

ATHENS (ATH/LGAV)

Elevation 308ft

CATEGORY A

AV brief not required

GENERAL

- The airfield is located in a wide valley 10NM SE of the city of Athens

Threats

CFIT

- Although the valley is relatively wide and flat and the approaches are predominately over sea, the Attic peninsula has significant terrain, consequently high MSAs are charted especially to the N. The Radar Minimum Altitude chart provides a useful overview of the terrain.
- Mount Hymettus is 4.5NM W and rises to c3400ft amsl. The line of hills parallels the 03L/R approaches and the 1000ft contour is approximately 2NM West of the final approach at 4NM
- The range of hills associated with Mount Pentelicus, which is 10nm N of the airfield and has an obstacle c3700ft amsl, lies N of the 21L/R approach
- Additional hills are found south of the airfield with spot heights to c2100ft amsl within 5NM of the airfield and c2200ft 8NM S
- The island of Euboea is 17NM NE of the airfield. The south of the island has significant terrain which rises sharply from the coast to c2000ft amsl generally. There is a peak 26NM ENE of the airfield which reaches c4600ft amsl.
- Approaches to both runway directions have low rising terrain ridges under the final approach tracks

Runway Excursion

- RWY 03L/R are the preferential runways and will be used when dry with up to 5KT tailwind, the tailwind at 1000' may be stronger which can make meeting the stabilised approach criteria difficult.
- When landing RWY 03R, exit is possible from D7. Be aware the lighting is of a lower intensity and there are no centreline lights.
- Radar vectoring is used when ATC is online and may significantly reduce the track miles available, careful energy management is required to avoid rushed approaches.

Special Considerations

- A380 operations have restrictions at Athens, reference to the Navigraph/LIDO Airport Briefing pages should be made for information on useable taxiways.

ARRIVAL

Diversion Airports

THESSALONIKI	SKG/LGTS	162 nm/344°T	CAT B
RHODES	RHO/LGRP	219 nm/115°T	CAT B
SOFIA	SOF/LBSF	287 nm/355°T	CAT B
IRAKLION	HER/LGIR	167 nm/159°T	CAT B

Others that may be used include Istanbul and Kerkyra (Corfu).

Note that all alternates are CAT B

Approach

- Circling is not permitted for CAT C and D aircraft
- Vectoring for 23L/R may take aircraft over high ground at the same time as requiring height loss to keep the descent profile. Pilots should take care to limit vertical speed to avoid nuisance EGPWS activation

GROUND

380

- Taxiway H and K bridges are limited to 460T or less
- Runway shoulders are less than 58M refer to PRO-SUP procedure
- Refer to Navigraph 10-1P2 or Lido AOI for further restrictions

DEPARTURE

- Emergency Turn Procedures are published in the Performance Manual

WEATHER

- Occasional thunderstorms throughout the year.
- Reasonable frequency of fog mainly during the winter and spring.
- Extremes of temperature range from 42°C (July) to -3°C (Feb).
- In Winter
 - Mainly fair with occasional frontal passage bringing rain and low cloud.
 - Smoke haze or low stratus may cover the city but the airfield should be generally clear.
- In Summer
 - Generally fine although visibility often reduced by haze.
 - Forest fires have become more common and severe

OPERATIONAL INFORMATION

Handling Agent	Swissport
Handling Agent VHF	131.7
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use airport ground power at all times, if unavailable use handling agent ground power for limited time
If BOTH electrical power and air conditioning is required:	Use airport PCA, if unavailable use APU