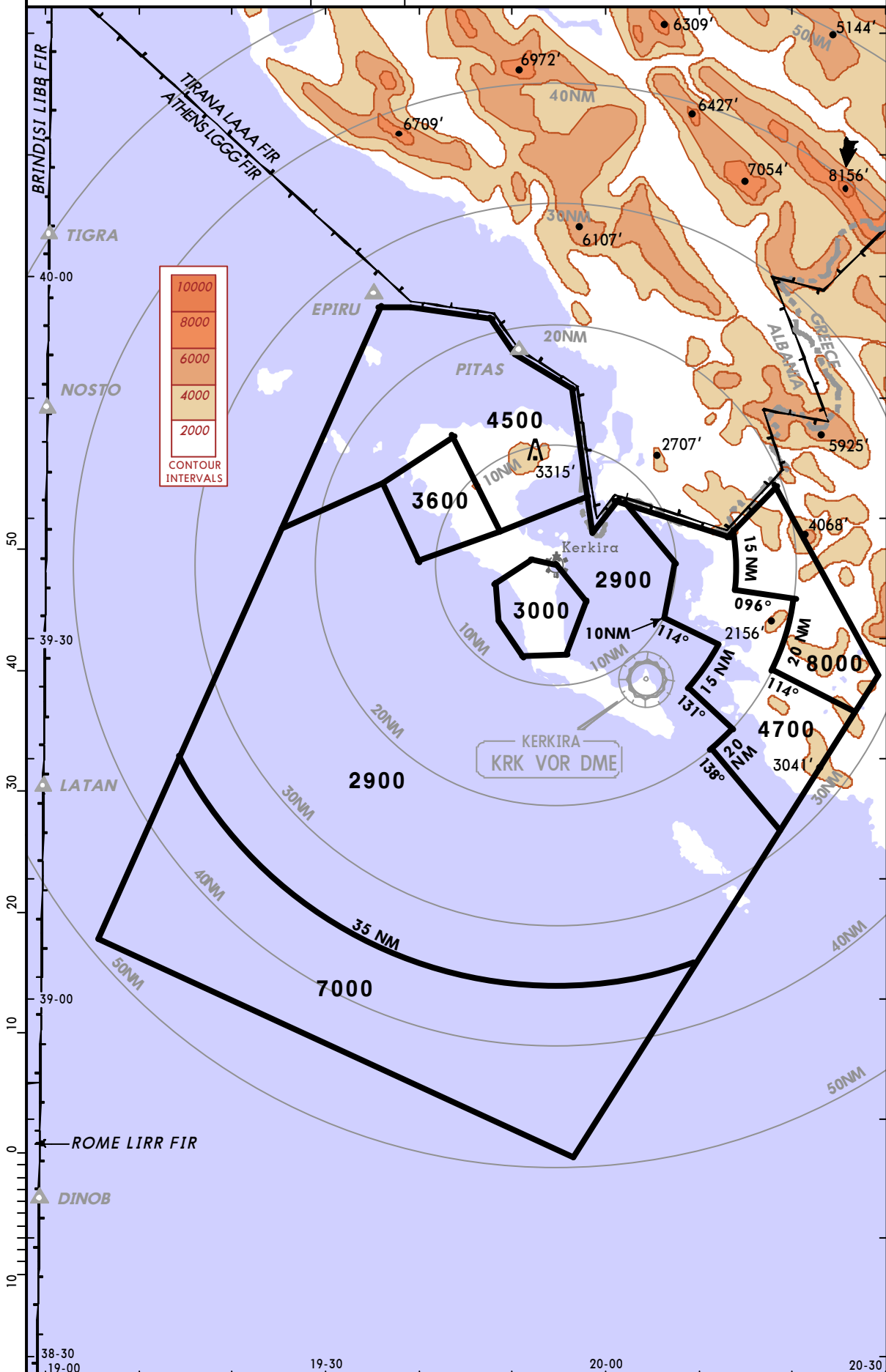


IOANNIS KAPODISTRIAS Approach
122.35

Apt Elev
6'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



ACFT (including HEL) flying VFR within Ioannis Kapodistrias TMA shall follow the routes and altitudes depicted overleaf unless VFR criteria require different procedures or a special clearance has been obtained from the appropriate ATC unit. According to traffic conditions ATC may assign different VFR routes.

Maintain a continuous listening watch to IOANNIS KAPODISTRIAS APPROACH/TOWER and give position reports on the compulsory reporting points.

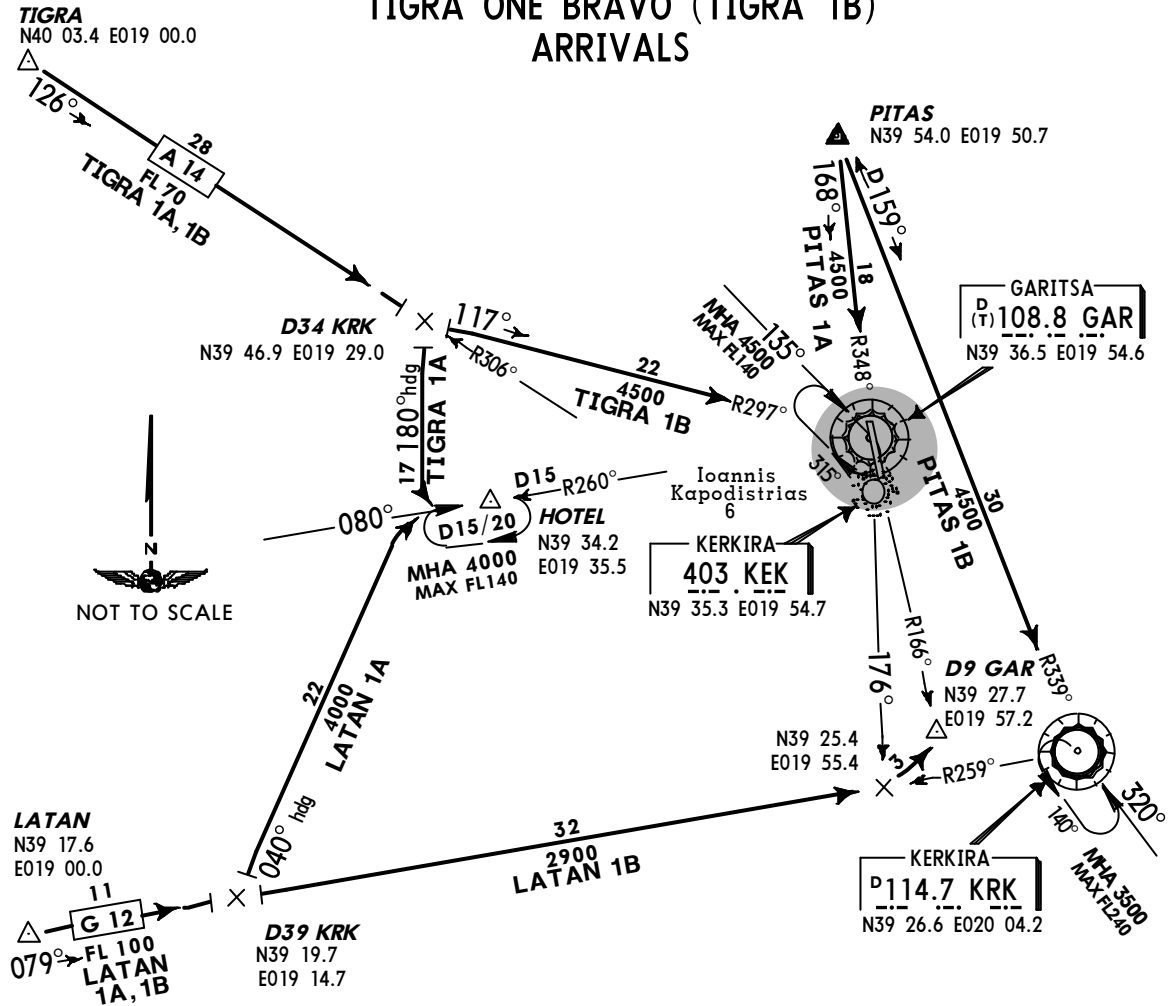
A deviation from the routes and / or altitudes affords a clearance from IOANNIS KAPODISTRIAS APPROACH prior entering Ioannis Kapodistrias TMA or immediately after departure.

Permission to cross the Local Flying Areas Ropa and Sidari used during daytime can be obtained from IOANNIS KAPODISTRIAS TOWER.

*ATIS 126.35 (01 APR - 31 OCT)

TRANS LEVEL: BY ATC
TRANS ALT: 5000'

LATAN ONE ALFA (LATAN 1A)
LATAN ONE BRAVO (LATAN 1B)
PITAS ONE ALFA (PITAS 1A)
PITAS ONE BRAVO (PITAS 1B)
TIGRA ONE ALFA (TIGRA 1A)
TIGRA ONE BRAVO (TIGRA 1B)
ARRIVALS



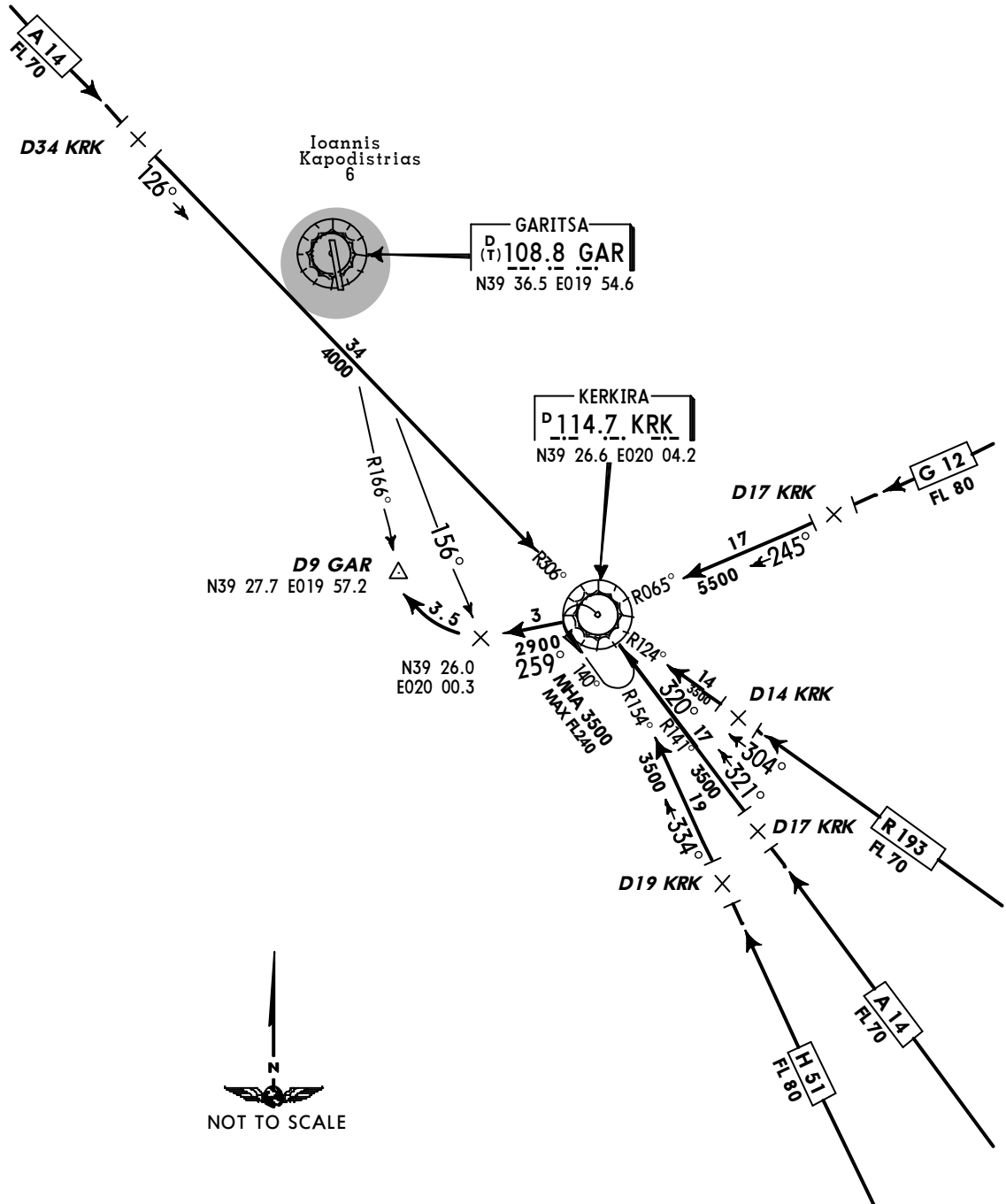
This chart depicts the VOR arrival procedure tracks where either VOR or Lctr facilities may be utilized.

STAR	ROUTING
LATAN 1A	From Latan Int along airway G 12 , 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 G 12) 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 Pitassia Int intercept GAR R-348 inbound to GAR VORDME for full VORDME approach.
PITAS 1B	From Pitassia Int intercept KRK R-339 inbound to KRK VORDME for instrument approach assigned by ATC.
TIGRA 1A	From Tigras 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 Tigras Int along airway A 14 , at D34 KRK turn LEFT, intercept GAR R-297 inbound to GAR VORDME for full VORDME approach.

* ATIS 126.35 (01 APR - 31 OCT)

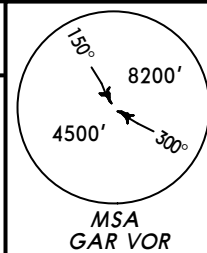
TRANS LEVEL: BY ATC
TRANS ALT: 5000'

ARRIVAL PROCEDURES

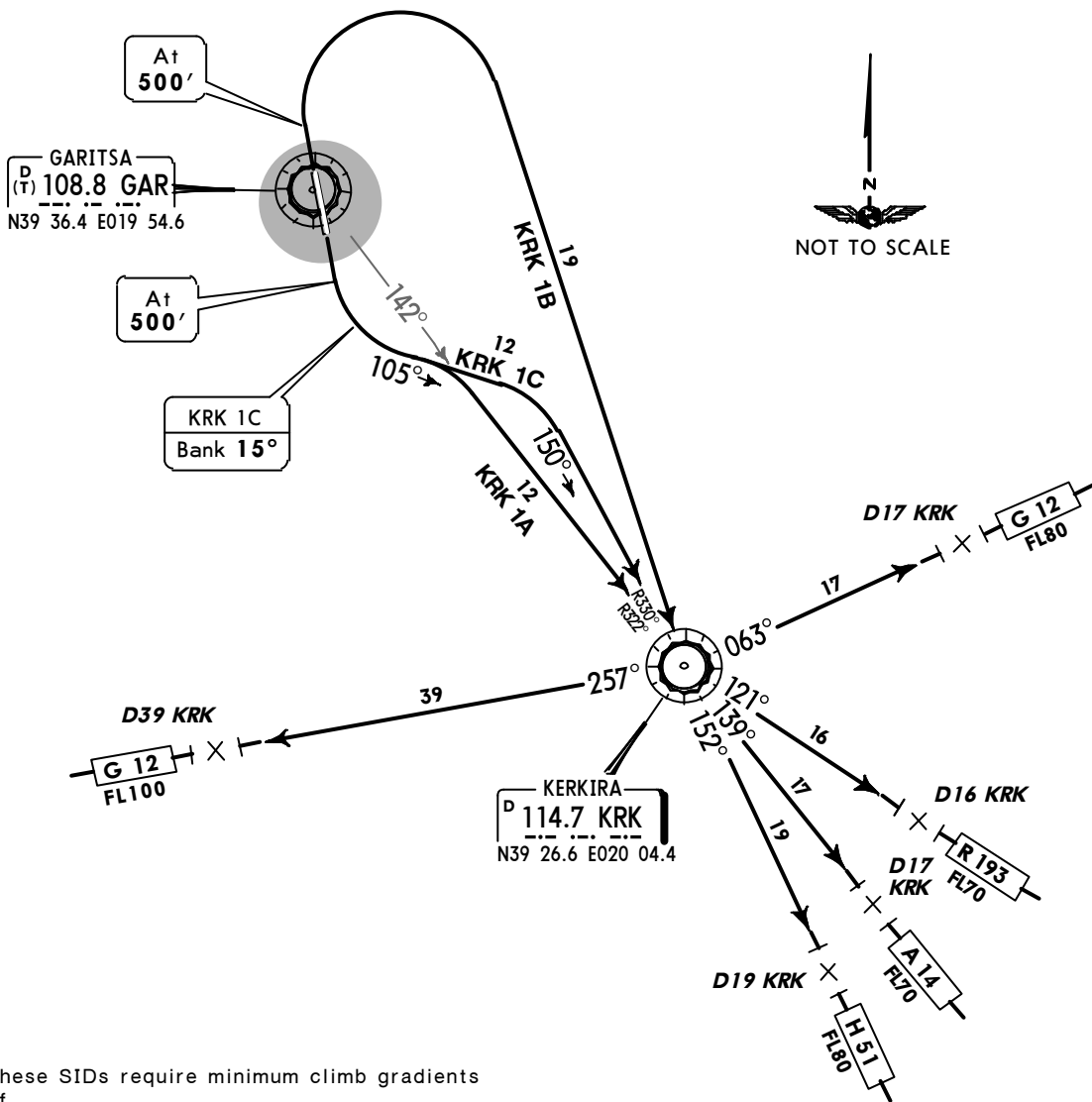


Apt Elev
6'

Trans level: By ATC Trans alt: 5000'



KERKIRA ONE ALFA (KRK 1A)
KERKIRA ONE BRAVO (KRK 1B)
KERKIRA ONE CHARLIE (KRK 1C)
TO BE USED WHEN GAR UNSERVICEABLE
RWYS 17, 35 DEPARTURES



These SIDs require minimum climb gradients of

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.

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

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

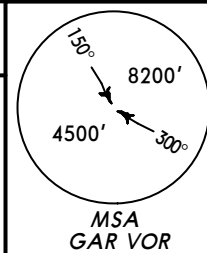
KRK 1C: A visual climb up to **1800'** is required when EAST wind component exceeds 30 KT.
Speed limit 210 KT during turn.

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 1	17	Climb straight ahead to 500' , turn LEFT , 105° track, intercept KRK R-330 inbound to KRK, then join airway assigned by ATC.

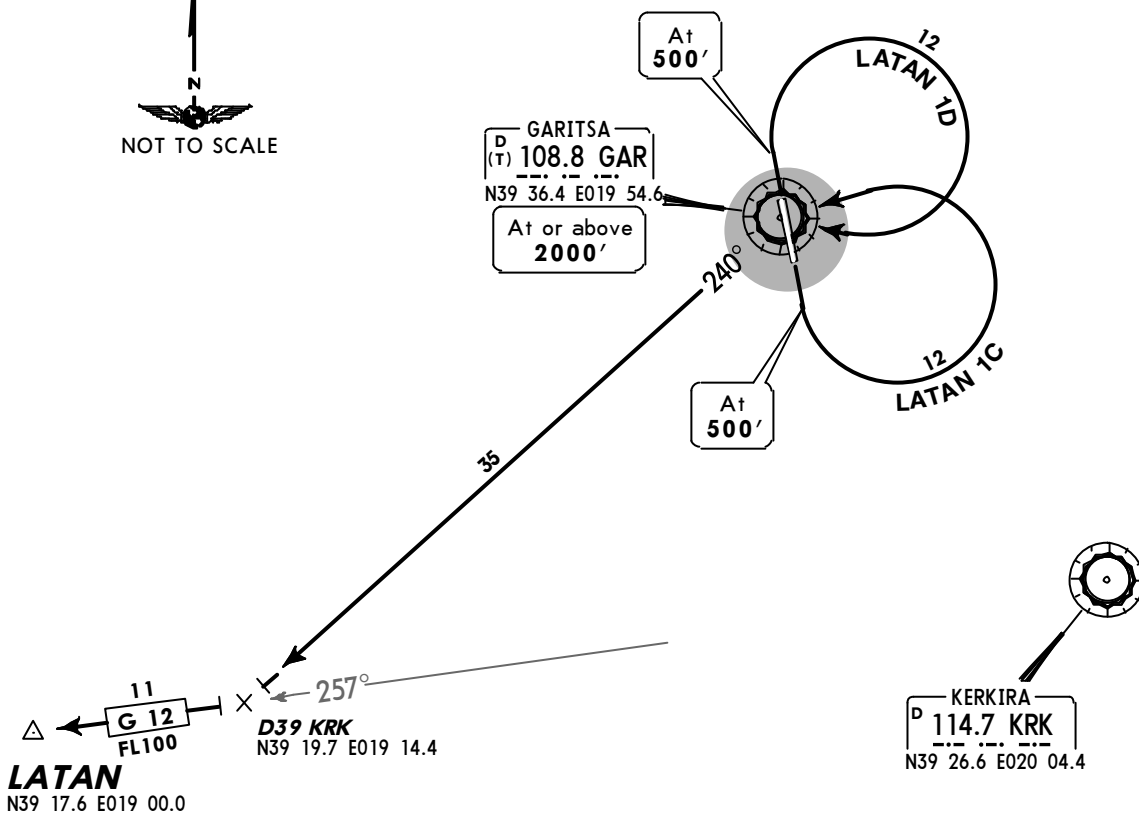
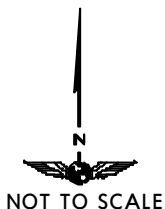
1 When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.

Apt Elev
6'

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

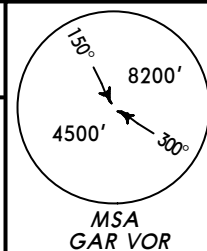
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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

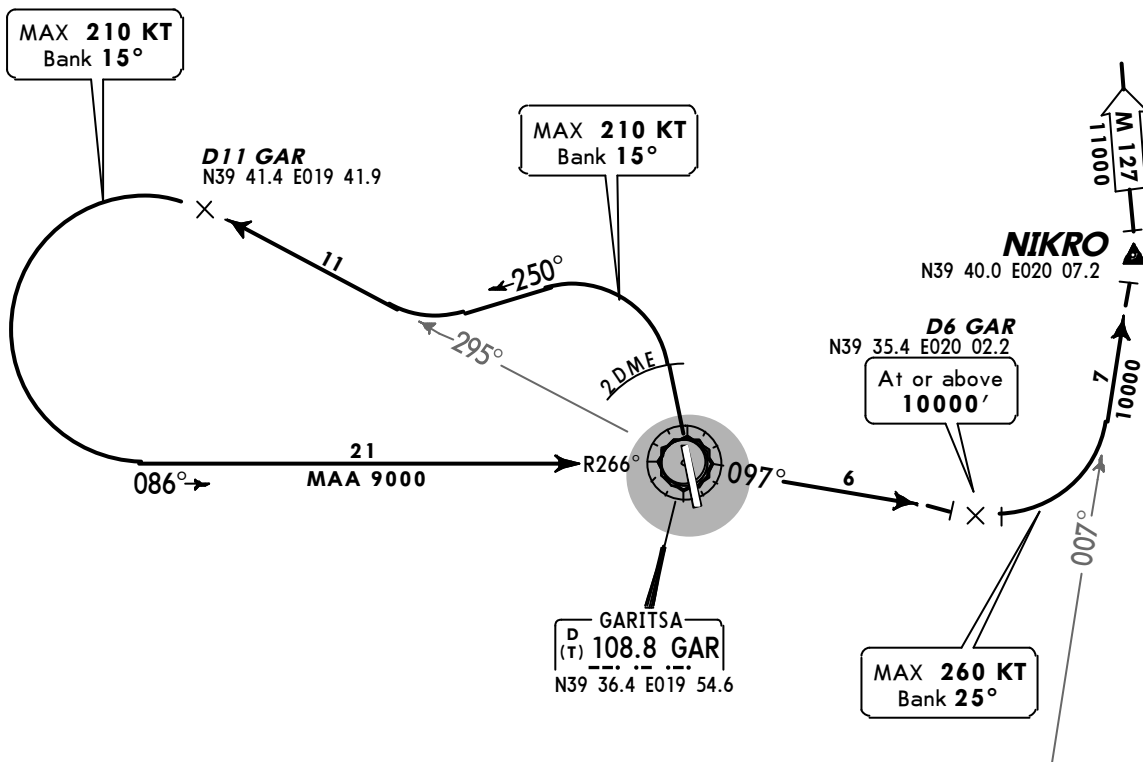
SID	RWY	ROUTING
LATAN 1C	17	Climb straight ahead to 500', turn LEFT to GAR, GAR R-240, join airway G 12 to LATAN.
LATAN 1D	35	Climb straight ahead to 500', turn RIGHT to GAR, GAR R-240, join airway G 12 to LATAN.

Apt Elev
6'

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 [NIKRIA]
RWY 35 DEPARTURE**



This SID requires minimum climb gradients
of
371' per NM (6.1%) up to **2500'**, then
304' per NM (5%) up to **5000'**.

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

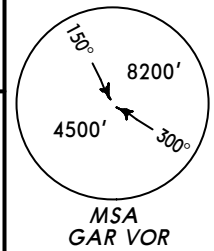
A visual climb up to **500'** is required due to obstructions within 1 KM from DER.

ROUTING

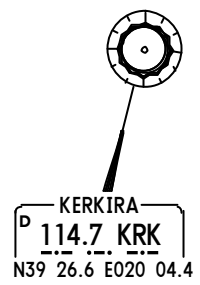
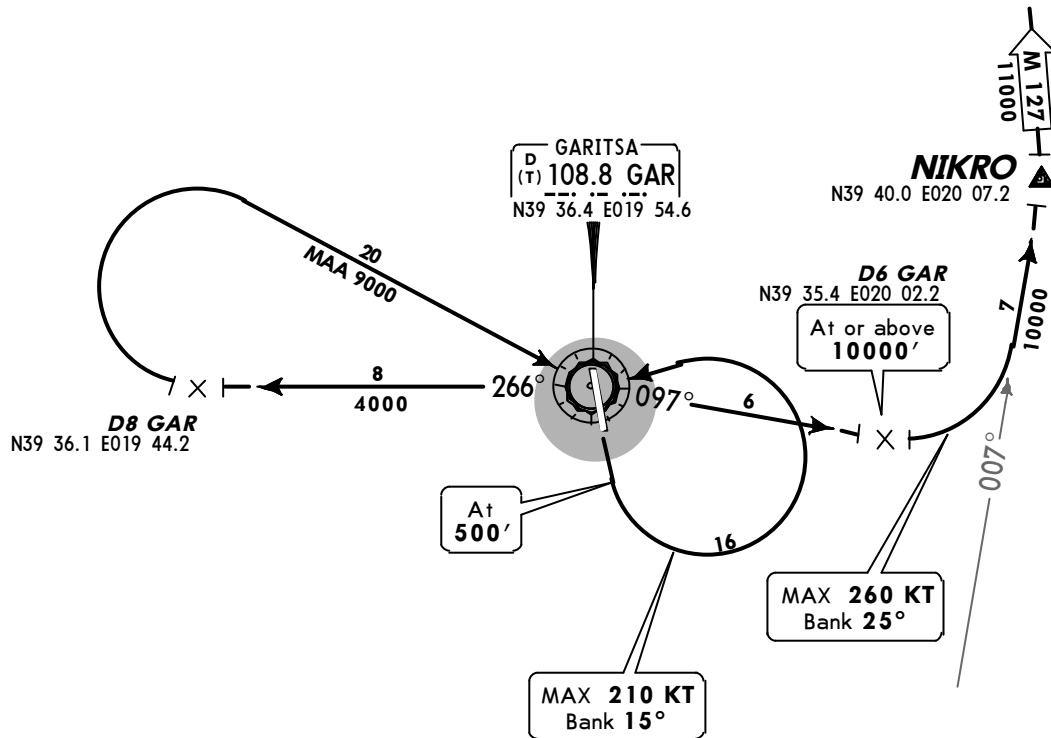
Climb straight ahead to GAR 2 DME, turn LEFT, 250° track, intercept GAR R-295 to D11 GAR, turn LEFT, intercept GAR R-266 inbound to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway **M 127**.

Apt Elev
6'

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 of
371' per NM (6.1%) up to 4000', then
304' per NM (5%) up to 5000'.

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

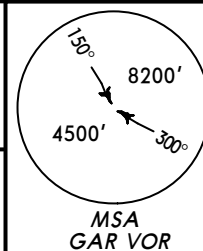
A visual climb up to 500' is required due to obstructions within 1 KM from DER.
A visual climb up to 1800' is required when EAST wind component exceeds 30 KT.

ROUTING

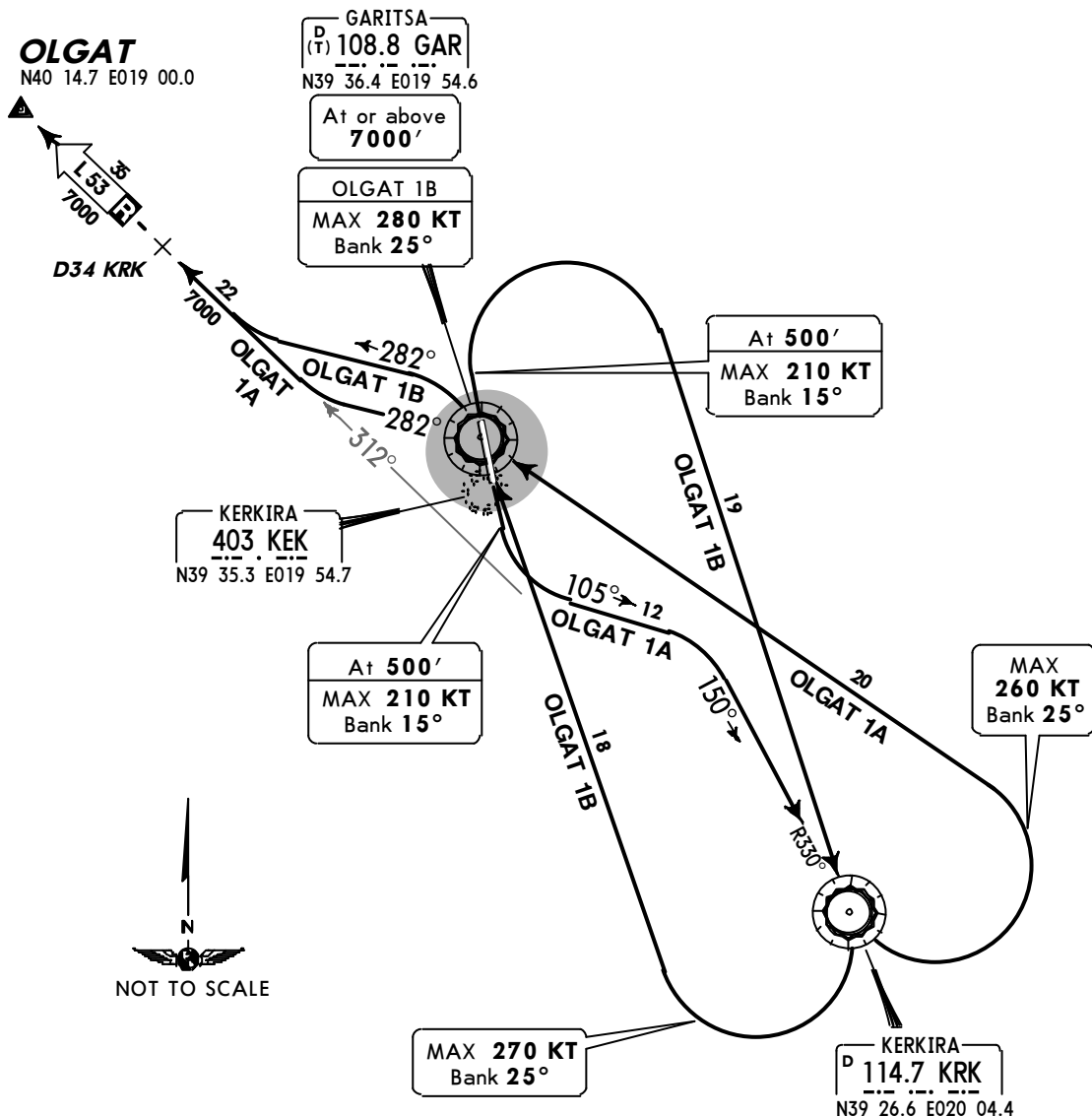
Climb straight ahead to 500', turn LEFT to GAR, GAR R-266 to D8 GAR, turn RIGHT to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway **M 127**.

Apt Elev
6'

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 of

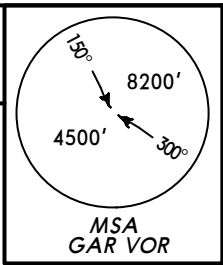
- OLGAT 1A**
371' per NM (6.1%) up to **1800'**, then
304' per NM (5%) up to MEA.
- OLGAT 1B**
304' per NM (5%) up to MEA.

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.

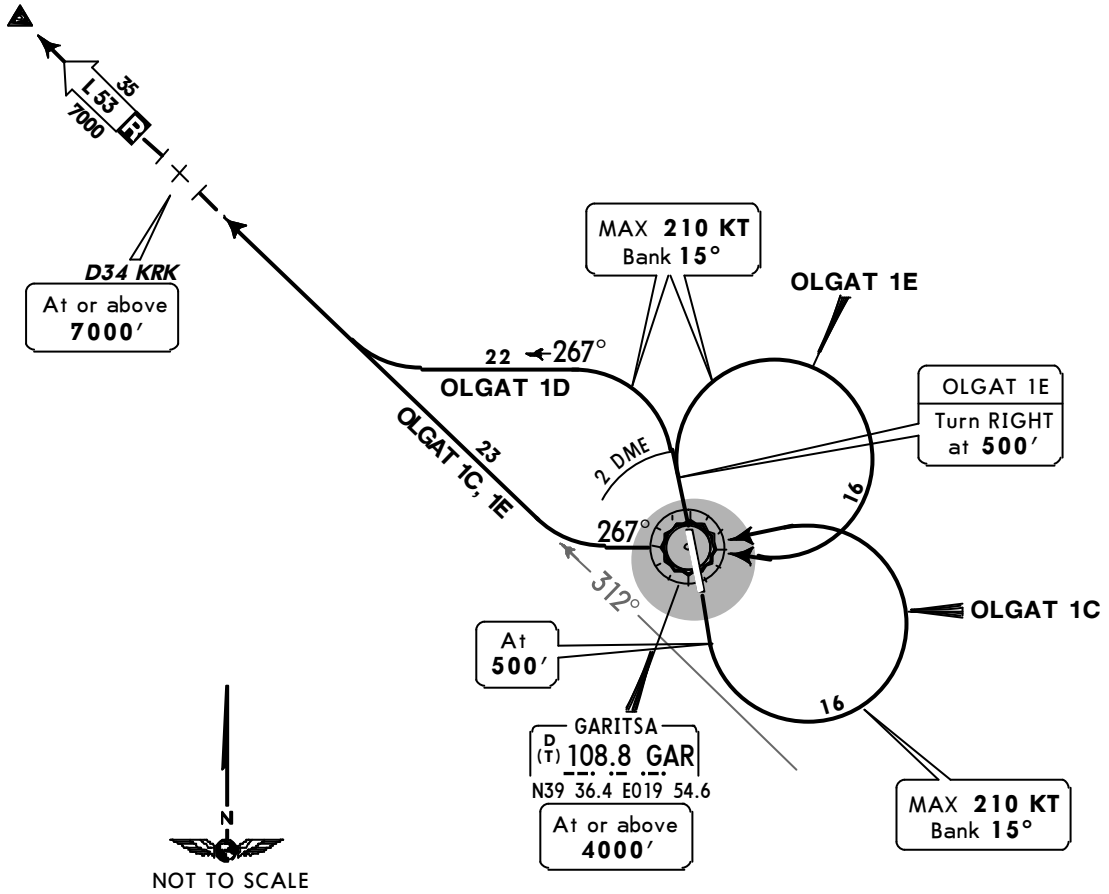
SID	RWY	ROUTING
OLGAT 1A	17	Climb straight ahead to 500' , turn LEFT, 105° track, intercept KRK R-330 inbound to KRK, turn LEFT to GAR (or KEK), turn LEFT, GAR R-282 (or 282° bearing from KEK), intercept KRK R-312, join airway L 53 to OLGAT.
OLGAT 1B	35	Climb straight ahead to 500' , turn RIGHT to KRK,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

Apt Elev 6' 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**

OLGAT
N40 14.7 E019 00.0



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.

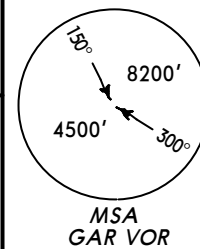
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

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

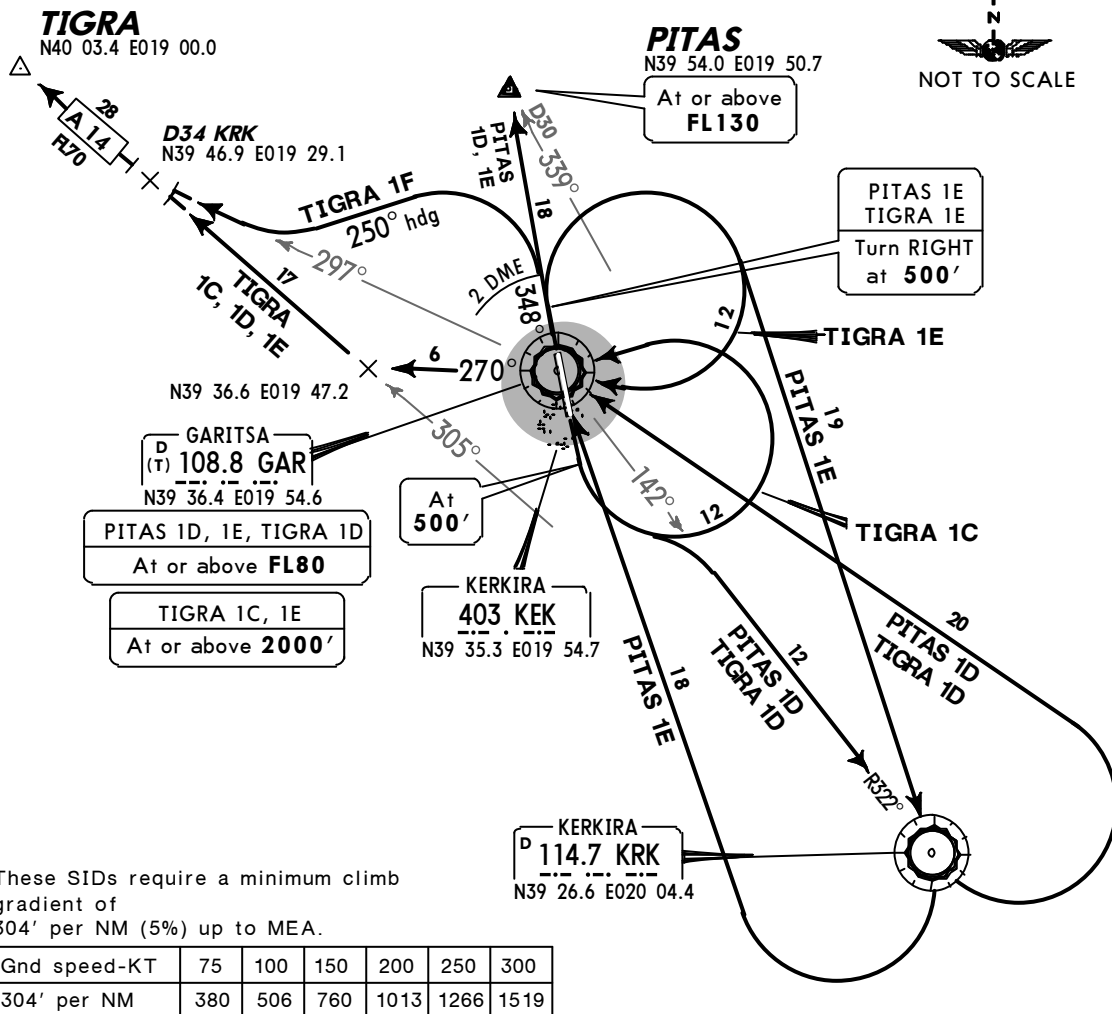
SID	RWY	ROUTING
OLGAT 1C	17	Climb straight ahead to 500', turn LEFT to GAR, GAR R-267, intercept KRK R-312 to D34 KRK, join airway L 53 to OLGAT.
OLGAT 1D	35	Straight ahead to GAR 2 DME, turn LEFT, 267° track, intercept KRK R-312 to D34 KRK, join airway L 53 to OLGAT.
OLGAT 1E		Climb straight ahead to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

Apt Elev
6'

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**

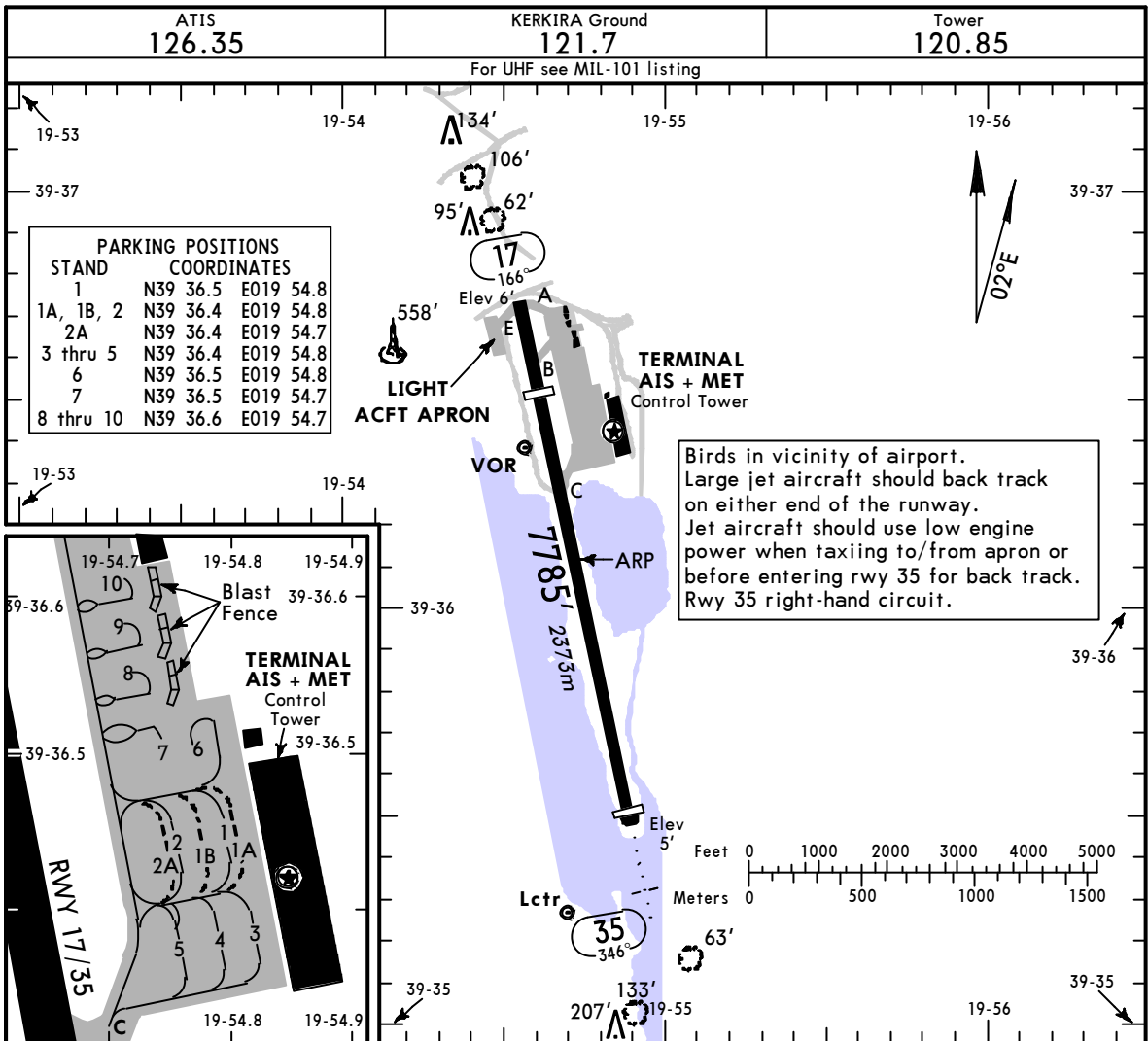


These SIDs require a minimum climb gradient of 304' per NM (5%) up to MEA.

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
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.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	MIRL (60m) PAPI-L ① (angle 3.00°) RVR 6440' 1963m				148'
35	MIRL (60m) MIALS REIL PAPI-L ① (angle 3.08°) RVR 7592' 2314m				45m

① 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 ①

	All Rwys		
	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

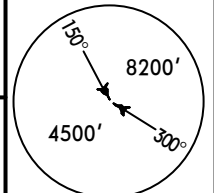
① Operators applying U.S. Ops Specs: CL required below 300m.

ATIS 126.35	KERKIRA Approach 122.35 118.07	*KERKIRA Radar (APP) 122.35	*KERKIRA Director (APP/R) 118.07	KERKIRA Tower 120.85	Ground 121.7
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For UHF see MIL-101 listing

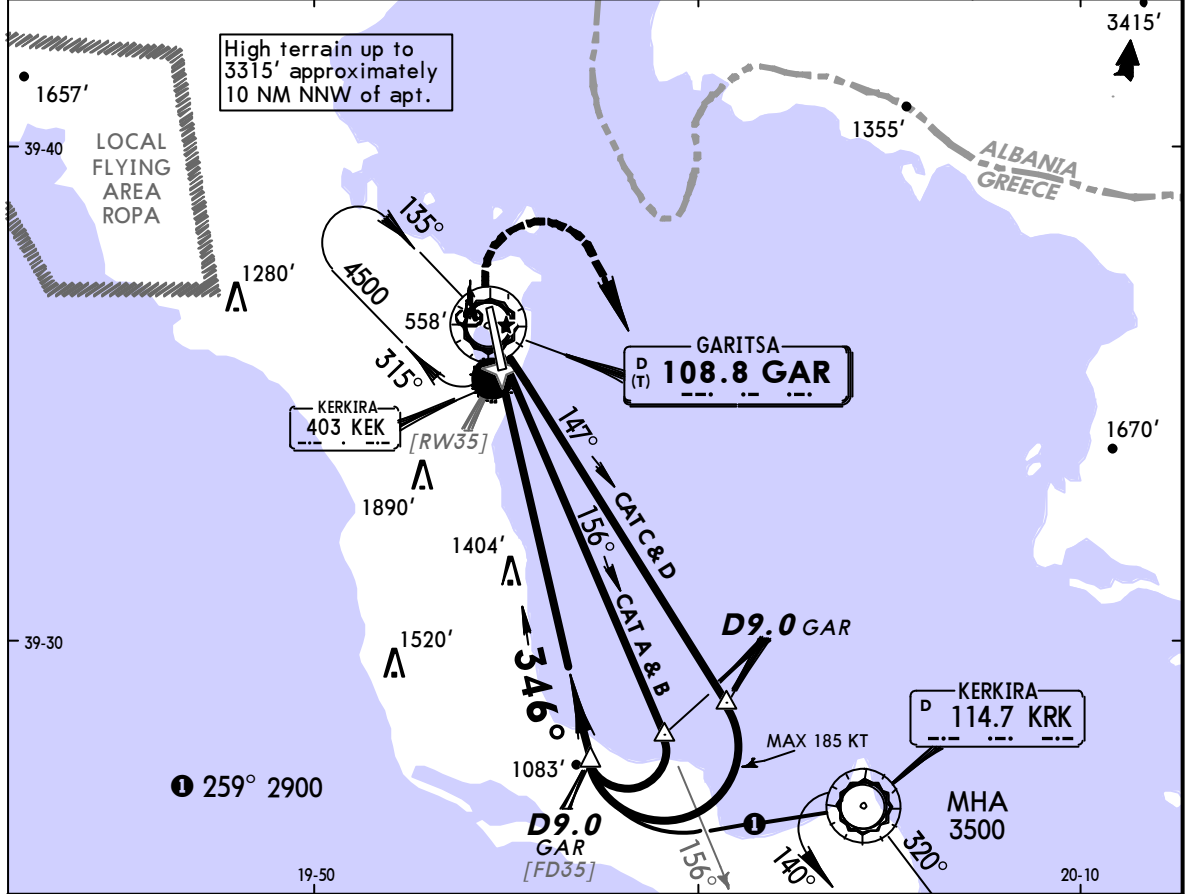
BRIEFING STRIP

VOR GAR 108.8	Final Apch Crs 346°	Minimum Alt D9.0 GAR 2900' (2894')	MDA(H) 2000' (1994')	Apt Elev 6'
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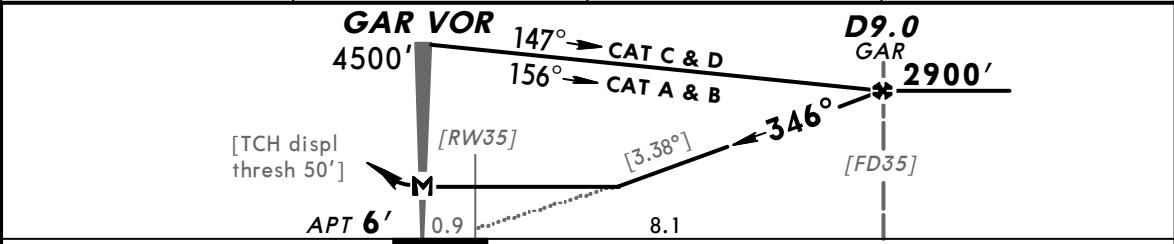


MISSED APCH: Turn RIGHT (MAX 185 KT) climbing to KRK VOR to 3500' and hold.

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 5000' MSA GAR VOR



GAR DME	6.0	7.0	8.0
ALTITUDE	1820'	2180'	2540'



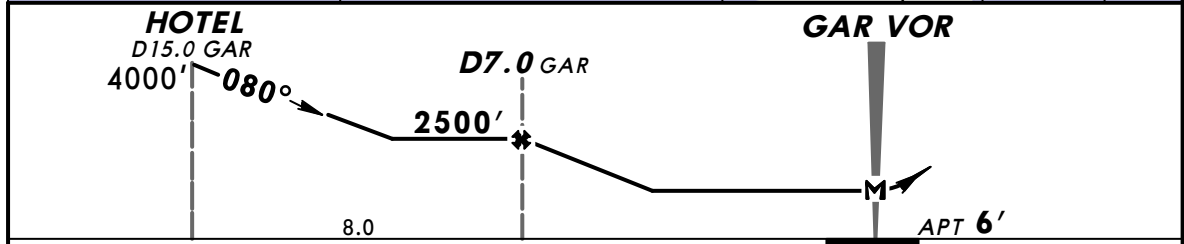
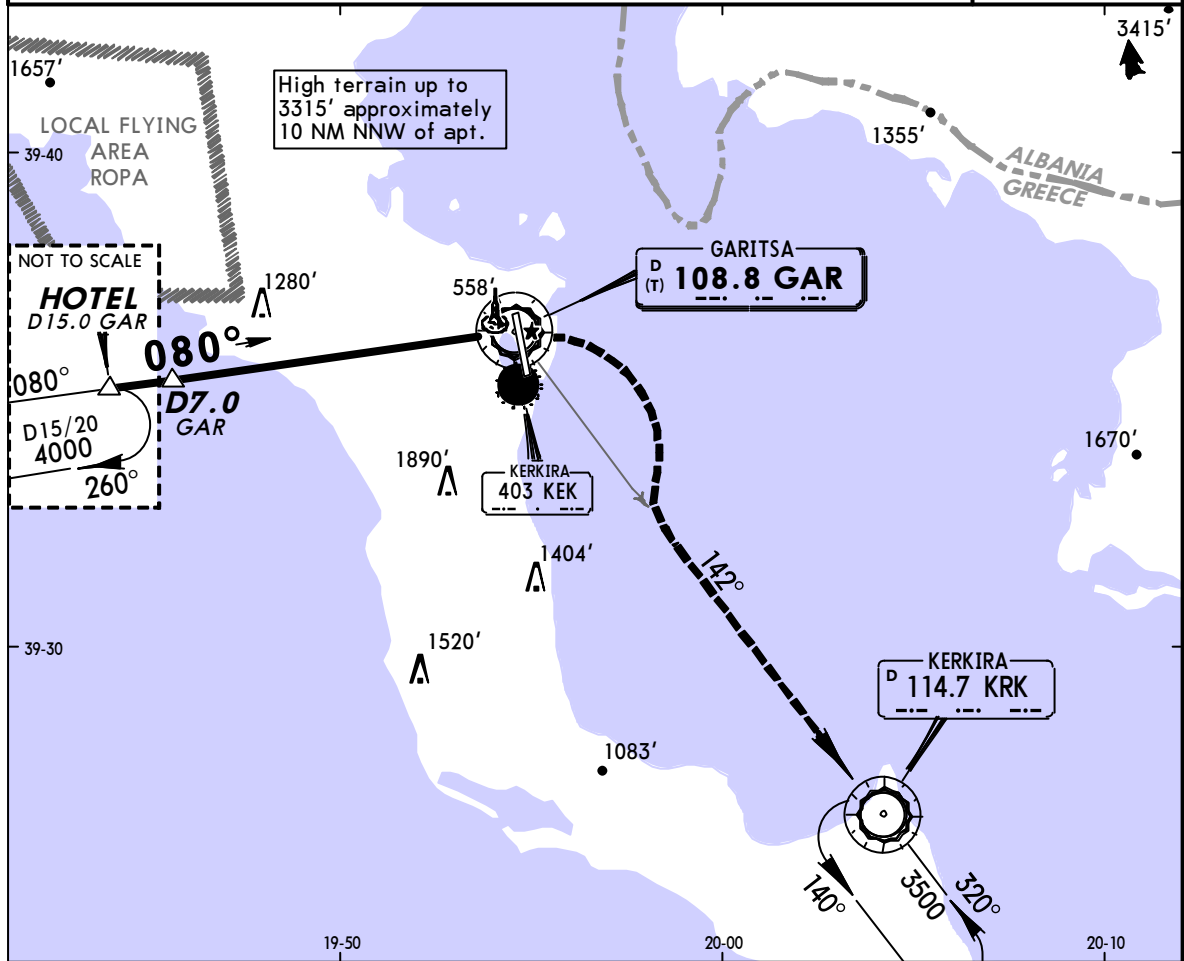
Gnd speed-Kts	70	90	100	120	140	160	MIALS REIL PAPI : : : : : :	185 KT MAX	3500'	KRK 114.7
Desc Grad 5.90% or Descent angle [3.38°]	419	538	598	718	837	957				
MAP at GAR VOR										

JAR-OPS STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
MDA(H) 2000' (1994')				Not authorized West of airport			
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m		RVR 1500m	100	2000' (1994')	1500m	
B	RVR 1500m		RVR 1500m	135	2000' (1994')	1600m	
C	RVR 1800m		RVR 2000m	180	2000' (1994')	2400m	
D	RVR 2000m			205	2000' (1994')	3600m	

PANS OPS 3

ATIS 126.35	KERKIRA Approach 122.35 118.07	*KERKIRA Radar (APP) 122.35	*KERKIRA Director (APP/R) 118.07	KERKIRA Tower 120.85	Ground 121.7
For UHF see MIL-101 listing					
VOR GAR 108.8	Final Apch Crs 080°	Minimum Alt D7.0 GAR 2500' (2494')	MDA(H) 1700' (1694')	Apt Elev 6'	
MISSED APCH: Turn RIGHT on R-142 GAR climbing to 3500' to KRK VOR and hold.					
Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA GAR VOR	

BRIEFING STRIP



Lighting - Refer to Airport Chart	3500'	GAR on 108.8
	RT	R-142

JAR-OPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				Not authorized West of airport	
	Max Kts.	MDA(H)	VIS		
A	100	1700' (1694')	1500m		
B	135	1700' (1694')	1600m		
C	180	1700' (1694')	2400m		
D	205	1700' (1694')	3600m		
NOT AUTHORIZED					

PANS OPS 3

ATIS	KERKIRA Approach	*KERKIRA Radar (APP)	*KERKIRA Director (APP/R)	KERKIRA Tower	Ground
126.35	122.35 118.07	122.35	118.07	120.85	121.7

For UHF see MIL-101 listing

BRIEFING STRIP

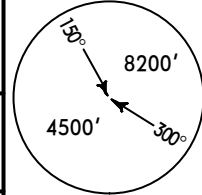
Lctr
KEK
403

Final
Apch Crs
320°

Minimum Alt
D3.0 KRK
2900' (2894')

MDA(H)
Refer to
Minimums

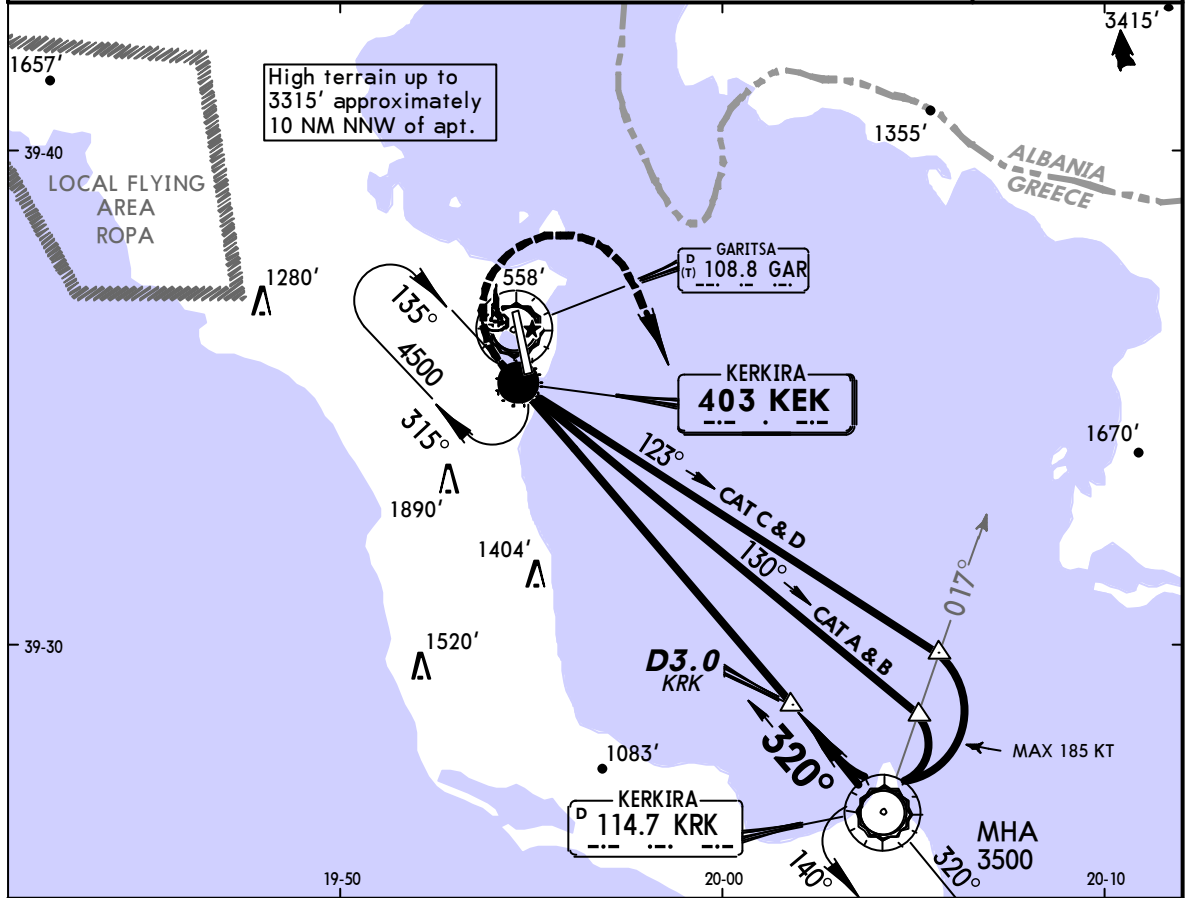
Apt Elev 6'



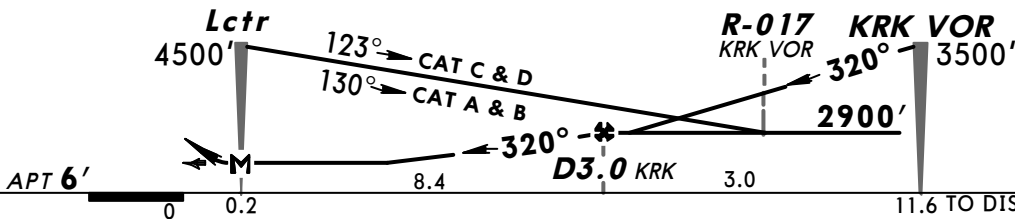
MISSED APCH: Turn RIGHT (MAX 185 KT) climbing to KRK VOR to 3500' and hold.

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 5000'

MSA KEK Lctr



KRK DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1100'	1460'	1820'	2180'	2540'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.9%	418	538	597	717	836
MAP at Lctr						

Lighting - Refer to Airport Chart	185 KT MAX	3500'	KRK 114.7
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JAR-OPS STRAIGHT-IN LANDING

CIRCLE-TO-LAND

NOT AUTHORIZED

Not authorized West of airport		
Max Kts.	MDA(H)	VIS
100	1050' (1044')	1500m
135	1050' (1044')	1600m
180	1700' (1694')	2400m
205	1700' (1694')	3600m

PANS OPS 3