ASTOV 2D, VELOP 2D

246' per NM (5.7%) up to 5200',
346' per NM (5.7%) up to 6000' when NW quadrant of KOTRONI ATZ is active.

304' per NM (5.7%) up to 7000' for ATC purposes.

At DDM to VELOP.

VELOP 2G

304' per NM (5.7%) up to 425' per NM (7%) up to 5200',
346' per NM (5.7%) up to 7000'.

These SIDs require minimum climb gradients of KOTRONI ATZ.

304' per NM (5.7%) up to 7000' for ATC purposes.

At or above 9000' for ATC purposes.

MAX 210 KT for initial turns, bank angle 15°.

MAX 240 KT for turns, bank angle 25°.

Letter D designated SIDs:
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.

At or above 7000'.

As by ATC

At or above 9000'.

Gnd speed-KT

At or above 117.5 SPA

ASTOV 2D, VELOP 2D

9000' when NW quadrant

When RWYs 03L/R in use, flights planned via ASTOV & VELOP expect to depart from RWY 03L with a clearance to follow SID with a LEFT turn out.

Gnd speed-KT

At or above 7000'.

117.5 SPA

BASED ON ATV

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 210 KT for initial turns, bank angle 15°.

MAX 240 KT for turns, bank angle 25°.

INITIAL CLIMB/ROUTING

ASTOV 2D

Intercept SAT R-033, at D12 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.

VELOP 2G

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.

MAX 240 KT for turns, bank angle 25°.
In case of radar failure and if not otherwise instructed by ATC:

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'.

Climb on SAT R-048 to 1100', turn RIGHT, intercept KRO R-266 inbound, at 4000' but not before D14 KRO, turn RIGHT to SAT, turn LEFT, ATV R-226 to DDM.

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


INITIAL CLIMB

Routing:

ATOV 2J
VELOP 2J
NEMES 2J

At DDM to ASTOV.
At DDM to VELOP.

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CHANGES:
24 JUN 05

128.95

308.6

ATHENS, GREECE
**INITIAL CLIMB/ROUTING**

**SID**

**OMIRO 1G** On TGG R-096 inbound to D15 TGG, turn RIGHT, 310° track, intercept KRO R-286 inbound at or above D9 KRO turn RIGHT to ATV, turn RIGHT, ATV R-347 to ABLON.

**PIKAD 2G** On TGG R-096 inbound to KOR, then via KOR to PIKAD.

**RILIN 2G** On TGG R-096 inbound to KOR, then via KOR to RILIN.

**INITIAL CLIMB/ROUTING**

**SID**

**OMIRO 1G** On TGG R-096 inbound to D15 TGG, turn RIGHT, 310° track, intercept KRO R-286 inbound at or above D9 KRO turn RIGHT to ATV, turn RIGHT, ATV R-347 to ABLON.

**PIKAD 2G** On TGG R-096 inbound to PIKAD.

**RILIN 2G** On TGG R-096 inbound to PIKAD, then via KOR to PIKAD.

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

- **Gnd speed-KT**
  - 50 = 190
  - 60 = 200
  - 70 = 210
  - 80 = 220
  - 90 = 230

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

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

- **At or above FL100**
- **At or above 6000'**
- **At or above 4000'**

**ABLON 2D, PIKAD 2D, RILIN 2D**: Initial climb clearance 9000'

- **At or above FL100**
- **At or above 7000'**
- **At or above 6000'**
- **At or above 4000'**

**ATLHENS, GREECE**

**OMIRO 1G** At or above FL100

**PIKAD 2G** At or above FL100

**RILIN 2G** At or above FL100

**KARISTOS ATHENS**

**ABLO 2D, PIKAD 2D, RILIN 2D**

346° per NM (5.7%) up to 4500' for ATC purposes.

**PIKAD 2L, RILIN 2L**

346° per NM (5.7%) up to 7000' for ATC purposes.

**OMIRO 1G** At or above FL100

**PIKAD 2G** At or above FL100

**RILIN 2G** At or above FL100

**OMIRO 1G** At or above FL100

**PIKAD 2G** At or above FL100

**RILIN 2G** At or above FL100
NEW CHART.

CHANGES:

- Taxi speed to be adjusted accordingly.
- Due to reduced wing tip-clearance adhere strictly to the yellow twy centerlines and objects is a minimum of 139'(42.5m).
- Acft had to be towed from/to that location under the escort of a FOLLOW ME car.
- Prior approval is obtained from Airport Company (ADO).
- Engine run-up on more than ground idle shall be conducted on twy B between 0700 LT and 2300 LT.
- Run-ups require the prior permission by the Airport Company (ADO) and should be performed between 0700 LT and 2300 LT.
- No deviations or short-cuts are permitted unless guided by a Leader van.
- 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 intermediate holding position marking without a specific clearance.
- 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.
- Acft operators shall make suitable arrangements.
- The pilot shall always adhere to the signals of the FOLLOW ME car. Acft may leave nose-in acft stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. Acft operators shall make the necessary arrangements with the concerned service units.
- Towing of acft requires the prior permission of ATC. Towed acft should always be guided by a FOLLOW ME car.
- Acft are permitted to taxi only at the indispensable minimum engine speed.
- During night hours or when LVP in operation, towed acft should be illuminated.
- Landed acft are requested to report clear of the colour coded centerline lights to the intermediate holding position. If no such instruction is given, acft may taxi across.
- Movement of B777-300 is restricted to specific taxiways and acft stands. In order to keep the required minimum edge clearance, judgemental oversteer shall be used.
- After receiving an ATC clearance, departing acft taxiing out of the GA apron is to be performed between 0700 LT and 2300 LT. In order to protect personnel and equipment from jet-blats, acft is aligned on the twy centerline or when clearing the apron service road, the acft shall always keep a suitable minimum distance of 60' (18m) from the apron service road border.
- Acft de/anti-icing activities are performed under the responsibility of the acft operators.
- Engine start-up and taxi-out procedures:
  - Acft operators shall inform ELEFTHERIOS VENIZELOS Clearance. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving start-up and after receiving an ATC clearance, pilots will be instructed to contact the appropriate frequency (ELEFTHERIOS VENIZELOS Ground North or South) for push-back and taxi or for taxi clearance (where push-back is not necessary). Pilots shall inform ELEFTHERIOS VENIZELOS int'l that acft is ready to be cleared to push-back/taxi-out. ATC will require departing acft to use the following CAT II holding points:

LOW VISIBILITY PROCEDURES (LVP)

- On approaches and departures overflying of other acft at low heights is prohibited.
- Rotorcraft are operated independently of the centerline lighting and consist of 3 unidirectional surface lights showing amber in the direction of approach to a taxiholding position or an intersection. Taxiing across stop bars is strictly prohibited.
- Stop bars, intermediate twy holding position lights indicate that the acft has vacated the ILS sensitive area.
- Acft de/anti-icing activities are performed under the responsibility of the acft operators.
- Landed acft are requested to report clear of the colour coded centerline lights to the intermediate holding position (Center) is necessary.
- The twy centerline lights within the ILS sensitive area from rwy 03R/21L towards the intermediate holding position marking without a specific clearance. These lights denote the intermediate holding position without a specific clearance.
- 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.
- Acft operators shall make suitable arrangements.
- The pilot shall always adhere to the signals of the FOLLOW ME car. Acft may leave nose-in acft stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. Acft operators shall make the necessary arrangements with the concerned service units.
- Towing of acft requires the prior permission of ATC. Towed acft should always be guided by a FOLLOW ME car.
- Acft are permitted to taxi only at the indispensable minimum engine speed.
- During night hours or when LVP in operation, towed acft should be illuminated.
- Landed acft are requested to report clear of the colour coded centerline lights to the intermediate holding position. If no such instruction is given, acft may taxi across.
- Movement of B777-300 is restricted to specific taxiways and acft stands. In order to keep the required minimum edge clearance, judgemental oversteer shall be used.
- After receiving an ATC clearance, departing acft taxiing out of the GA apron is to be performed between 0700 LT and 2300 LT. In order to protect personnel and equipment from jet-blats, acft is aligned on the twy centerline or when clearing the apron service road, the acft shall always keep a suitable minimum distance of 60' (18m) from the apron service road border.
- Acft de/anti-icing activities are performed under the responsibility of the acft operators.
- Engine start-up and taxi-out procedures:
  - Acft operators shall inform ELEFTHERIOS VENIZELOS Clearance. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving start-up and after receiving an ATC clearance, pilots will be instructed to contact the appropriate frequency (ELEFTHERIOS VENIZELOS Ground North or South) for push-back and taxi or for taxi clearance (where push-back is not necessary). Pilots shall inform ELEFTHERIOS VENIZELOS int'l that acft is ready to be cleared to push-back/taxi-out. ATC will require departing acft to use the following CAT II holding points:
VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

- **Centerline Guidance Element (AGNIS)**
  - **Stop Element (PAPA)**

B. CENTERLINE GUIDANCE ELEMENT (AGNIS)

C. STOP ELEMENT (PAPA)

**CHANGES:**

- **ELEFTHERIOS VENIZELOS INTL**
(See 2-2-2 for initial approach)

Descent angle

ELEFTHERIOS VENIZELOS Tower Ground

APCH Crs

117.5 SPA

4000

MDA(H)

308'

Minimum Alt

Intercept R-203 SPA. At D8.0 SPA turn LEFT to intercept

155° KEA inbound to KEA VOR climbing to 5000' and hold.

As soon as practicable to intercept

4500'

MDA(H) (419')

Turn RIGHT as soon as practicable to intercept

Intercept R-335 KEA climbing to 5000'.

Rwy Elev: 11 MB

Trans level: By ATC

Trans alt: 9000'

Alt Set: MB

ATHENS Arrival (APP)

ATHENS, GREECE

ATHENS Arrival (APP)

ATHENS, GREECE

ATIS

Director (R)

VOR DME Rwy 03R

VOR DME Rwy 21L

LGAV/ATH

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