1 JEPPESEN LGAV/ATH

ATHENS, GREECE 16 FEB 07 (10-1P) **ELEFTHERIOS VENIZELOS INTL** 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 especially by Chapter 2 ACFT
- RWY 03R should not be used by ACFT with MTOW more than 300t.

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 are permitted only between 0700-2300LT in designated areas. Other run-up tests must be authorized by the APT Duty Officer.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed by ATIS or RTF when LVP are in operation.

LVP will be commenced when RVR falls to 600m and/or ceiling is at or below 200'.

LVP will be terminated, when RVR is greater than 600m and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.

During LVP one RWY will be used exclusively for landings while the other one will be used for departures.

Pilots will not be refused permission to land or take-off on 'pilots discretion', solely because of bad weather conditions.

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LGAV/ATH **ELEFTHERIOS VENIZELOS INTL** ATHENS, GREECE AIRPORT BRIEFING

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1. GENERAL

1.3.2. ARRIVING ACFT

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

16 FEB 07 (10-1P1)

11 JEPPESEN

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 (vellow/green). Landed ACFT are requested to report clear of the colour coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

Intermediate TWY holding position lights operate together with the centerline lighting and consist of 3 unidirectional surface lights showing amber in the direction of approach to the intersection.

If the traffic situation requires, ACFT may be instructed to hold at a specific intermediate holding position. If no such instruction is given, ACFT may taxi across the intermediate holding position marking without a specific clearance.

Stop bars are operated independently of the centerline lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi holding position or an intersection. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY E is an ACFT stand taxilane with reduced minimum separation distances between taxi centerline and objects. The separation distance between the centerline and objects is a minimum of 139'/42.5m.

Due to reduced wingtip-clearance adhere strictly to the yellow TWY centerlines. Taxi speed to be adjusted accordingly.

1.5.2. GROUND MOVEMENT

All taxiing ACFT shall follow the yellow taxi centerline or the ACFT stand lead-in line. No deviations or short-cuts are permitted unless guided by a Follow-me car. ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxi manoeuvre, unless guided by a Follow-me car. The pilot shall always adhere to the signals of the Follow-me car.

ACFT are permitted to taxi only at the indispensable minimum engine speed. In order to avoid any damage, ACFT types L-1011, DC-10 and MD-11 are not allowed to increase the power of engine number 2 beyond its idle motion speed when taxiing in the vicinity of buildings.

B773, A345 and A346: In order to keep the required minimum edge clearance, judgemental oversteer shall be used.

1.5.3. ACFT TOWING

Towing of ACFT requires the prior permission of ATC. Towed ACFT should always be guided by a Follow-me car.

During NIGHT or when LVP in operation, towed ACFT should be illuminated.

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ELEFTHERIOS VENIZELOS INTL

ATHENS, GREECE AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

AGNIS/PAPA available at stands A01 thru A39 and B03 thru B15.

If the crew realizes, when taxiing into a nose-in position equipped with AGNIS/PAPA, that the latter is switched-off or out of order, the ACFT shall be stopped immediately. Malfunctioning shall be reported to Ground, waiting for instructions.

Parking of ACFT at stands not provided with AGNIS/PAPA is only permitted under the instruction of a marshaller.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 03L/21R and 03R/21L with antiskid layer.

On approaches and departures overflying of other ACFT at low heights is prohibited for helicopters.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 240 KT for Jet ACFT.

MAX 180 KT for Conventional ACFT when entering Athens TMA below FL220.

2.2. NOISE ABATEMENT PROCEDURES

STARs are also noise abatement routings and should be strictly followed. Use delayed gear and flap extension and low power/drag configuration consistent with safe operating procedures.

2.3. CAT II OPERATIONS

RWYs 03L/21R and 03R/21L approved for CAT II operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. USE OF GA APRON

Arriving ACFT taxiing on the GA Apron, will be guided by a Follow-me car.

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LGAV/ATH ELEFTHERIOS VENIZELOS INTL 3 JEPPESEN 16 FEB 07 (10-1P3)

ATHENS, GREECE AIRPORT BRIEFING

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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 Company (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 Company (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. 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 jet-blast.

3.2.4. USE OF GA APRON

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

3.3. NOISE ABATEMENT PROCEDURES

ACFT with MTOW more than 5700 KGS shall apply with ICAO Noise Abatement Departure Procedure 1 (NADP 1) untill passing 3000'.

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ATHENS, GREECE JEPPESEN LGAV/ATH 28 SEP 07 (10-1R) RADAR MINIMUM ALTITUDES ELEFTHERIOS VENIZELOS INTL ATHENS Approach Alt Set: hPa Trans level: By ATC Sectors based on SPA. Apt Elev 130.02 132.97 128.95 126.57 308' Trans alt: 9000 125.52 121.40 124.02 131.17 SAT VOR DME SPA VOR DME ATV DME 3500 3800 4500 5000 7000 KARISTOS VOR 00000 KRO 6500 \$ 5200 8 5200 KEA 0009

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ATHENS, GREECE

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL
30 DEC 05 (10-2) Apt Elev 308' Alt Set: MB 136.12 Trans level: By ATC Trans alt: 9000' ABLON 1B [ABLO1B] ASTOV 1B [ASTO1B], KEPIR 1A [KEPI1A] RWYS 21L/R ARRIVALS SPEED RESTRICTION

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 30 DEC 05 10-2A

ATHENS, GREECE
STAR

Apt Elev 308' 136.12 Alt Set: MB Trans level: By ATC Trans alt: 9000 ABLON 1C [ABLO1C], ASTOV 1C [ASTO1C] BADEL 3C [BADE3C], KEPIR 2C [KEPI2C] RWYS 03L/R ARRIVALS **KEPIR** N38 10.1 E024 39.4 D24 **ABLON** N38 10.2 E023 44.1

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ATHENS, GREECE **MJEPPESEN** ELEFTHERIOS VENIZELOS INTL 30 DEC 05 10-2B 136.12 Apt Elev 308' Alt Set: MB Trans level: By ATC Trans alt: 9000' NEMES 1B [NEME1B] NEVRA 1A [NEVR1A], PIKAD 1B [PIKA1B] RWYS 21L/R ARRIVALS

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ATHENS, GREECE **MJEPPESEN** ELEFTHERIOS VENIZELOS INTL 30 DEC 05 10-2C Apt Elev 308' Alt Set: MB 136.12 Trans level: By ATC Trans alt: 9000 NEMES 1C [NEME1C], NEVRA 2C [NEVR2C] OMIRO 1A [OMIR1A], PIKAD 1C [PIKA1C] RWYS 03L/R ARRIVALS **A OMIRO** N38 45.0 E023 40.0 ATHENS 4.4 ATV 3.3 E023 48.3 HOLDING OVER EGN

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ATHENS, GREECE LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 2 JUN 06 (10-2D) Eff 8 Jun Apt Elev 308' Alt Set: hPa Trans level: By ATC Trans alt: 9000' 136.12 RILIN 1B [RILI1B] SOREV 1B [SORE1B] VARIX 1A [VARI1A] VARIX 1B [VARI1B] VELOP 1B [VELO1B] XORKI 1B [XORK1B] **RWYS 21L/R ARRIVALS** 7000 4-345° SOREV 1B SPEED RESTRICTION
MAX 240 KT for Jet aircraft.
MAX 180 KT for Conventional aircraft when entering Athens TMA below FL220. CHANGES: STAR XORKI 1B established. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED

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ATHENS, GREECE **MJEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 2 JUN 06 (10-2E) Eff 8 Jun Apt Elev Alt Set: hPa 136.12 308' Trans level: By ATC Trans alt: 9000 RILIN 1C [RILI1C] SOREV 1C [SORE1C] VARIX 2C [VARI2C] VELOP 1C [VELO1C] XORKI 1C [XORK1C] RWYS 03L/R ARRIVALS **XORKI** N38 10.2 E023 30.6 ₹002 HOLDING OVER EGN

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ATHENS, GREECE I JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3) Apt Elev Trans level: By ATC Trans alt: 9000' 128.95 MAX 210 KT for initial turns. Bank angle 15° 7000' KEPIR 1L [KEPI1L], NEVRA 1L [NEVR1L] 4500' 3500 NEVRA 1M [NEVR1M], SOREV 1L [SORE1L] VARIX 1L [VARI1L] MSA SPA VOR **RWY 03L DEPARTURES KEPIR** N38 10.1 E024 39.4 TO NORTHEAST & SOUTHEAST **NEVRA** N38 10.1 E024 33.6 At or above 9000 or as by ATC NEVRA 1L At or above 9000' At or above or as by ATC 4000' NEVRA 1M At or above FL130 **D12 SAT** N38 04.8 E024 03.7 D9 KRO KARISTOS -N38 02.6 E024 18.9 D112.2 KRO At or above N37 59.6 E024 29.7 7000' - ATHENS D 117.5 SPA N37 55.1 E023 56.3 ATHENS -109.6 SAT N37 55.0 E023 54.9 115.0 KEA N37 33.4 E024 17.9 **VARIX** N37 21.8 E025 02.1 NOT TO SCALE At or above 9000' or as by ATC These SIDs require a minimum climb gradient 304' per NM (5%) KEPIR 1L, NEVRA 1L, SOREV 1L, VARIX 1L **SOREV** up to 7000' for ATC purposes.

NEVRA 1M N37 05.8 E024 25.5 At or above up to FL130 for ATC purposes 9000' Gnd speed-KT 75 100 150 200 250 300 or as by ATC 380 506 760 1013 1266 1519 Initial climb clearance 7000 INITIAL CLIMB Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000' SID ROUTING KEPIR 1L On KRO R-286 inbound to KRO, turn LEFT, KRO R-033 to KEPIR NEVRA 1L, 1M On KRO R-286 inbound to KRO, turn LEFT, KRO R-013 to NEVRA On KRO R-286 inbound to D9 KRO, turn RIGHT to KEA, KEA R-165 to SOREV

On KRO R-286 inbound to KRO, turn RIGHT, KRO R-143 to VARIX

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VARIX 1L

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I JEPPESEN ATHENS, GREECE LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3A) Trans level: By ATC Trans alt: 9000 128.95 MAX 210 KT for initial turns. Bank angle 15° 7000' KEPIR 1J [KEPI1J], NEVRA 1J [NEVR1J] 4500' 3500' NEVRA 1K [NEVR1K], SOREV 2J [SORE2J] VARIX 1J [VARI1J] MSA SPA VOR **RWY 03R DEPARTURES KEPIR** TO NORTHEAST & SOUTHEAST N38 10.1 E024 39.4 **NEVRA** At or above N38 10.1 E024 33.6 or as by ATC In case of radar failure and if NEVRA 1J not otherwise instructed by ATC. At or above 9000' or as by ATC D14 KRO NEVRA 1K N37 59.4 E024 12.0 At or above FL130 SOREV 2J Turn at 4000' but not before D14 KRO KARISTOS-At 1100' 112.2 KRO N37 59.6 E024 29.7 At or below 6000′ **0** D5 KRO ATHENS-At or below D 117.5 SPA 5000' O N37 55.1 E023 56.3 – ATHENS – 109.6 SAT N37 55.0 E023 54.9 D 115.0 KEA NOT TO SCALE N37 33.4 E024 17.9 At or below **VARIX** N37_21.8_E025_02.1_f 6000′ **0** At or above 9000' or as by ATC These SIDs require minimum climb gradients KEPIR 1J, NEVRA 1J, SOREV 2J, VARIX 1J **SOREV** 304' per NM (5%) up to 6000' for ATC purposes. N37 05.8 E024 25.5 NEVRA 1K 352' per NM (5.8%) up to 5000', then to FL130 At or above for ATC purposes. 9000' or as by ATC Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 304' per NM 380 506 760 1013 1266 1519 441 587 881 1175 1468 1762 352' per NM Initial climb clearance 6000' INITIAL CLIMB Climb on SAT R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound SID ROUTING On KRO R-266 inbound to KRO, turn LEFT, KRO R-033 to KEPIR. **KEPIR 1J** On KRO R-266 inbound to KRO, turn LEFT, KRO R-013 to NEVRA SOREV 2J On KRO R-266 inbound to 4000', but not before D14 KRO turn RIGHT to KEA. KEA R-165 to SOREV.

On KRO R-266 inbound to KRO, turn RIGHT, KRO R-143 to VARIX.

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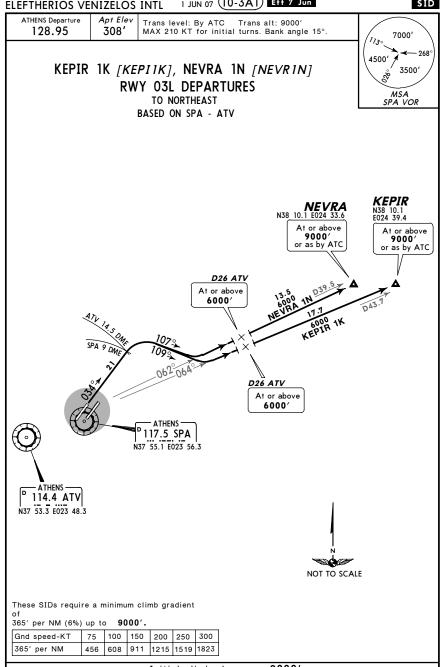
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

1 JUN 07 (10-3A1)

Eff 7 Jun

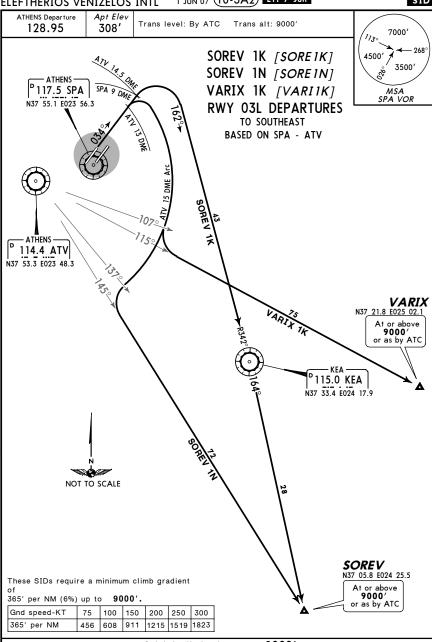
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VARIX 1.J

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M JEPPESEN ATHENS, GREECE LGAV/ATH 1 JUN 07 (10-3A2) Eff 7 Jun ELEFTHÉRIOS VENIZELOS INTL



| Initial climb clearance 9000' | | | | | | | | | |
|-------------------------------|--|--|--|--|--|--|--|--|--|
| SID | INITIAL CLIMB/ROUTING | | | | | | | | |
| 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. | | | | | | | | |

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ATHENS, GREECE M JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3B) Trans level: By ATC Trans alt: 9000 128.95 MAX 210 KT for initial turns. Bank angle 15° 7000' KEPIR 1F [KEPI1F], NEVRA 1F [NEVR1F] 4500' NEVRA 1H [NEVR1H], SOREV 1F [SORE1F] 3500' VARIX 1F [VARI1F] MSAN38 10.1 E024 33.6 SPA VOR RWY 21L DEPARTURES NEVRA 1F TO NORTHEAST & SOUTHEAST At or above 9000' or as by ATC NEVRA 1H - ATHENS -**KEPIR** D 117.5 SPA N38 10.1 E024 39.4 FL130 N37 55.1 E023 56.3 or as by ATC KARISTOS-'112.2 KRO N37 59.6 E024 29.7 At SPA or 700' whichever is later 2014' • 2133′ NOT TO SCALE At 4000' 115.0 KEA N37 33.4 E024 17.9 **VARIX** N37 21.8 E025 02.1 At or above 9000 or as by ATC These SIDs require a minimum climb gradient KEPIR 1F, NEVRA 1F, SOREV 1F, VARIX 1F 243' per NM (4%) up to 6000'. **SOREV** NEVRA 1H N37 05.8 E024 25.5 243' per NM (4%) up to 4000', then to FL130 for ATC purposes. At or above 9000 75 100 150 200 250 300 Gnd speed-KT or as by ATC 304 405 608 810 1013 1215 243' per NM Initial climb clearance 6000' INITIAL CLIMB Climb on runway track to SPA or 700', whichever is later, intercept SPA R-205, at turn LEFT to KEA climbing to 6000'. ROUTING KEPIR 1F () At KEA turn LEFT, KEA R-016 to KRO, KRO R-033 to KEPIR.

NEVRA 1FO , 1H At KEA turn LEFT, KEA R-016 to KRO, KRO R-013 to NEVRA. SOREV 1F 0 At KEA turn RIGHT, KEA R-165 to SOREV VARIX 1F (1) At KEA, KEA R-105 to VARIX.

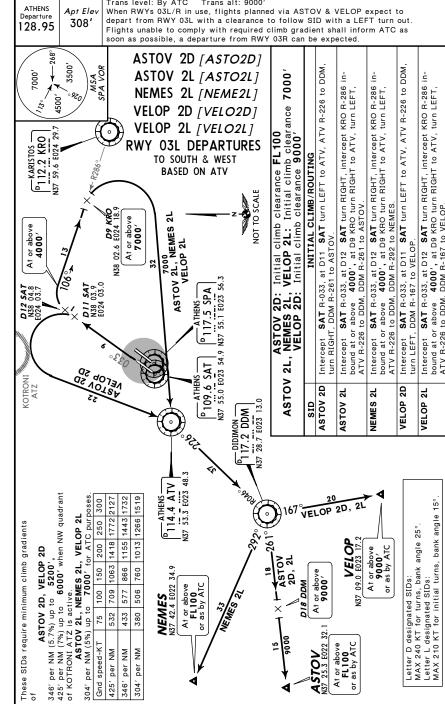
① If flight visibility is 10 km and ceiling 5000' or greater, aircraft may be requested to accept a VMC departure. When accepting, expect to turn LEFT as soon as practicable, maintain VMC and own terrain separation until passing 4000' and climb to 6000' direct to KEA to join the assigned SID. Caution spot heights at 2014' (SPA R-144/D2.9) and 2133' (SPA R-167/D7.8). Standard separation will be provided between VMC & IFR aircraft. If unable to comply follow full SID procedures or as instructed by ATC.

ATHENS, GREECE I JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3C) Trans level: By ATC Trans alt: 9000' 128.95 MAX 210 KT for initial turns. Bank angle 15° 7000 KEPIR 1G [KEPI1G], NEVRA 1E [NEVR1E] 4500' 3500' NEVRA 1G [NEVR1G], SOREV 1G [SORE1G] **KEPIR** N38 10.1 E024 39.4 VARIX 1G [VARI1G] MSA SPA VOR At or above **9000**′ **RWY 21R DEPARTURES** TO NORTHEAST & SOUTHEAST or as by ATC **NEVRA** N38 10.1 E024 33.6 1 In case of radar failure and if NEVRA 1E not otherwise instructed by ATC At or above FL130 NEVRA 1G At or above - ATHENS -9000' 109.6 SAT or as by ATC N37 55.0 E023 54.9 At SAT KARISTOS -112.2 KRO or 700' - ATHENS whichever 117.5 SPA N37 59.6 E024 29.7 is later N37 55.1 E023 56.3 **D15 SAT** N37 44.1 E023 41.8 115.0 KEA At or below NOT TO SCALE 3000′ **①** N37 33.4 E024 17.9 At 5000' 1 **VARIX** N37 21.8 E025 02. D10 KEA Maintain At or above 3000′ **①** Climb to 9000' 5000' **0** or as by ATC These SIDs require a minimum climb gradient KEPIR 1G. NEVRA 1G. SOREV 1G. VARIX 1G 304' per NM (5%) **SOREV NEVRA 1E** N37 05.8 E024 25.5 304' per NM (5%) up to 3000', then to FL130 At or above for ATC purposes. 9000' Gnd speed-KT 75 100 150 200 250 300 or as by ATC 380 506 760 1013 1266 1519 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 ROUTING SID KEPIR 1G At KEA turn LEFT, KEA R-016 to KRO, KRO R-033 to KEPIR. NEVRA 1E, 1G At KEA turn LEFT, KEA R-016 to KRO, KRO R-013 to NEVRA SOREV 1G At KEA turn RIGHT, KEA R-165 to SOREV VARIX 1G At KEA, KEA R-105 to VARIX

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ATHENS, GREECE **MJEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 16 FEB 07 (10-3D)



Trans level: By ATC Trans alt: 9000'

JEPPESEN ATHENS, GREECE LGAV/ATH ELEFTHERIOS VENIZELOS INTL 16 FEB 07 (10-3E) Apt Elev ATHENS Departure Trans level: By ATC Trans alt: 9000' 128.95 308' 7000 ASTOV 1Q [ASTO1Q] 4500' 3500' VELOP 1Q [VELO1Q] **RWY 03L DEPARTURES** MSASPA VOR TO SOUTH & WEST BASED ON TGG TANAGRA-(T) 111.8 TGG N38 20.3 E023 33.5 MAX 260 KT Bank 20° MAX 230 KT Bank 15° **D11 SAT** N38 03.9 E024 03.0 D23 SA1 0960-X N38 07.5 E024 19.3 At or above 9000' **ASTOV** N37 25.3 E022 32.1 At or above - ATHENS -FL100 117.5 SPA N37 55.1 E023 56.3 DIDIMON — 117.2 DDM ASTOV N37 28.7 E023 13.0 - ATHENS -109.6 SAT **VELOP** N37 09.0 E023 17.2 At or above 9000 These SIDs require a minimum climb gradient NOT TO SCALE 365' per NM (6%) up to 9000' for ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 365' per NM 456 608 911 1215 1519 1823 ASTOV 1Q: Initial climb clearance FL100 VELOP 1Q: Initial climb clearance 9000 INITIAL CLIMB Intercept SAT R-033, at D11 SAT turn RIGHT, 096° track, intercept SAT R-054 to D23 SAT, turn LEFT, 319° track, intercept TGG R-096 inbound to TGG, then to DDM. SID ROUTING ASTOV 1Q At DDM to ASTOV VELOP 1Q At DDM to VELOP

CHANGES: SIDs reindexed.

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JEPPESEN JeppView 3.5.2.0

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 ATHENS, GREECE M JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 1 JUN 07 (10-3E1) Eff 7 Jun Apt Elev Trans level: By ATC Trans alt: 9000' 128.95 MAX 210 KT for initial turns. Bank angle 15° 7000' ASTOV 1K [ASTO1K], NEMES 1K [NEME1K] 4500' VELOP 1K [VELO1K] 3500' RWY 03L DEPARTURES MSA SPA VOR TO SOUTH & WEST BASED ON SPA - ATV - ATHENS -114.4 ATV N37 53.3 E023 48.3 **NEMES** N37 42.4 E022 34.9 At or above FL100 or as by ATC - ATHENS -117.5 SPA N37 55.1 E023 56.3 **ASTOV** N37 25.3 E022 32.1 At or above FL100 NOT TO SCALE These SIDs require a minimum climb gradient 365' per NM (6%) **ASTOV 1K. NEMES 1K VELOP** up to FL100. N37 09.0 E023 17.2 **VELOP 1K** up to 9000'. At or above 9000' 75 100 150 200 250 300 Gnd speed-KT or as by ATC 456 608 911 1215 1519 1823 365' per NM ASTOV 1K, NEMES 1K: Initial climb clearance FL100 VELOP 1K: Initial climb clearance 9000 INITIAL CLIMB/ROUTING SID Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV **ASTOV 1K**

R-067 inbound to ATV, turn LEFT, ATV R-242 to ASTOV. NEMES 1K Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-257 to NEMES 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.

ATHENS, GREECE **MJEPPESEN** LGAV/ATH (10-3F)ELEFTHERIOS VENIZELOS INTL 29 SEP 06 Apt Elev ATHENS Departure Trans level: By ATC Trans alt: 9000' 128.95 308' ASTOV 2J [ASTO2J] NEMES 2J [NEME2J] VELOP 2J [VELO2J] 4500, **RWY 03R DEPARTURES** TO SOUTH & WEST BASED ON ATV 4000 tercept KRO R-266 LEFT, ATV R-226 0009 At 4000′ but not before D14 KRO At 1100′ P 109.6 SAT N37 55.0 E023 54 nese SIDs require P114.4 ATV 137 53.3 E023 48.1 At or below 6000' @ VELOP 2J In case of radar failure and not otherwise instructed by

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CHANGES: None.

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ATHENS, GREECE MJEPPESEN. LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 29 SEP 06 10-3G ATHENS Departure Apt Elev Trans level: By ATC Trans alt: 9000 128.95 308 7000' ASTOV 2H [ASTO2H] 3500' VELOP 2H [VELO2H] **RWY 03R DEPARTURES** MSA SPA VOR TO SOUTH & WEST BASED ON TGG TANAGRA — TANAGRA TGG N38 20.3 E023 33.5 MAX 260 KT Bank 20° MAX 230 KT Bank 15° D23 SA7 N38 07.5 E024 19.3 **D11 SAT** N38 01.9 E024 05.7 At or above 9000 **ASTOV** N37 25.3 E022 32.1 At or above THENS — 117.5 SPA FL100 N37 55.1 E023 56.3 DIDIMON — 117.2 DDM ASTOV N37 28.7 E023 13.0 TOP.6 SAT N37 55.0 E023 54.9 **VELOP** N37 09.0 E023 17.2 At or above 9000' NOT TO SCALE These SIDs require a minimum climb gradient 425' per NM (7%) up to 9000' for ATC purposes. 75 100 150 200 250 300 Gnd speed-KT 532 709 1063 1418 1772 2127 425' per NM ASTOV 2H: Initial climb clearance FL100 VELOP 2H: Initial climb clearance 9000 INITIAL CLIMB Intercept SAT R-048, at D11 SAT turn RIGHT, intercept SAT R-054 to D23 SAT, turn LEFT, 319° track, intercept TGG R-096 inbound to TGG, then to DDM. ROUTING SID **ASTOV 2H** At DDM to ASTOV VELOP 2H At DDM to VELOP

I JEPPESEN ATHENS, GREECE LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3H) Trans level: By ATC Trans alt: 9000' 128.95 7000' ASTOV 1F/ASTO1F], NEMES 1F/NEME1F] 4500' VELOP 1F [VELO1F] 3500' **RWY 21L DEPARTURES** MSA SPA VOR TO SOUTH & WEST ATHENS-D 117.5 SPA N37 55.1 E023 56.3 NOT TO SCALE At SPA or **700**′ whichever is later **NEMES** N37 42.4 E022 34.9 At or above FL100 or as by ATC - DIDIMON -**D23 SPA** N37 34.6 E023 42.9 117.2 DDM N37 28.7 E023 13.0 At or above 6000' 9000 D18 DDM **ASTOV** N37 25.3 E022 32.1 At or above **VELOP** N37 09.0 E023 17.2 9000' At or above FL100 At or above or as by ATC 9000' or as by ATC These SIDs require a minimum climb gradient 243' per NM (4%) up to 6000'. 75 100 150 200 250 300 Gnd speed-KT 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 At D23 SPA turn RIGHT to DDM, DDM R-292 to NEMES

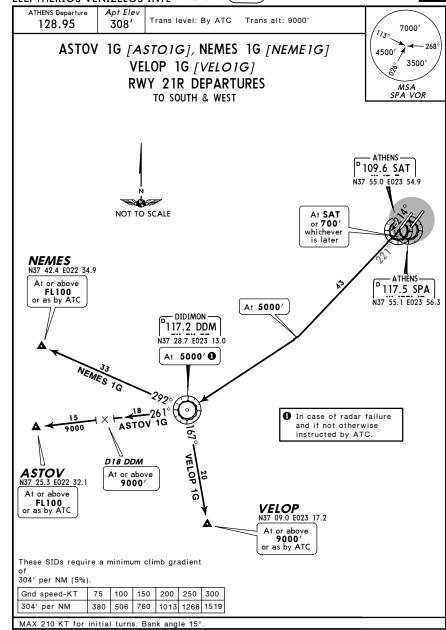
At D23 SPA turn RIGHT, 260° track, intercept SPA R-212 to VELOP

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CHANGES: Chart reindexed: MSA.

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ATHENS, GREECE I JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (10-3J)



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. ROUTING ASTOV 1G At DDM, DDM R-261 to ASTOV NEMES 1G At DDM, DDM R-292 to NEMES

VELOP 1G At DDM, DDM R-167 to VELOP

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 16 FEB 07 (10-3K)

ATHENS, GREECE

SID

Trans level: By ATC Trans alt: 9000 When RWY 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-**ATHENS** Apt Elev Departure 308' 128.95 quired climb gradient shall inform ATC as soon as possible, a departure from RWY 03R can be expected. ABLON 2D [ABLO2D] P112.2 KRO N37 59.6 E024 29. ABLON 2L [ABLO2L] PIKAD 2D [PIKA2D] PIKAD 2L [PIKA2L] RILIN 2D [RILI2D] RILIN 2L [RILI2L] At or above 4000 NOT TO SCALE At or above 7000′ **RWY 03L DEPARTURES** TO NORTHWEST & NORTH BASED ON ATV PIKAD 4000 4000 D117.5 SPA N37 55.1 E023 56.3 4000 ABLON Letter D designated SIDs: MAX 240 KT for turns, bank angle 25°. Letter L designated SIDs: MAX 210 KT for initial turns, bank angle 15° At or above 6000' climb clearance climb clearance ATHENS ATH P114.4 ATV P109.6 ABLON 2L 347 LIN 2D: Initial climb cl LIN 2L: Initial climb cl INITIAL CLIMB/ROUTING ABLON 2D, 2L **ABLON** 10.2 E023 44.1 ABLON 2D, PIKAD 2D, RILIN ABLON 2L, PIKAD 2L, RILIN Intercept SAT R-033, at D11 SA R-359 turn RIGHT, intercept ATV R-Intercept SAT R-033, at D12 SA at D9 KRO turn RIGHT to ATV, turn Intercept SAT R-033, at D11 SA At or above FL100 or as by ATC **PIKAD**N38 03.7 E022 506 380 ABLON 2L 304' per NM (5%) ... E022 PIKAD 2D PIKAD 2L **ABLON 2D** ABLON 2L RILIN 2D RILIN 2L Licensed to Elefant air. Printed on 15 Jun 2008.

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ATHENS, GREECE JEPPESEN LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 16 FEB 07 (10-3L) ATHENS Departure Apt Elev Trans level: By ATC Trans alt: 9000 128.95 308' OMIRO 1Q [OMIR1Q] At or above 9000 PIKAD 1Q [PIKA1Q] **D23 SAT** N38 07.5 E024 19.3 RILIN 1Q [RILI1Q] RWY 03L DEPARTURES TO NORTHWEST & NORTH BASED ON TGG MAX 260 KT Bank 20° P117.5 SPA N37 55.1 E023 56.3 860 ᄫ MAX 280 k Bank 15° MAX 230 I Bank 15° **D11 SAT** N38 03.9 E024 03.0 **OMIRO**N38 45.0 E023 4 At or above FL100 113.4 R172° =∷: SKP SAT TGG, then via KOR to PIKAD TGG, then via KOR to RILIN. 392 KOR 392 KOR N37 55.8 E022 NOT TO SCALE 9000' for at D11 On TGG F At or above **FL100** of 365' per NM (6%) up **PIKAD**N38 03.7 E022 At or above FL100 These SIDs require ntercept

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CHANGES: SIDs reindexed.

ATHENS, GREECE **MJEPPESEN** LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 1 JUN 07 (10-3L1) Eff 7 Jun Apt Elev Trans level: By ATC Trans alt: 9000' 308 128.95 MAX 210 KT for initial turns. Bank angle 15° ABLON 1K [ABLO1K] 7000 PIKAD 1K [PIKA1K] RILIN 1K [RILI1K] **RWY 03L DEPARTURES** To die TO NORTHWEST & NORTH SPA 9 DME BASED ON SPA - ATV MAX 230 KT Bank 25° **ABLON** 10.2 E023 44.1 (ATV 14.5 DME), turn RIGHT, intercept ATV ATV R-278 to PIKAD. Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-278 to PIKAD.

Climb on 034° track to SPA 9 DME (ATV 14.5 DME), turn RIGHT, intercept ATV R-067 inbound to ATV, turn RIGHT, ATV R-272 to RILIN. PIKAD 1K These SIDs require a minimum climb gradient 911 809 456 dn (%9) At or above **FL100** or as by ATC

CHANGES: New chart

SID ABLON 1K

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PIKAD 1K RILIN 1K

CHANGES: None.

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ELEFTHERIOS VENIZELOS INTL
29 SEP 06 (10-3M)Apt Elev 308' ATHENS Departure Trans level: By ATC Trans alt: 9000' 128.95 ABLON 2J [ABLO2J] PIKAD 2J [PIKA2J] RILIN 2J [RILI2J] **RWY 03R DEPARTURES** TO NORTHWEST & NORTH BASED ON ATV At 4000′ but not before D14 KRO

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ATHENS, GREECE MJEPPESEN LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 29 SEP 06 10-3N Apt Elev ATHENS Departure Trans level: By ATC Trans alt: 9000' 128.95 308' OMIRO 1H [OMIR1H] or abo PIKAD 2H [PIKA2H] At o RILIN 2H [RILI2H] **RWY 03R DEPARTURES** TO NORTHWEST & NORTH BASED ON TGG MAX 260 K Bank 20° MAX 230 KT Bank 15° MAX 280 KT Bank 15° **D11 SAT** N38 01.9 E024 05.7 **OMIRO**N38 45.0 E023 At or above FL100 R-054 a minimum climb gradient ,0006 At or above FL100 PIKAD 2H RILIN 2H These SIDs

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CHANGES: Initial climb clearance.

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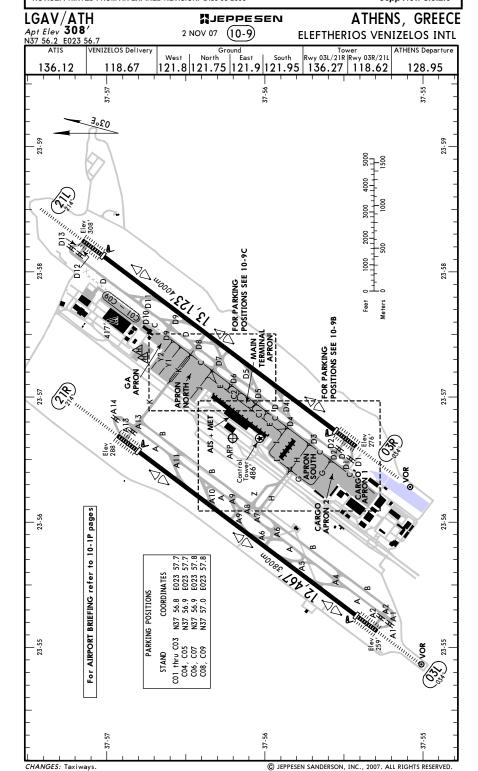
JEPPESEN *JeppView 3.5.2.0*

ATHENS, GREECE I JEPPESEN LGAV/ATH (10-3P) ELEFTHERIOS VENIZELOS INTL 29 SEP 06 ATHENS Departure Trans level: By ATC Trans alt: 9000 128.95 308 7000' **OMIRO** N38 45.0 E023 40.0 ABLON 2F [ABLO2F] 4500' OMIRO 1F [OMIR1F] At or above 3500' FL100 PIKAD 1F [PIKA1F] MSASPA VOR RILIN 1F [RILI1F] **RWY 21L DEPARTURES ABLON** N38 10.2 E023 44.1 TO NORTHWEST & NORTH (T) 111.8 TGG N38 20.3 E023 33.5 At or above FL100 or as by ATC **PIKAD** N38 03.7 E022 41.9 D11 TGG At or above FL100 or as by ATC At or above 9000 - ATHENS -117.5 SPA N37 55.1 E023 56.3 -KORINTHOS -392 KOR N37 55.8 E022 56.2 RILIN 1F P114.4 ATV **RILIN** N37 57.9 E022 40.0 MAX 260 KT N37 53.3 E023 48.3 Bank 25° At or above At or above FL100 At SPA 8000 or as by ATC or **700**′ whichever <-264° is later OMIRO 1F D9 SPA 382 EGN N37 45.9 E023 25.4 D23 SPA NOT TO SCALE N37 34.6 E023 42.9 At or above - DIDIMON 6000' 117.2 DDM N37 28.7 E023 13. These SIDs require a minimum climb ABLON 2F, PIKAD 1F, RILIN 1F 243' per NM (4%) up to 6000'. OMIRO 1F Gnd speed-KT 100 150 200 250 300 243' per NM 405 608 810 1013 1215 243' per NM (4%) up to 9000'. MAX 210 KT for initial turns. Bank angle 15° ABLON 2F, PIKAD 1F, RILIN 1F: Initial climb clearance 6000 OMIRO 1F: Initial climb clearance FL100 INITIAL CLIMB 700', whichever is later, intercept SPA R-205 Climb on 214° track to SPA or ROUTING ABLON 2F On SPA R-205 to D23 SPA, turn RIGHT to ATV, ATV R-347 to ABLON On SPA R-205 to D9 SPA, turn RIGHT, intercept 264° bearing to EGN, turn RIGHT, 053° track, intercept TGG R-188 inbound to TGG, TGG R-009 to OMIRO On SPA R-205 to D23 SPA, turn RIGHT to DDM, turn RIGHT to KOR, turn LEFT, 303° bearing to PIKAD. On SPA R-205 to D23 SPA, turn RIGHT to DDM, turn RIGHT to KOR, turn LEFT,

277° bearing to RILIN.

ATHENS, GREECE # JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 29 SEP 06 (10-3Q) Trans level: By ATC Trans alt: 9000' 128.95 308' 7000' ABLON 1G [ABLO1G] 4500' **OMIRO** N38 45.0 E023 40.0 3500' OMIRO 1E [OMIR1E] PIKAD 1G [PIKA1G] MSA At or above SPA VOR FL100 RILIN 1G [RILI1G] RWY 21R DEPARTURES TO NORTHWEST & NORTH 1 In case of radar failure and if not otherwise -TANAGRA -(F) 111.8 TGG instructed by ATC. **ABLON** N38 20.3 E023 33.5 N38 10.2 E023 44.1 **PIKAD** N38 03.7 E022 41.9 At or above FL100 At or above or as by ATC FL100 or as by ATC D11 TGG At or above 9000 109.6 SAT N37 55.0 E023 54.9 RILIÑ 1G At SAT **RILIN** N37 57.9 E022 40.0 or **700**′ whichever is later At or above FL100 -KORINTHOS or as by ATC 392 KOR [□] 117.5 SPA N37 55.8 E022 56.2 N37 55.1 E023 56.3 E023 47.0 MAX 260 KT Bank 25° 382 EGN N37 45.9 E023 25.4 These SIDs require a minimum climb gradient ABLON 1G ABLON 1G, PIKAD 1G, RILIN 1G PIKAD 1G RILIN 1G 304' per NM (5%). OMIRO 1E At or below 5000′ € NOT TO SCALE 304' per NM (5%) up to 9000'. 75 100 150 200 250 300 380 506 760 1013 1266 1519 ABLON 1G, PIKAD 1G, RILIN 1G: MAX 210 KT for initial turns. Bank angle 15°. ABLON 1G, PIKAD 1G, RILIN 1G: Initial climb clearance 5000' OMIRO 1E: Initial climb clearance FL100 INITIAL CLIMB Climb on 214° track to SAT or 700', whichever is later, intercept SAT R-221 to D9 SAT. ROUTING ABLON 1G At D9 SAT turn RIGHT to EGN, turn RIGHT, 029° bearing to ABLON. At D9 SAT turn RIGHT, intercept 259° bearing to EGN, turn RIGHT, 053° track, intercept TGG R-188 inbound to TGG, TGG R-009 to OMIRO. PIKAD 1G At D9 SAT turn RIGHT to EGN, turn RIGHT, 291° bearing to KOR, 303° bearing to At D9 SAT turn RIGHT to EGN, turn RIGHT, 291° bearing to KOR, 277° bearing to RILIN CHANGES: SID OMIRO 1E initial climb clearance.

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ICAV/ATH

JEPPESEN

ATHENS GREECE

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| | 2 NOV 07 (10- | -9A) ELE | FTHERIOS V | /ENIZELO | S INTI | |
| | ADDITIONAL RUN | WAY INFORMATION | | | | |
| RWY | | | JSABLE LENGTHS BEYOND —— Glide Slope | TAKE-OFF | WIDTH | |
| 03L 21R HIRL (60m) CL (15m) HIALS | -II TDZ PAPI-L(3.0°) | RVR 11,483'3500m | 10,329' <i>3148m</i> 10,511' <i>3204m</i> | 0 | 148′ 45m | |
| ● TORA RWY 03L: From rwy head twy A4 int twy A5 int | 9350' (2850m) | 2 TORA RWY 21R: | From rwy head twy A11 int twy A10 int | 9350' | (3800m) (2850m) (2400m) | |
| 03R HIRL (60m) CL (15m) HIALS | -II TDZ PAPI-L(3.0°) | RVR 12,139' <i>3700m</i> | 10,985' 3348m 11,045' 3366m | 0 | 148′ 45m | |
| € TORA RWY 03R: From rwy head twy D4 into twy D5 into | 9350' (2850m) | TORA RWY 21L: | From rwy head twy D11 int twy D9 int | 93501 | (4000m) (2850m) (2400m) | |
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| JAR-OPS | | | TAK | E-OFF I | | | |
|--------------------|----|---------------------------|------------|--------------------------|--------------------------|------------------|--|
| | | | А | ll Rwys | | | |
| Appro Opera | | LVP must b | e in force | 1 | | 1 | |
| HIRL, & mult. I | | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only | |
| 125 | īm | 150m | 200m | 250m | 400m | 500m | |
| 150 | m | 200m | 250m | 300m | | | |

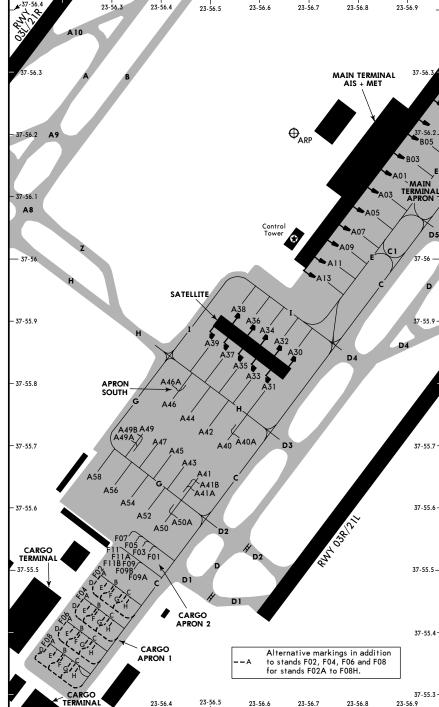
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Lights. Minimums.

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CHANGES: New layout.

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LGAV/ATH

SJEPPESEN

ATHENS, GREECE

16 FEB 07 10-9C

ELEFTHERIOS VENIZELOS INTL

23-56.9 1 23-57 23-57.2 23-57.3 23-57.4 23-57.1 - 37-56.7 B67 B65 B63 B61 B59 B57 B55 - 37-56.6 APRON NORTH **—** 37-56.5 - 37-56.4 B17A MAIN TERMINAL AIS + MET 37-56.2 -B03 MAIN TERMINAL APRON 37-56.1 -**37-56** 23-57.2 23-57.3

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LGAV/ATH

SJEPPESEN

ATHENS, GREECE

16 FEB 07 (10-9D)

ELEFTHERIOS VENIZELOS INTL

JEPPESEN

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| INS COORDINATES | | | | | | | | |
|---|--|--|--|--|--|--|--|--|
| STAND No. | COORDINATES | STAND No. | COORDINATES | | | | | |
| A01 A03 thru A07 A09 A11, A13 A30 | N37 56.1 E023 56.9 N37 56.1 E023 56.8 N37 56.0 E023 56.8 N37 56.0 E023 56.7 N37 55.8 E023 56.7 | F04, F04A F04B, F04C F04D, F04E F04F thru F04H F05 | N37 55.5 E023 56.2 N37 55.4 E023 56.3 N37 55.4 E023 56.2 N37 55.4 E023 56.3 N37 55.5 E023 56.3 | | | | | |
| A31 A32 A33 A34 A35 | N37 55.8 E023 56.6 N37 55.9 E023 56.6 N37 55.8 E023 56.6 N37 55.9 E023 56.6 N37 55.9 E023 56.5 | F06 thru F06B F06C F06D thru F06G F06H F07 | N37 55.4 E023 56.2 N37 55.4 E023 56.3 N37 55.4 E023 56.2 N37 55.4 E023 56.3 N37 55.6 E023 56.3 | | | | | |
| A36 A37 A38 A39 A40 thru A44 | N37 55.9 E023 56.6 N37 55.9 E023 56.5 N37 55.9 E023 56.6 N37 55.9 E023 56.5 N37 55.7 E023 56.5 | F08 thru F08E F08F thru F08H F09 thru F11B G01 thru G06 G07, G08 | N37 55.4 E023 56.2 N37 55.3 E023 56.2 N37 55.5 E023 56.3 N37 56.7 E023 57.5 N37 56.7 E023 57.4 | | | | | |
| A45 A46, A46A A47, A49B A50 thru A52 A54, A56 | N37 55.7 E023 56.4 N37 55.8 E023 56.4 N37 55.7 E023 56.4 N37 55.6 E023 56.4 N37 55.6 E023 56.3 | G09, G09A G10 thru G12 G13, G14 G15, G16 G17 thru G20 | N37 56.7 E023 57.5 N37 56.7 E023 57.4 N37 56.6 E023 57.4 N37 56.6 E023 57.4 N37 56.6 E023 57.4 | | | | | |
| A58 B03, B05 B07 B09 thru B15 B17 | N37 55.7 E023 56.3 N37 56.2 E023 56.9 N37 56.2 E023 57.0 N37 56.3 E023 57.0 N37 56.4 E023 57.1 | | | | | | | |
| B30 B31 B32 B33 B34 | N37 56.4 E023 57.2 N37 56.5 E023 57.3 N37 56.4 E023 57.2 N37 56.5 E023 57.2 N37 56.4 E023 57.2 | | | | | | | |
| B35 B36 B37 B38 B39 | N37 56.5 E023 57.2 N37 56.5 E023 57.1 N37 56.5 E023 57.2 N37 56.5 E023 57.1 N37 56.5 E023 57.2 | | | | | | | |
| B40 thru B43 B44 B45 B50 B51 | N37 56.5 E023 57.1 N37 56.5 E023 57.0 N37 56.6 E023 57.1 N37 56.6 E023 57.3 N37 56.6 E023 57.4 | | | | | | | |
| B52 B53 B54 thru B59 B60 B61 | N37 56.6 E023 57.3 N37 56.6 E023 57.4 N37 56.6 E023 57.3 N37 56.6 E023 57.2 N37 56.7 E023 57.3 | | | | | | | |
| B62 B63 B64 B65 B66 | N37 56.6 E023 57.2 N37 56.7 E023 57.3 N37 56.6 E023 57.2 N37 56.7 E023 57.2 N37 56.6 E023 57.2 | | | | | | | |
| B67 F01 F02 thru F02F F02G, F02H F03 | N37 56.7 E023 57.2 N37 55.5 E023 56.4 N37 55.5 E023 56.3 N37 55.4 E023 56.3 N37 55.5 E023 56.4 | | | | | | | |

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LGAV/ATH

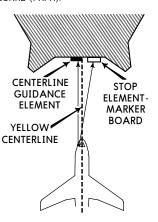
M JEPPESEN 16 FEB 07 (10-9E)

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)



LEFT of centerline. Turn towards GREEN. (RIGHT)

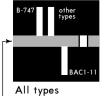


RIGHT of centerline.

GREEN RED

Turn towards GREEN. (LEFT)

C. STOP ELEMENT (PAPA)



continue taxiing. SIGHTING SLOT



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



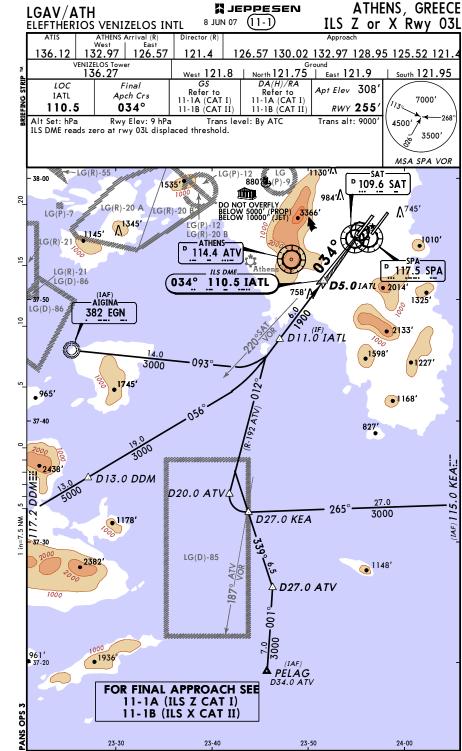
Other types stop. B-747 continue taxiing.



B-747 stop.

LIGHT TUBE

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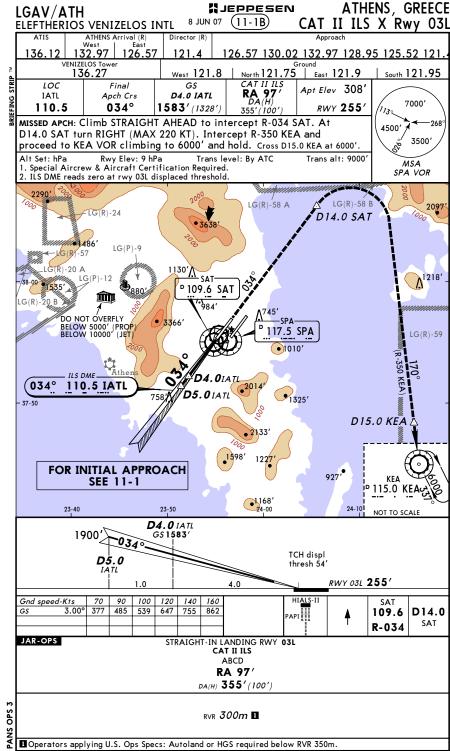
ATHENS, GREECE #JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 8 JUN 07 (11-1A) ILS Z Rwy 03L ATHENS Arrival (R) 136.12 | 132.97 | 121.4 126.57 130.02 132.97 128.95 125.52 121 126.57 Ground
West 121.8 | North 121.75 | East 121.9 136.27 South 121.95 ILS LOC Final GS Apt Elev 308 IATL Apch Crs D4.0 IATL DA(H) 7000' 110.5 034° 1583′ (1328′) 455' (200') RWY 255' MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At 4500' D14.0 SAT turn RIGHT (MAX 220 KT). Intercept R-350 KEA and 3500' proceed to KEA VOR climbing to 6000' and hold. Cross D15.0 KEA at 6000' Rwy Elev: 9 hPa Trans level: By ATC MSA ILS DME reads zero at rwy 03L displaced threshold. SPA VOR LG(R)-58 B 2097 LG(R)-58 A D14.0 SAT LG(R)-24 · 3638 LG(P)-9 11307 1218' ₱ 109.6 SAT DO NOT OVERFLY BELOW 5000' (PROP) BELOW 10000' (JET) 117.5 SPA LG(R)-59 034° 110.5 IATL ND5.0 IATL 1325' 37-50 D15.0 KEA FOR INITIAL APPROACH 927' 1227 **SEE 11-1** KEA P 115.0 KEA ない 1168′ 23-40 24-00 NOT TO SCALE **D4.0** IATL 1900' TCH displ D5.0 thresh 54 RWY 03L 255' 70 90 100 120 140 160 HIALS-II 3.00° 377 485 539 647 755 862 109.6 D14.0 R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03L CIRCLE-TO-LAND LOC (GS out) DA(H) 455'(200') ALS out FULL 1200'(892') 1500m 1300'(992') 1600m RVR 550m RVR 1000m NOT APPLICABLE NOT APPLICABLE

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ATHENS, GREECE **↓** JEPPESEN LGAV/ATH 8 JUN 07 (11-2) ILS Y or W Rwy 03L ELEFTHÉRIOS VENIZELOS INTL ATHENS Arrival (R) 136.12 132.97 126.57 126.57 130.02 132.97 128.95 125.52 121 **VENIZELOS** Tower Ground West 121.8 | North 121.75 | East 121.9 136.27 South 121.95 GS LOC Final Apt Elev 308 Refer to Refer to IATL Apch Crs 11-2A (CAT I) 11-2A (CAT I) 70001 034° 110.5 RWY 255 11-2B (CAT II) 11-2B (CAT II) Alt Set: hPa Rwy Elev: 9 hPa Trans alt: 9000 Trans level: By ATC 4500' DME REQUIRED. 3500' 2. ILS DME reads zero at rwy 03L displaced threshold. MSA SPA VOR D 109.6 SAT Œ, 984' ^745° LG(P)-7 1345 1145' 🐧 01010 **ATHENS** 117.5 SPA LG(R)-21 ILS DME_ LG(D)-86 034° 110.5 IATL 758' /₄ (IAF) AIGINA 1325 IG(D)-86 382 EGN • 2133' D11.0 IATL ● 1227' 965 37-40 827′ D13.0 DDM CAUTION: Procedure to be used 1178 when KEA VOR DME unserviceable. LG(D)-85 1148 D27.0 ATV 1936 37-20 A PELAG D34.0 ATV FOR FINAL APPROACH SEE 11-2A (ILS Y CAT I) 11-2B (ILS W CAT II) 23-40

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ATHENS, GREECE **MALEPPESEN** LGAV/ATH 8 JUN 07 (11-2A) ILS Y Rwy 03L ELEFTHERIOS VENIZELOS INTL ATHENS Arrival (R) West | East 132.97 121.4 126.57 130.02 132.97 128.95 125.52 121 136.12 126.57 VENIZELOS Tower West 121.8 | North 121.75 | East 121.9 136.27 South 121.95 LOC Final GS ILS Apt Elev 308 D4.0 IATL IATL Apch Crs DA(H)7000' 110.5 034° 1583′ (1328′) 455' (200') RWY 255 MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SAT. At D12.0 4500' 1 SAT turn RIGHT (MAX 200 KT) to SAT. Intercept R-249 SAT to ATV VOR 3500' and pass ATV VOR not below 5000'. Intercept R-245 ATV and proceed to EGN NDB at 5000' or above and hold. MSARwy Elev: 9 hPa Trans level: By ATC SPA VOR 1. DME REQUIRED. 2. ILS DME reads zero at rwy 03L displaced threshold. D12.0 SA1 LG(R)-24 LG(P)-9 <u>^</u>1218′ [₺] 109.6 SAT DO NOT OVERFLY BELOW 5000' (PROP) 3366 BELOW 10000' (JET) LG(R)-59 117.5 SPA D4. OIATL 2014 1325' 758' D5.0 IATL **CAUTION:** AIGINA NOT TO 382 EGN Procedure to be used SCALE when KEA VOR DME unserviceable. 1598 (034° 110.5 IATL 1227 927' FOR INITIAL APPROACH **SEE 11-2** 1168 24-10 23-40 24-00 **D4.0** IATL TCH displ D5.0 thresh 54' RWY 03L 255 4.0 Gnd speed-Kts 70 90 100 120 140 160 PAPI 3.00° 377 485 539 647 755 862 109.6 D12.0 R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03L CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 455'(200') FULL ALS out 1200'(892') 1500m 1300′(992′) 1600m RVR 550m RVR 1000m NOT APPLICABLE С NOT APPLICABLE

JEPPESEN ATHENS, GREECE LGAV/ATH ELEFTHERIOS VENIZELOS INTL 8 JUN 07 (11-2B) CAT II ILS W Rwy 03L ATHENS Arrival (R) 132.97 136.12 126.57 126.57 130.02 132.97 128.95 125.52 121 VENIZELOS Tower 136.27 North 121.75 | East 121.9 West 121.8 LOC GS CAT II ILS Final Apt Elev 308' RA 97 IATL Apch Crs D4.0 IATL 7000' 034° 110.5 1583' (1328') 355'(100') 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 4500' 1 3500' to EGN NDB at 5000' or above and hold. Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC

1. DME REQUIRED. 2. Special Aircrew & Aircraft Certification Required.

3. ILS DME reads zero at rwy 03L displaced threshold. Trans alt: 9000' MSASPA VOR LG(R)-58 A LG(R)-58 B 2097 1000 D12.0 SAT • 3638 LG(P)-9 1130' <u>^</u>1218′ D 109.6 SAT DO NOT ÓVERFLY BELOW 5000' (PROP BELOW 10000' (JET) 117.5 SPA LG(R)-59 114.4 ATV 1010 758 **D5.0** IATL 1325 **CAUTION:** 382 EGN NOT TO Procedure to be used when KEA VOR DME unserviceable. 15981 034° 110.5 IATL 1227 927, FOR INITIAL APPROACH **SEE 11-2** 168 23-50 24-10 23-40 D4.0 IATL 1900' 034° GS 1583 TCH displ D5.0 thresh 54' RWY 03L 255' Gnd speed-Kts 70 90 100 120 140 160 3.00° 377 485 539 647 755 862 109.6 D12.0 R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03L CAT II ILS ABCD RA 97 DA(H) 355'(100') _{RVR} 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

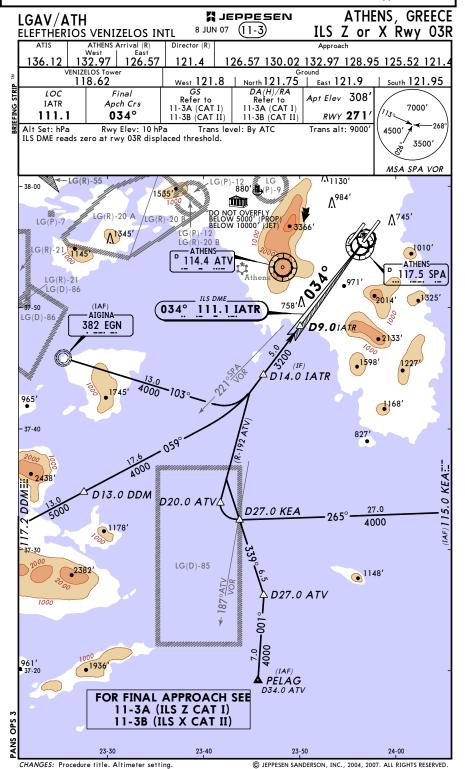
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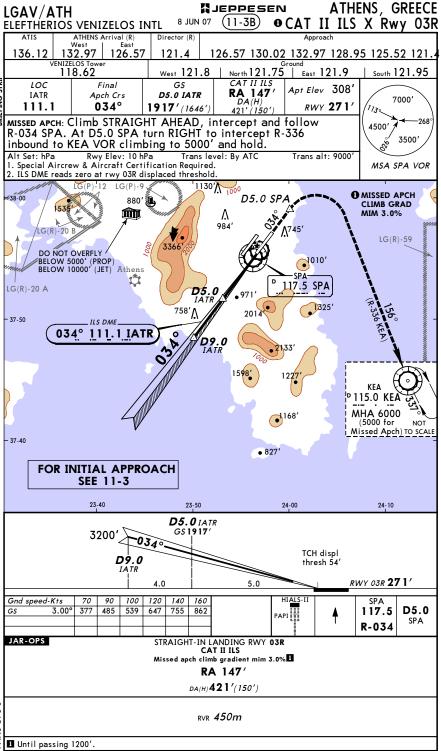
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ATHENS, GREECE **MALEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 8 JUN 07 (11-3A) ILS Z Rwy 03R ATHENS Arrival (R) 136.12 132.97 126.57 121.4 126.57 130.02 132.97 128.95 125.52 121 VENIZELOS Tower Ground North 121.75 | East 121.9 118.62 West 121.8 LOC GS ILS Final Apt Elev 308 IATR Apch Crs D5.0 IATR DA(H) 7000' 034° **471**′(200′) 111.1 **1917**′(1646′) RWY 271' MISSED APCH: Climb STRAIGHT AHEAD, intercept and follow R-034 SPA. At D5.0 SPA turn RIGHT to intercept R-336 inbound to KEA VOR climbing to 5000' and hold. 4500' 3500' Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000 MSA ILS DME reads zero at rwy 03R displaced threshold. SPA VOR 1130' 38-00 D5.0 SP 880′ LG(R)-59 DO NOT OVERFLY BELOW 5000' (PROP) BELOW 10000' (JET) Athens 117.5 SPA LG(R)-20 A D5.0 IATI 1)325 2014 37-50 ILS DME. 034° 111.1 IATR KEA 115.0 KEA MHA 6000 168' (5000 for Missed Apch) TO SCAL 37-40 FOR INITIAL APPROACH 827 **SEE 11-3** 23-40 23-50 24-00 24-10 D5.0 IATR 3200 TCH displ D9.0 thresh 54 RWY 03R 27 1' 5.0 70 90 100 120 140 160 HIALS-I 3.00° 377 485 539 647 755 862 117.5 D5.0 PAPI R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03R CIRCLE-TO-LAND LOC (GS out) DA(H) 47 1'(200') ALS out 1200'(892') 1500m 1300'(992') 1600m RVR 550m RVR 1000m NOT APPLICABLE NOT APPLICABLE

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ATHENS, GREECE JEPPESEN LGAV/ATH 8 JUN 07 (11-4) ILS Y or W Rwy 03R **ELEFTHERIOS VENIZELOS INTL** ATHENS Arrival (R) Director (R) 136.12 132.97 126.57 126.57 130.02 132.97 128.95 125.52 121 VENIZELOS Tower North 121.75 | East 121.9 118.62 West 121.8 South 121.95 DA(H)/RA GS LOC Final Apt Elev 308 Refer to Refer to IATR Apch Crs 11-4A (CAT I) 7000' 11-4A (CAT I) 034° 111.1 RWY 271 11-4B (CAT IÍ) 11-4B (CAT II) Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000 4500' DME REQUIRED. 3500' 2. ILS DME reads zero at rwy 03R displaced threshold. MSA SPA VOR /1130′ **∆**984′ LG(R)-20 A LG(R)-20 LG(P)-7 **∆**1345′ 010' LG(R)-21 - ATHENS-114.4 ATV - ATHENS-150° 117.5 SPA LG(R)-21 (LG(D)-86 1325' ILS DME_ _{758′}Λ 37-50 034° 111.1 IATR - AIGINA-LG(D)-86 382 EGN D9.0 IATR 1227 D14.0 IATR 68' 965 - 37-40 827 **CAUTION:** Procedure to be used D13.0 DDM when KEA VOR DME unserviceable. 1178 37-30 LG(D)-85 1148 À D27.0 ATV 961' 37-20 A PELAG D34.0 ATV FOR FINAL APPROACH SEE 11-4A (ILS Y CAT I) 11-4B (ILS W CAT II)

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ATHENS, GREECE JEPPESEN LGAV/ATH 8 JUN 07 (11-4A) ILS Y Rwy 03R ELEFTHERIOS VENIZELOS INTL ATHENS Arrival (R) West | East 132.97 126.57 121.4 126.57 130.02 132.97 128.95 125.52 121 136.12 **VENIZELOS Tower** West 121.8 | North 121.75 | East 121.9 118.62 South 121.95 LOC GS ILS Final Apt Elev 308 IATR Apch Crs D5.0 IATR DA(H)7000' 034° 111.1 **1917**′(1646′) **471**′ (200′) RWY 271 MISSED APCH: Climb STRAIGHT AHEAD to intercept R-034 SPA. At D12.0 SPA turn RIGHT (MAX 200 KT) to SPA VOR. Intercept R-252 SPA to ATV VOR and pass ATV VOR not below 5000'. Intercept R-245 ATV and proceed to EGN NDB at 5000' or above and hold. 4500' 3500' MSARwy Elev: 10 hPa Trans level: By ATC SPA VOR 1. DME REQUIRED. 2. ILS DME reads zero at rwy 03R displaced threshold D12.0 1130' 880' LG(R)-20 LG(R)-59 DO NOT OVERFLY BELOW 5000' (PROP) BELOW 10000' (JET) 117.5 SPA LG(R)-20 A 2014 1325 ATHENS-114.4 ATV **CAUTION:** D9.0 Procedure to be used 2133 NOT TO when KEA VOR DME 382 EGN unserviceable. . 1598 ILS DME 168 034° 111.1 IATR - 37-40 FOR INITIAL APPROACH 827 **SEE 11-4** 23-40 23-50 24-00 24-10 D5.0 IATR 3200 TCH displ **D9.0** *IATR* thresh 54' RWY 03R 27 1' 5.0 Gnd speed-Kts 70 90 100 120 140 160 117.5 D12.0 3.00° 377 485 539 647 755 862 PAPI 🚻 R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03R CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 47 1'(200') ALS out FULL 1200'(892') 100 1500m 1300'(992') 1600m OPS RVR 550m RVR 1000m NOT APPLICABLE С NOT APPLICABLE

CHANGES: New procedure.

JEPPESEN JennView 3520

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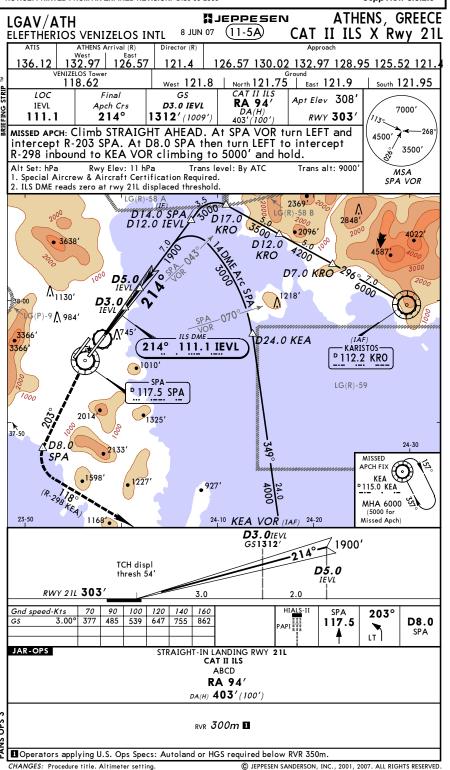
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ATHENS, GREECE ::JEPPESEN LGAV/ATH ELEFTHERIOS VENIZELOS INTL 8 JUN 07 (11-5) ILS Z Rwy 21L ATHENS Arrival (R) 136.12 132.97 126.57 121.4 126.57 130.02 132.97 128.95 125.52 121 VENIZELOS Tower 118.62 West 121.8 | North 121.75 | East 121.9 South 121.95 LOC Final GS ILS Apt Elev 308 Apch Crs D3.0 IEVL DA(H) IEVL 7000' 214° 1312'(1009') 503'(200') RWY 303 111.1 MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and 4500' intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept 3500' R-298 inbound to KEA VOR climbing to 5000' and hold. Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC MSAILS DME reads zero at rwy 21L displaced threshold. SPA VOR LG(R)-58 A 23691 D14.0 SPA/ D12.0 IEVL 300 D17.0 G(R)-58 B 2848 KRO 4022 KRO D7.0 KRO 214° 111.1 JEVL D3.0 D24.0 KEA (IĀF) - KARISTOS – ^D 112.2 KRO 1010 P 117.5 SPA LG(R)-59 1325 2014 37-50 D8.0 24-30 SPA MISSED APCH FIX 1598 927′ 115.0 KEA MHA 6000 성 (5000 for 23-50 24-10 KEA VOR (IAF) 24-20 Missed Apch) **D3.0** IEVL .214° 1900′ TCH displ D5.0 thresh 54 RWY 21L 303 3.0 2.0 Gnd speed-Kts 70 90 100 120 140 160 SPA 203° 3.00° 377 485 539 647 755 862 D8.0 117.5 API 🔛 SPA LT JAR-OPS STRAIGHT-IN LANDING RWY 21L CIRCLE-TO-LAND LOC (GS out) DA(H) 503'(200') FULL ALS out 100 1200'(892') 1500m 1300′(992′) 1600m RVR 550m RVR 1000m NOT APPLICABLE С NOT APPLICABLE

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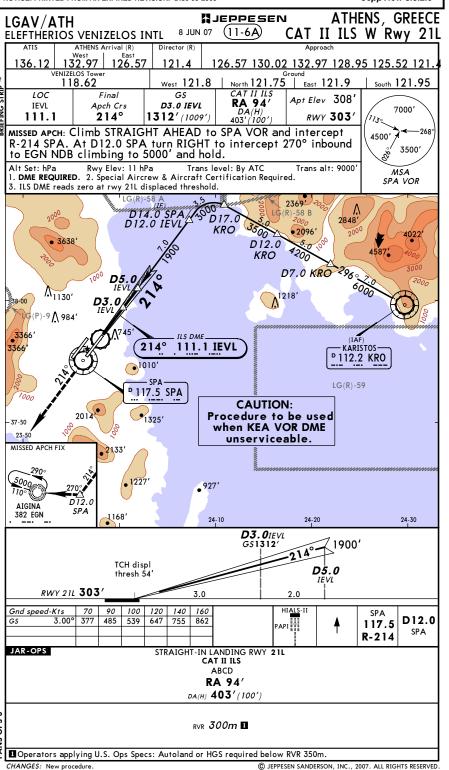
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| L | | | | | | | | |
|----------|---------------------------------------|--|--|---|--|--------------------------|--|--|
| | LGAV/ATH | | | PPESEN | ATH | ENS, GREECE | | |
| | ELEFTHERIOS | | | (11-6) | | Y Rwy 21L | | |
| | | ATHENS Arrival (R) West East 52.97 126.5 | 7 121.4 | 126.57 130.02 | Approach 2 132.97 128.9 | 95 125.52 121.4 | | |
| Δ | | LOS Tower 8.62 | West 121.8 | North 121.75 | Ground | South 121.95 | | |
| STRIP | LOC | Final | GS D3.0 IEVL | ILS | Apt Elev 308' | | | |
| BRIEFING | IEVL 111.1 | Apch Crs 214 ° | 1312' (1009') | DA(H) 503' (200') | RWY 303' | 7000' | | |
| BRI | R-214 SPA. | At D12.0 SPA | HT AHEAD to A turn RIGHT 5000' and hol | to intercept 2 | d intercept | | | |
| | Alt Set: hPa 1. DME REQUIRE | Rwy Elev: 11 l D. 2. ILS DME rea | evel: By ATC displaced thresho | Trans alt: 9000' | MSA SPA VOR | | | |
| , | 2000 | LG(R) D1 D12 | 4.0 SPA / 25 D | 100 | 2369! 2000 (R)-58 B 2000 2096' 2096' 2000 | 4022 | | |
| | 1150 | | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | KRO | 1200 | 4587 4000 | | |
| | (214° 111 | I.1 IEVL | | D | 7.0 KRO 296 | 3000 | | |
| | № 1130° | 2 | D5.0 IEVL | \natheref{\begin{align*} \begin{align*} alig | 218' | 000 | | |
| | P)-9 <u>\(984</u> | I DE | 3.0 VL | ALITIONI | | | | |
| | 3366' | /\\7\45′ | Proce | AUTION: dure to be u | | | | |
| | (4 | | | KEA VOR DA serviceable. | VE KARI □ 112. | 2 KRO | | |
| | | \mathcal{S} | | | |) | | |
| | 1000 | 01 | - SPA | | LG(R)-5 | 9 | | |
| | | 2014 | 1325' | | | | | |
| | - 37-50 | No s | 1325 | | | _ | | |
| | 23-50 MISSED APCH FIX | •21331 | | | | | | |
| | | | | in in the second | | | | |
| | 5000 | 70: | 927 | ., | | | | |
| | AIGINA D | 12.0 | | | | | | |
| | 382 EGN | SPA 1168' | 24- | 10 | 24-20 | 24-30 | | |
| | | • | | D3.0 IEVL GS 1312 ′ | 1000 | , | | |
| | | | | | -214° 1900 | | | |
| | | TCH dis thresh | | | D5.0 IEVL | 5.0 | | |
| | RWY 211 | 303′ | 3.0 | | 2.0 | | | |
| | Gnd speed-Kts | 70 90 100 | 120 140 160 | Н | IIALS-II | SPA | | |
| | GS 3.00° | 377 485 539 | 647 755 862 | PAF | PI 🕴 | 117.5 D12.0 R-214 SPA | | |
| | JAR-OPS | STRAIGHT-IN | LANDING RWY 21 | L | CIRCL | E-TO-LAND | | |
| | | ILS | roc | (GS out) | | | | |
| | FULL | 503' (200') ALS out | | | Max Kts MDA(H |)VIS | | |
| | A | | | | 100 1200′(89 | 92') 1500m | | |
| PS 3 | C RVR 550m | RVR 1000m | NOT A | PPLICABLE | 135 1300'(99 | 92') 1600m | | |
| PANS OPS | H | | | | NOT | APPLICABLE | | |
| PA | CHANGES: New prod | - dura | | ♠ IEDDE: | SEN SANDERSON INC. 2 | 007. ALL RIGHTS RESERVED | | |
| | CITAINGES: New proc | .eudfe. | | (C) JEPPE: | JLIN JAINDERSON, INC., 2 | UU/. ALL KIGHIS KESEKVED | | |

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| ı | .GAV/ATH | | | | X JEPPESEN | | | | ATH | ATHENS, GREECE | | | |
|---|----------------------------------|----------------|--------------------------|----------------------|------------|-------------------|--|---------------|--------------------------------|----------------------|---|----------------|--|
| | LEFTHERIOS | | | | | JUN 07 | (11-7) | | | ILS | Z Rw | /y 21R | |
| | ١ ١ | ATHENS Arri | val (R) East 26.5' | | 21.4 | ` ' | 126.57 | 130 (| | 97 128 | 95 125 | 52 121 | |
| Ψ | VENIZELOS Tower | | | | | | | | Ground | | | | |
| STRIP | 13 LOC | v | lest 1: | 21.8 | North 12 | 21.7 | | 121.9 | | | | | |
| Š | IEVR | Fina Apch (| Crs | | 4.0 IE | | DA(H Refer | 1) | | ev 308' | | ′000′ | |
| BRIEFING | 110.5 | 214 | | | 0'(1 | | Minimu | ıms | | VY 282 ′ | 1/130 | >268° | |
| -1 | MISSED APCH: C RIGHT to int | | | | | | | | | ı | 4500' / | ,/ | |
| | on track 255 | ° to EGI | NDE | 3 clir | nbin | g to | 5000' and | d ho | ld. | | 88 | 3500' | |
| Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 9000' MS | | | | | | | | | | ISA N VOR | | | |
| | 4767' | | nijimi | | | 10:11 | Laxurumi | 73 A | yufum. | mn.S _{km} A | 2238' | | |
| | 38-10 4000 38-10 2000 | | LG(R 2005' | 23 B | MILITARIA | | .G(R)-58 A | DIE | Q LG(P | 1-58 B | 2369 | 0/2 | |
| | 8-10 LG(R) 22 2000 | | 2000 | | MI | 1012 | OSPAZ | 3000 | | 2000 | | 2848' ∧ | |
| | 1000 | / _ | 200 |) | | | O IEVR | $\overline{}$ | ×, 3 | 500 | 2000 | | |
| | LG(R)-24 | 200 | 3638 | 3' | | D8. | 5 300 | °/ | J. 1 | D12.0 | | 2000 | |
| | | | DME_ | | | IEV | R STATE OF THE STA | | OF. | KRO | 1200 | 30 X | |
| | LG(P)-9 (2 | 14° 11 | 0.5 | IEVK | 人 | | 6 /30. | | ' | E D | 7.0 KRC | 6000 | |
| | 38-00 | 1130 | % | E | 04.0 | | \D | | 065° | | 010' | KRC | |
| | LG(P)-12 🐉 880 | | | | IEVR | × n | | SAT | R | A | 218' O KEA | .2. | |
| | | 00/ | 1 98 | 4' | / . | 7 151 | | 7 40 | | | unnunn | munnung 115 | |
| | DO NOT OVERFLY | 3366 | | | / l. | \ ^{745′} | | $\overline{}$ | | 1 | | | |
| | BELOW 5000' (PROBELOW 10000' (JE | T) | 6 | | <u></u> | ب | | | | | | | |
| ŀ | | D0 0 | | | 9 | • | 1010' | | | | LG(R) | -59 | |
| | / ~ < yn₁ | D8.0 SAT | ړ آ | _ ⊆ □ 109 | AT — | | | | | | | | |
| | 5000 170° | | | - 107 | .0 34 | / | J325' | | | | | | |
| | AIGINA 25 | 5 ; | -50 | 201 | 4 | 0 | 1323 | | | 500 | | _ | |
| | 700 FCN | нот то | | | 100 | 2 | | | | ماء | | | |
| - | | SCALE | | | (S) | 33′ | | | | <u>26.0</u> | | | |
| | | | | | 98' | /10 | 07/ | | | in in it is a second | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | |
| | | | | | 190 | • 12 | 27 | • 9 | 27' | \ | | | |
| ļ | | 23-50 | | | 2 | 4-00 | | | ⁴⁻¹⁰ (IAF) 1 | 15.0 KE | A : 24-20 |) | |
| | | | | | | | D4.0 IEVR G\$ 1610' | • | | 3000 | , | | |
| | | | | | | | | | -214° | 1 5000 | | | |
| | | | | l displ esh 54 | | | | | | 9 8.5 | | | |
| | RWY 211 | ₹ 282 ′ | > | 4.0 | 0 | | 4. | | IEVR | | | | |
| F | Gnd speed-Kts | 70 90 | 100 | 120 | 140 | 160 | | | HI <u>ALS</u> -II | SAT | 2700 | | |
| Ī | <i>GS</i> 3.00° | 377 485 | | 647 | 755 | 862 | | P.A | API . | 109.6 | 230° ≠ | D8.0 | |
| Ŀ | | | | | | | | | | ↑ | RT | SAT | |
| • | JAR-OPS | | AIGHT | | | | | Loc | (GS out) | | IRCLE-TO- | LAND | |
| mim 4.0% iii | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| _ | FULL | ALS | | | FULL | 1 | ALS out | <u> </u> | | | MDA(H) | VIS | |
| PS 3 | A B RVR 800m | RVR 12 | 00m | R\/I | R 800m | , | RVR <i>1200m</i> | | NOT | | 00' (892') | | |
| PANS OPS | B RVR 800m | NVR 12 | , 5111 | " | COUNT | · | N+N 1200111 | APF | PLICABLE | |)0' | | |
| A P | Climb gradient | up to 1700 |)' | <u> </u> | | | | <u> </u> | | | | | |
| - | CHANGES: Procedur | e title. Altin | neter se | tting. | | | © JEPPES | EN SAN | DERSON, IN | IC., 2001, 200 | 7. ALL RIGHT | S RESERVED. | |

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ATHENS, GREECE I JEPPESEN LGAV/ATH 8 JUN 07 (11-7A) CAT II ILS X Rwy 21R ELEFTHERIOS VENIZELOS INTL ATHENS Arrival (R) West | East 126.57 130.02 132.97 128.95 125.52 121 136.12 132.97 126.57 121.4 **VENIZELOS** Tower 136.27 North 121.75 | East 121.9 | South 121.95 West 121.8 CAT II ILS LOC Final GS Apt Elev 308 RA/DA(H) Apch Crs D4.0 IEVR IEVR Refer to 110.5 214° 1610' (1328') 7000' RWY 282' MISSED APCH: Climb STRAIGHT AHEAD. After passing D8.0 SAT 4500' 1 turn RIGHT on track 262° to EGN NDB climbing to 5000' and 3500' Rwy Elev: 10 hPa Trans level: By ATC MSA1. Special Aircrew & Aircraft Certification Required. SPA VOR 2. ILS DME reads zero at rwy 21R displaced threshold A 2238' G(R)-23 A D 18.0 KRO A 792' LG(R) 23 B LG(R)-58 A . \ 20051 2848' / 3638 LG(R)-24 KRO D7.0 KRO 6000 LG(P)-9 1130 D4.0 -11.5 DME_065° 38-00 1217' 880' ^^{984′} D26.0 KEA 214° 110.5 IEVR DO NOT OVERFLY BELOW 5000' (PROP BELOW 10000' (JET) 117.5 SPA 010 Athens D 109.6 SAT LG(R)-59 2014 1325 5000 NOT TO SCALE 15981 1,227 ²⁴⁻¹⁰ (IAF) 115.0 KEA: 24-20 24-00 D4.0IEVR ′ 3000° TCH displ D8.5 thresh 54 RWY 21R 282' 70 90 100 120 140 160 D8.0 3.00° 377 485 539 647 755 862 SAT JAR-OPS STRAIGHT-IN LANDING RWY 21R CAT II ILS Missed apch climb grad mim 3.0% Missed apch climb grad mim 2.5% ABCD RA 94' RA 120' RA 136 RA 149 RA 163' DA(H) 382'(100' DA(H)**409'**(127') DA(H)**425'**(143') DA(H)**438'**(156') DA(H)**452'**(170' RVR 300m ■ RVR 400m RVR 450m Climb gradient up to 1200'. 2 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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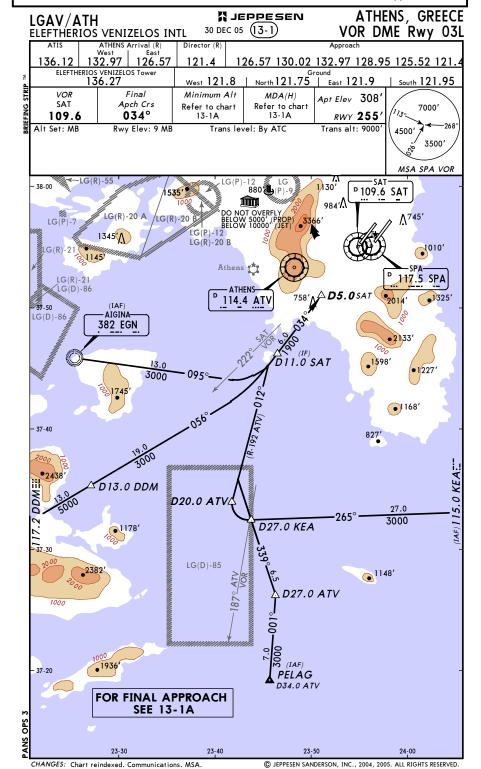
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ATHENS, GREECE **JEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (13-1A) VOR DME Rwy 03L ATHENS Arrival (R) 136.12 | 132.97 | 126.57 126.57 130.02 132.97 128.95 125.52 121 ELEFTHERIOS VENIZELOS Tower 136.27 North 121.75 | East 121.9 | South 121.95 West 121.8 VOR Final Minimum Alt Apt Elev 308 MDA(H)Apch Crs D5.0 SAT SAT 7000' 800' (545') 109.6 034° 1900' (1645') RWY 255' MISSED APCH: Climb STRAIGHT AHEAD on R-035 SAT. At D13.0 SAT 4500' turn RIGHT (MAX 220 KT). Intercept R-346 KEA and proceed 3500' to KEA VOR climbing to 6000' and hold. Cross D15.0 KEA at 6000' MSA SPA VOR Rwy Elev: 9 MB Trans level: By ATC Trans alt: 9000' LG(R)-58 B LG(R)-58 A D13.0 SAT -LG(R)-24 €3638 109.6 SAT **₽**880′ DO NOT OVERFLY BELOW 5000' (PROP) 3366 BELOW 10000' (JET) 117.5 SPA Athens 1010 LG(R)-59 **△D2.0**SAT **Ъ5.0** SAT 1325 37-50 758 D15.0 KEA 1598 FOR INITIAL APPROACH 927' 1227 **SEE 13-1** الين KEA القام العالم القام ا KEA 1168 23-40 23-50 NOT TO SCALE SAT VOR D5.0 3.6 NM SAT [FDØ3L] to VOR D2.0 **SAT** [20 VOR] 1900/#=03/ [TCH displ 1270 thresh 54'] RWY 03L 255' 2.0 3.0 0.5 Gnd speed-Kts 70 90 100 120 140 160 Descent angle [3.60° 446 573 637 765 892 1019 on 109.6 D13.0 MAP at SAT VOR R-035 JAR-OPS STRAIGHT-IN LANDING RWY 03L CIRCLE-TO-LAND MDA(H) 800'(545') ALS out RVR 1000m 1200'(892') 1500m RVR 1500m 1300′(992′) 1600m RVR 1200m NOT APPLICABLE RVR 2000m RVR 1600m

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ATHENS, GREECE ¼ JEPPESEN LGAV/ATH 30 DEC 05 (13-2) VOR DME Rwy 03R ELEFTHERIOS VENIZELOS INTL ATHENS Arrival (R) West I East 132.97 126.57 130.02 132.97 128.95 125.52 121 126.57 **ELEFTHERIOS VENIZELOS Tower** 118.62 West 121.8 | North 121.75 | East 121.9 | South 121.95 **VOR** Final Minimum Alt MDA(H)Apt Elev 308 SPA Apch Crs Refer to chart Refer to chart 7000' 117.5 035° 13-2A 13-2A RWY 271 Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC Trans alt: 9000 4500' 3500' MSA SPA VOR /.\ 1130' **1** 984′ DO NOT OVERFLY
BELOW 5000' (PROP)
BELOW 10000' (JET) LG(P)-7 1345 LG(R)-20 B 010′ -ATHENS-114.4 ATV -ATHENS-117.5 SPA •971' LG(R)-21 (LG(D)-86 1325 37-50 - AIGINA-LG(D)-86 382 EGN A **D9.0**SPA 1598 1227 14.0 SPA 965 6168 - 37-40 827′ D13.0 DDM D20.0 ATV D27.0 KEA 27.0 LG(D)-85 1148 **AD27.0 ATV** o O (IAF) 961' 37-20 **▲** PELÁG D34.0 ATV FOR FINAL APPROACH **SEE 13-2A** CHANGES: Chart reindexed. Communications. MSA. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

RVR 1400m

CHANGES: Chart reindexed. Communications. MSA

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RVR 2000m

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ATHENS, GREECE MJEPPESEN. LGAV/ATH ELEFTHERIOS VENIZELOS INTL 30 DEC 05 (13-3) VOR DME Rwy 21L ATHENS Arrival (R) West | East 136.12 | 132.97 126.57 126.57 130.02 132.97 128.95 125.52 121 121.4 ELEFTHERIOS VENIZELOS Tower 118.62 West 121.8 | North 121.75 | East 121.9 VOR Final Minimum Alt Apt Elev 308' MDA(H)D8.0 SPA SPA Apch Crs 7000' 1030' (727') 1900' (1597') 117.5 215° **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 4500' 3500' R-298 KEA inbound to KEA VOR climbing to 5000' and hold Alt Set: MB Rwy Elev: 11 MB Trans level: By ATC Trans alt: 9000' MSA SPA VOR LG(R)-58 A 2369' (R)-58 B D17.0° D14.0 SPA KRO 4022 D12.0 KRO [FD21L] **D8.0** D7.0 KRO .LG(P \$8<u>-00</u> 1130′ **1** 984′ D24.0 KEA (IAF) KARISTOS-^D 112.2 KRO 1010 117.5 SPA LG(R)-59 1325 2014 24-30 SPA MISSED KEA (C) APCH FIX 927′ □ 115.0 KEA MHA 6000 성 (5000 for 23-50 24-10 KEA VOR (IAF) 24-20 SPA VOR D8.0 4.3 NM to MD21L SPA (FD21L D3.0 [MD21L] [TCH displ thresh 54' RWY 21L 303 5.0 70 90 100 120 140 160 Gnd speed-Kts 203° Descent angle [3.00°] 372 478 531 637 743 849 117.5 D8.0 MAP at D3.0 SPA SPA LT JAR-OPS STRAIGHT-IN LANDING RWY 21L CIRCLE-TO-LAND MDA(H) 1030' (727') ALS out RVR 1200m 100 1200'(892') 1500m RVR 1500m 1300′(992′) 1600m RVR 1400m С NOT APPLICABLE RVR 2000m RVR 1800m

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ATHENS, GREECE JEPPESEN LGAV/ATH 30 DEC 05 (13-4) VOR DME Rwy 21R ELEFTHERIOS VENIZELOS INTL ATHENS Arrival (R) 126.57 130.02 132.97 128.95 125.52 121 132.97 | 126.57 136.12 **ELEFTHERIOS VENIZELOS Tower** North 121.75 | East 121.9 136.27 West 121.8 VOR Minimum Alt MDA(H) Apt Elev 308' SAT Apch Crs D8.0 SAT Refer to 7000' 215° 2000' (1718') 109.6 Minimums RWY 282' MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn 4500' RIGHT to intercept R-230 SAT. At D12.0 SAT turn RIGHT 3500 on track 262° to EGN NDB climbing to 5000' and hold. Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC Trans alt: 9000' MSA SPA VOR 4767 7.792 LG(R)-58 B 2238 LG(R)-23 B LG(R)-58 A 2369 2848' /. D14.0 SAT D 18.0 KRO 2097 _LG(R)-24 •3638 D12.0 KRO LG(P)-9 D7.0 KRO 6000 D8.0 SAT (P 109.6 SAT 38-00 1218 -12 🐌 880′ LG(P) D3.0/X SA DO NOT OVERFLY BELOW 5000' PROP -SPA-.117.5 SPA BELOW 10000" (JET) VOR 089° ₱20.0 KEA LG(R)-44 A LG(R)-59 325′ 2014 NOT TO SCALE 1598 1227 927' 23-50 24-10 (IAF)115.0 KEA :- 24-20 SAT VOR D4.5 D8.0 D3.0 4.5 NM to MD21R SAT [FD21R] [45VOR] [MD21R] 50-* 2000 [TCH displ thresh 54'] 1000 RWY 21R 282 3.5 70 90 100 120 140 160 Gnd speed-Kts SAT 230° Descent angle [3.00°] 372 478 531 637 743 849 109.6 D12.0 MAP at D3.0 SAT SAT RT JAR-OPS STRAIGHT-IN LANDING RWY 21R CIRCLE-TO-LAND Missed apch climb gradient Missed apch climb gradient MDA(H) 830'(548') MDA(H)1160'(878') ALS out RVR 1000m RVR 1200m 1200'(892') 1500m RVR 1500m RVR 1500m 1300' (992') 1600m RVR 1200m RVR 1400m RVR 2000m RVR 2000m NOT APPLICABLE RVR 1600m RVR 1800m ■ Climb grad up to 1700'.

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...JEPPESEN ATHENS, GREECE LGAV/ATH 29 JUN 07 (13-5) Eff 5 Jul VOR Y Rwy 03L **ELEFTHERIOS VENIZELOS INTL** ATHENS Arrival (R) 132.97 126.57 126.57 130.02 132.97 128.95 125.52 121 136.12 121.4 **VENIZELOS Tower** 136.27 West 121.8 North 121.75 | East 121.9 South 121.95 VOR Final Minimum Alt MDA(H) Apt Elev 308 SAT Apch Crs Refer to chart Refer to chart 7000' 034° 109.6 13-5A 13-5A RWY 255 Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 9000 4500' DME REQUIRED 3500' MSA SPA VOR D 109.6 SAT 984′∕.\ $\Lambda^{745'}$ LG(P)-7 LG(R)-20 A LG(P)-12 1345 € Λ LG(R)-20 B 010 LG(R)-21 001145 Athens Thy 117.5 SPA LG(R)-21 758' D5.0 SAT LG(D)-86 ATHENS 114.4 ATV 37-50 LG(D)-86 AIGINA-382 EGN • 2133' D11.0 SAT 1598 • 1227' 3000 **1168**′ - 37-40 827′ D13.0 DDM **CAUTION:** Procedure to be used when KEA VOR DME unserviceable. 1178 37-30 LG(D)-85 1148 D27.0 ATV 8 0.00 0.000 (IAF) 37-20 **PELAG** D34.0 ATV FOR FINAL APPROACH **SEE 13-5A** CHANGES: New procedure. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

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ATHENS, GREECE **NEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 29 JUN 07 (13-5A) Eff 5 Jul VOR Y Rwy 03L ATHENS Arrival (R) 136.12 | 132.97 | 126.57 130.02 132.97 128.95 125.52 121.4 126.57 VENIZELOS Tower 136.27 North 121.75 | East 121.9 | South 121.95 West 121.8 Final Minimum Alt Apt Elev 308 MDA(H) D5.0 SAT SAT Apch Crs 7000' 800' (545') 109.6 034° 1900' (1645') RWY 255' MISSED APCH: Climb on R-034 SAT to D12.0 SAT, then turn RIGHT 4500' (MAX 200 KT) to SAT VOR. Follow R-249 SAT to reach ATV VOR 3500' not below 5000'. Follow R-245 ATV to NDB and hold. MSA SPA VOR Rwy Elev: 9 hPa Trans level: By ATC LG(R)-58 B DME REQUIRED LG(R)-58 A 2097 D12.0 SATA °3638 1218′ 109.6 SAT **₽**880′ DO NOT OVERFLY BELOW 5000' (PROP) BELOW 10000' (JET) 117.5 SPA -ATHENS-114.4 ATV LG(R)-59 1325' **D5.0** saт **CAUTION:** 382 EGN Procedure to be used SCALE when KEA VOR DME unserviceable. 1598 FOR INITIAL APPROACH 927 1227' **SEE 13-5** 1168 23-40 23-50 24-10 SAT VOR D5.0 3.6 NM SAT [FDØ3L] to VOR D2.0 SAT [20VOR] 1900/ #=03/ [TCH displ 1270 thresh 54'] RWY 03L 255' 2.0 0.5 3.0 Gnd speed-Kts 70 90 100 120 140 160 Descent angle [3.60° 446 573 637 765 892 1019 on 109.6 D12.0 MAP at SAT VOR R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03L CIRCLE-TO-LAND MDA(H) 800'(545') ALS out RVR 1000m 1200'(892') 1500m RVR 1500m 1300′(992′) 1600m RVR 1200m NOT APPLICABLE RVR 2000m RVR 1600m

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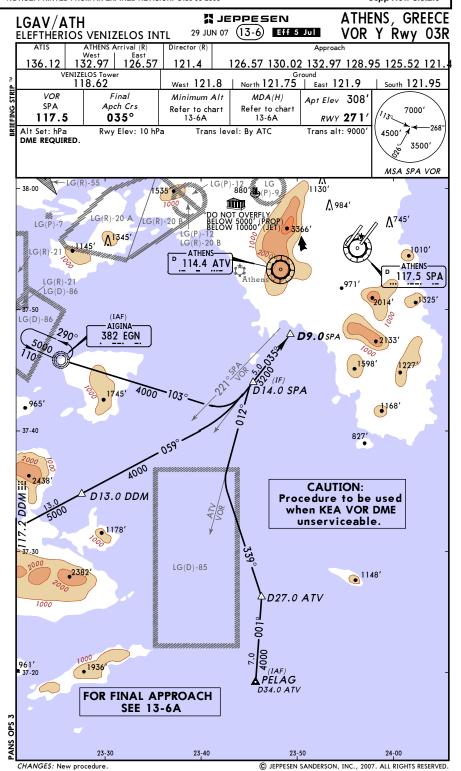
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ATHENS, GREECE **NEPPESEN** LGAV/ATH ELEFTHERIOS VENIZELOS INTL 29 JUN 07 (13-6A) Eff 5 Jul VOR Y Rwy 03R ATHENS Arrival (R) 136.12 | 132.97 | 126.57 126.57 130.02 132.97 128.95 125.52 121.4 West 121.8 118.62 North 121.75 | East 121.9 | South 121.95 Final Minimum Alt MDA(H) Apt Elev 308 Apch Crs D9.0 SPA SPA 7000' 690'(419') 117.5 035° 3200' (2929') RWY 271' MISSED APCH: Climb on R-034 SPA to D12.0 SPA, then turn RIGHT 4500' (MAX 200 KT) to SPA VOR. Follow R-252 SPA to reach ATV VOR 3500' not below 5000'. Follow R-245 ATV to NDB and hold. MSA SPA VOR Rwv Elev: 10 hPa Trans level: By ATC LG(R)-58 B DME REQUIRED LG(R)-58 A 2097 D12.0 SPA °3638 <u>,1218′</u> DO NOT OVERFLY BELOW 5000' (PROP) 3366 BELOW 10000' (JET) 117.5 SPA -ATHENS-114.4 ATV LG(R)-59 **D2.5**SPA D5.05RA-2014 1325' **AIGINA** 400 **CAUTION:** 382 EGN Procedure to be used SCALE **D9.0**SPA when KEA VOR DME [FDØ3R unserviceable !!! 1598 FOR INITIAL APPROACH 927 1227 **SEE 13-6** 24-10 D9.0 SPA VOR 8.3 NM D5.0 SPA [FDØ3R] D2.5 to VOR SPA [25VOR] 3200/#=035° [50VOR 2000 [3.0407 [TCH displ thresh 54'1 RWY 03R 27 1' 4.0 2.5 0.6 Gnd speed-Kts 70 90 100 120 140 160 Descent angle [3.04°] 376 484 538 645 753 861 on 117.5 D12.0 MAP at SPA VOR R-034 JAR-OPS STRAIGHT-IN LANDING RWY 03R CIRCLE-TO-LAND MDA(H) 690'(419') ALS out 1200'(892') RVR 900m 1500m RVR 1500m 1300'(992') 1600m RVR 1000m RVR 1800m NOT APPLICABLE RVR 1400m RVR 2000m

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CHANGES: New procedure.

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ATHENS, GREECE

LGAV/ATH ELEFTHERIOS VENIZELOS INTL 29 JUN 07 (13-7) Eff 5 Jul VOR Y Rwy 21L ATHENS Arrival (R) West | East 126.57 130.02 132.97 128.95 125.52 121.4 136.12 | 132.97 126.57 121.4 VENIZELOS Tower 118.62 West 121.8 | North 121.75 | East 121.9 South 121.95 Final Minimum Alt Apt Elev 308' MDA(H)D8.0 SPA SPA Apch Crs 7000' 1030' (727') 1900′ (1597′) 215° 117.5 RWY 303 MISSED APCH: Climb STRAIGHT AHEAD to SPA VOR. Follow R-214 4500' SPA to D12.0 SPA, then turn RIGHT onto 270° to NDB, climb to 3500' 5000' and hold. Alt Set: hPa MSA SPA VOR Rwy Elev: 11 hPa Trans alt: 9000' Trans level: By ATC DME REQUIRED LG(R)-58 A 2369' D17.00 (R)-58 B D14.0 SPA 4022 D12.0 KRO D7.0 KRO D8.0SP/ 1218' \$8-00 1130' **D3.0**SF (IAF) KARISTOS -^D 112.2 KRO 1010 117.5 SPA LG(R)-59 1325 CAUTION: Procedure to be used when KEA VOR DME 23-50 unserviceable. MISSED APCH FIX 1/227 927 AIGINA 1168' 382 EGN 24-10 24-20 24-30 SPA VOR D8.0 4.3 NM to MD21L D3.0 [MD21L] [TCH displ thresh 54 RWY 21L 303' 5.0 70 90 100 120 140 160 Gnd speed-Kts Descent angle [3.00° 372 478 531 637 743 849 D12.0 117.5 117.5 MAP at D3.0 SPA SPA R-214 JAR-OPS STRAIGHT-IN LANDING RWY 21L CIRCLE-TO-LAND MDA(H) 1030' (727') ALS out RVR 1200m 100 1200'(892') 1500m RVR 1500m 1300′(992′) 1600m RVR 1400m С NOT APPLICABLE RVR 2000m RVR 1800m

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