

**GENERAL****ATS Hours**

HO

**Airport Information****RFF:** CAT 7**PCM:** RWY 09/27: 35/F/D/X/T**Operation****Taxi**

On Apron use MNM power and avoid turns with ENG exhaust towards terminal.

Make a right turn after Intersection C when taxiing on RWY 09, due to public road.

**Warnings**

PAPI both RWYs slewed 5° to the south.

Moderate to severe TURB and wind shears may be expected during APCH to RWY 09 or RWY 27 with north winds of 20-25KT.

Avoid turkish territory 2.5NM E of RWY.

High terrain N AD.

RWY 09 section C slippery when wet.

Wild animals on RWY and TWY especially during SR and SS.

Birds in vicinity of AD.

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

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

13-JUL-2017

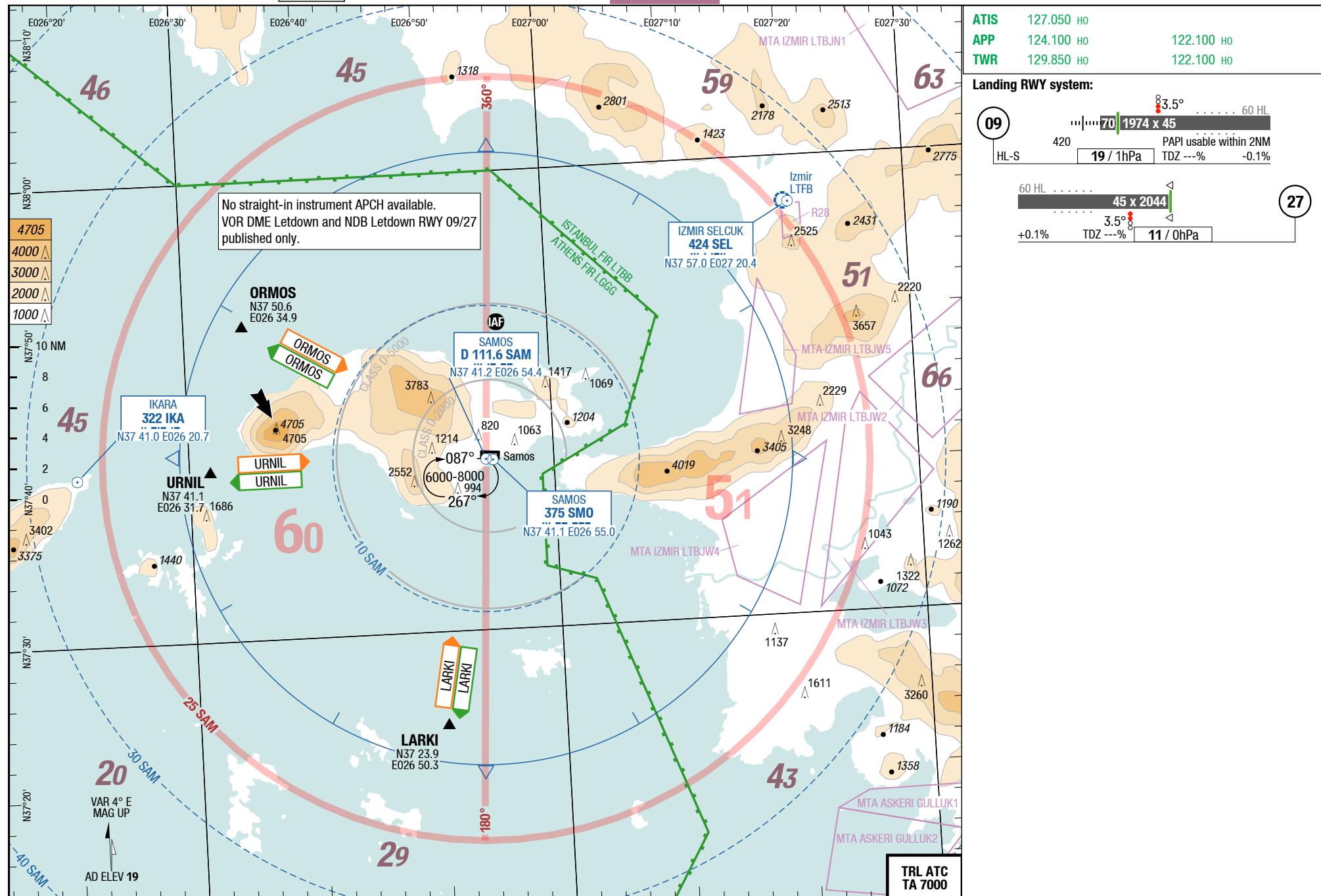
SMI-LGSM

## Greece Samos Aristarchos of Samos

AGC  
AFCAGC  
AFC

## Aristarchos of Samos Samos Greece

2-10



Changes: Nil

13-JUL-2017

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Greece Samos Aristarchos of Samos

3-20

AGC

AGC

Aristarchos of Samos **Samos** Greece

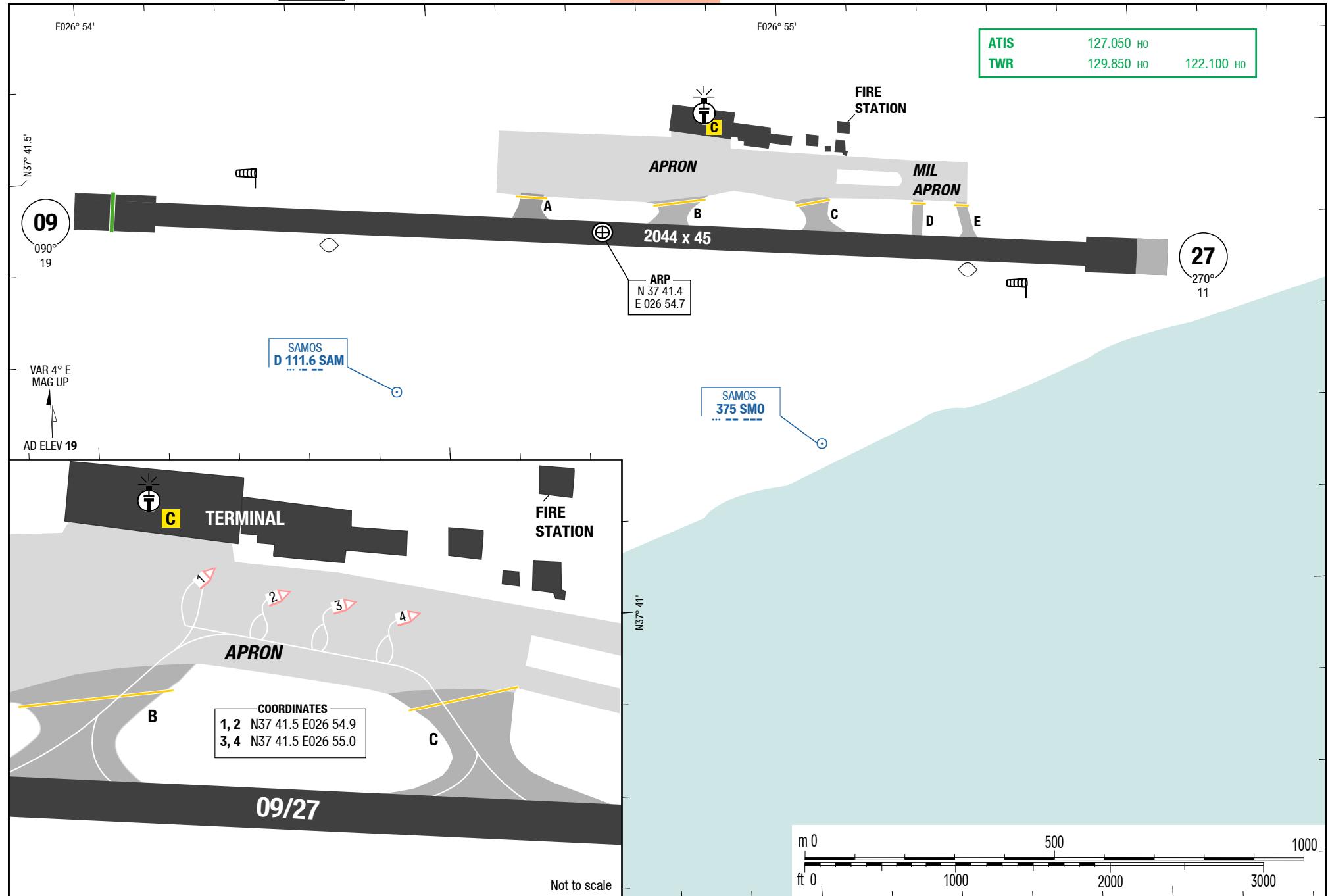
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ATIS

127.050 HO

129.850 HO

122.100 HO



Changes: RWY

17-SEP-2015

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## Greece **Samos** Aristarchos of Samos

## SIDs via NDB

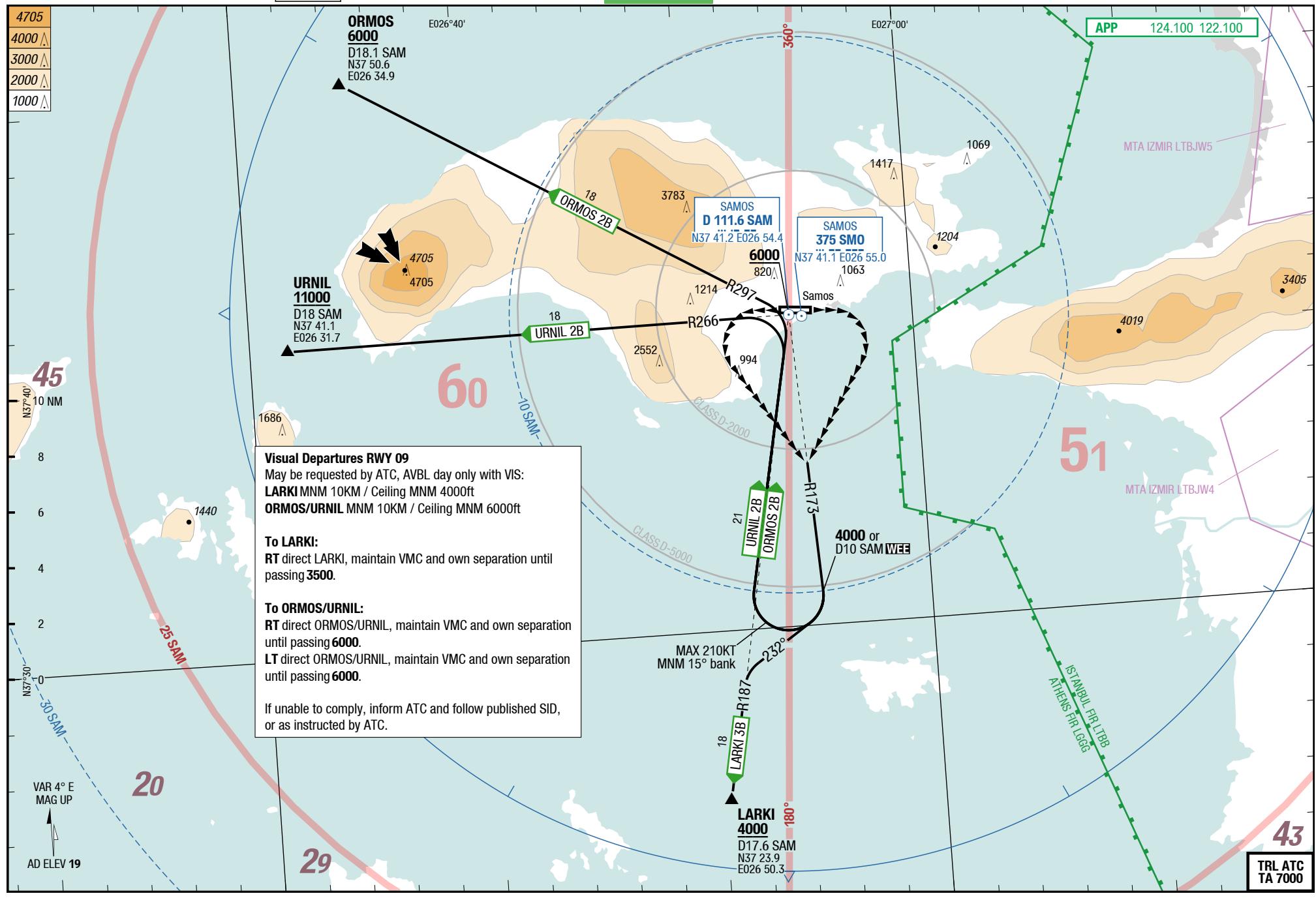
4-10

## SIDs via VOR

## Aristarchos of Samos **Samos** Greece

## SIDs via NDB

## SIDs via VOR



17-SEP-2015

## Greece **Samos** Aristarchos of Samos

**SMI-LGSM**

4-20

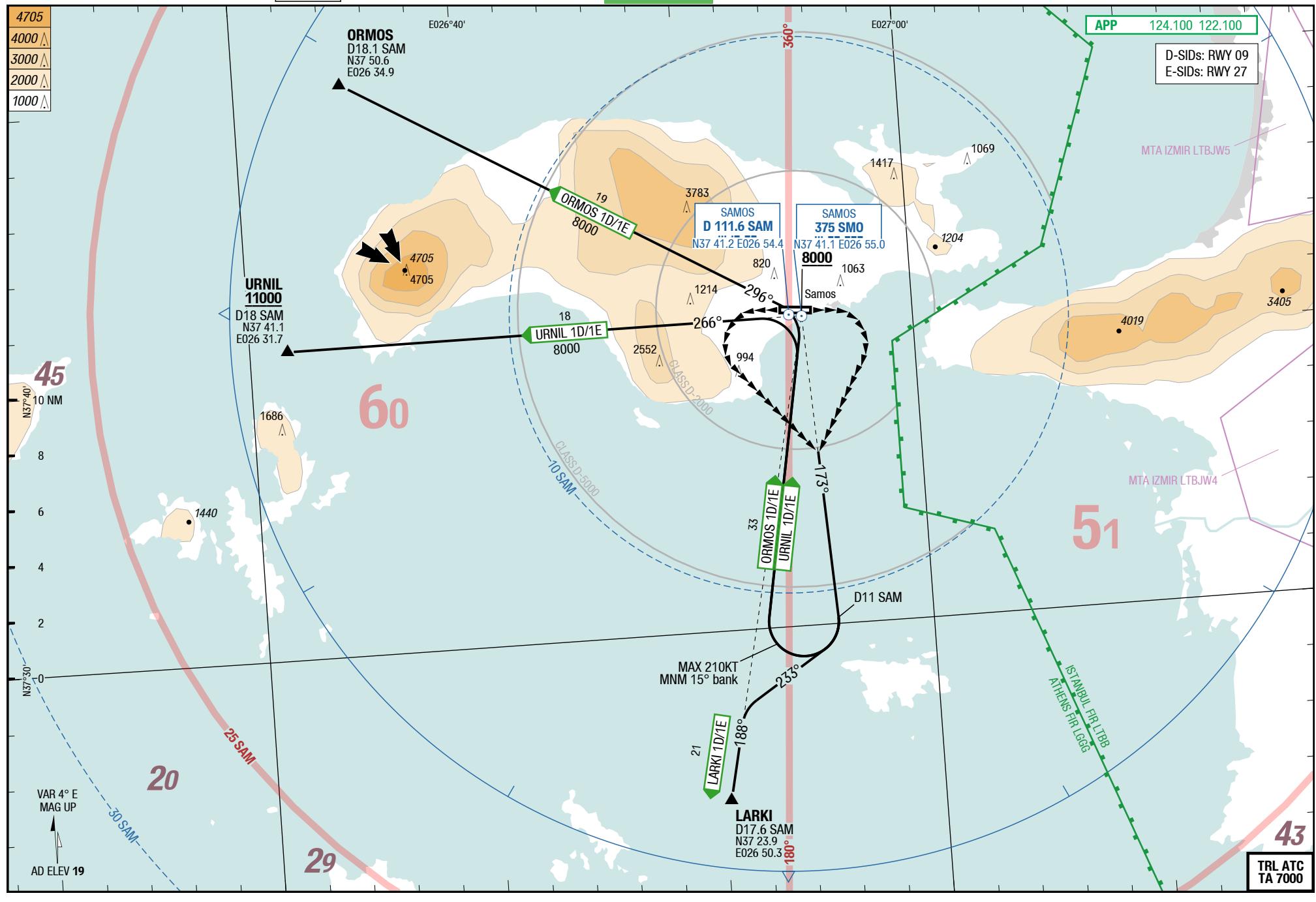
## SIDs via NDB

Aristarchos of Samos **Samos** Greece

SID

10

SIDs via NDB



**SMI-LGSM**

**5-10**

**SIDs via VOR**

SIDPT

**LARKI 3B / ORMOS 2B / URNIL 2B**

RWYs 09 (090°) / 27 (270°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>LARKI 3B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>RT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> 232° - intercept R187 <b>SAM</b> to LARKI	<b>LARKI MNM 4000</b>
<b>ORMOS 2B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>RT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> direct <b>SAM</b> (MAX 210KT, MNM 15° bank) - R297 <b>SAM</b> to ORMOS	<b>SAM MNM 6000</b> <b>ORMOS MNM 6000</b>
<b>URNIL 2B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>RT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> direct <b>SAM</b> (MAX 210KT, MNM 15° bank) - R266 <b>SAM</b> to URNIL	<b>SAM MNM 6000</b> <b>URNIL MNM 11000</b>
	<b>Runway 27</b>	
<b>LARKI 3B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>LT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> 232° - intercept R187 <b>SAM</b> to LARKI	<b>LARKI MNM 4000</b>
<b>ORMOS 2B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>LT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> direct <b>SAM</b> (MAX 210KT, MNM 15° bank) - R297 <b>SAM</b> to ORMOS	<b>SAM MNM 6000</b> <b>ORMOS MNM 6000</b>
<b>URNIL 2B</b> 5.0% to 6000 <b>124.100</b> ①	climb visually - <b>LT</b> intercept R173 <b>SAM</b> - at <b>4000</b> or D10 <b>SAM</b> , whichever is earlier, <b>RT</b> direct <b>SAM</b> (MAX 210KT, MNM 15° bank) - R266 <b>SAM</b> to URNIL	<b>SAM MNM 6000</b> <b>URNIL MNM 11000</b>

① Climb gradient due to obstacles and ATC purposes.

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SIDs via NDB

**LARKI 1D / ORMOS 1D / URNIL 1D / LARKI 1E / ORMOS 1E / URNIL 1E**

RWYs 09 (090°) / 27 (270°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>LARKI 1D</b> 5.0% to 4000 <b>124.100</b> ①	climb visually - RT intercept QDR 173 SMO - at D11 SAM RT 233° intercept QDR 188 SMO to LARKI	
<b>ORMOS 1D</b> 5.0% to 8000 <b>124.100</b> ①	climb visually - RT intercept QDR 173 SMO - at D11 SAM RT (MAX 210KT, NMM 15° bank) direct SMO - QDR 296 SMO to ORMOS	<b>SMO MNM 8000</b>
<b>URNIL 1D</b> 5.0% to 8000 <b>124.100</b> ①	climb visually - RT intercept QDR 173 SMO - at D11 SAM RT (MAX 210KT, NMM 15° bank) direct SMO - QDR 266 SMO to URNIL	<b>SMO MNM 8000</b> URNIL MNM 11000
	<b>Runway 27</b>	
<b>LARKI 1E</b> 5.0% to 4000 <b>124.100</b> ②③	climb visually - LT intercept QDR 173 SMO - at D11 SAM RT 233° intercept QDR 188 SMO to LARKI	
<b>ORMOS 1E</b> 5.0% to 8000 <b>124.100</b> ②③	climb visually - LT intercept QDR 173 SMO - at D11 SAM RT (MAX 210KT, NMM 15° bank) direct SMO - QDR 296 SMO to ORMOS	<b>SMO MNM 8000</b>
<b>URNIL 1E</b> 5.0% to 8000 <b>124.100</b> ②③	climb visually - LT intercept QDR 173 SMO - at D11 SAM RT (MAX 210KT, NMM 15° bank) direct SMO - QDR 266 SMO to URNIL	<b>SMO MNM 8000</b> URNIL MNM 11000

- ① A minimum visibility of 5km and a visual initial climb with right turn to intercept QDR 173 SMO are required.  
 ② Due to high terrain North, West and South West of aerodrome a minimum visibility of 5km and ceiling of 3000ft are required.  
 ③ Remain in visual contact with terrain during initial climb and left turn until intercepting QDR 173 SMO.

17-SEP-2015

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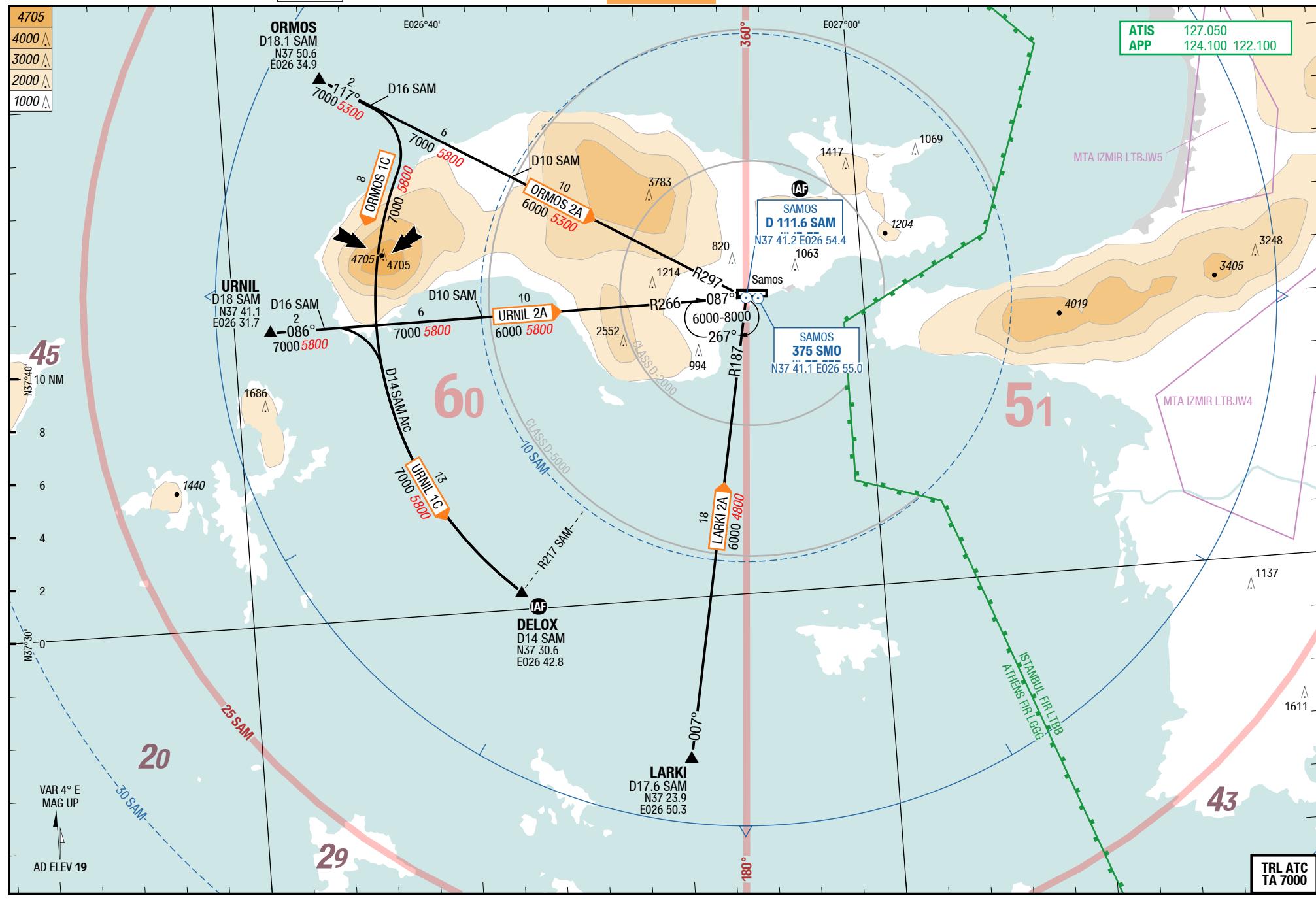
Greece Samos Aristarchos of Samos

STAR  
STAR

6-10

STAR  
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Aristarchos of Samos Samos Greece

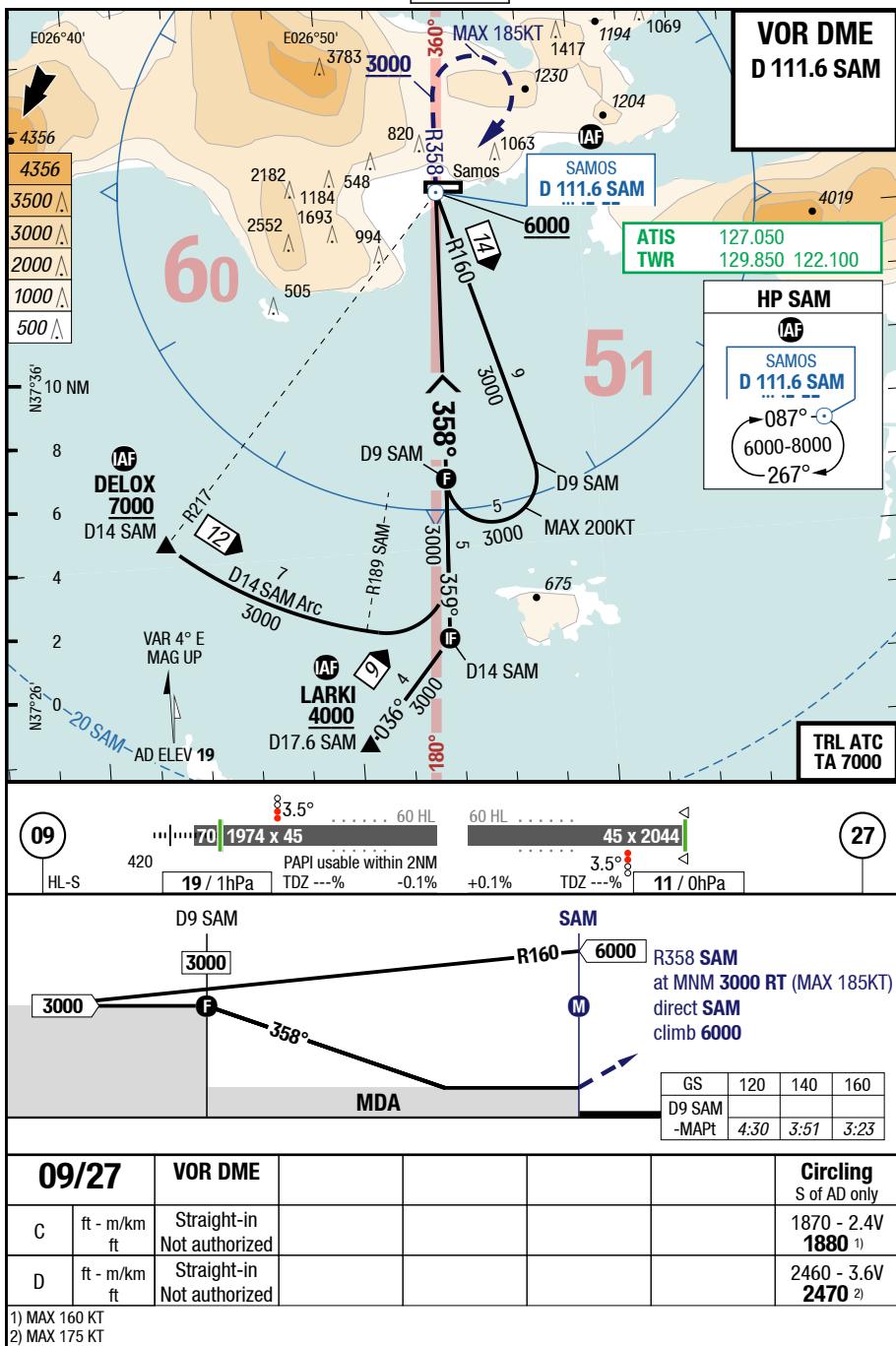


25-MAY-2017

**SMI-LGSM**

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**VOR DME**



25-MAY-2017

## SMI-LGSM

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NDB

