

**GENERAL****Operational Hours****ATS Hours:** HJ, HN 10min PN.**AD ADMIN Hours:** HJ, HN 10min PN.**Airport Information****RFF:** CAT 7**Fuel:** O/R**PCN:** RWY 18R/36L: 50 R/B/W/T - CONC, 48 F/A/X/T - ASPH**LCN:** RWY 18L/36R: 45**Customs:** HJ, HN 10min PN.**Operation****Traffic Notes**

AD available only for alternate use of SKED and non-SKED flights.

**RWY Restrictions**

LDG on RWYs18L and 18R at night prohibited.

RWY 18R: if unable to stop prior to TWY A2 after LDG, push-back or backtrack required, due to HS3.

**TWY Restrictions**

TWY parallel to RWY width 20m / 66ft.

Other TWY 15m / 49ft or 12m / 39ft.

**Taxi/Parking**

Marshaller and Follow-me O/R.

On certain TWYs, taxi OPS restricted for large ACFT when using own PWR due to insufficient safety DIST. Further INFO will be given by TWR.

**Warnings**

Cranes at 0.7NM from THR RWY 36 on BRG 170° with 180ft height, not lighted.

Heavy bird activity up to 2000ft AGL, 1-2 HR after SR and 1-2 HR before SS in vicinity of AD.

**DEPARTURE****Take-off Minima**

| RWY      |           | 18L/36R, 18R/36L |         |
|----------|-----------|------------------|---------|
| All ACFT | ft - m/km | 0 - 400V         | HJ only |
|          |           | 0 - 800V         | HN      |

**Departure Procedure****DEP Note**

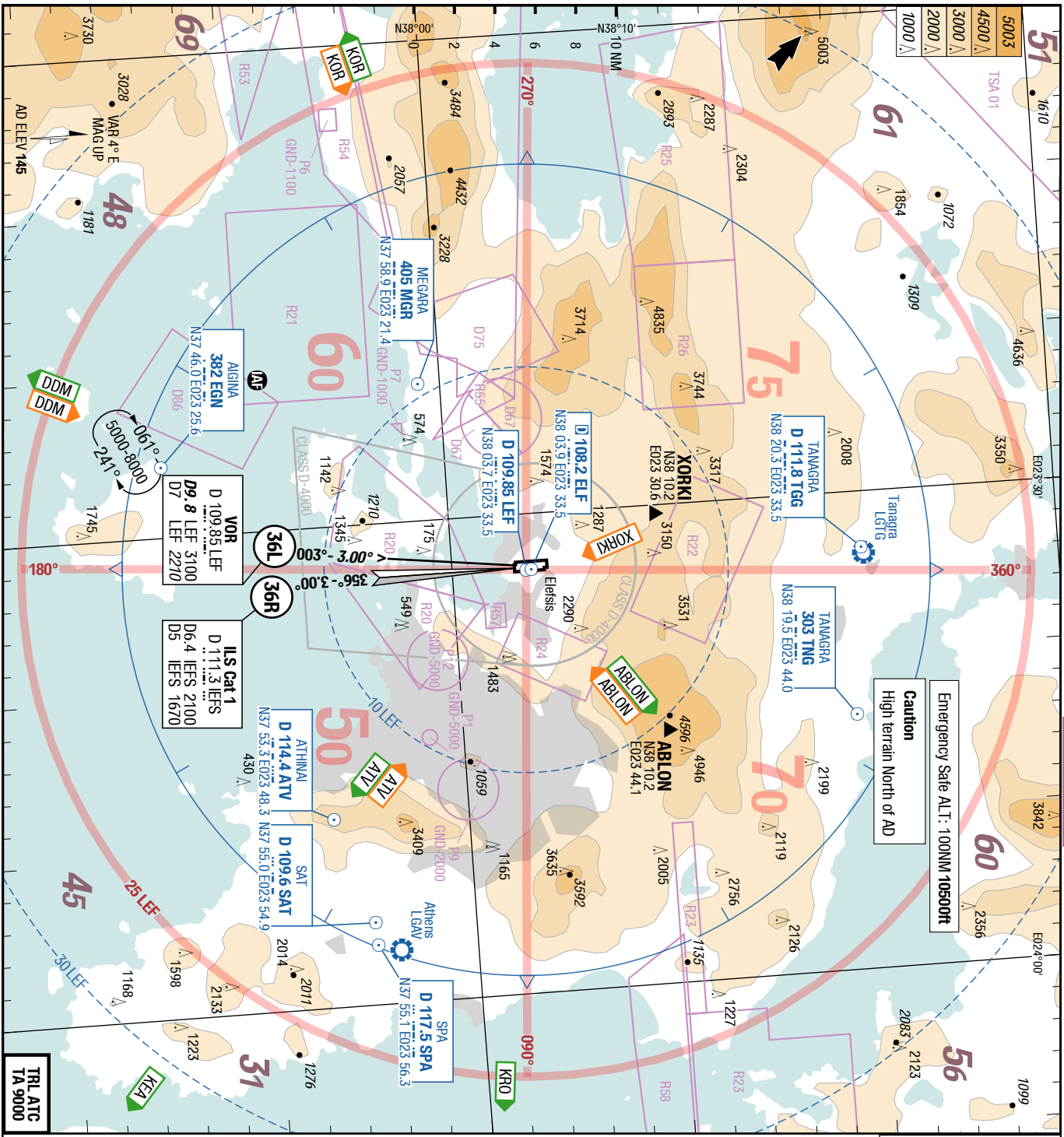
TKOF RWY 18: turn left after crossing the shore of Elefsis gulf.

**ATC Slot, Clearance**

Request ATC CLR at the earliest 10min prior ENG start-up.

**De-Icing**

Not AVBL.



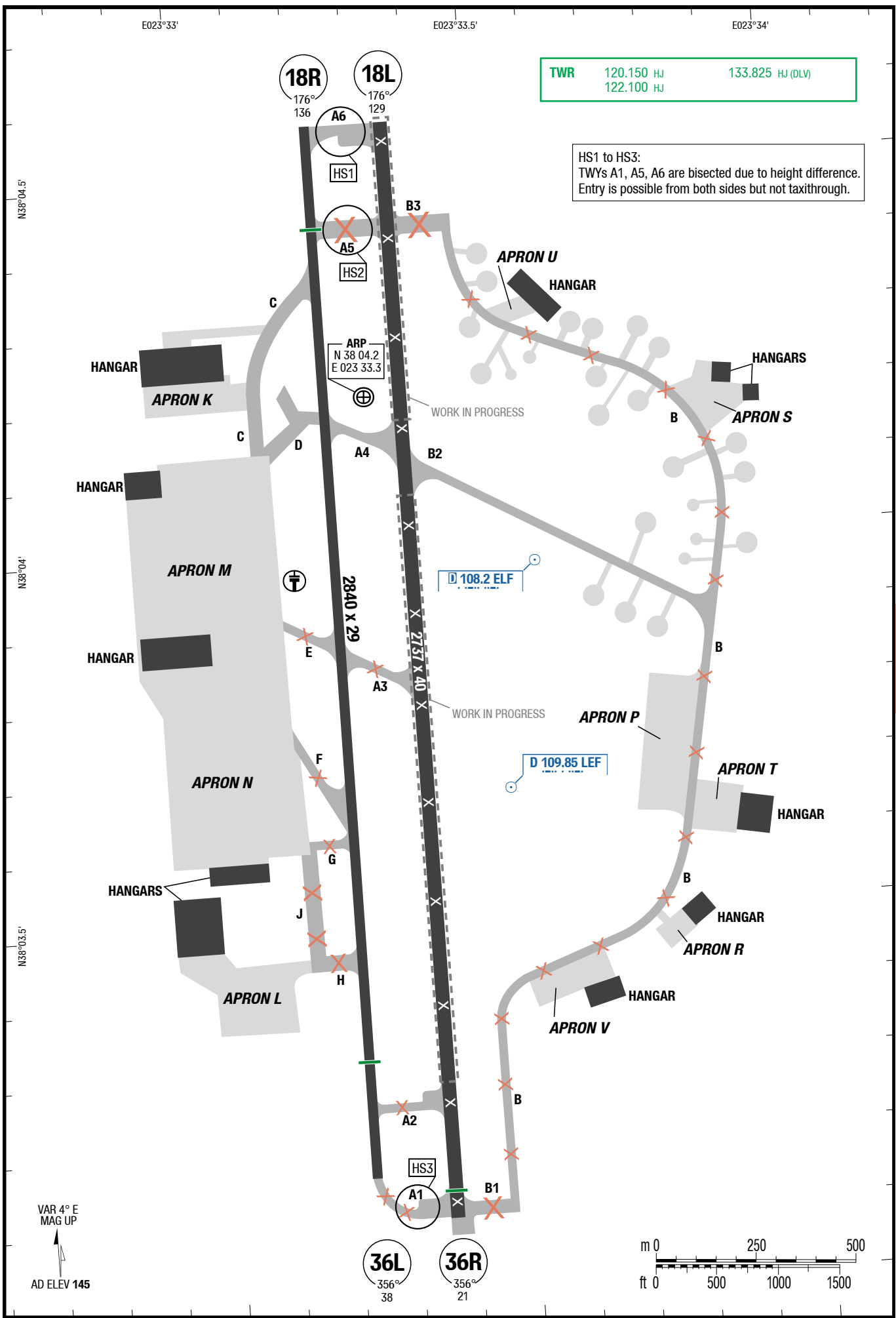
Attina APP

|                  |
|------------------|
| 130.025          |
| 126.575          |
| 132.975          |
| 128.950          |
| 125.525          |
| 121.400          |
| 120.150 HJ       |
| 133.825 HJ (DLV) |
| 122.100 HJ       |

TWR

Landing RWY system:

|                  |                                 |           |                              |     |
|------------------|---------------------------------|-----------|------------------------------|-----|
| 18L              | 150                             | 2737 x 40 | 8.3.8° PAPI for MIL OPS only | 36R |
| HL-N             | THR 129 (5HPa) / TDZ --- (---%) | -1.2%     |                              |     |
| 60 L             | 40 x 2677                       | 60        |                              |     |
| +1.2%            | TDZ --- (---%) / THR 21 (1HPa)  |           |                              |     |
| 18R              | 420                             | 2580 x 29 | 8.3.8° PAPI for MIL OPS only | 36L |
| L-S              | THR 136 (5HPa) / TDZ --- (---%) | -1.1%     |                              |     |
| 60 L             | 29 x 2550                       | 290       |                              |     |
| PAPI PSN unknown | 3.0°                            | 420       |                              |     |
| +1.1%            | TDZ --- (---%) / THR 38 (1HPa)  |           |                              |     |



Changes: RWY 18R/36L, Note, AD ELEV, hot spots, Editorial

## QQO-LGEL

## SIDs RWY 18L (Z DEPs)

4-10

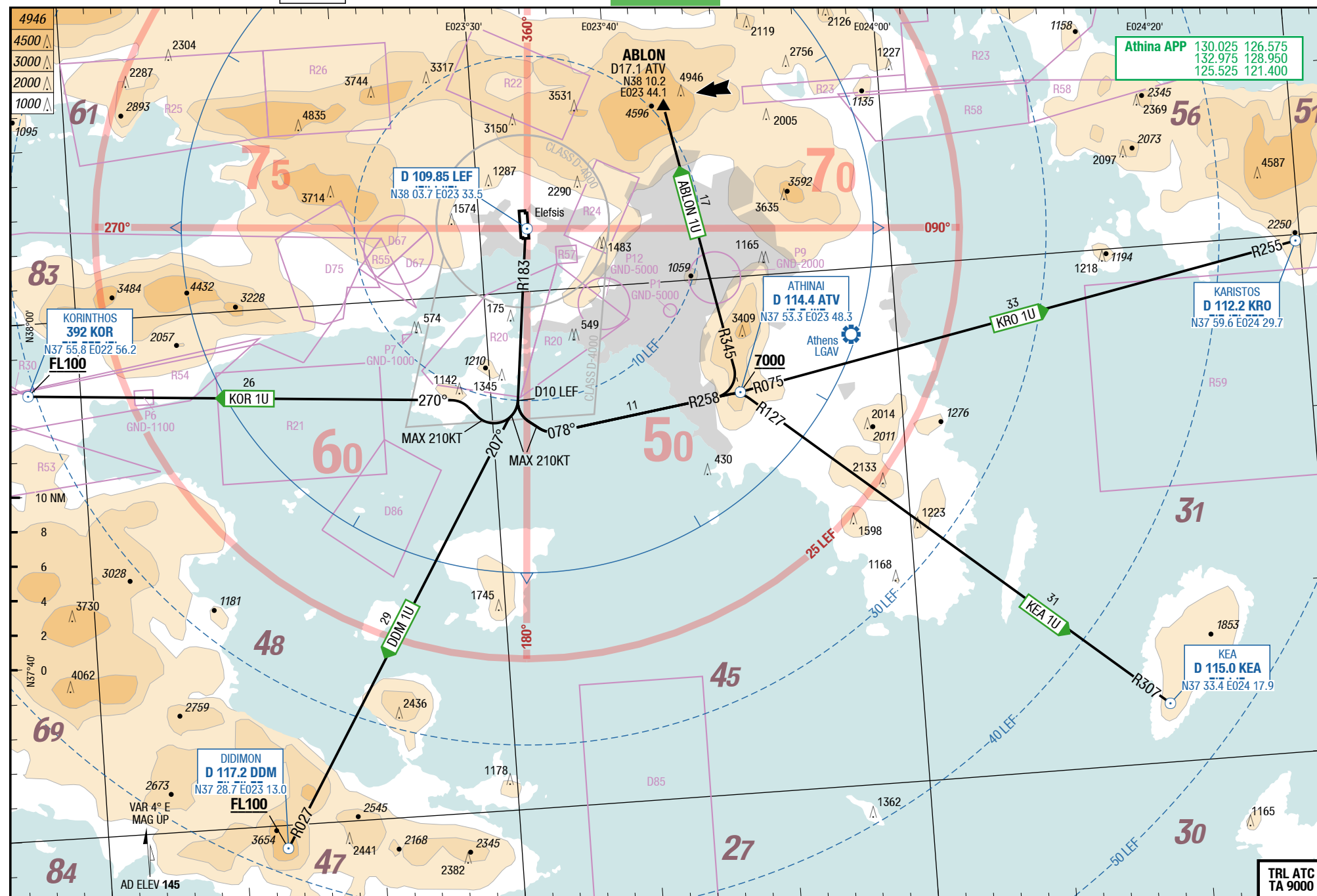
### SIDs RWY 18L (U DEPs)

SID

SID

#### SIDs RWY 18L (Z DEPs)

### SIDs RWY 18L (U DEPs)



Changes: chart title, Track, OBST, Editorial

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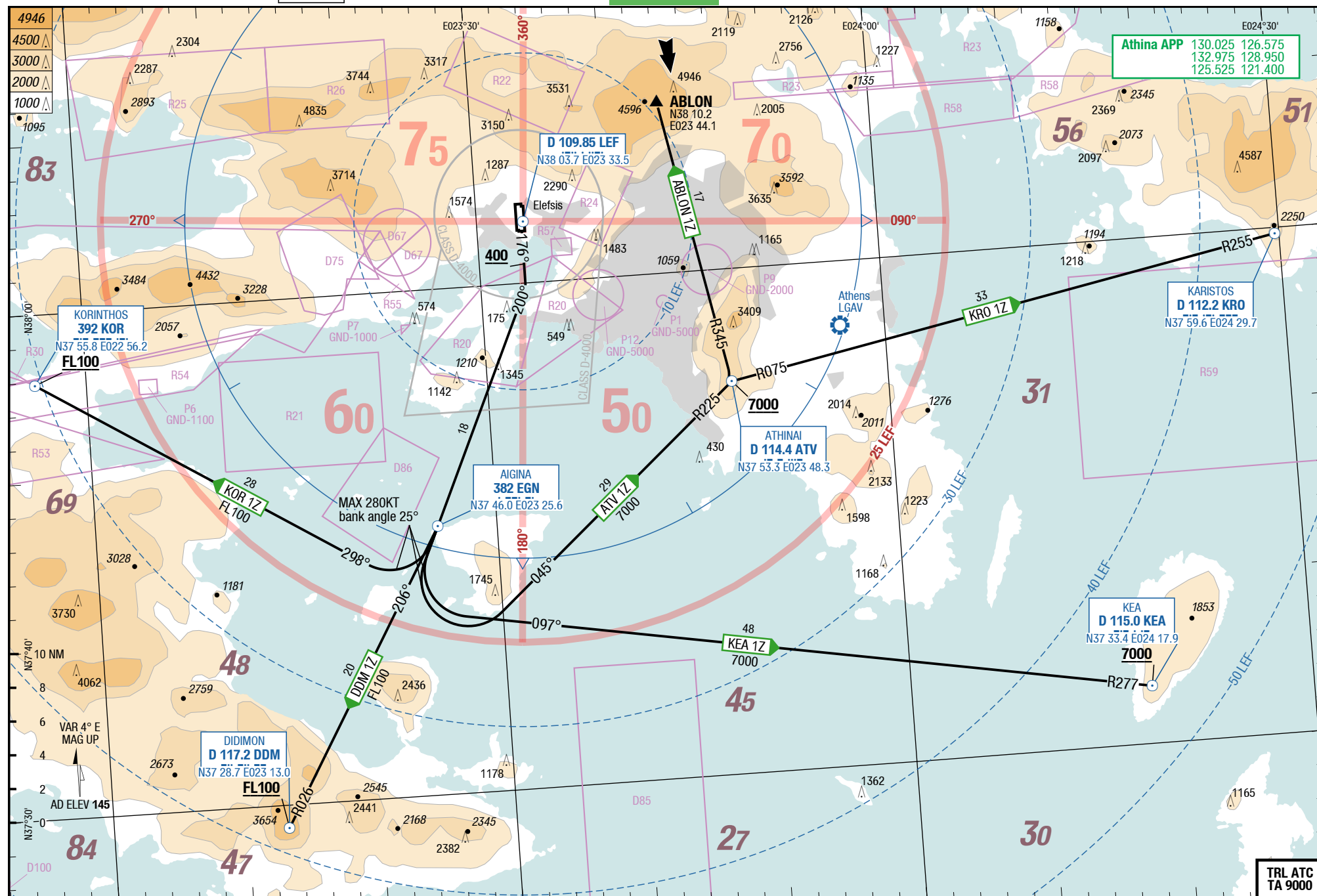
4-20

SIDs RWY 18L (Z DEPs)

SID  
SID

Greece Elefsis

SIDs RWY 18L (Z DEPs)



Changes: new



## QQO-LGEL

## SIDs RWY 36L (H DEPs)

4-30

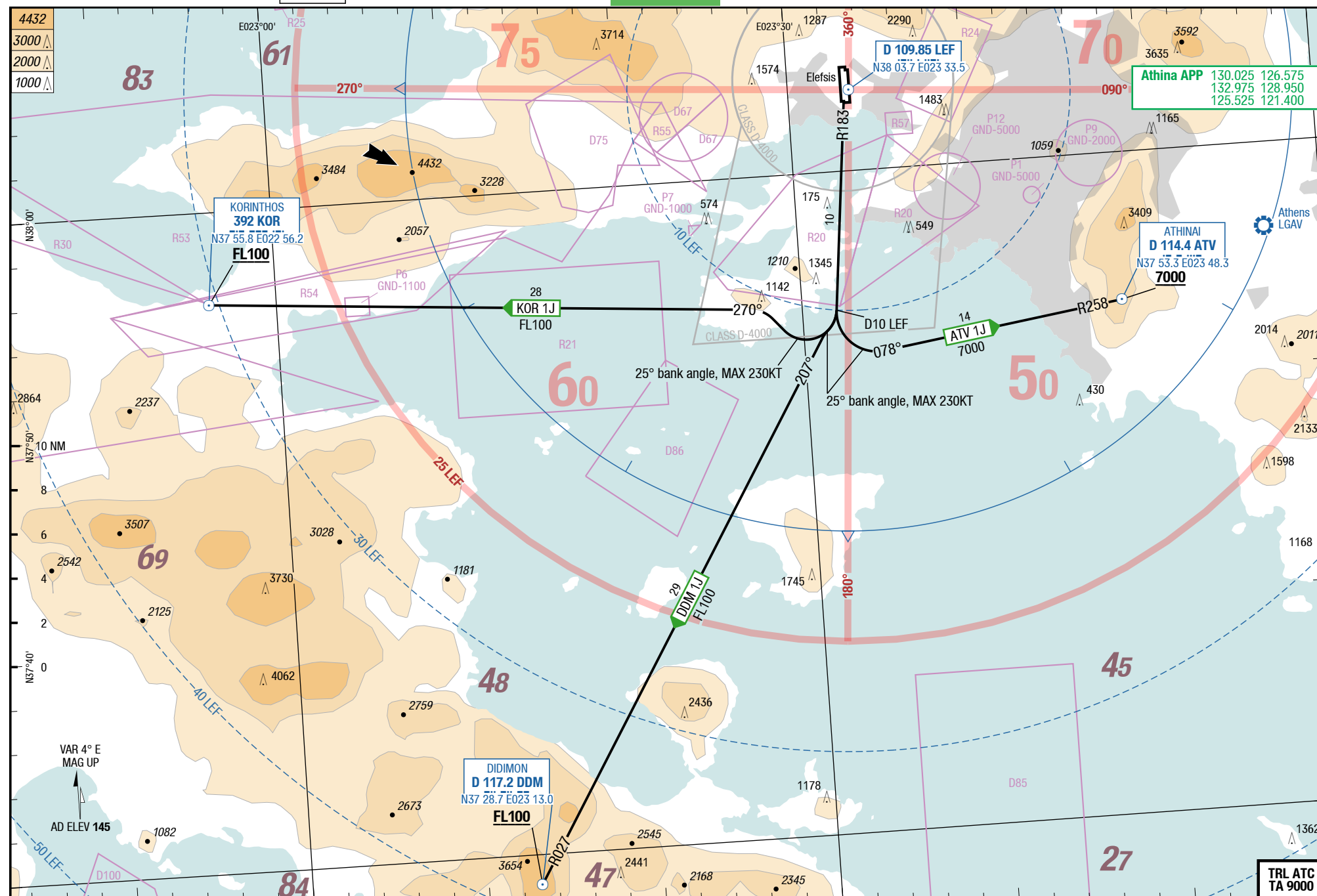
### SIDs RWY 18R (J DEPs)

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SID

## SIDs RWY 36L (H DEPs)

### SIDs RWY 18R (J DEPs)



Changes: new

TRL ATC  
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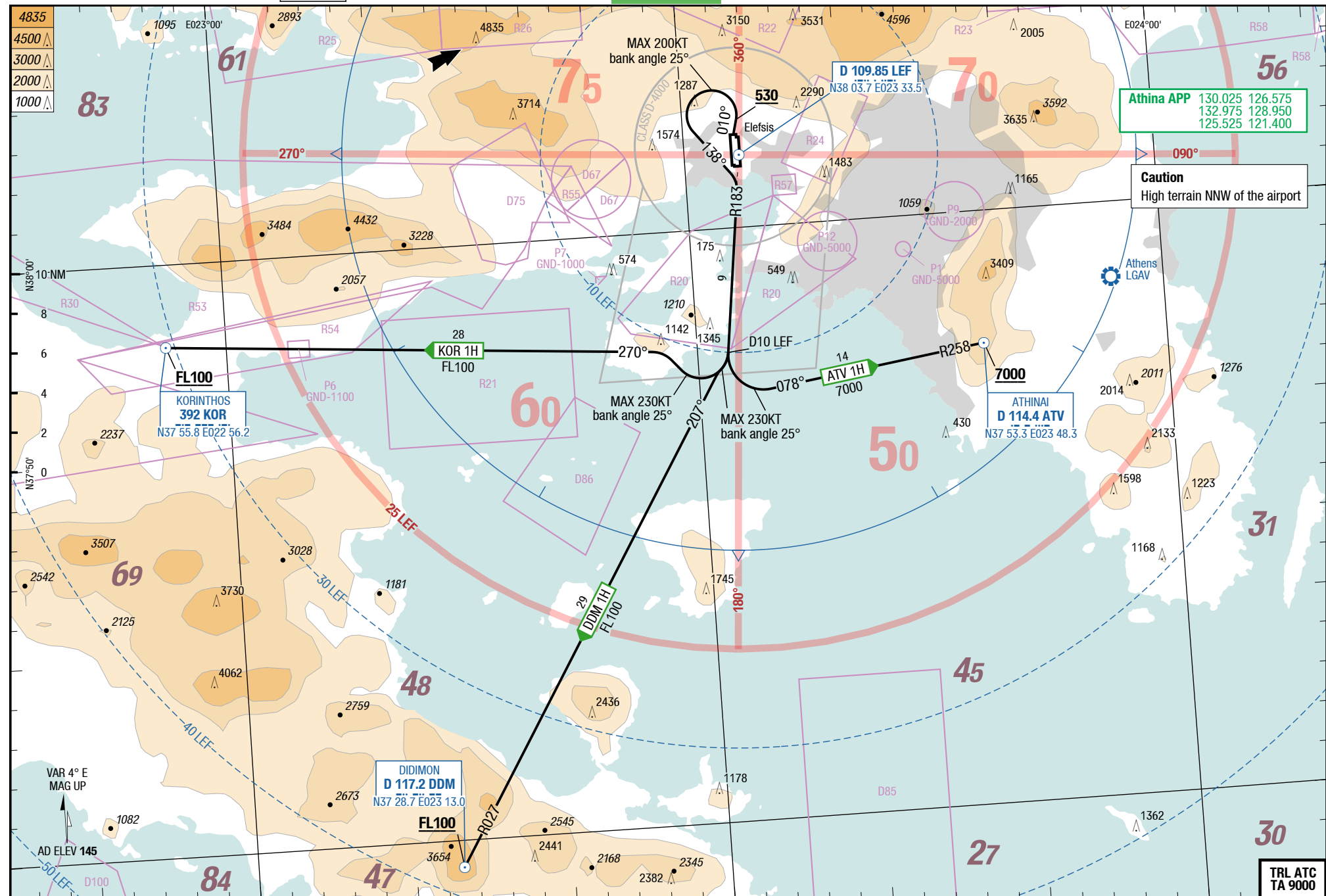
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## SIDs RWY 36L (H DEPs)

4-40

## SIDs RWY 36L (H DEPs)

## SIDs RWY 36L (H DEPs)



Changes: new

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4-50

SIDs RWY 36R (V DEPs)

SID

SID

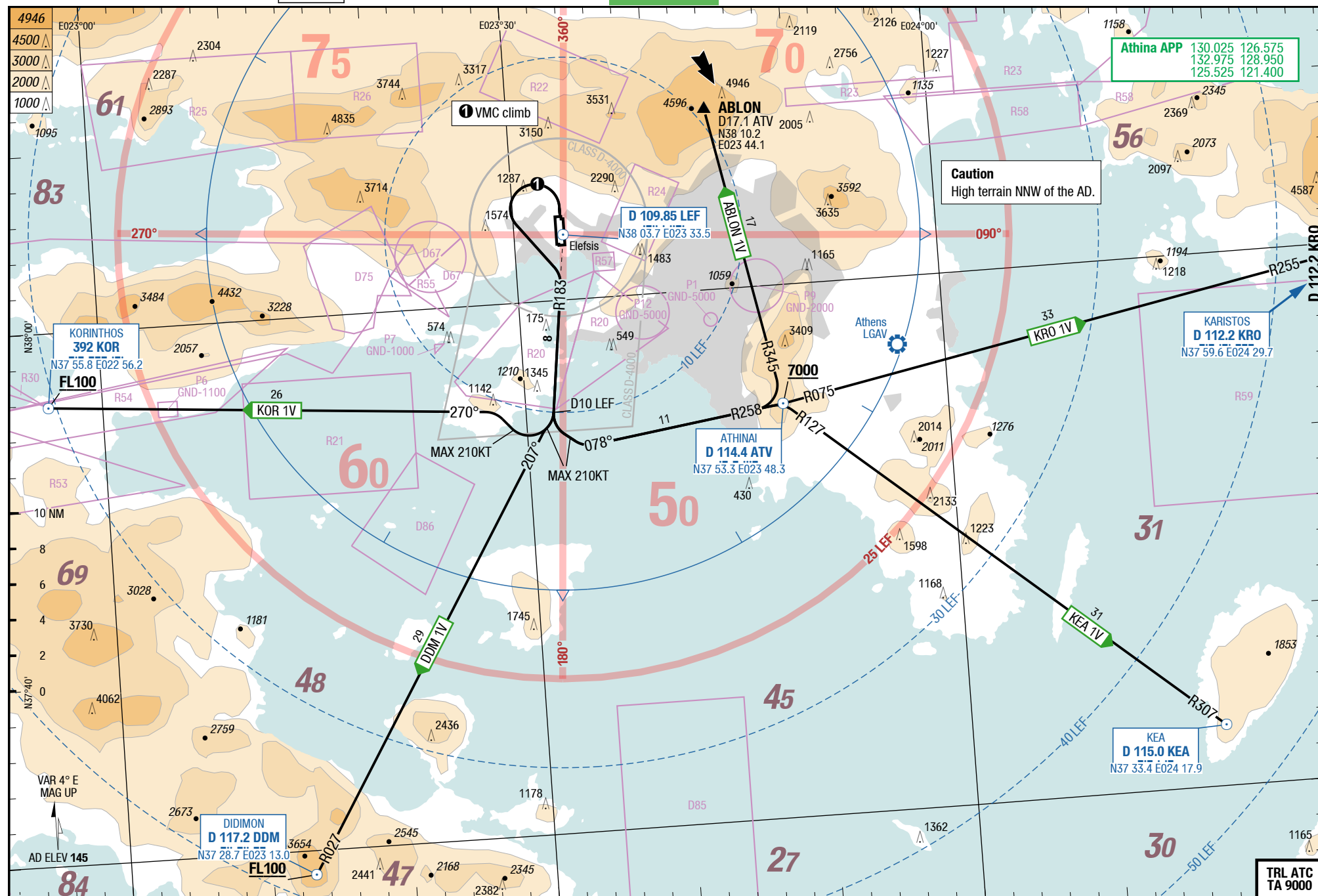
Greece Elefsis

SIDs RWY 36R (Y DEPs)

Elefsis Greece

SIDs RWY 36R (Y DEPs)

SIDs RWY 36R (V DEPs)



Changes: chart title, Track, OBST, DIST, Editorial



## QQO-LGEL

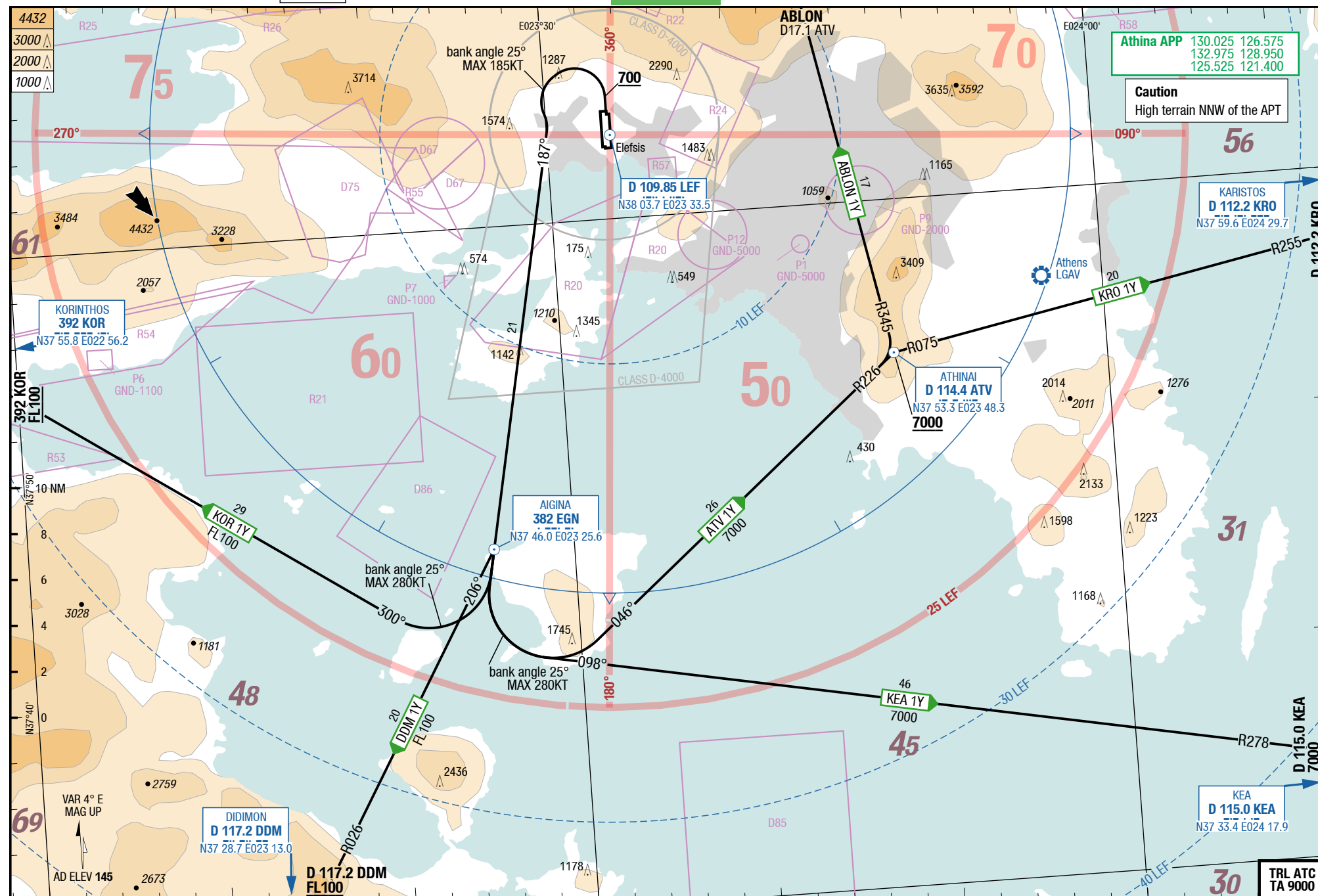
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## SIDs RWY 36R (Y DEPs)

4-60

## SIDs RWY 36R (Y DEPs)



Changes: new

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5-10

SIDs RWY 18L (U DEPs)

ABLON 1U / DIDIMOM 1U / KARISTOS 1U / KEA 1U / KORINTHOS 1U

RWY 18L (176°)

|      |        |     |     |      |      |      |      |
|------|--------|-----|-----|------|------|------|------|
|      | GS     | 120 | 150 | 180  | 210  | 240  | 270  |
| 5.8% | ft/MIN | 800 | 900 | 1100 | 1300 | 1500 | 1600 |

| DESIGNATOR  | ROUTING  | ALTITUDES            |
|---|--|----------------------|
|   | <b>Runway 18L</b>  |                      |
| <b>ABLON 1U</b><br>5.8% to MEA<br>①②                      | R183 LEF - at D10 LEF LT (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R345 <b>ATV</b> to ABLON      | <b>ATV MNM 7000</b>  |
| <b>DIDIMOM 1U</b><br><b>DDM 1U</b><br>5.8% to MEA<br>①②   | R183 LEF - at D10 LEF RT (MAX 210KT) intercept R027 <b>DDM</b> to <b>DDM</b>                                 | <b>DDM MNM FL100</b> |
| <b>KARISTOS 1U</b><br><b>KRO 1U</b><br>5.8% to MEA<br>①②  | R183 LEF - at D10 LEF LT (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R075 <b>ATV</b> to <b>KRO</b> | <b>ATV MNM 7000</b>  |
| <b>KEA 1U</b><br>5.8% to MEA<br>①②                        | R183 LEF - at D10 LEF LT (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R127 <b>ATV</b> to <b>KEA</b> | <b>ATV MNM 7000</b>  |
| <b>KORINTHOS 1U</b><br><b>KOR 1U</b><br>5.8% to MEA<br>①② | R183 LEF - at D10 LEF RT (MAX 210KT) intercept QDM 270 <b>KOR</b> to <b>KOR</b>                              | <b>KOR MNM FL100</b> |

① Climb gradient due to ATC reason.

② Visual climb to 600ft required due to obstacles within 1 NM from DER.

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5-20

SIDs RWY 18L (Z DEPs)

**ABLON 1Z / ATHINAI 1Z / DIDIMON 1Z / KARISTOS 1Z / KEA 1Z / KORINTHOS 1Z**  
**RWY 18L (176°)**

|      |        |     |     |     |      |      |      |
|------|--------|-----|-----|-----|------|------|------|
|      | GS     | 120 | 150 | 180 | 210  | 240  | 270  |
| 4.6% | ft/MIN | 600 | 700 | 900 | 1000 | 1200 | 1300 |

| DESIGNATOR  | ROUTING   | ALTITUDES            |
|---|---|----------------------|
|   | <b>Runway 18L</b>   |                      |
| <b>ABLON 1Z</b><br>4.6% to 5000<br>①                      | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R225 <b>ATV</b> to <b>ATV</b> - R345 <b>ATV</b> to <b>ABLON</b> | <b>ATV MNM 7000</b>  |
| <b>ATHINAI 1Z</b><br><b>ATV 1Z</b><br>4.6% to 5000<br>①   | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R225 <b>ATV</b> to <b>ATV</b>                                   | <b>ATV MNM 7000</b>  |
| <b>DIDIMON 1Z</b><br><b>DDM 1Z</b><br>4.6% to 5000<br>①   | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN</b> intercept R026 <b>DDM</b> to <b>DDM</b>  | <b>DDM MNM FL100</b> |
| <b>KARISTOS 1Z</b><br><b>KRO 1Z</b><br>4.6% to 5000<br>①  | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R225 <b>ATV</b> to <b>ATV</b> - R075 <b>ATV</b> to <b>KRO</b>   | <b>ATV MNM 7000</b>  |
| <b>KEA 1Z</b><br>4.6% to 5000<br>①                        | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R277 <b>KEA</b> to <b>KEA</b>                                   | <b>KEA MNM 7000</b>  |
| <b>KORINTHOS 1Z</b><br><b>KOR 1Z</b><br>4.6% to 5000<br>① | 176° - at MNM <b>400 RT</b> intercept QDM 200 <b>EGN</b> - at <b>EGN RT</b> (MAX 280KT, 25° bank angle) intercept QDM 298 <b>KOR</b> to <b>KOR</b>                                | <b>KOR MNM FL100</b> |

① Close in obstacles not considered in climb gradient.

Changes: New

09-AUG-2018

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5-30

SIDs RWY 18R (J DEPs)

ATHINAI 1J / DIDIMON 1J / KORINTHOS 1J

RWY 18R (176°)

|      |        |     |     |     |     |      |      |
|------|--------|-----|-----|-----|-----|------|------|
|      | GS     | 120 | 150 | 180 | 210 | 240  | 270  |
| 4.2% | ft/MIN | 600 | 700 | 800 | 900 | 1100 | 1200 |

| DESIGNATOR   | ROUTING   | ALTITUDES            |
|--|---|----------------------|
|  | <b>Runway 18R</b>   |                      |
| <b>ATHINAI 1J</b><br><b>ATV 1J</b><br>4.2% to MEA<br>①   | intercept R183 <b>LEF</b> - at D10 <b>LEF LT</b> (25° bank angle, MAX 230KT) intercept R258 <b>ATV</b> to <b>ATV</b>    | <b>ATV MNM 7000</b>  |
| <b>DIDIMON 1J</b><br><b>DDM 1J</b><br>4.2% to MEA<br>①   | intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (25° bank angle, MAX 230KT) intercept R027 <b>DDM</b> to <b>DDM</b>    | <b>DDM MNM FL100</b> |
| <b>KORINTHOS 1J</b><br><b>KOR 1J</b><br>4.2% to MEA<br>① | intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (25° bank angle, MAX 230KT) intercept QDM 270 <b>KOR</b> to <b>KOR</b> | <b>KOR MNM FL100</b> |

① Climb gradient due to ATC reasons.

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QQO-LGEL

5-40

SIDs RWY 36L (H DEPs)

ATHINAI 1H / DIDIMON 1H / KORINTHOS 1H

RWY 36L (356°)

|      |        |      |      |      |      |      |      |
|------|--------|------|------|------|------|------|------|
|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
| 8.4% | ft/MIN | 1100 | 1300 | 1600 | 1800 | 2100 | 2300 |

| DESIGNATOR  | ROUTING  | ALTITUDES            |
|---|--|----------------------|
|   | <b>Runway 36L</b>  |                      |
| <b>ATHINAI 1H</b><br><b>ATV 1H</b><br>8.4% to 3000<br>①   | 010° - at MNM <b>530 LT</b> (MAX 200KT, 25° bank angle) 138° - intercept R183 <b>LEF</b> - at D10 <b>LEF LT</b> (MAX 230KT, 25° bank angle) intercept R258 <b>ATV</b> to <b>ATV</b>    | <b>ATV MNM 7000</b>  |
| <b>DIDIMON 1H</b><br><b>DDM 1H</b><br>8.4% to 3000<br>①   | 010° - at MNM <b>530 LT</b> (MAX 200KT, 25° bank angle) 138° - intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (MAX 230KT, 25° bank angle) intercept R027 <b>DDM</b> to <b>DDM</b>    | <b>DDM MNM FL100</b> |
| <b>KORINTHOS 1H</b><br><b>KOR 1H</b><br>8.4% to 3000<br>① | 010° - at MNM <b>530 LT</b> (MAX 200KT, 25° bank angle) 138° - intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (MAX 230KT, 25° bank angle) intercept QDM 270 <b>KOR</b> to <b>KOR</b> | <b>KOR MNM FL100</b> |

① If unable to comply with climb gradient and turn restrictions: LT - remain in visual contact with the terrain to intercept and establish R183 LEF



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5-50

SIDs RWY 36R (V DEPs)

**ABLON 1V / DIDIMON 1V / KARISTOS 1V / KEA 1V / KORINTHOS 1V**

RWY 36R (356°)

|      |        |     |     |      |      |      |      |
|------|--------|-----|-----|------|------|------|------|
|      | GS     | 120 | 150 | 180  | 210  | 240  | 270  |
| 5.8% | ft/MIN | 800 | 900 | 1100 | 1300 | 1500 | 1600 |

| DESIGNATOR  | ROUTING   | ALTITUDES            |
|---|---|----------------------|
|   | <b>Runway 36R</b>   |                      |
| <b>ABLON 1V</b><br>5.8%<br>①                      | climb in VMC - <b>LT</b> intercept R183 <b>LEF</b> - at D10 <b>LEF LT</b> (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R345 <b>ATV</b> to ABLON      | <b>ATV MNM 7000</b>  |
| <b>DIDIMON 1V</b><br><b>DDM 1V</b><br>5.8%<br>①   | climb in VMC - <b>LT</b> intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (MAX 210KT) intercept R027 <b>DDM</b> to <b>DDM</b>                                 | <b>DDM MNM FL100</b> |
| <b>KARISTOS 1V</b><br><b>KRO 1V</b><br>5.8%<br>①  | climb in VMC - <b>LT</b> intercept R183 <b>LEF</b> - at D10 <b>LEF LT</b> (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R075 <b>ATV</b> to <b>KRO</b> | <b>ATV MNM 7000</b>  |
| <b>KEA 1V</b><br>5.8%<br>①                        | climb in VMC - <b>LT</b> intercept R183 <b>LEF</b> - at D10 <b>LEF LT</b> (MAX 210KT) intercept R258 <b>ATV</b> to <b>ATV</b> - R127 <b>ATV</b> to <b>KEA</b> | <b>ATV MNM 7000</b>  |
| <b>KORINTHOS 1V</b><br><b>KOR 1V</b><br>5.8%<br>① | climb in VMC - <b>LT</b> intercept R183 <b>LEF</b> - at D10 <b>LEF RT</b> (MAX 210KT) intercept QDM 270 <b>KOR</b> to <b>KOR</b>                              | <b>KOR MNM FL100</b> |

① Climb gradient due to ATC.

Changes: RWY Designator, chart title, Track

09-AUG-2018

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5-60

SIDs RWY 36R (Y DEPs)

**ABLON 1Y / ATHINAI 1Y / DIDIMON 1Y / KARISTOS 1Y / KEA 1Y / KORINTHOS 1Y**  
**RWY 36R (356°)**

|      |        |      |      |      |      |      |      |
|------|--------|------|------|------|------|------|------|
|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
| 8.5% | ft/MIN | 1100 | 1300 | 1600 | 1900 | 2100 | 2400 |

| DESIGNATOR  | ROUTING  | ALTITUDES            |
|---|--|----------------------|
|   | <b>Runway 36R</b>  |                      |
| <b>ABLON 1Y</b><br>8.5% to 5000<br>①                      | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R226 <b>ATV</b> to <b>ATV</b> - R345 <b>ATV</b> to <b>ABLON</b> | <b>ATV MNM 7000</b>  |
| <b>ATHINAI 1Y</b><br><b>ATV 1Y</b><br>8.5% to 5000<br>①   | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R226 <b>ATV</b> to <b>ATV</b>                                   | <b>ATV MNM 7000</b>  |
| <b>DIDIMON 1Y</b><br><b>DDM 1Y</b><br>8.5% to 5000<br>①   | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN</b> intercept R026 <b>DDM</b> to <b>DDM</b>  | <b>DDM MNM FL100</b> |
| <b>KARISTOS 1Y</b><br><b>KRO 1Y</b><br>8.5% to 5000<br>①  | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R226 <b>ATV</b> to <b>ATV</b> - R255 <b>KRO</b> to <b>KRO</b>   | <b>ATV MNM 7000</b>  |
| <b>KEA 1Y</b><br>8.5% to 5000<br>①                        | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN LT</b> (MAX 280KT, 25° bank angle) intercept R278 <b>KEA</b> to <b>KEA</b>                                   | <b>KEA MNM 7000</b>  |
| <b>KORINTHOS 1Y</b><br><b>KOR 1Y</b><br>8.5% to 5000<br>① | at MNM <b>700 LT</b> intercept QDM 187 <b>EGN</b> - at <b>EGN RT</b> intercept QDM 300 <b>KOR</b> to <b>KOR</b>  | <b>KOR MNM FL100</b> |

① If unable to comply with climb gradient LT as soon as practical - remain with visual contact with terrain until intercepting QDM 187 EGN

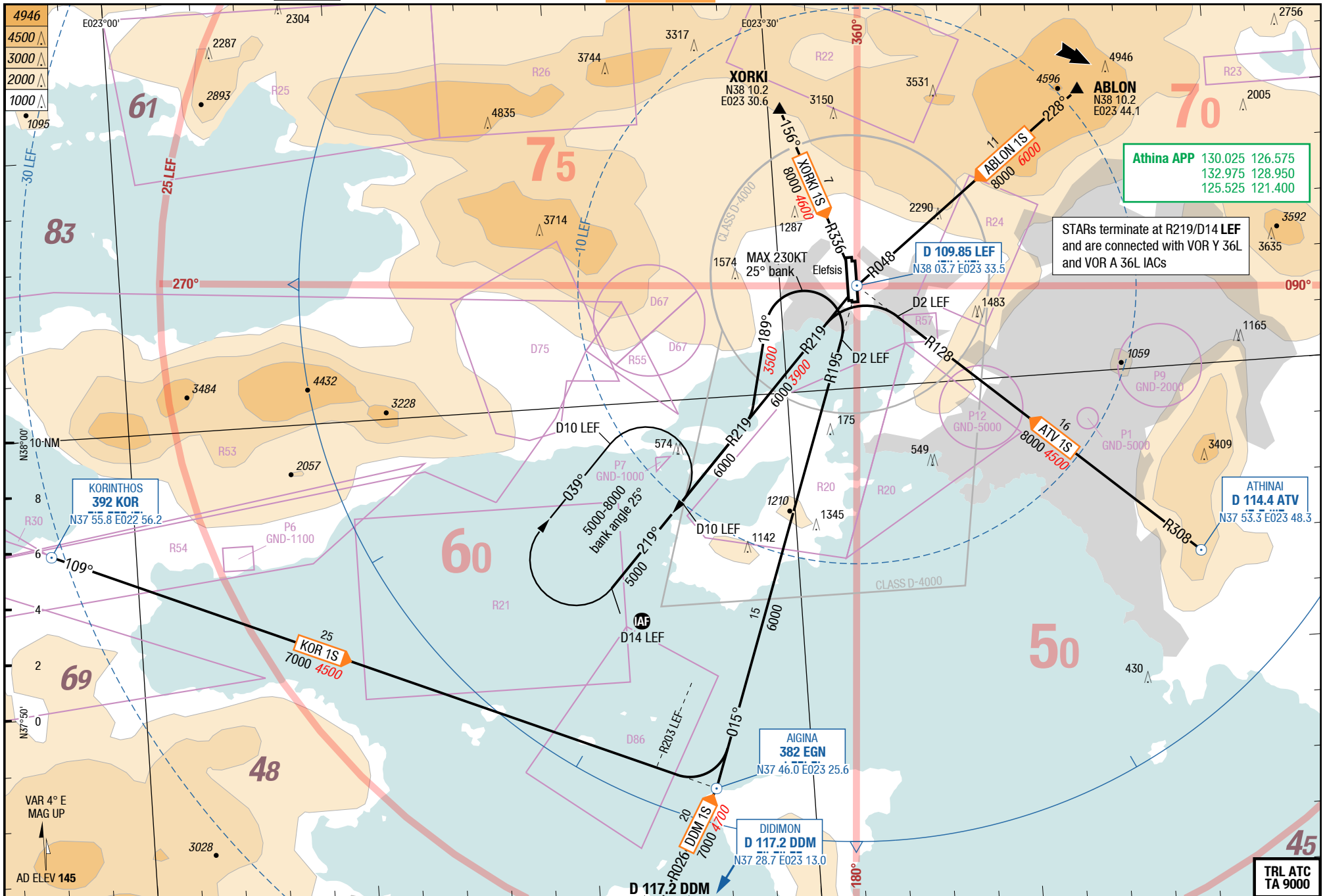
09-AUG-2018  
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Greece **Elefsis**  
  
**STARs**

# STAR

# STAR

**Elefsis** Greece  
 **STARs**



Changes: new

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**7-10**

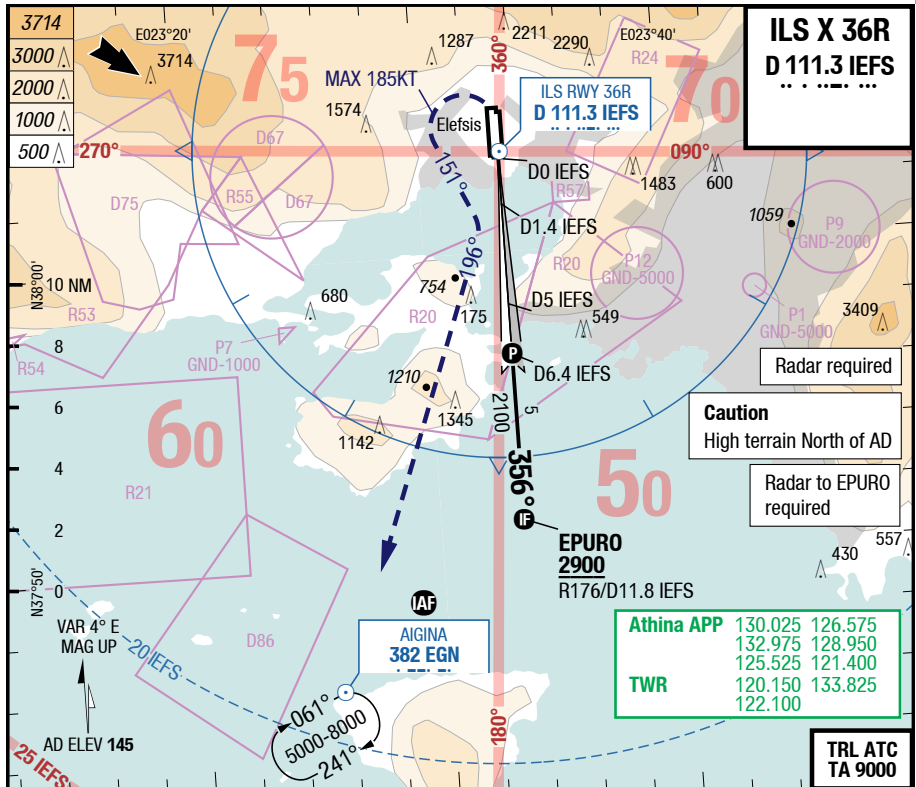


Figure 1: Example of a 3D approach chart for a 36R runway. The chart displays the 3D perspective view of the approach path, including the runway, taxiway, and surrounding terrain. Key features include:

- Runway 36R (3600m x 60m)
- Taxiway A (1050m x 1370m)
- Taxiway B (1680m x 2000m)
- Taxiway C (2320m x 2900m)
- Taxiway D (2900m x 2900m)
- Approach path defined by a 3.00% gradient (GP 3.00%) and a 356° heading.
- DME (Distance Measuring Equipment) readings for the approach, showing a 3.2km distance to the runway threshold (THR) and a 3.2km distance to the taxiway (TWY).
- Chart labeled "36R" and "DME 3.2km".

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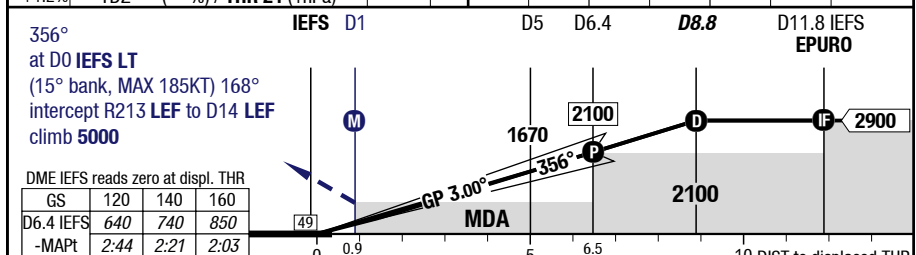
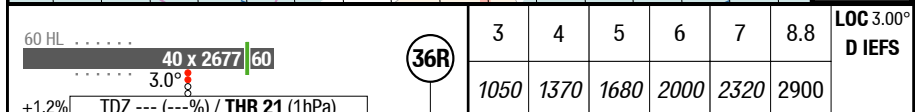
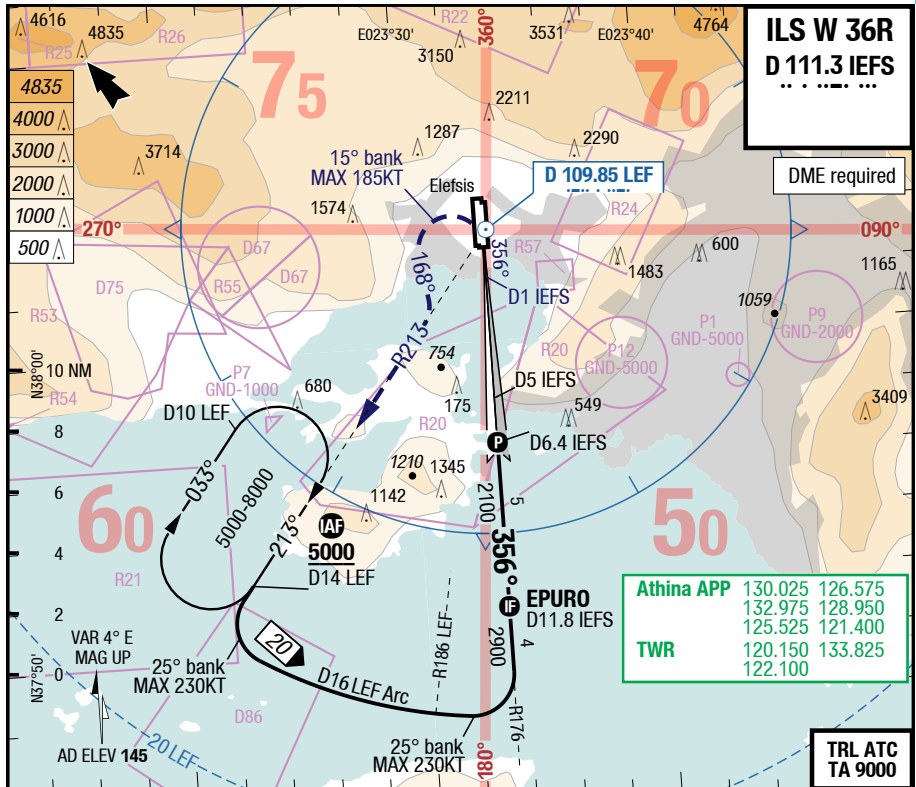
QGO-LGEL

7-20

Greece Elefsis

ILS W 36R

IAC



| 36R |                 | Cat 1 DME<br>GA 5.0%<br>1) | Cat 1 DME<br>GA 2.5%<br>2) | LOC DME<br>GA 5.0% | LOC DME<br>GA 2.5%  | Circling<br>LOC GA 5.0%<br>3) | Circling<br>LOC GA 2.5%<br>3) |
|-----|-----------------|----------------------------|----------------------------|--------------------|---------------------|-------------------------------|-------------------------------|
| C   | ft - m/km<br>ft | 600 - 3.2V<br>620          | 1070 - 4.8V<br>1090        | 880 - 4.0V<br>900  | 1380 - 5.0V<br>1400 | 1260 - 4.8V<br>1400           | 1380 - 5.0V<br>1530           |
| D   | ft - m/km<br>ft | 600 - 3.2V<br>620          | 1070 - 4.8V<br>1090        | 880 - 4.4V<br>900  | 1380 - 5.0V<br>1400 | 1260 - 4.8V<br>1400           | 1380 - 5.0V<br>1530           |

1) With EVS VIS 2.1km

2) With EVS VIS 3.2km

3) LDG to RWY 18L, 18R HJ only

Changes: chart title, ALT, MIN, OBST, AD ELEV



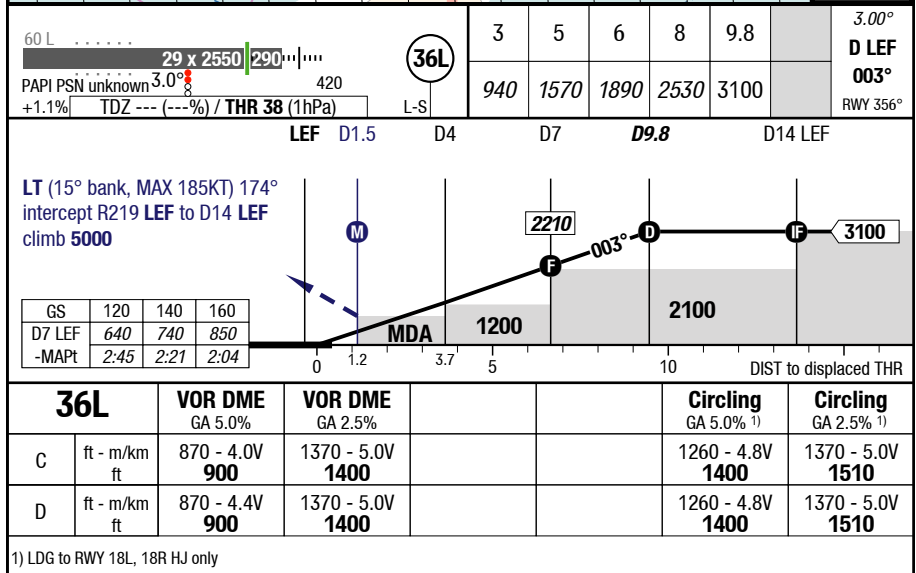
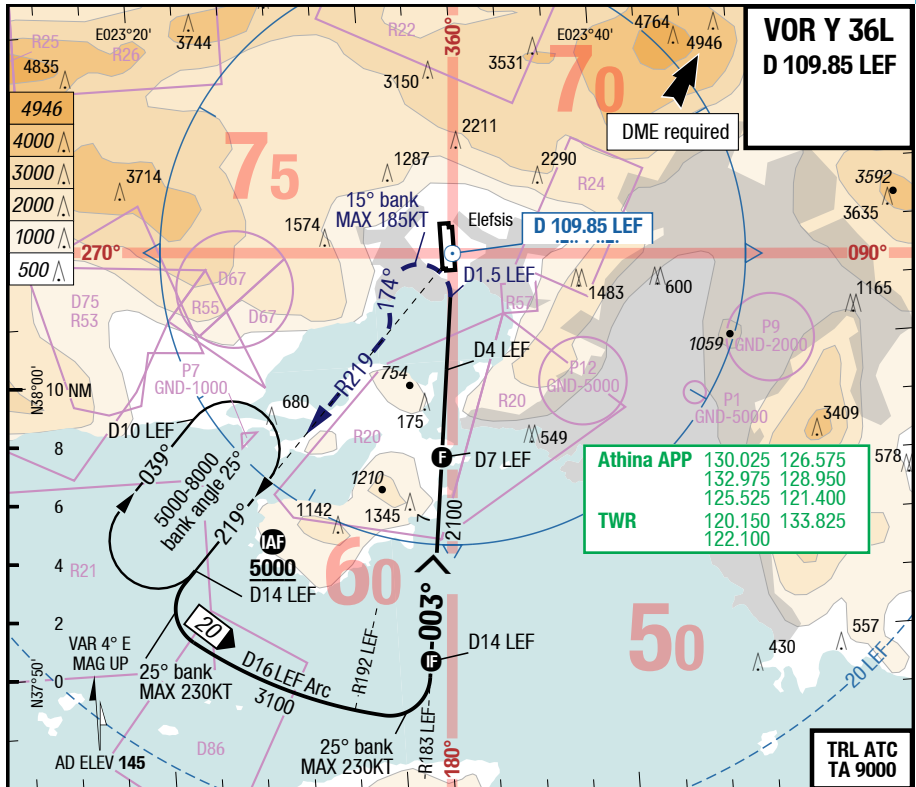
09-AUG-2018  
 QQO-LGEL

Greece Elefsis

IAC

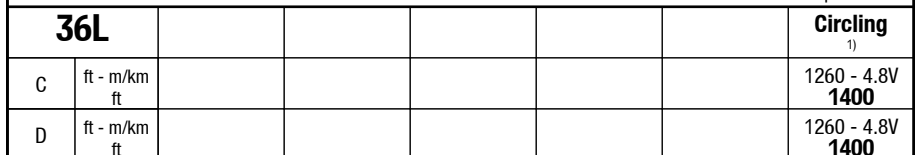
7-30

VOR Y 36L



Changes: new

**VOR A 36L**



© Lido 2018

Changes: new

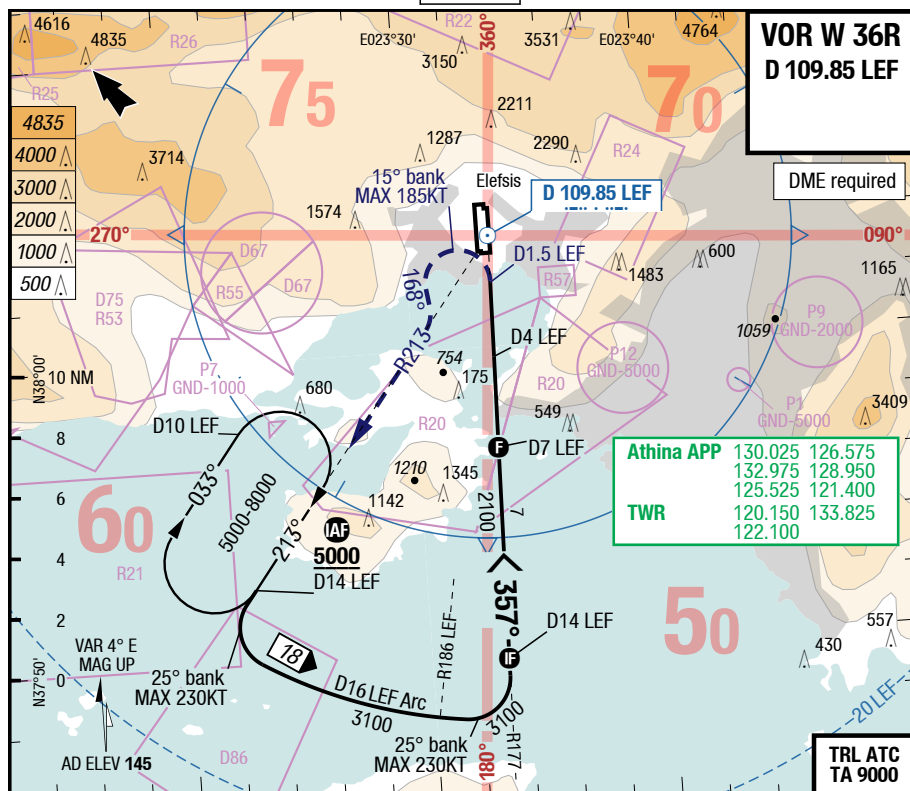
09-AUG-2018  
**QOQ-LGEL**

Greece Elefsis

IAC

7-50

**VOR W 36R**



| 36R |                 | VOR DME<br>GA 5.0%       | VOR DME<br>GA 2.5%         |  | Circling<br>GA 5.0% <sup>1)</sup> | Circling<br>GA 2.5% <sup>1)</sup> |
|-----|-----------------|--------------------------|----------------------------|--|-----------------------------------|-----------------------------------|
| C   | ft - m/km<br>ft | 880 - 4.0V<br><b>900</b> | 1380 - 5.0V<br><b>1400</b> |  | 1260 - 4.8V<br><b>1400</b>        | 1380 - 5.0V<br><b>1530</b>        |
| D   | ft - m/km<br>ft | 880 - 4.4V<br><b>900</b> | 1380 - 5.0V<br><b>1400</b> |  | 1260 - 4.8V<br><b>1400</b>        | 1380 - 5.0V<br><b>1530</b>        |

1) LDG to RWY 18L, 18R HJ only

Changes: chart title, ALT, MIN, OBST, AD ELEV, Editorial

| 36R |                 | PAR<br>GA 5.5%<br>1) | SRA<br>GA 5.2%    |  |  |  | Circling<br>RADAR |
|-----|-----------------|----------------------|-------------------|--|--|--|-------------------|
| C   | ft - m/km<br>ft | 310 - 1.6V<br>330    | 840 - 4.8V<br>860 |  |  |  | Not published     |
| D   | ft - m/km<br>ft | 310 - 1.6V<br>330    | 840 - 4.8V<br>860 |  |  |  | Not published     |

1) With EVS VIS 1.1km

|  |
|--|
|  |
|--|

28-DEC-2017  
QQO-LGEL

Greece Elefsis

NIL

MRC

MRC

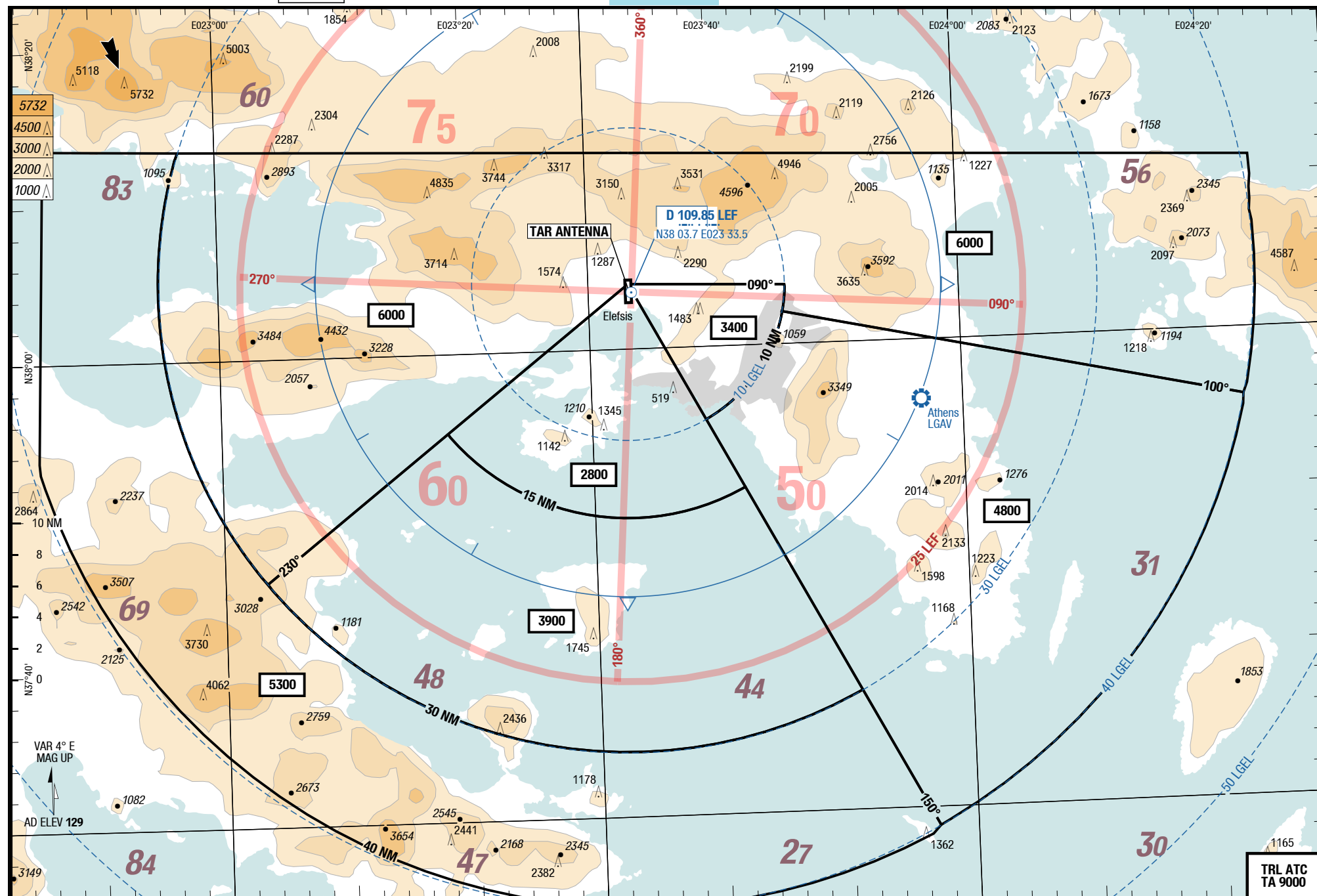
MRC

Elefsis Greece

NIL

MRC

8-10



Changes: OBST, AD ELEV