LGAV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGAV - ATHINAI/ ELEFTHERIOS VENIZELOS

LGAV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	375612.12N 0235640.20E
2	Direction and distance from (city)	BRG NIL, 20 km South East from Athens city centre
3	Elevation/Reference temperature	94 M (308.39 FT)/ 30.8°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°05'E (4. 08°E)(JAN 2013)/ 5' 43´´E (0.0953°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Athens International Airport S.A. Athinai /Eleftherios Venizelos Airport GR 19019 SPATA TEL: +30 210 3530 000 +30 210 3533 691, 210 3533 692, 210 3533 693 (CAA/ ARO) FAX: +30 210 3532 254 (CAA/ ARO) Website: www.**aia.gr** e-mail:airport_info@aia.gr AFTN: LGAVYDYX LGAVZPZA
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGAV AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (CAA)
5	ATS Reporting Office (ARO)	H24 (CAA)
6	MET Briefing Office	H24 (MET)
7	ATS	H24 (CAA)
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LGAV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	4 cargo terminals in the Southern part of the airport, with total operational footprint of 30 000 square metres. Up to 275 000 tones per year handling possible.
2	Fuel/oil types	Fuel: Aviation turbine fuel, Kerosene type JET A1, AVGAS 100 LL Oil: NIL
3	Fuelling facilities/capacity	Four vertical tanks of 6000 m 3 capacity each. Hydrant refueling system available.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Available.
7	Remarks	Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the ground handler. Aircraft de/anti-icing is allowed at all parking stands. Prior co-ordination with the Airport Company (Airport Services Operations Centre) is necessary.

LGAV AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel Sofitel at AD. Also available in Vouliagmeni, Voula and Athens city centre.
2	Restaurants	Available at AD main terminal. Also available in AD vicinity and Athens city.
3	Transportation	Buses, taxis, train (METRO). Limousines and car hire from the main terminal building at the AD.
4	Medical facilities	Doctors and nurses providing emergency medical care services at AD. 1 Motor ambulance available. Hospitals in Athens city.
5	Bank and Post Office	Bank, ATM (cash machines) and post office available.
6	Tourist Office	Available at the information desk.
7	Remarks	NIL

LGAV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 9
2	Rescue equipment	Equivalent for CAT 9 requirements.
3	Capability for removal of disabled aircraft	Lifting airbags with lifting capacity of 30 tons each. Recovery dolly of 10.000 kg carrying capacity. Recovery pulling slings (2X15m long) of tractive capability of 120 KN (on each leg). Trucks, tractors, mobile cranes.
4	Remarks	RWY foaming is available

LGAV AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment available. Snow brushes with blowers, Snow plough.

2	Clearance priorities	RWY, RFFS emergency access roads, TWY, Apron, airside service roads, GSE staging areas, landside roads.
3	Remarks	All seasons.

LGAV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: concrete Strength: PCN 63 R / B / W / T
2	Taxiway width, surface and strength	All TWYs: Width: 23 M Surface: asphalt Strength: PCN 64 F / B / W / T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	Established at aircraft stands.
6	Remarks	NIL

LGAV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose in guidance (AGNIS PAPA) at aircraft contact stands. Signing according to ICAO Annex 14 requirements. Also "FOLLOW ME" cars.
2	RWY and TWY markings and LGT	LGT: RWY: C/L: 15 M spacing (White/Red - White/Red), Edge: 60 M spacing (White, LIH), End: Red, THR: Green, TDZ: White. TWY: C/L: 30 M spacing (green/yellow), Edge: blue in certain curves, Retroreflective markers. Intermediate holding positions lights (Amber). Markings: RWY: THR, designations, TDZ, CL, side stripes, Aiming Point. TWY: CL, Holding positions at all TWY/RWY intersections.
3	Stop bars	Red
4	Remarks	See also **LGAV AD chart ICAO**

LGAV AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			**In circling area and at AD**		**Remarks**
1			**2**		**3**
RWY NR/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
03R	See relevant LGAV AOC chart-ICAO				All obstacles inside AD marked and lighted. See also **LGAV AD 2.23.3**
21L	See relevant LGAV AOC chart-ICAO				
03L	See relevant LGAV AOC chart-ICAO				
21R	See relevant LGAV AOC chart-ICAO				

LGAV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ATHINAI/ ELEFTHERIOS VENIZELOS
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9, 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Self-briefing to consultation, as necessary, with a personal consultation.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	S, U_{85}, U_{50}, P_{85}, P_{50}, P_{40}, P_{30}, P_{25}, P_{20} SWH, SWL, Satellite images.
8	Supplementary equipment available for providing information	SADIS-SDUS On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	VENIZELOS TWR, ATHINAI APP.
10	Additional information (limitation of service, etc.)	Half hourly special observations. All data over FL 50 are issued by World Area Forecast Centre London. TEL: +30 210 3533 689, +30 210 3533 690, +30 210 3533 683

LGAV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and minutes)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03R	037°	4000 x 45	PCN 64 F / B / W / T Asphalt	375533,37N 0235643,84E 375709,21N 0235815,03E	THR 82.50M/ 270.60 FT TDZ: NIL
21L	217°	4000 x 45	PCN 64 F / B / W / T Asphalt	375701,44N 0235807,63E 375525,60N 0235636,45E	THR 92.20 M/ 302.42 FT TDZ: NIL
03L	037°	3800 x 45	PCN 64 F / B / W / T Asphalt	375525,24N 0235515,37E 375655,92N 0235641,60E	THR 77.80 M/ 255.18 FT TDZ: NIL
21R	217°	3800 x 45	PCN 64 F / B / W / T Asphalt	375648,14N 0235634,21E 375517,46N 0235507,99E	THR 86.00 M/ 282.08 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
03R	NIL	NIL	NIL	4120 x 300	NIL	All RWYs Surface: first 800 M both sides concrete TDZ strength: PCN 63R/B/W/T

21L	NIL	NIL	NIL	4120 x 300	NIL	
03L	NIL	NIL	NIL	3920 x 300	NIL	See also relevant LGAV AD and AOC charts-ICAO
21R	NIL	NIL	NIL	3920 x 300	NIL	

LGAV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03R	4000	4000	4000	3700	Threshold Displacement 300 M
21L	4000	4000	4000	3700	Threshold Displacement 300 M
03L	3800	3800	3800	3500	Threshold Displacement 300 M
21R	3800	3800	3800	3500	Threshold Displacement 300 M

LGAV AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03R	ICAO CAT II Precision Approach lighting system, 900 M	green	PAPI Left/3° 18 M	white CAT II	15 M spacing (white / red - white/ red).	60 M spacing white LIH	red	NIL	See also LGAV AD chart and Precision Approach Terrain charts-ICAO
21L	ICAO CAT II Precision Approach lighting system, 900 M	green	PAPI Left/3° 18 M	white CAT II	15 M spacing (white / red - white/ red).	60 M spacing white LIH	red	NIL	
03L	ICAO CAT II Precision Approach lighting system, 900 M	green	PAPI Left/3° 18 M	white CAT II	15 M spacing (white / red - white/ red).	60 M spacing white LIH	red	NIL	
21R	ICAO CAT II Precision Approach lighting system, 900 M	green	PAPI Left/3° 18 M	white CAT II	15 M spacing (white / red - white/ red).	60 M spacing white LIH	red	NIL	

LGAV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, FLG W, EV 2 SEC, H24: HN and IMC IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: on both sides of each RWY Anemometer: Four, one abeam each RWY threshold
3	TWY edge and centre line lighting	Edge: blue in certain curves. Retroreflective markers blue in taxiways A, B and D C/L: 30 M spacing, coded green/ yellow.
4	Secondary power supply/switch-over time	Available.
5	Remarks	Apron: Flood lights

LGAV AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	375649N 235720E
2	TLOF and/or FATO elevation M/FT	84.60/279.2 AMSL
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF:Circular Radius of 5.5m FATO:Circular Radius of 12m Safety area: 4.0m all around asphalt pavement Heliport identification marking
4	True BRG of FATO	Approach paths: 152-302 and 60 MAG Take off paths: 332-122 and 240 MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	VMC-Daytime operation (Heliport not lighted) See also **LGAV AD 2.20.4**

LGAV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ATHINAI ELEFTHERIOS VENIZELOS CTR 374500N 0233800E - 381000N 0240200E - 381000N 0241800E - 374000N 0234900E.
		ATHINAI ELEFTHERIOS VENIZELOS ATZ A circle, 5 NM radius centered at 375612.12N 0235640.20E.
2	Vertical limits	CTR: SFC to 7000 FT ALT
		ATZ: SFC to 3000 FT ALT
3	Airspace classification	NIL
4	ATS unit call sign Language(s)	CTR: ATHINAI APPROACH, ATHINAI TMA INFORMATION Greek, English
		ATZ: VENIZELOS TOWER Greek, English
5	Transition altitude	9000 FT
6	Remarks	ATHINAI ELEFTHERIOS VENIZELOS CTR exercise MARATHON/ KOTRONI MIL ATZ (see **AD.1.6.17**) For ATHINAI TMA see **ENR 2.1.5.2**

LGAV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	APP service is provided by ATHINAI APP unit (see **ENR 2.1.5.2**)			
TWR	VENIZELOS TOWER	136.275 118.625 278.700 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24 H24	Primary RWY 03L/21R Cover. FL 40 / 25 NM Primary RWY 03R/21L Cover. FL 40 / 25 NM MIL RWY 03L/21R and 03R/21L RGA MIL RGA Emergency MIL Emergency
	VENIZELOS INFORMATION	136.025 278.700 MHz	H24 H24	VFR flights Cover. FL 250/ 50 NM MIL
	VENIZELOS DELIVERY	118.675 280.550 MHz	H24 H24	Coverage FL 40/ 25 NM MIL
	VENIZELOS GROUND	121.750 121.950 121.800 121.900 280.550 MHz 279.200 MHz	H24 H24 H24 H24 H24 H24	Primary North, Cover. 5 NM / AD surface Primary South, Cover. 5 NM / AD surface Coverage 5 NM / AD surface Coverage 5 NM / AD surface MIL MIL
	VENIZELOS EMERGENCY	121.675	H24	Freq. used for RFFS and AD EME situations. Coverage 5 NM / AD surface
G/A/G	VENIZELOS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	ATHINAI ELEFTHERIOS VENIZELOS AIRPORT INFORMATION	136.125	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also **ENR 1.1.1.5.3.3**				

LGAV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
ATHINAI VOR/DME (4°E)	ATV	114.40 MHz CH 91X	H24	375319.24N 0234816.19E	2378 FT / 724.9 M	Coverage FL 500 / 120 NM
DIDIMON VOR/DME (4°E)	DDM	117.20 MHz CH 119X	H24	372839.61N 0231301.81E	3651 FT / 1113.16 M	Cover. FL 500 / 150 NM
KARISTOS VOR/DME (4°E)	KRO	112.20 MHz CH 59X	H24	375938.90N 0242941.67E	2023 FT / 616.81 M	Coverage FL 500 / 120 NM
KEA VOR/DME (4°E)	KEA	115.00 MHz CH 97X	H24	**373325.79N 0241755.32E**	1399 FT / 426. **53** M	Coverage FL 500 / 150 NM
AIGINA NDB (4°E)	EGN	382 kHz	H24	374558.30N 0232534.87E	-	Coverage 50 NM

KORINTHOS NDB (4°E)	KOR	392 kHz	H24	375549.48N 0225609.24E	-	Coverage 50 NM
ATHINAI VOR/DME (4°E)	SAT	109.60 MHz CH 33X	H24	375500.00N 0235451.00E	277 FT / 84.31 M	Coverage FL 250 / 40 NM
ATHINAI VOR/DME (4°E)	SPA	117.50 MHz CH 122X	H24	375504.00N 0235616.00E	265 FT / 80.65 M	Coverage FL 250 / 40 NM
ATHINAI ILS/DME CAT II, RWY 03R (4°E) ILS/LLZ (4°E) GP DME	IATR	 111.10 MHz 331.70 MHz CH 48X	H24	 375716.56N 0235822.08E 375540.08N 0235656.40E 375540.08N 0235656.40E	 256 FT / 78.15 M	 Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM At area beyond 10NM and altitude below 4000FT for angles greater than 18 degrees from the Localizer Center Line, the ILS RWY 03R (I-ATR) is out of use, due to False Capture.
ATHINAI ILS/DME CAT II, RWY 21L (4°E) ILS/LLZ (4°E) GP DME 	IEVL	 111.10 MHz 331.70 MHz CH 48X	H24	 375518.12N 0235629.40E 375650.28N 0235803.36E 375650.28N 0235803.36E	 287 FT / 87.48 M	 Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM
ATHINAI ILS/DME CAT II, RWY 03L (4°E) ILS/LLZ (4°E) GP DME 	IATL	 110.50 MHz 329.60 MHz CH 42X	H24	 375703.60N 0235648.84E 375536.48N 0235519.29E 375536.48N 0235519.29E	 245 FT / 74.68 M	 Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM At area beyond 10NM and altitude below 4000FT for angles greater than 18 degrees from the Localizer Center Line, the ILS RWY 03R (I-ATR) is out of use, due to False Capture.
ATHINAI ILS/DME CAT II, RWY 21R ILS/LLZ (4°E) (4°E) GP DME	IEVR	 110.50 MHz 329.60 MHz CH 42X	H24	 375509.84N 0235500.84E 375642.72N 0235622.56E 375642.72N 0235622.56E	 267 FT / 81.54 M	 Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° RDH 54.1 FT Coverage. FL 100 / 25 NM
All Radio Navigation and Landing aids under responsibility of CAA.See also **GEN2.5** and **ENR 4.1**						

LGAV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Due to operational reasons minimum 3 hours written prior notice and written approval by the Airport Duty Officer (ADO) is necessary for landings and parking of light private single or twin engine aircraft of MTOW less than 5700 KG not belonging to commercial air transport operations. Relevant requests should be made to:

Airport Duty Officer (ADO)
Athens International Airport S.A.
Athinai/ Eleftherios Venizelos Airport
GR 19019 SPATA
TEL: +30 210 3540 000
FAX: +30 210 3540 095

2.20.1.1.2 On above restrictions the following categories of airplanes are exempted:

a) Rotorcraft,
b) State airplanes and airplanes regardless of weight conducting hospital or SAR flights or in a state of emergency,
c) flights of aircraft rendering assistance in emergency cases or being on a mission in disasters,
d) landings of aircraft for meteorological, technical or safety reasons.

2.20.2 Taxiing to and from stands

2.20.2.1 Ground Movement:

a) All taxiing aircraft shall follow the yellow Taxiway Centre Line or the Aircraft Stand Lead–in Line. No deviations or shortcuts are permitted unless guided by a Leader Van (Follow Me).
b) All taxi instructions are issued by the appropriate ATC unit (see **LGAV AD 2.18**, call sign VENIZELOS GROUND), via radio communication.
c) Assistance from Leader Van (Follow Me) Vehicle can be requested via ATC.
d) Aircraft are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxiing manoeuvre, unless guided by a Leader Van (Follow Me).
e) The pilot shall always adhere to the signals of the Leader Van (Follow Me).
f) Aircraft may leave nose-in aircraft stands only by the aid of towing trucks. Reverse thrust or variable pitch propellers shall not be used. Aircraft operators shall make suitable arrangements.
g) Aircraft are permitted to taxi only at the indispensable minimum engine speed.
h) In order to avoid any damage, aircraft of 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.
i) Non-marked parking areas may also be assigned for parking. In such cases aircraft will be guided by a Leader Van (Follow Me).
j) B777-300, A340-500, A340-600 Special Procedures
Movement of B777-300, A340-500, and A340-600 is restricted to specific taxiways and aircraft stands. In order to keep the required minimum edge clearance, judgemental oversteer shall be used.
k) At contact parking positions of the main terminal and the satellite, the wing tip clearance between aircraft parked on adjacent positions may be reduced to 4.5 M.
l) Taxiway C between taxilink D12 and taxilink D9 abeam parking position G01 closed. Taxilinks D12 and D10 between taxiways C and D also closed.
m) An alternative parallel taxilane system has been established on taxiway K as shown on the Aircraft Parking/Docking chart-ICAO (see **LGAV AD 2.24**), as K-Blue and K-Orange. Taxiing on this system is permitted only during aviation day-time and visibility over 3000 M for aircraft with wing span not exceeding 36 M.
n) New taxilinks C1 and C2 have been established as shown on the Aircraft Parking/Docking chart-ICAO (see **LGAV AD 2.24**). Taxiing on this system is permitted only during aviation daytime and visibility over 1500 M.
o) On taxiway C, between intersection D1 and D10, in case of works in progress the minimum separation distance between the taxiway centerline and a temporary object (vehicle well marked with rotating beacon) may be temporarily reduced to 32.25 M for Category D aircraft (max span 52 M). Works are carried out during aviation daytime and visibility over 2500 M. Due to reduced wing-tip clearance; adhere strictly to the yellow taxi guidance line. Taxi speed to be adjusted accordingly. For code E aircraft (max span 65 M) only acft towing will be possible on the above mentioned part of taxiway C.

2.20.2.2 Surface Movement Guidance Concept:

a) Taxiway centre line lights, intermediate holding position lights and stop bars are installed in order to facilitate ground movement control during adverse weather operations and/or during night time.
b) Whenever CAT II Low Visibility Procedures (LVP) are in operation (see **LGAV AD 2.22.9**), taxiing is restricted for all aircraft to taxiways with operating centre line lights, unless otherwise instructed.
c) The taxiway centre line 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 aircraft are requested to report clear of the colour coded centre line lights to indicate that the aircraft has vacated the ILS sensitive area.
d) Intermediate TWY Holding Position Lights
Intermediate Holding Position Lights are operated together with the centre line lighting and consist of three unidirectional surface lights showing amber in the direction of approach to the intersection, disposed at 90° to the taxiway centre line and partly displaced laterally to centre line. If the traffic situation requires, aircraft may be instructed to hold at a specific

Intermediate Holding Position. If no such instruction is given, aircraft may taxi across the Intermediate Holding Position marking without a specific clearance.

e) Stop bars
Stop bars are operated independently of the centre line lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi-holding position/an intersection, spaced at intervals of 3 M across the overall width of a taxiway at approximately 90° to the taxiway centre line. 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.

2.20.2.3 Taxiing on aircraft stand taxilanes

a) TWY E is an aircraft stand taxilane with reduced minimum separation distances between taxilane centre line and objects.
b) The separation distance between the centre line and objects is as minimum of 42.5 M. Wing-tip-clearance for category E aircraft on aircraft stand taxilanes is as minimum 7.5 M to the edge or 5 M to 3 M - height-limited objects.
c) Due to reduced wing-tip-clearance adhere strictly to the yellow taxiway centre lines. Taxi speed to be adjusted accordingly.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Regulation for the Use of General Aviation (GA) Apron

a) Arriving aircraft taxiing on the General Aviation (GA) Apron will be guided by a Leader Van (Follow Me).
b) After receiving an ATC clearance, departing aircraft taxiing out of the GA Apron is performed on pilot's own responsibility.
c) When taxiing, pilots shall observe the restrictions of the maximum permissible wing spans for the relevant taxiing corridors as depicted on Aerodrome Ground Movement Chart – General Aviation.
d) Rotorcraft: On approaches and departures overflying of other aircraft at low heights is prohibited. In addition, the obstacle situation (e.g. lighting poles at the edges of the apron) within the GA area shall be observed in particular.
e) During adverse weather conditions with strong winds gusting above 35 knots, all GA aircraft shall be secured, under the responsibility of the aircraft operator.

2.20.4 Parking area for helicopters

2.20.4.1 17 parking positions available, 13 serving maximum overall length of 13.10m (max rotor diameter 11.31m), 3 serving maximum overall length of 16.10m (max rotor diameter 13.50m) and 1 serving maximum overall length of 17.46m (max rotor diameter 14.63m).
See also **AIRCRAFT PARKING/DOCKING CHART ICAO**

2.20.5 Apron - taxiing during winter conditions

2.20.5.1 Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the Ground Handler. Aircraft de/anti-icing is allowed at all parking stands. Prior coordination with the Airport Services Operations Center (ASOC) is necessary.

2.20.6 Taxiing - limitations

2.20.6.1 Procedures for arriving aircraft

2.20.6.1.1 All aircraft stands are allocated by the Airport Services Operations Center (ASOC) and communicated to pilots via ATC RTF, together with the relevant taxi instructions.

2.20.6.1.2 Parking of aircraft at the aircraft stands is performed either by means of AGNIS-PAPA (Azimuth Guidance for Nose-In Stands) or according to the signals of the marshaller.

2.20.6.1.3 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 aircraft shall be stopped immediately. Malfunctioning shall be reported to ATC, Ground Control unit, via radio waiting for instructions.

2.20.6.1.4 Parking of aircraft at aircraft stands not provided with AGNIS-PAPA is only permitted under the instructions of a marshaller.

2.20.6.1.5 Marshalling service is under the responsibility of the ground handling agents.

2.20.6.2 Push-back and Taxi-out procedure

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

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

2.20.6.2.3 During pushback procedure, aircraft from any parking position is aligned on the taxiway and positioned with the nose gear abeam the lead-in line of its stand.

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

a) TABLE 1: All aircraft parking positions except B30 to B45.

1	2	3	4	5
ICAO aircraft code	Simultaneous Pushback from adjacent parking position	Limitations to the adjacent parking position in front of the pushback aircraft	Limitations to the adjacent parking position behind the pushback aircraft	Limitations to the second adjacent parking position behind the pushback aircraft
"C" e.g. B737, A321	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	NONE
"D" e.g. B757, A300	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed
"E" e.g. B747, A340	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "D" and "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

b) TABLE 2: Aircraft parking positions B30 to B45.

1	2	3	4	5	6
ICAO aircraft code	Simultaneous Pushback from adjacent parking position	Limitations to the adjacent parking position in front of the pushback aircraft	Limitations to the adjacent parking position behind the pushback aircraft	Limitations to the second adjacent parking position behind the pushback aircraft	Limitations to the third adjacent parking position behind the pushback aircraft
"C" e.g. B737, A321	NOT allowed	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	NONE
"D" e.g. B757, A300	NOT allowed	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

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

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

2.20.6.2.7 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 aircraft is responsibility of the airline and the ground handler. In these cases they shall take the appropriate measures in order to 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 aircraft taxiing on the TWY behind.

2.20.7 School and training flights - technical test flights - use of runways

2.20.7.1 Successive landings, touch-and-go and take-off of one and the same aircraft for training, instruction and exercise purposes require prior permission by the Airport Duty Officer (ADO).

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 The aircraft operator is responsible for the removal of his own disabled aircraft

2.20.9.1.1 Towing of aircraft requires the prior permission of ATC. Towed aircraft should always be guided by a leader van (Follow Me).

2.20.9.1.2 If towing of an aircraft is advised by the Airport Services Operations Centre (ASOC) for operational or safety reasons, the aircraft operator shall make all necessary arrangements and follow this instruction without delay.

2.20.9.1.3 During night hours or during Low Visibility Procedures (LVP) in operation (see LGAV AD 2.22.8), towed aircraft should be illuminated.

2.20.10 Maintenance

2.20.10.1 All maintenance engine run-ups, regardless of when conducted, require the prior permission by the Airport Duty Officer (ADO).

2.20.10.2 Run-ups should be performed between 0700 and 2300 local time. The following are exempted:

– Idle power tests of aircraft engines.
– Aircraft scheduled for a revenue flight departing that morning, if the run-up cannot be completed between 0700 and 2300 local time.
– Unscheduled maintenance operations due to an unexpected abnormality that had been discovered during an inbound flight to LGAV AD which requires further diagnosis, adjustment or replacement parts to assure a safe outbound flight.
– Aircraft diverted to LGAV AD and requiring engine tests for the continuation of the flight.
– Aircraft serving in an emergency status such as Search and Rescue, ambulance, transport of emergency supplies and/or personnel, serving State and Law enforcement, military or mission pertinent to National Security.

2.20.10.3 Engine run-up on ground idle for instrument check may be conducted at all stands provided that:

– Prior approval is obtained from the Airport Duty Officer (ADO).
– Power settings are limited to ground idle.
– Engine ground run duration is short.
– Aircraft operator will ensure that their ramp personnel will alert nearby vehicle and pedestrian traffic to keep clear of intakes, exhaust gases, propellers, etc.

2.20.10.4 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 the Airport Company (ADO).
- The aircraft heading will be at the discretion of ATC, based on the prevailing wind conditions and to avoid interference with aircraft operations.
- Aircraft had to be towed from/to that location under the escort of a Leader Van (Follow Me).

2.20.10.5 Provisions shall be made by aircraft operators to remove disabled aircraft from the movement areas without delay.

LGAV AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG

2.21.1.1 General provisions

2.21.1.1.1 All aircraft activities on the ground and in the air at the ATHINAI/ ELEFTHERIOS VENIZELOS Airport are subject to the provisions described below unless otherwise stated.

2.21.1.1.2 The purpose of this regulation is to minimize noise exposure in the communities in the vicinity of the airport without compromising flight safety.

2.21.1.1.3 Definitions

- Residential areas include Artemis, Rafina, Markopoulo, Koropi, Spata.
- In connection with the noise abatement procedures, the term "day" covers the period between 0700 and 2300 hours local time and “night” the period between 2300 and 0700 hours local time.

2.21.1.1.4 In connection with the noise abatement procedures, a permanent Noise Monitoring System has been installed in residential areas in the vicinity of the LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS.

2.21.1.1.5 Rapid changes in engine power should be avoided unless flight safety reasons render them imperative.

2.21.1.1.6

2.21.1.1.7 Helicopters routes should be designed to avoid residential areas.

2.21.1.1.7 During parking at aircraft stand supplied with ground power unit and preconditioned air, the use of **Auxiliary Power Units (APU)** shall be avoided/not exceeding 15 minutes before departure to/from the aircraft stand.

2.21.1.2 Use of the runway system during the day period 0700-2300 (0500-2100)

2.21.1.2.1 Arrival procedures

a) The standard arrival procedures are designed according to the noise abatement considerations and should be strictly followed.
b) Use delayed gear and flap extension and low power/drag configurations consistent with SAFE operating procedures.
c) VFR flights approaching to land are requested to make adjustments for a short final approach, unless otherwise instructed by ATC.
d) Use minimal reverse thrust consistent with safe operating procedures.

2.21.1.2.2 Departure procedures

a) Thrust Reduction-Acceleration, runways 03L and 03R
Unless for safety reasons all turbo-prop and jet powered aircraft shall not reduce take-off thrust until a minimum altitude of 1800 FT MSL has been reached and shall not accelerate above initial climb speed (V2+10) or change take-off flap and slat configuration until minimum of 3300 FT MSL has been reached.

b) The supplementary SID's RWY 03R (SID 3 and SID 4), are designed according to ICAO noise abatement considerations. The above SID's will be assigned by the appropriate ATC unit in accordance with the operational requirements.

2.21.1.2.3 Altitude restrictions

a) All aircraft departing from or arriving at LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS should avoid overflying residential areas. If unable to do so they should fly over these areas for the minimum required time while maintaining the minimum safe height.
b) Aircraft flying within ATHINAI TMA not intending to land at LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS preferably should not fly over residential areas below 3000 FT ground.

2.21.1.3 Use of the runway system during the night period 2300-0700 (2100-0500)

2.21.1.3.1 LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS is operating H24. However the following night restrictions apply:

a) During night all ad-hoc flights require the prior approval of the Airport Duty Officer (ADO).
b) During night local training flights require the approval of the Airport Duty Officer (ADO).
c) Night flight restrictions should not be applicable for Airmail Services, governmental flights, ambulance flights, police helicopters, other humanitarian aid services and emergency flights.

2.21.1.3.2 Furthermore:

a) Runway 21L shall not be used for landings during night time.
b) Runway 03R shall not be used for take-off during the night time.
c) Aircraft Chapter 2 category granted exemption to use ATHINAI/ ELEFTHERIOS VENIZELOS Airport, are not allowed to use RWY 03R for take-off on 24hours basis. Pilots of the above mentioned category aircraft shall inform the ATC unit of their status, upon the start-up clearance request.
d) The following aircraft types shall not depart from RWY 03R or land on RWY 21L on a 24hour basis.

Antonov An-124	McDonell Douglas DC-10
BAC 1-11-200/400	Ilyushin 62
Boeing B707	Ilyushin 76/ IL78-82
Boeing B727	Ilyushin 96
Boeing B737-200	Lockheed TriStar L1011
Boeing B747-200/300	Tupolev TU-134A
British Aerospace BAE-125-1000	Tupolev TU-154M
McDonell Douglas DC-8	Yakovlev YAK-40
McDonell Douglas DC-9	Yakovlev YAK-42

e) All military a/c shall not depart from RWY 03R or land on RWY 21L on a 24hour basis. Military a/c of a type equivalent to a civil a/c type, not included in the above list of para 2.21.1.3.2.d), are not subject to this restriction.

2.21.1.3.3 Deviations from the above may be accepted for safety reasons, during extreme weather conditions, when capacity demand requires, or when operational restrictions or operational requirements apply.

2.21.1.4 Restrictions

2.21.1.4.1 Maintenance aircraft test runs above idle should be performed during the day in the designated areas in accordance with para **LGAV AD 2.20.10** above.

2.21.1.5 Reporting

NIL

Part II

2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

2.21.3.1.1 Helicopter routes should be designed to avoid residential areas.

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

LGAV AD 2.22 FLIGHT PROCEDURES

2.22.1 General

NIL

2.22.2 Runway in use

2.22.2.1 RWY 03L/R normally will be used in preference to RWY 21L/R when tail wind component is no greater than 5 (five) KT and the runways surfaces are dry.

2.22.2.2 See also Runways operations at ATHINAI/ ELEFTHERIOS VENIZELOS Airport (**LGAV AD 2.22.10**)

2.22.3 Procedures for IFR flights within ATHINAI TMA and ATHINAI ELEFTHERIOS VENIZELOS CTR

2.22.3.1 Entry procedures

2.22.3.1.1 Inbound routes

2.22.3.1.1.1 All IFR flights entering ATHINAI TMA (see **ENR 2.1.5.2**) shall follow the established standard arrival routes to the appropriate radio navigational aids unless an alternative route has been assigned. Standard arrival routes are shown in appropriate charts contained (**LGAV AD 2.24**).

2.22.3.2 Speed control

2.22.3.2.1 All aircraft entering ATHINAI TMA below FL 220 should reduce their indicated air speed as follows:

a) JET aircraft: 240 KT or less
b) Conventional aircraft: 180 KT or less.

c)

2.22.3.2.2 However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed above, the aircraft may be operated at the minimum speed provided that approach control is promptly notified.

2.22.3.2.2

2.22.3.3 Approach instructions

2.22.3.3.1 Pilots of aircraft entering ATHINAI TMA will be given instructions by ATHINAI APP which will include:

a) Clearance limit,
b) Flight level,
c) Expected approach, only if holding is anticipated.

2.22.3.4 For IFR flights within ATHINAI ELEFTHERIOS VENIZELOS CTR see also relevant LGAV IAC charts (**LGAV AD 2.24**).

22.3.5 **Visual Approaches**

In addition to the conditions of application stated in **ENR 1.3.12**, aircraft approaching visually are subject to the following restrictions, for environmental reasons, unless otherwise instructed by ATC :

a) Aircraft on a visual approach for runway 03R or runway 03L shall join runway final at a distance not less than 10 NM from the intended runway's threshold and at an altitude not lower than 3000 ft (QNH).

b) Aircraft on a visual approach for runway 21L or runway 21R shall join runway final at a distance not less than of 8 NM from the intended runway's threshold and at an altitude not lower than 2500 ft (QNH).

2.22.4 Radar procedures within ATHINAI TMA

2.22.4.1 ATHINAI Approach Control Unit (see **ENR 2.1.5.2**) provides terminal area surveillance radar (TAR) services, according to ICAO DOC 4444, part VI.

2.22.4.2 Aircraft operating IFR and/or VFR flights within ATHINAI TMA shall be equipped with functioning transponder with Code 4096 capability on Mode A and automatic altitude transmission on Mode C.

2.22.4.3 Further details can be obtained in **ENR 1.6.15** (Use of radar in ATHINAI TMA) and ATHINAI TMA TAR System Coverage Chart (see **LGAV AD 2.24** AD 2-LGAV-VEC chart).

2.22.4.4 Use of radar in ATHINAI ELEFTHERIOS VENIZELOS ATZ

2.22.4.4.1 General information

2.22.4.4.1.1 ATHINAI/ ELEFTHERIOS VENIZELOS Aerodrome Control Unit (VENIZELOS TWR) uses radar data in the aerodrome control service, in order to augment the visual observation of the traffic on the manoeuvring area and in AD vicinity.

2.22.4.4.1.2 Control of aerodrome traffic is mainly based on visual observation. The availability and use of radar data (as specified in **LGAV AD 2.22.4.4.2** bellow) is not detrimental to the visual observation of aerodrome traffic and it is not intended to provide full radar services.

2.22.4.4.1.3 Radar data are derived from two sources:

a) The Terminal Area Surveillance Radar (TAR) system that is also used by ATHINAI APP, and
b) The Surface Movement Radar (SMR) system that is installed at ATHINAI/ ELEFHERIOS VENIZELOS Airport.

2.22.4.4.2 The application of radar service

2.22.4.4.2.1 TAR derived data are used in the provision of aerodrome control service to perform the following functions:

a) Monitoring the landing order and spacing of arriving aircraft.
b) Monitoring of aircraft on final approach, when IMC prevail at the aerodrome.
c) Assist in providing initial separation, as soon as possible, in the event of a missed approach.
d) Integration of VFR traffic entering the ATZ into the traffic circuit or into the flow of arriving IFR traffic.
e) Establishing radar separation between succeeding IFR aircraft, departing from the same runway.
f) Provide traffic information and advices to pilots.
g) Provide navigation assistance (direction or suggested heading) to VFR flights within ATZ.

Note 1: *The Tower controller in order to facilitate operations may provide pilots flying VFR with generalized instructions e.g. "PROCEED NORTH BOUND ENTER A RIGHT DOWNWIND RUNWAY TWO ONE RIGHT" or provide suggested heading in case navigational assistance is requested by the pilot or deemed necessary by the controller.*

Note 2: *Once initial radar identification of a VFR aircraft has been established and the appropriate instructions/advisories have been issued, radar monitoring may be discontinued.*

2.22.4.4.2.2 The above functions may be provided to the extent practicable, since tower controller is not always able to monitor the radar display, the reason being that the Tower controller's primary means of surveillance is visually scanning the airport and the local area

2.22.4.4.2.3The standard methods to determine the positions of aircraft and vehicles on the manoeuvring area are the visual observation and/or radio position reports.

2.22.4.4.2.4 Taking into account the technical limitations, SMR derived data may be used, during poor visibility and/or at night, to

2.22.4.4.2.5 supplement these standard methods for the control of traffic on the manoeuvring area.

2.22.4.4.2.5 The use of SMR does not in any way relieve the pilots of taxiing aircraft or drivers of vehicles of any of their responsibilities in respect of avoiding collisions with other objects or structures on the ground.

Note 1: *Except under special circumstances (e.g. emergencies), directional taxi information will not be issued in the form of specific heading instructions. Phraseology to be used: e.g. TURN (left/right) ON THE TAXIWAY YOU ARE APPROACHING.*

Note 2: Technical limitations may affect the operational efficiency and use of SMR e.g. aircraft/vehicle size, line of sight limitations, heavy rain causing clutter, resolution difficulties, etc.

2.22.5 Procedures for VFR flights within ATHINAI TMA

2.22.5.1 VFR flights shall follow the VFR routes and altitudes within ATHINAI TMA (see relevant chart in LGAV AD 2.24).

2.22.6 Procedures for VFR flights within ATHINAI ELEFTHERIOS VENIZELOS ATZ

2.22.6.1 VFR flights - including helicopters - shall request clearance to start engines on the respective Start-Up/Clearance Delivery frequency (see **LGAV AD 2.18**, call sign VENIZELOS DELIVERY).

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGAV SID charts (**LGAV AD 2.24**).

2.22.8 Procedures for departing aircraft

2.22.8.1 Start-up and ATC clearance

2.22.8.1.1 Pilots shall request clearance for starting the engines and ATC clearance on the respective Start-Up/ Clearance Delivery frequency (see **LGAV AD 2.18**, call sign VENIZELOS DELIVERY).

2.22.8.1.2 Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up.

2.22.8.1.3 Upon receiving start-up and ATC clearance, pilots will be instructed to contact the appropriate Ground Control frequency (see **LGAV AD 2.18**, call sign VENIZELOS GROUND) for push-back and taxi or for taxi clearance (where push-back is not necessary).

2.22.8.1.4 Pilots shall inform the ATC unit on the appropriate start-up/clearance delivery frequency, if unable to be ready to taxi within 10 minutes from start-up time.

2.22.9 Intersection Take-offs

2.22.9.1 Intersection take off is permitted during aviation daytime only with visibility not less than 5 KM.

2.22.9.1.1 An aircraft may be cleared to depart from an intersection take-off position:

a) Upon request of the pilot and acceptance by the ATC, or
b) If initiated by ATC and accepted by the pilot.

2.22.9.1.2 When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows:

«REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection) ».

2.22.9.1.3 The aircraft operator / pilot in command shall ensure that the reduced declared distances for intersection take- off are sufficient for the safe operation of the aircraft in compliance with the aircraft operations regulations. See details on Intersection take-off diagram (**LGAV AD 2.22.9.1.6**).

Note: *Due to fuselage length the following aircraft are exempted: B747, B777, B767-400, A340, A330, MD11, IL86, IL96M*

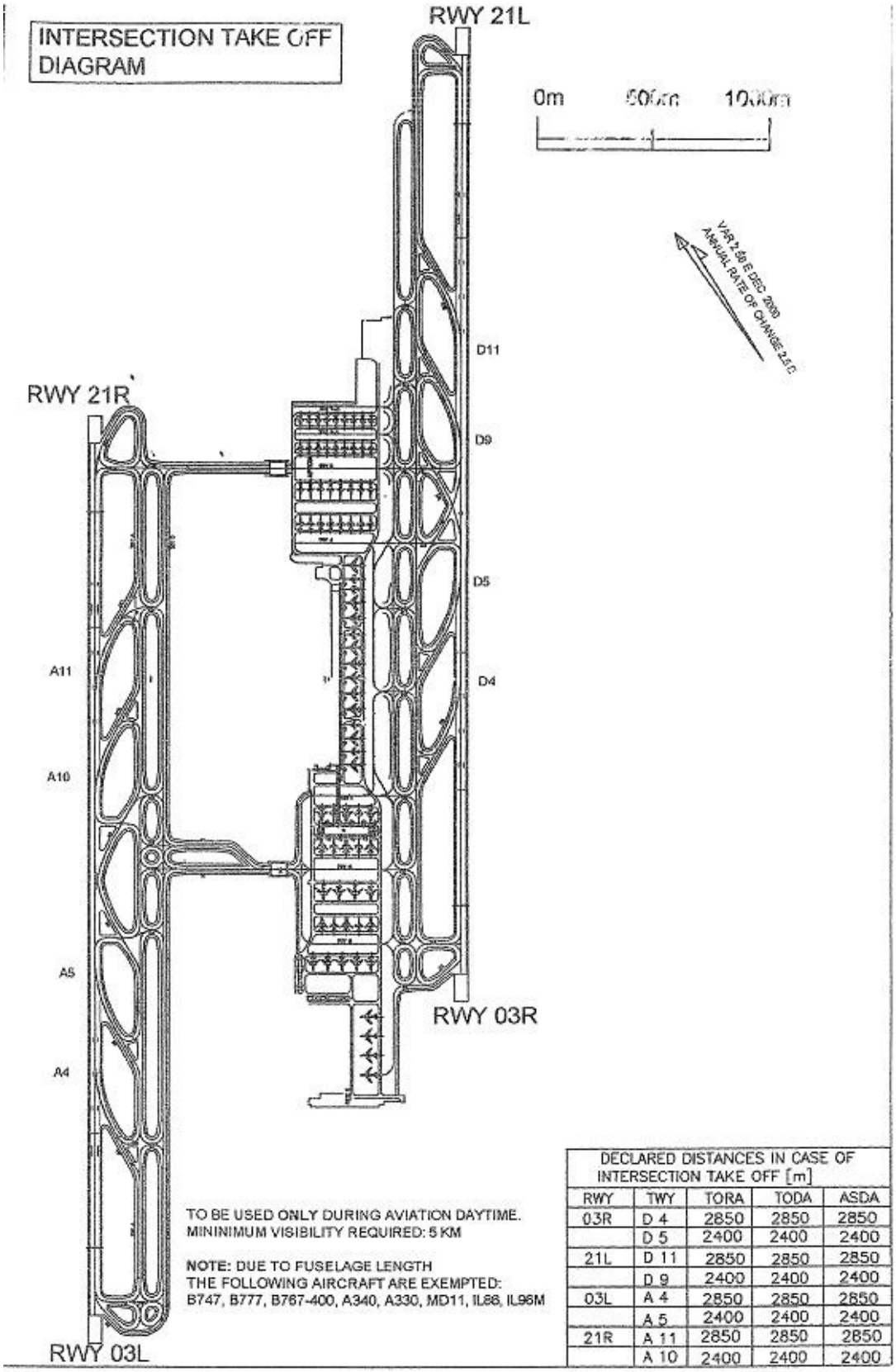
2.22.9.1.4 Declared distances in case of Intersection take-off are as follows:

RWY	TWY	Declared distances	Distances (M)	RWY	TWY	Declared distances	Distances (M)
03R	D4	TORA/TODA/ASDA	2850	**03L**	A4	TORA/TODA/ASDA	2850
	D5	TORA/TODA/ASDA	2400		A5	TORA/TODA/ASDA	2400
21L	D11	TORA/TODA/ASDA	2850	**21R**	A11	TORA/TODA/ASDA	2850
	D9	TORA/TODA/ASDA	2400		A10	TORA/TODA/ASDA	2400

2.22.9.1.5 Pilots shall state their position at the intersection when calling the TWR unit for departure from a runway intersection, as follows:

«VENIZELOS TOWER (aircraft call sing), AT THE INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name) »

2.22.9.1.6 LGAV Intersection take-off diagram



DECLARED DISTANCES IN CASE OF INTERSECTION TAKE OFF [m]

RWY	TWY	TORA	TODA	ASDA
03R	D 4	2850	2850	2850
	D 5	2400	2400	2400
21L	D 11	2850	2850	2850
	D 9	2400	2400	2400
03L	A 4	2850	2850	2850
	A 5	2400	2400	2400
21R	A 11	2850	2850	2850
	A 10	2400	2400	2400

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2.22.10 A380-800 Operations

2.22.10.1 ATHINAI/ ELEFTHERIOS VENIZELOS Airport has been approved by HCAA to be used by A380 aircraft as alternate of for a limited number of flights, under the following conditions:

2.22.10.1.1 A380-800 Ground Operations

- Engines 1 and 4 should be shut-down when vacating the RWY after landing and started-up for departure on the RWY. Taxiing shall be performed on engines 2 and 3.
- Alternatively, in order to minimize RWY occupancy, engines 1 and 4 may be started-up on TWY D facing South, abeam link D2for departure from RWY 03R, or on link D13 facing East for departure from RWY 21L. If engines 1 and 4 are started-up before entering the RWY they should be kept at ground idle until lined-up for take-off.
- A380-800 aircraft taxiing over TWY K and H bridges are limited to Maximum Landing Weight.
- Taxilanes E, Y1, Y2, I and J are not available for A380 traffic.
- When holding short of a RWY stop at CAT II holding points.
- In order to keep the required minimum edge clearances, judgmental oversteer shall be used.
- For braking away and during taxi use minimum power, taxi only under follow-me guidance and at low speed.
- A380 can be parked on contact stands A13, A11, A09, B05, A33, A35, A37 using the Agnis_Papa system for guidance and on remote parking positions B17 and A42 by a Marshaller. Alternatively, in case of unavailability of tow bar on board TWY G can accommodate the aircraft facing North or South.
- Due to height limitations of the GSE equipment the top of the aircraft tail fin can not be fully de-iced.

2.22.10.1.2 Departure of A380-800

- For take-off use the Flight Crew Operating Manual supplementary procedure:

  «Operation on Runway + Shoulders less than 58 M wide»
- When taking-off from RWY 03L/21R, the weight limitation for taxiing over the bridges ot TWYS K & H must be taken into consideration in take-off weight calculations.

- The existing ILS procedures have been designed taking into consideration the collision risk model.

2.22.11 Low Visibility Procedures (LVP) Operations

2.22.11.1 LVP Definition and general rules for Low Visibility Operations

2.22.11.1.1 Low Visibility Procedures (LVP) are specific procedures applied at the aerodrome for the purpose of ensuring safe operations during Category II approaches and/or departure operations in RVR conditions less than a value of 550 M.

2.22.11.1.2 RVR values are transmitted to the pilots:

- via ATIS and at least,
- together with approach clearance,
- together with landing clearance or when passing 4 NM, whichever is earlier

2.22.11.1.3 Pilots will not be refused permission to land or take off on “pilot’s discretion”, solely because of bad weather conditions.

2.22.11.1.4 When indicated RVR is below 350 M and/or ceiling is below 100 FT pilots shall be informed that:

“INDICATED RVR VALUES (or CEILING or RVR VALUES AND CEILING) BELOW ICAO MINIMA FOR CAT II OPERATIONS”.

2.22.11.1.5 Initiation and continuation of a Cat II Approach or Low Visibility Take-Off taking into account the reported ceiling and RVR relies solely with the flight commander’s decision and should be based on State and company procedures.

2.22.11.1.6 The responsibility of Air Traffic Control during Low Visibility Operations is not to decide whether or not Cat II, or other operations during Low Visibility Conditions may be carried out. Air Traffic Control is to keep the flight crew informed with accurate and up to date information as to the category of operations which the guidance equipment can support (e.g. ILS Cat I or II), the status of the relevant meteorological equipment and visual aids, and of the implementation of LVP and safeguarding. Based on this information the commander of the aircraft should be satisfied that appropriate LVP are in operation before commencing a Low Visibility Take-Off or a Category II approach.

2.22.11.2 Runways and associated equipment

2.22.11.2.1 Runways 03R/21L and 03L/21R are equipped with ILS and are approved for CAT II operations.

2.22.11.3 Criteria for the initiation and termination of LVP

2.22.11.3.1 The preparation phase will be implemented when visibility falls below 1500 M (RVR ≤ 1400 M) and/ or ceiling is at or below 300 FT and CAT II operations are expected.

2.22.11.3.2 The operations phase will be commenced when the RVR falls to 600 M and/or the ceiling is at or below 200 FT.

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

2.22.11.4 Description of runway exits lighting

2.22.11.4.1 All appropriate runway exits are illuminated and equipped with green/yellow coded taxiway centre line lights and pilots should select the first convenient exit.

2.22.11.5 Description of LVP

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

2.22.11.5.2 Normally, during LVP one runway will be used exclusively for landings while the other one will be used for departures (when both runways are available).

2.22.11.5.3 ATC will designate the use of runways according to the prevailing wind, RVR, serviceability of facilities, etc.

2.22.11.5.4 Simultaneous approaches or departures are not permitted in LVP.

2.22.11.5.5 CAT II Approach and Landing:

a) Aircraft will be vectored to intercept the ILS at least 10 NM from touchdown.
b) The ILS localizer sensitive area will be protected when an ILS landing aircraft is within 2 NM from touchdown. ATC will provide suitable spacing between aircraft on final approach to achieve this objective.
c) Runway vacation will be assessed when the aircraft has passed the last of the alternate green and yellow centre line lights. These lights denote the extent of the ILS localizer sensitive area.
d) Landed aircraft shall report:
   - clear of the color coded centre line lights to indicate that the aircraft has vacated the ILS,
   - sensitive area, and
   - upon arrival at the parking stand.

2.22.11.5.6 Departures:

a) Departing aircraft are required to use the following CAT II holding points:
   - Runway 03R: D1, D2
   - Runway 21L: D12, D13
   - Runway 03L: A1, A2
   - Runway 21R: A13, A14
b) Intersection take-offs are not permitted.
c) Whenever LVP are in operation the ILS localizer sensitive area will be protected for all departing aircraft.

2.22.11.5.7 Restrictions on traffic flow:

a) When LVP are in progress some delays are to be anticipated.
b) The number of taxiing aircraft will be determined by ATC according to weather conditions and the availability of surveillance equipment.

2.22.11.6 Equipment failure and expected effect on flight operations

2.22.11.6.1 ILS Approaches

2.22.11.6.1.1 When ILS is downgraded to CAT I then flight operations are limited to category I.

2.22.11.6.1.2 When touchdown zone RVR is unserviceable then:

a) provided, this RVR is considered controlling for the Approach, ATC will advise of mid RVR and touchdown visibility if available.
b) Aircraft commander will decide to continue the approach down to the Decision Height and then either go around or land, the decision based on approach lights and touchdown zone visible lighting.

2.22.11.6.1.3 When standby power supply system is unserviceable then flight operations limited to Category I.

2.22.11.6.1.4 Failure of other systems considered essential during low visibility operations shall be reported to pilot and restriction is depending on flight operation rules.

2.22.11.6.2 Low visibility departure operations

2.22.11.6.2.1 When touchdown zone or other RVR measuring point unserviceable then Low visibility departure operation is depending on flight operation rules. Take off alternative may be considered.

2.22.11.6.2.2 When standby power supply system is unserviceable restriction is depending on flight operation rules.

2.22.11.6.2.3 Failure of other systems, considered essential during low visibility operations, shall be reported to pilot and restriction is depending on flight operation rules.

2.22.12 Runways operations at ATHINAI/ ELEFTHERIOS VENIZELOS Airport

2.22.12.1 Modes of runway operations at LGAV

2.22.12.1.1 Segregated Parallel Operations

One runway is used exclusively for approaches (landings), while the other is used exclusively for departures.

2.22.12.1.2 Semi-mixed Parallel Operations

a) One runway is used exclusively for approaches while the other runway is used for both approaches and departures, or
b) One runway is used exclusively for departures while the other runway is used for both departures and approaches.

2.22.12.1.3 Single Runway Operations

2.22.12.2 Change of landing runway

2.22.12.2.1 A controller may suggest to an aircraft, at any point of intermediate or final approach segment, a change of landing runway (right to left or left to right) with a visual approach to the adjacent runway.

2.22.12.2.1.1 A landing runway change suggestion shall be applied only during daytime and when:

a) visual meteorological conditions prevail at the aerodrome and

b) the aircraft is at a distance greater than 5 NM from the new runway's threshold.

2.22.12.2.1.2 The pilot has the right to accept or decline the suggestion of the landing runway change.

2.22.12.2.2 The above-mentioned change of landing runway with a visual approach may also be approved upon the pilot's request, with the prerequisite that the above (a) and (b) conditions are met and the traffic permits.

LGAV AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Activity of flocks of seagulls and starlings takes place daily from one to two hours after sunrise when birds fly across the airport from their resting area in Gulf of Evia and Petalioi islands, east of the airport, to their feeding area in the fields west of the airport. Height varies from 0 – 2000 FT AGL.

2.23.1.2 From one to two hours before sunset the same activity as described above takes place in reverse when the birds return to their resting area.

2.23.1.3 During the above periods pilots are advised, where the design limitations of aircraft installations permit, to operate landing lights during take-off, approach to land, climb and descent procedures. See also **ENR 5.6**

2.23.2 Activation of Ground Proximity Warning System (GPWS)

2.23.2.1 During flight operations at LGAV certain operators reported warnings using GPWS on the approach to RWY 03L around 4.5 NM before landing. Since the construction of the airport is in compliance with ICAO Annex 14 criteria and some hills were cut-off, it is suggested that air operators should extract terrain DATA from the aeronautical charts published in AIP Greece.

2.23.2.2 For more details air operators may address to Hellenic Civil Aviation Authority, Airports Division (HCAA/D3/D, FAX: +30 210 89 46 478).

2.23.3 Significant Obstacles in the vicinity of ATHINAI/ ELEFTHERIOS VENIZELOS aerodrome

2.23.3.1 The following obstacles exist In the vicinity of the airport.

			North			East		
	Area	Name	Deg	Min	Sec	Deg	Min	Sec
LP1	Paiania	Ag. Panteleimon	37	57	44	23	52	13
LP2	Spata	Mpoura Hill	37	58	11	23	53	32
LP3	Spata	Zagani Hill	37	57	53	23	58	8
LP4	Markopoulo	Stroggylopoula	37	52	1	23	53	33
LP5	Markopoulo	Gonia Hill	37	52	39	23	54	2
LP6	Koropi	Palati Hill	37	53	26	23	52	29
Remarks	See also LGAV AD 2 - AOC 1, 2 and 3							

LGAV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	18 JAN 07	AD 2-LGAV-ADC
Aircraft Parking/ Docking Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	18 JAN 07	AD 2-LGAV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03R/21L / LGAV AOC 1	1 MAR 01	AD 2-LGAV-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03L/21R / LGAV AOC 2	4 SEP 03	AD 2-LGAV-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: - ATHINAI/ ELEFTHERIOS VENIZELOS / LGAV AOC 3	4 SEP 03	AD 2-LGAV-AOC B-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03L/21R	4 SEP 03	AD 2-LGAV-PATC-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03R/21L	4 SEP 03	AD 2-LGAV-PATC-2
Instrument Approach Chart (IAC) – ICAO: - ILSx RWY 03R / LGAV 1	19 MAY 08	AD 2-LGAV-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILSw RWY 03R / LGAV 1A	7 JUN 07	AD 2-LGAV-IAC-2
Instrument Approach Chart (IAC) – ICAO: - ILSx RWY 03L / LGAV 2	19 MAY 08	AD 2-LGAV-IAC-3
Instrument Approach Chart (IAC) – ICAO: - ILSw RWY 03L / LGAV 2A	7 JUN 07	AD 2-LGAV-IAC-4
Instrument Approach Chart (IAC) – ICAO: - ILSx RWY 21L / LGAV 3	19 MAY 08	AD 2-LGAV-IAC-5
Instrument Approach Chart (IAC) – ICAO: - ILSw RWY 21L / LGAV 3A	7 JUN 07	AD 2-LGAV-IAC-6
Instrument Approach Chart (IAC) – ICAO: - ILSx RWY 21R / LGAV 4	19 MAY 08	AD 2-LGAV-IAC-7
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 03R / LGAV 5	19 MAY 08	AD 2-LGAV-IAC-8
Instrument Approach Chart (IAC) – ICAO: - ILSy RWY 03R / LGAV 5A	7 JUN 07	AD 2-LGAV-IAC-9
Instrument Approach Chart (IAC) – ICAO: - LGAV 6 ILSz RWY 03L / LGAV 6	19 MAY 08	AD 2-LGAV-IAC-10
Instrument Approach Chart (IAC) – ICAO: - ILSy RWY 03L / LGAV 6A	7 JUN 07	AD 2-LGAV-IAC-11
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 21L / LGAV 7	19 MAY 08	AD 2-LGAV-IAC-12
Instrument Approach Chart (IAC) – ICAO: - ILSy RWY 21L / LGAV 7A	7 JUN 07	AD 2-LGAV-IAC-13
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 21R / LGAV 8	19 MAY 08	AD 2-LGAV-IAC-14
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 03R / LGAV 13	19 MAY 08	AD 2-LGAV-IAC-15
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03R / LGAV 13A	5 JUL 07	AD 2-LGAV-IAC-16
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 03L / LGAV 14	19 MAY 08	AD 2-LGAV-IAC-17
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03L / LGAV 14A	19 MAY 08	AD 2-LGAV-IAC-18
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 21L / LGAV 15	19 MAY 08	AD 2-LGAV-IAC-19
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 21L / LGAV 15A	5 JUL 07	AD 2-LGAV-IAC-20
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 21R / LGAV 16	19 MAY 08	AD 2-LGAV-IAC-21
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R / LGAV 17	06 OCT 09	AD 2-LGAV-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R - TGG (SUPL) / LGAV 17A	20 NOV 08	AD 2-LGAV-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (SUPL) / LGAV 17B	26 AUG 10	AD 2-LGAV-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (SUPL) / LGAV 17C	26 AUG 10	AD 2-LGAV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L / LGAV 18	06 0CT 09	AD 2-LGAV-SID-5

Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (SUPL) / LGAV 18A	06 0CT 09	AD 2-LGAV-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 03L- TGG (SUPL)/ LGAV 18 B	20 NOV 08	AD 2-LGAV-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 03L (SUPL) / LGAV 18C	28 AUG 08	AD 2-LGAV-SID-8
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 21R / LGAV 19	06 0CT 09	AD 2-LGAV-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 021R - TGG (SUPL) / LGAV 19A	06 0CT 09	AD 2-LGAV-SID-10
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 21L / LGAV 20	06 0CT 09	AD 2-LGAV-SID-11
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 21L TGG (SUPL) / LGAV 20A	06 0CT 09	AD 2-LGAV-SID-12
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 03R/L / LGAV 21	28 AUG 08	AD 2-LGAV-STAR-1
Standard Arrival Chart - Instrument (STAR) – Rwy 03R/L (SUP) / LGAV 21A	06 0CT 09	AD 2-LGAV-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - Rwy 21R/L / LGAV 22	28 AUG 08	AD 2-LGAV-STAR-3
Terminal Area Chart - ICAO - VFR routes: - VFR routes ATHINAI TMA / LGAV 23	21 OCT 10	AD 2-LGAV-VFR
TAR System Coverage Chart – VEC area: - Radar Vectoring - ATHINAI TMA	26 JUL 12	AD 2-LGAV-VEC