

TRANSITION ALTITUDE
5000ft

APP 118.050
TWR 118.050 ATIS 126.450

SANTORINI / RWY 33
MADEX 1X, UVRIT 1X, NETIS 1X, SNI 1X,
KUPIS 1X, GIVIS 1X, IRBEG 1X

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
31.1 DME SNI

29 DME
SNI

2342

IRBEG
36°48'37.00"N
025°25'41.00"E
24.9 DME SNI

IRBEG 1X
R349 SNI

MADEX
36°39'11.00"N
025°23'54.00"E
16.2 DME SNI

MADEX 1X(9NM)
R340 SNI

FOR MADEX 1X
A MIN.PDG OF 7.8%
(474ft/NM) IS REQUIRED

MAX IAS 210 KT
Bank Angle 15°

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

UVRIT 1X (24 NM)
R048 SNI

SNI 1X(17NM)
R038 SNI

MAX IAS 230 KT
Bank Angle 25°

SANTORINI
(L) 307 kHz
THR 362400.45N
0252849.92E

SANTORINI
VOR/DME 110.40
SNI 362341.57N
0252857.36E

MAX IAS 230 KT
Bank Angle 25°

KUPIS1X (33 NM)
R110 SNI

KUPIS
36°14'19.00"N
025°53'55.00"E
R110 SNI/22.2 DME

19 DME
SNI

LGC101-SECTOR C
UNL
GND/MSL

LGC101-SECTOR B
UNL
GND/MSL

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

GIVIS 1X (34 NM)
R188 SNI

MAX IAS 230 KT
Bank Angle 25°

257°
(6 NM)

7 DME
SNI

Arc 10 DME SNI

SANTORINI TMA

2500 FT
2000 FT
1500 FT
1000 FT
500 FT
MSL

NM 0 5 10
SCALE 1:350.000

SANTORINI AIRPORT
SNI THR DME – SIDs RWY 33

SIDs:

GIVIS 1X, NETIS 1X, MADEX 1X, IRBEG 1X, UVRIT 1X, KUPIS 1X, SNI1X.

GENERAL:

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

GIVIS 1X

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 R340 SNI (or THR340⁰). At R340 SNI / 7 DME (or THR340⁰/7 DME SNI) turn left (IAS MAX 210 KT, Bank Angle 15⁰), intercept and follow Arc 10 DME SNI. Crossing R 197 SNI (or THR 197⁰) turn right (IAS MAX 230 KT, Bank Angle 25⁰), intercept and follow R 188 SNI and proceed to GIVIS.

NETIS 1X

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 R340 SNI (or THR340⁰). At R340 SNI / 7 DME (or THR340⁰ / 7 DME SNI) turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 257⁰, intercept and follow R 302 SNI (or THR 302⁰) and proceed to NETIS”.

MADEX 1X

For this SID a minimum PDG (Procedure Design Gradient) of 7.8% (474 ft /nm). is required up to the minimum en route altitude

“Climb on R340 SNI (or THR340⁰) and proceed to MADEX.”

IRBEG 1X

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

“After departure intercept and follow R349 SNI (or THR349⁰).and proceed to IRBEG”.

UVRIT 1X

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft / nm)

“Climb on R340SNI (or THR340⁰). At R340 SNI / 7 DME (or THR340⁰/ 7 DME SNI) turn right (IAS MAX 210 KT, Bank Angle 15⁰) intercept and follow Arc 10 DME SNI Crossing R 038 SNI (or THR038⁰) turn left (IAS MAX 230 KT, Bank Angle 25⁰) , intercept and follow R 048 SNI (THR 048⁰) to UVRIT”.

KUPIS 1X

For this SID a minimum PDG (Procedure Design Gradient) of 5.0% (304 ft /nm)

“Climb on R 340 SNI (or THR340⁰). At R 340 SNI / 7 DME (or THR340⁰ /7DME SNI) turn right (IAS MAX 210 KT, Bank Angle 15⁰) intercept and follow Arc 10 DME SNI Crossing R 101 SNI (or THR101⁰.) turn left (IAS MAX 230 KT, Bank Angle 25⁰), intercept and follow R 110 SNI (THR 110⁰) to KUPIS” .

SNI 1X

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

“Climb on R340 SNI (or THR340⁰). At R 340 SNI / 7DME (or THR146⁰ / 7 DME SNI) turn right (MAX IAS 210 KT, Bank Angle 15⁰), proceed to SNI VOR (or THR NDB) and then as instructed by ATC”.