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Airport Information For LGAV

Terminal Charts For LGAV

Revision Letter For Cycle 01-2014

Change Notices

Notebook

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: 0541 Z
Sunset: 1519 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

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.

1. GENERAL

1.3.2. ARRIVING ACFT

All appropriate RWY exits are illuminated, and pilots should use the first convenient exit. RWY vacated 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.

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.

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.

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				
E		ACFT movement is allowed (except ACFT of ICAO code D and E to parking positions B13/B15).		ACFT movement is not allowed.

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.

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.

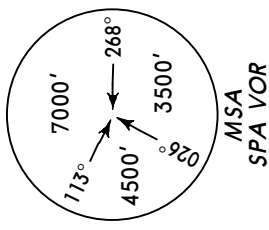
The existing ILS procedures have been designed taking into consideration the collision risk model.

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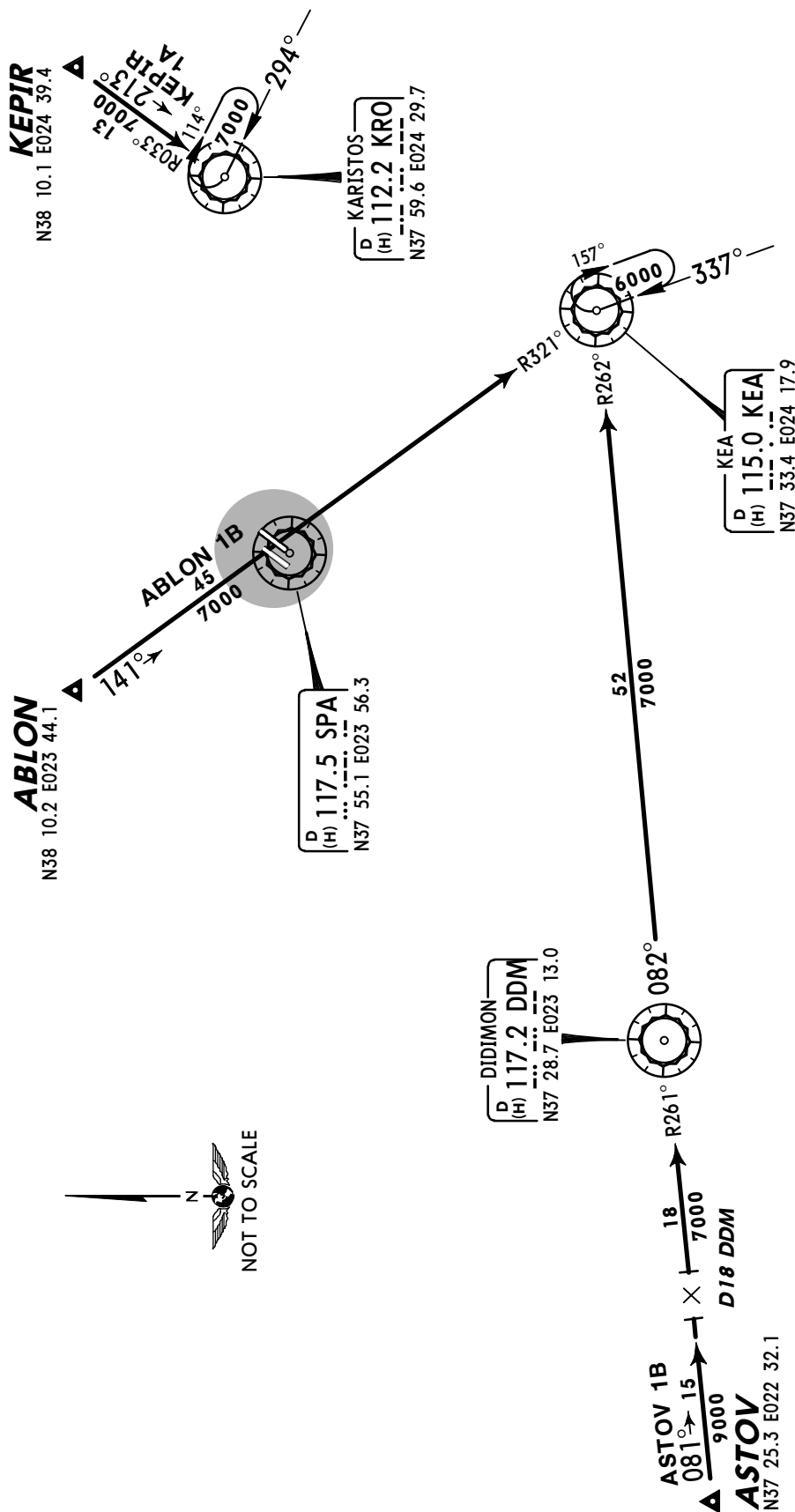
ATIS
136.12

Apt Elev
308'

Alt Set: hPa
Trans level: By ATC Trans alt: 9000'



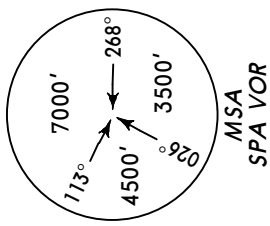
ABLON 1B [ABLO1B]
ASTOV 1B [ASTO1B], KEP1R 1A [KEPI1A]
RWYS 21L/R ARRIVALS



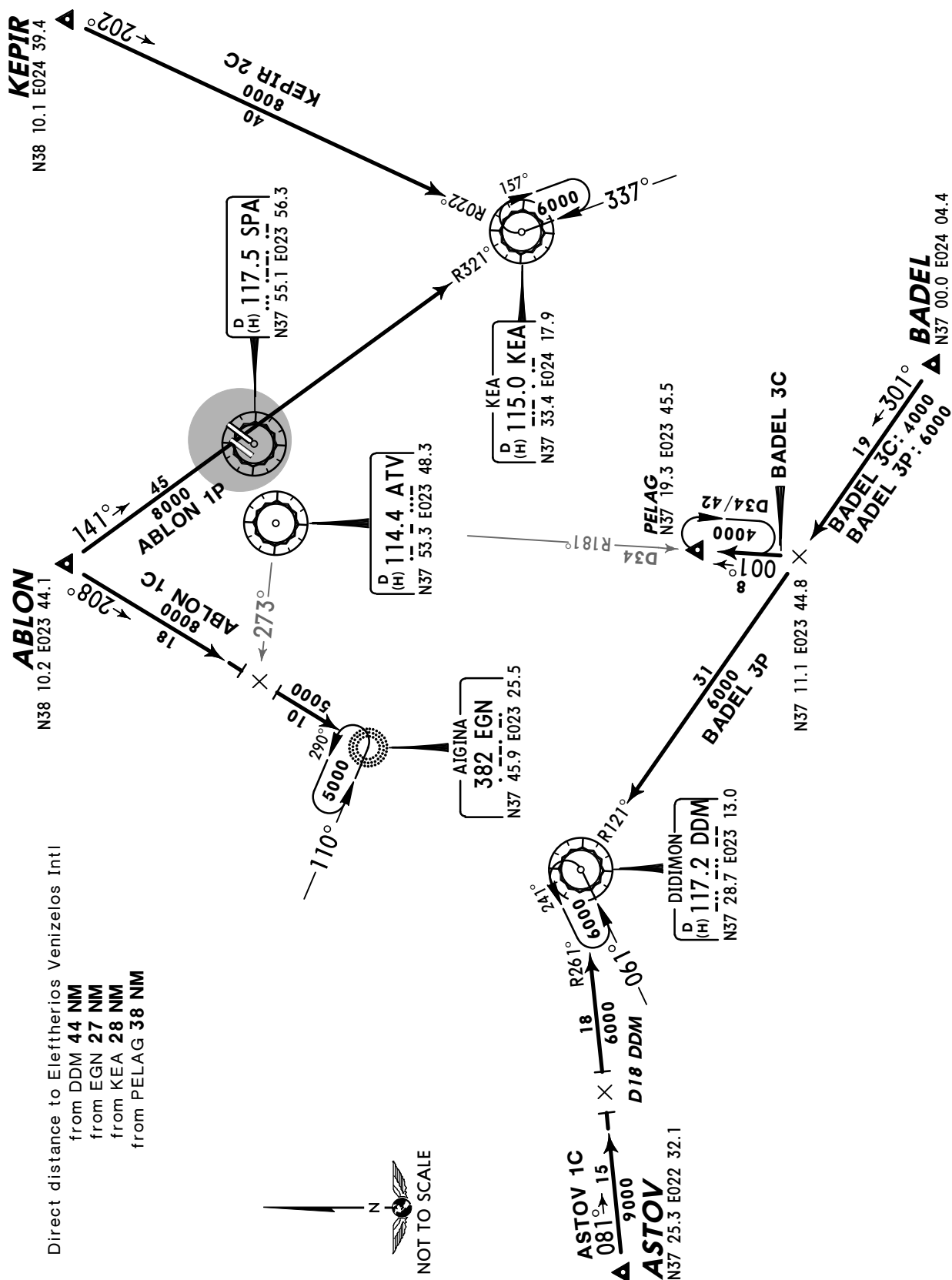
ATIS
136.12

Apt Elev
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



Direct distance to Eleftherios Venizelos Intl

from DDM 44 NM

from EGN 27 NM

from KEA 28 NM

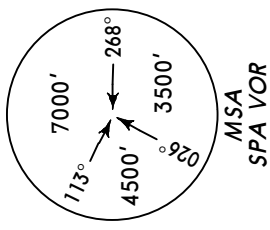
from PELAG 38 NM

NOT TO SCALE

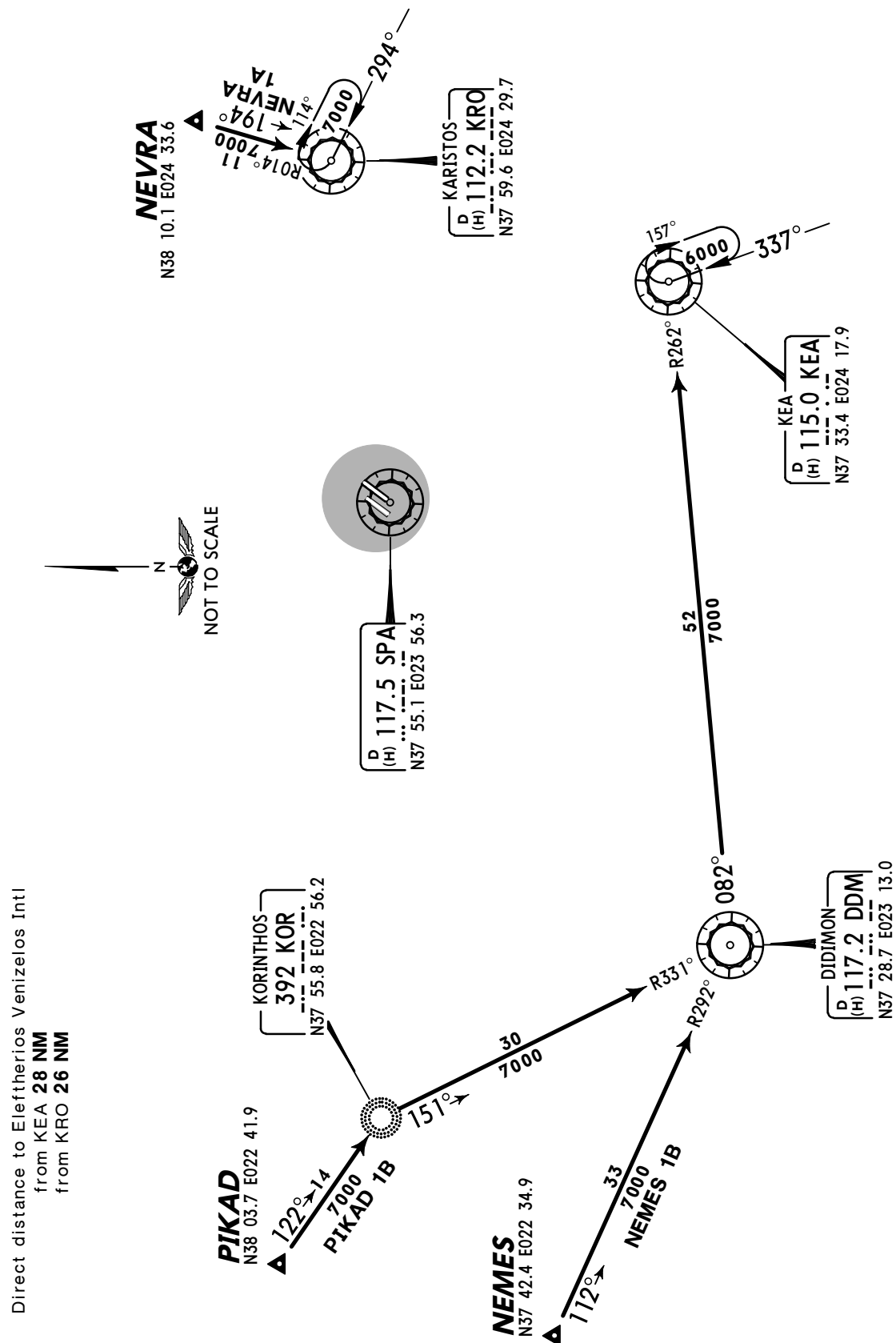
ATIS
136.12

Apt Elev
308'

Alt Set: hPa
Trans level: By ATC Trans alt: 9000'



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

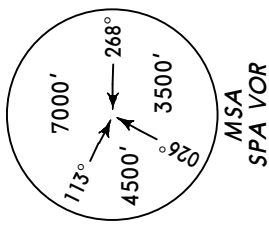


Direct distance to Eleftherios Venizelos Intl
from KEA 28 NM
from KRO 26 NM

ATIS
136.12

Apt Elev
308'

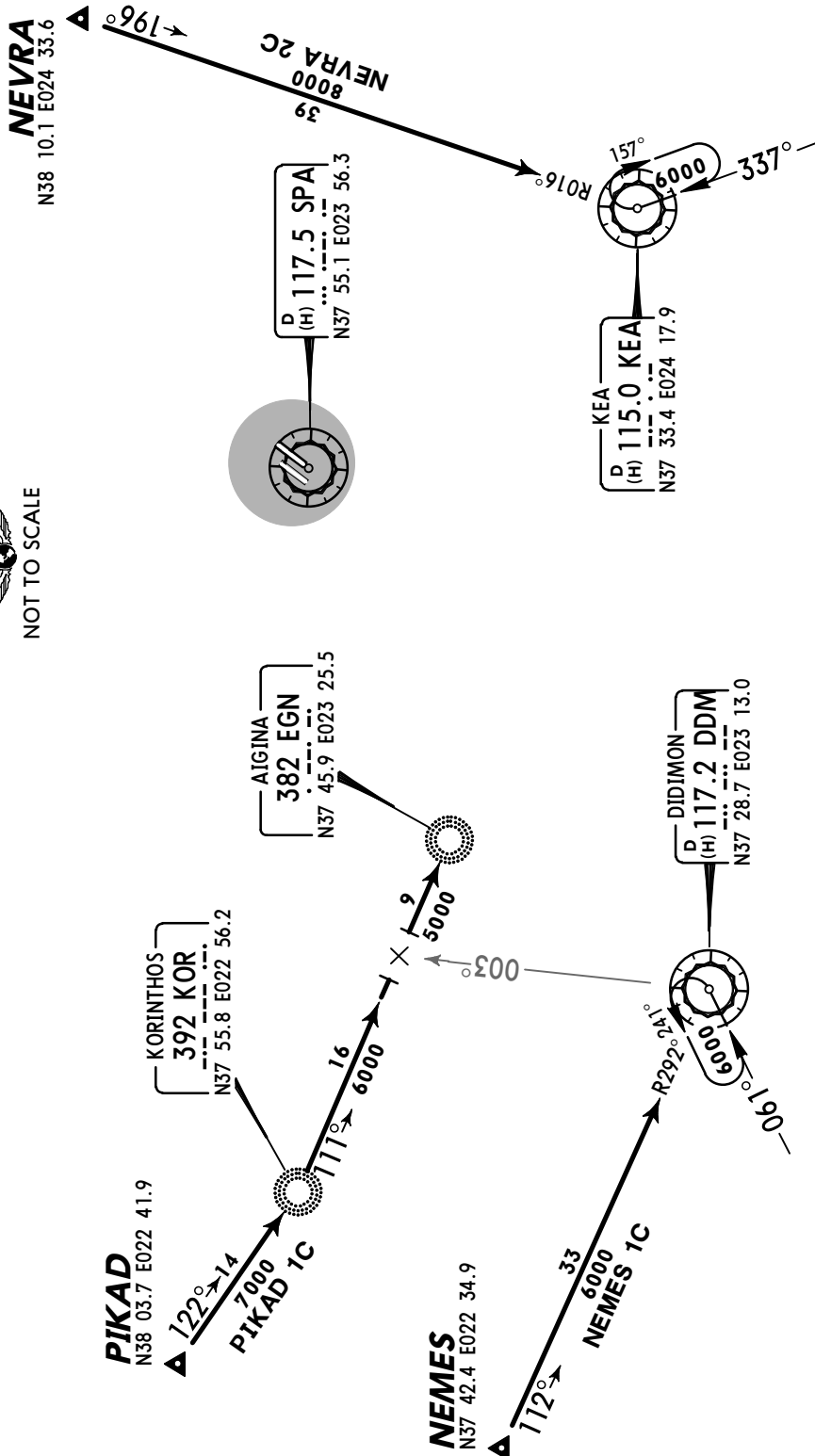
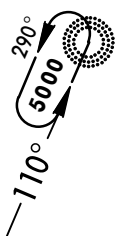
Alt Set: hPa
Trans level: By ATC Trans alt: 9000'



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

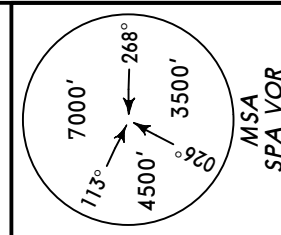
Direct distance to Eleftherios Venizelos Intl
from DDM 44 NM
from EGN 27 NM
from KEA 28 NM

HOLDING
OVER EGN



NOT TO SCALE

Alt Set: hPa
Trans level: By ATC Trans alt: 9000'



Direct distance to Eleftherios Venizelos Intl
from KEA **28 NM**
from KRO **26 NM**

NOT TO SCALE

Alt Set: hPa
Trans level: By ATC Trans alt: 9000'

**HOLDING
OVER EGN**

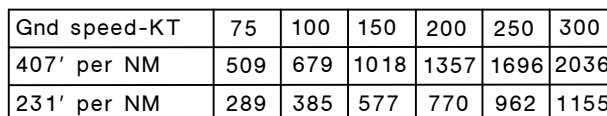
A diagram of a resistor with a value of 5000 ohms. The resistor is represented by a zigzag line. Two arrows point to the ends of the resistor, labeled with angles: 110° and 290°. The value 5000 is written in the center of the resistor.

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

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

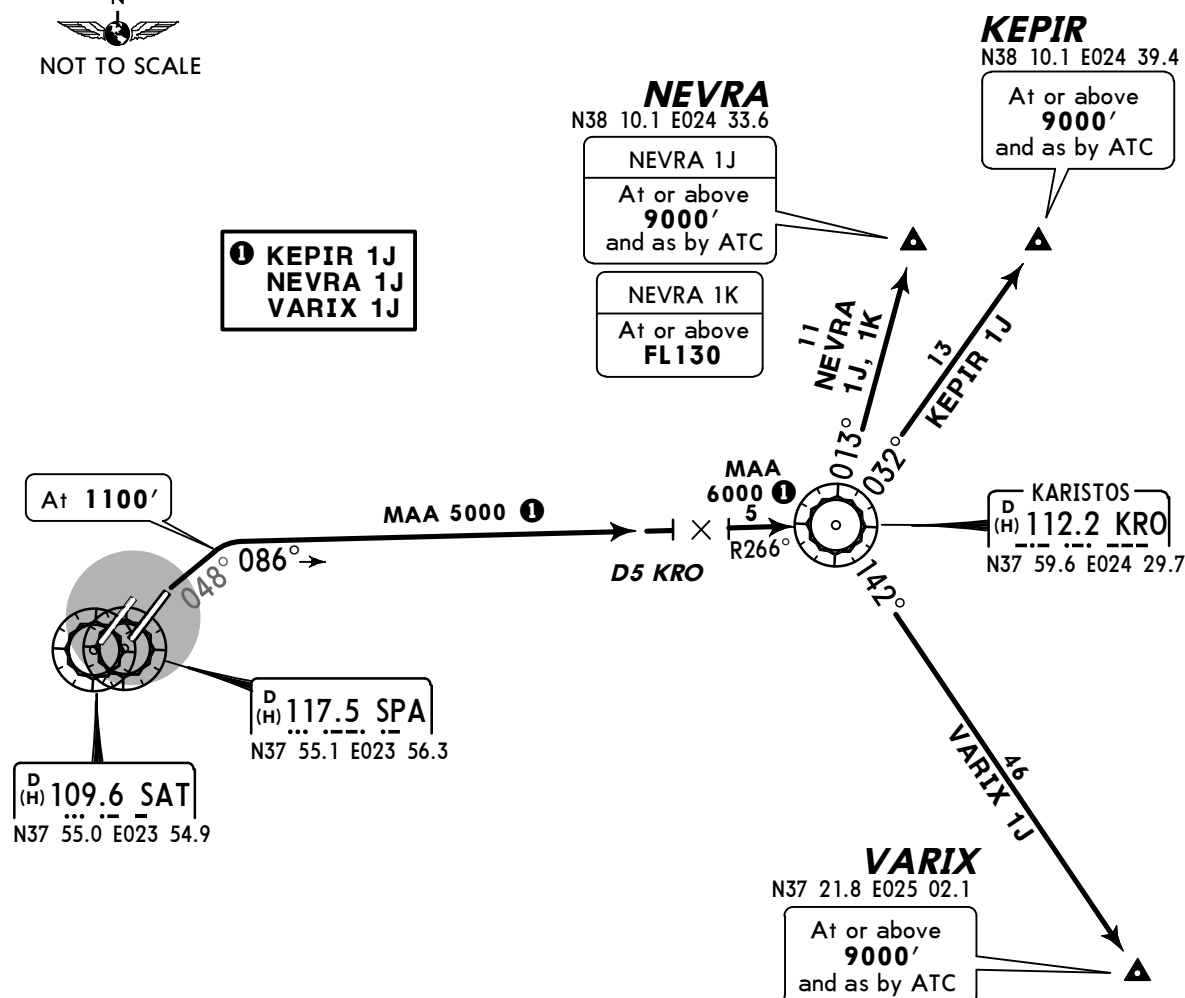
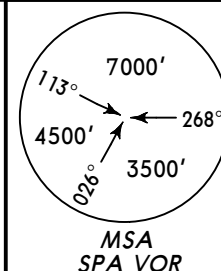
Trans level: By ATC Trans alt: 9000'

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.



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 [VAR11J]
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

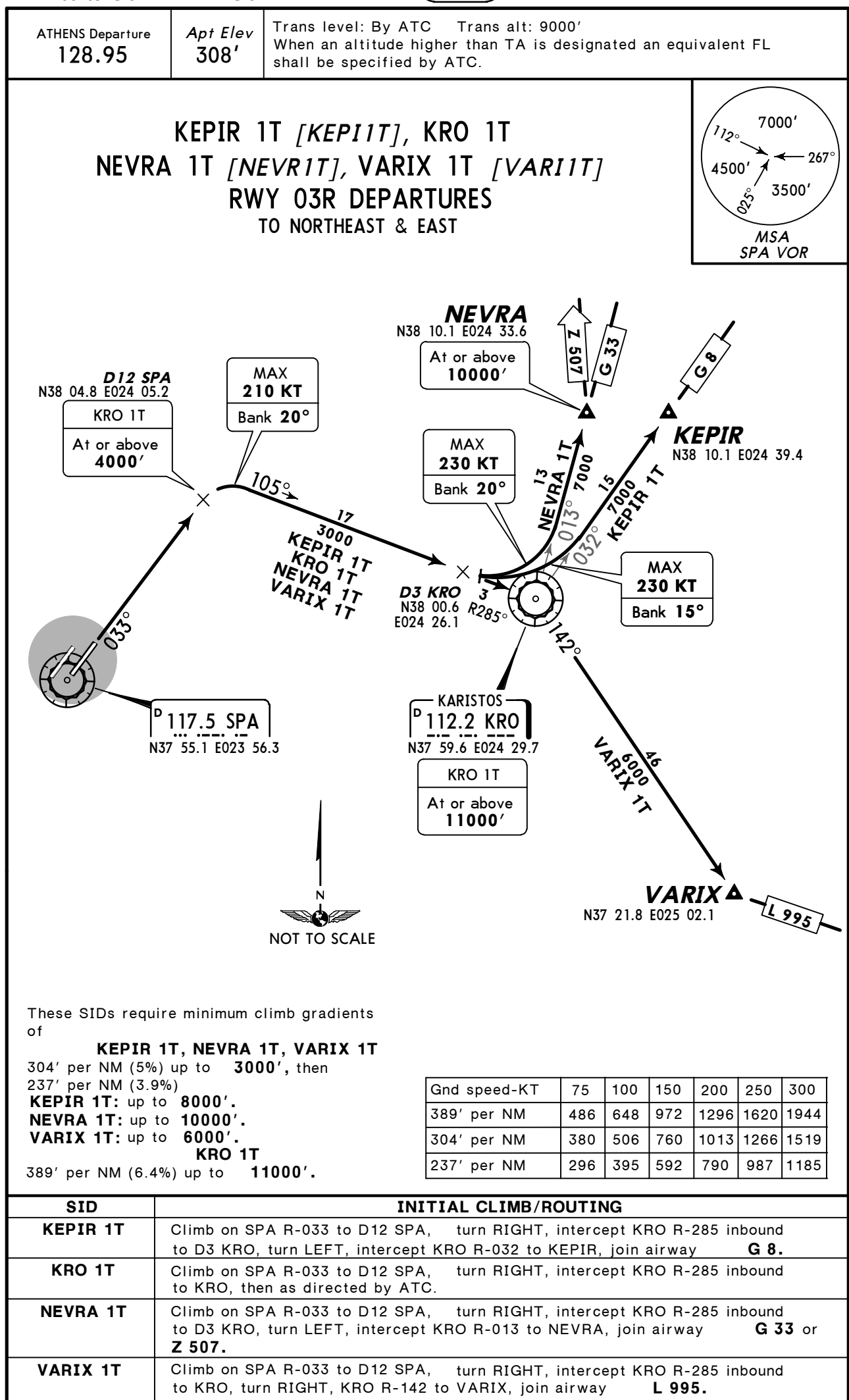
INITIAL CLIMB

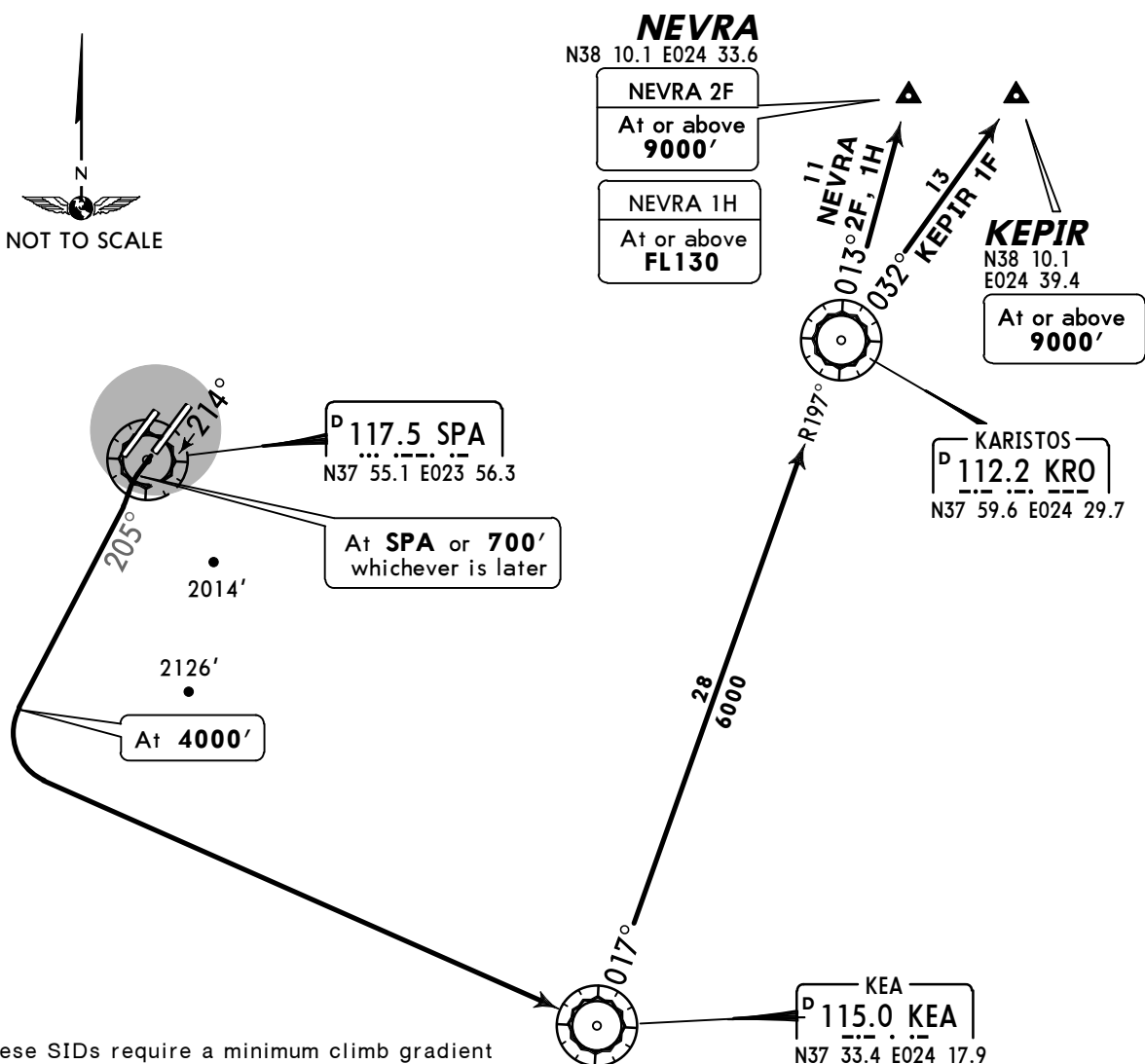
Climb on **SAT** R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound to KRO.

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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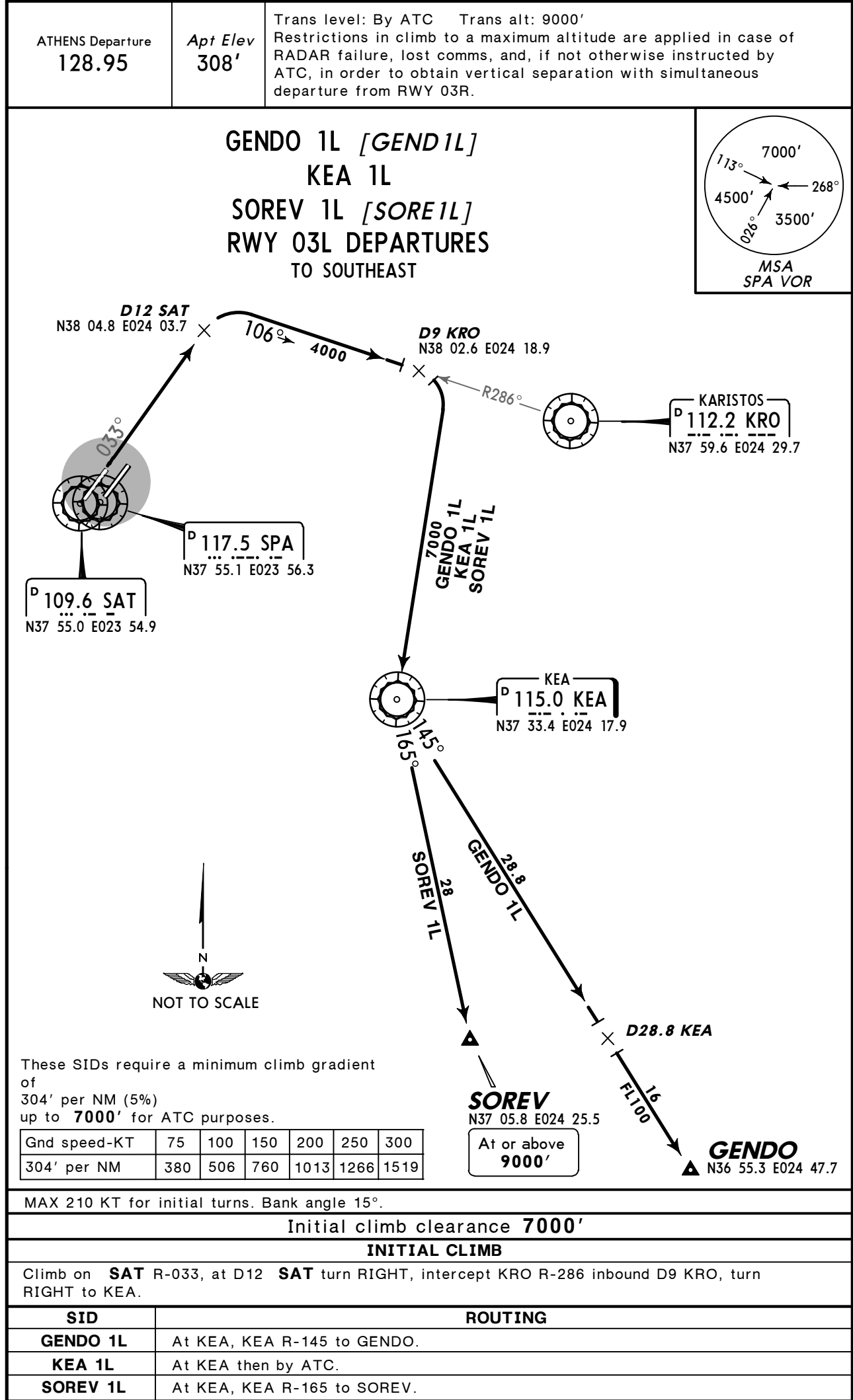


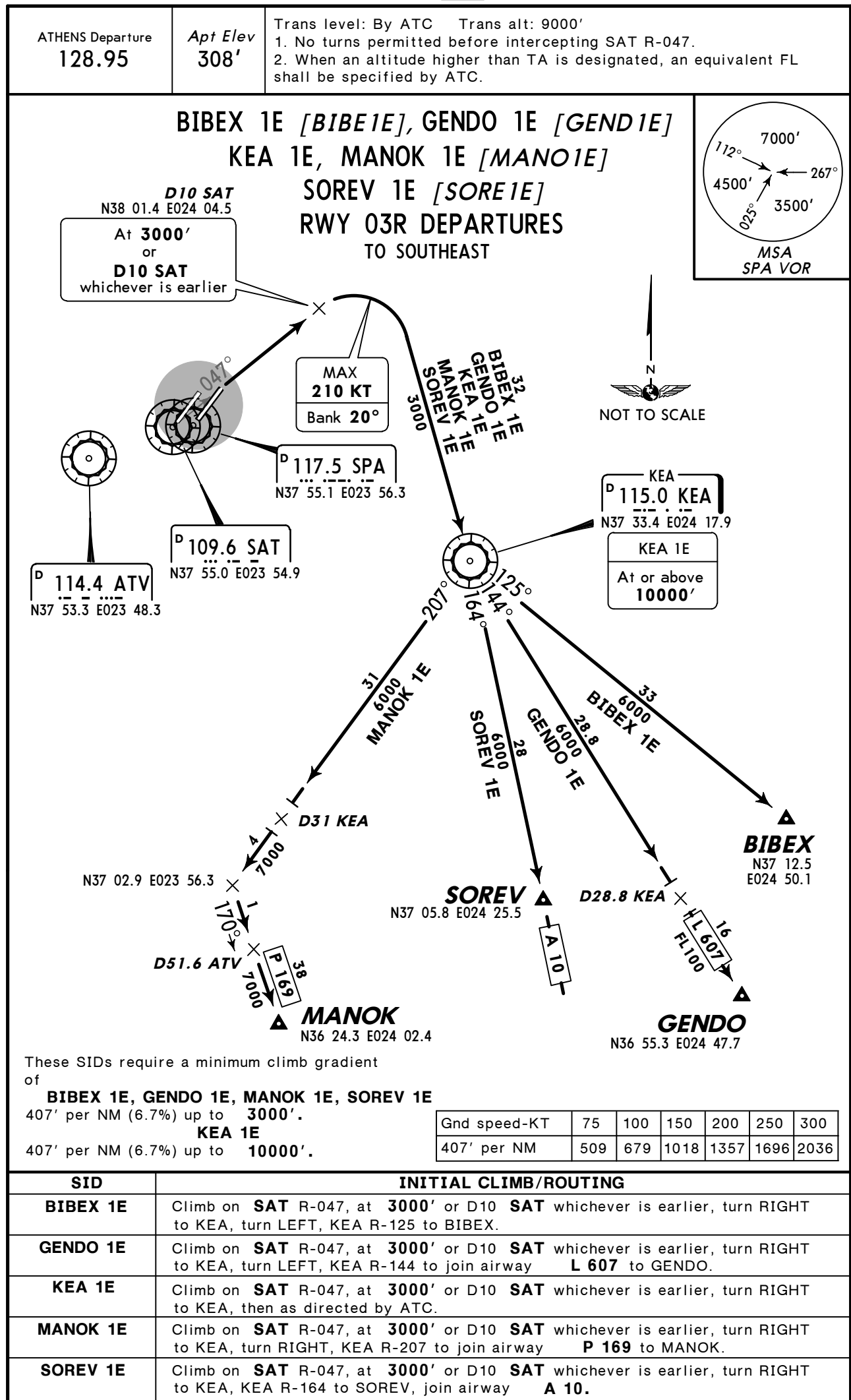
Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

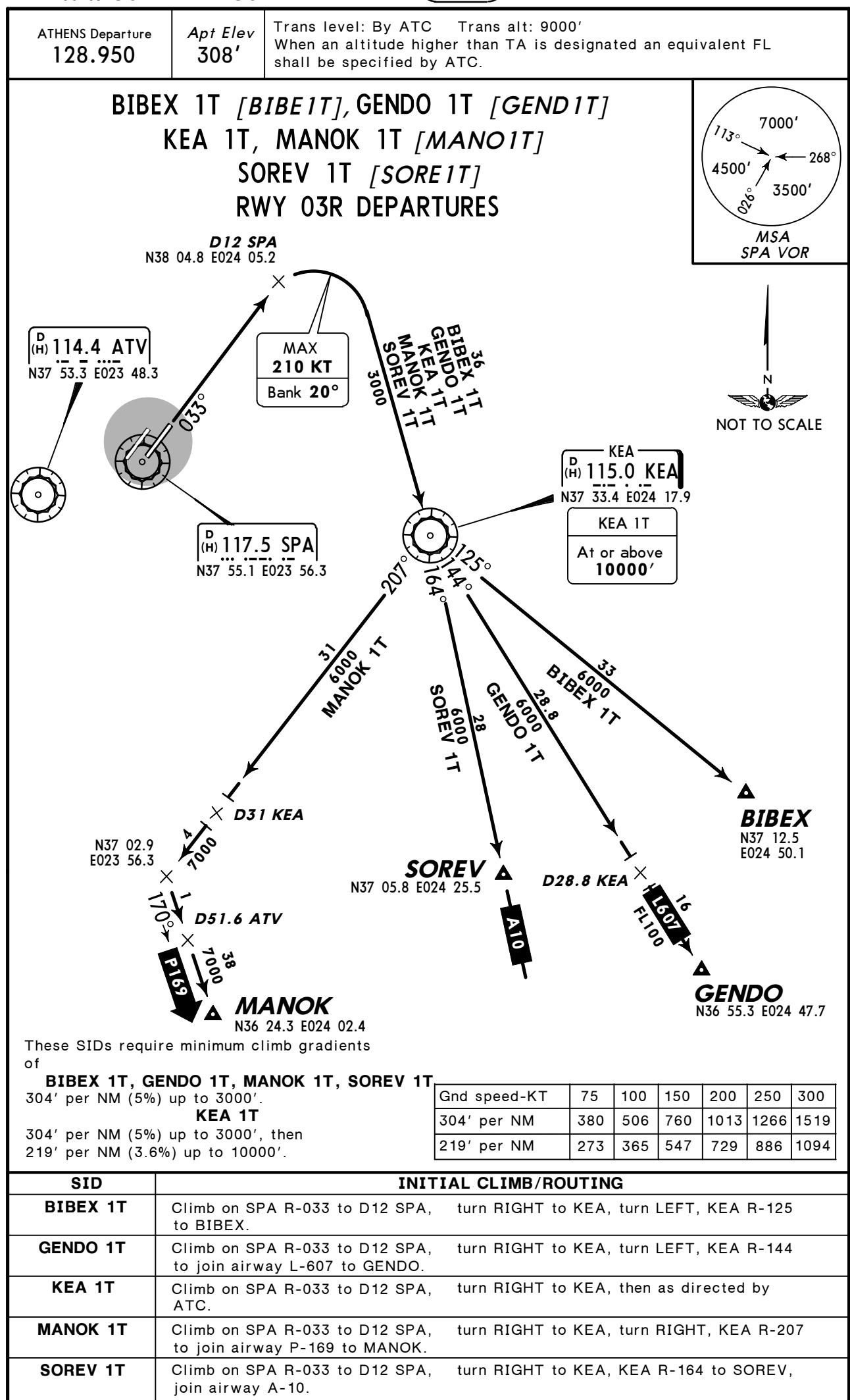
KEPIR 1F, NEVRA 2F: Initial climb clearance **6000'**
NEVRA 1H: Initial climb clearance **FL130**

At KRO, KRO R-013 to NEVRA.

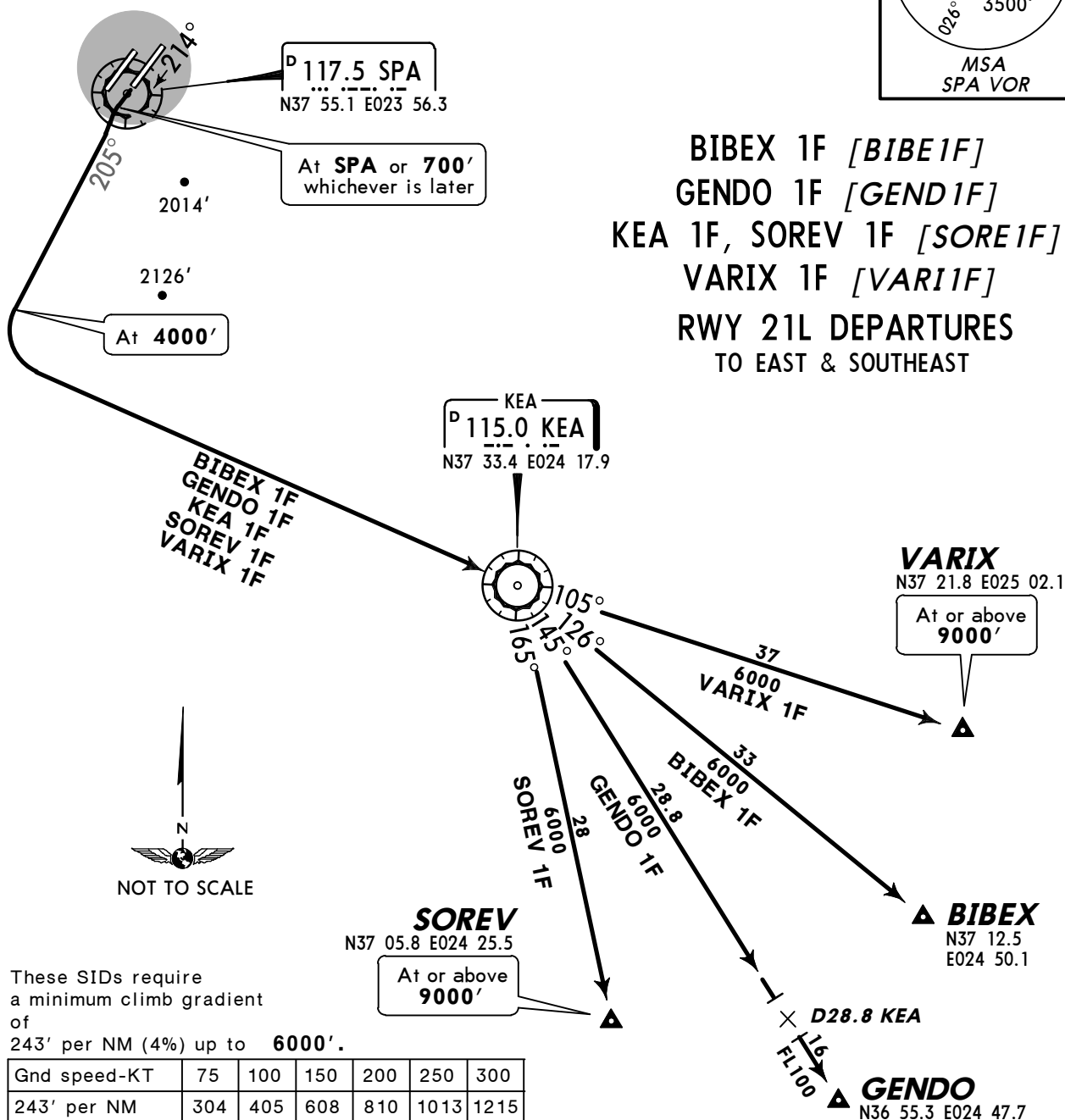
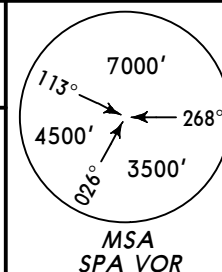
- © JEPPESEN, 2010. ALL RIGHTS RESERVED.







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'**

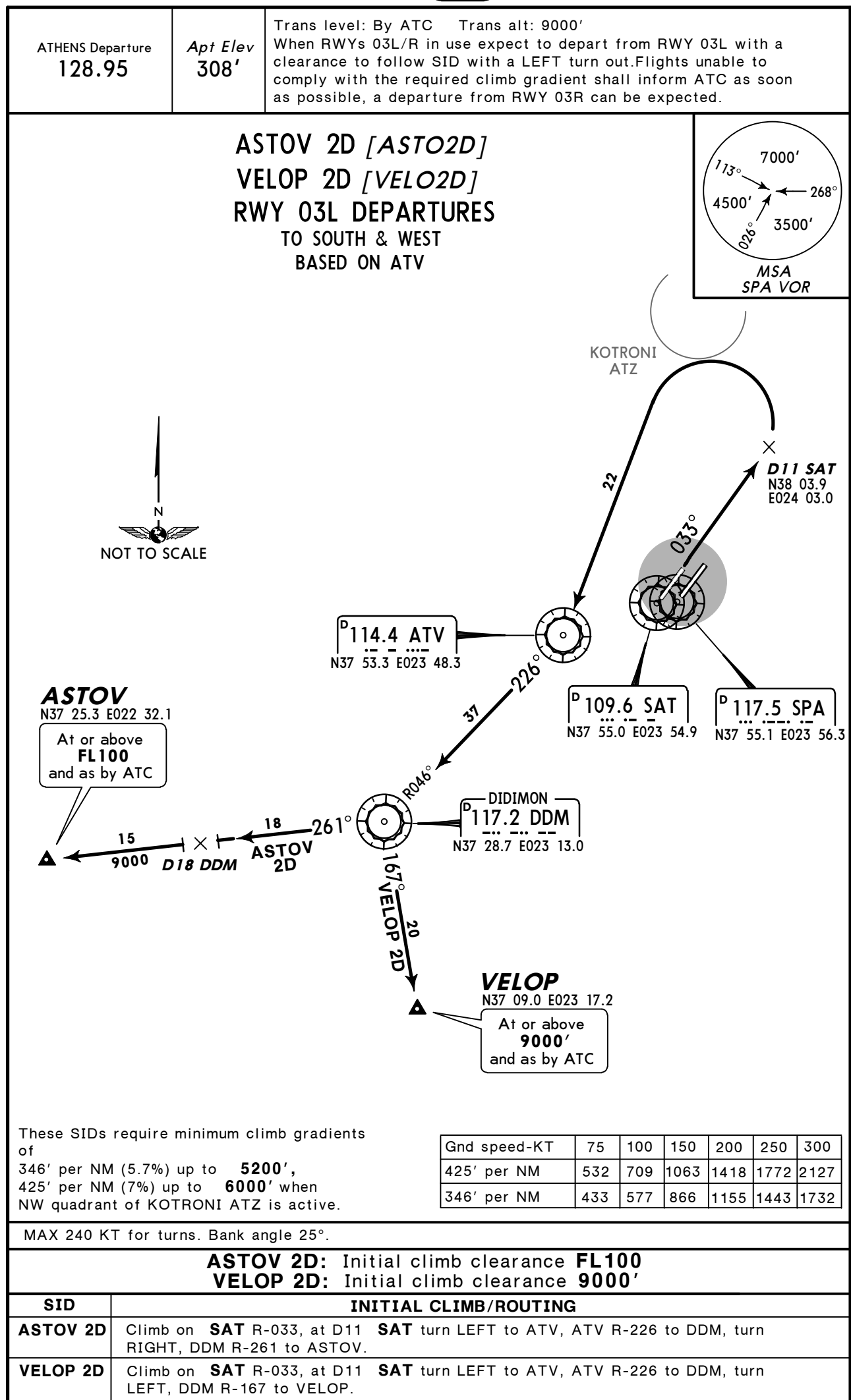
INITIAL CLIMB

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.

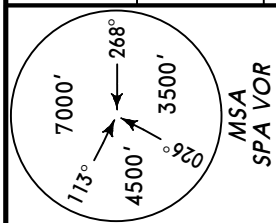
❶ To be used for destination to LGPR.

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.

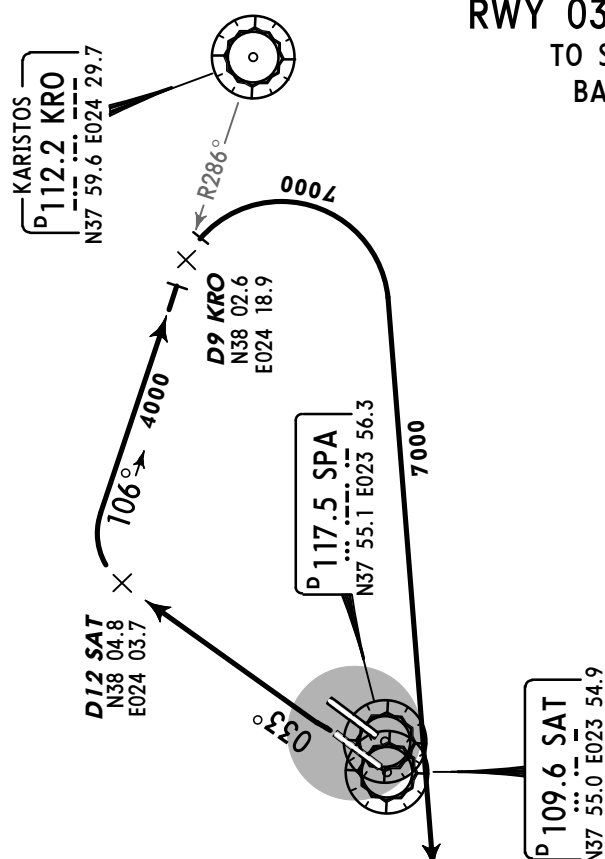


Trans level: By ATC Trans alt: 9000'

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.



ASTOV 2L [ASTO2L]
NEMES 3L [NEME3L]
VELOP 2L [VELO2L]
RWY 03L DEPARTURES
TO SOUTH & WEST
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

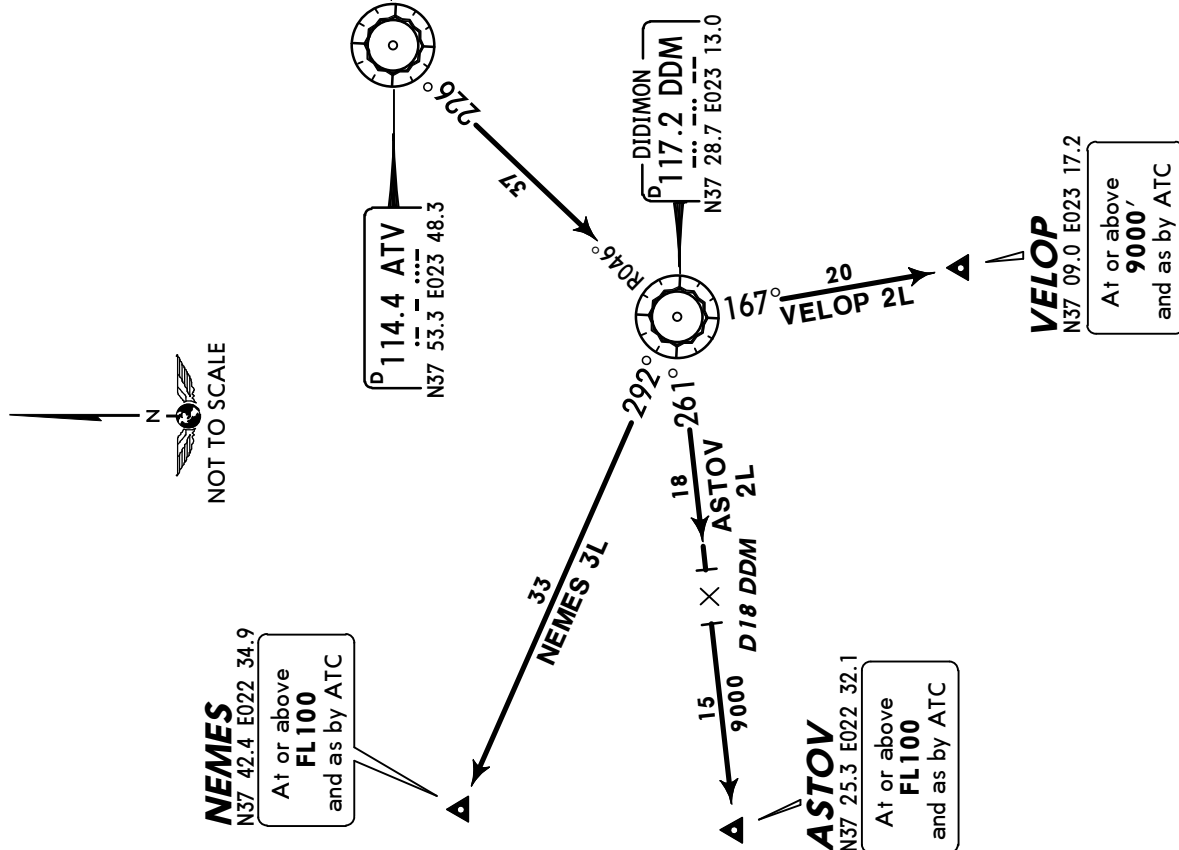
Climb on **SAT** R-033, at D12 **SAT** turn RIGHT, intercept KRO R-286 inbound D9 KRO, turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM.

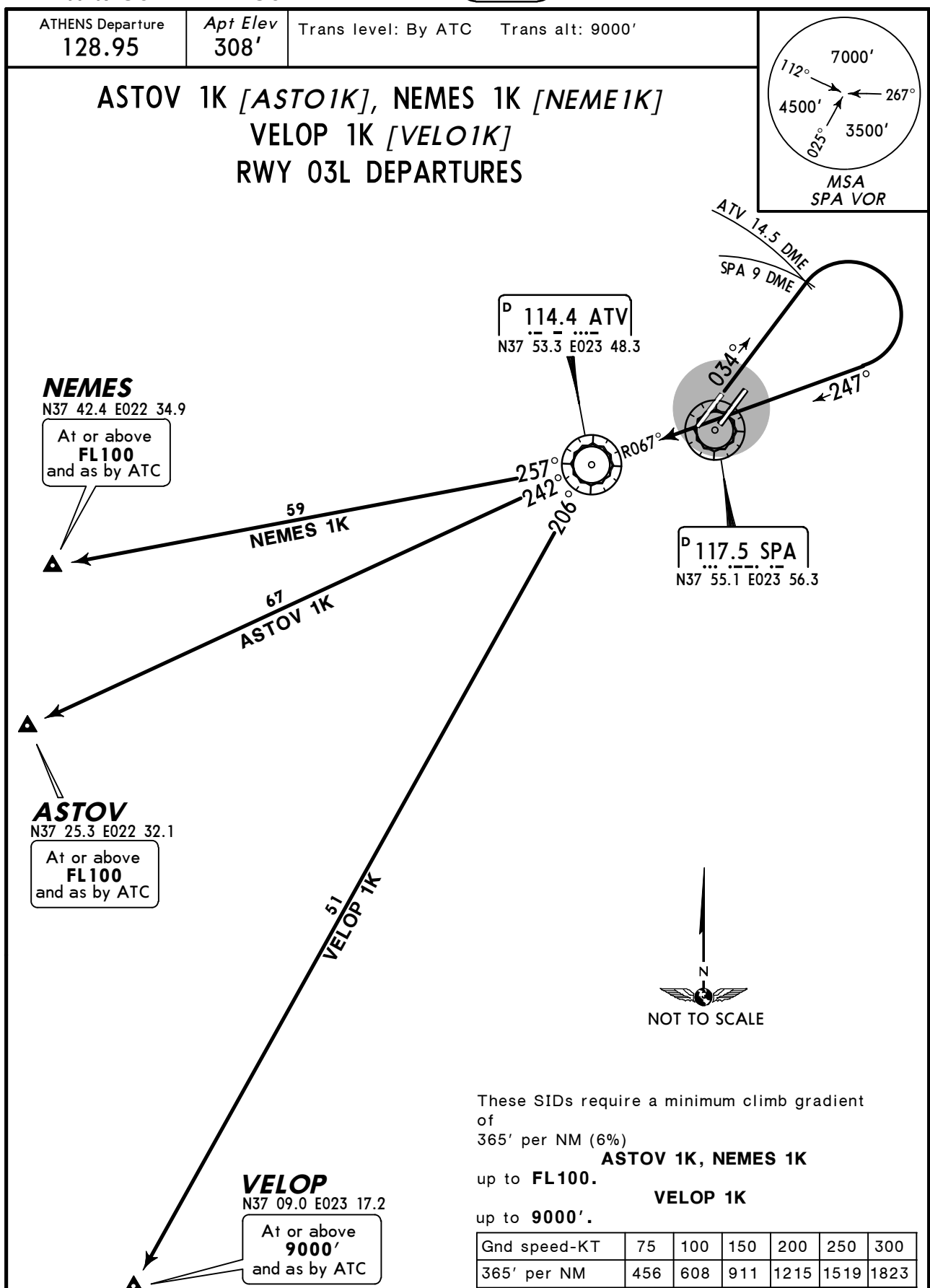
ROUTING

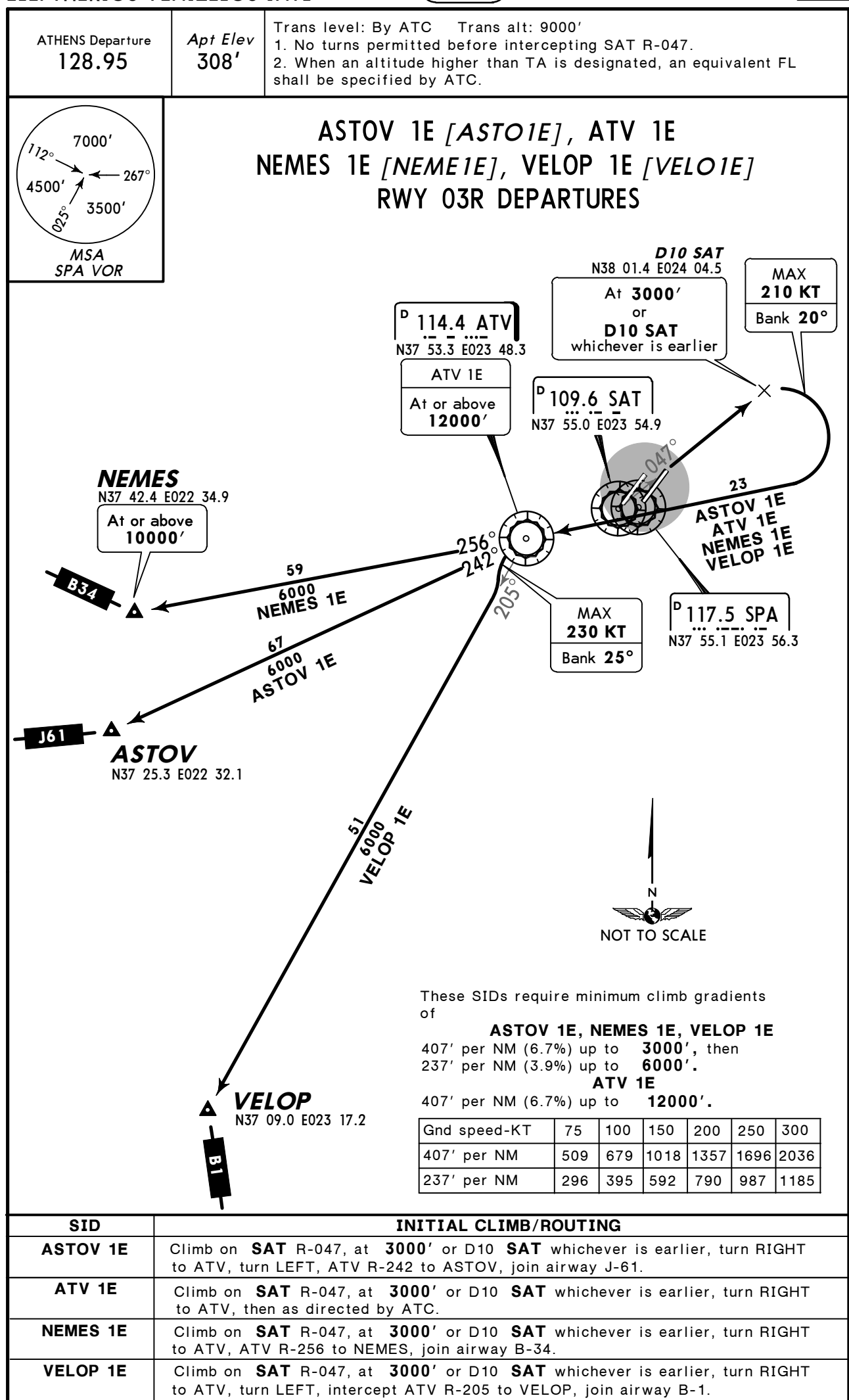
ASTOV 2L	At DDM, turn RIGHT, DDM R-261 to ASTOV.
-----------------	---

NEMES 3L	At DDM, turn RIGHT, DDM R-292 to NEMES.
-----------------	---

VELOP 2L	At DDM, turn LEFT, DDM R-167 to VELOP.
-----------------	--





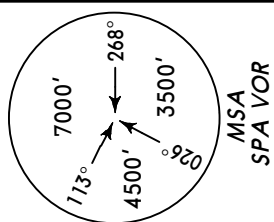


ATHENS Departure
128.950

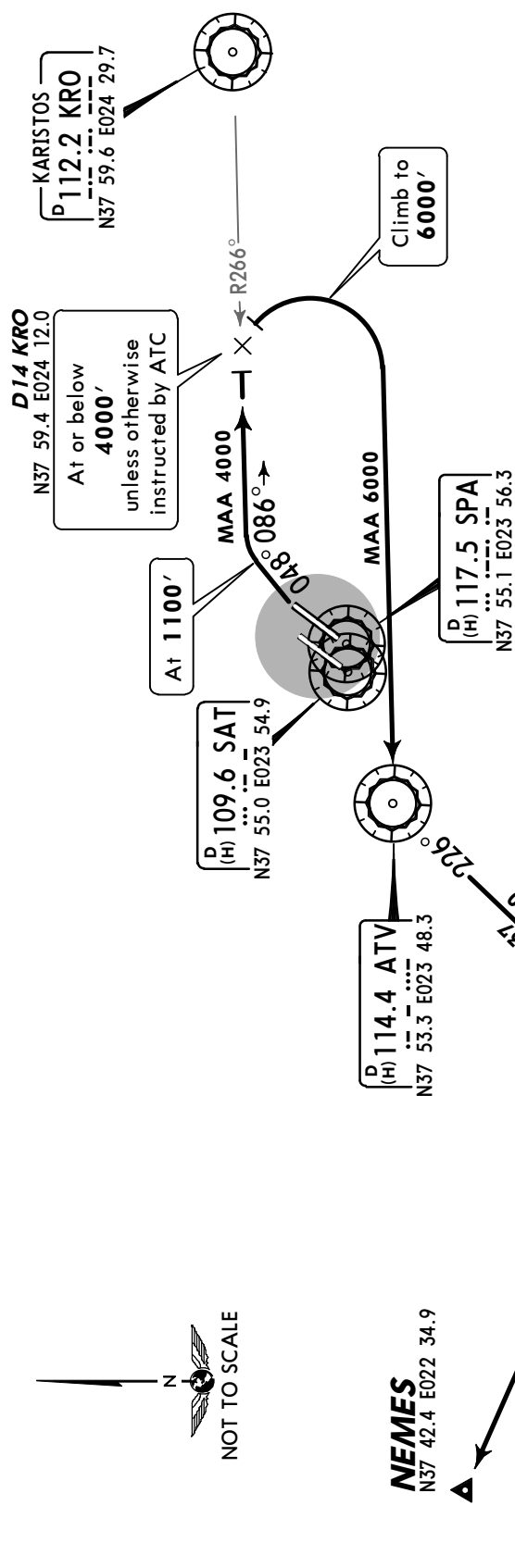
Apt Elev
308'

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 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

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

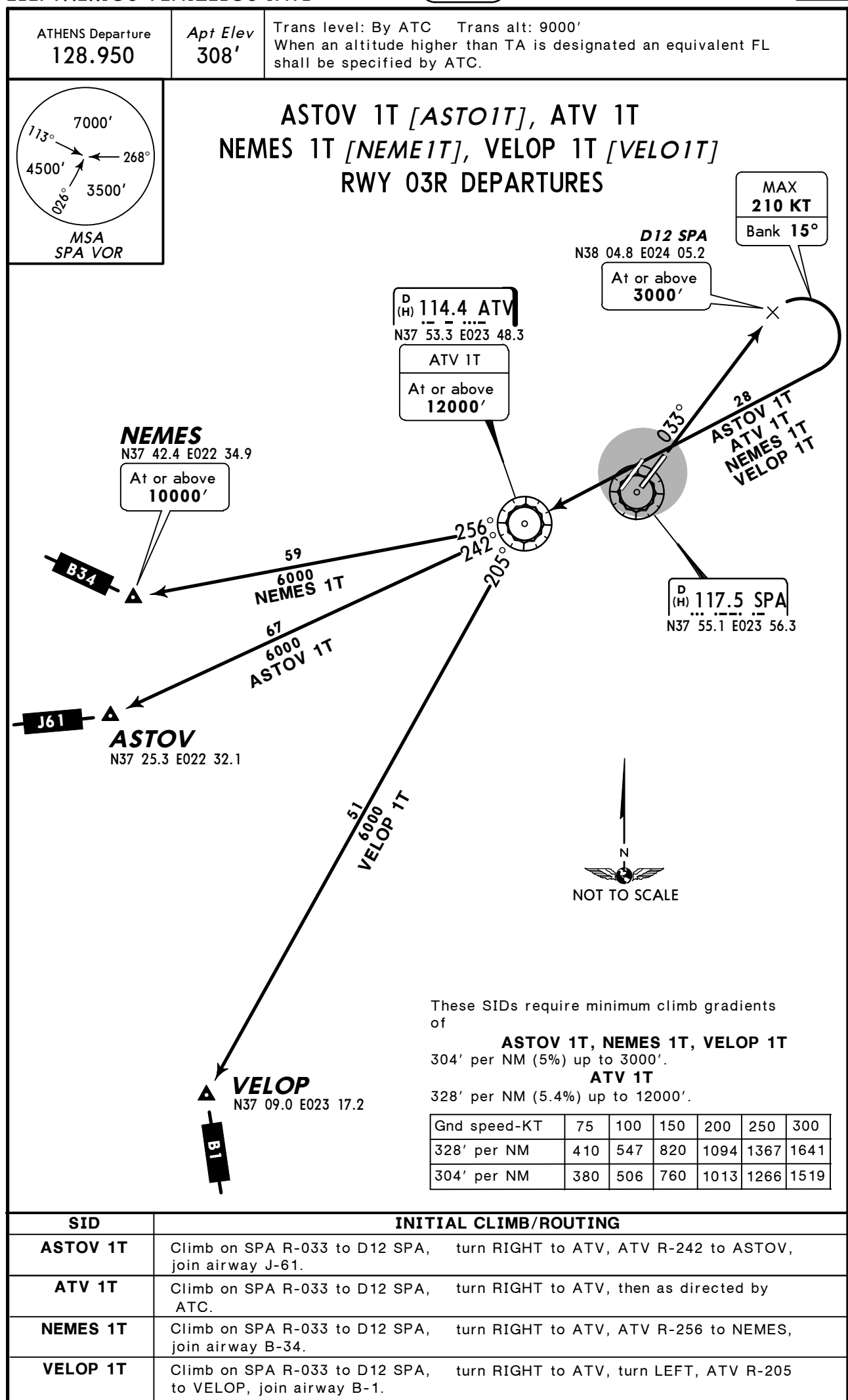
MAX 210 KT for initial turns. Bank angle 15°.

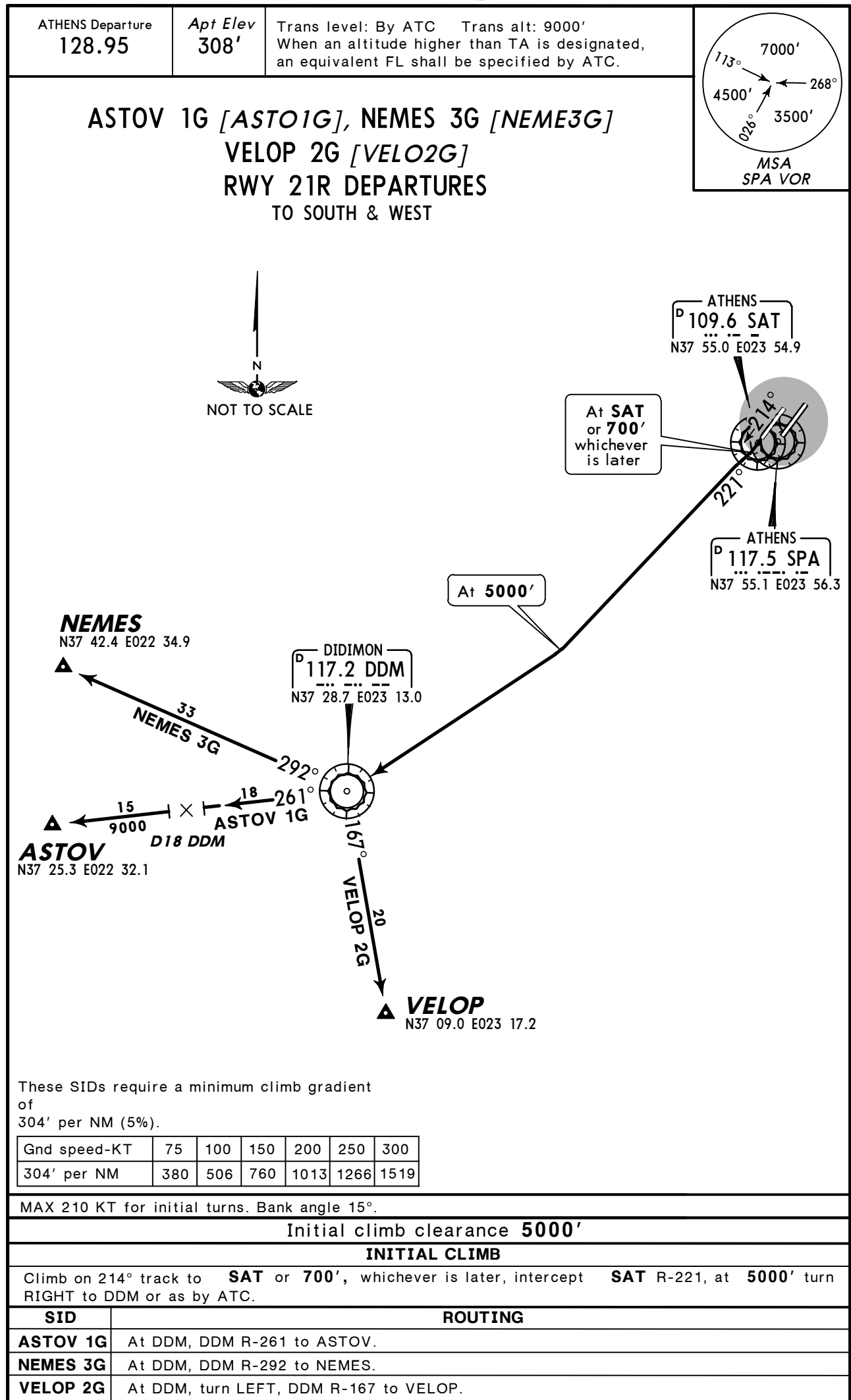
Initial climb clearance **6000'**

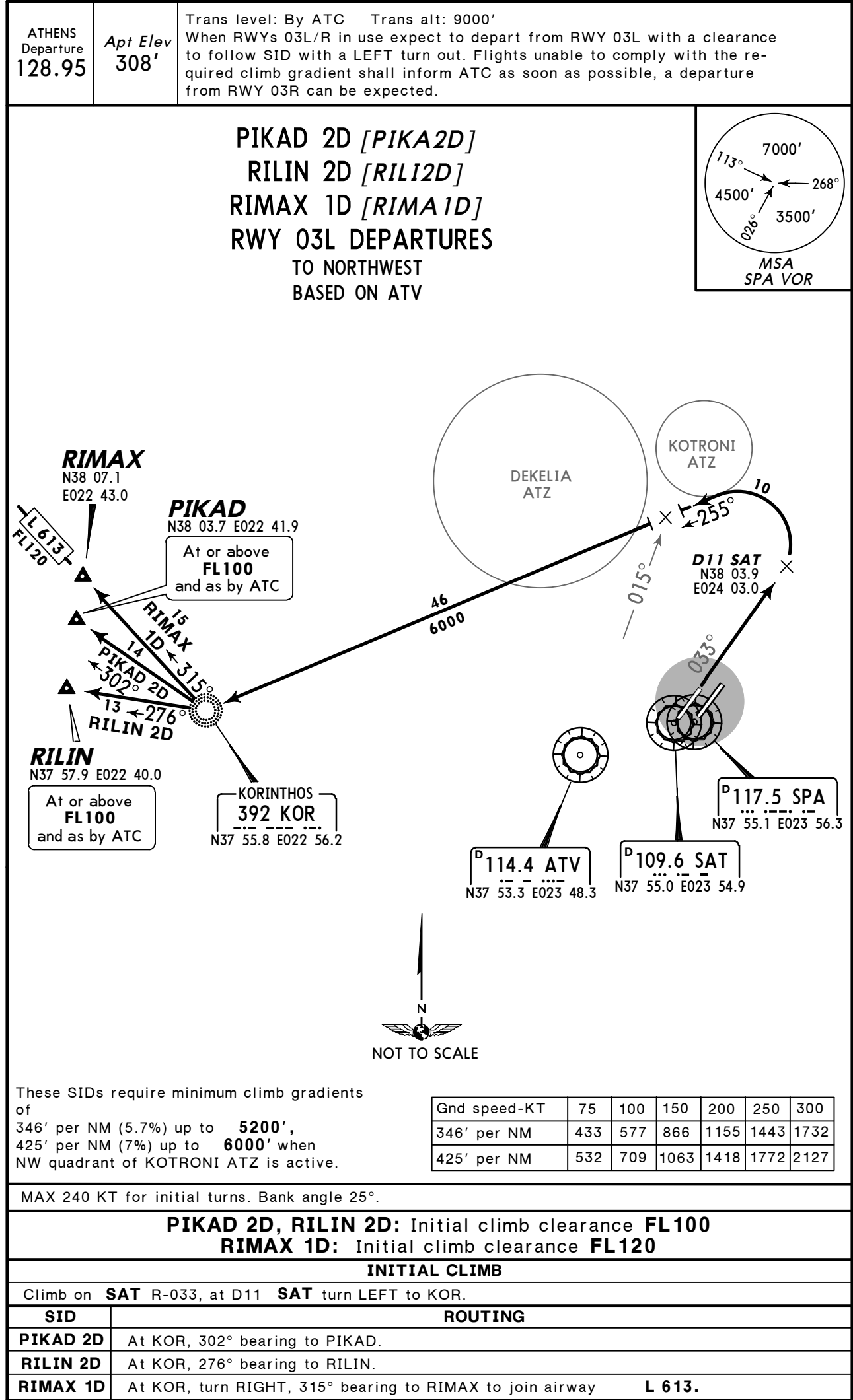
INITIAL CLIMB

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 AS
NEMES 3J	At DDM turn RIGHT, DDM R-292 to NE
VELOP 2J	At DDM turn LEFT, DDM R-167 to VEL







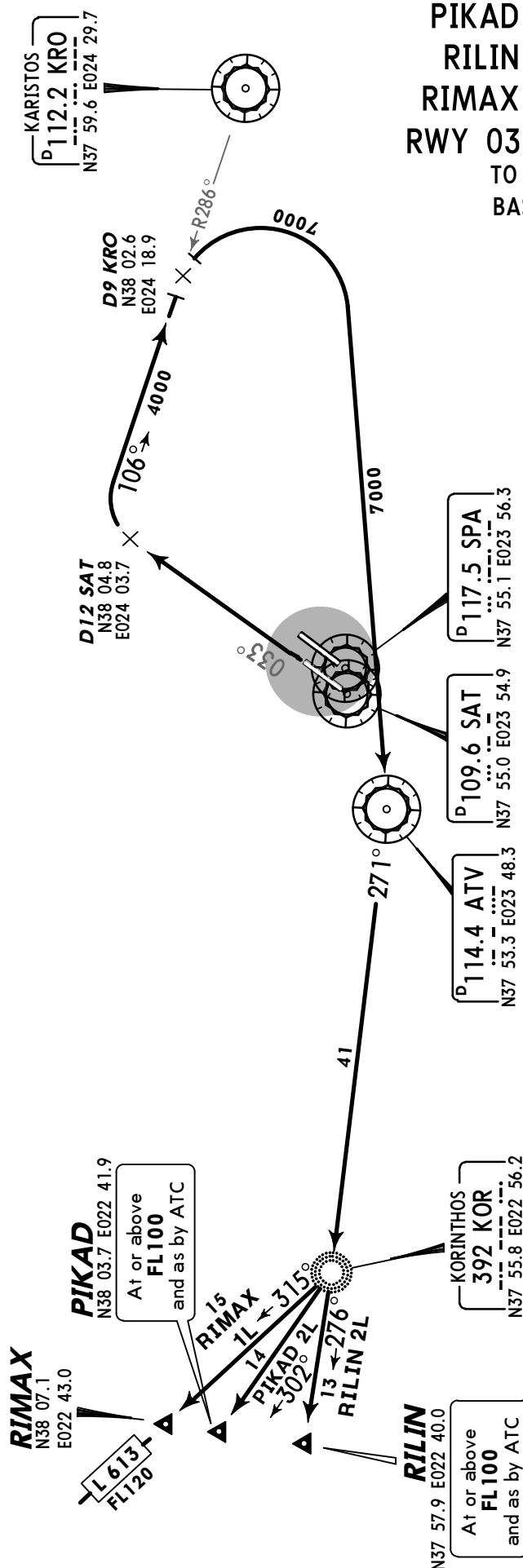
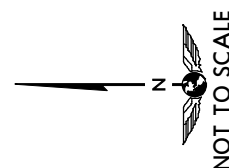
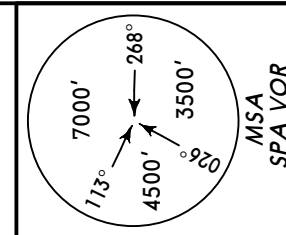
ATHENS Departure
128.95

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.

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.

ROUTING

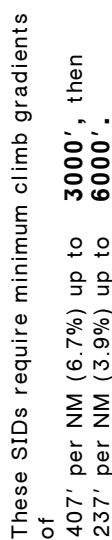
PIKAD 2L	At KOR, 302° bearing to PIKAD.
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RILIN 2L	At KOR, 276° bearing to RILIN.
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RIMAX 1L	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway L 613 .
-----------------	---

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.



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

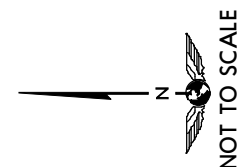
INITIAL CLIMB/ROUTING

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 .

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

Trans level: By ATC Trans alt: 9000'

When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.

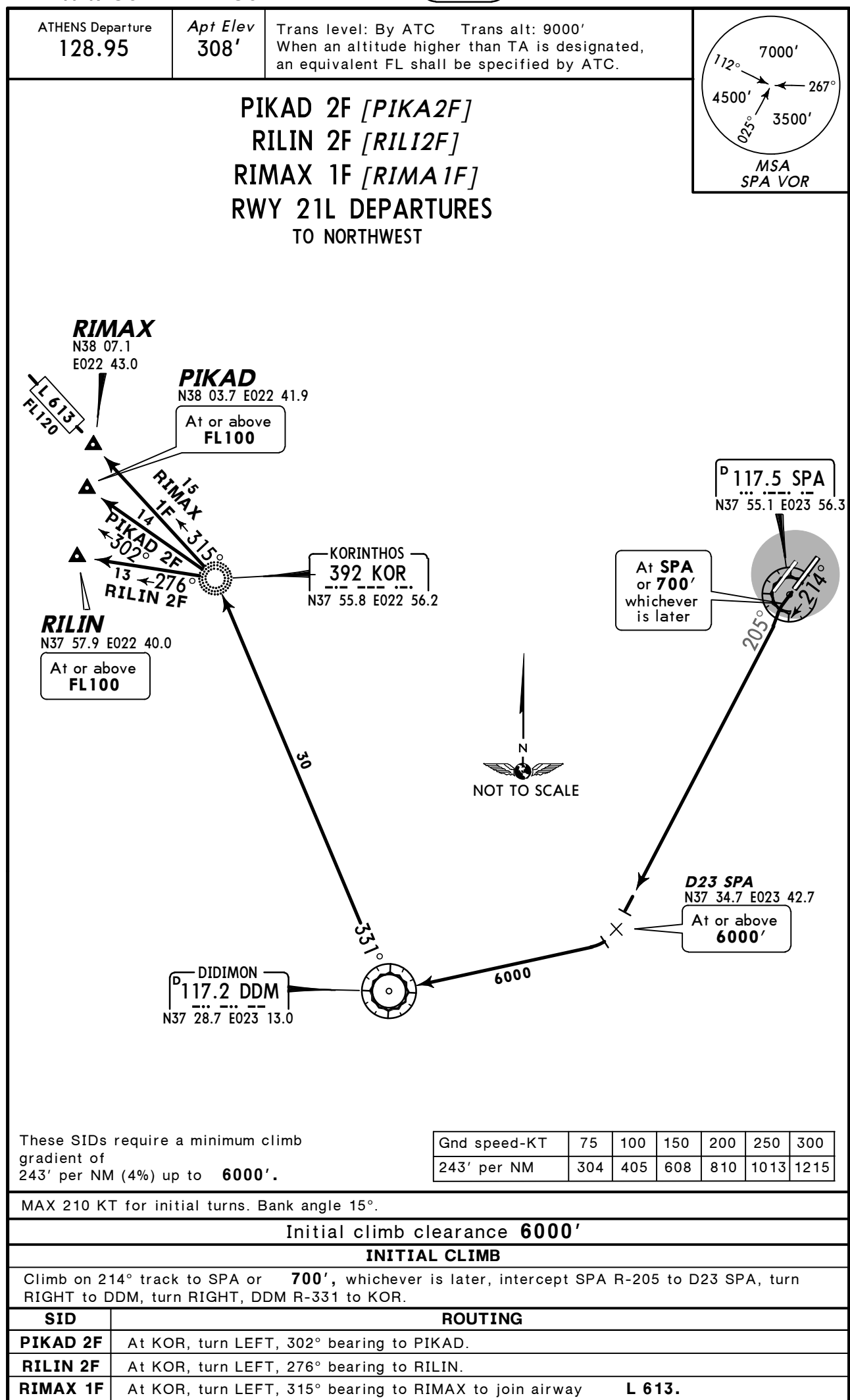


Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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

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.

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RIMAX 07.1
N38 07.1 E022 43.0

PIKAD
N38 03.7 E022 41.9
At or above **FL100**

RILIN
N37 57.9 E022 40.0
At or above **FL100**

KORINTHOS 392 KOR
N37 55.8 E022 56.2

AIGINA 382 EGN
N37 45.9 E023 25.5
At or below **5000' 1**

D9 SAT
N37 48.5 E023 47.0

SPA
N37 55.1 E023 56.3

SAT
N37 55.0 E023 54.9

and if not otherwise instructed by ATC.

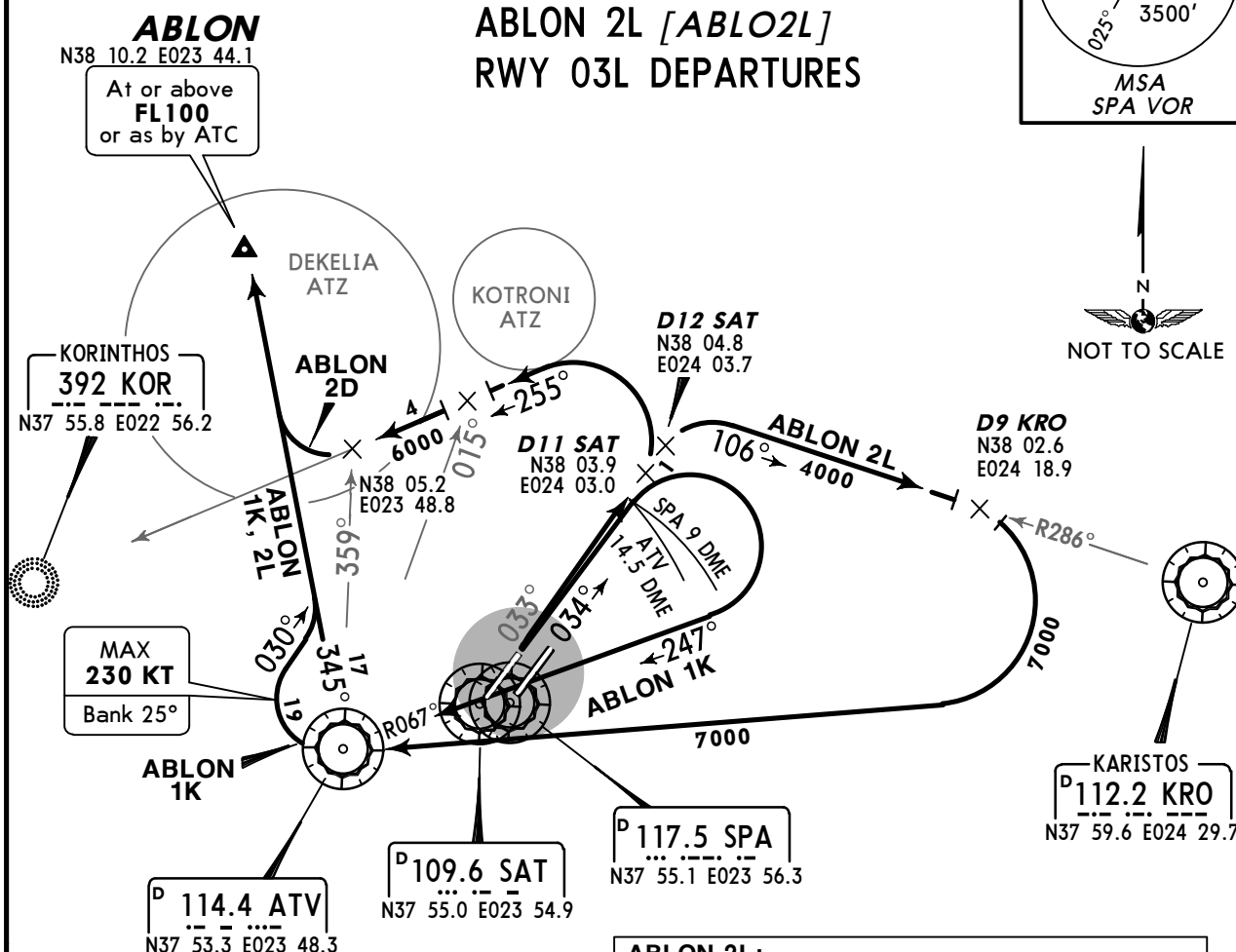
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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.

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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.

NOT TO SCALE



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.

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

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.

ATHENS Departure
128.95

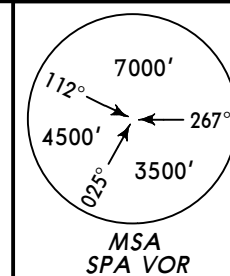
 Apt Elev
308'

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


ABLON
 N38 10.2 E023 44.1

 At or above
10000'
B1

7000

030°

345°

 MAX
230 KT
 Bank 25°

P 114.4 ATV
 N37 53.3 E023 48.3

P 109.6 SAT
 N37 55.0 E023 54.9

D10 SAT
 N38 01.4 E024 04.5

 At **3000'**
 or
D10 SAT
 whichever is earlier

 MAX
210 KT
 Bank 20°

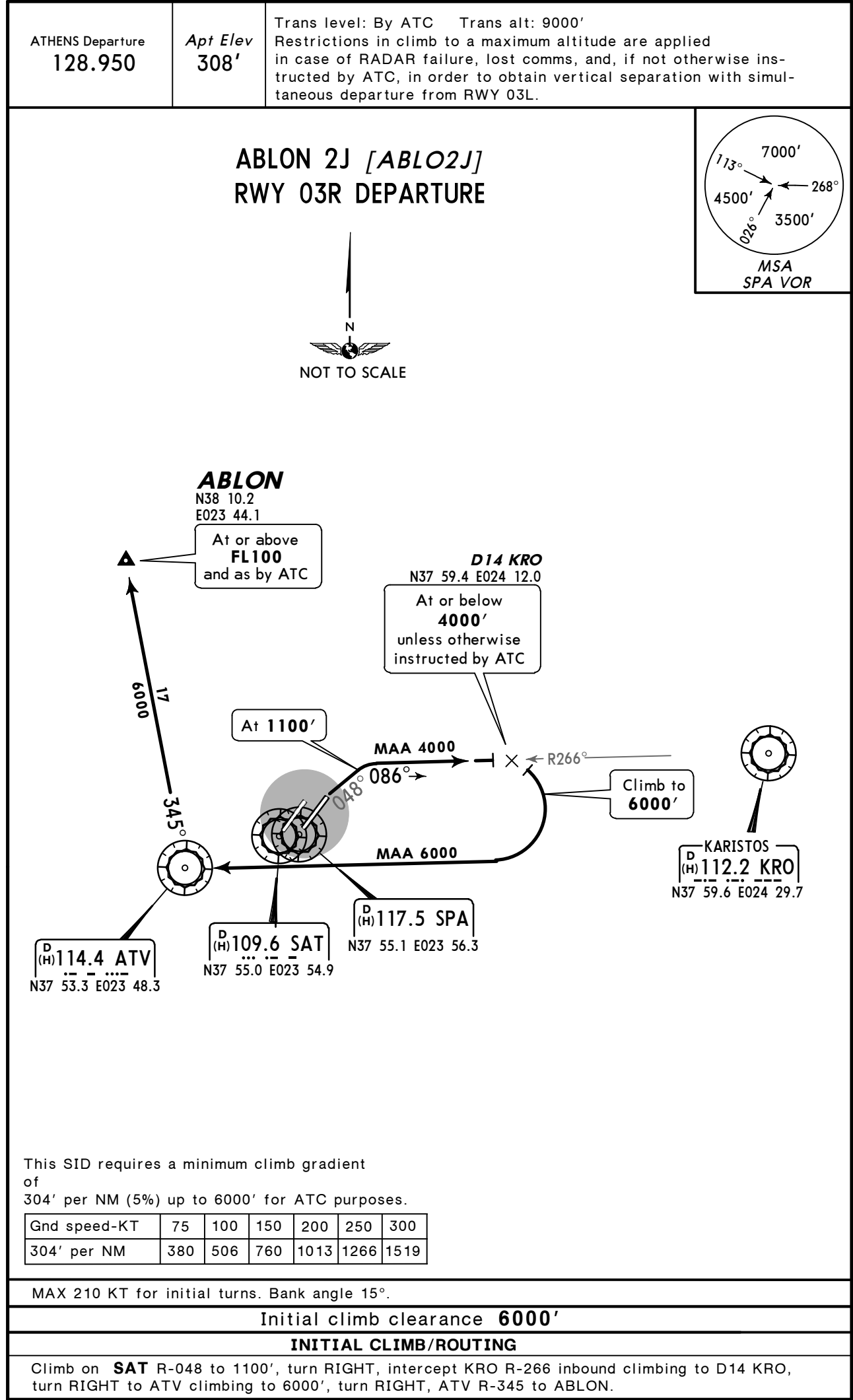
P 117.5 SPA
 N37 55.1 E023 56.3

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.

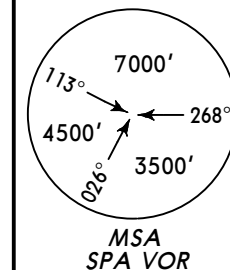


ATHENS Departure
128.950

Apt Elev
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



ABLON
N38 10.2 E023 44.1

At or above
10000'

B1

7000

D12 SPA
N38 04.8 E024 05.2

At or above
3000'

MAX
210 KT

Bank 15°

MAX
230 KT

Bank 25°

030°

345°

033°

28

D (H) 114.4 ATV
N37 53.3 E023 48.3

D (H) 117.5 SPA
N37 55.1 E023 56.3

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

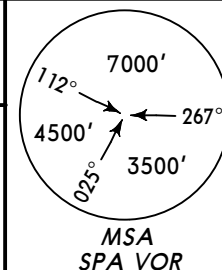
INITIAL CLIMB/ROUTING

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.

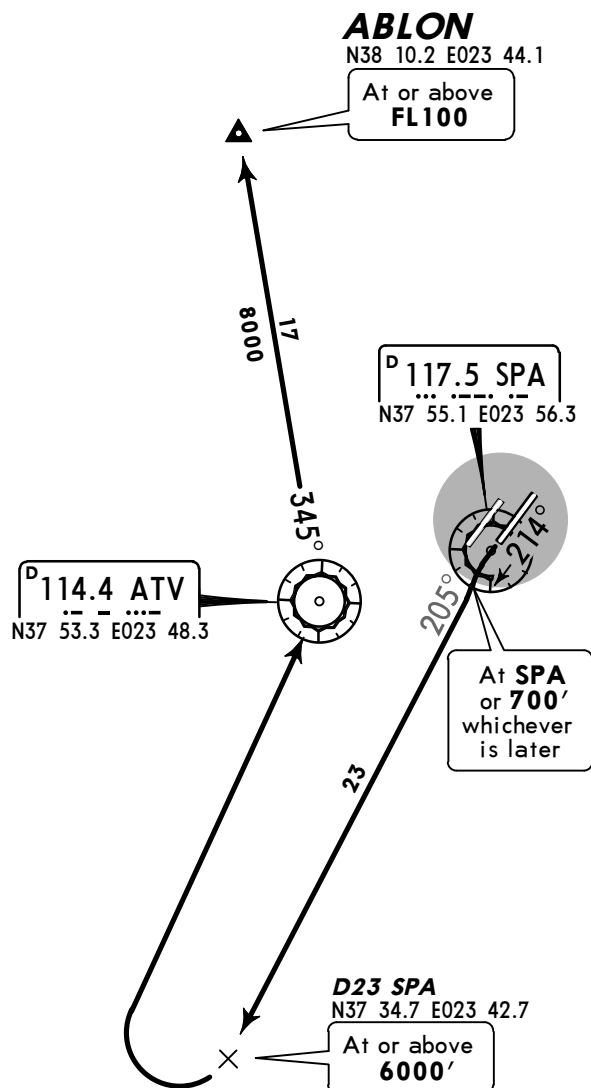
ATHENS Departure
128.95

Apt Elev
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 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'**

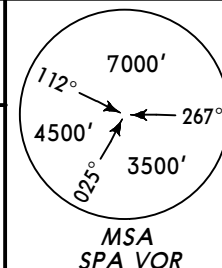
INITIAL CLIMB/ROUTING

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.

ATHENS Departure
128.95

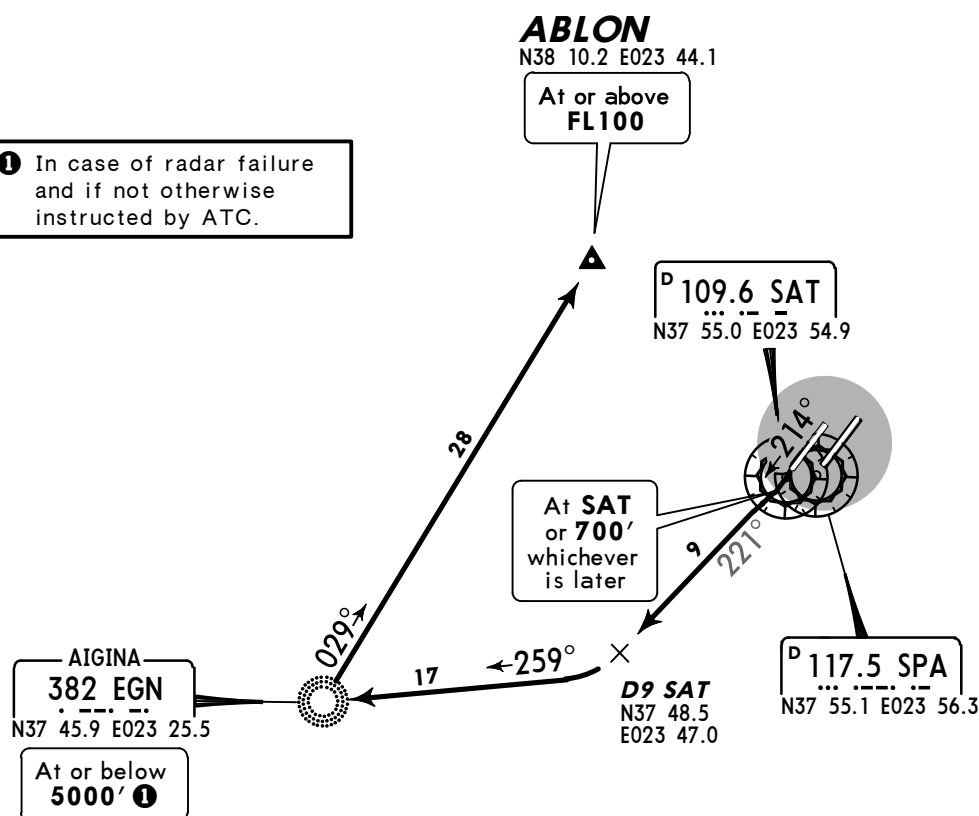
Apt Elev
308'

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

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



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

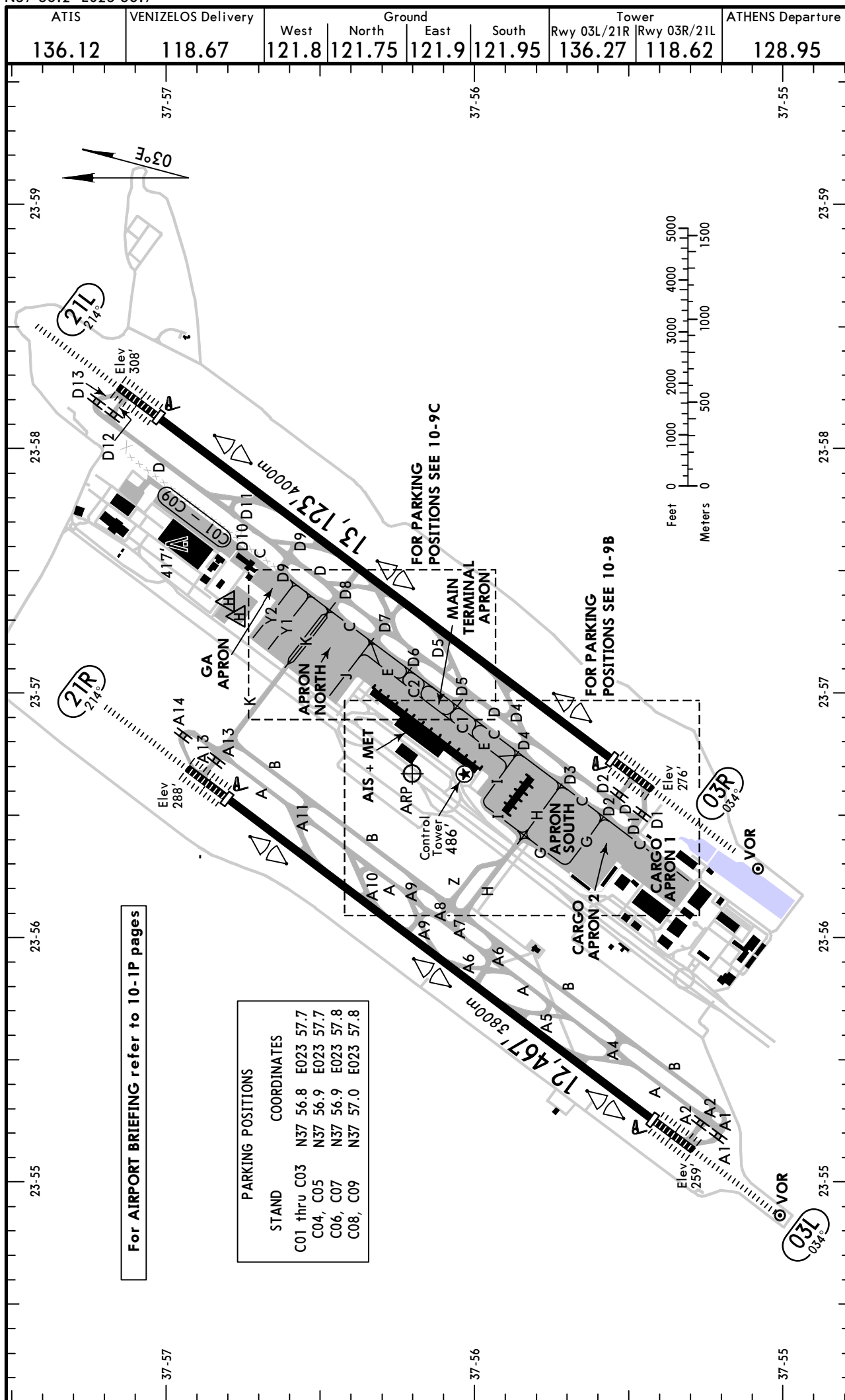
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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

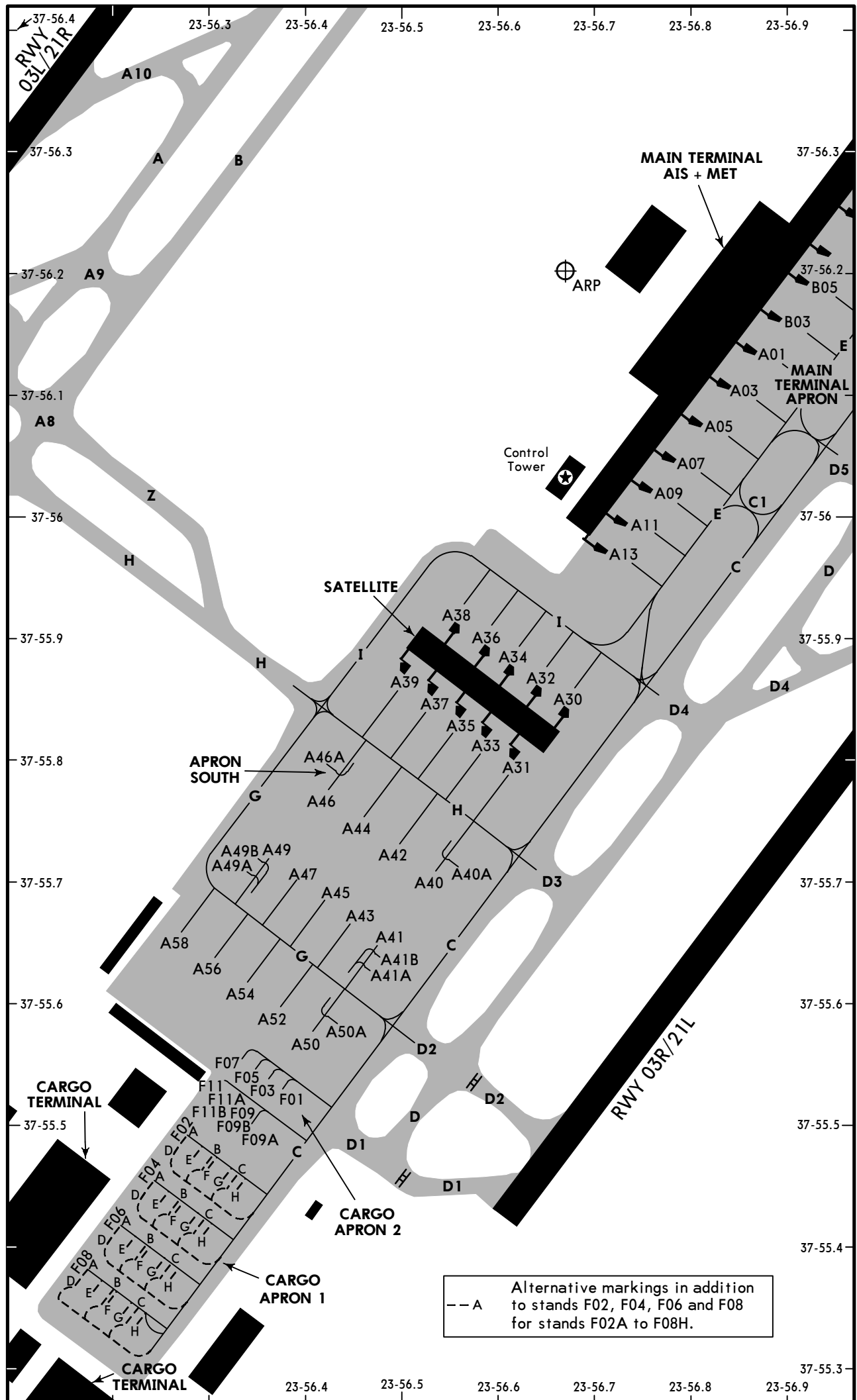
Initial climb clearance **5000'**

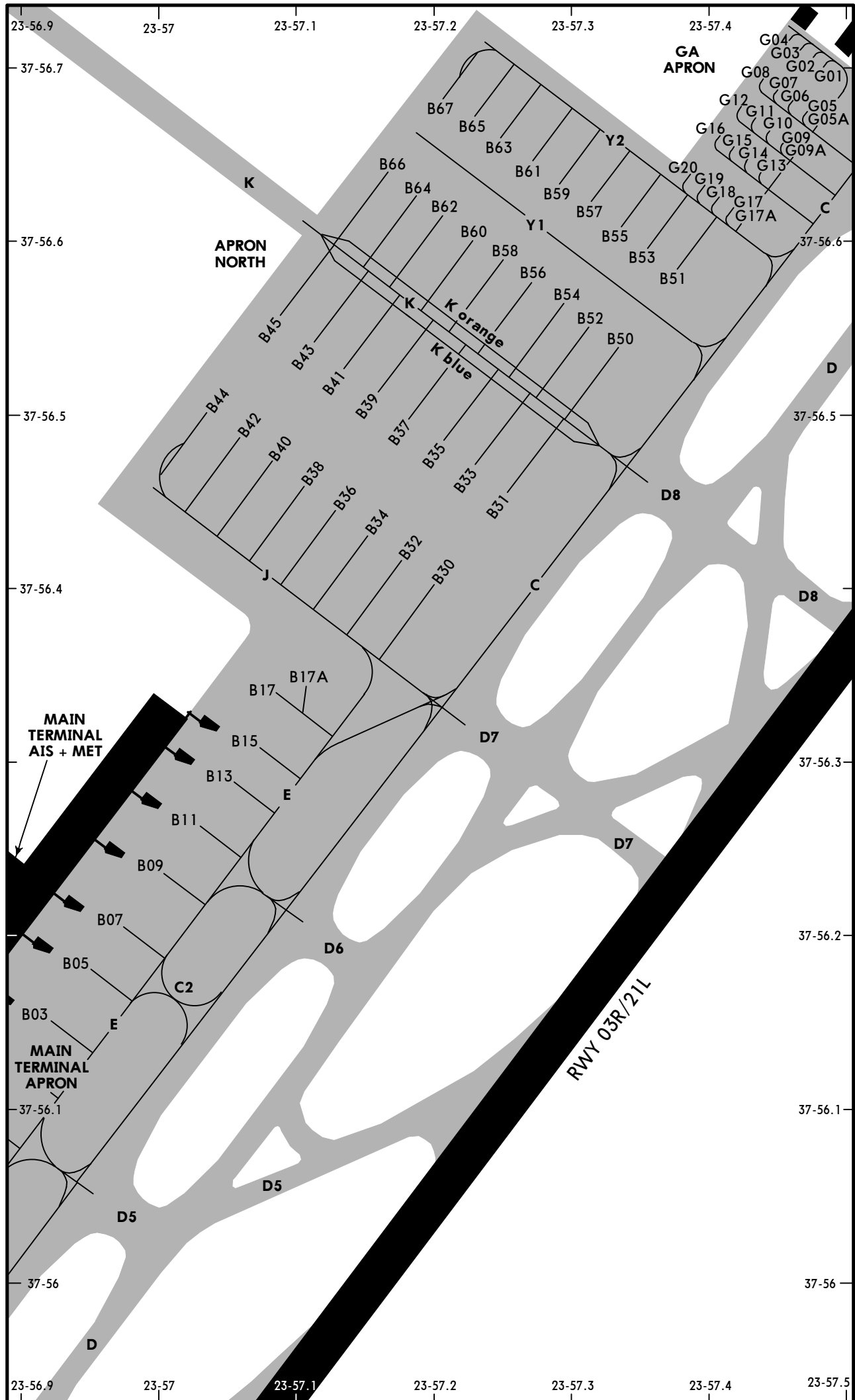
INITIAL CLIMB/ROUTING

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.



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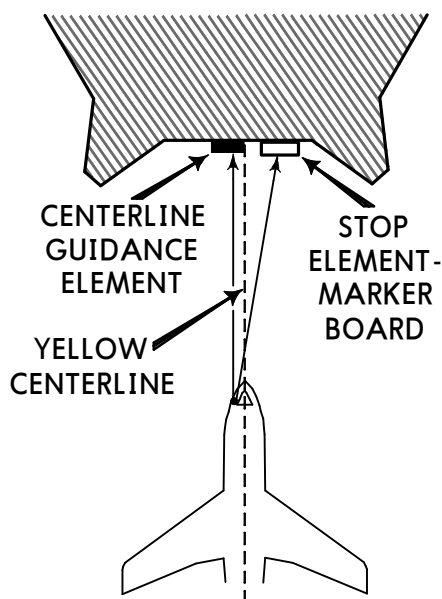
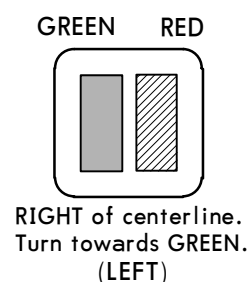
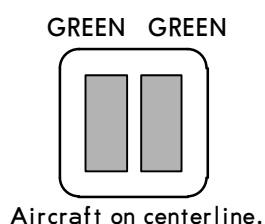
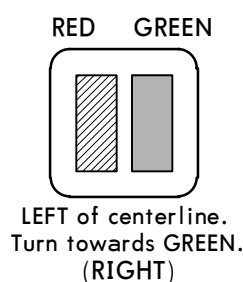
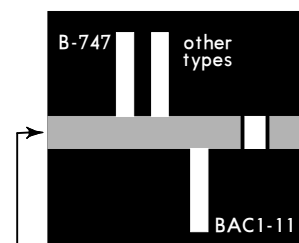


INS COORDINATES

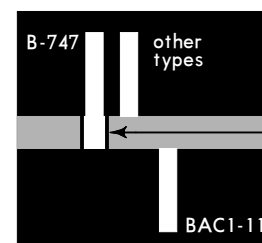
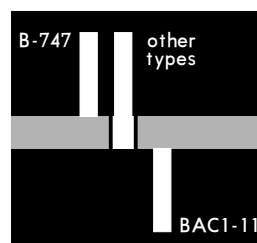
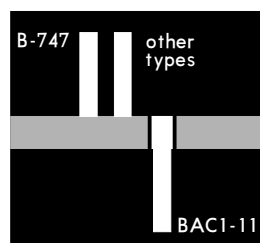
STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N37 56.1 E023 56.9	F04, F04A	N37 55.5 E023 56.2
A03 thru A07	N37 56.1 E023 56.8	F04B, F04C	N37 55.4 E023 56.3
A09	N37 56.0 E023 56.8	F04D, F04E	N37 55.4 E023 56.2
A11, A13	N37 56.0 E023 56.7	F04F thru F04H	N37 55.4 E023 56.3
A30	N37 55.8 E023 56.7	F05	N37 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		

VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)**A. SYSTEM DESCRIPTION**

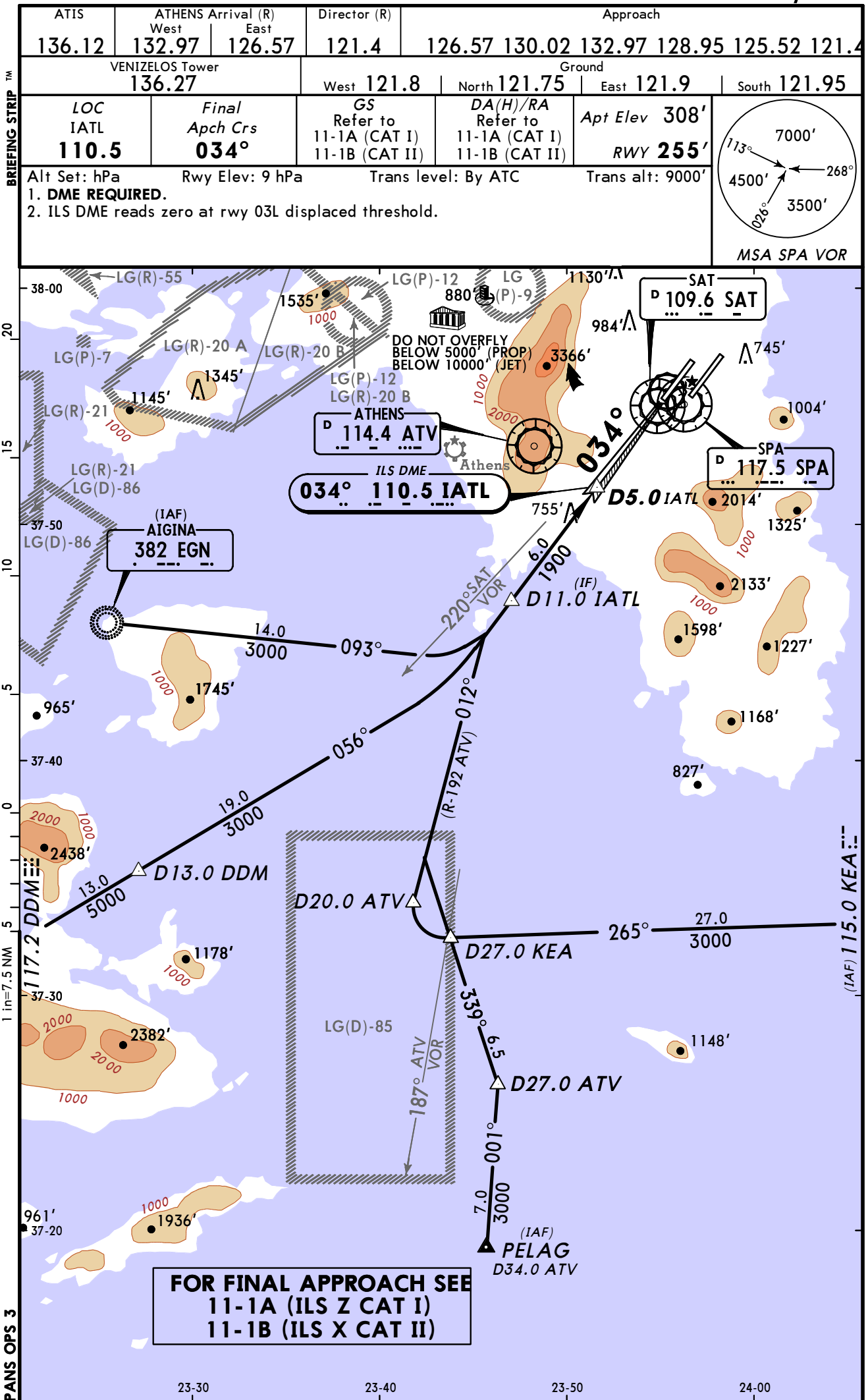
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).

**B. CENTERLINE GUIDANCE ELEMENT (AGNIS)****C. STOP ELEMENT (PAPA)**

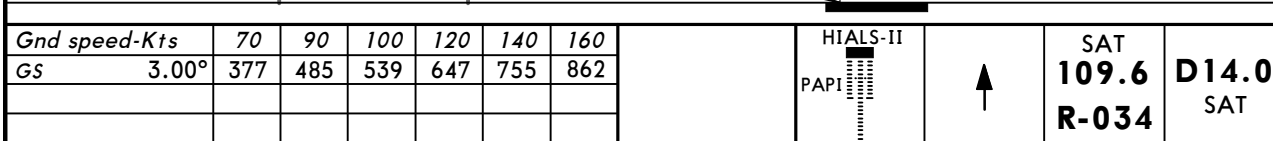
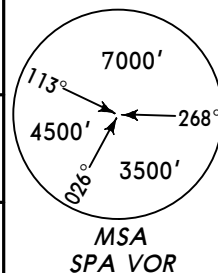
SIGHTING SLOT



LIGHT TUBE



PHYSICIAN: STUPID™

RVR *300m* **1**

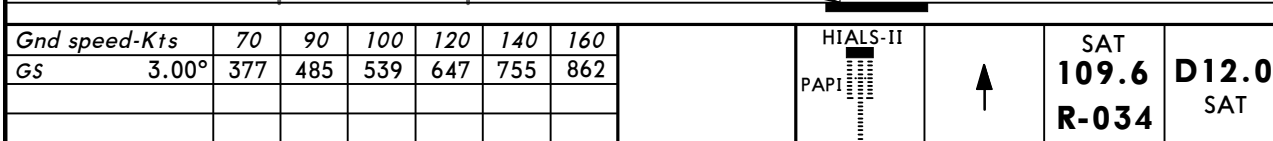
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ATHENS, GREECE
ILS Y or W Rwy 03L

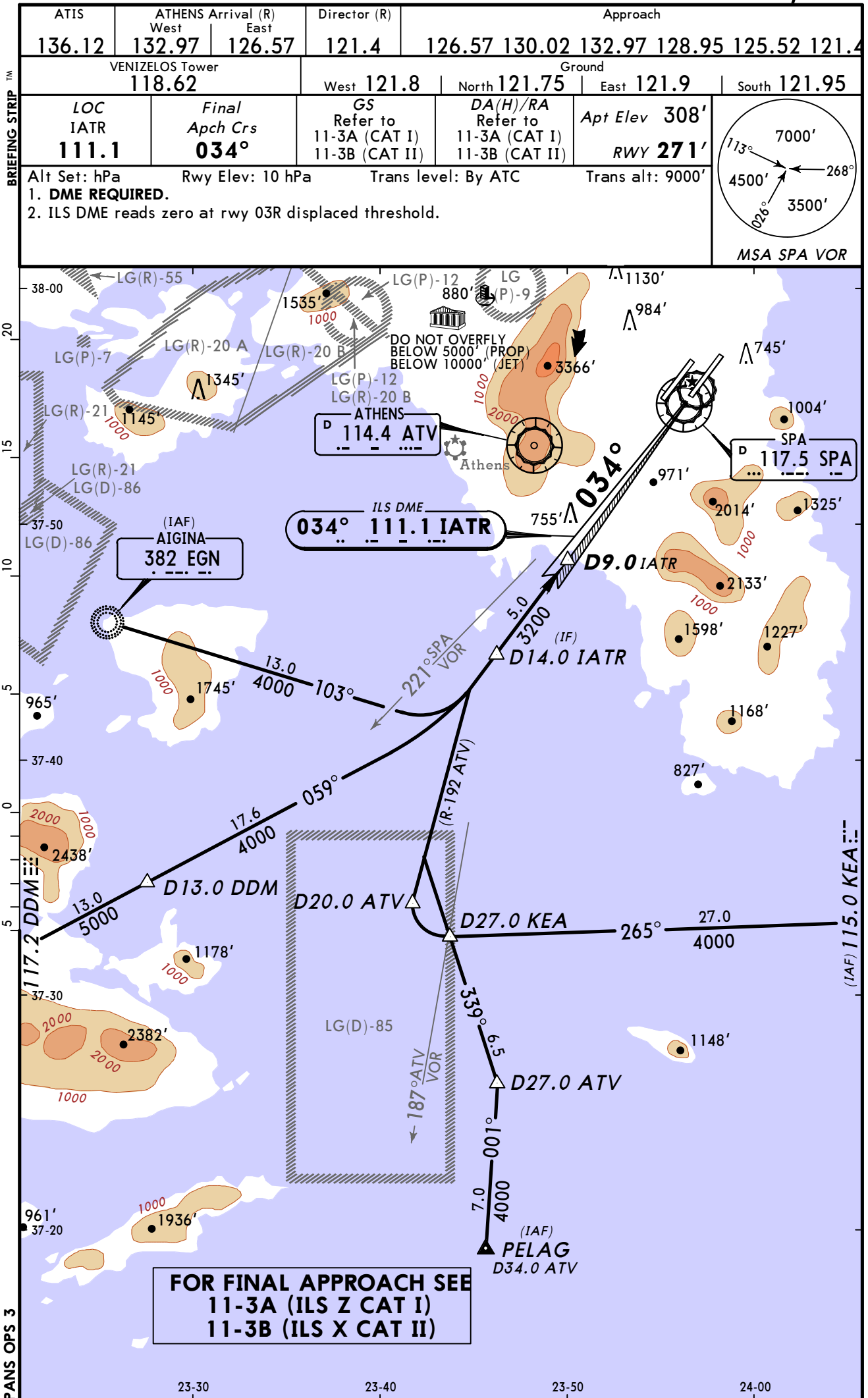
PANS OPS 3



PHYSICIAN: STUPID™

RVR *300m* **1**

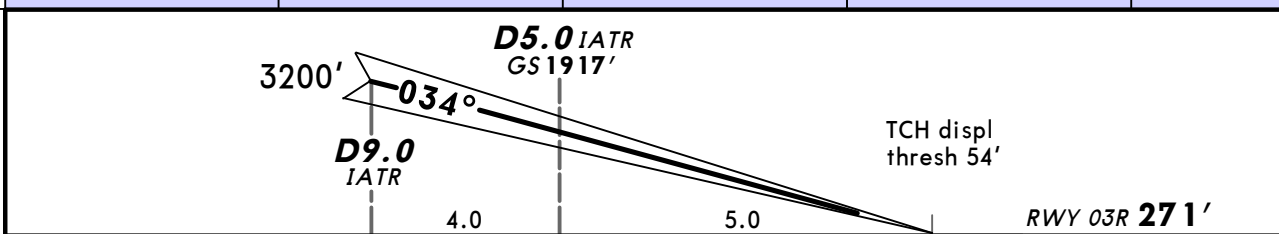
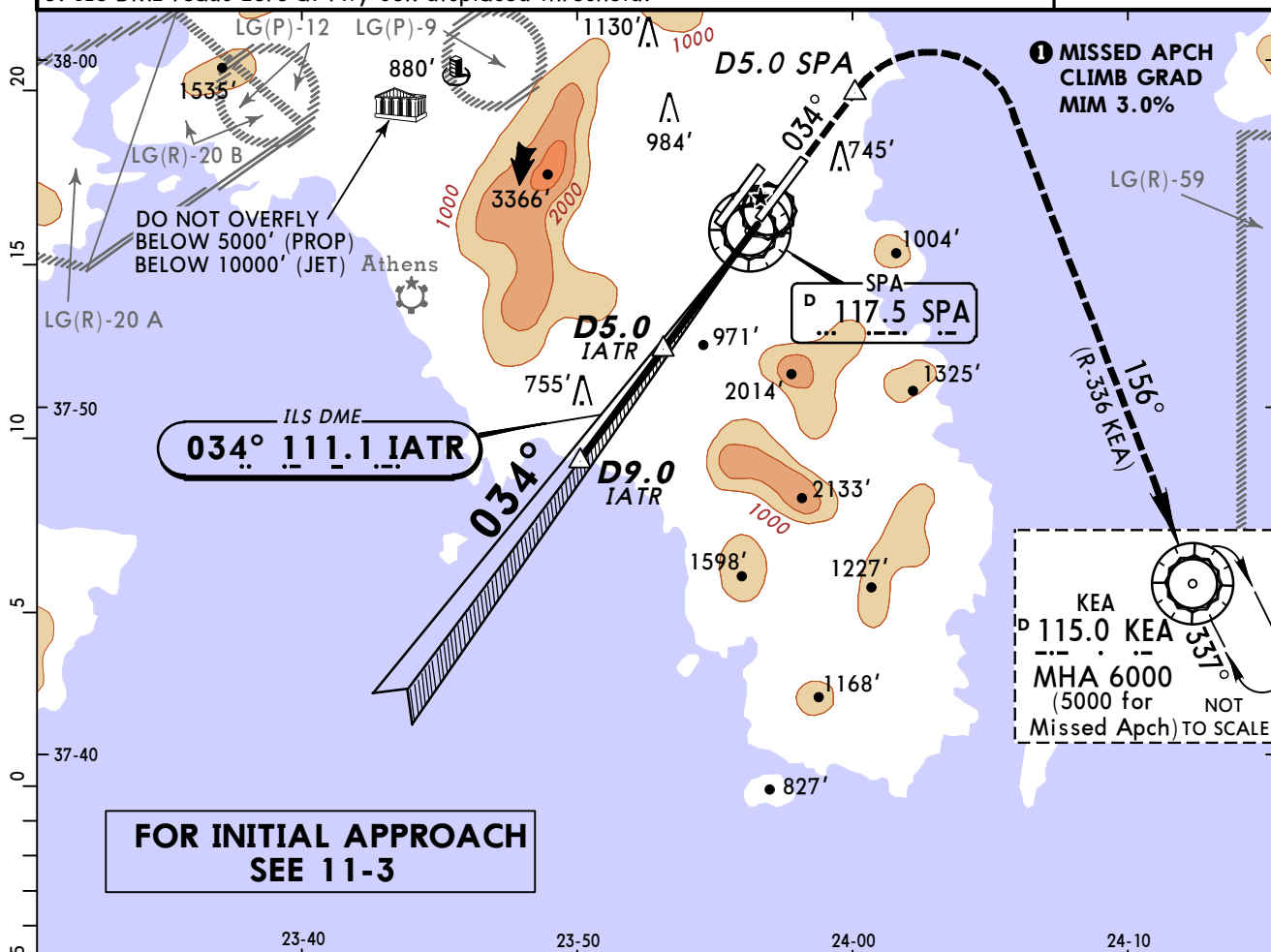
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™

BRIEFING STRIP

ATIS 136.12		ATHENS Arrival (R) West 132.97 East 126.57		Director (R) 121.4		Approach 126.57 130.02 132.97 128.95 125.52 121.4					
VENIZELOS Tower 118.62				West 121.8		North 121.75		East 121.9		Ground South 121.95	
LOC IATR 111.1		Final Apch Crs 034°		GS D5.0 IATR 1917' (1646')		CAT II ILS RA 147' DA(H) 421' (150')		Apt Elev 308' RWY 271'		7000' 4500' 3500' 113° 268° 026° MSA SPA VOR	
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.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SPA	D5.0
GS	3.00°	377	485	539	647	755	862	PAPI	117.5 R-034	SPA

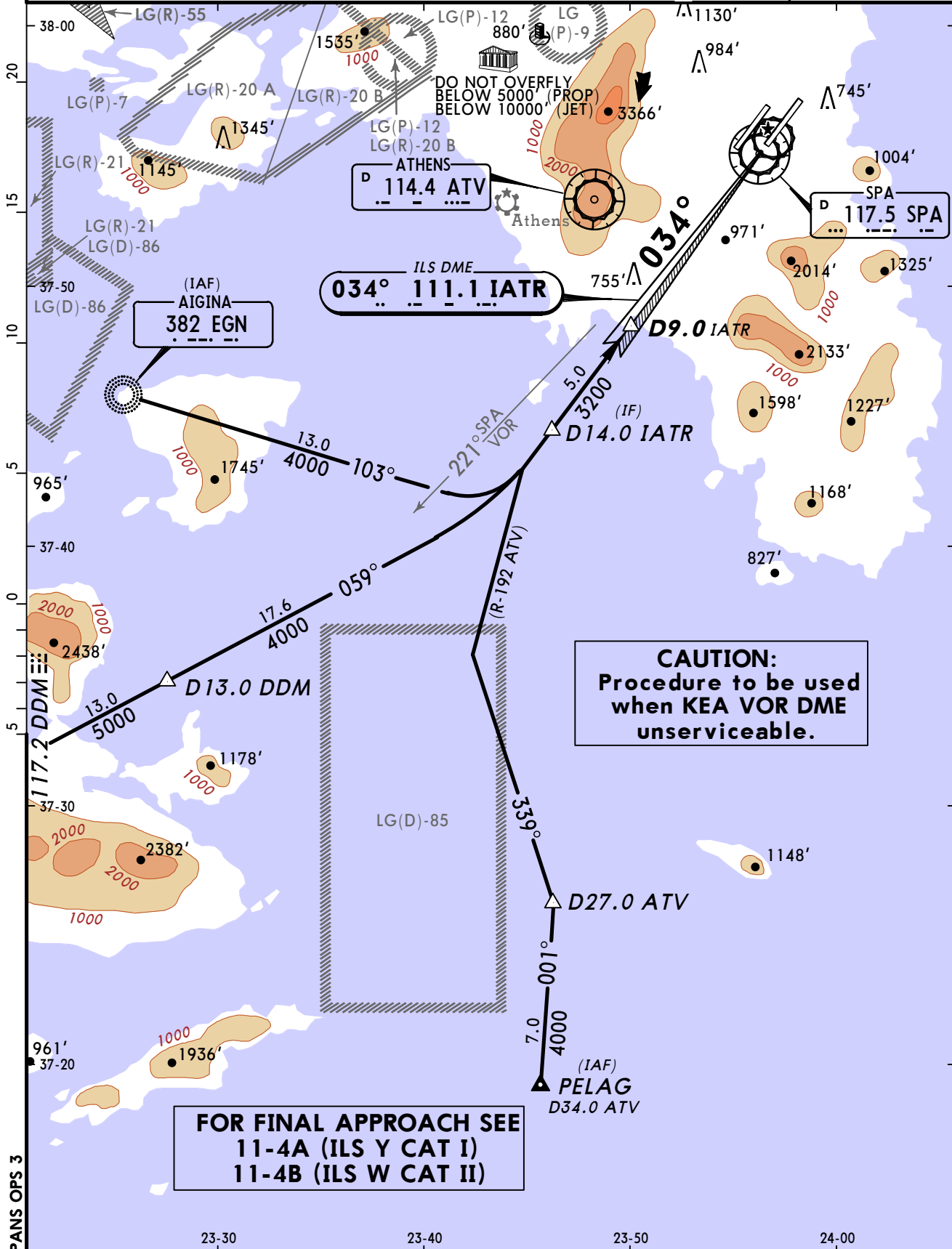
Standard STRAIGHT-IN LANDING RWY 03R
 CAT II ILS
 Missed apch climb gradient mim 3.0% **I**
 RA 147'
 DA(H) 421' (150')

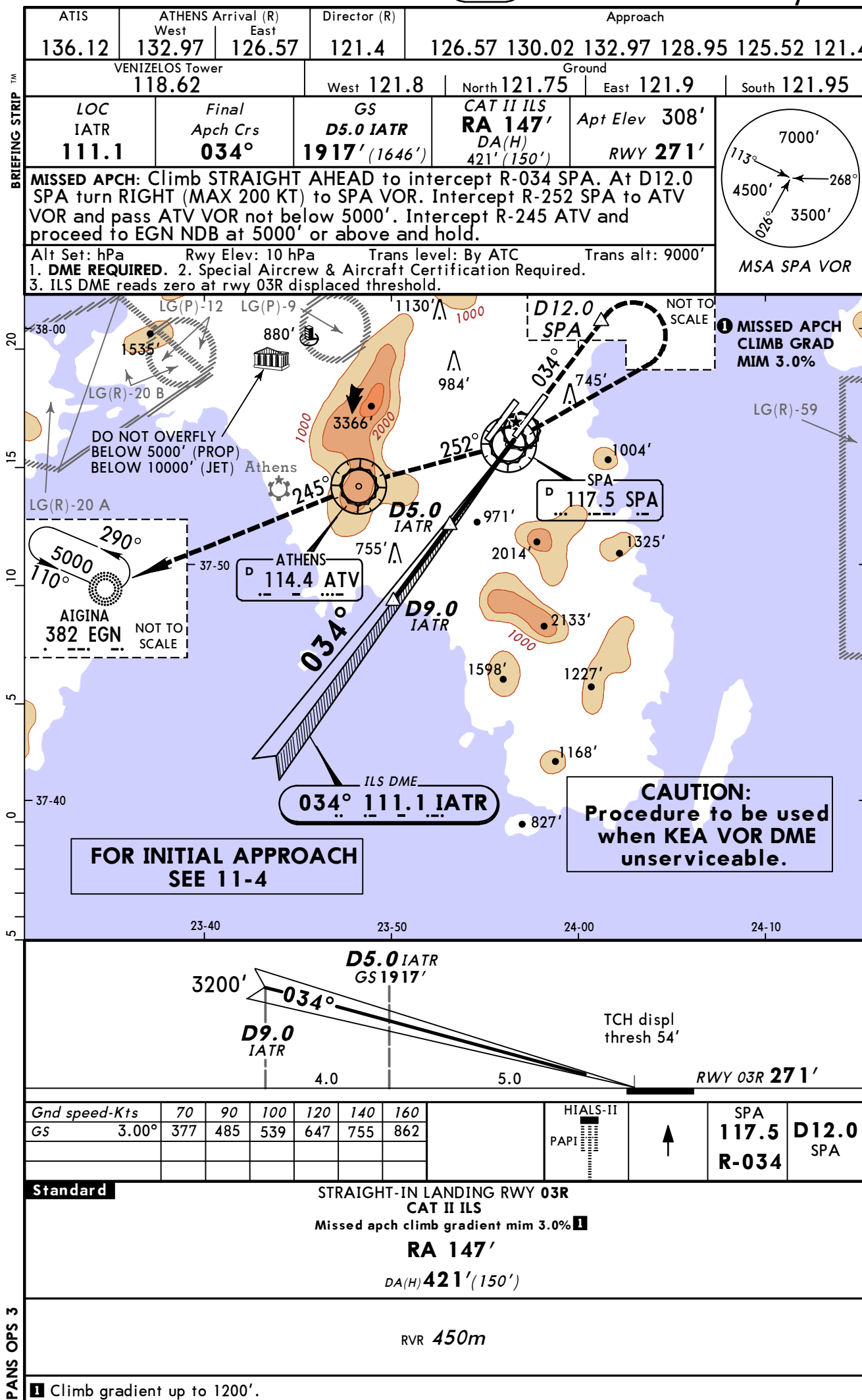
RVR 450m

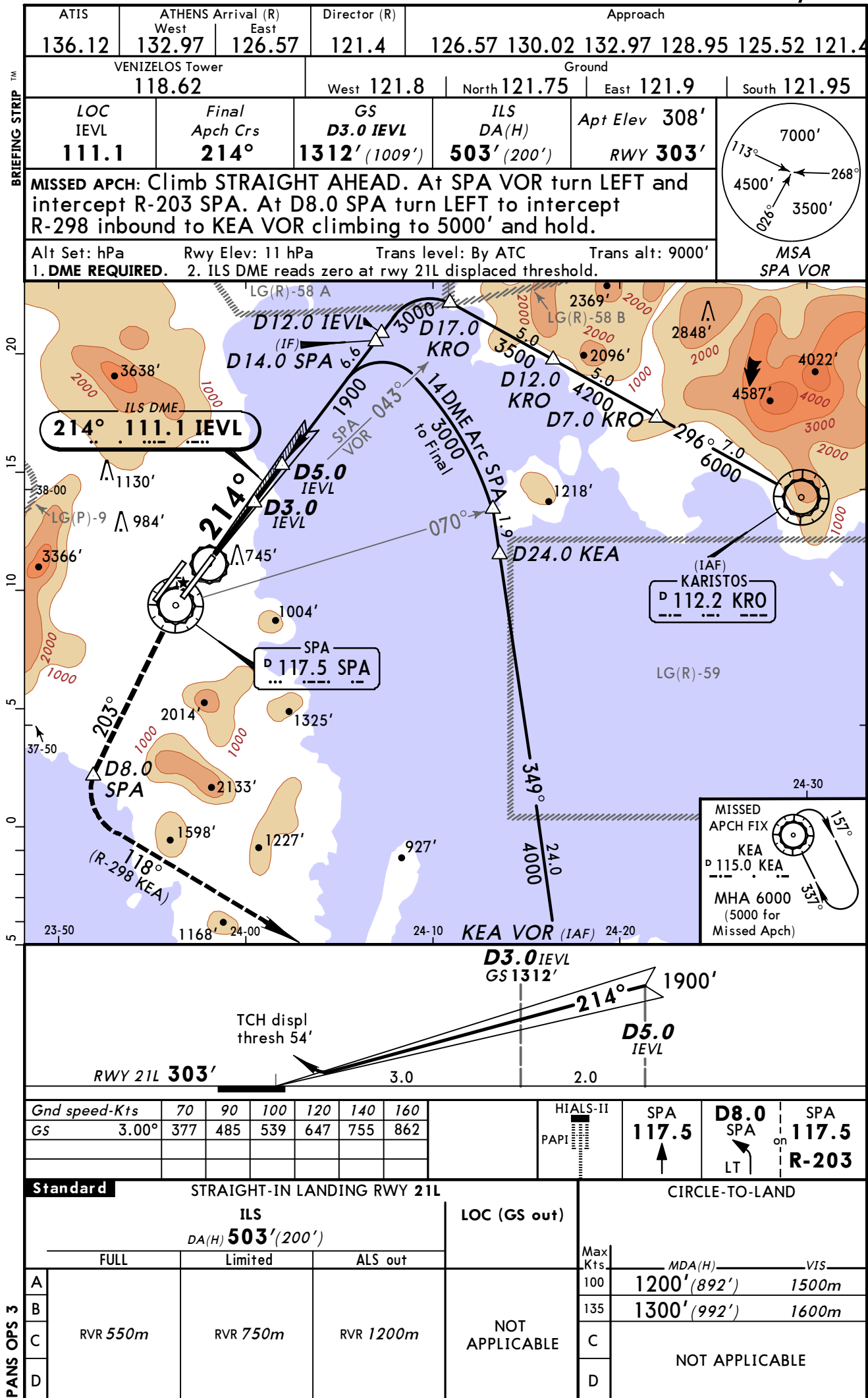
I Climb gradient up to 1200'.

BRIEFING STRIP™

ATIS		ATHENS Arrival (R)		Director (R)	Approach					
136.12		West 132.97	East 126.57	121.4	126.57	130.02	132.97	128.95	125.52	121.4
VENIZELOS Tower				Ground						
118.62				West 121.8	North 121.75		East 121.9		South 121.95	
LOC IATR 111.1		Final Apch Crs 034°		GS Refer to 11-4A (CAT I) 11-4B (CAT II)		DA(H)/RA 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										







D3.0 IEVL

GS 1312'

214°

1900'

D5.0 IEVL

TCH displ thresh 54'

RWY 21L 303'

3.0

2.0

Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	SPA	D8.0	SPA
GS	3.00°	377	485	539	647	755	862	PAPI	117.5	SPA	117.5
									↑	LT	R-203

Standard

STRAIGHT-IN LANDING RWY 21L

ILS

DA(H) 503' (200')

FULL

Limited

ALS out

A

B

C

D

RVR 550m

RVR 750m

RVR 1200m

NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts

100

135

MDA(H)

1200' (892')

1300' (992')

VIS

1500m

1600m

C

D

NOT APPLICABLE

ATIS

136.12

ATHENS Arrival (R)

West 132.97

East 126.57

Director (R)

121.4

Approach

126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower

118.62

West 121.8

North 121.75

East 121.9

South 121.95

LOC IEVL

111.1

Final Apch Crs

214°

GS

D3.0 IEVL

1312' (1009')

CAT II ILS

RA 94'

DA(H)

403' (100')

Apt Elev

308'

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.

7000'

4500'

3500'

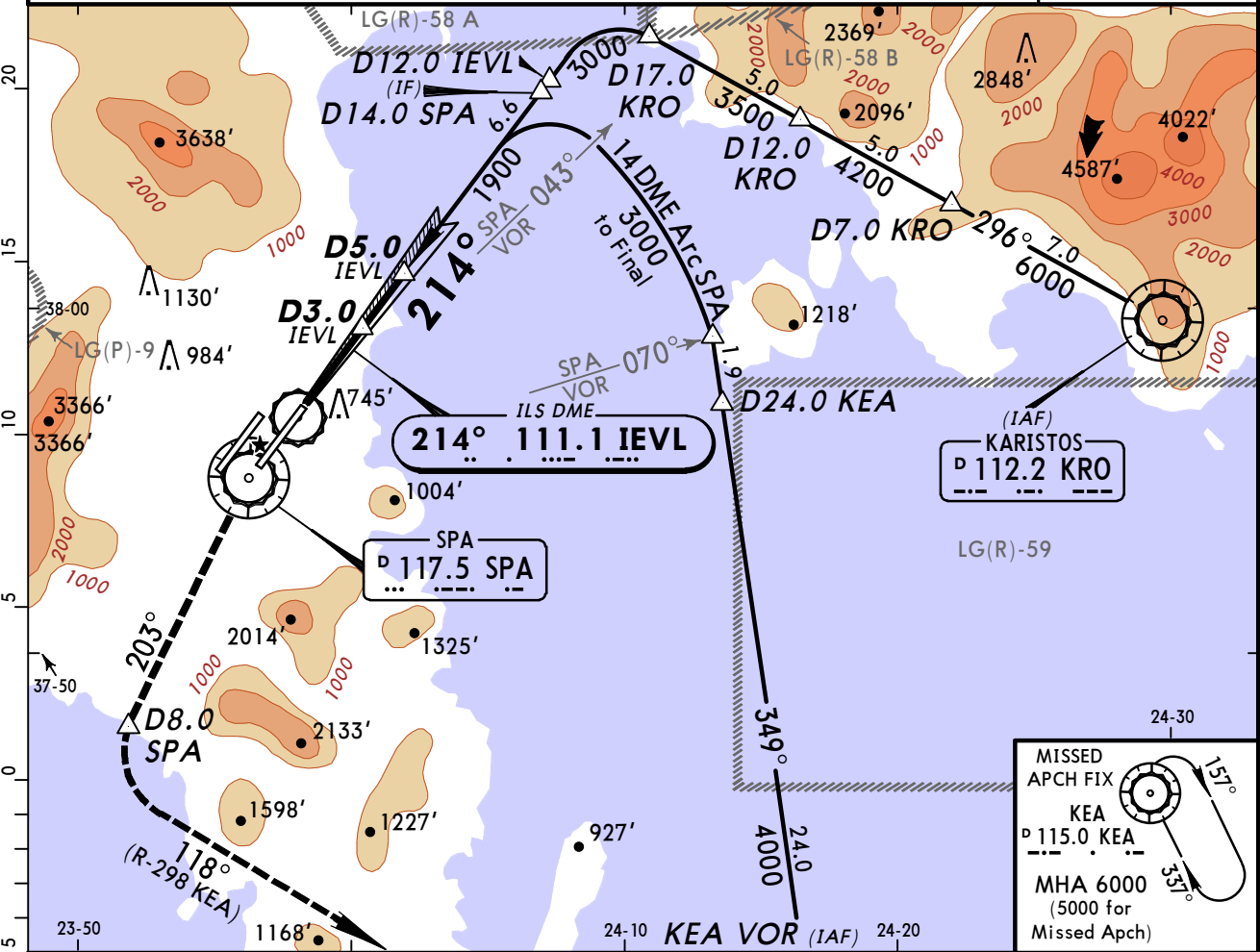
113°

268°

026°

MSA

SPA VOR



D3.0 IEVL

GS 1312'

1900'

214°

D5.0 IEVL

117.5

117.5

R-203

TCH displ

thresh 54'

RWY 21L

303'

3.0

2.0

Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	SPA	D8.0	SPA
GS	3.00°	377	485	539	647	755	862	PAPI	117.5	SPA	117.5
									↑	LT	on

Standard

STRAIGHT-IN LANDING RWY 21L

CAT II ILS

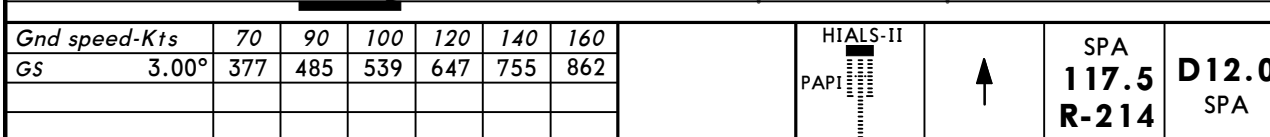
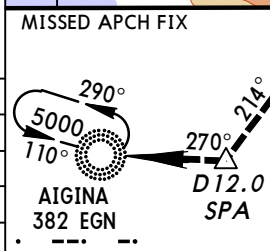
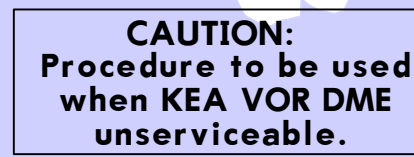
ABCD

RA 94'

DA(H) 403' (100')

RVR 300m

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



Standard		STRAIGHT-IN LANDING RWY 21L			CIRCLE-TO-LAND		
		ILS DA(H) 503' (200')		LOC (GS out)			
		FULL	Limited	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE	100	1200' (892')	1500m
B					135	1300' (992')	1600m
C					NOT APPLICABLE		
D							

ATIS

136.12

ATHENS Arrival (R)

West 132.97

East 126.57

Director (R)

121.4

Approach

126.57 130.02 132.97 128.95 125.52 121.4

VENIZELOS Tower

118.62

Ground

West 121.8 North 121.75 East 121.9 South 121.95

LOC IEVL

111.1

Final Apch Crs

214°

GS

D3.0 IEVL

1312' (1009')

CAT II ILS

RA 94'

DA(H) 403' (100')

Apt Elev

308'

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.

7000'

4500'

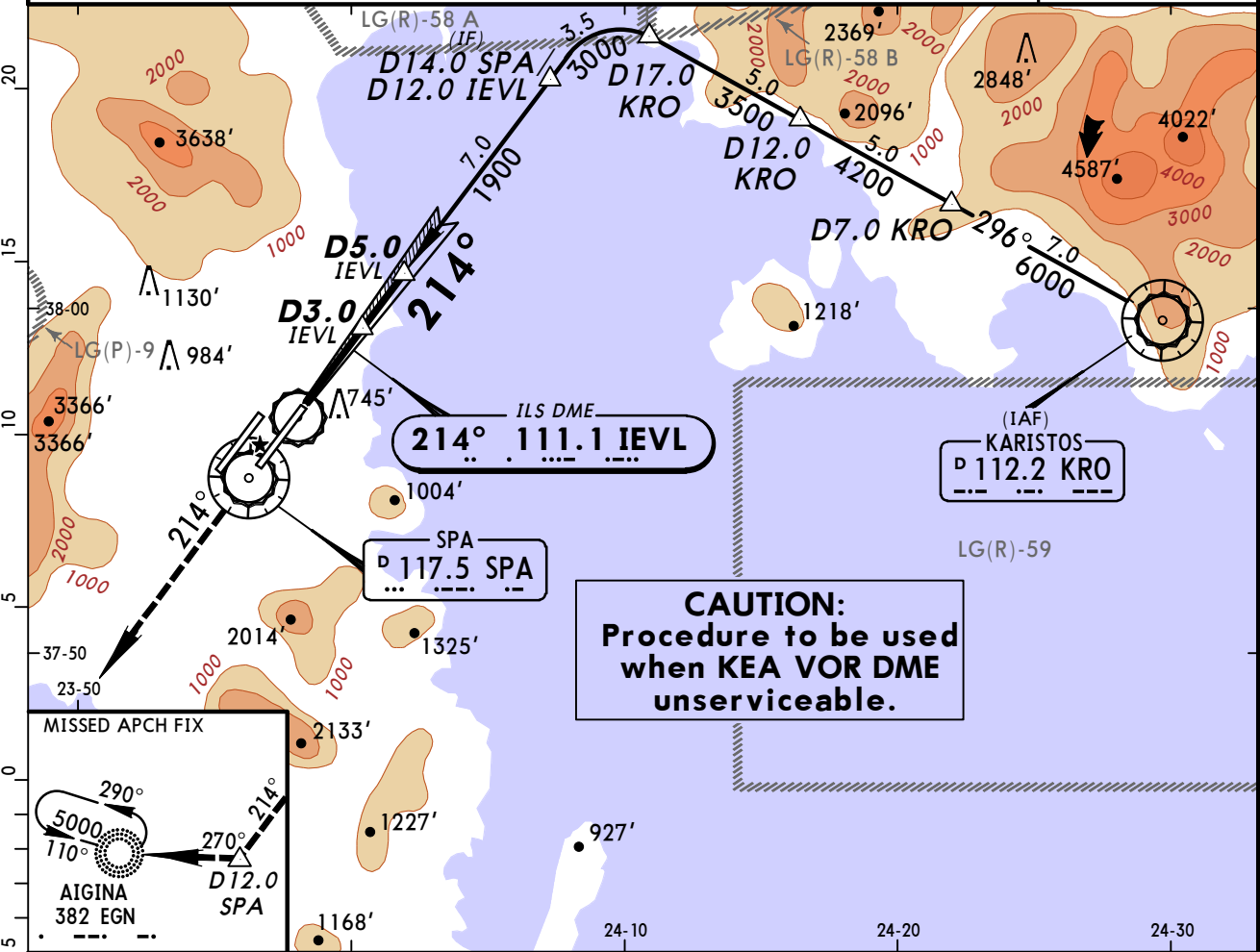
3500'

113°

268°

026°

MSA SPA VOR



D3.0 IEVL

GS 1312'

214°

1900'

D5.0 IEVL

TCH displ thresh 54'

RWY 21L 303'

3.0

2.0

Gnd speed-Kts	70	90	100	120	140	160		HIALS-II		SPA	D12.0
GS	3.00°	377	485	539	647	755	862	PAPI	↑	117.5 R-214	SPA

Standard

STRAIGHT-IN LANDING RWY 21L

CAT II ILS

ABCD

RA 94'

DA(H) 403' (100')

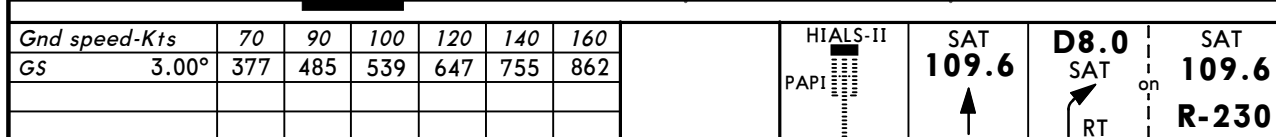
RVR 300m

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

CHANGES: Minimums.

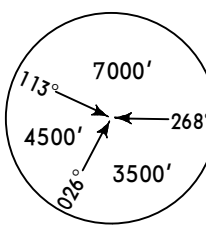
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PANS OPS 3

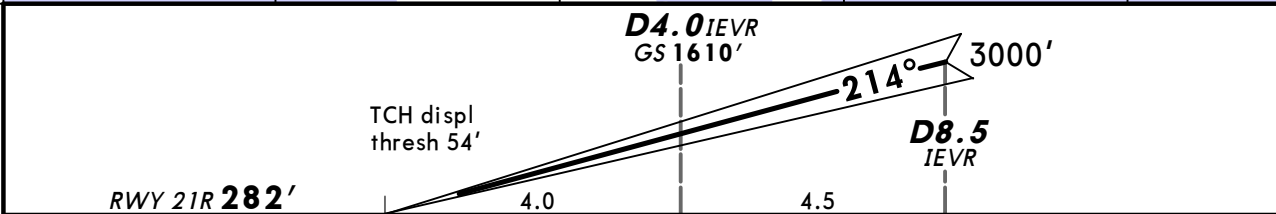
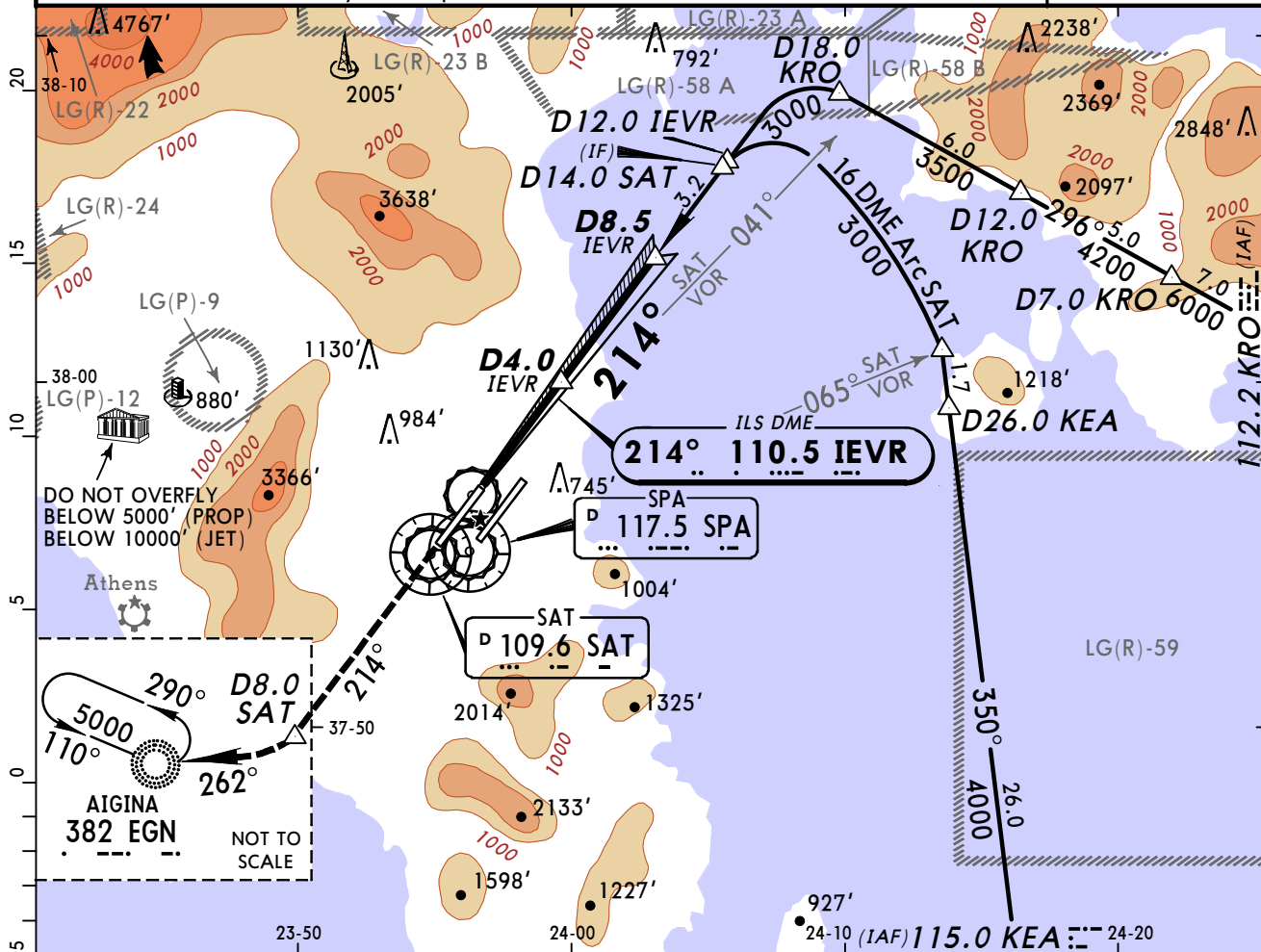


1 Climb gradient up to 1700'.

BRIEFING STRIP™

ATIS 136.12		ATHENS Arrival (R) West 132.97 East 126.57		Director (R) 121.4		Approach 126.57 130.02 132.97 128.95 125.52 121.4					
VENIZELOS Tower 136.27				West 121.8		North 121.75		East 121.9		Ground South 121.95	
LOC IEVR 110.5		Final Apch Crs 214°		GS D4.0 IEVR 1610' (1328')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 308'		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



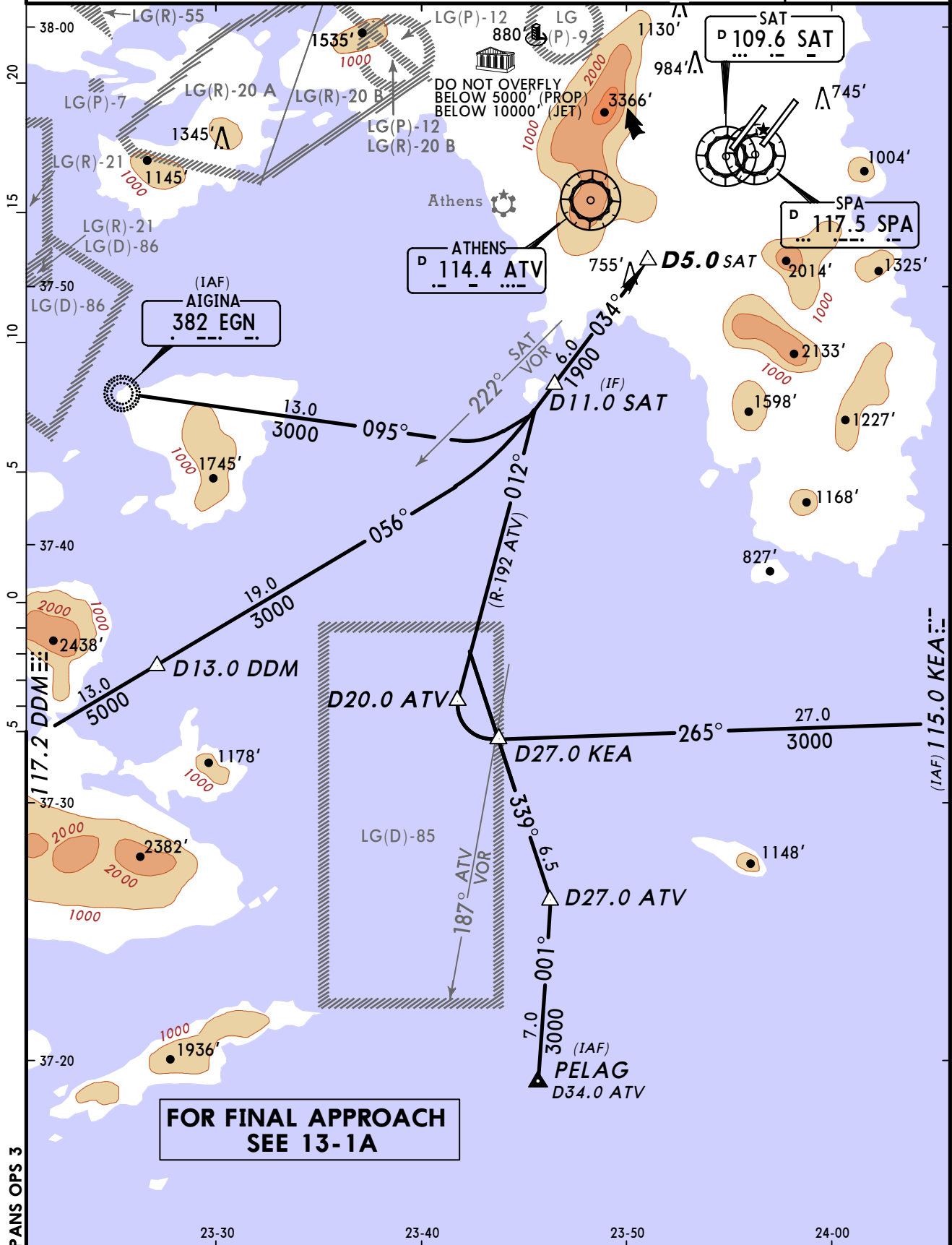
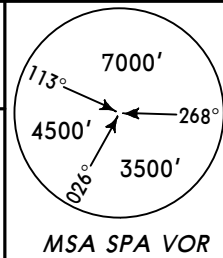
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D8.0 SAT
GS	3.00°	377	485	539	647	755		

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	
RA 94'		RA 120'		RA 136'	
DA(H) 382'(100')		DA(H) 409'(127')		DA(H) 425'(143')	
				C	
				RA 149'	
				DA(H) 438'(156')	
				D	
				RA 163'	
				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.

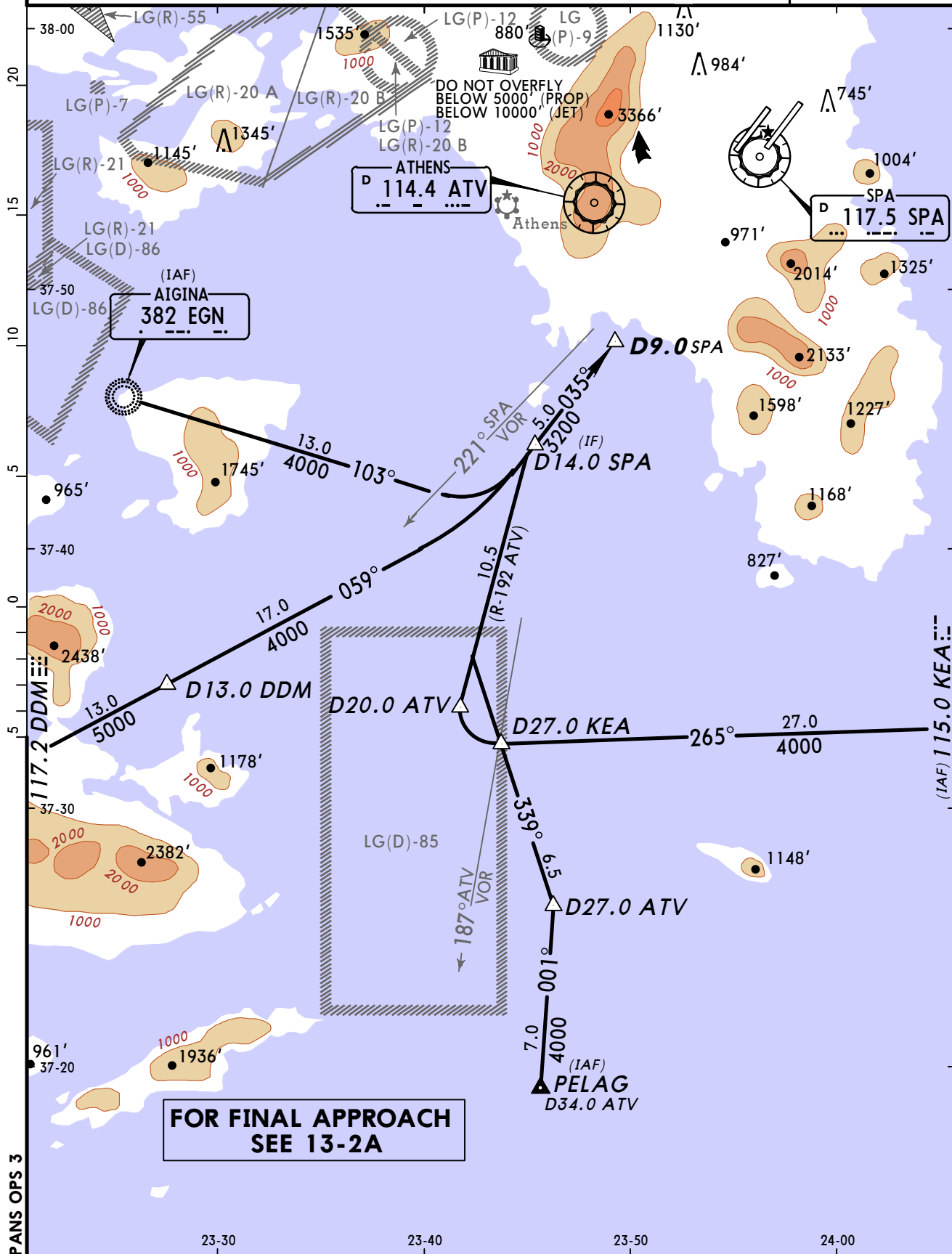
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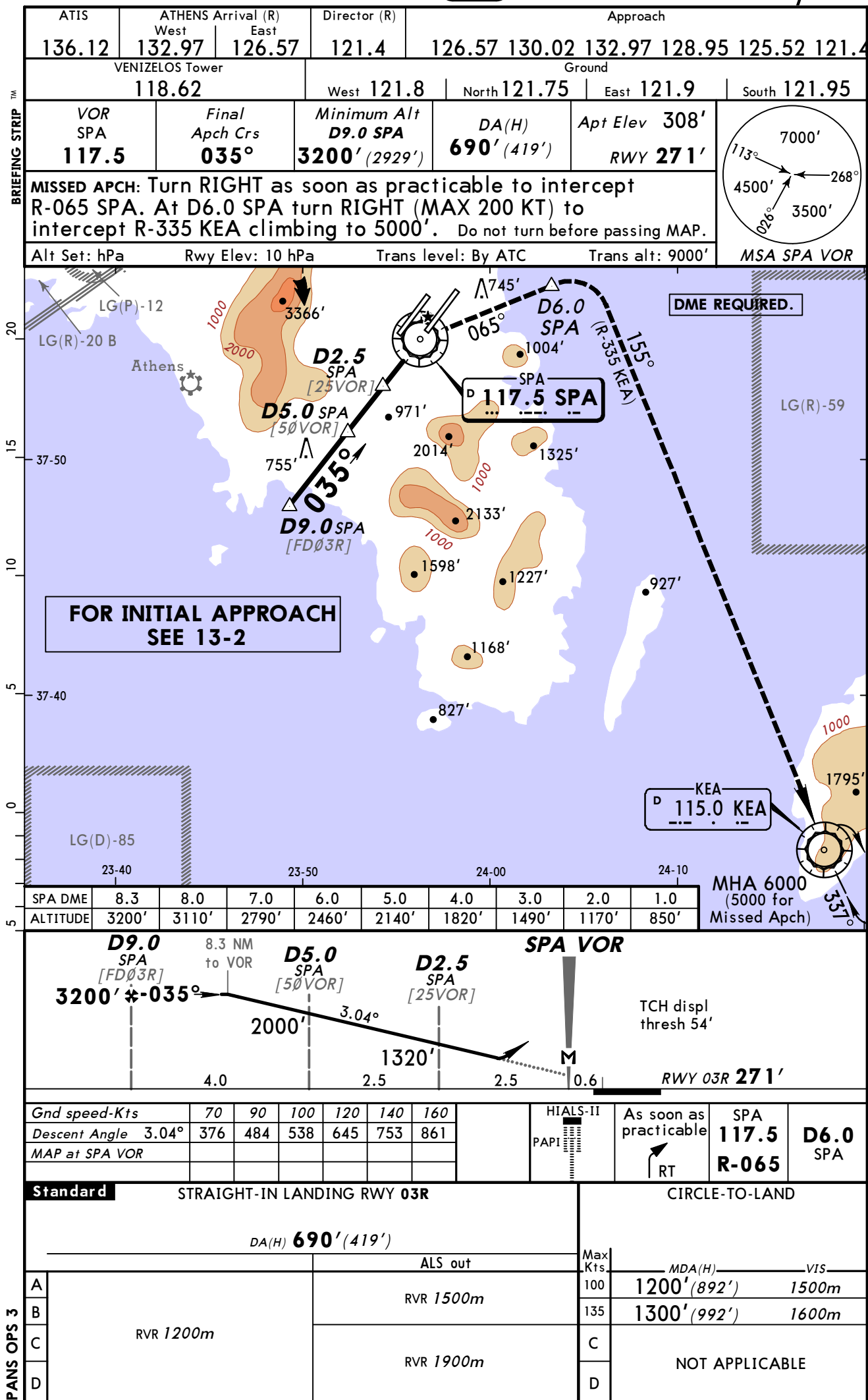
ATIS		ATHENS Arrival (R)		Director (R)		Approach					
136.12		West 132.97 East 126.57		121.4		126.57 130.02 132.97 128.95 125.52 121.4					
VENIZELOS Tower				Ground							
136.27				West 121.8		North 121.75		East 121.9		South 121.95	
VOR SAT		Final Apch Crs		Minimum Alt		DA(H)		Apt Elev		7000' 268° 3500' 173° 4500' 102° MSA SPA VOR	
109.6		034°		Refer to chart 13-1A		Refer to chart 13-1A		RWY 255'			
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC		Trans alt: 9000'					
DME REQUIRED.											

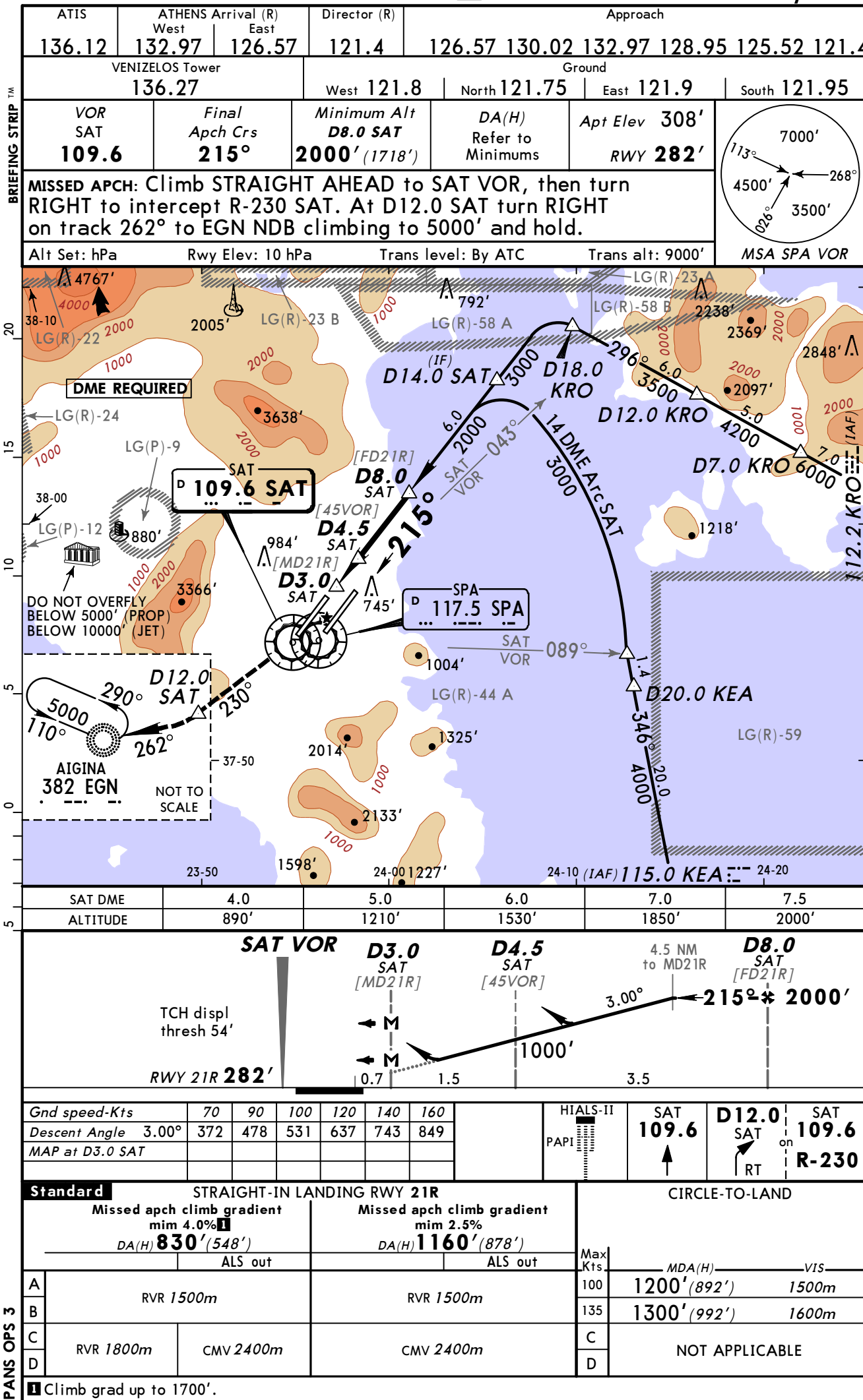


BRIEFING STRIP™

ATIS		ATHENS Arrival (R)		Director (R)		Approach					
136.12		West 132.97 East 126.57		121.4		126.57 130.02 132.97 128.95 125.52 121.4					
VENIZELOS Tower				Ground							
118.62				West 121.8		North 121.75		East 121.9		South 121.95	
VOR SPA		Final Apch Crs		Minimum Alt		DA(H)		Apt Elev 308'			
117.5		035°		Refer to chart 13-2A		Refer to chart 13-2A		RWY 271'			
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 9000'					
DME REQUIRED.											
7000' 4500' 3500' 113° 268° 026° MSA SPA VOR											





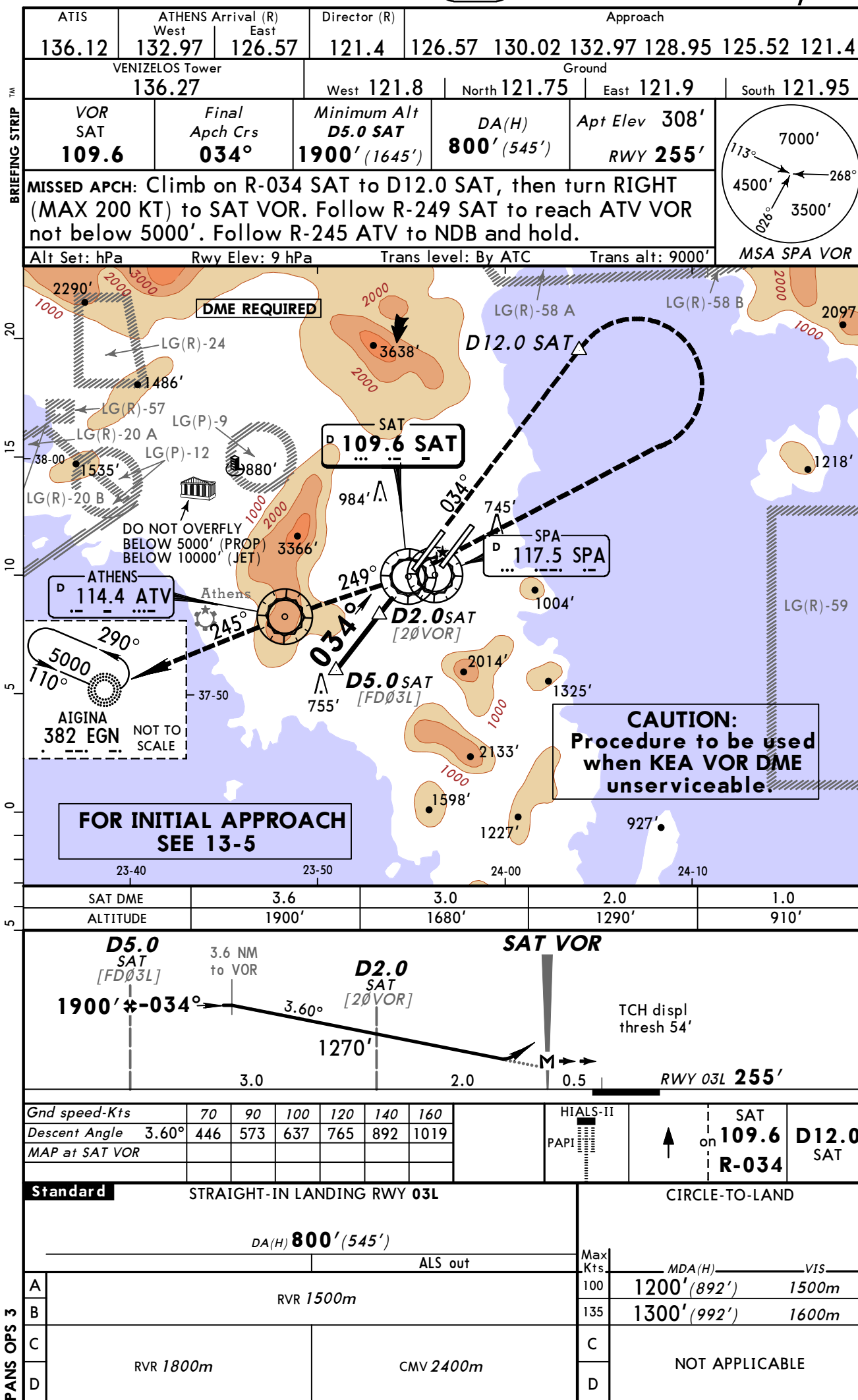


ATHENS, GREECE
VOR Y Rwy 03L

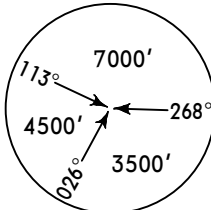
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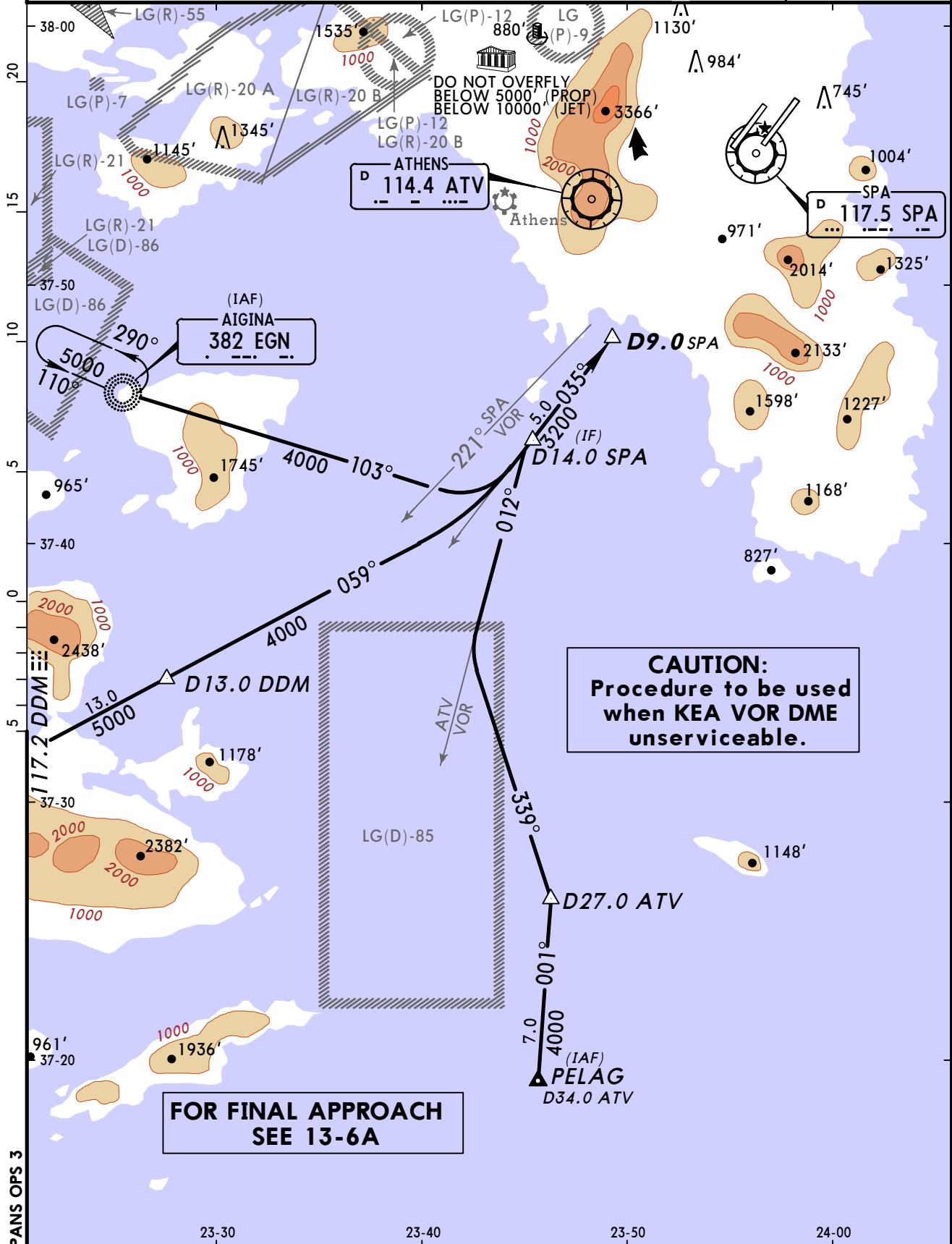
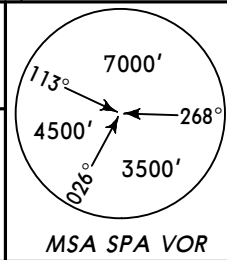
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BRIEFING STRIP™

ATIS		ATHENS Arrival (R)		Director (R)	Approach					
136.12		West 132.97	East 126.57	121.4	126.57	130.02	132.97	128.95	125.52	121.4
VENIZELOS Tower				Ground						
118.62				West 121.8		North 121.75		East 121.9		South 121.95
VOR SPA 117.5		Final Apch Crs 035°		Minimum Alt Refer to chart 13-6A		DA(H) 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



LGAV/ATH

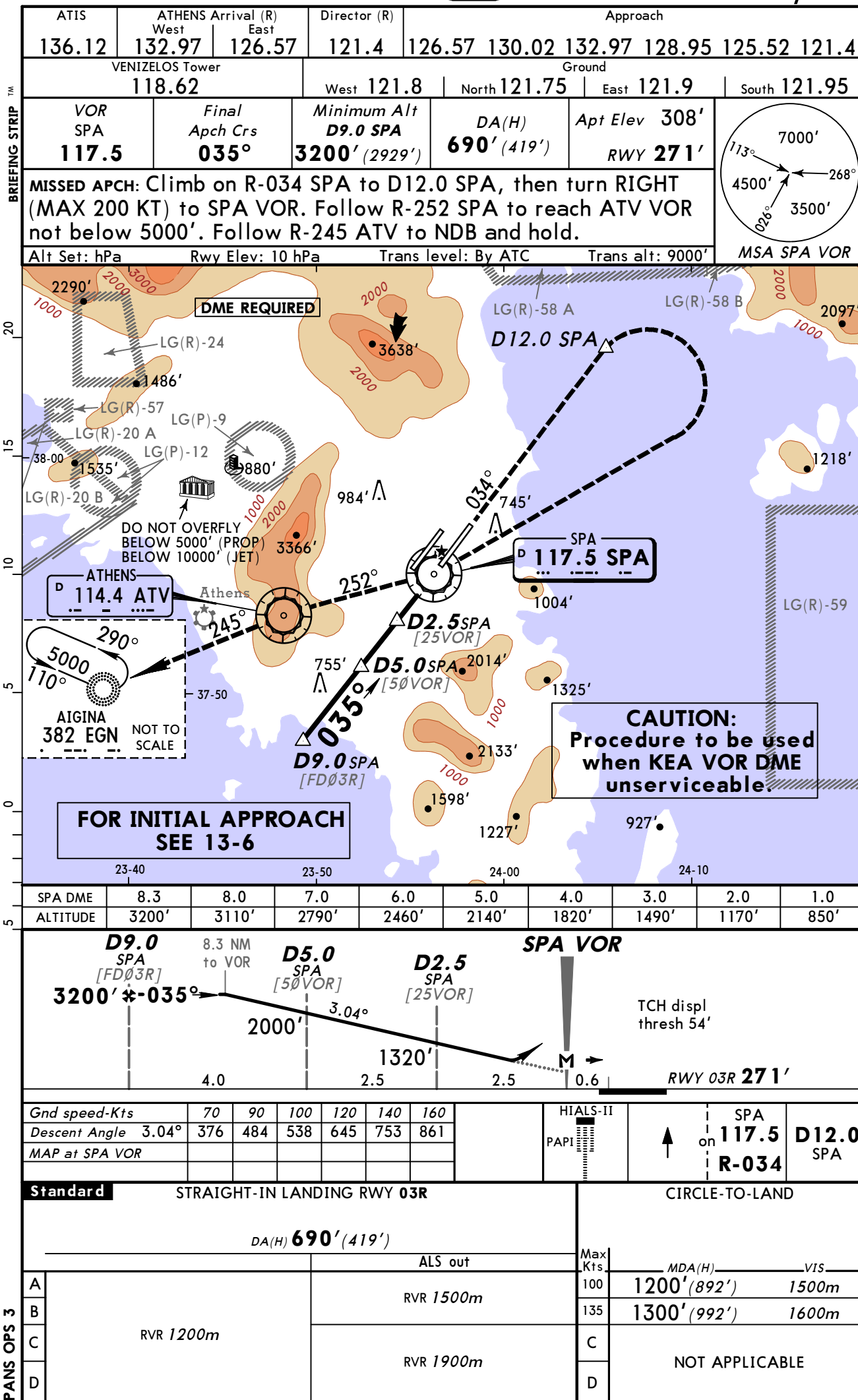
ELEFTHERIOS VENIZELOS INTL

20 NOV 09 13-6A

JEPPESEN

ATHENS, GREECE

VOR Y Rwy 03R



LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

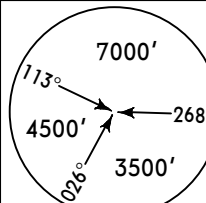
20 NOV 09 (13-7)

ATHENS, GREECE
VOR Y Rwy 21L

JEPPESSEN

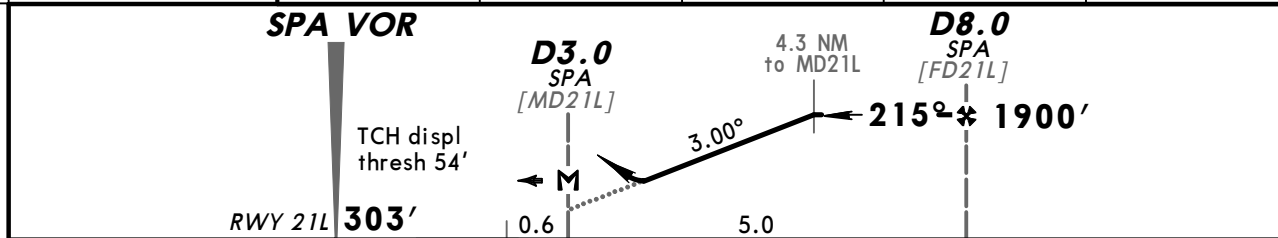
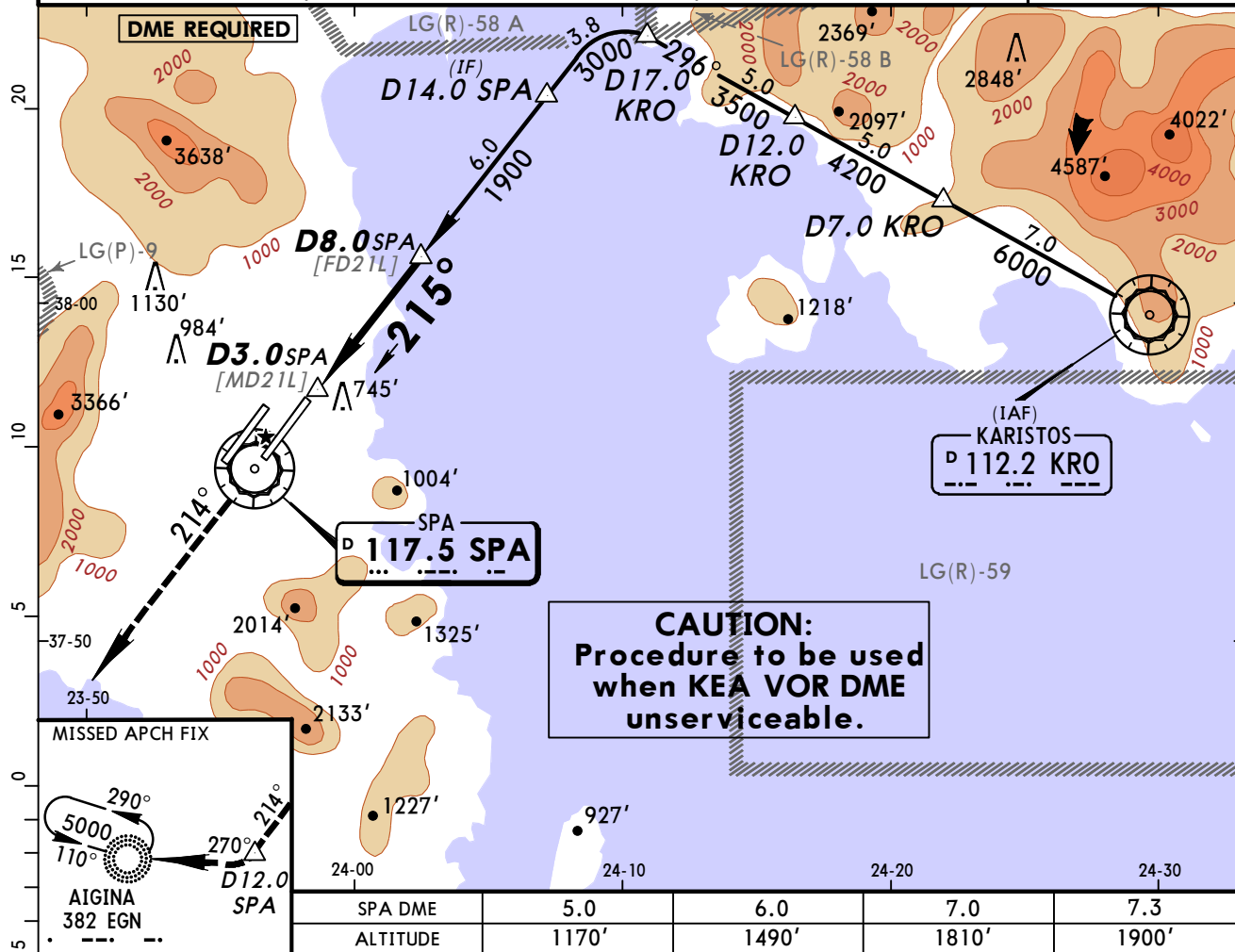
BRIEFING STRIP™

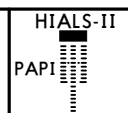
ATIS 136.12		ATHENS Arrival (R) West 132.97 East 126.57		Director (R) 121.4	Approach 126.57 130.02 132.97 128.95 125.52 121.4				
VENIZELOS Tower 118.62				Ground West 121.8 North 121.75 East 121.9 South 121.95					
VOR SPA 117.5		Final Apch Crs 215°		Minimum Alt D8.0 SPA 1900' (1597')		DA(H) 1030' (727')		Apt Elev 308' RWY 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.									
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC			Trans alt: 9000'		



7000'
113°
4500'
268°
3500'
026°

MSA SPA VOR



Gnd speed-Kts	70	90	100	120	140	160		SPA 117.5	SPA 117.5 R-214	D12.0 SPA
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D3.0 SPA										

Standard		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
		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	

CHANGES: Minimums.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ATHENS, (ELEFThERIOS VENIZELOS INTL - LGAV)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGAV