

10-APR-2014

KVA-LGKV

1-10

A0I**A0I****GENERAL****ATS Hours**

| HO

Airport Information**RFF:** CAT 7**PCN:** RWY 05R/23L: 53/F/B/X/U**Operation****TWY Restrictions**

TWY Arrestor barriers 75m / 250ft before the beginning of TWY 23R.

Taxi/Parking

Use low PWR for taxiing on APN.

Warnings

Old RWY 05L/23R now used as TWY, although marked and lighted as RWY 05L/23R, width 30m / 98ft.
 Asphalt areas on RWY ends of RWY 05R/23L and TWY 05L/23R not marked and not used by CIV ACFT.
 Birds in vicinity of AD.

DEPARTURE**Take-off Minima**

RWY		05R/23L	
All ACFT	ft - m/km	0 - 400R/400V	-

De-icing

| AVBL HO.

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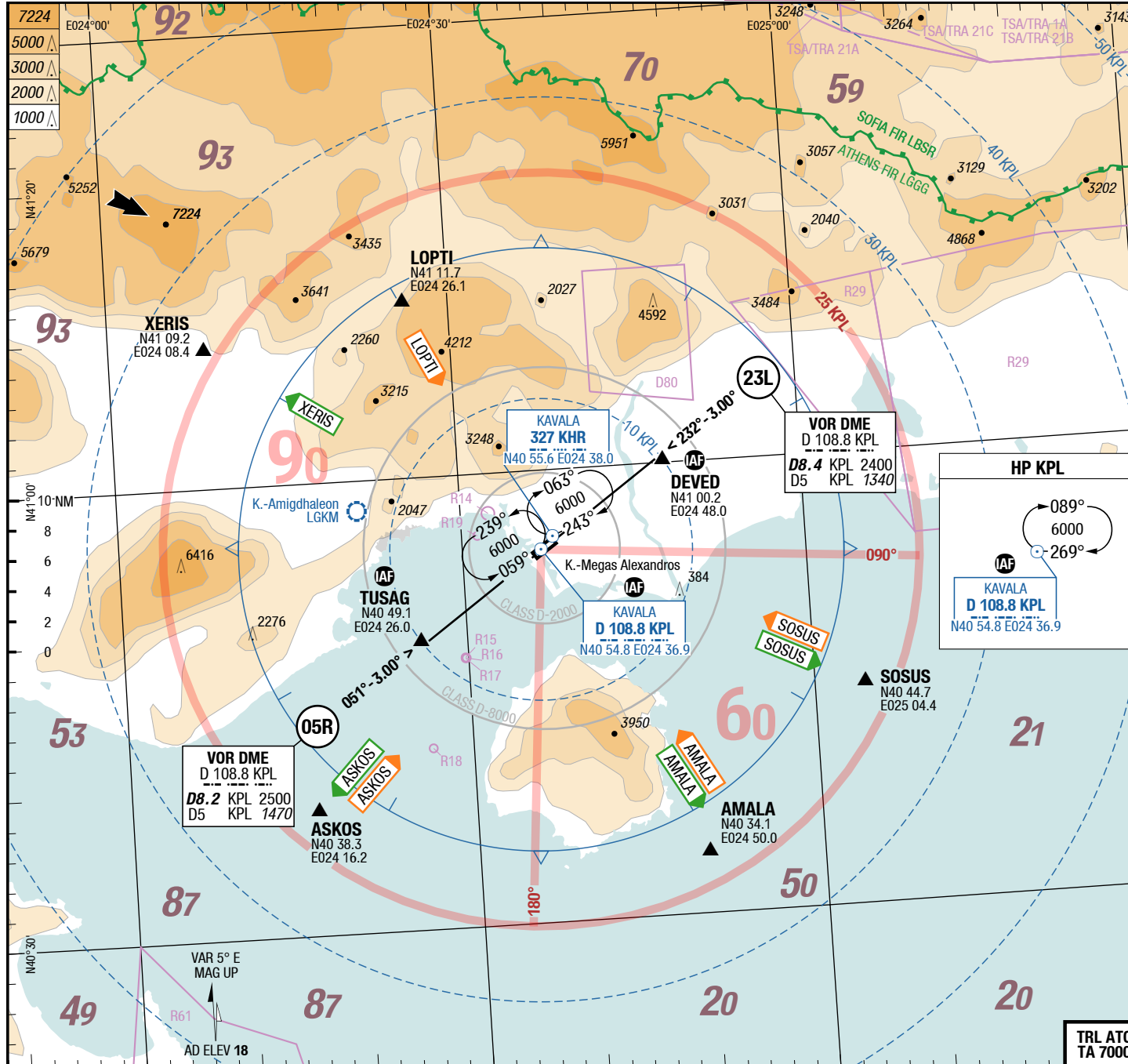
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AFC

AFC

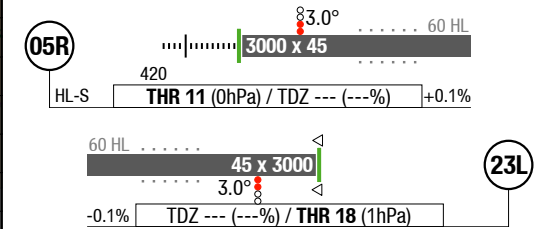
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ATIS	128.150	HO
APP	124.650	HO
	122.100	HO
Megas Alexandros TWR	118.400	HO
	122.100	HO

Landing RWY system:



Changes: Nil

01-FEB-2018
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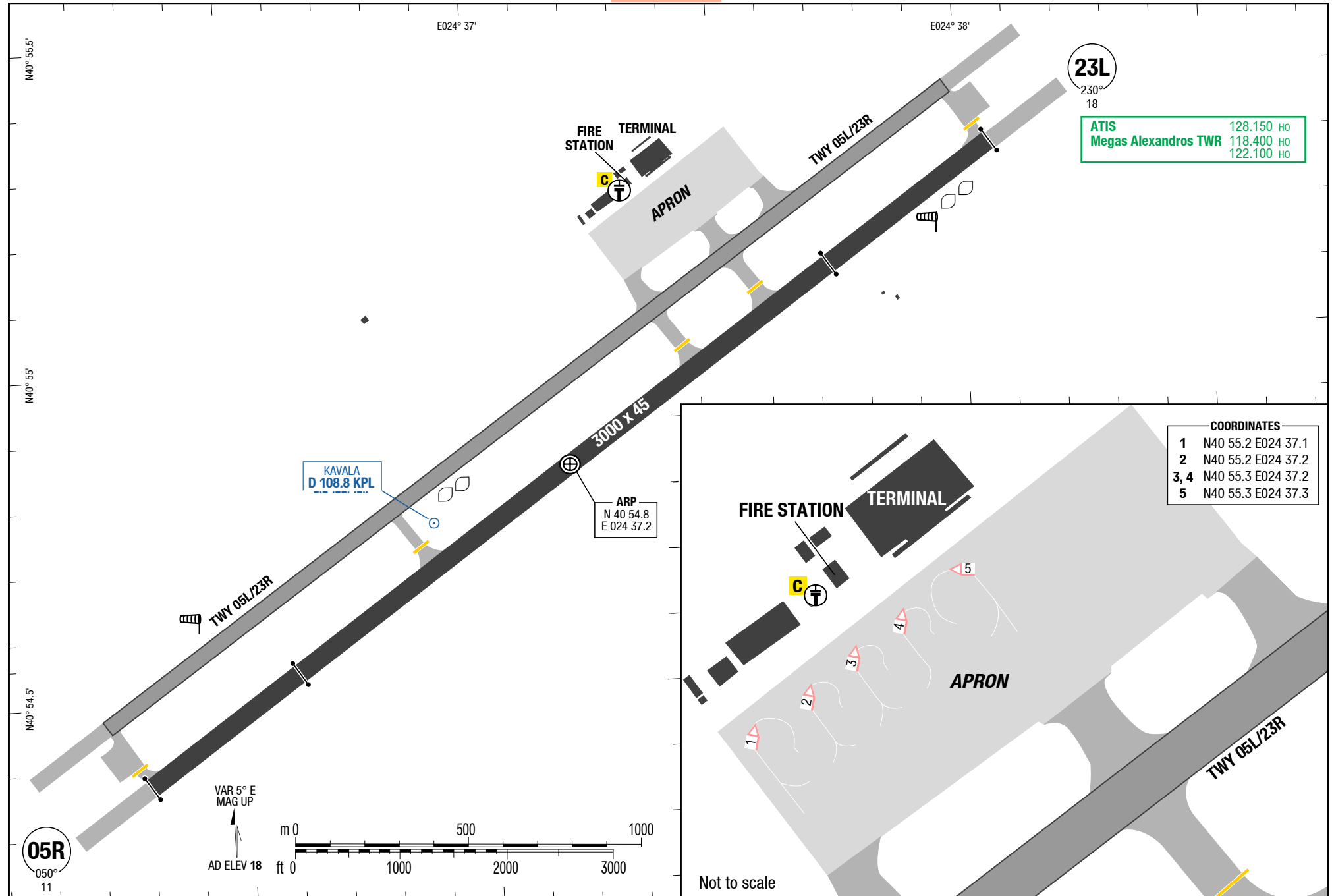
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3-20



Changes: RWY over-runs

Effective 12-OCT-2017

05-OCT-2017

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4-10

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SIDs RWY 05R B DEPs

SIDs RWY 05R A DEPs

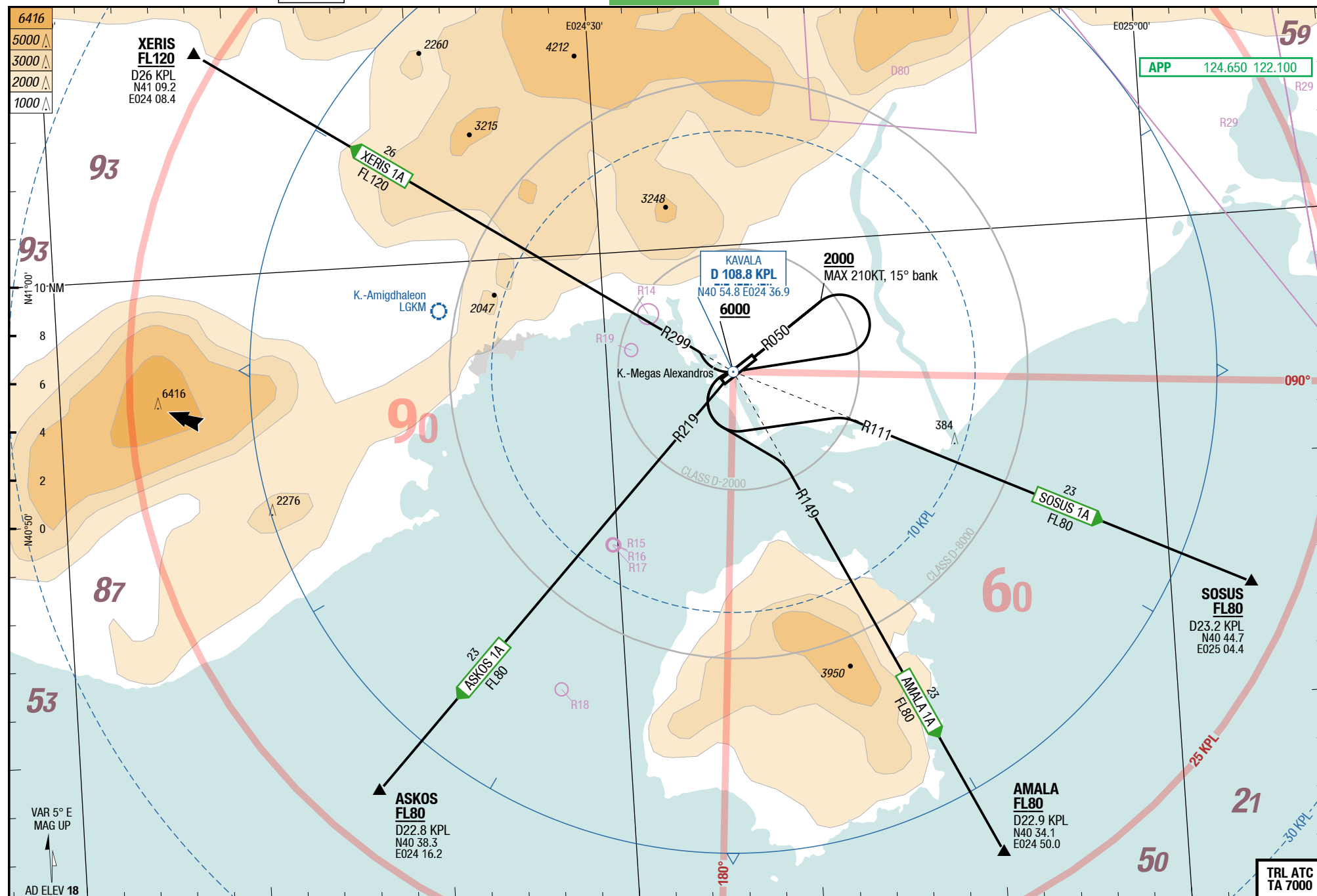
SID

SID

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SIDs RWY 05R B DEPs

SIDs RWY 05R A DEPs



Changes: MGA, ALT, Track, ASP, SUAs, VAR, AWY

TRL ATC
TA 7000

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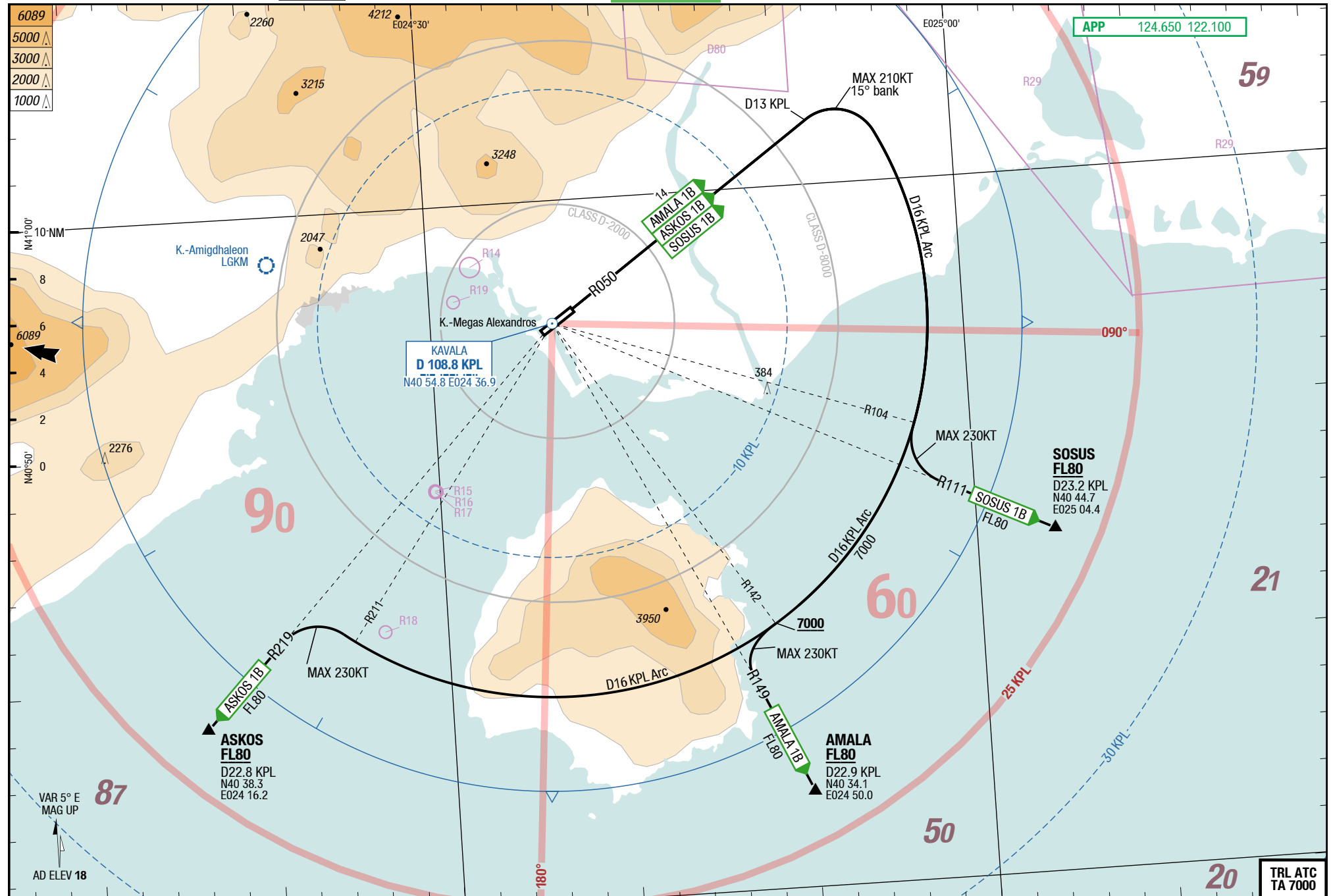
4-20

SIDs RWY 05R B DEPs

SID

SID

SIDs RWY 05R B DEPs



Changes: ASP, Track, MGA, VAR, SUAs, OBST, AWY

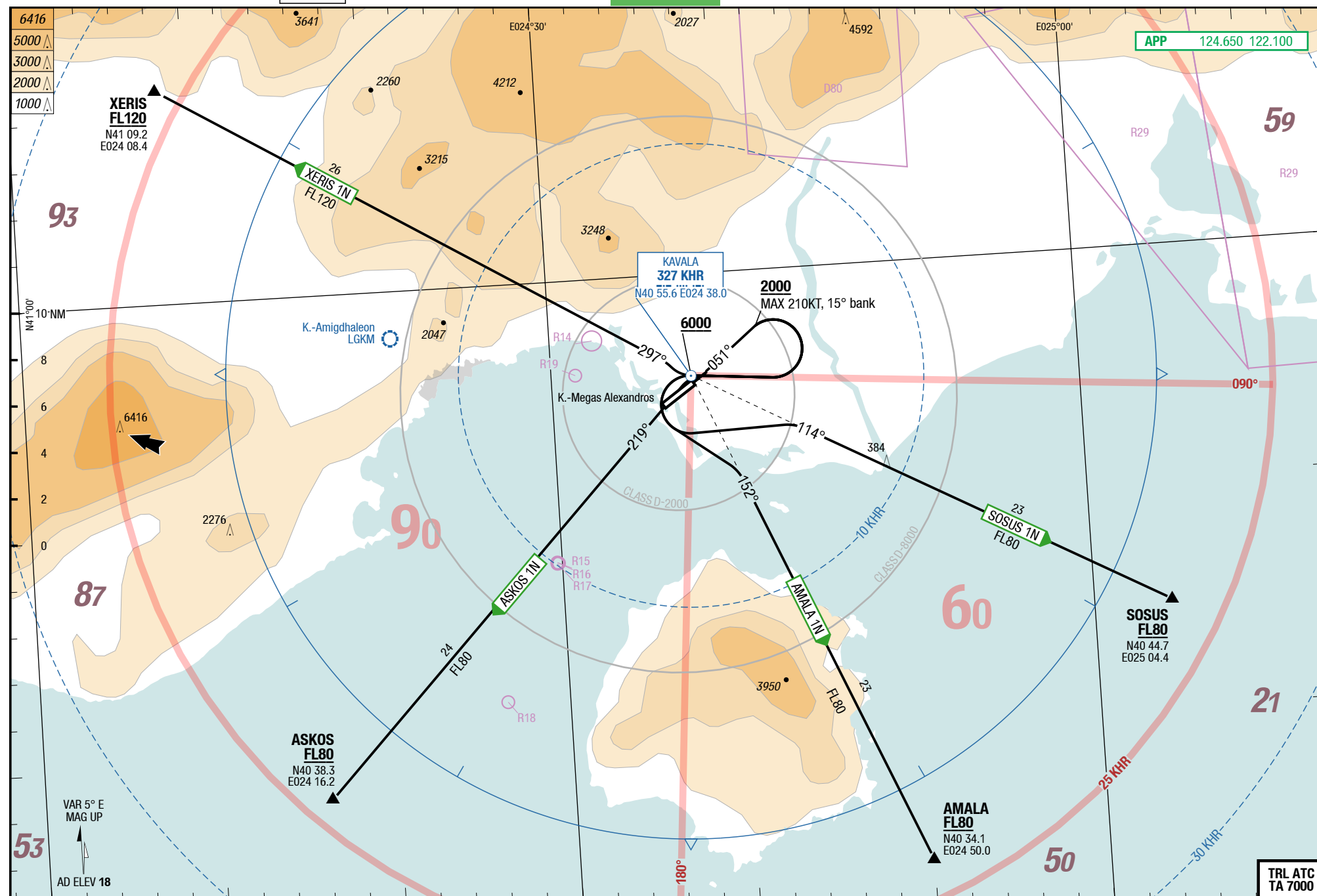
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SIDs RWY 05R N DEPs

SID

SID

SIDs RWY 05R N DEPs



Changes: FREQ, ALT, MGA, Track, ASP, OBST, VAR

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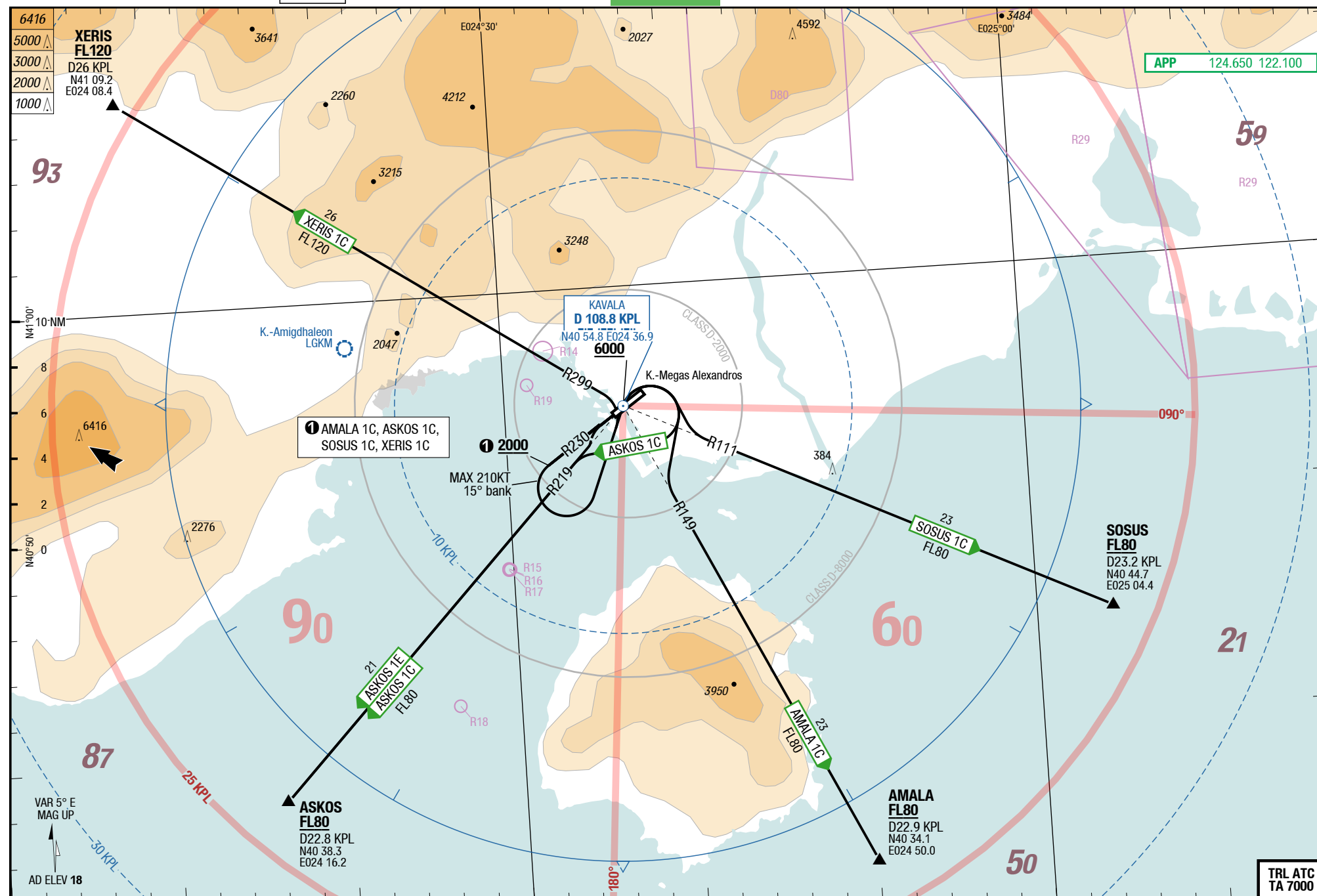
4-40

SIDs RWY 23L C/E DEPs

SID

SID

SIDs RWY 23L C/E DEPs



Changes: FREQ, ALT, Track, MGA, VAR, OBST, AWY

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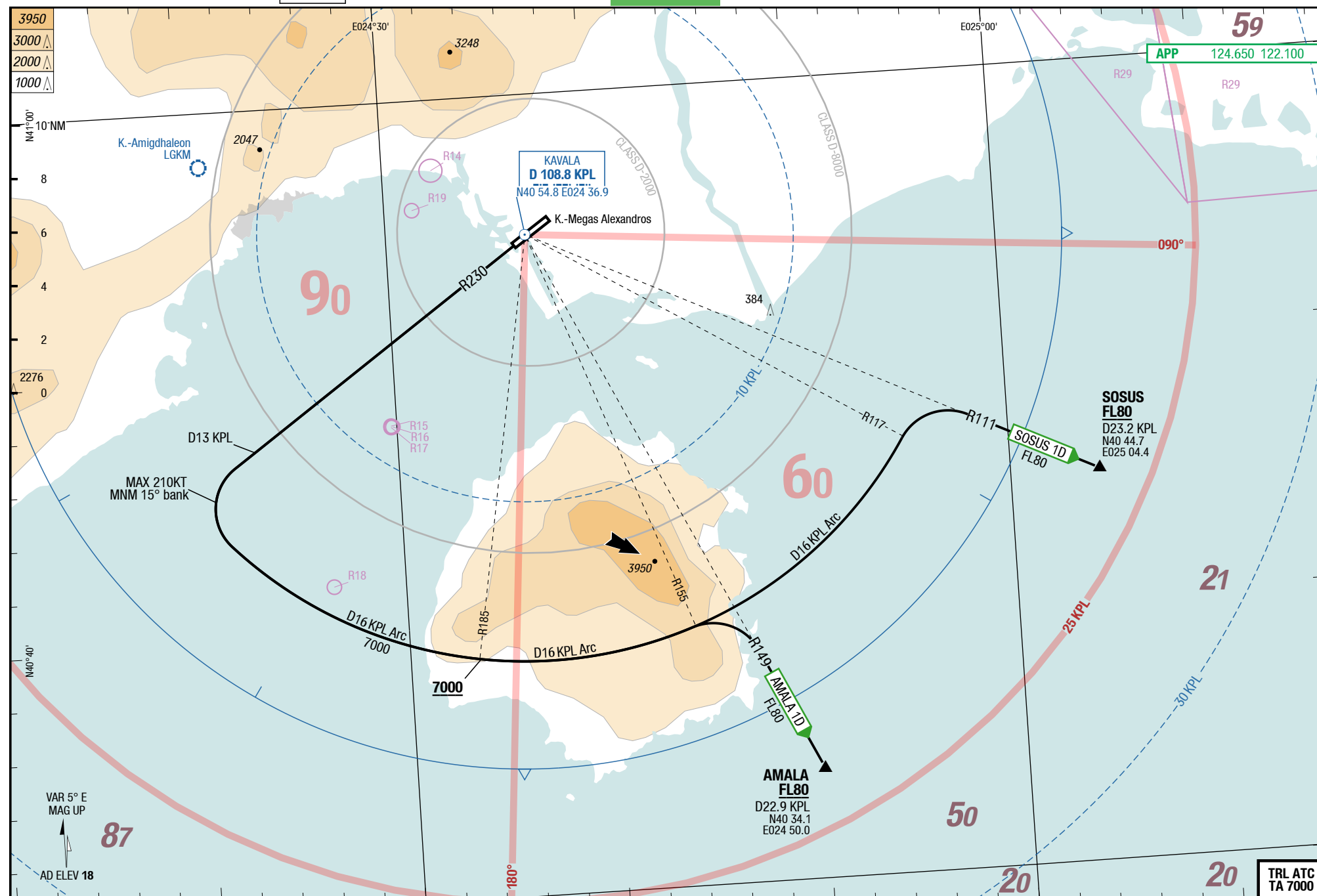
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SIDs RWY 23L D DEPs

SID

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SIDs RWY 23L D DEPs



Changes: ASP, FREQ, Track, OBST, VAR, SUAs, AWY

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4-60

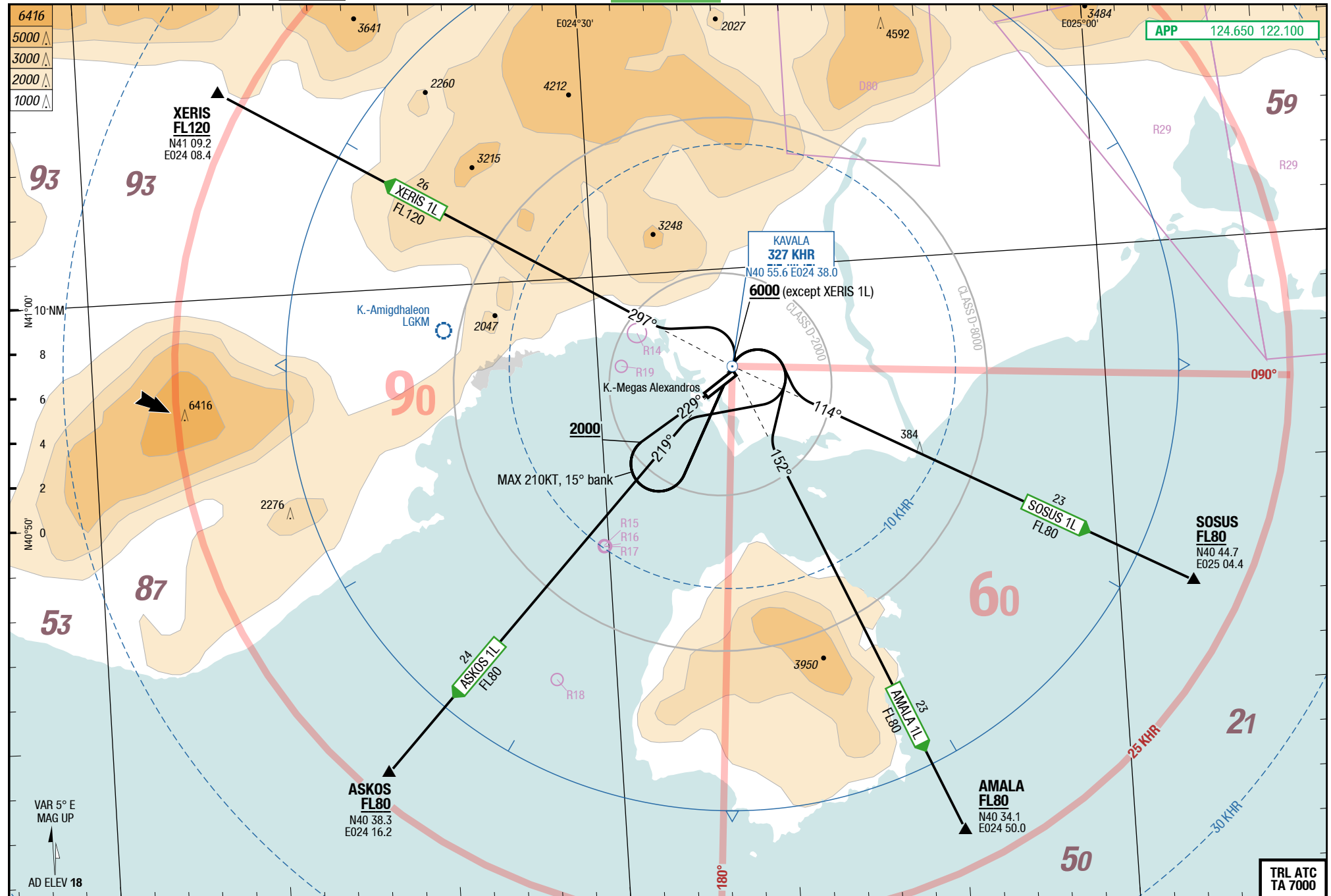
SIDs RWY 23L L DEPs

SID

SID

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SIDs RWY 23L L DEPs



Changes: ASP, FREQ, MGA, Track, VAR, OBST

05-OCT-2017

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5-10

SIDs RWY 05R A DEPs**SIDPT****AMALA 1A / ASKOS 1A / SOSUS 1A / XERIS 1A**

RWY 05R (050°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
AMALA 1A 4.0% to FL80 ①	intercept R050 KPL - at MNM 2000 RT (MAX 210KT, 15° bank) direct KPL - LT intercept R149 KPL to AMALA	KPL MNM 6000 AMALA MNM FL80
ASKOS 1A 4.0% to FL80 ①	intercept R050 KPL - at MNM 2000 RT (MAX 210KT, 15° bank) direct KPL - LT intercept R219 KPL to ASKOS	KPL MNM 6000 ASKOS MNM FL80
SOSUS 1A 4.0% to FL80 ①	intercept R050 KPL - at MNM 2000 RT (MAX 210KT, 15° bank) direct KPL - LT intercept R111 KPL to SOSUS	KPL MNM 6000 SOSUS MNM FL80
XERIS 1A 4.0% to FL120 ①	intercept R050 KPL - at MNM 2000 RT (MAX 210KT, 15° bank) direct KPL - RT intercept R299 KPL to XERIS	KPL MNM 6000 XERIS MNM FL120

① Climb gradient due to ATC.

Changes: ALT, Track, QFU

AMALA 1B / ASKOS 1B / SOSUS 1B

RWY 05R (050°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
AMALA 1B	intercept R050 KPL - at D13 KPL RT (MAX 210KT, 15° bank) follow D16 KPL arc - crossing R142 KPL LT (MAX 230KT) intercept R149 KPL to AMALA	R142 KPL MNM 7000 AMALA MNM FL80
ASKOS 1B	intercept R050 KPL - at D13 KPL RT (MAX 210KT, 15° bank) follow D16 KPL arc - crossing R211 KPL LT (MAX 230KT) intercept R219 KPL to ASKOS	R142 KPL MNM 7000 ASKOS MNM FL80
SOSUS 1B 4.0% to FL80 ①	intercept R050 KPL - at D13 KPL RT (MAX 210KT, 15° bank) follow D16 KPL arc - crossing R104 KPL LT (MAX 230KT) intercept R111 KPL to SOSUS	SOSUS MNM FL80

① Climb gradient due to ATC.

AMALA 1N / ASKOS 1N / SOSUS 1N / XERIS 1N

RWY 05R (050°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
AMALA 1N 4.0% to FL80 ①	QDR 051 KHR - at MNM 2000 RT (MAX 210KT, 15° bank) direct KHR - LT QDR 152 KHR to AMALA	KHR MNM 6000 AMALA MNM FL80
ASKOS 1N 4.0% to FL80 ①	QDR 051 KHR - at MNM 2000 RT (MAX 210KT, 15° bank) direct KHR - LT QDR 219 KHR to ASKOS	KHR MNM 6000 ASKOS MNM FL80
SOSUS 1N 4.0% to FL80 ①	QDR 051 KHR - at MNM 2000 RT (MAX 210KT, 15° bank) direct KHR - LT QDR 114 KHR to SOSUS	KHR MNM 6000 SOSUS MNM FL80
XERIS 1N 4.0% to FL120 ①	QDR 051 KHR - at MNM 2000 RT (MAX 210KT, 15° bank) direct KHR - RT QDR 297 KHR to XERIS	KHR MNM 6000 XERIS MNM FL120

① Climb gradient due to ATC.

AMALA 1C / ASKOS 1C / ASKOS 1E / SOSUS 1C / XERIS 1C

RWY 23L (230°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
AMALA 1C	intercept R230 KPL - at MNM 2000 LT (MAX 210KT, 15° bank) direct KPL - RT intercept R149 KPL to AMALA	KPL MNM 6000 AMALA MNM FL80
ASKOS 1C	intercept R230 KPL - at MNM 2000 LT (MAX 210KT, 15° bank) direct KPL - RT intercept R219 KPL to ASKOS	KPL MNM 6000 ASKOS MNM FL80
ASKOS 1E 6.0% to FL80 ①	intercept R219 KPL to ASKOS	AKSOS MNM FL80
SOSUS 1C	intercept R230 KPL - at MNM 2000 LT (MAX 210KT, 15° bank) direct KPL - RT intercept R111 KPL to SOSUS	KPL MNM 6000 SOSUS MNM FL80
XERIS 1C 4.0% to FL120 ①	intercept R230 KPL - at MNM 2000 LT (MAX 210KT, 15° bank) direct KPL - LT intercept R299 KPL to XERIS	KPL MNM 6000 XERIS MNM FL120

① Climb gradient due to ATC.

AMALA 1D / SOSUS 1D

RWY 23L (230°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
AMALA 1D 4.4% to FL80 ①	intercept R230 KPL - at D13 KPL LT (MAX 210KT, MNM 15° bank) follow D16 KPL arc - crossing R155 KPL RT intercept R149 KPL to AMALA	R185 KPL MNM 7000 AMALA MNM FL80
SOSUS 1D 4.4% to FL80 ①	intercept R230 KPL - at D13 KPL LT (MAX 210KT, MNM 15° bank) follow D16 KPL arc - crossing R117 KPL RT intercept R111 KPL to SOSUS	R185 KPL MNM 7000 SOSUS MNM FL80

① Climb gradient due to ATC.

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SIDs RWY 23L L DEPs

SIDPT

AMALA 1L / ASKOS 1L / SOSUS 1L / XERIS 1L

RWY 23L (230°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
AMALA 1L	intercept QDR 229 KHR - at MNM 2000 LT (MAX 210KT, 15° bank) direct KHR - RT intercept QDR 152 KHR to AMALA	KHR MNM 6000 AMALA MNM FL80
ASKOS 1L	intercept QDR 229 KHR - at MNM 2000 LT (MAX 210KT, 15° bank) direct KHR - RT intercept QDR 219 KHR to ASKOS	KHR MNM 6000 ASKOS MNM FL80
SOSUS 1L	intercept QDR 229 KHR - at MNM 2000 LT (MAX 210KT, 15° bank) direct KHR - RT intercept QDR 114 KHR to SOSUS	KHR MNM 6000 SOSUS MNM FL80
XERIS 1L 4.0% to FL120 ①	intercept QDR 229 KHR - at MNM 2000 LT (MAX 210KT, 15° bank) direct KHR - LT intercept QDR 297 KHR to XERIS	XERIS MNM FL120

① Climb gradient due to ATC.

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STARs RWY 05R X ARRrS

6-10

STARs RWY 05R H ARRrS

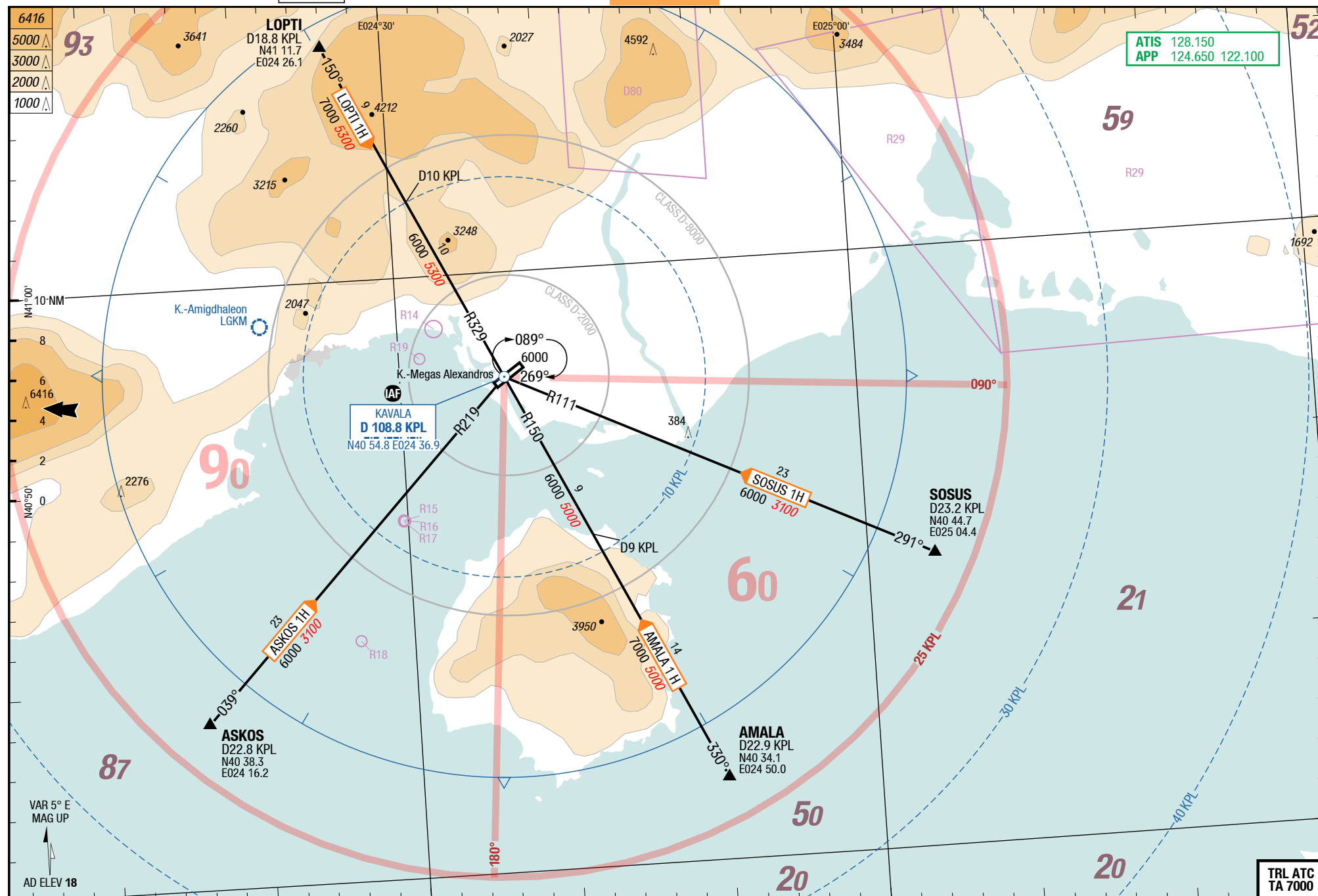
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STAR

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STARs RWY 05R X ARRrS

STARs RWY 05R H ARRrS



Changes: FREQ, Track, ASP, VAR, OBST, SUAs, HLDG, AWY

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6-20

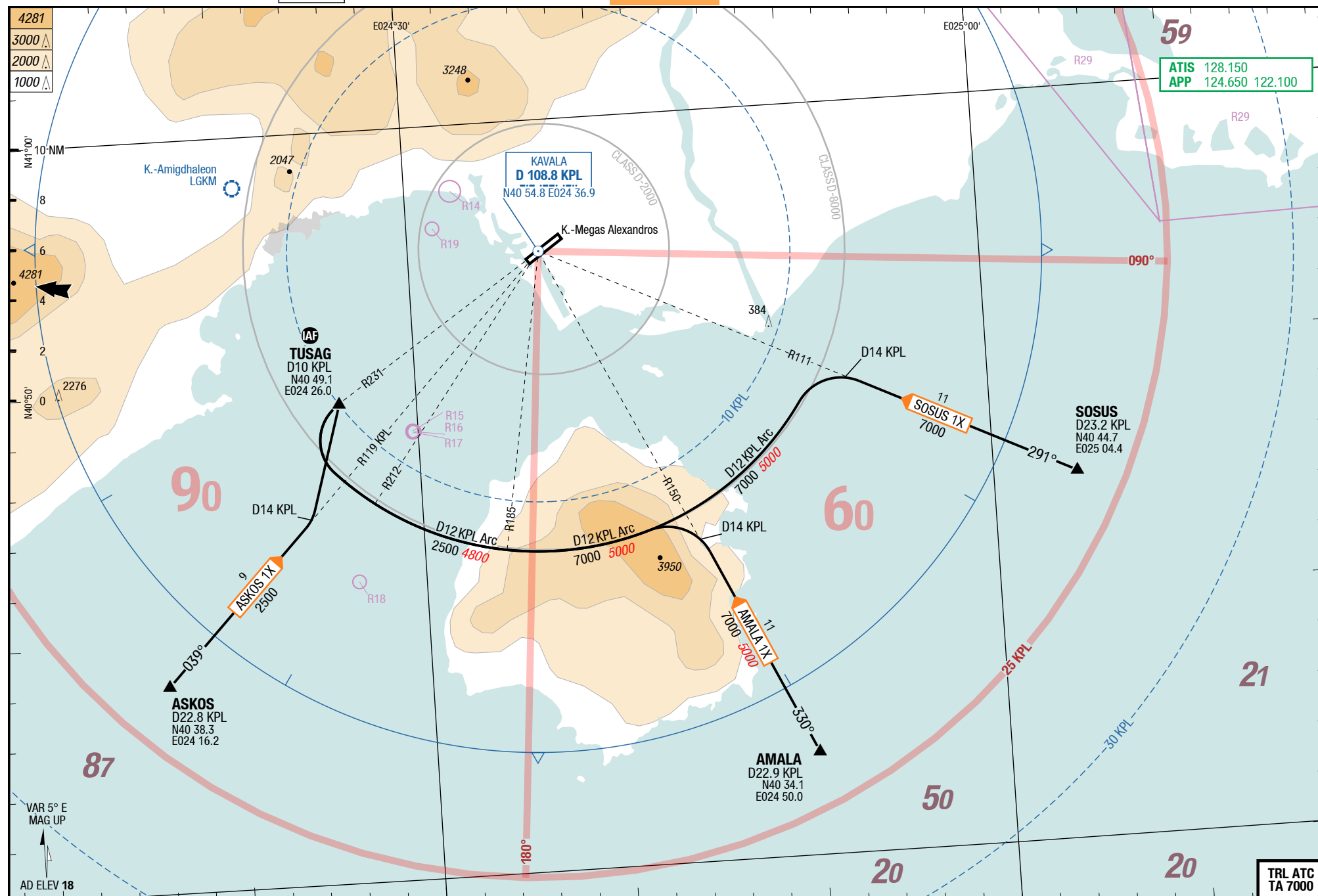
STARs RWY 05R X ARRrS

STAR

STAR

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STARs RWY 05R X ARRrS



Changes: FREQ, MGA, ASP, Track, VAR, OBST, SUAs, MEA, AWY

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STARs RWY 23L J ARRs

6-30

STARs RWY 05R/23L Z ARRs

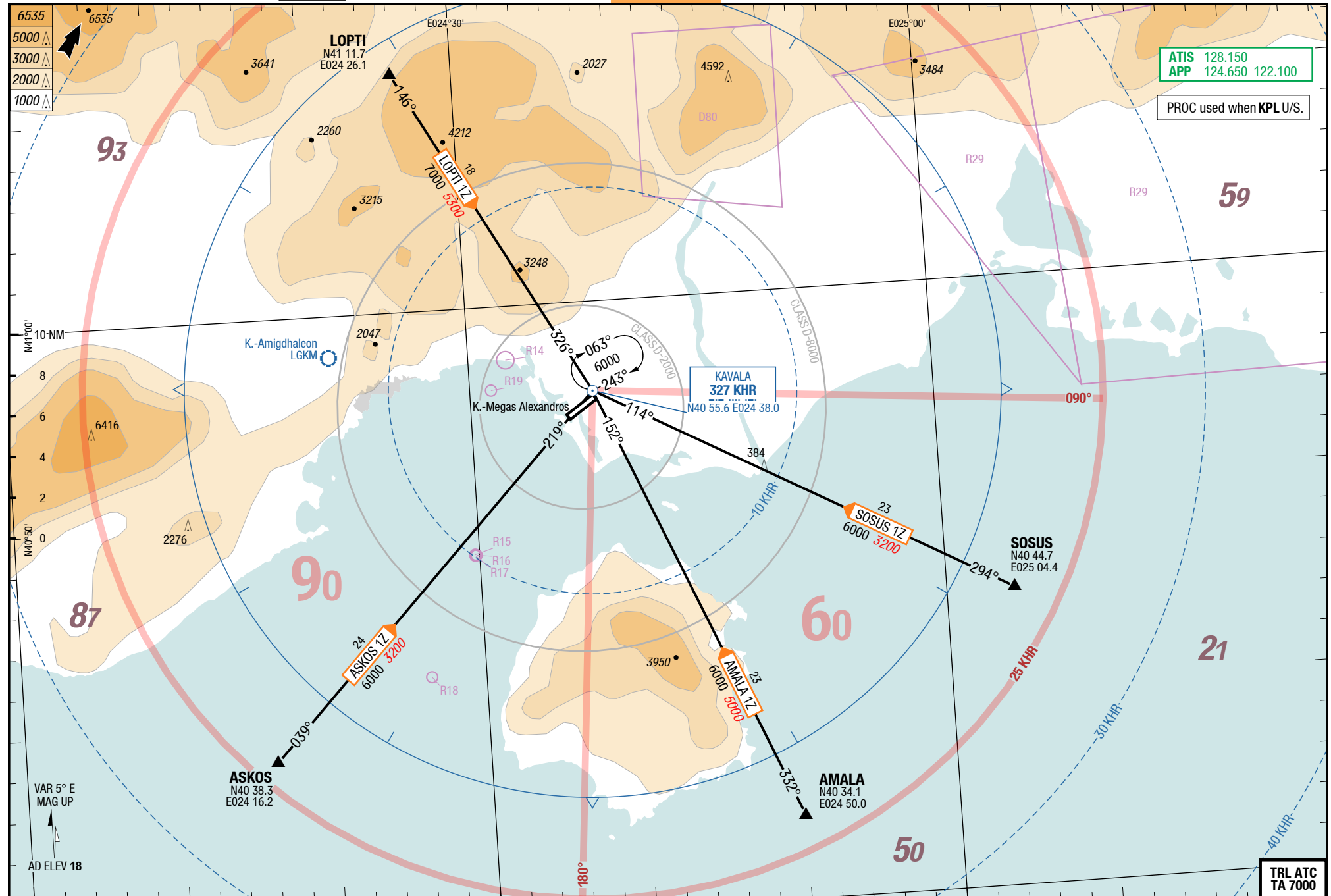
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STAR

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STARs RWY 23L J ARRs

STARs RWY 05R/23L Z ARRs



Changes: ASP, FREQ, MGA, Track, VAR, OBST, SUAs, AWY

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6-40

STARs RWY 23L J ARR's

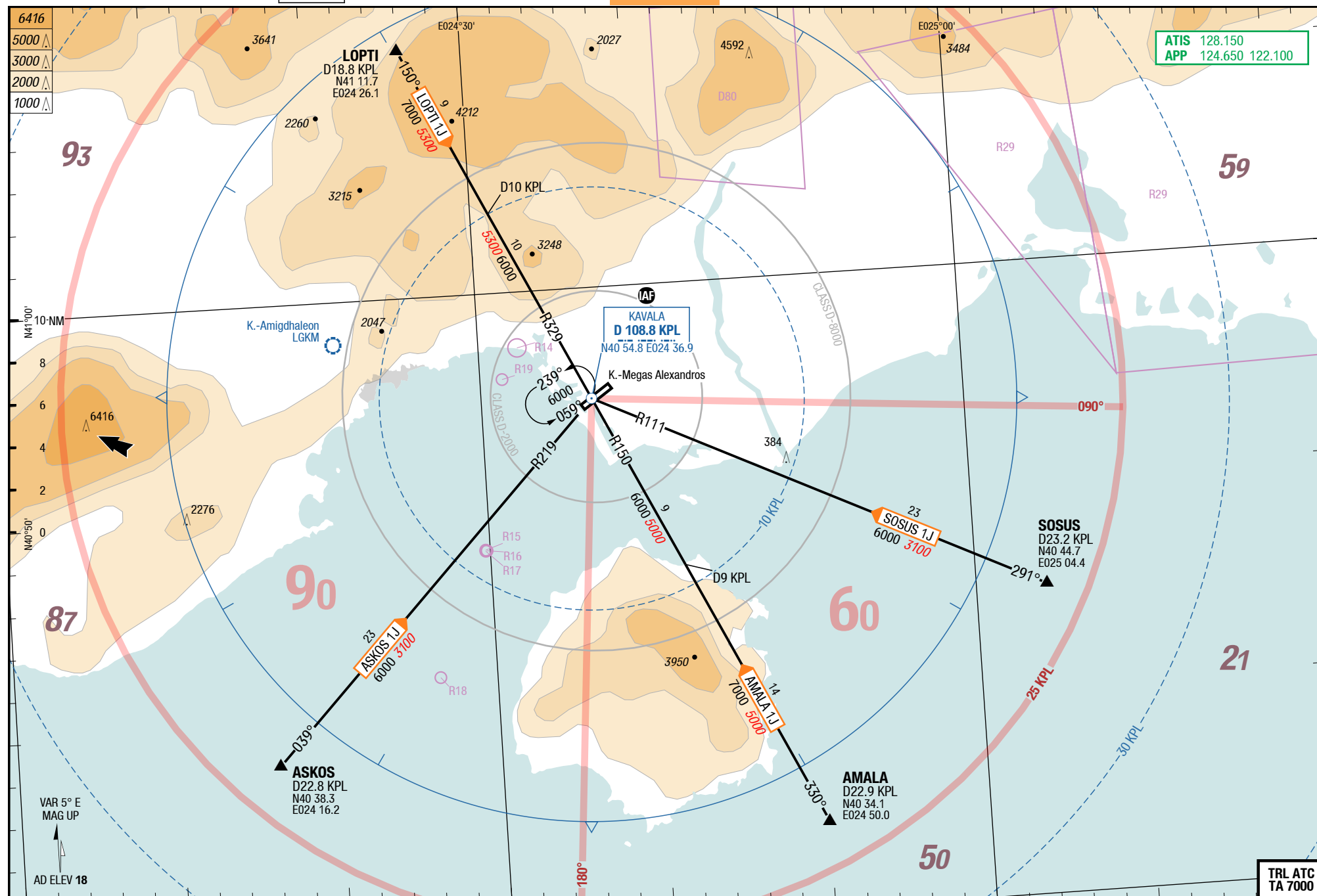
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STAR

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STARs RWY 23L J ARR's

ATIS	128.150	
APP	124.650	122.100



Changes: Track, FREQ, ASP, SUAs, OBST, HLDG, VAR

TRL ATC
TA 7000

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NIL

6-50

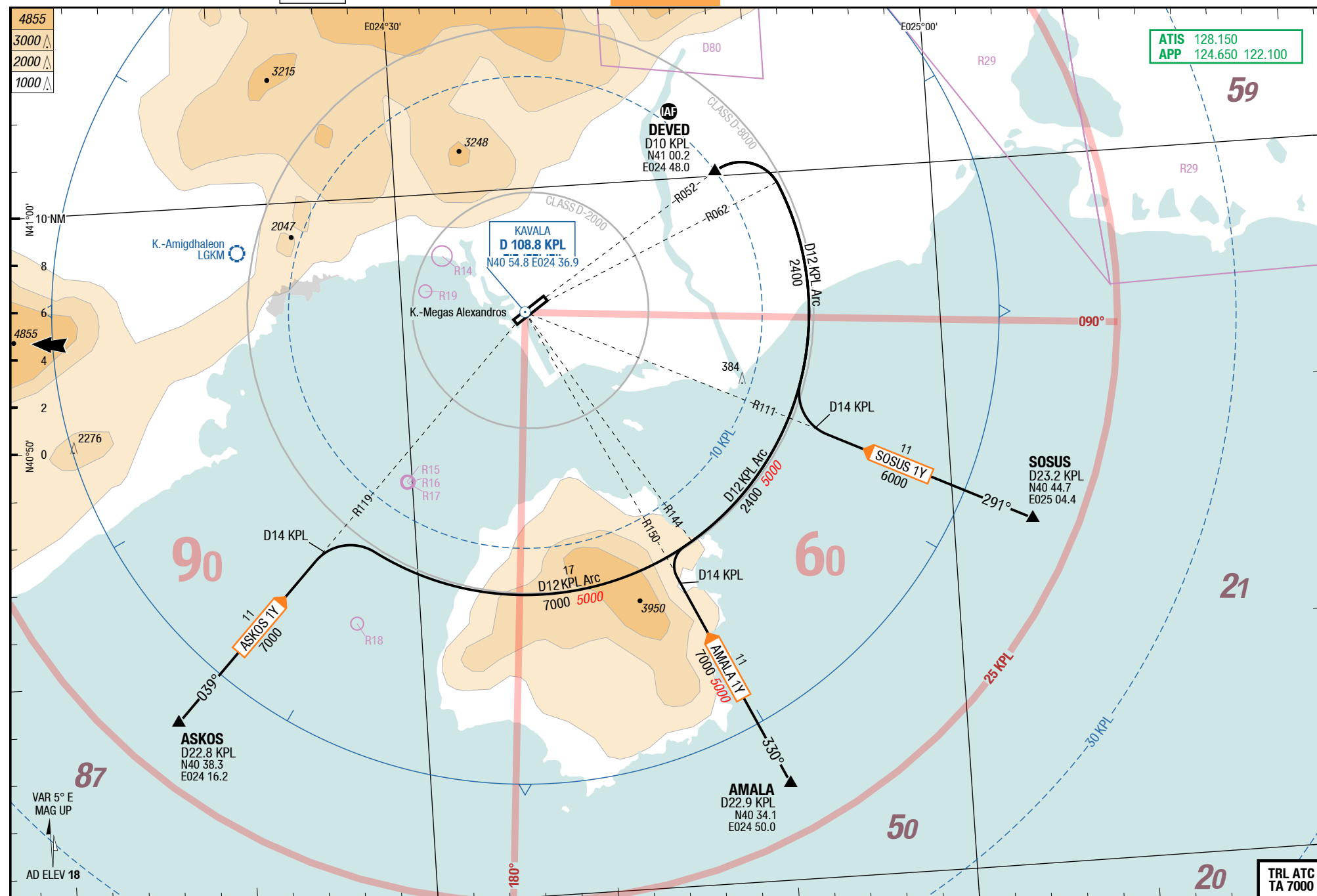
STARs RWY 23L Y ARRs

STAR

STAR

NIL

STARs RWY 23L Y ARRrs



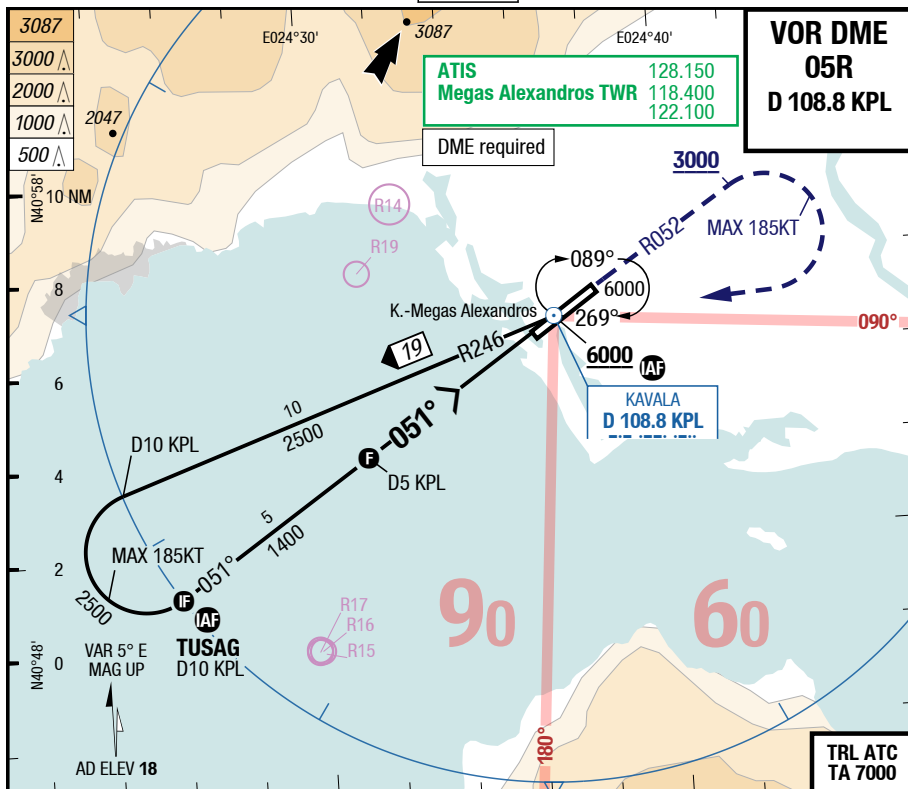
Changes: FREQ, ASP, Track, VAR, OBST, MEA, SUAs

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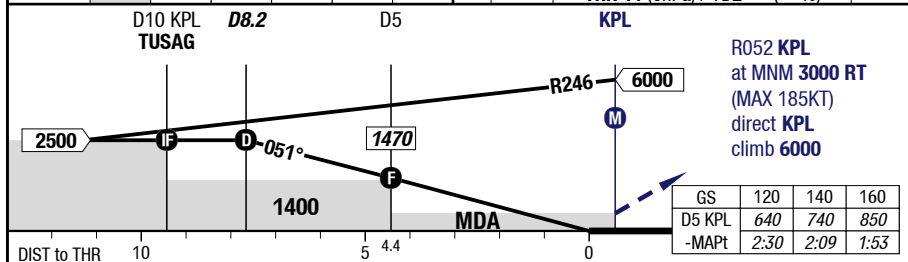
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7-10

VOR DME 05R



3.00°		8.2	6	4	3	2		83.0°	60 HL
D KPL								3000 x 45	
051°		2500	1790	1150	830	520			
RWY 050°								THR 11 (OhPa) / TDZ --- (---%)	+0.1%



05R	VOR DME						Circling ¹⁾
C	ft - m/km ft	490 - 1.8 500					600 - 2.4V 620
D	ft - m/km ft	490 - 1.8 500					700 - 3.6V 720

1) S of RWY only

Changes: ALT, Track, FAT, GP, QFU, MEA, VAR, HLDG

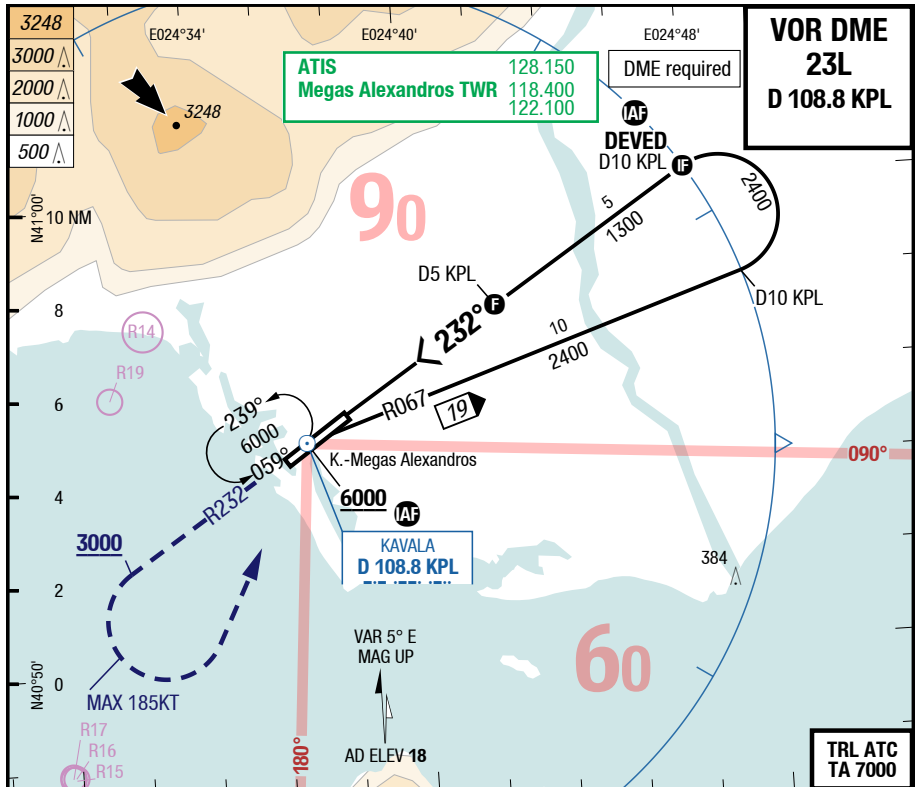
05-OCT-2017

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7-20

VOR DME 23L

IAC



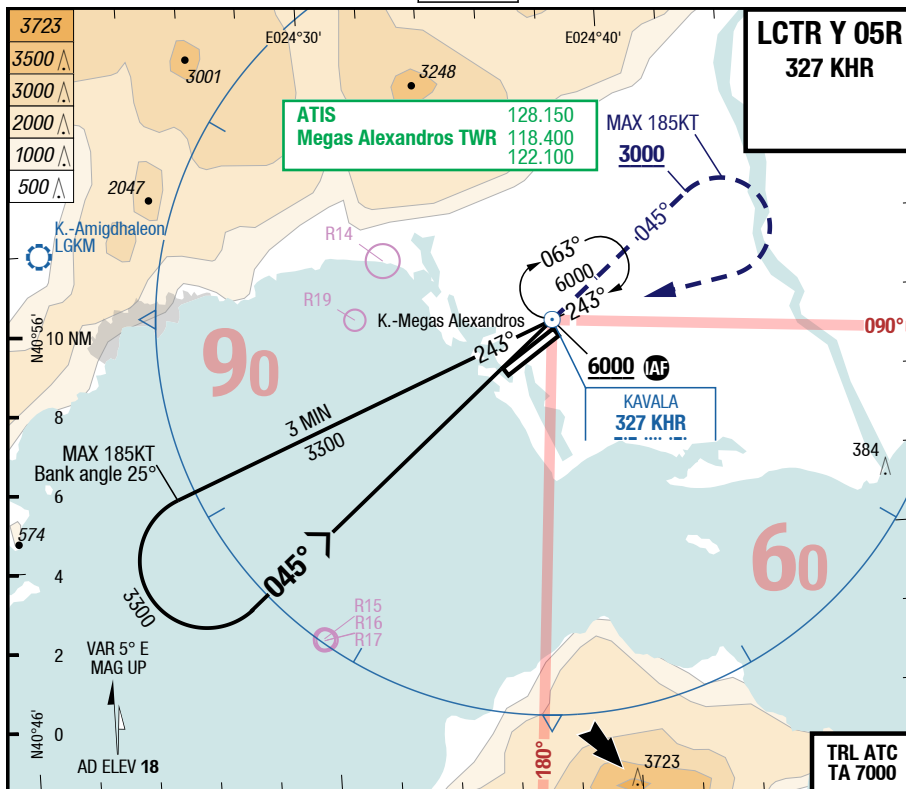
60 HL 45 x 3000 3.0°				23L	3	4	6	7	8.4	3.00° D KPL 232° RWY 230°	
-0.1% TDZ --- (---%) / THR 18 (1hPa)					700	1010	1650	1970	2400		
KPL D5 D8.4 D10 KPL DEVED											
R232 KPL at MNM 3000 LT (MAX 185KT) direct KPL climb 6000											
<p>6000 R067 M 1340 232° D IF 2400</p> <p>MDA 1300</p> <p>0 4 5 10 DIST to THR</p>											
GS		120	140	160							
D5 KPL		640	740	850							
-MAPt		2:30	2:09	1:53							
23L VOR DME Circling ¹⁾											
C	ft - m/km ft	590 - 2.4 600							600 - 2.4V 620		
D	ft - m/km ft	590 - 2.4 600							700 - 3.6V 720		




1) S of RWY only

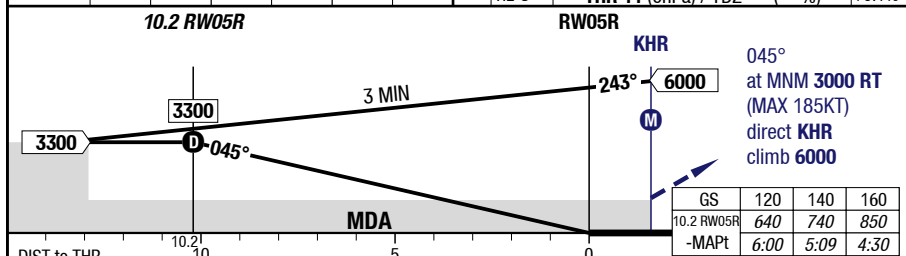
Changes: FAT, Track, ALT, HLDG, VAR, DIST, ROD, MEA, MOCA

7-30

LCTR Y 05R



3.00°	10.2	9	8	7	5	3		
RW05R 045° RWY 050°	3300	2920	2600	2280	1640	1010		



05R		NDB 1)				Circling S of RWY only
C	ft - m/km ft	790 - 2.4 800				790 - 2.4V 800
D	ft - m/km ft	790 - 2.4 800				790 - 3.6V 800

1) Timing to determine MAPt NA