

## LGSR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGSR - SANTORINI

## LGSR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	362357N 0252845E Centre of RWY 15/33
2	Direction and distance from (city)	BRG 115°, 2.5 NM from Thira Harbour
3	Elevation/Reference temperature	37.5 M (123 FT) / 30.66°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2023) / 5' 33"E
6	AD Administration, address, telephone, telefax, telex, AFS	Santorini Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Mobile: +30 698 5053 818 Email: <a href="mailto:jtraocc@fraport-greece.com">jtraocc@fraport-greece.com</a> Website: <a href="https://www.jtr-airport.gr">https://www.jtr-airport.gr</a>  Hellenic Aviation Service Provider (HASP) GR 84700, THIRA TEL: +30 22860 28400 FAX: +30 22860 33349 AFTN: LGSRYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

## LGSR AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 22860 28404 & +30 22860 28405)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

**LGSR AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Available provided by Skyserv, Swissport Hellas Sud and Goldair Handling agencies
2	Fuel/oil types	Fuel JP 8: by EKO, GISSCO AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	EKO Tel: +30 6977247644 Email: <a href="mailto:A.Santorini@eko.gr">A.Santorini@eko.gr</a> , <a href="mailto:E.Kardamitsi@helpe.gr">E.Kardamitsi@helpe.gr</a> , <a href="mailto:A.Knithaki@eko.gr">A.Knithaki@eko.gr</a> , <a href="mailto:E.Moschovou@eko.gr">E.Moschovou@eko.gr</a>  GISSCO Tel: +30 6948 685122, +30 6978 255595 Email: <a href="mailto:jtr01@gissco.gr">jtr01@gissco.gr</a>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LGSR AD 2.5 PASSENGER FACILITIES**

1	Hotels	At AD vicinity, association of hotels and rooms to let owners.
2	Restaurants	Cafeteria/Snack Bar
3	Transportation	Taxis, Buses and car rentals during summer season.
4	Medical facilities	First Aid facilities.
5	Bank and Post Office	ATM (cash machines) available. Post office not available.
6	Tourist Office	NIL
7	Remarks	NIL

**LGSR 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	N/A
4	Remarks	NIL

**LGSR AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of removal equipment	NIL
2	Removal priorities	NIL
3	Remarks	All seasons.

## LGSR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete. Strength: PCN 73/R/B/W/T.
2	Taxiway width, surface and strength	Width: TWYs A, B, F, G: 23 M, TWY E: 28 M TWY C (between TWY A and Apron): 26 M and (between TWY A and RWY): 23 M TWY D (between TWY A and Apron): 25 M and (between TWY A and RWY): 23 M  Surface: Asphalt, except TWYs A (the southern 150 M), E and G: Concrete  Strength: TWY A: PCN 44/R/B/W/T (the southern 150 M) and PCN 64/F/A/X/T, TWY B: PCN 56/F/B/X/T, TWY C: PCN 58/F/A/X/T, TWY D: PCN 57/F/A/X/T, TWY E: PCN 85/R/B/W/T, TWY F: PCN 100/F/A/X/T, TWY G: PCN 44/R/B/W/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

## LGSR 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	Taxiing guidance by Marshaller (mandatory) and "FOLLOW-ME" car (on request). Taxiing guidance LED signs at all intersections between TWY and RWY and at all holding positions. Leading lines for guidance at apron Nose in aircraft stands.
2	RWY and TWY markings and LGT	LGT: RWY 15: Threshold, end, edge, RTIL. RWY 33: Threshold, edge, end. TWY: Edge.  Markings: RWY: Thresholds, designation, centreline, side stripes, touchdown zone, aiming point. TWY: Centreline, holding positions.
3	Stop bars	NIL
4	Remarks	NIL

**LGSR AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
15	See relevant LGSR AOC charts-ICAO				NIL
33	See relevant LGSR AOC charts-ICAO				Kamari hill obst light 3 KM before THR RWY 33 and 1400 M W of extended RWY centre line. Caution advised to all pilots.

**LGSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	SANTORINI / II
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts 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	SANTORINI TWR, SANTORINI APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22860 31397, +30 6983529725. Email: <a href="mailto:meteo.santorini@hnms.gr">meteo.santorini@hnms.gr</a>

**LGSR 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
15	159°	2197 x 30	PCN 65/F/A/X/T Asphalt	362429.39N 0252829.73E 362324.94N 0252900.03E 34.31 M	THR: 37.55 M/ 123.16 FT TDZ: NIL
33	339°	2197 x 30	Rigid part of RWY PCN 100/R/B/X/T The first 15 M of RWY: Concrete Flexible part of RWY PCN 65/F/A/X/T Asphalt	362324.94N 0252900.03E 362431.56N 0252828.67E 34.23 M	THR: 16.24 M/ 53.27 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
15	NIL	NIL	NIL	2317 x 150	NIL	NIL	See relevant LGSR AD and AOC charts-ICAO. Portion of strip after the end RWY 15 has minus 5% slope.
33	NIL	NIL	NIL	2317 x 150	NIL	NIL	The first 400 M of TWY A (between taxi links G and F) not visible from TWR.

**LGSR AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	2197	2197	2197	2125	THR RWY 15 displaced 72 M
33	2197	2197	2197	2197	

**LGSR 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
15	NIL	Green  Green	PAPI LEFT / 3.02° (22.07 M)	NIL	NIL	2197 M, 60 M, White, (last 600 M:Yellow), LIM	Red  -	NIL	See also LGSR AD chart-ICAO.  RWY 33 APCH LGT only.
33	ICAO CAT I precision approach lighting system 600M Coded CL LIM	Green  -	PAPI LEFT / 2.95° (14.59 M)	NIL	NIL	2197 M, 60 M, White, (last 600 M:Yellow), LIM	Red  -	NIL	

**LGSR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG ev 6 sec. HO: HN and IMC. IBN: At the Tower building FLG green, coding "SNI", every 30 SEC, LED. HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: between TXY C and TWY D, lighted. WDI: 2 WDI, LED lighted. Anemometer: 2 anemometers, one abeam each RWY threshold - not lighted
3	TWY edge and centre line lighting	Edge: All TWYs Blue Centre line: NIL
4	Secondary power supply/switch-over time	Available / 0 SEC (UPS available)
5	Remarks	Apron: LED flood lights. Flares in extraordinary cases.

**LGSR 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 <b>LGSR AD 2.20.4</b>

**LGSR AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	SANTORINI CTR: Circle, 12 NM radius centred at 362357N 0252845E.
		SANTORINI ATZ: Circle, 5 NM radius centred at 362357N 0252845E (ARP).
2	Vertical limits	CTR: SFC to 10000 FT ALT.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: SANTORINI APPROACH Greek, English
		ATZ: SANTORINI TOWER Greek, English
5	Transition altitude	5000 FT.
6	Remarks	For SANTORINI TMA see <b>ENR 2.1.5.14</b>

**LGSR AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	SANTORINI APPROACH	118.050 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq. Coverage FL 150/ 40 NM. RGA. MIL RGA. Emergency. MIL Emergency.
TWR	SANTORINI TOWER	118.050 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq. Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.
	SANTORINI GROUND	119.825	HO*	Coverage FL 040 / 25 NM.
	SANTORINI DELIVERY	119.825	HO*	Coverage FL 040 / 25 NM.
G/A/G	SANTORINI RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	SANTORINI AIRPORT INFORMATION	126.455	HO	Coverage FL 200 / 60 NM.
HO*: Freq. channel 119.825 will be enabled on a case-by-case basis through ATIS. All ATS Communication Facilities under responsibility of HASP. For ATIS see also <b>ENR 1.1</b>				

**LGSR AD 2.19 RADIO NAVIGATION AND LIGHTING 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
SANTORINI VOR/DME (5°E/2024) (5°E)	SNI	110.40 MHZ (CH 41X)	H24	362341.57N 0252857.36E	87 FT / 26.47 M	Coverage FL 250 / 40 NM
SANTORINI NDB (5°E/2024)	THR	307 kHz	H24	362400.45N 0252849.92E	-	Coverage 80 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also <b>GEN 2.5</b> and <b>ENR 4.1</b>						

**LGSR 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](mailto: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 41.07 M wingspan and 47.32 M fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- 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 LGSR Airport (Aerodrome reference code 4C, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: [anocdm@fraport-greece.com](mailto: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 of 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.

**2.20.2 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 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.

2.20.2.1.3 No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, aircraft shall hold position until a marshaller is present. Marshalling is under the responsibility of the ground service provider.

2.20.2.1.4 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 by 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 Taxi-out or push-back clearance may be requested only if 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 push-back or taxi-out they shall indicate their parking position number.

2.20.2.2.4 Push-back and engine start-up procedure

a) Pilot shall request start-up and pushback clearance from ATC on SANTORINI TWR frequency, or on SANTORINI GROUND frequency when activated (see **LGSR AD 2.18**). Skidded helicopters shall always contact SANTORINI TWR frequency for instructions. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft.

b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxi lane K or TWY A according to aircraft category.

c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the aircraft stand Taxilane K and/or TWY A according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to and approved by the Airport Operations Control Center through the aircraft operator and/or the ground handler prior requesting start-up clearance from ATC. Such approval should be timely notified to ATC.

d) During push-back procedure, aircraft from any parking position is aligned on the aircraft stand Taxilane K and positioned with the nose gear abeam the lead in line of the parking position it is vacating unless otherwise instructed by ATC. Exceptionally:

i. pushback from parking stands 1, S1, S2, S3, G1, G2 is positioned with the nose gear abeam the lead in line of the parking position 2 and taxi out with slight right turn in order to join TWY C centerline.

ii. pushback of an ICAO cat D aircraft type from parking stand 9 is aligned on TWY A and positioned with the nose gear at the intersection with TWY E.

e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.

f) For parking positions 1, 2, S1, S2, S3, G1, G2 default facing is north. For stands 1, 2 when south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines.

g) For parking position 9 and for aircraft types up to ICAO cat C default facing is south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines.

h) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.2.5 Aircraft parked at roll-through positions or in a roll-through manner in an area of the apron, 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 with the aid of a Follow-Me vehicle and requires prior coordination and permission by ATC.

### 2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking area.

### 2.20.4 Parking area for helicopters

2.20.4.1 Helicopters parking available. Helicopters will be instructed to proceed to a specific point on RWY or TWY and then hover or taxi to allocated stand. The allocation of the parking stand is the responsibility of the Airport Operator and will be communicated to arriving helicopter through ATC. Follow me guidance available upon request.

### 2.20.5 Apron - taxiing during winter condition

NIL

### 2.20.6 Taxiing – limitations

2.20.6.1 For stand 9A, aircraft types ICAO cat D will enter Apron via TWY E and exit via TWY D exclusively

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

2.20.7.1 School, Training and Test flights are not permitted during Summer season.

2.20.7.2 During winter season:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition, prior approval from the ATC is required
- For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at [JTRdm@fraport-greece.com](mailto:JTRdm@fraport-greece.com).

**2.20.8 Helicopter traffic – limitation**

NIL

**2.20.9 Removal of disabled aircraft from runways**

NIL

**2.20.10 Operation of advanced surveillance system**

2.20.10.1 In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use JTR airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

2.20.10.1.1 Pilots shall:

- a) Select AUTO mode and the assigned Mode A code.
- b) If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:
  - i. From the request for towed push-back or taxi, whichever is earlier.
  - ii. After landing, continuously until the aircraft is fully parked in its stand.
  - iii. When the aircraft is fully parked, they shall select STBY.

2.20.10.1.2 Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.

2.20.10.1.3 Air crew must use the ICAO defined format to enter the Aircraft Identification.

2.20.10.1.4 To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the runway.

**LGSR 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

### LGSR AD 2.22 FLIGHT PROCEDURES

#### 2.22.1 General

2.22.1.1 The first 400 M of TWY A (between taxi links G and F) not visible from TWR

2.22.1.2 SANTORINI TMA is affected by Controlled firing area **LGC101**, see **ENR 5.1.4**.

#### 2.22.2 Runway in use

2.22.2.1 RWY 15/33.

2.22.2.2 When RWY 33 is in use, in order to avoid traffic-complexity issues and facilitate the expeditious and orderly flow of air traffic, RNP RWY 15 and VOR RWY 15 approach will not be available for circling to land on RWY 33. Aircraft approaching to land on RWY 33 will have to execute the VORa approach, the VORb approach or a visual approach in accordance with respective ATC clearances. Exceptions will only be made in case of unserviceability of "SNI" VOR.

#### 2.22.3 Procedures for IFR flights within SANTORINI TMA

2.22.3.1 See relevant LGSR IAC charts – ICAO (**LGSR AD 2.24**)

#### 2.22.4 Radar procedures within SANTORINI TMA

NIL

#### 2.22.5 Procedures for VFR flights within SANTORINI TMA

2.22.5.1 See chart AD 2-LGSR-VFR

#### 2.22.6 Procedures for VFR flights within SANTORINI CTR

2.22.6.1 Within SANTORINI CTR:

- Before airborne from any heliport or provisional field, all helicopters must contact TWR and obtain ATC clearance.
- Prior coordination and approval from SANTORINI ATC are required for all local VFR flights.

#### 2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGSR SID charts (**LGSR AD 2.24**).

### LGSR AD 2.23 ADDITIONAL INFORMATION

#### 2.23.1 Wildlife Hazard Management

- a. A diversity of wildlife species may be found at LGSR airport and its close vicinity. Currently, 66 bird species (either resident or migratory bird species) and 3 mammal species have been recorded at LGSR airport.
- b. The presence and behavior of wildlife species at LGSR airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGSR airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, 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.
- c. Yellow-legged gull (*Larus michahellis*) is the most common bird species monitored and controlled at LGSR airport. Yellow-legged gull is a large gull species with a mass of 1.5 Kg. It is resident on Santorini island, but its presence at LGSR airport is more intense in spring and during rainy weather conditions. Flocks of 50-100 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly west upon the application of wildlife control methods.

- d. 91% of the strikes with Yellow-legged gulls occurred at a height of 0-35 FT above ground level and 9% occurred at a height over 35 FT and up to 1000 FT, in the period 17 April 2017-2022.

### 2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.065 Longitudinal slopes changes on RWYs	(c)(1) non-compliant: multiple areas exceed slope changes of 0.1%/30m (max. values on RWY 15: 75-90m 0.63%, 345-360m 0.60%, 795-840m average 0.47%, 1425-1440m 1.19%, 1530-1650m average 0.56%/30m)	Special Condition
B.080 Transverse Slopes	According to new topographical plan, slopes exceed limitation at about 200m with a value of 0.9% remark: old RWY 16R/34L is assessed as TWY A	Special Condition
B.160 Width of runway strip	non-compliant: 75m wide (RWY 15/33, laterally measured from RWY C/L) RWY strip is published within the AIP ADC. RWY is classified as 4C, which requires 150m wide (laterally measured from RWY C/L) RWY strip.	Special Condition
B.180 Longitudinal slope on runway strips	(b)(1)–for AIP published strip: non-compliant: acc. to aerial survey data long. slopes exceed limitations near southern strip end (max. value: -60%); --for EASA-conform strip: non-compliant: exceeding of slope limitations near military ground objects in the eastern RWY-strip (max. value: +/-30%) (c) non-compliant: abrupt slope changes near military ground objects in western RWY strip	Special Condition
D.260 Taxiway minimum separation distance	non-compliant: Aircraft stand taxilane is too close to RWY (approx. 95m) instead of 176m	Special Condition
D.265 Longitudinal Slopes on Taxiways	(b) non-compliant: exceedings of long. slope limitations: -on TWY B (max value: -2.37%), on TWY C (max value: -1.82%), on TWY D (max value: -1.90%), on TWY F (max value: -2.33%), on TWY G (max value: -2.10%)(mostly located between HLDG-points and TWY A; - on parallel TWY A no significant slope exceedings ascertained	Special Condition
D.280 Transverse slopes on TWYs	(b)(1) non-compliant: the transverse slopes exceed >1.5% mainly on parallel TWY A (max value: -2.1% and +2.0%); punctual exceedings on TWY D and TWY B at joints to TWY A (max. value 2.1%) no mentionable exceedings on other TWYs	Special Condition
D.330 Slopes on taxiway strips	(c) non-compliant: exceeded downward slope south of TWY G (max value: -8.8%) remark: southern strip-part of TWY E and south eastern part of parallel TWY A could not be assessed, within military area	Special Condition
E.360 Slopes on aprons	(b) non-compliant: marginal exceeding of limitation on whole OAT apron (average value: 1.28%); (maximal value of southern AC-stand: -2.63%)	Special Condition
J.475 Non-precision approach runways	non-compliant: western transitionals (i.e. due to parking aircraft in apron)	Special Condition
T.915 Sitting of equipment and installations on operational areas	(b)(1) non-compliant: endangering objects can be found within the RWY strip (d)(1) non-compliant: at the southern RWY ends, requirements cannot be met	Special Condition
B.045 Width Of RWYs	(a) non-compliant: RWY width 30m, required is 45m as A/D code is 4C	ELoS
M.615 General	(a) (1) non-compliant: supporting structures of PALS are not frangible	ELoS
M.745 RWY guard lights	(b)(2) non-compliant: no RWY guard lights installed	ELoS
T.910 Aerodrome Operational Services, Equipment & Installation	Non-compliant: LDI, MET, NAV aids, ALS not frangible (all AGL units are frangible)	ELoS

## LGSR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - SANTORINI</b>	02 NOV 23	AD 2-LGSR-ADC
<b>Aircraft Parking / Docking Chart – ICAO: - SANTORINI</b>	02 NOV 23	AD 2-LGSR-APDC
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type A: - RWY 15/33 / LGSR AOC A</b>	28 MAR 19	AD 2-LGSR-AOC A
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: -</b>	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO: - VORa</b>	21 MAY 20	AD 2-LGSR-IAC-4
Instrument Approach Chart (IAC) - ICAO: - VORb	28 FEB 19	AD 2-LGSR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 15	28 FEB 19	AD 2-LGSR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - NDB	19 JUL 18	AD 2-LGSR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 15	16 JUN 22	AD 2-LGSR-IAC-10
<b>Visual Approach Chart (VAC) – ICAO: -</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RWY 33</b>	28 FEB 19	AD 2-LGSR-SID-3
Standard Departure Chart - Instrument (SID) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-SID-4
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 33</b>	28 FEB 19	AD 2-LGSR-STAR-2
Standard Arrival Chart - Instrument (STAR) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS RWY 15	28 FEB 19	AD 2-LGSR-STAR-4
<b>TMA-VFR routes: - VFR routes SANTORINI TMA</b>	08 AUG 24	AD 2-LGSR-VFR