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General Information

Location: Athens Grc
IATA Code: ATH
Lat/Long: N37° 56.2' E023° 56.7'
Elevation: 308 ft

Airport Use: Public
Magnetic Variation: 4.0°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0318 Z
Sunset: 1743 Z,

Runway Information

Runway: 03L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 255 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 03R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 271 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 21L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 303 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 21R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 282 ft

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Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS 136.125
Venizelos Emergency Tower 121.675
Venizelos Tower 136.275
Venizelos Tower 122.1
Venizelos Tower 118.625
Venizelos Tower 27.87 Military
Venizelos Tower 25.78 Military
Venizelos Ground Control 121.95
Venizelos Ground Control 121.9
Venizelos Ground Control 121.8
Venizelos Ground Control 121.75
Venizelos Ground Control 28.055 Military
Venizelos Ground Control 27.92 Military
Venizelos Clearance Delivery 118.675
Venizelos Clearance Delivery 28.055 Military
Athens Approach Control 132.975
Athens Approach Control 130.025
Athens Approach Control 128.95
Athens Approach Control 126.575
Athens Approach Control 125.525
Athens Approach Control 121.4
Athens Approach Control 29.95 Military
Athens Arrival Control 132.975 Arrival Service
Athens Arrival Control 126.575 Arrival Service
Athens Arrival Control 29.95 Arrival Service Military
Athens Departure Control 128.95 Departure Service
Athens Departure Control 29.95 Departure Service Military
Venizelos Radio 563.7 Air-Ground
Venizelos Radio 298.9 Air-Ground
Venizelos Information 136.025 AFIS
Venizelos Information 27.87 AFIS Military
Athens Director (Approach Control Radar) 121.4

1. GENERAL

1.1. ATIS

ATIS 136.12

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are defined in order to minimize ACFT noise in the areas adjacent to the APT.
Arriving or departing ACFT should avoid overflying the residential areas of Artemis, Rafina, Markopoulo, Koropi and Spata. If unable to comply ACFT shall overfly these areas for the minimum required time while maintaining the minimum safe height.
ACFT not intending to land at Eleftherios Venizelos APT are not permitted to overfly these residential areas below 3000'.
For noise abatement purposes a permanent noise monitoring system has been installed in residential areas in the vicinity of the APT.
Rapid changes in engine power should be avoided unless for safety reasons.

1.2.2. RUNWAY USAGE

Between 2300-0700LT:
- RWY 21L should not be used for landing
- RWY 03R should not be used for take-off

Chapter 2 ACFT are not allowed to use RWY 03R for take-off, pilots shall inform ATC unit of their status, upon start up clearance request.
Following ACFT types shall not depart from RWY 03R or land on RWY 21L:
AN-124, BAC 1-11-200/400, B707, B727, B737-200, B747-200/300, BAE-125-1000, DC-8, DC-9, DC-10, IL 62, IL 76/IL 78-82, IL 96, L1011, TU-134A, TU-154M, YAK-40 and YAK-42.
All military ACFT shall not depart from RWY 03R or land on RWY 21L. Military ACFT of a type equivalent to a civil ACFT type not included in the above mentioned list are not subject to this restriction.
Deviations may be accepted if capacity demand requires or during extreme weather and if operational restrictions apply.

1.2.3. NIGHTTIME RESTRICTIONS

Between 2300-0700LT all ad-hoc flights require the prior approval of the APT Duty Officer.

EXCEPTIONS:
Airmail service flights, government flights, ambulance flights, police helicopter flights, other humanitarian aid service flights and emergency flights.

1.2.4. REVERSE THRUST

Reverse thrust is to be used minimal and in accordance with safe operating procedures.

1.2.5. AUXILIARY POWER UNITS (APUs)

The use of APUs shall be avoided/not exceeding 15 minutes after arrival or 15 minutes before departure from the ACFT stand.

1.2.6. RUN-UP TESTS

Maintenance run-up tests above idle are permitted only between 0700-2300LT in designated areas.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed by ATIS or RTF when LVP are in operation.
LVP will be commenced when RVR falls to 600m and/or ceiling is at or below 200'.
LVP will be terminated, when RVR is greater than 600m and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.
During LVP one RWY will be used exclusively for landings while the other one will be used for departures.
Pilots will not be refused permission to land or take-off on 'pilots discretion', solely because of bad weather conditions.

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1. GENERAL

1.3.2. ARRIVING ACFT

All appropriate RWY exits are illuminated, and pilots should use the first convenient exit. RWY vacation will be assessed when the ACFT has passed the last of the alternate yellow and green centerline lights. These lights denote the extent of the ILS sensitive area.
Landed ACFT shall report clear of the color coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area and upon arrival at the Parking stand.

1.3.3. DEPARTING ACFT

Departing ACFT are required to use the following CAT II holding points:
RWY 03L: A1, A2
RWY 03R: D1, D2
RWY 21L: D12, D13
RWY 21R: A13, A14

1.4. SURFACE MOVEMENT GUIDANCE

The TWY centerline lights within the ILS sensitive area from RWY 03R/21L towards TWY D and from RWY 03L/21R towards TWY A are color coded (yellow/green).
Landed ACFT are requested to report clear of the colour coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

Intermediate TWY holding position lights operate together with the centerline lighting and consist of 3 unidirectional surface lights showing amber in the direction of approach to the intersection.
If the traffic situation requires, ACFT may be instructed to hold at a specific intermediate holding position. If no such instruction is given, ACFT may taxi across the intermediate holding position marking without a specific clearance.

Stop bars are operated independently of the centerline lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi holding position or an intersection. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY E is an ACFT stand taxilane with reduced minimum separation distances between taxi centerline and objects. The separation distance between the centerline and objects is a minimum of 139'/42.5m.
Due to reduced wingtip-clearance adhere strictly to the yellow TWY centerlines.
Taxi speed to be adjusted accordingly.

1.5.2. GROUND MOVEMENT

All taxiing ACFT shall follow the yellow taxi centerline or the ACFT stand lead-in line. No deviations or short-cuts are permitted unless guided by a Follow-me car.
ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxi manoeuvre, unless guided by a Follow-me car.
The pilot shall always adhere to the signals of the Follow-me car.
ACFT are permitted to taxi only at the indispensable minimum engine speed.
In order to avoid any damage, ACFT types L-1011, DC-10 and MD-11 are not allowed to increase the power of engine number 2 beyond its idle motion speed when taxiing in the vicinity of buildings.
B773, A345 and A346: In order to keep the required minimum edge clearance, judgemental oversteer shall be used.

1.5.3. ACFT TOWING

Towing of ACFT requires the prior permission of ATC. Towed ACFT should always be guided by a Follow-me car.
During NIGHT or when LVP in operation, towed ACFT should be illuminated.

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1. GENERAL

1.5.4. A380-800 Ground Operations

Engines 1 and 4 should be shut-down when vacating the RWY after landing and started-up for departure on the RWY. Taxiing shall be performed on engines 2 and 3. Alternatively, in order to minimize RWY occupancy, engines 1 and 4 may be started-up on TWY D facing South, abeam link D2 for departure from RWY 03R, or on link D13 facing East for departure from RWY 21L. If engines 1 and 4 are started-up before entering the RWY they should be kept at ground idle until lined-up for take-off.
A380-800 ACFT taxiing over TWY K and H bridges are limited to Maximum Landing Weight.
Taxilanes E, I, J, Y1 and Y2 are not available for A380 traffic.
When holding short of a RWY stop at CAT II holding points.
In order to keep the required minimum edge clearances, judgmental oversteer shall be used.
For braking away and during taxi use minimum power, taxi only under follow-me guidance and at low speed.
A380 can be parked on contact stands A09, A11, A13, A33, A35, A37, B05 using the AGNIS/PAPA system for guidance and on remote parking positions A42 and B17 by a Marshaller. Alternatively, in case of unavailability of towbar on board TWY G can accommodate the aircraft facing North or South.
Due to height limitations of the GSE equipment the top of the ACFT tail fin can not be fully de-iced.

1.6. PARKING INFORMATION

AGNIS/PAPA available at stands A01 thru A39 and B03 thru B15.
If the crew realizes, when taxiing into a nose-in position equipped with AGNIS/PAPA, that the latter is switched-off or out of order, the ACFT shall be stopped immediately. Malfunctioning shall be reported to Ground, waiting for instructions.
Parking of ACFT at stands not provided with AGNIS/PAPA is only permitted under the instruction of a marshaller.

1.7. OTHER INFORMATION

Birds in vicinity of APT.
RWYs 03L/21R and 03R/21L with antiskid layer.
On approaches and departures overflying of other ACFT at low heights is prohibited for helicopters.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 240 KT for Jet ACFT.
MAX 180 KT for Conventional ACFT when entering Athens TMA below FL220.

2.2. NOISE ABATEMENT PROCEDURES

STARs are also noise abatement routings and should be strictly followed.
Use delayed gear and flap extension and low power/drag configuration consistent with safe operating procedures.

2.3. CAT II OPERATIONS

RWYs 03L/21R and 03R/21L approved for CAT II operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. USE OF GA APRON

Arriving ACFT taxiing on the GA Apron, will be guided by a Follow-me car.

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3. DEPARTURE

3.1. DE-ICING

ACFT de/anti-icing activities are performed under the responsibility of the ACFT operator and/or Ground handler. ACFT de/anti-icing is allowed at all parking stands. Prior coordination with the APT company (Airport Services Operations Center) is necessary.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP & ATC CLEARANCE

Pilots shall request clearance for starting the engines and ATC clearance from Delivery. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving start-up and ATC clearance, pilots will be instructed to contact the appropriate frequency (VENIZELOS Ground North or South) for push-back and taxi or for taxi clearance (where push-back is not necessary). Pilots shall inform Delivery, if unable to be ready to taxi within 10 minutes from start-up time.

3.2.2. ENGINE RUN-UP

Run-ups require the prior permission by the APT Duty Officer (ADO) and should be performed between 0700LT-2300LT.
Engine run-up on more than ground idle shall be conducted on TWY B between Links A2-A4 and A11-A13 provided that:

- Prior approval is obtained from APT Duty Officer (ADO).
- The ACFT heading will be at the discretion of ATC, based on the prevailing wind conditions and to avoid interference with ACFT operations.
- ACFT had to be towed from/to that location under the escort of a Follow-me car.

3.2.3. PUSH-BACK & TAXI OUT

ACFT may leave nose-in stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. ACFT operators shall make suitable arrangements.

Push-back or taxi clearance from a position may only be requested if the pilot can perform the manoeuvre immediately.
When pilots request push-back and/or taxi, they shall indicate their ACFT parking stand.
During push-back procedure, ACFT from any parking position is aligned on the TWY and positioned with the nose gear abeam the lead-in line of its stand.
Upon completing this procedure, movement of other ACFT from/to other adjacent parking positions can be performed, according of the rules of tables 1 & 2.

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3. DEPARTURE

All stands except B30 thru B45 :

ACFT code	Simultaneous push-back from adjacent parking positions	Limitations to the adjacent parking position in front of the push-back ACFT	Limitations to the adjacent parking position behind the push-back ACFT	Limitations to the second adjacent parking position behind the push-back ACFT
C	Not allowed	ACFT movement is allowed (except ACFT of ICAO code E to parking positions B13/ B15).	ACFT movement is not allowed.	None
D				ACFT movement is not allowed.
E		ACFT movement is allowed (except ACFT of ICAO code D and E to parking positions B13/ B15).		

Stands B30 thru B45:

ACFT code	Simultaneous push-back from adjacent parking positions	Limitations to the adjacent parking position in front of the push-back ACFT	Limitations to the adjacent parking and the second adjacent parking position behind the push-back ACFT	Limitations to the third adjacent parking position behind the push-back ACFT
C	Not allowed	ACFT movement is allowed.	ACFT movement is not allowed.	None
D				ACFT movement is not allowed.

Apart from these rules, and in order to expedite traffic whenever operational conditions permit, air traffic controllers can request from ACFT to perform extended push-back with the nose gear abeam the lead-in line of an adjacent parking position.
Starting up engines for ACFT requiring push-back is commenced when the ACFT is aligned on the TWY centerline or when clearing the apron service road, in order to protect personnel and equipment from the jet blast.
In cases where push-back is not necessary or in exceptional cases when a pilot wishes to start at least one engine on the stand, the safeguarding of the ACFT is responsibility of the airline and the ground handler. In these cases they shall take the appropriate measures in order of the safeguard the area and to prevent any personnel or vehicle to pass behind running engines, and to ensure that jet blast during this procedure does not affect ACFT taxiing on the TWY behind.

3.2.4. USE OF GA APRON

After receiving an ATC clearance, departing ACFT taxiing out of the GA Apron is performed on pilot's own responsibility.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

Thrust reduction-acceleration RWYs 03L and 03R unless for safety reasons all Turbo-Prop and Jet powered ACFT shall not reduce take-off thrust until a minimum altitude of 1800' MSL has been reached and shall not accelerate above initial climb speed (V2+10) or change take-off flap and slat configuration until minimum altitude of 3300' MSL has been reached.

3.4. Departure of A380-800

For take-off use the Flight Crew Operating Manual supplementary procedure: "Operation on Runway + Shoulders less than 58 m wide".
When taking-off from RWY 03L/21R, the weight limitation for taxiing over the bridges of TWY's H & K must be taken into consideration in take-off weight calculations.
The existing ILS procedures have been designed taking into consideration the collision risk model.

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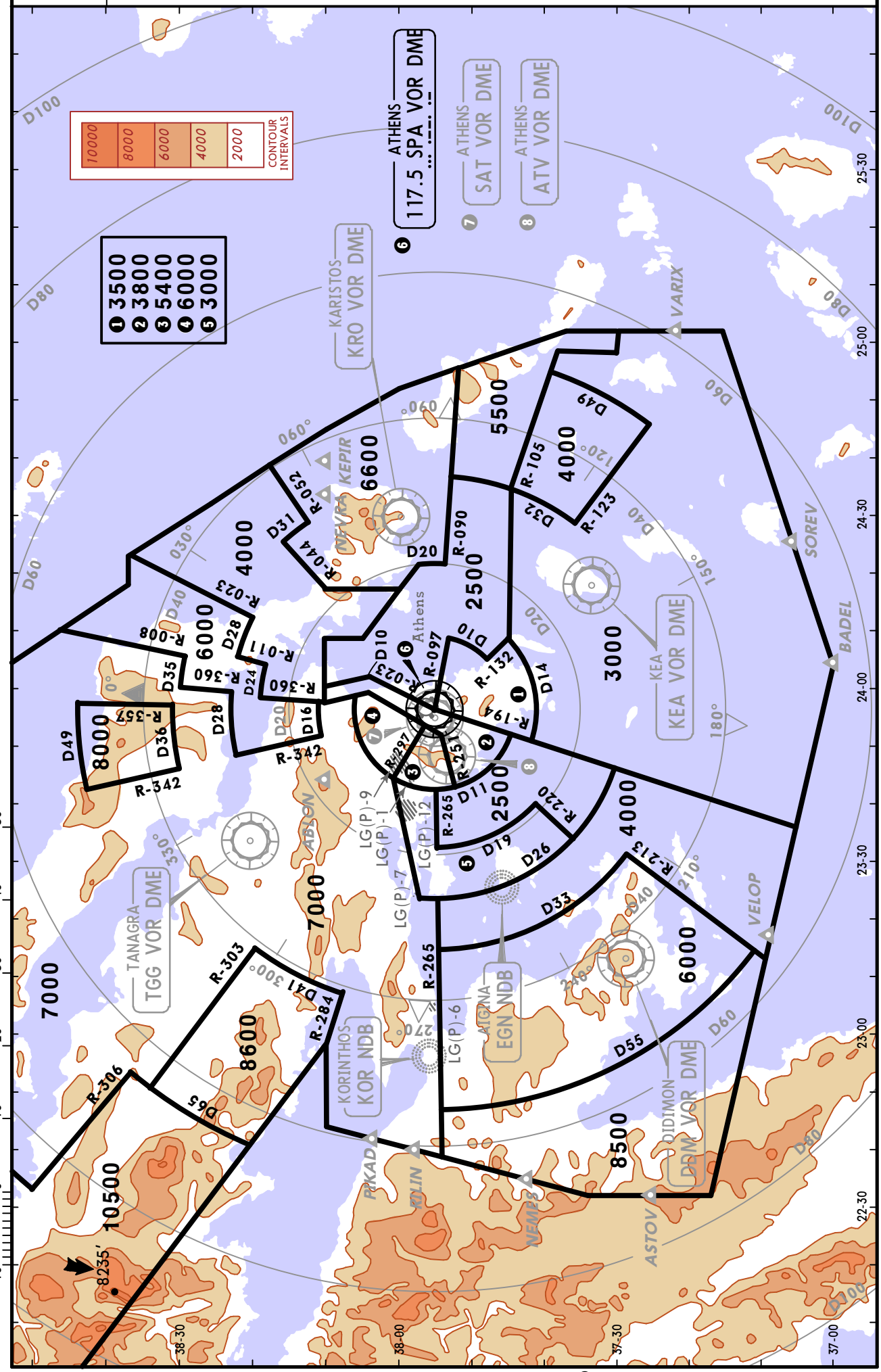
Apt Elev 308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′ Sectors based on SPA.



CHANGES: Sectors & sector altitudes revised.

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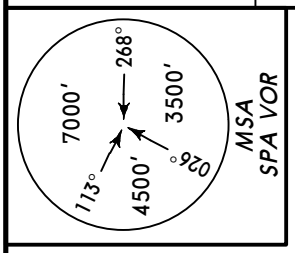
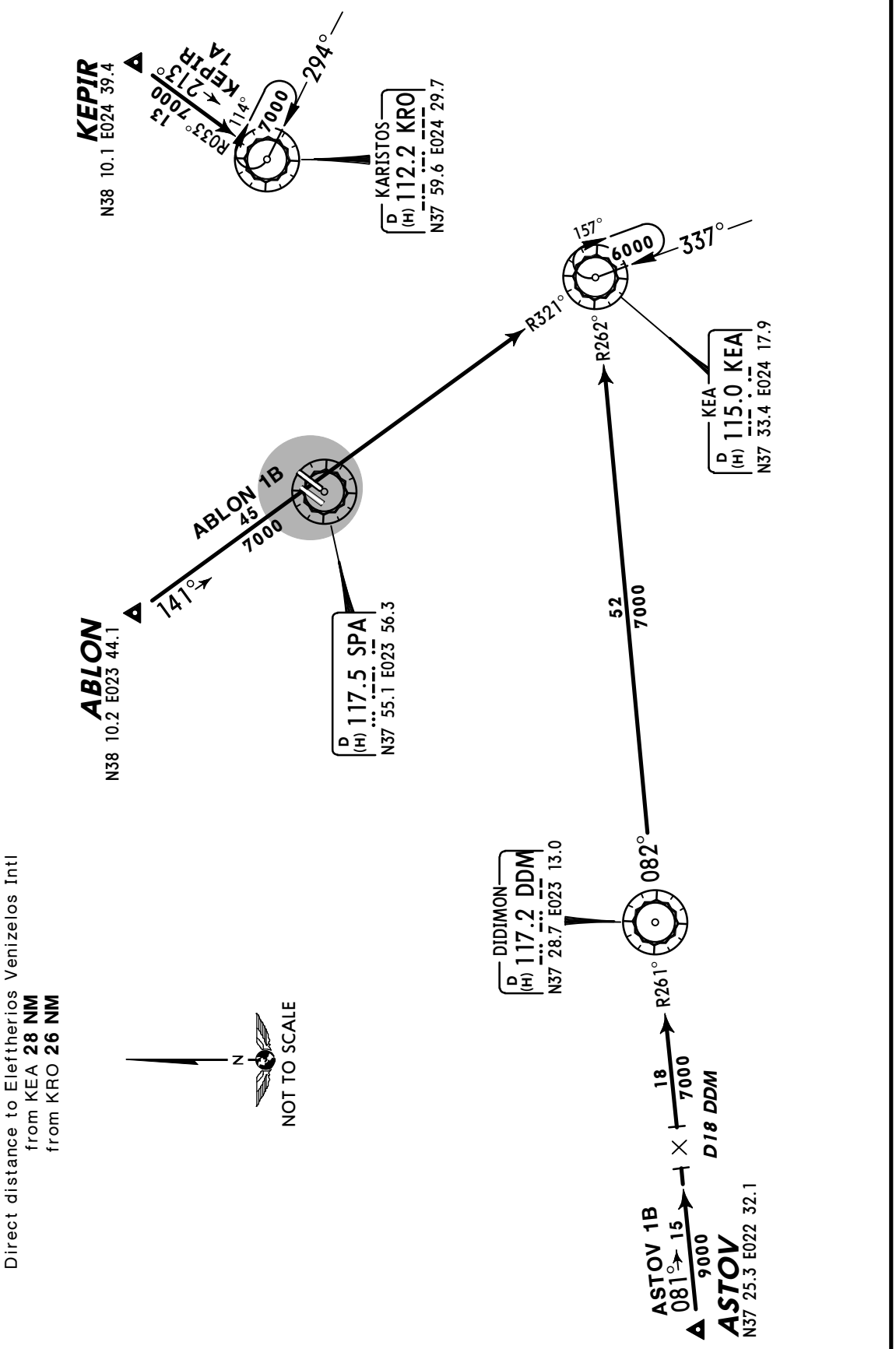
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



ABLON 1B *[ABLO1B]*
ASTOV 1B *[ASTO1B]*, KEPIR 1A *[KEPI1A]*
RWYS 21L/R ARRIVALS



CHANGES: MEA between KEPIR-KRO & MHA at KRO holding revised.

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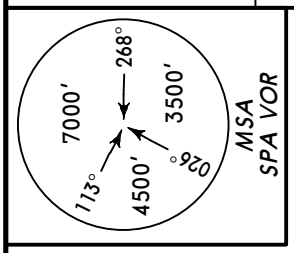
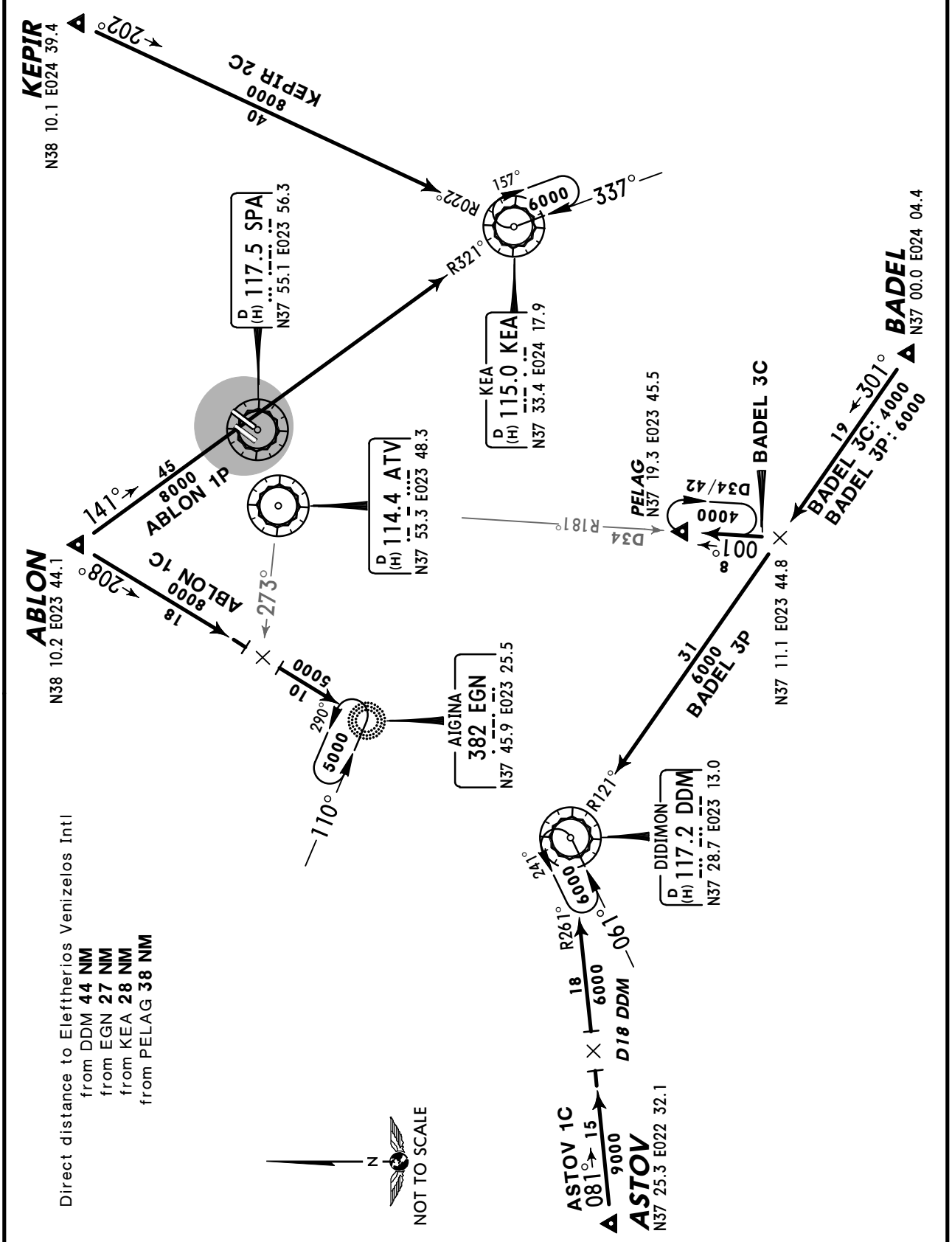
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



ABLON 1C *[ABLO1C]*, ABLON 1P *[ABLO1P]*
ASTOV 1C *[ASTO1C]*
BADEL 3C *[BADE3C]*, BADEL 3P *[BADE3P]*
KEPIR 2C *[KEPI2C]*
RWYS 03L/R ARRIVALS



CHANGES: None.

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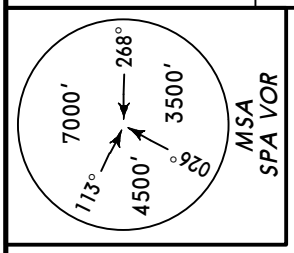
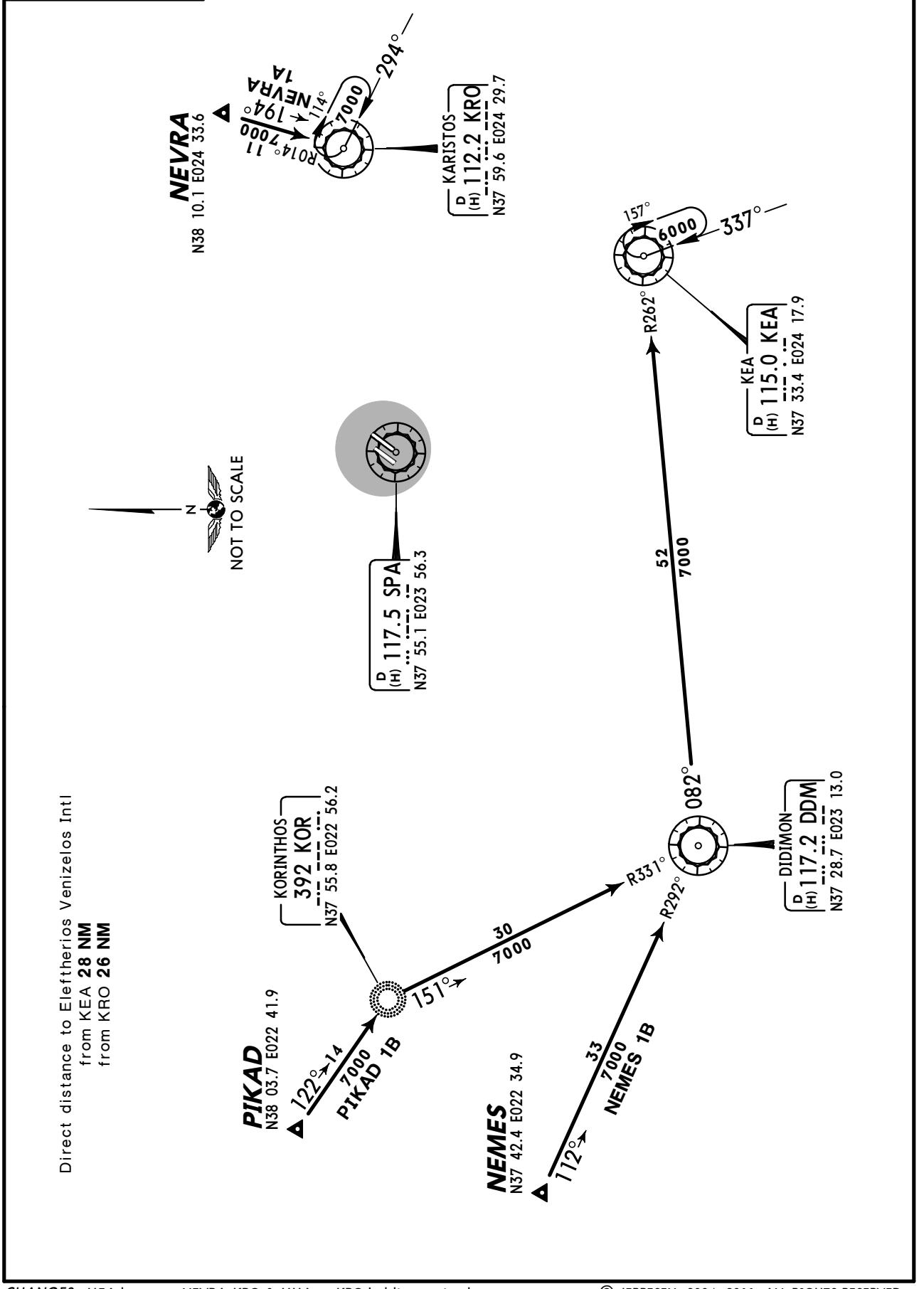
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



NEMES 1B *[NEME1B]*
NEVRA 1A *[NEVR1A]*, PIKAD 1B *[PIKA1B]*
RWYS 21L/R ARRIVALS



CHANGES: MEA between NEVRA-KRO & MHA at KRO holding revised.

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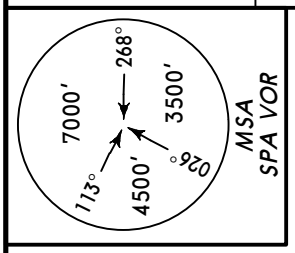
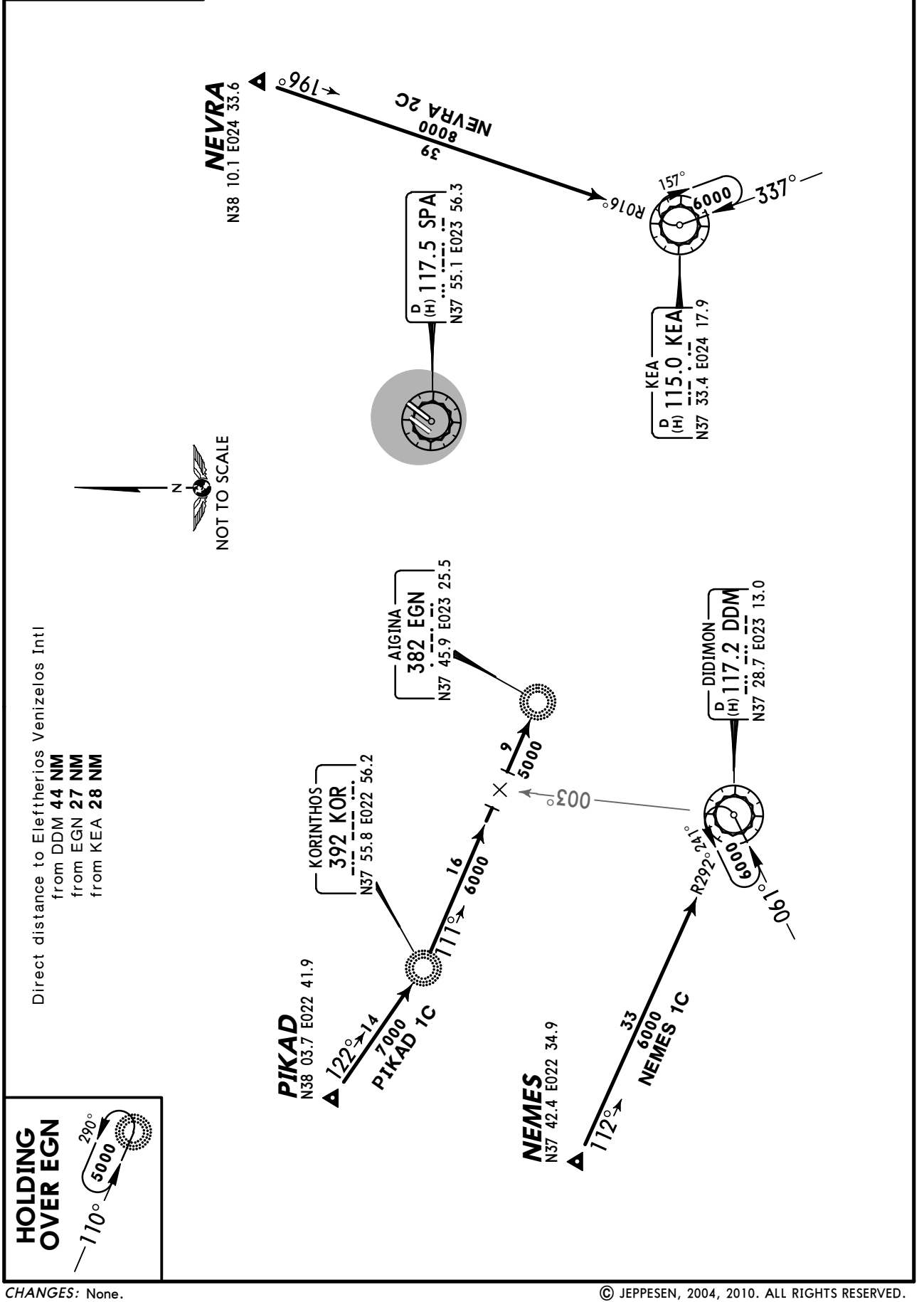
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



NEMES 1C *[NEME1C]*, NEVRA 2C *[NEVR2C]*
PIKAD 1C *[PIKA1C]*
RWYS 03L/R ARRIVALS



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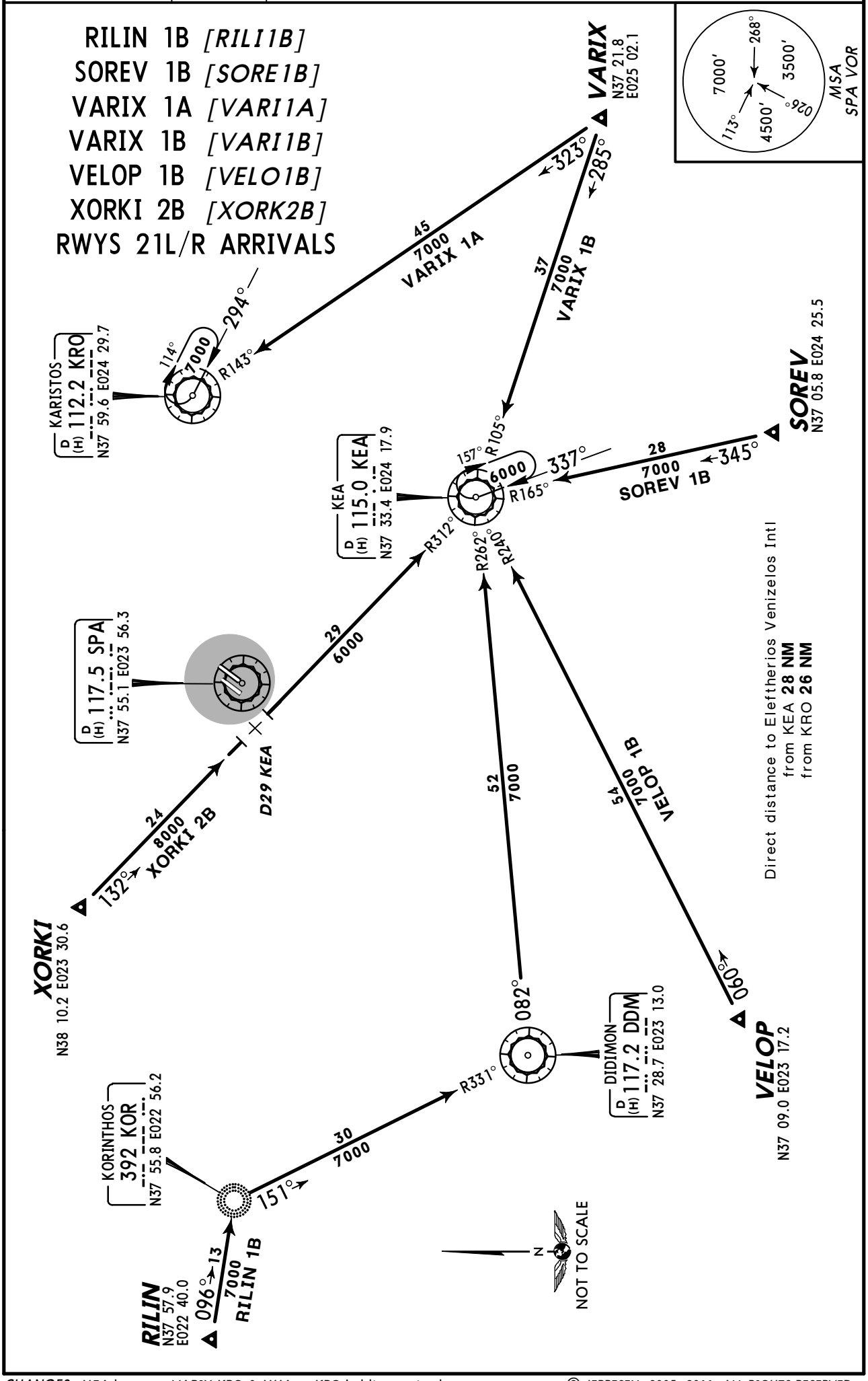
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′



CHANGES: MEA between VARIX-KRO & MHA at KRO holding revised.

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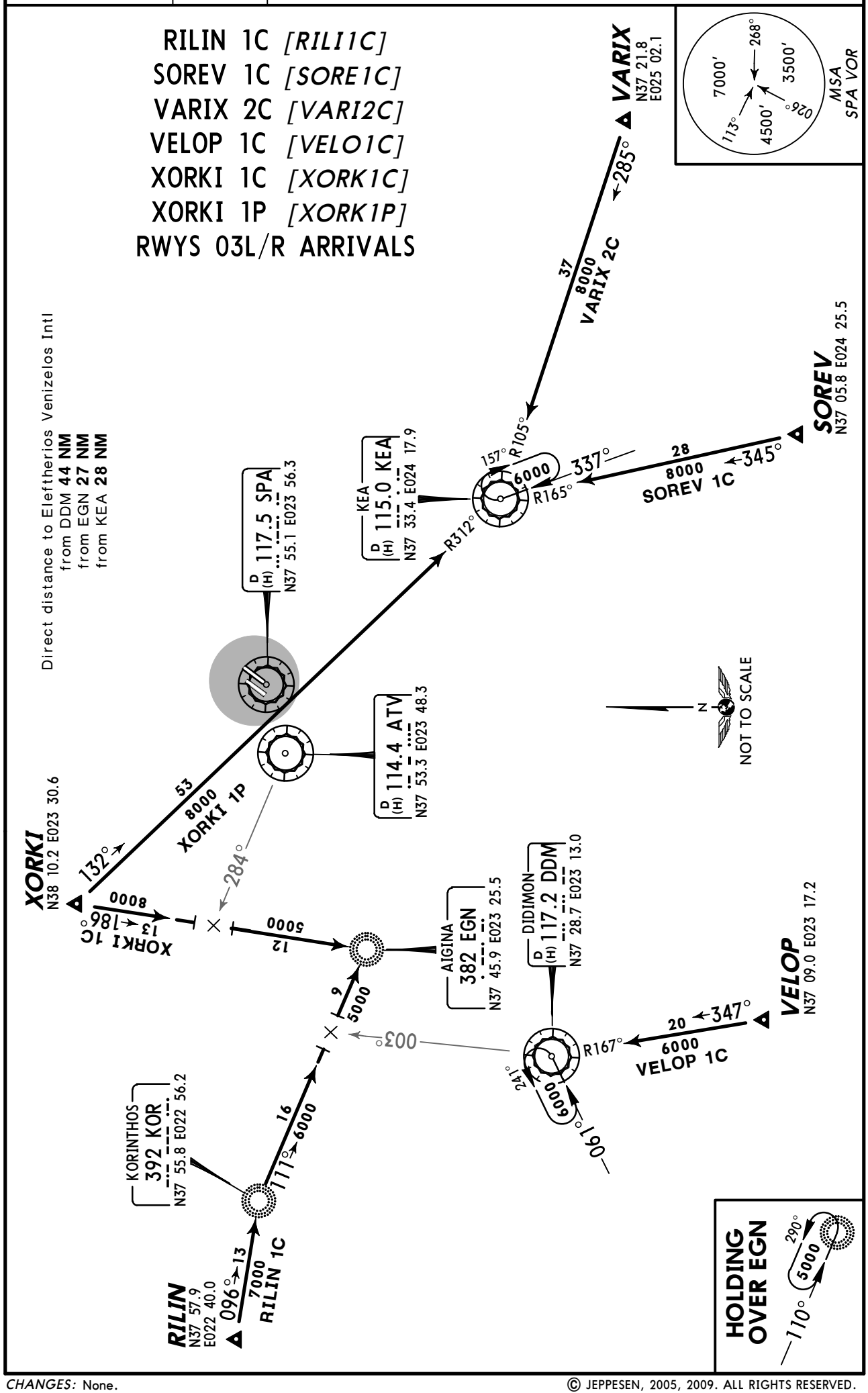
ATIS	Apt Elev	
136.12	308′	Alt Set: hPa Trans level: By ATC Trans alt: 9000′

RILIN 1C *[RILI1C]*
SOREV 1C *[SORE1C]*
VARIX 2C *[VARI2C]*
VELOP 1C *[VELO1C]*
XORKI 1C *[XORK1C]*
XORKI 1P *[XORK1P]*
RWYS 03L/R ARRIVALS



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SID DESIGNATION	REFER TO CHART
KEPIR 1L, NEVRA 1L, 1M, VARIX 1L	10-3B
KEPIR 1K, NEVRA 1N	10-3C
KEPIR 1E, KRO 1E, NEVRA 1Y, VARIX 1E	10-3D
KEPIR 1J, NEVRA 1J, 1K, VARIX 1J	10-3E
KEPIR 1T, KRO 1T, NEVRA 1T, VARIX 1T	10-3E1
KEPIR 1F, NEVRA 2F, 1H	10-3E2
KEPIR 1G, NEVRA 1E, 2G	10-3F
GENDO 1L, KEA 1L, SOREV 1L	10-3G
KEA 1K, SOREV 1K, 1N, VARIX 1K	10-3H
BIBEX 1E, GENDO 1E, KEA 1E, MANOK 1E, SOREV 1E	10-3J
BIBEX 1J, GENDO 1J, KEA 1J, SOREV 2J	10-3J1
BIBEX 1T, GENDO 1T, KEA 1T, MANOK 1T, SOREV 1T	10-3J2
BIBEX 1F, GENDO 1F, KEA 1F, SOREV 1F, VARIX 1F	10-3K
GENDO 1G, KEA 1G, SOREV 1G, VARIX 1G	10-3L
ASTOV 2D, VELOP 2D	10-3M
ASTOV 2L, NEMES 3L, VELOP 2L	10-3N
ASTOV 1K, NEMES 1K, VELOP 1K	10-3P
ASTOV 1E, ATV 1E, NEMES 1E, VELOP 1E	10-3Q
ASTOV 2J, NEMES 3J, VELOP 2J	10-3S
ASTOV 1T, ATV 1T, NEMES 1T, VELOP 1T	10-3T
ASTOV 1F, NEMES 3F, VELOP 2F	10-3U
ASTOV 1G, NEMES 3G, VELOP 2G	10-3V
PIKAD 2D, RILIN 2D, RIMAX 1D	10-3V1
PIKAD 2L, RILIN 2L, RIMAX 1L	10-3V2
PIKAD 1K, RILIN 1K, RIMAX 1K	10-3V3
GERMI 1E, PIKAD 1E, RILIN 1E, RIMAX 1E	10-3V4
GERMI 1T, PIKAD 1T, RILIN 1T, RIMAX 1T	10-3V5
PIKAD 2J, RILIN 2J, RIMAX 1J	10-3V6
PIKAD 2F, RILIN 2F, RIMAX 1F	10-3W
PIKAD 2G, RILIN 2G, RIMAX 1G	10-3X

CHANGES: Procedures withdrawn; charts reindexed.

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SID DESIGNATION	REFER TO CHART
ABLON 2D, 1K, 2L	10-3X1
ABLON 1E	10-3X2
ABLON 2J	10-3X3
ABLON 1T	10-3X4
ABLON 3F	10-3X5
ABLON 1G	10-3X6

CHANGES: Procedures withdrawn; charts reindexed.

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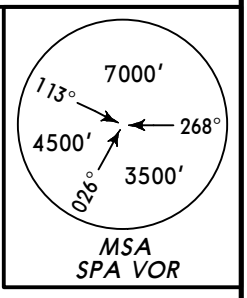
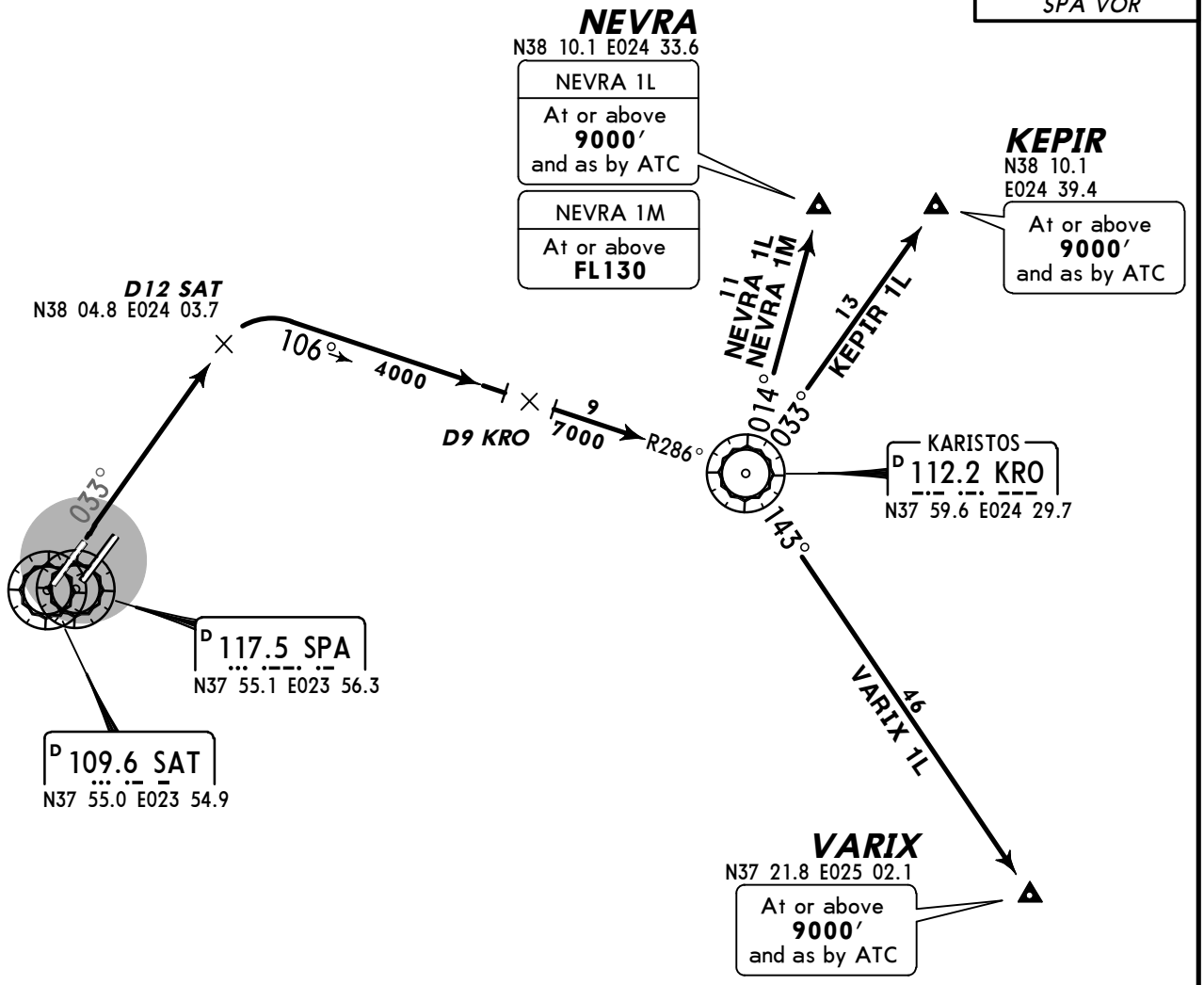
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

KEPIR 1L *[KEPI1L]*
NEVRA 1L *[NEVR1L]*, NEVRA 1M *[NEVR1M]*
VARIX 1L *[VARI1L]*
RWY 03L DEPARTURES
TO NORTHEAST & EAST





These SIDs require a minimum climb gradient of
304′ per NM (5%)
KEPIR 1L, NEVRA 1L, VARIX 1L
up to **7000′** for ATC purposes.
NEVRA 1M
up to **FL130** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

N
NOT TO SCALE

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1L, NEVRA 1L, VARIX 1L: Initial climb clearance **7000′**
NEVRA 1M: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to KRO.

SID	ROUTING
KEPIR 1L	At KRO turn LEFT, KRO R-033 to KEPIR.
NEVRA 1L, 1M	At KRO turn LEFT, KRO R-014 to NEVRA.
VARIX 1L	At KRO turn RIGHT, KRO R-143 to VARIX.

CHANGES: Initial climb altitude SID NEVRA 1M raised to FL130.

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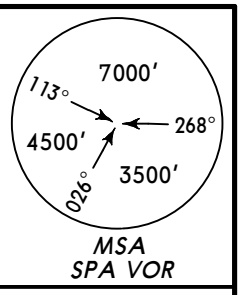
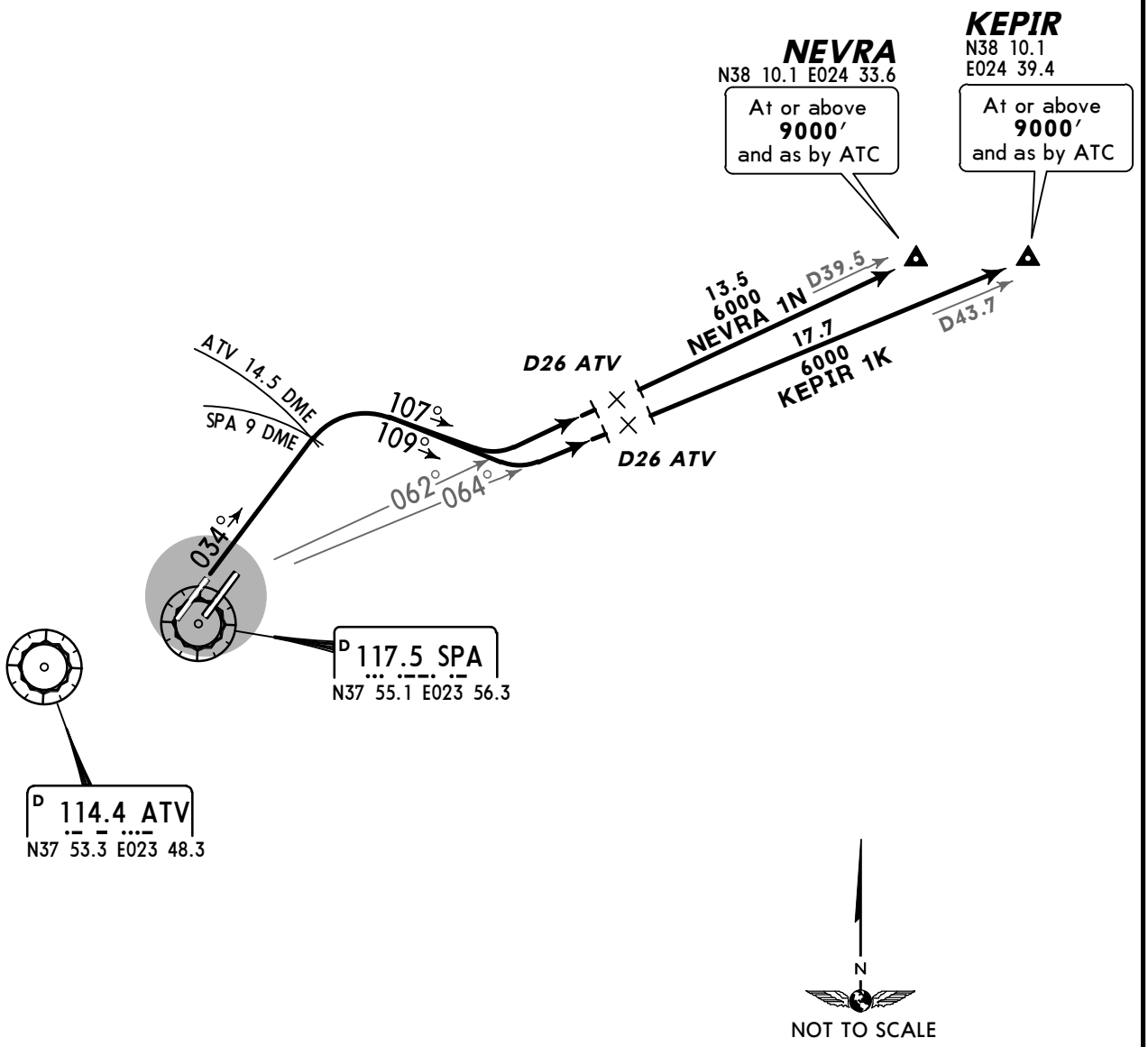
ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	



KEPIR 1K *[KEPI1K]*, NEVRA 1N *[NEVR1N]*
RWY 03L DEPARTURES
TO NORTHEAST
BASED ON SPA - ATV



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **9000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
KEPIR 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, 109° track, intercept ATV R-064 to KEPIR.
NEVRA 1N	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, 107° track, intercept ATV R-062 to NEVRA.

CHANGES: None.

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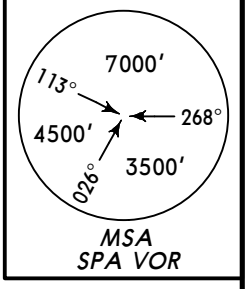
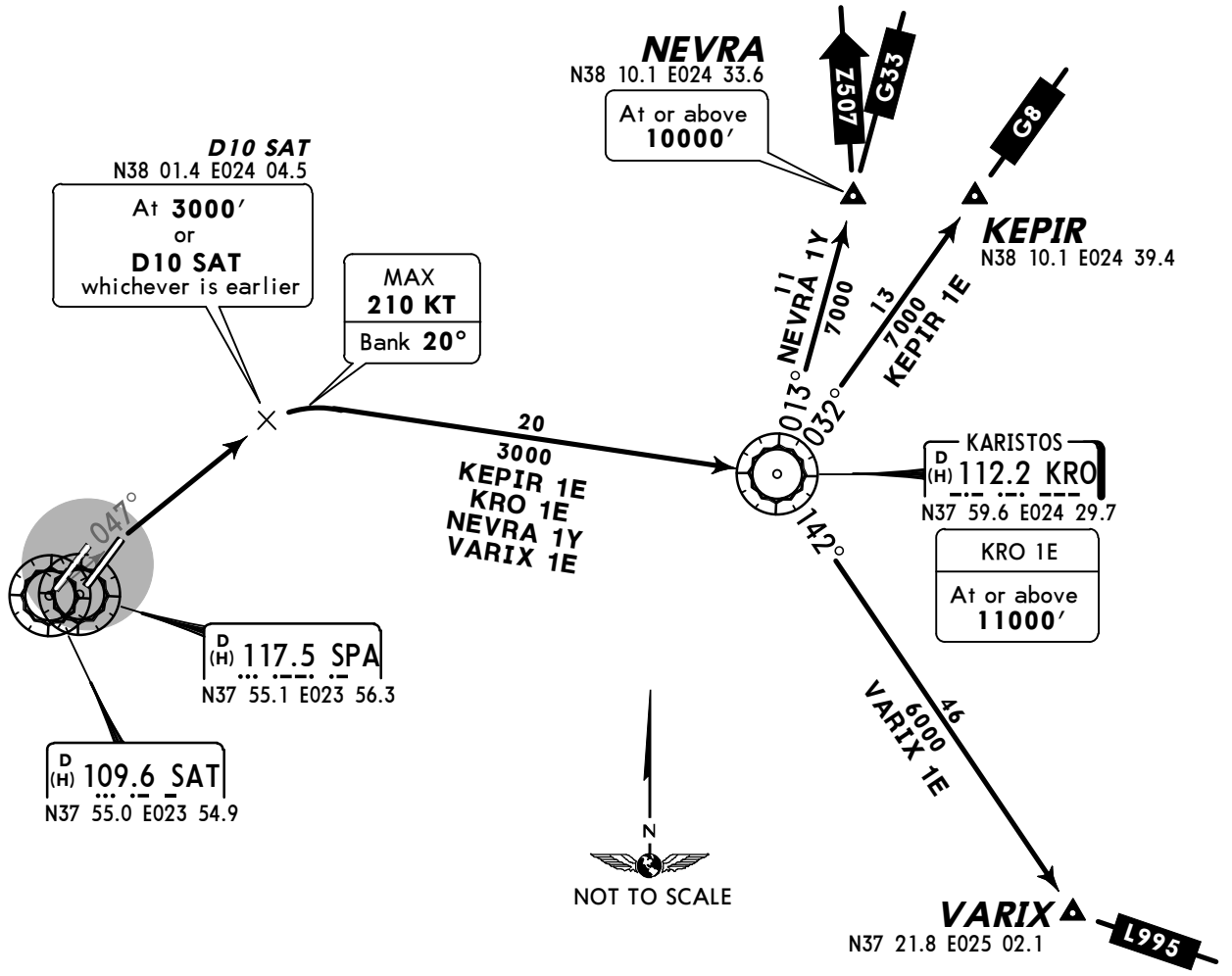
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

KEPIR 1E *[KEPI1E]*, KRO 1E
NEVRA 1Y *[NEVR1Y]*, VARIX 1E *[VARI1E]*
RWY 03R DEPARTURES





These SIDs require minimum climb gradients of

KEPIR 1E, NEVRA 1Y, VARIX 1E

407′ per NM (6.7%) up to 3000′, then 231′ per NM (3.8%)

KEPIR 1E: up to 8000′.
NEVRA 1Y: up to 10000′.
VARIX 1E: up to 6000′.

KRO 1E

407′ per NM (6.7%) up to 11000′.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036
231′ per NM	289	385	577	770	962	1155

SID	INITIAL CLIMB/ROUTING
KEPIR 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-032 to KEPIR, join airway G-8.
KRO 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, then as directed by ATC.
NEVRA 1Y	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-013 to NEVRA, join airways G-33 or Z-507.
VARIX 1E	Climb on **SAT** R-047, at 3000′ or D10 **SAT** whichever is earlier, turn RIGHT to KRO, turn RIGHT, KRO R-142 to VARIX, join airway L-995.

CHANGES: None.

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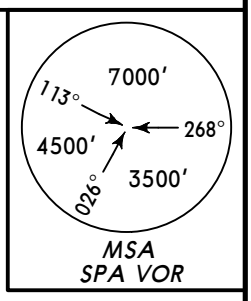
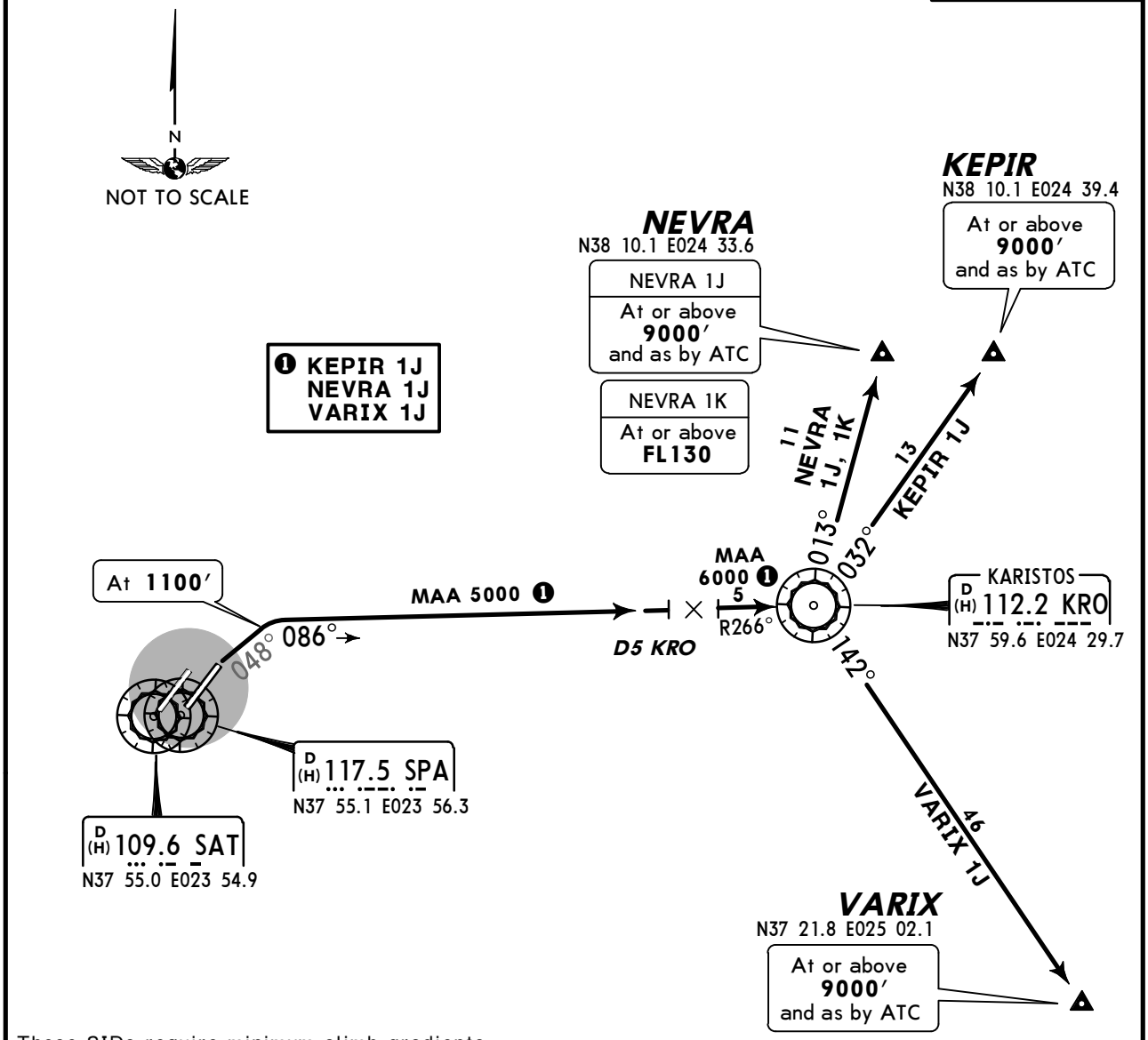
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

KEPIR 1J *[KEPI1J]*
NEVRA 1J *[NEVR1J]*, NEVRA 1K *[NEVR1K]*
VARIX 1J *[VARI1J]*
RWY 03R DEPARTURES





These SIDs require minimum climb gradients of

KEPIR 1J, NEVRA 1J, VARIX 1J
304′ per NM (5%) up to 6000′ for ATC purposes.

NEVRA 1K
352′ per NM (5.8%) up to FL130 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
352′ per NM	441	587	881	1175	1468	1762

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1J, NEVRA 1J, VARIX 1J: Initial climb clearance **6000′**
NEVRA 1K: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to KRO.

SID	ROUTING
KEPIR 1J	At KRO turn LEFT, KRO R-032 to KEPIR.
NEVRA 1J, 1K	At KRO turn LEFT, KRO R-013 to NEVRA.
VARIX 1J	At KRO turn RIGHT, KRO R-142 to VARIX.

CHANGES: MAA up to D5 KRO revised.

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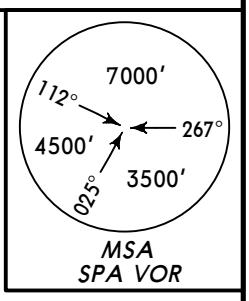
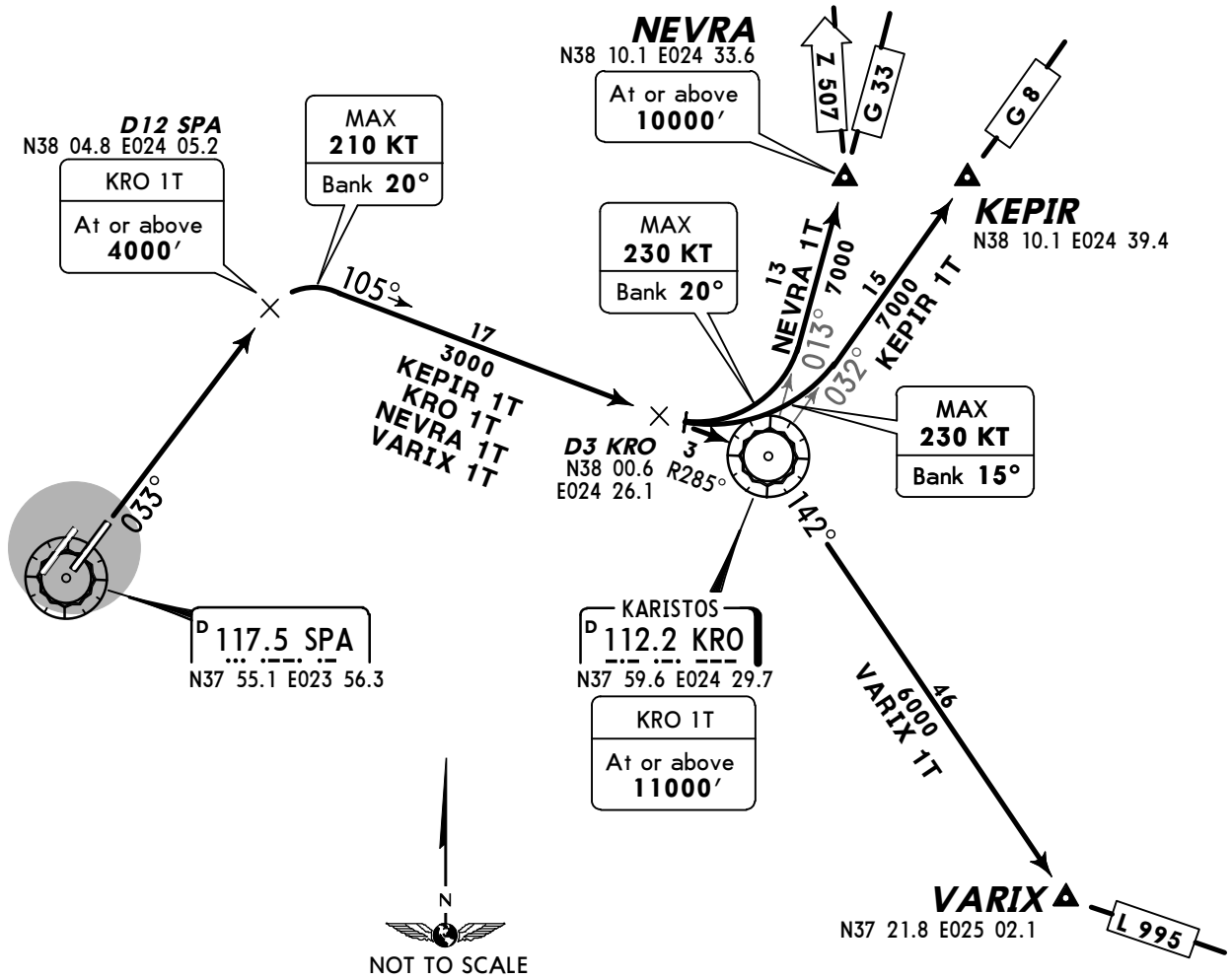
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

KEPIR 1T *[KEPI1T]*, KRO 1T
NEVRA 1T *[NEVR1T]*, VARIX 1T *[VARI1T]*
RWY 03R DEPARTURES
TO NORTHEAST & EAST





These SIDs require minimum climb gradients of

KEPIR 1T, NEVRA 1T, VARIX 1T
304′ per NM (5%) up to **3000′**, then 237′ per NM (3.9%)
KEPIR 1T: up to **8000′.**
NEVRA 1T: up to **10000′.**
VARIX 1T: up to **6000′.**

KRO 1T
389′ per NM (6.4%) up to **11000′.**

Gnd speed-KT	75	100	150	200	250	300
389′ per NM	486	648	972	1296	1620	1944
304′ per NM	380	506	760	1013	1266	1519
237′ per NM	296	395	592	790	987	1185

SID	INITIAL CLIMB/ROUTING
KEPIR 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-032 to KEPIR, join airway **G 8.**
KRO 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to KRO, then as directed by ATC.
NEVRA 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-013 to NEVRA, join airway **G 33** or **Z 507.**
VARIX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to KRO, turn RIGHT, KRO R-142 to VARIX, join airway **L 995.**

CHANGES: New chart.

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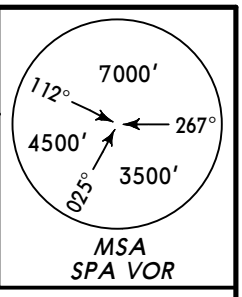
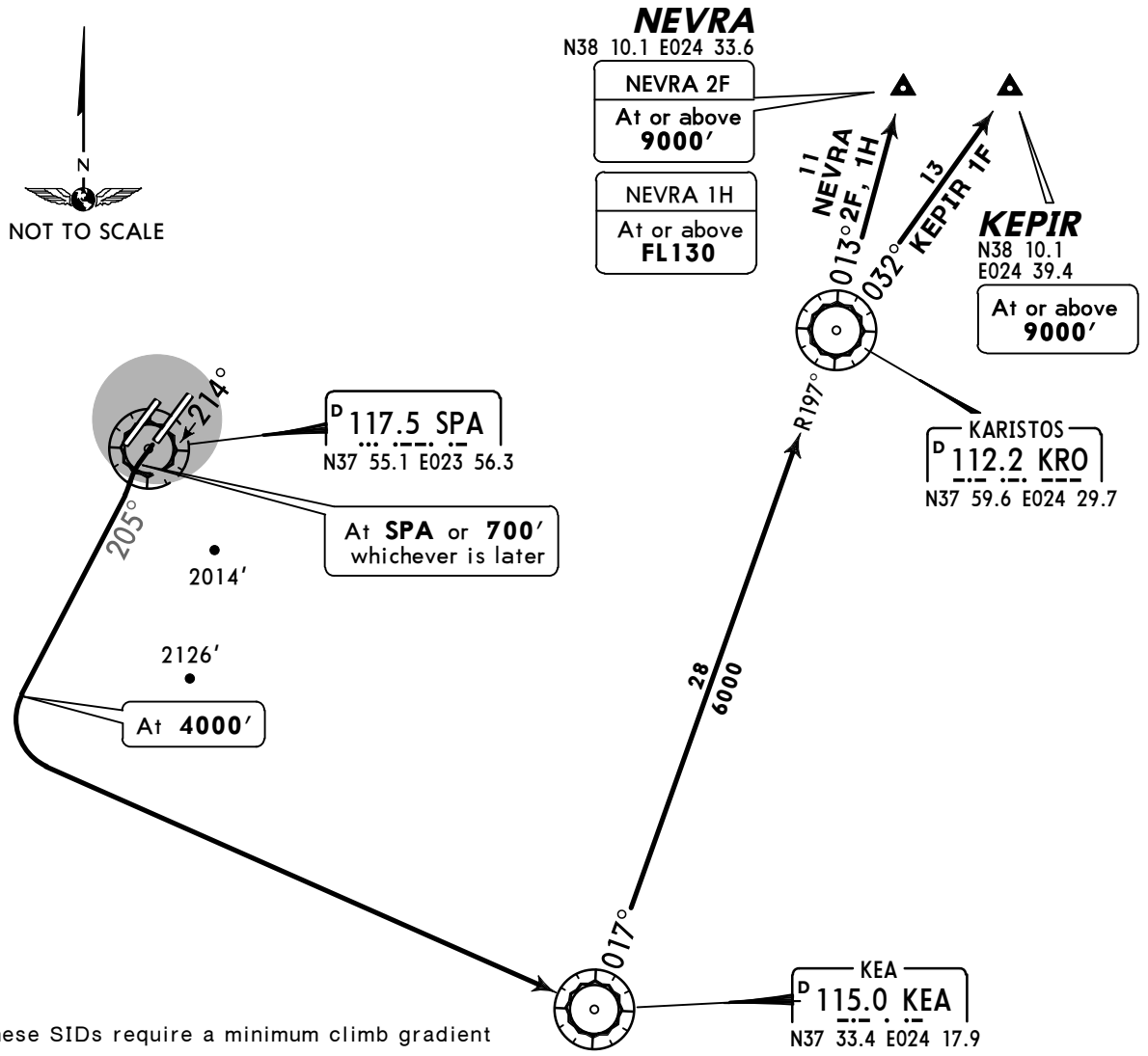
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



KEPIR 1F *[KEPI1F]*
NEVRA 2F *[NEVR2F]*, NEVRA 1H *[NEVR1H]*
RWY 21L DEPARTURES
TO NORTHEAST



These SIDs require a minimum climb gradient of

KEPIR 1F, NEVRA 2F
243′ per NM (4%).

NEVRA 1H
243′ per NM (4%) up to **4000′**, then to **FL130** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1F, NEVRA 2F: Initial climb clearance **6000′**
NEVRA 1H: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on 214° track to SPA or **700′**, whichever is later, intercept SPA R-205, at **4000′** turn LEFT to KEA climbing to **6000′**, at KEA turn LEFT, KEA R-017 to KRO.

SID	ROUTING
KEPIR 1F ❶	At KRO, KRO R-032 to KEPIR.
NEVRA 2F❶ , 1H	At KRO, KRO R-013 to NEVRA.

❶ During day time and under VMC conditions up to **5000′** or above, aircraft may be requested to accept a VMC departure. When accepting, expect to turn LEFT as soon as practicable, maintain VMC and own terrain separation until passing **4000′** and climb to **6000′** direct to KEA to join the assigned SID. Caution spot heights at **2014′** (SPA R-144/D2.9) and **2126′** (SPA R-167/D7.8). Standard separation will be provided between VMC & IFR aircraft. If unable to comply follow full SID procedures or as instructed by ATC.

CHANGES: New chart (SIDs transferred).

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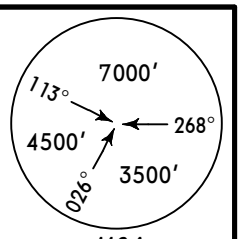
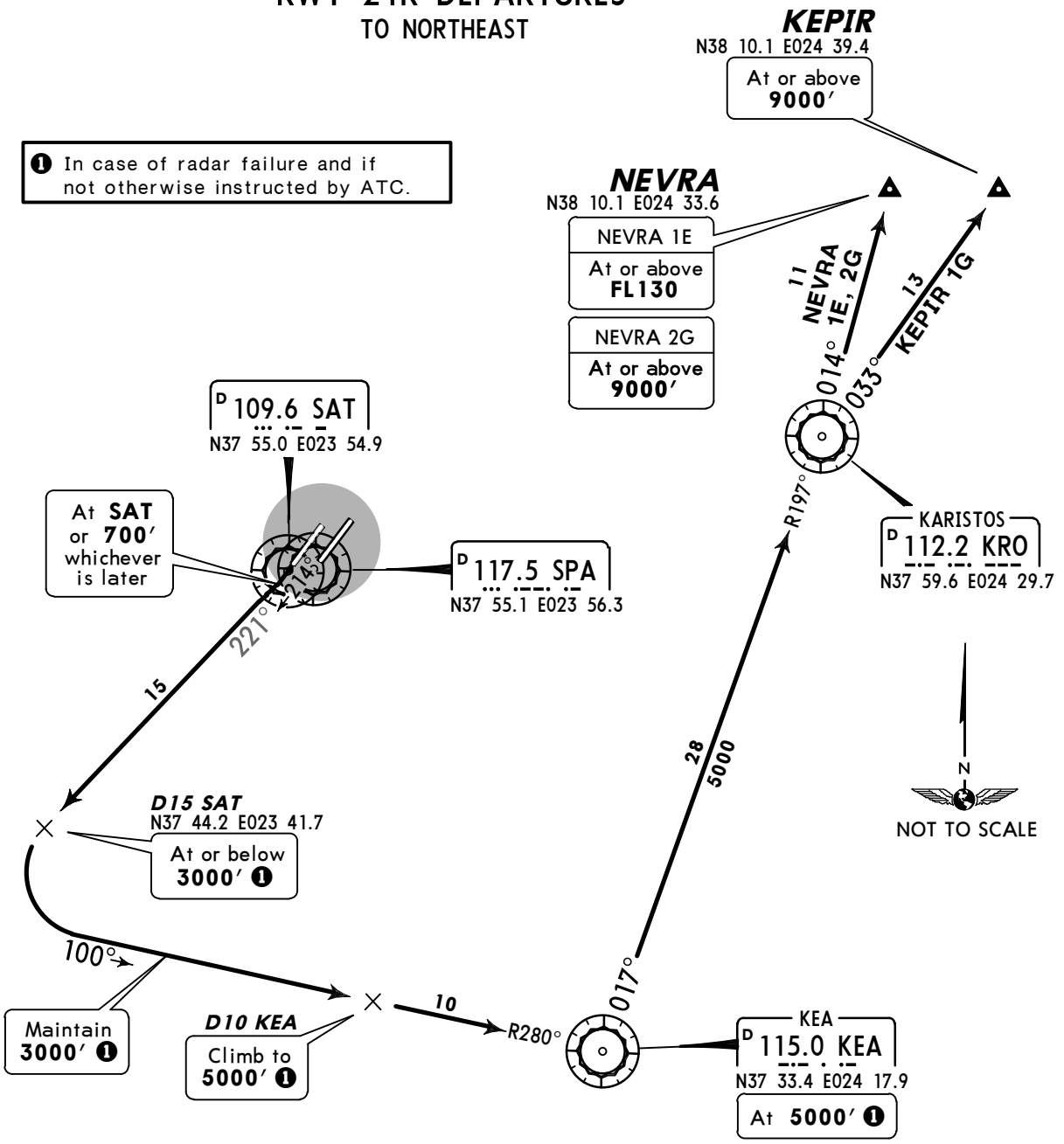
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



KEPIR 1G *[KEPI1G]*
NEVRA 1E *[NEVR1E]*, NEVRA 2G *[NEVR2G]*
RWY 21R DEPARTURES
TO NORTHEAST



These SIDs require a minimum climb gradient of

KEPIR 1G, NEVRA 2G

304′ per NM (5%).

NEVRA 1E

304′ per NM (5%) up to **3000′**, then to **FL130** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1G, NEVRA 2G: Initial climb clearance **5000′**
NEVRA 1E: Initial climb clearance **FL130**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′**, whichever is later, intercept **SAT** R-221 to D15 **SAT**, turn LEFT, intercept KEA R-280 inbound to KEA, turn LEFT, KEA R-017 to KRO.

SID	ROUTING
KEPIR 1G	At KRO, KRO R-033 to KEPIR.
NEVRA 1E, 2G	At KRO, KRO R-014 to NEVRA.

CHANGES: Initial climb altitude SID NEVRA 1E raised to FL130.

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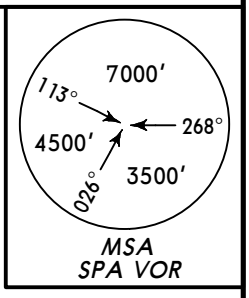
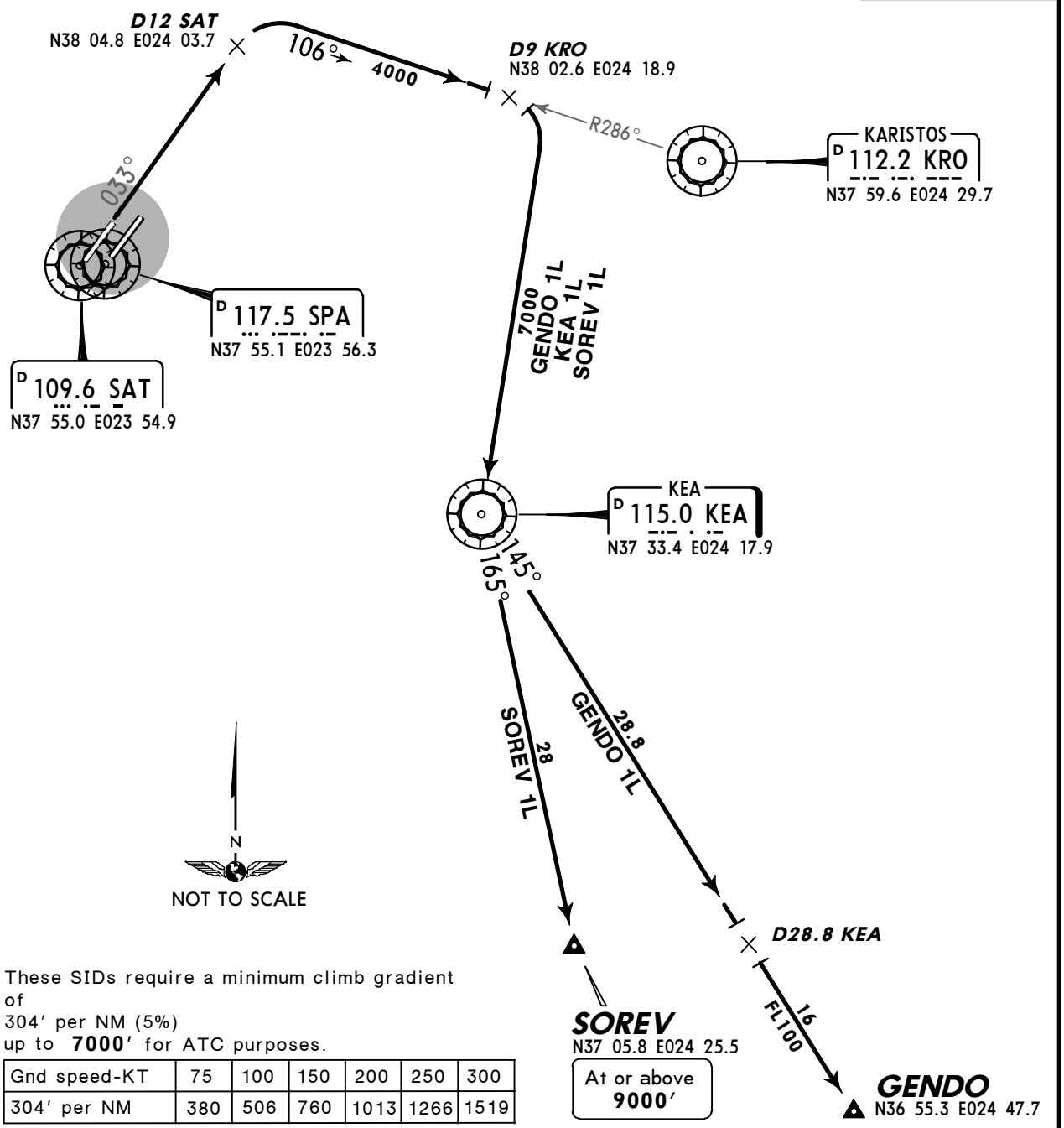
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

GENDO 1L *[GEND1L]*
KEA 1L
SOREV 1L *[SORE1L]*
RWY 03L DEPARTURES
TO SOUTHEAST





These SIDs require a minimum climb gradient of
304′ per NM (5%)
up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **7000′**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound D9 KRO, turn RIGHT to KEA.

SID	ROUTING
GENDO 1L	At KEA, KEA R-145 to GENDO.
KEA 1L	At KEA then by ATC.
SOREV 1L	At KEA, KEA R-165 to SOREV.

CHANGES: None.

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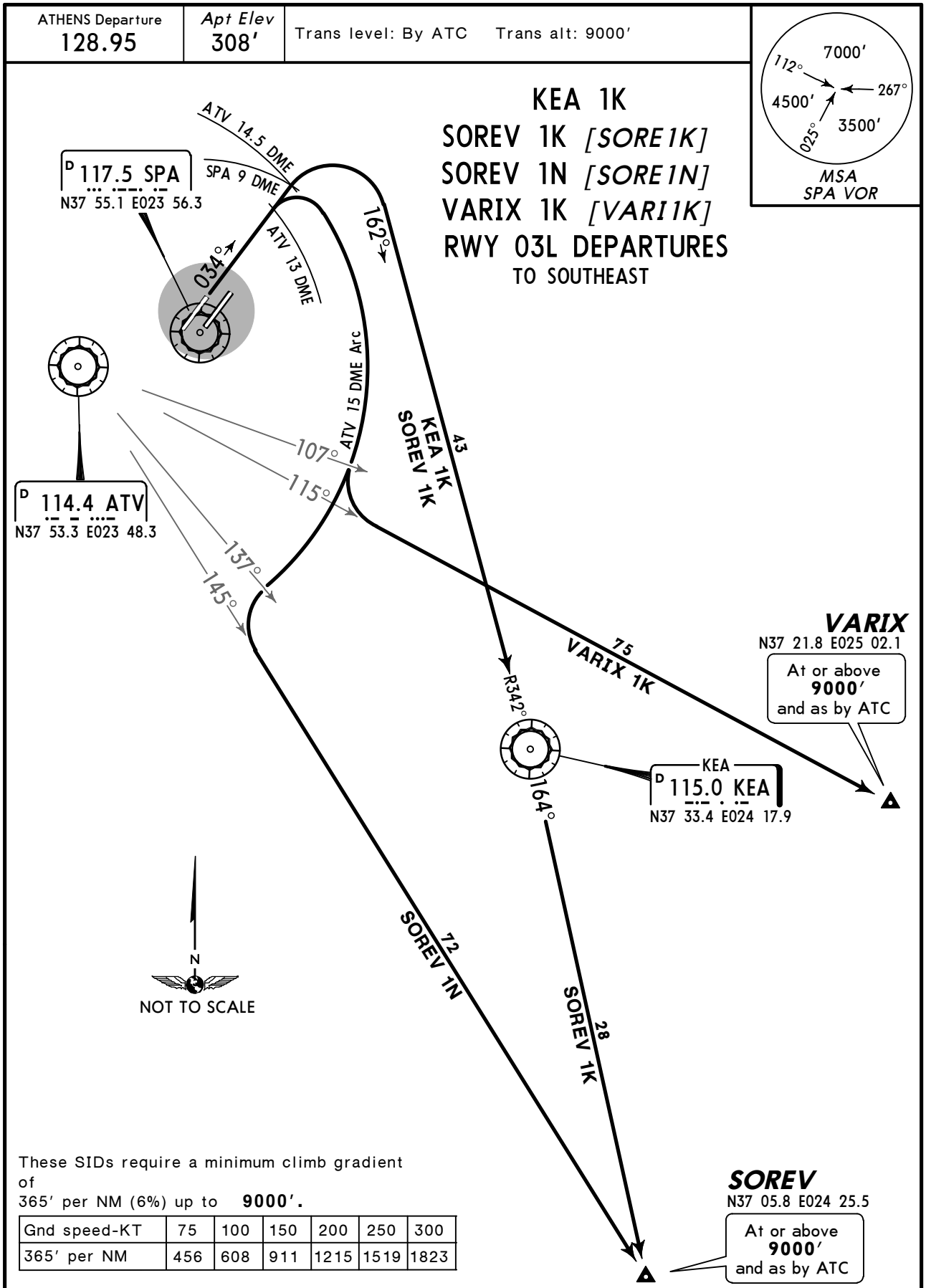
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **9000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
KEA 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA and then by ATC.
SOREV 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA, KEA R-164 to SOREV.
SOREV 1N	Climb on 034° track to ATV 13 DME, turn RIGHT, along ATV 15 DME arc, when passing ATV R-137 turn LEFT, intercept ATV R-145 to SOREV.
VARIX 1K	Climb on 034° track to ATV 13 DME, turn RIGHT, along ATV 15 DME arc, when passing ATV R-107 turn LEFT, intercept ATV R-115 to VARIX.

CHANGES: None.

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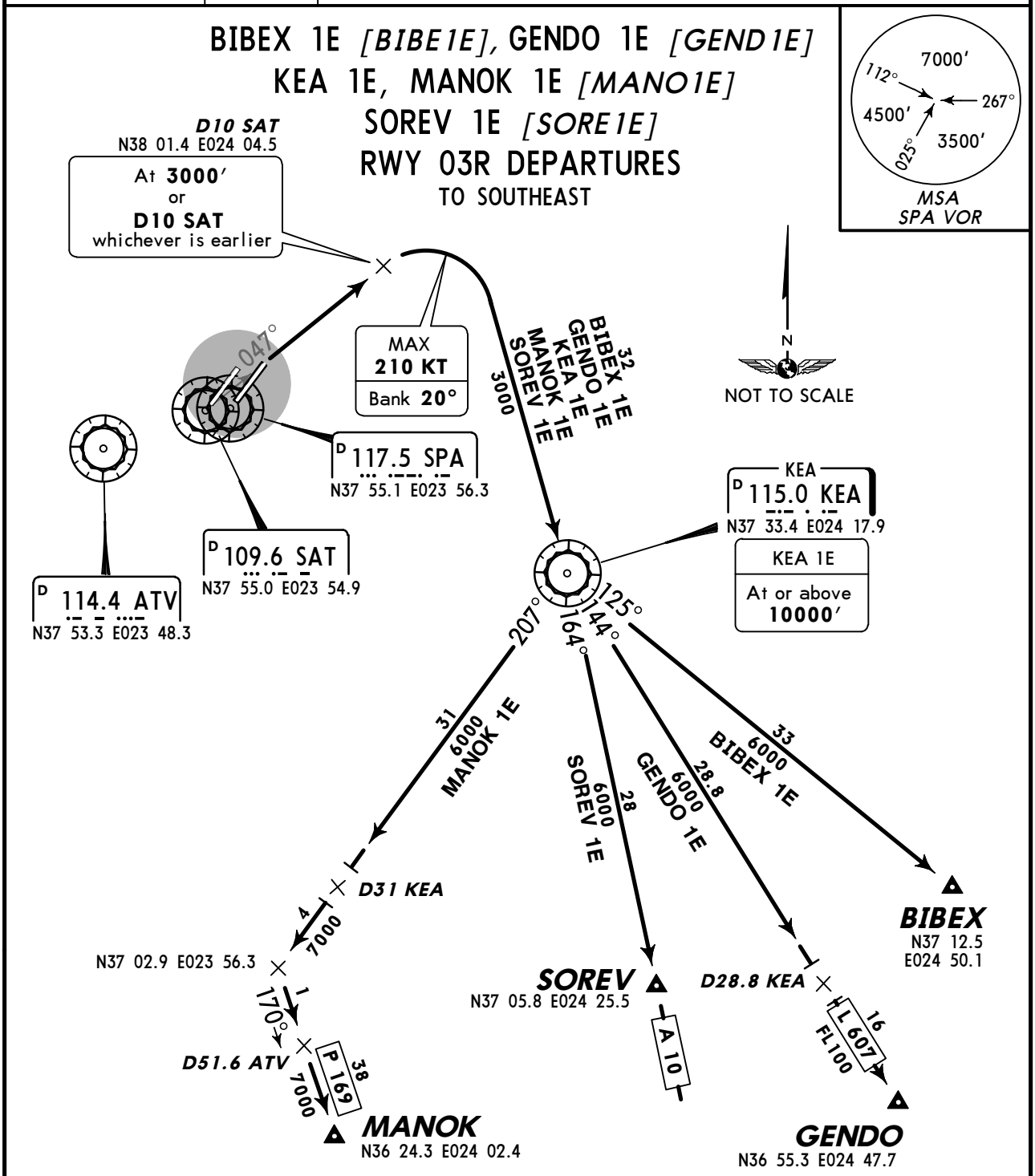
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

BIBEX 1E *[BIBE1E]*, GENDO 1E *[GEND1E]*
KEA 1E, MANOK 1E *[MANO1E]*
SOREV 1E *[SORE1E]*
RWY 03R DEPARTURES
TO SOUTHEAST



These SIDs require a minimum climb gradient of

BIBEX 1E, GENDO 1E, MANOK 1E, SOREV 1E
407′ per NM (6.7%) up to **3000′.**

KEA 1E
407′ per NM (6.7%) up to **10000′.**

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036

SID	INITIAL CLIMB/ROUTING
BIBEX 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R-125 to BIBEX.
GENDO 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R-144 to join airway **L 607** to GENDO.
KEA 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to KEA, then as directed by ATC.
MANOK 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to KEA, turn RIGHT, KEA R-207 to join airway **P 169** to MANOK.
SOREV 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to KEA, KEA R-164 to SOREV, join airway **A 10.**

CHANGES: SID established & transferred.

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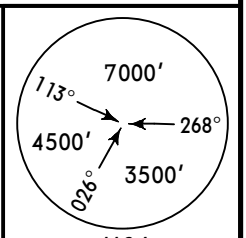
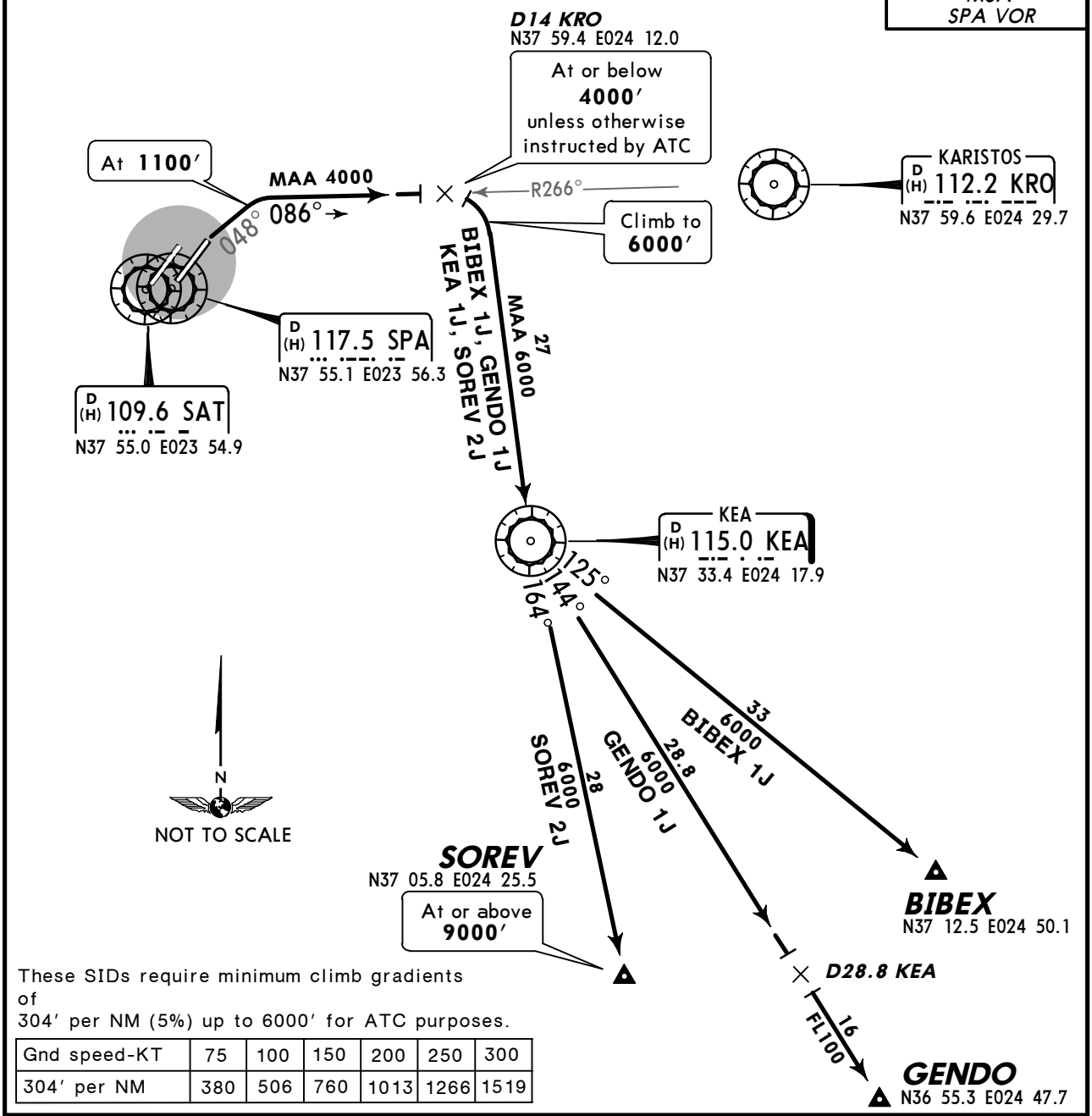
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

BIBEX 1J *[BIBE1J]*, GENDO 1J *[GEND1J]*
KEA 1J
SOREV 2J *[SORE2J]*
RWY 03R DEPARTURES





These SIDs require minimum climb gradients of
304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to KEA climbing to 6000′.

SID	ROUTING
BIBEX 1J ❶	At KEA, KEA R-125 to BIBEX.
GENDO 1J	At KEA, KEA R-144 to GENDO.
KEA 1J	At KEA then by ATC.
SOREV 2J	At KEA, KEA R-164 to SOREV.

❶ To be used for destination to LGPA.

CHANGES: Initial climb out revised; restriction note withdrawn.

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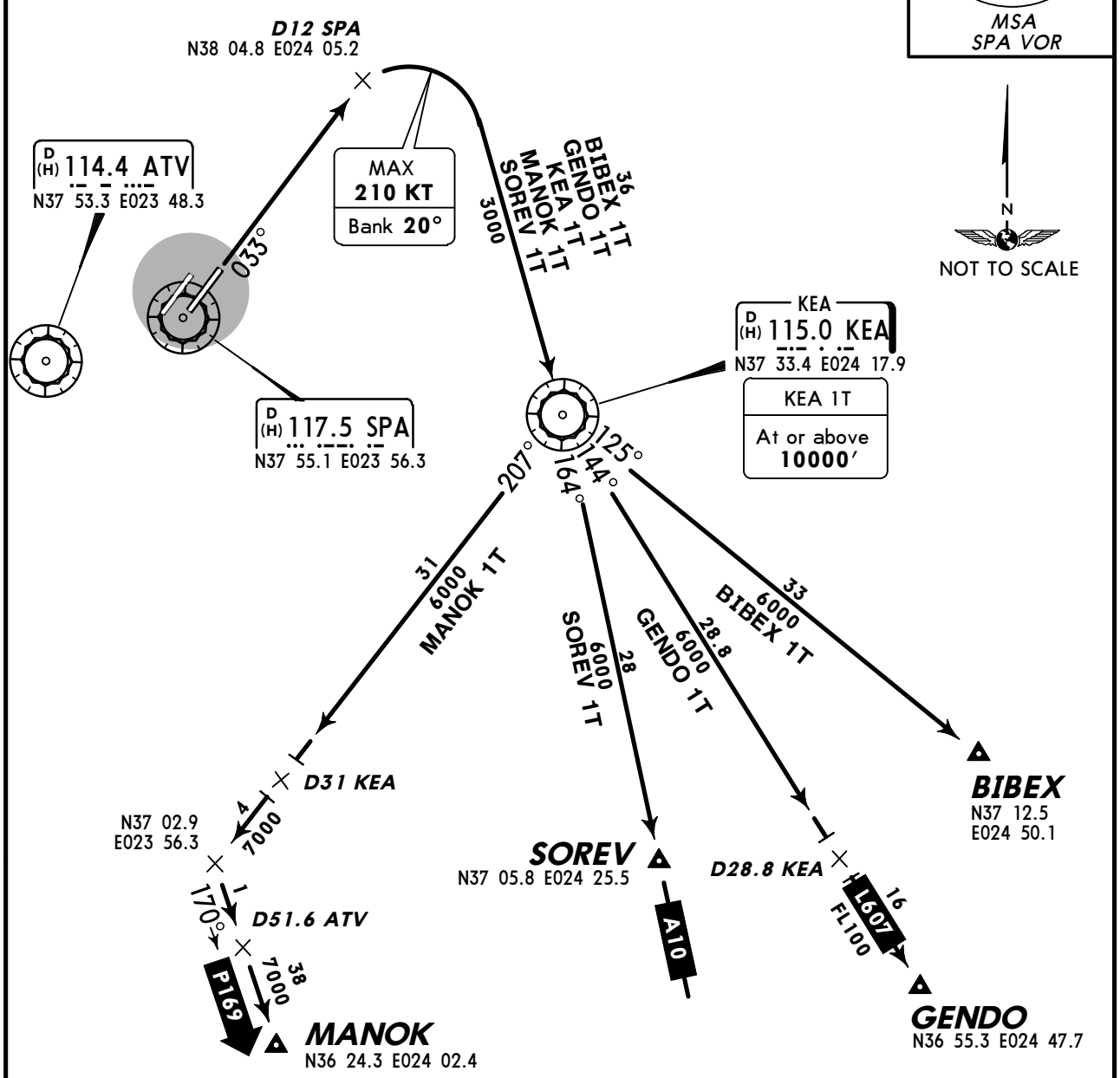
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

BIBEX 1T *[BIBE1T]*, GENDO 1T *[GEND1T]*
KEA 1T, MANOK 1T *[MANO1T]*
SOREV 1T *[SORE1T]*
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of

BIBEX 1T, GENDO 1T, MANOK 1T, SOREV 1T
304′ per NM (5%) up to 3000′.

KEA 1T
304′ per NM (5%) up to 3000′, then 219′ per NM (3.6%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
219′ per NM	273	365	547	729	886	1094

SID	INITIAL CLIMB/ROUTING
BIBEX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, turn LEFT, KEA R-125 to BIBEX.
GENDO 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, turn LEFT, KEA R-144 to join airway L-607 to GENDO.
KEA 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, then as directed by ATC.
MANOK 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, turn RIGHT, KEA R-207 to join airway P-169 to MANOK.
SOREV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, KEA R-164 to SOREV, join airway A-10.

CHANGES: None.

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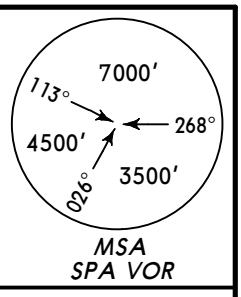
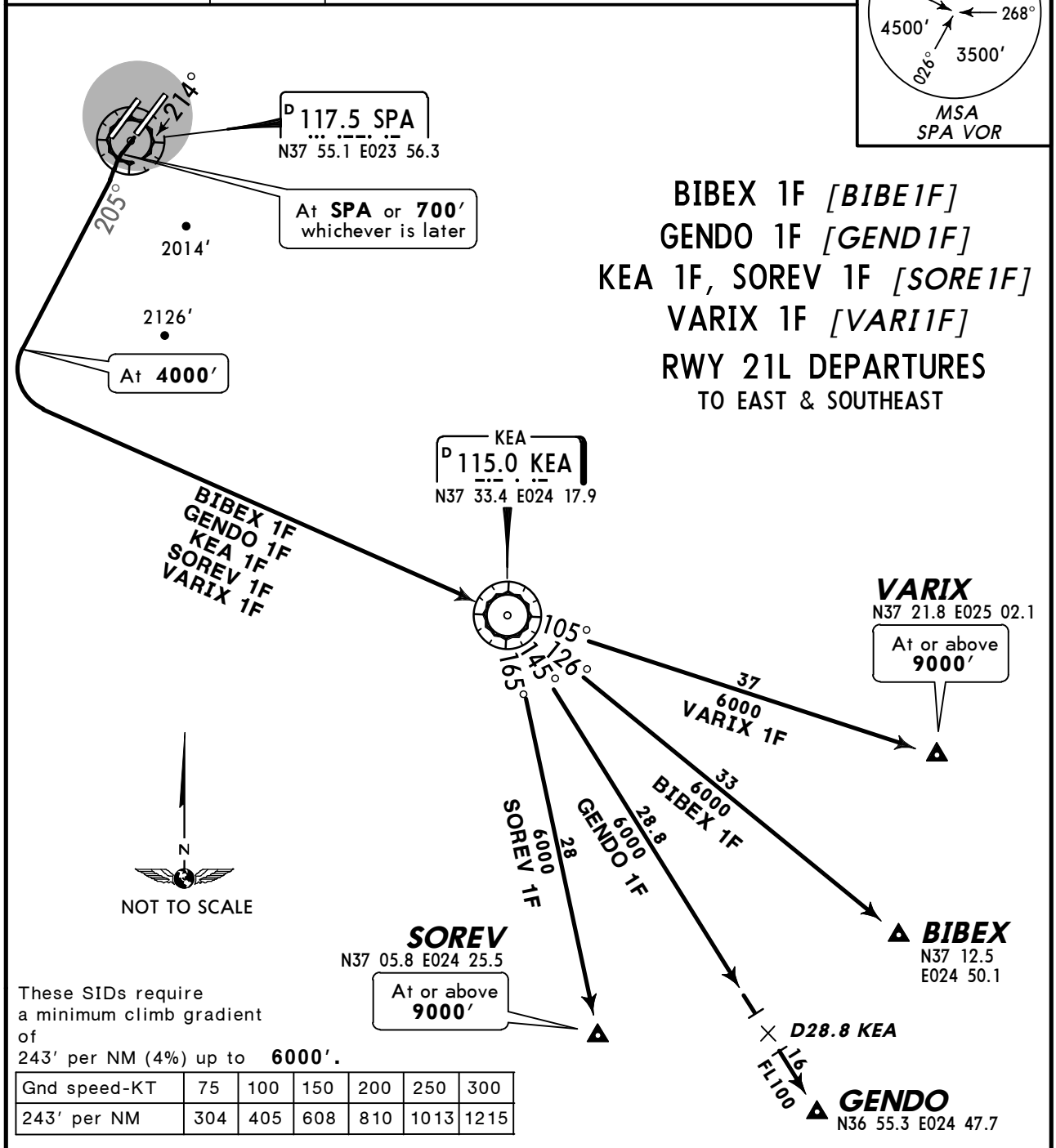
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.





These SIDs require a minimum climb gradient of 243′ per NM (4%) up to **6000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track to SPA or **700′,** whichever is later, intercept SPA R-205, at **4000′** turn LEFT to KEA climbing to **6000′.**

SID	ROUTING
BIBEX 1F ❶	At KEA, KEA R-126 to BIBEX.
GENDO 1F	At KEA, KEA R-145 to GENDO.
KEA 1F	At KEA then by ATC.
SOREV 1F	At KEA, KEA R-165 to SOREV.
VARIX 1F	At KEA, KEA R-105 to VARIX.

❶ To be used for destination to LGPR.

During day time and under VMC conditions up to **5000′** or above, aircraft may be requested to accept a VMC departure. When accepting, expect to turn LEFT as soon as practicable, maintain VMC and own terrain separation until passing **4000′** and climb to **6000′** direct to KEA to join the assigned SID. Caution spot heights at **2014′** (SPA R-144/D2.9) and **2126′** (SPA R-167/D7.8). Standard separation will be provided between VMC & IFR aircraft. If unable to comply follow full SID procedures or as instructed by ATC.

CHANGES: SIDs transferred & established.

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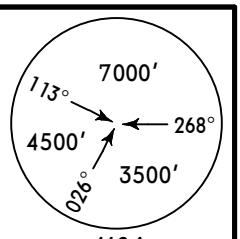
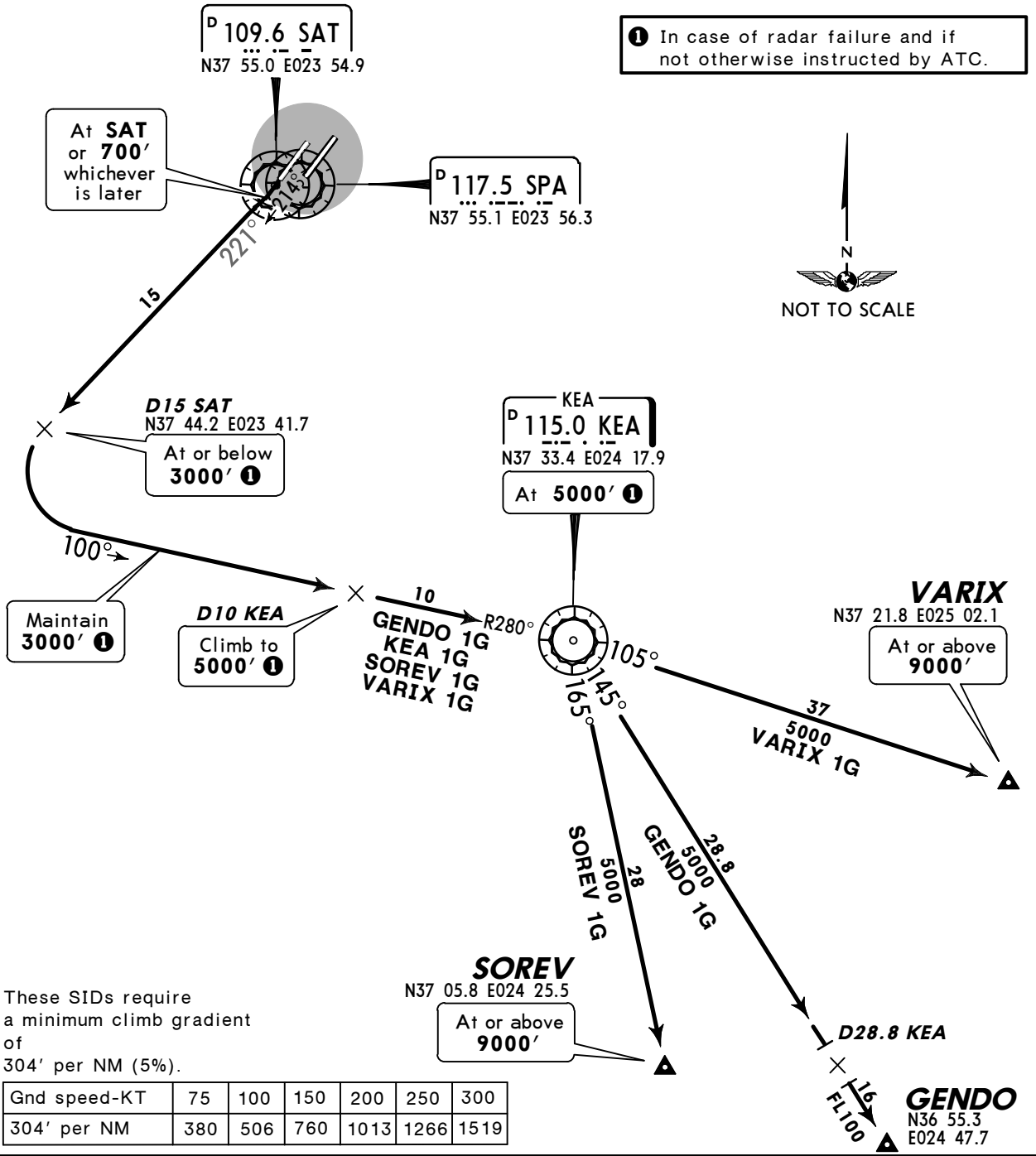
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



GENDO 1G *[GEND1G]*
KEA 1G
SOREV 1G *[SORE1G]*, VARIX 1G *[VARI1G]*
RWY 21R DEPARTURES
TO EAST & SOUTHEAST



❶ In case of radar failure and if not otherwise instructed by ATC.

These SIDs require a minimum climb gradient of 304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′**, whichever is later, intercept **SAT** R-221 to D15 **SAT**, turn LEFT, intercept KEA R-280 inbound to KEA.

SID	ROUTING
GENDO 1G	At KEA turn RIGHT, KEA R-145 to GENDO.
KEA 1G	At KEA then by ATC.
SOREV 1G	At KEA turn RIGHT, KEA R-165 to SOREV.
VARIX 1G	At KEA, KEA R-105 to VARIX.

CHANGES: SIDs transferred & established; chart redrawn.

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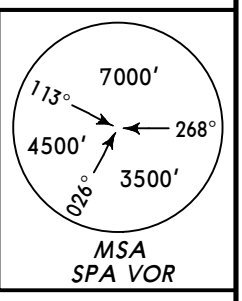
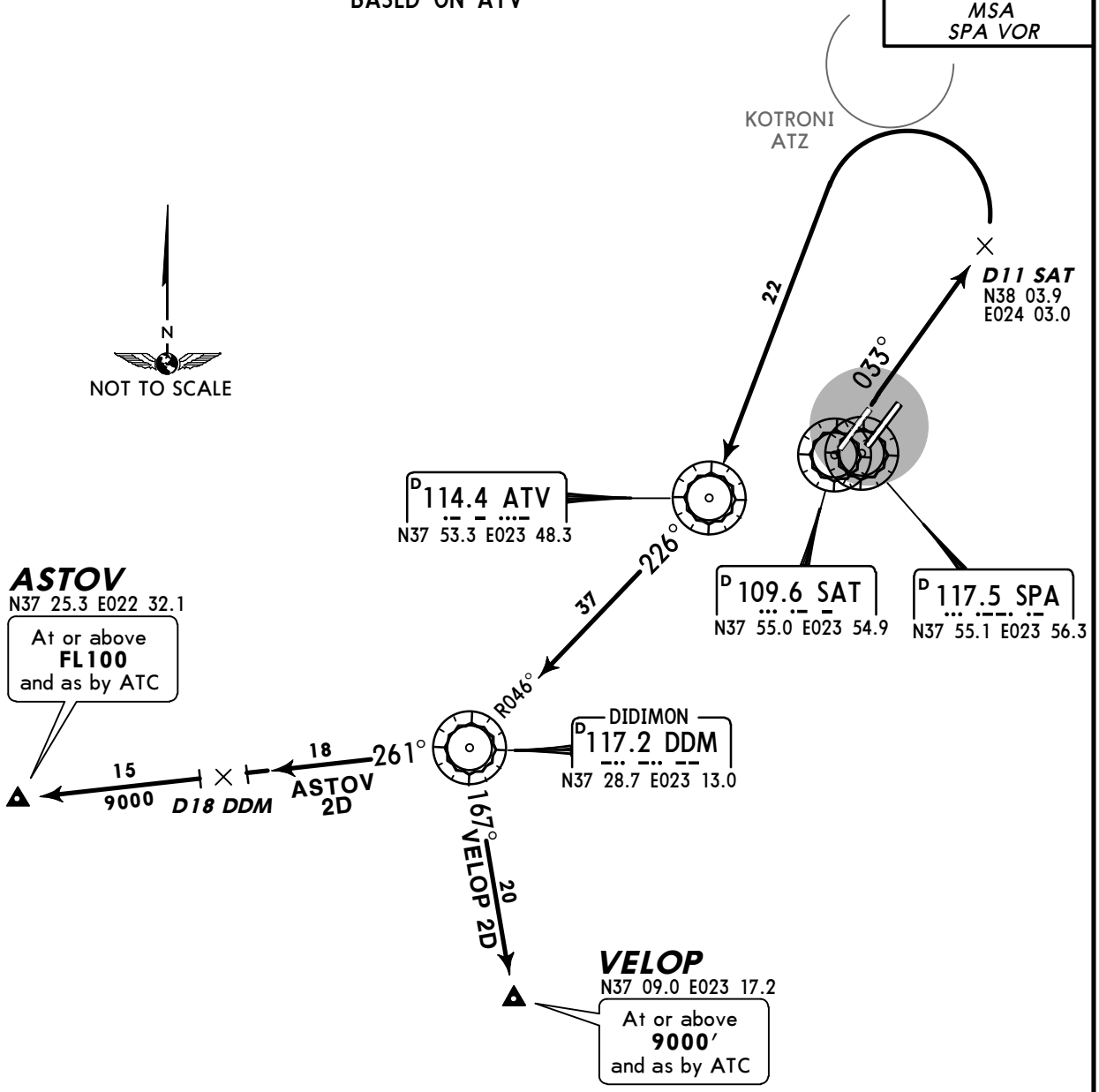
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out.Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

ASTOV 2D *[ASTO2D]*
VELOP 2D *[VELO2D]*
RWY 03L DEPARTURES
TO SOUTH & WEST
BASED ON ATV





These SIDs require minimum climb gradients of
346′ per NM (5.7%) up to **5200′**,
425′ per NM (7%) up to **6000′** when
NW quadrant of KOTRONI ATZ is active.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
346′ per NM	433	577	866	1155	1443	1732

MAX 240 KT for turns. Bank angle 25°.

ASTOV 2D: Initial climb clearance **FL100**
VELOP 2D: Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
ASTOV 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT to ATV, ATV R-226 to DDM, turn RIGHT, DDM R-261 to ASTOV.
VELOP 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT to ATV, ATV R-226 to DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: None.

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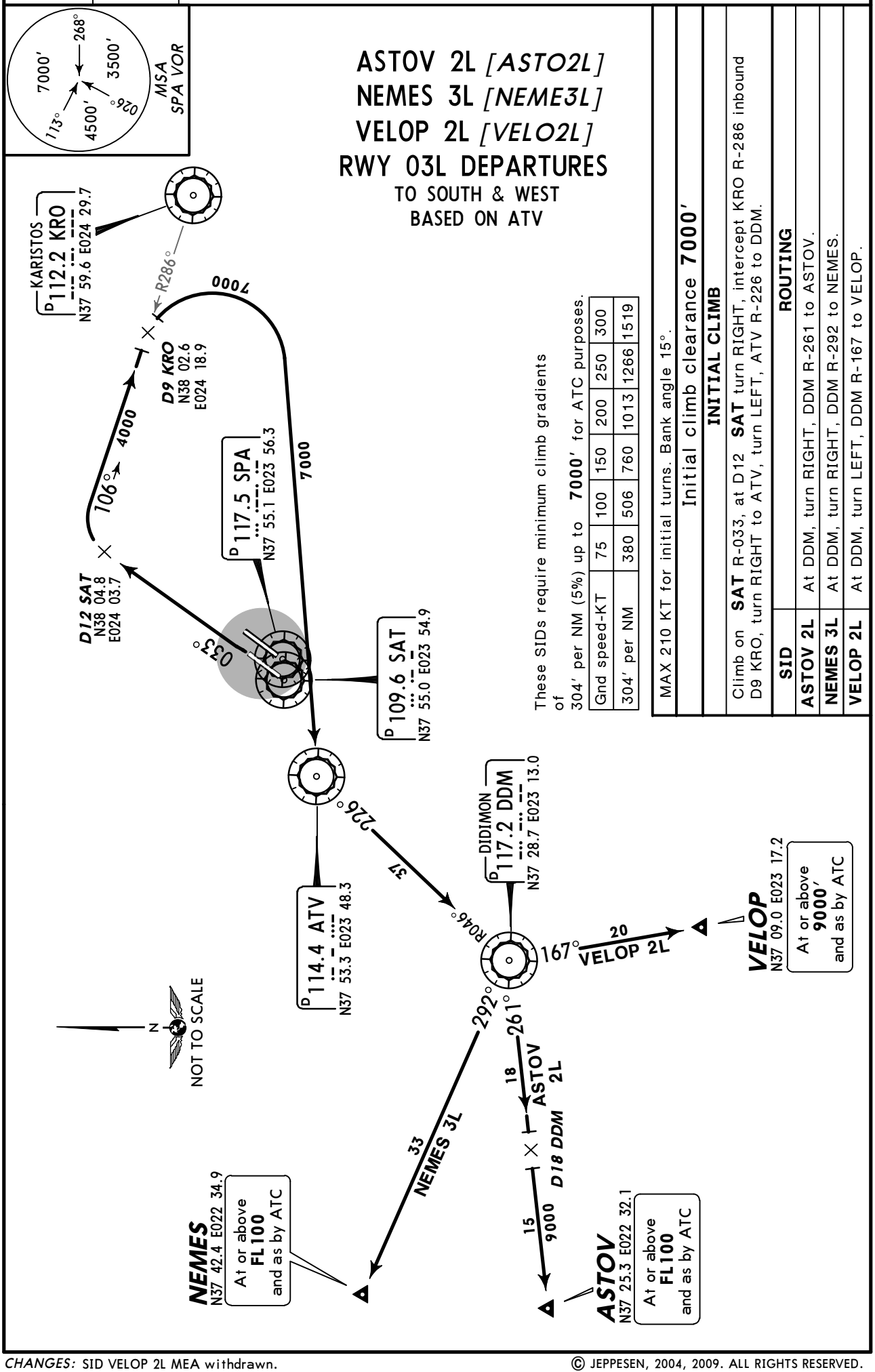
ATHENS Departure 128.95	Apt Elev 308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.



These SIDs require minimum climb gradients of 304′ per NM (5%) up to 7000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance 7000′

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound D9 KRO, turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM.

SID	ROUTING
ASTOV 2L	At DDM, turn RIGHT, DDM R-261 to ASTOV.
NEMES 3L	At DDM, turn RIGHT, DDM R-292 to NEMES.
VELOP 2L	At DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: SID VELOP 2L MEA withdrawn.

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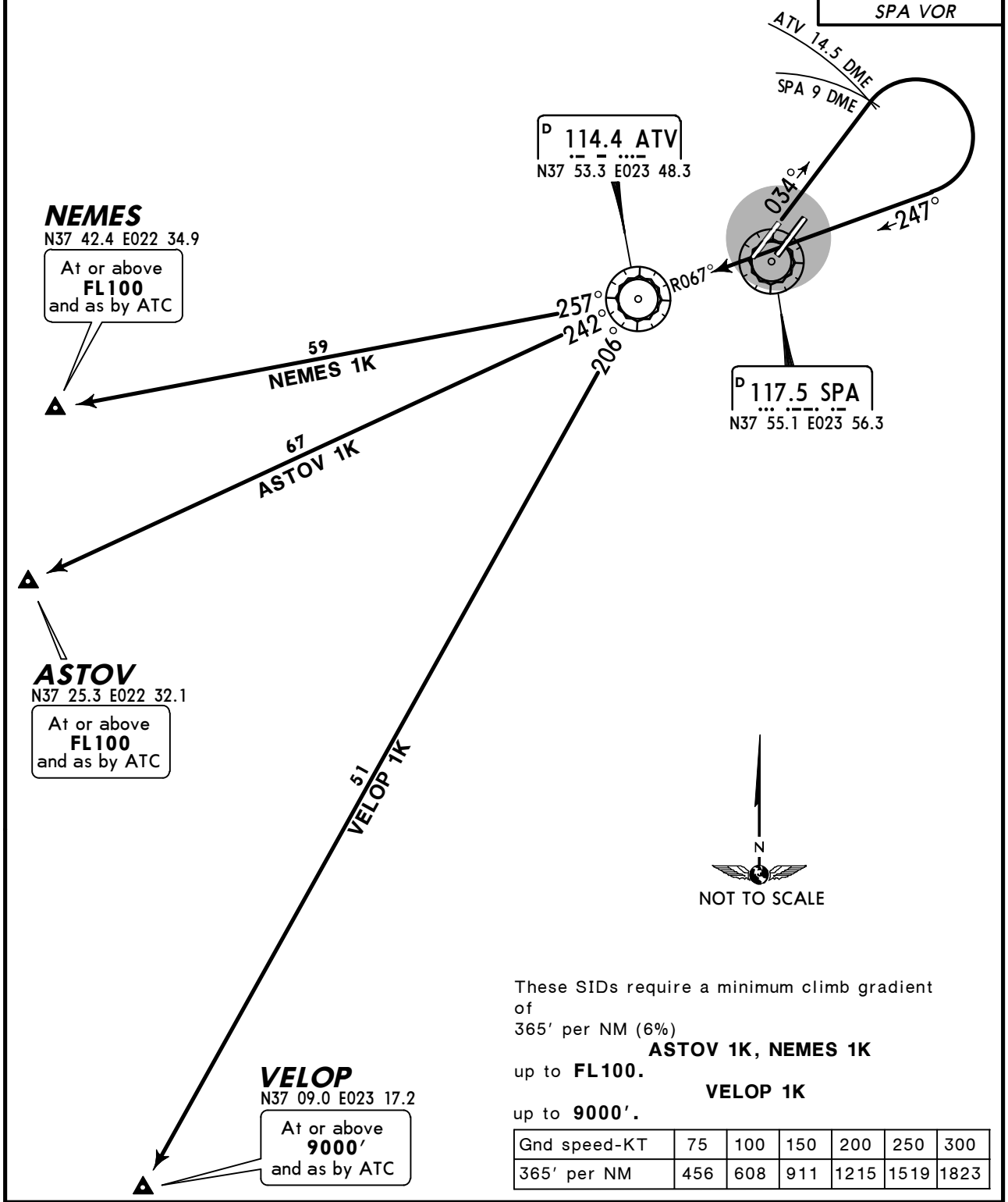
ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	

ASTOV 1K *[ASTO1K]*, NEMES 1K *[NEME1K]*
VELOP 1K *[VELO1K]*
RWY 03L DEPARTURES



These SIDs require a minimum climb gradient of
365′ per NM (6%)
ASTOV 1K, NEMES 1K
up to **FL100.**
VELOP 1K
up to **9000′.**

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

MAX 210 KT for initial turns. Bank angle 15°.

ASTOV 1K, NEMES 1K: Initial climb clearance **FL100**
VELOP 1K: Initial climb clearance **9000′**

SID	INITIAL CLIMB/ROUTING
ASTOV 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn LEFT, ATV R-242 to ASTOV.
NEMES 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-257 to NEMES.
VELOP 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn LEFT, ATV R-206 to VELOP.

CHANGES: Chart reindexed.

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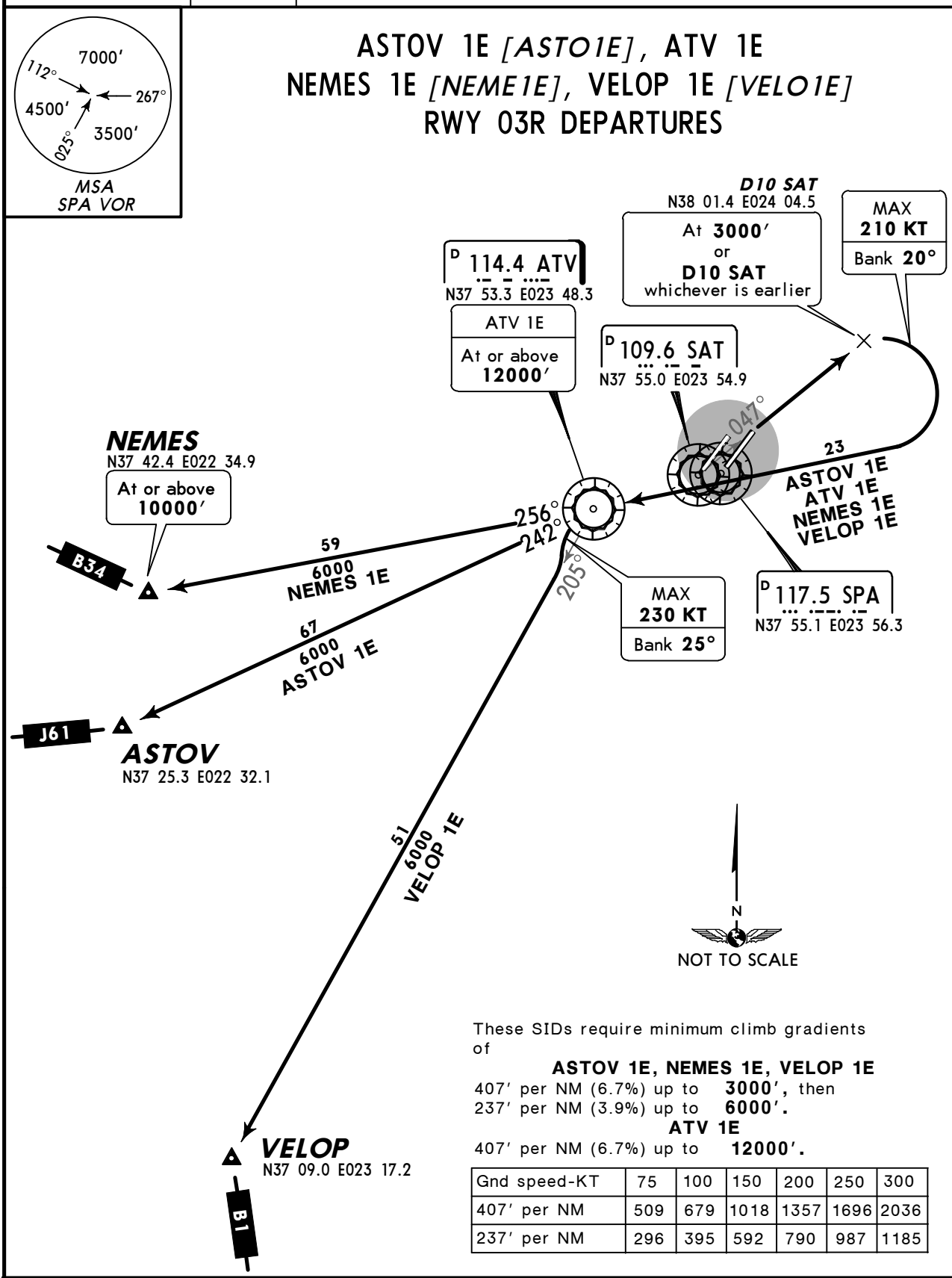
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



These SIDs require minimum climb gradients of

ASTOV 1E, NEMES 1E, VELOP 1E

407′ per NM (6.7%) up to **3000′**, then
237′ per NM (3.9%) up to **6000′**.

ATV 1E

407′ per NM (6.7%) up to **12000′**.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036
237′ per NM	296	395	592	790	987	1185

SID	INITIAL CLIMB/ROUTING
ASTOV 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn LEFT, ATV R-242 to ASTOV, join airway J-61.
ATV 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, then as directed by ATC.
NEMES 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, ATV R-256 to NEMES, join airway B-34.
VELOP 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn LEFT, intercept ATV R-205 to VELOP, join airway B-1.

CHANGES: Chart reindexed.

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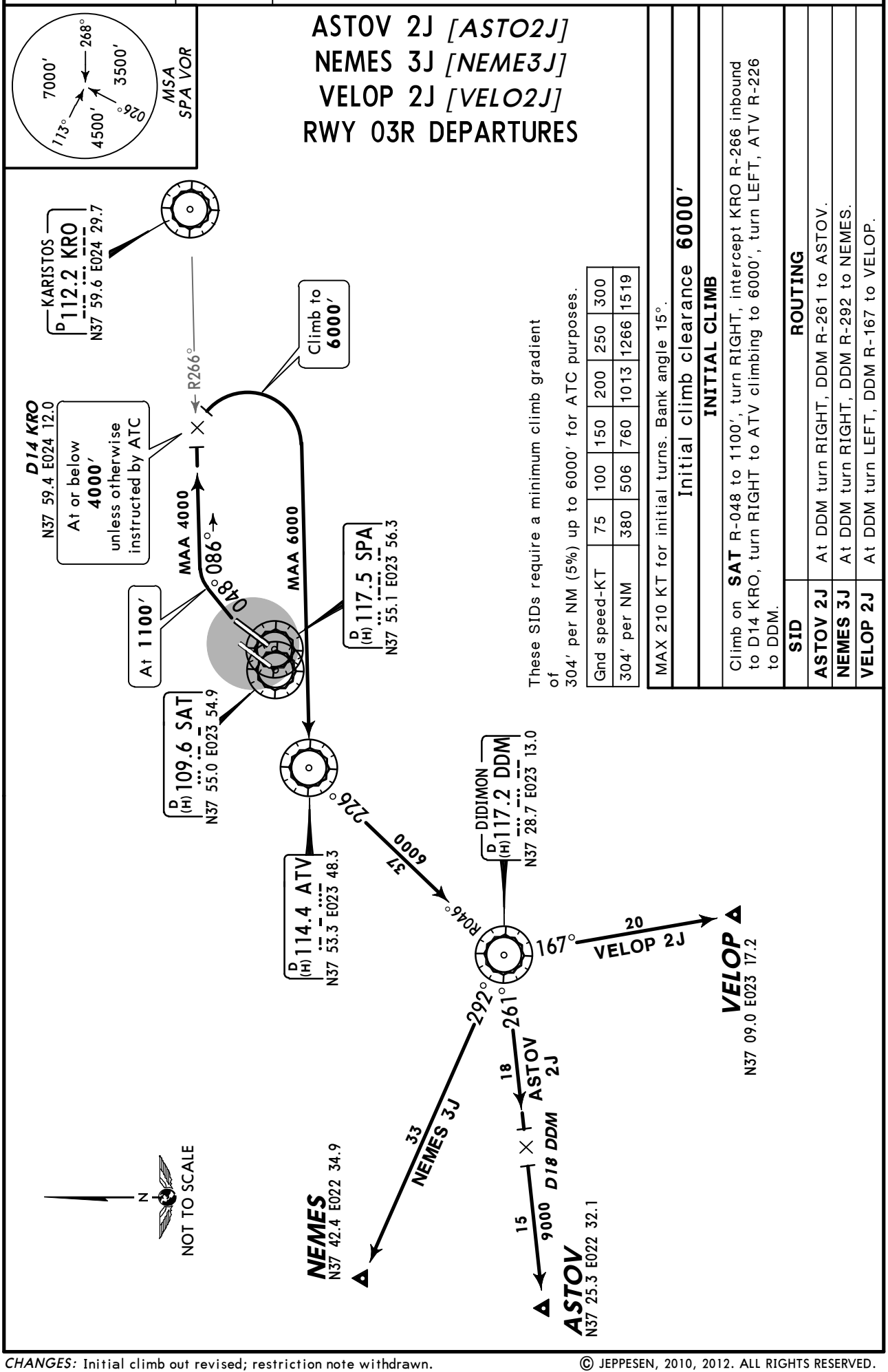
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

ASTOV 2J *[ASTO2J]*
NEMES 3J *[NEME3J]*
VELOP 2J *[VELO2J]*
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance 6000′

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to ATV climbing to 6000′, turn LEFT, ATV R-226 to DDM.

SID	ROUTING
ASTOV 2J	At DDM turn RIGHT, DDM R-261 to ASTOV.
NEMES 3J	At DDM turn RIGHT, DDM R-292 to NEMES.
VELOP 2J	At DDM turn LEFT, DDM R-167 to VELOP.

CHANGES: Initial climb out revised; restriction note withdrawn.

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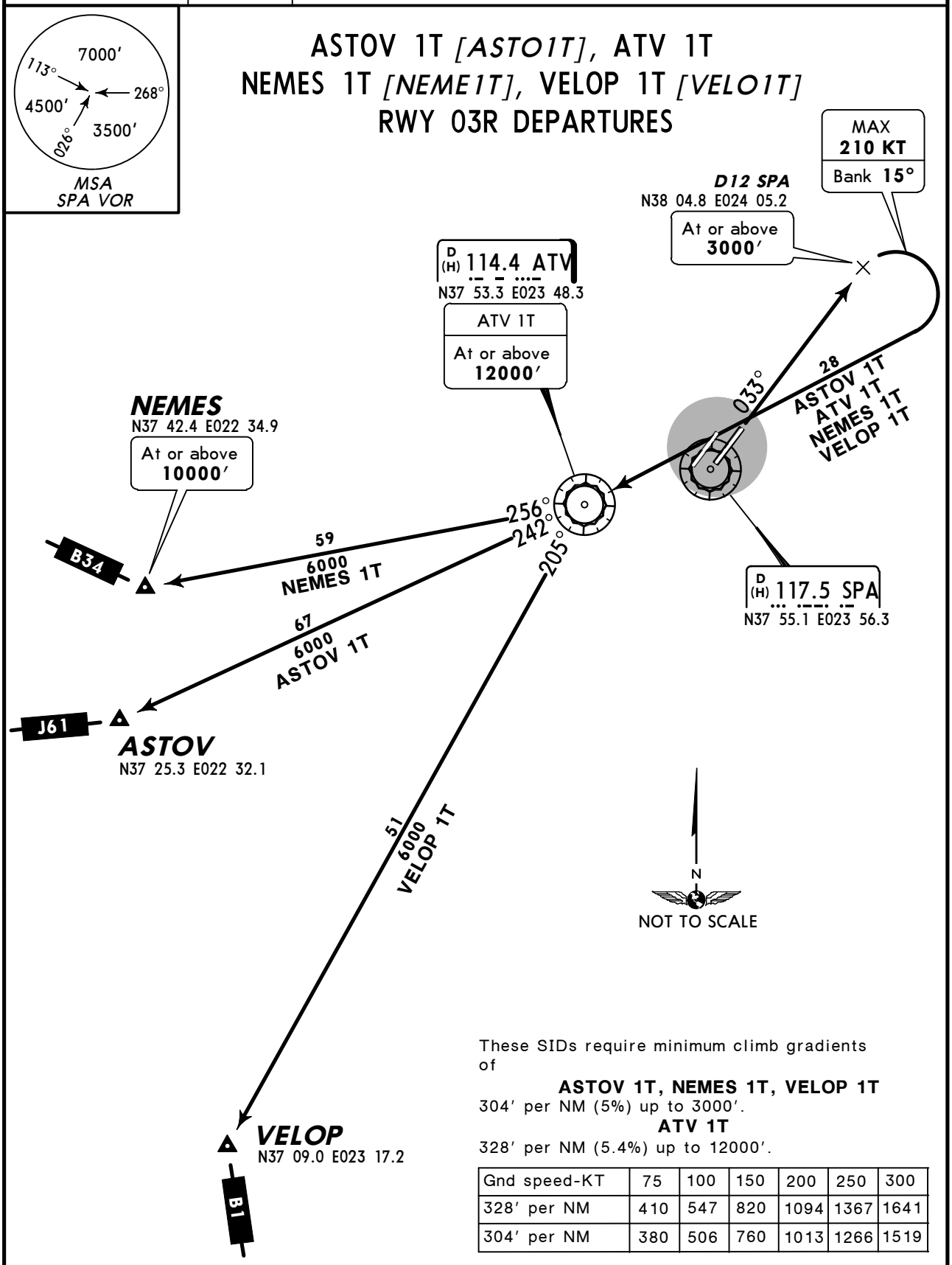
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.



These SIDs require minimum climb gradients of

ASTOV 1T, NEMES 1T, VELOP 1T

304′ per NM (5%) up to 3000′.

ATV 1T

328′ per NM (5.4%) up to 12000′.

Gnd speed-KT	75	100	150	200	250	300
328′ per NM	410	547	820	1094	1367	1641
304′ per NM	380	506	760	1013	1266	1519

SID	INITIAL CLIMB/ROUTING
ASTOV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, ATV R-242 to ASTOV, join airway J-61.
ATV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, then as directed by ATC.
NEMES 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, ATV R-256 to NEMES, join airway B-34.
VELOP 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn LEFT, ATV R-205 to VELOP, join airway B-1.

CHANGES: None.

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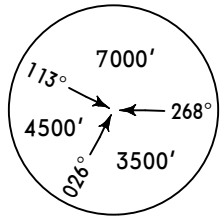
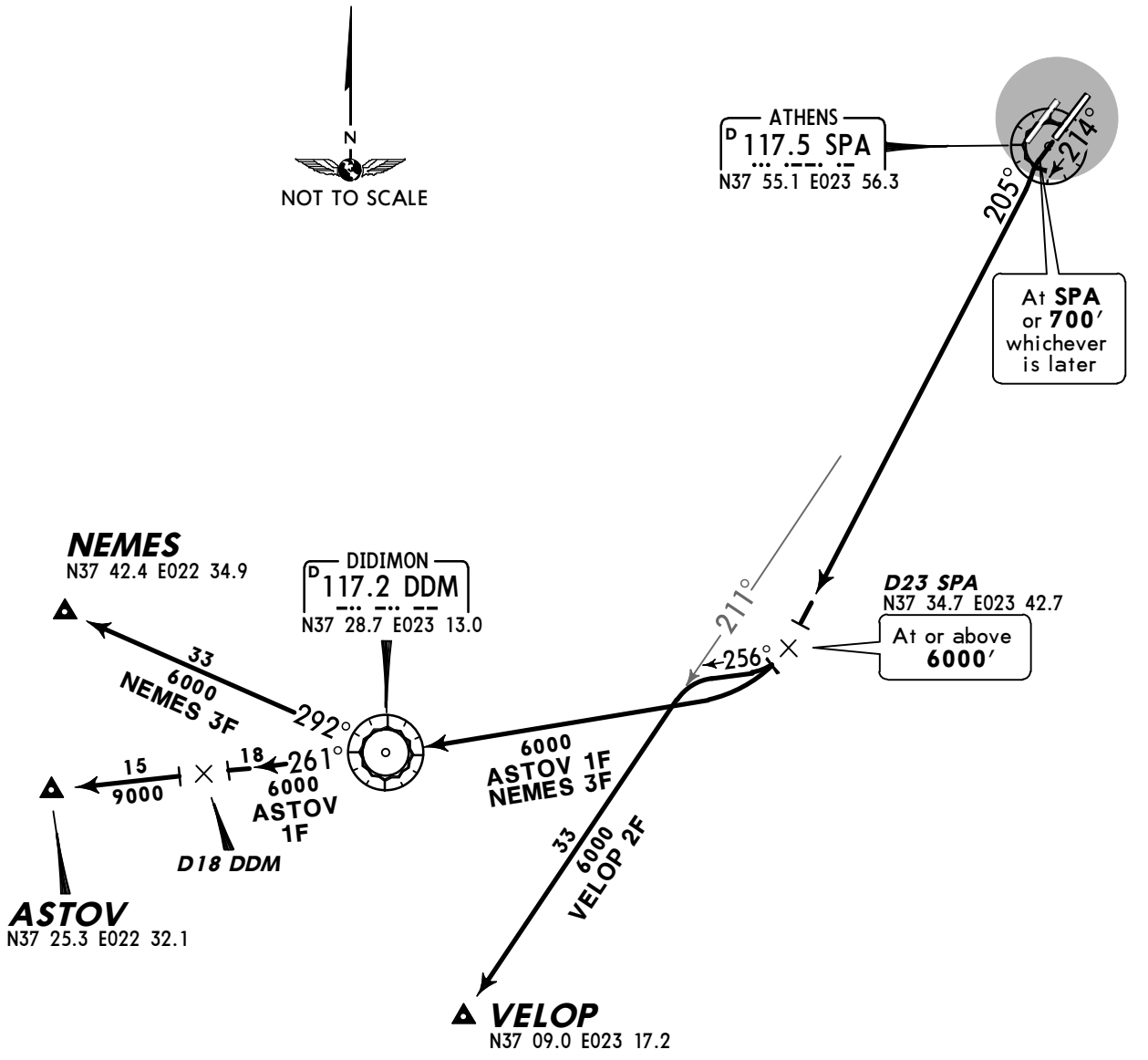
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ASTOV 1F *[ASTO1F]*, NEMES 3F *[NEME3F]*
VELOP 2F *[VELO2F]*
RWY 21L DEPARTURES
TO SOUTH & WEST



These SIDs require a minimum climb gradient of
243′ per NM (4%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track to SPA or **700′**, whichever is later, intercept SPA R-205 to D23 SPA.

SID	ROUTING
ASTOV 1F	At D23 SPA turn RIGHT to DDM, DDM R-261 to ASTOV.
NEMES 3F	At D23 SPA turn RIGHT to DDM, DDM R-292 to NEMES.
VELOP 2F	At D23 SPA turn RIGHT, 256° track, intercept SPA R-211 to VELOP.

CHANGES: NEMES SID renumbered & revised.

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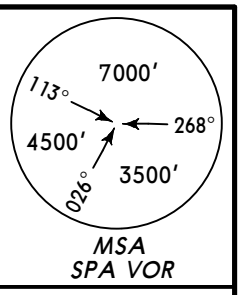
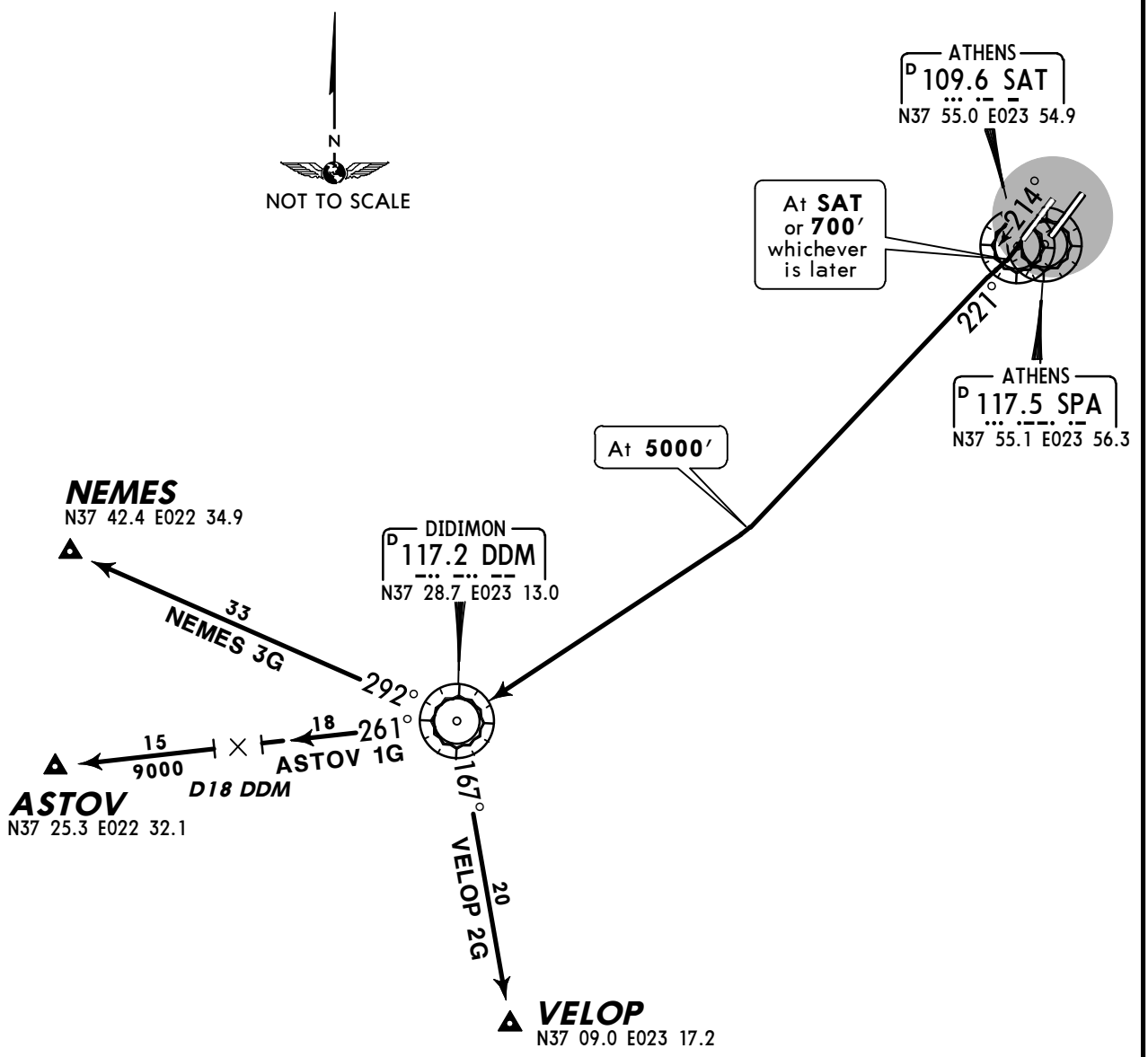
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ASTOV 1G *[ASTO1G]*, NEMES 3G *[NEME3G]*
VELOP 2G *[VELO2G]*
RWY 21R DEPARTURES
TO SOUTH & WEST



These SIDs require a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′**, whichever is later, intercept **SAT** R-221, at **5000′** turn RIGHT to DDM or as by ATC.

SID	ROUTING
ASTOV 1G	At DDM, DDM R-261 to ASTOV.
NEMES 3G	At DDM, DDM R-292 to NEMES.
VELOP 2G	At DDM, turn LEFT, DDM R-167 to VELOP.

CHANGES: NEMES SID renumbered & revised.

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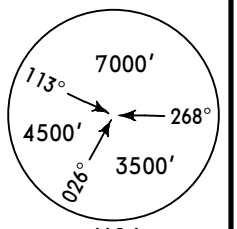
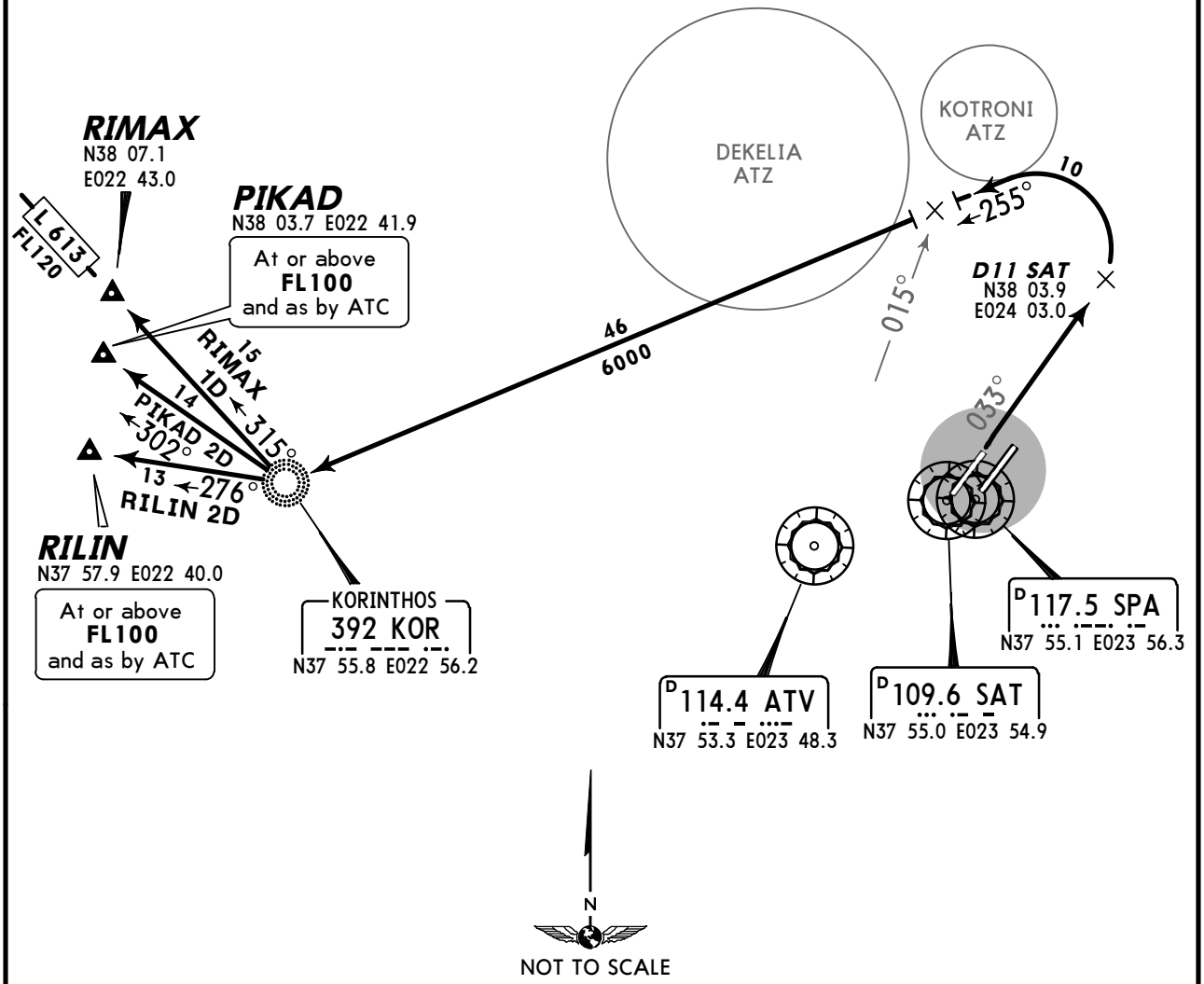
ATHENS Departure 128.95	Apt Elev 308′	Trans level: By ATC Trans alt: 9000′ When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out. Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

PIKAD 2D *[PIKA2D]*
RILIN 2D *[RILI2D]*
RIMAX 1D *[RIMA1D]*
RWY 03L DEPARTURES
TO NORTHWEST
BASED ON ATV





These SIDs require minimum climb gradients of
346′ per NM (5.7%) up to **5200′**,
425′ per NM (7%) up to **6000′** when NW quadrant of KOTRONI ATZ is active.

Gnd speed-KT	75	100	150	200	250	300
346′ per NM	433	577	866	1155	1443	1732
425′ per NM	532	709	1063	1418	1772	2127

MAX 240 KT for initial turns. Bank angle 25°.

PIKAD 2D, RILIN 2D: Initial climb clearance **FL100**
RIMAX 1D: Initial climb clearance **FL120**

INITIAL CLIMB

Climb on **SAT** R-033, at D11 **SAT** turn LEFT to KOR.

SID	ROUTING
PIKAD 2D	At KOR, 302° bearing to PIKAD.
RILIN 2D	At KOR, 276° bearing to RILIN.
RIMAX 1D	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: New chart.

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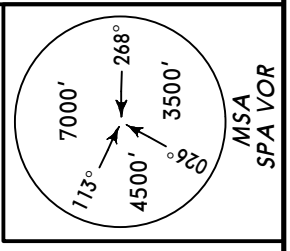
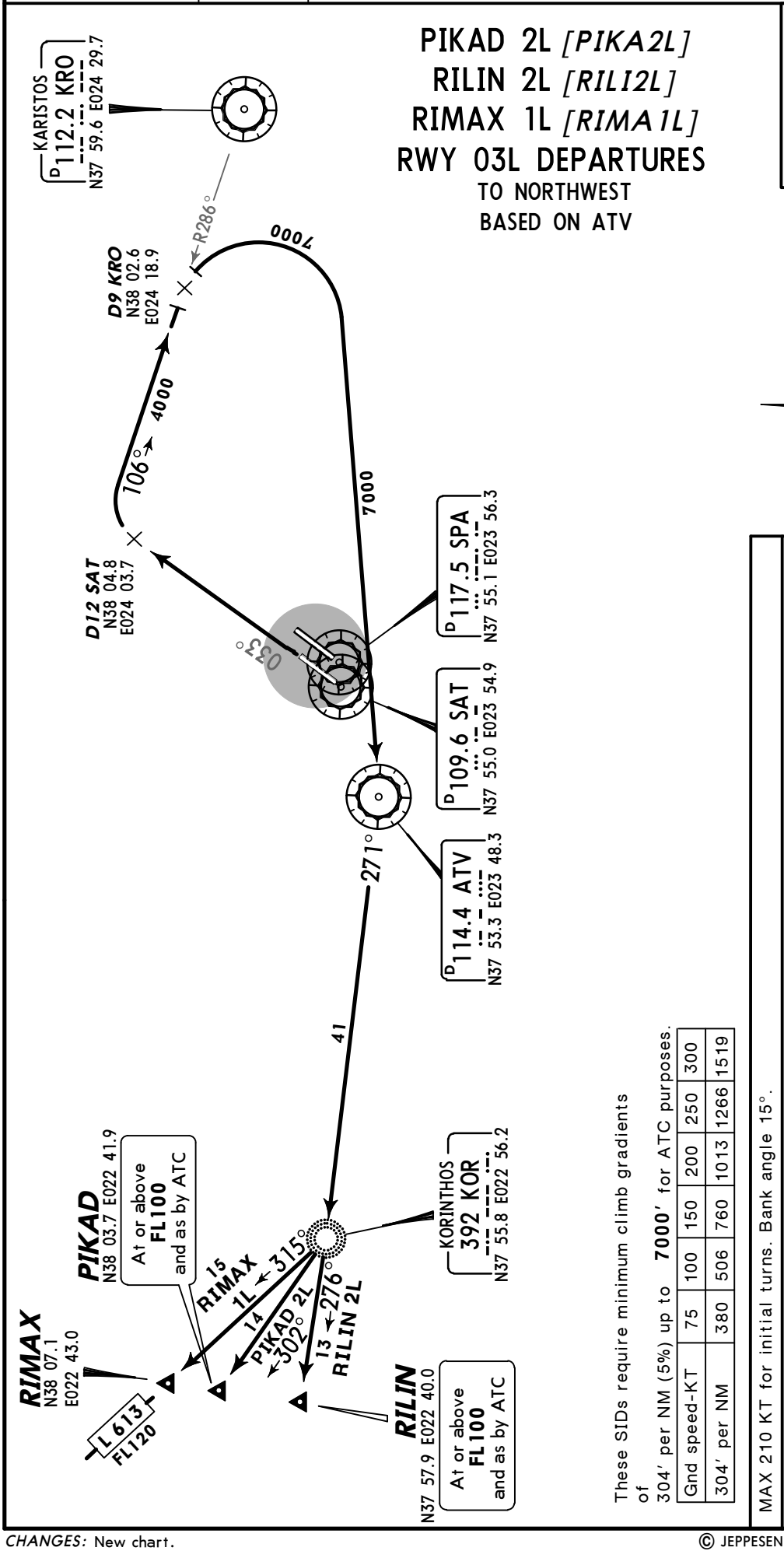
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

PIKAD 2L *[PIKA2L]*
RILIN 2L *[RILI2L]*
RIMAX 1L *[RIMA1L]*
RWY 03L DEPARTURES
TO NORTHWEST
BASED ON ATV





These SIDs require minimum climb gradients of 304′ per NM (5%) up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **7000′**

INITIAL CLIMB

Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to D9 KRO, turn RIGHT to ATV, ATV R-271 to KOR.

SID	ROUTING
PIKAD 2L	At KOR, 302° bearing to PIKAD.
RILIN 2L	At KOR, 276° bearing to RILIN.
RIMAX 1L	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: New chart.

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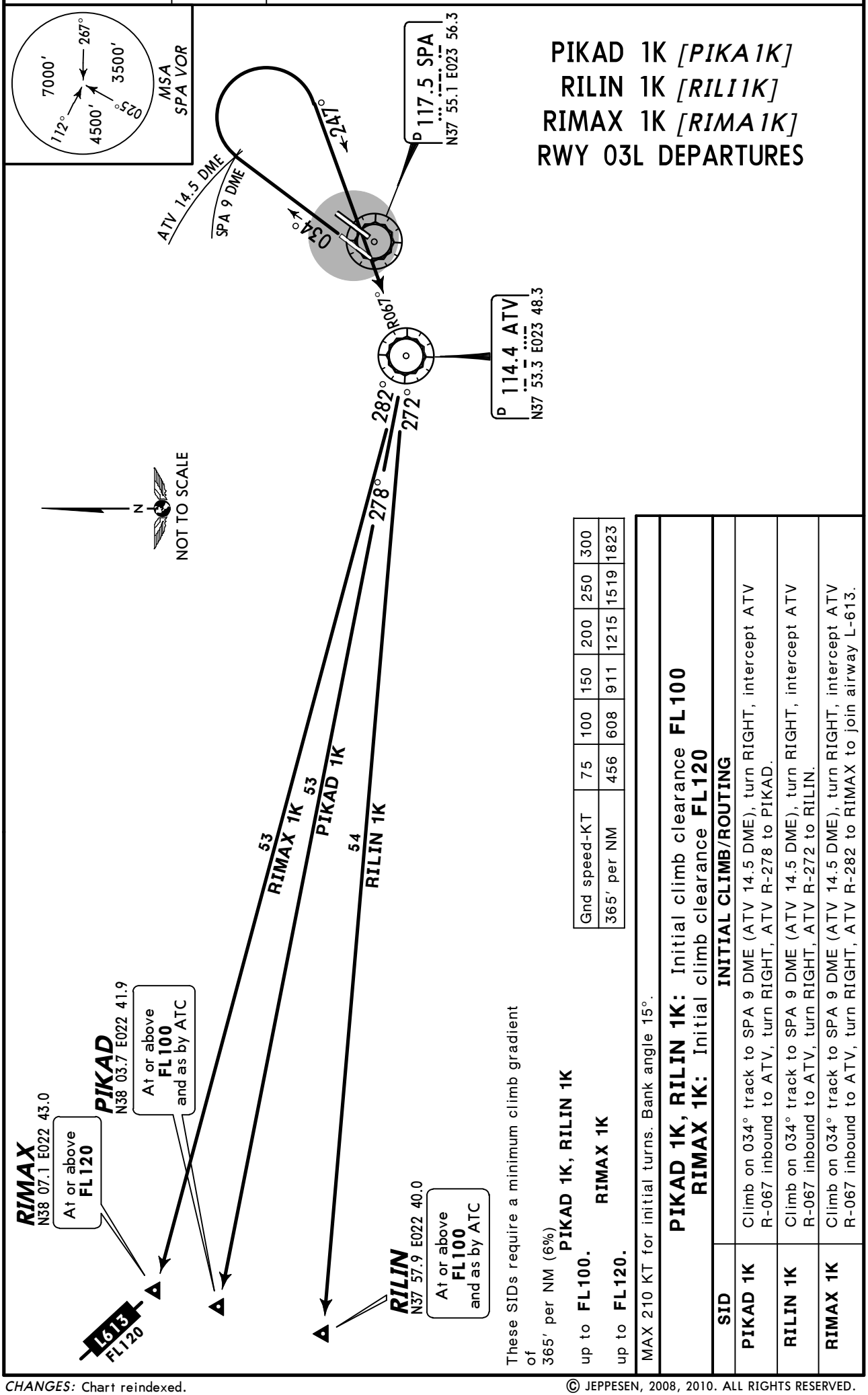
ATHENS Departure	Apt Elev	Trans level: By ATC Trans alt: 9000′
128.95	308′	



Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

These SIDs require a minimum climb gradient of 365′ per NM (6%)
PIKAD 1K, RILIN 1K up to **FL100.**
RIMAX 1K up to **FL120.**

MAX 210 KT for initial turns. Bank angle 15°.

PIKAD 1K, RILIN 1K: Initial climb clearance **FL100**
RIMAX 1K: Initial climb clearance **FL120**

SID	INITIAL CLIMB/ROUTING
PIKAD 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-278 to PIKAD.
RILIN 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-272 to RILIN.
RIMAX 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-282 to RIMAX to join airway L-613.

CHANGES: Chart reindexed.

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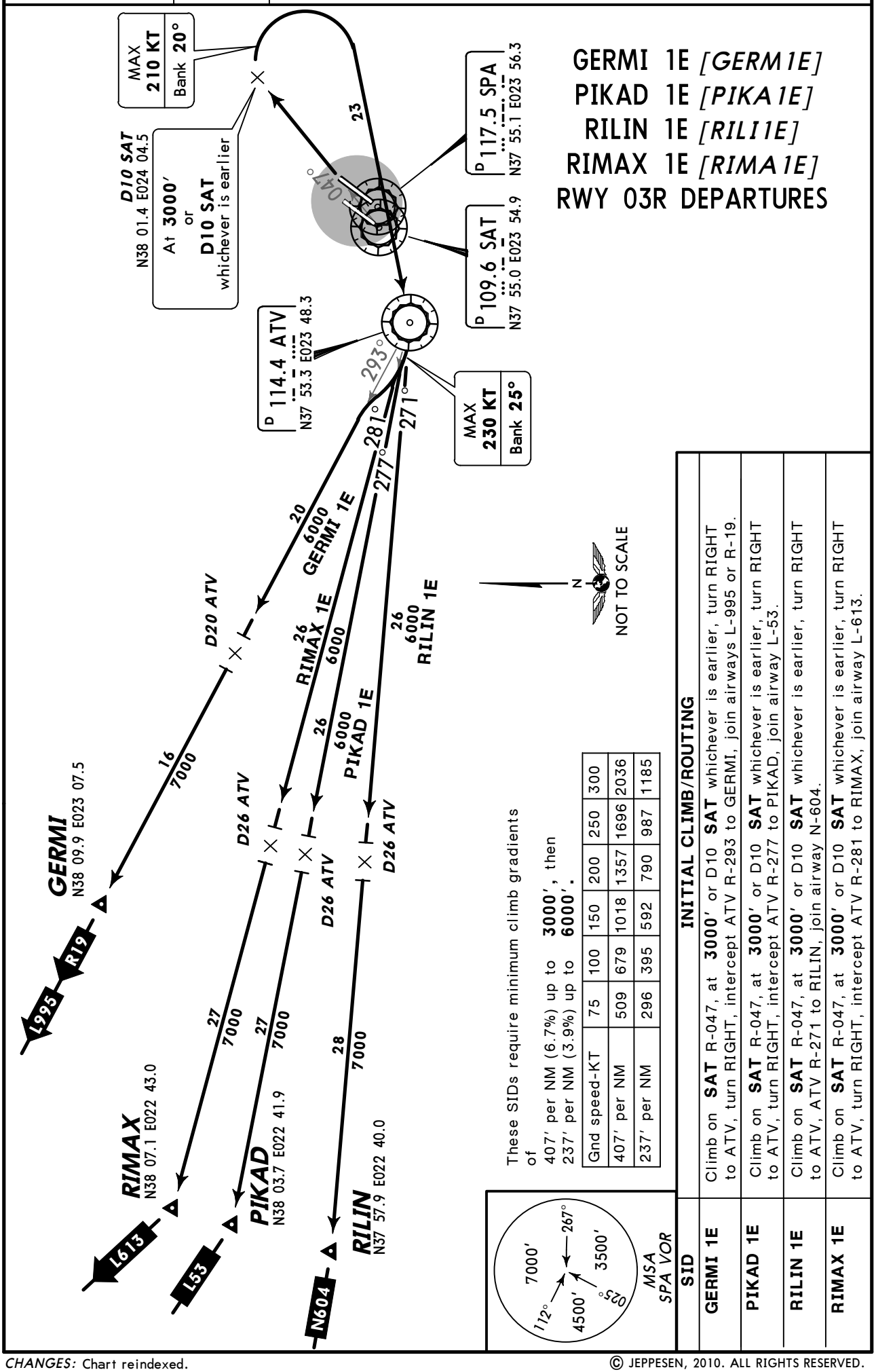
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

GERMI 1E *[GERM1E]*
PIKAD 1E *[PIKA1E]*
RILIN 1E *[RILI1E]*
RIMAX 1E *[RIMA1E]*
RWY 03R DEPARTURES



SID	INITIAL CLIMB/ROUTING
GERMI 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, intercept ATV R-293 to GERMI, join airways L-995 or R-19.
PIKAD 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, intercept ATV R-277 to PIKAD, join airway L-53.
RILIN 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, ATV R-271 to RILIN, join airway N-604.
RIMAX 1E	Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, intercept ATV R-281 to RIMAX, join airway L-613.

CHANGES: Chart reindexed.

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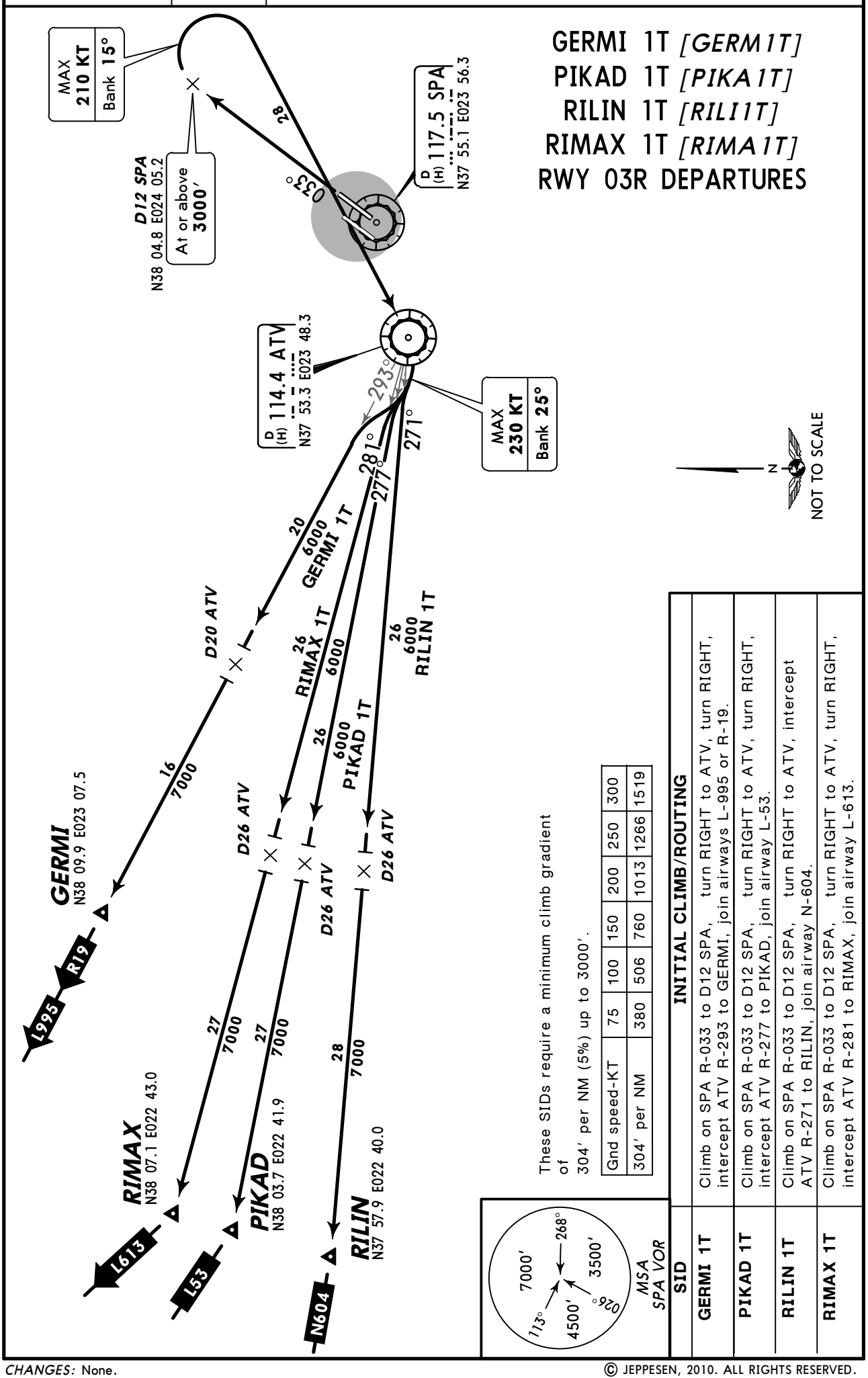
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

GERMI 1T *[GERM1T]*
PIKAD 1T *[PIKA1T]*
RILIN 1T *[RILI1T]*
RIMAX 1T *[RIMA1T]*
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	INITIAL CLIMB/ROUTING
GERMI 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, intercept ATV R-293 to GERMI, join airways L-995 or R-19.
PIKAD 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, intercept ATV R-277 to PIKAD, join airway L-53.
RILIN 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, intercept ATV R-271 to RILIN, join airway N-604.
RIMAX 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, intercept ATV R-281 to RIMAX, join airway L-613.

CHANGES: None.

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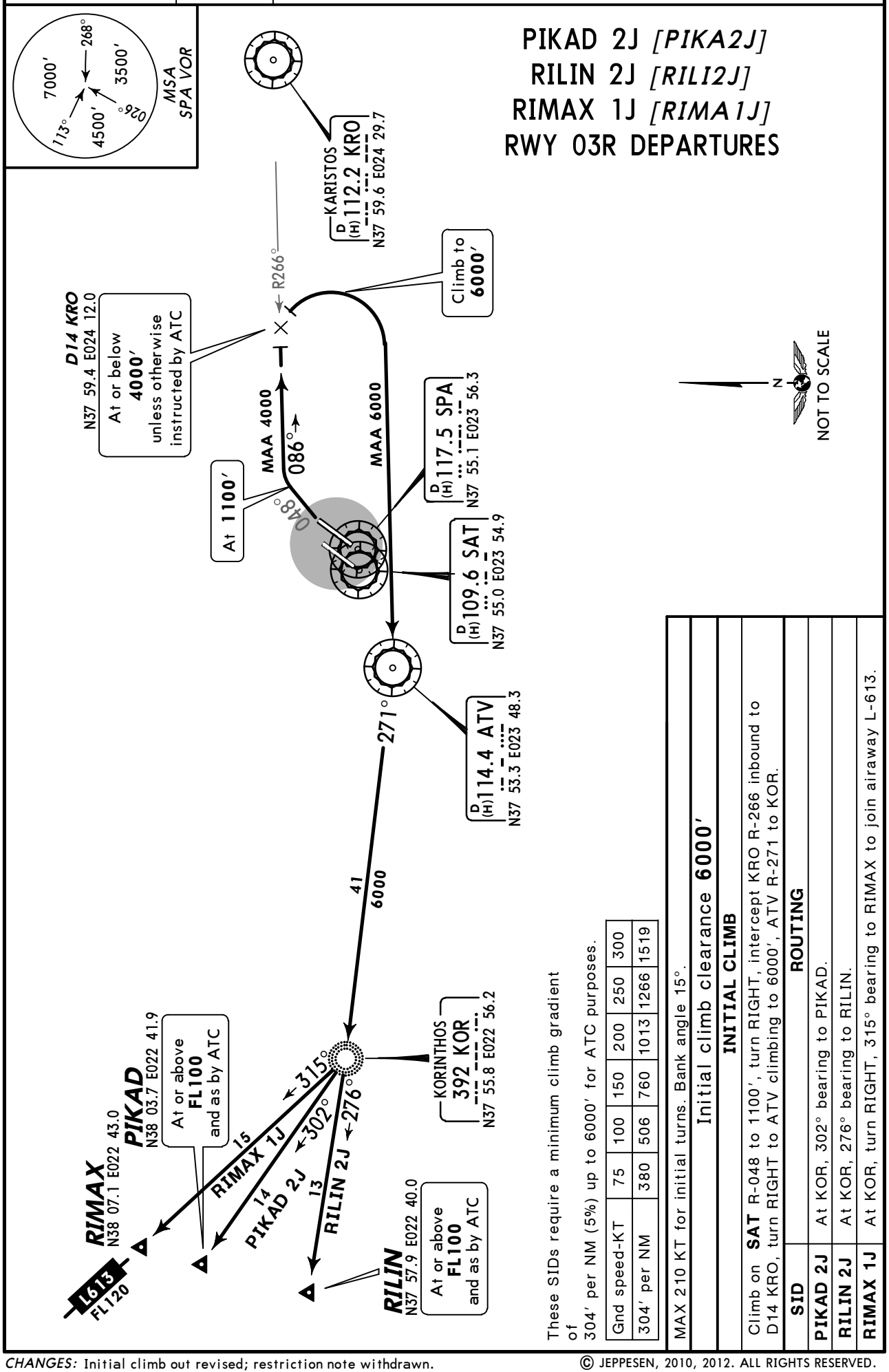
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

PIKAD 2J *[PIKA2J]*
RILIN 2J *[RILI2J]*
RIMAX 1J *[RIMA1J]*
RWY 03R DEPARTURES



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to ATV climbing to 6000′, ATV R-271 to KOR.

SID	ROUTING
PIKAD 2J	At KOR, 302° bearing to PIKAD.
RILIN 2J	At KOR, 276° bearing to RILIN.
RIMAX 1J	At KOR, turn RIGHT, 315° bearing to RIMAX to join airaway L-613.

CHANGES: Initial climb out revised; restriction note withdrawn.

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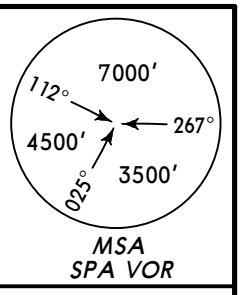
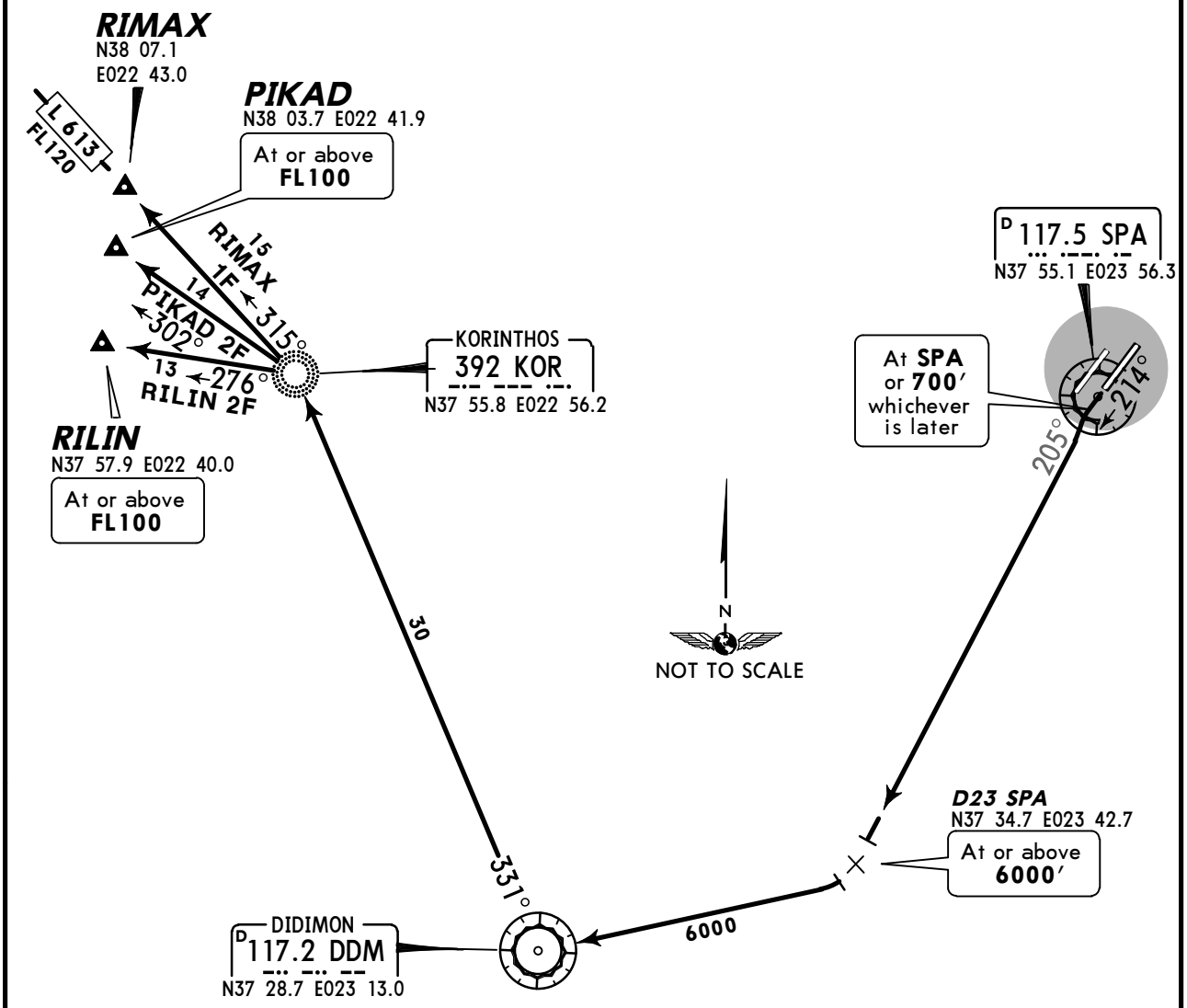
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



PIKAD 2F *[PIKA2F]*
RILIN 2F *[RILI2F]*
RIMAX 1F *[RIMA1F]*
RWY 21L DEPARTURES
TO NORTHWEST



These SIDs require a minimum climb gradient of 243′ per NM (4%) up to **6000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 214° track to SPA or **700′,** whichever is later, intercept SPA R-205 to D23 SPA, turn RIGHT to DDM, turn RIGHT, DDM R-331 to KOR.

SID	ROUTING
PIKAD 2F	At KOR, turn LEFT, 302° bearing to PIKAD.
RILIN 2F	At KOR, turn LEFT, 276° bearing to RILIN.
RIMAX 1F	At KOR, turn LEFT, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: SIDs transferred.

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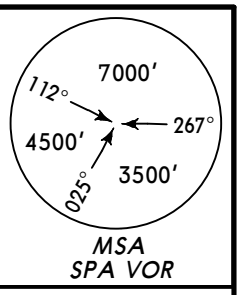
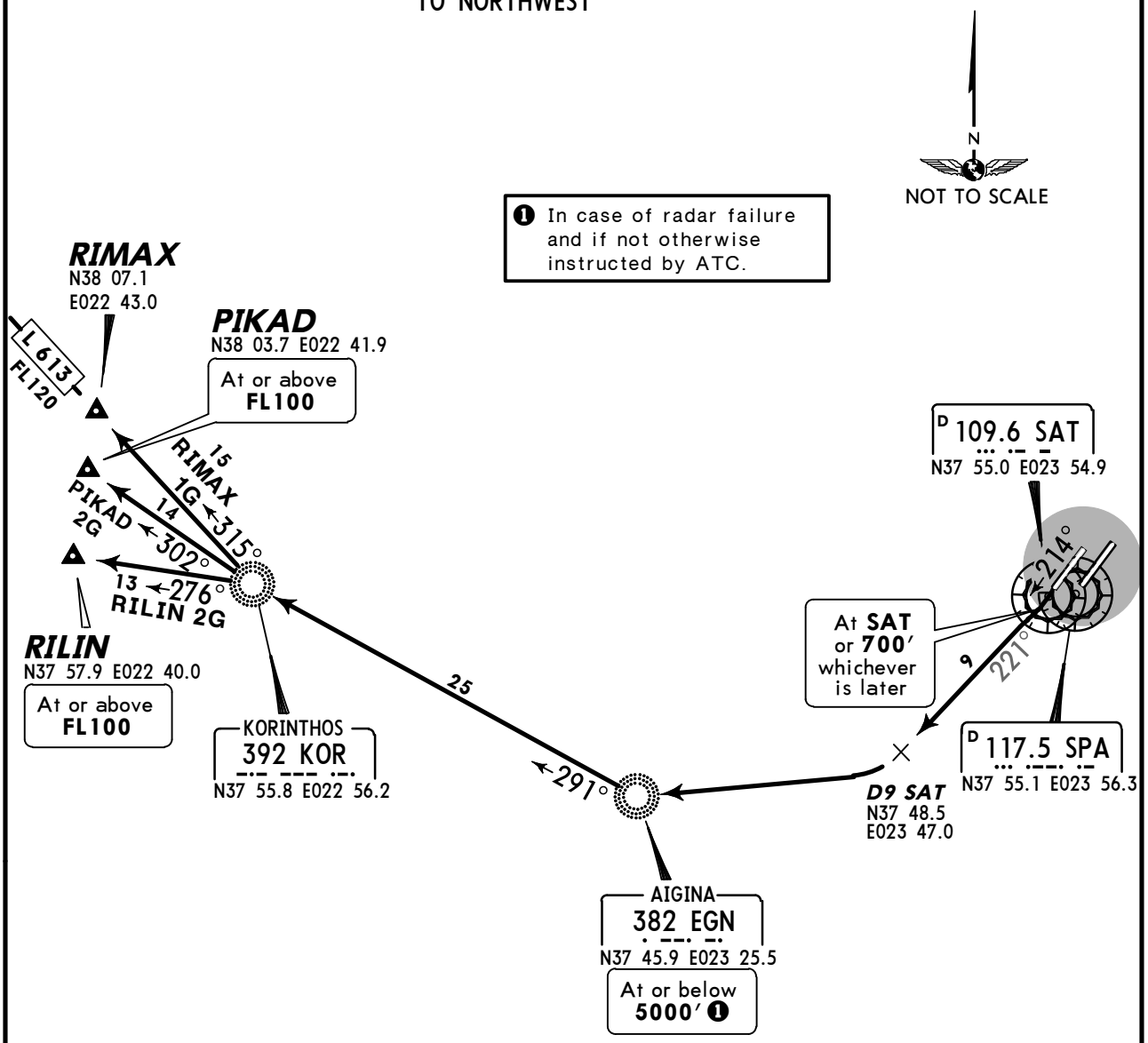
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



PIKAD 2G *[PIKA2G]*
RILIN 2G *[RILI2G]*
RIMAX 1G *[RIMA1G]*
RWY 21R DEPARTURES
TO NORTHWEST



These SIDs require a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB

Climb on 214° track to **SAT** or **700′,** whichever is later, intercept **SAT** R-221 to D9 **SAT,** turn RIGHT to EGN, turn RIGHT, 291° bearing to KOR.

SID	ROUTING
PIKAD 2G	At KOR, 302° bearing to PIKAD.
RILIN 2G	At KOR, 276° bearing to RILIN.
RIMAX 1G	At KOR, 315° bearing to RIMAX to join airway **L 613.**

CHANGES: SIDs transferred.

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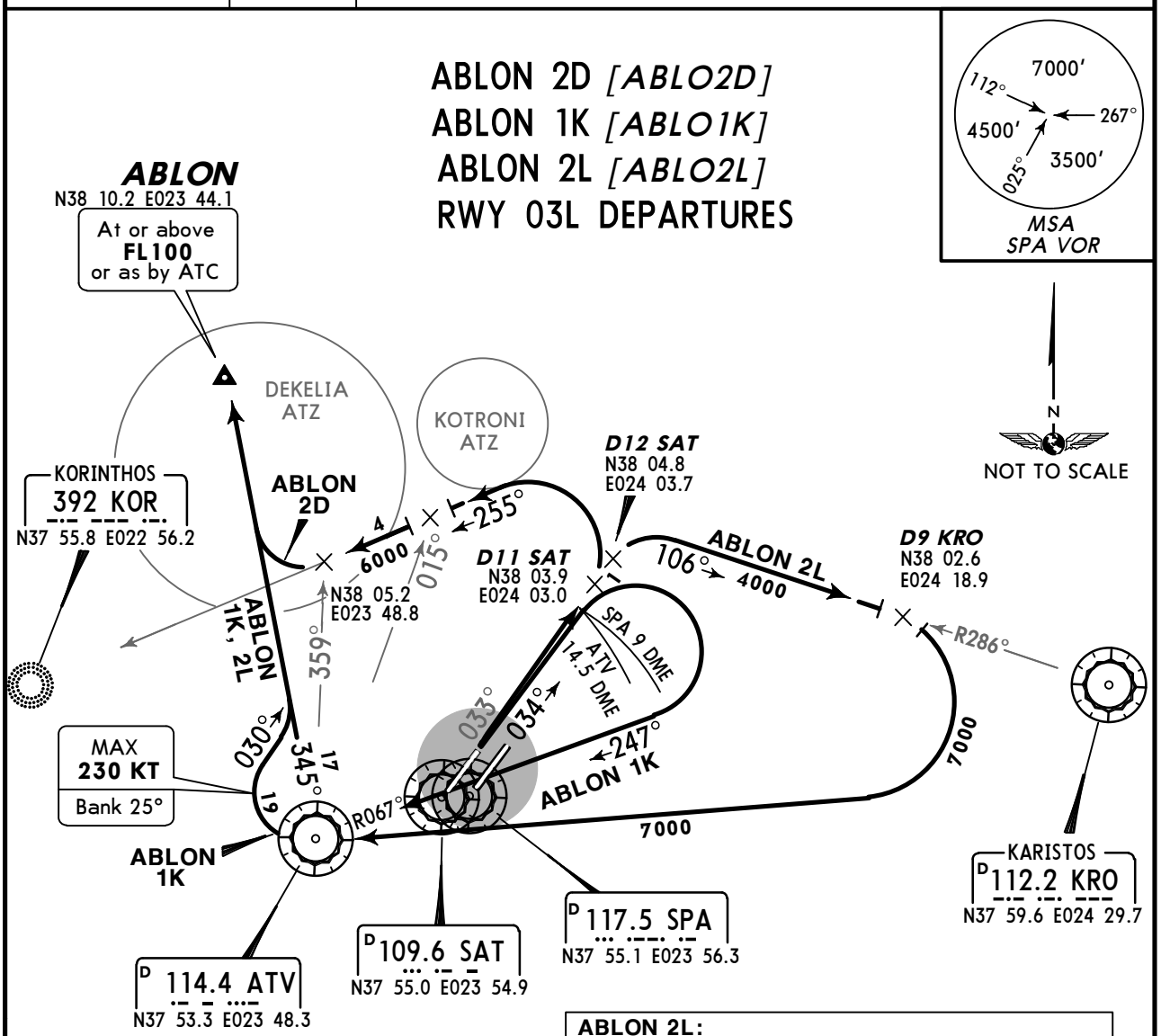
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ ABLON 2D: When RWYs 03L/R in use expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out. Flights unable to comply with the required climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected.

ABLON 2D *[ABLO2D]*
ABLON 1K *[ABLO1K]*
ABLON 2L *[ABLO2L]*
RWY 03L DEPARTURES



ABLON 2L:
Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.

These SIDs require minimum climb gradients of

ABLON 2D
346′ per NM (5.7%) up to **5200′**,
425′ per NM (7%) up to **6000′** when NW quadrant of KOTRONI ATZ is active.

ABLON 1K
365′ per NM (6%) up to **FL100.**

ABLON 2L
304′ per NM (5%) up to **7000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
365′ per NM	456	608	911	1215	1519	1823
346′ per NM	433	577	866	1155	1443	1732
304′ per NM	380	506	760	1013	1266	1519

ABLON 2D: MAX 240 KT for turns. Bank angle 25°.
ABLON 1K, 2L: MAX 210 KT for initial turns. Bank angle 15°.

ABLON 2D, 1K: Initial climb clearance **FL100**
ABLON 2L: Initial climb clearance **7000′**

SID	INITIAL CLIMB/ROUTING
ABLON 2D	Climb on **SAT** R-033, at D11 **SAT** turn LEFT, intercept 255° bearing towards KOR, at ATV R-359 turn RIGHT, intercept ATV R-345 to ABLON.
ABLON 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON.
ABLON 2L	Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound to D9 KRO, turn RIGHT to ATV, turn RIGHT, ATV R-345 to ABLON.

CHANGES: None.

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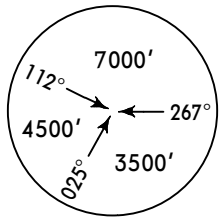
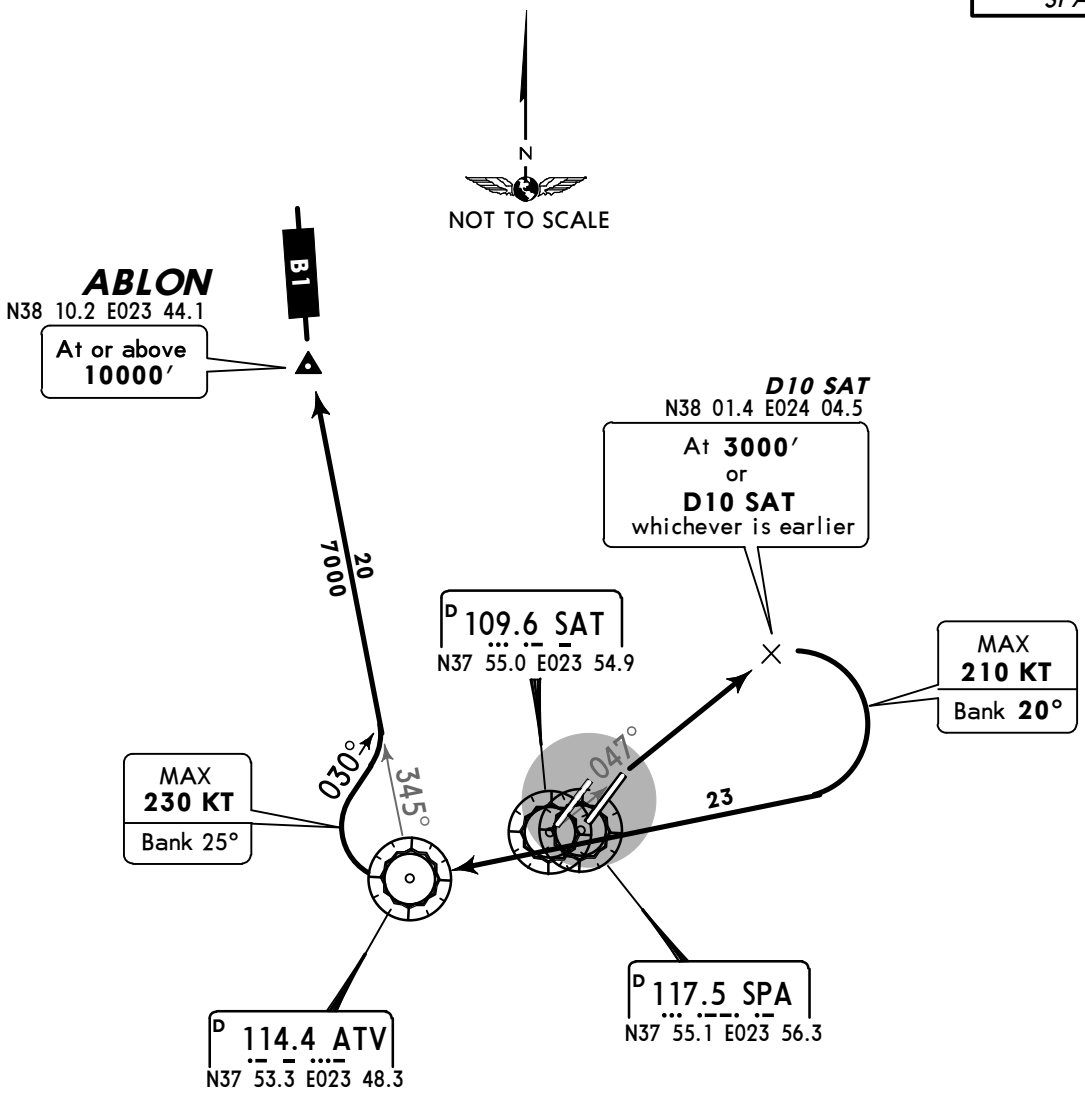
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ 1. No turns permitted before intercepting SAT R-047. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

ABLON 1E *[ABLO1E]*
RWY 03R DEPARTURE





This SID requires minimum climb gradients of
407′ per NM (6.7%) up to **3000′**, then
237′ per NM (3.9%) up to **7000′**.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036
237′ per NM	296	395	592	790	987	1185

INITIAL CLIMB/ROUTING

Climb on **SAT** R-047, at **3000′** or D10 **SAT** whichever is earlier, turn RIGHT to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON, join airway B-1.

CHANGES: Chart reindexed.

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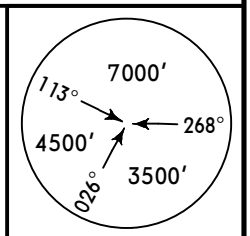
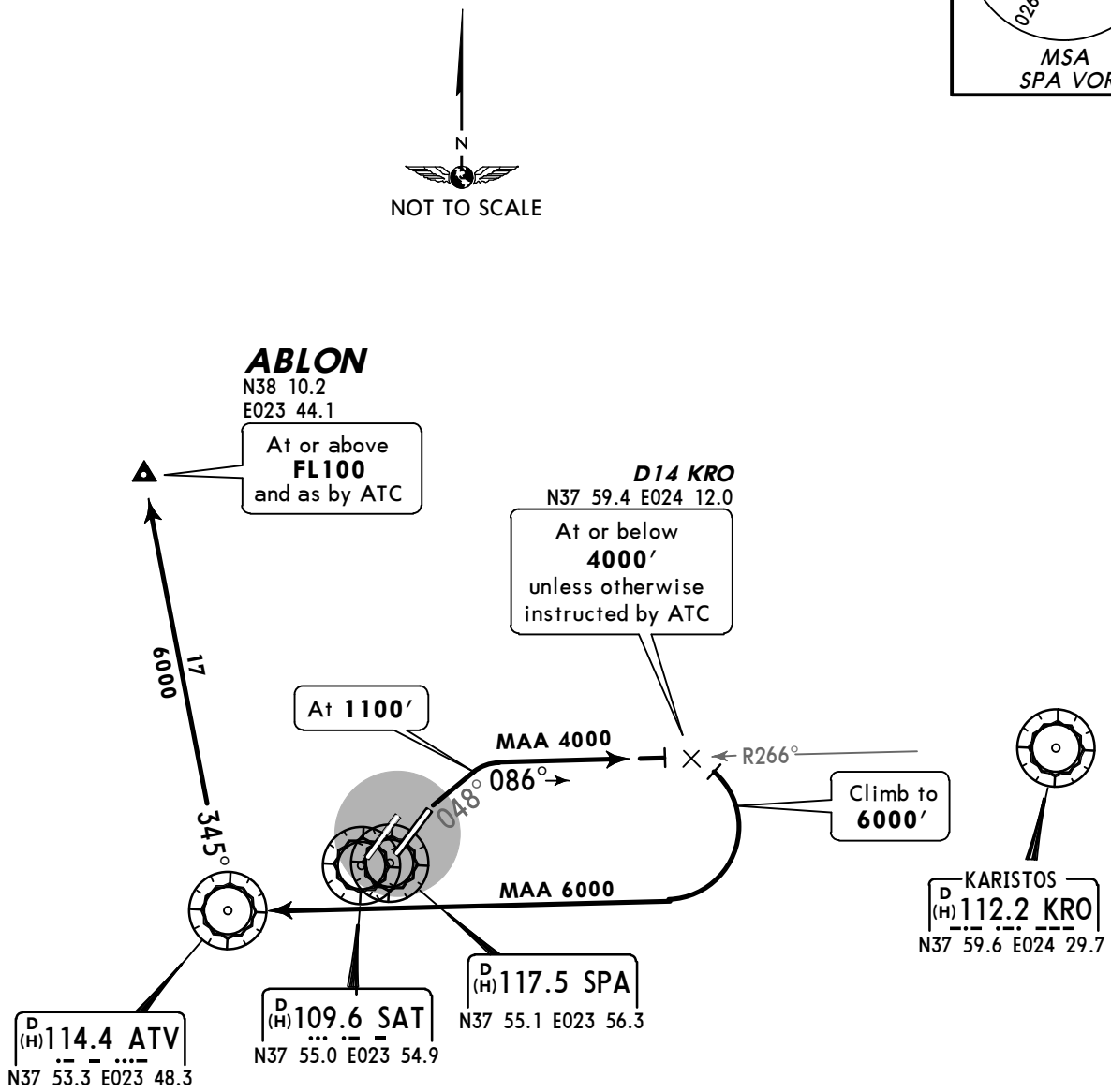
ATHENS Departure	*Apt Elev*	
128.950	308′	Trans level: By ATC Trans alt: 9000′ Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.

ABLON 2J *[ABLO2J]*
RWY 03R DEPARTURE





This SID requires a minimum climb gradient of
304′ per NM (5%) up to 6000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB/ROUTING

Climb on **SAT** R-048 to 1100′, turn RIGHT, intercept KRO R-266 inbound climbing to D14 KRO, turn RIGHT to ATV climbing to 6000′, turn RIGHT, ATV R-345 to ABLON.

CHANGES: Initial climb out revised; restriction note withdrawn.

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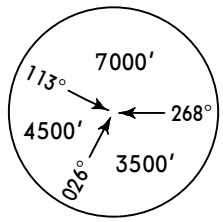
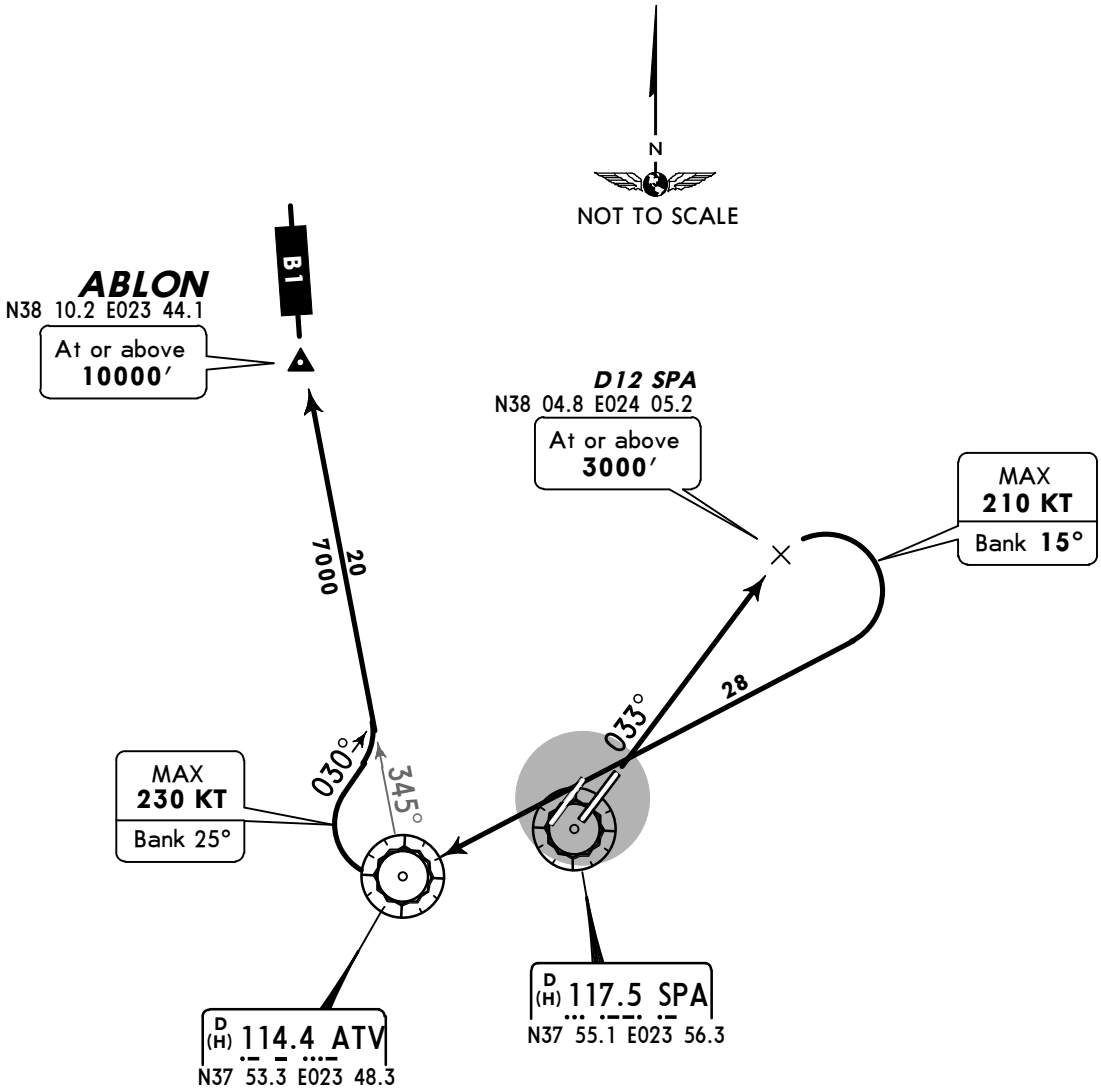
ATHENS Departure	Apt Elev	
128.950	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

ABLON 1T *[ABLO1T]*
RWY 03R DEPARTURE





This SID requires a minimum climb gradient of
304′ per NM (5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB/ROUTING

Climb on SPA R-033 to D12 SPA, turn RIGHT to ATV, turn RIGHT, 030° track, intercept ATV R-345 to ABLON, join airway B-1.

CHANGES: None.

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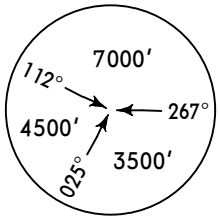
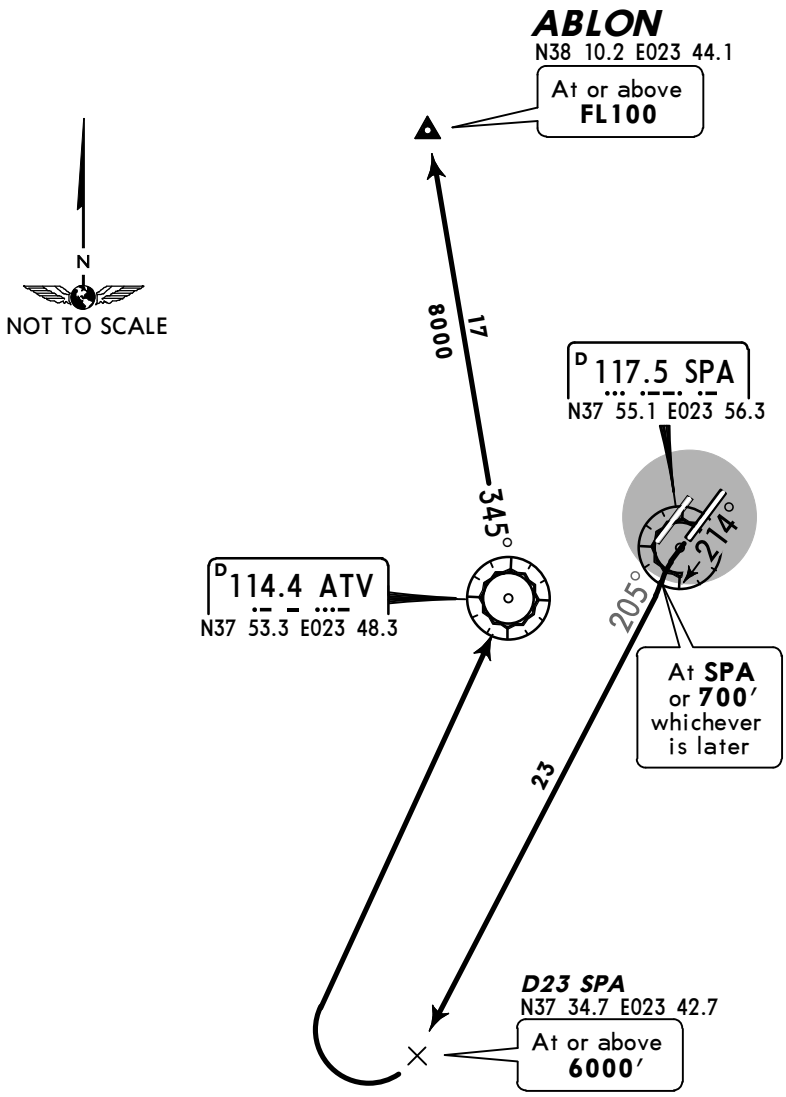
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



MSA
SPA VOR

ABLON 3F *[ABLO3F]*
RWY 21L DEPARTURE



This SID requires a minimum climb gradient of
243′ per NM (4%) up to **6000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **6000′**

INITIAL CLIMB/ROUTING

Climb on 214° track to SPA or **700′,** whichever is later, intercept SPA R-205 to D23 SPA, turn RIGHT to ATV, ATV R-345 to ABLON.

CHANGES: Chart reindexed; SID OMIRO 1F withdrawn.

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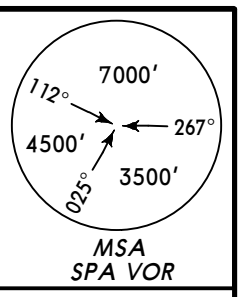
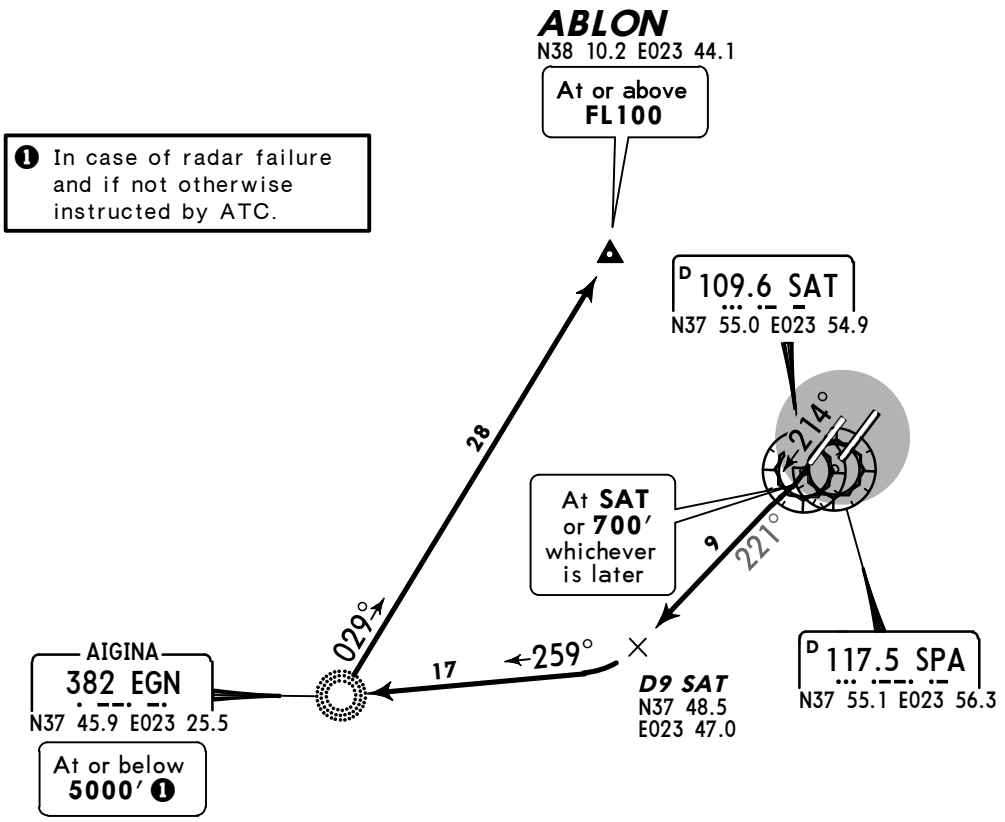
ATHENS Departure	Apt Elev	
128.95	308′	Trans level: By ATC Trans alt: 9000′ When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.



ABLON 1G *[ABLO1G]*
RWY 21R DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.

Initial climb clearance **5000′**

INITIAL CLIMB/ROUTING

Climb on 214° track to **SAT** or **700′**, whichever is later, intercept **SAT** R-221 to D9 **SAT**, turn RIGHT to EGN, turn RIGHT, 029° bearing to ABLON.

CHANGES: Chart reindexed; SID OMIRO 1E withdrawn.

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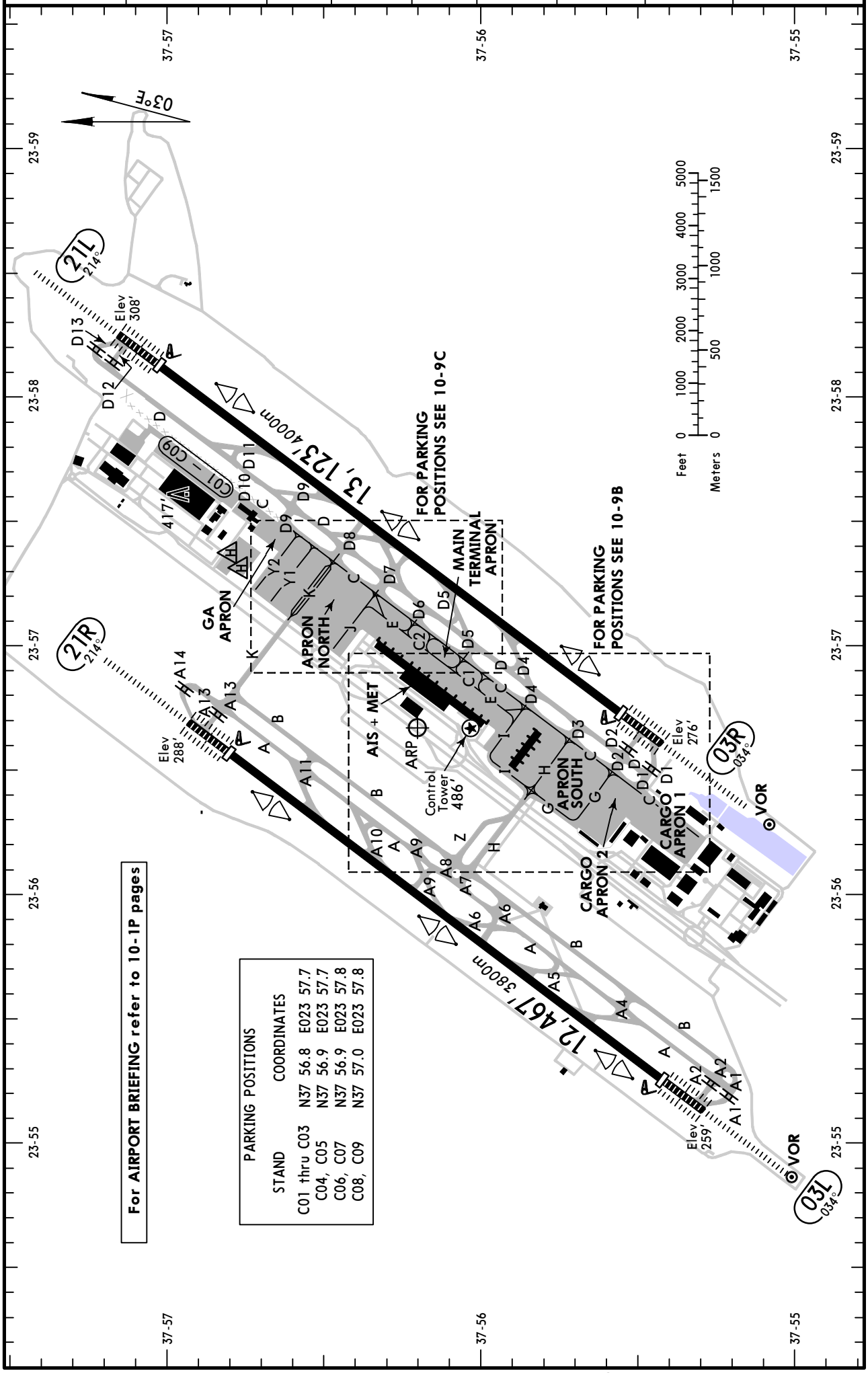
ATIS	VENIZELOS Delivery	Ground				Tower		ATHENS Departure
		West	North	East	South	Rwy 03L/21R	Rwy 03R/21L	
136.12	118.67	121.8	121.75	121.9	121.95	136.27	118.62	128.95



For AIRPORT BRIEFING refer to 10-1P pages

PARKING POSITIONS		
STAND	COORDINATES	
C01 thru C03	N37 56.8	E023 57.7
C04, C05	N37 56.9	E023 57.7
C06, C07	N37 56.9	E023 57.8
C08, C09	N37 57.0	E023 57.8

CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03L 21R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) RVR	11,483' *3500m*	10,329' *3148m*	❶	148' *45m*
			10,511' *3204m*	❷	

❶ TORA RWY 03L: From rwy head 12,467' (3800m)
twy A4 int 9350' (2850m)
twy A5 int 7874' (2400m)

❷ TORA RWY 21R: From rwy head 12,467' (3800m)
twy A11 int 9350' (2850m)
twy A10 int 7874' (2400m)

03R 21L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) RVR	12,139' *3700m*	10,985' *3348m*	❸	148' *45m*
			11,045' *3366m*	❹	

❸ TORA RWY 03R: From rwy head 13,123' (4000m)
twy D4 int 9350' (2850m)
twy D5 int 7874' (2400m)

❹ TORA RWY 21L: From rwy head 13,123' (4000m)
twy D11 int 9350' (2850m)
twy D9 int 7874' (2400m)

Standard TAKE-OFF ❶

All Rwys

LVP must be in force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Minimums.

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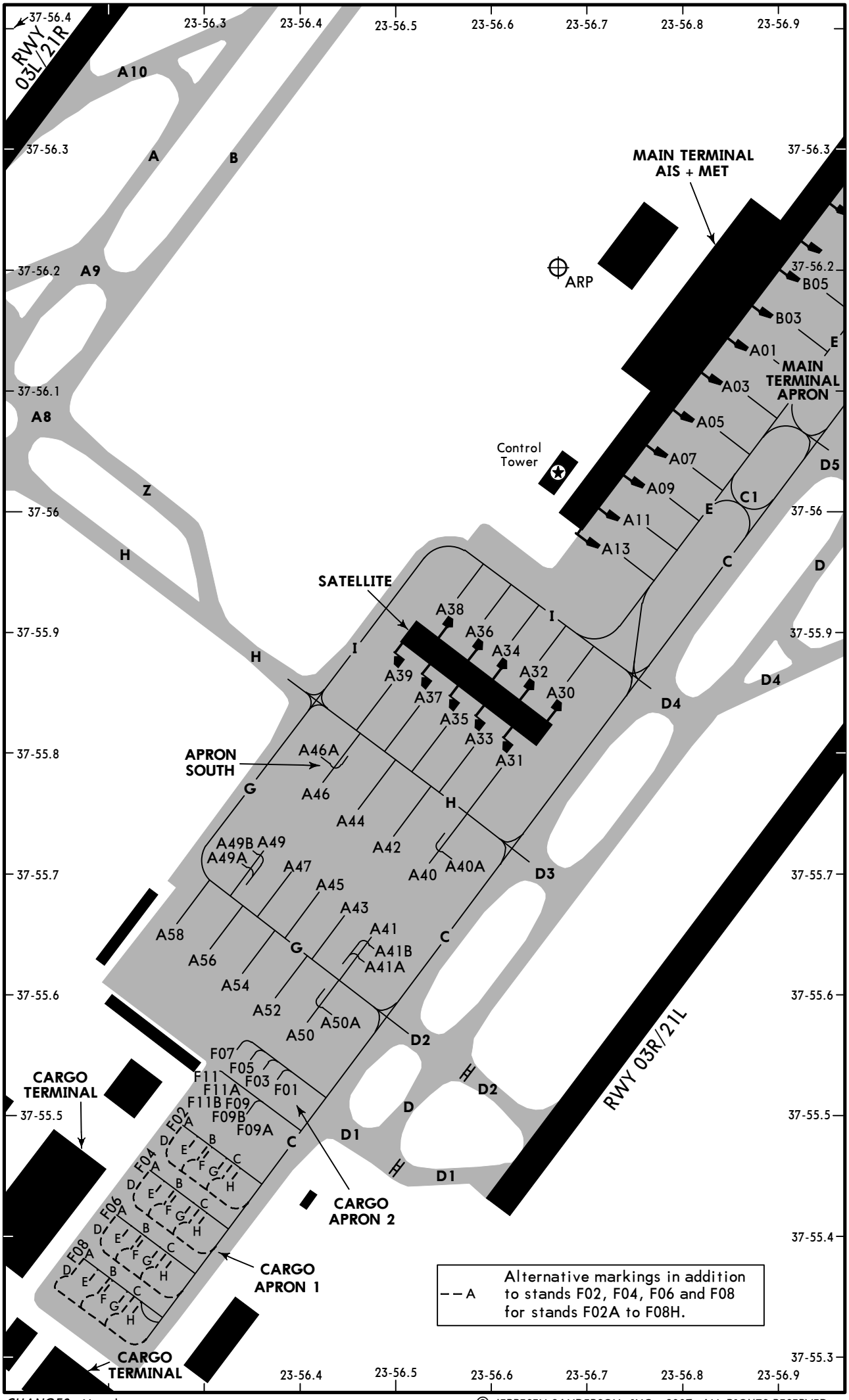

CHANGES: New layout.

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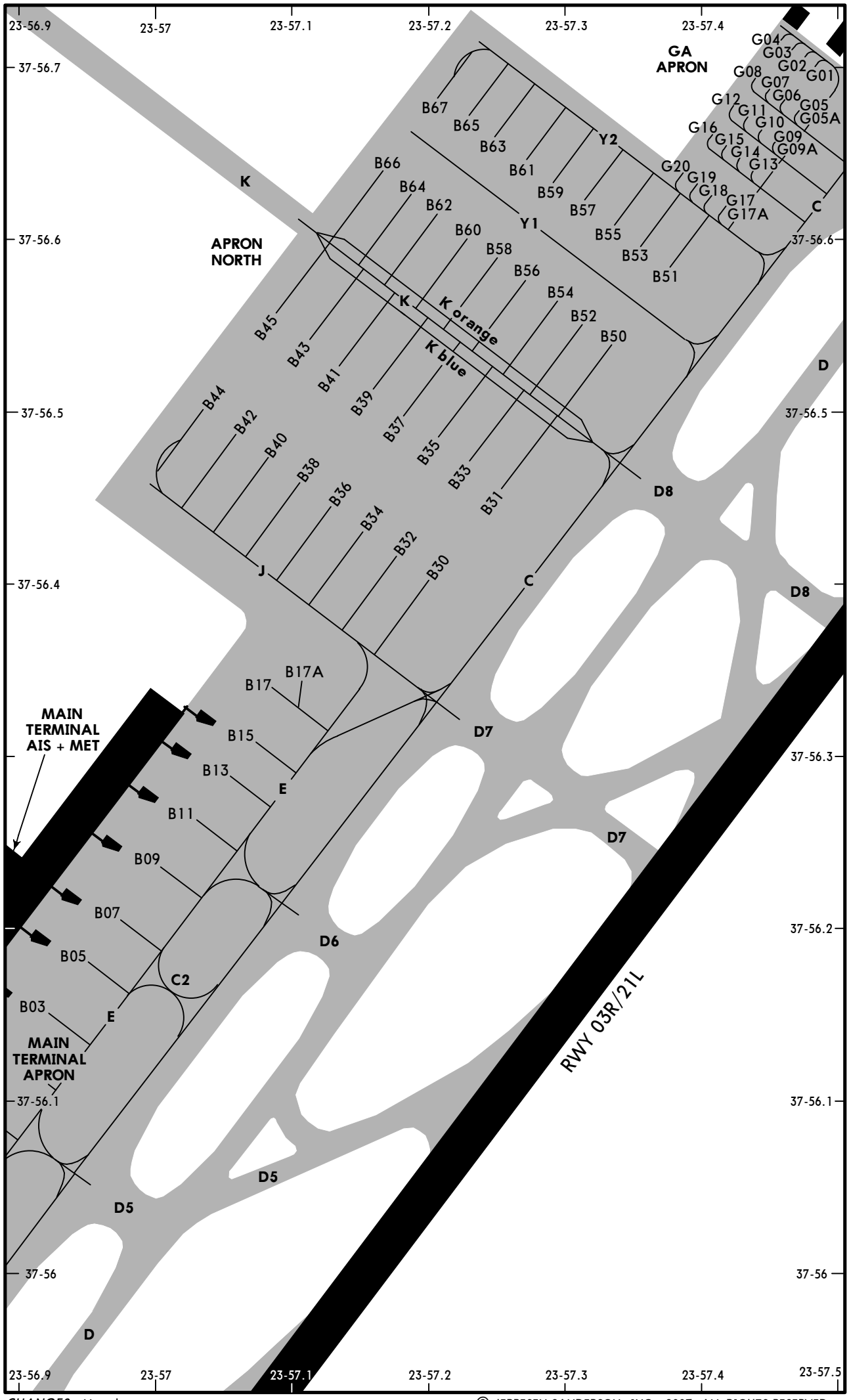

CHANGES: New layout.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N37 56.1 E023 56.9	F04, F04A	N37 55.5 E023 56.2
A03 thru A07	N37 56.1 E023 56.8	F04B, F04C	N37 55.4 E023 56.3
A09	N37 56.0 E023 56.8	F04D, F04E	N37 55.4 E023 56.2
A11, A13	N37 56.0 E023 56.7	F04F thru F04H	N37 55.4 E023 56.3
A30	N37 55.8 E023 56.7	F05	N37 55.5 E023 56.3
A31	N37 55.8 E023 56.6	F06 thru F06B	N37 55.4 E023 56.2
A32	N37 55.9 E023 56.6	F06C	N37 55.4 E023 56.3
A33	N37 55.8 E023 56.6	F06D thru F06G	N37 55.4 E023 56.2
A34	N37 55.9 E023 56.6	F06H	N37 55.4 E023 56.3
A35	N37 55.9 E023 56.5	F07	N37 55.6 E023 56.3
A36	N37 55.9 E023 56.6	F08 thru F08E	N37 55.4 E023 56.2
A37	N37 55.9 E023 56.5	F08F thru F08H	N37 55.3 E023 56.2
A38	N37 55.9 E023 56.6	F09 thru F11B	N37 55.5 E023 56.3
A39	N37 55.9 E023 56.5	G01 thru G06	N37 56.7 E023 57.5
A40 thru A44	N37 55.7 E023 56.5	G07, G08	N37 56.7 E023 57.4
A45	N37 55.7 E023 56.4	G09, G09A	N37 56.7 E023 57.5
A46, A46A	N37 55.8 E023 56.4	G10 thru G12	N37 56.7 E023 57.4
A47, A49B	N37 55.7 E023 56.4	G13, G14	N37 56.6 E023 57.4
A50 thru A52	N37 55.6 E023 56.4	G15, G16	N37 56.7 E023 57.4
A54, A56	N37 55.6 E023 56.3	G17 thru G20	N37 56.6 E023 57.4
A58	N37 55.7 E023 56.3		
B03, B05	N37 56.2 E023 56.9		
B07	N37 56.2 E023 57.0		
B09 thru B15	N37 56.3 E023 57.0		
B17	N37 56.4 E023 57.1		
B30	N37 56.4 E023 57.2		
B31	N37 56.5 E023 57.3		
B32	N37 56.4 E023 57.2		
B33	N37 56.5 E023 57.2		
B34	N37 56.4 E023 57.2		
B35	N37 56.5 E023 57.2		
B36	N37 56.5 E023 57.1		
B37	N37 56.5 E023 57.2		
B38	N37 56.5 E023 57.1		
B39	N37 56.5 E023 57.2		
B40 thru B43	N37 56.5 E023 57.1		
B44	N37 56.5 E023 57.0		
B45	N37 56.6 E023 57.1		
B50	N37 56.6 E023 57.3		
B51	N37 56.6 E023 57.4		
B52	N37 56.6 E023 57.3		
B53	N37 56.6 E023 57.4		
B54 thru B59	N37 56.6 E023 57.3		
B60	N37 56.6 E023 57.2		
B61	N37 56.7 E023 57.3		
B62	N37 56.6 E023 57.2		
B63	N37 56.7 E023 57.3		
B64	N37 56.6 E023 57.2		
B65	N37 56.7 E023 57.2		
B66	N37 56.6 E023 57.2		
B67	N37 56.7 E023 57.2		
F01	N37 55.5 E023 56.4		
F02 thru F02F	N37 55.5 E023 56.3		
F02G, F02H	N37 55.4 E023 56.3		
F03	N37 55.5 E023 56.4		

CHANGES: New page.

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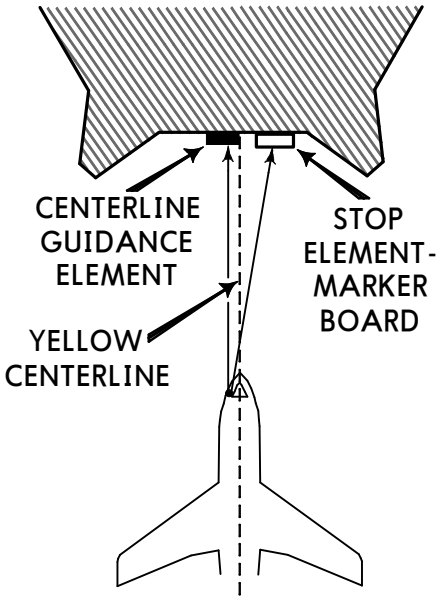
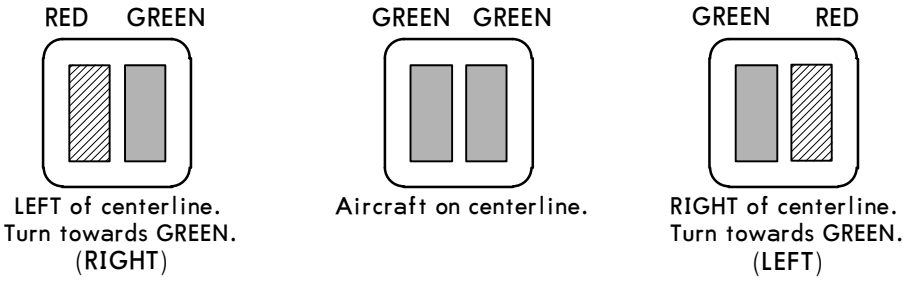
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

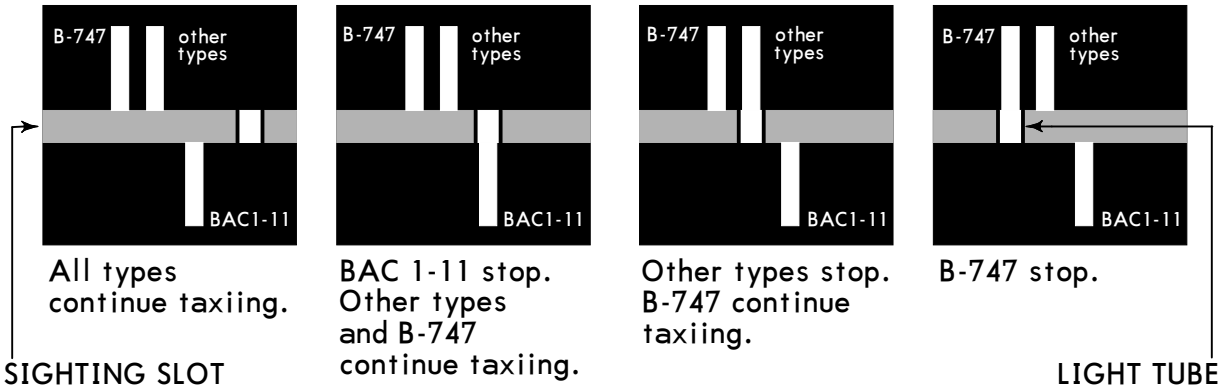
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).



B. CENTERLINE GUIDANCE ELEMENT (AGNIS)



C. STOP ELEMENT (PAPA)



CHANGES: Chart reindexed.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN

20 NOV 09 (11-1)

ATHENS, GREECE
ILS Z or X Rwy 03L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

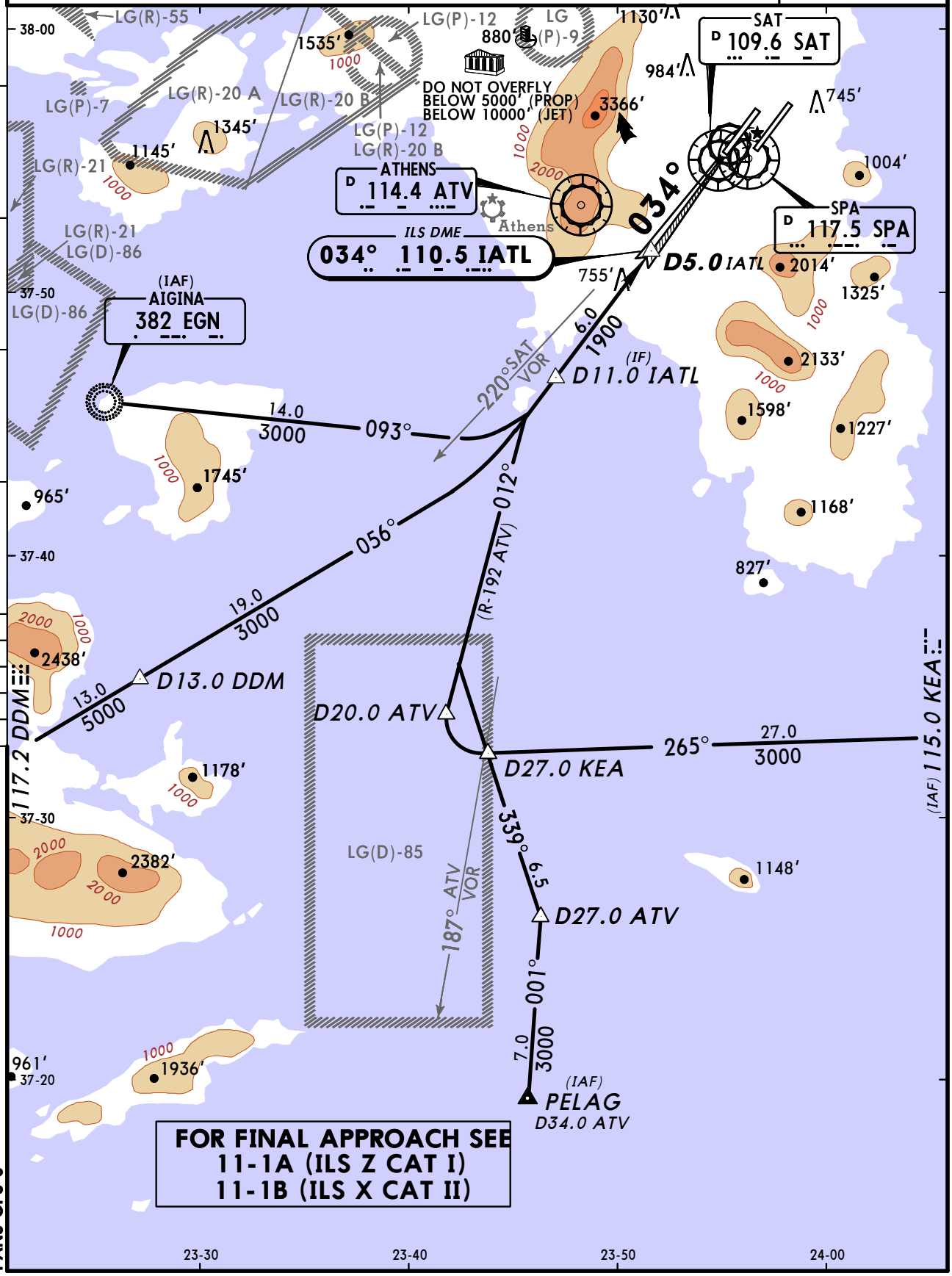
LOC	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
IATL 110.5	034°	Refer to 11-1A (CAT I) 11-1B (CAT II)	Refer to 11-1A (CAT I) 11-1B (CAT II)	Apt Elev 308' RWY 255'

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000'

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR: 7000' (113°–268°), 4500' (026°–268°), 3500' (026°–113°)

BRIEFING STRIP ™



FOR FINAL APPROACH SEE
11-1A (ILS Z CAT I)
11-1B (ILS X CAT II)

PANS OPS 3

CHANGES: Note.

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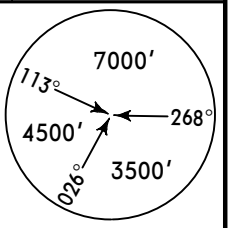
ATIS	ATHENS Arrival (R) West	East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	North	East	South
136.27	121.8	121.75	121.9	121.95

LOC IATL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 308′
110.5	034°	D4.0 IATL 1583′ (1328′)	455′ (200′)	RWY 255′

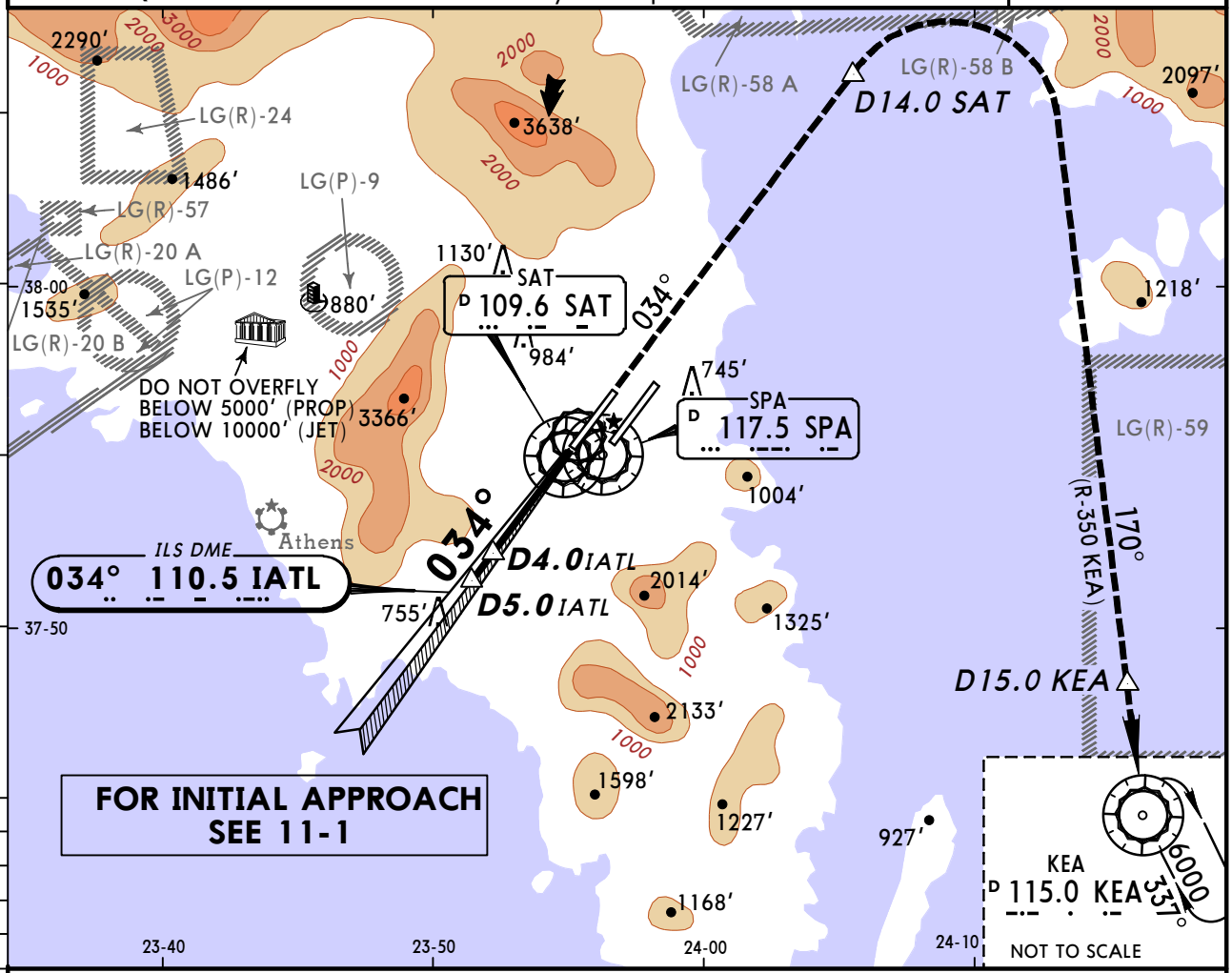
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D14.0 SAT turn RIGHT (MAX 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.

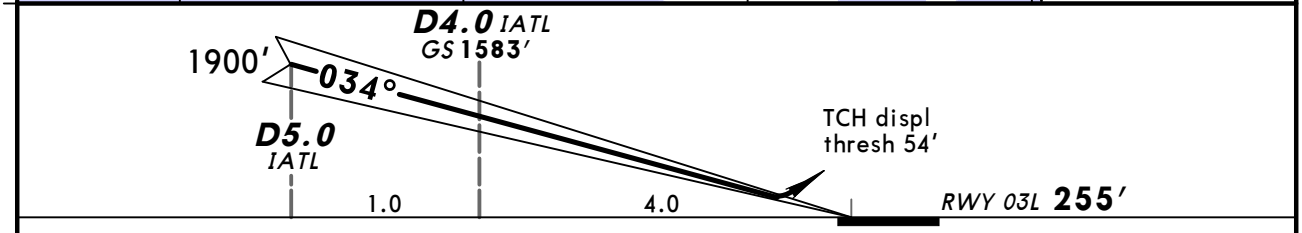
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03L displaced threshold.



MSA
SPA VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

SAT 109.6 R-034 | D14.0 SAT

Standard STRAIGHT-IN LANDING RWY **03L**

	ILS DA(H) 455′(200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′(892′)	1500m
135	1300′(992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

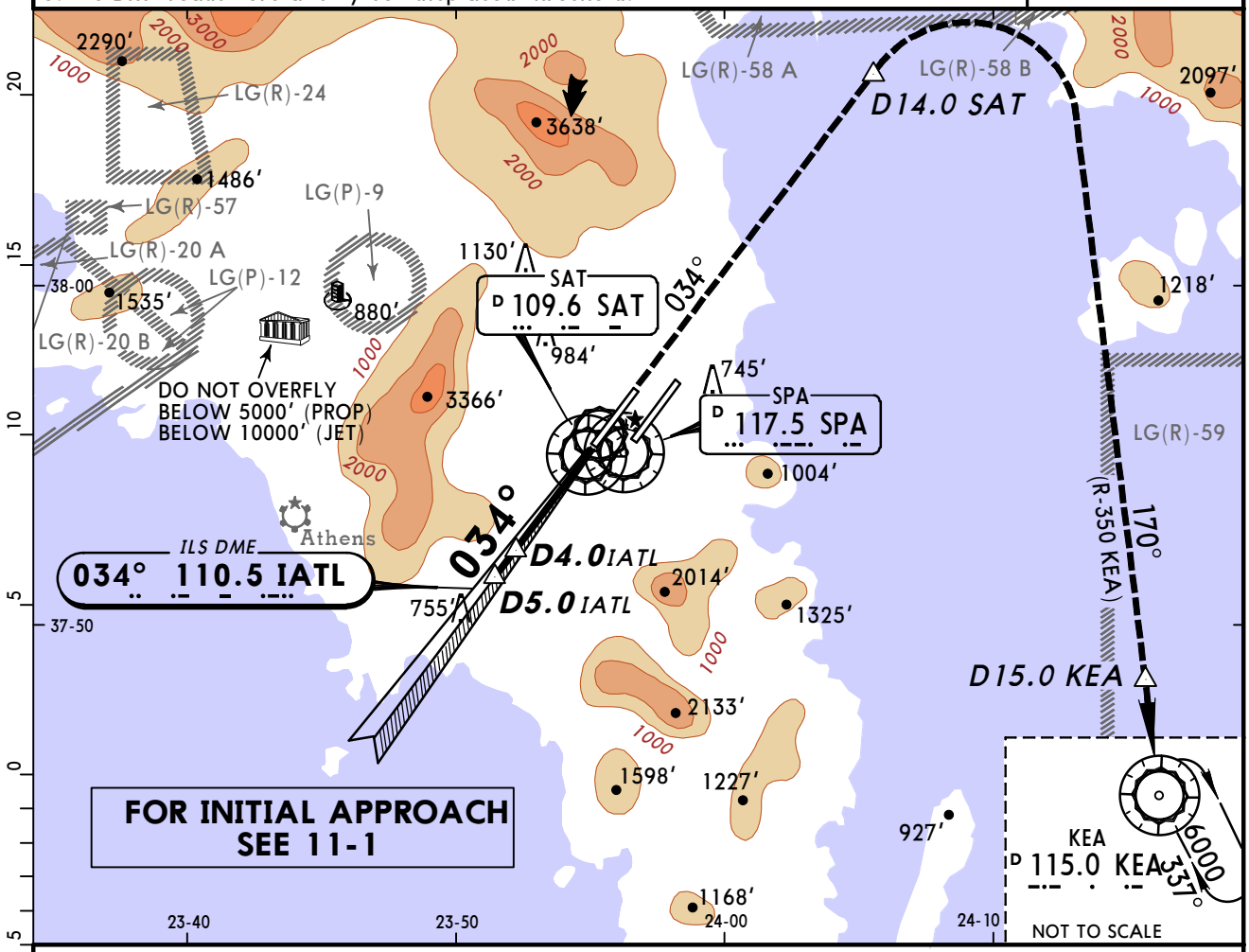
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

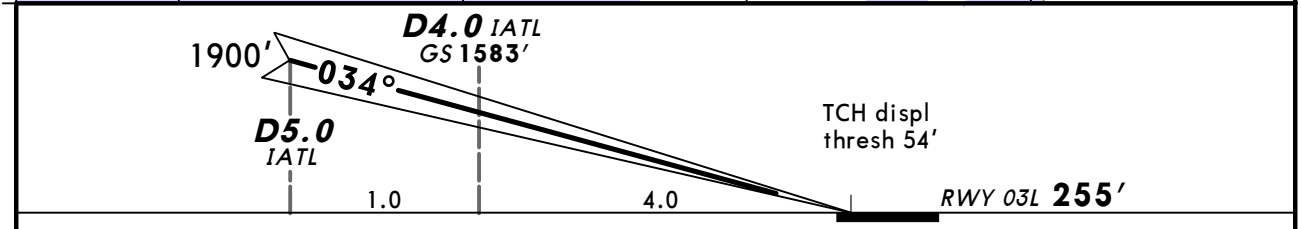
LOC IATL	Final Apch Crs	GS	CAT II ILS	Apt Elev 308′
110.5	034°	D4.0 IATL 1583′ (1328′)	RA 97′ DA(H) 355′ (100′)	RWY 255′

MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D14.0 SAT turn RIGHT (MAX 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′ (026°–113°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SAT 109.6 R-034 | D14.0 SAT

Standard

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
ABCD
RA 97′
DA(H) **355′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Note. Minimums.

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ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

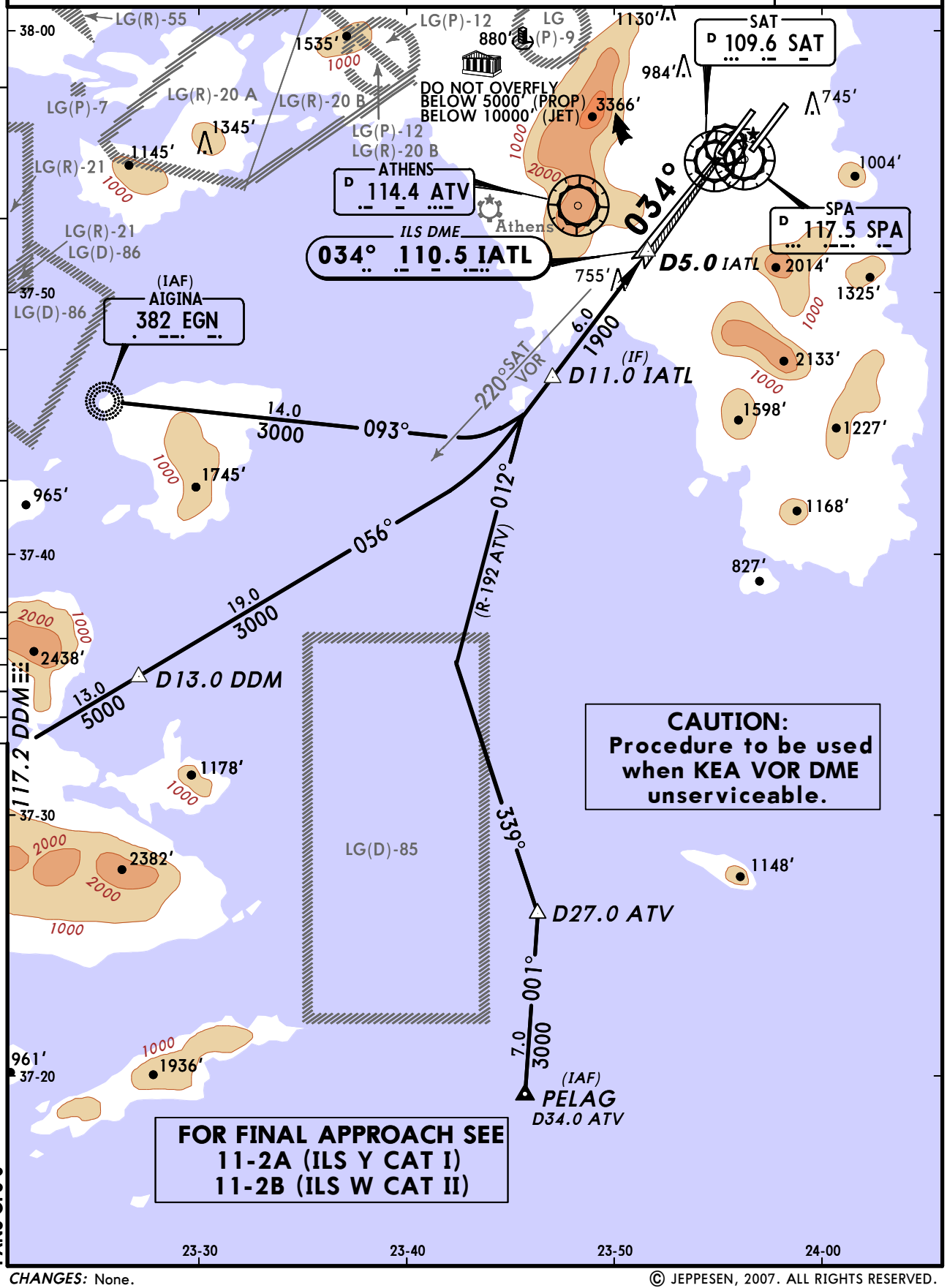
LOC IATL	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
110.5	034°	Refer to 11-2A (CAT I) 11-2B (CAT II)	Refer to 11-2A (CAT I) 11-2B (CAT II)	Apt Elev 308' RWY 255'

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000'

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR: 7000' (113°–268°), 4500' (026°–268°), 3500' (026°–113°)

BRIEFING STRIP™



CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-2A)

ATHENS, GREECE
ILS Y Rwy 03L

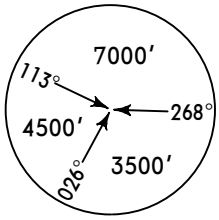
BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

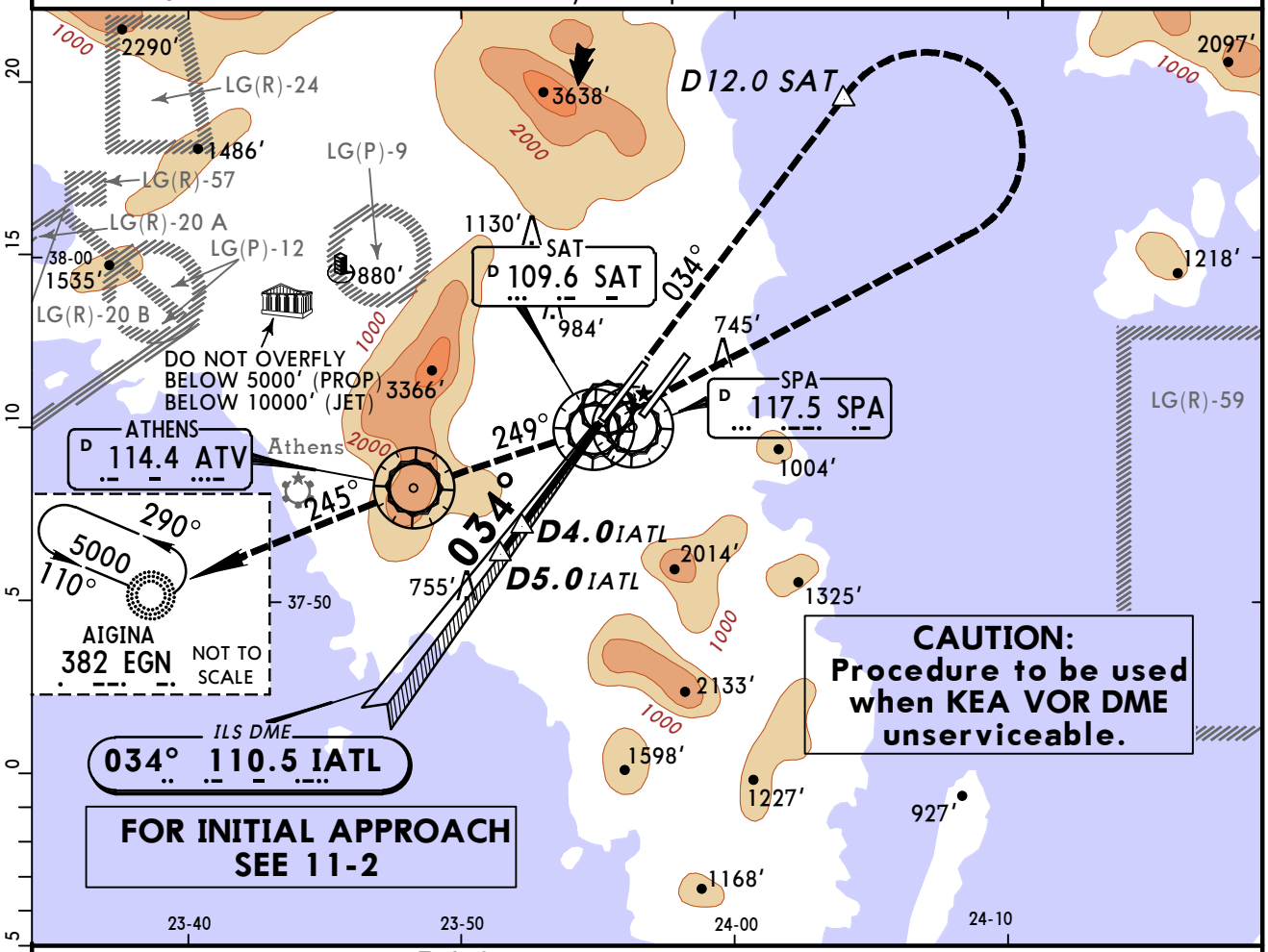
LOC IATL	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	034°	D4.0 IATL 1583′ (1328′)	455′ (200′)	Apt Elev 308′ RWY 255′

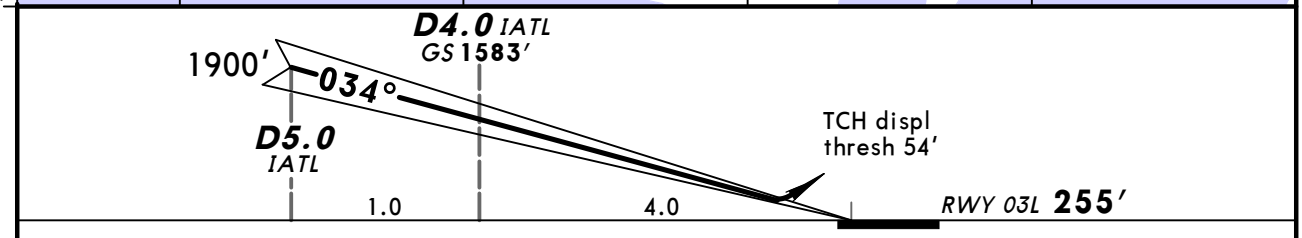
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.



Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03L displaced threshold.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SAT 109.6 R-034 | D12.0 SAT

Standard STRAIGHT-IN LANDING RWY **03L**

PANS OPS 3	ILS DA(H) 455′(200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′(892′)	1500m
135	1300′(992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

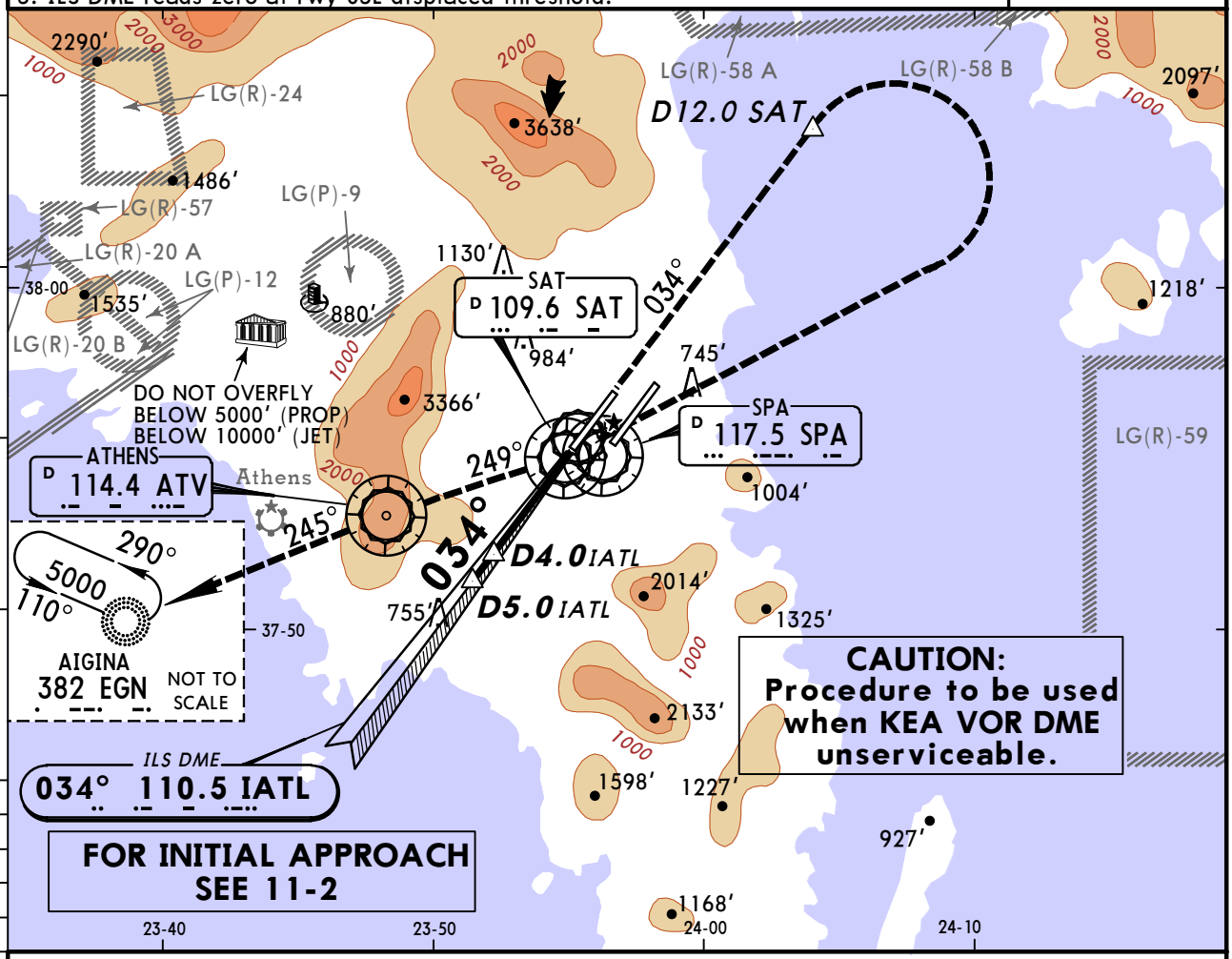
VENIZELOS Tower	Ground West	North	East	South
136.27	121.8	121.75	121.9	121.95

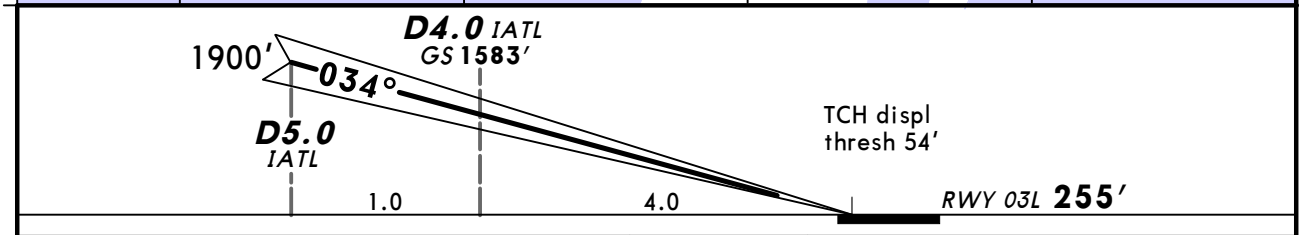
LOC IATL	Final Apch Crs	GS	CAT II ILS	Apt Elev 308′
110.5	034°	D4.0 IATL 1583′ (1328′)	RA 97′ DA(H) 355′ (100′)	RWY 255′

MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03L displaced threshold.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′ (026°–113°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SAT 109.6 R-034 | D12.0 SAT

Standard

STRAIGHT-IN LANDING RWY **03L**
CAT II ILS
ABCD
RA 97′
DA(H) **355′** (100′)

RVR 300m [1]

PANS OPS 3

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN

20 NOV 09 (11-3)

ATHENS, GREECE
ILS Z or X Rwy 03R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

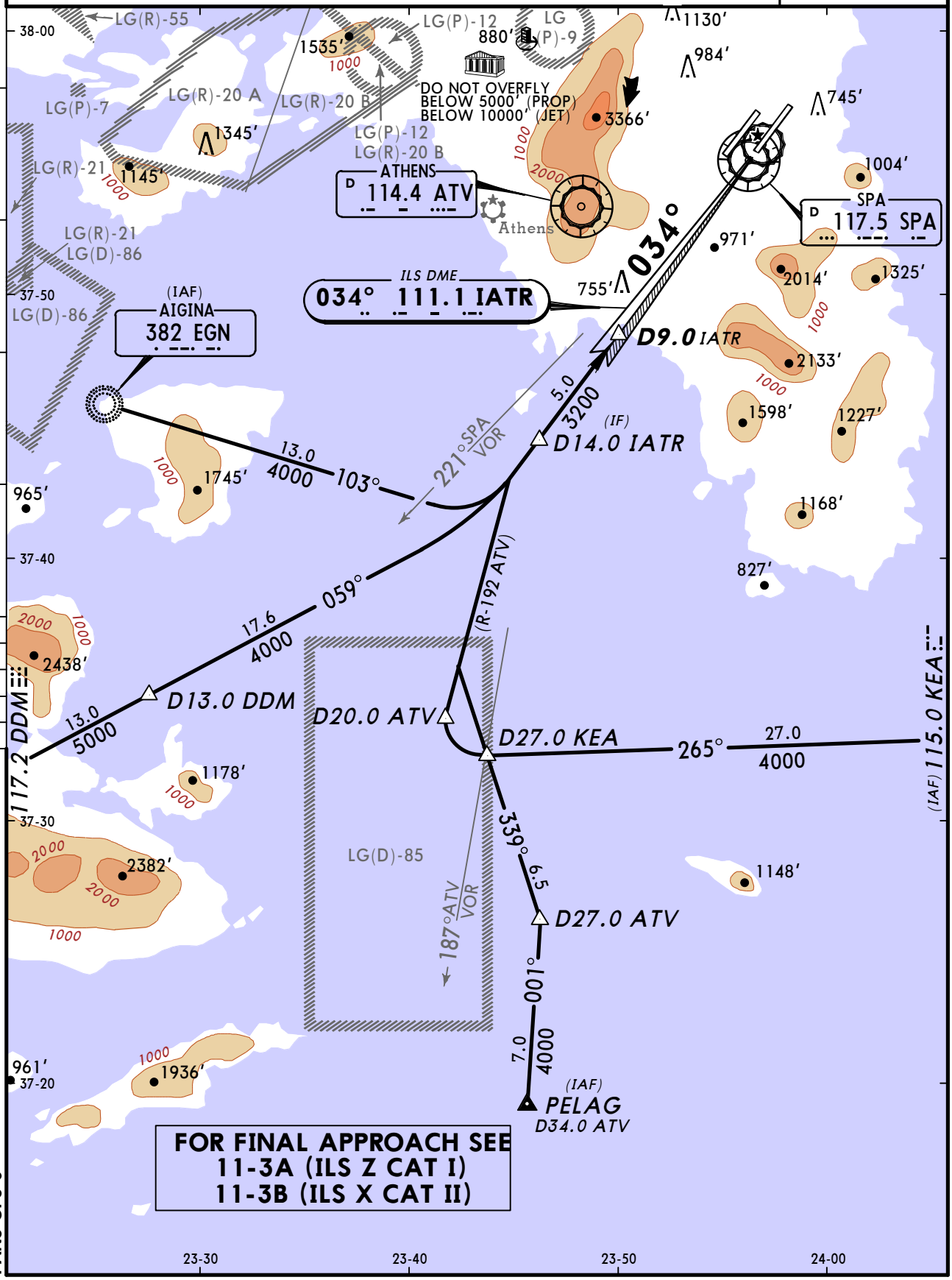
LOC IATR	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
111.1	034°	Refer to 11-3A (CAT I) 11-3B (CAT II)	Refer to 11-3A (CAT I) 11-3B (CAT II)	Apt Elev 308' RWY 271'

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000'

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03R displaced threshold.

MSA SPA VOR: 7000' (113°), 4500' (026°), 3500' (268°)

BRIEFING STRIP ™



FOR FINAL APPROACH SEE
11-3A (ILS Z CAT I)
11-3B (ILS X CAT II)

PANS OPS 3

CHANGES: Note.

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ATIS	ATHENS Arrival (R) West	East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

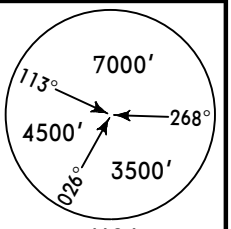
VENIZELOS Tower	Ground West	North	East	South
118.62	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

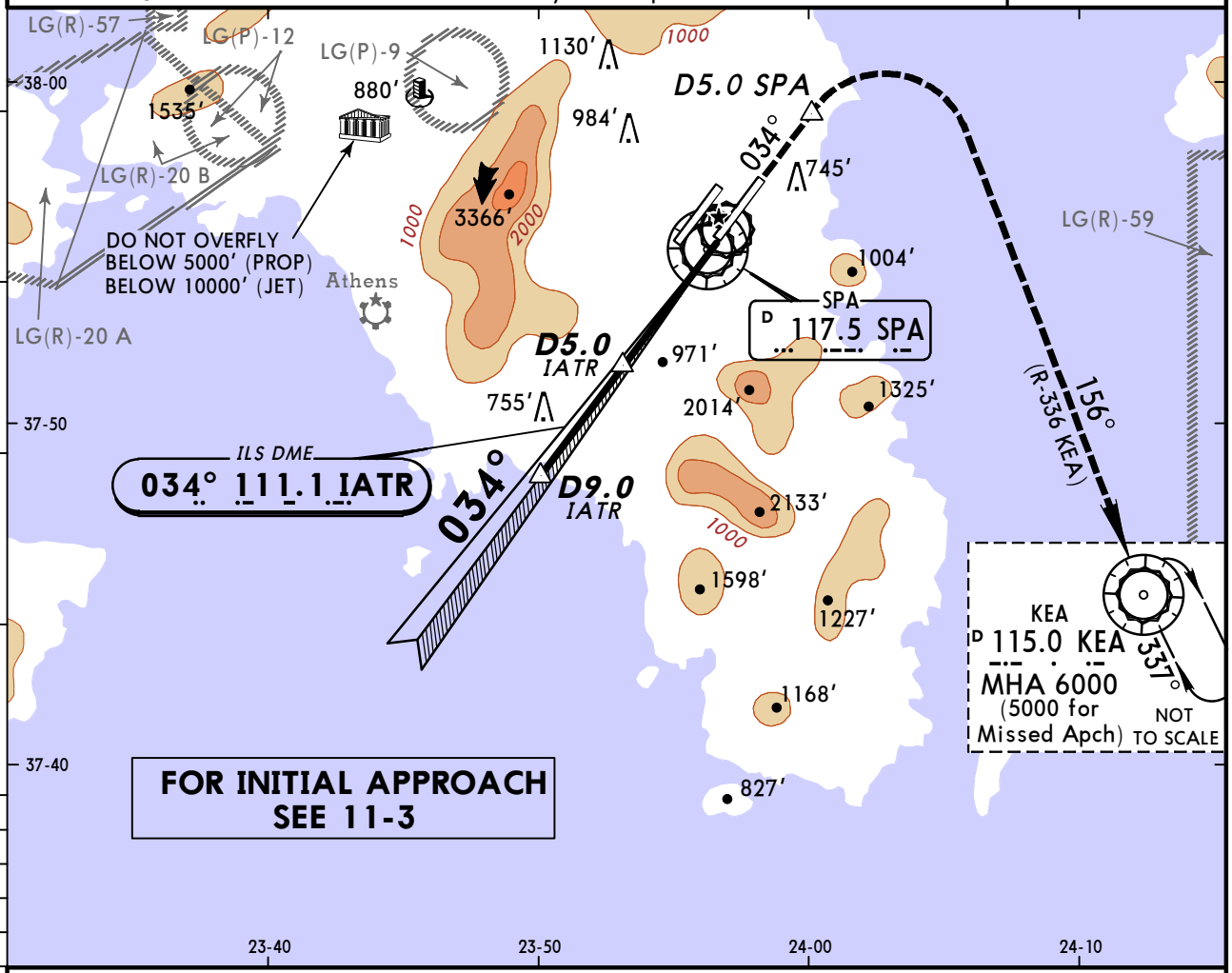
LOC IATR	Final Apch Crs	GS D5.0 IATR	ILS DA(H)	Apt Elev 308'
111.1	034°	1917'(1646')	471'(200')	RWY 271'

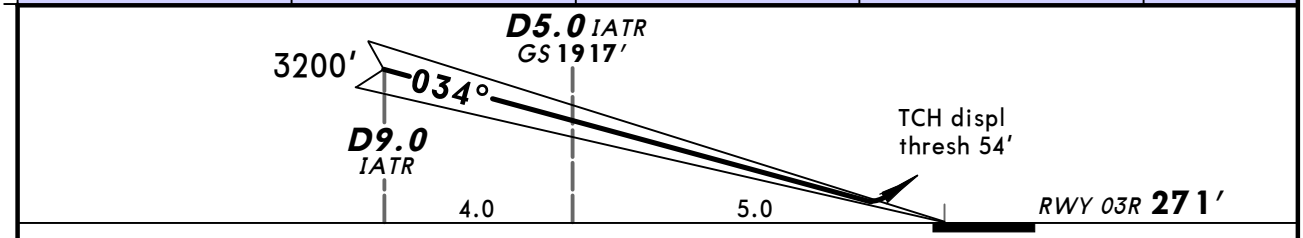
MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000'
1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03R displaced threshold.



MSA
SPA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

SPA 117.5 R-034 | D5.0 SPA

Standard STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 471'(200') FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200'(892')	1500m
135	1300'(992')	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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BRIEFING STRIP ™

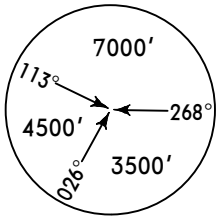
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

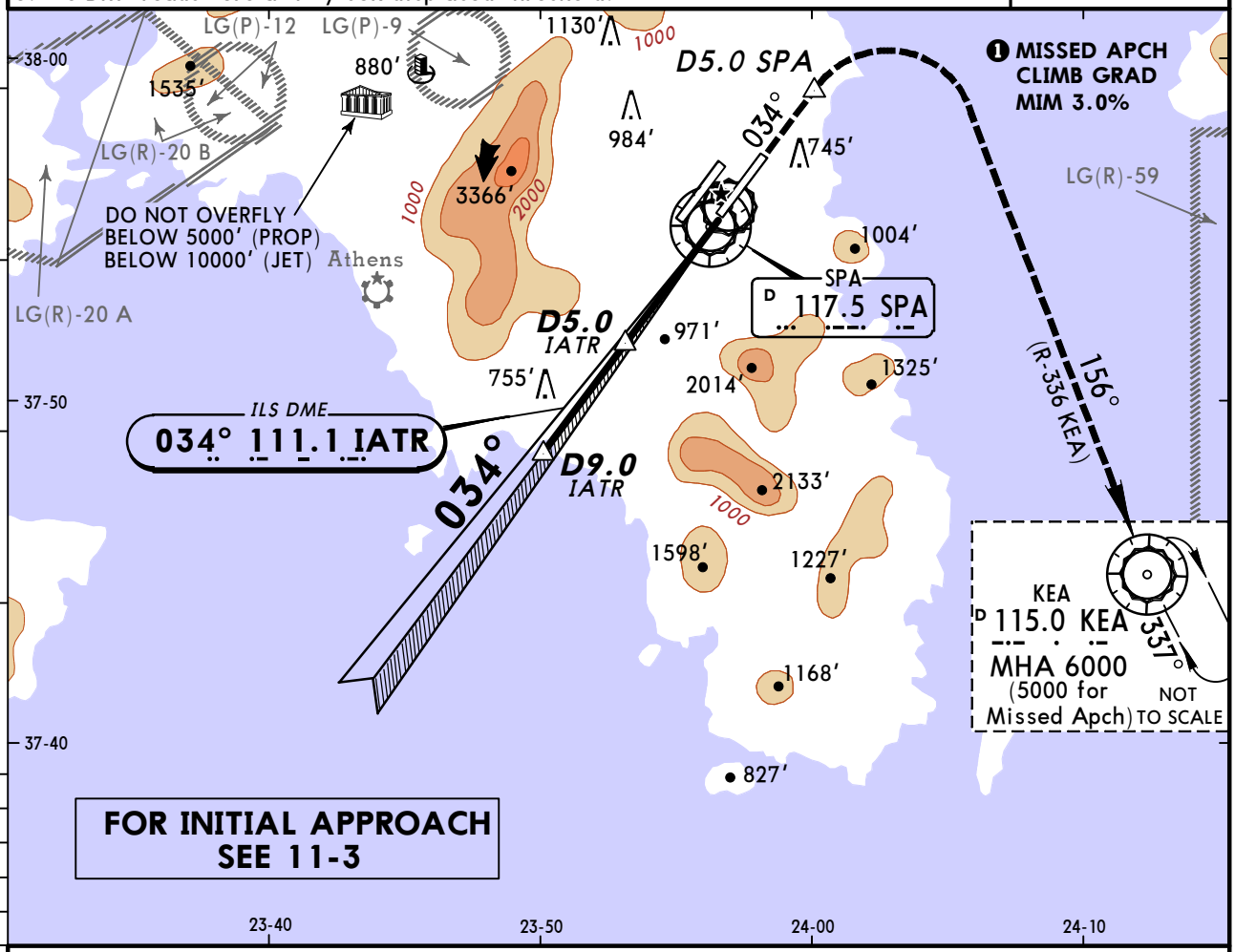
LOC IATR	Final Apch Crs	GS	CAT II ILS	Apt Elev 308'
111.1	034°	D5.0 IATR 1917' (1646')	RA 147' DA(H) 421' (150')	RWY 271'

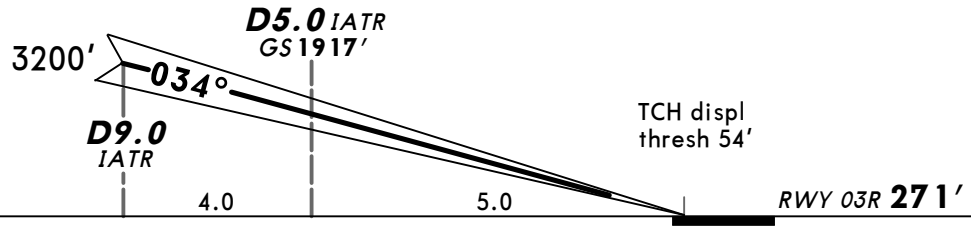
MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000'
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03R displaced threshold.



MSA SPA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

SPA 117.5 R-034

D5.0 SPA

Standard

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 3.0% ❶

RA 147'

DA(H) **421'** (150')

RVR *450m*

PANS OPS 3

❶ Climb gradient up to 1200'.

CHANGES: Note. Minimums.

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ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

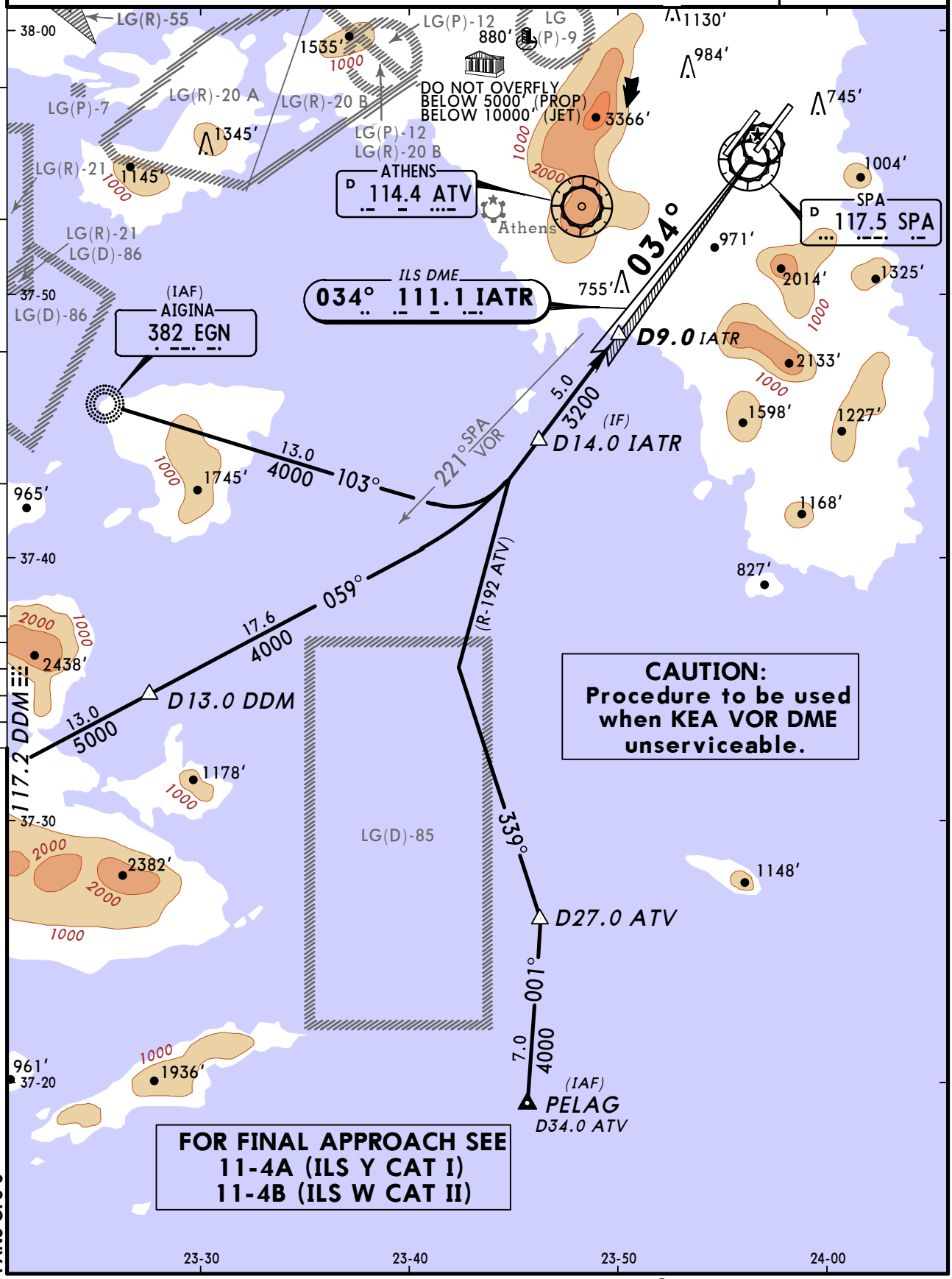
LOC IATR	Final Apch Crs	GS	DA(H)/RA	Apt Elev / RWY
111.1	034°	Refer to 11-4A (CAT I) 11-4B (CAT II)	Refer to 11-4A (CAT I) 11-4B (CAT II)	Apt Elev 308′ RWY 271′

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.**
2. ILS DME reads zero at rwy 03R displaced threshold.

MSA SPA VOR: 7000′ (113°), 4500′ (026°), 3500′ (268°)

BRIEFING STRIP™



PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-4A)

ATHENS, GREECE
ILS Y Rwy 03R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

LOC IATR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 308'
111.1	034°	D5.0 IATR 1917' (1646')	471' (200')	RWY 271'

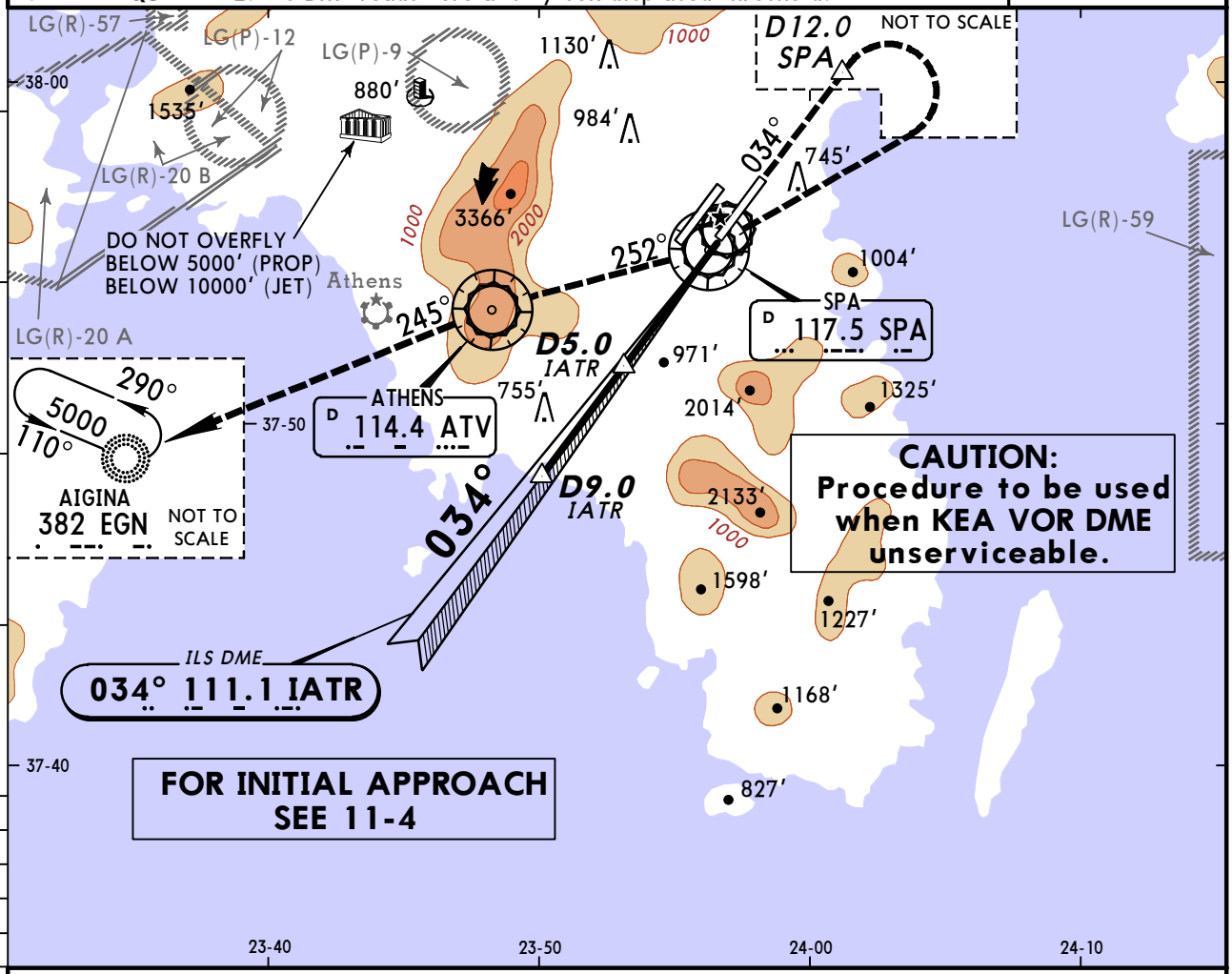
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SPA. At D12.0 SPA turn RIGHT (MAX 200 KT) to SPA VOR. Intercept R-252 SPA to ATV VOR and pass ATV VOR not below 5000'. Intercept R-245 ATV and proceed to EGN NDB at 5000' or above and hold.

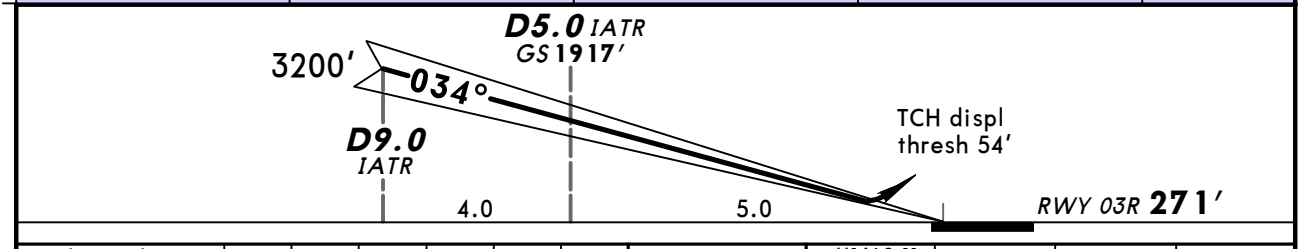
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000'

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 03R displaced threshold.

MSA SPA VOR: 7000' (113°–268°), 4500' (026°–113°), 3500' (268°–026°)

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SPA 117.5 R-034 | D12.0 SPA

Standard STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 471' (200') FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (892')	1500m
135	1300' (992')	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-4B)

ATHENS, GREECE
❶ CAT II ILS W Rwy 03R

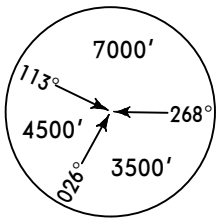
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

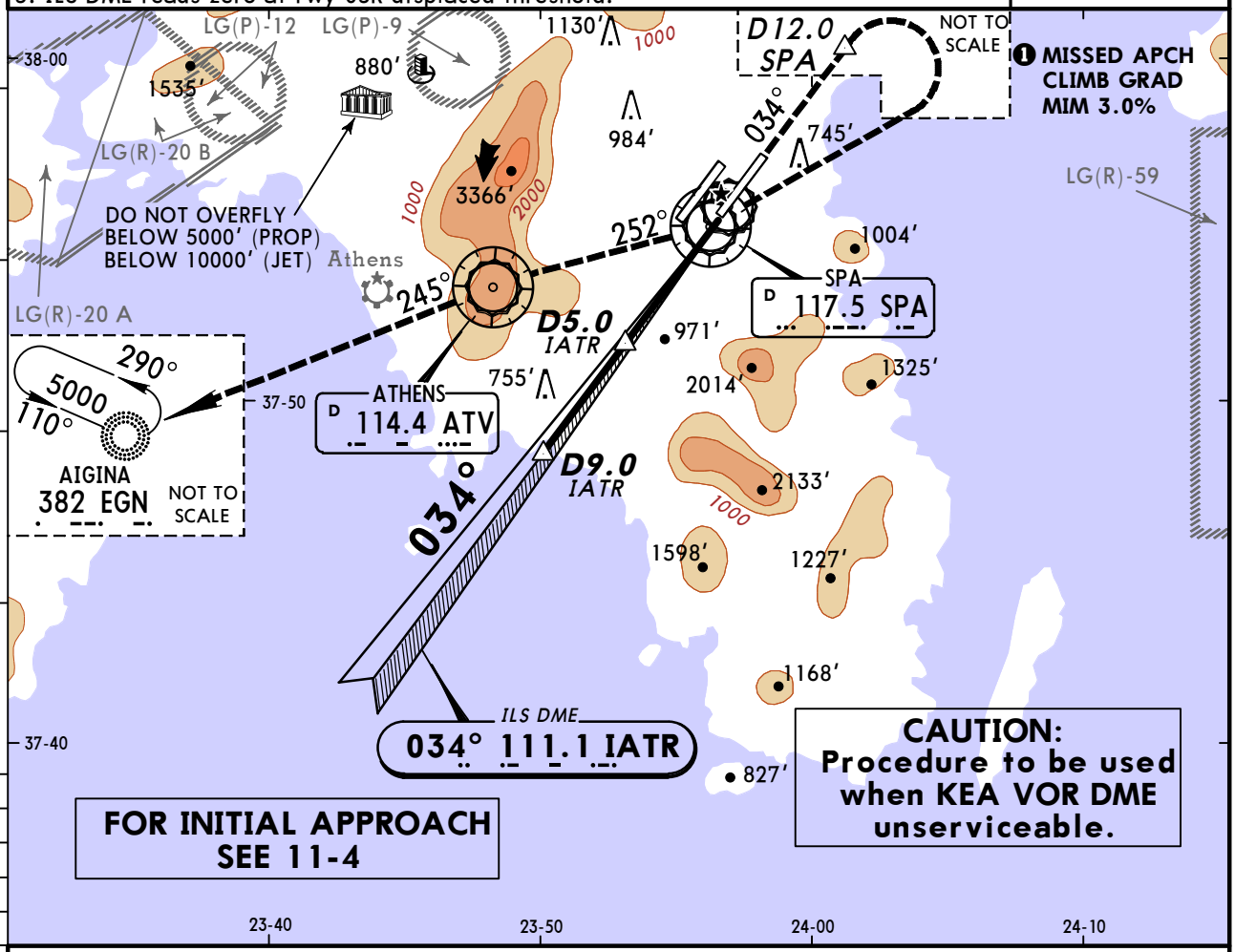
LOC IATR	Final Apch Crs	GS D5.0 IATR	CAT II ILS RA 147′ DA(H)	Apt Elev 308′ RWY 271′
111.1	034°	1917′ (1646′)	421′ (150′)	

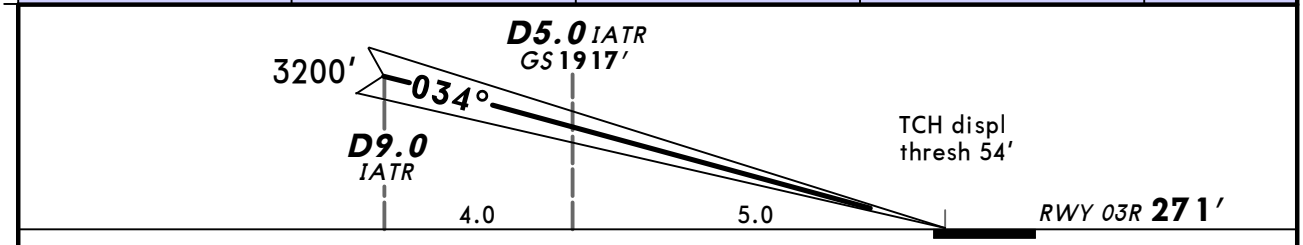
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SPA. At D12.0 SPA turn RIGHT (MAX 200 KT) to SPA VOR. Intercept R-252 SPA to ATV VOR and pass ATV VOR not below 5000′. Intercept R-245 ATV and proceed to EGN NDB at 5000′ or above and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 03R displaced threshold.



MSA SPA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SPA 117.5 R-034 | D12.0 SPA

Standard

STRAIGHT-IN LANDING RWY **03R**
CAT II ILS
Missed apch climb gradient mim 3.0% ❶

RA 147′

DA(H) **421′** (150′)

RVR *450m*

❶ Climb gradient up to 1200′.

BRIEFING STRIP ™

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-5)

ATHENS, GREECE
ILS Z Rwy 21L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

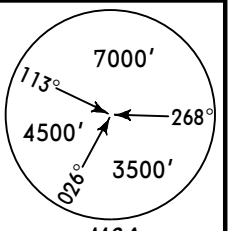
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

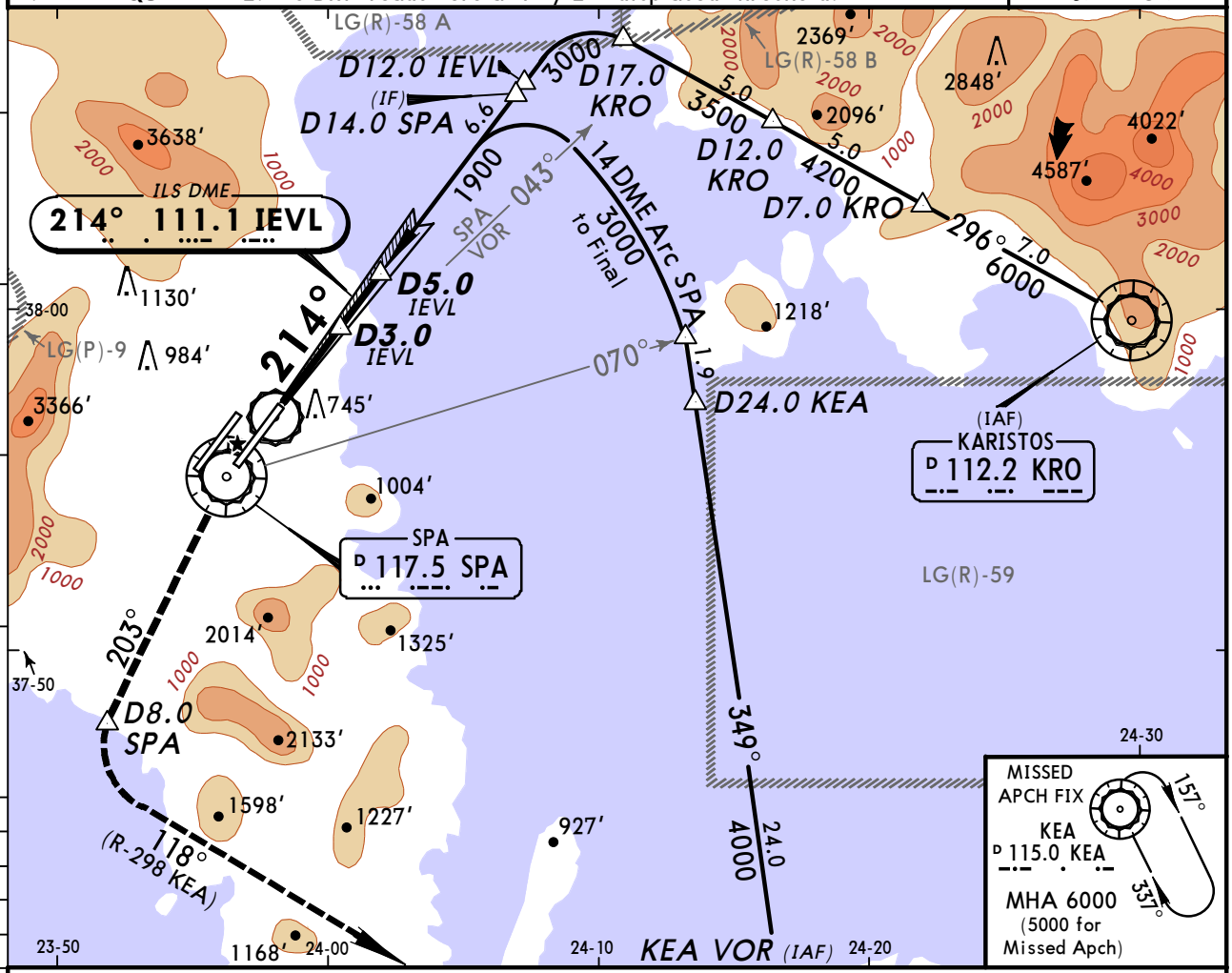
LOC IEVL	Final Apch Crs	GS D3.0 IEVL	ILS DA(H)	Apt Elev 308′
111.1	214°	1312′ (1009′)	503′ (200′)	RWY 303′

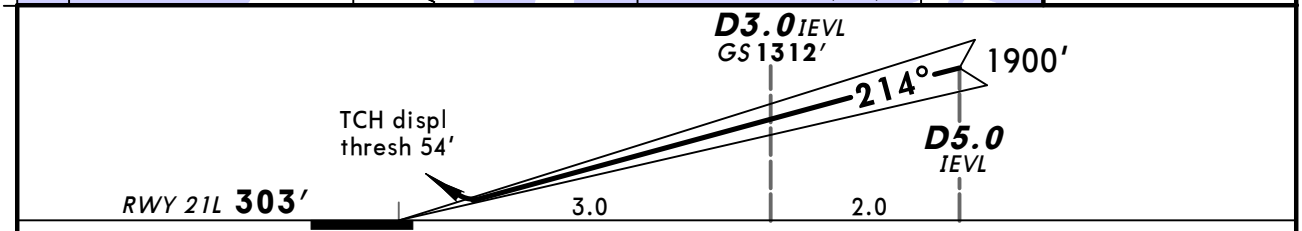
MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21L displaced threshold.







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI | SPA 117.5 | D8.0 SPA LT | SPA 117.5 on R-203

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 503′(200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′(892′)	1500m
135	1300′(992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-5A)

ATHENS, GREECE
CAT II ILS X Rwy 21L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

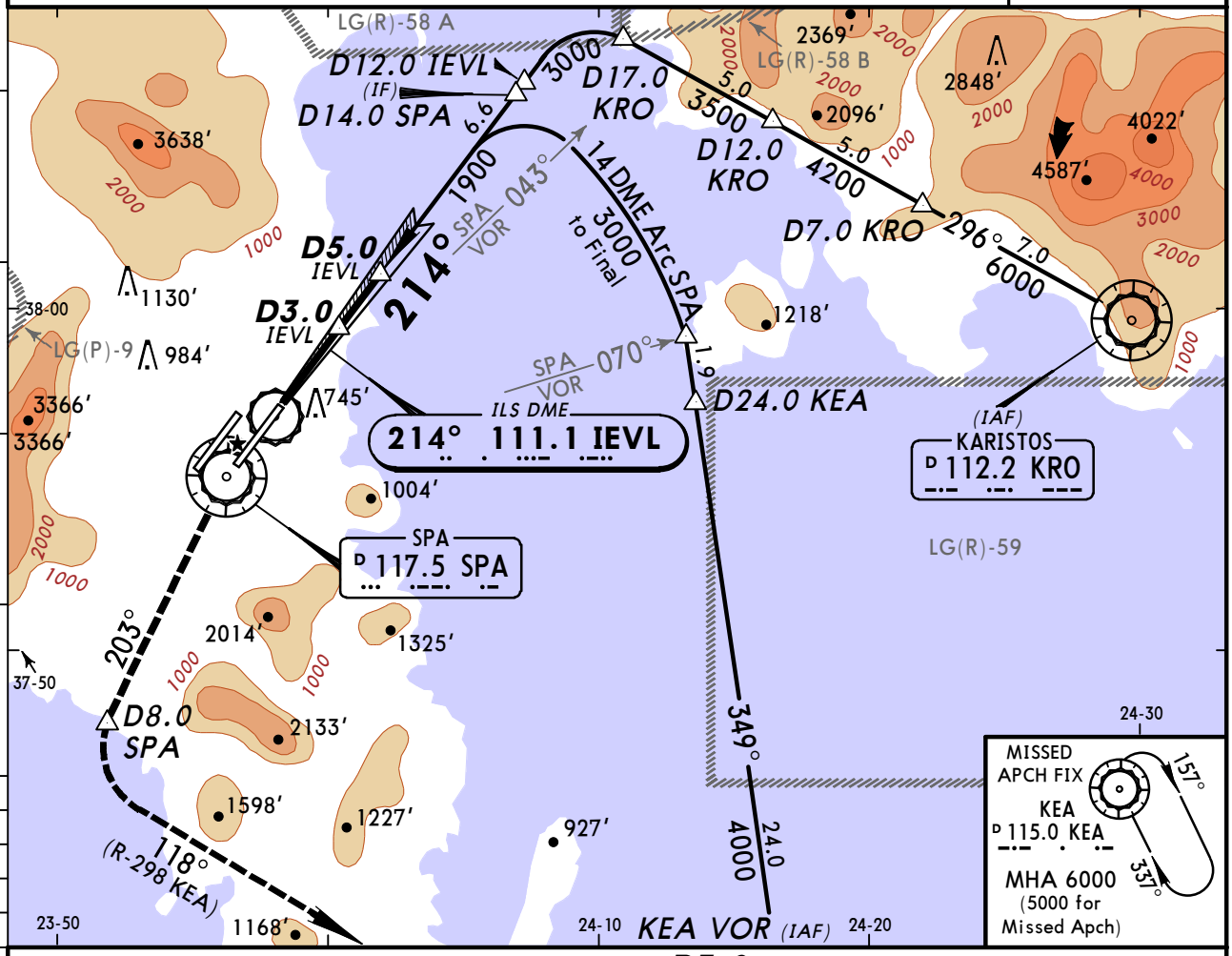
LOC IEVL	Final Apch Crs	GS	CAT II ILS	Apt Elev 308'
111.1	214°	D3.0 IEVL 1312' (1009')	RA 94' DA(H) 403' (100')	RWY 303'

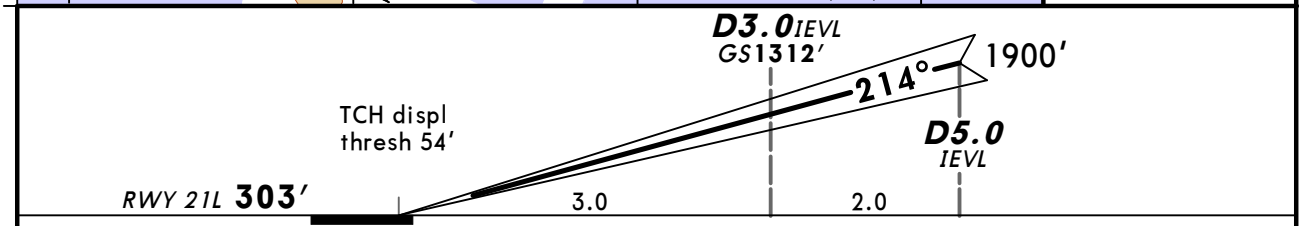
MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA then turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000'
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21L displaced threshold.

MSA SPA VOR: 7000' (113°–268°), 4500' (026°–268°), 3500'

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI | SPA 117.5 | D8.0 SPA LT | SPA 117.5 on R-203

Standard

STRAIGHT-IN LANDING RWY 21L
CAT II ILS
ABCD
RA 94'
DA(H) **403'** (100')

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-6)

ATHENS, GREECE
ILS Y Rwy 21L

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

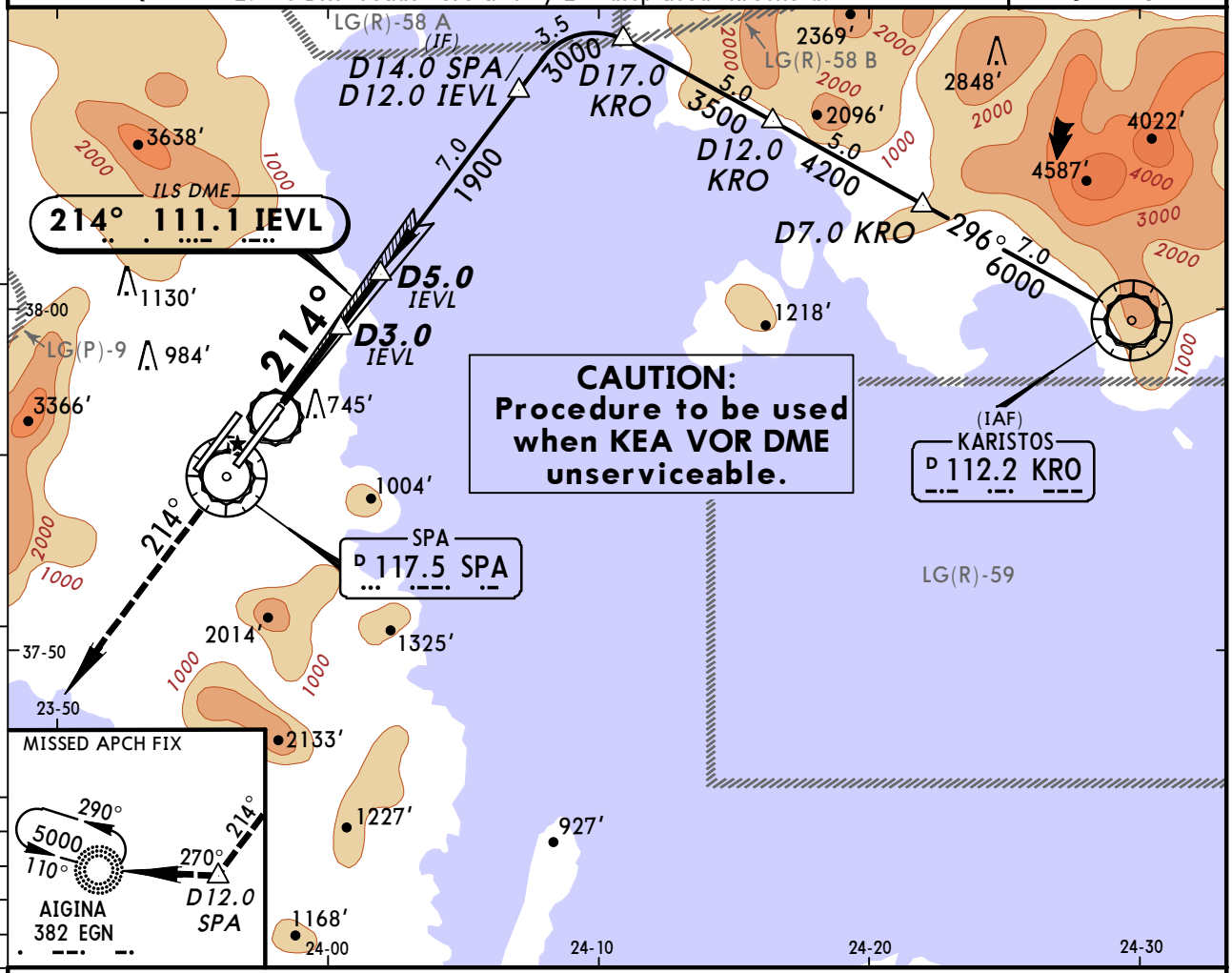
LOC IEVL	Final Apch Crs	GS D3.0 IEVL	ILS DA(H)	Apt Elev 308′
111.1	214°	1312′ (1009′)	503′ (200′)	RWY 303′

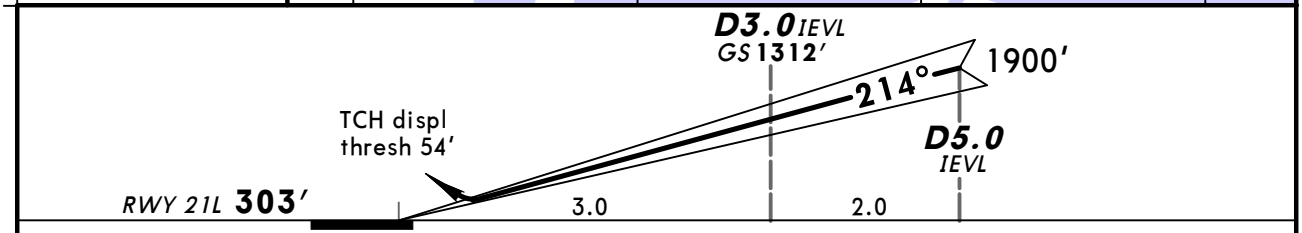
MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR and intercept R-214 SPA. At D12.0 SPA turn RIGHT to intercept 270° inbound to EGN NDB climbing to 5000′ and hold.

MSA SPA VOR: 113° 7000′; 268° 4500′; 026° 3500′

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21L displaced threshold.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

SPA 117.5 R-214 | D12.0 SPA

Standard STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 503′(200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′(892′)	1500m
135	1300′(992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-6A)

ATHENS, GREECE
CAT II ILS W Rwy 21L

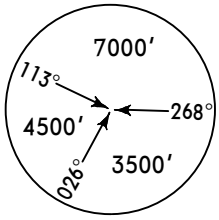
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

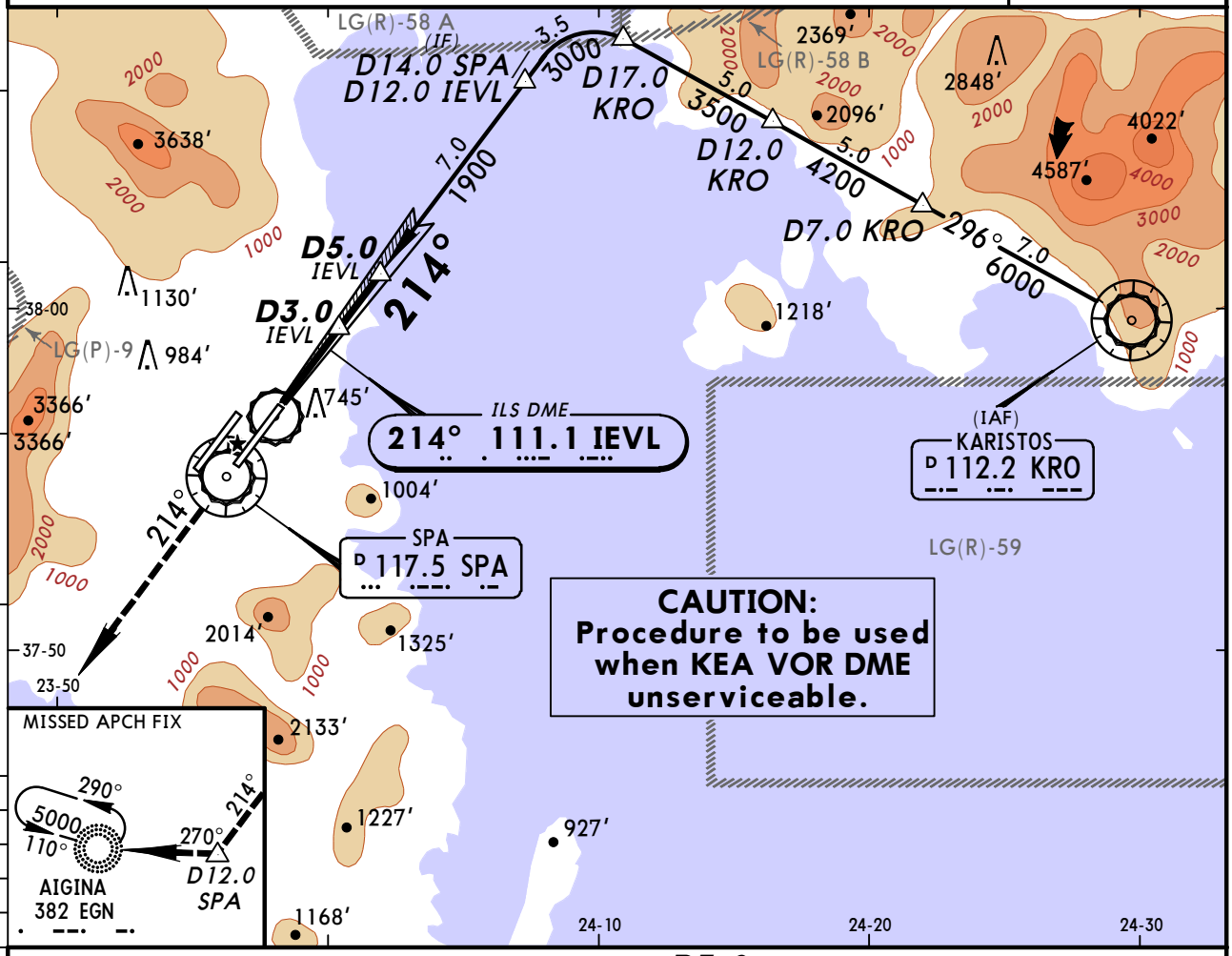
LOC IEVL	Final Apch Crs	GS	CAT II ILS	Apt Elev 308'
111.1	214°	D3.0 IEVL 1312' (1009')	RA 94' DA(H) 403' (100')	RWY 303'

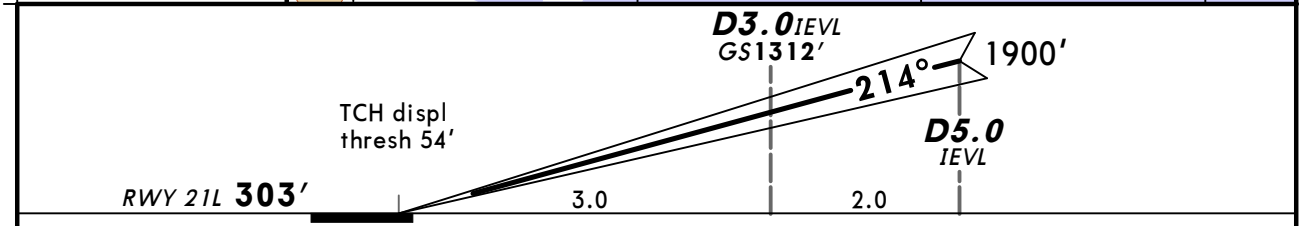
MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR and intercept R-214 SPA. At D12.0 SPA turn RIGHT to intercept 270° inbound to EGN NDB climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000'
1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21L displaced threshold.



BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

SPA 117.5 R-214

D12.0 SPA

Standard

STRAIGHT-IN LANDING RWY 21L
CAT II ILS
ABCD
RA 94'
DA(H) **403'** (100')

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-7)

ATHENS, GREECE
ILS Z Rwy 21R

BRIEFING STRIP TM

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

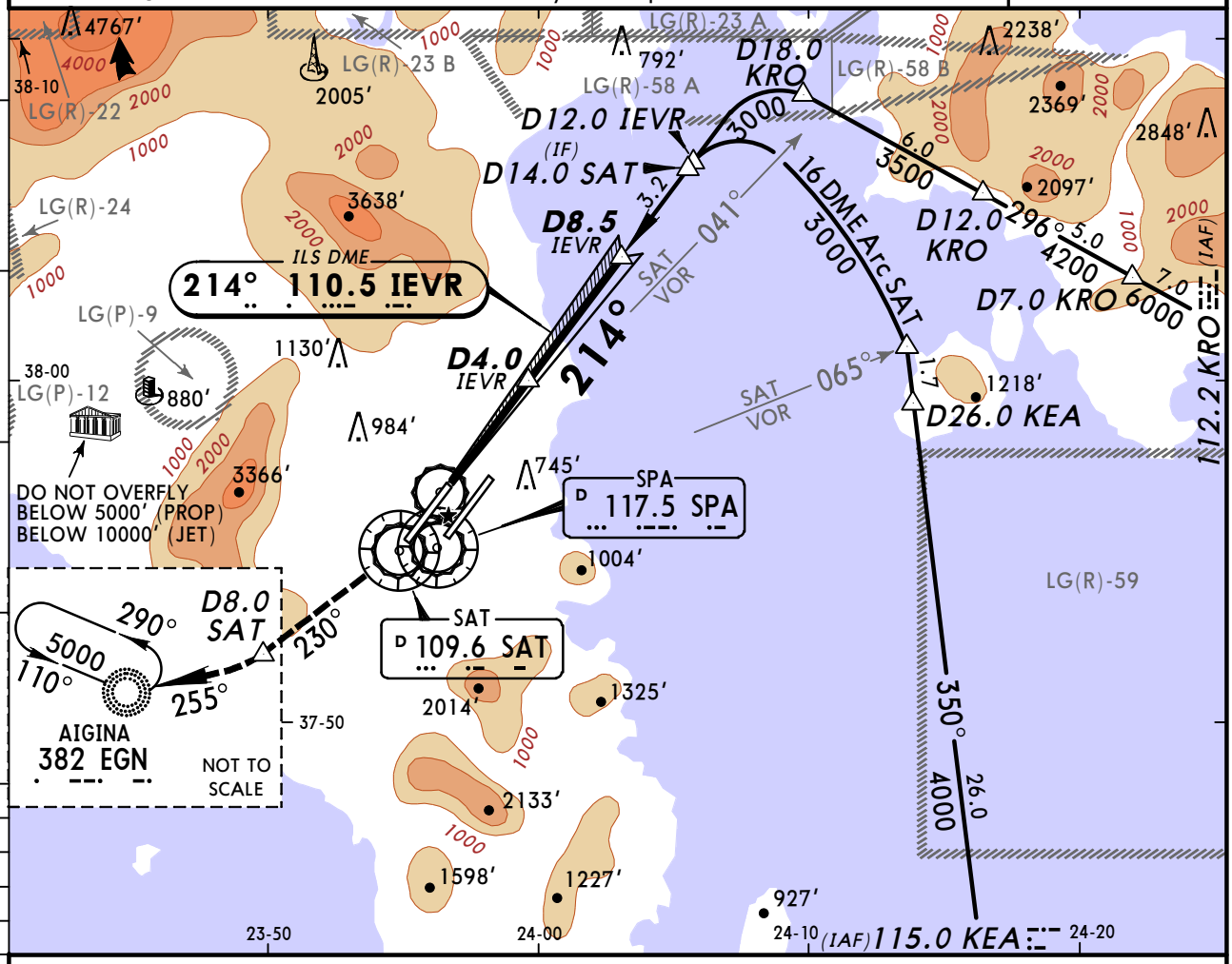
LOC IEVR	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	214°	D4.0 IEVR 1610′ (1328′)	Refer to Minimums	308′ / RWY 282′

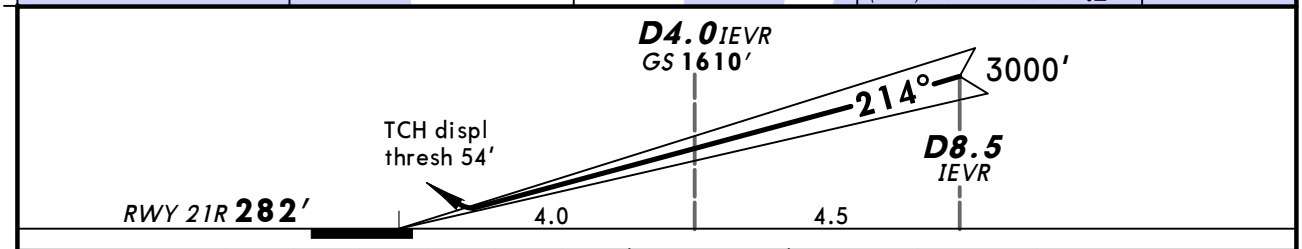
MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D8.0 SAT turn RIGHT onto 255° to NDB climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 21R displaced threshold.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′ (026°–113°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI | SAT 109.6 | D8.0 SAT RT on | SAT 109.6 R-230

PANS OPS 3

Standard — STRAIGHT-IN LANDING RWY 21R

	ILS FULL/Limited	ILS ALS out	LOC (GS out) FULL/Limited	LOC (GS out) ALS out
	Missed apch climb gradient mim 4.0% [1] DA(H) 682′ (400′)		Missed apch climb gradient mim 2.5% DA(H) A: 935′ (653′) B: 945′ (663′) C: 955′ (673′) D: 965′ (683′)	
A	RVR 1100m	RVR 1500m	RVR 1500m	NOT APPLICABLE
B				
C/D		RVR 1800m	CMV 2400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C/D	NOT APPLICABLE	

[1] Climb gradient up to 1700′.

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (11-7A)

ATHENS, GREECE
CAT II ILS X Rwy 21R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 308′
IEVR **110.5**	**214°**	**D4.0 IEVR** **1610′** (1328′)	Refer to Minimums	RWY **282′**

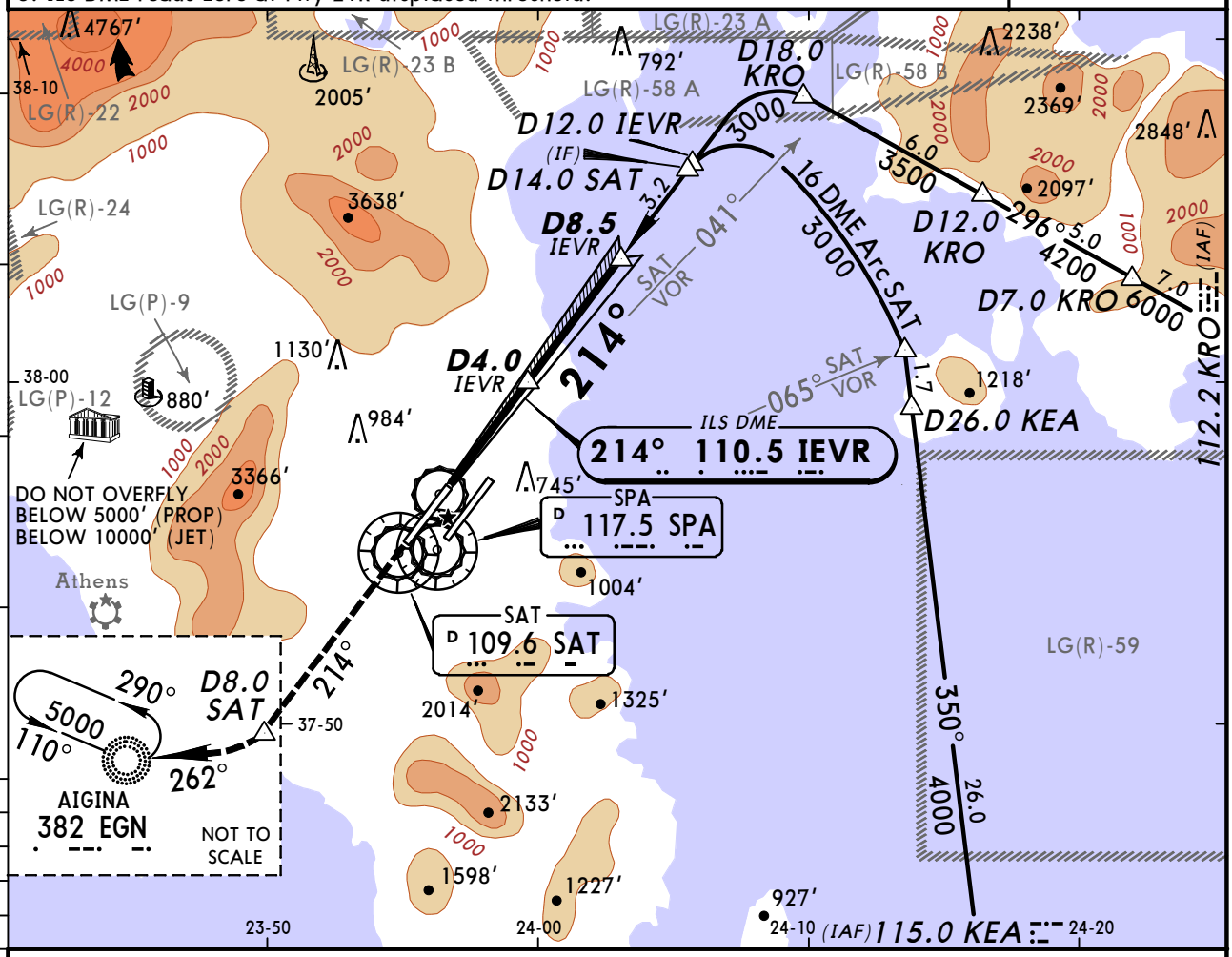
MISSED APCH: Climb STRAIGHT AHEAD. After passing D8.0 SAT turn RIGHT onto 262° to NDB climbing to 5000′ and hold.

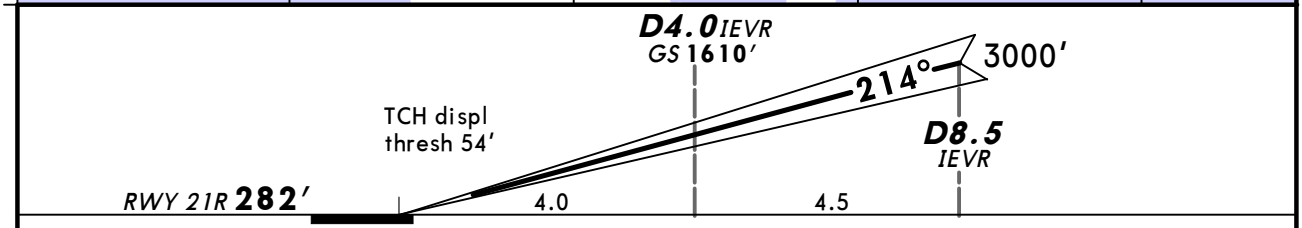
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

1. **DME REQUIRED.** 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 21R displaced threshold.

MSA SPA VOR: 113° 7000′; 268° 4500′; 026° 3500′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI **D8.0** SAT

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **21R** CAT II ILS

Missed apch climb grad mim 3.0%[1]	Missed apch climb grad mim 2.5%			
ABCD	A	B	C	D
RA 94′	RA 120′	RA 136′	RA 149′	RA 163′
DA(H) 382′ (100′)	DA(H) 409′ (127′)	DA(H) 425′ (143′)	DA(H) 438′ (156′)	DA(H) 452′ (170′)
RVR 300m [2]	RVR 400m	RVR 450m		

[1] Climb gradient up to 1200′.
[2] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN

20 NOV 09 (13-1)

ATHENS, GREECE
VOR Rwy 03L

BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

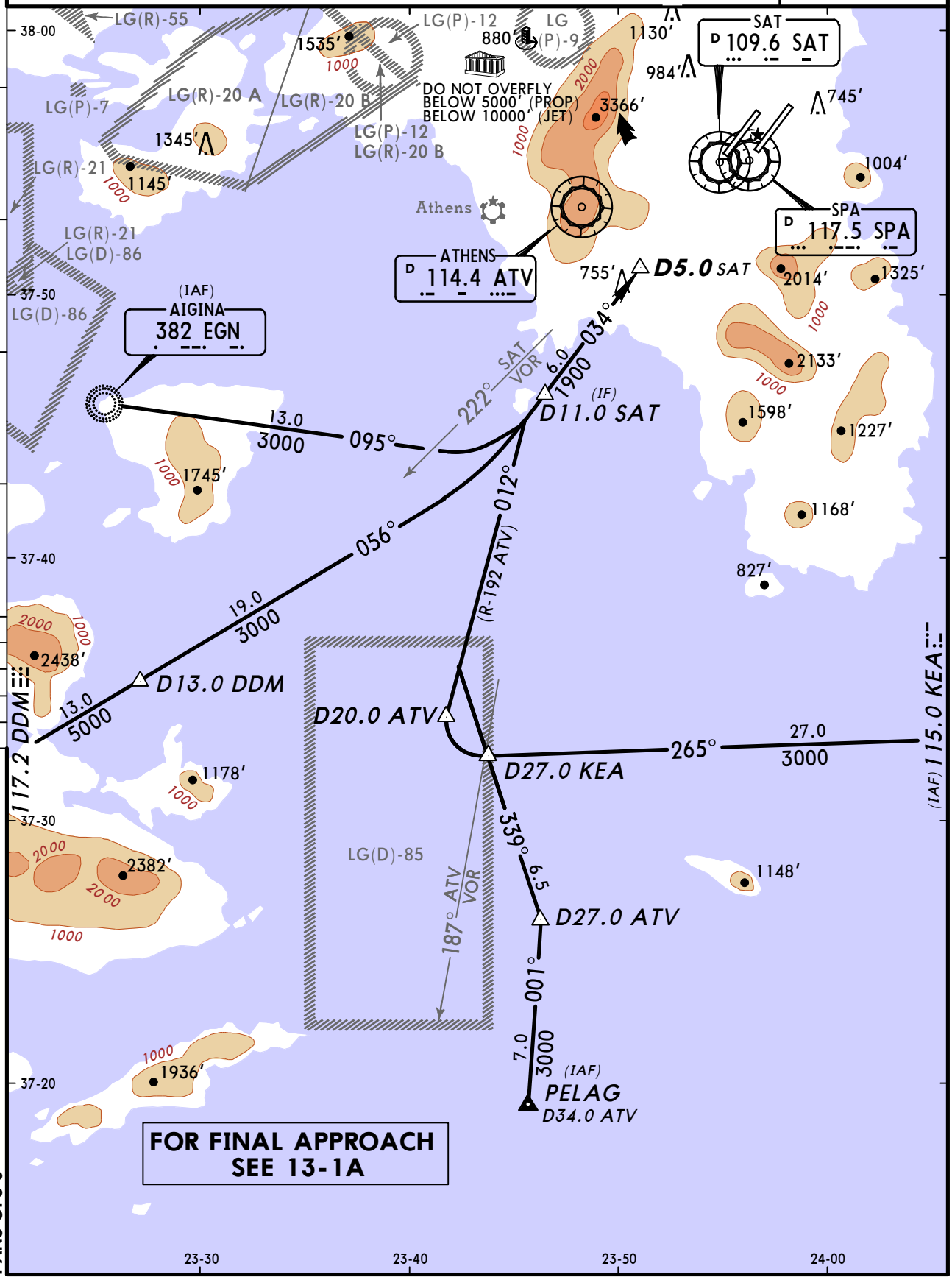
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	Refer to chart 13-1A	Refer to chart 13-1A	Apt Elev 308′ RWY 255′

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′ (026°–113°)



FOR FINAL APPROACH SEE 13-1A

PANS OPS 3

CHANGES: Note.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-1A)

ATHENS, GREECE
VOR Rwy 03L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

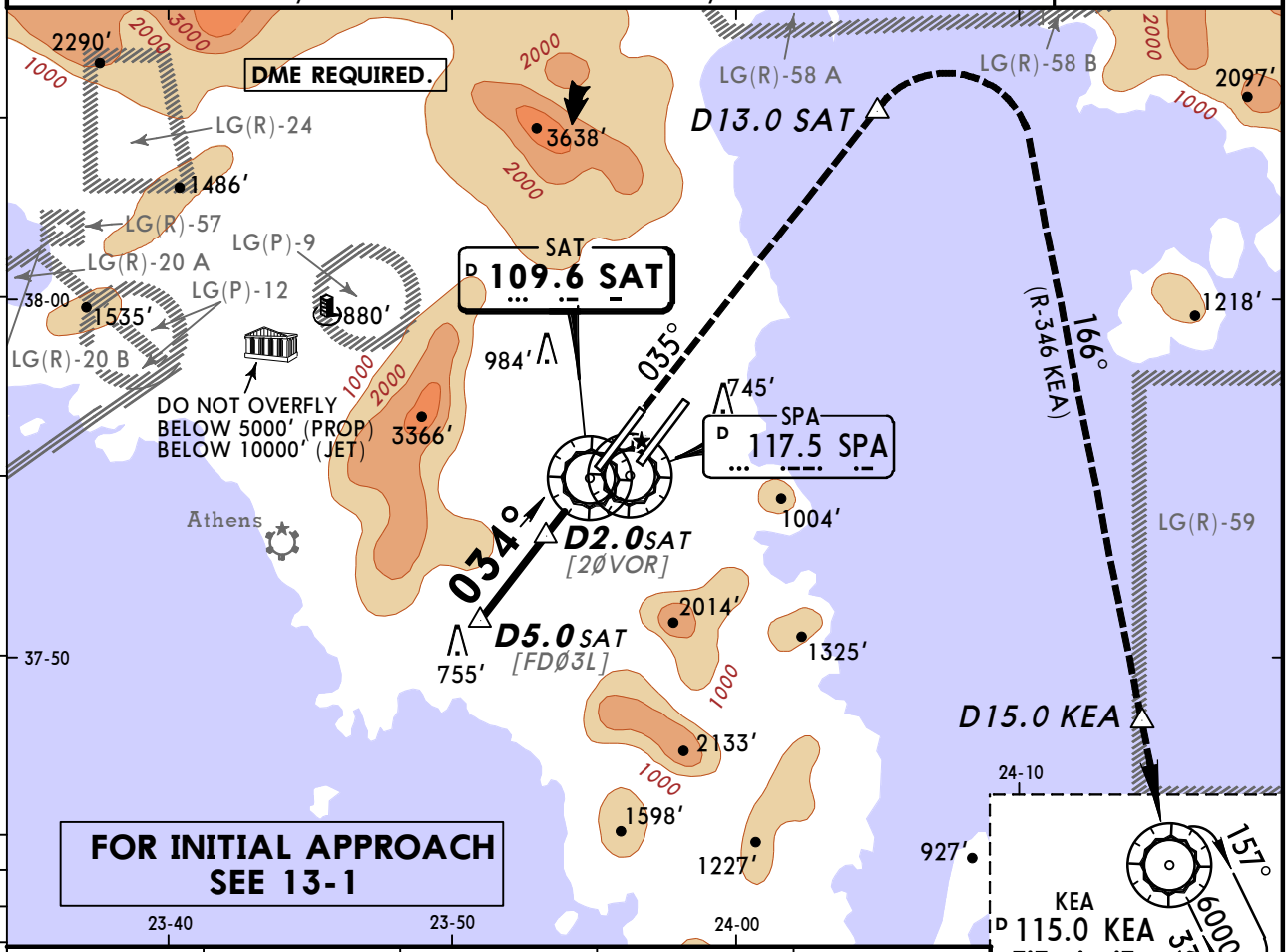
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	D5.0 SAT 1900′ (1645′)	800′ (545′)	Apt Elev 308′ RWY 255′

MISSED APCH: Climb STRAIGHT AHEAD on R-035 SAT. At D13.0 SAT turn RIGHT (MAX 220 KT). Intercept R-346 KEA and proceed to KEA VOR climbing to 6000′ and hold. Cross D15.0 KEA at 6000′.

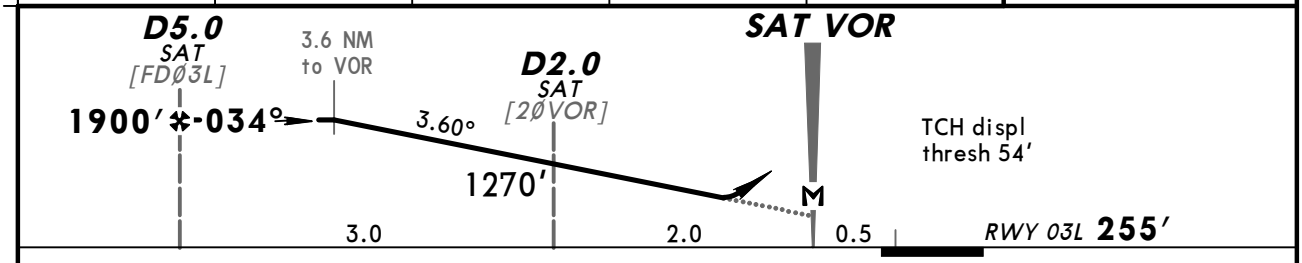
Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′

MSA SPA VOR: 7000′ (113°, 268°, 026°), 4500′, 3500′

BRIEFING STRIP™



SAT DME	3.6	3.0	2.0	1.0
ALTITUDE	1900′	1680′	1290′	910′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at SAT VOR						

HIALS-II, PAPI

SAT on 109.6 R-035 | D13.0 SAT

Standard STRAIGHT-IN LANDING RWY 03L

DA(H) 800′ (545′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN

20 NOV 09 (13-2)

ATHENS, GREECE
VOR Rwy 03R

BRIEFING STRIP ™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

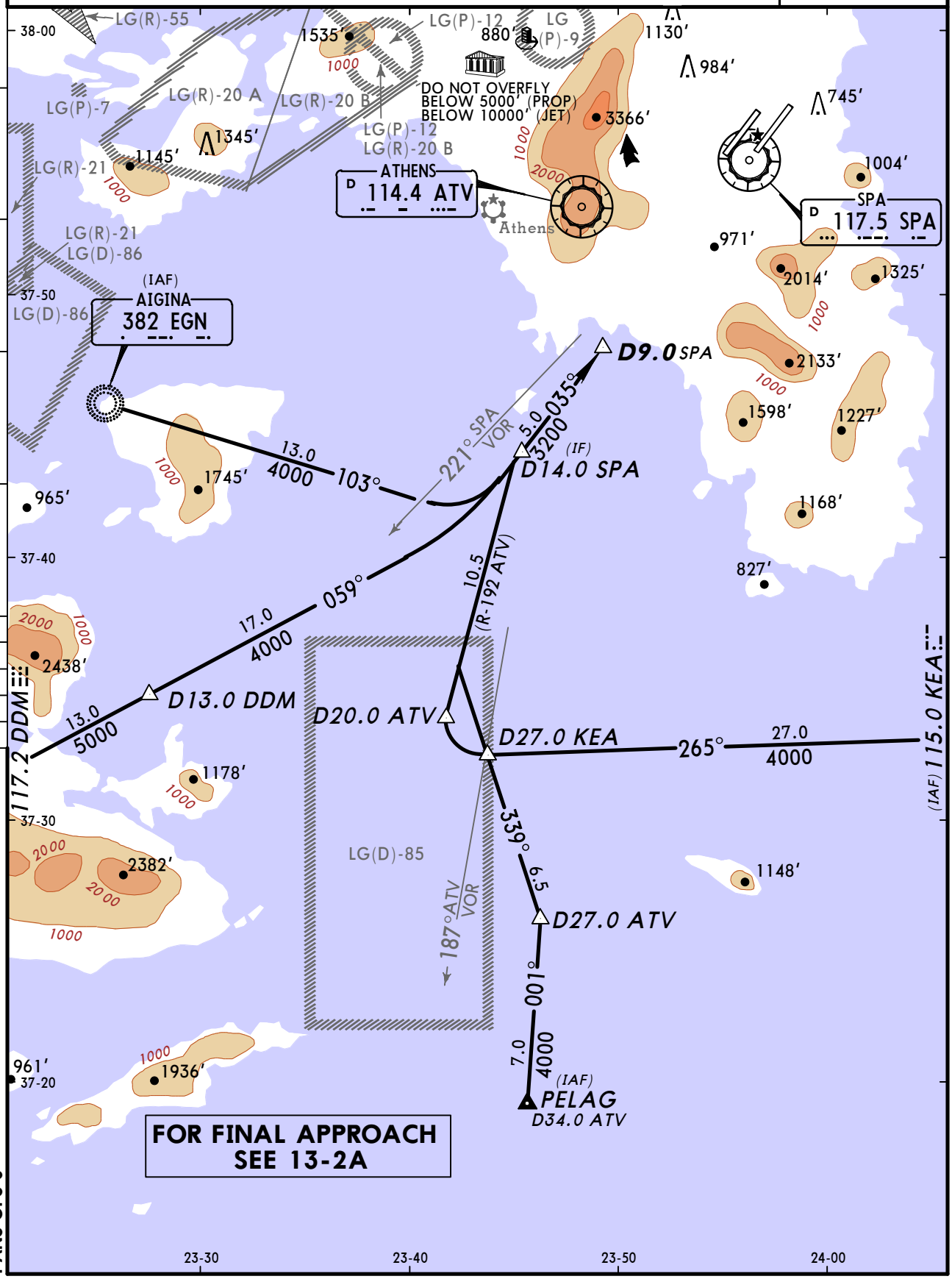
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SPA 117.5	035°	Refer to chart 13-2A	Refer to chart 13-2A	Apt Elev 308′ RWY 271′

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR: 7000′ (113°, 268°, 026°), 4500′, 3500′



PANS OPS 3

CHANGES: Note.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-2A)

ATHENS, GREECE
VOR Rwy 03R

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

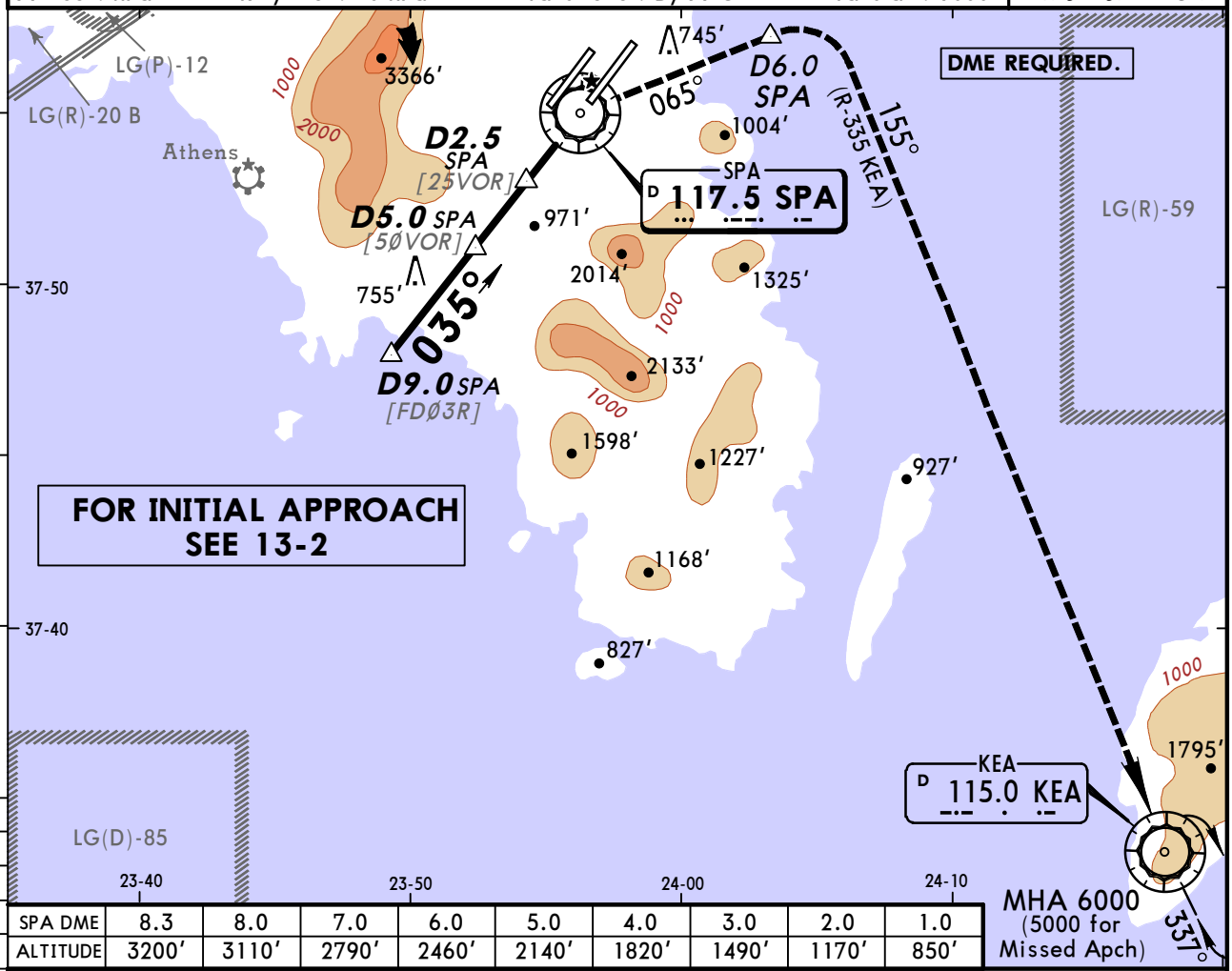
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SPA 117.5	035°	D9.0 SPA 3200′ (2929′)	690′ (419′)	Apt Elev 308′ RWY 271′

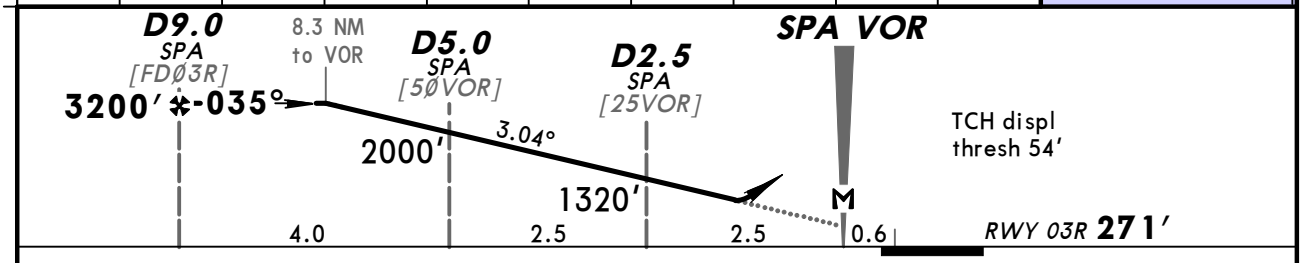
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-065 SPA. At D6.0 SPA turn RIGHT (MAX 200 KT) to intercept R-335 KEA climbing to 5000′. Do not turn before passing MAP.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′ (026°–113°)



SPA DME	8.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3200′	3110′	2790′	2460′	2140′	1820′	1490′	1170′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at SPA VOR						

HIALS-II, PAPI

As soon as practicable RT

SPA 117.5 R-065

D6.0 SPA

Standard STRAIGHT-IN LANDING RWY **03R**

DA(H) **690′ (419′)**

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

CHANGES: Note. Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-3)

ATHENS, GREECE
VOR Rwy 21L

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

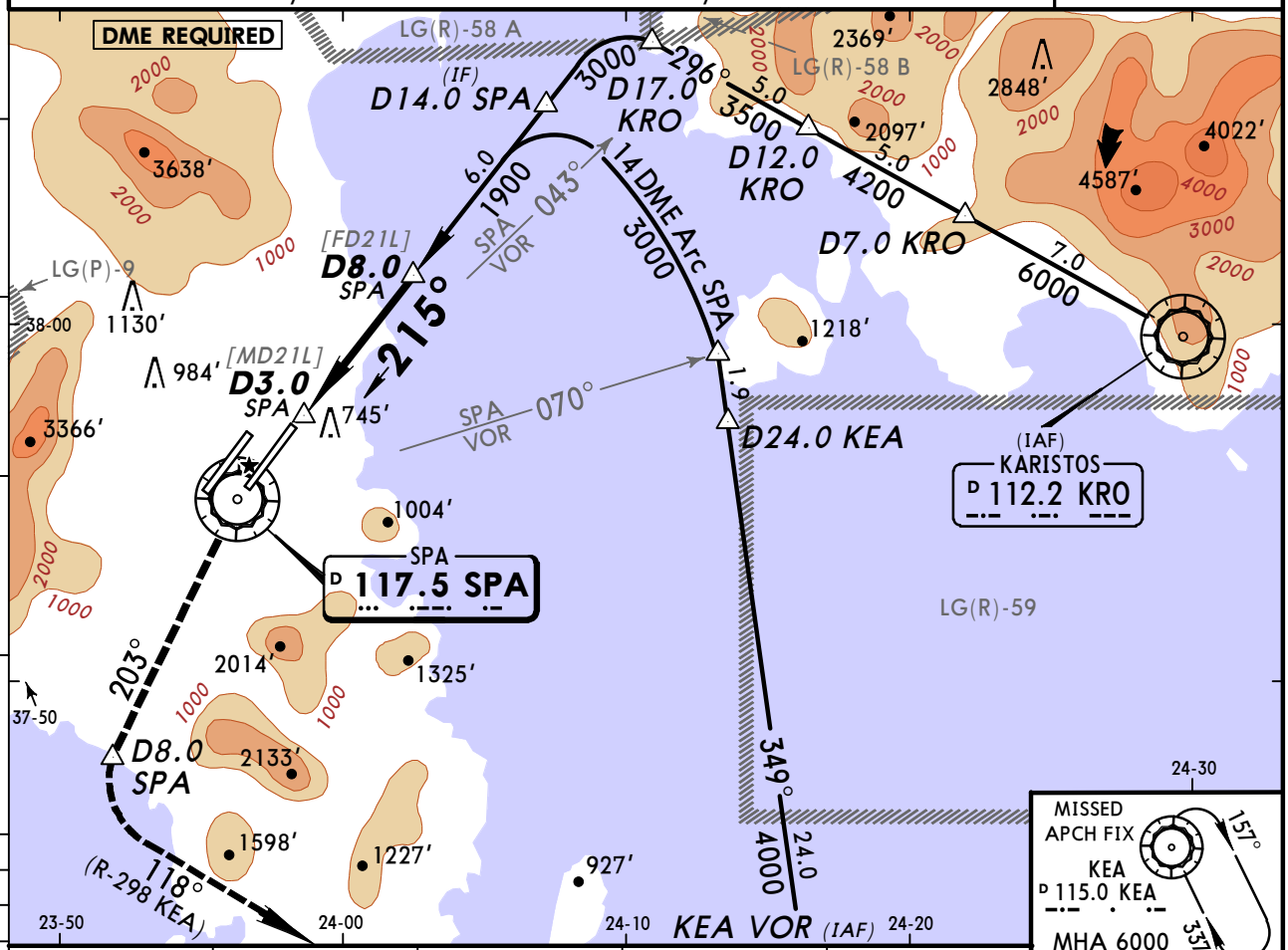
BRIEFING STRIP ™

VOR SPA	Final Apch Crs	Minimum Alt D8.0 SPA	DA(H)	Apt Elev / RWY
117.5	215°	1900′ (1597′)	1030′ (727′)	Apt Elev 308′ / RWY 303′

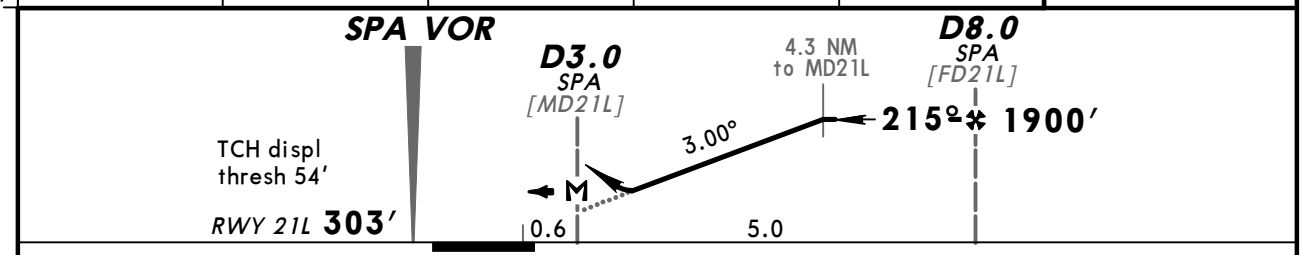
MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000′ and hold.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°–268°), 3500′

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 9000′



SPA DME	5.0	6.0	7.0	7.3
ALTITUDE	1170′	1490′	1810′	1900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SPA						

HIALS-II, PAPI | SPA 117.5 | D8.0 SPA LT | SPA 117.5 on R-203

Standard STRAIGHT-IN LANDING RWY **21L**

DA(H) **1030′** (727′)

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1200′ (892′)	1500m
B		135	1300′ (992′)	1600m
C	CMV 2400m	C	NOT APPLICABLE	
D		D		

CIRCLE-TO-LAND

PANS OPS 3

CHANGES: Minimums.

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ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

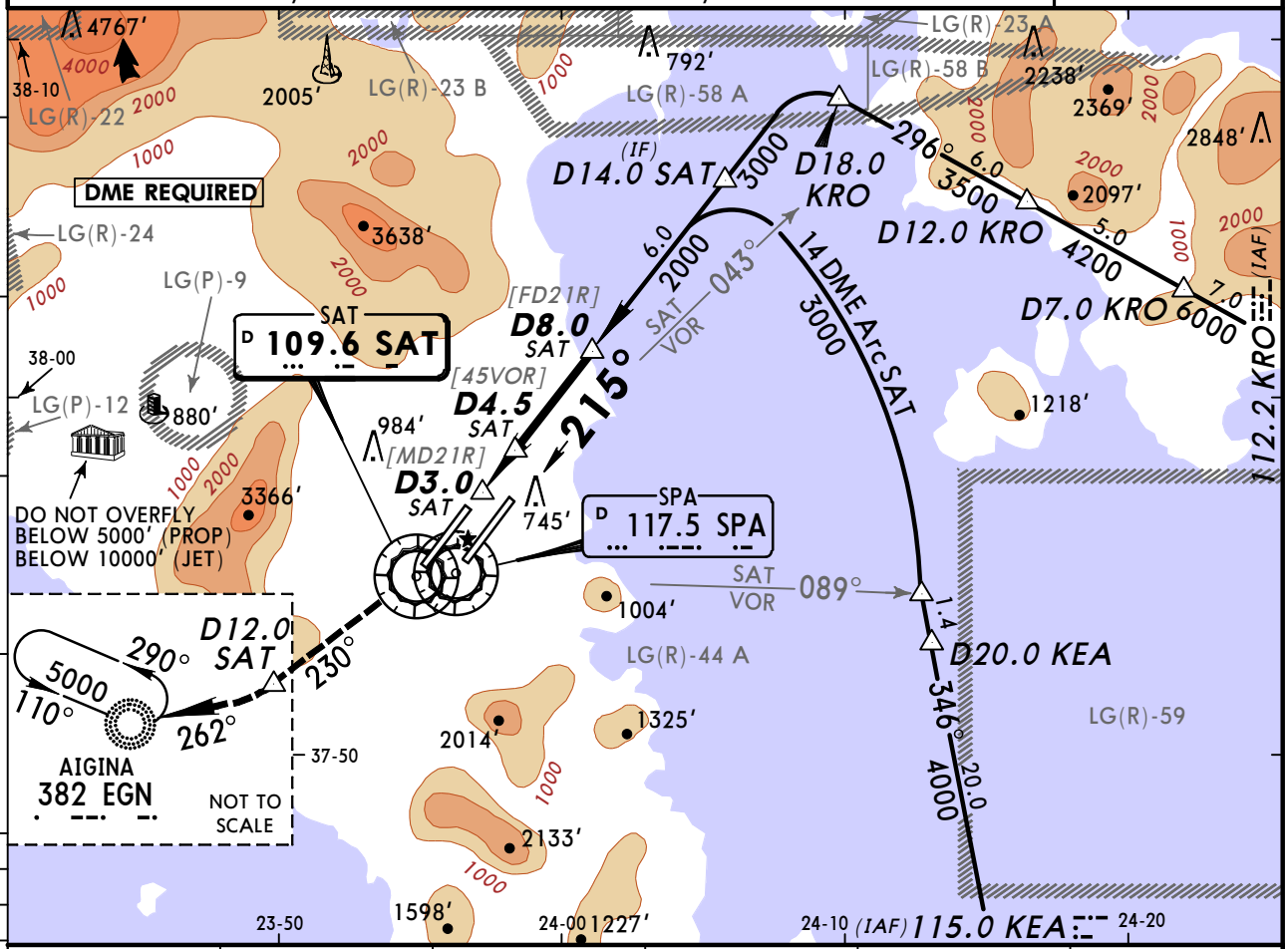
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 308'
SAT 109.6	215°	D8.0 SAT 2000' (1718')	Refer to Minimums	RWY 282'

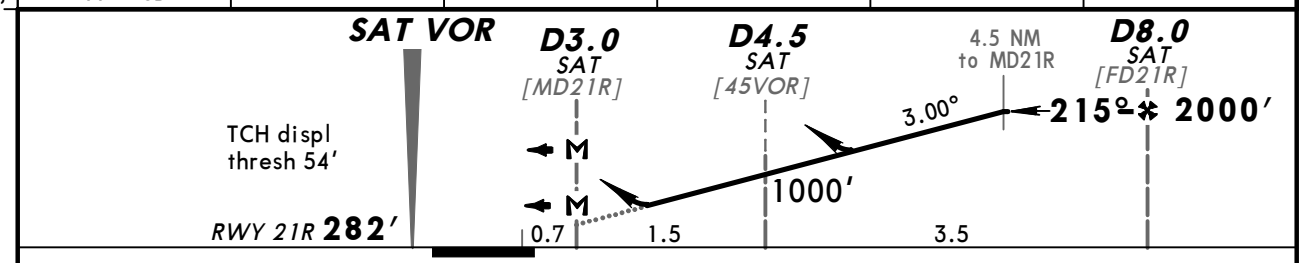
MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D12.0 SAT turn RIGHT on track 262° to EGN NDB climbing to 5000' and hold.

MSA SPA VOR: 7000' (113°–268°), 4500' (026°–268°), 3500' (026°–113°)

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000'



SAT DME	4.0	5.0	6.0	7.0	7.5
ALTITUDE	890'	1210'	1530'	1850'	2000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SAT						

HIALS-II | PAPI | SAT 109.6 | D12.0 SAT RT | SAT 109.6 on R-230

Standard STRAIGHT-IN LANDING RWY 21R

	Missed apch climb gradient mim 4.0%[1] DA(H) 830' (548')		Missed apch climb gradient mim 2.5% DA(H) 1160' (878')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1800m	CMV 2400m	CMV 2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (892')	1500m
135	1300' (992')	1600m
C	NOT APPLICABLE	
D		

PANS OPS 3

[1] Climb grad up to 1700'.

CHANGES: Minimums.

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BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

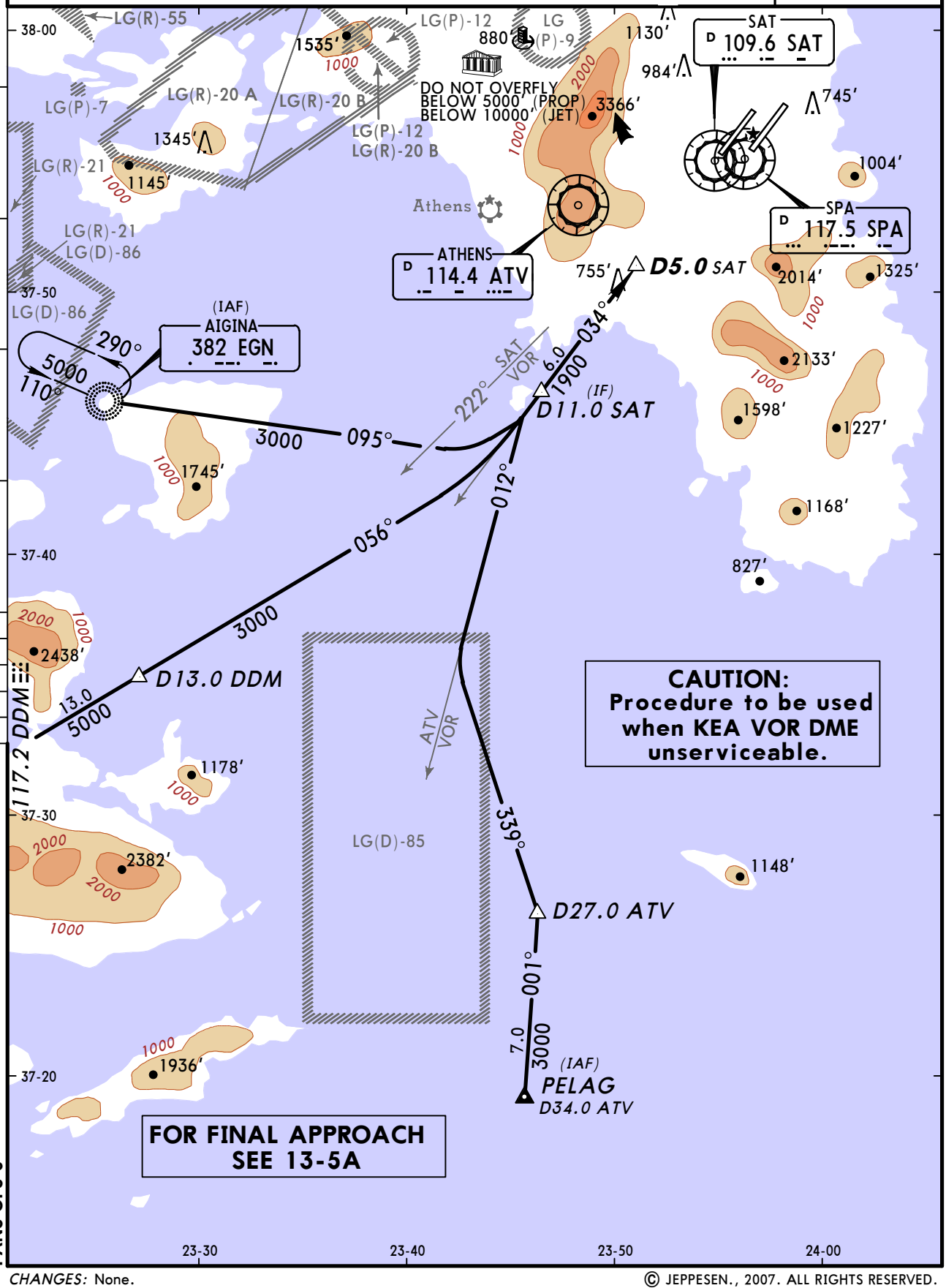
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	Refer to chart 13-5A	Refer to chart 13-5A	Apt Elev 308′ RWY 255′

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR: 7000′ (113°–268°), 4500′ (026°), 3500′



CAUTION:
Procedure to be used when KEA VOR DME unserviceable.

FOR FINAL APPROACH SEE 13-5A

PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-5A)

ATHENS, GREECE
VOR Y Rwy 03L

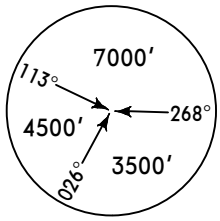
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
136.27	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

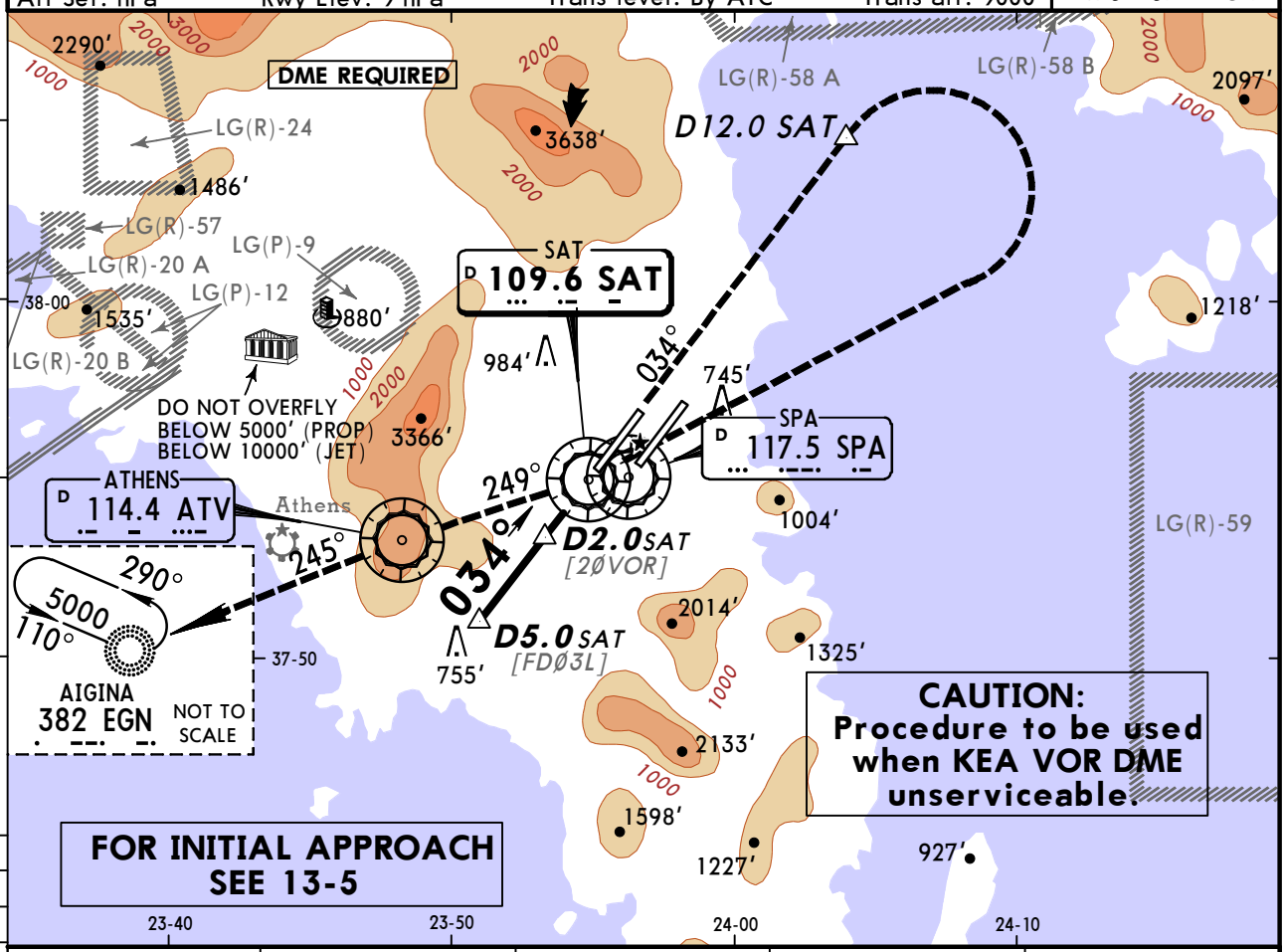
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SAT 109.6	034°	D5.0 SAT 1900′ (1645′)	800′ (545′)	Apt Elev 308′ RWY 255′

MISSED APCH: Climb on R-034 SAT to D12.0 SAT, then turn RIGHT (MAX 200 KT) to SAT VOR. Follow R-249 SAT to reach ATV VOR not below 5000′. Follow R-245 ATV to NDB and hold.

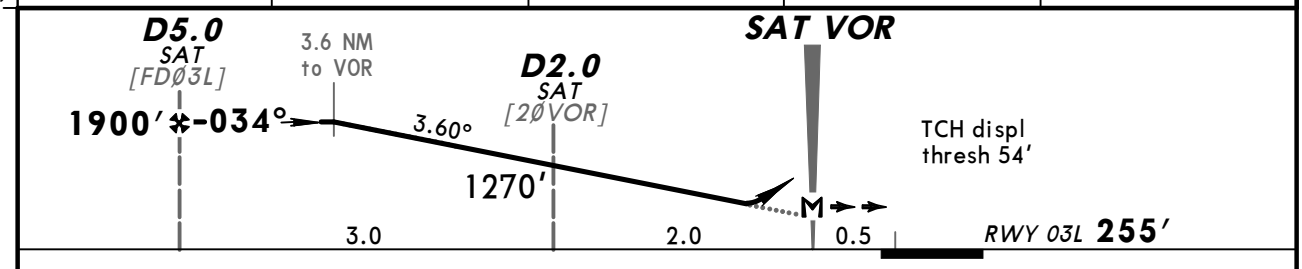


MSA SPA VOR

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 9000′



SAT DME	3.6	3.0	2.0	1.0
ALTITUDE	1900′	1680′	1290′	910′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at SAT VOR						

HIALS-II PAPI

SAT on 109.6 R-034 | D12.0 SAT

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03L**

DA(H) **800′ (545′)**

	ALS out	ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN

20 NOV 09 (13-6)

ATHENS, GREECE
VOR Y Rwy 03R

BRIEFING STRIP™

ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

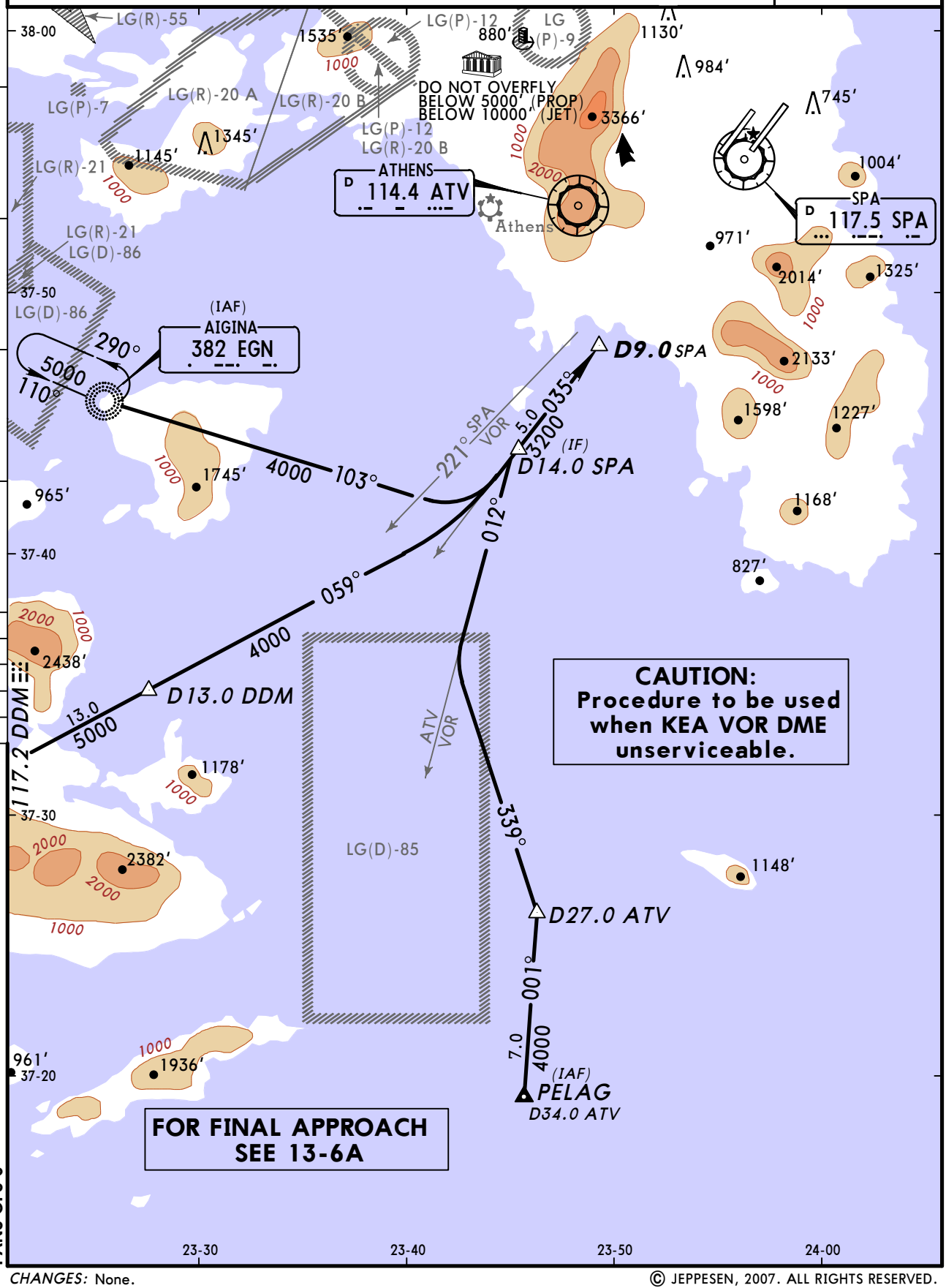
VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SPA 117.5	035°	Refer to chart 13-6A	Refer to chart 13-6A	Apt Elev 308′ RWY 271′

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′

DME REQUIRED.

MSA SPA VOR: 7000′ (113°, 268°), 4500′ (026°), 3500′



PANS OPS 3

CHANGES: None.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-6A)

ATHENS, GREECE
VOR Y Rwy 03R

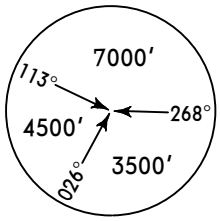
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

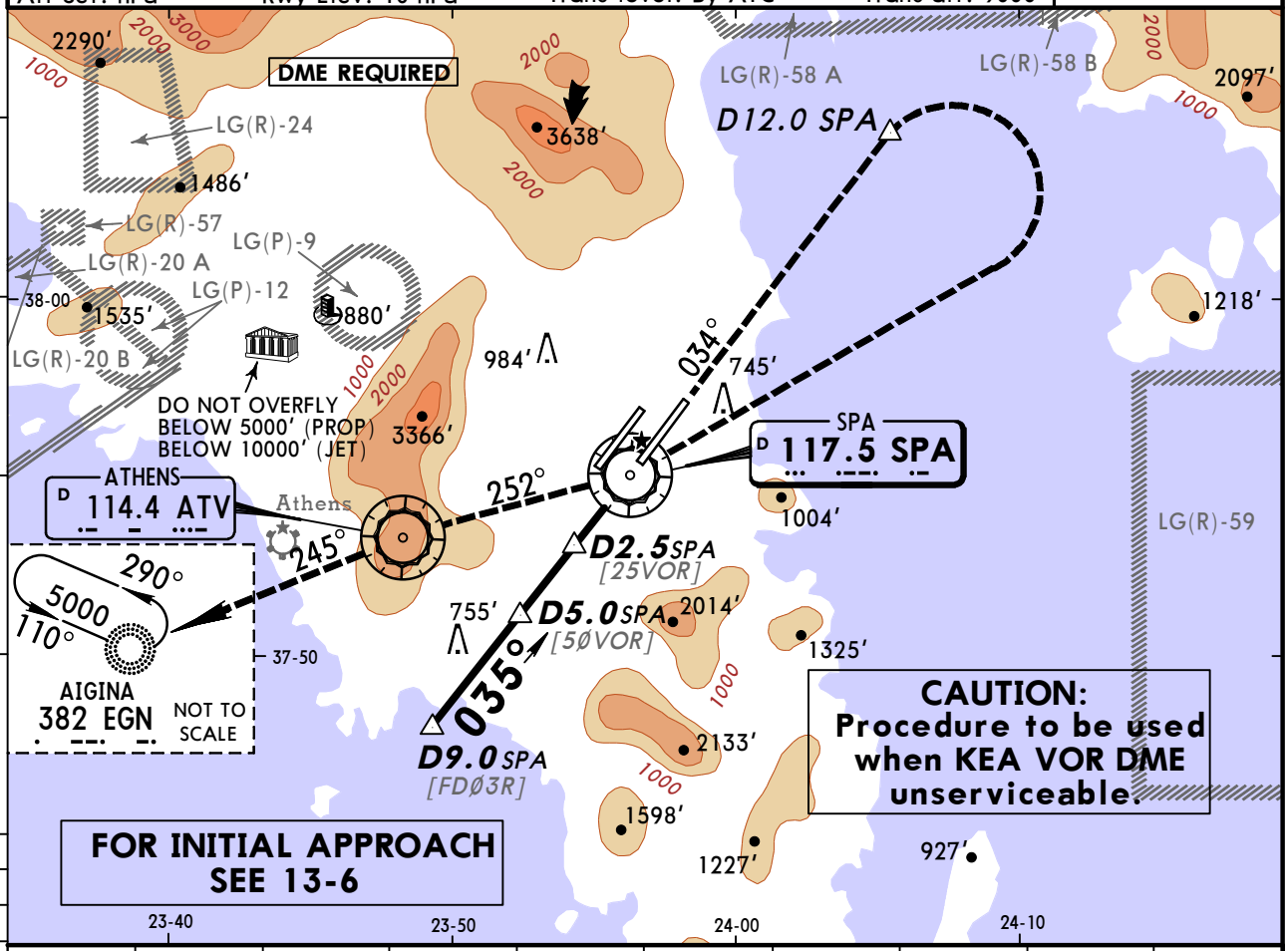
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
SPA 117.5	035°	D9.0 SPA 3200′ (2929′)	690′ (419′)	Apt Elev 308′ RWY 271′

MISSED APCH: Climb on R-034 SPA to D12.0 SPA, then turn RIGHT (MAX 200 KT) to SPA VOR. Follow R-252 SPA to reach ATV VOR not below 5000′. Follow R-245 ATV to NDB and hold.

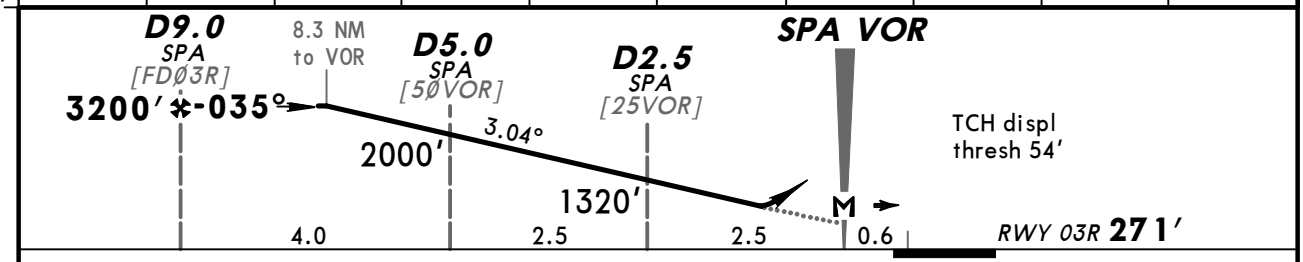


MSA SPA VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 9000′



SPA DME	8.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3200′	3110′	2790′	2460′	2140′	1820′	1490′	1170′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at SPA VOR						

HIALS-II PAPI

SPA on 117.5 R-034 | D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **03R**

DA(H) **690′** (419′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN 20 NOV 09 (13-7)

ATHENS, GREECE
VOR Y Rwy 21L

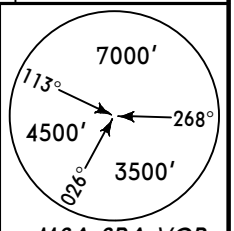
ATIS	ATHENS Arrival (R) West	ATHENS Arrival (R) East	Director (R)	Approach
136.12	132.97	126.57	121.4	126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower	Ground West	Ground North	Ground East	Ground South
118.62	121.8	121.75	121.9	121.95

BRIEFING STRIP ™

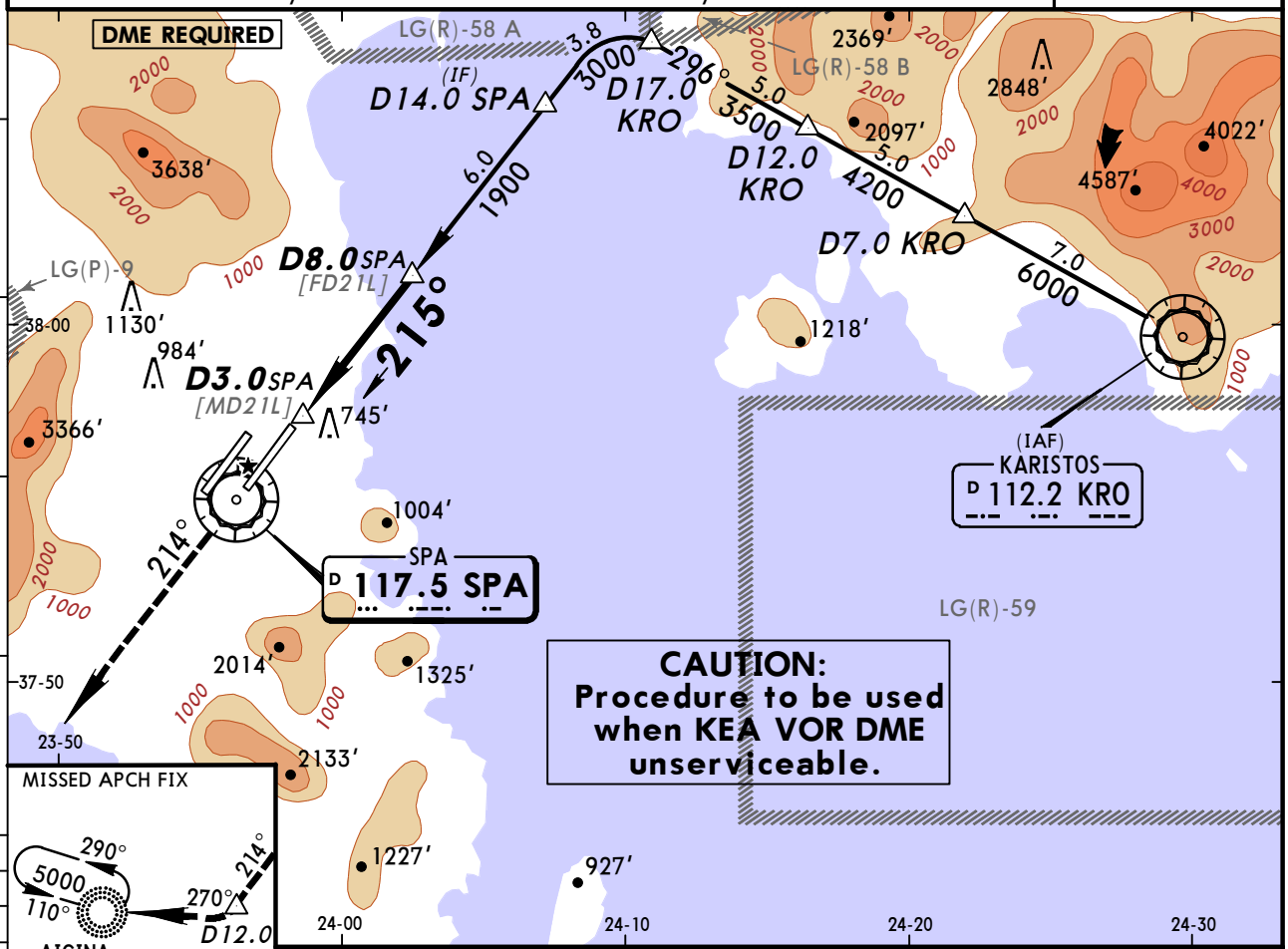
VOR SPA	Final Apch Crs	Minimum Alt D8.0 SPA	DA(H)	Apt Elev / RWY
117.5	215°	1900′ (1597′)	1030′ (727′)	308′ / 303′

MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR. Follow R-214 SPA to D12.0 SPA, then turn RIGHT onto 270° to NDB, climb to 5000′ and hold.

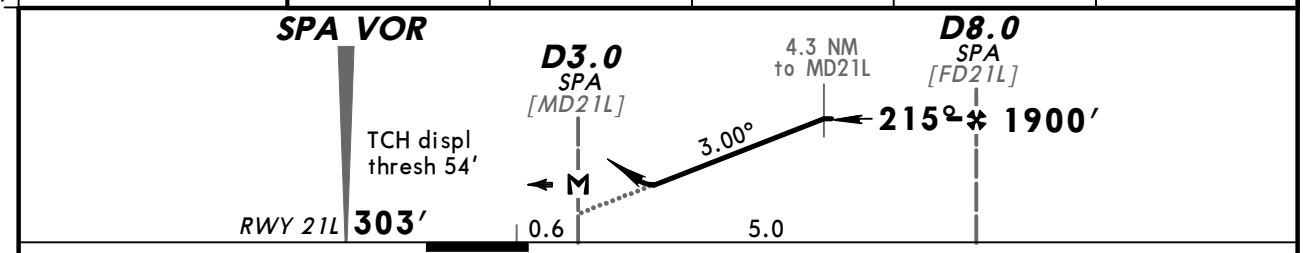


MSA SPA VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 9000′



SPA DME	5.0	6.0	7.0	7.3
ALTITUDE	1170′	1490′	1810′	1900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0 SPA						

HIALS-II | PAPI | SPA 117.5 | SPA 117.5 R-214 | D12.0 SPA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 21L

DA(H) 1030′ (727′) — ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (892′)	1500m
135	1300′ (992′)	1600m
C	NOT APPLICABLE	
D		

CHANGES: Minimums.

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JeppView for Windows

Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ATHENS, (ELEFTHERIOS VENIZELOS INTL - LGAV)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGAV