

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGAV

Terminal Charts For LGAV

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: ATHENS GRC
ICAO/IATA: LGAV / ATH
Lat/Long: N37° 56.20', E023° 56.67'
Elevation: 308 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 2.9° 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: 0540 Z
Sunset: 1523 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 Tower: 136.275
Venizelos Tower: 122.100
Venizelos Tower: 27.870 Military
Venizelos Emergency Tower: 121.675
Venizelos Tower: 25.780 Military
Venizelos Tower: 118.625
Venizelos Ground: 27.920 Military
Venizelos Ground: 28.055 Military
Venizelos Ground: 121.750
Venizelos Ground: 121.800
Venizelos Ground: 121.900
Venizelos Ground: 121.950
Venizelos Clearance Delivery: 118.675
Venizelos Clearance Delivery: 28.055 Military
Athens Approach: 132.975
Athens Approach: 130.025
Athens Approach: 29.950 Military
Athens Approach: 128.950
Athens Approach: 126.575
Athens Approach: 125.525
Athens Approach: 121.400
Athens Arrival: 132.975 Arrival Service
Athens Arrival: 126.575 Arrival Service
Athens Arrival: 29.950 Arrival Service Military
Athens Departure: 29.950 Departure Service Military
Athens Departure: 128.950 Departure Service
Athens Direct (Approach Control Radar): 121.400
Venizelos Information: 27.870 AFIS Military
Venizelos Information: 136.025 AFIS
Venizelos Radio: 298.900 Air-Ground
Venizelos Radio: 563.700 Air-Ground

LGAV/ATH

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ATHENS, GREECE

ELEFThERIOS VENIZELOS INTL

9 DEC 11

10-1P

Eff 15 Dec

AIRPORT BRIEFING

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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10-1P1

Eff 15 Dec

AIRPORT BRIEFING

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.

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10-1P2

AIRPORT BRIEFING

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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10-1P3

AIRPORT BRIEFING

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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6 JUL 12

(10-1P4)

AIRPORT BRIEFING

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.

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10-1P5

AIRPORT BRIEFING

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 (V_2+10) or change take-off flap and slat configuration until minimum altitude of 3300' MSL has been reached.

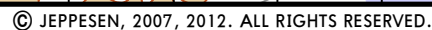
3.4. Departure of A380-800

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.

Alt Set: hPa
Trans level: By ATC Trans alt: 9000'
Sectors based on SPA.



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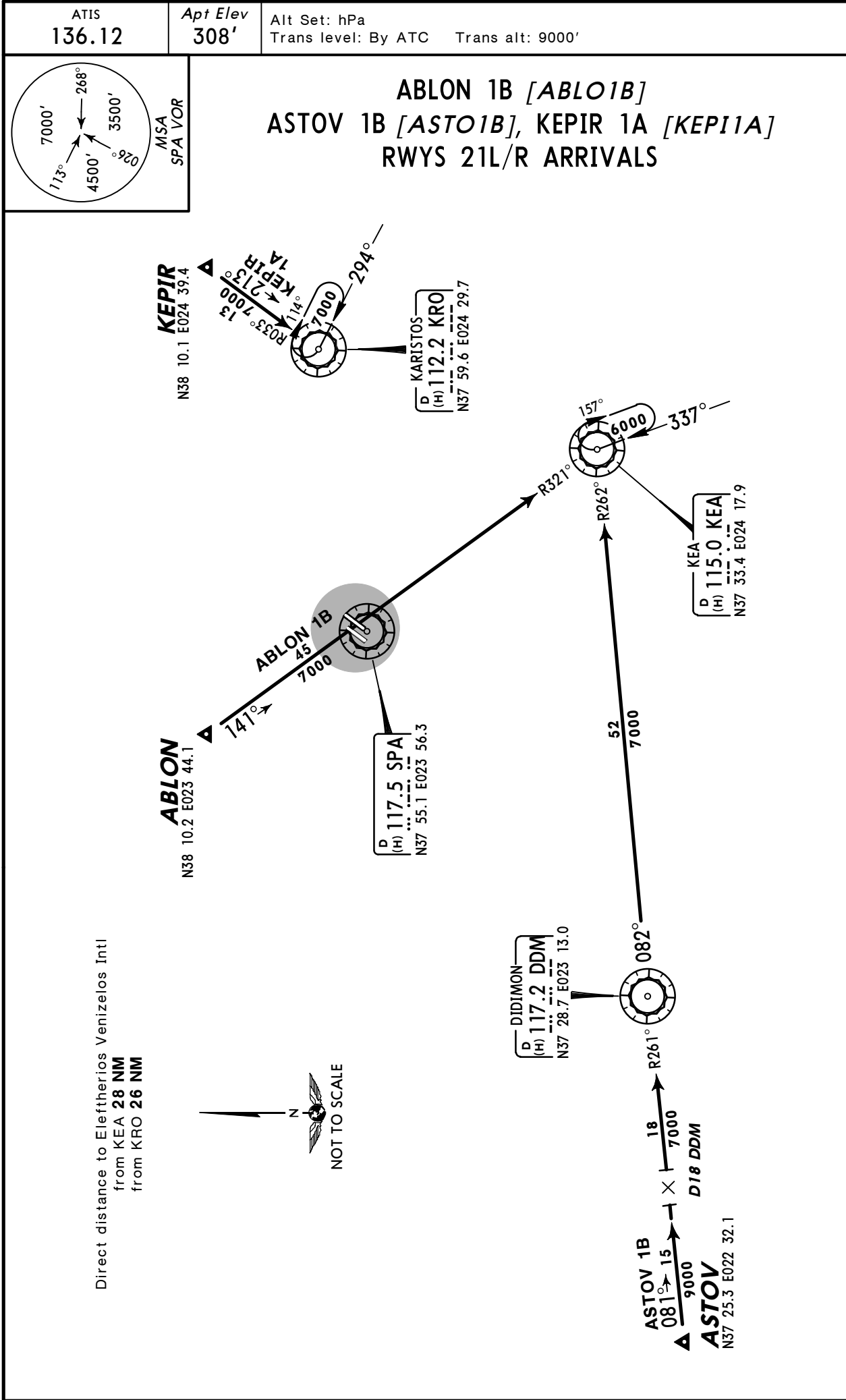
ATHENS, GREECE

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18 NOV 11

10-2

STAR



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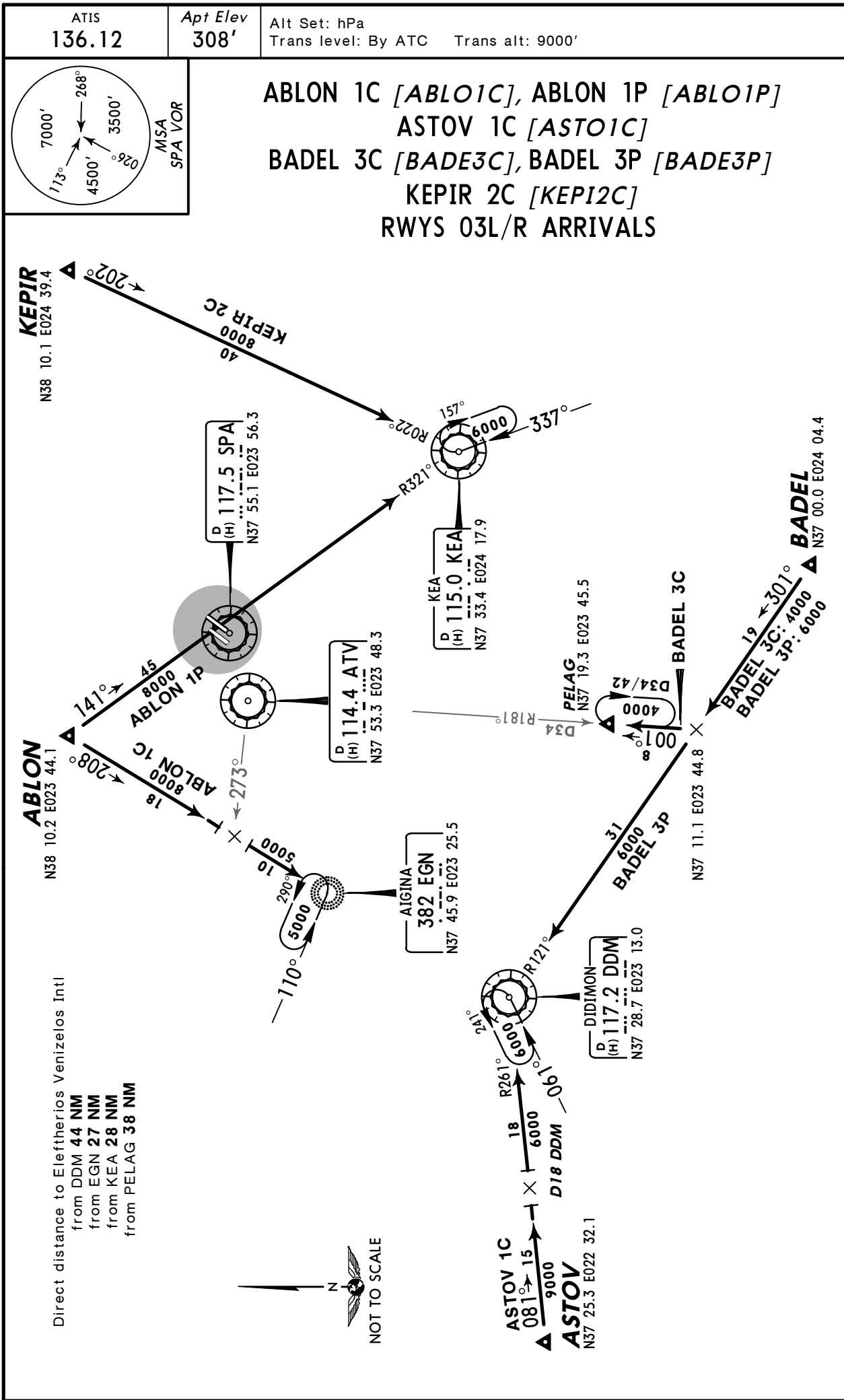
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ELEFTHERIOS VENIZELOS INTL

18 NOV 11

10-2A

STAR



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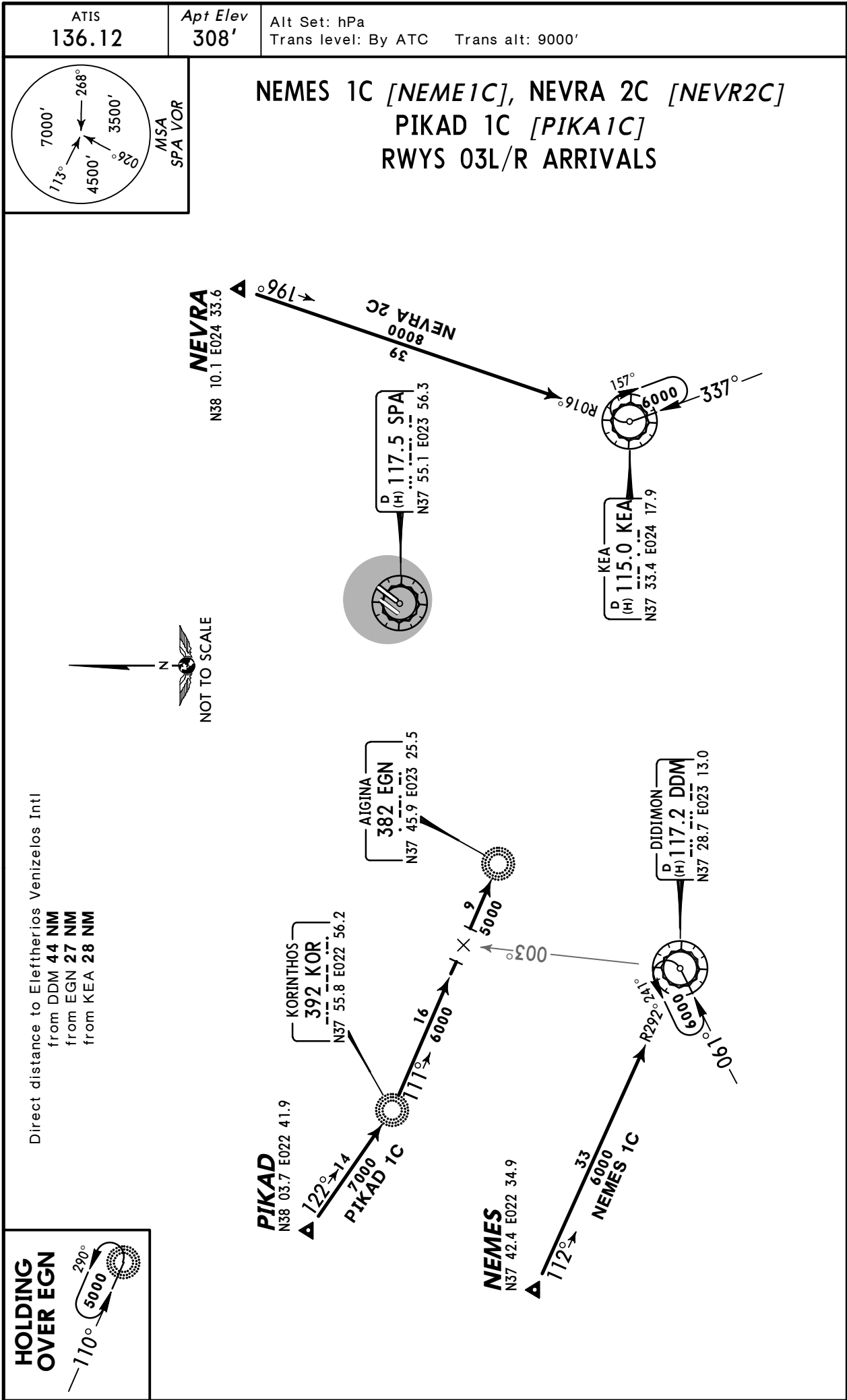
ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

18 NOV 11

10-2C

STAR



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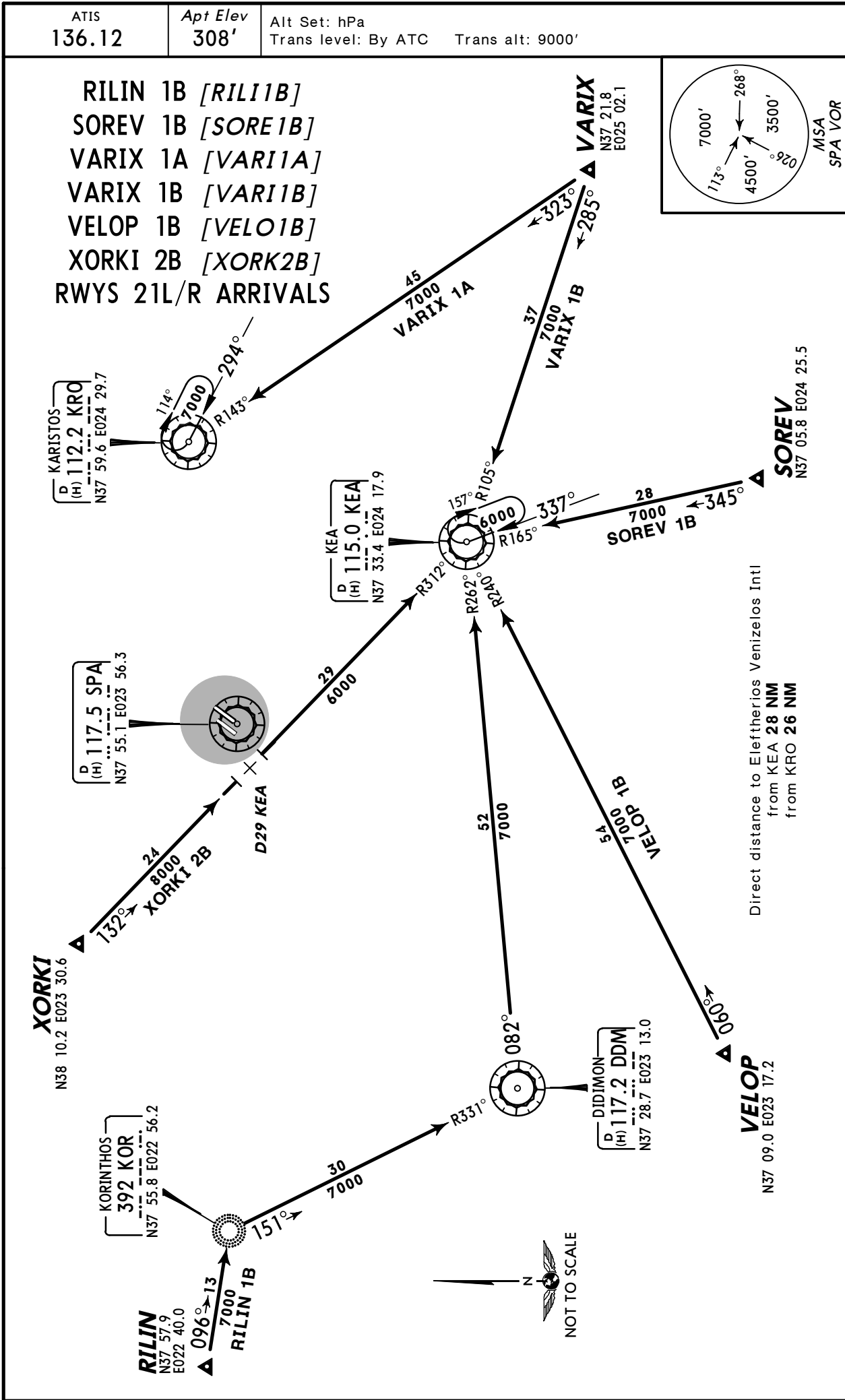
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18 NOV 11

10-2D

STAR



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

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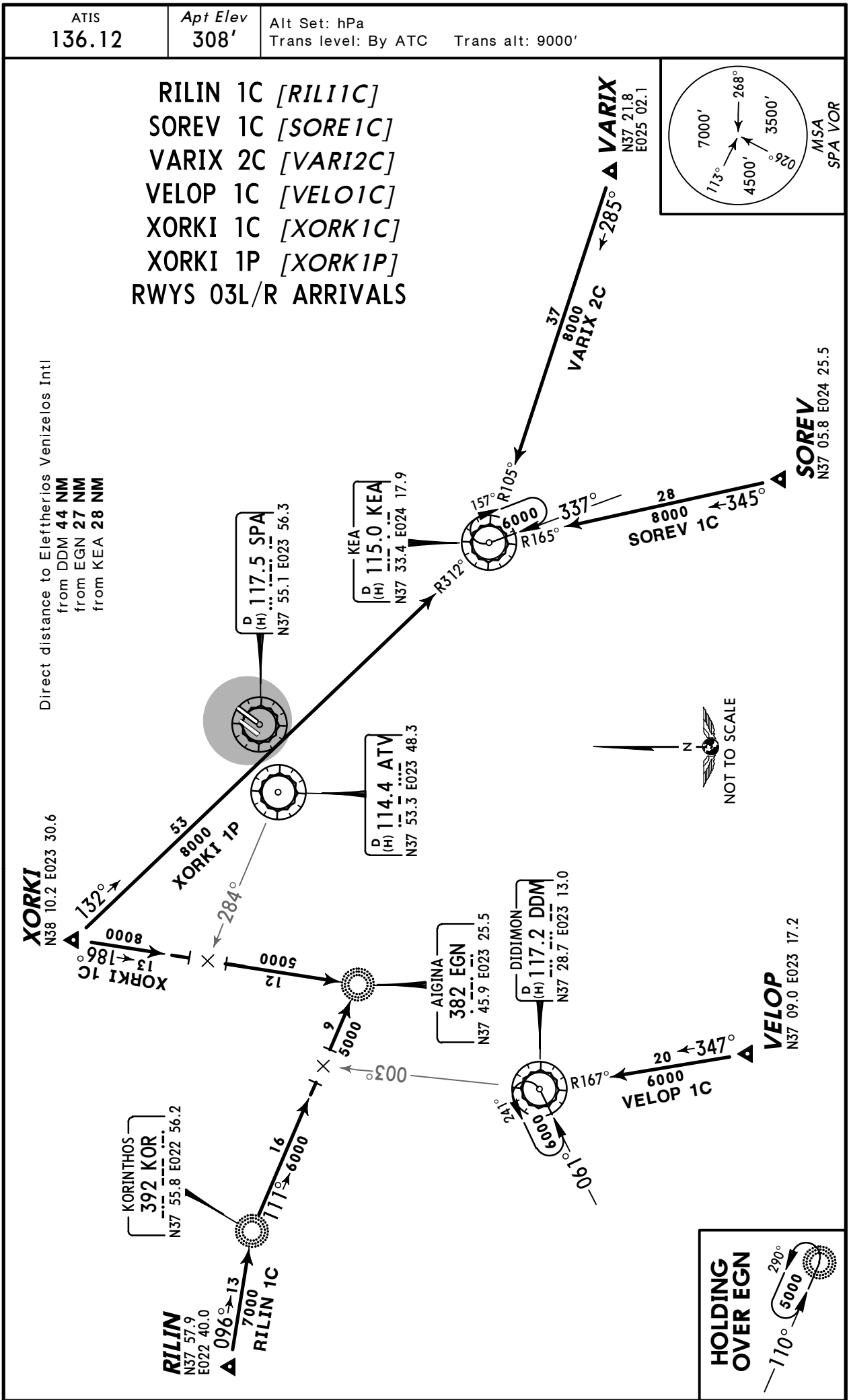
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ELEFTHERIOS VENIZELOS INTL

18 NOV 11

10-2E

STAR



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 **JEPPESEN**

17 JUL 15

10-3

ATHENS, GREECE
SID

SID DESIGNATION	REFER TO CHART
KEPIR 1L, NEVRA 1L, 1M, VARIX 1L	10-3B
KEPIR 1K, NEVRA 1N	10-3C
KEPIR 1E, NEVRA 1Y, VARIX 1E	10-3D
KEPIR 1J, NEVRA 1J, 1K, VARIX 1J	10-3E
KEPIR 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, SOREV 1E	10-3J
BIBEX 1J, GENDO 1J, KEA 1J, SOREV 2J	10-3J1
BIBEX 1T, GENDO 1T, KEA 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, VELOP 2L	10-3N
ASTOV 1K, VELOP 1K	10-3P
ASTOV 1E, VELOP 1E	10-3Q
ASTOV 2J, VELOP 2J	10-3S
ASTOV 1T, VELOP 1T	10-3T
ASTOV 1F, VELOP 2F	10-3U
ASTOV 1G, 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
PIKAD 1E, RILIN 1E, RIMAX 1E	10-3V4
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
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: Completely revised.

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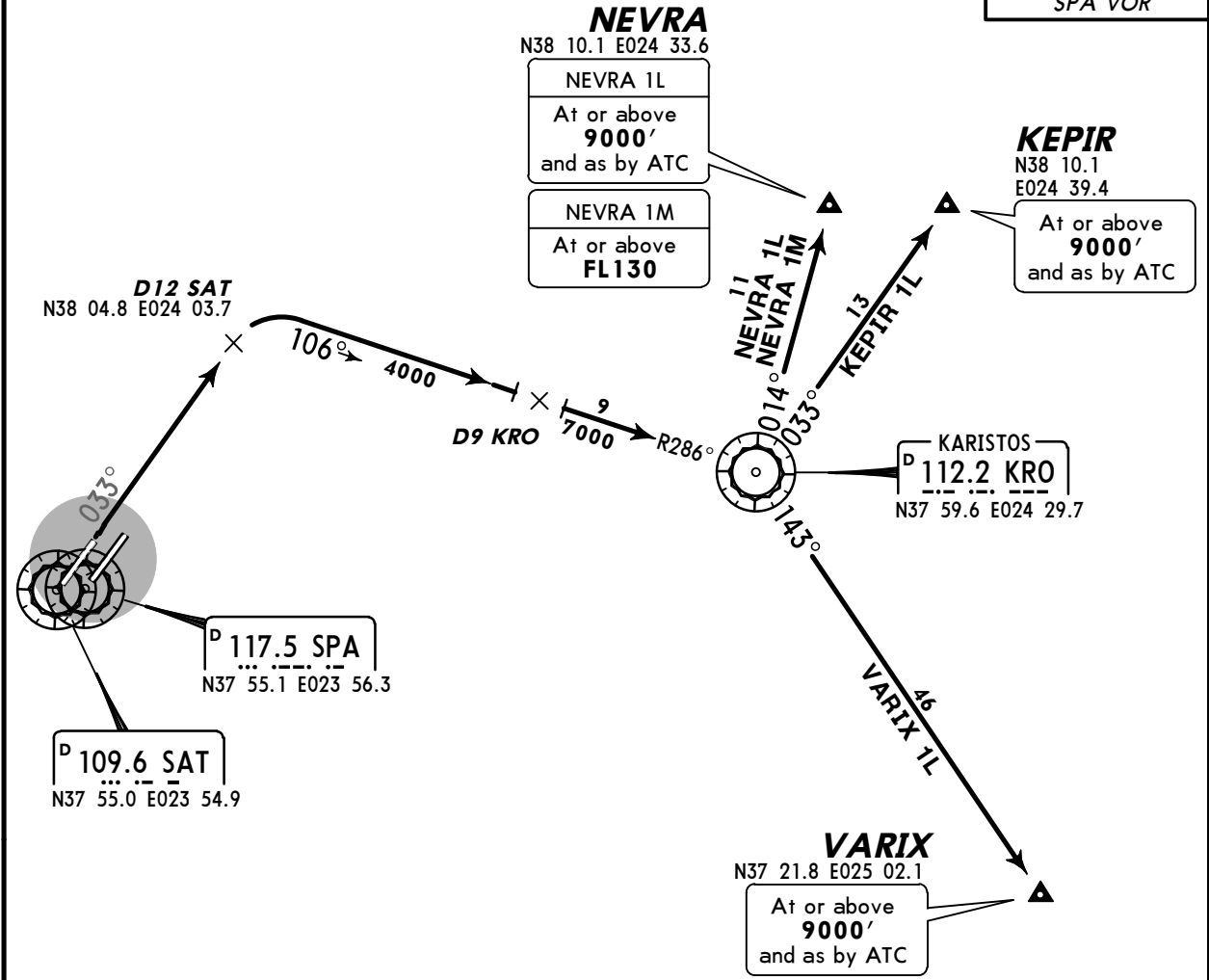
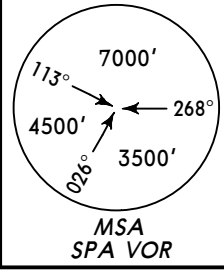
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JEPPESEN
11 DEC 09 10-3B

ATHENS, GREECE
SID

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.
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KEPIR 1L [KEPI1L]
NEVRA 1L [NEVR1L], NEVRA 1M [NEVR1M]
VARIX 1L [VAR11L]
RWY 03L DEPARTURES
TO NORTHEAST & EAST

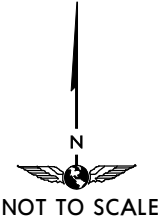


These SIDs require a minimum climb gradient
of
304' per NM (5%)

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

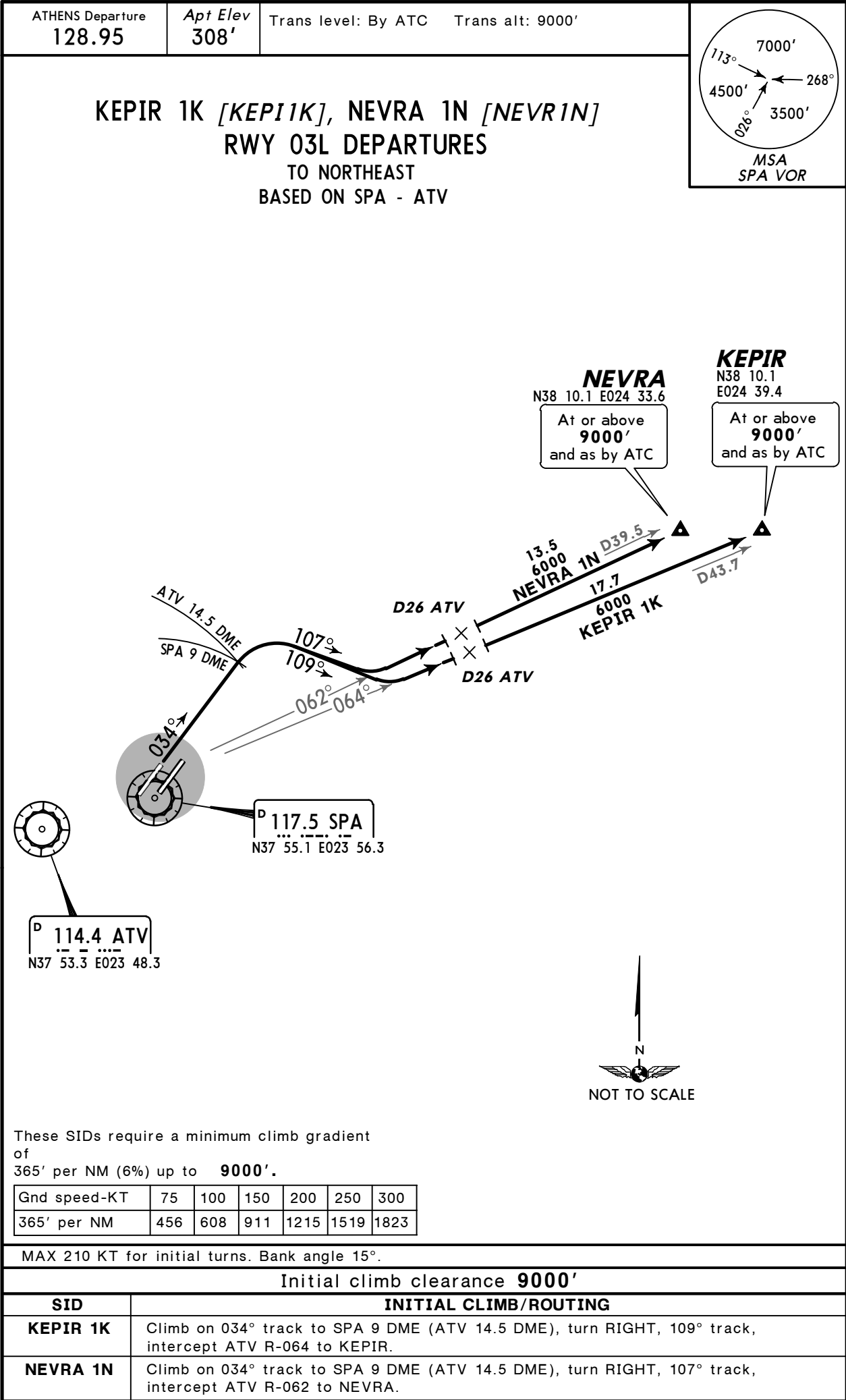


MAX 210 KT for initial turns. Bank angle 15°.	
KEPIR 1L, NEVRA 1L, VARIX 1L: Initial climb clearance 7000' NEVRA 1M: Initial climb clearance FL130	
INITIAL CLIMB	
Climb on SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound to KRO.	
SID	ROUTING
KEPIR 1L	At KRO turn LEFT, KRO R-033 to KEPIR.
NEVRA 1L, 1M	At KRO turn LEFT, KRO R-014 to NEVRA.
VARIX 1L	At KRO turn RIGHT, KRO R-143 to VARIX.

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11 DEC 09 10-3C

ATHENS, GREECE
SID



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ELEFTERIOS VENIZELOS INTL

JEPPesen
17 JUL 15 10-3D

ATHENS, GREECE
SID

ATHENS
Departure
128.950

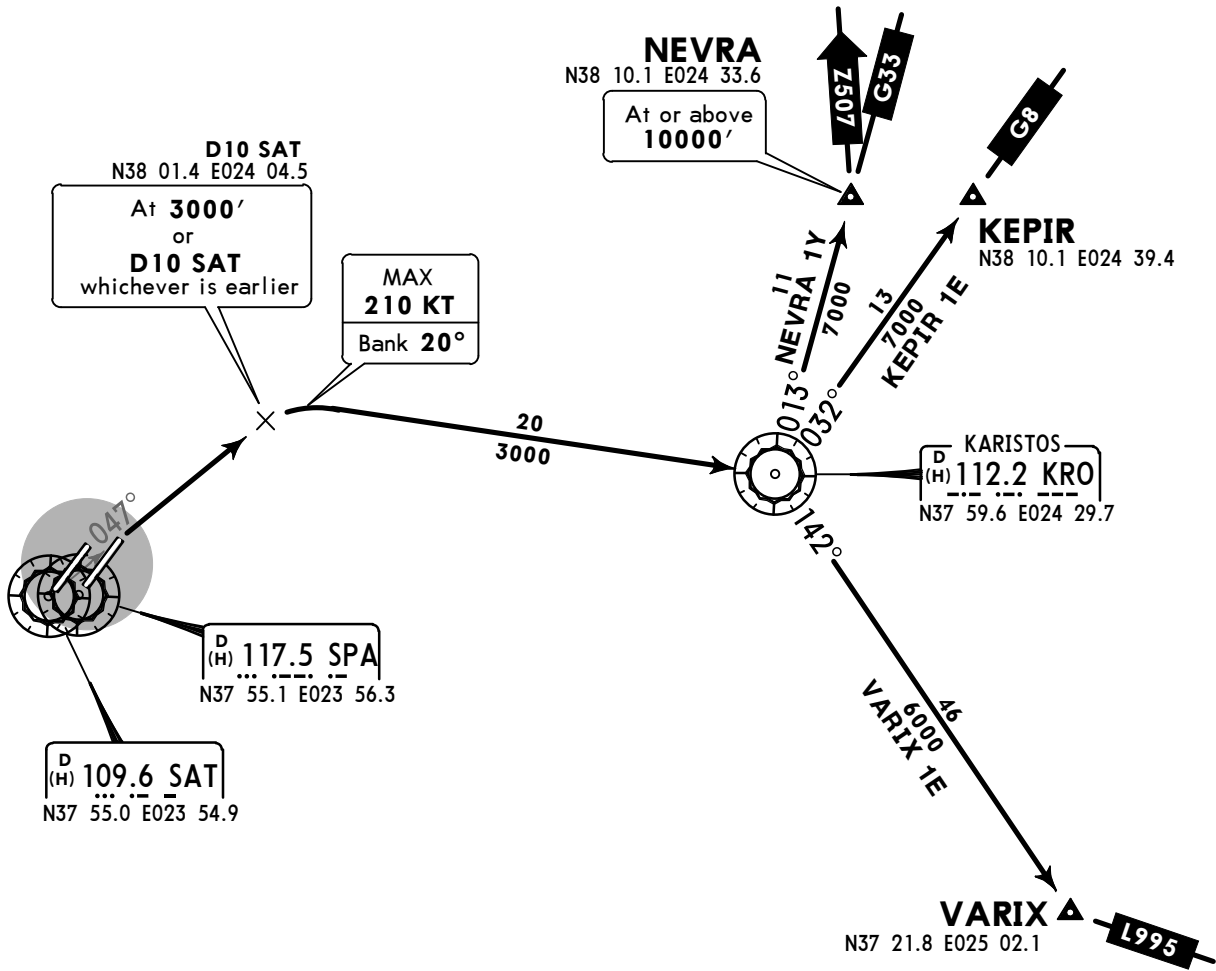
Apt Elev
308'

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.

7000'
113°
4500'
026°
268°
3500'

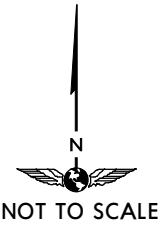
MSA
SPA VOR

KEPIR 1E [KEP11E]
NEVRA 1Y [NEVR1Y], VARIX 1E [VAR11E]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients of
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'.

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	578	770	963	1155
407' per NM	509	678	1018	1357	1696	2035



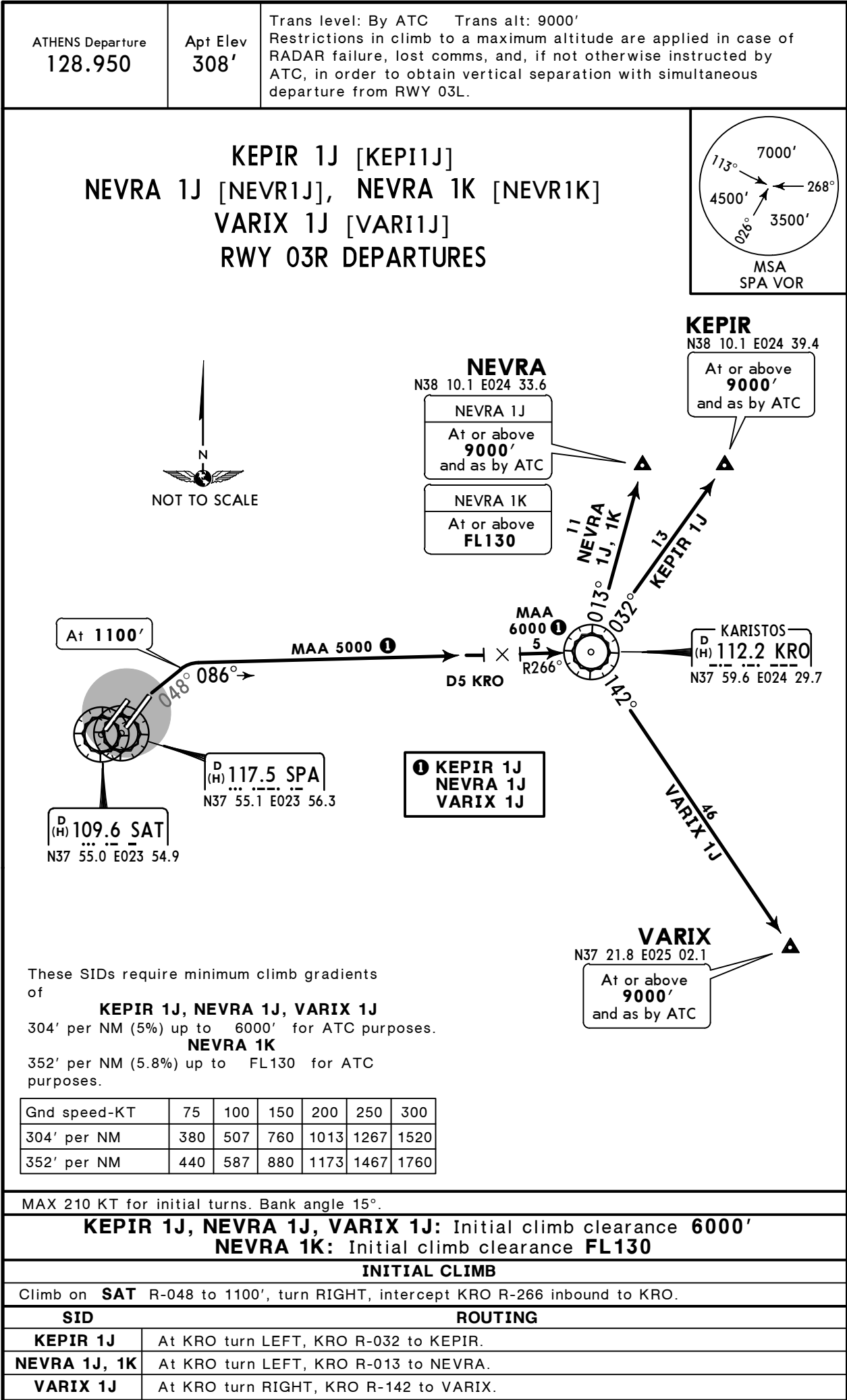
SID	INITIAL CLIMB/ROUTING
KEPIR 1E	Climb on SAT R-047, at 3000' or D10 SAT whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-032 to KEPIR, join airway G-8.
NEVRA 1Y	Climb on SAT R-047, at 3000' or D10 SAT whichever is earlier, turn RIGHT to KRO, turn LEFT, KRO R-013 to NEVRA, join airways G-33 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.

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ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
17 JUL 15 10-3E

ATHENS, GREECE

SID



LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

17 JUL 15
10-3E1

ATHENS, GREECE

SID

ATHENS Departure
128.950

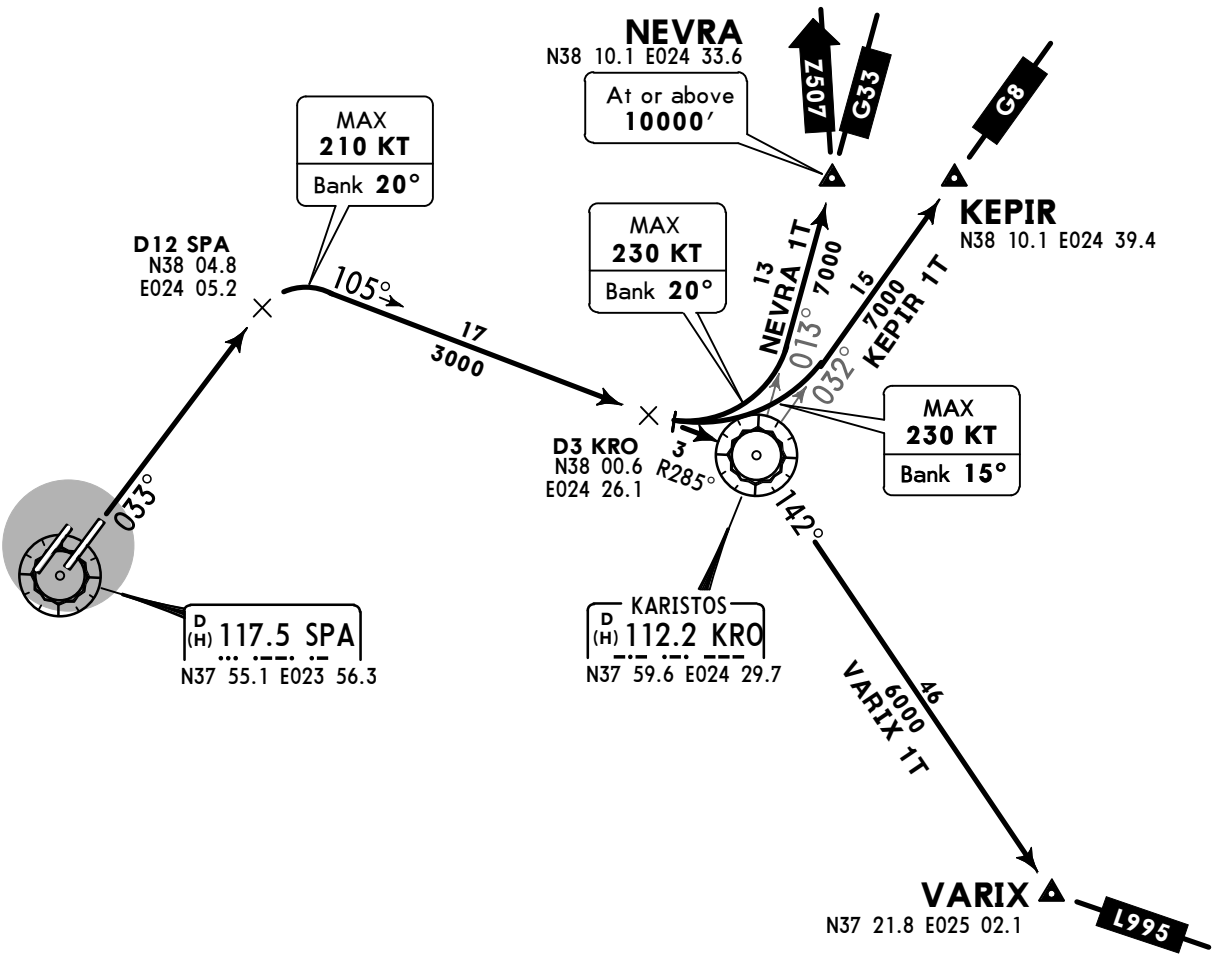
Apt Elev
308'

Trans level: By ATC Trans alt: 9000'
When an altitude higher than TA is designated
an equivalent FL shall be specified by ATC.

KEPIR 1T [KEPI1T]
NEVRA 1T [NEVR1T], VARIX 1T [VARI1T]
RWY 03R DEPARTURES

7000'
112°
4500'
025°
267°
3500'

MSA
SPA VOR



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'.

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	593	790	988	1185
304' per NM	380	507	760	1013	1267	1520

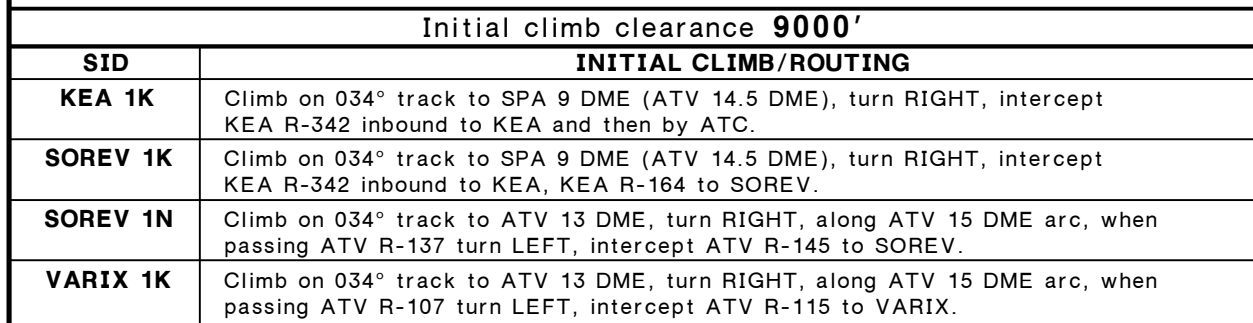


SID	INITIAL CLIMB/ROUTING
KEPIR 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-032 to KEPIR, join airway G-8.
NEVRA 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT, intercept KRO R-285 inbound to D3 KRO, turn LEFT, intercept KRO R-013 to NEVRA, 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.

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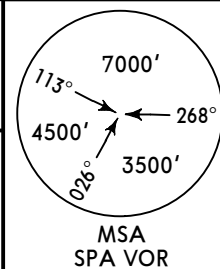
SID

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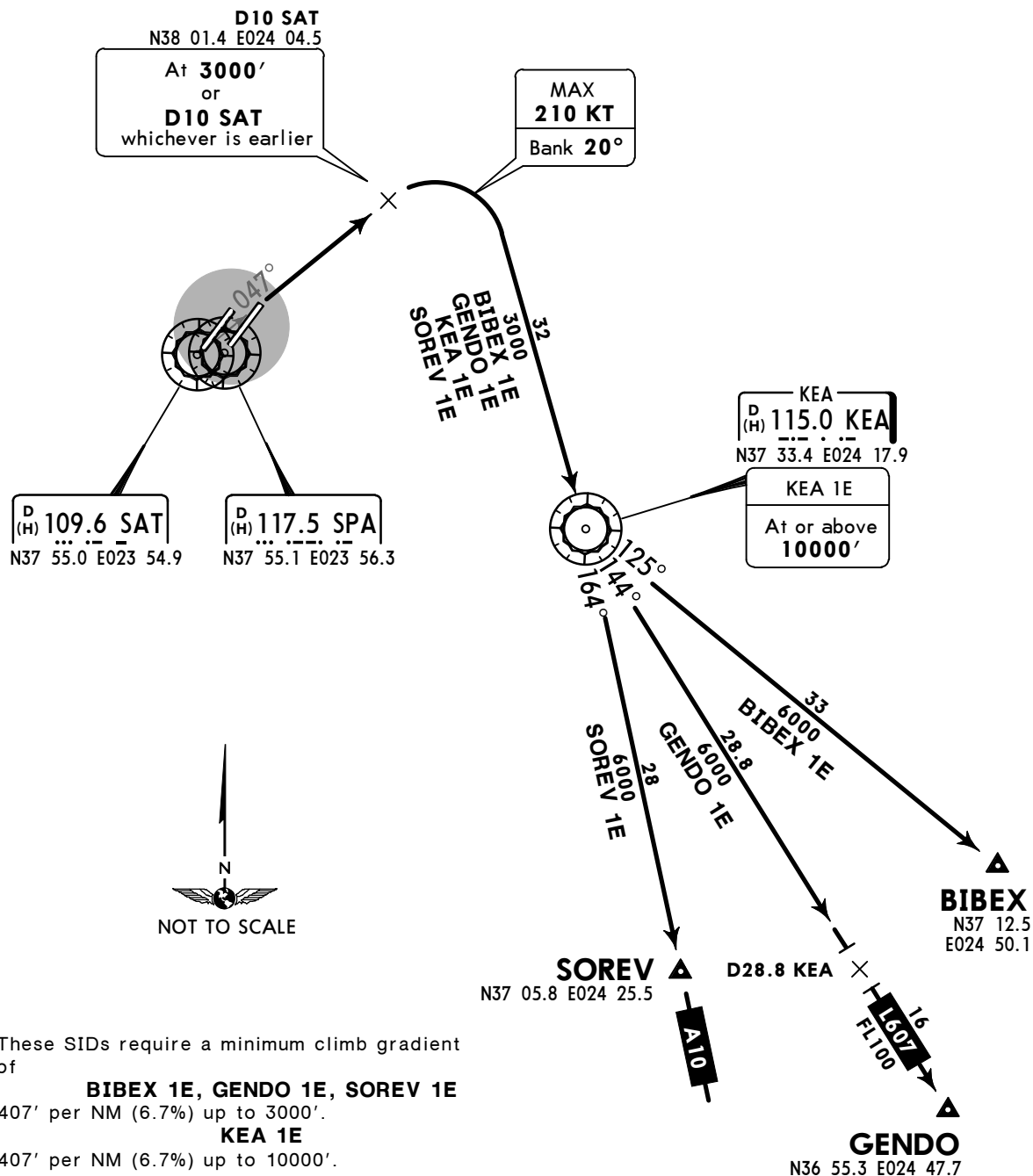


Trans level: By ATC Trans alt: 9000'

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, SOREV 1E [SORE1E]
RWY 03R DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	678	1018	1357	1696	2035

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LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

28 AUG 15

10-3J1



JEPPESSEN

ATHENS, GREECE

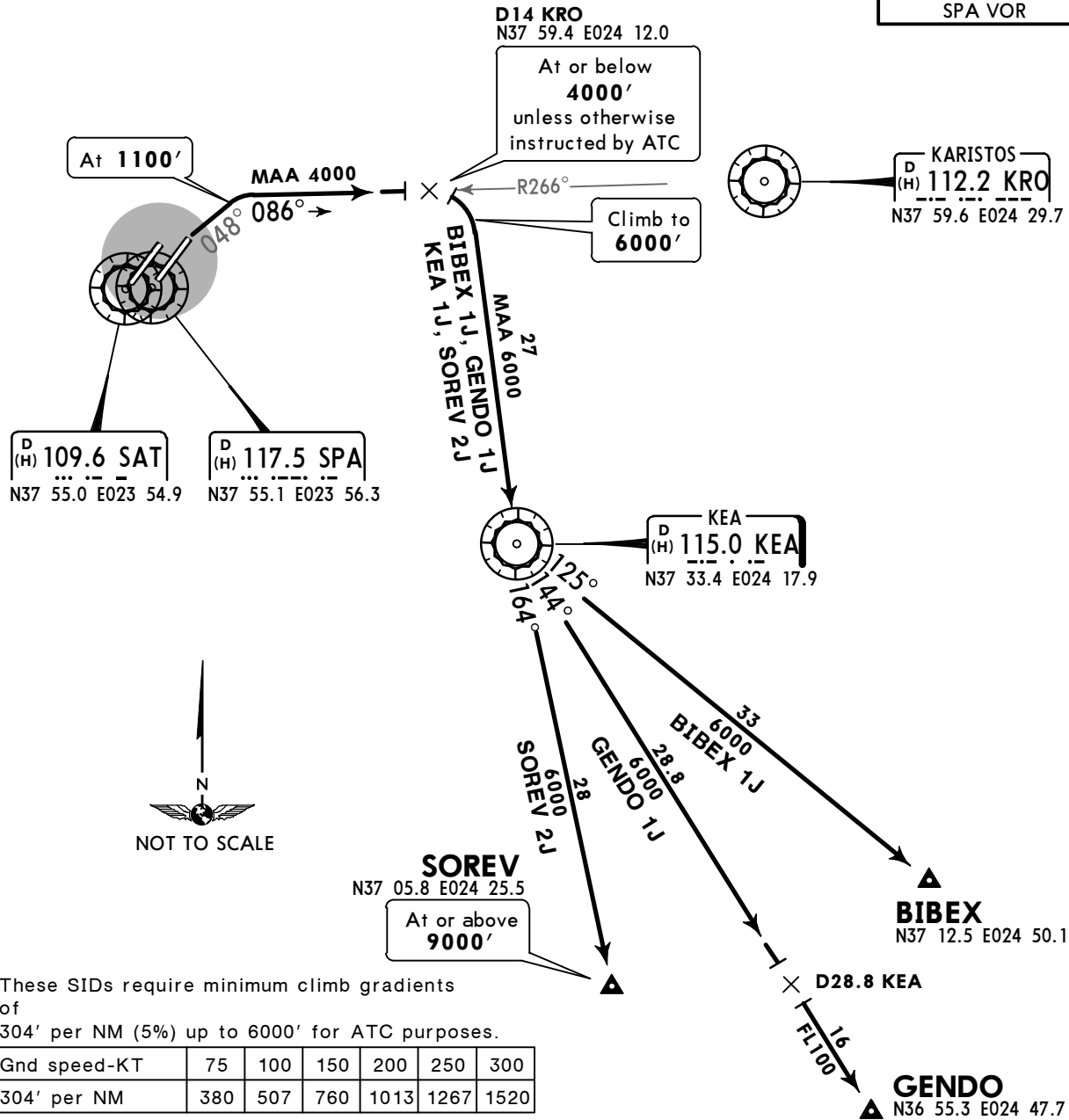
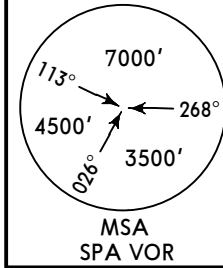
SID

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.

**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	507	760	1013	1267	1520

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 ①	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.

① To be used for destination to LGPA.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 28 AUG 15 10-3J2

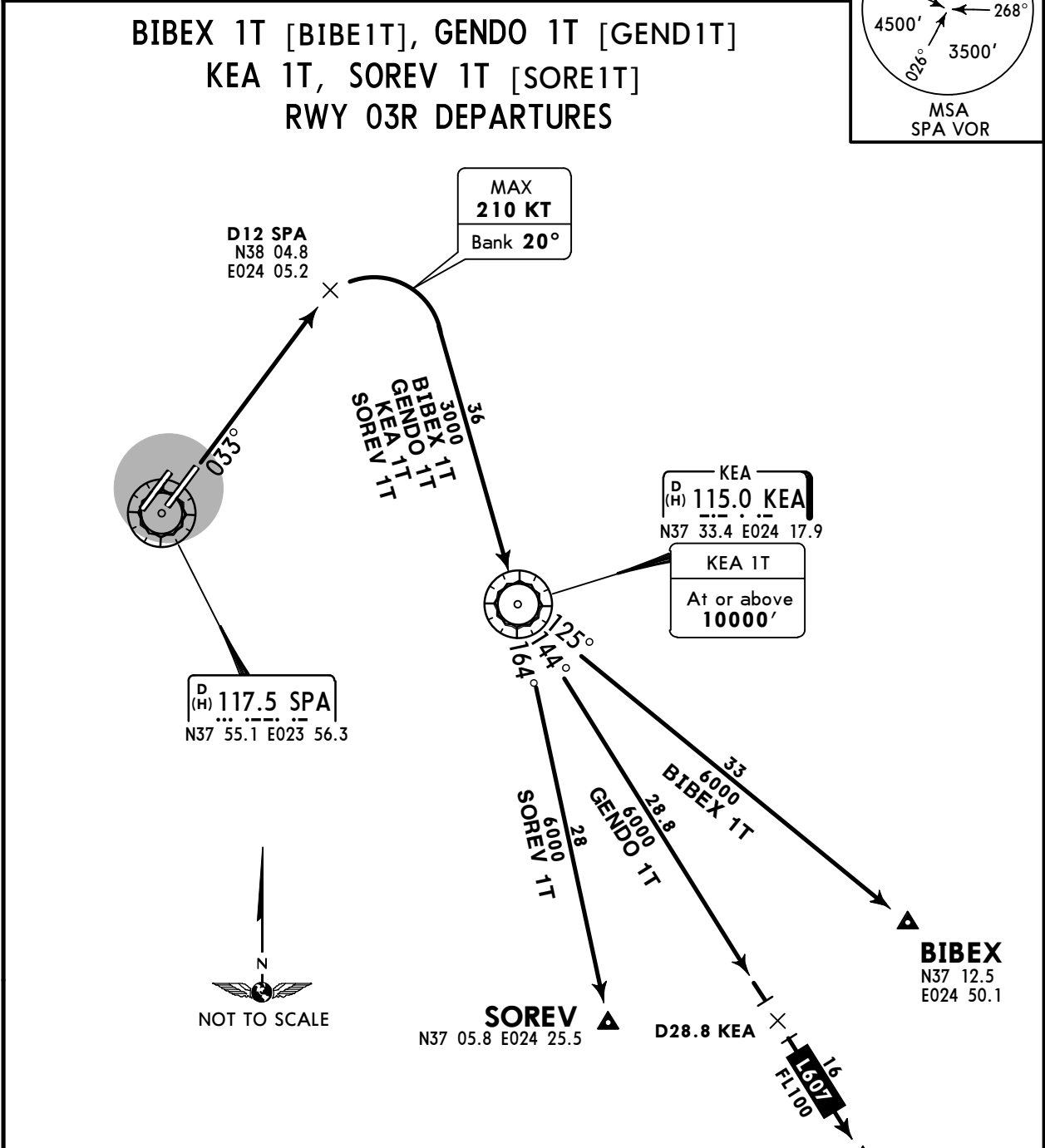


JEPPESSEN

ATHENS, GREECE

SID

ATHENS Departure 128.950	Apt Elev 308'	Trans level: By ATC When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.	
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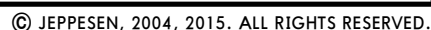
These SIDs require minimum climb gradients of

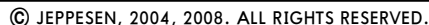
BIBEX 1T, GENDO 1T, SOREV 1T
304' per NM (5%) up to 3000'.

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
219' per NM	274	365	548	730	913	1095
304' per NM	380	507	760	1013	1267	1520

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.
SOREV 1T	Climb on SPA R-033 to D12 SPA, turn RIGHT to KEA, KEA R-164 to SOREV.

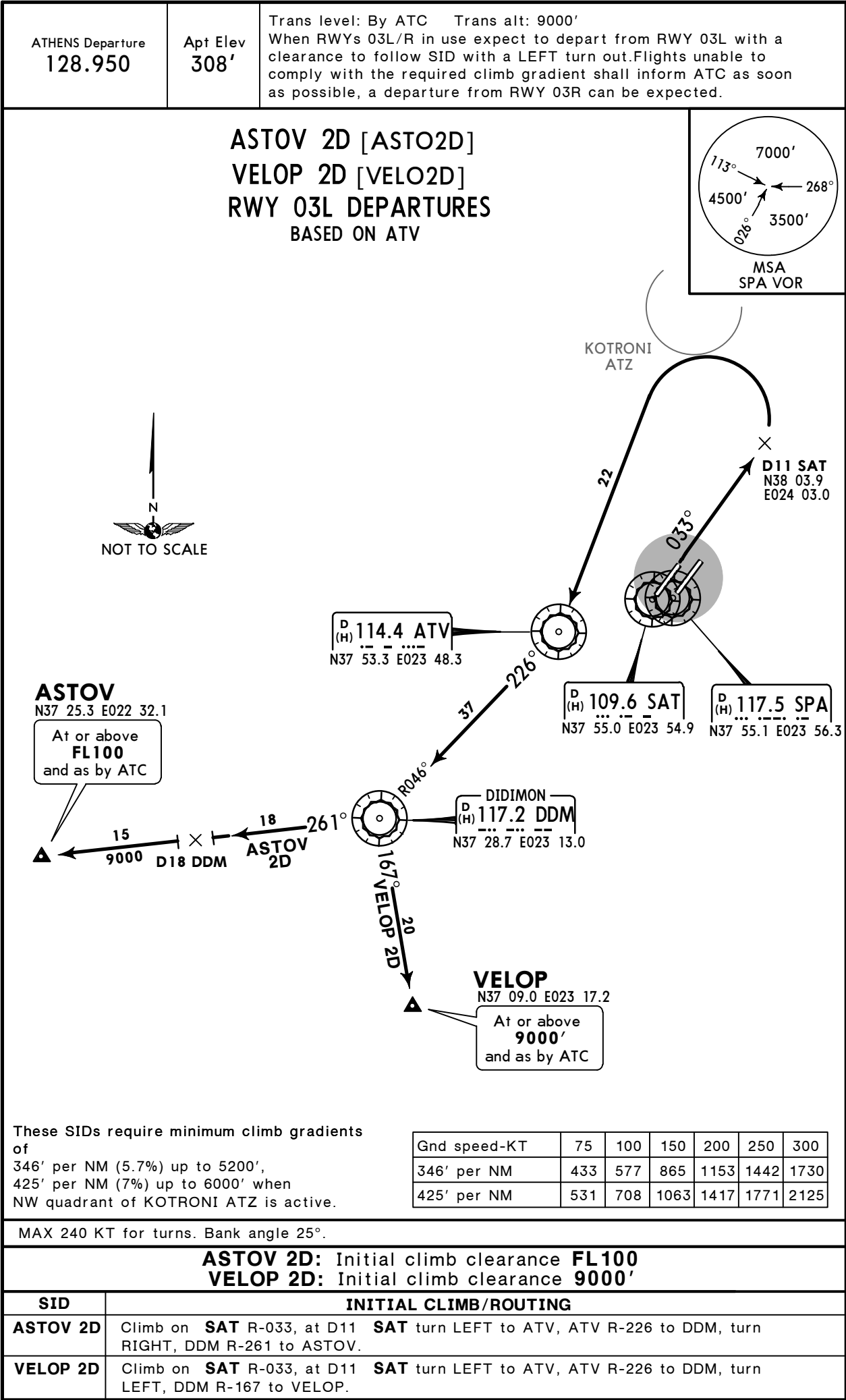




LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

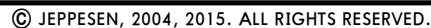
JEPPesen
17 JUL 15 10-3M

ATHENS, GREECE
SID



SID

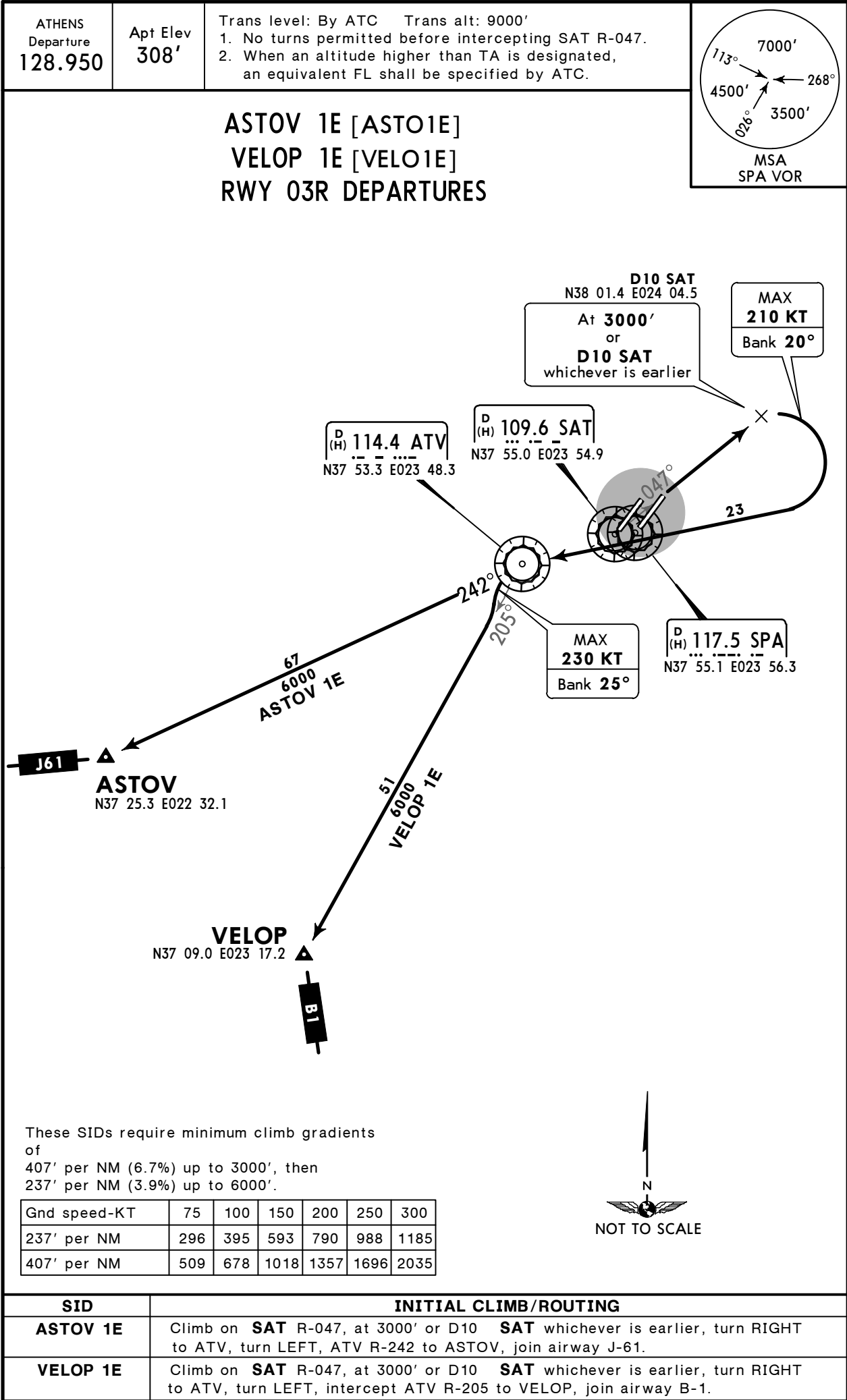
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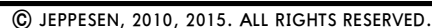


LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN
17 JUL 15 10-3Q

ATHENS, GREECE
SID

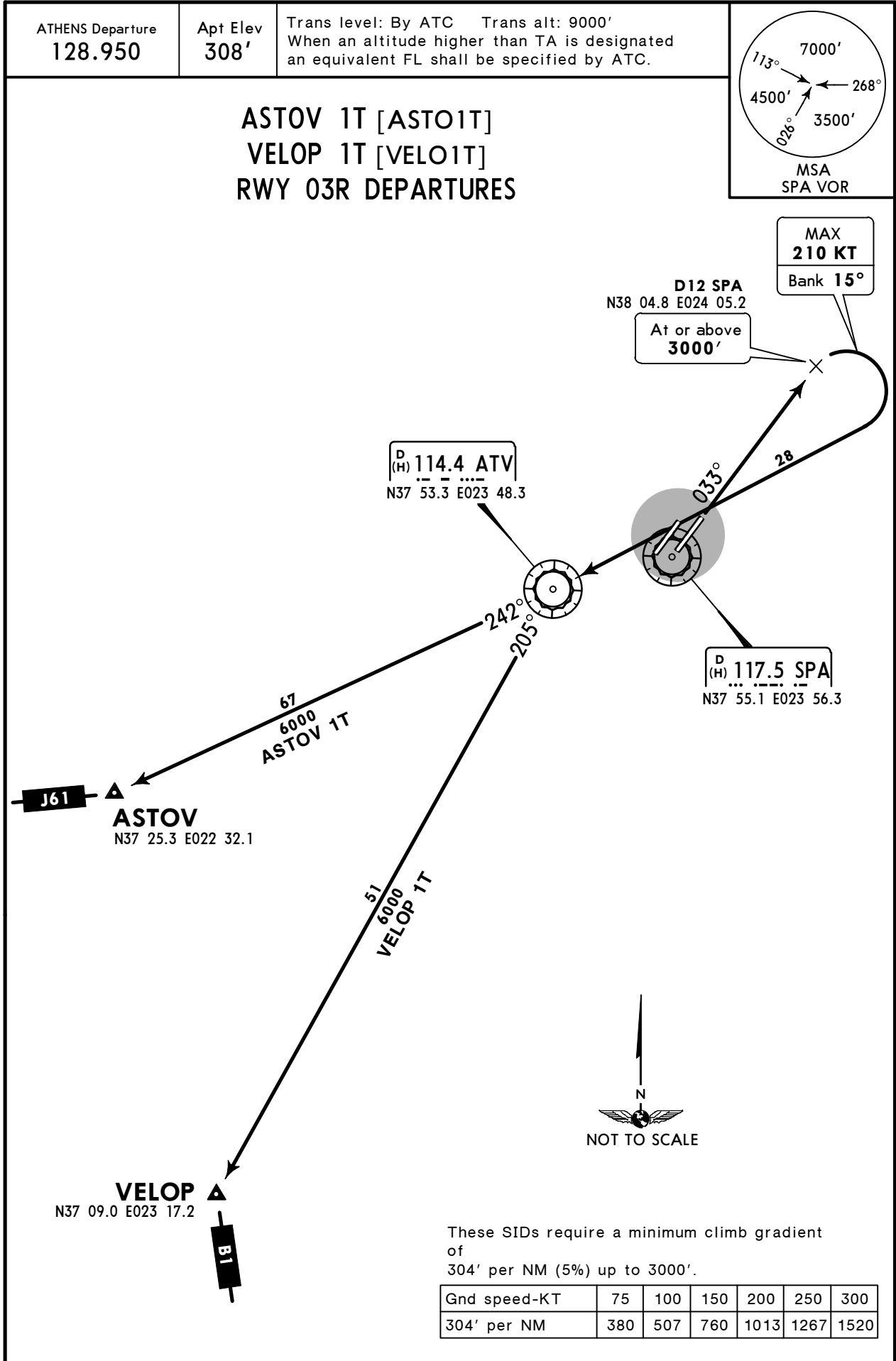




LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
17 JUL 15 10-3T

ATHENS, GREECE
SID

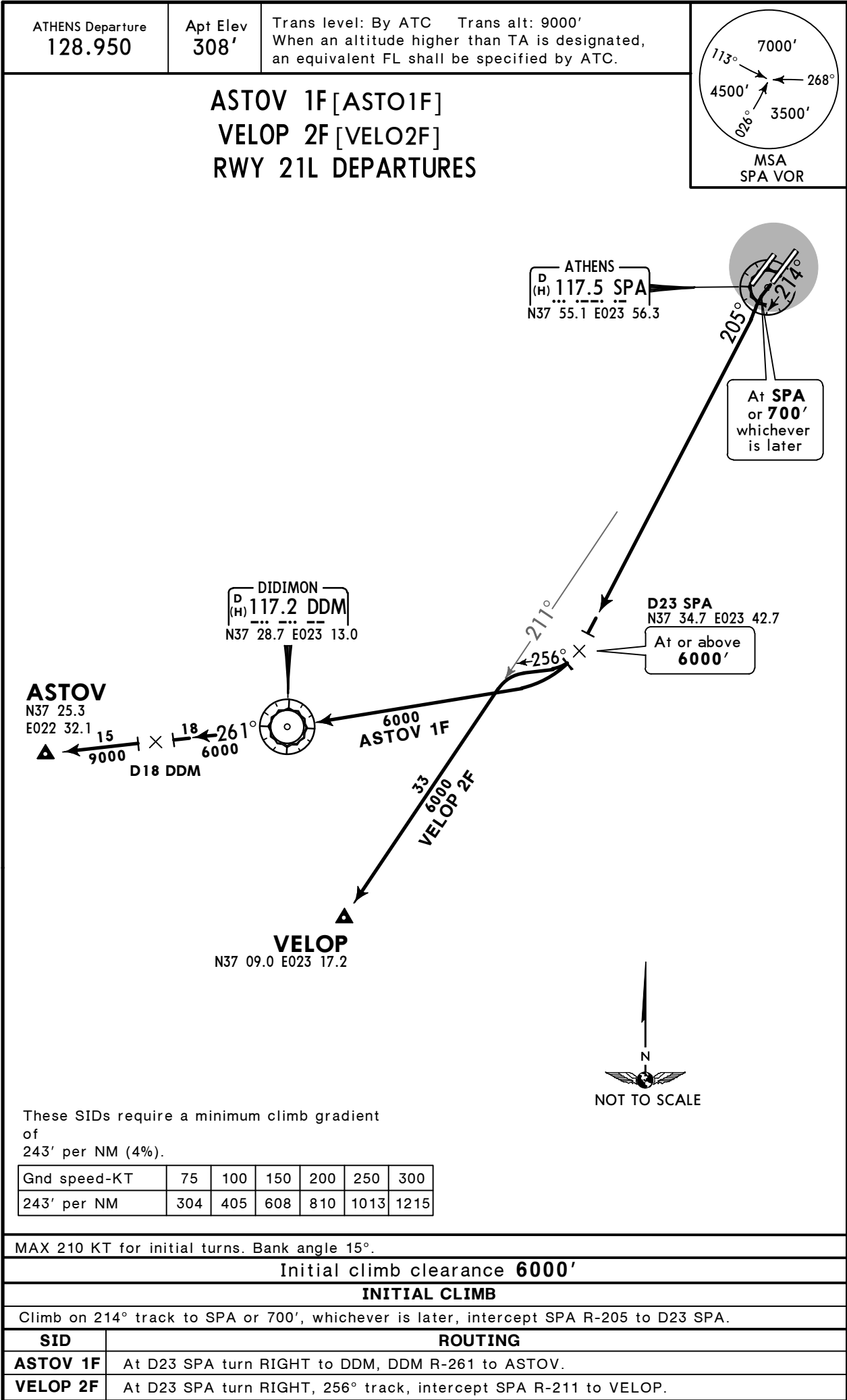


LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

17 JUL 15
10-3U

ATHENS, GREECE

SID

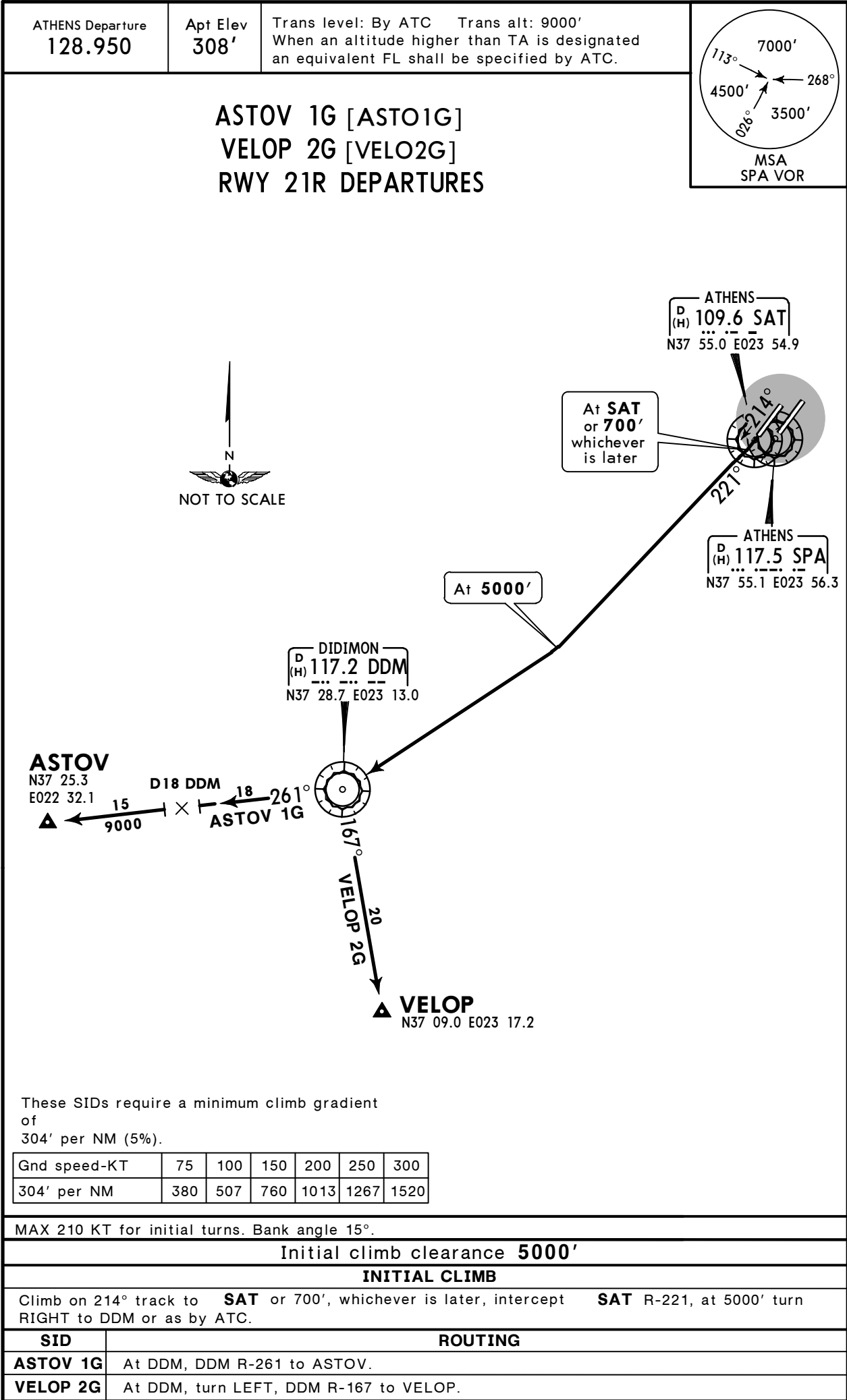


LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPESSEN
17 JUL 15 10-3V

ATHENS, GREECE

SID



LGAV/ATH



JEPPESSEN

ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

15 AUG 08

10-3V1

Eff 28 Aug

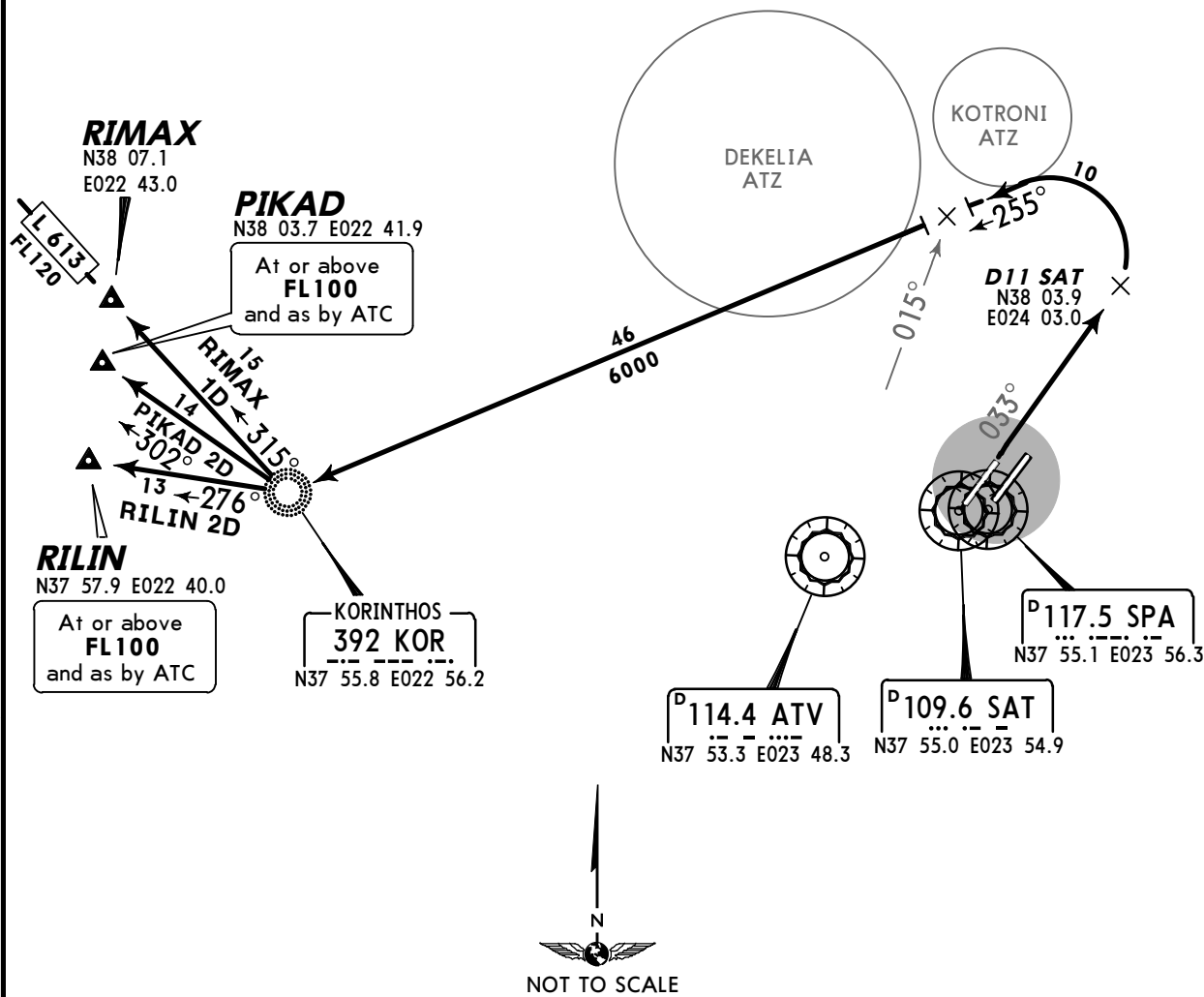
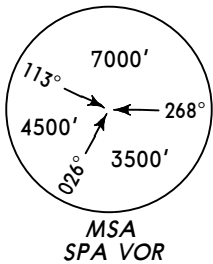
SID

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.

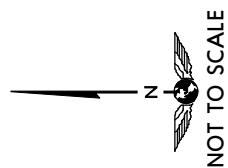
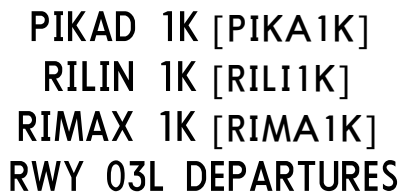
CHANGES: New chart.

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PRIMAX 1L	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway
------------------	--

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Trans level: By ATC Trans alt: 9000'



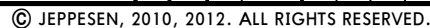
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825

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

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.

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LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

20 AUG 10

10-3W

Eff 26 Aug



JEPPESSEN

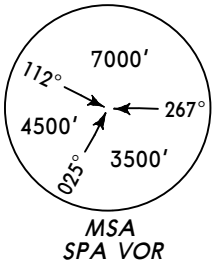
ATHENS, GREECE

SID

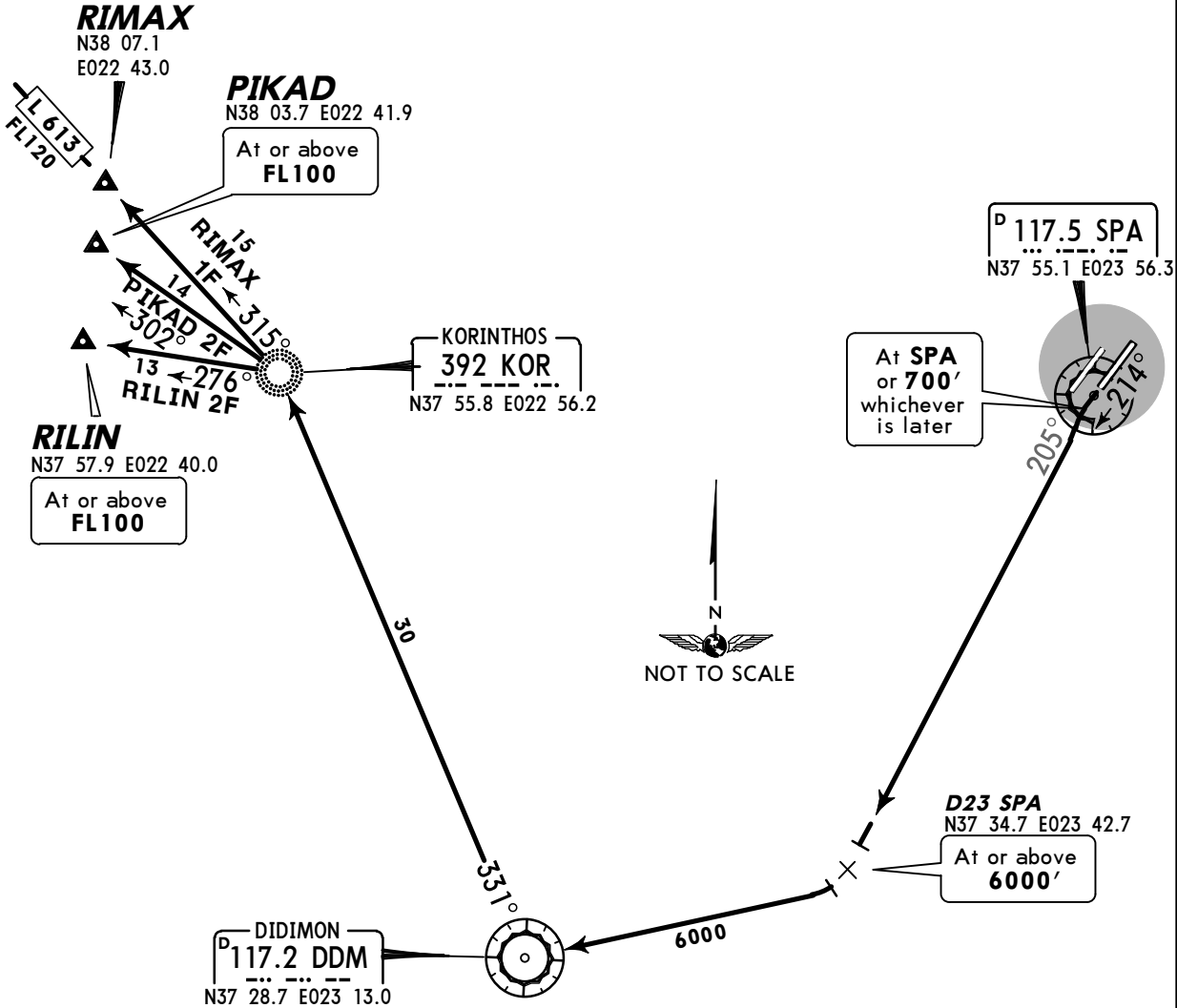
ATHENS Departure
128.95

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.



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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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.



LGAV/ATH
ELEFTERIOS VENIZELOS INTL 22 OCT 10 10-3X2



JEPPESSEN

ATHENS, GREECE

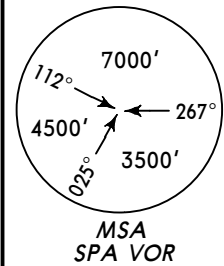
SID

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

2 MAR 12 10-3X3

JEPPESSEN

ATHENS, GREECE

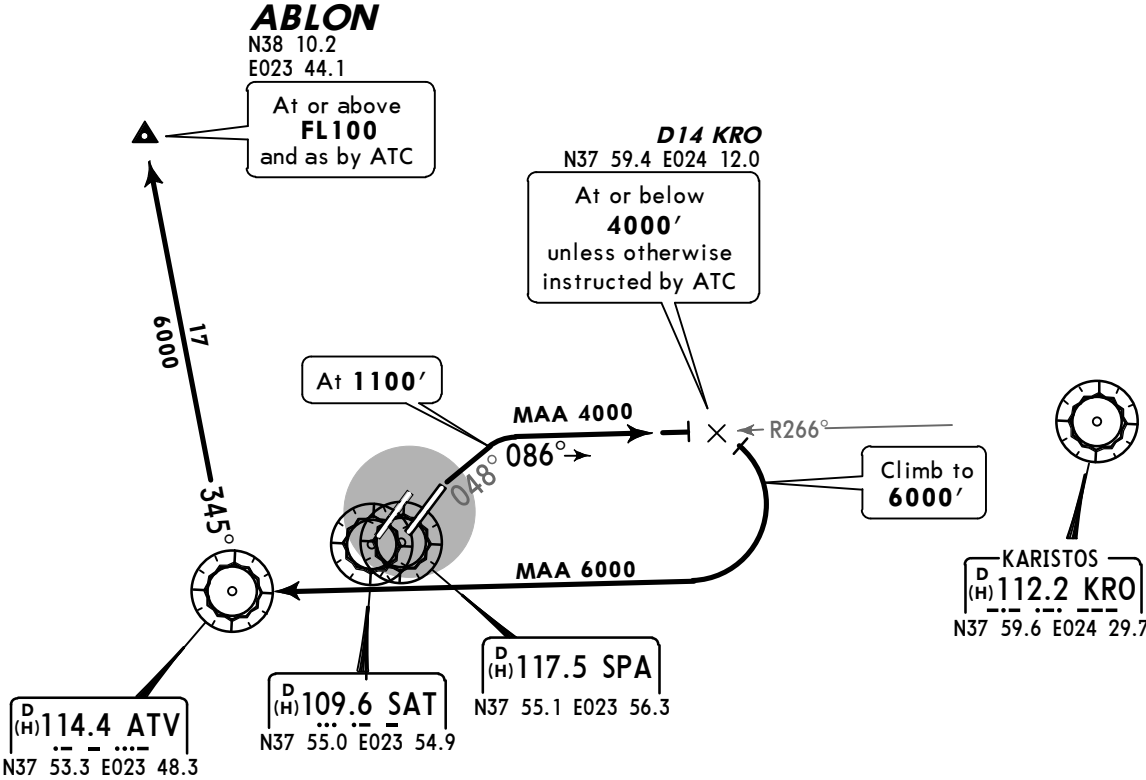
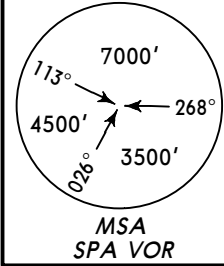
SID

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.

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.

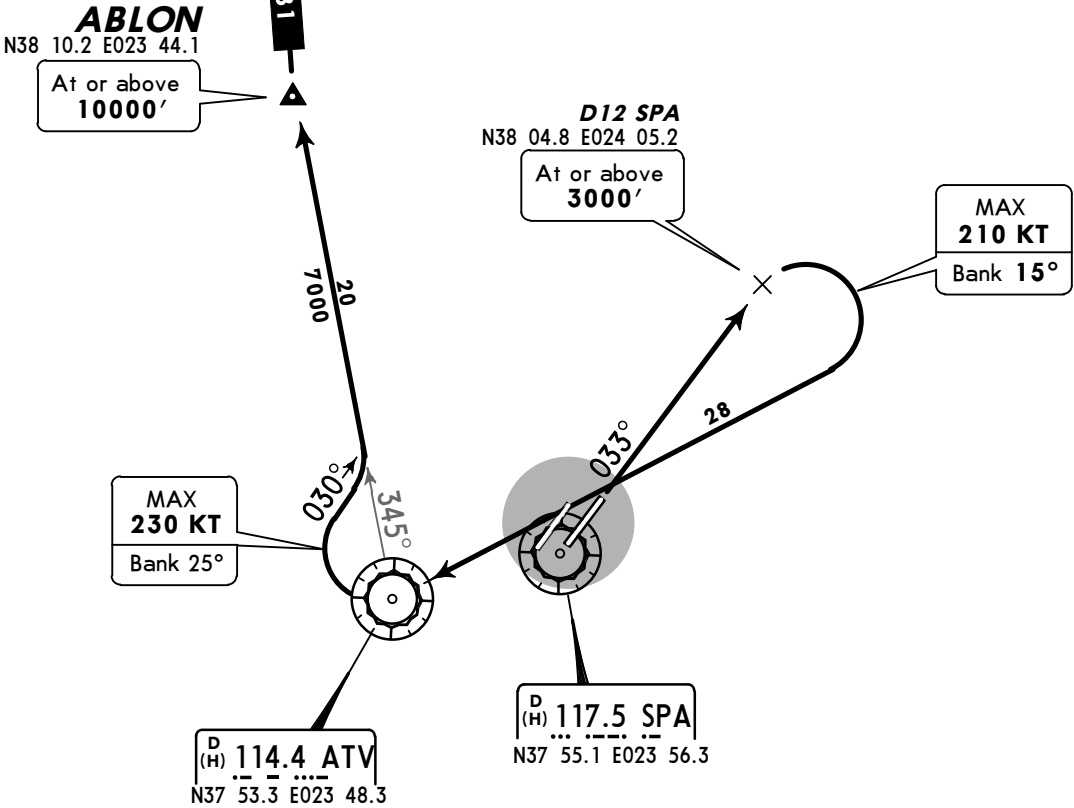
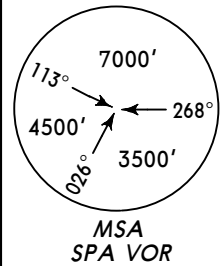
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
2 MAR 12 10-3X4

ATHENS, GREECE
SID

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.
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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.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 22 OCT 10 10-3X5

JEPPesen

ATHENS, GREECE

SID

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.

7000'

112°

267°

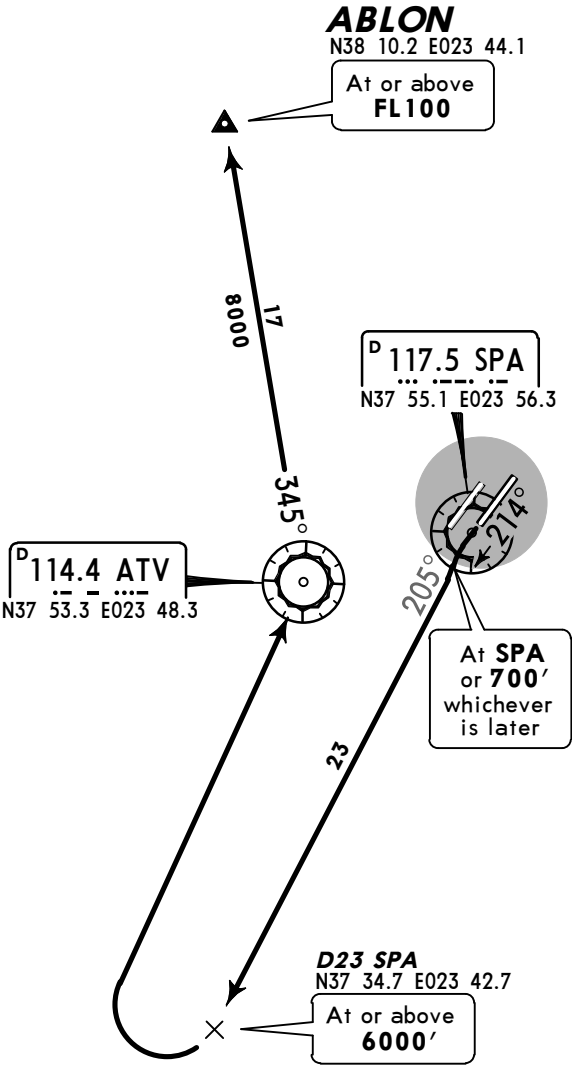
4500'

3500'

025°

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

22 OCT 10

10-3X6

JEPPesen

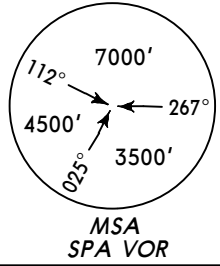
ATHENS, GREECE

SID

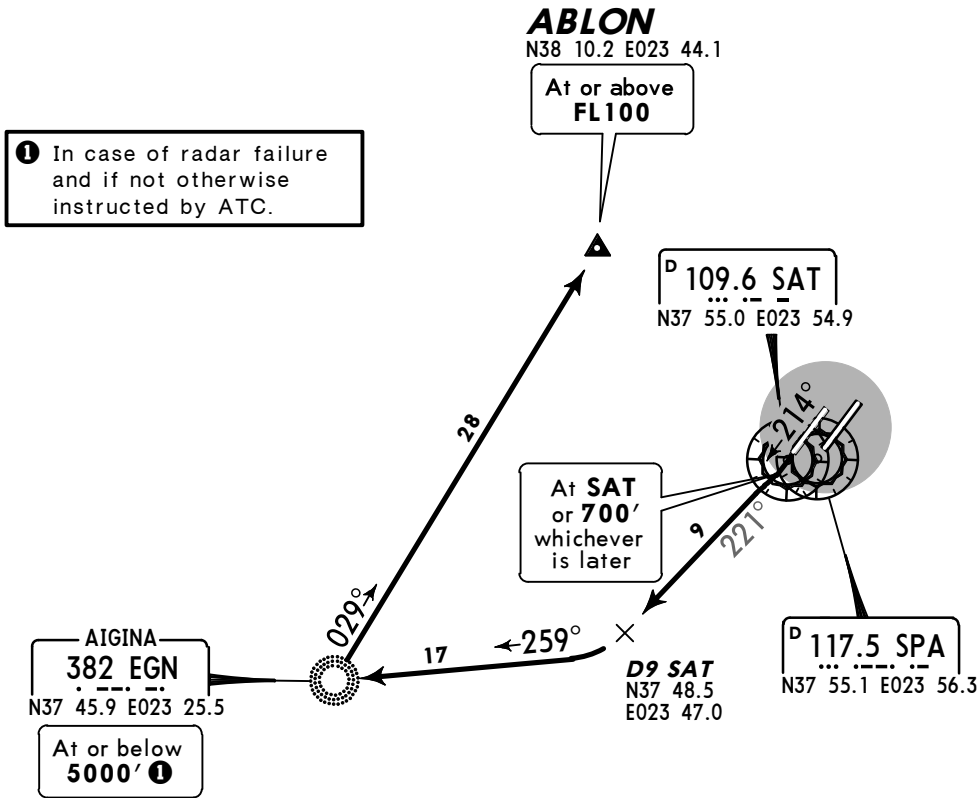
ATHENS Departure
128.95

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



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.

LGAV/ATH
Apt Elev 308'
N37 56.2 E023 56.7

VENIZELOS Delivery		Ground		Tower		ATHENS Departure	
West	North	East	South	Rwy 03L/21R	Rwy 03R/21L	West	North
121.8	121.750	121.9	121.950	136.275	118.625	128.950	128.950

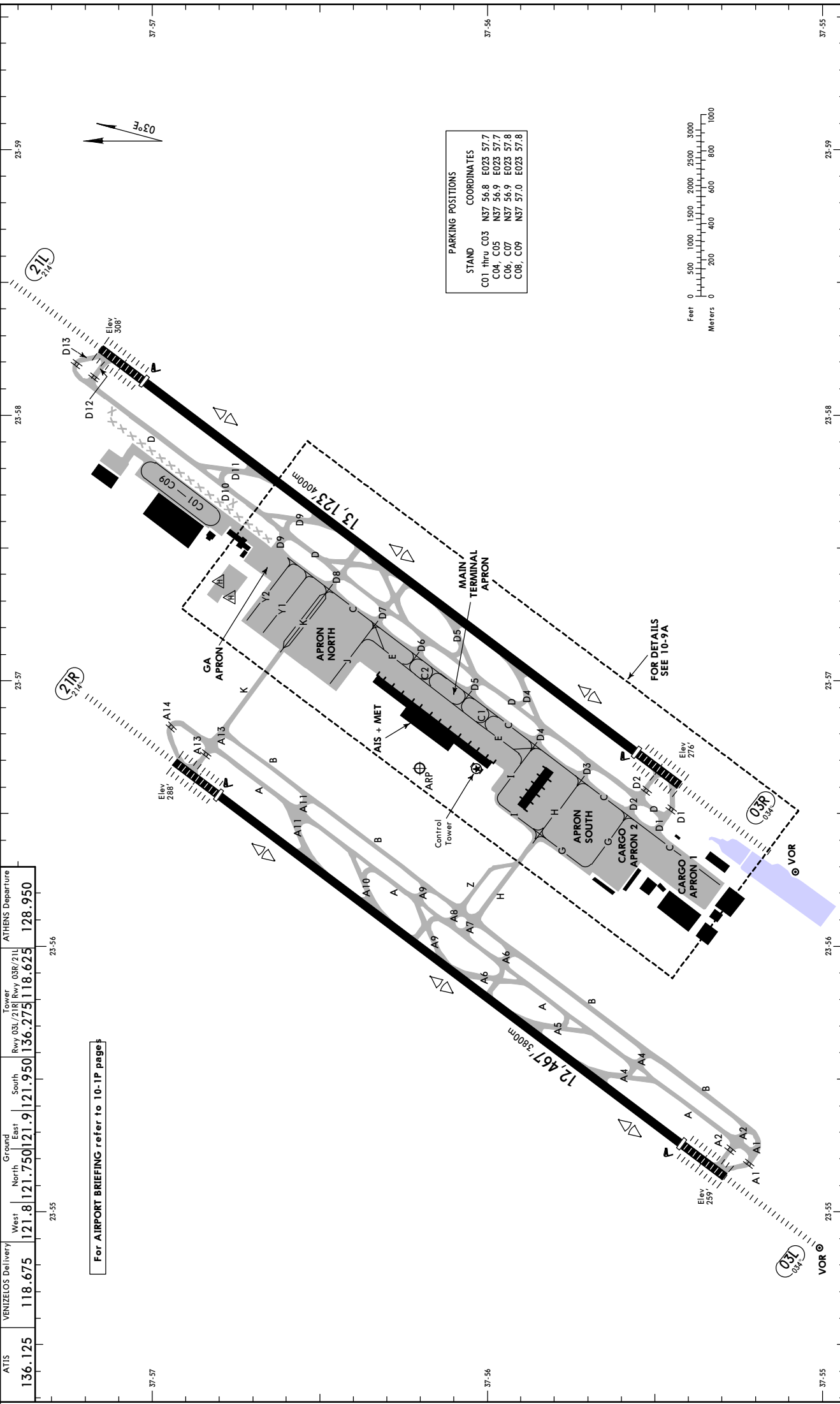
ATIS
136.125
118.675

For AIRPORT BRIEFING refer to 10-1P pages



24 JUL 15
ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

10-9





ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

24 JUL 15

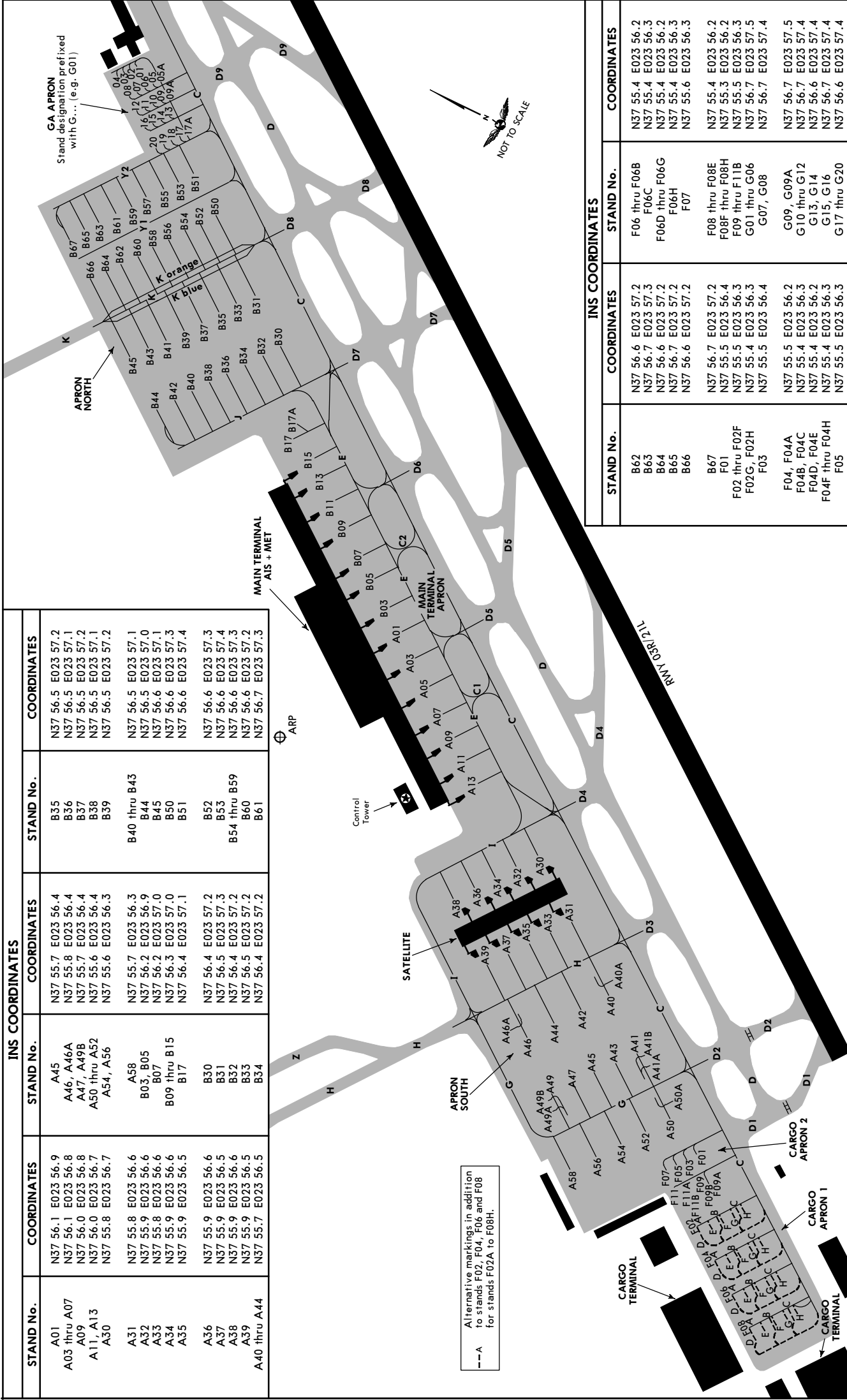
10-9A

LGAV/ATH

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N37 56.1 E023 56.9	A45	N37 55.7 E023 56.4	B35	N37 56.5 E023 57.2
A03 thru A07	N37 56.1 E023 56.8	A46, A46A	N37 55.8 E023 56.4	B36	N37 56.5 E023 57.1
A09	N37 56.0 E023 56.8	A47, A49B	N37 55.7 E023 56.4	B37	N37 56.5 E023 57.2
A11, A13	N37 56.0 E023 56.7	A50 thru A52	N37 55.6 E023 56.4	B38	N37 56.5 E023 57.1
A30	N37 55.8 E023 56.7	A54, A56	N37 55.6 E023 56.3	B39	N37 56.5 E023 57.2
A31	N37 55.8 E023 56.6	A58	N37 55.7 E023 56.3	B40 thru B43	N37 56.5 E023 57.1
A32	N37 55.9 E023 56.6	B03, B05	N37 56.2 E023 56.9	B44	N37 56.5 E023 57.0
A33	N37 55.8 E023 56.6	B07	N37 56.2 E023 57.0	B45	N37 56.6 E023 57.1
A34	N37 55.9 E023 56.6	B09 thru B15	N37 56.3 E023 57.0	B50	N37 56.6 E023 57.3
A35	N37 55.9 E023 56.5	B17	N37 56.4 E023 57.1	B51	N37 56.6 E023 57.4
A36	N37 55.9 E023 56.6	B30	N37 56.4 E023 57.2	B52	N37 56.6 E023 57.3
A37	N37 55.9 E023 56.5	B31	N37 56.5 E023 57.3	B53	N37 56.6 E023 57.4
A38	N37 55.9 E023 56.6	B32	N37 56.4 E023 57.2	B54 thru B59	N37 56.6 E023 57.3
A39	N37 55.9 E023 56.5	B33	N37 56.5 E023 57.2	B60	N37 56.6 E023 57.2
A40 thru A44	N37 55.7 E023 56.5	B34	N37 56.4 E023 57.2	B61	N37 56.7 E023 57.3

Alternative markings in addition to stands F02, F04, F06 and F08 for stands F02A to F08H.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
B62	N37 56.6 E023 57.2	F06 thru F06B	N37 55.4 E023 56.2
B63	N37 56.7 E023 57.3	F06C	N37 55.4 E023 56.3
B64	N37 56.6 E023 57.2	F06D thru F06G	N37 55.4 E023 56.2
B65	N37 56.7 E023 57.2	F06H	N37 55.4 E023 56.3
B66	N37 56.6 E023 57.2	F07	N37 55.6 E023 56.3
B67	N37 56.7 E023 57.2	F08 thru F08E	N37 55.4 E023 56.2
F01	N37 55.5 E023 56.4	F08F thru F08H	N37 55.3 E023 56.2
F02 thru F02F	N37 55.5 E023 56.3	F09 thru F11B	N37 55.5 E023 56.3
F02G, F02H	N37 55.4 E023 56.3	G01 thru G06	N37 56.7 E023 57.5
F03	N37 55.5 E023 56.4	G07, G08	N37 56.7 E023 57.4
F04, F04A	N37 55.5 E023 56.2	G09, G09A	N37 56.7 E023 57.5
F04B, F04C	N37 55.4 E023 56.3	G10 thru G12	N37 56.7 E023 57.4
F04D, F04E	N37 55.4 E023 56.2	G13, G14	N37 56.6 E023 57.4
F04F thru F04H	N37 55.4 E023 56.3	G15, G16	N37 56.6 E023 57.4
F05	N37 55.5 E023 56.3	G17 thru G20	N37 56.6 E023 57.4

CHANGES: New Format.

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ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		LANDING	BEYOND			
		Threshold	Glide Slope			
03L 21R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	11,483' 3500m	10,329' 3148m	①	148' 45m	
			10,511' 3204m	②		
① <u>TORA RWY 03L:</u> From rwy head 12,467' (3800m) ② <u>TORA RWY 21R:</u> From rwy head 12,467' (3800m)						
twy A4 int 9350' (2850m) twy A11 int 9350' (2850m)						
twy A5 int 7874' (2400m) 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	③	148' 45m	
			11,045' 3367m	④		
③ <u>TORA RWY 03R:</u> From rwy head 13,123' (4000m) ④ <u>TORA RWY 21L:</u> From rwy head 13,123' (4000m)						
twy D4 int 9350' (2850m) twy D11 int 9350' (2850m)						
twy D5 int 7874' (2400m) twy D9 int 7874' (2400m)						
Intersection take-offs not permitted to B747, B777, B767-400, A340, A330, MD11, IL86, IL96M.						

Standard		TAKE-OFF 1				
All Rwys						
Approved Operators		LVP must be in force				
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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.						

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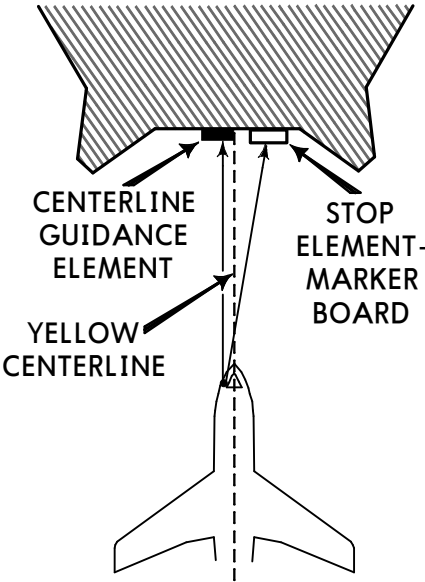
JEPPESSEN
24 JUL 15 **10-9C**

ATHENS, GREECE
ELEFThERIOS VENIZELOS INTL

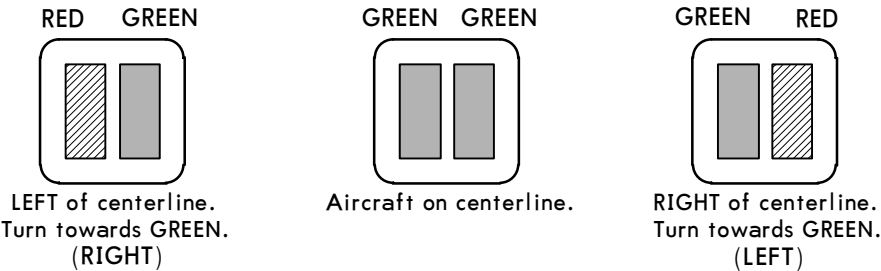
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

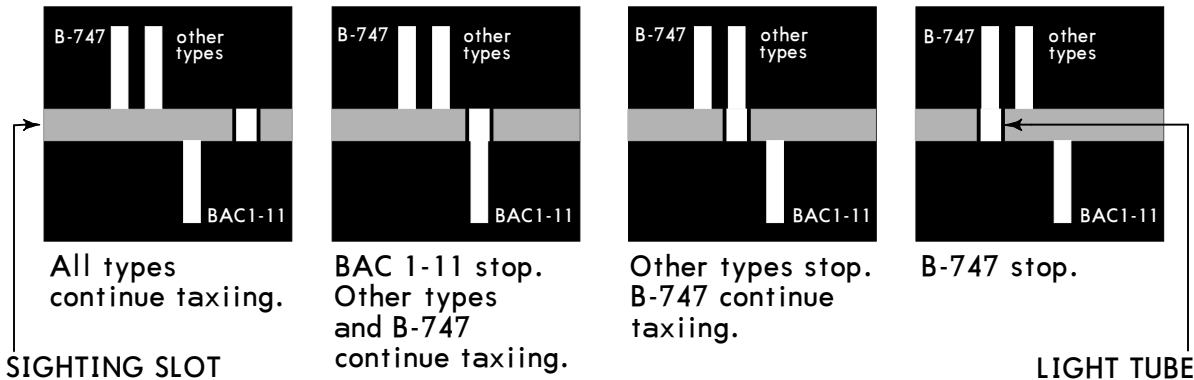
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).



B. CENTERLINE GUIDANCE ELEMENT (AGNIS)



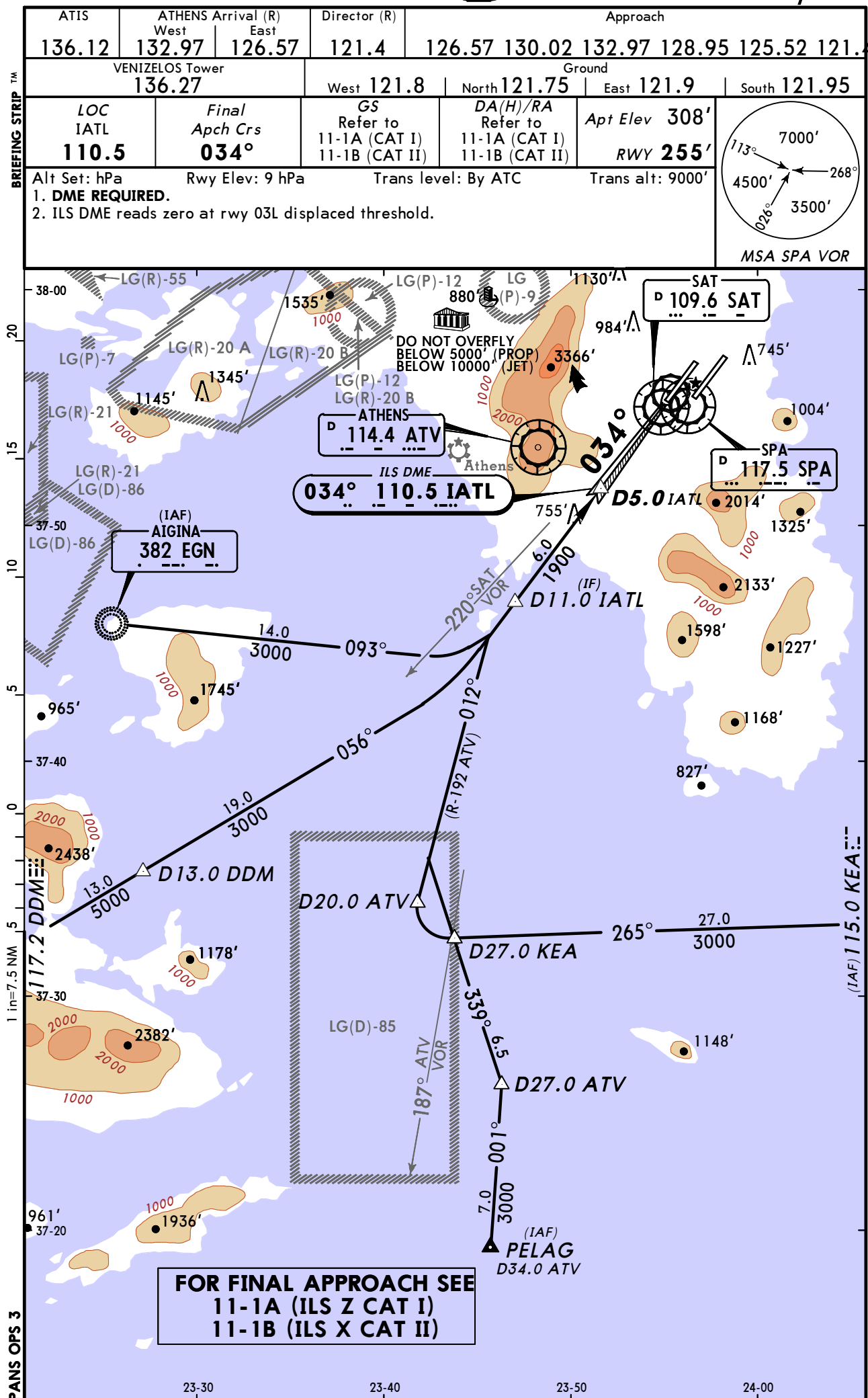
C. STOP ELEMENT (PAPA)



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ATHENS, GREECE
ILS Z or X Rwy 03L



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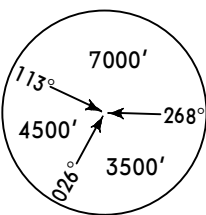
ELEFTHERIOS VENIZELOS INTL

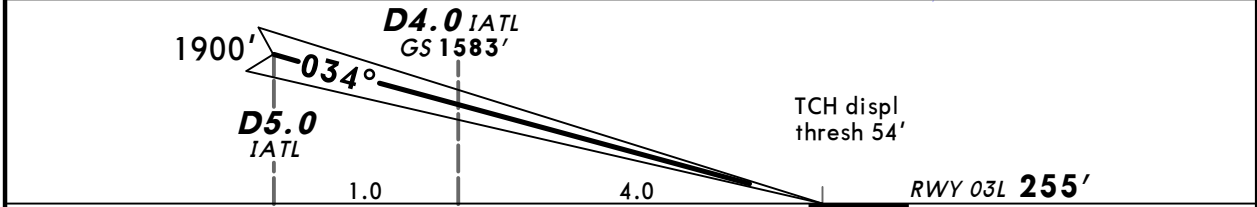
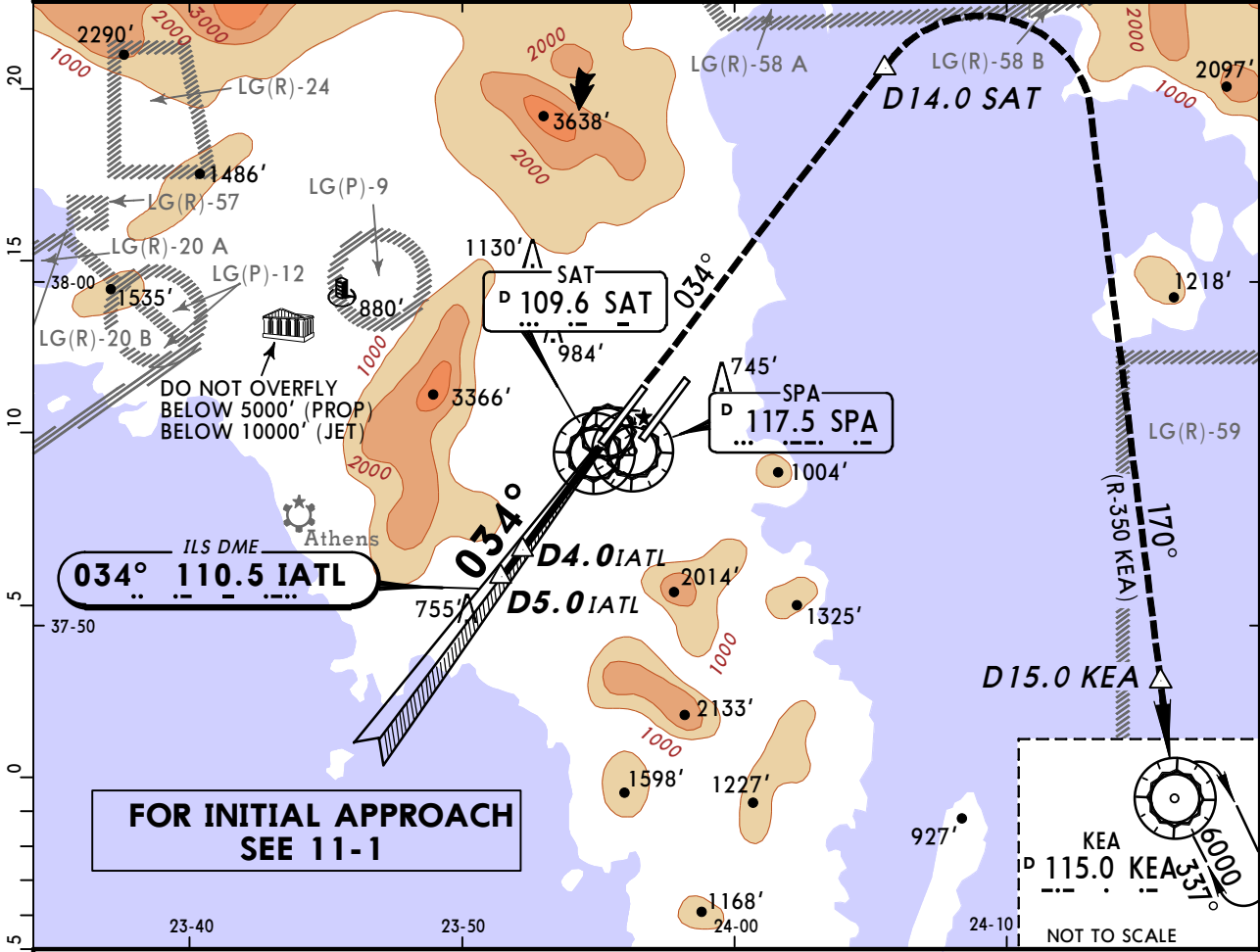
20 NOV 09

11-1B

ATHENS, GREECE

CAT II ILS X Rwy 03L

ATIS		ATHENS Arrival (R)		Director (R)		Approach				
West		East								
136.12	132.97	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
LOC IATL		Final Apch Crs		GS D4.0 IATL		CAT II ILS RA 97'		Apt Elev 308'		
110.5		034°		1583' (1328')		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.										



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II		SAT 109.6 R-034	D14.0 SAT
GS	3.00°	377	485	539	647	755					

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

RVR 300m 

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

BRIEFING STRIP™



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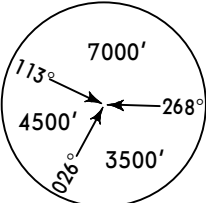
ELEFTHERIOS VENIZELOS INTL

20 NOV 09

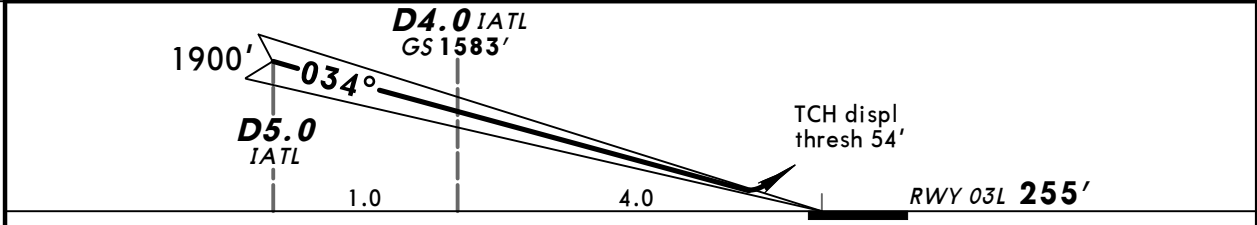
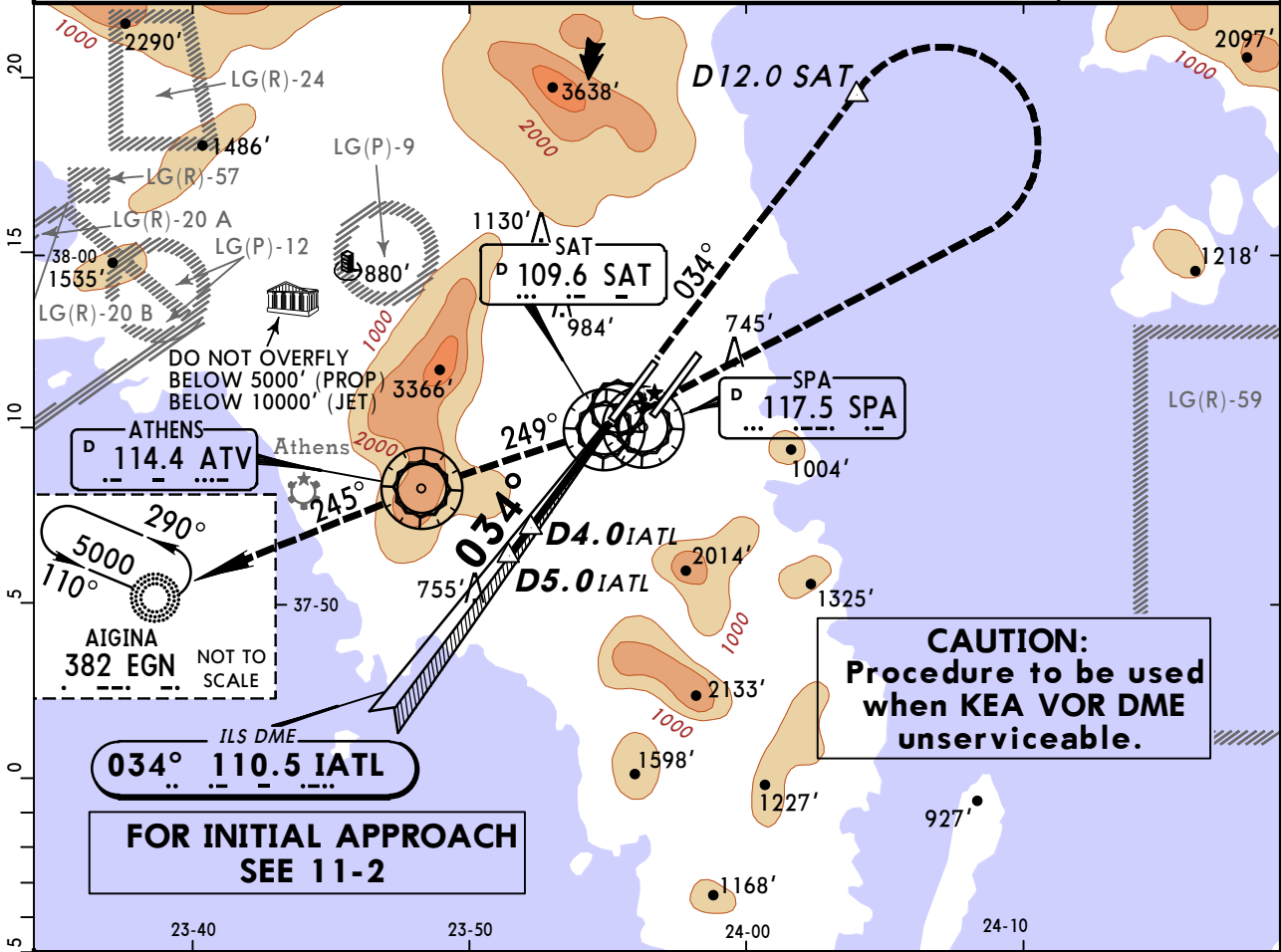
11-2A

ATHENS, GREECE

ILS Y Rwy 03L

ATIS		ATHENS Arrival (R)		Director (R)		Approach				
West		East								
136.12		132.97		126.57		121.4		126.57 130.02 132.97 128.95 125.52 121.		
VENIZELOS Tower				Ground						
136.27				West 121.8		North 121.75		East 121.9		South 121.95
LOC		Final		GS		ILS		Apt Elev 308'		
IATL		Apch Crs		D4.0 IATL		DA(H)		RWY 255'		
110.5		034°		1583' (1328')		455' (200')				
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.										

MSA
SPA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	SAT 109.6 R-034	D12.0 SAT
GS	3.00°	377	485	539	647	755			

Standard		STRAIGHT-IN LANDING RWY 03L			CIRCLE-TO-LAND			
ILS DA(H) 455'(200')				LOC (GS out)	Max Kts	MDA(H) VIS		
FULL		Limited	ALS out	NOT APPLICABLE				
A	RVR 550m	RVR 750m	RVR 1200m		NOT APPLICABLE	100	1200'(892')	1500m
B						135	1300'(992')	1600m
C						C	NOT APPLICABLE	
D						D		

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ELEFTHERIOS VENIZELOS INTL

20 NOV 09

11-2B

ATHENS, GREECE

CAT II ILS W Rwy 03L

ATIS		ATHENS Arrival (R)		Director (R)		Approach			
West		East							
136.12	132.97	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									
LOC		Final		GS		CAT II ILS		Apt Elev 308'	
IATL		Apch Crs		D4.0 IATL		RA 97'		DA(H)	
110.5		034°		1583' (1328')		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.									

7000'

113°

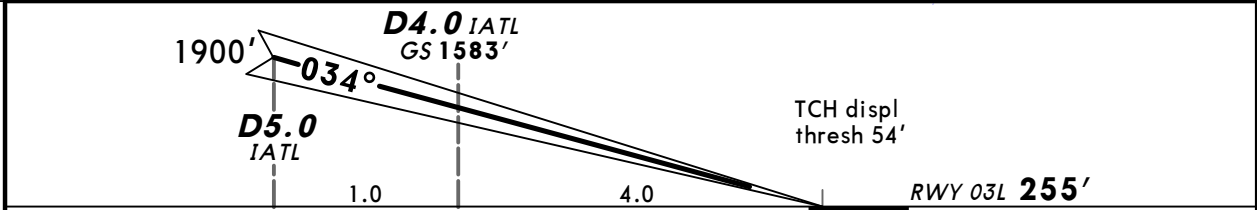
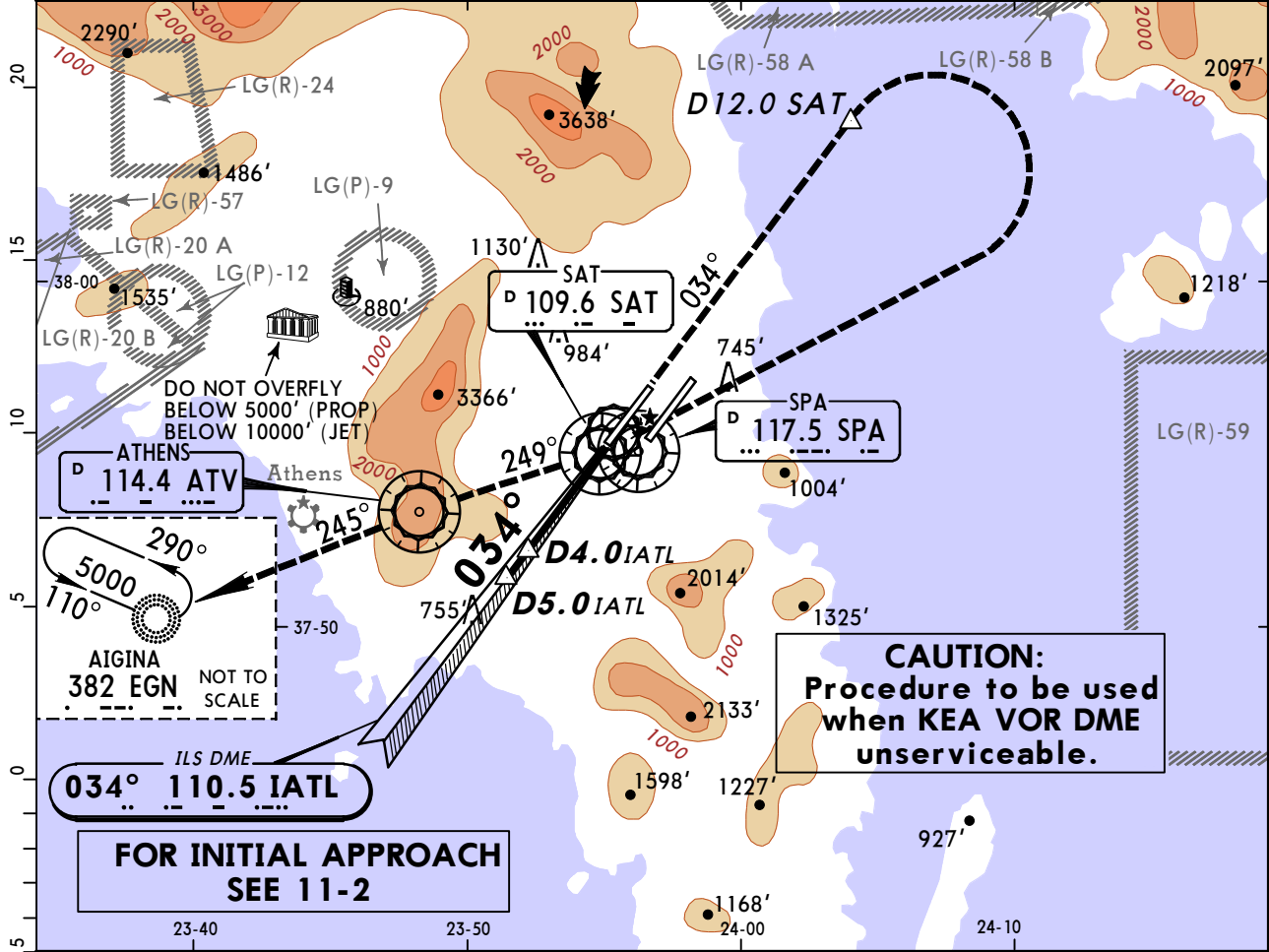
4500'

026°

3500'

268°

MSA
SPA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SAT	D12.0
GS	3.00°	377	485	539	647	755	862	PAPI		SAT
								↑		R-034
										SAT

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

RVR 300m

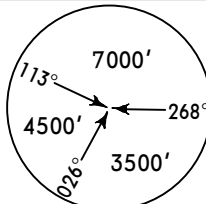
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

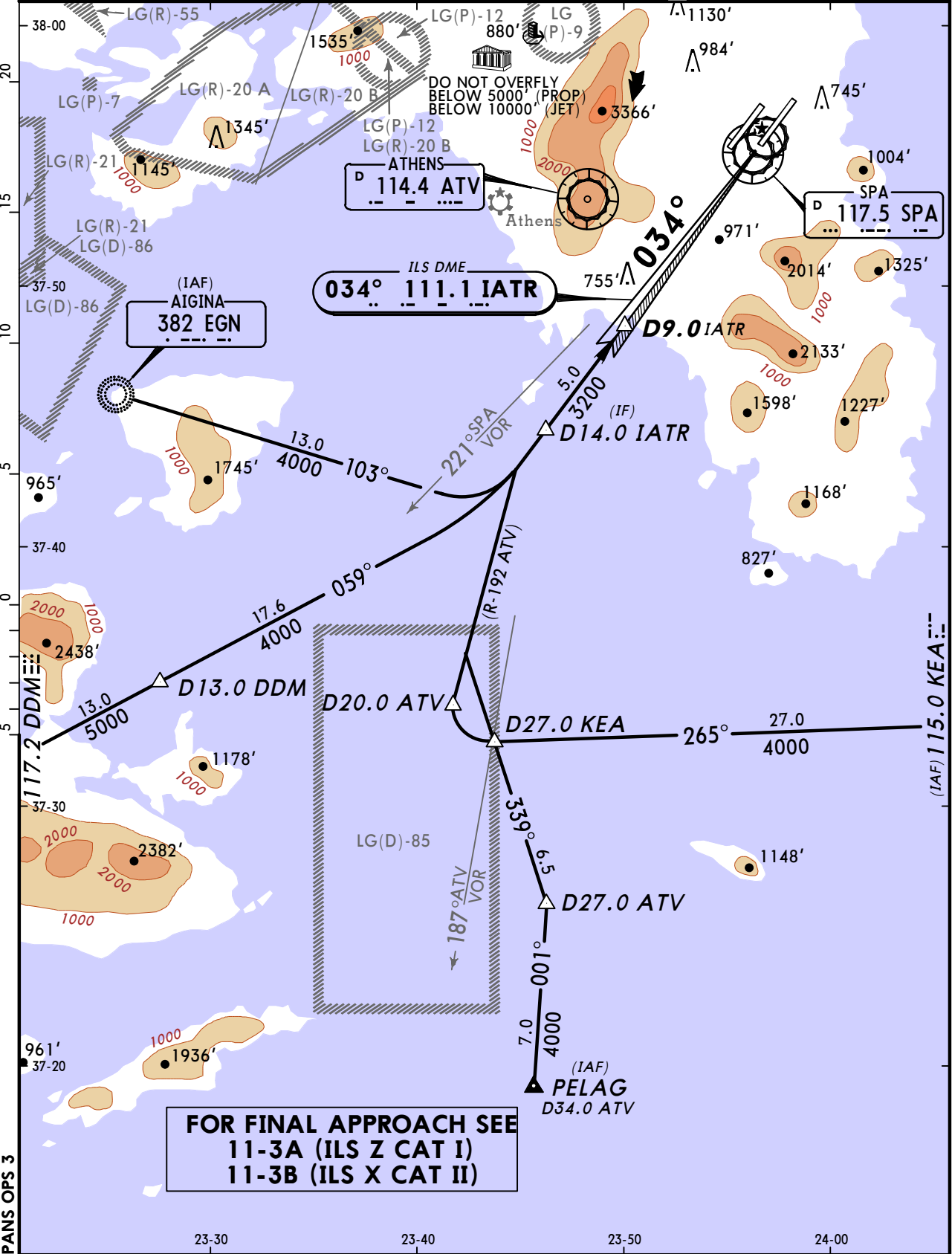
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JEPPESSEN
20 NOV 09 (11-3)

ATHENS, GREECE
ILS Z or X Rwy 03R

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 11-3A (CAT I) 11-3B (CAT II)		DA(H)/RA Refer to 11-3A (CAT I) 11-3B (CAT II)		Apt Elev 308' RWY 271'		 MSA SPA VOR	
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.												



PANS OPS 3

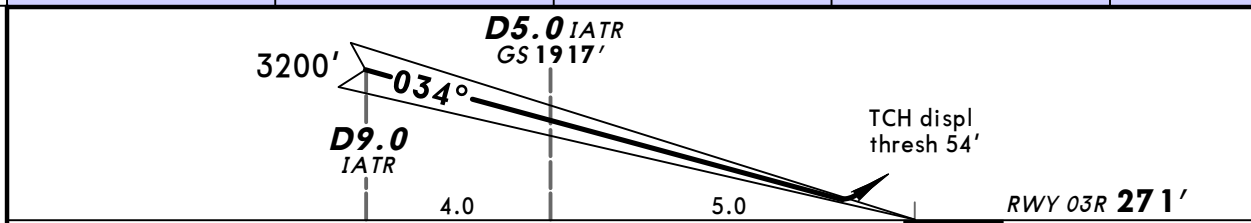
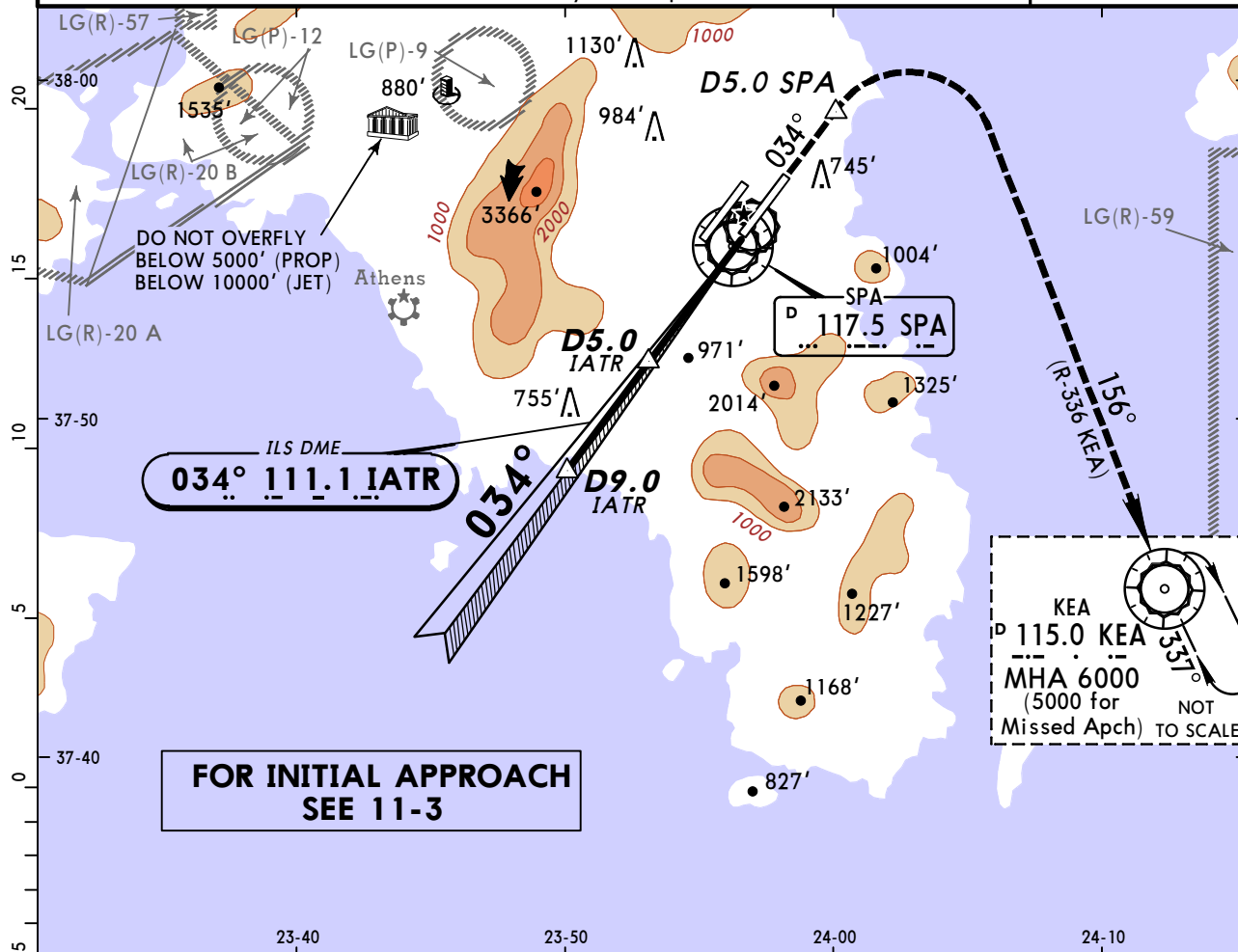
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JEPPESEN
20 NOV 09 11-3A

ATHENS, GREECE
ILS Z Rwy 03R

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	Final Apch Crs	GS D5.0 IATR	ILS DA(H)	Apt Elev 308'		7000' 4500' 3500' 173° 268° 026° MSA SPA VOR		
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.						



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

Standard		STRAIGHT-IN LANDING RWY 03R			CIRCLE-TO-LAND	
		ILS DA(H) 471'(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					C	NOT APPLICABLE
D					D	

CHANGES: Note. Minimums.

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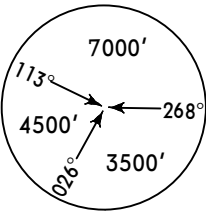
ELEFTHERIOS VENIZELOS INTL

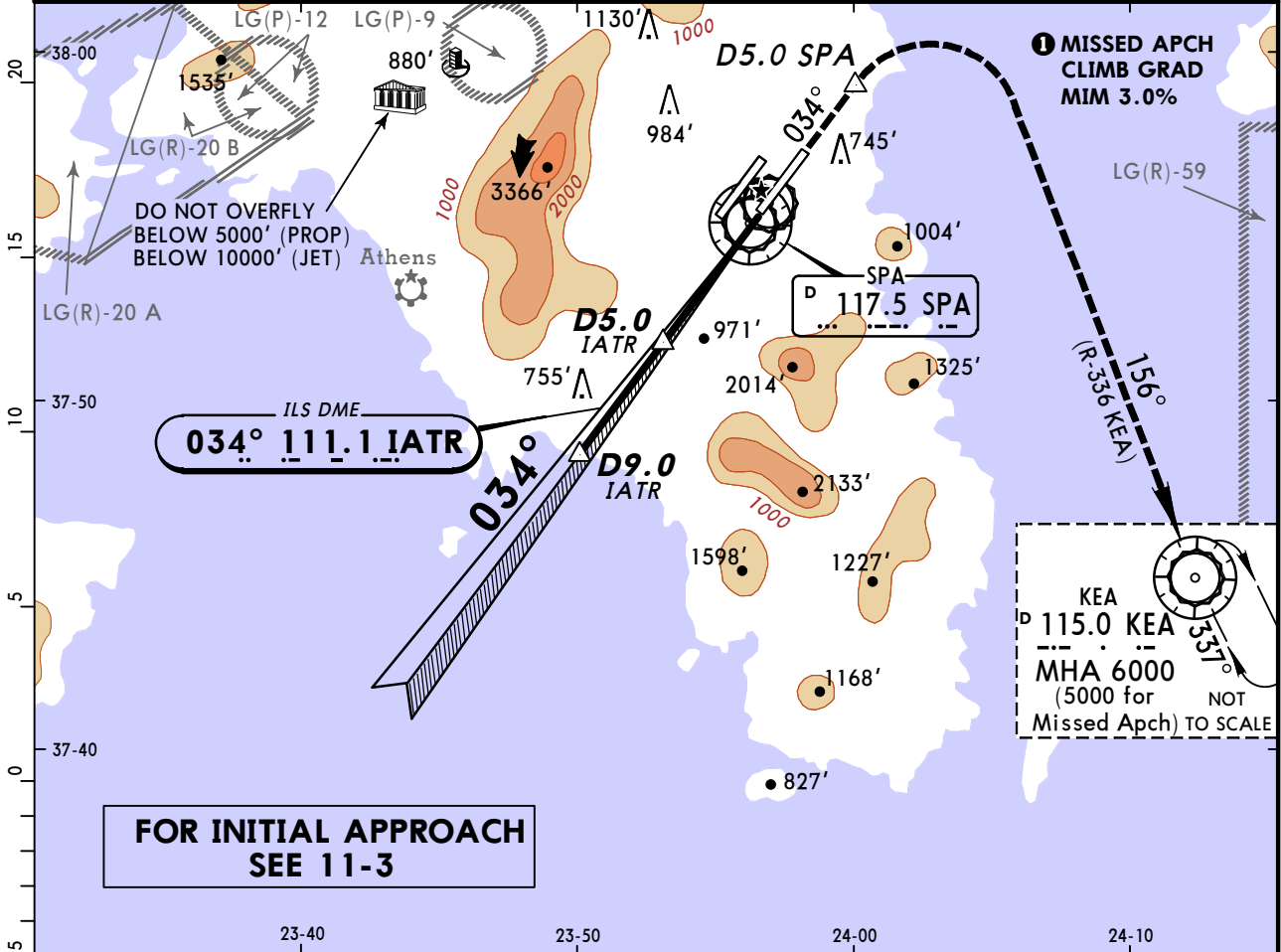
20 NOV 09

11-3B

ATHENS, GREECE

CAT II ILS X Rwy 03R

ATIS		ATHENS Arrival (R)		Director (R)		Approach			
West		East							
136.12	132.97	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	Final Apch Crs	GS D5.0 IATR	CAT II ILS RA 147'		DA(H) 421' (150')		Apt Elev 308'		
111.1	034°	1917' (1646')					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	



3200' D9.0 IATR D5.0 IATR GS 1917' 034° 4.0 5.0 TCH displ thresh 54' RWY 03R 271'													
Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	↑	SPA		D5.0 SPA	
GS	3.00°	377	485	539	647	755	862			117.5			
										R-034			
Standard		STRAIGHT-IN LANDING RWY 03R CAT II ILS Missed apch climb gradient mim 3.0% 1 RA 147' DA(H) 421'(150') RVR 450m											
1 Climb gradient up to 1200'.													

CHANGES: Note. Minimums.

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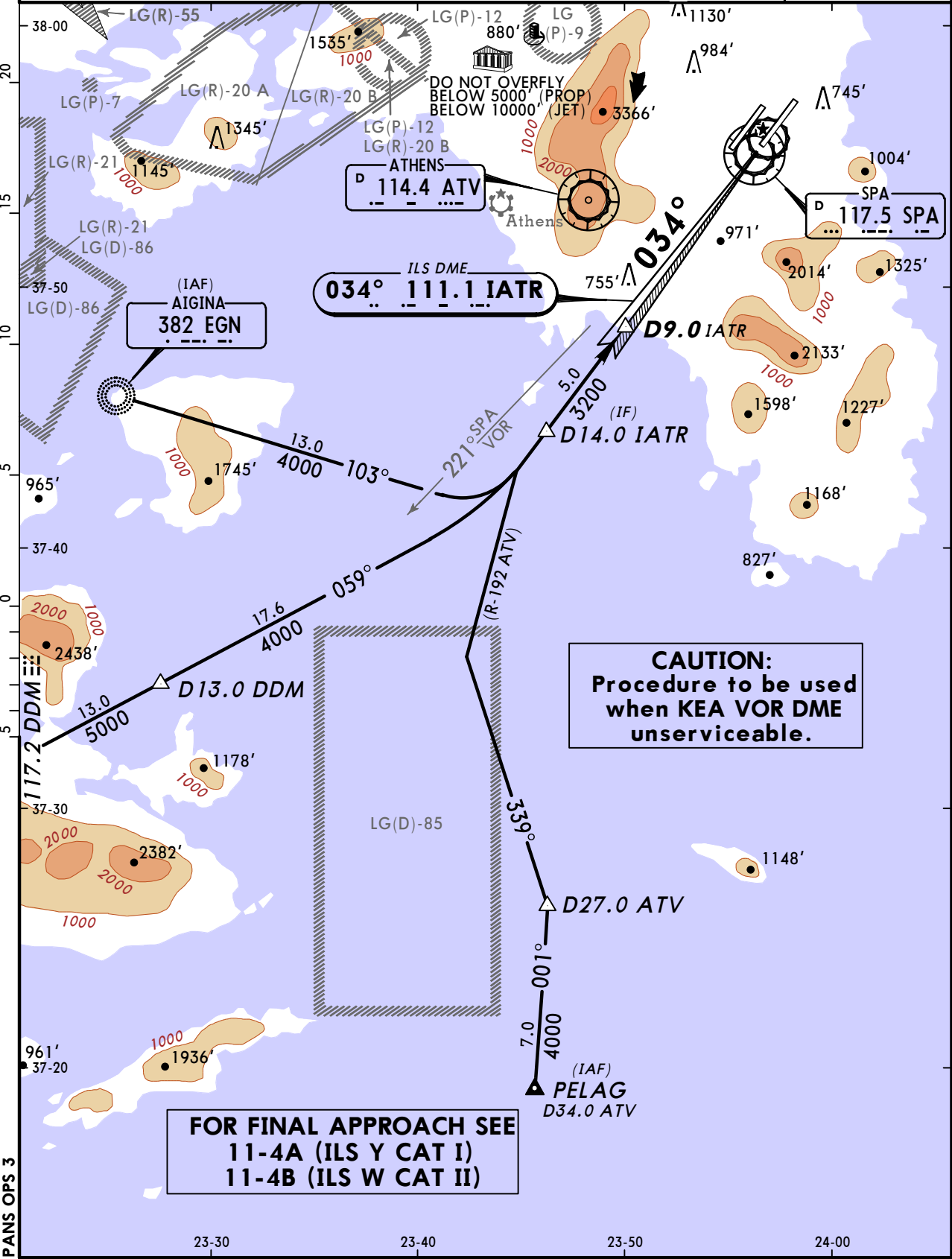
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ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 11-4

ATHENS, GREECE
ILS Y or W Rwy 03R

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



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ELEFTHERIOS VENIZELOS INTL

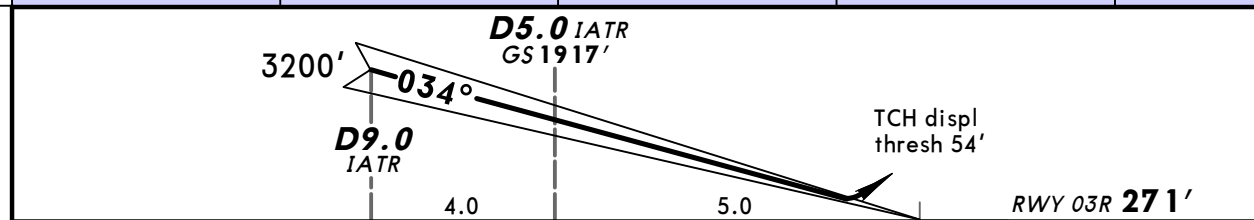
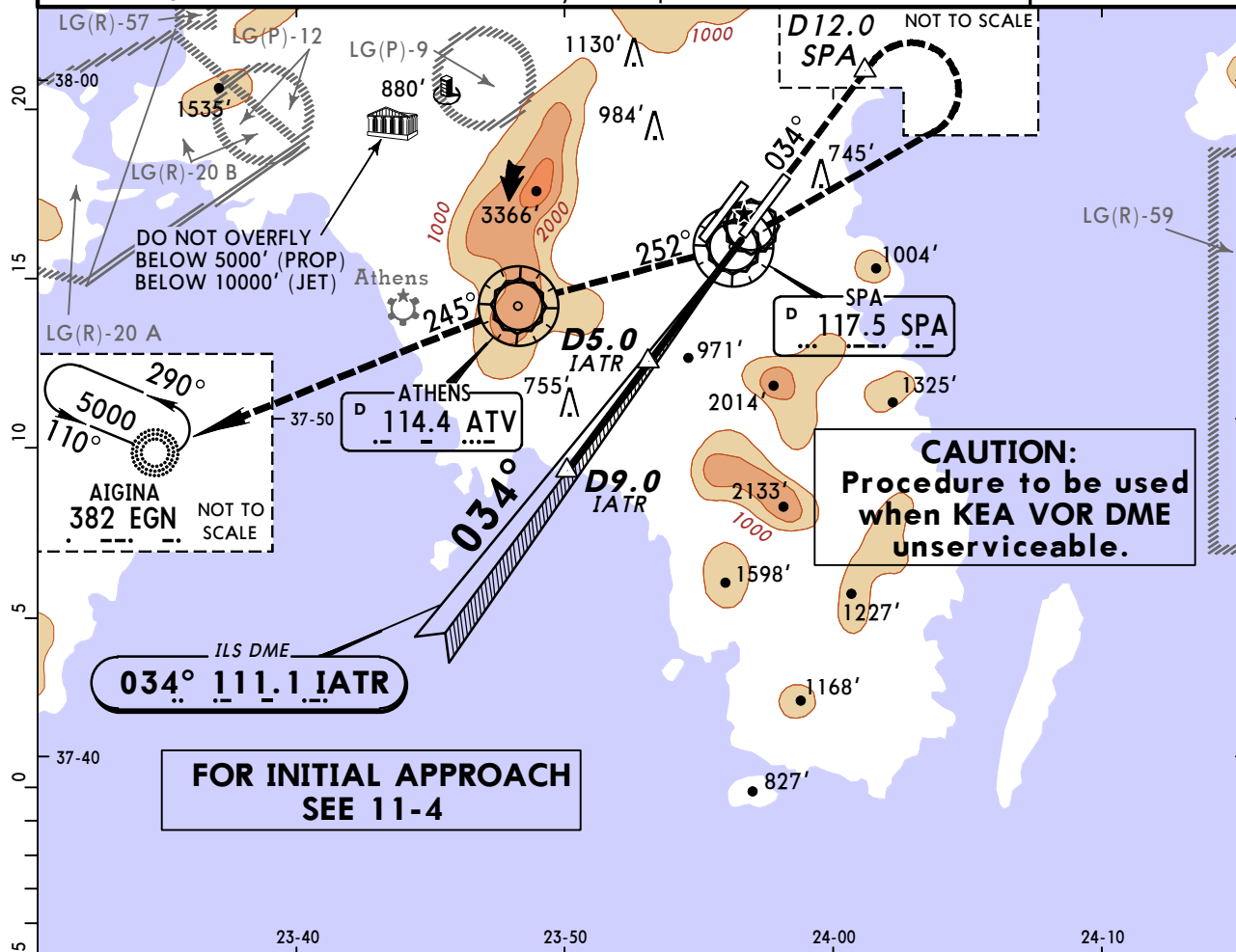
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20 NOV 09 11-4A

ATHENS, GREECE

ILS Y Rwy 03R

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		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 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.								7000' 268° 3500' 028° 4500' 173° MSA SPA VOR			
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.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	↑	SPA 117.5 R-034	D12.0 SPA
GS	3.00°	377	485	539	647	755				

PANS OPS 3	STRAIGHT-IN LANDING RWY 03R			CIRCLE-TO-LAND	
	ILS			LOC (GS out)	
	DA(H) 471' (200')				
	FULL	Limited	ALS out		
	A				
B					
C	RVR 550m	RVR 750m	RVR 1200m		
D					
				Max Kts	MDA(H) VIS
				100	1200' (892') 1500m
				135	1300' (992') 1600m
				C	NOT APPLICABLE
				D	

CHANGES: Minimums.

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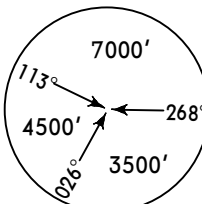
ELEFTHERIOS VENIZELOS INTL

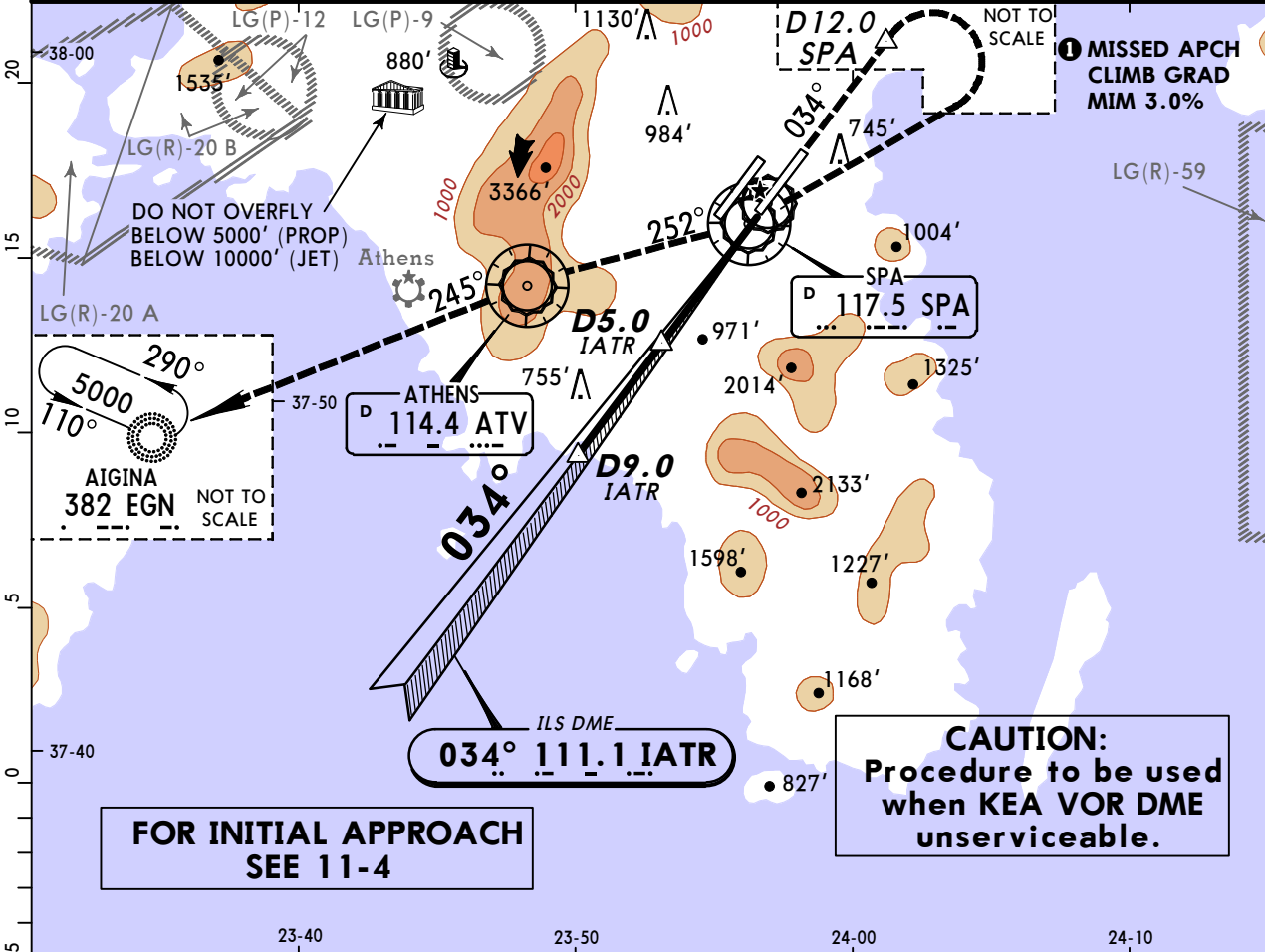
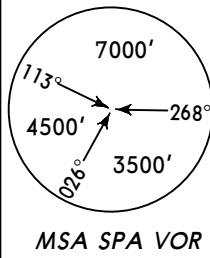
20 NOV 09

11-4B

CAT II ILS W Rwy 03R

ATHENS, GREECE

ATIS		ATHENS Arrival (R)		Director (R)		Approach			
West		East							
136.12	132.97	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	Final	GS	CAT II ILS		Apt Elev				
IATR	Apch Crs	D5.0 IATR	RA 147'		308'				
111.1	034°	1917' (1646')	DA(H)		RWY 271'				
			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									

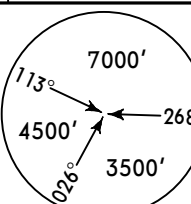


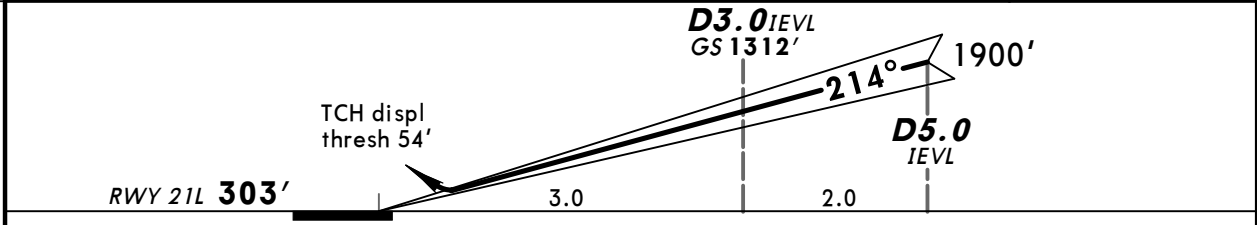
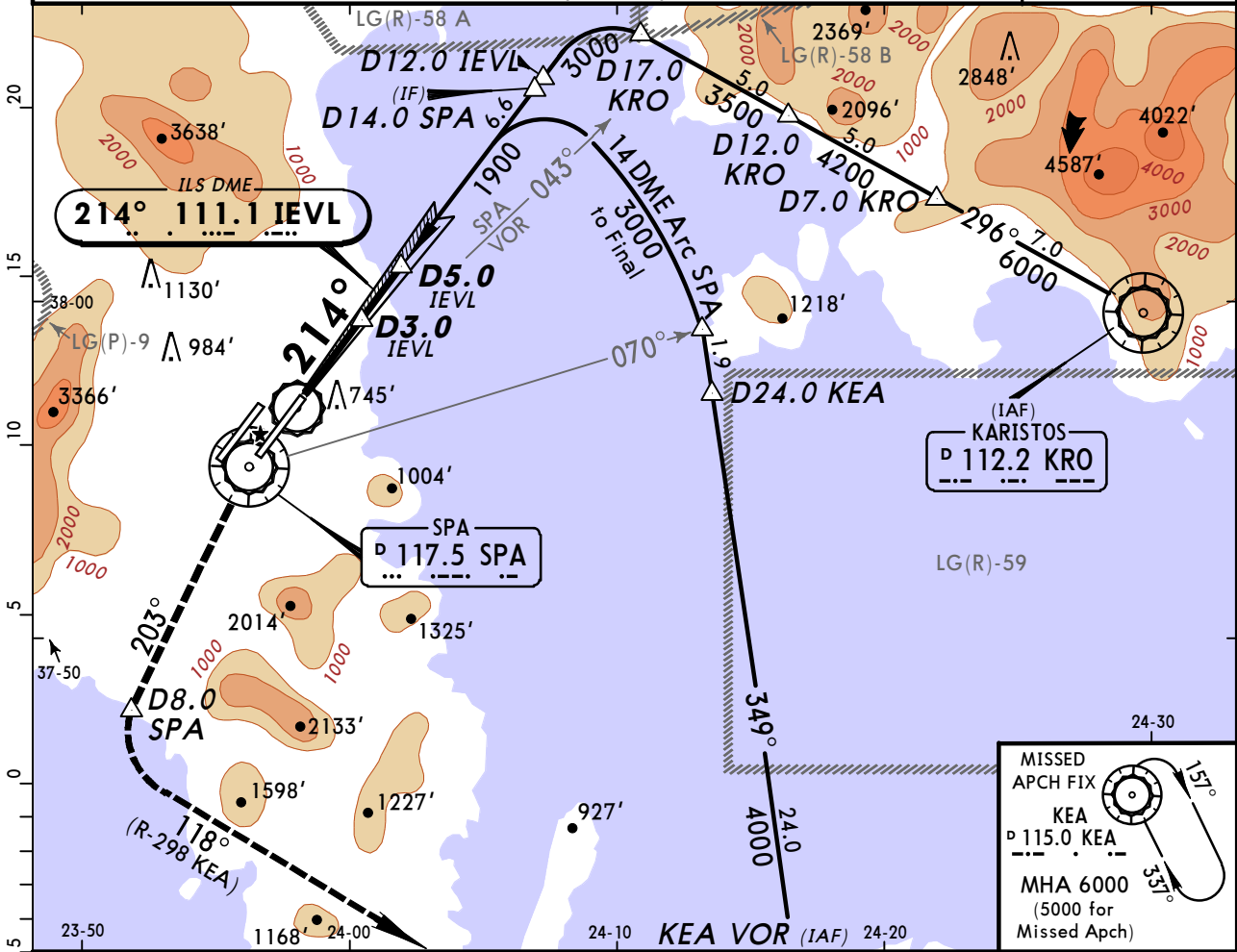
FOR INITIAL APPROACH SEE 11-4									
CAUTION: Procedure to be used when KEA VOR DME unserviceable.									
STRAIGHT-IN LANDING RWY 03R									
CAT II ILS									
Missed apch climb gradient mim 3.0% 1									
RA 147'									
DA(H) 421' (150')									
RVR 450m									
1 Climb gradient up to 1200'.									

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

20 NOV 09 **11-5**

ATHENS, GREECE
ILS Z Rwy 21L

ATIS		ATHENS Arrival (R)		Director (R)		Approach				
West		East								
136.12		132.97		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		Final		GS		ILS		Apt Elev 308'		
IEVL		Apch Crs		D3.0 IEVL		DA(H)		RWY 303'		
111.1		214°		1312' (1009')		503' (200')				
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.								
										MSA SPA VOR



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 R-203

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

20 NOV 09

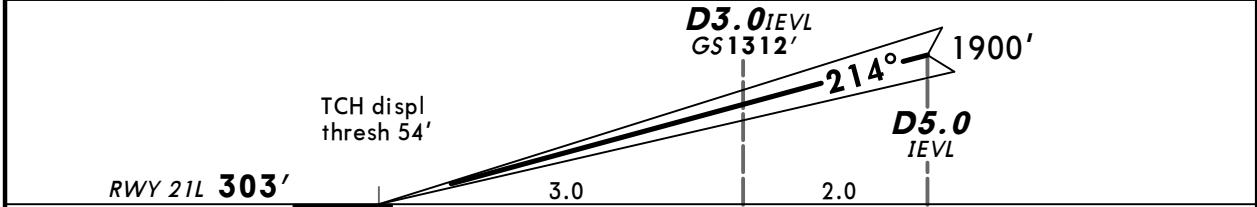
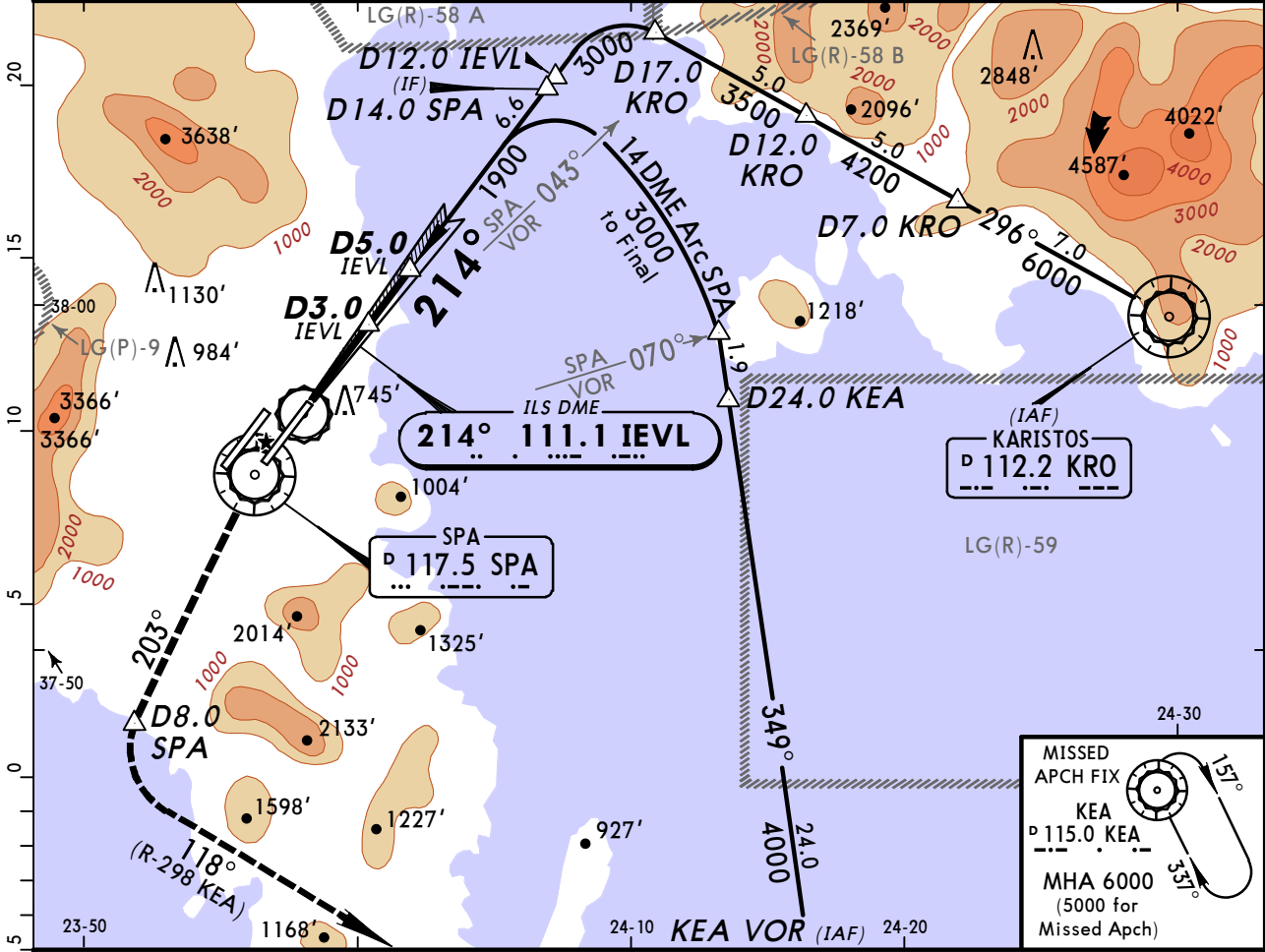
11-5A

ATHENS, GREECE

CAT II ILS X Rwy 21L

ATIS		ATHENS Arrival (R)		Director (R)		Approach			
West		East							
136.12	132.97	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		Final		GS		CAT II ILS		Apt Elev 308'	
IEVL		Apch Crs		D3.0 IEVL		RA 94'		RWY 303'	
111.1		214°		1312' (1009')		DA(H) 403' (100')			
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



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

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

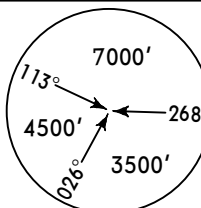
RVR 300m 

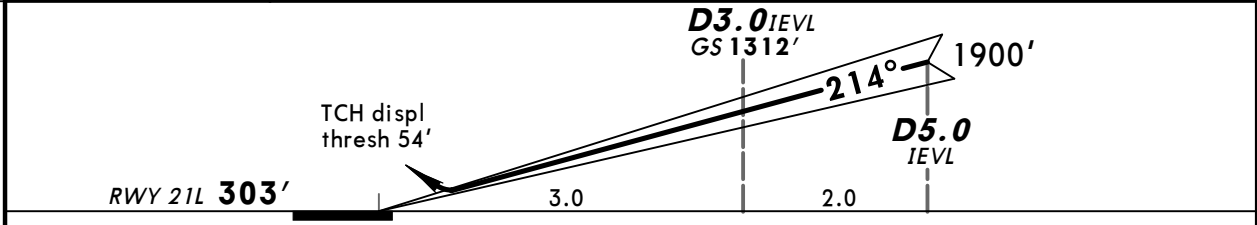
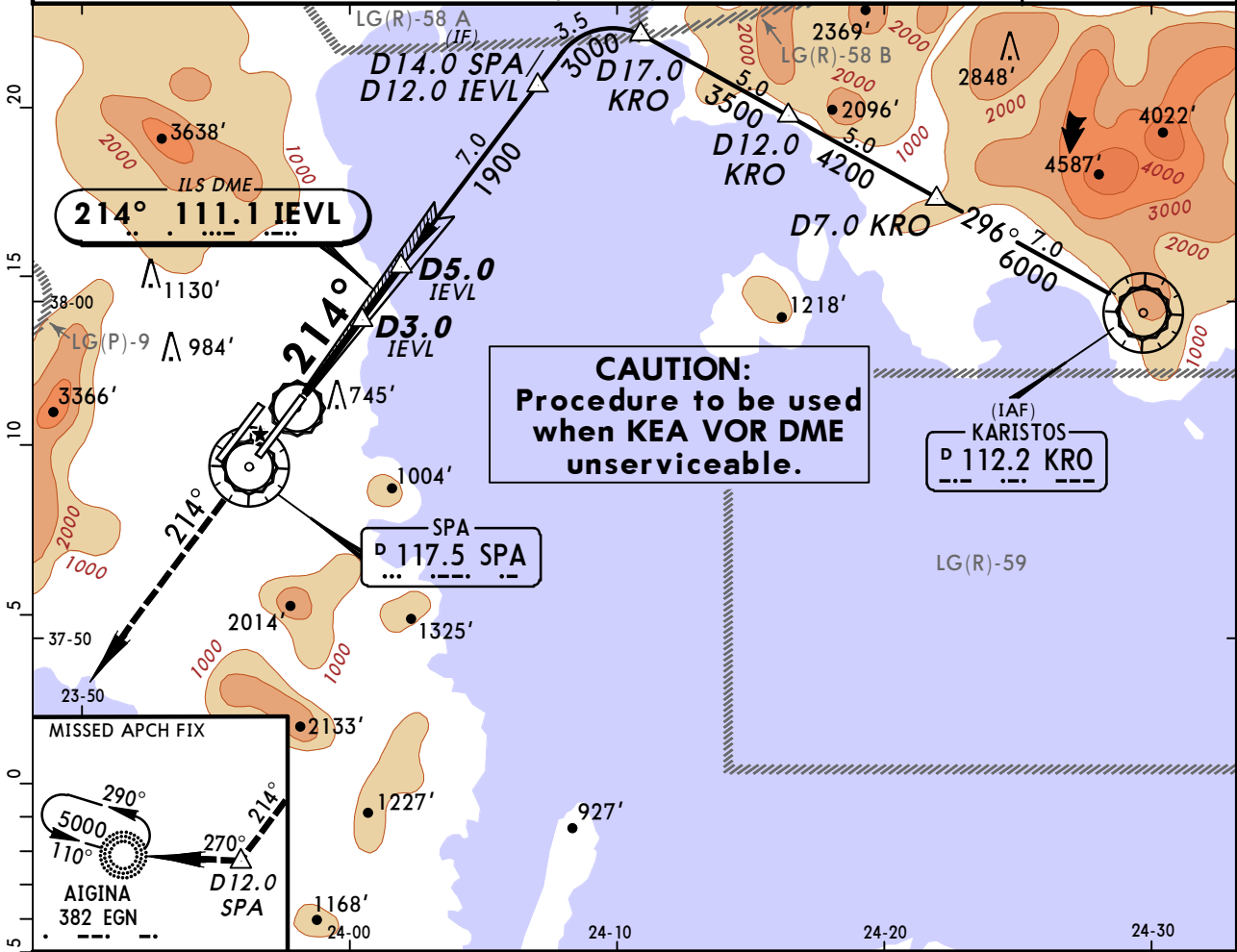
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN
20 NOV 09 11-6

ATHENS, GREECE
ILS Y Rwy 21L

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 IEVL 111.1		Final Apch Crs 214°		GS D3.0 IEVL 1312' (1009')		ILS DA(H) 503' (200')		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. ILS DME reads zero at rwy 21L displaced threshold.										
MSA SPA VOR										



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

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

LGAV/ATH

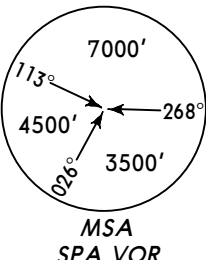
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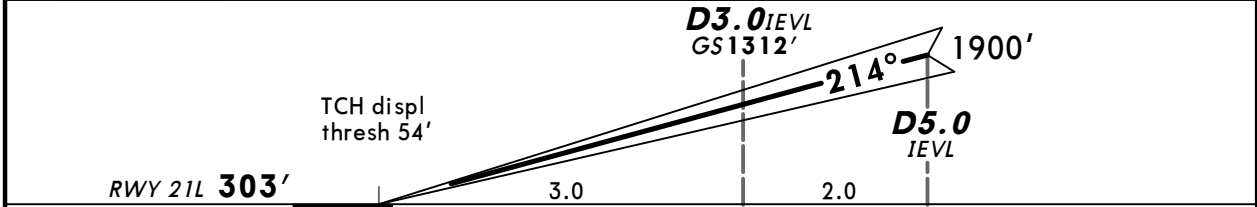
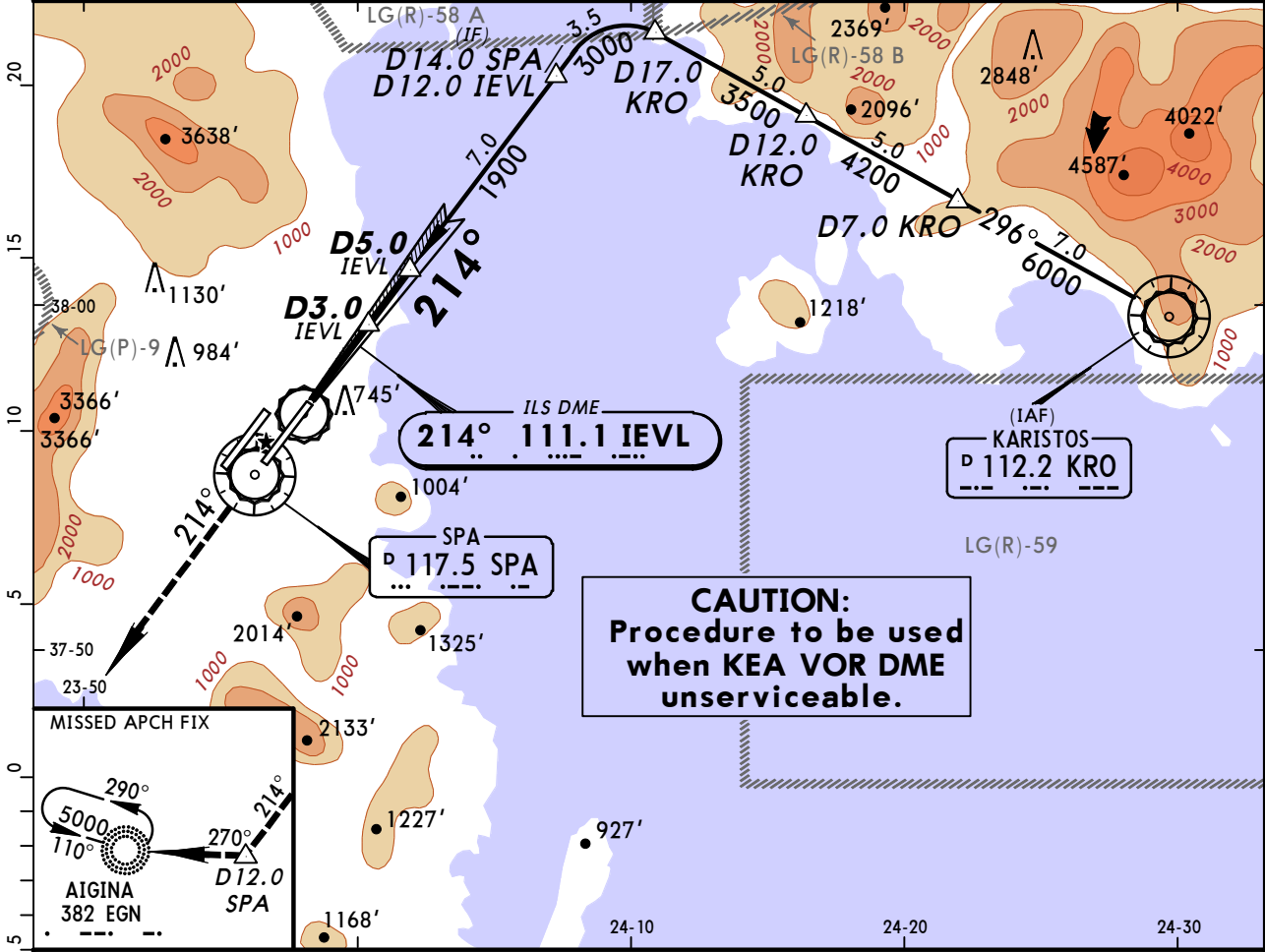
20 NOV 09

11-6A

ATHENS, GREECE

CAT II ILS W Rwy 21L

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



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	SPA
									R-214	

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

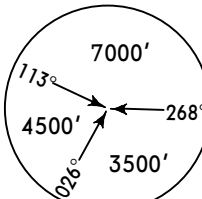
RVR 300m

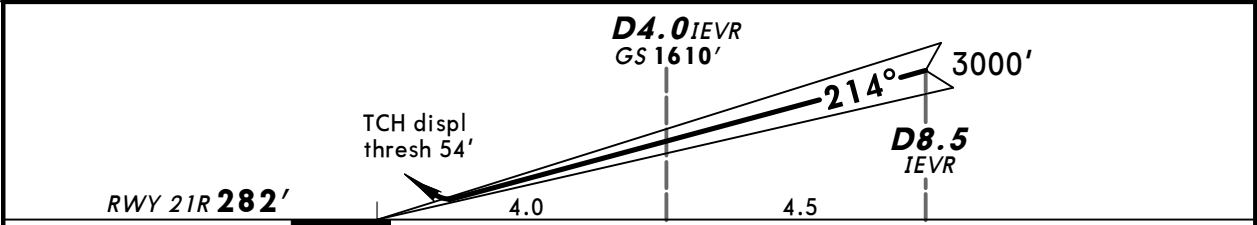
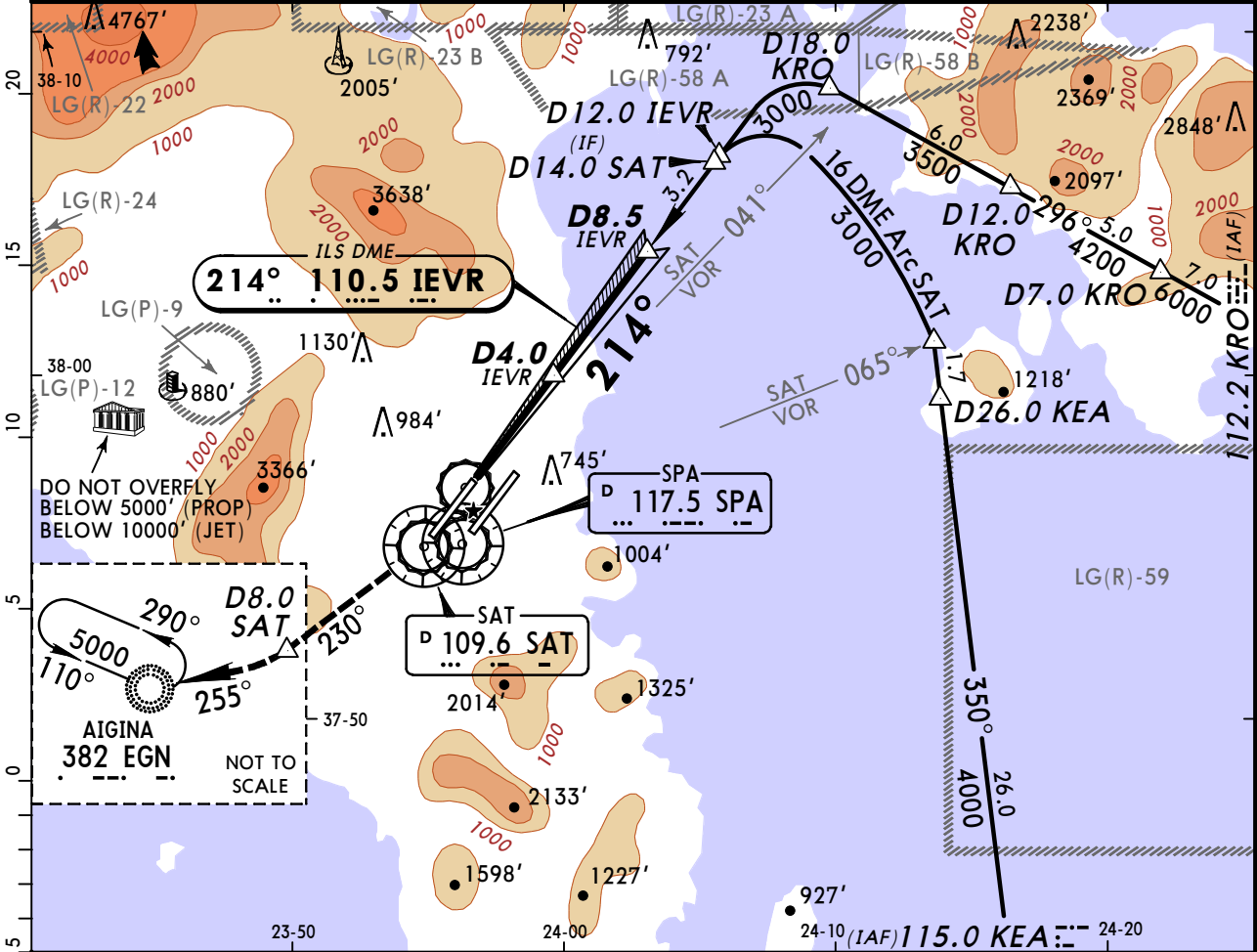
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 11-7

ATHENS, GREECE
ILS Z Rwy 21R

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SAT	D8.0	SAT
GS	3.00°	377	485	539	647	755	PAPI		109.6	SAT	109.6
									↑	RT	R-230

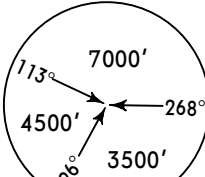
Standard		STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND	
Missed apch climb gradient ILS mim 4.0% I		Missed apch climb gradient DA(H) mim 2.5%		LOC (GS out)			
DA(H) 682' (400')		A: 935' (653') C: 955' (673')					
		B: 945' (663') D: 965' (683')					
FULL/Limited		ALS out		FULL/Limited		ALS out	
A	RVR 1100m	RVR 1500m	RVR 1500m		NOT APPLICABLE	Max Kts	MDA(H) _____ VIS _____
B				100		1200' (892') 1500m	
C/D		RVR 1800m	CMV 2400m			135	1300' (992') 1600m
						C/D	NOT APPLICABLE
I Climb gradient up to 1700'.							

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL
JEPPESSEN

20 NOV 09 **(11-7A)**
ATHENS, GREECE
CAT II ILS X Rwy 21R

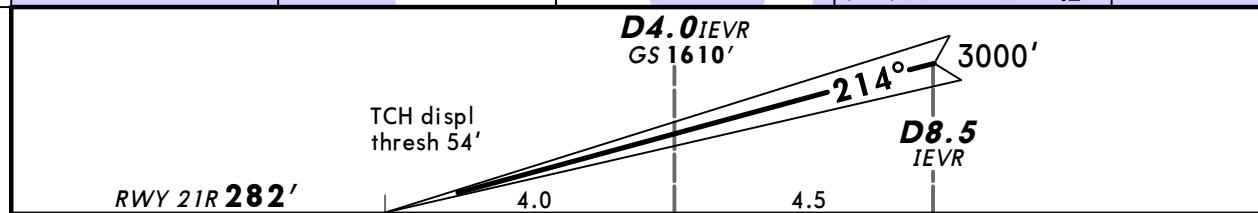
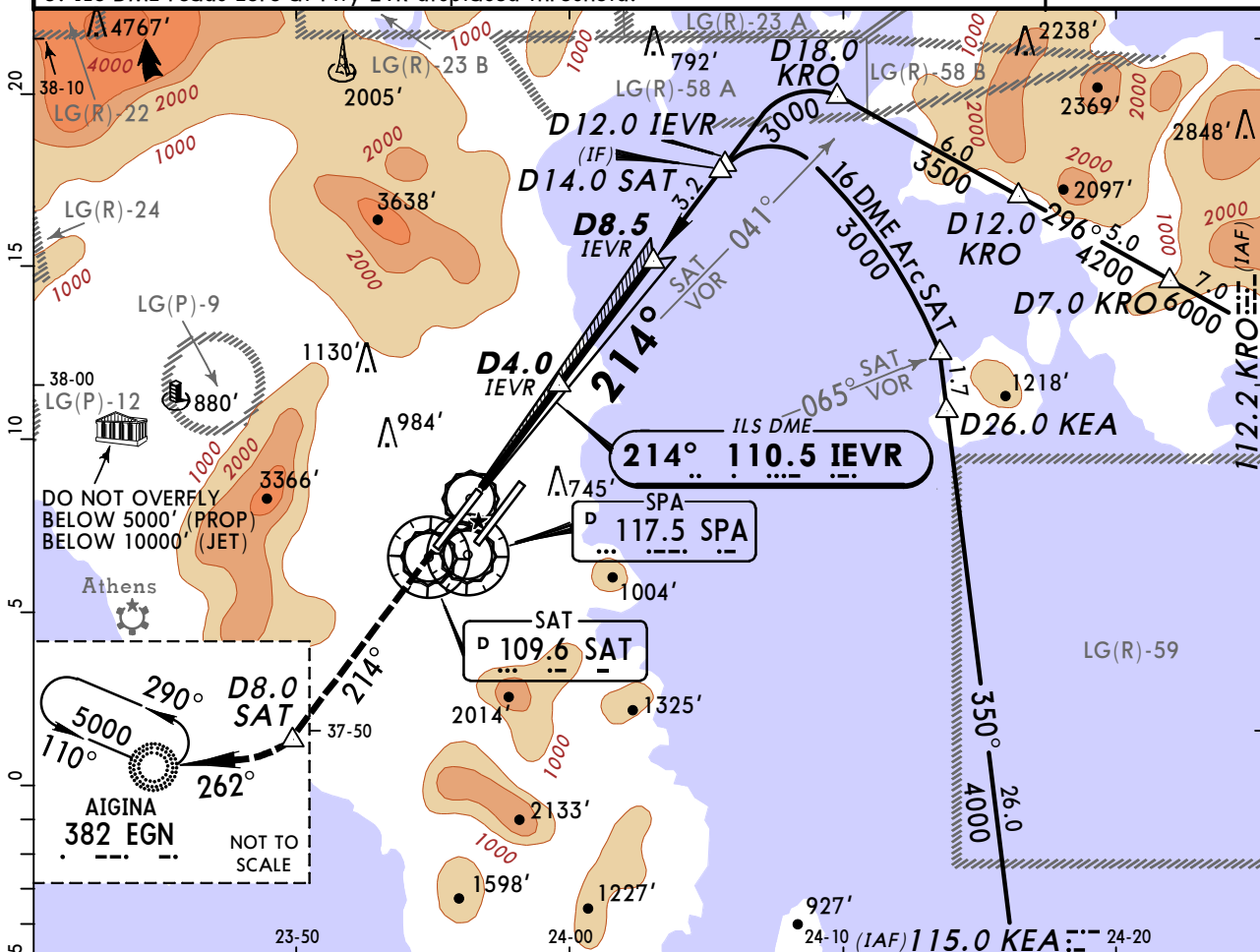
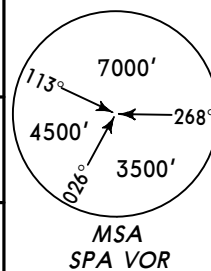
BRIEFING STRIP

TM

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
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		D8.0 SAT	
GS	3.00°	377	485	539	647	755	862			

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'				
DA(H) 382' (100')					DA(H) 409' (127')				
RVR 300m ²					RVR 400m				

¹ Climb gradient up to 1200'.

² Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

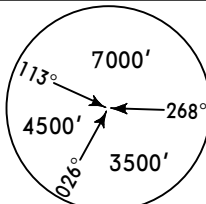
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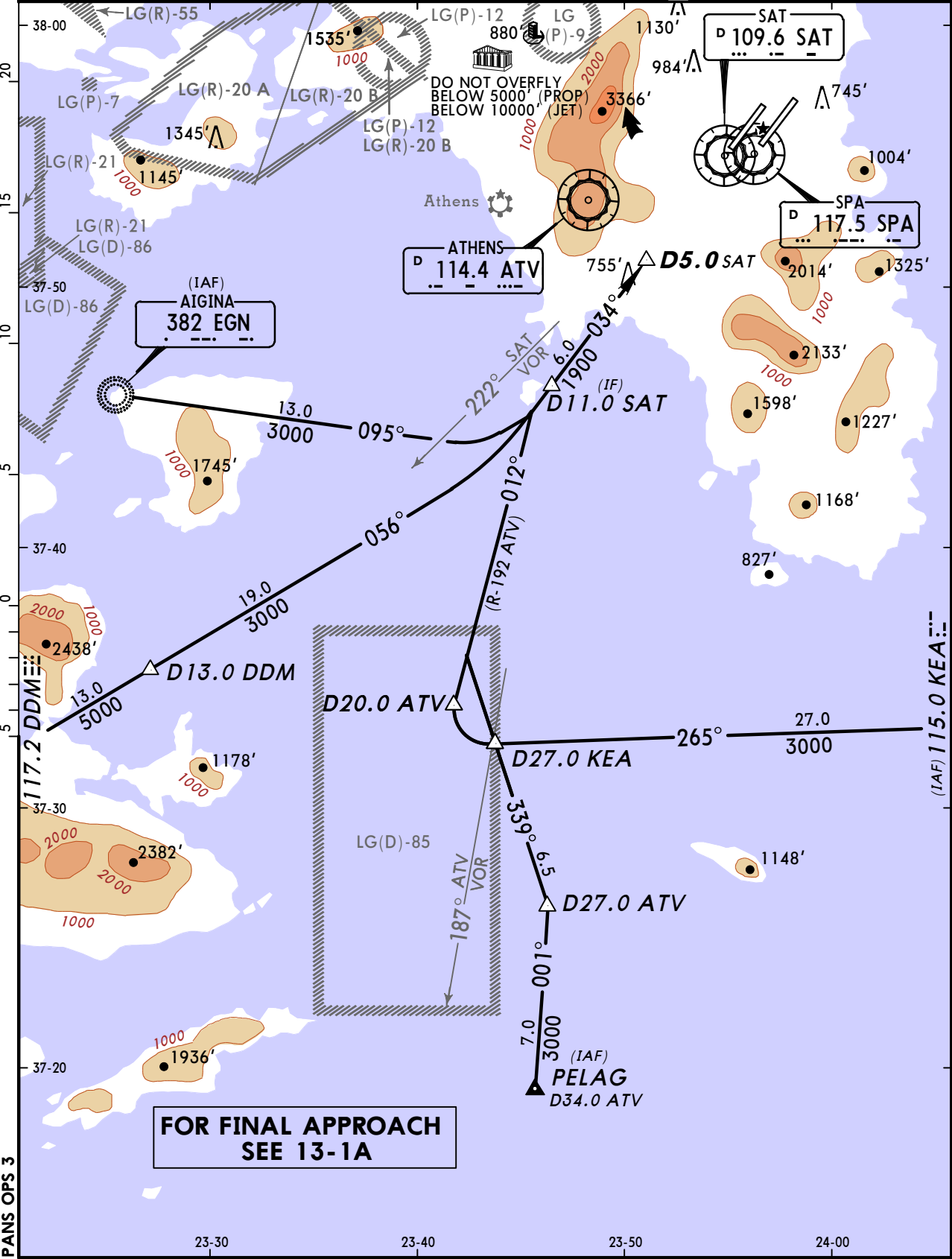
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 (13-1)

ATHENS, GREECE
VOR Rwy 03L

BRIEFING STRIP™

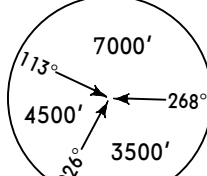
ATIS	ATHENS Arrival (R)		Director (R)	Approach					
136.12	West 132.97	East 126.57	121.4	126.57	130.02	132.97	128.95	125.52	121.4
VENIZELOS Tower 136.27			Ground						
			West 121.8	North 121.75	East 121.9		South 121.95		
VOR SAT 109.6	Final Apch Crs 034°		Minimum Alt Refer to chart 13-1A	DA(H) Refer 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									

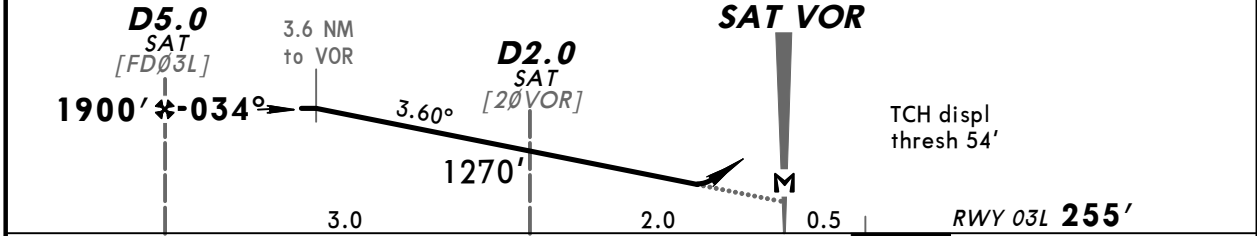
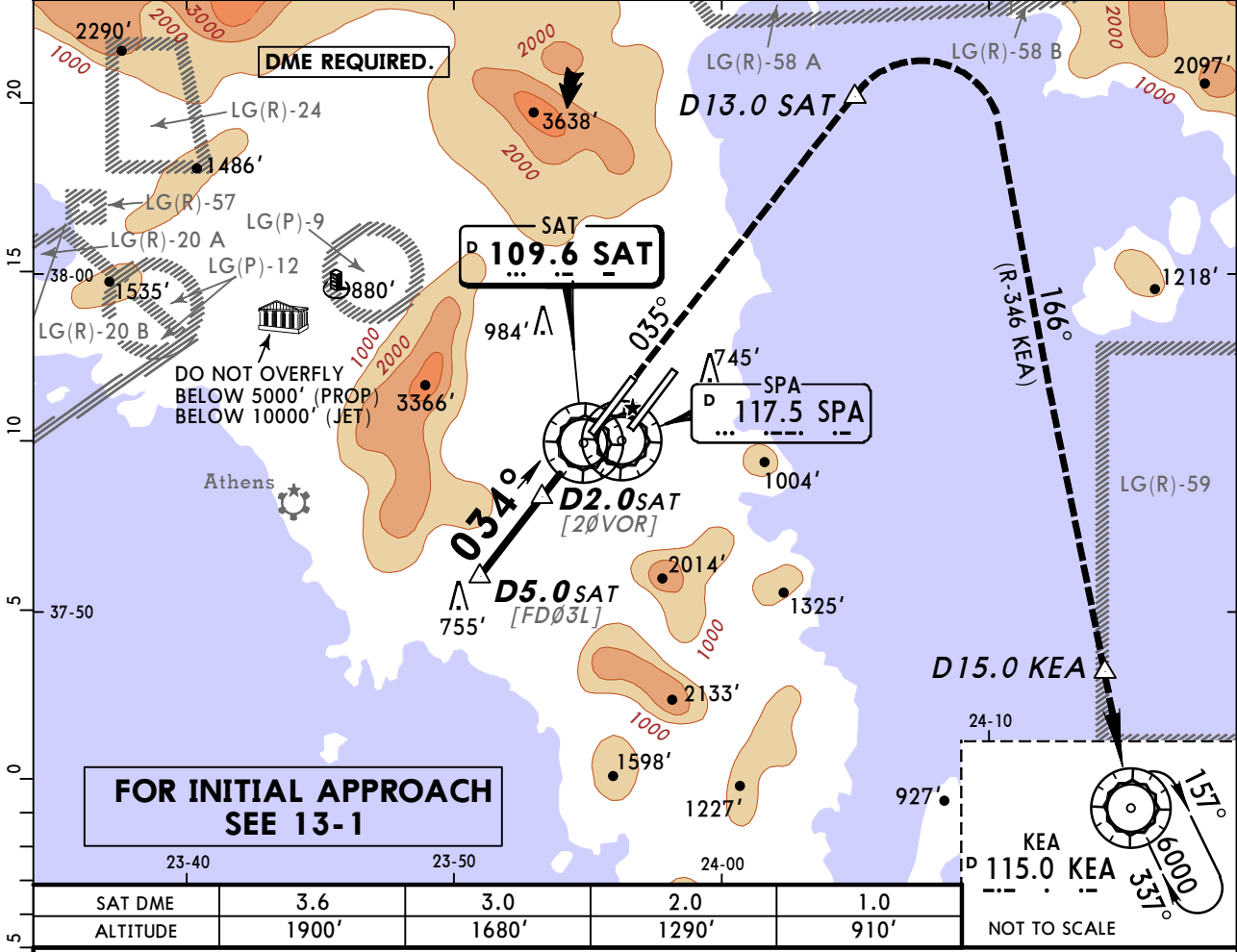


LGAV/ATH
ELEFTERIOS VENIZELOS INTL

20 NOV 09 **13-1A**

ATHENS, GREECE
VOR Rwy 03L

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		308'									
109.6		034°		D5.0 SAT		800' (545')		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							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SAT	
Descent Angle 3.60°	446	573	637	765	892	1019	PAPI		on 109.6	D13.0 SAT
MAP at SAT VOR									R-035	

Standard			STRAIGHT-IN LANDING RWY 03L		CIRCLE-TO-LAND		
			DA(H) 800' (545')		Max Kts.		
			ALS out				
A	RVR 1500m				100	MDA(H) 1200' (892')	VIS 1500m
B					135	1300' (992')	1600m
C	RVR 1800m		CMV 2400m		C	NOT APPLICABLE	
D					D		

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

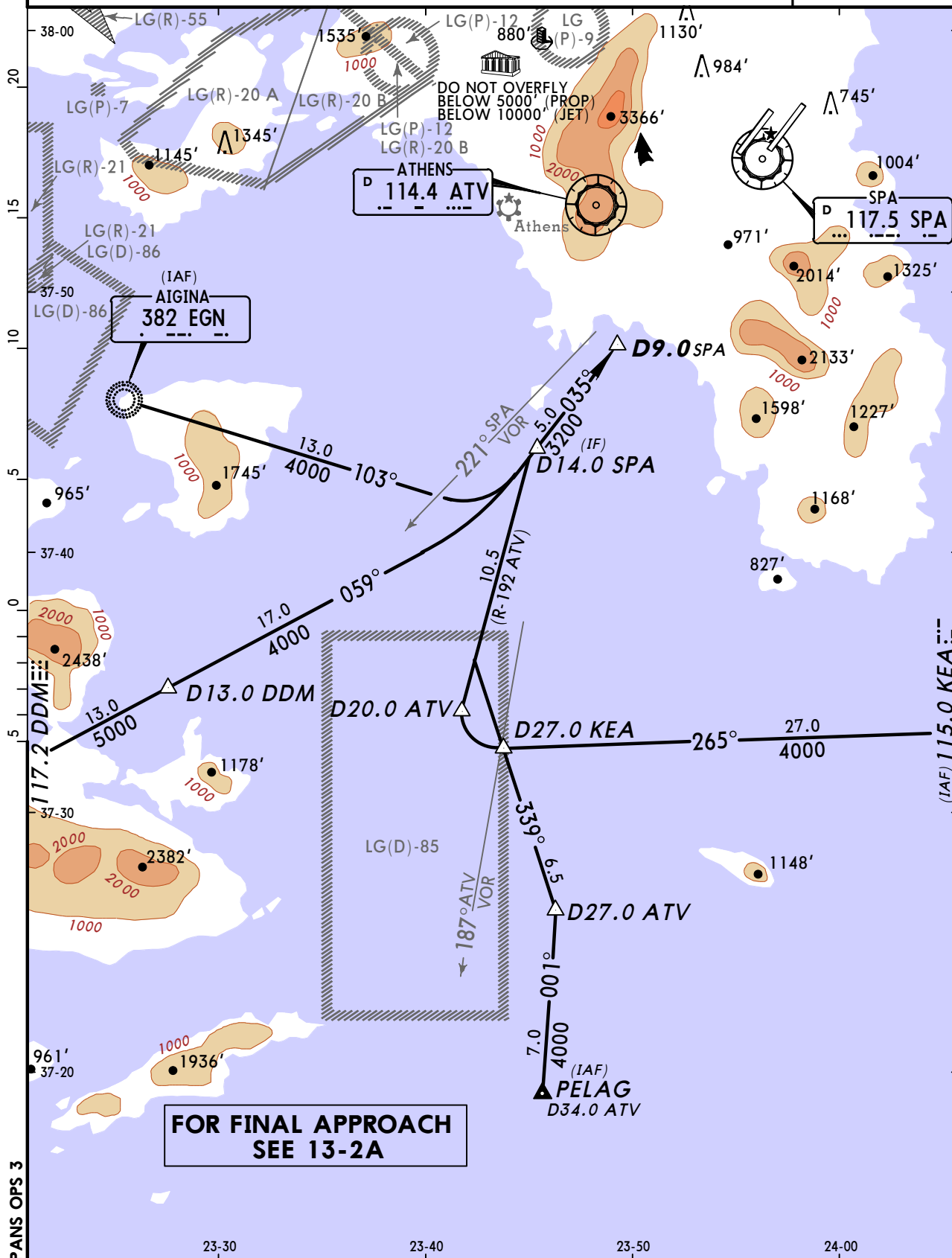
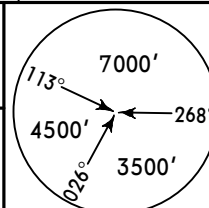
JEPPESSEN
20 NOV 09 **(13-2)**

ATHENS, GREECE

VOR Rwy 03R

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 13-2A	DA(H) 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.									
7000' 268° 4500' 3500' 026° 113° MSA SPA VOR									



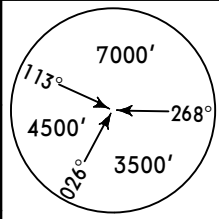
LGAV/ATH

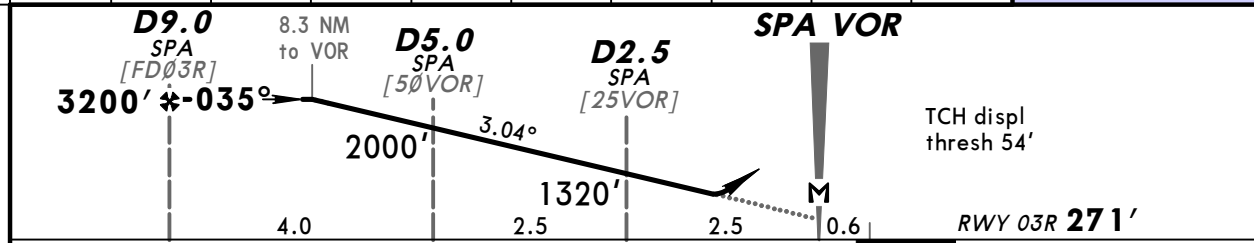
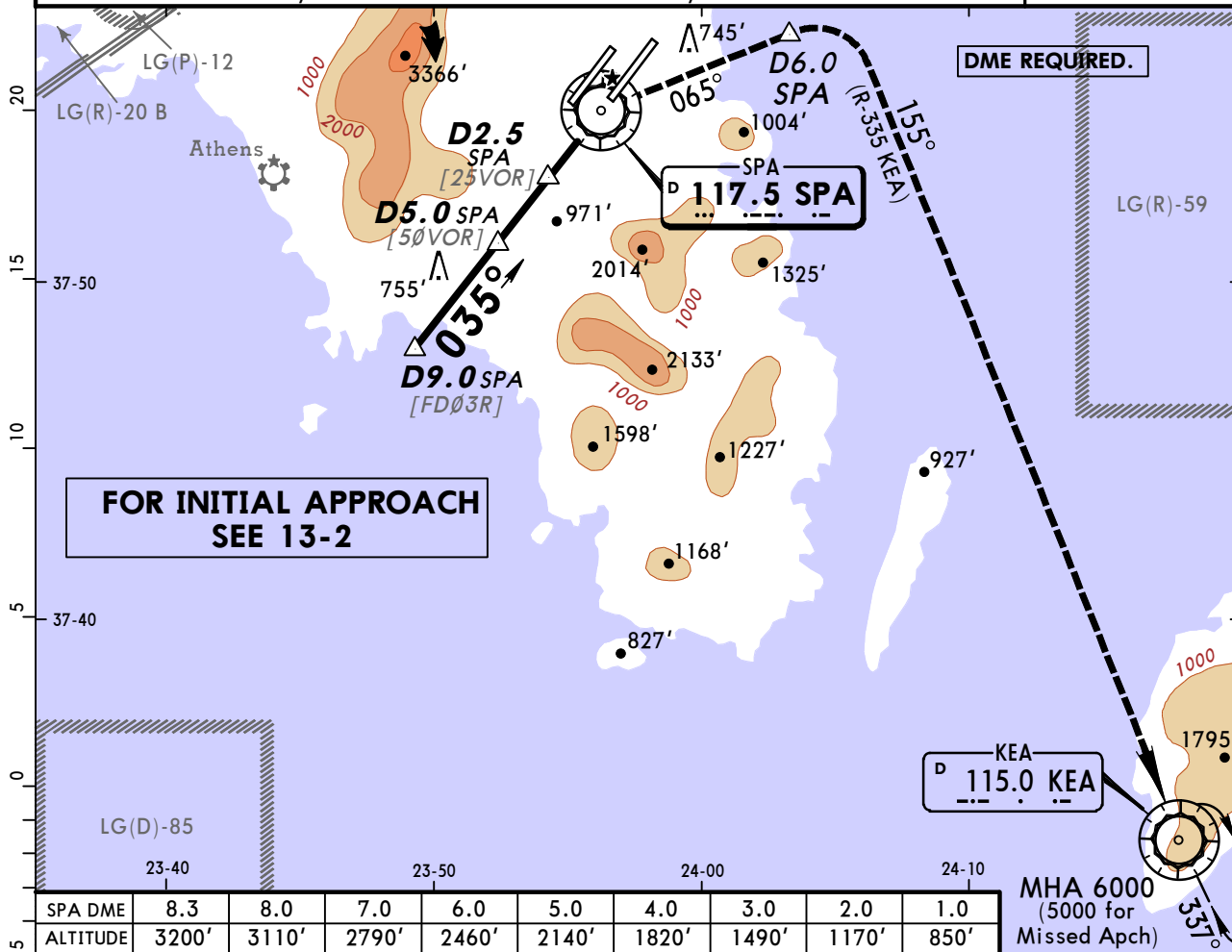
ELEFTHERIOS VENIZELOS INTL

20 NOV 09 **13-2A**

ATHENS, GREECE

VOR Rwy 03R

BRIEFING STRIP TM	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°	3200' (2929')	690' (419')	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		



Gnd speed-Kts	70	90	100	120	140	160		As soon as practicable	SPA 117.5	D6.0 SPA
Descent Angle 3.04°	376	484	538	645	753	861		RT	R-065	
MAP at SPA VOR										

Standard			STRAIGHT-IN LANDING RWY 03R			CIRCLE-TO-LAND			
			DA(H) 690' (419')						
			ALS out			Max Kts	MDA(H) VIS		
A	RVR 1200m			RVR 1500m			100	1200' (892') 1500m	
B							135	1300' (992') 1600m	
C				RVR 1900m			C	NOT APPLICABLE	
D	D								

CHANGES: Note. Minimums.

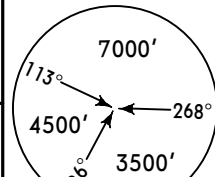
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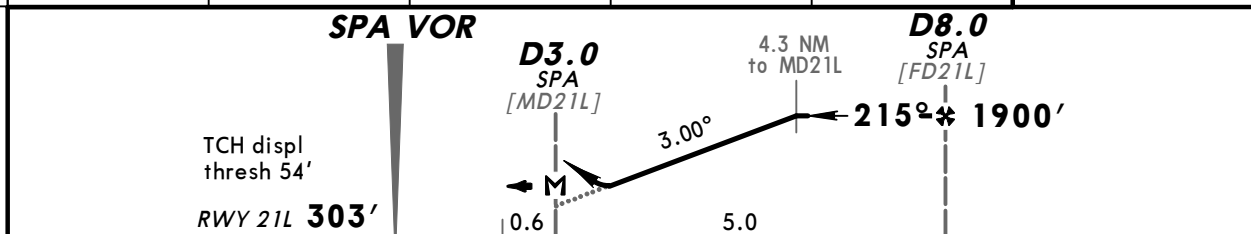
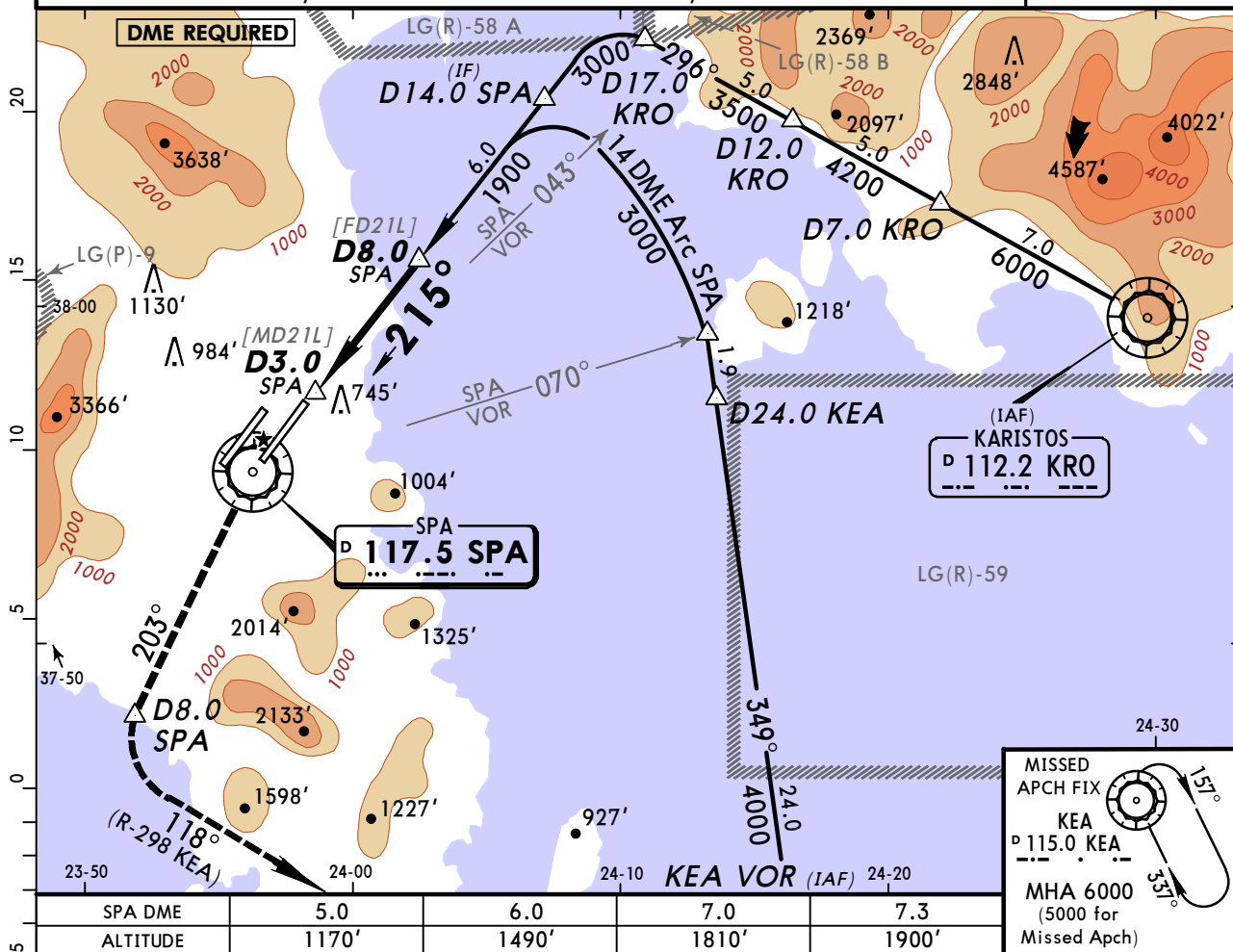
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 (13-3)

ATHENS, GREECE
VOR Rwy 21L

BRIEFING STRIP

ATIS		ATHENS Arrival (R)		Director (R)	Approach							
West		East										
136.12		132.97		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 D8.0 SPA		DA(H)		Apt Elev 308'				
117.5		215°		1900' (1597')		1030' (727')		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'				
MSA SPA VOR												



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	SPA 117.5	D8.0 SPA 117.5	SPA 117.5
Descent Angle 3.00°	372	478	531	637	743	849		LT	on	R-203
MAP at D3.0 SPA										

Standard STRAIGHT-IN LANDING RWY 21L					CIRCLE-TO-LAND		
DA(H) 1030' (727')					Max Kts	MDA(H)	VIS
ALS out					100	1200' (892')	1500m
RVR 1500m					135	1300' (992')	1600m
CMV 2400m					C	NOT APPLICABLE	
					D		

CHANGES: Minimums.

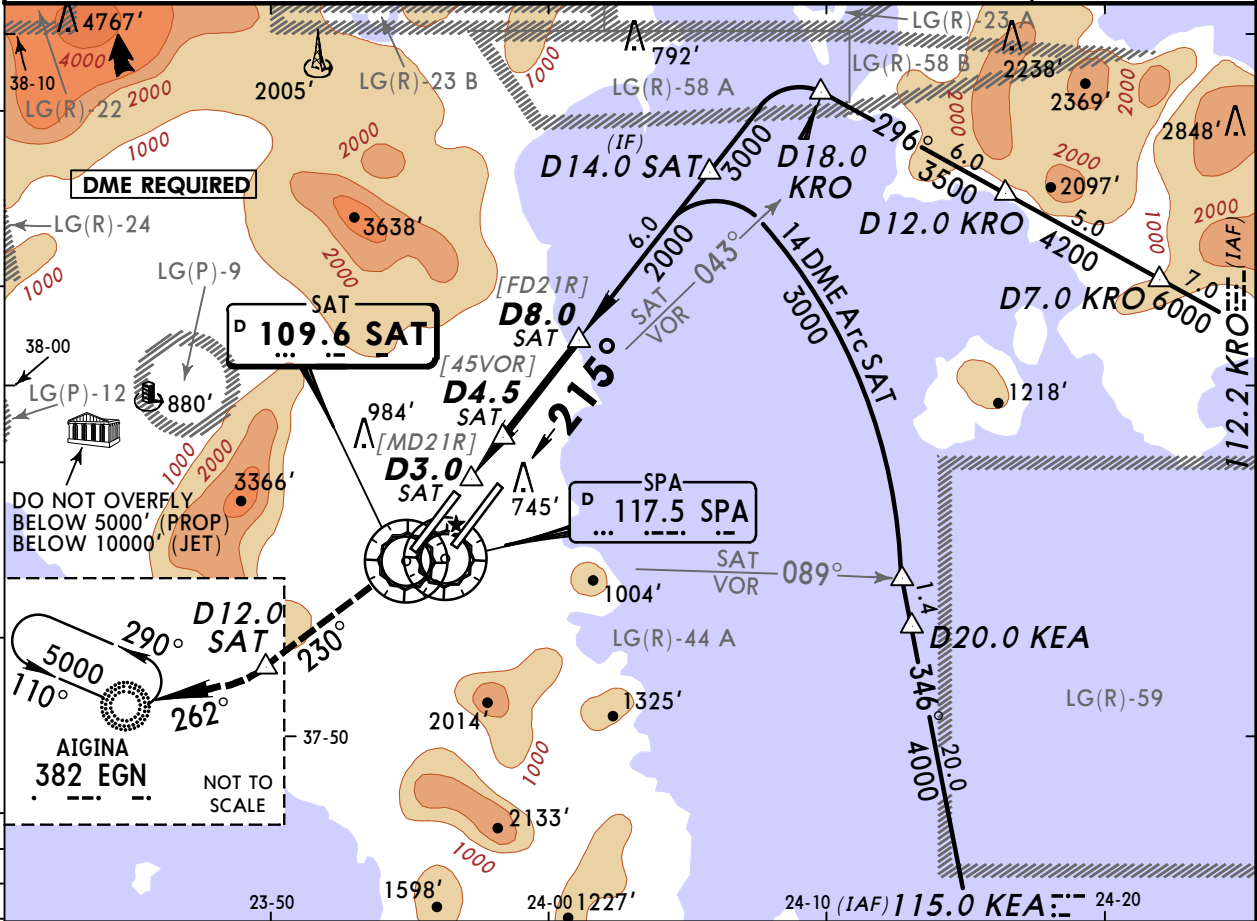
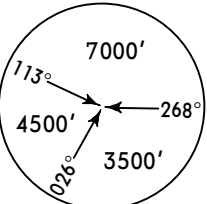
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ELEFTHERIOS VENIZELOS INTL

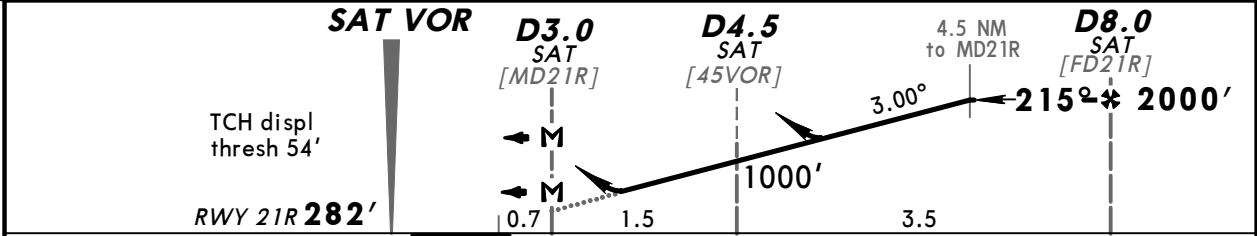
JEPPESSEN
20 NOV 09 13-4

ATHENS, GREECE
VOR Rwy 21R

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		
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.										
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 9000'				
MSA SPA VOR										



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	HIALS-II PAPI	SAT 109.6	D12.0 SAT	SAT 109.6
Descent Angle 3.00°	372	478	531	637	743	849		↑	RT	on R-230
MAP at D3.0 SAT										

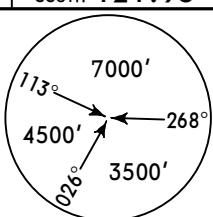
Standard				STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND			
Missed apch climb gradient min 4.0% DA(H) 830' (548')				Missed apch climb gradient min 2.5% DA(H) 1160' (878')							
ALS out				ALS out				Max Kts	MDA(H)		VIS
A	RVR 1500m			RVR 1500m			100	1200' (892')		1500m	
B							135	1300' (992')		1600m	
C	RVR 1800m		CMV 2400m	CMV 2400m			C	NOT APPLICABLE			
D							D				
1 Climb grad up to 1700'.											

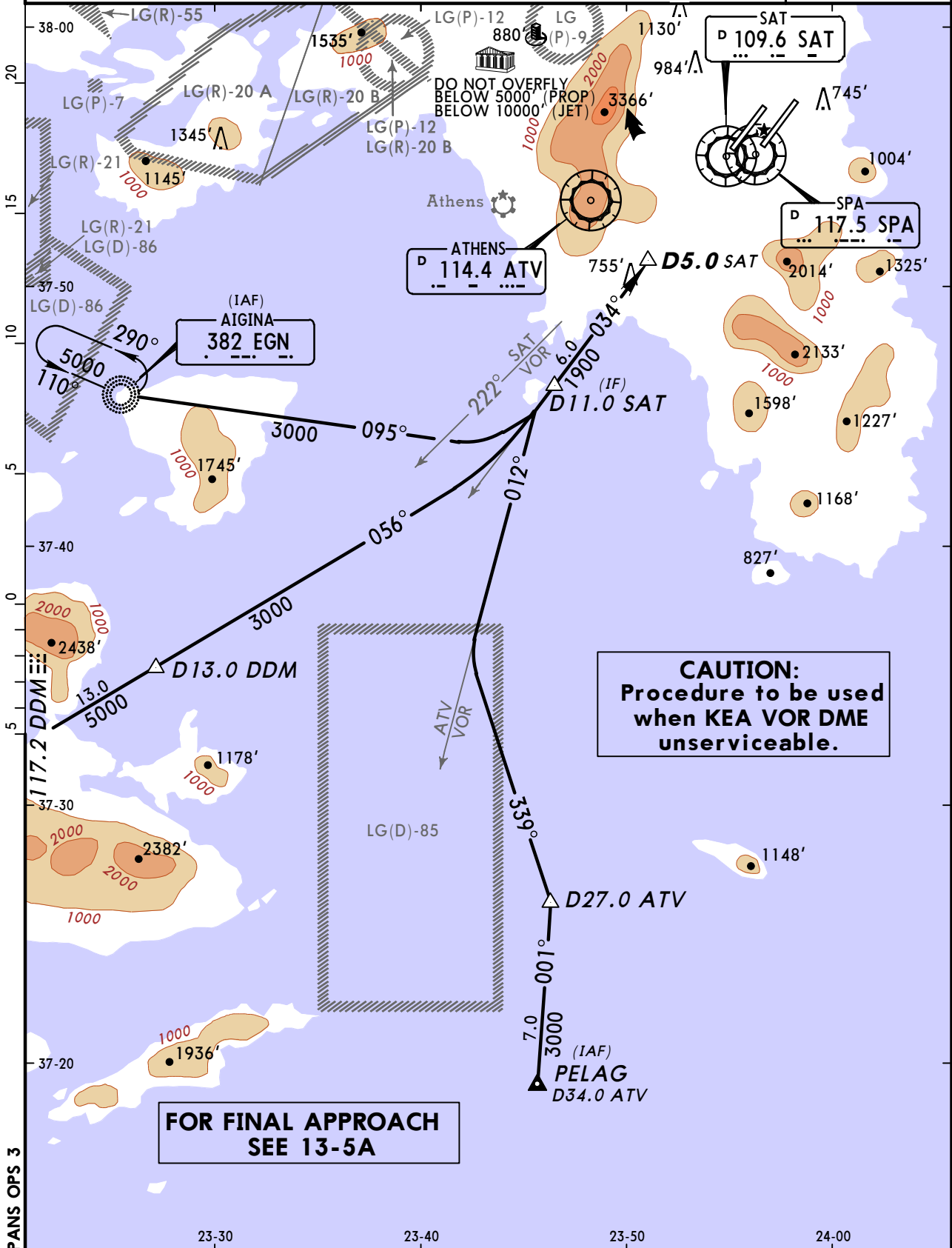
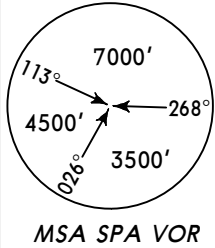
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 (13-5)

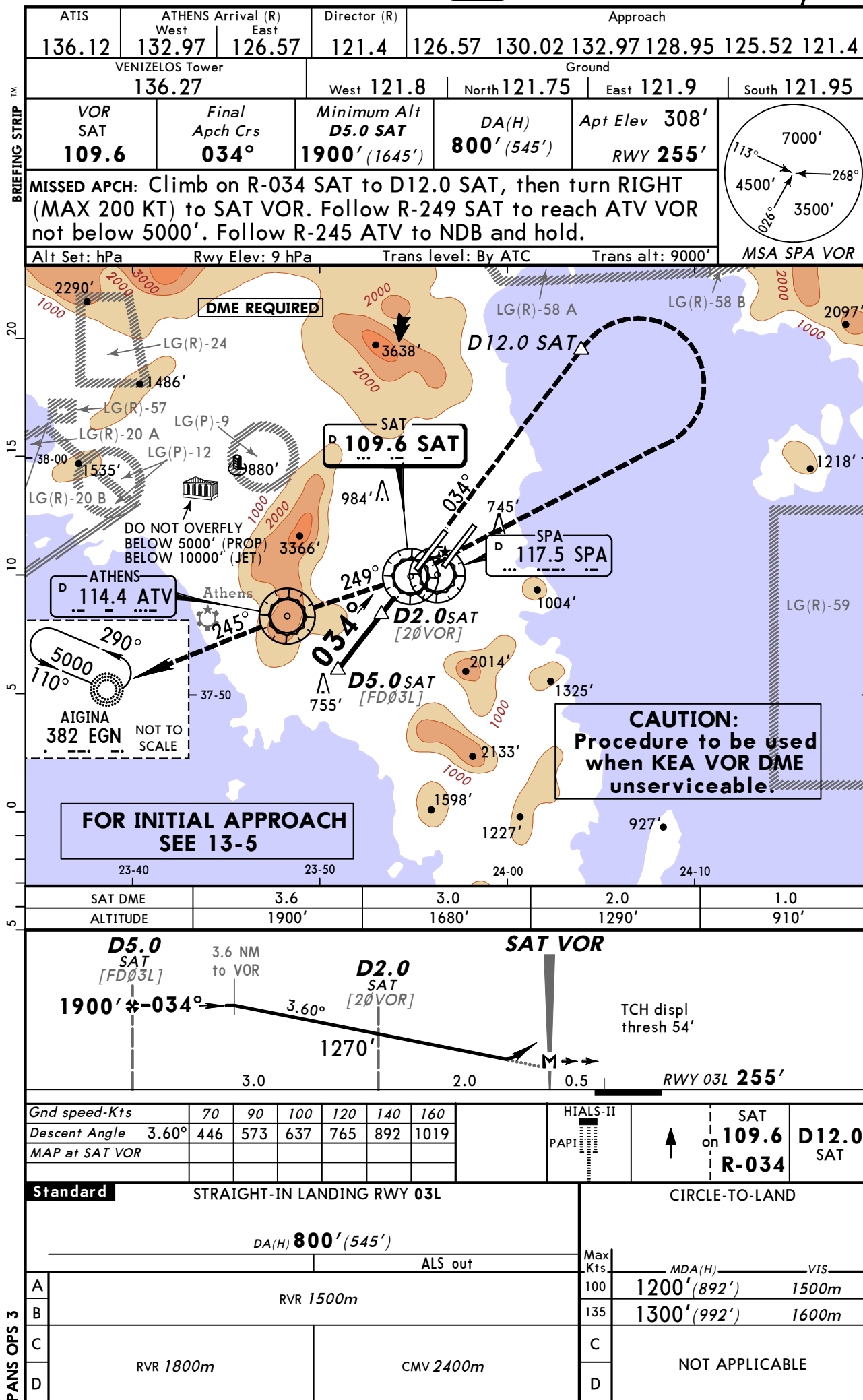
ATHENS, GREECE
VOR Y Rwy 03L

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						
136.27			West 121.8		North 121.75		East 121.9		South 121.95
VOR SAT 109.6		Final Apch Crs 034°	Minimum Alt Refer to chart 13-5A		DA(H) 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									



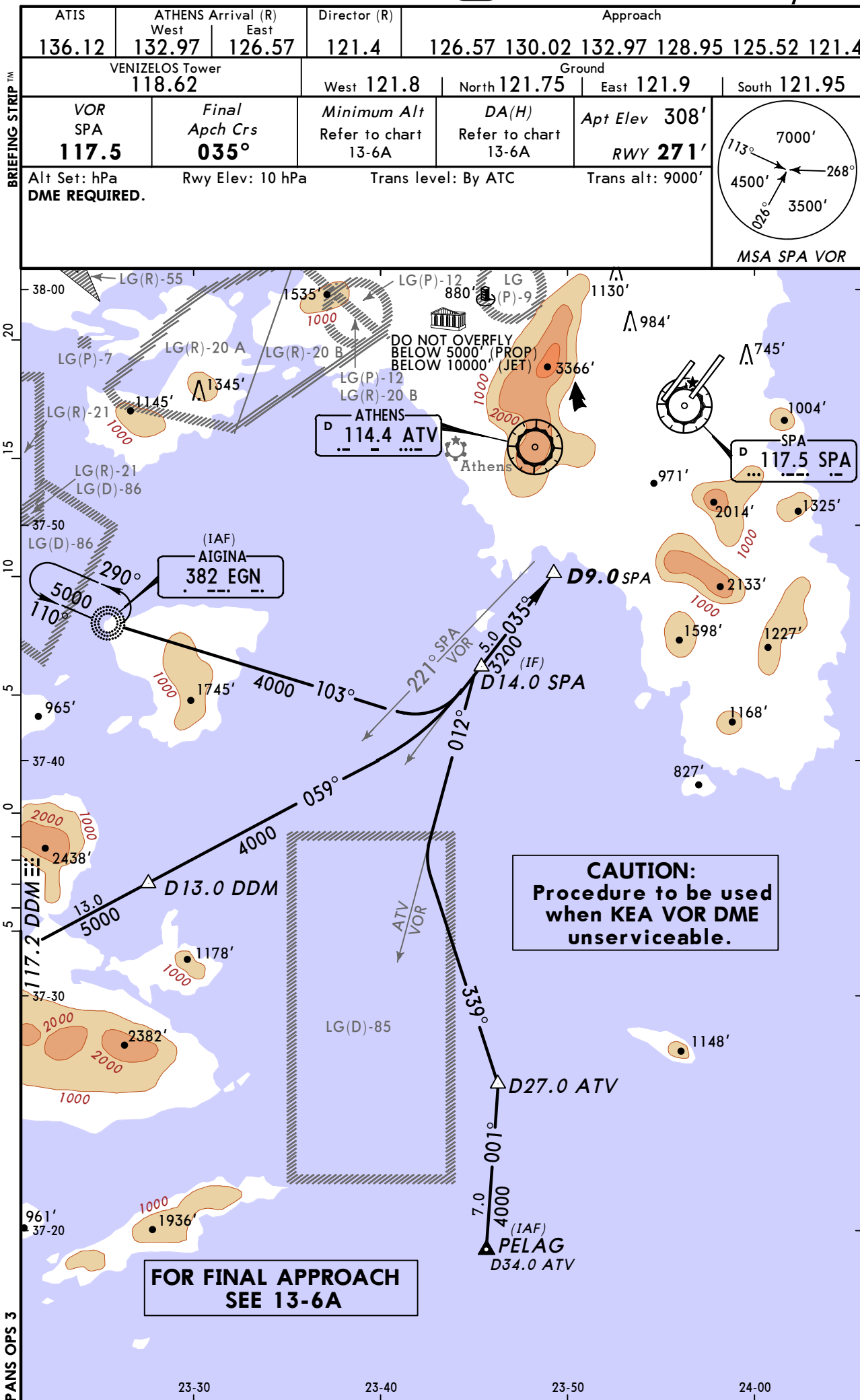
PANS OPS 3

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ELEFTHERIOS VENIZELOS INTL
JEPPESSEN
20 NOV 09 **(13-5A)**
ATHENS, GREECE
VOR Y Rwy 03L


LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
20 NOV 09 **(13-6)**

ATHENS, GREECE
VOR Y Rwy 03R



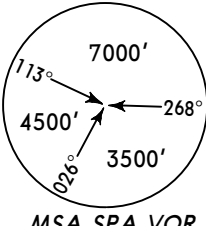
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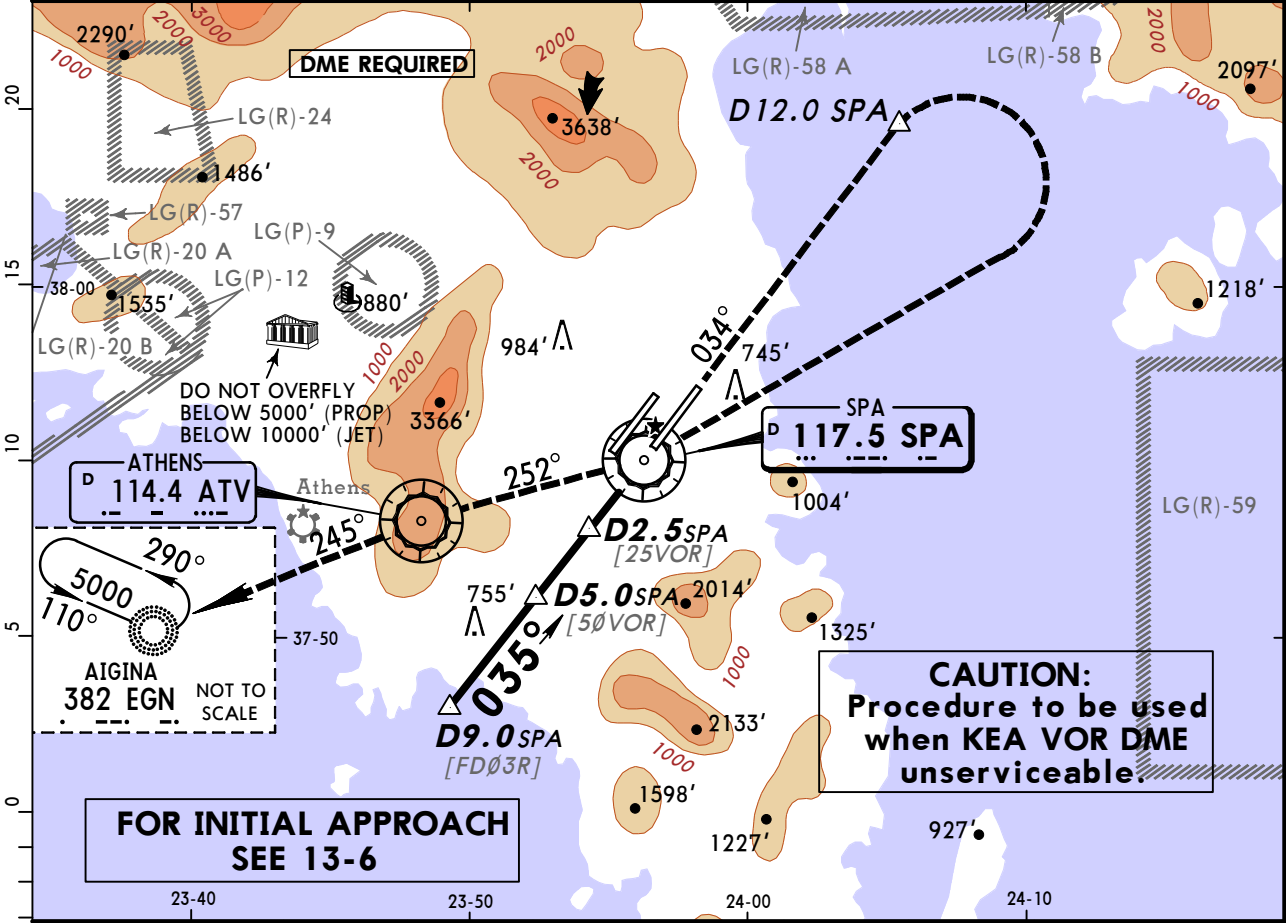
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ELEFTHERIOS VENIZELOS INTL

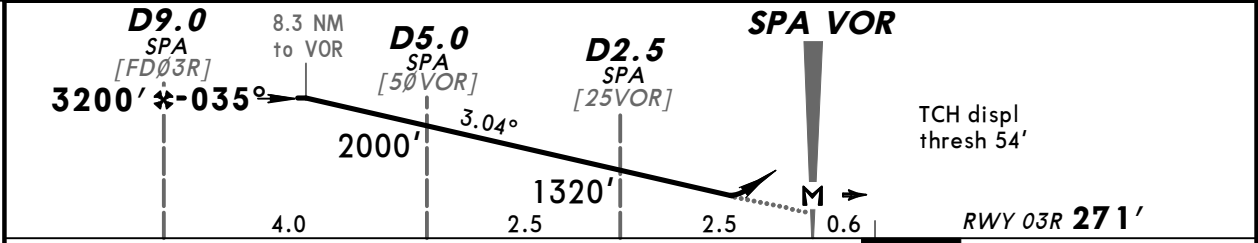
20 NOV 09 **13-6A**

ATHENS, GREECE
VOR Y Rwy 03R

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					
117.5	035°	D9.0 SPA 3200' (2929')	690' (419')	308'					
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.							RWY 271'		
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 9000'		MSA SPA VOR	



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'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		HIALS-II on SPA 117.5 D12.0 R-034 SPA	
<i>Descent Angle 3.04°</i>	376	484	538	645	753	861			
<i>MAP at SPA VOR</i>									

Standard STRAIGHT-IN LANDING RWY 03R				CIRCLE-TO-LAND			
DA(H) 690' (419')							
RVR 1200m				ALS out	Max Kts	MDA(H)	VIS
				RVR 1500m	100	1200' (892')	1500m
RVR 1900m					135	1300' (992')	1600m
					C	NOT APPLICABLE	
					D		

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20 NOV 09 (13-7)

ATHENS, GREECE
VOR Y Rwy 21L

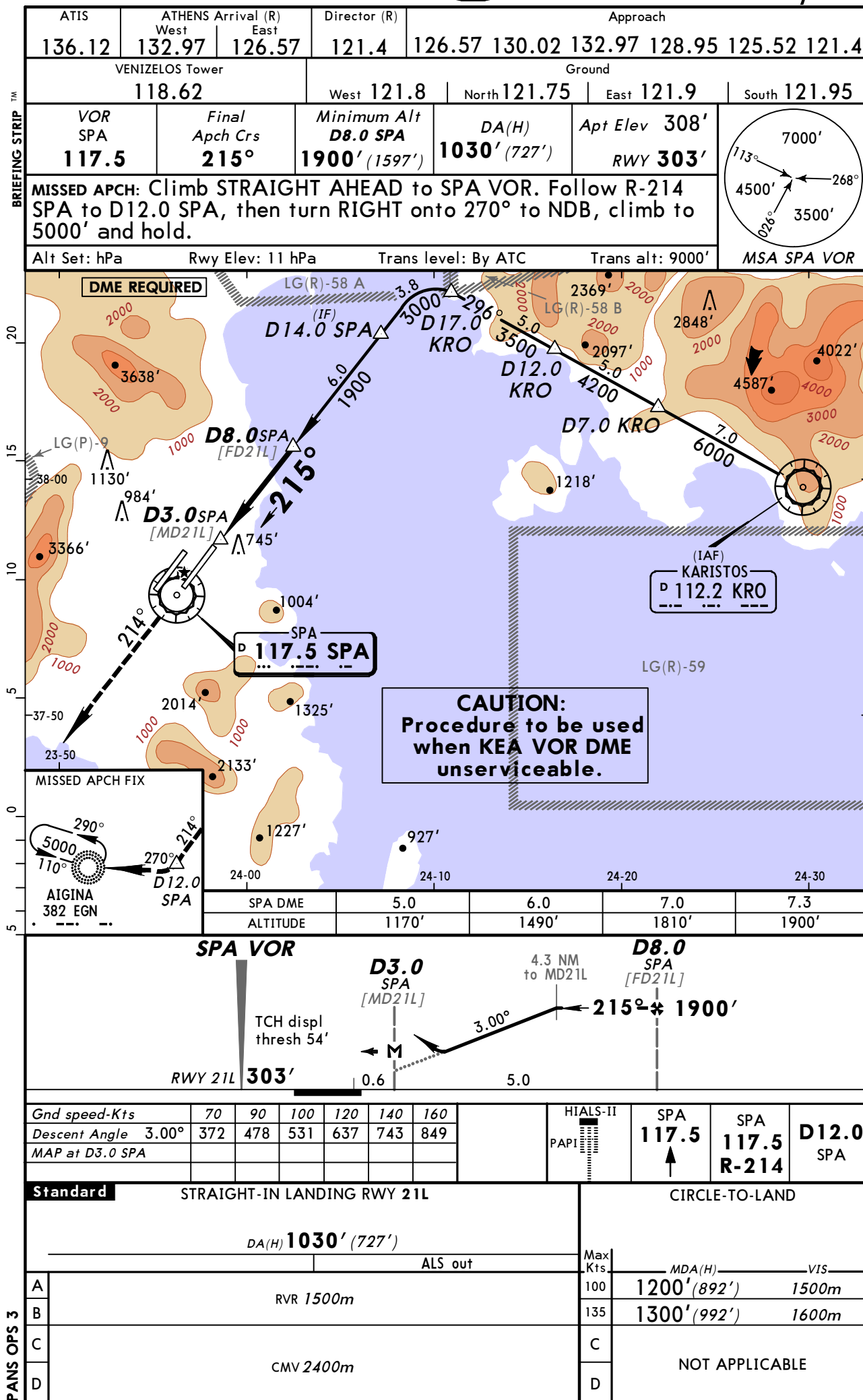


Chart changes since cycle 26-2015

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

Chart Change Notices for Airport LGAV

Type: Terminal

Effectivity: Temporary

Begin Date: 20151201

End Date: 20160131

[10-1P] Noise Abatement (Runway Use System) additional hours: Daily 1200-1600