RULES OF THE AIR AND AIR TRAFFIC SERVICES

1. GENERAL

The air traffic rules and procedures applicable to air traffic within Greek territory conform with Annexes 2 and 11 to the Convention on International Civil Aviation and the Procedures for Air Navigation Services-Rules of the Air and Air Traffic Services and the Regional Supplementary procedures applicable to the EUR Region, as modified and supplemented by the regulations described hereunder.

2. ANNEX 2 – RULES OF THE AIR (9th Edition)

2.1 GENERAL RULES
(Annex 2 – Chapter 3)

2.1.1 Cruising Levels
The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:

a. Flight levels for en-route flights at or above the lowest usable flight level

b. Altitudes for en-route flights below the lowest usable flight level and, as applicable for arriving or departing flights below the transition altitude.

2.1.2 Airspace Restrictions

Aircraft and Helicopters shall not be flown outside the lateral limits of controlled or advisory airspace established over the territory of Greece, unless permission has been obtained from the appropriate authority or ATS unit.

Except for designated airspace where RVSM transition tasks are carried out,(see RAC 1-5-15)only RVSM aproved aircraftand non – RVSM approved State aircraft shall be permitted to operate in the EUR RVSM airspace within Athinai UIR.
RVSM approved aircraft are those aircraft for which the operator has obtained an RVSM approval, either from the the State in which the operator is based , or from the State in which the aircraft is registered .
Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the Joint Aviation Authoritiew (JAA) Temporary Guidance Leaflet (TGL) Number 6, Revision 1 and the ICAO Regional Supplementary Procedures (DOC 7030/4-EUR).

2.1.3 Night Period

2.1.3.1 Night is considered the period between 30 minutes after sunset and 30 minutes before sunrise.

2.1.4 Flight Plans

2.1.4.1 Requirement to submit a flight plan.
Prior to operating any flight within Athinai FIR, a flight plan shall be submitted to the competent ATS unit for:

a. any flight or portion thereof to be provided with air traffic control service.

b. any IFR flight within advisory airspace

c. any flight within or into designated areas, or along designated routes, to facilitate the provision of flight information, alerting and search and rescue services.

d. any flight within or into designated areasor along designated routes, to facilitate co-ordination with appropriate military units or with air traffic services units in adjacent states in order to avoid the possible need for interception for the purpose of identification.

e. any flight across international borders.

The flight plan shall be submitted in person by the pilot-in-command, his designated representative of the operator to the ATS unit of the aerodrome of departure.

If an ATS Unit is not available at the aerodrome of departure the flight plan shall be submitted by telephone or any communications means available to the nearest ATS unit.

When a pilot is unable to comply with the above para, the flight plan may be submitted during the flight to the nearest ATS unit, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

a) the intended point of entry into a control area (or advisory area) or

b) the point of crossing an airway or advisory route.

For aircraft on a VFR flight to or from points where communication facilities are not available the flight plan may be submitted to any authority where from, in case of emergency, the Air Traffic Services may derive from that flight plan any useful information.
A separate flight plan through intermediate stops should be submitted for flights from aerodrome(s) where ATS and COM facilities are available to other aerodrome(s) where such facilities are not available regardless of the time to be spent on the ground at an intermediate stop.
The time to be spent at each intermediate stop should be indicated in the flight plan and be followed as far as practicable unless it is amended by the aerodrome of departure.
Pilots-in-command should carry in the aircraft copies of the approved by the competent authorities flight plan form which will be used in the above cases.
To expedite the issuance and delivery of ATC clearances flight plans should be submitted at least thirty minutes prior to departure.
When a flight plan has been submitted for an IFR flight in the event of a delay 30 minutes in excess of the proposed departure time or the estimated elapsed time to be spent on the ground at an intermediate stop, it should be announced or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

2.1.4.2 Completion of a flight plan

Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on a 1 items. FIR boundaries estimated time are required to be included in Item 18

2.1.4.3 Changes to a flight plan

All changes to a flight plan submitted for an IFR flight or a VFR flight operate as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

Note: Information submitted prior to departure regarding fuel endurance or total number of persons curried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such must be reported to the appropriate ATS unit.

2.1.4.4 Closing a flight plan

A report of arrival shall be made either in person or by radio at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit by radio to an appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

Arrival reports made by aircraft shall contain the following elements of information:

a) aircraft identification

b) departure aerodrome

c) destination aerodrome

d) arrival aerodrome

e) time of arrival

Note: Whenever an arrival report is required, failure to comply with these provisions may cause serious discruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

2.1.5 Adherence to flight plan

2.1.5.1 Inadvertent change in time estimate:

If the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

2.1.6 Position Reports

2.1.6.1 A controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit.

2.1.6.2 A position report shall be transmitted when entering or leaving Athinai FIR boundaries from IFR aircraft.

2.1.7 VMC visibility and distance from cloud minima are as follows:

TABLE OF VMC MINIMA

	Within Controlled Airspace	Outside Controlled Airspace	
		Above 3000ft (900m) AMSL Or 1000ft (300m) above terrain whichever is the higher	At and below 3000ft (900m) AMSL or 1000ft (300m) above terrain, whichever is the higher
Distance from Cloud	1500m horizontally 1000ft (300m) vertically		Clear of cloud and in sight of the surface
Flight visibility	8km at and above 10000ft (3050m)AMSL 5km below 10000ft (3050m) AMSL		5km* 800m ONLY for HELICOPTERS**

* Lower flight visibilities to 1500m are permitted for flights operating:

1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions: or
2) In circumstances in which the probability of encounters with other traffic whould normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

** Helicopters are permitted to operate with flight visibility to 800m, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2.2 VISUAL FLIGHT RULES
(Annex 2 – Chapter 4)

2.2.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table of the above para 2.1.7.

2.2.2 Except when a clearance is obtain from the appropriate ATC unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic circuit:
a. When the ceiling is less than 1500ft (450m) or
b. When the ground visibility is less than 5 km.

Note 1. Special VFR flights may be authorized, when traffic conditions permit, subject to the approval of the unit providing approach control service and the ground visibility is not less than 1500m.
Note 2 Seperation is provided between all IFR flights and special VFR flights and between all special VFR flights.

2.2.3 VFR flights at night – VFR flights above FL 200.

2.2.3.1. VFR flights shall not be operated without a clearance from the appropriate ATC unit:

a) During night (night is considered the period between 30 minutes after sunset and 30 minutes before sunrise).
b) Above FL 200.

2.2.4 VFR flights at night

2.2.4.1 Only in exceptional circumstances, such as search, rescue, sanitary, state flights or flights in direct connection with the above flights (i.e. return flight from the operation)or flights with a special permission by the HCCA ,ATS division , the appropriate air traffic control unit may authorize a VFR flight at night, provided that:

a) The aircraft shall maintain a continuous two-way communication with the appropriate ATS unit.

b) a previous arrangement has been made to determine the route, altitudes, reporting points etc. of the flight.

c) terrain clearance and flying on weather conditions equal or greater than VFR minima, rest with the pilot and standard IFR separation will be provided between such flights and all IFR flights.

2.2.5 VFR flights above FL 200

2.2.5.1 The appropriate air traffic control unit may authorize a VFR flight above FL 200 provided that:

a) Traffic conditions permit.

b) The aircraft shall maintain a continuous two-way communication with the appropriate A.T.C unit.

c) The aircraft is equipped with A/3 code 7000 and Mode C.

d) Standard IFR separation between such a flight and all IFR flights will be provided.

2.2.5.2 Traffic other than general air traffic should, as far as possible, fly under IFR and file a flight plan accordingly. This traffic may be cleared to operate VFR at night or above FL 200 in accordance with the procedures agreed between the Civil Aviation and Military authorities.

2.2.5.3 In the above cases the appropriate ATC unit shall:

a) specify the conditions under which these VFR flights shall be conducted and

b) provide standard separation between such flights and all IFR flights.

2.2.6 VFR flights in level cruising flight when operated above 3000ft (900m) from the ground or water shall be conducted at a flight level appropriate to the track, as specified in the table of cruising levels given below, para 2-3-1 unless otherwise specified for flights within controlled airspace.

2.2.7 GAT VFR flights shall operate the transponder on Mode A/3, code 7000 and Mode C, unless they fly below FL 60 or below the Minimum Flight Altitude of the Airways.

2.2.8 All VFR flights within Athinai FIR at Aerodromes/Heliports , where Air Traffic services are not provided, shall comply with the following provisions under pilots responsibility :
a) Before taking off and after landing , pilot in person or other person on pilots behalf, is obliged to communicate as soon as possible, but not exceeding fifteen (15) minutes the estimate take off time or landing time respectively, to the nearest ATS unit.
b) If unable due to working hours of the nearest ATS unit a communication should be established with ATHINAI FIC (TEL. 210 9972603) or ATHINAI information (130.92/KHZ/119.75 KHZ)
c) Failure to comply with these provision may cause serious disruption in the Air Traffic service and incur unnecessary search and rescue operations.

2.3 INSTRUMENT FLIGHT RULES
(Annex 2- Chapter 5)

2.3.1 The cruising levels to be used by IFR flights for operation within controlled and outside controlled airspace shall be selected from the table of cruising levels given below unless otherwise specified for certain controlled areas or routes

TABLE OF CRUISING LEVELS

TRACK

From 000° to 179°						From 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
FL	Altitude		FL	Altitude		FL	Altitude		FL	Altitude	
	Metres	Feet		Metres	Feet		Metres	Feet		Metres	Feet
-90			-	-	-	0			-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			

2. PROCEDURES FOR AIR NAVIGATION SERVICES

(DOC 4444 - RAC/501/11).

3.1 Longitudinal Separation

3.1.1 Aircraft climbing or descending on the same track.

Difference

The separation prescribed in Part III Area Control Service paragraph 8-3-1-2 is applied only when the descending aircraft is leading or the climbing aircraft is following (fig. I).In all other cases a longitudinal separation of 37KM (20NM) is applied (fig. II).

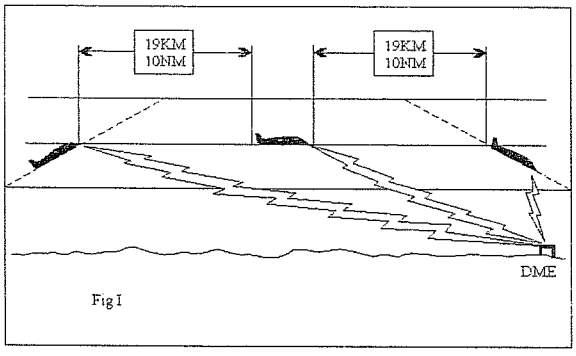


Fig I

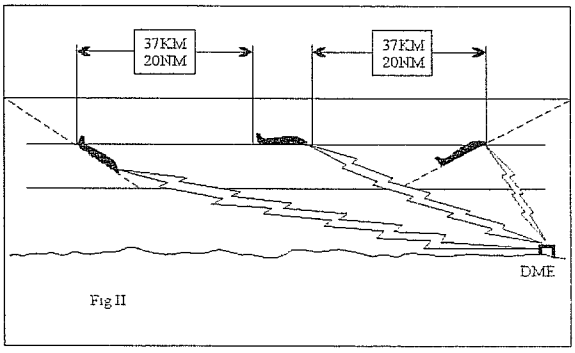


Fig II

3.2 CONTROL OF AERODROME TRAFFIC

3.2.1 Regulations for light aircraft

3.2.1.1 If not instructed otherwise by the aerodrome control tower, light aircraft approaching an aerodrome in compliance with VFR, will enter the traffic circuit at a height of 1000ft. or below when unable to comply with VFR at this height.

3.2.1.2 Departing aircraft will be flown after take-off in such a manner until well clear of the normal traffic circuit, maintaining a height below 1000ft.

Aircraft without radiotelephony will receive clearance by the light signals contained in ANNEX 2 Appendix "A". The signals will be acknowledged by moving the ailerons, except on base leg or final approach.

3.2.2 Control of traffic in the manoeuvring area

3.2.2.1 With the exception of the apron, all the aerodrome traffic in the manoeuvring area is under the control of the Aerodrome Control Tower.

3.2.2.2 Control of traffic on the apron (marshalling area) is carried out by the aerodrome operator.

3.2.3 Aerodrome Control and Approach Control Units

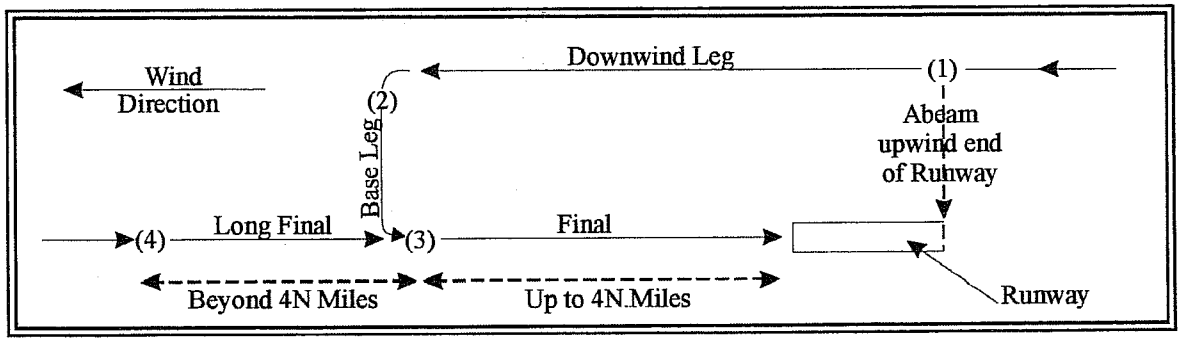
3.2.3.1 In IMC, control of traffic on the runway in use and in the air will be shared between the Aerodrome Control Tower and the Approach Control Unit.

3.2.3.2 Usually departing aircraft are handed over to the Approach Control Unit when they are safely airborne, and arriving aircraft are handed over to the Aerodrome Control Tower when they are Nr 1 to approach but the actual point of hand over depends largely on traffic conditions and is arranged between the two units to suit the current situation.

Note: In case that a pilot whishes to retain his IFR flight plan while VMC weather conditions prevail in the ATZ it does not afford priority over VFR flights.

3.2.4 Reporting in the circuit

3.2.4.1 In order that the maximum use be made of aerodromes for the purpose of landing and taking off, it is essential that pilots accurately report their positions in the circuits.
The positions in which the various reports should be made are shown in the following diagram:



3.2.4.2 Position reports are to be as follows:

1. Downwind: Aircraft are to report "Downwind", when abeam the upwind end of runway.

2. Base Leg : Aircraft are to report "Base Leg" if requested by ATC, immediately on completion of the turn on to Base leg.

3. Final : Aircraft are to report "Final" after the completion of the turn on to final approach and when at a range of not more than 4 NM from the approach end of the runway.

4. Long Final: Aircraft flying a final approach of a greater length than 4 NM are to report "Long Final" when beyond that range, and "Final" when a range of 4 NM is reached.
Aircraft flying a straight-in approach are to report "Long Final" at 8 NM from the approach end of the runway, and "Final" when a range of 4 NM is reached.

3.2.5 Closure of aerodrome

3.2.5.1 Pilots will not be refused permission to land or take off on "pilot's discretion" at aerodromes operated by Civil Aviation Administration solely because of bad weather conditions.

3.2.5.2 The only circumstances in which a civil aerodrome will be closed to normal air traffic are:

a. when the surface of the landing area is unfit (e.g. soft surface, excessive accumulation of snow, dangerous obstruction on the manoeuvring area).

b. at times and in conditions specified in NOTAMs.

c. if essential aerodrome facilities are unserviceable.

3.2.5.3 A pilot in dire emergency will be allowed to land regardless of the condition of the aerodrome facilities.

3.2.6 Control of mixed VFR and IFR/VMC traffic in the traffic circuit.

3.2.6.1 Introduction

Any attempt to give priority to a particular IFR aircraft would not only be difficult to achieve but would result in inefficiency in the handling of overall operations.
Additionally any preferential treatment afforded to IFR operations would create serious delays and result in a backlog of aircraft in the traffic circuit awaiting their turn to land.

3.2.6.2 Cancellation of IFR Plan, priority in the circuit.

It is solely the pilot's prerogative to cancel his IFR flight plan. However, a pilot's retention of an IFR flight plan does not afford priority over VFR flights. For example, this does not preclude the requirement for the pilot of an arriving IFR flight to adjust his flight path, as necessary, to enter a traffic circuit in sequence with arriving VFR flights.

3.2.6.3 Phraseology

No priority will be afforded to IFR aircraft, however when it is necessary to indicate to a pilot on an IFR flight plan that he may be required to enter traffic circuit in a sequence behind VFR Traffic, an instruction shall be issued, such as:
VFR TRAFFIC IN CIRCUIT, PLAN TO (description of traffic circuit or manoeuvre).
Examples:
VFR TRAFFIC IN CIRCUIT, PLAN TO ENTER DOWNWIND LEG.
VFR TRAFFIC IN CIRCUIT PLAN TO PROCEED OVER THE AIRPORT FOR LEFT CIRCUIT
VFR TRAFFIC IN CIRCUIT, LANDING, SEQUENCE LATER (only to be used when the IFR aircraft will land straight-in from the approach).
This instruction shall be issued by the approach controller at the time of issuance of the approach clearance, or by the aerodrome controller on initial contact. In addition, to enable a pilot executing an instrument approach to properly adjust his flight path, the aerodrome controller should issue a landing sequence as soon as traffic conditions permit.

3.3 AREA RADAR SERVICES WITHIN ATHINAI FIR/UIR PROVIDED BY ATHINAI AND MAKEDONIA ACCs

3.3.1 GENERAL

3.3.1.1 Radar service is provided within the Radar coverage of Athinai FIR/UIR, according to ICAO Doc. 4444 Part VI,
by Athinai ACC (call-sign Athinai Radar) and Makedonia ACC (call-sign Makedonia Radar).

3.3.1.2 The Radar service is provided exclusively by the extensive use of SSR information derived from an automated multi-radar and flight plan processing system. In the system warnings such as Short Term Conflict Alert, Minimum Safe Altitude Warning, Danger Area infringement Warning, Route Adherence Monitoring and Cleared Level Adherence Monitoring, are also available.

3.3.2 RADAR SITES

3.3.2.1 The radar system is processing the data provided by the following long range radars:

	Name of site	Geographical co-ordinates	Type
1	HIMMITOS	37°56′48,05″ N 23°48′50,75″E	PSR+MSSR
2	PILION	39°26′14,41″ N 23°02′46,15″E	MSSR
3	KITHIRA	36°13′40,04″ N 22 °56′25,91″E	MSSR
→ 4	LEFKAS	38°42′28,27″ N 20 °38′56,79″E	MSSR
5	KARPATHOS	35° 29′04,49″ N 27°10′ 02,66″E	MSSR
6	MERENDA	37° 50′58″ N 23°57′ 48″E	MSSR
7	LARA	SEE A.I.P CYPRUS	MSSR
8	ATTAVIROS (RODOS)	36°12′33,84″N 27°51′49,50″E	MSSR

3.3.3.2 The radar system is also processing the data provided by the following Approach radar,(with long range MSSRs) as gap fillers.

	Name of site	Geographical co-ordinates	Type
1	IRAKLION	35° 19′40,23″N 25° 10′20,93″E	MSSR
2	KERKIRA	39° 32′59,25″N 19° 52′51,27″E	MSSR
3	RODOS	36° 23′33″N 28° 05′33″E	MSSR
4	THESSALONIKI	40° 18′07″N 22° 55′48″E	MSSR

3.4 OPERATIONAL COVERAGE

As indicated in the page RAC 1-3-7

3.5 TRANSPONDER OPERATING PROCEDURES

3.5.1 The carriage of properly functioning SSR transponder equipment with the capability of Mode A/3 and Mode C is mandatory for all flights within Athinai FIR/UIR.

3.5.2 No general exemption from the above requirement will be granted, but in very special circumstances, relaxation of the requirements for a single flight, may be approved by the appropriate ATC unit.

3.5.3 Normal operating procedures
Pilots shall operate the transponder at all times during flight in accordance with ATC instructions.

3.5.4 Pilots who have not received specific instructions from ATC concerning the setting of the transponder, shall operate the transponder on Mode A/3 code 2000 and Mode C and maintain that code setting until otherwise instructed.

3.5.5 All GAT VFR flights shall operate the transponder on Mode A/3 code 7000 and Mode C. unless they fly below FL 60 or below the minimum flight altitude of the airways.

3.6 Procedures during abnormal situations

3.6.1 Emergency

3.6.1.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

3.6.1.2 In all other circumstances, the transponder shall be set on Mode A/3, code 7700 (or 77). Notwithstanding the procedure in 3.6.1.1 above, a pilot may select Mode A/3, code 7700 (or 77) whenever the nature of the emergency is such that this appears to be the most suitable course of action.

3.6.2 Radio communication failure

3.6.2.1 In the event of an aircraft's radio receiver failure or a complete communication failure, a pilot shall select Mode A/3 code 7600 (or 76) and follow established procedures, subsequent control of the aircraft will be based on those procedures.

3.6.3 Unlawful interference

3.6.3.1 Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A Code 7500 to make the situation known, unless circumstances warrant the use of Mode A Code 7700 (or 77).

3.6.3.2 MODE A codes 7700, 7600, 7500 are permanently monitored.

3.7 Transponder failure

3.7.1 Failure before intended departure.

3.7.1.1 If the transponder fails before intended departure and cannot be repaired pilots shall:

a) Plan to proceed as directly as possible to the nearest suitable aerodrome where repair can be made.
b) Inform ATS as soon as possible preferably before the submission of a flight plan. When granting clearance to such aircraft, ATC will take into account the existing and anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight.
c) Insert in item 10 of ICAO flight plan under SSR the letter N for complete unserviceability of the transponder or in the case of partial failure, the letter corresponding to the remaining transponder capability as specified in ICAO Doc. 4444.

3.7.1.2 Failure after departure
If the transponder fails after departure or en route, ATS units will endeavour to provide for continuation of the flight in accordance with the original flight plan. In certain traffic situations this may not be possible particularly when the failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at another aerodrome acceptable to the operator and to ATC. After landing, pilots shall make every effort to have the transponder restored to normal operation. If the transponder cannot be repaired then the provisions in paragraph 3.7.1 apply.
The temporary failure of SSR Mode C alone would not restrict the normal operation of the flight.

3.8 SERVICES

3.8.1 Area radar control service

3.8.1.1 Area radar control is provided to IFR flights after identification has been effected, within:

a) Airways, above the minimum flight altitude.
b) TMAs, whenever and wherever Athinai and Makedonia ACCs are responsible.
Note: Approach radar control is not provided by Athinai and Makedonia ACCs.
c) The airspace north of AWYS UG12/UM600/UM603 (route KRK VOR/DME - YNN VOR/DME - TSL VOR/DME - ALX VOR/DME - GOLDO FROM FL250 UP TO FL460)
LATERAL LIMITS
EASTERN : FIR BOUNDARY ATHINAI / ISTANBUL
WESTERN : EASTERN LIMITS OF KRK TMA
NORTHERN: FIR BOUNDARIES
ATHINAI / TIRANA - ATHINAI / SKOPJE - ATHINAI / SOFIA

3.8.1.2 This service may include:
a. radar watching
b. radar monitoring
c. radar vectoring, when required and whenever possible and applicable
d. warnings and position information concerning other aircraft transmitting constantly Mode C (verified or not) and considered to constitute a hazard
e. assistance to aircraft in emergency
f. assistance to aircraft crossing controlled airspace
g. information to assist in the navigation of aircraft

3.8.2 Area radar information service

Area radar information service is provided to IFR flights operating within the radar coverage of Athinai FIR/UIR, after identification has been effected. Pilots should know that radar identification does not necessarily mean provision of radar control service.
They should also know that flying out of controlled airspace they receive only radar information service and are wholly responsible for maintaining separation from other aircraft, whether or not the controller has passed traffic information.

3.9 SEPARATION MINIMA

The minimum horizontal radar separation between identified aircraft within controlled airspace is 10 NM.

3.10 CO-ORDINATION OF TRAFFIC UNDER RADAR AND NON-RADAR CONTROL

Either of the following arrangements should be applied for the co-ordination of traffic under radar control with traffic under non radar control.

a) Traffic under radar control should be vertically separated, 20NM or more before the limit of the operational radar coverage, from traffic under non radar control, provided that the latter is at least 20NM before the beginning of the operational coverage.

b) Traffic under radar control should be vertically separated before the limit of the operational radar coverage, from traffic under non radar control, provided that the later is at least 40NM before the beginning of the operational coverage.

3.11 RADIO COMMUNICATION FAILURE

In the event of an aircraft's radio receiver failure, or a complete communication failure, the provisions of ICAO Doc.4444 ATM 501, chapter 8and Doc 7030/4 will be applied.

3.12 RADAR FAILURE

In the event of radar failure, non radar criteria will be applied.

Note: Reduced vertical separation minima of 500ft below FL 290 or 1000ft above FL 290 may temporarily be applied for the establishment of non-radar separation, provided that traffic information is provided to aircraft concerned.

3.13 SYSTEM OF SSR CODE ASSIGNEMENT

Athinai and Makedonia ACCs shall assign SSR codes in accordance with ORCAM as following:

ASSIGNED	LOCAL	MILITARY
2001 - 2077 5501 - 5537	0040 - 0057 1401 - 1477 2201 - 2277 7001 - 7077 7401 - 7477 3640 - 3677	3601 - 3637 5001 - 5077 6301 - 6377

3.14 RADAR SERVICE PROVIDED BY MILITARY UNITS TO OTHER THAN GENERAL AIR TRAFFIC

3.14.1 Radar separation minima between general air traffic and other than general air traffic within Athinai FIR/UIR are as follows:

a. Horizontal distance of 10NM within a distance of 40NM from the radar station

b. Horizontal distance of 15NM beyond 40NM from the Radar Station

3.14.2 When weather conditions do not allow for VFR flights, traffic other than general air traffic which cannot give prior flight plan information, will be direct by radar ground stations according to procedures agreed between the Civil and Military authorities concerned.

M-SSR / RADAR COVERAGE

LEGEND

DOUBLE (AT LEAST):FL 250 AND ABOVE
DOUBLE (AT LEAST):FL 200 AND ABOVE
DOUBLE (AT LEAST):FL 160 AND ABOVE

PART IV

REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

1. GENERAL

1.1 The supplementary procedures in force are given in their entirety and are applicable in Greece; differences are shown by using capital letters and whenever full implementation is not feasible this is indicated by an underlined note, immediately under the text of the relevant procedure.

1.2 Notations have been added to indicate the parent document and the chapter or part to which a supplementary procedures is related, if there is a specific relationship.

1.3 These chapters or part numbers appear, within parenthesis, after the heading of each supplementary procedure, together with the appropriate abbreviation as follows:

A = Annexes to the Convention
Chap = Chapter
P = Procedures for Air Navigation Services, Rules of the Air and Air Traffic Services (PANS - RAC DOC 4444).
P-OPS = Procedures for Air Navigation Services Aircraft Operations (PANS OPS DOC 8168)

2. LONGITUDINAL SEPARATION (P-Part III)

2.1 Longitudinal separation minimum based on time and radar observed distance.

2.1.1 A minimum longitudinal separation of five minutes may be applied between aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, provided that:

a) Their flight progress is continuously monitored by radar, forming an integral part of the air traffic control unit concerned and
b) The distance between the aircraft, as observed by radar, is never less than 30 nautical miles.

Note: Use of this separation is subject to all limitations in the use of Radar specified in PANS – RAC, Part X para 1.1

3. USE OF REPETITIVE FLIGHT PLANS (A2-Chap.3, P-Part II)

Note: For the purpose of the following procedures, the term "flight" refers to one operation of an aircraft from a specific point of departure to its point of first intended landing and not to an operation conducted under a specific flight number.

3.1 General

3.1.1 Repetitive flight plans (PRL), also referred to as "stored flight plans", are flight plans relating to frequently recurring, regularly operated flights with identical basic features which are submitted by operators for retention and repetitive use by air traffic services units for series of individual flights.

3.1.2 Repetitive flight plans may be used for IFR flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions. The elements of each flight shall have a high degree of stability.

Note: For permissible incidental changes to flight plan data, see para 3.4.1 below.

3.1.3 In order to avoid a disproportionate workload to ATS units, repetitive flight plans will not be accepted for any flight conducted on 25 December. On this day individual flight plans shall be filed for all flights.

Note: The above should be applied so that it concerns any flight whose departure time as stated in the repetitive flight plan falls between 0000 GMT and 2400 GMT of 25 December.

3.1.4 Repetitive flight plans shall cover the entire flight from the aerodrome of departure to the aerodrome of first intended landing and shall only be applied provided all ATS authorities concerned with the flights in question have agreed to accept repetitive flight plans for them.

3.1.5 Application of the use of repetitive flight plans in specific areas shall be implemented by States subject to the provision that the affected adjacent States either already use repetitive flight plans or will use them at the same time.

Note: It is recognized that the use of repetitive flight plans may be implemented progressively by States. Possible initial selective use should, however, not deprive operators, initially excluded from participation, for prolonged periods from its use.

3.1.6 If a civil aviation administration, due to exceptional circumstances, is forced to temporarily suspend the use of repetitive flight plans in its area of responsibility or a specified part thereof, this shall be published with as much advance notice as possible and in the most suitable form considering the circumstances.

PROCEDURES FOR OPERATORS

3.2 Submission of repetitive flight plans

3.2.1 Repetitive flight plans shall be submitted so as to reach all addressees at least two weeks prior to the date of the first flight in the series of operations to which they apply.

Note: If at all possible, operators should submit their repetitive flight plans well in advance of the two week limit.

3.2.2 Repetitive flight plans shall be submitted in the form of lists containing the necessary flight plan data, using the form described in RAC 1 APP 1. These lists shall normally contain only those flights which are expected to operate in the flight information regions of concern to the administration in question.

Note: Normally, lists should be replaced by completely new lists at appropriate intervals, for example, prior to the introduction of summer and winter schedules.

3.2.3 The lists shall be submitted to the agency designated by the aviation administrations concerned which will forward relevant flight plan data to the appropriate air traffic services units.

3.2.4 The information normally to be provided shall be that listed in RAC 1 APP 1 except that administrations may also require the provision of information on FIR boundary estimates and the primary alternate aerodrome. If so required, such information shall be provided as indicated on the form in RAC 1 APP 1.

Note: Inclusion of FIR boundary estimates and the primary alternate aerodrome in the flight plans is not required.

3.2.5 Flight plan data which is not of a repetitive nature (information normally provided under Item 19 of the ICAO Flight Plan Form) shall be kept readily available by the operator at the aerodrome of departure or another agreed location, so that, on request by ATS units it can be supplied without delay.

3.2.6 Acknowledgement of receipt of lists of flight plan data and/or amendments thereto will not be required

3.3 Permanent Changes to and cancellations of repetitive flight plans

3.3.1 Changes of a permanent nature and permanent cancellations shall be submitted in the form of amended lists so as to reach the designated agencies concerned at least seven days prior to the change becoming effective.

Note: Receipt of changes will not be acknowledged.

3.3.2 Amendments in the form of additions or changes to previously submitted full lists (para. 3.2.2 refers) shall be clearly identified by inserting a plus sign "+" or an oblique stroke "/" as appropriate in the left – hand margin against each addition or change, while deletions should be indicated by crossing out the data and the addition of the remark 'CNL' in the remarks column of the list.

3.4 Incidental changes to repetitive flight plans

3.4.1 Changes of a temporary, non-recurring nature relating to aircraft type, speed and/or cruising level, shall be notified for each individual flight as early as possible and not later than 30 minutes before departure, to the ATS reporting office at the aerodrome of departure, except that a change of the cruising level alone may be notified by radiotelephony on initial contact with the aerodrome control tower.

3.4.2 An incidental change in the aircraft identification, the aerodrome of departure, the route and/or the aerodrome of destination requires, however, cancellation of the repetitive flight plan for the day, followed by submission of an individual flight plan.

3.4.3 Whenever it is expected by the operator that a specific flight, for which a repetitive flight plan has been submitted, is likely to encounter a delay of one hour or more in excess of the departure time stated in that flight plan, the ATS unit at the aerodrome of departure shall be notified immediately (para. 3.7.2 refers).

Note: Failure by operators to comply with this procedure may result in the automatic cancellation of the repetitive flight plan for that specific flight at one or more of the ATS units concerned.

3.4.4 Whenever it is known to the operator that any flight, for which a repetitive flight plan has been submitted, is cancelled, this shall be notified immediately to the ATS unit at the aerodrome of departure.

3.4.5 The operator shall ensure that the latest flight plan information, including permanent and incidental changes, pertaining to a particular flight and duly notified to the appropriate agency, is made available to the pilot in command in order that he may take it into account whenever he wishes to obtain any required changes to it from the ATS unit concerned.

PROCEDURES FOR ATS UNITS

3.5 General

3.5.1 The procedures for handling repetitive flight plans described hereafter are capable of application regardless of whether automatic data processing equipment is available to air traffic services units or weather flight plan data is handled manually.

3.6 Collection, storage and processing of repetitive plan data

3.6.1 Any State using repetitive flight plans shall designate one or more agencies responsible for administering such data. The area of responsibility for any such designated agency shall be at least one FIR. However, part or the entire area of responsibility of one or more States may be administered jointly by a designated agency. Each designated agency shall distribute relevant repetitive flight plan data to the ATS units concerned within its area of responsibility so that such data reaches these units in sufficient time to become effective.

3.6.2 The ATS units shall ensure that repetitive flight plan data is properly processed at the appropriate times and on the appropriate occasions.

3.7 ATS messages related to individual flights operating on a repetitive flight plan

3.7.1 Normally, ATS messages relating to flights operating on a repetitive flight plan shall be originated and addressed to ATS units concerned in a manner identical to that used for flights operating on individual flight plans, except as stated below.

Note: DEP messages will not be issued (see para 10.1.3)

3.7.2 Delay messages – Unless otherwise agreed between the ATS units affected by the delay messages, based on information provided by operators in accordance with the provisions in para 3.4.3 shall normally be addressed by the ATS unit of the aerodrome of departure to those other ATS units within the same FIR concerned with the flight and within which the aerodrome of departure is located.

Note 1: It should be noted that the delay time specified in para 3.4.3 is not calculated with reference to the ETD as given in individual flight plans and that, therefore, and because of differences in handling repetitive flight plan data, the provisions in PANS-RAC, Part VIII, para 3.2.3.3, are not relevant.

Note 2: Delay messages will not be issued for flights delayed within Athinai FIR.

3.7.3 Cancellation messages – If information is received that, on a given day, a specific flight for which a repetitive flight plan has been submitted, is cancelled, the ATS unit at the aerodrome of departure shall transmit a cancellation (CNL) message in accordance with the provisions in PANS-RAC, Part VIII, para 3.2.4.2. If, however, on a specific occasion the repetitive flight plan is replaced by an individual flight plan because of an incidental change in the aircraft identification, its aerodrome of departure, route and/or aerodrome of destination (para 3.4.2 refers), the ATS unit at the aerodrome of departure shall transmit a cancellation message with the priority indicator 'DD' and addressed to all ATS units concerned, followed by the transmission of the individual flight plan (FPL) message replacing the repetitive flight plan in question.

Note: The selection of the priority indicator 'DD' for the cancellation message should ensure that the cancellation message in question is received at least simultaneously with the filed flight plan (FPL) message replacing the repetitive flight plan.

4. CONTENTS OF CLEARANCES (A11 – Chap. 3; P-Part III & VIII)

4.1 A pilot - in - command shall, if at any time in doubt, request a detailed description of the route from ATS.

5. AIR GROUND COMMUNICATIONS AND IN – FLIGHT REPORTING

5.1 Application (A2 – Chap. 3 & 5 P-Part II)

5.1.1 Aircraft flying within uncontrolled airspace may be requested to maintain a continuous watch on the appropriate air-ground frequency of the air traffic services unit serving the flight information region within which the aircraft is flying.

5.2 Contents of position reports (P-Part II)

5.2.1 Abbreviate reports. Position reports should only contain, the aircraft identification, position, time flight level, AND NEXT POSITION AND TIME OVER.

6. ALERTING AND SEARCH RESCUE SERVICES

6.1 Routes end equipment of private aircraft (A6, Part II)

6.1.1 General aviation aircraft operating over designated areas, land or sea where Search and Rescue operations would be difficult should:

a) carry appropriate survival equipment

b) follow the routes or specified procedures if not equipped with two-way radio, except that under special circumstances, the appropriate authority may grant specific exemptions from this requirement.

6.2 Alerting Services (P-Part VI)

6.2.1 The procedures for "Alerting Service" detailed in the PANS – RAC Doc 4444 – RAC/501 PART VI, para 2 are applicable to all sectors of flights over mountainous or sparsely populated areas, including sea areas.

7 FLIGHT INFORMATION SERVICE

7.1 Automatic Terminal Information Service (ATIS) (P-PART VI and VIII)

7.1.1 An ATIS broadcast should not require the assignment of a VHF frequency which is subject to international frequency assignment.

7.1.2 An ATIS broadcast when containing departure information only and when requiring to be transmitted on a discrete frequency, should be transmitted on a ground control VHF frequency.

7.1.3 ATIS broadcast messages need not contain an instruction that, on initial contact with the appropriate ATS unit, the pilot acknowledge receipt of the ATIS message.

Note: Athinai Airport ATIS broadcast messages do not contain the above instruction (see RAC 7-1).

7.2 Transmission of SIGMET Information (P-Part VI)

7.2.1 Transmission of SIGMET information to aircraft shall be at the initiative of the appropriate air traffic services unit, by the preferred method of directed transmission followed by acknowledgement or by a general call when the number of aircraft would render the preferred method impracticable.

7.2.2 SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft.

7.3 Transmission of amended aerodrome forecast (P-Part VI)

7.3.1 Amended aerodromes forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information would have been made available through other means.

8. AIR TRAFFIC SERVICES COORDINATION

8.1 Coordination between units providing Area Control service (P-Part VII)

8.1.1 If a flight should enter an adjacent area, information concerning any revisions of estimate of 3 minutes or more shall be forwarded to the adjacent Area Control Center (normally by telephone in the EUR region).

9. ACTION IN THE EVENT OF AIR – GROUND COMMUNICATION FAILURE

The provisions of DOC 4444 ATM 501 chapter 8 and DOC 7030/4 are applied.

10. AIR TRAFFIC SERVICES MESSAGES

10.1 Flight plan and departure messages (P-Part VIII)

10.1.1 Filed flight plan messages for flights intending to operate within the NAT Region at a distance of 60NM or less from the northern and southern boundaries of the Gander and Shanwick Oceanic flight information regions, shall be addressed to the area control centers in charge of the NAT flight information regions along the route and, in addition, to the area control centers in charge of the nearest adjacent NAT flight information regions.

10.1.2 For flights departing from points within adjacent regions and entering the NAT Region without intermediate stops, filed flight plan messages shall be transmitted to the appropriate area control centers immediately after the flight plan has been submitted.

10.1.3 Provided reliable ATS speech circuits exist between the successive ATS units concerned with the flight, departure messages may be omitted for IFR flights operated within areas or a long routes designated by mutual agreements between the States concerned.

Note 1: DEP messages will not be issued for IFR flights originated from any aerodrome within Athinai FIR and terminated within the EUR region.

Note 2: DEP messages are not required for all IFR flights to Athinai FIR except for those flights originated from or passing through Malta FIR, in which case the DEP message should be addressed to LGGGZQZX or LGMDZQZX.

10.1.4 FIR boundaries estimates. When so specified in appropriate AIP by the States concerned, flight plans and associated flight plan messages concerning flights within or intending to enter the airspace where the State(s) concerned are responsible for the provision of air traffic services, shall not include FIR boundaries estimates.

Note 1: Flight plans and associated flight plan messages for controlled IFR flights within or intending to enter Athinai FIR/ UIR shall not include FIR/UIR boundaries estimates.

Note 2: The application of the above procedure excludes flights bound to and/or from Malta FIR in which case FIR boundaries estimated times are required to be included in item 13 of the flight plan.

10.2 Active messages (P-Part VIII).

10.2.1 When so agreed between adjacent air traffic control units exchanging ATS data on-line between ATC data processors and deriving basic flight plan data either from a filed flight plan (FPL) message or from a repetitive, stored flight plan, the boundary estimate (EST) message shall take the form of an active message and be normally transmitted from the transferring unit to receiving unit 15 minutes* prior to the time at which the aircraft is estimated to arrive over the agreed transfer of control point.

*Note: Different times may be specified by agreement between the ATC units concerned.

10.2.2 The activate message shall contain Field Types 2, 7, 11, 14 and 16 and shall carry the message type designator "ACT".

10.2.3 Any subsequent notifications to the contents of the active message shall be the subject of voice co-ordination between the two ATC units.

11. ALTIMETER SETTING PROCEDURES APPLICABLE TO AIR TRAFFIC SERVICES AND MINIMUM LEVELS (P-Part II & III)

11.1 Based on current and anticipated atmospheric pressure distribution, area control centers shall coordinate, where required, the lowest flight level to be used.

12. USE OF SECONDARY SURVEILLANCE RADAR (SSR) (P-Part X, P-OPS. Part V)

12.1 Application of procedures

Note: Some military aircraft are required to operate IFF transponders for non-ATC purposes simultaneously with and independently of their operation in Mode A for air traffic control purposes.

12.2 Operation of Transponders

12.2.1 All pilots of transponder equipped aircraft when entering Athinai FIR/UIR are requested to operate the transponders on Mode 3/A code 20(00), in order to facilitate the coordination of General and Operational traffic.

12.2.2 When it is necessary to stop IFF/SIF transponders from replying on Mode 3/A, pilots shall be requested to switch off Mode 3 (see para 12.6.1 "STOP SQUAWK THREE"). In no case shall they be requested to switch to STAND BY, since operation of the STAND BY switch stops the IFF/SIF transponder from replying on all modes.

12.3 Operation of SSR equipment and displays

12.3.1 SSR derived information shall be checked by use of special monitoring devices, or by correlation of an identified primary radar blip with the appropriate SSR response.

12.3.2 The "all codes" setting shall be used when it is desired to display for ATC purposes all aircraft in a specified area that are equipped with SSR or IFF/SIF transponders; the "all aircraft" setting shall be used when it is desired to display also aircraft equipped with basic IFF transponders.

12.4 Use of SSR derived information for the provision of separation between aircraft.

12.4.1 Except when the positional element of an SSR response cannot be resolved (see Note following para 12.4.3) SSR derived information may be used alone for the provision of horizontal separation between aircraft in the circumstances and under the condition specified below:

a) Within the coverage area of the associated primary radar, in order to overcome know deficiencies of that radar, e.g. the fact that primary radar echoes of certain aircraft are not, or not continuously, presented on the radar display due to the reflecting characteristics of such aircraft, clutter, etc. In this case, SSR responses may be used for the separation of transponder equipped aircraft and, additionally for the separation of transponder equipped aircraft from other know aircraft not using SSR but displayed clearly on the primary radar display, provided that the SSR response from any aircraft (not necessarily the one being provided separation) coincides with the primary radar echo of the same aircraft.

Note: Where SSR accuracy cannot be verified by means of monitor equipment or by visual correlation of the SSR response with the primary radar echo from a given aircraft, SSR responses alone may be used only to provide identification.

b) Outside the coverage area of the associated primary Radar, or in certain areas(which shall be defined horizontally as well as vertically) and under circumstances specified by the appropriate authority in consultation with the operators, provided:

(1) reliable SSR coverage exists within the area;

(2) the area is designated as controlled airspace;

(3) the control of air traffic in the area vested in one ATC unit unless adequate means of co-ordination exist between all ATC units concerned;

(4) actual operating experience has shown that loss of SSR responses in not occuring at a rate affecting the safety of operations and adequate measures for earliest possible detection of such losses have been developed;

(5) density and/or complexity of air traffic in the area and provision of navigational guidance allow to revert safely to other forms of separation in case of SSR failure;

(6) the aircraft concerned have previously been identified and identification has been maintained;

(7) procedural separation is applied between aircraft with functioning transponders and other aircraft;

12.4.2 When primary radar fails and until procedural separation is established, provided that:

a) the positional accuracy of the SSR responses has been verified (see para 12.4.1.a and Note).

b) the pilots of the aircraft concerned have been advised.

In the case of aircraft in emergency.

Note: Apart from causes resulting, in the inability to resolve the positional element of an SSR response which can occur due to malfunctioning of the equipment, there are two causes which may occur during normal operations. These are the presence of side-lobe responses and reflections.

12.4.3 The separation minima used should not be less than those applied when using the associated primary radar, if any, on the understanding that the resolution of the SSR is not better than that normally associated with primary radar.

12.5 Use of SSR alone for other than radar separation purposes

12.5.1 Further to Part X of the PANS-RAC and in addition to paragraph 12.4 information on aircraft derived from SSR alone may be used in areas specified by the controlling authority in order to assist the air traffic services in maintaining an orderly and expeditious flow of air traffic and to resolve specific situations where radar separation is not involved.

12.6 Phraseology (P-Part X)

12.6.1 Phrase :		Meaning :
* SQUAWK LOW	:	Turn master control to "Low" sensitivity position, retaining present mode and code.
* SQUAWK NORMAL	:	Turn master control to "Normal" position, retaining present mode and code.
*STOP SQUAWK THREE:		Switch off Mode 3.

*This phrase is reserved for use with military aircraft only.

13. 8.33 KHZ CHANNEL SPACING

As required by ICAO SUPPS Doc 7030/4 EUR/RAC-4, the carriage and operation of 8.33 KHZ channel spacing radio equipment is mandatory throughout the ICAO EUR Region as of October 1999 for flights above FL245 Non equipped flights which are flight planned to enter any FIR/UIR in the EUR Region where no exception has been published (refer to the AIP of the State covering the FIR/UIR concerned) must file flight plan to operate below FL 245 throughout the entire EUR Region.

13.1 STATE AIRCRAFT

Those state aircraft which are infrequent users of the FIR/UIR (or sectors ,as applicable)where 8.33 KHZ Channel spacing is in actual use, are permanently excepted from the above carriage requirement, provided that they are able to communicate on UHF,where available. Where UHF in not available, State Aircraft not equipped with 8.33 KHZ channel spacing equipment may be excluded from 8.33 KHZ airspace.
Note: Infrequent user is one defined as not exceeding 30(thirty) hours flying time airframe per year.

13.2 IMPLEMENTATION IN GREECE : APPLICABLE TEMPORARY EXEMPTIONS

In accordance with paragraph 4.1.2 of ICAO SUPPS Doc 7030/4 EUR/RAC-5, temporary permission is hereby granted for flights not equipped with 8.33 KHZ channel spacing radio equipment to operate within the ATHINAI FIR / HELLAS UIR on condition that:

a) Such flight is planned to remain clear of any FIR/UIR in the EUR Region, where no exemption has been published (refer to the State AIP covering the FIR/UIR concerned)
Or

b) Such flight is operated in accordance with the exemptions published (refer to the State AIP covering the FIR/UIR concerned)
Or

c) Medical flights and flights on Search and Rescue missions after the special permission by the appropriate Greek authorities (see AIP Greece Vol. 1 SAR) within ATHINAI FIR/ HELLAS UIR.
This temporary permission referring to the above para. a,b and c is applicable until further notice and will expire at the time Greece will enter the 8.33 KHZ channel spacing.
In respect of State aircraft no time limit applies.

d) Repetitive Flight Plan of non 8.33KHZ equipped acft will be rejected. If flight is subject to exemption include indicator STS/EXM 8,33 in RPL and FPL.

13.3 Procedures for the use of Flow Control

13.3.1 The procedures for the use of flow control shall be limited to the following three possibilities which may be used either individually or in combination:

1) Specification of an acceptance rate of air traffic along specific ATS routes or from specific areas.

Note: An ACC imposing flow control shall normally specify the number of aircraft it is prepared to accept on a specific ATS route or from a specific area in a given period of time (e.g. 5 aircraft within 20 minutes).
The procedure whereby a given time interval is specified between successive aircraft (e.g.1 aircraft every 5 minutes) shall not be used by the restricting ACC. However, adjacent ACC shall try to arrange the arrival of aircraft over the transfer point as evenly as possible within the time limit specified, so as to avoid an undue accumulation of air traffic over the boundary of the restricting ACC.

2) Temporary obligatory restriction of air traffic to specific flight levels along selected ATS routes.

Note: This measure is supplemental to those normally applied to improve the flow of air traffic along specific ATS routes.

3) Establishment of temporary obligatory one-way routings.

Note: This measure shall only be applied where the ATS route network lends itself to this purpose without imposing unreasonable economic or operational penalties on the users concerned.

13.4 Contents and composition of messages concerning flow control

13.4.1 A message announcing the application of flow control initiated by an ATC unit and addressed to other ATC units, shall contain the following elements, in the order listed.

1) Designation of the ATC unit imposing flow control.

2) Reason for the application of flow control in as much detail as is necessary to permit the affected ATC unit(s) to appreciate the situation.

3) ATS route(s) and/or area(s) affected by this measure.

4) The time period during which flow control will be effective.
Note: This includes the requirement for at least 30 minutes advance notice.

5) The procedure or combination of procedures proposed for the application of flow control.

6) The name of the person to be contacted in case of need for further coordination.

13.4.2 The means of transmission used for such a message shall be agreed between the ATC units concerned taking into account its need for rapid dissemination but also the means of communication available to the ATC units concerned. The preferred means of communication between the ATC unit applying flow control and its immediately adjacent ATC units should be the telephone to facilitate coordination of its application.

13.4.3 The notification of operators, required in accordance with paragraph 13.2.1(9) shall contain the following elements:

1) designation of the ATC unit imposing flow control;
2) reason for the application of flow control;
3) ATS route(s) and/or area(s) affected by this measure;
4) the time period during which flow control will be affective;
5) the name of the person to be contacted in case of need for further information.

13.4.4 Local arrangements will determine the means of transmission of such a message to the operators concerned and the form in which it will be provided. However, operators shall keep their demands for further information to the absolutely essential minimum.

14. 8.33 KHZ CHANNEL SPACING

As required by ICAO SUPPS Doc 7030/4 EUR/RAC-4, the carriage and operation of 8.33 KHZ channel spacing radio equipment is mandatory throughout the ICAO EUR Region as of October 1999 for flights above FL245 Non equipped flights which are flight planned to enter any FIR/UIR in the EUR Region where no exception has been published (refer to the AIP of the State covering the FIR/UIR concerned) must file flight plan to operate below FL 245 throughout the entire EUR Region.

14.1 STATE AIRCRAFT

Those state aircraft which are infrequent users of the FIR/UIR (or sectors ,as applicable)where 8.33 KHZ Channel spacing is in actual use, are permanently excepted from the above carriage requirement, provided that they are able to communicate on UHF,where available. Where UHF in not available, State Aircraft not equipped with 8.33 KHZ channel spacing equipment may be excluded from 8.33 KHZ airspace.
Note: Infrequent user is one defined as not exceeding 30(thirty) hours flying time airframe per year.

14.2 IMPLEMENTATION IN GREECE : APPLICABLE TEMPORARY EXEMPTIONS

In accordance with paragraph 4.1.2 of ICAO SUPPS Doc 7030/4 EUR/RAC-5, temporary permission is hereby granted for flights not equipped with 8.33 KHZ channel spacing radio equipment to operate within the ATHINAI FIR / HELLAS UIR on condition that:

a) Such flight is planned to remain clear of any FIR/UIR in the EUR Region, where no exemption has been published (refer to the State AIP covering the FIR/UIR concerned)
Or

b) Such flight is operated in accordance with the exemptions published (refer to the State AIP covering the FIR/UIR concerned)
Or

c) Medical flights and flights on Search and Rescue missions after the special permission by the appropriate Greek authorities (see AIP Greece Vol. 1 SAR) within ATHINAI FIR/ HELLAS UIR.
This temporary permission referring to the above para. a,b and c is applicable until further notice and will expire at the time Greece will enter the 8.33 KHZ channel spacing.
In respect of State aircraft no time limit applies.

→ d) Repetitive Flight Plan of non 8.33KHZ equipped acft will be rejected. If flight is subject to exemption include indicator STS/EXM 8,33 in RPL and FPL.

5. ADDITIONAL ATC RULES AND PROCEDURES

5.1 PROCEDURES AND SEPARATION MINIMA FOR THE CONTROL OF HELICOPTERS

5.1.1 General

5.1.1.1 Take off or landing of the helicopter on the national territory will take place:
a) On aerodromes, airports, heliports, or
b) On the places having, in pilot's opinion, the adequate requisites for the landing and take-off of the helicopter employed.

5.1.1.2 When the pilot of a helicopter decides to land or to take-off at a certain place, he has to respect and protect the safety of the persons or property on the surface.
Besides, the pilot is responsible for the choice of the place for landing or take-off.

5.1.1.3 Helicopter flights will be conducted VFR or IFR.

5.1.1.4 Helicopters when not in landing or departure phase or not specially authorized by the appropriate authority, must fly at such an altitude to permit them to land, in case of emergency, without undue hazards to persons or properties.

5.1.1.5 On airports and aerodrome helicopters shall land on the appropriate area and shall not interfere with the take-off and landing patterns of aircraft, complying with ATC clearances.

5.1.1.6 Rules and procedures for fixed-wing aircraft will be applied accordingly for helicopter flights for cases not included in these procedures.

5.1.2 Separation minima for VFR Helicopter operations on and in the vicinity of helicopter landing areas.

5.1.2.1 Landing Helicopters Using Same Landing Area.

5.1.2.1.1 A succeeding landing helicopter shall not be cleared to land until a preceding landing helicopter has come to a stop or taxied clear of the helicopter landing area.

5.1.2.2 Departing Helicopters Using Same Departure Area.

5.1.2.2.1 A succeeding departing helicopter shall not be cleared for take-off until the preceding departing helicopter has cleared the helicopter take-off area.

5.1.2.3 Landing and Departing Helicopters Using Same Landing/ Take-off Areas.

5.1.2.3.1 A landing helicopter shall not be cleared to land until the preceding departing helicopter has cleared the helicopter landing area.

5.1.2.3.2 A departing helicopter shall not be cleared for take-off until the preceding landing helicopter has taxied clear of the helicopter landing area.

5.1.2.3.3 Helicopters performing "air taxi" operations (normally not above 10ft) within the boundary of the airport are considered to be taxiing aircraft.

5.1.2.4 Simultaneous Landing / Take-off Operations.

5.1.2.4.1 Simultaneous landing/ take-off operations may be conducted when the landing/ take-off points are separated by a distance of 200 feet or more, provided the helicopter flight paths do not conflict.

5.1.3 Separation Minima for special VFR Helicopter operations in control zone.

5.1.3.1 Separation Minima Between Helicopters.

5.1.3.1.1 A minimum of one mile separation shall be established between succeeding arrivals and succeeding departures, between arrivals and departures and between helicopters operating on the same or converging courses.

5.1.3.1.2 Simultaneous helicopter departures may be conducted when the departure points are separated by a distance of 200 feet or more and the helicopter flight paths will not conflict.

5.1.4. Separation minima between helicopters in a control zone under special VFR anf Fixed – Wing aircraft operating under IFR.

5.1.4.1 Fixed – Wing Arrivals and Helicopter Arrivals.

5.1.4.1.1 A minimum of one and one-half miles separation shall be established between arriving helicopters and arriving fixed-wing aircraft executing straight – in approaches, except that this separation may be reduced to one-half mile if the fixed – wing arrival on final approach is within one mile from the end of the runway.
The reduced minimum of one-half mile refers only to lateral or longitudinal separation when the helicopter is abeam of or behind the fixed – wing arrival.

5.1.4.1.2 A minimum of two miles separation shall be established between arriving helicopters and arriving fixed–wing aircraft executing circling approaches or missed approach procedures.

5.1.4.2 Fixed – Wing Departures and Helicopter Arrivals.

5.1.4.2.1 A minimum of two miles separation shall be established between fixed–wing departure and helicopter arrivals except that this may be reduced to one-half mile on either side of the take-off runway for the length of runway and one-half mile beyond, provided that, the fixed–wing departure flight path does not cross the helicopter arrival flight path.

5.1.4.2.2 The reduced minimum of one-half mile is to provide for those locations where the helicopter landing area is within one-half mile of the runway.

5.1.4.3 Fixed – Wing Arrivals and Helicopter Departures:

5.1.4.3.1 When the flight paths do not conflict, a departing helicopter may be released any time the fixed-wing arrivals are one mile or more from the airport, provided the separation will be maintained or increased after take-off.

5.1.4.4 Fixed – Wing Departures and Helicopter Departures

5.1.4.4.1 When flight paths do not conflict, departing helicopters or departing fixed-wing aircraft may be released, with respect to each other, when one-half mile separation exists, provided the one-half mile separation increases after take-off.

5.1.4.5 Vertical Separation of Fixed – Wing Aircraft and Helicopters:

5.1.4.5.1 A minimum of 500 feet vertical separation shall be established between helicopters flying below fixed-wing aircraft maintaining assigned or procedurally established altitudes on prescribed courses.

5.1.4.5.2 The 200 feet distance specified for simultaneous landing take-off as provided in the above paras 5.1.2 and 5.1.3 can be determined by suitable marking on the surface of the landing/ take-off area. At locations where such markings do not exist the helicopter pilot should be instructed to land 200 feet or more from the second helicopter.

5.1.5 IFR Flights of Helicopters

5.1.5.1 In addition to the rules appearing in the previous paras helicopters may be flown IFR within Athinai FIR as follows:

a) Helicopters will be cleared for an IFR flight provided that in the airworthiness certificate and the flight manual is indicated that such a flight is permitted and the pilot-in-command holds a valid instrument rating for helicopters.
b) Helicopter IFR flights will be treated by ATS Units in the same way as all the other aircraft IFR flights.
c) To all helicopters operating IFR within controlled airspace of Athinai FIR the following services will be provided by the competent ATS Units in accordance with the relevant national and ICAO rules and procedures:
   i) air traffic control service
   ii) flight information service
   iii) alerting service

5.1.5.2 The restriction contained in AIP Greece VOL I (page RAC 1.1.1 para 2.1.2) according to which, aircraft shall not be flown outside the lateral limits of controlled or advisory airspace established over the territory of Greece, applies to Helicopter flights (IFR & VFR).

5.1.5.3 A helicopter flight outside the lateral limits of the controlled or advisory airspace over the territory of Greece may be performed provided that a special permission has been obtained from the appropriate authority or ATS Unit.

5.1.5.4 In case that a special permission has been obtained for a helicopter IFR flight as above, that flight will be provided only with flight information and alerting service in accordance with current rules and procedures.

5.1.5.5 In item 18 of the ICAO flight plan form RMK/HELICOPTER should be inserted.

5.1.5.6 The word "HELICOPTER" shall be included before the aircraft call sign in the initial radiotelephony contact with the ATS Units.

5.2 AERODROME FLIGHT INFORMATION SERVICE (AFIS)

5.2.1 General

Aerodrome flight information service is provided at non-controlled aerodromes by the local AFIS unit, normally co-located with the local COM station. AFIS provides vital information for the safe and efficient conduct of aerodrome traffic but it does not provide ATC (e.g. clearances not provided).

When operating on or in the vicinity of an aerodrome where AFIS is provided, pilots must, on the basis of the information received from the AFIS unit combined with their own knowledge and observations, decide on the course of action to be taken to ensure separation from other aircraft, in the circuits and during landing and take-off, runway to be used, maintenance of appropriate distances from ground vehicles and obstacles etc.

It is essential, that pilots establish and maintain two-way radio-communications with the relevant AFIS unit and that they report their positions, levels and all significant manoeuvres and intentions to the AFIS unit, since the efficiency of the AFIS unit is dependent on the information received. The reported level or route may be changed only after the AFIS unit has been so informed and has acknowledged this information (not applicable to the traffic circuit).

5.2.2 An AFIS unit is responsible for the following:

a) provision of meteorological information for aircraft about to take off or to land, including SIGMET information,
b) provision of information enabling the pilot to select the most suitable runway for use. Such information should include, in addition to the current surface wind direction and speed, the "preferred runway" and traffic pattern and, upon request, the length of the runway (s) and/or the distance between an intersection and the end of the runway,
c) provision of information on known aircraft, vehicles or personnel on or near the manoeuvring area or aircraft operating in the vicinity of the aerodrome, which may constitute a hazard to the aircraft concerned,
d) issue of instructions to aircraft in the manoeuvring area to assist pilots in the prevention of hazardous situations,
e) issue of instructions to vehicles and persons in the manoeuvring area,
f) provision of information on aerodrome conditions which is essential to the safe operation of aircraft,
g) provision of information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic,
h) provision of radio bearings or direction-finding information, when equipment is available and when prescribed by the appropriate ATS authority,
i) relay of messages/instructions, including clearances, issued from other ATS units, to aircraft. In this case, the name of the issuing authority (ATC unit) is included in the relayed message,
j) provision of any other information contributing to safety,
k) initiation of overdue action,
l) provision of alerting service.

Furthermore, an AFIS unit is permitted to pass instructions to helicopters engaged in air taxiing. However, when the pilot reports ready to lift and depart, the AFIS unit passes information only. Information is passed to all inbound helicopters until they land or reach the hover prior to air taxiing to the parking area. Thereafter, instructions shall be given until the helicopter lands.

5.2.3 In order that pilots may readily identify the status of the service they are receiving, the call sign "AERODROME INFORMATION" following the name of the aerodrome is used
in aeronautical mobile communications to identify an AFIS unit. The word "aerodrome" may be deleted after initial contact has been established. If at any time it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot should immediately be informed of this fact using the following phraseology "AERODROME CONTROL SERVICE NOT REPEAT NOT PROVIDED".

In communications with an AFIS unit, the existing radiotelephony phraseology (Annex 10, PANS-ATM) is used.

5.2.4 The following are typical examples of AFIS provided to aircraft:

5.2.4.1 Arriving aircraft

Pilots should call the AFIS unit when at least 5 minutes from the aerodrome of destination or when handed over by the appropriate ATS unit.
Pilots are informed of the present weather conditions, any obstructions or traffic on the manoeuvering area and/or of any other information necessary to taxiing aircraft as well as available traffic information. When acknowledging the message pilots indicate the runway they intend to use and any special intentions (e.g. touch and go).

Example:

AIRCRAFT:	*MILOS Information-OAL 041-5NM NORTH at 3000 ft for landing (or low approach or touch and go...)...*
(MILOS) INFORMATION:	*...OAL 04- preferred RWY 34-right hand circuit-MILOS weather wind 340°/10Kts-visibility 8km-clouds broken 2500ft-temperature18/14-QNH 1012-traffic C-152 two miles south 2000ft- (...other essential aerodrome information...)-report downwind...*
AIRCRAFT:	*...RWY 34-QNH 1012-traffic in sight-report downwind ...*
AIRCRAFT:	*...OAL 041 downwind...*
(MILOS) INFORMATION:	*...Roger*
AIRCRAFT:	*...Base leg...*
(MILOS) INFORMATION:	*...Roger*
AIRCRAFT:	*...Final...*
(MILOS) INFORMATION:	*...Land at your discretion-wind 340°/10Kts...*
AIRCRAFT:	*...Roger*
AIRCRAFT:	*...OAL 041 RWY vacated ...*
(MILOS) INFORMATION:	*...OAL 041-taxi to the APRON via ...*

5.2.4.2 Departing aircraft

Pilots should not request clearance but should inform the AFIS unit when they are about to taxi.
The AFIS unit will provide surface wind, QNH information, information on any obstructions or traffic in the manoeuvring area as well as available traffic information. Pilots should acknowledge receipt and indicate which runway they intend to use.

Example (IFR start-up):

AIRCRAFT:	*...OAL 041-request start-up...*
(MILOS) INFORMATION:	*...start-up approved from ATHINAI ACC (or expect start up at...)...*

Example (IFR clearance):

(MILOS) INFORMATION:	*...ATHINAI ACC clears OAL 041 to Athinai via (route-squawk-frequency)...*
AIRCRAFT:	*...(read-back of clearance)...*

Example (IFR-VFR):

AIRCRAFT:	*MILOS Information-OAL 041-request departure information*
(MILOS) INFORMATION:	*...preferred RWY 34...-wind 340°/10Kts- visibility 8km-clouds broken 2500ft-temperature 18/14-QNH 1012-right hand circuit...*
AIRCRAFT:	*...request taxi...*
(MILOS) INFORMATION:	*...taxi to holding point RWY 34-QNH 1012-right hand circuit-traffic...*
AIRCRAFT:	*... taxi to holding point RWY 34...*
(MILOS) INFORMATION:	*...OAL 041 report ready for departure...*
AIRCRAFT:	*...OAL 041 ready...*
(MILOS) INFORMATION:	*...OAL 041 take-off at your discretion-wind 340/10kts...*
AIRCRAFT:	*...OAL 041 taking-off...*
(MILOS) INFORMATION:	*...report airborne...*
AIRCRAFT:	*...airborne at 12:30 ....*
(MILOS) INFORMATION	*...change to ATHINAI ACC frequency...*
AIRCRAFT:	*... changing to ATHINAI ACC ...frequency*

5.2.4.3 Overflying aircraft transiting ATZ

Example:

AIRCRAFT:	*MILOS Information-OAL 041-5NM north at 3000ft-destination Iraklio...*
(MILOS) INFORMATION:	*...wind 340/10kts-visibility 8km-clouds broken 2500ft-T18/14-QNH 1012-traffic same direction 2NM 3000ft-report leaving ATZ (or entering or overhead)...*
AIRCRAFT:	*...QNH 1012-traffic in sight-report leaving ATZ-OAL 041...*

5.3 MILITARY RADAR FLIGHT ADVISORY SERVICE TO CIVIL AIRCRAFT

5.3.1 General

5.3.1.1 Radar flight advisory service is provided to all civil aircraft flying within Athinai FIR/UIR by the Military Radar Services on request basis.

5.3.1.2 No other authority for positive control has been delegated to military radar units other than the flight advisory information, contained in the following para. Therefore their duties are strictly advisory as for the type of information afforded.

5.3.2 Nature of flight information

The following flight information will be available:

a) Determination of aircraft's position.
b) Monitoring of the track made good en-route.
c) Aircraft guidance to avoid danger or prohibited areas.
d) Provision of traffic information in the vicinity, especially VFR military jet movements in the upper airspace.
e) Reveal areas of adverse weather to permit, when occasion allows, aircraft to be guided away from or advised of such areas.
f) Provision of all possible assistance in distress or emergencies after coordination with Athinai ACC.
g) Provision of means by which separation can be maintained and normal traffic flow continued when an aircraft experiencing communication failure is presumed to be in the area.

5.3.3. Communications

5.3.3.1 All the information contained in the above para 5.3.2 may be provided either on request basis or of radar unit's own accord:

5.3.3.2 Any aircraft flying within Athinai FIR on an Instrument Flight Rules flight plan and wishing Radar advisory service should call by using the general call-sign TUGRIT SERVICE.
Since the flight data are in possession of the Radar unit under the jurisdiction of which the aircraft is flying at any particular time, only one Radar unit will answer the call, the unit in the area of coverage of which the aircraft is flying.

5.3.3.3 The Radar Advisory Service to civil aircraft is provided primarily on 129,8 MHZ. If contact on the above frequency is not possible aircraft in emergency may call the emergency frequency of 121,5 MHZ using the same call sign (TUGRIT SERVICE).

5.3.3.4 Since Athinai ACC is equipped with radio frequency 129,8 MHZ aircraft making use of Radar advisory service can call the above frequency for position reports, requests or for receiving clearance and instructions.

5.3.4 Aircraft identification

5.3.4.1 Positive identification must be established by the Radar operator immediately after the establishment of radio contact with the Radar unit.

5.3.4.2 Identification shall be carried out in one or a combination of the following ways:

a) By execution of special manoeuvre in the horizontal plane and within the lateral limits of the route flown.
b) By watching a particular instruction being followed and acknowledged by the aircraft.
c) By positively relating a particular radar echo to an identification call from a pilot reporting over a radio fix.

5.3.5 Radio failure

5.3.5.1 Aircraft transmitter failure – When no reply is received from the aircraft the Radar operator will determine whether the aircraft is receiving his transmissions by requesting the pilot to make a turn. If no such instructions are received acft will change to ACC or A/G frequencies and Radar operator will pass the information through ACC Controller.

5.3.5.2 Radar equipment; failure – In the event of Radar failure the aircraft shall be advised accordingly by either the ACC or TUGRIT SERVICE.

5.3.6 Functions

5.3.6.1 Since "TUGRIT SERVICE" is functioning on a strictly advisory capacity, the responsibility to provide IFR separation to all traffic in the FIR rests with Athinai ACC.

5.3.6.2 The cooperation between Radar and ACC personnel is effected at all times according to existing procedures.

5.3.7 Priority

5.3.7.1 Except in cases when an aircraft is in emergency, aircraft using upper airspace shall have the priority to receive Radar assistance service over other aircraft flying in the lower airspace.

5.3.7.2 On giving radar advisory service Air Deference Radar Stations will give priority to air defense missions. Consequently radar advisory service for other civil traffic will be limited commensurate with the capacity of that service.

5.4 DETOURING THUNDERSTORMS WITHIN ATHINAI FIR

5.4.1 Whenever it becomes necessary for a pilot on an Instrument Flight Rules flight plan to deviate from his approved route or flight level(s), a problem immediately presents itself to the traffic controller.
The affected area must be studied and an attempt made to accommodate the aircraft for the proposed route of flight.
Revision to estimates must be made and adjacent or converging airways or areas must be considered.

5.4.2 Thereof, it is important that, the request for deviation from route be forwarded to air traffic control as far in advance as possible. Delay in submitting the request, or inability to do so, may delay or even preclude ATC approval of the request, or require that additional restrictions be placed in the clearance.

5.4.3 A pilot on an IFR flight plan must not deviate from route without proper clearance as this may place him in conflict with other air traffic. Strict adherence to traffic clearance is necessary to assure an adequate level of safety. In those instances where thunderstorm conditions encountered are of such severity that an immediate deviation from course is determined to be necessary and time will not permit approval by ATC, the pilot's emergency authority may be exercised.

5.4.4 In so far as possible, the following information should be furnished to ATC when requesting clearance to detour around thunderstorm activity:

a) Proposed point at which detour will commence.
b) Proposed route and extent of detour (direction and distance).
c) Flight level/s.
d) Point and estimated time where original route will be resumed.
e) Any further deviation that may become necessary as the flight progresses.
f) Advise if the aircraft is equipped with functioning airborne radar.

5.4.5 When flying within Athinai FIR/UIR the proposed detour should be defined by appropriate navigational aids (however, not necessarily over directly between such aids).

When this is not possible and traffic exists at the desired altitude, ATC will be unable to approve the detour. In such cases, ATC may offer a clearance via the detour route at a different flight level. When an alternate flight level is not available the pilot may elect to detour under his emergency authority.

5.4.6 Procedures for radar assistance for avoiding adverse weather conditions by Military radar are given in para 5.3 above.

5.5 SPECIAL ATC ARRANGEMENTS FOR FLIGHTS BY HEADS OF STATES.

5.5.1 The arrangements which are given hereunder will be applied only for flights within Athinai FIR/UIR for which the Head of State concerned desires application.

5.5.2 Aircraft carrying Heads of States shall operate at all times within controlled airspace.

5.5.3 Danger areas liable to create a hazard to such flights will not be activated for periods determined by CAA.

En Route Flights

5.5.4 To protect such flights they will take place within existing ATS routes (controlled or advisory).

5.5.5 Whenever the flight cannot be maintained within controlled or advisory routes, temporary controlled airspace will be established.

5.5.6 Other aircraft will not be permitted to operate without an ATC clearance, irrespective of weather conditions, within the airspace reserved for the above flights.
The vertical and horizontal dimensions of the controlled airspace within which an ATC clearance is required will be determined by the Civil Aviation Authority and will be applied for a specified time before and after the passage of the flight.

Terminals

5.5.7 When no permanent controlled airspace exists at the aerodrome of departure or destination temporary controlled airspace will be established. Such controlled airspace will have a horizontal and vertical extent in keeping with the operational characteristics of the aircraft. No other aircraft will be allowed to enter or leave such temporary controlled airspace, irrespective of weather conditions, without ATC clearance for a period determined by the Civil Aviation Authority.

Notification

5.5.8 The State initiating a flight carrying a Head of State should notify to ATS Division of CAA (see address in GEN 1-1) the information listed below providing the maximum warning but in any case not less than 10 days:

a) Aerodrome of departure and aerodrome of destination
b) Significant points to indicate the route to be followed
c) Estimated time of departure and arrival
d) Estimated time of passing each point referred to in b)
e) Planned flight level for each part of the route
f) Aircraft type and registration
g) R/T call sign
h) Selcal code
i) Departure, destination and alternate aerodrome

NOTAM Action

Civil Aviation Authority will take NOTAM action setting out the additional ATC arrangements that have been made in accordance with the above procedures in time for the information to reach international NOTAM Offices at least 48 hours before the flight in question.

5.6 IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

Aircraft flying IFR which intend to enter a controlled airspace must ask for a clearance at least 10 minutes before their estimate to the boundaries.

INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

General

- Adhere closely to the prescribed formats and manner of specifying data.
- Commence inserting data in the first space provided. Where excess space is available leave unused spaces blank.
- Insert all clock times in 4 figures UTC (Co-ordinated Universal Time).
- Insert all estimated elapsed time in 4 figures (hours and minutes).
- Shaded area preceding item 3 – to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

Note: The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

INSTRUCTIONS FOR INSERTION OF ATS DATA

Complete items 7 to 19 as indicated hereunder.

Note: Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

ITEM 7 : AIRCRAFT IDENTIFICATION (maximum 7 characters)

INSERT one of the following aircraft identifications, not exceeding 7 characters:

a) The registration marking of the aircraft (e.g. EIAKO, 4 XBCD, N2567GA) when :
(1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. 00TEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA 00TEK).

or b) The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM 511, OA 260, KAC 123) when in radiotelephone the call sign to be used by the aircraft will consist of the ICAO, telephone designator for the operating agency followed by the flight identification (e.g. KLM 511, OLYMPIC 260, KUWAIT 123).

Note: Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5.
ICAO designator for aircraft operating agencies are contained in Document 8585 – Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8 : FLIGHT RULES AND TYPE OF FLIGHT (One or two Characters)

Flight Rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if IFR
V if VFR
Y if IFR first ┐ and specify in item 15 the point where the change of flight
Z if VFR first ┘ rules is planned

Type of flight

INSERT one of the following letters to denote the type of the flight:

S if Scheduled Air Transport

N if Non-Scheduled Air Transport
G if General Aviation
M if Military
X if other than any of the defined categories above.

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Number of aircraft (1 or 2 Characters)

INSERT the number of aircraft if more than one

Type of aircraft (2 to 4 Characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators,
or, if no such designator has been assigned, or in case of formation flights comprising more than one type.
INSERT ZZZZ, and specify in item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Wake turbulence category (1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:
- H - HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136.000 kg or more;
- M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass or less than 136.000 kg but more than 7.000 kg;
- L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7.000 kg or less.

ITEM 10: EQUIPMENT

Radio Communication, navigation and approach aid equipment

INSERT one letter as follows:

N if no COM/NAV/Approach aid equipment for the route to be flown is carried or the equipment is unserviceable
or S if standard COM/NAV/Approach aid equipment for the route to be flown is carried and serviceable (see Note 1)
and/or

INSERT one or more of the following letters to indicate the COM/NAV/Approach aid equipment and serviceable:

A	LORAN A	M	Omega
B	(not allocated)	O	VOR
C	LORAN C	P	Doppler
D	DME	Q	(not allocated)
E	Decca	R	RNAV route equipment
F	ADF	T	TACAN
G	(not allocated)	U	UHF RTF
H	HF RTF	V	VHF RTF
I	Inertial Navigation	W	]
J	(not allocated)	X	] when prescribed by ATS
K	(not allocated)	Y	]
L	ILS	Z	other equipment carried (see NOTE 2)

Note 1: Standard equipment is internationally considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by appropriate ATS authority.

Note 2: If the letter Z is used, specify in item 18 the other equipment carried, preceded by COM/and/or NAV/, as appropriate.

SSR equipment

INSERT one of the following to describe the serviceable SSR equipment carried:

N	Nil
A	Transponder – Mode A (4 digits – 4 096 codes)
C	Transponder – Mode A (4 digits – 4 096 codes) and Mode C
X	Transponder – Mode S without both aircraft identification and pressure-altitude transmission
P	Transponder – Mode S, including pressure-altitude transmission, but no aircraft identification transmission
I	Transponder – Mode S, including aircraft identification transmission, but no pressure-altitude transmission
S	Transponder – Mode S, including both pressure-altitude and aircraft identification transmission

ITEM 13: DEPARTURE AERODROME AND TIME (8 characters)

INSERT the ICAO four-letter location indicator of the departure aerodrome, or if no location indicator has been assigned.

INSERT ZZZZ and specify, in item 18, the name of the aerodrome preceded by DEP/or if the flight plan is received from an aircraft in flight.

INSERT AFIL, and specify, in item 18, the ICAO four letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained proceded by DEP/

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time, or,
for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Note: The term "EOBT" is defined as, the estimated time at which the aircraft will commence movement associated with departure.

ITEM 15 : ROUTE

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.

THEN, following the arrow, insert the route description as in (c)
(a) CRUISING SPEED (maximum 5 characters)

INSERT the True Air Speed for the first of the whole cruising portion of the flight, in terms of:
- knots, expressed as N followed by 4 figures (e.g. N0485),
  or
- kilometers per hour, expressed as K followed by 4 figures (e.g. K0830)
  or
- Mach number to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082) when* so prescribed by the appropriate ATS authority.

(b) CRUISING LEVEL (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085, F330)
  or

* Standard Metric Level in tens of meters, expressed as S followed by 4 figures (e.g. S1130).
*when so prescribed by the appropriate ATS authorities.

or

- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840),

or

- Altitude in hundredths of feet, expressed as A followed by 3 figures (e.g. A045, A 100).

or

- For uncontrolled VFR flights, the letters VFR.

(c) ROUTE (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT if the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route.
or if the departure aerodrome is not on, or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

FOLLOWED IN EACH CASE

By the designator of the next ATS route segment, event if the same as the previous one,
or by DCT, if the flights to the next point will be outside a designated route, unless both points are defined by geographical co-ordinates.

Note: When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time of 370Km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.
or when required by appropriate ATS authority (ies)

DEFINE the track of flights operating predominantly in an east – west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees, of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude.
The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.
For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and separate each sub-item by a space.

(1) ATS ROUTE (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route(e.g. BCN1, B1, R14, UB10, KOD AP 2A).

(2) SIGNIFICANT POINT (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY)

or

if no coded designator has been assigned, one of the following ways:

- Degrees only (7 characters)

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South) followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

- Degrees and minutes (11 characters)

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g .4620N07805W.

- Bearing and distance from a navigation aid:

The identification of the navigation aid (normally a VOR) in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles. Make up the correct number of figures, where necessary by insertion of zeros - e.g. point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB 180040.

(3) CHANGE OF SPEED OR LEVEL (maximum 21 characters)
The point at which a change of speed (5% TAS or 0,01 Mach or more) or a change of level is planned, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space, between them, even when only one of these quantities will be changed.

Examples: LN/NO284A045
MAY/NO305F180
HADDY/NO420F330
4602NO7805W/NO500F350
46NO78W/MO82F330
DUB180040/NO350MO840

(4) CHANGE OF FLIGHTS RULES (maximum 3 characters)
The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

VFR if from IFR to VFR
IFR if from VFR to IFR

Example: LN VFR
LN/NO284A050 IFR

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48NO50W/MO82F290F350
C/48NO50W/MO82F290PLUS
C/52NO50W/M220F580F620

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT The ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time.
or, if no location indicator has been assigned,

INSERT ZZZZ followed, without a space, by the total estimated elapsed time and specify in item 18 the name of the aerodrome, preceded by DEST/.

Note: For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies.

Alternate Aerodrome (s) (4 characters)

INSERT the ICAO four-letter location indicator (s) of not more than two alternate aerodromes, separated by a space,
or, if no location indicator has been assigned to the alternate aerodrome,

INSERT ZZZZ and specify in item 18 the name of the aerodrome, preceded by ALTN/.

ITEM 18: OTHER INFORMATION

INSERT 0 (zero) if no other information.
or, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to arrive over such points or FIR boundaries, when so prescribed on the basis of regional air navigational agreements, or by the appropriate ATS authority.

Examples: EET/CAPO745 XYZ0830
EET/EINNO204

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome.
The revised route is subject to reclearance in flight.
Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA APPH
RIF/LEMD

REG/ The registration markings of the aircraft, if different from the aircraft identification in item 7.

SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.

OPR/ Name of the operator, if not obvious from the aircraft identification in item 7.

STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.

TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in item 9.

PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.

COM/ Significant datarelatedto communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.

NAV/ Significant datarelatedto navigation equipment as required by the appropriate ATS authority e.g. NAV/INS.

DEP/ Name of departure aerodrome, if ZZZZ is inserted in item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in item 13.

DEST/ Name of destination aerodrome, if ZZZZ is inserted in item 16.

ALTN/ Name of alternate aerodrome (s), if ZZZZ is inserted in item 16.

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

Endurance

After E/ INSERT a 4 - figure group giving the fuel endurance in hours and minutes

PERSONS ON BOARD

After P/ INSERT the total number of persons (passengers and crew) on board,
INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ RADIO
CROSS OUT U if UHF on frequency 243.0 MHZ is not available.
CROSS OUT V if VHF on frequency 121.5 MHZ is not available.
CROSS OUT E if Emergency location beacon aircraft (ELBA) is not available.

S/ (SURVIVAL EQUIPMENT)
CROSS OUT all indicators if survival equipment is not carried.
CROSS OUT P if Polar survival equipment is not carried.
CROSS OUT D if Desert survival equipment is not carried.
CROSS OUT M if Maritime survival equipment is not carried.
CROSS OUT J if Jungle survival equipment is not carried.

J/ (JACKETS)
CROSS OUT all indicators if life jackets are not carried.
CROSS OUT L if life jackets are not equipped with lights.
CROSS OUT F if life jackets are not equipped with fluorescein.
CROSS OUT U or V both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES)
(NUMBER) CROSS OUT indicators D AND C if not dinghies are carried, or INSERT number of dinghies carried and
(CAPACITY) INSERT total capacity , in persons, of all dinghies carried and
(OVER) CROSS OUT indicator C if dinghies are not covered and
(COLOUR) INSERT colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS)
INSERT colour of aircraft and significant markings.

N/ (REMARKS)
CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT)
INSERT name of pilot -in- command.
FILED BY; INSERT the name of the unit, agency or person filing the flight plan.

CIVIL AVIATION AUTHORITY GREECE **FLIGHT PLAN**

PRIORITY ADDRESSEE (S)

FILING TIME ORIGINATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE (S) AND/OR ORIGINATOR

3 MESSAGE TYPE (FLP 7 AIRCRAFT IDENTIFICATION 8 FLIGHT ROULES TYPE OF FLIGHT

9 NUMBER TYPE OF AIRCRAFT WAKE TURBULENCE CAT 10 EQUIPMENT /

13 DEPARTURE AERODROME TIME

15 CRUISING SPEED LEVEL ROUTE

TOTAL EET

16 DESTINATION AERODROME HR MIN ALTN AERODROME 2ND ALTN AERODROME

18 OTHER INFORMATION

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FLP MESSAGES)

19 ENDURANCE HR MIN PERSONS ON BOARD EMERGENCY RADIO UHF VHF ELBA

E/ P/ R/ U V E

SURVIVAL EQUIPMENT JACKETS

POLAR DESERT MARITIME JUNGLE LIGHT FLUORES UHF VHF

S/ P D M J J/ L F U V

DINGHIES

NUMBER CAPACITY COVER COLOUR

D/ C

AIRCRAFT COLOUR AND MARKINGS

A/

REMARKS

N/

PILOT-IN-COMMAND

C/)

FILED BY

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS

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CIVIL AVIATION AUTHORITY

REPETITIVE FLIGHT PLAN LISTING

A OPERATOR	B ADDRESSEE(S)	C DEPARTURE AERODROME(S)	D DATE --------- yymmdd	E SERIAL NO ----/----	F PAGE OF ---/---
			G SUPPLEMENTARY DATA (Item 19) AT:		

H + –	I VALID FROM yymmdd	J VALID UNTIL yymmdd	K DAYS OF OPERATION 1	2	3	4	5	6	7	L AIRCRAFT IDENTIFICATION (Item 7)	M TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY (Item 9)		N DEPARTURE AERODROME AND TIME (Item 13)		O ROUTE (Item 15) CRUISING SPEED	LEVEL	ROUTE	P DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (Item 16)		Q REMARKS

INSTRUCTIONS FOR THE COMPLETION OF THE RPL LISTING FORM

1. General

List only flight plans that will operate in accordance with IFR (Flight rules I in FPL format).

It is assumed that all aircraft are operating as scheduled flights (Type of flight S in FPL format), otherwise notify in Q (Remarks).

It is assumed that all aircraft operating on RPLs are equipped with 4096-code transponders with modes A and C. Otherwise, notify in Q (Remarks).

List flight plans in alphabetical order of the location indicator of the departure aerodrome.

List flight plans for each departure aerodrome in chronological order or estimated off-block times.

Insert all estimated elapsed time in 4 figures UTC (hours and minutes).

Clearly identify additions and deletions in accordance with item H at 2.

Number pages by indicating number of page and total number of pages in submission.

RPLs will he submitted at least two weeks prior to the date of first operation to which they are applied.
Requested eight (8) copies will be mailed to:
Postal Address: RPL Office for Greece (KAA/EK/E)
P.O Box 73751
GR 166 04 HELLINIKO
Greece
Teleg. Address AFTN: LGGGZBZX

2. Instructions for insertion of RPL data

Complete Items A to Q indicated hereunder.

ITEM A: Operator INSERT Name of Operator

ITEM B: ADDRESSEE(S)
INSERT Name of agency(ies) designated by States to administer RPLs for FIRs or areas of responsibility concerned with the route of flight.

ITEM C: DEPARTURE AERODROME(S)
INSERT Location indicator(s) of departure aerodrome(s).

ITEM D: DATE
INSERT On each page of submission the data (year, month, day) in a 6-figure group.

ITEM E: SERIAL NO
INSERT Serial number of submission (2 numerics) indicating last two digits of year, a dash, and the sequential no. of the submission for the year indicated (start with numeral 1 each new year).

ITEM F: PAGE OF
INSERT Page number and total number of pages submitted.

ITEM G: SUPPLEMENTARY DATA AT
INSERT Name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

ITEM H: ENTRY TYPE

INSERT A minus sign (-) for each flight plan that is to be deleted from the listing.

INSERT A plus sign (+) for each initial listing and, in the case of subsequent submissions, for each flight plan not listed in the previous submission.

ITEM I: VALID FROM

INSERT First date (year, month, day) upon which the flight is scheduled to operate.

ITEM J: VALID UNTIL

INSERT Last date (year, month, day) upon which the flight is scheduled to operate as listed, or UFN if the duration is unknown.

ITEM K: DAYS OF OPERATION

INSERT Number corresponding to the day of the week in the appropriate column: Monday = 1 through Sunday = 7.

INSERT 0 for each day of non-operation in the appropriate column.

ITEM L: AIRCRAFT IDENTIFICATION
(Item 7 of the ICAO flight plan)

INSERT Aircraft identification to be used for the flight.

ITEM M: TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
(Item 9 of the ICAO flight plan)

INSERT Appropriate ICAO designator as specified in ICAO Doc 8643-Aircraft Type Designators.

INSERT H, M or L indicator for HEAVY MEDIUM LIGHT respectively.

ITEM N: DEPARTURE AERODROME AND TIME
(Item 13 of the ICAO flight plan)

INSERT Location indicator of the departure aerodrome.

INSERT The off-block time, i.e. the estimated time that the aircraft will commence movement associated with departure.

ITEM O: ROUTE
(Item 15 of the ICAO flight plan)

a) CRUISING SPEED INSERT The true airspeed for the first or whole cruising portion of the flight in accordance with Item 15(a) of the ICAO flight plan.

b) CRUISING LEVEL INSERT The planned cruising level for the first or whole portion of the route in accordance with Item 15(b) of the ICAO flight plan.

c) ROUTE INSERT The entire route in accordance with Item 15(c) of the ICAO flight plan.

ITEM P: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME
(Item 16 of the ICAO flight plan)

INSERT Location indicator of the destination aerodrome

INSERT The total estimated elapsed time.

ITEM Q: REMARKS

INSERT Items of information as required by the appropriate ATS authority and any other information pertinent to the flight of concern to ATS.

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