

**GENERAL****Operational Hours**

**ATS Hours / AD ADMIN Hours:** H24

**Airport Information**

**RFF:** CAT 8

**PCN:** RWY 11/29: 53/F/B/X/U

**Operation****TWY Restriction**

TWY S MAX wingspan below 56m / 184ft.

| TWY M, extending from TWY Link E to I, AVBL up to code letter E ACFT.

**Taxi/Parking**

Heavy ACFT should use MNM PWR during taxiing on TWY N.

ACFT are permitted to taxi only with at the indispensable MNM ENG PWR.

Taxi with outer ENG idle if outer ENG placed at a distance of more than 15m from ACFT CL.

When parked at stands L1, L2, L3, taxi to THR RWY 11 via intersection F.

Use intermediate HLDG position before intersection F when using North TWY for DEP from RWY 11.

| Towing AVBL O/R.

Follow-me is mandatory.

Marshaller is mandatory.

**Engine Run-up**

ENG run-up above idle require prior permission from AD Operator.

**Warnings**

Low Level Wind Shear (LLWS) when S - SE winds with 9-12KT on the RWY and severe upper winds (2000ft, South winds > 40KT). Also severe upper winds (>40KT) 5-10NM East and/or West of the AD.

When S - SE winds prevail, severe turbulence and high downdraughts are observed on final of RWY 11. Severe cross wind (>40KT) also appears during APCH on RWY 29.

Sea breeze (8-15KT) during summer period at noon from both sides of RWY 11/29.

Tail wind from both sides of RWY 11/29 in case of North winds (350-360°) 8-15KT.

Birds in vicinity of AD.

**Arresting Gear Systems**

| Arrestor barriers, 20m / 66ft and 17m / 56ft before THR 29 respectively, HGT 1.6m / 5ft, not lighted.

Arrestor wire underfloor type, 435m / 1427ft and 678m / 2224ft inwards THR 11/29 respectively.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

RWY 11 right-hand circuit.

Circuit ALT 2000ft for jet ACFT and 1500ft for PROP ACFT.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

**Departure Procedure****Start-up/Push-back**

Expect 5min delay for start-up CLR.

REQ taxi out/push-back CLR only when fully ready and report parking stand.

Cross bleed start on stand is prohibited and can only be performed on TWY and/or RWY according to ATC instructions.

To expedite traffic, ATC may request ENG start-up on the parking position. In such cases, single ENG start-up shall be performed.

**Departure Note**

Pilots of departing ACFT should line-up 100m / 328ft in front of net barriers.

**Intersection TKOF**

Intersection TKOF may be authorized when VIS MNM 5km, HJ only.

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09-AUG-2018

CHQ-LGSA

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AGC

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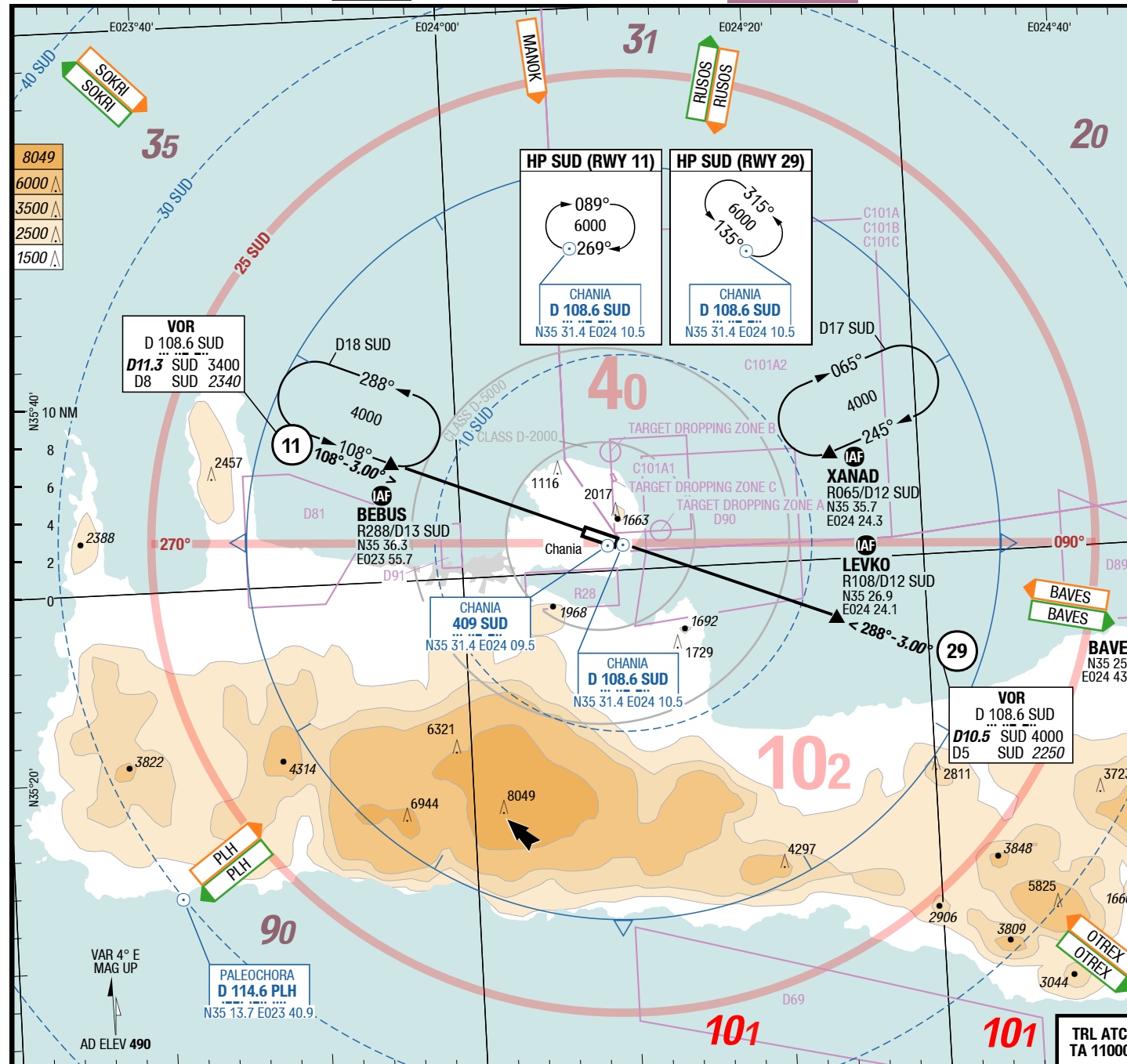
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2-10



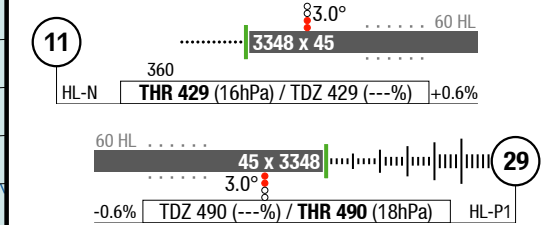
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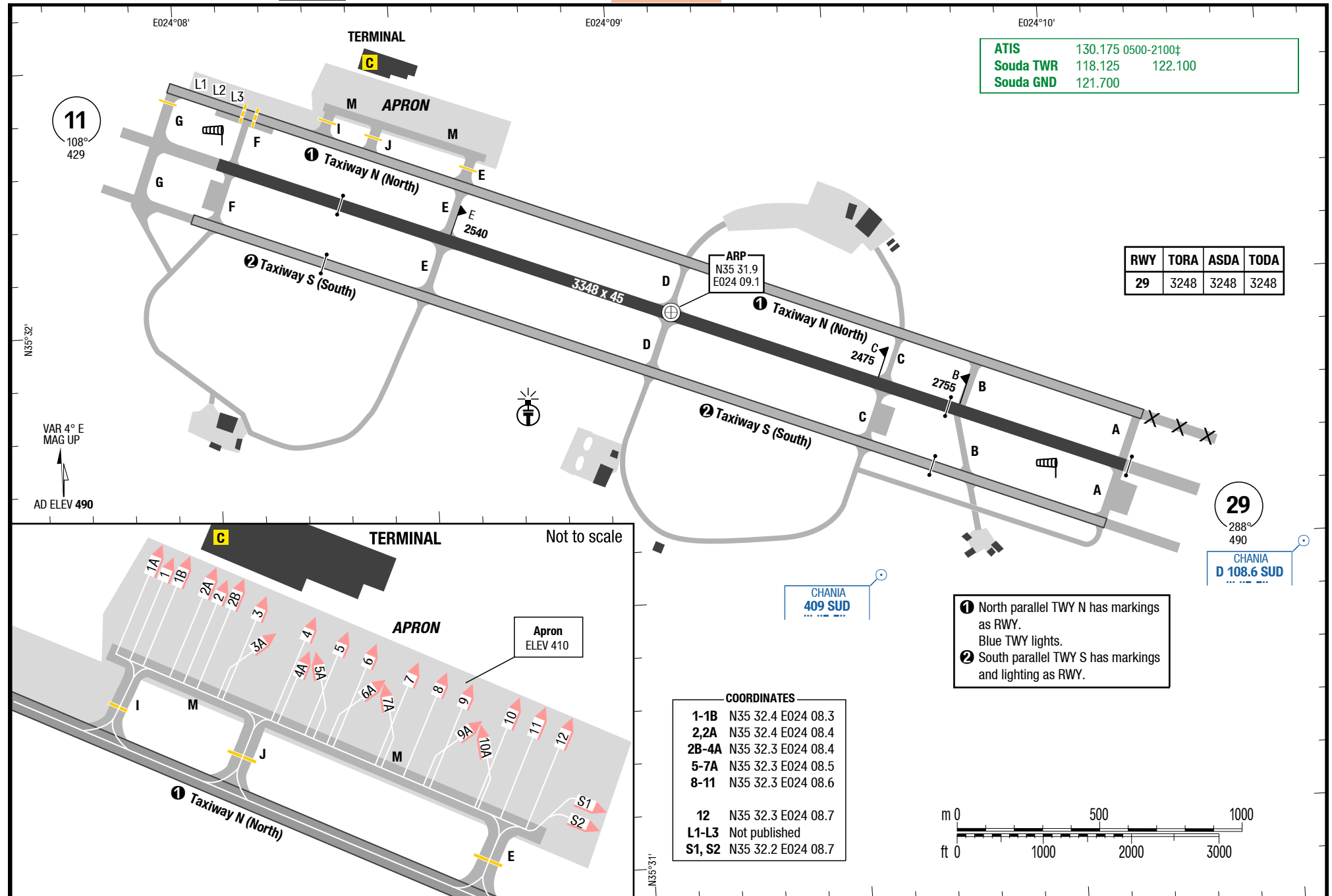
Souda GND 121.700

Landing RWY system:



Changes: Nil

3-20



11-AUG-2016

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BAVES 1B / OTREX 5B / PLH 1D

4-10

**BAVES 1A / OTREX 5A / PLH 1C**

SID

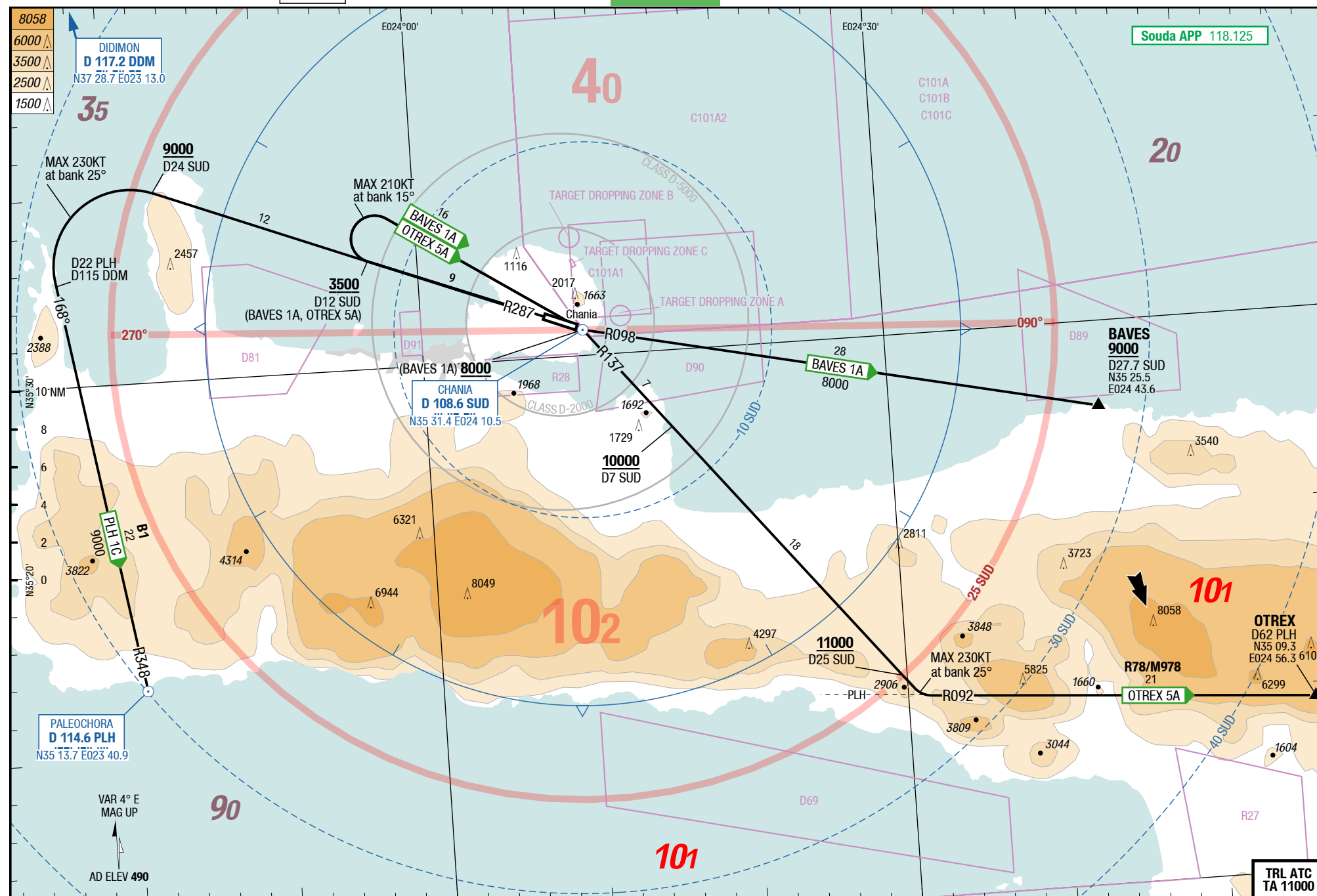
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BAVES 1B / OTREX 5B / PLH 1D

**BAVES 1A / OTREX 5A / PLH 1C**

## CHQ-LGSA



Changes: Navaid SUD, Track, MGA, OBST, SUAs, Editorial

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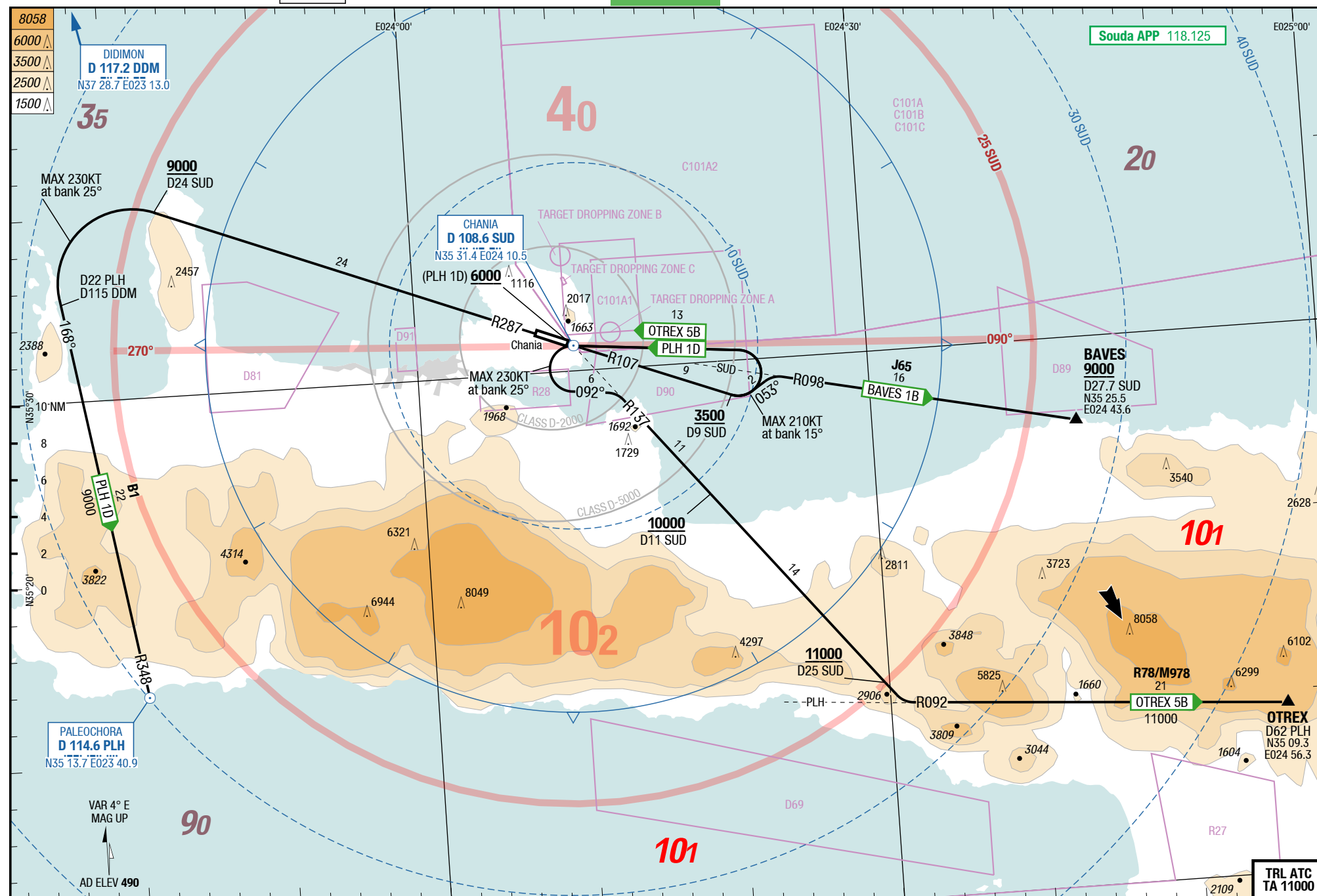
4-20 BAVES 1B / OTREX 5B / PLH 1D

SID

SID

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**BAVES 1B / OTREX 5B / PLH 1D**



Changes: Navaid SUD, Track, MGA, OBST, SUAs, Editorial

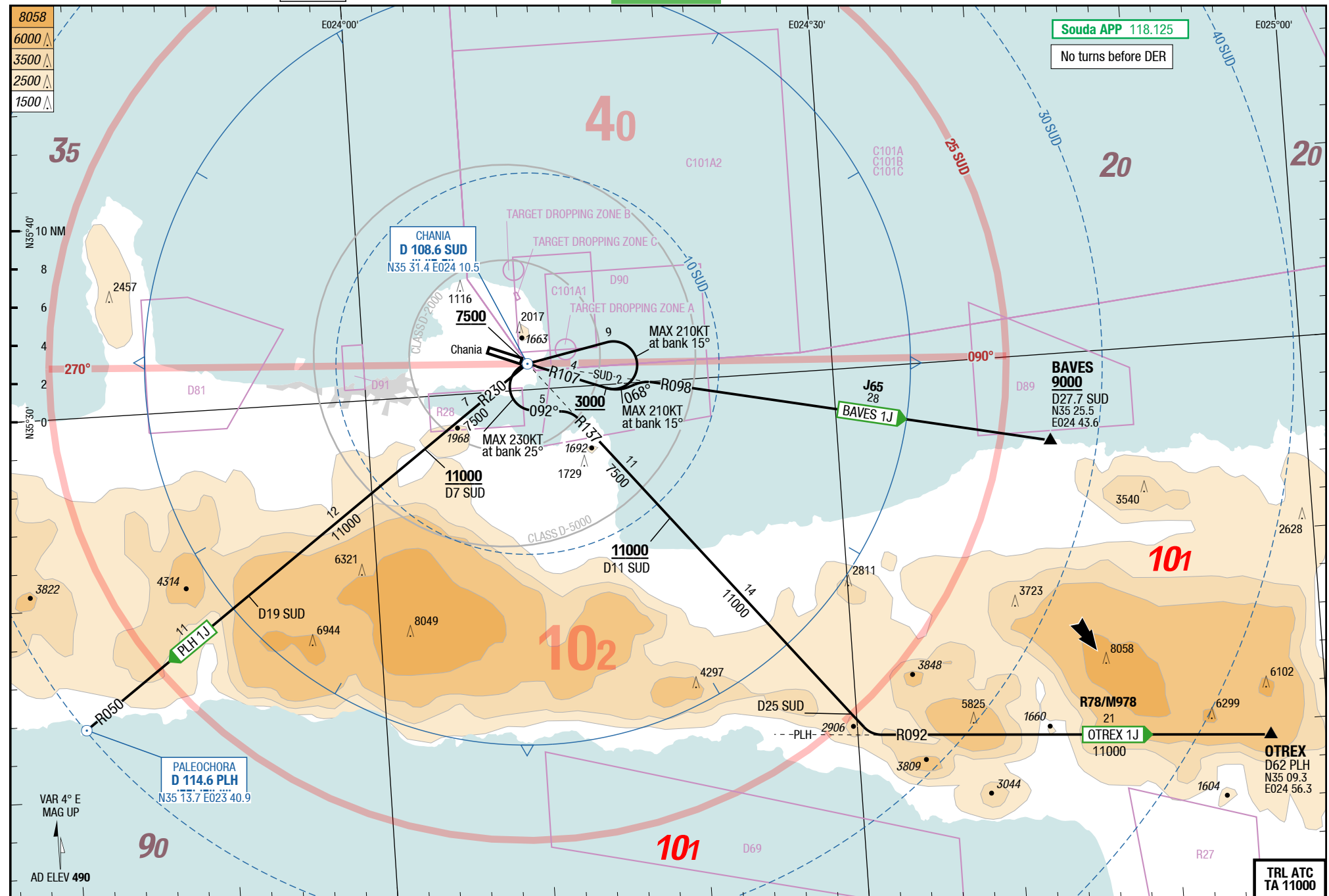
## CHQ-LGSA

4-30	<b>BAVES 1J / OTREX 1J / PLH 1J</b>
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SID

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**BAVES 1J / OTREX 1J / PLH 1J**



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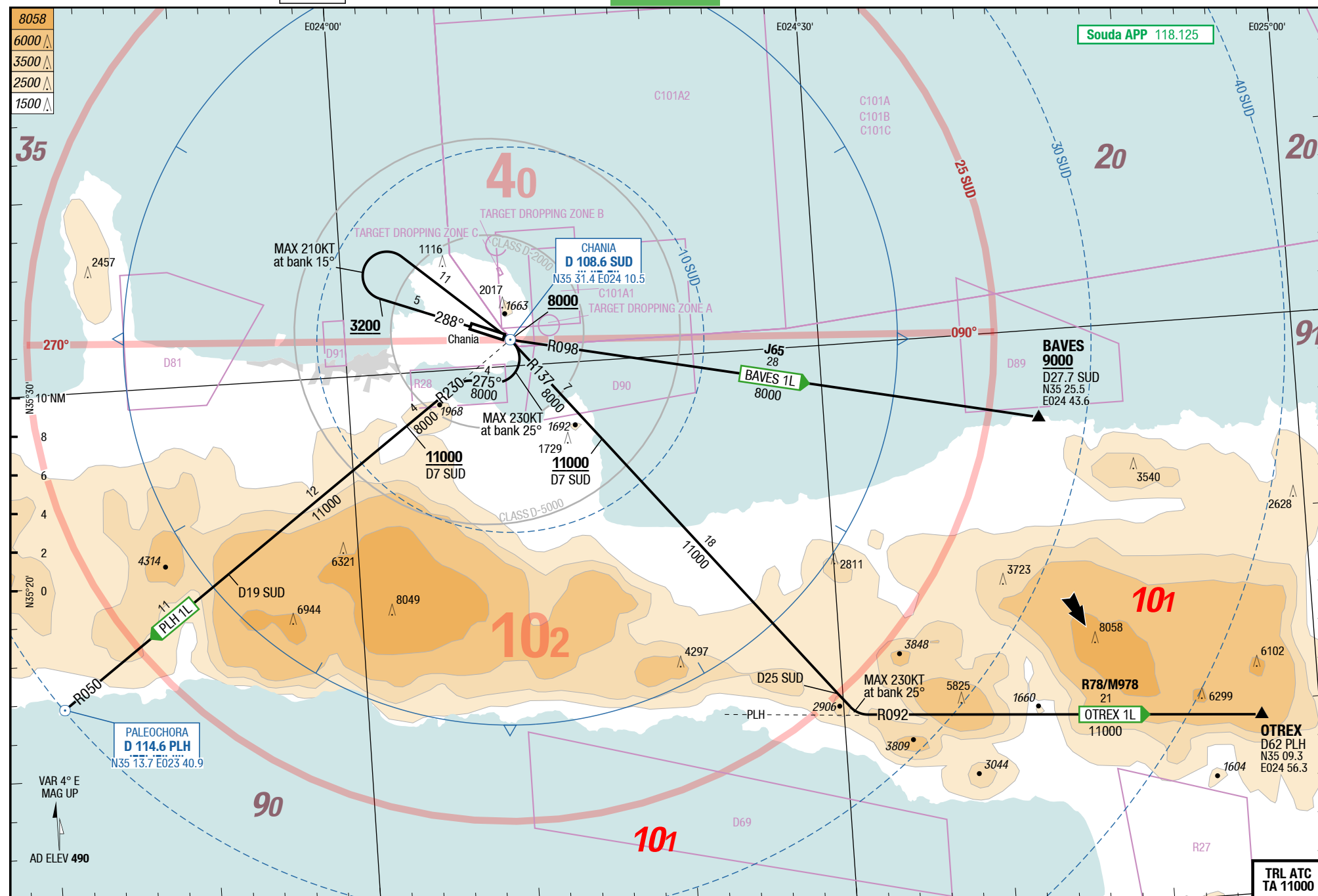
4-40

**BAVES 1L / OTREX 1L / PLH 1L**

SID

SID

**BAVES 1L / OTREX 1L / PLH 1L**



Changes: Navaid SUD, Track, MGA, OBST, SUAs, Editorial

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RUSOS 2B / SOKRI 5B

SID

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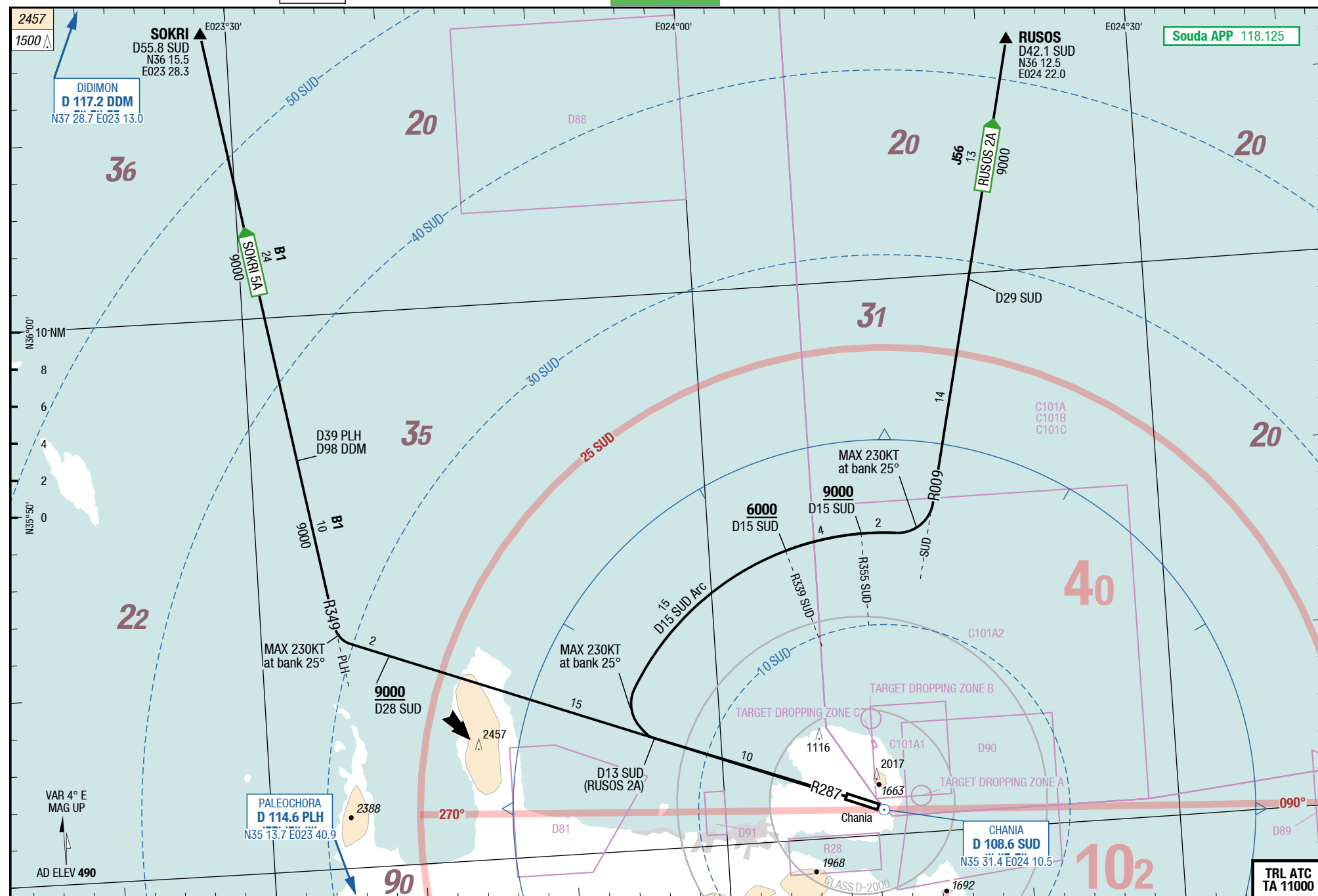
RUSOS 2B / SOKRI 5B

## RUSOS 2A / SOKRI 5A

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4-50

**RUSOS 2A / SOKRI 5A**



Changes: Navaid SUD, MGA, Track, OBST, SUAs, Editorial

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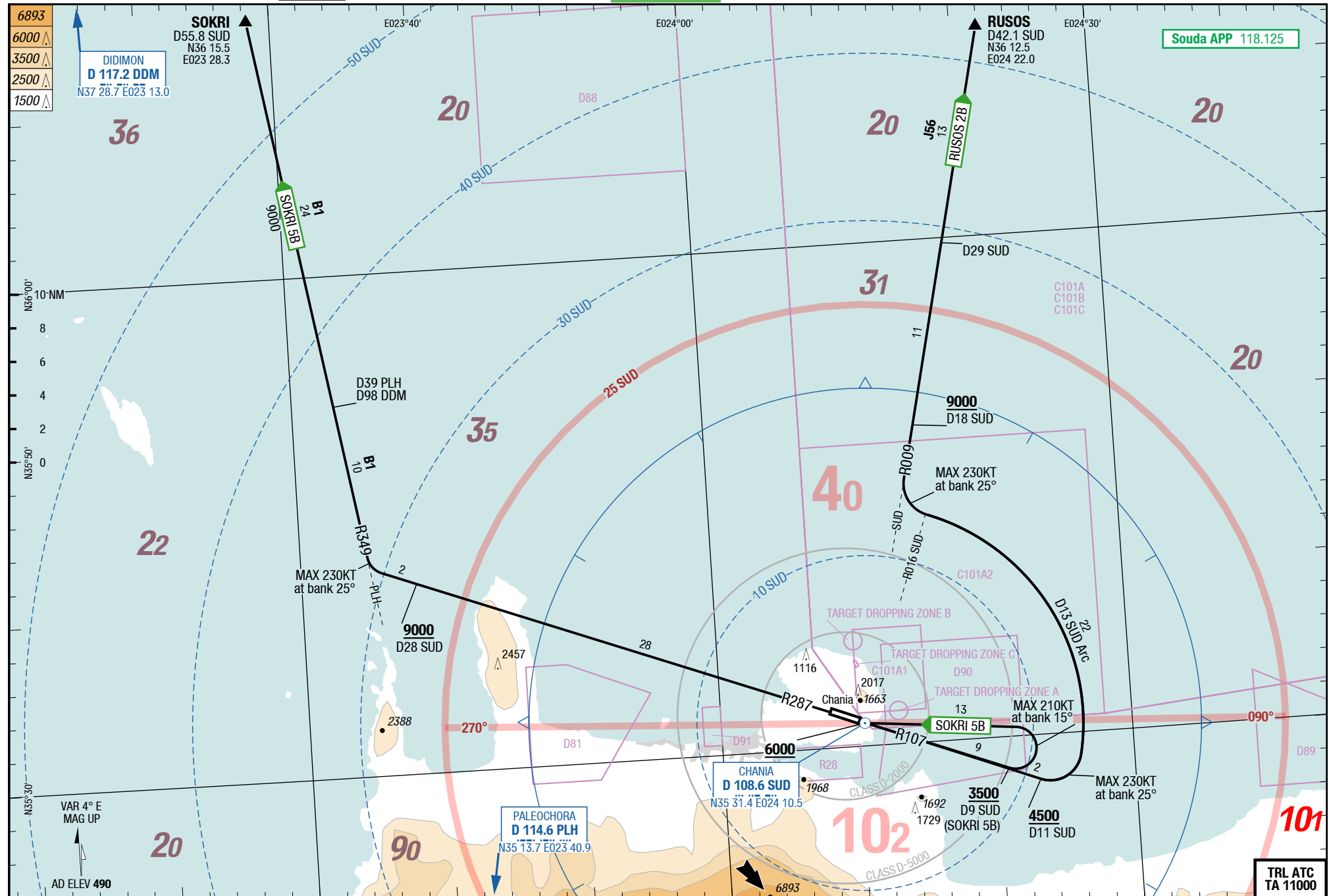
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RUSOS 2B / SOKRI 5B

SID

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RUSOS 2B / SOKRI 5B



Changes: MGA, Track, WPT , NAVAID, OBST, SUAs, Editorial

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RUSOS 2K / SOKRI 1K

4-70

RUSOS 2H / SOKRI 2H

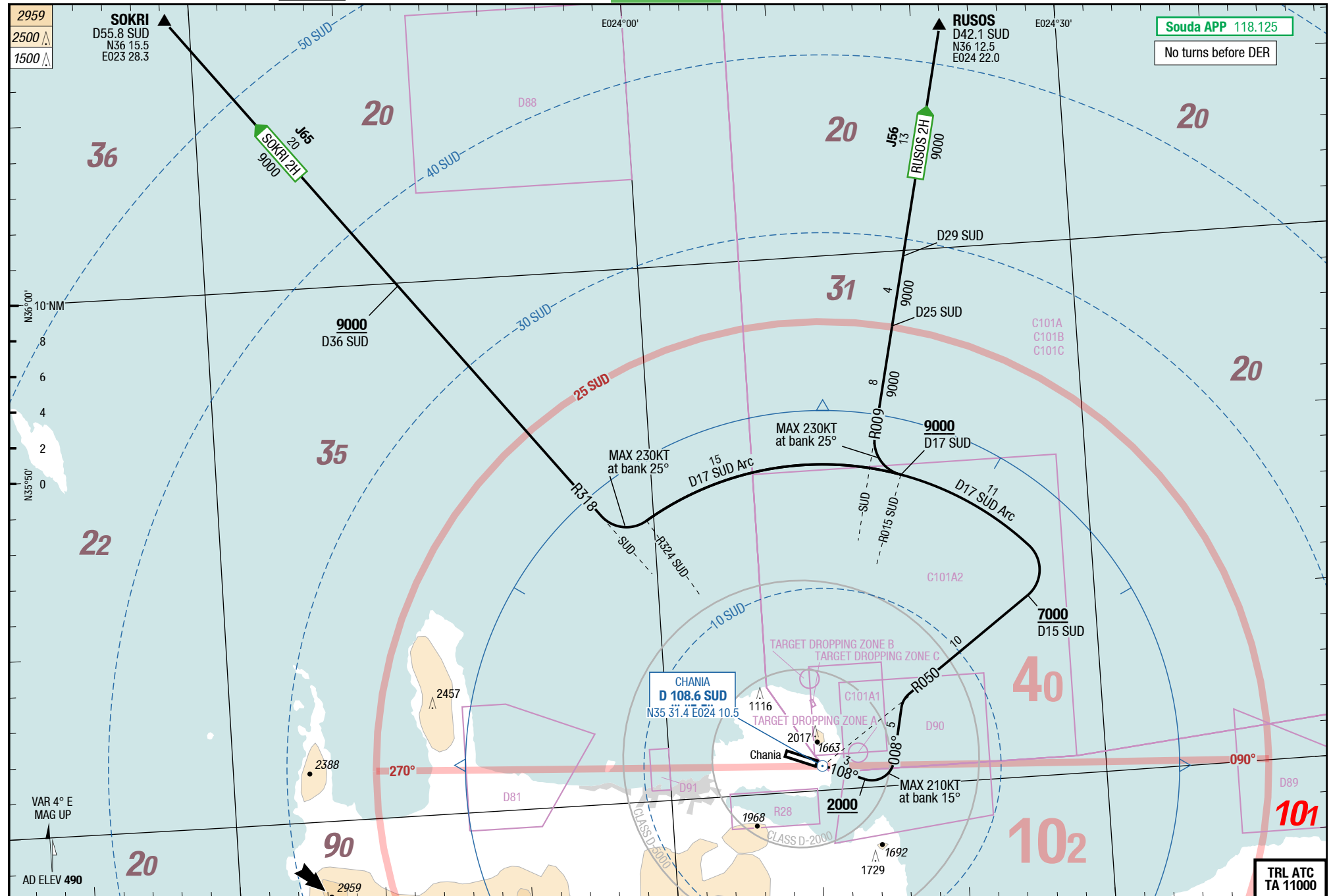
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RUSOS 2K / SOKRI 1K

RUSOS 2H / SOKRI 2H



Changes: Navaid SUD, Track, MGA, OBST, SUAs, Editorial

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4-80

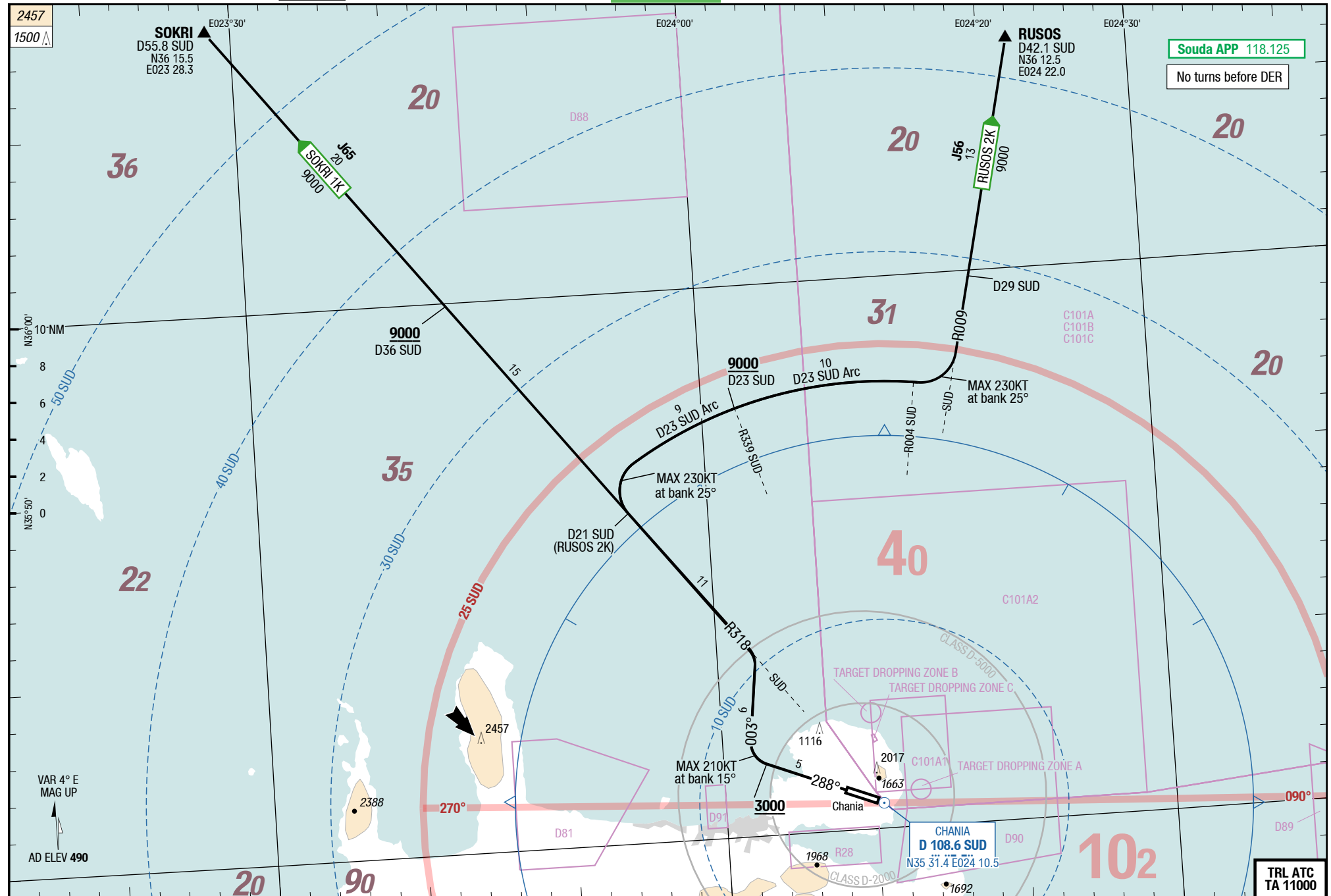
RUSOS 2K / SOKRI 1K

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RUSOS 2K / SOKRI 1K



Changes: Navaid SUD, Track, MGA, OBST, SUAs, Editorial

**BAVES 1A / OTREX 5A / PALEOCHORA 1C**

RWY 29 (288°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>BAVES 1A</b> 5.3% to 3500 <b>118.125</b> ①	R287 <b>SUD</b> - at D12 <b>SUD RT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R098 <b>SUD</b> to BAVES	R287/D12 <b>SUD</b> MNM <b>3500</b> <b>SUD</b> MNM <b>8000</b> BAVES MNM <b>9000</b>
<b>OTREX 5A</b> 5.3% to 10000 <b>118.125</b> ①	R287 <b>SUD</b> - at D12 <b>SUD RT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R137 <b>SUD</b> - at D25 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R092 <b>PLH</b> to OTREX - join AWY R78/M978	R287/D12 <b>SUD</b> MNM <b>3500</b> R137/D7 <b>SUD</b> MNM <b>10000</b> R137/D25 <b>SUD</b> MNM <b>11000</b>
<b>PALEOCHORA 1C</b> <b>PLH 1C</b> 5.5% to 9000 <b>118.125</b> ①	R287 <b>SUD</b> - at D24 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R348 <b>PLH</b> to <b>PLH</b> - join AWY B1	R287/D24 <b>SUD</b> MNM <b>9000</b>

① Climb gradient for ATC purposes

**BAVES 1B / OTREX 5B / PALEOCHORA 1D**

RWY 11 (108°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>BAVES 1B</b> 6.4% to 9000 <b>118.125</b> ①	R107 <b>SUD</b> - at D9 <b>SUD LT</b> (MAX 210KT, at bank 15°) 053° intercept R098 <b>SUD</b> to BAVES - join AWY J65	R107/D9 <b>SUD</b> MNM <b>3500</b> BAVES MNM <b>9000</b>
<b>OTREX 5B</b> 5.7% to 11000 <b>118.125</b> ①	R107 <b>SUD</b> - at D9 <b>SUD LT</b> (MAX 210KT, at bank 15°) direct <b>SUD - LT</b> (MAX 230KT, at bank 25°) 092° intercept R137 <b>SUD</b> - at D25 <b>SUD LT</b> intercept R092 <b>PLH</b> to OTREX - join AWY R78/M978	R107/D9 <b>SUD</b> MNM <b>3500</b> R137/D11 <b>SUD</b> MNM <b>10000</b> R137/D25 <b>SUD</b> MNM <b>11000</b>
<b>PALEOCHORA 1D</b> <b>PLH 1D</b> 5.5% to 3500 <b>118.125</b> ①	R107 <b>SUD</b> - at D9 <b>SUD LT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R287 <b>SUD</b> - at D24 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R348 <b>PLH</b> to <b>PLH</b> - join AWY B1	R107/D9 <b>SUD</b> MNM <b>3500</b> <b>SUD</b> MNM <b>6000</b> R287/D24 <b>SUD</b> MNM <b>9000</b>

① Climb gradient for ATC purposes



11-AUG-2016

**CHQ-LGSA**

5-30

**BAVES 1J / OTREX 1J / PLH 1J****SIDPT****BAVES 1J / OTREX 1J / PALEOCHORA 1J**

RWY 11 (108°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>BAVES 1J</b> 6.0% to 9000 <b>118.125</b> ①②	R107 <b>SUD</b> - at MNM <b>3000 LT</b> (MAX 210KT, at bank 15°) 068° intercept R098 <b>SUD</b> to BAVES - join AWY J65	BAVES MNM <b>9000</b>
<b>OTREX 1J</b> 6.0% to 11000 <b>118.125</b> ①②	R107 <b>SUD</b> - at MNM <b>3000 LT</b> (MAX 210KT, at bank 15°) direct <b>SUD - LT</b> (MAX 230KT, at bank 25°) 092° intercept R137 <b>SUD</b> - at D25 <b>SUD LT</b> intercept R092 <b>PLH</b> to OTREX - join AWY R78/M978	<b>SUD MNM 7500</b> R137/D11 <b>SUD MNM 11000</b>
<b>PALEOCHORA 1J</b> <b>PLH 1J</b> 6.0% to 11000 <b>118.125</b> ①②	R107 <b>SUD</b> - at MNM <b>3000 LT</b> (MAX 210KT, at bank 15°) direct <b>SUD - R230 SUD to PLH</b>	<b>SUD MNM 7500</b> R230/D7 <b>SUD MNM 11000</b>

- ① Climb gradient for ATC purposes  
② No turns before DER

11-AUG-2016

**CHQ-LGSA****5-40****BAVES 1L / OTREX 1L / PLH 1L****SIDPT****BAVES 1L / OTREX 1L / PALEOCHORA 1L**

RWY 29 (288°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>BAVES 1L</b> 6.0% to 9000 <b>118.125</b> ①	at MNM <b>3200 RT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R098 <b>SUD</b> to BAVES - join AWY J65	<b>SUD MNM 8000</b> <b>BAVES MNM 9000</b>
<b>OTREX 1L</b> 6.0% to 11000 <b>118.125</b> ①	at MNM <b>3200 RT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R137 <b>SUD</b> - at D25 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R092 <b>PLH</b> to OTREX - join AWY R78/M978	<b>SUD MNM 8000</b> R137/D7 <b>SUD MNM 11000</b>
<b>PALEOCHORA 1L</b> <b>PLH 1L</b> 6.0% to 11000 <b>118.125</b> ①	at MNM <b>3200 RT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - <b>RT</b> (MAX 230KT, at bank 25°) 275° intercept R230 <b>SUD</b> to <b>PLH</b>	<b>SUD MNM 8000</b> R230/D7 <b>SUD MNM 11000</b>

① Climb gradient for ATC purposes

**RUSOS 2A / SOKRI 5A**

RWY 29 (288°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>RUSOS 2A</b> 6.0% to 9000 <b>118.125</b> ①②	R287 <b>SUD</b> - at D13 <b>SUD RT</b> (MAX 230KT, at bank 25°) follow D15 <b>SUD</b> Arc - crossing R355 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R009 <b>SUD</b> to RUSOS - join AWY J56	crossing R339 <b>SUD</b> MNM <b>6000</b> crossing R355 <b>SUD</b> MNM <b>9000</b>
<b>SOKRI 5A</b> 5.5% to 9000 <b>118.125</b> ①	R287 <b>SUD</b> - at D28 <b>SUD RT</b> (MAX 230KT, at bank 25°) intercept R349 <b>PLH</b> to SOKRI - join AWY B1	R287/D28 <b>SUD</b> MNM <b>9000</b>

① Climb gradient for ATC purposes

② During daytime (VIS ≥ 10km, ceiling MNM 3100) pilots expecting RUSOS 2A may be requested if they can accept a Visual DEP: RT as soon as practicable, maintain VMC and own terrain separation until passing 3100 - intercept R009 SUD to RUSOS - join AWY J56

**RUSOS 2B / SOKRI 5B**

RWY 11 (108°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>RUSOS 2B</b> 6.0% to 9000 <b>118.125</b> ①②	R107 <b>SUD</b> - at D11 <b>SUD LT</b> (MAX 230KT, at bank 25°) follow D13 <b>SUD</b> Arc - crossing R016 <b>SUD RT</b> (MAX 230KT, at bank 25°) intercept R009 <b>SUD</b> to RUSOS - join AWY J56	R107/D11 <b>SUD</b> MNM <b>4500</b> R009/D18 <b>SUD</b> MNM <b>9000</b>
<b>SOKRI 5B</b> 5.5% to 3500 <b>118.125</b> ①	R107 <b>SUD</b> - at D9 <b>SUD LT</b> (MAX 210KT, at bank 15°) direct <b>SUD</b> - R287 <b>SUD</b> - at D28 <b>SUD RT</b> (MAX 230KT, at bank 25°) intercept R349 <b>PLH</b> to SOKRI - join AWY B1	R107/D9 <b>SUD</b> MNM <b>3500</b> <b>SUD</b> MNM <b>6000</b> R287/D28 <b>SUD</b> MNM <b>9000</b>

① Climb gradient for ATC purposes

② During daytime (VIS ≥ 10km, ceiling MNM 3100) pilots expecting RUSOS 2B may be requested if they can accept a Visual DEP: LT as soon as practicable, maintain VMC and own terrain separation until passing 3100 - intercept R009 SUD to RUSOS - join AWY J56

## RUSOS 2H / SOKRI 2H

RWY 11 (108°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>RUSOS 2H</b> 6.0% to 9000 <b>118.125</b> ①③	at MNM <b>2000 LT</b> (MAX 210KT, at bank 15°) 008° intercept R050 <b>SUD</b> - at D15 <b>SUD LT</b> follow D17 <b>SUD</b> Arc - crossing R015 <b>SUD RT</b> (MAX 230KT, at bank 25°) intercept R009 <b>SUD</b> to RUSOS - join AWY J56	R050/D15 <b>SUD</b> MNM <b>7000</b> crossing R015 <b>SUD</b> MNM <b>9000</b>
<b>SOKRI 2H</b> 6.0% to 9000 <b>118.125</b> ①②③	at MNM <b>2000 LT</b> (MAX 210KT, at bank 15°) 008° intercept R050 <b>SUD</b> - at D15 <b>SUD LT</b> follow D17 <b>SUD</b> Arc - crossing R324 <b>SUD RT</b> (MAX 230KT, at bank 25°) intercept R318 <b>SUD</b> to SOKRI - join AWY J65	R050/D15 <b>SUD</b> MNM <b>7000</b> crossing R015 <b>SUD</b> MNM <b>9000</b>

① Climb gradient for ATC purposes

② During daytime (VIS ≥ 10km, ceiling MNM 3100) pilots expecting SOKRI 2H may be requested if they can accept a Visual DEP: LT as soon as practicable, maintain VMC and own terrain separation until passing 3100 - intercept R318 SUD to SOKRI - join AWY J65

③ No turns before DER

11-AUG-2016

CHQ-LGSA

5-80

RUSOS 2K / SOKRI 1K

SIDPT

RUSOS 2K / SOKRI 1K

RWY 29 (288°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>RUSOS 2K</b> 6.0% to 9000 <b>118.125</b> ①②	at MNM <b>3000 RT</b> (MAX 210KT, at bank 15°) 003° intercept R318 <b>SUD</b> - at D21 <b>SUD RT</b> (MAX 230KT, at bank 25°) follow D23 <b>SUD</b> Arc - crossing R004 <b>SUD LT</b> (MAX 230KT, at bank 25°) intercept R009 <b>SUD</b> to RUSOS - join AWY J56	crossing R339 <b>SUD MNM</b> <b>9000</b>
<b>SOKRI 1K</b> 6.0% to 9000 <b>118.125</b> ①②	at MNM <b>3000 RT</b> (MAX 210KT, at bank 15°) 003° intercept R318 <b>SUD</b> to SOKRI - join AWY J65	R318/D36 <b>SUD MNM</b> <b>9000</b>

- ① Climb gradient for ATC purposes  
 ② No turns before DER



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STARs M/W RWY 11

6-10

STARs E/F RWYs 11/29

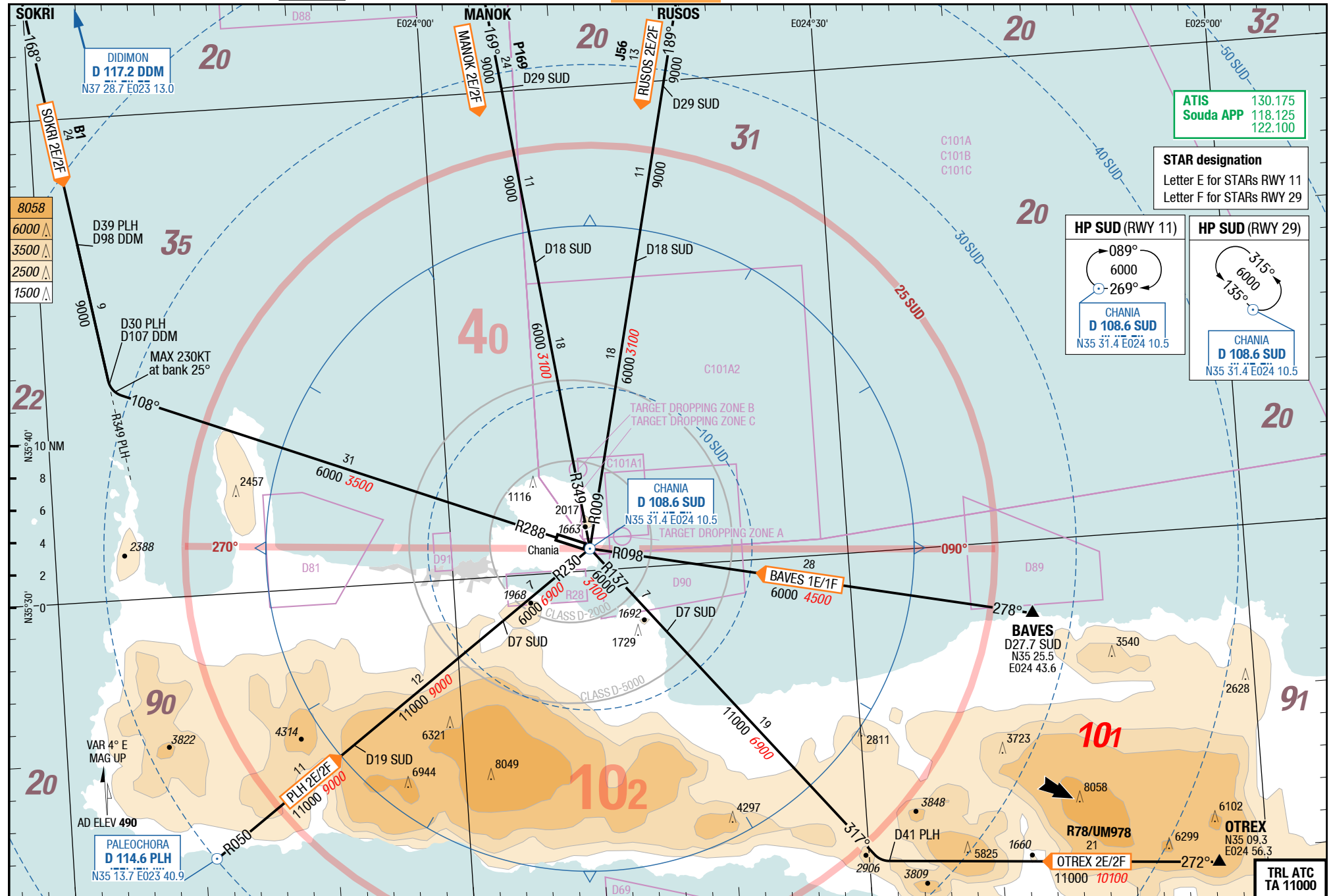
STAR

STAR

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STARs M/W RWY 11

STARs E/F RWYs 11/29



Changes: Track, NAVAID

11-AUG-2016

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# STAR

# STAR

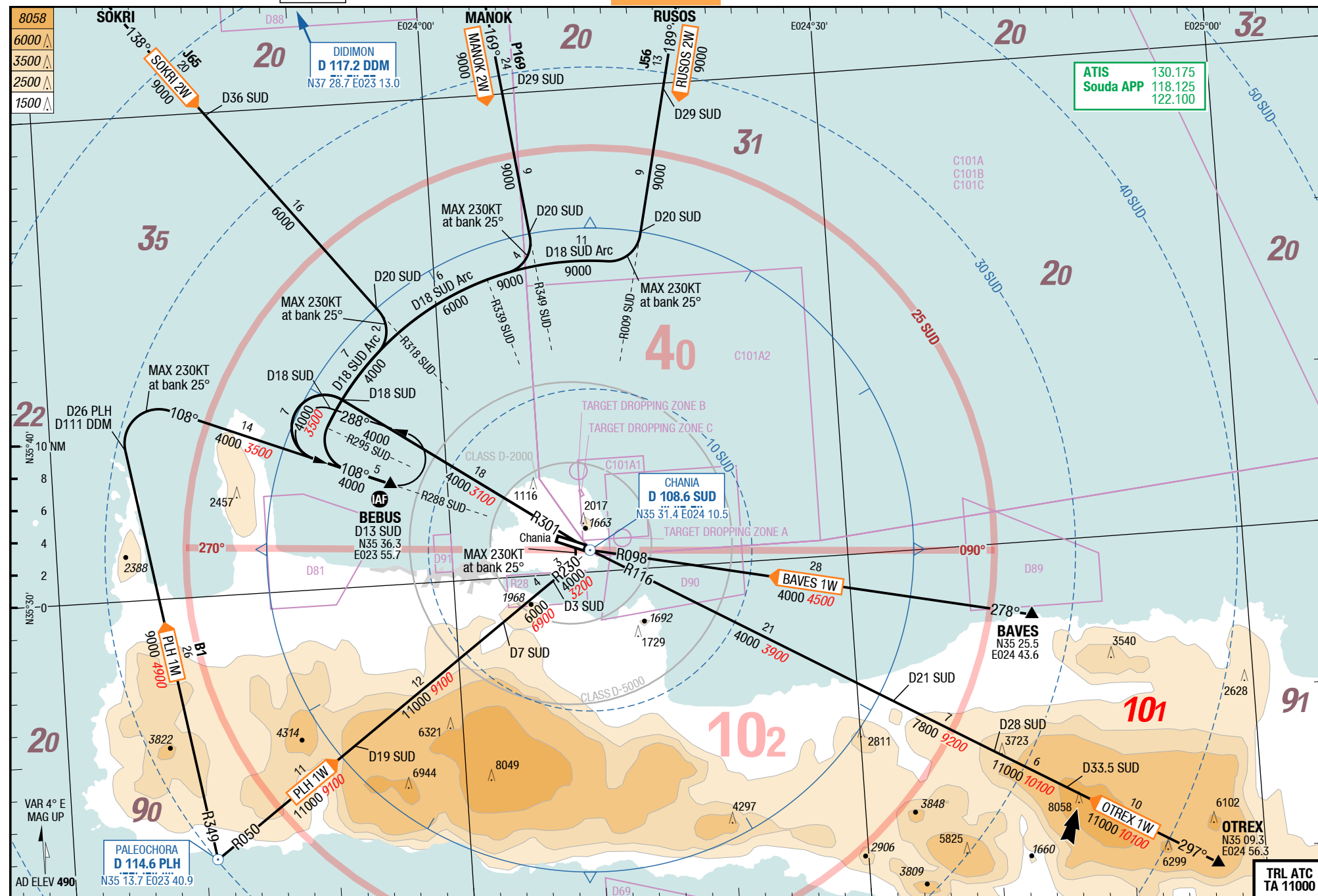
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6-20

## STARs M/W RWY 11

## STARs M/W RWY 11



Changes: Track, NAVAID

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STARs G RWY 29

6-30

STARs U/V RWY 11

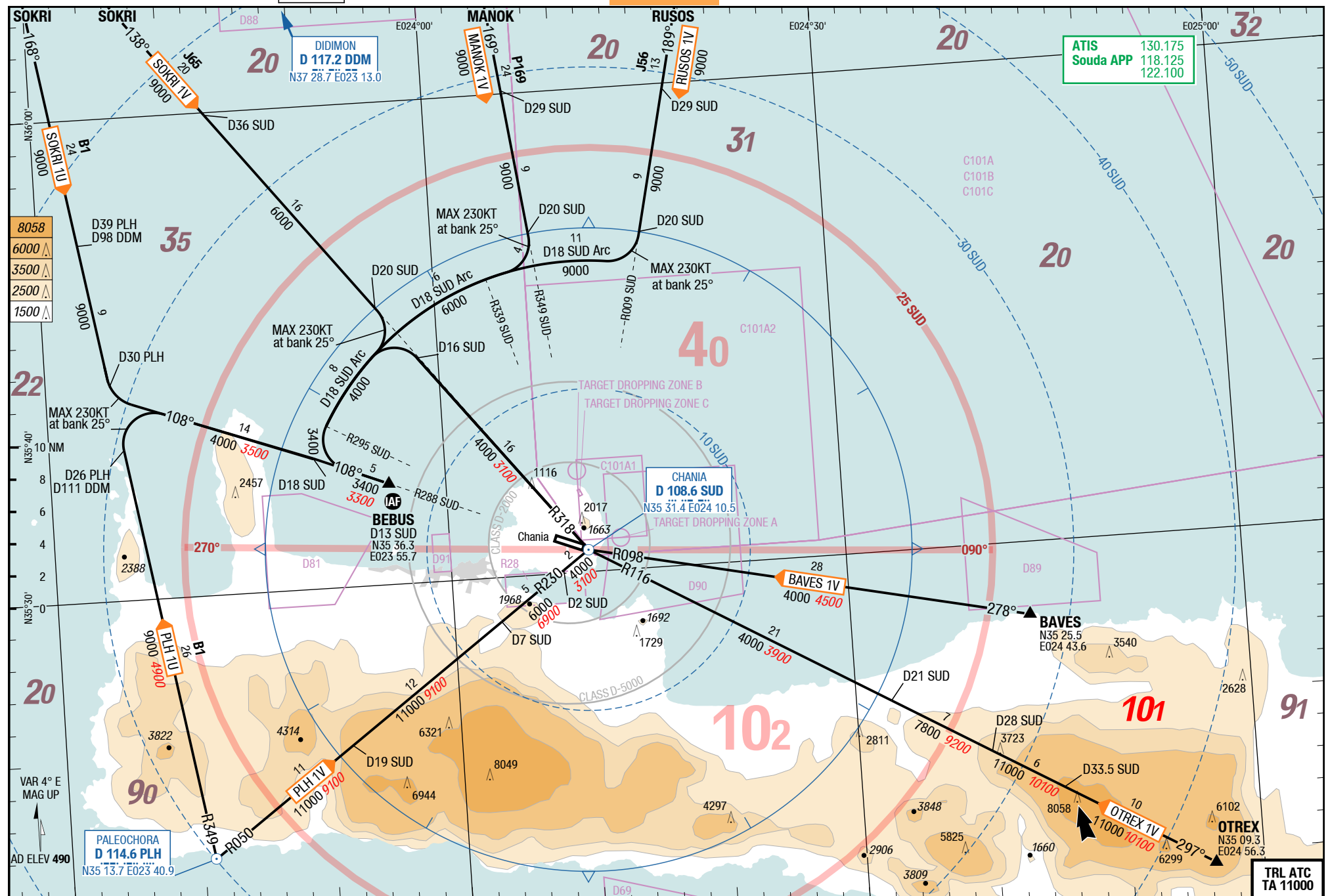
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STAR

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STARs G RWY 29

STARs U/V RWY 11



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6-40

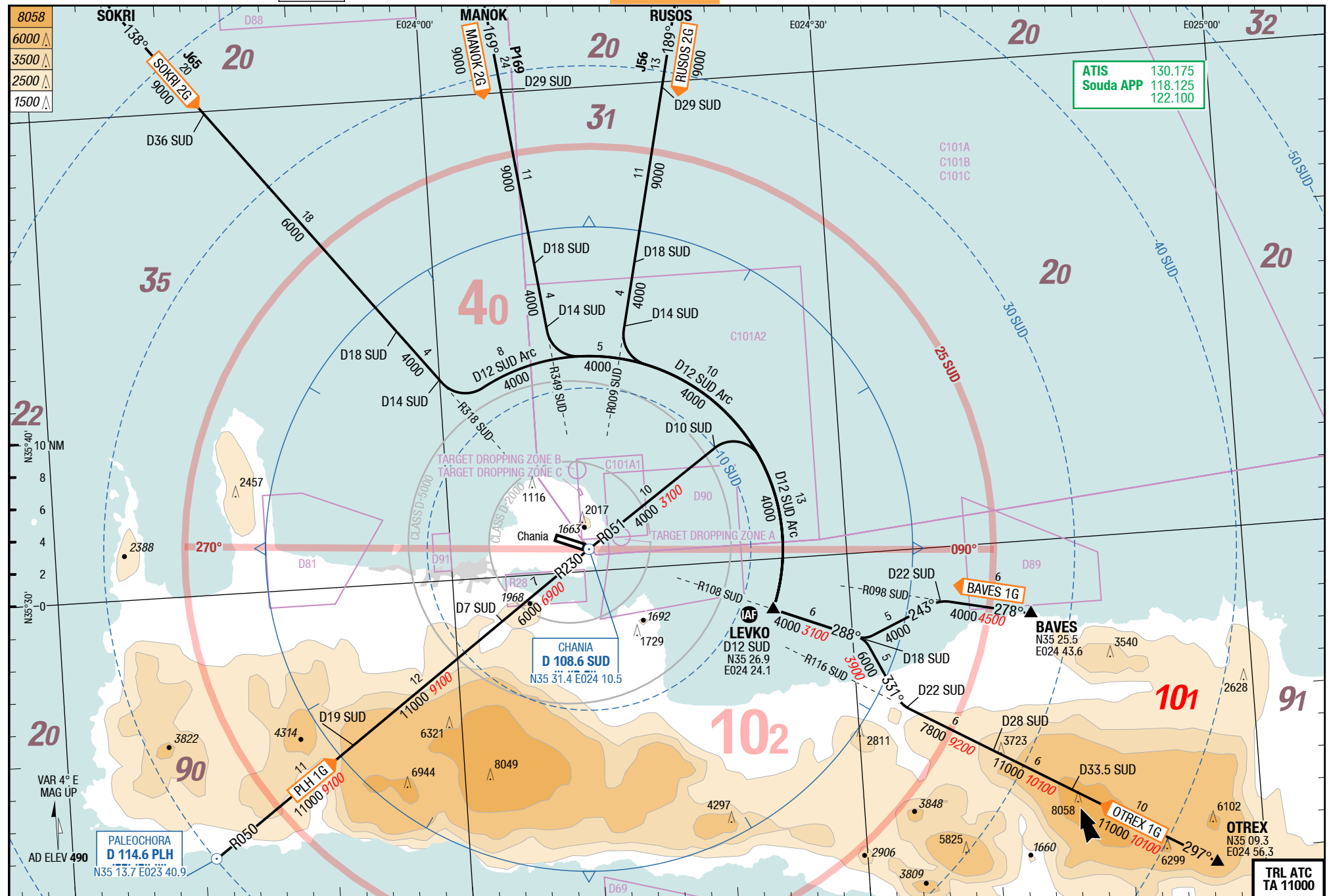
STARs G RWY 29

STAR

STAR

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STARs G RWY 29



Changes: Track, NAVAID



## CHQ-LGSA

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NIL

# STAR

# STAR

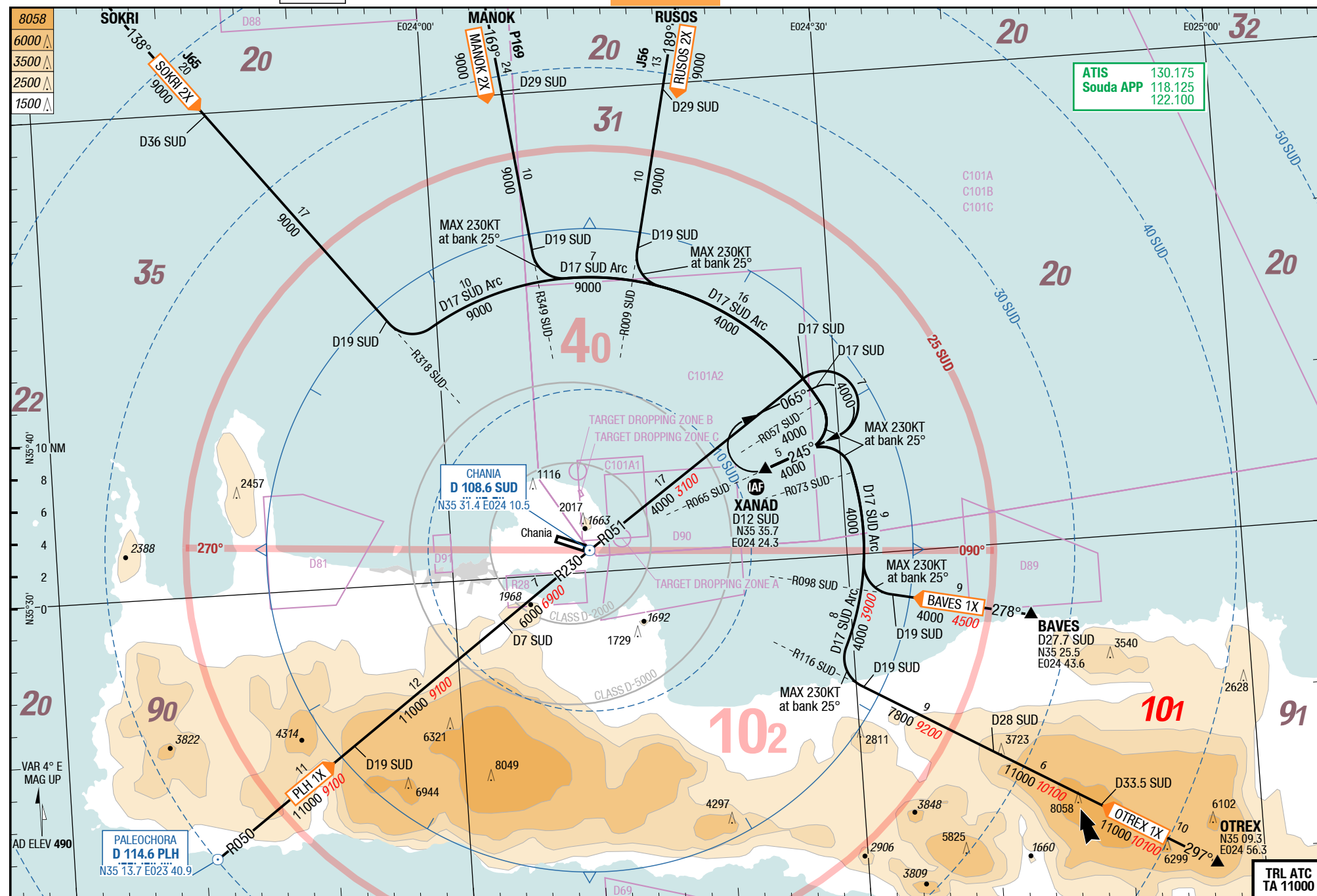
Ioannis Daskalogiannis **Chania** Greece

NIL

## STARs X RWY 29

6-50

## STARs X RWY 29

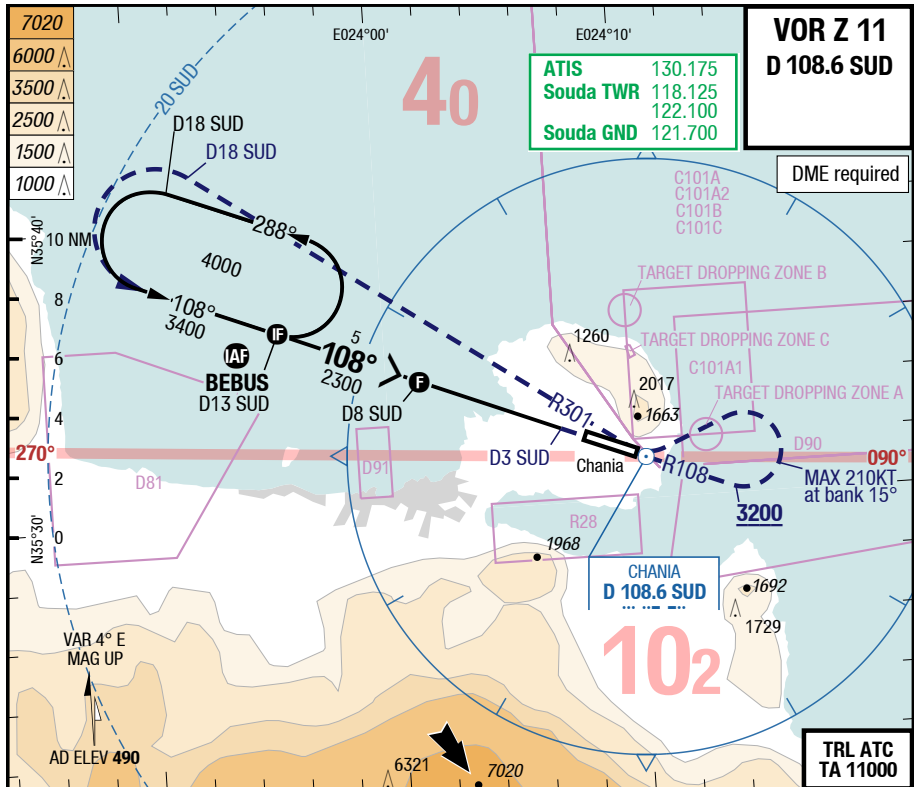


Changes: Track, NAVAID

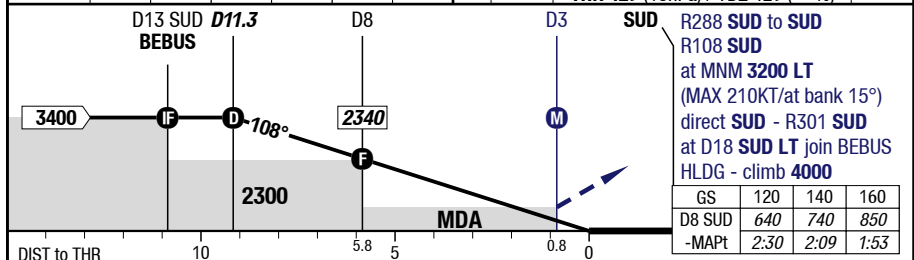
CHQ-LGSA

7-10

VOR Z 11



3.00° D SUD	11.3	10	9	7	6	5	11	83.0°	60 HL
	3400	2980	2660	2020	1700	1380	HL-N	3348 x 45	
								360	
								THR 429 (16hPa) / TDZ 429 (---%)	+0.6%



11	VOR DME					Circling S of RWY only
C	ft - m/km ft	680 - 2.4 1100				1690 - 2.4V 2180
D	ft - m/km ft	680 - 2.4 1100				1990 - 3.6V 2480



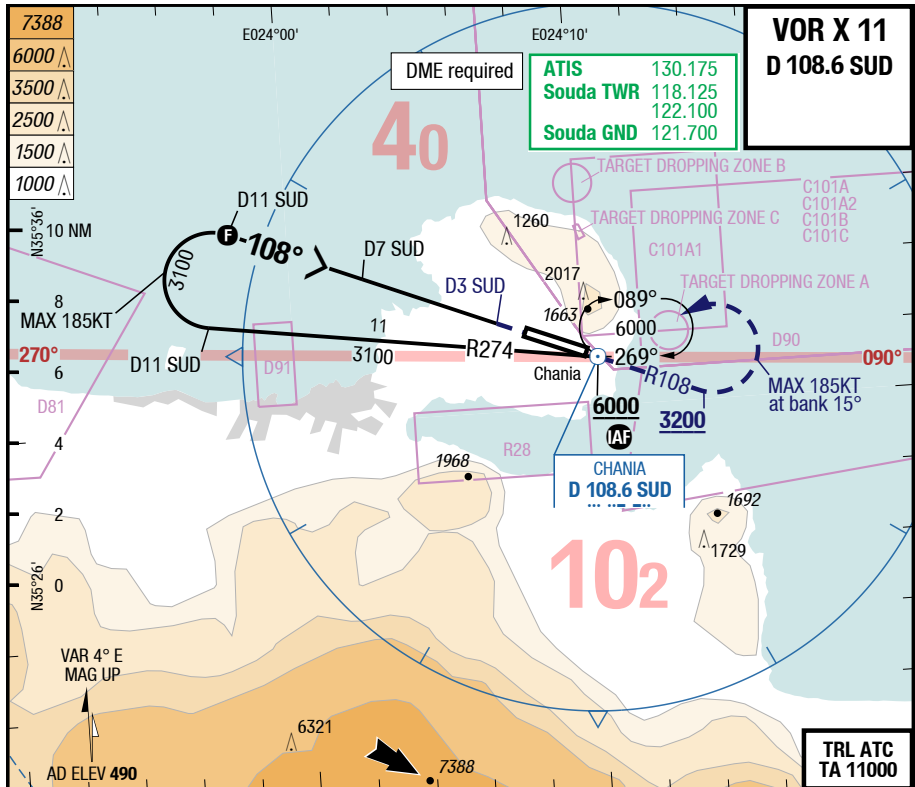
11-AUG-2016

CHQ-LGSA

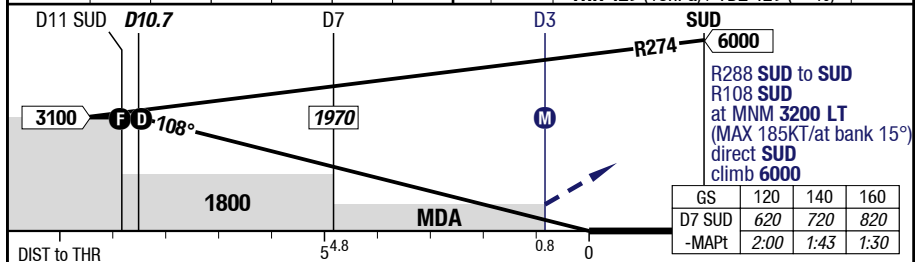
7-20

VOR X 11

IAC



2.90° <b>D SUD</b>	10.7	10	9	8	6	5	11	83.0° 3348 x 45 60 HL
	3100	2890	2580	2280	1660	1350	HL-N	360
								<b>THR 429</b> (16hPa) / TDZ 429 (---%) +0.6%



11	VOR DME					Circling
	1)					2)
C	ft - m/km ft	680 - 2.4 1100				1690 - 2.4V 2180
D	ft - m/km ft	680 - 2.4 1100				1990 - 3.6V 2480

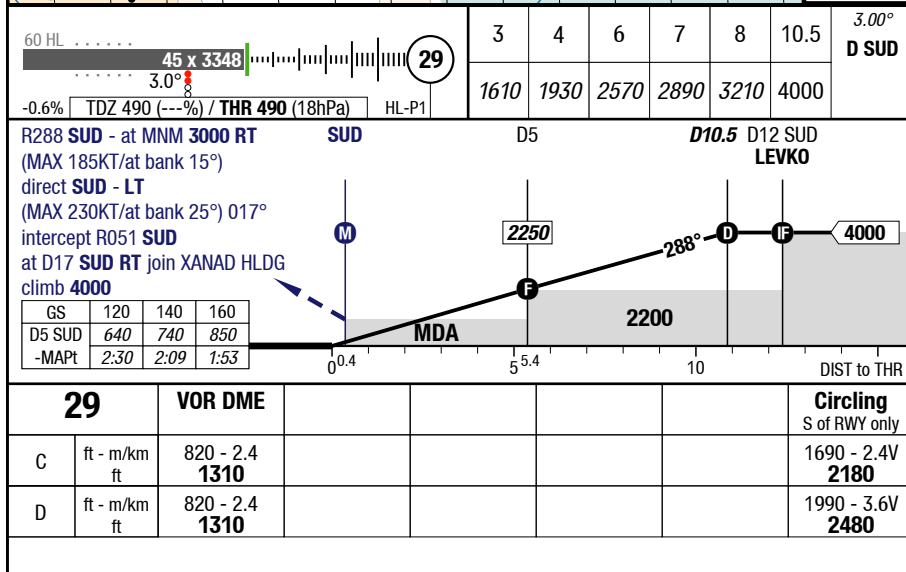
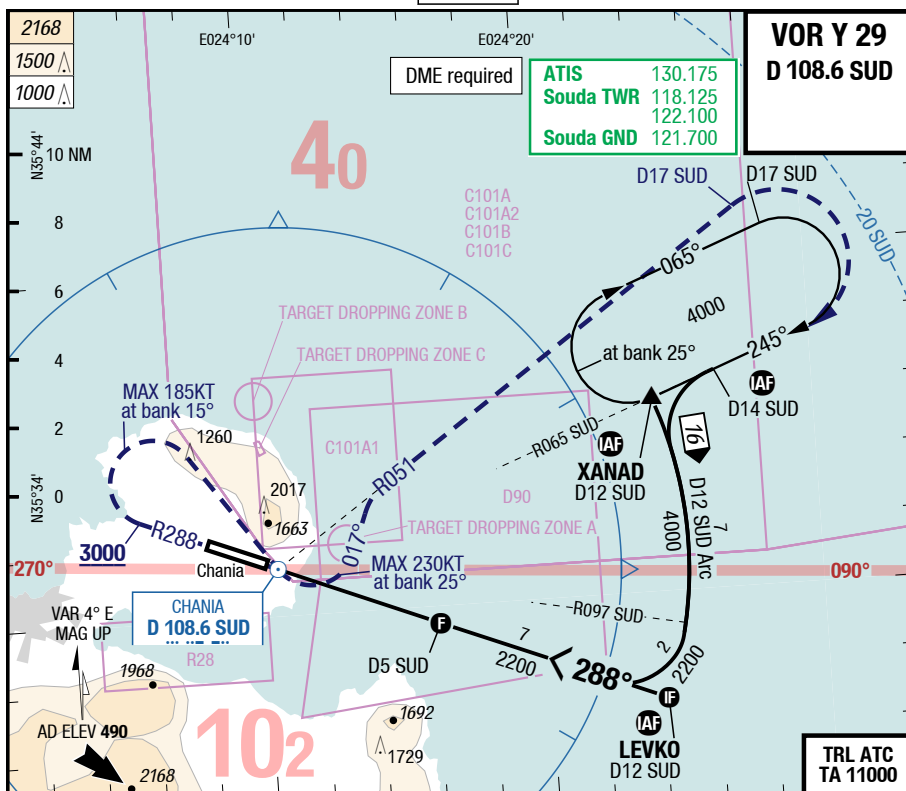
1) Timing to determine MAPt NA

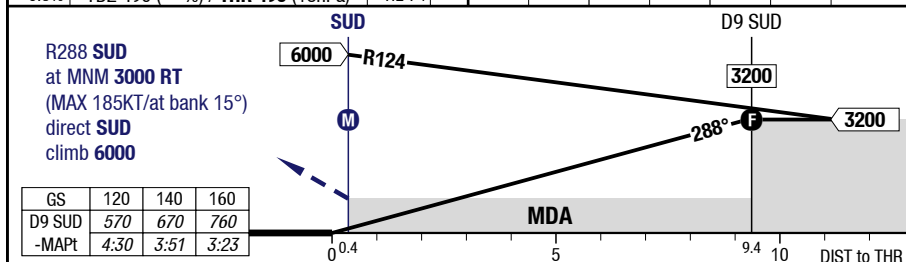
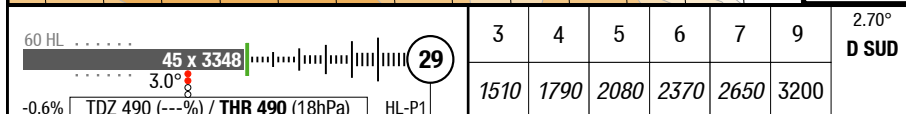
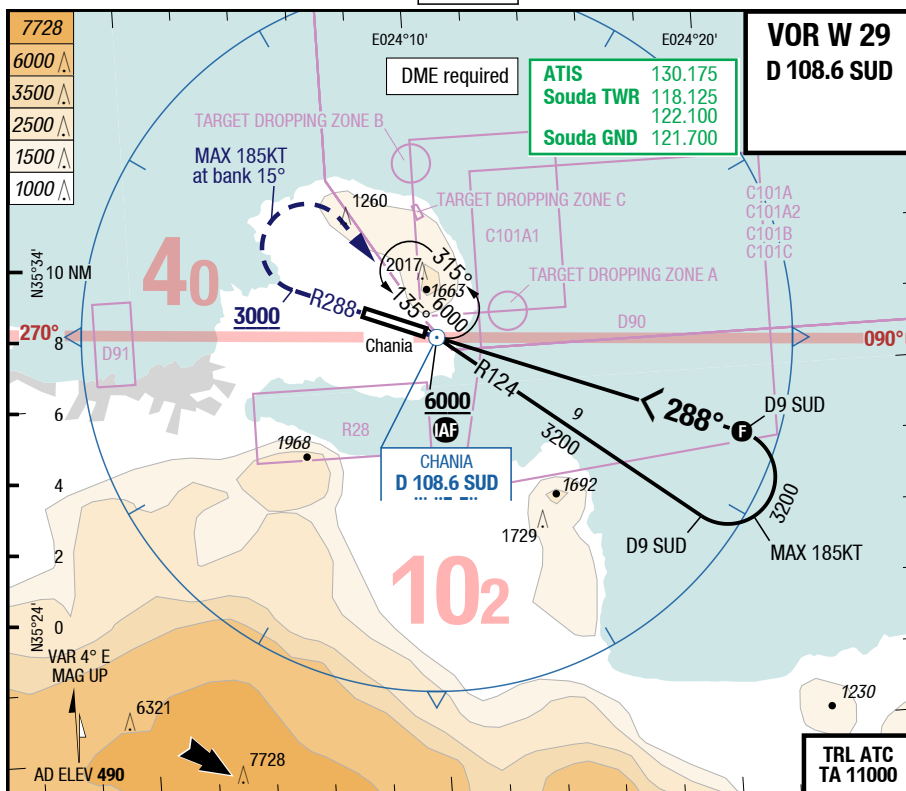
2) S of RWY only

Changes: APL, Track, Navaid CHANIA, MISAP text, Editorial

7-30

**VOR Y 29**





29		VOR DME 1)				Circling 2)
C	ft - m/km ft	820 - 2.4 1310				1690 - 2.4V 2180
D	ft - m/km ft	820 - 2.4 1310				1990 - 3.6V 2480

1) Timing to determine MAPt NA

2) S of RWY only

Changes: Completely revised