

GENERAL

ATS Hours

H24

Airport Information

RFF: CAT 7

PCN: RWY 17/35: 33/F/B/X/U

Operation

Taxi/Parking

Use low ENG power when taxiing:

ARR: To parking area after vacating RWY.

DEP: From parking area to HLDG PSN of RWY 17 or before entering RWY 35 for backtrack.

Wide body ACFT should back track on either end of the RWY.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

In event of a complete COM failure and in absence of alternative ATC instructions and if unable to execute a VIS APCH, continue by his own navigational means to execute the INST APCH he was vectored for. In case he was vectored for a VIS APCH for RWY 17/35 and still in IMC should proceed by his own navigational means to **GAR VOR/DME** maintaining the last assigned ALT, if it is higher or equal to 4500ft (QNH) and execute the VOR RWY 35 INST APCH appropriate for the RWY in use.

Attention

- ACFT below 4500ft (QNH) must proceed to **GAR VOR/DME**, making an initial climbing turn to turn to 4500ft (QNH), taking into account high terrain and obstacles on the vicinity of AD and execute the VOR RWY 35 INST APCH appropriate for the RWY in use.
- In case of GAR VOR/DME is unusable use KEK L and execute the La (circling) INST APCH appropriate for the RWY in use.

Arrival Procedure

VFR Traffic Pattern

RWY 35 right-hand circuit.

DEPARTURE

Take-off Minima

RWY		17/35	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Speed

MAX IAS 210KT during turn.

DEPARTURE**ATC Slot, Clearance**

Start-up CLR (01 APR-31 OCT)

Request start-up CLR when the ACFT doors are closed and when ready to start engines immediately.
When the expected delay is less than 15min at the HLDG PSN, ACFT will be cleared to start engines immediately.

Ioannis Kapodistrias **Kerkira** Greece

CFU-LGKR

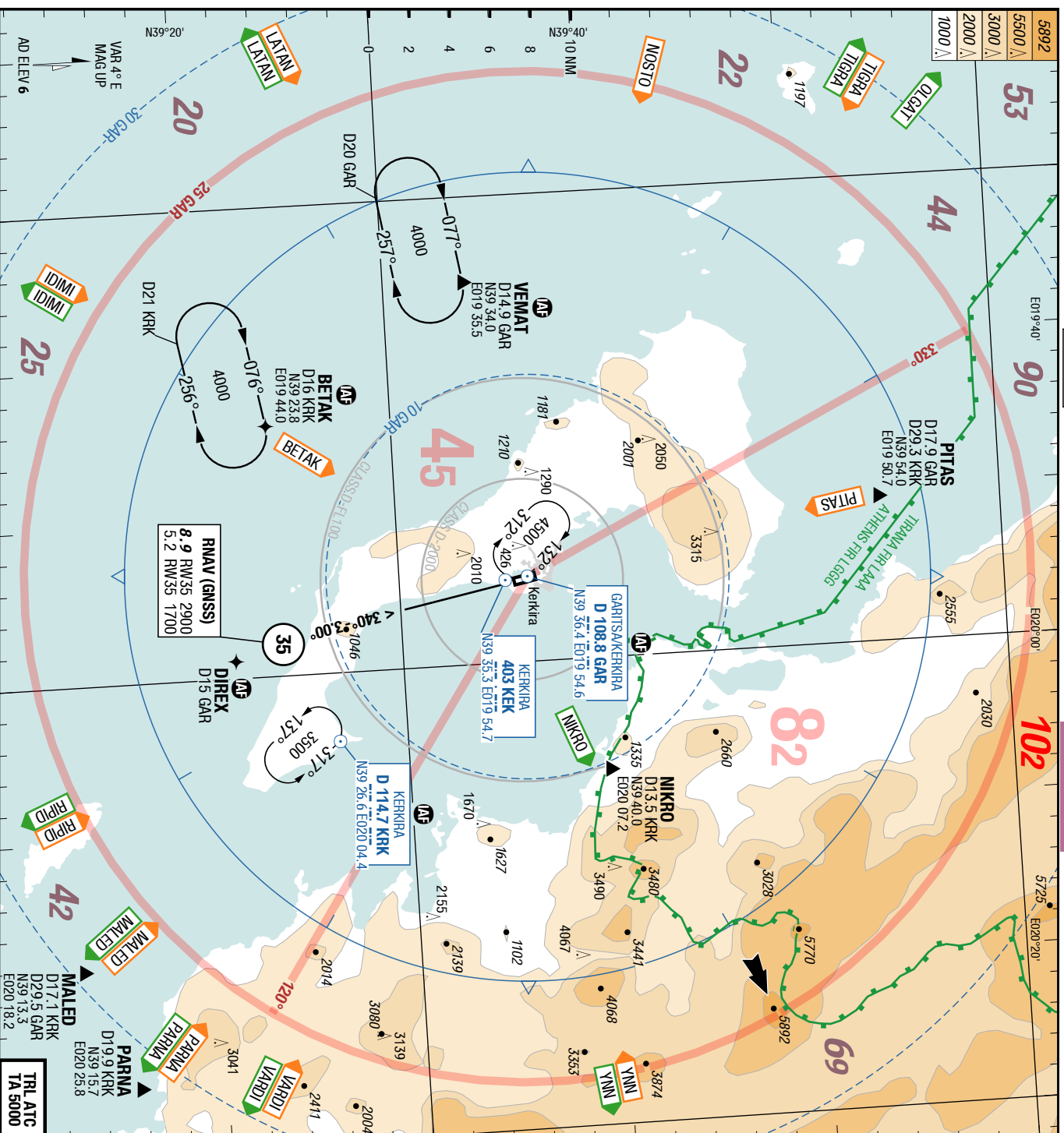
2-10

AGC
AFC

AFC

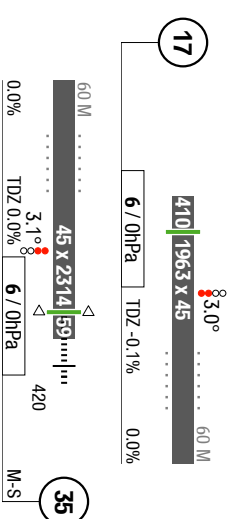
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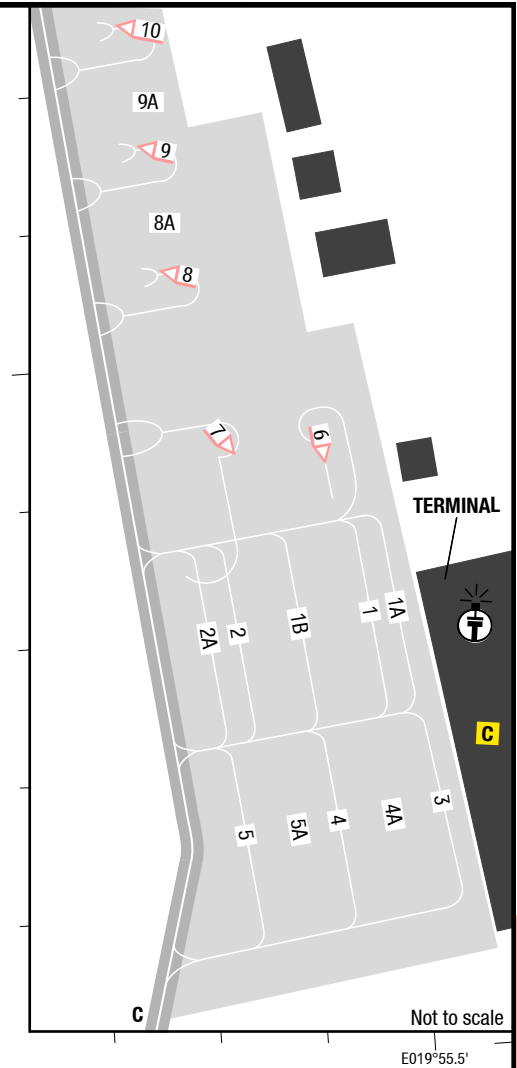
AGC
AFC

as **Kerkira** Greece

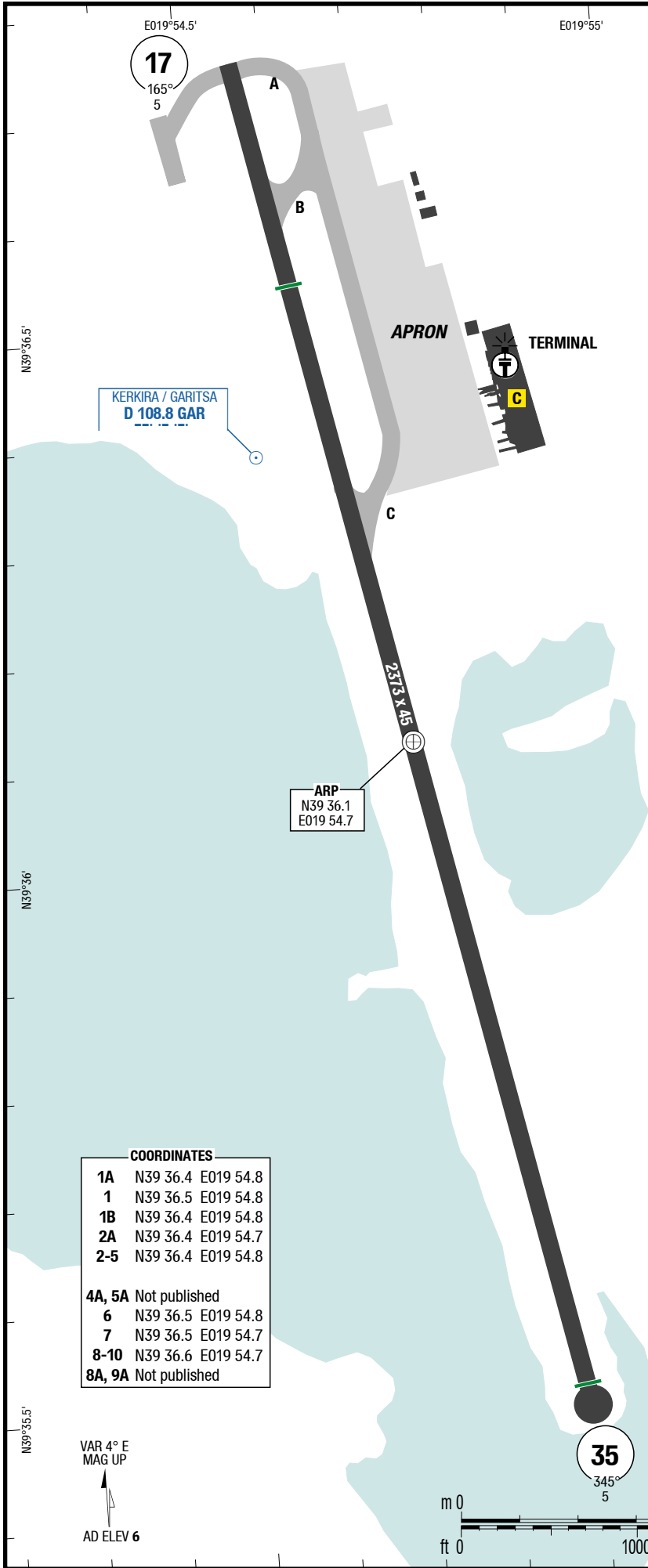
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APP	122.100	122.350
DIR	118.075	
TWR	120.850	122.100
GND	121.700	

Landing RWY system:





ATIS	126.350	
	HR, 01 APR - 31 OCT: 0500-2000	
TWR	120.850	122.100
GND	121.700	



COORDINATES		
1A	N39 36.4	E019 54.8
1	N39 36.5	E019 54.8
1B	N39 36.4	E019 54.8
2A	N39 36.4	E019 54.7
2-5	N39 36.4	E019 54.8
4A, 5A	Not published	
6	N39 36.5	E019 54.8
7	N39 36.5	E019 54.7
8-10	N39 36.6	E019 54.7
8A, 9A	Not published	

VAR 4° E
MAG UP
AD ELEV 6

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NIL

4-10

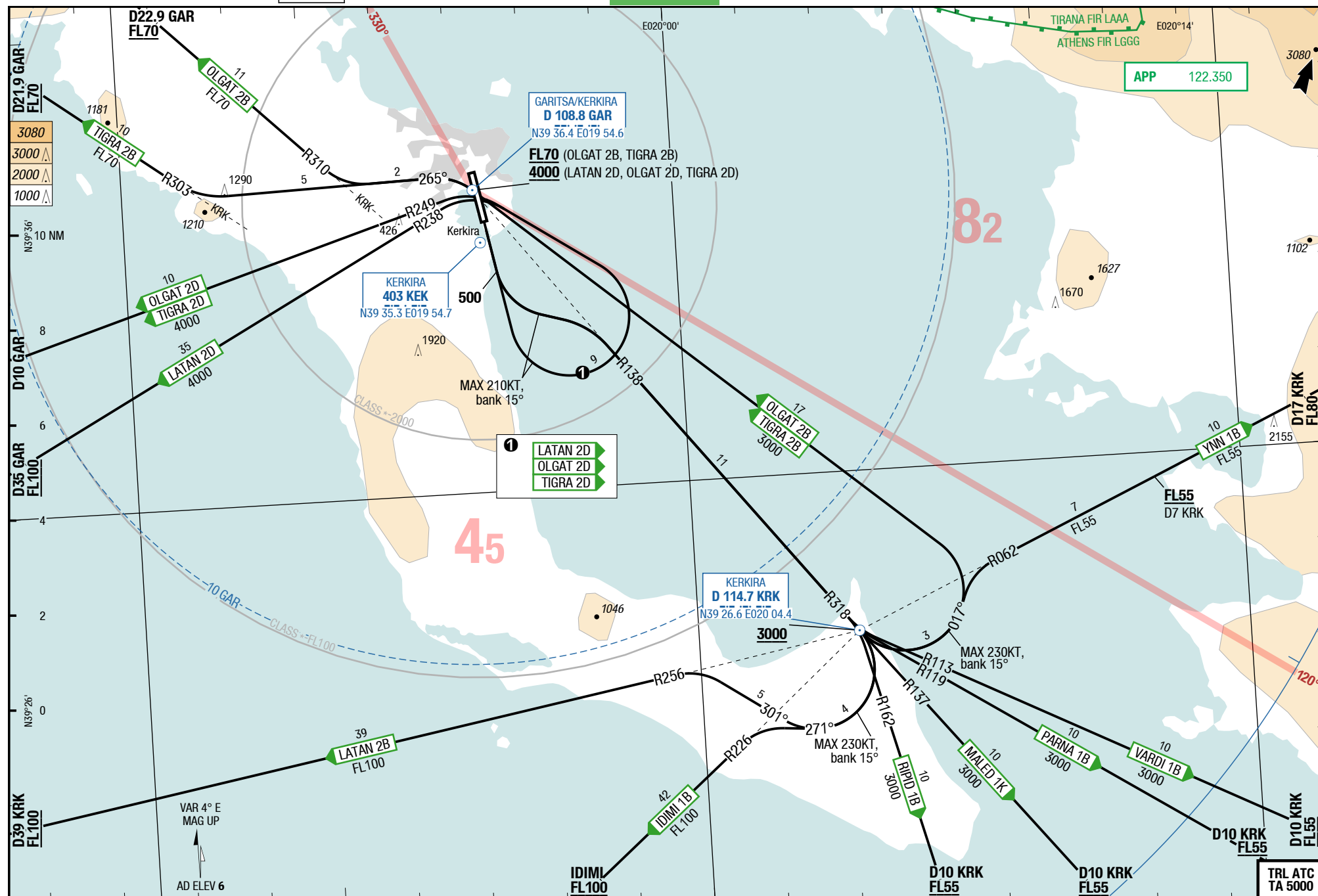
Initial Climb RWY 17

SID

SID

NIL

Initial Climb RWY 17



Changes: PROC

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Effective 14-NOV-2013

07-NOV-2013

Greece Kerkira Ioannis Kapodistrias

(SID NIKRO 1C)

SID

Ioannis Kapodistrias Kerkira Greece

(SID NIKRO 1C)

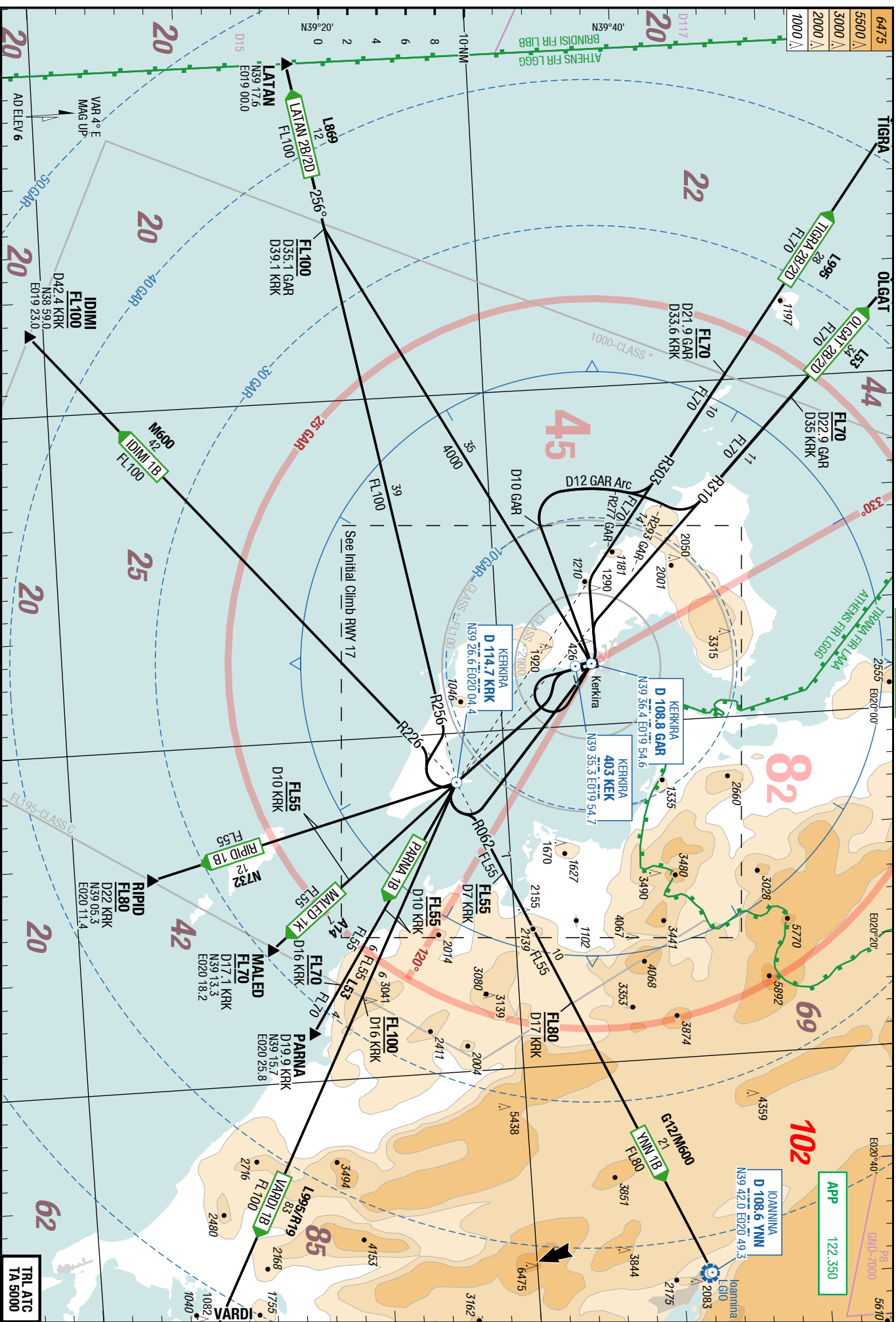
SID

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4-30

SIDS RWY 17

SIDS RWY 17

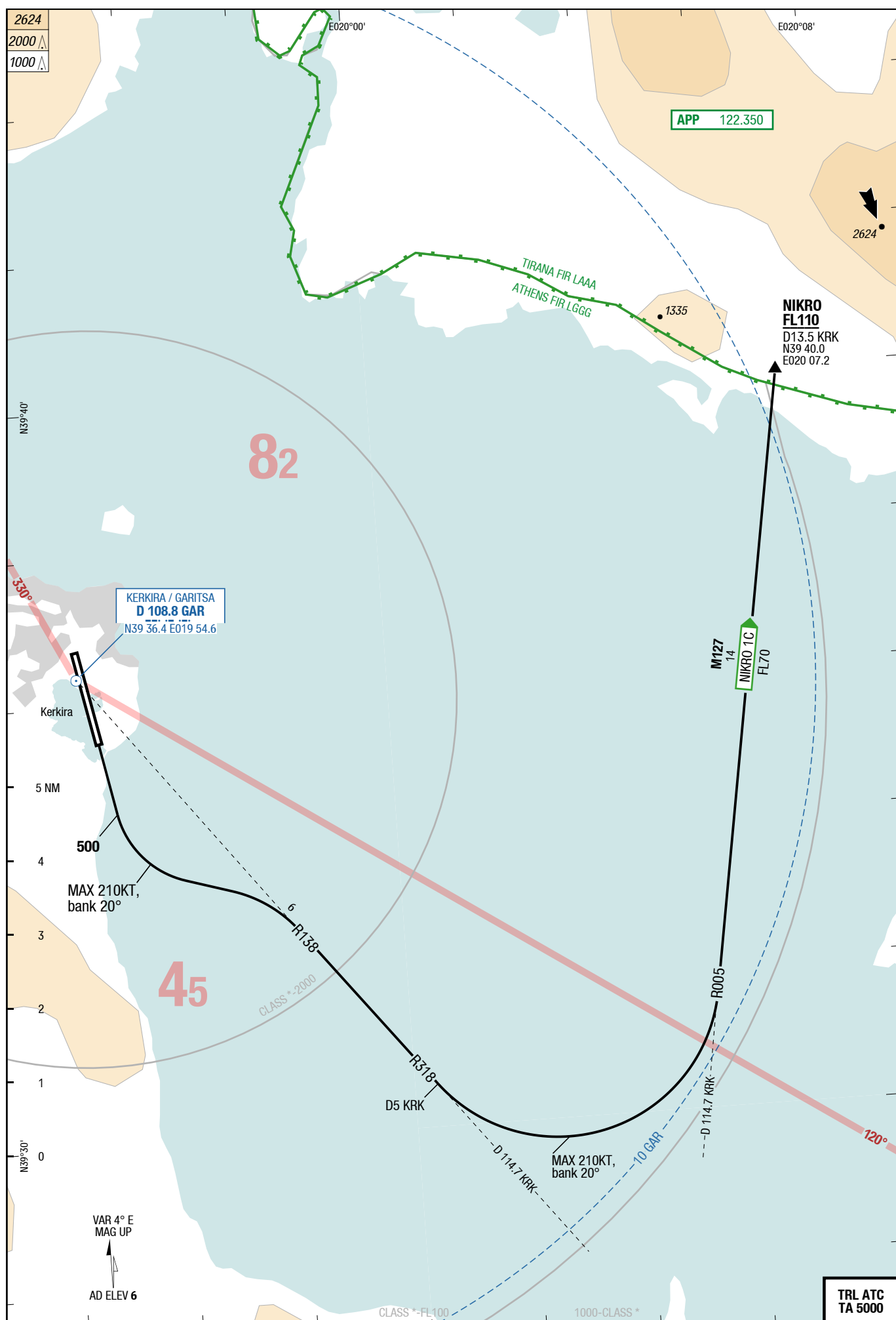


Changes: PROC, MGA, OBST, MEA

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SID NIKRO 1C



Changes: Nil

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4-50

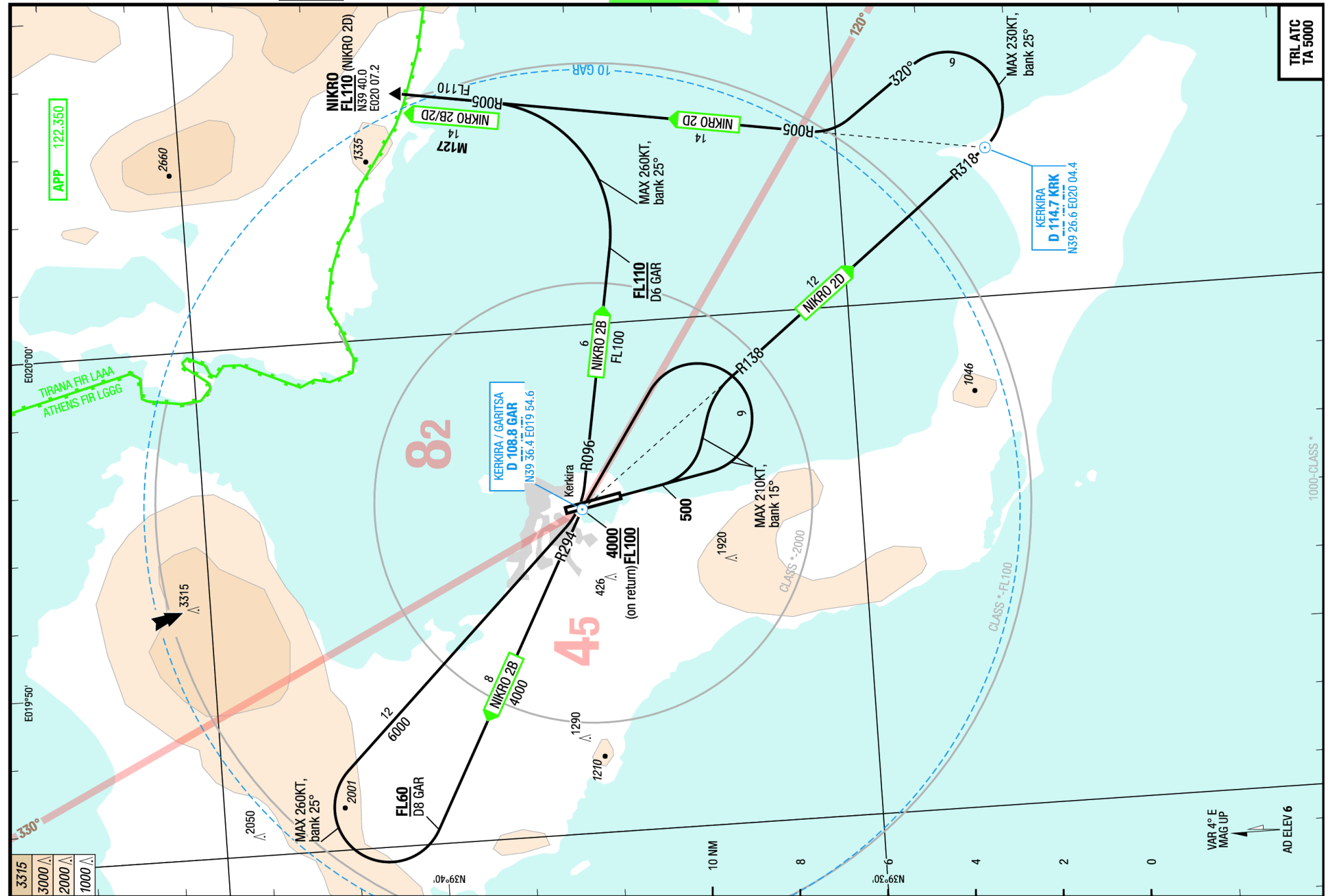
SIDs NIKRO 2B/2D

SID

SID

NIL

SIDs NIKRO 2B/2D



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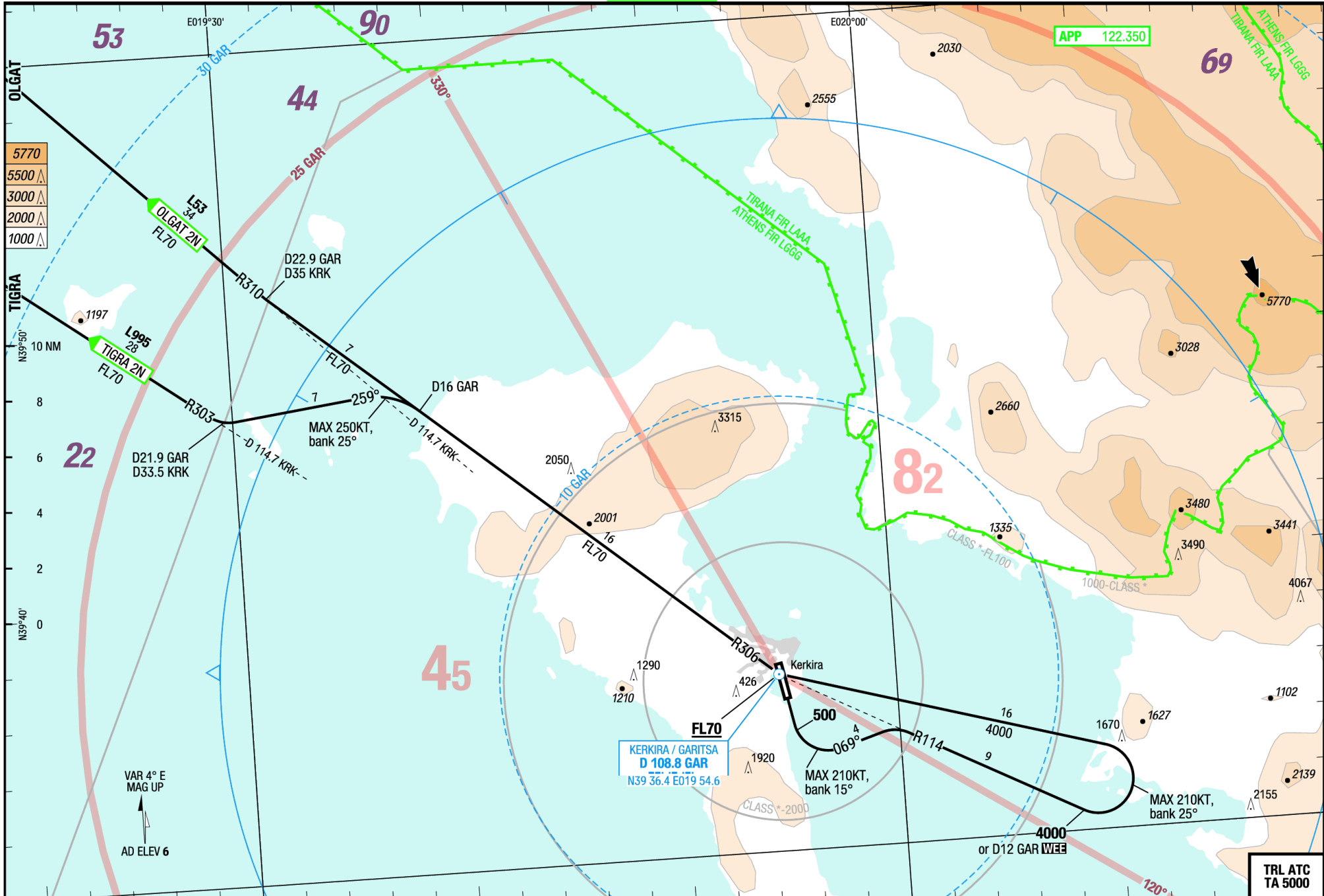
SID

SID

Ioannis Kapodistrias **Kerkira** Greece

NIL

SIDs OLGAT 2N / TIGRA 2N



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Changes: New

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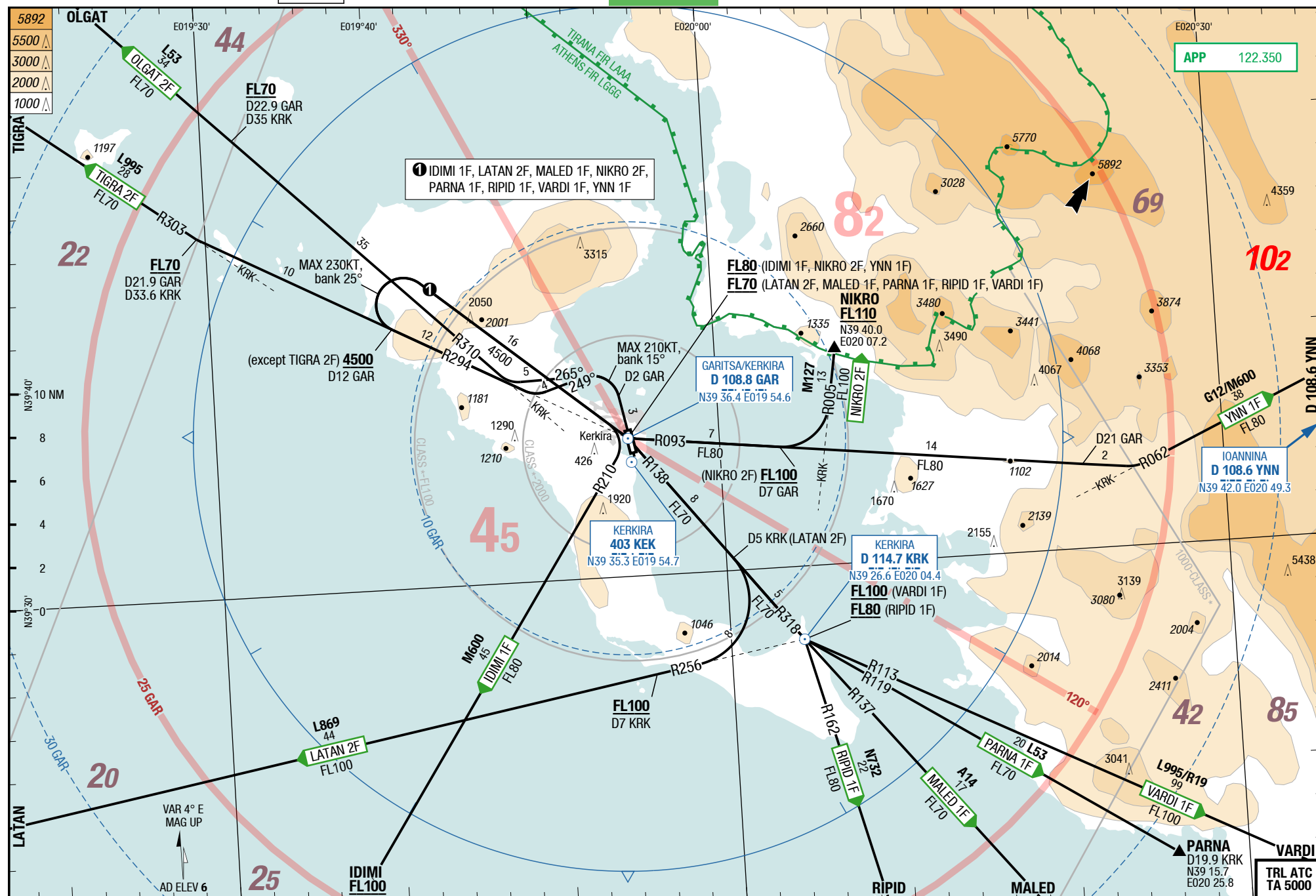
SIDs RWY 35 (F DEPs)

4-70

SID

SID

SIDs RWY 35 (F DEPs)



Changes: PROC, MGA, Navaid KEK, OBST, AWY

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Greece **Kerkira** Ioannis Kapodistrias

4-80

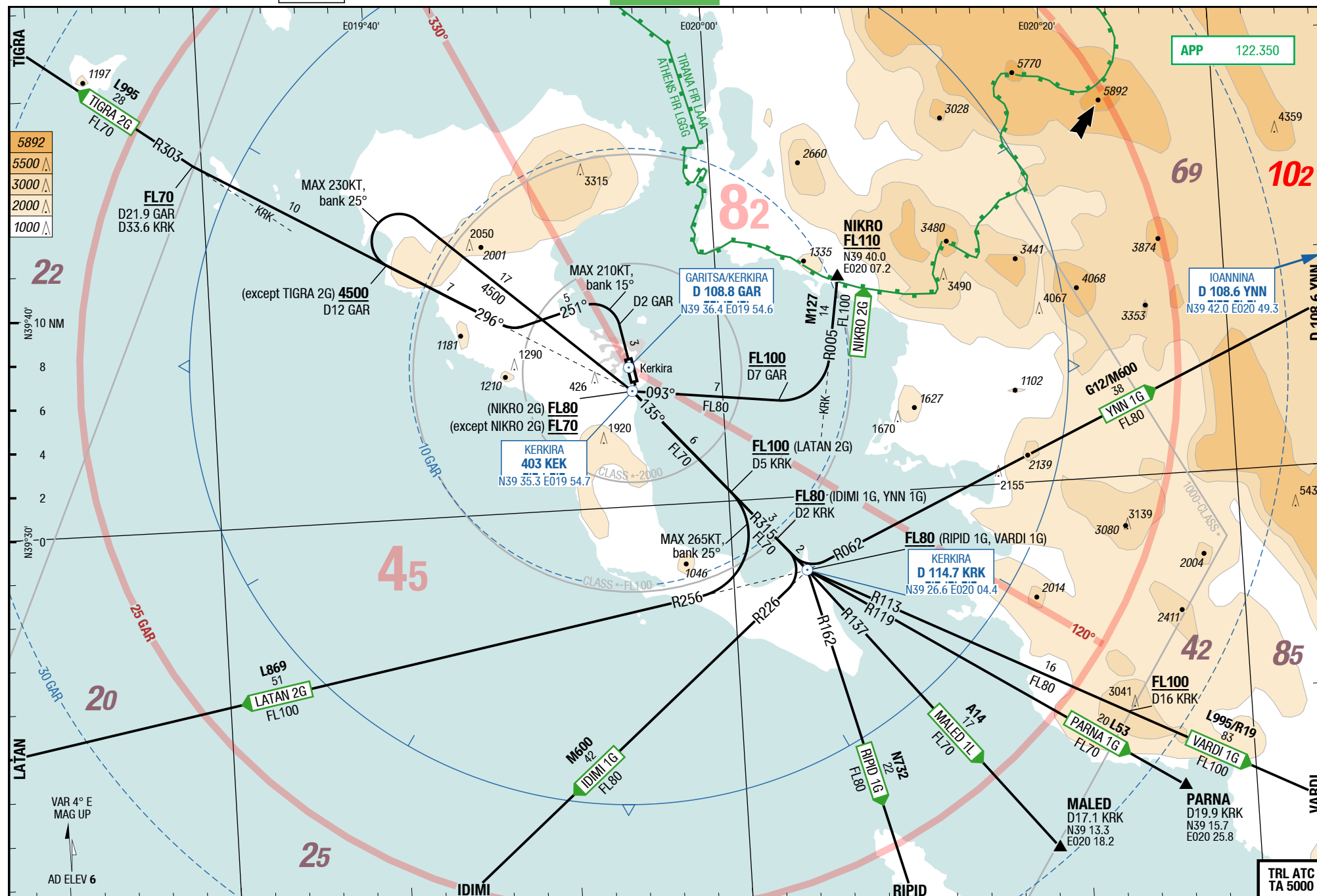
SIDs RWY 35 (G/L DEPs)

SID

SID

Ioannis Kapodistrias **Kerkira** Greece

SIDs RWY 35 (G/L DEPs)



Changes: MGA, PROC, OBST

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Effective 14-NOV-2013

07-NOV-2013

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Greece **Kerkira** Ioannis Kapodistrias

(NIL)

4-90 **SIDs RWY 35 (Visual DEPs)**

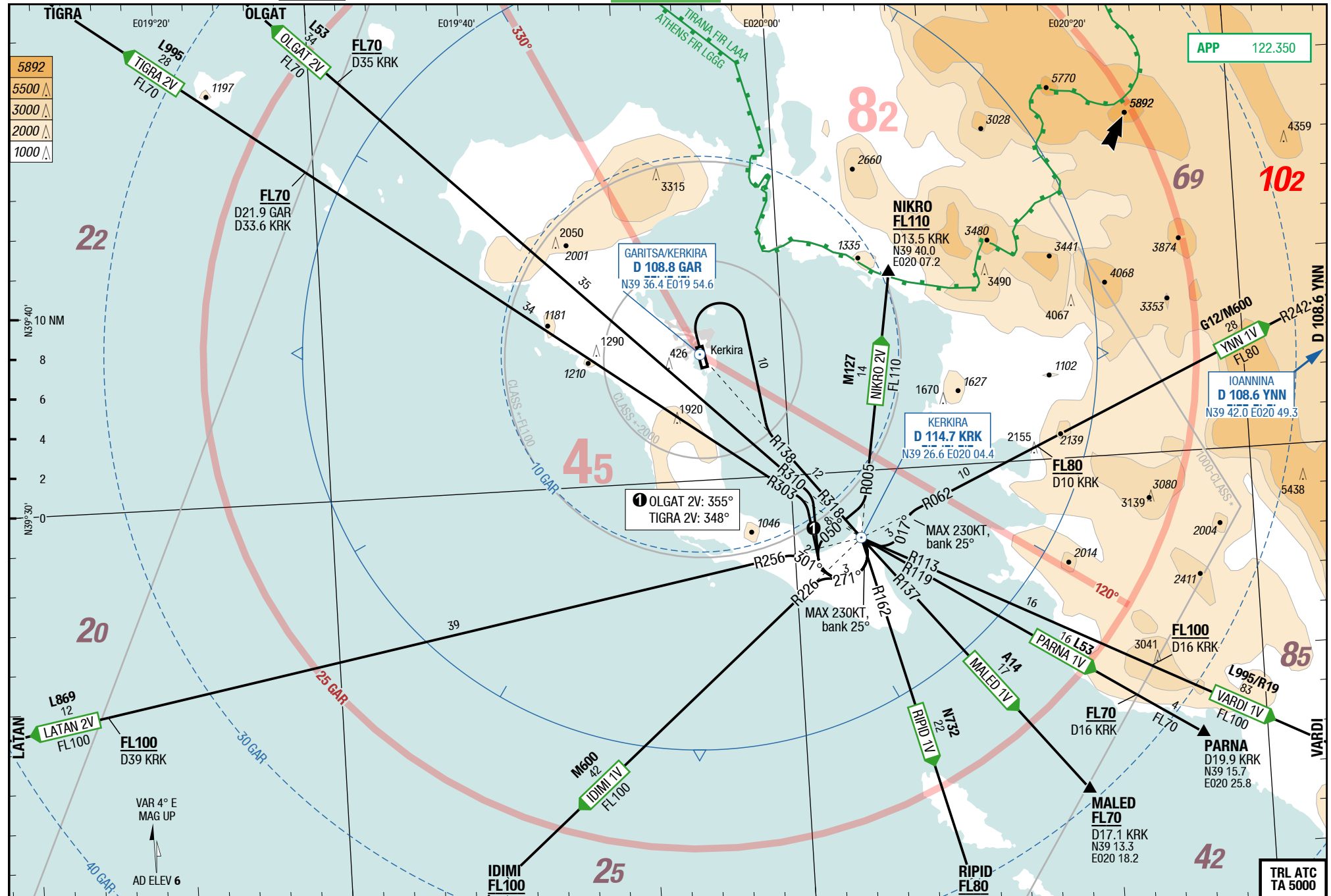
SID

SID

Ioannis Kapodistrias **Kerkira** Greece

(NIL)

SIDs RWY 35 (Visual DEPs)



Changes: PROC, MGA, OBST

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5-10

SIDs RWY 17

IDIMI 1B / IOANNINA 1B / LATAN 2B / LATAN 2D / MALED 1K / OLGAT 2B

RWY 17 (165°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
IDIMI 1B 6.1% to 1800 5.0% to FL100 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) - intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 20°) 271° - intercept R226 KRK to join AWY M600 to IDIMI	KRK MNM 3000 IDIMI MNM FL100
IOANNINA 1B YNN 1B 6.1% to 1800 5.0% to FL80 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - LT (MAX 230KT, bank 20°) 017° - intercept R062 KRK to join AWY G12/M600 to YNN	KRK MNM 3000 D7 KRK MNM FL55 D17 KRK MNM FL80
LATAN 2B 6.1% to 1800 5.0% to FL100 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 20°) 301° - intercept R256 KRK to join AWY L869 to LATAN	KRK MNM 3000 D39 KRK MNM FL100
LATAN 2D 6.1% to 1800 5.0% to FL100 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) direct GAR - R238 GAR - at D35 GAR RT join AWY L869 to LATAN	GAR MNM 4000 D35 GAR MNM FL100
MALED 1K 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - R137 KRK to join AWY A14 to MALED	KRK MNM 3000 D10 KRK MNM FL55 MALED MNM FL70
OLGAT 2B 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - LT (MAX 230KT, bank 20°) direct GAR (KEK) - LT 265° - intercept R310 KRK to join AWY L53 to OLGAT	KRK MNM 3000 GAR (KEK) MNM FL70

① Visual climb to 500 required due to obstructions within 1km of DER.

② In case of east wind component more than 30KT, a visual climb up to 1800 required.

CFU-LGKR

5-20

SIDs RWY 17

OLGAT 2D / PARNA 1B / RIPID 1B / TIGRA 2B / TIGRA 2D / VARDI 1B

RWY 17 (165°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
OLGAT 2D 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) direct GAR - R249 GAR - at D10 GAR RT follow D12 GAR arc - crossing R293 GAR LT intercept R310 KRK to join AWY L53 to OLGAT	GAR MNM 4000 D35 KRK MNM FL70
PARNA 1B 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - R119 KRK to join AWY L53 to PARNA	KRK MNM 3000 D10 KRK MNM FL55 D16 KRK MNM FL70
RIPID 1B 6.1% to 1800 5.0% to FL80 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - R162 KRK to join AWY N732 to RIPID	KRK MNM 3000 D10 KRK MNM FL55 RIPID MNM FL80
TIGRA 2B 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - LT (MAX 230KT, bank 20°) direct GAR (KEK) - 265° intercept R303 KRK to join AWY L995 to TIGRA	KRK MNM 3000 GAR (KEK) MNM FL70
TIGRA 2D 6.1% to 1800 5.0% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) direct GAR - R249 GAR - at D10 GAR RT follow D12 GAR arc - crossing R277 GAR LT intercept R303 KRK to join AWY L995 to TIGRA	GAR MNM 4000 D33.5 KRK MNM FL70
VARDI 1B 6.1% to 1800 5.0% to FL100 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - R113 KRK to join AWY R19/L995 to VARDI	KRK MNM 3000 D10 KRK MNM FL55 D16 KRK MNM FL100

① Visual climb to 500 required due to obstructions within 1km of DER.

② In case of east wind component more than 30KT, a visual climb up to 1800 required.

07-NOV-2013

Greece **Kerkira** Ioannis Kapodistrias**CFU-LGKR****5-30****SID NIKRO 1C****SIDPT****NIKRO 1C**

RWY 17 (165°)

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
NIKRO 1C 9.0% to FL110 122.350 ①②③	at 500 LT (MAX 210KT, bank 20°) intercept R138 GAR (R318 KRK) - at D5 KRK LT (MAX 210KT, bank 20°) intercept R005 KRK to NIKRO - join AWY M127	NIKRO MNM FL110

- ① Climb gradient due to ATC purposes.
 ② Visual climb to 500 required due to obstructions within 1km or DER.
 ③ In case of east wind component more than 30KT, a visual climb up to 1800 required.

Changes: Nil

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5-50

SIDs NIKRO 2B/2D

NIKRO 2B / NIKRO 2D

RWY 17 (165°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
NIKRO 2B 6.1% to 4000 5.0% to 6000 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) direct GAR - R294 GAR - at D8 GAR RT (MAX 260KT, bank 25°) direct GAR - R096 GAR - at D6 GAR LT (MAX 260KT, bank 25°) intercept R005 KRK to NIKRO - join AWY M127	GAR MNM 4000 D8 GAR MNM FL60 GAR MNM FL100 D6 GAR MNM FL110
NIKRO 2D 6.3% to FL110 122.350 ①②③	at 500 LT (MAX 210KT, bank 15°) intercept R138 GAR (R318 KRK) to KRK - LT (MAX 230KT, bank 25°) 320° intercept R005 KRK to NIKRO - join AWY M127	NIKRO MNM FL110

- ① Visual climb to 500 required due to obstructions within 1km from DER.
 ② In case of east wind component more than 30KT, a visual climb up to 1800 required.
 ③ Available when GAR U/S.

Changes: New

CFU-LGKR

5-60

SIDs OLGAT 2N / TIGRA 2N

OLGAT 2N / TIGRA 2N

RWY 17 (165°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
OLGAT 2N 5.5% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) 069° - intercept R114 GAR - at 4000 or D12 GAR , whichever is earlier, LT (MAX 210KT, bank 25°) direct GAR - R306 GAR - at D22.9 GAR join AWY L53 to OLGAT	D12 GAR MNM 4000 GAR MNM FL70
TIGRA 2N 5.5% to FL70 122.350 ①②	at 500 LT (MAX 210KT, bank 15°) 069° - intercept R114 GAR - at 4000 or D12 GAR , whichever is earlier, LT (MAX 210KT, bank 25°) direct GAR - R306 GAR - at D16 GAR LT (MAX 250KT, bank 25°) 259° - intercept R303 KRK - join AWY L995 to TIGRA	D12 GAR MNM 4000 GAR MNM FL70

- ① Climb gradient up to 4000 due to obstacles, thereafter due to ATC purposes.
② Visual climb to 500 required due to obstructions within 1km of DER.

Changes: New

CFU-LGKR

5-70

SIDs RWY 35 (F DEPs)

IDIMI 1F / IOANNINA 1F / LATAN 2F / MALED 1F / NIKRO 2F / OLGAT 2F / PARNA 1F
RWY 35 (345°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
IDIMI 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R210 GAR to IDIMI - join AWY M600	D12 GAR MNM 4500 GAR MNM FL80 IDIMI MNM FL100
IOANNINA 1F YNN 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R093 GAR - at D21 GAR LT intercept R062 KRK to join AWY G12/M600 to YNN	D12 GAR MNM 4500 GAR MNM FL80
LATAN 2F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R138 GAR (R318 KRK inbound) - at D5 KRK RT intercept R256 KRK to join AWY L869 to LATAN	D12 GAR MNM 4500 GAR MNM FL70 D7 KRK MNM FL100
MALED 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R138 GAR (R318 KRK) to KRK - R137 KRK to join AWY A14 to MALED	D12 GAR MNM 4500 GAR MNM FL70
NIKRO 2F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R093 GAR - at D7 GAR LT intercept R005 KRK to NIKRO - join AWY M127	D12 GAR MNM 4500 GAR MNM FL80 D7 GAR MNM FL100 NIKRO MNM FL110
OLGAT 2F 6.1% to 2500 5.0% to FL70 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 265° - intercept R310 KRK to join AWY L53 to OLGAT	D35 KRK MNM FL70
PARNA 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R138 GAR (R318 KRK) to KRK - R119 KRK to join AWY L53 to PARNA	D12 GAR MNM 4500 GAR MNM FL70

① Visual climb to 500 required due to obstruction within 1 km from DER.

CFU-LGKR

5-80

SIDs RWY 35 (F DEPs)

RIPID 1F / TIGRA 2F / VARDI 1F

RWY 35 (345°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
RIPID 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R138 GAR (R318 KRK) to KRK - R162 KRK to join AWY N732 to RIPID	D12 GAR MNM 4500 GAR MNM FL70 KRK MNM FL80
TIGRA 2F 6.1% to 2500 5.0% to FL70 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D21.9 GAR RT to join AWY L995 to TIGRA	D21.9 GAR MNM FL70
VARDI 1F 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 249° - intercept R294 GAR - at D12 GAR RT (MAX 230KT, bank 25°) direct GAR - R138 GAR (R318 KRK) to KRK - R113 KRK to join AWY L995/R19 to VARDI	D12 GAR MNM 4500 GAR MNM FL70 KRK MNM FL100

① Visual climb to 500 required due to obstruction within 1 km from DER.

CFU-LGKR

5-90

SIDs RWY 35 (G/L DEPs)

IDIMI 1G / IOANNINA 1G / LATAN 2G / MALED 1L / NIKRO 2G / PARNA 1G / RIPID 1G
RWY 35 (345°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
IDIMI 1G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK inbound - at D2 KRK RT intercept R226 KRK to join AWY M600 to IDIMI	D12 GAR MNM 4500 KEK MNM FL70 D2 KRK MNM FL80
IOANNINA 1G YNN 1G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK inbound - at D2 KRK LT intercept R062 KRK to join AWY G12/M600 to YNN	D12 GAR MNM 4500 KEK MNM FL70 D2 KRK MNM FL80
LATAN 2G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK inbound - at D5 KRK RT (MAX 265KT, bank 25°) intercept R256 KRK to join AWY L869 to LATAN	D12 GAR MNM 4500 KEK MNM FL70 D5 KRK MNM FL100
MALED 1L 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK to KRK - R137 KRK to join AWY A14 to MALED	D12 GAR MNM 4500 KEK MNM FL70
NIKRO 2G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - QDR 093 KEK - at D7 GAR LT intercept R005 KRK to NIKRO - join AWY M127	D12 GAR MNM 4500 KEK MNM FL80 D7 GAR MNM FL100 NIKRO MNM FL110
PARNA 1G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK to KRK - R119 KRK to join AWY L53 to PARNA	D12 GAR MNM 4500 KEK MNM FL70
RIPID 1G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK to KRK - R162 KRK to join AWY N732 to RIPID	D12 GAR MNM 4500 KEK MNM FL70 KRK MNM FL80

① Visual climb to 500ft due to obstruction within 1km DER.

CFU-LGKR**5-100****SIDs RWY 35 (G/L DEPs)****SIDPT****TIGRA 2G / VARDI 1G**

RWY 35 (345°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
TIGRA 2G 6.1% to 2500 5.0% to FL70 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK to join AWY L995 to TIGRA	D33.5 KRK MNM FL70
VARDI 1G 6.1% to 4500 122.350 ①	at D2 GAR LT (MAX 210KT, bank 15°) 251° - intercept QDR 296 KEK - at D12 GAR RT (MAX 230KT, bank 25°) direct KEK - intercept R315 KRK to KRK - R113 KRK to join AWY L995/R19 to VARDI	D12 GAR MNM 4500 KEK MNM FL70 KRK MNM FL80 D16 KRK MNM FL100

① Visual climb to 500ft due to obstruction within 1km DER.

CFU-LGKR

5-110

SIDs RWY 35 (Visual DEPs)

IDIMI 1V / IOANNINA 1V / LATAN 2V / MALED 1V / NIKRO 2V / OLGAT 2V / PARNA 1V
RWY 35 (345°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
IDIMI 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 25°) 271° - intercept R226 KRK to join AWY M600 to IDIMI	IDIMI MNM FL100
IOANNINA 1V YNN 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - LT (MAX 230KT, bank 25°) 017° - intercept R062 KRK to join AWY G12/M600 to YNN	D10 KRK MNM FL80
LATAN 2V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 25°) 301° - intercept R256 KRK to join AWY L869 to LATAN	D39 KRK MNM FL100
MALED 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - R137 KRK to join AWY A14 to MALED	MALED MNM FL70
NIKRO 2V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 25°) 050° - intercept R005 KRK to join AWY M127 to NIKRO	NIKRO MNM FL70
OLGAT 2V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 25°) 355° - intercept R310 KRK to join AWY L53 to OLGAT	D35 KRK MNM FL70
PARNA 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - LT R119 KRK to join AWY L53 to PARNA	D16 KRK MNM FL70

① No turns below 500ft.

② Visual initial climbing RT to intercept R138 GAR (R318 KRK) required. Remain within lateral limits of KERKIRA TMA during initial turn. MNM visibility of 10km and ceiling of 4000 required due to obstructions within 1km of DER.

Changes: PROC, Editorial

CFU-LGKR**5-120****SIDs RWY 35 (Visual DEPs)****RIPID 1V / TIGRA 2V / VARDI 1V**

RWY 35 (345°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
RIPID 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - R162 KRK to join AWY N732 to RIPID	RIPID MNM FL80
TIGRA 2V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - RT (MAX 230KT, bank 25°) 348° - intercept R303 KRK to join AWY L995 to TIGRA	D33.5 KRK MNM FL70
VARDI 1V 5.0% to MEA 122.350 ①②	RT intercept R138 GAR (R318 KRK) to KRK - R113 KRK to join AWY L995/R19 to VARDI	D16 KRK MNM FL100

① No turns below 500ft.

② Visual initial climbing RT to intercept R138 GAR (R318 KRK) required. Remain within lateral limits of KERKIRA TMA during initial turn. MNM visibility of 10km and ceiling of 4000 required due to obstructions within 1km of DER.

Changes: PROC, Editorial

CFU-LGKR

STARs RWY 35 (IAF BETAK with HLDG) >

6-10

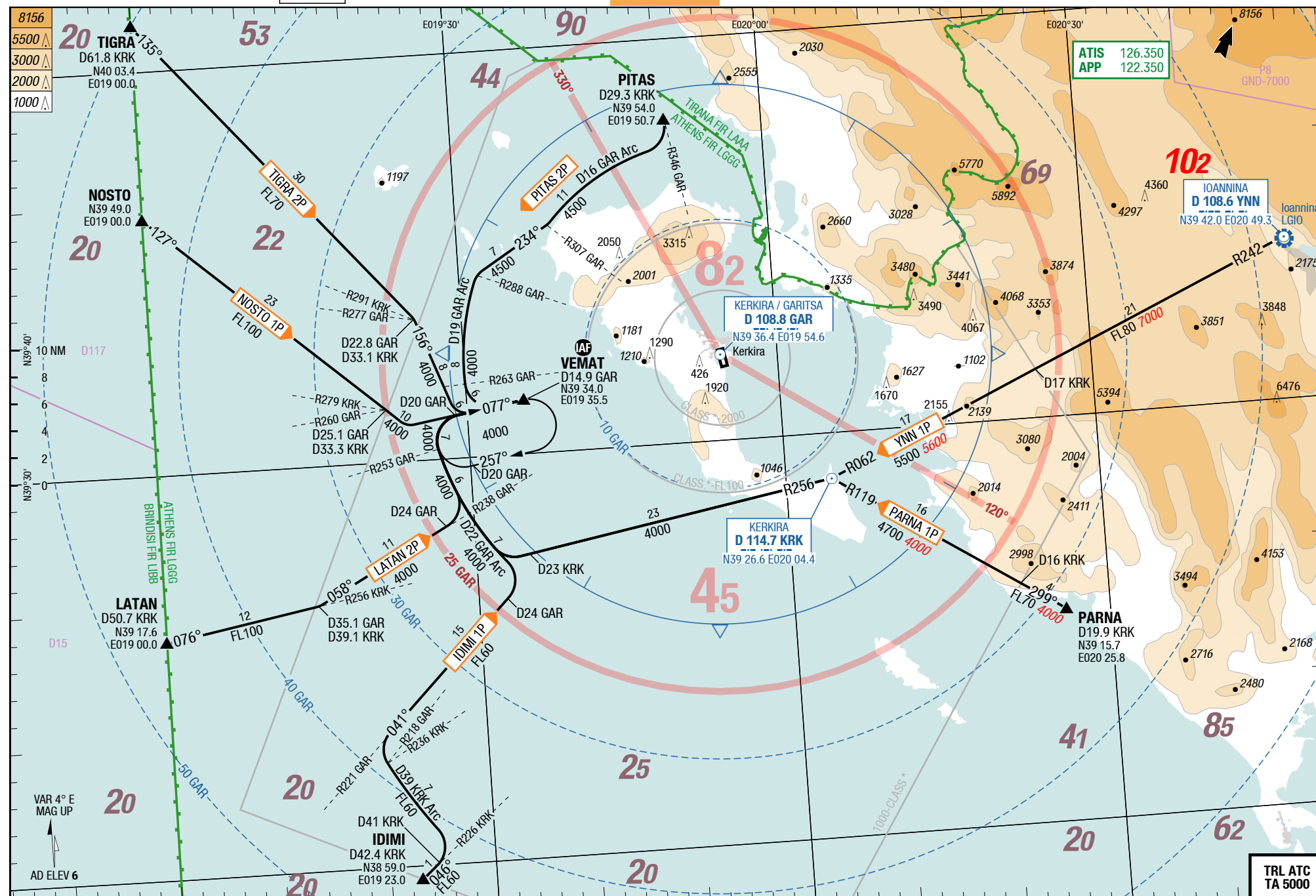
STARs RWYs 17/35 (IAF VEMAT)

STAR

STAR

STARs RWY 35 (IAF BETAK with HLDG)

STARs RWYs 17/35 (IAF VEMAT)



Changes: Nil

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07-NOV-2013

CFU-LGKR

Greece **Kerkira** Ioannis Kapodistrias

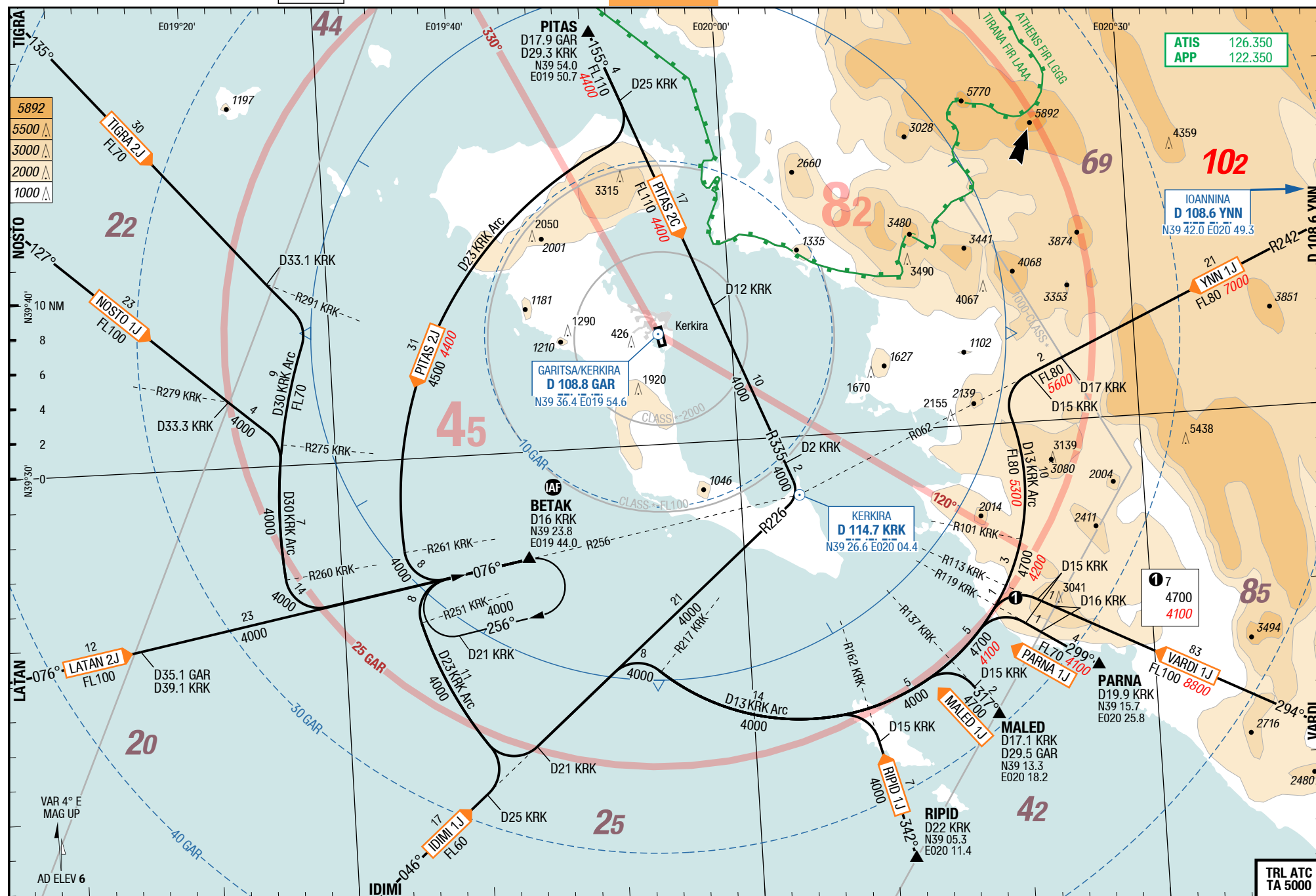
6-20 **STARs RWY 35 (IAF BETAK with HLDG)**

STAR

STAR

Ioannis Kapodistrias **Kerkira** Greece

STARs RWY 35 (IAF BETAK with HLDG)



Changes: PROC, MTCA, MGA, chart layout, OBST

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CFU-LGKR

STARs RWY 35 (IAF DIREX)

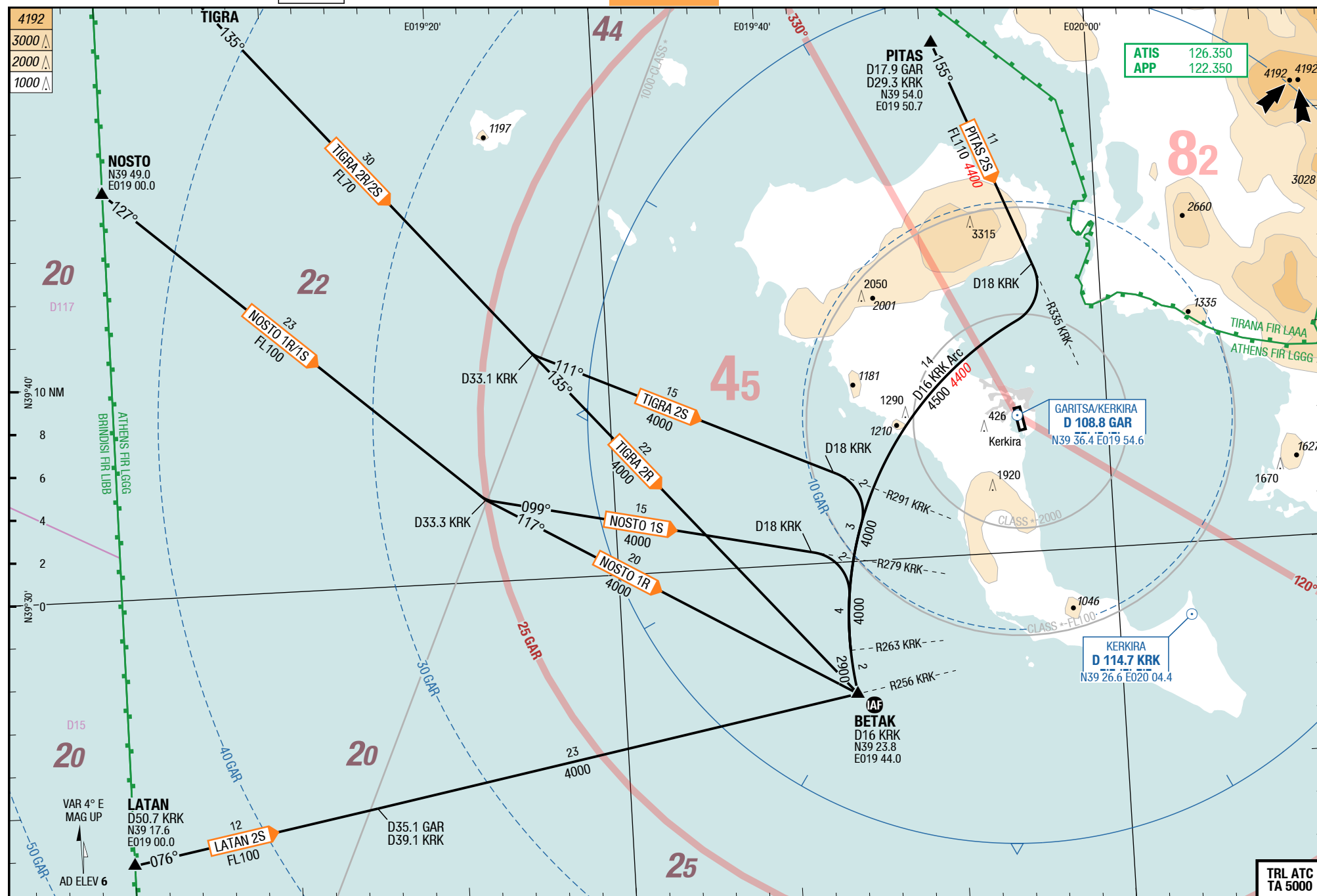
6-30 **STARs RWY 35 (IAF BETAK)**

STAR

STAR

STARs RWY 35 (IAF DIREX) >

STARs RWY 35 (IAF BETAK)



Changes: chart layout, OBST

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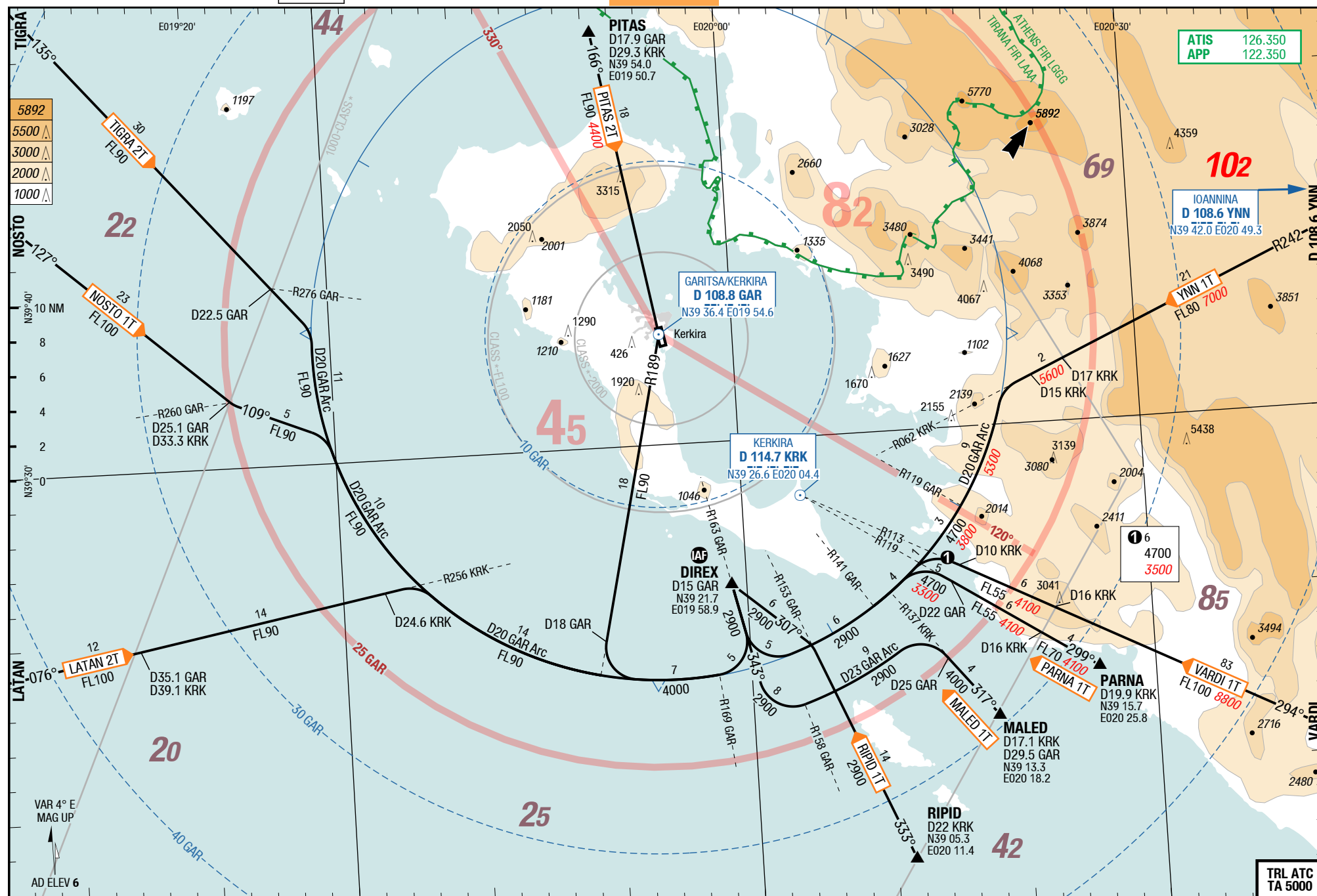
CFU-LGKR

6-40 STARS RWY 35 (IAF DIREX)

STAR

STAR

STARs RWY 35 (IAF DIREX)



Changes: MGA, MTCA, chart layout, PROC, OBST

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Greece **Kerkira** Ioannis Kapodistrias

STARs RWY 35 (IAF KRK with HLDG)

6-50

STARs RWY 35 (IAF GAR)

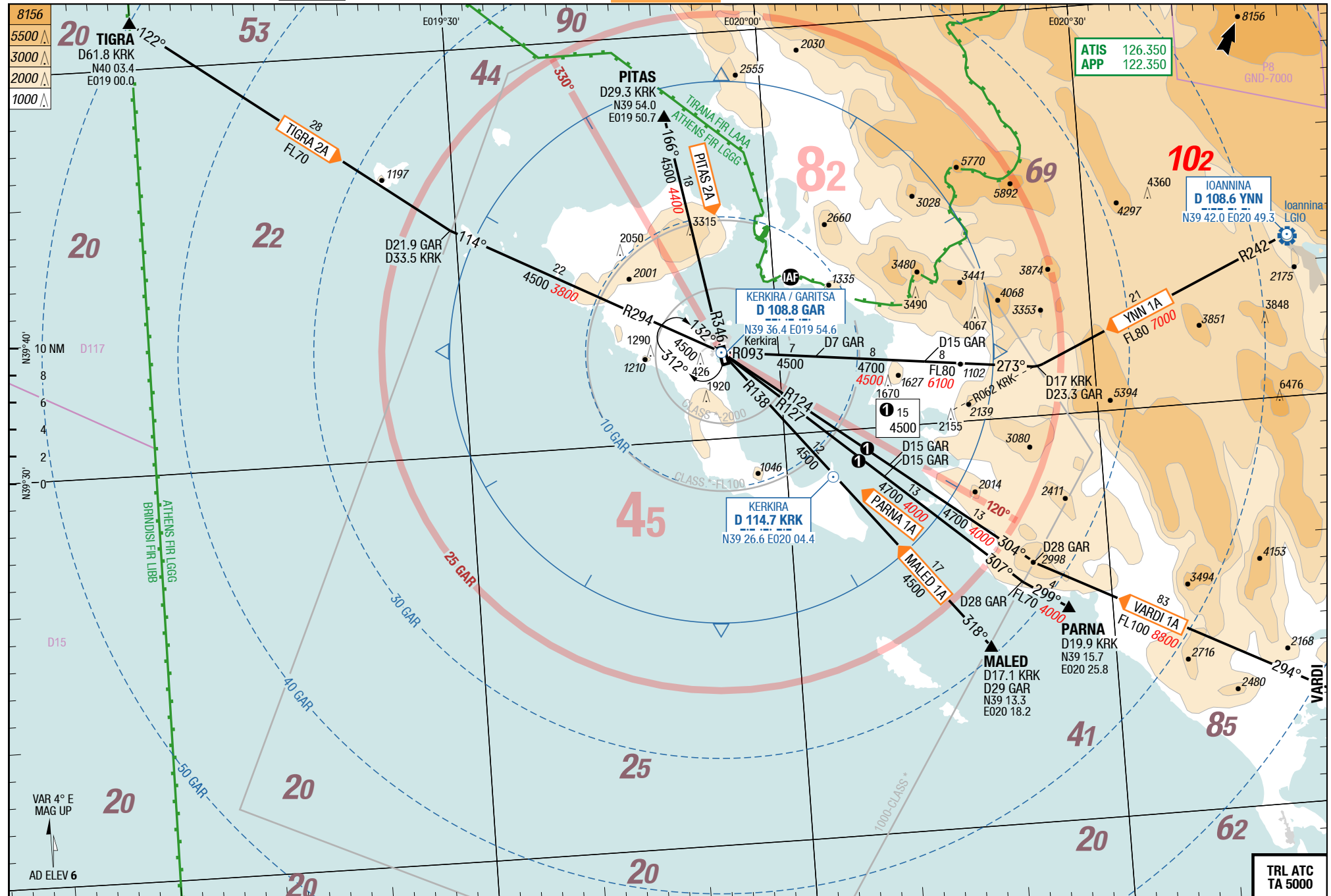
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STAR

Ioannis Kapodistrias **Kerkira** Greece

STARs RWY 35 (IAF KRK with HLDG)

STARs RWY 35 (IAF GAR)



Changes: Nil

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Effective 14-NOV-2013

07-NOV-2013

CFU-LGKR

Greece **Kerkira** Ioannis Kapodistrias

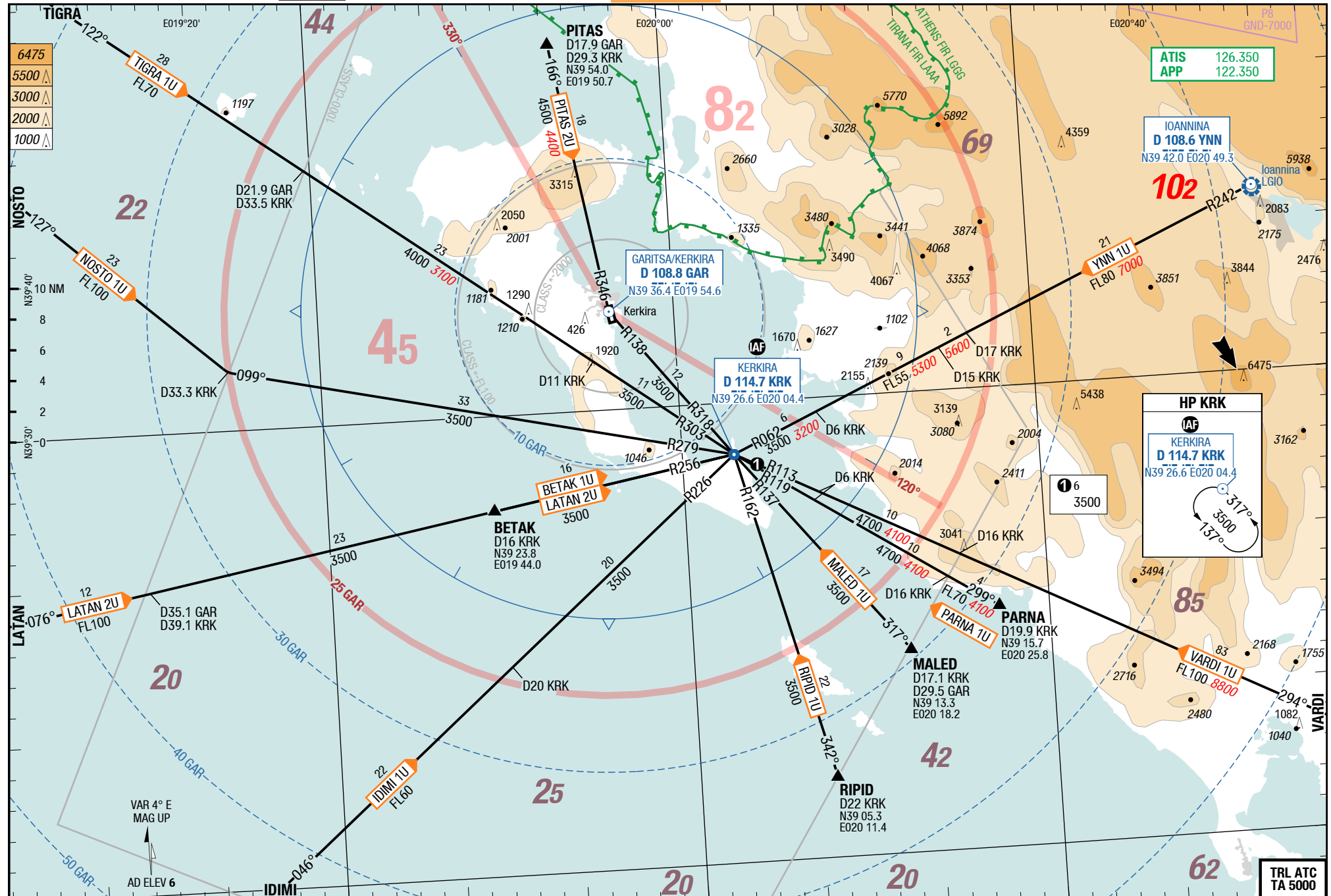
6-60 STARs RWY 35 (IAF KRK with HLDG)

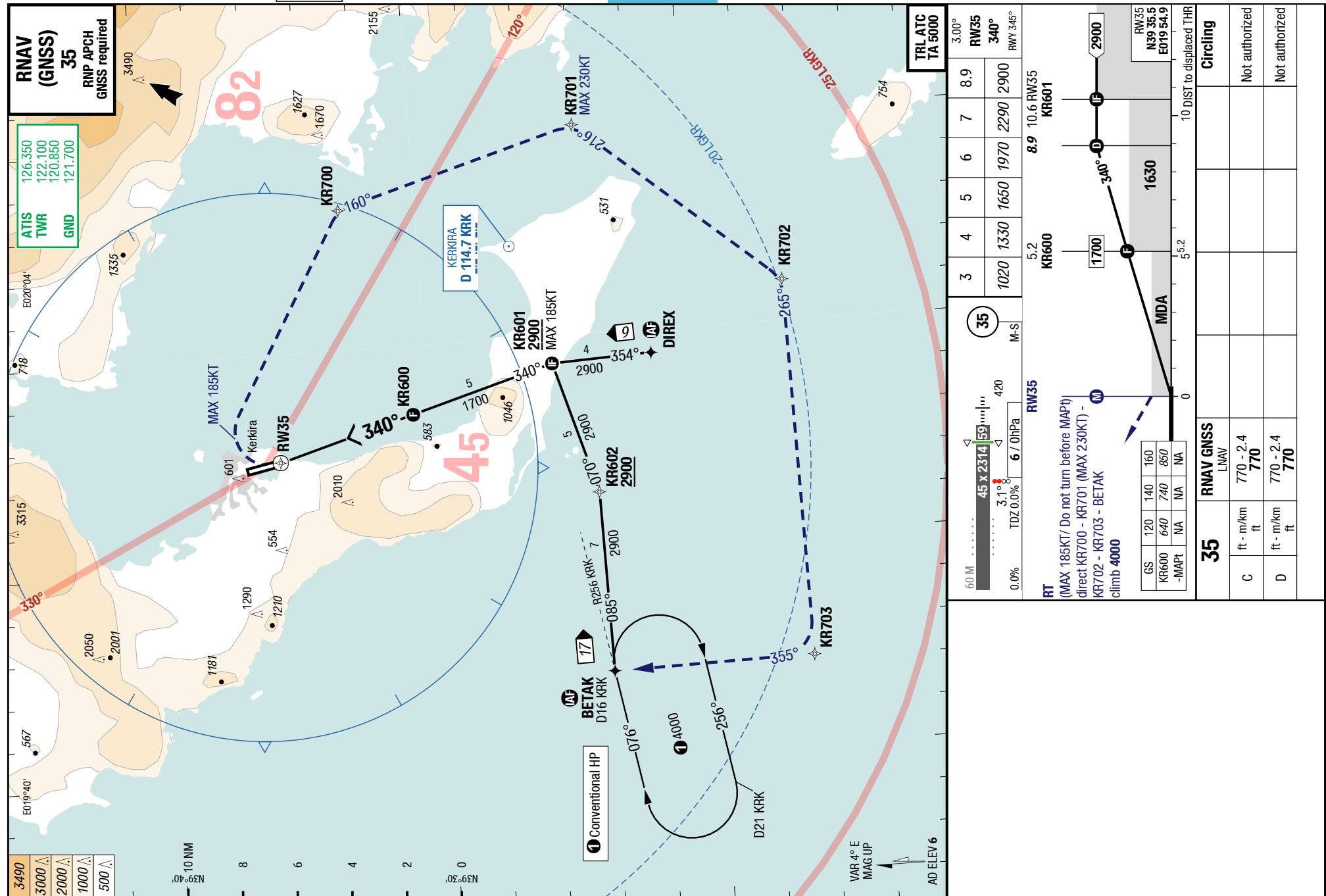
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Ioannis Kapodistrias **Kerkira** Greece

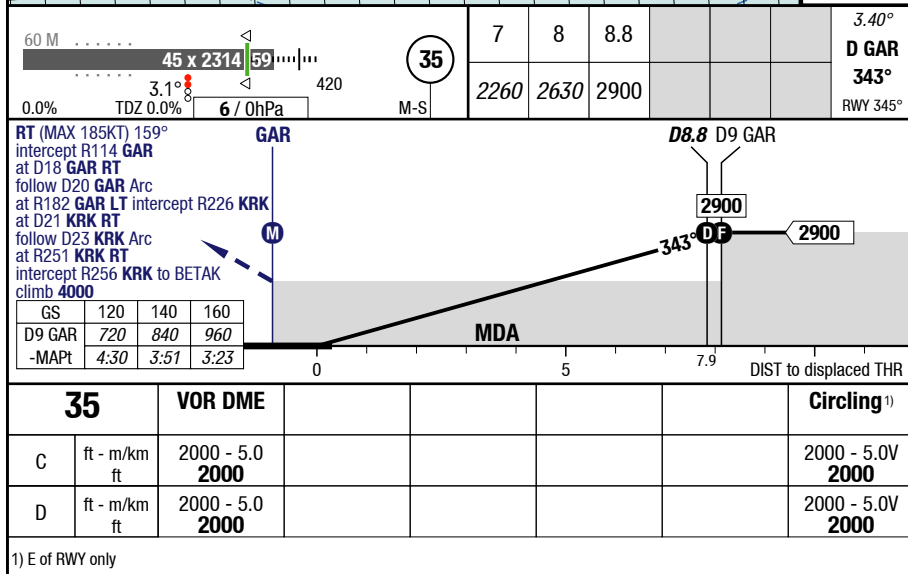
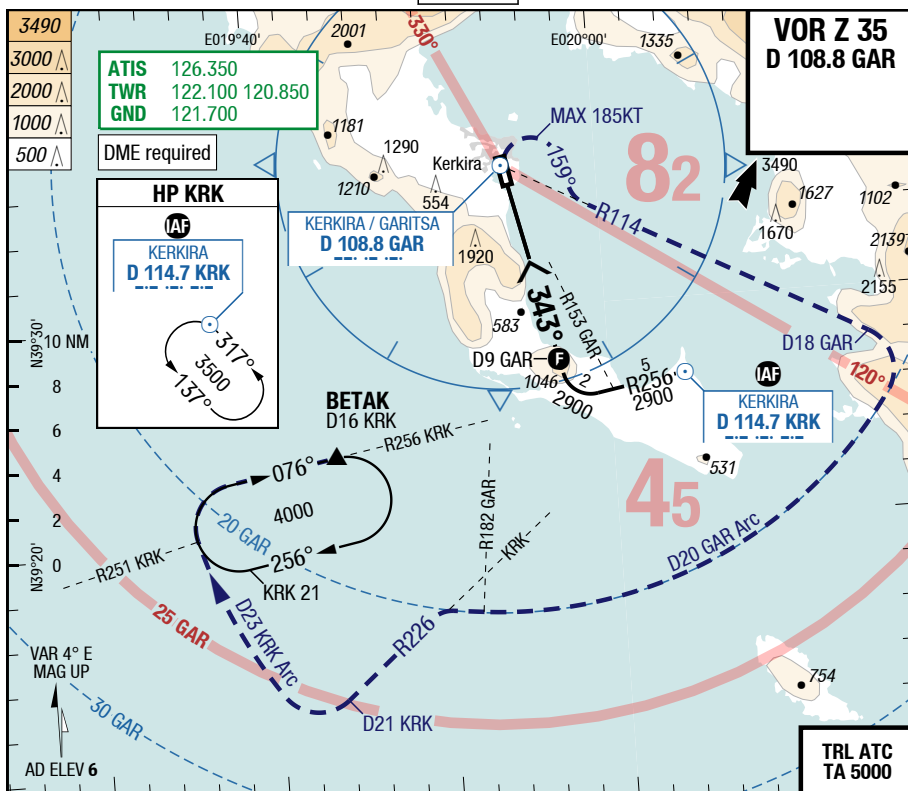
STARs RWY 35 (IAF KRK with HLDG)





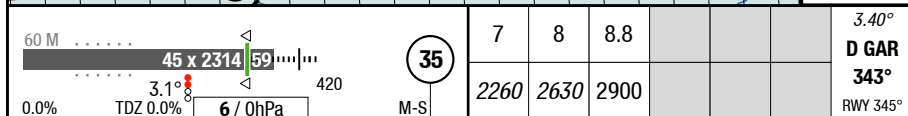
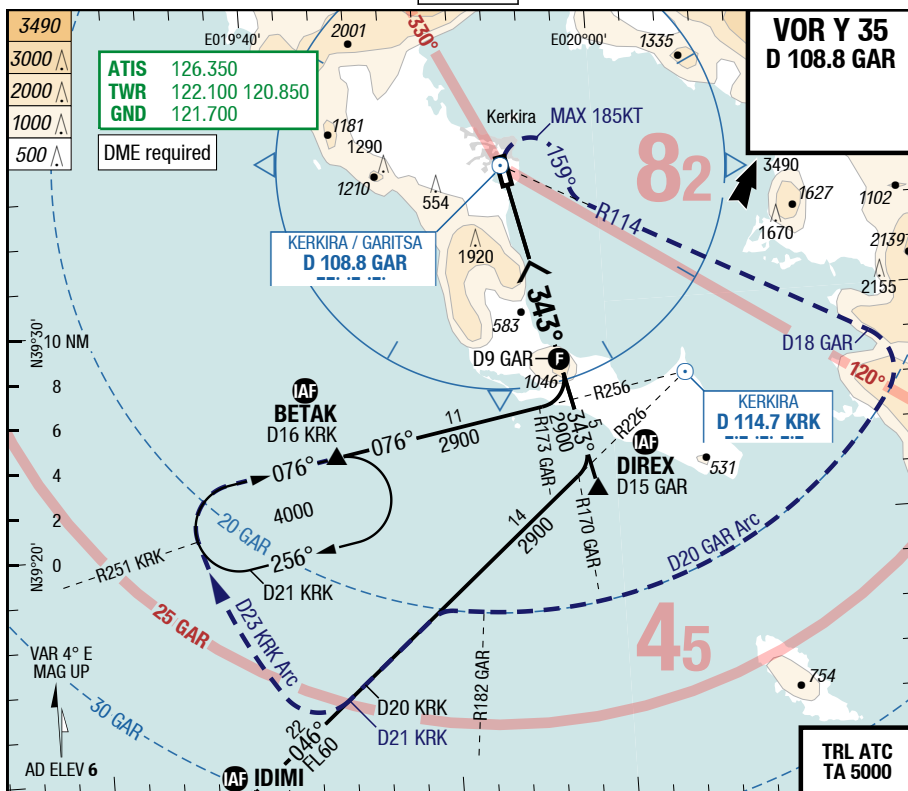
7-30

VOR Z 35



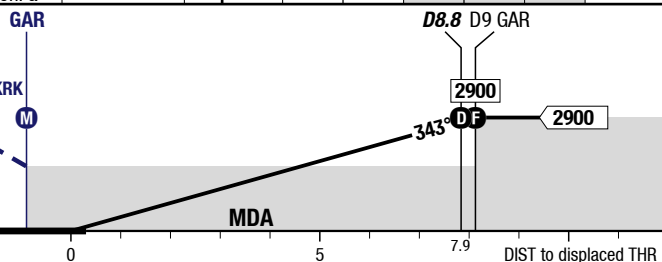
7-40

VOR Y 35



RT (MAX 185KT) 159°
intercept R114 **GAR**
at D18 **GAR RT**
follow D20 **GAR** Arc
at R182 **GAR LT** intercept R22
at D21 **KRK RT**
follow D23 **KRK** Arc
at R251 **KRK RT**
intercept R256 **KRK** to BETAK
climb 4000

GS	120	140	160
D9 GAR	720	840	960
-MAPt	4:30	3:51	3:23



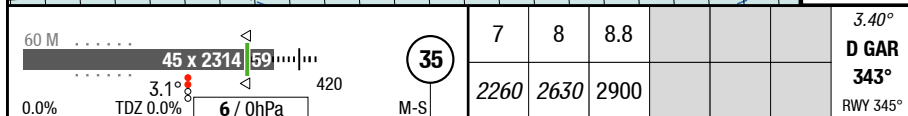
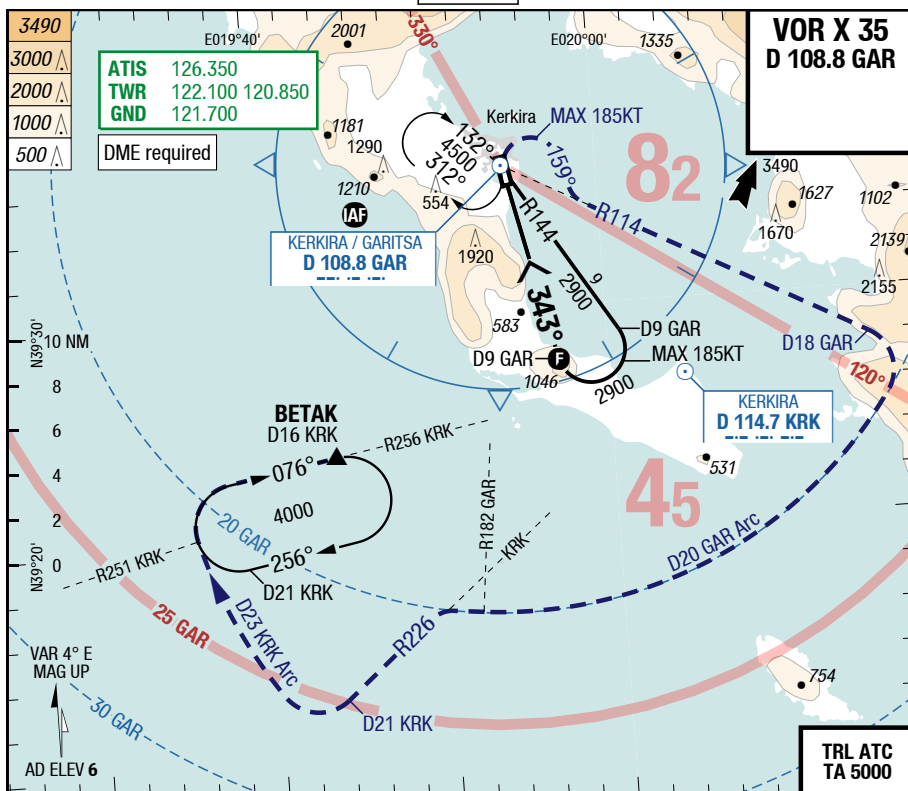
35		VOR DME				Circling ⁽¹⁾
C	ft - m/km ft	2000 - 5.0 2000				2000 - 5.0V 2000
D	ft - m/km ft	2000 - 5.0 2000				2000 - 5.0V 2000

1) E of RWY only

Changes: Page Number

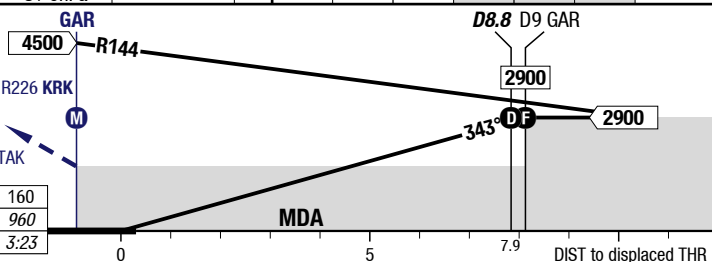
7-50

VOR X 35



RT (MAX 185KT) 159°
intercept R114 **GAR**
at D18 **GAR RT**
follow D20 **GAR** Arc
at R182 **GAR LT** intercept R22
at D21 **KRK RT**
follow D23 **KRK** Arc
at R251 **KRK RT**
intercept R256 **KRK** to BETAK
climb **4000**

GS	120	140	160
D9 GAR	720	840	960
-MAPt	4:30	3:51	3:23



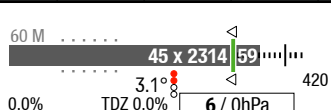
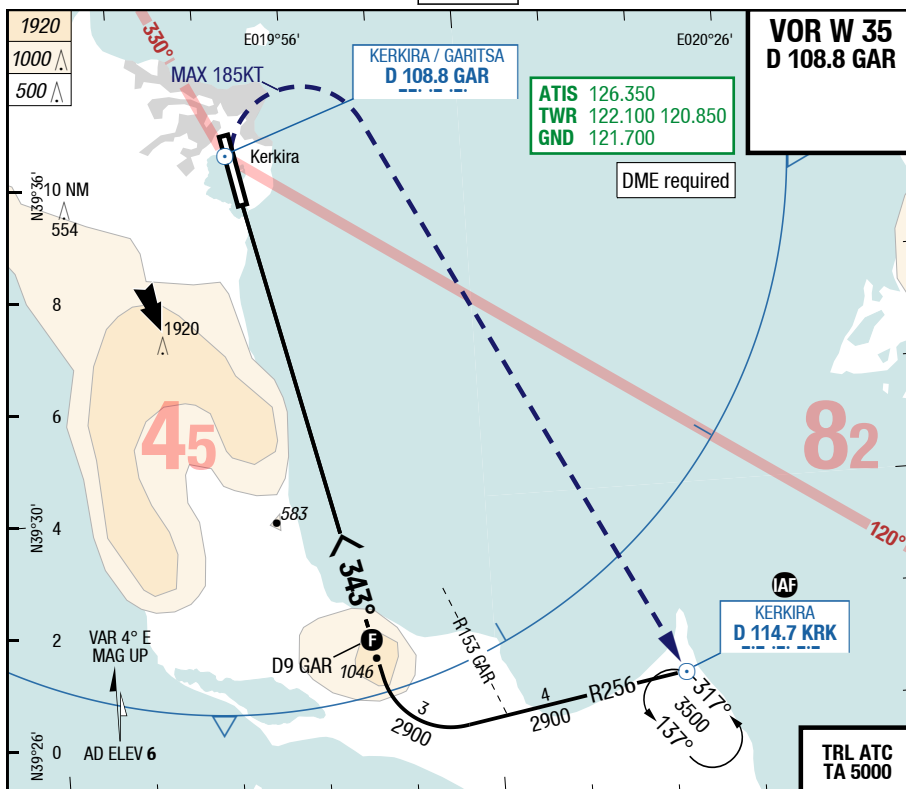
35		VOR DME				Circling⁽¹⁾
C	ft - m/km ft	2000 - 5.0 2000				2000 - 5.0V 2000
D	ft - m/km ft	2000 - 5.0 2000				2000 - 5.0V 2000

1) E of RWY only

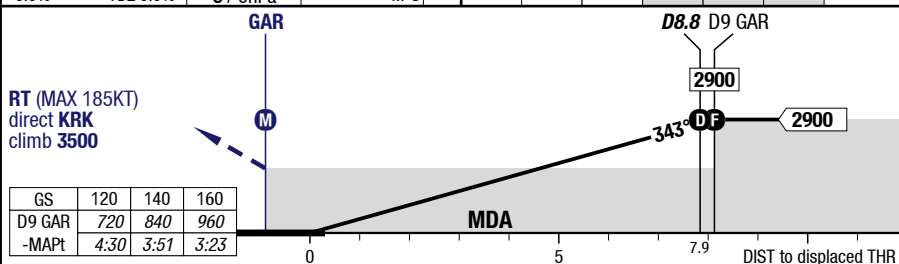
Changes: Page Number

7-60

VOR W 35



7	8	8.8					3.40°
2260	2630	2900					D GAR 343° RWY 345°



35	VOR DME						Circling ¹⁾
C	ft - m/km ft	2000 - 5.0 2000					2000 - 5.0V 2000
D	ft - m/km ft	2000 - 5.0 2000					2000 - 5.0V 2000

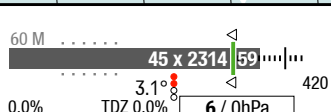
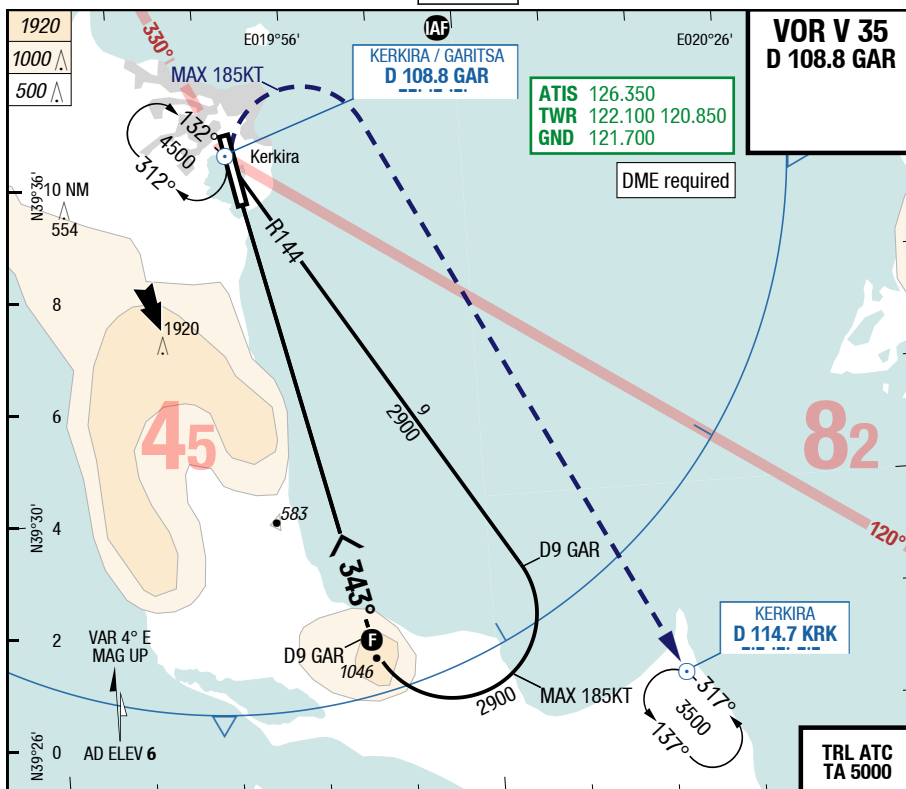
1) E of RWY only

Changes: Page Number

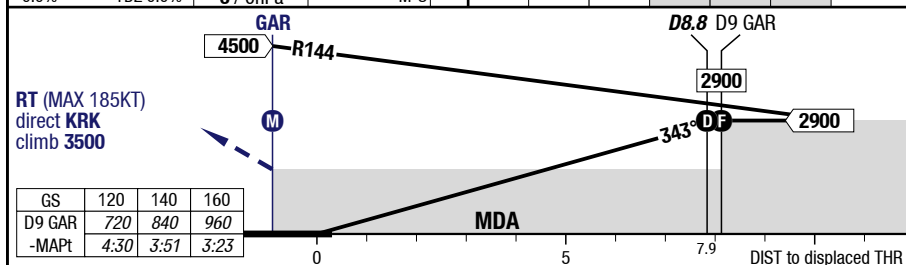
CFU-LGKR

7-70

VOR V 35



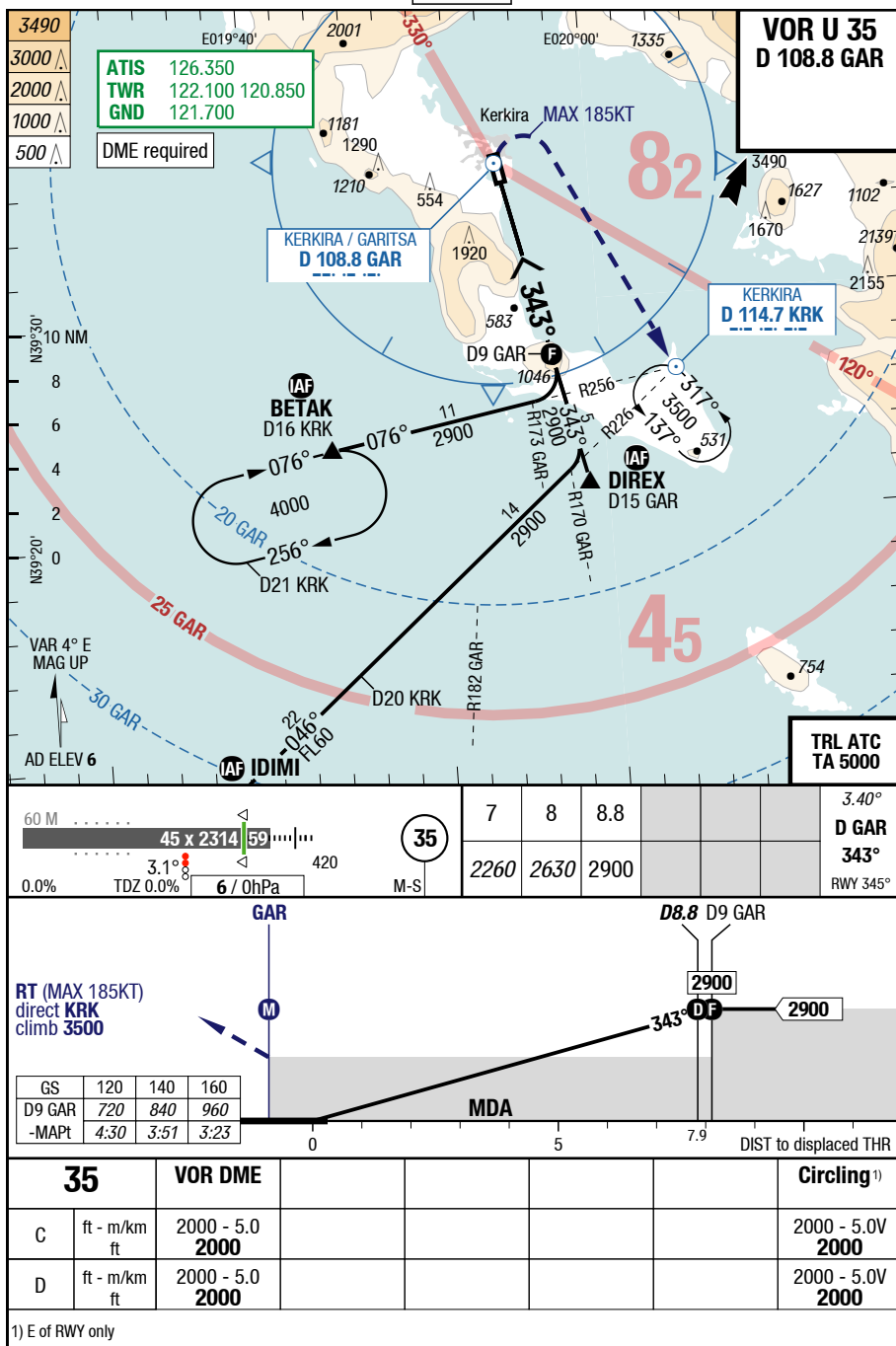
7	8	8.8					3.40°
2260	2630	2900					D GAR
							343°
							RWY 345°



35	VOR DME						Circling ¹⁾
C	ft - m/km ft	2000 - 5.0 2000					2000 - 5.0V 2000
D	ft - m/km ft	2000 - 5.0 2000					2000 - 5.0V 2000

1) E of RWY only

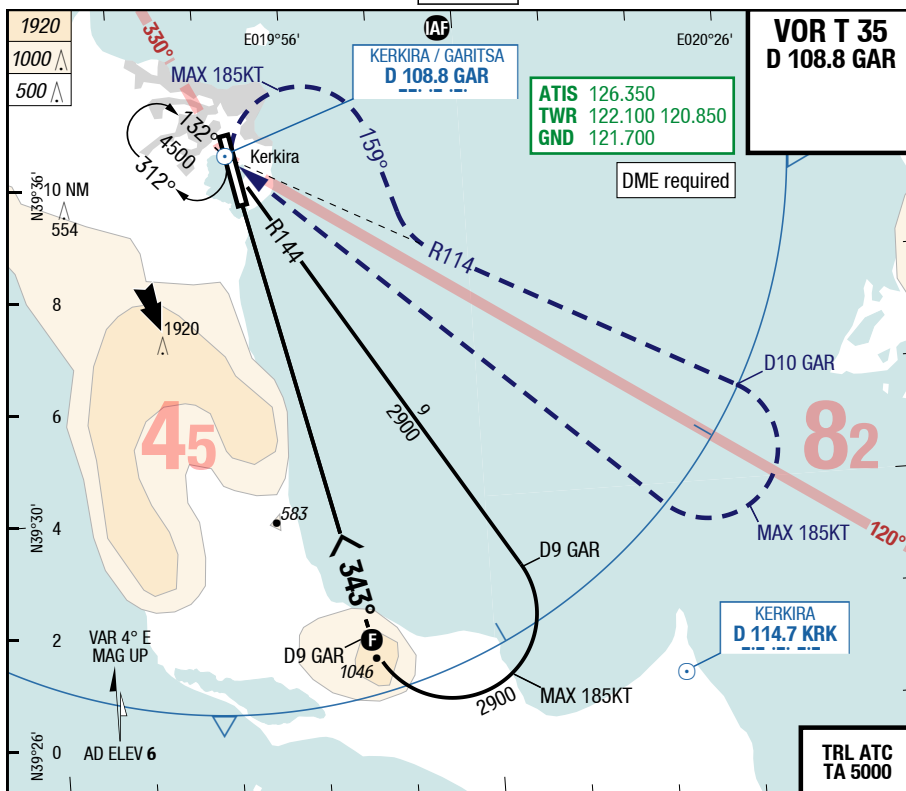
Changes: Page Number



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7-90

VOR T 35



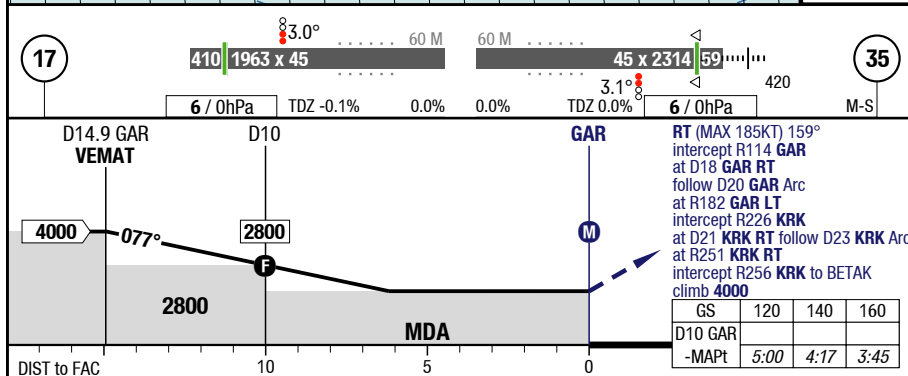
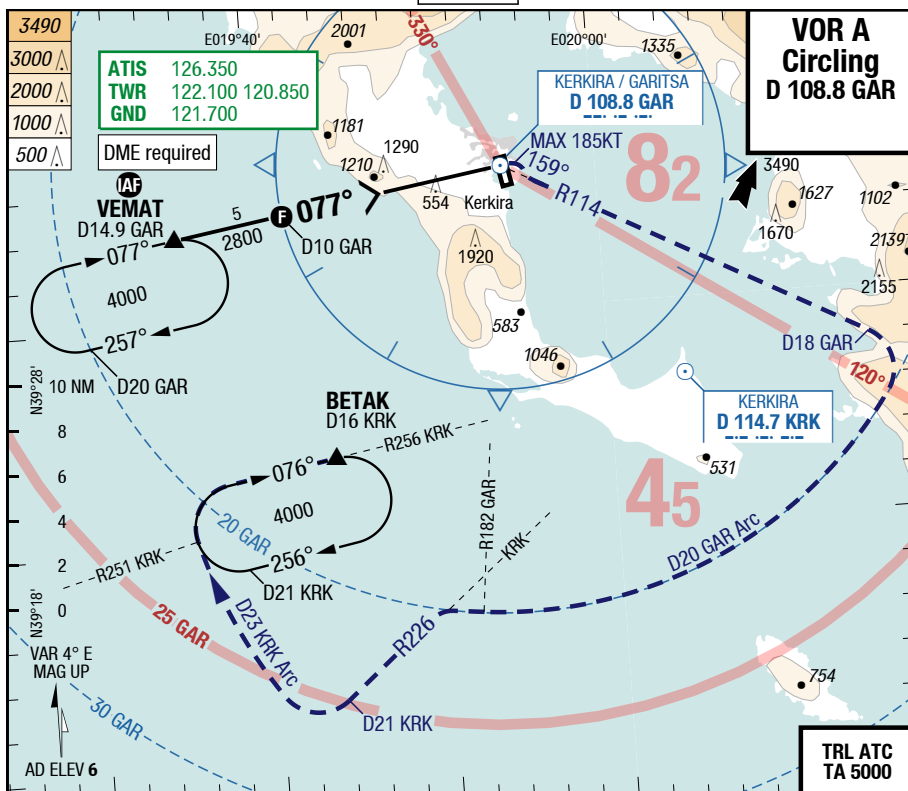
35		VOR DME		Circling ¹⁾	
C	ft - m/km ft	2000 - 5.0 2000		2000 - 5.0V 2000	
D	ft - m/km ft	2000 - 5.0 2000		2000 - 5.0V 2000	

1) E of RWY only

CFU-LGKR

7-100

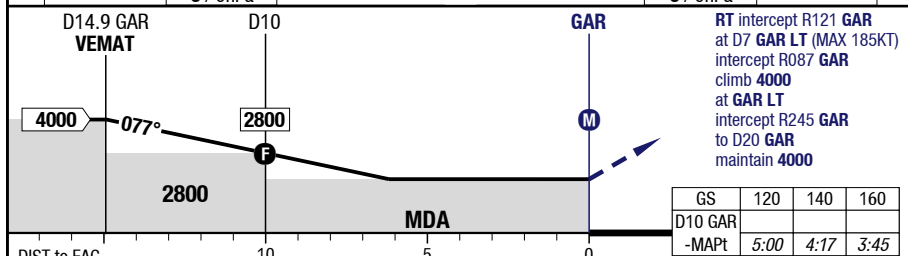
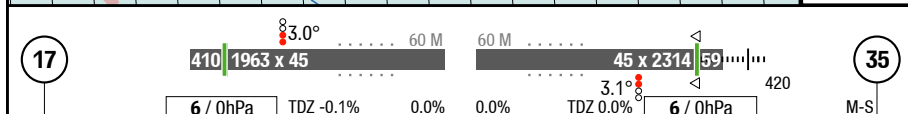
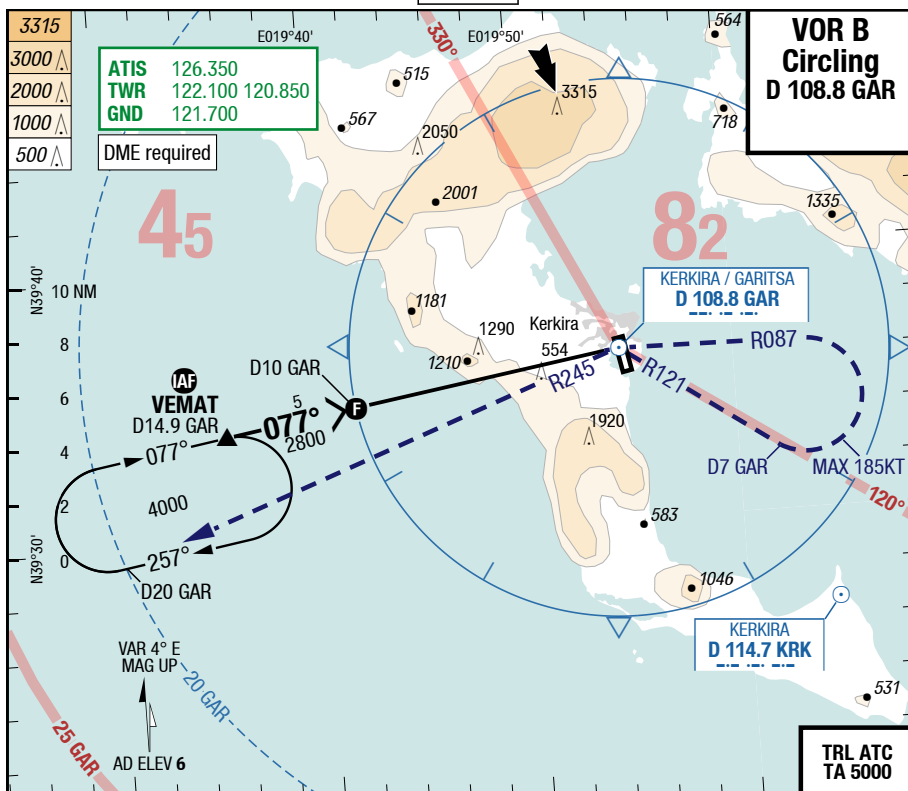
VOR A Circling



17/35		Letdown				Circling ¹⁾
		VOR DME				
C	ft - m/km ft	Straight-in Not authorized				1900 - 2.4V 1900
D	ft - m/km ft	Straight-in Not authorized				1900 - 3.6V 1900

1) E of RWY only

Changes: Page Number



17/35		Letdown VOR DME					Circling ⁽¹⁾
C	ft - m/km ft	Straight-in Not authorized					1900 - 2.4V 1900
D	ft - m/km ft	Straight-in Not authorized					1900 - 3.6V 1900

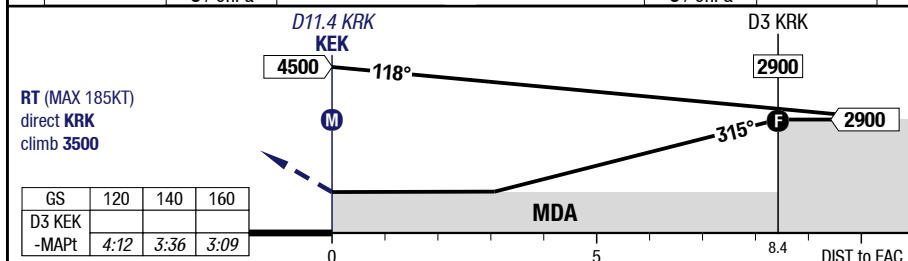
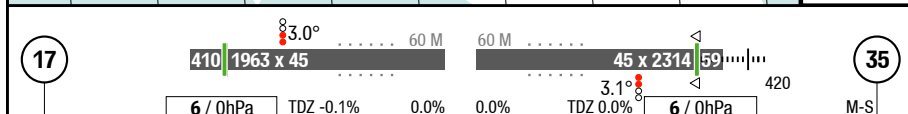
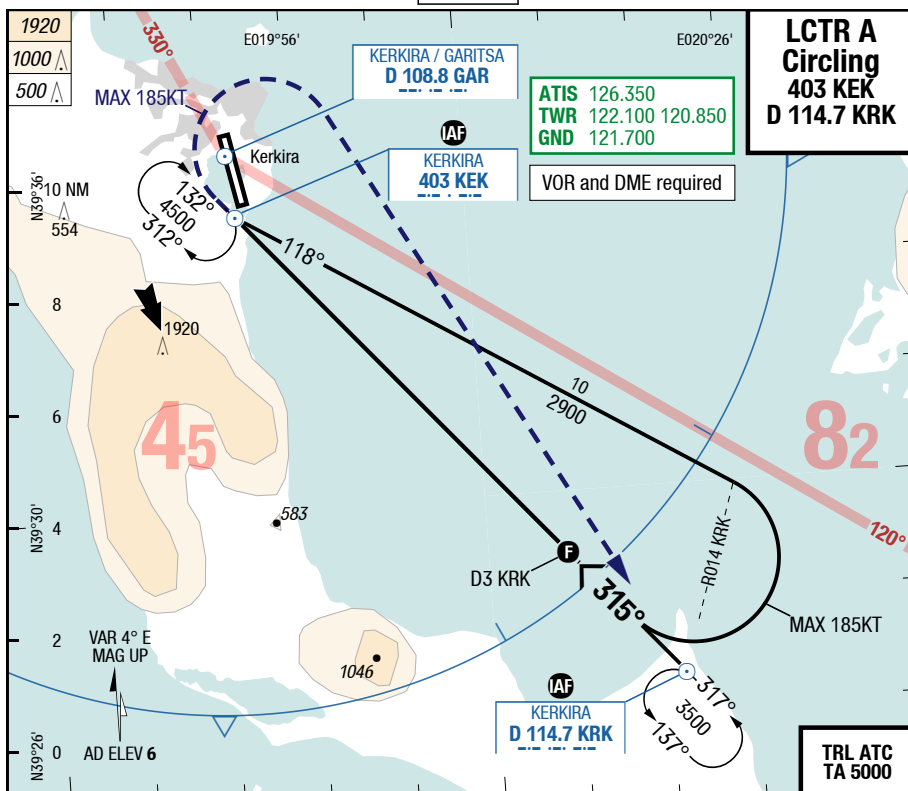
1) E of RWY only

Changes: Page Number

CFU-LGKR

7-120

LCTR A Circling



17/35		Letdown LCTR	Circling ¹⁾	
C	ft - m/km ft	Straight-in Not authorized		1700 - 2.4V 1700
D	ft - m/km ft	Straight-in Not authorized		1700 - 3.6V 1700

1) E of RWY only

Changes: Page Number

CFU-LGKR

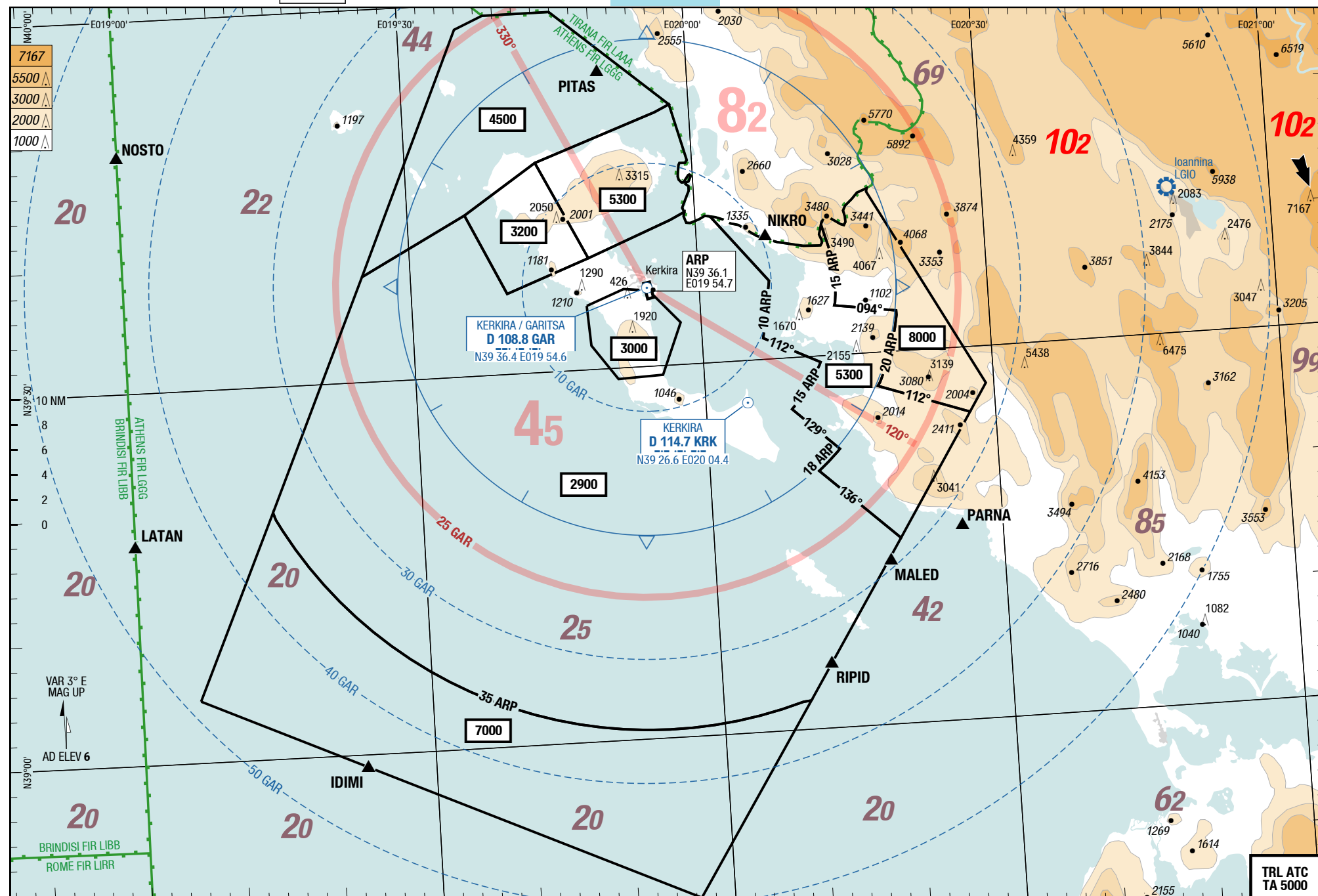
MRC

MRC

MRC

MRC

8-10



Changes: MGA, MRVA, RADAR SECT, VAR, OBST, TOPO

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