List of pages in this Trip Kit

General Information

Location: IRAKLION GRC
ICAO/IATA: LGIR / HER
Lat/Long: N35° 20.4', E025° 10.8'
Elevation: 115 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0310 Z
Sunset: 1738 Z

Runway Information

Runway: 09
Length x Width: 8904 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, REIL, Part time
Displaced Threshold: 1565 ft

Runway: 12
Length x Width: 5138 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 50 ft

Runway: 27
Length x Width: 8904 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge, REIL, Part time

Runway: 30
Length x Width: 5138 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 115 ft

Communication Information

ATIS: 127.550
Kazantzakis Tower: 122.100
Kazantzakis Tower: 129.175
Kazantzakis Tower: 25.780 Military
Kazantzakis Tower: 120.850
Kazantzakis Ground: 121.700
Kazantzakis Apron Ramp/Taxi: 121.850
Kazantzakis Clearance Delivery: 129.175
Iraklion Approach: 118.025
Iraklion Approach: 36.230 Military
Iraklion Approach: 122.100
Iraklion Approach: 123.975

Athens ACC: 125.200
Athens ACC: 123.825
Kazantzakis Radio: 298.900
Kazantzakis Radio: 563.700
Iraklion Direct (Approach Control Radar): 118.025
Iraklion Radar: 36.230 Military
Iraklion Radar: 123.975

1. GENERAL

1.1. ATIS

*ATIS 127.550

1.2. TAXI PROCEDURES

ACFT should use minimum engine power during taxiing.

Use of Auxiliary Power Unit (APU) of Transall C-160 ACFT is not permitted on apron parking stands due to high exhaust gas temperature causing damage to tarmac.

1.3. OTHER INFORMATION

1.3.1. GENERAL

RWY 27 and 30 right-hand circuit.

Concentration of birds on and at the vicinity of APT during daylight hours.

1.3.2. 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 APT. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:

a) Severe turbulence during final approach, in take-off and initial climb-out areas as well as along RWY 09/27.

b) Wind direction varies from 150°-190° at the beginning of RWY 27 and from 170°-210° at the beginning of RWY 09.

c) 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 ACFT can be warned.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

Squawk A7600 and in absence of alternative ATC instructions:

a) If unable to execute a visual approach, continue by own navigational means to execute the instrument approach ACFT was vectored for. If vectoring for the intermediate fix of the RNAV approach RWY 27, thus bypassing the initial leg:
- Proceed DCT to GONSO maintaining last assigned altitude;
- Enter the holding pattern to descend to 3000'; and
- Execute - when ready - the RNAV approach RWY 27 following the published profile.

b) In case of vectoring for a visual approach and still in IMC, proceed, by own navigational means to IRA VOR/DME maintaining the last assigned altitude if higher or equal to 6000' (QNH), then proceed to GONSO, descend to 3000' and execute RNAV approach RWY 27 or VOR RWY 27 instrument approach - with circling if needed - as appropriate for the RWY in use.

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

NOTE: When IRA VOR/DME unserviceable and if unable for the RNAV approach RWY 27, make an initial climbing turn to 8500' (QNH) proceeding to HER L and execute the LGIR L/DME approach procedure as appropriate for the RWY in use.

2. ARRIVAL

2.2. OTHER INFORMATION

When RWY 09 is in use, expected landing procedure is VOR-B. Provided effective external visual reference to the terrain exists and can be maintained at or preferably before reaching the MAP, this procedure may preferably be used for cloud breaking, followed by a visual approach subject to ATC approval. In this case it is expected that as soon as the pilots have the area of the APT in sight, they will perform the visual approach with a right turn towards final of RWY 09.

Visual cues that can help the pilots are:

a) The power plant chimneys located near the coastline 5.5NM from the APT, slightly South of final RWY 09.

b) The stadium located near the coastline 3NM from the APT, slightly South of final RWY 09.

The recommended practice is to proceed direct to join final RWY 09 at any point between 4 to 3NM final RWY 09.

If for any reason pilots consider that a visual approach with a right turn to intercept final is not feasible, they must inform ATC as soon as possible that they will execute left-hand circling. Phraseology to be used: ”Left-hand circling needed”.

If RWY 27 is in use, expected landing procedure is RNAV (GNSS) RWY 27. If unable to execute RNAV approach, contact IRAKLION Approach.

Due to high terrain South of RWY 27, pilots are expected to avoid crossing the final approach track of the instrument approach procedure for RWY 27 to the South, unless previously explicitly instructed by ATC.

If an ACFT is on a radar heading that would otherwise lead it to cross the final approach track and no radio communication is available, the pilot is expected:

a) To intercept R-090 IRA, in case of vectoring for VOR approach RWY 27, or to turn direct to IR4Ø2 in case of vectoring for RNAV approach RWY 27.

b) To adhere to the last cleared altitude/flight level.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

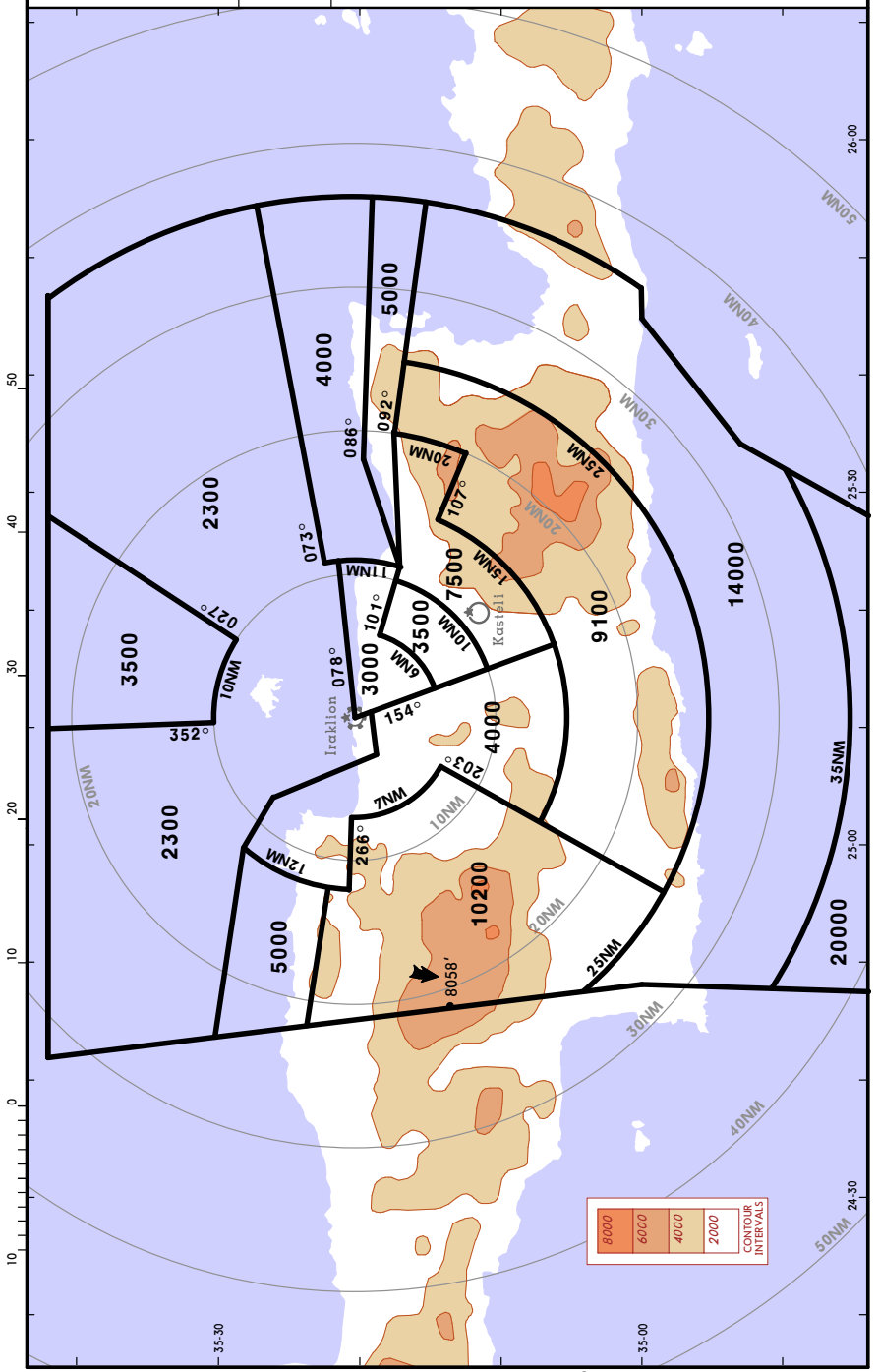
Request start-up clearance when the ACFT doors are closed and when ready to start engines immediately.

When the expected delay is less than 15 minutes at the holding position, the ACFT will be cleared to start engines immediately.

For safety reasons, cross-bleed start is permitted only at parking stands 14 and 15. ACFT parked in stands other than the above-mentioned must be towed on TWY D to operate this procedure, unless otherwise advised by the Apron Authority.

Low engine power shall be used on push-back procedures on apron L and apron T.

IRAKLION Approach (R) 123.97 118.02 | Apt Elev 115′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: Sectors.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
4 MAY 18 (10-2)

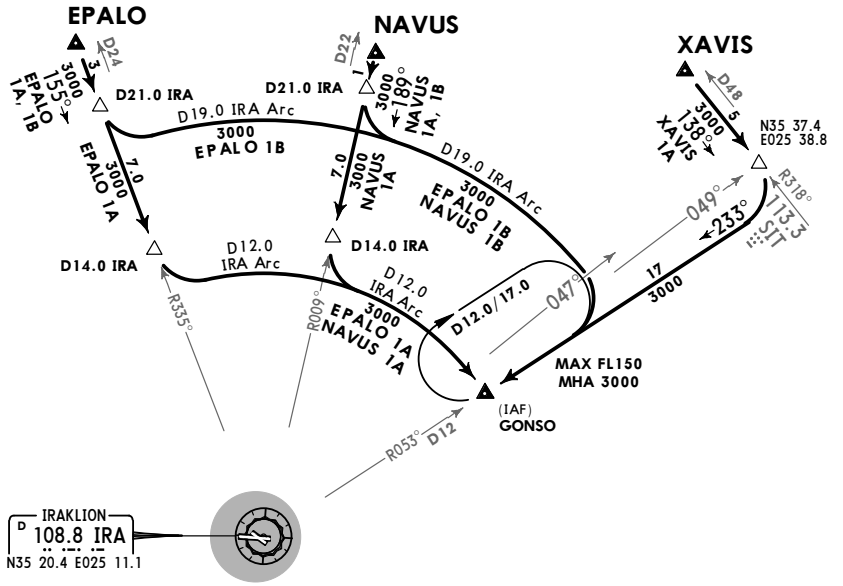
IRAKLION, GREECE
STAR

*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

MSA
IRA VOR
180° 4000
270° 9000
360° 10,200
090° 7000

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

NOT TO SCALE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For communication failure procedures refer to 10-1P.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: ATIS availability.

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LGIR/HER
NIKOS KAZANTZAKIS

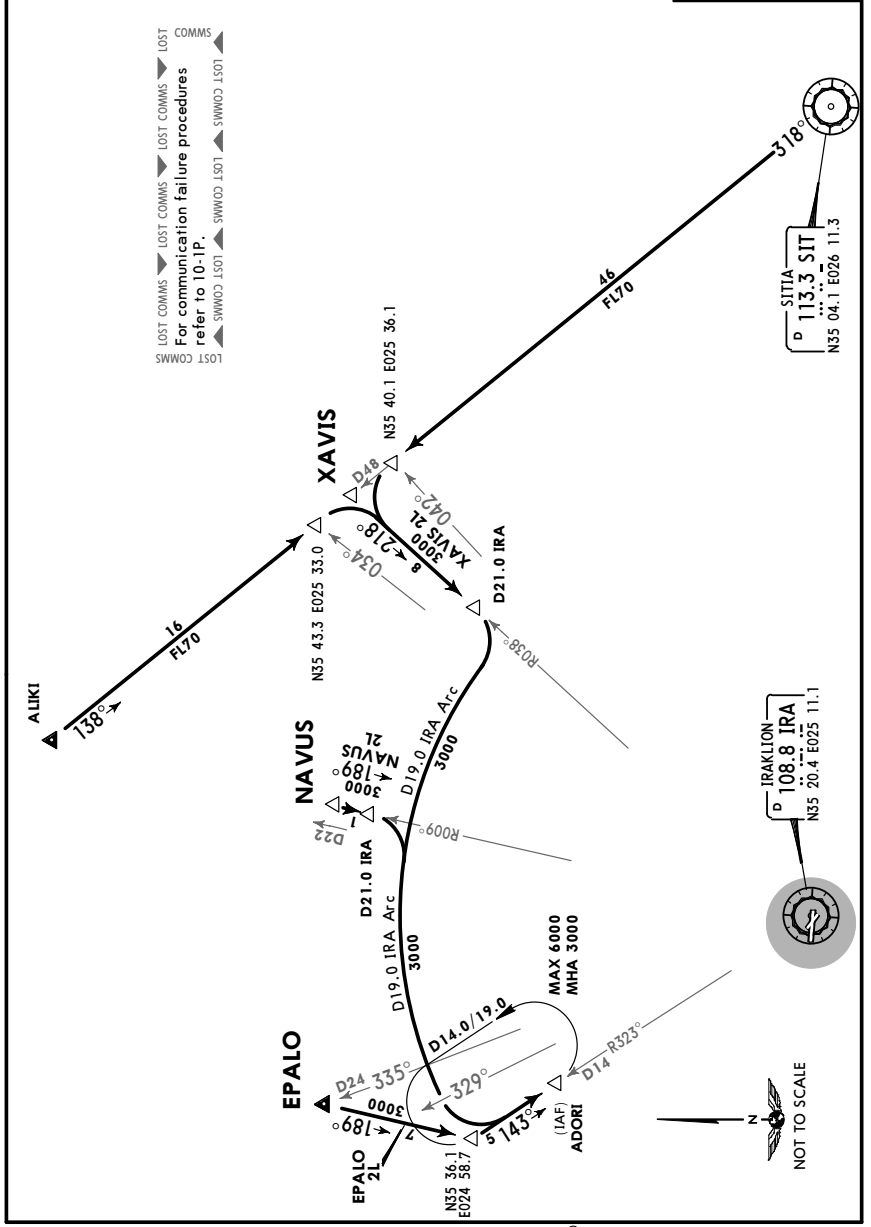
JEPPESEN
4 MAY 18 (10-2A)

IRAKLION, GREECE
STAR

*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

MSA
IRA VOR
180° 4000
270° 9000
360° 10,200
090° 7000

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



CHANGES: ATIS availability.

LGIR/HER
NIKOS KAZANTZAKIS

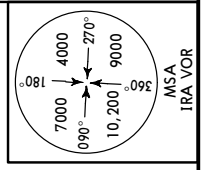
JEPPESEN

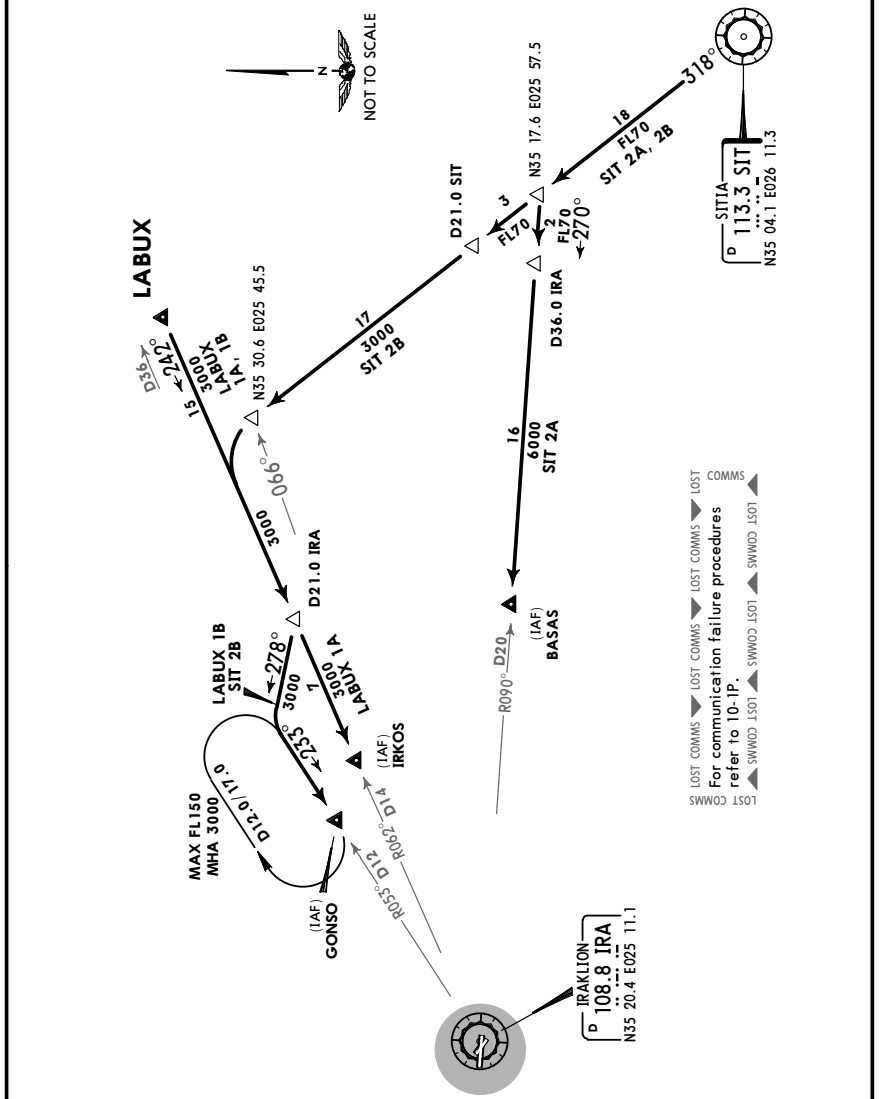
4 MAY 18 (10-2B)

IRAKLION, GREECE
STAR

*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

LABUX 1A [LABU1A]
LABUX 1B [LABU1B]
SIT 2A [SIT2A]
SIT 2B [SIT2B]
RWY 27 ARRIVALS





LGIR/HER
NIKOS KAZANTZAKIS

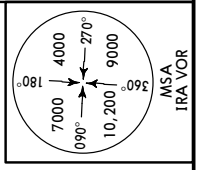
JEPPESEN

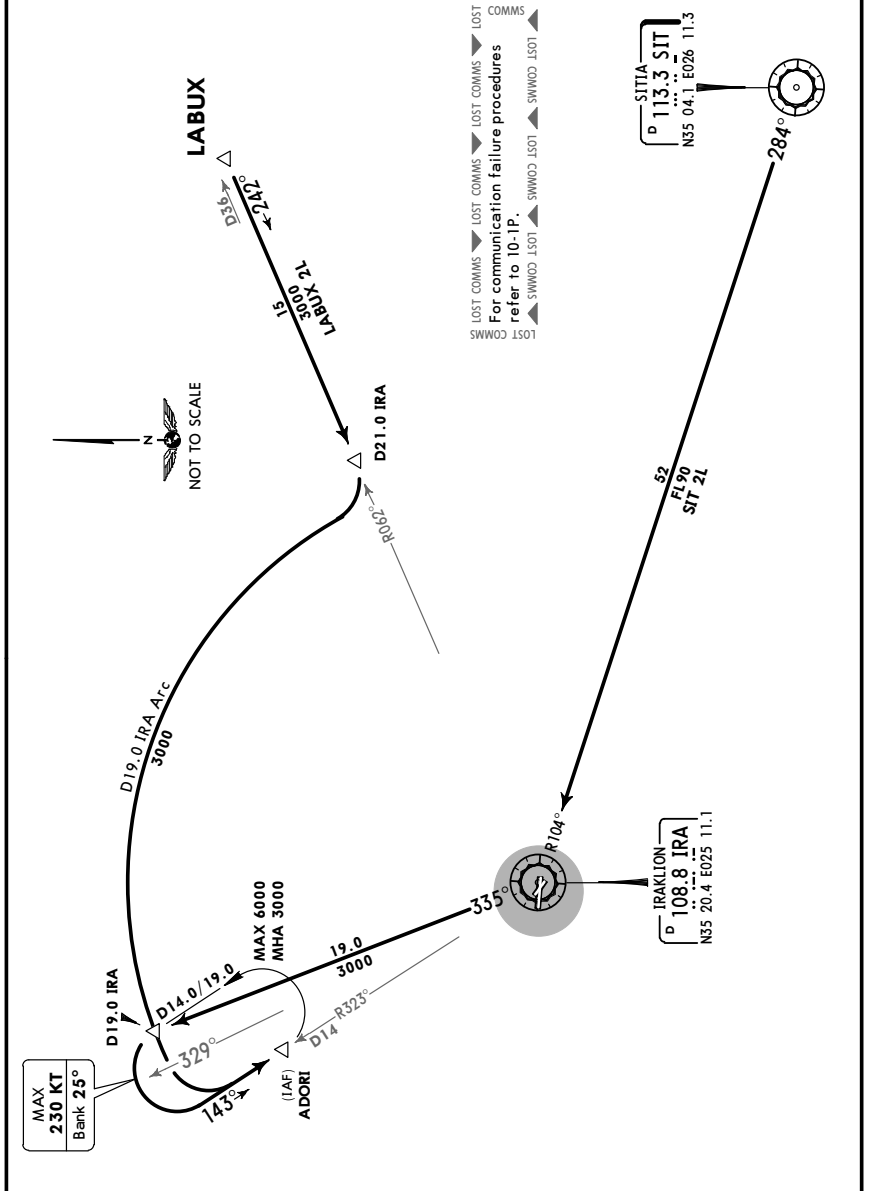
4 MAY 18 (10-2C)

IRAKLION, GREECE
STAR

*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

LABUX 2L [LABU2L]
SIT 2L [SIT2L]
RWY 09 ARRIVALS





LGIR/HER
NIKOS KAZANTZAKIS

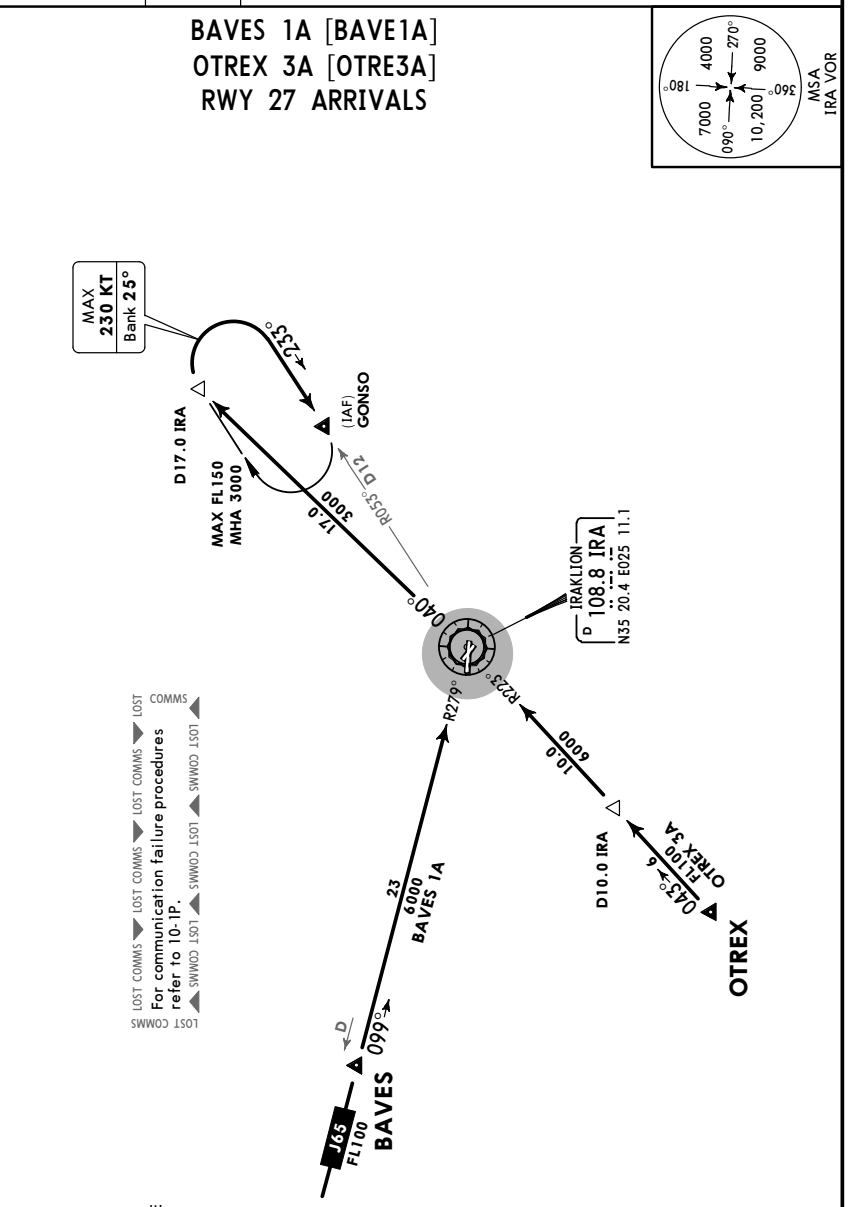
JEPPESEN

4 MAY 18 (10-2D)

IRAKLION, GREECE
STAR

*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

BAVES 1A [BAVE1A]
OTREX 3A [OTRE3A]
RWY 27 ARRIVALS



LGIR/HER
NIKOS KAZANTZAKIS

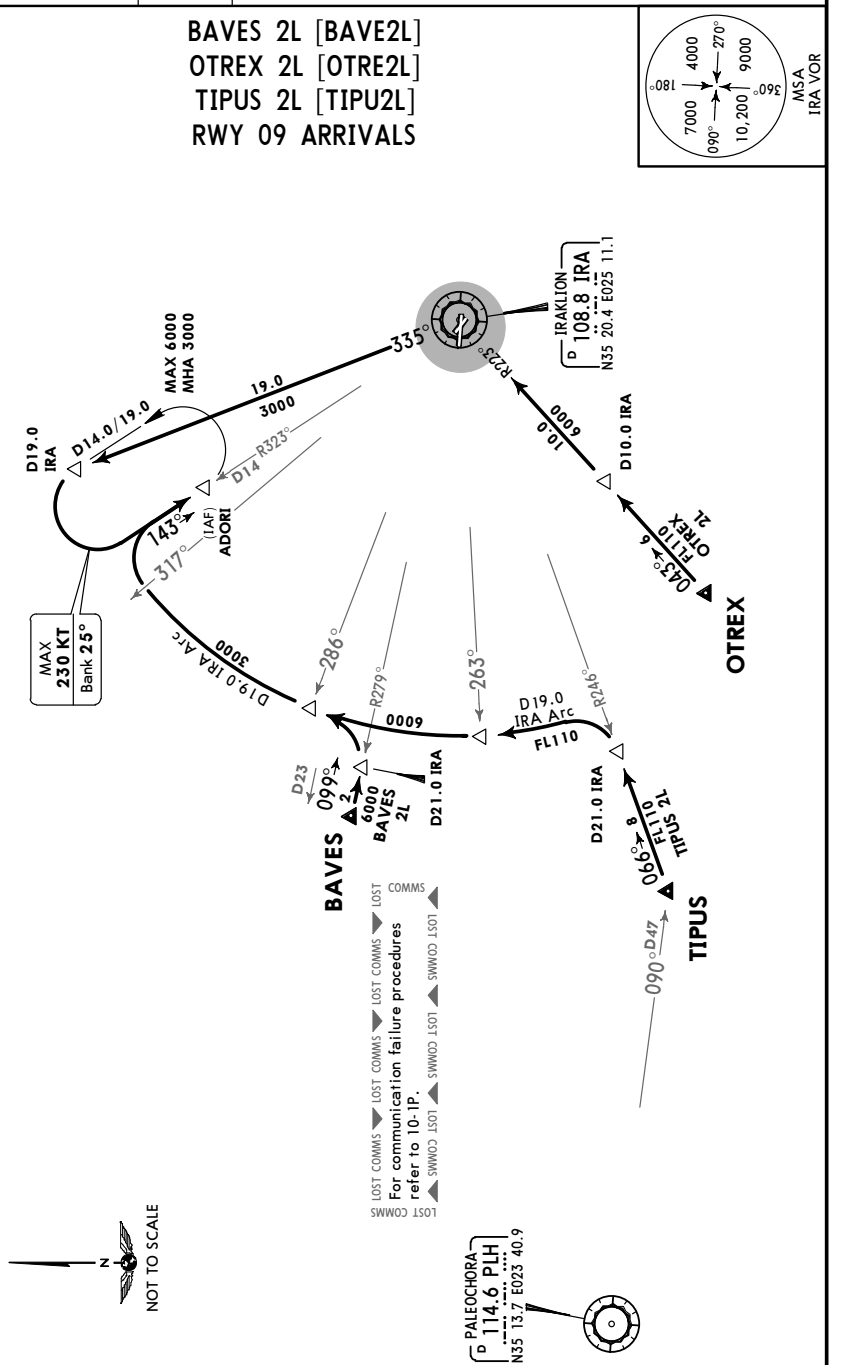
JEPPESEN

4 MAY 18 (10-2E)

IRAKLION, GREECE
STAR

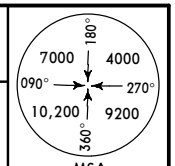
*ATIS	Apt Elev	Alt Set: hPa
127.550	115′	Trans level: By ATC Trans alt: 6000′

BAVES 2L [BAVE2L]
OTREX 2L [OTRE2L]
TIPUS 2L [TIPU2L]
RWY 09 ARRIVALS

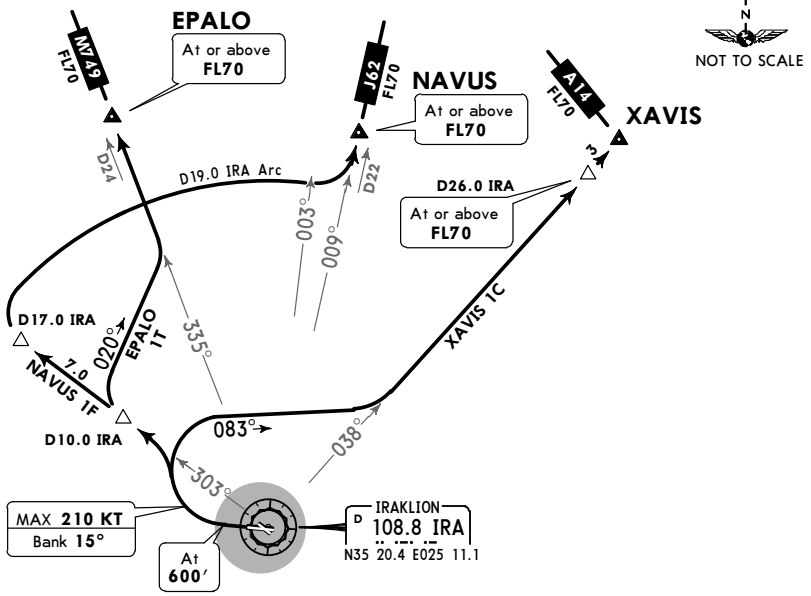


Apt Elev 115′

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



EPALO 1T [EPAL1T]
NAVUS 1F [NAVU1F], XAVIS 1C [XAVI1C]
RWY 27 DEPARTURES



These SIDs require minimum climb gradients of

EPALO 1T
371′ per NM (6.1%) up to 600′, then
243′ per NM (4.0%) up to FL70.

NAVUS 1F, XAVIS 1C
371′ per NM (6.1%) up to 600′.

Gnd speed-KT	75	100	150	200	250	300
371′ per NM	464	618	928	1237	1546	1855
243′ per NM	304	405	608	810	1013	1215

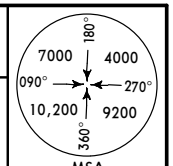
A visual climb up to 500′ is required due to obstructions within 1200m from DER.

SID	ROUTING
EPALO 1T	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303 to D10.0 IRA, turn RIGHT, 020° track, intercept IRA R-335 to EPALO, then join airway M-749.
NAVUS 1F	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303 to D17.0 IRA, turn RIGHT, along D19.0 IRA Arc, when passing IRA R-003 turn LEFT, intercept IRA R-009 to NAVUS, then join airway J-62.
XAVIS 1C	Climb straight ahead to 600′, turn RIGHT, 083° track, intercept IRA R-038 to XAVIS, then join airway A-14.

CHANGES: SIDs EPALO 1C & 1F, NAVUS 1C withdrawn; SIDs & MSA revised.

Apt Elev 115′

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



EPALO 1H [EPAL1H], EPALO 1K [EPAL1K]
NAVUS 1H [NAVU1H], NAVUS 1K [NAVU1K]
XAVIS 1H [XAVI1H]
RWY 09 DEPARTURES

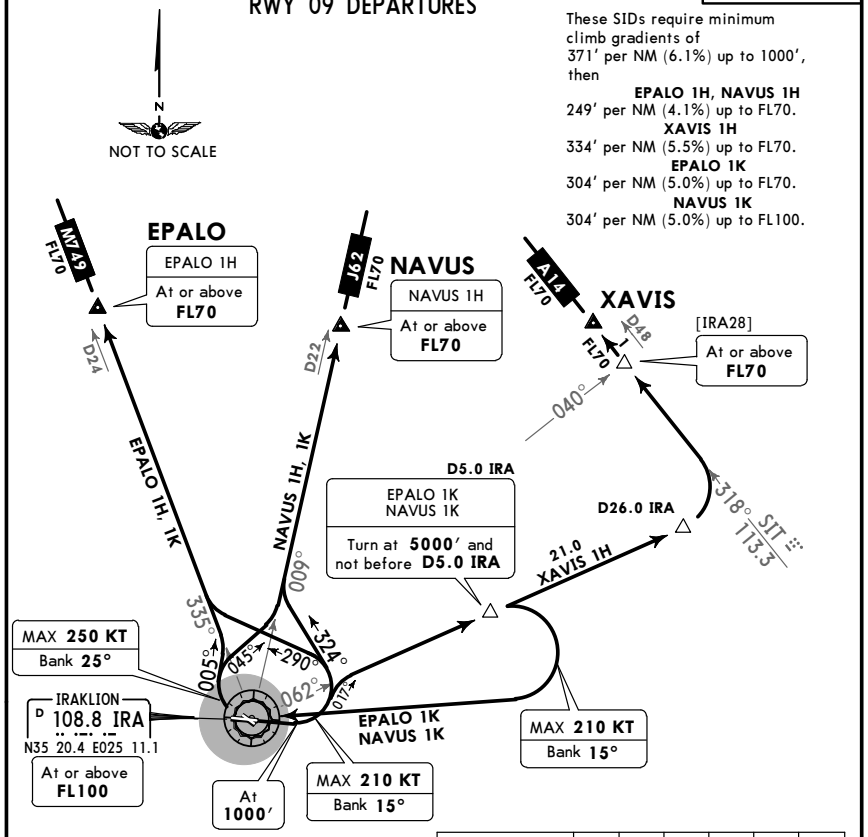
These SIDs require minimum climb gradients of 371′ per NM (6.1%) up to 1000′, then

EPALO 1H, NAVUS 1H
249′ per NM (4.1%) up to FL70.

XAVIS 1H
334′ per NM (5.5%) up to FL70.

EPALO 1K
304′ per NM (5.0%) up to FL70.

NAVUS 1K
304′ per NM (5.0%) up to FL100.



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
304′ per NM	380	506	760	1013	1266	1519
249′ per NM	311	415	623	830	1038	1246

SID	ROUTING
EPALO 1H	Climb straight ahead to 1000′, turn LEFT, 290° track, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1K	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062, at 5000′ and not before D5.0 IRA, turn RIGHT to IRA, turn RIGHT, 005° track, intercept IRA R-335 to EPALO, then join airway M-749.
NAVUS 1H	Climb straight ahead to 1000′, turn LEFT, 324° track, intercept IRA R-009 to NAVUS, then join airway J-62.
NAVUS 1K	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062, at 5000′ and not before D5.0 IRA, turn RIGHT to IRA, turn RIGHT, 045° track, intercept IRA R-009 to NAVUS, then join airway J-62.
XAVIS 1H	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062 to D26.0 IRA, turn LEFT, intercept SIT R-318 to XAVIS, then join airway A-14.

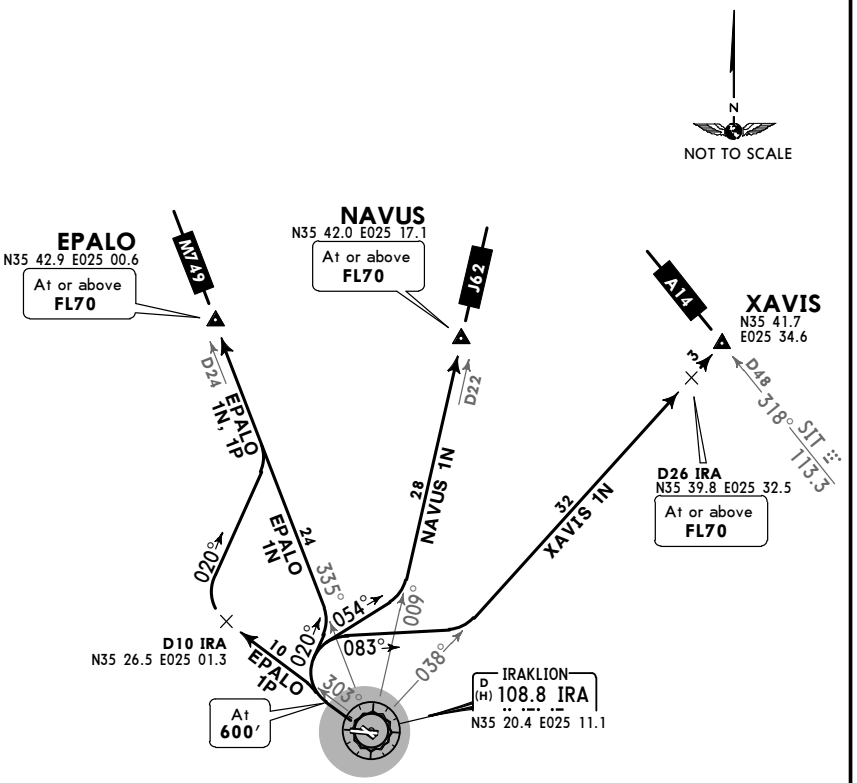
CHANGES: SIDs EPALO 1J & NAVUS 1J withdrawn; SIDs & MSA revised.

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.

MSA
IRA VOR
180° 7000′ 4000′ 090° 270° 10,200′ 9000′ 360°

EPALO 1N [EPAL1N], EPALO 1P [EPAL1P]
NAVUS 1N [NAVU1N], XAVIS 1N [XAVI1N]
RWY 30 DEPARTURES
BASED ON IRA



These SIDs require minimum climb gradients of

EPALO 1N
292′ per NM (4.8%) up to FL70.

EPALO 1P
255′ per NM (4.2%) up to FL70.

NAVUS 1N
286′ per NM (4.7%) up to FL70.

XAVIS 1N
225′ per NM (3.7%) up to FL70.

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

SID	ROUTING
EPALO 1N	Climb straight ahead to 600′, turn RIGHT, 020° track, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1P	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303 to D10 IRA, turn RIGHT, 020° track, intercept IRA R-335 to EPALO, then join airway M-749.
NAVUS 1N	Climb straight ahead to 600′, turn RIGHT, 054° track, intercept IRA R-009 to NAVUS, then join airway J-62.
XAVIS 1N	Climb straight ahead to 600′, turn RIGHT, 083° track, intercept IRA R-038 to XAVIS, then join airway A-14.

CHANGES: SID XAVIS 1N airway continuation.

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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.

MSA
IRA VOR
180° 7000′ 4000′ 090° 270° 10,200′ 9000′ 360°

EPALO 1Q [EPAL1Q], EPALO 1R [EPAL1R], EPALO 1S [EPAL1S]
NAVUS 1Q [NAVU1Q], NAVUS 1R [NAVU1R], NAVUS 1S [NAVU1S]
XAVIS 1Q [XAVIS1Q]
RWY 12 DEPARTURES
BASED ON IRA

These SIDs require minimum climb gradients of

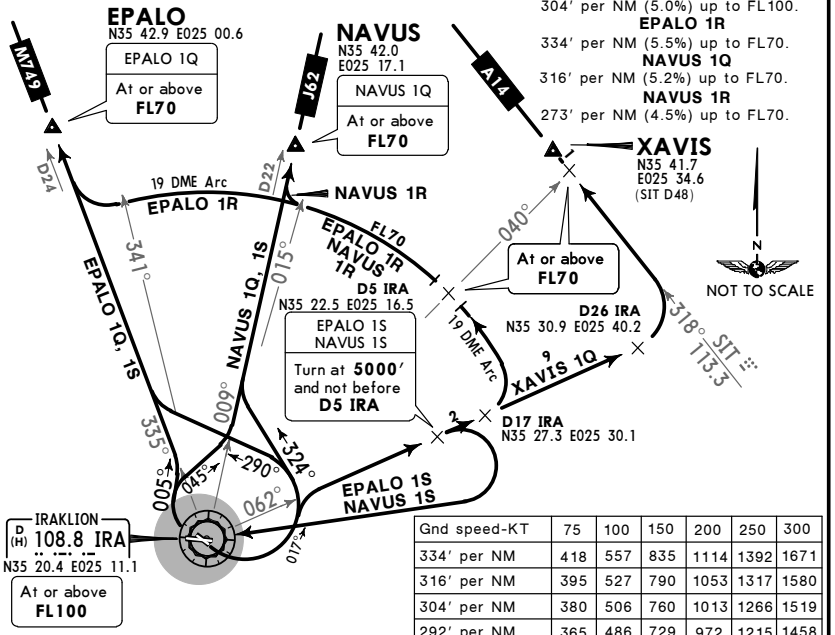
EPALO 1Q
292′ per NM (4.8%) up to FL70.

EPALO 1S, NAVUS 1S
304′ per NM (5.0%) up to FL100.

EPALO 1R
334′ per NM (5.5%) up to FL70.

NAVUS 1Q
316′ per NM (5.2%) up to FL70.

NAVUS 1R
273′ per NM (4.5%) up to FL70.



Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
316′ per NM	395	527	790	1053	1317	1580
304′ per NM	380	506	760	1013	1266	1519
292′ per NM	365	486	729	972	1215	1458
273′ per NM	342	456	684	911	1139	1367

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, 290° track, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1R	Turn LEFT as soon as possible, 017° track, intercept IRA R-062 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-341 turn RIGHT, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1S	Turn LEFT as soon as possible, 017° track, intercept IRA R-062, at 5000′ and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 005° track, intercept IRA R-335 to EPALO, then join airway M-749.
NAVUS 1Q	Turn LEFT as soon as possible, 324° track, intercept IRA R-009 to NAVUS, then join airway J-62.
NAVUS 1R	Turn LEFT as soon as possible, 017° track, intercept IRA R-062 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-015 turn RIGHT, intercept IRA R-009 to NAVUS, then join airway J-62.
NAVUS 1S	Turn LEFT as soon as possible, 017° track, intercept IRA R-062, at 5000′ and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 045° track, intercept IRA R-009 to NAVUS, then join airway J-62.
XAVIS 1Q	Turn LEFT as soon as possible, 017° track, intercept IRA R-062 to D26 IRA, turn LEFT, intercept SIT R-318 to XAVIS, then join airway A-14.

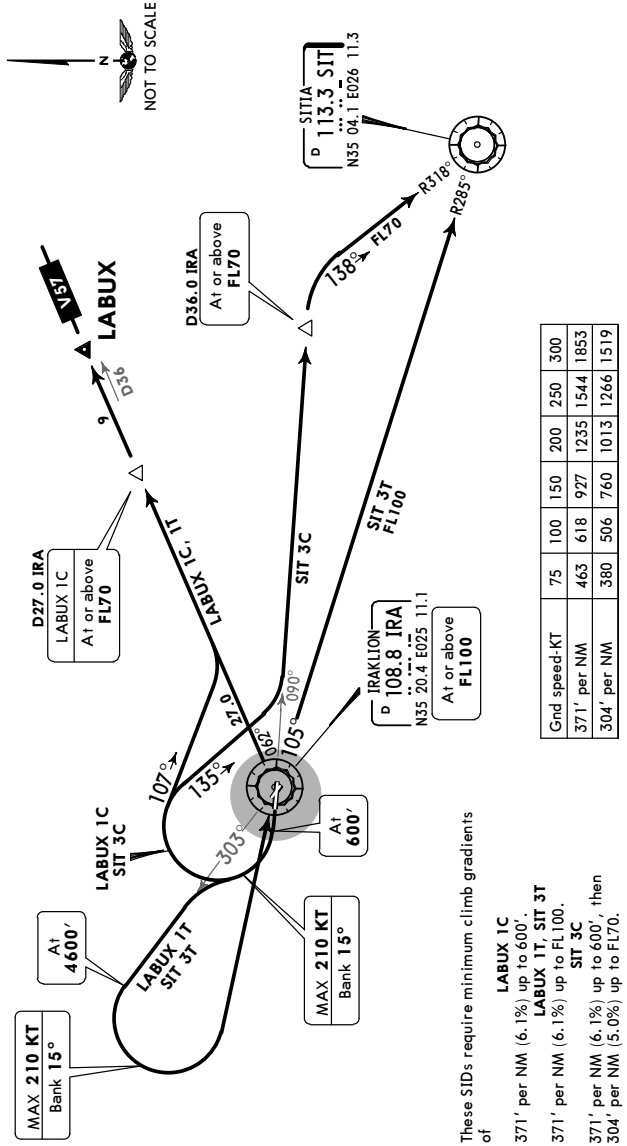
CHANGES: SID XAVIS 1Q airway continuation.

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.

MSA IRA VOR: 7000 (090°–180°), 4000 (180°–270°), 9200 (270°–360°), 10,200 (360°–090°)

LABUX 1C [LABU1C]
LABUX 1T [LABU1T]
SIT 3C, SIT 3T
RWY 27 DEPARTURES



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

These SIDs require minimum climb gradients of

LABUX 1C
371′ per NM (6.1%) up to 600′.
LABUX 1T, SIT 3T
371′ per NM (6.1%) up to FL100.
SIT 3C
371′ per NM (6.1%) up to 600′, then
304′ per NM (5.0%) up to FL70.

A visual climb up to 500′ is required due to obstructions within 1200m from DER.

SID	ROUTING
LABUX 1C	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept IRA R-062 to LABUX, then join airway V-57.
LABUX 1T	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT to IRA, IRA R-062 to LABUX, then join airway V-57.
SIT 3C	Climb straight ahead to 600′, turn RIGHT, 135° track, intercept IRA R-090 to D36.0 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.
SIT 3T	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT to IRA, IRA R-105 to SIT.

CHANGES: SID SIT 3F withdrawn; SIDs; MSA and notes revised.

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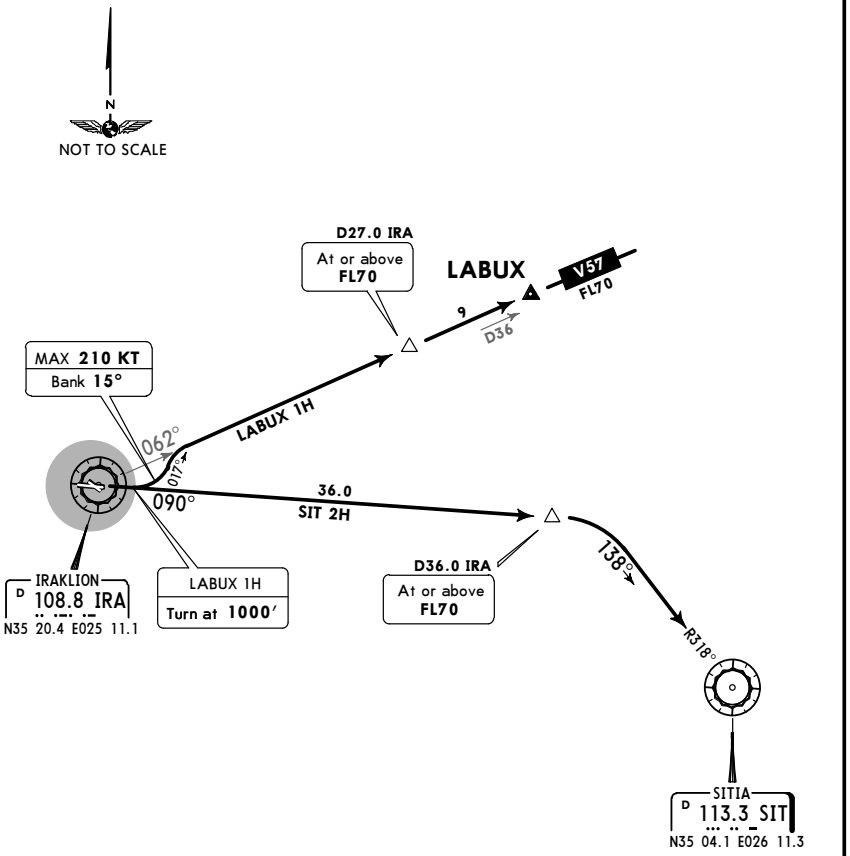
Apt Elev 115′

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

MSA IRA VOR: 7000 (090°–180°), 4000 (180°–270°), 9200 (270°–360°), 10,200 (360°–090°)

LABUX 1H [LABU1H]
SIT 2H
RWY 09 DEPARTURES



These SIDs require minimum climb gradients of

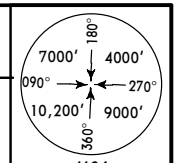
LABUX 1H
371′ per NM (6.1%) up to 1000′, then
334′ per NM (5.5%) up to FL70.
SIT 2H
371′ per NM (6.1%) until IRA R-090/D3.0, then
219′ per NM (3.6%) up to FL70.

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

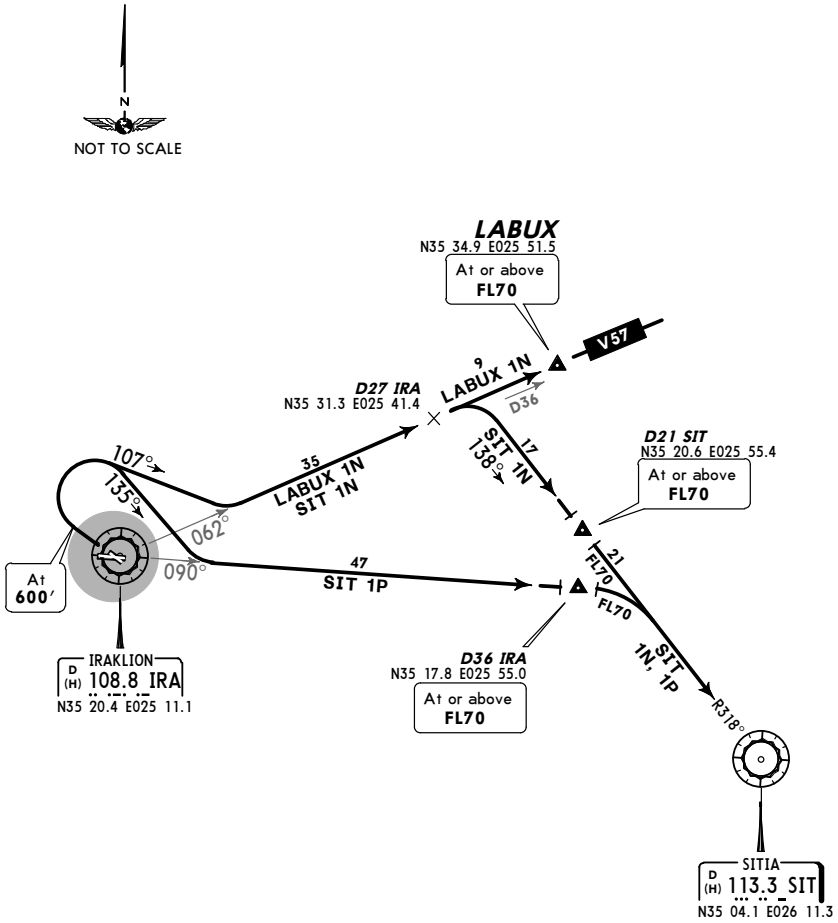
SID	ROUTING
LABUX 1H	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062 to LABUX, then join airway V-57.
SIT 2H	Climb on IRA R-090 to D36.0 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.

CHANGES: SID SIT 2K withdrawn; SIDs, MSA and notes revised.

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.



LABUX 1N *[LABU1N]*
SIT 1N, SIT 1P
RWY 30 DEPARTURES
BASED ON IRA



SID	ROUTING
LABUX 1N	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept IRA R-062 to LABUX, then join airway V-57.
SIT 1N	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept IRA R-062 to D27 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.
SIT 1P	Climb straight ahead to 600′, turn RIGHT, 135° track, intercept IRA R-090 to D36 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.

CHANGES: Crossings; MEA.

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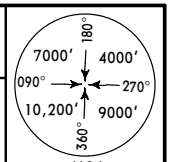
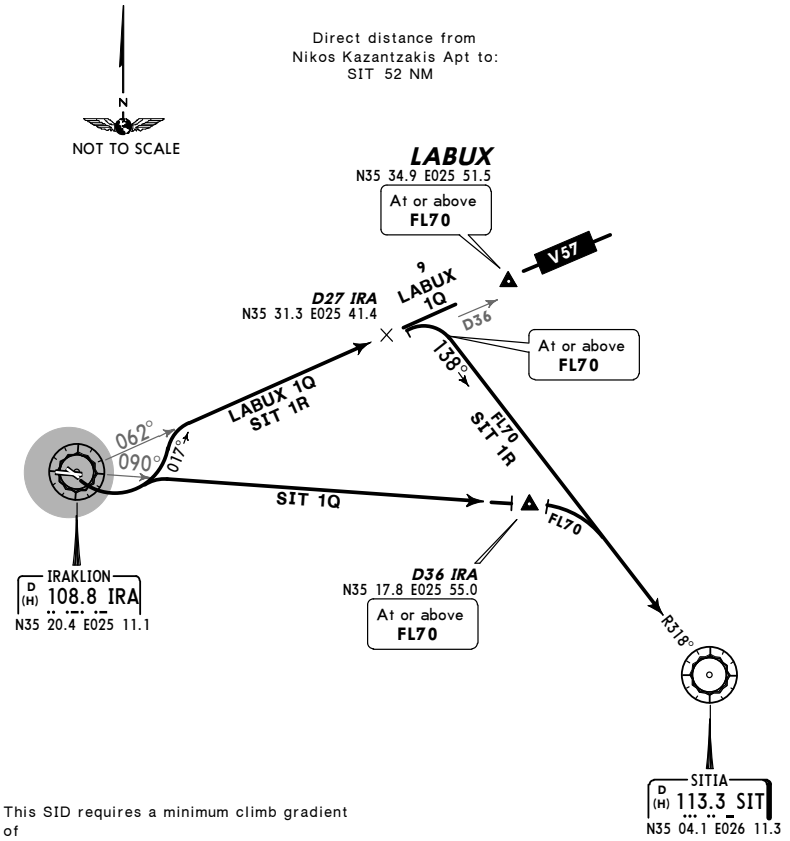
Apt Elev	
115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



LABUX 1Q *[LABU1Q]*
SIT 1Q, SIT 1R
RWY 12 DEPARTURES
BASED ON IRA



This SID requires a minimum climb gradient of

SIT 1Q

219′ per NM (3.6%) up to FL70.

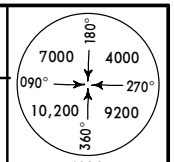
Gnd speed-KT	75	100	150	200	250	300
219′ per NM	273	365	547	729	911	1094

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°.

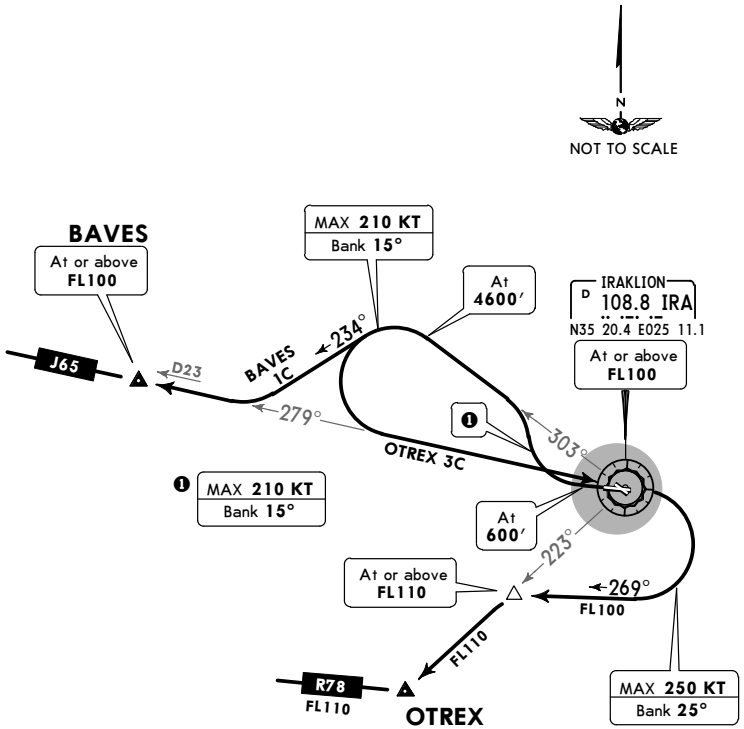
SID	ROUTING
LABUX 1Q	Turn LEFT as soon as possible, 017° track, intercept IRA R-062 to LABUX, then join airway V-57.
SIT 1Q	Turn LEFT as soon as possible, intercept IRA R-090 to D36 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.
SIT 1R	Turn LEFT as soon as possible, 017° track, intercept IRA R-062, to D27 IRA, turn RIGHT intercept SIT R-318 inbound to SIT.

CHANGES: Crossings; MEAs.

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]
OTREX 3C [OTRE3C]
RWY 27 DEPARTURES



These SIDs require minimum climb gradients of

BAVES 1C

383′ per NM (6.3%) up to FL100.

OTREX 3C

371′ per NM (6.1%) up to FL110.

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.

SID	ROUTING
BAVES 1C	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT, 234° track, intercept IRA R-279 to BAVES, then join airway J-65.
OTREX 3C	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT to IRA, turn RIGHT, 269° track, intercept IRA R-223 to OTREX, then join airway R-78.

CHANGES: SIDs & MSA revised.

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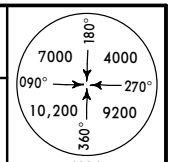
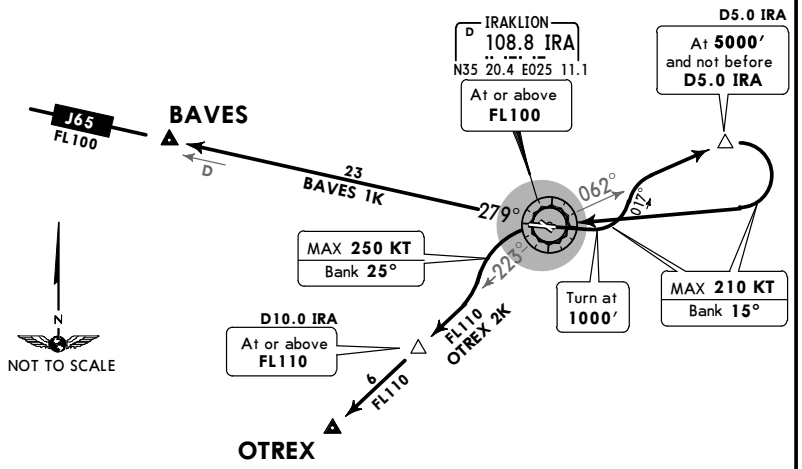
Apt Elev	
115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



BAVES 1K [BAVE1K]
OTREX 2K [OTRE2K]
RWY 09 DEPARTURES



These SIDs require minimum climb gradients of
371′ per NM (6.1%) up to 1000′, then
304′ per NM (5.0%) up to FL100.

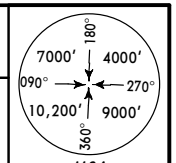
Gnd speed-KT	75	100	150	200	250	300
371′ per NM	463	618	927	1235	1544	1853
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
BAVES 1K	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062, at 5000′ and not before D5.0 IRA, turn RIGHT to IRA, IRA R-279 to BAVES, then join airway J-65.
OTREX 2K	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062, at 5000′ and not before D5.0 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-223 to OTREX.

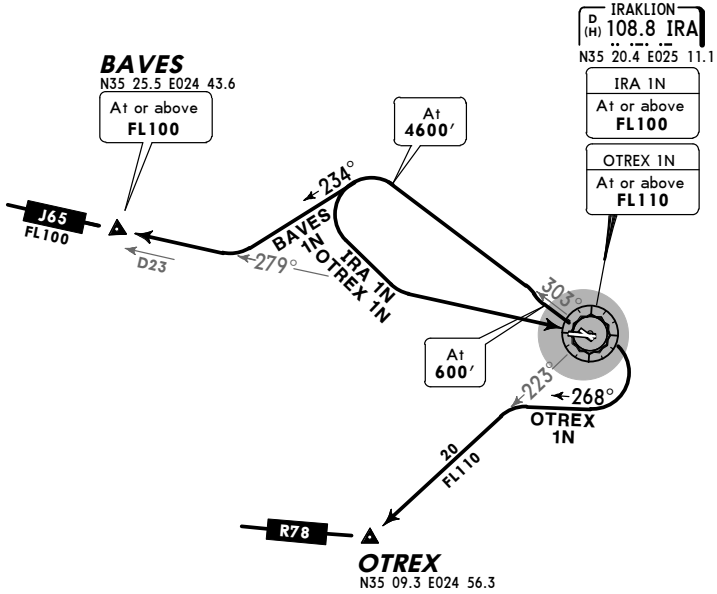
CHANGES: SIDs BAVES 1H & OTREX 2H withdrawn, MSA revised.

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 1N *[BAVE1N]*, IRA 1N
OTREX 1N *[OTRE1N]*
RWY 30 DEPARTURES
BASED ON IRA



These SIDs require minimum climb gradients of

BAVES 1N
383′ per NM (6.3%) up to FL100.
IRA 1N
371′ per NM (6.1%) up to FL100.
OTREX 1N
371′ per NM (6.1%) up to FL110.

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

SID	ROUTING
BAVES 1N	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT, 234° track, intercept IRA R-279 to BAVES, then join airway J-65.
IRA 1N	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT to IRA, then to assigned route by ATC.
OTREX 1N	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303, at 4600′ turn LEFT to IRA, turn RIGHT, 268° track, intercept IRA R-223 to OTREX, then join airway R-78.

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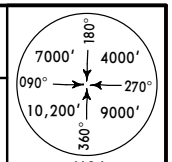
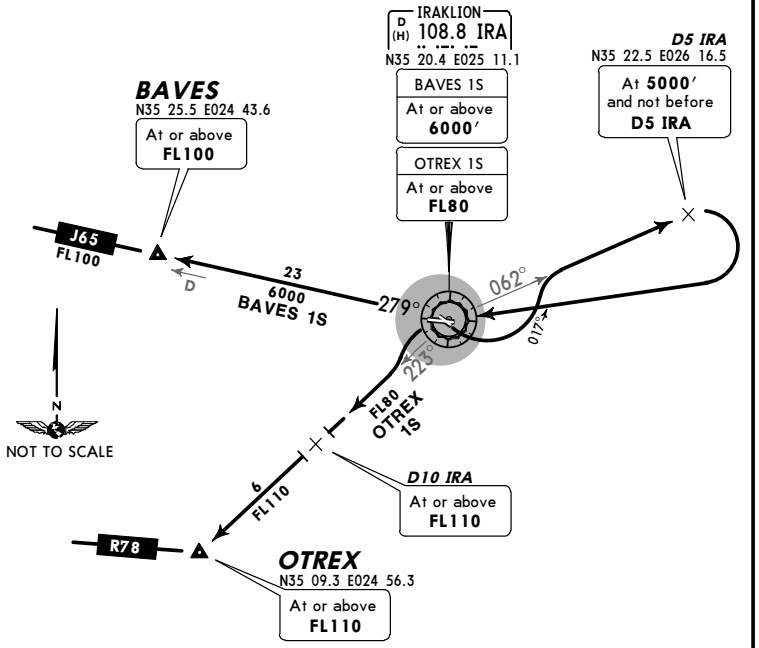
Apt Elev 115′

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 1S *[BAVE1S]*
OTREX 1S *[OTRE1S]*
RWY 12 DEPARTURES
BASED ON IRA



These SIDs require a minimum climb gradient of

BAVES 1S
304′ per NM (5.0%) up to 6000′.
OTREX 1S
304′ per NM (5.0%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

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
BAVES 1S	Turn LEFT as soon as possible, 017° track, intercept IRA R-062, at 5000′ and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, IRA R-279 to BAVES, then join airway J-65.
OTREX 1S	Turn LEFT as soon as possible, 017° track, intercept IRA R-062, at 5000′ and not before D5 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-223 to OTREX, then join airway J-78.

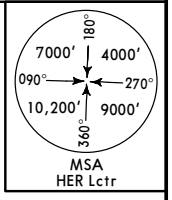
LGIR/HER
NIKOS KAZANTZAKIS

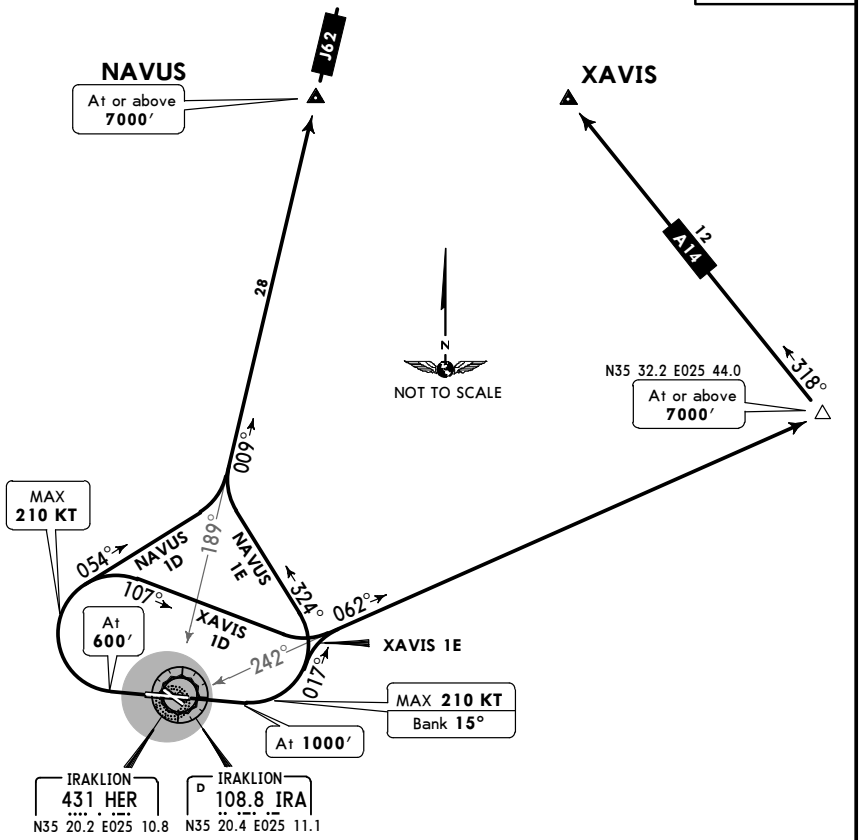
JEPPESEN 30 DEC 16 (10-3M) Eff 5 Jan

IRAKLION, GREECE
SID

Apt Elev	
115′	Trans level: By ATC Trans alt: 11000′ Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER.

NAVUS 1D [NAVU1D] , NAVUS 1E [NAVU1E]
XAVIS 1D [XAVI1D], XAVIS 1E [XAVI1E]
DEPARTURES
USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





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 (5.0%) 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
NAVUS 1D	27	Climb straight ahead to 600′, turn RIGHT, 054° track, intercept 009° bearing from HER to NAVUS, join airway J-62.
NAVUS 1E	09	Climb straight ahead to 1000′, turn LEFT, 324° track, intercept 009° bearing from HER to NAVUS, join airway J-62.
XAVIS 1D	27	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept 062° bearing from HER, turn LEFT, join airway A-14 to XAVIS.
XAVIS 1E	09	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept 062° bearing from HER, turn LEFT, join airway A-14 to XAVIS.

CHANGES: XAVIS SIDs revised; general note 2 withdrawn.

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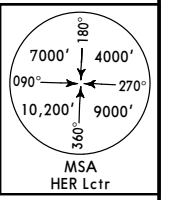
LGIR/HER
NIKOS KAZANTZAKIS

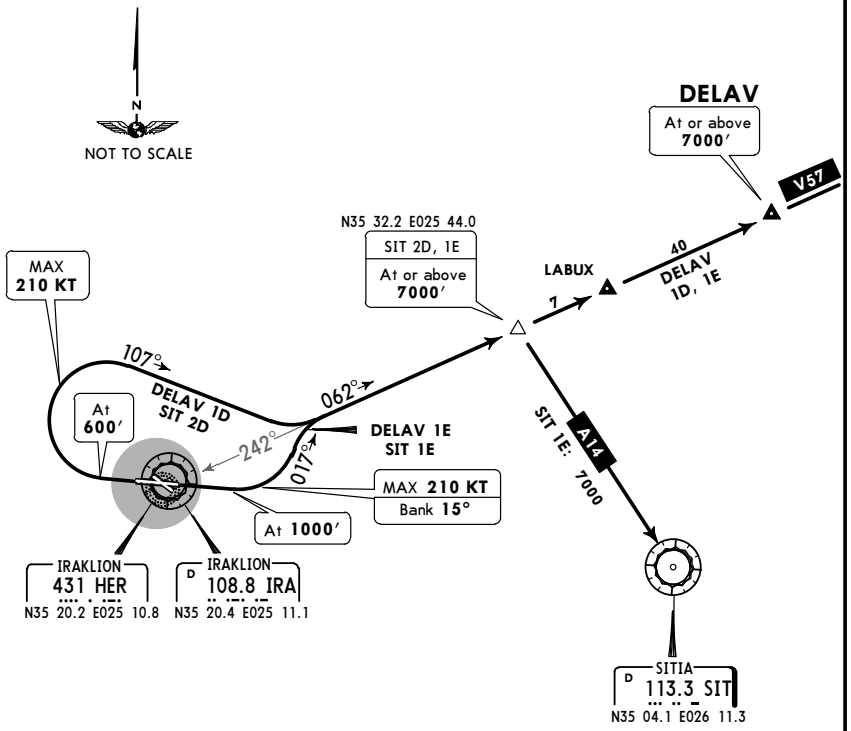
JEPPESEN 30 DEC 16 (10-3N) Eff 5 Jan

IRAKLION, GREECE
SID

Apt Elev	
115′	Trans level: By ATC Trans alt: 11000′ Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER.

DELAV 1D [DELA1D], DELAV 1E [DELA1E]
SIT 2D, SIT 1E
DEPARTURES
USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





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 (5.0%) 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°.

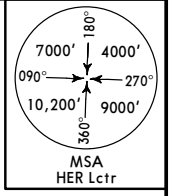
SID	RWY	ROUTING
DELAV 1D	27	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept 062° bearing from HER to DELAV, join airway V-57.
DELAV 1E	09	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept 062° bearing from HER to DELAV, join airway V-57.
SIT 2D	27	Climb straight ahead to 600′, turn RIGHT, 107° track, intercept 062° bearing from HER, turn RIGHT, join airway A-14 to SIT.
SIT 1E	09	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept 062° bearing from HER, turn RIGHT, join airway A-14 to SIT.

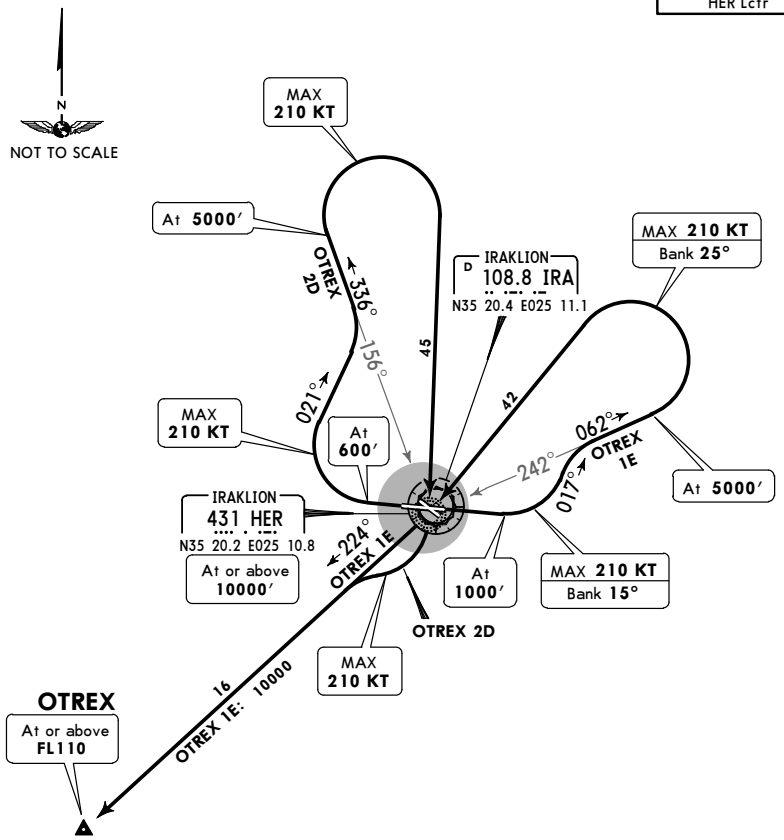
CHANGES: Wpt LABUX established; MEA revised, general note 2 withdrawn.

Apt Elev	
115′	Trans level: By ATC Trans alt: 11000′ Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER.

OTREX 2D [OTRE2D], OTREX 1E [OTRE1E] DEPARTURES

USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





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 (5.0%) 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
OTREX 2D	**27**	Climb straight ahead to 600′, turn RIGHT, 021° track, intercept 336° bearing from HER, at 5000′ turn RIGHT to HER, turn RIGHT, 224° bearing to OTREX.
OTREX 1E	**09**	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept 062° bearing from HER, at 5000′ turn LEFT to HER, 224° bearing to OTREX.

CHANGES: MEA revised; general note 2 withdrawn.

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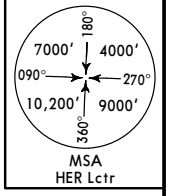
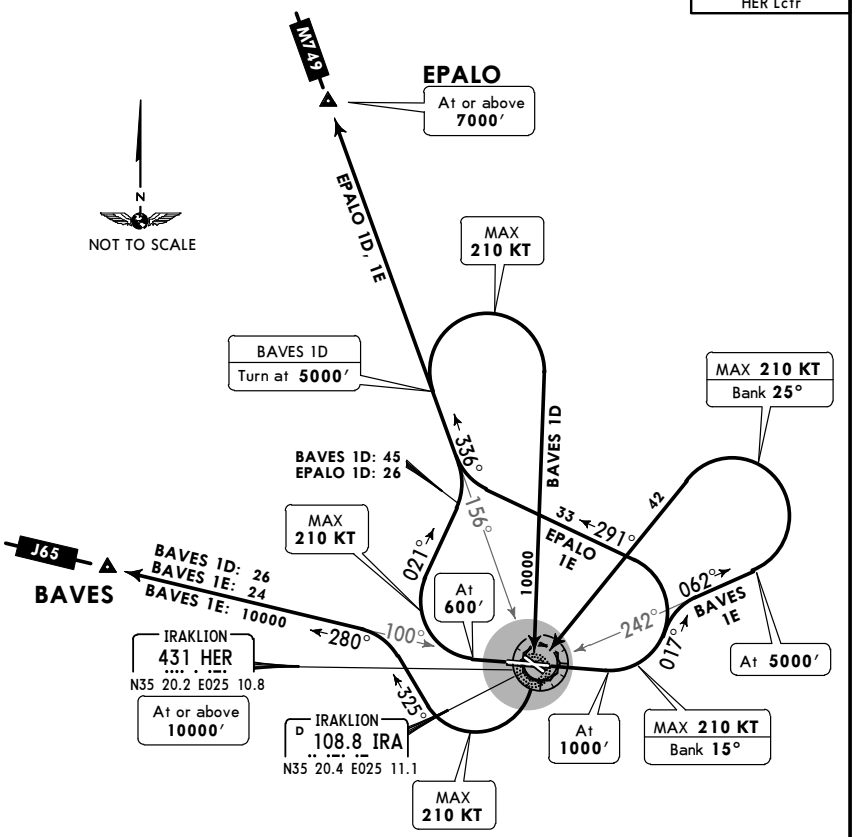
Apt Elev	
115′	Trans level: By ATC Trans alt: 11000′ Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER.

BAVES 1D [BAVE1D], BAVES 1E [BAVE1E] EPALO 1D [EPAL1D], EPALO 1E [EPAL1E] DEPARTURES

USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





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 (5.0%) 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
BAVES 1D	**27**	Climb straight ahead to 600′, turn RIGHT, 021° track, intercept 336° bearing from HER, at 5000′ turn RIGHT to HER, turn RIGHT, 325° track, intercept 280° bearing from HER to BAVES, join airway J-65.
BAVES 1E	**09**	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept 062° bearing from HER, at 5000′ turn LEFT to HER, turn RIGHT, 325° track, intercept 280° bearing from HER to BAVES, join airway J-65.
EPALO 1D	**27**	Climb straight ahead to 600′, turn RIGHT, 021° track, intercept 336° bearing from HER to EPALO, join airway M-749.
EPALO 1E	**09**	Climb straight ahead to 1000′, turn LEFT, 291° track, intercept 336° bearing from HER to EPALO, join airway M-749.

CHANGES: MEA revised; general note 2 withdrawn.

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

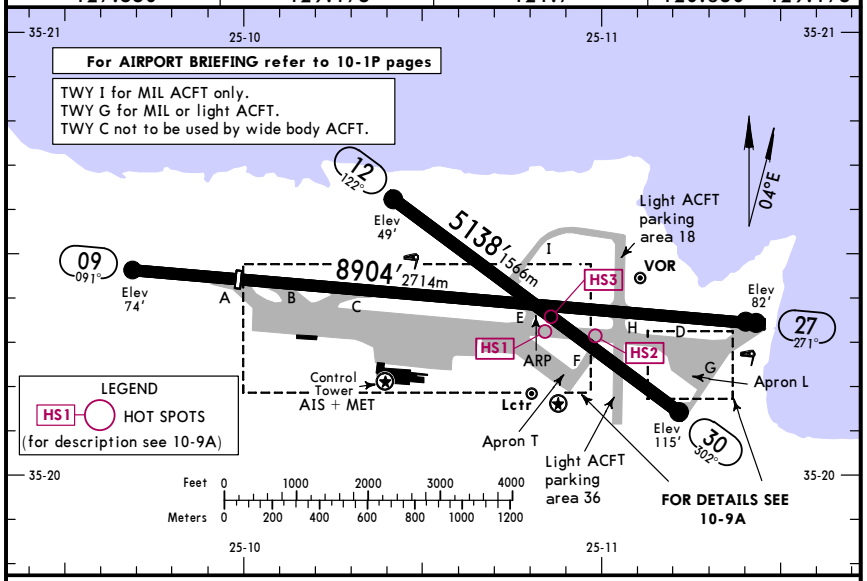
All aircraft with MTOW of more than 5700 KG departing from runway 27 shall apply with ICAO Noise Abatement Take-off Climb Procedure 1 (NADP1) until passing 3000'.

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.

*ATIS	KAZANTZAKIS Delivery	KAZANTZAKIS Ground	Tower
127.550	129.175	121.7	120.850 129.175



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09		MIRL REIL PAPI-L (3.02°)	7340' 2237m		❶	148'
	27	MIRL REIL PAPI-L (3.00°)			❷	45m
12						164'
	30					50m

Intersection Take-offs are permitted during aviation daytime only when visibility is not less than 16,404' (5000m):

❶ TORA RWY 09:

From rwy head	8904' (2714m)
twy A int	7552' (2302m)
twy B int	6900' (2103m)
twy C int	5650' (1722m)

❷ TORA RWY 27:

From rwy head	8904' (2714m)
twy H int	6873' (2095m)
twy E int	5692' (1735m)

Standard TAKE-OFF

	RWY 09/27 Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: Note.

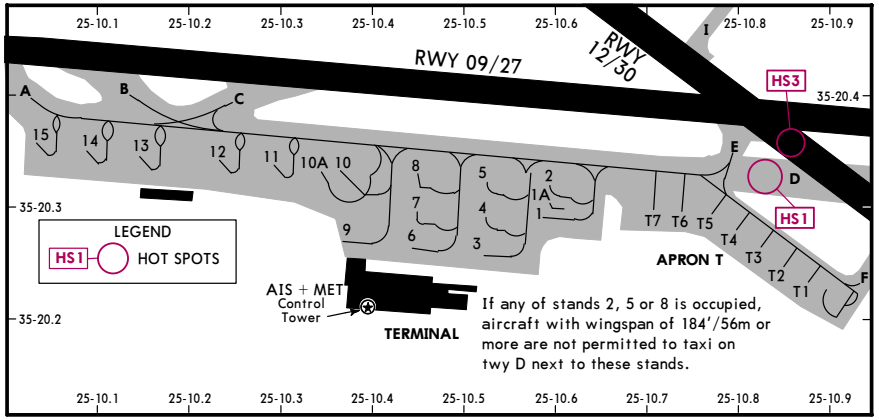
LGIR/HER

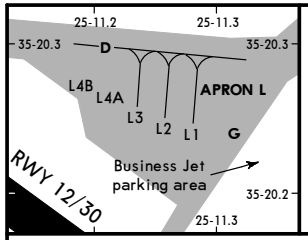
JEPPESEN

4 AUG 17 (10-9A) Eff 17 Aug

IRAKLION, GREECE

NIKOS KAZANTZAKIS





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	ELEV
1 thru 2	N35 20.3 E025 10.6	T1	N35 20.2 E025 10.9	
3 thru 5	N35 20.3 E025 10.5	T2	N35 20.2 E025 10.8	
6, 7	N35 20.3 E025 10.4	T3	N35 20.3 E025 10.8	104′
8	N35 20.3 E025 10.5	T4	N35 20.3 E025 10.8	102′
9 thru 10A	N35 20.3 E025 10.4	T5	N35 20.3 E025 10.8	100′
11	N35 20.3 E025 10.3	T6	N35 20.3 E025 10.7	100′
12	N35 20.3 E025 10.2	T7	N35 20.3 E025 10.7	101′
13	N35 20.3 E025 10.1	L1, L2	N35 20.2 E025 11.3	
14	N35 20.4 E025 10.1	L3 thru L4B	N35 20.3 E025 11.2	
15	N35 20.4 E025 10.0			

HOT SPOTS

HS1 Confusing point: Approaching rwy.

HS2 Confusing point: Approaching rwy.

HS3 Confusing point: Crossing rwy.

CHANGES: None.

LGIR/HER

NIKOS KAZANTZAKIS

JEPPESEN

1 JUN 18 (12-1)

IRAKLION, GREECE

RNAV (GNSS) Rwy 27

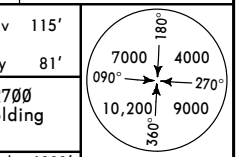
*ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.550	123.975 118.025	120.850 129.175	121.7

RNAV	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 115′
	271°	IR4ØØ 2000′(1919′)	830′(749′)	Rwy 81′

MISSED APCH: Turn RIGHT (MAX 185KT) at RW27 direct to IR7ØØ. At IR7ØØ turn RIGHT, proceed to GONSO. Climb to 3000′ to join conventional holding at GONSO or as directed.

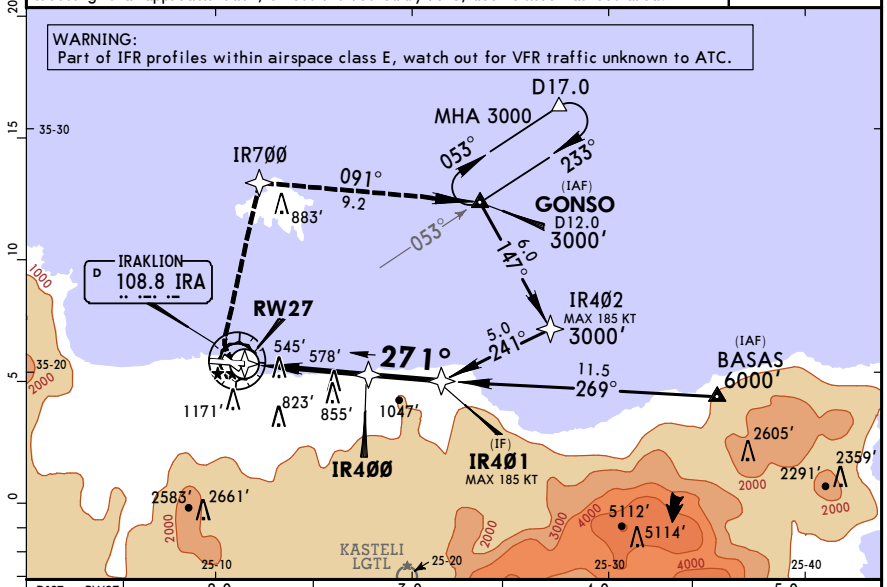
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

1. **RNP apch.** 2. Steeply rising terrain immediately South of airport. 3. Avoid crossing final approach track, unless instructed by ATC, due to mountainous area.

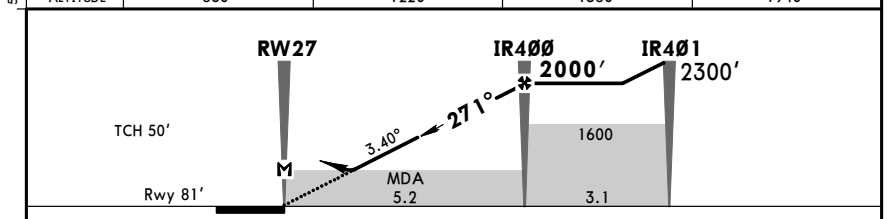


MSA ARP

BRIEFING STRIP



DIST to RW27	2.0	3.0	4.0	5.0
ALTITUDE	860′	1220′	1580′	1940′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963
MAP at RW27							

REIL
PAPI-L

185 KT MAX RT

D

IR7ØØ

Standard STRAIGHT-IN LANDING RWY **27**

LNAV

CDFA

DA/MDA(H) **830′**(749′)

CIRCLE-TO-LAND

Not authorized South of runway.

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1100′ (985′)	1500m
B		135	1100′ (985′)	1600m
C	RVR 2400m	180	1100′ (985′)	2400m
D		205	1100′ (985′)	3600m

PANS OPS

CHANGES: BASAS altitude.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
1 JUN 18 (13-1)

IRAKLION, GREECE
VOR Rwy 27

*ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.550	123.975 118.025	120.850 129.175	121.7

BRIEFING STRIP

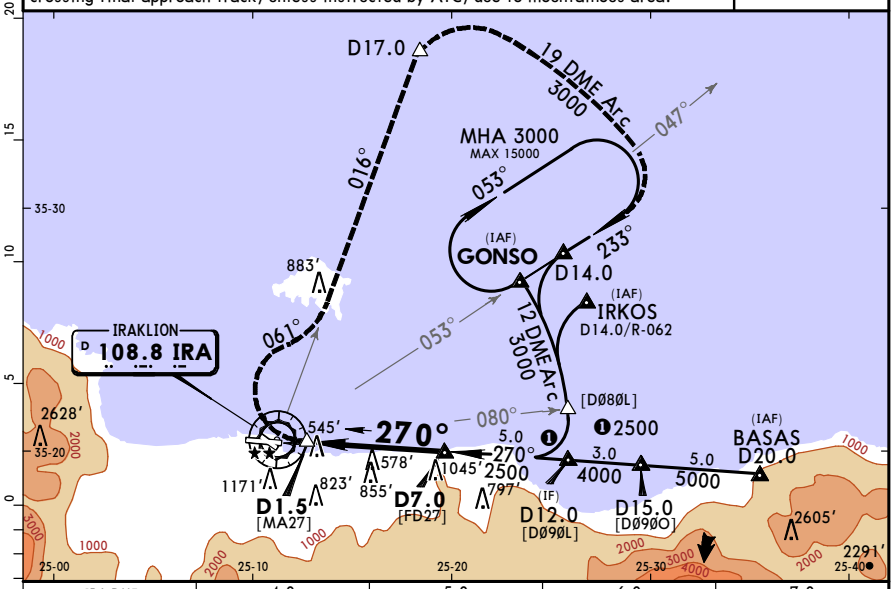
VOR IRA	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
108.8	270°	D7.0 2500′(2419′)	1100′(1019′)	115′ / 81′

MISSED APCH: Climbing turn RIGHT (MAX 230 KT) onto 061° to intercept and follow R-016. At D17.0 turn RIGHT to join D19.0 Arc. Crossing R-047, turn RIGHT, intercept R-053 inbound to reach GONSO at or above 3000′ and hold.

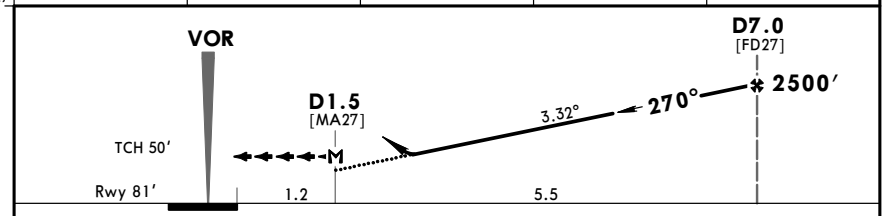
MSA IRA VOR: 7000 4000 10,200 9000 (180° 270° 090° 360°)

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. 3. Avoid crossing final approach track, unless instructed by ATC, due to mountainous area.



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at D1.5						

REIL
PAPI-L

061° RT

230 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

CDFA
DA/MDA(H) **1100′**(1019′)

CIRCLE-TO-LAND
Not authorized South of runway

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1140′ (1025′)	1500m
B		135	1140′ (1025′)	1600m
C	RVR 2400m	180	1140′ (1025′)	2400m
D		205	1140′ (1025′)	3600m

CHANGES: None.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
27 JAN 17 (13-2) Eff 2 Feb

IRAKLION, GREECE
VOR-B

*ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.550	123.975 118.025	120.850 129.175	121.7

BRIEFING STRIP

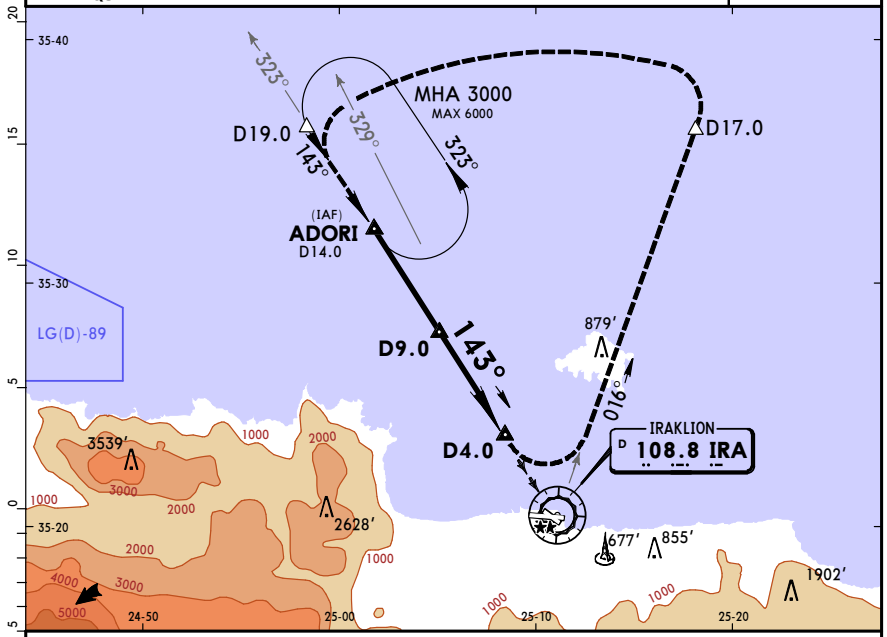
VOR IRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
108.8	143°	D9.0 1900′(1785′)	1100′(985′)	115′

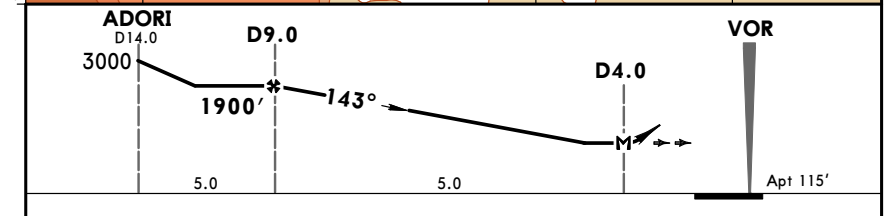
MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow R-016. At D17.0 turn LEFT to intercept and follow 19 DME Arc. At R-329 turn LEFT inbound to intercept and follow R-323 to ADORI at 3000′ and hold.

MSA IRA VOR: 7000′ 4000′ 10,200′ 9000′ (180° 270° 090° 360°)

Alt Set: hPa | Apt Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

DME REQUIRED.





MAP at D4.0						

Lighting - Refer to Airport Chart

185 KT MAX LT

IRA 108.8 R-016

PANS OPS

Standard STRAIGHT-IN LANDING

CIRCLE-TO-LAND
Not authorized South of runway

		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	1100′ (985′)	1500m
B		135	1100′ (985′)	1600m
C		180	1100′ (985′)	2400m
D		205	1100′ (985′)	3600m

CHANGES: None.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
27 JAN 17 (16-1) Eff 2 Feb

IRAKLION, GREECE
Lctr DME

*ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.550	123.975 118.025	120.850 129.175	121.7

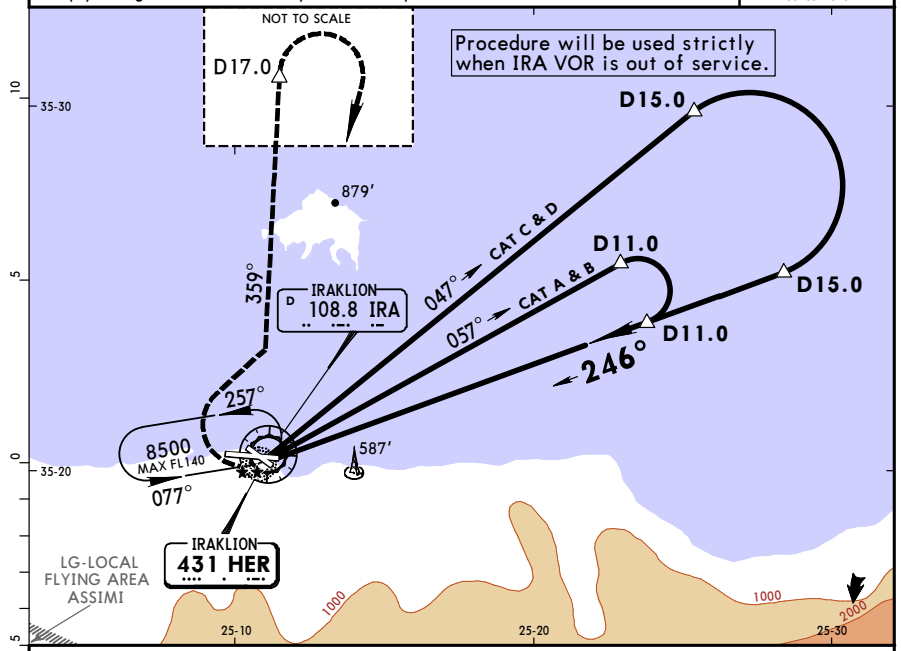
BRIEFING STRIP

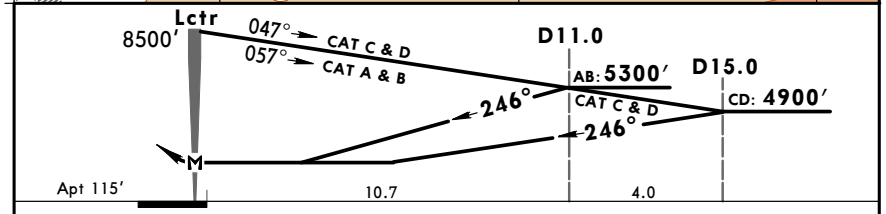
Lctr HER	Final Apch Crs	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 115′
431	246°			

MISSED APCH: Climbing turn RIGHT onto 359°. 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.

MSA
HER Lctr
7000′ 4000′ 090° 180° 270° 360° 10,200′ 9000′





MAP at Lctr	Lighting - Refer to Airport Chart	359° RT	D17.0 / 6500′ whichever earlier

PANS OPS

Standard STRAIGHT-IN LANDING

CIRCLE-TO-LAND
Not authorized South of airport

	Max Kts	Missed apch climb gradient mim 3.6% MDA(H)	VIS	Missed apch climb gradient mim 2.5% MDA(H)	VIS
A	100	**1100′**(985′)	1500m	**2600′**(2485′)	1500m
B	135	**1100′**(985′)	1600m	**2600′**(2485′)	1600m
C	180	**1100′**(985′)	2400m	**2600′**(2485′)	2400m
D	205	**1100′**(985′)	3600m	**2600′**(2485′)	3600m

NOT AUTHORIZED

CHANGES: Bearings.

Revision Letter For Cycle 12-2018
Printed on 06 Jul 2018
Page 1

JEPPESEN
JeppView for Windows

Chart changes since cycle 11-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

IRAKLION, (NIKOS KAZANTZAKIS - LGIR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGIR