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Terminal Charts For LGAV
Revision Letter For Cycle 12-2018
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General Information

Location: ATHENS GRC
ICAO/ITA: LGAV / ATH
Lat/Long: N37° 56.2', E023° 56.7'
Elevation: 308 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 2.9° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0306 Z
Sunset: 1750 Z

Runway Information

Runway: 03L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 255 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 03R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 271 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 21L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 303 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 21R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 282 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 136.125 At or below 33574432 ft
Venizelos Tower: 136.275 At or below 33558432 ft Out to 25 mi.
Venizelos Tower: 122.100
Venizelos Tower: 118.625 At or below 33558432 ft Out to 25 mi.
Venizelos Ground: 121.950 Out to 5 mi.
Venizelos Ground: 121.900 Out to 5 mi.

Venizelos Ground: 121.800 Out to 5 mi.
 Venizelos Ground: 121.750 Out to 5 mi.
 Venizelos Clearance Delivery: 118.675 At or below 33558432 ft Out to 25 mi.
 Athens Approach: 132.975 At or below 33582432 ft
 Athens Approach: 130.025 At or below 33582432 ft
 Athens Approach: 128.950 At or below 33582432 ft
 Athens Approach: 126.575 At or below 33582432 ft
 Athens Approach: 125.525 At or below 33582432 ft
 Athens Approach: 121.400 At or below 33582432 ft
 Athens Arrival: 132.975
 Athens Arrival: 126.575
 Athens Departure: 128.950
 Athens Information: 124.025 At or below 33574432 ft Flight Info Service
 Venizelos Emergency: 121.675 Out to 5 mi.
 Athens Direct (Approach Control Radar): 121.400
 Athens Radio: 563.700
 Athens Radio: 298.900
 Venizelos Information: 136.025 At or below 33579432 ft Out to 50 mi.
 Athens Information: 131.175 At or below 33574432 ft Flight Info Service

1. GENERAL**1.1. ATIS**

ATIS 136.12

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures are defined in order to minimize ACFT noise in the areas adjacent to the APT.

Arriving or departing ACFT should avoid overflying the residential areas of Artemis, Rafina, Markopoulo, Koropi and Spata. If unable to comply ACFT shall overfly these areas for the minimum required time while maintaining the minimum safe height. ACFT not intending to land at Eleftherios Venizelos APT are not permitted to overfly these residential areas below 3000'.

For noise abatement purposes a permanent noise monitoring system has been installed in residential areas in the vicinity of the APT.

Rapid changes in engine power should be avoided unless for safety reasons.

1.2.2. RUNWAY USAGE

Between 2300-0700LT:

- RWY 21L should not be used for landing
- RWY 03R should not be used for take-off

Chapter 2 ACFT are not allowed to use RWY 03R for take-off, pilots shall inform ATC unit of their status, upon start up clearance request.

Following ACFT types shall not depart from RWY 03R or land on RWY 21L:
 AN-124, BAC 1-11-200/400, B707, B727, B737-200, B747-200/300, BAE-125-1000, DC-8, DC-9, DC-10, IL 62, IL 76/IL 78-82, IL 96, L1011, TU-134A, TU-154M, YAK-40 and YAK-42.

All military ACFT shall not depart from RWY 03R or land on RWY 21L. Military ACFT of a type equivalent to a civil ACFT type not included in the above mentioned list are not subject to this restriction.

Deviations may be accepted if capacity demand requires or during extreme weather and if operational restrictions apply.

1.2.3. NIGHTTIME RESTRICTIONS

Between 2300-0700LT all ad-hoc flights require the prior approval of the APT Duty Officer.

EXCEPTIONS:

Airmail service flights, government flights, ambulance flights, police helicopter flights, other humanitarian aid service flights and emergency flights.

1.2.4. REVERSE THRUST

Reverse thrust is to be used minimal and in accordance with safe operating procedures.

1.2.5. AUXILIARY POWER UNITS (APUs)

The use of APUs shall be avoided/not exceeding 15 minutes after arrival or 15 minutes before departure from the ACFT stand.

1.2.6. RUN-UP TESTS

Maintenance run-up tests above idle are permitted only between 0700-2300LT in designated areas.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

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

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

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

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

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

LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **9 DEC 11** **10-1P1** **Eff 15 Dec** **AIRPORT BRIEFING**

1. GENERAL

1.3.2. ARRIVING ACFT

All appropriate RWY exits are illuminated, and pilots should use the first convenient exit. RWY vacating will be assessed when the ACFT has passed the last of the alternate yellow and green centerline lights. These lights denote the extent of the ILS sensitive area.

Landed ACFT shall report clear of the color coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area and upon arrival at the Parking stand.

1.3.3. DEPARTING ACFT

Departing ACFT are required to use the following CAT II holding points:

RWY 03L: A1, A2

RWY 03R: D1, D2

RWY 21L: D12, D13

RWY 21R: A13, A14

1.4. SURFACE MOVEMENT GUIDANCE

The TWY centerline lights within the ILS sensitive area from RWY 03R/21L towards TWY D and from RWY 03L/21R towards TWY A are color coded (yellow/green).

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

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

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

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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

1.5.2. GROUND MOVEMENT

All taxiing ACFT shall follow the yellow taxi centerline or the ACFT stand lead-in line. No deviations or short-cuts are permitted unless guided by a Follow-me car.

ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxi manoeuvre, unless guided by a Follow-me car. The pilot shall always adhere to the signals of the Follow-me car.

ACFT are permitted to taxi only at the indispensable minimum engine speed.

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

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

1.5.3. ACFT TOWING

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

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

LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **25 MAY 18** **10-1P2** **AIRPORT BRIEFING**

1. GENERAL

1.5.4. A380-800 GROUND OPERATIONS

Engines 1 and 4 should be shut-down when vacating the RWY after landing and started-up for departure on the RWY. Taxiing shall be performed on engines 2 and 3.

Alternatively, in order to minimize RWY occupancy, engines 1 and 4 may be started up on TWY D facing South, abeam link D2 for departure from RWY 03R, or on link D13 facing East for departure from RWY 21L. If engines 1 and 4 are started up before entering the RWY they should be kept at ground idle until lined up for take-off.

A380-800 ACFT taxiing over TWY K and H bridges are limited to Maximum Landing Weight.

Taxilanes E, I, J, Y1 and Y2 are not available for A380 traffic.

When holding short of a RWY stop at CAT II holding points.

In order to keep the required minimum edge clearances, judgmental oversteer shall be used.

For braking away and during taxi use minimum power, taxi only under follow-me guidance and at low speed.

A380 can be parked on contact stands A09, A11, A13, A33, A35, A37, B05 using the AGNIS/PAPA system for guidance and on remote parking positions A42 and B17 by a Marshaller. Alternatively, in case of unavailability of towbar on board TWY G can accommodate the aircraft facing North or South.

Due to height limitations of the GSE equipment the top of the ACFT tail fin can not be fully de-iced.

1.6. PARKING INFORMATION

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

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

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

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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

LGAV/ATH
ELEFHERIOS VENIZELOS INTL 25 MAY 18 (10-1P3)

JEPPESEN

ATHENS, GREECE
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

When entering Athens TMA below FL 220:

- MAX 240 KT for Jet ACFT;
- MAX 180 KT for Conventional ACFT.

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.

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 AND TAXI PROCEDURES

3.2.1. START-UP AND 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.

LGAV/ATH
ELEFHERIOS VENIZELOS INTL 7 OCT 16 (10-1P4) Eff 13 Oct

JEPPESEN

ATHENS, GREECE
AIRPORT BRIEFING

3. DEPARTURE

3.2.2. ENGINE RUN-UP

Run-ups require the prior permission by the APT Duty Officer (ADO) and should be performed between 0700LT-2300LT.

Engine run-up on more than ground idle shall be conducted on TWY B between Links A2-A4 and A11-A13 provided that:

- Prior approval is obtained from APT Duty Officer (ADO).
- The ACFT heading will be at the discretion of ATC, based on the prevailing wind conditions and to avoid interference with ACFT operations.
- ACFT had to be towed from/to that location under the escort of a Follow-me car.

3.2.3. PUSH-BACK & TAXI OUT

ACFT may leave nose-in stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. ACFT operators shall make suitable arrangements.

Push-back or taxi clearance from a position may only be requested if the pilot can perform the manoeuvre immediately.

When pilots request push-back and/or taxi, they shall indicate their ACFT parking stand.

During push-back procedure, ACFT from any parking position is aligned on the TWY and positioned with the nose gear abeam the lead-in line of its stand.

Upon completing this procedure, movement of other ACFT from/to other adjacent parking positions can be performed, according of the rules of tables 1 & 2.

Table 1: All stands except B30 thru B45:

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

Table 2: Stands B30 thru B45:

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

LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **7 OCT 16** **10-1P5** **Eff 13 Oct** **AIRPORT BRIEFING**

3. DEPARTURE

Apart from these rules, and in order to expedite traffic whenever operational conditions permit, air traffic controllers can request from ACFT to perform extended push-back with the nose gear abeam the lead-in line of an adjacent parking position.

Starting up engines for ACFT requiring push-back is commenced when the ACFT is aligned on the TWY centerline or when clearing the apron service road, in order to protect personnel and equipment from the jet blast.

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

3.2.4. USE OF GA APRON

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

3.3. NOISE ABATEMENT PROCEDURES

Thrust reduction-acceleration RWYs 03L and 03R unless for safety reasons all Turbo-Prop and Jet powered ACFT shall not reduce take-off thrust until a minimum altitude of 1800' MSL has been reached and shall not accelerate above initial climb speed (V_2+10) or change take-off flap and slat configuration until minimum altitude of 3300' MSL has been reached.

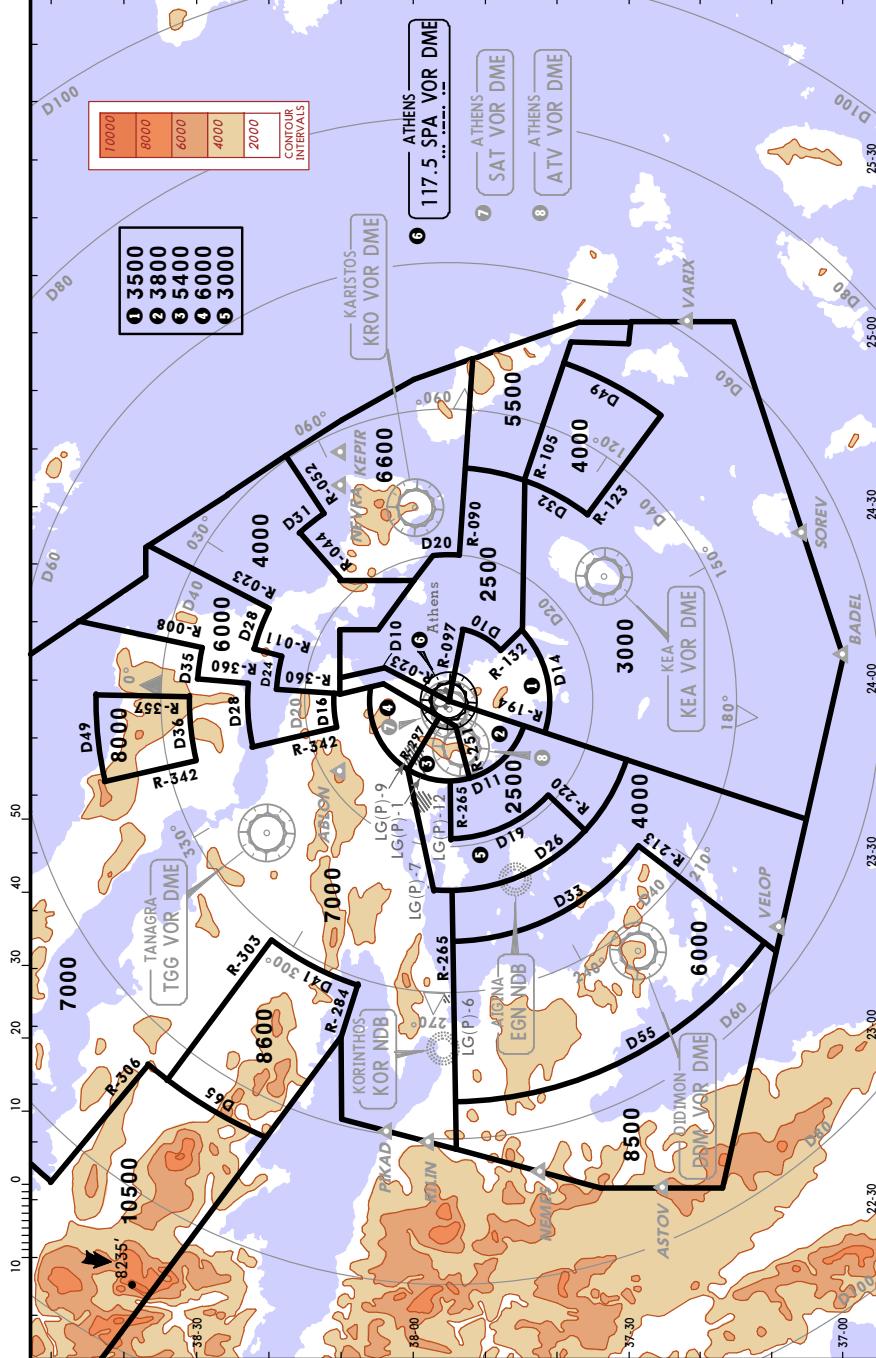
3.4. DEPARTURE OF A380-800

For take-off use the Flight Crew Operating Manual supplementary procedure: "Operation on Runway + Shoulders less than 58m wide".

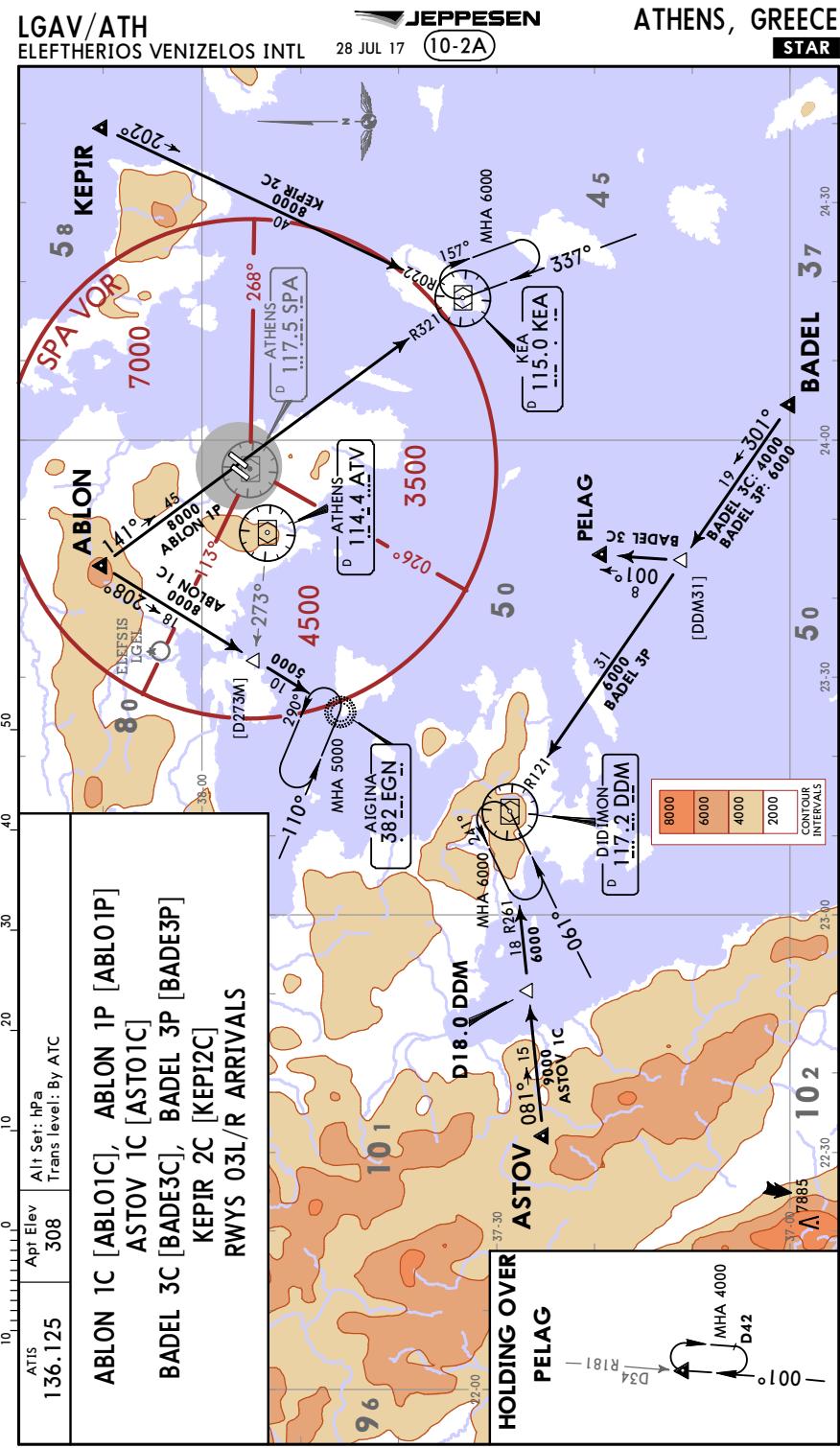
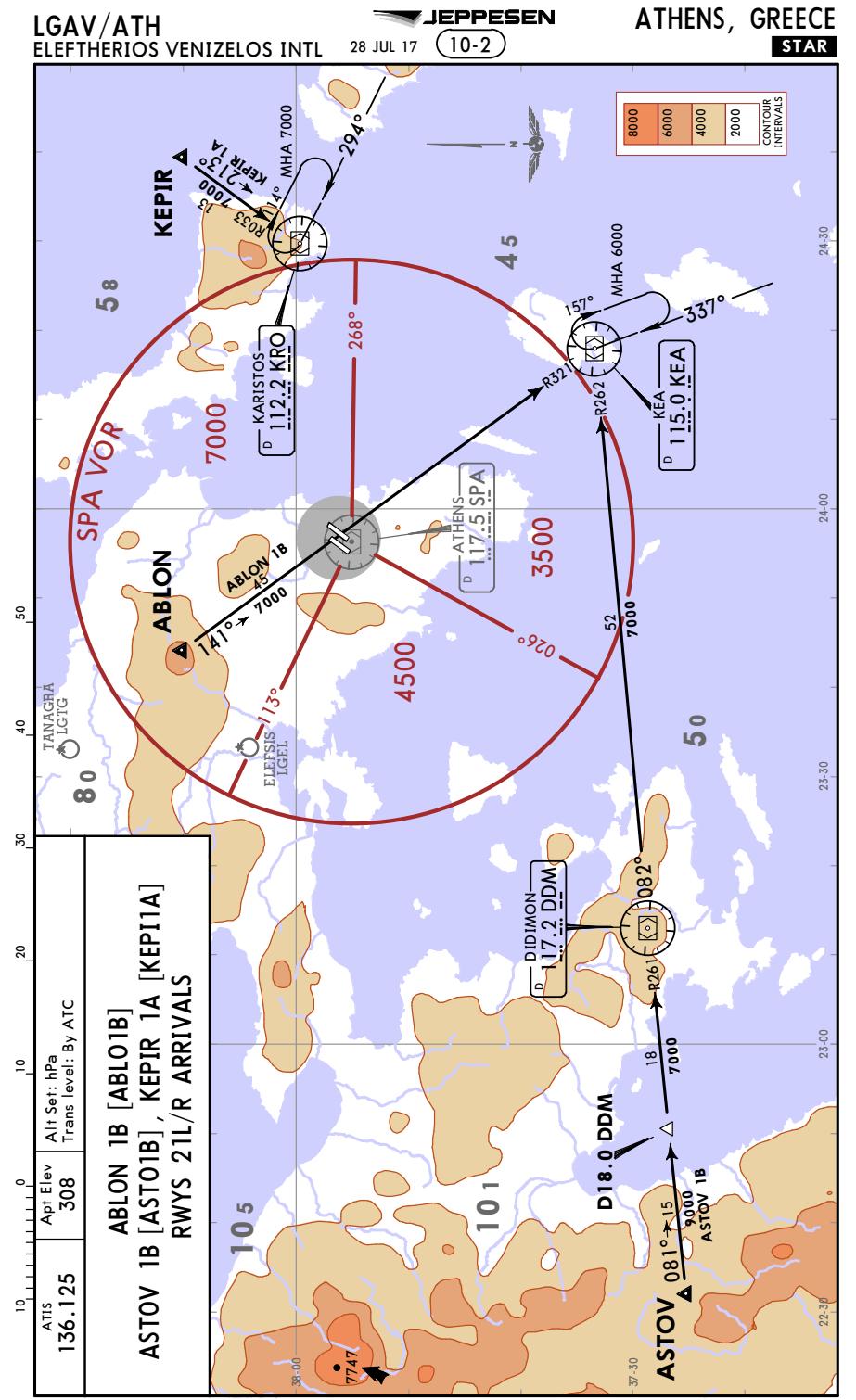
When taking off from RWY 03L/21R, the weight limitation for taxiing over the bridges of TWYs H & K must be taken into consideration in take-off weight calculations.

LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **13 JUL 12** **10-1R** **Eff 26 Jul** **RADAR MINIMUM ALTITUDES**

Apt Elev 308'
Alt Set: hPa
Trans level: By ATC Trans alt: 9000'
Sectors based on SPA.



Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid.

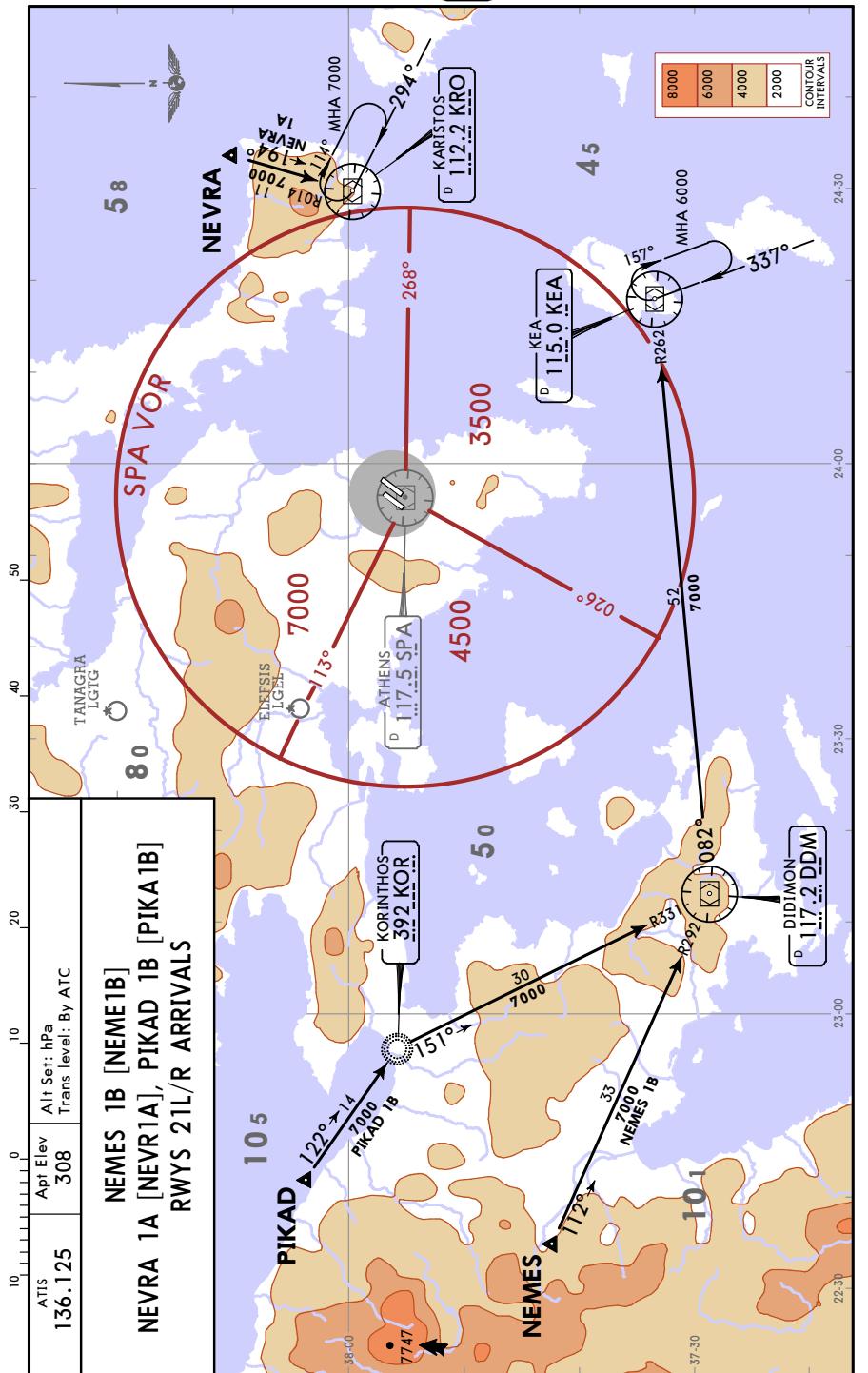


LGAV/ATH

ELEFTHERIOS VENIZELOS INTL 28 JUL 17 (10-2B)

JEPPESEN

ATHENS, GREECE STAR

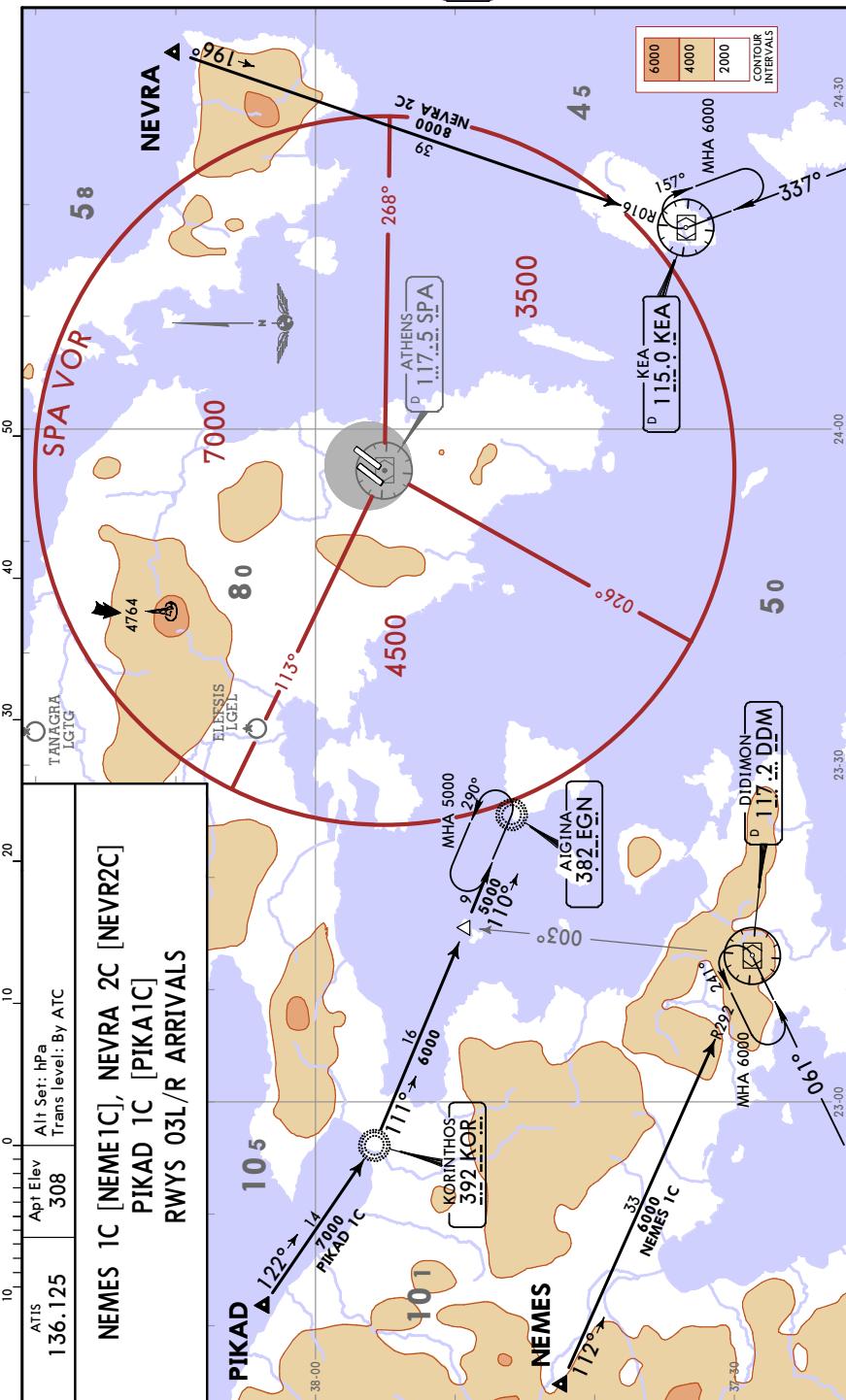


LGAV/ATH

ELEFTHERIOS VENIZELOS INTL 28 JUL 17 (10-2C)

JEPPESEN

ATHENS, GREECE STAR



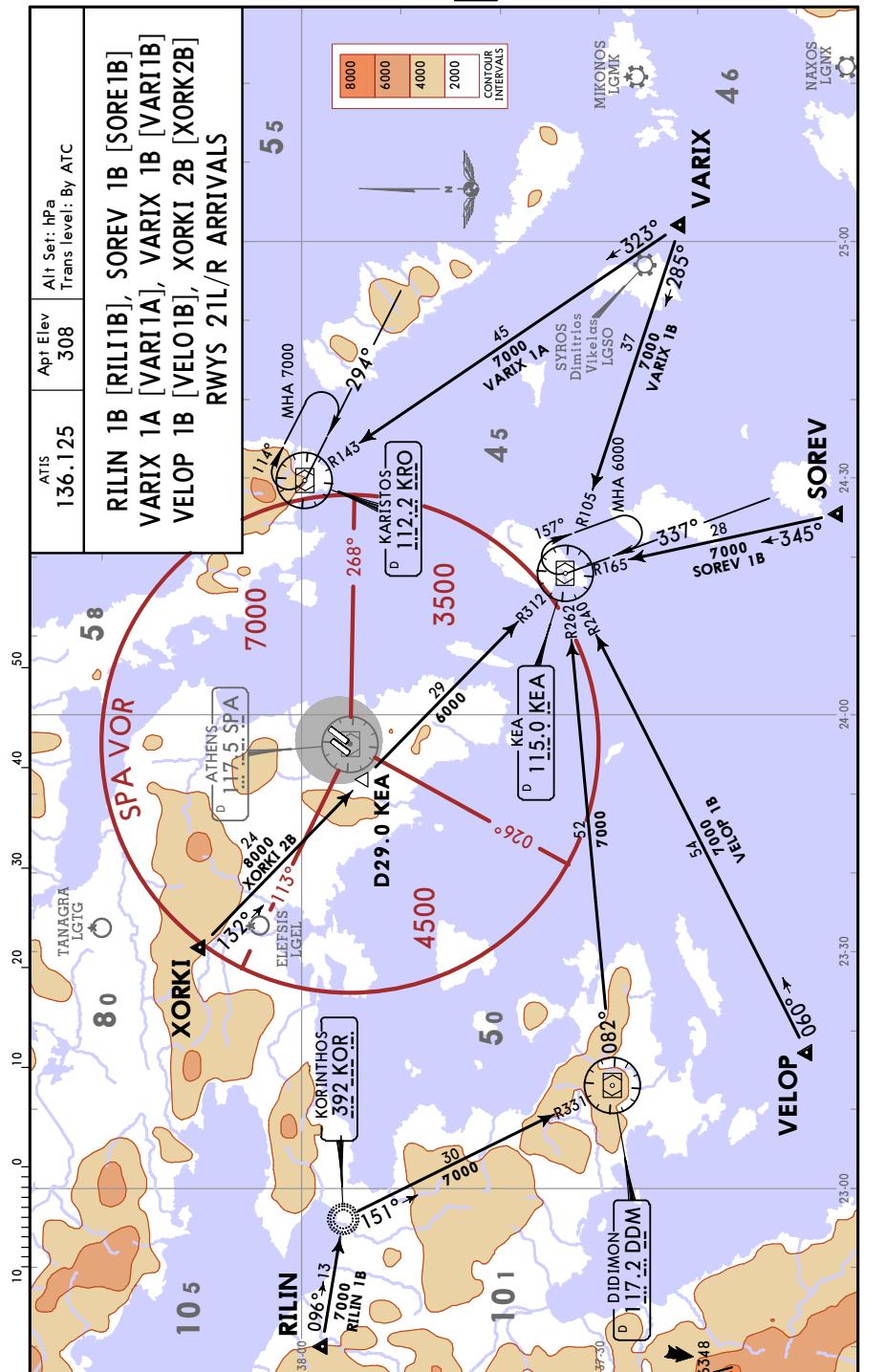
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPESEN
UL 17 10-2D

JUL 17 (10-2D)

ATHENS, GREECE



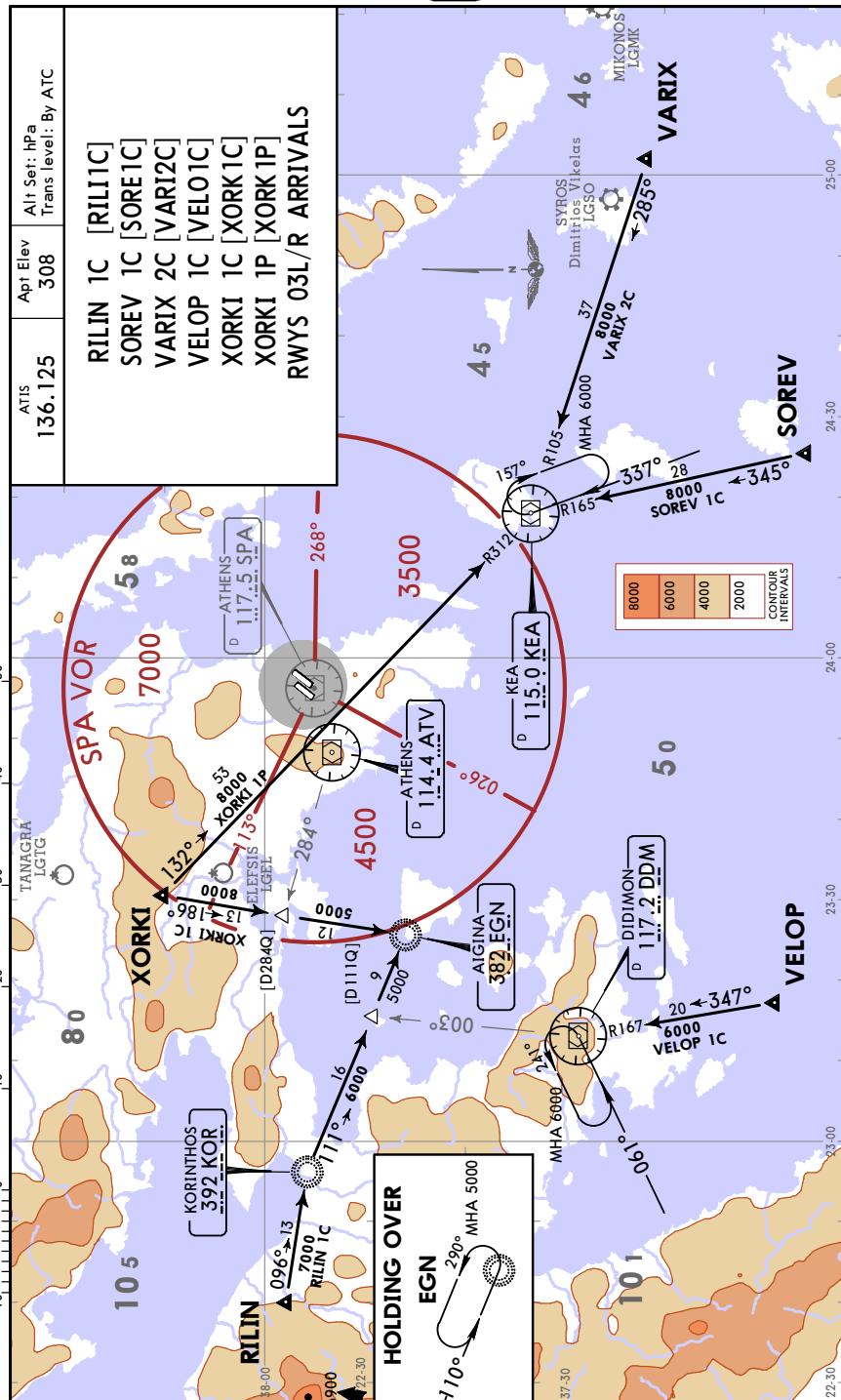
CHANGES: New format

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

JEPPES
28 JUL 17 (10-2E)

ATHENS, GREECE

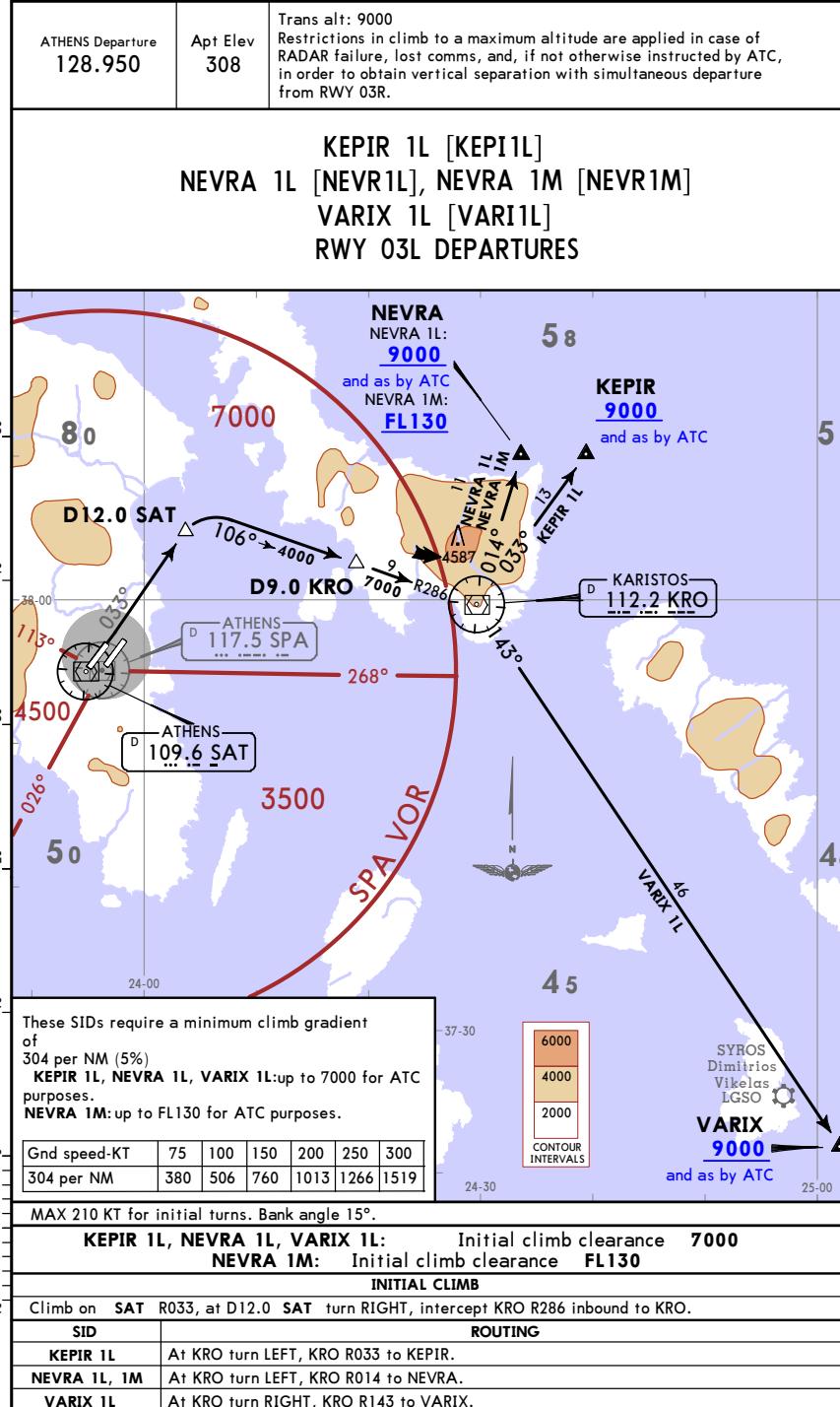


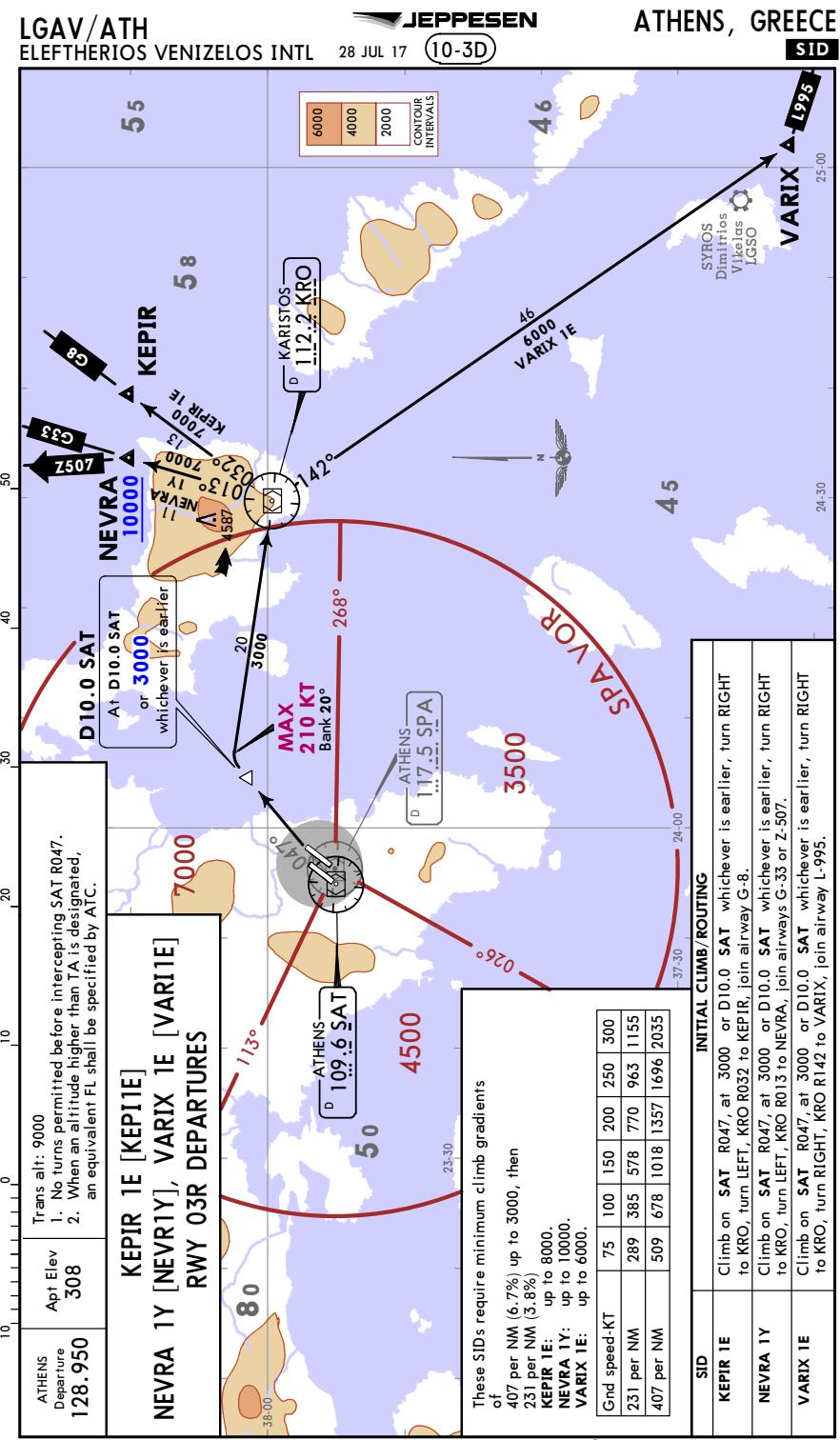
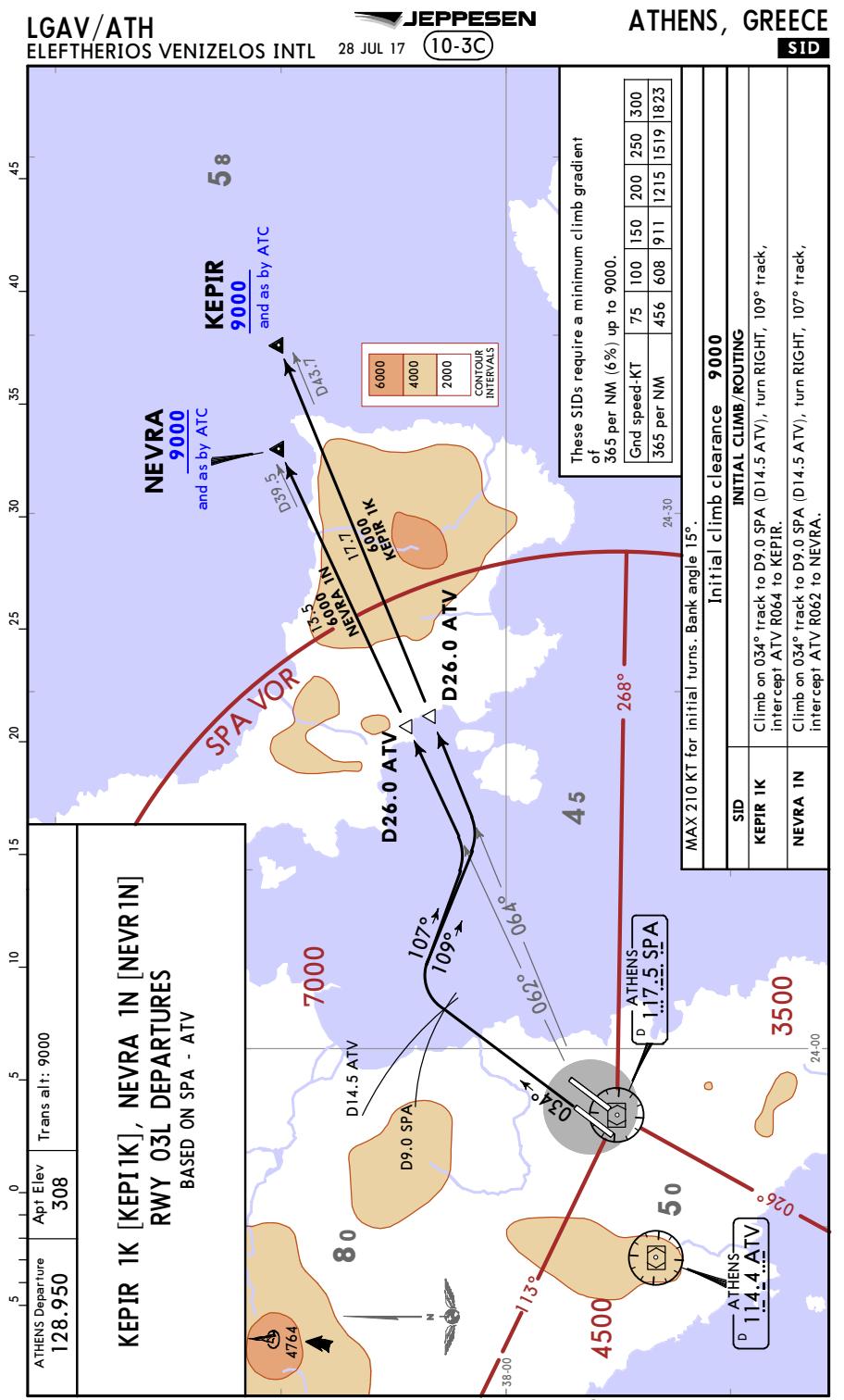
CHANGES: New format

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
17 JUL 15 10-3ATHENS, GREECE
SID

SID DESIGNATION	REFER TO CHART
KEPIR 1L, NEVRA 1L, 1M, VARIX 1L	10-3B
KEPIR 1K, NEVRA 1N	10-3C
KEPIR 1E, NEVRA 1Y, VARIX 1E	10-3D
KEPIR 1J, NEVRA 1J, 1K, VARIX 1J	10-3E
KEPIR 1T, NEVRA 1T, VARIX 1T	10-3E1
KEPIR 1F, NEVRA 2F, 1H	10-3E2
KEPIR 1G, NEVRA 1E, 2G	10-3F
GENDO 1L, KEA 1L, SOREV 1L	10-3G
KEA 1K, SOREV 1K, 1N, VARIX 1K	10-3H
BIBEX 1E, GENDO 1E, KEA 1E, SOREV 1E	10-3J
BIBEX 1J, GENDO 1J, KEA 1J, SOREV 2J	10-3J1
BIBEX 1T, GENDO 1T, KEA 1T, SOREV 1T	10-3J2
BIBEX 1F, GENDO 1F, KEA 1F, SOREV 1F, VARIX 1F	10-3K
GENDO 1G, KEA 1G, SOREV 1G, VARIX 1G	10-3L
ASTOV 2D, VELOP 2D	10-3M
ASTOV 2L, VELOP 2L	10-3N
ASTOV 1K, VELOP 1K	10-3P
ASTOV 1E, VELOP 1E	10-3Q
ASTOV 2J, VELOP 2J	10-3S
ASTOV 1T, VELOP 1T	10-3T
ASTOV 1F, VELOP 2F	10-3U
ASTOV 1G, VELOP 2G	10-3V
PIKAD 2D, RILIN 2D, RIMAX 1D	10-3V1
PIKAD 2L, RILIN 2L, RIMAX 1L	10-3V2
PIKAD 1K, RILIN 1K, RIMAX 1K	10-3V3
PIKAD 1E, RILIN 1E, RIMAX 1E	10-3V4
PIKAD 1T, RILIN 1T, RIMAX 1T	10-3V5
PIKAD 2J, RILIN 2J, RIMAX 1J	10-3V6
PIKAD 2F, RILIN 2F, RIMAX 1F	10-3W
PIKAD 2G, RILIN 2G, RIMAX 1G	10-3X
ABLON 2D, 1K, 2L	10-3X1
ABLON 1E	10-3X2
ABLON 2J	10-3X3
ABLON 1T	10-3X4
ABLON 3F	10-3X5
ABLON 1G	10-3X6

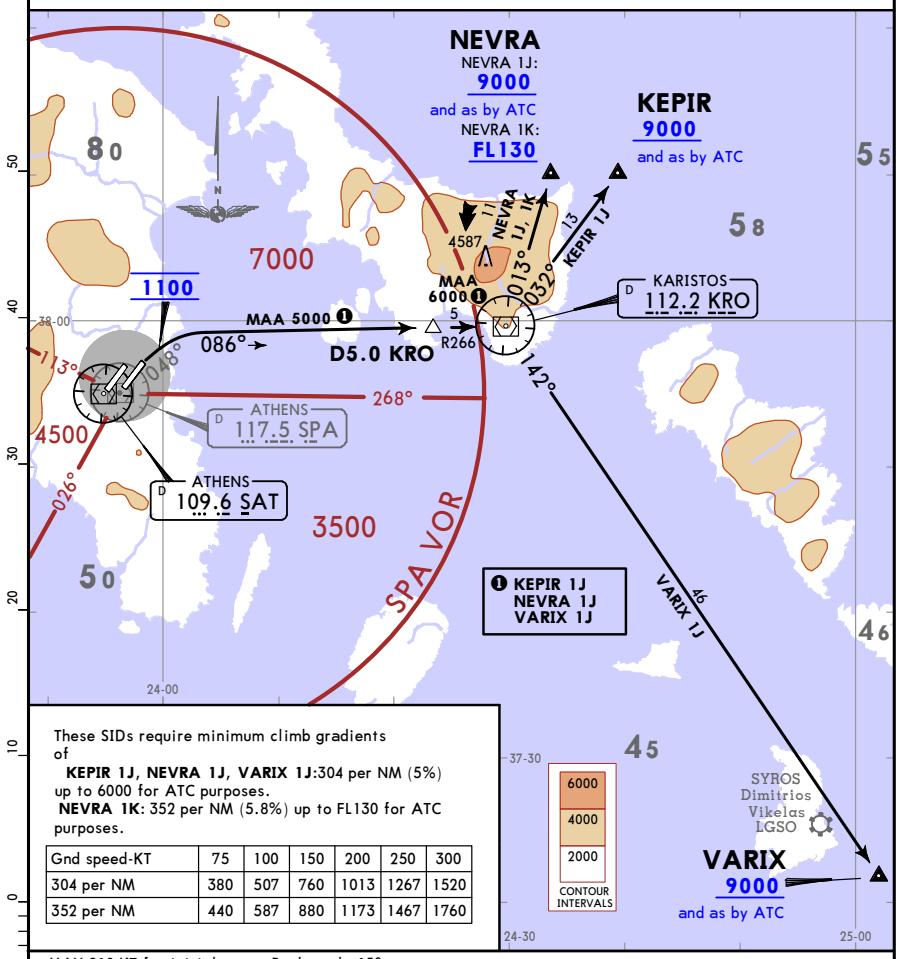
LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3BATHENS, GREECE
SID



LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3EATHENS, GREECE
SID

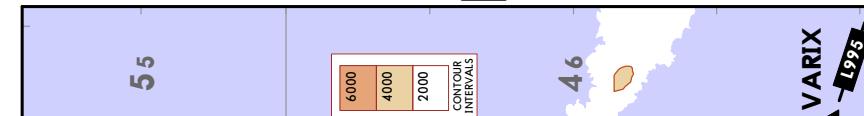
ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000 Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.
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KEPIR 1J [KEPI1J]
NEVRA 1J [NEVR1J], NEVRA 1K [NEVR1K]
VARIX 1J [VARI1J]
RWY 03R DEPARTURES

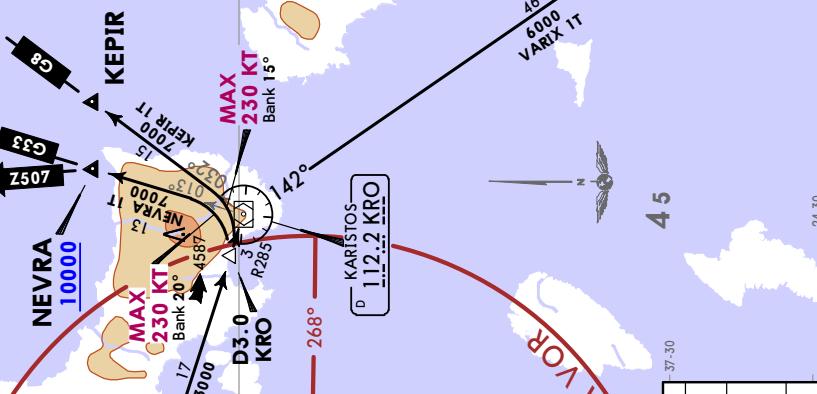


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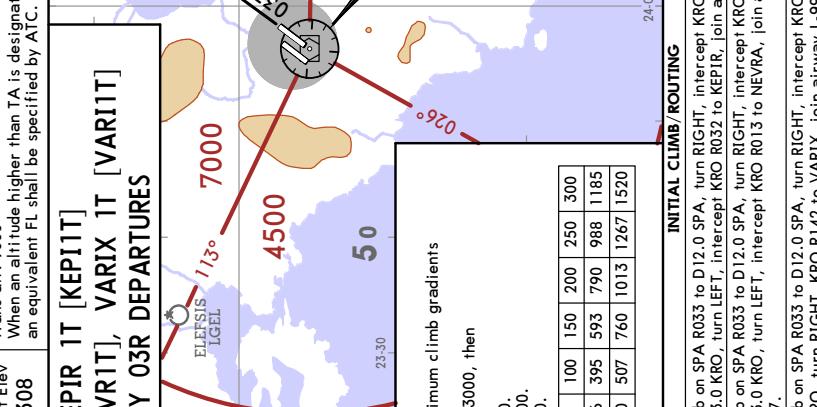
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3EATHENS, GREECE
SID

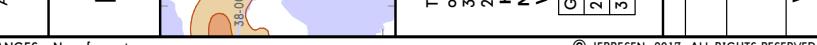
KEPIR
9000
and as by ATC



NEVRA
10000
and as by ATC

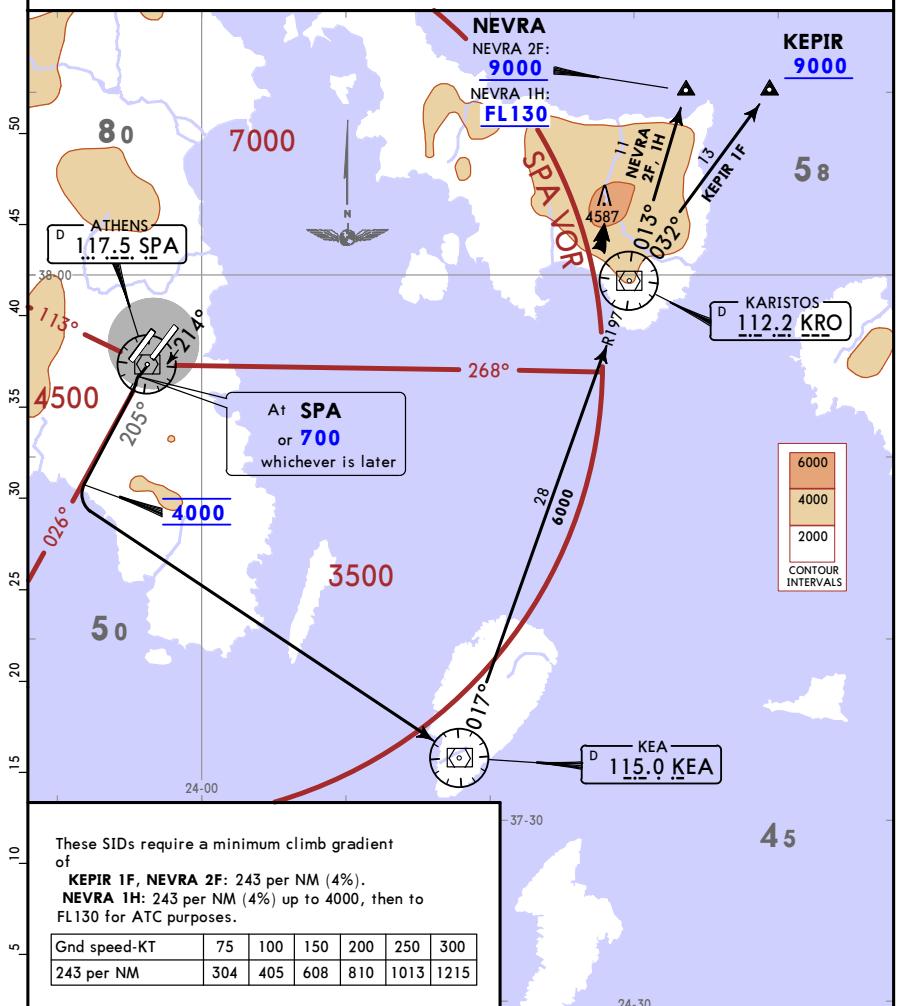


VARIX
9000
and as by ATC



CHANGES: New format.

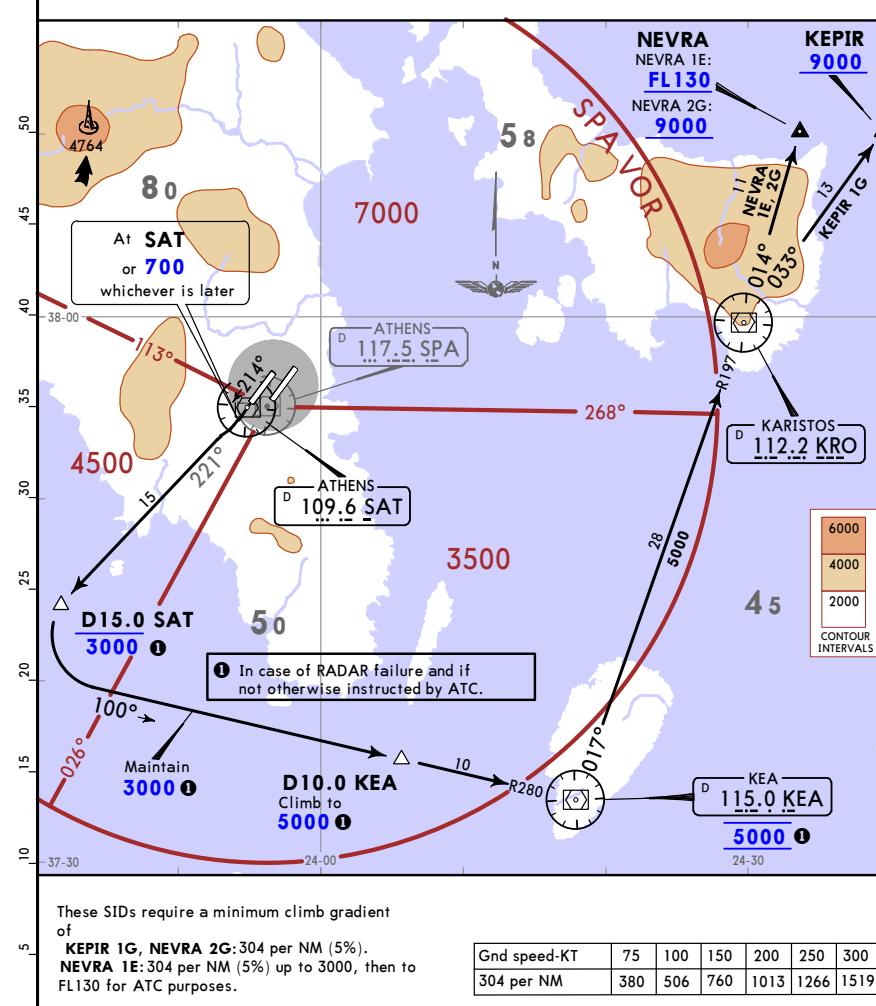
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3E2ATHENS, GREECE
SIDATHENS Departure
128.950Apt Elev
308Trans alt: 9000
When an altitude higher than TA is designated
an equivalent FL shall be specified by ATC.KEPIR 1F [KEPI1F]
NEVRA 2F [NEVR2F], NEVRA 1H [NEVR1H]
RWY 21L DEPARTURES

SID	ROUTING
KEPIR 1F	At KRO, KRO R032 to KEPIR.
NEVRA 2F, 1H	At KRO, KRO R013 to NEVRA.

CHANGES: New format.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3FATHENS, GREECE
SIDATHENS Departure
128.950Apt Elev
308Trans alt: 9000
When an altitude higher than TA is designated,
an equivalent FL shall be specified by ATC.KEPIR 1G [KEPI1G]
NEVRA 1E [NEVR1E], NEVRA 2G [NEVR2G]
RWY 21R DEPARTURES

SID	ROUTING
KEPIR 1G	At KRO, KRO R033 to KEPIR.
NEVRA 1E, 2G	At KRO, KRO R014 to NEVRA.

CHANGES: New format.

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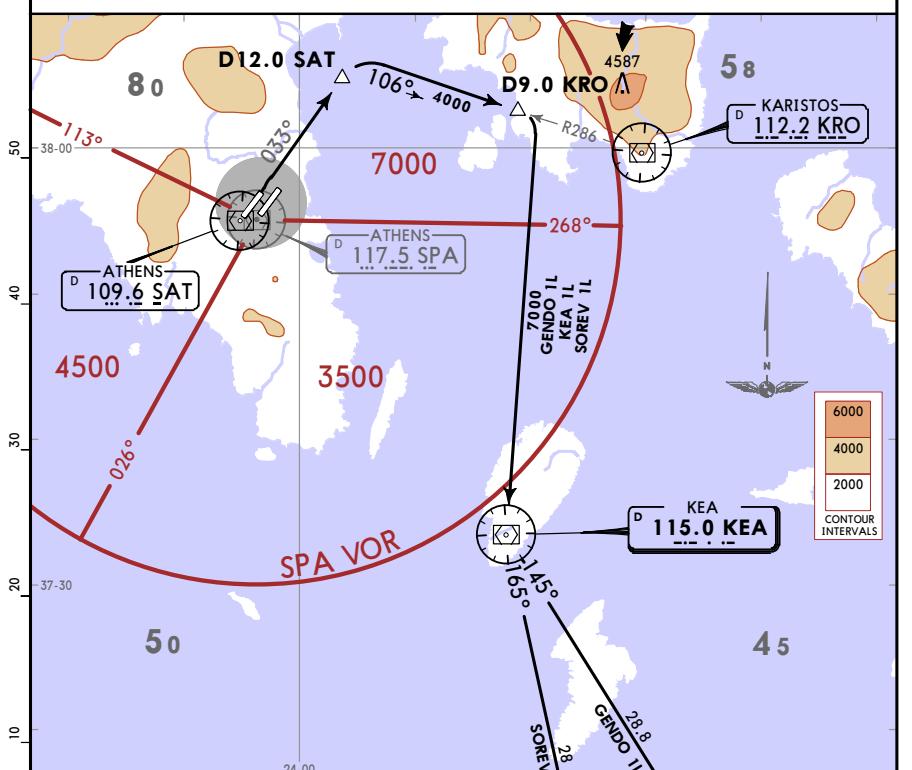
LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3G

ATHENS, GREECE

SID

ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000 Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.
-----------------------------	-----------------	--

GENDO 1L [GEND1L]
KEA 1L [KEA1L]
SOREV 1L [SORE1L]
RWY 03L DEPARTURES



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

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

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

Initial climb clearance 7000

INITIAL CLIMB

Climb on SAT R033, at D12.0 SAT, turn RIGHT intercept KRO R286 inbound D9.0 KRO, turn RIGHT to KEA.

SID	ROUTING
GENDO 1L	At KEA, KEA R145 to GENDO.
KEA 1L	At KEA then by ATC.
SOREV 1L	At KEA, KEA R165 to SOREV.

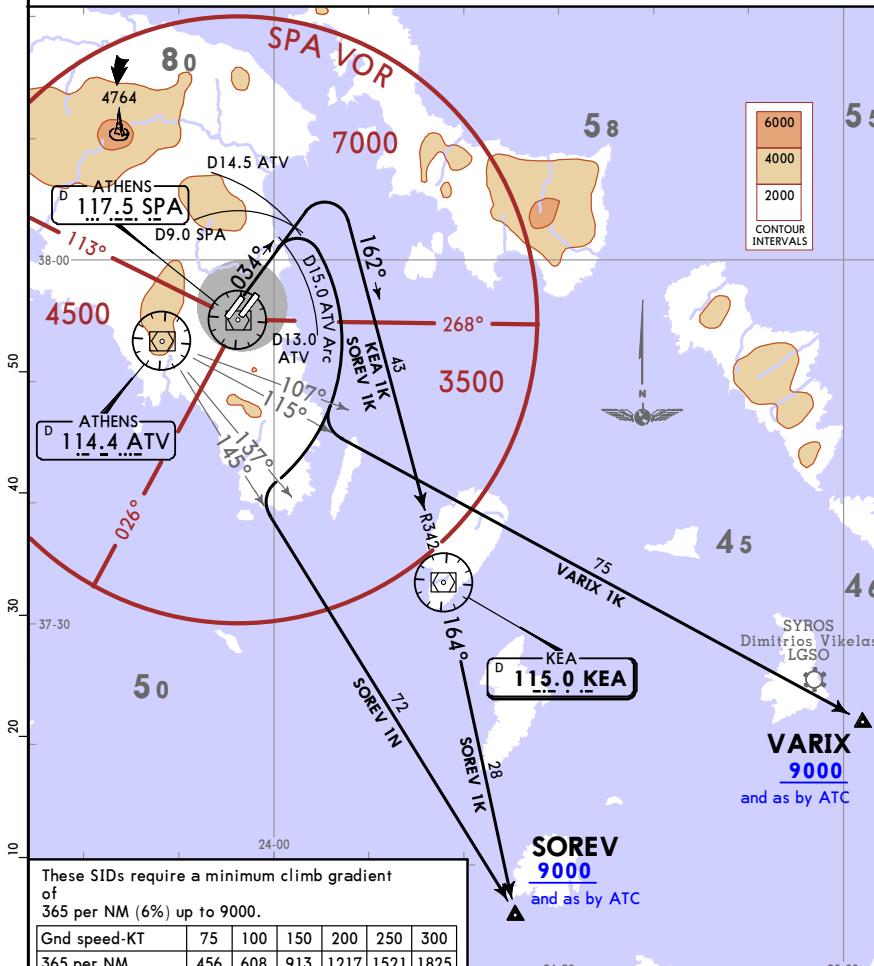
LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3H

ATHENS, GREECE

SID

ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000
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KEA 1K [KEA1K]
SOREV 1K [SORE1K]
SOREV 1N [SORE1N]
VARIX 1K [VARI1K]
RWY 03L DEPARTURES

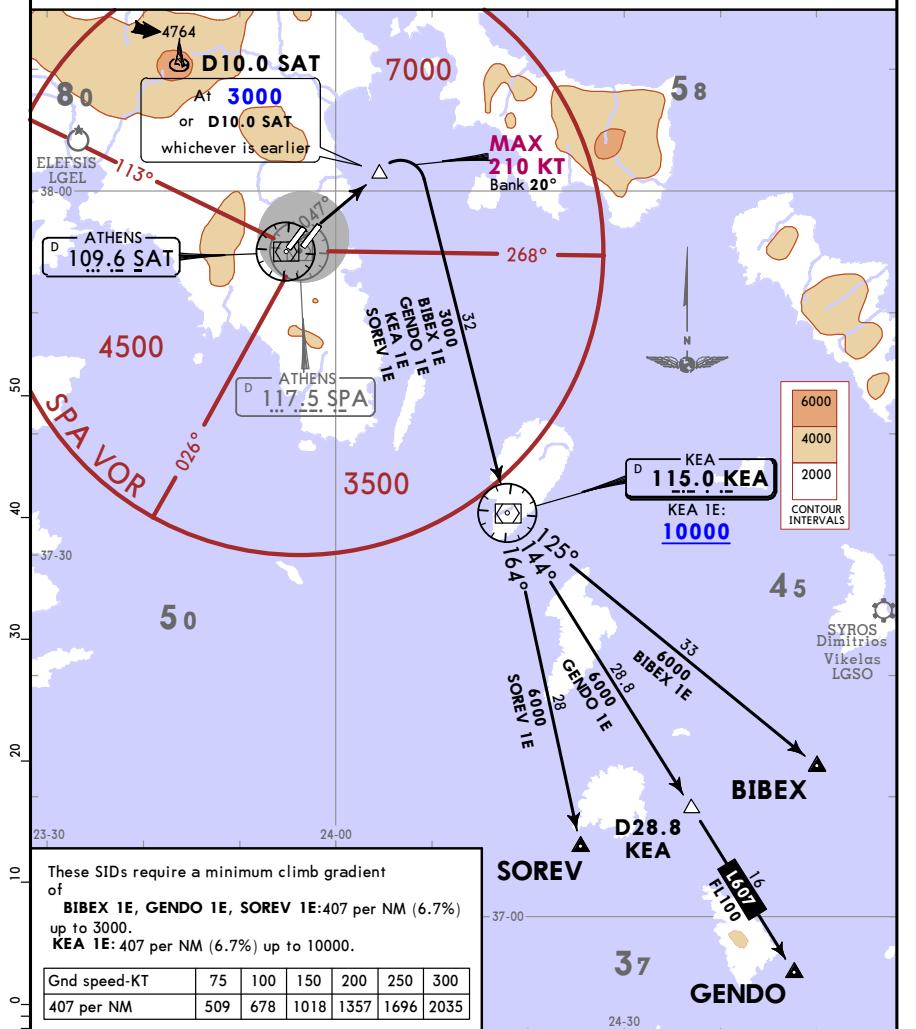


These SIDs require a minimum climb gradient of 365 per NM (6%) up to 9000.

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

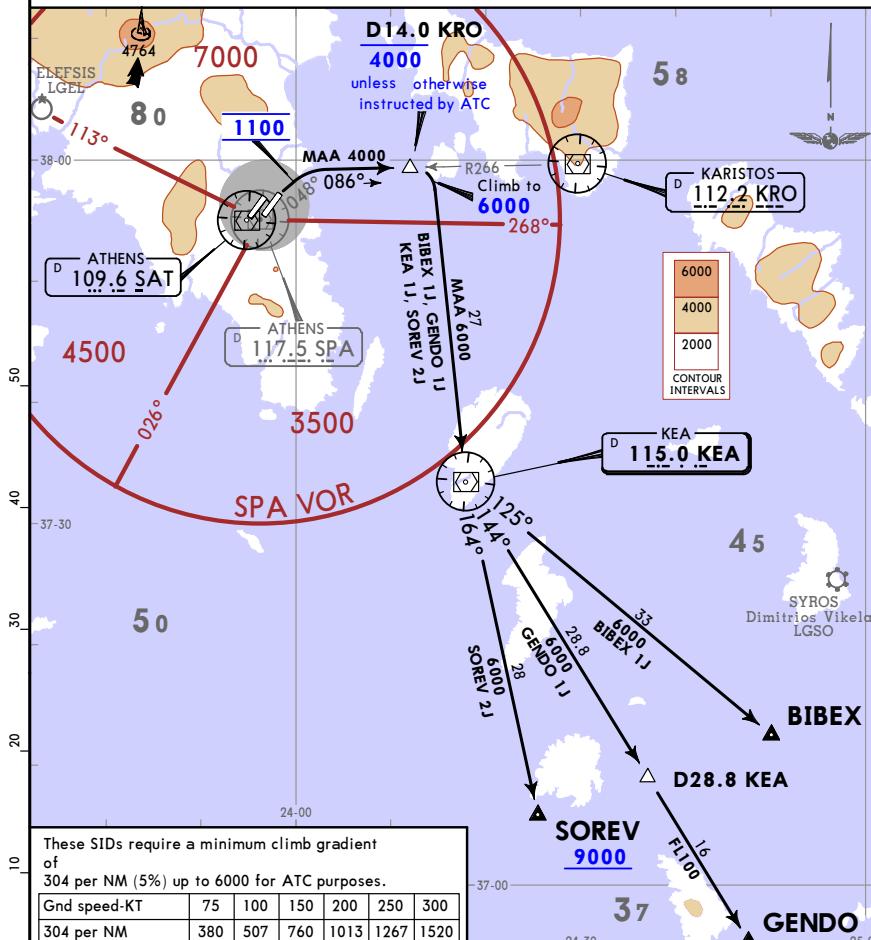
Initial climb clearance 9000

SID	INITIAL CLIMB/ROUTING
KEA 1K	Climb on 034° track to D9.0 SPA (D14.5 ATV), turn RIGHT, intercept KEA R342 inbound to KEA and then by ATC.
SOREV 1K	Climb on 034° track to D9.0 SPA (D14.5 ATV), turn RIGHT, intercept KEA R342 inbound to KEA, KEA R164 to SOREV.
SOREV 1N	Climb on 034° track to D13.0 ATC, turn RIGHT, along ATC D15.0 arc, when passing ATC R137 turn LEFT, intercept ATC R145 to SOREV.
VARIX 1K	Climb on 034° track to D13.0 ATC, turn RIGHT, along D15.0 ATC arc, when passing ATC R107 turn LEFT, intercept ATC R115 to VARIX.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
10-3JATHENS, GREECE
SIDATHENS
Departure
128.950Apt Elev
308Trans alt: 9000
1. No turns permitted before intercepting SAT R047.
2. When an altitude higher than TA is designated,
an equivalent FL shall be specified by ATC.BIBEX 1E [BIBE1E], GENDO 1E [GEND1E]
KEA 1E [KEA1E], SOREV 1E [SORE1E]
RWY 03R DEPARTURES

SID INITIAL CLIMB/ROUTING

SID	ROUTING
BIBEX 1E	Climb on SAT R047, at 3000 or D10.0 SAT whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R125 to BIBEX.
GENDO 1E	Climb on SAT R047, at 3000 or D10.0 SAT whichever is earlier, turn RIGHT to KEA, turn LEFT, KEA R144 to join airway L-607 to GENDO.
KEA 1E	Climb on SAT R047, at 3000 or D10.0 SAT whichever is earlier, turn RIGHT to KEA, then as directed by ATC.
SOREV 1E	Climb on SAT R047, at 3000 or D10.0 SAT whichever is earlier, turn RIGHT to KEA, KEA R164 to SOREV.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
10-3JATHENS, GREECE
SIDATHENS Departure
128.950Apt Elev
308Trans alt: 9000
Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.BIBEX 1J [BIBE1J], GENDO 1J [GEND1J], KEA 1J [KEA1J]
SOREV 2J [SORE2J]
RWY 03R DEPARTURES

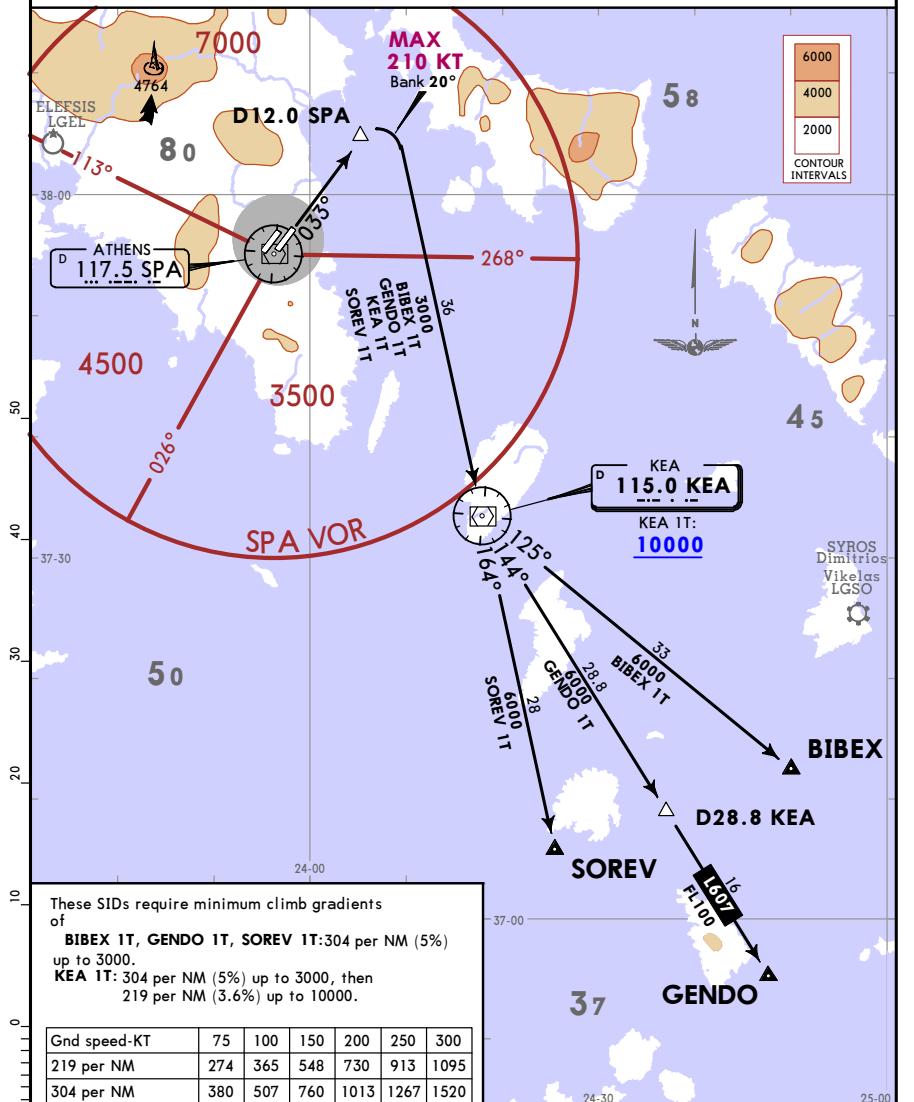
Climb on SAT R048 to 1100, turn RIGHT, intercept KRO R266 inbound to D14.0 KRO, turn RIGHT to KEA climbing to 6000.

SID	ROUTING
BIBEX 1J ①	At KEA, KEA R125 to BIBEX.
GENDO 1J	At KEA, KEA R144 to GENDO.
KEA 1J	At KEA then by ATC.
SOREV 2J	At KEA, KEA R164 to SOREV.

LGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3J2ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000 When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.
-----------------------------	-----------------	---

BIBEX 1T [BIBE1T], GENDO 1T [GEND1T]
KEA 1T [KEA1T], SOREV 1T [SORE1T]
RWY 03R DEPARTURES

LGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3KATHENS, GREECE
SID

ATHENS Departure 128.95	Apt Elev 308	Trans alt: 9000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.
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BIBEX 1F [BIBE1F]
GENDO 1F [GEND1F]
KEA 1F [KEA1F], SOREV 1F [SORE1F]
VARIX 1F [VARI1F]
RWY 21L DEPARTURES



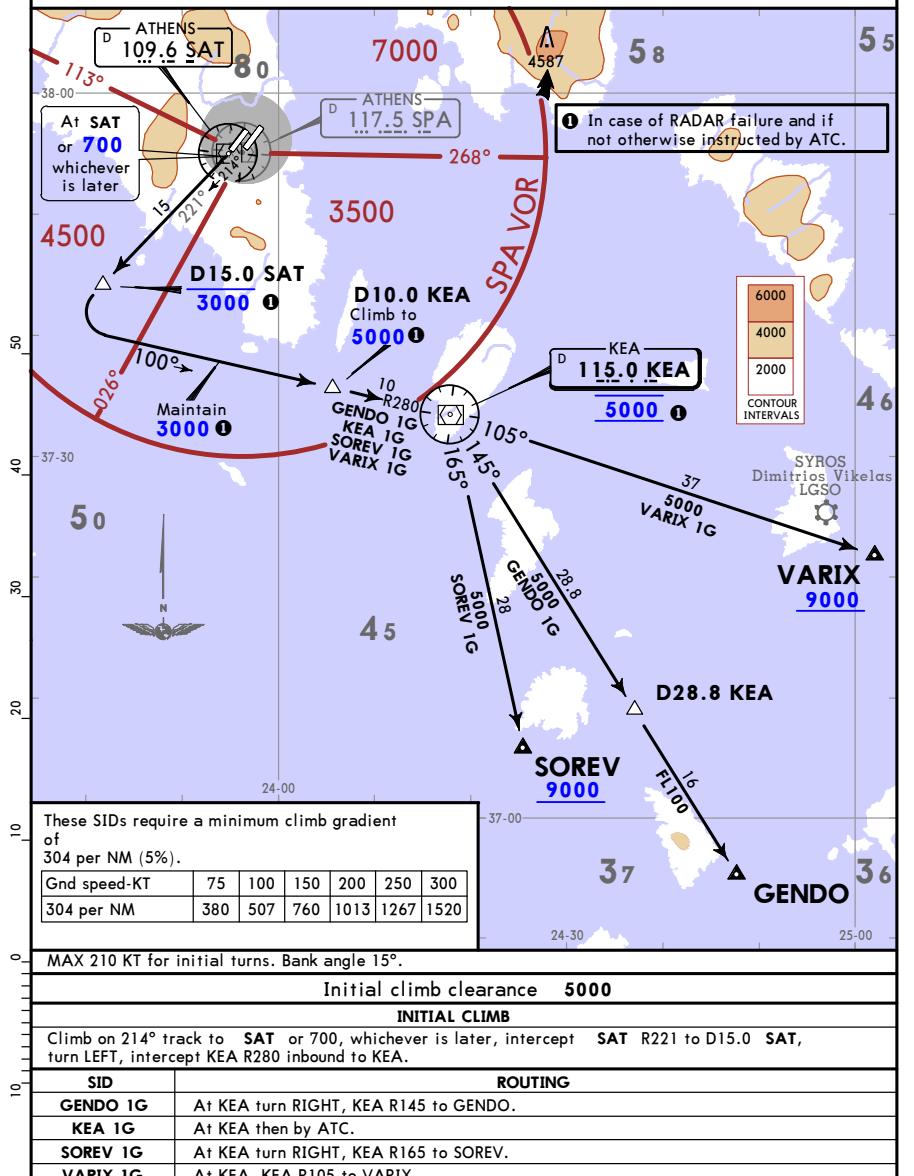
LGAV/ATH
ELEFHERIOS VENIZELOS INTL

28 JUL 17 10-3L

ATHENS, GREECE
SID

ATHENS Departure 128.950 Apt Elev 308 Trans alt: 9000
When an altitude higher than TA is designated,
an equivalent FL shall be specified by ATC.

**GENDO 1G [GEND1G]
KEA 1G [KEA1G]
SOREV 1G [SORE1G], VARIX 1G [VARI1G]
RWY 21R DEPARTURES**



LGAV/ATH
ELEFHERIOS VENIZELOS INTL

28 JUL 17 10-3M

ATHENS, GREECE
SID

ATHENS Departure 128.950 Apt Elev 308 Trans alt: 9000

When an altitude higher than TA is designated,
an equivalent FL shall be specified by ATC.

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

D11.0 SAT

268°

033°

ATHENS 117.5 SPA

3500

266°

092°

ATHENS 109.6 SAT

4500

254°

114.4 ATV

50

252°

DIDIMON 17.2 DDM

50

250°

VELOP 9000

and as by ATC

20°

VELOP 2D

23-30

24-00

ASTOV 2D [AST02D]

VELOP 2D [VELO2D]

RWY 03L DEPARTURES

BASED ON ATV

101

25-30

100

25-00

96

22-00

95

22-30

94

22-50

93

22-00

92

21-50

91

21-00

90

20-50

89

20-00

88

19-50

87

19-00

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18-50

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19

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18

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17

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-2

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-8

0-50

-9

0-00

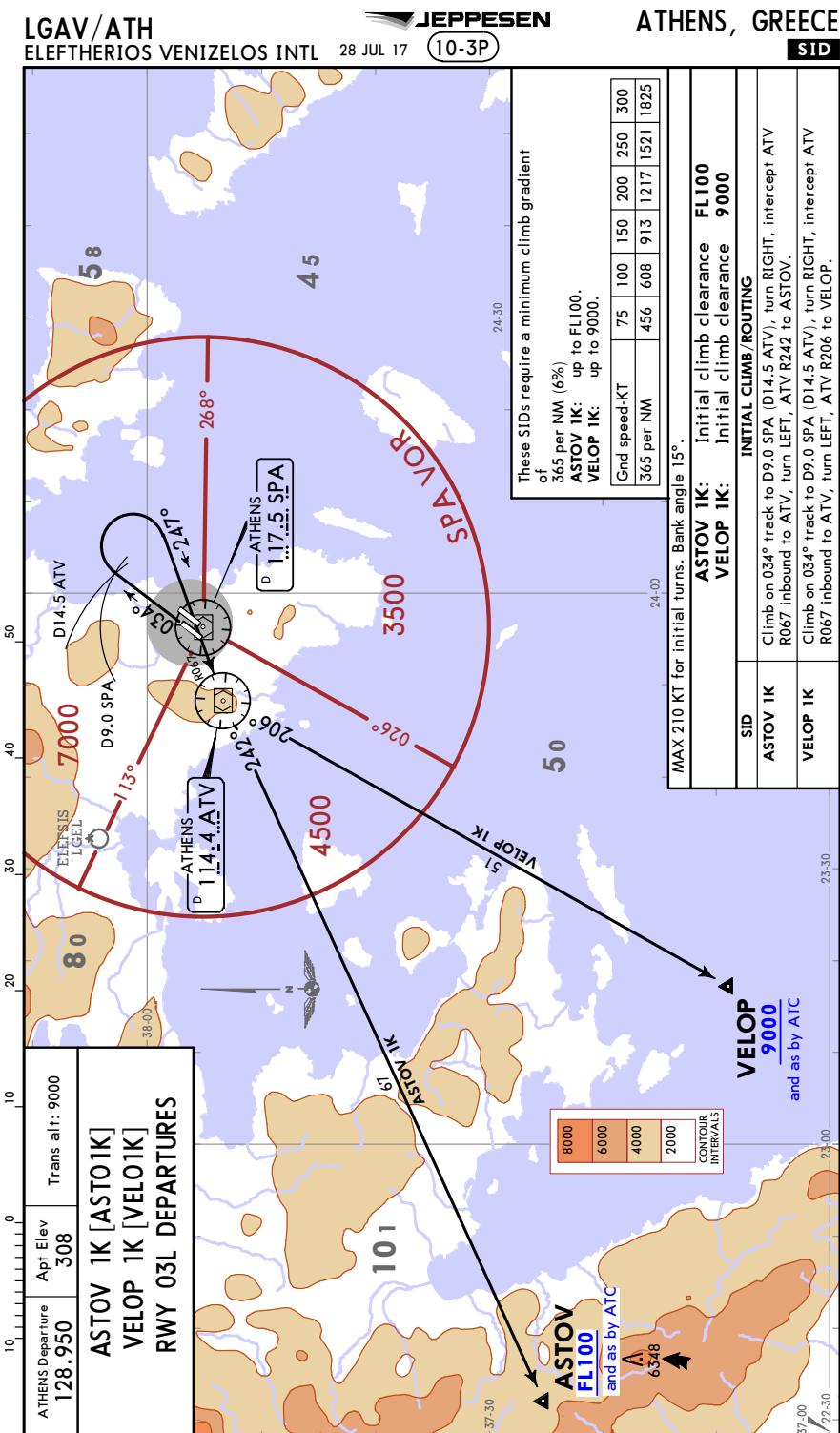
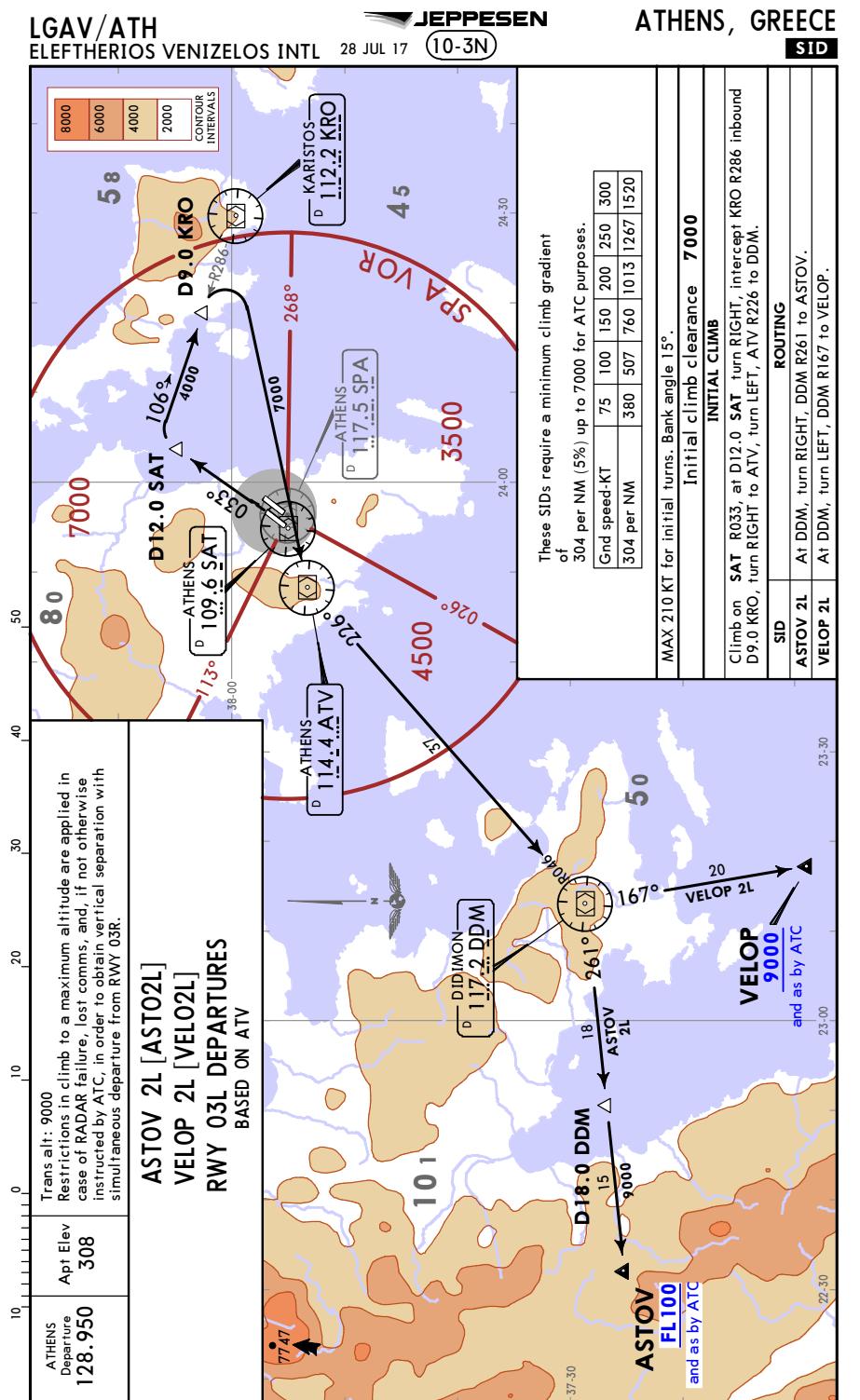
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0-50

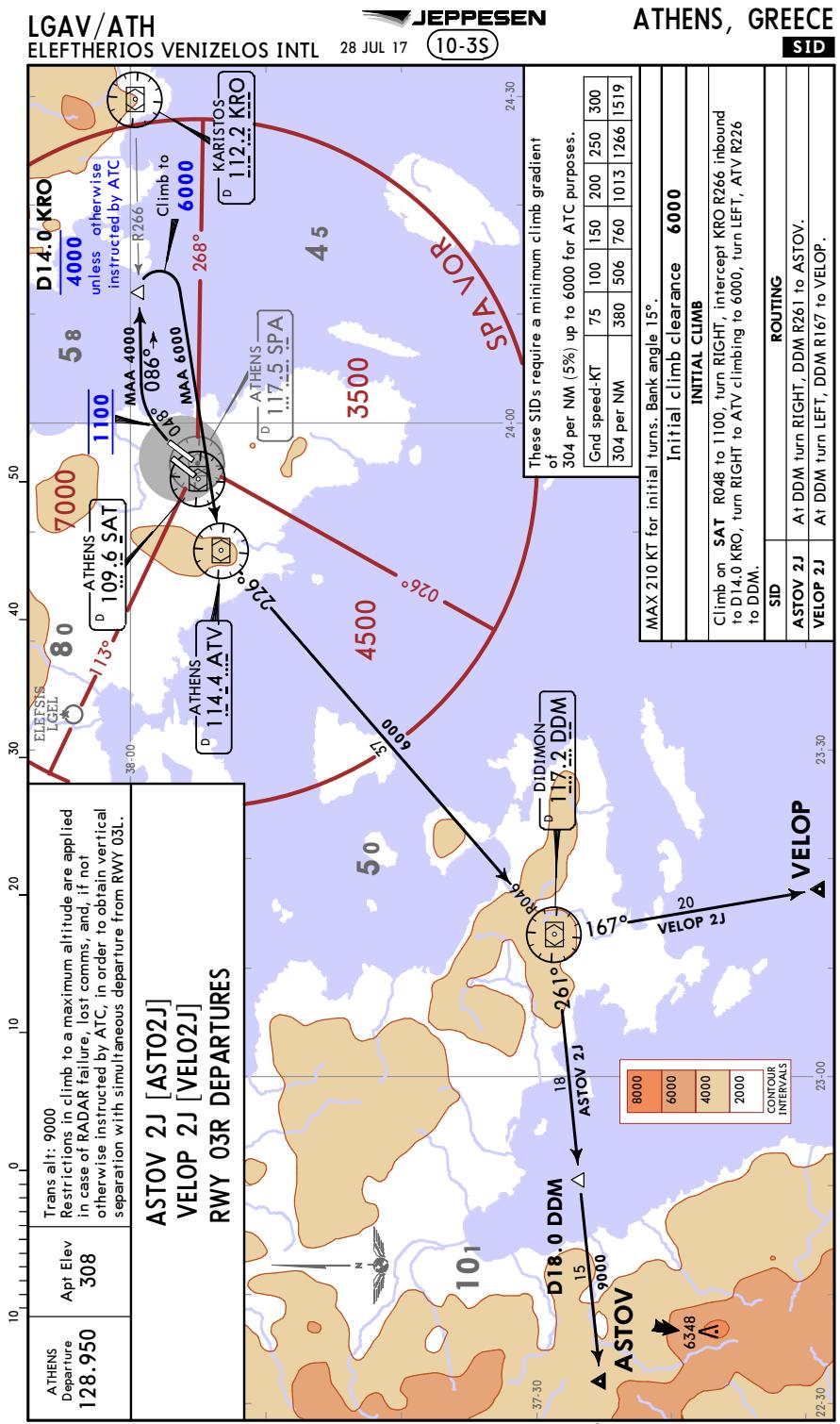
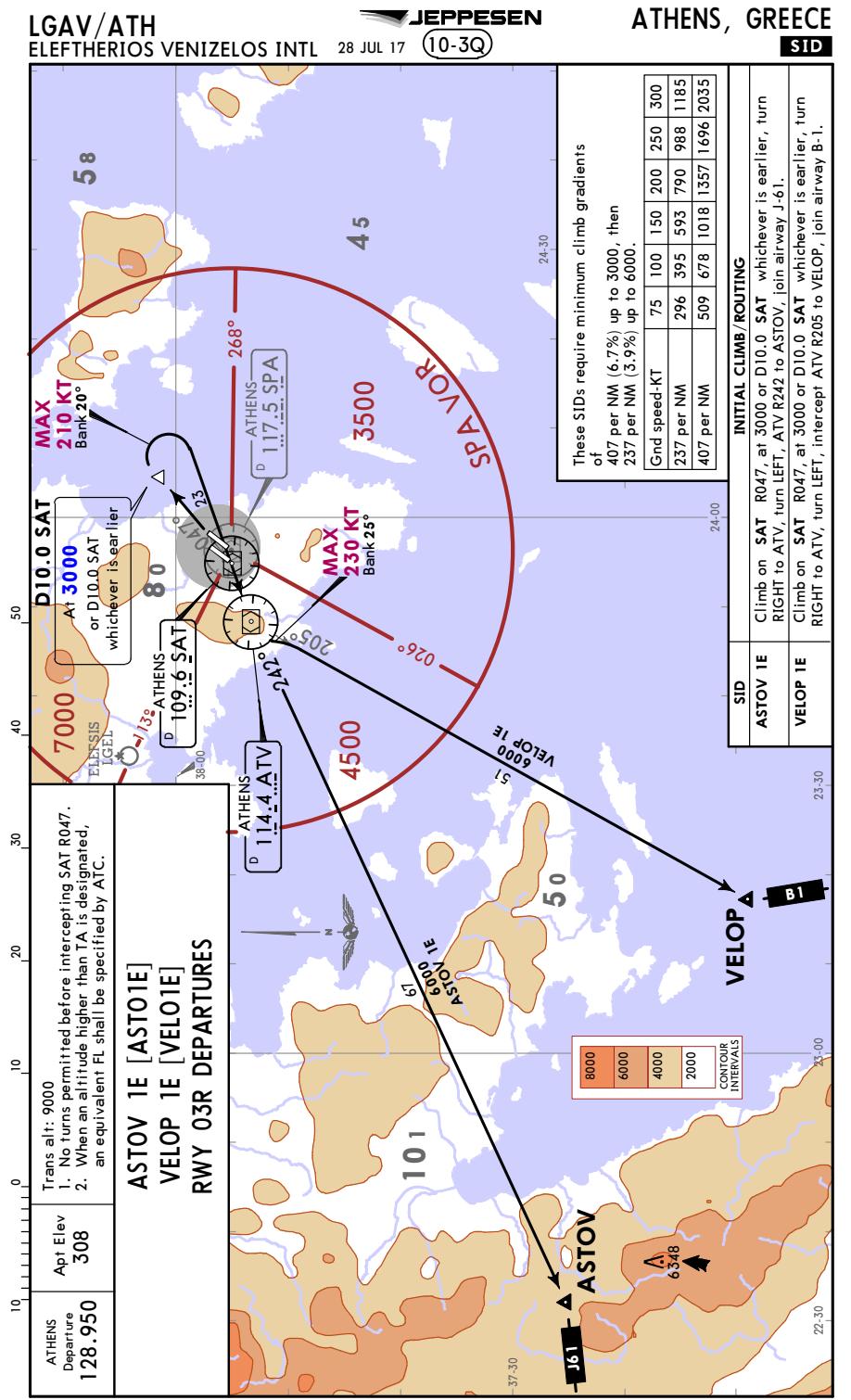
-11

0-00

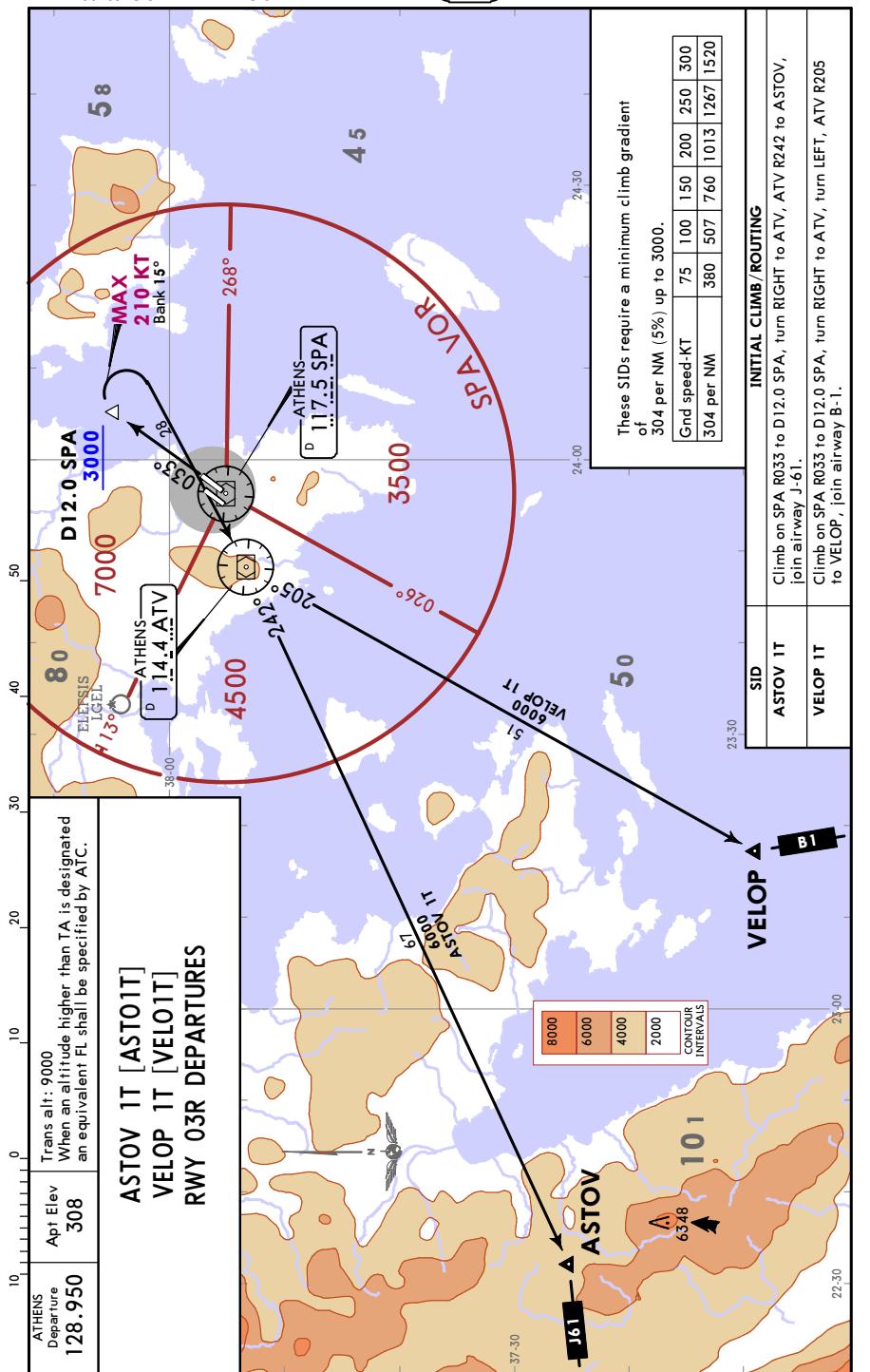
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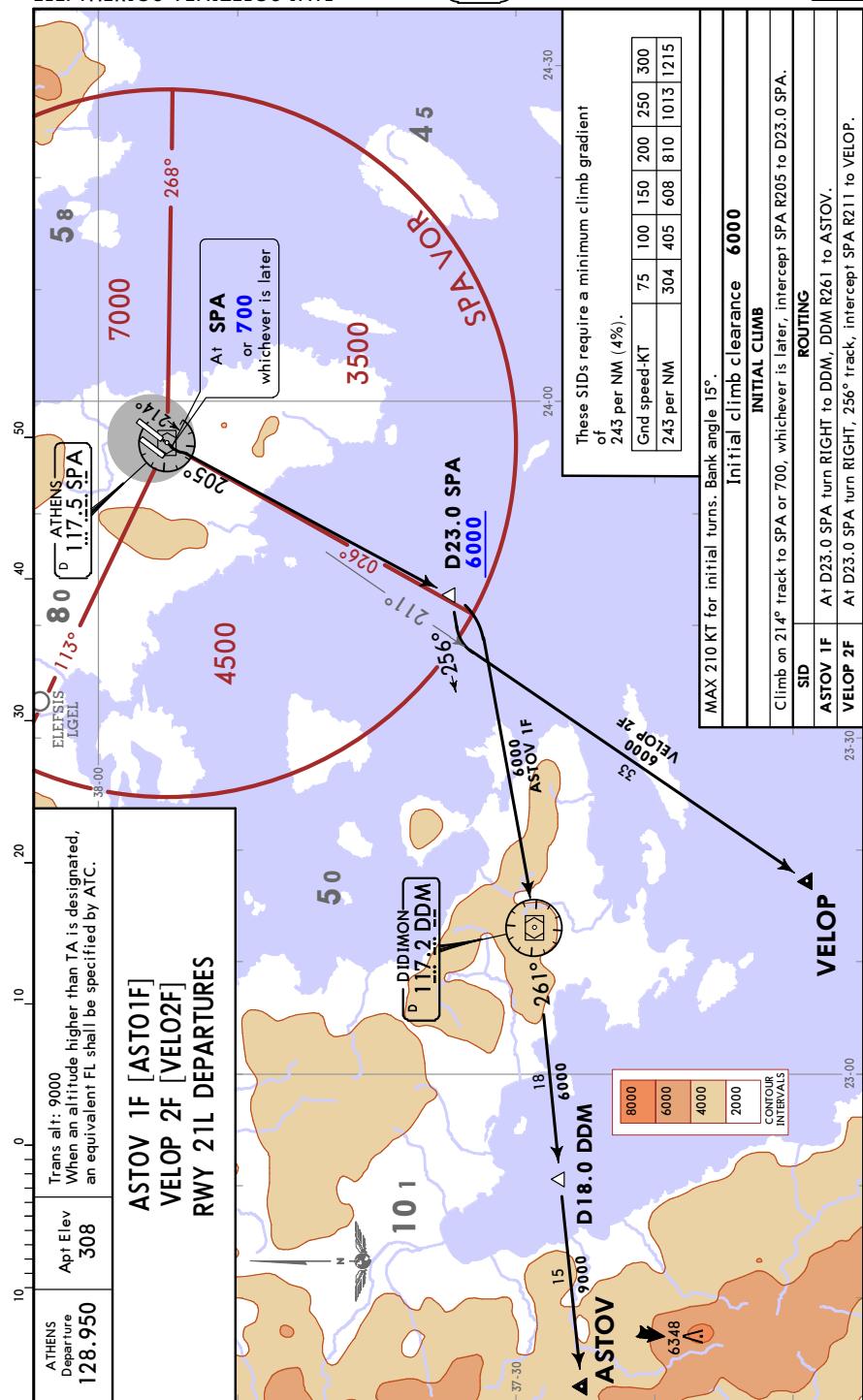


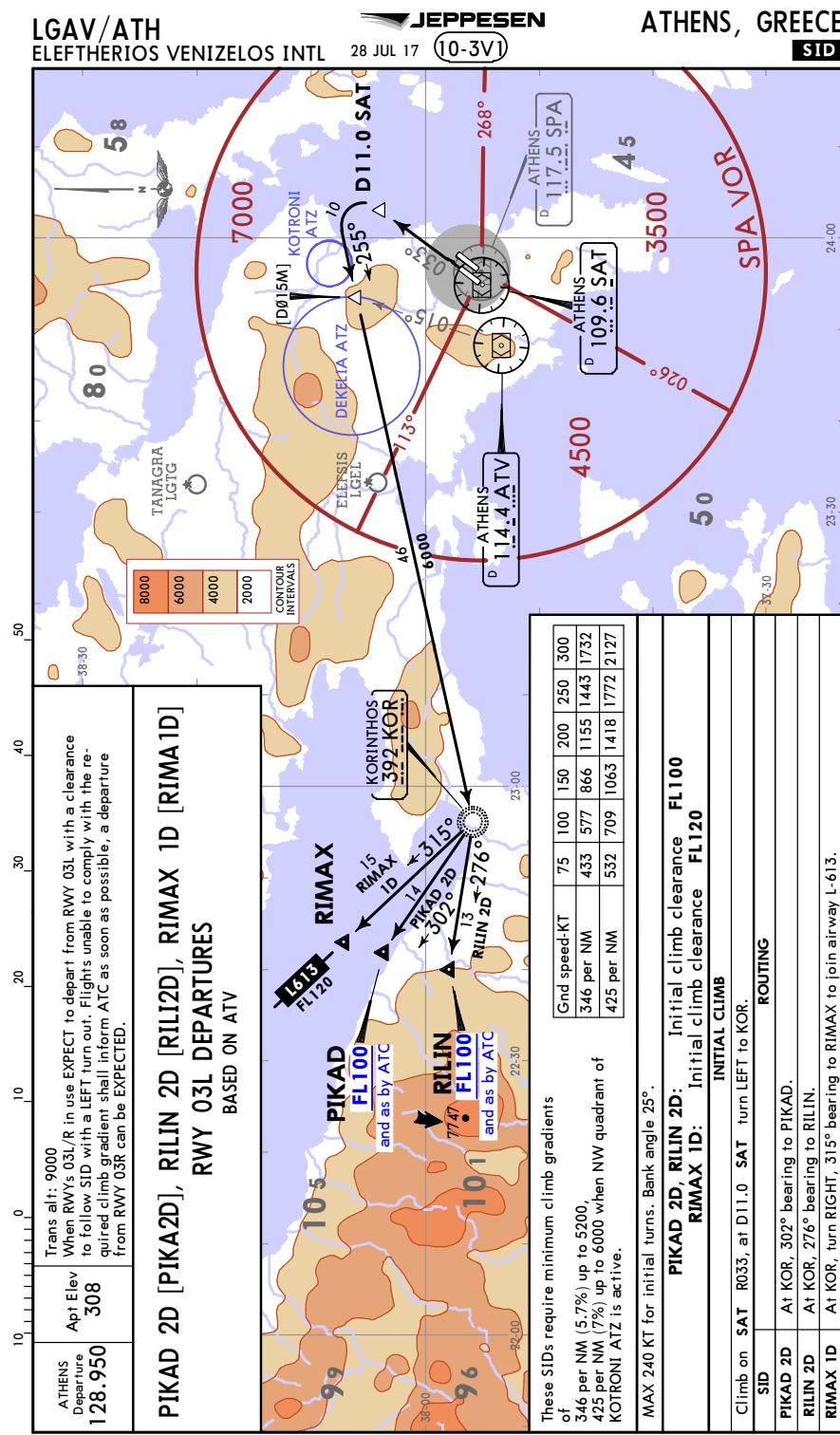
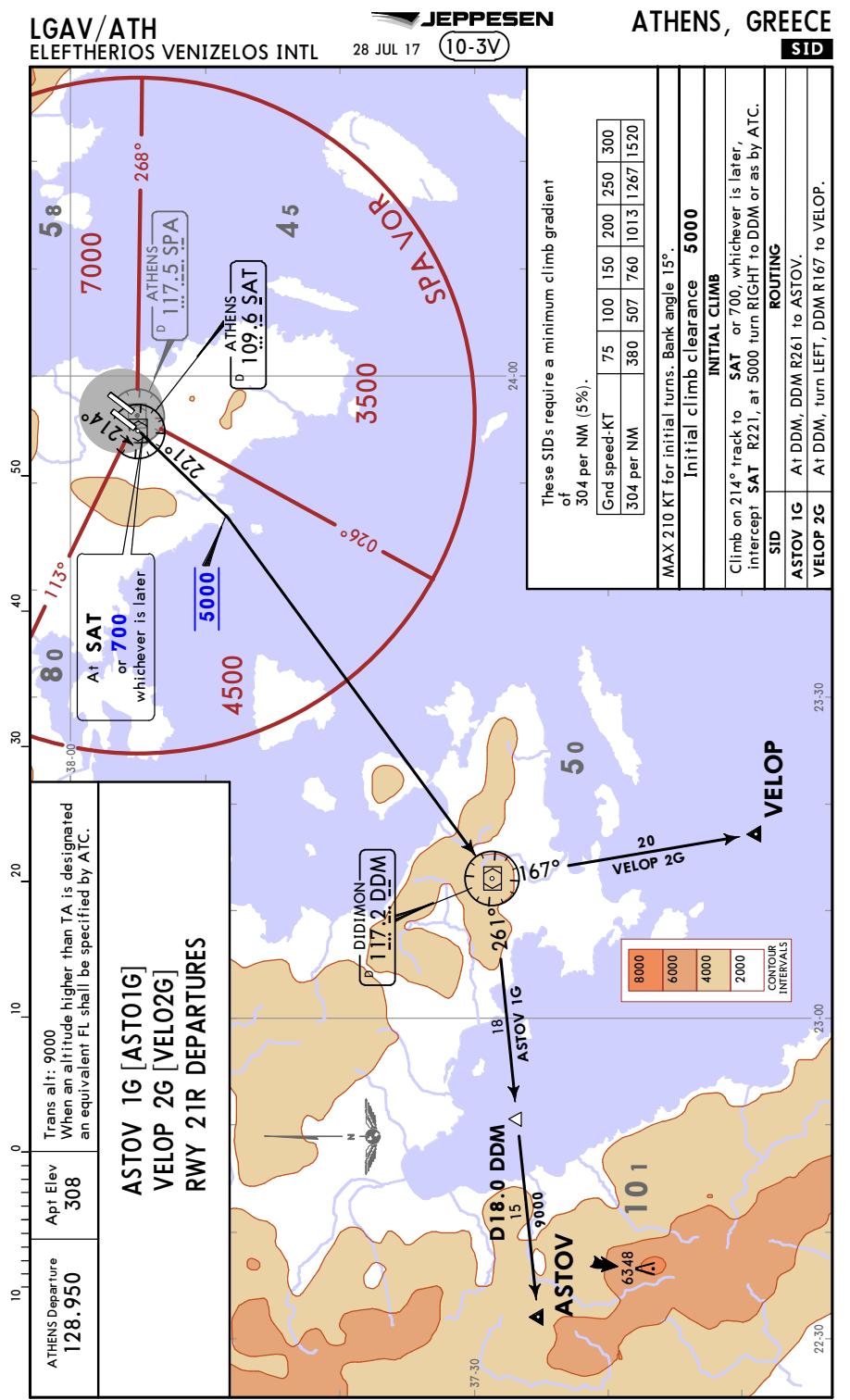
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid.



LGAV/ATH
ELEFHERIOS VENIZELOS INTL 28 JUL 17 (10-3T)

JEPPESEN
ATHENS, GREECE
SID

LGAV/ATH
ELEFHERIOS VENIZELOS INTL 28 JUL 17 (10-3U)

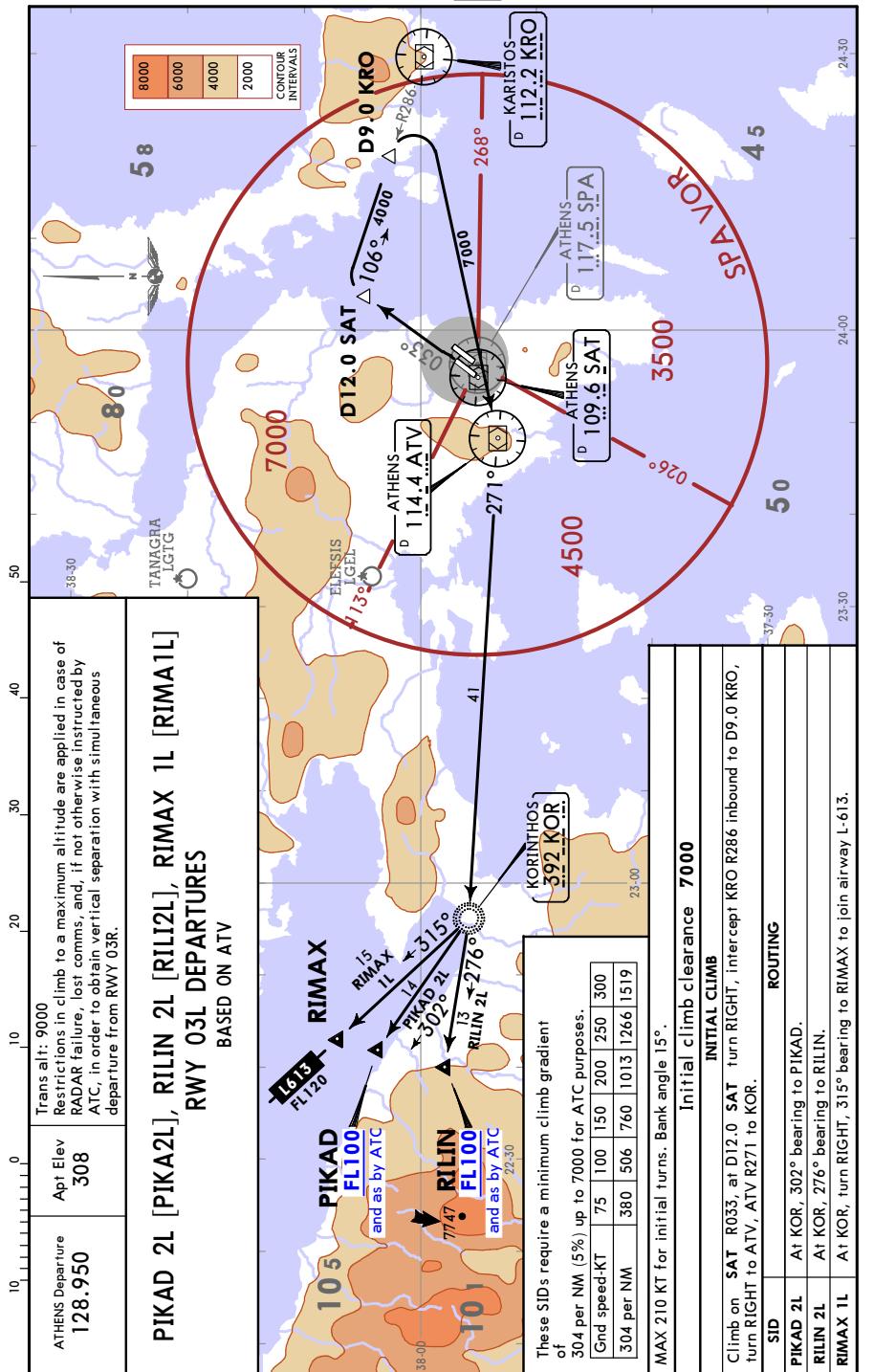
JEPPESEN
ATHENS, GREECE
SID




LGAV/ATH
ELEFHERIOS VENIZELOS INTL

JEPPESEN
28 JUL 17 10-3V2

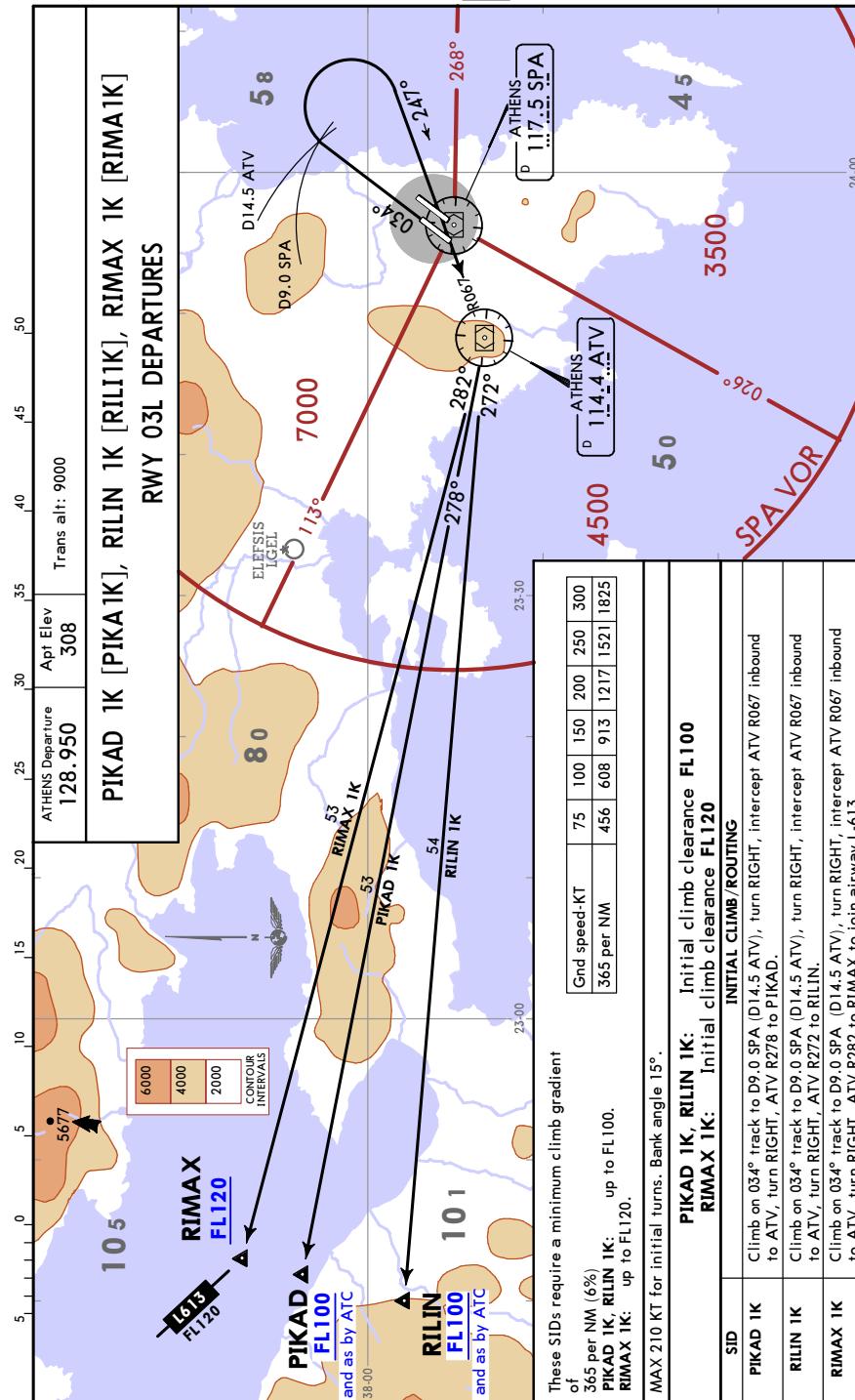
ATHENS, GREECE
SID

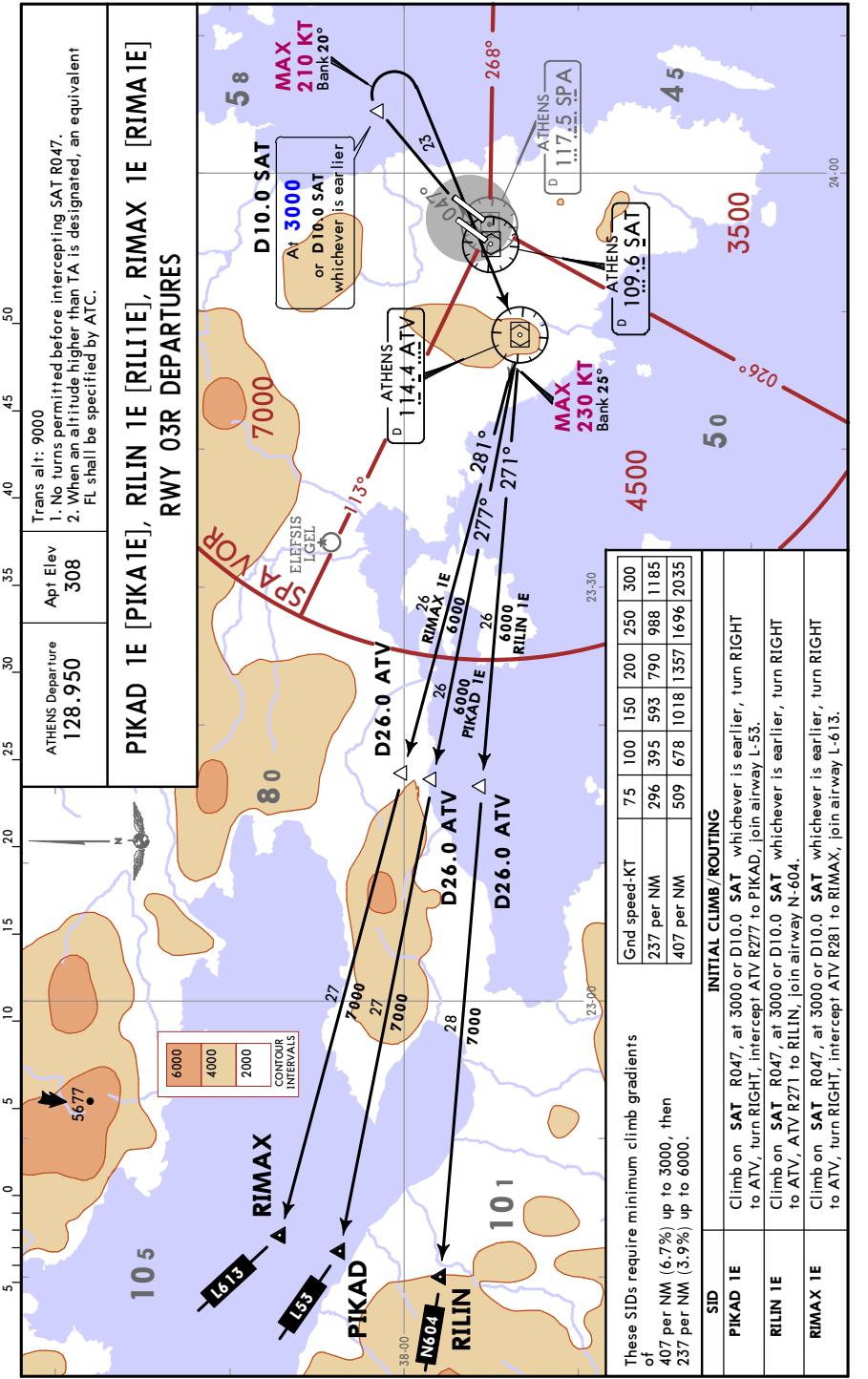
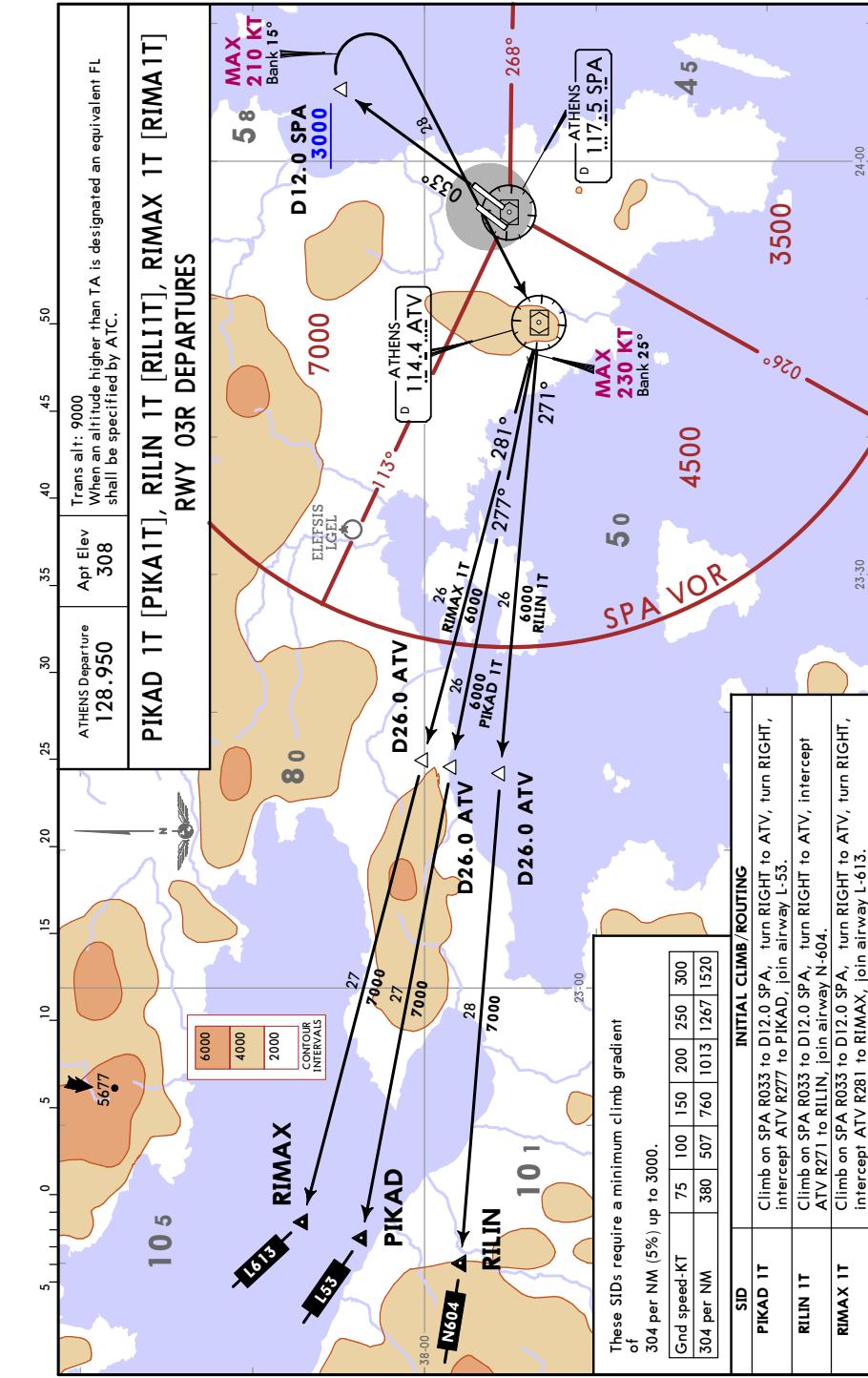


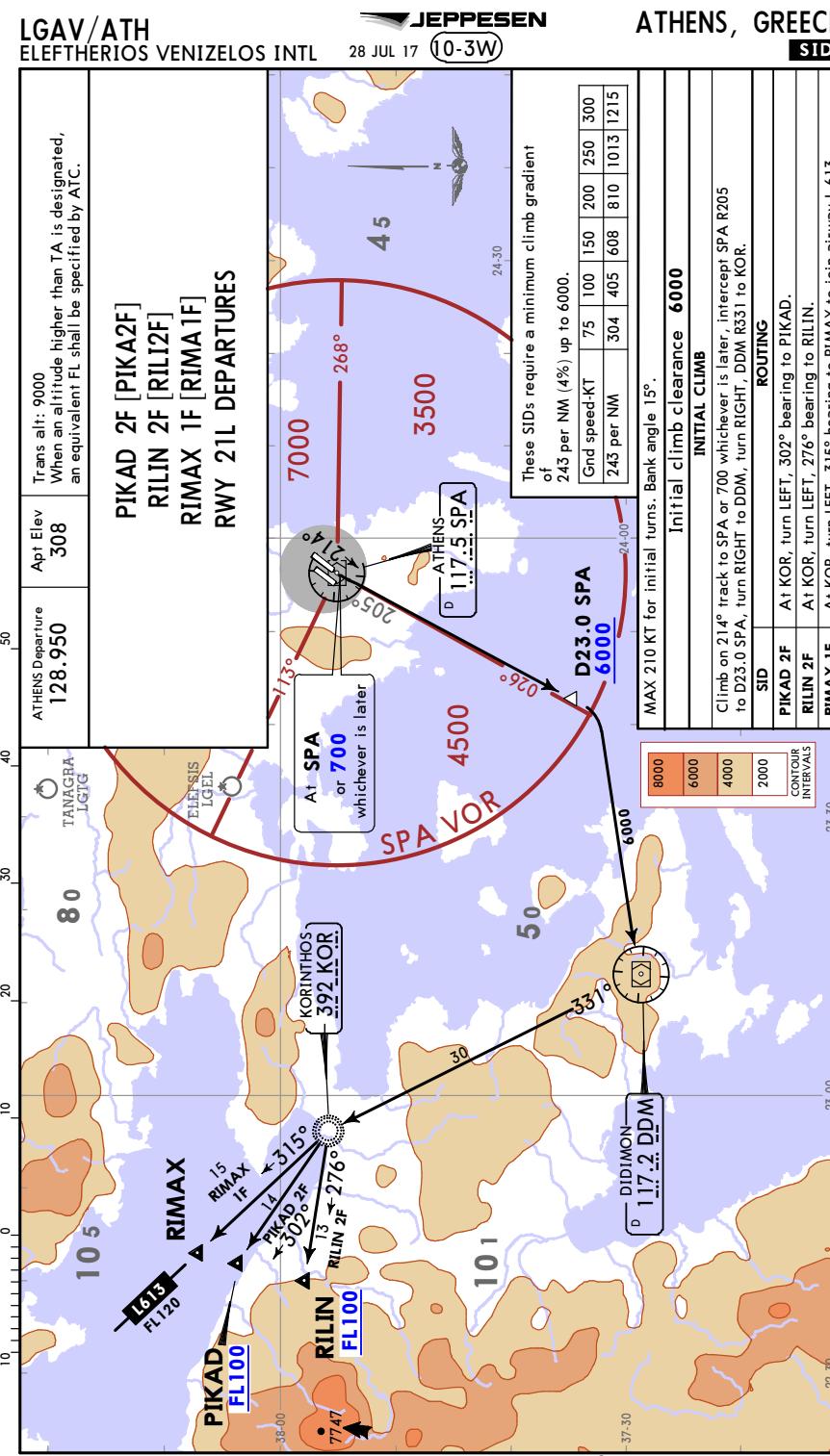
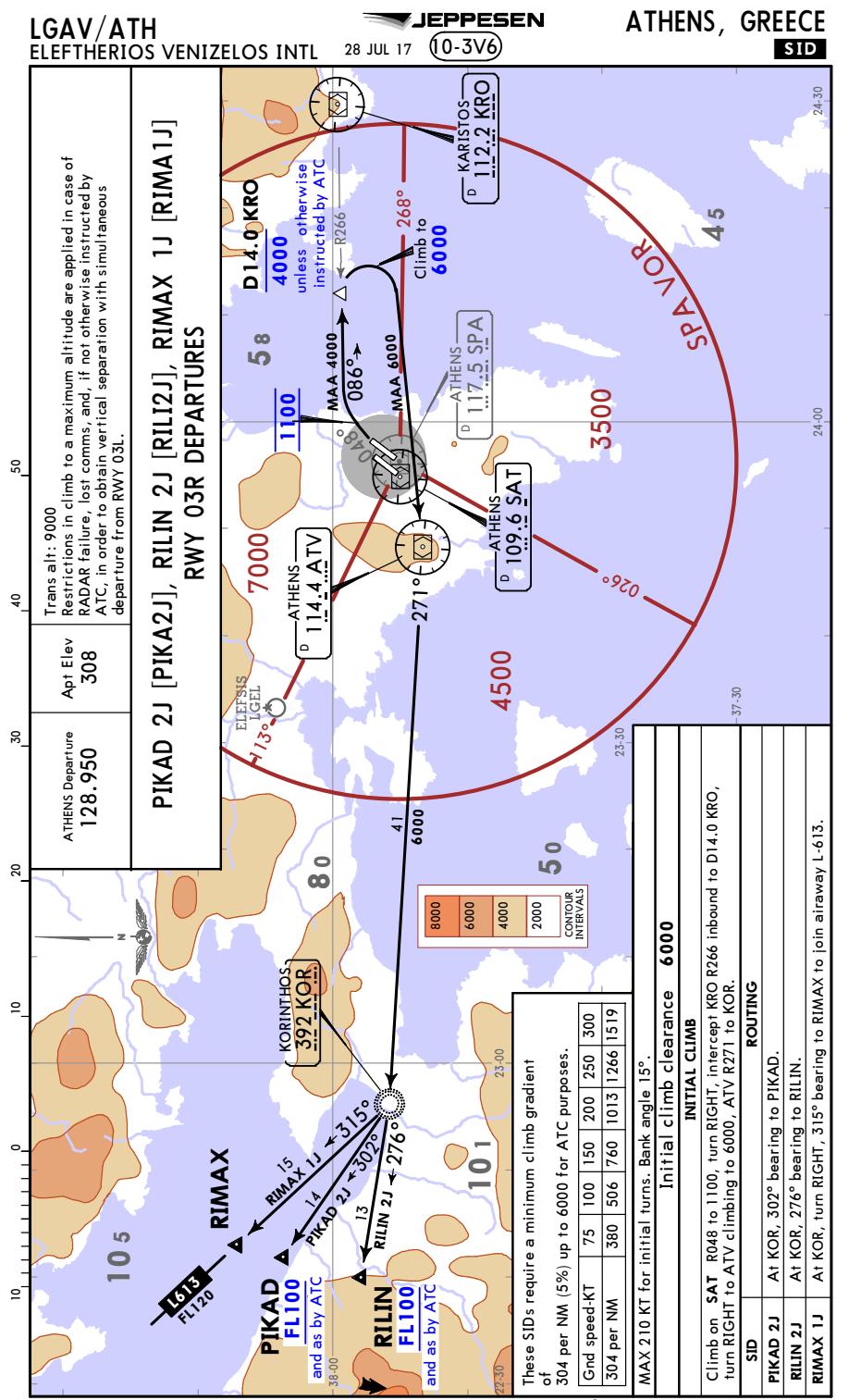
LGAV/ATH
ELEFHERIOS VENIZELOS INTL

JEPPESEN
28 JUL 17 10-3V3

ATHENS, GREECE
SID



LGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3V4ATHENS, GREECE
SIDLGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3V5ATHENS, GREECE
SID



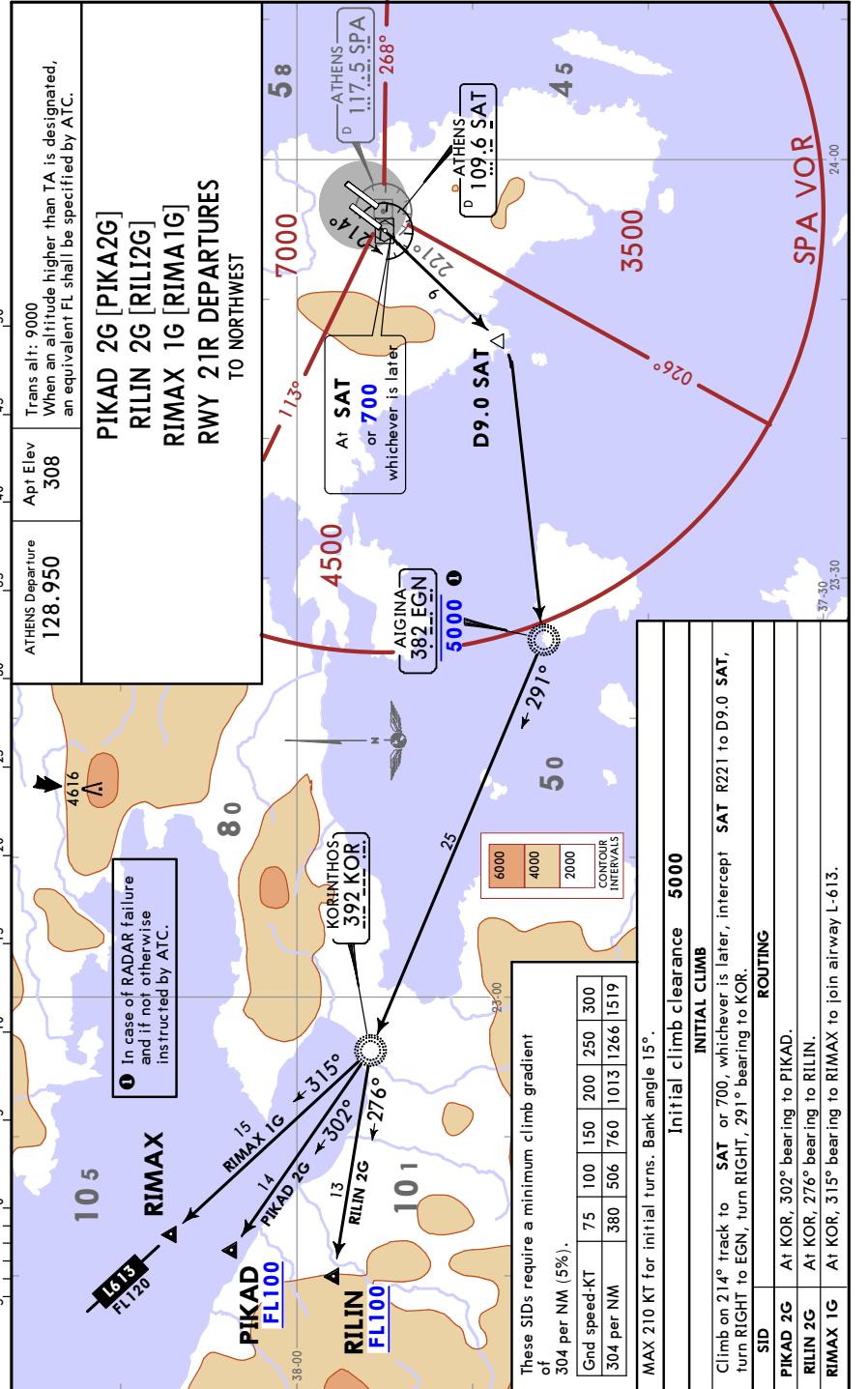
LGAV/ATH
ELEFHERIOS VENIZELOS INTL

JEPPSEN

28 JUL 17 10-3X

ATHENS, GREECE

SID



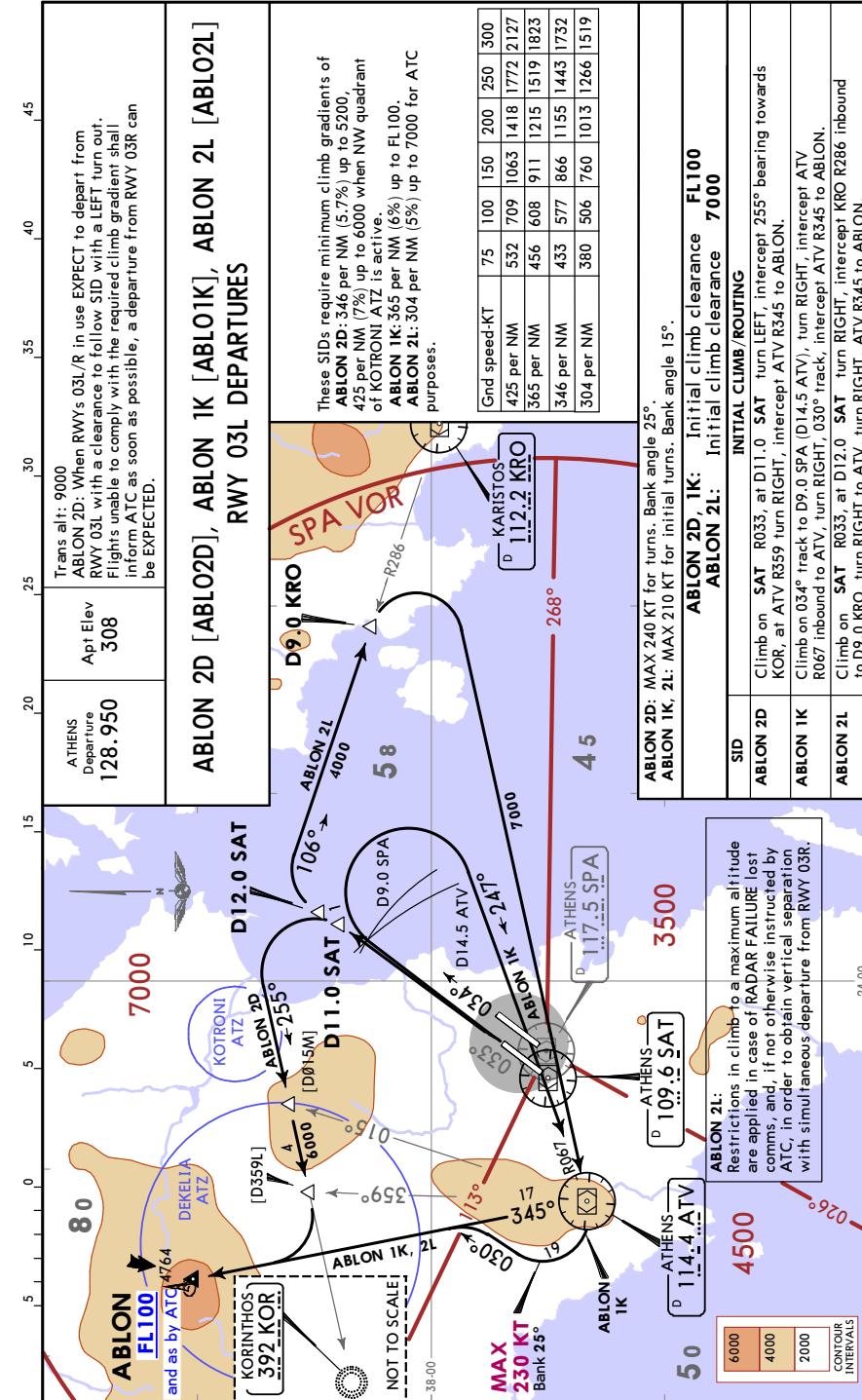
LGAV/ATH
ELEFHERIOS VENIZELOS INTL

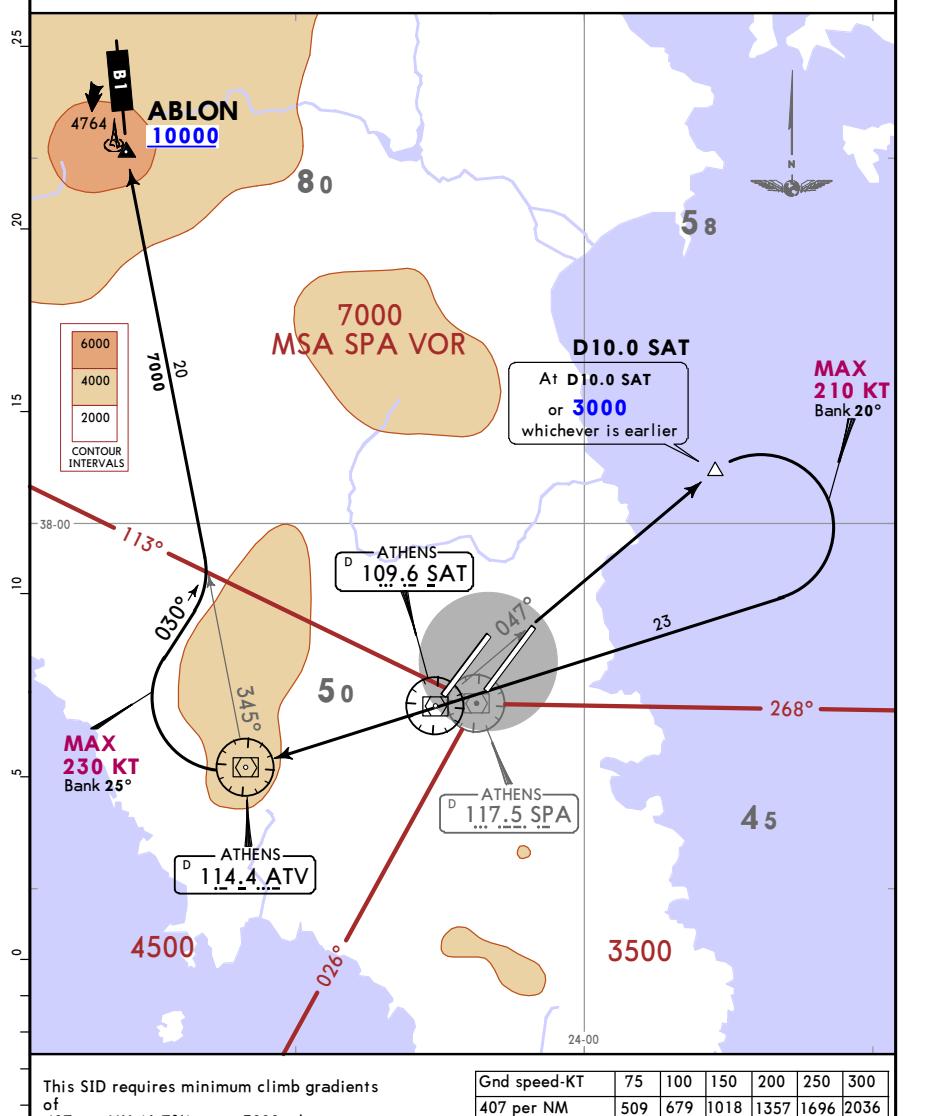
JEPPSEN

28 JUL 17 10-3X1

ATHENS, GREECE

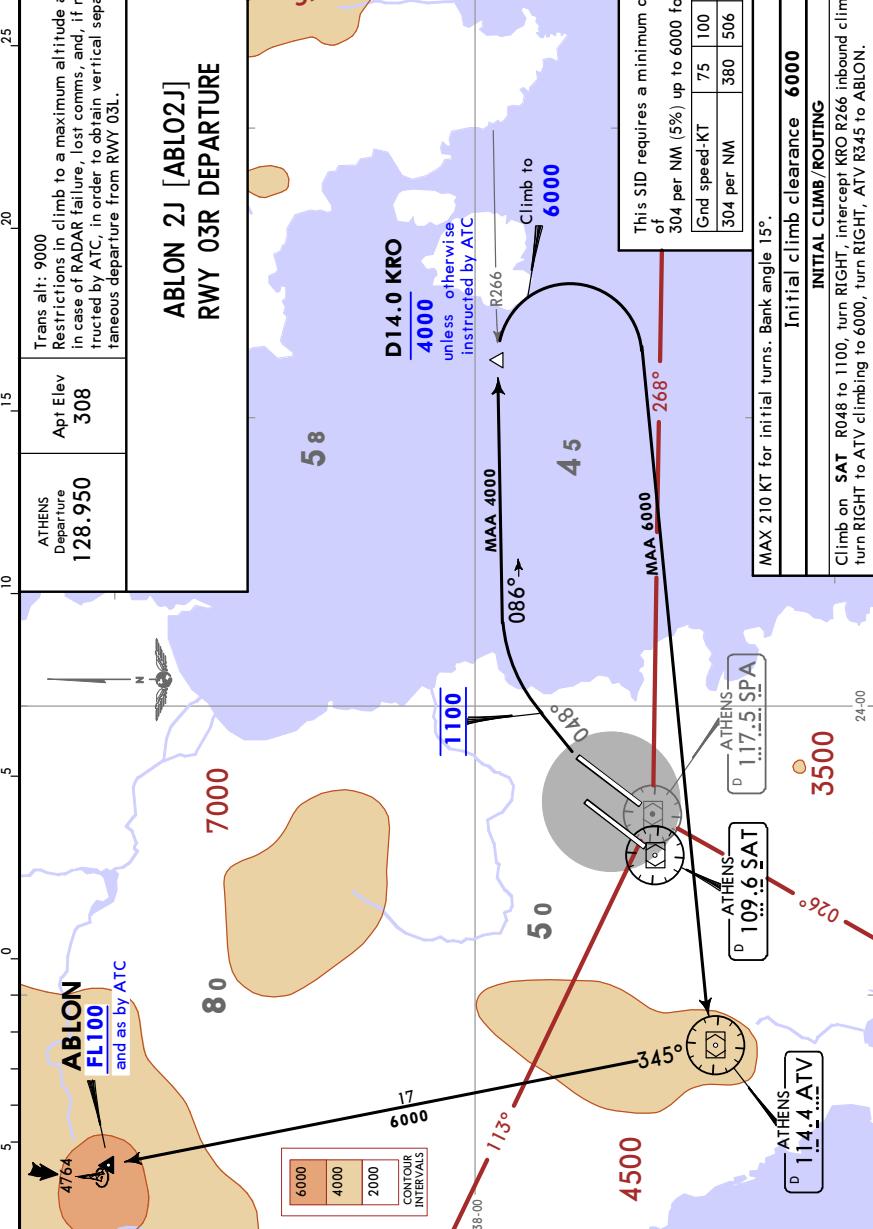
SID



LGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3X2ATHENS, GREECE
SIDATHENS Departure
128.950Apt Elev
308Trans alt: 9000
1. No turns permitted before intercepting SAT R047.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.ABLON 1E [ABLO1E]
RWY 03R DEPARTURE

CHANGES: New format.

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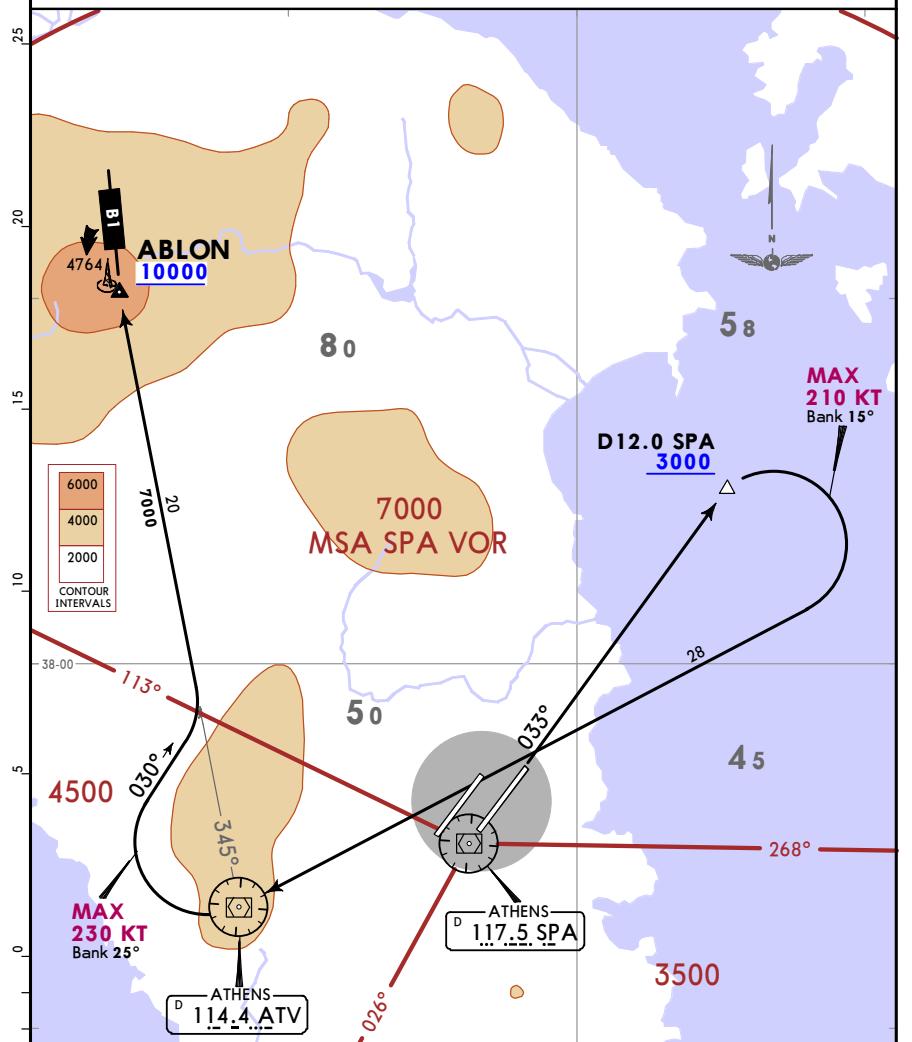
LGAV/ATH
ELEFHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3X3ATHENS, GREECE
SIDATHENS Departure
128.950Apt Elev
308Trans alt: 9000
Restrictions in climb to a maximum altitude are applied in case of RADAR failure, lost comms, and, if not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03L.ABLON 2J [ABLO02]
RWY 03R DEPARTURE

CHANGES: New format.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3X4ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000 When an altitude higher than TA is designated an equivalent FL shall be specified by ATC.
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ABLON 1T [ABLO1T]
RWY 03R DEPARTURE

This SID requires a minimum climb gradient of 304 per NM (5%) up to 3000.

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

INITIAL CLIMB/ROUTING

Climb on SPA R033 to D12.0 SPA, turn RIGHT to ATV, turn RIGHT, 030° track, intercept ATV R345 to ABLON, join airway B-1.

CHANGES: New format.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTLJEPPESEN
28 JUL 17 10-3X5ATHENS, GREECE
SID

ATHENS Departure 128.950	Apt Elev 308	Trans alt: 9000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.
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ABLON 3F [ABLO3F]
RWY 21L DEPARTURE

This SID requires a minimum climb gradient of 243 per NM (4%) up to 6000.

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

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

Initial climb clearance 6000

INITIAL CLIMB/ROUTING

Climb on SPA R214° track to SPA or 700, whichever is later, intercept SPA R205 to D23.0 SPA, turn RIGHT to ATV, R345 to ABLON.

CHANGES: New format.

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JEPPesen

LGAV/AUTH

(U-2A) ELEFTHERIOS VENIZELOS INTL.
24 JUL 15

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A01 thru A07	N37 56.1 E023 56.9	A45	N37 55.7 E023 56.4
A09	N37 56.1 E023 56.8	A46, A46A	N37 55.8 E023 56.4
A11, A13	N37 56.0 E023 56.8	A47, A47A	N37 55.7 E023 56.4
A30	N37 55.6 E023 56.7	A50 thru A52	N37 55.6 E023 56.4
	N37 55.8 E023 56.7	A54, A56	N37 55.6 E023 56.3
A31	N37 55.8 E023 56.7	A57	N37 55.7 E023 56.3
A32	N37 55.9 E023 56.6	B01, B05	N37 55.8 E023 56.5
A33	N37 55.9 E023 56.6	B02, B06	N37 55.9 E023 56.5
A34	N37 55.9 E023 56.6	B03, B07	N37 55.9 E023 56.5
A35	N37 55.9 E023 56.5	B09 thru B15	N37 55.9 E023 56.6
	N37 55.9 E023 56.5	B17	N37 55.4 E023 57.0
A36	N37 55.9 E023 56.5	B30	N37 56.4 E023 57.2
A37	N37 55.9 E023 56.5	B31	N37 56.5 E023 57.3
A38	N37 55.9 E023 56.5	B32	N37 56.4 E023 57.2
A39	N37 55.9 E023 56.5	B33	N37 56.5 E023 57.2
A40 thru A44	N37 55.7 E023 56.5	B34	N37 56.4 E023 57.2

STAND No.	COORDINATES	STAND No.	COORDINATES	COORDINATES
B35	N37 56.5 E023 57.2	B36	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B37	N37 56.5 E023 57.1	B38	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B40 thru B45		B41	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B42	N37 56.5 E023 57.1	B43	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B44	N37 56.5 E023 57.1	B45	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B50	N37 56.6 E023 57.3	B51	N37 56.6 E023 57.3	N37 56.6 E023 57.3
B52	N37 56.6 E023 57.3	B53	N37 56.6 E023 57.4	N37 56.6 E023 57.4
B54 thru B59		B60	N37 56.6 E023 57.3	N37 56.6 E023 57.3
B61	N37 56.7 E023 57.3			N37 56.7 E023 57.3

MAIN TERMINAL AIS + NET

ARF

Control Tower

SATELLITE

APRON SOUTH

APRON NORTH

NOT TO SCALE

Legend:

- A Alternative markings, in addition to stand markings F02, F04, F06 and F08
- A stands F02, F04, F06 and F08 for stands F02A, F08A, F06A and F08A.

INS COORDINATES		COORDINATES
STAND No.	COORDINATES	STAND No.
B62	N37 56.6 E023 57.2	F06 thru F06B
B63	N37 56.7 E023 57.3	F06C thru F06G
B64	N37 56.8 E023 57.2	F06D thru F06H
B65	N37 56.9 E023 57.2	F06I thru F07
B66	N37 56.6 E023 57.2	
B67	N37 56.7 E023 57.2	F08 thru F08E
F01	F02 thru F02F	F08F thru F08H
F02	F02G thru F02H	F09 thru F11B
F03		G01 thru G06
F04A	N37 55.6 E023 56.2	G07, G08
F04B	N37 55.5 E023 56.4	
F04C	N37 55.5 E023 56.4	G09, G09A
F04D	N37 55.4 E023 56.3	G10, G10A
F04E	N37 55.4 E023 56.3	G11, G11A
F04F	N37 55.5 E023 56.3	G12, G12A
F05	N37 55.5 E023 56.3	G13, G14
		G15, G16
		G17 thru G20

The diagram illustrates a section of an airport apron with several aircraft and ground support equipment. Key features include:

- Aircraft:** A large white aircraft is positioned near the bottom left, with "CARGO TERMINAL" labels pointing to its front and rear. Another aircraft is partially visible behind it.
- Fueling:** Two fueling stations are shown: one labeled "F11/F05" and another labeled "F11/F07".
- Runways:** Runway 03R/21L is indicated by a diagonal line with arrows at the top center.
- Aprons:** Several aprons are labeled: "CARGO APRON 1" (bottom right), "CARGO APRON 2" (middle right), and "CARGO APRON 3" (top right).
- Stands:** Specific stands are labeled with letters and numbers: D4, D3, D2, D1, C, B, A, and G.
- Other Labels:** "A-0/A-0/A", "A-1/A-1/A", "A-2/A-2/A", "A-3/A-3/A", "A-4/A-4/A", and "A-5/A-5/A" are scattered across the apron area.

LGAV/AT

24 JUL 15 10-9B

ATHENS, GREECE
ELEFTHERIOS VENIZELOS INTL.

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS					
			LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH				
03L	HIRL (60m)	CL(15m)	HIALS-II	TDZ	PAPI-L(3.0°)	RVR	11,483' 3500m	10,329' 3148m	1	148'
21R							10,511' 3204m		2	45m
① TORA RWY 03L:	From rwy head	12,467' (3800m)	② TORA RWY 21R:	From rwy head	12,467' (3800m)					
	twy A4 int	9350' (2850m)		twy A11 int	9350' (2850m)					
	twy A5 int	7874' (2400m)		twy A10 int	7874' (2400m)					
03R	HIRL (60m)	CL(15m)	HIALS-II	TDZ	PAPI-L(3.0°)	RVR	12,139' 3700m	10,985' 3348m	3	148'
21L							11,045' 3367m		4	45m
③ TORA RWY 03R:	From rwy head	13,123' (4000m)	④ TORA RWY 21L:	From rwy head	13,123' (4000m)					
	twy D4 int	9350' (2850m)		twy D11 int	9350' (2850m)					
	twy D5 int	7874' (2400m)		twy D9 int	7874' (2400m)					
Intersection take-offs not permitted to B747, B777, B767-400, A340, A330, MD11, IL86, IL96M.										
Standard		TAKE-OFF 1								
All Rwy's										
Approved Operators		LVP must be in force								
HIRL, CL & multi. RVR req	RL, CL & multi. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)					
A	125m	150m	200m	250m	400m	500m				
B										
C										
D	150m	200m	250m	300m						
①	Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.									

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

CHANGES: Chart reindex

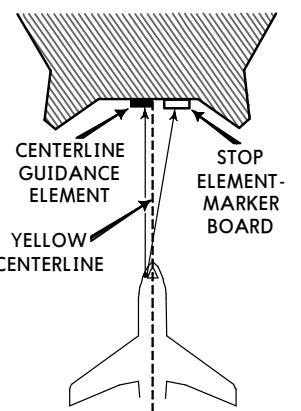
LGAV/ATH

JEPPESEN
24 JUL 15 10-9CATHENS, GREECE
ELEFHERIOS VENIZELOS INTL

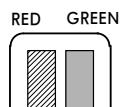
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

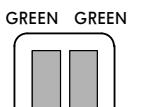
The system consists of a CENTERLINE GUIDANCE ELEMENT (AGNIS) and the STOP ELEMENT MARKERBOARD (PAPA).



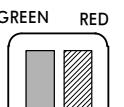
B. CENTERLINE GUIDANCE ELEMENT (AGNIS)



LEFT of centerline.
Turn towards GREEN.
(RIGHT)

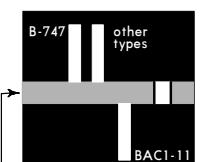


Aircraft on centerline.

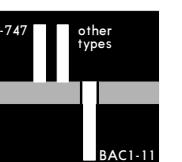


RIGHT of centerline.
Turn towards GREEN.
(LEFT)

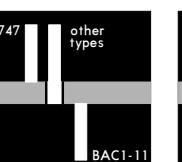
C. STOP ELEMENT (PAPA)



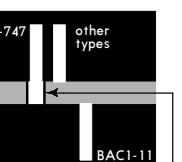
All types
continue taxiing.



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



Other types stop.
B-747 continue
taxiing.



B-747 stop.

LIGHT TUBE

LGAV/ATH

JEPPESEN
20 NOV 09 11-1ATHENS, GREECE
ILS Z or X Rwy 03L

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

VENIZELOS Tower		Ground		
West	North	East	South	
136.27	121.8	121.75	121.9	

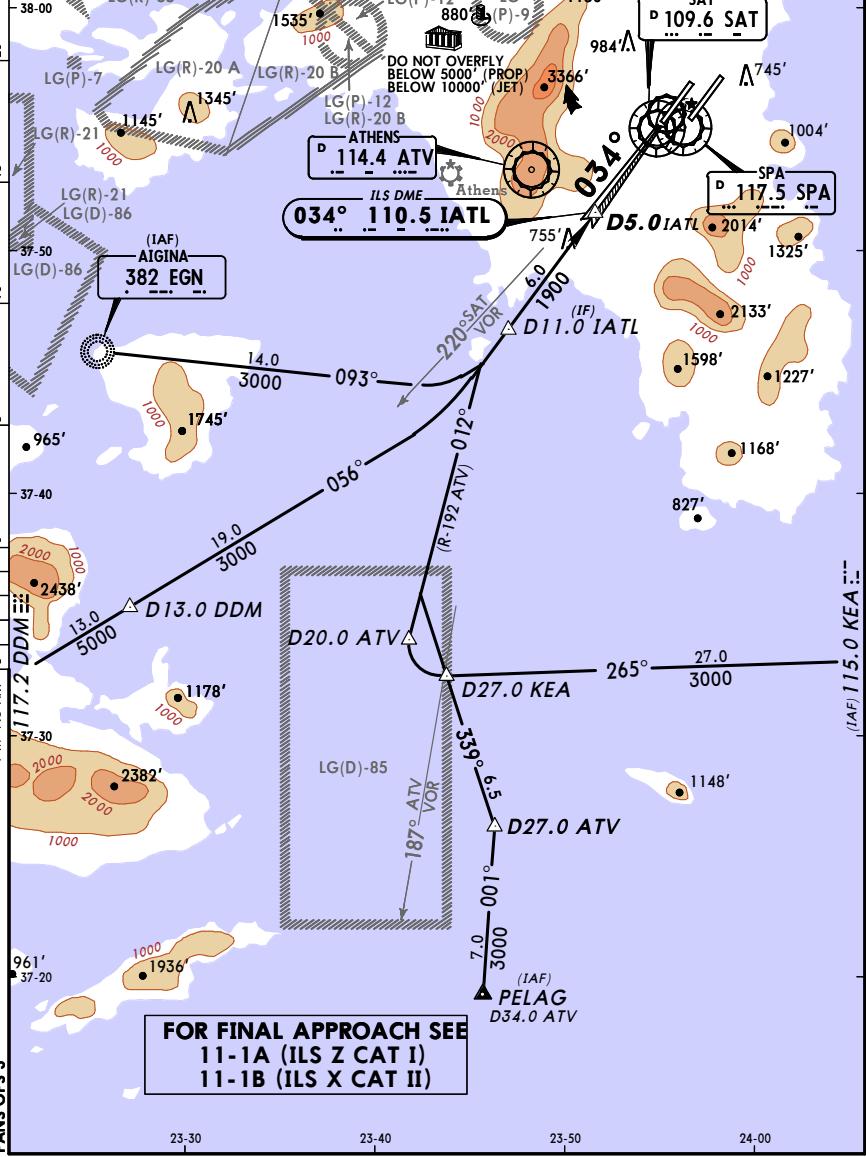
LOC	Final Apch Crs	GS Refer to	DA(H)/RA	Approach
IATL 110.5	034°	11-1A (CAT I) 11-1B (CAT II)	11-1A (CAT I) 11-1B (CAT II)	Rwy 255'

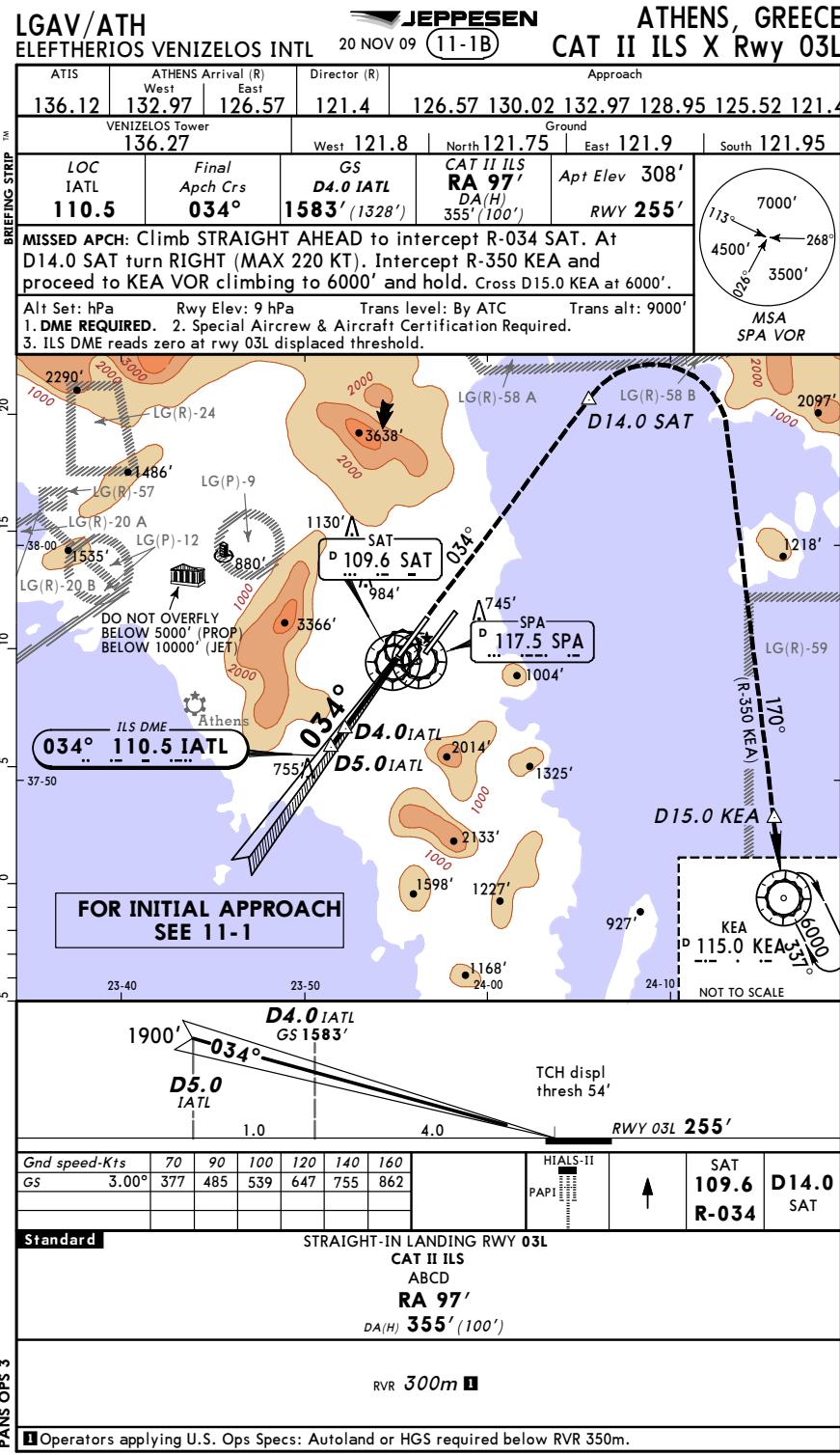
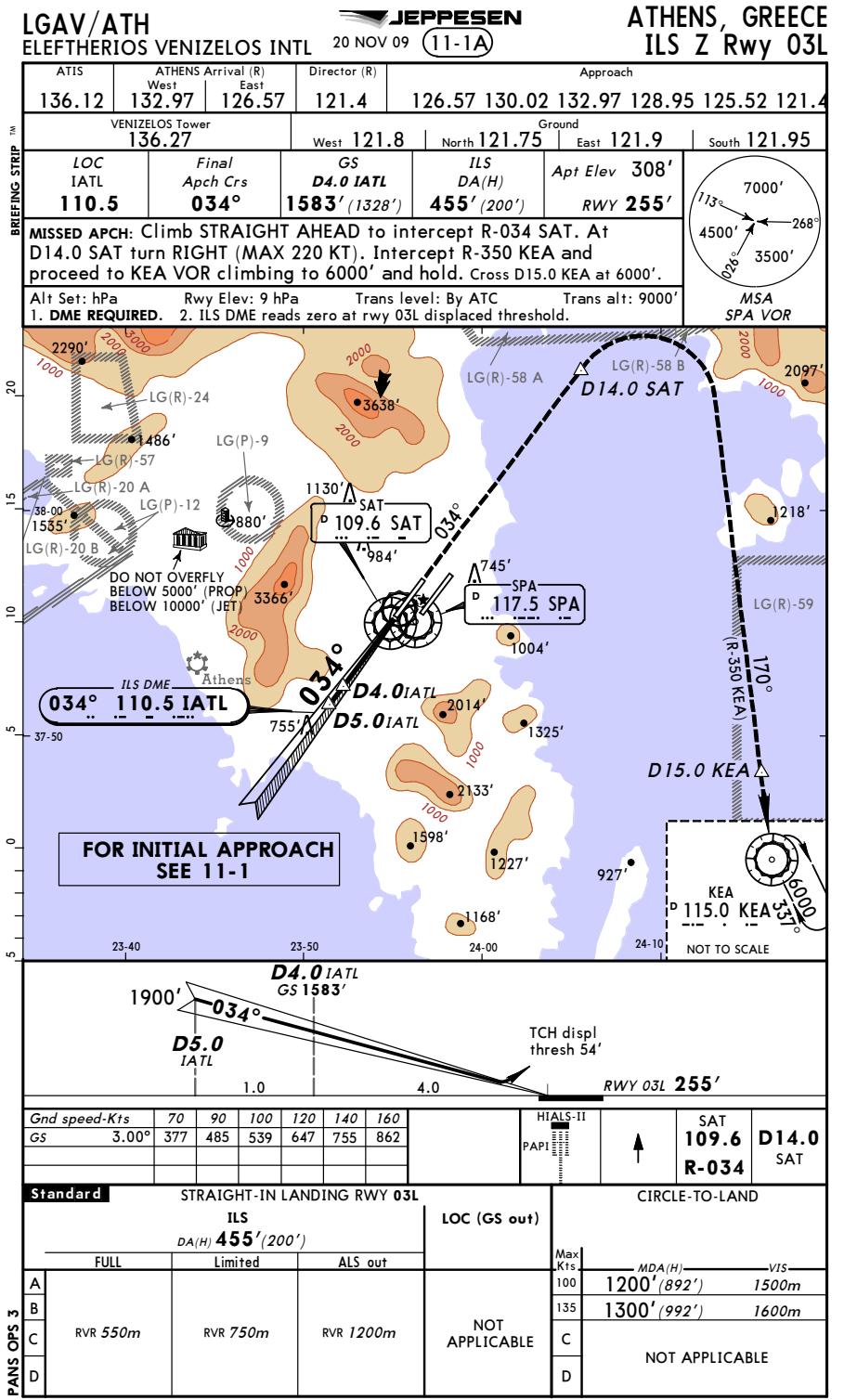
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 9000'
--------------	-----------------	---------------------	------------------

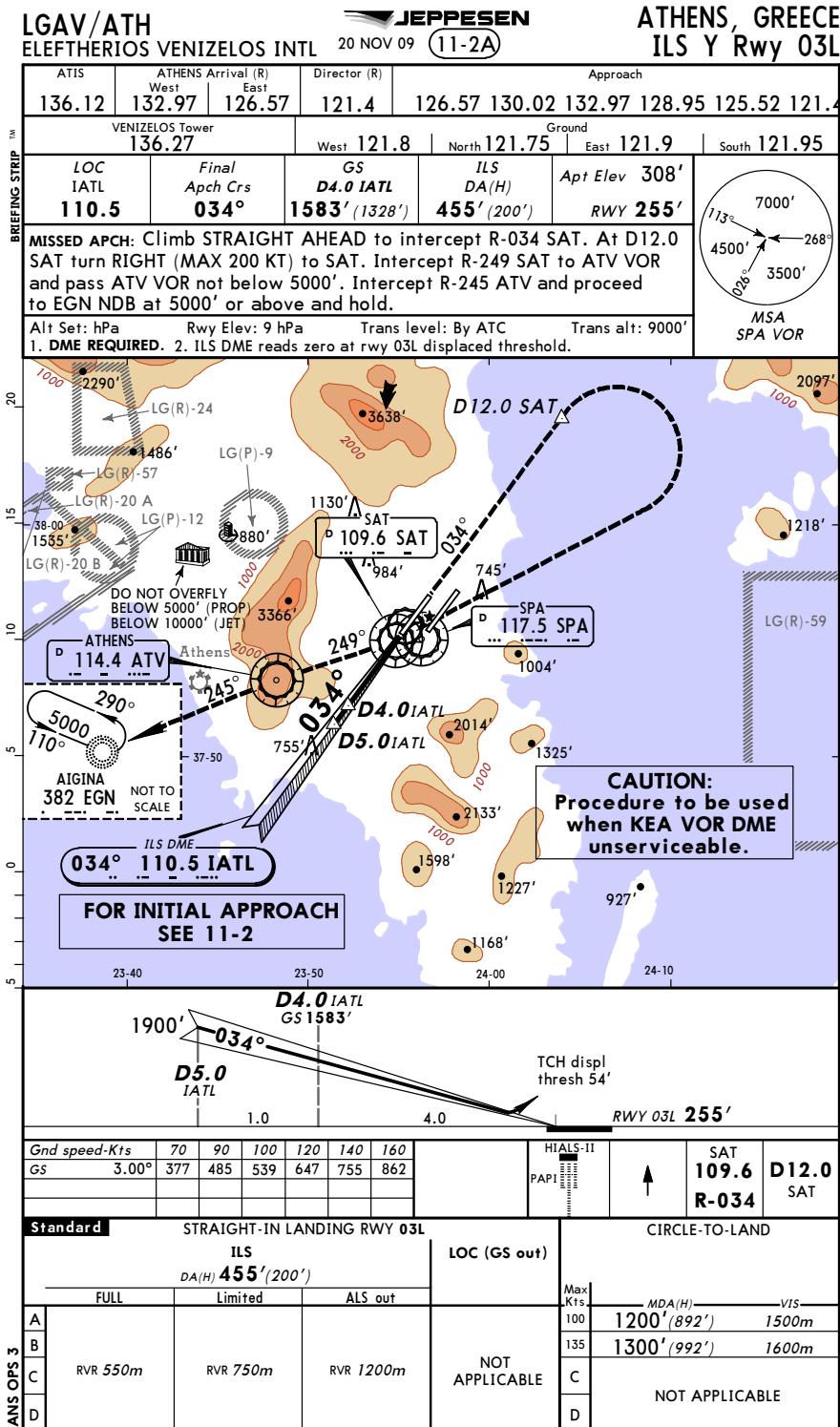
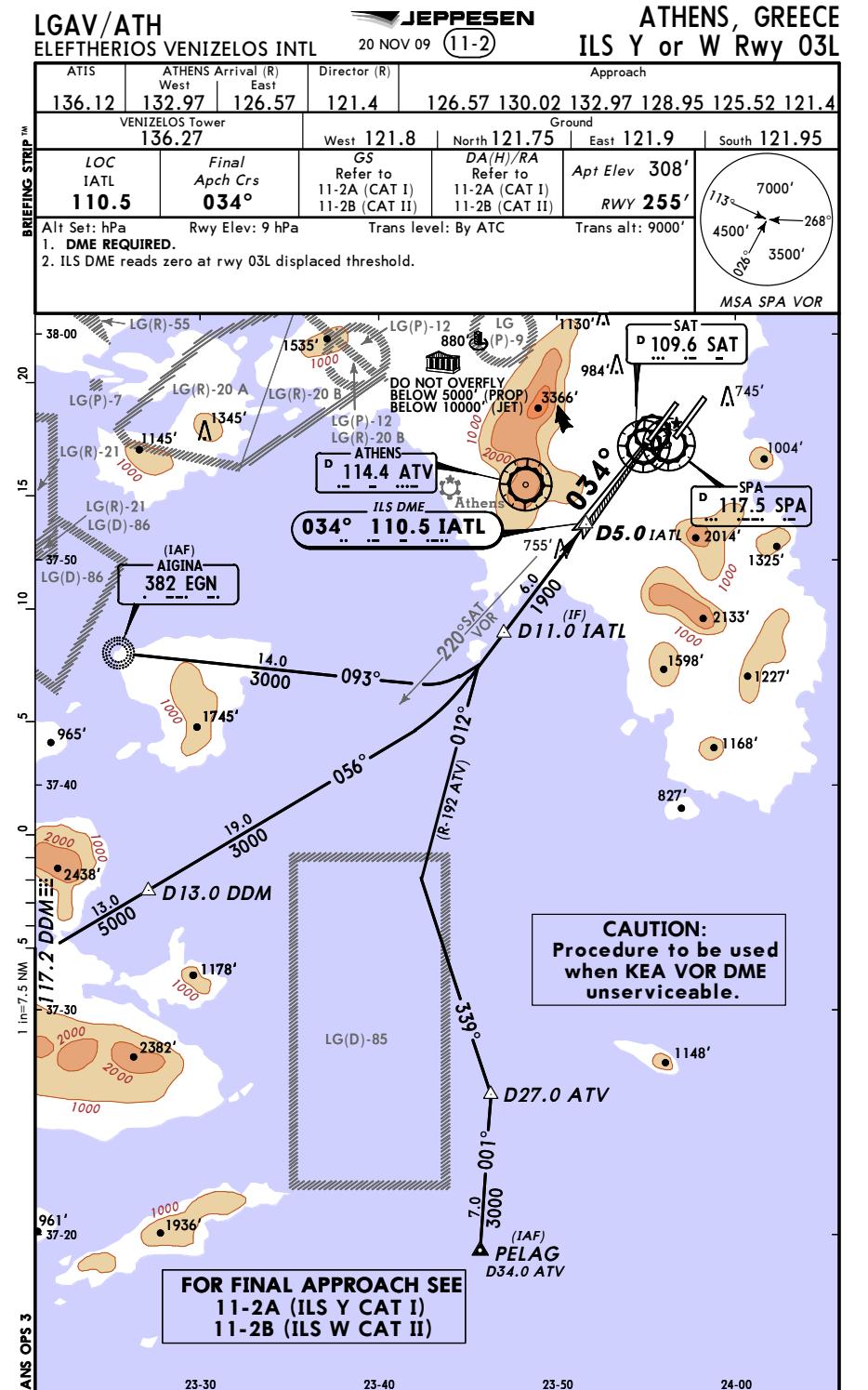
1. DME REQUIRED.
2. ILS DME reads zero at rwy 03L displaced threshold.

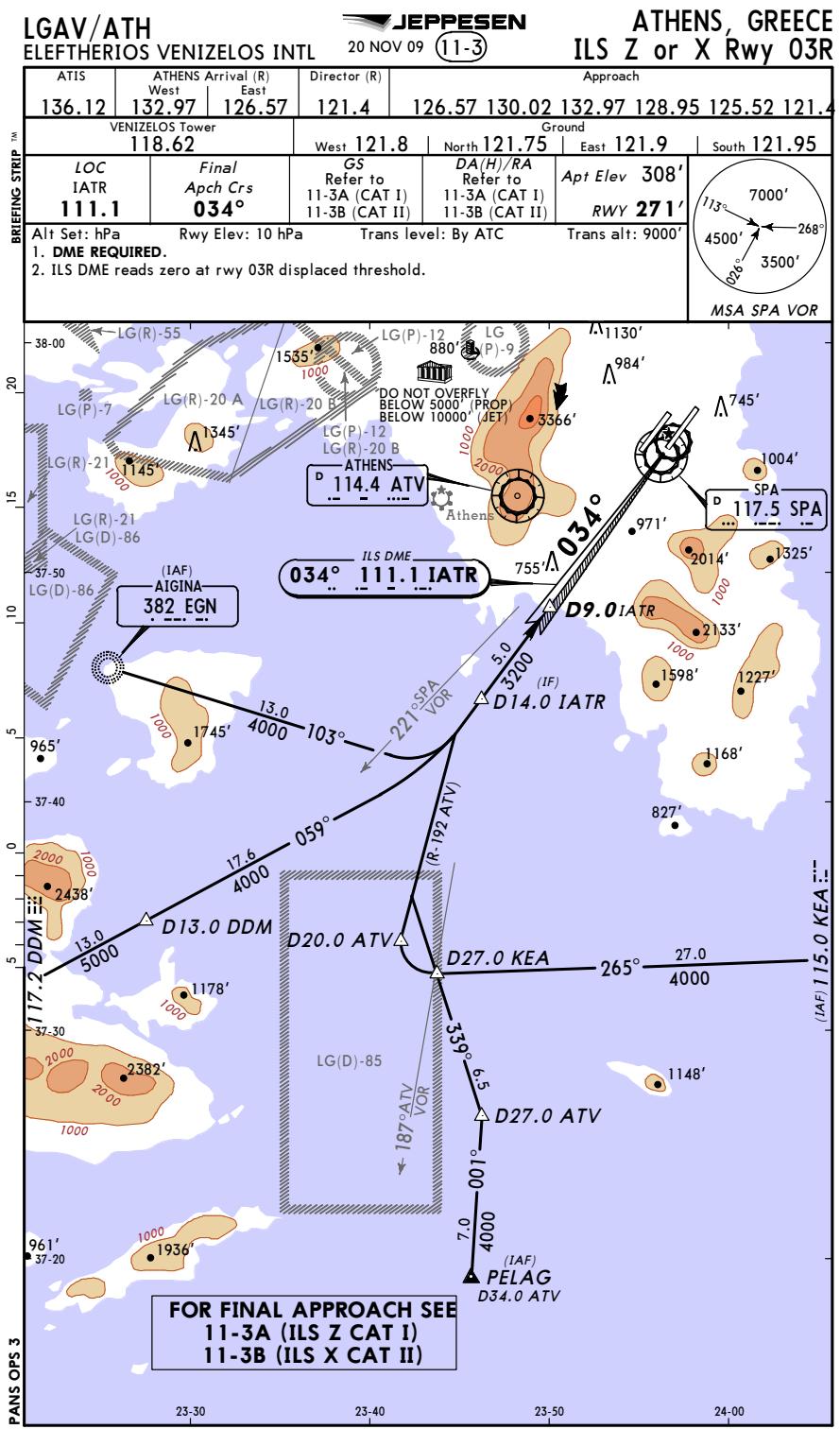
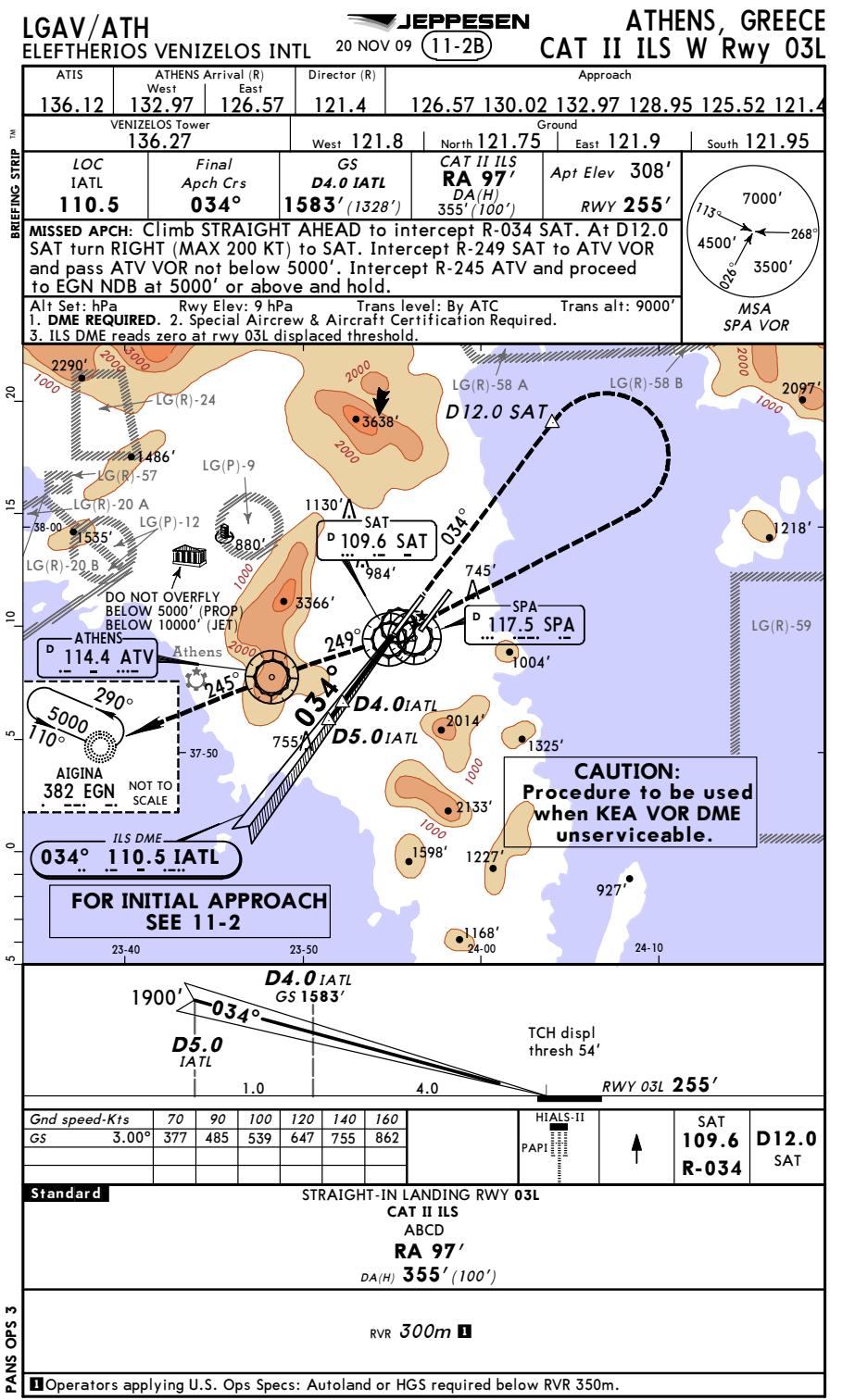
7000'
4500'
3500'
268°
606°
3500'

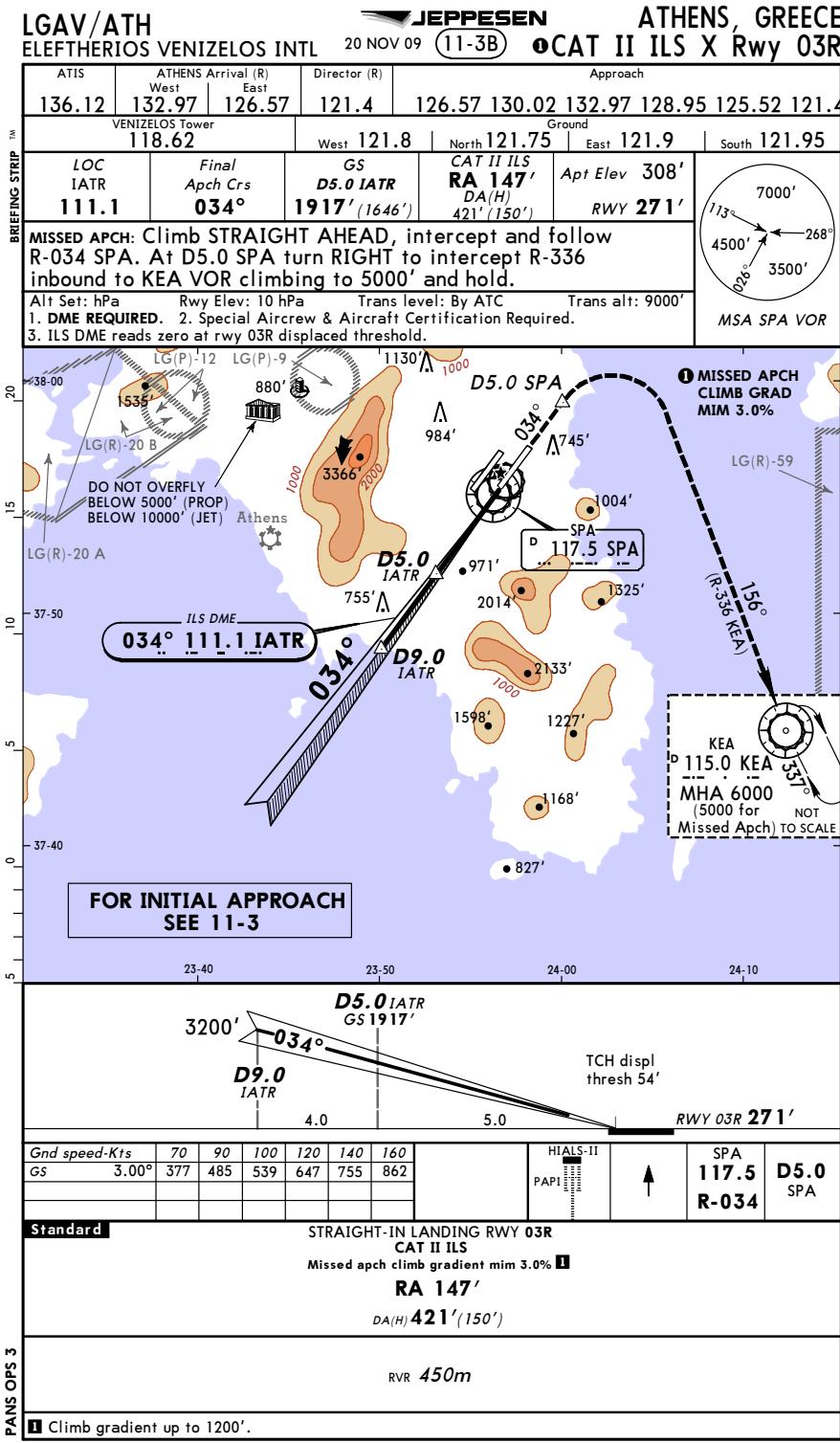
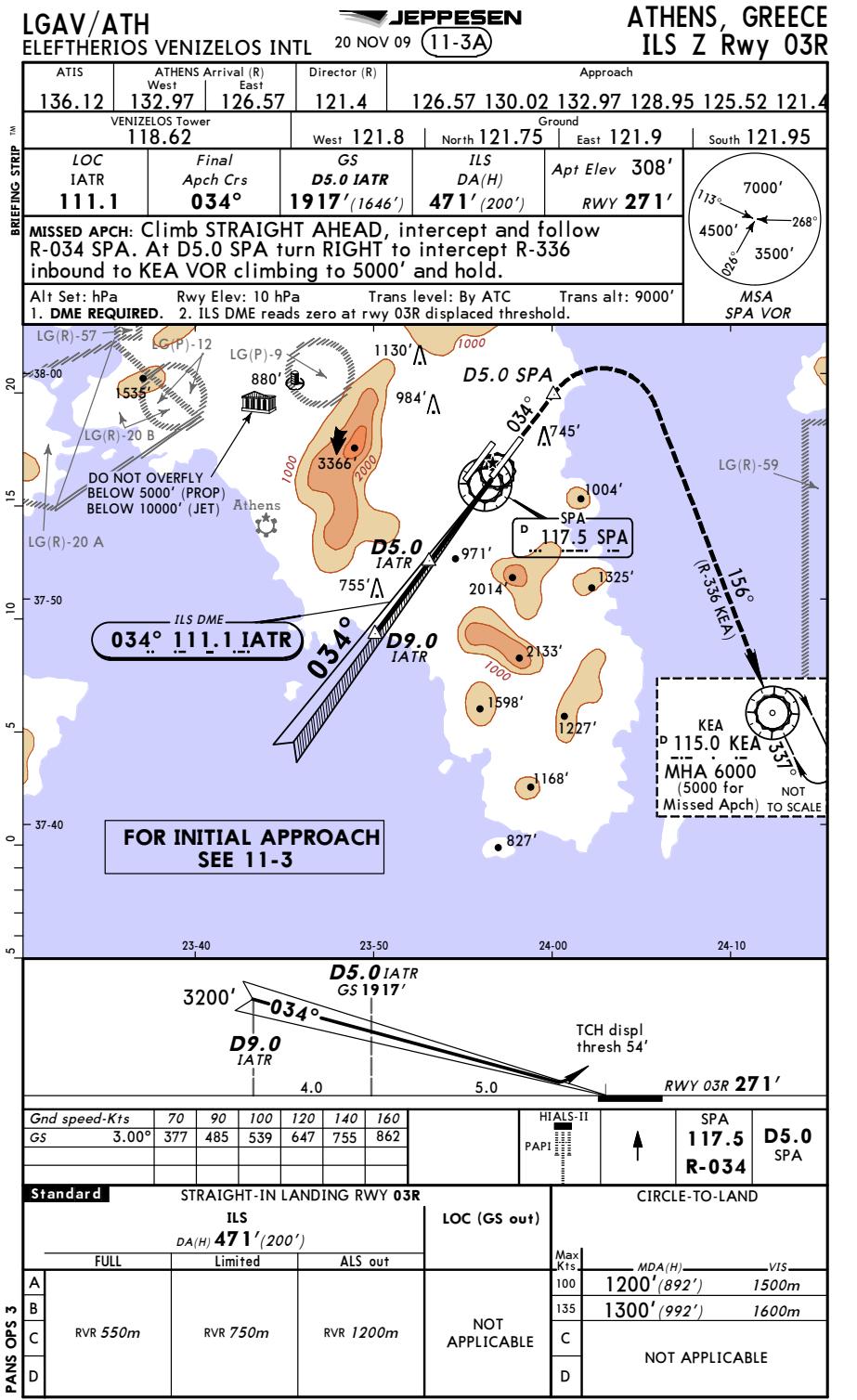
MSA SPA VOR

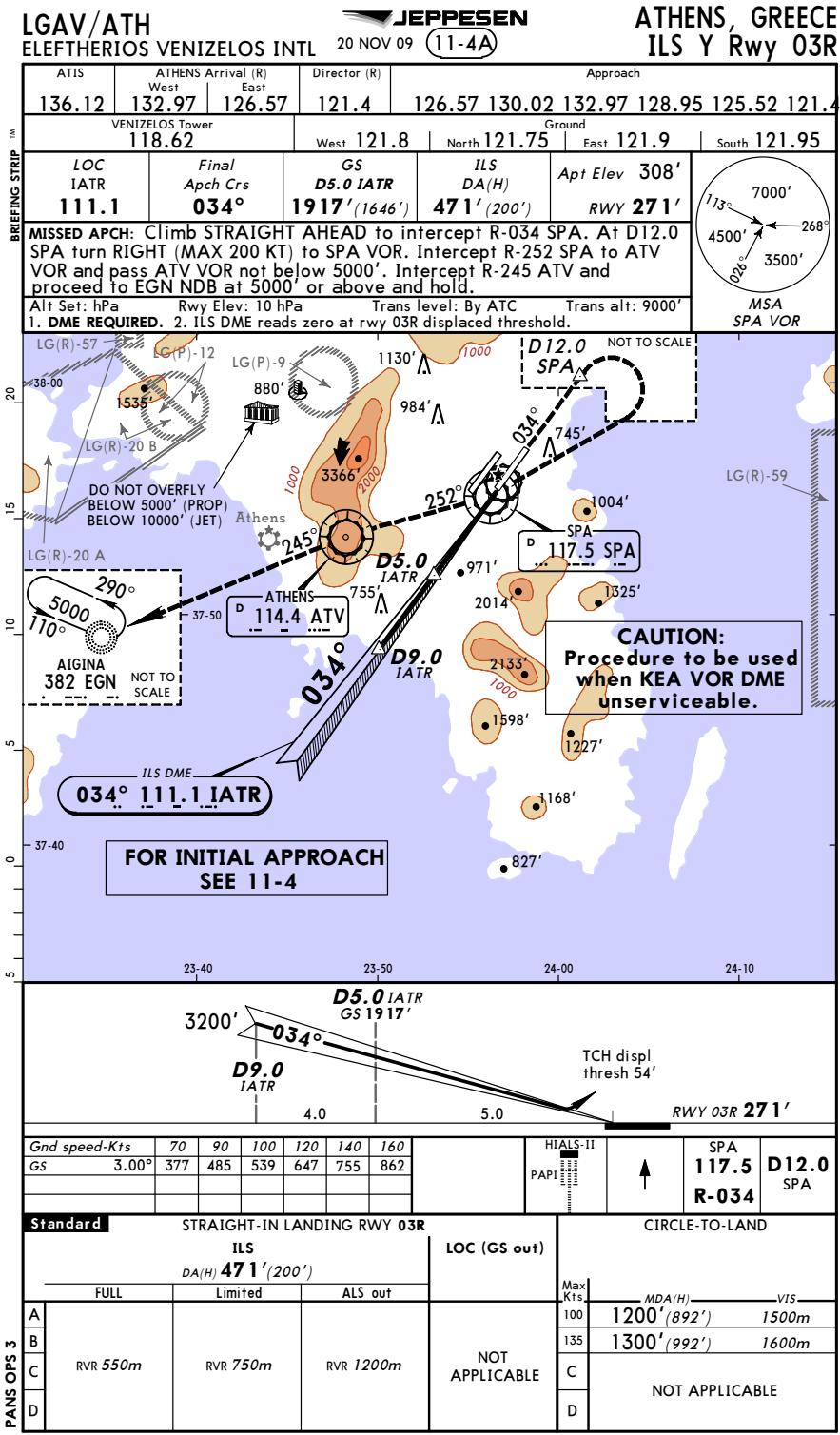
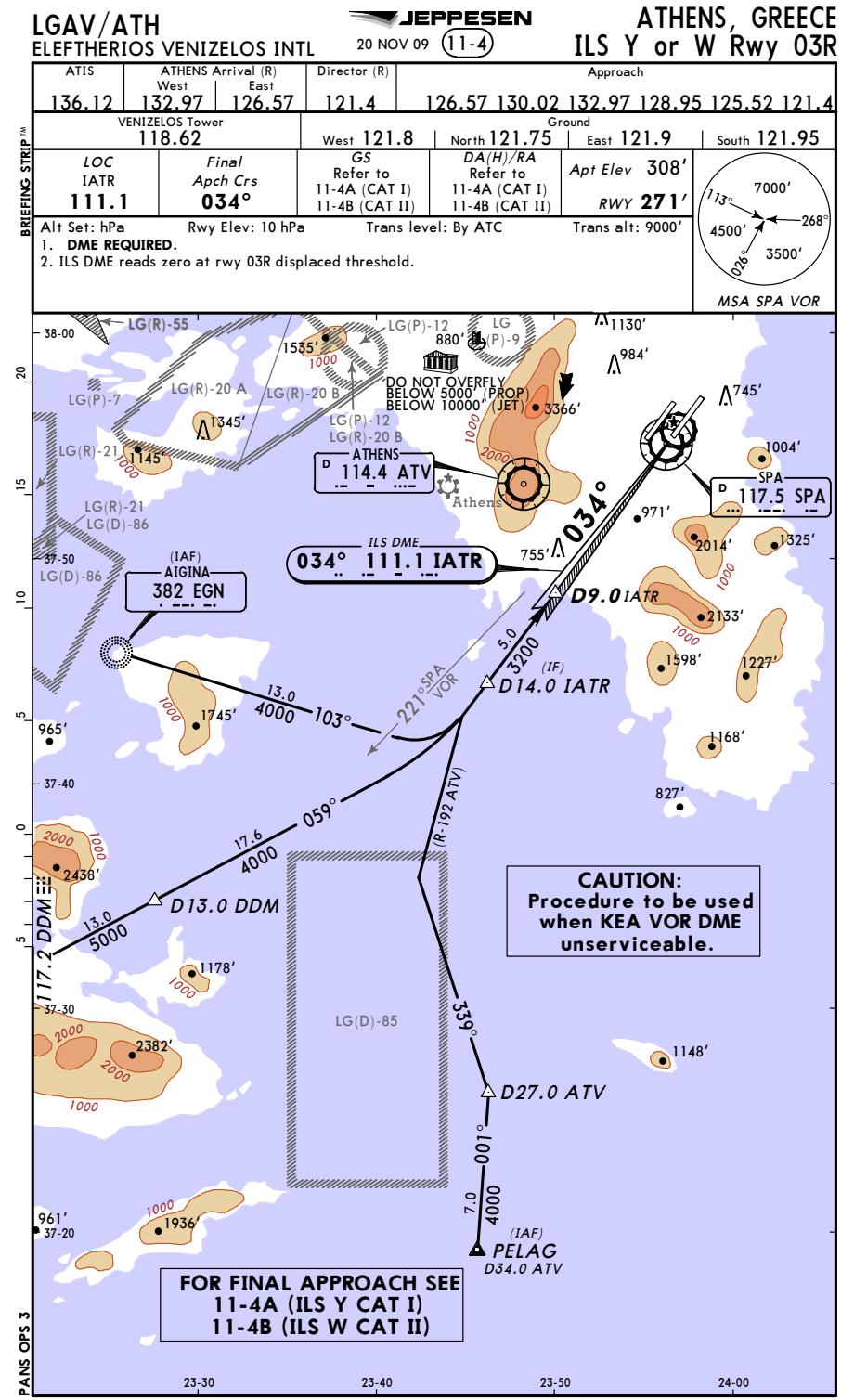


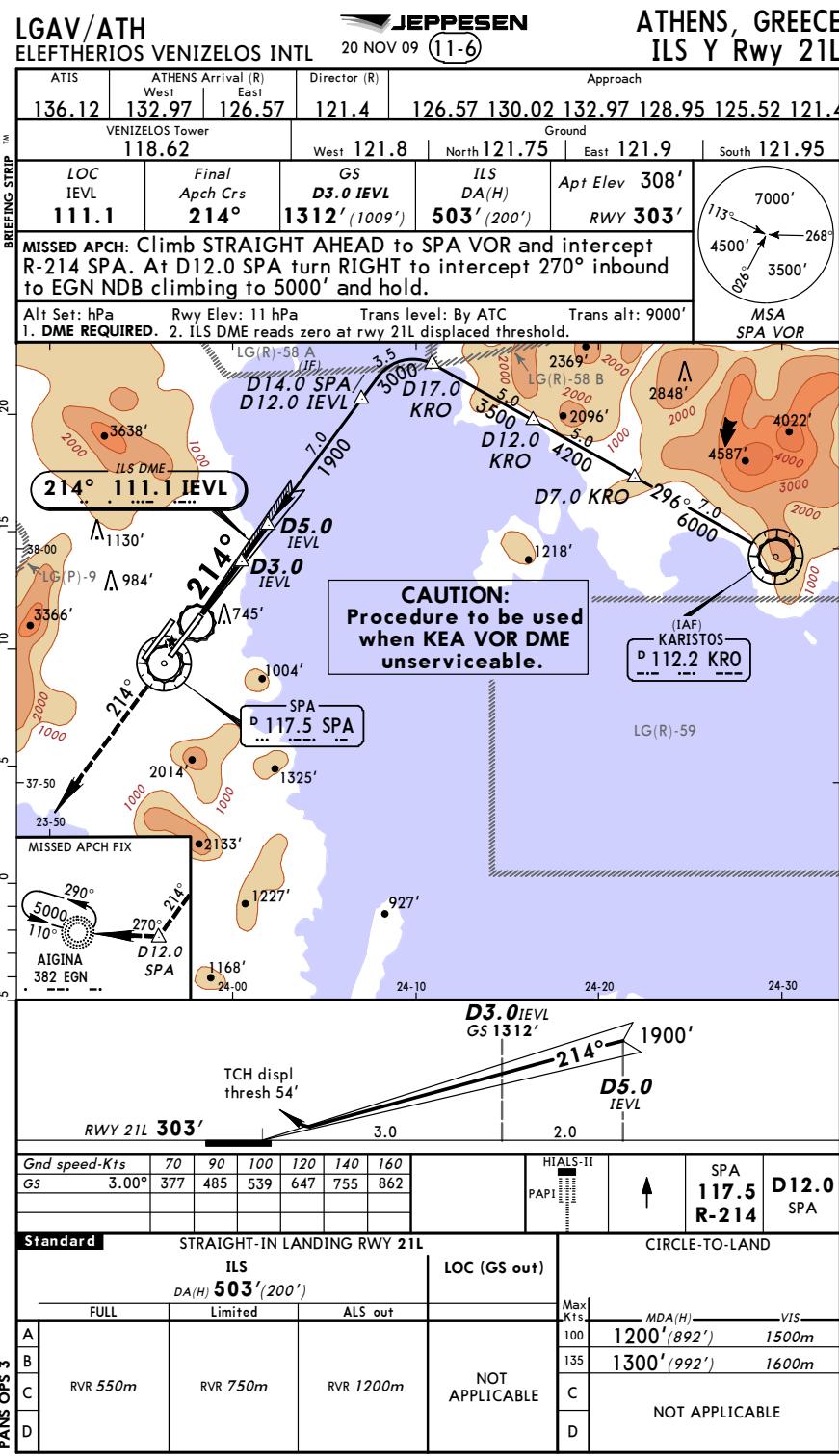
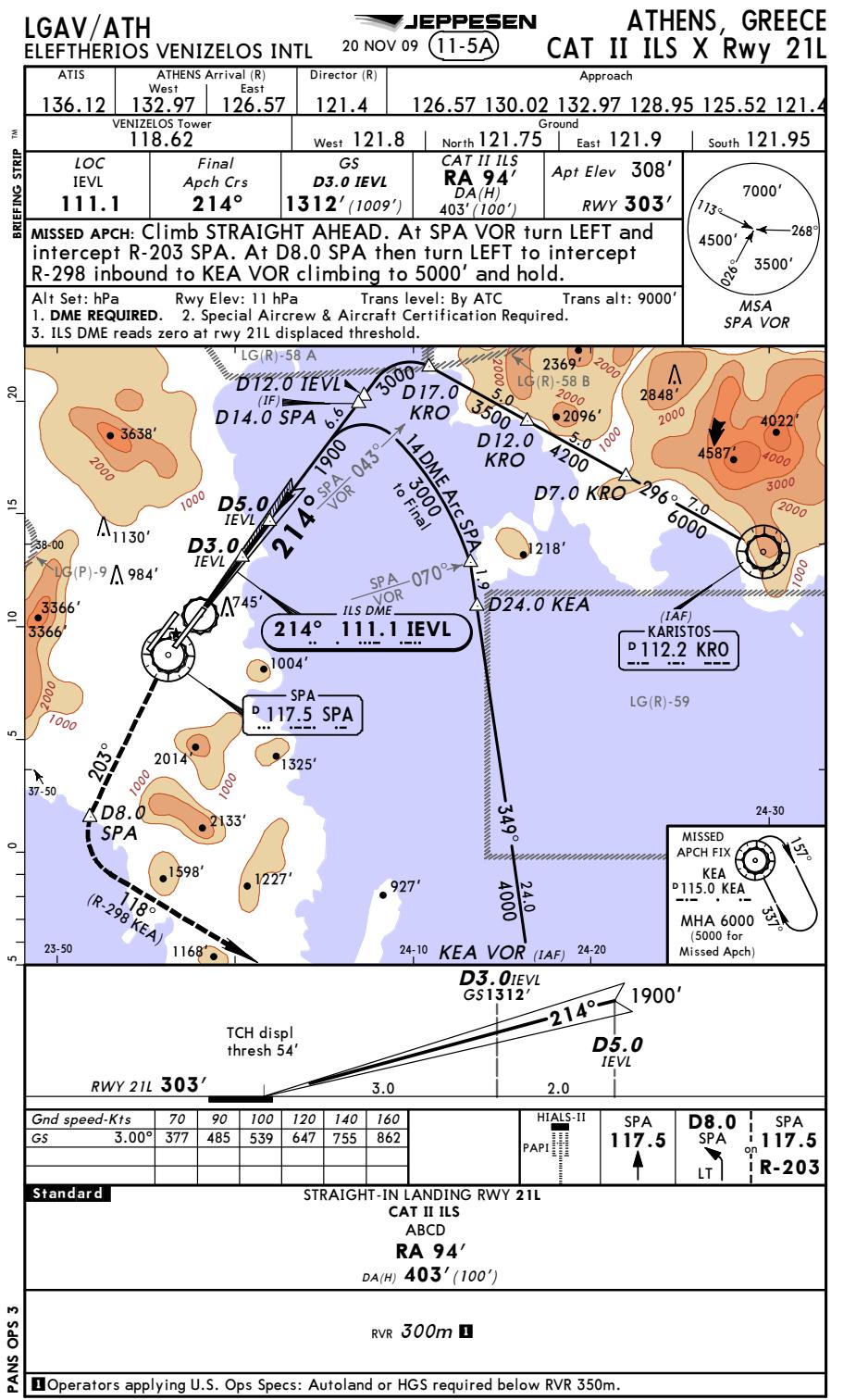


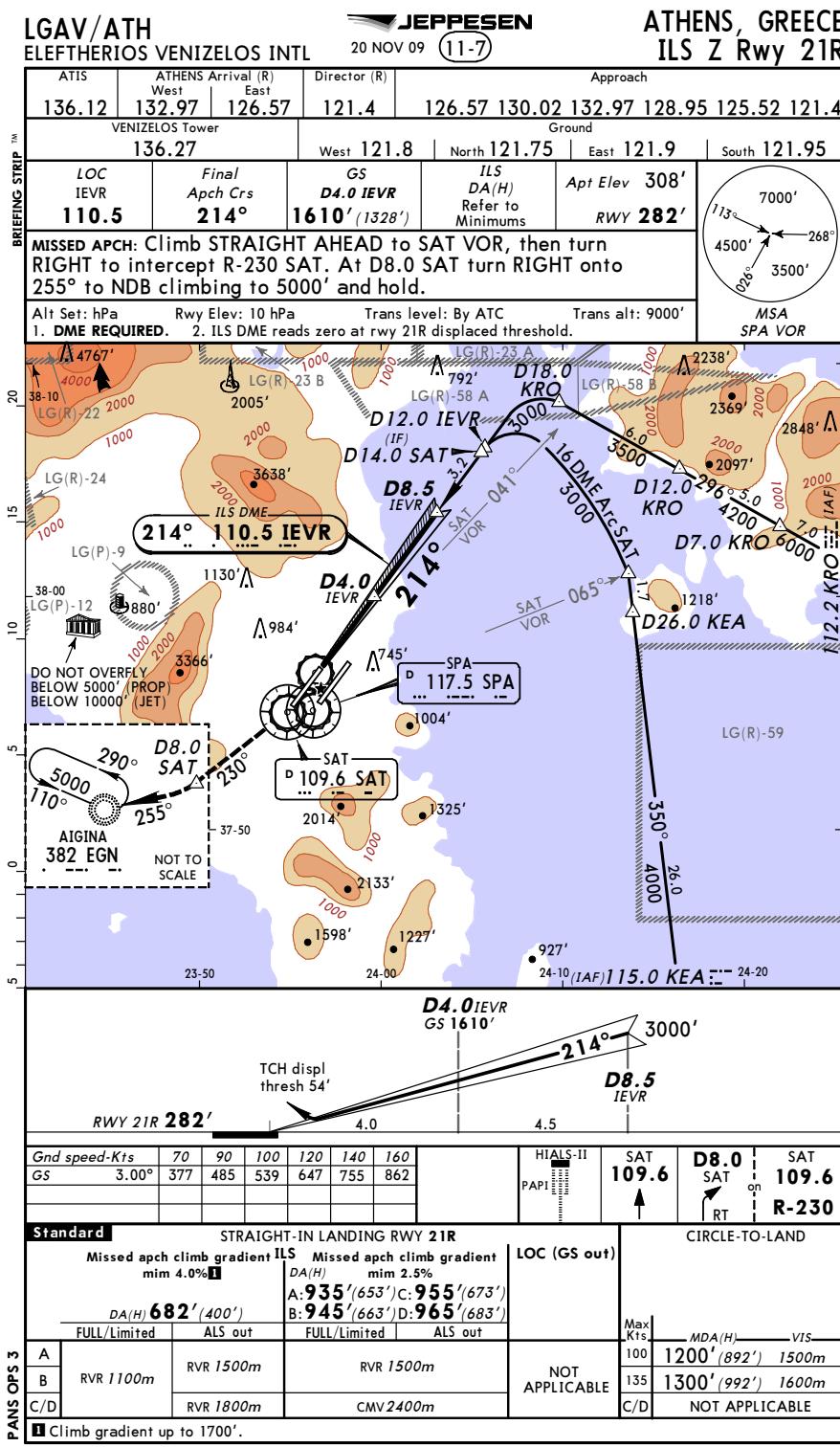
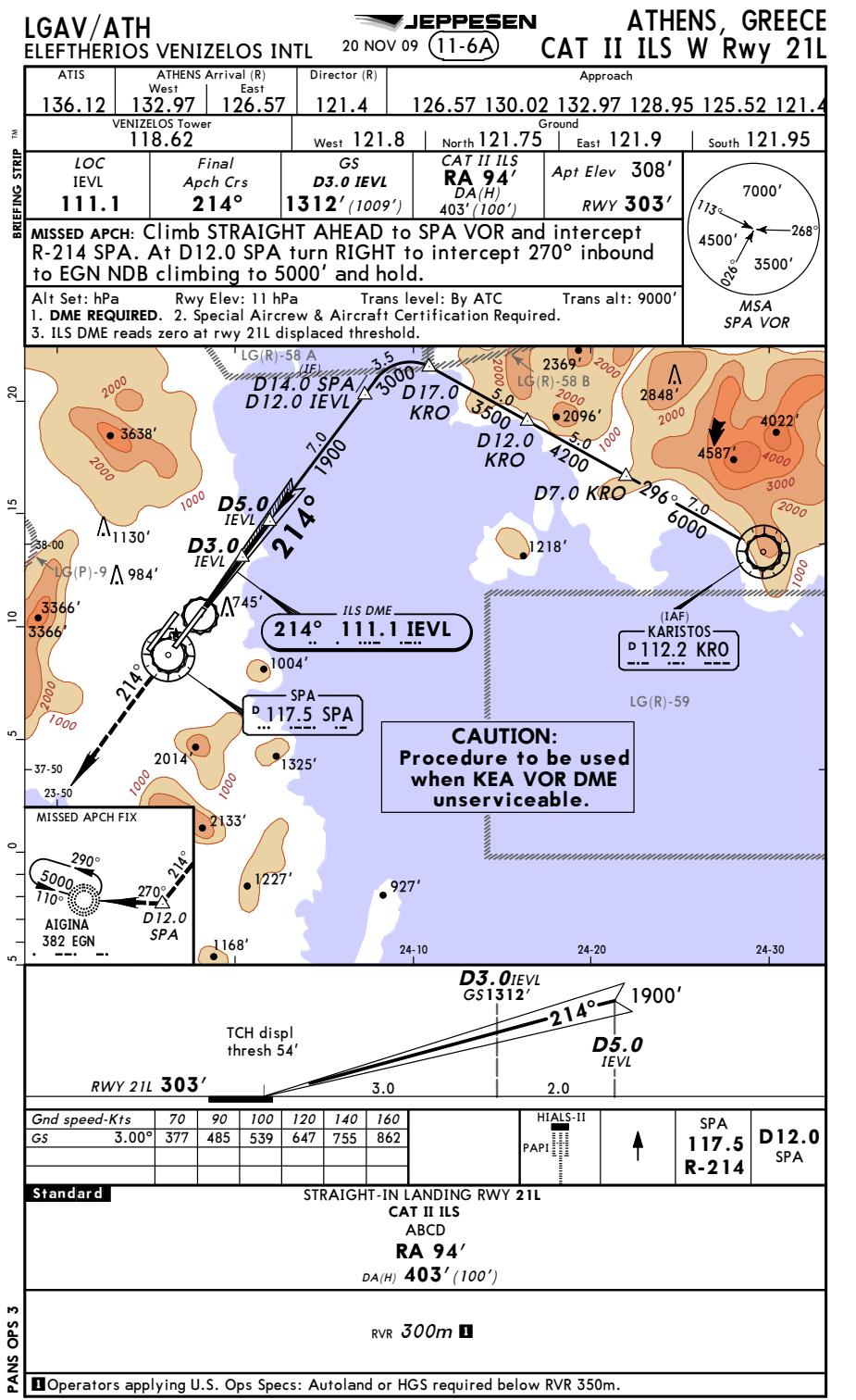


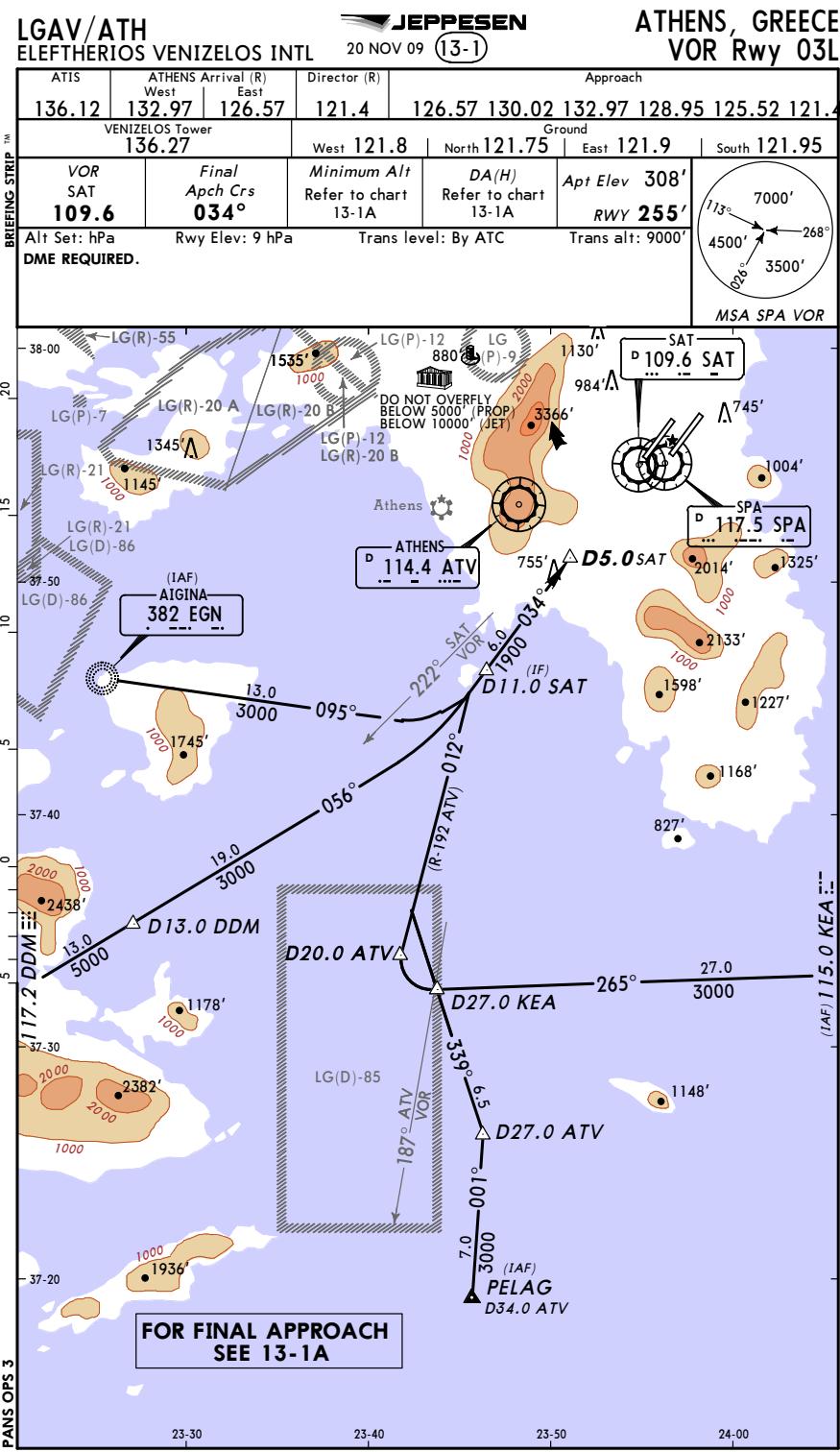
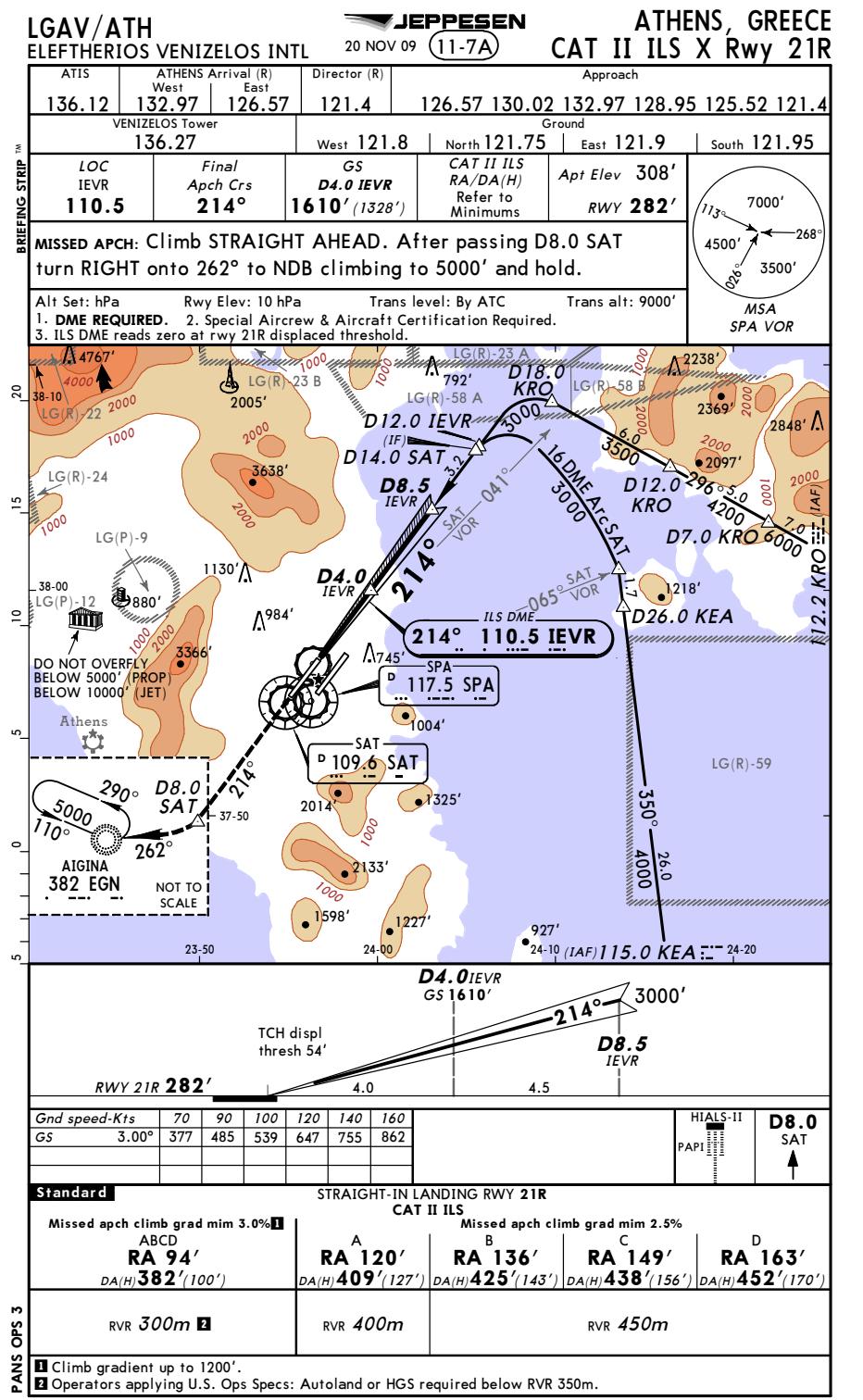


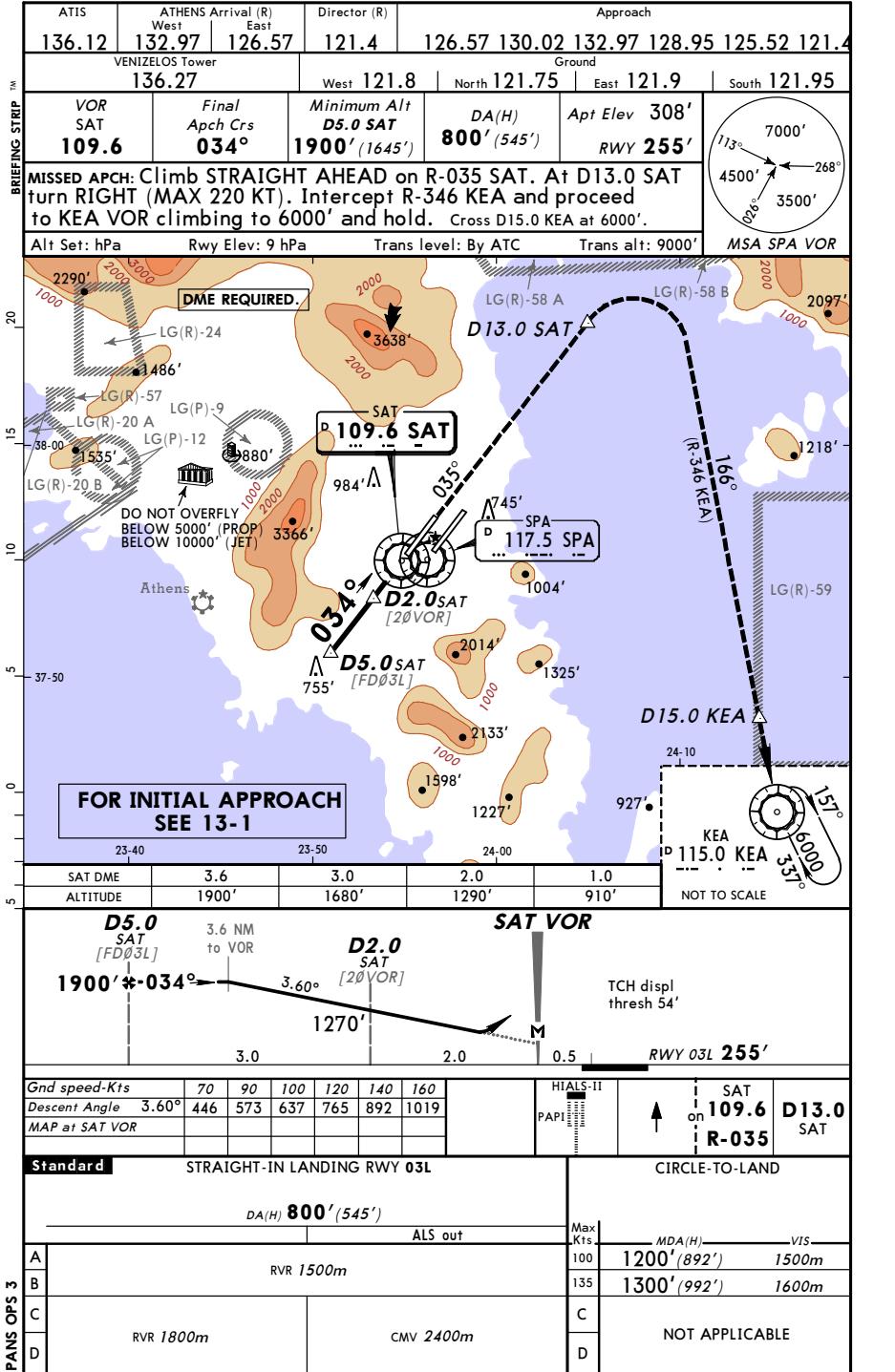
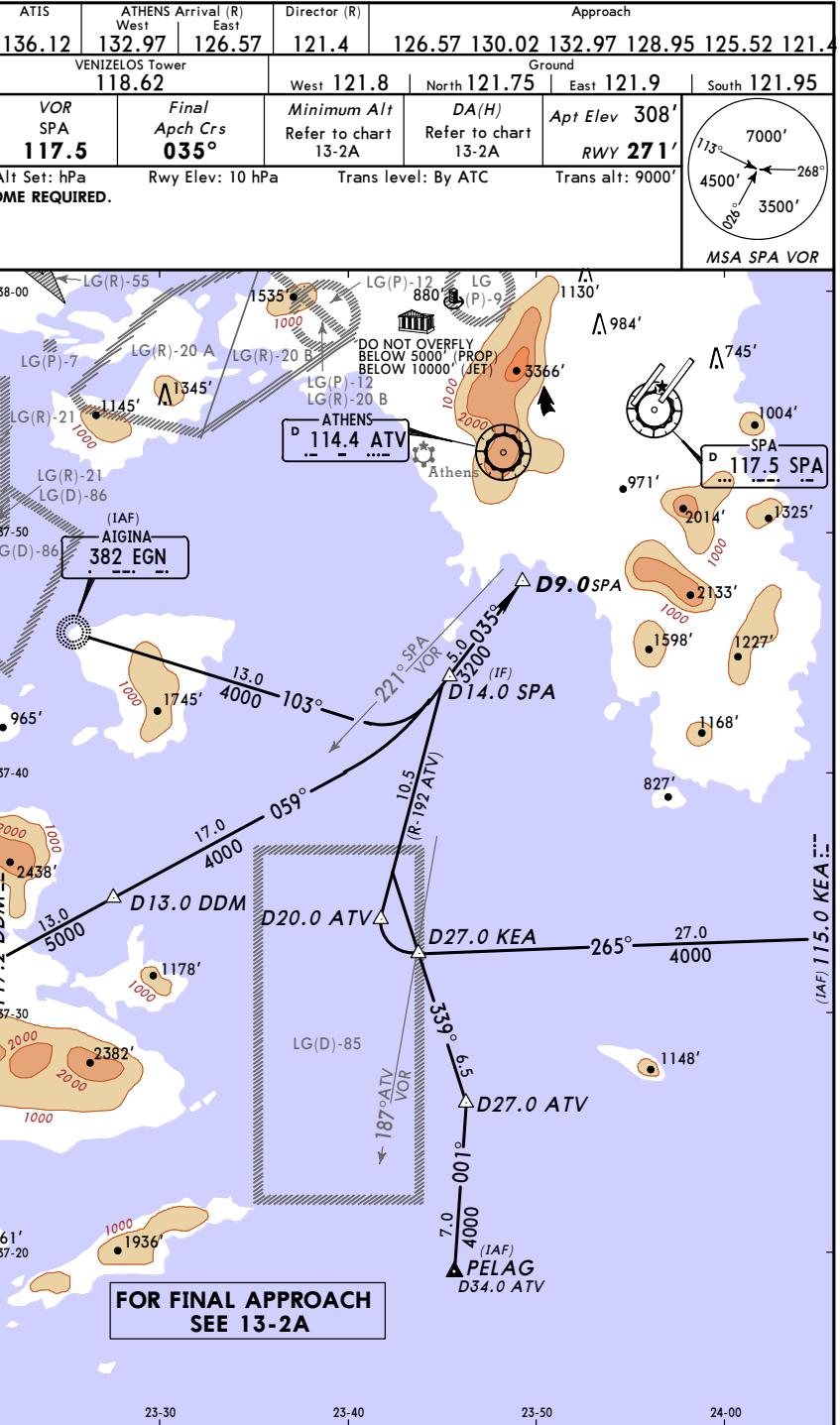










LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 20 NOV 09 (13-1A)

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 20 NOV 09 (13-2)


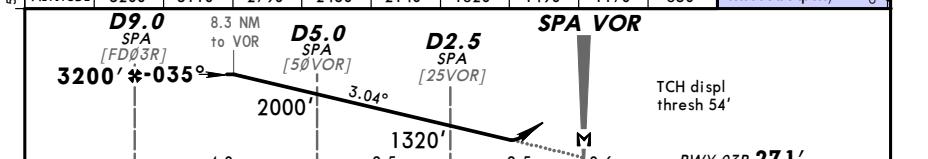
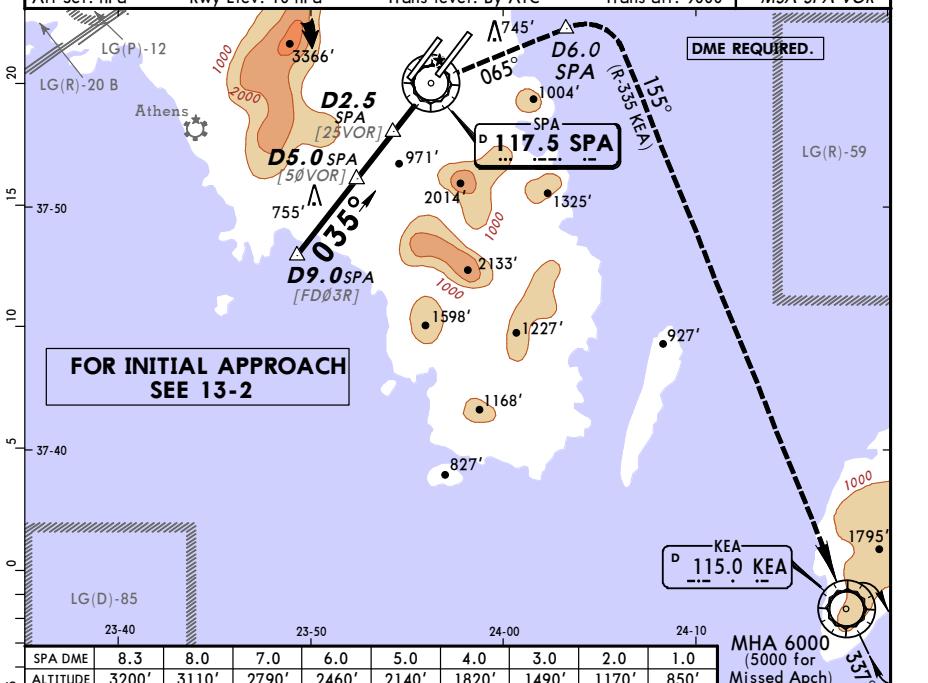
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 20 NOV 09 (13-2A)

ATHENS, GREECE
VOR Rwy 03R

ATIS	ATHENS Arrival (R)		Director (R)	Approach				
	West	East						
136.12	132.97	126.57	121.4	126.57	130.02	132.97	128.95	125.52
VENIZELOS Tower								
118.62	West 121.8			Ground				
VOR SPA	Final Apch Crs	Minimum Alt D9.0 SPA	DA(H)	Apt Elev	308'			
117.5	035°	3200' (2929')	690' (419')	RWY 271'				

MISSED APCH: Turn RIGHT as soon as practicable to intercept R-065 SPA. At D6.0 SPA turn RIGHT (MAX 200 KT) to intercept R-335 KEA climbing to 5000'. Do not turn before passing MAP.

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



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

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

CHANGES: Note. Minimums.

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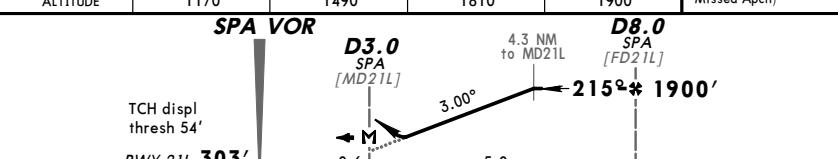
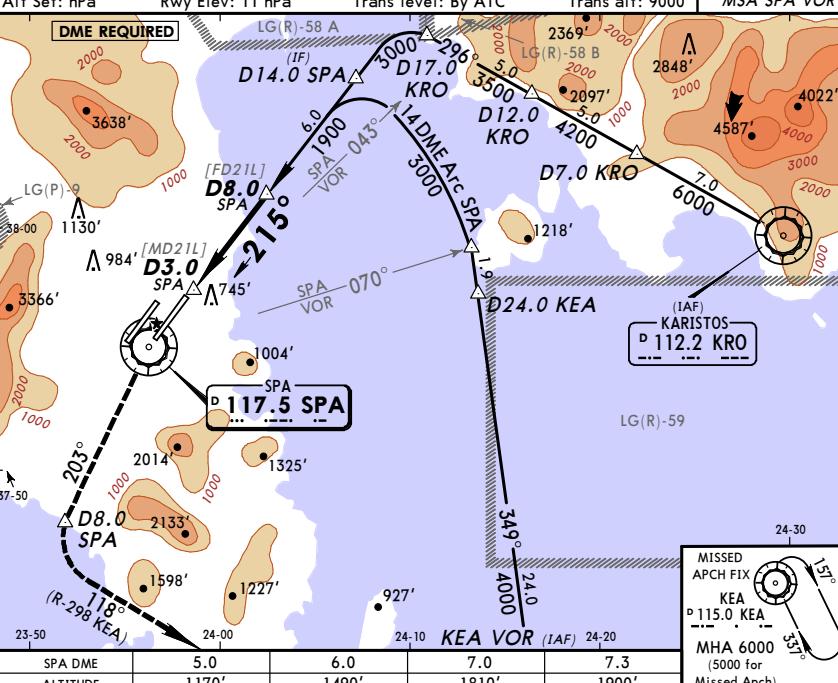
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 20 NOV 09 (13-3)

ATHENS, GREECE
VOR Rwy 21L

ATIS	ATHENS Arrival (R)		Director (R)	Approach				
	West	East						
136.12	132.97	126.57	121.4	126.57	130.02	132.97	128.95	125.52
VENIZELOS Tower								
118.62	West 121.8			Ground				
VOR SPA	Final Apch Crs	Minimum Alt D8.0 SPA	DA(H)	Apt Elev	308'			
117.5	215°	1900' (1597')	690' (727')	RWY 303'				

MISSED APCH: Climb STRAIGHT AHEAD. At SPA VOR turn LEFT and intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept R-298 inbound to KEA VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 9000' MSA SPA VOR

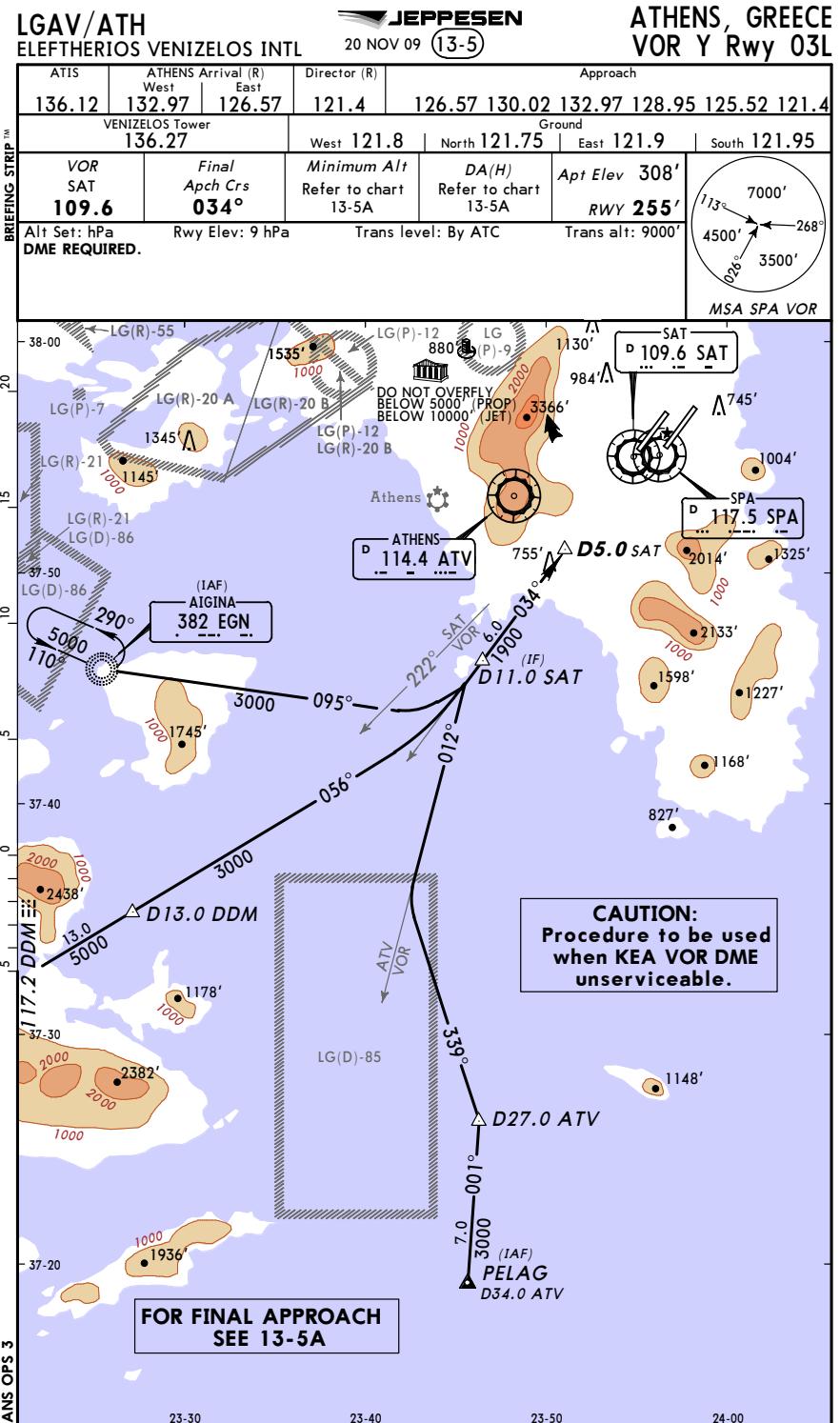
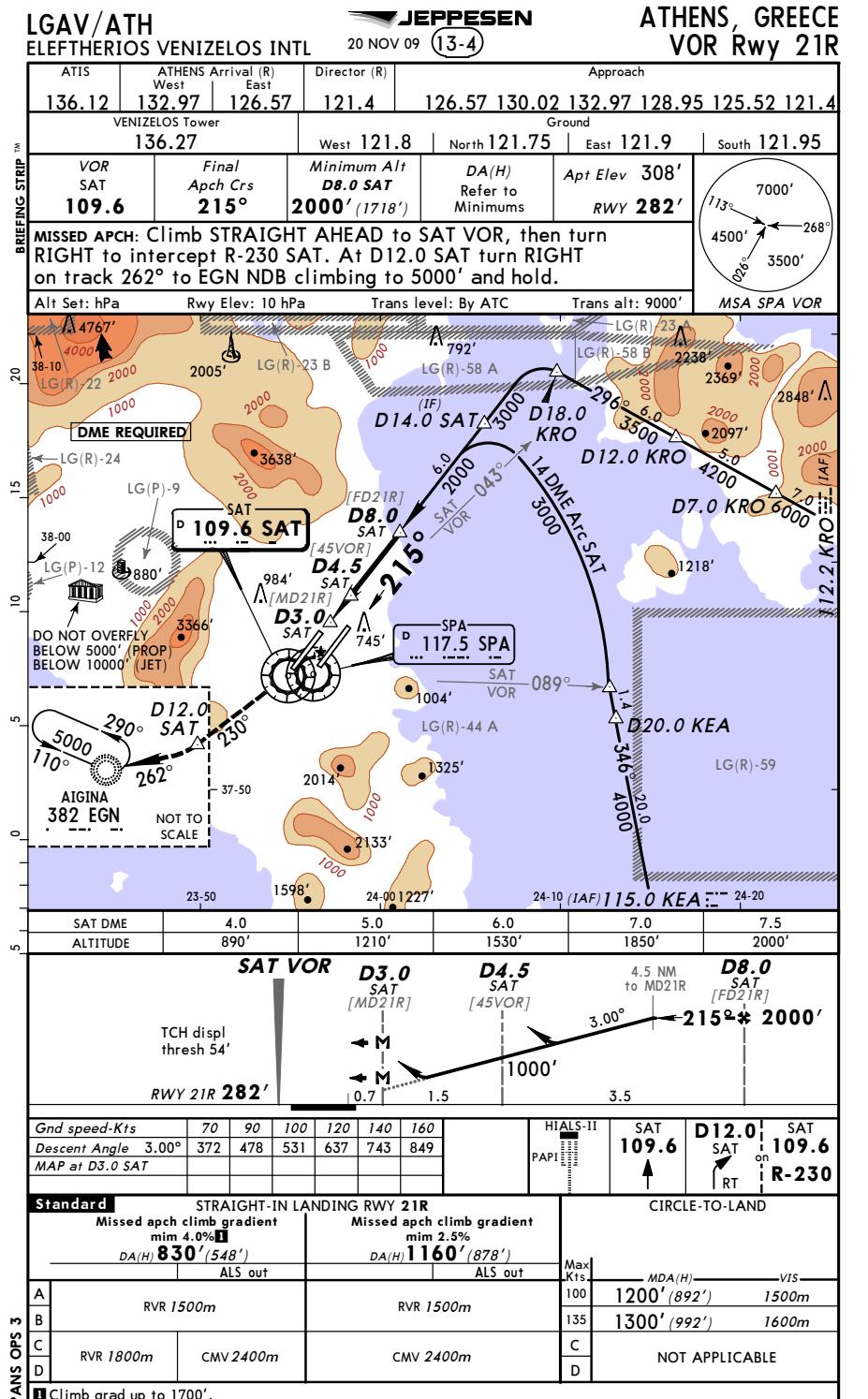


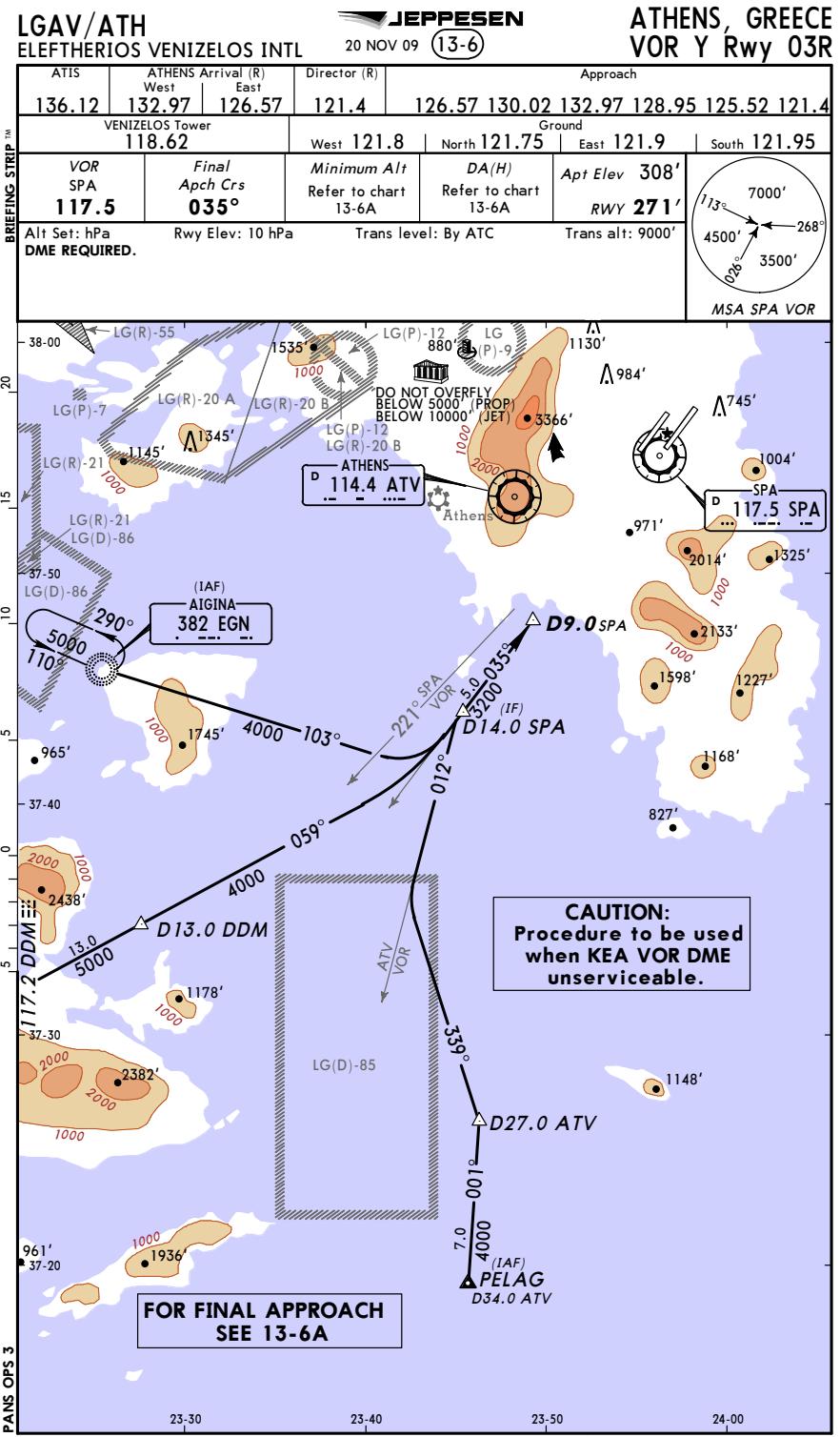
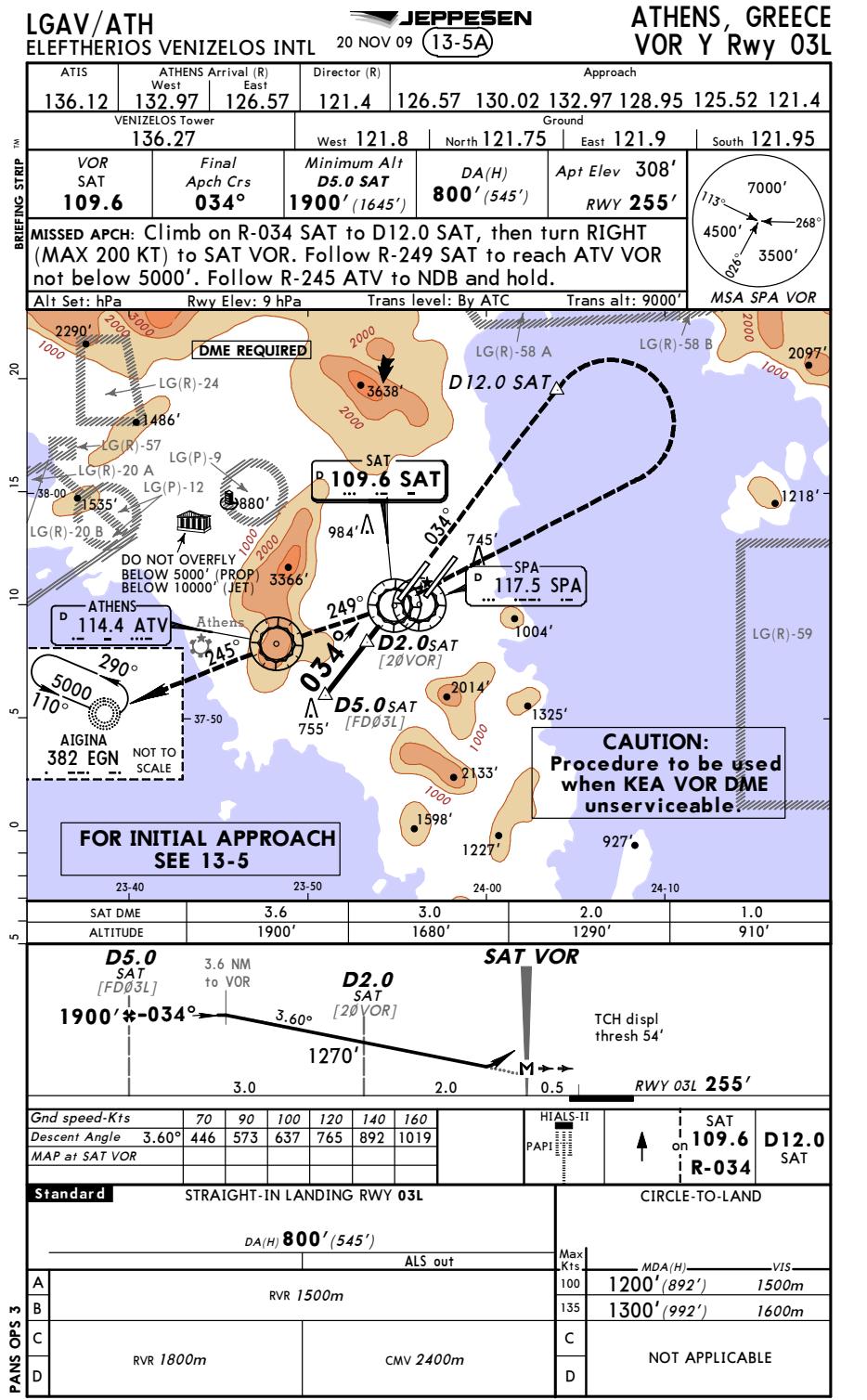
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	As soon as practicable	SPA	D8.0
Descent Angle	3.00°	372	478	531	637	743	PAPI		117.5	D8.0 SPA
MAP at D3.0 SPA									R-203	

Standard		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
DA(H) 1030' (727')		ALS out		Max Kts	
A		RVR 1500m		100	MDA(H) 1200' (892') 1500m
B		RVR 1200m		135	1300' (992') 1600m
C		RVR 1900m		C	NOT APPLICABLE
D				D	

CHANGES: Minimums.

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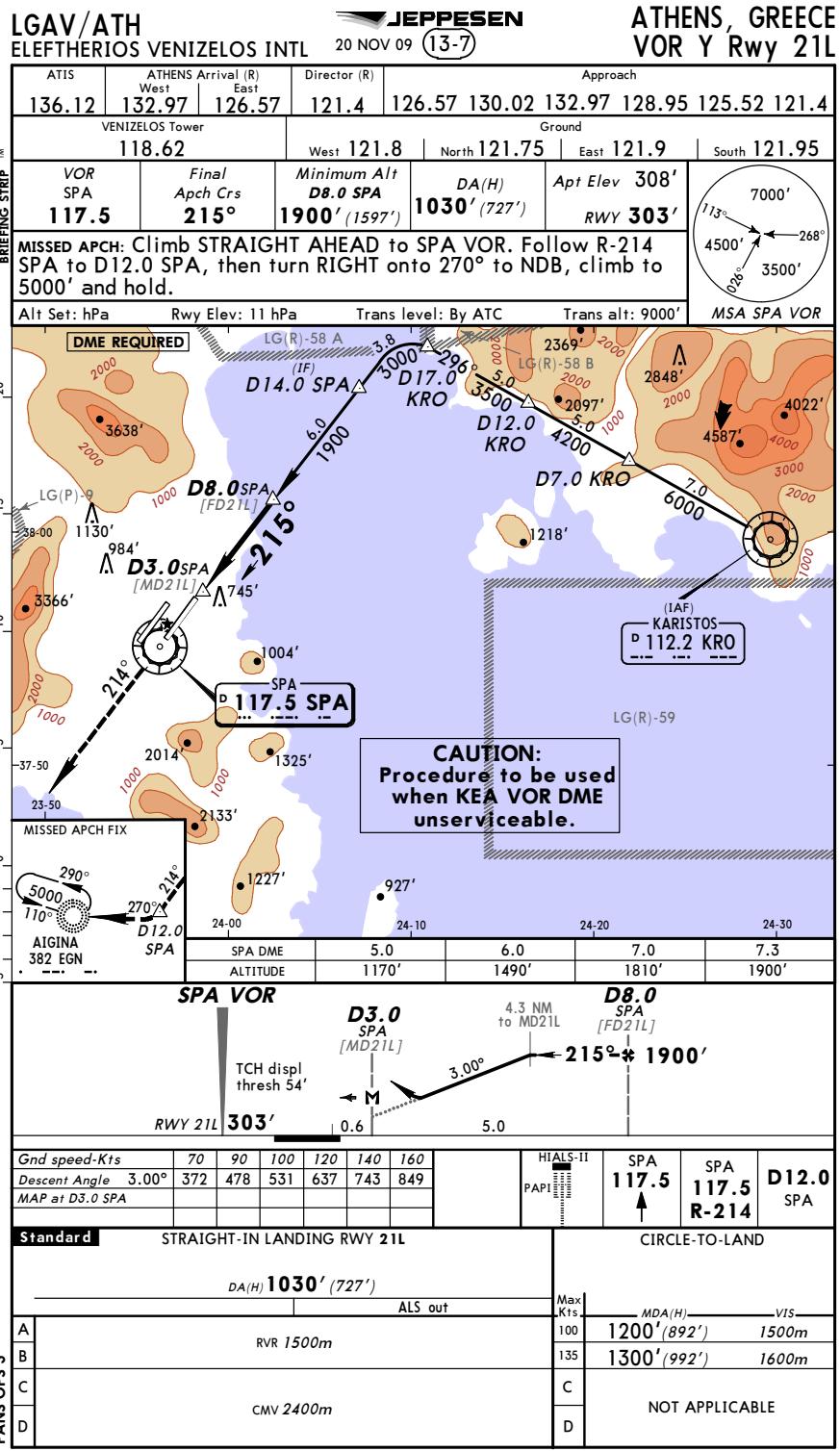
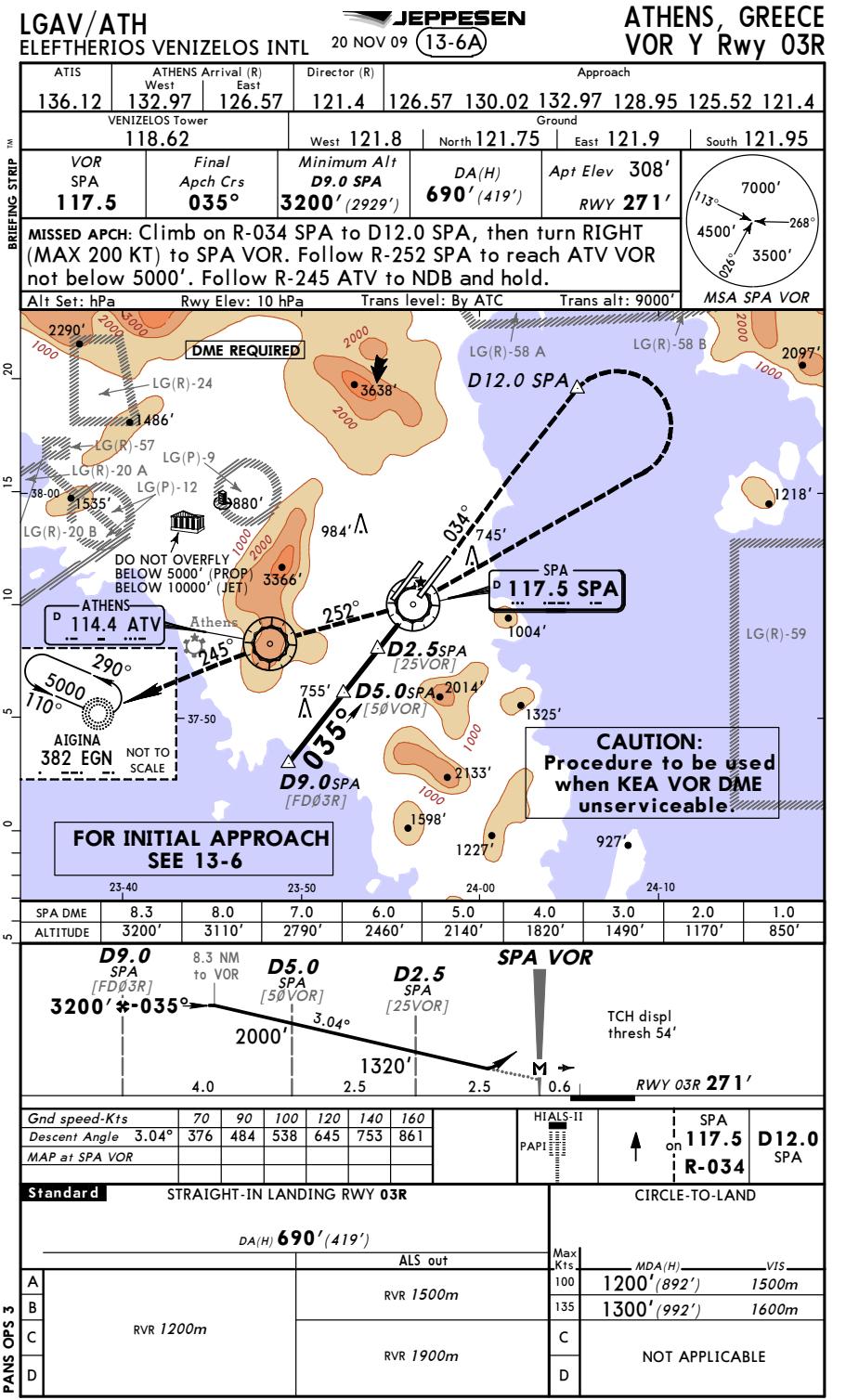




Chart changes since cycle 11-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ATHENS, (ELEFTHERIOS VENIZELOS INTL - LGAV)



TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGAV