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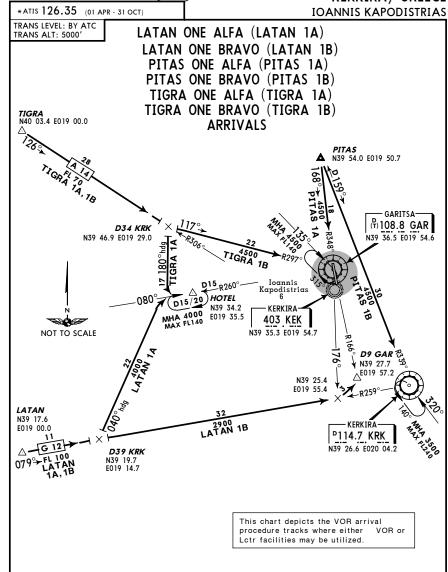
KERKIRA, GREECE **¼** JEPPESEN LGKR/CFU IOANNIS KAPODISTRIAS 1 DEC 06 (10-1R) RADAR MINIMUM ALTITUDES Apt Elev IOANNIS KAPODISTRIAS Approach Alt Set: hPa Trans alt: 5000 122.35 Trans level: By ATC 6309 6972 **TIGRA** 40-00 **EPIRU** NOSTO 4000 4500 2000 CONTOUR INTERVALS 3600 2900 \$8000 4700 KRK VOR DME 2900 LATAN 7000 ROME LIRR FIR DINOB

CHANGES: Altitudes; Alt Set.

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> STAR 12 AUG 94 (10-2) Eff 18 Aug KERKIRA, GREECE **IOANNIS KAPODISTRIAS**



STAR	ROUTING					
LATAN 1A	From Latan Int along airway <b>G 12</b> , at D39 KRK turn LEFT, 040° heading, intercept GAR R-260 inbound to Hotel Int for VORDME approach.					
LATAN 1B	From Latan Int on KRK R-259 inbound (airway <b>G 12</b> ) towards KRK VORDME, when crossing GAR R-176 turn LEFT, intercept GAR R-166 inbound to D9 GAR for straight-in VORDME approach.					
PITAS 1A	From Pitas Int intercept GAR R-348 inbound to GAR VORDME for full VORDME approach.					
PITAS 1B	From Pitas Int intercept KRK R-339 inbound to KRK VORDME for instrument approach assigned by ATC.					
TIGRA 1A	From Tigra Int along airway A 14, at D34 KRK turn RIGHT, 180° heading, intercept GAR R-260 inbound to Hotel Int for VORDME approach.					
TIGRA 1B	From Tigra Int along airway A 14, at D34 KRK turn LEFT, intercept GAR R-297 inbound to GAR VORDME for full VORDME approach.					

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ARRIVAL

JEPPESEN 12 AUG 94 (10-2A)Eff 18 Aug KERKIRA, GREECE \* ATIS 126.35 (01 APR - 31 OCT) **IOANNIS KAPODISTRIAS** TRANS LEVEL: BY ATC TRANS ALT: 5000' ARRIVAL PROCEDURES Ioannis – GARITSA— (F) 108.8 GAR N39 36.5 E019 54.6 KERKIRA-P114.7 KRK N39 26.6 E020 04.2 D9 GAR N39 27.7 E019 57.2 N39 26.0 E020 00.3 D19 KRK X NOT TO SCALE

CHANGES: See other side.

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I JEPPESEN LGKR/CFU IOANNIS KAPODISTRIAS

Trans level: By ATC Trans alt: 5000'

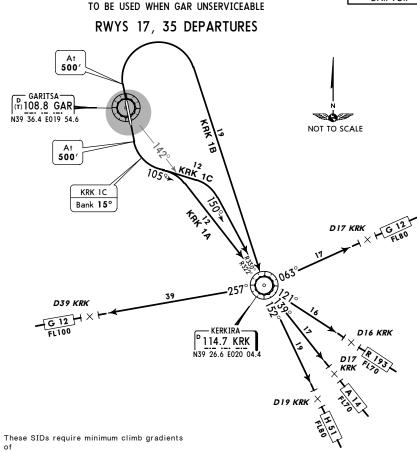
14 JAN 05 (10-3) Eff 20 Jan

KERKIRA, GREECE

8200' 4500' MSA GAR VOR

KERKIRA ONE ALFA (KRK 1A) KERKIRA ONE BRAVO (KRK 1B)

KERKIRA ONE CHARLIE (KRK 1C)



KRK 1A, 1B 304' per NM (5%) up to MEA.

KRK 1C 371' per NM (6.1%) up to 1800', then

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

304' per NM 380 506				
	760	1013	1266	1519
371' per NM 463 618	927	1235	1544	1853

A visual climb up to  $500^{\circ}$  is required due to obstructions within 1 KM from DER. KRK 1C: A visual climb up to  $1800^{\circ}$  is required when EAST wind component exceeds 30 KT. Speed limit 210 KT during turn.

SID	RWY	ROUTING
KRK 1A	17	Climb straight ahead to 500', turn LEFT, intercept GAR R-142 to KRK, then join airway assigned by ATC.
KRK 1B	35	Climb straight ahead to 500', turn RIGHT to KRK, then join airway assigned by ATC.
KRK 1C	17	Climb straight ahead to 500', turn LEFT, 105° track, intercept KRK R-330 inbound to KRK, then join airway assigned by ATC.

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

**JEPPESEN** JeppView 3.5.2.0

M JEPPESEN

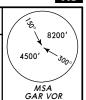
LGKR/CFU IOANNIS KAPODISTRIAS

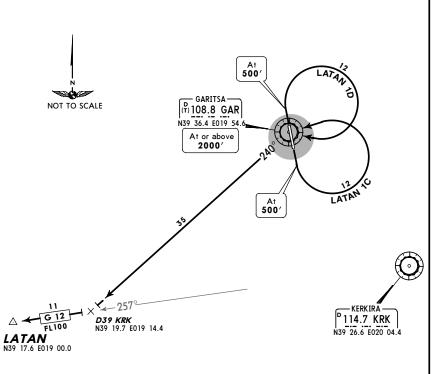
14 JAN 05 (10-3A) Eff 20 Jan

KERKIRA, GREECE

Trans level: By ATC Trans alt: 5000'

LATAN ONE CHARLIE (LATAN 1C) [LATA1C] LATAN ONE DELTA (LATAN 1D) [LATA1D] RWYS 17, 35 DEPARTURES





These SIDs require a minimum climb gradient

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

A visual climb up to 500' is required due to obstructions within 1 KM from DER. Speed limit 210 KT during turn.

SID	RWY	ROUTING
LATAN 1C	17	Climb straight ahead to 500', turn LEFT to GAR, GAR R-240, join airway G 12 to LATAN.
LATAN 1D	35	Climb straight ahead to airway <b>G 12</b> to LATAN. 500', turn RIGHT to GAR, GAR R-240, join

CHANGES: MSA.

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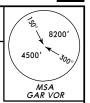
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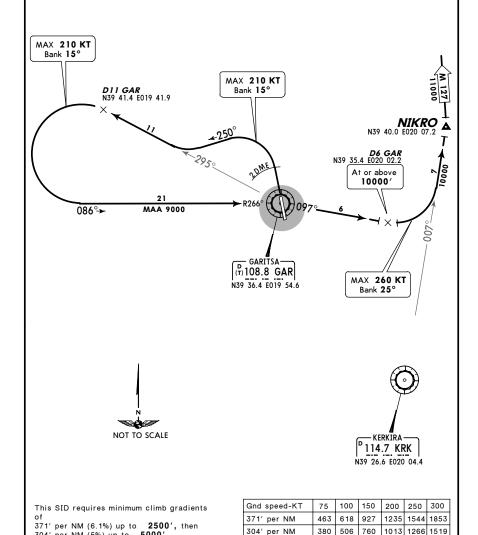
LGKR/CFU IOANNIS KAPODISTRIAS

I JEPPESEN 22 JUN 07 (10-3A1) Eff 5 Jul KERKIRA, GREECE

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

> NIKRO 1A [NIKR1A] **RWY 35 DEPARTURE**





A visual climb up to 500' is required due to obstructions within 1 KM from DER

ROUTING

Climb straight ahead to GAR 2 DME, turn LEFT, 250° track, intercept GAR R-295 to D11 GAR, turn LEFT, intercept GAR R-266 inbound to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway M 127.

CHANGES: New chart.

304' per NM (5%) up to **5000'.** 

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**JEPPESEN** 

JeppView 3.5.2.0

LGKR/CFU IOANNIS KAPODISTRIAS I JEPPESEN

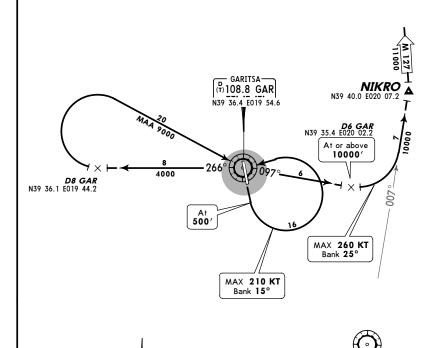
KERKIRA, GREECE

22 JUN 07 (10-3A2) Eff 5 Jul

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

> NIKRO 1B [NIKR1B] **RWY 17 DEPARTURE**





This SID requires minimum climb gradients 371' per NM (6.1%) up to 4000', then 304' per NM (5%) up to 5000'.

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

D 114.7 KRK N39 26.6 E020 04.4

A visual climb up to 500' is required due to obstructions within 1 KM from DER. A visual climb up to 1800' is required when EAST wind component exceeds 30 KT.

ROUTING

Climb straight ahead to 500', turn LEFT to GAR, GAR R-266 to D8 GAR, turn RIGHT to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway M 127.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

LGKR/CFU IOANNIS KAPODISTRIAS

I JEPPESEN 7 JUL 06 (10-3B)

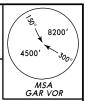
KERKIRA, GREECE

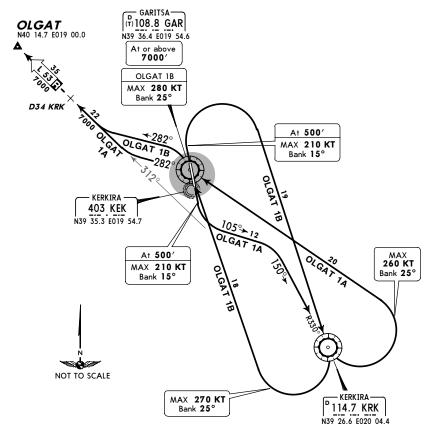
Trans level: By ATC Trans alt: 5000'

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

2. This chart depicts the VOR departure procedure tracks where either VOR or Lctr facilities may be utilized.

OLGAT 1A [OLGA1A], OLGAT 1B [OLGA1B] **RWYS 17, 35 DEPARTURES** 





These SIDs require minimum climb gradients

OLGAT 1A

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

OLGAT 1B 304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

A visual climb up to 500' is required due to obstructions within 1 KM from DER. OLGAT 1A: A visual climb up to 1800' is required when EAST wind component exceeds 30 KT.

SID	RWY	ROUTING
OLGAT 1A	17	Climb straight ahead to 500', turn LEFT, 105° track, intercept KRK R-330 inbound to KRK, turn LEFT to GAR (or KEK), turn LEFT, GAR R-282 (or 282° bearing from KEK), intercept KRK R-312, join airway L 53 to OLGAT.
OLGAT 1B	35	Climb straight ahead to 500', turn RIGHT to KRK, turn RIGHT to GAR (or KEK), turn LEFT, 282° track, intercept KRK R-312, join airway L 53 to OLGAT

**JEPPESEN** JeppView 3.5.2.0

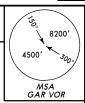
1 JEPPESEN LGKR/CFU 7 JUL 06 (10-3C) **IOANNIS KAPODISTRIAS** 

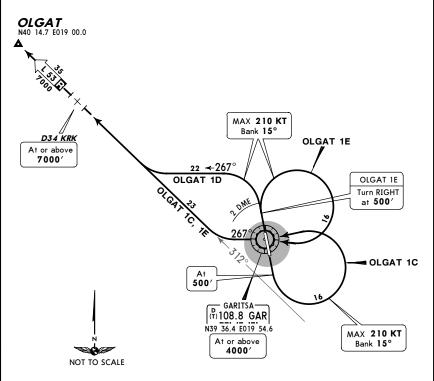
KERKIRA, GREECE

Trans level: By ATC Trans alt: 5000'

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

OLGAT 1C [OLGA1C], OLGAT 1D [OLGA1D] OLGAT 1E [OLGA1E] RWYS 17, 35 DEPARTURES





114.7 KRK N39 26.6 E020 04.4

75 | 100 | 150 | 200 | 250 | 300

463 618 927 1235 1544 1853

These SIDs require minimum climb gradients of

OLGAT 1C

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

304' per NM (5%) up to MEA. OLGAT 1D

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

OLGAT 1E 304' per NM (5%) up to MEA.

304' per NM (5%) up to MEA.	304 per NM	380 506	760 10	13 1266	151
A visual climb up to 500' is required due to obst	ructions within 1	KM from D	ER.		
OLGAT 1C: A visual climb up to 1800' is requir	ed when EAST w	ind compone	ent excee	eds 30 K	Τ.

Gnd speed-KT

371' per NM

SID	RWY	ROUTING
OLGAT 1C	17	Climb straight ahead to 500', turn LEFT to GAR, GAR R-267, intercept
		KRK R-312 to D34 KRK, join airway L 53 to OLGAT.
OLGAT 1D	35	Straight ahead to GAR 2 DME, turn LEFT, 267° track, intercept KRK
		R-312 to D34 KRK, join airway L 53 to OLGAT.
OLGAT 1E		Climb straight ahead to 500', turn RIGHT to GAR, GAR R-267, intercept
		KRK R-312 to D34 KRK join airway   53 to OLGAT

CHANGES: AWY P 873 redesignated L 53.

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8200'

KERKIRA, GREECE

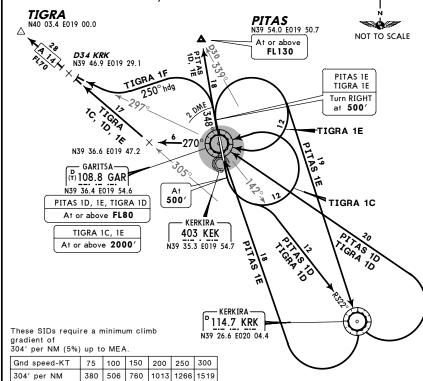
4500'

GAR VOR

M JEPPESEN LGKR/CFU

IOANNIS KAPODISTRIAS 26 AUG 05 (10-3D) Eff 1 Sep Trans level: By ATC Trans alt: 5000' This chart depicts the VOR departure procedure tracks where either VOR or Lctr facilities may be utilized. PITAS ONE DELTA (PITAS 1D) [PITA1D]

PITAS ONE ECHO (PITAS 1E) [PITA1E] TIGRA ONE CHARLIE (TIGRA 1C) [TIGR1C] TIGRA ONE DELTA (TIGRA 1D) [TIGR1D] TIGRA ONE ECHO (TIGRA 1E) [TIGR1E] TIGRA ONE FOXTROT (TIGRA 1F) [TIGR1F] RWYS 17, 35 DEPARTURES



A visual climb up to 500' is required due to obstructions within 1 KM from DER Speed limit 210 KT during turn.

		0
SID	RWY	ROUTING
PITAS 1D	17	Climb straight ahead to 500', turn LEFT, intercept GAR R-142 to KRK, turn LEFT to GAR, GAR R-348 to PITAS.
PITAS 1E	35	Climb straight ahead to 500', turn RIGHT to KRK, turn RIGHT to GAR, GAR R-348 to PITAS.
TIGRA 1C	17	Climb straight ahead to 500', turn LEFT to GAR (or KEK), GAR R-270 (or 270° bearing from KEK), join airway A 14 to TIGRA.
TIGRA 1D		Climb straight ahead to 500', turn LEFT, intercept GAR R-142 to KRK, turn LEFT to GAR (or KEK), GAR R-270 (or 270° bearing from KEK), join airway A 14 to TIGRA.
TIGRA 1E	35	Climb straight ahead to 500', turn RIGHT to GAR (or KEK), GAR R-270 (or 270° bearing from KEK), join airway A 14 to TIGRA.
TIGRA 1F		Straight ahead to GAR 2 DME, turn LEFT, 250° heading, intercept GAR R-297, join airway A 14 to TIGRA.

CHANGES: New chart.

KERKIRA, GREECE LGKR/CFU M JEPPESEN Apt Elev 6' (10-9) Eff 15 Feb IOANNIS KAPODISTRIAS 9 FEB 07 N39 36.1 E019 54.7 126.35 KERKIRA Ground 120.85 121.7 For UHF see MIL-101 listing ^134′ 19-55 19-54 19-56 19-53 O<sup>106</sup> - 39-37 39-37 PARKING POSITIONS STAND COORDINATES N39 36.5 E019 54.8 1A, 1B, 2 N39 36.4 E019 54.8 2Δ N39 36.4 E019 54.7 3 thru 5 N39 36.4 E019 54.8 TERMINAL N39 36.5 E019 54.8 AIS + MET LIGHT N39 36.5 E019 54.7 Control Tower ACFT APRON 8 thru 10 N39 36.6 E019 54.7 Birds in vicinity of airport. VOR 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 19-54. 19-54.8 19-54. 85 before entering rwy 35 for back track. 10) Blast 39-36.6 Rwy 35 right-hand circuit. TERMINAL AIS + MET Control Tower 4 39-36.5 R K Meters 39-35 19-56 19-54.8 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND— RWY Threshold Glide Slope TAKE-OFF WIDTH MIRL (60m) PAPI-L (angle 3.00°) RVR 6440'1963m 148' 45m 35 MIRL (60m) MIALS REIL PAPI-L (angle 3.08°) RVR 7592'2314m • Usable only within 8° either side of extended RCL 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. JAR-OPS TAKE-OFF All Rwys LVP must be in Force RCLM (DAY only) RCLM (DAY only) NIL (DAY only) or RL or RL

400m

500m

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250m

300m

CHANGES: Communications. Chart reindexed.

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

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**JEPPESEN** Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 KERKIRA, GREECE MIEPPESEN LGKR/CFU 9 FEB 07 (13-1) Eff 15 Feb VOR DME Rwy 35 **IOANNIS KAPODISTRIAS** KERKIRA Tower 120.85 KERKIRA Approach \*KERKIRA Director (APP/R) \*KERKIRA Radar (APP 126.35 122.35 118.07 122.35 121.7 For UHF see MIL-101 listing **VOR** Final Minimum Alt MDA(H) GAR Apch Crs D9.0 GAR Apt Elev 6' 2000′ (1994′ 8200 2900' (2894') 108.8 346° MISSED APCH: Turn RIGHT (MAX 185 KT) climbing to KRK VOR 4500' to 3500' and hold. Alt Set: hPa MSA GAR VOR Apt Elev: 0 hPa Trans level: By ATC Trans alt: 5000 3415' High terrain up to 3315' approximately 10 NM NNW of apt. 1657' 1355 LOCAL - 39-40 **FLYING** AREA **ROPA** 1280 **GARITSA** 108.8 GAR 403 KEK 1670' 1890 1404 **D9.0** GAR 1520' - 39-30 Λ **>** -KERKIRA-9 114.7 KRK MAX 185 KT 1083 **1** 259° 2900 MHA

[TCH displ [FD35] thresh 50' **APT 6** Gnd speed-Kts 70 90 100 120 140 160 185 KT Desc Grad 5.90% or REIL : KRK MAX 419 538 598 718 837 3500 Descent angle [3.38°] 114.7 lкт MAP at GAR VOR JAR-OPS STRAIGHT-IN LANDING RWY 35 CIRCLE-TO-LAND Not authorized West of airport MDA(H) 2000'(1994') ALS out 2000' (1994') 100 1500m RVR 1500m RVR 1500m 135 2000' (1994') 1600m 180 RVR 1800m 2000' (1994') 2400m RVR 2000m RVR 2000m 205 2000' (1994') 3600m © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED CHANGES: Communications.

D9.0

[FD35]

7.0

2180'

6.0

1820

GAR VOR

4500

3500

2900′

D9.0 GAR

20-10

8.0

2540

GAR DME

ALTITUDE

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KERKIRA, GREECE **NJEPPESEN** LGKR/CFU 8 SEP 06 (13-2) CIRCLING VOR DME **IOANNIS KAPODISTRIAS** KERKIRA Tower 120.85 \*KERKIRA Director (APP/R) KERKIRA Approach \*KERKIRA Radar (APP) Ground 121.7 126.35 122.35 118.07 122.35 118.07
For UHF see MIL-101 listing VOR Final Minimum Alt MDA(H)GAR Apch Crs D7.0 GAR Apt Elev 6' 1700' (1694') 8200 108.8 080° 2500' (2494') MISSED APCH: Turn RIGHT on R-142 GAR climbing to 3500' to KRK 4500' VOR and hold. Alt Set: hPa MSA GAR VOR Apt Elev: 0 hPa Trans level: By ATC Trans alt: 5000' 1657 High terrain up to 3315' approximately LOCAL FLYING 10 NM NNW of apt. 39-40 AREA ROPA GARITSA-NOT TO SCALE D 108.8 GAR 1280' 558 HOTEL 080°-D7.0 D15/20 4000 1670' 1890 260 403 KEK 1404 1520' 39-30 KERKIRA-Λ 114.7 KRK 1083 20-10 HOTEL **GAR VOR** D15.0 GAR **D7.0** GAR 4000' \( \bar{\range}\_{\mathbellet\_0} \). 2500 APT 6 8.0 Lighting -GAR 3500' Refer to J 108.8 Airport RT R-142 MAP at GAR VOR Chart JAR-OPS STRAIGHT-IN LANDING CIRCLE-TO-LAND Not authorized West of airport 1700' (1694') 1500m 1700' (1694') 1600m NOT AUTHORIZED 1700' (1694') 2400m 1700' (1694') 3600m

CHANGES: Communications.

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