ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1.1.1 General

1.1.1.1 Responsible Authority

1.1.1.1.1 The Directorate General of Air Navigation Service Provider (DGANSP) of Hellenic Civil Aviation Authority, under the Ministry of Infrastructure and Transport, is the State Authority responsible for the provision of Air Traffic Service (ATS) within ATHINAI FIR / HELLAS UIR (see also **GEN 3.3.1**).

1.1.1.2 Area of responsibility

1.1.1.2.1 The Area of responsibility is ATHINAI FIR/ HELLAS UIR, which is the volume of airspace confined by:

3605N 03000E, 3330N 03000E, 3400N 02710E, 3400N 02410E, 342000N 02335E, 3630N 01900E, 4025N 01900E, then along the seaward end of the Greek-Albanian frontier and the lines determining the Northern and Eastern frontier of Greece, and the Western frontier of Turkey.

Note: *Air traffic services are provided for the entire territory, including territorial waters (in connection with Civil Aviation and Air Police, territorial waters extend up to 10NM from the coast) of Greece, as well as in the airspace over the adjacent international waters encompassed by ATHINAI FIR/HELLAS UIR.*

1.1.1.2.1.1 The DGANSP is responsible for the provision of Air Traffic Services (ATS) within ATHINAI FIR/HELLAS UIR, with the exception of Military TMAs, CTRs and ATZs.

1.1.1.2.2 ATHINAI FIR / HELLAS UIR forms part of the ICAO EUR REGION.

1.1.1.3 Applicable ICAO documents

1.1.1.3.1 The air traffic rules and procedures applicable to the provision of air traffic services in ATHINAI FIR / HELLAS UIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation (Rules of the Air and Air Traffic Services respectively) and to the relevant portions of the Doc 4444 (Procedures for Navigation Services - Air Traffic Management) and Doc 7030 (Regional Supplementary Procedures) applicable to the EUR Region.

1.1.1.3.2 Any differences to the above documents are listed in **GEN 1.7**.

1.1.1.4 Compliance with the Rules of the Air (SERA.2005)

The operation of an aircraft either in flight, on the movement area of an aerodrome or at an operating site shall be in compliance with the general rules, the applicable local provisions (see **AD 2**) and, in addition, when in flight, either with:
a) the visual flight rules (see **ENR 1.2**); or
b) the instrument flight rules (see **ENR 1.3**).

1.1.1.5 Responsibilities (SERA.2010)

1.1.1.5.1 The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air [(EU) 923/2012], except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

1.1.1.5.2 Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

1.1.1.6 Authority of pilot-in-command of an aircraft (SERA.2015)

1.1.1.6.1 The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

1.1.1.7 Conduct of flights

1.1.1.7.1 International flights may be only operated to/from the international, military or domestic aerodromes approved for international use.

1.1.1.7.2 All IFR and VFR flights above FL 195 shall be conducted only along the designated ATS routes unless otherwise cleared by the appropriate ATC unit. For IFR flights from FL 305 up to FL 660 the Free Route Airspace (FRA) is also available (see **ENR 1.3.16**).

1.1.1.7.3 VFR flights operating within ATHINAI FIR at and below FL 195 shall be conducted in accordance with the provisions of airspace classification (see **ENR 1.2.4**).

1.1.1.7.4 Termination of control (SERA.8030)

1.1.1.7.4.1 A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

1.1.1.7.5 Minimum Heights (SERA.3105)

1.1.1.7.5.1 Except when necessary for take-off or landing, or by permission from the HCAA/D4, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

1.1.1.7.5.2 The minimum heights for VFR flights shall be those specified in **ENR 1.2.3** [SERA.5005(f)] and minimum levels for IFR flights shall be those specified in **ENR 1.3.2.2** [SERA.5015(b)].

1.1.1.7.6 Combined IFR/VFR flights to/from Uncontrolled Aerodrome

1.1.1.7.6.1 Arriving aircraft

a) An aircraft executing combined IFR/VFR flight shall be cleared to proceed under IFR within controlled airspace until over, or as near as possible to, the navigation facility serving the destination aerodrome.
b) At this point, the IFR flight plan should be cancelled and the flight should proceed under VFR, or a diversion to an alternate aerodrome should be initiated.
c) A combined IFR/VFR flight may select to change flight rules before reaching the point mentioned above.
d) The flight, while conducted under IFR, shall not be cleared to descend below the appropriate designated Minimum Flight Level/Altitude.
e) After the change of flight rules from IFR to VFR the aircraft shall establish radio communication contact with destination AFIS unit or FIC as applicable.

1.1.1.7.6.2 Departing aircraft

a) An aircraft, departing from an uncontrolled aerodrome, wishing to execute a combined VFR/IFR flight, shall obtain ATC clearance before departure. ATC clearance shall be issued for the part of flight executed within controlled airspace. The flight shall be cleared to enter controlled airspace on the appropriate designated Minimum Flight Level/Altitude or higher.
b) The Rules, under which a flight departing from an uncontrolled aerodrome is conducted, may change from VFR to IFR only after the aircraft has entered controlled airspace.
c) Aircraft departing from an uncontrolled aerodrome shall establish radio communication with the appropriate ATC unit:
   - as soon as possible after departure, if the aerodrome is located under TMA/MTMA or within CTR/MCTR, or
   - before entering controlled airspace if the aerodrome is not located under TMA/MTMA or within CTR/MCTR.

1.1.1.7.6.3 At least one controlled aerodrome has to be inserted as an alternate aerodrome in the flight plan submitted by for a combined IFR/VFR flight.

1.1.1.7.7 Negligent or Reckless Operation of Aircraft (SERA.3101)

1.1.1.7.7.1 An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

1.1.1.8 Services provided within ATHINAI FIR / HELLAS UIR

1.1.1.8.1 **Type of services**

1.1.1.8.1.1 The following services are provided to aircraft operating within ATHINAI FIR / HELLAS UIR:

a) Air Traffic Control Service
b) Flight Information Service
c) Alerting Service
d) Search and Rescue Service

1.1.1.8.1.2 With the exception of Military Control Areas and Military Control Aerodromes, air traffic services within ATHINAI FIR / HELLAS UIR are provided by Civil Aviation Authority.

1.1.1.8.1.3 The Ministry of National Defence through the Hellenic Air Force and the Ministry of Citizen Protection through the Hellenic Coast Guard are responsible for the provision of Search and Rescue Service within the PIRAEUS SRR which coincides with ATHINAI FIR / HELLAS UIR, as described in **GEN 3.6** section of this AIP.

1.1.1.8.2 **Air Traffic Control Services (ATC)**

1.1.1.8.2.1 Air traffic control service shall be provided (SERA.8001):

a) to all IFR flights in airspace Classes C, D and E;
b) to all VFR flights in airspace Classes C and D;
c) to all special VFR flights;
d) to all aerodrome traffic at controlled aerodromes.

1.1.1.8.2.2 **Aerodrome Control service (TWR)**

1.1.1.8.2.2.1 Aerodrome control service is provided to aerodrome traffic at controlled aerodromes by aerodrome control tower.

1.1.1.8.2.3 **Approach Control service (APP)**

1.1.1.8.2.3.1 Approach control service is provided to arriving and/or departing traffic operating within TMAs, MTMAs, CTRs, MCTRs by the appropriate APP control unit.

1.1.1.8.2.3.2 If no appropriate APP control unit has been established, approach control service is provided to arriving and/or departing traffic operating within a CTR by ATHINAI ACC or MAKEDONIA ACC.

Note: *The minimum Fl of an ACC or TMA sector (FL or ALTITUDE), is considered to be the first FL/ALT served by the responsible ATC unit, providing the service.*

1.1.1.8.2.4 **Area Control service (ACC)**

1.1.1.8.2.4.1 Area Control Service within ATHINAI FIR / HELLAS UIR is provided by ATHINAI ACC or MAKEDONIA ACC to en-route controlled flights operating within controlled airspace of their jurisdiction and the areas prescribed below:

a) Along international and domestic ATS routes (see **ENR 3** section)

Note: *The responsibility for the provision of ATS in accordance with the airspace classification described in **ENR 1.4**, has been delegated from ATHINAI ACC to KERKIRA APP unit and from MAKEDONIA ACC to MAKEDONIA APP unit within specific segments of ATS Routes as described in **ENR 3** section.*

b) Above a specific level of TMAs and MTMAs as described in **ENR 2.1** section.
c) At and above the minimum flight altitudes of ATS routes traversing CTRs in the area of which TMAs have not been established yet, e.g. LGKP - KARPATHOS, LGKA - KASTORIA/ ARISTOTELIS, LGKZ - KOZANI / FILIPPOS, LGPA - PAROS and LGML - MILOS CTRs (see relevant **AD 2.17** sections).
d) At and above the minimum flight altitudes of ATS routes, traversing TMAs and MTMAs, when APP Control Unit, is not operating.

Note: The minimum Fl of an ACC or TMA sector (FL or ALTITUDE), is considered to be the first FL/ALT served by the responsible ATC unit, providing the service.

1.1.1.8.2.4.2 ACC is also serving arriving / departing aircraft at AFIS aerodromes located within CTRs where no appropriate Approach Control unit has been established (see relevant **AD 2.17** sections).

1.1.1.8.2.4.2.1 Arriving aircraft

a) Instrument approach procedures for the above aerodromes are published in **AD 2.22** or **AD 2.24** (chart section) of the relevant aerodrome.
b) Aircraft destined to one of the above aerodromes shall be cleared by ATHINAI ACC or MAKEDONIA ACC, to the navigation aid serving the destination aerodrome.
c) Aircraft shall be cleared by ATHINAI ACC or MAKEDONIA ACC to descent not lower than the appropriate Minimum flight level/altitude.
d) Aircraft shall be cleared to commence standard instrument approach procedure, only when no other IFR flight operates below Minimum flight level/altitude
e) In the opposite case, the aircraft shall be cleared to enter holding pattern, until commencing the approach, and shall be given an Expected Approach Time.
f) When VMC are established aircraft should contact local ATS unit, normally co-located with the local COM Office, for AFIS.

1.1.1.8.2.4.2.2 Departing aircraft

a) Aircraft departing from one of the above aerodromes shall obtain ATC clearance from ATHINAI ACC or MAKEDONIA ACC before departure.
b) Departing aircraft shall take off only when no other IFR flight operates below Minimum flight level/altitude and shall follow standard instrument departure procedure.
c) Departing aircraft should climb according to the clearance received from ATHINAI ACC or MAKEDONIA ACC, to the Minimum flight level/ altitude, or above.

1.1.1.8.2.4.2.3 In the case of a pilot not familiar with standard instrument approach/departure procedures, ACC shall, on pilot's request, quote the approach, departure and/or missed approach procedures, as applicable.

1.1.1.8.2.4.2.4 The correct execution of the standard instrument approach, departure and/or missed approach procedures, rests with the pilot and ACC has no obligation to monitor the progress of flight during the procedures.

1.1.1.8.2.5 Coordination between units providing area control service

1.1.1.8.2.5.1 If a flight should enter an adjacent area, information concerning any revision of estimate of three minutes or more shall be forwarded to the adjacent area centre normally by telephone.

1.1.1.8.3 **Flight Information Services (FIS)**

1.1.1.8.3.1 Application of Flight Information Service (SERA.9001)

1.1.1.8.3.1.1 Flight information service shall be provided by the appropriate air traffic services units to all aircraft which are likely to be affected by the information and which are:

a) provided with air traffic control service; or
b) otherwise known to the relevant air traffic services units.

1.1.1.8.3.1.2 The reception of flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command shall make the final decision regarding any suggested alteration of flight plan.

1.1.1.8.3.1.3 Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.

***Note**: The types of FIS provided within ATHINAI FIR/HELLAS UIR are described in **GEN 3.3.3.1**.*

1.1.1.8.3.2 **Scope of FIS (SERA.9005)**

1.1.1.8.3.2.1 Flight information service shall include the provision of pertinent:

a) SIGMET and AIRMET information;
b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;
c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;
d) information on changes in the availability of radio navigation services;
e) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;
f) information on unmanned free balloons; and of any other information likely to affect safety.

***Note 1:** SIGMET and AIRMET information should be transmitted to aircraft with the least possible delay on the initiative of the appropriate ATS unit and should cover portion of the route up to two (2) hours flying time ahead of the aircraft (see **GEN 3.5.8.1**).*

***Note 2:** Special air-reports shall be transmitted with the least possible delay to aircraft likely to be affected and shall cover the portion of the route up to one (1) hour flying time ahead of the aircraft.*

1.1.1.8.3.2.2 Flight information service provided to flights shall include, in addition to that outlined in **ENR 1.1.1.8.3.2.1**, the provision of information concerning:

a) weather condition reported or forecast at departure, destination and alternate aerodromes;
b) collision hazards, to aircraft operating in airspace Classes C, D, E and G;
c) for flights over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area.

***Note 1:** When available, outstanding or safety relevant information is normally provided by radio communication within 60 minutes from the aerodrome of destination unless the information has been made available through other means.*

***Note 2:** Special reports in the SPECI code form and amended TAF shall be transmitted on request for the departure, destination and its alternate aerodromes.*

***Note 3:** The information in b), relating to collision hazards includes only known activities that constitute risks to the aircraft concerned. The availability of such information to air traffic services may sometimes be incomplete (e.g. limitations in radar or radio coverage, optional radio contact by pilots, limitations in the accuracy of reported information by pilots, or unconfirmed level of information) and, therefore, air traffic services cannot assume responsibility for its issuance at all times or for its accuracy.*

1.1.1.8.3.2.3 Flight information service provided to VFR flights shall include, in addition to that outlined in **ENR 1.1.1.8.3.2.1**, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.

1.1.1.8.3.3 **Automatic Terminal Information Service (ATIS)**

1.1.1.8.3.3.1 The Voice - ATIS broadcasts are provided at several Greek aerodromes serving both arriving and departing aircraft in accordance with the provisions of (EU) 923/2012, ICAO Annex 11, Chapter 4, Doc 7030 - EUR Region, para. 6.13.1 and Doc 9426 AN-924/1984, Part I, Section 2, Chapter 2, Appendix D. Further information can be obtained in **GEN 3.3.3.6** and **AD 2.18** section of the relevant aerodromes.

1.1.1.8.3.3.2 Individual ATIS messages are identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages shall be in alphabetical order. Pilots, when first establishing radio communication with approach control or aerodrome control tower of the respective airport, shall repeat the designator, in order to make sure that the last valid transmission has been received.

1.1.1.8.3.3.3 Use of the ATIS messages in directed request/reply transmissions [SERA.9010(a)]

1.1.1.8.3.3.3.1 When requested by the pilot, the applicable ATIS message(s) shall be transmitted by the appropriate air traffic services unit.

1.1.1.8.3.3.3.2 Whenever Voice-ATIS is provided:

a) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service, the aerodrome control tower or Aerodrome Flight Information Service (AFIS), as appropriate; and

b) the appropriate air traffic services unit shall, when replying to an aircraft acknowledging receipt of an ATIS message or, in the case of arriving aircraft, provide the aircraft with the current altimeter setting.

1.1.1.8.3.3.3.3 Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with **ENR 1.1.1.8.3.3.3.2**.

1.1.1.8.3.3.3.4 If an aircraft acknowledges receipt of an ATIS that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.

1.1.1.8.3.3.4 The broadcast information will be updated every 30 minutes and shall be in the English language only.

1.1.1.8.3.3.5 When rapidly changing meteorological conditions result in frequent modifications of the ATIS broadcast, the pertinent weather elements may be omitted. In this case, ATIS messages shall indicate that the relevant weather elements be given on the initial contact with the Approach Control Unit, or the Aerodrome Control Tower.

1.1.1.8.3.3.6 ATIS for arriving and departing aircraft [SERA.9010(b)]

1.1.1.8.3.3.6.1 ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed:

a) name of aerodrome;
b) arrival and/or departure indicator;
c) designator;
d) time of observation, if appropriate;
e) type of approach(es) to be expected;
f) the runway(s) in use; status of arresting system constituting a potential hazard, if any;
g) significant runway surface conditions and, if appropriate, braking action (see **AD 1.1.5**);
h) holding delay, if appropriate;
i) transition level, if applicable;
j) other essential operational information;
k) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
l) visibility and, when applicable, RVR (see also **Note** below) and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
m) present weather;
n) cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
o) air temperature;
p) dew point temperature;
q) altimeter setting(s);
r) any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;
s) trend forecast, when available; and
t) specific ATIS instructions.

Note: *These elements are replaced by the term 'CAVOK' when the following conditions occur simultaneously at the time of observation:*
- visibility: 10 km or more, and the lowest visibility not reported; and
- no cloud of operational significance; and
- no weather of significance to aviation.

1.1.1.8.3.4 Aerodrome Flight information Service (AFIS)

1.1.1.8.3.4.1 GENERAL

1.1.1.8.3.4.1.1 Aerodrome flight information service (AFIS) is the term used to describe the provision of information useful for the safe and efficient conduct of aerodrome traffic at those aerodromes where it is determined that the provision of aerodrome control service is not justified, or is not justified on a 24-hour basis (see also **GEN 3.3.3.7** and **AD 1.1.6.2**)

1.1.1.8.3.4.1.2 Non-controlled aerodromes at which it is determined that AFIS will be provided, are identified as "AFIS aerodromes" in order to distinguish them from controlled aerodromes.

1.1.1.8.3.4.1.3 AFIS is provided by a unit located at the aerodrome and identified as an "AFIS unit". An AFIS unit provides flight information service and alerting service to aerodrome traffic.

1.1.1.8.3.4.1.4 The AFIS unit is not an air traffic control unit. It is, therefore, the responsibility of pilots, using the service provided by this unit to maintain proper separation in conformity with the rules of the air.

1.1.1.8.3.4.1.5 AFIS provides vital information for the safe and efficient contact of aerodrome traffic at non-controlled aerodromes, but it does not provide ATC (clearances are not provided).

1.1.1.8.3.4.1.6 AFIS is provided to all traffic on the manoeuvring area and to all aircraft flying in the vicinity of the aerodrome.

Note 1: *An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*

Note 2: *Aerodrome traffic circuit is the specified path to be flown by aircraft operating in the vicinity of an aerodrome.*

1.1.1.8.3.4.2 AFIS REQUIREMENTS FOR INFORMATION

1.1.1.8.3.4.2.1 AFIS units should, to the extent possible, be supplied with the same information as that provided to aerodrome control towers, i.e.:

a) Meteorological Information
   I) AFIS units should be supplied with up-to-date information on existing and forecast meteorological conditions as necessary for the performance of their functions. The information should be supplied in such a form as to require a minimum of interpretation on the part of AFIS personnel, and with a frequency which satisfies the requirements of the AFIS units concerned.
   II) AFIS units should be supplied with current meteorological reports and forecasts for the aerodrome with which they are concerned. Special reports and amendments to the forecasts should be communicated to the AFIS units as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.
   III) AFIS units should be provided with current pressure data for setting altimeters for the aerodrome concerned.
   IV) AFIS should be equipped with surface wind indicator(s). The indicator(s) should be related to the same location(s) of observation and be fed from the same anemometer(s) as the corresponding indicator(s) in the meteorological station, where such a station exists. Where multiple anemometers are used, the indicators to which they are related should be clearly marked to identify the runway and section of the runway monitored by each anemometer.
   V) AFIS should be provided with available current information on runway visual range as determined by instruments or by qualified observer. AFIS units at aerodromes where runway visual range values are measured by instrumental means should be equipped with indicator(s) permitting read-out of the current runway visual range value(s). The indicator(s) should be related to the same location(s) of observation and be fed the same runway visual range measuring device(s) as the corresponding indicator(s) in the meteorological station, where such a station exists.
b) Operational Status of Associated Facilities
   I) AFIS units should be kept currently informed of the conditions of the manoeuvring areas, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome with which they are concerned, information on the operational status of navigation aids.
   II) AFIS units should be kept currently informed of the operational status of non-visual navigation aids, and those visual aids essential for surface movement, take-off, departure, approach and landing procedures within their area of responsibility.
c) Information on Unmanned Free Balloons
   I) AFIS units should be kept informed of details of flights of unmanned free balloons in accordance with the provision contained in Annex 2.

1.1.1.8.3.4.3 AFIS COMMUNICATION REQUIREMENTS

1.1.1.8.3.4.3.1 It is essential, that the pilot establish and maintain two-way communications with the relevant AFIS unit and that they report their positions, level 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).

1.1.1.8.3.4.3.2 Direct two-way radiotelephony is used for the provision of aerodrome flight information service. Aircraft shall be capable of two-way communication with the AFIS unit on the prescribed frequency or frequencies. Recording facilities should be provided on all such air-ground communication channels.

1.1.1.8.3.4.3.3 An AFIS unit should be connected with the associated flight information centre (FIC) or area control centre (ACC) and with the following:

a) Aerodromes rescue and emergency services (including ambulance, fire, etc.)
b) Meteorological office serving the aerodrome and
c) Aeronautical telecommunications station serving the aerodrome. (Aeronautical Fixed Service).

1.1.1.8.3.4.4 RESPONSIBILITY OF AFIS UNIT

1.1.1.8.3.4.4.1 An AFIS unit is responsible for providing the following:

a) Meteorological Information: Up-to-date information on existing and forecast meteorological conditions for arriving and departing aircraft as well as for over flying aircraft, including SIGMET information. Such information should, to the extent possible be the same as that provided to aerodrome traffic by aerodrome control towers.
b) 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, on request by the pilot, the length of the runway(s) and/or the distance between an intersection and the end of the runway.

Note: *The term "preferred runway" is used to indicate the most suitable runway at a particular time, taking into account the current surface wind direction and speed and other relevant factors such as traffic pattern and the runway used by other aircraft, with the intention of establishing and maintaining an orderly flow of aerodrome traffic.*

c) Information on known aircraft, vehicles or personnel on or near manoeuvring area or aircraft operating in vicinity of the aerodrome, which may constitute a hazard to the aircraft concerned.

d) Instructions to aircraft in the manoeuvring area to assist pilots in the prevention of hazardous situations.
e) Instructions to vehicles and persons in the manoeuvring area.
f) Information of aerodrome conditions which is essential to the safe operation of aircraft.
g) Information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic.
h) Radio bearings or direction-finding information, when equipment is available.
i) Messages, including clearances, issued from other ATS units for relay to aircraft e.g. from the associated flight information centre (FIC) or area control centre (ACC). In this case, the name of the issuing authority is included in the relayed message.
j) Initiation of overdue action.
k) Provision of Alerting Service.
l) Any other information contributing to safety.

1.1.1.8.3.4.4.2 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.

1.1.1.8.3.4.4.3 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.

1.1.1.8.3.4.5 RESPONSIBILITY OF PILOTS

1.1.1.8.3.4.5.1 As described at **ENR 1.1.1.8.3.4.3.2** above, pilots shall establish and maintain two-way radio communication with the AFIS unit and report their positions, levels and all significant manoeuvres and intentions to the AFIS unit.

1.1.1.8.3.4.5.2 When operating on or in the vicinity of an aerodrome where AFIS is provided, pilots shall, on the basis of the information received from the AFIS unit combined with their awareness 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, keeping of appropriate distances from ground vehicles and obstacles etc.

1.1.1.8.3.4.6 CO-ORDINATION BETWEEN AFIS UNIT AND ATHINAI/MAKEDONIA FIC OR ATHINAI/MAKEDONIA ACC

1.1.1.8.3.4.6.1 AFIS units shall ensure that ATHINAI/MAKEDONIA FIC or ATHINAI/ MAKEDONIA ACC are informed of departures at the AFIS aerodrome. Unless otherwise provided, information to be made available shall comprise the identification of aircraft, the departure and destination aerodrome or operating site, the estimated and actual take-off time, the expected time of communications transfer and, where necessary, request for en-route clearance.

1.1.1.8.3.4.6.2 ATHINAI/MAKEDONIA FIC or ATHINAI/MAKEDONIA ACC shall ensure that an AFIS unit is informed regarding aircraft proceeding to the AFIS aerodrome. The information to be provided shall comprise of relevant items of the current flight plan, the estimated time of arrival and the expected time of communications transfer.

1.1.1.8.4 **Alerting Service (ALRS)**

1.1.1.8.4.1 Application

1.1.1.8.4.1.1 Alerting service shall be provided:

a) to all aircraft provided with air traffic control service;
b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and
c) to any aircraft known or believed to be the subject of unlawful interference.

1.1.1.8.4.1.2 To facilitate the provision of alerting and search and rescue services, an aircraft, prior to and when operating within ATHINAI FIR / HELLAS UIR, shall comply with the provisions concerning the submission, completion, activation changing and closing of a flight plan.

1.1.1.8.4.1.3 Flight information centers (FIC) or area control centers (ACC), shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.

1.1.1.8.4.1.4 In the event of a state of emergency arising to an aircraft while it is under the responsibility of an Aerodrome Control Tower, AFIS unit or Approach Control Unit, such unit shall notify immediately the Flight Information Centre or Area Control Centre responsible which shall in turn notify the Rescue Coordination Centre, except that notification of the Area Control Centre, Flight Information Centre, or Rescue Coordination Centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

1.1.1.8.4.1.5 Nevertheless, whenever the urgency of the situation so requires, the Aerodrome Control Tower, AFIS unit or Approach Control Unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

1.1.1.8.4.2 Notification of rescue coordination centers

1.1.1.8.4.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in **ENR 1.1.1.8.4.1.4**, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the following:

1.1.1.8.4.2.1.1 Uncertainty Phase when:

a) no communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when,
b) an aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.

1.1.1.8.4.2.1.2 Alert Phase when:

a) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when:
b) an aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and communication has not been re-established with the aircraft, or when
c) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when
d) an aircraft is known or believed to be the subject of unlawful interference.

1.1.1.8.4.2.1.3 Distress Phase when:

a) following the alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when
b) the fuel on board is considered to be exhausted, or be insufficient to enable the aircraft to reach safety, or when
c) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when
d) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except where there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

1.1.1.8.4.2.2 The notification shall contain such of the following information as is available in the order listed:

a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of emergency;
b) agency and person calling;
c) nature of emergency;
d) significant information from the flight plan;
e) unit which made last contact, time and means used;
f) last position report and how determined;
g) colour and distinctive marks of aircraft;
h) dangerous goods carried as cargo;
i) any action taken by reporting office; and
j) other pertinent remarks

1.1.1.8.4.2.3 Such part of the information specified above, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.

1.1.1.8.4.2.4 Further to the notification in **ENR 1.1.1.8.4.2.1**, the rescue coordination centre shall, without delay, be provided with:

a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or
b) information that the emergency situation no longer exists.

Note: *The cancellation of action initiated by the rescue coordination centre is the responsibility of that centre.*

1.1.1.8.4.3 **Use of communication facilities**

1.1.1.8.4.3.1 Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and request news of the aircraft.

1.1.1.8.4.4 **Plotting aircraft in a state of emergency**

1.1.1.8.4.4.1 When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted in order to determine the probable future position of the aircraft and its maximum range of action from its last known position.

1.1.1.8.4.4.2 The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.

1.1.1.8.4.5 **Information to the operator**

1.1.1.8.4.5.1 When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Note: *If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with* ***ENR 1.1.1.8.4.2.1****.*

1.1.1.8.4.5.2 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.

1.1.1.8.4.6 **Information to aircraft operating in the vicinity of an aircraft in a state of emergency (SERA.10005)**

1.1.1.8.4.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in **ENR 1.1.1.8.4.6.2** below, be informed of the nature of the emergency as soon as practicable.

1.1.1.8.4.6.2 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation (see also **ENR 1.13**).

1.1.1.8.4.7 **ATS actions in case an aircraft in a state of emergency (SERA.11001)**

1.1.1.8.4.7.1 In case of an aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, ATS units shall give the aircraft maximum consideration, assistance and priority over other aircraft, as may be necessitated by the circumstances.

1.1.1.8.4.7.2 Subsequent ATC actions shall be based on the intentions of the pilot, the overall air traffic situation and the real-time dynamics of the contingency.

1.1.1.8.4.8 **Unlawful interference**

1.1.1.8.4.8.1 When an air traffic services unit knows or believes that an aircraft is subject to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation (see also **ENR 1.13**).

1.1.1.8.4.9 **Minimum Fuel and Fuel Emergency (SERA 11012)**

1.1.1.8.4.9.1 When a pilot reports a state of minimum fuel, the controller shall inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.

1.1.1.8.4.9.2 When the level of fuel renders declaring a situation of distress necessary, the pilot, in accordance with Distress and Urgency radiotelephony communication procedures [(EU)923/2012, SERA.14095], shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).

Note: *The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing, and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.*

1.1.1.8.5 **Search and Rescue Service (SAR)**

1.1.1.8.5.1 Unit responsible for providing Search and rescue service to flights operating within ATHINAI FIR / HELLAS UIR is the Joint Rescue Coordination Centre - JRCC (see **GEN 3.6**).

1.1.1.8.5.2 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.

1.1.1.9 Air-ground radio communication failure procedure

1.1.1.9.1 If radio-communication failure prevents aircraft operated as a controlled flight from maintaining continuous listening watch on the appropriate radio frequency, or/and two way communication as necessary with the appropriate air traffic control unit, the aircraft shall follow radio communication failure procedures listed in Annex 10 part II and further adhere to procedures specified in ICAO Doc 7030 - EUR Region.

Note: For reasons related to the management of frequency assignments in the ICAO EUR Region, the use of frequencies above FL450 may be subject to harmful interference.

1.1.1.10 Degraded aircraft performance (SERA.11013)

1.1.1.10.1 Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the ATC unit concerned without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.

1.1.1.10.2 Degradation or failure of the RNAV system

1.1.1.10.2.1 When an aircraft cannot meet the specifications, as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot and the following procedures shall be applied:

a) If an aircraft cannot meet the requirements (see **GEN 1.5.3** and **ENR 1.3.4**) due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned shall be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC shall take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.
b) With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of RNAV 5:
   i) aircraft shall be routed via VOR/DME-defined ATS routes; or
   ii) if no such routes are available, aircraft shall be routed via conventional navigation aids, i.e. VOR/DME; or
   When the above procedures are not feasible, the ATC unit shall, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.
c) With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an arrival or departure procedure requiring the use of RNAV:
   i) the aircraft shall be provided with radar vectors until the aircraft is capable of resuming its own navigation; or
   ii) the aircraft shall be routed by conventional navigation aids, i.e. VOR/DME.

Subsequent ATC action in respect of an aircraft that cannot meet the specified requirements due to a failure or degradation of the RNAV system, will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation.

1.1.1.10.3 Loss of vertical navigation performance required for reduced vertical separation minima (RVSM) airspace

1.1.1.10.3.1 The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

1.1.1.10.3.2 During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
a) at initial call on any channel within RVSM airspace;
b) in all requests for level changes; and
c) in all read backs of level clearances.

1.1.1.10.3.3 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.

1.1.1.10.3.4 Degradation of aircraft equipment – pilot reported

a) When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.
b) ATC shall take action immediately to provide a minimum vertical separation of 2000 ft (600 m) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.
c) Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
d) The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.

1.1.1.10.3.5 Severe turbulence – not forecast

a) When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation
b) ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information as required.
c) ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
d) The ACC suspending RVSM shall coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression to the transfer of traffic.

1.1.1.10.3.6 Severe turbulence – forecast

a) When a meteorological forecast predicts severe turbulence within RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
b) In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate with adjacent ACCs applicable sector capacities, as appropriate.

1.1.1.11 Lights to be displayed by aircraft (SERA.3215)

1.1.1.11.1 Except as provided by paragraph 1.1.1.11.5 below, at night all aircraft in flight shall display:

a) anti-collision lights intended to attract attention to the aircraft; and
b) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.

1.1.1.11.2 Except as provided by para 1.1.1.11.5 below, at night:

a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;
c) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

1.1.1.11.3 Except as provided by para 1.1.1.11.5 below, all aircraft in flight and fitted with anti-collision lights to meet the requirement of above para 1.1.1.11.2 a) shall display such lights also during day.

1.1.1.11.4 Except as provided by para 1.1.1.11.5 below, all aircraft:

a) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of above para 1.1.1.11.2 c); or
b) on the movement area of an aerodrome and fitted with lights to meet the requirement of above para 1.1.1.11.2 d); shall display such lights also during day.

1.1.1.11.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paras 1.1.1.11.1, 1.1.1.11.2, 1.1.1.11.3 and 1.1.1.11.4 above, if they do or are likely to:

a) adversely affect the satisfactory performance of duties; or
b) subject an outside observer to harmful dazzle.

1.1.1.12 Operation on and in the vicinity of an aerodrome (SERA.3225)

1.1.1.12.1 An aircraft operated on or in the vicinity of an aerodrome shall:

a) observe other aerodrome traffic for the purpose of avoiding collision;
b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

1.1.2 Dropping or spraying

1.1.2.1 Rules for dropping or spraying

1.1.2.1.1 Dropping or spraying from an aircraft in flight shall only be conducted in accordance with (SERA.3115):

a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.2.1.1.1 Appropriate authorities for granting permission are:

- Flight Standards Division (HCAA/D2); and
  where applicable:
- Ministry of Rural Development and Food; and
- Ministry of Environment and Energy

Note: *See addresses in* ***GEN 1.1****.*

1.1.2.1.2 By adhering to the specified conditions the following activities may be carried out after a special permission, from the appropriate authority, has been granted:

a) dropping of flares under conditions specified by HCAA/D2;
b) dropping of advertising leaflets performed by operators authorized for conducting of aerial works;
c) dropping of ballast from unfettered balloons but only in form of fine sand, or jettisoning of water ballast from gliders;
d) aerial spraying in agriculture, forestry and environmental works by operators authorized for these activities with certified application equipment; the activity has to be performed by pilots, who are fully trained and licensed for this special activity. Only substances authorized by the Ministry of Reconstruction of Production, Environment and Energy & Rural Development and Food can be applied by air and responsibility for their correct use rests with the person who commissions these works; and
e) extinguishing of forest fire performed by operators authorized for this activity with certified aircraft having certified application equipment; the activity has to be performed by pilots who are fully trained and licensed for this special activity.

1.1.2.1.3 The activities of paragraph **ENR 1.1.2.1.2** above, require a permission or ATC clearance from the appropriate ATC unit.

1.1.2.1.4 Dropping of any material not listed above, from civil aircraft, may be approved by the Civil Aviation Authority based on a request submitted by operator no less than thirty (30) days before the planned date of the requested activity.

1.1.2.1.5 The pilot-in-command shall carry out the flight in accordance with specified conditions, national aeronautical operational regulations and shall keep relevant authorization with him.

1.1.2.1.6 Crew members dropping the objects shall follow the pilot-in-command instructions concerning behaviour during flight and the method of dropping objects.

1.1.2.1.7 If it becomes impossible to adhere to the conditions for safe dropping of objects from civil aircraft, the operator or pilot-in-command shall cease the dropping.

1.1.2.2 Fuel dumping procedures

1.1.2.2.1 An aircraft in emergency or other urgent situations may need to dump fuel so as to reduce to maximum landing mass in order to affect a safe landing.

1.1.2.2.2 When an aircraft operating within controlled airspace needs to dump fuel, the flight crew shall advise ATC. The ATC unit should then coordinate with the flight crew the following:

a) the route to be flown, which, if possible, should be clear of cities and towns, preferable over water and away from areas where thunderstorms have been reported or expected;
b) the level to be used, which should be not less than 1800 m (6000 ft); and
c) the duration of the fuel dumping.

1.1.2.2.3 Other known traffic will be separated from the aircraft dumping fuel by:

a) at least 10 NM horizontally, but not behind the aircraft dumping fuel;
b) at least 15 minutes or 50 NM horizontally, if behind the aircraft dumping fuel;
c) vertical separation if behind the aircraft dumping fuel within distance of 15 minutes or 50 NM by:
   I) at least 1000 ft if above the aircraft dumping fuel; and
   II) at least 3000 ft below the aircraft dumping fuel.

1.1.2.2.4 In case the fuel dumping after the take-off is urgent, only minimum sector altitude shall be respected

Note: *The horizontal boundaries of the area within which other traffic requires appropriate vertical separation extend for 19 KM (10 NM) either side of the track flown by aircraft which is dumping fuel, from 19 KM (10 NM) ahead, to 93 KM (50 NM) or 15 minutes along track behind it (including turns).*

1.1.2.3 Communications

1.1.2.3.1 Whenever a fuel dumping is performed, its beginning, completion and the reason for fuel dumping shall be reported to the relevant ATC unit.

1.1.2.3.2 If the aircraft will maintain radio silence during the fuel dumping operation, the frequency to be monitored by flight crew and the time when radio silence will terminate should be agreed.

1.1.2.4 Information to other ATS units and non-controlled traffic

1.1.2.4.1 A warning message shall be broadcast on appropriate frequencies for non-controlled traffic to remain clear of the area concerned. Adjacent ATC units and control sectors should be informed of the fuel dumping taking place and requested to broadcast on applicable frequencies an appropriate warning message for other traffic to remain clear of the area concerned.

1.1.2.4.2 Upon completion of the fuel dumping, adjacent ATC units and control sectors should be advised that normal operations can be resumed.

1.1.3 Parachute descents (SERA.3125)

1.1.3.1 Parachute descents, other than emergency descents, shall only be made in accordance with:

a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.3.2 Appropriate authority for granting permission is Flight Standards Division (HCAA/D2).

1.1.4 Aerobatic flights

1.1.4.1 Rules for Aerobatic flights

1.1.4.1.1 On the basis of SERA.3130

a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit;

the Hellenic Civil Aviation Authority has specified the following rules for aerobatic flights:

a) Pilots-in-command of the aircraft performing an acrobatic flight shall be appropriately qualified for acrobatics or for training of acrobatics, except for cases of training and testing of particular manoeuvres included in the training scheme in which pilot in command is a trainee.
b) Aircraft performing an aerobatic flight shall be categorized to the appropriate category of airworthiness according to Annex 8 - Airworthiness of aircraft.
c) Aerobatic flights shall not be performed above build-up areas, an open-air assembly of people, above a part of the airport open to public, or in case of a public performance above the area for spectators. An area suitable for possible emergency landing during the acrobatics shall be available.
d) Minimum height of aerobatic flights is 2000 ft (600 m) AGL/MSL. The appropriate authority may approve aerobatics in lower heights for individual pilots.
e) Flights visibility during an aerobatic flight shall be at least 5 KM.

1.1.4.1.2 Appropriate authority for granting permission is HCAA:

a) Air Transport and International Agreement Division (HCAA/D1) and
b) Flight Standards Division (HCAA/D2).

Note: *See addresses in* ***GEN 1.1***

1.1.5 Formation flights

1.1.5.1 General

1.1.5.1.1 For formation flights an ATC clearance is required within ATHINAI FIR/HELLAS UIR in controlled airspace.

1.1.5.2 Formation flights operating as General Air Traffic (GAT)

1.1.5.2.1 Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the following conditions and principles (SERA.3135):

a) One of the pilots-in-command shall be designated as the flight leader.
b) The formation operates as a single aircraft with regard to navigation and position reporting.
c) Separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are maneuvering to attain their own separation within the formation and during join-up and breakaway.
d) For State aircraft a maximum lateral, longitudinal and vertical distance between each aircraft and the flight leader in accordance with relevant Documents and Annexes of the Chicago Convention.
e) For other than State aircraft a distance not exceeding 0,5 NM laterally and longitudinally and 100 ft vertically from the flight leader shall be maintained by each aircraft.

1.1.5.2.2 Planned/required split of the formation can be executed only upon an ATC clearance.

1.1.5.2.3 In case of break up the formation (non-planned/non-required), the leader of formation shall report this fact to ATS unit.

1.1.5.2.4 Responsibility for separation among the formation aircraft rests with the formation leader until conditions given by ATC clearance have been fulfilled.

1.1.5.2.5 In case the split of formation has been approved by ATC unit, responsibility for separation among the formation aircraft rests with the formation leader until the conditions given by ATC clearance have been fulfilled.

1.1.5.2.6 Assigned SSR code shall be switched on by the formation leader only. Other aircraft of the formation will have their transponders on "STANDBY" mode, unless they receive other instructions from ATC unit.

1.1.5.2.7 ATC instructions shall be given to the formation leader well in advance, in order to enable other pilots of the formation to comply to such instructions.

1.1.5.2.8 Take-offs and landings are carried out in a formation unless the formation leader requests air traffic service to be provided separately for each aircraft in the formation.

1.1.5.3 Maximum number of aircraft in formation

1.1.5.3.1 VFR flight

a) Maximum number of aircraft in the formation is not limited; all aircraft are equipped with radio communication equipment.
b) The responsibility for decision and performance of formation under VFR or IFR with respect to meteorological condition rests with the formation leader.

1.1.5.3.2 IFR flight

a) For IFR flights all aircraft in the formation have to be equipped for IFR flights and crew shall have an IFR qualification.
b) IFR flights shall be carried out under VMC conditions and maximum number in the formation is not limited.

c) The leader of the formation is responsible for pre-flight briefing of each member of the formation flight and for execution of the flight.
d) The responsibility for decision and performance of formation under VFR or IFR with respect to meteorological conditions rest with the formation leader.

1.1.5.4 Non standard formation flights

1.1.5.4.1 Only military aircraft obtain clearance to operate in non standard formations along ATS routes within the ATHINAI FIR/ HELLAS UIR.

1.1.5.4.2 The following procedures shall be applied when civil ATS units provide ATS services to these aircraft.

1.1.5.4.2.1.1 When aircraft operate in a non standard formation, number and type of aircraft shall be inserted in the flight plan. Information given under Item 18 of the flight plan shall be:

- "RMK/FORMATION WITH (call signs) IN THE BLOCK FLxxx TO FLxxx".

1.1.5.4.2.1.2 A non standard formation leader shall report, before entering FIR on the appropriate frequency the following:

a) Type of the formation (e.g. "IN TRAIL"),
b) the information length and width, if exceeding 1 NM,
c) Number of aircraft,
d) Requested levels,
e) Location and time of expected split of the formation.

1.1.5.4.2.1.3 Only the lead and the trail-end aircraft shall squawk MODE 3A, C (the intermediate elements shall not), whilst the code must be different. Specific codes shall be assigned by the appropriate ATC unit.

1.1.5.4.2.1.4 Flights in non standard formations can be conducted only on the basis of ATC clearance. The formation leader communicates with ATC and is responsible for maintaining separation between aircraft in the formation.

1.1.5.4.2.1.5 Planned/required split of the formation can be executed only upon an ATC clearance.

1.1.5.4.2.1.5.1 In case the split of the formation has been approved by ATC, responsibility for separations among the formation aircraft rests with the formation leader until the conditions given by ATC clearance have been fulfilled.

1.1.5.5 ATC phraseology

1.1.5.5.1 The following ATC phraseology will be used:

- DESCEND/CLIMB TO FLxxx MAINTAINING OWN SEPARATION UNTIL REACHING/CROSSING FLxxx.

1.1.5.6 Break up of formation

1.1.5.6.1 In case of the formation break up (non-planned/non-required), this fact must be reported to the ATC. The formation leader remains responsible for separations among the formation aircraft until the conditions given by ATC clearance have been fulfilled.

1.1.5.6.2 ATC provides, if applicable, essential traffic information about/to other traffic until able to provide standard ICAO separations.

1.1.6 Towing

1.1.6.1 Towing and advertising flights

1.1.6.1.1 An aircraft or other object shall only be towed by an aircraft in accordance with (SERA.3120):

a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.6.1.2 Appropriate authority for granting permission is Air Transport and International Agreements Division (HCAA/D1).

Note: *See address in* ***GEN 1.1***

1.1.6.2 Air refuelling of aircraft

1.1.6.2.1 Operations of air refuelling of military aircraft within ATHINAI FIR / HELLAS UIR are performed in established areas activated by NOTAM

1.1.6.2.2 Air refuelling is carried out under VMC without assistance of air traffic control service. The pilots-in-command when manoeuvring with air refuelling are fully responsible for prevention of collision among aircraft participating in air refuelling.

1.1.6.2.3 Radio communication between a formation carrying out the air refuelling and ATC unit is ensured by the pilot-in-command of the tanker aircraft who shall report starting and terminating of air refuelling to the appropriate unit.

1.1.6.2.3.1 Phraseology to use for air refuelling:

- Report starting refuelling
- Report terminating refuelling
- Join formation maintaining own separation

1.1.6.2.3.2 If the aircraft maintain radio silence during the fuel dumping operation, the frequency to be monitored by the flight crew and the time when radio silence will be terminate, shall be agreed.

1.1.6.2.4 During air refuelling ATC units provide standard ICAO vertical separation from the highest and lowest flight levels in the assigned block of levels for air refuelling.

1.1.6.2.5 Horizontal separation is provided between the formation of aircraft participating in air refuelling and other traffic.

1.1.6.2.6 Transponder operation during air refuelling is carried out by the tanker aircraft, while the fighters have the transponder on stand-by mode.

1.1.7 Time and units of measurement

1.1.7.1 Time in air traffic services

1.1.7.1.1 Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources. Air traffic services units shall, in addition, provide aircraft with the correct time on request.

1.1.7.1.2 Time checks in air traffic services given to aircraft by air traffic units or communication stations shall be expressed at least to the nearest minute.

1.1.7.2 Units of measurement

1.1.7.2.1 The prescribed in **GEN 2.1** units of measurements shall be applied to flight operations.

1.1.8 Airspace structure

1.1.8.1 Within ATHINAI FIR / HELLAS UIR, controlled and uncontrolled airspace has been established according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection **ENR 1.4**. Details on airspace structure can be obtained in **ENR 2.1** and **AD 2.17** sections of this AIP.

1.1.8.2 The established ATS routes within ATHINAI FIR / HELLAS UIR are described in **ENR 3** section.

Note: *In column 6 of the **ENR 3** Tables, indicative remarks, CDRs, primary communication channels of the corresponding sectors and hazard areas affecting the corresponding airways are shown. However pilots shall always follow the instructions given by the responsible ATC unit.*

1.1.8.2.1 Aircraft other than State aircraft, operating within ATHINAI FIR / HELLAS UIR on the ATS routes shall be equipped with, as a minimum, RNAV equipment meeting the RNAV5 in accordance with the requirements set out in ICAO DOC 7030 - EUR Region.

Note: *If not RNAV equipped, it is possible to operate on RNAV identified routes, provided that these routes are served by radio navigation aids (NDB-L-VOR/DME) providing track guidance.*

1.1.8.3 Aircraft destined to an aerodrome not connecting with domestic or international ATS routes shall proceed directly if in VFR flight avoiding airspace restrictions and complying with local regulations, or if in IFR flight via the ATS route to ABEAM point of the facility serving the aerodrome and then direct to the aerodrome.

1.1.9 Airspace restrictions and hazards

1.1.9.1 General

1.1.9.1.1 All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified to the types described in **ENR 1.1.9.2** below. Airspace restrictions are established only when necessary and in accordance with the provisions of ICAO.

1.1.9.1.2 Restrictions in the vicinity of aerodromes designated for use by international air services are given in AIP Greece, subsection **AD 2.22**.

1.1.9.1.3 Aircraft shall not be flown outside the lateral limits of controlled airspace established over the territory of Greece unless permission has been obtained from the appropriate authority (HCAA/D4 and/or HMoD, see addresses in **GEN 1.1** and **GEN 3.3**).

1.1.9.2 Definitions

1.1.9.2.1 **Danger area** - airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to the aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the danger in relation to their responsibility for the safety of their aircraft.

1.1.9.2.2 **Prohibited area** - airspace of defined dimensions, above the land areas or territorial waters of state, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

1.1.9.2.3 **Restricted area** - airspace of defined dimensions, above the land areas or territorial water of state, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace a "restricted area" as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air to air traffic service practices or procedures (for example, compliance with minimum safe heights or within rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

1.1.9.2.4 **Controlled Firing area** - airspace of defined dimensions within which firing of projectiles and missiles takes place and is coordinated in such manner that air traffic operating through that area is not endangered. Such an area has been established at Kriti Island to secure caution of all concerned, regarding Kriti Missile Training Range.

1.1.9.3 Identification

1.1.9.3.1 The identification of restricted airspace in Greece has been effected in accordance with the relative specifications given in Annex 15, para. 3.6.6.

1.1.9.3.2 To identify each area a group of letters and figures is used as follows:

a) the nationality letters **LG** allocated to Greece as prescribed in ICAO Doc 7910 (Location indicators);
b) the letter **P** (for Prohibited Areas), **D** (for Danger Area), **R** (for Restricted Areas) or **C** (for Controlled Firing Areas);
c) each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated.

1.1.9.4 Dissemination of information

1.1.9.4.1 Each area is described by its lateral and vertical limits, type of activity, times at which it applies and other pertinent information. Times of activity are in UTC. This information can be found in **ENR 5.1** Tables as follows:

a) **ENR 5.1.1**: Danger areas,
b) **ENR 5.1.2** Prohibited areas,
c) **ENR 5.1.3** Restricted areas,
d) **ENR 5.1.4** Controlled Firing

1.1.9.4.2 If period of activity is not shown in column 3 of the tables, the area must be considered as permanently activated. Activation by NOTAM will be effected only when it is so stated.

1.1.9.4.2.1 Hazards of temporary nature will be notified, whenever time permits, by NOTAM (see **GEN 3.1.3.5.1.3**).

1.1.9.5 Other activities of a dangerous nature and other potential hazards

1.1.9.5.1 Other activities such as training flights, radiosondes or pilot balloons for high altitude wind observations, etc., may cause a hazard to aircraft in flight. Details for areas used for such activities are given in **ENR 5.3**.

1.1.9.6 Air Navigation Obstructions

1.1.9.6.1 Characteristics of obstructions exceeding a height of 100 metres above ground level are listed in **ENR 5.4**.

1.1.9.6.2 Pilots shall be aware that the list is not limiting and the accuracy of data provided is not guaranteed, since relevant information regarding artificial obstructions might not even has been reported to HCAA.

1.1.9.6.3 Details of interruption or return to operation of lights on such obstructions, when notified to the Civil Aviation Authority, will be promulgated by NOTAM.

1.1.10 Aerial work operations

1.1.10.1 Commercial aerial photography

1.1.10.1.1 No commercial photographing shall be made by aircraft, (see **GEN 1.2.8.1**) except a special permission has been granted from the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.10.1.2 Responsible authorities for granting permission are:

a) HCAA: Air Transport and International Agreement Division (HCAA/D1).
b) HMoD: Hellenic Air Force/General Air Staff (HAF/A2)

Note: *See addresses in* ***GEN 1.1****.*

1.1.10.2 Hail suppression procedures

1.1.10.2.1 General

1.1.10.2.1.1 Hail suppression is carried out by special flights, from April to September of each year, in predefined areas delineated in proper charts. Relevant permission is required by HCAA/D1 (see **GEN 1.1**).

1.1.10.2.1.2 Pilot-in-command of the flights shall maintain continuous two - way communication with appropriate ATC unit.

1.1.10.2.1.3 The following call-signs and SSR codes are used by hail suppression flights for radio communication and radar monitoring procedures:

CALL-SIGNS	**SSR**
WEATHER 1	3645
WEATHER 2	3646
WEATHER 3	3647

1.1.10.2.2 **Operation procedures**

1.1.10.2.2.1 Hail suppression aircraft operate only in predefined areas on levels agreed with the appropriate ATC unit.

1.1.10.2.2.2 Pilot-in-command of the aircraft selects at own discretion the course of flight within the predefined areas.

1.1.10.2.2.3 Vectors shall not apply to these flights during the operational activity of the aircraft.

1.1.10.2.2.4 Minimum vertical separation between hail suppression flights and other flights is 2000 ft.

1.1.10.2.2.5 Minimum horizontal separation between hail suppression flights and between anti-hail protection flight and other flights is 20 NM.

1.1.10.2.2.6 Hail suppression aircraft shall under no circumstances encounters a transponder or a radio communication failure, on pilots and operators responsibility.

1.1.11 Take-offs and landing of helicopters, hydroplanes – amphibians, seaplanes, airplanes, rotorcraft, airship, powered gliders, gliders and parachutists outside aerodromes

1.1.11.1 Helicopters

1.1.11.1.1 GENERAL

1.1.11.1.1.1 Helicopters may operate under IFR or VFR Rules and procedures for fixed-wing aircraft will be applied accordingly for helicopter flights.

1.1.11.1.1.2 Any exceptions or variations from the IFR or VFR rules and procedures normally applying are mentioned below.

1.1.11.1.1.3 A helicopter flight outside the lateral limits of controlled airspace over the territory of Greece may be performed provided that a special permission has been obtained from the appropriate authority or ATS unit. In this case, that flight will be provided only with FIS and Alerting service, in accordance with current rules and procedures.

1.1.11.1.1.4 Provisions regarding regulations for landing and take-off of helicopters as well as the use of heliports may be found in **GEN 1.2.5.2.5**, **GEN 1.2.5.2.6** and **AD 1.1.1.5** respectively.

1.1.11.1.2 TAKE OFF AND LANDING

1.1.11.1.2.1 Helicopters may take off from or land to:

a) aerodromes,
b) heliports approved by HCAA and published in AIP Greece (**AD 3**).
c) non-specified provisionary fields

Note: ***Field*** *is an area for take off or/and landing helicopters used or intended to be used provisionally, situated outside aerodromes, approved heliports and inhabited areas.*

1.1.11.1.2.1.1 At aerodromes

a) Helicopters shall use for take off/land specified and indicated areas where established.
b) At controlled aerodromes, other appropriate take off/landing areas may be used according to ATC approval.
c) At controlled aerodromes, helicopters shall not interfere with the take off and landing patterns of aircraft complying to ATC clearances.
d) At uncontrolled aerodromes, helicopter pilots and operators solitarily assume responsibility of selecting the appropriate landing area.

Note: ***Closed aerodromes shall not be used*** *by helicopters for take off / landing, unless special permission has been granted by Hellenic Civil Aviation Authority.*

1.1.11.1.2.1.2 At heliports prior permission from the owner/administrator is required (see also **AD 1.1.1.5** and **AD 3.xxx.2.8** subsection of each heliport). All civil heliports in Greece are uncontrolled.

1.1.11.1.2.1.3 At non-specified provisionary Fields the helicopter pilot and operator are solitarily responsible for:

a) selecting the area to be used as a provisionary field,
b) judging whether the area selected to be used as provisionary field, is situated out of inhabited areas or not,
c) complying to the helicopter performance restrictions during landing at and take off from provisionary fields,
d) the safety and protection of persons and properties on the ground,
e) the safety of flights.
f) not selecting and avoiding landing at a provisionary field within an environmentally or otherwise protected area (according to art. 12 of Presidential Degree 19/2009, GG A'/35/3-3-2009).
(http://www.geodata.gov.gr and http://www.ypeka.gr/Default.aspx?tabid=433)

Note: ***During night, landing*** *to and* ***take off*** *from provisionary fields* ***is forbidden****.*

1.1.11.1.3 MINIMUM FLIGHT ALTITUDES

1.1.11.1.3.1 Except when necessary for take-off or landing, or except when specifically authorized by the HCAA, minimum flight altitudes for helicopters are those of VFR flights defined in **ENR 1.2.3.1.**
As an exception to this, subject to permission by the appropriate ATC unit, helicopter flights operating in a CTR or ATZ may have a permission to fly at lower than the **ENR 1.2.3.1** minimum flight altitudes, for performance check or other operational reasons.

1.1.11.1.4 FUEL POLICY

1.1.11.1.4.1 Helicopters shall be supplied with a sufficient amount of fuel, enough to complete the flight to the destination plus an extra amount adequate enough to execute 30 minutes of flight in excess.

1.1.11.1.4.2 This extra amount of fuel may be reduced to 20 minutes of flight, under the precondition that along the intended route of flight multiple appropriate landing areas are available.

1.1.11.1.4.3 For the calculation of fuel supply, meteorological as well as other conditions which may cause delays should be taken into account by the pilot or/and the operator.

1.1.11.1.5 FLIGHT PLAN REQUIREMENTS

1.1.11.1.5.1 In item 18 of the ICAO Flight Plan Form, "RMK/HELICOPTER" should be inserted.

1.1.11.1.5.2 In Item 8 of the ICAO Flight Plan Form, insertion of alternate aerodrome is not mandatory, provided that along the route to be flown there are many suitable areas to be used as provisionary fields for an emergency landing, if needed.

1.1.11.1.6 COMMUNICATION REQUIREMENTS

1.1.11.1.6.1 The word "HELICOPTER" shall be included before the aircraft Call Sign in the initial radiotelephony contact with the ATS units.

1.1.11.1.7 PROCEDURES AND SEPARATION MINIMA FOR THE CONTROL OF HELICOPTERS

1.1.11.1.7.1 Separation minima for VFR helicopter operations on and the vicinity of helicopter landing areas in Controlled Aerodromes.

1.1.11.1.7.1.1 Landing Helicopters Using the Same Landing Area

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

1.1.11.1.7.1.2 Departing Helicopters Using the Same Departing Area

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

1.1.11.1.7.1.3 Landing and Departing Helicopters Using the Same Landing / Take Off Areas

a) A landing helicopter shall not be cleared to land until the preceding departing helicopter has cleared the helicopter landing area.
b) A departing helicopter shall not be cleared for take off until the preceding helicopter has taxied clear of the helicopter landing area.
c) Helicopters performing "air taxi" operations (normally above 10 ft) within the boundary of the airport are considered to be taxiing aircraft.

1.1.11.1.7.1.4 Simultaneous Landing/Take off Operations

a) Simultaneous landing/take off operations may be conducted when the landing/take off areas are separated by a distance of 200 ft or more, provided the helicopter flight paths do not conflict.
b) The 200 ft distance specified above, can be determined by suitable marking on the surface of the landing/take off area. At locations that such marking does not exist, the helicopter pilot should be instructed to land 200 ft or more from the first helicopter.

1.1.11.1.7.2 Separation minima for SPECIAL VFR helicopter operations in Control Zone

1.1.11.1.7.2.1 Succeeding Arrivals and Departures

a) A minimum of 1 NM separation shall be applied:
   - between succeeding arrivals
   - succeeding departures
   - between arrivals and departures
   - between helicopters operating on the same or converging courses

1.1.11.1.7.2.2 Simultaneous Arrivals and Departures

a) Simultaneous arrivals and departures may be conducted when the arrival/departures areas are separated by a distance of 200 ft or more, provided the helicopter flight paths do not conflict

b) The 200 ft distance specified above, can be determined by suitable marking on the surface of the landing/take off area. At locations that such marking does not exist, the helicopter pilot should be instructed to land 200 ft or more from the first helicopter.

1.1.11.1.7.2.3 Separation minima between SPECIAL VFR helicopters and IFR fixed-wing aircraft in a Control Zone

1.1.11.1.7.2.3.1 Fixed-Wing Arrivals and Helicopter Arrivals

a) A minimum of 1 1/2 NM separation shall be applied between arriving helicopters and fixed-wing aircraft executing straight-in approaches, except that this separation may be reduced to 1/2 NM if the fixed-wing arrival on final approach is within 1 NM from the end of the runway. The reduced minimum of 1/2 NM, refers only to lateral or longitudinal separation when the helicopter is abeam of or behind the fixed-wing arrival.

b) A minimum of 2 NM separation, shall be applied between arriving helicopters and fixed-wing aircraft executing circling approaches or missed approach procedures.

1.1.11.1.7.2.3.2 Fixed -Wing Departures and Helicopter Arrivals

a) A minimum of 2 NM separation shall be applied between fixed-wing departure and helicopter arrivals except that this may be reduced to 1/2 NM on either side of the take off runway for the length of runway and 1/2 NM beyond, provided that the fixed-wing departure flight path, do not cross the helicopter arrival flight path. The reduced minimum of 1/2 NM is to provide for those locations where the helicopter landing area is within 1/2 NM of the runway.

1.1.11.1.7.2.3.3 Fixed Arrivals and Helicopter Departures

a) When the flight paths do not conflict, a departing helicopter may be released anytime the fixed-wing arrivals are 1 NM or more from the airport, provided the separation will be maintained or increased after take-of.

1.1.11.1.7.2.3.4 Fixed-Wing Departures and Helicopter Departures

a) When flight path do not conflict, departing helicopters or departing fixed-wing aircraft may be released, with respect to each other, when 1/2 NM separation exists provided the 1/2 NM separation increases after take-off.

1.1.11.1.7.2.3.5 Vertical Separation of Fixed-Wing Aircraft and Helicopters

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

1.1.11.1.8 IFR FLIGHTS OF HELICOPTERS

1.1.11.1.8.1 In addition to the rules provided in the previous paragraphs, helicopter may be flown IFR within ATHINAI FIR HELLAS UIR as follows:

1.1.11.1.8.1.1 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.

1.1.11.1.8.1.2 Helicopter IFR flight will be treated by ATS units as all the other aircraft under IFR.

1.1.11.1.8.1.3 An IFR helicopter flight outside the lateral limits of controlled airspace over territory of Greece may be performed provided that a special permission has been obtained from the appropriate authority or ATS unit. In this case, that flight will be provided only with FIS and Alerting service, in accordance with correct rules and procedures.

1.1.11.2 Hydroplanes - Amphibians or seaplanes

1.1.11.2.1 WATER OPERATIONS

1.1.11.2.1.1 Provisions regarding regulations for landing and take-off of Amphibians of seaplanes and Hydroplanes as well as the use of water aerodromes may be found in **GEN 1.2.5.2** and **AD 1.1.1.7** respectively.

1.1.11.2.1.2 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of respective craft.

1.1.11.2.1.3 **Converging:** An aircraft, which has another aircraft or a vessel on its right, shall give way so as to keep well clear.

1.1.11.2.1.4 **Approaching head-on:** An aircraft approaching another aircraft or a vessel head-on, on approximately so, shall alter its heading to the right to keep well clear.

1.1.11.2.1.5 **Overtaking:** The aircraft or vessel which is being overtaken has the right of the way, and the overtaking shall alter its heading to keep well clear.

1.1.11.2.1.6 **Landing and taking off:** Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

1.1.11.2.2 LIGHTS TO BE DISPLAYED BY AIRCRAFT ON THE WATER (SERA.3230(b))

1.1.11.2.2.1 At night and also during day in restricted visibility, or in all other circumstances when deemed necessary, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea, 1972, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by International Regulations.

1.1.12 Ascents of balloons, kites, self-propelled flying models and flying bodies

1.1.12.1 Unmanned free balloons [SERA.3140, Appendix 2 of (EU) 923/2012)]

1.1.12.1.1 An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 2 of (EU) 923/2012.

1.1.12.1.2 Classification of unmanned free balloons

1.1.12.1.2.1 Unmanned free balloons shall be classified as:

a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4KG, unless qualifying as a heavy balloon in accordance with (c)(i),(iii) or (iv)
b) medium: an unmanned free balloon which carries a payload of two or more packages with a combined mass of 4KG or more, but less than 6KG, unless qualifying as a heavy balloon in accordance with (c)(ii), (iii) or (iv)
c) heavy: an unmanned free balloon which carries a payload which:
   i) has a combined mass of 6KG or more; or
   ii) includes a package of 3KG or more; or
   iii) includes a package of 2KG or more with an area density of more than 13G/CM², determined by dividing the total mass in grams of the payload package by the area in square centimetres of its smallest surface; or
   iv) uses a rope or other device for suspension of the payload that requires an impact force of 230N or more to separate the suspended payload from the balloon.

1.1.12.1.3 General operating rules

1.1.12.1.3.1 An unmanned free balloon shall not be operated without appropriate authorization from the State from which the launch is made.

1.1.12.1.3.2 An unmanned free balloon, other than a light balloon used exclusively for meteorological purpose and operated in the manner prescribed by the HCAA, shall not be operated across the territory of another State without authorization from the other State concerned.

1.1.12.1.3.3 The authorization referred to in **ENR 1.1.12.1.3.3** shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation that the balloon may drift into airspace over the territory of another State. Such authorization may be obtained for a series of balloon flights or for a particular type of recurring flight, e.g. atmospheric research balloon flights.
1.1.12.1.3.4 An unmanned free balloon shall be operated in accordance with conditions specified by the State of Registry and the State(s) expected to be overflown.

1.1.12.1.3.5 An unmanned free balloon shall not be operated in such a manner that impact of the balloon, or any part thereof including its payload, with the surface of the earth, creates a hazard to persons, property or other aircraft not associated with the operation.

1.1.12.1.3.6 A heavy unmanned free balloon shall not be operated over the high seas without prior coordination with the ANSP(s).

Note 1: *Details for ascents of radiosondes and pilot balloons for high altitude wind observations in Greece are given in* ***ENR 5.3.2****.*
Note 2: *Details for operating limitations and equipment requirements, termination flight notification, position recording and reports are provided in Appendix 2 of EU 923/2012.*

1.1.12.2 The ascent of Kites, flying modes of all types or other flying bodies within the construction restriction zone of aerodromes or outside an aerodrome requires permission from HCAA and/or the local aeronautical authority.

1.1.13 STS/HEAD and STS/State Flights

1.1.13.1 STS/HEAD FLIGHTS

1.1.13.1.1 A flight is qualified as a STS/HEAD flight, only when it is used for the transportation of the Head, or the Prime Minister, of a State.

1.1.13.1.2 Information "STS/HEAD" should be inserted in item 18 of the submitted flight plan.

1.1.13.1.3 STS/HEAD flights are exempted from ATFM measures.

1.1.13.1.4 SPECIAL ARRANGEMENTS FOR STS/HEAD FLIGHTS

1.1.13.1.4.1 Special arrangements, in handling STS/HEAD aircraft within ATHINAI FIR / HELLAS UIR by ATC units, may be implemented when the Head of State concerned desires so.

1.1.13.1.4.2 The State initiating such a flight submit an application to the ATS Division of the Hellenic Civil Aviation Authority (HCAA/D4) at least 10 days prior to the date of the flight giving the information listed below:

Departure, Arrival and Alternate aerodrome
a) Significant points to indicate the route to be followed
b) Estimated time of departure and arrival
c) Estimated time of passing each significant point
d) Planned flight level for each part of flight
e) Aircraft type and registration
f) R/T call sign
g) SELCAL code

1.1.13.1.4.3 Provisions for special arrangements concerning STS/HEAD flights may such of the following as necessary:

a) STS/HEAD aircraft operates continuously within controlled air space.
b) Any activities that might cause hazard to the flight (e.g. Danger Areas) are suspended.
c) Temporary controlled airspace will be established, if the intended route of the flight comprises uncontrolled airspace.
d) Temporary controlled airspace will be established at the Departure or Destination aerodrome if no permanent controlled airspace exists.
e) The vertical and horizontal limits of the established temporary controlled airspace will be determined by the Civil Aviation Authority and will be applied for a specified time before and after the passage of the flight.
f) Other flights are not permitted to operate within the airspace reserved for the STS/HEAD flight, irrespective of weather conditions.
g) ATS units concerned must be notified about special arrangements for STS/HEAD flights at least 48 hours before the flight in question, by the issuance of a NOTAM.

1.1.13.2 STS/STATE FLIGHTS

1.1.13.2.1 The STS/STATE indicator in Item 18 of the submitted Flight Plan shall be used only for military or civil registered aircraft used in military, customs and police services.

1.1.13.2.2 Information "STS/STATE" should be inserted in item 18 of the submitted flight plan of these flights

1.1.13.2.3 STS/STATE flights flying as GAT have no right for priority over other flights, unless a request for special handling due to mission requirements is addressed to the ATC units. In addition, STS/STATE flights have the right to fly as Operational Air Traffic – OAT.

1.1.13.3 OTHER FLIGHTS CARRYING STATE OFFICIALS (RMK/STATE OFFICIALS)

1.1.13.3.1 The RMK/STATE OFFICIALS indicator may be used in Item 18 of the submitted flight plan for flights conducted for the transportation of: State staff, Members of the Council of Ministers, President of Parliament, Chief of Staff of the Armed Forces, the Army, Navy or Air Force, Head of Church, NATO Headquarter Commanders.