

General Aviation Flying in Greece

August, 2026



AOPA HELLAS

Aircraft Owners and Pilot Association of Greece

Abstract

These pages have been designed especially for our international pilot friends and provide practical information for planning and conducting General Aviation operations in Greece.

Acknowledgements

AOPA Hellas would like to thank the many pilots, members and aviation professionals who, over the years, have contributed their experience, comments, corrections and practical information to this guide.

Special thanks are extended to **Lionel Élie Mamane** for his careful review of this edition and for identifying a number of points requiring clarification.

We are also grateful to all those who continue to provide feedback, operational experience and updates from airports throughout Greece. Their contributions help us keep this guide as accurate, practical and useful as possible for the General Aviation community.

Contributions, corrections and suggestions for future editions are always welcome.

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3.1.1	27.03.2025	AG KB	Extra EU / Extra Schengen Arrivals (par. 2.2)
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3.1.3	05.07.2025	AG KB	Schengen flights - clarifications (table 2 in par. 2.5)
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Acronyms

a/c Aircraft

AMEA Passenger with Reduced Mobility

API Advanced Passenger Information System

ATC Air Traffic Control

CHMA Commission Hellenic Microlight Aircraft

FIR Flight Information Region

GENDEC General Declaration

HASP Hellenic Civil Aviation Service Provider

MAIP Military Aeronautical Information Publications

MET Meteorological Service

PAX Passenger

PPL Private Pilot Licence

PPR Prior Permission Request

PRM Passenger with Reduced Mobility

TEEA Passenger Charge

TXA Airport Development and Modernization Fee

VFR Visual Flight Rules

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1 QUICK STEP GUIDE

When arranging a flight to, from or within Greece, consider the following:

- (A) Port of Entry requirements for international arrival and departure
- (B) Refuelling airports
- (C) Operating hours and schedules of the intended airports
- (D) Airport and handling charges, ground-operation requirements and any applicable Prior Permission Request (PPR) or airport-slot requirements

1.1 Steps to Follow

Step 1 **International arrival/departure:** unless the seasonal Schengen exception for LGKC or LGSO applies, international flights must arrive in and depart from Greece through a **designated Port of Entry**. See Sections 2

and 2.5. Do not assume that every Greek civil airport can accept international traffic. **ZZZZ airfields are not Ports of Entry.**

- Step 2 Arrange your **refuelling**. Some Ports of Entry may not provide the type of fuel you require. See Sections 2 and 6.6.
- Step 3 Some busy airports may require a PPR and/or, for IFR operations, an airport slot. Check Sections 3.6 and 6.8.
- Step 4 Many airports operate extended hours during summer, but operating hours may be restrictive outside the summer season. Check Section 3.2 and current NOTAMs.
- Step 5 Airport and handling charges vary significantly depending on the airport operator and the services used. See Section 6.3 and Table 5.
- Step 6 Where handling is required, contact the relevant handler in advance and request a pro forma invoice whenever possible. See Sections 6 and 6.4.

This is a non-exhaustive checklist based on practical experience. We strongly recommend reading the relevant sections of this guide in full and consulting current official publications before flight.

AOPA Hellas updates this document as new information and operational changes become available.

A useful tool for flight planning in Greece is [Aero Web GIS[†]](#). We recommend becoming familiar with the tool and selecting the relevant layers. The information icon at the top right of the screen provides the legend and layer descriptions. The tool can display airport status, fuel availability, Ports of Entry, handling companies and reports from fellow pilots, among other information.

In this guide, the term **Port of Entry** is used for a designated airport through which an international flight may enter or leave Greece. The seasonal Schengen arrangements for LGKC and LGSO are specific exceptions and do not make those airports general Ports of Entry.

2 Entering and Exiting Greece

International flights must normally use a designated Port of Entry. This section also identifies the two seasonal Schengen exceptions.

International flights arriving in or departing from Greece must use an aerodrome officially designated as a **Port of Entry**, unless one of the specific seasonal exceptions described in Section 2.1 applies.

The fact that an airport is open to civil traffic, handles scheduled airline services or can accommodate General Aviation does **not** by itself mean that it may be used for an international arrival or departure.

ZZZZ airfields are not Ports of Entry and may not be used for direct international arrivals or departures.

Pilots must always consult the current AIP Greece and applicable NOTAMs before flight.

2.1 Flights from / to Schengen destinations

The general Port-of-Entry requirement also applies to flights within the Schengen Area.

There are currently two seasonal exceptions:

- **Kythira – LGKC**
- **Syros – LGSO**

These airports may accept direct flights **from or to destinations within the Schengen Area** from **31 March to 31 October each year**, subject to published operating hours and any applicable local requirements.

Outside this period, the normal Port-of-Entry requirement applies. These arrangements are specific exceptions and do **not** make LGKC or LGSO general Ports of Entry for other international traffic.

Pilots intending to use either airport under this seasonal arrangement are strongly advised to confirm acceptance with the relevant airport operator before departure.

[†] © D. Simos

2.2 Arrivals from Extra-Schengen destinations

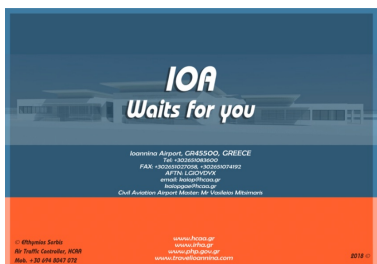
Flights arriving from outside the Schengen Area must use a designated Port of Entry and comply with all applicable immigration, customs and border-control requirements.

As per NOTAM LGGG A0997/25, operators of flights originating outside the European Union and/or Schengen-associated countries are required to contact [Greek Police Border Protection](#) and connect to the Advanced Passenger Information System (API) system in accordance with the instructions received. This procedure must be completed before departure from the airport of origin.

AIR CARRIERS OPERATING FLIGHTS TO GREECE, ORIGINATING FROM AIRPORTS IN COUNTRIES OUTSIDE THE EUROPEAN UNION AND SCHENGEN ASSOCIATED COUNTRIES (EXTRA-EU/EXTRA-SCHENGEN FLIGHTS) REGARDLESS OF THE ROUTE THEY FOLLOW TO THEIR FINAL DESTINATION AIRPORT, ARE REQUIRED TO CONTACT BORDER AUTHORITIES OF GREECE AT THE EMAIL ADDRESS: TES.BORDERPROTECTION(AT)ASTYNOMIA.GR IN ORDER TO CONNECT TO THE ADVANCED PASSENGER INFORMATION SYSTEM - API AND TO RECEIVE THE API IMPLEMENTATION GUIDE.

2.3 Entering From North

2.3.1 Ioannina – LGIO airport



Ioannina is located in north-western Greece. It is operated by Hellenic Civil Aviation Service Provider (HASP), is not a Fraport airport and is not slot-coordinated according to the information used for this edition.

The Air BP station operates seasonally, normally from mid-June to late September, and provides **AVGAS 100LL** and **JET A-1**. Always consult current NOTAMs and confirm fuel availability before flight.

At the time of publication, **SKYSERV** offers an AOPA discounted handling arrangement at LGIO. A Prior Notice should be sent to the chosen

handler at least **24 h** in advance in order to benefit from applicable AOPA discounts.

LGIO has a large apron and relatively low traffic, but its operating hours are not 24/7. Plan arrival and departure carefully and check Section 3.2.

Because LGIO is not a coordinated airport, an IFR airport-slot management charge does not normally apply. PPR and handling requirements should nevertheless be confirmed before flight.

For additional offers and discounts available to AOPA members, refer to Tables ?? and ?? in Annex ??.

2.4 Entering From South

2.4.1 Sitia – LGST

Sitia is a HASP-operated, non-Fraport airport. Check the current AIP and NOTAMs for operating hours and for any PPR or airport-slot requirements applicable to the planned flight.

The Air BP station provides **AVGAS 100LL** and **JET A-1**. Always confirm current availability before flight.

SKYSERV operates at the airport. LGST is generally a low-traffic airport with a large apron; however, operating hours may be restrictive in winter.

To keep handling costs to a minimum, contact the handler as early as possible, preferably at least 24 h in advance. Where customs or other border formalities are required, coordinate them through the appropriate authorities or your handler. See Section 6.7 for information on other airport charges.

2.5 List of Ports of Entry

The following table reproduces the Ports of Entry listed in [AIP Greece – Part 3 – Aerodromes AD 1.3](#), with practical remarks for General Aviation. Always verify the current AIP and NOTAMs before use.

TABLE 2
Ports of Entry as of August, 2026

Airport	Remarks	Airport	Remarks
LGAD	excl. MIL Base; no access	LGKM	see published Operating Hours
LGAL	see published Operating Hours	LGLR	excl. MIL Base; no access
LGAV	24/7	LGMK	see published Operating Hours
LGBL	see published Operating Hours	LGMT	24/7
LGEL	excl. MIL base; no access	LGPZ	see published Operating Hours
LGHI	see published Operating Hours	LGRP	24/7
LGIO	see published Operating Hours	LG RX	see published Operating Hours
LGIR	24/7	LGSA	see published Operating Hours
LGKF	see published Operating Hours	LGSK	see published Operating Hours
LGKL	see published Operating Hours	LGSM	see published Operating Hours
LGKO	24/7	LGSR	see published Operating Hours
LGKP	see published Operating Hours	LGST	see published Operating Hours
LGKR	24/7	LGTS	24/7
LGKV	see published Operating Hours	LGZA	see published Operating Hours

Seasonal Schengen exceptions – not general Ports of Entry

Airport	Permitted international traffic	Period
LGKC – Kythira	Direct from/to Schengen destinations	31 March – 31 October
LGSO – Syros	Direct from/to Schengen destinations	31 March – 31 October

Important: LGKC and LGSO remain exceptions limited to direct Schengen traffic during the stated period. **LGPA is not included in this exception.** ZZZZ airfields are not Ports of Entry.

3 Flying in Greece

Airspace, airport operations, PPR and practical information for domestic flying

For international arrival and departure requirements, including the seasonal Schengen exceptions for LGKC and LGSO, see Section 2. Only designated Ports of Entry may normally be used for international traffic. **ZZZZ airfields are not Ports of Entry.**

3.1 Airspace classification

According to AIP ENR 1.4, lower airspace in Greece (below FL195) is classified broadly as follows:

- Airspace outside airways, TMAs, MTMAs, CTRs, MCTR and ATZs is Class **G**.
- CTRs and ATZs of controlled aerodromes are Class **D**.
- CTRs and ATZs of uncontrolled aerodromes are Class **G**.
- Airways below FL195 are Class **E**.
- Civil TMAs are Class **D**; military TMAs (MTMAs) are Class **E**. Continuous two-way radio communication should nevertheless be expected when operating in controlled airspace.

TMA/MTMA lower limits are normally published at 1,000 ft AGL where no lower CTR or ATZ applies. Pilots must check the applicable chart and AIP entry for the area concerned.

Many civil TMAs have published VFR routes in the AIP. Some military MTMAs have suggested VFR routes published only in the Military Aeronautical Information Publications (MAIP); see Section 3.7. When operating in controlled airspace, maintain the required VHF communication with the responsible ATC unit and comply with any clearance or routing instructions. Where operationally possible, ATC may approve a requested deviation or direct routing, for example for weather or turbulence avoidance.

3.2 Operation Hours

Airport NOTAMs publish operating hours in **UTC**, while operator websites may show local time (winter UTC+2; summer UTC+3). HASP-operated and Fraport-operated airports are listed separately. Always use the current NOTAM as the primary operational reference.

3.3 Airport details

An airport telephone and fax directory is available at <http://www.aer.gr/aerotel.pdf> (courtesy Chania Aeroclub)

Another directory, including pilot feedback, is available at <http://www.you-fly.com/airport/country/Greece>

3.4 ZZZZ airfields

A list of ZZZZ airfields in Greece, together with available operator/contact information, can be found [here](#) (courtesy of Commission Hellenic Microlight Aircraft (CHMA)). The official aeronautical publication should also be consulted. **ZZZZ airfields are not Ports of Entry and cannot be used for direct international arrivals or departures.**

3.5 Flying Ultralights

An EASA Private Pilot Licence (PPL) alone is not sufficient to fly an ultralight in Greece. The pilot must hold a valid Ultralight Pilot Licence and medical certificate recognised under the applicable Greek rules, and the aircraft category must correspond to the privileges shown on the licence. The following summary reflects the provisions quoted in the Greek Code for Ultralight Flying Machines; pilots should verify current requirements before flight:

The Greek Code for Ultralight Flying Machines ($\Delta 2/26314/8802$), Article 7(22), states:

If a pilot holds an EASA license that has not expired and wishes to obtain an Ultralight Pilot's License for the same category he must:

- Locate a flying school and log 3 hrs of flight time that must include 6 landings and take offs after each the aircraft came to a full stop.
- He must successfully pass an examination with a certified flight examiner.

Article 7(23) further states:

Ultralight Licenses from Non-European Union countries are not recognized for obtaining an Ultralight Pilot's License. Corresponding Ultralight Licenses from European Union countries are recognized provided they have not expired.

3.6 PPR

Fraport-operated airports and some HASP-operated airports require a PPR. Requirements vary by airport and season; consult the applicable NOTAMs and the airport operator's published procedures.

⇒ At Fraport-operated airports, PPR requests are normally accepted only within the 14-day window before arrival. Check the current procedure before submission.

3.6.1 PPR for Athens Int'l - LGAV

All arrangements must be made through a handler of your choice (see Section 6). LGAV is a very busy international airport.

LGAV accepts VFR by day and IFR by day or night, subject to the applicable operational requirements. The airport duty officer must normally be notified through the handling agent at least three hours before landing. Charges vary and should be confirmed by requesting a pro forma invoice from the selected handler.

3.6.2 GA airport LGMG

Megara (LGMG), approximately 50 km west of Athens, is the principal General Aviation alternative to LGAV. It is primarily a VFR aerodrome; IFR departures/arrivals may involve IFR pick-up or cancellation with Athens Approach once radar identified. Megara is a Hellenic Army Aviation helicopter base with a civil General Aviation apron on the eastern side. Always check the current LGMG AIP entry and NOTAMs before flight.

There are no handling fees for Megara; however, the Passenger Charge (TEEA), TXA and Passenger with Reduced Mobility (AMEA) charges must be paid (if not already paid at the departure airport) according to par. 6.3.1 and table 4.

⇒ Recently, due to ATFM purposes, operators or private pilots should initially call +30 22960 28375 MON-FRI 06:00 - 07:00 UTC or SAT-SUN 06:30-07:00 UTC to receive CTOT for departure.

Due to limited parking availability overnight parking is (usually) not permitted.

The airport normally provides AVGAS 100LL Tuesday to Sunday; check current LGMG NOTAMs and the AIP. For local airport-operator information, contact HASP:

e-mail: megap@hasp.gov.gr

Tatoi/Dekelia (LGTT) is a Hellenic Air Force training base used by locally based civilian aeroclubs and is not normally available to visiting private aircraft.

Elefsis (LGEL) is a Hellenic Air Force transport base and is closed to civilian aviation.

Kotroni (LGKN) is a Hellenic Navy heliport closed to civilian aviation.

3.7 MTMAs

Military TMAs (MTMAs) in Greece are Class E controlled airspace. VFR transit is normally possible, subject to the applicable communication requirements and ATC instructions. The controlling unit is the Approach service associated with the relevant military aerodrome.

Because MTMAs cover large areas, particularly over mainland Greece, military ATC units routinely accommodate civil VFR traffic when operational conditions permit. Some MTMAs, including those associated with LGAD, LGSA and LGSY, have suggested VFR routes. During periods of heavy traffic, pilots should expect ATC to request specific routes or altitudes.

The Andravida (LGAD) MTMA is particularly relevant to VFR traffic routing between Corfu and the south-east, as it also affects traffic serving Zakynthos (LGZA), Kefalonia (LGKF) and Araxos (LGRX). During busy summer periods, ATC may request use of published or suggested VFR routes. An alternative route outside the busiest part of the MTMA may be possible via SOTEG–IXONI, depending on the planned flight and current restrictions.

Civil VFR route charts are published in the AIP for many areas. In some military MTMAs, such as LGTG, LGLR and LGBL, suggested VFR routes may appear only in the MAIP. Civil pilots should follow the clearances and routing instructions issued by the controlling ATC unit; if a requested route cannot be accepted, ATC will normally provide an alternative.

VFR flights do not normally receive a radar service merely because the controller has access to radar information. Position reports and ATC instructions remain the basis of the service provided.

3.7.1 Military Radar Service

When additional information about military activity or an MTMA is required, pilots may call the military “TUGRIT” radar network on 129.800 MHz. The nearest unit may answer using its own callsign. Workload permitting, military controllers may provide advisory information about activity, traffic or weather and may ask the pilot to maintain contact with the appropriate civil FIS/ATC unit as well.

This is **not** a substitute for an official Air Traffic Service, an ATC clearance or the pilot’s obligation to comply with the AIP and NOTAMs. In particular, information that a Danger Area appears inactive does not by itself constitute permission to enter it; the pilot remains responsible for confirming the area’s status and complying with the applicable rules.

4 Frequencies, Altitudes

Frequencies, flight levels and equipment requirements

Athens Information provides Flight Information Service to VFR traffic on the published sector frequencies. Check the current AIP and charts for the frequency applicable to your route. At low altitude, VHF contact may occasionally be lost because of terrain; continue in accordance with the flight plan and applicable VFR procedures and re-establish contact when possible. When transiting military controlled airspace, use the published Approach or Tower frequency as instructed. TUGRIT on 129.800 MHz may also provide advisory information; see Section 3.7.

For VFR cruising levels above 3,000 ft AGL, the semicircular rule applies: easterly magnetic tracks (000–179 degrees) use odd thousands plus 500 ft (for example 3,500, 5,500 or 7,500 ft), while westerly tracks (180–359 degrees) use even thousands plus 500 ft (for example 4,500, 6,500 or 8,500 ft). IFR uses the corresponding semicircular levels without the additional 500 ft. Transition altitude is published for the relevant aerodrome/area; check the current charts and AIP.

4.1 Equipment Requirements

4.1.1 VHF

VHF communication capability is required whenever the planned operation enters airspace or aerodromes where two-way radio communication is mandatory. Aircraft operating on frequencies requiring 8.33 kHz channel spacing must be appropriately equipped. Check the current AIP for route-specific requirements.

4.2 VFR charts

Disclaimer: The non-official charting resources listed below are provided for information only. They may be incomplete or outdated and must not replace the current AIP, NOTAMs or other official aeronautical publications.

GREEK AVIATION MAP This privately published 1:500,000 chart is designed for VFR use but is **not an official aeronautical chart**. Its publisher expressly advises pilots to use the current AIP and NOTAMs for legal flight preparation and navigation.[‡] The charts include useful VFR-planning information such as:

- topography and current information based on the latest edition of AIP Greece
- airport and airspace information
- communication frequencies
- NAVAID information & VOR compass rose
- VFR routes & IFR airways with reporting points

AOPA Hellas members may obtain an additional 10% discount by entering their AOPA membership details when ordering.

Aero Web GIS <https://www.aopa.gr/awg> Developed by an AOPA member, this tool combines airspace information, weather, airport fuel availability, handling information and other planning data.

TPC 1:500,000 charts Free electronic TPC charts can be obtained through [Greek Helicopters](#). Their aeronautical information is old and should not be used as a current source for nav aids, communications, GPS or airspace data; they may still be useful for topographic reference.

OpenFlightMaps Greece VFR charts can be viewed and exported in PDF format. Aeronautical data is updated on the AIRAC cycle: <https://openflightmaps.org/live/lg-greece/>

Pilot Shop GR TPC charts and Jeppesen VFR Bottlang trip kits (airport charts and directory) may also be available from <https://www.pilotshop.gr>.

4.3 Weather briefings

For a telephone weather briefing, the Meteorological Service (MET) office may be contacted at **+30 210 353 36 89**. In addition, a number of online services provide aviation and general weather information.

Some commonly used weather sources are listed in Table 3.

National Meteorological Service ¹	https://www.emy.gr/en/aviation?tab=significantAviationTab
University of Athens ²	https://forecast.uoa.gr/en/forecast-maps/fine-resolution
Poseidon system ³	http://www.poseidon.hcmr.gr/
Airfield weather ⁴	https://www.airfieldweather.com
	http://kifissiameteo.gr/
Strike & Storm data	https://www.lightningmaps.org
	http://www.estofex.org
Windy [©]	https://www.windy.com/

¹ You may, also, find METAR of small provincial airports (by town name) not published elsewhere (e.g. Megara - LGMG, Tatoi - LGTT, Tripolis - LGTP, Kassos - LGKS, Sitia - LGST, Astypalaia - LGPL, Kastelorizo - LGKJ)

² Not aviation specific but very accurate

³ Marine weather site

⁴ METAR and TAF in text raw mode

TABLE 3

Widely used internet sites for weather forecasting

In flight, 127.800 MHz ATHINAI VOLMET broadcasts METAR information for major Greek and south-east European airports. Check the current AIP for service details.

4.4 Transponder

When flying VFR, the transponder should normally be set to squawk 7000 unless an individual code has been assigned. Aircraft (a/c) should be transponder Mode C (at least) equipped if flight is above FL060 and/or flight is within/below controlled airspace limits (TMA's, CTR's, Airways). Flights within the Athens TMA (LGAV, LGTT, LGEL, LGMG), Thessaloniki (LGTS) TMA, Heraklion (LGIR) and Aktion (LGPZ) should operate the required altitude-reporting transponder mode and squawk 7000 unless another code has been assigned.

AIP ENR 1.2

[‡]At the time of this edition, AOPA Hellas is not aware of a CAA-certified national VFR chart series covering all of Greece.

- All VFR flights flying FL60 to FL195 must carry and operate a Mode C Transponder.
- All VFR flights entering Radar Equipped TMAs of Athens (LGAV, LGMG), LGTS, LGIR, LGKR, LGRP must carry and operate a Mode C Transponder.

Members' experience for airspace not classified as Radar TMA:

- LGAD ATC controlling Military TMA affecting Zakynthos LGZA and Kefallinia LGKF and [ZZZZ Messologhi field](#)
- LGPZ ATC controlling Military TMA affecting LGPZ and [ZZZZ Agrinion field](#)

In practice, a Mode C-capable transponder is strongly advisable for VFR operations in Greece and is mandatory wherever required by the applicable airspace rules.

4.5 Controlled Fire Areas

According to the definition published by the CAA

...an airspace of defined dimensions within firing of projectiles and missiles takes place and is coordinated in such manner that air traffic operating through that area is not endangered.

Important Always consult NOTAMs and / or ATC or FIS if any are active at low levels along your intended route.

4.6 NOTAM

For an official briefing, pilots may contact the LGAV reporting office for NOTAM information at +30 210 35 33 691-2 or by fax at +30 210 35 32 635.

NOTAMs can also be checked through flight-planning applications and authoritative online services. When searching by FIR, use the Athens FIR code **LGGG**.

AOPA Hellas also provides access to Aero Web GIS at <https://www.aopa.gr/awg>, which combines weather, NOTAM, airspace and airport information with a simple flight-planning interface.

4.7 Miscellaneous VHF Frequencies

127.800	ATHINAI VOLMET	METAR voice in loop playback
122.850	ATHINAI RADIO	miscellaneous information requests by CAA personnel
119.700	ZZZZ airfields	Communication frequency
123.450		unofficial pilot-to-pilot chat frequency

5 Flight Plan

Greece requires that ALL flights within ATHINAI FIR file a Flight Plan. This affects, also, domestic flights flying under Visual Flight Rules (VFR) as well as local flights.

Your crossing point to ATHINAI Flight Information Region (FIR) may be any point at the boundary provided such point is an identified reporting point (i.e. Airway fix at FIR boundary).

For departures from airports or airfields without an AIS office, filing may be completed through Athens Central AIS:

by phone +30 210 35 33 691
by fax +30 210 35 32 635

These numbers are attended 24/7. Passenger (PAX) manifest (General Declaration (GENDEC)) may be requested to be submitted at this time.

Alternatively, one can submit a flight plan via one of the numerous portals / tools such as [EUROFPL](#), [AutoRouter](#), [HomeBriefing](#) etc. Some of these portals offer free plans for a limited number of flight-plan submissions per month. Widely used applications such as SkyDemon and ForeFlight Europe also provide flight-plan filing services.

For domestic flights to or from ZZZZ airfields, complete Item 18 (OTHER INFORMATION) as appropriate. Remember that ZZZZ airfields are not Ports of Entry and therefore cannot be used for direct international arrivals or departures:

- insert proper DEST / DEP remarks. EXAMPLE: DEST/ KOPAIDA 3827N 02308E or DEP / KOPAIDA 3827N 02308E

(b) copy (inform) appropriate AFTN codes of airports & airport zones affected en route.

Important For any MIL airport / MTMA affected, the AFTN code that must, also, be copied as recipient of the FLIGHT PLAN is:

xxxxYXYX where xxxx is the ICAO code of the MTMA's military airfield and YXYX is the standard suffix for Greece Military Bases. Usual AFTN codes like xxxxZAZX for APPROACH or xxxxZPZX for TOWER are not active in many Military bases. Example: Flight affecting Tanagra (LGTG) MTMA should have as co-recipient of Flight Plan **LGTGYXYX**. This way they will have been copied your Flight Plan, in advance.

5.1 Designated air routes

Filing a VFR flight plan using recognised waypoints, nav aids and reporting points generally makes the route easier for Air Traffic Control (ATC) and FIS to process. Use published reporting points and routes where appropriate.

AIP ENR 1.2.4.1 states that VFR flights operating above Greek territory at and below FL195 shall fly within the lateral limits of controlled airspace (airways, TMAs, MTMAs and CTRs). AIP ENR 1.2.4.2 provides an exception for operations over the high seas and outside TMAs, MTMAs and CTRs. Pilots should consult the current AIP for the precise applicability of these provisions to the planned route.

Although pilots report that this provision is not always applied in practice, it remains published in the AIP and is included here for completeness.

Military activity may also affect routing over the Aegean and mainland Greece. ATC/FIS may therefore request a VFR flight to remain within particular controlled-airspace corridors or to contact the responsible radar/ATC unit.

Military MTMAs cover large parts of mainland Greece. Suggested military VFR routes may be published in the MAIP; see Section 3.7. Particular attention may be required in the Andravida (LGAD), Tanagra (LGTG), Volos (LGBL) and Larissa (LGLR) areas.

5.1.1 VFR routes

Published VFR routes may specify reporting points and altitudes and may be used by ATC to organise VFR traffic. A published route does not remove the need to comply with the airspace classification, communication requirements or any ATC clearance applicable to the flight. En-route deviations may be requested for operational reasons such as weather or turbulence avoidance. Current VFR route charts should be obtained from the AIP and other authorised aeronautical sources.

5.1.2 Night VFR

Night VFR is not generally permitted in Greece and may be authorised only by special permission in exceptional circumstances (see AIP ENR 1.2.4.7.2).

6 Ground Handling and Airport Charges

Practical guidance on handling, PPR, airport slots and airport-related charges

According to AIP Greece, private aircraft must accept marshalling and crew/passenger transport whenever such services are available at the aerodrome. The AIP states:

...It is obligatory to private aircraft to accept marshalling at all Greek aerodromes as well as crew and passenger transportation whenever such service is available... (AIP GEN 1.2.5.1.4)

AOPA Hellas has agreements with ground handling companies that provide reduced rates to eligible AOPA and IAOPA members holding a valid **AOPA AIR CREW Card**. Unless otherwise stated, these arrangements apply to General Aviation flights, including training flights, but not to commercial operations.

Handling charges should not be confused with statutory charges, airport-operator charges, PPR administration or airport-slot administration. These are described separately below.

6.1 HASP-operated airports

At many airports operated by the HASP, pilots may be able to arrange the required PPR directly with the airport operator rather than asking the ground handler to obtain it on their behalf.

Where this is permitted:

- (i) Obtain the contact details of the relevant HASP airport office.
- (ii) Contact the airport operator and request the required PPR.
- (iii) Once the PPR has been issued, inform the handling agent that it has already been obtained so that no separate PPR-administration service is requested from the handler.

Some airports may nevertheless require arrangements to be made through a ground handler. Pilots should therefore confirm the current procedure before flight. If published contact details are no longer valid or no response is received, contact the handler for assistance.

Greece's international telephone prefix is +30.

6.1.1 Fraport-operated airports and Athens International Airport

Self-administered PPR is not normally available at [Athens International Airport](#) or at [Fraport Greece](#)-operated airports. At these airports, PPR arrangements are routed through a ground handling representative.

Figure 1
Fraport Greece-operated airports



6.1.2 Smaller HASP-operated airports

Handling arrangements at smaller HASP-operated airports vary. Some may have no commercial handling service, while others may be served seasonally or by a single handler. Do not assume that a small airport is automatically handling-free. Confirm the current arrangements with the airport operator or handling company before departure.

Statutory aircraft and passenger charges may still apply even where no commercial handling service is used. See Section 6.3.1.

6.2 Contact Information

Important: when contacting a ground handler, state that you hold a valid AOPA AIR CREW Card and provide the card details with the Prior Notice. A minimum of **24 h prior notice** is normally required for the AOPA discount to apply.

Pilots are strongly advised to request a **pro forma invoice** before flight, particularly when PPR, IFR slot administration, parking or third-party payments are involved.

6.2.1 GOLDAIR

General Aviation central contact

Tel:	+30 210 353 05 50
Fax:	+30 210 353 24 75
Mob:	+30 69 77 27 89 91
Email:	gaba.centralized@goldair-handling.com

The full [AOPA–GOLDAIR agreement](#) is available online. Current AOPA rates used in this guide are summarised in Table 5.

6.2.2 Skyserv

Contact both xxxsm@skyserv.aero and xxxops@skyserv.aero, where **xxx** is the airport's three-letter [IATA](#) code, not its ICAO code. Note the absence of a dot in the Skyserv addresses.

For Athens LGAV: busav@skyserv.aero.

The AOPA–SKYSERV agreement is available [here](#). Current AOPA rates used in this guide are summarised in Table 5.

6.2.3 SWISSPORT

Swissport provides an AOPA discounted arrangement at Limnos (LGLM/LXS).

Swissport – Limnos (LGLM / LXS)	
Tel:	+30 22 54 09 20 10
Mob:	+30 69 36 00 63 38
Email:	lx.operations@swissport.gr lx.station@swissport.gr

Prior Notice should include valid AOPA AIR CREW Card details. Where a military PPR is required, it may be possible to obtain the PPR directly from the competent military authority and avoid a separate handler PPR-administration charge. Check current airport and NOTAM requirements before flight.

The full AOPA–SWISSPORT agreement is available [here](#).

6.3 Cost overview

The total cost of a General Aviation visit may include several independent elements:

- ground handling;
- ramp transport, where required;
- PPR or IFR airport-slot administration;
- statutory aircraft and passenger charges;
- airport-operator charges;
- parking;
- payments made by the handler to third parties; and
- card or transaction fees, where applicable.

For this reason, a single generic “handling price” can be misleading. **Table 5 is the reference table in this guide for AOPA discounted handler service charges.** Exact rates should not be repeated elsewhere in the guide unless an airport-specific exception applies.

6.3.1 Paying CAA statutory fees

Statutory charges applicable to General Aviation include the Airport Development and Modernization Fee (TXA), TEEA and AMEA/Passenger with Reduced Mobility (PRM) charges where applicable. The amounts and payment references used for this edition are shown in Table 4.

Where self-payment is permitted, retain proof of payment and provide it to the competent authority or handling agent when requested. Pilots should verify current rates before making payment.

TABLE 4
Self-payment references and amounts

Items	TXA	AMEA ²	TEEA ³
Amount	1.64–7.34 € ¹	0.30 €	3.00 €
IBAN	GR95 0100 0230 0000 0000 2341 345	GR79 0100 0230 0000 0000 0200 552	Note ⁴
BIC	BNGRGRAA		
Bank	BANK of GREECE		
Branch Number	0023		
HEAD OFFICE	El. Venizelou Ave. 102 50 Athens		

¹ TXA is levied per 24 h period (00:01–23:59); the amount depends on EASA/non-EASA registration. The amount is reduced by 50% for the period 01.10–31.03. Once paid, it is valid for any other Greek airport within the same 24 h period, subject to the applicable rules.

² AMEA is charged in addition to TEEA. Passengers (not crew) above two years of age are subject to the applicable TEEA and AMEA charges. The charge remains valid for the stated 24 h period for multiple departures, subject to the applicable rules.

³ TEEA applies per passenger above two years of age and is valid for the stated 24 h period, subject to the applicable rules.

⁴ Consult [TEEA.pdf](#) for the airport-specific TEEA payment instructions.

TABLE 5
AOPA discounted handling charges – Goldair / Skyserv

AOPA Hellas discounted charges comparison			
GOLDAIR		SKYSERV	
Basic Handling ≤ 3.0 tn	20	Basic Handling ≤ 1.5 tn	20
		Basic Handling ≤ 1.5 tn – LGIO, LGBL	10
		Basic Handling 1.5–3.0 tn	40
Ramp Bus x 2	30	Ramp Bus x 2	15
PPR administration	30	PPR administration	35
IFR SLOT management	40	IFR SLOT management	45
Paperwork	10		
Disbursement Fee	10%	Disbursement Fee	10%
VAT	24%	VAT	24%

6.4 AOPA discounted handling rates

Table 5 summarises the principal AOPA discounted service charges used for this edition. Unless otherwise stated, amounts are in euro and VAT is additional.

PPR and IFR SLOT charging rule: where only PPR administration is required, the PPR fee shown in Table 5 applies. Where an **IFR airport slot** is required and administered by the handler, the **slot-management charge replaces the separate PPR-administration charge**. The two administration fees are therefore **not cumulative**.

At the rates shown above, the additional administrative cost associated with IFR slot management compared with PPR administration alone is currently **10 €+ VAT** for either Goldair or Skyserv. This does not mean that the operational PPR requirement itself is waived; it concerns charging for the handler's administration services.

Other services such as basic handling, ramp transport, parking or third-party payments remain separately chargeable.

AOPA discounted rates are subject to the conditions of the applicable agreement, including membership validity, aircraft MTOM limits and prior-notice requirements. Pilots should request a pro forma invoice before flight.

6.5 Handlers per Airport

Table 6 identifies the principal ground handling companies serving the airports listed in this guide. To avoid duplication and future inconsistencies, service prices are not repeated in the notes to this table; use Table 5 for the AOPA discounted rates.

TABLE 6
Ground handling companies per airport

Airport	Goldair ¹	Skyserv ²	Swissport	Airport	Goldair ¹	Skyserv ²	Swissport
LGAV	☑	☑	☑	LGIO ³	☑	☑	
LGTS	☑	☑	☑	LGSY	☑		
LGIR	☑	☑	☑	LGPA	☑		
LGRP	☑	☑	☑	LGNX		☑	
LGKR	☑	☑	☑	LGML		☑	
LGSA	☑	☑	☑	LGSO		☑	
LGKO	☑	☑	☑	LGLE		☑	
LGZA	☑	☑	☑	LGKA		☑	
LGSR	☑	☑	☑	LGKZ		☑	
LGMK	☑	☑	☑	LGKJ		☑	
LGSK	☑	☑	☑	LGKY		☑	
LGHI	☑	☑	☑	LGKC		☑	
LGMT	☑	☑	☑	LGPL		☑	
LGAL	☑	☑	☑	LGST		☑	
LGKV	☑	☑	☑	LGKS		☑	
LGKF	☑	☑	☑	LGLM ⁴			☑
LGKL	☑	☑	☑	LGKJ		☑	
LGKM	☐	☐	☐				
LGPZ	☑	☑	☑				
LGKP	☑	☑	☑				
LGRX	☑	☑	☑				
LGBL	☑	☑	☑				
LGSM	☑	☑	☑				

¹ AOPA discount subject to the applicable Goldair agreement and Prior Notice requirements.

² AOPA discount subject to the applicable Skyserv agreement and Prior Notice requirements.

³ At LGIO, the AOPA discount applies only to SKYSERV according to the information used for this edition.

⁴ Special AOPA arrangement applies at LGLM; confirm the current rate directly with Swissport.

6.6 Aviation Fuels

Not all airports provide aviation fuel. Fuel availability, type and hours of operation must be confirmed through the current AIP, NOTAMs, the fuel supplier or the handling agent. Tables 7 and 8 reproduce the fuel information available to AOPA Hellas when those tables were last reviewed; they are **not a substitute for current operational information**.

TABLE 7
Aerodromes reported as offering AVGAS 100LL – last reviewed 2025

Aerodrome	Remarks	Aerodrome	Remarks
LGAV	24 H	LGRP	
LGIO	AVGAS 15.06–30.09	LGIR	
LGKR		LGMG	TUE–SUN
LGSO	check NOTAM	LGST	
LGSM	prior notice October to May	LGKM	check with Egnatia Aviation
ZZZZ	Kolchiko airfield; by pre-order		

Note: AVGAS prices and schedules can change at short notice. Always confirm availability and price before flight.

TABLE 8
Aerodromes reported as offering JET A-1 – last reviewed 2025

Aerodrome	Remarks	Out-of-hours request	Aerodrome	Remarks	Out-of-hours request
LGKP	Check NOTAM	24 H notice required	LGST	Check NOTAM	24 H notice required
LGAV	24 H	N/A	LGSO	Check NOTAM	N/A
LGAL	06:00–22:00 Mo–Sa	N/A	LGSR	Check NOTAM	N/A
LGKR	24 H	24 H notice required	LGKO	24 H	24 H notice required
LGSA	24 H	24 H notice required	LGKL	Check NOTAM	N/A
LGKF	Check NOTAM	24 H notice required	LGKV	Check NOTAM	24 H notice required
LGRX	Check NOTAM	24 H notice required	LGMT	Check NOTAM	24 H notice required
LGIR	24 H	N/A	LGPZ	Check NOTAM	24 H notice required
LGIO	Check NOTAM	N/A	LGRP	24 H	N/A
LGMK	Check NOTAM	N/A	LGTS	24 H	N/A
LGSM	Check NOTAM	N/A	LGBL	Check NOTAM	N/A
LGZA	Check NOTAM	24 H notice required	LGMG	Check NOTAM	N/A

Check NOTAM: also confirm with the fuel supplier or handler, particularly for out-of-hours service.

6.6.1 MOGAS

Where use of MOGAS is permitted for the aircraft concerned, self-refuelling at Greek airports is subject to specific safety and airport-operator requirements. These may include approved containers, fire extinguishers, bonding/grounding and use of a designated refuelling area. Practical arrangements vary considerably between airports.

Pilots intending to use MOGAS should obtain the airport operator's agreement in advance and confirm how fuel can legally and safely be brought airside. AOPA Hellas cannot recommend unofficial local refuelling arrangements.

MOGAS may be easier to arrange at some ZZZZ airfields, subject to the airfield operator's agreement. See Section 3.4. Remember that ZZZZ airfields are not Ports of Entry.

6.7 Other airport charges

In addition to handling and statutory CAA charges, airport-operator charges may apply. For Fraport Greece-operated airports, consult the operator's current published General Aviation tariffs at <https://www.fraport-greece.com/en/our-expertise/aviation/airport-charges.html>.

Where the handler pays an airport operator or another third party on the pilot's behalf, a disbursement fee may apply. Card payments may also be subject to a transaction fee. VAT is added where required. Because these charges may change independently of AOPA handling agreements, request a pro forma invoice rather than relying on historic examples.

AOPA Hellas has repeatedly raised concerns with Fraport Greece about the level of charges applied to light General Aviation aircraft, including PPR administration and landing fees. Any seasonal reductions or airport-specific exceptions should be confirmed before flight.

6.8 IFR Airport Slots and PPR

Airport slots and PPRs are separate operational concepts.

A **PPR** concerns prior permission or coordination for use of the airport, often in relation to apron or parking capacity. An **airport slot** concerns traffic-capacity and scheduling coordination at airports subject to the applicable slot-allocation scheme.

An IFR flight may therefore require both an operational PPR and an airport slot. However, where the same handler administers both requirements under the AOPA charging arrangements shown in Table 5, the **IFR slot-management fee replaces the separate PPR-administration fee**; the two administration fees are not charged cumulatively. This charging rule does not waive the underlying operational PPR requirement.

VFR flights are not subject to IFR airport-slot administration. The applicability and seasonal activation of the airport-slot scheme must be checked against the current AIP and Hellenic Slot Coordination Authority information.

As per the AIP information used for this edition, the following airports are listed as schedule facilitated or coordinated:

Schedule facilitated airports:

WINTER SEASON: LGTS

SUMMER SEASON: LGLM, LGPZ, LGSM

Coordinated airports:

SUMMER SEASON: LGTS, LGRP, LGZA, LGSK, LGSR, LGKO, LGKC, LGPA, LGKR, LGSA, LGKF, LGRX, LGIR, LGHI, LGMK

Pilots should treat this list as a planning aid only and verify the current AIP/HSCA status before flight. The handling agent will normally coordinate the applicable PPR and airport-slot arrangements where required.

7 Other Information

GENDEC, cost sharing, Form 731, photography restrictions and summer congestion

7.1 GENDEC

An ICAO Annex 9 GENDEC form may be required for each flight. When a handler is involved, the handler normally submits it to the competent authorities, including the Police where required. The GENDEC also serves as a passenger manifest and may be used for security, border and apron-access purposes. See Section 6.3.1 for applicable passenger charges.

7.2 Cost Sharing

EASA Part-NCO rules apply in Greece, including the provisions permitting cost sharing on non-commercial General Aviation flights subject to the applicable limitations, such as sharing direct costs among the occupants and the maximum number of persons permitted by the rule.

Platforms facilitating such flights include [Wingly](#). Pilots remain responsible for ensuring that the intended operation complies with current EASA and Greek requirements.

7.2.1 PAX declaration 731

The CAA requires a [Form 731](#) declaration for applicable General Aviation non-commercial flights carrying passengers. The declaration states, in summary, that passengers are aware that they are travelling on a non-commercial flight and addresses whether payment is being made for the flight.

- (a) the passenger is aware that the flight is non-commercial;
- (b) the passenger declares the applicable payment/cost-sharing status required by the form.

Cost sharing should not be confused with hiring an aircraft or purchasing commercial air transport. The precise legal conditions are those set out in the applicable EASA and Greek rules.

The form may be submitted to 731@hcaa.gov.gr. The requirement also applies, where applicable, to departures from ZZZZ airfields (NOTAM A2130/16 and AIP GEN 1.2.5.2.2). Training-flight exemptions and submission timing should be verified against the current rule before flight.

7.3 Photography restrictions

AIP Greece GEN 1.2.8.1 contains restrictions on the use of photographic and video equipment from aircraft, particularly at military aerodromes and within military CTRs/ATZs. It also lists aerodromes where photography during take-off and landing is restricted and states conditions concerning equipment and purpose.

Because these restrictions are regulatory and may be amended, pilots should consult the current AIP before taking photographs or video from an aircraft. Commercial photography requires prior permission from the competent Civil Aviation Authority.

7.4 Summer congestion

Mykonos, Santorini, Rhodes, Zakynthos and several other popular airports may have very limited General Aviation parking during the summer because of heavy commercial traffic and other operational requirements. Multi-day parking may therefore be difficult or unavailable.

A practical alternative is to disembark passengers at the destination and reposition the aircraft to a nearby airport where parking is available. For example, Syros (LGSO) is close to Mykonos and Paros (LGPA) is close to Santorini. Ferry connections can then be used to return to the destination island. Always confirm parking availability and PPR requirements before departure.