

TRANSITION ALTITUDE
5000ft

APP 118.050
TWR 118.050 ATIS 126.450

SANTORINI /RWY 15
NETIS 1E, NETIS 1W, UVRIT 1E, IRBEG 1W, IRBEG 1E,
MADEX 1E, MADEX 1W, GIVIS 1W, KUPIS 1E, SNI 1E

ICAO DOC 8168 5th ed. Amend 1

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM

VAR 5°E/2018 -Annual Change 5'42"E



NETIS
36°42'10.00"N
024°57'49.00"E

29 DME
SNI

1807

NETIS 1E
NETIS 1W
R302 SNI

2342

IRBEG
36°48'37.00"N
025°25'41.00"E

IRBEG 1W
IRBEG 1E
R349 SNI

MADEX
36°39'11.00"N
025°23'54.00"E

MADEX 1W
MADEX 1E
R340 SNI

MAX IAS 230 KT
Bank Angle 25°

MAX IAS 230 KT
Bank Angle 25°

IRBEG 1E
MADEX 1E
NETIS 1E

SANTORINI
(L) 307 kHz
THR 362400.45N
0252849.92E

SANTORINI
VOR/DME 110.40
SNI 362341.57N
0252857.36E

SNI 1E (17NM)

SNI 1E
IRBEG 1E
KUPIS 1E
UVRIT 1E
MADEX 1E
NETIS 1E

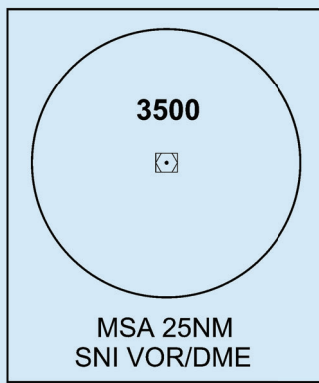
MAX IAS 210 KT
Bank Angle 15°

UVRIT
36°36'31.00"N
025°49'45.00"E
R048 SNI/21 DME

M601

5000

ASTIS
36°33'55.00"N
026°13'58.00"E



LGC101-SECTOR C
UNL
GND/MSL

LGC101-SECTOR B
UNL
GND/MSL

TIPAS
35°54'28.00"N
026°45'48.00"E

KUPIS
36°14'19.00"N
025°53'55.00"E
R110 SNI/21 DME

19 DME
SNI

KUPIS 1E (16NM)
R110 SNI

Arc 10 DME SNI

GIVIS
36°07'23.00"N
025°24'18.00"E
R188/16.7 DME SN

GIVIS 1W
(14NM)

R188 SNI

J62

7000

FL100

L607

2500 FT
2000 FT
1500 FT
1000 FT
500 FT
MSL

NM 0 5 10

SCALE 1:350.000

Changes: RWY designator, lighted obstruction elevation 1911 feet.

SANTORINI AIRPORT
SNI THR DME – SIDs RWY 15

SIDs:

GIVIS 1W, SNI 1E, NETIS 1W, NETIS 1E, MADEX 1W, MADEX 1E, IRBEG 1W, IRBEG 1E, UVRIT 1E, KUPIS1E

GENERAL:

When an altitude higher than the transition altitude is designated, then an equivalent flight level shall be specified by ATC unit.

GIVIS 1W

For this SID a minimum PDG (Procedure Design Gradient) of 6.0% (365 ft / NM) is required up to the minimum en route altitude.

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7 DME.Fix (or THR146⁰ / 7 DME SNI.Fix) turn right (MAX IAS 210 KT, Bank Angle 15⁰), to track 233⁰ intercept and follow R 188 SNI (or THR 188⁰) and proceed to GIVIS.

SNI 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.5% (334 ft) is required up to the minimum en route altitude (FL070).

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7 DME SNI.Fix) turn left (MAX IAS 210 KT, Bank Angle 15⁰), proceed to SNI VOR (or THR NDB) and then as instructed by ATC.

NETIS 1W

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰).At R 146 SNI / 7 DME .Fix turn right (MAX IAS 210 KT, Bank Angle 15⁰), intercept and follow Arc10 DME SNI. Crossing R 294 SNI (or THR 294⁰) turn left (MAX IAS 230 KT), intercept and follow R 302 SNI (or THR 302⁰) to NETIS.

NETIS 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰).At R 146 SNI / 7 DME .Fix turn left (MAX IAS 210 KT ,Bank Angle 15⁰), intercept and follow Arc10 DME SNI. Crossing R 312 SNI (or THR 312⁰) turn right (MAX IAS 230 KT), intercept and follow R 302 SNI (or THR 302⁰) to NETIS.

MADEX 1W

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7DME SNI.Fix) turn right (MAX IAS 210 KT, Bank Angle 15⁰),intercept and follow Arc10 DME SNI. Crossing R 331 SNI (or THR331⁰.) turn left (MAX IAS 230 KT), intercept and follow R 340 SNI (THR 340⁰) to MADEX.

MADEX 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R 146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7DME.SNI Fix) turn left (MAX IAS 210 KT, Bank Angle 15⁰),intercept and follow Arc10 DME SNI. Crossing R 349 SNI (or THR 349⁰.) turn right (MAX IAS 230 KT), intercept and follow R340 SNI (THR 340⁰) to MADEX

IRBEG 1W

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7DME SNI.Fix) turn right (MAX IAS 210 KT, Bank Angle 15⁰),intercept and follow Arc10 DME SNI. Crossing R 340 SNI (or THR340⁰.) turn left (MAX IAS 230 KT), intercept and follow R 349 SNI (THR 349⁰) to IRBEG

IRBEG 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7DME SNI.Fix) turn left (MAX IAS 210 KT, Bank Angle 15⁰),intercept and follow Arc10 DME SNI. Crossing R358 SNI (or THR358⁰.) turn right (MAX IAS 230 KT), intercept and follow R 349 SNI (THR 349⁰) to IRBEG

UVRIT 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7DME.Fix (or THR146⁰ / 7DME SNI.Fix) turn left (MAX IAS 210 KT, Bank Angle 15⁰),intercept and follow Arc10 DME SNI. Crossing R056 SNI (or THR056⁰.) turn right (MAX IAS 230 KT), intercept and follow R 048 SNI (THR 048⁰) to UVRIT

KUPIS 1E

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / NM) is required up to the minimum en route altitude

“Climb on R146 SNI (or THR146⁰). At R 146 SNI / 7 DME. Fix (or THR146⁰ / 7 DME SNI.Fix) turn left (MAX IAS 210 KT Bank Angle 15), to track 065⁰ intercept and follow R 110 SNI (or THR 110⁰) and proceed to KUPIS .