General Info
Athens, GRC
N 37° 56.2’ E 23° 56.7’ Mag Var: 2.7°E
Elevation: 308’
Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: 100LL, Jet A-1
Time Zone Info: GMT+2:00 uses DST

Runway Info
Runway 03L-21R 12467’ x 148’ asphalt
Runway 03R-21L 13123’ x 148’ asphalt
Runway 03L (34.0°M) TDZE 255’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 984’
Runway 03R (34.0°M) TDZE 271’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 984’
Runway 21L (214.0°M) TDZE 303’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 984’
Runway 21R (214.0°M) TDZE 282’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 984’

Communications Info
ATIS 136.125
Venizelos Tower 136.275
Venizelos Tower 118.625
Venizelos Tower 278.70 Military
Venizelos Tower 122.1
Venizelos Tower 257.80 Military
Eleftherios Venizelos Ground Control 121.95
Eleftherios Venizelos Ground Control 121.9
Eleftherios Venizelos Ground Control 121.8
Eleftherios Venizelos Ground Control 121.75
Eleftherios Venizelos Ground Control 280.55 Military
Eleftherios Venizelos Ground Control 279.20 Military
Venizelos Clearance Delivery 118.675
Venizelos Clearance Delivery 280.55 Military
Athens Approach Control 132.975
Athens Approach Control 131.175
Athens Approach Control 130.025
Athens Approach Control 128.95
Athens Approach Control 126.575
Athens Approach Control 125.525
Athens Approach Control 124.025
Athens Approach Control 299.50 Military
Athinal Departure Radar 128.95 Departure Service
Athinal Departure Radar 299.50 Departure Service Military
Athens Director Radar 121.4
Athens Arrival Radar 126.575 Arrival Service
Venizelos Radio 5637
Venizelos Radio 2989
Venizelos Information 136.025 AFIS
Venizelos Information 278.70 Military

Notebook Info
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 Venizekos 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

Deviation 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 visibility 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.

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.

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 indispensible 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.
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.

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.

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 to the rules of tables 1 & 2.
Table 1: All ACFT parking positions except B30 to B45

<table>
<thead>
<tr>
<th>ACFT code</th>
<th>Simultaneous push-back from adjacent parking positions</th>
<th>Limitations to the adjacent parking position in front of the push-back ACFT</th>
<th>Limitations to the adjacent parking position behind the push-back ACFT</th>
<th>Limitations to the second adjacent parking position behind the push-back ACFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>ACFT movement is allowed (except ACFT of ICAO code E to parking positions B13/815).</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>D</td>
<td>Not allowed</td>
<td>ACFT movement is not allowed.</td>
<td>ACFT movement is not allowed.</td>
<td>ACFT movement is not allowed.</td>
</tr>
<tr>
<td>E</td>
<td>ACFT movement is allowed (except ACFT of ICAO code D and E to parking positions B13/815).</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Table 2: ACFT parking positions B30 to B45

<table>
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<tr>
<th>ACFT code</th>
<th>Simultaneous push-back from adjacent parking positions</th>
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<th>Limitations to the second adjacent parking position behind the push-back ACFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>ACFT movement is allowed</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>D</td>
<td>Not allowed</td>
<td>ACFT movement is not allowed.</td>
<td>None</td>
</tr>
<tr>
<td>E</td>
<td>ACFT movement is allowed</td>
<td>None</td>
<td>ACFT movement is not allowed.</td>
</tr>
</tbody>
</table>

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 afloat the lead-in line of an adjacent parking position. Starting up engines for ACFT requiring push-back is commence when the ACFT is aligned 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

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

<table>
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<tr>
<th>ACFT code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>ACFT movement is allowed</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>D</td>
<td>Not allowed</td>
<td>ACFT movement is not allowed.</td>
<td>None</td>
</tr>
<tr>
<td>E</td>
<td>ACFT movement is allowed</td>
<td>None</td>
<td>ACFT movement is not allowed.</td>
</tr>
</tbody>
</table>
**RWY 21L/R ARRIVALS**

- **ASTOV 1B** [ASTO1B]
- **KEPIR 1A** [KEPI1A]
- **ABLON 1B** [ABLO1B]

**CHANGES:**
- **30 DEC 05**
- **MAX 240 KT for Jet aircraft.**
- **MAX 180 KT for Conventional aircraft when entering Athens TMA below FL220.**

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

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**SPEED RESTRICTION**

Max 240 KT for Jet aircraft.
Max 180 KT for Conventional aircraft when entering Athens TMA below FL220.

**CHANGES:**

STAR XORKI 1C established.

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[Diagram showing flight paths and altitude changes with various waypoints and speed restrictions.]
ATHENS Departure 128.95

SID ROUTING

Kepir 1J [Kepiring], Nevra 1J [Nevring], Nevra 1K [Nevring], Sorev 2J [Sorev2], Varix 1J [Varix1], Varix 1K [Varix1K]

RWY 03L DEPARTURES

NEVRA 1J

Do not climb above 4000' until reaching D14 KRO unless cleared by ATC.

NEVRA 1K

NET or above 9000' and as by ATC

NeVra 1M

Climb to and maintain 4000' until D14 KRO

SOREV 2J

Net or above 9000' and as by ATC

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

INITIAL CLIMB

Climb on SAT R-033, at D12 SAT turn RIGHT. Intercept KRO R-286 inbound.

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-014 to Nevra.

SoRev 2J

On KRO R-286 inbound to D8 KRO, turn RIGHT to KEA, KEA R-165 to SoRev.

Varix 1L

On KRO R-286 inbound to KRO, turn RIGHT, KRO R-143 to Varix.

Initial climb clearance 7000'

These SIDs require minimum climb gradients of

- 304' per NM (5%)
- 352' per NM (5.8%)

Chains: Initial climb revised; MEAs established.

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

**Initial climb clearance 9000'**

**SID**
- **KEPIR 1K**
  - Climb on 034° track to SPA 9 DME (ATV 14.5 DME, turn RIGHT, 109° track, intercept ATV R-064 to KEPIR).

**Initial climb-clearance routes (9000')**

- **KEPIR 1K**
  - Climb on 034° track to SPA 9 DME (ATV 14.5 DME, turn RIGHT, 109° track, intercept ATV R-064 to KEPIR).

**SID**
- **NEVRA 1N**
  - Climb on 034° track to SPA 9 DME (ATV 14.5 DME, turn RIGHT, 109° track, intercept ATV R-062 to NEVRA).
**ASTOV 2D, VELOP 2D**

346' per NM (5.7%) up to 6000', 425' per NM (7%) up to 7000' for ATC purposes.

**ASTOV 2L, NEMES 2L, VELOP 2L**

304' per NM (5%) up to 7000' for ATC purposes.

**Grid speed-KT**

<table>
<thead>
<tr>
<th>Grid</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>N37 42.4 E022 32.1</td>
<td>532</td>
<td>709</td>
<td>1063</td>
<td>1418</td>
<td>1772</td>
<td>2126</td>
</tr>
<tr>
<td>346' per NM</td>
<td>75</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>N37 55.3 E022 48.3</td>
<td>433</td>
<td>577</td>
<td>866</td>
<td>1152</td>
<td>1443</td>
<td>1732</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

**Letter D designated SIDs:**

- MAX 210 KT for initial turns, bank angle 15°.
- Restrictions in climb to a maximum altitude are applied in case of a radar failure, lost communications, or when not otherwise instructed by ATC.
- To obtain vertical separation with simultaneous departure from RWY 03L.

**Letter L designated SIDs:**

- MAX 240 KT for turns, bank angle 25°.

These SIDs require minimum climb gradients of:

**ASTOV 1Q, VELOP 1Q**

- Initial climb clearance FL100

**ASTOV 2L, NEMES 2L, VELOP 2L**

- Initial climb clearance 7000'

**ASTOV 2D, VELOP 2D**

- Initial climb clearance 9000'

**INITIAL CLIMB/ROUTING**

**ASTOV 2D**

Climb on SAT, R-033. At D11 SAT turn LEFT to ATV, ATV R-226 to DDM. Turn RIGHT, R-261 to ASTOV.

**ASTOV 2L**

Climb on SAT, R-033. At D12 SAT turn RIGHT, intercept KRO R-286 inbound to D9 KRO. Turn LEFT to ATV, ATV R-226 to DDM. Turn RIGHT, R-291 to NEMES.

**VELOP 2D**

Climb on SAT, R-033. At D11 SAT turn LEFT to ATV, ATV R-226 to DDM. Turn LEFT, DDM R-167 to VELOP.

**VELOP 2L**

Climb on SAT, R-033. At D12 SAT turn LEFT, intercept KRO R-286 inbound to D9 KRO. Turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM. Turn LEFT, DDM R-167 to VELOP.

Restrictions in climb to a maximum altitude are applied in case of a radar failure, lost communications, or when not otherwise instructed by ATC, in order to obtain vertical separation with simultaneous departure from RWY 03R.
**TRANS LEVEL**: By ATC
**TRANS ALT**: 9000'

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

**NEW CHART.**

**CHANGES**: Initial climb revised.
**LGAV/ATH ELEFHERIOS VENIZELOS INTL**

**ATHENS, GREECE**

**SID**

**ASTOV 2H**

**VELOP 2H**

**ASTOV 2H**: Initial climb clearance FL100

**VELOP 2H**: Initial climb clearance 9000'

INITIAL CLIMB

Climb on SAT R-048, at D11, SAT turn LEFT, intercept SAT R-054 to D23. SAT, turn LEFT, 310° track, intercept TGG R-096 inbound to TGG, then to DOM.

**SID ROUTING**

ASTOV 2H: A1 DOM to ASTOV

VELOP 2H: A1 DOM to VELOP.

These SIDs require a minimum climb gradient of 425' per NM (7%) up to 9000' for ATC purposes.

- **Gnd speed-KT**: 75 100 150 200 250 300
- **425' per NM**: 532 709 1063 1418 1772 2127

**VELOP 1F**

**ASTOV 1F**

**NEMES 1F**

**INITIAL CLIMB**

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

**SID ROUTING**

ASTOV 1F: A1 DOM to ASTOV

NEMES 1F: A1 DOM to NEMES

VELOP 1F: A1 DOM to VELOP.

These SIDs require a minimum climb gradient of 243' per NM 700', whichever is later.

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

**VELOP 1F**: Initial climb clearance 6000'

**ASTOV 1F**: Initial climb clearance 6000'

**NEMES 1F**: 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: A1 DOM to ASTOV

NEMES 1F: A1 DOM to NEMES

VELOP 1F: A1 DOM to VELOP.

These SIDs require a minimum climb gradient of 243' per NM 700', whichever is later.

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

**NEMES 1F**: Initial climb clearance 6000'

**ASTOV 1F**: Initial climb clearance 6000'
Initial climb clearance FL100

At or above FL100 and as by ATC

Initial climb clearance 7000'

At or above FL100 and as by ATC

These SIDs require minimum climb gradients of

Sid 250 KIAS for initial turns, bank angles 15°.

Initial climb revised.
AR-Ops

Take-off 1

All Runs

Approved LVP must be in force

LVP

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

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL, CL, &amp; multi. RVR req</th>
<th>RL, CL, &amp; multi. RVR req</th>
<th>RCLM (DAY only) or RL</th>
<th>RCLM (DAY only) or RL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>03L</td>
<td>125m</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
</tr>
<tr>
<td>21R</td>
<td>125m</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
</tr>
<tr>
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<td>125m</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
</tr>
</tbody>
</table>
Alternative markings in addition to stands F02, F04, F06 and F08 for stands F02A to F08H.
### 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)

- **RED**
  - **LEFT** of centerline. Turn towards **GREEN**.

- **GREEN**
  - Aircraft on centerline.

- **GREEN**
  - **RIGHT** of centerline. Turn towards **GREEN**. (RIGHT)

- **YELLOW** CENTERLINE GUIDANCE ELEMENT

- **STOP ELEMENT MARKER BOARD**

#### C. STOP ELEMENT (PAPA)

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

**LIGHT TUBE**

**SIGHTING SLOT**

**B-747** stop.

**SIGHTING SLOT**

**B-747** other types

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

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

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**B-747** other types

**BAC 1-11** stop.

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**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types

**BAC 1-11** stop.

**OTHER TYPES**

**B-747** other types
LG(R)-20 A
23-50
South
24-00
23-40
11-1A

LGAV/ATH
ELEFHERIOS VENIZELOS INTL
ATHENS, GREECE

ATIS
ATHENS Arrival (R) 132.97
126.57
126.57 130.02 132.97 128.95 125.52 121.4

West
121.8
121.75
1 East
121.9

Aph Crs
Final
Apch Crs
Loc

GS
Refer to
11-1A (CAT I)
11-1B (CAT I)

Msr 2 SPA VOR

JeppView 3.5.2.0

JEPPESEN
ATHENS, GREECE

ILS Z or X Rwy 03L
8 JUN 07

ELEFTHERIOS VENIZELOS INTL
ATIS
Director (R) 132.97
126.57
126.57 130.02 132.97 128.95 125.52 121.4

West
121.8
121.75
1 East
121.9

Aph Crs
Final
Apch Crs
Loc

GS
Refer to
11-1A (CAT I)
11-1B (CAT I)

Msr 2 SPA VOR

JeppView 3.5.2.0

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ATHENS, GREECE

ILS Z or X Rwy 03L
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West
121.8
121.75
1 East
121.9

Aph Crs
Final
Apch Crs
Loc

GS
Refer to
11-1A (CAT I)
11-1B (CAT I)

Msr 2 SPA VOR
FOR INITIAL APPROACH SEE 11-1

**Gnd speed-Kts**  70  90  100  120  140  160
**GS**  3.00  377  485  539  647  755  862

| Operators applying U.S. Op Spec: Autoland or HGS required below RVR 350m. |

**RVR 300m**

**JAR-OPS**

**PANS-OPS 3**

**CHANGES:** Procedure title, Altimeter setting.

---

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

---

**NOT TO SCALE**

---

**FOR FINAL APPROACH SEE**

11-2A (ILS Y CAT I)  11-2B (ILS W CAT II)
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.

1. Special Aircrew & Aircraft Certification Required.
2. ILS DME reads zero at rwy 03R displaced threshold.

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

FOR INITIAL APPROACH SEE 11-3
**JEPPESEN**

**JeppView 3.5.2.0**

---

**LGAV/ATH**

**ELEFtherios VenizeLos INTl**

**ATHENS, GREECE**

**8 JUN 07**

---

**ATIS**

**Director (R)**

**Approach**

**West**

**North**

**Ground**

---

**LOC**

**Final Apch Crs**

**GS**

**ILS**

**DA(H)**

**Apt Elev**

**Rwy Elev**

---

**LGAV/ATH**

**LGAV**

**ATIS**

**Heath**

---

**JAR-OPS**

**STRAIGHT-IN LANDING Rwy 03R**

**CAT II ILS**

---

**changes:** New procedure.

---

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 01-2008.

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**LGAV/ATH**

**ELEFHERIOI TES VENIZELOS INTL**

**ATHENS, GREECE**

**ILS Z Rwy 21L**

**Approach**

**VENEZIANO Tower**

<table>
<thead>
<tr>
<th>LOC</th>
<th>IEVL</th>
<th>Final Apch Crs</th>
<th>GS</th>
<th>ILS DA(H)</th>
<th>Aptr Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>001</td>
<td>214° D3.0 IEVL</td>
<td>1312° (100')</td>
<td>130° (300')</td>
<td>203°</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>358°</td>
</tr>
</tbody>
</table>

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

Alt Set: Hpa Rwy Elev: 11 Hpa

Trans level: By ATC

Trans alt: 9000'

ILS DME reads zero at rwy 21L displaced threshold.

1. Special Aircraft & Aircraft Certification Required.
2. ILS DME reads zero at rwy 21L displaced threshold.

**LANE 3**

<table>
<thead>
<tr>
<th>ILS DA(H)</th>
<th>503° (200')</th>
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<tbody>
<tr>
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</tbody>
</table>

**JAR-OPS**

**STRAIGHT-INEADING RWDY 21L**

**LOC (GS out)**

**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>Gnd Speed-Kts</th>
<th>70</th>
<th>90</th>
<th>110</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>GS</td>
<td>5.00</td>
<td>377</td>
<td>485</td>
<td>539</td>
<td>647</td>
<td>755</td>
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</tbody>
</table>

**JAR-OPS**

**STRAIGHT-INALANDING RWDY 21L**

**CAT II ILS X Rwy 21L**

**Approach**

**VENEZIANO Tower**

<table>
<thead>
<tr>
<th>LOC</th>
<th>IEVL</th>
<th>Final Apch Crs</th>
<th>GS</th>
<th>ILS DA(H)</th>
<th>Aptr Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>001</td>
<td>214° D3.0 IEVL</td>
<td>1312° (100')</td>
<td>130° (300')</td>
<td>203°</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>358°</td>
</tr>
</tbody>
</table>

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

Alt Set: Hpa Rwy Elev: 11 Hpa

Trans level: By ATC

Trans alt: 9000'

ILS DME reads zero at rwy 21L displaced threshold.

1. Special Aircraft & Aircraft Certification Required.
2. ILS DME reads zero at rwy 21L displaced threshold.

**LANE 3**

<table>
<thead>
<tr>
<th>ILS DA(H)</th>
<th>503° (200')</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

**JAR-OPS**

**STRAIGHT-INALANDING RWDY 21L**

**CAT II ILS**

**ABCD**

**RA 94'**

<table>
<thead>
<tr>
<th>DA(H)</th>
<th>403° (100')</th>
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</table>

**RVR 300m**
CAUTION: Procedure to be used when KEA VOR DME unserviceable.