

## Athens International Airport

IATA/ICAO CODE: ATH/LGAV  
 STATE: Athens  
 COUNTRY: Greece

### AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Marina Sarkissian  
 Title: Head, Noise & Air Quality  
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ELEVATION: 308 ft

RUNWAY INFORMATION				
Orientation	Length ft	Displaced Threshold ft	Glide Slope(deg)	Width ft
03/21L	13123	-	-	-
03L/21R	12467	-	-	-

### NOISE ABATEMENT PROCEDURES

#### Arrival Procedures

The Standard Instrument Arrival procedures (STARs) are designed taking into consideration noise abatement and should be strictly followed by the Airport Users.

Delayed gear and flap extension and low power/drag configurations should be used consistent with safe operating procedures.

VFR flights approaching to land should make adjustments for a short final approach, unless otherwise instructed by ATC.

#### Departure Procedures

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 feet 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 a minimum altitude of 3300feet MSL has been reached.

#### Altitude Restrictions

All aircraft departing from or arriving at the Airport should avoid over flying residential

areas of Artemis, Rafina, Markopoulo, Koropi and Spata. Aircraft that are unable to comply, shall over fly these areas for the minimum required time while maintaining the minimum safe height.

Aircraft flying within the Athens TMA not intending to land at the Airport should preferably not fly over residential areas below 3000 ft AGL.

**Reverse Thrust** - to be used minimal and in accordance with safe operating procedures.

## **CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

### AIRPORT CURFEWS

#### **Nighttime Restrictions**

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

Exceptions:airmail service, government, ambulance, police helicopter and other humanitarian aide service flights.

### PREFERENTIAL RUNWAYS

The following rules apply during the night (23:00 - 07:00):

- \* Runway 21L should preferably not be used for landings;
- \* Runway 03R should preferably not be used for take off;
- \* Runway 03R should preferably not be used for aircraft with a MTOW higher than 300t;
- \* Deviations from the above are allowed for capacity reasons, during adverse weather conditions and when there are operational restrictions.

Furthermore based on NOTAM notifications the following restrictions also apply:

- \* No takeoffs on runway 03R by Chapter 2.

## **OPERATING QUOTA - NONE**

### ENGINE RUN-UP RESTRICTIONS

Aircraft engine testing for maintenance purposes is only permitted between 07:00 and 23:00 in designated areas. The following are exempted:

- \* Engine test on idle power settings
- \* Engine test on aircraft scheduled for a revenue flight departing that morning and the engine test cannot be completed between 07:00 and 23:00.
- \* Engine test on aircraft due to an unexpected abnormality that had been discovered during an inbound flight to LGAV, which requires further diagnosis, adjustment or replacement parts to assure a safe outbound flight.
- \* Engine test on aircraft serving in an emergency status, such as Search and Rescue, Air Ambulance, or transport of emergency supplies and/or personnel as well as aircraft diverted to LGAV and requiring engine tests for the continuation of the flight.

\* Engine test on aircraft in the service of State and Law Enforcement, Military or a mission pertinent to National Security.

All maintenance engine testing shall be authorized by the ADO through the ASOC-SS.

#### APU OPERATING RESTRICTIONS

During parking at stands supplied with GPUs and preconditioned air, the use of APU shall be avoided/not exceeding 15 minutes after arrival or 15 minutes before departure to/from the stand.

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	1981	For new buildings property owners can receive certificate from CAA on the insulation requirements
Zoning Laws	2003	Land use planning conditions and restrictions taking into account aircraft noise zones
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	<p><b>Lden</b>            &lt;55: 49,394            55- 60: 12,676            60- 65: 2,294            65- 70: 0            70- 75: 0            &gt;75: 0</p> <p><b>Lnight</b>            &lt;50: 59,654            50-55: 4,518</p>

		55-60: 192 60-65: 0 >65: 0
Airport Noise Contour Overlay Maps	-	
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

#### NOISE MONITORING SYSTEM

The airport's Noise Monitoring System comprises of ten (10) permanent Noise Monitoring Terminals installed around the airport and one mobile unit installed wherever there are operational needs.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

#### CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

#### CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)