

General Aviation Flying in Greece

March, 2025



AOPA HELLAS

Aircraft Owners and Pilot Association of Greece

Abstract

These pages have been designed especially for you, our international pilot friends, in order to provide some helpful information about General Aviation operations in our country.

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Acronyms

a/c Aircraft

AIP Aeronautical Information Publications

AMEA Passenger with Reduced Mobility

AOC Air Operator Certificate

ATC Air Traffic Control

CAS Controlled AirSpace

CHMA Commission Hellenic Microlight Aircraft

CVL Civil

FIR Flight Information Region

FLP Flight Plan

GA General Aviation

GENDEC General Declaration

HASP Hellenic Aviation Service Provider

HCAA Hellenic Civil Aviation Authority

IR Instrument flight Rules

MAIP Military Aeronautical Information Publications

MET Meteorological Service

MIL Military

MTOM Maximum Take Off Mass

PAX Passenger

PN Prior Notice

PNR Prior Notice Request

PPL Private Pilot License

PPR Prior Permission Request

PRM Passenger with Reduced Mobility

TEEA Passenger Charge

TXA Airport Development and Modernization Fee

VFR Visual Flight Rules

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1 QUICK STEP GUIDE

When arranging your flight try to plan according to the following:

- (A) Port of Entry and Port of Exit
- (B) Refueling airports
- (C) Operation hours & schedule of desired airports
- (D) Cost of airport charges and fees, simplicity of ground operations, requirements for Prior Permission Request (PPR) etc

1.1 Steps to Follow

- Step 1 Arriving from abroad (for Schengen arrivals, see par. 2.1) you **must** Arrive and Depart through an **International Airport** (port of entry) - Choose the most convenient as per your requirements - see par 2, and par 2.4, below.
- Step 2 Arrange your **refueling** - some ports of entry may not have the fuel type you are using - see par. 2, and par 6.6, below.
- Step 3 Some airports, busy with commercial traffic, may require a PPR and/or SLOT if Flight Plan (FLP) is Instrument flight Rules (IR) - check pars. 2, 3.6 & 6.9
- Step 4 Although during summer-time many airports are operating all day, this is not the case for off summer period. **Operation hours may be very restrictive** - Check par 3.2
- Step 5 Airport charges depend on the airport authority and handler(s). The range is quite broad; from 1.7 € to 160 €. If this is factor check par 6.3
- Step 6 Choose your handler at the port of entry and any further airports you are going to visit. Check paragraphs 6, 6.4

This is a non-exhaustive list but, based on past experience, is adequate for most travellers. We strongly recommend you **read all material below** and you shall get all information needed for planning.

[AOPA Hellas is updating this document as new information and/or changes are becoming available](#)

A **useful** tool for flight planning to Greece is [Aero webGIS2*](#). We recommend that you spend some time familiarizing with the tool by selecting / deselecting appropriate **LAYERS**. Information and legend can be found by clicking on **INFORMATION** icon on the top right of the screen. By selecting the relevant layers one can see status of airport (privatized or not), fuel availability, ports of entry etc. Furthermore, by zooming in on an airport of interest one can see which handlers are serving the airport and by clicking one can get reports from fellow pilots, data fed by AOPA Hellas etc.

In the following the term "Port of Entry" will mean both the (international) airport of first arrival into the country and the airport of exit from the country.

2 Entering - Exiting Greece

Following paragraph lists possible choices of entry point bearing in mind the associated airport charges and COSTS as well as REFUELING options.

2.1 From / To Schengen destinations

Recently, AOPA has been informed that there is a slight change of policy vis-a-vis flights from / to Schengen airports.

As of 30/03 till 25/10 every year, arrivals / departures to / from Greek airports is permitted, without being subject to any formalities, provided that:

1. Departure / Arrival airport is an airport of a Schengen country and
2. The country is, also, member of EU

Therefore, flights from Schengen but not EU countries (Switzerland, Norway etc) still have to use port of entry. Example: Flight departing Croatia destined to Greece can land at any airport without restriction. Flight departing Cyprus (EU but not Schengen) has to land at port of entry airport.

2.2 Entering From North

2.2.1 Ioannina - LGIO airport



Ioannina is an airport in the North-West of the country. It is not SLOT coordinated and is operated by Hellenic Aviation Service Provider (HASP), i.e. it is not privatized.

AirBP station is operating from June 15th, to late September providing **AVGAS 100 LL** and **JET A1** fuels. [Please, consult latest NOTAMs in effect](#)

As of the time of this publication **SKYSERV** offers lowest price for General Aviation (GA) handling.

If heading to the mainland, please bear in mind that next fueling stations are located at: **LGMG, LGSO**.

LGIO has a large apron and has, relatively, low traffic. However, since the hours of operation are not 24/7, one must carefully plan arrival and departure (check par 3.2, below). **It is advisable to send a Prior Notice (PN) to the handler of choice, at least 24 h in advance in order to benefit from AOPA's special discounts.**

Cost example: IFR flight to/from LGIO is not charged SLOT fee (56 €) and PPR (35 €). Compared to other alternatives (e.g. LGBL which is a Military (MIL) / Civil (CVL) airport) or at any of the privatized airports (e.g. LGTS, LGKR etc) where fees can be as high as 80 € per flight.

For additional offers and discounts available to AOPA members, please, refer to tables 8 and 9 in Annex A.1.

*© D. Simos

2.3 Entering From South

2.3.1 Sitia - LGST

Again, a non-privatized airport; SLOT required only for IFR flights.

AirBP station provides **AVGAS 100 LL** and **JET A1** fuels. [Please, consult latest NOTAMs in effect](#)

Only one handler (SKYSERV) operates at the airport. LGST is a low-traffic airport with large apron; however, hours of operation (see [HCAA site](#)) may be restrictive in winter.

Cost example: IFR flights are charged 56 € for SLOT reservation; alternative airport in the area is LGIR - very busy all year around. LGIR charges for PPR, 35 € per flight.

Tip: in order to cut handler charges to a minimum; contact handler as early as possible (min. 24h advance notice); if CUSTOMS are required contact CUSTOMS[†] yourself; perform all PAX and Hellenic Civil Aviation Authority (HCAA) payments directly prior to landing (see par 6.8)

2.4 List of Entry Points

This is a copy of Aeronautical Information Publications (AIP) Greece - Part 3 - Aerodromes AD 1.3

TABLE 2
Ports of Entry as of March, 2025

Airport	Remarks	Airport	Remarks
LGAD	excl. MIL Base; no access	LGKM	see Operation Hours
LGAL	see Operation Hours	LGLR	excl. MIL Base; no access
LGAV	24/7	LGMK	see Operation Hours
LGBL	see Operation Hours	LGMT	24/7
LGEL	excl. MIL base; no access	LGpz	see Operation Hours
LGHI	see Operation Hours	LGRP	24/7
LGIO	see Operation Hours	LGRX	see Operation Hours
LGIR	24/7	LGSA	see Operation Hours
LGKC	Only from / to Schengen ¹	LGSK	see Operation Hours
LGKF	see Operation Hours	LGSM	see Operation Hours
LGKL	see Operation Hours	LGSR	see Operation Hours
LGKO	24/7	LGST	see Operation Hours
LGSO	Only from / to Schengen ²	LGPA	Only from / to Schengen ³
LGKP	see Operation Hours	LGTS	24 / 7
LGKR	24/7	LGZA	see Operation Hours
LGKV	see Operation Hours		

¹ No fueling station

² Effective 30.03 - 25.10 each year; Fueling station (AVGAS , JET A1)

³ Effective 30.03 - 25.10 each year; No fueling station; check AOPA offers in par.A.2

3 Flying in Greece

List of Airports and Entry point, VFR / IFR, PPR

With the exception noted above (par. 2.1) even SCHENGEN flights are bound to enter the country via the designated ports of entry. Although AOPA Hellas has pointed, repeatedly, to the relevant authorities that this is against the spirit of the Schengen treaty, authorities maintain that Greek Customs Law requires that all "... all departing and all arriving a/c will depart / land at designated aerodromes .."

Note: In multiple occasions AOPA Hellas has contacted the competent authorities which have responded:

- ...the application of the Schengen Treaty regards only to the free movement of persons within the Schengen zone and affects the suppression of passport controls by each Contracting State ...

[†]if unable to get phone / email, consult with airport authority in order to be provided with CUSTOMS contact details

- ...as per 3925/91 and 2454/93 EU Regulations, the Customs Control has been abolished between member - states of the European Union, but it is necessary to maintain "customs supervision" i.e. the presence of the Customs Authority at each entry point ...

However, although newer EU legislation has abolished the obligation of member - states to maintain "supervision", a change in Greek legislation has not been implemented, yet (art. 20 of latest Customs Code, 2021):

...aircrafts arriving from another EU member - state or third country must land at airports that are under supervision or control of the Customs Authority. Aircrafts departing (from Greece) having as destination another member - state of EU or any third country are allowed only via the above mentioned airports....

In practice, Schengen private flights are not checked except in special cases. In most of cases, the customs check (by the GENDEC) DEP, DEST, and nationalities of crew and PAX. In some areas the customs officials are competent for an extended area (eg the port or other locations within the area) and may not be present at the airport. In such cases, not always, Customs may charge a fee (30 - 35 €) for re-positioning at the airport. If you contact the local customs, yourself, you can pay the fee directly without reverting through the handler (10% surcharge + VAT).

3.1 Airspace classification

As of 2019 all lower airspace, in Greece (below FL195) is classified as follows (AIP ENR 1.4):

- Airspace outside Airways, TMAs, MTMAs, CTRs, MCTRs, and ATZs is classified as Class **G**
- CTRs and ATZs of controlled aerodromes are classified as Class **D**
- CTRs and ATZs of uncontrolled aerodromes are classified as Class **G**
- Airways below FL195 are classified as Class **E**
- Civil TMAs are classified as Class **D**; military TMAs are classified as Class **E** (nevertheless expect continuous two-way communication for all flights)

All TMAs have "1000 SFC" as their base altitude. Below 1000 ft airspace is classified as **G** wherever there is no other zone (ATZ or CTR).

All TMAs in Greece have recommended VFR routes with altitudes that can be found in the AIP (see paragraph 2.4). TMAs are class E controlled airspace that start at 1000 ft AGL. You can fly through them without any problems as long as you are in VHF communication with the ATC unit in charge (and have Mode C transponder in Radar equipped TMAs). Most of the times they will ask you to follow VFR routes BUT many times if you request a flight VFR DIRECT-TO e.g. "due to weather, turbulence etc.." to transit the TMA at higher altitude, you shall be given the permission to do so. It all has to do with whether your requested route comes close to the IFR commercial traffic flying areas / altitudes. If you need such a permission request best is to communicate it early with FIS before entering the subject TMA by giving ETA for entry point, requested route and altitude and ETA for exit point.

3.2 Operation Hours

Airport NOTAMs publish operating hours in **UTC** hours while the HCAA website in **LOCAL** timezone (winter UTC+2; summer UTC+3). The latter contains 2 listings: a) managed by HASP and b) managed by Fraport (see, also, fig. 1).

3.3 Airport details

Airport phone & telefax directory can be found <http://www.aer.gr/aerotel.pdf> (courtesy Chania Aeroclub)

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

3.4 ZZZZ airfields

A list of ZZZZ airstrips available, in Greece, along with operators and contact details **CAN BE FOUND HERE** (courtesy Commission Hellenic Microlight Aircraft (CHMA)). Alternatively, the official publication on HCAA's site is **HCAA AIP - AD 1.6**

3.5 Flying Ultralights

To fly an ultralight in Greece a Private Pilot License (PPL) (EASA) license does not suffice, one must have a valid Ultralight Pilot's License (and medical certificate) either from Greece or an EU country. The ultralight flown must be of the same category stated on the license. Ultralight licenses from non- European Union countries are not valid. For those holding an EASA license and are interested in obtaining an Ultralight Pilot's License in Greece must follow the regulations stated below:

In the Greek Code for Ultralight Flying Machines ($\Delta 2/26314/8802$) that is in effect today it states (article 7, paragraph 22) that:

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

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

and, furthermore, in art.7, par.23:

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

3.6 PPR

Privatized (Fraport's) airports and some CAA airports do need PPR. More details at the respective NOTAMs and at [Fraport's site](#).

⇒ PPR must be requested within the 14-day window prior to arrival. Earlier requests are not taken into account.

3.6.1 PPR for Athens Int'l - LGAV

All arrangements have to be done via a handler of choice (see par. 6. Please, note that LGAV is a very busy international airport.

One can go VFR day, or IFR day & night, The airport duty officer must be informed for landing permission minimum 3 hours (via your handling agent) in advance. Total charges at LGAV for a light a/c with AOPA AIR CREW CARD should be about 200 € for first day and then ~50 € per consecutive day. A technical stop (for refueling) would cost 100 - 150 €.

3.6.2 GA airport LGMG

The dedicated General Aviation facility for Athens is [Megara LGMG airport](#) 50km west of the city. It is a VFR airport with ability to depart IFR (with IFR pick up / IFR cancellation by Athens Approach once radar identified) and has operational hours a bit shorter than aviation day to night time period. Visit [Megara Airport](#) page for further information and ground charts. Megara is a Hellenic Army Aviation helicopter base which has a civil apron on the Eastern side for civil General Aviation. Always check LGMG NOTAMs where all the useful information for the airport is published.

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

⇒ Recently, due to ATFM purposes, operators or private pilots should initially call [+30 22960 28375](tel:+302296028375) MON-FRI 06:00 - 07:00 UTC or SAT-SUN 06:30-07:00 UTC to receive CTOT for departure.

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

The airport has AVGAS 100LL Tuesday to Sunday (check LGMG NOTAM's and LGMG page in Greece [AIP](#). To contact CAA:

e-mail: megap@hasp.gov.gr

Tatoi Dekelia LGTT, is a Hellenic Air Force cadets base open only for local based (civilian) Aeroclubs and is not accessible to private individual visitors.

Elefsis LGEL, is Hellenic Air Force Military Air Transport Command base and closed to all civilian Aviation.

Kotroni LGKN, is a Hellenic Navy heliport closed to all civilian Aviation.

3.7 MTMAs

There is sometimes a misconception amongst pilots about Greece's MTMAs that because they are Military it will be hard to fly through or they will have special requirements or they will not accommodate pilot requests. None of these are true. TMA's in Greece are Class E airspace. They are controlled airspace starting from 1000 ft AGL but VFR fly through without any problems. You need to be in VHF communication to enter / fly in them. The controlling unit is the APPROACH service of the respective MTMA airport. Because, especially in the mainland, they occupy large pieces of airspace they are very accommodating to pilot's route needs as long as they are in communication with the pilot. Some

MTMAs like the ones controlled by LGAD, LGSA & LGSY do have suggested "VFR routes". On days of heavy traffic you should consider it highly probable that you will be requested to follow these routes and altitudes. The most busy MTMA is LGAD (Andravida) in south Ionian sea which controls local Military and all commercial Traffic flying in / out of LGZA Zakynthos, LGKF Kefallinia, LGRX Araxos. This is the area south of Kerkyra LGKR where VFR pilots fly though on their way to the southeast. So mainly for that MTMA during busy summer months (charter traffic) you should expect LGAD MTMA ATC to require you to fly via their VFR routes depending on their traffic. Another option especially for this busy MTMA when flying to / from LGKR to / from southeast is to route VFR via SOTEG-IXONI points which will keep you out of the MTMA and terrain to the north. You can then proceed IXONI-TRL-IXIMA-MIL to avoid Athens TMA and the possible lower altitudes of their VFR routes that may be requested.

The VFR routes charts can be found in Greece AIP, Part 3 AD2 Aerodromes section (look for "VFR" at bottom of each airport listing). Check paragraph 2.4 of this document for AIP login details.

In other MTMAs like LGTG, LGLR & LGBL the VFR routes are published only in the Military AIP (MAIP), hence civil pilots are NOT obliged to necessarily have them on board and cannot be forced to follow them. In such cases MIL ATC accept the route requested (filed) by the pilot and if needed they will suggest something similar maybe due to activity in progress, for example.

VFR flights in Greece do not receive Radar Service but, be advised, most units have radar image feed from CAA. So VFR position reports are acknowledged by ATC / FIS as the official report but the controllers / operators almost always will have the traffic on radar screen as advisory tool.

3.7.1 Military Radar Service

In case of uncertainty regarding MTMAs while flying or other information needed you can always use the MIL "TUGRIT" Radar for Advisory / Information service on common frequency 129,800. They are a network of radars covering the whole country H24 operational and respond also to civil pilots on VHF frequency 129,800. You first call "Tugrit Tugrit" with your callsign and (rough) position and the respective nearest unit responds with its callsign (i.e. the generic unit **ATLAS** or specific units like **Mambo, Joker, Topsy, Mousa, Spathi, Kronos** etc.). Once communication is established you respond towards the unit's callsign and can then request them any flight information service or details about activity on your planned route etc. Workload permitting (on their UHF side) they will provide any assistance / information needed but they may ask you to still maintain VHF contact with their Civil colleagues (FIS) in case they call you. MIL radars see air traffic and also weather and may advise you about them if requested. Keep in mind this is NOT an official Air Traffic Service but simply information passed on to pilots by Military Radar controllers, workload permitting.

TUGRIT service is useful for example in areas where you may fly low and be out of VHF range of CIV / MIL ATC / FIS service. Also it proves useful when you want to fly through a published Danger Area (for example LGD68 east of Andros island in central Aegean). Some Danger areas like D-68 are permanently activated but its not forbidden (like in the LGP-xx prohibited ones) to fly through them; the pilot has the responsibility. If you communicate with MIL ATC with position, altitude & intentions and they report that there is no activity in the area you are asking about, you can then safely fly through it and if Civil ATC question your intentions, you can report them that MIL ATC confirmed there is no activity in the subject area and you will proceed.

4 Frequencies, Altitudes

Frequencies to use; altitudes to fly; Equipment to have on board

All around the country you will be within "Athens Information" service (VFR Flights) on frequencies 130.925 MHz (North Sector) or 119.75 / 130.700 (South Sector). Athens Information will provide you a non-radar flight information service and will give you all information regarding activated military and / or restricted airspaces along your route. If flying VFR at low altitude, contact with Athens Information may be, occasionally, lost. Continue to fly as per VFR flight plan and wait for later contact. Contact must be made every, approx, 30 min. It is advisable to, also, contact Approach or Tower frequency of any military unit whose airspace you are transiting, on the published frequency. You can, also, contact TUGRIT on 129.800 for advisories (see par 3.7 for more details). An FIS service covering Athens TMA has been in operation since spring 2010 on frequency 124.025; airports within Athens TMA (LGAV, LGTT, LGEL, LGMG) are served. Athens TMA operators have access to radar data but they do not provide a radar service.

VFR altitudes on easterly course ($0^{\circ} - 179^{\circ}$) is ODD thousands plus 500 ft (e.g. 3500, 5500, 7500 etc). On a westerly course ($180^{\circ} - 359^{\circ}$) is EVEN thousands plus 500 ft (e.g. 4500, 6500, 8500 etc). Rule applies for ALT above 3000 ft AGL. On IFR flights same semicircular rule applies without the "+500". Transition Altitude is specified at each airport's approach plate. Flights above the (usual) ALT 6000 - 7000 ft should be in Flight Levels and information should be passed to FIS which will coordinate with Athens Control for any conflicting low level traffic.

4.1 Equipment Requirements

4.1.1 VHF

Regarding VHF communication (see paragraph 3.1) unless you fly from outside Controlled AirSpace (CAS) to outside CAS via non CAS (impossible unless flying between remote ZZZZ fields) VHF communication ability is mandatory. Aircraft must be VHF 8.33 equipped if flying within TMAs of major airports.

4.2 VFR charts

Disclaimer: AOPA Hellas presents solutions based on reports from pilots. In no way AOPA Hellas accepts any responsibility for missing, erroneous or outdated information. The information presented, hereunder, is solely for information purposes and it is not exhaustive. Pilots should rely on official publications.

GREEK AVIATION MAP The publishing team may have a disclaimer stating that "We are strongly insisting that this is NOT an official chart for navigation and flight planning[‡], ONLY official sources should be use for flight and flight planning (Greek AIP and current NOTAMs) and it is clearly mentioned on the maps that **'For a safe and legal flight preparation, flight planning and for navigation through the flight, always consult the latest valid NOTAMs and the latest version of the AIP Greece'** but this actually is the only true VFR chart (1:500.000 scale) existing for Greece airspace to date. The charts include all the information required to plan and fly VFR like:

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

AOPA Hellas members get an extra 10% discount on the charts by filling AOPA ID details in the ordering page.

Aero Web GIS www.aopa.gr/awg Implemented by one of AOPA members provides detailed air space information, weather, airports with fuel availability, handling agents per airport and so much more.

TPC 1:500.000 charts Another solution for en route VFR charts for Greece are the 1:500,000 TPC charts for free (electronic file) that you can find at Greek Helicopters. The Navaids data is old (late 90s) and there is no GPS data on them. The topography is as it was in the late 90s. For NAV, COM, GPS and AIRSPACE data you can use the Jeppesen low level IFR chart E(LO)13-14 which include the latest data.

Open flightmaps Greece Nicely crafted VFR charts that can be extracted in PDF format free of charge. They are FREE of charge and their aeronautical data is updated on each AIRAC cycle → <https://openflightmaps.org/live/lg-greece/>

Pilot Shop GR Last, but not least, you can find the above TPC charts at www.pilotshop.gr along with Jeppesen VFR Bottlang trip kits (airport charts & directory)

4.3 Weather briefings

The old-fashioned way is to dial +30 210 353 36 89 Meteorological Service (MET) office for a weather briefing. However, internet, nowadays, provides most of the information for free.

Some useful links, widely used in Greece, are:

TABLE 3
Widely used internet sites for weather forecasting

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

In order to get METAR while flying, tune on 127.800 Athinai VOLMET where major Greek and southeast Europe airport METAR are broadcasted on voice-loop.

[‡]there are actually no HCAA certified VFR charts covering Greece

4.4 Transponder

While flying VFR transponder should be set to squawk 7000 unless an individual code is assigned to the flight. Aircraft (a/c) should be transponder Mode C (at least) equipped if flight is above FL060 and/or flight is within/below controlled airspace limits (TMA's, CTR's, Airways). Flights within Athens TMA (LGAV, LGTT, LGEL, LGMG), Thessaloniki (LGTS) TMA, Heraklion (LGIR) & Aktion (LGPR) must always squawk 7000 (unless assigned individual code) and Mode C regardless of altitude.

AIP ENR 1.2

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

Members' experience for airspace not classified as Radar TMA:

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

So, in practice, a Mode C (not just A) transponder is required all over Greece for VFR flights.

4.5 Controlled Fire Areas

According to the definition provided by HCAA

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

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

4.6 NOTAM

Old fashioned way: Call LGAV reporting office for NOTAMs at +30 210 35 33 691-2 or FAX: +30 210 35 32 635.

You can, freely, check notams of relevance using a number of APPs or (even) <https://www.notams.faa.gov/>. Once you accept the security certificate exception in your browser, search by ICAO code for Athens FIR - code LGGG.

You can, also, consult www.aopa.gr/awg which will forward you to an excellent interface designed by one of AOPA Hellas' members. It displays all information a private pilot will need such as weather, NOTAMs, airspace and, even, has a simple flight planner.

4.7 Miscellaneous VHF Frequencies

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

5 Flight Plan

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

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

For departures from airports / airfields without AIS office filling can be done to Athens Central AIS:

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

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

Alternatively, one can submit a flight plan via one of the numerous portals / tools such as www.eurofpl.eu, www.autorouter.aero, www.hoembriefing.com etc. Some of these portals have FREE of charge schemes on number of flight plans filed per month. Moreover, widely used applications such as Skydemon, Foreflight Europe etc provide such service.

For ZZZZ destinations or departure airfields, please, do not forget to fill ITEM 18 (OTHER INFORMATION) as:

- (a) insert proper DEST / DEP remarks. EXAMPLE: DEST/KOPAIDA 3827N02308E or DEP/KOPAIDA 3827N02308E
- (b) copy (inform) appropriate AFTN codes of airports & airport zones affected en route.

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

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

5.1 Designated air routes

Filing a flight plan in IFR style (using airways etc) is preferable to Air Traffic Control (ATC) but not mandatory. Still, even without using Airways, the use of IFR fixes (point / navaid to point / nacaaid) is preferred.

VFR flights are preferred to fly a track below or within lateral limits of controlled airspace (at ge 5000 ft ALT)

VFR via not controlled airspace (lateral limits) is not permitted when above Greek territory or territorial waters; when at a distance more than 12 nm from the shore, there is no restriction (see AIP). Greece's AIP ENR 1.2.4.1 states: "...a) VFR flights when operating above Greek territory at and below FL195 shall fly within the lateral limits of controlled airspace (airways, TMAs, MTMAs, CTRs)..." while AIP ENR 1.2.4.2 mentions that when operating above "high seas" and outside TMAs, MTMAs & CTRs the above requirement does not apply. High Seas are to be interpreted as international waters i.e. outside the Greek Territory. Greek Territory is considered to be land areas and any sea surface within 12 NM from any mainland shore or 6 NM from the shores in the eastern Aegean Sea.

However, even though this regulation exists in AIP, nowadays it rarely enforced. This text is introduced to the present document for completeness purposes.

Also, there may be instances where the airspace above the Aegean may be busy due to military activities. In such cases ATC/FIS will request VFR flights to stay "within airways" (they will, also, request to contact a radar service for instructions).

Military MTMAs cover most of the mainland Greece and have some suggested VFR routes that are published in the Military Aeronautical Information Publications (MAIP). Military ATC, on a busy day, MAY ask pilots to follow them **if though not published on civil charts**. At present, problems were reported only for Zakynthos (LGZA): traffic is followed by Andravida (LGAD) MTMA MIL ATC; occasionally when civil traffic is high (especially in summer) destined to LGZA and/or MIL traffic to LGAD and Araxos (LGRX), ATC may require to fly and report position at MIL reporting points. Greek Aviation Maps (GAM) has charted these routes (see par. 4.2).

In summary, if a flight is low level VFR in areas:

- (A) East of Zakynthos (LGZA) i.e. inside Andravida (LGAD) MTMA
- (B) Northwest of Athens (Tanagra LGTG MTMA)
- (C) Central east mainland Greece (Volos LGBL and Larissa LGLR MTMAs)

these charts may come handy. In all other TMAs of Greece, VFR routes are published in the civil airport charts (AIP charts, GAM charts as well as Jeppesen VFR Bottlang guides).

5.1.1 VFR routes

Some of the TMAs have published "VFR routes" with specific altitudes to be flown without the need of obtaining entry clearance. Diversions from filed route & altitude may be given, if requested, by FIS, en route, for e.g. **weather / wind turbulence avoidance** but such diversions will not be granted during the initial Flight Plan submission phase. All VFR route charts are available via <http://www.hcaa.gr/aip>.

5.1.2 Night VFR

Night VFR is not permitted, in Greece; it is only approved by special permission in exceptional circumstances (see AIP ENR 1.2.4.7.2).

6 Ground Handling

Short guide to get you around bureaucracy and charges

According to AIP Greece you must accept and pay for handling services if such services are available at the airport. This wording implies that, at airports, where handling services are not provided you are not going to pay. The Greek AIP specifies:

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

AOPA Hellas has, long, established agreements with ground handling agents, in Greece, and obtained, on behalf of its members as well as all IAOPA members, better pricing. This offer is valid to all **AOPA AIR CREW** card-carrying members. The agreements include only marshaling and transport / escort to / from airport terminal provided that a) the membership has not expired, and b) flight is a GENERAL AVIATION flight (including training flights) and not Commercial flight.

6.1 CAA airports

You can reduce the total cost of ground handling by obtaining PPR yourself, either by phone or email.

- (i) Go to www.hcaa.gr/en → Our Airports → Click on the airport → Click on the name in the pop-up balloon → go to BRIEF PRESENTATION
- (ii) Find airport's CAA contact details. Contact them and ask for PPR
- (iii) Once received, contact handler and notify them that you have PPR so they don't ask on your behalf (and charge for it)

NOTES:

- LGIR is known to defer pilots to handler for PPR
- Some CAA airport authorities (eg in small islands) may not reply via email or fax. Try to call them on the listed phone number; request PPR and state that you did not get a response to your email or fax.
- Currently, we have no information on the rate of updates of the official CAA website; hence airport contact details may not be update. In such an event there is no choice but to revert to the handler.
- Greece's international telephone prefix is: +30

6.1.1 Privatized Airports

Self PPR is not possible for [Athens Int'l](#) or any of the [Fraport](#) operated airports.

In both case the operator demands PPR to be routed via a handler (called representative)

6.1.2 Smaller Airports

Smaller public airports (i.e. not privatized) may not provide handling services (see par. 6 and, therefore, there will be no charge. However, CAA charges do apply and have to be paid by deposit to the central bank as per instructions in par. 6.3.1. Such airports are (March, 2025) LGNX, LGPL, LGIK, LGKC, LGKS.

6.2 Contact Information

IMPORTANT When contacting a Ground Handler via email for prior notice of your flight, make sure you inform them that you do have a valid AOPA AIR CREW card in order to avoid misunderstandings regarding invoicing.

6.2.1 GOLDAIR

WARNING 24h prior notice must be sent including AOPA Card details else AOPA discount may not apply.

All airports served by Goldair

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

Full text of [AOPA - GOLDAIR agreement](#) can be found here.

Figure 1
Fraport Greece operated airports



6.2.2 Skyserv

WARNING 24h prior notice must be sent including AOPA Card details else AOPA discount may not apply.

Contact: e-mail to both xxxsm@skyserv.aero and xxxops@skyserv.aero, where **xxx** is the three-letter IATA (not ICAO) code of the airport. Mind the absence of dot in Skyserv's addresses.

For Athens LGAV: busav@skyserv.aero.

The full AOPA - SKYSERV Agreement, in effect, is found [here](#).

6.2.3 SWISSPORT

Swissport is the only Handler in Limnos (LGLM) providing discount AOPA members.

Contact: Swissport LGLM / LXS (e-mail to both).

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

Prior Notice must include AOPA Card details or, else, discount may not apply.

In order to avoid the Handler's PPR charge, you need to apply to the Hellenic Air Force for PPR, following the procedure detailed in par. 3.6.

Exception Greek registered aircraft and ONLY on weekends do not require PPR

The full AOPA - SWISSPORT agreement can be found [here](#).

6.3 Current level of costs

REMARK: This is a brief summary of costs in Greek airports incl. handling charges for GA flights and AOPA AIR CREW discounts.

1. Privatized (Fraport) airports (fig. 1)
 - NOVEMBER - APRIL: Roughly 200 € per visit (or 300-350 € without AOPA discount)

- APRIL - NOVEMBER: Roughly 300 € per visit (or 400-450 € without AOPA discount)
2. Athens Int'l LGAV
 - ≈ 200 € for first day adding ≈ 50 € per 24h for parking (250 - 300 € without AOPA card)
 3. CAA / HASP airports needing PPR, handling etc
 - PPR by handler: 100 -120 € per visit (190 - 220 € without AOPA card)
 - Own PPR: 40 - 60 € (par.3.6) with AOPA card
 4. CAA / HASP airports without handling fees
 - 1.63 - 7.34 € per 24h period (cost depends on a/c registration[§])
 5. PAX fees: 3.00 € per person per departure; Passenger with Reduced Mobility (PRM)/AMEA fee: 0.30 € per PAX departure.
 6. ZZZZ: no cost

6.3.1 Paying HCAA fees

Airport Development and Modernization Fee (TXA) fees (1.63 - 7.34 €) apply to aircraft up to 5.700 kg Maximum Take Off Mass (MTOM); not to be confused with AOPA special handling charges (up to 3.000 kg MTOM). One charge per aircraft per day is valid for all Greek airports irrespective of multiple destinations within the same date. Aeroclub owned and aircraft participating in aero-athletic events, are exempted.

For self-payment - thus avoiding handler's surcharge - please, forward corresponding amounts to following accounts (table 4), print or forward proof of payment by e-mail to the airport's CAA unit.

Apart from abovementioned TXA charge, a TEEA fee and a AMEA charge are levied

TABLE 4
Self Payment references and amounts

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

¹ TXA charge is levied per 24 h (00:01 - 23:59) and amount depends on EASA / non-EASA registration. Amount is reduced by 50% for period 01.10 - 31.03. Once paid, is valid for any other airport within the 24h period.

² AMEA charge is on top of TEEA charge; all passengers (not crew) above 2 years old are subject to TEEA and AMEA charge; it remains valid for 24h (00:01 - 23:59) period for multiple domestic or international departures.

³ per PAX above 2 years old; valid for 24 h (00:01 - 23:59) for multiple domestic or international departures

⁴ Consult [TEEA.pdf](#);

TEEA is paid at each airport's account; the CAA authority can provide further assistance if in trouble.

6.4 Example of Pricing

As part of the benefits we offer to ALL AOPA members (i.e. not only AOPA Hellas members) all AOPA AIR CREW Card members receive (roughly) 50% DISCOUNT from regular GROUND HANDLING prices in Greece. Handling Companies under contract agreement are, currently, GOLDAIR Handling S.A. and SKYSERV S.A. If you are not, already, a member consider becoming an AOPA Hellas member: it takes few minutes and you can have your e-membership card on your digital wallet. Just click on the top menu and follow the instructions. *Please note that discounts and AOPA rates apply to a/c with MTOM ≤ 3.000 kg*

NOTE: We strongly recommend that you take contact with a Handler before you fly to Greece and ask for a PROFORMA INVOICE of your expected handling charges.

REMARK: Quite a few pilots object to the compulsory handling imposed in Greece, especially when the prices do not reflect the quality / quantity of service. AOPA Hellas, while not happy with the situation, is recommending our

[§]EASA registration 1.63 € per 24h period; non-EASA registration 7.34 € per 24h period. 50% discount on rates from 01.10 - 31.03

TABLE 5
Examples of handling costs (Goldair / Skyserv)

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

foreign friends to regard the Handler as their LOCAL POINT OF CONTACT for many facilitations. The handling agent, beyond providing the compulsory marshaling and escort services to the terminal, will also help you with local information or service. For example, you can ask for a local taxi, a car rental, gas station, nice restaurants, hotels, beaches etc. All personnel are fluent in English, friendly and will be glad to provide you nice tips or information about the area. Also, keep in mind that your handler is a reliable point of contact should things go wrong.

6.5 Handlers per Airport

Three handling companies are active in Greece. Table 6 summarizes the situation per airport.

TABLE 6
Ground handling companies per airport

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

¹ Basic handling 24.80 €(incl. VAT) - if ramp bus transfer required and PPR administered by Goldair: 111,60 €; further charging for IFR slot management & disbursement fee (10%) for payments to third parties. No weekend / night surcharge. In case of delayed departure (more than 120 min) extra charges apply. AOPA discount applies only if 24 Prior Notice was sent

² Basic handling 12.40 - 24.80 €(incl. VAT) - if ramp bus transfer and PPR administered by Skyserv: 86,80 €(for MTOM ≤ 1.5 tn); further charging for IFR Slot management & disbursement fee (10%) for payments to third parties. No weekend / night surcharge but 24 Prior Notice Required for AOPA discount. Reduced basic handling (12.40 €) applies to ENTRY/EXIT airports LGIO & LGBL.

³ AOPA discount applies only to SKYSERV

⁴ Special AOPA discount; Discount specific to LGLM - 124.00 €(incl. VAT)

6.6 Aviation Fuels

Not all airports have fuel. Fuel availability (and type) is published in the AIP or by NOTAM. A list of airports providing **AVGAS 100 LL** is in table 7.

TABLE 7
Aerodromes offering aviation fuel 2025

Aerodrome	Remarks	Aerodrome	Remarks
LGAV		LGRP	
LGIO	AVGAS & JET A1 15.06 - 30.09	LGIR	
LGKR		LGMG	every weekday except Mondays
LGSO	check NOTAM	LGST	
LGSM	prior notice October to May	LGKM	check with Egnatia Aviation
ZZZZ	Kolchiko airstrip; by pre-order		

NOTE: Current prices (March, 2025) for **AVGAS 100 LL** range from 3.3 - 3.7 € per litre (incl. excise duty and VAT). Always check latest NOTAMs for changes of schedule.

6.7 MOGAS

MOGAS, or any fuel, is allowed to be brought to the apron by the pilot from outside for self service refueling BUT the self refuel regulation in Greece is quite strict making it hard for anyone non based at the airport to perform the operation. It requires max 20 Lt metal canisters for fuel, fire extinguishers, grounding of aircraft by cable, operation to take place at CAA designated refueling area with grounding etc. Sometimes the biggest hurdle is how to transfer the fuel from local gas station. First of all taxi drivers most probably will deny to transport fuel in their car (under regular fee ...) and secondly you will need to trust the gas station provides clean non diluted MOGAS. We have never heard of diluted MOGAS being provided for aircraft but still there is no guarantee of purity like in sealed AVGAS barrels. Some local based aircraft who refuel MOGAS like this have set up the operation with local CAA's approval, have the equipment per regulation and trust the supplying gas station for purity. AOPA cannot recommend such local ongoing operations.

You shall be able to access MOGAS on ZZZZ airfields around Greece if you arrange it beforehand. For more info on ZZZZ strips check paragraph 3.4.

6.8 Other airport charges

A short review of handling charges (AOPA rates) is presented in par. 6. For Fraport operated airports, please, check <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/airport-charges>. **NOTE:** Please, be advsd that payments are performed via handler and, therefore, they are subject to a 10% disbursement fee, and 2% transaction fee (if paid by credit / debit card) plus VAT[¶].

⇒ AOPA has, repeatedly, protested to Fraport Greece for the charges imposed on GA light aircraft that are disproportional and Fraport Greece has, repeatedly, promised to review the level of charges. Amongst other requests is to grant the possibility for own PPR (a service it provides for free to handlers) and the further reduction of landing fees for aircraft below 2.000 kg MTOM.

⇒ Winter reduced prices do not apply at **LGTS** and **LGRP**.

6.9 SLOT for IFR Flight

Airport slot allocation scheme was implemented in Greece like in other European countries for IFR flights in Greece's "COORDINATED AIRPORTS" as of July 2015. Slots Coordinating Authority in Greece website: <http://www.hsca.gr/>

The slot allocation scheme DOES affect light GA IFR traffic in Greece in some busy airports but not VFR traffic which is irrelevant to slots anyway. The usual period of activation of the SLOT scheme is July 1st to September 30th.

For CAA airports please read this document issued by CAA in August 2021 where it explains the details about PPRs SLOTS etc. <http://www.hsca.gr/gabaRG.html>

AOPA investigated the potential of pilots self management of own slots but concluded that this is impossible due to commercial software and coded language required.

[¶]VAT is, generally, 24% except in some small islands of the Aegean 17%

Mandatory IFR SLOT MANAGEMENT for the above summer period is therefore handled by your handling agent (see paragraph 6) at an additional charge of ~56 €(with AOPA discount). They know where and when you need slot and they will advise you accordingly when you contact them.

As per AIP GEN 1.2.2, Greece's coordinated airports are:

Schedule facilitated airports:

WINTER SEASON: LGTS

SUMMER SEASON: LGLM, LGPZ, LGSM

Coordinated airports:

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

SLOTs are not to be confused with needed PPR Prior Notice Request (PNR)s at some airports as described in paragraph 3.6 for which Handlers, also, do the job of administering them for you. PPRs are for parking (apron space) management, SLOTs are for airspace traffic capacity / flow management. Still though SLOT allocation in Greece is connected to the need of a PPR issued by the airport and the handler will take care of both for you where/when needed. In case of SLOT request, PPR is not billed, separately.

7 Other Information

Flight cost sharing in Greece, GENDEC, Form 731, Photography restrictions, summer congestion

7.1 GENDEC

An ICAO Annex 9 GENDEC form for each flight is to be submitted at each airport. When a handler is involved, the handler submits to the CAA and to Police (if required). The GENDEC serves, also, as a PAX manifest (reminder: due fees to CAA; see par. 6.3.1) and is used for security checks (incl. during entry / exit from the country) and access to the apron.

7.2 Cost Sharing

EASA Part NCO rules are in effect in Greece as of last week of August 2016. This includes the ability of Cost Sharing in Non Commercial General Aviation flights with its limitations i.e. equal share of dynamic costs with pilot and passengers, max 6 people sharing etc.

Portals that already manage such flights are: [Wingly](#) and [SKYUBER](#) .

Few pilots in Greece are using them.

7.2.1 PAX declaration 731

As of 2015, the HCAA has requested that a [special form](#) must be filled (and signed) by PAX or all GA, non-commercial flights where passengers are stating:

- (a) that they are aware that they are boarding on a non-commercial flight,
- (b) that they have not / are not going to pay for this flight

This declaration is to be submitted by the pilot of the flight to the CAA authority at the airport and is carrying the penal consequences foreseen in L.1599/86 regarding false statements. **It must be emphasized that sharing the costs of a flight is not equivalent to hiring a flight**; the latter is a remuneration for the provision of a service, while the former is a common decision by participants and it is not (legally) considered as remuneration.

[Greekhelicopters.gr](#) have created a nice - tool in order to facilitate passengers and pilot to fill out and submit the form 731 to the competent authority. Each passenger has to sign and the pilot counter-signs and submits the form.

Otherwise, the form can be printed, filled up and submitted to: [Careful: change of address as of 02.2025](#) <mailto:731@hcaa.gov.gr>. This applies, also, for departures from ZZZZ airstrips (NOTAM A2130/16 & AIP GEN 1.2.5.2.2). Although it is mentioned that such forms must be submitted 2 h prior to departure, this is (up to date) not enforced.

Training flights are exempted from the obligation to submit form 731. All other flights (not operated by an Air Operator Certificate (AOC) operator, are subject to the above mentioned provisions.

7.3 Photos restrictions

As per Greece AIP 1.2.8.1 *Carrying of cameras on board aircraft*

1.2.8.1.1 Photo or movie cameras can be used for regular or movie pictures on board aircraft by passengers travelling to / from Greece on any airline (scheduled or non-scheduled flights) under the following conditions:

- a) *The use of video or photographic cameras is prohibited at MIL aerodromes or when flying within MIL CTRs and/or MIL ATZs.*
- b) *Photos or movie pictures should not be taken during take-offs and landings at the following aerodromes: LGTS - THES-SALONIKI/ MAKEDONIA, LGIR - IRAKLION/ NIKOS KAZANTZAKIS, LGKV - KAVALA/ MEGAS ALEXANDROS, LGLR - LARISSA, LGLM - LIMNOS/ IFAISTOS, LGPZ - PREVEZA/ AKTION, LGSR - SANTORINI, LGSY - SKIROS, LGKL - KALAMATA, LGAD - ANDRAVIDA, LGRX - ARAXOS, LGBL - ALMIROS/ NEA ANCHIALOS and LGSA - CHANIA/ IOANNIS DASKALOGIANNIS.*
- c) **Only simple cameras should be used without any diameter tele-lens attachment.**
- d) **Only commemorative pictures should be taken** and not for commercial or any other purpose.

NOTE: *For commercial pictures prior special permission of the Civil Aviation Authority is required.*

7.4 Summer congestion

Mikonos, Santorini, Rhodes, Zakinthos (see Fraport maganged airports, fig. 1) as well as other airports have limited space for GA flights and they restrict parking duration due to high commercial traffi or other operational reasons (e.g. fire-fighting), in summer. Thus, a few days visit to one these islands, during summer time, is difficult or not possible.

Unfortunately, all AOPA Hellas can recommend to pilots wishing to visit these islands is to fly and disembark the passengers at the airport and then move the a/c to a nearby airport. For example Siros - LGSO is close to Mikonos, Paros - LGPA is close to Santorini etc. Ferry connections exist connecting the islands (there are many internet sites giving information and pricing for such ferry trips; one is <http://travel.viva.gr/ferries>). If budget is not an issue companies, like Superior Air can provide a flight back to the island of choice.

A Offers to AOPA members

A full list of offers to AOPA members is to found at <https://www.aopa.gr/en/aopa-hellas/member-benefits?start=6>. Here, some offers relevant to entry / exit points and popular destinations are presented.

A.1 Ioannina

Responding to the joint initiative of AOPA Hellas and the Hotel Operators Association of Ioannina, some of the most renown business operators offer attractive discounts (tables 8, 9).

TABLE 8
Special AOPA discounts at Ioannina city and province hotels

Name	Address	Discount	Contact
ABBERATIO Boutique Hotel	ARISTI - ZAGORI	10%	tel: +30 2653 0 42202 mob: +30 69 85 56 54 43 info@aberratio.com www.aberratio.com
EPIRUS PALACE	7th km National Road Ioannina -Athens	10% ¹	tel: +30 26510 93 555 mob: +30 69 49 06 03 37 info@epiruspalace.gr www.epiruspalace.gr
ESSENCE	Egnatias 40 - Nea Zoi	16%	tel: +30 26510 23 999 mob: +30 69 36 61 14 24 info@essencehotel.gr www.essencehotel.gr
KRIKONIS	St. Niarchou 10 - Ioannina	15%	tel: +30 26510 44633 krikonis@yahoo.gr www.krikonis-hotel.gr
METROPOLIS	Ioannina	20%	tel: +30 26510 30004 mob: +30 69 45 87 19 51 info@metropolishotel.gr www.metropolishotel.gr
PRINCESS LANASSA	Kostitsi - North Tzoumerka	15%	tel: +30 26590 22600 info@hotellanassa.gr www.hotellanassa.gr
ORIZONTES	Pramanta - Tzoumerka	10%	tel: +30 26590 61002 info@orizontestzoumerkon.gr www.orizontestzoumerkon.gr
ZAGORI SUITES	Vitsa Zagoriou	25%	tel: +30 26530 71076 mob: +30 69 44 34 27 39 info@zagorisuites.gr www.zagorisuites.gr

¹ except peak season, Christmas, Easter, Bank holidays and conferences (± 2 days)

Additional offers for visitors who want to exploit the area are from a number of selected commercial businesses including restaurants, traditional jewelry workshops, indoor and outdoor activities (paragliding, trekking etc).

Name	Address	Discount	Contact
Times NASTM.	Michael Angelou & Greg. Sakka	15%	tel: +30 69 36 95 19 62
Gruppo Mossialos	Ioannina	15%	tel: +30 69 42 06 53 90
Project 9	Vlachleidi 9 - Ioannina	10%	tel: +30 69 48 88 18 88 web: www.projectshops.gr
Project 12	Char. Trikoupi 12 -Ioannina	10%	evangeliantova@yahoo.gr

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TABLE 9 – Continued from previous page

Name	Address	Discount	Contact
RAXEVSKY	Ioannina	15%	tel:+30 26510 73710 www.raxevsky.gr
SIKLAS	Michael Angelou 14 - Ioannina	10%	tel:+30 26510 79097 mob: +30 69 76 51 66 71 fotis_pa@otenet.gr
Manthos Optical	Averof 16 - Ioannina	25%	tel:+30 26510 25426 mob: +30 69 47 27 24 88 www.facebook.com/manthosgroup info@manthosgroup.com
Restaurants			
DRYINO Wine bar	Yosef Eligia 13 & Ethn. Antistasis 20	10%	tel: +30 26514 00153 dryino@gmail.com Fb: dryino
CAFEINA	Kallari 44 - Ioannina	20%	mob: +30 69 48 38 58 16 daist73@yahoo.gr
KOZMOS	Lyggos Village	10%	mob: +30 69 45 43 43 29 Fb: KOZMOSNikolasPapaioannou
EN IOANNINIS	Aetorachis 18 - Ioannina	15%	mob: +30 69 72 30 70 07
BOUKIA BOUKIA NAUTICAL CLUB	Akadimias 4 - Ioannina Kanari 10 - Ioannina	15% 15%	xgtatsis@hotmail.com
KAFFOINOI	Nikopoleos 56 - Ioannina	5%	tel: +30 26510 73698
SCHOLARCHEIO	Molosso 6 - Ioannina	15%	tel: +30 26510 44579 mob: +30 69 37 47 11 56 kostulas@yahoo.gr
SOUVLAKI VOUNOU	Amfithea Ioanninon	15%	mob: + 30 69 72 89 32 90 www.souvlakibounou.gr souvlakibounou@gmail.com
TRANSPORTATION			
8-seat Luxury Van	Ioannina Airport	15%	Mr. Spyridon MARKOULAS mob: +30 69 72 24 80 23
MUSEUMS			
"Chr. Nikolaou" Historical Museum	Neoptolemou 9 - Ioannina	15%	tel: +30 26510 29252 www.ioanmuseum.gr info@ioanmuseum.gr
SPA TREATMENT			
OLISTIC SPA THERAPY	Ioannina	20%	mob: +30 69 32 72 21 69 hotmassage@yahoo.com
OUTDOOR ACTIVITIES			
FLY & FUN PARAGLIDING	Mitsikeli - Ioanninon	15%	Mr. Stavros KOSTOULAS mob: +30 69 37 47 11 56
TREKKING HELLAS IOANNINA TEAM		15%	tel: +30 26510 71703 mob: +30 69 44 75 00 09 www.trekking.gr ioannina@trekking.gr
TRADITIONAL DANSES			
Sessions of traditional dances	Ioannina	20%	Mr. Evangelos ROUBAS mob: +30 69 79 67 97 43 www.epirusfolkart.com vzoubas@gmail.com
TRADITIONAL SILVER ART CRAFTS JEWELRY			
Center of Traditional Industry (KE.VA.PI.)	Archiepiskopou Makariou 11 Ioannina	20%	Mr. Vaggelis KYRIAZIS tel: +30 26510 27660 mob: +30 69 72 00 15 75 www.kevapi.gr

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TABLE 9 – *Continued from previous page*

Name	Address	Discount	Contact
			kevapi.ioannina@gmail.com
TRADITIONAL CONFISERIE			
Confectionary Workshop	Av. Grammou 37	10%	tel: +30 26510 73150 mob: +30 69 41 45 55 45 arisvelogiannis@gmail.com
TYPING SERVICES			
SELIDA	Nap. Zerba 1 - Ioannina	15%	tel: +30 28510 23943 mob: +30 69 38 66 05 15 selidayohan@gmail.com

TABLE 9

Offers by Commercial Shops, Transport, Restaurants, Indoor and Outdoor Activities at Ioannina and the region

A.2 Paros

AOPA members will get a 15% discount for their stay at:

- Pandrosos Hotel (<https://www.pandrossosparos.com>)
- Nikolas Hotel (<https://nikotel.gr/about/>)

Both hotels are in Parikia, Paros island.