Page 1
Changed chart(s) since Disc 11-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

<table>
<thead>
<tr>
<th>ACT</th>
<th>PROCEDURE IDENT</th>
<th>INDEX</th>
<th>REV DATE</th>
<th>EFF DATE</th>
</tr>
</thead>
</table>

No revision activity since Disc 11-2011
No Chart NOTAMs for Airport LGKR

Chart NOTAMs for Country GRC

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Altimeter setting chgd from MB to hPa.
General Info
Kerkira, GRC
N 39° 36.1'  E 19° 54.7'  Mag Var: 2.4°E
Elevation: 6'
Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: 100LL, Jet A-1
Time Zone Info: GMT+2:00 uses DST

Runway Info
Runway 17-35  7785' x 148' asphalt
Runway 17  (165.0°M)  TDZE 5'
  Lights: Edge, Part time
  Displaced Threshold Distance 1345'
Runway 35  (345.0°M)  TDZE 6'
  Lights: Edge, ALS, REIL, Part time
  Right Traffic
  Displaced Threshold Distance 194'

Communications Info
ATIS 126.35
Kerkira Tower 122.1
Kerkira Tower 120.85
Kerkira Tower 257.80 Military
Kerkira Ground Control 121.7
Kerkira Approach Control 122.35
Kerkira Approach Control 122.1
Kerkira Approach Control 118.075
Kerkira Approach Control 278.25 Military
Kerkira Director Radar 118.075
Kerkira Radar 122.35
Kerkira Radar 278.25 Military
Kerkira Radio 5637 Air-Ground
Kerkira Radio 2989 Air-Ground

Notebook Info
NOSTO 1J [NOST1J]
PITAS 2C [PITA2C]
PITAS 2J [PITA2J]
TIGRA 2J [TIGR2J]

RWY 35 ARRIVALS
TO IAF BETAK
WITH HOLDING
FROM NORTWEST & NORTH
LGKR/CFU
IOANNIS KAPODISTRIAS
11 FEB 11
10-2C

JEPPESEN
JeppView 3.7.4.0

IDIMI 1J [IDIM1J]
LATAN 2J [LATA2J]
RWY 35 ARRIVALS
TO IAF BETAK
WITH HOLDING
FROM WEST

114.7 KRK
N39 36.4 E019 54.6

108.8 GAR
N39.6 E019.54.6

126.35
Apt Elev 6'

NOT TO SCALE

CHANGES: None.
© JEPPESEN, 2011. ALL RIGHTS RESERVED.
LGKR/CFU
IOANNIS KAPODISTRIAS
7 JAN 11

Kerkira, Greece

ATIS
126.35

Apt Elev
6'

Alt Set: hPa
Trans level: By ATC
Trans alt: 5000'

NOSTO 1R [NOST1R] 1
NOSTO 1S [NOST1S]
PITAS 2S [PITA2S]
TIGRA 2R [TIGR2R] 1
TIGRA 2S [TIGR2S]

RWY 35 ARRIVALS
TO IAF BETAK
WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND
FROM NORTWEST & NORTH

Radar required.

CHANGES: New chart.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.
LATAN 2S [LATA2S]
RWY 35 ARRIVAL
TO IAF BETAK
(WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND)
FROM WEST

CHANGES: New chart.
NOSTO 1T [NOST1T]
PITAS 2T [PITA2T]
TIGRA 2T [TIGR2T]
RWY 35 ARRIVALS
TO IAF DIREX
(WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND)
FROM NORTWEST & NORTH
PARNA 1T [PARN1T]
VARDI 1T [VARD1T]
YNN 1T

RWY 35 ARRIVALS
TO IAF DIREX
(WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND)
FROM EAST
KESAL 1T [KESA1T]
MALED 1T [MALE1T]
RIPID 1T [RIPI1T]
RWY 35 ARRIVALS
TO IAF DIREX
(WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND)
FROM SOUTH

GARITSA
N39 36.4 E019 54.6

DIREX
N39 21.7 E019 58.9

KERKIRA
N39 26.6 E020 04.4

MALED
N39 13.3 E020 18.2
(23 NM to IAF)

RIPID
N39 05.3 E020 11.4
(20 NM to IAF)

KESAL
N38 41.8 E020 31.6

NEW CHART.
(21.9 NM to IAF)
(23 NM to IAF)
<table>
<thead>
<tr>
<th>LGKR/CFU</th>
<th>IOANNIS KAPODISTRIAS</th>
<th>7 JAN 11</th>
<th>10-2J</th>
<th>Eff 13 Jan</th>
</tr>
</thead>
</table>

**LATAN 2T [LATA2T]**

**RWY 35 ARRIVAL**

**TO IAF DIREX**

(WITHOUT HOLDING - TO BE USED BY ACFT WITH PRIORITY TO LAND)

FROM WEST

---

**CHANGES:** New chart.
LGKR/CFU
IOANNIS KAPODISTRIAS
7 JAN 11
10-2K
Eff 13 Jan

ATIS
126.35
Apt Elev
6'
Alt Set: hPa
Trans level: By ATC
Trans alt: 5000'

PITAS 2A [PITA2A]
TIGRA 2A [TIGR2A]
RWY 35 ARRIVALS
TO IAF GAR
FROM NORTWEST & NORTH

NOT TO SCALE
MALED 1A [MALE1A]
PARNA 1A [PARN1A]
VARDI 1A [VARD1A]
YNN 1A
RWY 35 ARRIVALS
TO IAF GAR
FROM EAST & SOUTHEAST
LGKR/CFU
IOANNIS KAPODISTRIAS
7 JAN 11 10-2M Eff 13 Jan

ATIS
126.35
Apt Elev
6'
Alt Set: hPa
Trans level: By ATC
Trans alt: 5000'

NOT TO SCALE

NOSTO 1U [NOST1U]
PITAS 2U [PITA2U]
TIGRA 1U [TIGR1U]
RWY 35 ARRIVALS
TO IAF KRK
(WITH HOLDING)
FROM NORTWEST & NORTH

CHANGES: New chart.
CHANGES: New chart.
LGKR/CFU
IOANNIS KAPODISTRIAS 7 JAN 11 10-2P  Eff 13 Jan

ATIS 126.35  Apt Elev 6'
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

KESAL 1U [KESA1U]
MALED 1U [MALE1U]
RIPID 1U [RIPI1U]

RWY 35 ARRIVALS
TO IAF KRK
(WITH HOLDING)
FROM SOUTH

HOLDING OVER KRK

NOT TO SCALE

CHANGES: New chart.
**LGKR/CFU**
**IOANNIS KAPODISTRIAS**

7 JAN 11

**ATIS**
126.35

**Apt Elev**
6'

**Alt Set:** hPa
**Trans level:** By ATC  
**Trans alt:** 5000'

---

**BETAK 1U [BETA1U]**  
**IDIMI 1U [IDIM1U]**  
**LATAN 2U [LATA2U]**  

**RWY 35 ARRIVALS**  
**TO IAF KRK**  
**WITH HOLDING**  
**FROM WEST**

---

**HOLDING OVER KRK**  

---

**CHANGES:** New chart.
**Notice:** After 1 Jul 2011 0901Z, this chart may no longer be valid. Disc 12-2011

---

**LGKR/CFU**
**IOANNIS KAPODISTRIAS**

7 JAN 11 10-2S  **Eff 13 Jan**

**Kerkira, Greece**

**Star**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Apt Elev</th>
<th>Alt Set</th>
<th>hPa</th>
<th>Trans level</th>
<th>By ATC</th>
<th>Trans alt: 5000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.35</td>
<td>6'</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Changes:** New chart.

- **NOSTO 1P** [NOST1P]
- **PITAS 2P** [PITA2P]
- **TIGRA 2P** [TIGR2P]

**RWYS 17, 35 ARRIVALS TO IAF VEMAT FROM NORTWEST & NORTH**

---

**JEPPESEN**
**JeppView 3.7.4.0**

---

© JEPPESEN, 2011. ALL RIGHTS RESERVED.
CHANGES: New chart.

LGKR/CFU
IOANNIS KAPODISTRIAS 7 JAN 11 Eff 13 Jan

KERRKA, GREECE

APR ELEA 126.35 Alt Set: hPa Trans level: By ATC Trans alt: 5000'

PARNA 1P [PARN1P] YNN 1P RWYS 17, 35 ARRIVALS TO IAF VEMAT FROM EAST

NOT TO SCALE
<table>
<thead>
<tr>
<th>SID DESIGNATION</th>
<th>REFER TO CHART</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDIMI 1B, 1F</td>
<td>10-3A</td>
</tr>
<tr>
<td>IDIMI 1G</td>
<td>10-3B</td>
</tr>
<tr>
<td>IDIMI 1V</td>
<td>10-3C</td>
</tr>
<tr>
<td>KESAL 1B, 1F</td>
<td>10-3D</td>
</tr>
<tr>
<td>KESAL 1G</td>
<td>10-3E</td>
</tr>
<tr>
<td>KESAL 1V</td>
<td>10-3F</td>
</tr>
<tr>
<td>LATAN 2B, 2D, 2F</td>
<td>10-3G</td>
</tr>
<tr>
<td>LATAN 2G</td>
<td>10-3H</td>
</tr>
<tr>
<td>LATAN 2V</td>
<td>10-3J</td>
</tr>
<tr>
<td>MALED 1F, 1K</td>
<td>10-3K</td>
</tr>
<tr>
<td>MALED 1L</td>
<td>10-3L</td>
</tr>
<tr>
<td>MALED 1V</td>
<td>10-3M</td>
</tr>
<tr>
<td>NIKRO 2B, 1C, 2D, 2F</td>
<td>10-3N</td>
</tr>
<tr>
<td>NIKRO 2G</td>
<td>10-3P</td>
</tr>
<tr>
<td>NIKRO 2V</td>
<td>10-3Q</td>
</tr>
<tr>
<td>OLGAT 2B, 2D, 2F, 2N</td>
<td>10-3S</td>
</tr>
<tr>
<td>OLGAT 2V</td>
<td>10-3T</td>
</tr>
<tr>
<td>PARNA 1B, 1F</td>
<td>10-3U</td>
</tr>
<tr>
<td>PARNA 1G</td>
<td>10-3V</td>
</tr>
<tr>
<td>PARNA 1V</td>
<td>10-3V1</td>
</tr>
<tr>
<td>RIPID 1B, 1F</td>
<td>10-3V2</td>
</tr>
<tr>
<td>RIPID 1G</td>
<td>10-3V3</td>
</tr>
<tr>
<td>RIPID 1V</td>
<td>10-3V4</td>
</tr>
<tr>
<td>TIGRA 2B, 2D, 2F, 2N</td>
<td>10-3V5</td>
</tr>
<tr>
<td>TIGRA 2G</td>
<td>10-3V6</td>
</tr>
<tr>
<td>TIGRA 2V</td>
<td>10-3V7</td>
</tr>
<tr>
<td>VARDI 1B, 1F</td>
<td>10-3V8</td>
</tr>
<tr>
<td>VARDI 1G</td>
<td>10-3W</td>
</tr>
<tr>
<td>VARDI 1V</td>
<td>10-3X</td>
</tr>
<tr>
<td>YNN 1B, 1F</td>
<td>10-3X1</td>
</tr>
<tr>
<td>YNN 1G</td>
<td>10-3X2</td>
</tr>
<tr>
<td>YNN 1V</td>
<td>10-3X3</td>
</tr>
</tbody>
</table>
These SIDs require minimum climb gradients of

**IDIMI 1B**
371' per NM (6.1%) up to 1800', then
304' per NM (5%) up to 10000'.

**IDIMI 1F**
371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1236</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.
**IDIMI 1B**: When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800’ is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDIMI 1B</td>
<td>17</td>
<td>Climb to 500’, turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 271° track, intercept KRK R-226 to join airway M-600 to IDIMI.</td>
</tr>
<tr>
<td>IDIMI 1F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, turn RIGHT, intercept GAR R-210 to IDIMI, to join airway M-600.</td>
</tr>
</tbody>
</table>
This SIDs requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**ROUTING**

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to D2 KRK, turn RIGHT, intercept KRK R-226 to join airway M-600 to IDIMI.
IDIMI 1V [IDIMI V]
RWY 35 DEPARTURE

Visual initial climb
EXPECT obstacles at:
- 354°/7.9 NM from DER RWY 35 at 1591'.
- 344°/8.4 NM from DER RWY 35 at 3285'.
- 341°/7.7 NM from DER RWY 35 at 2472'.
- 332°/8 NM from DER RWY 35 at 2785'.
- 327°/7.3 NM from DER RWY 35 at 1401'.

This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

Gnd speed-KT: 75 100 150 200 250 300
304' per NM: 380 506 760 1013 1266 1519

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 271° track, intercept KRK R-226 to join airway M-600 to IDIMI.
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800’ is required.

These SIDs require minimum climb gradients of

**KESAL 1B**
- 371’ per NM (6.1%) up to 1800’, then
- 304’ per NM (5%) up to 8000’.

**KESAL 1F**
- 371’ per NM (6.1%) up to 4500’.

**KESAL 1B:**

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371’ per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304’ per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500’ is required due to obstructions within 0.54 NM from DER.

KESAL 1B:
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800’ is required.
**LGKR/CFU IOANNIS KAPODISTRIAS**

Apt Elev 6'  

Trans level: By ATC  
Trans alt: 5000'  
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

---

**KESAL 1G [KESA 1G]**  
**RWY 35 DEPARTURE**  
**VIA KEK**

---

**NOT TO SCALE**

This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**ROUTING**

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to KRK, turn RIGHT, KRK R-151 to join airway H-51 to KESAL.

**CHANGES:** SIDs completely revised.
This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**ROUTING**
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, KRK R-151 to join airway H-51 to KESAL.

**CHANGES:** New chart.
**Apt Elev**

6'

**Trans level:** By ATC  
**Trans alt:** 5000'

When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

LATAN 2B [LATA2B]  
LATAN 2D [LATA2D]  
LATAN 2F [LATA2F]  
**RWYS 17, 35 DEPARTURES**

These SIDs require minimum climb gradients of:

**LATAN 2B, 2D:**

- 371' per NM (6.1%) up to 1800', then
- 304' per NM (5%) up to 10000'.

**LATAN 2F:**

- 371' per NM (6.1%) up to 4500'.

Gnd speed-KT:  

<table>
<thead>
<tr>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**LATAN 2B, 2D:**

When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATAN 2B</td>
<td>17</td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 301° track, intercept KRK R-256 to join airway L-869 to LATAN.</td>
</tr>
<tr>
<td>LATAN 2D</td>
<td></td>
<td>Climb to 500', turn LEFT to GAR, turn LEFT, GAR R-238 to D35 GAR, turn RIGHT to join airway L-869 to LATAN.</td>
</tr>
<tr>
<td>LATAN 2F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to D5 KRK, turn RIGHT, intercept KRK R-256 to join airway L-869 to LATAN.</td>
</tr>
</tbody>
</table>

**CHANGES:** New chart.
This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1335</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**ROUTING**

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to D5 KRK, turn RIGHT, intercept KRK R-256 to join airway L-869 to LATAN.

**CHANGES:** New chart.
**LATAN 2V [LATA2V]**

**RWY 35 DEPARTURE**

**Apt Elev:** 6'  
**Trans level:** By ATC  
**Trans alt:** 5000'  
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

1. Visual initial climb  
   EXPECT obstacles at:  
   - 354°/7.9 NM from DER RWY 35 at 1591'.  
   - 344°/8.4 NM from DER RWY 35 at 3285'.  
   - 341°/7.7 NM from DER RWY 35 at 2472'.  
   - 332°/8 NM from DER RWY 35 at 2785'.  
   - 327°/7.3 NM from DER RWY 35 at 1401'.

After take-off no turn permitted below 500'.  
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.  
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.  
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**ROUTING**  
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 301° track,  
intercept KRK R-256 to join airway L-869 to LATAN.
MALED 1F [MALE1F]  
MALED 1K [MALE1K]  
RWYS 35, 17 DEPARTURES

These SIDs require minimum climb gradients of

MALED 1F
371' per NM (6.1%) up to 4500'.

MALED 1K
371' per NM (6.1%) up to 1800', then
304' per NM (5%) up to 7000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

MALED 1K
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALED 1F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to KRK, KRK R-137 to join airway A-14 to MALED.</td>
</tr>
<tr>
<td>MALED 1K</td>
<td>17</td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, KRK R-137 to join airway A-14 to MALED.</td>
</tr>
</tbody>
</table>
MALED 1L [MALE1L]
RWY 35 DEPARTURE
VIA KEK

This SID requires a minimum climb gradient of
371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

ROUTING
Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR,
turn RIGHT to KEK, intercept KRK R-315 inbound to KRK, KRK R-137 to join airway
A-14 to MALED.
MALED 1V [MALE1V]
RWY 35 DEPARTURE

Visual initial climb
EXPECT obstacles at:
354°/7.9 NM from DER RWY 35 at 1591'.
344°/8.4 NM from DER RWY 35 at 3285'.
341°/7.7 NM from DER RWY 35 at 2472'.
332°/8 NM from DER RWY 35 at 2785'.
327°/7.3 NM from DER RWY 35 at 1401'.

This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, KRK R-137 to join airway A-14 to MALED.
A visual climb up to 500’ is required due to obstructions within 0.54 NM from DER. These SIDs require minimum climb gradients of

- **NIKRO 2B**: 371' per NM (6.1%) up to 4000', then 304' per NM (5%) up to 6000'.
- **NIKRO 1C**: 547' per NM (9%) up to 11000' for ATC purposes.
- **NIKRO 2D**: 383' per NM (6.3%) up to 11000'.
- **NIKRO 2F**: 371' per NM (6.1%) up to 4500'.

A visual climb up to 1800' is required.

### SIDs:

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>NIKRO 2B</td>
<td>17</td>
<td>Climb to 500', turn LEFT to GAR, GAR R-294 to D8 GAR, turn RIGHT to GAR, turn LEFT, GAR R-096 to D6 GAR, turn LEFT, intercept KRK R-005 to NIKRO to join airway M-127.</td>
</tr>
<tr>
<td>NIKRO 1C</td>
<td></td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to DS KRK, turn LEFT, intercept KRK R-005 to NIKRO to join airway M-127.</td>
</tr>
<tr>
<td>NIKRO 2D</td>
<td></td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, 320° track, intercept KRK R-005 to NIKRO to join airway M-127.</td>
</tr>
<tr>
<td>NIKRO 2F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-093 to D7 GAR, turn LEFT, intercept KRK R-005 to NIKRO, to join airway M-127.</td>
</tr>
</tbody>
</table>
This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**ROUTING**

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, turn LEFT, intercept 093° bearing from KEK to D7 GAR, turn LEFT, intercept KRK R-005 to NIKRO, to join airway M-127.
This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**ROUTING**

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 050° track, intercept KRK R-005 to join airway M-127 to NIKRO.
LGKR/CFU
IOANNIS KAPODISTRIAS
7 JAN 11 10-3S Eff 13 Jan

Apt Elev 6’

Trans level: By ATC
Trans alt: 5000’
When an altitude higher than TA is designated, an equivalent PL shall be specified by ATC.

OLGAT 2B [OLGA2B]
OLGAT 2D [OLGA2D]
OLGAT 2F [OLGA2F]
OLGAT 2N [OLGA2N]

RWYS 17, 35 DEPARTURES

These SIDs require minimum climb gradients of

OLGAT 2B, 2D
371’ per NM (6.1%) up to 1800’, then 304’ per NM (5%) up to 7000’.

OLGAT 2F
371’ per NM (6.1%) up to 2500’, then 304’ per NM (5%) up to 7000.

OLGAT 2N
334’ per NM (5.5%) up to 7000’ for ATC purposes.

Gnd speed-KT 75 100 150 200 250 300
371’ per NM 463 618 927 1235 1544 1853
334’ per NM 418 557 835 1114 1392 1671
304’ per NM 380 506 760 1013 1266 1519

A visual climb up to 500’ is required due to obstructions within 0.54 NM from DER.

OLGAT 2B, 2D:
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800’ is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>OLGAT 2B</td>
<td>17</td>
<td>Climb to 500’, turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT to GAR (or KEK), turn LEFT, 265° track, intercept KRK R-310 to join airway L-53 to OLGAT.</td>
</tr>
<tr>
<td>OLGAT 2D</td>
<td>35</td>
<td>Climb to 500’, turn LEFT to GAR, GAR R-249 to D10 GAR, turn RIGHT, along GAR 12 DME Arc, when passing GAR R-293 turn LEFT, intercept KRK R-310 to join airway L-53 to OLGAT.</td>
</tr>
<tr>
<td>OLGAT 2F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 265° track, intercept KRK R-310 to join airway L-53 to OLGAT.</td>
</tr>
<tr>
<td>OLGAT 2N</td>
<td>17</td>
<td>Climb to 500’, turn LEFT, 069° track, intercept GAR R-114 to D12 GAR or 4000’ whichever is earlier, turn LEFT to GAR, turn RIGHT, GAR R-306 to D22.9 GAR, join airway L-53 to OLGAT.</td>
</tr>
</tbody>
</table>
LGKR/CFU
IOANNIS KAPODISTRIAS
7 JAN 11 10-3T Eff 13 Jan

OLGAT 2V [OLGA2V]
RWY 35 DEPARTURE

This SID requires a minimum climb gradient of 304’ per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304’ per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500’.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000’ is required.

ROUTING
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 355° track, intercept KRK R-310 to join airway L-53 to OLGAT.
These SIDs require minimum climb gradients of

**Parna 1B**
371' per NM (6.1%) up to 1800', then
304' per NM (5%) up to 7000'.

**Parna 1F**
371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**Parna 1B:**
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parna 1B</td>
<td>17</td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, KRK R-119 to join airway L-53 to Parna.</td>
</tr>
<tr>
<td>Parna 1F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, KRK R-119 to join airway L-53 to Parna.</td>
</tr>
</tbody>
</table>
This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

### Gnd speed-KT

<table>
<thead>
<tr>
<th>Speed (KT)</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

### ROUTING

- Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to KRK, turn LEFT, KRK R-119 to join airway L-53 to PARN.
- Trans level: By ATC
- Trans alt: 5000'
- When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.
This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**ROUTING**

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, KRK R-119 to join airway L-53 to PARNA.
These SIDs require minimum climb gradients of

**RIPID 1B**
371' per NM (6.1%) up to 1800', then
304' per NM (5%) up to 8000'.

**RIPID 1F**
371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**RIPID 1B:**
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>Rwy</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIPID 1B</td>
<td>17</td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, KRK R-162 to join airway N-732 to RIPID.</td>
</tr>
<tr>
<td>RIPID 1F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, KRK R-162 to join airway N-732 to RIPID.</td>
</tr>
</tbody>
</table>
This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>921</td>
<td>1237</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**ROUTING**

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to KRK, turn RIGHT, KRK R-162 to join airway N-732 to RIPID.
This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

After take-off no turn permitted below 500'. A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required. When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.

Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**ROUTING**

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, KRK R-162 to join airway N-732 to RIPID.
**LGKR/CFU**  
**IOANNIS KAPODSTRIAS**  
**KERKIRA, GREECE**

**Apt Elev 6'**

Trans level: By ATC  
Trans alt: 5000'  
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

---

**TIGRA 2B [TIGR2B]**  
**TIGRA 2D [TIGR2D]**  
**TIGRA 2F [TIGR 2F]**  
**TIGRA 2N [TIGR2N]**

**RWYS 17, 35 DEPARTURES**

---

These SIDs require minimum climb gradients of

**TIGRA 2B, 2D**

371' per NM (6.1%) up to 1800', then  
304' per NM (5%) up to 7000'.

**TIGRA 2F**

371' per NM (6.1%) up to 2500', then  
304' per NM (5%) up to 7000.

**TIGRA 2N**

334' per NM (5.5%) up to 7000' for ATC purposes.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>334' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

---

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.  
**TIGRA 2B, 2D:**  
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

---

**SID**  
**RWAY**  
**ROUTING**

**TIGRA 2B**  
17  
Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT to GAR (or KEK), 265° track, intercept KRK R-303 to join airway L-995 to TIGRA.

**TIGRA 2D**  
Climb to 500', turn LEFT to GAR, GAR R-249 to D10 GAR, turn RIGHT, along GAR 12 DME Arc, when passing GAR R-277 turn LEFT, intercept KRK R-303 to join airway L-995 to TIGRA.

**TIGRA 2F**  
35  
Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D21.9 GAR, turn RIGHT to join airway L-995 to TIGRA.

**TIGRA 2N**  
17  
Climb to 500', turn LEFT, 069° track, intercept GAR R-114 to D12 GAR or 4000' whichever is earlier, turn LEFT to GAR, turn RIGHT, GAR R-306 to D16 GAR, 259° track, intercept KRK R-303 to join airway L-995 to TIGRA.

---

**CHANGES:** New chart.
This SID requires a minimum climb gradient of
371’ per NM (6.1%) up to 2500’, then
304’ per NM (5%) up to 7000’.

A visual climb up to 500’ is required due to obstructions within 0.54 NM from DER.

ROUTES:
Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to join airway L-995 to TIGRA.
### LGKR/CFU

#### IOANNIS KAPODISTRIAS

#### KERKIRA, GREECE

#### SID

**Apt Elev 6'**

<table>
<thead>
<tr>
<th>Trans level: By ATC</th>
<th>Trans alt: 5000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.</td>
<td></td>
</tr>
</tbody>
</table>

**TIGRA 2V [TIGR2V]**

**RWY 35 DEPARTURE**

---

**NOT TO SCALE**

**Visual initial climb**

- **EXCEPT obstacles at:**
  - 354°/7.9 NM from DER RWY 35 at 1591'.
  - 344°/8.4 NM from DER RWY 35 at 3285'.
  - 341°/7.7 NM from DER RWY 35 at 2472'.
  - 332°/8 NM from DER RWY 35 at 2785'.
  - 327°/7.3 NM from DER RWY 35 at 1401'.

---

**This SID requires a minimum climb gradient of 304' per NM (5%) up to MEA.**

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

---

**After take-off no turn permitted below 500'.**

A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.

When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.

Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

---

**ROUTING**

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK. turn RIGHT, 348° track, intercept KRK R-303 to join airway L-995 to TIGRA.

---

**CHANGES:** New chart.
These SIDs require minimum climb gradients of

**VARDI 1B**
371' per NM (6.1%) up to 1800', then
304' per NM (5%) up to 10000'.

**VARDI 1F**
371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

**VARDI 1B:**
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>VARDI 1B</td>
<td>17</td>
<td>Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, KRK R-113 to join airway L-995/R-19 to VARDI.</td>
</tr>
<tr>
<td>VARDI 1F</td>
<td>35</td>
<td>Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, KRK R-113 to join airway L-995/R-19 to VARDI.</td>
</tr>
</tbody>
</table>
This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 4500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to KRK, turn LEFT, KRK R-113 to join airway L-995/R-19 to VARDI.
**VARDI 1V [VARD1V]**

**RWY 35 DEPARTURE**

**Visual initial climb**

- Expect obstacles at:
  - 354°/7.9 NM from DER RWY 35 at 1591'.
  - 344°/8.4 NM from DER RWY 35 at 3285'.
  - 341°/7.7 NM from DER RWY 35 at 2472'.
  - 332°/8 NM from DER RWY 35 at 2785'.
  - 327°/7.3 NM from DER RWY 35 at 1401'.

**Routing**

- After take-off no turn permitted below 500'.
- A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
- When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
- Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

**Changes:** New chart.
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

When the perpendicular to RWY 17 component of East winds exceeds 30 KT, a visual climb up to 1800' is required.

These SIDs require minimum climb gradients of

371 per NM (6.1%) up to 1800', then

304 per NM (5%) up to 8000'.

Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to YNN.

Climb to GAR 2 DME; turn LEFT, 249° track, intercept KRK R-294 to D12 GAR, turn RIGHT to GAR, GAR R-093 to D21 GAR, turn LEFT, intercept KRK R-062 to join airway G-12/M-600 to YNN.

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.

These SIDs require minimum climb gradients of

371 per NM (6.1%) up to 1800', then

304 per NM (5%) up to 8000'.

Climb to GAR VOR 8200', then

371 per NM (6.1%) up to 4500', then

304 per NM (5%) up to 8000'.

Climb to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to YNN.

Climb to GAR 2 DME; turn LEFT, 249° track, intercept KRK R-294 to D12 GAR, turn RIGHT to GAR, GAR R-093 to D21 GAR, turn LEFT, intercept KRK R-062 to join airway G-12/M-600 to YNN.

A visual climb up to 500' is required due to obstructions within 0.54 NM from DER.
This SID requires a minimum climb gradient of 371’ per NM (6.1%) up to 4500’.

A visual climb up to 500’ is required due to obstructions within 0.54 NM from DER.

Routing

Climb to GAR 2 DME, turn LEFT, 251° track, intercept 296° bearing from KEK to D12 GAR, turn RIGHT to KEK, intercept KRK R-315 inbound to D2 KRK, turn LEFT, intercept KRK R-062, join airway G-12/M-600 to YNN.
**YNN 1V**

RWY 35 DEPARTURE

**Visual Initial Climb**

EXPECT obstacles at:
- 354°/7.9 NM from DER RWY 35 at 1591'.
- 344°/8.4 NM from DER RWY 35 at 3285'.
- 341°/7.7 NM from DER RWY 35 at 2472'.
- 332°/8 NM from DER RWY 35 at 2785'.
- 327°/7.3 NM from DER RWY 35 at 1401'.

---

**Routing**

After take-off no turn permitted below 500'.
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.
When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira TMA.
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

**Changes:**

New chart.
**START-UP PROCEDURES (01 APR - 31 OCT)**

Request start-up clearance when the aircraft doors are closed and when ready to start engines immediately. When the expected delay is less than 15 minutes at the holding position, aircraft will be cleared to start engines immediately.

**LVP must be in Force**

<table>
<thead>
<tr>
<th>TAKE-OFF</th>
<th>RCLM (DAY only) or RL</th>
<th>RCLM (DAY only) or RL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
<td>400m</td>
<td>500m</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>300m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Operators applying U.S. Ops Specs: CL required below 300m.

**PARKING POSITIONS**

<table>
<thead>
<tr>
<th>STAND</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N39 36.5 E019 54.8</td>
</tr>
<tr>
<td>1A, 1B, 2</td>
<td>N39 36.4 E019 54.8</td>
</tr>
<tr>
<td>2A</td>
<td>N39 36.4 E019 54.8</td>
</tr>
<tr>
<td>3 thru 5</td>
<td>N39 36.4 E019 54.8</td>
</tr>
<tr>
<td>6</td>
<td>N39 36.5 E019 54.8</td>
</tr>
<tr>
<td>7</td>
<td>N39 36.5 E019 54.8</td>
</tr>
<tr>
<td>8 thru 10</td>
<td>N39 36.6 E019 54.7</td>
</tr>
</tbody>
</table>

**ADDITIONAL RUNWAY INFORMATION**

<table>
<thead>
<tr>
<th>RWY</th>
<th>LENGTHS</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>MIRL (60m) PAPI-L (angle 3.00°)</td>
<td>RVR 6440' 1965m</td>
<td>Glide Slope</td>
<td>148'</td>
</tr>
<tr>
<td>35</td>
<td>MIRL (60m) MIALS REIL PAPI-L (angle 3.08°)</td>
<td>RVR 7592' 2314m</td>
<td>Glide Slope</td>
<td>45m</td>
</tr>
</tbody>
</table>

Usable only within 8° either side of extended RCL.

**Birds in vicinity of airport. Large jet aircraft should back track on either end of the runway. Jet aircraft should use low engine power when taxiing to/from apron or before entering rwy 35 for back track. Rwy 35 right-hand circuit.**
### STRAIGHT-IN RWY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALS out</td>
<td>R1500m</td>
<td>R1500m</td>
<td>R1800m</td>
<td>R2000m</td>
</tr>
<tr>
<td></td>
<td>R1500m</td>
<td>R1500m</td>
<td>R2000m</td>
<td>R2000m</td>
</tr>
</tbody>
</table>

### CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th></th>
<th>100 KT</th>
<th>135 KT</th>
<th>180 KT</th>
<th>205 KT</th>
</tr>
</thead>
<tbody>
<tr>
<td>After CIRCLING</td>
<td><strong>1900′(1894′)</strong></td>
<td><strong>1900′(1894′)</strong></td>
<td><strong>1900′(1894′)</strong></td>
<td><strong>1900′(1894′)</strong></td>
</tr>
<tr>
<td>VOR B &amp; VOR A</td>
<td><strong>1050′(1044′)</strong></td>
<td><strong>1050′(1044′)</strong></td>
<td><strong>1700′(1694′)</strong></td>
<td><strong>1700′(1694′)</strong></td>
</tr>
<tr>
<td>After CIRCLING Lctr A</td>
<td><strong>V1500m</strong></td>
<td><strong>V1600m</strong></td>
<td><strong>V2400m</strong></td>
<td><strong>V3600m</strong></td>
</tr>
</tbody>
</table>

Not authorized West of airport.

### TAKE-OFF RWY 17, 35

LVP must be in Force

<table>
<thead>
<tr>
<th></th>
<th>RCLM (DAY only)</th>
<th>RCLM (DAY only)</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td><strong>250m</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td><strong>400m</strong></td>
<td><strong>500m</strong></td>
</tr>
<tr>
<td>D</td>
<td><strong>300m</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**LGKR/CFU**

**IOANNIS KAPODISTRIAS**

**KERKIRA, GREECE**

**VOR Z Rwy 35**

---

**ATIS**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAR 108.8</td>
<td>343°</td>
<td>2900'</td>
<td>2000' (1994')</td>
<td>6'</td>
</tr>
</tbody>
</table>

**MISSAPCH:** Turn RIGHT (MAX 185 KT) onto track 159°, then intercept R-114 GAR to D18.0 GAR. Then turn RIGHT, intercept and follow 20 DME Arc GAR. When passing R-182 GAR turn LEFT, intercept R-226 KRK. At D21.0 KRK turn RIGHT, intercept and follow 23 DME Arc KRK. When passing R-251 KRK turn RIGHT, intercept R-256 KRK inbound to BETAK and hold. Climb to 4000'.

---

**GAR VOR**

TCH disp thrsh 50'

**Descent Angle** 3.40°

**MAP at GAR VOR**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Descent Angle</td>
<td>3.40°</td>
<td>421</td>
<td>541</td>
<td>602</td>
<td>722</td>
<td>842</td>
</tr>
</tbody>
</table>

---

**Standard STRAIGHT-IN LANDING Rwy 35**

**MIALS**

**REIL**

**PAPI**

<table>
<thead>
<tr>
<th>185 KT MAX</th>
<th>159°</th>
</tr>
</thead>
</table>

**CIRCLE-TO-LAND**

Not authorized West of airport

---

**CHANGES:** Descent angle.
MISSED APCH: Turn RIGHT (MAX 185 KT) onto track 159°, then intercept R-114 GAR to D18.0 GAR. Then turn RIGHT, intercept and follow 20 DME Arc GAR.
When passing R-182 GAR turn LEFT, intercept R-226 KRK. At D21.0 KRK turn RIGHT, intercept and follow 23 DME Arc KRK. When passing R-251 KRK turn RIGHT, intercept R-256 KRK inbound to BETAK and hold. Climb to 4000'.

High terrain up to 3315' approximately 10 NM NNW of apt.

<table>
<thead>
<tr>
<th>Alt Set: hPa</th>
<th>APT Elev: 0 hPa</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 5000'</th>
</tr>
</thead>
</table>

Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Descent Angle</td>
<td>3.40°</td>
<td>421</td>
<td>541</td>
<td>602</td>
<td>722</td>
<td>842</td>
</tr>
</tbody>
</table>

MAP at GAR VOR

CHANGES: Descent Angle.
LGKR/CFU
IOANNIS KAPODISTRIAS

KERRIRA, GREECE
VOR X Rwy 35

<table>
<thead>
<tr>
<th>ATIS</th>
<th>KERRIRA Approach</th>
<th>*KERRIRA Radar (APP)</th>
<th>*KERRIRA Director (APP/R)</th>
<th>KERRIRA Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.35</td>
<td>122.35</td>
<td>118.07</td>
<td>118.07</td>
<td>120.85</td>
<td>121.7</td>
</tr>
</tbody>
</table>

**VOR**

<table>
<thead>
<tr>
<th>Final Apcr Crs</th>
<th>Minimum Alt</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.8</td>
<td>2900’ (2894’)</td>
<td>2000’ (1994’)</td>
<td>6’</td>
</tr>
</tbody>
</table>

**High terrain** up to 3315’ approximately 10 NM NNW of apt.

**BRIEFING STRIP**

- **MISSED APCH:** Turn RIGHT (MAX 185 KT) onto track 159°, then intercept R-114 GAR to D18.0 GAR. Then turn RIGHT, intercept and follow 20 DME Arc GAR. When passing R-182 GAR turn LEFT, intercept R-226 KRK. At D21.0 KRK turn RIGHT, intercept and follow 23 DME Arc KRK. When passing R-251 KRK turn RIGHT, intercept R-256 KRK inbound to BETAK and hold. Climb to 4000’.

- **To execute a new approach procedure to RWY 35 after missed apch,** follow the instrument approach procedure VOR Y or VOR U, according to ATC clearance.

**Alt Set:** hPa

**Apt Elev:** 0 hPa

**Trans level:** By ATC

**Trans alt:** 5000’

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>2180’</td>
<td>8.0</td>
<td>2540’</td>
<td>7.0</td>
<td>2180’</td>
<td></td>
</tr>
</tbody>
</table>

**Descent Angle**

| 3.40° | 421 | 541 | 602 | 722 | 842 | 963 |

**MAP at GAR VOR**

- **GAR VOR**
  - **TCH displ** thresh 50’
  - **APT 6’**
  - **M**
  - **144°**
  - **3.40°**
  - **D8.8 GAR**
  - **7.9 NM to RW35**
  - **2900’ (FD35)**

**VOR X Rwy 35**

**CIRCLE-TO-LAND**

Not authorized West of airport

**PANS OPS 3**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>135</td>
<td>180</td>
<td>205</td>
</tr>
<tr>
<td><strong>CMV 5000m</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** Descent angle.

© JEPESEN, 2011. ALL RIGHTS RESERVED.
LGKR/CFU
IOANNIS KAPODISTRIAS

KERRKA, GREECE
VOR W Rwy 35

ATIS
122.35
KERRKA Approach
122.35
*KERRKA Radar (APP)
122.35
*KERRKA Director (APP/R)
118.07
KERRKA Tower
120.85
Ground
121.7

VOR GAR
Final Apch Crs
343°

Minimum Alt D9.0 GAR
2900' (2894')

DA/H
2000' (1994')
Apt Elev 6'

Gnd speed-Kts
185

Descent Angle 3.40°

MAP at GAR VOR

Descent Angle
3.40°
2900'

CMV 5000m

Not authorized West of airport

STRAIGHT-IN LANDING Rwy 35

CIRCLE-TO-LAND

D9.0 GAR
2900'

Standard

MIALS

REIL

PAPI

185 KT

MAX

114.7 KRK

RT

Gnd speed-Kts
70 90 100 120 140 160

Descent Angle 3.40°
421 541 602 722 842 963

MAP at GAR VOR

Descent Angle 3.40°

CMV 5000m

Not authorized West of airport

STRAIGHT-IN LANDING Rwy 35

CIRCLE-TO-LAND

DA/H 2000' (1994')

Max Kts
100

MDA/H

VIS

2000' (1994')

5000m

ALTITUDE
2180'

2540'

MISSED APCH: Turn RIGHT (MAX 185 KT) to KRK VOR and hold. Climb to 3500'.

Alt Set: hPaTrans level: By ATC
Apt Elev: 0 hPa

Trans alt: 5000'

High terrain up to 3315' approximately 10 NM NNW of apt.

For UHF see MIL-101 Listing

Not authorized West of airport

© JEPPSEN, 2011. ALL RIGHTS RESERVED.
LGKR/CFU
IOANNIS KAPODISTRIAS

ATIS
126.35
122.35
118.07

Kerkira Approach
Final
Apch Crs
343°

Minimum Alt
D9.0 GAR
2900' (2894')

DA(H)
2000' (1994')

Apt Elev
6'

High terrain up to 3315' approximately 10 NM NNW of apt.

To execute a new approach procedure to RWY 35 after missed apch, follow the instrument approach procedure VOR Z, VOR W or Lctr A, according to ATC clearance.

For UHF see MIL-101 listing

Gnd speed-Kts
70 90 100 120 140 160

Descent Angle 3.40°
421 541 602 722 842 963

MAP at GAR VOR

Standard
STRAIGHT-TO-LANDING RWY 35

CIRCLE-TO-LAND

Not authorized West of airport

STD

CMV 5000m

ALS out

MDA/H

VIS

Max


Kerkrara Approach

Kerkira Tower

120.85

Ground

121.7

GAR VOR

D9.0 GAR

2900'

APT 6'

597'

1430'

3500'

1920'

8200'

4500'

2540'

2180'

7.0

8.0

GAR DME

ALTITUDE

185 KT MAX

KRK 114.7

MIALS

REIL

PAPI

108.8 GAR

D9.0 GAR

1083'

343°

144°

M

3.40°

79 NM to RW55 (FD35)

2900'

2000' (1994')

108.8 GAR

114.7

KRK

108.8 GAR

D9.0 GAR

D8.8 GAR

1083'

39-40

39-30

39-20

39-10

39-00

602' 554'

597' 554'

1185'

1290'

1920'

TCH disp

thresh 50'
LGKR/CFU
IOANNIS KAPODISTRIAS
18 FEB 11 (13-6)

**Notices:**
- After 1 Jul 2011 0901Z, this chart may no longer be valid.
- Disc 12-2011

**VOR U Rwy 35**

**ATIS**
- LGKR 126.35
- KERKIRA Approach 122.35
- KERKIRARadar (APP) 122.35
- KERKIRA Director (APP/R) 118.07
- KERKIRA Tower 120.85
- Ground 121.7

**CHANGES:**
- Descent angle.

---

**GAR VOR**

- Alt Set: hPa
- Apt Elev: 0 hPa
- Trans level: By ATC
- Trans alt: 5000'

**Minimum Alt**
- RW35: 2900' (2894')
- FD35: 2900' (1994')

**DA(H)**
- RW35: 2900'
- FD35: 2900'

**Apt Elev**
- 6'

**High terrain**
- Up to 3315' approximately 10 NM NNW of apt.

---

**MISSED APCH:**
- Turn RIGHT (MAX 185 KT) to KRK and hold.
- Climb to 3500'.

---

**To execute a new approach procedure to RWY 35 after missed apch, follow the instrument approach procedure VOR Z, VOR W or Lctr A, according to ATC clearance.**

---

**CIRCUIT-TO-LANDING RWY 35**

**DA(H)**
- 2000' (1994')

---

**CMV 5000m**

---

**NOT AUTHORIZED WEST OF AIRPORT**

---

**JeppView 3.7.4.0**

---

**JEPPSENN, 2011. ALL RIGHTS RESERVED.**
LGKR/CFU
IOANNIS KAPODISTRIAS

18 FEB 11

Kerkira, Greece
VOR T Rwy 35

ATIS
126.35
122.35
118.07

Kerkira Approach
126.35
122.35
118.07

*Kerkira Radar (APP)
122.35

*Kerkira Director (APP/R)
118.07

Kerkira Tower
120.85

Ground
121.7

BRIEFING STRIP

VOR
GAR
108.8

Final Apch Crs
343°

Minimum Alt
D9.0
2900' (2894')

DA/H
2000' (1994')

Apt Elev
6'

MISSED APCH: Turn RIGHT (MAX 185 KT) onto track 159°, then intercept R-114 to D10.0, then turn RIGHT (MAX 185 KT) to VOR and hold. Climb to 4500'.

DME required.

High terrain up to 3315' approximately 10 NM NNW of apt.

MIALS
REIL
PAPI

ALBANIA
GREECE

Descent Angle
3.40°

144°

3.4°

Descent Angle.

Not authorized West of airport

CMV 5000m

Changes: Descent angle.
MISSED APCH: Turn RIGHT intercept R-121 to D7.0. Turn LEFT (MAX 185 KT), intercept R-087 inbound to VOR at 4000'. Turn LEFT, intercept R-245 to D20.0. Turn RIGHT, intercept R-257 inbound to VEMAT and enter holding.
LGKR/CFU
IOANNIS KAPODISTRIAS

KERRIKA, GREECE
CIRCLING
VOR A

ATIS 126.35
KERKIRA Approach 122.35
*KERKIRA Radar (APP) 122.35
*KERKIRA Director (APP/R) 118.07
KERKIRA Tower 120.85
Ground 121.7

VOR GAR
Final Apch Crs 077°
Minimum Alt D10.0 GAR 2800' (2794')
MDA(H) 1900' (1894')
Apt Elev 6'

MISSED APCH: Turn RIGHT onto track 159°, then intercept R-114 GAR to D18.0 GAR. Then turn RIGHT, intercept and follow 20 DME Arc GAR.
When passing R-182 GAR turn LEFT, intercept R-226 KRK.
At D21.0 KRK turn RIGHT, intercept and follow 23 DME Arc KRK. When passing R-251 KRK turn RIGHT, intercept R-256 KRK inbound to BETAK and hold. Climb to 4000'.

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

High terrain up to 3315' approximately 10 NM NNW of apt.

To execute a new approach procedure to RWY 35 after missed apch, follow the instrument approach procedure VOR Y or VOR U, according to ATC clearance.

NOT AUTHORIZED West of airport

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>1900' (1894')</td>
<td>1500m</td>
</tr>
<tr>
<td>135</td>
<td>1900' (1894')</td>
<td>1600m</td>
</tr>
<tr>
<td>180</td>
<td>1900' (1894')</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>1900' (1894')</td>
<td>3600m</td>
</tr>
</tbody>
</table>

Changes: New procedure.
MISSED APCH: Turn RIGHT (MAX 185 KT) to KRK VOR and hold. Climb to 3500'.

Alt Set: hPa
Apt Elev: 0 hPa
Trans level: By ATC
Trans alt: 5000'

High terrain up to 3315' approximately 10 NM NNW of apt.

Refer to Minimums

For UHF see MIL-101 listing

For UHF see MIL-101 listing

MAP at Lctr
Lctr A

Lighting - Refer to Airport Chart

Not authorized West of airport

CIRCLE-TO-LAND

STRAIGHT-IN LANDING

NEW PROCEDURE