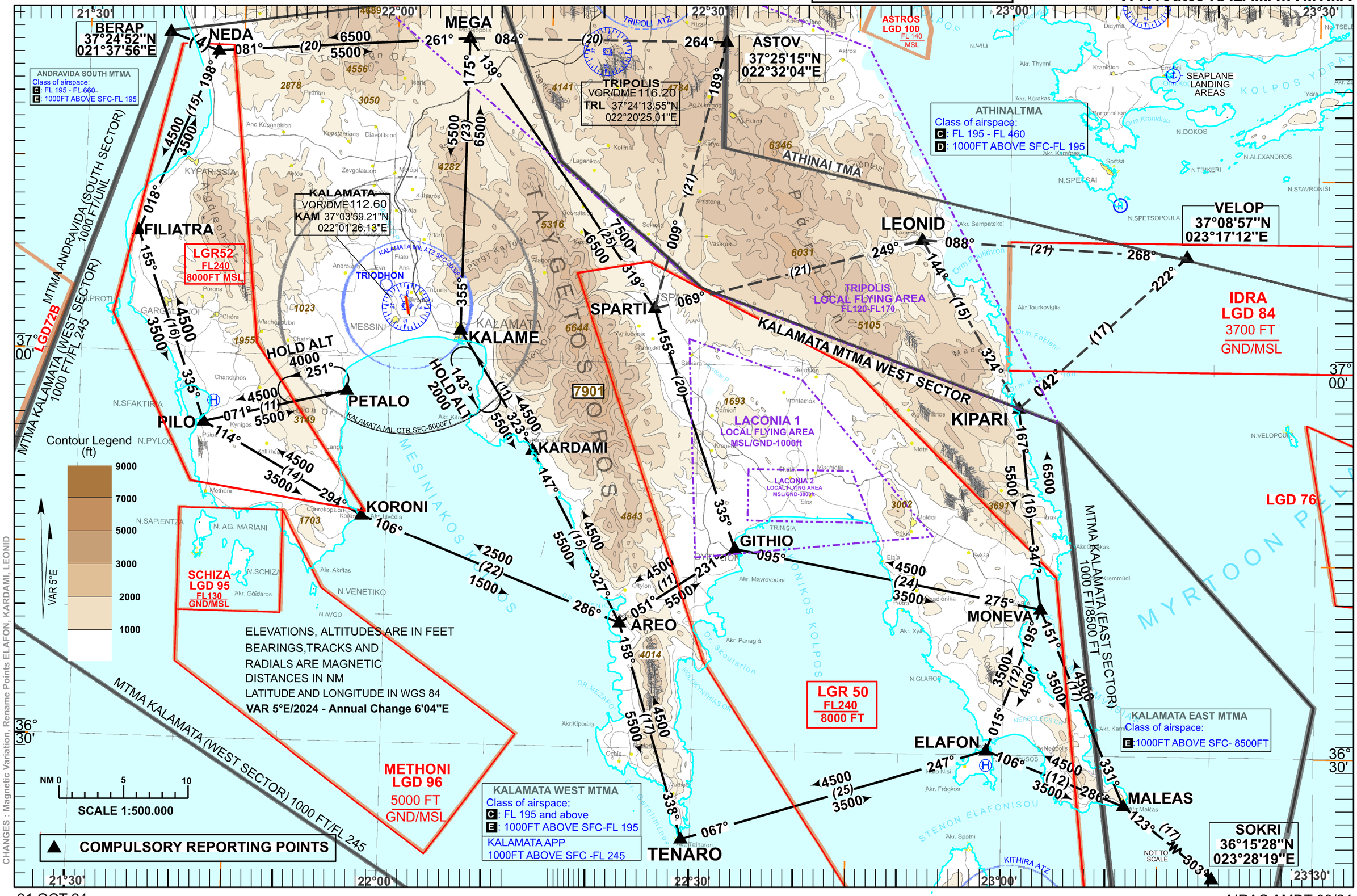
TRANSITION ALTITUDE 9000ft

ARP 37°04'06"N-022°01'31"E

TWR 120.750 122.100 257.800
APP 120.750 122.100 362.300



KALAMATA MTMA VFR ROUTES

1. Aircraft (including Helicopters) flying under VFR within KALAMATA MTMA, should follow the VFR routes and altitudes as depicted in this chart unless VFR criteria require otherwise or a special authorization is obtained from the appropriate ATC unit (See paragraph 2 below).
2. To meet special traffic requirements the appropriate ATC Unit (KALAMATA Approach or KALAMATA Tower) may assign different VFR routes and / or altitudes. Also when deemed necessary by the pilots to deviate from the specified routes and / or altitudes they should communicate with KALAMATA Approach Control (Freq. 120.750 MHz) prior entering KALAMATA MTMA or immediately after departure to obtain clearance for deviation.
3. Position reports must be given to the appropriate ATC unit when over compulsory reporting points, depicted in this chart.
4. A continuous watch must be maintained on the appropriate frequency with KALAMATA Approach or Tower when flying within KALAMATA MTMA.
5. Aircraft flying under VFR within KALAMATA MTMA, shall be equipped by a functional transponder with mode A and C capabilities and squawk A7000 unless otherwise instructed by the appropriate ATC unit.

6 Cancellation of IFR Flight Plan within KALAMATA MTMA is subject to ATC approval. Aircraft canceling their IFR Flight Plan, should also follow the VFR routes as above.

7. Aircraft on a route from MEGA to KALAME should leave the depicted altitude (5500 FT) over KALAME.
8. Aircraft on a route from KALAME to MEGA should climb the depicted altitude (6500 FT) over KALAME.
9. All aircraft, flying VFR within KALAMATA MTMA, should use QNH given by KALAMATA Approach Control.
10. To assist KALAMATA Tower to arrange landing sequence of VFR and IFR arrivals and facilitate the aerodrome traffic, two (2) visual holding patterns have been established over **PETALO** and **KALAME** points, at which all VFR traffic destined to KALAMATA airport or intended to cross the extensions of the instrument approach and departure procedures (RWY 17R / 35L), should hold until receiving an ATC clearance by KALAMATA Approach Control.

    a. **PETALO** point, Heading 071º to PETALO, **left turn** Heading 251º up to 5 NM, altitude 4000 FT, or as otherwise instructed by KALAMATA Approach Control or Tower.

    b. **KALAME** point, Heading 323º to KALAME, 1 NM Southeast **left turn** Heading 143º up to 5 NM, altitude 2000 FT, or as otherwise instructed by KALAMATA Approach Control or Tower. Overflying KALAMATA city must be avoided.
11. It is reminded that, flying under VFR, the responsibility to avoid collision with other aircraft, provide terrain and obstacle clearance and avoid Restricted Airspace rests with the pilot.

AREO	36º39'47"N	022º22'48"E
ASTOV	37º25'15"N	022º32'04"E
BERAP	37º24'52"N	021º37'56"E
ELAFON	36º30'23"N	022º58'26"E
FILIATRA	37º09'22"N	021º35'14"E
GITHIO	36º45'43"N	022º33'49"E
KALAME	37º02'16"N	022º06'45"E
KARDAMI	36º53'06"N	022º14'00"E
KIPARI	36º57'03"N	023º01'07"E
KORONI	36º47'43"N	021º57'37"E
LEONID	37º10'01"N	022º51'29"E
MALEAS	36º26'13"N	023º11'43"E
MEGA	37º25'00"N	022º06'58"E
MONEVA	36º41'26"N	023º03'28"E
NEDA	37º23'32"N	021º42'31"E
PETALO	36º57'23"N	021º55'54"E
PILO	36º54'40"N	021º42'04"E
SOKRI	36º15'28"N	023º28'19"E
SPARTI	37º04'19"N	022º25'34"E
TENARO	36º23'04"N	022º29'10"E
VELOP	37º08'57"N	023º17'12"E