

**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 103°, 20 km South East from Athens city centre
3	Elevation/Reference temperature	94 M (308.39 FT)/ 32.2°C
4	Geoid undulation at AD ELEV PSN	38.97 M (127.86 FT)
5	MAG VAR/Annual change	4°40'E (4.67°E) (JAN 2019)/ 5.43'E (0.0905°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Athinai /Eleftherios Venizelos Airport Airport Operator: Athens International Airport S.A. GR 19019 SPATA TEL: +30 210 3530 000 (Airport Call Centre) +30 210 3540 000 (Airport Services Operations Centre) +30 210 3533 691/692/693 (CAA/AIS) FAX: +30 210 3540 095 (Airport Services Operations Centre) +30 210 3532 635 (CAA/AIS) AFTN: LGAVZPZA, LGAVYOYX (CAA/AIS) LGAVZTZX (CAA/Tower) LGAVYVYC (Airport Services Operations Centre) Website: <a href="http://www.aia.gr">www.aia.gr</a> e-mail: <a href="mailto:airport_info@aia.gr">airport_info@aia.gr</a> (Athens International Airport) <a href="mailto:hcaa-reporting@athensairport.gr">hcaa-reporting@athensairport.gr</a> (CAA/AIS)
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 <sup>3</sup> capacity each. Hydrant refueling system available. SAFCO Operation: H24 Payment: credit, card, cash TEL: 00302104541004, 00306944881907 Supervisor on Duty FAX: 00302103538742 e-mail: <a href="mailto:ops@safco.gr">ops@safco.gr</a> <a href="http://www.safco.gr">www.safco.gr</a>
4	De-icing facilities	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. No de/anti-icing pad available.
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Available.
7	Remarks	NIL

## LGAV AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel Sofitel at AD. Also available in AD vicinity.
2	Restaurants	Available at AD main and satellite terminal. Also available in AD vicinity.
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.
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	Four (4) Lifting airbags with lifting capacity of 30 tons each. Four (4) Lifting airbags with lifting capacity of 35 tons each. Recovery dolly of 10.000 kg carrying capacity. Recovery pulling slings (2X15m long) equipped with overload protection and of tractive capacity 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	As per EASA, fluids & solid materials used for Runway & Taxiway De/Anti-Icing are coded as follows: KAC, GAC & NAFO.

**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	Signs and markings according to ICAO Annex 14 and EASA CS-ADR-DSN requirements. Taxi only on the taxiway centrelines and stand lead-in lines. Leader Van Service (Follow-Me Cars) is available on request for guidance on apron & TWYs. Guidance at aircraft contact stands by Advanced Visual Docking Guidance System (A-VDGS, see AD2-LGAV-APDC), or marshaller is mandatory (see LGAV AD 2.20.2.1 paragraph e) & LGAV AD 2.20.6.1 paragraphs 2, 3 & 4).
2	RWY and TWY markings and LGT	<b>LGT:</b> <u>White:</u> RWY C/L, RWY edge, TDZ <u>Yellow:</u> RWY edge (last 600m), RETS (Yellow-Green) <u>Red:</u> RWY C/L (900 to 300m from RWY end red-white, red the last 300m), RWY end <u>Green:</u> TWY C/L, THR <u>Blue:</u> TWY edge, TWY curves <u>Amber:</u> Intermediate holding position <b>Markings:</b> <u>White:</u> THR, RWY designations, RWY C/L, Touch-down zone, RWY edge, Aiming Point <u>Yellow:</u> TWY C/L, TWY Edge, TWY holding position, TWY designations <u>White in red background:</u> at CAT I holding point on A1, A2, A5, A6, A9, A13, A14, D1, D2, D4, D7, D8, D11, D13, D14. <u>Yellow:</u> Enhanced taxiway CL markings on at CAT I holding point on A1, A2, A5, A13, A14, D1, D2, D4, D5, D11, D13, D14.
3	Stop bars	Red, LIH/LIM
4	Remarks	Runway Guard Lights installed at taxilinks A13 & D8 LIH. See also <b>LGAV AD chart ICAO</b>

→ **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 <b>LGAV AD 2.23.3</b>
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 <sub>85</sub> , U <sub>50</sub> , P <sub>85</sub> , P <sub>50</sub> , P <sub>40</sub> , P <sub>30</sub> , P <sub>25</sub> , P <sub>20</sub> 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 683 FAX +30 210 3532 804 e-mail: <a href="mailto:lgav-gme@hnms.gr">lgav-gme@hnms.gr</a>

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**LGAV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimensio ns 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)	RESA dimensions (M)	OFZ	Remarks
7		8	9	10	11	12	12
03R	NIL	NIL	NIL	4120 x 300	220 x 90	NIL	All RWYs Surfaces: first 800 M concrete (both directions) with PCN 63R/B/W/T  See also relevant LGAV AD and AOC charts-ICAO
21L	NIL	NIL	NIL	4120 x 300	220 x 90	NIL	
03L	NIL	NIL	NIL	3920 x 300	220 x 90	NIL	
21R	NIL	NIL	NIL	3920 x 300	220 x 90	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
03R	3900	3900	3900		Intersection take-off D2
03R	2950	2950	2950		Intersection take-off D4
03R	2500	2500	2500		Intersection take-off D5
21L	2950	2950	2950		Intersection take-off D11
21L	3950	3950	3950		Intersection take-off D12
03L	3750	3750	3750		Intersection take-off A2
03L	2500	2500	2500		Intersection take-off A5
21R	3700	3700	3700		Intersection take-off A13

## 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 LIH	Green, LIH	PAPI Left/3° 430,08m (18 M)	white LIH	15 M spacing (white / red - white/ red). LIH	60 m spacing, White, end 600 M Yellow, LIH	Red LIH	NIL	See also LGAV AD chart and Precision Approach Terrain charts-ICAO
21L	ICAO CAT II Precision Approach lighting system, 900 M LIH	Green, LIH	PAPI Left/3° 431,7m (18 M)	white LIH	15 M spacing (white / red - white/ red). LIH	60 m spacing, White, end 600 M Yellow, LIH	Red LIH	NIL	
03L	ICAO CAT II Precision Approach lighting system, 900 M LIH	Green, LIH	PAPI Left/3° 421,2m (18 M)	white LIH	15 M spacing (white / red - white/ red). LIH	60 m spacing, White, end 600 M Yellow, LIH	Red LIH	NIL	
21R	ICAO CAT II Precision Approach lighting system, 900 M LIH	Green, LIH	PAPI 441,10m Left/3° (18 M)	white LIH	15 M spacing (white / red - white/ red). LIH	60 m spacing, White, end 600 M Yellow, LIH	Red LIH	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, D, Z and parts of K and H.  C/L: 30 M spacing, Green RETS: 15 M spacing Green / Yellow
4	Secondary power supply/switch-over time	Emergency diesel generators available / CAT I: within 15s, CAT II: within 0.3s.
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	<u>TLOF: Circular Radius</u> of 5.55 M <u>FATO: Circular Radius</u> of 6.55 M <u>Safety area</u> : 6.55 M all around asphalt pavement <u>Markings</u> : Heliport identification, FATO, TLOF, taxiway CL and shoulder, stand lead in line and identification, service road. A FATO area is situated at the northwest side of the heliport, designed for helicopters with maximum rotor diameter of 13.1 M. Wind direction indicator
4	True BRG of FATO	Approach paths: 152-309 and 060 MAG Take off paths: 332-129 and 240 MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	<p>1. VMC-Daytime operation (Heliport not lighted). See also <b>LGAV AD 2.20.4</b></p> <p>2. Helicopters' parking stands There are 16 helicopters' parking stands at the heliport in total: H01 to H16 Exceptions: (a) Helicopters with overall length up to 16 M and rotor diameter up to 14 M shall touchdown and lift off directly from stands H15 and H16. (b) Helicopters with overall length up to 18 M and rotor diameter up to 15 M, shall touchdown and lift off directly from stand H08.</p> <p>At all parking positions simultaneous helicopter manoeuvres are not permitted at adjacent stands. Prior communication with ATC before any helicopter movement is necessary. Marshalling is mandatory for entering/exiting heliport stands by ground handling staff observing the necessary safety measures.</p>

## 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	Class D
4	ATS unit call sign Language(s)	CTR: ATHINAI APPROACH, ATHINAI TMA INFORMATION English
		ATZ: VENIZELOS TOWER English
5	Transition altitude	9000 FT
6	Remarks	ATHINAI ELEFThERIOS VENIZELOS CTR exercise MARATHON/ KOTRONI MIL ATZ (see <b>AD.1.6.17</b> ) For ATHINAI TMA see <b>ENR 2.1.5.2</b>

→ **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 <b>ENR 2.1.5.2</b> )			
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 <b>ENR 1.1.1.5.3.3</b>				

**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
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 <b>GEN2.5</b> and <b>ENR 4.1</b>						

## LGAV AD 2.20 LOCAL TRAFFIC REGULATIONS

### 2.20.1 Airport regulations

2.20.1.1 All flights operating to/from ATHINAI/ ELEFTHERIOS VENIZELOS Airport are required to submit flight schedule information preferably in IATA SSIM (Standard Schedules Information Manual) format to the following address:

Aviation Scheduling and Allocation Planning Unit of Athens International Airport S.A.  
Athinaï/ Eleftherios Venizelos Airport  
GR 19019 SPATA  
TEL: +30 210 3531 425/6/7/8/9  
FAX: +30 210 3532 254  
SITA: ATHIAXH, ATHSCXH  
e-mail: sched-planning@aia.gr

2.20.1.2 Due to operational reasons, prior written notice and written approval by the Airport Duty Officer (ADO) is necessary for landing and parking of light private aircraft of MTOW less than 5700 KG, not belonging to commercial air transport operators. Relevant requests should be made, at least 3 hours prior to the intended time of arrival, to:

Airport Duty Officer (ADO)  
Athens International Airport S.A.  
Athinaï/ Eleftherios Venizelos Airport  
GR 19019 SPATA  
TEL: +30 210 3540 000  
FAX: +30 210 3540 095  
e-mail: [ASOC\\_Senior\\_Srv@aia.gr](mailto:ASOC_Senior_Srv@aia.gr).

2.20.1.2.1 The following categories of aircraft are exempted from the above restriction:

- a) Rotorcraft,
- b) State aircraft and aircraft, regardless of weight, conducting hospital or SAR flights or in a state of emergency,
- c) Aircraft rendering assistance in emergency cases or being on a disaster relief mission.

### 2.20.2 Taxiing to and from stands

2.20.2.1 Ground Movement:

- a) All taxiing aircraft shall follow the Taxiway Centre Line or the Aircraft Stand Lead-in Line. No deviations or shortcuts are permitted unless guided by a Leader Van (Follow Me) and relevant adjacent areas are properly safeguarded.
- 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. Follow Me guidance is mandatory for all cargo area stands (stand number starting with "F"), except stand F02.
- 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) and the Marshaller. Marshaller guidance is mandatory for entering or leaving a stand, except when A-VDGS is available and activated or when under tow (including push-back).
- f) Aircraft may leave nose-in aircraft stands only with the aid of towing trucks. Use of reverse thrust is only allowed in exceptional cases, only at remote stands and under flight crew's responsibility. Prior to the commencement of a power-back process, the pilot in command shall confirm to ATC that all safety measures have been taken. The flight crew must receive the relevant clearance by ATC and must remain in contact with the ground handler, ensuring all safety measures are taken in front and behind the aircraft. When powering back, an aircraft must initially move straight back and after crossing the service road, turn to align with the taxiway centerline, always adhering to the instructions of the marshaller.
- 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) A380, B747-8, B777, A340-500, A340-600 Special Procedures  
Movement of these aircraft types shall use judgemental oversteering while taxiing in order to keep the required minimum main gear edge clearance.
- 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) is closed. Taxilinks D12 and D10 between taxiways C and D are also closed. Any aircraft movements in this part of the maneuvering area shall be performed under Leader Van (Follow Me) guidance.

- m) An alternative parallel taxilane system has been established on taxiway K as shown on the Aircraft Parking/Docking chart-ICAO (see **AD2-LGAV-APDC**), as taxilane K-Blue and taxilane K-Orange. Taxiing on this system is permitted only during aviation day-time and visibility over 1500 M for aircraft with a wing span not exceeding 36 M. Taxilanes K-blue and K-orange are used for aircraft entering or pushing back from/to stands B31-B45 according to the limitations of TABLE 2 and TABLE 3 (**LGAV AD 2.20.6.2.5**). Taxilane K-orange is also used for aircraft entering or exiting stands B50-B66 according to the limitations of TABLE 4.
- 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 on the fuel hydrant system installations adjacent to the TWY strip, 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 1500 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 aircraft towing will be possible on the above-mentioned part of taxiway C. Code F aircraft are not allowed to taxi, either on own power or under towing.

#### 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 2.22.11**), 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
  1. Stop bars are installed at CAT II holding positions and are operated independently of the centre line lighting, consisting of unidirectional surface lights showing red in the direction of approach to a runway CAT II holding position, 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 by aircraft and vehicles is strictly prohibited when they are switched on. An illuminated RED stop bar means STOP. Clearances of any kind do not cover permission for taxiing across an operating red stop bar. Aircraft and vehicles may cross stop bars only when ATC has given verbal permission to proceed and the stop bar lights are switched off.
  2. If a single illuminated red stop bar cannot be switched-off, the following contingency measures will apply:
    - a) Pilots will be notified in advance
    - b) An alternative taxi route where the stop bars are serviceable will be used
    - c) If an alternative taxi route is not available:
      - ATC will request a Follow-Me vehicle to be positioned in front of the aircraft, with the explanation that this specific stop bar is unserviceable.
      - The aircraft and the Follow-Me vehicle shall be transferred to the appropriate ATC frequency
      - The pilot will be requested to report the Follow-Me vehicle in sight
      - ATC will issue permission to both the Follow-Me driver and the pilot, when to cross the activated stop bar and enter the RWY.
- f) Remote Holding Positions  
Subject to availability and traffic, aircraft holding might be performed on taxiways B, Z, G and D at the discretion of the ATC Ground Controller. Remote holding positions might be used for holding arriving aircraft in case of occupied stands and also for releasing occupied stands by departing aircraft.

#### 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 General/Business Aviation (GA/BA)

#### 2.20.3.1 Parking stands at all apron areas may be allocated for GA/BA aircraft, depending on availability.

- a) Arriving aircraft taxiing-in to park at the following apron areas:
  - G stands (G01-G20),
  - F stands (F01-F08),
  - C stands (C01-C67), and
  - Alternate parking stands A31B, A39A, A40A, A41A, A41B, A46A, A49A, A49B, A50A and B67Ashall be guided by a Leader Van (Follow Me).

- b) For departing general aviation aircraft from roll through parking stands, the following procedure shall apply per area as follows:  
G stands (G01-G20), F stands (F01-F08) and B67A: After receiving an ATC clearance, departing aircraft may taxi out of these stands without Leader Van guidance. Guidance is available upon request.  
C stands (C01-C67) and alternate parking stands A31B, A39A, A40A, A41A, A41B, A46A, A49A, A49B, A50A: After receiving an ATC clearance, departing aircraft shall taxi out only under Leader Van guidance.
- c) When taxiing inside the G Stands (G01-G20) Parking Area, pilots shall observe the restrictions of the maximum permissible wing spans for the relevant taxiing corridors as displayed in the local markings.
- d) During adverse weather conditions with strong winds or gusting, all GA/BA aircraft shall be secured, under the responsibility of the aircraft operator.

#### 2.20.4 Parking area for helicopters

2.20.4.1 There are 16 helicopter parking positions available, 13 (H01, H02, H03, H04, H05, H06, H07, H10, H11, H12, H13, H14, serving helicopters of a maximum overall length of 13.10 M (max rotor diameter 11.31 M), 1 (H08) serving helicopters of a maximum overall length of 17.46 M (max rotor diameter 14.63 M) and 2 (H15, H16) serving helicopters of a maximum overall length of 16.00 M (max rotor diameter 13.50M). For operational reasons, helicopters can also be accommodated on other apron stands. See also **AD2-LGAV-APDC**.

2.20.4.2 When approaching or departing to/from the heliport FATO, overflying of other aircraft at low heights is prohibited. Caution is advised for the lighting poles at the adjacent apron area of G Stands (G01-G20) surrounding the heliport. Overflying airport terminal buildings should be avoided.

#### 2.20.5 Aircraft de/anti-icing operations

2.20.5.1 Aircraft de/anti-icing operations 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 Guidance for aircraft parking is provide either by means of A-VDGS (Advanced Visual Docking Guidance System) for Nose-In Stands, or by a marshaller. Pilots shall not enter the aircraft stand, until the A-VDGS is activated or a marshaller has signalled to proceed.

2.20.6.1.3 If the crew realizes, when taxiing into a nose-in position equipped with A-VDGS that the latter is switched off or out of order, the aircraft shall stop immediately. Current status shall be reported to ATC/Ground Control unit, via radio, waiting for further instructions.

2.20.6.1.4 Parking of aircraft at parking stands not provided with A-VDGS and departing from a roll-through stand is only permitted under the instructions of a marshaller.

#### 2.20.6.1.5 Advanced Visual Docking Guidance System (A-VDGS)

2.20.6.1.5.1 The A-VDGS System is of the Safedock type. The Pilot Display Unit (PDU) provides active azimuth and stop-distance guidance to pilots, supporting safe, efficient and precise automated aircraft parking during all weather conditions. Due to the digital display presentation, both pilots get the correct alignment information as well as the closing-rate and stop information. Two PDU models are installed at LGAV, namely T1 & T2, directly related to the use of different laser sensors with below capabilities:



T1-42 with wide scanning range & T2-18 with narrow scanning range

Note: Both T1 & T2 units serve parking stands with i) single straight lead-in line and ii) multiple lead-in lines (either straight and angled, or two parallel ones).

2.20.6.1.5.2 The PDU is also used as a Ramp Information Display System (RIDS), to further improve exchange of operational information. Milestone information is shared between stakeholders, thus allowing enhanced turnaround management. RIDS provides flight and ground crew with real-time data such as aircraft type, flight number, parking stand, updated Estimated Time of Arrival/Departure (ETA/ETD), countdown timers for departure/arrival and free text.



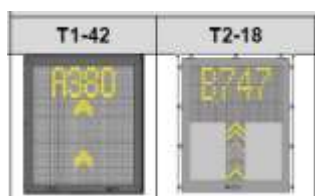
2.20.6.1.5.3 The docking process & event-triggered messages on the PDU

1. *System Self-Test*: "WAIT" is displayed and a calibration check (self-test) of the A-VDGS unit is carried out by the Safedock system to confirm docking accuracy.



2. *Capture/Active (awaiting aircraft)*: Floating arrows indicate the system is in active mode to detect the approaching aircraft. Check that the correct aircraft type is displayed on the PDU.

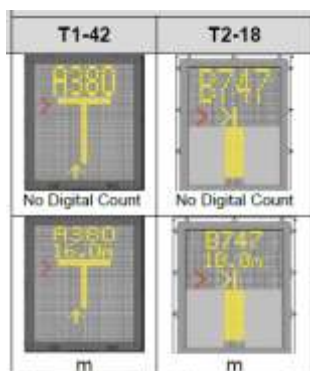
Warning: The pilot must not proceed beyond any Passenger Boarding Bridge, unless the floating arrows have been superseded by the closing rate indication, meaning that the aircraft is not getting yet active guidance information from the PDU.



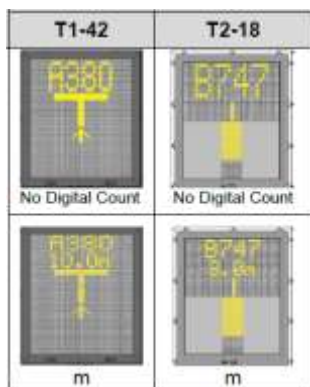
3. *Tracking/Docking (aircraft approaching the stand)*: The system has captured the aircraft and is actively tracking it, in order to verify its profile against the pre-selected aircraft type. When aircraft has been identified, the floating arrows are replaced by the yellow center line indicator. The red arrow indicates the direction to turn for azimuth guidance and the yellow shows the aircraft position in relation to center line. The centerline "distance to go" indicator changes from floating arrows to a filled closing-rate bar. This bar shrinks as the aircraft nears its configured stop-position.



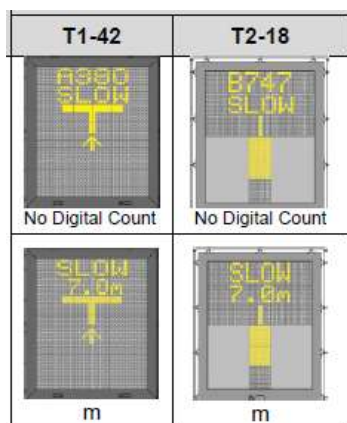
4. *Stop-Distance - Closing Rate*: Digital countdown begins when the aircraft is 30 meters from its stop position. When the aircraft is within the last 15 meters the distance to go/closing rate indicator decreases at increments of about 0.2-0.3m.



5. *Aligned to Centre*: The aircraft is at the displayed distance from the stop-position. The absence of any direction arrow indicates an aircraft on the centerline.



6. *Slow (Decrease Speed)*: When an aircraft is coming faster than the configured speed.

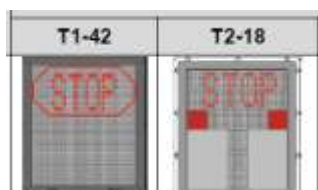


SLOW is also indicated in cases of heavy fog, rain or snow, where the visibility of the docking system might be reduced. When the system is activated and in Capture Mode, the PDU disables the floating arrows and shows SLOW and the Aircraft Type. As soon as the system detects the approaching aircraft, the vertical closing-rate bar appears.

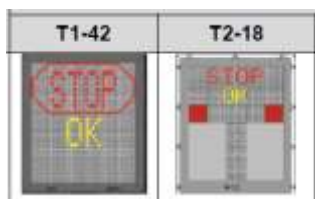
Warning: The pilot must not proceed beyond the Passenger Boarding Bridge, unless the closing-rate bar is shown.



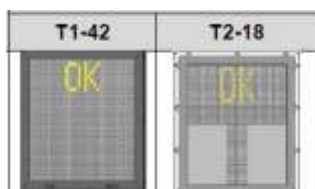
7. *Stop position reached:* When the correct stop-position is reached, the PDU will show STOP, with a red border or with red lights.



8. *Stop-Short:* If the aircraft is found standing still but has not reached the intended stop-position (up to 5m short of the stop-position), the message STOP and OK will be displayed on the PDU.



9. *Docking completed:* When the aircraft has come to complete stop, the message OK will be displayed on the PDU.



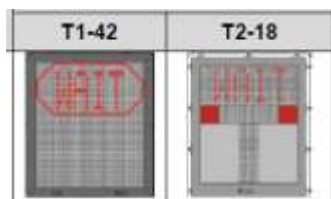
10. *Overshoot:* If the aircraft overshoots the stop-position, the PDU displays STOP (with RED border/bars), followed by TOO FAR after the aircraft comes to a complete stop.



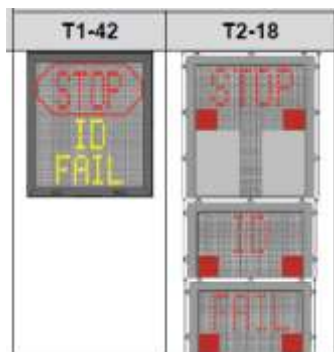
11. *Chocks on:* The CHOCK ON status is displayed on the PDU via the corresponding button press by the Ground Handler on the Operator Panel at the Rotunda.



12. *Lost Aircraft Detection:* If the detected aircraft is lost during docking, before 15m to stop-position, the PDU displays WAIT. This is a system event and not a fault. The system requires time for safety check, apron sweeps, aircraft capture and ID checks before the closing rate to stop-position. The docking continues as soon as the system detects the aircraft again.



13. *Failed Aircraft Verification (ID Fail):* If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the PDU will display STOP, followed by ID FAIL. Depending on the case, the docking can be resumed after positive aircraft identification, or alternatively, the aircraft shall be marshalled-in or towed-in to the correct stop-position.



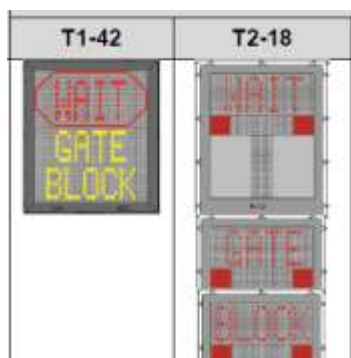
14. *Power Failure:* In case of power failure, the PDU will be completely black. Current status shall be reported to ATC, Ground Control unit, via radio waiting for further instructions.





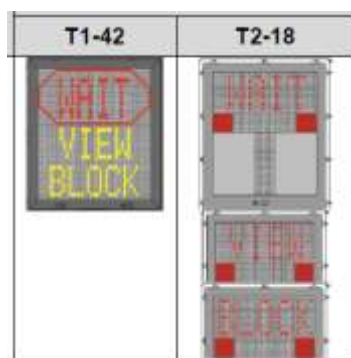
15. *Gate Blocked*: If an object is found to be blocking the view from the A-VDGS unit towards the aircraft and closer than the stop-position, this will be reported as a blocking object and the PDU displays WAIT, followed by GATE BLOCK.

Warning: The pilot must not proceed beyond the Passenger Boarding Bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

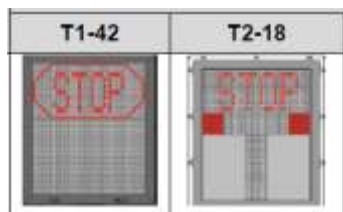


16. *View Blocked*: If the view towards the approaching aircraft is hindered, the PDU displays WAIT, followed by VIEW BLOCK.

Warning: The pilot must not proceed beyond the Passenger Boarding Bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



17. *Emergency Stop*: When the Emergency-Stop button is activated for whatever reason, the PDU displays STOP with red border/bars. Should an unsafe condition arise during the aircraft docking, the Emergency Stop button shall be activated by the responsible personnel through the Operator Panel at the Rotunda.



18. *Configuration/System Error*: Any error related to system configuration that occurs during docking operation, generates an ERROR message on the PDU. If it occurs during docking, the red STOP border/bars will also light-up.



19. *Approach Error*: In case that an aircraft enters by mistake the wrong lead-in line of a stand with multiple lead-in lines, the system will check that the aircraft nose must be within defined limits (configurable) in terms of azimuthal distance from the centerline. If aircraft nose is out of the defined limits, it will display an "APPR ERR" message. In this case, it is likely that aircraft will have to be towed, if the deviation from the assigned lead-in line is unrecoverable. This is a unique feature developed for LGAV and is available only at a limited number of parking stands, namely A07, A07A, A09, A09A, A13 & A13A.



- ➔ 2.20.6.1.6 Marshalling service is under the responsibility of the ground handling agents.
- ➔ 2.20.6.1.7 No ground personnel shall approach an arriving aircraft and no connection of the passenger boarding bridge, or any other ground servicing equipment, with the aircraft shall be made until such aircraft has come to a complete stop, all engines are shut-down and chocks are placed on the wheels.
- ➔ 2.20.6.1.8 Flight crews are reminded of the extreme importance of maintaining a careful lookout at all times.
- ➔ 2.20.6.1.9 For angled stands, A07A, A09A & A13A, the aircraft shall taxi-in following the yellow dashed angled lead-in line, only under Leader Van (Follow-Me) guidance. For stands A07, A09 & A13, the aircraft shall taxi-in following the yellow continuous lead-in line, without Leader Van guidance. In both cases, ATC Ground Control will provide appropriate instructions. Flight crews are kindly advised to communicate precisely the ATC Ground Control instructions to the push-back crew.
- ➔ 2.20.6.1.10. "Wing-Walking" procedures during aircraft parking are strictly prohibited, unless the aircraft operator and its assigned ground handler have obtained special approval by the airport operator.
- 2.20.6.2 Push-back and Taxi-out procedure
  - ➔ 2.20.6.2.1 No aircraft shall initiate a push-back or start taxiing without obtaining clearance from ATC. 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 "Wing-Walking" procedures during aircraft push-back are strictly prohibited, unless the aircraft operator and its assigned ground handler have obtained special approval by the airport operator.
  - ➔ 2.20.6.2.3 When pilots request push-back and/or taxi, they shall indicate their aircraft parking stand (and facing for roll-through stands B50-B67).
  - ➔ 2.20.6.2.4 During the pushback procedure the aircraft must be aligned on the taxiway and positioned with the nose gear abeam the lead-in line of the stand it is vacating, except on angled stands A13A, A09A and A07A that aircraft have to be positioned with the nose gear abeam stand A13, A09 and A07 respectively.

2.20.6.2.5 Movement of aircraft from/to other adjacent parking positions can be performed, according to the rules of the following Tables 1, 2, 3 & 4.

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

c) TABLE 3. Aircraft Parking Positions B31-B45: ICAO aircraft code C or D pushing-back to K-blue versus simultaneous pushing-back to or entering from K-orange.

1	2	3	4	5
ICAO code of aircraft Pushing-back to or entering from K-orange	limitations to the adjacent stand in front of the pushback aircraft	limitations to the adjacent stand behind the aircraft pushing-back	limitations to the second adjacent stand behind the aircraft pushing-back	limitations to the third adjacent stand behind the aircraft pushing-back
"C" e.g. B737, A321	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	NONE
"D" e.g. B757, A300	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

d) TABLE 4. ICAO aircraft code C or D pushing-back/entering from/to Aircraft Parking Positions B31-B45 to/from K-orange versus pushing-back or entering K-orange from Aircraft Parking Positions B50 to B66.

1	2	3	4	5	6
ICAO code of aircraft pushing-back or entering K-orange from/to Stands B31-B45	Limitations to the parking position (B50-B66), abeam the aircraft on K-orange	Limitations to the adjacent parking position (B50-B66), in front of the aircraft on K-orange	Limitations to the adjacent parking position (B50-B66), behind the aircraft on K-orange	Limitations to the second adjacent parking position (B50-B66), behind the aircraft on K-orange	Limitations to the third adjacent parking position (B50-B66), behind the aircraft on K-orange
"C" e.g. B737, A321	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed
"D" e.g. B757, A300	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

2.20.6.2.6 If an aircraft has pushed back from stand B44, then no movement is allowed on stand B42. If a push back clearance has been issued for stand B44, then the next available position for pushback is stand B36.

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

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

2.20.6.2.8 During starting-up on a roll-through stand, or in exceptional cases when a pilot wishes to start one engine at the stand before push-back, the safeguarding of the aircraft is the responsibility of the airline and the ground handler. In these cases, the ground staff shall take the appropriate measures in order to safeguard the area around the aircraft and especially, to prevent any personnel or vehicle from passing behind or near the intake of the running engine, and to ensure that the jet blast during this procedure does not affect aircraft taxiing on the TWY behind.

2.20.6.2.9 Aircraft parked at stands B66 and B67, must use minimum power when taxiing out, particularly when turning left or right to join TWY's Y1 or Y2, in order not to affect adjacent stands and service roads with their jet blast.

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

2.20.7.1 Touch-and-go's, successive landings and take-offs, of one and the same aircraft for training purposes require the prior permission by the Airport Duty Officer (ADO).

## 2.20.8 Helicopter traffic - limitation

NIL

## 2.20.9 Aircraft Towsings

2.20.9.1 Towing of aircraft requires the prior permission of ATC. Towed aircraft should always be guided by a Leader Van vehicle (Follow Me). Ground handling staff shall take safety measures according to the relevant procedures.

2.20.9.2 If the towing of an aircraft is requested by the Airport Services Operations Centre (ASOC) for operational or safety reasons, the aircraft operator shall make all necessary arrangements in order to tow the aircraft without delay.

2.20.9.3 During night hours or during Low Visibility Procedures (LVP) in operation (see LGAV AD 2.22.12), towed aircraft should have at least their navigation lights on.

**2.20.10 Engine run-ups**

2.20.10.1 All maintenance engine run-ups, regardless of when conducted, require the prior notification to Airport Services Operations Centre (ASOC) and the relevant permission by the Airport Duty Officer (ADO), while ATC shall timely be informed for traffic management.

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.
- The aircraft operator must ensure that their ramp personnel / ground handling staff will take all safety measures to safeguard the area, alerting any nearby vehicle and pedestrian traffic to keep clear of engine intakes, exhaust gases, propellers, jet-blast 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:

- ASOC is informed and relevant approval is obtained by the Airport Duty Officer (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 have to taxi (towed or own power) from / to that location under the escort of a Leader Van (Follow Me).

*Note: An alternative run-up position may be proposed according to operational needs.*

**2.20.11 Disabled Aircraft**

2.20.11.1 Provisions shall be made by aircraft operators to remove disabled aircraft from the maneuvering area without delay. The aircraft operators are responsible to take all necessary measures to avoid spillages and clean them up immediately if they occur. The maintenance personnel must ensure that no safety issues arise from their operation in the manoeuvring area (e.g. FOD) and fully comply with the aerodrome safety rules and their own company maintenance procedures.

**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 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 local time

##### 2.21.1.2.1 Arrival procedures

- a) The standard arrival procedures are designed according to noise abatement considerations and will be assigned by the appropriate ATC unit in accordance with operational requirements.
- 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 (V<sub>2</sub>+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 local time

2.21.1.3.1 The use of the runway system during the night period is between 2300-0700 hours local time. Additional hours for use of the runway system during the afternoon period 1500-1800 hours local time.

2.21.1.3.1.1 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.

2.21.1.3.1.2 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 0700-2300 local time

2.21.2.1.1 The use of the runway system during the day period is between 0700-2300 hours local time. Additional hours for use of the runway system during the afternoon period 1500-1800 hours local time.

2.21.2.2 Use of the runway system during the night period 2300-0700 local time

2.21.2.2.1 The use of the runway system during the night period is between 2300-0700 hours local time. Additional hours for use of the runway system during the afternoon period 1500-1800 hours local time

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 are designed to avoid residential areas.

2.21.3.2 Use of the runway system during the day period 0700-2300 local time

2.21.3.2.1 The use of the runway system during the day period is between 0700-2300 hours local time.

2.21.3.3 Use of the runway system during the night period 2300-0700 local time

2.21.3.3.1 The use of the runway system during the night period is between 2300-0700 hours local time.

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 within ATHINAI TMA shall reduce speed 250Kts IAS when below FL100, unless otherwise instructed by ATHINAI APP.

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.

##### 2.22.3.3 Approach instructions

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

- a) Clearance limit or published STAR or vectoring instructions,
- b) Flight level,
- c) Expected approach time, only if holding is anticipated.

##### 2.22.3.3.2 Speed Limitations

→ 2.22.3.3.2.1 A speed limitation of 250 kts IAS maximum applies to all flights below 3 050m (10 000 ft ) AMSL within ATH TMA. Pilots of aircraft types, which for technical or safety reasons cannot maintain this speed, shall inform ATHINAI APP on initial contact and a suitable instruction shall be issued by ATHINAI APP.

2.22.3.3.2.2 Furthermore, the following speed limits apply to arriving aircraft within ATH TMA for separation reasons, are mandatory and shall be flown as accurately as possible, unless otherwise instructed by ATHINAI APP:

- 220kts IAS at or below 5000ft, when established on the final approach course or until 14NM from the landing threshold, whichever occurs first;
- 180kts IAS at a distance of 8NM from the landing threshold;
- 160kts IAS at a distance of 6NM from the landing threshold;

2.22.3.3.2.3 Aircraft unable to maintain these speeds shall inform ATHINAI APP on initial contact.

→ 2.22.3.3.2.4 When an indicated airspeed is not specified by ATHINAI APP, it is expected that the pilot will comply with the requirements in LGAV AD 2.22.3.3.2 above.

→ 2.22.3.3.3 For IFR flights within ATHINAI ELEFThERIOS VENIZELOS CTR see also relevant LGAV IAC charts (**LGAV AD 2.24**).

→ 2.22.3.3.4 In case of radar vectoring, the intermediate approach segment may be partially omitted. ATHINAI APP will then issue vectors to direct the aircraft to a position from where final approach can be started or a visual approach can be completed.



#### 2.22.3.4 Visual Approaches

2.22.3.4.1 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/ ELEFTHERIOS 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.

2.22.4.4.2.3 The 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 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**).

2.22.7.2 For ATC reasons radar vectoring may be applied, above minimum vectoring altitudes, in which case, SIDs will be partially omitted.

**Note 1:** All noise abatement procedures as well as the speed limitations in 2.21 and 2.22.3.2 remain applicable.

**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 3 KM for taxi links A5, D4, D5 and D11 (see **LGAV AD 2.13** and **AD2-LGAV-ADC**).

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

- a) Before taxiing, 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: A380, B747-8, B747, B777, A350, B767-400, A340, A330, B787, MD11, IL86, IL96M

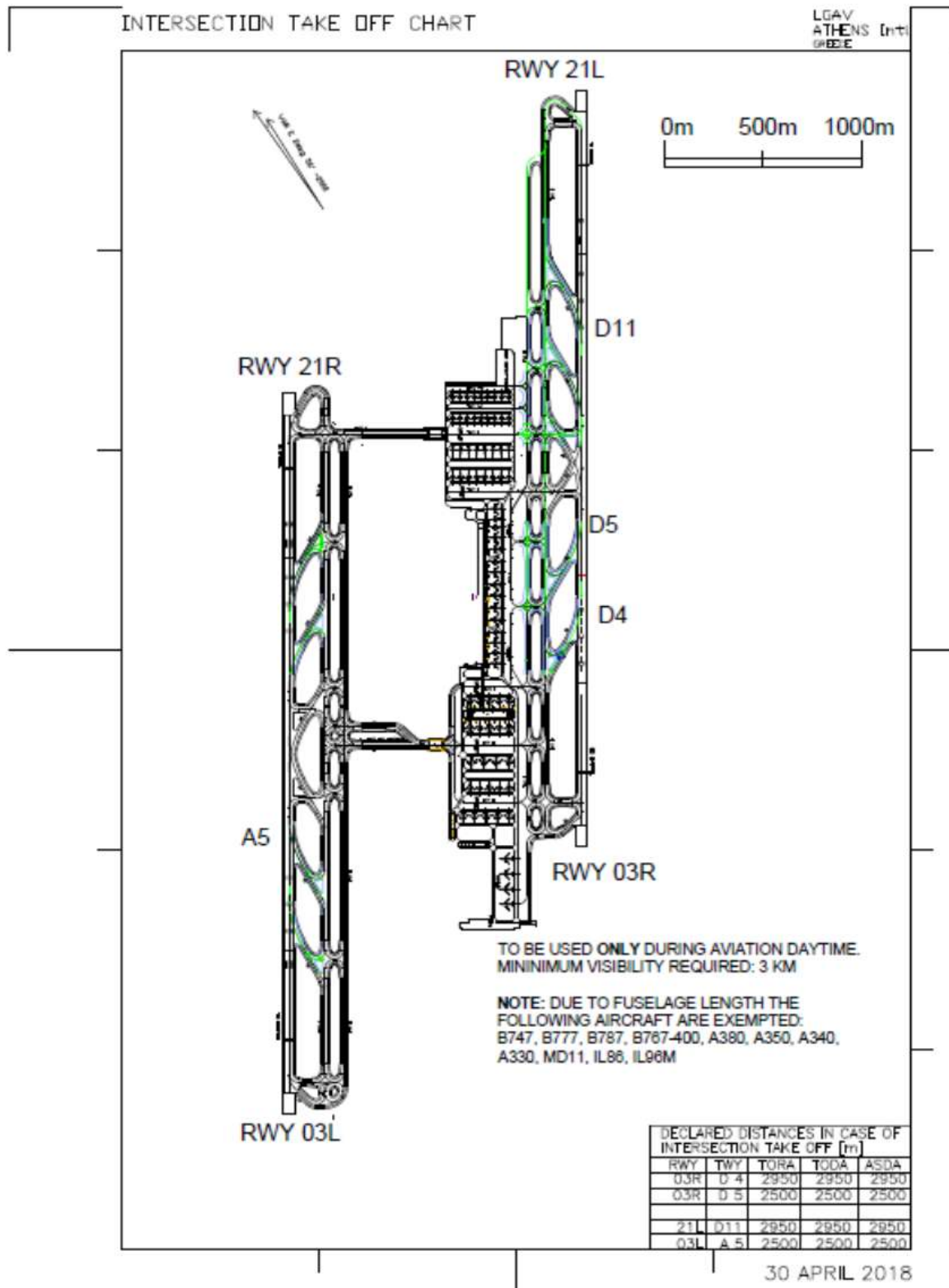
2.22.9.1.4 Declared distances in case of Intersection take-off are as follows:

RWY	TWY	Declared distances	Distances (M)	RWY	TWY	Declared distances	Distances (M)
03R	D4	TORA/TODA/ASDA	2950	03L			
	D5	TORA/TODA/ASDA	2500		A5	TORA/TODA/ASDA	2500
21L	D11	TORA/TODA/ASDA	2950				

2.22.9.1.5 Pilots shall report to ATC when ready for departure at 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



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**2.22.10 ICAO code F aircraft operations****2.22.10.1 A380-800 Operations****2.22.10.1.1 A380-800 Ground Operations**

- A380-800 aircraft taxiing over TWY K and H bridges are limited to 460 Metric Tonnes..
- Taxilanes, Y1, Y2, I and J are not available for A380 traffic.
- When an A380 taxis on TWY C or taxilane E then the maximum aircraft type on taxilane E or TWY C is ICAO code E.
- Wing tip clearance on taxiway C to aircraft holding at intermediate holding positions between taxiways C and D is at least 9m.
- Wing tip clearance on taxilane E to the parallel apron service road is at least 3m. Due to the reduced wing tip clearance, adhere strictly to yellow taxiway centre line.
- Leader Van (Follow me) guidance is required when an ICAO code F aircraft taxiing on taxilane E, passes behind a parked ICAO code F aircraft on a contact stand.
- For braking away and during taxi, use minimum power and taxi at low speed.
- When holding short of a Runway, stop at CAT II holding points.
- A380 can be parked on contact stands A13, A13A, A11, A09, A09A, A01, B15, B13, B11, B05, B03, A33, A35, A37 using the A-VDGS system for guidance and on remote parking positions B17, A42, A54, A56 and F02 by Marshall. 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 available GSE equipment, the top of the aircraft tail fin cannot 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 of TWYS K & H must be taken into consideration in take-off weight calculations.

**2.22.10.1.3 Arrival of A380-800**

2.22.10.1.3.1 The published minima for approach speed cat D aircraft on the ILS approach charts of RWYs 03L/21R and 03R/21L apply also to all cat DL aircraft with the exception of the procedures ILSz RWY03R (see AD 2-LGAV-IAC8) and ILSy RWY03R (see AD 2-LGAV-IAC9), where minima of 581 FT/310 FT apply.

**2.22.10.2 B747-8 Operations**

- Taxilanes, Y1, Y2, I and J are not available for B747-8 traffic.
- When an B747-8 taxis on TWY C or taxilane E, then the maximum aircraft type on taxilane E or TWY C is ICAO code E
- When holding short of a Runway, aircraft shall stop at CAT II holding points.
- B747-8 can be parked on contact stands A13, A13A, A11, A09, A09A, A03, A01, B13, B11, B05, B03, A33, A35, A37 using the A-VDGS system for guidance and on remote parking positions B17, A42, A54, A56 and F02 by Marshall. Alternatively, in case of unavailability of tow bar on board, TWY G can accommodate the aircraft facing North or South.

**2.22.10.3 A124 Operations**

2.22.10.3.1 Taxilanes, E, Y1, Y2, I and J are not available for A124 traffic.

2.22.10.3.2 A124 can be parked on remote parking positions A42, A43, A44, A45, A46, A47, A54, A56 and F02 by Marshall. Alternatively, in case of unavailability of tow bar on board, TWY G can accommodate the aircraft facing North or South.

**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 Air Traffic Control task 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  $\leq$  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 vacated 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.
- c) During LVP operations, vehicles authorized to operate within the maneuvering area are kept to minimum (i.e. for runway inspection, wildlife-bird hazards, emergency/medical operations). Vehicles necessary to operate within the maneuvering area shall always hold position as per ATC instructions, before an Intermediate Holding Position or abeam a lighted visual aid, at least one intersection away from the known position of a moving or stopped aircraft for safe separation purposes. In all cases, crews of taxiing aircraft and vehicle drivers in the maneuvering area shall strictly comply with ATC instructions" 

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 ATHINA/ ELEFTHERIOS VENIZELOS Airport**

2.22.12.1 Modes of runway operations at LGAV

2.22.12.1.1 Segregated Parallel Operations

- a) 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.

**2.22.13.4 Minimum Runway Occupancy Times**

2.22.13.4.1 Departures: In line with safety considerations and standard operating procedures, pilots shall ensure that they can perform a rapid line-up and should comply with ATC line-up clearance without delay. As far as practicable, before take-off cockpit checks should be completed prior to line-up, whereas checks required to be performed while on the runway should be kept to the absolute minimum. Take-off roll shall commence immediately after take-off clearance is issued.

2.22.13.4.1.1 In case that flight crews cannot comply with the above requirements, they shall notify ATC as early as possible.

2.22.13.4.2 Arrivals: Rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will contribute to the maximum runway utilization, thus reducing delays and minimizing the possibility for 'go-arounds'. Unless otherwise instructed by ATC, arriving aircraft are requested to vacate the runway expeditiously. Pilots shall ensure that aircraft have fully vacated the landing runway before stopping. In line with safety considerations and standard operating procedures, pilots should pre-plan the landing and roll-out in such a way that aircraft shall exit the runway at the first practicable rapid exit taxiway, or as instructed by ATC. Rapid Exit Taxiways are marked and lighted on both runways, to facilitate pilots for a more efficient roll-out and runway exit speed.

## LGAV AD 2.23 ADDITIONAL INFORMATION

**2.23.1 Wildlife Strike Risks****2.23.1.1 Wildlife Species Analysis**

2.23.1.1.1 The wildlife species observed at the airport and the vicinity show significant diversity (>190 bird species plus a few other animal species). However, further to the wildlife strike risk assessments, which are updated annually, only a few bird species are considered hazardous for aviation.

2.23.1.1.2 The most hazardous species for aviation, according to their size, behaviour and frequency of strikes with aircraft, are listed in the following table:

Species (or group of species)	Size (mean body mass in grams)	Flocking behaviour	Time of Year	Time of Day	Comments
Gulls	Medium (1000 gr)	Mostly in flocks, rarely solitary	Seasonal (daily during the breeding period from April to July; on days with adverse weather from November to March)	From first to last light	Details of their indicative movements in relation to the airport are provided in MAP 1 below
Starlings	Small (80 gr)	In large dense flocks	Winter migrants (November to February)	From first to last light	Details of their indicative movements in relation to the airport are provided in MAP 2 below
Large birds of prey (Buzzard species)	Medium and large (800-1300 gr)	Solitary	Seasonal (September to April)	From first to last light	
Resident small birds of prey (Falcon species)	Medium (200-800 gr)	Solitary	All year long	From first to last light	
Migrant birds of prey (Harrier and falcon species)	Medium (200-650 gr)	Solitary, although some falcons may appear in large numbers but not true flocks	Seasonal (mainly from March to May, more rarely from August to October)	From first to last light	
Large migrant birds (storks, herons, etc.)	Large (1000-3500 gr)	Usually solitary, storks occasionally in flocks	Seasonal (from March to May and August to October)	From first to last light	

2.23.1.1.3 Details about the seasonal presence of the above mentioned species at the airport and the vicinity are communicated via the respective NOTAMs, which are frequently updated.

2.23.1.1.4 In addition to passive long-term risk management measures, wildlife control patrols are deployed from the first to the last light daily, monitoring wildlife activities and, when necessary, applying active short-term control measures including amplified cries of distress and other sounds together with the use of firearms (pyrotechnics or live ammunition).

**2.23.1.2 Wildlife Strike Risk Analysis by Height**

2.23.1.2.1 The analysis of wildlife strikes to aircraft\* versus height above ground level shows the following results:

Height (ft AGL)	% wildlife strikes	Risk level
1.500-4.500	0.8	Low
450-1499	1.3	Low
0-449	97.9	High

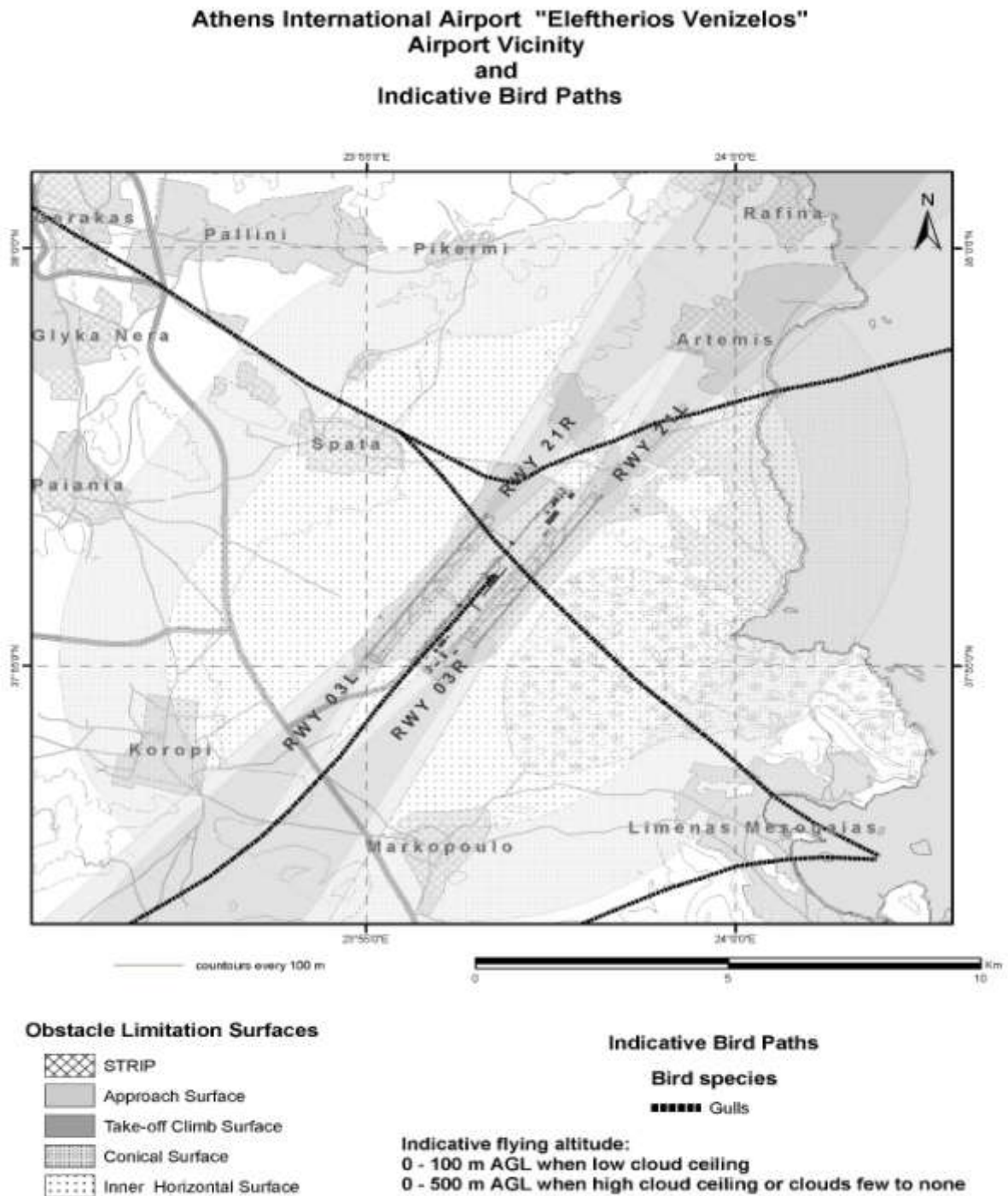
\* Based on data from 2006 to 2016



2.23.1.2.1

**Bird Paths MAP 1**

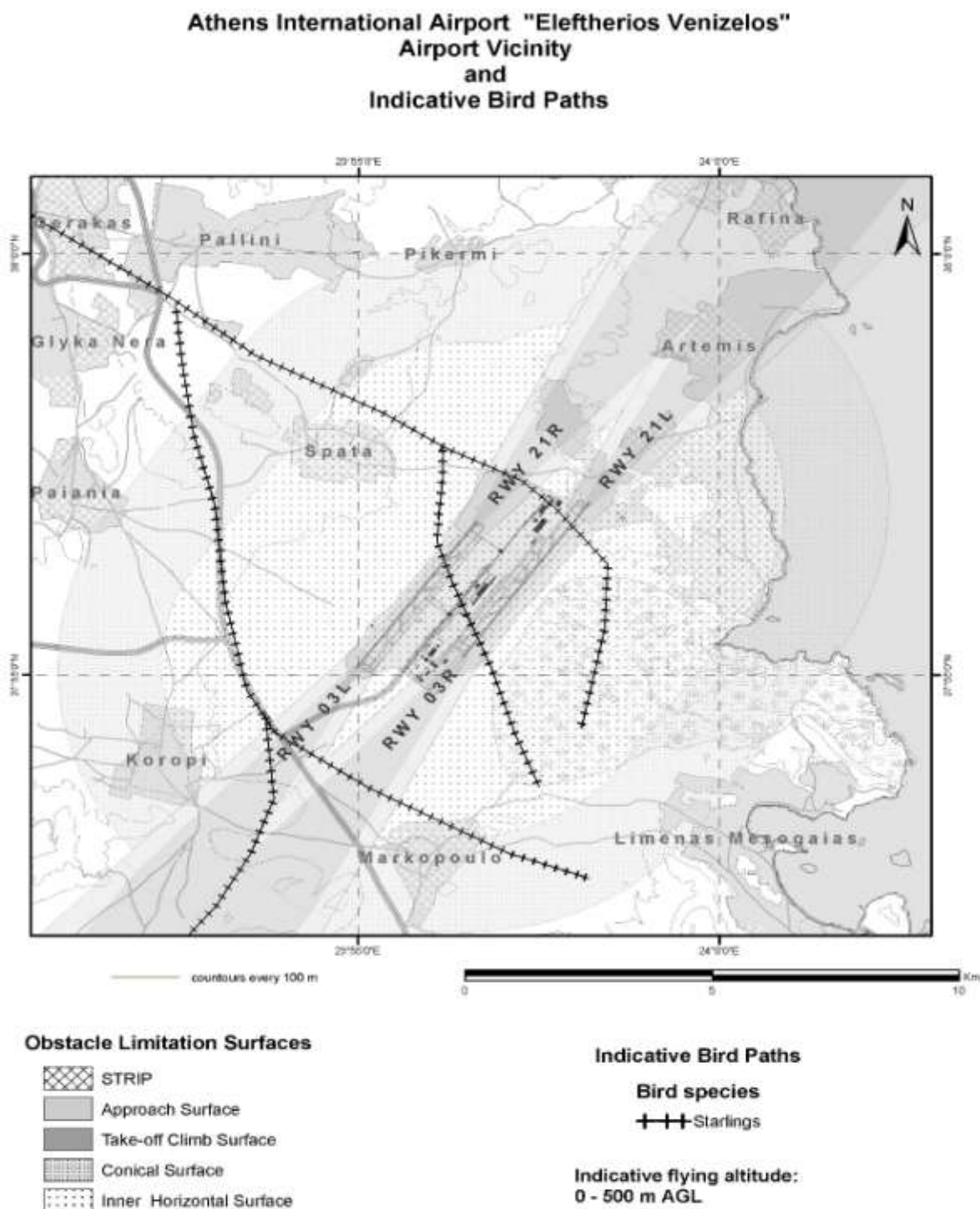
**MAP 1 Indicative Gull Paths**



2.23.1.2.2

Bird Paths MAP 2

MAP 2 Indicative Starling Paths



**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 ATHINA/ ELEFThERIOS VENIZELOS aerodrome**

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

	Area	Name	North			East		
			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
<b>Aerodrome Chart – ICAO: - ATHINA/ ELEFThERIOS VENIZELOS</b>	23 MAY 2019	AD 2-LGAV-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - ATHINA/ ELEFThERIOS VENIZELOS</b>	28 MAR 19	AD 2-LGAV-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03R/21L / LGAV AOC 1</b>	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
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: - ATHINA/ ELEFThERIOS VENIZELOS / LGAV AOC 3</b>	4 SEP 03	AD 2-LGAV-AOC B-1
<b>Precision Approach Terrain Chart – ICAO: - LGAV RWY 03L/21R</b>	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
<b>Instrument Approach Chart (IAC) – ICAO: - ILSx RWY 03R / LGAV 1</b>	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
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R / LGAV 17</b>	06 OCT 09	AD 2-LGAV-SID-1
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 OCT 09	AD 2-LGAV-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (SUPL) / LGAV 18A	06 OCT 09	AD 2-LGAV-SID-6
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 OCT 09	AD 2-LGAV-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - Rwy 21L / LGAV 20	06 OCT 09	AD 2-LGAV-SID-11
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 03R/L / LGAV 21</b>	28 AUG 08	AD 2-LGAV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - Rwy 21R/L / LGAV 22	28 AUG 08	AD 2-LGAV-STAR-3
<b>Terminal Area Chart - ICAO - VFR routes: - VFR routes ATHINAI TMA</b>	15 AUG 19	AD 2-LGAV-VFR
<b>TAR System Coverage Chart – VEC area: - Radar Vectoring - ATHINAI TMA</b>	26 JUL 12	AD 2-LGAV-VEC
<b>ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:</b>	NIL	NIL