

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8

PCN: RWY 09/27, 12/30: 36/F/B/X/U

Operation

TWY Restriction

TWY G width 16m / 52ft.

TWY H MAX weight 13.5t / 29762lbs.

TWY I for MIL ACFT only.

TWY G for MIL or civil light ACFT only.

TWY C not AVBL for wide-body ACFT.

Taxi/Parking

Follow-me AVBL only on ARR.

When parking PSN is occupied, arriving ACFT will be cleared to area defined by TWR until parking PSN is AVBL.

Use MNM ENG PWR when taxiing on APN.

Noise Abatement Procedure

Avoid overflying Iraklion city.

Avoid rapid changes in ENG PWR.

Run-up tests with PPR only.

Warnings

With S/SE wind exceeding 20KT expect:

- severe turbulence in the AD area.
- Wind direction varies from 150° -190° at the beginning of RWY 27 and from 170° - 210° at the beginning of RWY 09.
- S/SE winds at initial appearance are gusty.

Please inform ATC about such occurrence.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

If unable to execute visual APCH continue by own navigation to execute Instrument APCH vectored for. In case of vectoring for the intermediate fix of RNAV APCH RWY 27, thus bypassing the initial leg, expect to:

- proceed direct to GONSO maintaining last assigned ALT
- enter the HLDG pattern to descend to 3000ft
- execute, when ready, RNAV APCH RWY 27 following the published profile

In case of vectoring for a visual APCH and still in IMC, proceed to IRA VOR/DME maintaining the last assigned ALT if higher or equal to 6000ft then proceed to GONSO, descend to 3000ft and execute RNAV APCH RWY 27 or VOR RWY 27 instrument APCH, with circling if needed, as appropriate for the RWY in use.

If the last assigned ALT was below 6000ft, an initial climbing turn to 6000ft is needed before starting the above procedure from IRA VOR/DME.

Note: When IRA VOR/DME is unserviceable and if unable for the RNAV APCH RWY 27 the pilot should make an initial climbing turn to 8500ft proceeding to HER NDB and execute NDB/DME APCH as appropriate for the RWY in use.

Arrival Procedure

VFR Traffic Pattern: RWY 27 and 30 right-hand circuit.

Noise Abatement Procedure: RWY 09: Make short final APCH unless otherwise instr. by ATC.

ARR Note: Do not enter south sectors of AD at ALT less than 10000ft (QNH).

RWY 27 in use: Expect RNAV RWY 27

If unable to execute RNAV APCH RWY 27 for whatever reasons, declare "UNABLE RNAV APCH RWY 27" at first contact with IRAKLOIN APCH or as soon as aware of a respective system degradation or failure. In this case, expect alternative APCH CLR .

RWY 09 in use: Expect VOR-B APCH

Provided effective external visual reference to the terrain exists and can be maintained at or preferably before reaching the MAPt, this procedure may preferably be used for cloud breaking, followed by a visual APCH subject to ATC approval.

Perform the VIS APCH with a right turn towards final RWY 09 as soon as an area of the AD is in sight, Visual cues are:

- PWR plant chimneys near the coastline 5.5NM from AD, slightly south of final RWY 09
- Pankritio stadium near the coastline 3NM from the AD slightly south of final RWY 09.
- Venetian port castle slightly north of 1.5NM abeam final.
- Port flashing light (green and red) as indicated on VAC.

Proceed direct to join final RWY 09 at any point between 4-3NM final RWY 09.

If visual reference cannot be maintained, climb to 3000ft towards IRA VOR and execute MISAP VOR-B.

If a visual APCH (VOR-B APCH) with a right turn to intercept is not feasible, inform ATC as soon as possible.

The need to communicate the left-hand circling information as soon as possible is essential to ATC, as it can also lead to:

- a potential threat of inadequate separation with the departed traffic;
- a potential threat of significant conflict with a succeeding traffic in APCH.

Exercise extreme caution due to high terrain that is rising steeply 6NM West of the AD.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400V	-
RWY		12/30	
All ACFT	ft - m/km	0 - 400V	HJ only

Speed

MAX IAS 210KT for initial turns.

Departure Procedure

Start-up

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

Report stand when requesting start-up/push-back.

Cross Bleed Start is prohibited except on APN parking stands 14, 15. ACFT in other stands must be towed on TWY D for start-up.

ACFT parked in APN T and APN L, REQ start-up CLR indicating stand number. The start-up PROC will be initiated and completed within ACFT staging area. Once start-up PROC has been completed, REQ push-back CLR. Cross Bleed Start, if necessary, must be performed outside the stand and after push-back is complete.

Intersection TKOF

RWY 09/27: Intersection TKOF AVBL O/R by pilot or ATC during HJ if VIS is MNM 5km.

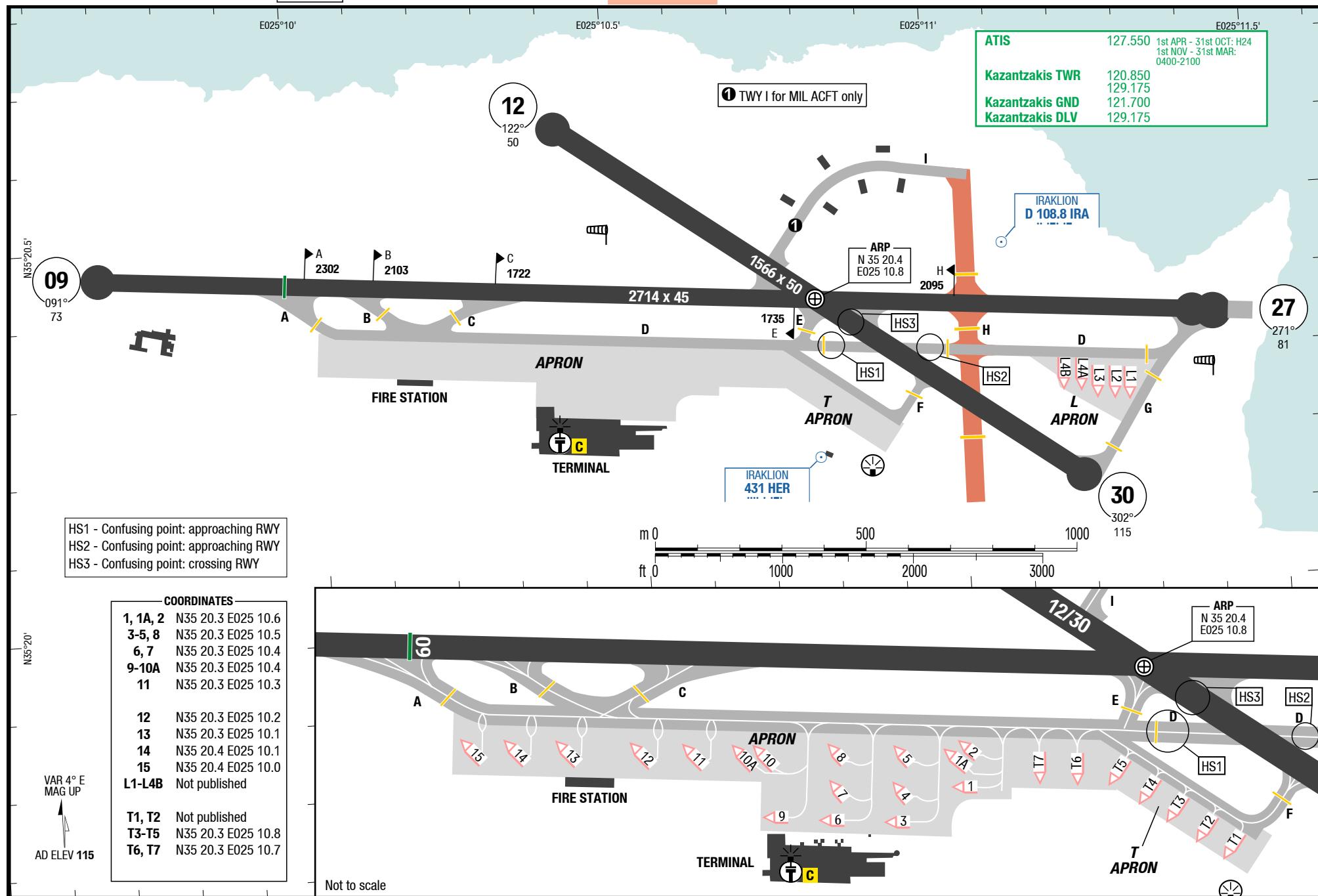
TA 6000ft (11000ft when IRA VOR unusable).

Noise Abatement Procedure: Use ICAO Standard NADP 1.

RWY 27: As soon as possible after 600ft turn right.

SID RWY 27 based on HER NDB: A visual climb up to 300ft is required due to obstruction within 300m from DEP end of RWY.

SID RWY 27 based on VOR/DME: A visual climb up to 500ft is required due to obstruction within 1200m from DEP end of RWY.



12-JUL-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

Nikos Kazantzakis Iraklion Greece

SIDs RWY 09 (HER NDB)

4-10 **SIDs RWY 09 (IRA VOR DME)**

10

8

EPALO FL70 (EPALO 1H)
D24 IRA N35 42.9 E025 00.6

NAVUS FL70 (NAVUS 1H)
D22 IRA N35 42.0 E025 17.1

XAVIS
D48.1 SIT N35 41.7 E025 34.6

APP Athinai CTL 123.975 125.200 123.825

LABUX
D36 IRA N35 34.9 E025 51.5

BAVES
MAX 250KT MNM 25° bank

IRAKLION D 108.8 IRA
N35 20.4 E025 11.1

FL100 (BAVES 1K, EPALO 1K, NAVUS 1K, OTREX 2K)
MAX 250KT, Bank angle 25° (OTREX 2K)

OTREX
D16.5 IRA N35 09.3 E024 56.3

Caution
Steeply rising terrain W-S, SE-SW of AD

TRL ATC TA 6000

Changes: Nil

12-JUL-2018

Greece Iraklion Nikos Kazantzakis

HER-LGIR

4-20

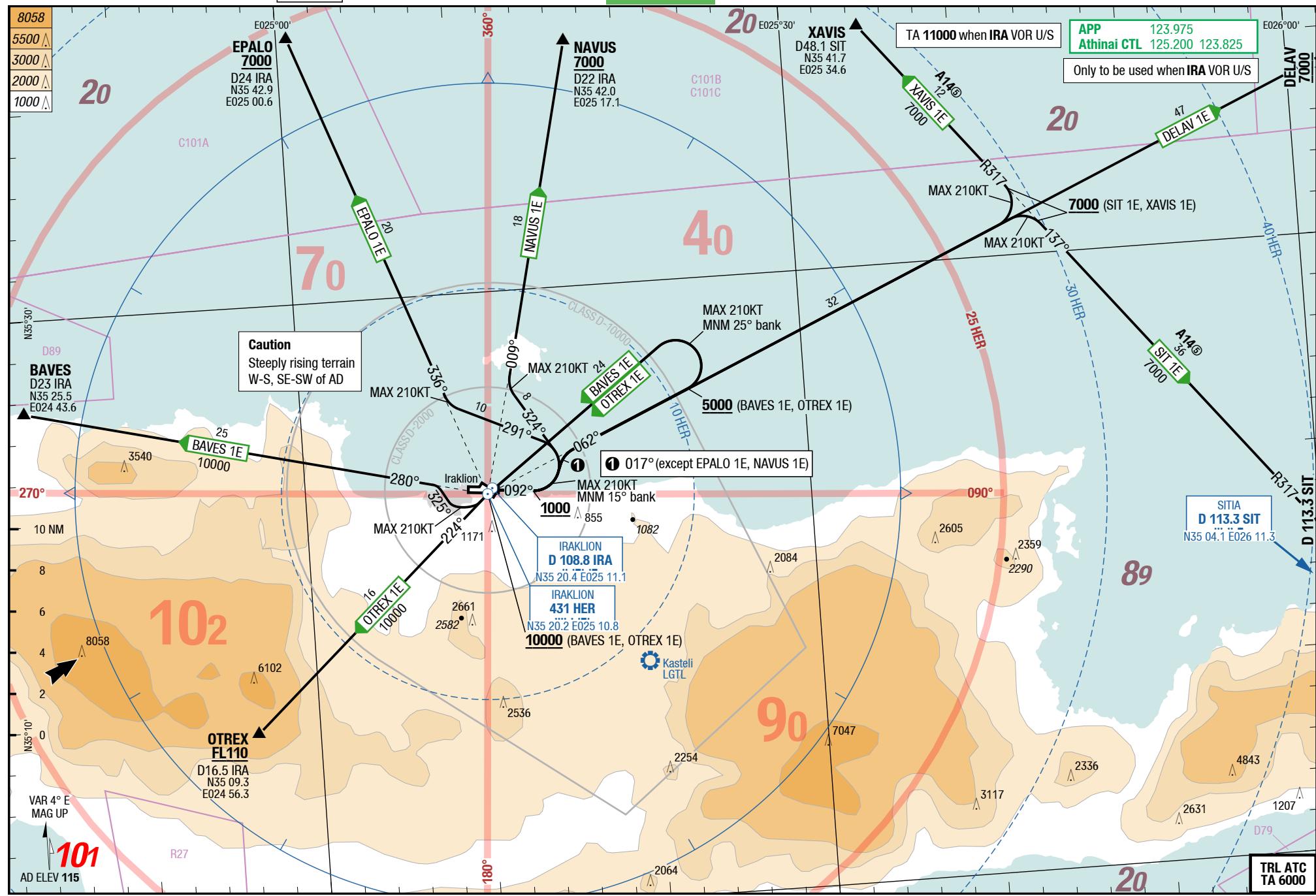
SIDs RWY 09 (HER NDB)

Nikos Kazantzakis **Iraklion** Greece

51

SID

SIDs RWY 09 (HER NDB)



Effective 26-APR-2018

19-APR-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

→ s RWY 27 (IRA VOR DME)

Nikos Kazantzakis Iraklion Greece

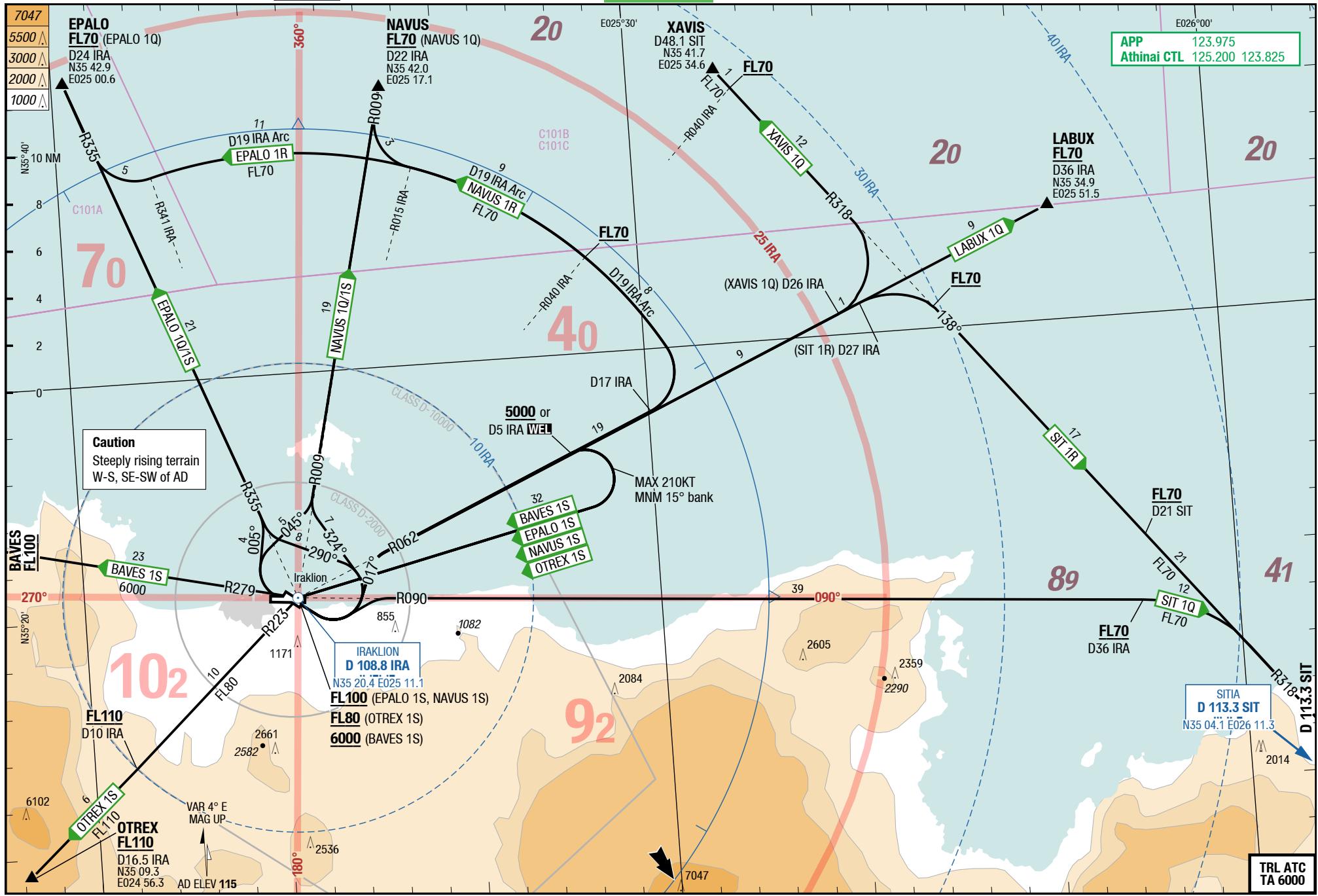
SIDs RWY 27 (IRA VOR DME)

-30

SIDs RWY 12

10

10



Effective 26-APR-2018

19-APR-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

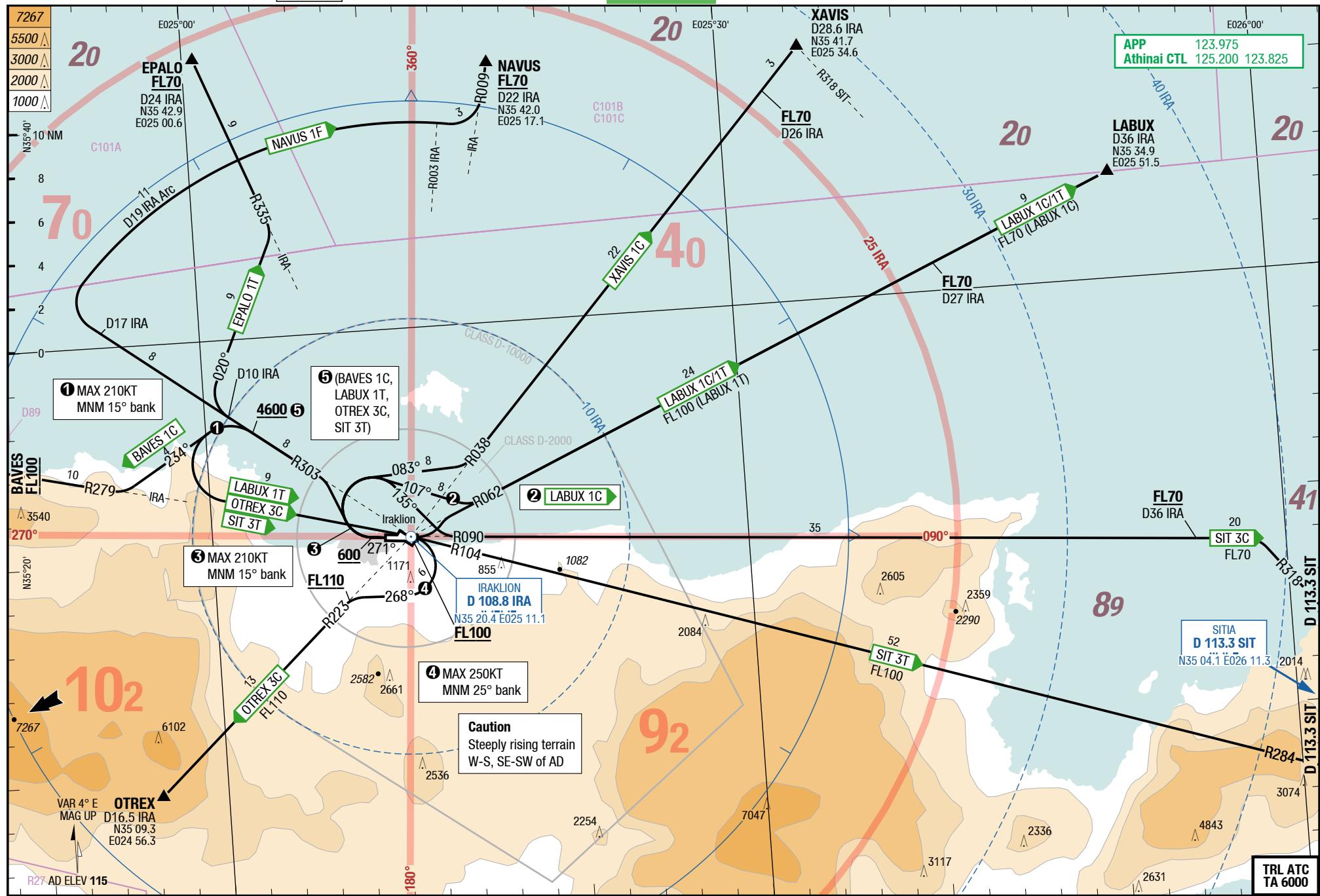
Nikos Kazantzakis **Iraklion** Greece

1-40 **SIDs RWY 27 (IRA VOR DME)**

SIDs RWY 27 (IRA VOR DME)

10

81



12-JUL-2018

HER-LGIR

Greece **Iraklion** Nikos Kazantzakis

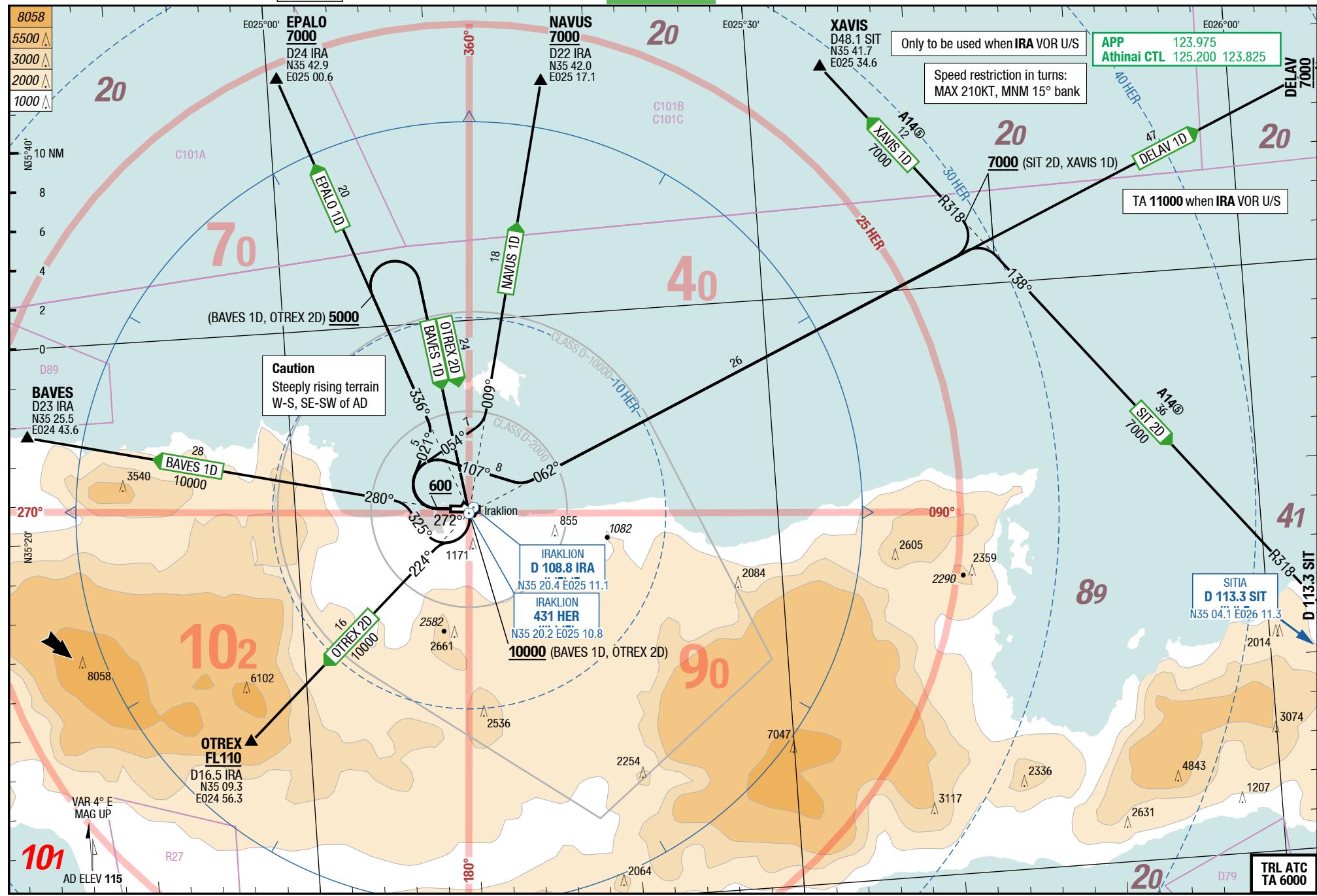
Nikos Kazantzakis **Iraklion** Greece

4-50 **SIDs RWY 27 (HER NDB)**

SIDs RWY 27 (HER NDB)

4-50

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12-JUL-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

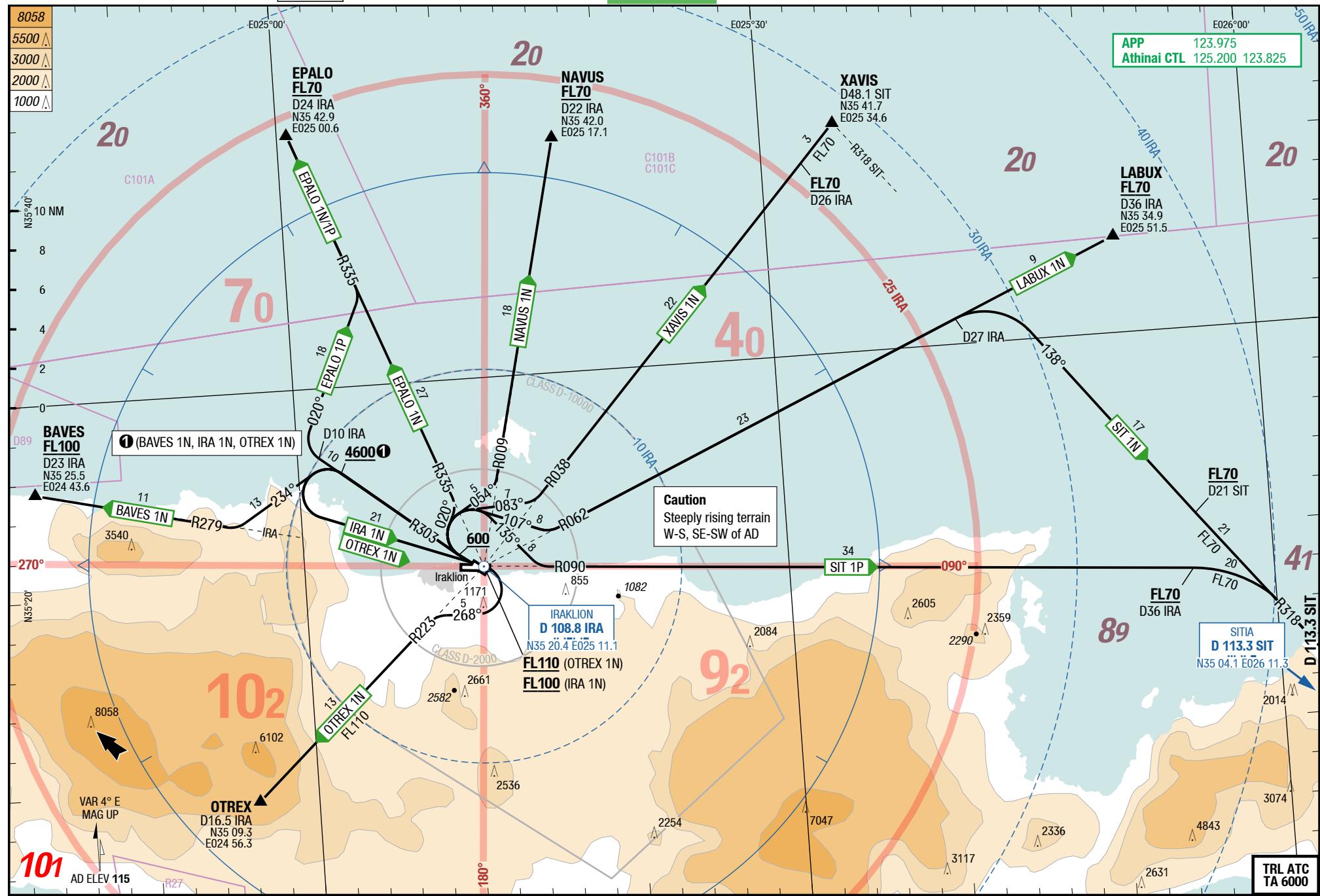
4-60

SIDs RWY 30

SID

Nikos Kazantzakis Iraklion Greece

SIDs RWY 30



BAVES 1K / EPALO 1H / EPALO 1K / LABUX 1H / NAVUS 1H / NAVUS 1K

RWY 09 (091°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BAVES 1K 6.1% to 1000 5.0% to FL100 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - R279 IRA to BAVES	IRA MNM FL100
EPALO 1H 6.1% to 1000 4.1% to FL70 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 290° intercept R335 IRA to EPALO	EPALO MNM FL70
EPALO 1K 6.1% to 1000 5.0% to FL70 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - RT (MAX 250KT, MNM 25° bank) 005° intercept R335 IRA to EPALO	IRA MNM FL100
LABUX 1H 6.1% to 1000 5.5% to FL70 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA to LABUX	D27 IRA MNM FL70
NAVUS 1H 6.1% to 1000 4.1% to FL70 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 324° intercept R009 IRA to NAVUS	NAVUS MNM FL70
NAVUS 1K 6.1% to 1000 5.0% to FL100 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - RT (MAX 250KT, MNM 25° bank) 045° intercept R009 IRA to NAVUS	IRA MNM FL100

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

② Climb gradient 6.1% due to obstacles.

OTREX 2K / SITIA 2H / XAVIS 1H

RWY 09 (091°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
OTREX 2K 6.1% to 1000 5.0% to FL100 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - LT (MAX 250KT, MNM 25° bank) intercept R223 IRA to OTREX	IRA MNM FL100 D10 IRA MNM FL110
SITIA 2H SIT 2H 6.1% to R090/D3 IRA 3.6% to FL70 123.975 ①②	intercept R090 IRA - at D36 IRA RT intercept R318 SIT to SIT	D36 IRA MNM FL70
XAVIS 1H 6.1% to 1000 5.5% to FL70 123.975 ①②	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 017° intercept R062 IRA - at D26 IRA LT intercept R318 SIT to XAVIS	R040 IRA MNM FL70

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

② Climb gradient 6.1% due to obstacles.

BAVES 1E / DELAV 1E / EPALO 1E / NAVUS 1E / OTREX 1E / SITIA 1E

RWY 09 (091°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BAVES 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 017° - intercept QDR 062 HER - at MNM 5000 LT (MNM 25° bank, MAX 210KT) direct HER - RT (MAX 210KT) 325° intercept QDR 280 HER to BAVES	HER MNM 10000
DELAV 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 017° - intercept QDR 062 HER to DELAV	DELAV MNM 7000
EPALO 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 291° - intercept QDR 336 HER (MAX 210KT) to EPALO	EPALO MNM 7000
NAVUS 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 324° - intercept QDR 009 HER (MAX 210KT) to NAVUS	NAVUS MNM 7000
OTREX 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 017° - intercept QDR 062 HER - at MNM 5000 LT (MNM 25° bank, MAX 210KT) direct HER - QDR 224 HER to OTREX	HER MNM 10000 OTREX MNM FL110
SITIA 1E SIT 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 017° - intercept QDR 062 HER - at intersection of QDR 062 HER and R317 SIT RT (MAX 210KT) intercept R317 SIT to SIT	intersection of QDR 062 HER and R317 SIT MNM 7000

① When an altitude higher than the transition altitude is designated, an equivalent flight level shall be specified by ATC.

XAVIS 1E

RWY 09 (091°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
XAVIS 1E 6.1% to 1000 5.0% to MEA 123.975 ①	at MNM 1000 LT (MNM 15° bank, MAX 210KT) 017° - intercept QDR 062 HER - at intersection of QDR 062 HER and R317 SIT LT (MAX 210KT) intercept R317 SIT to XAVIS	intersection of QDR 062 HER and R317 SIT MNM 7000

① When an altitude higher than the transition altitude is designated, an equivalent flight level shall be specified by ATC.

BAVES 1S / EPALO 1R / EPALO 1Q / EPALO 1S / LABUX 1Q / NAVUS 1Q / NAVUS 1R
RWY 12 (122°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BAVES 1S 5.0% to 6000 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - R279 IRA to BAVES	IRA MNM 6000 BAVES MNM FL100
EPALO 1R 5.5% to FL70 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at D17 IRA LT follow D19 IRA arc - crossing R341 IRA RT intercept R335 IRA to EPALO	R040 IRA MNM FL70
EPALO 1Q 4.8% to FL70 123.975 ①②③	LT, as soon as practicable, 290° intercept R335 IRA to EPALO	EPALO MNM FL70
EPALO 1S 5.0% to FL100 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - RT 005° intercept R335 IRA to EPALO	IRA MNM FL100
LABUX 1Q 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA to LABUX	LABUX MNM FL70
NAVUS 1Q 5.2% to FL70 123.975 ①②③	LT, as soon as practicable, 324° intercept R009 IRA to NAVUS	NAVUS MNM FL70
NAVUS 1R 4.5% to FL70 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at D17 IRA LT follow D19 IRA arc - crossing R015 IRA RT intercept R009 IRA to NAVUS	R040 IRA MNM FL70

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

② Due to high terrain South-SouthEast of aerodrome a minimum visibility of 10km and ceiling of 2000ft is required.

③ During initial climb remain in visual contact with terrain and maintain own terrain separation until 2000ft.

NAVUS 1S / OTREX 1S / SITIA 1Q / SITIA 1R / XAVIS 1Q

RWY 12 (122°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NAVUS 1S 5.0% to FL100 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - RT 045° intercept R009 IRA to NAVUS	IRA MNM FL100
OTREX 1S 5.0% to FL80 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at MNM 5000 or D5 IRA , whichever is later, RT (MAX 210KT, MNM 15° bank) direct IRA - R223 IRA to OTREX	IRA MNM FL80 D10 IRA MNM FL110 OTREX MNM FL110
SITIA 1Q SIT 1Q 3.6% to FL70 123.975 ①②③	LT, as soon as practicable, intercept R090 IRA - at D36 IRA RT intercept R318 SIT to SIT	D36 IRA MNM FL70
SITIA 1R SIT 1R 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at D27 IRA RT intercept R318 SIT to SIT	R318 SIT MNM FL70
XAVIS 1Q 123.975 ①②③	LT, as soon as practicable, 017° intercept R062 IRA - at D26 IRA LT intercept R318 SIT to XAVIS	R040 IRA MNM FL70

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

② Due to high terrain South-SouthEast of aerodrome a minimum visibility of 10km and ceiling of 2000ft is required.

③ During initial climb remain in visual contact with terrain and maintain own terrain separation until 2000ft.

BAVES 1C / EPALO 1T / LABUX 1C / LABUX 1T / NAVUS 1F / OTREX 3C / SITIA 3C
RWY 27 (271°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BAVES 1C 6.3% to FL100 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at MNM 4600 LT (MAX 210KT, MNM 15° bank) 234° intercept R279 IRA to BAVES	BAVES MNM FL100
EPALO 1T 6.1% to 600 4.0% to FL70 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at D10 IRA RT 020° intercept R335 IRA to EPALO	EPALO MNM FL70
LABUX 1C 6.1% to 600 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 107° intercept R062 IRA to LABUX	D27 IRA MNM FL70
LABUX 1T 6.1% to FL100 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at MNM 4600 LT (MAX 210KT, MNM 15° bank) direct IRA - R062 IRA to LABUX	IRA MNM FL100
NAVUS 1F 6.1% to 600 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at D17 IRA RT follow D19 IRA arc - crossing R003 IRA LT intercept R009 IRA to NAVUS	NAVUS MNM FL70
OTREX 3C 6.1% to FL110 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at MNM 4600 LT (MAX 210KT, MNM 15° bank) direct IRA - RT (MAX 250KT, MNM 25° bank) 268° intercept R223 IRA to OTREX	IRA MNM FL100 R223 IRA MNM FL110
SITIA 3C SIT 3C 6.1% to 600 5.0% to FL70 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 135° intercept R090 IRA - at D36 IRA RT intercept R318 SIT to SIT	D36 IRA MNM FL70

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

② Visual climb to 500ft is required due to obstructions within 1200m from DER.

5-80

SIDs RWY 27 (IRA VOR DME)

SITIA 3T / XAVIS 1C

RWY 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
SITIA 3T SIT 3T 6.1% to FL100 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) intercept R303 IRA - at MNM 4600 LT (MAX 210KT, MNM 15° bank) direct IRA - R104 IRA to SIT	IRA MNM FL100
XAVIS 1C 6.1% to 600 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 083° intercept R038 IRA to XAVIS	D26 IRA MNM FL70

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

② Visual climb to 500ft is required due to obstructions within 1200m from DER.

BAVES 1D / DELAV 1D / EPALO 1D / NAVUS 1D / OTREX 2D / SITIA 2D

RWY 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BAVES 1D 6.1% to 600 5.0% to MEA 123.975 ①②	at 600 RT (MAX 210KT, MNM 15° bank) 021° - intercept QDR 336 HER - at MNM 5000 RT (MAX 210KT, MNM 15° bank) direct HER - RT (MAX 210KT, MNM 15° bank) 325° intercept QDR 280 HER to BAVES	HER MNM 10000
DELAV 1D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 107° - intercept QDR 062 HER to DELAV	DELAV MNM 7000
EPALO 1D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 021° - intercept QDR 336 HER to EPALO	EPALO MNM 7000
NAVUS 1D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 054° - intercept QDR 009 HER to NAVUS	NAVUS MNM 7000
OTREX 2D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 021° - intercept QDR 336 HER - at MNM 5000 RT (MAX 210KT, MNM 15° bank) direct HER - QDR 224 HER (MAX 210KT, MNM 15° bank) to OTREX	HER MNM 10000 OTREX MNM FL110
SITIA 2D SIT 2D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 107° - intercept QDR 062 HER - RT (MAX 210KT, MNM 15° bank) intercept R318 SIT to SIT	intersection of QDR 062 HER and R318 SIT MNM 7000

① A visual climb up to 300ft is required due to obstructions within 300m from the departure end of runway (DER).

② When an altitude higher than the transition altitude is designated, an equivalent flight level shall be specified by ATC.

XAVIS 1D

RWY 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
XAVIS 1D 6.1% to 600 5.0% to MEA 123.975 ①②	at MNM 600 RT (MAX 210KT, MNM 15° bank) 107° - intercept QDR 062 HER - LT (MAX 210KT, MNM 15° bank) intercept R318 SIT MNM 7000	intersection of QDR 062 HER and R318 SIT MNM 7000

- ① A visual climb up to 300ft is required due to obstructions within 300m from the departure end of runway (DER).
 ② When an altitude higher than the transition altitude is designated, an equivalent flight level shall be specified by ATC.

HER-LGIR

5-110

SIDs RWY 30

BAVES 1N / EPALO 1N / EPALO 1P / IRAKLION 1N / LABUX 1N / NAVUS 1N / OTREX 1N
 RWY 30 (302°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BAVES 1N 6.3% to FL100 123.975 ①	at MNM 600 RT intercept R303 IRA - at MNM 4600 LT 234° intercept R279 IRA to BAVES	BAVES MNM FL100
EPALO 1N 4.8% to FL70 123.975 ①	at MNM 600 RT 020° intercept R335 IRA to EPALO	EPALO MNM FL70
EPALO 1P 4.2% to FL70 123.975 ①	at MNM 600 RT intercept R303 IRA - at D10 IRA RT 020° intercept R335 IRA to EPALO	EPALO MNM FL70
IRAKLION 1N IRA 1N 6.1% to FL100 123.975 ①	at MNM 600 RT intercept R303 IRA - at MNM 4600 LT direct IRA	IRA MNM FL100
LABUX 1N 123.975 ①	at MNM 600 RT 107° intercept R062 IRA to LABUX	LABUX MNM FL70
NAVUS 1N 4.7% to FL70 123.975 ①	at MNM 600 RT 054° intercept R009 IRA to NAVUS	NAVUS MNM FL70
OTREX 1N 6.1% to FL110 123.975 ①	at MNM 600 RT intercept R303 IRA - at MNM 4600 LT direct IRA - RT 268° intercept R223 IRA to OTREX	IRA MNM FL110

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

SITIA 1N / SITIA 1P / XAVIS 1N

RWY 30 (302°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
SITIA 1N SIT 1N 123.975 ①	at MNM 600 RT 107° intercept R062 IRA - at D27 IRA RT intercept R318 SIT to SIT	D21 SIT MNM FL70
SITIA 1P SIT 1P 123.975 ①	at MNM 600 RT 135° intercept R090 IRA - at D36 IRA RT intercept R318 SIT to SIT	D36 IRA MNM FL70
XAVIS 1N 3.7% to FL70 123.975 ①	at MNM 600 RT 083° intercept R038 IRA to XAVIS	D26 IRA MNM FL70

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

Effective 26-APR-2018

19-APR-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

STARs RWY 27

6-10

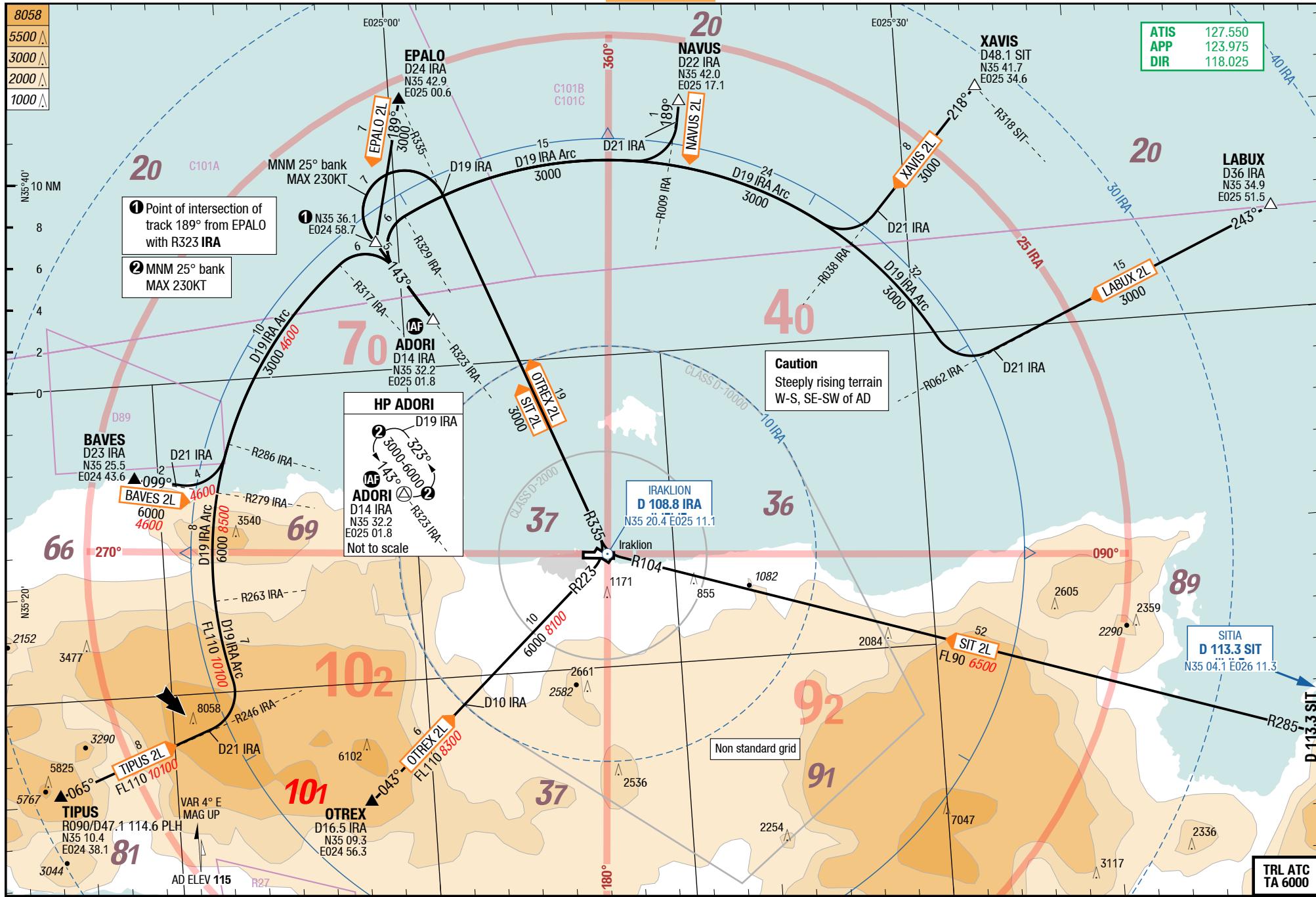
STARs RWY 09

STAR

Nikos Kazantzakis Iraklion Greece

STARs RWY 27

STARs RWY 09



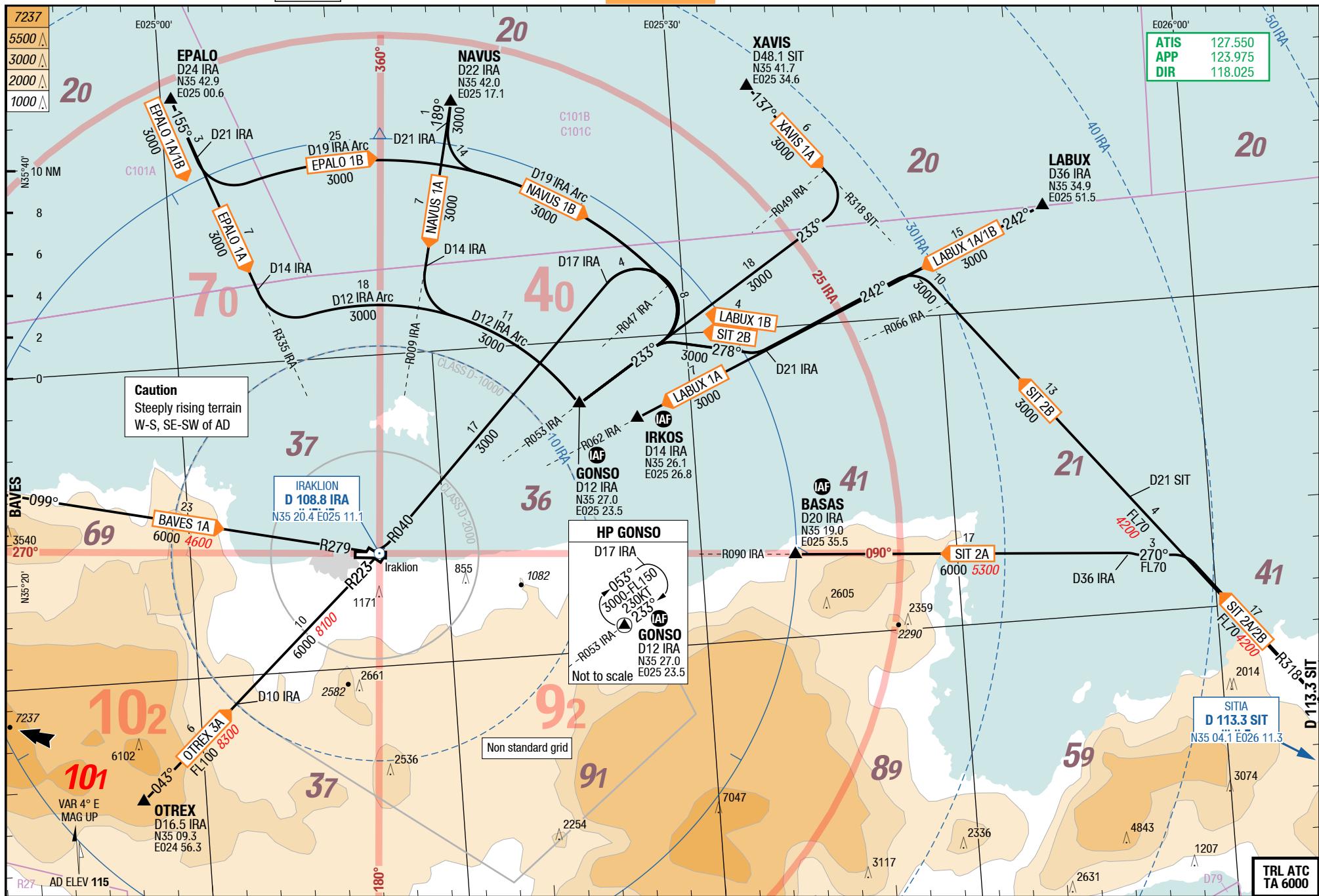
5-20

STARs RWY 27

Nikos Kazantzakis Iraklion Greece

STAR

STARs RWY 27



7-10

RNAV (GNSS) 27

RNAV (GNSS) 27
RNP APCH GNSS required

ATIS 127.550
DIR 118.025
Kazantzakis TWR 120.850
Kazantzakis GND 121.700

Caution
Steeply rising terrain W-S, SE-SW of AD

Caution
Part of IFR profiles within ASP class E, watch out for VFR traffic unknown to ATC

RT (MAX 185KT)
(Do not turn before MAPt)
direct IR700
RT 091° to GONSO
climb 3000

GS 120 140 160
IR400 720 840 960
-MAPt NA NA NA

MDA 0 5.2 6 1600

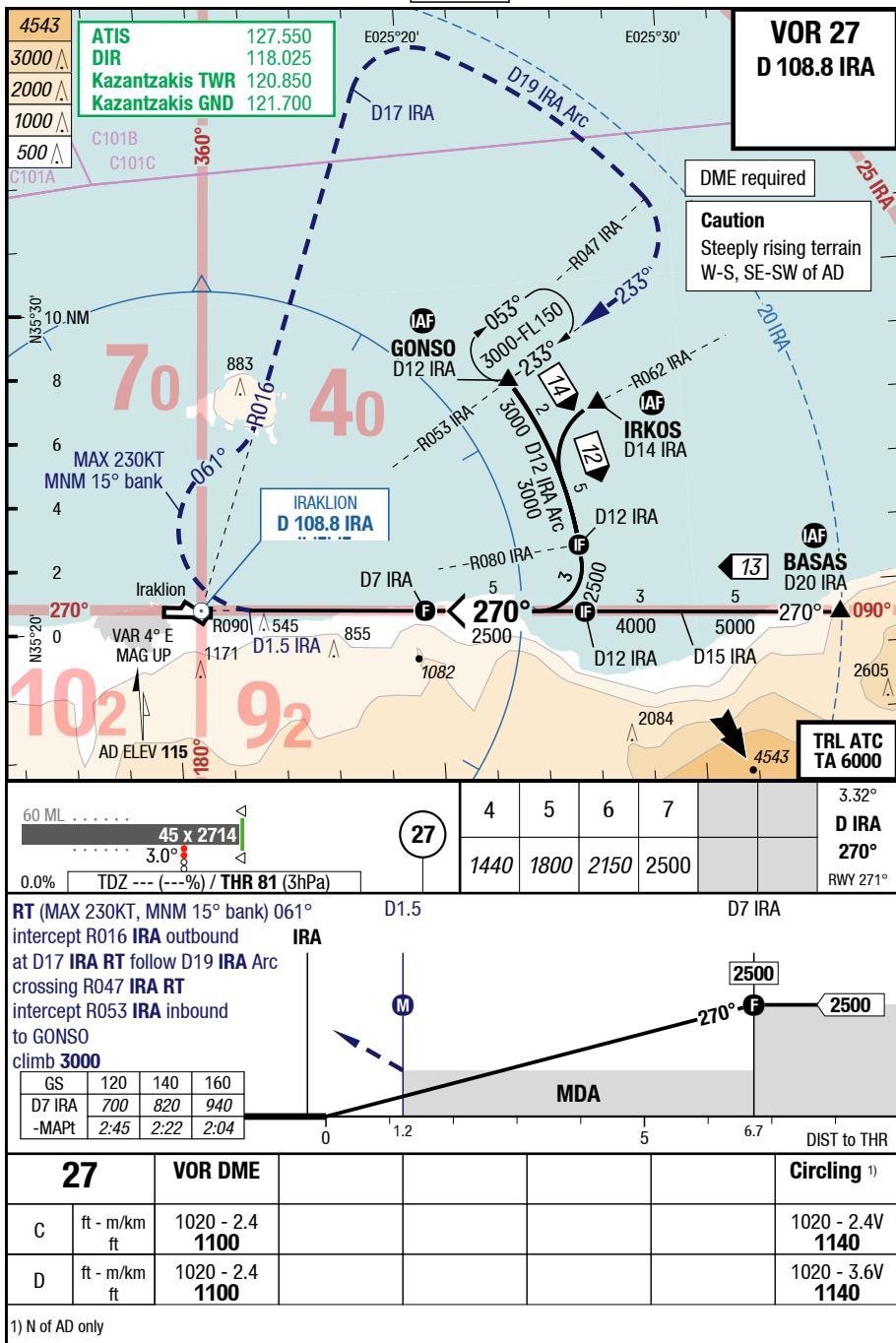
RW27 N35 20.3 E025 11.5
DIST to THR

27	RNAV GNSS LNAV						
C	ft - m/km ft	750 - 2.4 830					990 - 2.4V 1100
D	ft - m/km ft	750 - 2.4 830					990 - 3.6V 1100

HER-LGIR

7-30

VOR 27

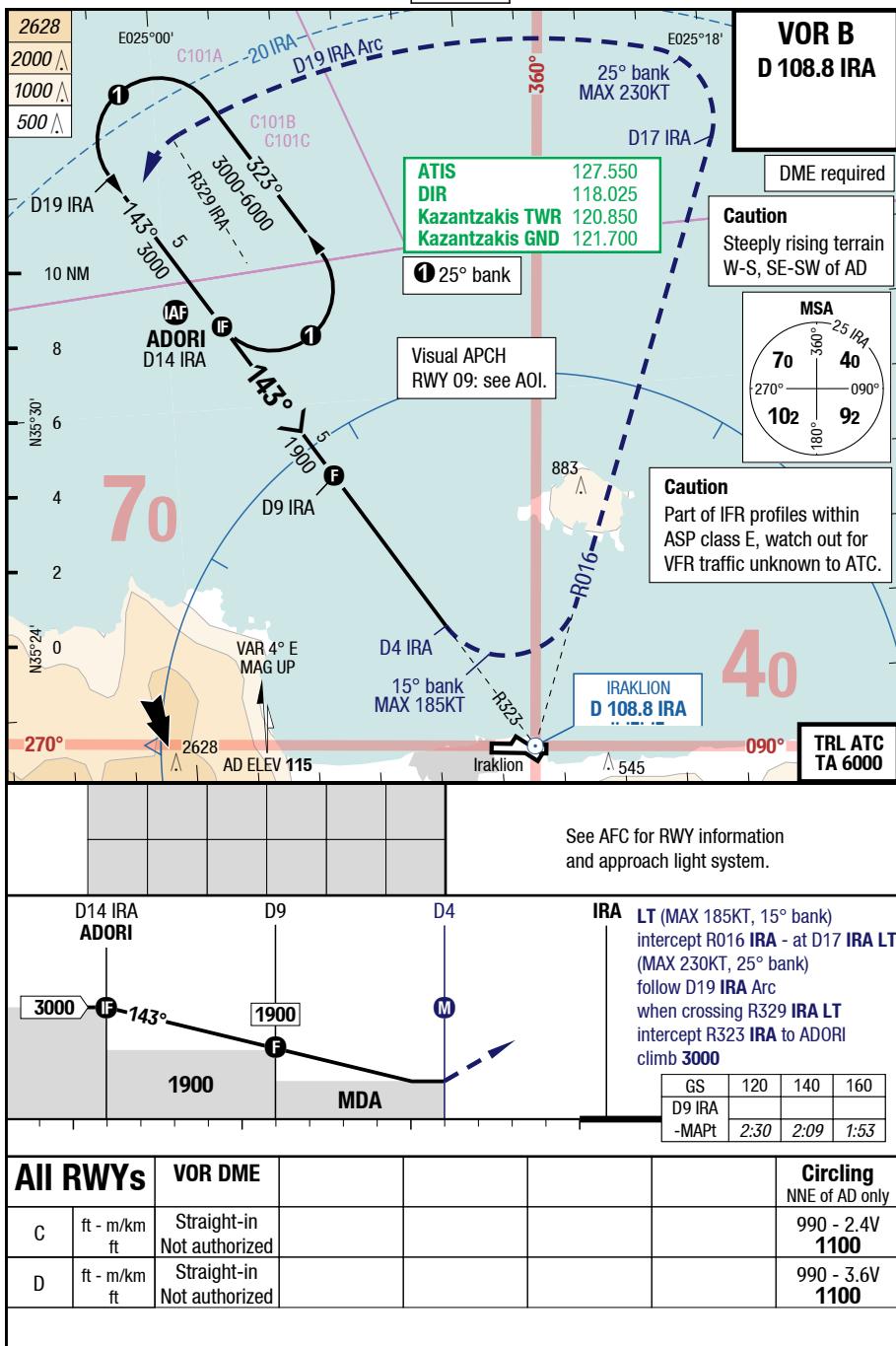


1) N of AD only

HER-LGIR

7-40

VOR B

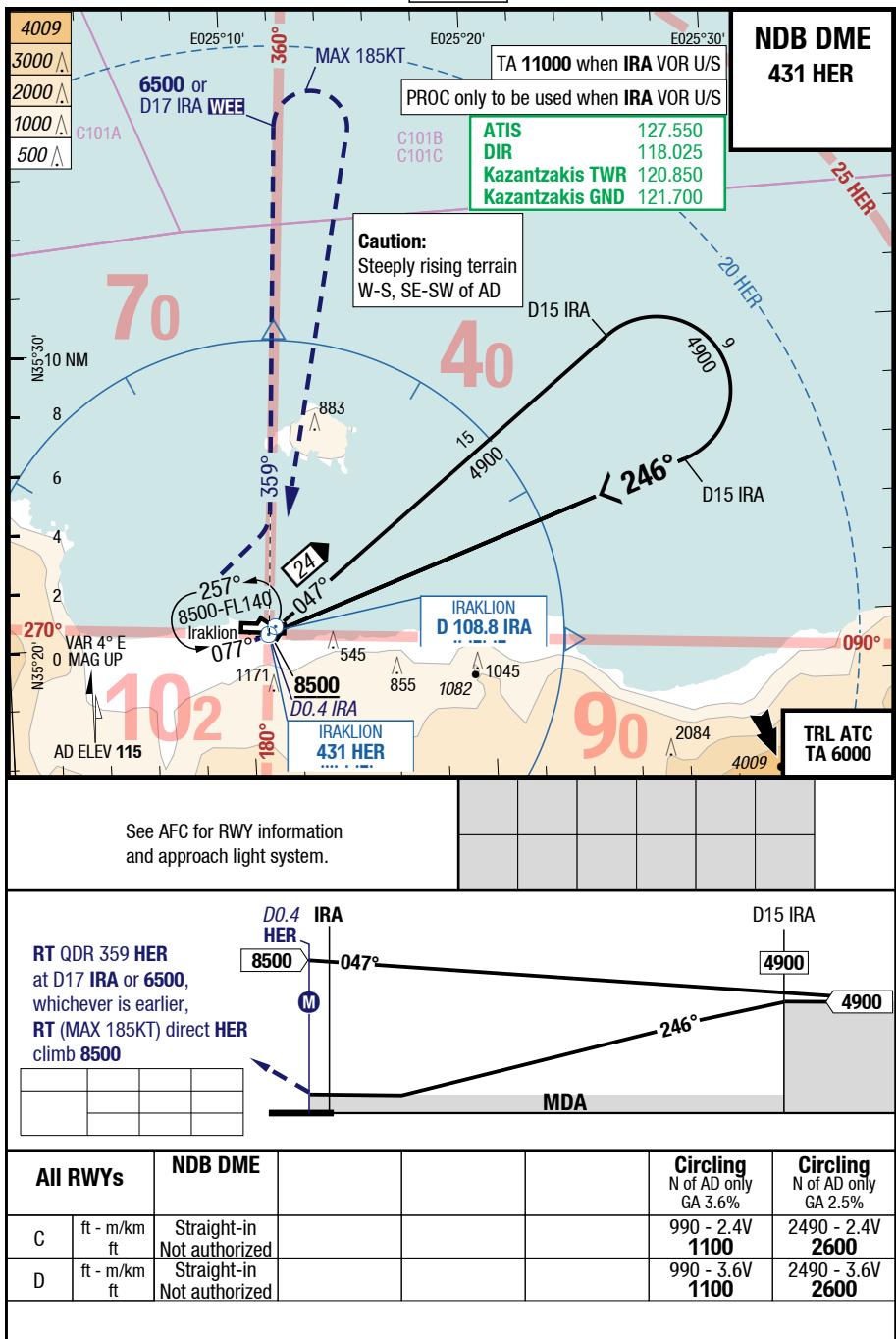


Changes: Caution, Note

HER-LGIR

7-50

NDB DME



Changes: Note

Effective 19-JUL-2018

12-JUL-2018

HER-LGIR

Greece Iraklion Nikos Kazantzakis

Nikos Kazantzakis Iraklion Greece

NIL
MRC

MRC

MRC

Nikos Kazantzakis Iraklion Greece

Changes: Completely revised