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JEPPESEN JeppView for Windows

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Airport Information For LGKR Printed on 05 Jul 2018 Page 1



General Information

Location: KERKIRA GRC ICAO/IATA: LGKR / CFU Lat/Long: N39° 36.1', E019° 54.7' Elevation: 6 ft

Airport Use: Public Daylight Savings: Observed UTC Conversion: -2:00 = UTC Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1 Customs: Yes Airport Type: IFR Landing Fee: Yes Control Tower: Yes Jet Start Unit: No LLWS Alert: No Beacon: Yes

Sunrise: 0318 Z Sunset: 1811 Z

Runway Information

Runway: 17 Length x Width: 7785 ft x 148 ft Surface Type: asphalt TDZ-Elev: 6 ft Lighting: Edge, Part time Displaced Threshold: 1345 ft

Runway: 35 Length x Width: 7785 ft x 148 ft Surface Type: asphalt TDZ-Elev: 5 ft Lighting: Edge, ALS, REIL, Part time Displaced Threshold: 194 ft

Communication Information

ATIS: 126.350 At or below 33574432 ft

Kerkira Tower: 120.850 At or below 33558432 ft Out to 25 mi.

Kerkira Tower: 25.780 Military Kerkira Tower: 122.100

Kerkira Ground: 121.700 Out to 5 mi.

Kerkira Approach: 122.350 At or below 33579432 ft Out to 50 mi.

Kerkira Approach: 122.100

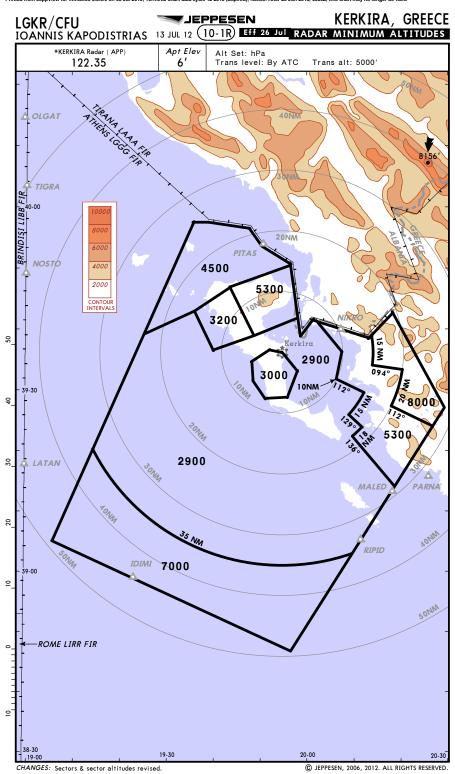
Kerkira Approach: 118.075 At or below 33579432 ft Out to 50 mi.

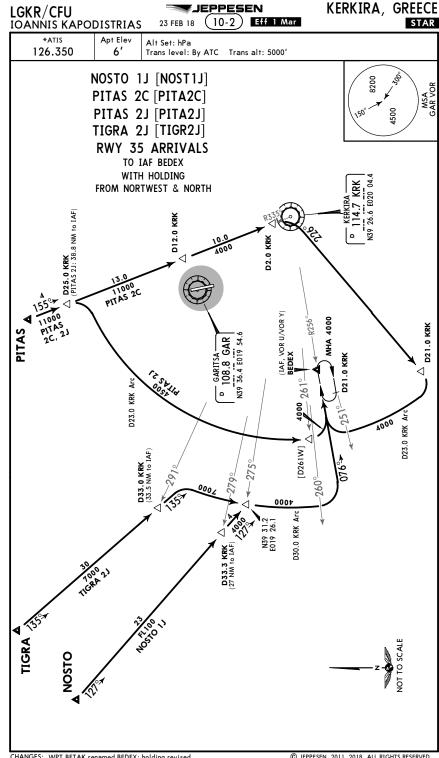
Kerkira Approach: 27.825 Military Kerkira Radio: 563.700 Air-Ground

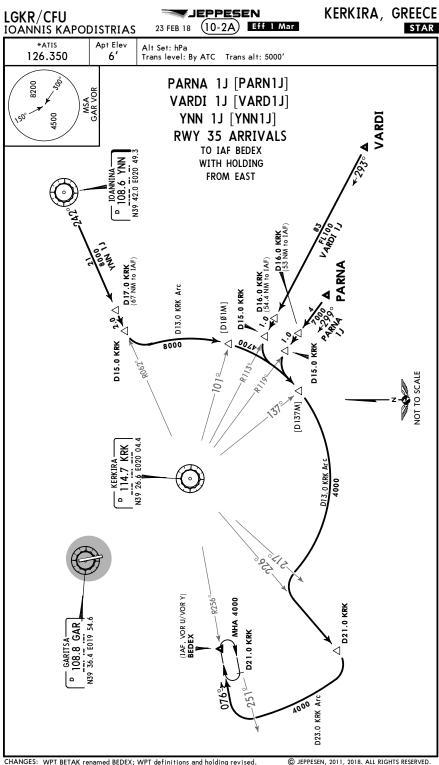
Athens ACC: 134.325

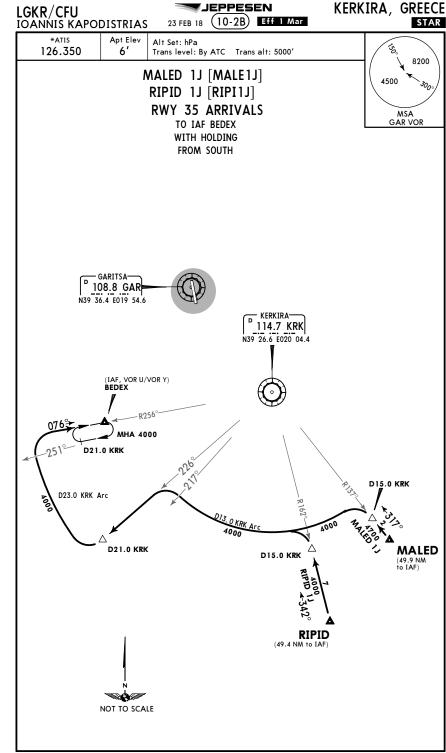
Kerkira Radar: 122.350 At or below 33579432 ft Out to 50 mi. Kerkira Director Radar: 118.075 At or below 33579432 ft Out to 50 mi.

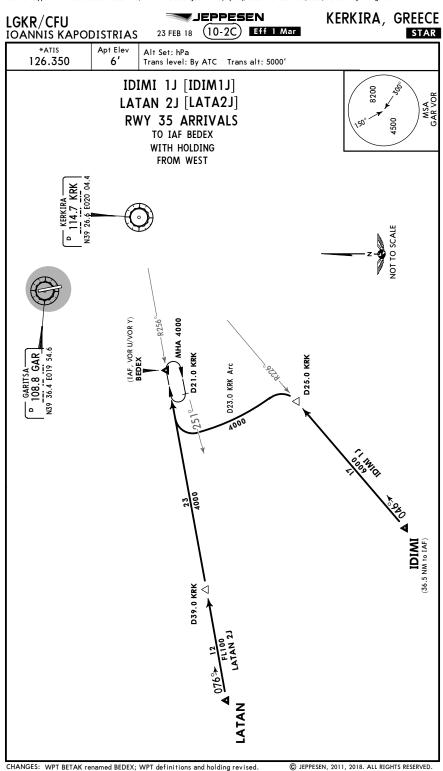
Kerkira Radar: 27.825 Military Kerkira Radio: 298.900 Air-Ground

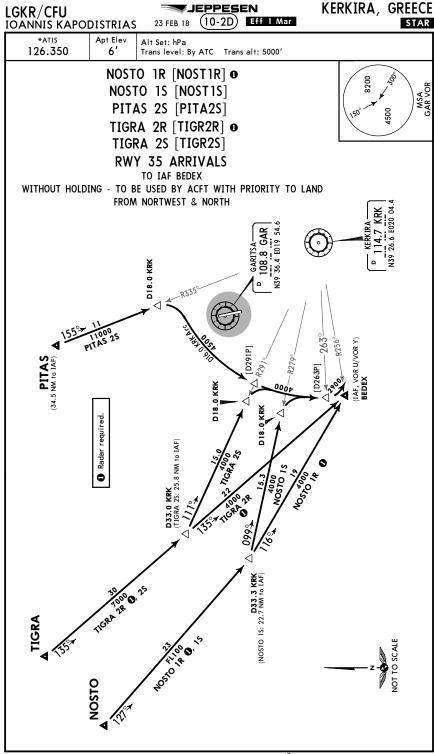


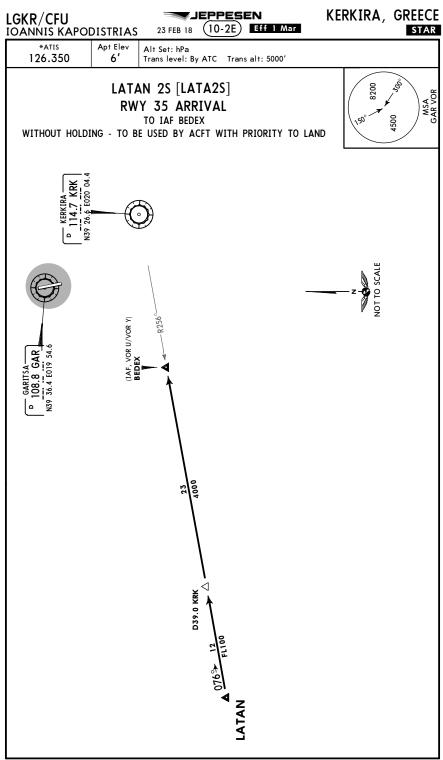


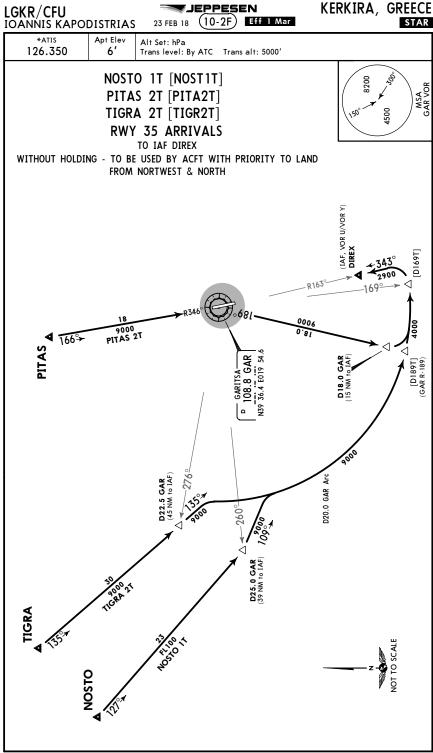


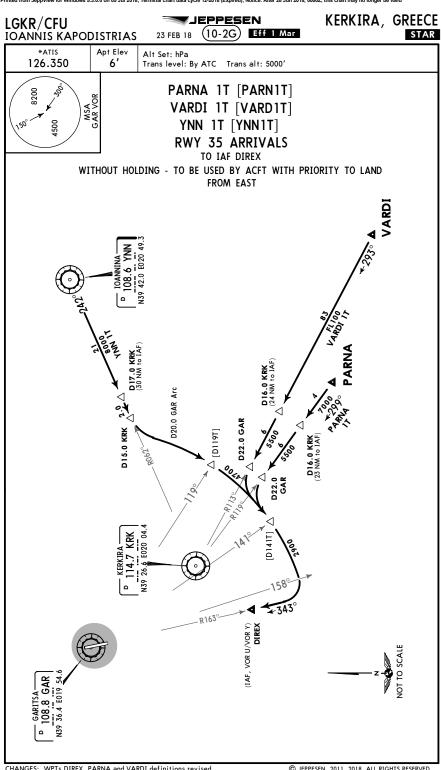


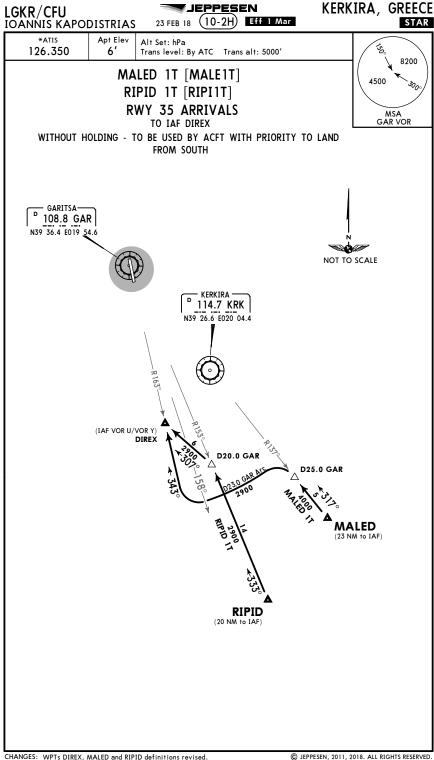


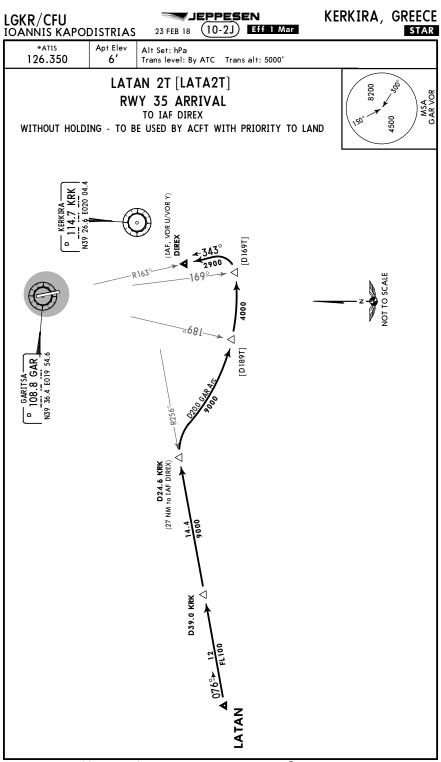




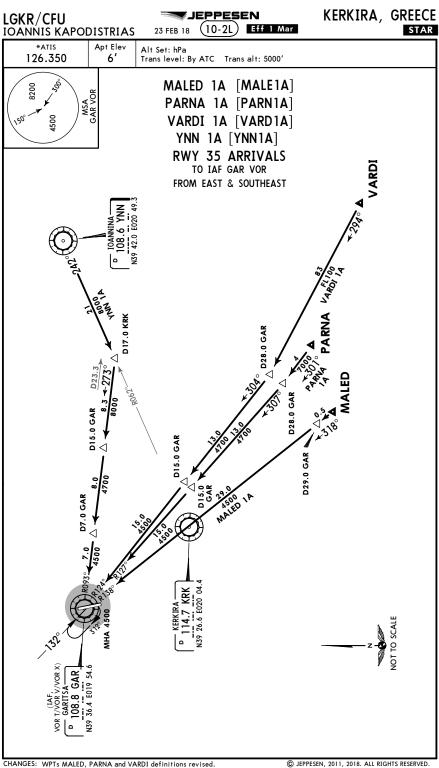


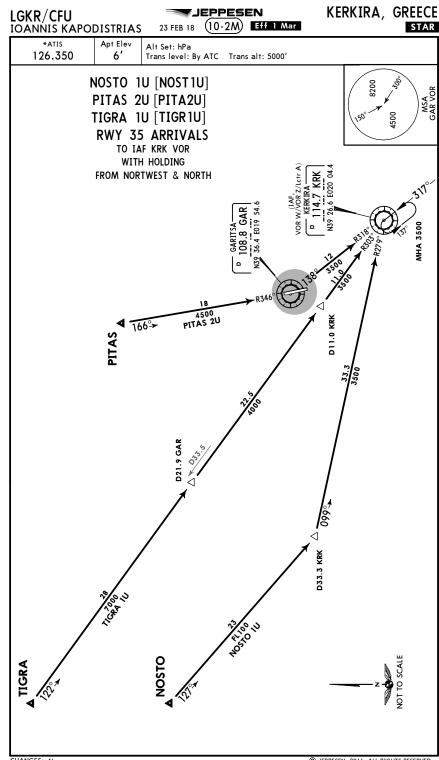


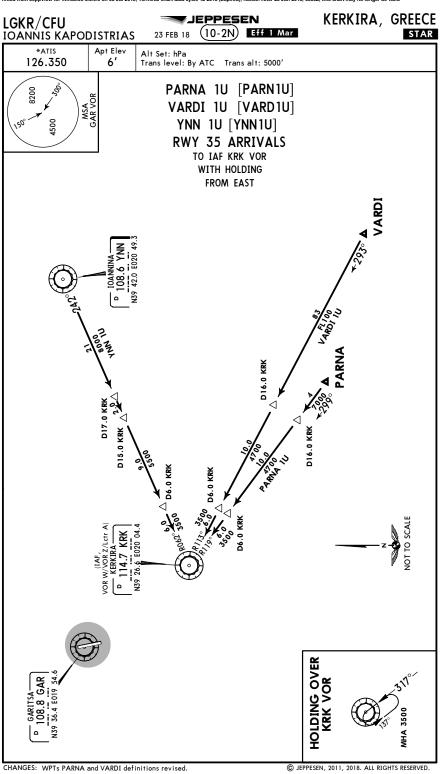


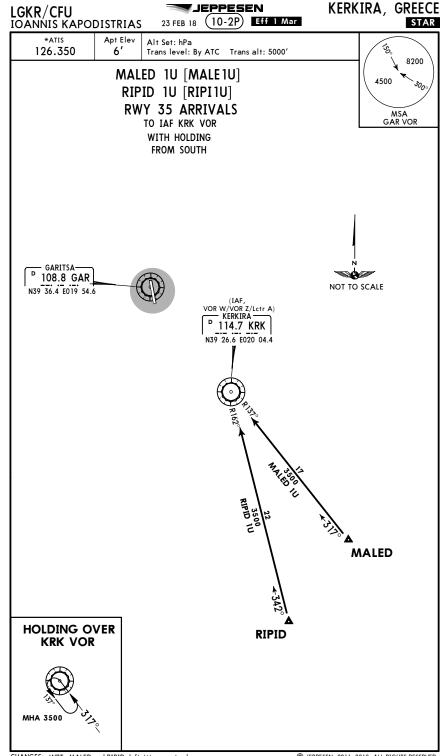


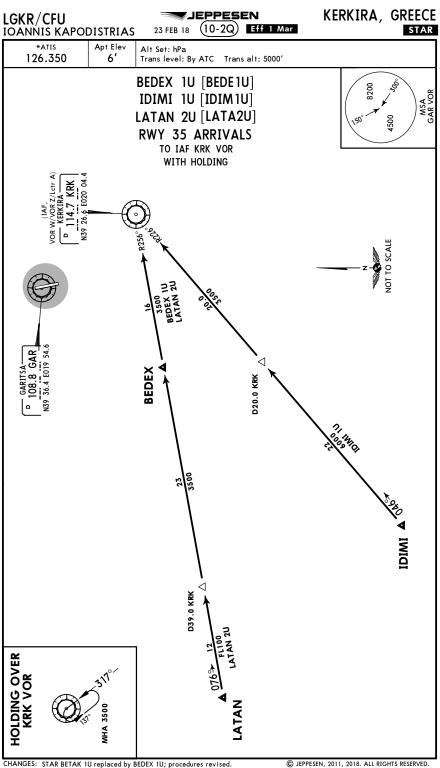
KERKIRA, GREECE LGKR/CFU IOANNIS KAPODISTRIAS (10-2K) Eff 1 Mar *ATIS Apt Elev Alt Set: hPa 126.350 Trans level: By ATC Trans alt: 5000' PITAS 2A [PITA2A] TIGRA 2A [TIGR2A] **RWY 35 ARRIVALS** TO IAF GAR VOR FROM NORTWEST & NORTH PITAS 2A **PITAS**

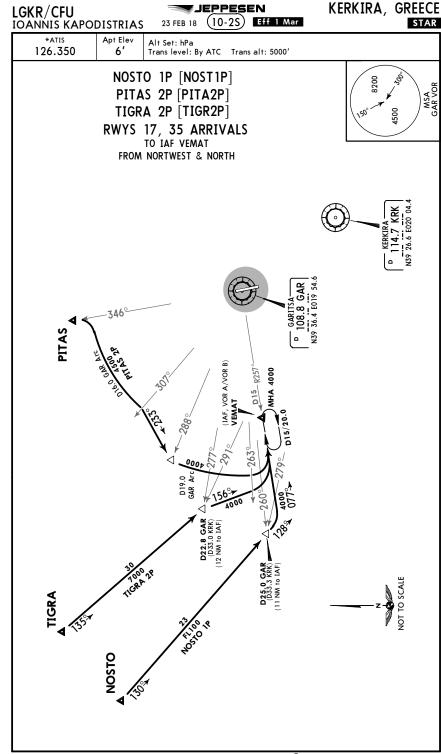


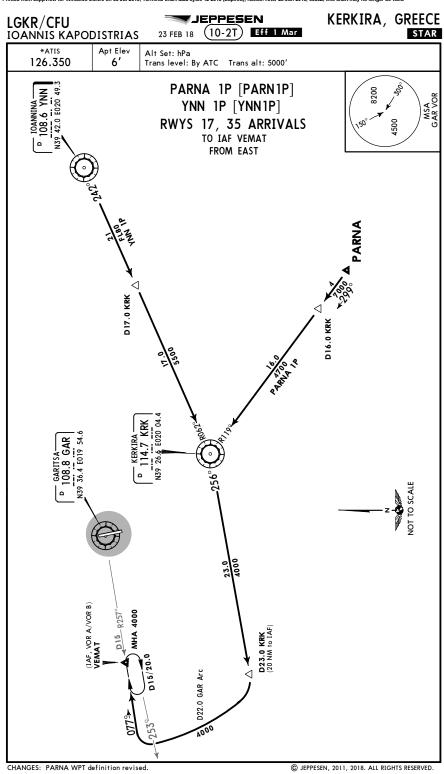


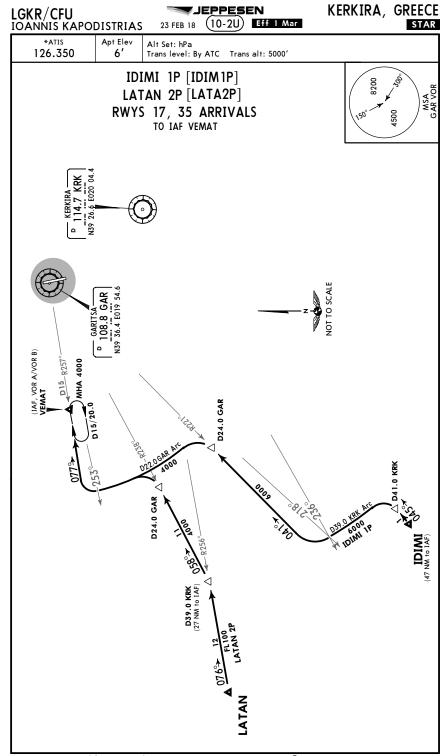












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LGKR/CFU

KERKIRA, GREECE

NNIS KAPODISTRIAS 23 FEB 18 (10-3)	REFER TO CHART
IDIMI 1B, 1F	10-3A
IDIMI 1G	10-3B
IDIMI 1V	10-3C
LATAN 2B, 2D, 2F	10-3D
LATAN 2G	10-3E
LATAN 2V	10-3F
MALED 1F, 1K	10-3G
MALED 1L	10-3H
MALED 1V	10-3J
NIKRO 2B, 1C, 2D, 2F	10-3K
NIKRO 2G	10-3L
NIKRO 2V	10-3M
OLGAT 2B, 2D, 2F, 2N	10-3N
OLGAT 2V	10-3P
PARNA 1B, 1F	10-3Q
PARNA 1G	10-3\$
PARNA 1V	10-3T
RIPID 1B, 1F	10-3U
RIPID 1G	10-3V
RIPID 1V	10-3W
TIGRA 2B, 2D, 2F, 2N	10-3X
TIGRA 2G	10-3X1
TIGRA 2V	10-3X2
VARDI 1B, 1F	10-3X3
VARDI 1G	10-3X4
VARDI 1V	10-3X5
YNN 1B, 1F	10-3X6
YNN 1G	10-3X7
YNN 1V	10-3X8

LGKR/CFU IOANNIS KAPODISTRIAS (10-3A) Eff 1 Mar Apt Elev Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 IDIMI 1B [IDIM1B] 4500 IDIMI 1F [IDIM1F] MSA GAR VOR **DEPARTURES** MAX 230 KT in turn Bank 25° MAX 210 KT in turn Bank 15° D12.0 GAR NOT TO SCALE 108.8 GAR-At or above N39 36.4 E019 54.6 KERKIRA — 114.7 KRK MAX N39 26.6 E020 04.4 210 KT in turn Bank 15° MAX 230 KT in turn Bank 20° These SIDs require minimum climb gradients IDIMI 1B 371' per NM (6.1%) up to 1800', then 304' per NM (5.0%) up to FL100. IDIMI 1F 371' per NM (6.1%) up to 4500'. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 463 618 927 1235 1544 1853 371' per NM 380 506 760 1013 1266 1519 304' per NM

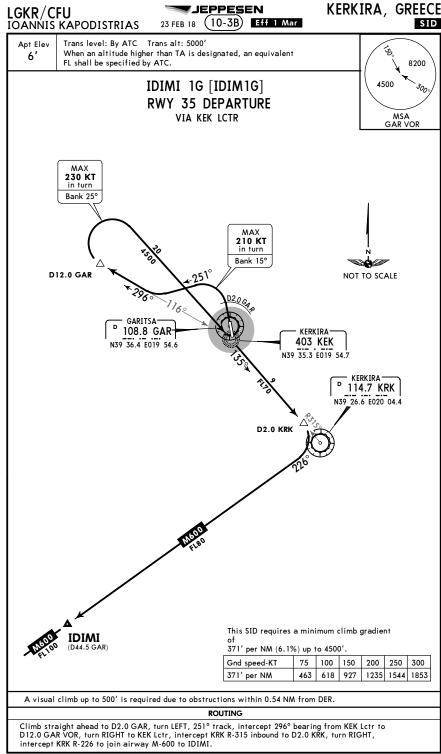
A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. IDIMI 1B:

When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

SID	RWY	ROUTING
IDIMI 1B	17	Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, 271° track, intercept KRK R-226 to join airway M-600 to IDIMI.
IDIMI 1F	35	Climb straight ahead to D2.0 GAR, turn LEFT, 249° track, intercept GAR R-294 to D12.0 GAR, turn RIGHT to GAR VOR, turn RIGHT, intercept GAR R-210 to IDIMI, to join airway M-600.

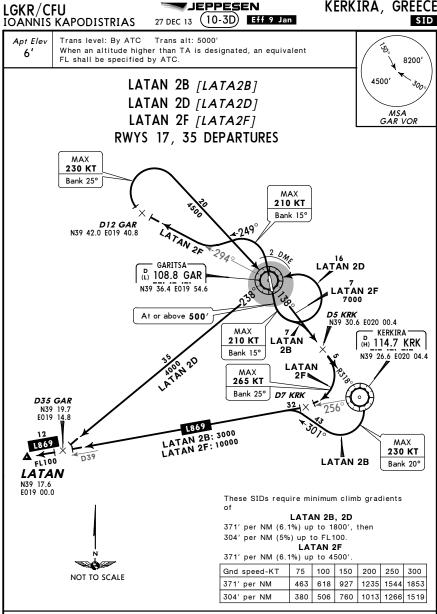
KERKIRA, GREECE

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KERKIRA, GREECE LGKR/CFU IOANNIS KAPODISTRIAS (10-3C) Eff 1 Mar Trans level: By ATC Trans alt: 5000' Apt Elev When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 4500 IDIMI 1V [IDIM1V] **RWY 35 DEPARTURE** MSA GAR VOR 1 Visual initial climb EXPECT obstacles at: 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785'. 327°/7.3 NM from DER RWY 35 at 1401' 108.8 GAR N39 36.4 E019 54.6 KERKIRA-^D 114.7 KRK N39 26.6 E020 04.4 NOT TO SCALE **←271°** 230 KT Bank 25° This SID requires a minimum climb gradient 304' per NM (5%) up to MEA 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT 380 506 760 1013 1266 1519 304' per NM After take-off no turn permitted below 500'. A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required. Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, 271° track,

intercept KRK R-226 to join airway M-600 to IDIMI.

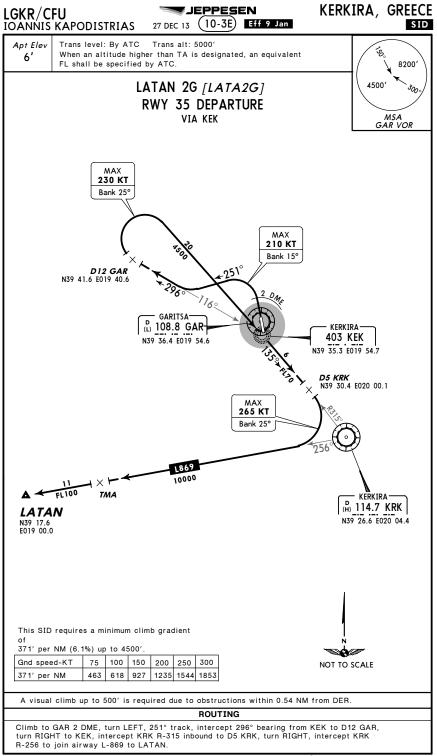


A visual climb up to 500' is required due to obstructions within $0.54\ NM$ from DER

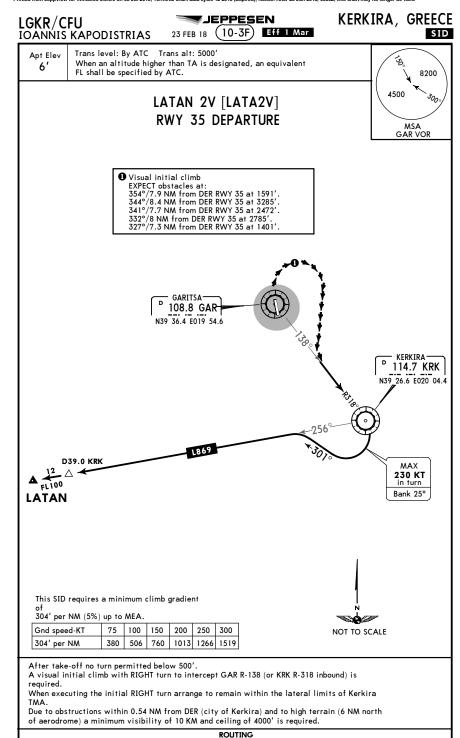
When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

SID	RWY	ROUTING
LATAN 2B	17	Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 301° track, intercept KRK R-256 to join airway L-869 to LATAN.
LATAN 2D		Climb straight ahead, at or above 500' turn LEFT to GAR, turn LEFT, GAR R-238 to D35 GAR, turn RIGHT to join airway L-869 to LATAN.
LATAN 2F	35	Climb to GAR 2 DME, turn LEFT, 249° track, intercept GAR R-294 to D12 GAR, turn RIGHT to GAR, GAR R-138 (KRK R-318 inbound) to D5 KRK, turn RIGHT, intercept KRK R-256 to join airway L-869 to LATAN.

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KERKIRA, GREECE



LGKR/CFU (10-3G) Eff 1 Mar IOANNIS KAPODISTRIAS 23 FEB 18 Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 4500 MALED 1F [MALE1F] MALED 1K [MALE1K] MSA GAR VOR **DEPARTURES** 230 KT in turn Bank 25° 210 KT in turn Bank 15° GARITSA-108.8 GAR N39 36.4 E019 54.6 At or above 500' MALED 1K ^D 114.7 KRK MAX N39 26.6 E020 04.4 210 KT in turn Bank 15° D10.0 KRK NOT TO SCALE These SIDs require minimum climb gradients MALED 1F 371' per NM (6.1%) up to 4500'. MALED 1K 371' per NM (6.1%) up to 1800', then 304' per NM (5%) up to FL70. Gnd speed-KT 100 150 200 250 618 927 1235 1544 1853 371' per NM 304' per NM 380 | 506 | 760 | 1013 | 1266 | 1519 A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

SID	RWY	ROUTING
MALED 1F	35	Climb straight ahead to D2.0 GAR, turn LEFT, 249° track, GAR R-294 to D12.0 GAR, turn RIGHT to GAR VOR, GAR R-138 (KRK R-318 inbound) to KRK VOR, KRK R-137 to join airway A-14 to MALED.
MALED 1K	17	Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, KRK R-137 to join airway A-14 to MALED.

intercept KRK R-256 to join airway L-869 to LATAN.

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, 301° track

KERKIRA, GREECE **JEPPESEN** LGKR/CFU (10-3H) Eff 1 Mar **IOANNIS KAPODISTRIAS** Apt Elev Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent 6' FL shall be specified by ATC. 8200 4500 MALED 1L[MALE1L] **RWY 35 DEPARTURE** MSA GAR VOR VIA KEK LCTR 230 KT in turn Bank 25° 210 KT Bank 15° D12.0 GAR GARITSA-108.8 GAR KERKIRA-403 KEK N39 36.4 E019 54.6 N39 35.3 E019 54.7 114.7 KRK N39 26.6 E020 04.4 NOT TO SCALE **MALED** This SID requires a minimum climb gradient 371' per NM (6.1%) up to 4500'. Gnd speed-KT 75 100 150 200 250 300 371' per NM 463 | 618 | 927 | 1235 | 1544 | 1853 A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. ROUTING Climb straight ahead to D2.0 GAR, turn LEFT, 251° track, intercept 296° bearing from KEK Lctr to D12.0 GAR, turn RIGHT to KEK Lctr, intercept KRK R-315 inbound to KRK VOR, KRK R-137 to join

airway A-14 to MALED

CHANGES: WPT MALED definition revised.

KERKIRA, GREECE LGKR/CFU JEPPESEN (10-3J) Eff 1 Mar IOANNIS KAPODISTRIAS Trans level: By ATC Trans alt: 5000' Apt Elev When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. MALED 1V [MALE1V] RWY 35 DEPARTURE 1 Visual initial climb EXPECT obstacles at: 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785'. 327°/7.3 NM from DER RWY 35 at 1401' GARITSA-D 108.8 GAR N39 36.4 E019 54.6 114.7 KRK N39 26.6 E020 04.4 NOT TO SCALE This SID requires 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 After take-off no turn permitted below 500'. A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, KRK R-137 to join airway

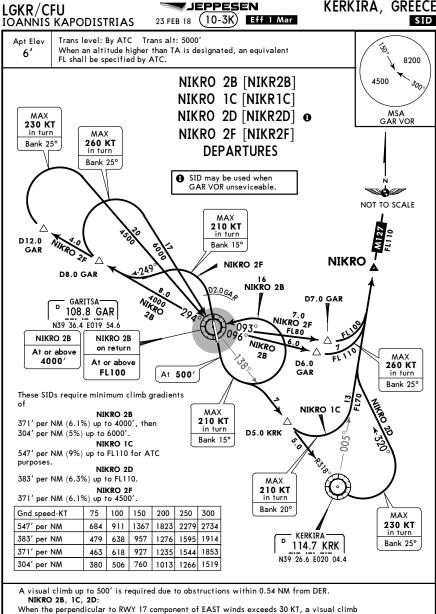
A-14 to MALED.

CHANGES: WPT MALED definition revised.

8200

4500

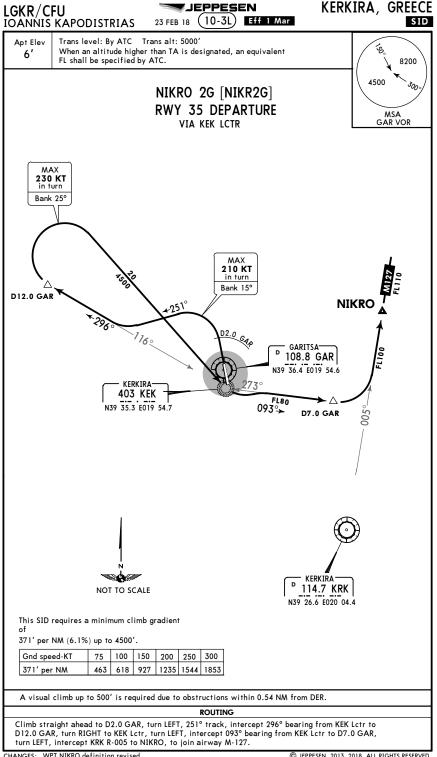
MSA GAR VOR



SID	RWY	ROUTING
NIKRO 2B	17	Climb straight ahead to 500', turn LEFT to GAR VOR, GAR R-294 to D8.0 GAR, turn RIGHT to GAR VOR, turn LEFT, GAR R-096 to D6.0 GAR, turn LEFT, intercept KRK R-005 to NIKRO to join airway M-127.
NIKRO 1C		Climb straight ahead to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to D5.0 KRK, turn LEFT, intercept KRK R-005 to NIKRO to join airway M-127.
NIKRO 2D		Climb straight ahead to 500', turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT, 320° track, intercept KRK R-005 to NIKRO to join airway M-127.
NIKRO 2F	35	Climb straight ahead to D2.0 GAR, turn LEFT, 249° track, intercept GAR R-294 to D12.0 GAR, turn RIGHT to GAR VOR, GAR R-093 to D7.0 GAR, turn LEFT, intercept KBP 8, 005 to NIVEO to idea in processing the control of t

CHANGES: WPT NIKRO definition revised.

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LGKR/CFU IOANNIS KAPODISTRIAS

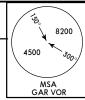
(10-3M) Eff 1 Mar

KERKIRA, GREECE

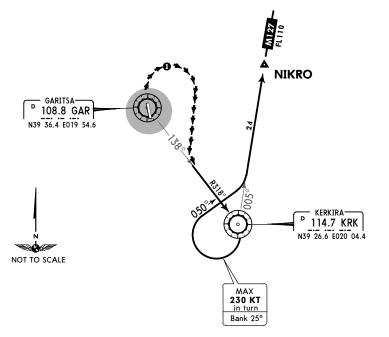
Trans level: By ATC Trans alt: 5000' Apt Elev

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

NIKRO 2V [NIKR2V] RWY 35 DEPARTURE



1 Visual initial climb EXPECT obstacles at: 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785' 327°/7.3 NM from DER RWY 35 at 1401'



This SID requires 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

After take-off no turn permitted below 500'.

A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required.

When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira

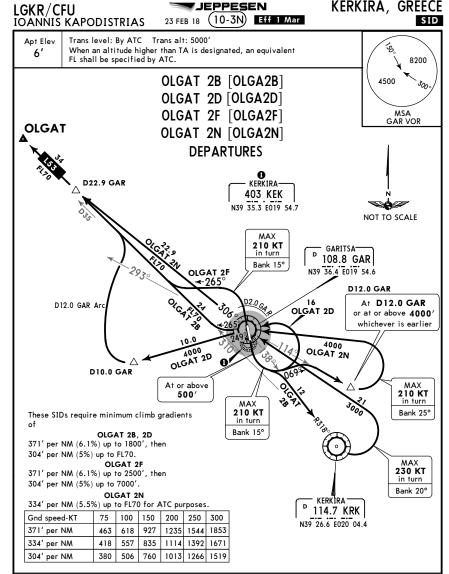
Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, 050° track intercept KRK R-005 to join airway M-127 to NIKRO.

CHANGES: WPT NIKRO definition revised.

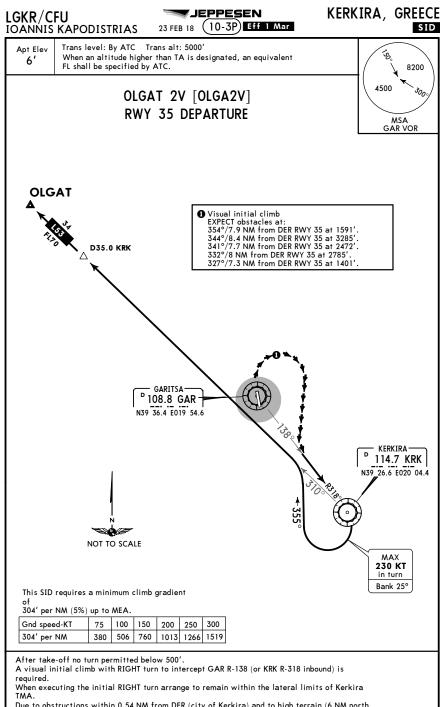




A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. OLGAT 2B, 2D:

When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb

SID	RWY	ROUTING
LGAT 2B	17	Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT to GAR VOR (or KEK Lctr), turn LEFT, 265° track, intercept KRK R-310 to join airway L-53 to OLGAT.
LGAT 2D		Climb straight ahead, at or above 500' turn LEFT to GAR VOR, GAR R-249 to D10.0 GAR, turn RIGHT, along D12.0 GAR Arc, when passing GAR R-293 turn LEFT, intercept KRK R-310 to join airway L-53 to OLGAT.
GAT 2F	35	Climb straight ahead to D2.0 GAR, turn LEFT, 265° track, intercept KRK R-310 to join airway L-53 to OLGAT.
LGAT 2N	17	Climb straight ahead, at or above 500' turn LEFT, 069° track, intercept GAR R-114 to D12.0 GAR or at or above 4000' whichever is earlier, turn LEFT to GAR VOR, turn RIGHT, GAR R-306 to D22.9 GAR, join airway L-53 to OLGAT.



Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, 355° track, intercept KRK R-310 to join airway L-53 to OLGAT.

CHANGES: None.

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Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid KERKIRA, GREECE LGKR/CFU JEPPESEN (10-3Q) Eff 1 Mar IOANNIS KAPODISTRIAS 23 FEB 18 Apt Elev Trans level: By ATC Trans alt: 5000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 4500 PARNA 1B [PARN1B] PARNA 1F [PARN1F] MSA GAR VOR **DEPARTURES** 230 KT in turn Bank 25° MAX 210 KT in turn Bank 15° GAR GARITSA-D 108.8 GAR N39 36.4 E019 54.6 At or above 500' PARNA 1B ^D 114.7 KRK N39 26.6 E020 04.4 210 KT in turn Bank 15° D10.0 KRK D16.0 KRK NOT TO SCALE These SIDs require minimum climb gradients PARNA 1B 371' per NM (6.1%) up to 1800', then

304' per NM (5%) up to FL70.

PARNA 1F

371' per NM (6.1%) up to 4500'.

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 0.54 NM from DER.

When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required.

SID	RWY	ROUTING
PARNA 1B	17	Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT, KRK R-119 to join airway L-53 to PARNA.
PARNA 1F	35	Climb straight ahead to D2.0 GAR, turn LEFT, 249° track, intercept GAR R-294 to D12.0 GAR, turn RIGHT to GAR VOR, GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT, KRK R-119 to join airway L-53 to PARNA.

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KERKIRA, GREECE LGKR/CFU **JEPPESEN** (10-3S) Eff 1 Mar **IOANNIS KAPODISTRIAS** Apt Elev Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent 6' FL shall be specified by ATC. 8200 4500 PARNA 1G [PARN1G] RWY 35 DEPARTURE MSA GAR VOR VIA KEK LCTR MAX 230 KT in turn Bank 25° 210 KT in turn Bank 15° GAR D 108.8 GAR-KERKIRA: 403 KEK N39 36.4 E019 54.6 N39 35.3 E019 54.7 D 114.7 KRK N39 26.6 E020 04.4 NOT TO SCALE This SID requires a minimum climb gradient 371' per NM (6.1%) up to 4500'. Gnd speed-KT 75 100 150 200 250 300 371' per NM 463 | 618 | 927 | 1235 | 1544 | 1853 A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. ROUTING Climb straight ahead to D2.0 GAR, turn LEFT, 251° track, intercept 296° bearing from KEK Lctr to

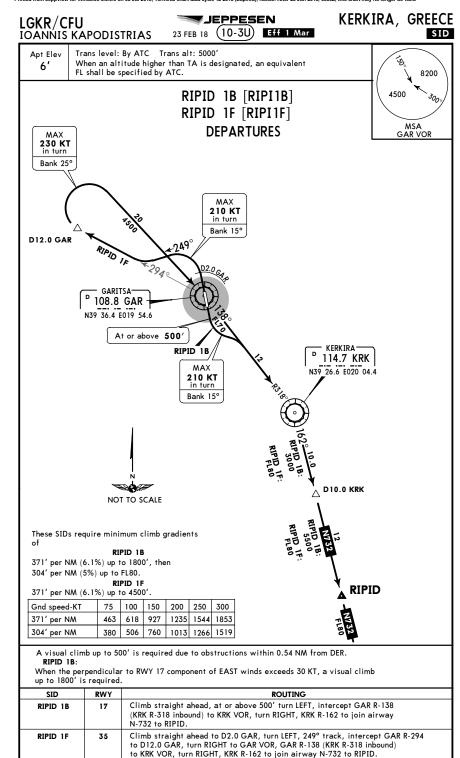
KERKIRA, GREECE LGKR/CFU (10-3T) Eff 1 Mar **IOANNIS KAPODISTRIAS** 23 FEB 18 Trans level: By ATC Trans alt: 5000 Apt Elev When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 4500 PARNA 1V [PARN1V] **RWY 35 DEPARTURE** MSA GAR VOR 1 Visual initial climb EXPECT obstacles at: 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785' 327°/7.3 NM from DER RWY 35 at 1401' GARITSA-108.8 GAR N39 36.4 E019 54.6 ^D 114.7 KRK N39 26.6 E020 04.4 **PARNA** NOT TO SCALE This SID requires 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 After take-off no turn permitted below 500'. A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is required. When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required. ROUTING Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT, KRK R-119 to join

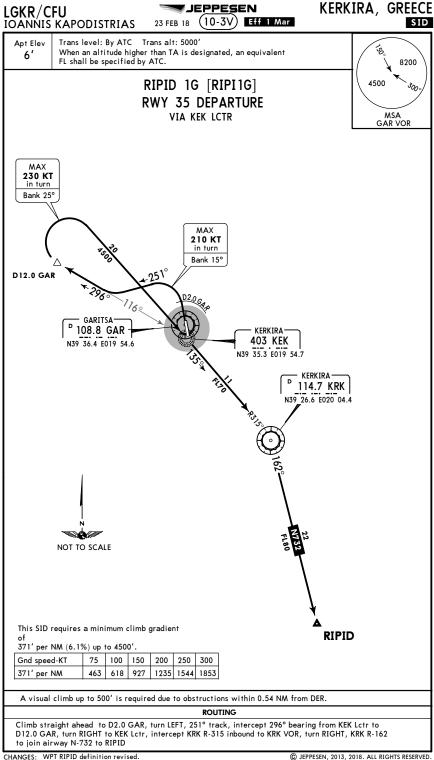
airway L-53 to PARNA.

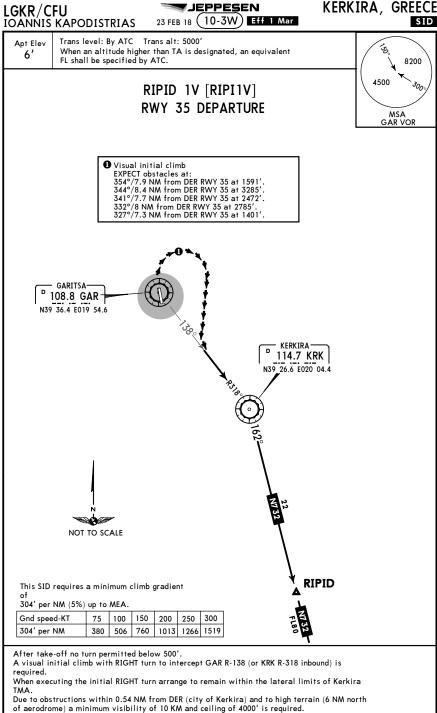
CHANGES: WPT PARNA definition revised.

KRK R-119 to join airway L-53 to PARNA.

D12.0 GAR VOR, turn RIGHT to KEK Lctr, intercept KRK R-315 inbound to KRK VOR, turn LEFT,







required.

When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira
TMA.

Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north
of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING

Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn RIGHT, KRK R-162 to
join airway N-732 to RIPID.

CHANGES: WPT RIPID definition revised.

(10-3X) Eff 1 Mar IOANNIS KAPODISTRIAS 23 FEB 18 Apt Elev Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 TIGRA 2B [TIGR2B] 4500 TIGRA 2D [TIGR2D] TIGRA 2F [TIGR2F] MSA **GAR VOR** TIGRA 2N [TIGR2N] **DEPARTURES** MAX 250 KT in turn KERKIRA 403 KEK **TIGRA** Bank 25° N39 35.3 E019 54.7 NOT TO SCALE D16.0 GAR MAX --259 Δ 210 KT GARITSAin turn D21.9 GAR 108.8 GAR Bank 15° N39 36.4 E019 54.6 D12.0 GAR At D12.0 GAR TIGRA 2D or at or above 4000' whichever is earlier D12.0 GAR Ar 4000 TIGRA 2N 4000 TIGRA 2D D10.0 GAR At or above MAX 500' 210 KT in turn MAX 210 KT Bank 25° These SIDs require minimum climb gradients in turn Bank 15° TIGRA 2B, 2D 371' per NM (6.1%) up to 1800', then 304' per NM (5%) up to FL70. 230 KT 371' per NM (6.1%) up to 2500', then in turn 304' per NM (5%) up to 7000'. Bank 20° TIGRA 2N KERKIRA. ^D 114.7 KRK 334' per NM (5.5%) up to FL70 for ATC purposes. Gnd speed-KT 100 | 150 | 200 | 250 | 300 N39 26.6 E020 04.4 618 927 1235 1544 1853 371' per NM 334' per NM 557 835 1114 1392 1671 380 506 760 1013 1266 1519 304' per NM A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. When the perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visual climb up to 1800' is required. SID RWY ROUTING TIGRA 2B 17 Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (KRK R-318 inbound) to KRK VOR, turn LEFT to GAR VOR (or KEK Lctr), 265° track, intercept KRK R-303 to join airway L-995 to TIGRA. Climb straight ahead, at or above 500' turn LEFT to GAR VOR, GAR R-249 TIGRA 2D to D10.0 GAR, turn RIGHT, along D12.0 GAR Arc, when passing GAR R-277 turn LEFT, intercept KRK R-303 to join airway L-995 to TIGRA. Climb straight ahead to D2.0 GAR, turn LEFT, 249° track, intercept GAR TIGRA 2F R-294 to D21.9 GAR, turn RIGHT to join airway L-995 to TIGRA. Climb straight ahead, at or above 500' turn LEFT, 069° track, intercept TIGRA 2N GAR R-114 to D12.0 GAR or at or above 4000' whichever is earlier, turn LEFT to GAR VOR, turn RIGHT, GAR R-306 to D16.0 GAR, turn LEFT, 259° track, intercept KRK R-303 to join airway L-995 to TIGRA.

LGKR/CFU

KERKIRA, GREECE

KERKIRA, GREECE JEPPESEN LGKR/CFU 8 NOV 13 (10-3X1) Eff 14 Nov IOANNIS KAPODISTRIAS Apt Elev Trans level: By ATC Trans alt: 5000' ર્જ When an altitude higher than TA is designated, an equivalent 6' FL shall be specified by ATC. 8200' TIGRA 2G [TIGR2G] 4500' **RWY 35 DEPARTURE** MSA GAR VOR VIA KEK **TIGRA** N40 03.4 E019 00.0

	**************************************		N3 N	221.9 46.7 00 46.7	E019		2960	1110	\	D KEI H) 114 139 26.	2 0 1 2 0 1 2 0 1 1 1 1 1 1 1 1 1 1 1 1	RK -	N39	108. 36.4 – KE 403	ITSA—8 GA 8 GA E019 RKIRA 3 KEN 3 E019	54.6
		NOT TO	SCAL	F												
			, 00, 12													
	This SID require of 371' per NM (6.304' per NM (5%	1%) up	to 2	500′, 1	-	dient										
	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 u	p to 5	600' is	requi	ired d	ue to	obstru	ıctions	withi	n 0.54	1 NM 1	from [DER.			
	•						ROUT	ING								
	Climb to GAR 2 D L-995 to TIGRA.	OME, t	turn L	EFT, 2	251° t	rack,	interc	ept 29	6° bea	ring f	rom K	EK to	join	airv	vay	
H.	ANGES: Chart reinde	xed.									©	JEPPES	EN, 201	13. ALI	L RIGHT	'S RESI

LGKR/CFU IOANNIS KAPODISTRIAS

Apt Elev

JEPPESEN 8 NOV 13 (10-3X2) Eff 14 Nov KERKIRA, GREECE

8200' 4500' MSA GAR VOR

Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent

FL shall be specified by ATC.

TIGRA 2V [TIGR2V] **RWY 35 DEPARTURE**

> • Visual initial climb EXPECT obstacles at: 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785'.

327°/7.3 NM from DER RWY 35 at 1401'

TIGRA N40 03.4 E019 00.0 D21.9 GAR (L) 108.8 GAR N39 36.4 E019 54.6 KERKIRA — (H) 114.7 KRK N39_26.6 E020 04.4 NOT TO SCALE 230 KT Bank 25°

This SID requires 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

After take-off no turn permitted below 500'.

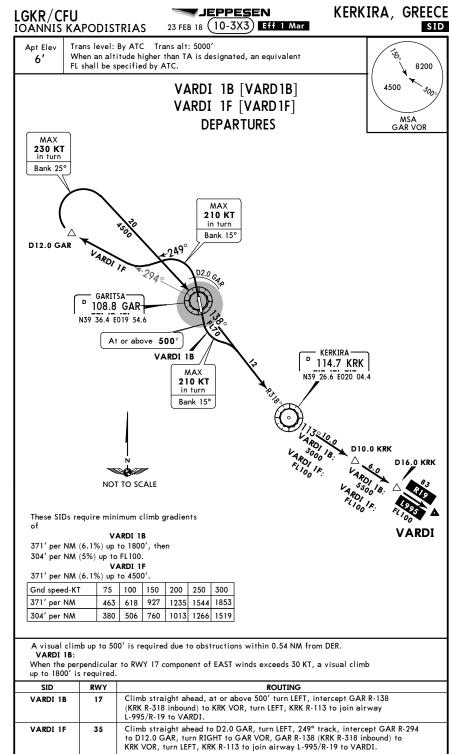
A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is

When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira

Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required.

ROUTING

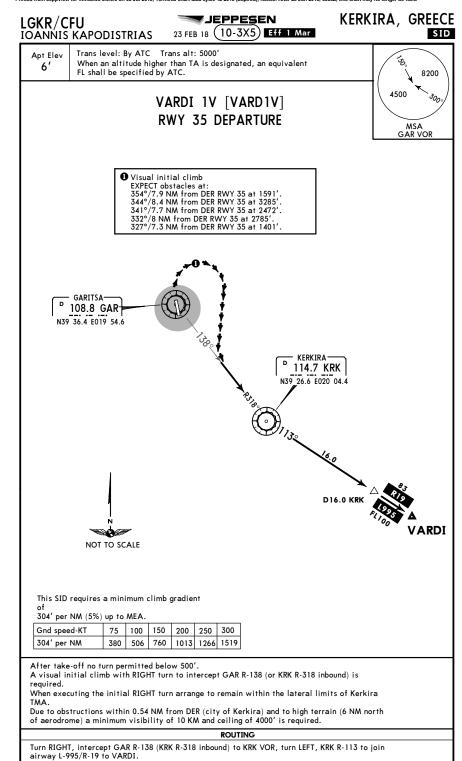
Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn RIGHT, 348° track, intercept KRK R-303 to join airway L-995 to TIGRA.



CHANGES: WPT VARDI definition revised.

KERKIRA, GREECE LGKR/CFU 23 FEB 18 (10-3X4) Eff 1 Mar IOANNIS KAPODISTRIAS Apt Elev Trans level: By ATC Trans alt: 5000' When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200 4500 VARDI 1G [VARD1G] **RWY 35 DEPARTURE** MSA GAR VOR VIA KEK LCTR 230 KT in turn Bank 25° 210 KT in turn Bank 15° D12.0 GAR 108.8 GAR 403 KEK N39 36.4 E019 54.6 N39 35.3 E019 54.7 ^D 114.7 KRK N39 26.6 E020 04.4 D16.0 KR NOT TO SCALE **VARDI** This SID requires a minimum climb gradient 371' per NM (6.1%) up to 4500'. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 371' per NM 463 | 618 | 927 | 1235 | 1544 | 1853 A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. ROUTING Climb straight ahead to D2.0 GAR, turn LEFT, 251° track, intercept 296° bearing from KEK Lctr to D12.0 GAR, turn RIGHT to KEK Lctr, intercept KRK R-315 inbound to KRK VOR, turn LEFT, KRK R-113 to join airway L-995/R-19 to VARDI

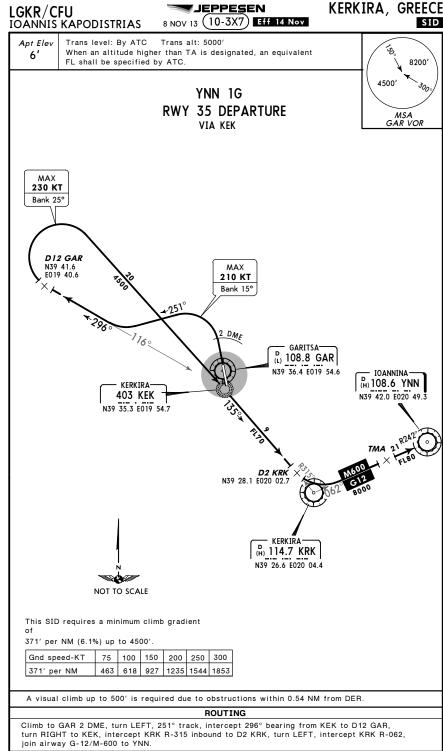
CHANGES: WPT VARDI definition revised



CHANGES: WPT VARDI definition revised.

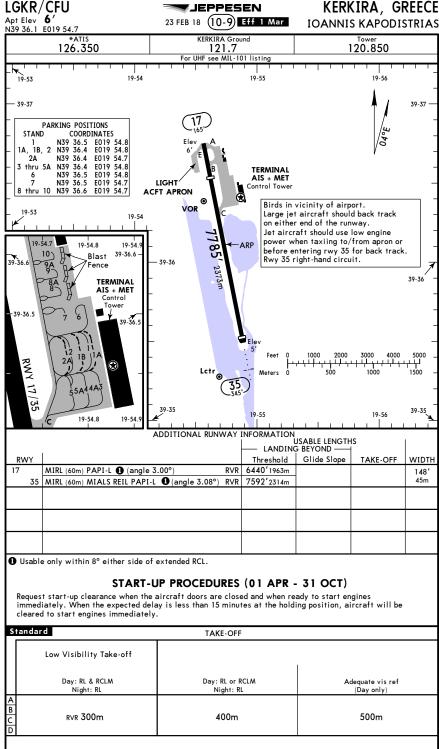
LGKR/CFU (10-3X6) Eff 1 Mar IOANNIS KAPODISTRIAS Apt Elev Trans level: By ATC Trans alt: 5000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. YNN 1B YNN 1F **DEPARTURES** D 108.6 YNN N39 42.0 E020 49.3 Climb straight ahead, at or above 500' turn LEFT, intercept GAR R-138 (RKR R-318 inbound) to KRK VOR, turn LEFT, 017° track, intercept KRK R-062 to join airway G-12/M-600 to YNN VOR. Climb straight ahead to GAR, Vurn LEFT, 249° track, intercept GAR R-294 to D12.0 GAR, turn RIGHT to GAR VOR, GAR R-093 to D21.0 GAR, turn LEFT, intercept KRK R-062 to join airway G-12/M-600 to YNN VOR. D21.0 GAR to RWY 17 component of EAST winds exceeds 30 KT, a visual climb NOT TO A visual climb up to 500' is required due to obstructions within 0.54 NM from DER. YNN IB: WIN THE perpendicular to RWY 17 component of EAST winds exceeds 30 KT, a visua up to 1800' is required. D7.0 KRK D 114.7 KRK N39 26.6 E020 04.4 35 | _ ۳ ¥ Ν× YNN 1F MAX 210 KT in turn Bank 15° These SIDs require minimum climb gradients of MAX 210 KT 'n turn 200 YNN 1B up to 1800', † p to FL80. above 9 GARITSA 108.8 GAR 36.4 E019 54.6 At or g NM (6.1%) up (6.1%) speed-KT per NM ≨ per рег CHANGES: None. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

KERKIRA, GREECE



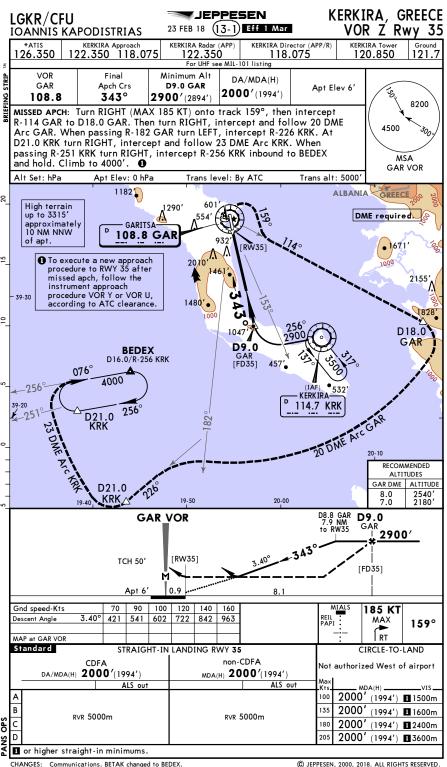
KERKIRA, GREECE LGKR/CFU JEPPESEN 8 NOV 13 (10-3X8) Eff 14 Nov **IOANNIS KAPODISTRIAS** Trans level: By ATC Trans alt: 5000' Apt Elev When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC. 8200' 4500' YNN 1V **RWY 35 DEPARTURE** MSA GAR VOR • Visual initial climb EXPECT obstacles at 354°/7.9 NM from DER RWY 35 at 1591'. 344°/8.4 NM from DER RWY 35 at 3285'. 341°/7.7 NM from DER RWY 35 at 2472'. 332°/8 NM from DER RWY 35 at 2785'. 327°/7.3 NM from DER RWY 35 at 1401' IOANNINA-(H) 108.6 YNN N39 42.0 E020 49.3 GARITSA-108.8 GAR N39 36.4 E019 54.6 KERKIRA (H) 114.7 KRK N39 26.6 E020 04.4 230 KT Bank 25° This SID requires a minimum climb gradient 304' per NM (5%) up to MEA. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 NOT TO SCALE 304' per NM 380 | 506 | 760 | 1013 | 1266 | 1519 After take-off no turn permitted below 500'. A visual initial climb with RIGHT turn to intercept GAR R-138 (or KRK R-318 inbound) is When executing the initial RIGHT turn arrange to remain within the lateral limits of Kerkira Due to obstructions within 0.54 NM from DER (city of Kerkira) and to high terrain (6 NM north of aerodrome) a minimum visibility of 10 KM and ceiling of 4000' is required. ROUTING Turn RIGHT, intercept GAR R-138 (KRK R-318 inbound) to KRK, turn LEFT, 017° track, intercept KRK R-062 to join airway G-12/M-600 to YNN.

CHANGES: New chart (chart reindexed)

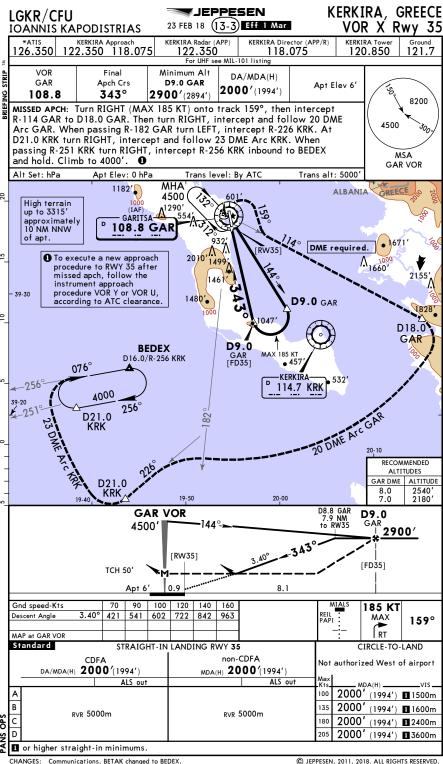


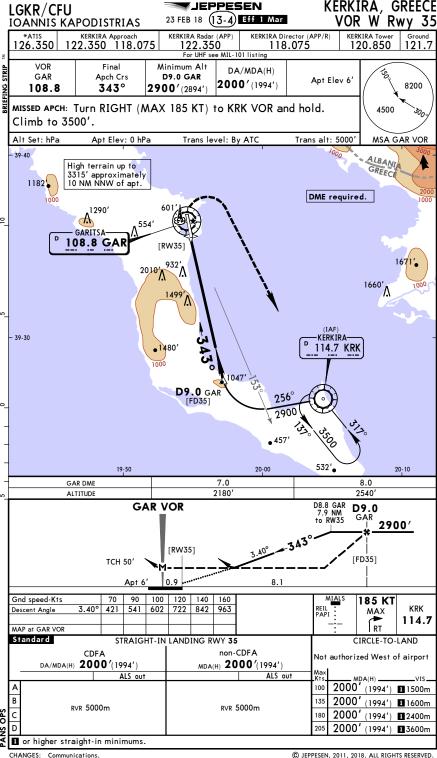
LGKR/CFU 23 FEB 18 IOANNIS KAPODISTRIAS KERKIRA Approac KERKIRA Radar (APP KERKIRA Director (APP/R) KERKIRA Tower 126.350 122.350 118.075 120.850 121.7 122.350 118.075 For UHF see MIL-101 listing Final Procedure Alt LNAV DA/MDA(H) **RNAV** Apch Crs KR6ØØ Apt Elev 6' 340° 1700′(1694′) 770′(764′) 8200 MISSED APCH: At, but not before RW35 turn RIGHT (MAX 185 KT) direct to KR7ØØ. Then via KR7Ø1, KR7Ø2 and KR7Ø3 proceed to BEDEX. • 4500 Climb to 4000' to join conventional holding at BEDEX, or as directed. ① Depending on acft climb performance, radar vectors to BEDEX should be expected. Apt Elev: 0 hPa Trans level: By ATC MSA ARP 1. RNP apch. 2. Final apch track offset 5° from rwy centerline LBANIA 3490 1182' GREECE **RW35** 1103 KR7ØØ Λ_{1660′} 1499 KR6ØØ 2155' 1461 KERKIRA - 39-30 114.7 KRK 1480% 1.5 NM 1828 (IF) to KR6ØØ 1047 KR6Ø1 MAX 185 KT **BEDEX** -085°-2900 KR7Ø1 KR6Ø2 (IAF) D21.0 KRK **DIREX** 39-20 265° KR7Ø2 13.8 KR7Ø3 19-40 19-50 20-00 20-10 DIST to RW35 2.2 3.0 4.0 5.0 6.0 7.0 8.0 8.9 770' 1020' 1340 1650 1970' 2290' 2610 2900' ALTITUDE KR6ØØ 1.5 NM KR6Ø1 **RW35** 2900' TCH 50' 1630' Apt 6' Gnd speed-Kts 70 90 100 120 140 160 185 KT Descent Angle 3.00° 372 478 531 637 743 849 RFII MAX -D≻ KR7ØØ PAPI MAP at RW35 Standard STRAIGHT-IN LANDING RWY 35 LNAV CDFA DA/MDA(H) 770'(764') ALS out RVR 1500m RVR 2400m

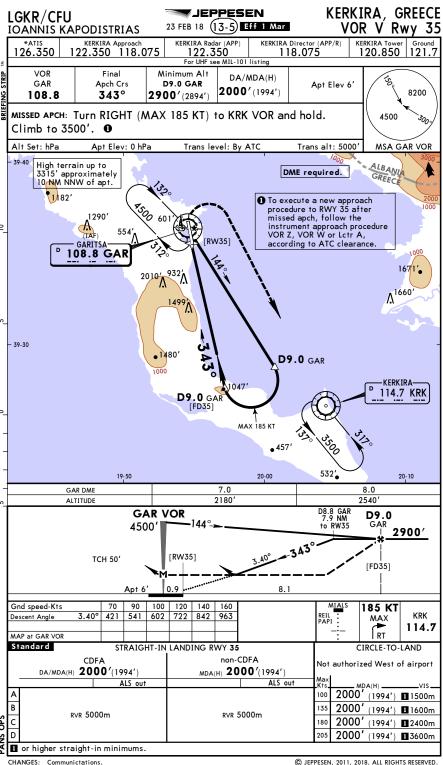
CHANGES: BETAK changed to BEDEX

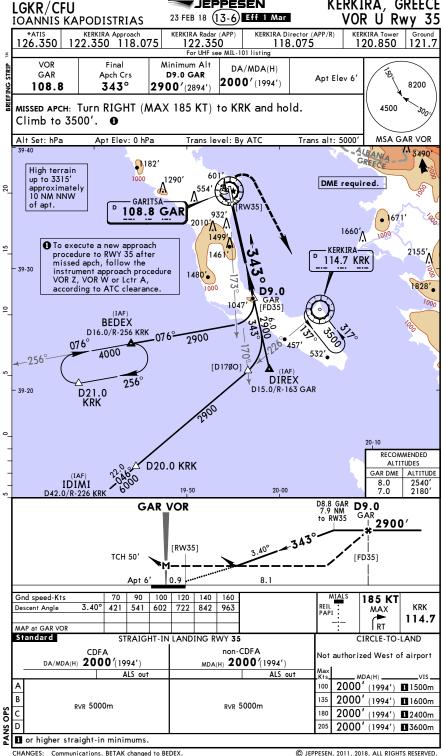


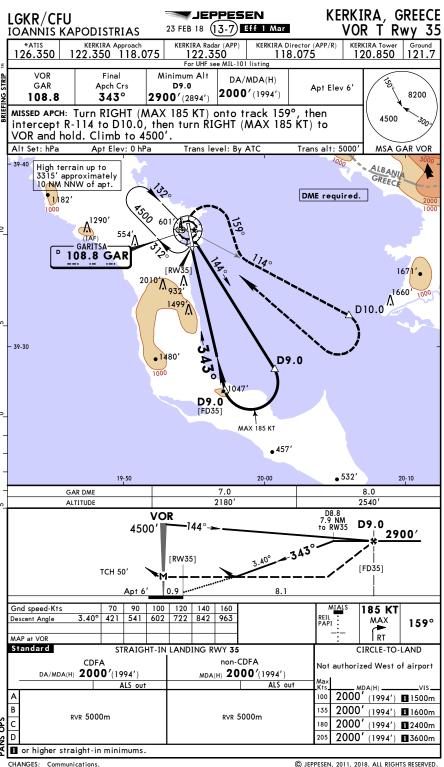
LGKR/CFU 23 FEB 18 IOANNIS KAPODISTRIAS KERKIRA Approac KERKIRA Tower KERKIRA Radar (APP KERKIRA Director (APP/R) 120.850 | 121.7 122.350 118.075 122.350 126.350 118.075 For UHF see MIL-101 listing Final Minimum Alt DA/MDA(H) GAR Apch Crs D9.0 GAR Apt Elev 6 2000'(1994') 108.8 343° 2900'(2894') 8200 MISSED APCH: Turn RIGHT (MAX 185 KT) onto track 159°, then intercept R-114 GAR to D18.0 GAR. Then turn RIGHT, intercept and follow 20 DME Arc GAR. 4500 When passing R-182 GAR turn LEFT, intercept R-226 KRK. At D21.0 KRK turn RIGHT, intercept and follow 23 DME Arc KRK. When passing R-251 KRK turn RIGHT, intercept R-256 KRK inbound to BEDEX and hold. Climb to 4000'. MSA **GAR VOR** Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC 1182 GREECE O ALBANIA High terrain 1000 up to 3315' approximately 10 NM NNW GARITSA of apt. 108.8 GAR DME required. 1499 2155' 39-30 1480 D9.0 1047 D18.0 FD35 GAR **BEDEX** D16.0/R-256 KRK -KERKIRA-.076°-2900 6° 457′ 076° 114.7 KRK 4000 -256° [D17ØO] 39-20 DIREX 1 251 D21.0 D15.0/R-163 GAR KRK KRK RECOMMENDED ALTITUDES GAR DME ALTITUDI IDIM **1** 046°22.0 6000 2540' D42.0/R-226 KRK 20-00 7.0 2180' D8.8 GAR 7.9 NM to RW35 **GAR VOR** D9.0 2900' [RW35] [FD35] TCH 50' Apt 6 8.1 Gnd speed-Kts 70 90 100 120 140 160 185 KT Descent Angle 3.40° 421 541 602 722 842 MAX 159° MAP at GAR VOR l RT Standard STRAIGHT-IN LANDING RWY 35 CIRCLE-TO-LAND non-CDFA CDFA Not authorized West of airport DA/MDA(H) 2000'(1994') MDA(H) 2000 (1994') ALS out ALS out 2000' (1994') 1500m 2000' (1994') 11600m RVR 5000m RVR 5000m 2000' (1994') 12400m 2000' (1994') 13600m or higher straight-in minimums. CHANGES: Communications. BETAK changed to BEDEX. © JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED

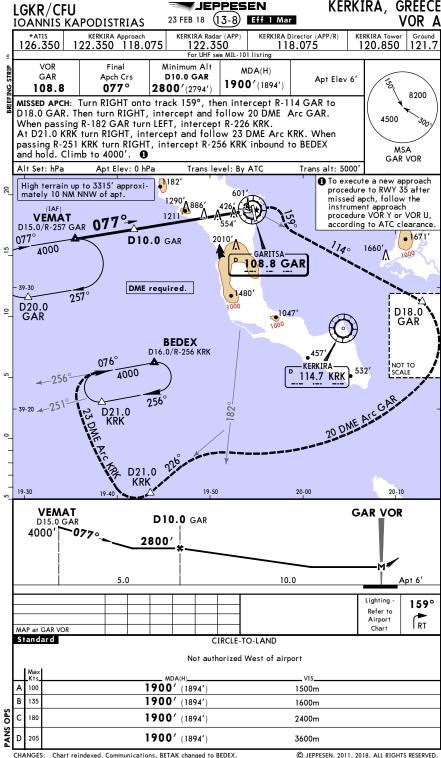


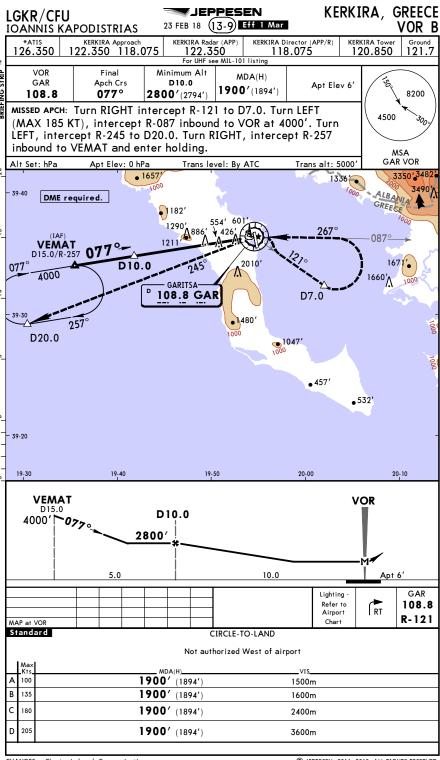












	LGKR/CFU IOANNIS KA	PODISTRIAS	23 FEB 18 (1	PESEN 6-1) Eff 1 Ma		ERKIRA,	GREECE Lctr A
TM	*ATIS 126.350 12	KERKIRA Approach 22.350 118.075			irector (APP/R) 3.075	KERKIRA Towe	
BRIEFING STRIP	Lctr KEK 403	Final Apch Crs 315° 2	Minimum Alt D3.0 KRK 900'(2894')	MDA(H) Refer to Minimums	Apt Ele	ev 6'	8200
BRIE	MISSED APCH: Climb to 35	Turn RIGHT (M) 00'.	AX 185 KT) 1	to KRK VOR a	nd hold.	450	300
	Alt Set: hPa	Apt Elev: 0 hPa	Trans le	vel: By ATC	Trans alt:	5000' MSA	A GAR VOR
	3315' 10 NM	errain up to approximately NNW of apt.	GARITSA- 108.8 G.	AR		1336' ALBA	2000
01,	1000	1290' 554' A 72	300	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	OR and DME	•	1671'•
9	– 39-30		KERKIRA 403 KEK			1.014.	1660′ 1000
0			1000	D3.0 KRK (FN315) LIAF KERKIRA 114.7 KRK	\$	MAX I	85 KT
2		19-50		20-00	532'		20-10
	Apt 6'	4500' 1	18° <u> </u>		R-014 K KRK VOR 31 290		,
		0 0.2				ing - 185 K	KRK KRK
					Refe Air Ch		114.7
	MAP at Lctr Standard			IRCLE-TO-LAND	<u> </u>	art RT	
	Max Kts		_ MDA(H)		VIS		
	A 100		50' (1044')		1500m		
S.	B 135 C 180		50' (1044') 00' (1694')		1600m 2400m		
PANS OPS	D 205		00' (1694')		3600m		
-,	CHANGES: Communi	cations.			© JEPPESEN, 2	011, 2018. ALL RI	GHTS RESERVED.

Revision Letter For Cycle 12-2018 Printed on 05 Jul 2018

Page 1

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Chart changes since cycle 11-2018

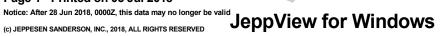
ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT IN REV DATE EFF DATE

KERKIRA, (IOANNIS KAPODISTRIAS - LGKR)

Terminal Chart Change Notices

Page 1 - Printed on 05 Jul 2018



JEPPESEN

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGKR