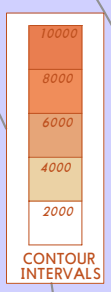
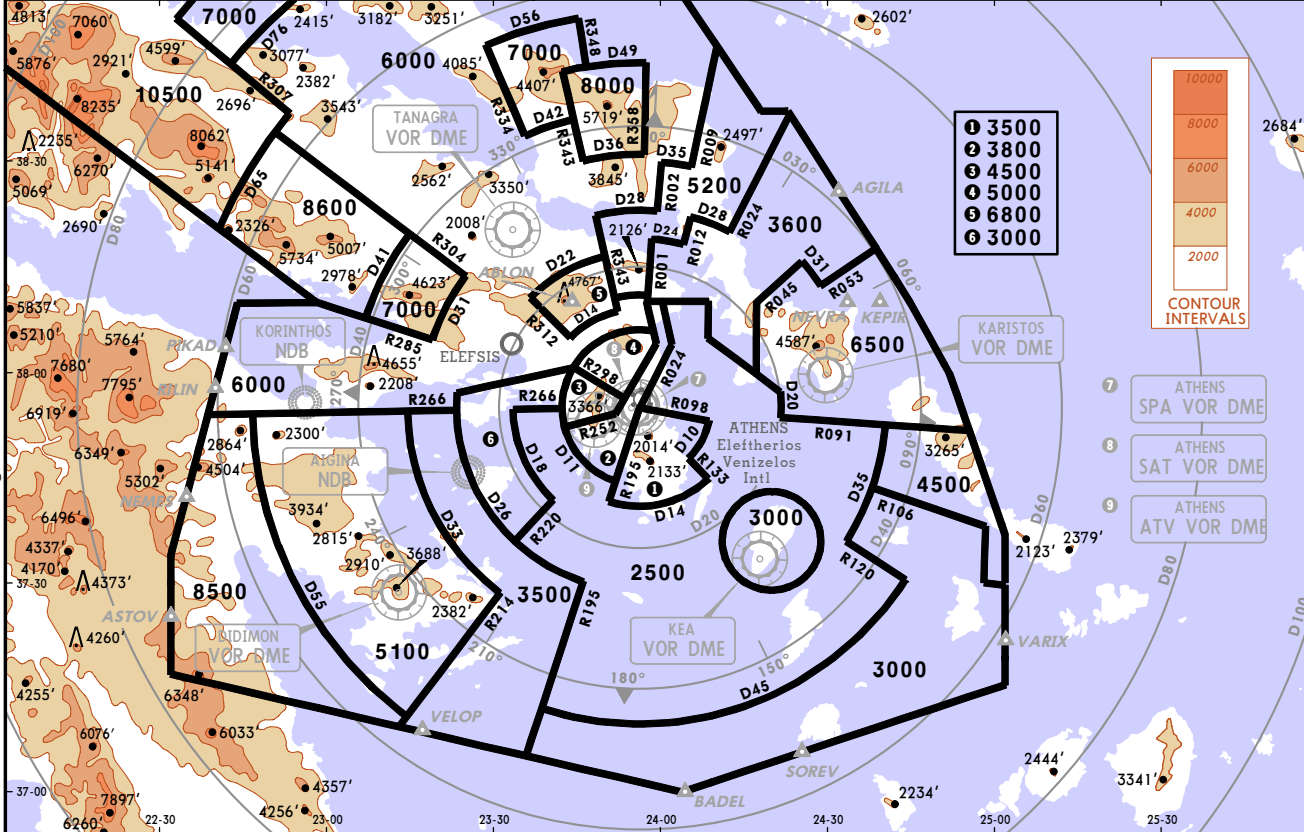


LGAV/ATH
ELEFTHERIOS VENIZELOS INTL
 25 FEB 05
Jeppesen
ATHENS, GREECE
STAR
10-1R RADAR MINIMUM ALTITUDES

ATHENS Arrival (R)	Director (R)	Alt. Set: MB
West 119.1	East 126.57	Trans level: By ATC
West 121.4	East 118.47	Trans alt: 9000'
Apt/Elev 308'		Alt. Set: MB
Sector level: By ATC		Trans alt: 9000'



- ① 3500
- ② 3800
- ③ 4500
- ④ 5000
- ⑤ 6800
- ⑥ 3000

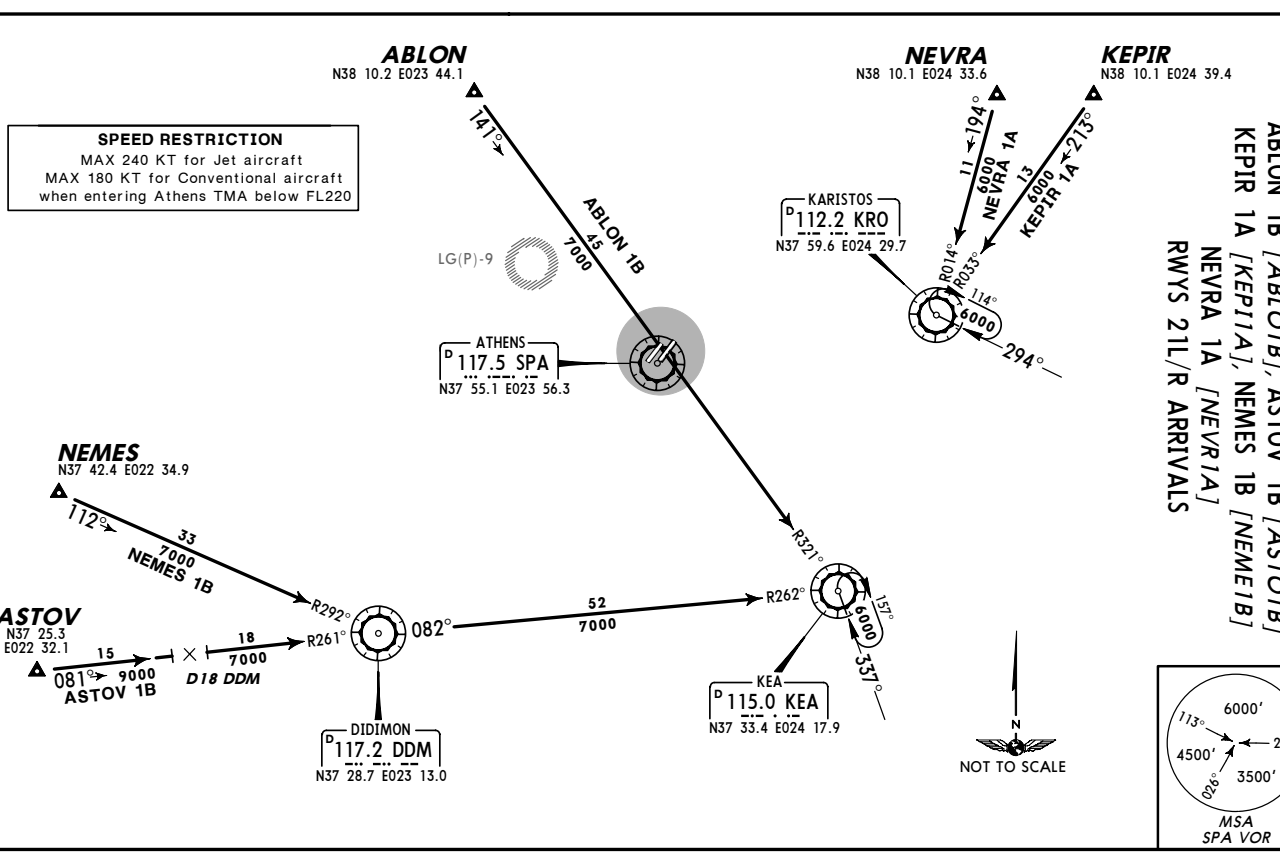
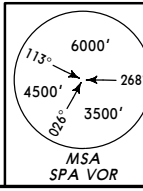


CHANGES: See other side.
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL
 23 JUL 04
Jeppesen
ATHENS, GREECE
STAR
20-2 EFF 8 AUG

ATHS	Apt/Elev	Alt. Set: MB
136.12	308'	Trans level: By ATC
Sector level: By ATC		Trans alt: 9000'

ABLON 1B [ABLO1B], ASTOV 1B [ASTO1B]
KEP1R 1A [KEP11A], NEMES 1B [NEME1B]
NEVRA 1A [NEV11A]
RWYS 21L/R ARRIVALS

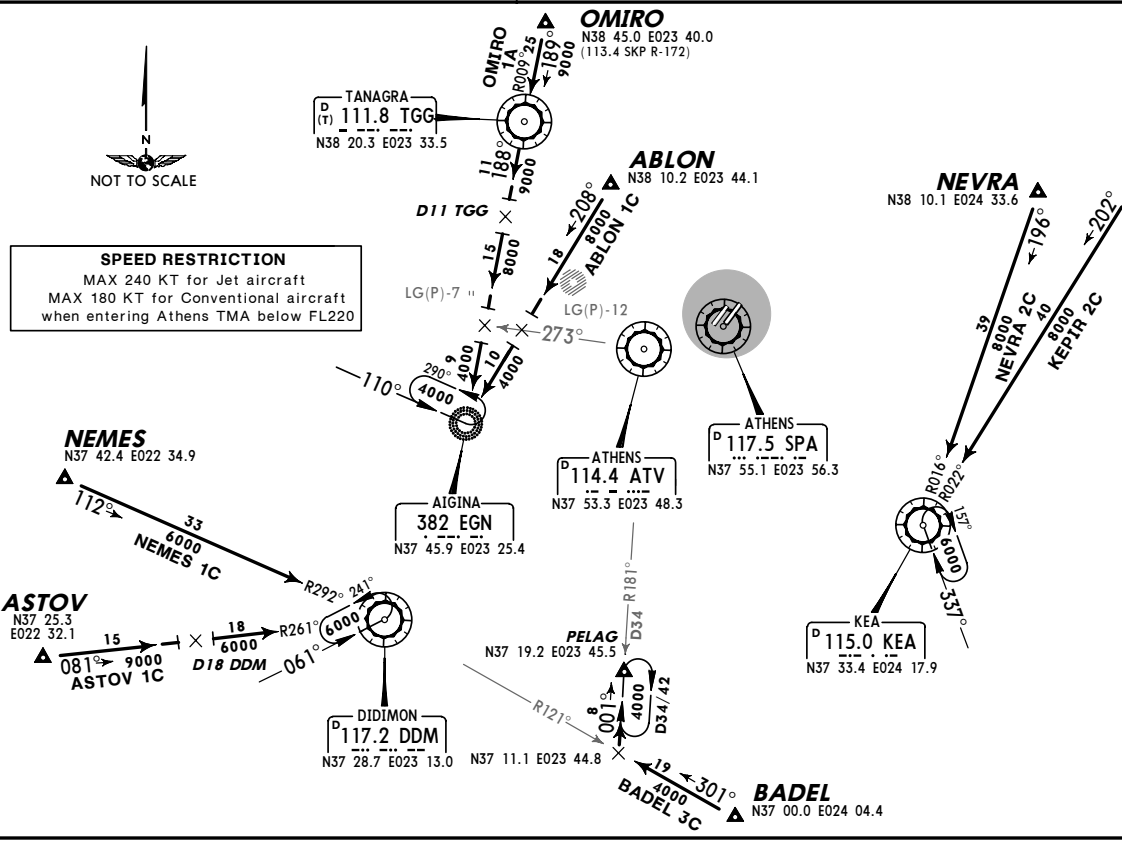
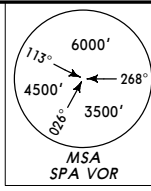


CHANGES: See other side.
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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 23 JUL 04 **(20-2A)** **EFF 5 AUG**
JEPPESEN **ATHENS, GREECE**
STAR

ATIS	136.12
Apt Elev	308'
Alt Set:	MB
Trans level:	By ATC
Trans alt:	9000'

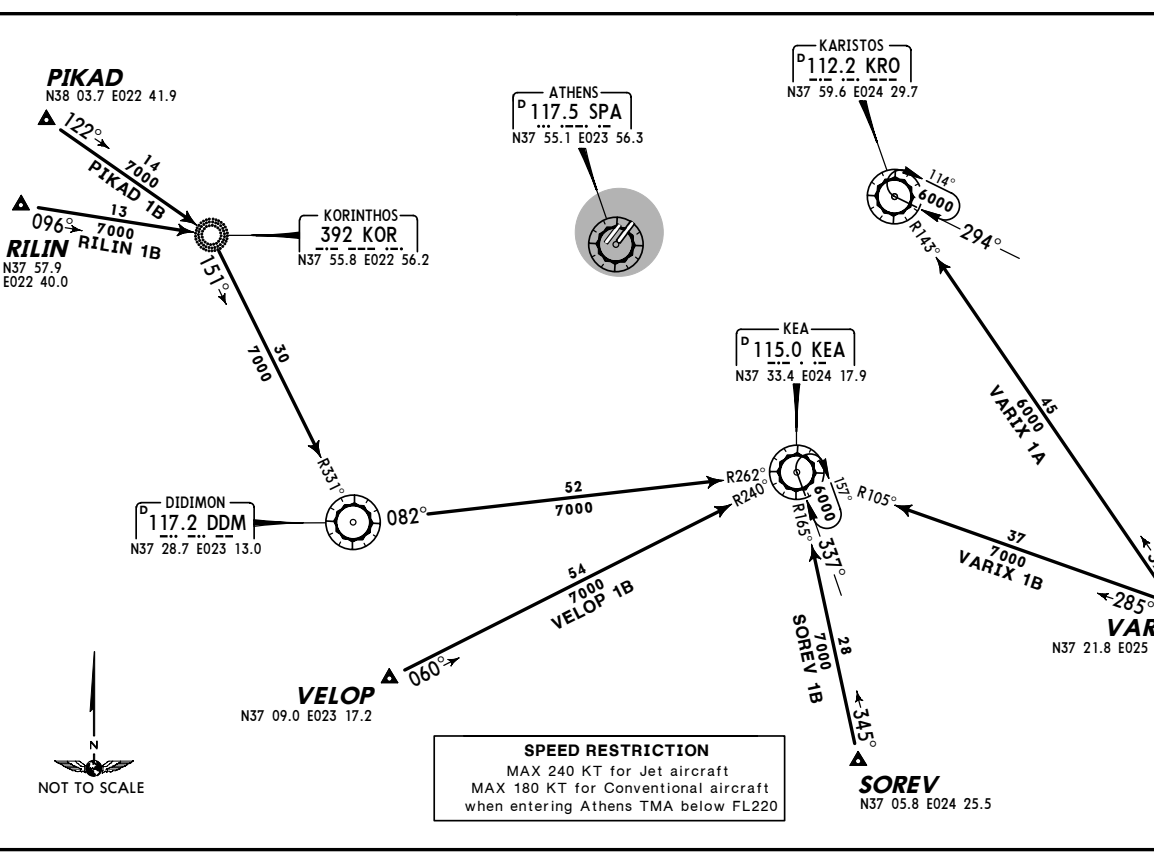
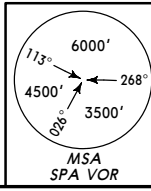
**ABLON 1C [ABLO1C], ASTOV 1C [ASTO1C]
 BADEL 3C [BADE3C], KEP1R 2C [KEP12C]
 NEMES 1C [NEME1C], NEVRA 2C [NEVR2C]
 OMIRO 1A [OMIR1A]
 RWYS 03L/R ARRIVALS**



LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 2 JUL 04 **(20-2B)** **EFF 8 JUL**
JEPPESEN **ATHENS, GREECE**
STAR

ATIS	136.12
Apt Elev	308'
Alt Set:	MB
Trans level:	By ATC
Trans alt:	9000'

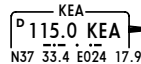
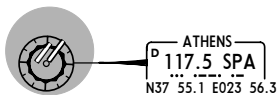
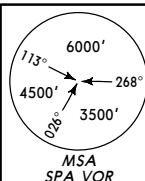
**PIKAD 1B [PIKA1B], RILIN 1B [RILI1B]
 SOREV 1B [SORE1B], VARIX 1A [VARIA]
 VARIX 1B [VAR1B], VELOP 1B [VELO1B]
 RWYS 21L/R ARRIVALS**



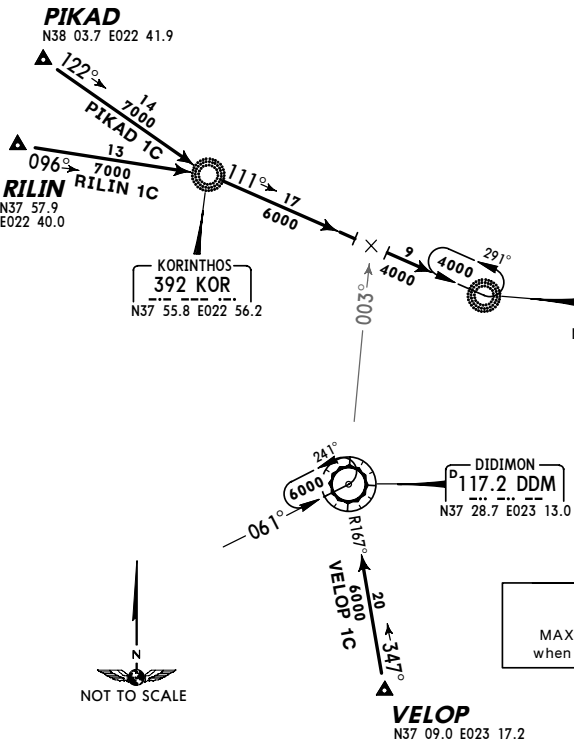
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 2 JUL 04 **(20-2C)** **EFF 8 JUL**
ATHENS, GREECE
STAR

PIKAD 1C [PIKA1C]
 RILIN 1C [RIL1C]
 SOREV 1C [SOE1C]
 VARIX 2C [VAR12C]
 VELOP 1C [VELO1C]
 RWYS 03L/R ARRIVALS

ATIS 136.12
 Apt Elev 308'
 Trans level: MB
 By ATC Trans alt: 9000'



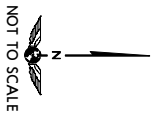
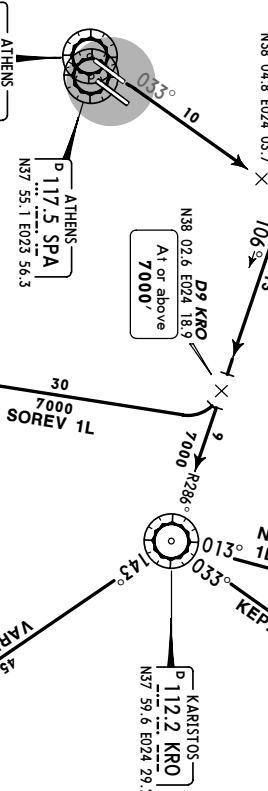
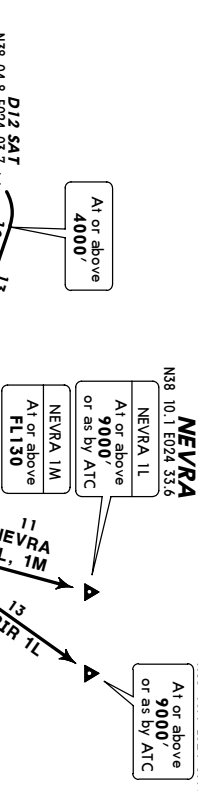
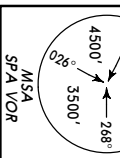
SPEED RESTRICTION
 MAX 240 KT for Jet aircraft
 MAX 180 KT for Conventional aircraft
 when entering Athens TMA below FL220



LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3)**
ATHENS, GREECE
STAR

KEP1R 1L [KEP1L], NEVRA 1L [NEVR1L]
 NEVRA 1M [NEVR1M], SOREV 1L [SOE1L]
 VARIX 1L [VAR1L]
 RWY 03L DEPARTURES
 TO NORTHEAST & SOUTHEAST

ATHENS Departure 128.95
 Apt Elev 308'
 Trans level: By ATC Trans alt: 9000'
 MAX 210 KT for initial turns. Bank angle 15°.



These SID's require a minimum climb gradient of 304' per NM (5%)
 KEP1R 1L, NEVRA 1L, SOREV 1L, VARIX 1L up to 7000' for ATC purposes.
 NEVRA 1M up to FL130 for ATC purposes.
 Gnd speed-KT 75 100 150 200 250 300
 304' per NM 380 508 760 1013 1266 1519

Initial climb clearance 7000'

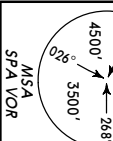
INITIAL CLIMB

SID	ROUTING
KEP1R 1L	On KRO R-286 inbound to KRO, turn LEFT, KRO R-033 to KEP1R.
NEVRA 1L, 1M	On KRO R-286 inbound to KRO, turn LEFT, KRO R-013 to NEVRA.
SOREV 1L	On KRO R-286 inbound to D9 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.

ATHENS, GREECE
JEPPesen
20-3A
ATHENS, GREECE
STD

LGAV/ATH
 ELEFTHERIOS VENIZELOS INTL 24 JUN 05
 ATHENS Departure 128.95
 Apr Elev 308'
 Trans level: By ATC
 MAX 210 KT for initial turns. Bank angle 15°

KEPIR 1J [KEPI1J], NEVRA 1J [NEVR1J]
 NEVRA 1K [NEVR1K], SOREV 2J [SOREV2J]
 VARIX 1J [VAR11J]
 RMY 03R DEPARTURES
 TO NORTHEAST & SOUTHEAST

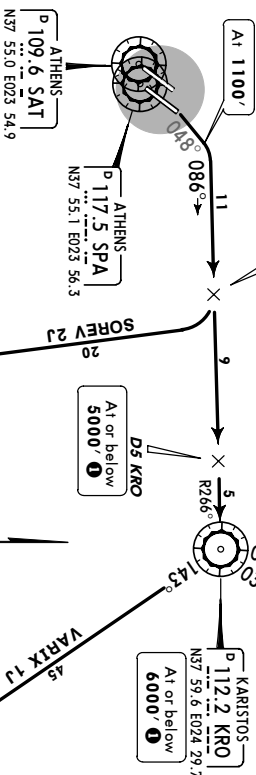


1 In case of radar failure and if not otherwise instructed by ATC.

D14 KRO
 N37 59.4 E024 12.0
 SOREV 2J
 Turn at 4000'
 but not before
 D14 KRO

NEVRA
 N38 10.1 E024 33.6
 At or above
 9000'
 or as by ATC

KEPIR
 N38 10.1 E024 39.4
 At or above
 9000'
 or as by ATC



Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
352' per NM	441	587	881	1175	1468	1762

Initial climb clearance 6000'

INITIAL CLIMB

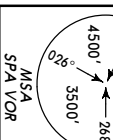
ROUTING

Climb on SAT R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound.
KEPIR 1J On KRO R-266 inbound to KRO, turn LEFT, KRO R-033 to KEPIR.
NEVRA 1J, 1K 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.
VARIX 1J On KRO R-266 inbound to KRO, turn RIGHT, KRO R-143 to VARIX.

ATHENS, GREECE
JEPPesen
20-3B
ATHENS, GREECE
STD

LGAV/ATH
 ELEFTHERIOS VENIZELOS INTL 24 JUN 05
 ATHENS Departure 128.95
 Apr Elev 308'
 Trans level: By ATC
 MAX 210 KT for initial turns. Bank angle 15°

KEPIR 1F [KEPI1F], NEVRA 1F [NEVR1F]
 NEVRA 1H [NEVR1H], SOREV 1F [SOREV1F]
 VARIX 1F [VAR11F]
 RMY 21L DEPARTURES
 TO NORTHEAST & SOUTHEAST

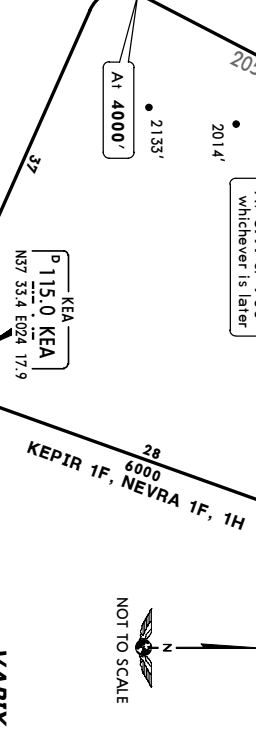


1 In case of radar failure and if not otherwise instructed by ATC.

D14 KRO
 N37 59.6 E024 29.7
 SOREV 1F
 Turn at 4000'
 but not before
 D14 KRO

NEVRA
 N38 10.1 E024 33.6
 At or above
 9000'
 or as by ATC

KEPIR
 N38 10.1 E024 39.4
 At or above
 9000'
 or as by ATC



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

Initial climb clearance 6000'

INITIAL CLIMB

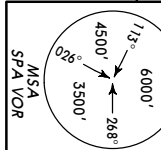
ROUTING

Climb on runway track to SPA or 700', whichever is later, intercept SPA R-205, at turn LEFT to KEA climbing to 6000'.
KEPIR 1F At KEA turn LEFT, KEA R-016 to KRO, KRO R-033 to KEPIR.
NEVRA 1F, 1H At KEA turn LEFT, KEA R-016 to KRO, KRO R-013 to NEVRA.
SOREV 1F At KEA turn RIGHT, KEA R-165 to SOREV.
VARIX 1F 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.

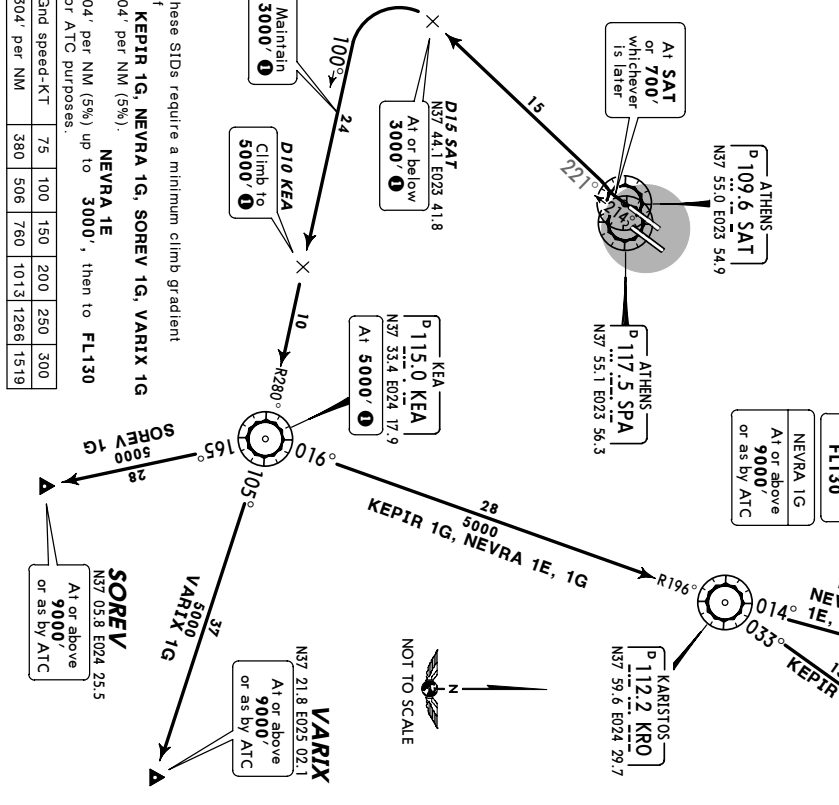
LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3C)** **JEPPesen** **ATHENS, GREECE**
SID

ATHENS Departure 128.95
 Apt Elev 308'
 Trans level: By ATC. Trans alt: 9000'.
 MAX 210 KT for initial turns. Bank angle 15°.

KEPIR 1G [KEPI1G], NEVRA 1E [NEV1E]
NEVRA 1G [NEV1G], SOREV 1G [SORE1G]
VARIX 1G [VAR1G]
RWY 21R DEPARTURES
TO NORTHEAST & SOUTHEAST



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



Initial climb clearance 5000'

INITIAL CLIMB

Climb on 214° track to SAT or 700', whichever is later, intercept turn LEFT, intercept KEA R-280 inbound to KEA.

SID

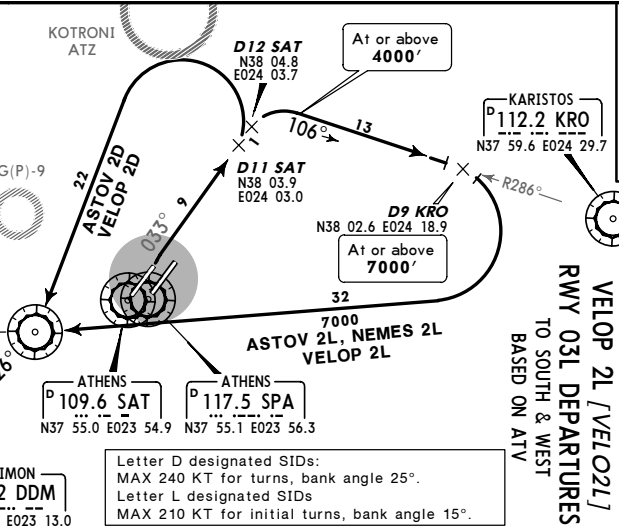
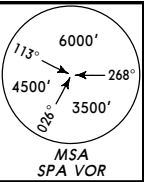
SID	KEPIR 1G	NEVRA 1E, 1G	SOREV 1G	VARIX 1G
AT KEA turn LEFT, KEA R-016 to KRO, KRO R-033 to KEPIR.	At KEA turn LEFT, KEA R-016 to KRO, KRO R-013 to NEVRA.	At KEA turn RIGHT, KEA R-165 to SOREV.	At KEA, KEA R-105 to VARIX.	

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3D)** **JEPPesen** **ATHENS, GREECE**
SID

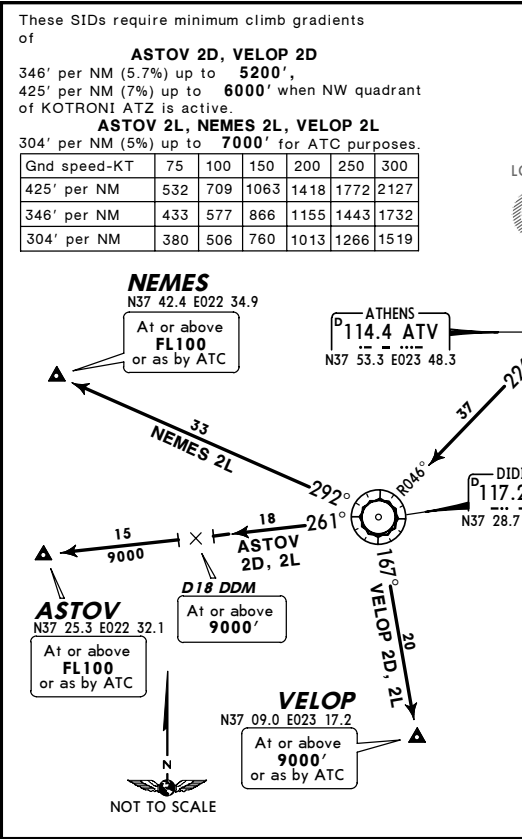
ATHENS Departure 128.95
 Apt Elev 308'
 Trans level: By ATC. Trans alt: 9000'.
 MAX 210 KT for initial turns. Bank angle 15°.

ASTOV 2D [ASTO2D]
 ASTOV 2L [ASTO2L]
 NEMES 2L [NEME2L]
 VELOP 2D [VELO2D]
 VELOP 2L [VELO2L]
RWY 03L DEPARTURES
TO SOUTH & WEST
BASED ON ATV



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°.

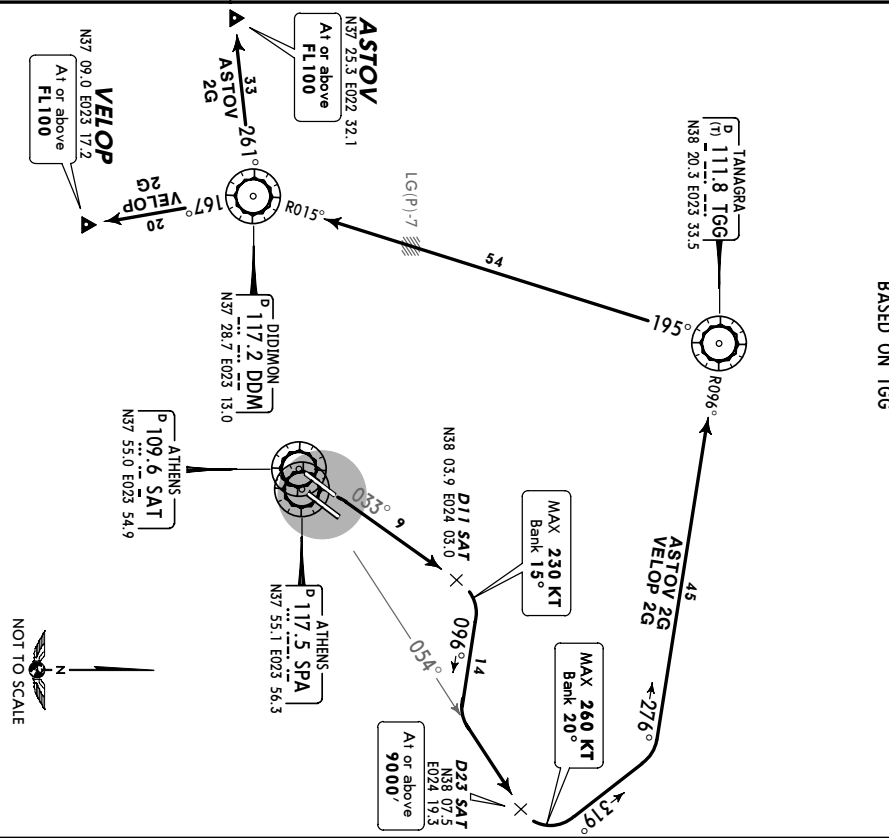
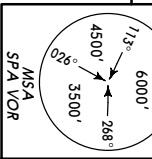
SID	INITIAL CLIMB/ROUTING
ASTOV 2D	Intercept SAT R-033, at D11 SAT turn LEFT to ATV, ATV R-226 to DDM, turn RIGHT, DDM R-261 to ASTOV.
ASTOV 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM, DDM R-261 to ASTOV.
NEMES 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM, DDM R-292 to NEMES.
VELOP 2D	Intercept SAT R-033, at D11 SAT turn LEFT to ATV, ATV R-226 to DDM, turn LEFT, DDM R-167 to VELOP.
VELOP 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM, DDM R-167 to VELOP.



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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3E)** **ATHENS, GREECE**
JEPPesen **SID**
 ATHENS Departure 128.95
 Apr Elev 308'
 Trans level: By ATC Trans alt: 9000'

ASTOV 2G [ASTO2G]
VELOP 2G [VELO2G]
RWY 03L DEPARTURES
 TO SOUTH & WEST
 BASED ON TGG



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

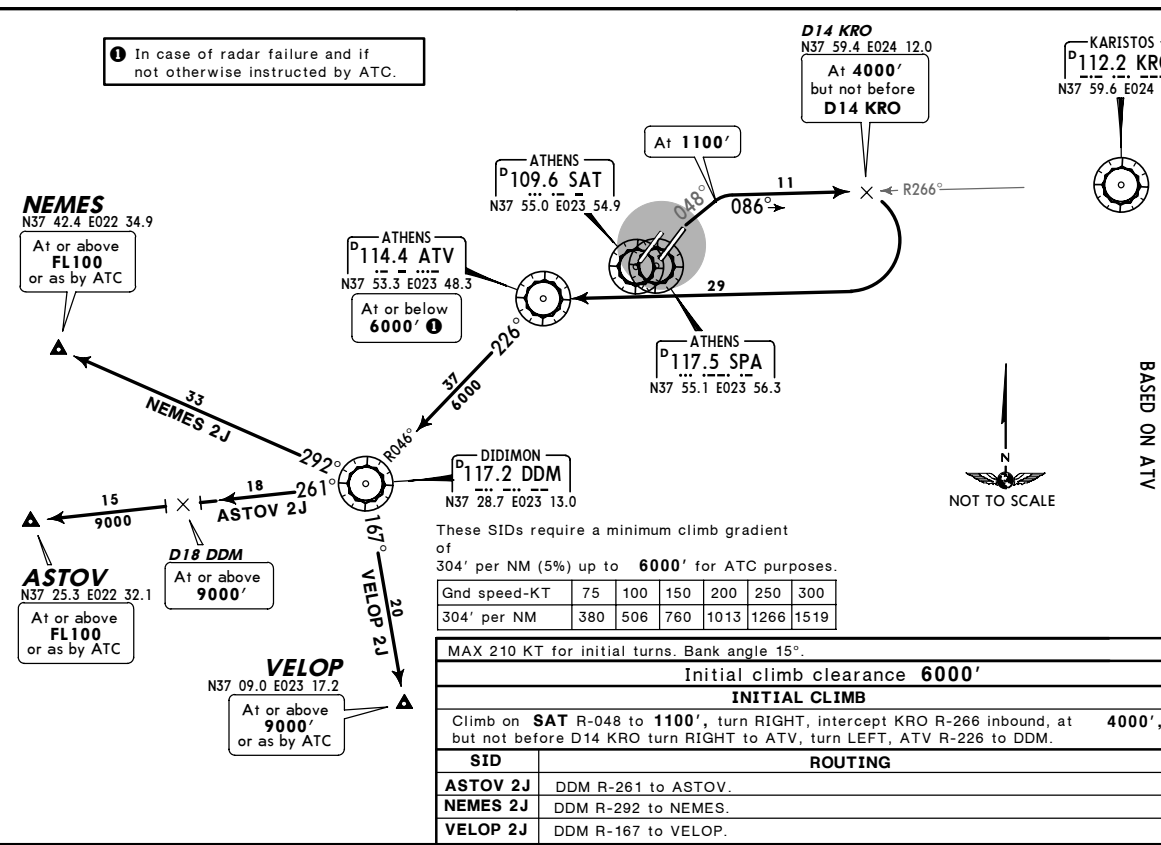
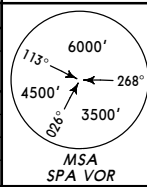
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

INITIAL CLIMB
ROUTING

SID	ASTOV 2G	VELOP 2G
At DDM to ASTOV.		
At DDM to VELOP.		

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3E)** **ATHENS, GREECE**
JEPPesen **SID**
 ATHENS Departure 128.95
 Apr Elev 308'
 Trans level: By ATC Trans alt: 9000'

ASTOV 2J [ASTO2J]
NEMES 2J [NEME2J]
VELOP 2J [VELO2J]
RWY 03R DEPARTURES
 TO SOUTH & WEST
 BASED ON ATV



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 6000' for ATC purposes.

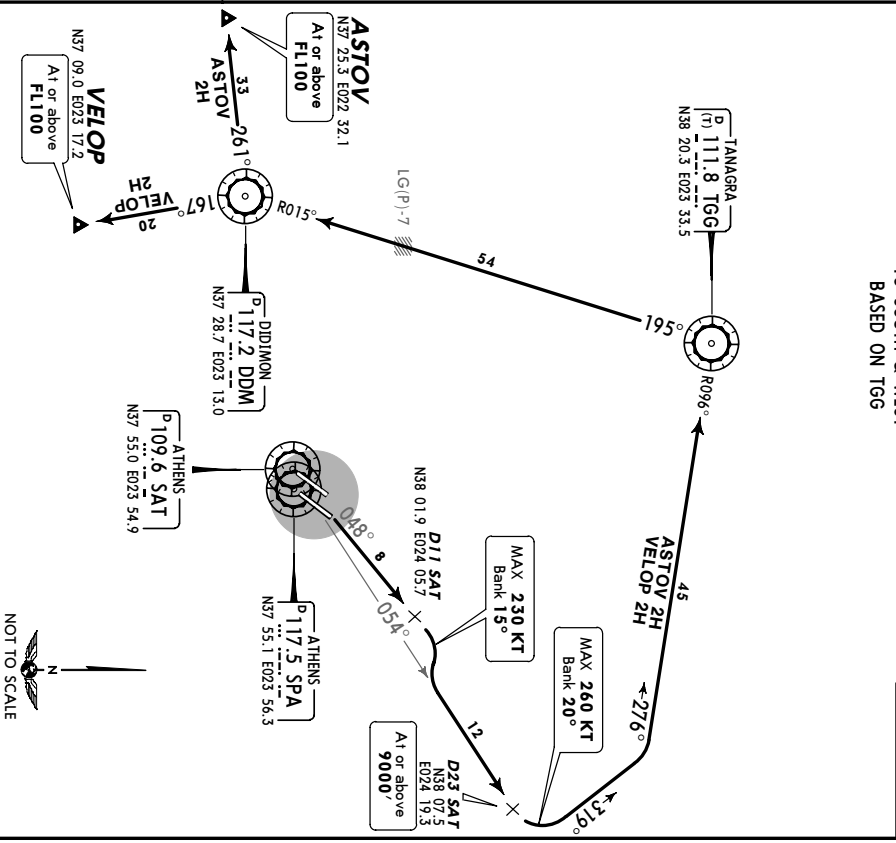
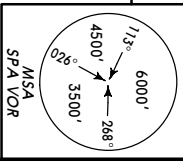
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

MAX 210 KT for initial turns. Bank angle 15°.	
Initial climb clearance 6000'	
INITIAL CLIMB	
Climb on SAT R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound, at but not before D14 KRO turn RIGHT to ATV, turn LEFT, ATV R-226 to DDM.	4000'
ROUTING	
SID	
ASTOV 2J	DDM R-261 to ASTOV.
NEMES 2J	DDM R-292 to NEMES.
VELOP 2J	DDM R-167 to VELOP.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL 24 JUN 05 **(20-3G)** **ATHENS, GREECE** **SID**

ATHENS Departure 128.95 Apt Elev 308' Trans level: By ATC Trans alt: 9000'

ASTOV 2H [ASTO2H]
VELOP 2H [VELO2H]
RWY 03R DEPARTURES
TO SOUTH & WEST
BASED ON TGG



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

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.

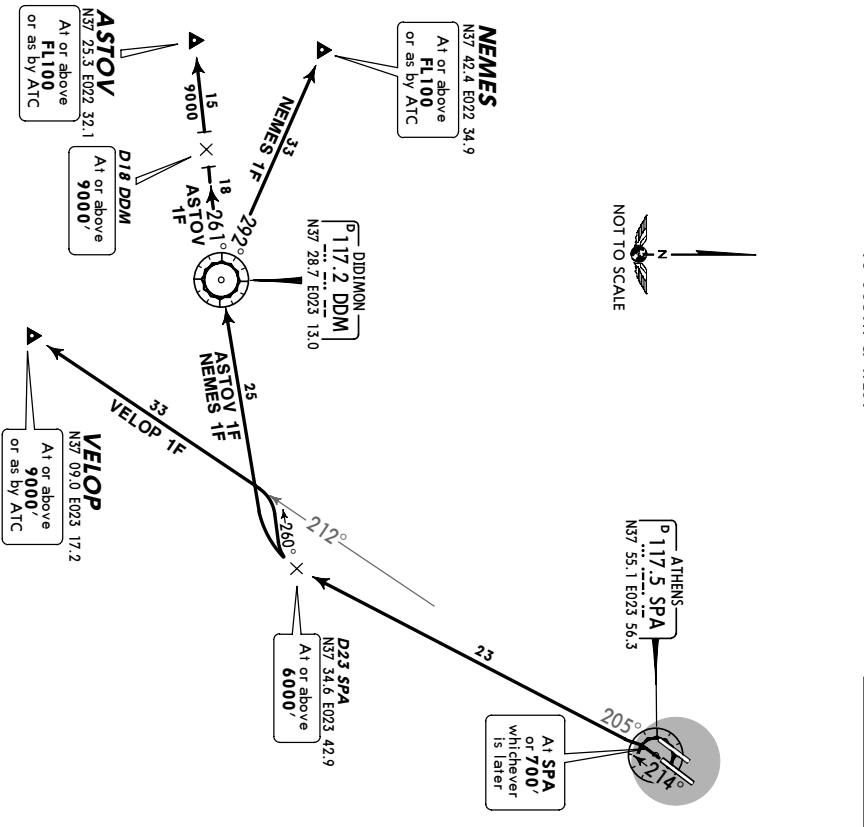
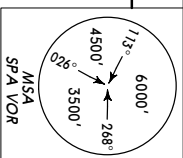
ROUTING

SID	At DDM to ASTOV.
ASTOV 2H	At DDM to VELOP.

LGAV/ATH
ELEFTERIOS VENIZELOS INTL 24 JUN 05 **(20-3H)** **ATHENS, GREECE** **SID**

ATHENS Departure 128.95 Apt Elev 308' Trans level: By ATC Trans alt: 9000'

ASTOV 1F [ASTO1F], NEMES 1F [NEME1F]
VELOP 1F [VELO1F]
RWY 21L DEPARTURES
TO SOUTH & WEST



These SIDs require 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

INITIAL CLIMB

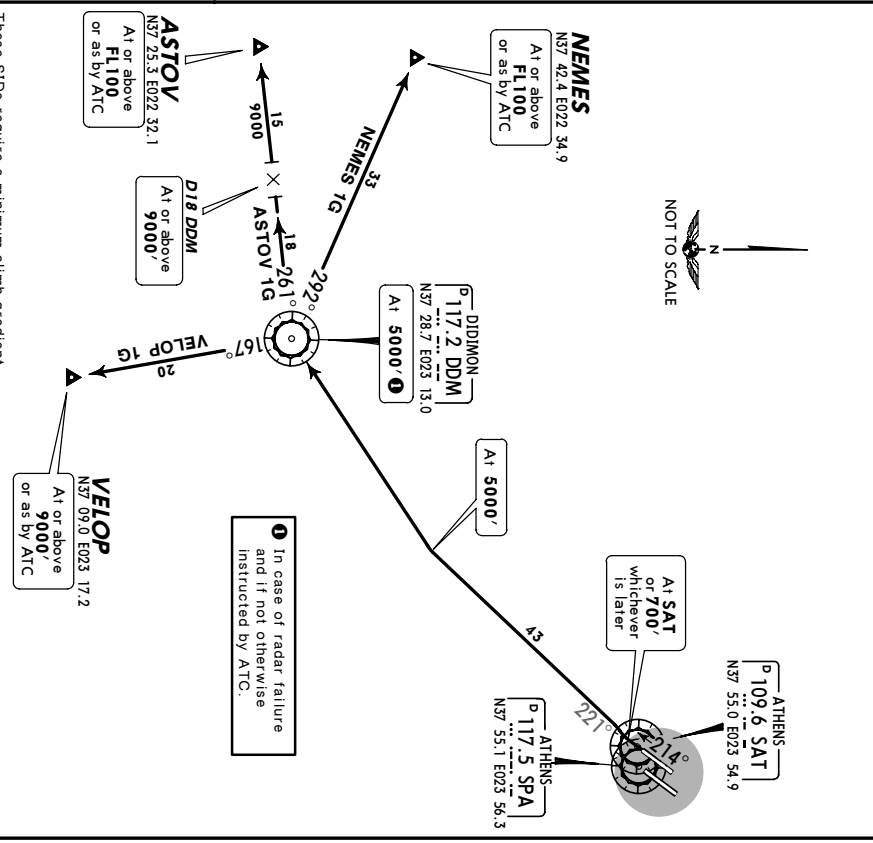
Climb on 214° track to SPA or 700', whichever is later, intercept SPA R-205 to D23 SPA.

ROUTING

SID	At D23 SPA turn RIGHT to DDM, DDM R-261 to ASTOV.
ASTOV 1F	At D23 SPA turn RIGHT to DDM, DDM R-292 to NEMES.
NEMES 1F	At D23 SPA turn RIGHT, 260° track, intercept SPA R-212 to VELOP.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3J)**
JEPPESEN
ATHENS, GREECE
STD

ATHENS Departure 128.95	Ap1 Elev 308'	Trans level: By ATC	Trans alt: 9000'
ASTOV 1G [ASTO1G], NEMES 1G [NEME1G] VELOP 1G [VELO1G] RWY 21R DEPARTURES TO SOUTH & WEST			



These SIDs require a minimum climb gradient of 304' per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	508	760	1013	1286	1519

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

Initial climb clearance **5000'**

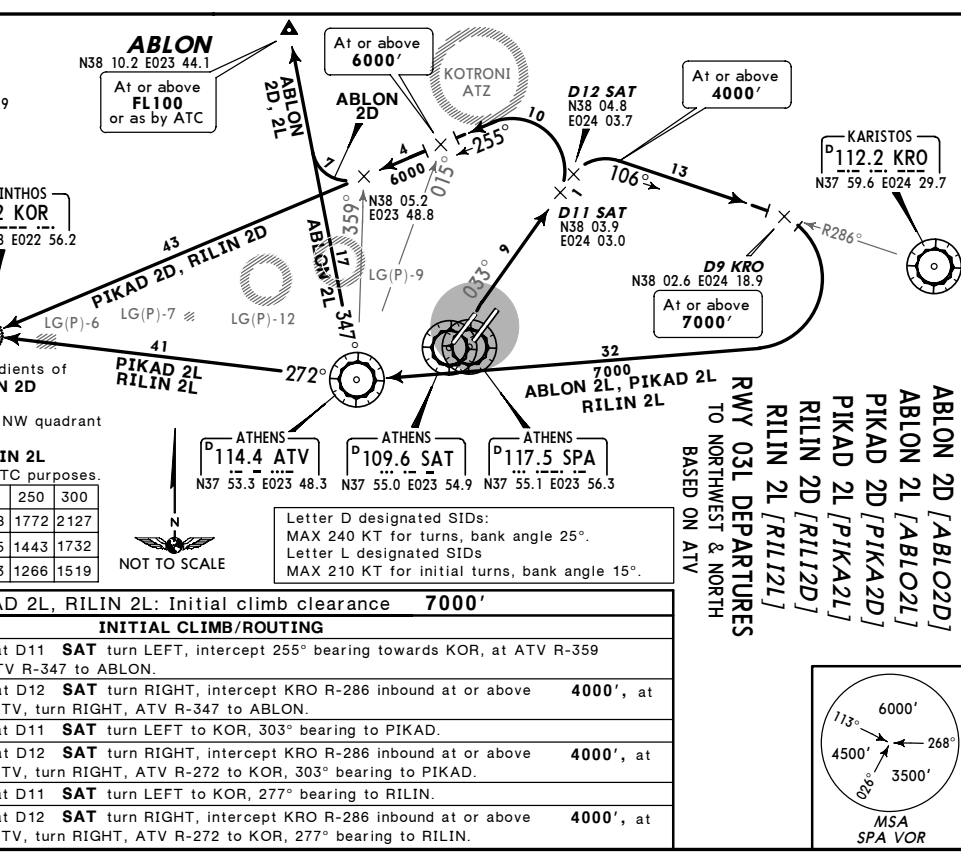
INITIAL CLIMB

Climb on 214° track to RIGHT to DDM.	SAT or 700' , whichever is later, intercept	SAT R-221, at 5000' turn
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.		

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(20-3K)**
JEPPESEN
ATHENS, GREECE
STD

ATHENS Departure 128.95	Ap1 Elev 308'	Trans level: By ATC	Trans alt: 9000'
ABLON 2D [ABL02D] ABLON 2L [ABL02L] PIKAD 2D [PIKA2D] PIKAD 2L [PIKA2L] RILIN 2D [RIL2D] RILIN 2L [RIL2L] RWY 03L DEPARTURES TO NORTHWEST & NORTH BASED ON ATV			



These SIDs require minimum climb gradients of ABLON 2D, PIKAD 2D, RILIN 2D 346' per NM (5.7%) up to 5200', 425' per NM (7%) up to 6000' when NW quadrant of KOTRONI ATZ is active.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	508	760	1013	1266	1519

ABLON 2L, PIKAD 2L, RILIN 2L: Initial climb clearance **7000'**

INITIAL CLIMB/ROUTING

ABLON 2D	Intercept SAT R-033, at D11 SAT turn LEFT, intercept 255° bearing towards KOR, at ATV R-359 turn RIGHT, intercept ATV R-347 to ABLON.
ABLON 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn RIGHT, ATV R-347 to ABLON.
PIKAD 2D	Intercept SAT R-033, at D11 SAT turn LEFT to KOR, 303° bearing to PIKAD.
PIKAD 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn RIGHT, ATV R-272 to KOR, 303° bearing to PIKAD.
RILIN 2D	Intercept SAT R-033, at D11 SAT turn LEFT to KOR, 277° bearing to RILIN.
RILIN 2L	Intercept SAT R-033, at D12 SAT turn RIGHT, intercept KRO R-286 inbound at or above 4000', at D9 KRO turn RIGHT to ATV, turn RIGHT, ATV R-272 to KOR, 277° bearing to RILIN.

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°.

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LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 (20-3L) **ATHENS, GREECE**

ATHENS Departure 128.95
 Apt Elev 308'
 Trans level: By ATC
 Trans alt: 9000'

OMIRO 1G [OMIR1G]
PIKAD 2G [PIKA2G]
RILIN 2G [RIL12G]
RMY 03L DEPARTURES
 TO NORTHWEST & NORTH
 BASED ON TGG

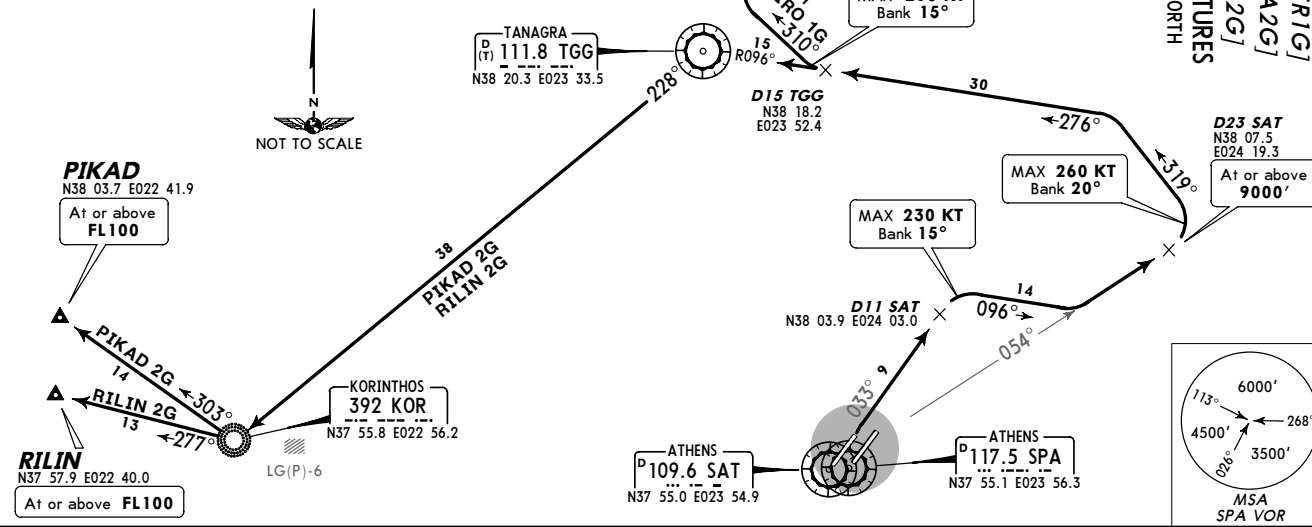
INITIAL CLIMB

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.

SID	ROUTING
OMIRO 1G	On TGG R-096 inbound to D15 TGG, turn RIGHT, 310° track, intercept SKP R-172 inbound to OMIRO.
PIKAD 2G	On TGG R-096 inbound to TGG, then via KOR to PIKAD.
RILIN 2G	On TGG R-096 inbound to TGG, then via KOR to RILIN.

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

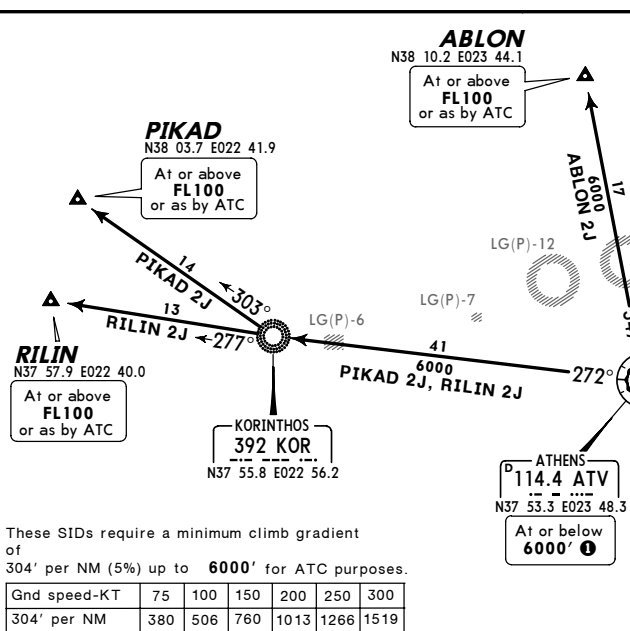
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823



LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 (20-3M) **ATHENS, GREECE**

ATHENS Departure 128.95
 Apt Elev 308'
 Trans level: By ATC
 Trans alt: 9000'

ABLON 2J [ABLO2J]
PIKAD 2J [PIKA2J]
RILIN 2J [RIL12J]
RMY 03R DEPARTURES
 TO NORTHWEST & NORTH
 BASED ON ATV



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 6000' 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 6000'

INITIAL CLIMB

Climb on **SAT** R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound, at 4000', but not before D14 KRO turn RIGHT to ATV.

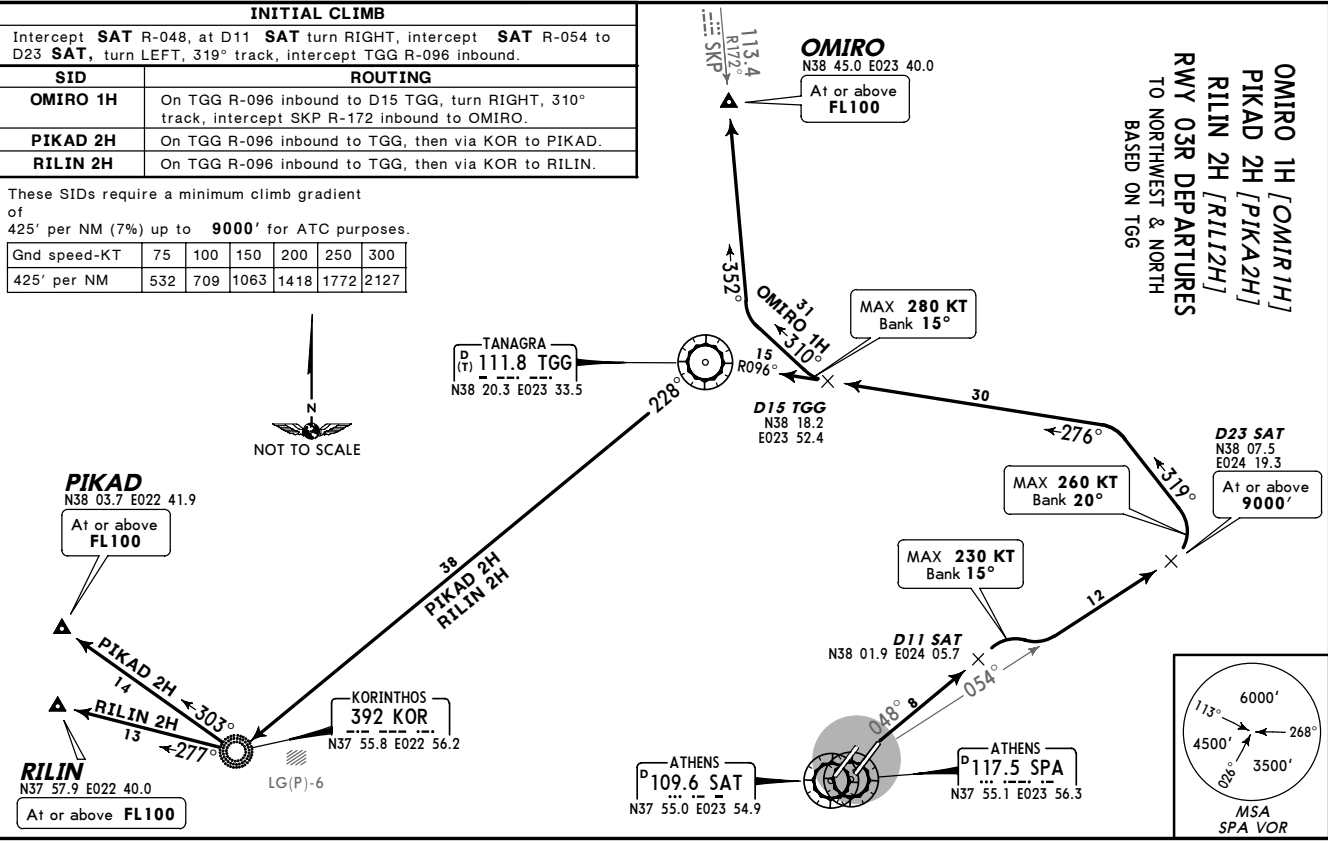
SID	ROUTING
ABLON 2J	At ATV turn RIGHT, ATV R-347 to ABLON.
PIKAD 2J	At ATV turn RIGHT, ATV R-272 to KOR, 303° bearing to PIKAD.
RILIN 2J	At ATV turn RIGHT, ATV R-272 to KOR, 277° bearing to RILIN.

① In case of radar failure and if not otherwise instructed by ATC.

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 (20-3N)
JEPPESSEN
ATHENS, GREECE
STD

ATHENS Departure 128.95 Apt Elev 308' Trans level: By ATC Trans alt: 9000'

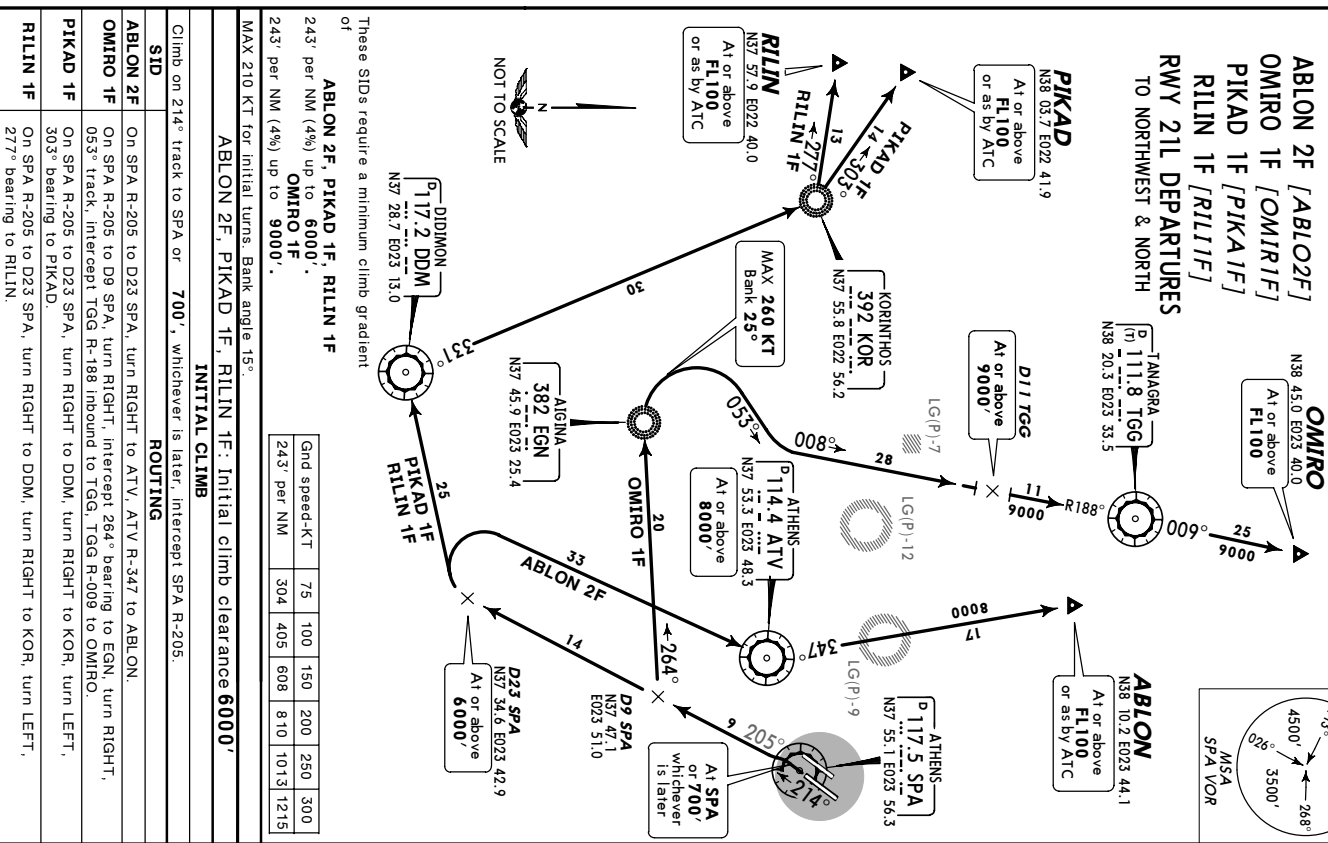
OMIRO 1H [OMIR1H]
PIKAD 2H [PIKA2H]
RILIN 2H [RILI2H]
RWY 03R DEPARTURES
TO NORTHWEST & NORTH
BASED ON TGG



LGAV/ATH
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 (20-3P)
JEPPESSEN
ATHENS, GREECE
STD

ATHENS Departure 128.95 Apt Elev 308' Trans level: By ATC Trans alt: 9000'

ABLON 2F [ABLO2F]
OMIRO 1F [OMIR1F]
PIKAD 1F [PIKA1F]
RILIN 1F [RILI1F]
RWY 21L DEPARTURES
TO NORTHWEST & NORTH

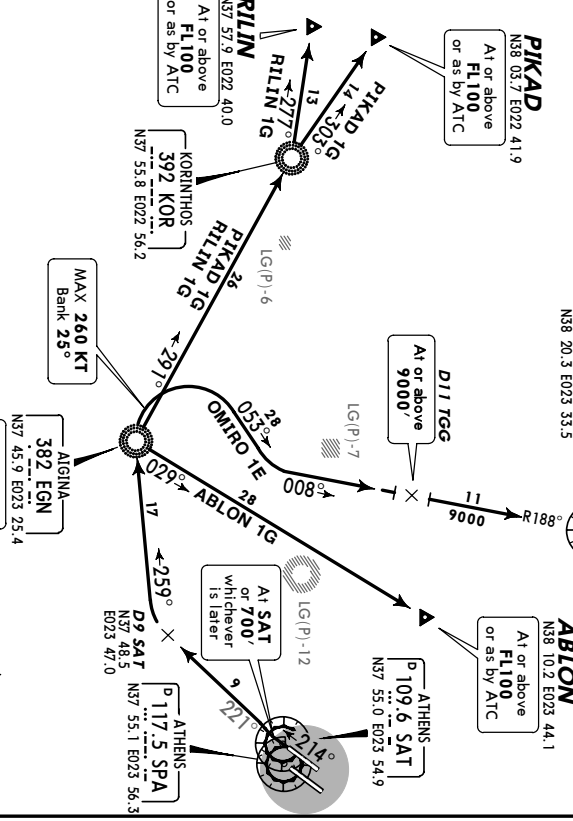


LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
 ELEFTHERIOS VENIZELOS INTL 24 JUN 05 (20-3Q) **STD**

ATHENS Departure 128.95	Apt Elev 308'	Trans level: By ATC	Trans alt: 9000'
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ABLON 1G [ABLO1G]
OMIRO 1E [OMIR1E]
PIKAD 1G [PIKA1G]
RILIN 1G [RILI1G]
RWY 21R DEPARTURES
TO NORTHWEST & NORTH

① In case of radar failure and if not otherwise instructed by ATC.



These SIDs require a minimum climb gradient of

ABLON 1G, PIKAD 1G, RILIN 1G	30.4' per NM (5%)
OMIRO 1E	30.4' per NM (5%) up to 9000'

Gnd speed-KT

75	100	150	200	250	300
380	506	760	1013	1286	1519

30.4' per NM (5%) up to 9000'

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'

INITIAL CLIMB

ROUTING

SAT R-221 to D9 SAT.

Climb on 214° track to SAT or 700', whichever is later, intercept

SID	ROUTING
ABLON 1G	At D9 SAT turn RIGHT to EGN, turn RIGHT, 029° bearing to ABLON.
OMIRO 1E	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 PIKAD.
RILIN 1G	At D9 SAT turn RIGHT to EGN, turn RIGHT, 291° bearing to KOR, 277° bearing to RILIN.

LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
 ELEFTHERIOS VENIZELOS 31 OCT 03 (20-4) **NOISE**

NOISE ABATEMENT PROCEDURES

SUMMER	: LT minus 3 HOURS = UTC (Z)
WINTER	: LT minus 2 HOURS = UTC (Z)

GENERAL

The following procedures are designed to minimize aircraft noise in the areas adjacent to the airport.

Arriving or departing aircraft should avoid overflying the residential areas of Artemis, Rafina, Markopoulo, Koropi and Spata. If unable to comply aircraft overfly these areas for the minimum required time while maintaining the minimum safe height.

Aircraft not intending to land at Eleftherios Venizelos airport are not permitted to overfly these residential areas below 3000'.

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

RUNWAY USAGE

Between 1600-1900LT and between 2300- 0700LT:

- runway 21L should not be used for landing
- runway 03R should not be used for take-off especially by Chapter 2 aircraft
- runway 03R should not be used by aircraft with MTOW more than 300t.

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

ARRIVALS

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.

DEPARTURES

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

Noise abatement climb - Example of a procedure alleviating noise close to the aerodrome (NADP 1)

The noise abatement procedure is not to be initiated at less than 240m (800ft) above aerodrome elevation.

The initial climbing speed to the noise abatement initiation point shall not be less than V₂ plus 20 km/h (10 KT).

a) on reaching an altitude at or above 240m (800ft) above aerodrome elevation, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V₂+20 to 40km/h (10 to 20 KT) with flaps and slats in the take-off configuration;

b) at no more than an altitude equivalent to 900m (3000ft) above aerodrome elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule;

c) at 900m (3000ft) above aerodrome elevation, accelerate to enroute climb speed.

NIGHTTIME RESTRICTIONS

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

EXCEPTIONS

- airmail service flights
- government flights
- ambulance flights
- police helicopter flights
- other humanitarian aid service flights and emergency flights.

REVERSE THRUST

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

AUXILIARY POWER UNITS (APUs)

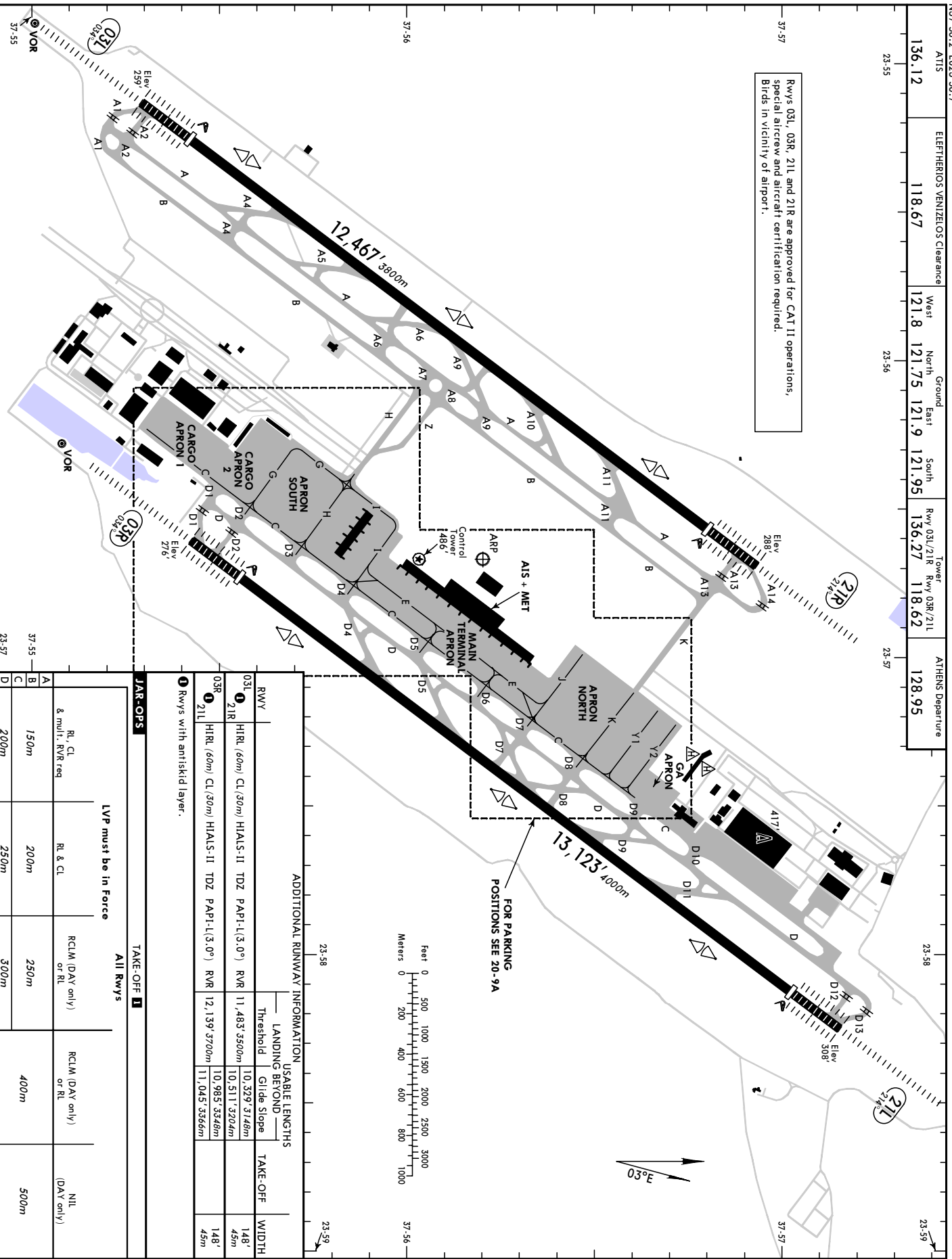
The use of APUs shall be avoided/not exceeding 15 minutes after arrival or 15 minutes before departure from the aircraft stand.

LGAV/ATH
 Atp Elev **308'**
 NZ7 56.2 E023 56.7

JEPPesen
 24 JUN 05 **20-9**
ATHENS, GREECE
 ELEFTHERIOS VENIZELOS INTL

ATIS	ELEFTHERIOS VENIZELOS Clearance	West	North	East	South	Tower	ATHENS Departure
136.12	118.67	121.8	121.75	121.9	121.95	Rwy 03L/21R Rwy 03R/21L 136.27 118.62	128.95
23-55		23-56					23-58

Rwys 03L, 03R, 21L and 21R are approved for CAT II operations, special aircrew and aircraft certification required. Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND THRESHOLD		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
03L	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°)	RVR 11,483' 3500m	10,329' 3148m	148'
21R	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°)	RVR 11,483' 3500m	10,511' 3204m	42m
03R	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°)	RVR 12,139' 3700m	10,985' 3348m	148'
21L	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°)	RVR 12,139' 3700m	11,045' 3366m	42m

① Rwys with antiskid layer.

JAR-OPS	TAKE-OFF ①
All Rwys	LVP must be in Force

Rwy	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B	150m	200m	250m	400m	500m
C	200m	250m	300m		
D	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

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LOW VISIBILITY PROCEDURES (LVP)

During CAT II operations, special LVP will be applied. Pilots will be informed when these procedures are in operation by ATIS or RTF.
 Stop bars are operated during CAT II operations.
 Pilots will not be refused permission to land or take-off on "pilots discretion", solely because of bad weather conditions.

Departing Actt
 Actt will require departing actt to use the following CAT II holding points:
 RWY 03L: A1, A2
 RWY 21L: D12, D13
 RWY 03R: D1, D2
 RWY 21R: A13, A14

Arriving Actt
 All appropriate twy exits are illuminated, and pilots should use the first convenient exit. Rwy vacated will be assessed when the actt has passed the last extent of the alternate yellow and green centerline lights. These lights denote the landed actt are requested to report clear of the colour coded centerline lights to indicate that the actt has vacated the ILS sensitive area.

START-UP, TAXI & PARKING PROCEDURES

1. GROUND MOVEMENT

All taxiing actt shall follow the yellow taxi centerline or the actt stand lead-in line. No deviations or short-cuts are permitted unless guided by a Leader van (FOLLOW ME car).
 Actt 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.
 Actt may leave nose-in actt stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. Actt operators shall make suitable arrangements.
 Actt are permitted to taxi only at the indispensable minimum engine speed. In order to avoid any damage, actt types L-1011, DC-10 and MD-11 are not allowed to increase the power of engine no. 2 beyond its idle motion speed when taxiing in the vicinity of buildings.
 Movement of B777-300 is restricted to specific taxiways and actt stands. In order to keep the required minimum edge clearance, judgemental oversteer shall be used.

2. SURFACE MOVEMENT GUIDANCE CONCEPT

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 colour coded (yellow/green). Landed actt are requested to report clear of the colour coded centerline lights to indicate that the actt 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, actt may be instructed to hold at a specific intermediate holding position. If no such instruction is given, actt may taxi across the intermediate holding position marking without a specific clearance.

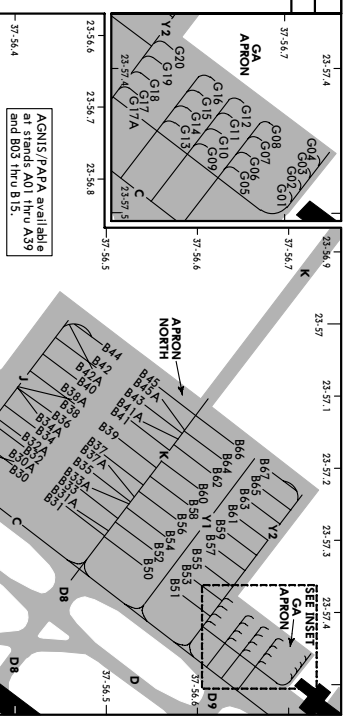
Stop bars are operated independently of the centerline lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi holding position or an intersection. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not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

Taxiing on actt stand taxi lanes

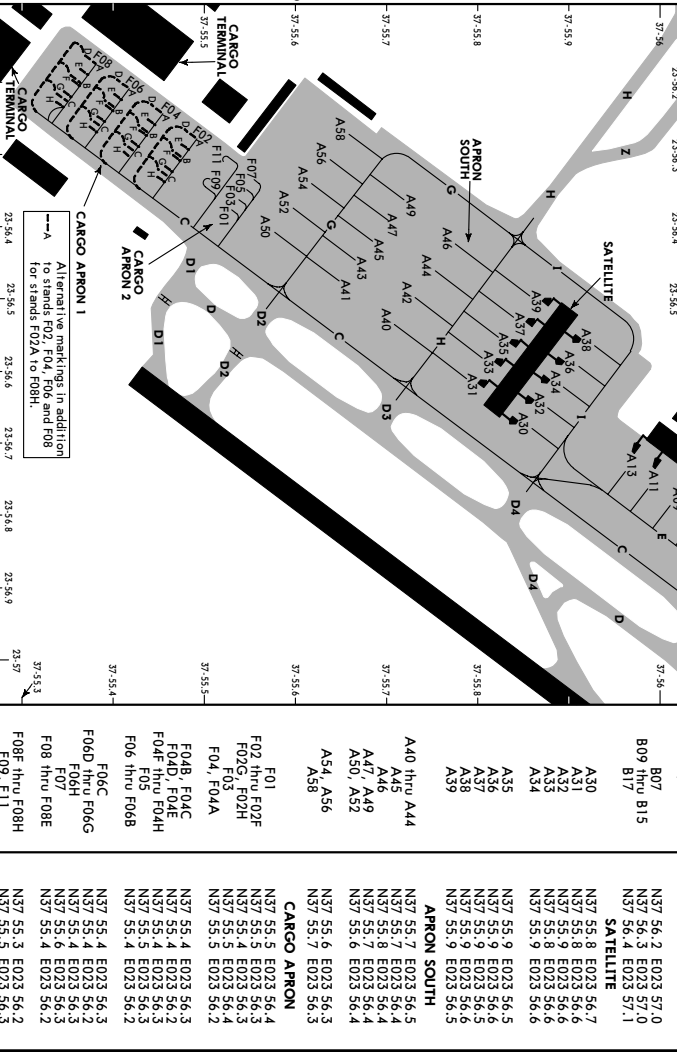
Twy E is an actt stand taxi lane with reduced minimum separation distances between taxi centerline and objects. The separation distance between the centerline and objects is a minimum of 139 (42.5m).
 Due to reduced wheel tip-clearance adhere strictly to the yellow twy centerlines. Taxi speed to be adjusted accordingly.

Notice: After 21.7.2005 09012 this chart should not be used without first checking JeppView or NOTAMS.

STAND No.	INS COORDINATES	GA APRON COORDINATES
G01 thru G06	N37 56.7 E023 57.5	N37 56.7 E023 57.5
G07	N37 56.7 E023 57.5	N37 56.7 E023 57.5
G10 thru G12	N37 56.6 E023 57.4	N37 56.6 E023 57.4
G13, G14	N37 56.6 E023 57.4	N37 56.6 E023 57.4
G15, G16	N37 56.7 E023 57.4	N37 56.7 E023 57.4
G17 thru G20	N37 56.6 E023 57.4	N37 56.6 E023 57.4
B30, B30A	N37 56.4 E023 57.2	N37 56.4 E023 57.2
B31, B31A	N37 56.5 E023 57.3	N37 56.5 E023 57.3
B32, B32A	N37 56.4 E023 57.2	N37 56.4 E023 57.2
B33, B33A	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B34, B34A	N37 56.4 E023 57.2	N37 56.4 E023 57.2
B35	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B36, B36A	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B37, B37A	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B38, B38A	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B39	N37 56.5 E023 57.2	N37 56.5 E023 57.2
B40 thru B43	N37 56.5 E023 57.1	N37 56.5 E023 57.1
B44	N37 56.5 E023 57.0	N37 56.5 E023 57.0
B45, B45A	N37 56.6 E023 57.1	N37 56.6 E023 57.1
B50	N37 56.6 E023 57.4	N37 56.6 E023 57.4
B51	N37 56.8 E023 57.4	N37 56.8 E023 57.4
B52	N37 56.6 E023 57.3	N37 56.6 E023 57.3
B53	N37 56.6 E023 57.4	N37 56.6 E023 57.4
B54 thru B59	N37 56.6 E023 57.2	N37 56.6 E023 57.2
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
B62	N37 56.6 E023 57.2	N37 56.6 E023 57.2
B64	N37 56.7 E023 57.2	N37 56.7 E023 57.2
B65	N37 56.6 E023 57.2	N37 56.6 E023 57.2
B66	N37 56.6 E023 57.2	N37 56.6 E023 57.2
B67	N37 56.7 E023 57.2	N37 56.7 E023 57.2



STAND No.	INS COORDINATES	MAIN TWR APRON COORDINATES
A01	N37 56.1 E023 56.9	N37 56.1 E023 56.9
A03 thru A07	N37 56.0 E023 56.8	N37 56.0 E023 56.8
A11, A13	N37 56.0 E023 56.7	N37 56.0 E023 56.7
B03, B05	N37 56.2 E023 56.9	N37 56.2 E023 56.9
B07	N37 56.2 E023 57.0	N37 56.2 E023 57.0
B09 thru B15	N37 56.4 E023 57.1	N37 56.4 E023 57.1
A30	N37 55.8 E023 56.7	N37 55.8 E023 56.7
A31	N37 55.8 E023 56.6	N37 55.8 E023 56.6
A32	N37 55.9 E023 56.6	N37 55.9 E023 56.6
A33	N37 55.9 E023 56.6	N37 55.9 E023 56.6
A34	N37 55.9 E023 56.6	N37 55.9 E023 56.6
A35	N37 55.9 E023 56.5	N37 55.9 E023 56.5
A36	N37 55.9 E023 56.6	N37 55.9 E023 56.6
A37	N37 55.9 E023 56.5	N37 55.9 E023 56.5
A38	N37 55.9 E023 56.6	N37 55.9 E023 56.6
A39	N37 55.9 E023 56.5	N37 55.9 E023 56.5
A40 thru A44	N37 55.7 E023 56.5	N37 55.7 E023 56.5
A45	N37 55.7 E023 56.4	N37 55.7 E023 56.4
A46	N37 55.8 E023 56.4	N37 55.8 E023 56.4
A47, A49	N37 55.7 E023 56.4	N37 55.7 E023 56.4
A50, A52	N37 55.6 E023 56.4	N37 55.6 E023 56.4
A54, A56	N37 55.7 E023 56.3	N37 55.7 E023 56.3
A58	N37 55.7 E023 56.3	N37 55.7 E023 56.3



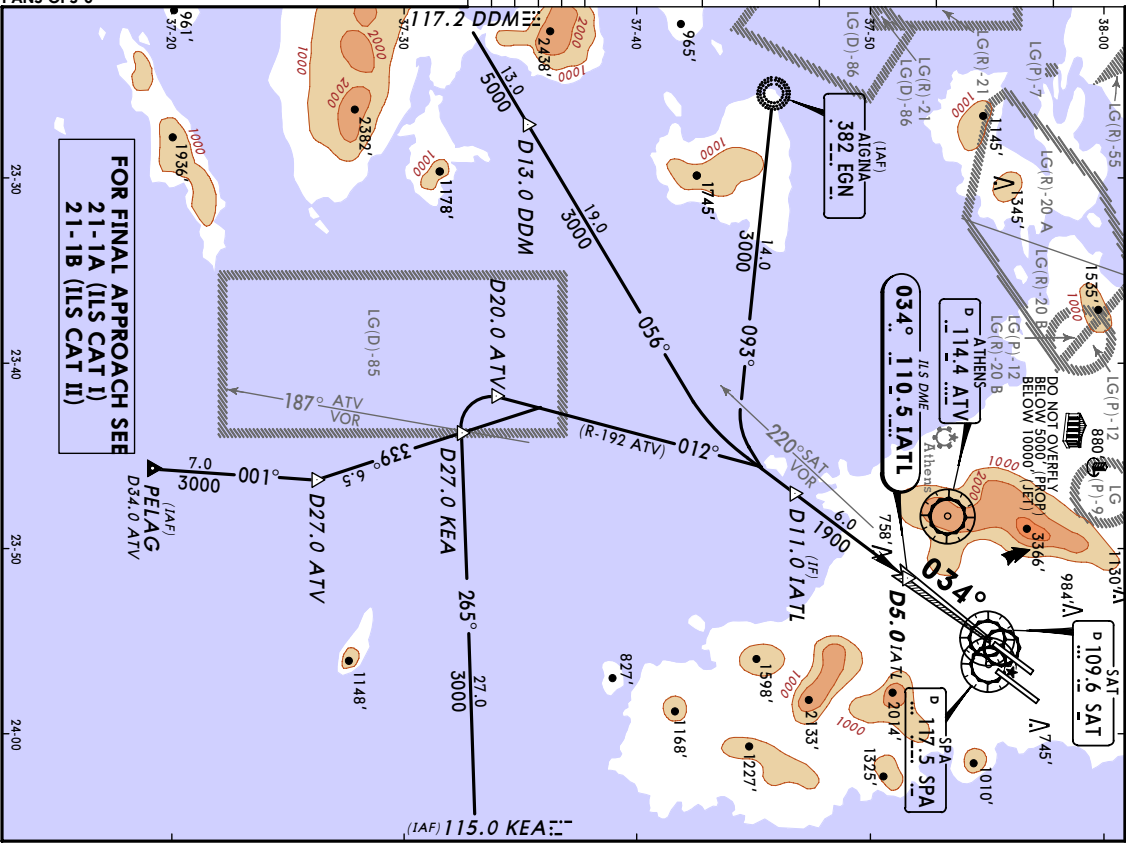
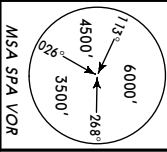
STAND No.	INS COORDINATES	MAIN TWR APRON COORDINATES
F01	N37 55.5 E023 56.3	N37 55.5 E023 56.3
F02 thru F02F	N37 55.5 E023 56.3	N37 55.5 E023 56.3
F02G, F02H	N37 55.4 E023 56.3	N37 55.4 E023 56.3
F03	N37 55.5 E023 56.3	N37 55.5 E023 56.3
F04, F04A	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F04B, F04C	N37 55.4 E023 56.3	N37 55.4 E023 56.3
F04D, F04E	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F04F thru F04H	N37 55.5 E023 56.3	N37 55.5 E023 56.3
F05	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F06 thru F06B	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F06C	N37 55.4 E023 56.3	N37 55.4 E023 56.3
F06D thru F06G	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F07	N37 55.4 E023 56.3	N37 55.4 E023 56.3
F08 thru F08E	N37 55.4 E023 56.2	N37 55.4 E023 56.2
F08F thru F08H	N37 55.5 E023 56.2	N37 55.5 E023 56.2
F09, F11	N37 55.5 E023 56.3	N37 55.5 E023 56.3

LGAV/ATH **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **ILS Rwy 03L**

24 JUN 05 (21-1)

ATIS	ATHENS Arrival (APP)		Director (R)		Approach	
	West	East	West	East	West	East
136.12	132.97	126.57	121.4	118.47	126.57	118.47
ELEFTHERIOS VENIZELOS Tower			Ground		South 121.95	
136.27			121.8		121.9	

LOC	Final	GS	DA(H)/RA	Apt Elev
IATL	Apch Crs	Refer to	Refer to	RWY
110.5	034°	21-1A (CAT I)	21-1B (CAT II)	255'
		21-1B (CAT II)		
Alt Set: MB		Rwy Elev: 9 MB		Trans level: By ATC
ILS DME reads zero at rwy 03L displaced threshold.				Trans alt: 9000'

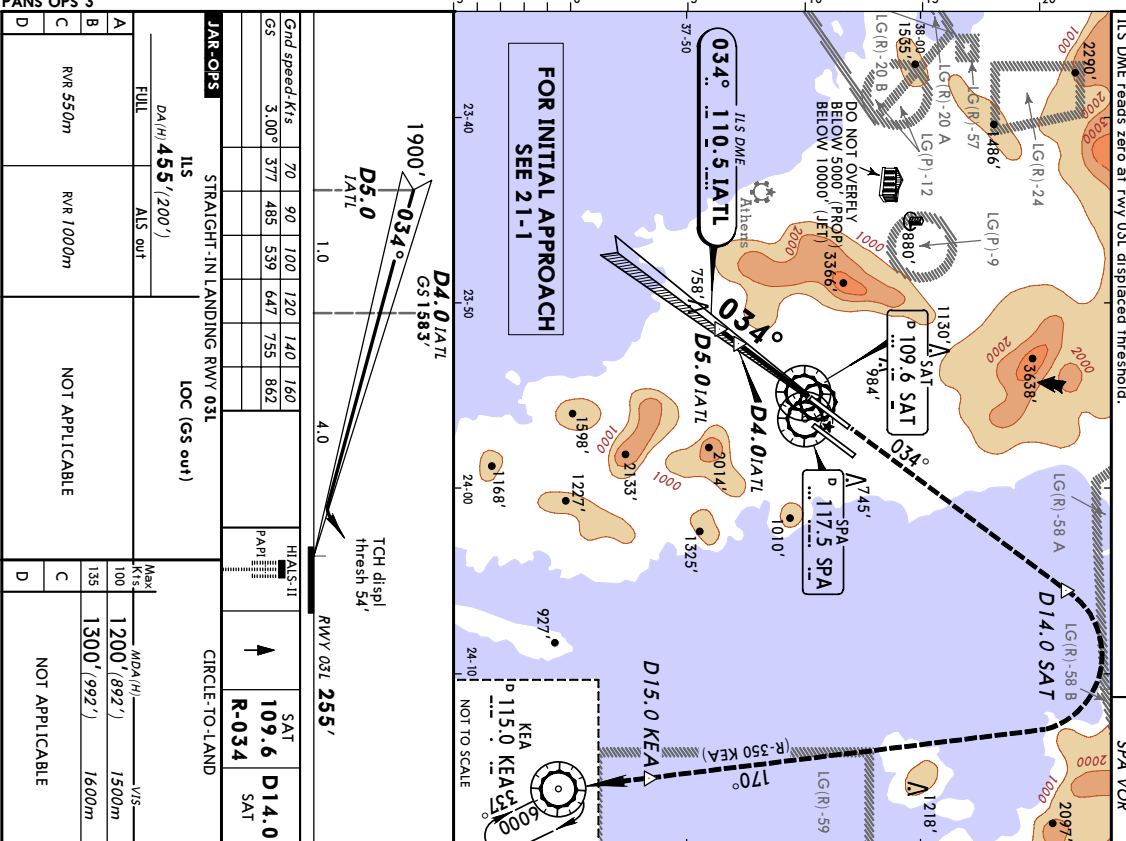
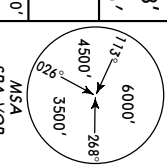


LGAV/ATH **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **ILS Rwy 03L**

24 JUN 05 (21-1A)

ATIS	ATHENS Arrival (APP)		Director (R)		Approach	
	West	East	West	East	West	East
136.12	132.97	126.57	121.4	118.47	126.57	118.0
ELEFTHERIOS VENIZELOS Tower			Ground		South 121.95	
136.27			121.8		121.9	

LOC	Final	GS	DA(H)	ILS	Apt Elev
IATL	Apch Crs	1583' (1328')	455' (200')	200'	RWY
110.5	034°	1583'	455'	200'	255'
		21-1B (CAT II)			
Alt Set: MB		Rwy Elev: 9 MB		Trans level: By ATC	Trans alt: 9000'
ILS DME reads zero at rwy 03L displaced threshold.					



JAR-OPS		STRAIGHT-IN LANDING RWY 03L		LOC (GS out)		CIRCLE-TO-LAND	
FULL		DA(H) 455' (200')		ALS out		SAT 109.6 D14.0	
Gnd speed-Kts		70	90	100	120	140	160
GS		3.00°	3.77	4.85	5.39	6.47	7.55
RVR 550m		RVR 1000m		NOT APPLICABLE		NOT APPLICABLE	
D		D		D		D	

JEPPesen

ATHENS, GREECE
CAT II ILS RWY 03L

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

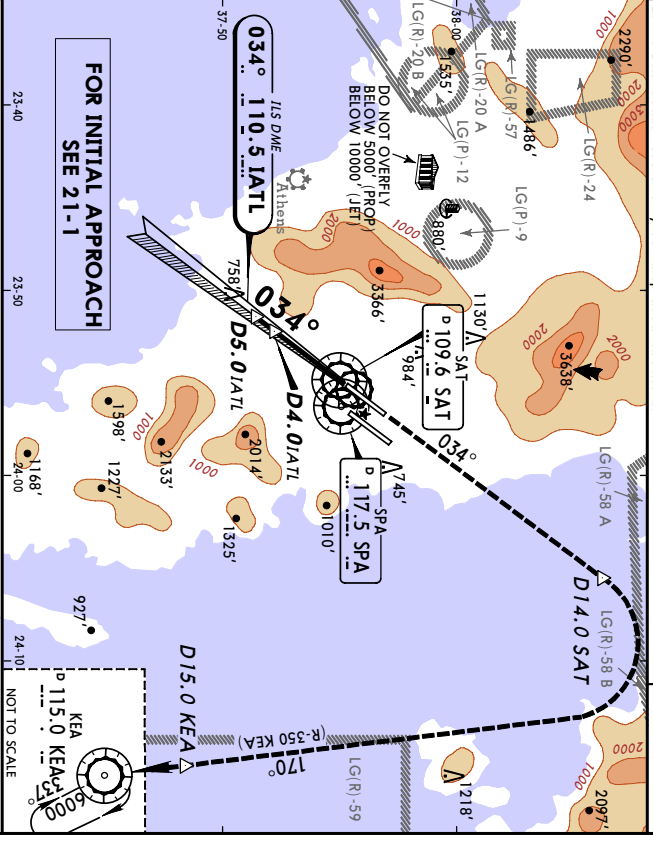
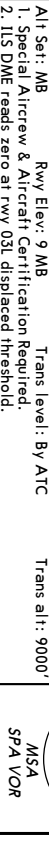
24 JUN 05 (21-1B)

Approach
 CAT II ILS RWY 03L

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
136.12	132.97	126.57	121.4
West	East	West	East
121.8	118.47	126.57	118.47
West	East	West	East
121.9	118.0	129.55	121.95
West	East	Ground	South

LOC	Final	GS	RA	Apr Elev
110.5	034°	D4.0 IATL	97'	308'
IATR	Apch Crs	DA(H)/RA	Apv Elev	
		353'(100')	255'	

MISSED APCH: CLIMB STRAIGHT (MAX IAS 220 KT). Intercept R-034 SAT. At D14.0 SAT turn Right (MAX IAS 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000' and hold. Cross D15.0 KEA at 6000'.
 Alt Set: MB Rwy Elev: 9 MB Trans level: By ATC
 1. Special Alt crew & Aircraft Certification Required.
 2. ILS DME reads zero at rwy 03L displaced threshold.



Grd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	3.77	4.85	5.39	6.47	7.55	862
STRAGHT-IN LANDING RWY 03L							
CAT II ILS							
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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ATHENS, GREECE
ILS RWY 03R

LGAV/ATH
ELEFTHERIOS VENIZELOS INTL

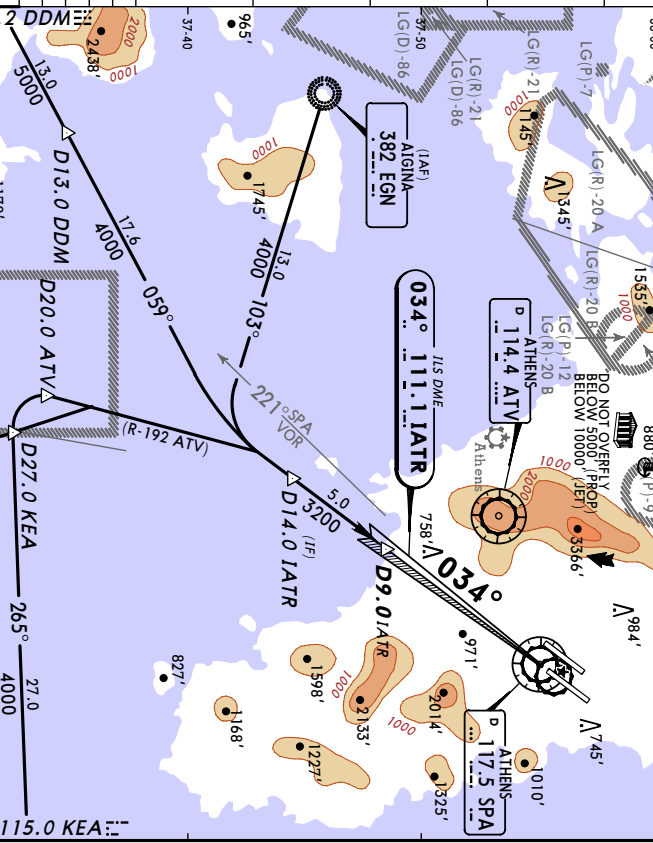
24 JUN 05 (21-2)

Approach
 ILS RWY 03R

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
136.12	132.97	126.57	121.4
West	East	West	East
121.8	118.47	126.57	118.47
West	East	West	East
121.9	118.0	129.55	121.95
West	East	Ground	South

LOC	Final	GS	RA	Apr Elev
111.1	034°	D21.2A (CAT I)	271'	308'
IATR	Apch Crs	DA(H)/RA	Apv Elev	
		21.2B (CAT II)	271'	

MISSED APCH: CLIMB STRAIGHT (MAX IAS 220 KT). Intercept R-034 SAT. At D14.0 SAT turn Right (MAX IAS 220 KT). Intercept R-350 KEA and proceed to KEA VOR climbing to 6000' and hold. Cross D15.0 KEA at 6000'.
 Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC
 1. Special Alt crew & Aircraft Certification Required.
 2. ILS DME reads zero at rwy 03R displaced threshold.



Grd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	3.77	4.85	5.39	6.47	7.55	862
STRAGHT-IN LANDING RWY 03L							
CAT II ILS							
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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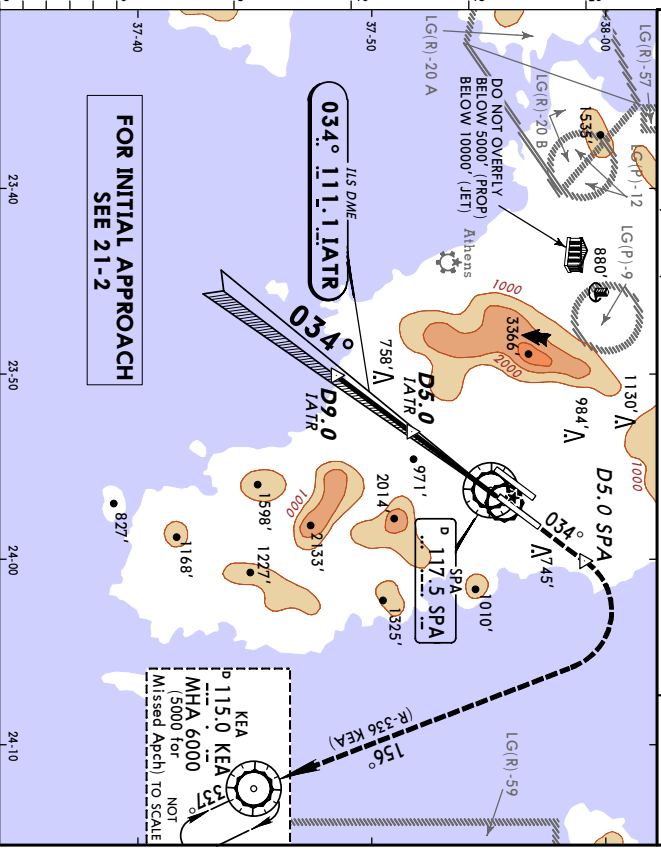
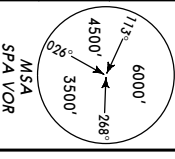
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ATHENS, GREECE
ILS RWY 03R

LGAV/ATH
ELEFTERIOS VENIZELOS INTL
 24 JUN 05 **(21-2A)**

ATHENS Arrival (APP)		Director (R)		Approach		
West	East	West	East	Ground	East	
136.12	132.97	126.57	121.4	118.47	126.57 118.47 118.0 129.55	
ELEFTERIOS VENIZELOS Tower		118.62	West 121.8	North 121.75	East 121.9	South 121.95

LOC	Final IATR	GS	ILS DA(H)	Apr Elev
111.1	034°	D5.0 IATR 1917' (1646')	471' (200')	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.				
Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC Trans alt: 9000'				
ILS DME: reads zero at rwy 03R displaced threshold.				



JAR-OPS		STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		SPR	
DA(H)	471' (200')	Max Kts	1200' (892')	117.5	D5.0 SPA
FULL ALS out		HAALS-II		MHA 6000 (5000 for Missed Apch) TO SCALE	
RVR 550m		RVR 1000m		NOT APPLICABLE	
RVR 550m		RVR 1000m		NOT APPLICABLE	
RVR 550m		RVR 1000m		NOT APPLICABLE	
RVR 550m		RVR 1000m		NOT APPLICABLE	

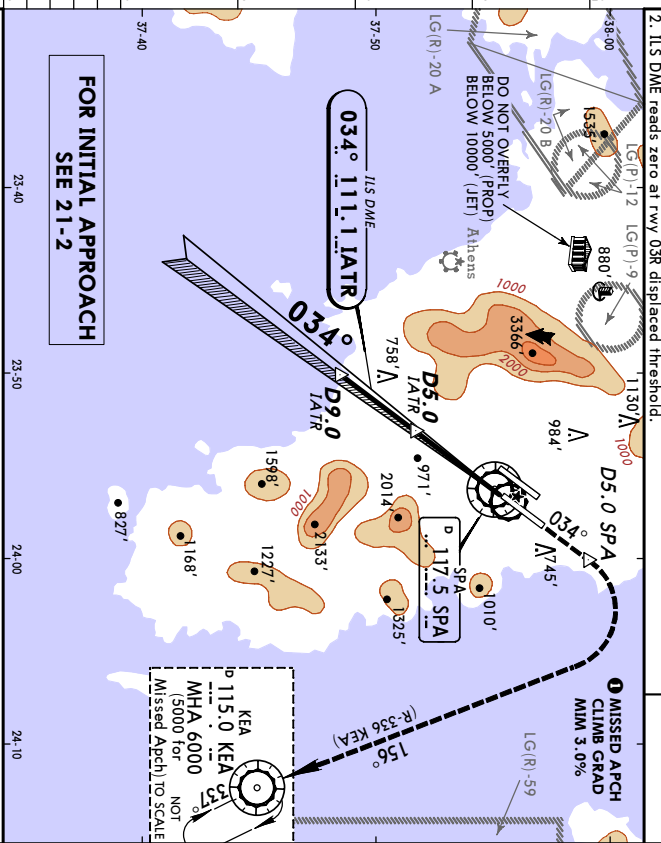
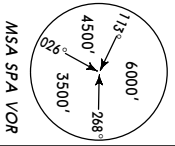
JEPPesen

ATHENS, GREECE
CAT II ILS RWY 03R

LGAV/ATH
ELEFTERIOS VENIZELOS INTL
 24 JUN 05 **(21-2B)**

ATHENS Arrival (APP)		Director (R)		Approach		
West	East	West	East	Ground	East	
136.12	132.97	126.57	121.4	118.47	126.57 118.47 118.0 129.55	
ELEFTERIOS VENIZELOS Tower		118.62	West 121.8	North 121.75	East 121.9	South 121.95

LOC	Final IATR	GS	CAT II ILS DA(H)	Apr Elev
111.1	034°	D5.0 IATR 1917' (1646')	RA 147' 421' (150')	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.				
Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC Trans alt: 9000'				
ILS DME: reads zero at rwy 03R displaced threshold.				



JAR-OPS		STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
CAT II ILS		LOC (GS out)		SPR	
DA(H)	421' (150')	Max Kts	1200' (892')	117.5	D5.0 SPA
Full ALS out		HAALS-II		MHA 6000 (5000 for Missed Apch) TO SCALE	
RVR 450m		RVR 1000m		NOT APPLICABLE	
RVR 450m		RVR 1000m		NOT APPLICABLE	
RVR 450m		RVR 1000m		NOT APPLICABLE	

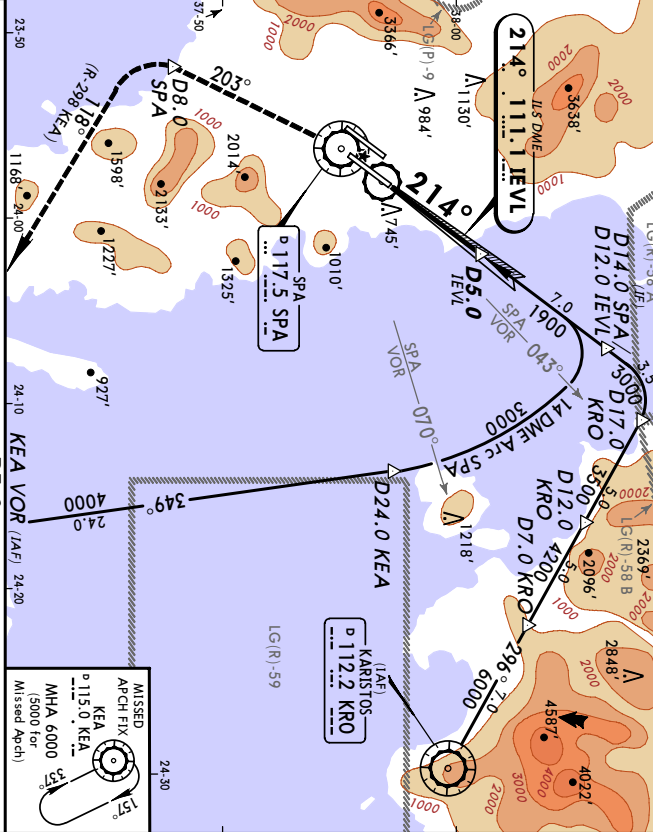
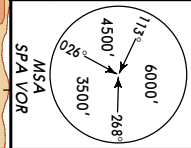
LGAV/ATH **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **ILS Rwy 21L**

24 JUN 05 **(21-3)**

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
	136.12 West 132.97 East 126.57	121.4 West 118.47 East 126.57	118.0 129.55
ELEFTHERIOS VENIZELOS Tower		Ground	121.9
118.62		East 121.9	South 121.95

LOC	Final	GS	ILS	Apr Elev
111.1	111.1	1312' (1009')	503' (200')	308'
LEV	Apch Crs	D3.0 ILEV	DA(H)	RWY 303'
214°	214°	503' (200')		

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.



JAR-OPS		STRAIGHT-IN LANDING RWY 21L		LOC (GS out)	
FULL		ALS out		Circle-to-land	
Grd speed-Kts	70 90 100 120 140 160	HLA5-II	SPA	203°	D8.0
GS	3,000' 377 485 539 647 755 862	PAH	117.5	117.5	203° SPA
JAR-OPS		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
DA(H) 503' (200')		ALS out		Circle-to-land	
A		Max Kts	MDA(H)	VIS	
B	RVR 550m	100	1200' (92')	1500m	
C	RVR 1000m	135	1300' (99')	1600m	
D					NOT APPLICABLE

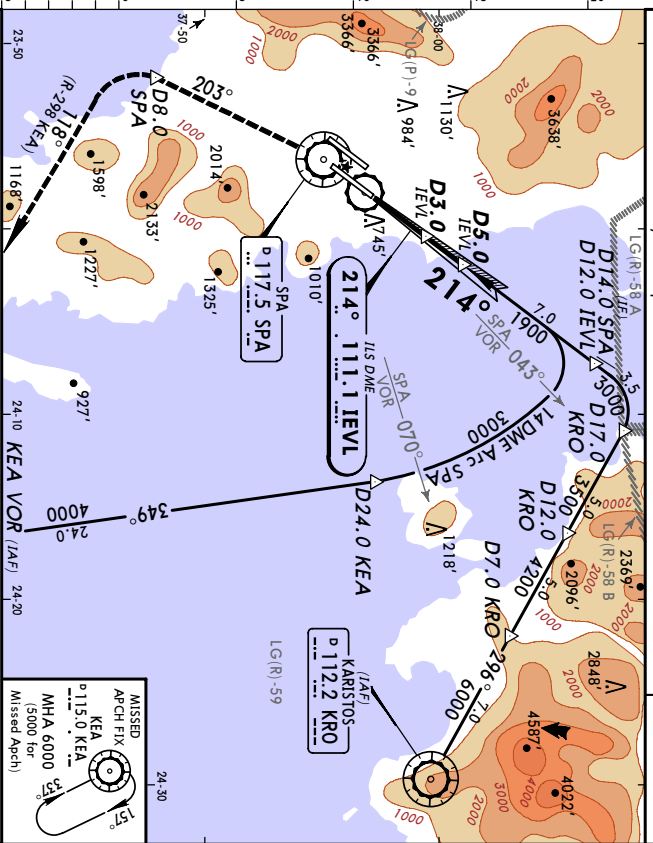
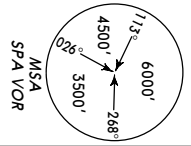
LGAV/ATH **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL **CAT II ILS Rwy 21L**

24 JUN 05 **(21-3A)**

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
	136.12 West 132.97 East 126.57	121.4 West 118.47 East 126.57	118.0 129.55
ELEFTHERIOS VENIZELOS Tower		Ground	121.9
118.62		East 121.9	South 121.95

LOC	Final	GS	CAT II ILS	Apr Elev
111.1	111.1	1312' (1009')	RA 94'	308'
LEV	Apch Crs	D3.0 ILEV	DA(H)	RWY 303'
214°	214°	503' (200')	403' (100')	

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.



JAR-OPS		STRAIGHT-IN LANDING RWY 21L		CAT II ILS	
DA(H) 403' (100')		ALS out		Circle-to-land	
Grd speed-Kts	70 90 100 120 140 160	HLA5-II	SPA	203°	D8.0
GS	3,000' 377 485 539 647 755 862	PAH	117.5	117.5	203° SPA
JAR-OPS		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
DA(H) 403' (100')		ALS out		Circle-to-land	
A		Max Kts	MDA(H)	VIS	
B	RVR 300m	100	1200' (92')	1500m	
C		135	1300' (99')	1600m	
D					NOT APPLICABLE

LGAV/ATH **ATHENS, GREECE**
ELEFTERIOS VENIZELOS INTL ILS RWY 21R

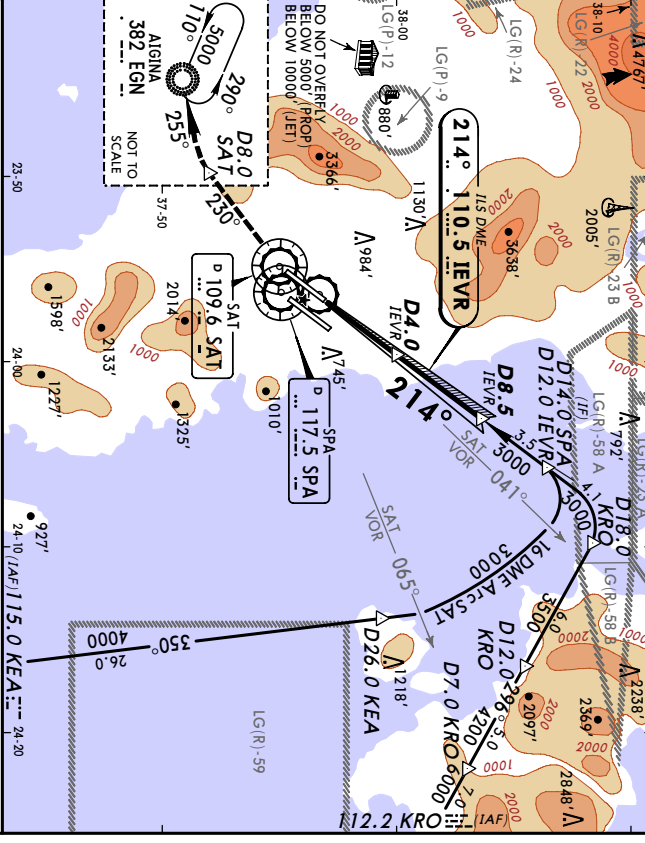
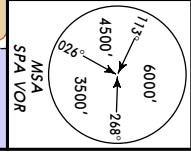
24 JUN 05 **(21-4)**

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
136.12	132.97	126.57	121.4
136.27	126.57	118.47	126.57
		118.0	118.0
		118.0	129.55
ELEFTERIOS VENIZELOS Tower		West 121.8	North 121.75
		East 121.9	South 121.95

LOC	Final	GS	ILS	Aprt Elev
110.5	214°	1610' (1328')	D(A/H) Refer to Minimums	308'
IEVR	Apch Crs	D4.0 IEVR	RWY 282'	
		1610' (1328')		

MISSED APCH: Climb STRAIGHT AHEAD to SAT VOR, then turn RIGHT to intercept R-230 SAT. At D8.0 SAT turn RIGHT on track 255° to EGN NDB climbing to 5000' and hold.

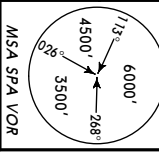
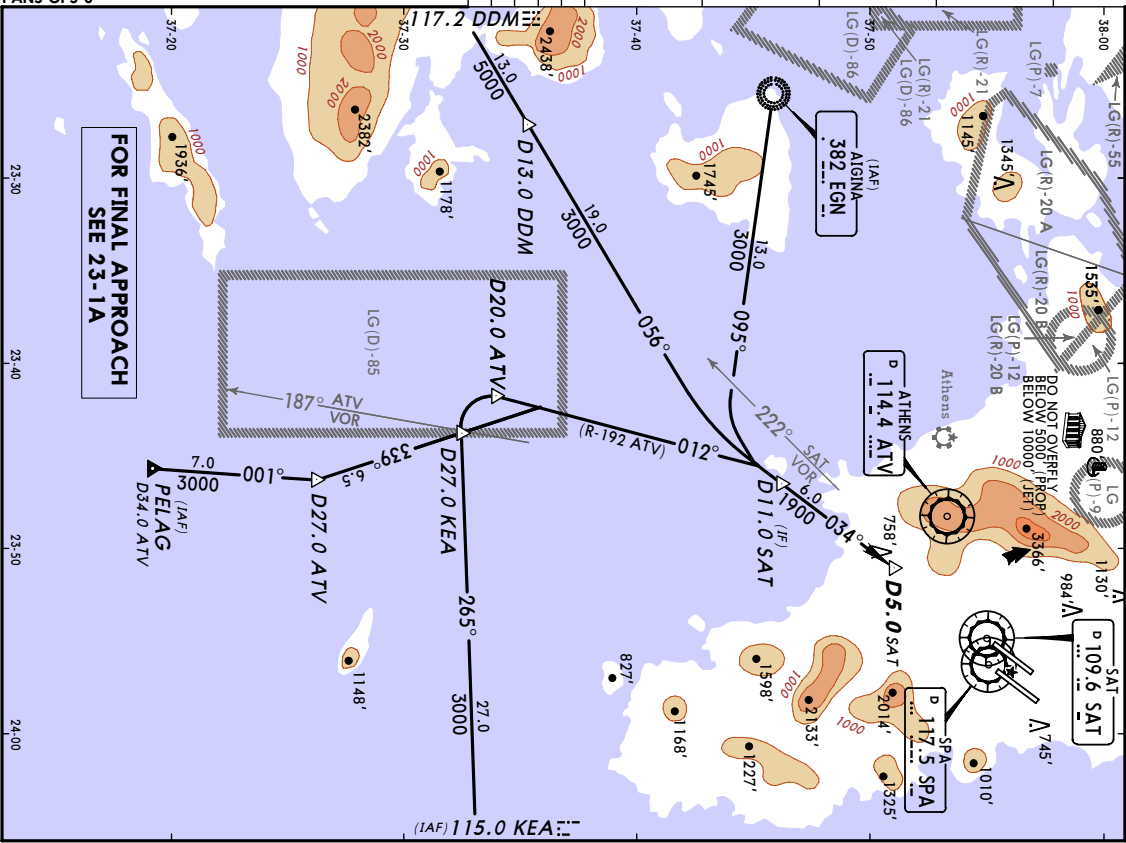
Alt Set: MB Rwy Elev: 10 MB Trans level: By ATC Trans alt: 9000'
 ILS DME reads zero at rwy 21R displaced threshold.



Grnd speed-Kts	70	90	100	120	140	160	HIALS-II	SAT	230°
GS	3.00°	3.77	4.85	5.39	6.47	7.55	PAPI	109.6	RT
									D8.0
JAR-OPS		STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND					
Missed apch climb grad min 4.0%		Missed apch climb gradient		LOC (GS out)					
DA(H) 682' (400')		DA(H) 682' (400')		DA(H) 682' (400')		DA(H) 682' (400')		DA(H) 682' (400')	
FULL		FULL		FULL		FULL		FULL	
A: 935' (653')		A: 935' (653')		A: 935' (653')		A: 935' (653')		A: 935' (653')	
B: 945' (663')		B: 945' (663')		B: 945' (663')		B: 945' (663')		B: 945' (663')	
C: 955' (673')		C: 955' (673')		C: 955' (673')		C: 955' (673')		C: 955' (673')	
D: 965' (683')		D: 965' (683')		D: 965' (683')		D: 965' (683')		D: 965' (683')	
E: 975' (693')		E: 975' (693')		E: 975' (693')		E: 975' (693')		E: 975' (693')	
F: 985' (703')		F: 985' (703')		F: 985' (703')		F: 985' (703')		F: 985' (703')	
G: 995' (713')		G: 995' (713')		G: 995' (713')		G: 995' (713')		G: 995' (713')	
H: 1005' (723')		H: 1005' (723')		H: 1005' (723')		H: 1005' (723')		H: 1005' (723')	
I: 1015' (733')		I: 1015' (733')		I: 1015' (733')		I: 1015' (733')		I: 1015' (733')	
J: 1025' (743')		J: 1025' (743')		J: 1025' (743')		J: 1025' (743')		J: 1025' (743')	
K: 1035' (753')		K: 1035' (753')		K: 1035' (753')		K: 1035' (753')		K: 1035' (753')	
L: 1045' (763')		L: 1045' (763')		L: 1045' (763')		L: 1045' (763')		L: 1045' (763')	
M: 1055' (773')		M: 1055' (773')		M: 1055' (773')		M: 1055' (773')		M: 1055' (773')	
N: 1065' (783')		N: 1065' (783')		N: 1065' (783')		N: 1065' (783')		N: 1065' (783')	
O: 1075' (793')		O: 1075' (793')		O: 1075' (793')		O: 1075' (793')		O: 1075' (793')	
P: 1085' (803')		P: 1085' (803')		P: 1085' (803')		P: 1085' (803')		P: 1085' (803')	
Q: 1095' (813')		Q: 1095' (813')		Q: 1095' (813')		Q: 1095' (813')		Q: 1095' (813')	
R: 1105' (823')		R: 1105' (823')		R: 1105' (823')		R: 1105' (823')		R: 1105' (823')	
S: 1115' (833')		S: 1115' (833')		S: 1115' (833')		S: 1115' (833')		S: 1115' (833')	
T: 1125' (843')		T: 1125' (843')		T: 1125' (843')		T: 1125' (843')		T: 1125' (843')	
U: 1135' (853')		U: 1135' (853')		U: 1135' (853')		U: 1135' (853')		U: 1135' (853')	
V: 1145' (863')		V: 1145' (863')		V: 1145' (863')		V: 1145' (863')		V: 1145' (863')	
W: 1155' (873')		W: 1155' (873')		W: 1155' (873')		W: 1155' (873')		W: 1155' (873')	
X: 1165' (883')		X: 1165' (883')		X: 1165' (883')		X: 1165' (883')		X: 1165' (883')	
Y: 1175' (893')		Y: 1175' (893')		Y: 1175' (893')		Y: 1175' (893')		Y: 1175' (893')	
Z: 1185' (903')		Z: 1185' (903')		Z: 1185' (903')		Z: 1185' (903')		Z: 1185' (903')	
AA: 1195' (913')		AA: 1195' (913')		AA: 1195' (913')		AA: 1195' (913')		AA: 1195' (913')	
AB: 1205' (923')		AB: 1205' (923')		AB: 1205' (923')		AB: 1205' (923')		AB: 1205' (923')	
AC: 1215' (933')		AC: 1215' (933')		AC: 1215' (933')		AC: 1215' (933')		AC: 1215' (933')	
AD: 1225' (943')		AD: 1225' (943')		AD: 1225' (943')		AD: 1225' (943')		AD: 1225' (943')	
AE: 1235' (953')		AE: 1235' (953')		AE: 1235' (953')		AE: 1235' (953')		AE: 1235' (953')	
AF: 1245' (963')		AF: 1245' (963')		AF: 1245' (963')		AF: 1245' (963')		AF: 1245' (963')	
AG: 1255' (973')		AG: 1255' (973')		AG: 1255' (973')		AG: 1255' (973')		AG: 1255' (973')	
AH: 1265' (983')		AH: 1265' (983')		AH: 1265' (983')		AH: 1265' (983')		AH: 1265' (983')	
AI: 1275' (993')		AI: 1275' (993')		AI: 1275' (993')		AI: 1275' (993')		AI: 1275' (993')	
AJ: 1285' (1003')		AJ: 1285' (1003')		AJ: 1285' (1003')		AJ: 1285' (1003')		AJ: 1285' (1003')	
AK: 1295' (1013')		AK: 1295' (1013')		AK: 1295' (1013')		AK: 1295' (1013')		AK: 1295' (1013')	
AL: 1305' (1023')		AL: 1305' (1023')		AL: 1305' (1023')		AL: 1305' (1023')		AL: 1305' (1023')	
AM: 1315' (1033')		AM: 1315' (1033')		AM: 1315' (1033')		AM: 1315' (1033')		AM: 1315' (1033')	
AN: 1325' (1043')		AN: 1325' (1043')		AN: 1325' (1043')		AN: 1325' (1043')		AN: 1325' (1043')	
AO: 1335' (1053')		AO: 1335' (1053')		AO: 1335' (1053')		AO: 1335' (1053')		AO: 1335' (1053')	
AP: 1345' (1063')		AP: 1345' (1063')		AP: 1345' (1063')		AP: 1345' (1063')		AP: 1345' (1063')	
AQ: 1355' (1073')		AQ: 1355' (1073')		AQ: 1355' (1073')		AQ: 1355' (1073')		AQ: 1355' (1073')	
AR: 1365' (1083')		AR: 1365' (1083')		AR: 1365' (1083')		AR: 1365' (1083')		AR: 1365' (1083')	
AS: 1375' (1093')		AS: 1375' (1093')		AS: 1375' (1093')		AS: 1375' (1093')		AS: 1375' (1093')	
AT: 1385' (1103')		AT: 1385' (1103')		AT: 1385' (1103')		AT: 1385' (1103')		AT: 1385' (1103')	
AU: 1395' (1113')		AU: 1395' (1113')		AU: 1395' (1113')		AU: 1395' (1113')		AU: 1395' (1113')	
AV: 1405' (1123')		AV: 1405' (1123')		AV: 1405' (1123')		AV: 1405' (1123')		AV: 1405' (1123')	
AW: 1415' (1133')		AW: 1415' (1133')		AW: 1415' (1133')		AW: 1415' (1133')		AW: 1415' (1133')	
AX: 1425' (1143')		AX: 1425' (1143')		AX: 1425' (1143')		AX: 1425' (1143')		AX: 1425' (1143')	
AY: 1435' (1153')		AY: 1435' (1153')		AY: 1435' (1153')		AY: 1435' (1153')		AY: 1435' (1153')	
AZ: 1445' (1163')		AZ: 1445' (1163')		AZ: 1445' (1163')		AZ: 1445' (1163')		AZ: 1445' (1163')	
BA: 1455' (1173')		BA: 1455' (1173')		BA: 1455' (1173')		BA: 1455' (1173')		BA: 1455' (1173')	
BB: 1465' (1183')		BB: 1465' (1183')		BB: 1465' (1183')		BB: 1465' (1183')		BB: 1465' (1183')	
BC: 1475' (1193')		BC: 1475' (1193')		BC: 1475' (1193')		BC: 1475' (1193')		BC: 1475' (1193')	
BD: 1485' (1203')		BD: 1485' (1203')		BD: 1485' (1203')		BD: 1485' (1203')		BD: 1485' (1203')	
BE: 1495' (1213')		BE: 1495' (1213')		BE: 1495' (1213')		BE: 1495' (1213')		BE: 1495' (1213')	
BF: 1505' (1223')		BF: 1505' (1223')		BF: 1505' (1223')		BF: 1505' (1223')		BF: 1505' (1223')	
BG: 1515' (1233')		BG: 1515' (1233')		BG: 1515' (1233')		BG: 1515' (1233')		BG: 1515' (1233')	
BH: 1525' (1243')		BH: 1525' (1243')		BH: 1525' (1243')		BH: 1525' (1243')		BH: 1525' (1243')	
BI: 1535' (1253')		BI: 1535' (1253')		BI: 1535' (1253')		BI: 1535' (1253')		BI: 1535' (1253')	
BJ: 1545' (1263')		BJ: 1545' (1263')		BJ: 1545' (1263')		BJ: 1545' (1263')		BJ: 1545' (1263')	
BK: 1555' (1273')		BK: 1555' (1273')		BK: 1555' (1273')		BK: 1555' (1273')		BK: 1555' (1273')	
BL: 1565' (1283')		BL: 1565' (1283')		BL: 1565' (1283')		BL: 1565' (1283')		BL: 1565' (1283')	
BM: 1575' (1293')		BM: 1575' (1293')		BM: 1575' (1293')		BM: 1575' (1293')		BM: 1575' (1293')	
BN: 1585' (1303')		BN: 1585' (1303')		BN: 1585' (1303')		BN: 1585' (1303')		BN: 1585' (1303')	
BO: 1595' (1313')		BO: 1595' (1313')		BO: 1595' (1313')		BO: 1595' (1313')		BO: 1595' (1313')	
BP: 1605' (1323')		BP: 1605' (1323')		BP: 1605' (1323')		BP: 1605' (1323')		BP: 1605' (1323')	
BQ: 1615' (1333')		BQ: 1615' (1333')		BQ: 1615' (1333')		BQ: 1615' (1333')		BQ: 1615' (1333')	
BR: 1625' (1343')		BR: 1625' (1343')		BR: 1625' (1343')		BR: 1625' (1343')		BR: 1625' (1343')	
BS: 1635' (1353')		BS: 1635' (1353')		BS: 1635' (1353')		BS: 1635' (1353')		BS: 1635' (1353')	
BT: 1645' (1363')		BT: 1645' (1363')		BT: 1645' (1363')		BT: 1645' (1363')		BT: 1645' (1363')	
BU: 1655' (1373')		BU: 1655' (1373')		BU: 1655' (1373')		BU: 1655' (1373')		BU: 1655' (1373')	
BV: 1665' (1383')		BV: 1665' (1383')		BV: 1665' (1383')		BV: 1665' (1383')		BV: 1665' (1383')	
BW: 1675' (1393')		BW: 1675' (1393')		BW: 1675' (1393')		BW: 1675' (1393')		BW: 1675' (1393')	
BX: 1685' (1403')		BX: 1685' (1403')		BX: 1685' (1403')		BX: 1685' (1403')		BX: 1685' (1403')	
BY: 1695' (1413')		BY: 1695' (1413')		BY: 1695' (1413')		BY: 1695' (1413')		BY: 1695' (1413')	
BZ: 1705' (1423')		BZ: 1705' (1423')		BZ: 1705' (1423')		BZ: 1705' (1423')		BZ: 1705' (1423')	
CA: 1715' (1433')		CA: 1715' (1433')		CA: 1715' (1433')		CA: 1715' (1433')		CA: 1715' (1433')	
CB: 1725' (1443')		CB: 1725' (1443')		CB: 1725' (1443')		CB: 1725' (1443')		CB: 1725' (1443')	
CC: 1735' (1453')		CC: 1735' (1453')		CC: 1735' (1453')		CC: 1735' (1453')		CC: 1735' (1453')	
CD: 1745' (1463')		CD: 1745' (1463')		CD: 1745' (1463')		CD: 1745' (1463')		CD: 1745' (1463')	
CE: 1755' (1473')		CE: 1755' (1473')		CE: 1755' (1473')		CE: 1755' (1473')		CE: 1755' (1473')	
CF: 1765' (1483')		CF: 1765' (1483')		CF: 1765' (1483')		CF: 1765' (1483')		CF: 1765' (1483')	
CG: 1775' (1493')		CG: 1775' (1493')		CG: 1775' (1493')		CG: 1775' (1493')		CG: 1775' (1493')	
CH: 1785' (1503')		CH: 1785' (1503')		CH: 1785' (1503')		CH: 1785' (1503')		CH: 1785' (1503')	
CI: 1795' (1513')		CI: 1795' (1513')		CI: 1795' (1513')		CI: 1795' (1513')		CI: 1795' (1513')	
CJ: 1805' (1523')		CJ: 1805' (1523')		CJ: 1805' (1523')		CJ: 1805' (1523')		CJ: 1805' (1523')	

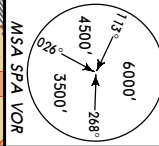
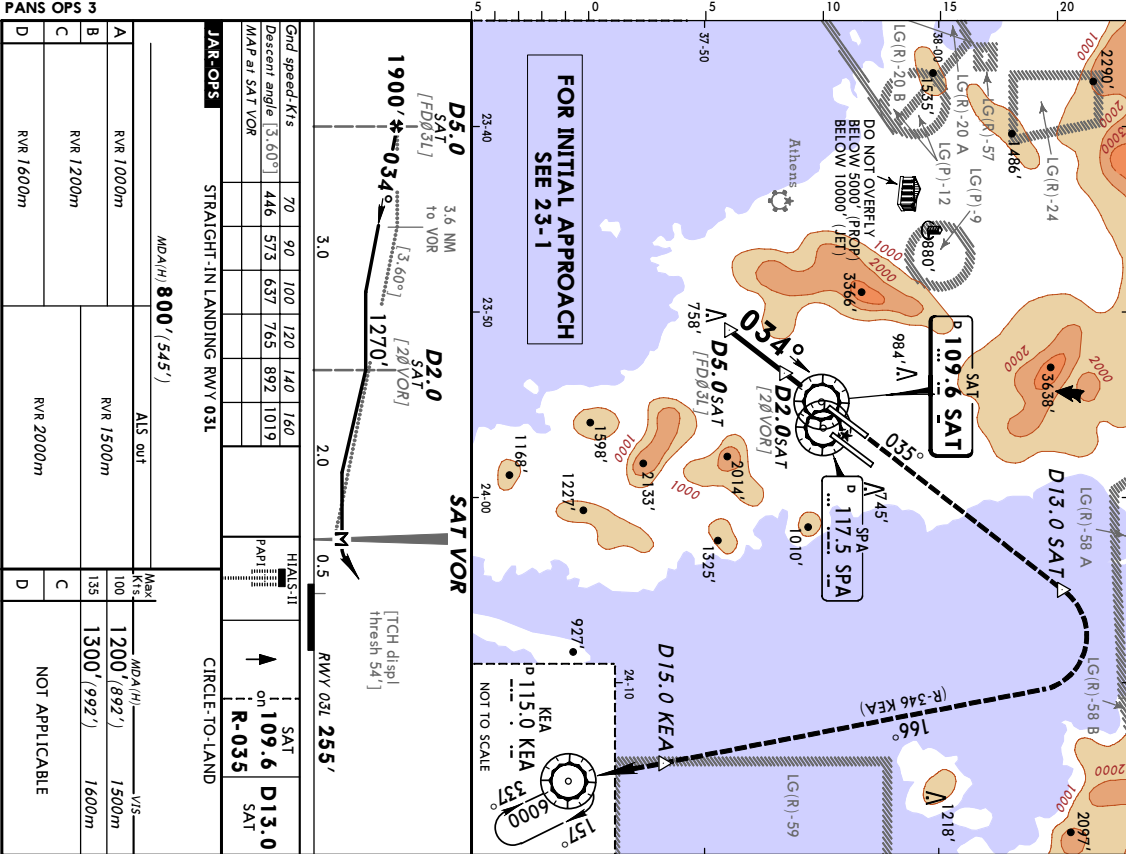
LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(23-1A)** **VOR DME Rwy 03L**

ATIS	ATHENS Arrival (APP)	Director (R)	Approach	
136.12	West 132.97 East 126.57	121.4	118.47	126.57 118.47 118.0 129.55
ELEFTHERIOS VENIZELOS Tower				
VOR	Final	Minimum Alt	MDA(H)	Apt Elev
SAT	109.6	034°	23-1A	308'
Rwy Elev: 9 MB		Refer to chart	Refer to chart	Rwy 255'
Alt Set: MB		Trans level: By ATC		Trans alt: 9000'



LGAV/ATH **JEPPESEN** **ATHENS, GREECE**
ELEFTHERIOS VENIZELOS INTL 24 JUN 05 **(23-1A)** **VOR DME Rwy 03L**

ATIS	ATHENS Arrival (APP)	Director (R)	Approach	
136.12	West 132.97 East 126.57	121.4	118.47	126.57 118.47 118.0 129.55
ELEFTHERIOS VENIZELOS Tower				
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SAT	109.6	034°	23-1A	308'
Rwy Elev: 9 MB		Refer to chart	Refer to chart	Rwy 255'
Alt Set: MB		Trans level: By ATC		Trans alt: 9000'

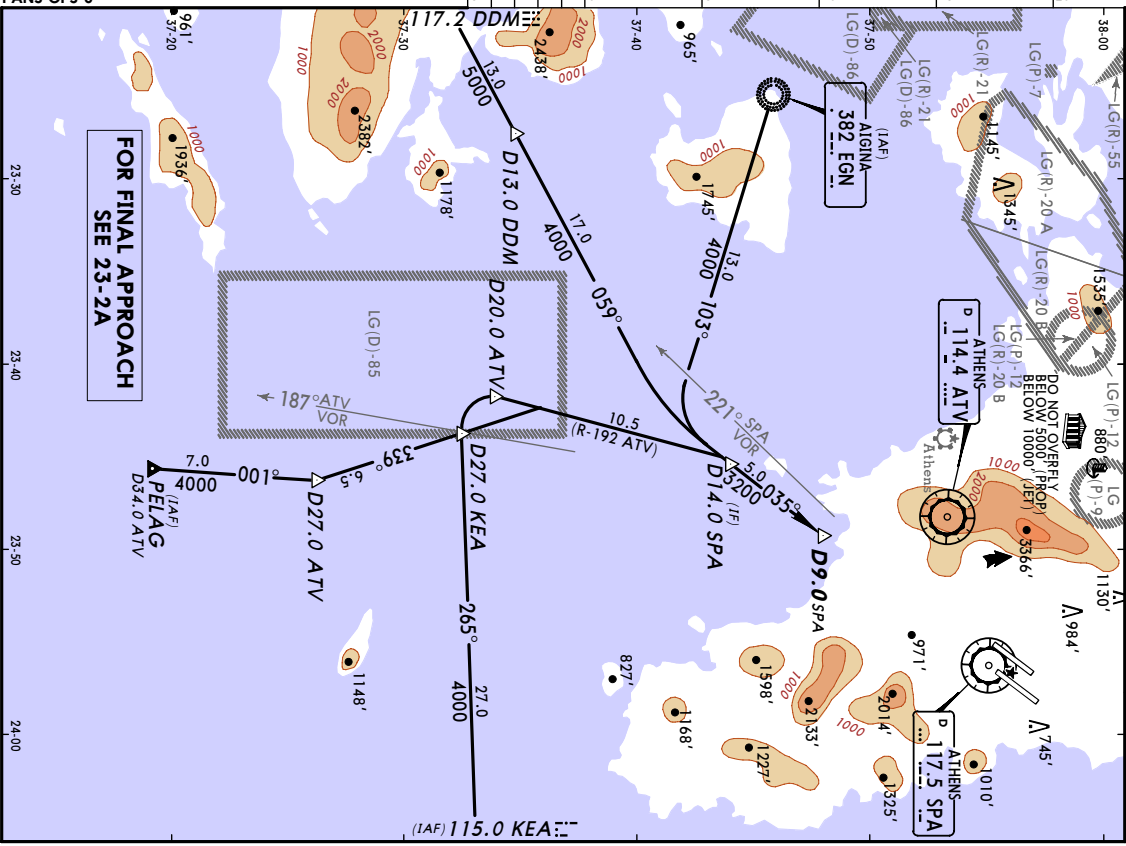
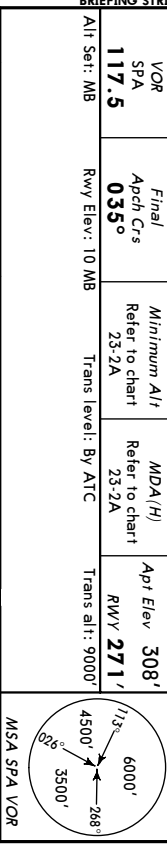


JAR-OPS		STRAIGHT-IN LANDING Rwy 03L		CIRCLE-TO-LAND	
MDA(H) 800' (545')		AIS out		VIS	
A	RVR 1000m	100	1200' (992')	1500m	1500m
B	RVR 1200m	135	1300' (992')	1600m	1600m
C	RVR 1600m				NOT APPLICABLE
D	RVR 2000m				

LGAV/ATH
ELEFTERIOS VENIZELOS INTL
ATHENS, GREECE
VOR DME Rwy 03R

24 JUN 05 (23-2)

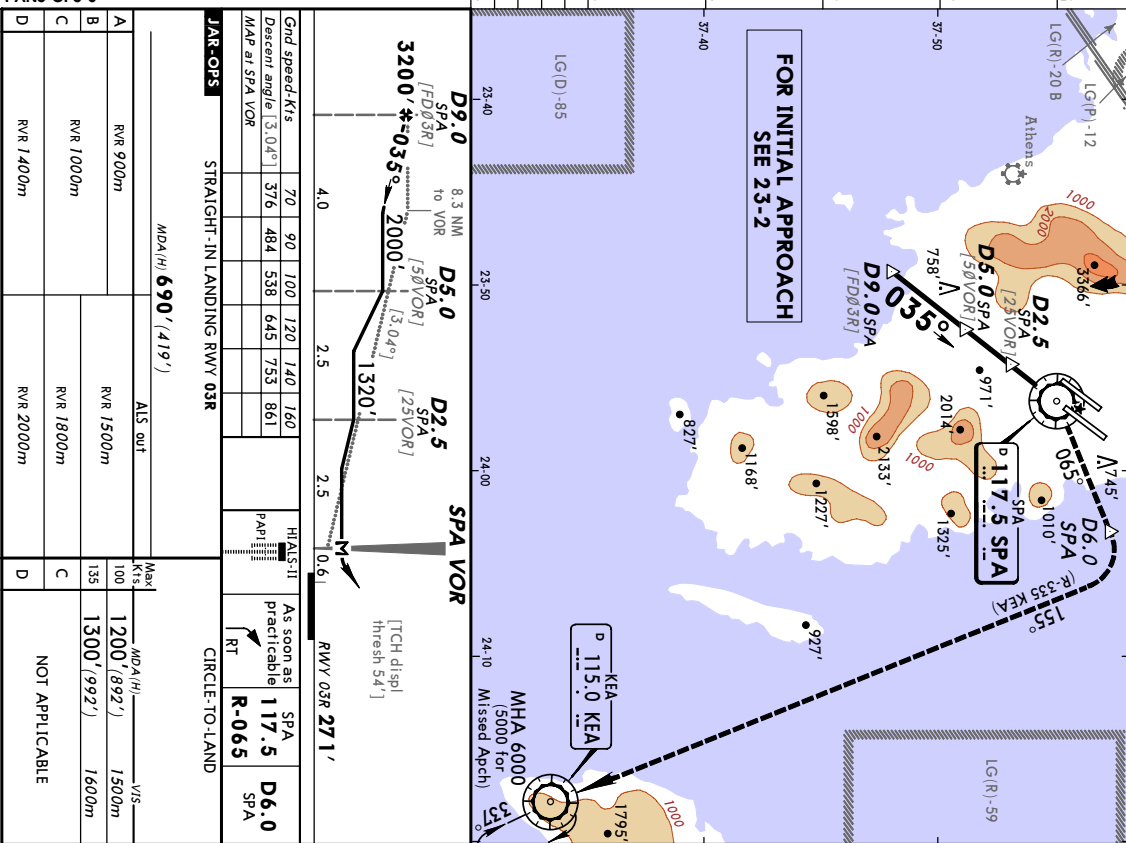
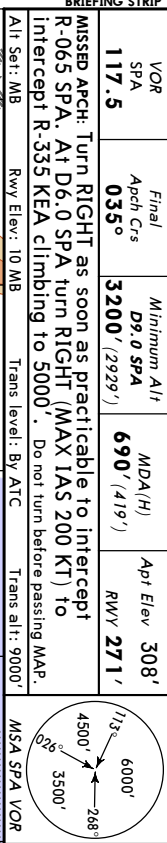
ATIS	ATHENS Arrival (APP)	Director (R)	Approach
136.12	West 132.97 East 126.57	West 121.4 East 118.47	126.57 118.47 118.0 129.55
ELEFTERIOS VENIZELOS Tower		Ground	118.62
VOR	Final	Minimum Alt	MDA(H)
SPA	117.5	035°	Aprt Elev 308'
Apch Crs		Refer to chart	Refer to chart
Rwy Elev: 10 MB		Trans level: By ATC	Trans alt: 9000'



LGAV/ATH
ELEFTERIOS VENIZELOS INTL
ATHENS, GREECE
VOR DME Rwy 03R

24 JUN 05 (23-2A)

ATIS	ATHENS Arrival (APP)	Director (R)	Approach
136.12	West 132.97 East 126.57	West 121.4 East 118.47	126.57 118.47 118.0 129.55
ELEFTERIOS VENIZELOS Tower		Ground	118.62
VOR	Final	Minimum Alt	MDA(H)
SPA	117.5	035°	Aprt Elev 308'
Apch Crs		Refer to chart	Refer to chart
Rwy Elev: 10 MB		Trans level: By ATC	Trans alt: 9000'



JAR-OPS STRAIGHT-IN LANDING RWY 03R

Grnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at SPA VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 03R

MDA(H)	690' (419')
ASIS out	
Max Kts	
MDA(H)	1200' (892')
VIS	1500m
Max Kts	135
MDA(H)	1300' (992')
VIS	1600m

NOT APPLICABLE

