

**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**

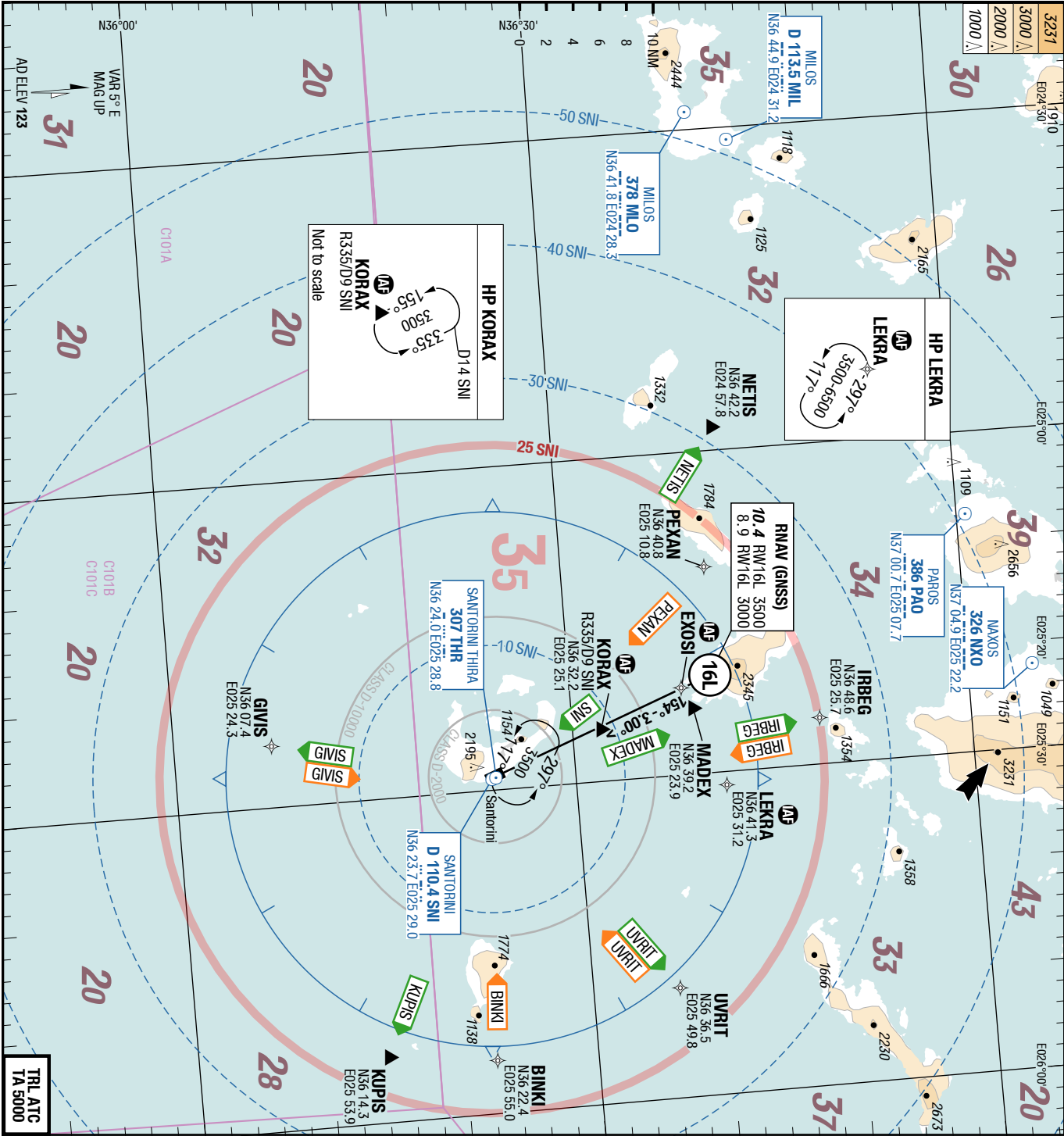
RWY 34L: First 400m / 1312ft not visible from TWR.

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

Birds in vicinity of AD.

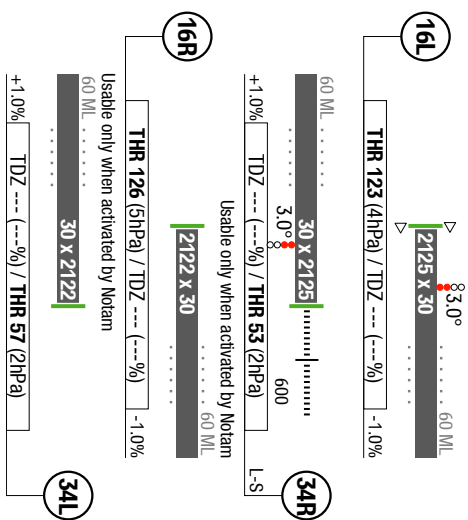
**DEPARTURE****Take-off Minima**

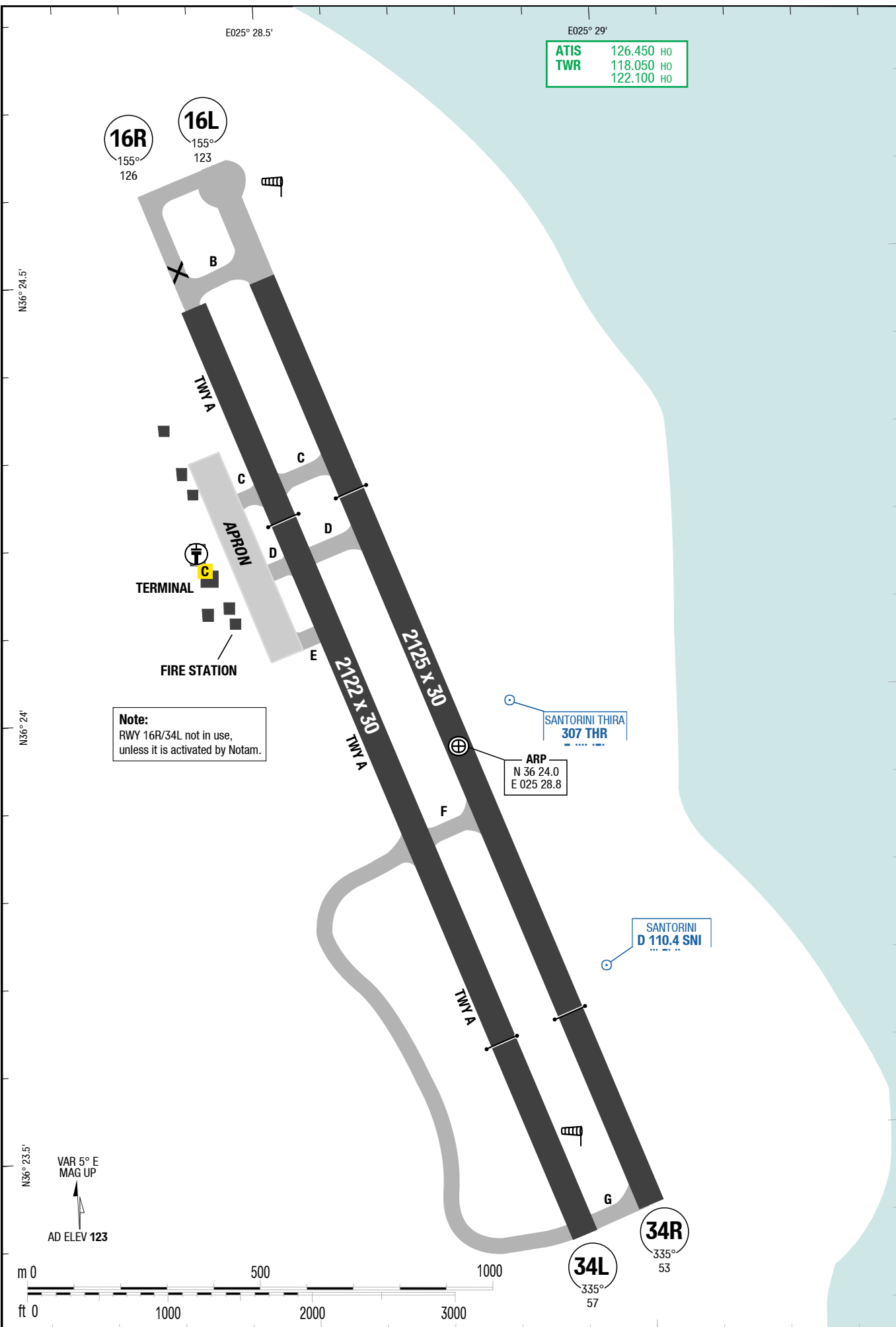
RWY		16L/34R	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
RWY		16R/34L	
All ACFT	ft - m/km	0 - 400v	HJ only



ATIS	126.450 HO	122.100 HO
APP	118.050 HO	122.100 HO
TWR	118.050 HO	122.100 HO

Landing RWY system:





## JTR-LGSR

## SIDs RWY 16L

SID

SID

## SIDs RWY 16L

4-10



Changes: Nil

TRL ATC  
TA 5000

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Effective 07-DEC-2017

30-NOV-2017

JTR-LGSR

4-20

Greece Santorini

SIDs RWY 34R

SID

SID

Santorini Greece

SIDs RWY 34R



Changes: Track, DIST

**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

NIL

STAR

STAR

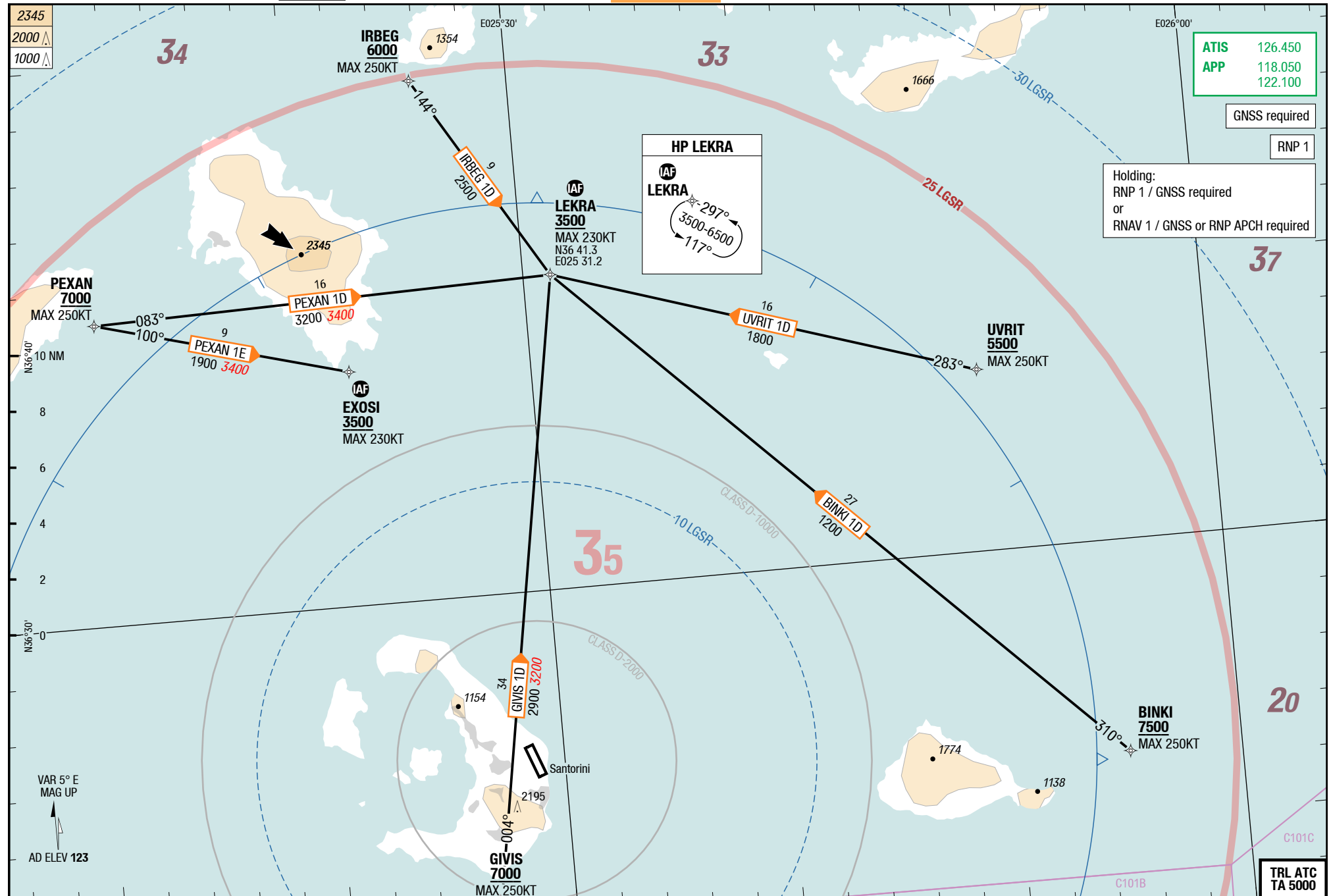
Santorini Greece

NIL

RNAV ARRIVALS RWY 16

6-10

RNAV ARRIVALS RWY 16



Changes: new

## JTR-LGSR

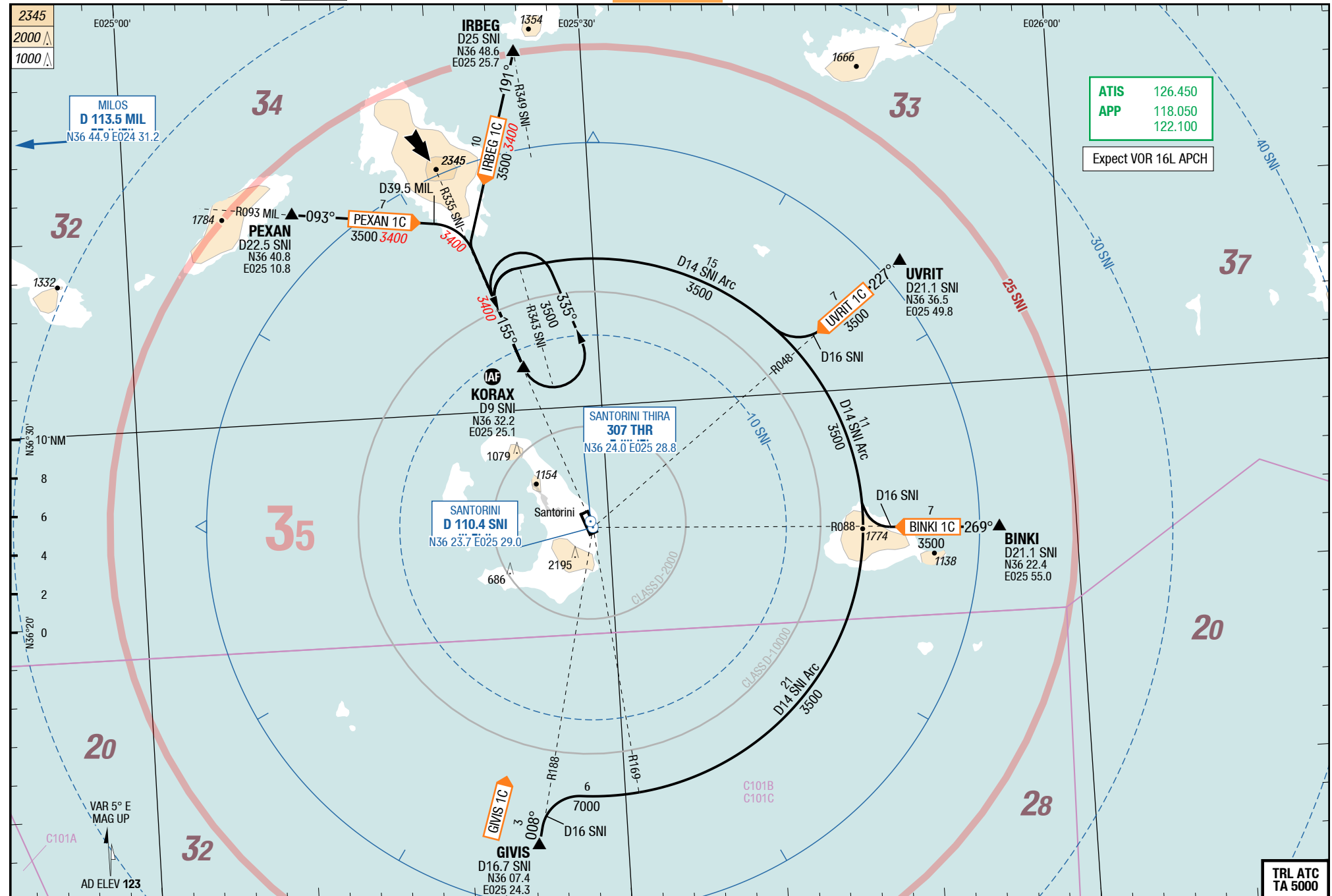
## STARs RWY 16L

# STAR

# STAR

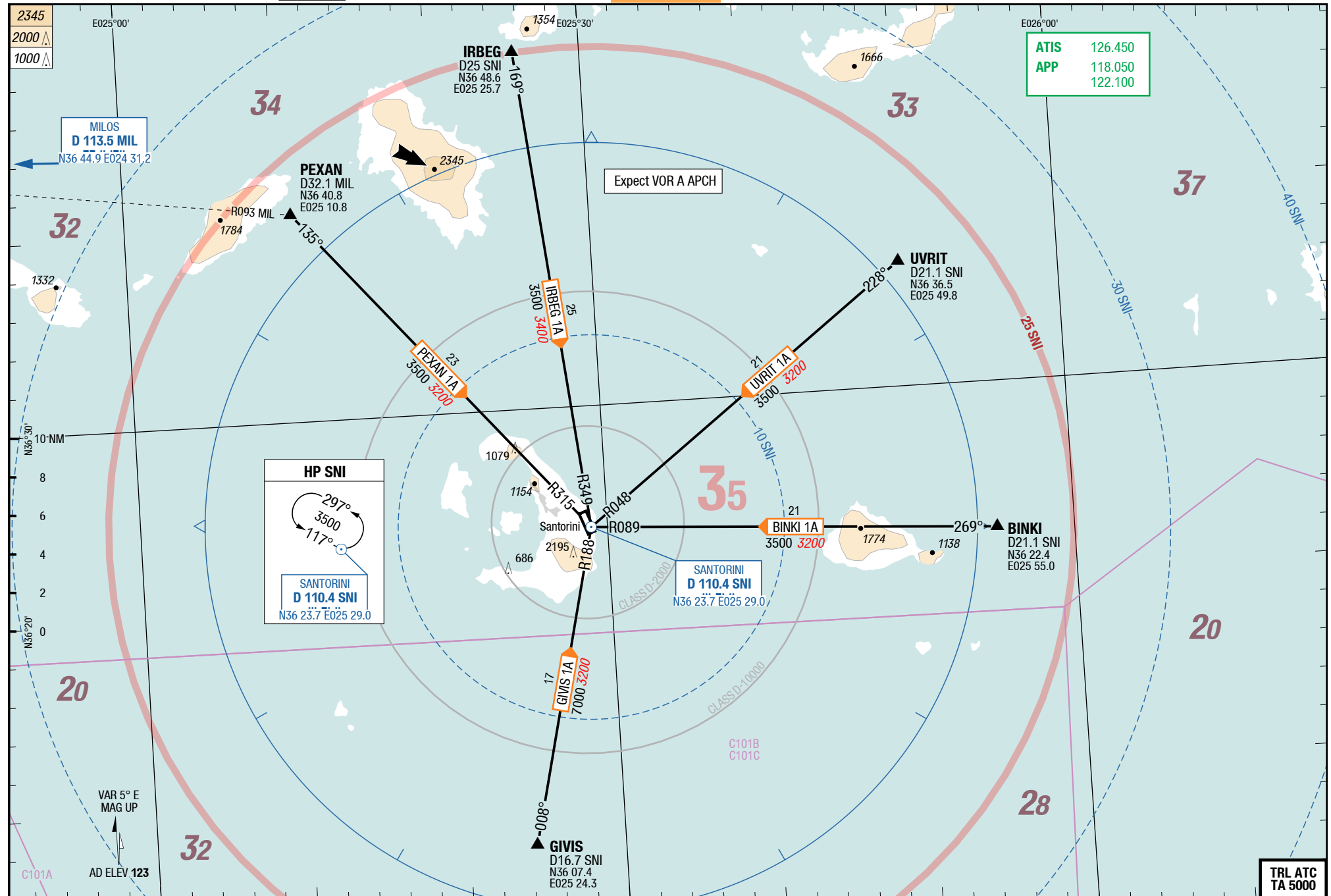
## STARs RWY 16L

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Changes: Page Number

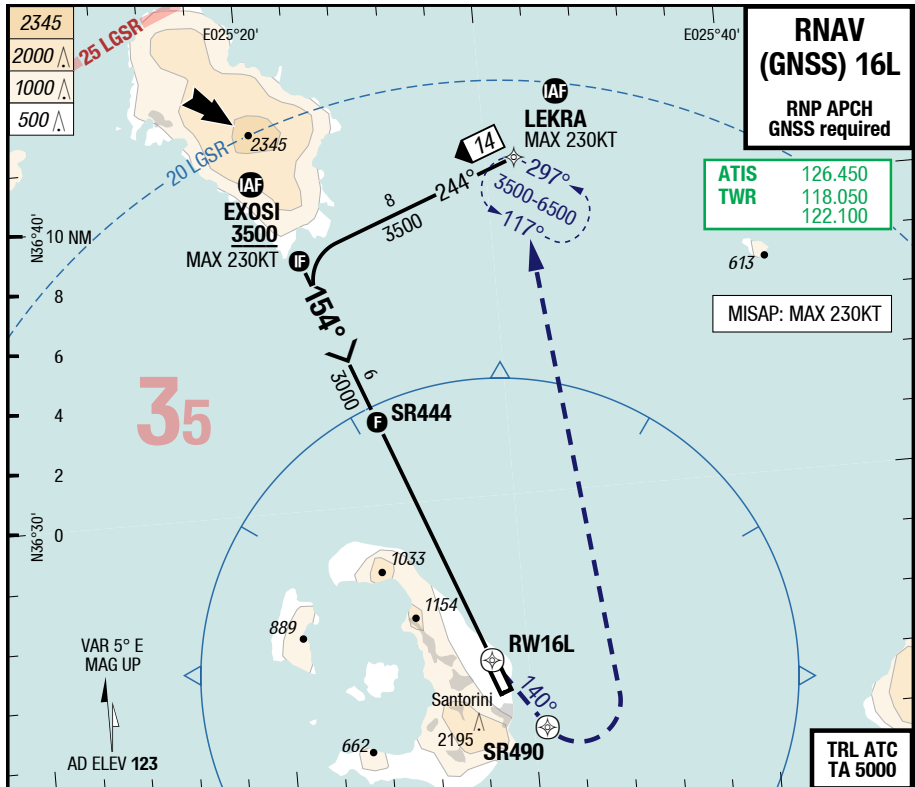
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## RNAV (GNSS) 16L

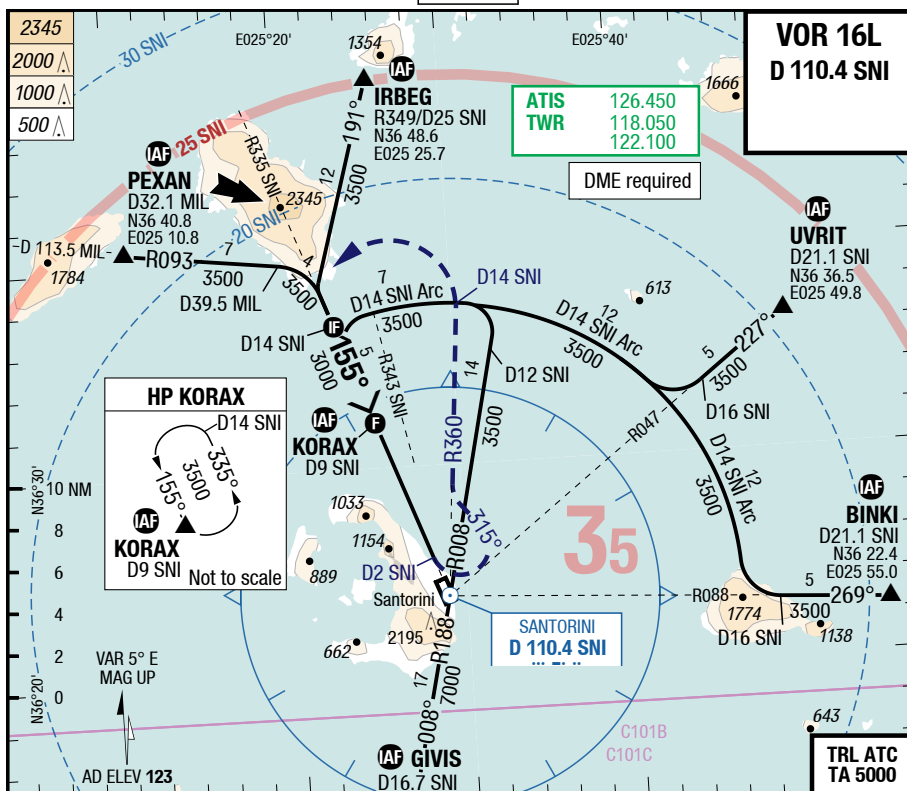


3.00° RW16L							10.4	10	9	8	7	6	16L	83.0° 2125 x 30 60 ML		THR 123 (4hPa) / TDZ --- (---%) -1.0%		
							3500	3360	3040	2720	2410	2090						
14.9 RW16L EXOSI							10.4		8.9		SR444		RW16L					
3500							IF	D		F		3000		140° SR490 - LEKRA climb 3500 (MISAP MAX 230KT)				
RW16L N36 24.5 E025 28.5							2900		MDA		154°		M					
DIST to THR							15	10		8.9		5		0				
16L							RNAV GNSS LNAV GA 5.0%		RNAV GNSS LNAV GA 3.5%		RNAV GNSS LNAV GA 2.5%		Circling E of AD only GA 5.0%		Circling E of AD only GA 3.5%		Circling E of AD only GA 2.5%	
C	ft - m/km	1370 - 5.0		1450 - 5.0		1500 - 5.0		1370 - 5.0V		1450 - 5.0V		1500 - 5.0V						
	ft	1490		1570		1620		1490		1570		1620						
D	ft - m/km	1570 - 5.0		1630 - 5.0		1680 - 5.0		1570 - 5.0V		1630 - 5.0V		1680 - 5.0V						
	ft	1690		1750		1800		1690		1750		1800						

# JTR-LGSR

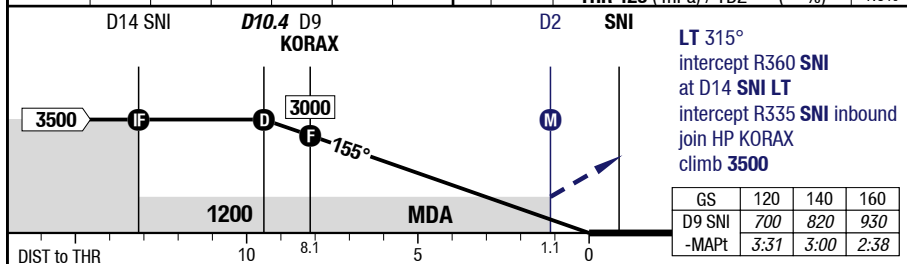
7-30

**VOR 16L**



3.30° D SNI	10.4	8	7	6	5	4	16L	
	3500	2670	2320	1970	1620	1270		

THR 123 (4hPa) / IDZ --- (---%) -1.0%



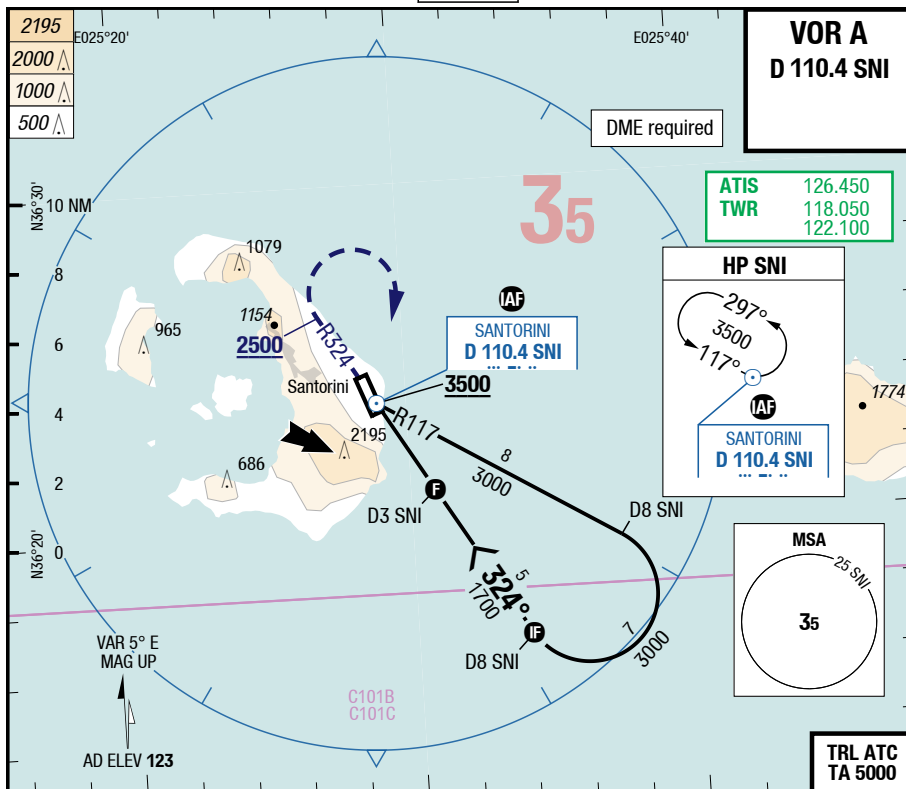
<b>16L</b>		<b>VOR DME</b> 1)				<b>Circling</b> E of AD only
C	ft - m/km ft	1080 - 2.4 <b>1200</b>				1080 - 2.4V <b>1200</b>
D	ft - m/km ft	1080 - 2.4 <b>1200</b>				1080 - 3.6V <b>1200</b>

### 1) Timing to determine MAPt NA

JTR-LGSR

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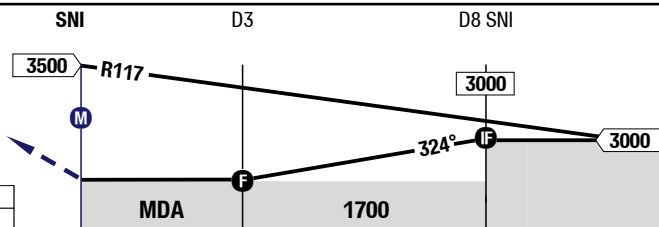
VOR A



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			
-MAPt	4:00	3:26	3:00



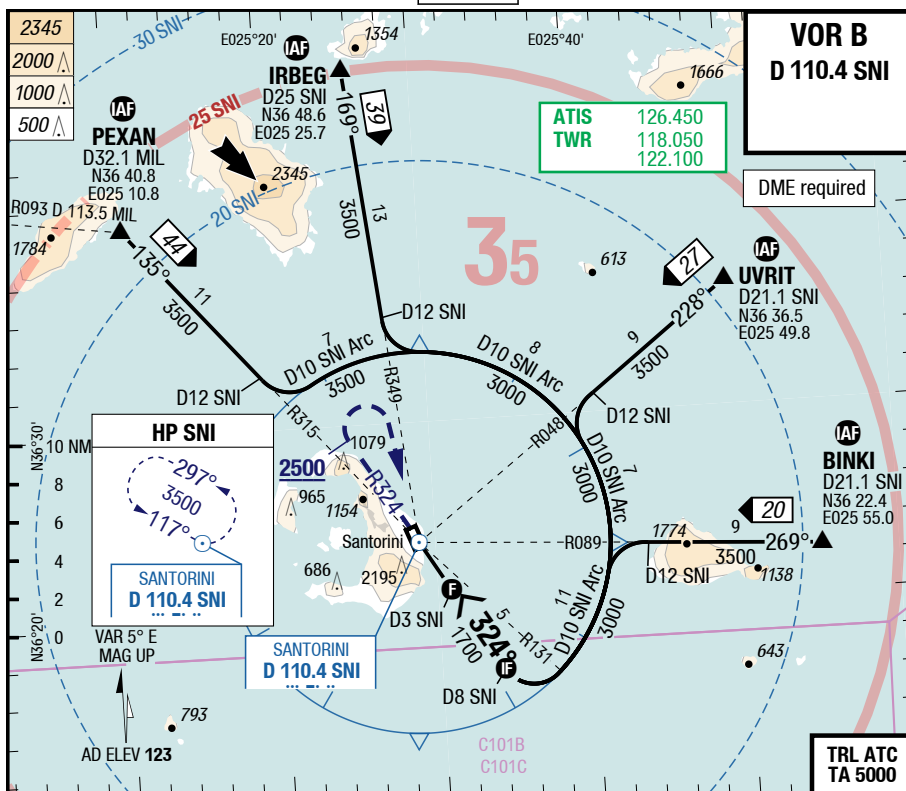
All RWYs

							Circling E of AD only
C	ft - m/km ft						1580 - 2.4V 1700
D	ft - m/km ft						1580 - 3.6V 1700

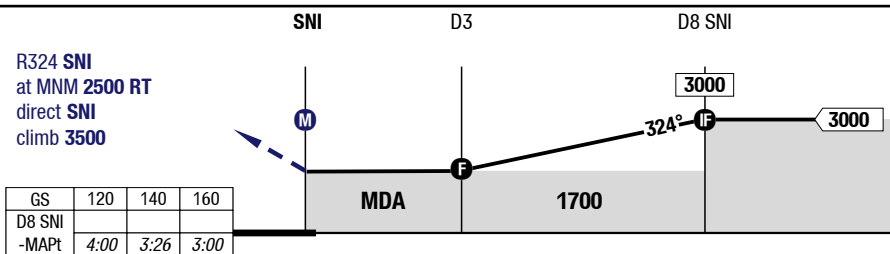
# JTR-LGSR

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**VOR B**



See AFC for RWY information  
and approach light system.

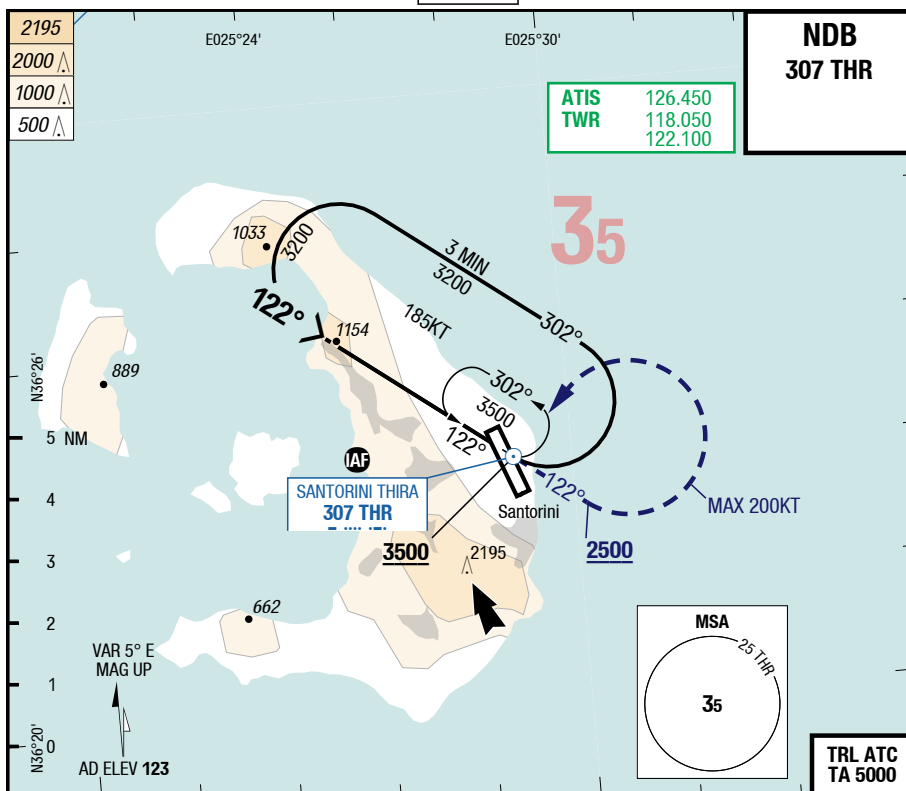


All RWYs							<b>Circling</b> E of AD only
C	ft - m/km ft						1580 - 2.4V <b>1700</b>
D	ft - m/km ft						1580 - 3.6V <b>1700</b>

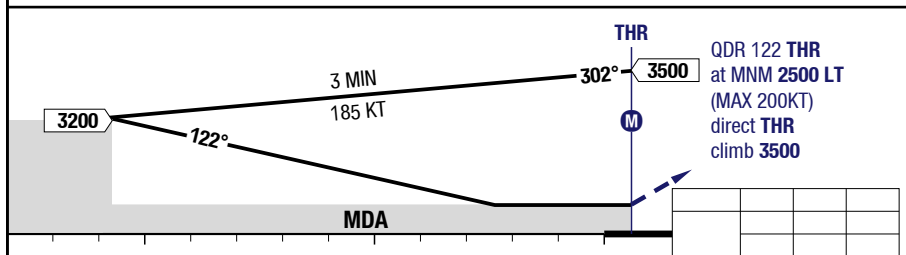
## JTR-LGSR

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NDB



See AFC for RWY information  
and approach light system.



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