

15-JUN-2017

JTR-LGSR

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** HO**Airport Information****RFF:** CAT 7**Fuel:** JP 8**PCN:** RWY 16L/34R, 16R/34L: 53/F/B/X/U**Operation****TWY Restrictions**

Parallel TWY A equipped with white REDL LIM. Although TWY A is marked and lighted as RWY 16R/34L, it is used exclusively as a TWY. Use as RWY activated by NOTAM.

**Taxi/Parking**

Marshaller compulsory, follow-me AVBL O/R.

Use MNM power when manoeuvring on APN.

**Warnings**

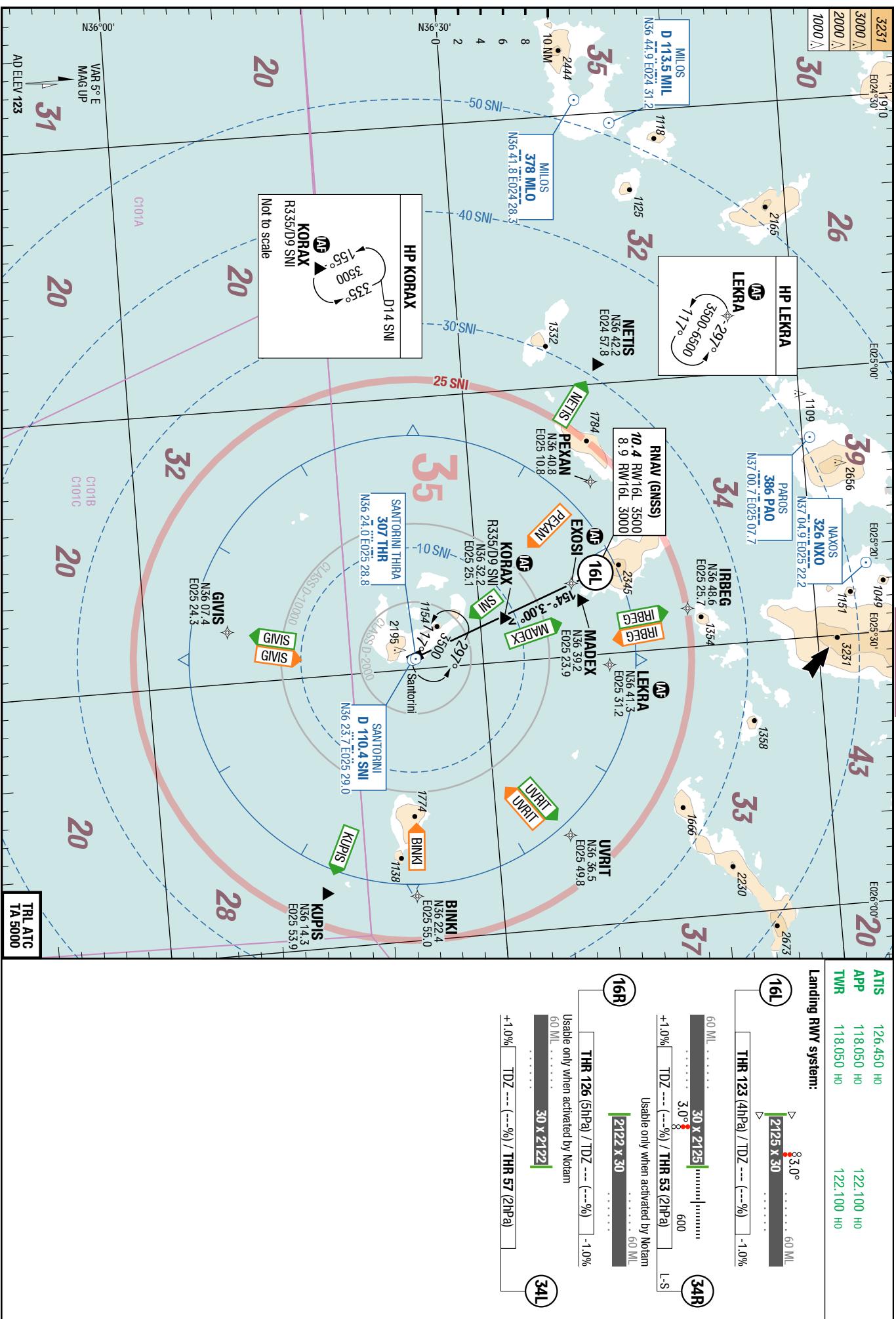
RWY 34L: First 400m / 1312ft not visible from TWR.

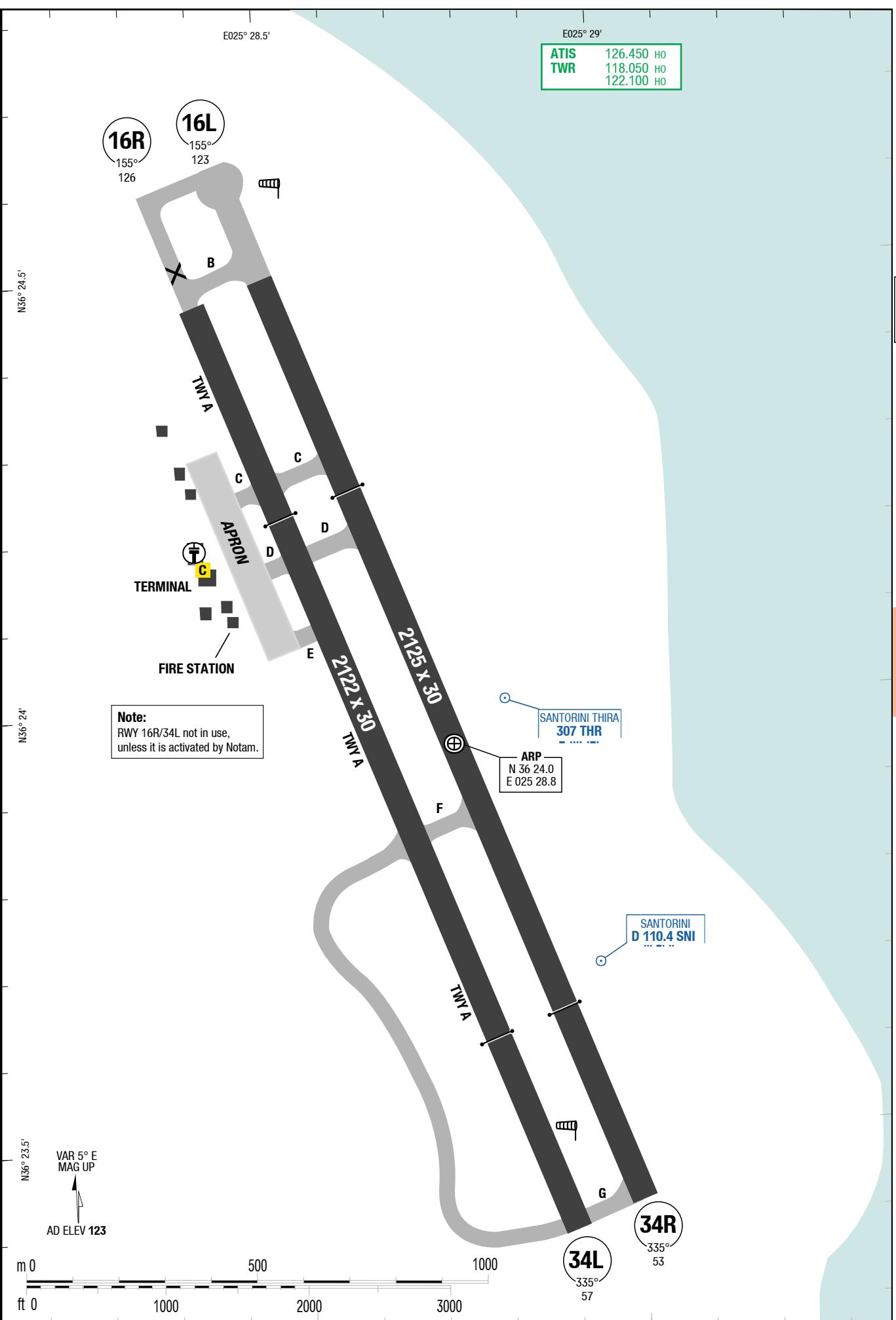
Kamari hill OBST light 3000m / 9843ft before THR RWY 34R and 1400m / 4593ft W of extended RWY CL.

Birds in vicinity of AD.

**DEPARTURE****Take-off Minima**

RWY		16L/34R	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
RWY		16R/34L	
All ACFT	ft - m/km	0 - 400V	HJ only





Effective 07-DEC-2017

30-NOV-2017

JTR-LGSR

Greece Santorini

SIDs RWY 34R

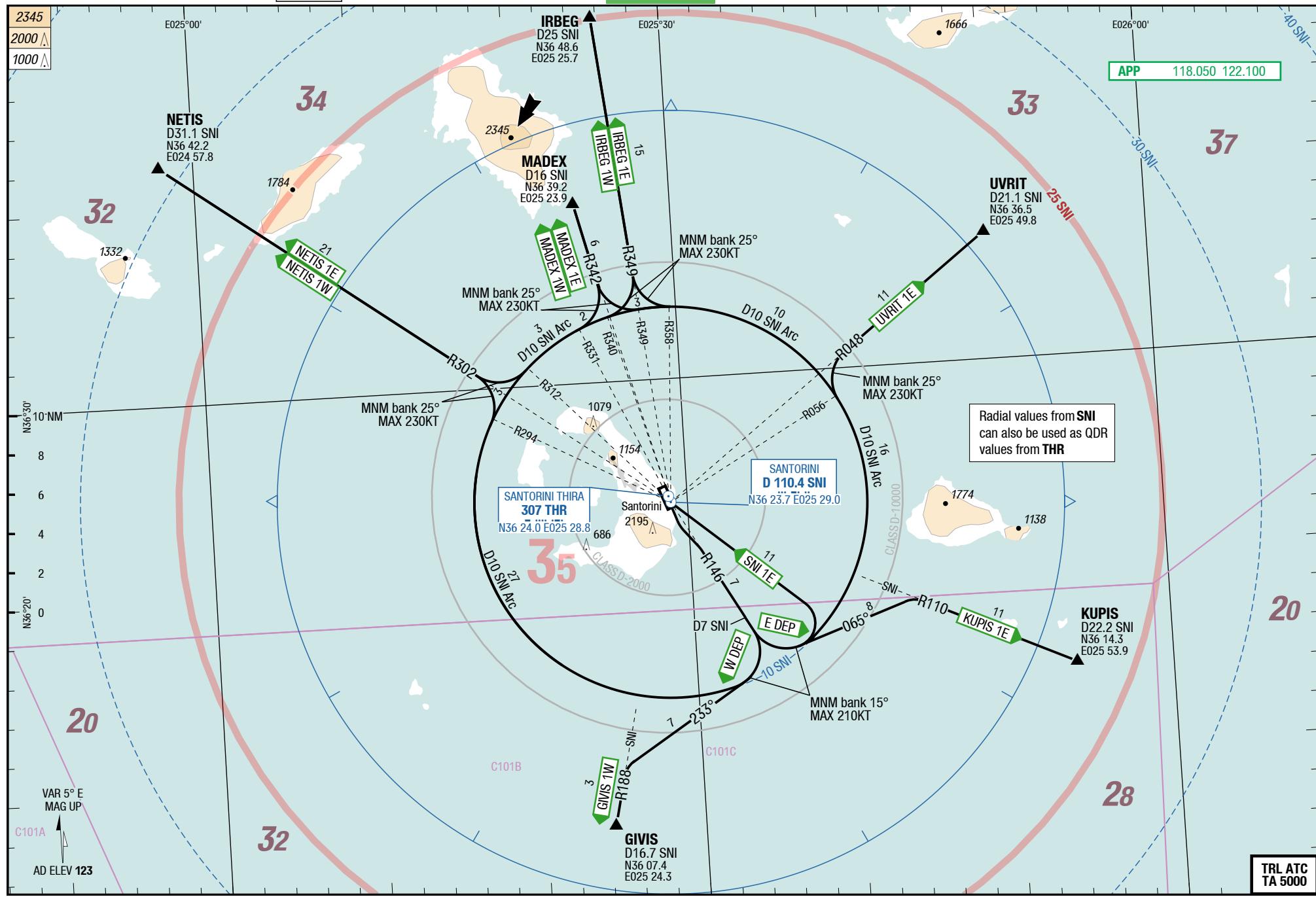
SIDs RWY 16L

Santorini Greece

SIDs RWY 34R

SIDs RWY 16L

4-10



Effective 07-DEC-2017

30-NOV-2017

JTR-LGSR

Greece Santorini

SIDs RWY 34R

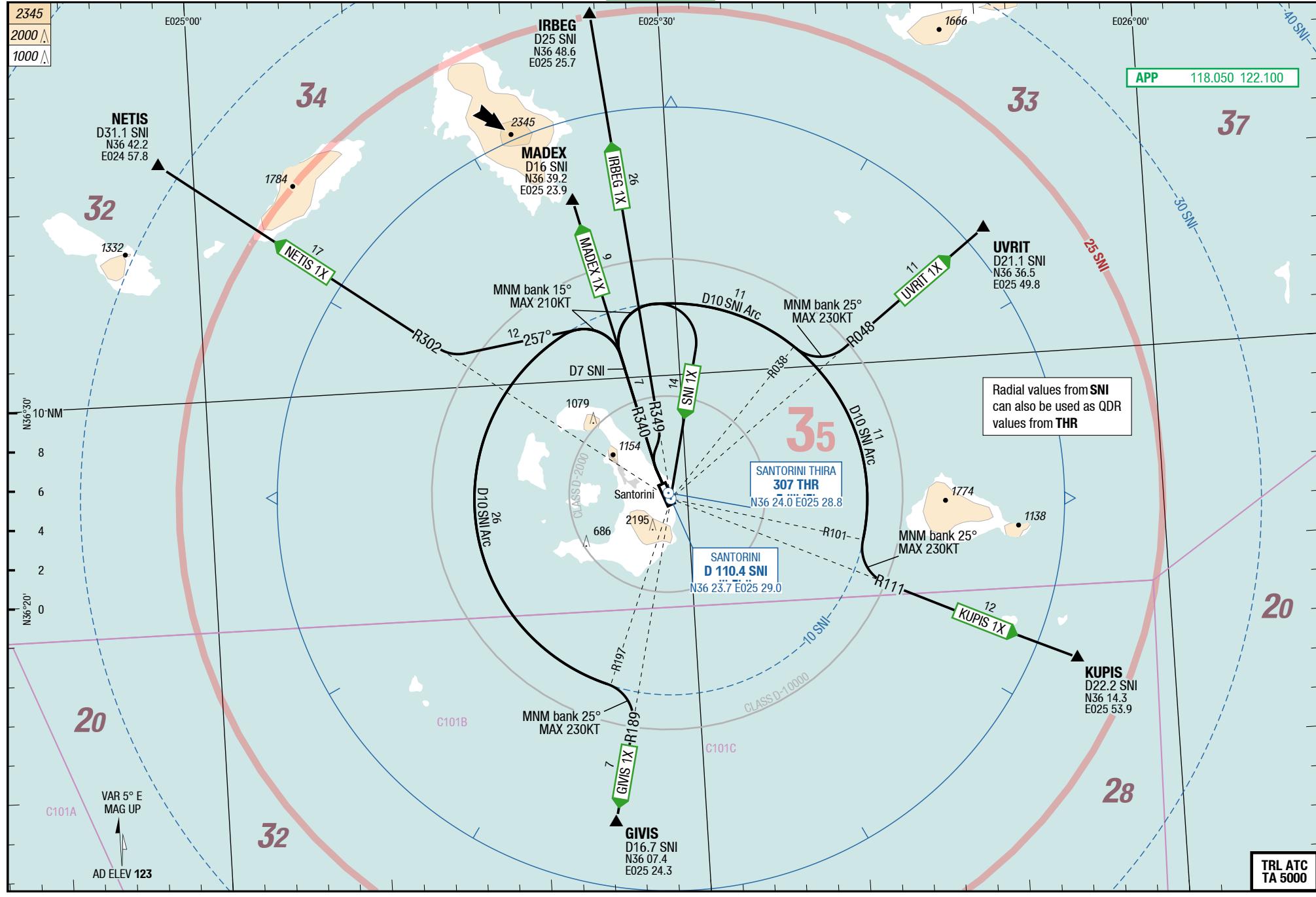
Santorini Greece

SIDs RWY 34R

4-20

SID

SID



**GIVIS 1W / IRBEG 1E / IRBEG 1W / KUPIS 1E / MADEX 1E / MADEX 1W / NETIS 1E / NETIS 1W**  
**RWY 16L (155°)**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 16L</b>		
<b>GIVIS 1W</b> 6.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM 15° bank) 233° - intercept R188 <b>SNI</b> (QDR 188 <b>THR</b> ) to GIVIS	
<b>IRBEG 1E</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R358 <b>SNI</b> (QDR 358 <b>THR</b> ) <b>RT</b> (MAX 230KT, MNM 25° bank) intercept R349 <b>SNI</b> (QDR 349 <b>THR</b> ) to IRBEG	
<b>IRBEG 1W</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R340 <b>SNI</b> (QDR 340 <b>THR</b> ) <b>LT</b> (MAX 230KT, MNM 25° bank) intercept R349 <b>SNI</b> (QDR 349 <b>THR</b> ) to IRBEG	
<b>KUPIS 1E</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) 065° - intercept R110 <b>SNI</b> (QDR 110 <b>THR</b> ) to KUPIS	
<b>MADEX 1E</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R349 <b>SNI</b> (QDR 349 <b>THR</b> ) <b>RT</b> (MAX 230KT, MNM 25° bank) intercept R342 <b>SNI</b> (QDR 342 <b>THR</b> ) to MADEX	
<b>MADEX 1W</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R331 <b>SNI</b> (QDR 331 <b>THR</b> ) <b>LT</b> (MAX 230KT, MNM 25° bank) intercept R342 <b>SNI</b> (QDR 342 <b>THR</b> ) to MADEX	
<b>NETIS 1E</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R312 <b>SNI</b> (QDR 312 <b>THR</b> ) <b>RT</b> (MAX 230KT, MNM 25° bank) intercept R302 <b>SNI</b> (QDR 302 <b>THR</b> ) to NETIS	
<b>NETIS 1W</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R294 <b>SNI</b> (QDR 294 <b>THR</b> ) <b>LT</b> (MAX 230KT, MNM 25° bank) intercept R302 <b>SNI</b> (QDR 302 <b>THR</b> ) to NETIS	

**SANTORINI 1E / UVRIT 1E**

RWY 16L (155°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>SANTORINI 1E</b> <b>SNI 1E</b> 5.5% to FL70 <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) direct <b>SNI</b> (or <b>THR</b> )	
<b>UVRIT 1E</b> 5.0% to MEA <b>118.050</b>	intercept R146 <b>SNI</b> (QDR 146 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM 15° bank) follow D10 <b>SNI</b> Arc - crossing R056 <b>SNI</b> (QDR 056 <b>THR</b> ) <b>RT</b> (MAX 230KT, MNM 25° bank) intercept R048 <b>SNI</b> (QDR 048 <b>THR</b> ) to UVRIT	

**GIVIS 1X / IRBEG 1X / KUPIS 1X / MADEX 1X / NETIS 1X / SANTORINI 1X / UVRIT 1X**  
**RWY 34R (335°)**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 34R</b>		
<b>GIVIS 1X</b> 5.0% to MEA <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM bank 15°) follow D10 <b>SNI</b> Arc - crossing R197 <b>SNI</b> (QDR 197 <b>THR</b> ) <b>RT</b> (MAX 230KT, MNM bank 25°) intercept R189 <b>SNI</b> (QDR 189 <b>THR</b> ) to GIVIS	
<b>IRBEG 1X</b> 5.0% to MEA <b>118.050</b>	intercept R349 <b>SNI</b> (QDR 349 <b>THR</b> ) to IRBEG	
<b>KUPIS 1X</b> 5.0% to MEA <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM bank 15°) follow D10 <b>SNI</b> Arc - crossing R101 <b>SNI</b> (QDR 101 <b>THR</b> ) <b>LT</b> (MAX 230KT, MNM bank 25°) intercept R111 <b>SNI</b> (QDR 111 <b>THR</b> ) to KUPIS	
<b>MADEX 1X</b> 7.8% to MEA <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) to MADEX	
<b>NETIS 1X</b> 5.0% to MEA <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) - at D7 <b>SNI LT</b> (MAX 210KT, MNM bank 15°) 257° - intercept R302 <b>SNI</b> (QDR 302 <b>THR</b> ) to NETIS	
<b>SANTORINI 1X</b> <b>SNI 1X</b> 5.5% to FL70 <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM bank 15°) direct <b>SNI</b> (or <b>THR</b> )	
<b>UVRIT 1X</b> 5.0% to MEA <b>118.050</b>	intercept R340 <b>SNI</b> (QDR 340 <b>THR</b> ) - at D7 <b>SNI RT</b> (MAX 210KT, MNM bank 15°) follow D10 <b>SNI</b> Arc - crossing R038 <b>SNI</b> (QDR 038 <b>THR</b> ) <b>LT</b> (MAX 230KT, MNM bank 25°) intercept R048 <b>SNI</b> (QDR 048 <b>THR</b> ) to UVRIT	

**Effective 13-SEP-2018**

06-SEP-2018

JTR-LGSR

Greece Santorini

# RNAV ARRIVALS RWY 16

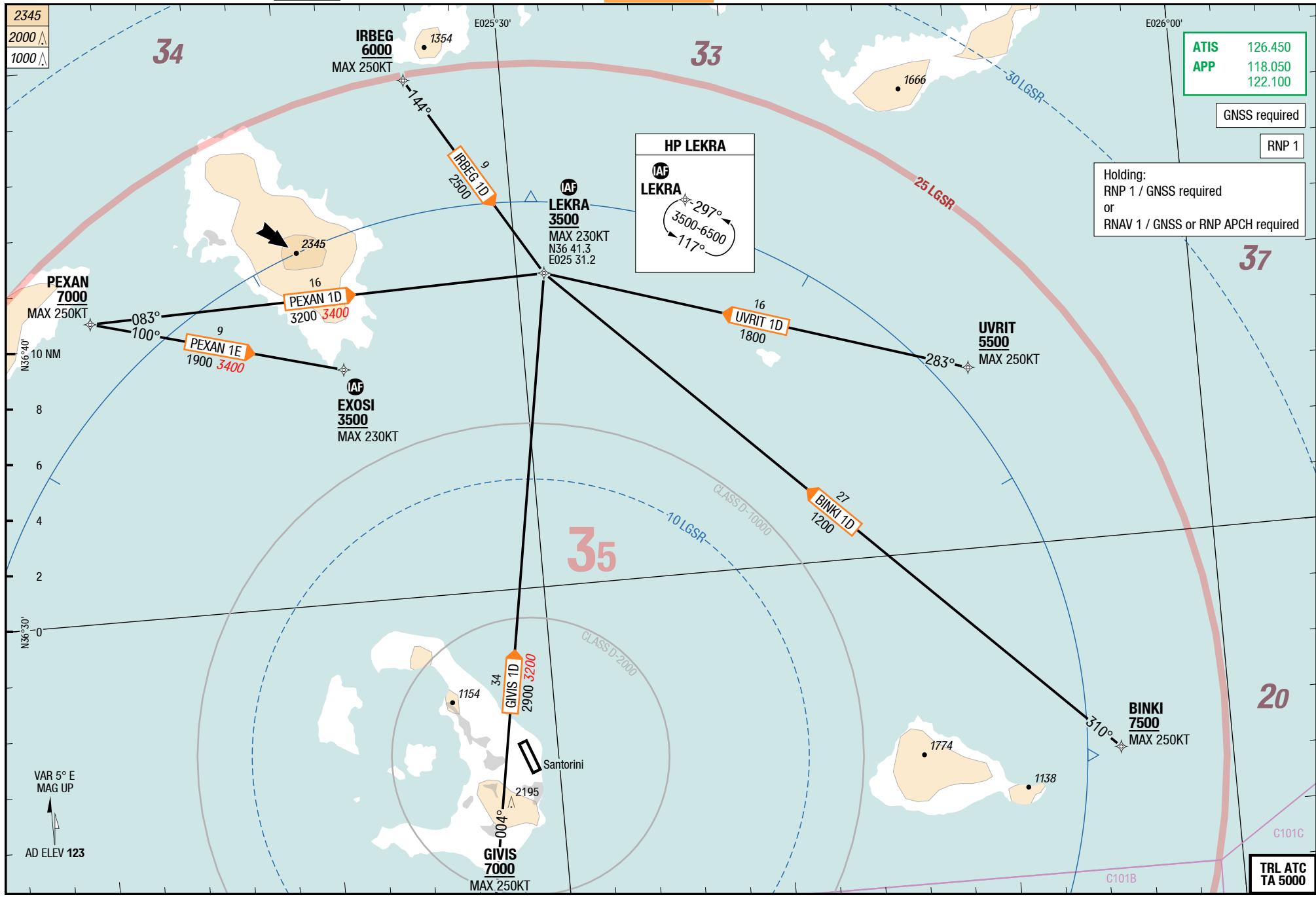
## Santorini Greece

## RNAV ARRIVALS RWY 16

6-10

STAR

STAR



**Effective 13-SEP-2018**

06-SEP-2018

JTR-LGSR

5-30

Greece Santorini

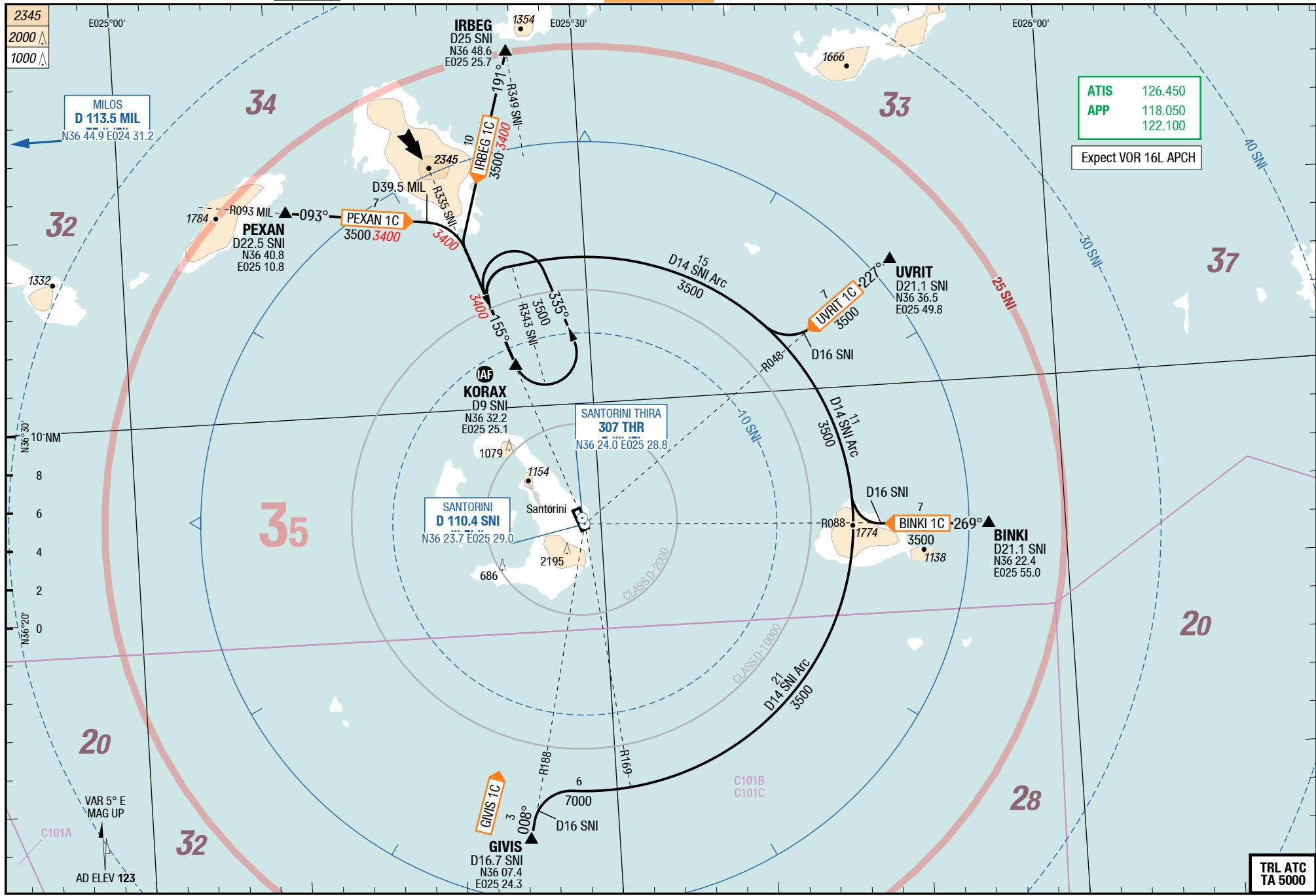
**STARs RWY 34R**

SIAR

STAR

Santorini Greek

**STARs RWY 34R**



**Effective 13-SEP-2018**

06-SEP-2018

JTR-LGSR

5-40

Greece Santorini

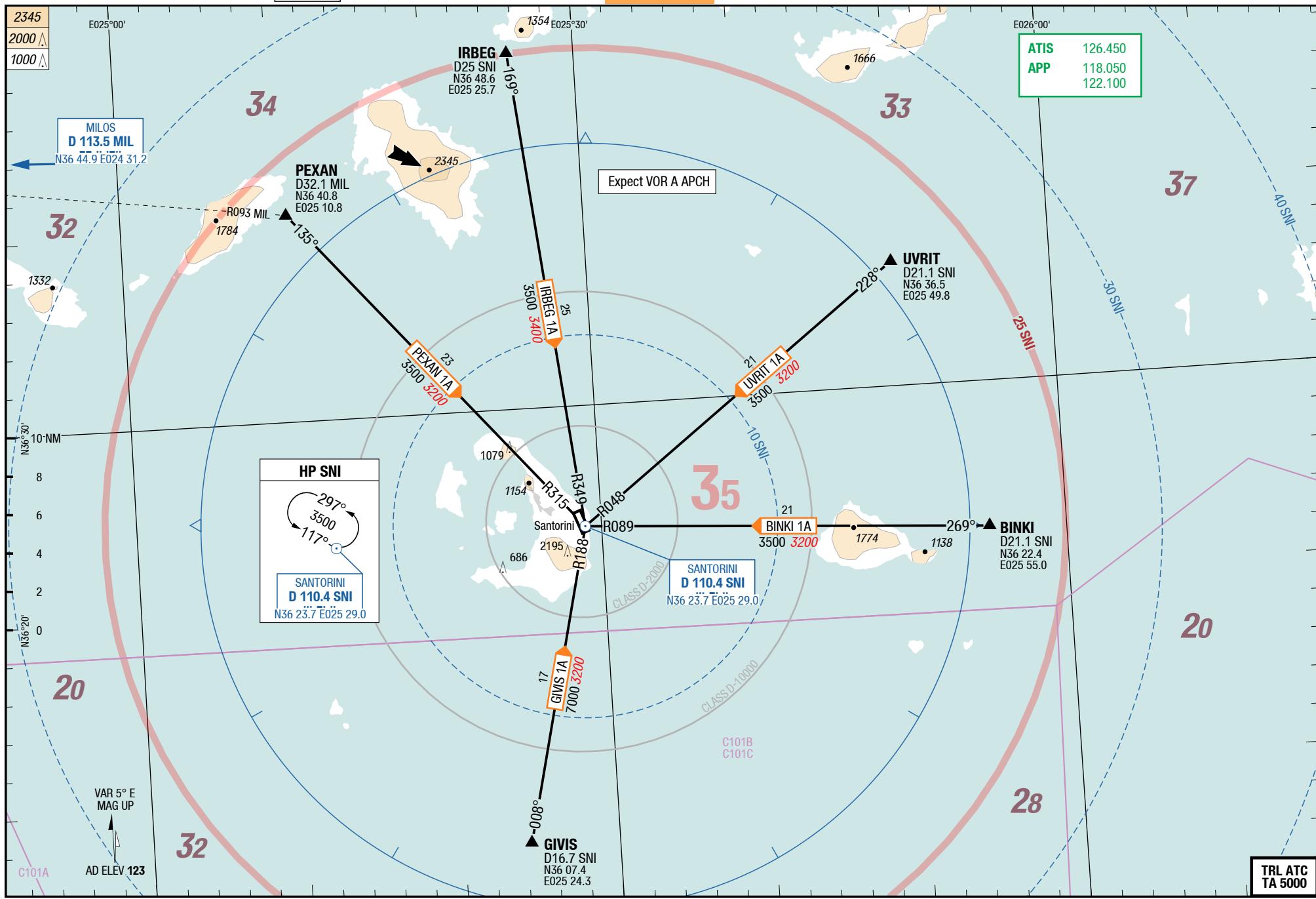
**STARs RWY 34R**

SIAR

SAR

# Santorini Greece

## **STARs RWY 34L**



Effective 13-SEP-2018

06-SEP-2018

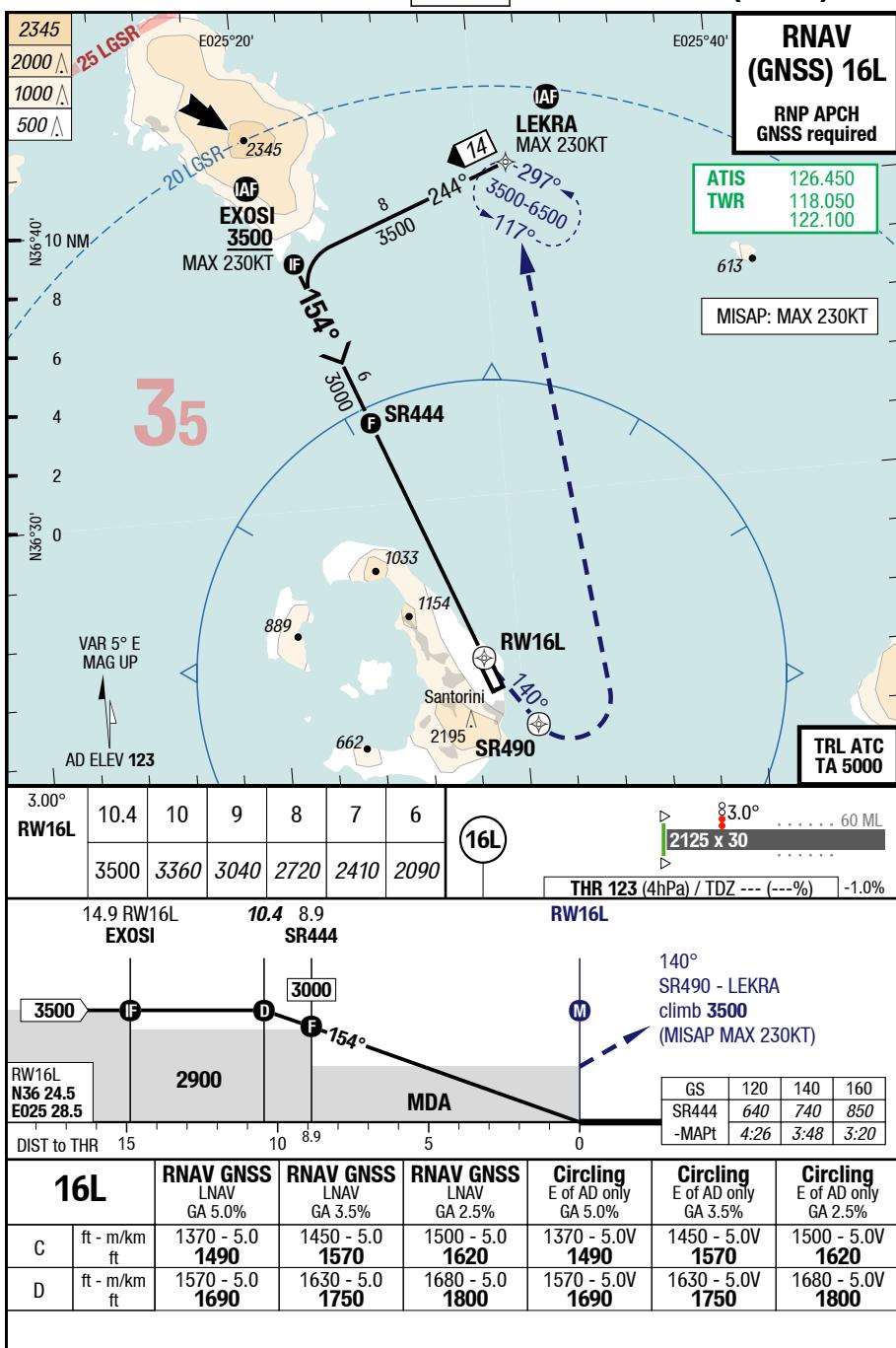
## JTR-LGSR

Greece Santorini

7-10

IAC

## RNAV (GNSS) 16L



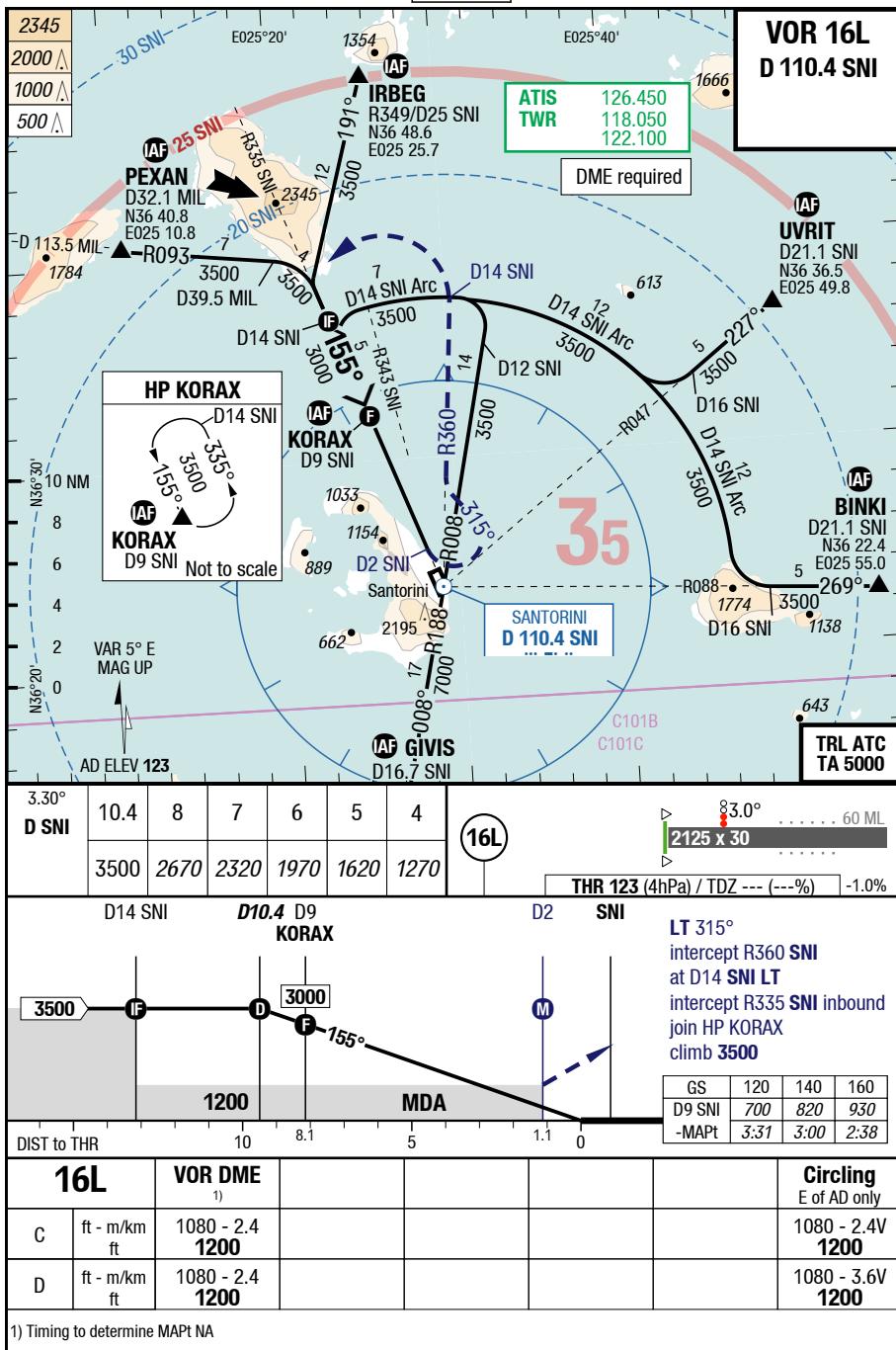
Changes: new

06-SEP-2018

## JTR-LGSR

7-30

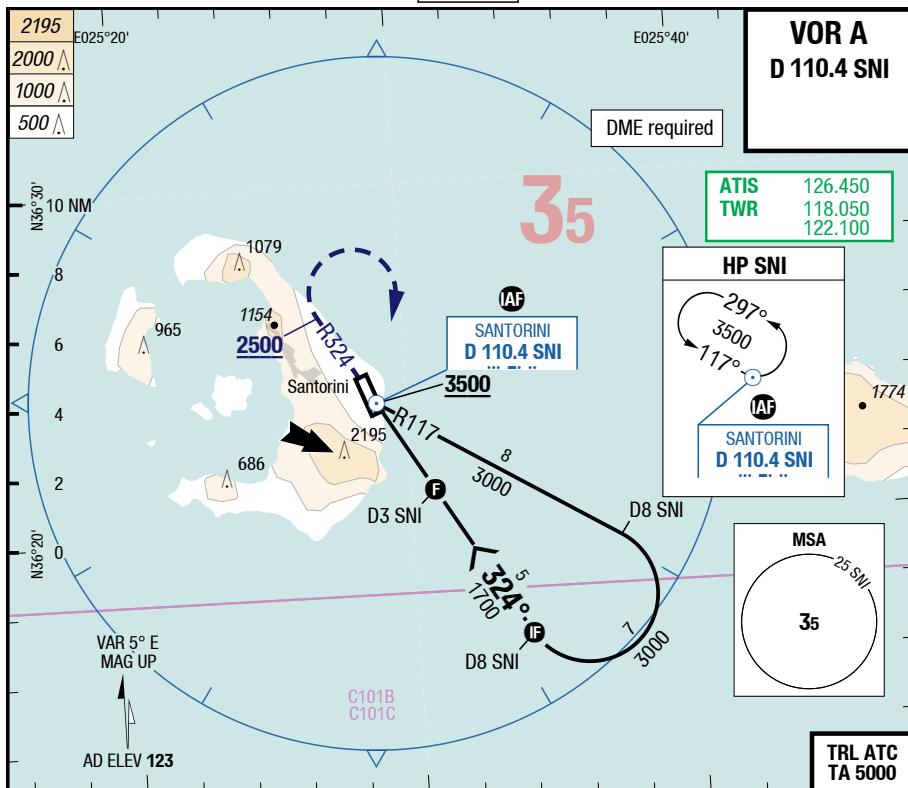
## VOR 16L



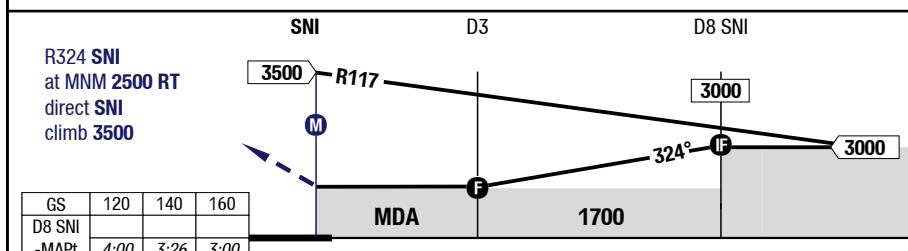
JTR-LGSR

7-40

# VOR A



See AFC for RWY information  
and approach light system.

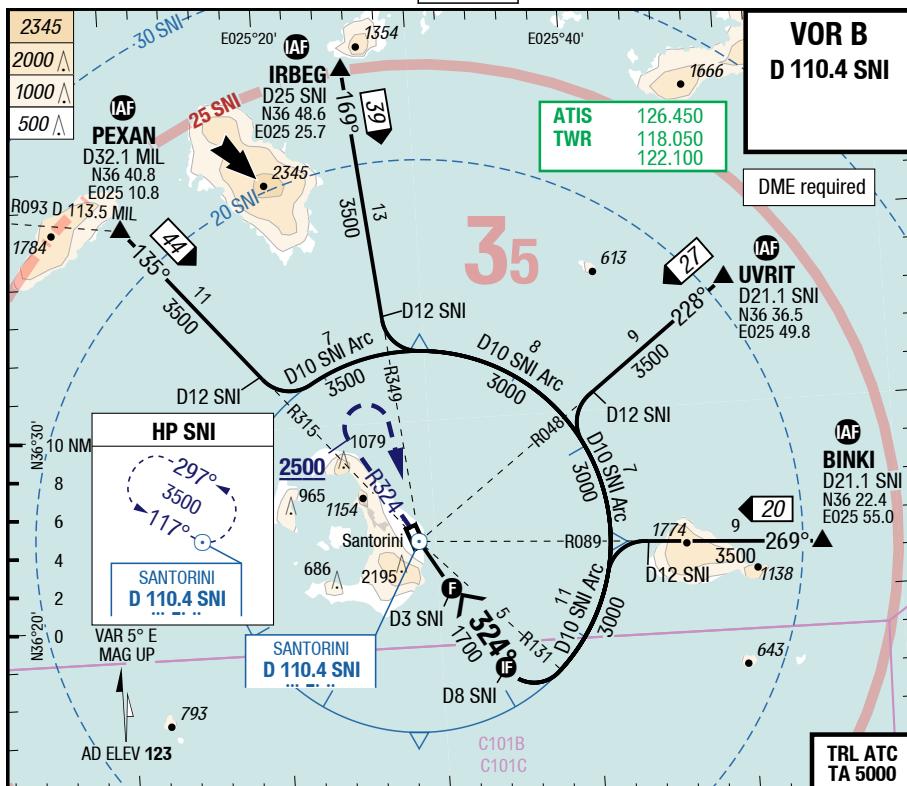


<b>All RWYs</b>						<b>Circling E of AD only</b>
C	ft - m/km ft					1580 - 2.4V <b>1700</b>
D	ft - m/km ft					1580 - 3.6V <b>1700</b>

JTR-LGSR

7-50

VOR B



See AFC for RWY information  
and approach light system.

R324 SNI  
at MNM 2500 RT  
direct SNI  
climb 3500

GS	120	140	160
D8 SNI	4.00	3.26	3.00
-MAPt			

MDA      1700

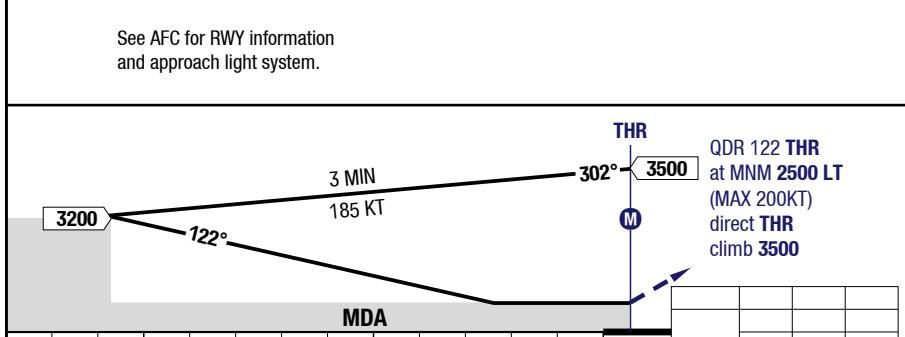
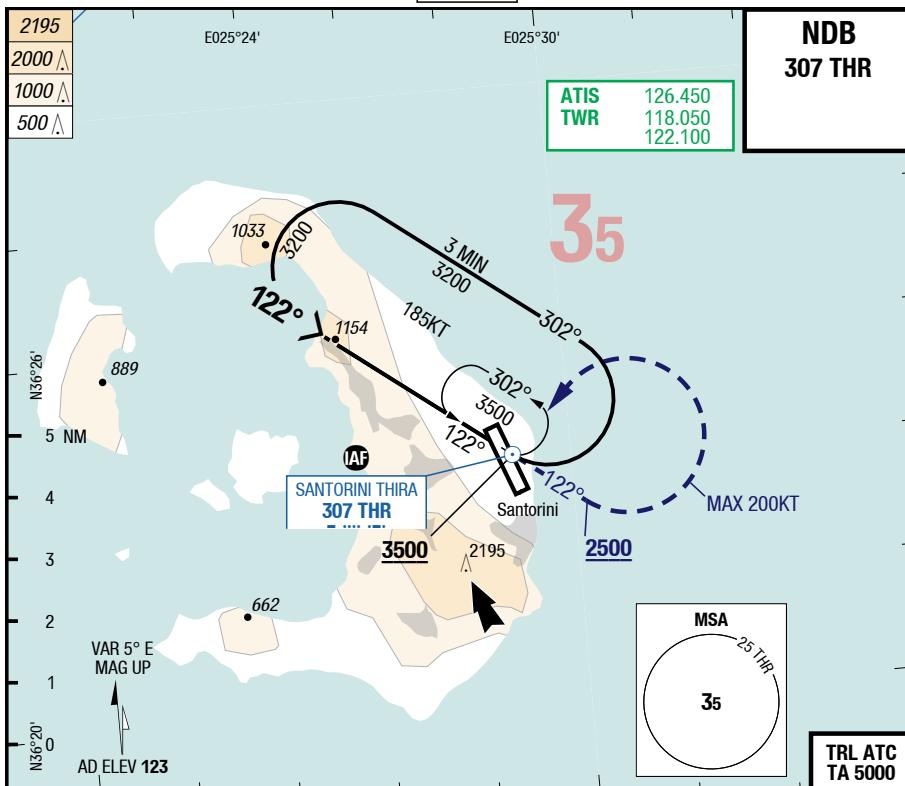
SNI      D3      D8 SNI

M      F      3000      324°      F      3000

<b>All RWYs</b>						<b>Circling E of AD only</b>
C	ft - m/km ft					1580 - 2.4V <b>1700</b>
D	ft - m/km ft					1580 - 3.6V <b>1700</b>

7-60

NDB



All RWYs							Circling E of AD only
C	ft - m/km						1680 - 2.4V <b>1800</b>
D	ft - m/km						1680 - 3.6V <b>1800</b>