

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGAV

Terminal Charts For LGAV

Revision Letter For Cycle 13-2016

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: 0302 Z
Sunset: 1749 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: 25.780 Military
Venizelos Tower: 27.870 Military
Venizelos Tower: 118.625
Venizelos Tower: 136.275
Venizelos Tower: 122.100
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: 28.055 Military
Venizelos Clearance Delivery: 118.675
Athens Approach: 125.525
Athens Approach: 126.575
Athens Approach: 128.950
Athens Approach: 130.025
Athens Approach: 132.975
Athens Approach: 29.950 Military
Athens Approach: 121.400
Athens Arrival: 29.950 Arrival Service Military
Athens Arrival: 126.575 Arrival Service
Athens Arrival: 132.975 Arrival Service
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
ELEFTHERIOS VENIZELOS INTL
JEPPesen

9 DEC 11

10-1P

Eff 15 Dec

ATHENS, GREECE
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.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL
JEPPesen

9 DEC 11

10-1P1
Eff 15 Dec
ATHENS, GREECE
AIRPORT BRIEFING

1. GENERAL

1.3.2. ARRIVING ACFT

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

LGAV/ATH

ELEFTERIOS VENIZELOS INTL

JEPPesen

6 JUL 12

10-1P2

ATHENS, GREECE

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

JEPPESEN

6 JUL 12

10-1P3

ATHENS, GREECE

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.

LGAV/ATH

ELEFTERIOS VENIZELOS INTL

JEPPesen

6 JUL 12

(10-1P4)

ATHENS, GREECE

AIRPORT BRIEFING

3. DEPARTUREAll stands except B30 thru B45 :

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

Stands B30 thru B45:

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

Apart from these rules, and in order to expedite traffic whenever operational conditions permit, air traffic controllers can request from ACFT to perform extended push-back with the nose gear abeam the lead-in line of an adjacent parking position. Starting up engines for ACFT requiring push-back is commenced when the ACFT is aligned on the TWY centerline or when clearing the apron service road, in order to protect personnel and equipment from the jet blast.

In cases where push-back is not necessary or in exceptional cases when a pilot wishes to start at least one engine on the stand, the safeguarding of the ACFT is responsibility of the airline and the ground handler. In these cases they shall take the appropriate measures in order of the safeguard the area and to prevent any personnel or vehicle to pass behind running engines, and to ensure that jet blast during this procedure does not affect ACFT taxiing on the TWY behind.

3.2.4. USE OF GA APRON

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

 **JEPPESSEN**

6 JUL 12

10-1P5

ATHENS, GREECE

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 (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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

13 JUL 12

Eff 26 Jul

JEPPesen

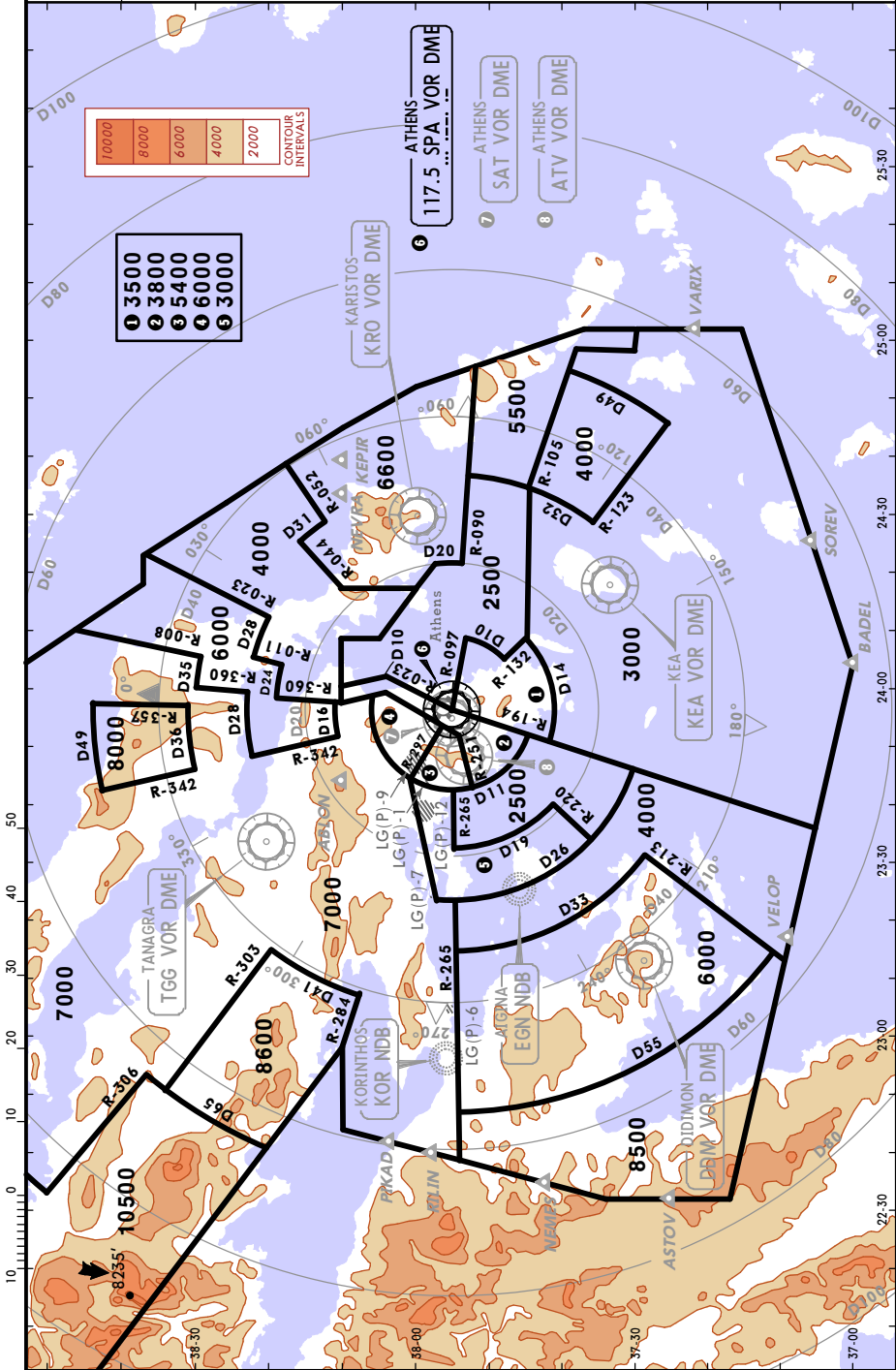
10-1R

ATHENS, GREECE

RADAR MINIMUM ALTITUDES

Apt Elev
308'

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



CHANGES: Sectors & sector altitudes revised.

© JEPPesen, 2007, 2012. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFETHERIOS VENIZELOS INTL

18 NOV 11

10-2

JEPPesen

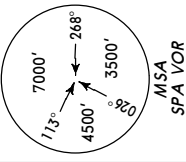
ATHENS, GREECE

STAR

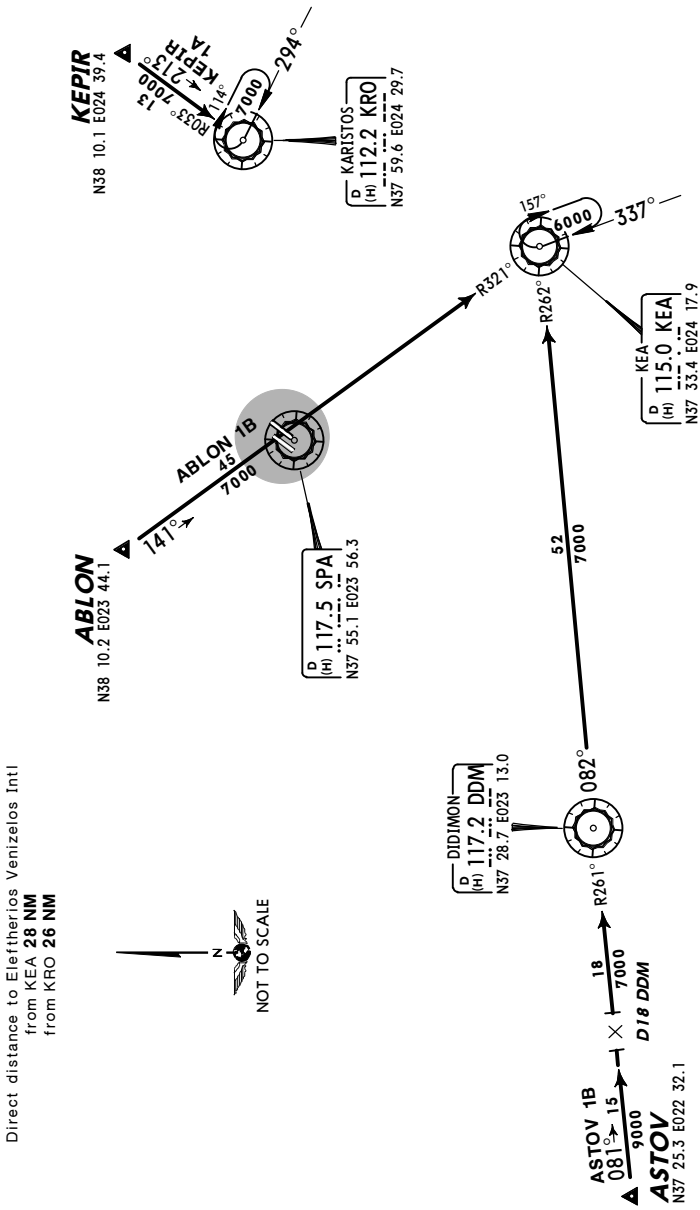
ATIS
136.12

Apt Elev
308'

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



ABLON 1B [ABLO1B]
ASTOV 1B [ASTO1B], KEP1R 1A [KEP11A]
RWYS 21L/R ARRIVALS



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

LGAV/ATH

JEPPesen

ATHENS, GREECE

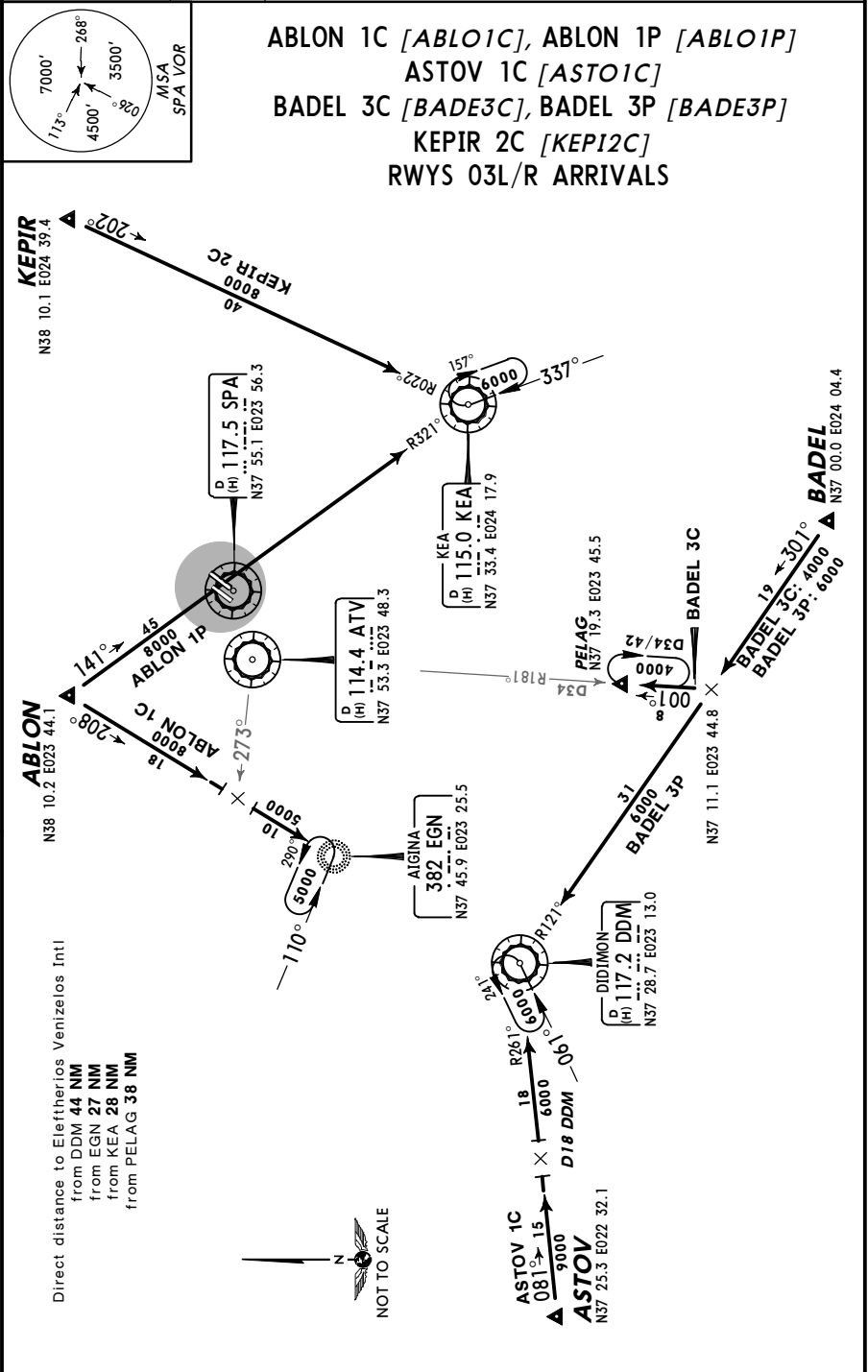
ELEFTHERIOS VENIZELOS INTL

18 NOV 11

10-2A

STAR

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



LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

18 NOV 11

JEPPesen
10-2B

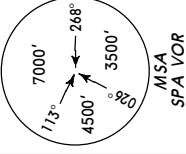
ATHENS, GREECE

STAR

ATIS
136.12

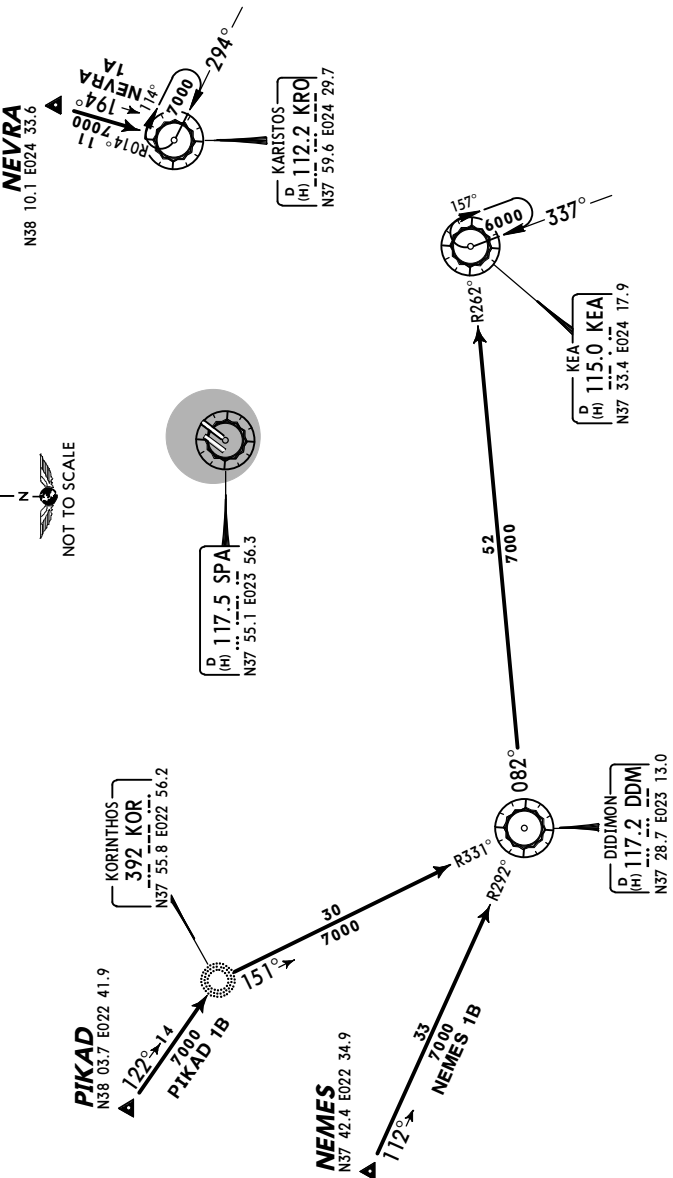
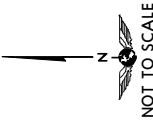
Apt Elev
308'

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



MSA
SPA VOR

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

LGAV/ATH

ELFETHERIOS VENIZELOS INTL

18 NOV 11

JEPPESSEN
10-2C

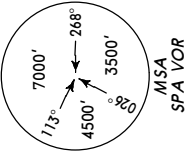
ATHENS, GREECE

STAR

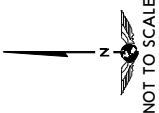
ATIS
136.12

Apt Elev
308'

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

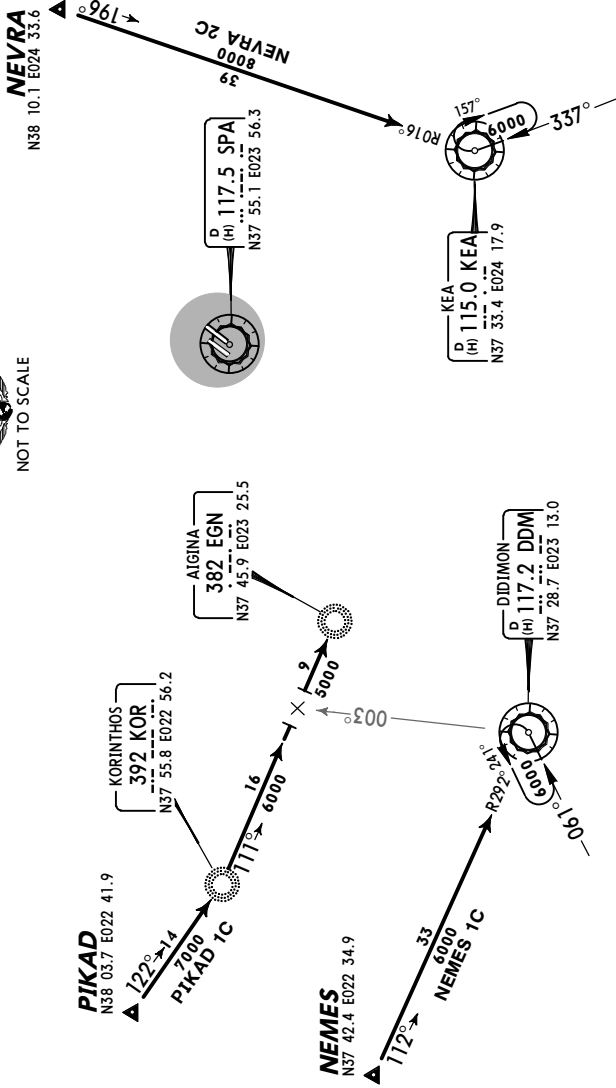
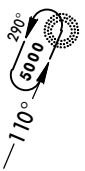


NEMES 1C [NEME1C], NEVRA 2C [NEVR2C]
PIKAD 1C [PIKA1C]
RWYS 03L/R ARRIVALS



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

HOLDING
OVER EGN



VELOP
N37 09.0 E023 17.2

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

LGAV/ATH

ELFETHERIOS VENIZELOS INTL

18 NOV 11

10-2E

JEPPesen

ATHENS, GREECE

STAR

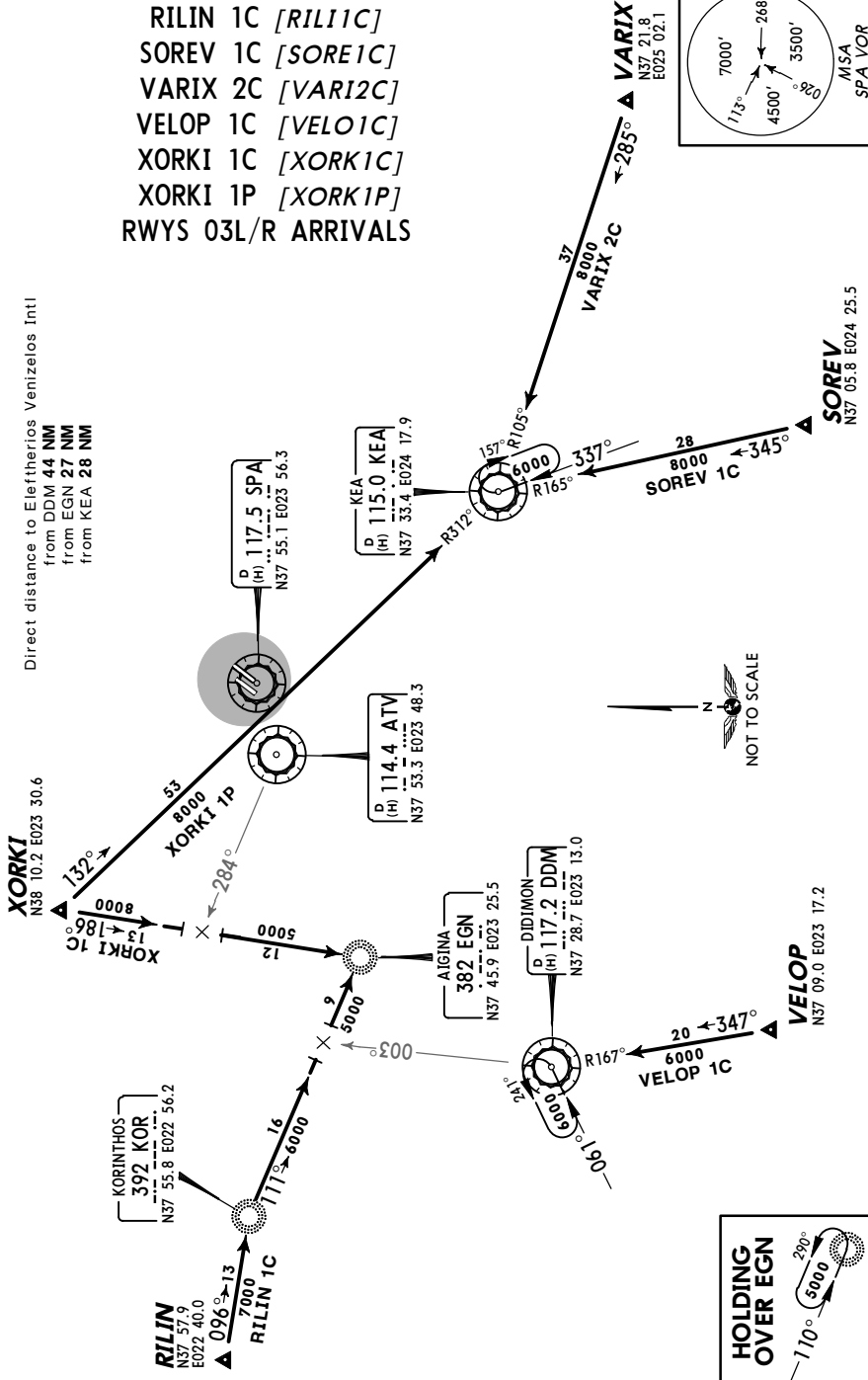
ATIS
136.12

Apt Elev
308'

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

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

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



LGAV/ATH

ELEFTHERIOS VENIZELOS INTL


JEPPESSEN

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.

© JEPPESSEN, 2003, 2015. ALL RIGHTS RESERVED.

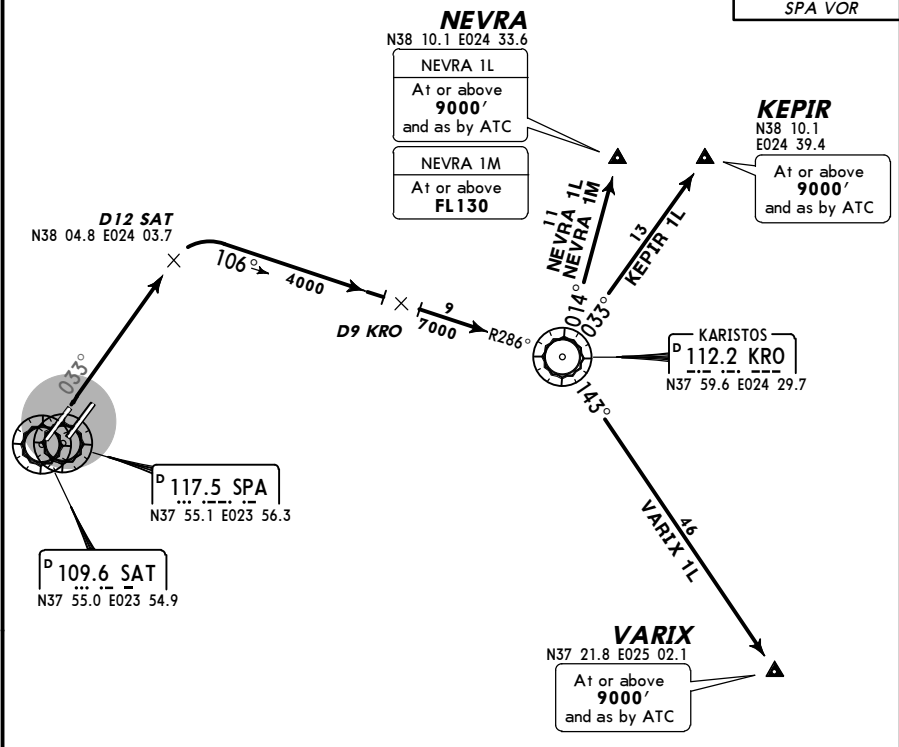
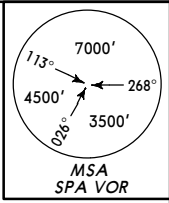
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

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.
----------------------------	------------------	---

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL



JEPPESSEN

11 DEC 09

10-3C

ATHENS, GREECE

SID

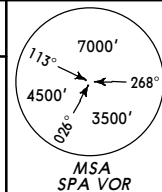
ATHENS Departure
128.95

Apt Elev
308'

Trans level: By ATC

Trans alt: 9000'

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



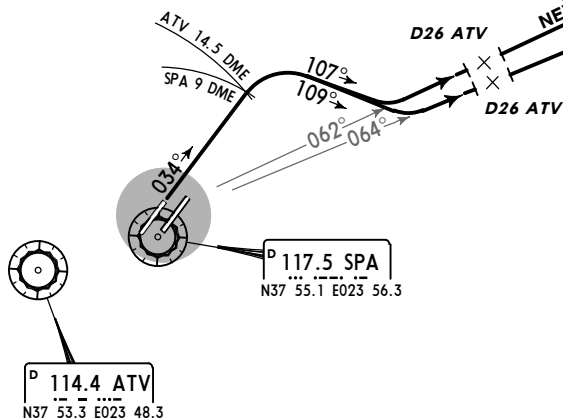
NEVRA
N38 10.1 E024 33.6

At or above
9000'
and as by ATC

KEPIR

N38 10.1
E024 39.4

At or above
9000'
and as by ATC



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

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

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

Initial climb clearance **9000'**

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL



JEPPESSEN

17 JUL 15

(10-3D)

ATHENS, GREECE

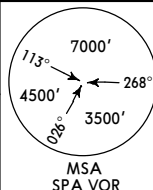
SID

ATHENS
Departure
128.950

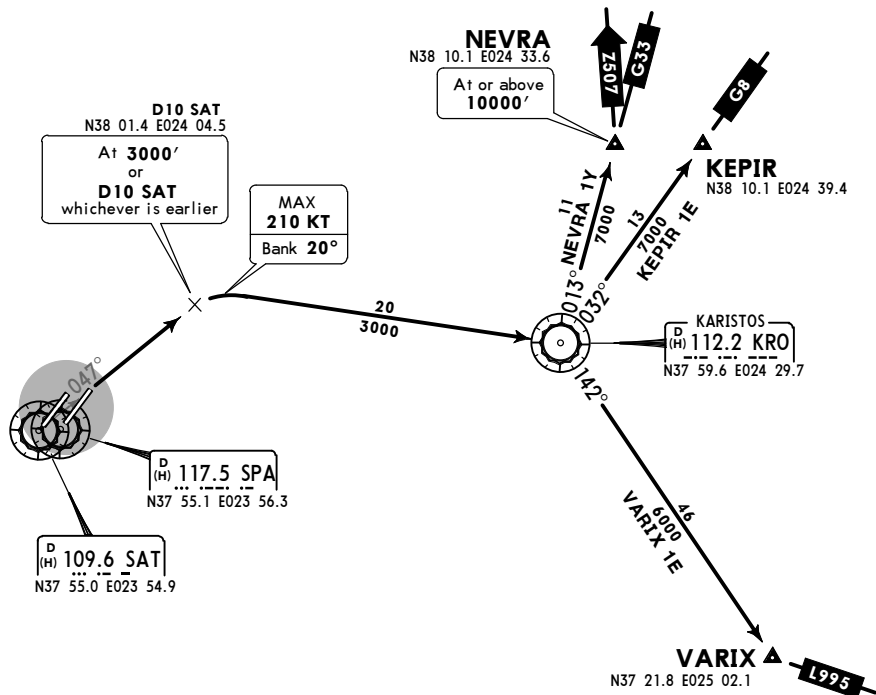
Apt Elev
308'

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.



KEPIR 1E [KEPI1E]
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.

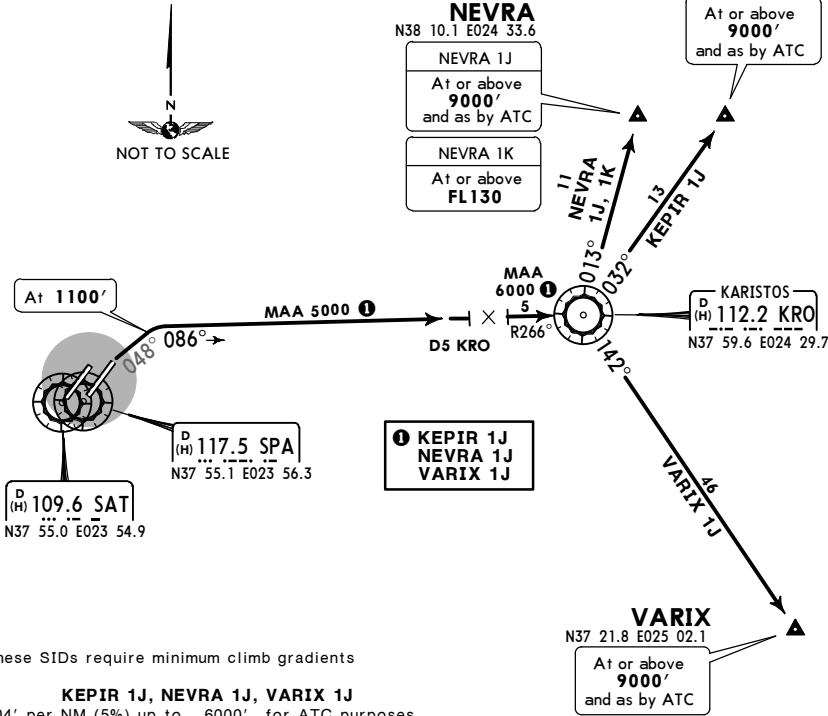
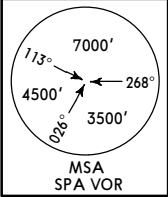
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

17 JUL 15
10-3E

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.
-----------------------------	------------------	---

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	507	760	1013	1267	1520
352' per NM	440	587	880	1173	1467	1760

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL



JEPPESSEN

17 JUL 15

(10-3E1)

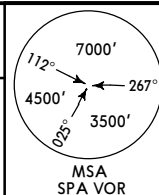
ATHENS, GREECE

SID

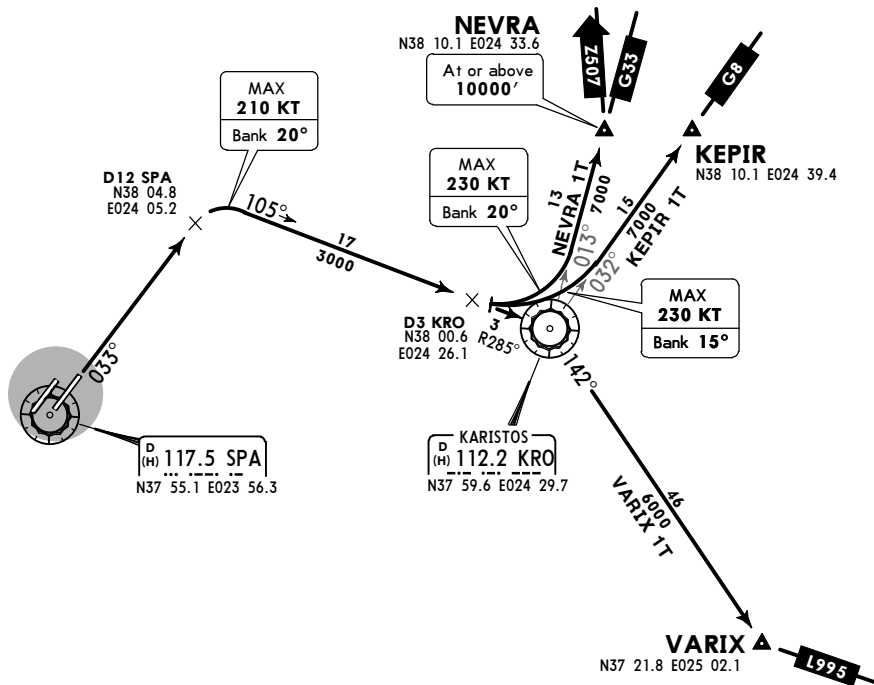
ATHENS Departure
128.950

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



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.

CHANGES: SID KRO 1T withdrawn.

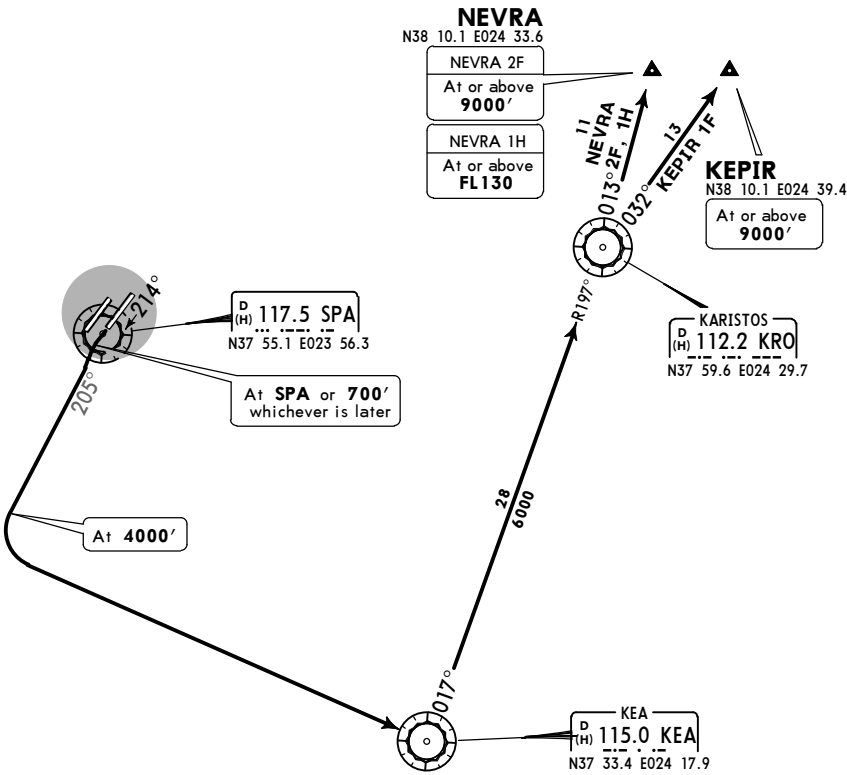
© JEPPESSEN, 2010, 2015. ALL RIGHTS RESERVED.

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 1F [KEPI1F]
NEVRA 2F [NEVR2F], NEVRA 1H [NEVR1H]
RWY 21L DEPARTURES



These SIDs require a minimum climb gradient of

KEPIR 1F, NEVRA 2F
243' per NM (4%).

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

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



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

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

INITIAL CLIMB

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

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL



JEPPESSEN

11 DEC 09

10-3F

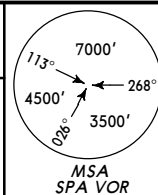
ATHENS, GREECE

SID

ATHENS Departure
128.95

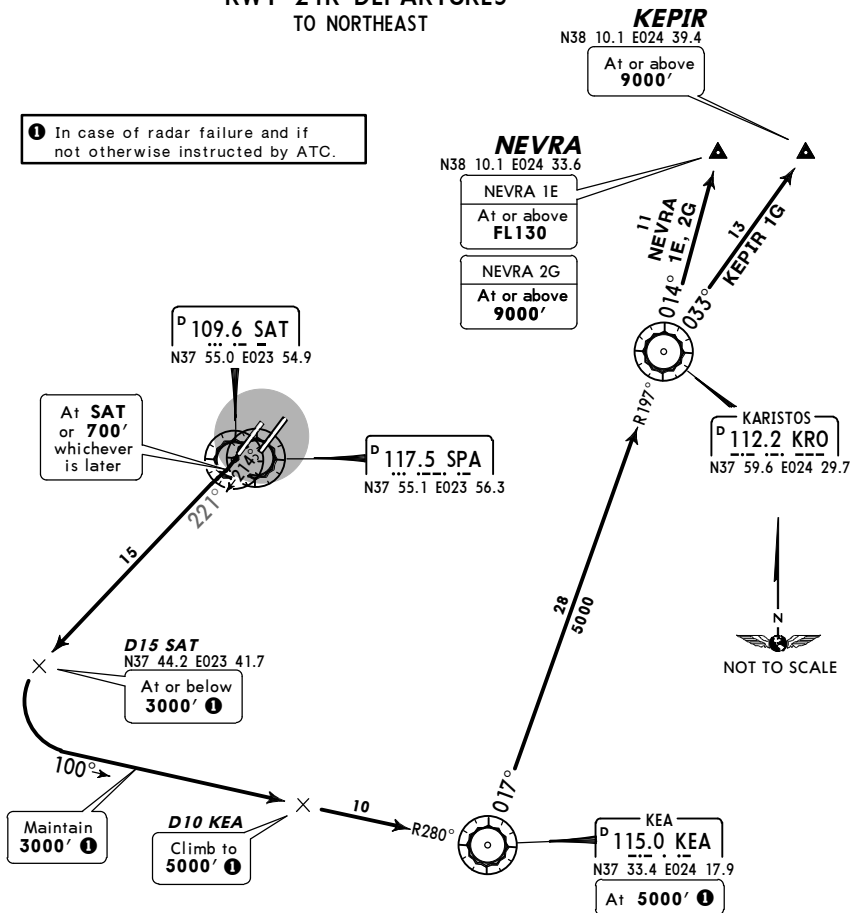
Apt Elev
308'

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



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

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



These SIDs require a minimum climb gradient
of

KEPIR 1G, NEVRA 2G

304' per NM (5%).

NEVRA 1E

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

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

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

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

INITIAL CLIMB

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

SID

ROUTING

KEPIR 1G

At KRO, KRO R-033 to KEPIR.

NEVRA 1E, 2G

At KRO, KRO R-014 to NEVRA.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPesen
11 DEC 09 10-3G

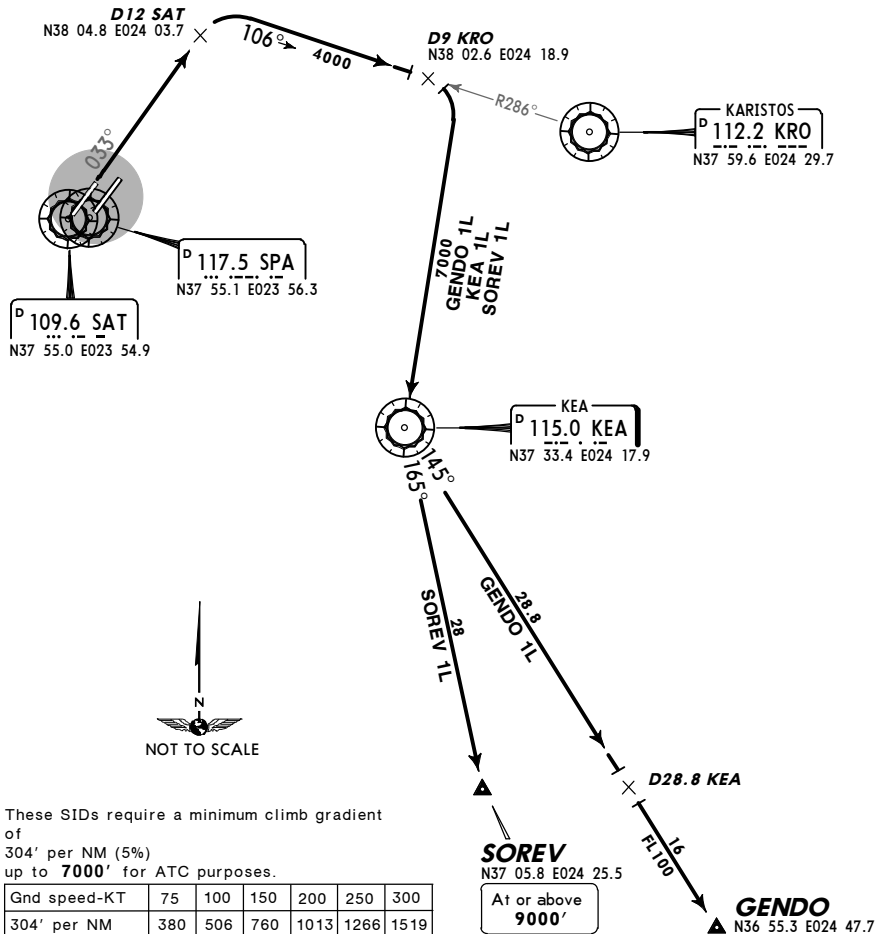
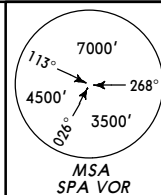
ATHENS, GREECE
SID

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.

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



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

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

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

Initial climb clearance 7000'

INITIAL CLIMB

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

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

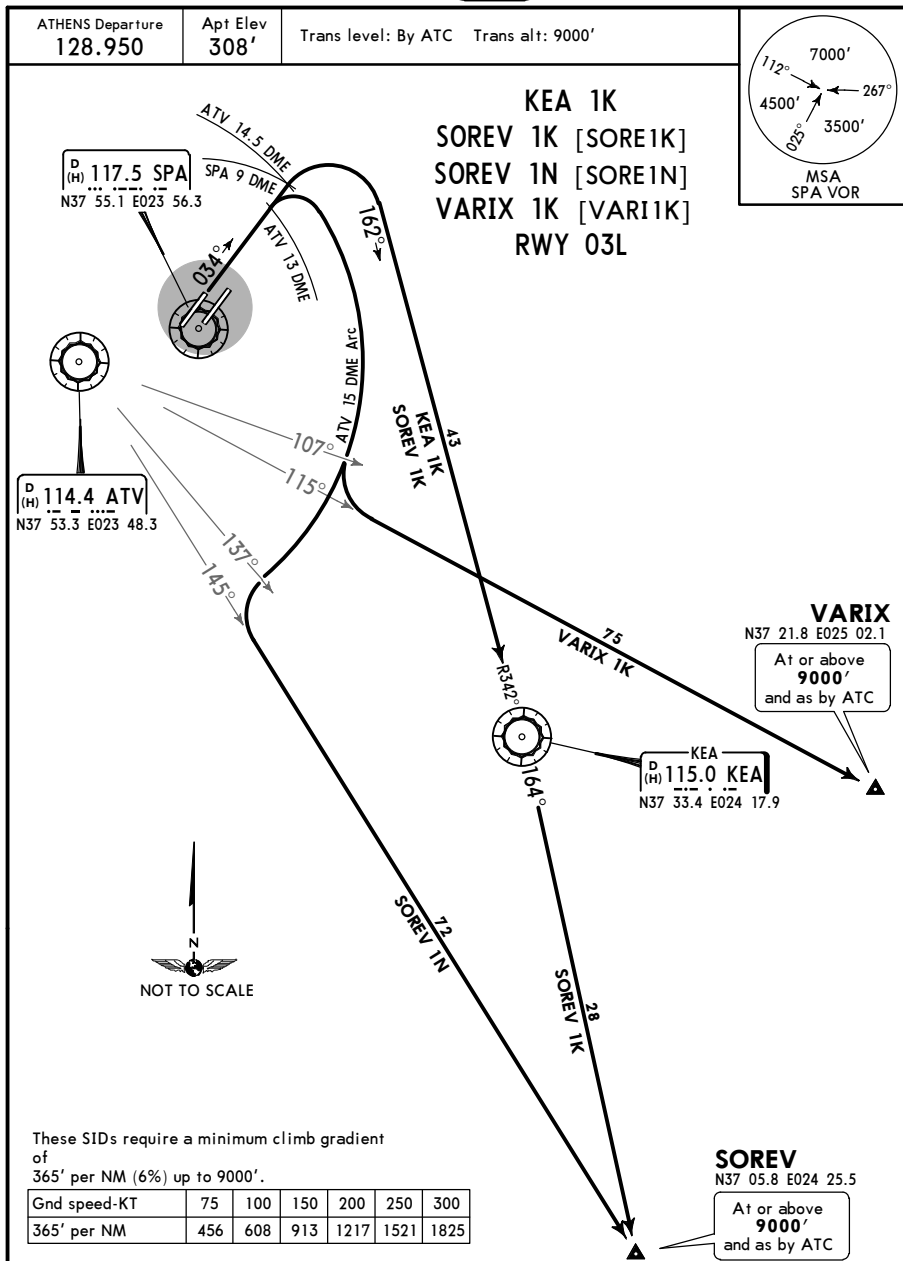
CHANGES: None.

© JEPPESEN, 2004, 2009. ALL RIGHTS RESERVED.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

1 APR 16 10-3H

ATHENS, GREECE
SID



Initial climb clearance **9000'**

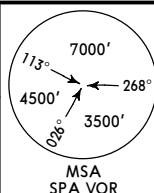
SID	INITIAL CLIMB/ROUTING
KEA 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA and then by ATC.
SOREV 1K	Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept KEA R-342 inbound to KEA, KEA R-164 to SOREV.
SOREV 1N	Climb on 034° track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

CHANGES: None.

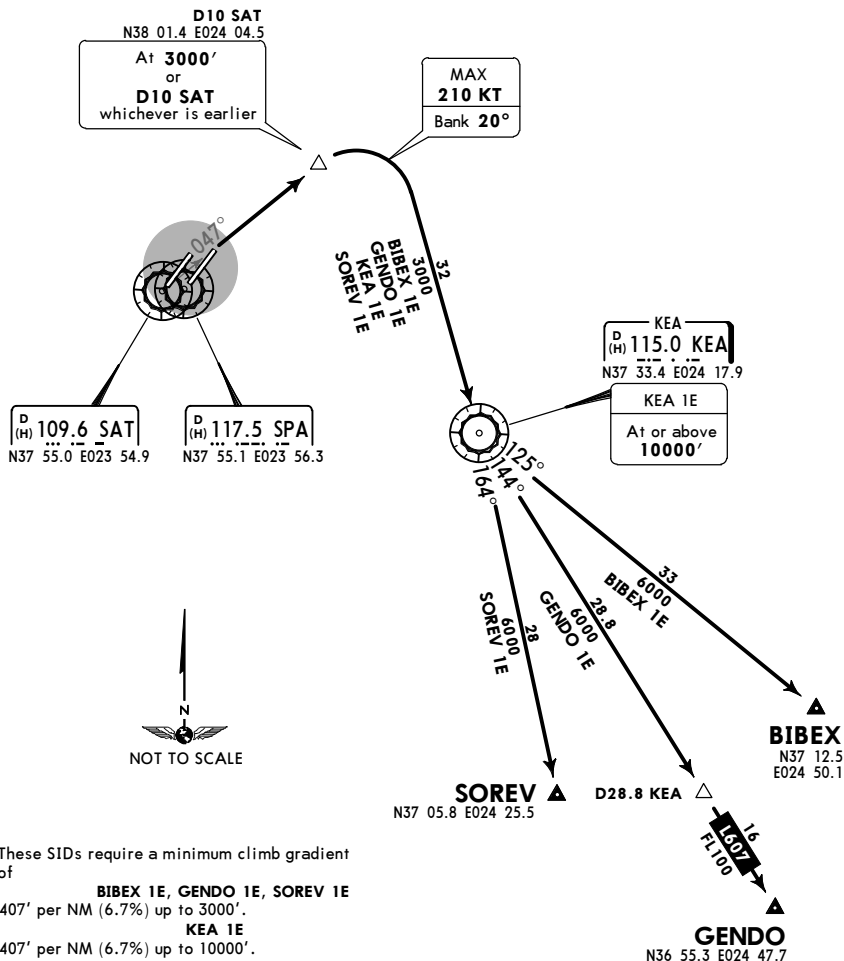
© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

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



BIBEX 1E, GENDO 1E, SOREV 1E
407' per NM (6.7%) up to 3000'.
KEA 1E
407' per NM (6.7%) up to 10000'.

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

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

28 AUG 15



(10-3J1)

ATHENS, GREECE

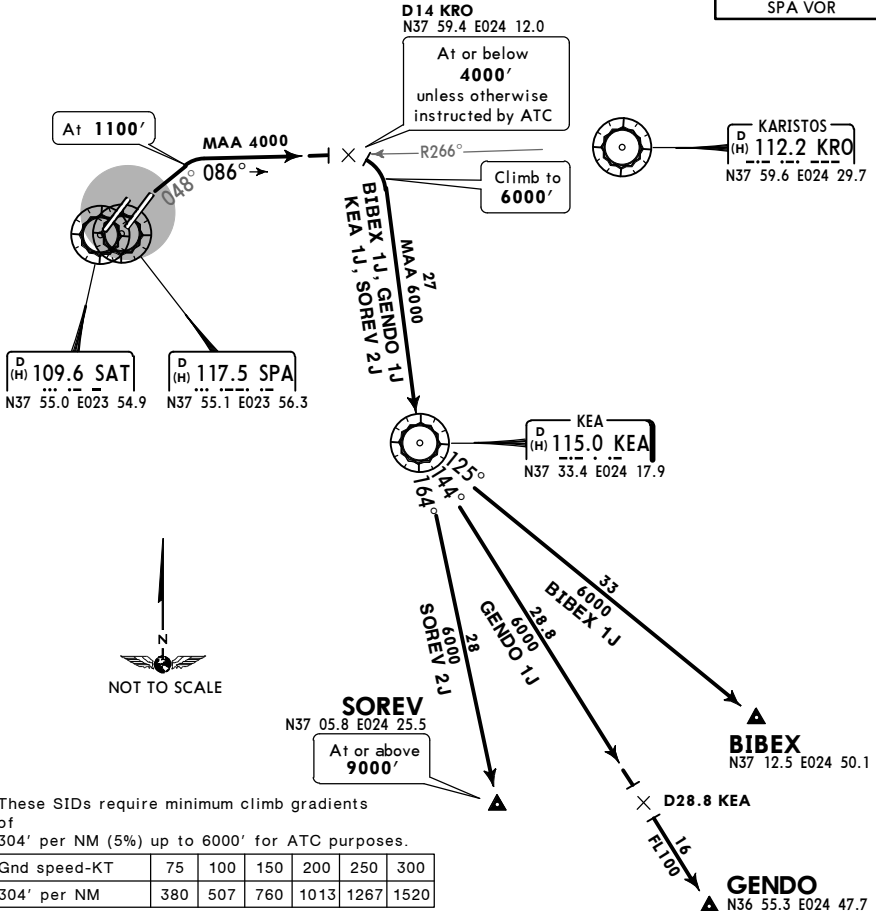
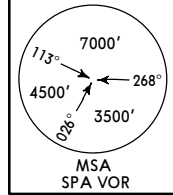
SID

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 **JEPPESEN**
(10-3J2)

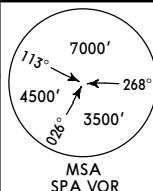
ATHENS, GREECE

SID

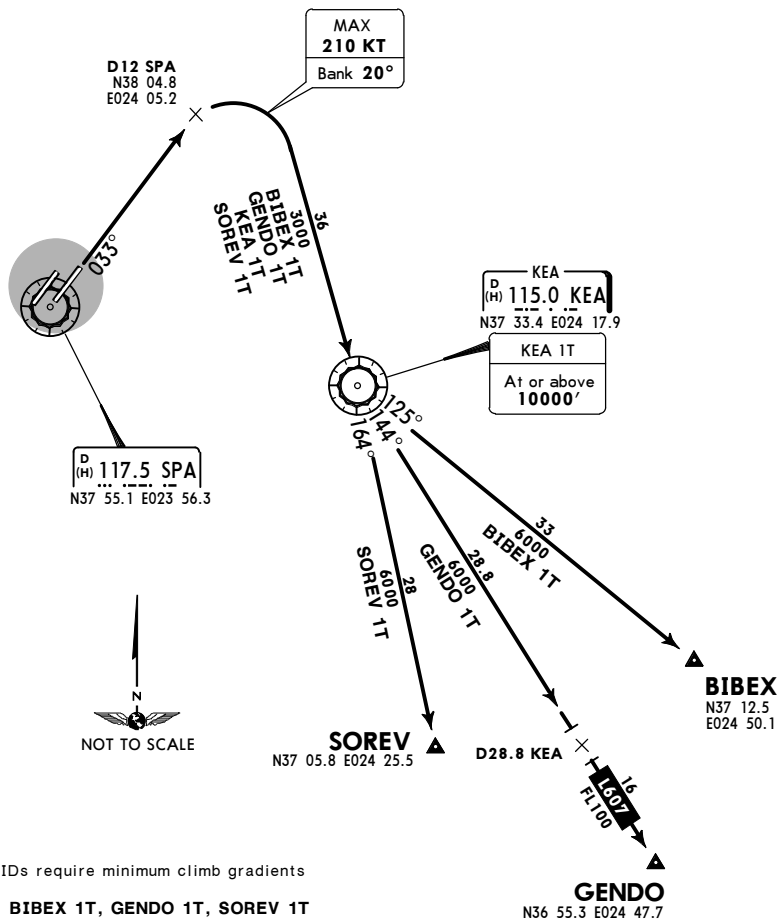
ATHENS Departure
128.950

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.



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



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

(10-3K)

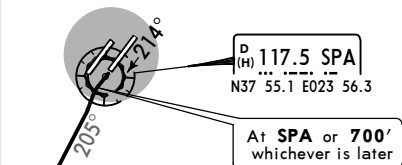
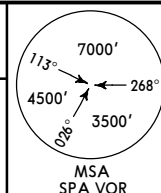
ATHENS, GREECE

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.



BIBEX 1F [BIBE1F]
GENDO 1F [GEND1F]
KEA 1F, SOREV 1F [SORE1F]
VARIX 1F [VARI1F]
RWY 21L DEPARTURES
TO EAST & SOUTHEAST



NOT TO SCALE

KEA
D (H) 115.0 KEA
N37 33.4 E024 17.9

BIBEX 1F
GENDO 1F
KEA 1F
SOREV 1F
VARIX 1F

105°
145°
126°

VARIX
N37 21.8 E025 02.1
At or above
9000'

SOREV
N37 05.8 E024 25.5
At or above
9000'

37
6000
VARIX 1F

33
6000
BIBEX 1F

28.8
6000
GENDO 1F

BIBEX
N37 12.5
E024 50.1

D28.8 KEA

GENDO
N36 55.3 E024 47.7

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'

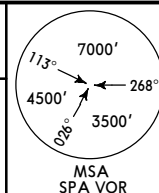
INITIAL CLIMB

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

SID	ROUTING
BIBEX 1F ①	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.

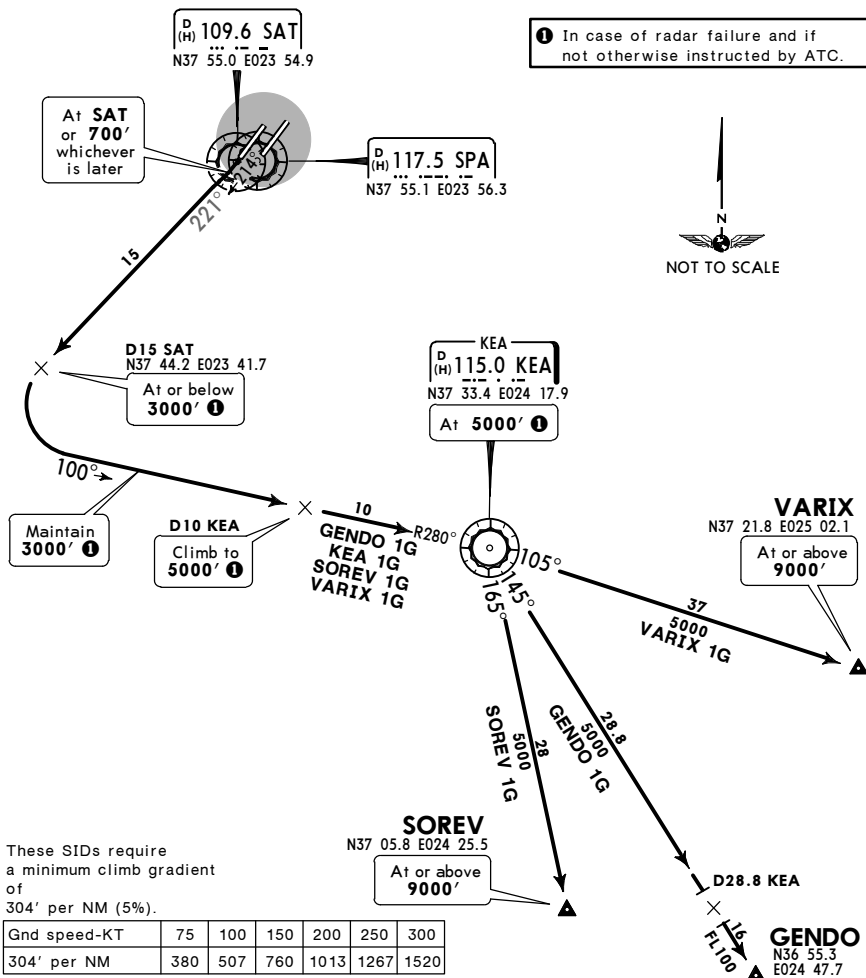
① To be used for destination to LGPR.

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



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

① In case of radar failure and if not otherwise instructed by ATC.



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

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

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

Initial climb clearance **5000'**

INITIAL CLIMB

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

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

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESSEN
17 JUL 15 (10-3M)

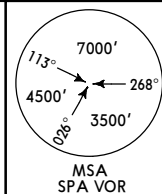
ATHENS, GREECE
SID

ATHENS Departure
128.950

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.

ASTOV 2D [ASTO2D]
VELOP 2D [VELO2D]
RWY 03L DEPARTURES
BASED ON ATV



ASTOV
N37 25.3 E022 32.1
At or above
FL100
and as by ATC

D
(H) **114.4 ATV**
N37 53.3 E023 48.3

KOTRONI
ATZ

D11 SAT
N38 03.9
E024 03.0

D
(H) **109.6 SAT**
N37 55.0 E023 54.9

D
(H) **117.5 SPA**
N37 55.1 E023 56.3

D
(H) **117.2 DDM**
N37 28.7 E023 13.0

VELOP
N37 09.0 E023 17.2
At or above
9000'
and as by ATC

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	865	1153	1442	1730
425' per NM	531	708	1063	1417	1771	2125

MAX 240 KT for turns. Bank angle 25°.

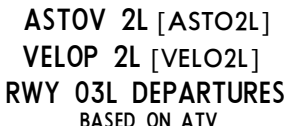
ASTOV 2D: Initial climb clearance FL100
VELOP 2D: Initial climb clearance 9000'

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

CHANGES: None.

© JEPPESSEN, 2004, 2008. ALL RIGHTS RESERVED.

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.



Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

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

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

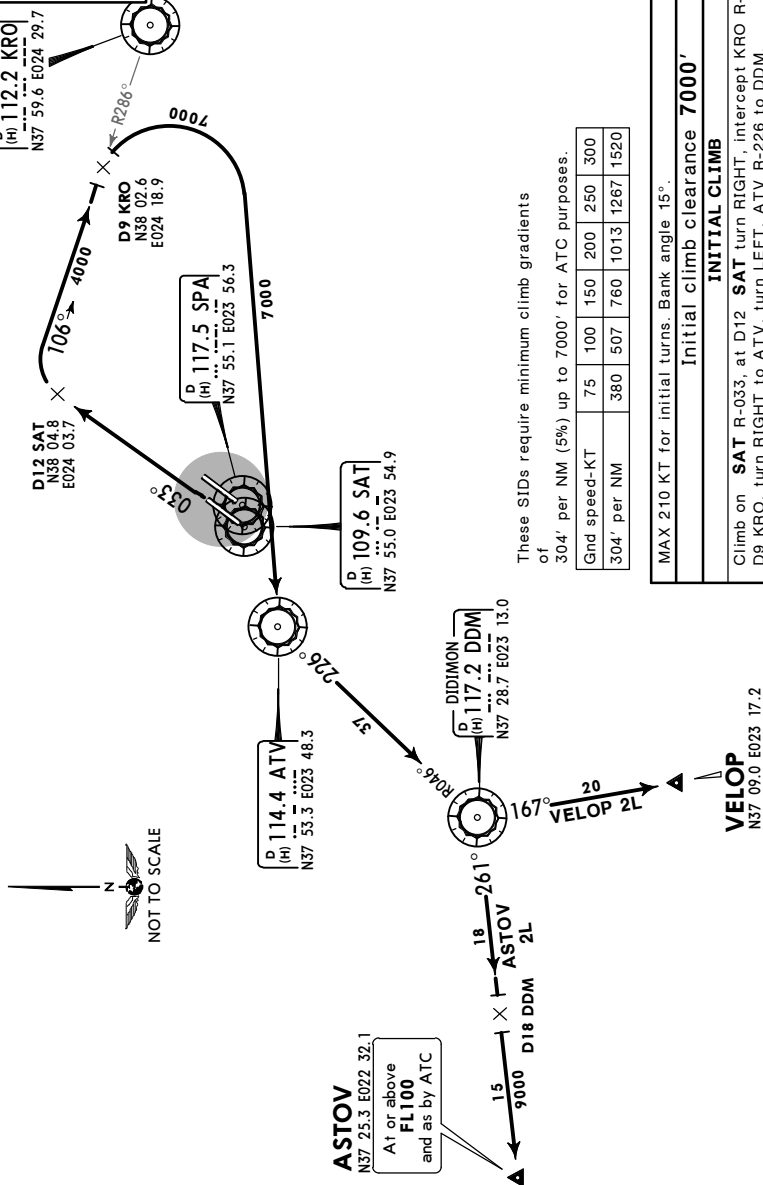
Initial climb clearance 7000'

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

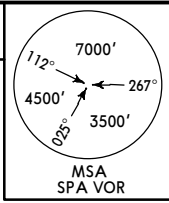


LGAV/ATH
ELEFTERIOS VENIZELOS INTL

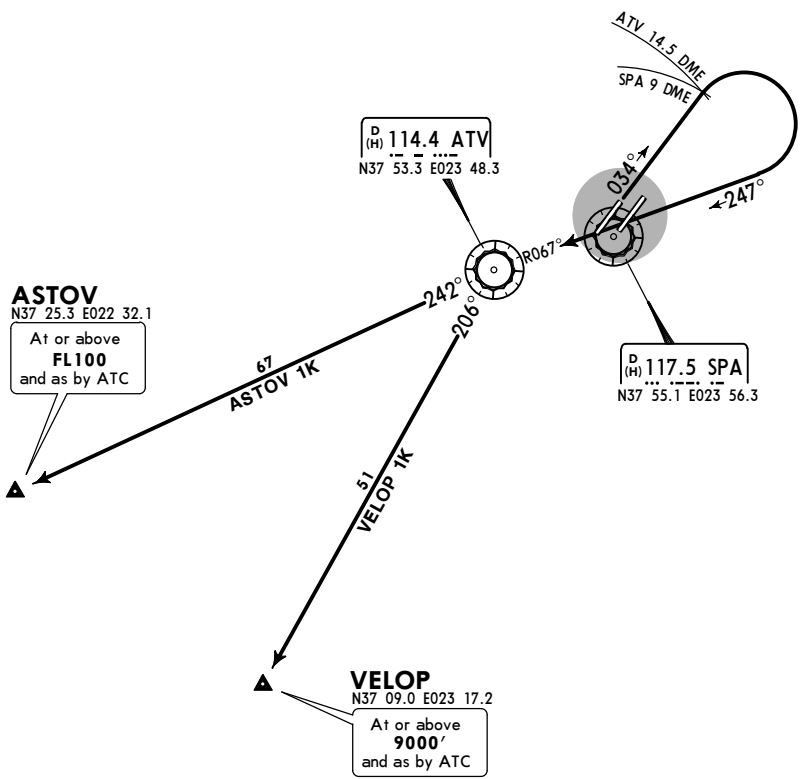
17 JUL 15
10-3P

ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308'	Trans level: By ATC	Trans alt: 9000'
-----------------------------	------------------	---------------------	------------------



ASTOV 1K [ASTO1K]
VELOP 1K [VELO1K]
RWY 03L DEPARTURES



These SIDs require a minimum climb gradient of 365' per NM (6%).
ASTOV 1K: up to FL100.
VELOP 1K: up to 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°.

ASTOV 1K: Initial climb clearance FL100
VELOP 1K: Initial climb clearance 9000'

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

17 JUL 15

JEPPesen

10-3Q

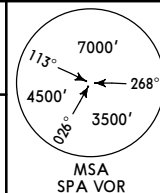
ATHENS, GREECE

SID

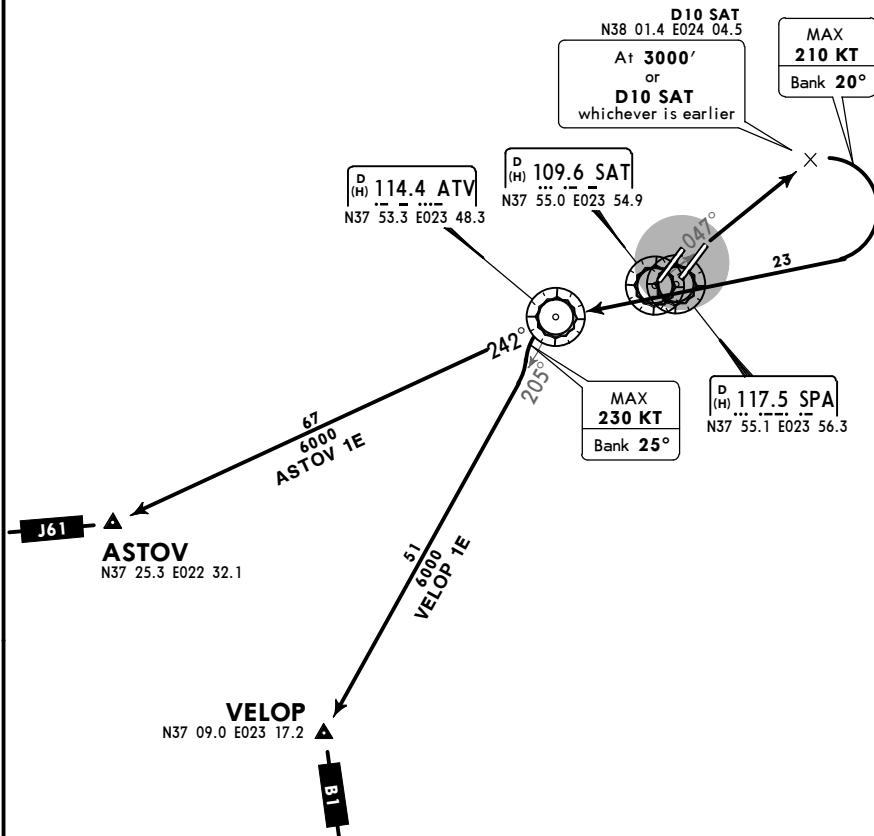
ATHENS
Departure
128.950

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.



ASTOV 1E [ASTO1E]
VELOP 1E [VELO1E]
RWY 03R DEPARTURES



These SIDs require minimum climb gradients
of
407' per NM (6.7%) up to 3000', then
237' per NM (3.9%) up to 6000'.

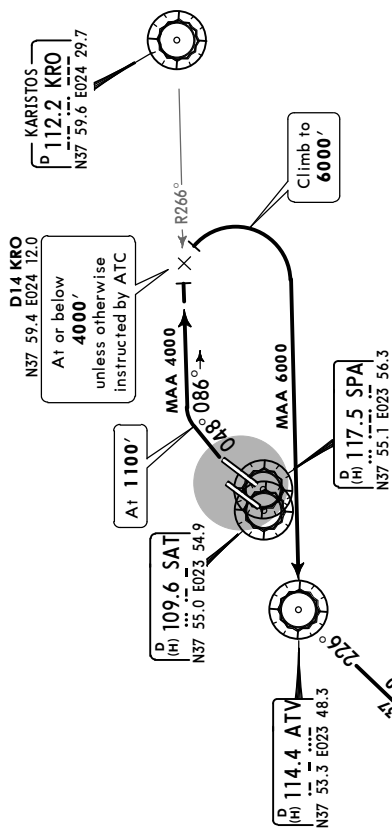
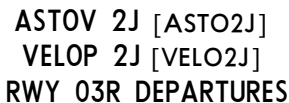
Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	593	790	988	1185
407' per NM	509	678	1018	1357	1696	2035



SID	INITIAL CLIMB/ROUTING
ASTOV 1E	Climb on SAT R-047, at 3000' or D10 SAT whichever is earlier, turn RIGHT to ATV, turn LEFT, ATV R-242 to ASTOV, join airway J-61.
VELOP 1E	Climb on SAT R-047, at 3000' or D10 SAT whichever is earlier, turn RIGHT to ATV, turn LEFT, intercept ATV R-205 to VELOP, join airway B-1.

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.



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

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

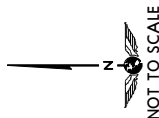
MAX 210 KT for initial turns. Bank angle 15°.

INITIAL CLIMB

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.

ROUTING

ASTOV 2J	At DDM turn RIGHT, DDM R-261 to ASTOV.
VELOP 2J	At DDM turn LEFT, DDM R-167 to VELOP.



MAX
210 KT
Bank 15°

At or above
3000'

D
(H) 117.5 SPA
... ..
N37 55.1 E023 56.3

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

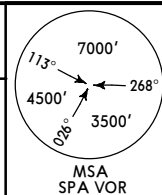
17 JUL 15
10-3U

ATHENS, GREECE
SID

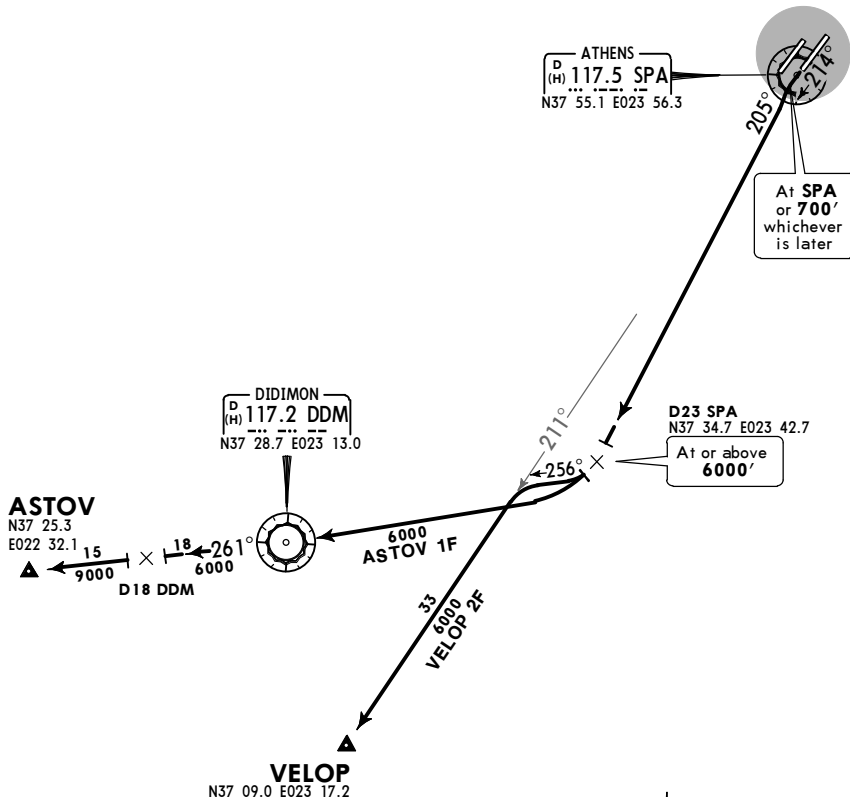
ATHENS Departure
128.950

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.



ASTOV 1F [ASTO1F]
VELOP 2F [VELO2F]
RWY 21L DEPARTURES



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

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

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

Initial climb clearance **6000'**

INITIAL CLIMB

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

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

CHANGES: SID NEMES 3F withdrawn.

© JEPPESEN, 2008, 2015. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL



JEPPesen

17 JUL 15

10-3V

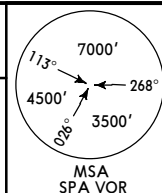
ATHENS, GREECE

SID

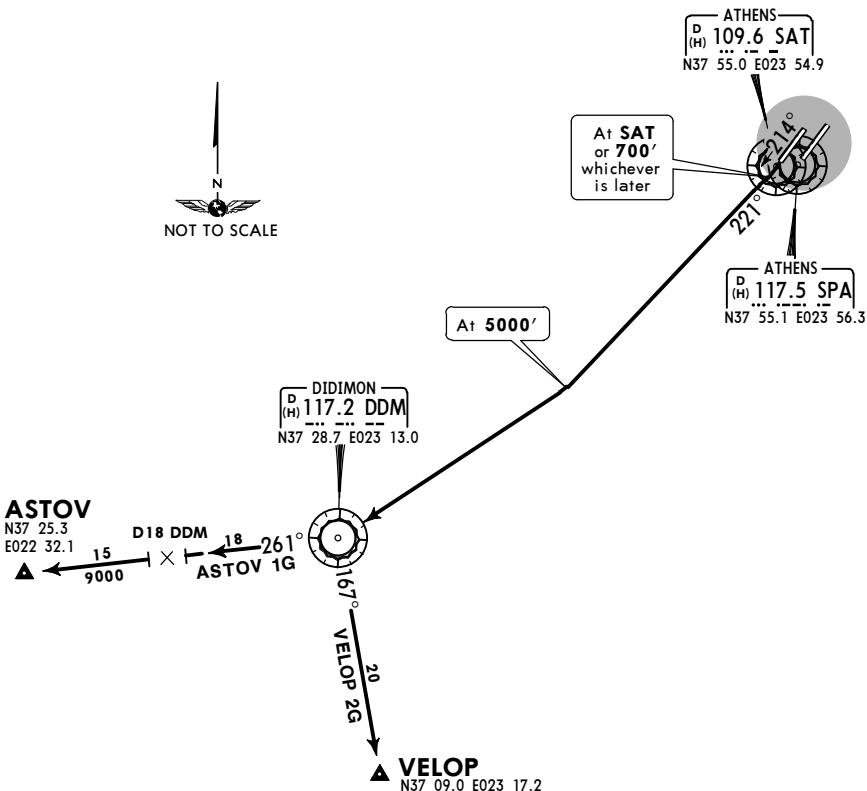
ATHENS Departure
128.950

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.



ASTOV 1G [ASTO1G]
VELOP 2G [VELO2G]
RWY 21R DEPARTURES



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

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

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

Initial climb clearance 5000'

INITIAL CLIMB

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

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

15 AUG 08

(10-3V1)

Eff 28 Aug

JEPPesen

ATHENS, GREECE

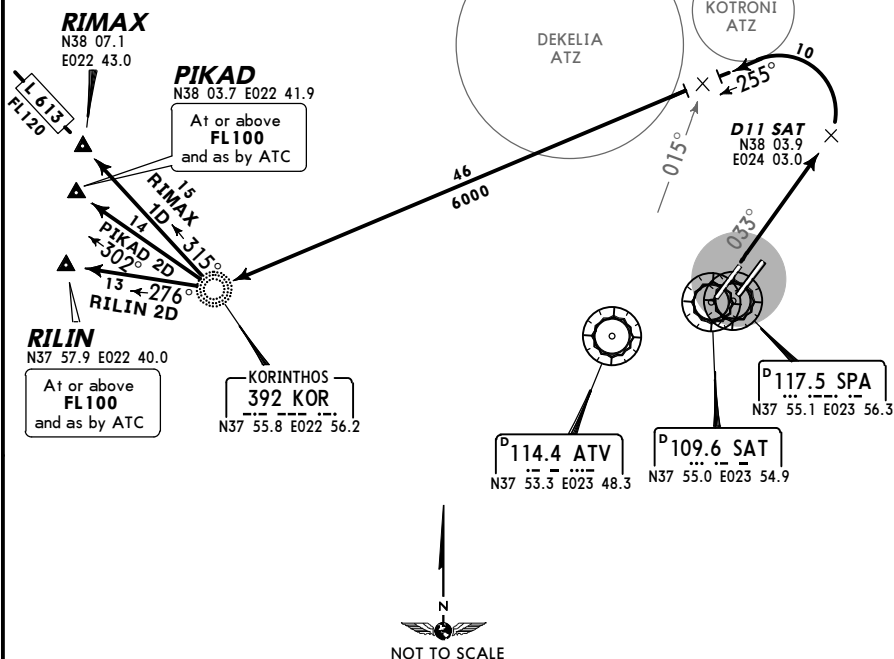
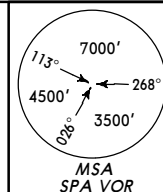
SID

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 re-quired 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.

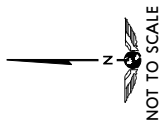
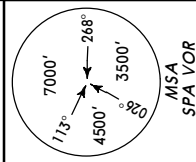
SID	ROUTING
PIKAD 2D	At KOR, 302° bearing to PIKAD.
RILIN 2D	At KOR, 276° bearing to RILIN.
RIMAX 1D	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway L 613.

CHANGES: New chart.

© JEPPesen, 2008. ALL RIGHTS RESERVED.

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.



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

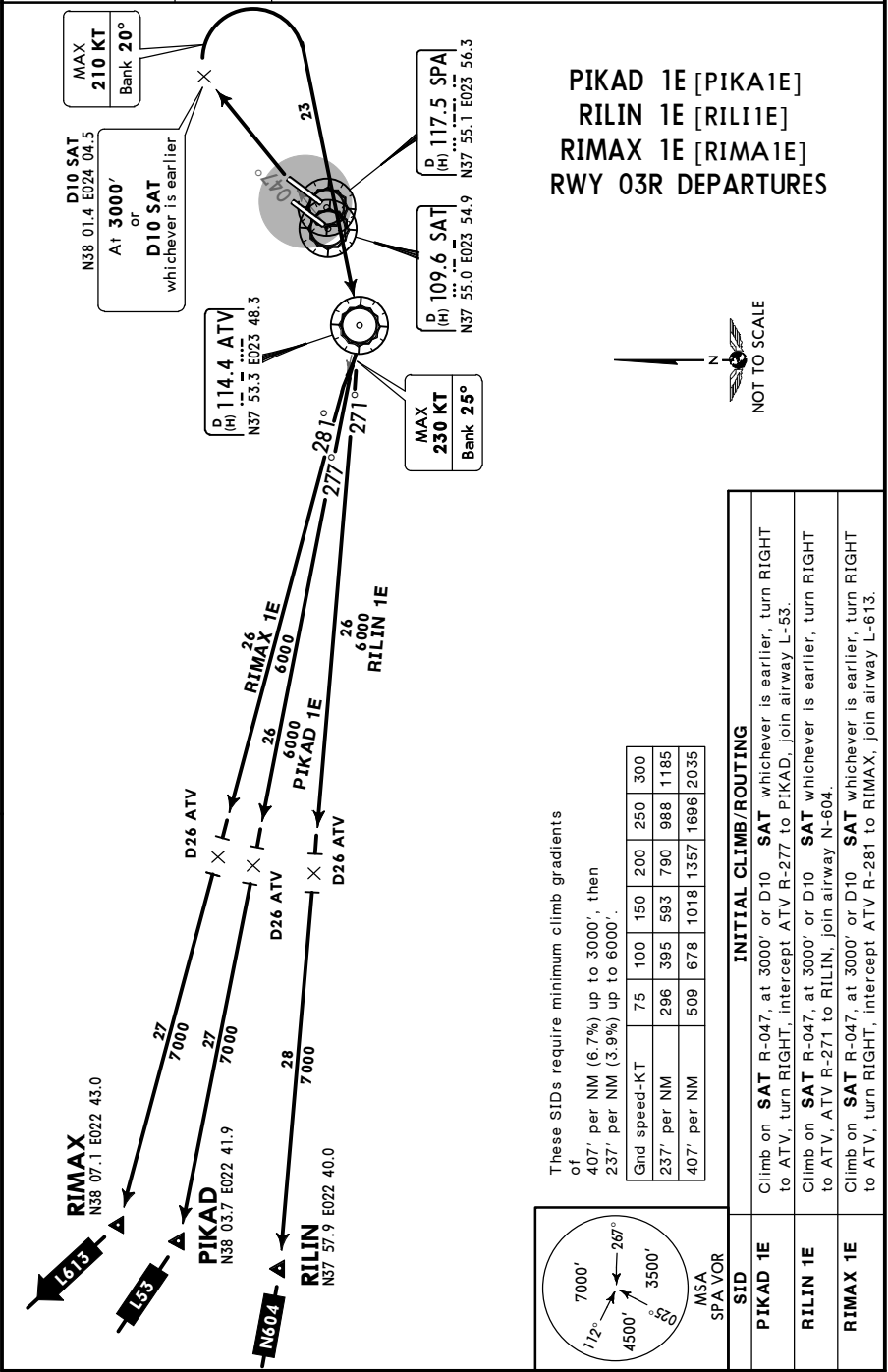
MAX 210 KT for initial turns. Bank angle 15°.	
Initial climb clearance 7000'	
INITIAL CLIMB	
Climb on RIGHT to	SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound to D9 KRO, turn to ATV. ATV R-271 to KOR.
SID	ROUTING
PIKAD 2L	At KOR, 302° bearing to PIKAD.
RILIN 2L	At KOR, 276° bearing to RILIN.
RIMAX 1L	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway L 613 .

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

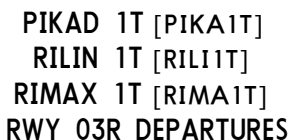
17 JUL 15
(10-3V4)

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.
----------------------------	------------------	--



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



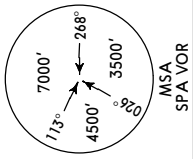
NOT TO SCALE

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

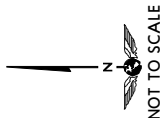
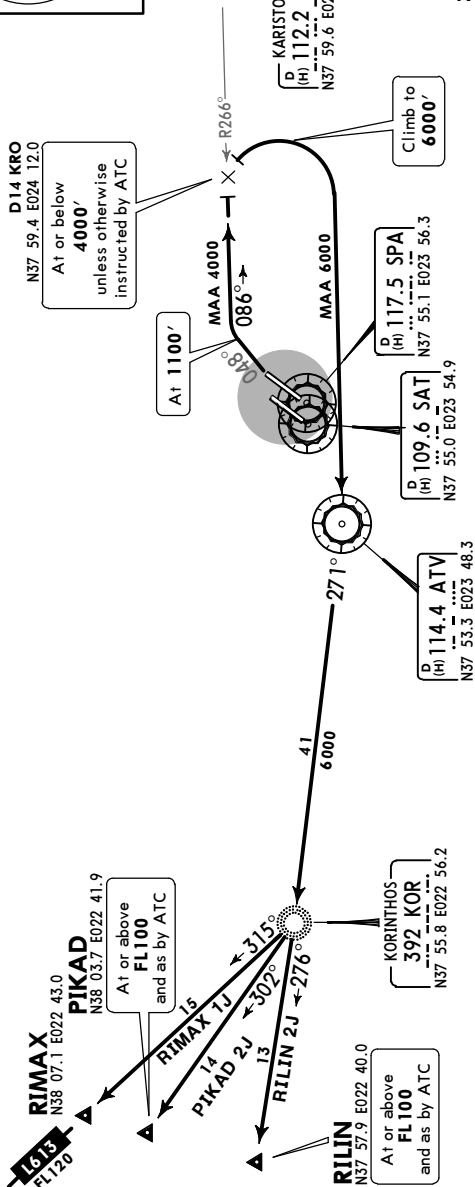
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

SID	INITIAL CLIMB/ROUTING
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.

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



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



MAX 210 KT for initial turns. Bank angle 15°.	
Initial climb clearance 6000'	
INITIAL CLIMB	
Climb on SAT R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound to D14 KRO, turn RIGHT to ATV climbing to 6000', ATV R-271 to KOR.	
SID	ROUTING
PIKAD 2J	At KOR, 302° bearing to PIKAD.
RILIN 2J	At KOR, 276° bearing to RILIN.
RIMAX 1J	At KOR, turn RIGHT, 315° bearing to RIMAX to join airway L-613.

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

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

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

Initial climb clearance 6000'

INITIAL CLIMB

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

ROUTING

PIKAD 2J	At KOR, 302° bearing to PIKAD.
RII IN 2.I	At KOR 276° bearing to RII IN

RIMAX 1J

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

20 AUG 10

JEPPESSEN

10-3W

Eff 26 Aug

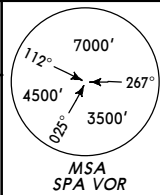
ATHENS, GREECE

SID

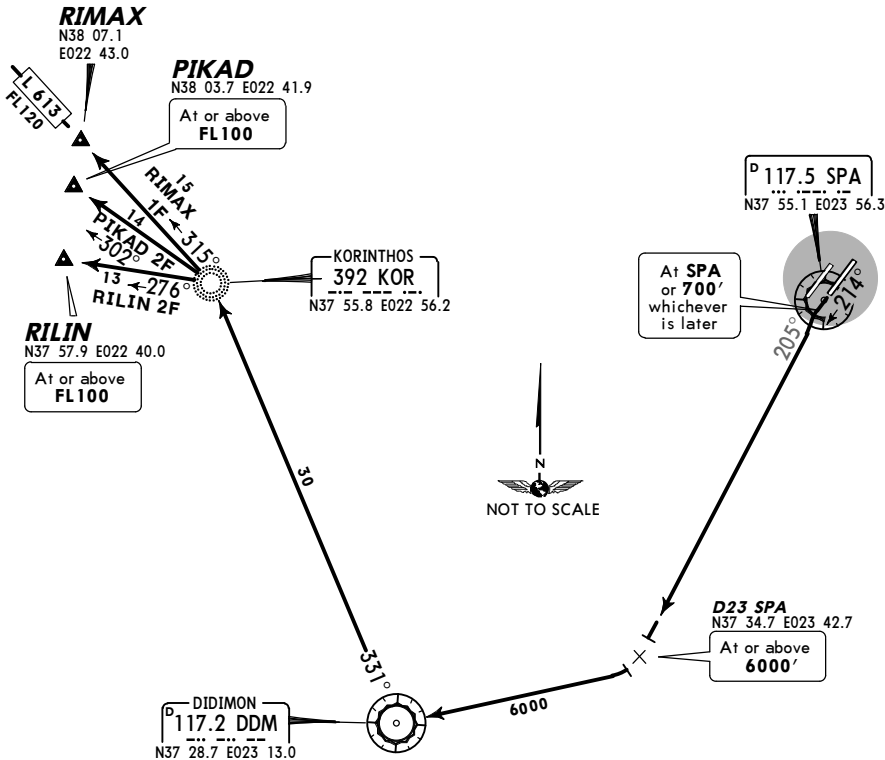
ATHENS Departure
128.95

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.

© JEPPESSEN, 2010. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

JEPPESSEN

20 AUG 10

10-3X

Eff 26 Aug

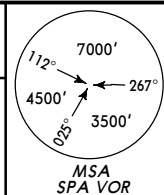
ATHENS, GREECE

SID

ATHENS Departure
128.95

Apt Elev
308'

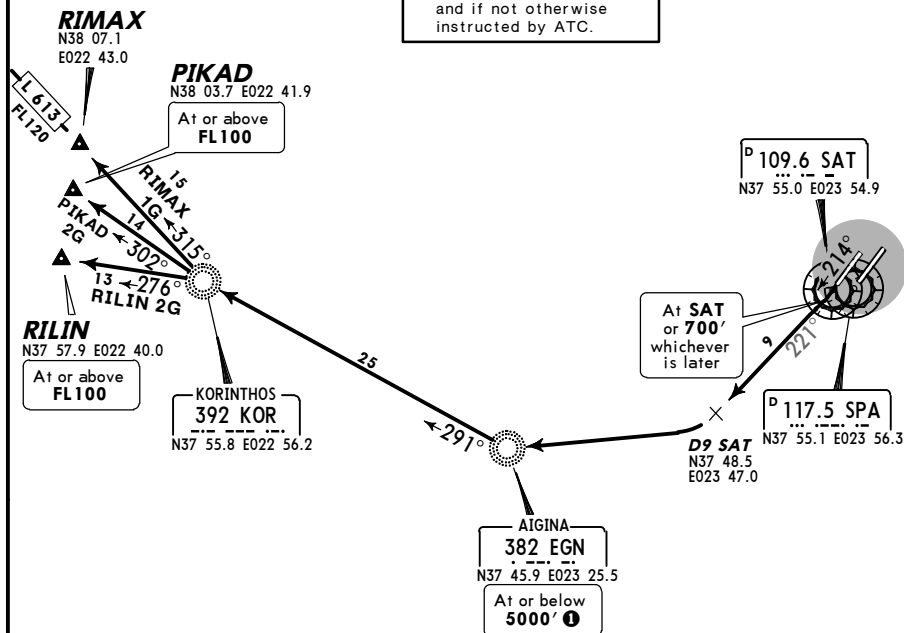
Trans level: By ATC Trans alt: 9000'
When an altitude higher than TA is designated,
an equivalent FL shall be specified by ATC.



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



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



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

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

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

Initial climb clearance **5000'**

INITIAL CLIMB

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

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

CHANGES: SIDs transferred.

© JEPPESSEN, 2010. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

22 OCT 10

JEPPESSEN

(10-3X1)

ATHENS, GREECE

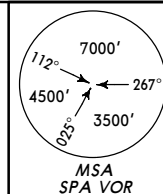
SID

ATHENS Departure
128.95

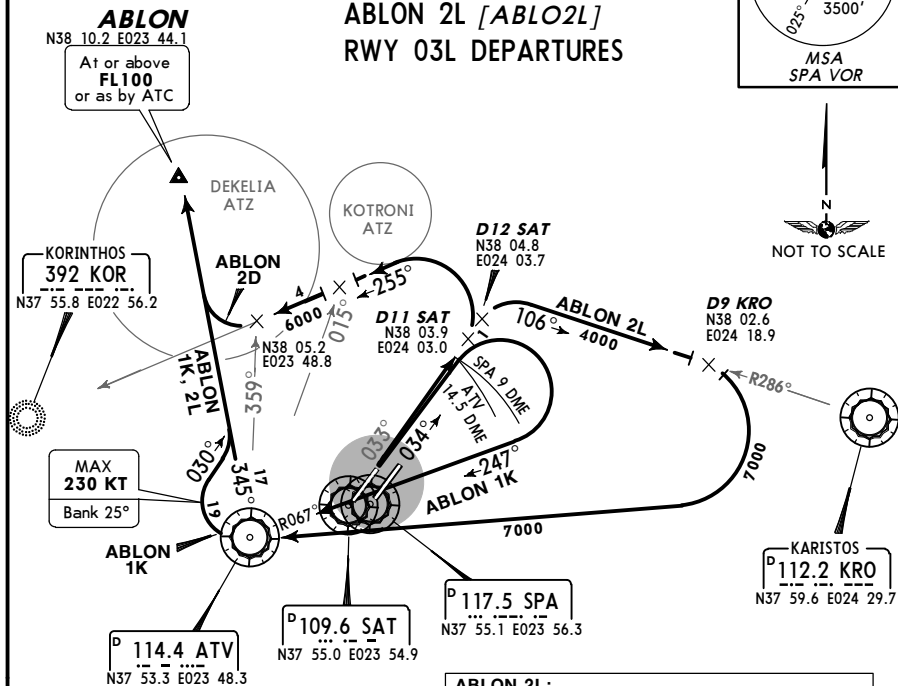
Apt Elev
308'

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

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



NOT TO SCALE



ABLON 2L:

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

These SIDs require minimum climb gradients of

ABLON 2D
346' per NM (5.7%) up to **5200'**,
425' per NM (7%) up to **6000'** when NW quadrant of KOTRONI ATZ is active.
ABLON 1K
365' per NM (6%) up to **FL100**.
ABLON 2L
304' per NM (5%) up to **7000'** for ATC purposes.

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

ABLON 2D: MAX 240 KT for turns. Bank angle 25°.

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

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

ABLON 2L: Initial climb clearance **7000'**

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

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

JEPPESSEN

22 OCT 10

(10-3X2)

ATHENS, GREECE

SID

ATHENS Departure
128.95

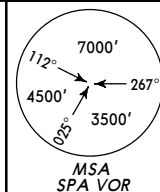
Apt Elev
308'

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°

D 114.4 ATV
N37 53.3 E023 48.3

D 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°

D 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'.

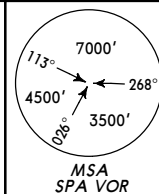
Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
237' per NM	296	395	592	790	987	1185

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, GREECE

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 ins-
tructed by ATC, in order to obtain vertical separation with simul-
taneous departure from RWY 03L.



LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

JEPPESEN

2 MAR 12

(10-3X4)

ATHENS, GREECE

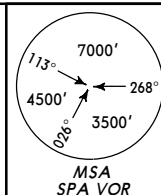
SID

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.

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



ABLON
N38 10.2 E023 44.1

At or above
10000'



B1

7000
20

D12 SPA
N38 04.8 E024 05.2

At or above
3000'

MAX
210 KT
Bank 15°

MAX
230 KT
Bank 25°

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.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

22 OCT 10 **10-3X5**

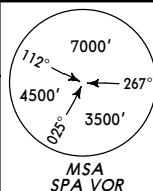
ATHENS, GREECE

SID

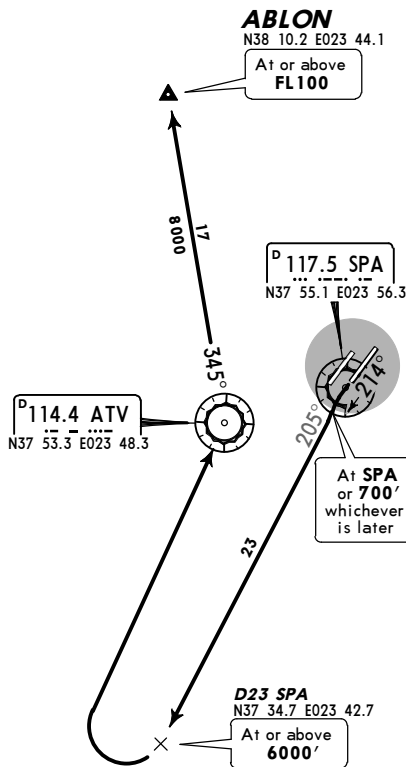
ATHENS Departure
128.95

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 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°.

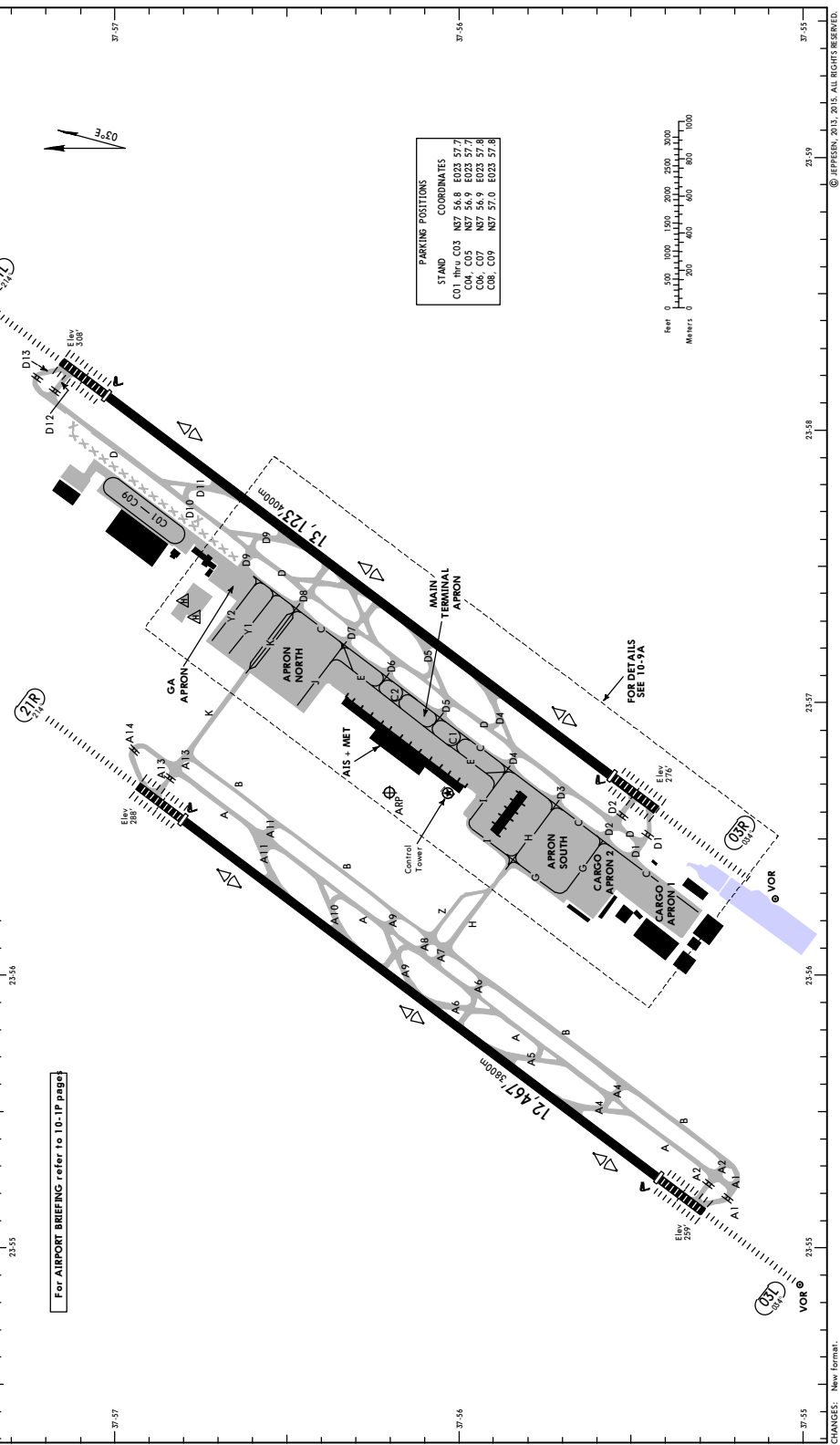
Initial climb clearance **6000'**

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.

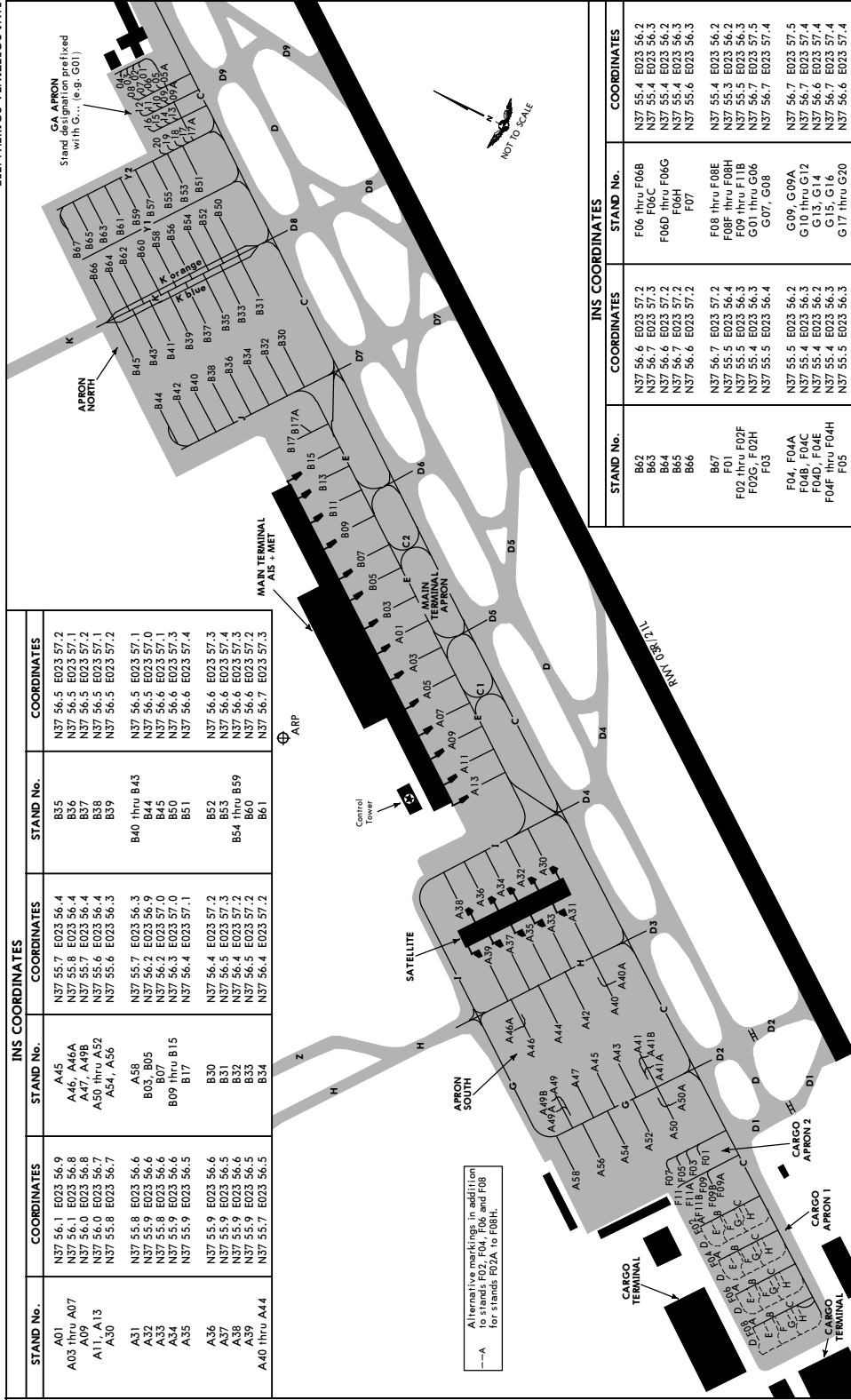
© JEPPESEN, 2010. ALL RIGHTS RESERVED.

VENIZEOS (all vert)				Athens Departures			
ATIS	West	North	East	South	Tower	Elev	Rev
136.125	121.8	121.750	121.9	121.950	031/218	136.275	038/211
						118.625	128.950



STAND	COORDINATES
C01 thru C03	NS7 56.8 E025 57.7
C04, C05	NS7 56.9 E025 57.7
C06, C07	NS7 56.9 E025 57.8
C08, C09	NS7 57.0 E025 57.8

For AIRPORT BRIEFING refer to 10-1P page



STAND No.		COORDINATES		INS COORDINATES		STAND No.		COORDINATES	
A01	N37 54.1 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 56.1 E023 56.8	A47, A49B	N37 55.7 E023 56.4	B37	N37 56.5 E023 57.1				
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 55.8 E023 56.6	B03, B05	N37 56.2 E023 56.4	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 56.3 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 57.3				
A40 thru A44	N37 55.7 E023 56.5	B34	N37 56.4 E023 57.2	B61	N37 56.7 E023 57.3				

[illegible]

LGAV/ATH

 **JEPPESSEN**
24 JUL 15 **(10-9B)**

ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	LANDING BEYOND Glide Slope		
03L	21R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,483'3500m	10,329'3148m	10,511'3204m			①	148' 45m	
① TORA RWY 03L: From rwy head 12,467' (3800m) ② TORA RWY 21R: 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	11,045'3367m			③ ④	148' 45m	
③ TORA RWY 03R: From rwy head 13,123' (4000m) ④ TORA RWY 21L: 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						
	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
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.						

LGAV/ATH

JEPPesen

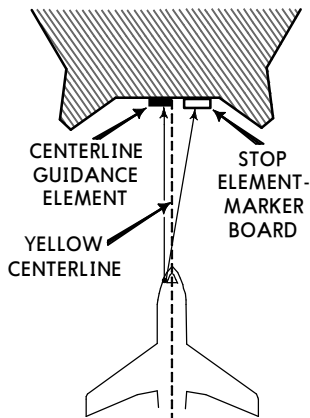
24 JUL 15 10-9C

ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL

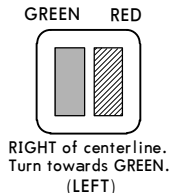
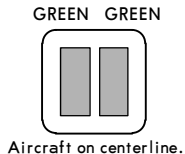
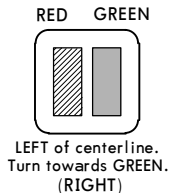
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

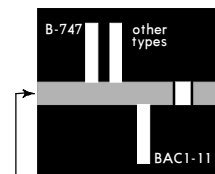
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).



B. CENTERLINE GUIDANCE ELEMENT (AGNIS)

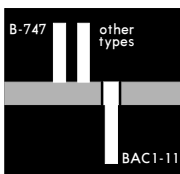


C. STOP ELEMENT (PAPA)

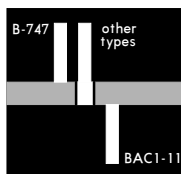


All types
continue taxiing.

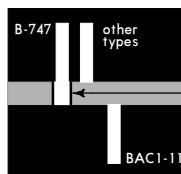
SIGHTING SLOT



BAC 1-11 stop.
Other types
and B-747
continue taxiing.



Other types stop.
B-747 continue
taxiing.



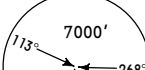
B-747 stop.

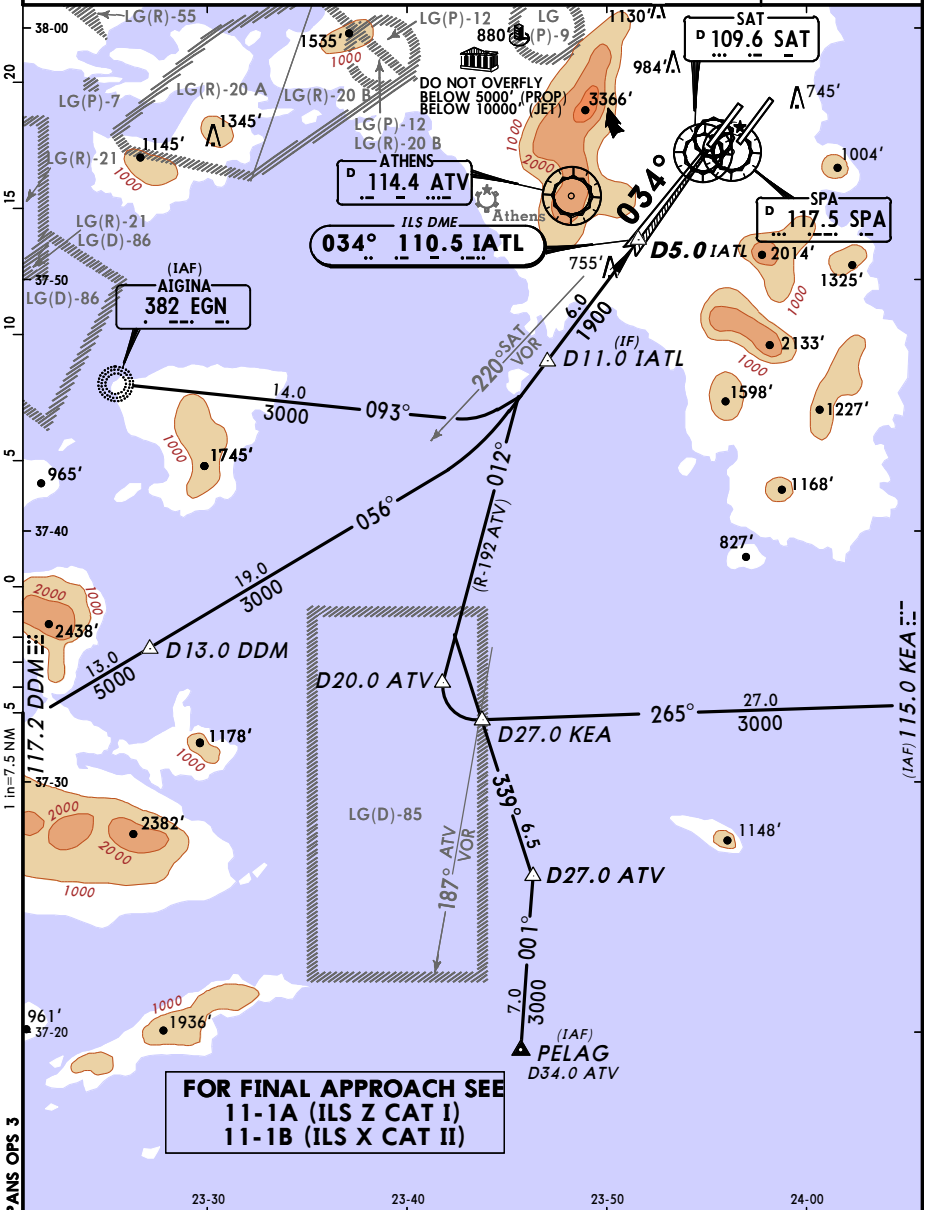
LIGHT TUBE

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

20 NOV 09 **11-1**

ATHENS, GREECE
ILS Z or X Rwy 03L

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	Ground North 121.75		East 121.9	South 121.95
LOC IATL 110.5	Final Apch Crs 034°	GS Refer to 11-1A (CAT I) 11-1B (CAT II)	DA(H)/RA Refer to 11-1A (CAT I) 11-1B (CAT II)	Apt Elev 308'	RWY 255'	
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC		Trans alt: 9000'
1. DME REQUIRED. 2. ILS DME reads zero at rwy 03L displaced threshold.						
 MSA SPA VOR						



LGAV/ATH

JEPPesen
20 NOV 09 11-1A

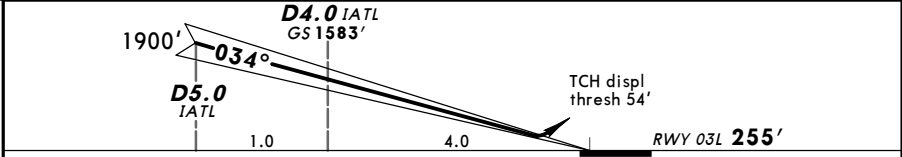
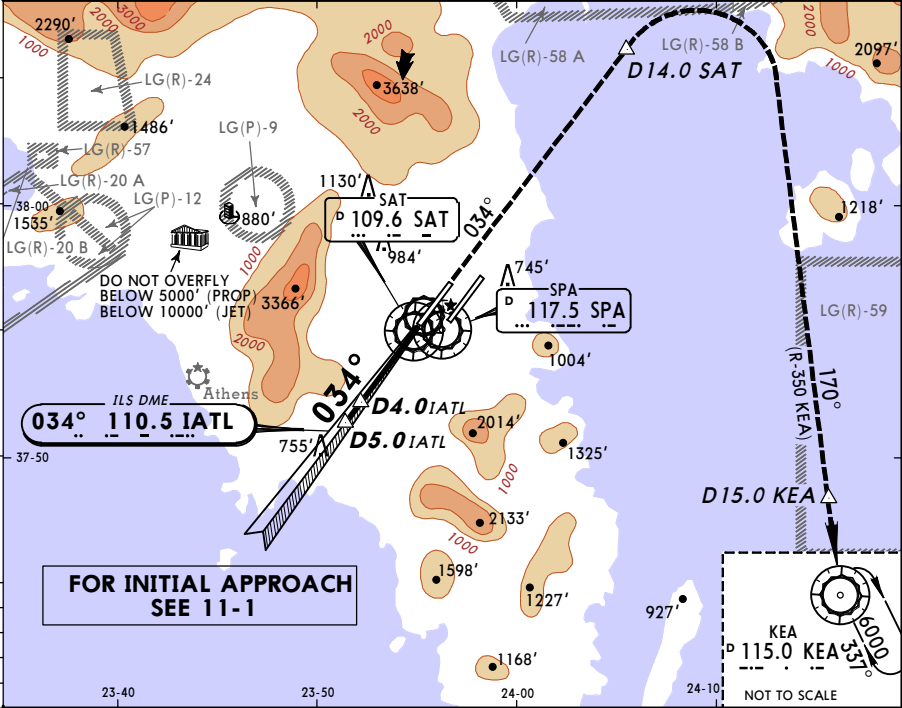
ATHENS, GREECE
ILS Z Rwy 03L

ATIS			ATHENS Arrival (R)		Director (R)	Approach				
136.12			West	East	121.4	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	South 121.95		

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

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

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SAT	
GS	3.00°	377	485	539	647	862	PAPI		109.6	D14.0
									R-034	SAT

Standard				STRAIGHT-IN LANDING RWY 03L		CIRCLE-TO-LAND	
				ILS		LOC (GS out)	
				DA(H)			
				FULL		Limited	
				ALS out			
A							
B							
C	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE			
D							

CHANGES: Note. Minimums.

© JEPPesen, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH

JEPPesen

ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

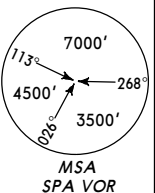
20 NOV 09 (11-1B)

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

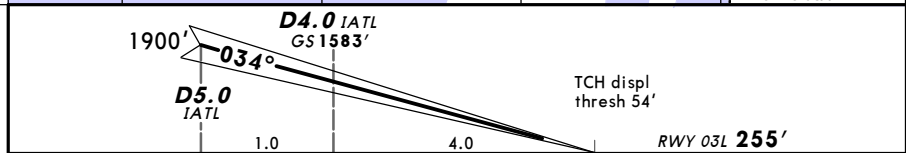
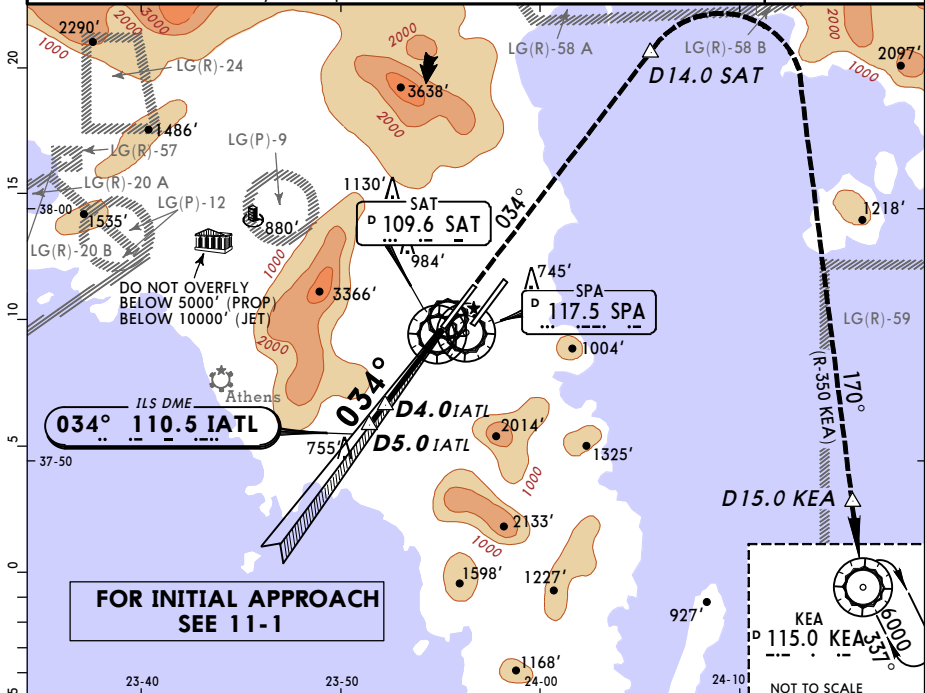
VENIZELOS Tower			Ground		
136.27			West 121.8	North 121.75	East 121.9

LOC	Final	GS	CAT II ILS	Apt Elev
IATL	Apch Crs	D4.0 IATL	RA 97'	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	
GS	3.00°	377	485	539	647	755	PAPI		109.6	D14.0
									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.

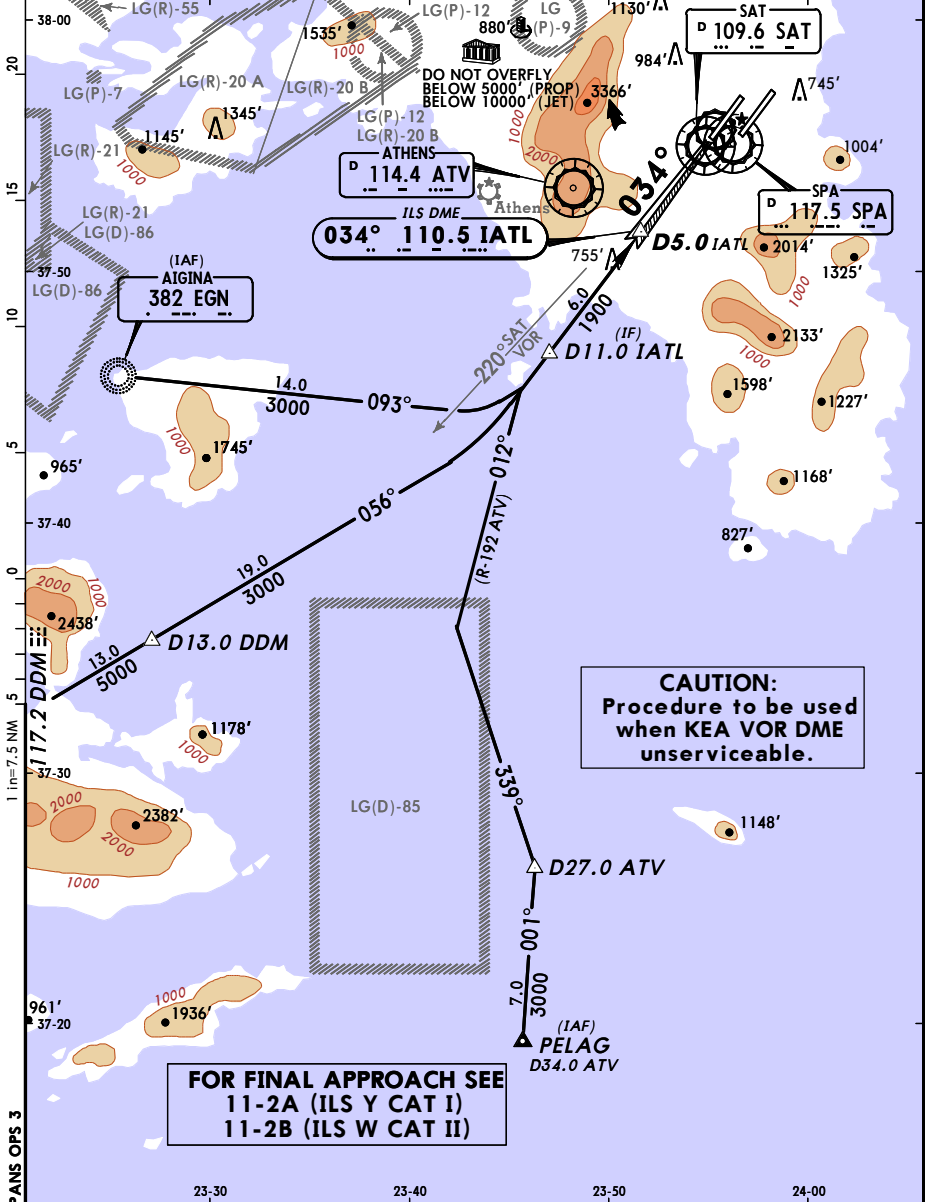
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPesen
20 NOV 09 (11-2)

ATHENS, GREECE
ILS Y or W Rwy 03L

BRIEFING STRIP™

ATIS		ATHENS Arrival (R)		Director (R)	Approach						
136.12		132.97		126.57	121.4	126.57	130.02	132.97	128.95	125.52	121.4
VENIZELOS Tower					Ground						
136.27					West 121.8		North 121.75		East 121.9		South 121.95
LOC		Final		GS		DA(H)/RA		Apt Elev		308'	
IATL		Apch Crs		Refer to		Refer to		RWY		255'	
110.5		034°		11-2A (CAT I)		11-2A (CAT I)					
				11-2B (CAT II)		11-2B (CAT II)					
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.											
113° 7000' 4500' 028° 3500' 268° MSA SPA VOR											



FOR FINAL APPROACH SEE
11-2A (ILS Y CAT I)
11-2B (ILS W CAT II)

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

LGAV/ATH

JEPPESSEN
20 NOV 09 11-2A

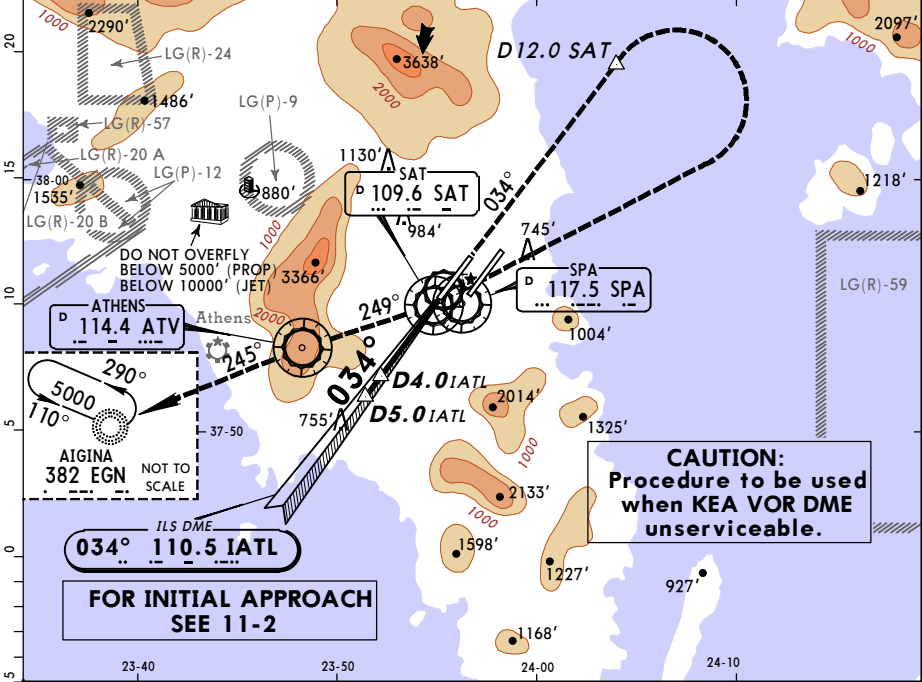
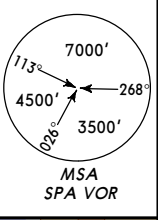
ATHENS, GREECE
ILS Y Rwy 03L

ATIS		ATHENS Arrival (R)		Director (R)	Approach			
136.12	132.97	West	East		126.57	130.02	132.97	128.95
VENIZELOS Tower 136.27				West 121.8	North 121.75	East 121.9	South 121.95	

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

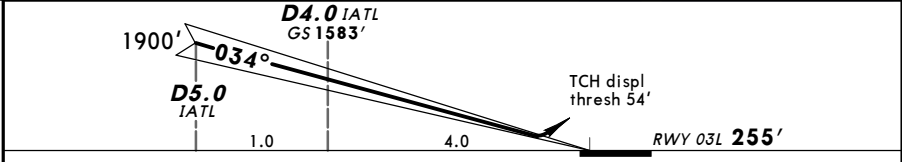
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR and pass ATV VOR not below 5000'. Intercept R-245 ATV and proceed to EGN NDB at 5000' or above and hold.

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



**FOR INITIAL APPROACH
SEE 11-2**

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



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

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

CHANGES: Minimums.

© JEPPESSEN, 2007, 2009. ALL RIGHTS RESERVED.

LGAV/ATH

JEPPESSEN

ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

20 NOV 09 (11-2B)

CAT II ILS W Rwy 03L

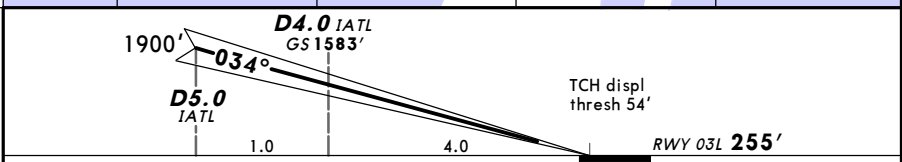
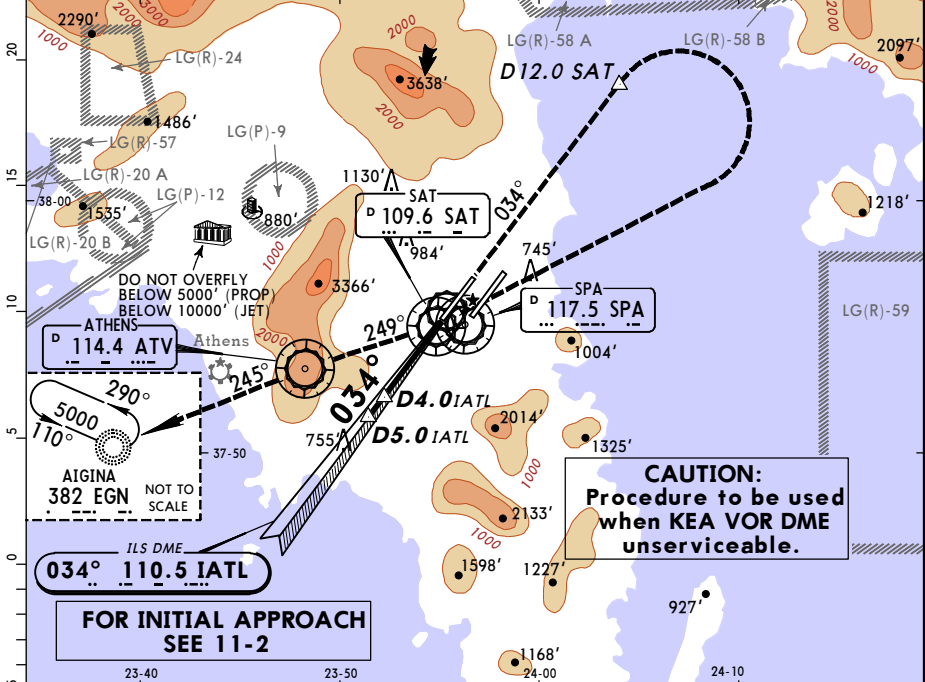
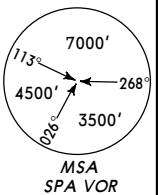
ATIS			ATHENS Arrival (R)		Director (R)	Approach				
			West	East						
136.12			132.97	126.57	121.4	126.57	130.02	132.97	128.95	125.52 121.4

VENIZELOS Tower			West		North		East		South	
136.27			121.8		121.75		121.9		121.95	

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

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

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SAT	
GS	3.00°	377	485	539	647	755	862	PAPI	↑	109.6 R-034
										D12.0 SAT

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

RVR 300m

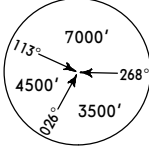
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

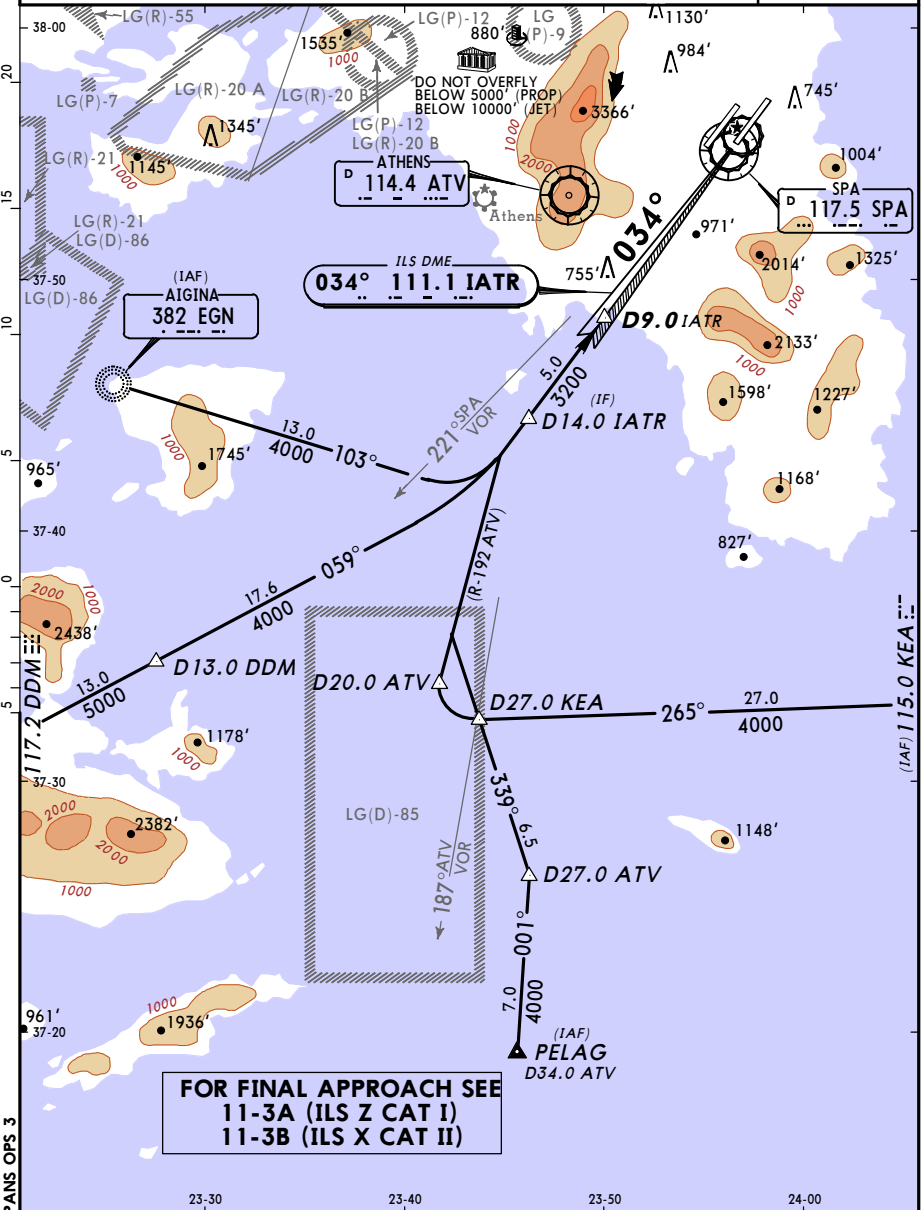
LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

JEPPesen
20 NOV 09 (11-3)

ATHENS, GREECE
ILS Z or X Rwy 03R

BRIEFING STRIP™	ATIS		ATHENS Arrival (R)		Director (R)	Approach				
	West		East			Ground				
	136.12	132.97	126.57	121.4	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		Final		GS		DA(H)/RA		Apt Elev	
	IATR		Apch Crs		Refer to		Refer to		308'	
	111.1		034°		11-3A (CAT I)		11-3A (CAT I)		RWY 271'	
					11-3B (CAT II)		11-3B (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										



LGAV/ATH

JEPPesen

ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

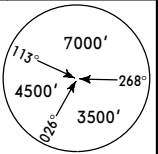
20 NOV 09 11-3A

ILS Z Rwy 03R

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

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

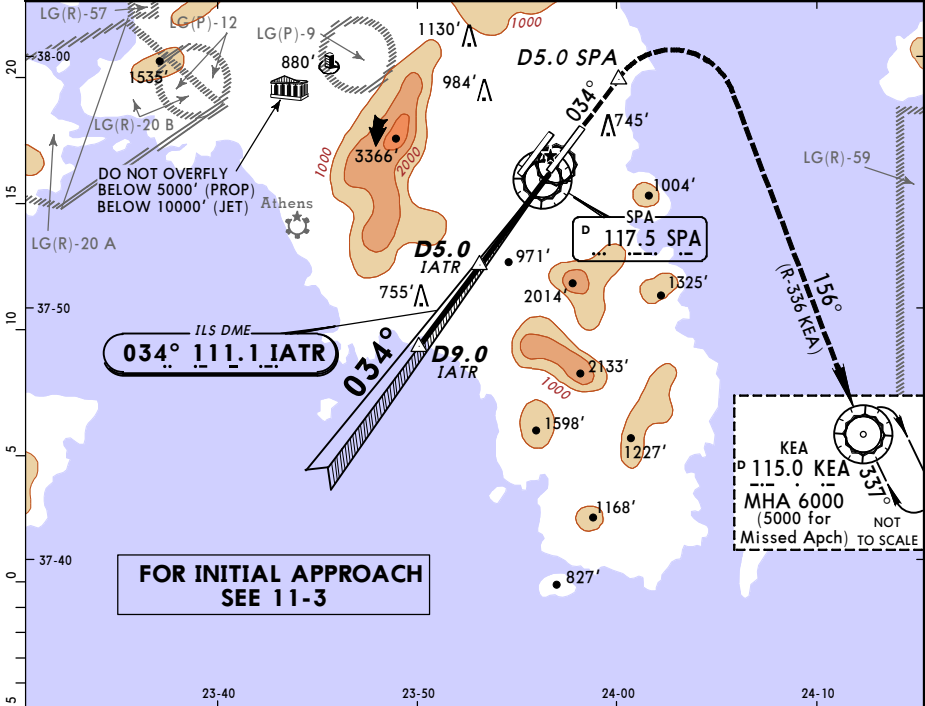
LOC IATR 111.1	Final Apch Crs 034°	GS D5.0 IATR 1917' (1646')	ILS DA(H) 471' (200')	Apt Elev 308'
----------------------	---------------------------	----------------------------------	-----------------------------	---------------



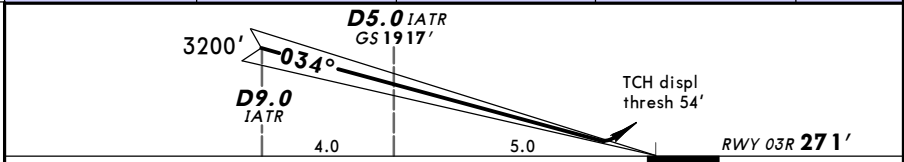
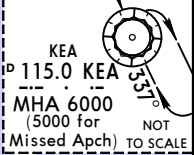
MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000' and hold.

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

MSA
SPA VOR



FOR INITIAL APPROACH
SEE 11-3



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

Standard				STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) 471'(200')							
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					NOT APPLICABLE		

CHANGES: Note. Minimums.

© JEPPesen, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH

JEPPesen

ATHENS, GREECE

ELEFTHERIOS VENIZELOS INTL

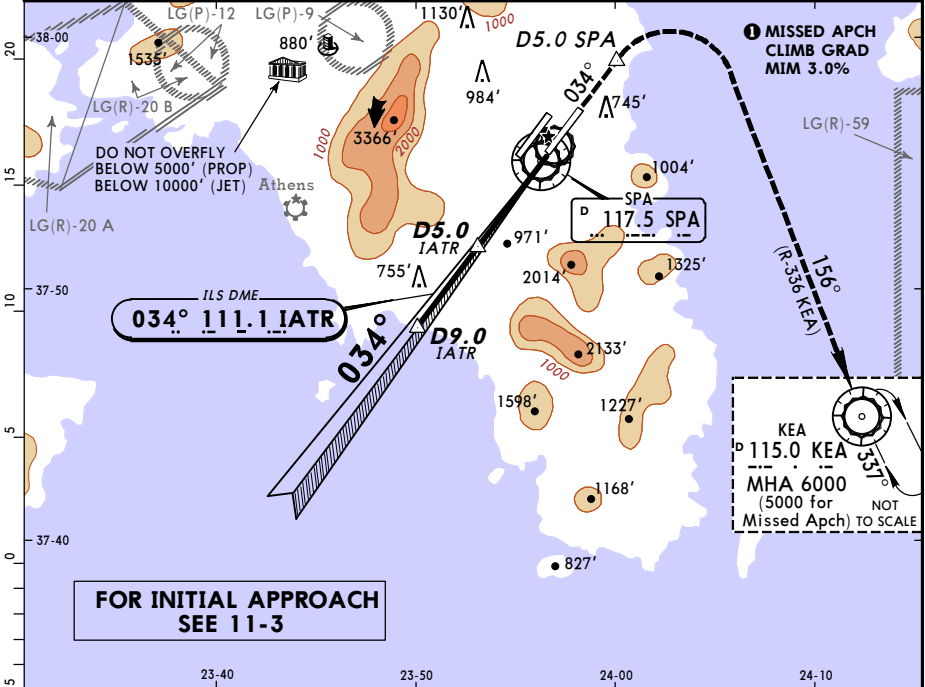
20 NOV 09 11-3B

CAT II ILS X Rwy 03R

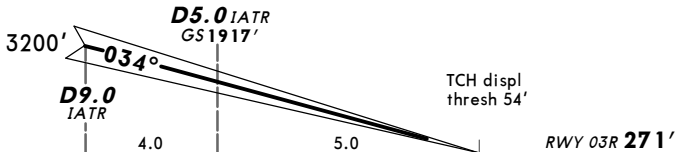
™

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 118.62					West 121.8		North 121.75		East 121.9		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' 113° 4500' 026° 3500' 268° 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.												



FOR INITIAL APPROACH
SEE 11-3



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI </
---------------	----	----	-----	-----	-----	-----	--

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'.

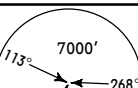
CHANGES: Note. Minimums.

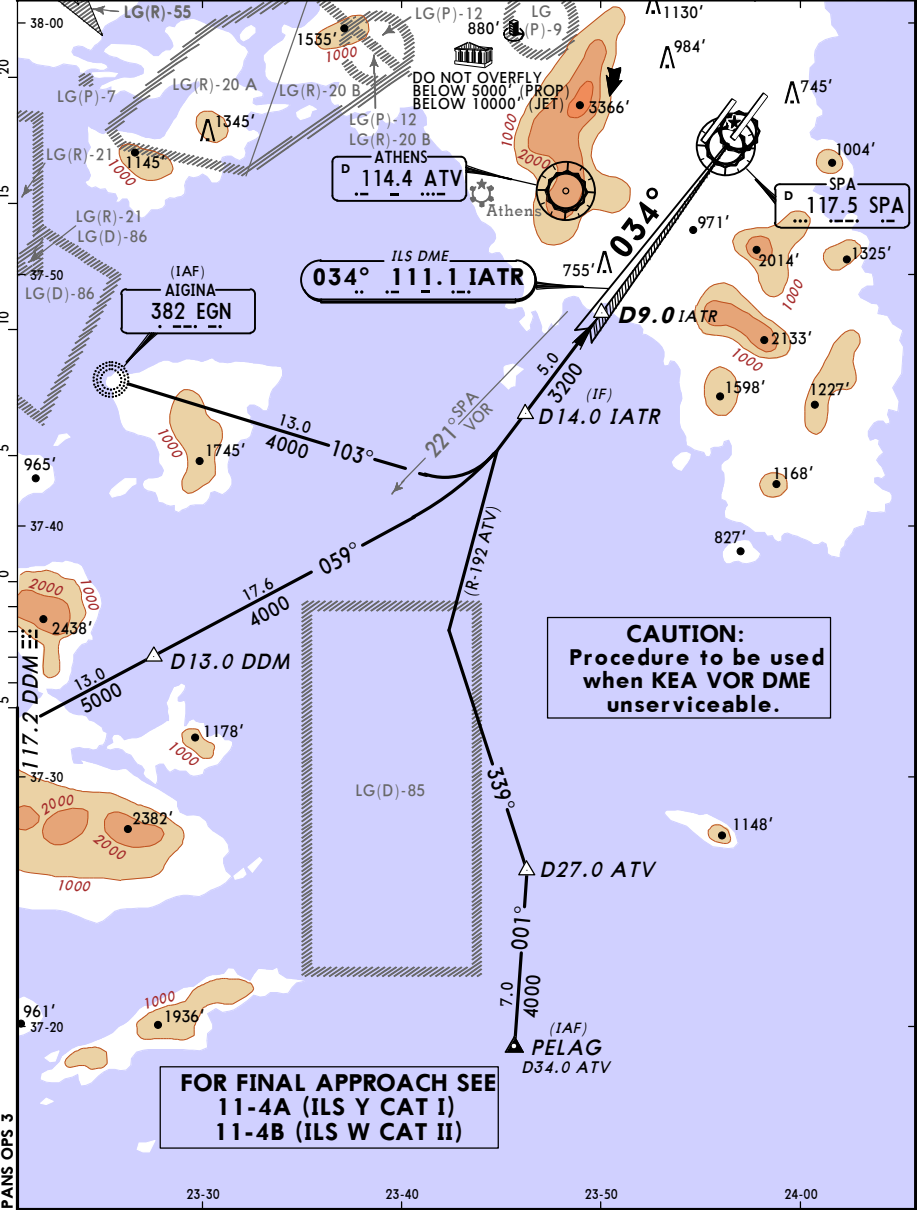
© JEPPesen, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPesen
20 NOV 09 11-4

ATHENS, GREECE
ILS Y or W Rwy 03R

BRIEFING STRIP™	ATIS		ATHENS Arrival (R)		Director (R)	Approach								
	West		East			Ground								
	136.12		132.97		126.57	121.4	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		Final		GS		DA(H)/RA		Apt Elev		308'			
	IATR		Apch Crs		Refer to		Refer to		RWY					
	111.1		034°		11-4A (CAT I) 11-4B (CAT II)		11-4A (CAT I) 11-4B (CAT II)		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														



LGAV/ATH

JEPPESEN
20 NOV 09 11-4A

ATHENS, GREECE
ILS Y Rwy 03R

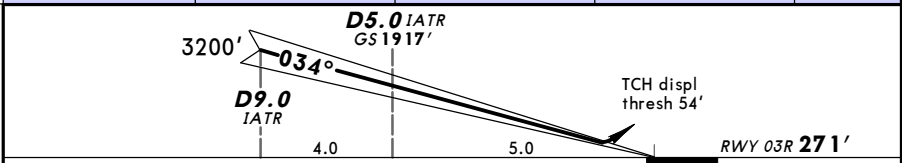
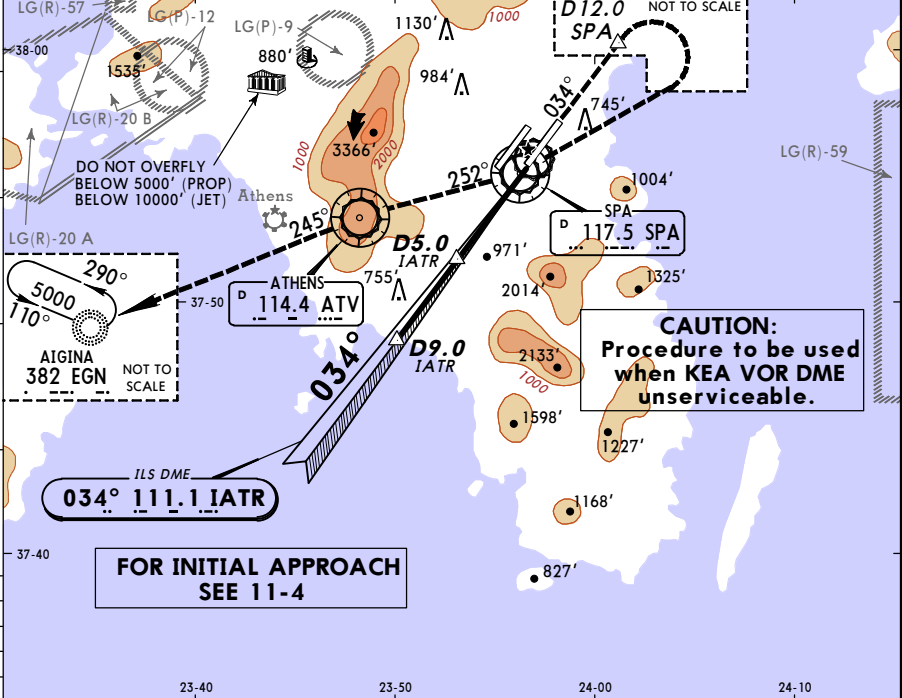
ATIS	ATHENS Arrival (R)		Director (R)	Approach			
136.12	West 132.97	East 126.57	121.4	126.57	130.02	132.97	128.95 125.52 121.4

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

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

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

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SPA	D12.0
GS	3.00°	377	485	539	647	755	PAPI	↑	117.5	SPA
									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				100	1200' (892') 1500m
B				135	1300' (992') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	C	NOT APPLICABLE
D				D	

LGAV/ATH

JEPPESEN
20 NOV 09 (11-5)

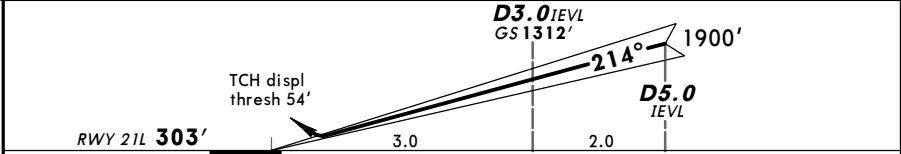
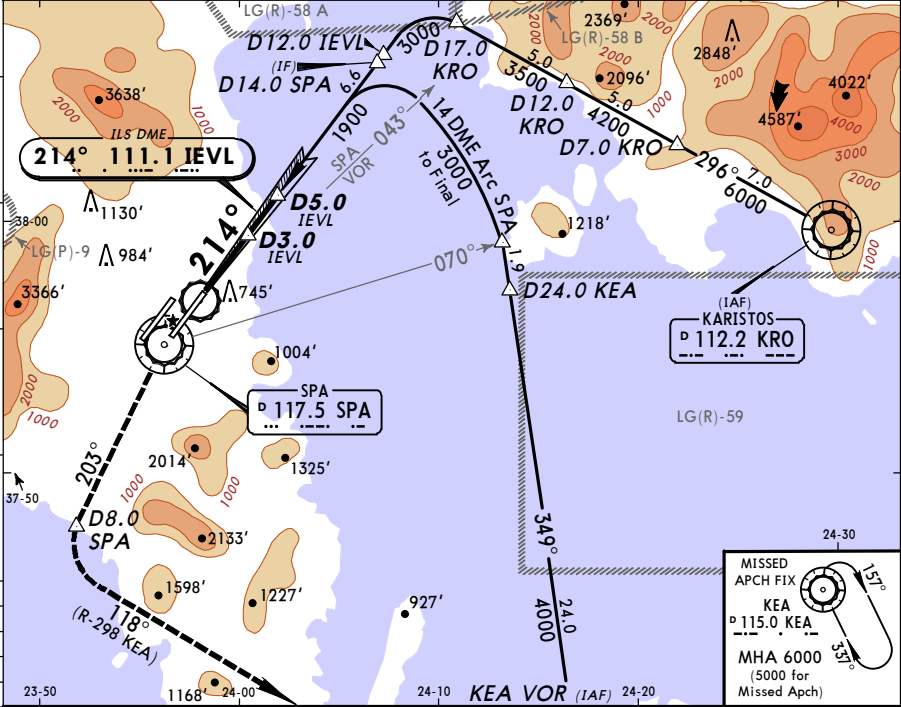
ATHENS, GREECE
ILS Z Rwy 21L

ATIS	ATHENS Arrival (R) West	East	Director (R)	Approach			
136.12	132.97	126.57	121.4	126.57	130.02	132.97	128.95 125.52 121.4
VENIZELOS Tower			Ground				
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. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000'
1. DME REQUIRED. 2. ILS DME reads zero at rwy 21L displaced threshold.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-11		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	
A							Max Kts
B							100
C	RVR 550m	RVR 750m	RVR 1200m				135
D							

CHANGES: Minimums.

© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH

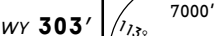
JEPPesen

ATHENS, GREECE

ELEFTERIOS VENIZELOS INTL

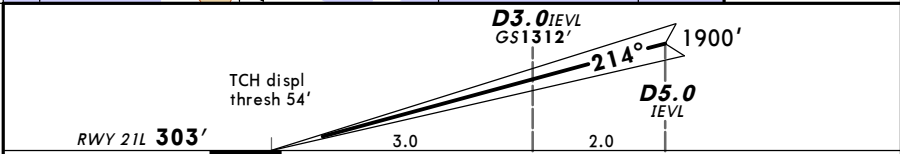
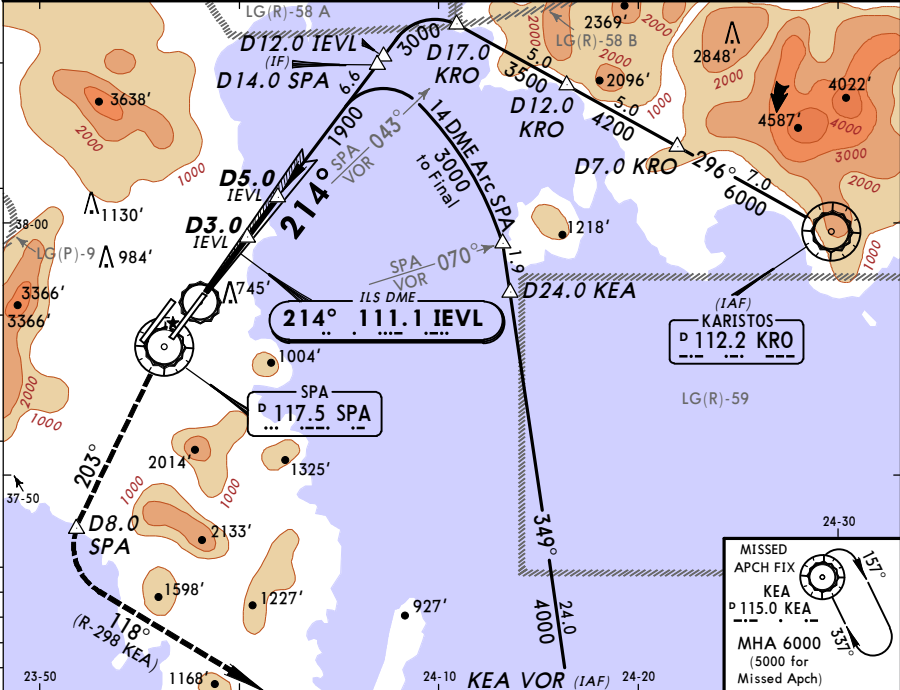
20 NOV 09

CAT II ILS X Rwy 21L

ATIS		ATHENS Arrival (R)		Director (R)		Approach													
136.12		132.97		126.57		121.4		126.57		130.02		132.97		128.95		125.52		121.4	
VENIZELOS Tower						Ground													
118.62						West 121.8		North 121.75		East 121.9		South 121.95							
LOC IEVL		Final		GS		CAT II ILS		Apt Elev		308'									
111.1		Apch Crs		D3.0 IEVL		RA 94'		303'											
		214°		1312' (1009')		403' (100')		RWY											

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.



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

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

20 NOV 09 (11-6)

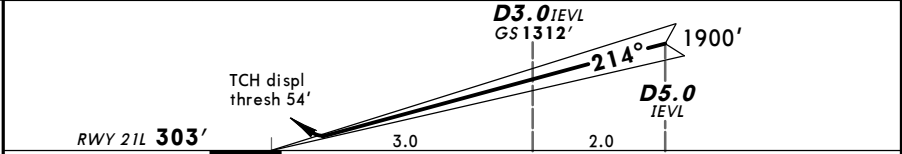
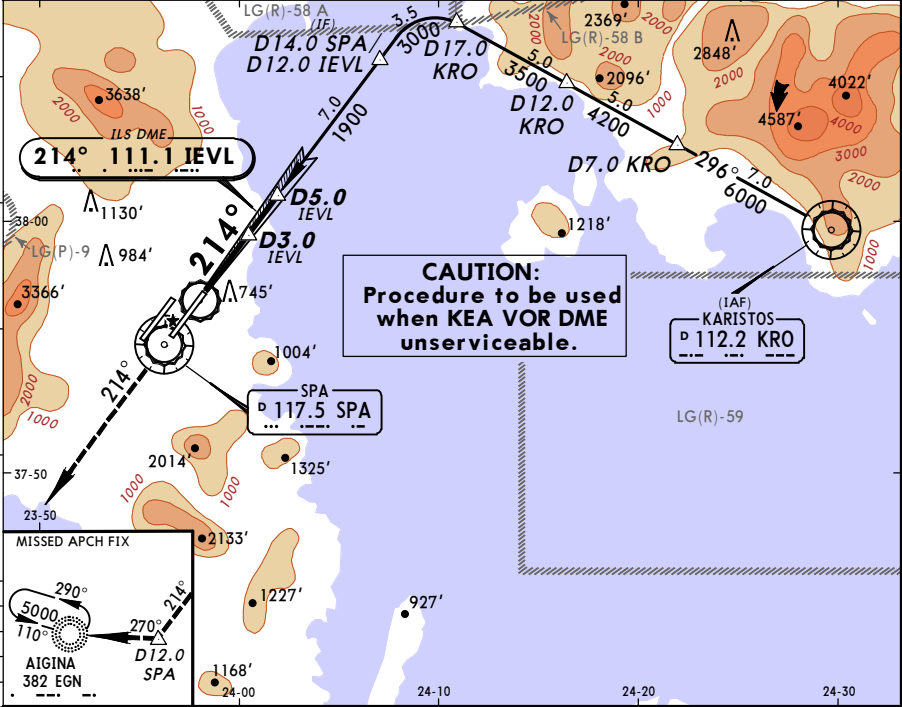
ATHENS, GREECE
ILS Y Rwy 21L

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 IEVL 111.1	Final Aptch 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.



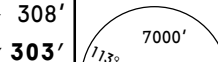
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SPA		D12.0	
GS	3.00°	377	485	539	647	862	PAPI		117.5 R-214		SPA	

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						

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

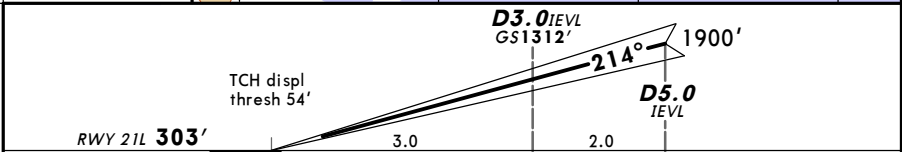
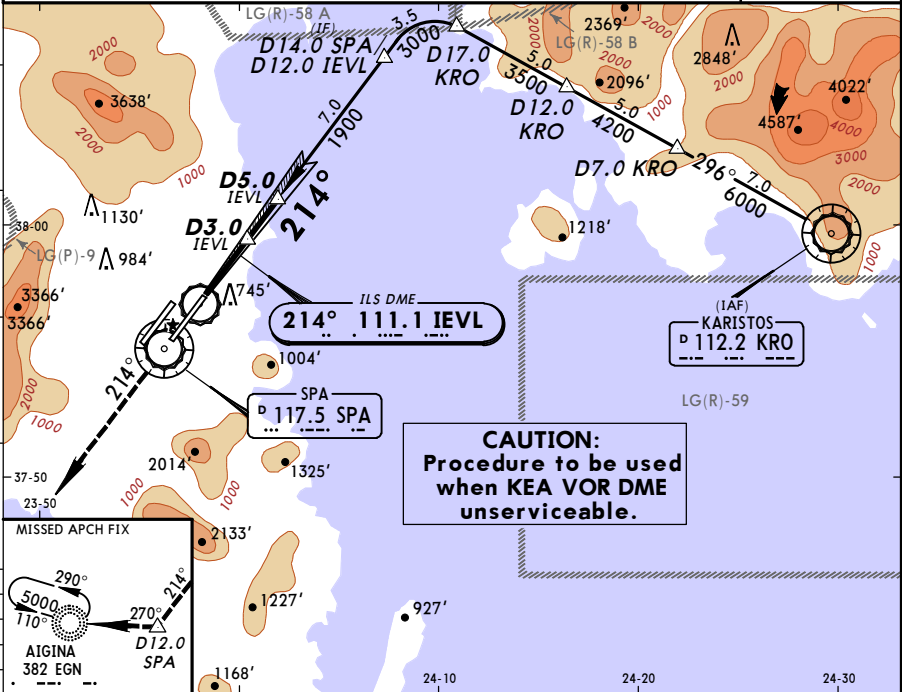
20 NOV 09 11-6A

ATHENS, GREECE
CAT II ILS W Rwy 21L

ATIS		ATHENS Arrival (R)		Director (R)		Approach													
136.12		132.97		126.57		121.4		126.57		130.02		132.97		128.95		125.52		121.4	
VENIZELOS Tower						Ground													
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')		403' (100')													

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	862	PAPI		117.5	SPA
									R-214	

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

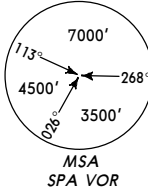
RVR 300m

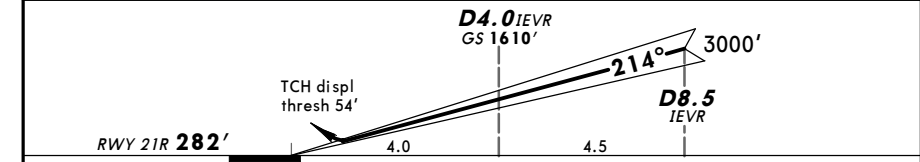
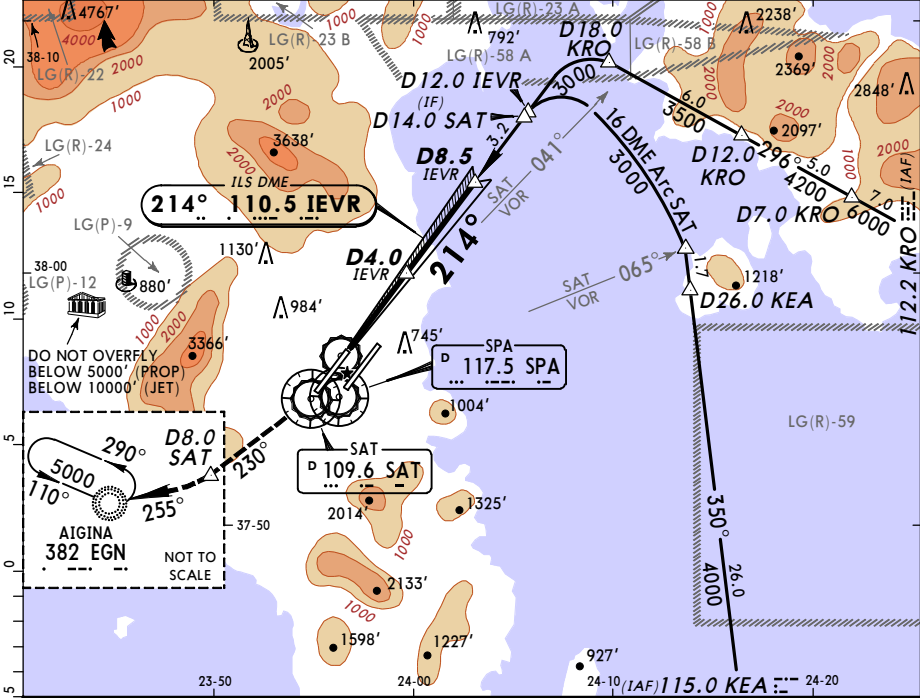
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPesen
20 NOV 09 11-7

ATHENS, GREECE
ILS Z Rwy 21R

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')	ILS DA(H) Refer to Minimums	Apt Elev 308'	RWY 282'	
MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D8.0 SAT turn RIGHT onto 255° to NDB climbing to 5000' and hold.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000'						MSA SPA VOR
1. DME REQUIRED. 2. ILS DME reads zero at rwy 21R displaced threshold.						



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 on RT	109.6
										R-230

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

LGAV/ATH

ELEFTERIOS VENIZELOS INTL

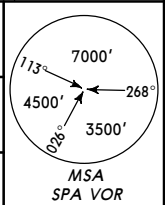
20 NOV 09 11-7A

ATHENS, GREECE
CAT II ILS X Rwy 21R

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

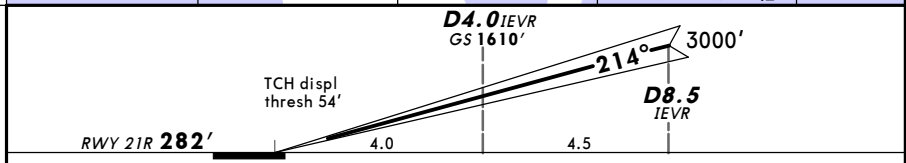
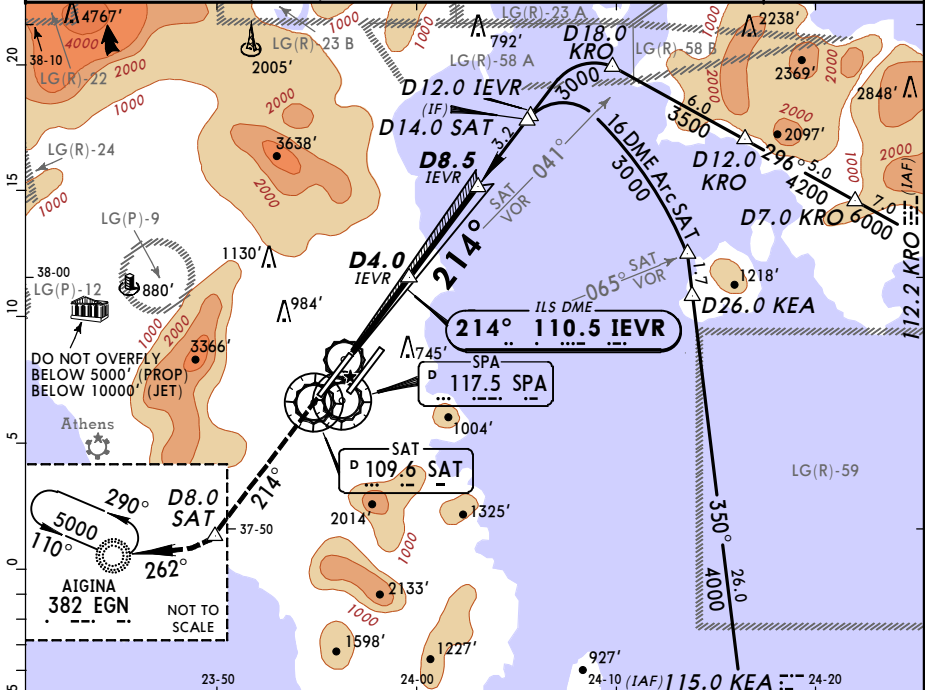
VENIZELOS Tower 136.27			West 121.8	North 121.75	East 121.9	South 121.95
---------------------------	--	--	------------	--------------	------------	--------------

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'
- DME REQUIRED.
 - Special Aircrew & Aircraft Certification Required.
 - ILS DME reads zero at rwy 21R displaced threshold.



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

STRAIGHT-IN LANDING RWY 21R CAT II ILS				
Missed apch climb grad mim 3.0% A RA 94' DA(H) 382'(100')		Missed apch climb grad mim 2.5% B RA 120' DA(H) 409'(127')		
C RA 136' DA(H) 425'(143')		D RA 149' DA(H) 438'(156')		E RA 163' DA(H) 452'(170')
RVR 300m		RVR 400m		RVR 450m

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

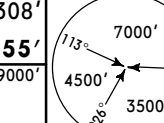
CHANGES: Minimums.

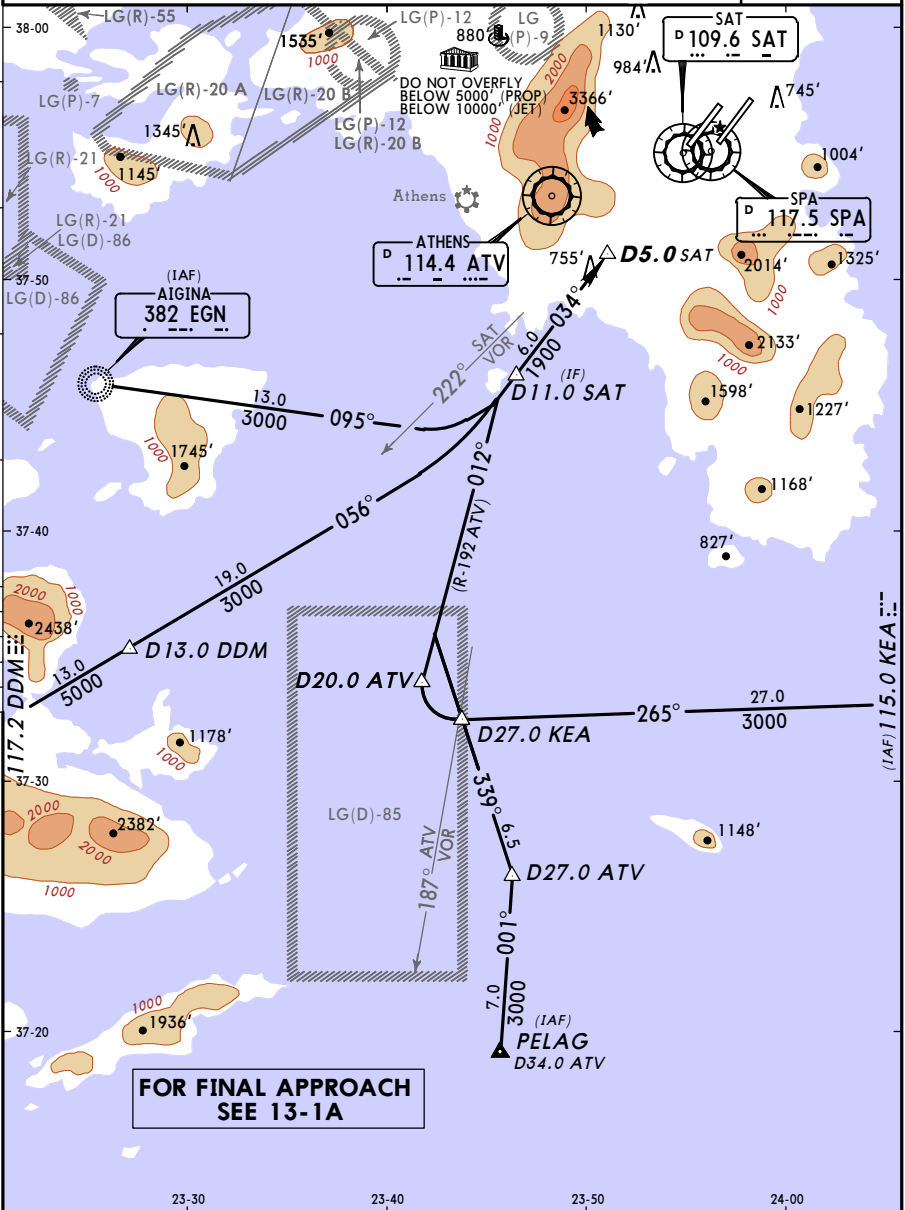
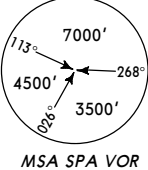
© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

20 NOV 09 (13-1)

ATHENS, GREECE
VOR Rwy 03L

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		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	



FOR FINAL APPROACH
SEE 13-1A

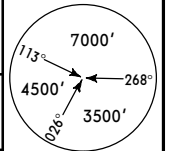
LGAV/ATH

JEPPesen
20 NOV 09 (13-1A)

ATHENS, GREECE
VOR Rwy 03L

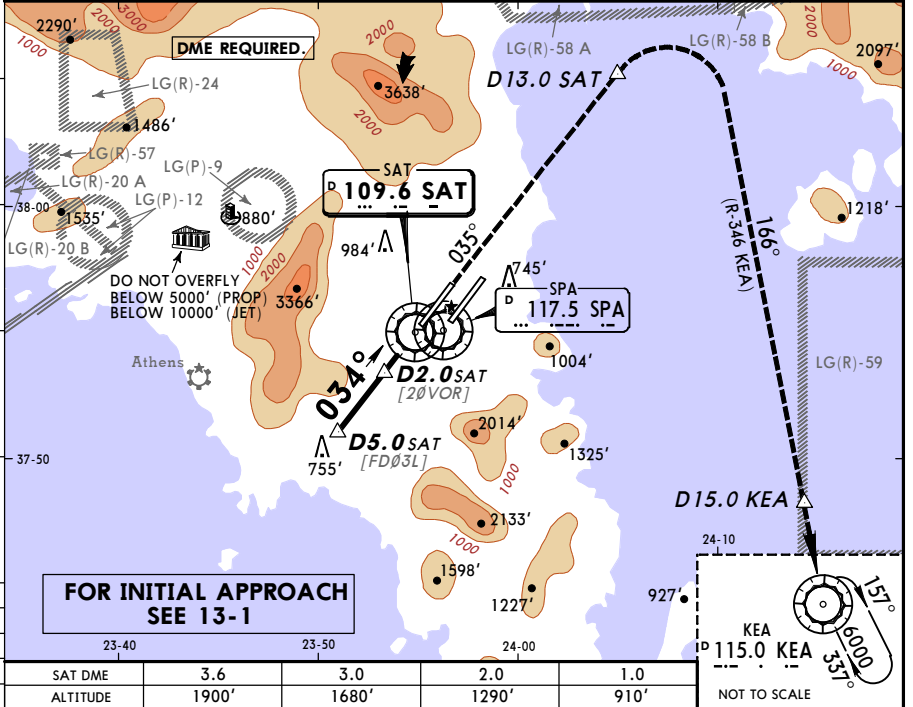
ATIS		ATHENS Arrival (R)		Director (R)	Approach					
136.12	West		East	121.4	126.57	130.02	132.97	128.95	125.52	121.4
VENIZELOS Tower				Ground						
136.27				West 121.8	North 121.75	East 121.9	South 121.95			

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

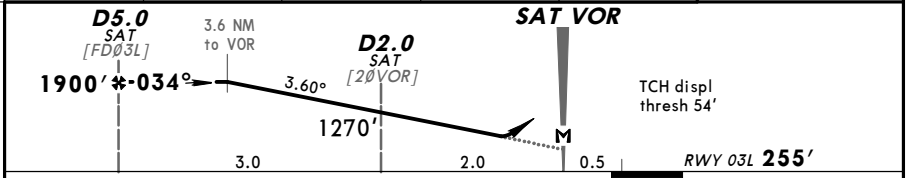


MISSED APCH: Climb STRAIGHT AHEAD on R-035 SAT. At D13.0 SAT turn RIGHT (MAX 220 KT). Intercept R-346 KEA and proceed to KEA VOR climbing to 6000' and hold. Cross D15.0 KEA at 6000'.

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



FOR INITIAL APPROACH
SEE 13-1



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

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

BRIEFING STRIPTM

© JEPPESEN, 2004, 2009. ALL RIGHTS RESERVED.

LGAV/ATH

ELEFTHERIOS VENIZELOS INTL

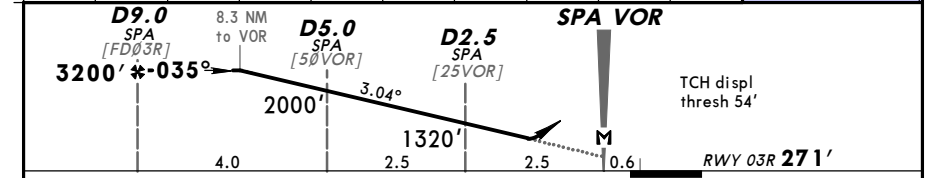
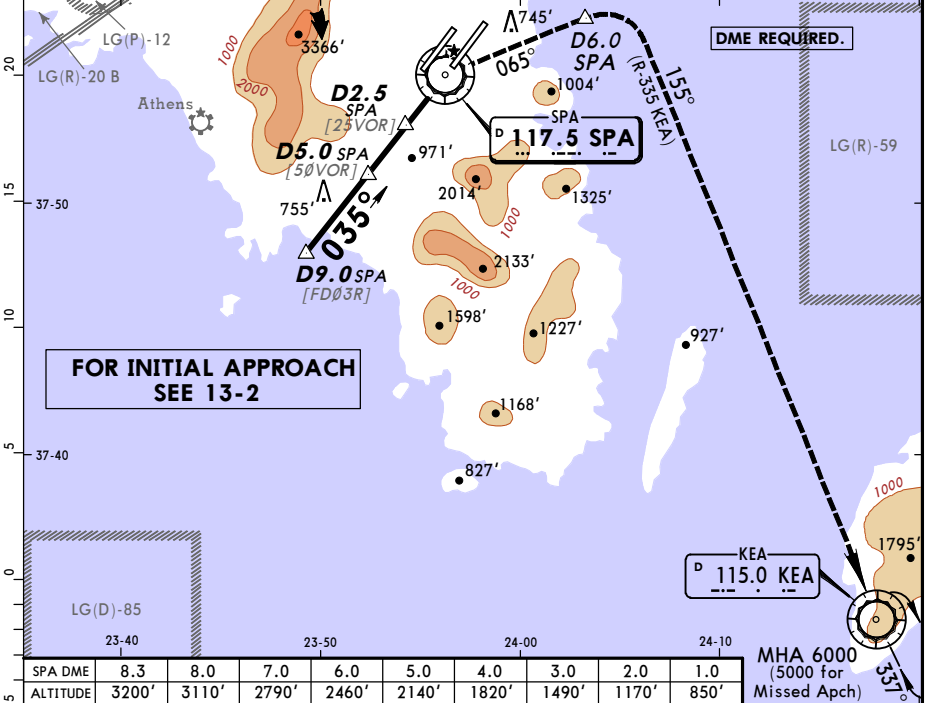
20 NOV 09

JEPPesen
13-2A

ATHENS, GREECE
VOR Rwy 03R

ATIS		ATHENS Arrival (R)		Director (R)	Approach					
136.12	West	132.97	East	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')			
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	

BRIEFING STRIP TM



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI		As soon as practicable		SPA	D6.0 SPA	
Descent Angle 3.04°		376	484	538	645	753	861			RT	117.5			
MAP at SPA VOR											R-065			
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								RVR 1900m				135	1300'(992') 1600m	
C												NOT APPLICABLE		
D								D						

PANS OPS 3

LGAV/ATH

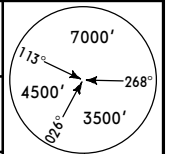
JEPPESSEN
20 NOV 09 (13-3)

ATHENS, GREECE
VOR 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

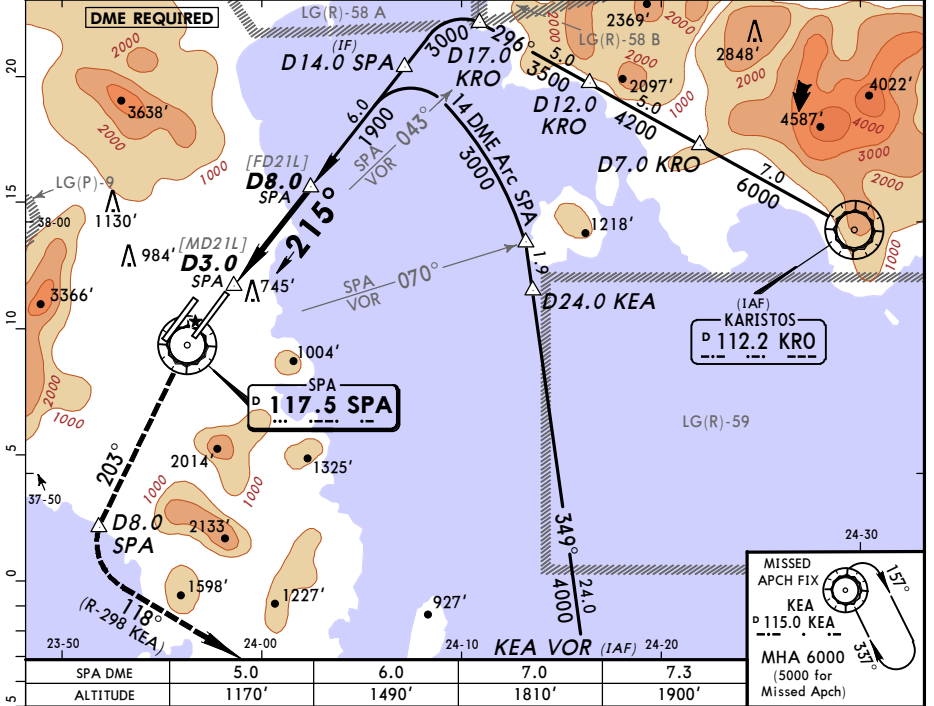
VENIZELOS Tower		Ground			
118.62		West 121.8	North 121.75	East 121.9	South 121.95

VOR SPA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
117.5	215°	1900' (1597')	1030' (727')	308'



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
--------------	------------------	---------------------	------------------	-------------



SPA VOR		D3.0 SPA [MD21L]		D8.0 SPA [FD21L]	
TCH displ thresh 54'		4.3 NM to MD21L		215° 1900'	
RWY 21L 303'		0.6		5.0	

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

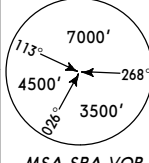
Standard		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
		DA(H) 1030' (727')			
		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m			100	1200' (892') 1500m
B				135	1300' (992') 1600m
C	CMV 2400m			C	NOT APPLICABLE
D				D	

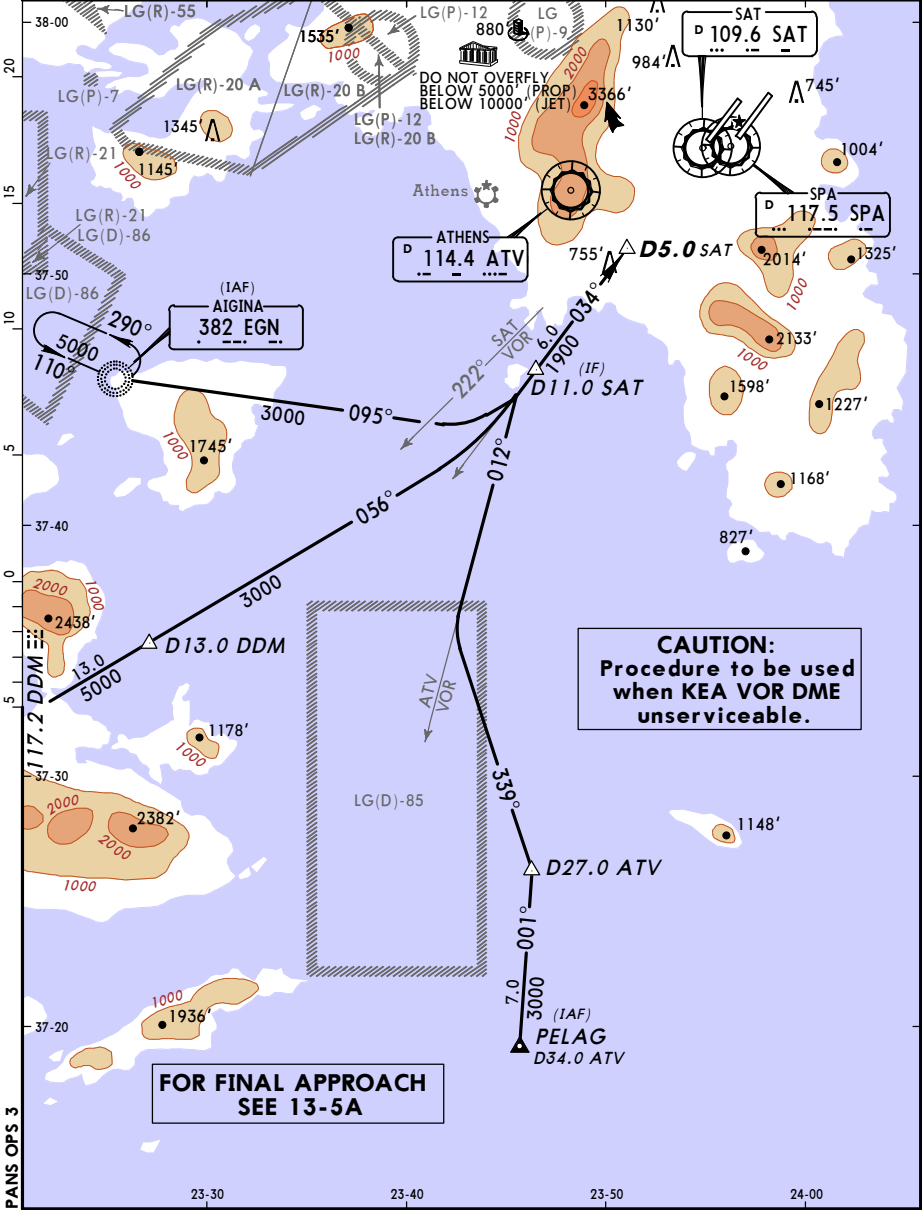
© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPesen
20 NOV 09 (13-5)

ATHENS, GREECE
VOR Y Rwy 03L

BRIEFING STRIP TM	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
	VOR		Final		Minimum Alt		DA(H)		Apt Elev 308'		
	SAT		Apch Crs		Refer to chart		Refer to chart		RWY 255'		
	109.6		034°		13-5A		13-5A				
Alt Set: hPa			Rwy Elev: 9 hPa			Trans level: By ATC			Trans alt: 9000'		
DME REQUIRED.											
MSA SPA VOR											

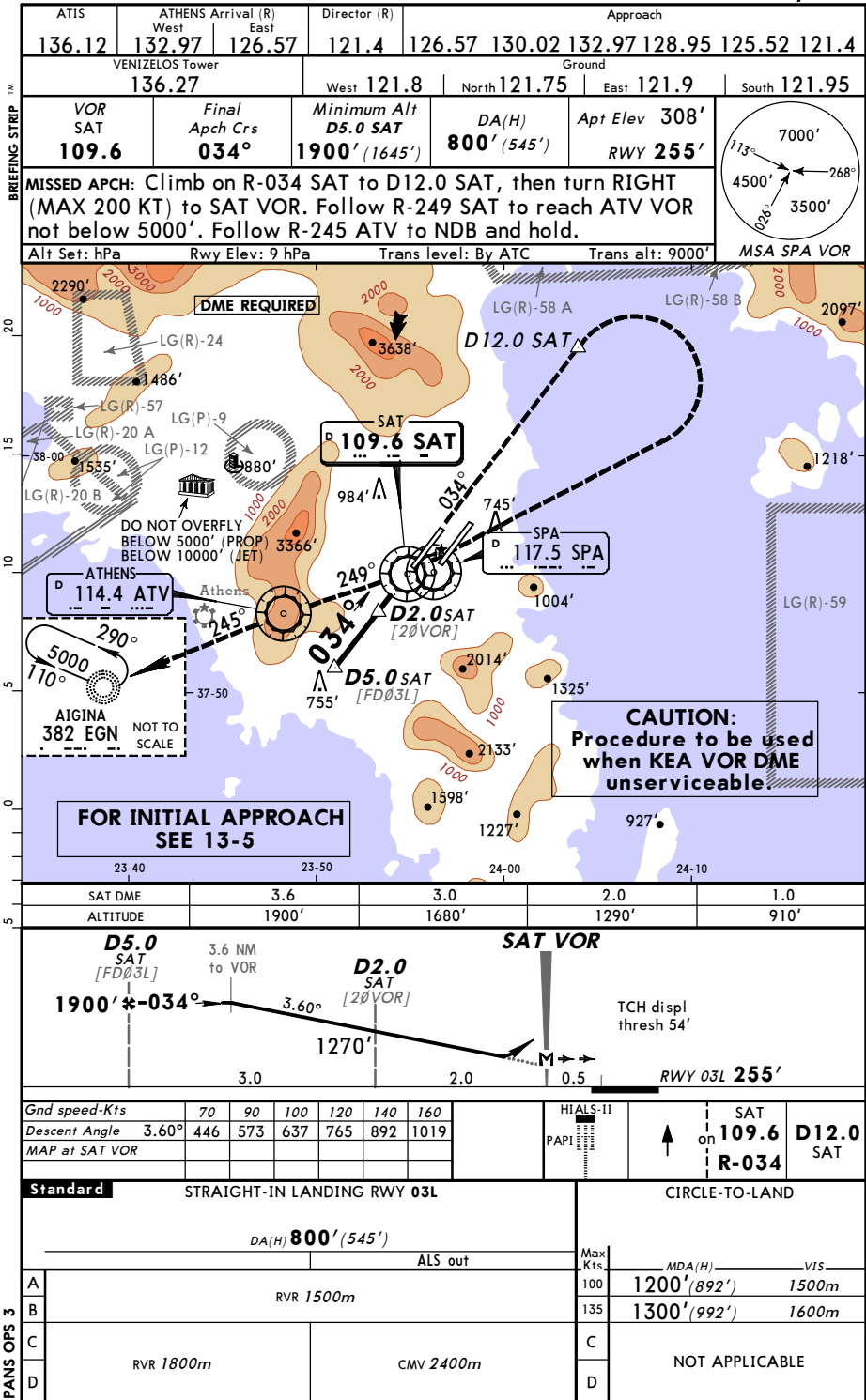


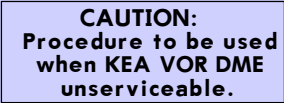
LGAV/ATH
ELEFTERIOS VENIZELOS INTL

20 NOV 09 (13-5A)

ATHENS, GREECE
VOR Y Rwy 03L

JEPPesen

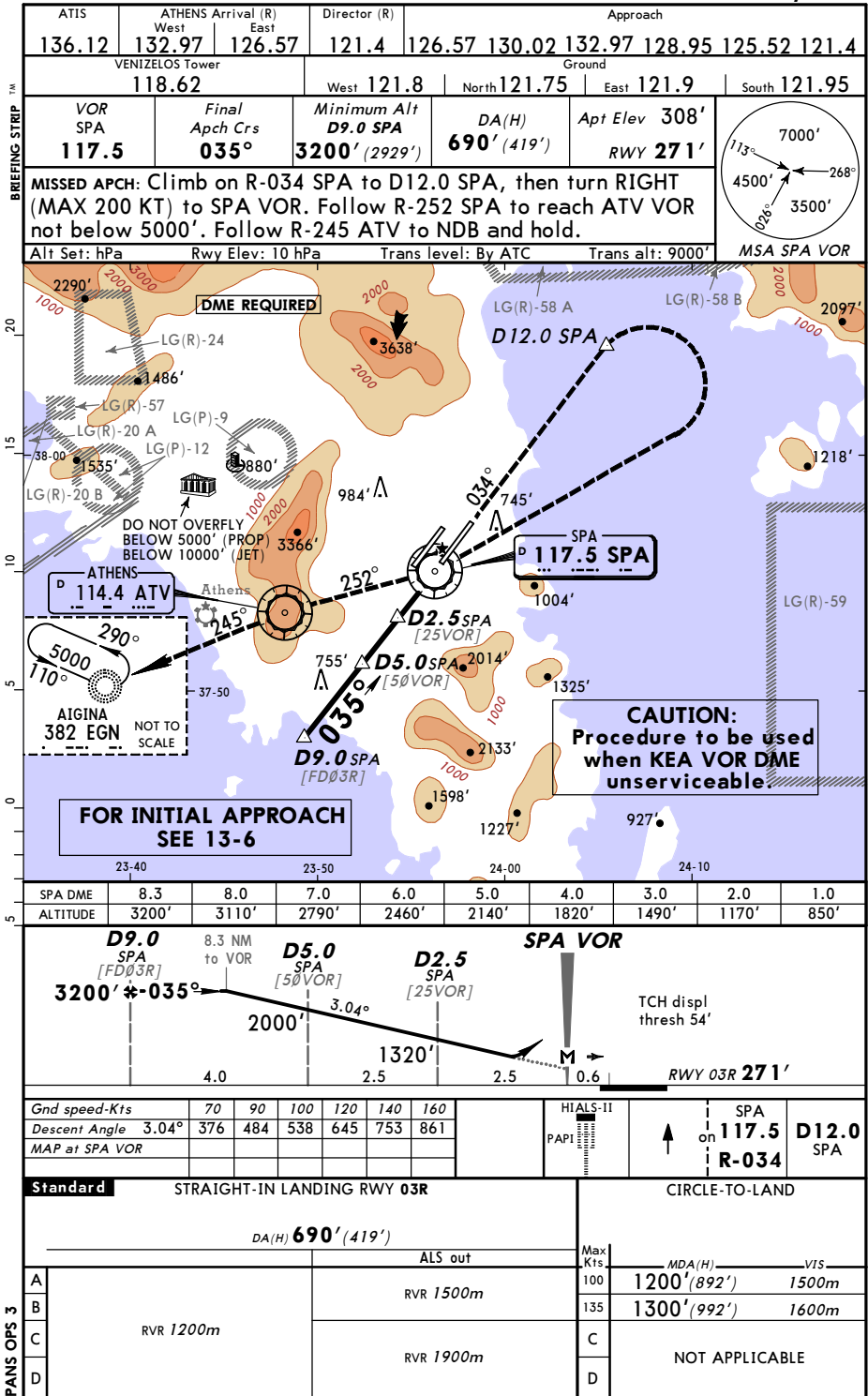




LGAV/ATH
ELEFTERIOS VENIZELOS INTL

20 NOV 09 (13-6A)

ATHENS, GREECE
VOR Y Rwy 03R

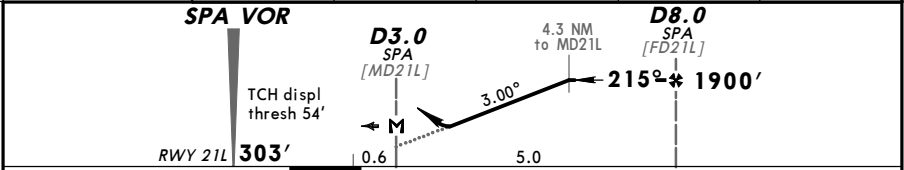
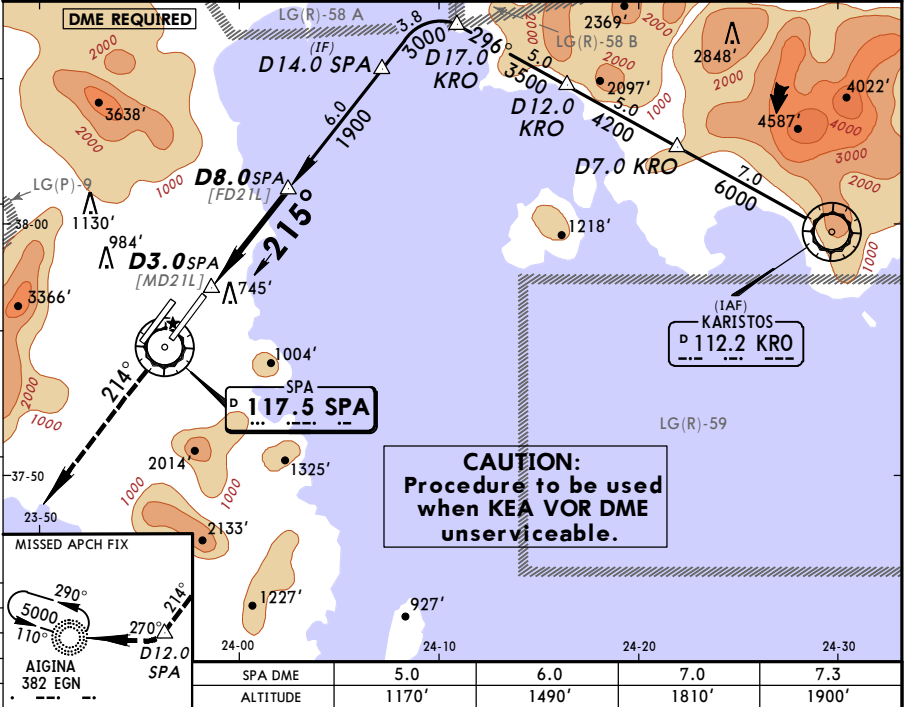


LGAV/ATH
ELEFTERIOS VENIZELOS INTL

JEPPESEN
20 NOV 09 (13-7)

ATHENS, GREECE
VOR Y Rwy 21L

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	
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'	MSA SPA VOR		



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	
---------------	--	----	----	-----	-----	-----	-----	--	--



Chart changes since cycle 12-2016

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