JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: RODOS GRC
ICAO/IATA: LGRP / RHO
Lat/Long: N36° 24.3', E028° 05.2'
Elevation: 19 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0405 Z
Sunset: 1548 Z

Runway Information

Runway: 06
Length x Width: 10844 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 10844 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.350 At or below 33574432 ft
Diagoras Tower: 118.200 At or below 33558432 ft Out to 25 mi.
Diagoras Tower: 25.780 Military
Diagoras Tower: 27.825 Military
Diagoras Tower: 38.100
Diagoras Tower: 122.100
Diagoras Ground: 121.700 Out to 5 mi.
Diagoras Ramp/Taxi: 121.850 Out to 5 mi.
Rodos Approach: 127.250 At or below 33579432 ft Out to 50 mi.

Rodos Approach: 122.100
Rodos Approach: 38.100
Rodos Approach: 27.825 Military
Rodos Approach: 118.250 At or below 33579432 ft Out to 50 mi.
Rodos Radar: 27.825 Military
Diagoras Radio: 563.700 AFIS Air-Ground
Rodos Radar: 127.250 At or below 33579432 ft Out to 50 mi.
Rodos Direct (Approach Control Radar): 118.250 At or below 33579432 ft Out to 50 mi.
Diagoras Radio: 298.900 AFIS Air-Ground

1. GENERAL

1.1. ATIS

ATIS 126.350

1.2. TAXI AND ENGINE START-UP PROCEDURES

All CAT C GA/BA ACFT are requested to provide a suitable tow head and tow bar for push-back. If unable to, relevant info should be included in the initial PPR for parking allocation purposes.

ACFT are allowed to taxi only at the indispensable engine power and speed.

To expedite traffic, ATC may request engine start-up on the parking position. In such cases, single engine start-up in idle power shall be performed. The ACFT operator and/or the ground service provider are responsible to safeguard the area around the ACFT in order to prevent personnel and/or vehicle passing behind running engines.

Maintenance run-up tests above idle require prior permission by the APT operator. No designated area available, the APT operator will (coordinate with ATC to) designate an area subject to traffic and apron space available.

Towing of ACFT is executed only under Follow-me guidance and requires prior permission by ATC.

1.3. PARKING INFORMATION

GA/BA ACFT may be allocated in nose-in parking positions or may be parked in a roll-through manner depending on apron space availability. Arriving ACFT taxiing to general aviation parking positions will be guided by Follow-me vehicle and shall adhere to marshaller's instructions.

For departing ACFT from general aviation parking positions, presence of marshaller is mandatory. ACFT shall adhere to marshaller's instructions.

1.4. FLIGHT PROCEDURES

Departing ACFT pilots shall request start-up clearance when ready to start engines immediately and after ACFT doors are closed. When the expected delay is less than 15 minutes at the holding point, ACFT will be cleared to start engines immediately.

1.5. OTHER INFORMATION

During adverse weather conditions with strong prevailing winds, all GA/BA ACFT shall be properly secured. The responsibility lies with the ACFT operator and/or the ground service provider.

Pilots landing or taking-off should exercise extreme caution when South or Southeast winds of more than 15 KT prevail, as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb-out areas (mainly RWY 06). More specifically, the following phenomena affecting seriously the flight safety are observed:

- The wind direction and speed at a given time vary along the RWY (horizontal wind shear).
- The wind direction and speed, at a given point of the RWY, are continuously changing (turbulent wind shear).
- Severe turbulence in the final approach, take-off and initial climb-out areas.

When the South or Southeast wind speed increases over 15 KT, landing and/or take-off are not recommended since a severe horizontal and turbulent wind shear may prevail at some intermediate point of the final approach and/or take-off and initial climb-out areas.

1. GENERAL

Because unexpected changes in wind direction and speed can be hazardous to ACFT operations at low altitude on approach to and departing from APT, pilots are urged to volunteer reports of wind shear to DIAGORAS Tower or RODOS Approach as soon as possible, so that the pilots of following ACFT can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

- A simple warning of the presence of the wind shear, even if no further information can be given.
- The altitude or altitude band, where the wind shear was encountered.
- Details of the effects of the wind shear on the ACFT, i.e. airspeed gain or loss, vertical speed tendency, etc.

Birds in vicinity of the APT.

The traffic circuits shall be entered at an altitude of 1200' by propeller ACFT and 1500' by jet ACFT. RWY 24 right-hand circuit.

2. ARRIVAL

2.1. TAXI PROCEDURES

The parking stand allocation is the responsibility of the APT Operations Control Center and communicated to crew through ATC along with taxi instructions. Follow-me guidance may be provided upon request.

No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, ACFT shall hold position until a marshaller is present. Marshalling is under the responsibility of ground service provider.

In case that a non-marked and non-published parking area is assigned for parking, ACFT shall be guided by Follow-me vehicle and marshalling signals.

3. DEPARTURE

3.1. PUSH-BACK AND TAXI PROCEDURES

3.1.1. GENERAL

ACFT may leave nose-in parking positions only with the aid of towing truck. Power-back using reverse thrust for jet powered ACFT or reverse variable pitch for propeller ACFT shall not be used unless (and under extreme circumstances) prior approval has been obtained from the APT operator.

Push-back clearance shall be requested only when the tow-bar is fully connected to the ACFT (ground handling personnel is present and tug on) and the pilot can perform the maneuver immediately. ATC may cancel taxi-out or push-back clearance if the procedure has been delayed and this delay affects other traffic.

When pilots request taxi-out or push-back, they shall indicate their parking position.

Due to lack of stop-bar ground lights at RWY holding positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. ACFT shall enter the RWY only after ATC clearance.

ACFT parked in a roll-through manner shall use own power to taxi out and shall adhere to marshaller's instructions. Follow-me guidance is mandatory.

3.1.2. PUSH-BACK AND ENGINE START-UP PROCEDURES

Crew shall request start-up and push-back clearance from ATC.

Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the ACFT. Default facing according to RWY in use is given below:

- RWY 06 - WEST.
- RWY 24 - EAST.

Start-up of engines shall be performed either during push-back after the service road has been cleared or when the ACFT is aligned on the apron TWY J.

Cross-bleeding start-up is not permitted on the parking stand and may only be performed on the TWY and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the APT Operations Control Center through the ACFT operator or the ground service provider.

During push-back procedure, ACFT from any parking position is aligned on the apron TWY J and positioned with the nose gear abeam the lead-in line of the parking position it is vacating unless otherwise instructed by ATC.

In order to facilitate and/or expedite traffic, ATC may request from ACFT to perform a long/extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of an adjacent parking position.

Unless otherwise specified by the APT Operator, ACFT parked in opposite parking positions cannot perform push-back simultaneously.

During winter season (NOV-MAR), ACFT may be parked in a roll-through manner parallel to the Terminal disregarding parking position markings. Follow-me guidance is mandatory.

LGRP/RHO DIAGORAS

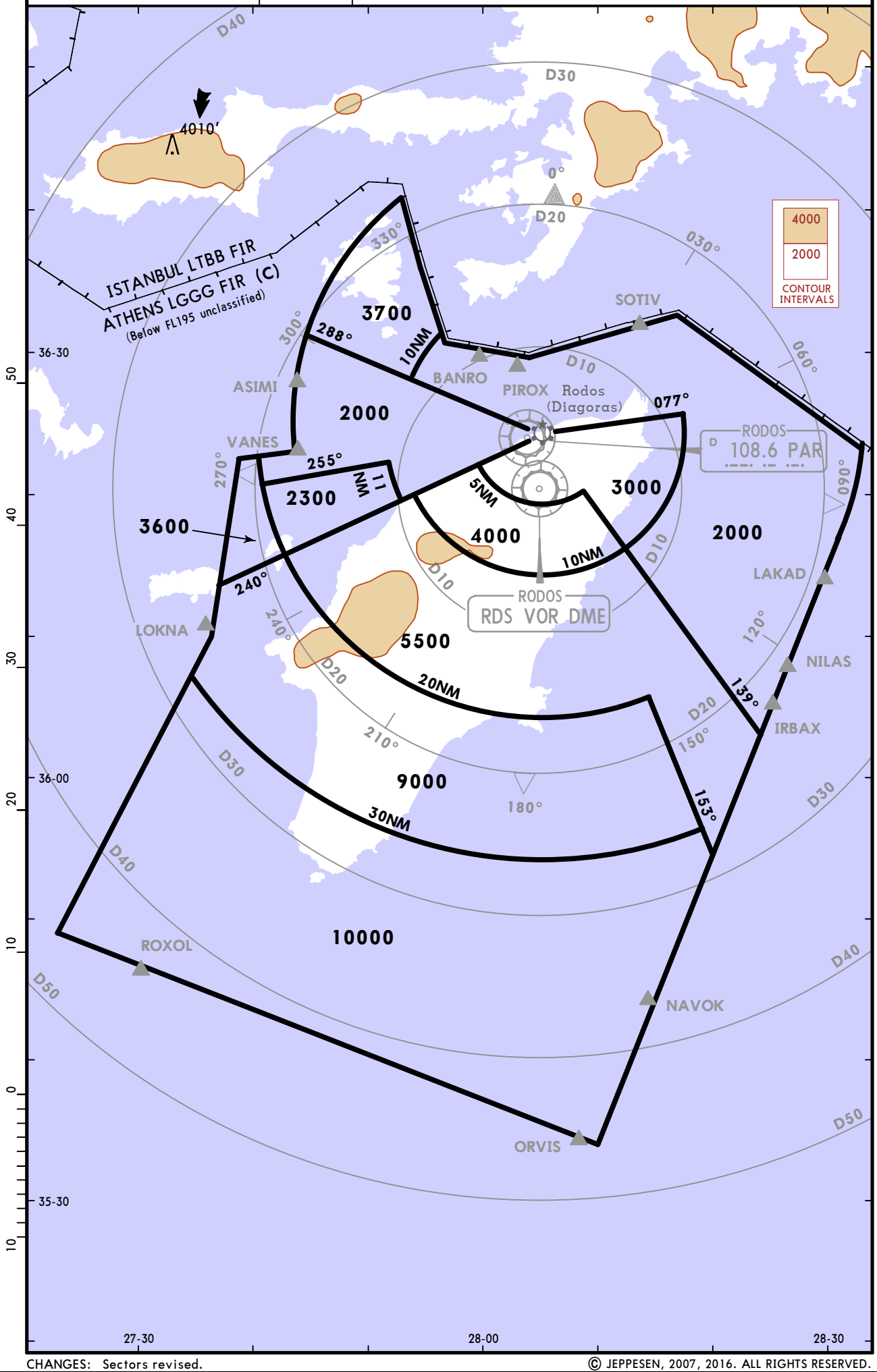
JEPPESEN

27 MAY 16 (10-1R)

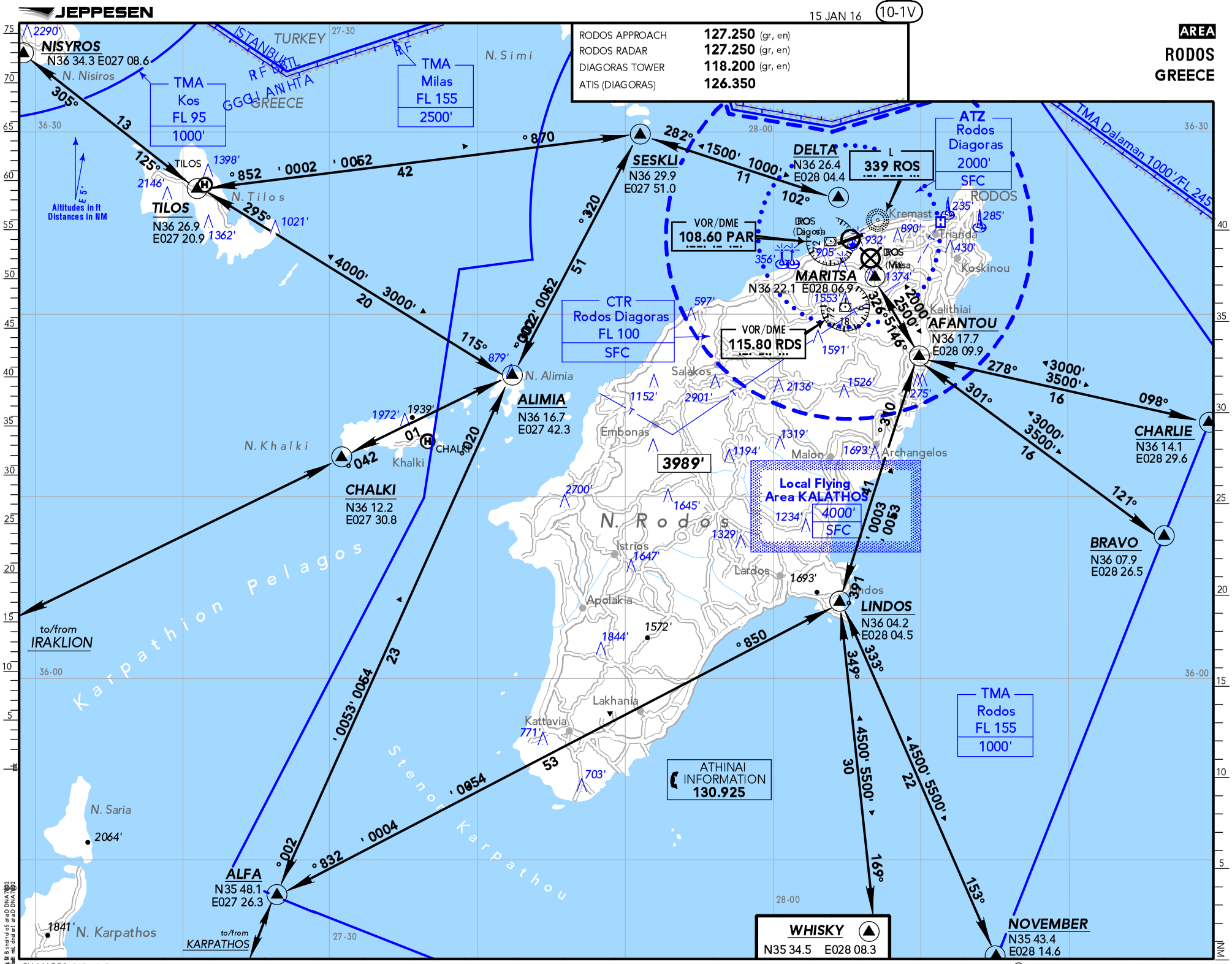
RODOS, GREECE

RADAR MINIMUM ALTITUDES

*RODOS Radar (APP)	Apt Elev	Alt Set: hPa
127.250	19′	Trans level: By ATC Trans alt: 6000′



CHANGES: Sectors revised.



General

Access to Rodos TMA is restricted only to ACFT capable of maintaining two-way radio communication with the appropriate ATS unit. Contact TOWER or RADAR at REPs or any other point but not later than 5 MIN prior to entering Rodos TMA.

ACFT (including HEL) flying under VFR within Rodos TMA, should follow the VFR routes and altitudes as depicted on 10-1V unless VFR criteria require otherwise or a special authorisation has been obtained from the appropriate ATC unit.

To meet special traffic requirements the appropriate ATS unit may assign different VFR routes.

It is reminded that on VFR routes the responsibility to avoid collision with other ACFT provides terrain clearance and avoids restricted airspace rests with the pilot.

ACFT flying by VFR within Rodos TMA shall be equipped with a functioning transponder with mode A and C capabilities.

Unless otherwise instructed by the appropriate ATS unit, the VFR ACFT shall squawk A 7000.

Rodos Diagoras Airport

When air traffic conditions require ATC may assign different VFR routes. Also when deemed necessary by the pilots to deviate from the specified routes and/or altitudes they should communicate with RODOS RADAR prior entering Rodos TMA or immediately after departure to obtain clearance for deviation.

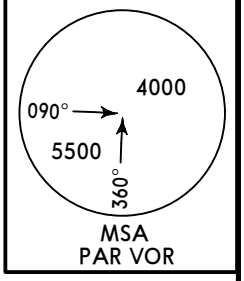
Position reports must be given to the appropriate ATC unit, when over compulsory REPs.

A continuous watch must be maintained on the appropriate frequency with RODOS APPROACH or DIAGORAS TOWER when flying the VFR Routes.

The use of functioning transponder, with 4096 codes capability on Mode A and automatic altitude transmission on Mode C, within Rodos TMA is mandatory for all IFR and GAT VFR flights.

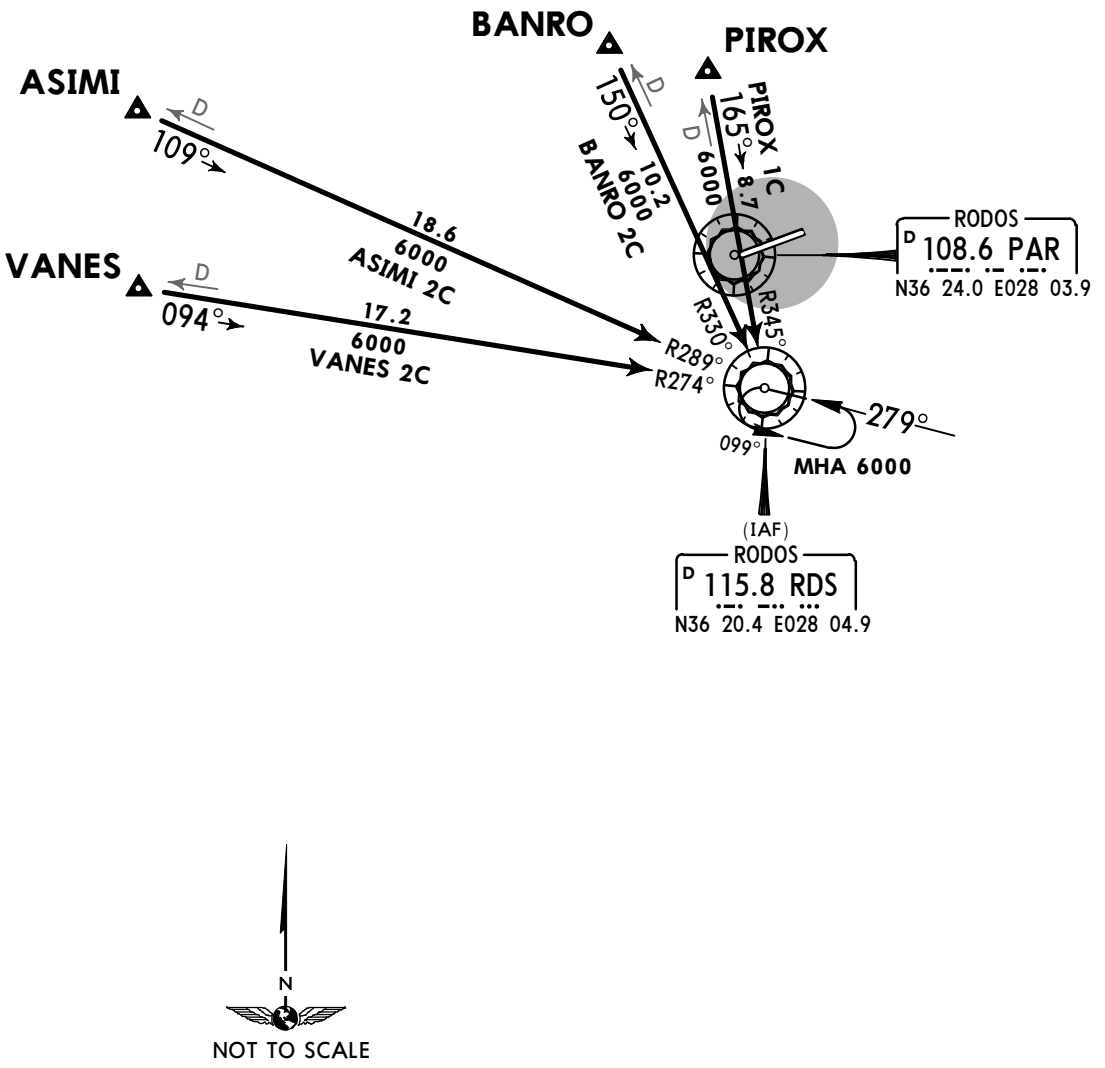
ATIS	Apt Elev
126.350	19′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. These STARs terminate at RDS VOR and are connected with VORz RWY 06.



ASIMI 2C [ASIM2C], BANRO 2C [BANR2C] PIROX 1C [PIRO1C], VANES 2C [VANE2C] ARRIVALS (RWY 06)

BASED ON RDS VOR

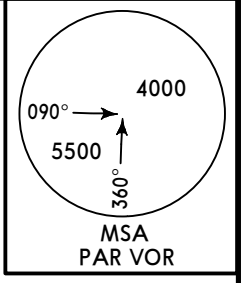


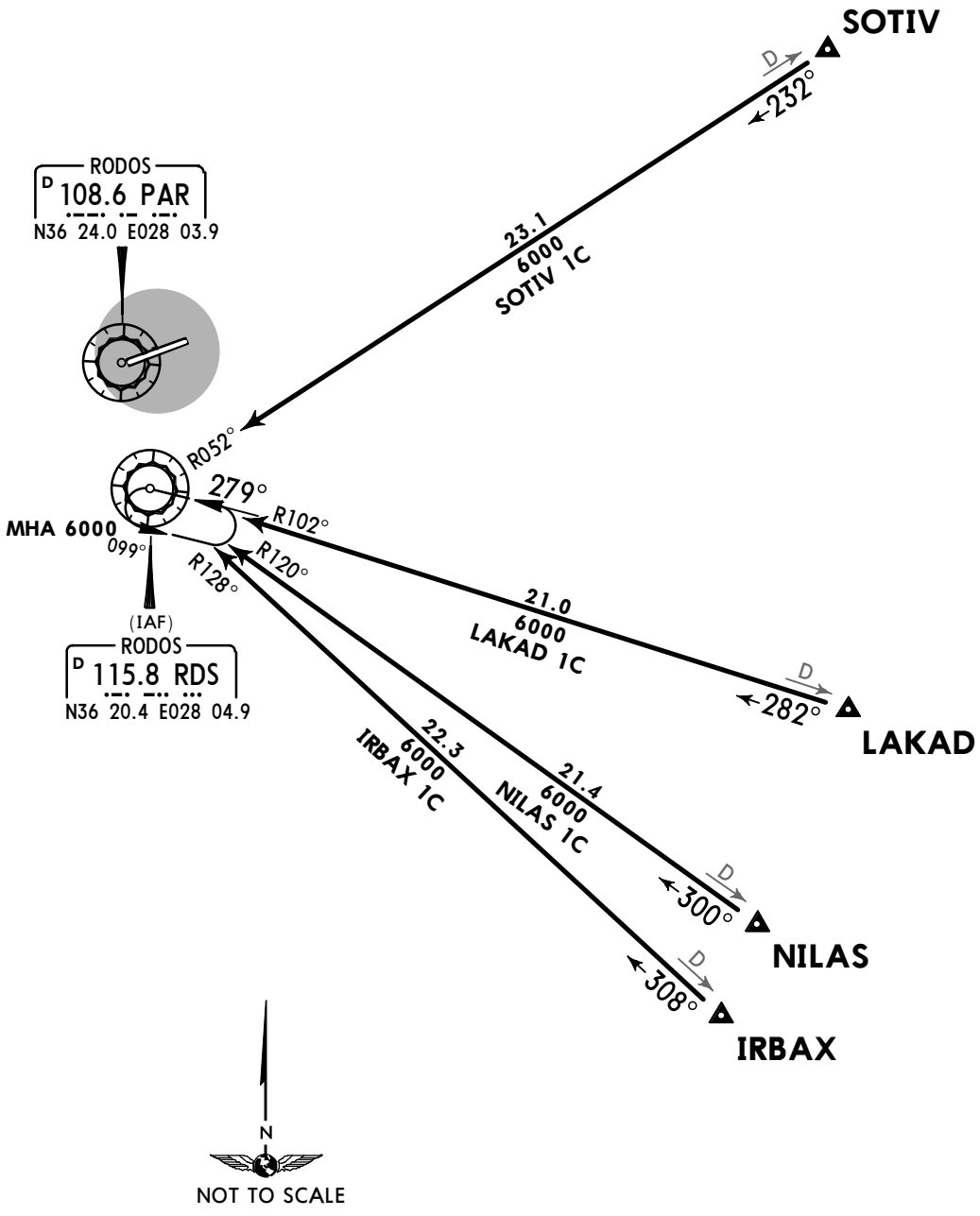
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs terminate at RDS VOR and are connected with VORz RWY 06.

IRBAX 1C [IRBA1C], LAKAD 1C [LAKA1C] NILAS 1C [NILA1C], SOTIV 1C [SOTI1C] ARRIVALS (RWY 06)

BASED ON RDS VOR

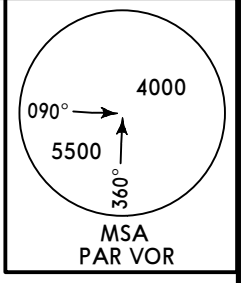


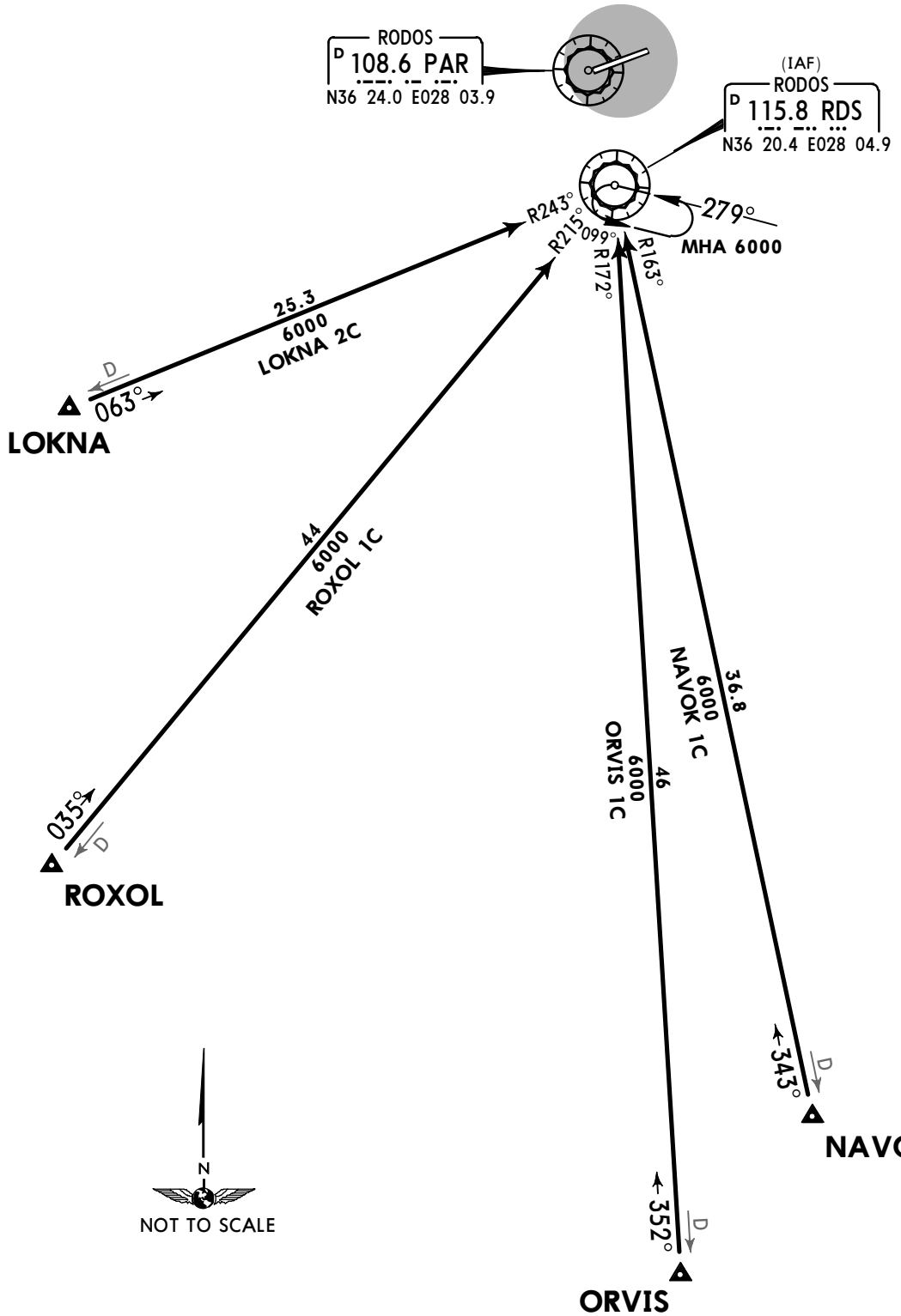


ATIS	Apt Elev
126.350	19′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. These STARs terminate at RDS VOR and are connected with VORz RWY 06.

LOKNA 2C [LOKN2C], NAVOK 1C [NAV01C]
ORVIS 1C [ORVI1C], ROXOL 1C [ROX01C]
ARRIVALS
(RWY 06)
BASED ON RDS VOR

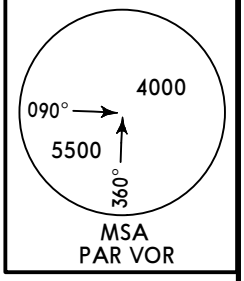


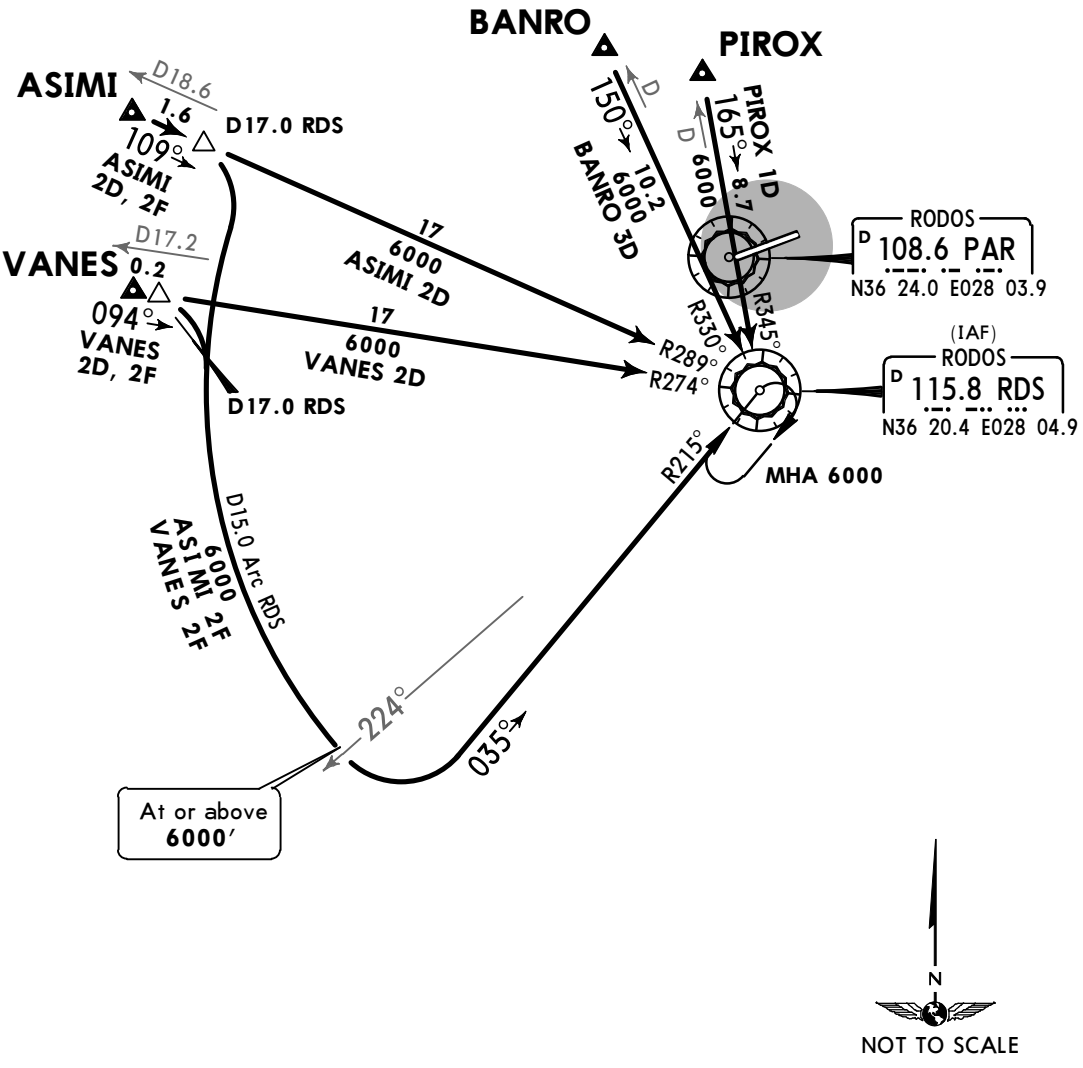


CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSz RWY 24 and VORz RWY 24.

ASIMI 2D [ASIM2D], ASIMI 2F [ASIM2F]
BANRO 3D [BANR3D], PIROX 1D [PIRO1D]
VANES 2D [VANE2D], VANES 2F [VANE2F]
ARRIVALS
(RWY 24)
BASED ON RDS VOR



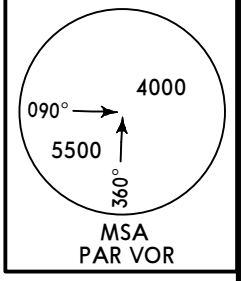


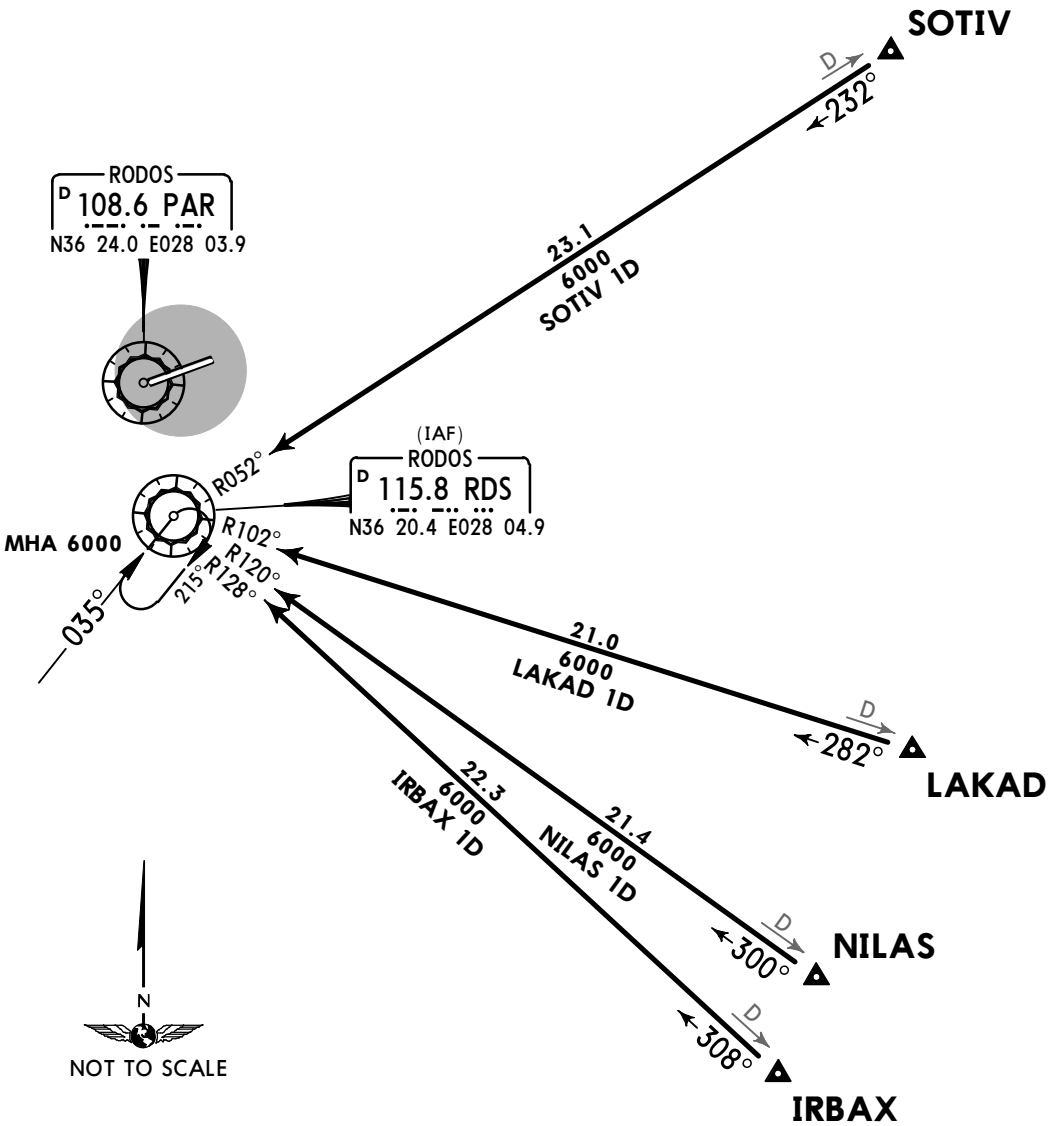
STAR	ROUTING
ASIMI 2D	Intercept RDS R-289 inbound to RDS VOR.
ASIMI 2F	Intercept RDS R-289 inbound to D17.0 RDS, turn RIGHT, along D15.0 Arc RDS, when passing RDS R-224 turn LEFT, intercept RDS R-215 inbound to RDS VOR.
BANRO 3D	Intercept RDS R-330 inbound to RDS VOR.
PIROX 1D	Intercept RDS R-345 inbound to RDS VOR.
VANES 2D	Intercept RDS R-274 inbound to RDS VOR.
VANES 2F	Intercept RDS R-274 inbound to D17.0 RDS, turn RIGHT, along D15.0 Arc RDS, when passing RDS R-224 turn LEFT, intercept RDS R-215 inbound to RDS VOR.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSz RWY 24 and VORz RWY 24.

IRBAX 1D [IRBA1D], LAKAD 1D [LAKA1D] NILAS 1D [NILA1D], SOTIV 1D [SOTI1D] ARRIVALS (RWY 24)

BASED ON RDS VOR



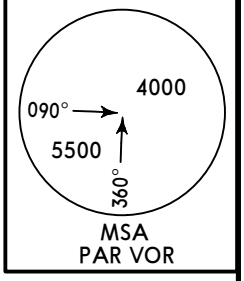


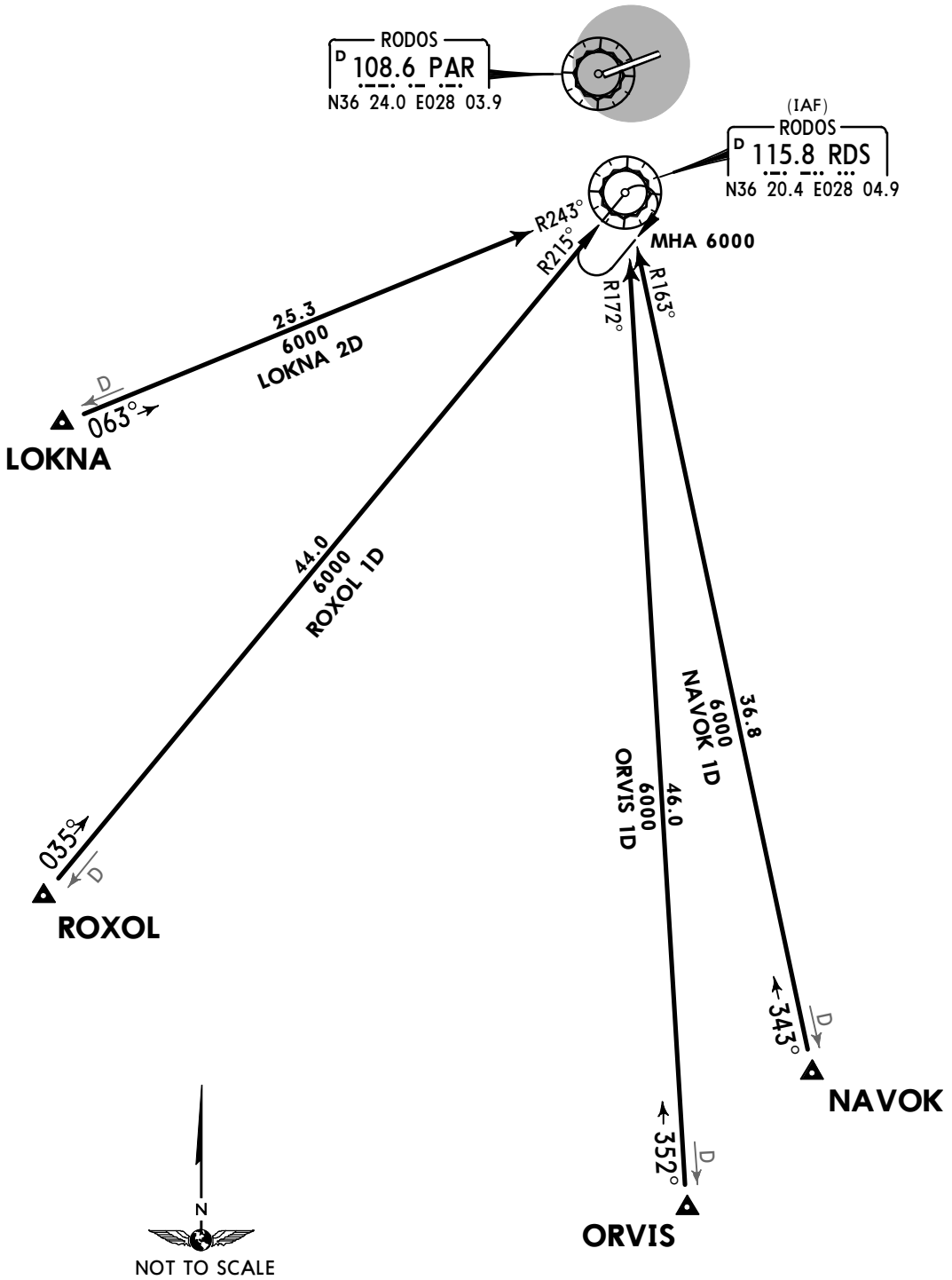
STAR	ROUTING
IBRAX 1D	Intercept RDS R-128 inbound to RDS VOR.
LAKAD 1D	Intercept RDS R-102 inbound to RDS VOR.
NILAS 1D	Intercept RDS R-120 inbound to RDS VOR.
SOTIV 1D	Intercept RDS R-052 inbound to RDS VOR.

CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSz RWY 24 and VORz RWY 24.

LOKNA 2D [LOKN2D], NAVOK 1D [NAVO1D]
ORVIS 1D [ORVI1D], ROXOL 1D [ROXO1D]
ARRIVALS
(RWY 24)
BASED ON RDS VOR

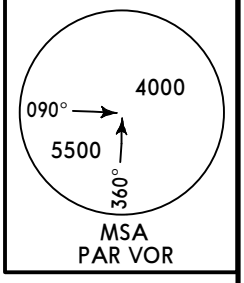




STAR	ROUTING
LOKNA 2D	Intercept RDS R-243 inbound to RDS VOR.
NAVOK 1D	Intercept RDS R-163 inbound to RDS VOR.
ORVIS 1D	Intercept RDS R-172 inbound to RDS VOR.
ROXOL 1D	Intercept RDS R-215 inbound to RDS VOR.

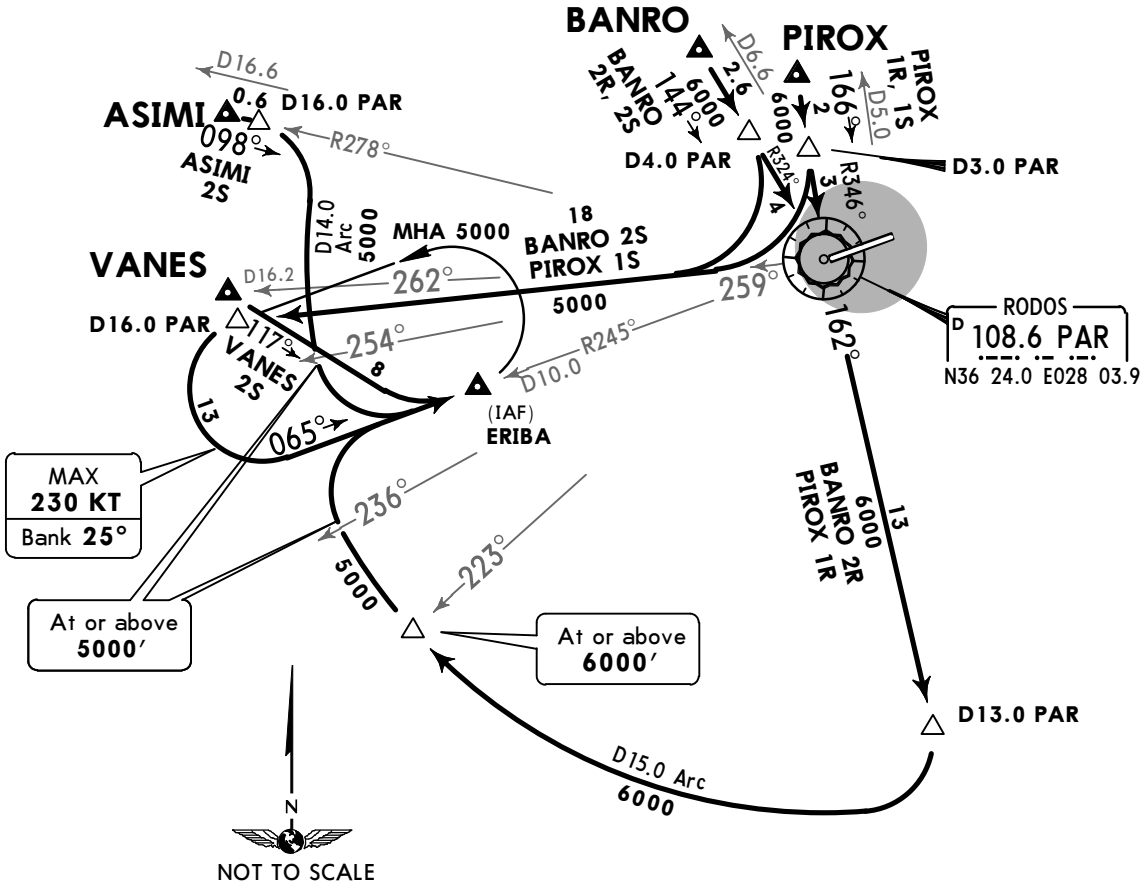
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with VORy RWY 06.



ASIMI 2S [ASIM2S], BANRO 2R [BANR2R] BANRO 2S [BANR2S], PIROX 1R [PIRO1R] PIROX 1S [PIRO1S], VANES 2S [VANE2S] ARRIVALS (RWY 06)

BASED ON PAR VOR (WITH HOLDING)

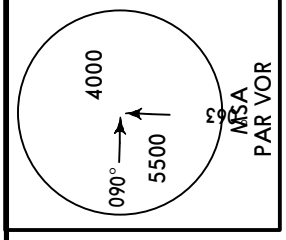


STAR	ROUTING
ASIMI 2S	Intercept PAR R-278 inbound to D16.0 PAR, turn RIGHT, along D14.0 Arc, when passing R-254 PAR turn LEFT, intercept R-245 PAR inbound to ERIBA.
BANRO 2R	Intercept PAR R-324 inbound to PAR VOR, PAR R-162 to D13.0 PAR, turn RIGHT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
BANRO 2S	Intercept PAR R-324 inbound to D4.0 PAR, turn RIGHT, intercept PAR R-259 to D16.0 PAR, turn LEFT,intercept PAR R-245 inbound to ERIBA.
PIROX 1R	Intercept PAR R-346 inbound to PAR VOR, PAR R-162 to D13.0 PAR, turn RIGHT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
PIROX 1S	Intercept PAR R-346 inbound to D3.0 PAR, turn RIGHT, intercept PAR R-259 to D16.0 PAR, turn LEFT,intercept PAR R-245 inbound to ERIBA.
VANES 2S	On 117° track, intercept PAR R-245 inbound to ERIBA.

CHANGES: RWY designator revised.

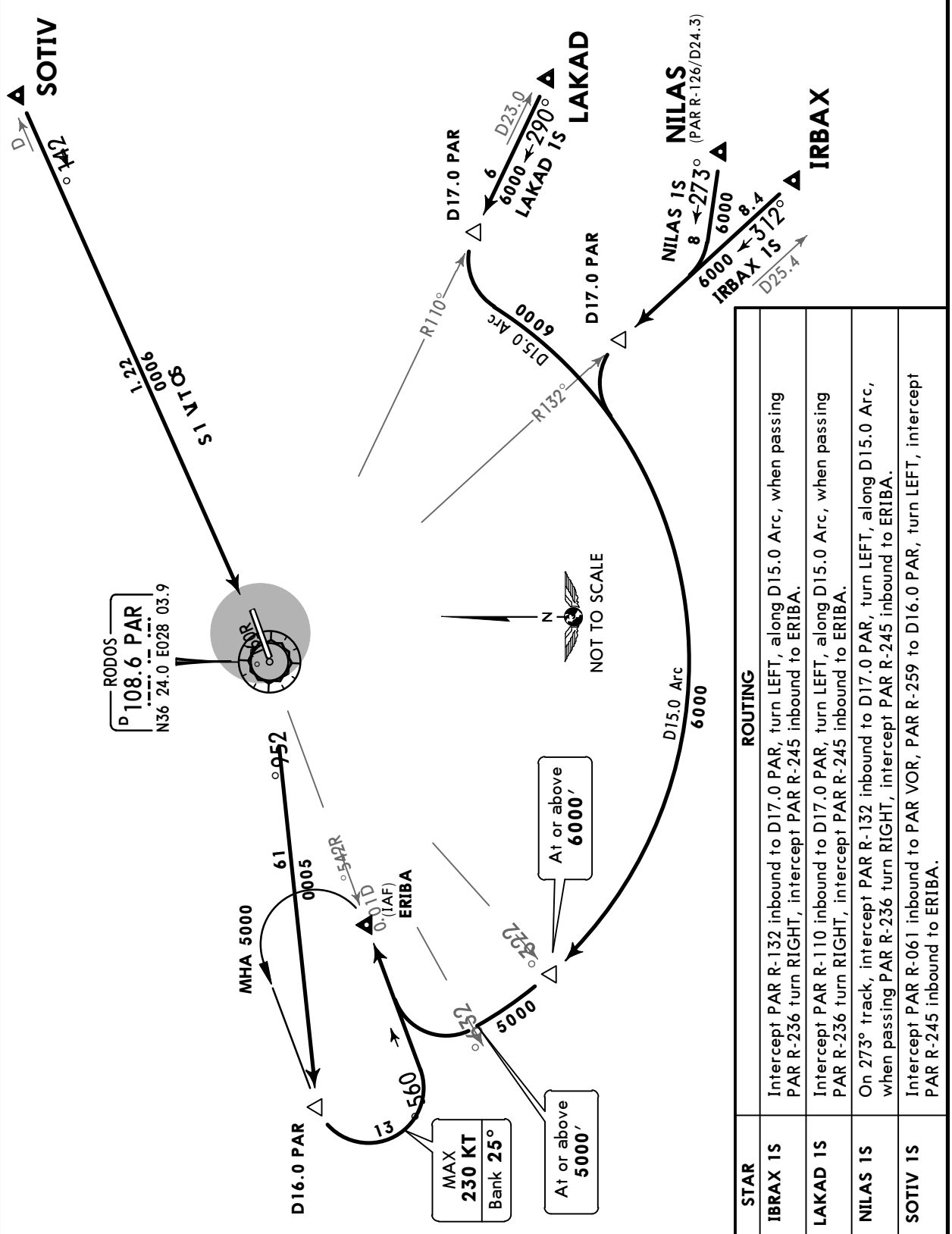
ATIS	Apt Elev
126.350	19′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. These STARs are connected with VORy RWY 06.



IRBAX 1S [IRBA1S], LAKAD 1S [LAKA1S] NILAS 1S [NILA1S], SOTIV 1S [SOTI1S] ARRIVALS (RWY 06)

BASED ON PAR VOR (WITH HOLDING)



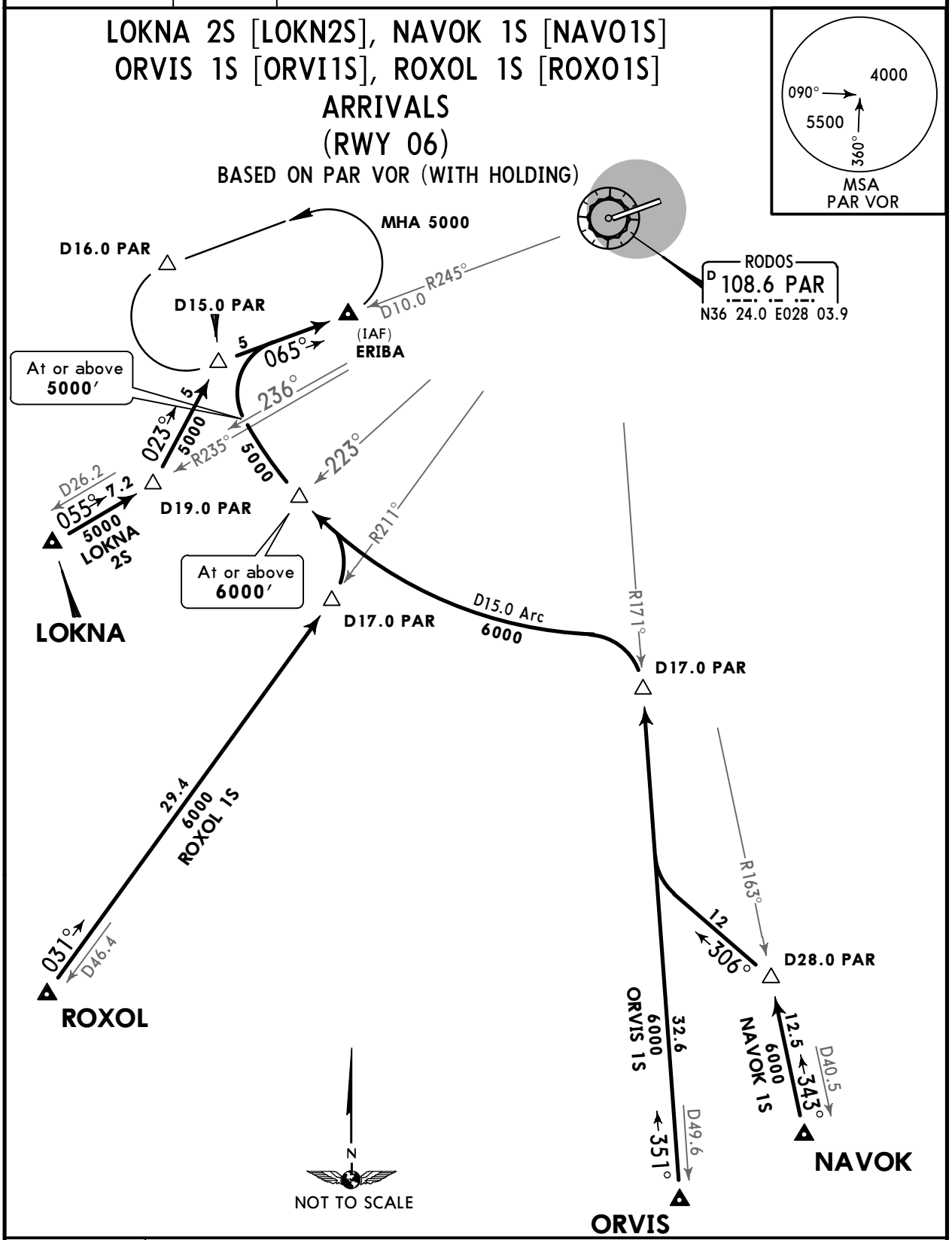
STAR	ROUTING
IBRAX 1S	Intercept PAR R-132 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
LAKAD 1S	Intercept PAR R-110 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
NILAS 1S	On 273° track, intercept PAR R-132 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
SOTIV 1S	Intercept PAR R-061 inbound to PAR VOR, PAR R-259 to D16.0 PAR, turn LEFT, intercept PAR R-245 inbound to ERIBA.

CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with VORy RWY 06.

LOKNA 2S [LOKN2S], NAVOK 1S [NAVO1S] ORVIS 1S [ORVI1S], ROXOL 1S [ROXO1S] ARRIVALS (RWY 06)

BASED ON PAR VOR (WITH HOLDING)



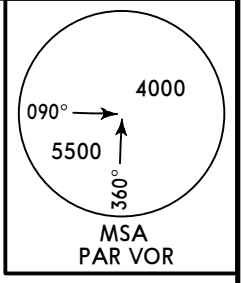
STAR	ROUTING
LOKNA 2S	Intercept PAR R-235 inbound to D19.0 PAR, turn LEFT, 023° track to D15.0 PAR, intercept PAR R-245 inbound to ERIBA.
NAVOK 1S	Intercept PAR R-163 inbound to D28.0 PAR, turn LEFT, 306° track, intercept PAR R-171 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
ORVIS 1S	Intercept PAR R-171 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.
ROXOL 1S	Intercept PAR R-211 inbound to D17.0 PAR, turn LEFT, along D15.0 Arc, when passing PAR R-236 turn RIGHT, intercept PAR R-245 inbound to ERIBA.

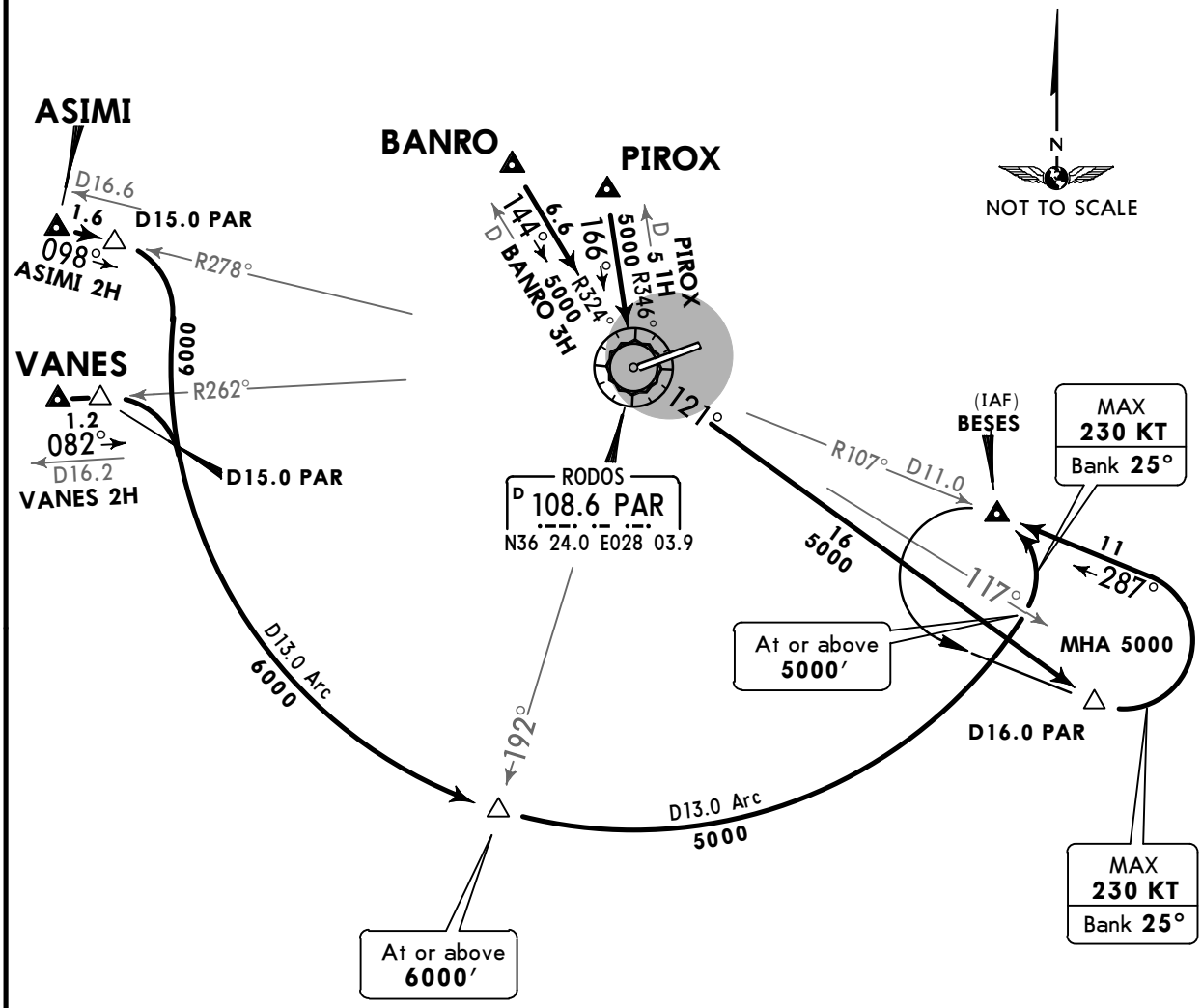
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs terminate at BESES and are connected with ILSy RWY 24 and VORy RWY 24.

ASIMI 2H [ASIM2H], BANRO 3H [BANR3H] PIROX 1H [PIRO1H], VANES 2H [VANE2H] ARRIVALS (RWY 24)

BASED ON PAR VOR (WITH HOLDING)





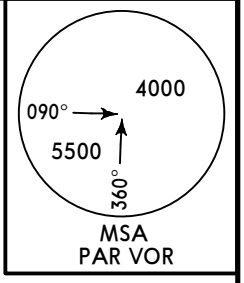
STAR	ROUTING
ASIMI 2H	Intercept PAR R-278 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
BANRO 3H	Intercept PAR R-324 inbound to PAR VOR, PAR R-121 to D16.0 PAR, turn LEFT, intercept PAR R-107 inbound to BESES.
PIROX 1H	Intercept PAR R-346 inbound to PAR VOR, PAR R-121 to D16.0 PAR, turn LEFT, intercept PAR R-107 inbound to BESES.
VANES 2H	Intercept PAR R-262 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.

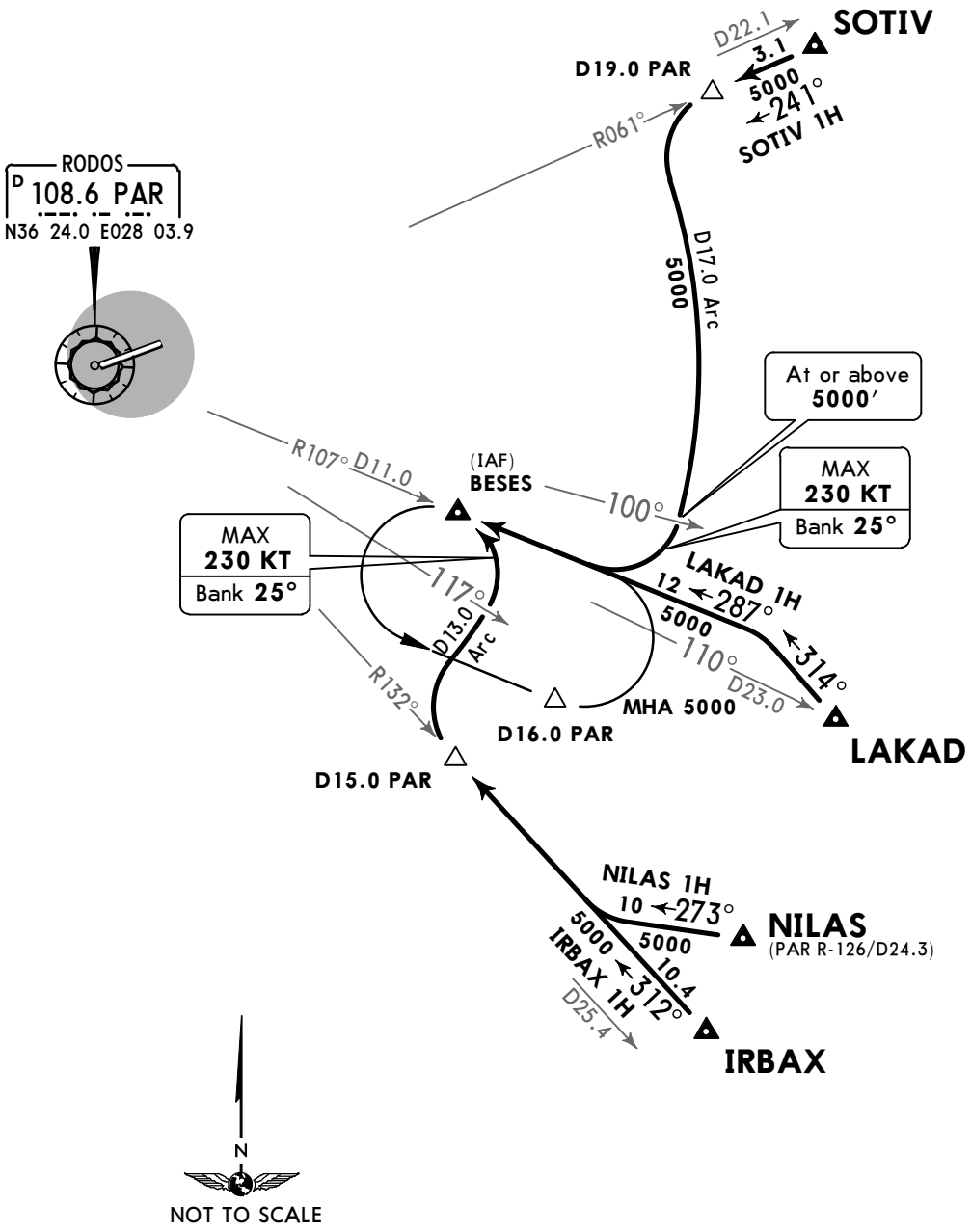
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs terminate at BESES and are connected with ILSy RWY 24 and VORy RWY 24.

IRBAX 1H [IRBA1H], LAKAD 1H [LAKA1H] NILAS 1H [NILA1H], SOTIV 1H [SOTI1H] ARRIVALS (RWY 24)

BASED ON PAR VOR (WITH HOLDING)



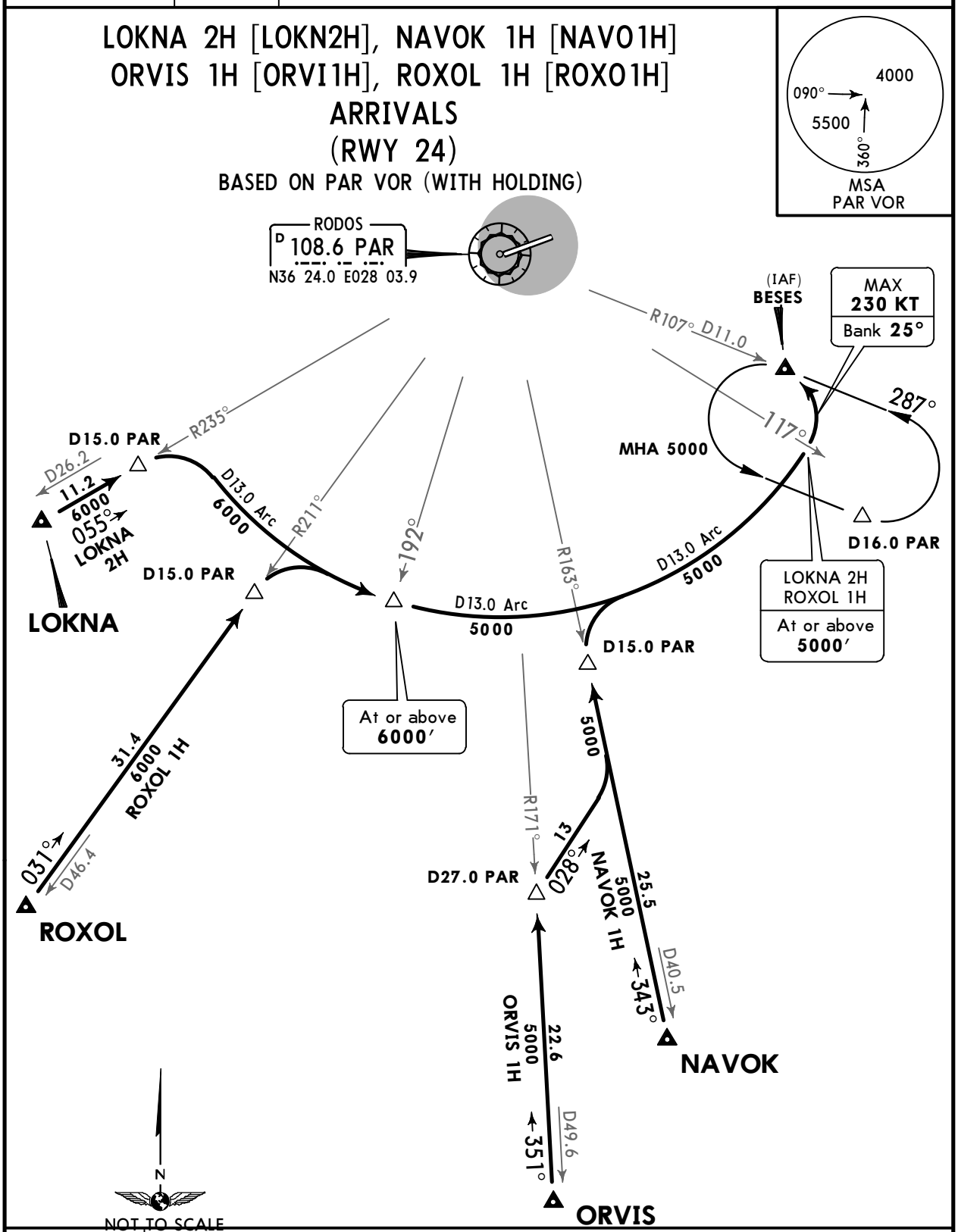


STAR	ROUTING
IBRAX 1H	Intercept PAR R-132 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
LAKAD 1H	On 314° track, intercept PAR R-107 inbound to BESES.
NILAS 1H	On 273° track, intercept PAR R-132 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
SOTIV 1H	Intercept PAR R-061 inbound to D19.0 PAR, turn LEFT, along D17.0 Arc, when passing PAR R-100 turn RIGHT, intercept PAR R-107 inbound to BESES.

CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1.When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs terminate at BESES and are connected with ILSy RWY 24 and VORy RWY 24.

LOKNA 2H [LOKN2H], NAVOK 1H [NAVO1H]
ORVIS 1H [ORVI1H], ROXOL 1H [ROXO1H]
ARRIVALS
(RWY 24)
BASED ON PAR VOR (WITH HOLDING)

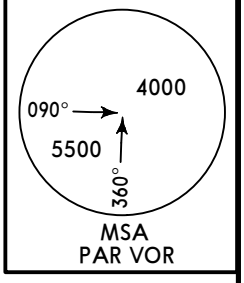


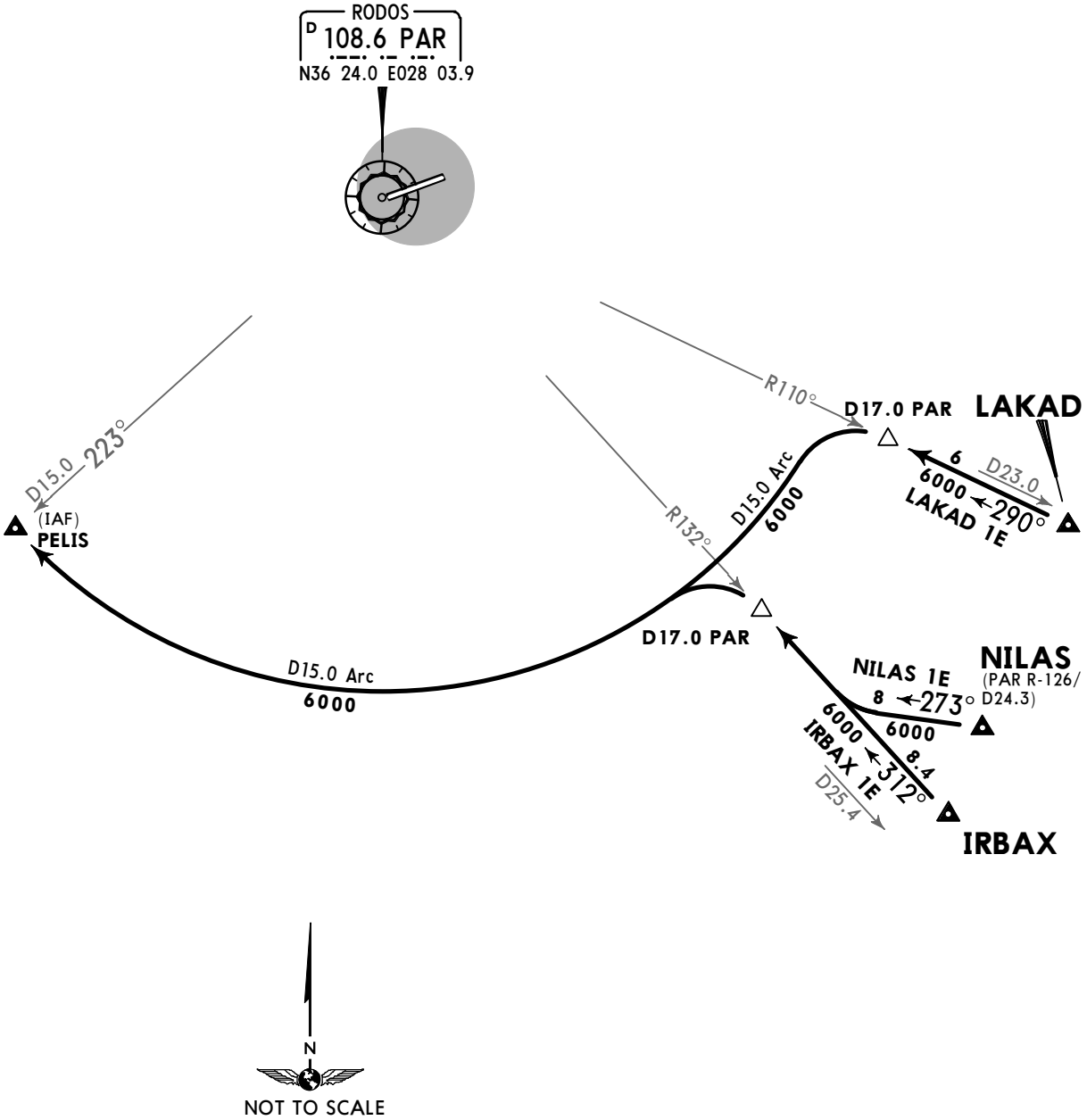
STAR	ROUTING
LOKNA 2H	Intercept PAR R-235 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
NAVOK 1H	Intercept PAR R-163 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
ORVIS 1H	Intercept PAR R-171 inbound to D27.0 PAR, turn RIGHT, 028° track, intercept PAR R-163 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.
ROXOL 1H	Intercept PAR R-211 to D15.0 PAR, turn RIGHT, along D13.0 Arc, when passing PAR R-117 turn LEFT, to BESES.

CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs terminate at PELIS and are connected with VORz RWY 06.

IRBAX 1E [IRBA1E], LAKAD 1E [LAKA1E]
NILAS 1E [NILA1E]
ARRIVALS
(RWY 06)
BASED ON PAR VOR (WITHOUT HOLDING)



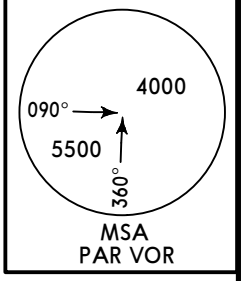


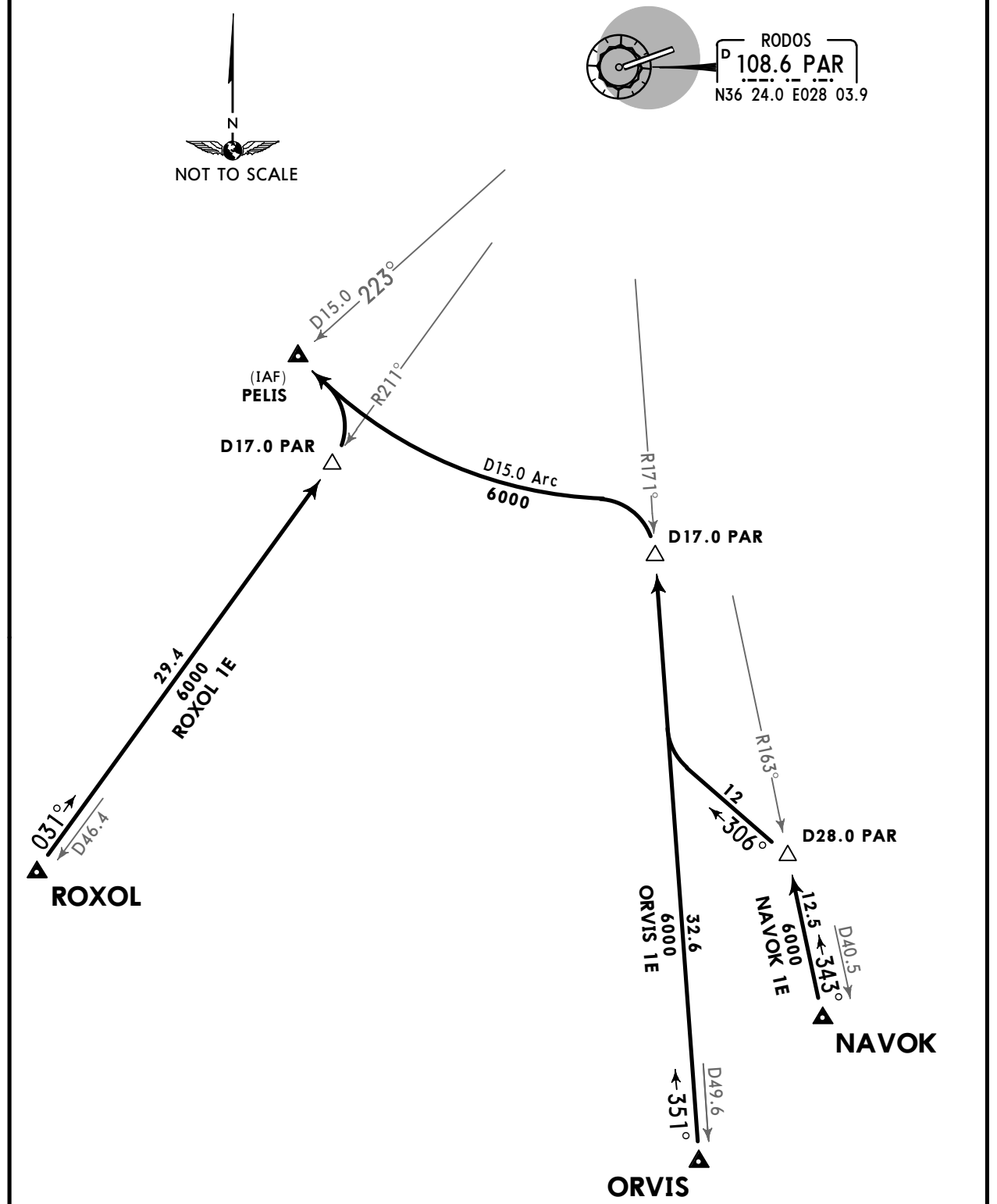
CHANGES: RWY designator revised.

ATIS	Apt Elev
126.350	19′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. These STARs terminate at PELIS and are connected with VORz RWY 06.

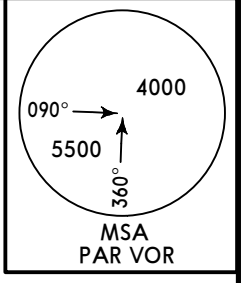
NAVOK 1E [NAVO1E], ORVIS 1E [ORVI1E]
ROXOL 1E [ROXO1E]
ARRIVALS
(RWY 06)
BASED ON PAR VOR (WITHOUT HOLDING)





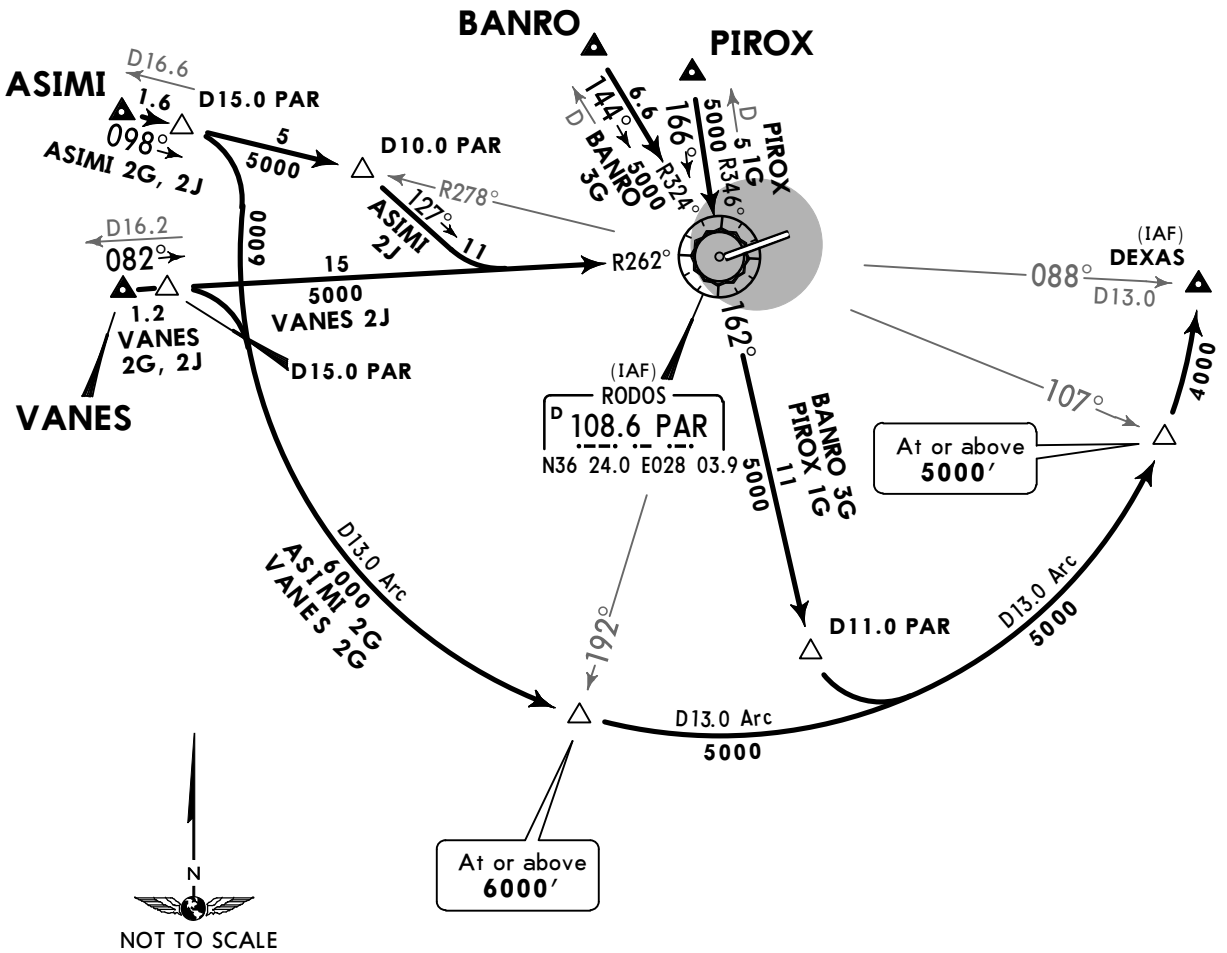
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSy RWY 24 and VORy RWY 24.



ASIMI 2G [ASIM2G], ASIMI 2J [ASIM2J]
BANRO 3G [BANR3G], PIROX 1G [PIRO1G]
VANES 2G [VANE2G], VANES 2J [VANE2J]
ARRIVALS
(RWY 24)

BASED ON PAR VOR (WITHOUT HOLDING)

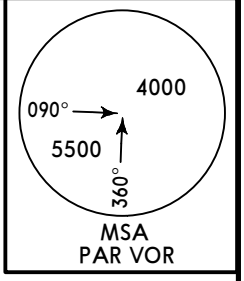


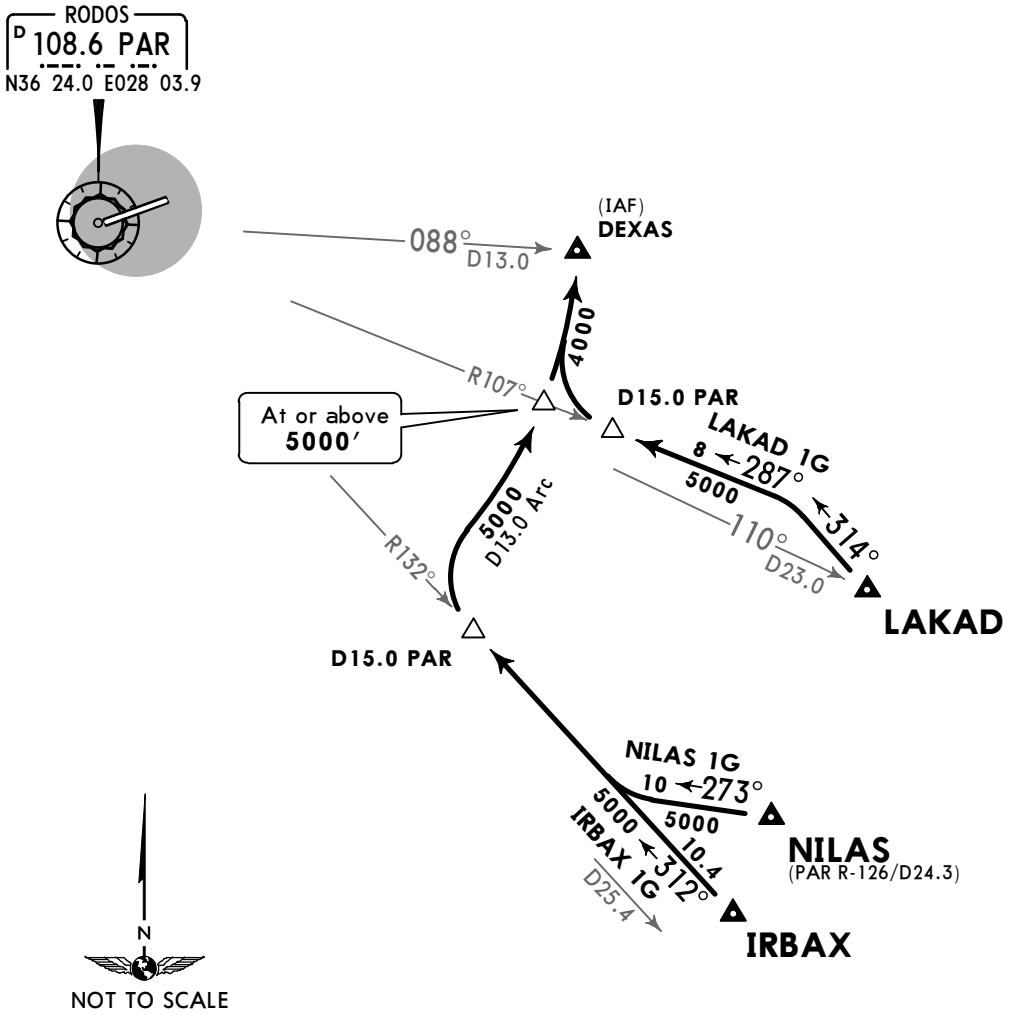
STAR	ROUTING
ASIMI 2G	Intercept PAR R-278 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
ASIMI 2J	Intercept PAR R-278 inbound to D10.0 PAR, turn RIGHT, 127° track, intercept PAR R-262 inbound to PAR VOR.
BANRO 3G	Intercept PAR R-324 inbound to PAR VOR, PAR R-162 to D11.0 PAR, turn LEFT, along D13.0 Arc to DEXAS.
PIROX 1G	Intercept PAR R-346 inbound to PAR VOR, PAR R-162 to D11.0 PAR, turn LEFT, along D13.0 Arc to DEXAS.
VANES 2G	Intercept PAR R-262 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
VANES 2J	Intercept PAR R-262 inbound to PAR VOR.

CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSy RWY 24 and VORy RWY 24.

IRBAX 1G [IRBA1G], LAKAD 1G [LAKA1G]
NILAS 1G [NILA1G]
ARRIVALS
(RWY 24)
BASED ON PAR VOR (WITHOUT HOLDING)





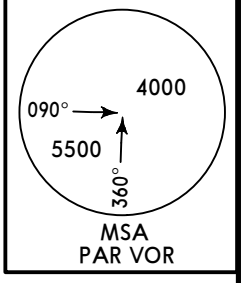
STAR	ROUTING
IBRAX 1G	Intercept PAR R-132 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
LAKAD 1G	On 314° track, intercept PAR R-107 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
NILAS 1G	On 273° track, intercept PAR R-132 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.

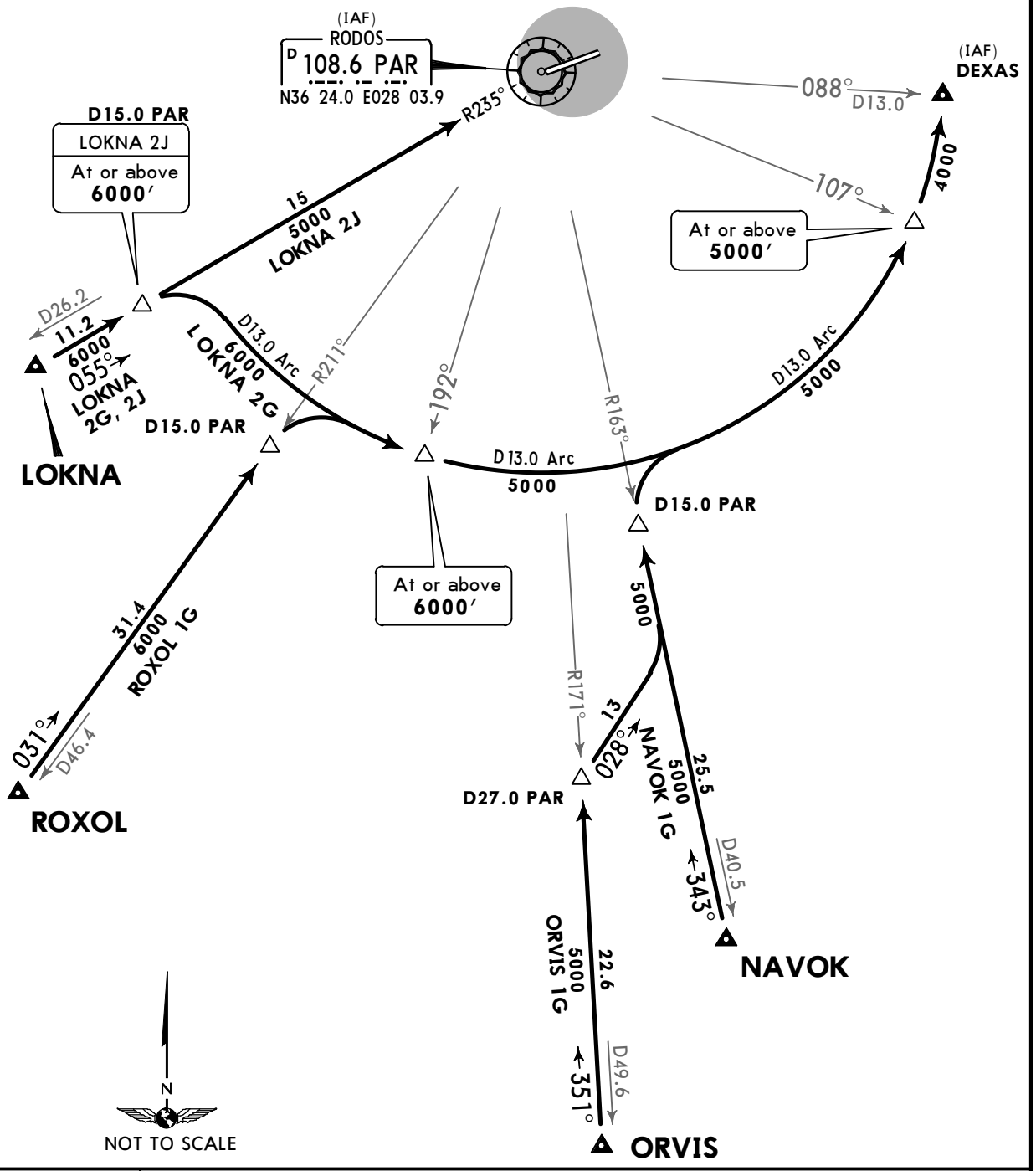
CHANGES: RWY designator revised.

ATIS	Apt Elev	
126.350	19′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. These STARs are connected with ILSy RWY 24 and VORy RWY 24.

LOKNA 2G [LOKN2G], LOKNA 2J [LOKN2J]
NAVOK 1G [NAVO1G], ORVIS 1G [ORVI1G]
ROXOL 1G [ROXO1G]
ARRIVALS
(RWY 24)

BASED ON PAR VOR (WITHOUT HOLDING)



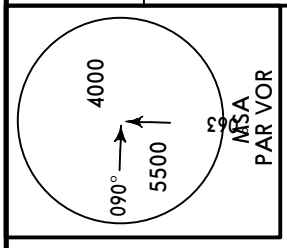


STAR	ROUTING
LOKNA 2G	Intercept PAR R-235 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
LOKNA 2J	Intercept PAR R-235 inbound to PAR VOR.
NAVOK 1G	Intercept PAR R-163 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
ORVIS 1G	Intercept PAR R-171 inbound to D27.0 PAR, turn RIGHT, 028° track, intercept PAR R-163 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.
ROXOL 1G	Intercept PAR R-211 inbound to D15.0 PAR, turn RIGHT, along D13.0 Arc to DEXAS.

CHANGES: RWY designator revised.

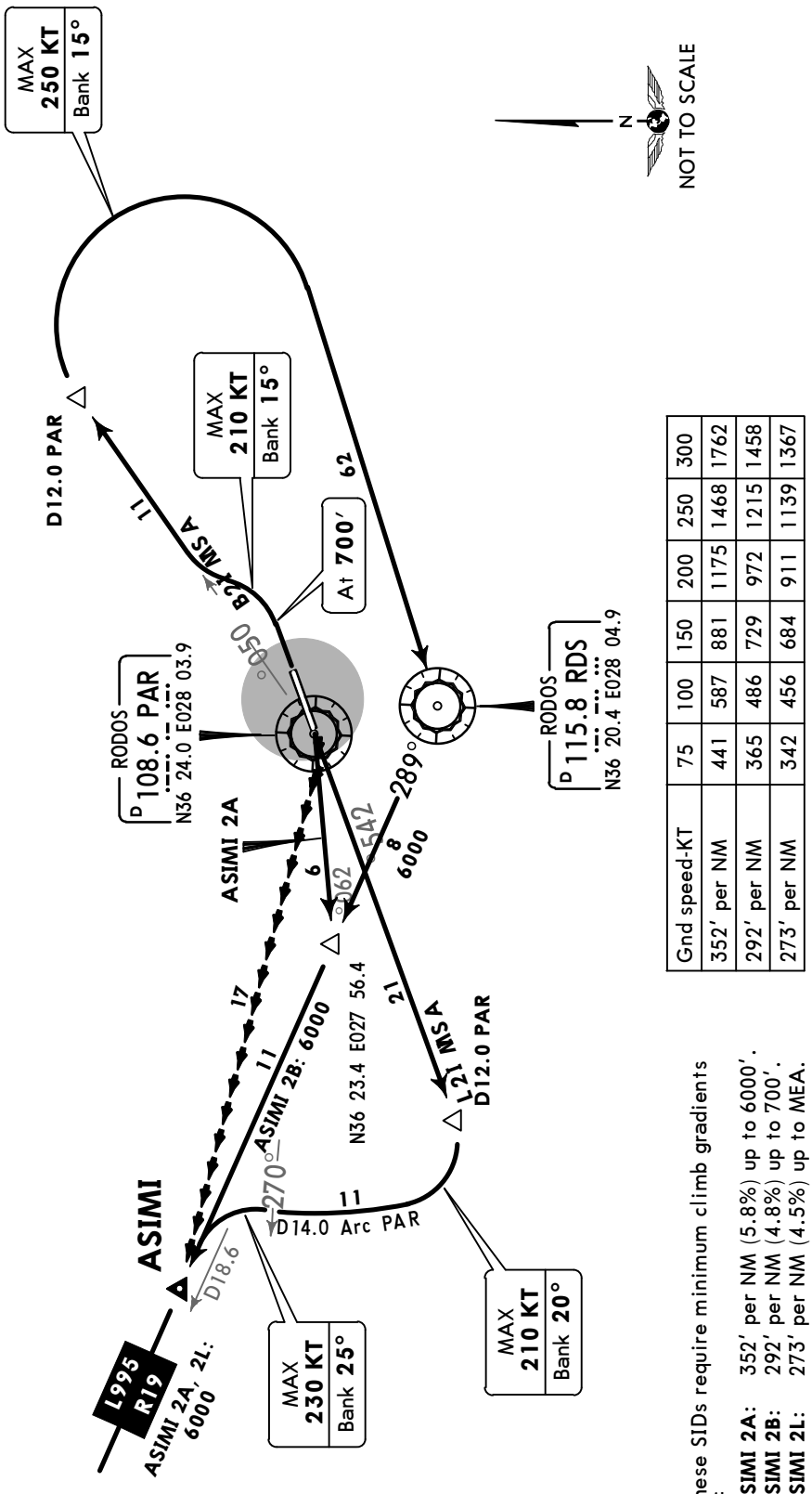
Apt Elev 19′

Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 km and ceiling at or above 6500′.



ASIMI 2A [ASIM2A], ASIMI 2B [ASIM2B] ASIMI 2L [ASIM2L] DEPARTURES

BASED ON PAR VOR & RDS VOR



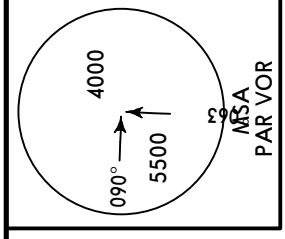
Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
292′ per NM	365	486	729	972	1215	1458
273′ per NM	342	456	684	911	1139	1367

These SIDs require minimum climb gradients of
ASIMI 2A: 352′ per NM (5.8%) up to 6000′.
ASIMI 2B: 292′ per NM (4.8%) up to 700′.
ASIMI 2L: 273′ per NM (4.5%) up to MEA.

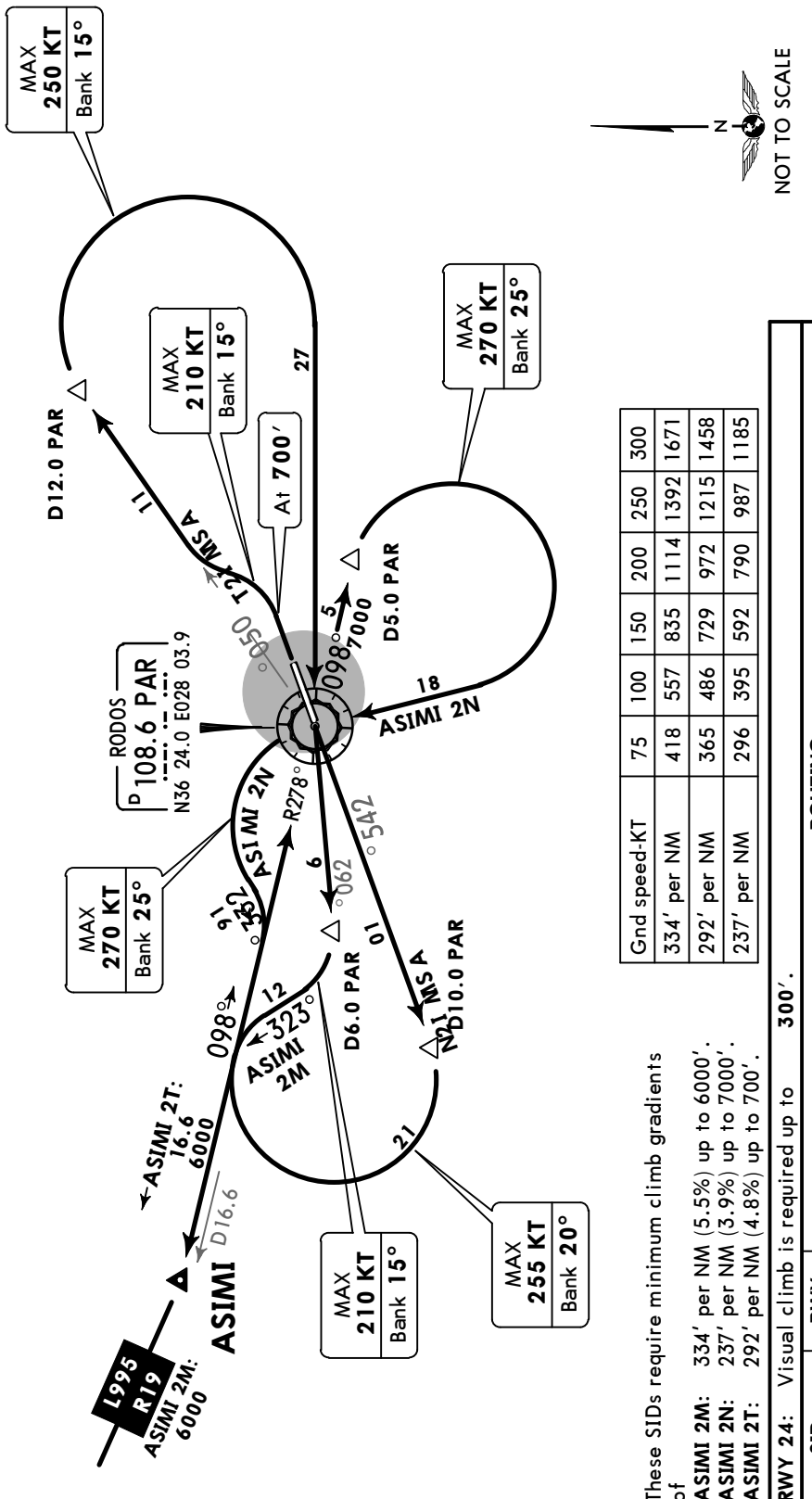
RWY 24: Visual climb is required up to **300′**.

SID	RWY	ROUTING
ASIMI 2A	**24**	Climb on PAR R-260, intercept RDS R-289 to ASIMI, join airways R-19/L-995. Visual Departure (daytime only): Pilot may be requested to accept a visual departure. When accepting, EXPECT to turn RIGHT as soon as practicable, MAINTAIN VMC and own terrain separation until ASIMI, join airways R-19/L-995.
ASIMI 2B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to RDS VOR, turn RIGHT, RDS R-289 to ASIMI, join airways R-19/L-995.
ASIMI 2L	**24**	Climb on PAR R-245 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-270 turn LEFT, intercept RDS R-289 to ASIMI, join airways R-19/L-995.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



ASIMI 2M [ASIM2M], ASIMI 2N [ASIM2N]
ASIMI 2T [ASIM2T]
DEPARTURES
BASED ON PAR VOR



Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
292′ per NM	365	486	729	972	1215	1458
237′ per NM	296	395	592	790	987	1185

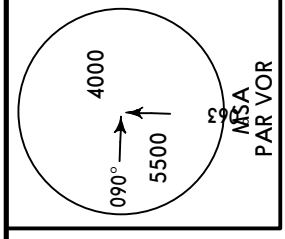
These SIDs require minimum climb gradients of
ASIMI 2M: 334′ per NM (5.5%) up to 6000′.
ASIMI 2N: 237′ per NM (3.9%) up to 7000′.
ASIMI 2T: 292′ per NM (4.8%) up to 700′.

RWY 24: Visual climb is required up to **300′**.

SID	RWY	ROUTING
ASIMI 2M	24	Climb on PAR R-260 to D6.0 PAR, turn RIGHT, 323° track, intercept PAR R-278 to ASIMI, join airways R-19/L-995.
ASIMI 2N		Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, PAR R-098 to D5.0 PAR, turn RIGHT to PAR VOR, turn LEFT, 233° track, intercept PAR R-278 to ASIMI, join airways R-19/ L-995.
ASIMI 2T	06	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, PAR R-278 to ASIMI, join airways R-19/L-995.

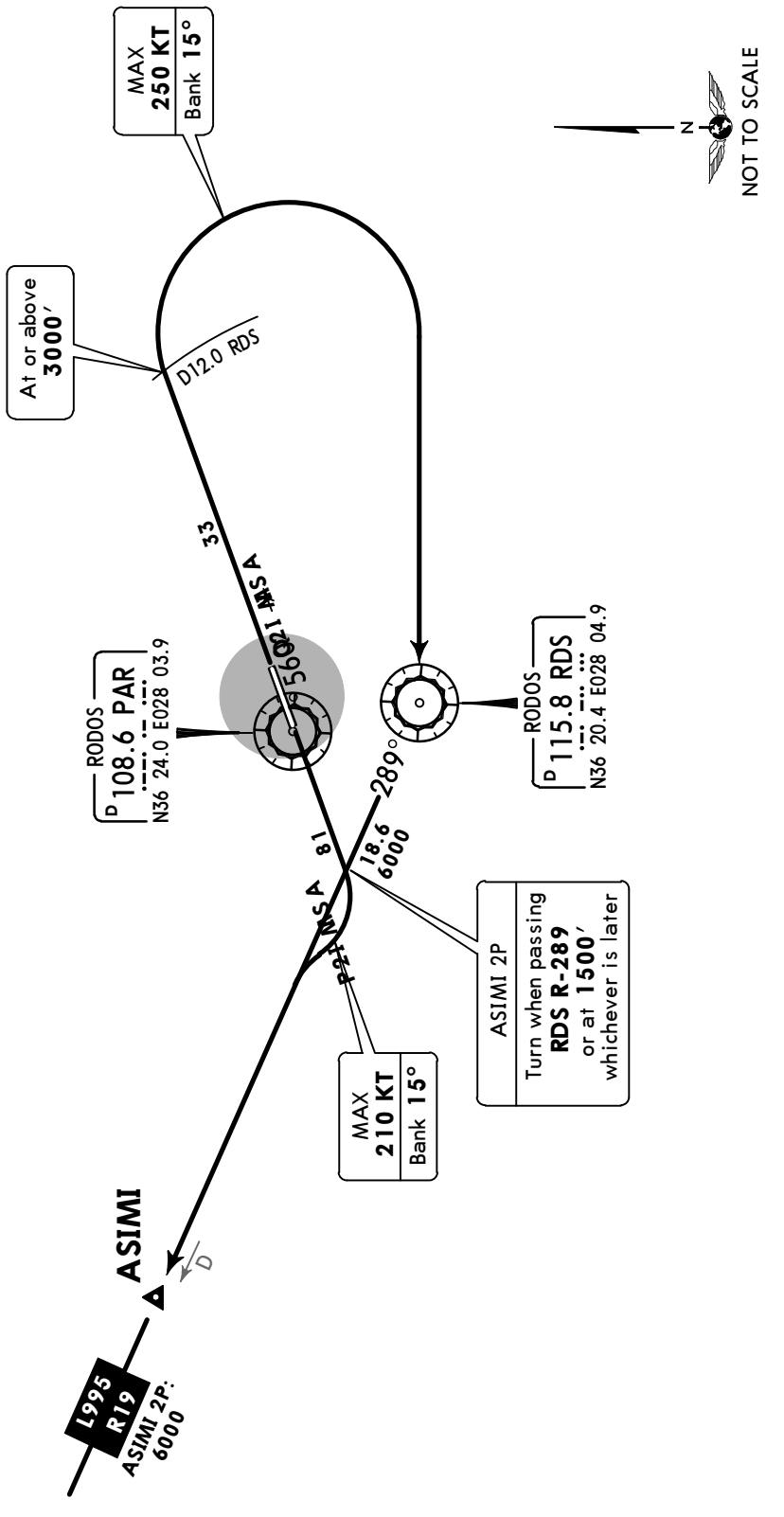
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



ASIMI 2P [ASIM2P], ASIMI 2Q [ASIM2Q] DEPARTURES

BASED ON RDS VOR



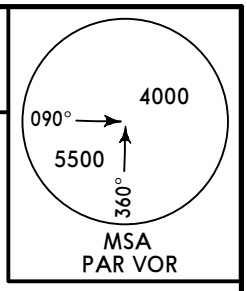
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

These SIDs require minimum climb gradients of
ASIMI 2P: 340′ per NM (5.6%) up to MEA.
ASIMI 2Q: 334′ per NM (5.5%) up to 3000′.

RWY 24: Visual climb is required up to 300′.

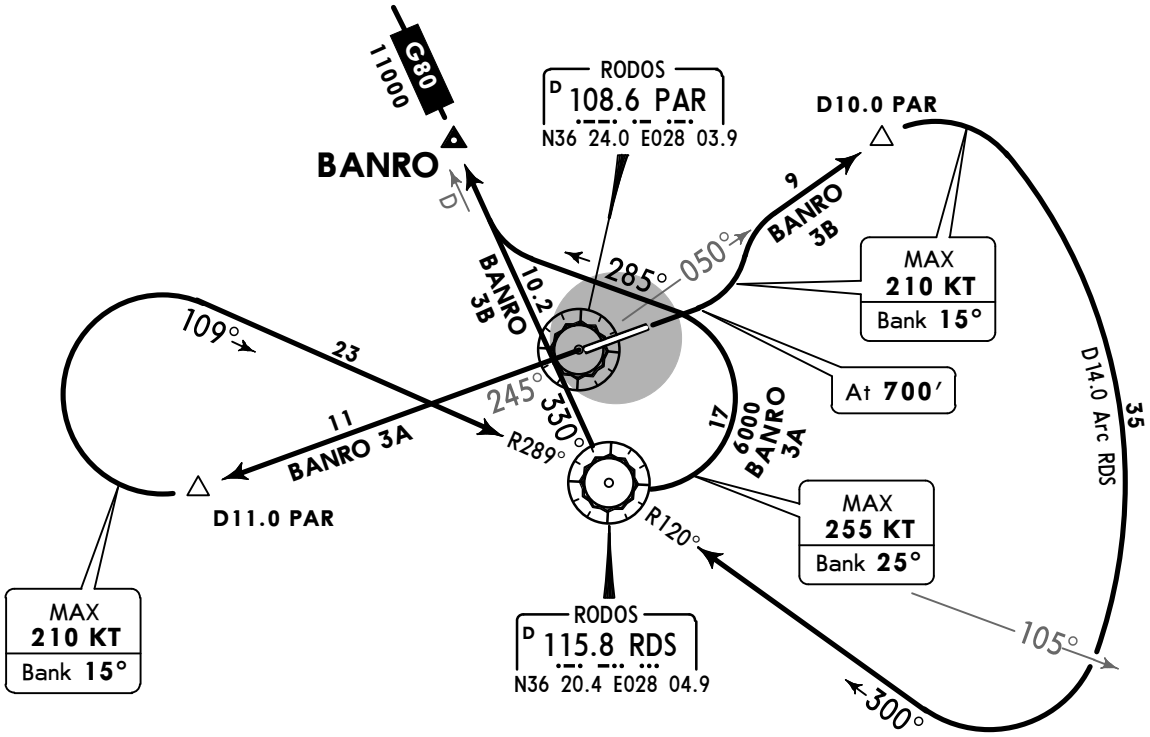
SID	RWY	ROUTING
ASIMI 2P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to ASIMI, join airways R-19/L-995.
ASIMI 2Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT to RDS VOR, turn RIGHT, RDS R-289 to ASIMI, join airways R-19/L-995.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



BANRO 3A [BANR3A], BANRO 3B [BANR3B] DEPARTURES

BASED ON PAR VOR & RDS VOR



NOT TO SCALE

These SIDs require minimum climb gradients of
BANRO 3A: 261′ per NM (4.3%) up to 8000′.
BANRO 3B: 292′ per NM (4.8%) up to 700′.

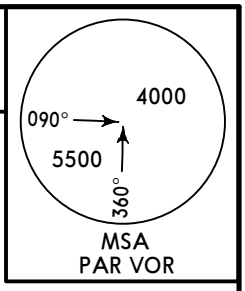
Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
BANRO 3A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn LEFT, 285° track, intercept RDS R-330 to BANRO, join airway G-80.
BANRO 3B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-105 turn RIGHT, intercept RDS R-120 inbound to RDS VOR, turn RIGHT, RDS R-330 to BANRO, join airway G-80.

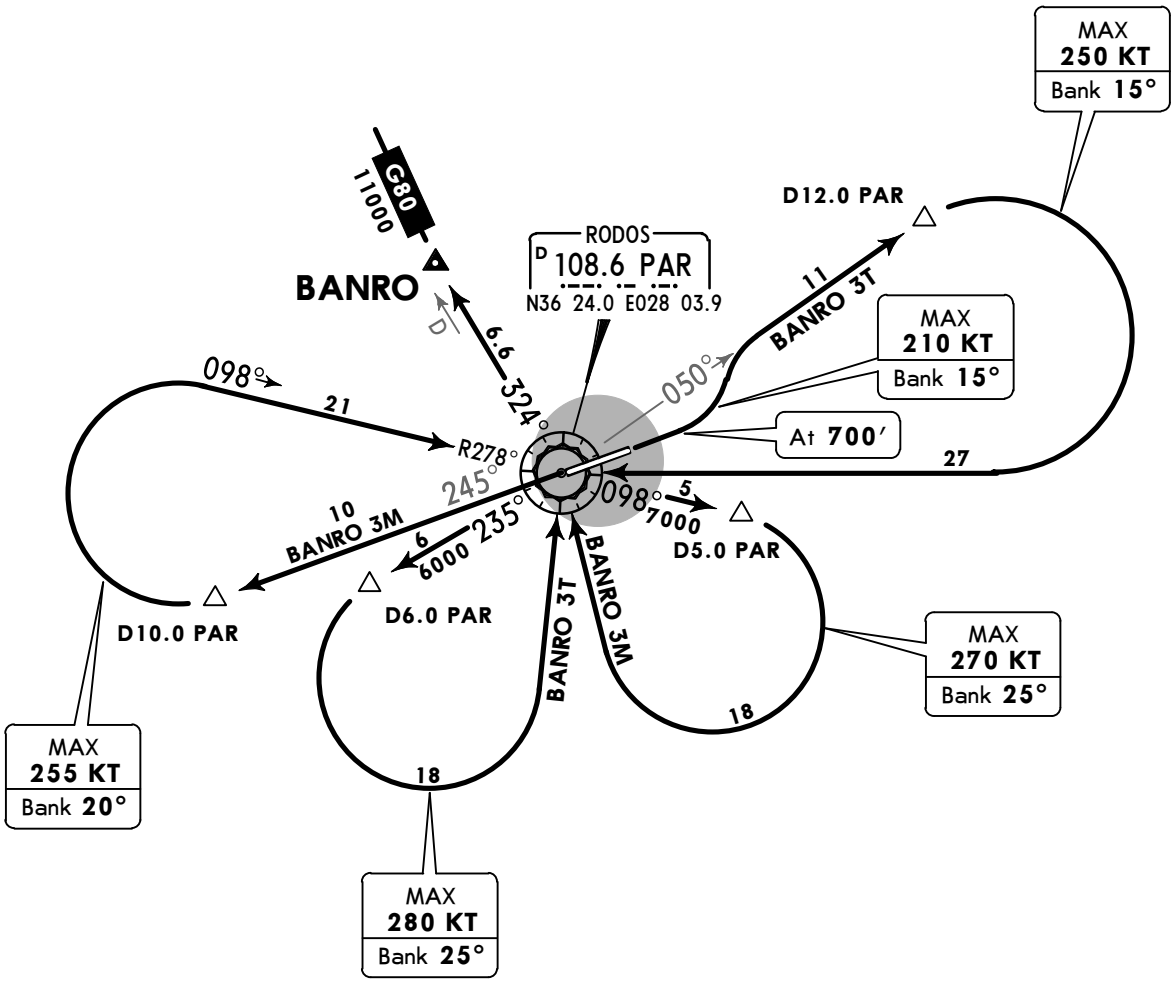
CHANGES: RWYs designators revised.

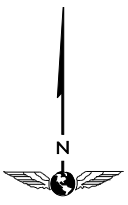
Apt Elev	
19′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



BANRO 3M [BANR3M], BANRO 3T [BANR3T] DEPARTURES

BASED ON PAR VOR





NOT TO SCALE

These SIDs require minimum climb gradients of
BANRO 3M: 249′ per NM (4.1%) up to 11000′.
BANRO 3T: 292′ per NM (4.8%) up to 700′.

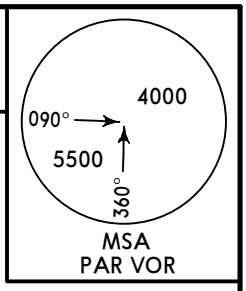
Gnd speed-KT	75	100	150	200	250	300
249′ per NM	311	415	623	830	1038	1246
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
BANRO 3M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, PAR R-098 to D5.0 PAR, turn RIGHT to PAR VOR, PAR R-324 to BANRO, join airway G-80.
BANRO 3T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, turn LEFT, PAR R-235 to D6.0 PAR, turn LEFT to PAR VOR, turn LEFT, PAR R-324 to BANRO, join airway G-80.

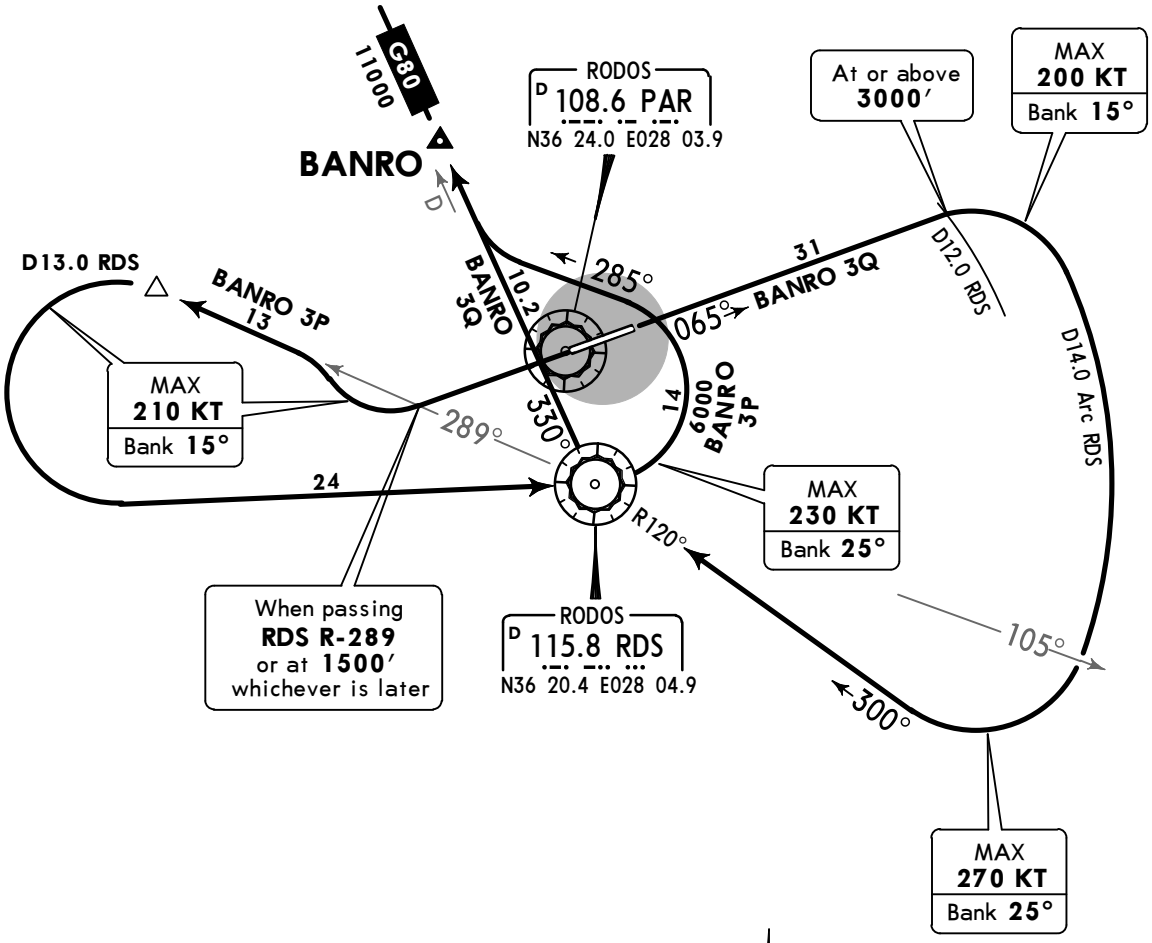
CHANGES: RWYs designators revised.

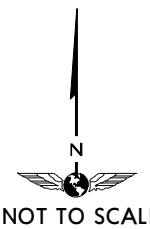
Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



BANRO 3P [BANR3P], BANRO 3Q [BANR3Q] DEPARTURES

BASED ON RDS VOR





These SIDs require minimum climb gradients of
BANRO 3P: 340′ per NM (5.6%) up to MEA.
BANRO 3Q: 334′ per NM (5.5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

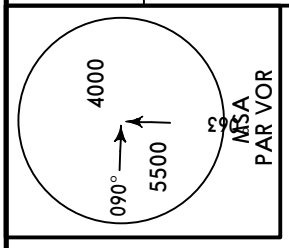
SID	RWY	ROUTING
BANRO 3P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn LEFT, 285° track, intercept RDS R-330 to BANRO, join airway G-80.
BANRO 3Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-105 turn RIGHT, intercept RDS R-120 inbound to RDS VOR, turn RIGHT, RDS R-330 to BANRO, join airway G-80.

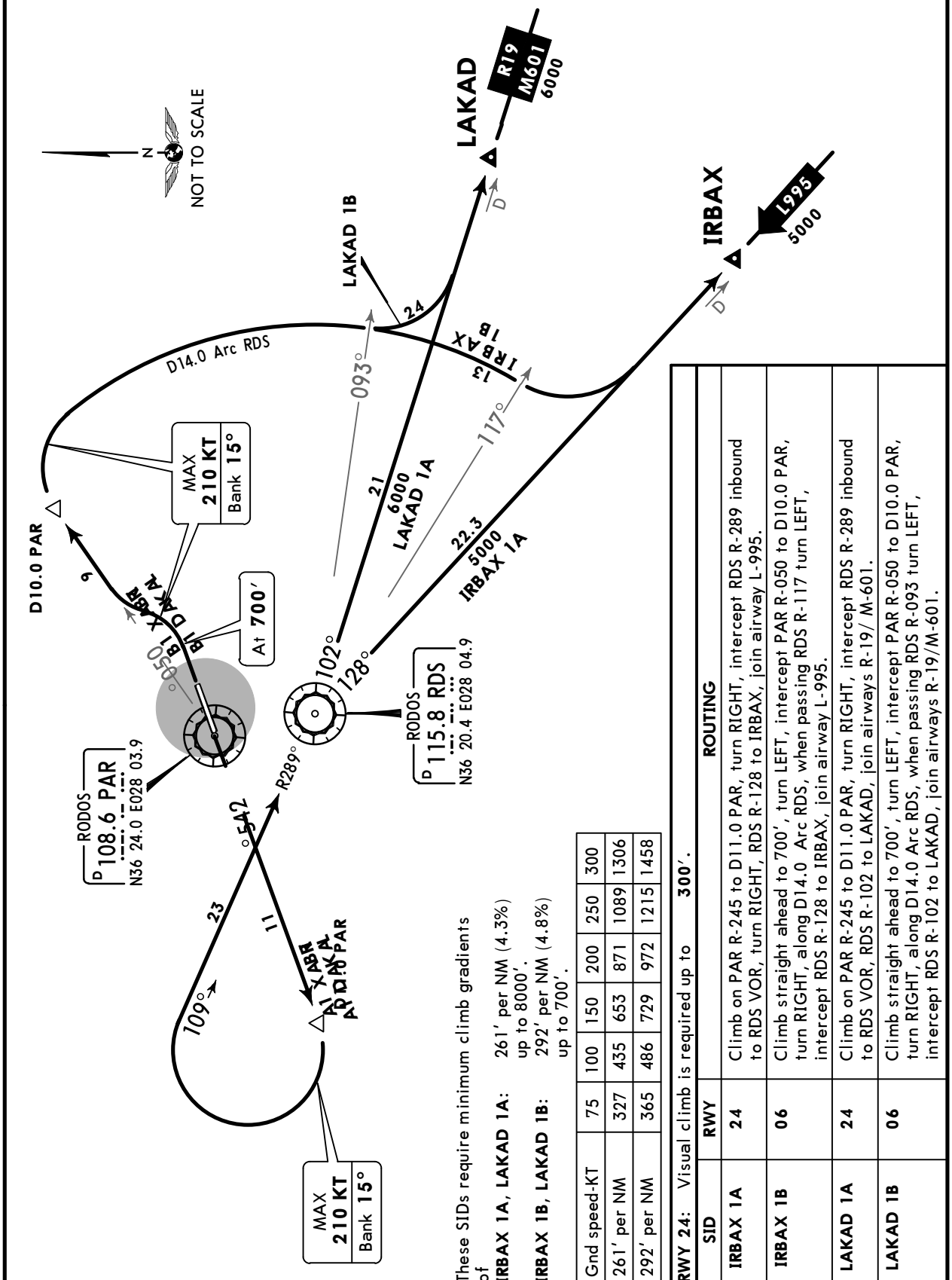
CHANGES: RWYs designators revised.

Apt Elev 19′

Trans level: By ATC Trans alt: 6000′
When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

IRBAX 1A [IRBA1A], IRBAX 1B [IRBA1B]
LAKAD 1A [LAKA1A], LAKAD 1B [LAKA1B]
DEPARTURES
BASED ON PAR VOR & RDS VOR





These SIDs require minimum climb gradients of
IRBAX 1A, LAKAD 1A: 261′ per NM (4.3%) up to 8000′.
IRBAX 1B, LAKAD 1B: 292′ per NM (4.8%) up to 700′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

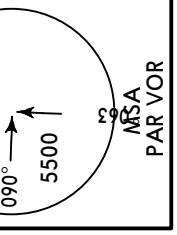
RWY 24: Visual climb is required up to **300′**.

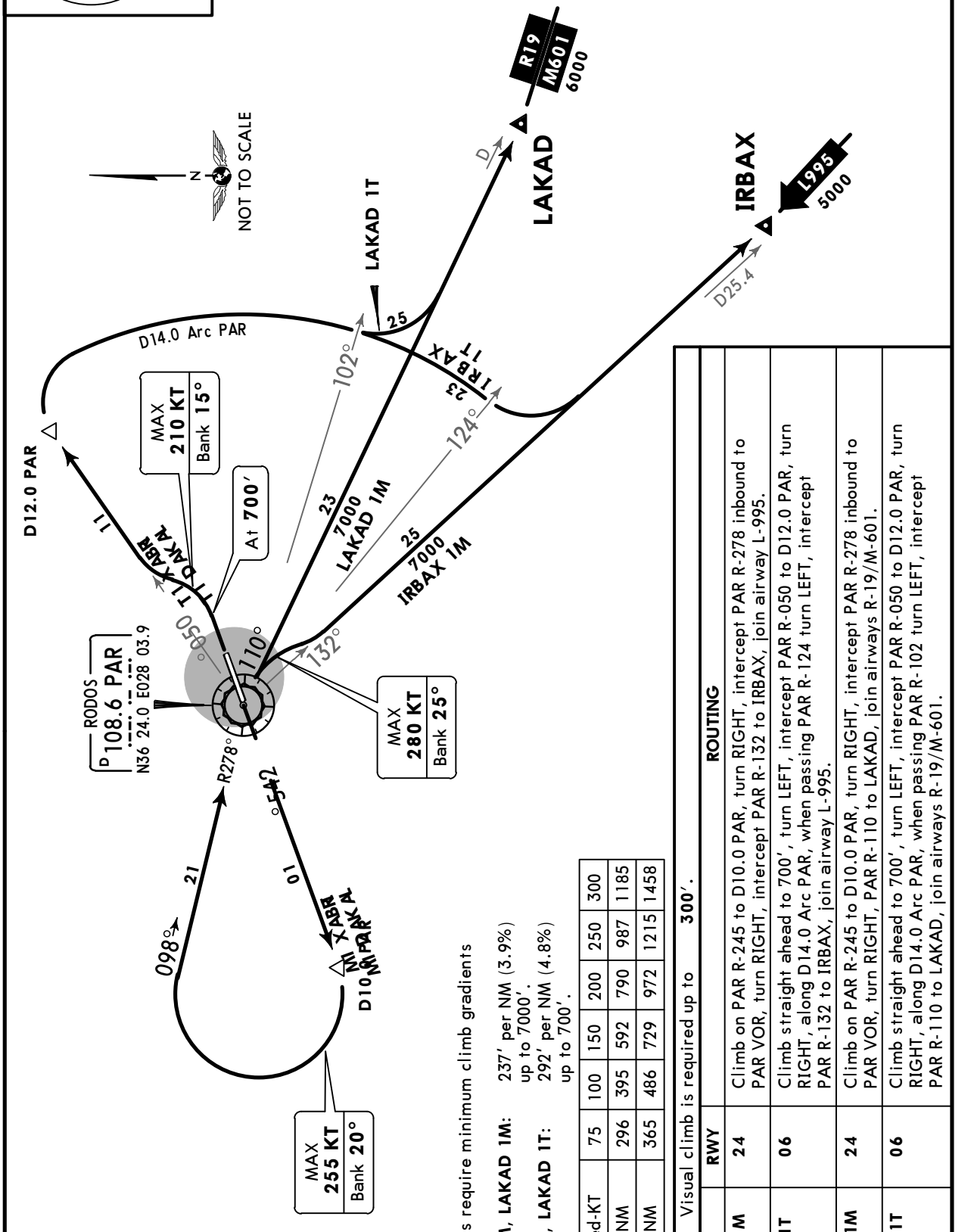
SID	RWY	ROUTING
IRBAX 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn RIGHT, RDS R-128 to IRBAX, join airway L-995.
IRBAX 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-117 turn LEFT, intercept RDS R-128 to IRBAX, join airway L-995.
LAKAD 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, RDS R-102 to LAKAD, join airways R-19/ M-601.
LAKAD 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-093 turn LEFT, intercept RDS R-102 to LAKAD, join airways R-19/M-601.

CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

IRBAX 1M [IRBA1M], IRBAX 1T [IRBA1T]
LAKAD 1M [LAKA1M], LAKAD 1T [LAKA1T]
DEPARTURES
BASED ON PAR VOR





These SIDs require minimum climb gradients of
IRBAX 1M, LAKAD 1M: 237′ per NM (3.9%) up to 7000′.
IRBAX 1T, LAKAD 1T: 292′ per NM (4.8%) up to 700′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to **300′**.

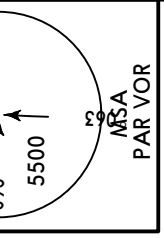
SID	RWY	ROUTING
IRBAX 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn RIGHT, intercept PAR R-132 to IRBAX, join airway L-995.
IRBAX 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-124 turn LEFT, intercept PAR R-132 to IRBAX, join airway L-995.
LAKAD 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn RIGHT, PAR R-110 to LAKAD, join airways R-19/M-601.
LAKAD 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-102 turn LEFT, intercept PAR R-110 to LAKAD, join airways R-19/M-601.

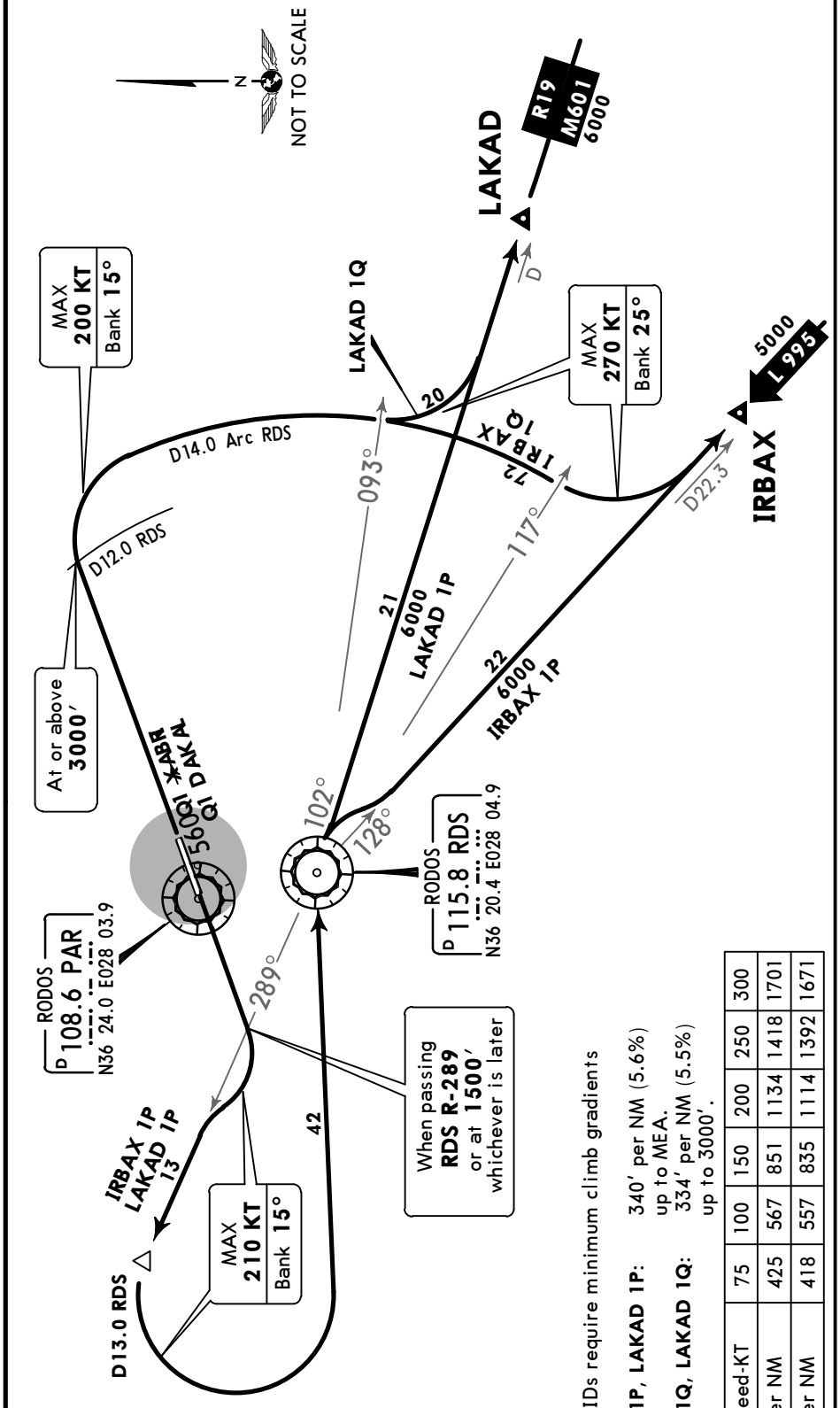
CHANGES: RWYs designators revised.

Apt Elev 19′

Trans level: By ATC Trans alt: 6000′
When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

IRBAX 1P [IRBA1P], IRBAX 1Q [IRBA1Q]
LAKAD 1P [LAKA1P], LAKAD 1Q [LAKA1Q]
DEPARTURES
BASED ON RDS VOR





These SIDs require minimum climb gradients of

IRBAX 1P, LAKAD 1P: 340′ per NM (5.6%) up to MEA.

IRBAX 1Q, LAKAD 1Q: 334′ per NM (5.5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
IRBAX 1P	24	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, intercept RDS R-128 to IRBAX, join airway L-995.
IRBAX 1Q	06	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′ turn RIGHT, along D14.0 Arc RDS, when passing RDS R-117 turn LEFT, intercept RDS R-128 to IRBAX, join airway L-995.
LAKAD 1P	24	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, RDS R-102 to LAKAD, join airways R-19/ M-601.
LAKAD 1Q	06	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′ turn RIGHT, along D14.0 Arc RDS, when passing RDS R-093 turn LEFT, intercept RDS R-102 to LAKAD, join airways R-19/ M-601.

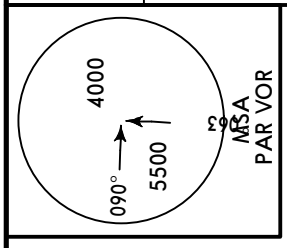
CHANGES: RWYs designators revised.

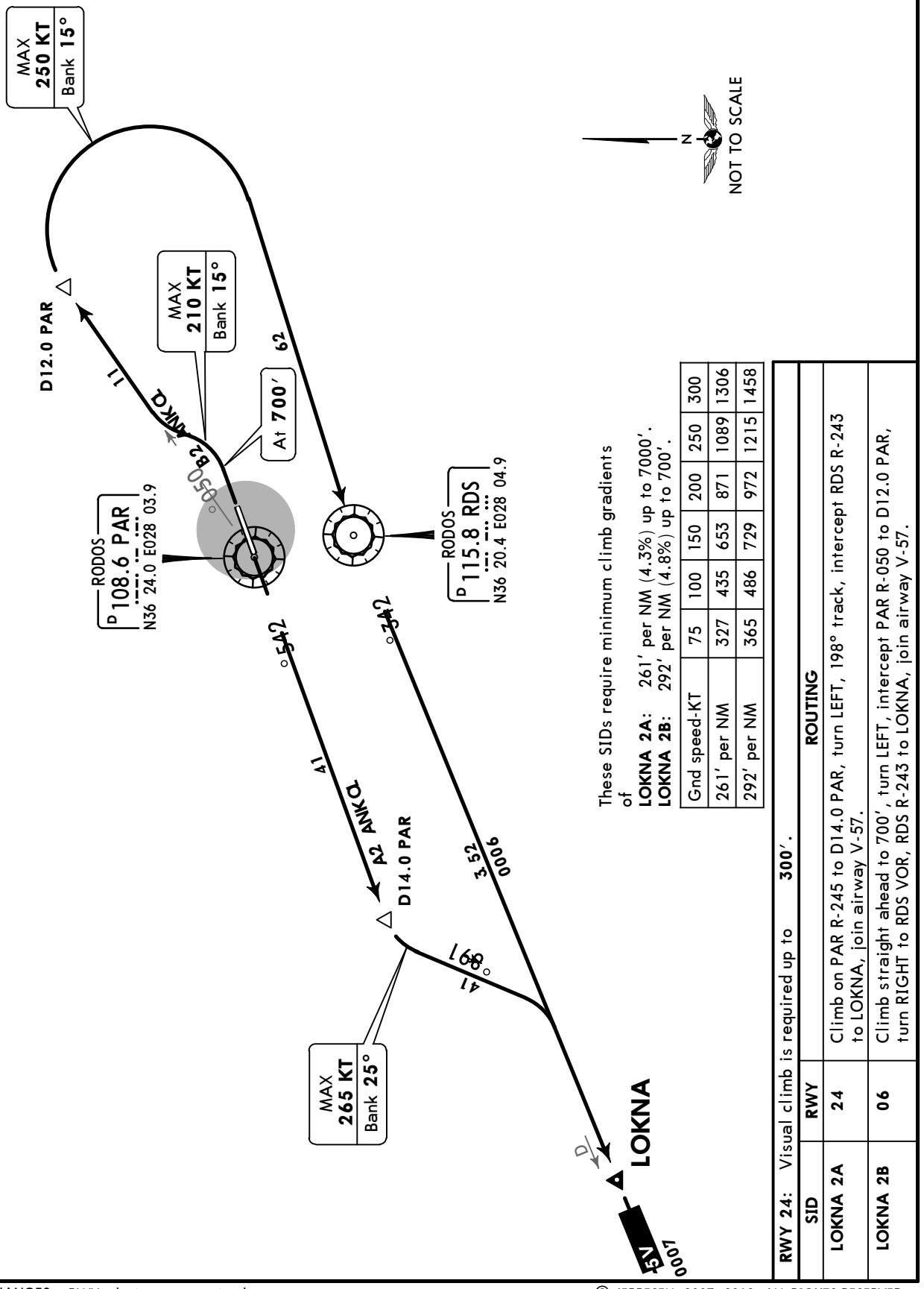
Apt Elev 19′

Trans level: By ATC Trans alt: 6000′
When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

LOKNA 2A [LOKN2A], LOKNA 2B [LOKN2B] DEPARTURES

BASED ON PAR VOR & RDS VOR





These SIDs require minimum climb gradients of
LOKNA 2A: 261′ per NM (4.3%) up to 7000′.
LOKNA 2B: 292′ per NM (4.8%) up to 700′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to **300′**.

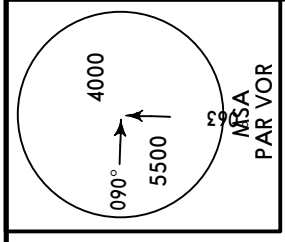
SID	RWY	ROUTING
LOKNA 2A	24	Climb on PAR R-245 to D14.0 PAR, turn LEFT, 198° track, intercept RDS R-243 to LOKNA, join airway V-57.
LOKNA 2B	06	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to RDS VOR, RDS R-243 to LOKNA, join airway V-57.

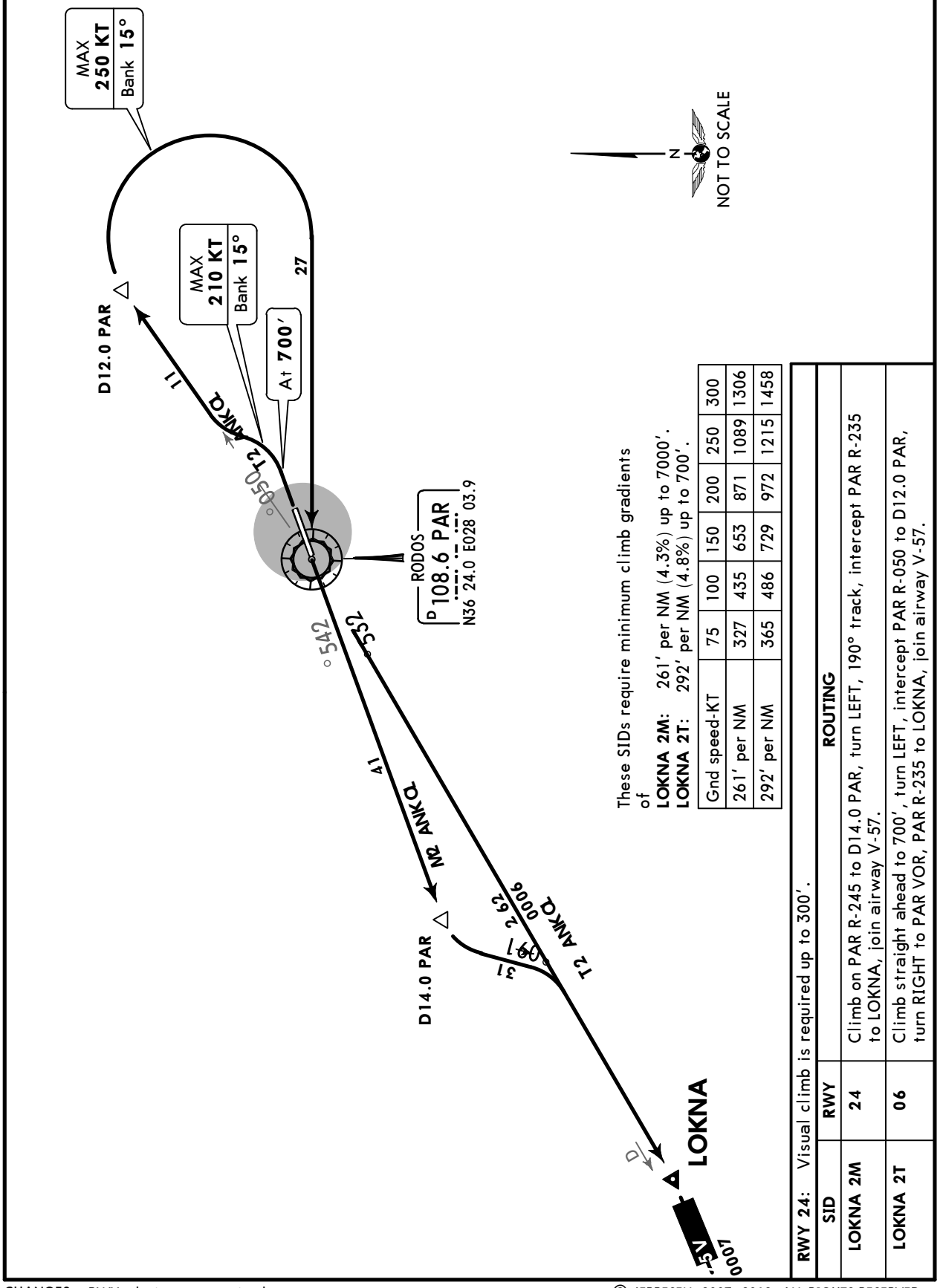
CHANGES: RWYs designators revised.

Apt Elev	
19′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

LOKNA 2M [LOKN2M], LOKNA 2T [LOKN2T] DEPARTURES

BASED ON PAR VOR





These SIDs require minimum climb gradients of
LOKNA 2M: 261′ per NM (4.3%) up to 7000′.
LOKNA 2T: 292′ per NM (4.8%) up to 700′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

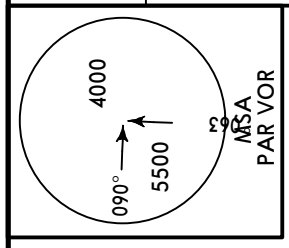
RWY 24: Visual climb is required up to 300′.

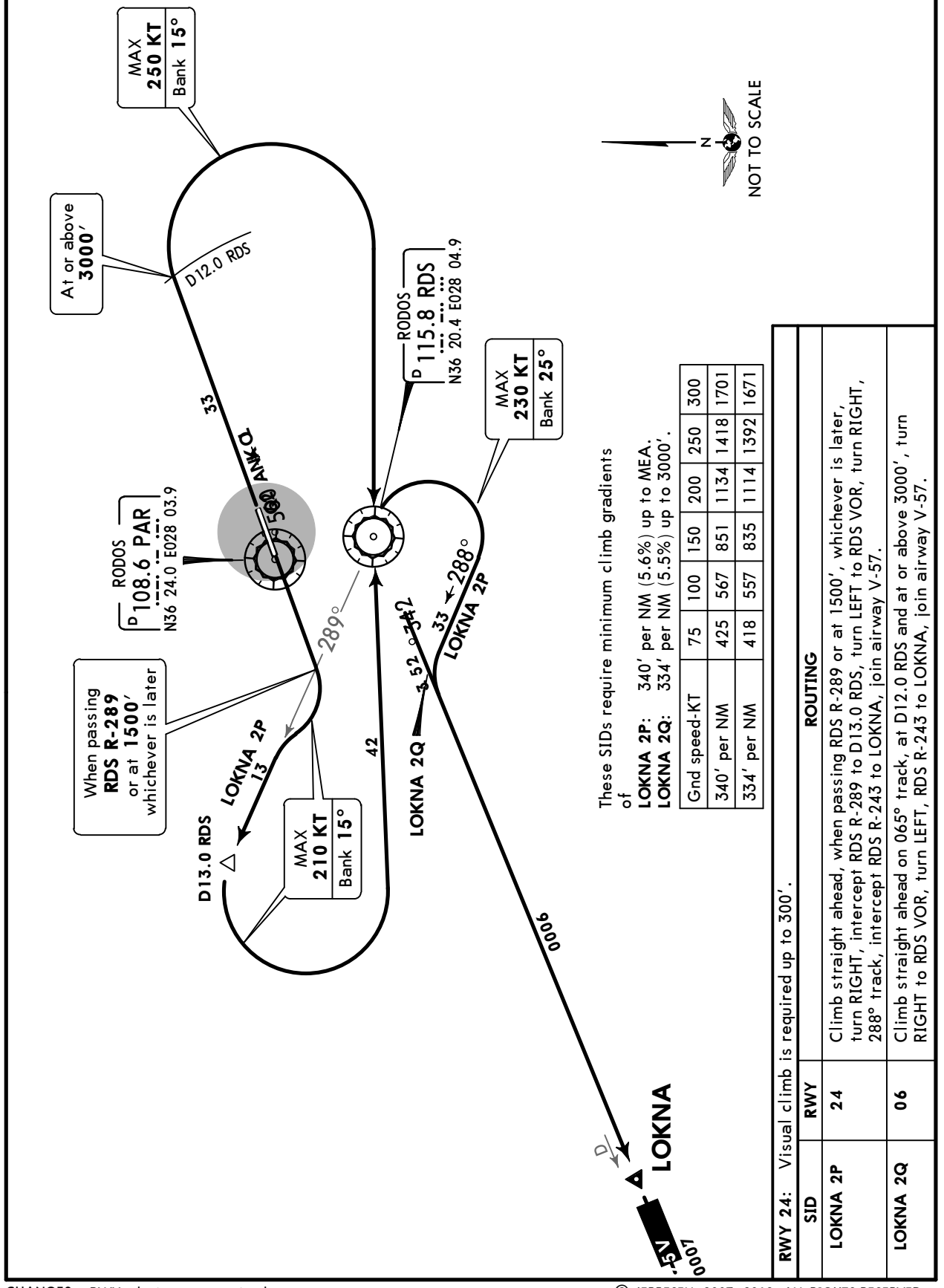
SID	RWY	ROUTING
LOKNA 2M	24	Climb on PAR R-245 to D14.0 PAR, turn LEFT, 190° track, intercept PAR R-235 to LOKNA, join airway V-57.
LOKNA 2T	06	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, PAR R-235 to LOKNA, join airway V-57.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.

LOKNA 2P [LOKN2P], LOKNA 2Q [LOKN2Q] DEPARTURES

BASED ON RDS VOR





These SIDs require minimum climb gradients of
LOKNA 2P: 340′ per NM (5.6%) up to MEA.
LOKNA 2Q: 334′ per NM (5.5%) up to 3000′.

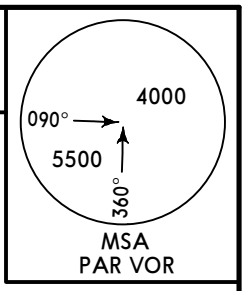
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
LOKNA 2P	24	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, 288° track, intercept RDS R-243 to LOKNA, join airway V-57.
LOKNA 2Q	06	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT to RDS VOR, turn LEFT, RDS R-243 to LOKNA, join airway V-57.

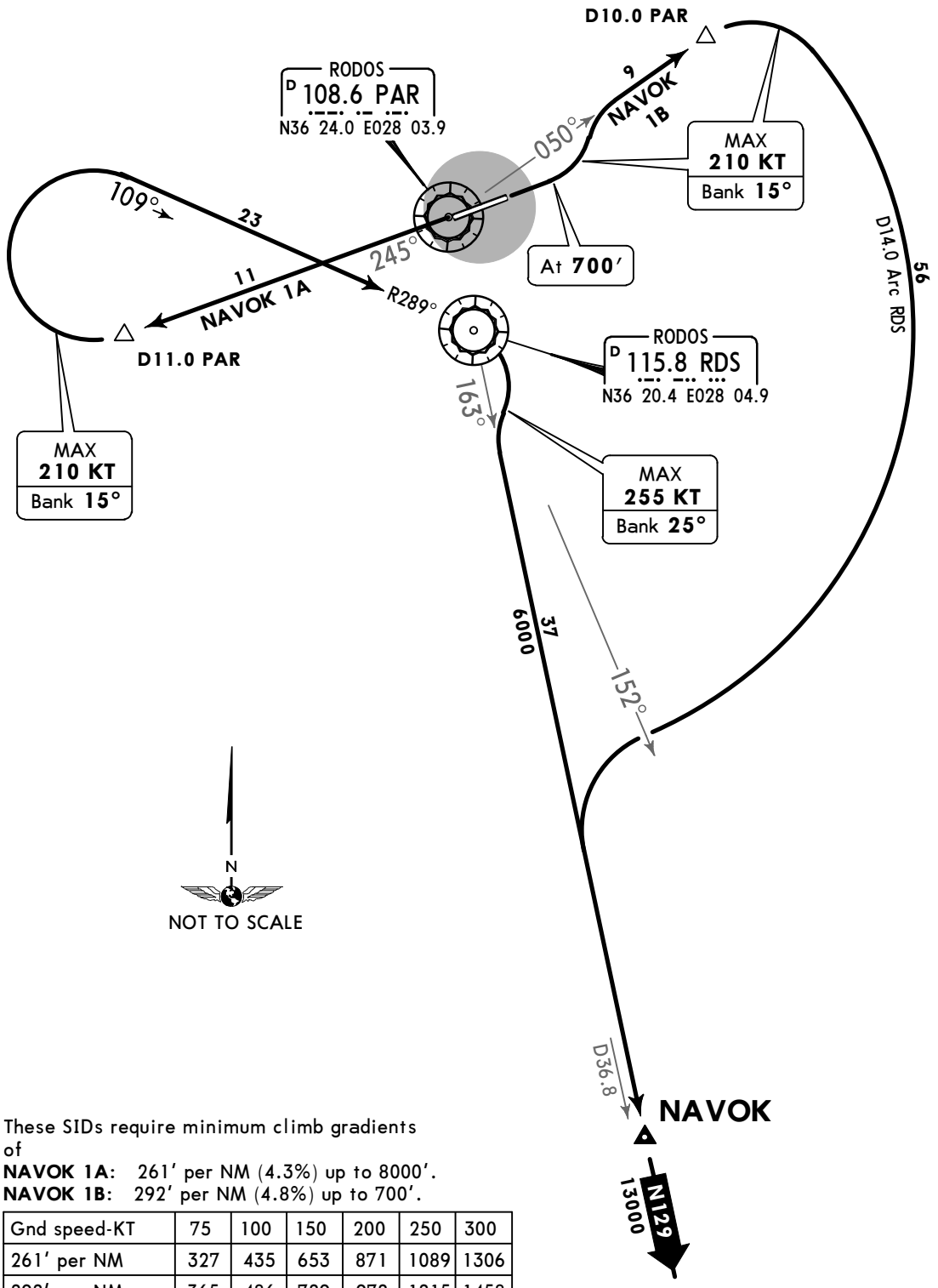
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



NAVOK 1A [NAV01A], NAVOK 1B [NAV01B] DEPARTURES

BASED ON PAR VOR & RDS VOR



These SIDs require minimum climb gradients of
NAVOK 1A: 261′ per NM (4.3%) up to 8000′.
NAVOK 1B: 292′ per NM (4.8%) up to 700′.

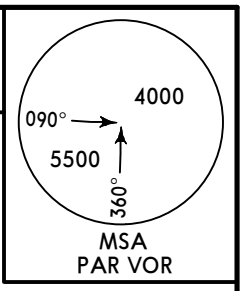
Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

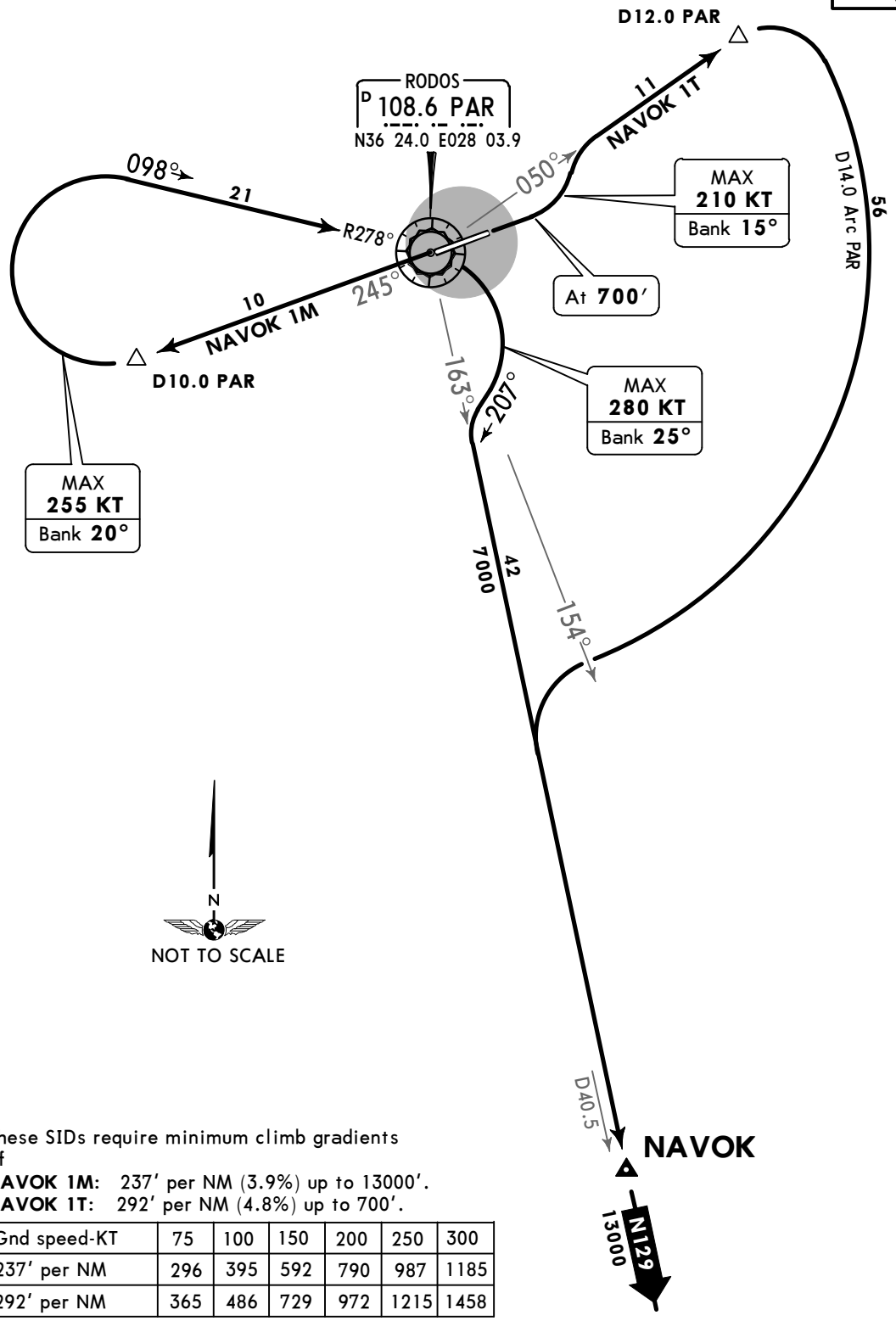
SID	RWY	ROUTING
NAVOK 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn RIGHT, intercept RDS R-163 to NAVOK, join airway N-129.
NAVOK 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-152 turn LEFT, intercept RDS R-163 to NAVOK, join airway N-129.

CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



NAVOK 1M [NAV01M], NAVOK 1T [NAV01T]
DEPARTURES
BASED ON PAR VOR



These SIDs require minimum climb gradients of
NAVOK 1M: 237′ per NM (3.9%) up to 13000′.
NAVOK 1T: 292′ per NM (4.8%) up to 700′.

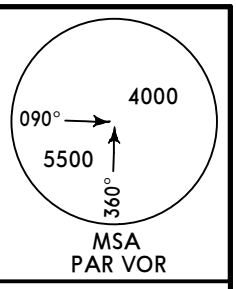
Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
NAVOK 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn RIGHT, 207° track, intercept PAR R-163 to NAVOK, join airway N-129.
NAVOK 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-154 turn LEFT, intercept PAR R-163 to NAVOK, join airway N-129.

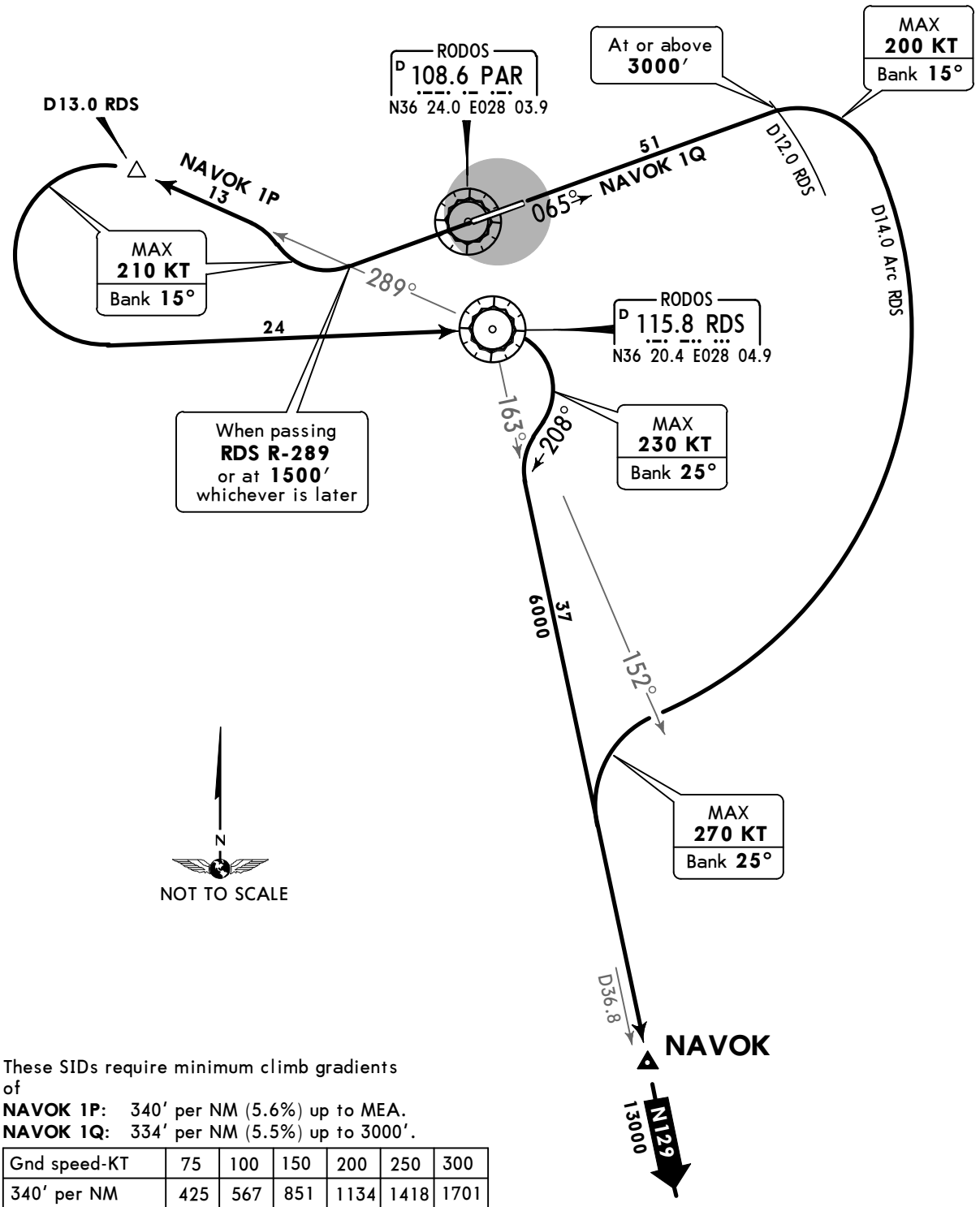
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



NAVOK 1P [NAV01P], NAVOK 1Q [NAV01Q] DEPARTURES

BASED ON RDS VOR



These SIDs require minimum climb gradients of
NAVOK 1P: 340′ per NM (5.6%) up to MEA.
NAVOK 1Q: 334′ per NM (5.5%) up to 3000′.

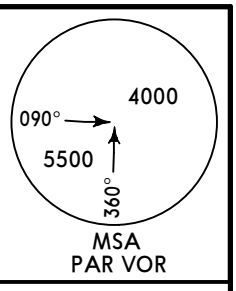
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

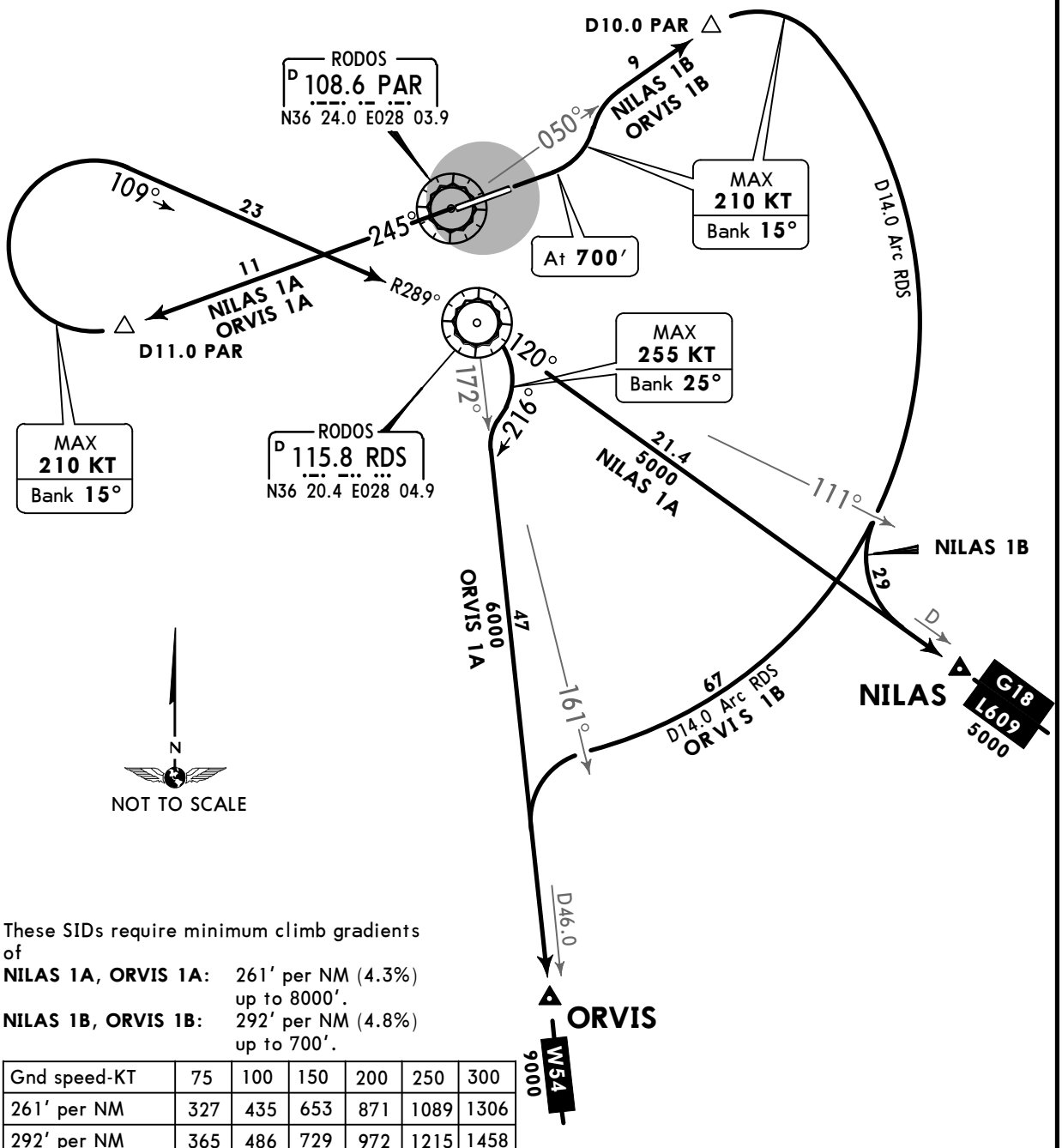
SID	RWY	ROUTING
NAVOK 1P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, 208° track, intercept RDS R-163 to NAVOK, join airway N-129.
NAVOK 1Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′ turn RIGHT, along D14.0 Arc RDS, when passing RDS R-152 turn LEFT, intercept RDS R-163 to NAVOK, join airway N-129.

CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



NILAS 1A [NILA1A], NILAS 1B [NILA1B]
ORVIS 1A [ORVI1A], ORVIS 1B [ORVI1B]
DEPARTURES
BASED ON PAR VOR & RDS VOR



These SIDs require minimum climb gradients of

NILAS 1A, ORVIS 1A: 261′ per NM (4.3%) up to 8000′.

NILAS 1B, ORVIS 1B: 292′ per NM (4.8%) up to 700′.

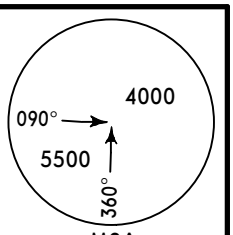
Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to **300′**.

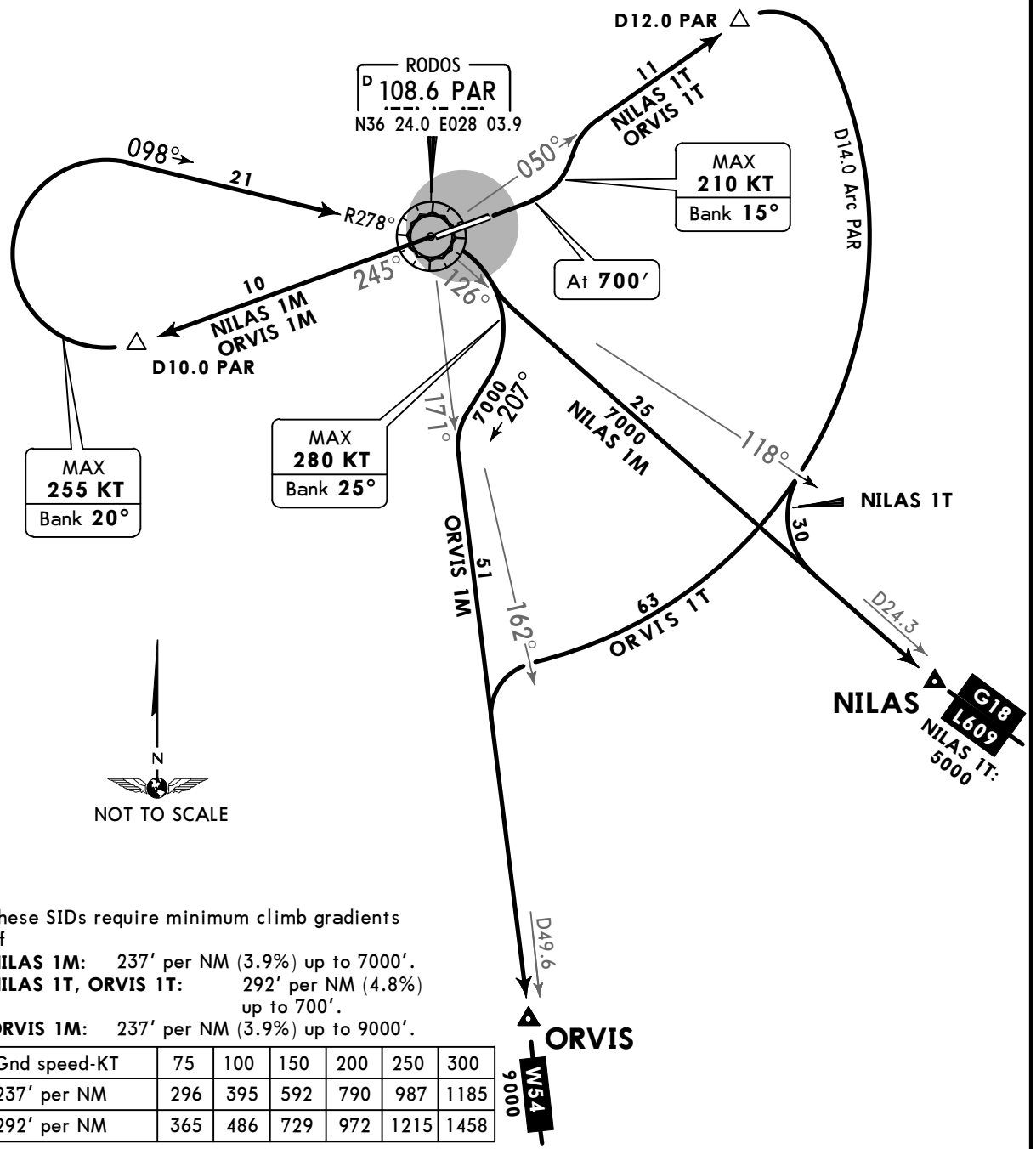
SID	RWY	ROUTING
NILAS 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn RIGHT, RDS R-120 to NILAS, join airways G-18/L-609.
NILAS 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-111 turn LEFT, intercept RDS R-120 to NILAS, join airways G-18/L-609.
ORVIS 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn RIGHT, 216° track, intercept RDS R-172 to ORVIS, join airway W-54.
ORVIS 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-161 turn LEFT, intercept RDS R-172 to ORVIS, join airway W-54.

CHANGES: RWYs designators revised.

Apt Elev	
19′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



NILAS 1M [NILA1M], NILAS 1T [NILA1T]
ORVIS 1M [ORVI1M], ORVIS 1T [ORVI1T]
DEPARTURES
BASED ON PAR VOR



These SIDs require minimum climb gradients of
NILAS 1M: 237′ per NM (3.9%) up to 7000′.
NILAS 1T, ORVIS 1T: 292′ per NM (4.8%) up to 700′.
ORVIS 1M: 237′ per NM (3.9%) up to 9000′.

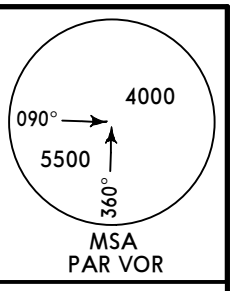
Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

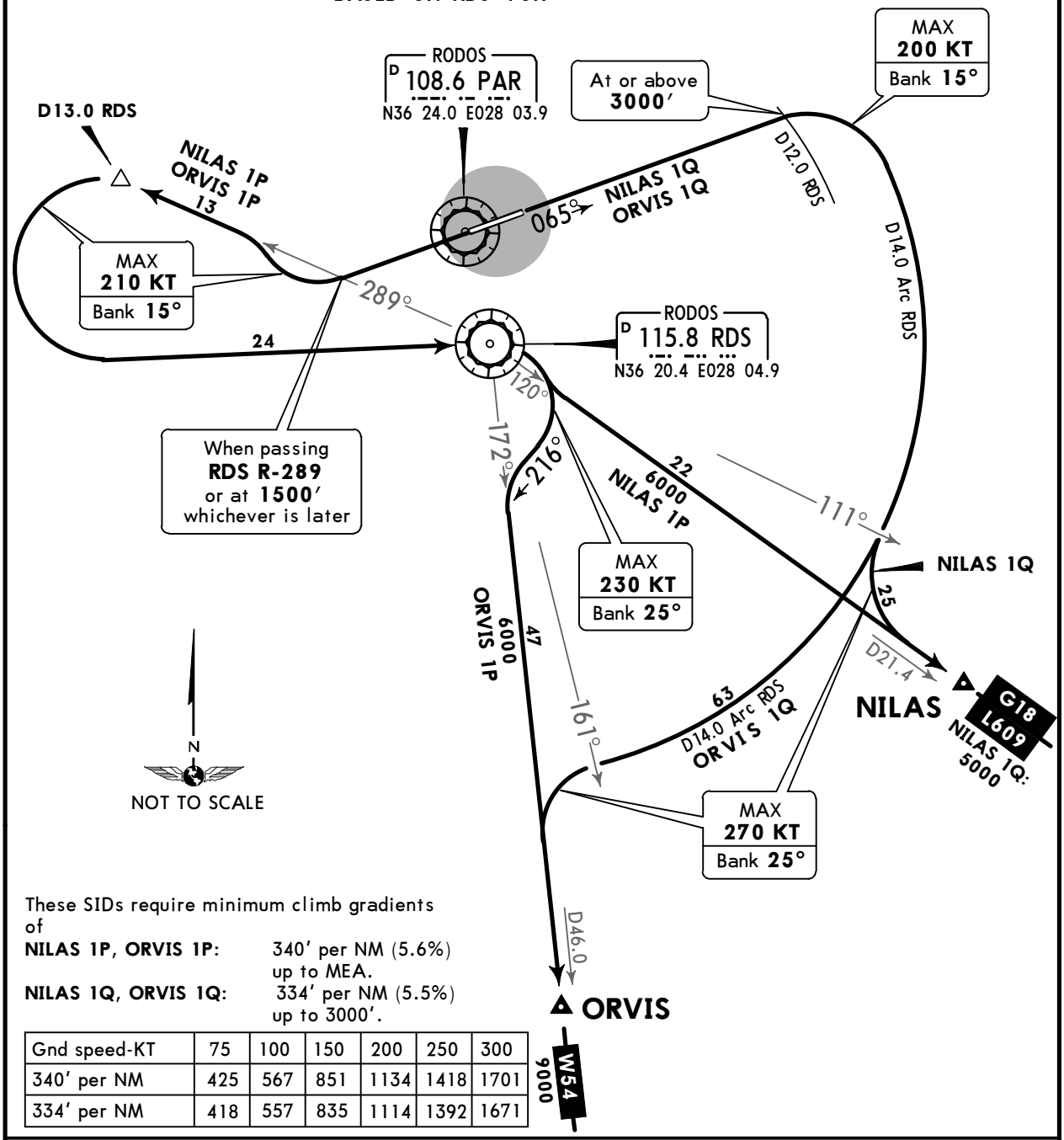
SID	RWY	ROUTING
NILAS 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn RIGHT, intercept PAR R-126 to NILAS, join airways G-18/L-609.
NILAS 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-118 turn LEFT, intercept PAR R-126 to NILAS, join airways G-18/L-609.
ORVIS 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn RIGHT, 207° track, intercept PAR R-171 to ORVIS, join airway W-54.
ORVIS 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT, along D14.0 Arc PAR, when passing PAR R-162 turn LEFT, intercept PAR R-171 to ORVIS, join airway W-54.

CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



NILAS 1P [NILA1P], NILAS 1Q [NILA1Q]
ORVIS 1P [ORVI1P], ORVIS 1Q [ORVI1Q]
DEPARTURES
BASED ON RDS VOR



These SIDs require minimum climb gradients of

NILAS 1P, ORVIS 1P: 340′ per NM (5.6%) up to MEA.

NILAS 1Q, ORVIS 1Q: 334′ per NM (5.5%) up to 3000′.

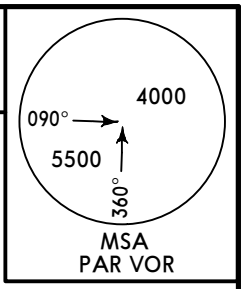
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
NILAS 1P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, intercept RDS R-120 to NILAS, join airways G-18/L-609.
NILAS 1Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-111 turn LEFT, intercept RDS R-120 to NILAS, join airways G-18/L-609.
ORVIS 1P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, 216° track, intercept RDS R-172 to ORVIS, join airway W-54.
ORVIS 1Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-161 turn LEFT, intercept RDS R-172 to ORVIS, join airway W-54.

CHANGES: RWYs designators revised.

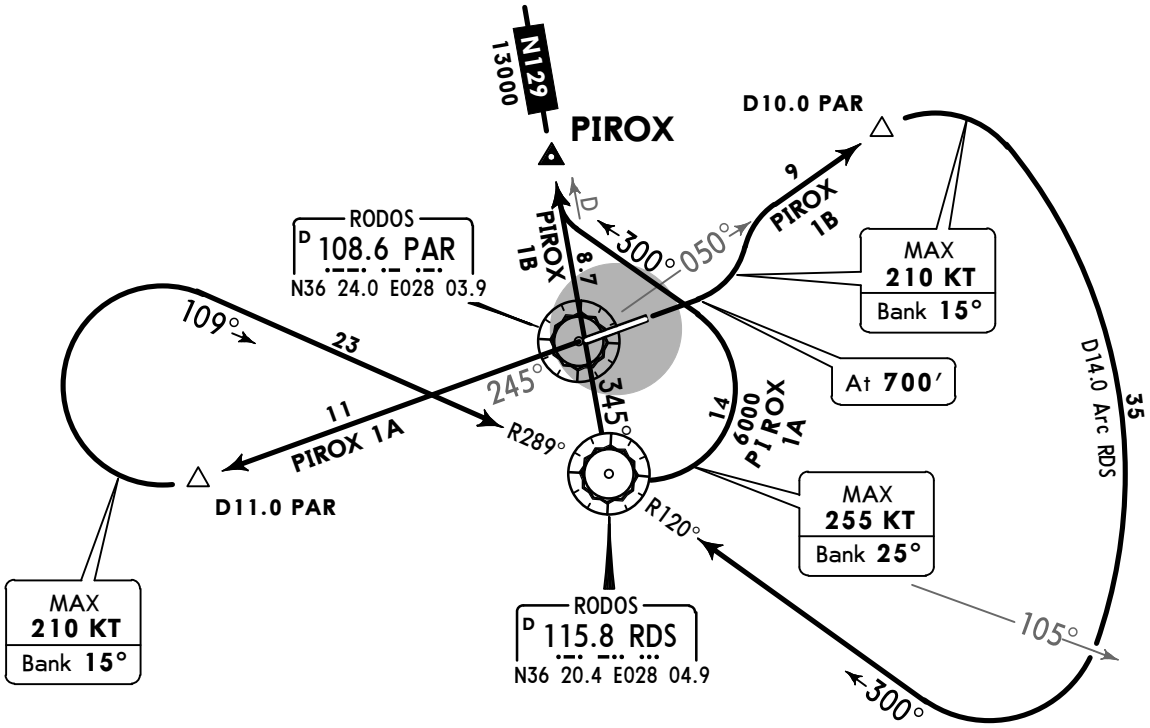
Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



MSA
PAR VOR

PIROX 1A [PIRO1A], PIROX 1B [PIRO1B] DEPARTURES

BASED ON PAR VOR & RDS VOR



NOT TO SCALE

These SIDs require minimum climb gradients of
PIROX 1A: 273′ per NM (4.5%) up to 13000′.
PIROX 1B: 292′ per NM (4.8%) up to 700′.

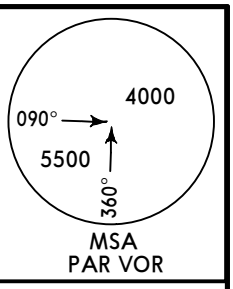
Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
PIROX 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn LEFT, 300° track, intercept RDS R-345 to PIROX, join airway N-129.
PIROX 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D10.0 PAR, turn RIGHT, along D14.0 Arc RDS, when passing RDS R-105 turn RIGHT, intercept RDS R-120 inbound to RDS VOR, turn RIGHT, RDS R-345 to PIROX, join airway N-129.

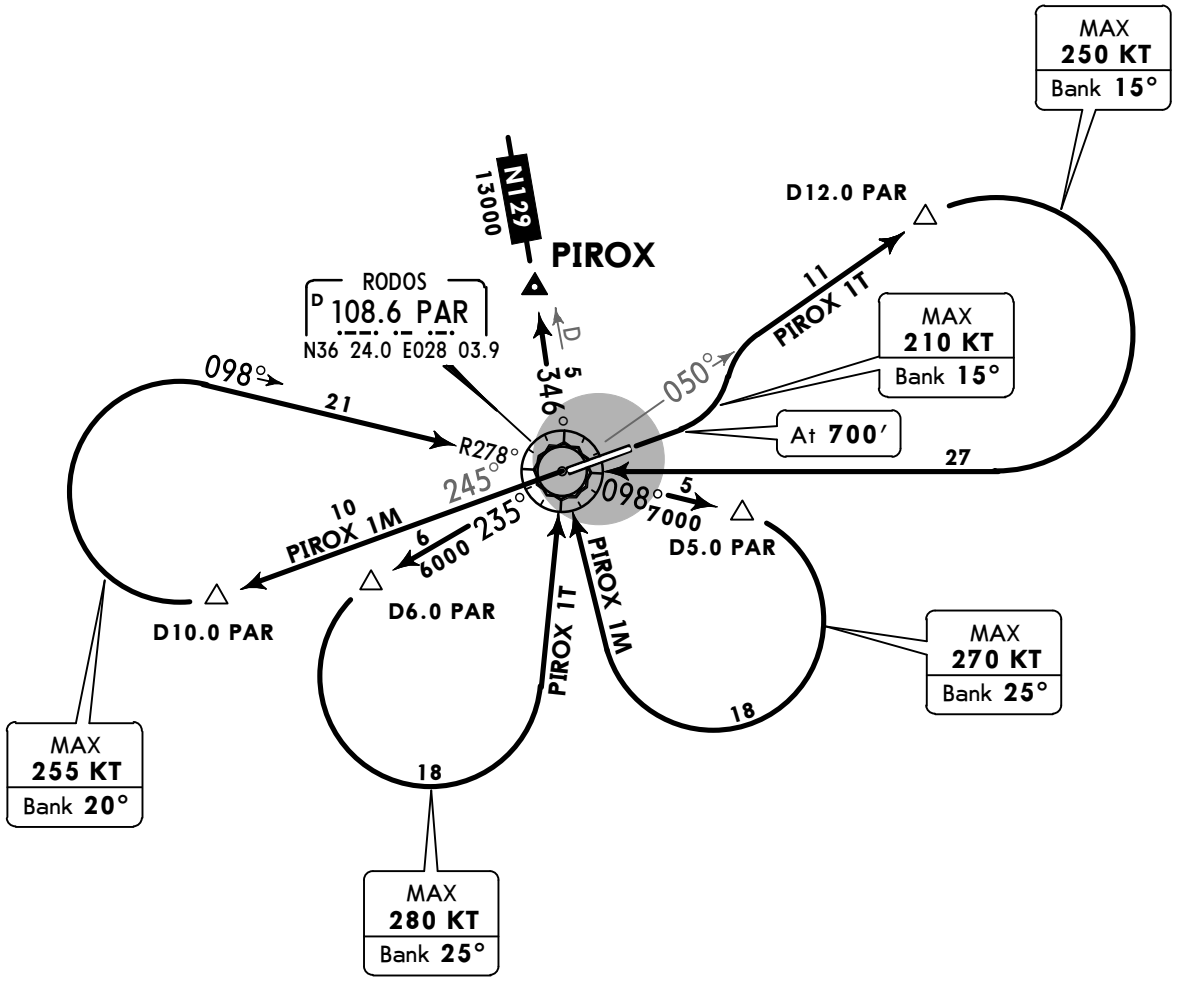
CHANGES: RWYs designators revised.

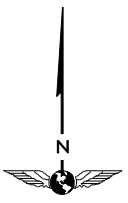
Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



PIROX 1M [PIRO1M], PIROX 1T [PIRO1T] DEPARTURES

BASED ON PAR VOR





NOT TO SCALE

These SIDs require minimum climb gradients of
PIROX 1M: 249′ per NM (4.1%) up to 13000′.
PIROX 1T: 292′ per NM (4.8%) up to 700′.

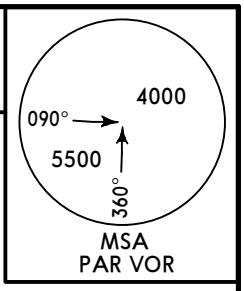
Gnd speed-KT	75	100	150	200	250	300
249′ per NM	311	415	623	830	1038	1246
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
PIROX 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, PAR R-098 to D5.0 PAR, turn RIGHT to PAR VOR, PAR R-346 to PIROX, join airway N-129.
PIROX 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, turn LEFT, PAR R-235 to D6.0 PAR, turn LEFT to PAR VOR, PAR R-346 to PIROX, join airway N-129.

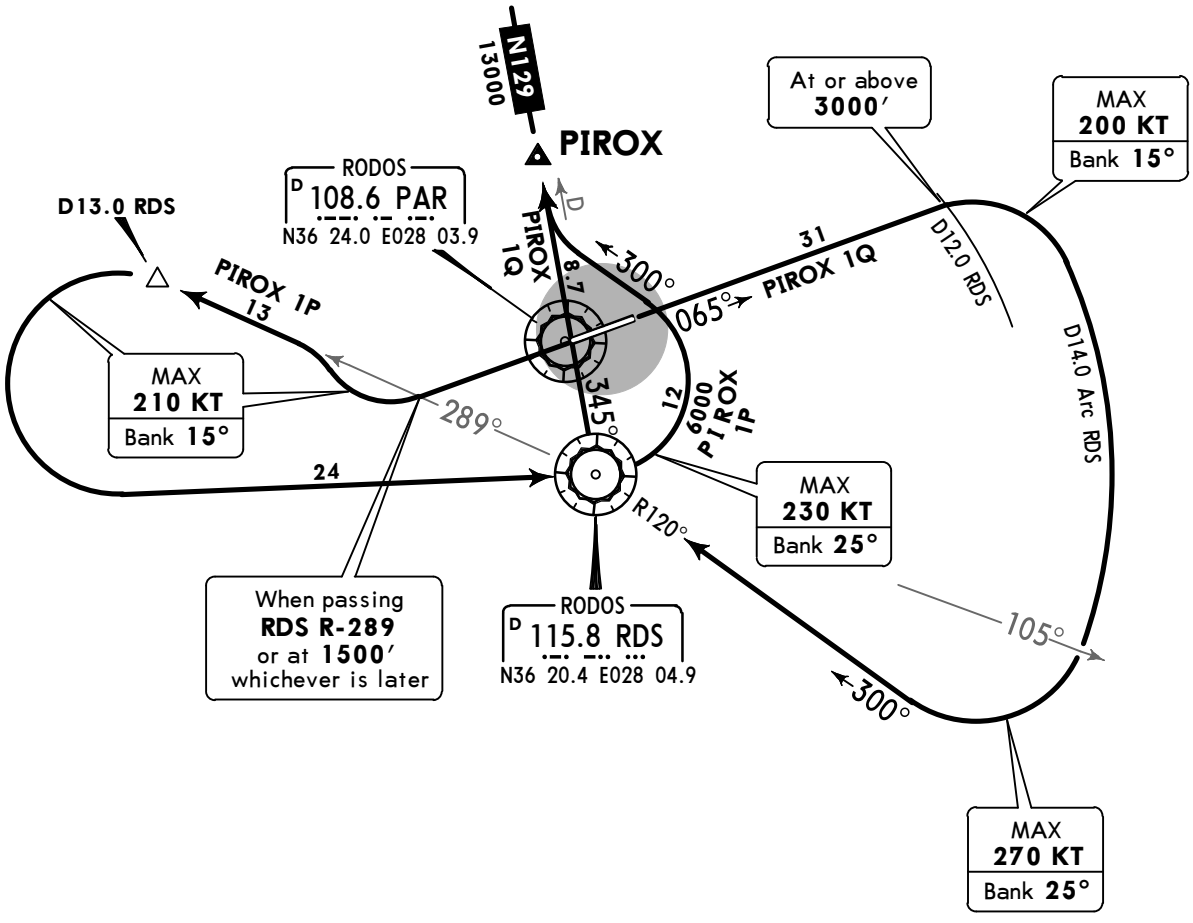
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



PIROX 1P [PIRO1P], PIROX 1Q [PIRO1Q] DEPARTURES

BASED ON RDS VOR



These SIDs require minimum climb gradients of
PIROX 1P: 340′ per NM (5.6%) up to MEA.
PIROX 1Q: 334′ per NM (5.5%) up to 3000′.

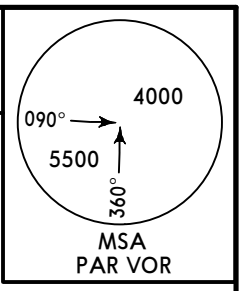
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
PIROX 1P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn LEFT, 300° track, intercept RDS R-345 to PIROX, join airway N-129.
PIROX 1Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′ turn RIGHT, along D14.0 Arc RDS, when passing RDS R-105 turn RIGHT, intercept RDS R-120 inbound to RDS VOR, turn RIGHT, RDS R-345 to PIROX, join airway N-129.

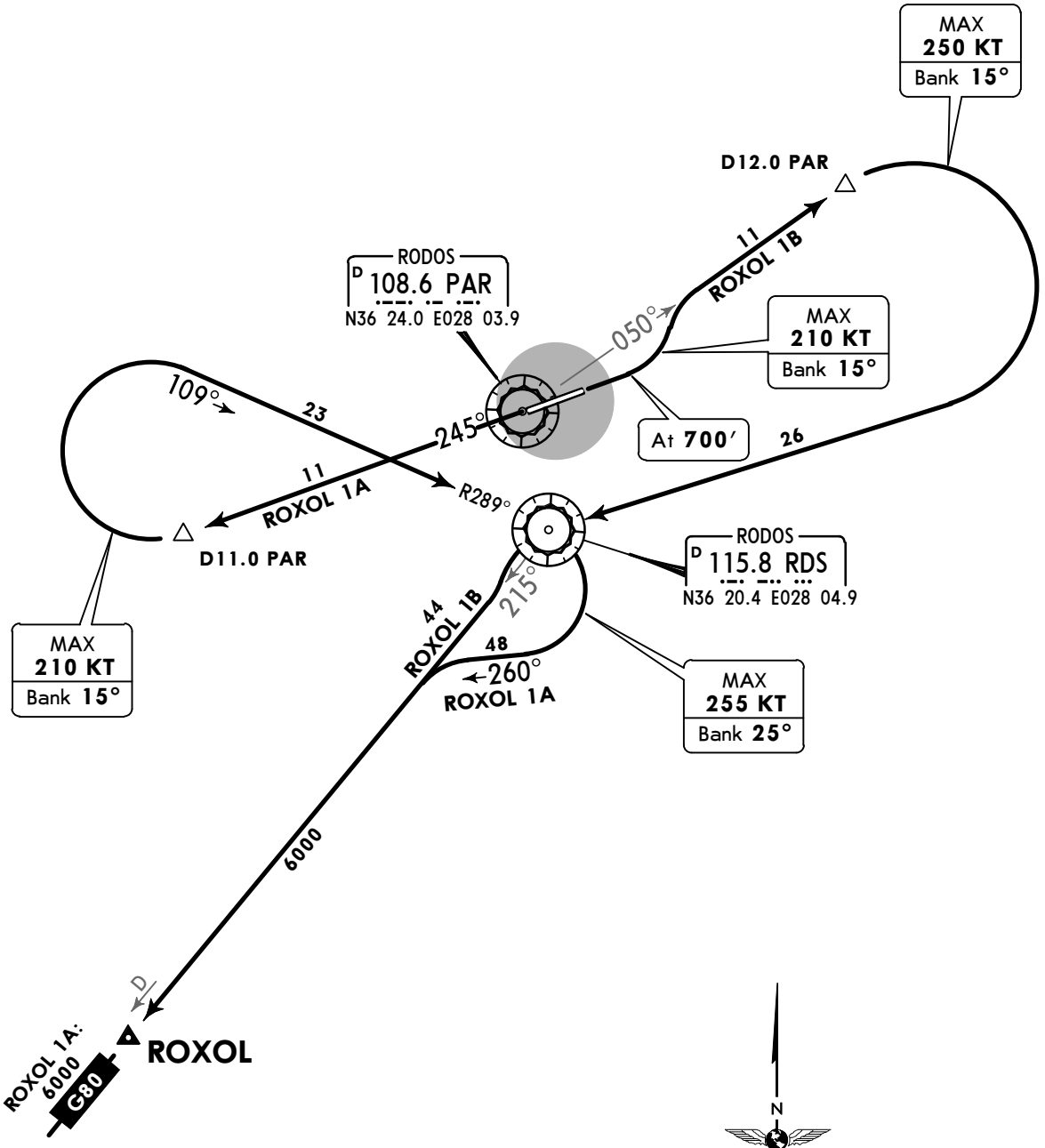
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



ROXOL 1A [ROXO1A], ROXOL 1B [ROXO1B] DEPARTURES

BASED ON PAR VOR & RDS VOR



These SIDs require minimum climb gradients of
ROXOL 1A: 261′ per NM (4.3%) up to 8000′.
ROXOL 1B: 292′ per NM (4.8%) up to 700′.

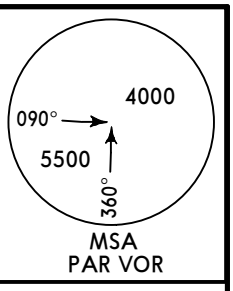
Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to **300′**.

SID	RWY	ROUTING
ROXOL 1A	**24**	Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn RIGHT, 260° track, intercept RDS R-215 to ROXOL, join airway G-80.
ROXOL 1B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to RDS VOR, turn LEFT, intercept RDS R-215 to ROXOL, join airway G-80.

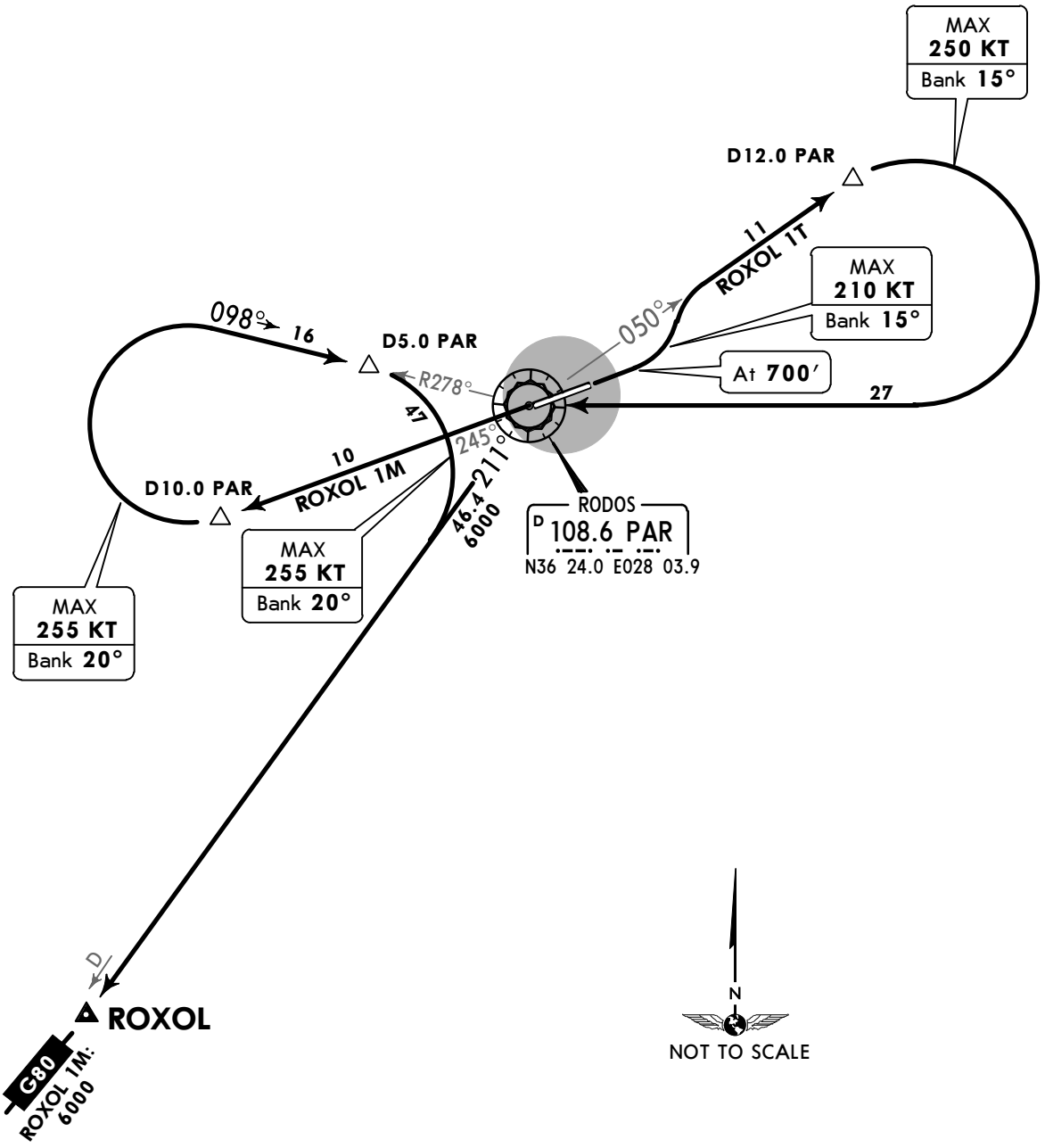
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



ROXOL 1M [ROXO1M], ROXOL 1T [ROXO1T] DEPARTURES

BASED ON PAR VOR



These SIDs require minimum climb gradients of
ROXOL 1M: 237′ per NM (3.9%) up to 6000′.
ROXOL 1T: 292′ per NM (4.8%) up to 700′.

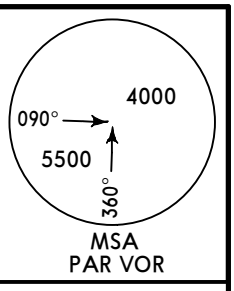
Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
ROXOL 1M	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to D5.0 PAR, turn RIGHT, intercept PAR R-211 to ROXOL, join airway G-80.
ROXOL 1T	**06**	Climb straight ahead to 700′ turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, PAR R-211 to ROXOL, join airway G-80.

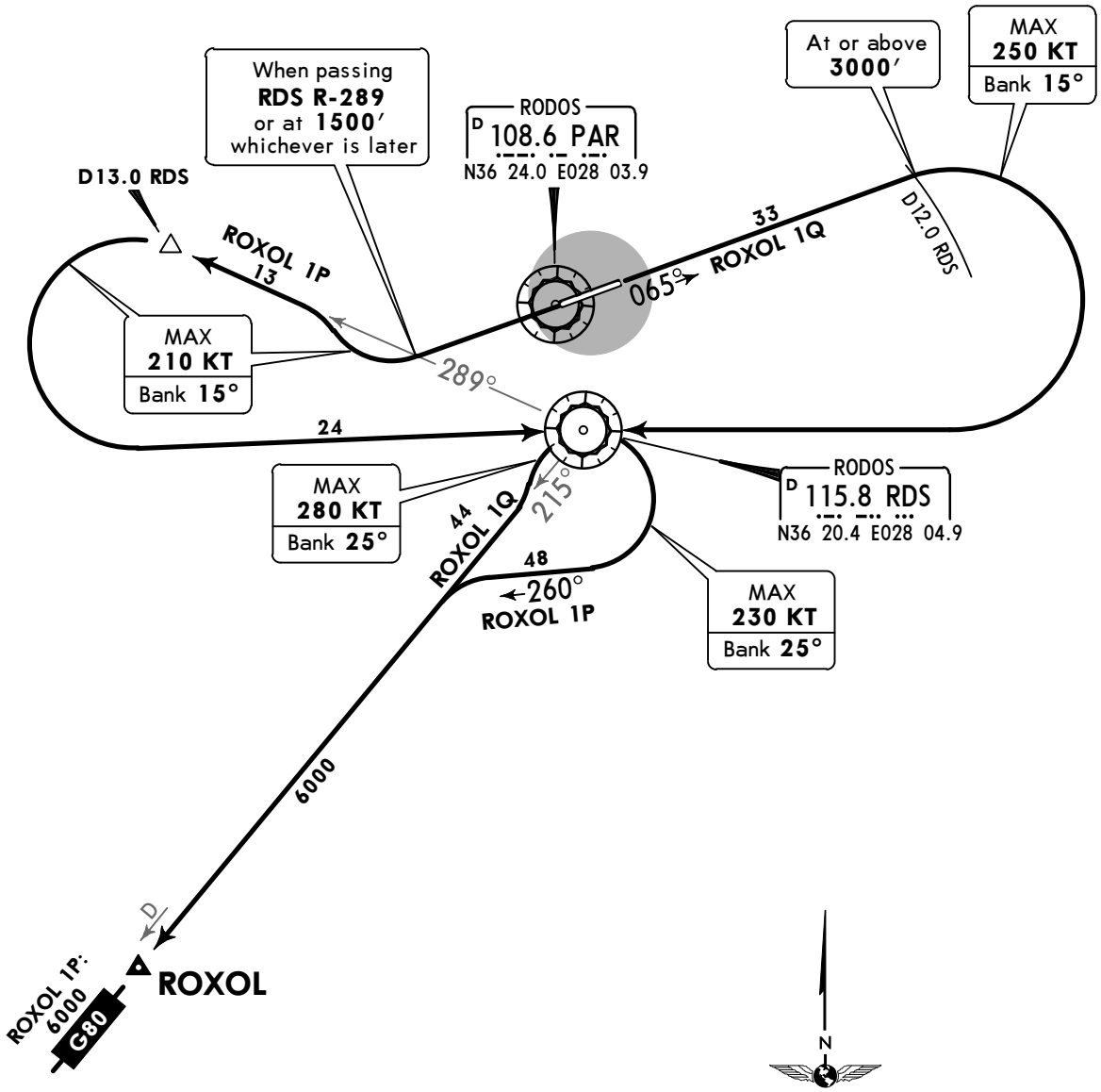
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



ROXOL 1P [ROXO1P], ROXOL 1Q [ROXO1Q] DEPARTURES

BASED ON RDS VOR



These SIDs require minimum climb gradients of
ROXOL 1P: 340′ per NM (5.6%) up to MEA.
ROXOL 1Q: 334′ per NM (5.5%) up to 3000′.

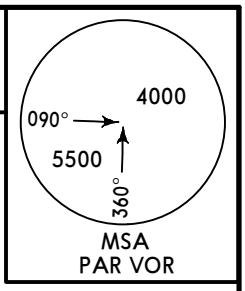
Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

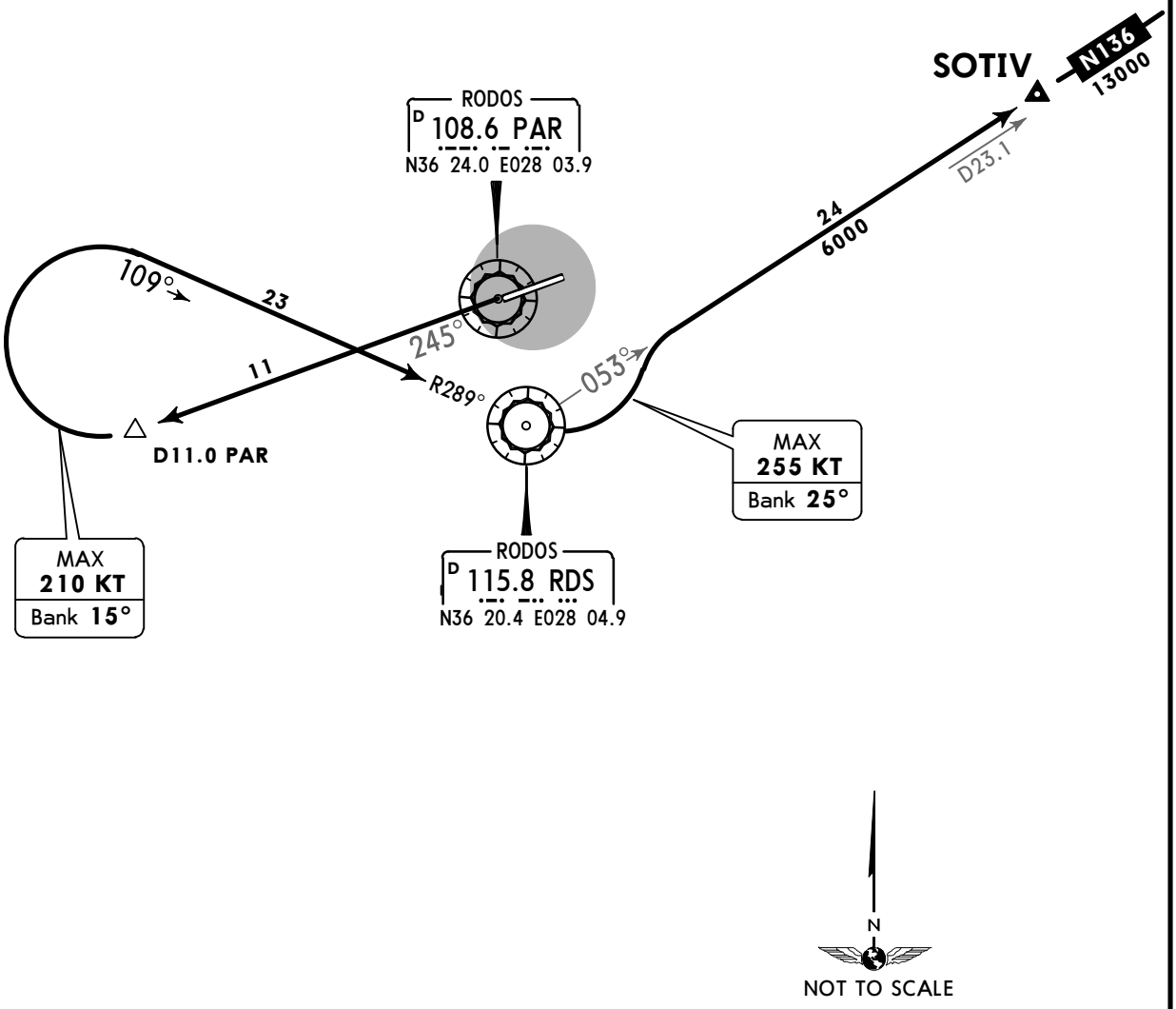
SID	RWY	ROUTING
ROXOL 1P	**24**	Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn RIGHT, 260° track, intercept RDS R-215 to ROXOL, join airway G-80.
ROXOL 1Q	**06**	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′ turn RIGHT to RDS VOR, turn LEFT, intercept RDS R-215 to ROXOL, join airway G-80.

CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



SOTIV 1A [SOTI1A]
DEPARTURE
(RWY 24)
BASED ON PAR VOR & RDS VOR



This SID requires a minimum climb gradient of
261′ per NM (4.3%) up to 8000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

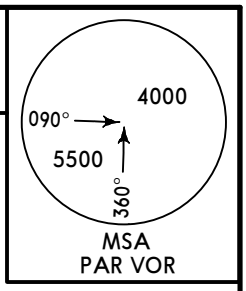
Visual climb is required up to 300′.

ROUTING

Climb on PAR R-245 to D11.0 PAR, turn RIGHT, intercept RDS R-289 inbound to RDS VOR, turn LEFT, intercept RDS R-053 to SOTIV, join airway N-136.

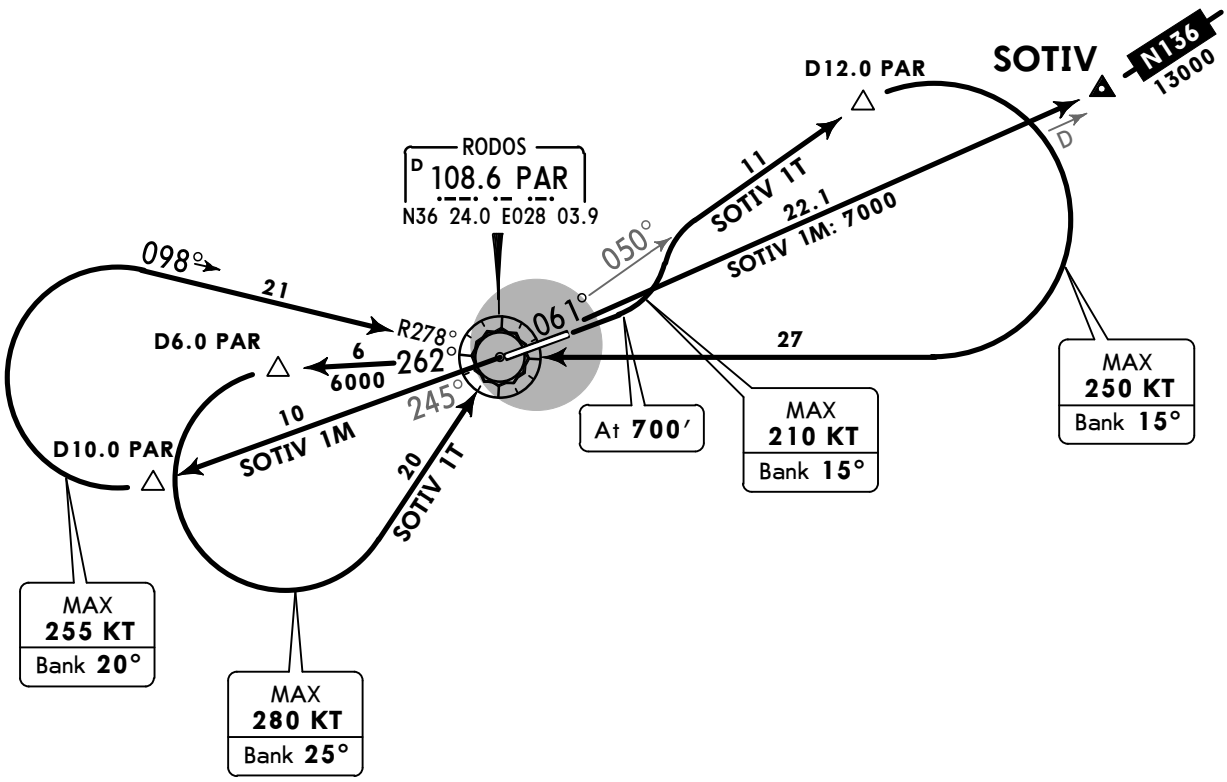
CHANGES: RWY designator revised.

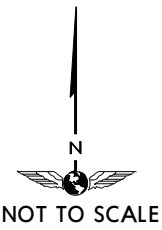
Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



SOTIV 1M [SOTI1M], SOTIV 1T [SOTI1T] DEPARTURES

BASED ON PAR VOR





NOT TO SCALE

These SIDs require minimum climb gradients of
SOTIV 1M: 249′ per NM (4.1%) up to 13000′.
SOTIV 1T: 292′ per NM (4.8%) up to 700′.

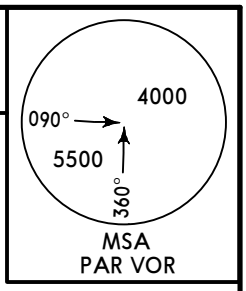
Gnd speed-KT	75	100	150	200	250	300
249′ per NM	311	415	623	830	1038	1246
292′ per NM	365	486	729	972	1215	1458

RWY 24: Visual climb is required up to 300′.

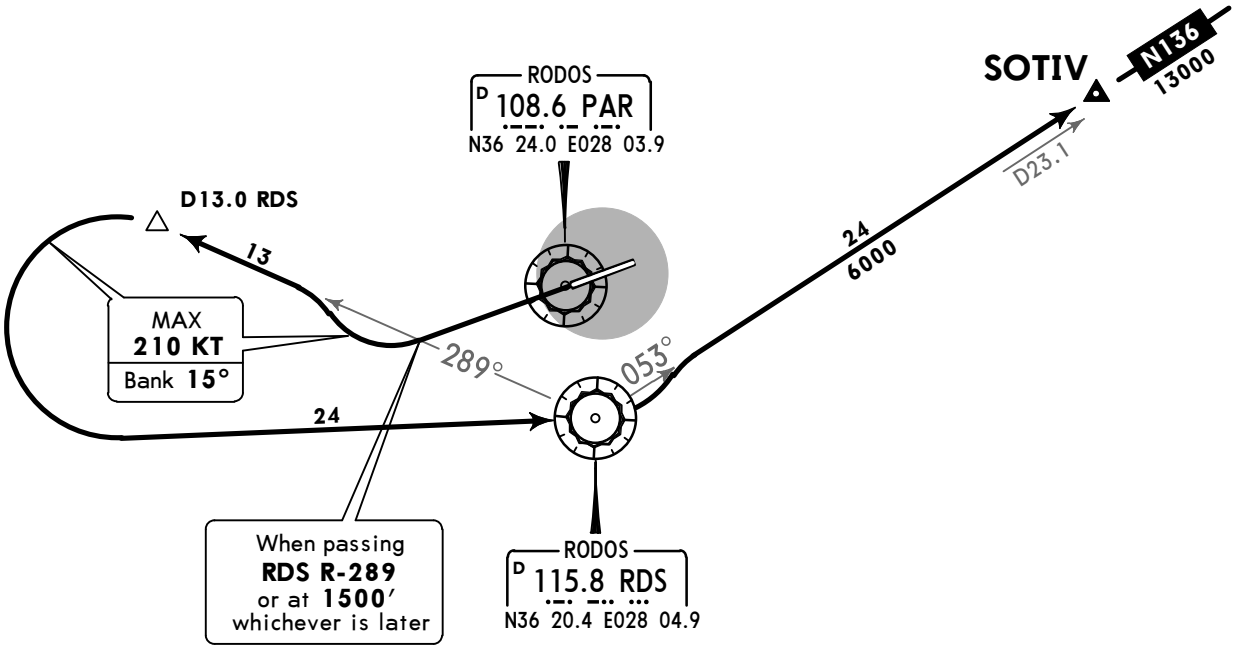
SID	RWY	ROUTING
SOTIV 1M	**24**	Climb on PAR R-245° to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, turn LEFT, PAR R-061 to SOTIV, join airway N-136.
SOTIV 1T	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, PAR R-262 to D6.0 PAR, turn LEFT to PAR VOR, PAR R-061 to SOTIV, join airway N-136.

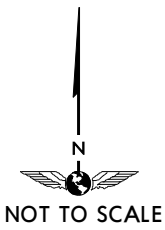
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
19′	



SOTIV 1P [SOTI1P]
DEPARTURES
(RWY 24)
BASED ON RDS VOR





This SID requires a minimum climb gradient of
340′ per NM (5.6%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701

Visual climb is required up to 300′.

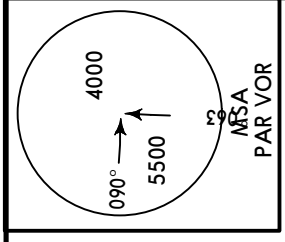
ROUTING

Climb straight ahead, when passing RDS R-289 or at 1500′, whichever is later, turn RIGHT, intercept RDS R-289 to D13.0 RDS, turn LEFT to RDS VOR, turn LEFT, intercept RDS R-053 to SOTIV, join airway N-136.

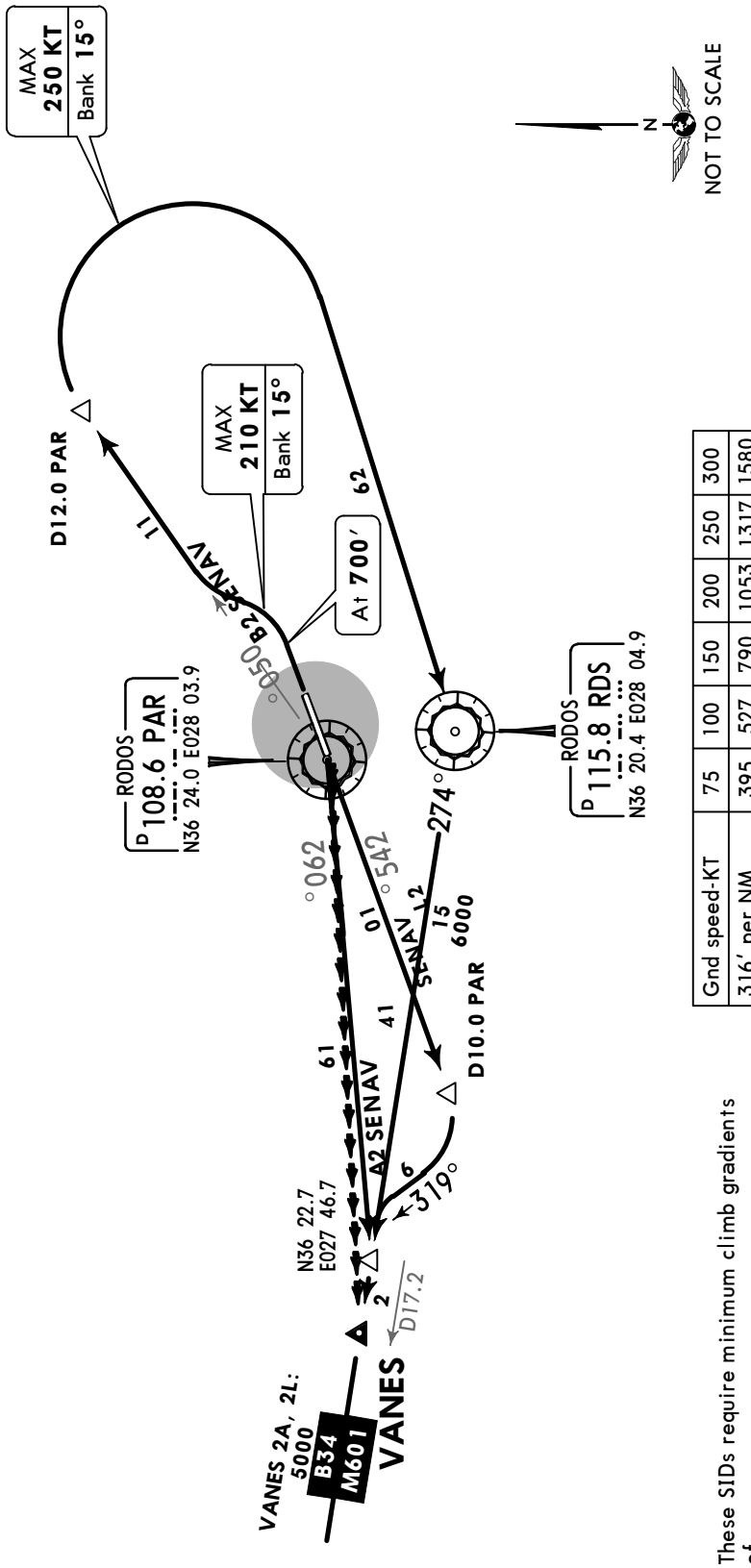
CHANGES: RWY designator revised.

Apt Elev 19′

Trans level: By ATC Trans alt: 6000′
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 km and ceiling at or above 5500′.



VANES 2A [VANE2A], VANES 2B [VANE2B]
VANES 2L [VANE2L]
DEPARTURES
BASED ON PAR VOR & RDS VOR



Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580
292′ per NM	365	486	729	972	1215	1458
273′ per NM	342	456	684	911	1139	1367

These SIDs require minimum climb gradients of
VANES 2A: 316′ per NM (5.2%) up to 5000′.
VANES 2B: 292′ per NM (4.8%) up to 700′.
VANES 2L: 273′ per NM (4.5%) up to MEA.

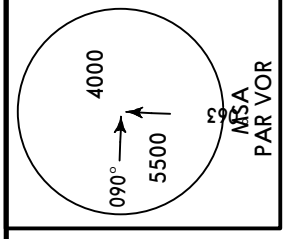
RWY 24: Visual climb is required up to **300′**.

SID	RWY	ROUTING
VANES 2A	**24**	Climb on PAR R-260, intercept RDS R-274 to VANES, join airways B 34/ M 601. **Visual Departure (daytime only):** Pilot may be requested to accept a visual departure. When accepting, EXPECT to turn RIGHT as soon as practicable, MAINTAIN VMC and own terrain separation until VANES, join airways B-34/M-601.
VANES 2B	**06**	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to RDS VOR, turn RIGHT, RDS R-274 to VANES, join airways B-34/M-601.
VANES 2L	**24**	Climb on PAR R-245 to D10.0 PAR, turn RIGHT, 319° track, intercept RDS R-274 to VANES, join airways B-34/M-601.

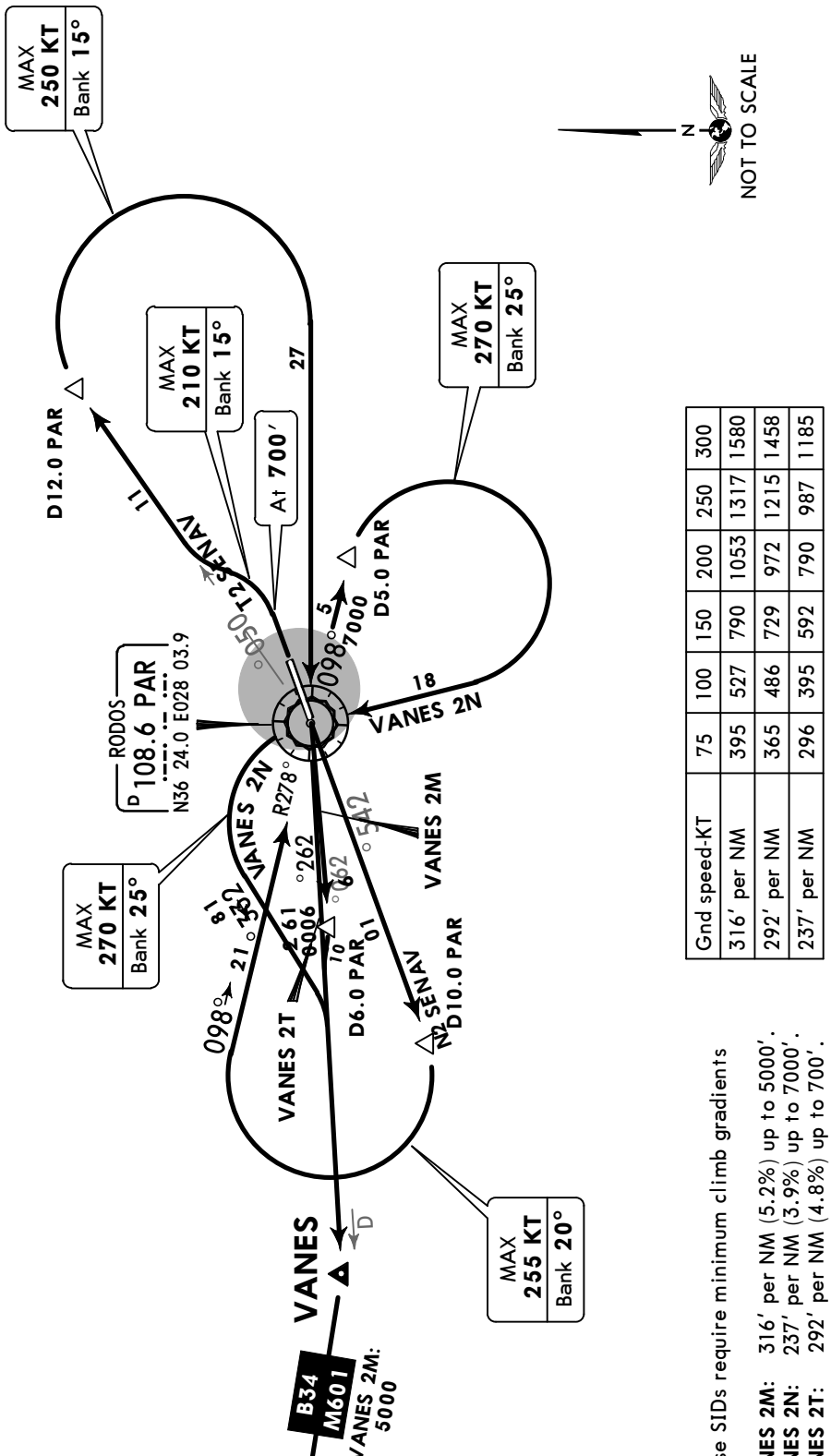
CHANGES: RWYs designators revised.

Apt Elev
19′

Trans level: By ATC Trans alt: 6000′
When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



VANES 2M [VANE2M], VANES 2N [VANE2N]
VANES 2T [VANE2T]
DEPARTURES
BASED ON PAR VOR



Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580
292′ per NM	365	486	729	972	1215	1458
237′ per NM	296	395	592	790	987	1185

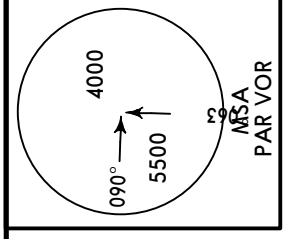
These SIDs require minimum climb gradients of
VANES 2M: 316′ per NM (5.2%) up to 5000′.
VANES 2N: 237′ per NM (3.9%) up to 7000′.
VANES 2T: 292′ per NM (4.8%) up to 700′.

RWY 24: Visual climb is required up to **300′**.

SID	RWY	ROUTING
VANES 2M	24	Climb on PAR R-260 to D6.0 PAR, turn RIGHT, intercept PAR R-262 to VANES, join airways B-34/M-601.
VANES 2N		Climb on PAR R-245 to D10.0 PAR, turn RIGHT, intercept PAR R-278 inbound to PAR VOR, PAR R-098 to D5.0 PAR, turn RIGHT to PAR VOR, turn LEFT, 233° track, intercept PAR R-262 to VANES, join airways B-34/M-601.
VANES 2T	06	Climb straight ahead to 700′, turn LEFT, intercept PAR R-050 to D12.0 PAR, turn RIGHT to PAR VOR, PAR R-262 to VANES, join airways B-34/M-601.

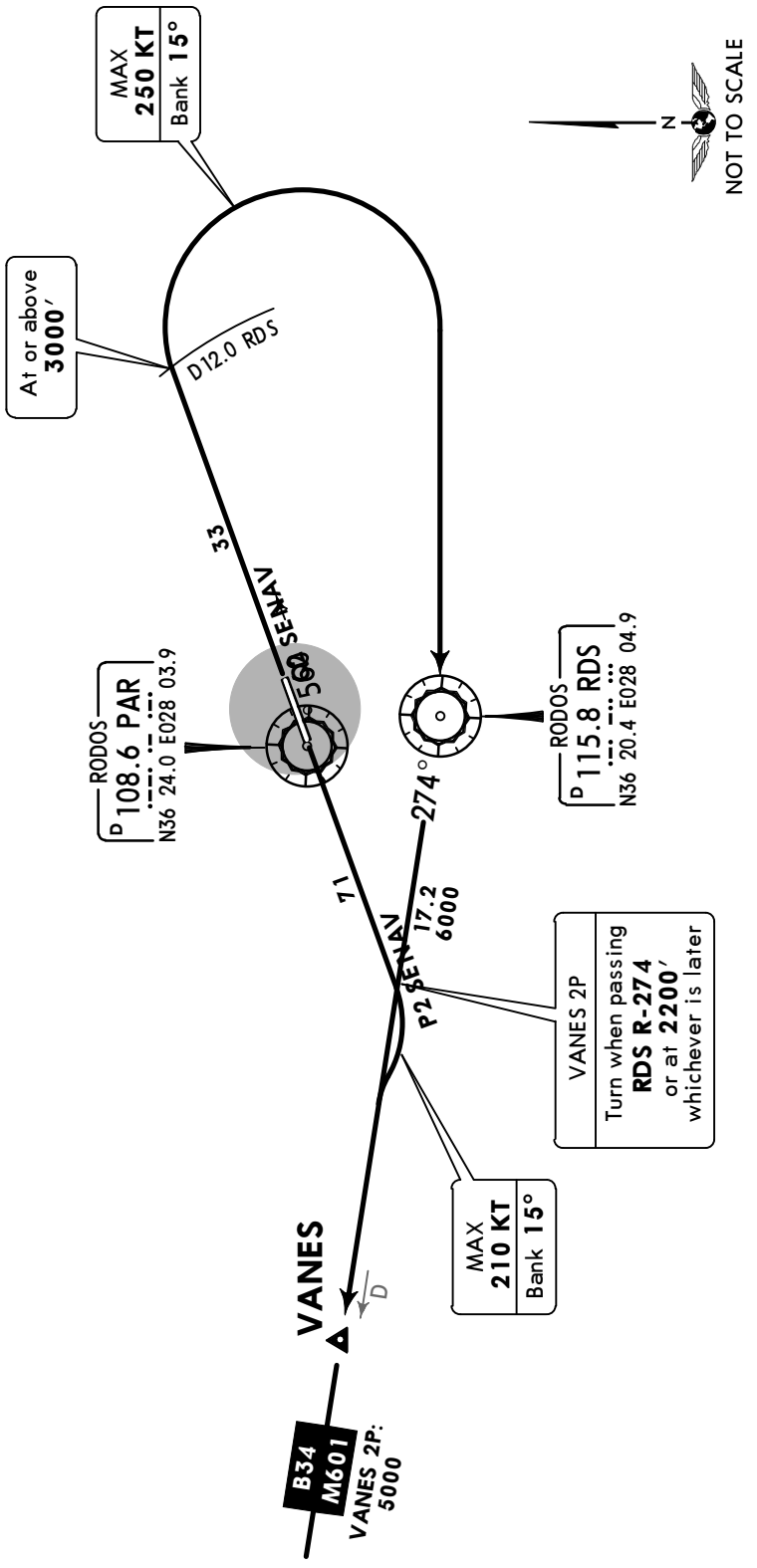
CHANGES: RWYs designators revised.

Apt Elev	Trans level: By ATC Trans alt: 6000′
19′	When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.



VANES 2P [VANE2P], VANES 2Q [VANE2Q] DEPARTURES

BASED ON RDS VOR



These SIDs require minimum climb gradients of
VANES 2P: 340′ per NM (5.6%) up to MEA.
VANES 2Q: 334′ per NM (5.5%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	851	1134	1418	1701
334′ per NM	418	557	835	1114	1392	1671

RWY 24: Visual climb is required up to 300′.

SID	RWY	ROUTING
VANES 2P	24	Climb straight ahead, when passing RDS R-274 or at 2200′, whichever is later, turn RIGHT, intercept RDS R-274 to VANES, join airways B-34/M-601.
VANES 2Q	06	Climb straight ahead on 065° track, at D12.0 RDS and at or above 3000′, turn RIGHT to RDS VOR, turn RIGHT, RDS R-274 to VANES, join airways B-34/M-601.

CHANGES: RWYs designators revised.

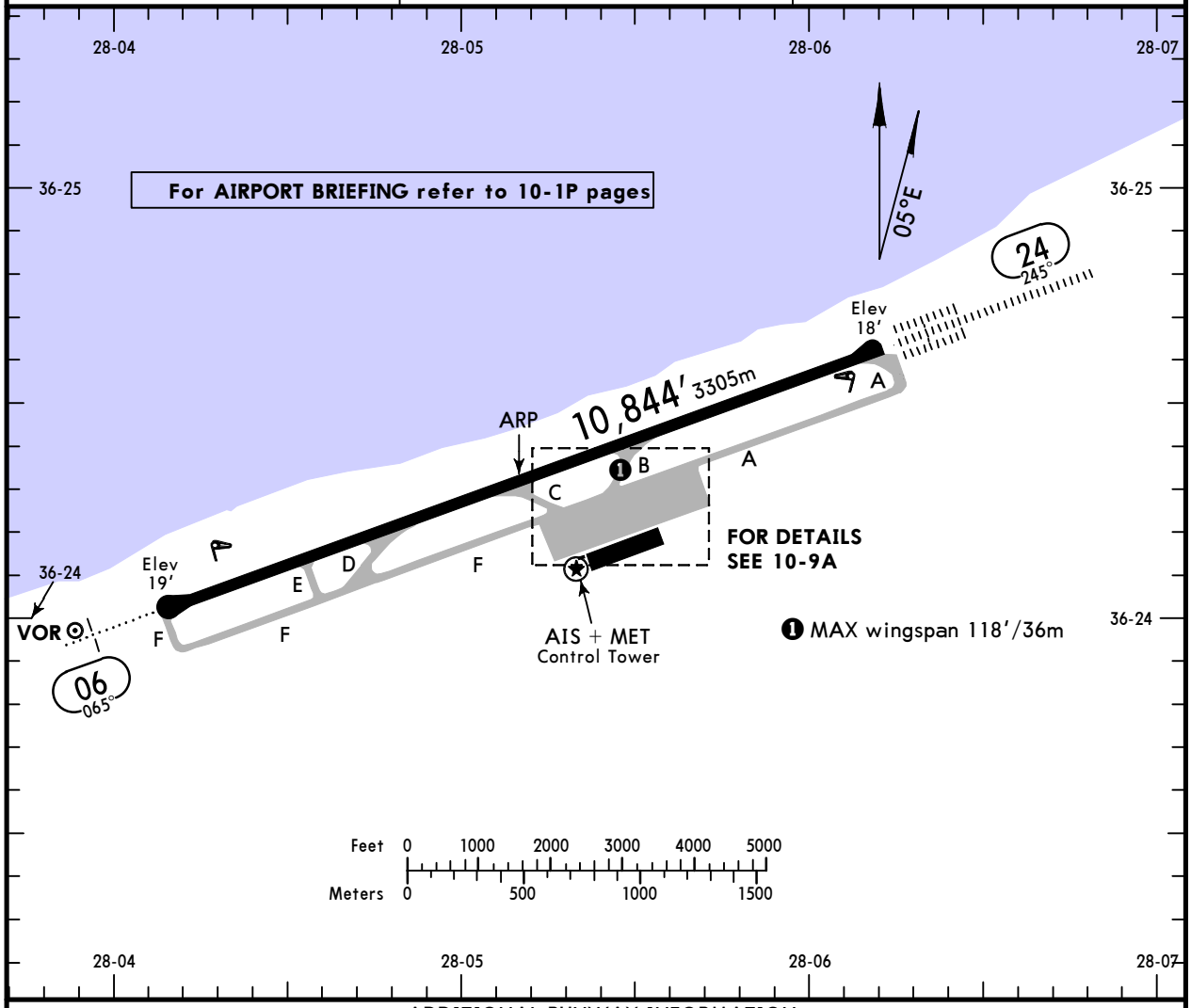
LGRP/RHO

Apt Elev 19′
N36 24.3 E028 05.2

JEPPESEN
19 APR 19 (10-9) Eff 25 Apr

RODOS, GREECE
DIAGORAS

ATIS	DIAGORAS Ground	Tower
126.350	121.7	118.2 122.1



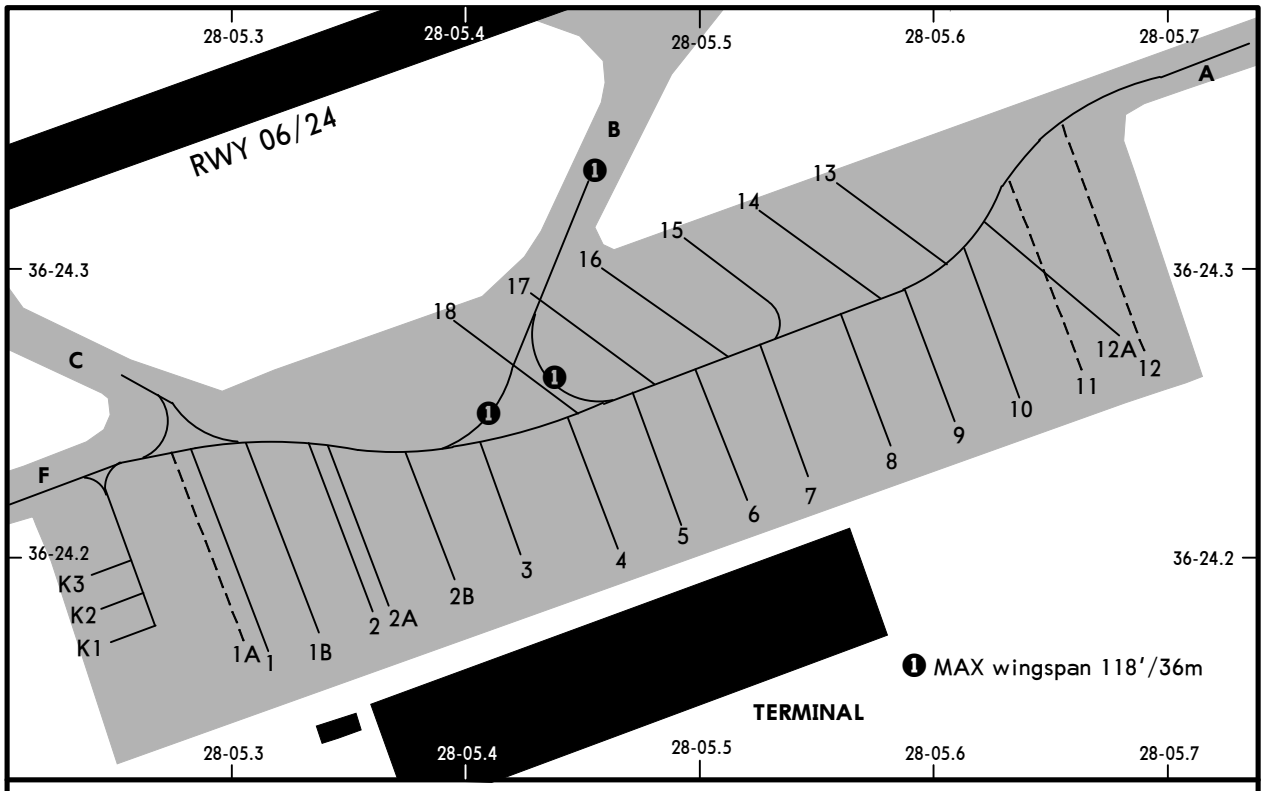
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) ALS PAPI-L (3.0°) HST-C RVR				148′ 45m
24	HIRL (60m) HIALS PAPI-L (3.08°) HST-B&D RVR		9629′ 2935m		

Standard TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: Rwy designators. Notes moved to 10-1P. Minimums.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1B	N36 24.2 E028 05.3	11 thru 12A	N36 24.3 E028 05.7
2 thru 3	N36 24.2 E028 05.4	13	N36 24.3 E028 05.6
4 thru 7	N36 24.2 E028 05.5	14 thru 17	N36 24.3 E028 05.5
8, 9	N36 24.2 E028 05.6	18	N36 24.3 E028 05.4
10	N36 24.3 E028 05.6	K1 thru K3	N36 24.2 E028 05.2

CHANGES: Parking stand coordinates. Notes moved to 10-1P.

LGRP/RHO DIAGORAS

JEPPESEN 19 APR 19 (11-1) Eff 25 Apr

RODOS, GREECE ILS Z Rwy 24

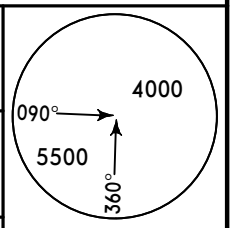
ATIS	RODOS Approach (R)			DIAGORAS Tower		Ground
126.350	118.250	127.250	122.1	118.2	122.1	121.7

LOC IRDS	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 19′ Rwy 18′
110.3	245°	1806′ (1788′)		

MISSED APCH: Climb STRAIGHT AHEAD to D12.0 PAR (3200′ w/o PAR DME), then turn RIGHT (MAX 185 KT) to intercept and follow R-281 inbound to RDS VOR climbing to 6000′ and hold.

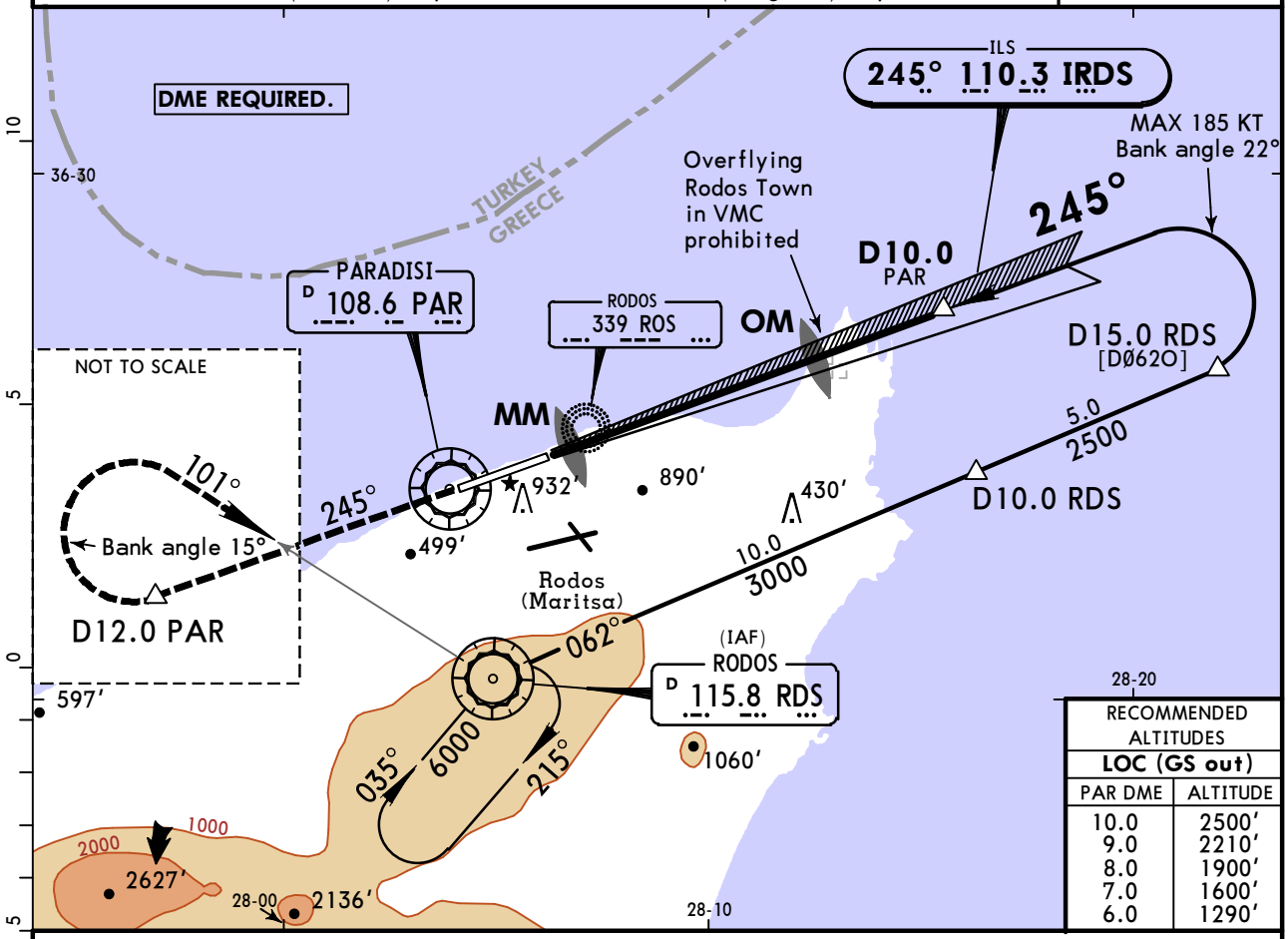
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

Do not mistake Rodos (Maritsa) airport 1.5 NM SE for Rodos (Diagoras) airport.



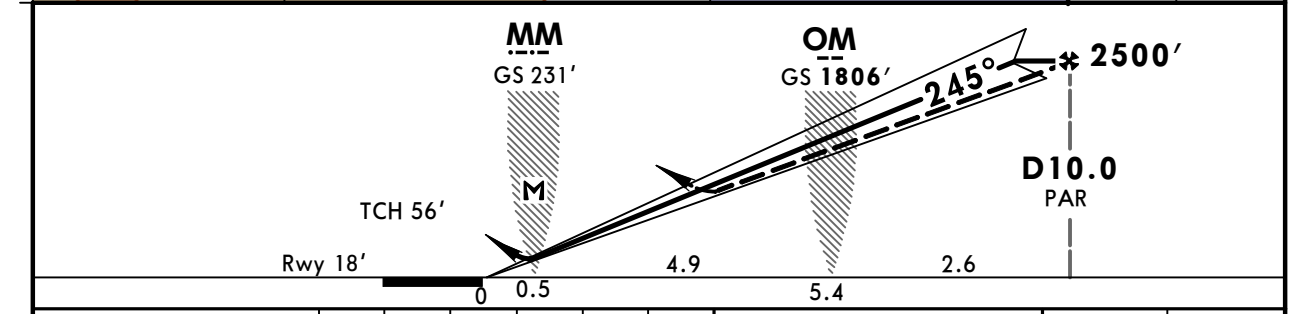
MSA
PAR VOR

BRIEFING STRIP ™



28-20

RECOMMENDED ALTITUDES LOC (GS out)	
PAR DME	ALTITUDE
10.0	2500′
9.0	2210′
8.0	1900′
7.0	1600′
6.0	1290′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	2.86°	354	455	506	607	708	809
MAP at MM							

HIALS PAPI **D12.0 PAR**

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

ILS DA(H) AB: 220′ (202′) C: 300′ (282′) D: 340′ (322′)

LOC (GS out) CDFA DA/MDA(H) 1100′ (1082′)

CIRCLE-TO-LAND Not authorized South of airport

	FULL	ALS out	LOC (GS out) CDFA	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m 1	RVR 1200m	RVR 1500m		100	1100′ (1081′) 2	1500m
B					135	1100′ (1081′) 2	1600m
C	RVR 650m 1	RVR 1400m	RVR 2400m		180	1100′ (1081′) 2	2400m
D	RVR 800m	RVR 1500m			205	1100′ (1081′) 2	3600m

1 W/o HUD/AP/FD: RVR 750m. 2 or higher straight-in minimums.

CHANGES: Rwy designator. Database identifier. Minimums.

LGRP/RHO DIAGORAS

JEPPESEN
19 APR 19 (11-2) Eff 25 Apr

RODOS, GREECE ILS Y Rwy 24

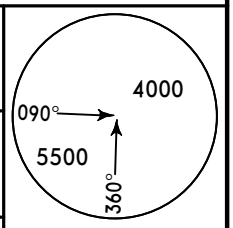
ATIS	RODOS Approach (R)	DIAGORAS Tower	Ground
126.350	118.250 127.250 122.1	118.2 122.1	121.7

BRIEFING STRIP

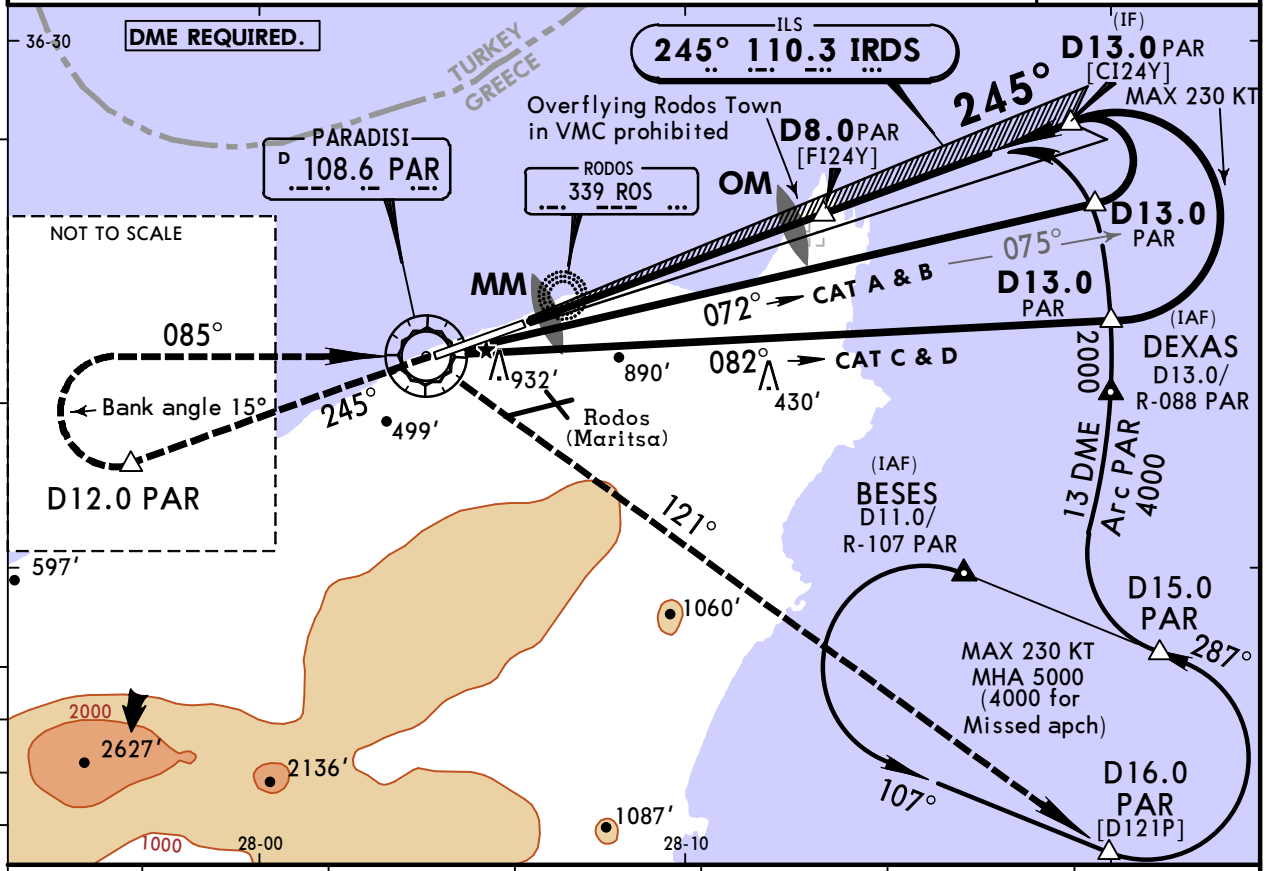
LOC IRDS	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 19′ Rwy 18′
110.3	245°	1806′ (1788′)		

MISSED APCH: Climb STRAIGHT AHEAD to D12.0 PAR, then turn RIGHT (MAX 185 KT) to intercept and follow R-265 inbound to PAR VOR climbing to 4000′. Turn RIGHT to intercept and follow R-121 PAR to enter holding.

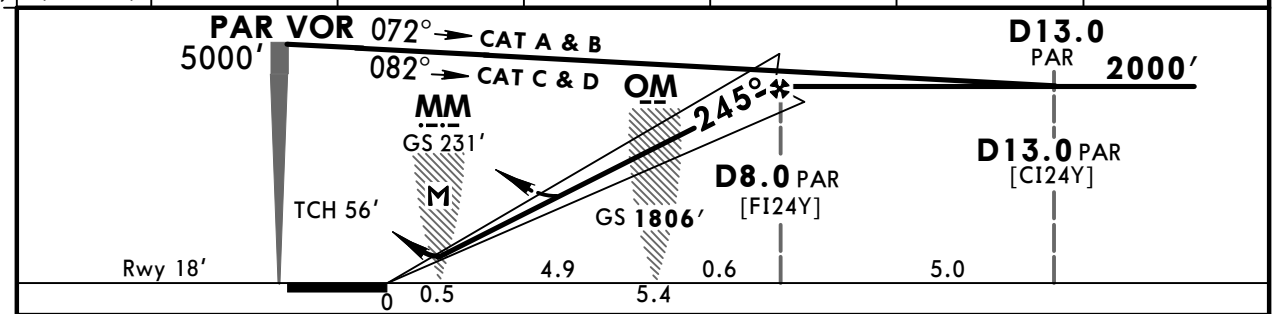
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Do not mistake Rodos (Maritsa) airport 1.5 NM SE for Rodos (Diagoras) airport.



MSA
PAR VOR



LOC (GS out)	PAR DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	390′	712′	1034′	1356′	1678′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at MM							

HIALS
PAPI
D12.0 PAR

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

ILS
DA(H) AB: 220′ (202′) C: 300′ (282′) D: 340′ (322′)

LOC (GS out) CDFA
DA/MDA(H) 1100′ (1082′)

CIRCLE-TO-LAND
Not authorized
South of airport

	FULL	ALS out	LOC (GS out) CDFA	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m [1]	RVR 1200m	RVR 1500m		100	1100′ (1081′) [2]	1500m
B					135	1100′ (1081′) [2]	1600m
C	RVR 650m [1]	RVR 1400m	RVR 2400m		180	1100′ (1081′) [2]	2400m
D	RVR 800m	RVR 1500m			205	1100′ (1081′) [2]	3600m

[1] W/o HUD/AP/FD: RVR 750m. [2] or higher straight-in minimums.

CHANGES: Rwy designator. Database identifiers. Minimums.

LGRP/RHO DIAGORAS

JEPPESEN

19 APR 19 (13-1) Eff 25 Apr

RODOS, GREECE VOR Z Rwy 06

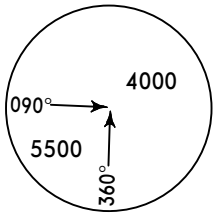
BRIEFING STRIP

ATIS	RODOS Approach (R)	DIAGORAS Tower	Ground
126.350	118.250 127.250 122.1	118.2 122.1	121.7

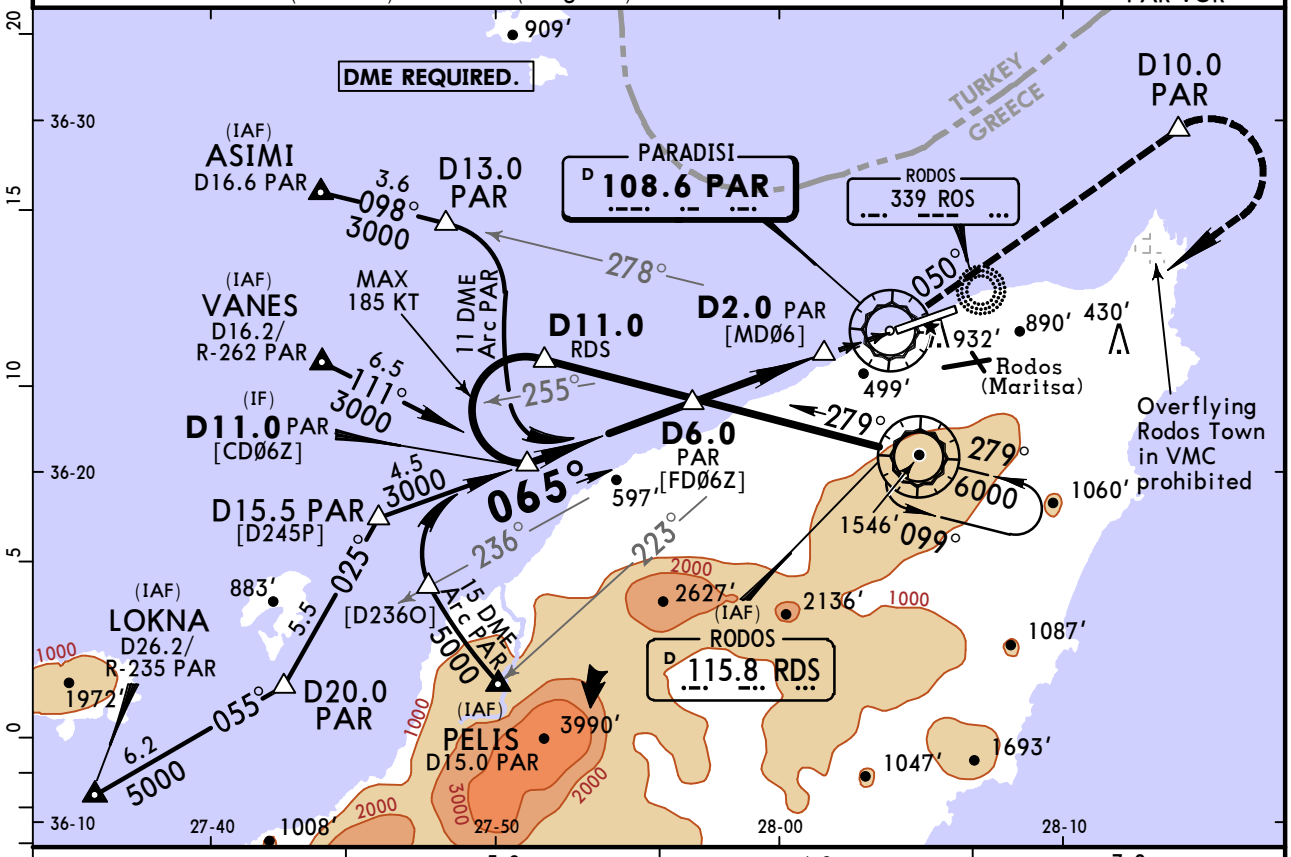
VOR PAR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 19′
108.6	065°	D6.0 PAR 2000′ (1981′)	1100′ (1081′)	Rwy 19′

MISSED APCH: Climb STRAIGHT AHEAD to PAR VOR, intercept R-050 PAR to D10.0 PAR, then turn RIGHT (MAX 185 KT) to RDS VOR climbing to 6000′ and hold.

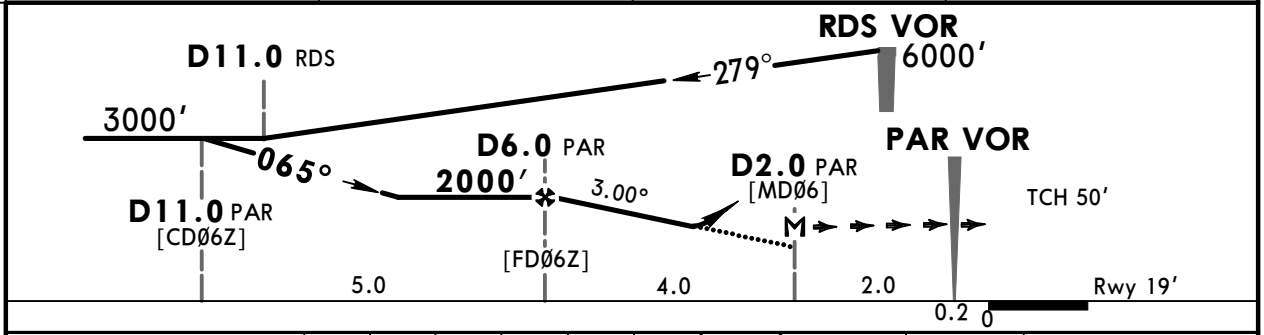
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Do not mistake Rodos (Maritsa) for Rodos (Diagoras).



MSA PAR VOR



PAR DME	5.0	4.0	3.0
ALTITUDE	1685′	1370′	1055′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 PAR							

ALS PAPI

PAR 108.6

D10.0 PAR LT

PAR on 108.6 R-050

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

CDFA

DA/MDA(H) 1100′ (1081′)

ALS out

	RVR
A	RVR 1500m
B	
C	RVR 2400m
D	

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1100′ (1081′)	1500m
135	1100′ (1081′)	1600m
180	1100′ (1081′)	2400m
205	1100′ (1081′)	3600m

CHANGES: Rwy designator. Database identifiers. Minimums.

LGRP/RHO DIAGORAS

JEPPESEN

19 APR 19 (13-2) Eff 25 Apr

RODOS, GREECE VOR Y Rwy 06

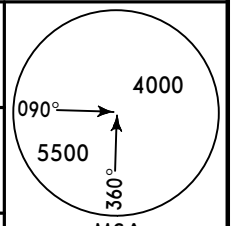
ATIS	RODOS Approach (R)	DIAGORAS Tower	Ground
126.350	118.250 127.250 122.1	118.2 122.1	121.7

BRIEFING STRIP™

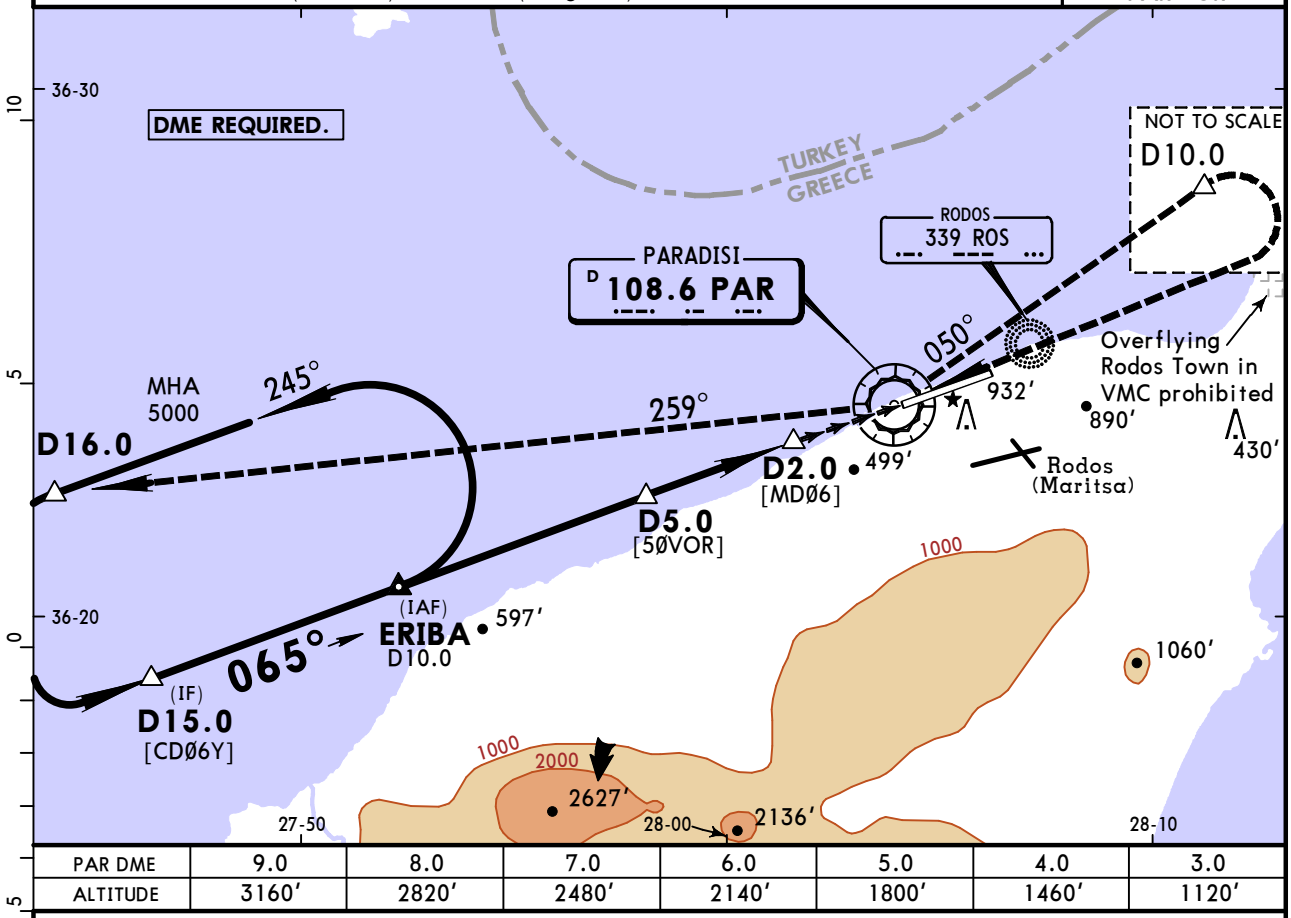
VOR PAR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 19′
108.6	065°	ERIBA 3500′ (3481′)	1100′ (1081′)	Rwy 19′

MISSED APCH: Climb STRAIGHT AHEAD to PAR VOR, intercept and follow R-050 to D10.0 then turn RIGHT (MAX 185 KT) to PAR VOR. Intercept and follow R-259 to D16.0 to enter holding at 5000′

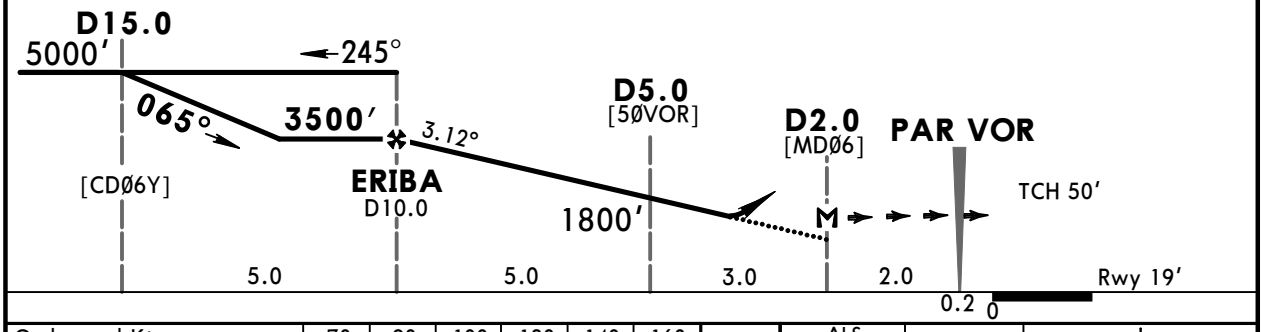
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Do not mistake Rodos (Maritsa) for Rodos (Diagoras).



MSA
PAR VOR



PAR DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3160′	2820′	2480′	2140′	1800′	1460′	1120′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D2.0							

ALS
PAPI

PAR 108.6

D10.0 LT

PAR on 108.6 R-050

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

CDFA
DA/MDA(H) 1100′ (1081′)
ALS out

	RVR
A	1500m
B	1500m
C	2400m
D	2400m

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1100′ (1081′)	1500m
135	1100′ (1081′)	1600m
180	1100′ (1081′)	2400m
205	1100′ (1081′)	3600m

CHANGES: Rwy designator. Database identifiers. Minimums.

LGRP/RHO DIAGORAS

JEPPESEN

19 APR 19 (13-3) Eff 25 Apr

RODOS, GREECE VOR Z Rwy 24

ATIS	RODOS Approach (R)			DIAGORAS Tower		Ground
126.350	118.250	127.250	122.1	118.2	122.1	121.7

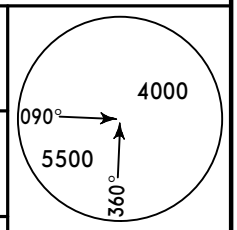
BRIEFING STRIP

VOR PAR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 19′
108.6	245°	D10.0 PAR 2500′ (2482′)	1100′ (1082′)	Rwy 18′

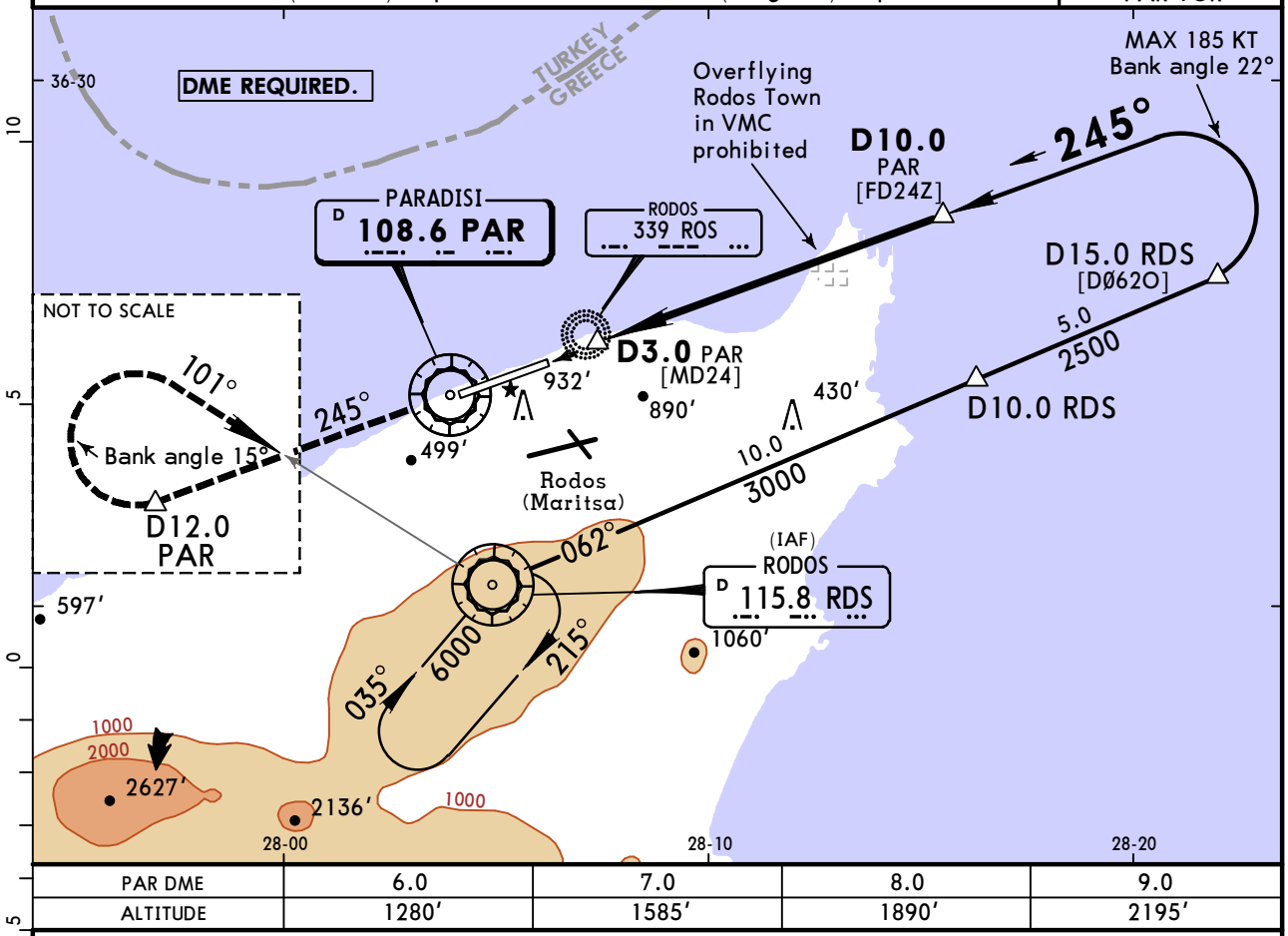
MISSED APCH: Climb to PAR VOR, intercept R-245 PAR to D12.0 PAR, then turn RIGHT (MAX 185 KT) to intercept and follow R-281 inbound to RDS VOR climbing to 6000′ and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

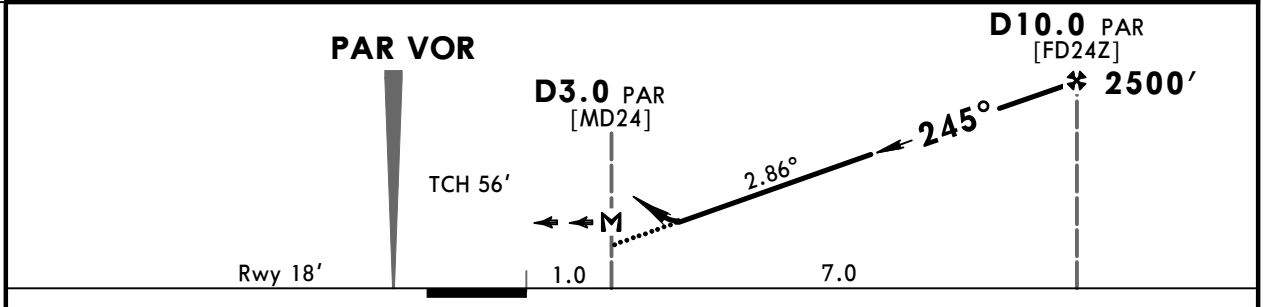
Do not mistake Rodos (Maritsa) airport 1.5 NM SE for Rodos (Diagoras) airport.



MSA PAR VOR



PAR DME	6.0	7.0	8.0	9.0
ALTITUDE	1280′	1585′	1890′	2195′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.86°	354	455	506	607	708	809
MAP at D3.0 PAR						

HIALS PAPI

PAR 108.6

D12.0 PAR on PAR 108.6 R-245

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

CDFA

DA/MDA(H) 1100′ (1082′)

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1100′ (1081′) 1	1500m
B		135	1100′ (1081′) 1	1600m
C	RVR 2400m	180	1100′ (1081′) 1	2400m
D		205	1100′ (1081′) 1	3600m

CIRCLE-TO-LAND

Not authorized South of airport

1 or higher straight-in minimums.

CHANGES: Rwy designator. Database identifiers. Descent Angle. Minimums.

LGRP/RHO DIAGORAS

JEPPESEN

19 APR 19 (13-4) **Eff 25 Apr**

RODOS, ~~GREECE~~ VOR Y Rwy 24

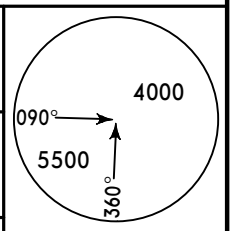
ATIS	RODOS Approach (R)			DIAGORAS Tower		Ground
126.350	118.250	127.250	122.1	118.2	122.1	121.7

BRIEFING STRIP

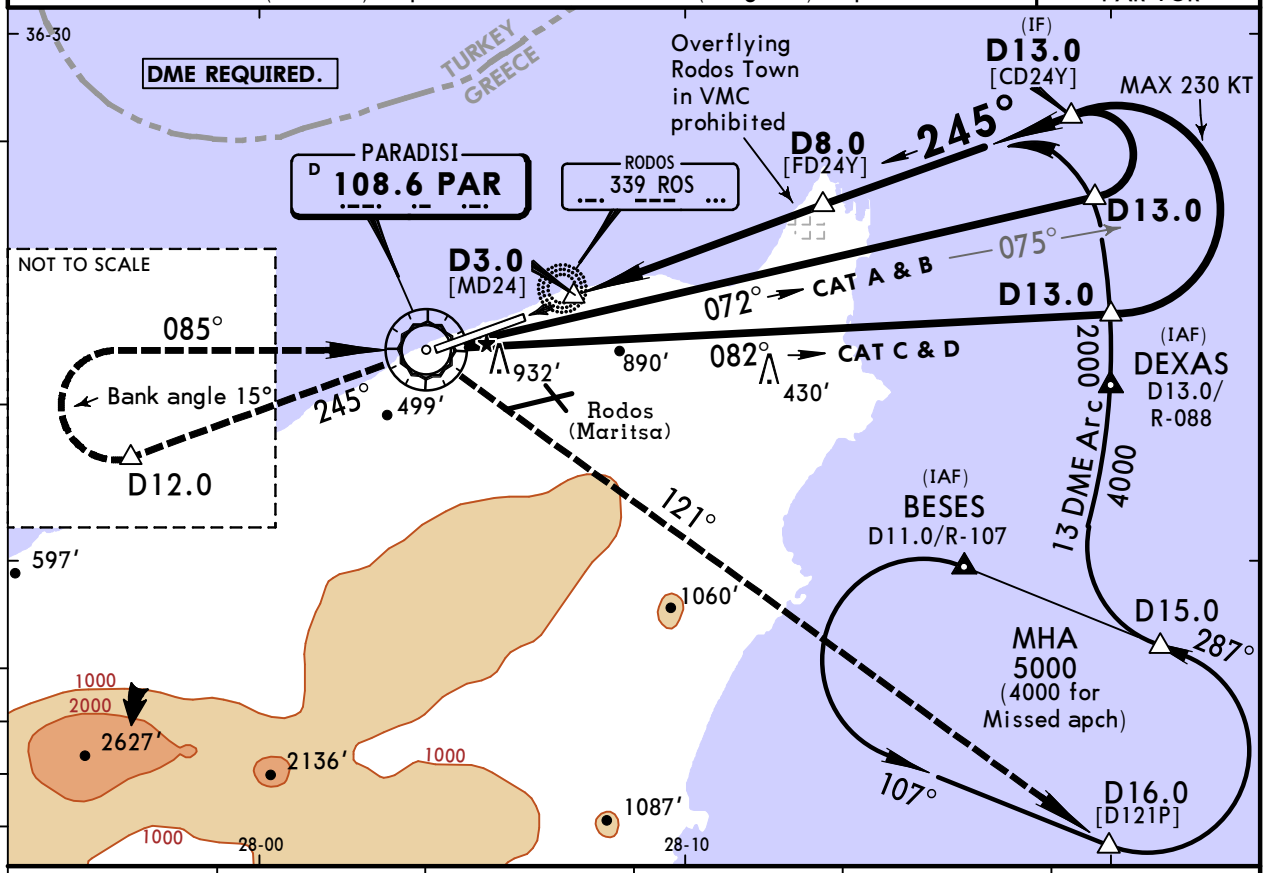
VOR PAR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 19′
108.6	**245°**	**D8.0** **2000′** (1982′)	**1100′** (1082′)	Rwy 18′

MISSED APCH: Climb STRAIGHT AHEAD to PAR VOR, intercept and follow R-245 to D12.0, then turn RIGHT (MAX 185 KT) to intercept and follow R-085 to PAR VOR climbing to 4000′. Turn RIGHT to intercept and follow R-121 and enter holding.

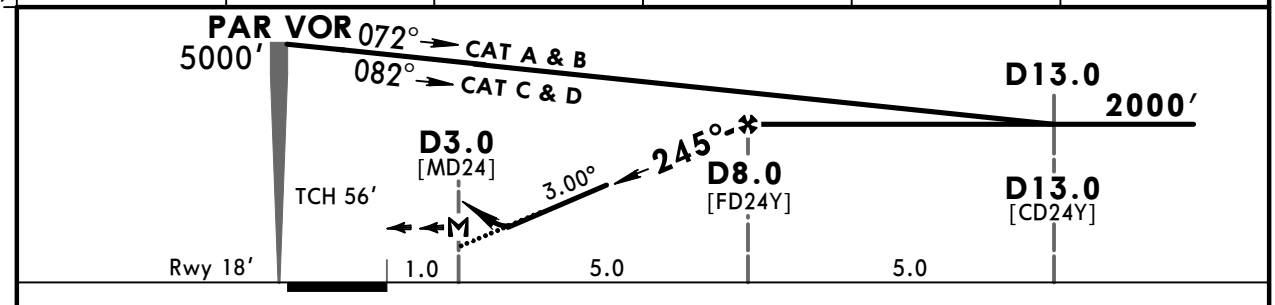
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Do not mistake Rodos (Maritsa) airport 1.5 NM SE for Rodos (Diagoras) airport.



MSA
PAR VOR



PAR DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	390′	712′	1034′	1356′	1678′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

HIALS PAPI | PAR **108.6** | **D12.0** | PAR **108.6** on **R-245**

PANS OPS

Standard STRAIGHT-IN LANDING RWY **24**

CDFA
DA/MDA(H) **1100′** (1082′)

	ALS out
A	RVR 1500m
B	
C	RVR 2400m
D	

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1100′ (1081′) **1**	1500m
135	1100′ (1081′) **1**	1600m
180	1100′ (1081′) **1**	2400m
205	1100′ (1081′) **1**	3600m

1 or higher straight-in minimums.

CHANGES: Rwy designator. Database identifiers. Minimums.

JEPPESEN 13 JUN 08 19-1

RODOS
DIAGORAS
GREECE

LGRP
Elev **19'**/6m
N36 24.3
E028 05.2
8 NM W City Harbour

(APP)
RODOS APPROACH (R) **127.25** (gr, en)

(TWR)
DIAGORAS TOWER **118.20 122.10** (gr, en)
GROUND **121.70**

ATIS **126.35**

RWY	ILS	RWY	ILS
		25	110.30 IRDS 247°

SESKLI
1000'
1500'
285°
11
105°
1000'
DELTA
3°E
Altitudes in ft
Distances in NM

ATZ
Rodos/Diagoras
Rodos/Maritsa
2000'
SFC

CTR
Rodos/Diagoras
FL 100
SFC

TMA
Rodos
FL 460
1000' SFC

Karpathion Pelagos

L
339 ROS

VOR/DME
108.60 PAR

Trianda
Kremasti
Paradison
Kato Kalamon
Damatria
Theologos
Pastida
RODOS (Maritsa)
MARITSA
Epano Kalamon
Psinthos
AFANTOU

889'
932'
890'
390'
890'
486'
499'
905'
1374'
935'
1575'

VOR/DME
115.80 RDS

2000'
2500'
328°
148°
5

36-25
36-20
28-05
28-08

2136'

km
NM

CHANGES: COM - ILS - OBST - Topography.

RODOS

DIAGORAS

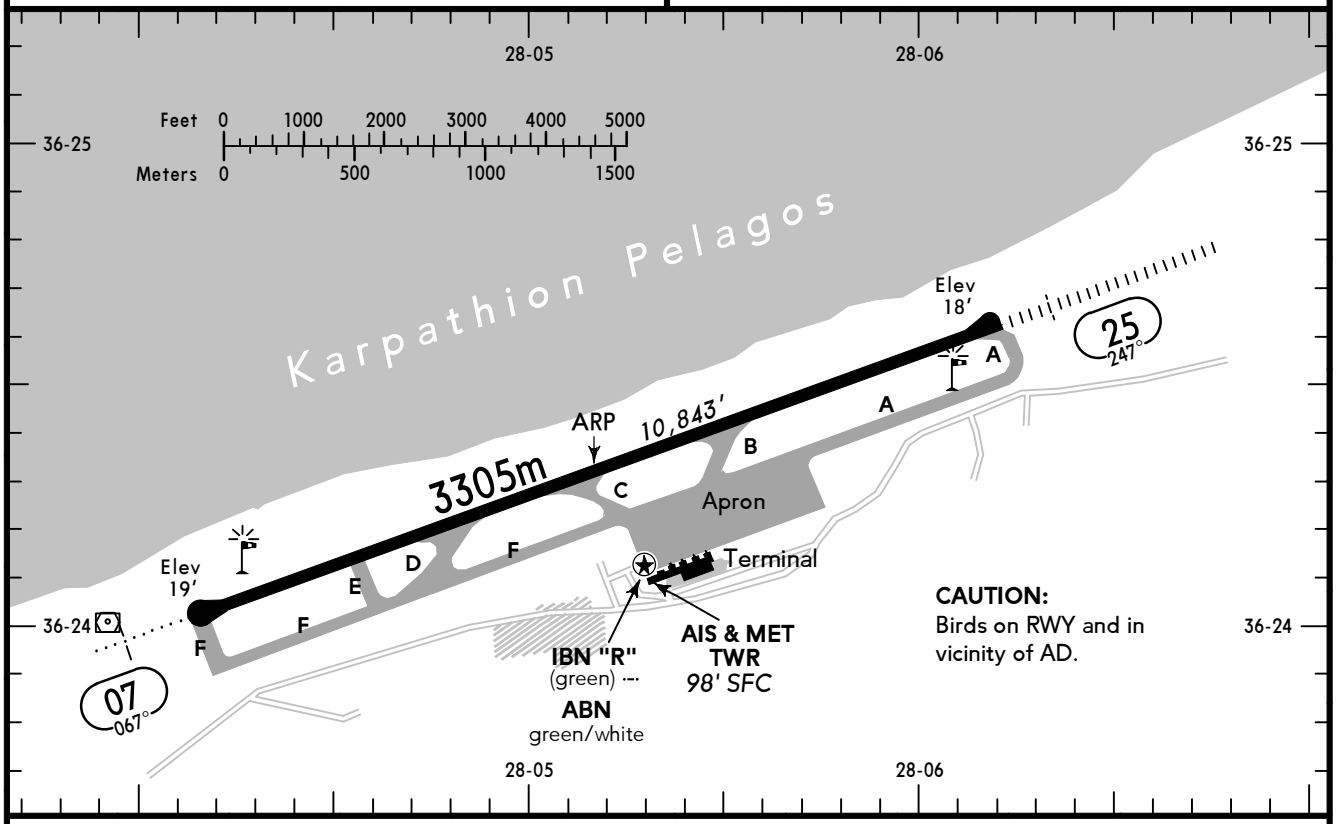
GREECE

JEPPESEN

ATIS	126.35
GROUND	121.70

(FIS)

ATHINAI INFORMATION 130.92



TAXI

ABN - IBN - ALS - PAPI - THRL - RL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	3305 x 45 Asphalt	3305	3305	PCN 73/F/B/X/U	

See also RODOS 10-1V/10-1VA. Do not mistake Rodos (Maritsa) AD (1.5 NM SE) for Rodos (Diagoras) AD.
PROP ACFT enter traffic circuits at 1200'. RWY 25 RH traffic circuit.
Request start-up clearance when the ACFT doors are closed and when ready to start engines immediately.
Overflying city of Rodos not permitted.
To assist DIAGORAS TWR to arrange landing sequence of VFR arriving ACFT and facilitate the AD traffic, two visual holding patterns are established N and S of Diagoras AD. Holding on the above patterns should be carried out 2 NM N (DELTA), at 1000' or 2 NM S (MARITSA), at 2000', of RWY 07/25 or as instructed otherwise by DIAGORAS TWR.

CAUTION:
Pilots landing or taking off should exercise extreme caution when S or SE winds of more than 15 KT prevail as moderate or severe turbulence and wind shear may be encountered on the final APCH and/or initial climb out areas (mainly RWY 07). More specifically the following phenomena affecting seriously the flight safety are observed:

- The wind direction and speed at a given time vary along the RWY (horizontal wind shear);
- the wind direction and speed, at a given point of the RWY, are continuously changing (turbulent wind shear);
- severe turbulence prevail in the final APCH, take-off and initial climb out areas;
- when the S or SE wind speed increases over 15 KT, landing and/or take-off is not recommended since a severe horizontal and turbulent wind shear may prevail at some intermediate point of the final APCH and/or take-off and initial climb out areas;
- pilots are urged to volunteer reports of wind shear to DIAGORAS TOWER or APCH controllers, so that the pilots of following ACFT can be warned. It is suggested that pilots should report it in the following format:
  a) A simple warning of the presence of the wind shear, even if no further information can be given;
  b) The altitude or altitude band, where the wind shear was encountered;
  c) Details of the effects of the wind shear on the ACFT, i.e. airspeed gain or loss, vertical speed tendency, etc.

CHANGES: Text.

Chart changes since cycle 17-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

RODOS, (DIAGORAS - LGRP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LGRP

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

RWY 07/25 designation chgd to 06/24.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (E) Rodos (1000'/FL 155) chgd to class (D).

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area Chart: TMA (E) Kos (1000'/FL 95) chgd to class (D).

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (D) Rodos lower limit chgd to 1000' AGL.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area Chart: TMA (D) Kos lower limit chgd to 1000' AGL. TMA (D) Rodos lower limit chgd to 1000' AGL.

Chart Change Notices for Country GRC

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (D) Athinai lower limit chgd to 1000' AGL.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The airspace within Athinai FIR except the areas of TMAs, MTMAs, CTRs, MCTRs and ATZs from FL 115 up to and including FL 195, is classified as class (E).