

LGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LGKR – KERKIRA / IOANNIS KAPODISTRIAS

LGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	393607N 0195444E Centre of RWY.
2	Direction and distance from (city)	BRG 212°, 1 NM from city harbour.
3	Elevation/Reference temperature	1.41 M (4.63 FT) / 33.74°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2023) / 6'30"E
6	AD Administration, address, telephone, telefax, telex, AFS	Kerkira / Ioannis Kapodistrias Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi TEL: +30 26614 40013 Email: cfuaocc@fraport-greece.com Website: https://www.cfu-airport.gr Hellenic Aviation Service Provider (HASP) P.O. BOX 463 GR 49100, KERKIRA TEL: +30 26610 89600 FAX: +30 26610 45829 AFTN: LGKRYDYX Email: kakkar@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 26610 89625)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	Availability Summer time: On AD OPR HR. Winter time: On AD OPR HR with prior notice.
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

LGKR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Forklift (2 tons), conveyor belts, container loader (7 tons).
2	Fuel/oil types	Fuel: PF 100 LL by GISSCO. TF JET A1: by EKO, GISSCO. Oil: NIL
3	Fuelling facilities/capacity	EKO Tel: +30 26614 40185, +30 6940271544 Email: A.Kerkira@eko.gr GISSCO Tel: +30 26614 40155, +30 26614 40156, +30 6948685113 Email: cfu01@gissco.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKR AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Kerkira town.
2	Restaurants	Snack bar, cafeteria, Fast Food facilities. Restaurants at AD vicinity and Kerkira town.
3	Transportation	Taxis, Public Bus, Airline Transfer Coaches and Car hire from the main terminal building at the AD.
4	Medical facilities	First Aid facilities providing emergency medical care services at AD.
5	Bank and Post Office	ATM (cash machines) / Postal Box
6	Tourist Office	NIL
7	Remarks	NIL

LGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements.
3	Capability for removal of disabled aircraft	Iron Tire aircraft recovery dolly up to 3600 Kgs.
4	Remarks	Specialized rescue equipment is available for aircraft veering off in the lagoon/s. An inflatable boat with motor, 4 inflatable 10 M long rescue boards and life rings are also available for rescue.

LGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons.

LGKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Asphalt. Strength: PCN 78/F/A/X/T.
2	Taxiway width, surface and strength	Width: A1: 24 M, A2: 37 M, A3: 34 M, G: 15 M. Surface: Asphalt. Strength: TWY A1 PCN 83/F/A/X/T TWY A2 PCN 70/F/C/X/T TWY A3 PCN 87/F/B/X/T TWY G PCN 70/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	TWY G is limited for use by aircraft up to wingspan of 28 M. TWY A1 to/from RWY 16 is limited for use by aircraft up to Code Letter C (Max wingspan 36 M).

LGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Signs and markings according to ICAO Annex 14 and EASA CS ADR-DSN requirements. Taxi only on the taxiway centerlines and stand lead-in lines. No visual docking/parking guidance system available. Guidance at aircraft stands by marshaller is mandatory. Assistance by Follow Me Vehicle can be requested via ATC.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, edge, end. TWY: Edge. Markings: RWY 16/34: Designations, centre line, side stripes, touchdown zones, aiming points. TWY Centre line, RWY holding positions.
3	Stop bars	NIL
4	Remarks	Runway Guard Lights installed at taxiway links A1, A2 & A3. See also LGKR AD chart ICAO.

LGKR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
16	See relevant LGKR AOC charts-ICAO		Radio Mast 1, 149 M, Marked / LGT.	393627.05N 0195402.27E	All obstacles within airport boundaries are marked and lighted.
34	See relevant LGKR AOC charts-ICAO		Radio Mast 2, 149 M, Marked / LGT.	393625.08N 0195403.99E	New obstacle: BLDG ELEV 6.60 M, 8 M from RWY 34 End, and 85 M left from extended RWY centreline.

LGKR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KERKIRA / IOANNIS KAPODISTRIAS
2	Hours of service MET Office outside hours	H24 KERKIRA
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KERKIRA TWR, KERKIRA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centre. TEL: +30 26610 39702, +30 26614 40100, +30 6983526336. Email: meteo.corfu@hnms.gr

LGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	169°	2373 × 45	PCN 100/F/C/X/T Asphalt	393632.02N 0195437.20E 393529.58N 0195453.23E 30.83 M	THR: 1.75 M / 5.74 FT TDZ: NIL
34	349°	2373 × 45	PCN 100/F/C/X/T Asphalt	393531.44N 0195452.75E 393645.04N 0195433.84E 30.83 M	THR: 1.57 M / 5.15 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	7	8	9	10	11	12	13
16	NIL	NIL	NIL	2393 × 150	NIL	NIL	See also relevant LGKR AD and AOC charts-ICAO. RWY Strip provided wherever is feasible (see relevant LGKR ADC CHART).
34	NIL	NIL	NIL	2393 × 150	NIL	NIL	For Strip dimensions see also relevant information at 2.23.2 Accepted deviations in aerodrome certificate.

LGKR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2373	2373	2373	1963	Threshold RWY 16 displaced 410 M.
34	2373	2373	2373	2314	Threshold RWY 34 displaced 59 M.

LGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	- Green	PAPI LEFT/3° (15.55 M)	NIL	NIL	2373 M 60 M spacing, White, from 0 M to DTHR Red, last 600 M - Yellow, LIM	RED -	NIL	See also LGKR AD Chart-ICAO. PAPI system serviceable in azimuth coverage not more than 8 degrees either side of the extended runway centre line.
34	Simple approach lighting system 480 M with cross-bar at 360 M from THR, LIM.	- Green	PAPI LEFT/3° (21 M)	Simple TDZ lights, 620 M from THR	NIL	2373 M 60 M spacing, White, last 600 M - Yellow, LIM	RED -	NIL	Runway Threshold Identification Lights (RTIL) installed on both RWY 16/34 THRs.

LGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 6 SEC, H24: HN and IMC. IBN: at the Tower building, FLG green, coding "KRK", every 10 SEC, H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI LED lighted. Anemometer: 2 Anemometers one abeam each RWY threshold.
3	TWY edge and centre line lighting	Edge: All TWYs Blue, LED.
4	Secondary power supply/switch-over time	Available / 0sec (UPS available).
5	Remarks	Apron: LED Flood lights. Mobile LED lighting generators for emergency use.

LGKR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See LGKR AD 2.20.4

LGKR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KERKIRA IOANNIS KAPODISTRIAS CTR: Circle, 10 NM radius centered at 393607N 0195444E limited to the N-NE by ATHINAL - TIRANA FIR boundaries.
		KERKIRA IOANNIS KAPODISTRIAS ATZ: Circle, 5 NM radius centered at 393607N 0195444E limited to the N-NE by ATHINAL - TIRANA FIR boundaries.
2	Vertical limits	CTR: SFC to FL 100 MSL.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: KERKIRA APPROACH Greek, English
		ATZ: KERKIRA TOWER Greek, English
5	Transition altitude	5000 FT.
6	Remarks	For KERKIRA TMA see ENR 2.1.5.6

LGKR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	KERKIRA APPROACH	122.355 118.080 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Coverage FL 250 / 50 NM. Coverage FL 250 / 50 NM. MIL. RGA. Emergency. MIL Emergency.
TAR	KERKIRA RADAR	122.355 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM. MIL.
TWR	KERKIRA TOWER	120.855 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq. Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.
	KERKIRA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM. ACFT Start Up & Taxi Clearance.
G/A/G	KERKIRA RADIO	5637 kHz 2989 kHz	H24: 0400 – 1700 H24: 1700 – 0400	Primary. Primary.
ATIS (ARR / DEP)	KERKIRA IOANNIS KAPODISTRIAS AIRPORT INFORMATION	126.355	H24	Coverage FL 200 / 60 NM.
All ATS Communication Facilities under responsibility of HASP. For TAR services see ENR 1.6 & LGKR AD 2.22.4 , for ATIS see also ENR 1.1				



LGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
KERKIRA VOR/DME (5°E/2024) (5°E)	KRK	114.70 MHz (CH 94X)	H24	392637.89N 0200421.99E	33 FT / 10.10 M	Coverage FL 500 / 150 NM
GARITSA VOR/DME (5°E/2024) (5°E)	GAR	108.80 MHz (CH 25X)	H24	393623.08N 0195433.90E	33 FT / 10.00 M	Coverage FL 250 / 40 NM
KERKIRA L (5°E/2024)	KEK	403 kHz	H24	393516.49N 0195441.66E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 and ENR 4.1						

LGKR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: flightscheduling@fraport-greece.com. More information and Guidelines for flight Schedule Data collection are also available at:

<https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/slot-allocation>.

2.20.1.2 GA/BA and Non-commercial flights

- a) Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 30 M wingspan and 31.2 M fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar may be mandatory for certain aircraft types, depending on parking stand availability. Towbar is not mandatory for light aircraft up to 2000 Kgs
- d) For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters
- f) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKR Airport (Aerodrome reference code 4D, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

- Aircraft type
- Required RFF category
- Expected date and time

2.20.1.4 Aircraft are allowed to taxi only at the indispensable engine power and speed.

2.20.1.5 ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior clearance, ATC shall inform airport operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.

2.20.1.6 Maintenance run-up tests above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will (coordinate with ATC to) designate an area subject to traffic and apron space available.

2.20.1.7 U-turn and Backtrack operations, after landing or prior to take-off, effective only at the extremities of RWY 16/34 for all aircraft types, except for aircraft less than 5700 MTOW (Kgs).

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.

2.20.2.1.2 All taxiing aircraft shall follow the Taxiway Centre Line or the Aircraft Stand Lead-in Line. No deviations or shortcuts are permitted unless guided by a Follow Me vehicle.

2.20.2.1.3 All arriving GA/BA aircraft shall be guided to their allocated Parking Stands by Follow Me vehicle. For departing GA/BA aircraft, and after receiving an ATC clearance, aircraft should taxi out following marshaller's instructions. Follow me Guidance is available upon request.

2.20.2.1.4 The parking stand allocation is the responsibility of the Airport Operations Control Center and communicated to crew through ATC along with taxi instructions. Follow-Me guidance may be provided upon request.

2.20.2.1.5 No docking system available. Aircraft are permitted to enter the parking stands only under the instructions of a marshaller. If marshaller is not present, aircraft shall hold position. Marshalling is under the responsibility of the handling service provider.

2.20.2.1.6 In case that a non-marked and non-published parking area is assigned for parking, aircraft shall be guided by Follow-Me vehicle and marshalling signals.

2.20.2.2 Procedures for departing aircraft

2.20.2.2.1 Aircraft may leave nose-in parking positions only with the aid of a towing truck. Power back using reverse thrust for jet powered aircraft or reverse variable pitch for propeller aircraft shall not be used unless (and under extreme circumstances) prior approval has been obtained by the airport operator.

2.20.2.2.2 Push-back clearance shall be requested only when the tow-bar is fully connected to the aircraft (Ground handling personnel is present and tug on) and the pilot can perform the maneuver immediately. ATC may cancel taxi-out or pushback clearance if the procedure has been delayed and this delay affects other traffic.

2.20.2.2.3 When pilot request taxi-out or pushback they shall indicate their parking position.

2.20.2.2.4 Pushback and engine start-up procedure.

- a) Crew shall request start-up and pushback clearance from ATC. Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxilane C or A.
- b) Cross-bleeding start-up is not permitted on the nose-in parking stands 3-11 and may only be performed on the aircraft stand Taxilane A or C and/or RWY according to ATC instructions. Exceptionally cross-bleeding start-up is permitted on the nose-in parking stands 1-2 and the aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.
- c) During pushback procedure, aircraft from any parking position is aligned on the Aircraft stand Taxilane C, except aircraft from Parking Stands 6, 7, 9, 10, 11 which is aligned on the Aircraft stand Taxilane A. All aircraft are positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC, except for:
 - i) Pushback facing south from stands 1-3 which is positioned abeam the lead in line of stand 4.
- d) In order to facilitate traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.
- e) Push-back procedure cannot take place simultaneously in any adjacent positions.
- f) Pushback from stands 1-2 always will be performed facing south.
- g) Pushback from stand 8 always will be performed facing north.

2.20.2.2.5 Aircraft parked in a roll-through manner shall use own power to taxi out and shall adhere to marshaller's instructions.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only under Follow-Me guidance and requires prior coordination and permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 All aircraft allocated to General Aviation parking stands shall be guided by Follow Me vehicle.

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters will be instructed to proceed to a specific point on RWY and then hover or taxi to allocated parking area. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC. Follow me guidance will be provided.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitation

2.20.6.1 Taxiing to/ from RWY 16 via TWY A1 is only allowed for ICAO code letter aircraft up to C (max span 36 M).

- 2.20.6.2 Taxiing on aircraft stand Taxilane C is only allowed for ICAO code letter aircraft up to C (max span 36 M).
- 2.20.6.3 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft stand Taxilanes A and C is only allowed:
- a) Between stands 4 - 8 and
 - b) For ICAO code letter aircraft up to C (max span 36M).

2.20.7 School and training flights - technical test flights - use of runways

- 2.20.7.1 For School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator and the ATC is required prior departure from the airport of origin.
- 2.20.7.2 For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at CFUdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

- 2.20.9.1 Iron Tire aircraft recovery dolly up to 3600kgs.

LGKR AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG

- 2.21.1.1 General provisions

NIL

- 2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

- 2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

- 2.21.1.4 Restrictions

NIL

- 2.21.1.5 Reporting

NIL

Part II

2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

- 2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

- 2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

- 2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

- 2.21.3.1 General provisions

NIL

- 2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

LGKR AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Within ATHINAI FIR / HELLAS UIR the responsibility for the provision of ATS in accordance with the airspace classification, has been delegated from ATHINAI ACC to KERKIRA APP within specific segments of ATS Routes as described in **ENR 3** section (see also note in **ENR 1.1**).

2.22.1.2 Instructions for the completion of the flight plan form

2.22.1.2.1 Due to use of an automated flight plan processing system and in order to avoid FPL rejections operators when filing a FPL with LGKR as ADEP or ADES are requested to start or end the route description with the first significant point to which a SID is ending or the last significant point from which a STAR is starting.

2.22.1.2.2 Alternatively the AWY that connects the scheduled route with the TMA may be used. NAVAIDS designators and indications "DCT" or "DIRECT" in the route within TMA must be avoided.

2.22.2 Runway in use

2.22.2.1 Traffic circuits shall be entered at 1000 FT by conventional aircraft and 1500 FT by jet aircraft.

- a) Left hand traffic circuit for RWY 16 applies.
- b) Right hand traffic circuit for RWY 34 applies

2.22.3 Procedures for IFR flights within KERKIRA TMA

2.22.3.1 See relevant LGKR charts – ICAO (**LGKR AD 2.24**)

2.22.4 Radar procedures within KERKIRA TMA

2.22.4.1 GENERAL INFORMATION

2.22.4.1.1 A radar unit operates as an integral part of Kerkira Approach Control Office, for the purpose of providing radar services according to ICAO Doc 4444-PANS/ATM and Doc 7030, within the areas listed in para **LGKR AD 2.22.4.3** below. Many factors such as radar coverage, controller workload and equipment capabilities may affect these services in any specific case.

2.22.4.1.2 When radar services are provided, the radar controller will use the call-sign "KERKIRA RADAR" in the R/T communications with all aircraft under approach control. ➔

2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Kerkira Approach Control Office operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises of the Radar Head Site located at the "AGIOI DEKA" hill (393259.25N 0195251.29E) 3.4 NM. South – Southwest of the airport and the Operational Site (OPS), located at the ATS building of KERKIRA/ IOANNIS KAPODISTRIAS airport

2.22.4.2.2 The instrumented (end of processing) range of the PSR is 60 NM and of the MSSR is 200 NM.

2.22.4.2.3 Surveillance information updates enable the display to be updated every 3.8 sec.

2.22.4.2.4 Radar data, derived from the HERAS long-range radar network, become available as system tracks (PALLAS tracks), to the local TAR for further processing (transformation to common stereographic plane, comparison to the TAR tracks, etc) and presentation. In this way the defects in the TAR coverage (e.g. screening, cone of silence) do not hinder the provision of radar services, to the maximum extent practical.

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

2.22.4.3.1 The radar control service is provided, in areas of radar coverage, to aircraft operating IFR within controlled airspace. More explicitly:

- within KERKIRA TMA (see **ENR 2.1.5.6**)
- within the adjacent airways segments (see **LGKR AD 2.22.1.1**).

2.22.4.3.2 The minimum horizontal radar separations are:

- 5 NM between radar tracks derived from TAR.
- 10 NM between system tracks (PALLAS) and between system tracks and TAR tracks.

2.22.4.3.3 The Radar Control service may include:

- a) Radar monitoring of arriving (including pilot interpreted approaches), departing and en route traffic, providing information and advice on any significant deviations, by aircraft, from nominal flight paths as well as from the terms of their respective ATC clearances (cleared routes and levels) when appropriate.
- b) Radar vectoring of arriving traffic on to pilot - interpreted final approach aids.
- c) Radar vectoring of arriving traffic to a point from which a visual approach can be completed.
- d) Radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
- e) Information to assist in the navigation of the aircraft.
- f) Information on observed areas of adverse weather.
- g) Assistance to aircraft in emergency.
- h) Radar separation between:
 - succeeding departing aircraft,
 - succeeding arriving aircraft, and
 - a departing aircraft and a succeeding arriving aircraft.
- i) Collision hazard information: according to the relevant provisions of ICAO Doc 4444-PANS/ATM.

2.22.4.3.3.1 However, the controller's suggestion for avoiding action does not relieve the pilot in command of his responsibility for continual vigilance to see and avoid the other aircraft.

2.22.4.3.3.2 Furthermore, the controller may not be in the position to provide traffic information on aircraft not carrying a functioning transponder, due to known deficiencies of PSR.

2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE:

2.22.4.4.1 Radar service to aircraft not equipped or with malfunctioning transponder and with radar cross- section (RCS):

- a) less than that of aircraft types ATR, T134, B717, is limited up to 35 NM from ARP.
- b) equal or more than that of aircraft types (ATR, T134, B717) is extended up to 50 NM from ARP.

2.22.4.4.2 When TAR derived tracks are not available, RADAR monitoring based on system tracks (PALLAS), will be provided from 3000 FT and above.

2.22.4.5 EMERGENCY, HAZARDS AND EQUIPMENT FAILURE PROCEDURES

2.22.4.5.1 According to the relevant provisions of ICAO Doc 4444-PANS/ATM and Doc 7030.

2.22.4.5.2 Additionally, in the event of a complete aircraft communication failure and in absence of alternative ATC instructions, the pilot in command should:

- a) If in VMC, follow provisions of **ENR 1.6.8.2.2**.
- b) If not in VMC, continue by his own navigational means to execute the instrument approach he was vectored for.
- c) In case he was vectored for a visual approach for RWYs 16/34 and still in IMC, should proceed, by his own navigational means, to GAR TVOR/DME maintaining the last assigned altitude, if it is higher or equal to 4500 FT (QNH) and execute the GAR VOR v RWY 34 instrument approach appropriate for the runway in use.

Attention:

- a) Aircraft below 4500 FT (QNH) must proceed to GAR TVOR/DME, making an initial climbing turn to 4500 FT (QNH), taking into account high terrain and obstacles in the vicinity of the airport and execute the VOR v RWY 34 instrument approach procedure, appropriate for the runway in use.
- b) In case GAR TVOR/DME is U/S, the pilot in command should use the KEK L and execute the L a (circling) instrument approach procedure appropriate for the runway in use.

2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight

2.22.4.6.1.1 The use of a functioning transponder, with 4096 codes capability on Mode A and automatic altitude transmission on Mode C, within KERKIRA TMA, is mandatory for all IFR and General Air Traffic VFR flights.

2.22.4.6.1.2 Pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.

2.22.4.6.1.3 Unless otherwise instructed, the pilot of an IFR flight entering KERKIRA TMA shall maintain the most recently assigned code.

2.22.4.6.2 Transponder operation while on ground

2.22.4.6.2.1 While on ground, the transponder must be switched OFF in order to avoid undesirable transponder replies.

2.22.4.6.2.2 The transponder must be switched ON immediately after clearance for take-off.

2.22.4.7 ATC SURVEILLANCE MINIMUM ALTITUDE CHART

2.22.4.7.1 See also relevant AD 2-LGKR-ASMAC chart (ATC Surveillance Minimum Altitude Chart) in **LGKR AD 2.24**.

2.22.5 Procedures for VFR flights within KERKIRA TMA

2.22.5.1 See relevant LGKR VFR routes chart (**LGKR AD 2.24**).

2.22.6 Procedures for VFR flights within KERKIRA IOANNIS KAPODISTRIAS CTR2.22.6.1 See relevant LGKR VFR routes chart (**LGKR AD 2.24**).**2.22.7 Standard instrument departure procedure (SID)**2.22.7.1 See relevant LGKR SID charts (**LGKR AD 2.24**).**LGKR AD 2.23 ADDITIONAL INFORMATION****2.23.1 Wildlife Hazard Management**

- a. A diversity of wildlife species may be found at LGKR airport and its close vicinity. Currently, 110 bird species (either resident or migratory bird species) and 3 mammal species have been recorded at LGKR airport.
- b. The presence and behavior of wildlife species at LGKR airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGKR airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, pyrotechnics, etc. Preventive long-term actions that are mainly related to habitat management measures (e.g. grass cutting, water body management) are also taken to further reduce the presence of species constituting a risk to flight safety. In addition, a NOTAM is published and regularly updated.

2.23.1.1 Bird species

Bird species that are mainly monitored and controlled at LGKR airport, are resident on Kerkira island and are mentioned below

- i. **Grey heron (*Ardea cinerea*)**, is a large heron with a mass of approximately 2kg. Flocks of 10-20 Grey herons are usually observed at Kolla and Halikiopoulos lagoons, east and west of the maneuvering area respectively. They mainly fly west, upon application of wildlife control methods.
- ii. **Pheasant (*Phasianus colchicus*)**, belongs to the landfowl species and its mass reaches approximately 2kg. Pheasants breed in LGKR airport area, thus, their population may rise to 10-20 individuals during the spring-summer season. They usually move east upon the use of wildlife control methods.
- iii. **Yellow-legged gull (*Larus michahellis*)**, is a large gull species with a mass of approximately 1.5kg. Flocks of 10-20 Yellow-legged gulls are usually observed at the maneuvering area or at Kolla and Halikiopoulos lagoons, particularly under rainy weather conditions. They mainly fly west upon the application of wildlife control methods.
- iv. 95% of the strikes of the above-mentioned bird species occurred at a height of 0-35ft above ground level and 5% occurred at a height over 35ft and up to 1,000ft, in the period 17 April 2017-2022.

2.23.2 Accepted deviations in aerodrome certificate

Runways		
Regulation	Description of Non-Compliance	Flexibility Tool
B.065 Longitudinal slope changes on RWYs	The maximum slope transitions exceeding the required limits at multiple spots (max. value is 1.16% within 30m distance) along RWY 16 at: 195m (1.16%), 375m (0.35%), 615m (0.38%), 1095m (0.63%)	Special Condition
B.075 Distance between slope changes on RWYs	Distances between slope changes exceed the required minimum distances at multiple spots	Special Condition
B.080 Transverse Slopes on RWYs	Max transverse slopes of 2.03% at about 900m and 920m from THR 16. At about 117m from THR 34, transverse slope of 1.9%. At about 750m from THR 16, transverse slope of 2%. At about 670m from THR 16, transverse slope of 2.1%.	Special Condition
B.130 Slopes in RWYs Shoulders	The transverse slopes near intersection with TWY A3 (at the north side) exceed limitations. Specifically the max value is 3.5%	Special Condition
B.150 Runway strip to be provided	Runway strip is provided and published, but in some parts the required width and length is not feasible.	Special Condition
B.155 Runways Length of RWY Strip	Runway strip is provided and published, but the required length is not feasible.	Special Condition

B.160 Runways Width Of RWY Strip	Runway strip is provided and published, but in some parts the required width is not feasible.	Special Condition
B.180 Runways Longitudinal Slopes on RWY Strips	Abrupt changes cannot be excluded due to the RWY strip condition (drainage channels, RWY strip dimensions to small, graded area not sufficiently covered by land, etc.).	Special Condition

Runway End Safety Area		
Regulation	Description of Non-Compliance	Flexibility Tool
C.215 RESA Dimensions of RESA	No RESA established.	Special Condition
C.220 Objects on RESA	Objects on RESA - no RESA established.	Special Condition
C.225 RESA Clearing & Grading of RESA	No RESA established.	Special Condition
C.230 RESA Slopes on RESA	No RESA established.	Special Condition

Taxiways		
Regulation	Description of Non-Compliance	Flexibility Tool
D.260 Taxiways TWY Minimum separation Distance	Aircraft stand taxilane is approx. 110 m to RWY instead of 176 m; Objects located too close to C/L of TWYs G (house west of TWY G).	Special Condition
D.280 Transverse Slopes on TWYs	Transverse slopes are exceeded partly at all three TWYs: TWY A3: 25 m after HLDG A3 south side to RWY, value -2%; TWY A2: 25 m after HLDG A2 south side to RWY, value -3.4%; TWY A1: 25 m - 70 after HLDG A1 to APRON north-east side, average value -2.5%; TWY A1: 20 m after HLDG A1 south-east side to RWY, value -2.0%.	Special Condition
D.315 Width of taxiway strips	37 m TWY strip cannot be assured for the northern TWY joints to RWY 16 (TWY A3: extends over airport boundary, TWY G: covers a house at the northern apron).	Special Condition
D.320 Objects on taxiway strips	37 m TWY strip cannot be assured for the northern TWY joints to RWY 16 (TWY A3: extends over airport boundary, TWY G: covers a house at the northern apron).	Special Condition

Visual Aids for Navigation – Lights		
Regulation	Description of Non-Compliance	Flexibility Tool
M.626 Visual Aids for Navigation - Lights Simple Approach Lighting Systems	Due to the displacement of THR 34, the actual distances do not match the required values (overall length results in 480 m, crossbar located at 360 m from THR);	Special Condition
M.615 General	SALS RWY 34 does not feature any frangibility. SALS RWY 34 is not marked.	ELoS
M.670 RWY Threshold Identification Lights	RTILs installed symmetrically at both RWY THRs, nevertheless RTILs THR 16 are distanced at 13.5 m to RELs	ELoS
M.675 RWY Edge Lights	No red-coloured RELs installed ahead of THR 34 (displaced by 59 m).	ELoS
M.680 RWY Threshold & Wing Bar Lights	Innermost light unit is not aligned with the RELs.	ELoS

Aerodrome Operational Services, Equipment And Installation		
Regulation	Description of Non-Compliance	Flexibility Tool
T.915 Sitting of equipment and installations on operational areas	Massive drainage channels on both sides of the RWY. Various equipment installation do not provide frangibility features.	Special Condition
T.910 Equipment frangibility requirements	Various equipment installations do not provide frangibility features.	ELoS

LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KERKIRA / IOANNIS KAPODISTRIAS Airport	23 JAN 25	AD 2-LGKR-ADC
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA / IOANNIS KAPODISTRIAS Airport - Main Apron	31 OCT 24	AD 2-LGKR-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA / IOANNIS KAPODISTRIAS Airport - West Apron	31 OCT 24	AD 2-LGKR-APDC-2
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - LGKR AOC 1	28 JUN 12	AD 2-LGKR-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR a (Circling)	05 SEP 24	AD 2-LGKR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR b (Circling)	05 SEP 24	AD 2-LGKR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR t RWY 34	05 SEP 24	AD 2-LGKR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR u RWY 34	05 SEP 24	AD 2-LGKR-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VOR v RWY 34	05 SEP 24	AD 2-LGKR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VOR w RWY 34	05 SEP 24	AD 2-LGKR-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VOR x RWY 34	05 SEP 24	AD 2-LGKR-IAC-7
Instrument Approach Chart (IAC) – ICAO: - VOR y RWY 34	05 SEP 24	AD 2-LGKR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - VOR z RWY 34	05 SEP 24	AD 2-LGKR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - L a (circling)	31 OCT 24	AD 2-LGKR-IAC-10
Instrument Approach Chart (IAC) - ICAO:- RNP RWY 34	31 OCT 24	AD 2-LGKR-IAC-11
Instrument Approach Chart (IAC) -ICAO:- RNP RWY 16	30 NOV 23	AD 2-LGKR-IAC-12
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME - KRK VOR/DME - KEK L RWY 16	31 OCT 24	AD 2-LGKR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME RWY 16	05 SEP 24	AD 2-LGKR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME - KRK VOR/DME RWY 16	05 SEP 24	AD 2-LGKR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME - KRK VOR/DME RWY 16	05 SEP 24	AD 2-LGKR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME - KRK VOR/DME - KEK L RWY 34	05 SEP 24	AD 2-LGKR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - GAR DME - KRK VOR/DME - KEK L RWY 34	05 SEP 24	AD 2-LGKR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME - KRK VOR/DME RWY 34	05 SEP 24	AD 2-LGKR-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME - KRK VOR/DME RWY 16/34	31 OCT 24	AD 2-LGKR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME - KRK VOR/DME (no Hold) RWY 34	05 SEP 24	AD 2-LGKR-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME - KRK VOR/DME (Hold) RWY 34	05 SEP 24	AD 2-LGKR-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME - KRK VOR/DME (no Hold) RWY 34	05 SEP 24	AD 2-LGKR-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME - KRK VOR/DME RWY 34	05 SEP 24	AD 2-LGKR-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME RWY 34	05 SEP 24	AD 2-LGKR-STAR-6
TMA – VFR routes: - VFR Routes KERKIRA TMA	05 SEP 24	AD 2-LGKR-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: - KERKIRA TMA	05 SEP 24	AD 2-LGKR-ASMAC