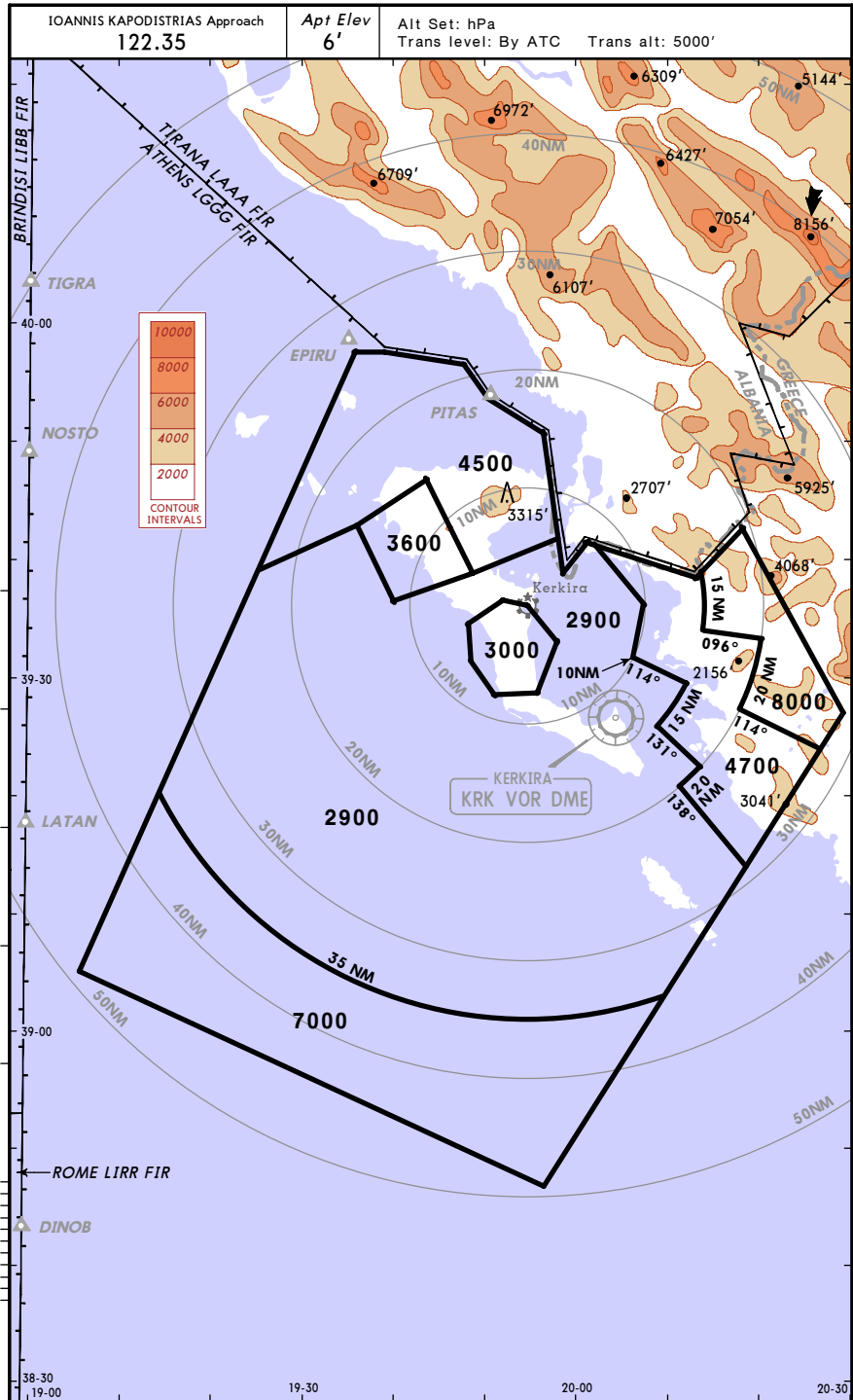


LGKR/CFU
 IOANNIS KAPODISTRIAS 1 DEC 06 (10-1R)

JEPPESEN

KERKIRA, GREECE

RADAR MINIMUM ALTITUDES



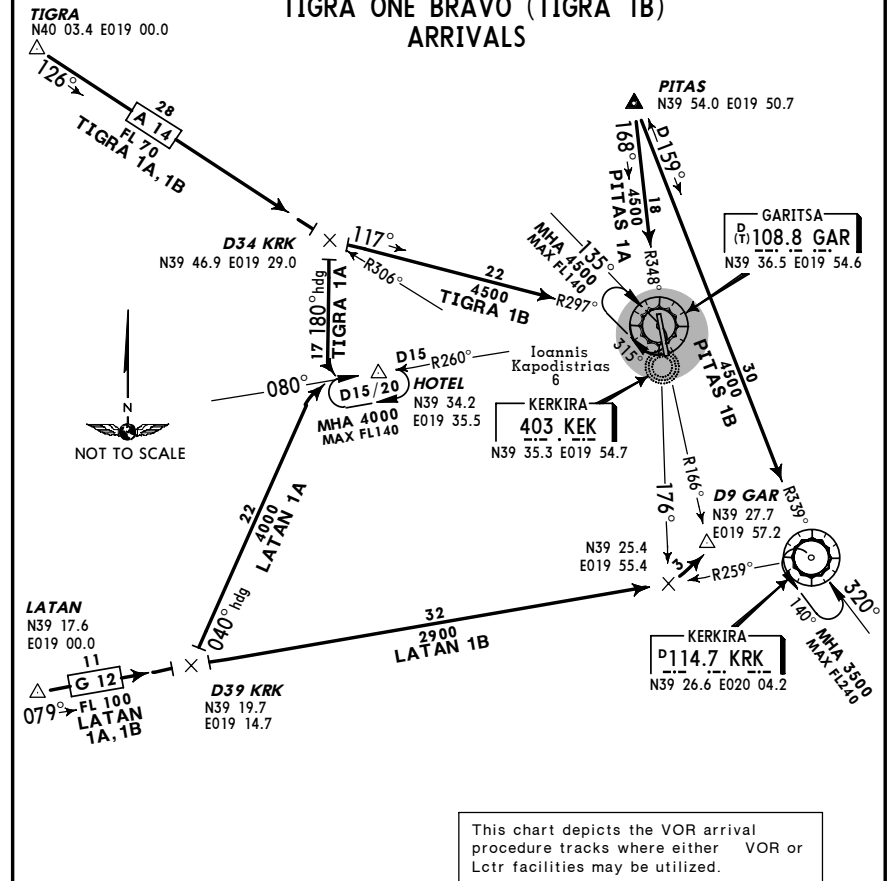
STAR

JEPPESEN 12 AUG 94 (10-2) Eff 18 Aug

KERKIRA, GREECE
 IOANNIS KAPODISTRIAS

*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 Pitass Int intercept GAR R-348 inbound to GAR VORDME for full VORDME approach. |
| PITAS 1B | From Pitass 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. |

ARRIVAL

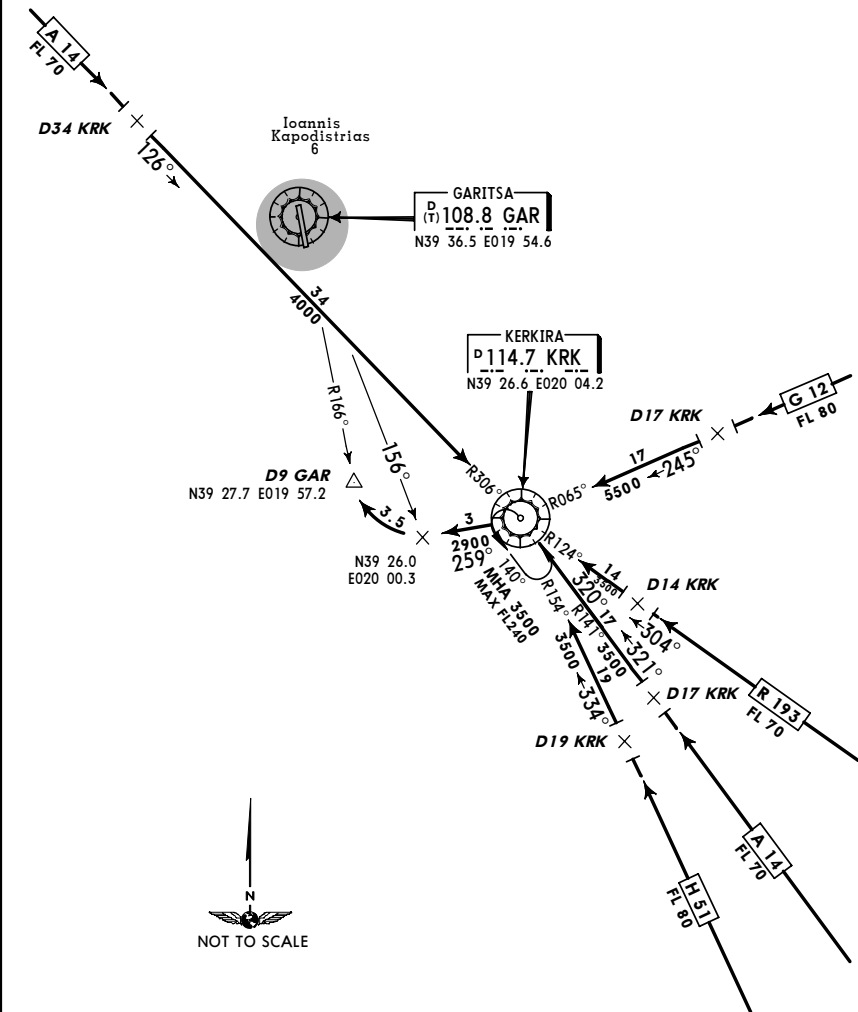
JEPPESEN 12 AUG 94 **10-2A** Eff 18 Aug

KERKIRA, GREECE
 IOANNIS KAPODISTRIAS

* ATIS 126.35 (01 APR - 31 OCT)

TRANS LEVEL: BY ATC
 TRANS ALT: 5000'

ARRIVAL PROCEDURES



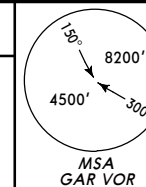
LGKR/CFU
 IOANNIS KAPODISTRIAS

JEPPESEN 14 JAN 05 **10-3** Eff 20 Jan

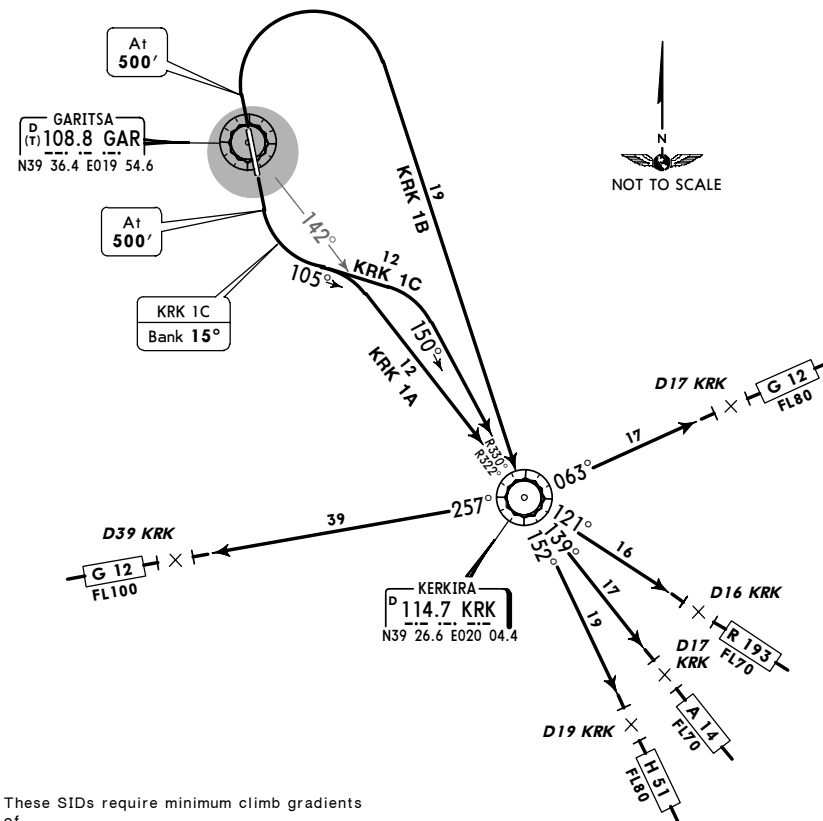
KERKIRA, GREECE
SID

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 |

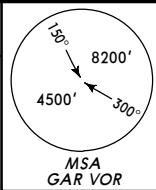
A visual climb up to 500' is required due to obstructions within 1 KM from DER.
KRK 1C: A visual climb up to 1800' is required when EAST wind component exceeds 30 KT.
 Speed limit 210 KT during turn.

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

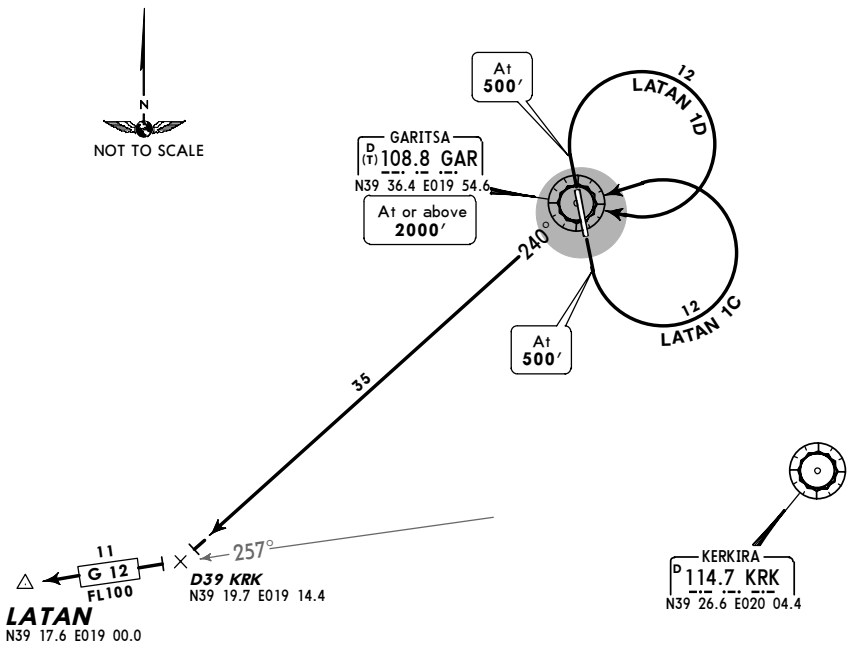
① When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**
 IOANNIS KAPODISTRIAS 14 JAN 05 (10-3A) Eff 20 Jan SID

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.

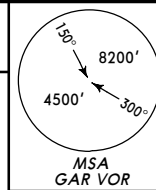
| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 304' per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

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

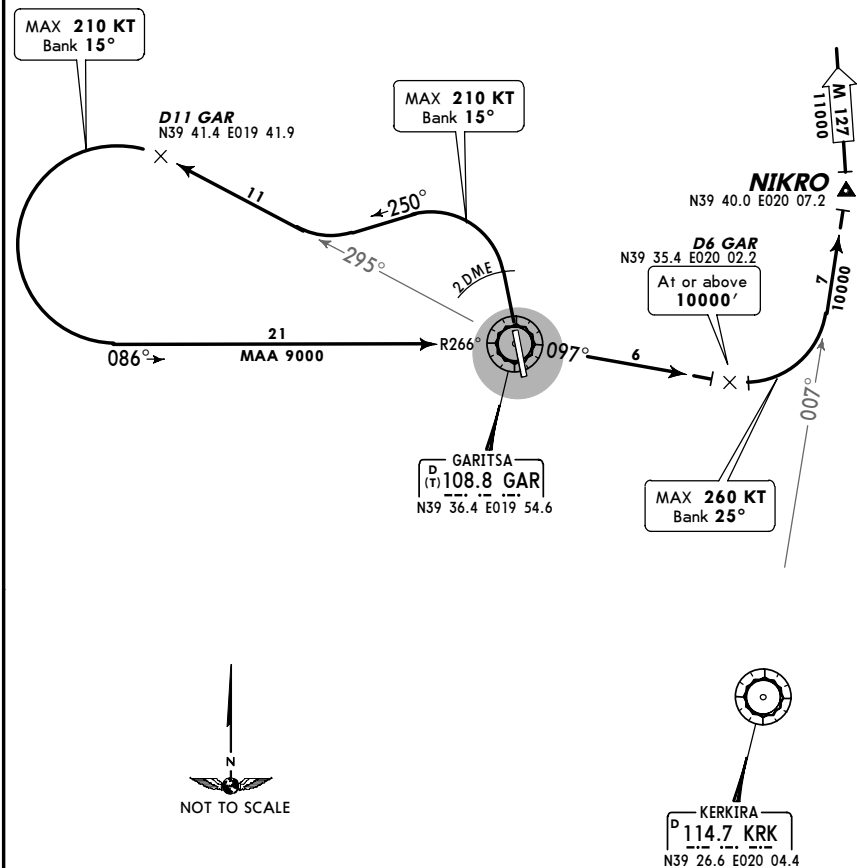
| SID | RWY | ROUTING |
|----------|-----|--|
| LATAN 1C | 17 | Climb straight ahead to 500', turn LEFT to GAR, GAR R-240, join airway G 12 to LATAN. |
| LATAN 1D | 35 | Climb straight ahead to 500', turn RIGHT to GAR, GAR R-240, join airway G 12 to LATAN. |

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**
 IOANNIS KAPODISTRIAS 22 JUN 07 (10-3A1) Eff 5 Jul SID

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.

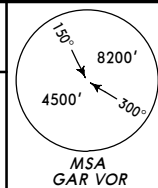
| ROUTING |
|---|
| Climb straight ahead to GAR 2 DME, turn LEFT, 250° track, intercept GAR R-295 to D11 GAR, turn LEFT, intercept GAR R-266 inbound to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway M 127. |

LGKR/CFU
 IOANNIS KAPODISTRIAS

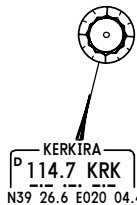
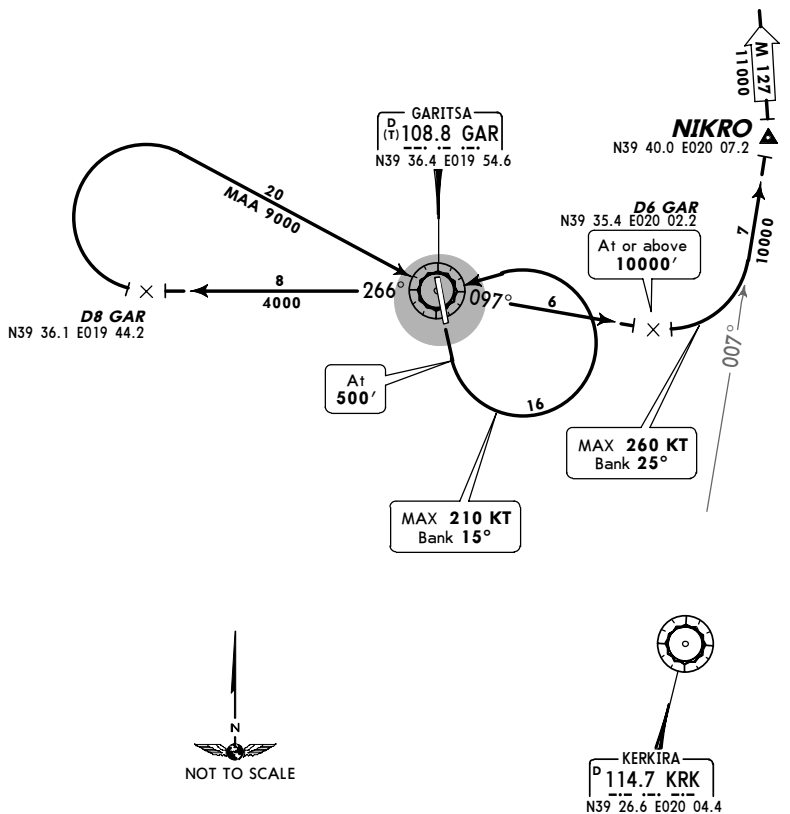
JEPPESEN
 22 JUN 07 (10-3A2) Eff 5 Jul

KERKIRA, GREECE
 SID

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

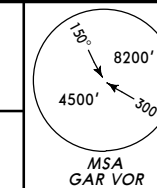
Climb straight ahead to 500', turn LEFT to GAR, GAR R-266 to D8 GAR, turn RIGHT to GAR, GAR R-097 to D6 GAR, turn LEFT, intercept KRK R-007 to NIKRO, join airway **M 127**.

LGKR/CFU
 IOANNIS KAPODISTRIAS

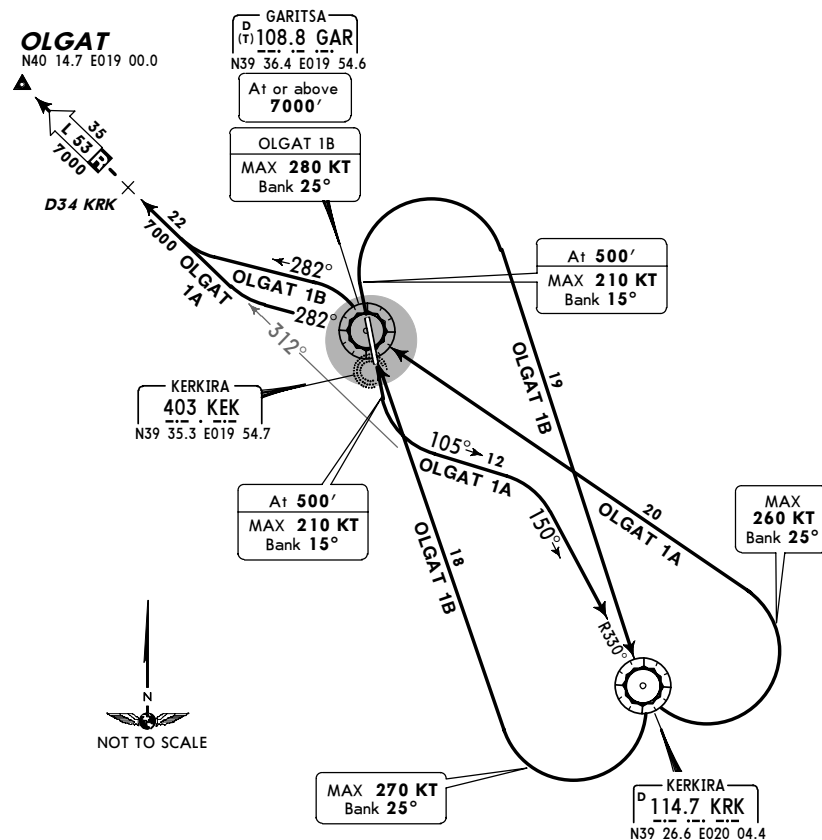
JEPPESEN
 7 JUL 06 (10-3B)

KERKIRA, GREECE
 SID

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.
 A visual climb up to 1800' is required when EAST wind component exceeds 30 KT.

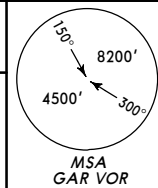
| SID | RWY | ROUTING |
|----------|-----|---|
| OLGAT 1A | 17 | Climb straight ahead to 500', turn LEFT, 105° track, intercept KRK R-330 inbound to KRK, turn LEFT to GAR (or KEK), turn LEFT, GAR R-282 (or 282° bearing from KEK), intercept KRK R-312, join airway L 53 to OLGAT. |
| OLGAT 1B | 35 | Climb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

LGKR/CFU
 IOANNIS KAPODISTRIAS

JEPPESEN
 7 JUL 06 (10-3C)

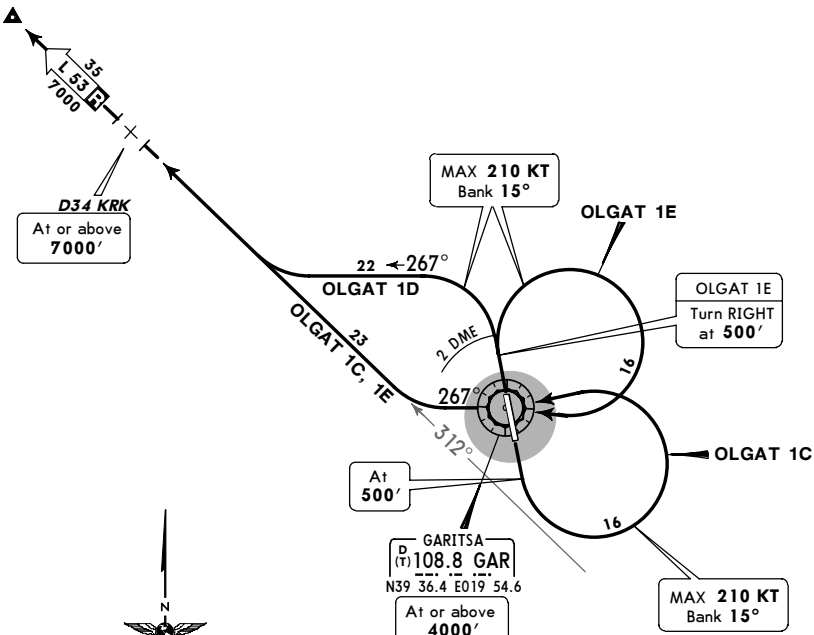
KERKIRA, GREECE
 SID

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 [OLGA 1C], OLGAT 1D [OLGA 1D]
 OLGAT 1E [OLGA 1E]
 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 |
| 304' 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.

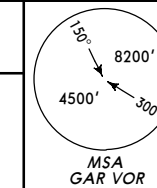
| SID | RWY | ROUTING |
|----------|-----|--|
| OLGAT 1C | 17 | Climb straight ahead to 500', turn LEFT to GAR, GAR R-267, intercept KRK R-312 to D34 KRK, join airway L 53 to OLGAT. |
| OLGAT 1D | 35 | Straight ahead to GAR 2 DME, turn LEFT, 267° track, intercept KRK R-312 to D34 KRK, join airway L 53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

LGKR/CFU
 IOANNIS KAPODISTRIAS

JEPPESEN
 26 AUG 05 (10-3D) Eff 1 Sep

KERKIRA, GREECE
 SID

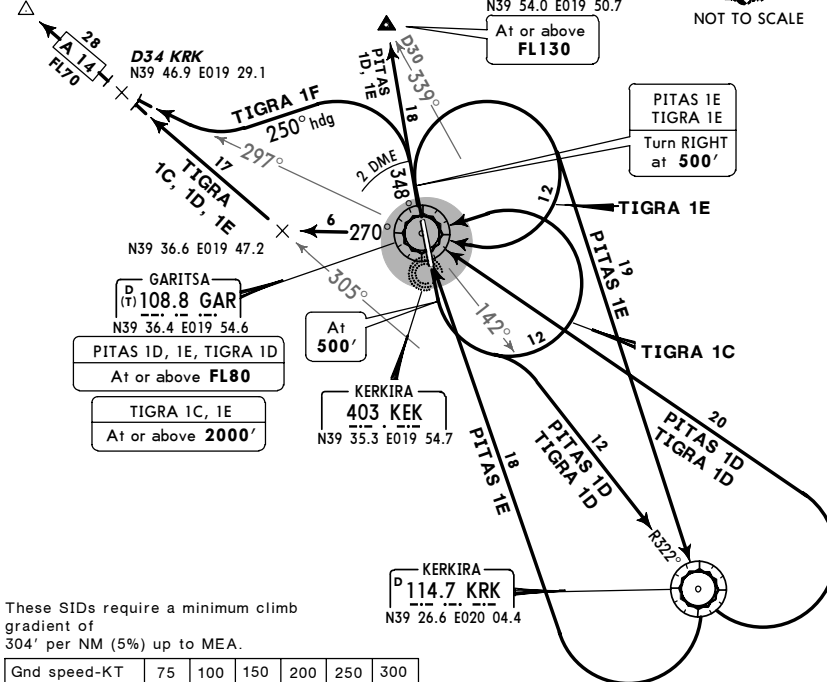
Apt Elev 6'
 Trans level: By ATC Trans alt: 5000'
 This chart depicts the VOR departure procedure tracks where either VOR or Lctr facilities may be utilized.



PITAS ONE DELTA (PITAS 1D) [PITA 1D]
 PITAS ONE ECHO (PITAS 1E) [PITA 1E]
 TIGRA ONE CHARLIE (TIGRA 1C) [TIGR 1C]
 TIGRA ONE DELTA (TIGRA 1D) [TIGR 1D]
 TIGRA ONE ECHO (TIGRA 1E) [TIGR 1E]
 TIGRA ONE FOXTROT (TIGRA 1F) [TIGR 1F]
 RWYS 17, 35 DEPARTURES

TIGRA
 N40 03.4 E019 00.0

PITAS
 N39 54.0 E019 50.7



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 |

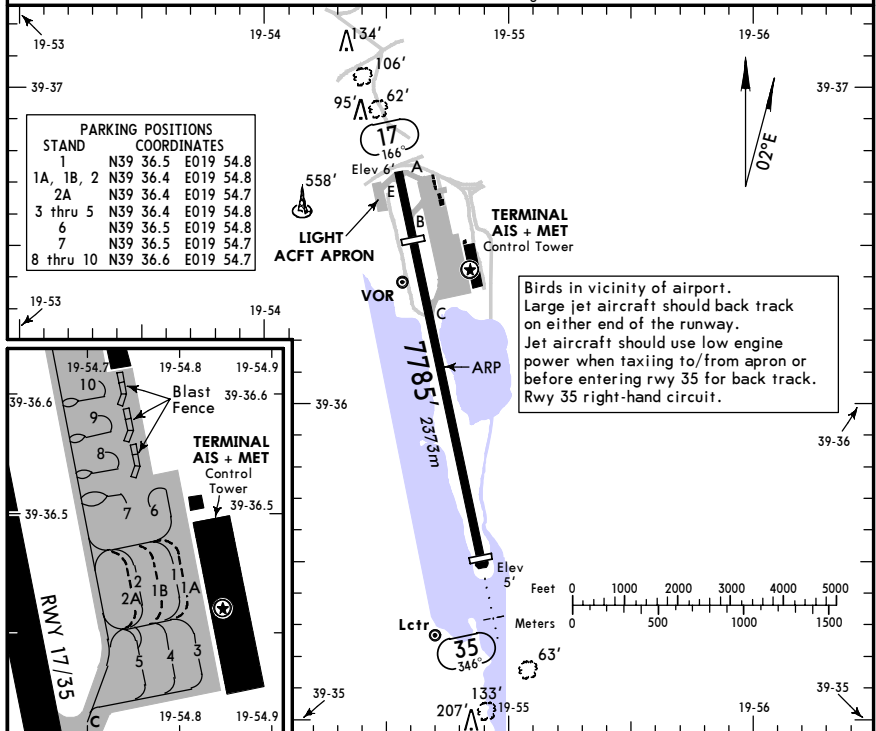
A visual climb up to 500' is required due to obstructions within 1 KM from DER.
 Speed limit 210 KT during turn.

| 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. |

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**

Apt Elev 6' 9 FEB 07 (10-9) Eff 15 Feb IOANNIS KAPODISTRIAS

| | | |
|-----------------------------|-------------------------|-----------------|
| ATIS 126.35 | KERKIRA Ground 121.7 | Tower 120.85 |
| For UHF see MIL-101 listing | | |



ADDITIONAL RUNWAY INFORMATION

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

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 I

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

JAR-OPS STRAIGHT-IN LANDING RWY 35

| A | MDA(H) 2000' (1994') | | CIRCLE-TO-LAND | |
|---|----------------------|---------|----------------|-------|
| | ALS out | Max Kts | MDA(H) | VIS |
| B | RVR 1500m | 100 | 2000' (1994') | 1500m |
| C | RVR 1800m | 135 | 2000' (1994') | 1600m |
| D | RVR 2000m | 180 | 2000' (1994') | 2400m |
| | | 205 | 2000' (1994') | 3600m |

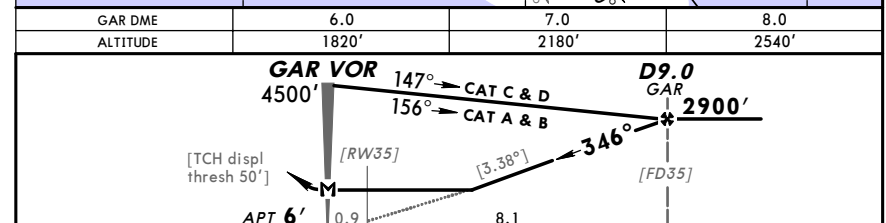
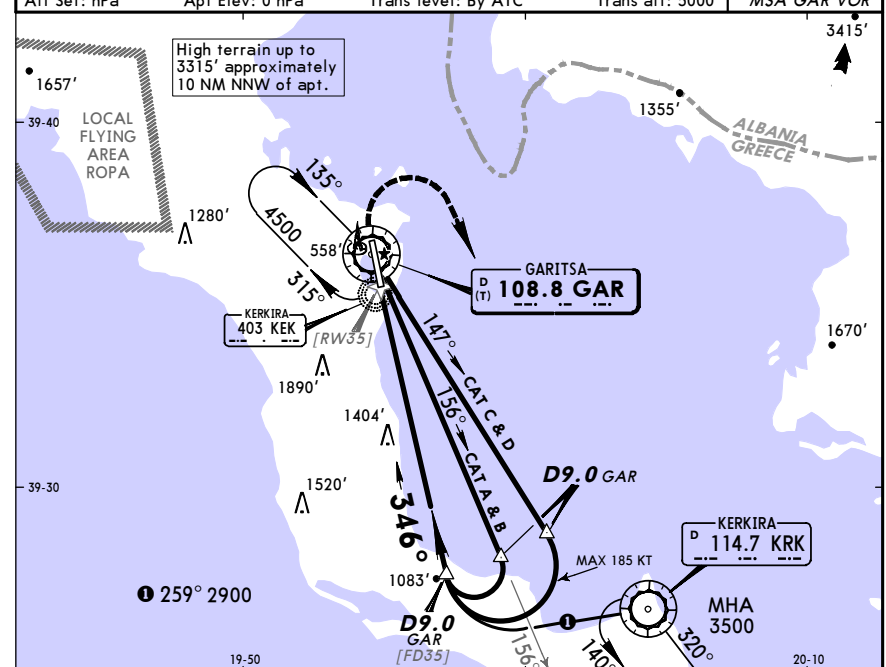
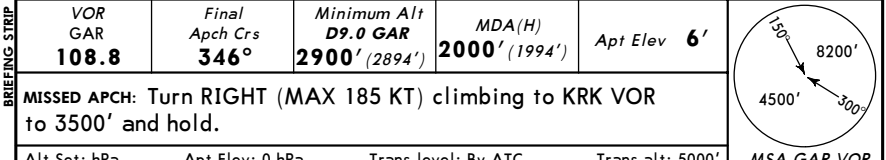
PANS OPS 3

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

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**
IOANNIS KAPODISTRIAS 9 FEB 07 (13-1) Eff 15 Feb **VOR DME Rwy 35**

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

| | | | | |
|-----------------------------|------------------------|--|-------------------------|-------------|
| VOR GAR 108.8 | Final Apch Crs 346° | Minimum Alt D9.0 GAR 2900' (2894') | MDA(H) 2000' (1994') | Apt Elev 6' |
| For UHF see MIL-101 listing | | | | |



| 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

| A | MDA(H) 2000' (1994') | | CIRCLE-TO-LAND | |
|---|----------------------|---------|----------------|-------|
| | ALS out | Max Kts | MDA(H) | VIS |
| B | RVR 1500m | 100 | 2000' (1994') | 1500m |
| C | RVR 1800m | 135 | 2000' (1994') | 1600m |
| D | RVR 2000m | 180 | 2000' (1994') | 2400m |
| | | 205 | 2000' (1994') | 3600m |

PANS OPS 3

Not authorized West of airport

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**
IOANNIS KAPODISTRIAS 8 SEP 06 (13-2) **CIRCLING VOR DME**

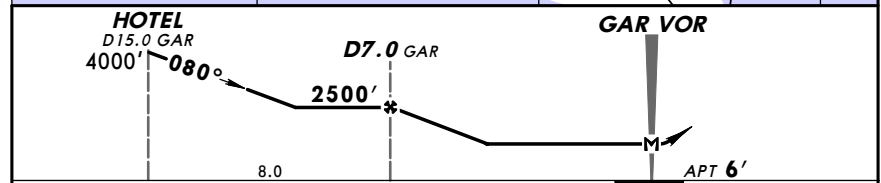
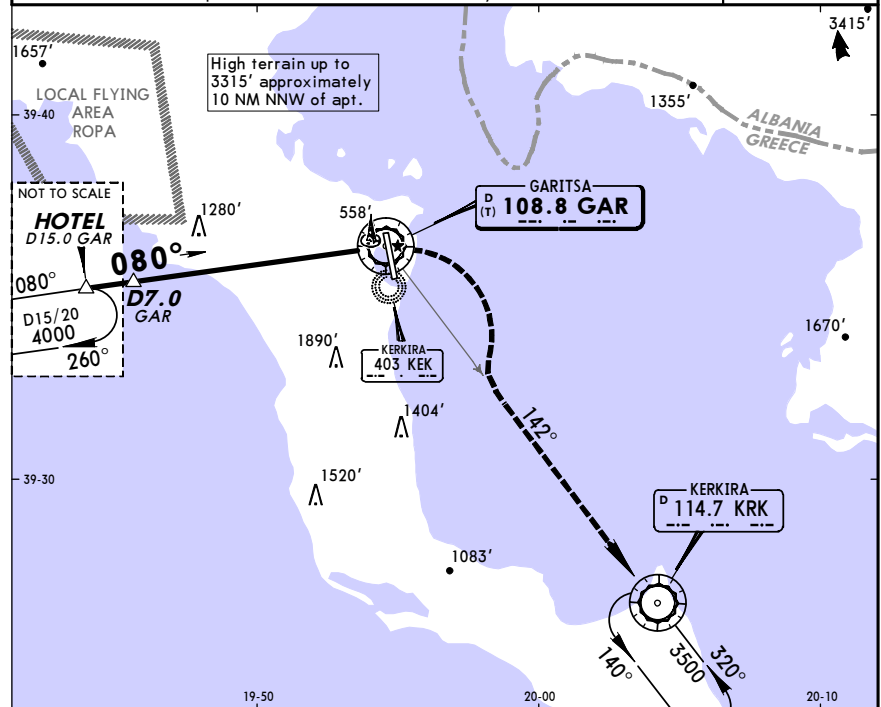
| | | | | | | |
|----------------|----------------------------|--------------------------------|-------------------------------------|-------------------------|-------------------------|-----------------|
| ATIS 126.35 | KERKIRA Approach 122.35 | *KERKIRA Radar (APP) 118.07 | *KERKIRA Director (APP/R)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

For UHF see MIL-101 listing

| | | | | | |
|---------------------|--------------------------|--|-------------------------|----------------|--|
| VOR GAR 108.8 | Final Apt 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



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

| A | Max Kts | MDA(H) | | VIS |
|---|---------|---------------|-------|-------|
| | | 100 | 1500m | |
| B | 100 | 1700' (1694') | 1500m | 1500m |
| C | 135 | 1700' (1694') | 1600m | 1600m |
| D | 180 | 1700' (1694') | 2400m | 2400m |
| | 205 | 1700' (1694') | 3600m | 3600m |

LGKR/CFU **JEPPESEN** **KERKIRA, GREECE**
IOANNIS KAPODISTRIAS 8 SEP 06 (16-1) **CIRCLING VOR DME NDB Rwy 35**

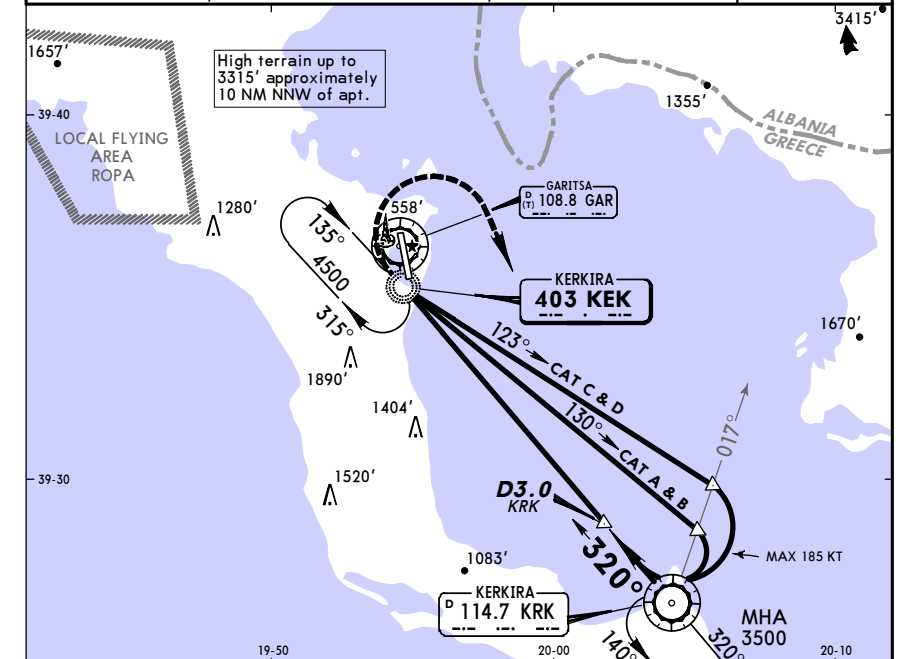
| | | | | | | |
|----------------|----------------------------|--------------------------------|-------------------------------------|-------------------------|-------------------------|-----------------|
| ATIS 126.35 | KERKIRA Approach 122.35 | *KERKIRA Radar (APP) 118.07 | *KERKIRA Director (APP/R)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

For UHF see MIL-101 listing

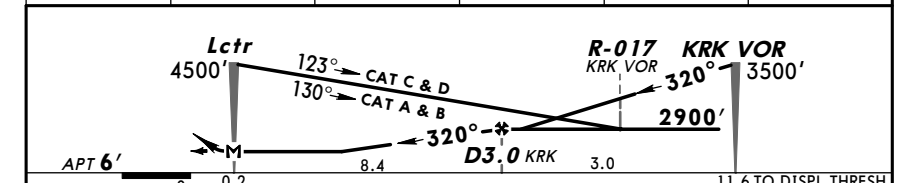
| | | | | | |
|--------------------|--------------------------|--|-----------------------------|----------------|--|
| Lctr KEK 403 | Final Apt Crs 320° | Minimum Alt D3.0 KRK 2900' (2894') | MDA(H) Refer to Minimums | Apt Elev 6' | |
|--------------------|--------------------------|--|-----------------------------|----------------|--|

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 | Lighting - Refer to Airport Chart | 185 KT MAX | 3500' | KRK 114.7 |
| Descent Gradient | 5.9% | 418 | 538 | 597 | 717 | 836 | | 956 | | |

| A | Max Kts | MDA(H) | | VIS |
|---|---------|---------------|-------|-------|
| | | 100 | 1500m | |
| B | 100 | 1050' (1044') | 1500m | 1500m |
| C | 135 | 1050' (1044') | 1600m | 1600m |
| D | 180 | 1700' (1694') | 2400m | 2400m |
| | 205 | 1700' (1694') | 3600m | 3600m |