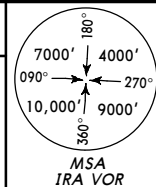
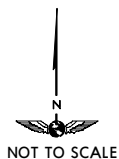
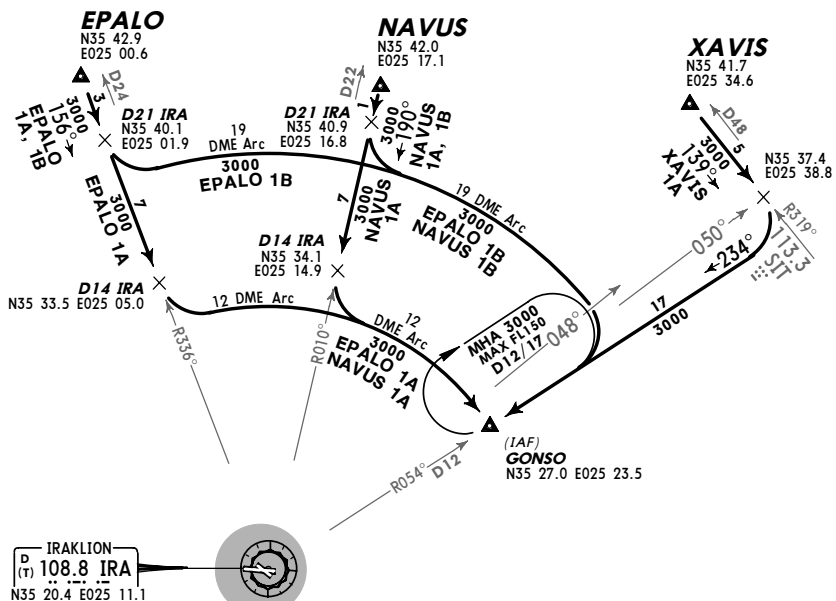


LGIR/HER
NIKOS KAZANTZAKIS
19 OCT 07 (10-2) Eff 25 Oct
IRAKLION, GREECE
STAR

ATIS
127.55
Apt Elev
115'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

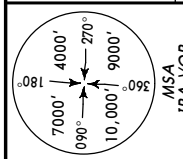


EPALO 1A [EPAL1A]
EPALO 1B [EPAL1B]
NAVUS 1A [NAVU1A]
NAVUS 1B [NAVU1B]
XAVIS 1A [XAVI1A]
RWY 27 ARRIVALS
FROM NORTH

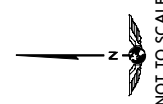
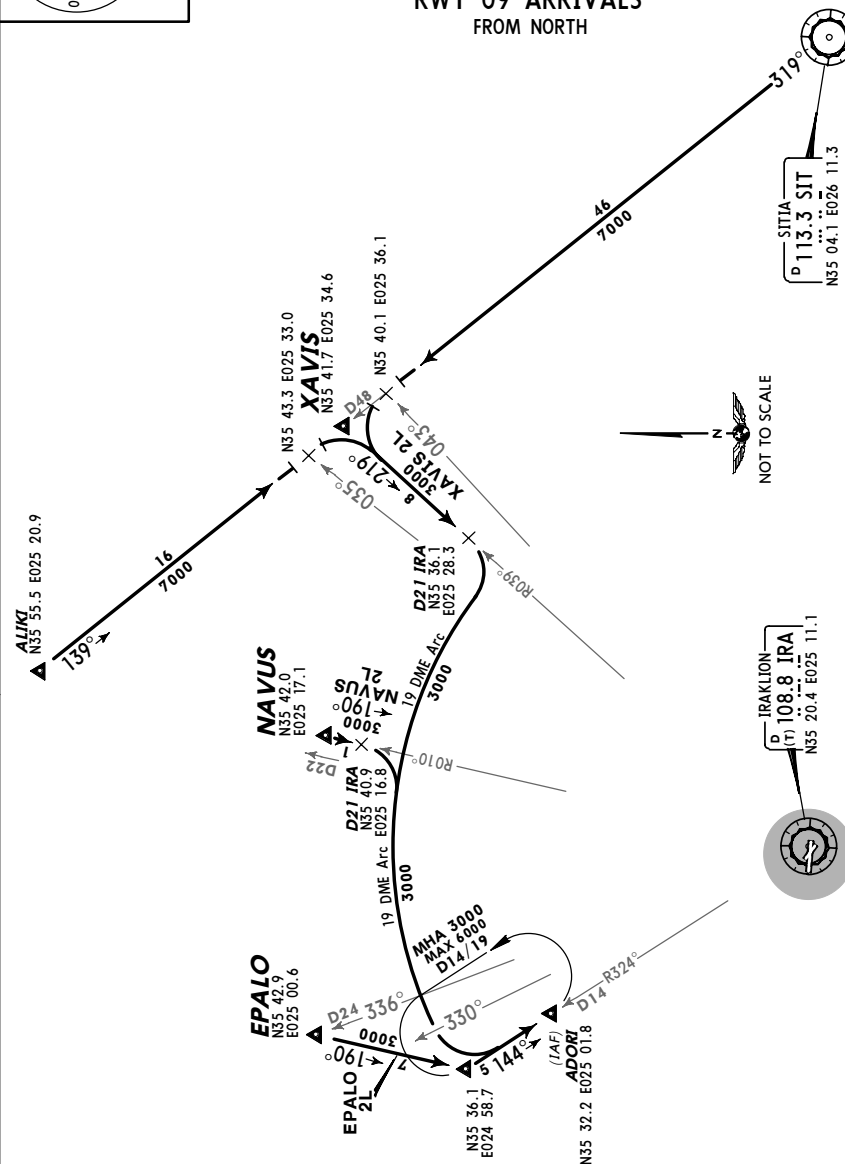


LGIR/HER
NIKOS KAZANTZAKIS
19 OCT 07 (10-2A) Eff 25 Oct
IRAKLION, GREECE
STAR

ATIS
127.55
Apt Elev
115'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



EPALO 2L [EPAL2L]
NAVUS 2L [NAVU2L]
XAVIS 2L [XAVI2L]
RWY 09 ARRIVALS
FROM NORTH



LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen

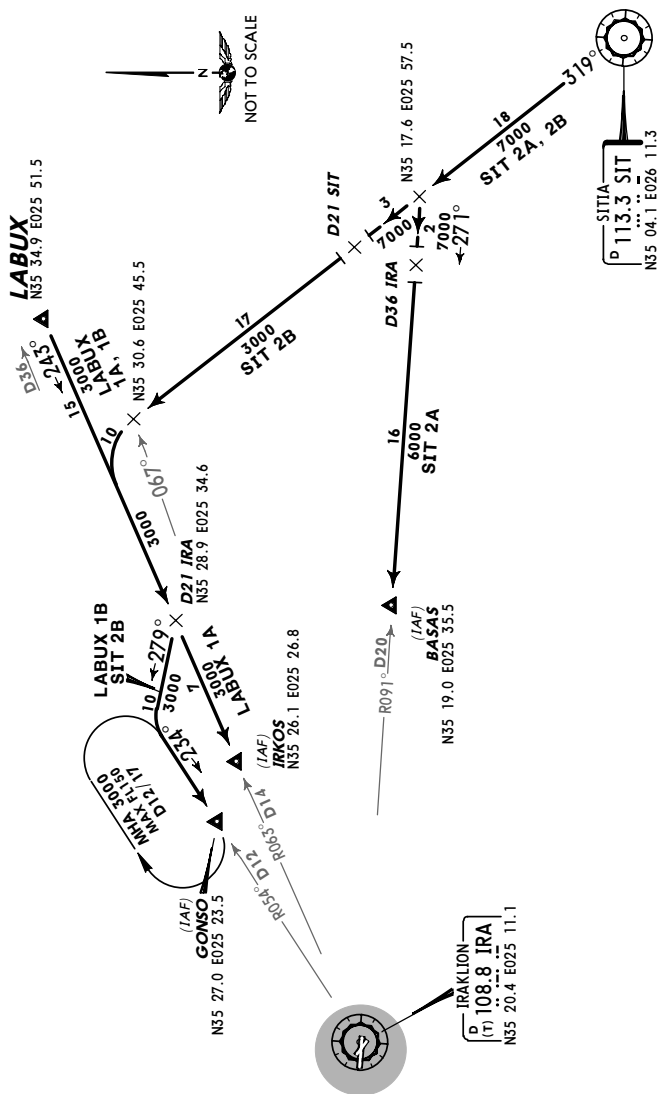
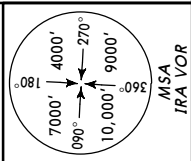
19 OCT 07 (10-2B) Eff 25 Oct

IRAKLION, GREECE

STAR

ATIS
127.55
Apt Elev
115'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

LABUX 1A [LABU1A]
LABUX 1B [LABU1B]
SIT 2A, SIT 2B
RWY 27 ARRIVALS
FROM EAST



LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen

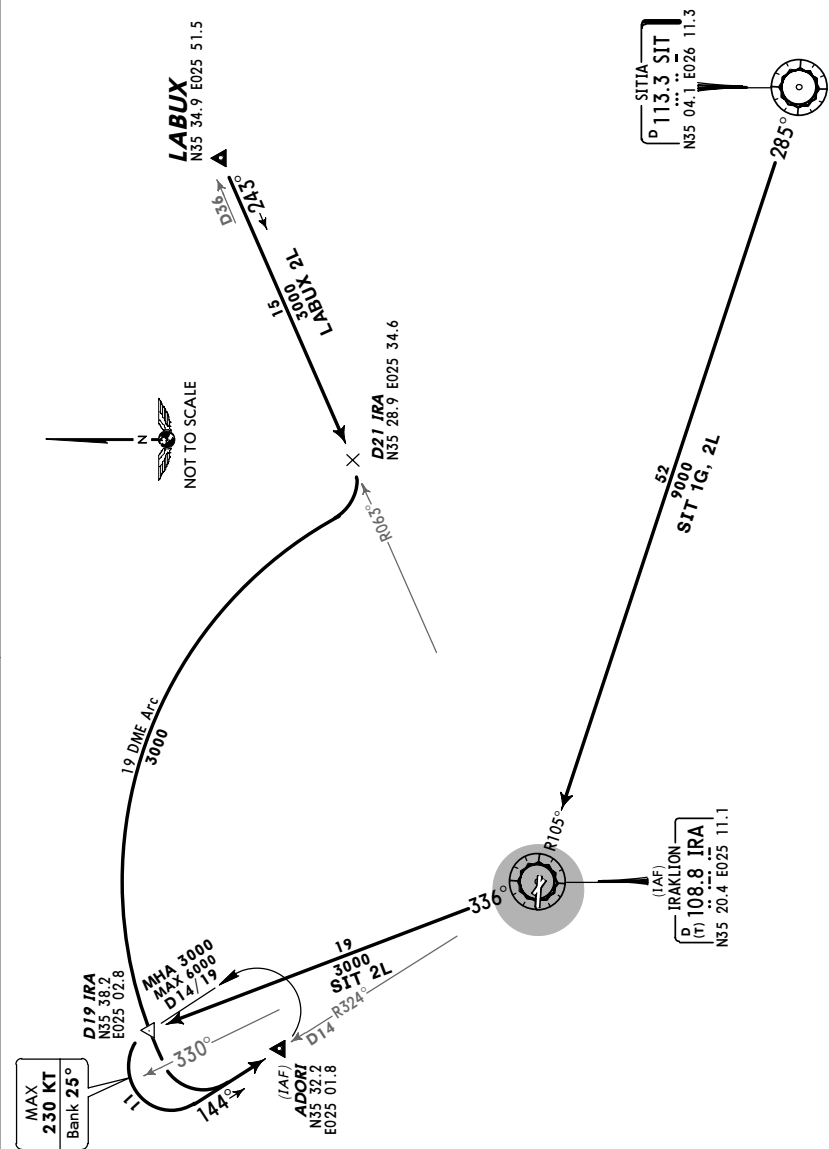
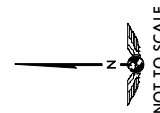
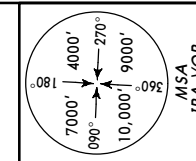
19 OCT 07 (10-2C) Eff 25 Oct

IRAKLION, GREECE

STAR

ATIS
127.55
Apt Elev
115'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

LABUX 2L [LABU2L]
SIT 1G, SIT 2L
RWY 09 ARRIVALS
FROM EAST

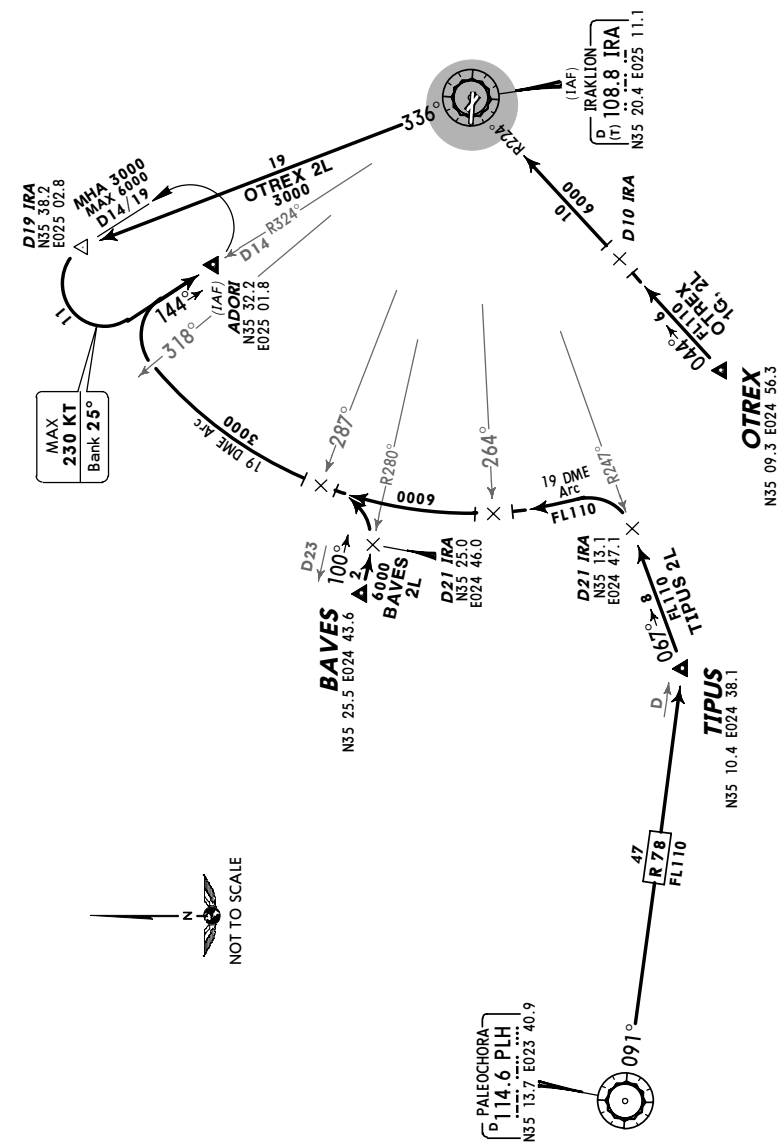
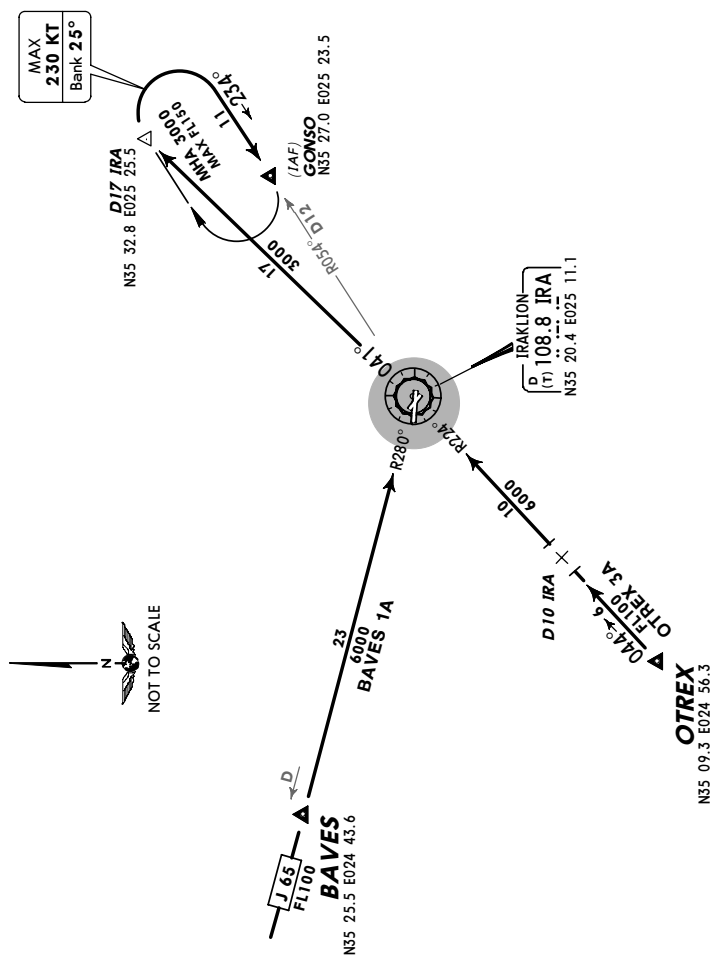


19 OCT 07 (10-2D) Eff 25 Oct

19 OCT 07 (10-2E) Eff 25 Oct

Alt Set: hPa	Trans level: By ATC	Trans alt: 6000'
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BAVES 2L [BAVE2L]
OTREX 1G [OTRE1G]
OTREX 2L [OTRE2L]
TIPUS 2L [TIPU2L]
RWY 09 ARRIVALS
FROM WEST



LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen

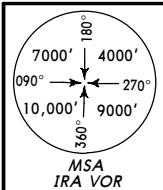
17 NOV 06

10-3

Eff 23 Nov

IRAKLION, GREECE

SID

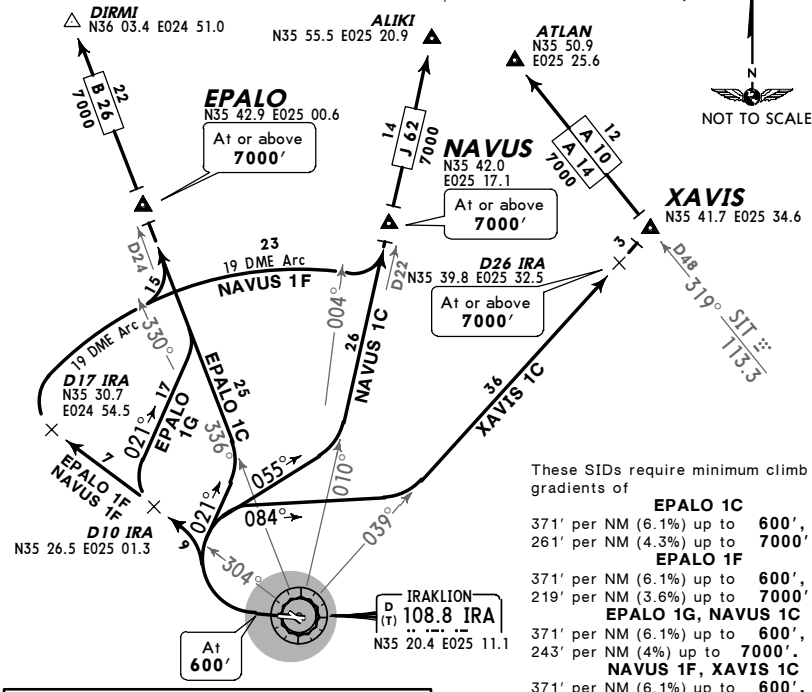


Apt Elev
115'

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 3500' or above.

EPALO 1C [EPAL1C], EPALO 1F [EPAL1F]
EPALO 1G [EPAL1G], NAVUS 1C [NAVU1C]
NAVUS 1F [NAVU1F], XAVIS 1C [XAVI1C]
RWY 27 DEPARTURES
TO NORTH

WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



Visual Departure (daytime only): Pilot may be requested to accept a visual departure. When accepting, turn RIGHT asap to maintain VMC and own terrain separation until passing 3500' or IRA R-336 (EPALO 1C)/IRA R-010 (NAVUS 1C), whichever comes later, then join SID.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
261' per NM	327	435	653	871	1089	1306
243' per NM	304	405	608	810	1013	1215
219' per NM	273	365	547	729	911	1094

A visual climb up to 500' is required due to obstructions within 1200m from DER.
Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
EPALO 1C	Climb straight ahead to 600', turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1F	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304 to D17 IRA, turn RIGHT, along IRA 19 DME arc, when passing IRA R-330 turn LEFT, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1G	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304 to D10 IRA, turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B 26.
NAVUS 1C	Climb straight ahead to 600', turn RIGHT, 055° track, intercept IRA R-010 to NAVUS, then join airway J 62.
NAVUS 1F	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304 to D17 IRA, turn RIGHT, along IRA 19 DME arc, when passing IRA R-004 turn LEFT, intercept IRA R-010 to NAVUS, then join airway J 62.
XAVIS 1C	Climb straight ahead to 600', turn RIGHT, 084° track, intercept IRA R-039 to XAVIS, then join airway A 10 or A 14.

CHANGES: SIDs completely revised.

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LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen

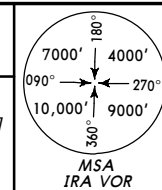
17 NOV 06

10-3A

Eff 23 Nov

IRAKLION, GREECE

SID

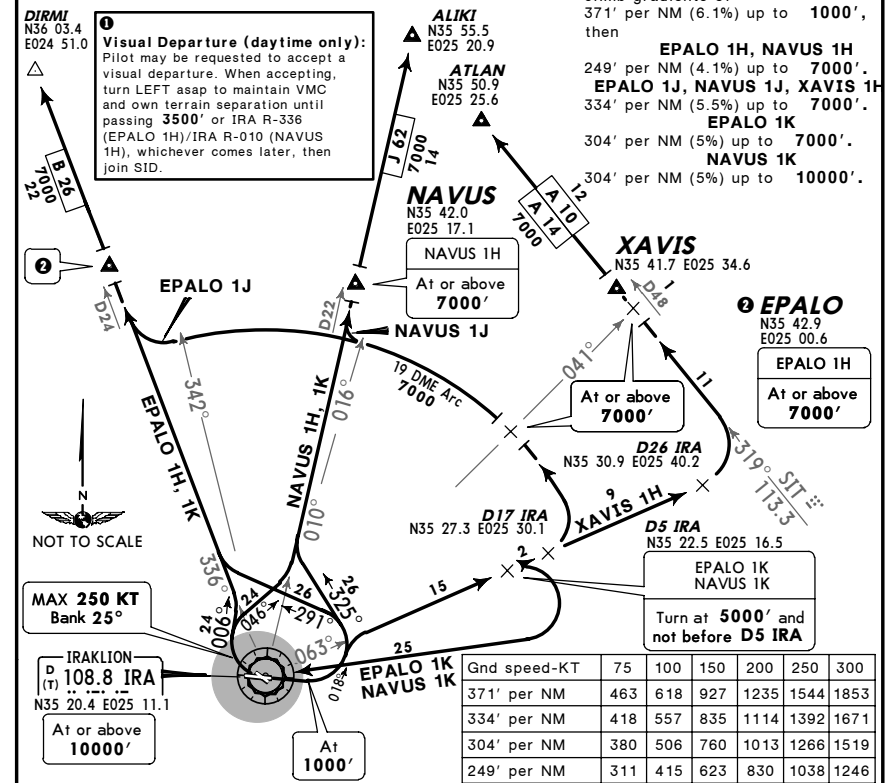


Apt Elev
115'

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 3500' or above.

EPALO 1H [EPAL1H], EPALO 1J [EPAL1J], EPALO 1K [EPAL1K]
NAVUS 1H [NAVU1H], NAVUS 1J [NAVU1J], NAVUS 1K [NAVU1K]
XAVIS 1H [XAVI1H]
RWY 09 DEPARTURES
TO NORTH

WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
EPALO 1H	Climb straight ahead to 1000', turn LEFT, 291° track, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1J	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-342 turn RIGHT, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1K	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 006° track, intercept IRA R-336 to EPALO, then join airway B 26.
NAVUS 1H	Climb straight ahead to 1000', turn LEFT, 325° track, intercept IRA R-010 to NAVUS, then join airway J 62.
NAVUS 1J	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-016 turn RIGHT, intercept IRA R-010 to NAVUS, then join airway J 62.
NAVUS 1K	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 046° track, intercept IRA R-010 to NAVUS, then join airway J 62.
XAVIS 1H	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D26 IRA, turn LEFT, intercept SIT R-319 to XAVIS, then join airways A 10 or A 14.

CHANGES: SIDs completely revised.

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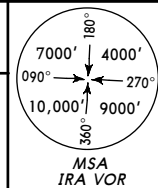
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17 NOV 06 10-3B Eff 23 Nov

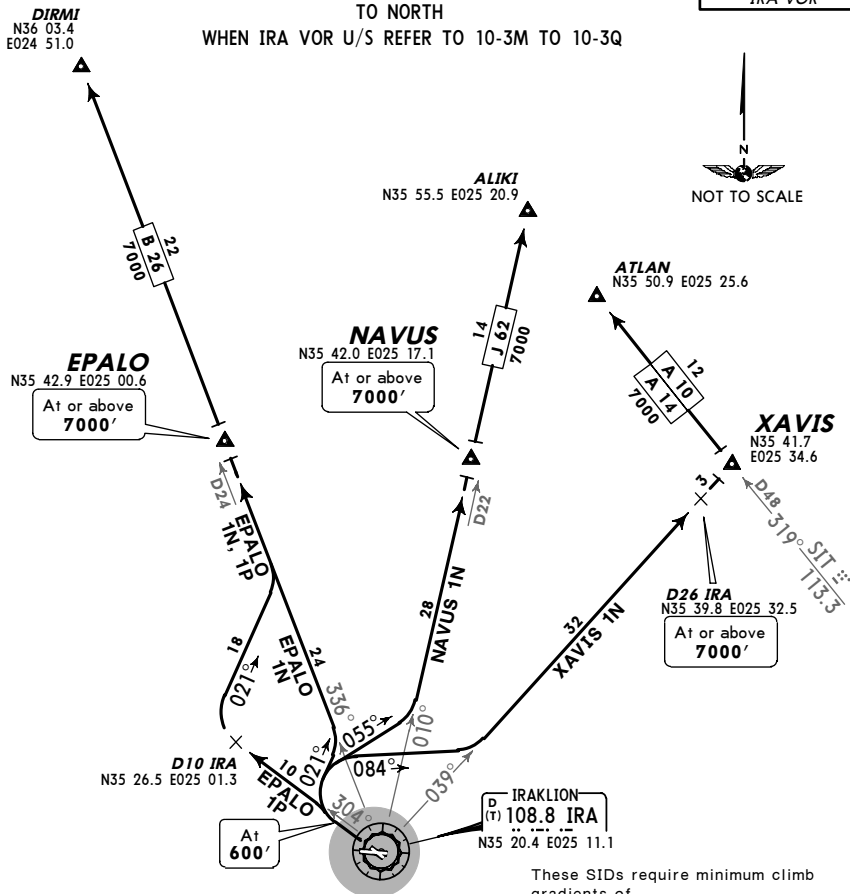
IRAKLION, GREECE

SID

Apt Elev 115'
Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



EPALO 1N [EPAL1N], EPALO 1P [EPAL1P]
NAVUS 1N [NAVU1N], XAVIS 1N [XAVI1N]
RWY 30 DEPARTURES
TO NORTH
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
286' per NM	357	476	714	952	1190	1428
255' per NM	319	425	638	851	1063	1276
225' per NM	281	375	562	749	937	1124

These SIDs require minimum climb gradients of

EPALO 1N	292' per NM (4.8%) up to 7000'.
EPALO 1P	255' per NM (4.2%) up to 7000'.
NAVUS 1N	286' per NM (4.7%) up to 7000'.
XAVIS 1N	225' per NM (3.7%) up to 7000'.

SID	ROUTING
EPALO 1N	Climb straight ahead to 600', turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1P	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304 to D10 IRA, turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B 26.
NAVUS 1N	Climb straight ahead to 600', turn RIGHT, 055° track, intercept IRA R-010 to NAVUS, then join airway J 62.
XAVIS 1N	Climb straight ahead to 600', turn RIGHT, 084° track, intercept IRA R-039 to XAVIS, then join airway A 10 or A 14.

CHANGES: SIDs transferred & completely revised.

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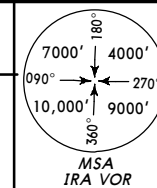
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17 NOV 06 10-3C Eff 23 Nov

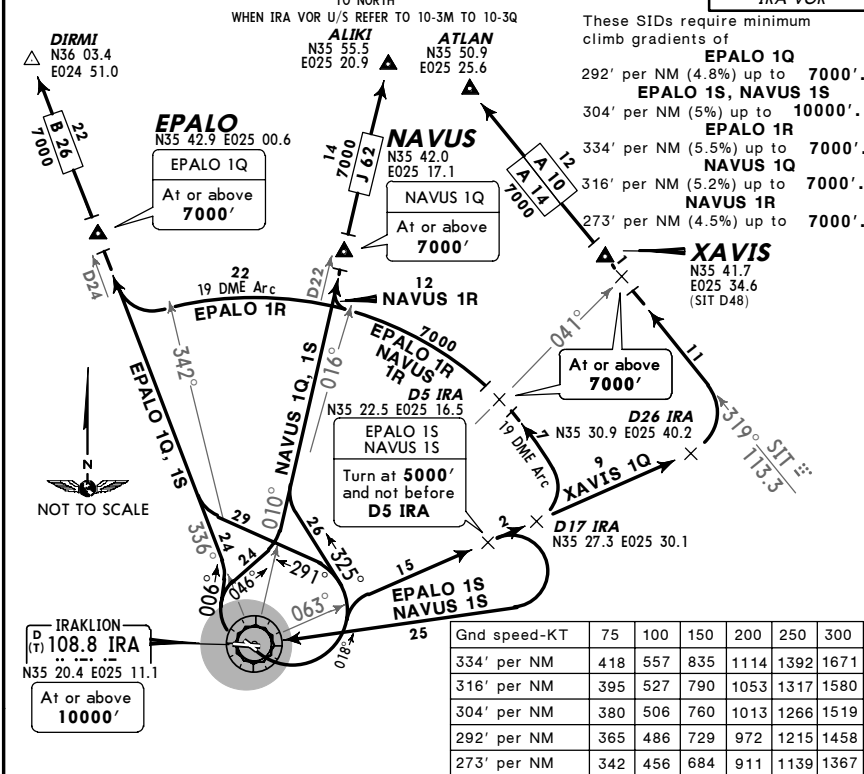
IRAKLION, GREECE

SID

Apt Elev 115'
Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



EPALO 1Q [EPAL1Q], EPALO 1R [EPAL1R], EPALO 1S [EPAL1S]
NAVUS 1Q [NAVU1Q], NAVUS 1R [NAVU1R], NAVUS 1S [NAVU1S]
XAVIS 1Q [XAVI1Q]
RWY 12 DEPARTURES
TO NORTH
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



A minimum visibility of 10 KM and ceiling of 2000' is required.
During initial climb remain in visual contact with terrain and maintain own terrain separation until passing 2000'.
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
EPALO 1Q	Turn LEFT as soon as possible, 291° track, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-342 turn RIGHT, intercept IRA R-336 to EPALO, then join airway B 26.
EPALO 1S	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 006° track, intercept IRA R-336 to EPALO, then join airway B 26.
NAVUS 1Q	Turn LEFT as soon as possible, 325° track, intercept IRA R-010 to NAVUS, then join airway J 62.
NAVUS 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-016 turn RIGHT, intercept IRA R-010 to NAVUS, then join airway J 62.
NAVUS 1S	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 046° track, intercept IRA R-010 to NAVUS, then join airway J 62.
XAVIS 1Q	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D26 IRA, turn LEFT, intercept SIT R-319 to XAVIS, then join airway A10 or A14.

CHANGES: New chart.

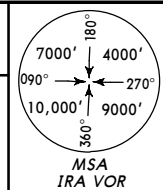
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17 NOV 06 (10-3D) Eff 23 Nov

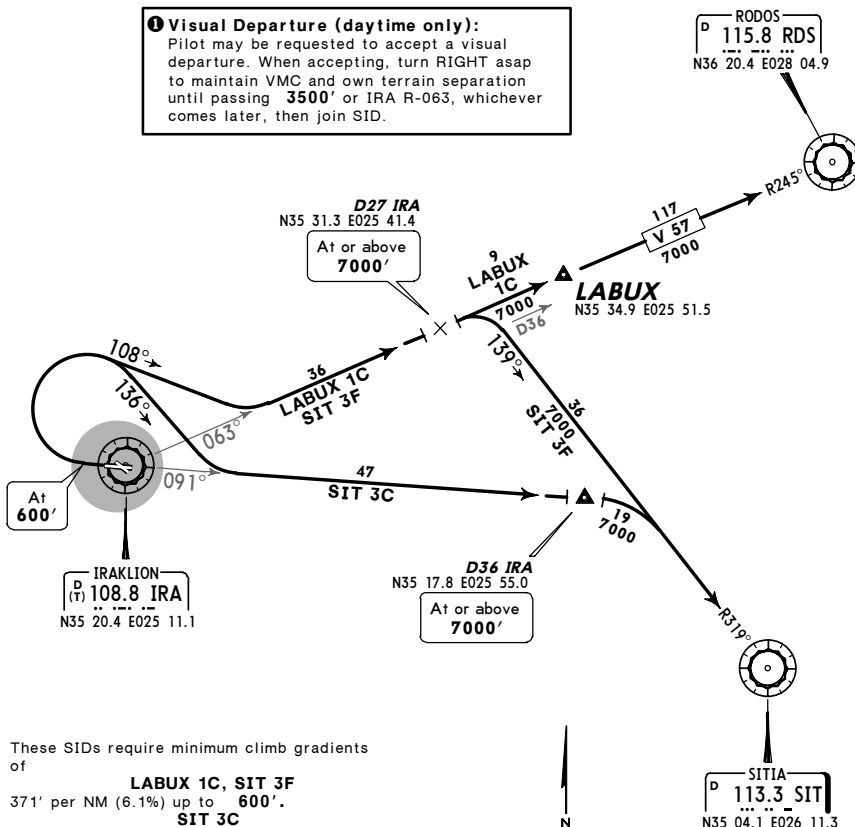
IRAKLION, GREECE
SID

Apt Elev 115'
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 3500' or above.



LABUX 1C [LABU1C] ●
SIT 3C, SIT 3F
RWY 27 DEPARTURES
TO EAST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q

● Visual Departure (daytime only):
Pilot may be requested to accept a visual departure. When accepting, turn RIGHT asap to maintain VMC and own terrain separation until passing 3500' or IRA R-063, whichever comes later, then join SID.



These SIDs require minimum climb gradients of

LABUX 1C, SIT 3F
371' per NM (6.1%) up to 600', then
304' per NM (5%) up to 7000'.
SIT 3C
371' per NM (6.1%) up to 600', then
304' per NM (5%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

A visual climb up to 500' is required due to obstructions within 1200m from DER.
Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
LABUX 1C ●	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway V 57.
SIT 3C	Climb straight ahead to 600', turn RIGHT, 136° track, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 3F	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.

CHANGES: SIDs completely revised.

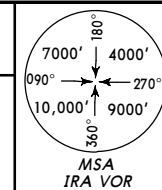
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JEPPesen
17 NOV 06 (10-3E) Eff 23 Nov

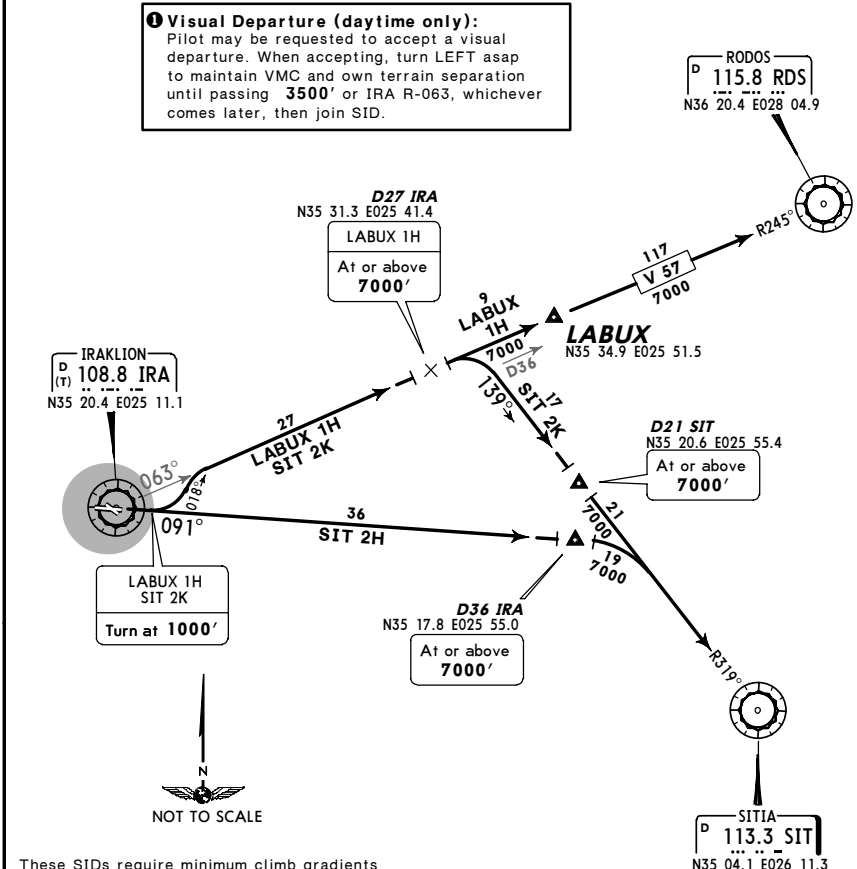
IRAKLION, GREECE
SID

Apt Elev 115'
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 3500' or above.



LABUX 1H [LABU1H] ●
SIT 2H ●, SIT 2K
RWY 09 DEPARTURES
TO EAST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q

● Visual Departure (daytime only):
Pilot may be requested to accept a visual departure. When accepting, turn LEFT asap to maintain VMC and own terrain separation until passing 3500' or IRA R-063, whichever comes later, then join SID.



These SIDs require minimum climb gradients of

LABUX 1H, SIT 2K
371' per NM (6.1%) up to 1000', then
334' per NM (5.5%) up to 7000'.
SIT 2H
371' per NM (6.1%) until
219' per NM (3.6%) up to
IRA R-091/D3, then
7000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
219' per NM	273	365	547	729	911	1094

LABUX 1H, SIT 2K: Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
LABUX 1H ●	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to LABUX, then join airway V 57.
SIT 2H ●	Climb on IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 2K	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.

CHANGES: SIDs completely revised.

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17 NOV 06 **10-3F** **Eff 23 Nov**

IRAKLION, GREECE **SID**

SID	ROUTING
LABUX 1N	Climb straight ahead to 600' , turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway V 57 .
SIT 1N	Climb straight ahead to 600' , turn RIGHT, 108° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 1P	Climb straight ahead to 600' , turn RIGHT, 136° track, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.

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JEPPESEN
17 NOV 06 **10-3G** Eff 23 Nov

IRAKLION, GREECE **SID**

RODOS
D 115.8 RDS
N36 20.4 E028 04.9
2245°

LABUX
N35 34.9 E025 51.5
At or above
7000'

[illegible]

This SID requires a minimum climb gradient of

SIT 1Q
b) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	273	365	547	729	911	109

A minimum visibility of 10 KM and ceiling of 2000' is required.
During initial climb remain in visual contact with terrain and maintain own terrain separation until passing **2000'**.
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
LABUX 1Q	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to LABUX, then join airway V 57 .
SIT 1Q	Turn LEFT as soon as possible, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, to D27 IRA, turn RIGHT intercept SIT R-319 inbound to SIT.

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LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen

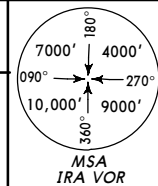
17 NOV 06 (10-3H) Eff 23 Nov

IRAKLION, GREECE

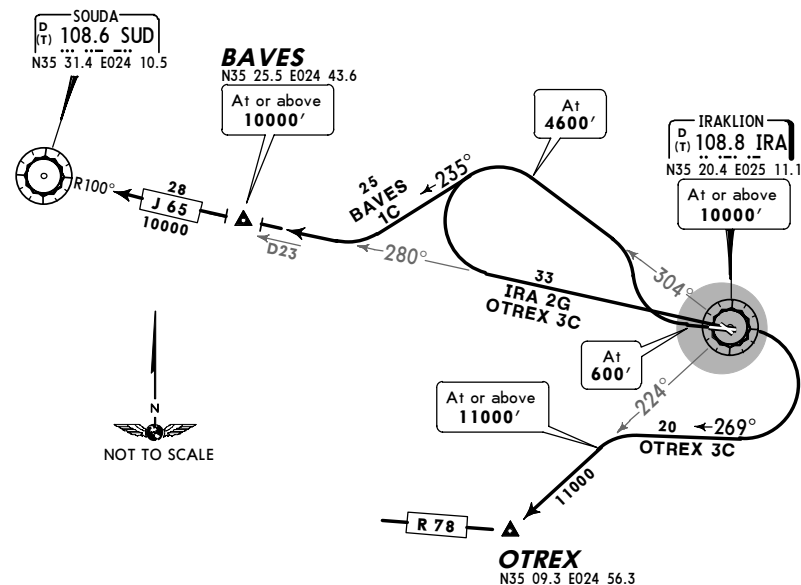
SID

Apt Elev
115'

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



**BAVES 1C [BAVE1C], IRA 2G
OTREX 3C [OTRE3C]
RWY 27 DEPARTURES
TO SOUTH & WEST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q**



These SIDs require minimum climb gradients
of

BAVES 1C
383' per NM (6.3%) up to 10000'.
IRA 2G
371' per NM (6.1%) up to 10000'.
OTREX 3C
371' per NM (6.1%) up to 11000'.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
371' per NM	463	618	927	1235	1544	1853

A visual climb up to 500' is required due to obstructions within 1200m from DER.
Execute turns with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
BAVES 1C	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65.
IRA 2G	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, then to assigned route by ATC.
OTREX 3C	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, turn RIGHT, 269° track, intercept IRA R-224 to OTREX, then join airway R 78.

CHANGES: SIDs completely revised.

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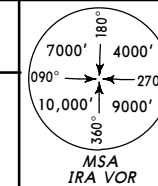
17 NOV 06 (10-3J) Eff 23 Nov

IRAKLION, GREECE

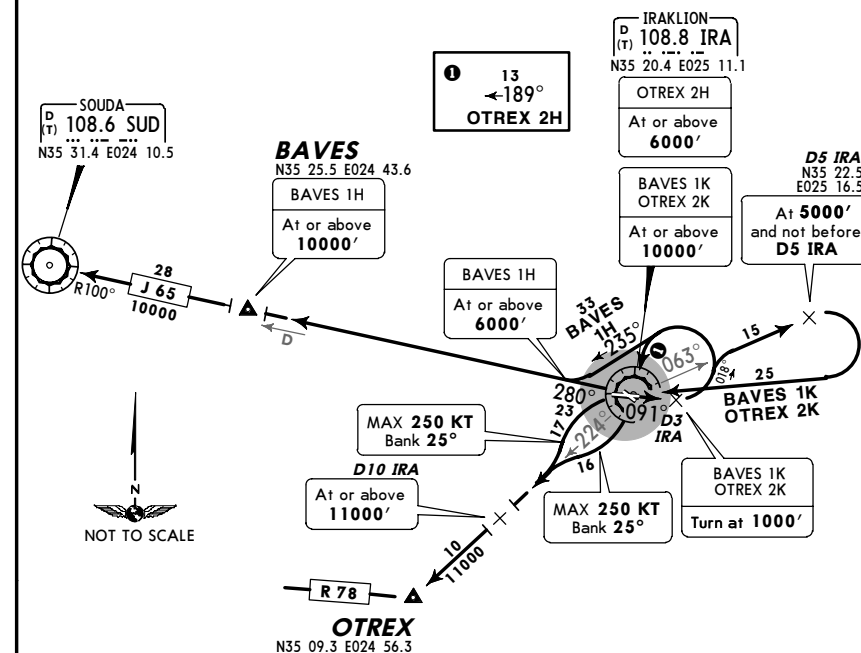
SID

Apt Elev
115'

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



**BAVES 1H [BAVE1H]
BAVES 1K [BAVE1K]
OTREX 2H [OTRE2H]
OTREX 2K [OTRE2K]
RWY 09 DEPARTURES
TO SOUTH & WEST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q**



These SIDs require minimum climb gradients
of

BAVES 1H
371' per NM (6.1%) until IRA R-091/D3, then
304' per NM (5%) up to 10000'.
BAVES 1K
371' per NM (6.1%) up to 1000', then
304' per NM (5%) up to 10000'.
OTREX 2H, 2K
371' per NM (6.1%) until 10000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
BAVES 1H	Climb on IRA R-091 to D3 IRA, turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65.
BAVES 1K	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, IRA R-280 to BAVES, then join airway J 65.
OTREX 2H	Climb on IRA R-091 to D3 IRA, turn LEFT, 189° track to IRA, turn RIGHT, intercept IRA R-224 to OTREX, then join airway R 78.
OTREX 2K	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-224 to OTREX, then join airway R 78.

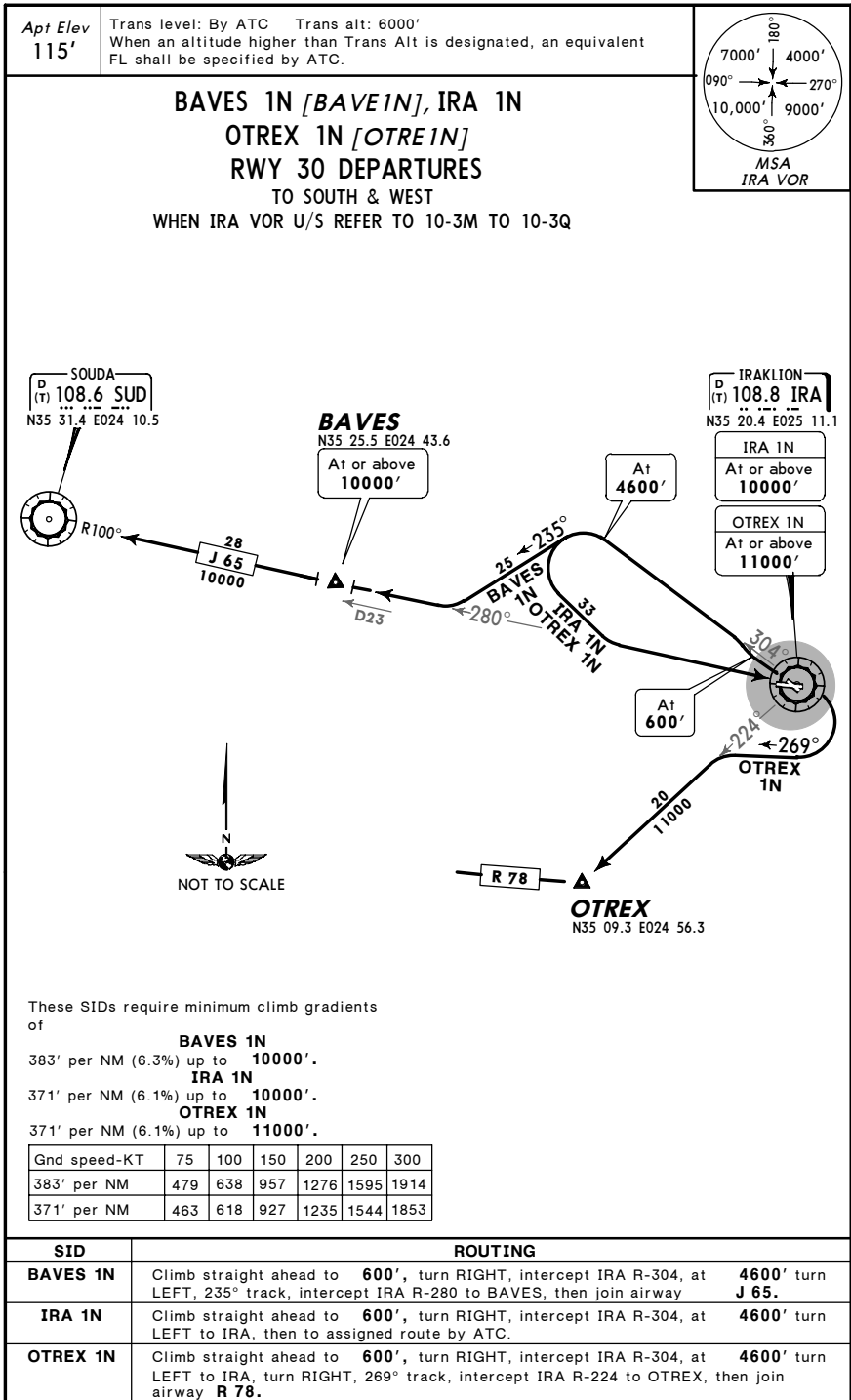
CHANGES: SIDs completely revised.

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17 NOV 06 (10-3K) Eff 23 Nov

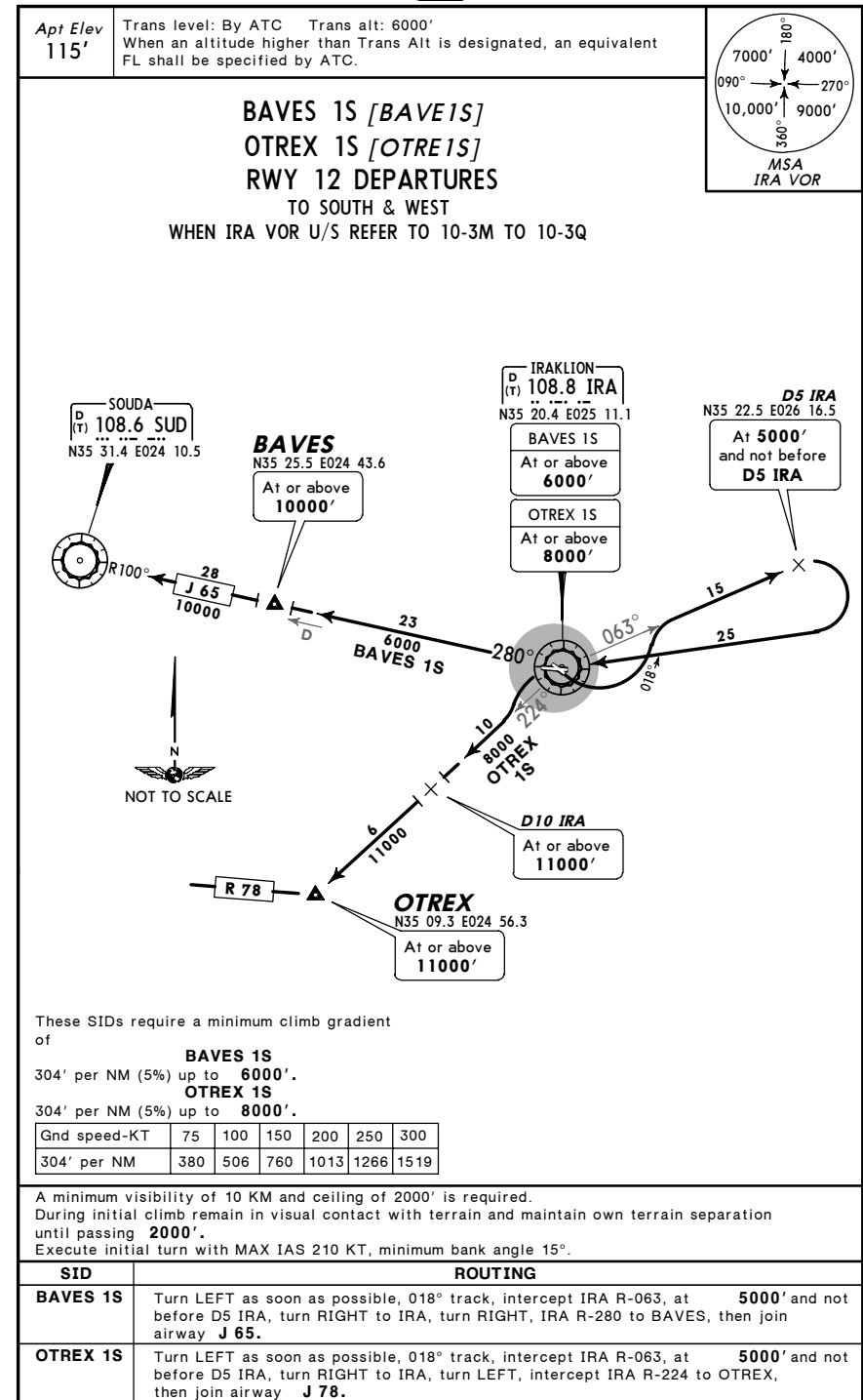
IRAKLION, GREECE
SID



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17 NOV 06 (10-3L) Eff 23 Nov

IRAKLION, GREECE
SID



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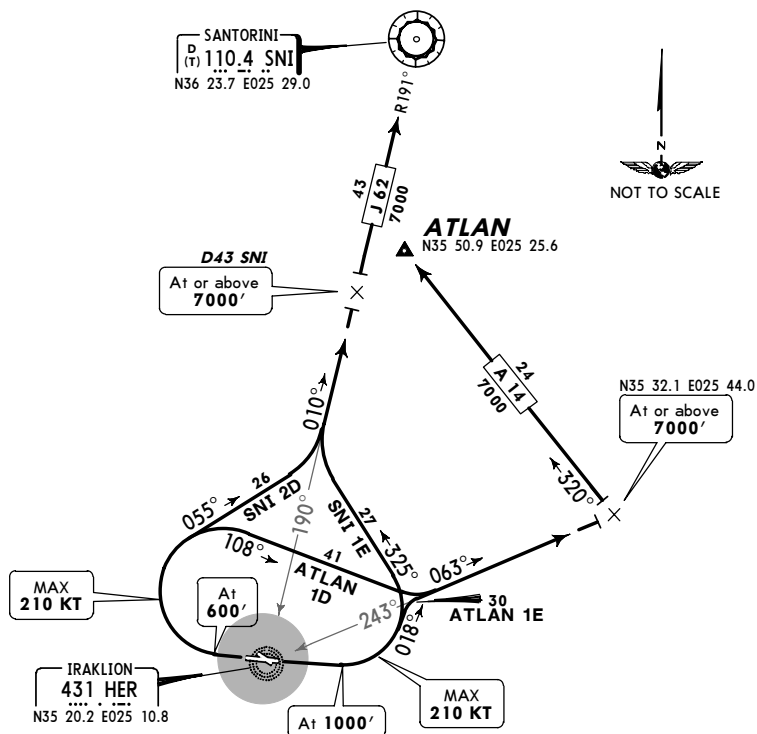
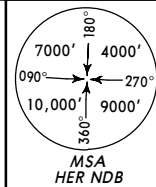
JEPPESEN
17 NOV 06 (10-3M) Eff 23 Nov

IRAKLION, GREECE
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 11,000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

ATLAN ONE DELTA (ATLAN 1D) [ATLA1D]
ATLAN ONE ECHO (ATLAN 1E) [ATLA1E]
SANTORINI TWO DELTA (SNI 2D)
SANTORINI ONE ECHO (SNI 1E)
RWYS 27, 09 DEPARTURES
TO NORTH
BASED ON HER
TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE



These SIDs require minimum climb gradients of
371' per NM (6.1%) up to 600' (Rwy 27) or
1000' (Rwy 09), then
304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
ATLAN 1D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER, turn LEFT, join airway A 14 to ATLAN.
ATLAN 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, turn LEFT, join airway A 14 to ATLAN.
SNI 2D	27	Climb straight ahead to 600', turn RIGHT, 055° track, intercept 010° bearing from HER to join airway J 62 by D43 SNI to SNI.
SNI 1E	09	Climb straight ahead to 1000', turn LEFT, 325° track, intercept 010° bearing from HER to join airway J 62 by D43 SNI to SNI.

CHANGES: New chart.

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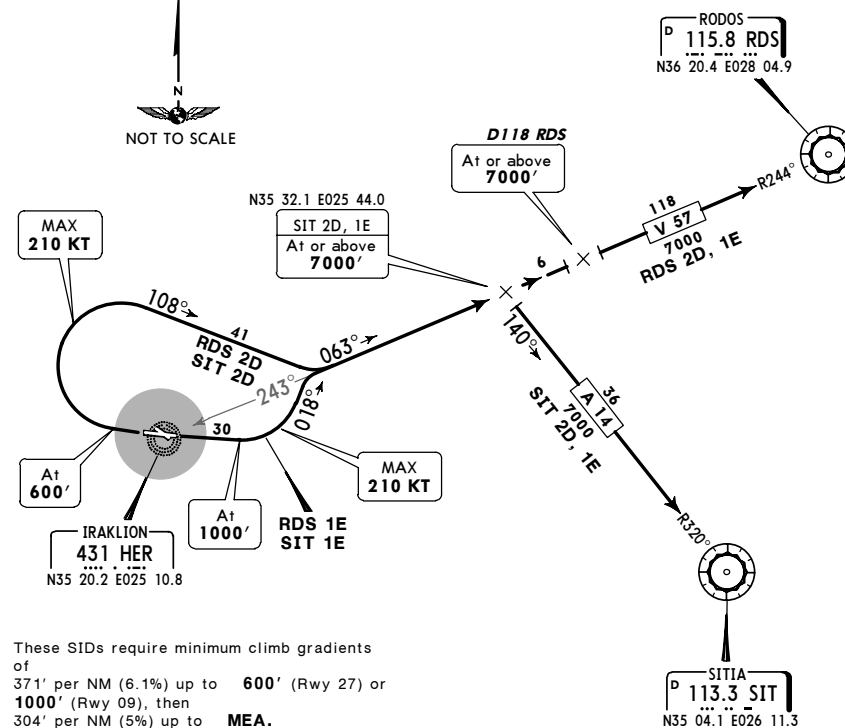
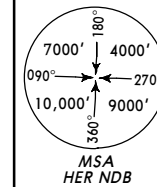
JEPPESEN
17 NOV 06 (10-3N) Eff 23 Nov

IRAKLION, GREECE
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 11,000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

RODOS TWO DELTA (RDS 2D)
RODOS ONE ECHO (RDS 1E)
SITIA TWO DELTA (SIT 2D)
SITIA ONE ECHO (SIT 1E)
RWYS 27, 09 DEPARTURES
TO EAST & SOUTHEAST
BASED ON HER
TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE



These SIDs require minimum climb gradients of
371' per NM (6.1%) up to 600' (Rwy 27) or
1000' (Rwy 09), then
304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
RDS 2D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER to join airway V 57 by D118 RDS to RDS.
RDS 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER to join airway V 57 by D118 RDS to RDS.
SIT 2D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER, turn RIGHT, join airway A 14 to SIT.
SIT 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, turn RIGHT, join airway A 14 to SIT.

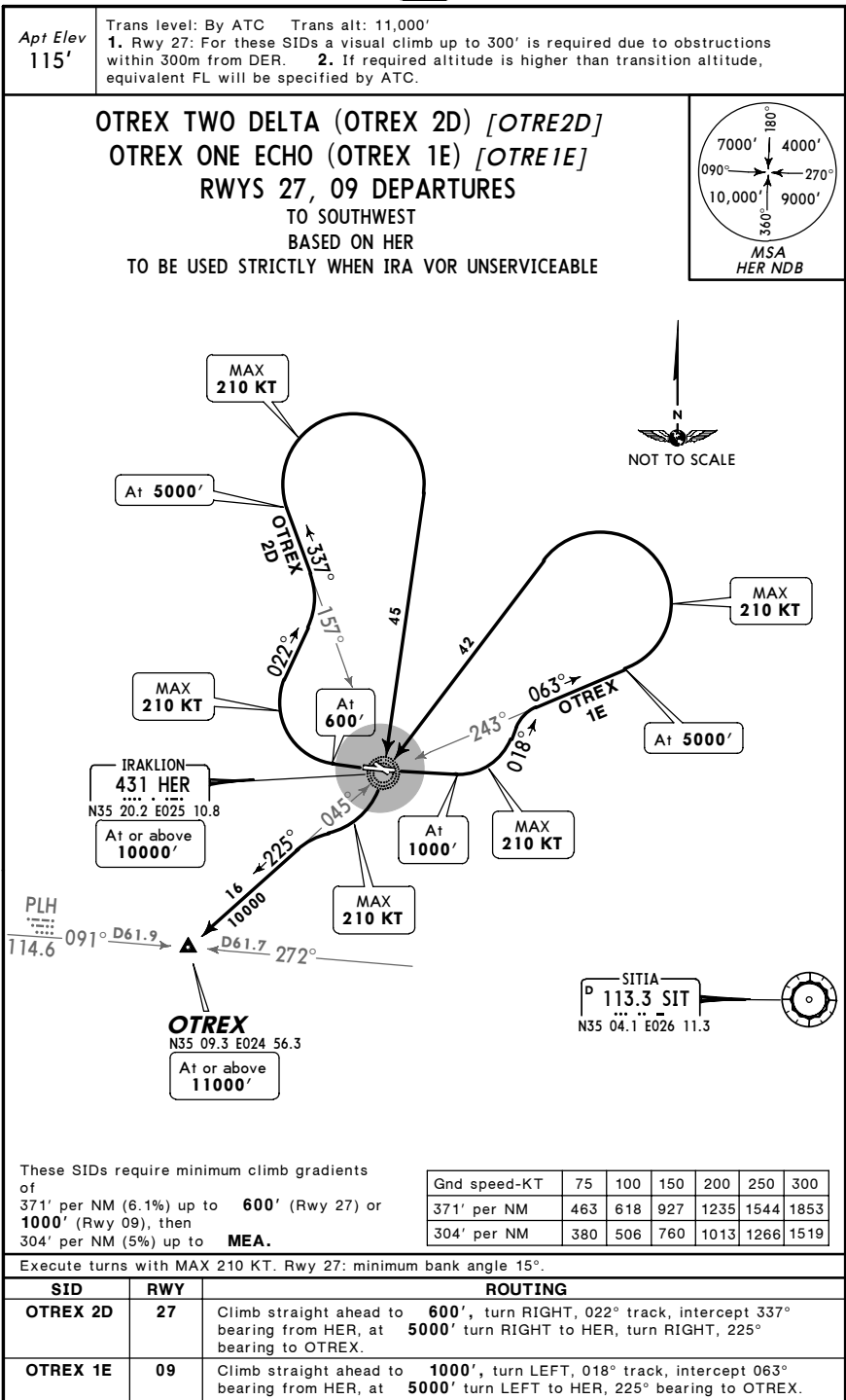
CHANGES: New chart.

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17 NOV 06 (10-3P) Eff 23 Nov

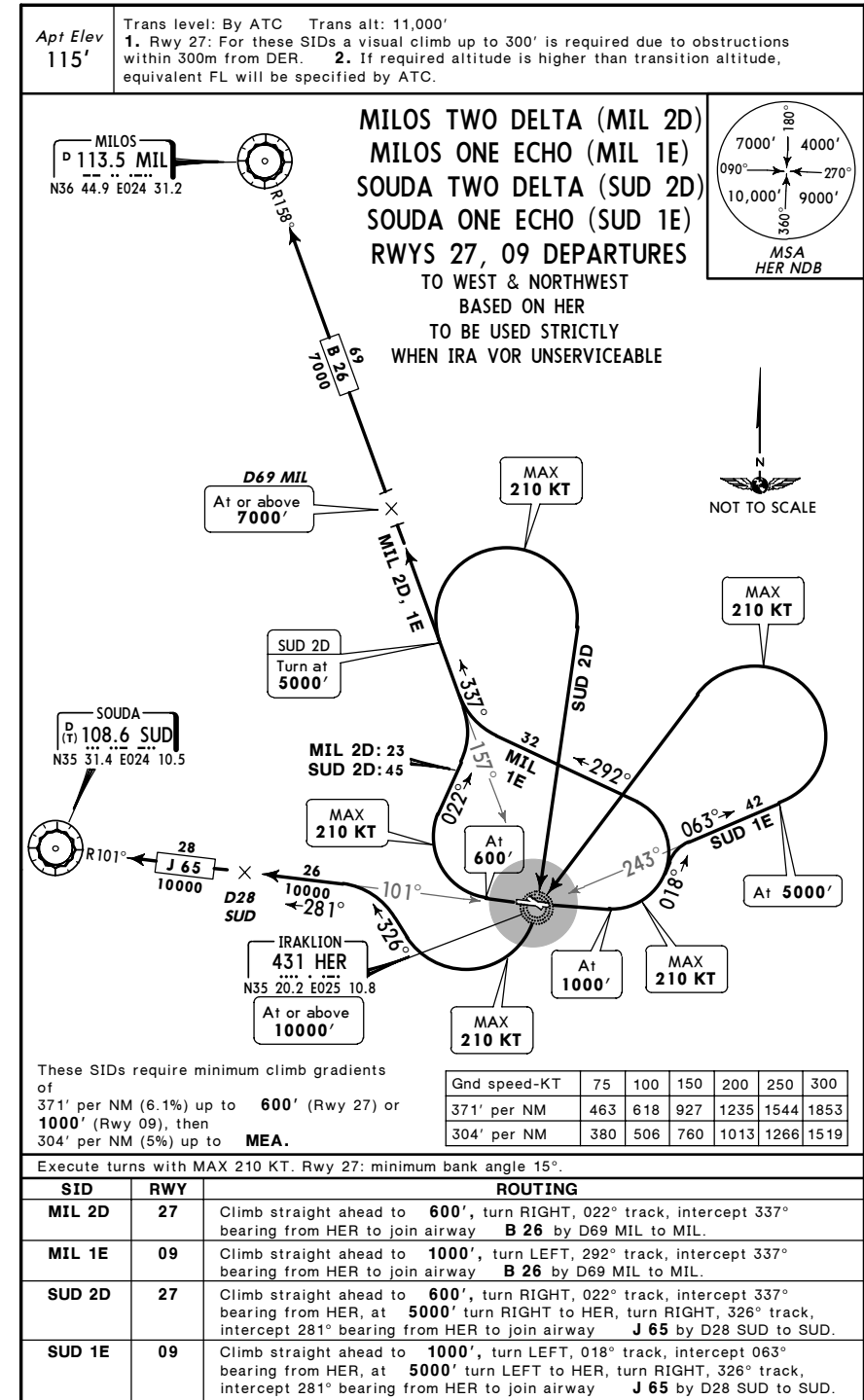
IRAKLION, GREECE
SID



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JEPPESEN
17 NOV 06 (10-3Q) Eff 23 Nov

IRAKLION, GREECE
SID



LGIR/HER 12 JUL 02 10-4 IRAKLION, GREECE
NIKOS KAZANTZAKIS NOISE

NOISE ABATEMENT

GENERAL

Strict adherence to the following procedures, within the limits of safety and performance, is required.
Avoid overflying of Iraklion City. Rapid changes in engine power should be avoided unless flight reasons render them imperative.

ARRIVALS

Final approach to the airport shall be carried out strictly at the angle defined by the visual approach indicator.
Aircraft approaching to land on runway 09 are requested to make adjustments for a short final approach unless otherwise instructed by TWR.

DEPARTURES

All aircraft with MTOW of more than 5700 KG departing from runway 27 shall apply with ICAO Noise Abatement Take-off Climb Procedure 1 (NADP1) untill passing 3000':

Noise abatement climb - Example of a procedure alleviating noise close to the aerodrome (NADP 1)
The noise abatement procedure is not to be initiated at less than 240m (800ft) above aerodrome elevation.
The initial climbing speed to the noise abatement initiation point shall not be less than V_2 plus 20 km/h (10 KT).

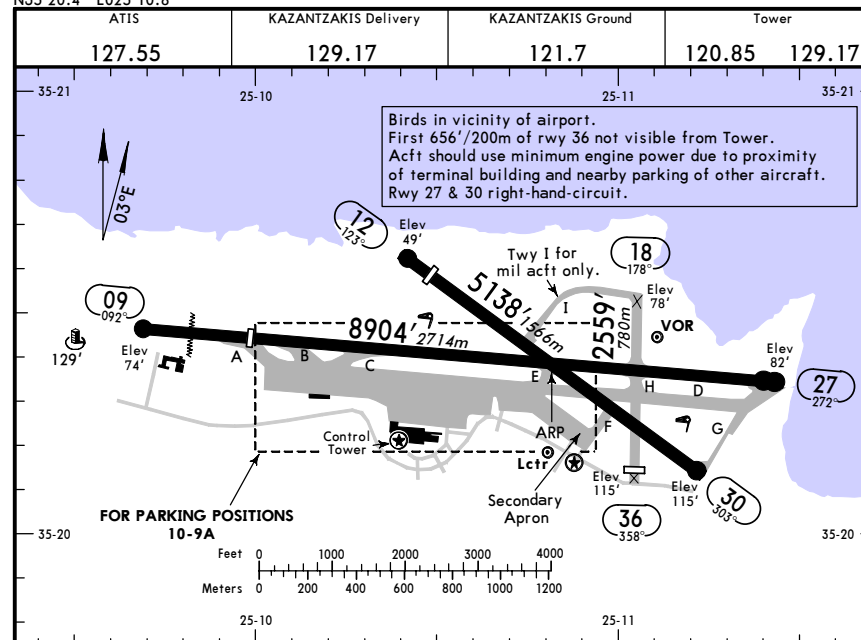
- a) on reaching an altitude at or above 240m (800ft) above aerodrome elevation, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of $V_2 + 20$ to 40km/h (10 to 20 KT) with flaps and slats in the take-off configuration;
b) at no more than an altitude equivalent to 900m (3000ft) above aerodrome elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule;
c) at 900m (3000ft) above aerodrome elevation, accelerate to enroute climb speed.

Take-off runway 27: As soon as possible at 600', turn RIGHT on heading for departure. Deviations of the above only permitted for safety reasons.

RUN-UP TESTS

Run-up tests must be approved in advance by Airport Authority.

LGIR/HER 12 OCT 07 10-9 IRAKLION, GREECE
Apt Elev 115' N35 20.4 E025 10.8 NIKOS KAZANTZAKIS



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
09	MIRL REIL PAPI-L (3.02°)	RVR	7340' 2237m		148'
27	MIRL REIL PAPI-L (3.00°)	RVR			45m
12	MIRL	RVR	4639' 1414m		164'
30					50m
18	temporarily closed				131'
36			2231' 680m		40m

① In case of net barriers activity last 984'/300m not available.

TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

- Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the airport. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:
 - Severe turbulence during final apch, in take-off and initial climb-out areas as well as along rwy 09/27.
 - Wind direction varies from 150°-190° at the beginning of rwy 27 and from 170°-210° at the beginning of rwy 09.
 - The south-southeasterly winds at their initial appearance are gusty.
- Pilots are urged to volunteer reports of these phenomena to Tower or Approach controllers, so that the pilots of following aircraft can be warned.

JAR-OPS TAKE-OFF ①		
All Rwys		
	LVP must be in Force	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL NIL (DAY only)
A		
B	250m	400m 500m
C		
D	300m	

① Operators applying U.S. Ops Specs: CL required below 300m.

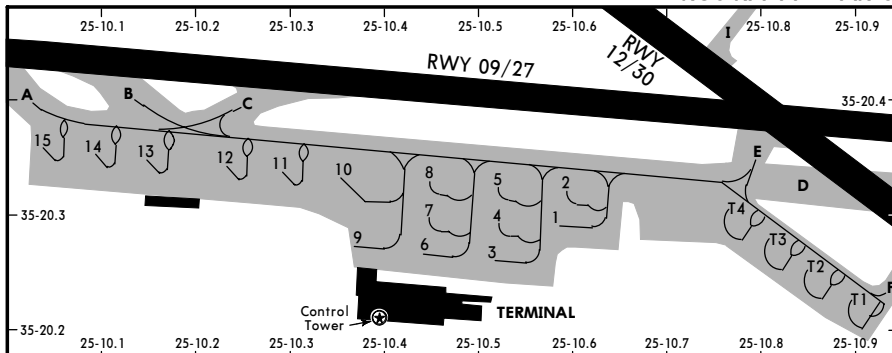
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12 OCT 07 (10-9A)

IRAKLION, GREECE

NIKOS KAZANTZAKIS



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N35 20.3 E025 10.6	13	N35 20.3 E025 10.1
3 thru 5	N35 20.3 E025 10.5	14	N35 20.4 E025 10.1
6 thru 10	N35 20.3 E025 10.4	15	N35 20.4 E025 10.0
11	N35 20.3 E025 10.3	T1, T2	N35 20.2 E025 10.9
12	N35 20.3 E025 10.2	T3, T4	N35 20.3 E025 10.8

START-UP PROCEDURE

Request start-up clearance when the aircraft doors are closed and when ready to start engines immediately.
When the expected delay is less than 15 minutes at the holding position, the aircraft will be cleared to start engines immediately.
For safety reasons cross feed start (CFS) is not permitted at the Apron parking stands.
Aircraft must be towed on taxiway D to operate CFS procedure, unless otherwise advised by the Apron authority.

LGIR/HER

JEPPESEN

12 OCT 07 (13-1)

Eff 25 Oct

IRAKLION, GREECE

VOR Rwy 27

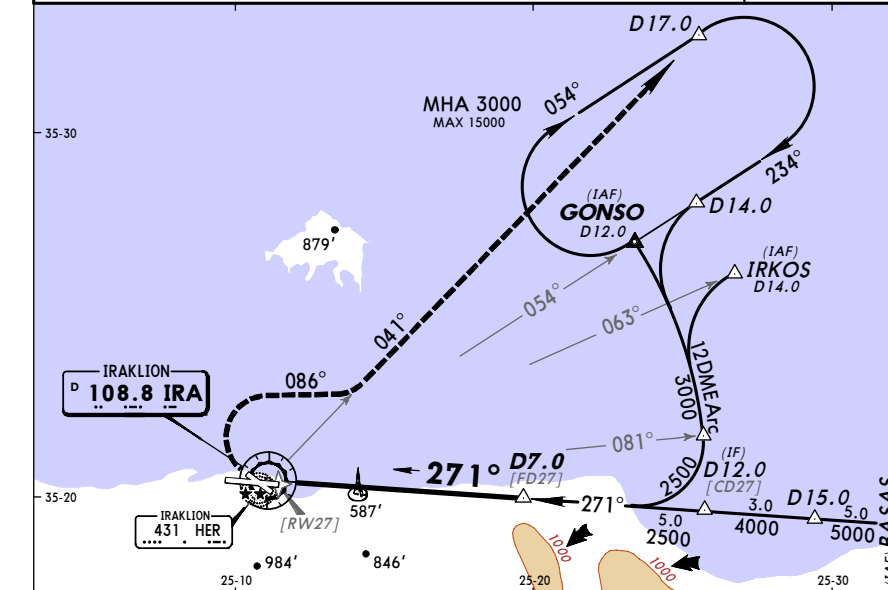
ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55		123.97 118.02		120.85 129.17		121.7
VOR	IRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	115'
108.8		271°	2500' (2418')	1100' (1018')	RWY 82'	

MISSED APCH: Climbing turn RIGHT (MAX 185 KT) onto 086° to intercept R-041. At D17.0 turn RIGHT to intercept R-054 inbound to reach GONSO at 3000' and hold.

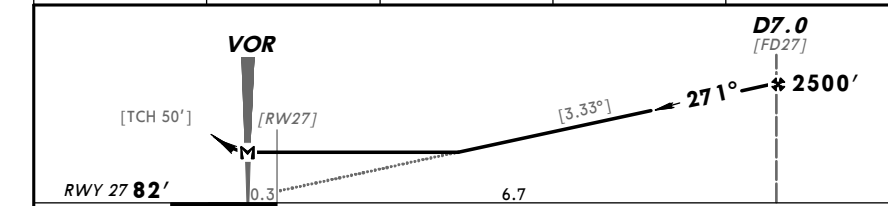
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

1. **DME REQUIRED.** 2. Steeply rising terrain immediately South of airport.

MSA
IRA VOR



IRA DME	4.0	5.0	6.0	7.0
ALTITUDE	1450'	1800'	2150'	2500'



Gnd speed-Kts	70	90	100	120	140	160		REIL	086°	185 KT
Descent Gradient 5.81% or								PAPI-L	RT	MAX
Descent angle [3.33°]	412	530	589	707	825	943				
MAP at VOR										

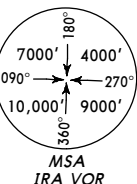
JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 27				Not authorized South of runway			
MDA(H) 1100' (1018')				Max Kts	MDA(H)	VIS	
A				100	1100' (985')	1500m	
B	RVR 1500m			135	1100' (985')	1600m	
C				180	1100' (985')	2400m	
D	RVR 2000m			205	1100' (985')	3600m	

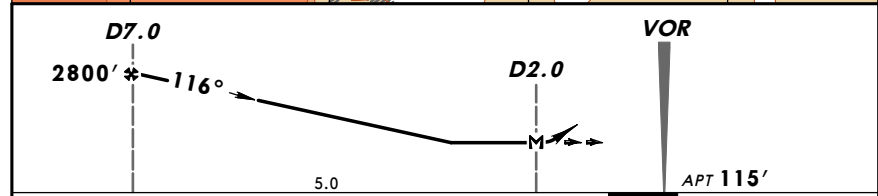
PANS OPS 3

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
12 OCT 07 (13-2) Eff 25 Oct

IRAKLION, GREECE
VOR-A

ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55		123.97	118.02	120.85	129.17	121.7
VOR IRA 108.8	Final ApcH Crs 116°	Minimum Alt D7.0 2800' (2685')	MDA(H) 1100' (985')	Apt Elev 115'		
MISSED APCH: Climbing turn LEFT (MAX 185 KT) onto 306° to intercept R-336. At D19.0 turn LEFT to intercept R-324 inbound to reach ADORI at 3000' and hold.						
Alt Set: hPa		Apt Elev: 4 hPa		Trans level: By ATC		
DME REQUIRED.						

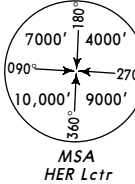


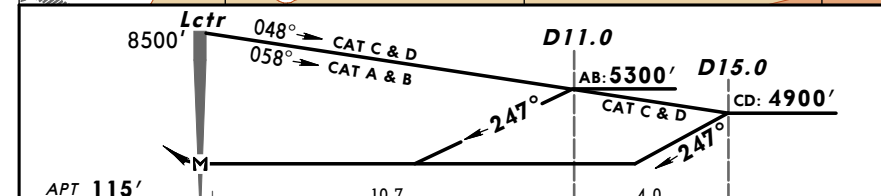
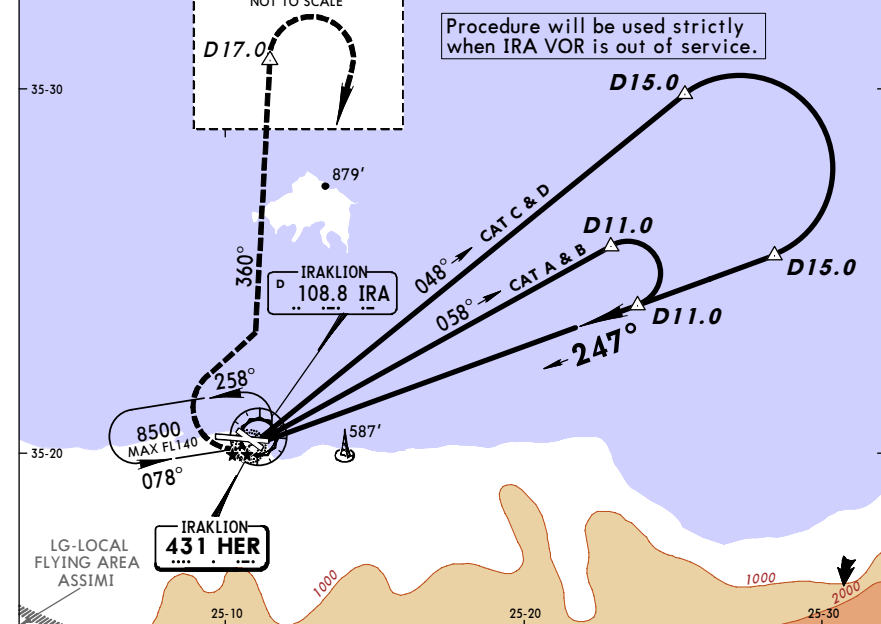
Lighting - Refer to Airport Chart				306°	185 KT MAX
MAP at D2.0				LT	
JAR-OPS				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING				Not authorized South of runway	
				Max Kts	MDA(H) VIS
NOT AUTHORIZED				100	1100' (985') 1500m
				135	1100' (985') 1600m
				180	1100' (985') 2400m
				205	1100' (985') 3600m

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
17 NOV 06 (16-1) Eff 23 Nov

IRAKLION, GREECE
Lctr DME

BRIEFING STRIP™	ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground	
	127.55		123.97	118.02	120.85	129.17	121.7	
	Lctr HER 431	Final ApcH Crs 247°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 115'			
	MISSED APCH: Climbing turn RIGHT onto 360°. At D17.0 or 6500', whichever earlier, turn RIGHT (MAX 185 KT) and proceed to reach Lctr at 8500' and hold.							
	Alt Set: hPa		Apt Elev: 4 hPa		Trans level: By ATC			Trans alt: 11,000'
	Steeply rising terrain immediately South of airport.							
NOT TO SCALE								



Lighting - Refer to Airport Chart				360°	D17.0 6500'
MAP at Lctr				RT	whichever earlier
JAR-OPS				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING				Not authorized South of airport	
				Max Kts	MDA(H) VIS
NOT AUTHORIZED				100	1100' (985') 1500m
				135	1100' (985') 1600m
				180	1100' (985') 2400m
				205	1100' (985') 3600m