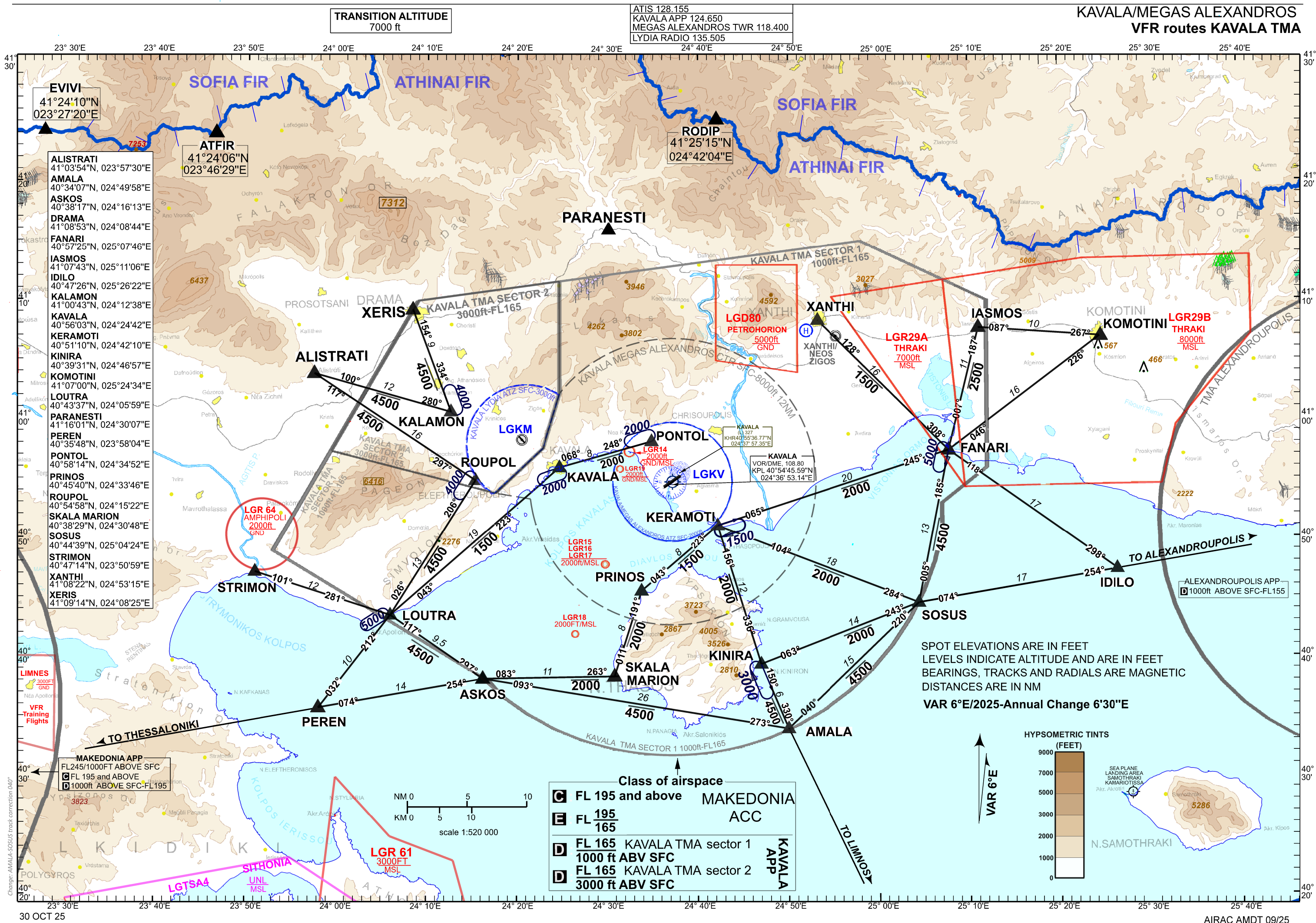




VFR routes KAVALA TMA**1. GENERAL:**

- 1.1 Access to KAVALA TMA is restricted to aircraft capable of maintaining two-way radio communication with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) or KAVALA APP (freq. 124.650 MHz). When flying within KAVALA TMA a continuous watch must be maintained on the appropriate frequency.
- 1.2 Aircraft (including helicopters) flying under VFR within KAVALA TMA should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.
- 1.3 Should air traffic conditions require, ATC may assign different VFR routes. When deemed necessary by the pilots to deviate from specified routes and/or altitudes due to weather conditions, they should communicate with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) or KAVALA APP (freq. 124.650 MHz) prior entering KAVALA TMA, or immediately after departure, to obtain clearance for deviation.
- 1.4 Cancellation of IFR flight plan within KAVALA TMA is subject to ATC approval and after the cancellation the VFR routes and altitudes should be followed.
- 1.5 It is reminded that on VFR Routes the responsibility to avoid collision with other aircraft, maintain terrain and obstacle clearance and avoid restricted/danger airspace, rests with the pilot.
- 1.6 Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.
- 1.7 Pilots prior to frequency change shall inform KAVALA APP that two-way radio communication has been established with the appropriate ATC unit.
- 1.8 Positions reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart. In order to reduce frequency workload by unnecessary retransmissions, all aircraft following VFR routes (or when cleared to proceed direct between significant points on the VFR routes network) should report at all compulsory reporting points and include in their reports the following elements without exception:
 - a) aircraft identification;
 - b) position;
 - c) time;
 - d) altitude, including passing level and cleared level if not maintaining the cleared level; and
 - e) next position and time over (not the expected elapsed time until the next point). (An example of such a position report is, "ACFT1, over ASKOS at 05, 4500ft, next point AMALA at 20".)
- 1.9 Telephone communication with KAVALA APP: +302591440041

2. LGKV – KAVALA / MEGAS ALEXANDROS Airport:

- 2.1 Aircraft operating within or overflying KAVALA TMA without permission to enter MEGAS ALEXANDROS ATZ shall not proceed to PONTOL or KERAMOTI. PONTOL and KERAMOTI are entry/exit points of MEGAS ALEXANDROS ATZ and shall only be used by aircraft that have obtained specific clearance from MEGAS ALEXANDROS TOWER to enter MEGAS ALEXANDROS ATZ.
- 2.2 To assist MEGAS ALEXANDROS Airport to arrange a landing sequence of VFR arriving aircraft and facilitate the aerodrome traffic, two visual holding patterns have been established as depicted on this chart: a) point **PONTOL**, East-West direction, altitude 2000ft, or as otherwise instructed by MEGAS ALEXANDROS TOWER and b) point **KERAMOTI**, East-West direction, altitude 1500ft, or as otherwise instructed by MEGAS ALEXANDROS TOWER.
- 2.3 Aircraft destined to MEGAS ALEXANDROS Airport shall hold over PONTOL/KERAMOTI points and shall not proceed to the airport before establishing contact with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) and receiving the relevant clearance.
- 2.4 Prior entering class D airspace, a relevant clearance shall be obtained by KAVALA APP unit. In order to facilitate the traffic flow two visual holdings patterns are established as depicted on this chart: a) point **FANARI**, North-South direction, altitude 5000ft, or as otherwise instructed by KAVALA APP and b) point **LOUTRA**, East-West direction, altitude 5000ft, or as otherwise instructed by KAVALA APP. Aircraft shall hold visually in the above holdings until receiving the relevant clearance from KAVALA APP.
- 2.5 In order to facilitate the traffic flow two more visual holdings patterns are established within KAVALA TMA as depicted on this chart: a) point **KINIRA**, North-South direction, altitude 3000ft, or as otherwise instructed by KAVALA APP and b) point **KAVALA**, East-West direction, altitude 2000ft, or as otherwise instructed by KAVALA APP.

3. LGKM – KAVALA / AMYGDALION-LYDIA Airport:

- 3.1 In order to arrange the arrivals to AMYGDALION-LYDIA Airport two visual holdings patterns are established within KAVALA TMA as depicted on this chart: a) point **KALAMON**, altitude 4000ft, or as otherwise instructed by KAVALA APP and b) point **ROUPOL**, 4000ft, or as otherwise instructed by KAVALA APP.
- 3.2 Aircraft destined to AMYGDALION-LYDIA Airport should hold over KALAMON or ROUPOL as depicted on the chart at 4000ft or as otherwise instructed by KAVALA APP and should not enter AMYGDALION-LYDIA ATZ before establishing contact with LYDIA RADIO (freq. 135.505 MHz). Entry to AMYGDALION-LYDIA ATZ via point KAVALA requires special permission by KAVALA APP. Pilots prior to frequency change shall inform KAVALA APP that radio communication has been established with LYDIA RADIO (freq. 135.505 MHz) and that they are exiting the holding over KALAMON or ROUPOL in order to enter AMYGDALION-LYDIA ATZ. Aircraft should descend within the lateral limits of AMYGDALION-LYDIA ATZ unless otherwise instructed by KAVALA APP.
- 3.3 Departing aircraft from AMYGDALION-LYDIA Airport shall hold over AMYGDALION-LYDIA Airport at 3000ft and shall not enter KAVALA CTR or KAVALA TMA before establishing contact with KAVALA APP (118.400 MHz or 124.650 MHz) and receiving relevant entry clearance to class D airspace. After receiving relevant clearance aircraft should proceed to KALAMON or ROUPOL and follow the VFR routes and altitudes unless otherwise instructed by KAVALA APP.
- 3.4 Departing aircraft may be delayed due to frequency congestion in KAVALA TMA APP.