

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.

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1-20

AOI

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

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AGC

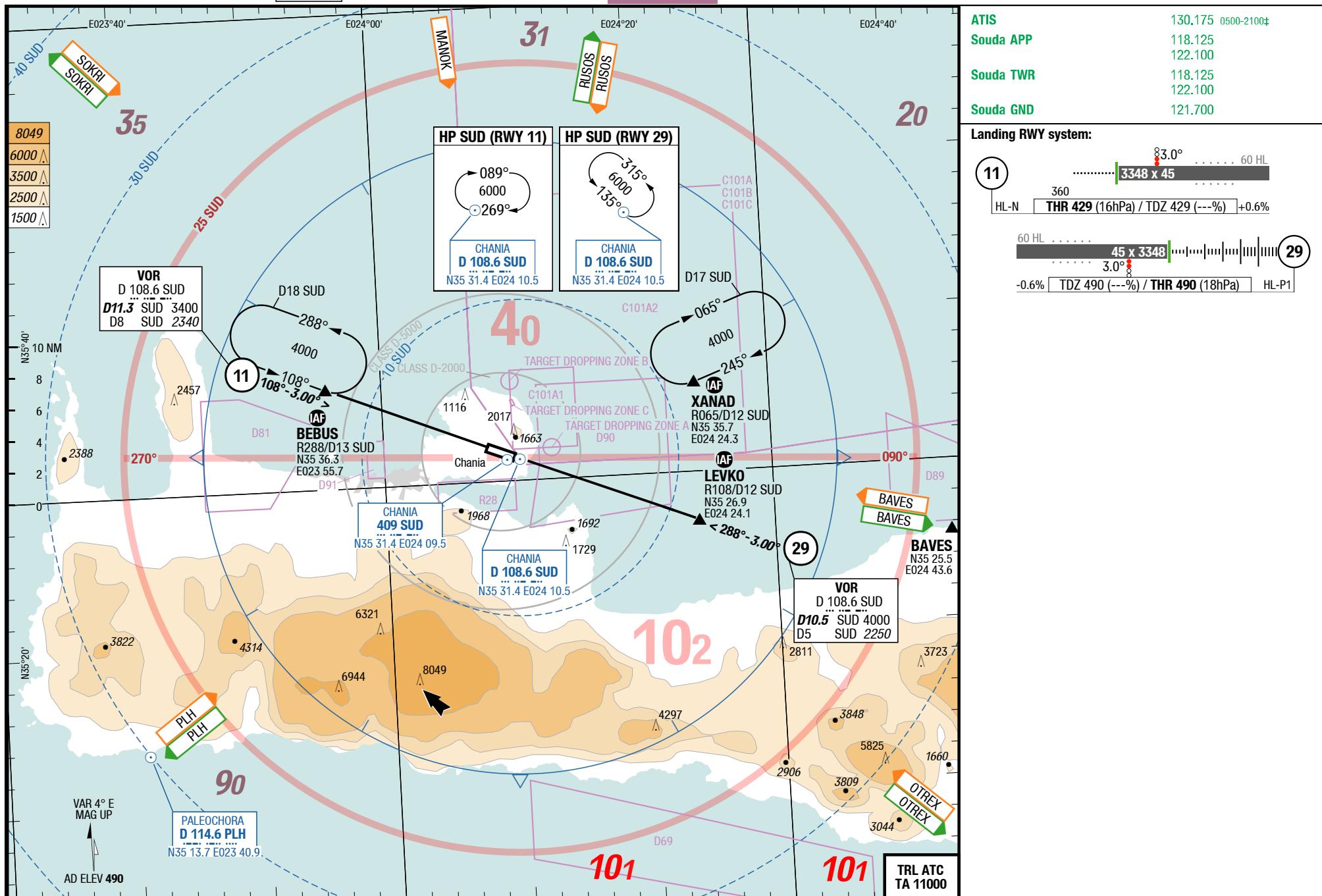
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2-10



Changes: Nil

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09-AUG-2018

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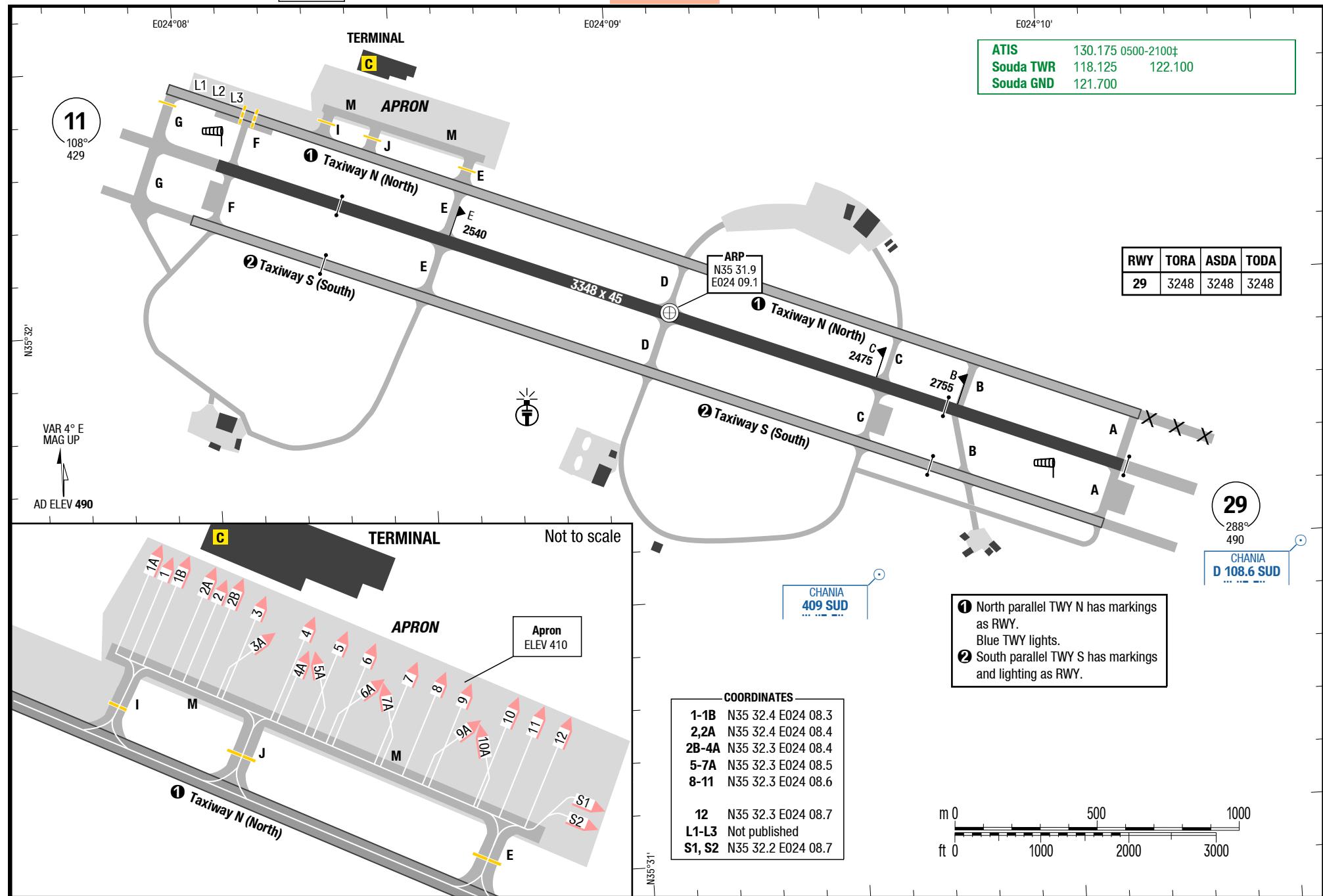
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3-20

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Changes: Parkingstand, COORD

Effective 18-AUG-2016

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BAVES 1B / OTREX 5B / PLH 1D

-10

AVES 1A / OTREX 5A / PLH 1C

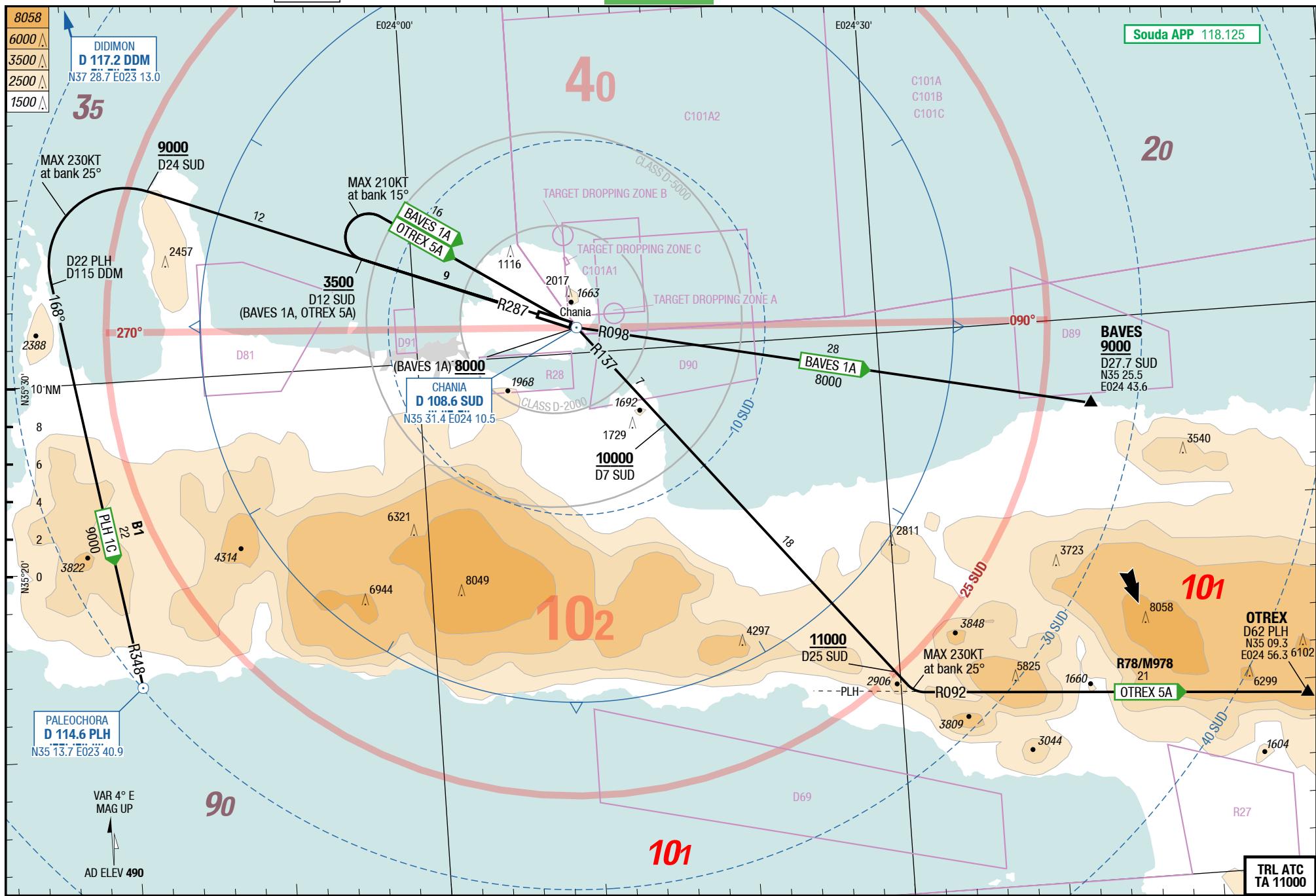
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BAVES 1B / OTREX 5B / PLH 1

BAVES 1A / OTREX 5A / PLH 1C

Souda APP 118.12



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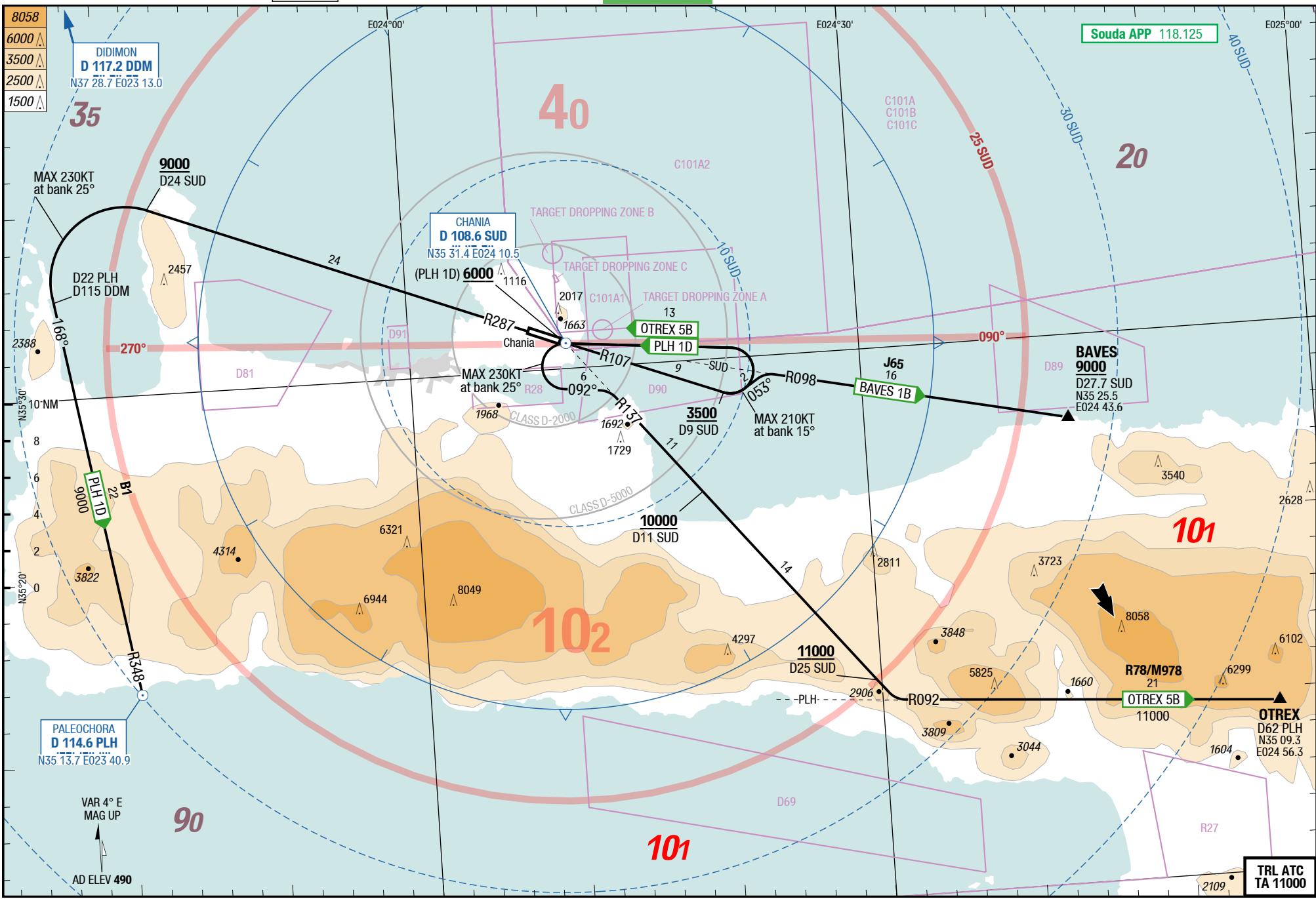
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4-20 BAVES 1B / OTREX 5B / PLH 1D

Souda APP 118.125



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BAVES 1L / OTREX 1L / PLH 1L

4-30

BAVES 1J / OTREX 1J / PLH 1J

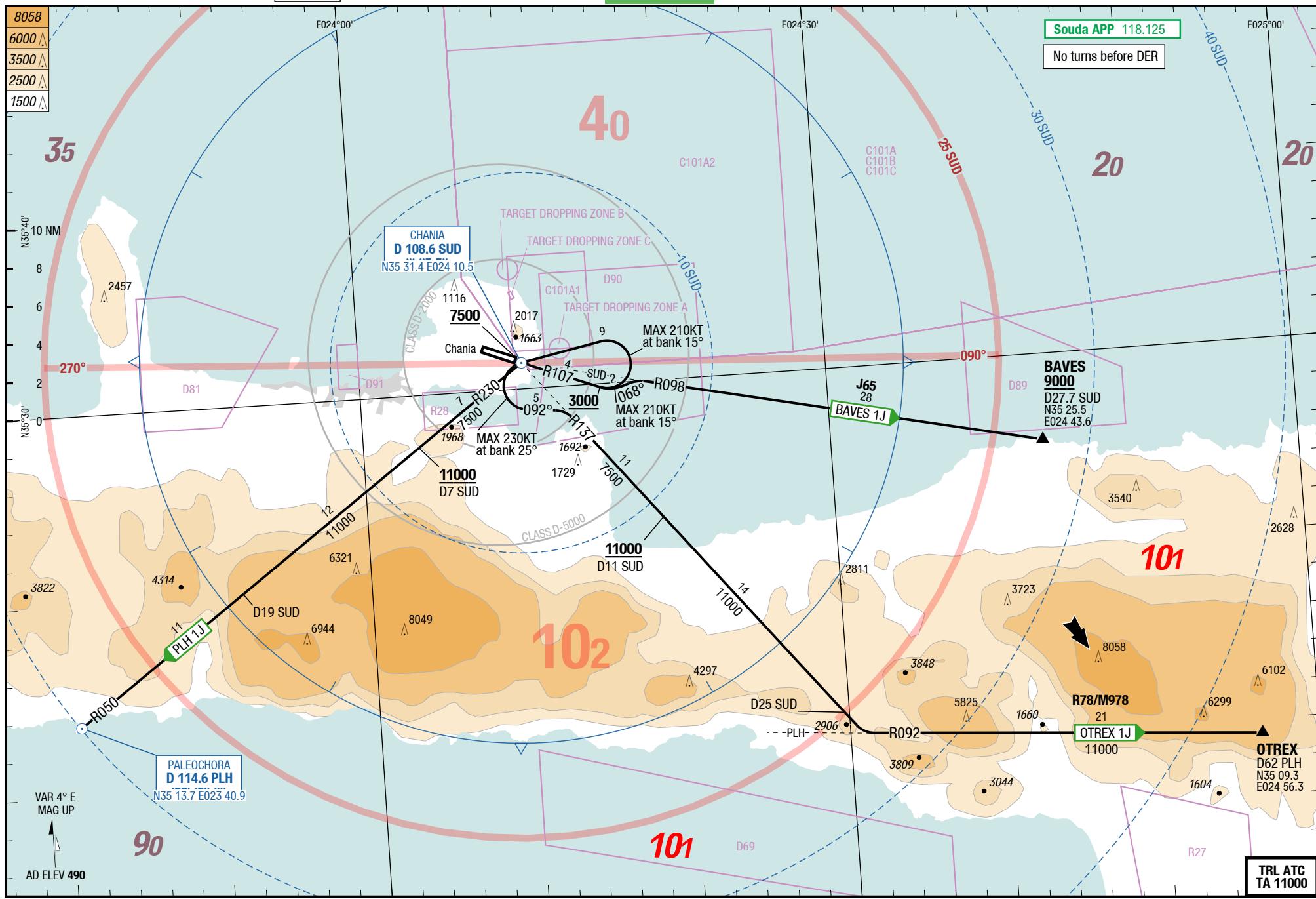
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BAVES 1L / OTREX 1L / PLH 1L

BAVES 1J / OTREX 1J / PLH 1J



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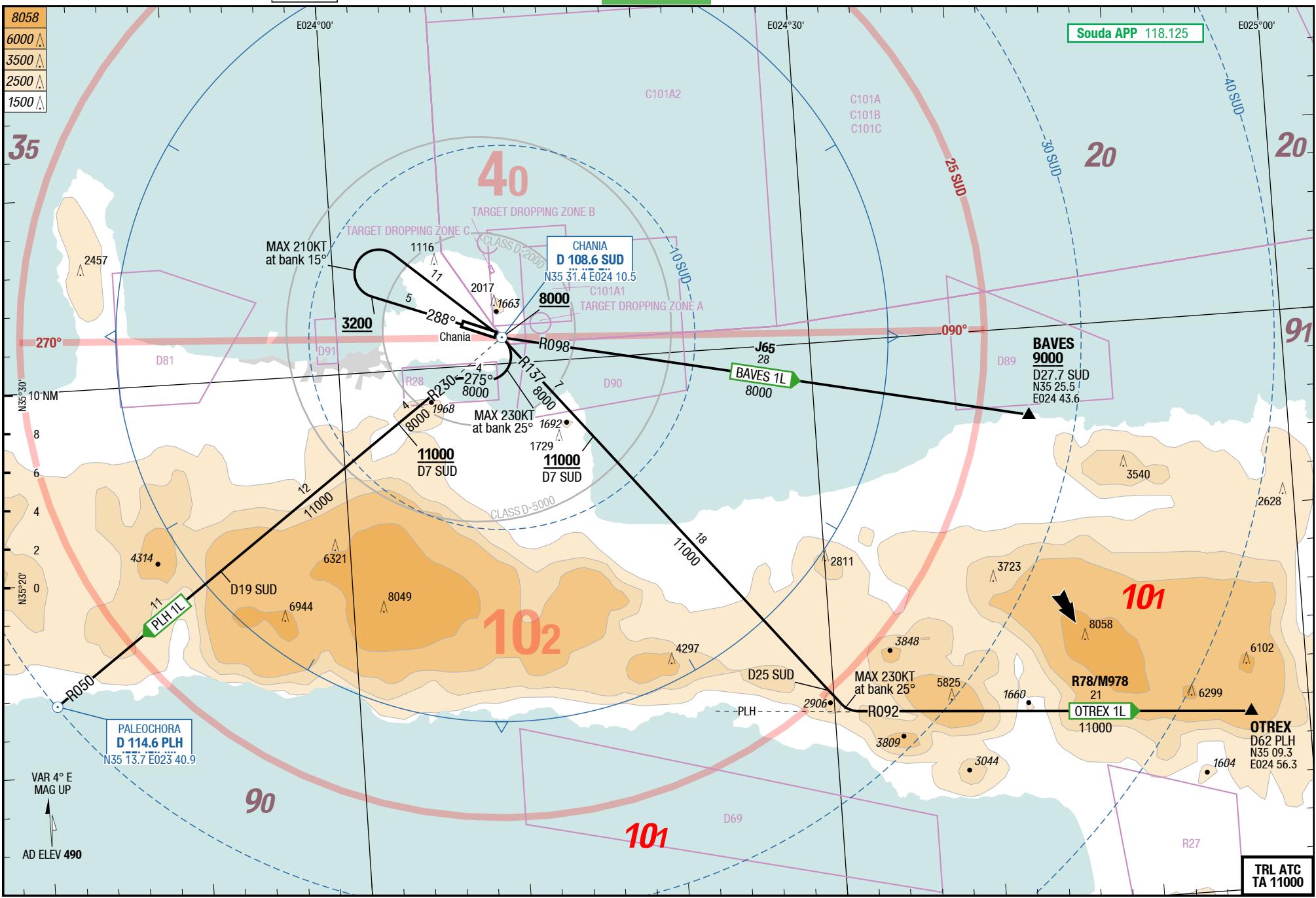
4-40 BAVES 1L / OTREX 1L / PLH 1L

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BAVES 1L / OTREX 1L / PLH 1L

Souda APP 118.125



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RUSOS 2B / SOKRI 5B

4-50

RUSOS 2A / SOKRI 5A

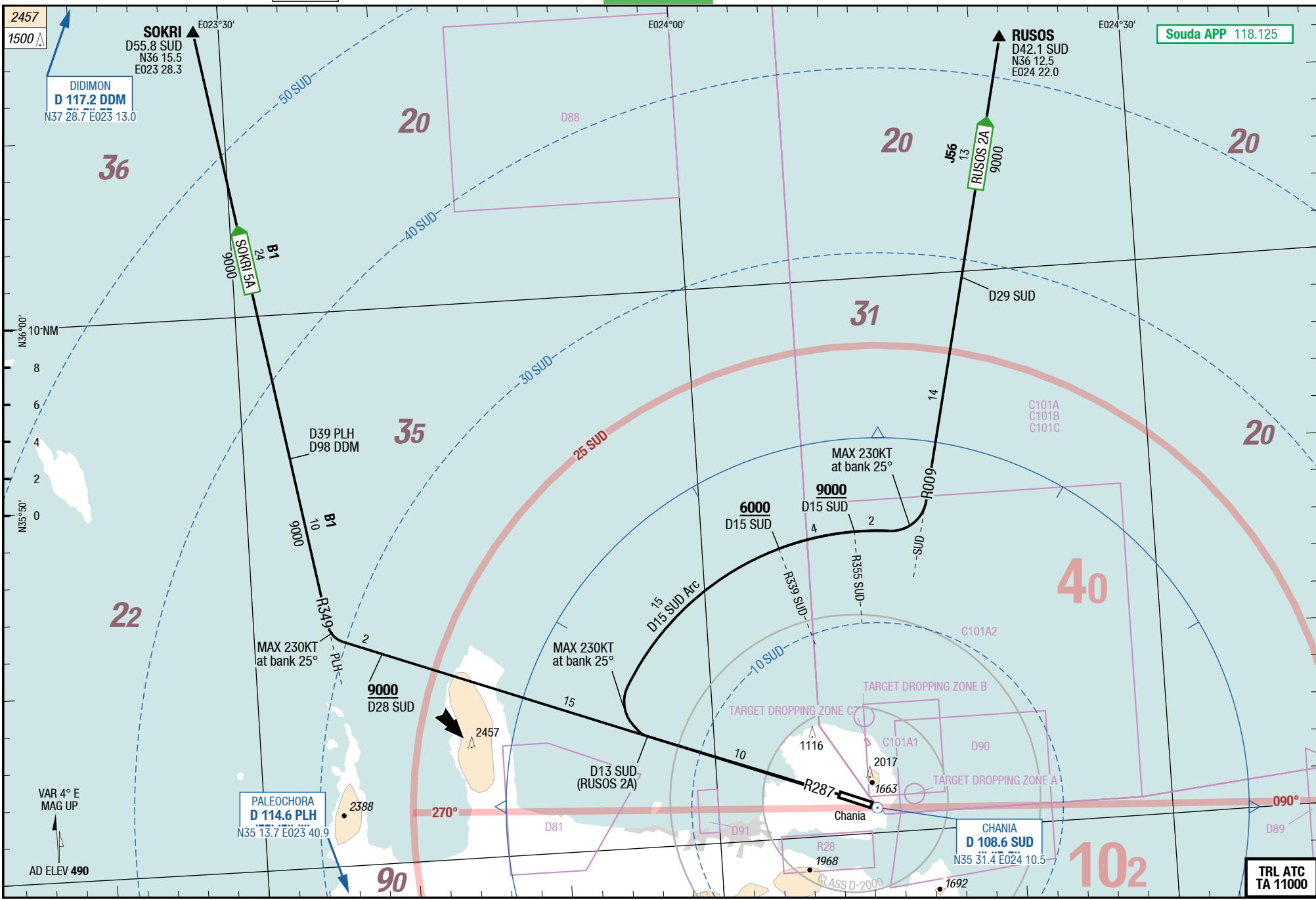
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RUSOS 2B / SOKRI 5B

RUSOS 2A / SOKRI 5A



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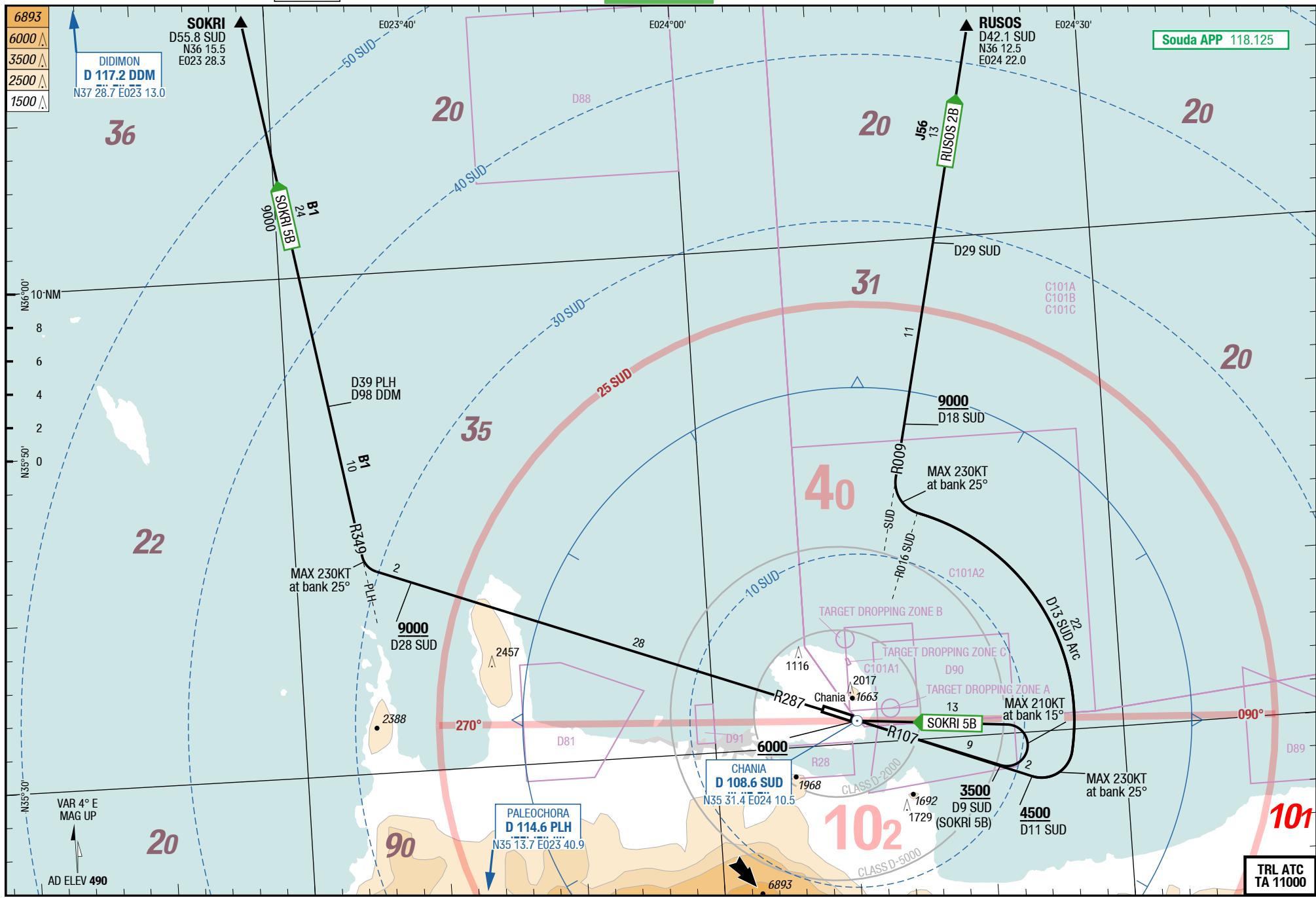
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4-60

RUSOS 2B / SOKRI 5B

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RUSOS 2B / SOKRI 5



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RUSOS 2K / SOKRI 1K

4-70

RUSOS 2H / SOKRI 2H

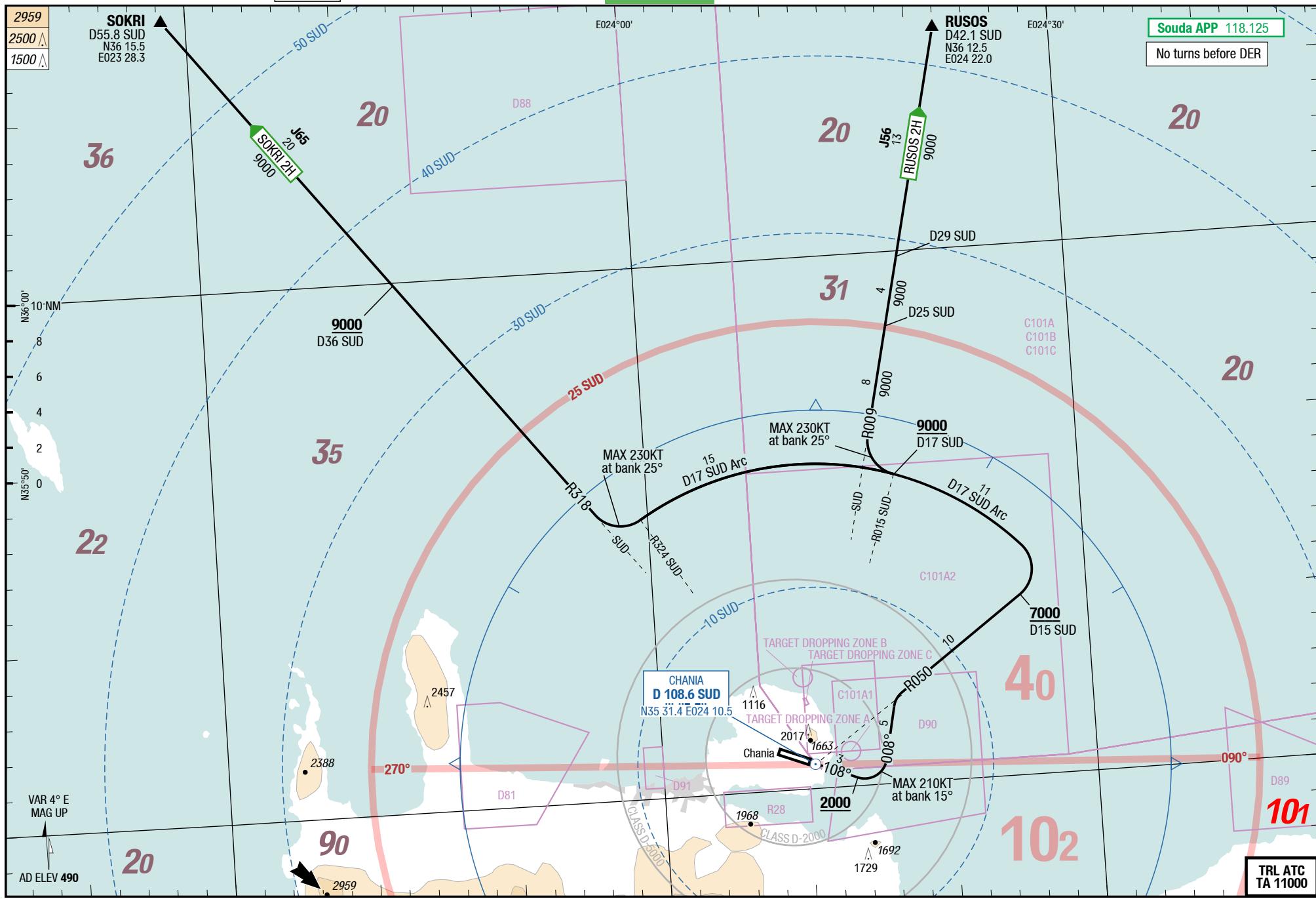
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RUSOS 2K / SOKRI 1K

RUSOS 2H / SOKRI 2H



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4-80

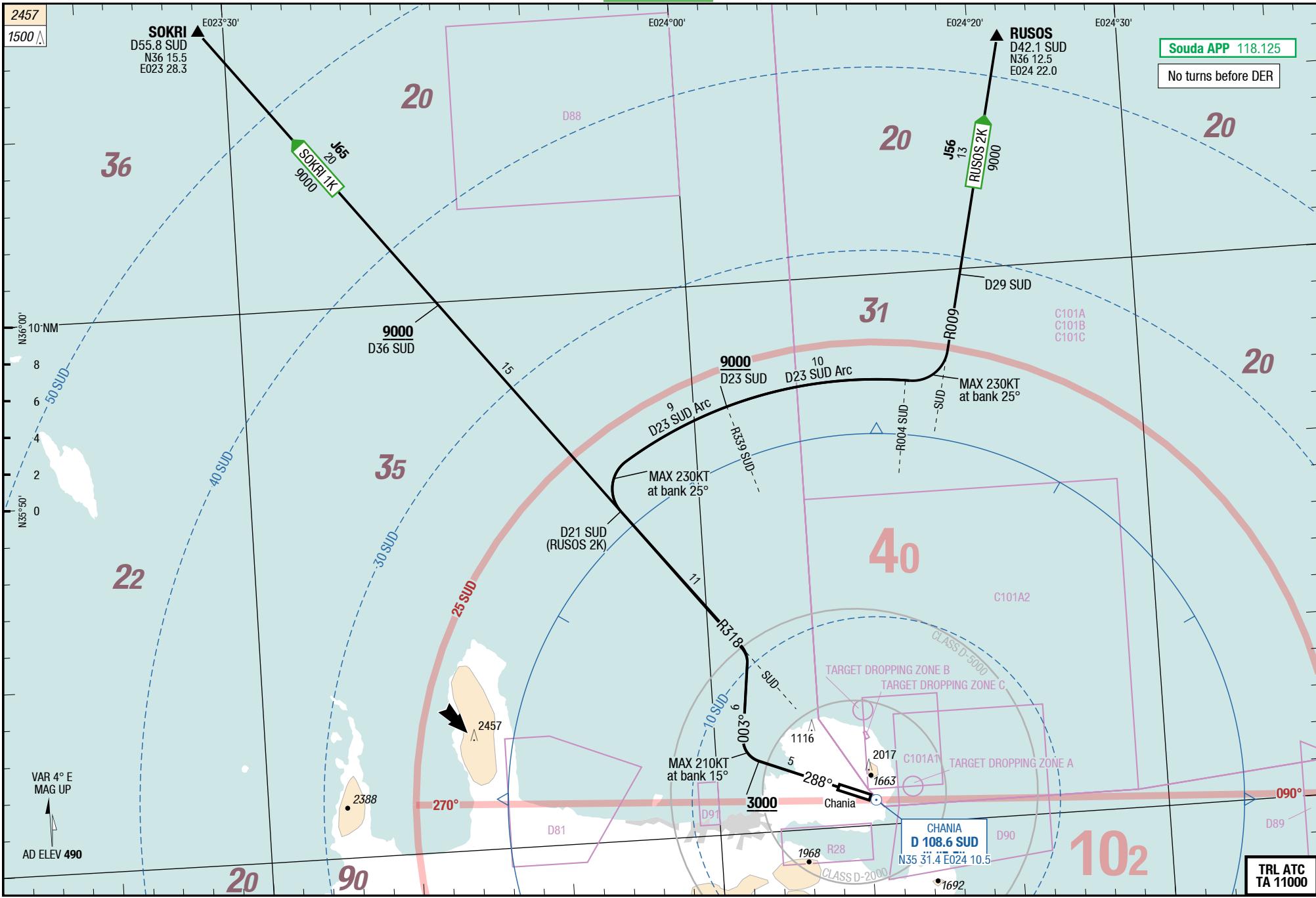
RUSOS 2K / SOKRI 1K

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RUSOS 2K / SOKRI 1K



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

5-10

BAVES 1A / OTREX 5A / PLH 1C

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

① Climb gradient for ATC purposes

5-20

BAVES 1B / OTREX 5B / PLH 1D

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

① Climb gradient for ATC purposes

5-30

BAVES 1J / OTREX 1J / PLH 1J

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

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

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

5-40

BAVES 1L / OTREX 1L / PLH 1L

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

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

① Climb gradient for ATC purposes

5-50

RUSOS 2A / SOKRI 5A

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

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

5-60

RUSOS 2B / SOKRI 5B

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

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

5-70

RUSOS 2H / SOKRI 2H

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

- 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

5-80

RUSOS 2K / SOKRI 1K

RUSOS 2K / SOKRI 1K

RWY 29 (288°)

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

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

- 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

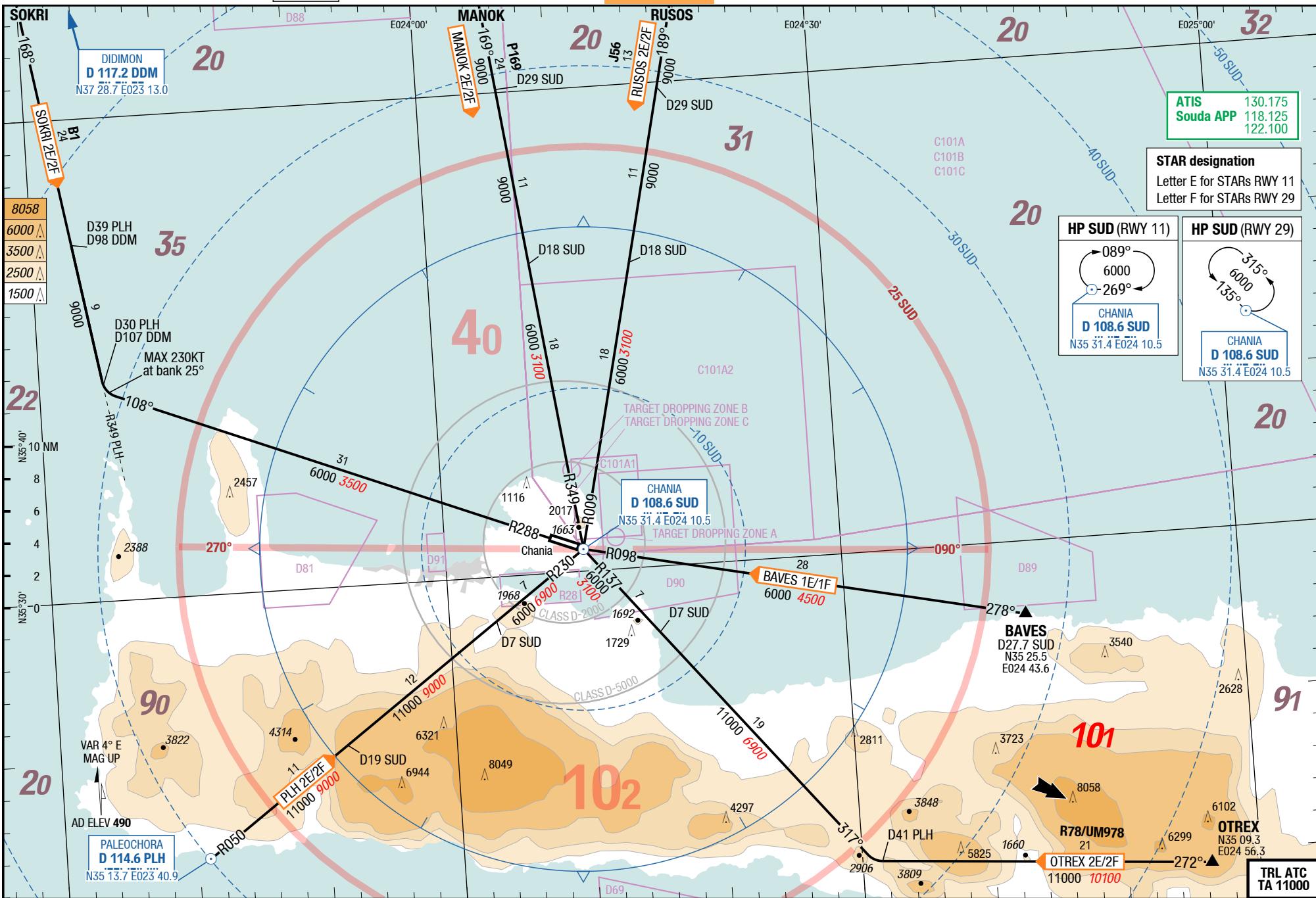
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(STARs M/W RWY 11)

STARs E/F RWYs 11/29



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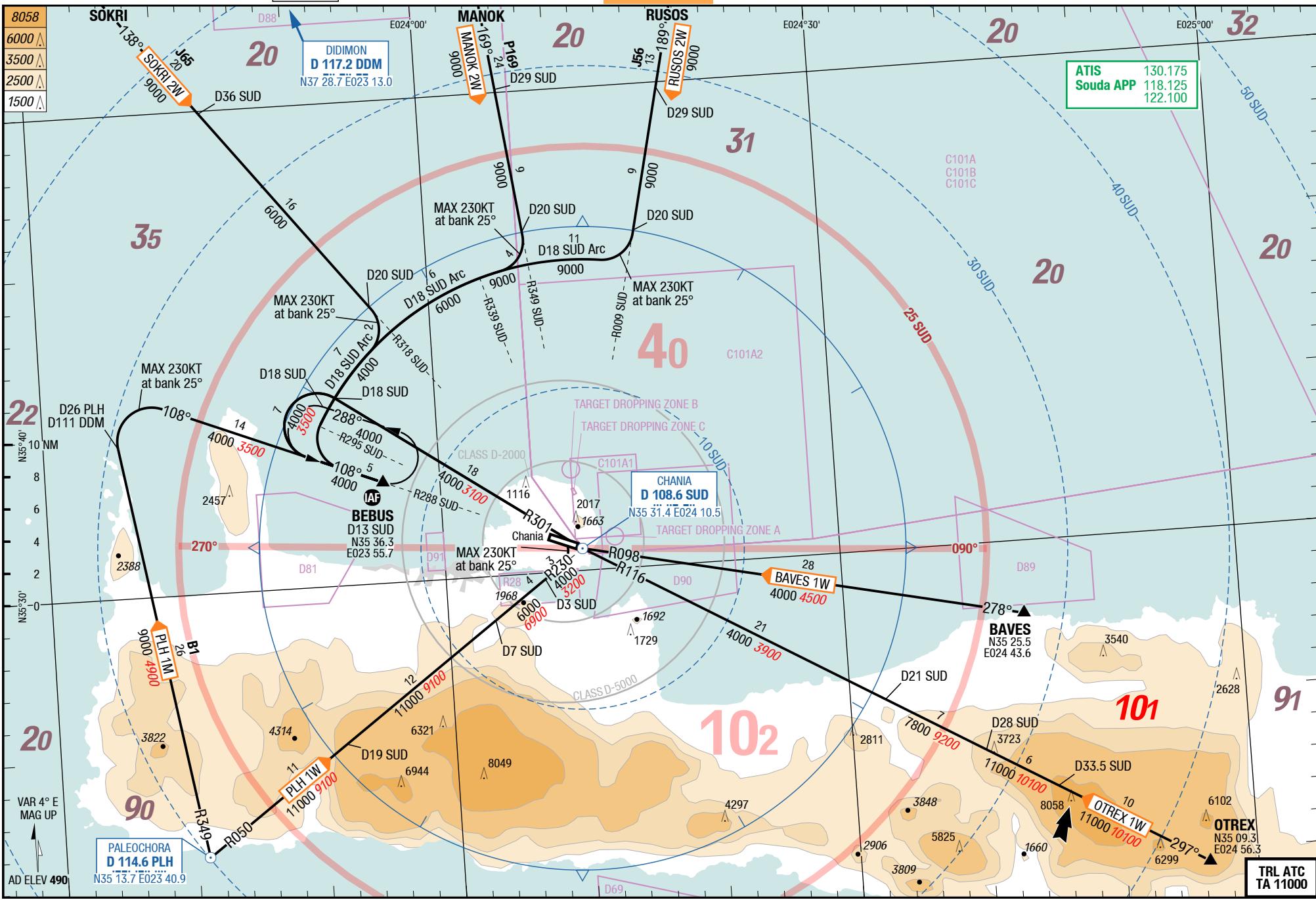
STARs M/W RWY 11

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STARs M/W RWY 11



Changes: Track, NAVAID

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STARs G RWY 29

6-30

STARs U/V RWY 11

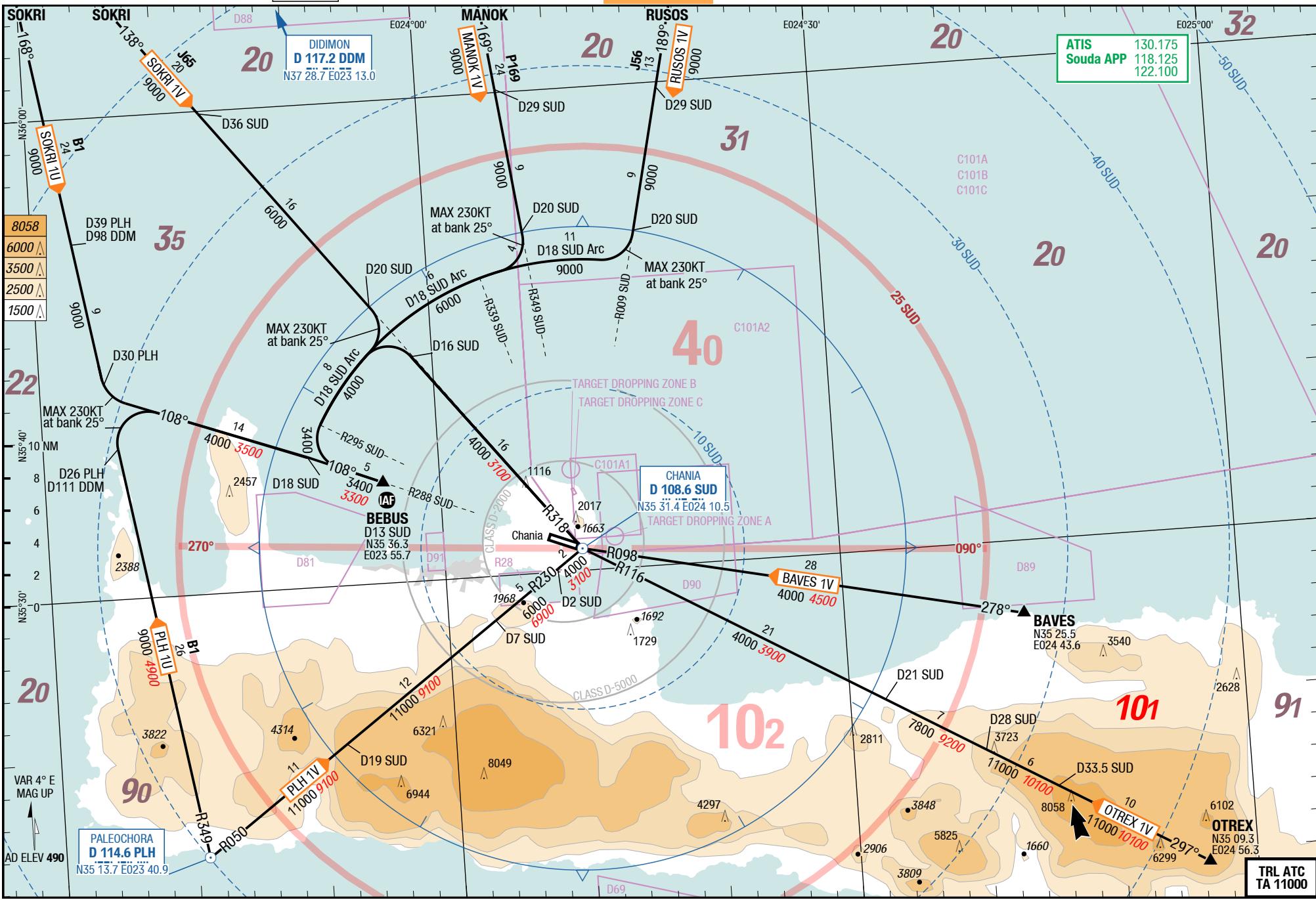
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STARs G RWY 29

STARs U/V RWY 11



Changes: Track, NAVAID

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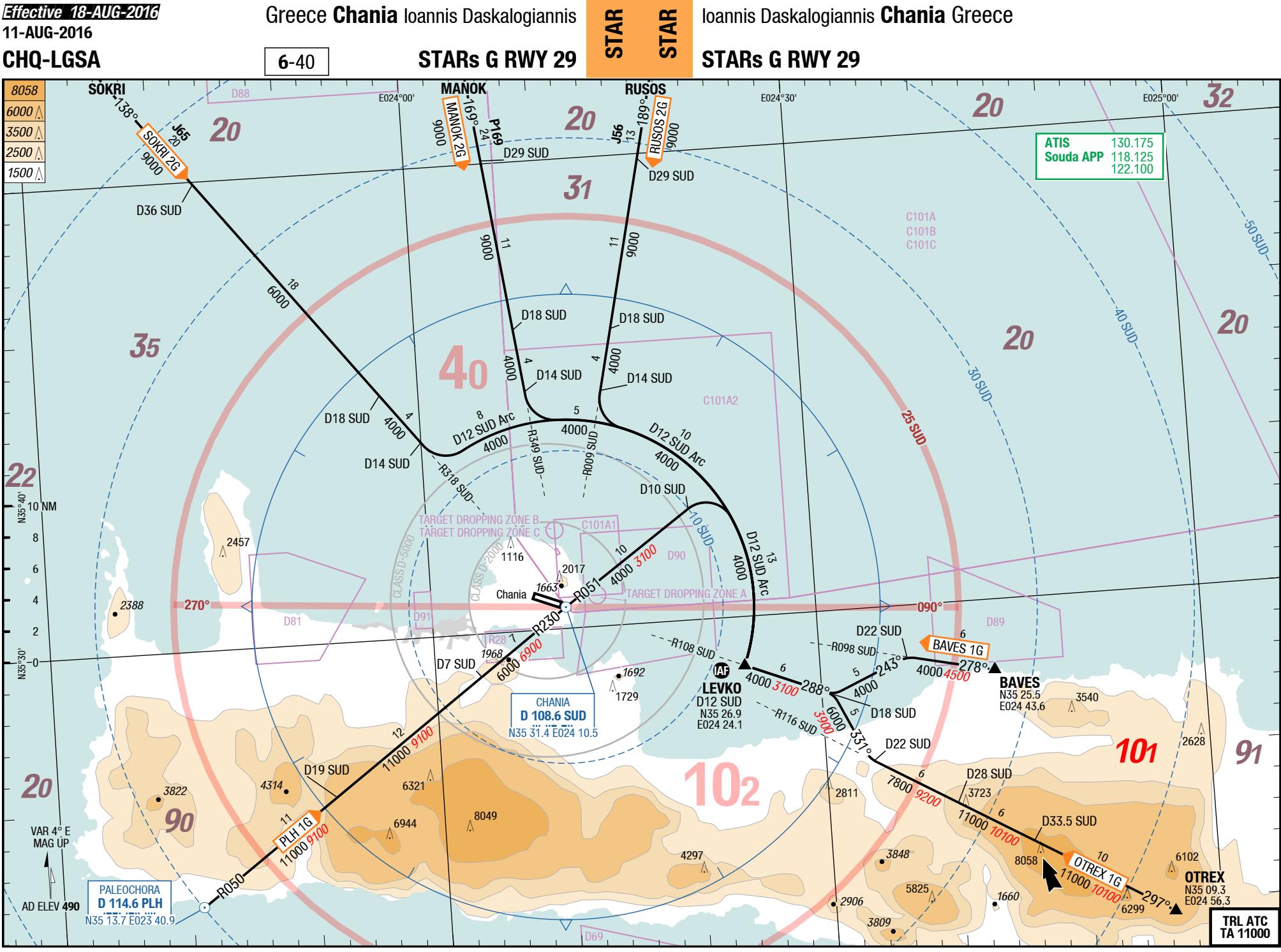
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STARs G RWY 29

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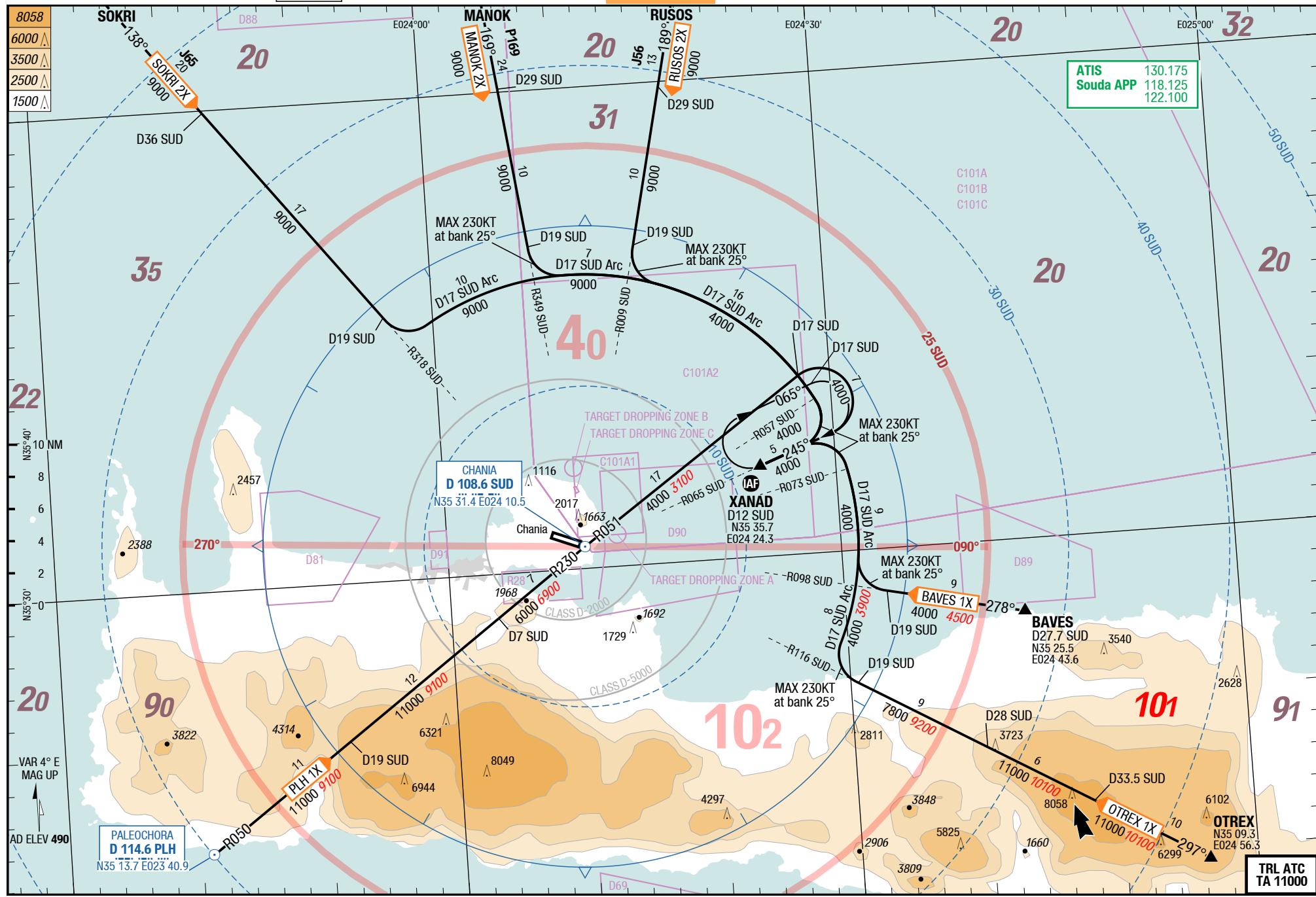
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STARs X RWY 29

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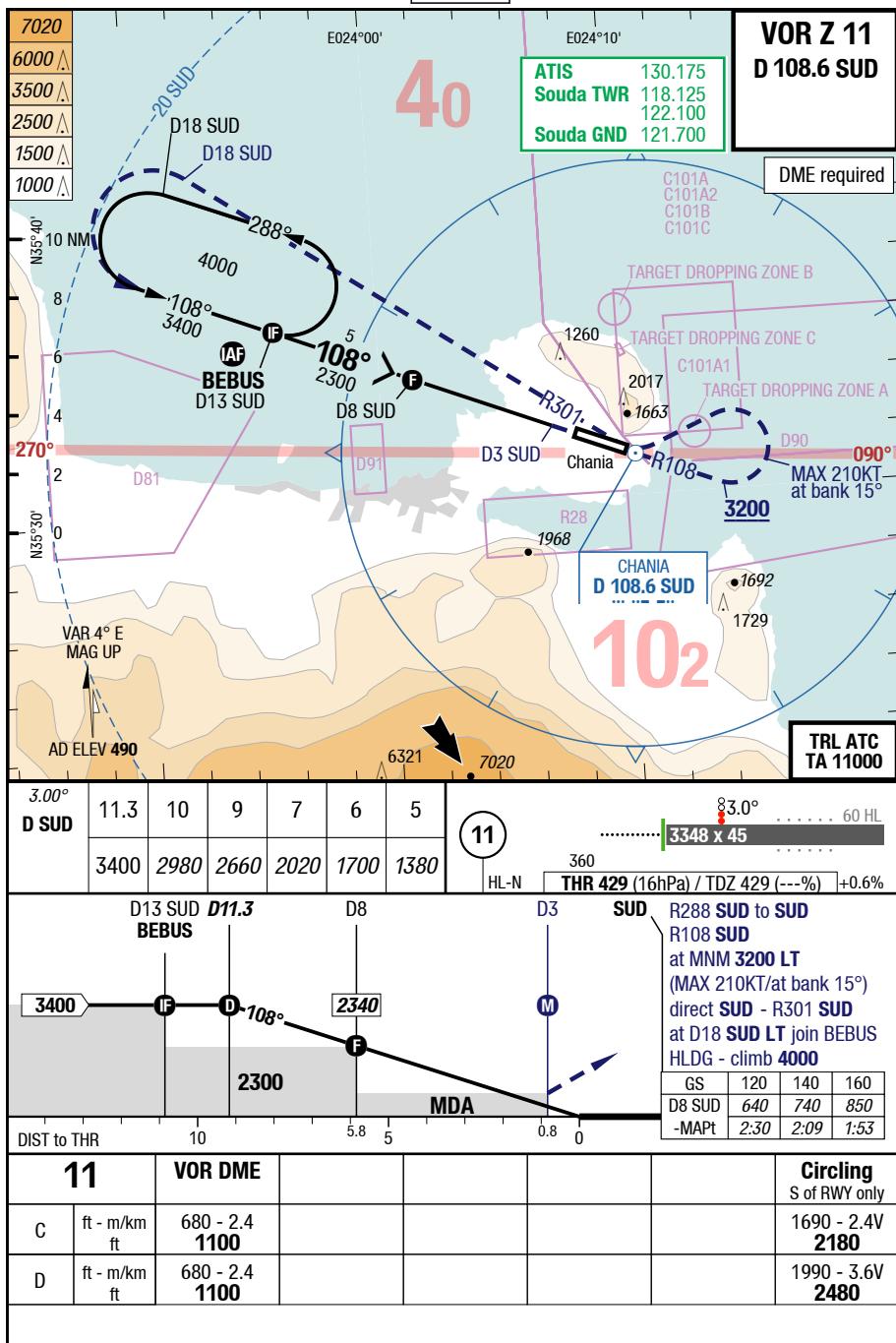
CTAD

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NIL
STARs X RWY 29



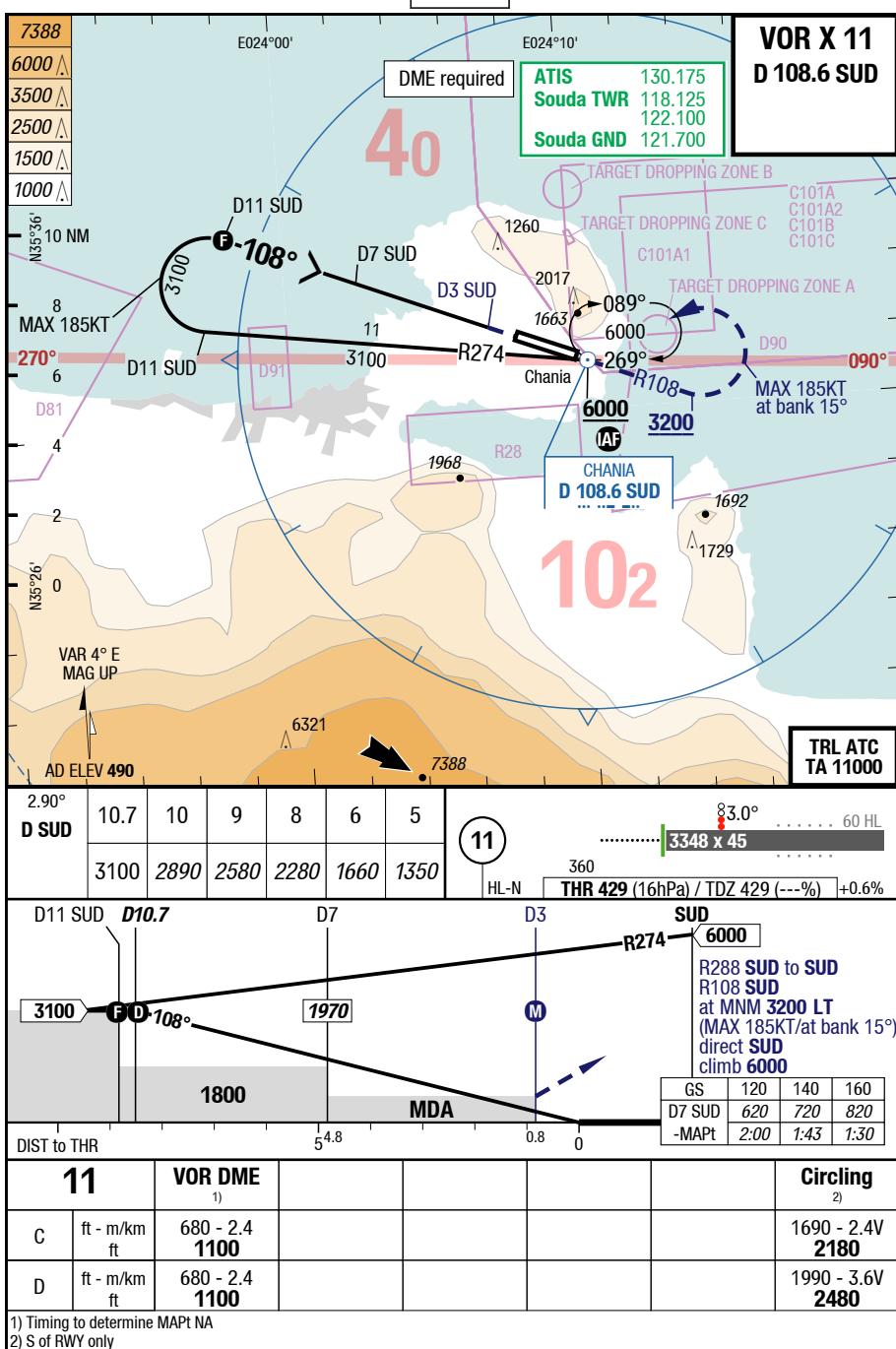
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VOR Z 11



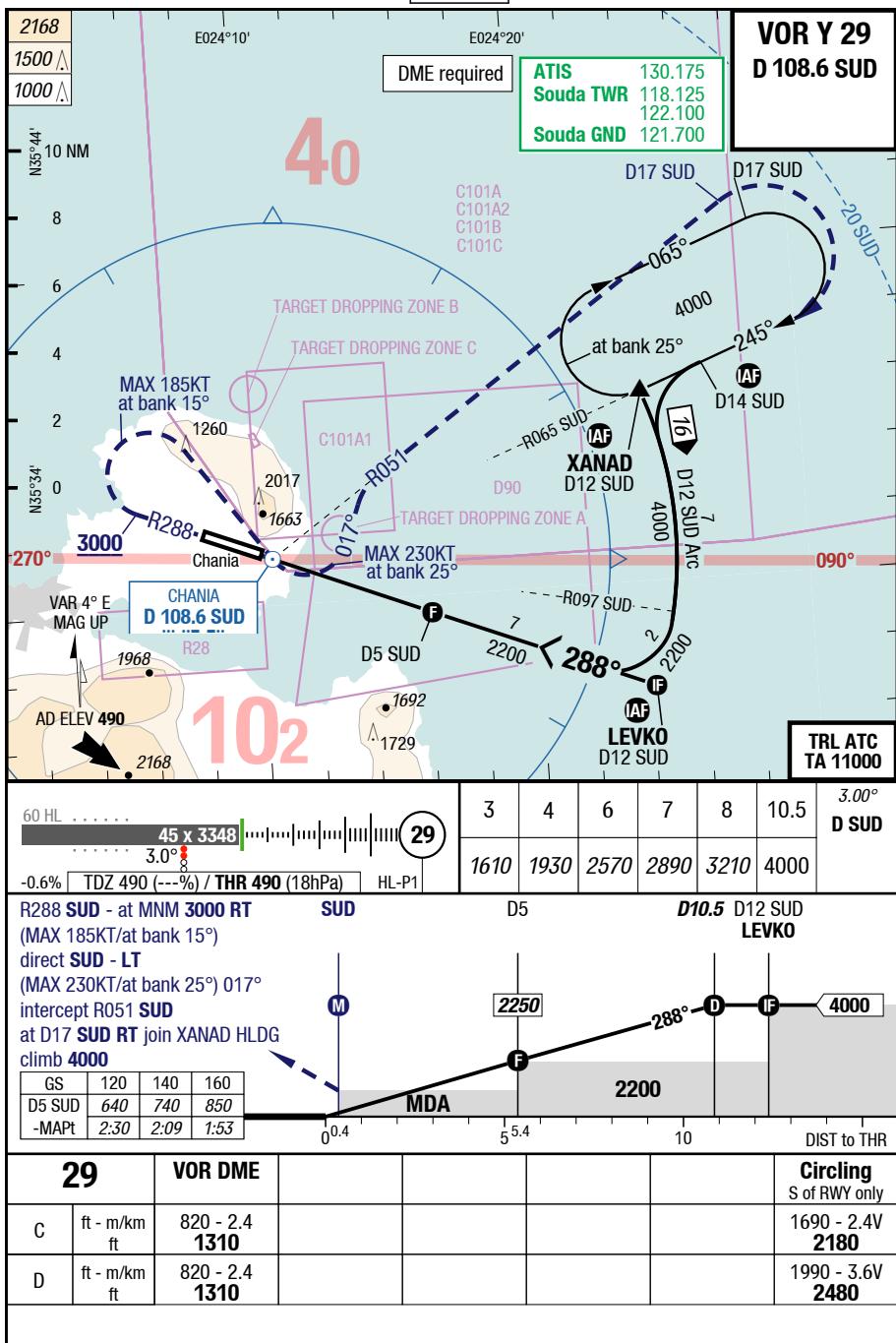
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VOR X 11



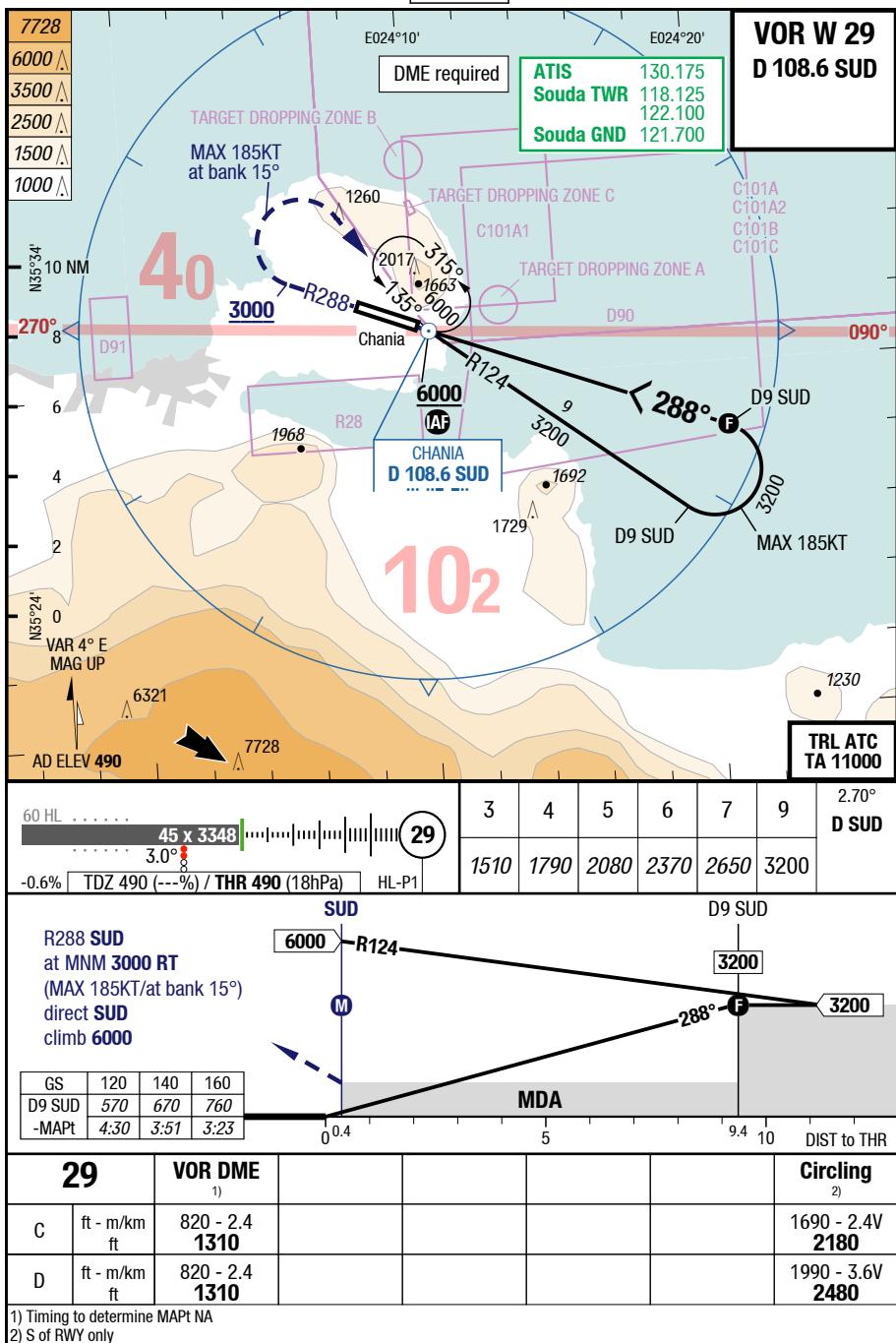
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VOR Y 29



7-40

VOR W 29



Changes: Completely revised