



**KALAMATA AND SPARTI 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 para. 2 below).
- 2.- Should air traffic conditions required ATC may assign different VFR routes.  
Also when deemed necessary by the pilots to deviate from the specified routes and/or altitudes they should communicate with Kalamata Approach (120.75) prior entering Kalamata MTMA or immediately after departure to obtain clearance for deviation.
- 3.- Position reports must be given to the appropriate ATC unit (Kalamata Approach or Kalamata Tower), when over compulsory reporting points, depicted on this chart.
- 4.- A continuous watch must be maintained on the appropriate frequency with Kalamata Approach or Kalamata Tower when flying the VFR routes depicted on this chart.
- 5.- 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.
- 6.- Aircraft on a route from TRL/VOR to KALAME should leave the depicted altitude (5500 FT) overhead Kalame to 4000 FT.
- 7.- Aircraft on a route from Kalame to TRL/VOR should climb to the depicted altitude (6000 FT) overhead Kalame.
- 8.- All aircraft should use Kalamata QNH flying VFR within Kalamata MTMA.
- 9.- Two (2) visual holding patterns are established over PETALO and KALAME facilitate the control of aerodrome traffic . These visual holding patterns will be entered by VFR traffic only when instructed so by Kalamata Tower, for the provisions of landing sequence between VFR and IFR arriving aircraft.
- 10.- Traffic to Sparti will be channeled though the prescribed VFR routes which are depicted in this chart and will be utilized in conjunction with the VFR routes within Kalamata MTMA.
- 11.- It is reminded that, on VFR routes, the responsibility to avoid collision with other aircraft and provide terrain clearance rests with the pilot.

**IT IS REMINDED THAT ON VFR ROUTES THE RESPONSIBILITY TO AVOID COLLISION WITH OTHER AIRCRAFT AND MAINTENANCE OF TERRAIN CLEARANCE RESTS WITH THE PILOTS.**