

26-MAR-2015

**JSH-LGST****1-10****A0I****A0I****GENERAL****ATS Hours**

HO

**Airport Information****RFF:** CAT 6**PCN:** RWY 05/23: 40/F/B/X/U**DEPARTURE****Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

14-SEP-2017  
JSH-LGST

Greece Sitia Vitsentzos Kornaros

AGC  
AFC

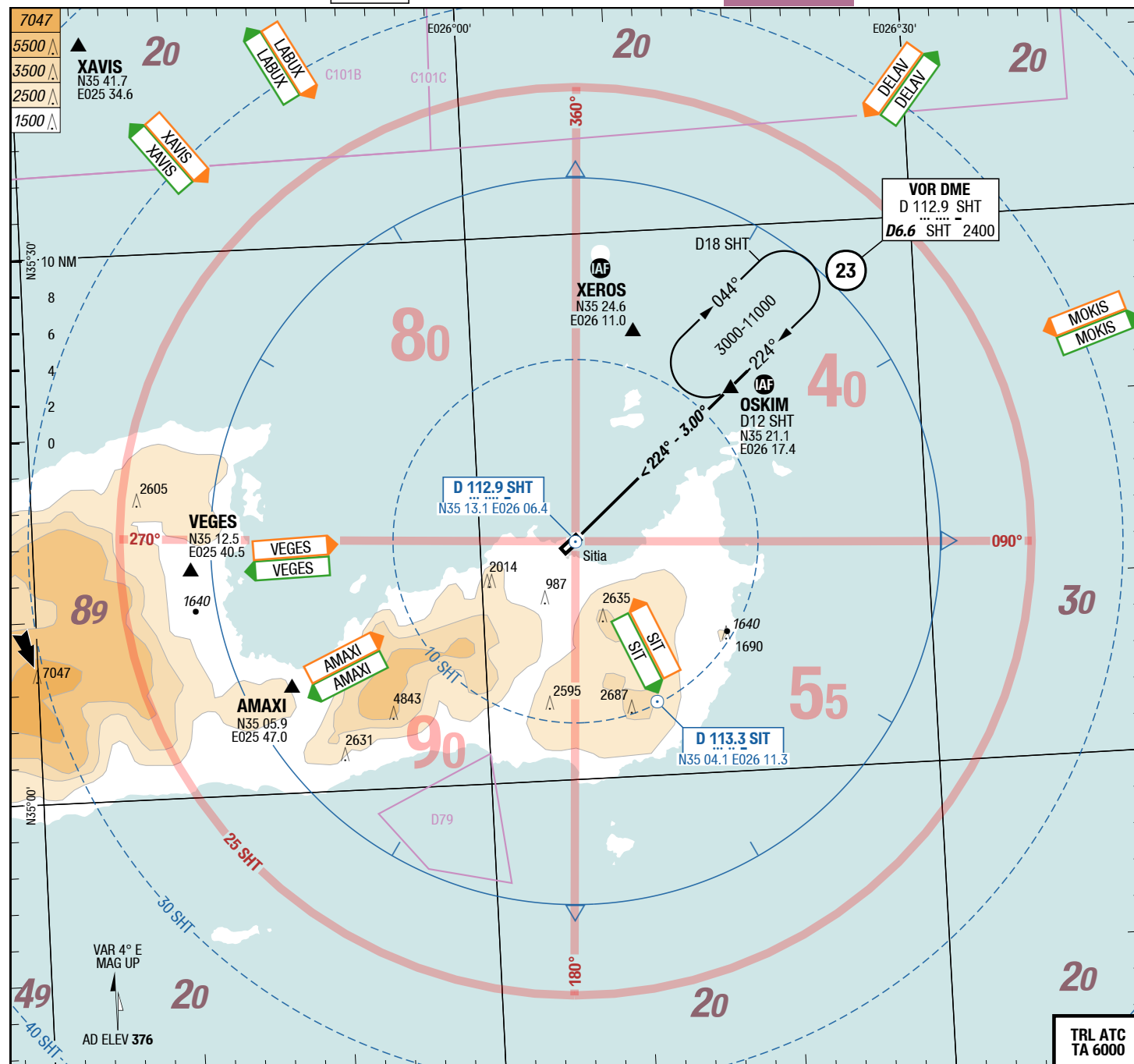
AFC

AFC

Vitsentzos Kornaros Sitia Greece

AGC  
AFC

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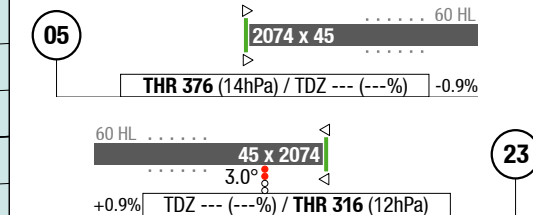
Iraklion APP

123.975

Info

122.600 H0, up to FL40/25NM

Landing RWY system:



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AGC



Changes: FREQ, APN, BLDG, Editorial

Effective 02-APR-2015

26-MAR-2015

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SIDs RWY 23

SIDs RWY 05

SID

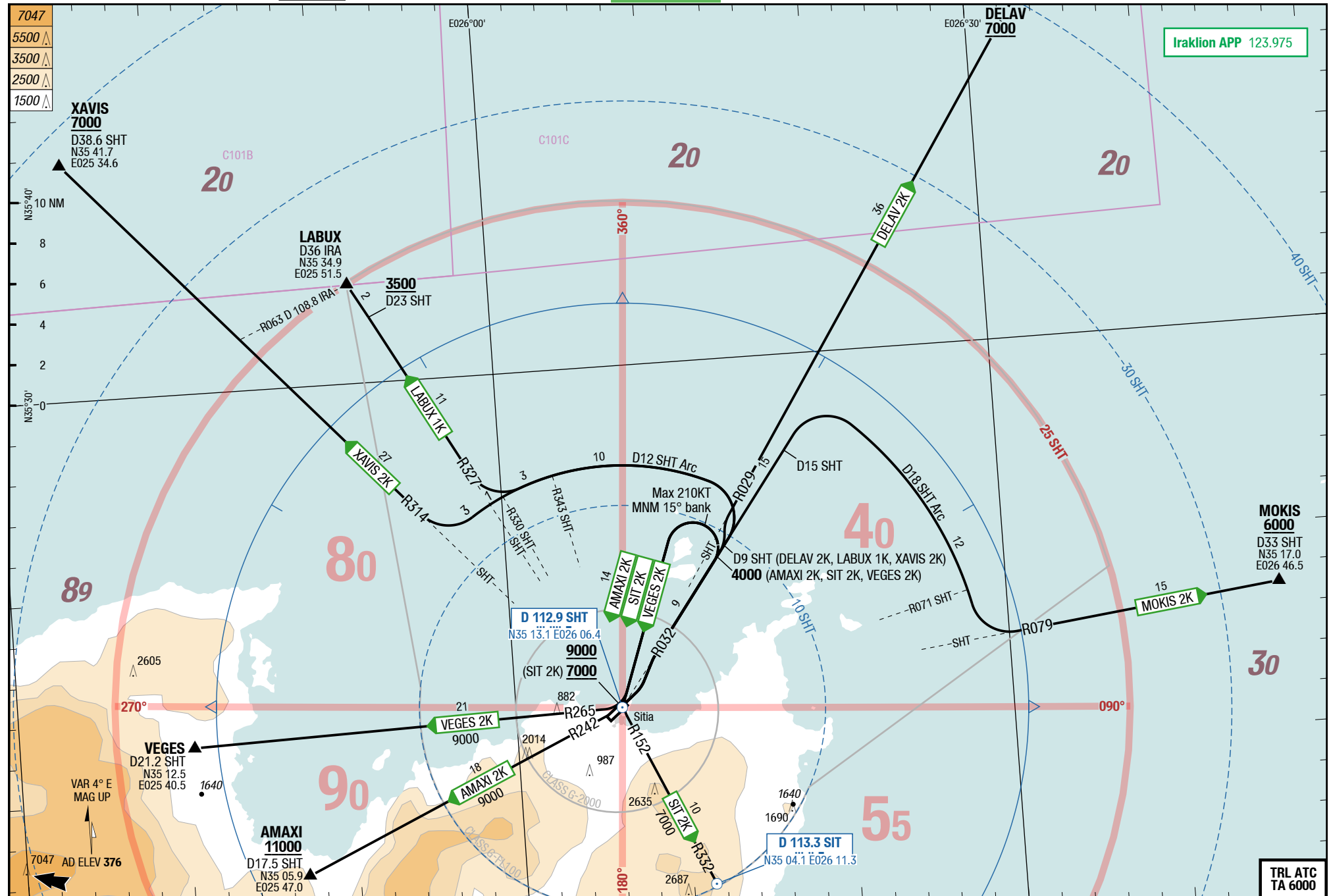
SID

Vitsentzos Kornaros Sitia Greece

SIDs RWY 23

SIDs RWY 05

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Changes: AD Name

26-MAR-2015

Greece **Sitia** Vitsentzos KornarosVitsentzos Kornaros **Sitia** Greece**JSH-LGST**

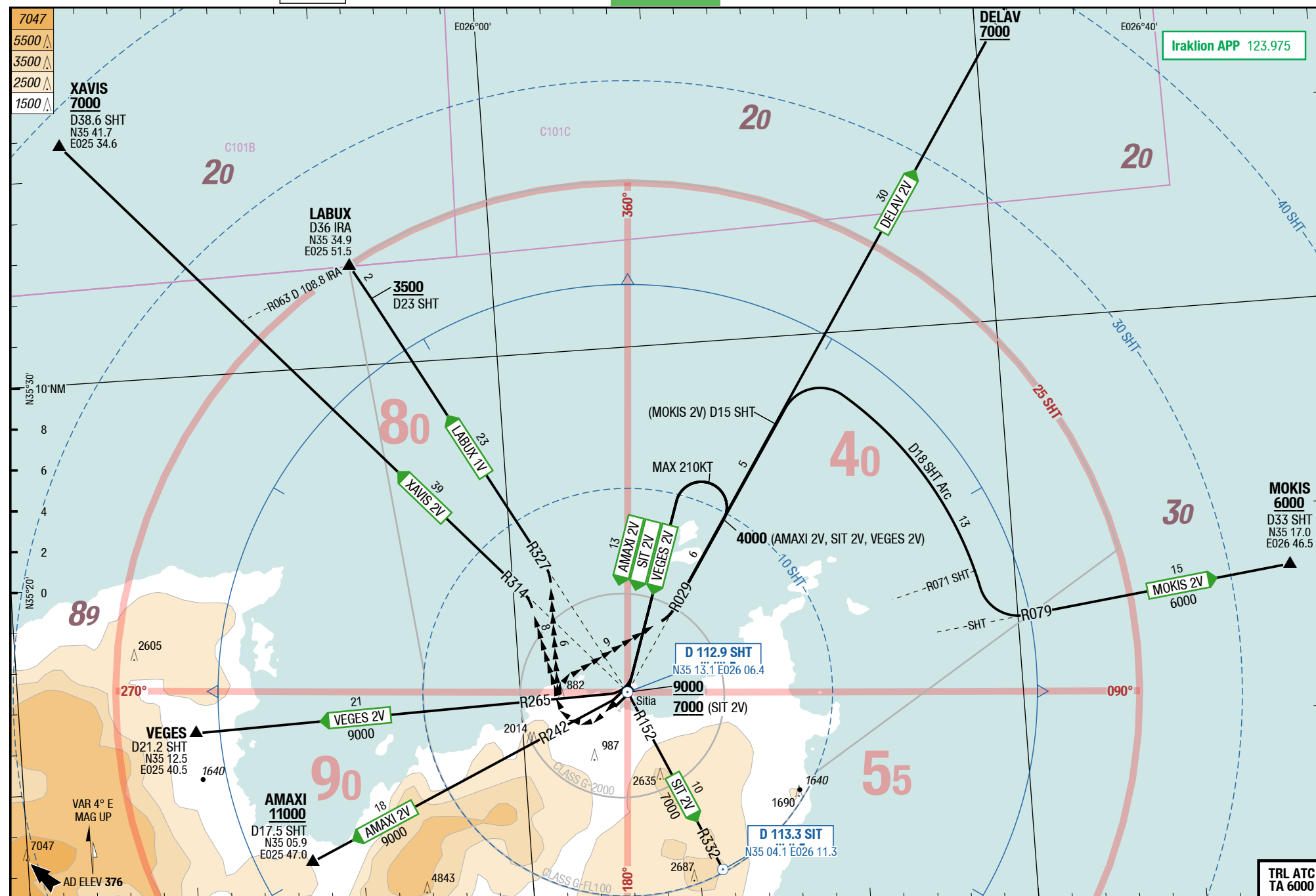
4-20

## SIDs RWY 23

SID

SID

## SIDs RWY 23



Changes: AD Name

TRL ATC  
TA 6000

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**SIDs RWY 05**

**AMAXI 2K / DELAV 2K / LABUX 1K / MOKIS 2K / SITIA 2K / VEGES 2K / XAVIS 2K**  
**RWY 05 (046°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>AMAXI 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT, MNM 15° bank) direct <b>SHT</b> - R242 <b>SHT</b> to AMAXI	<b>SHT MNM 9000</b> <b>AMAXI MNM 11000</b>
<b>DELAV 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at D9 <b>SHT LT</b> intercept R029 <b>SHT</b> to DELAV	<b>DELAV MNM 7000</b>
<b>LABUX 1K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at D9 <b>SHT LT</b> follow D12 <b>SHT</b> Arc - crossing R343 <b>SHT RT</b> intercept R327 <b>SHT</b> to LABUX  <b>Visual Departure</b>  During daytime and under VMC conditions up to MNM <b>3500</b> , VMC departure may be requested ATC. When accepting a VMC departure, <b>LT</b> as soon as practicable, maintain VMC and own terrain separation until passing <b>3500</b> and intercepting R327 <b>SHT</b> , then follow the rest of LABUX 1K. Turns before DER are not permitted. Standard separation will be provided between ACFT departing VMC and all other IFR ACFT. ACFT that report unable to comply shall follow the SID PROC or as otherwise instructed by ATC.	<b>D23 SHT MNM 3500</b>
<b>MOKIS 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at D15 <b>SHT RT</b> follow D18 <b>SHT</b> Arc - crossing R071 <b>SHT LT</b> intercept R079 <b>SHT</b> to MOKIS	<b>MOKIS MNM 6000</b>
<b>SITIA 2K</b> <b>SIT 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT, MNM 15° bank) direct <b>SHT</b> - R152 <b>SHT</b> to <b>SIT</b>	<b>SHT MNM 7000</b>
<b>VEGES 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT, MNM 15° bank) direct <b>SHT</b> - R265 <b>SHT</b> to VEGES	<b>SHT MNM 9000</b>
<b>XAVIS 2K</b> <b>123.975</b>	intercept R032 <b>SHT</b> - at D9 <b>SHT LT</b> follow D12 <b>SHT</b> Arc - crossing R330 <b>SHT RT</b> intercept R314 <b>SHT</b> to XAVIS  <b>Visual Procedure</b>  During daytime and under VMC conditions up to MNM <b>3500</b> , VMC departure may be requested by ATC. When accepting a VMC departure, <b>LT</b> as soon as practicable, maintain VMC and own terrain separation until passing <b>3500</b> and intercepting R314 <b>SHT</b> , then follow the rest of XAVIS 2K. Turns before DER are not permitted. Standard separation will be provided between ACFT departing VMC and all other IFR ACFT. ACFT that report unable to comply shall follow the SID PROC or as otherwise instructed by ATC.	<b>XAVIS MNM 7000</b>

Changes: NAVAID, PROC renumbered

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**SIDs RWY 23**

**AMAXI 2V / DELAV 2V / LABUX 1V / MOKIS 2V / SITIA 2V / VEGES 2V / XAVIS 2V**  
**RWY 23 (226°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>AMAXI 2V</b> <b>123.975</b> ①	climb visually - <b>RT</b> intercept R029 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT) direct <b>SHT</b> - R242 <b>SHT</b> to AMAXI	<b>SHT MNM 9000</b> <b>AMAXI MNM 11000</b>
<b>DELAV 2V</b> <b>123.975</b> ①	climb visually - <b>RT</b> intercept R029 <b>SHT</b> to DELAV	<b>DELAV MNM 7000</b>
<b>LABUX 1V</b> <b>123.975</b> ②	climb visually - <b>RT</b> intercept R327 to LABUX	<b>D23 SHT MNM 3500</b>
<b>MOKIS 2V</b> <b>123.975</b> ①	climb visually - <b>RT</b> intercept R029 <b>SHT</b> - at D15 <b>SHT RT</b> follow D18 <b>SHT</b> Arc - crossing R071 <b>SHT LT</b> intercept R079 <b>SHT</b> to MOKIS	<b>MOKIS MNM 6000</b>
<b>SITIA 2V</b> <b>SIT 2V</b> <b>123.975</b> ①	climb visually - <b>RT</b> intercept R029 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT) direct <b>SHT</b> - R152 <b>SHT</b> to <b>SIT</b>	<b>SHT MNM 7000</b>
<b>VEGES 2V</b> <b>123.975</b> ①	climb visually - <b>RT</b> intercept R029 <b>SHT</b> - at <b>4000 LT</b> (MAX 210KT) direct <b>SHT</b> - R265 <b>SHT</b> to VEGES	<b>SHT MNM 9000</b>
<b>XAVIS 2V</b> <b>123.975</b> ③	climb visually - <b>RT</b> intercept R314 <b>SHT</b> to XAVIS	<b>XAVIS MNM 7000</b>

- ① Due to high terrain South - South West of aerodrome a visual departure is required. To execute a visual departure, the aircraft take-off performance characteristics shall allow to make an early RT after take-off. When implemented, visual departure shall be applied until passing 3500ft and intercepting R029 SHT. The procedure shall be applied during daytime.
- ② Due to high terrain South - South West of aerodrome a visual departure is required. To execute a visual departure, the aircraft take-off performance characteristics shall allow to make an early RT after take-off. When implemented, visual departure shall be applied until passing 3500ft and intercepting R327 SHT. The procedure shall be applied during daytime.
- ③ Due to high terrain South - South West of aerodrome a visual departure is required. To execute a visual departure, the aircraft take-off performance characteristics shall allow to make an early RT after take-off. When implemented, visual departure shall be applied until passing 3500ft and intercepting R314 SHT. The procedure shall be applied during daytime.

Changes: Nil

26-MAR-2015

Greece **Sitia** Vitsentzos Kornaros

NIL

# STAR

# STAR

Vitsentzos Kornaros **Sitia** Greece

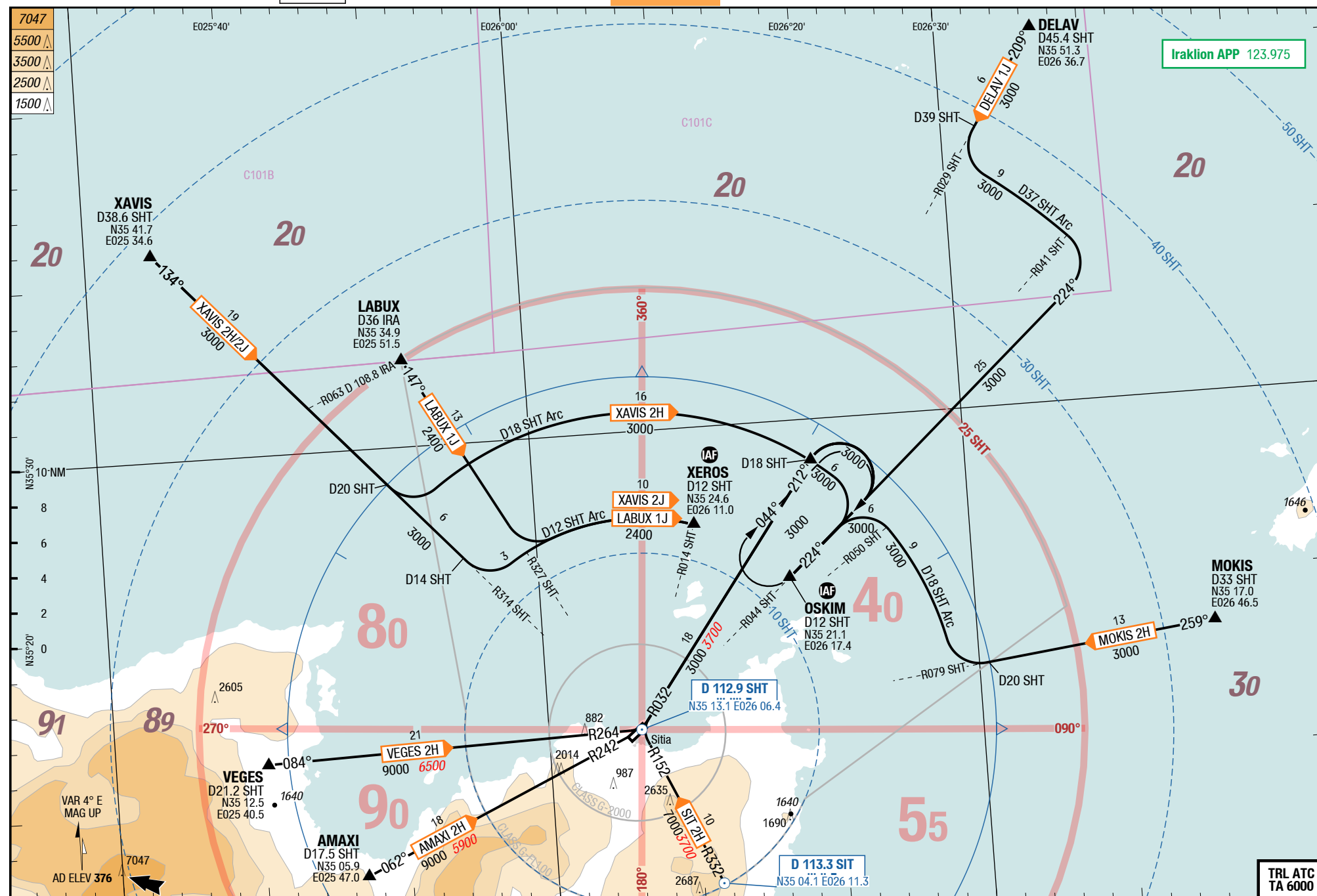
NIL

## STARs RWY 23

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## STARs RWY 23



Changes: Track, DIST, OBST, AD Name

TRL ATC  
TA 6000

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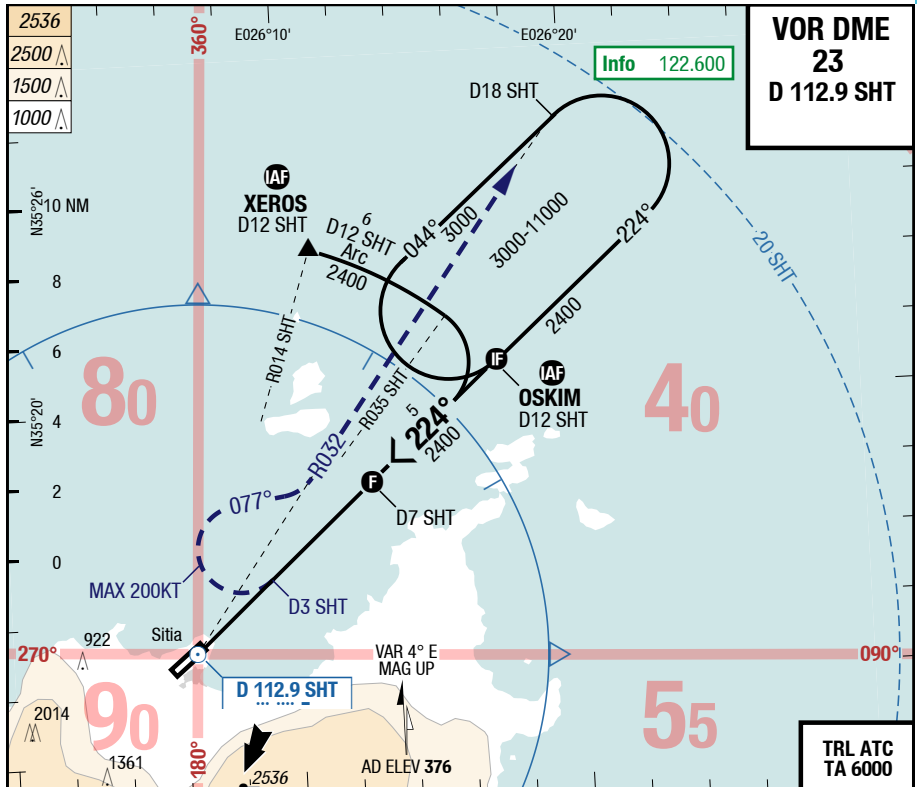


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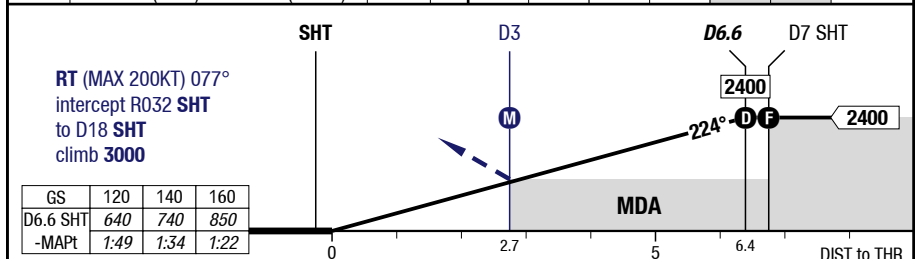
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VOR DME 23



60 HL	45 x 2074	3.0°	0.9%	TDZ --- (---%) / THR 316 (12hPa)	4	5	6	6.6	3.00°	D SHT	224°	RWY 226°
					1560	1880	2200	2400				



23	VOR DME					Circling <sup>1)</sup>
C	ft - m/km ft	990 - 2.4 1300				2030 - 2.4V 2400 <sup>2)</sup>
D	ft - m/km ft	990 - 2.4 1300				2230 - 3.6V 2600 <sup>3)</sup>

1) North west of RWY HJ only

2) MAX KIAS 160

3) MAX KIAS 175

Changes: APL