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Terminal Charts For LGIR
Revision Letter For Cycle 13-2014
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Notebook

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General Information

Location: Iraklion Grc
IATA Code: HER
Lat/Long: N35° 20.4' E025° 10.8'
Elevation: 115 ft

Airport Use: Public
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: 0305 Z
Sunset: 1738 Z,

Runway Information

Runway: 09
Length x Width: 8905 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: 8905 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 82 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

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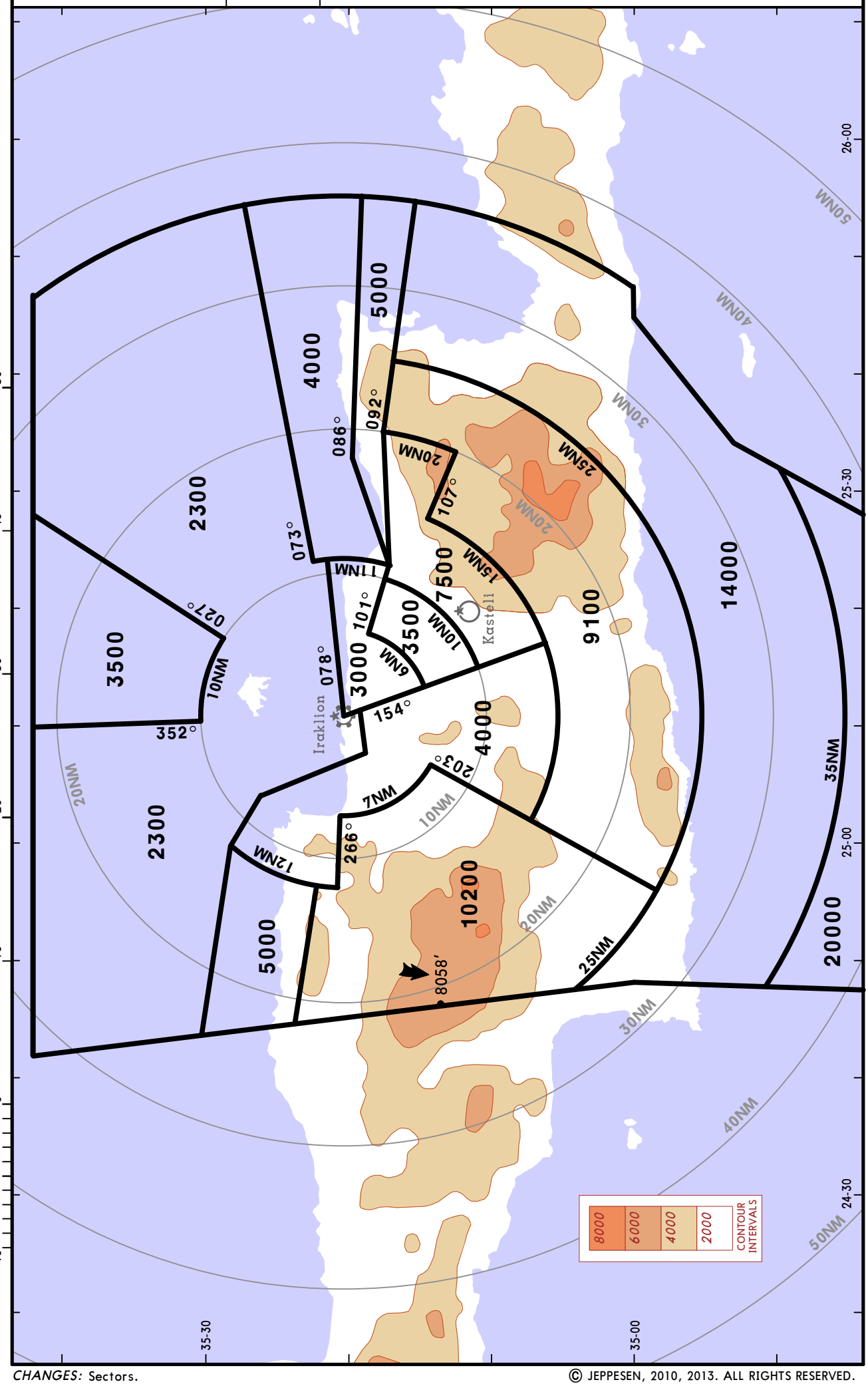
ATIS 127.55
Kazantzakis Tower 129.175
Kazantzakis Tower 122.1
Kazantzakis Tower 120.85
Kazantzakis Tower 25.78 Military
Kazantzakis Ground Control 121.7
Kazantzakis Apron Ramp/Taxi Control 121.85
Kazantzakis Clearance Delivery 129.175
Iraklion Approach Control 123.975
Iraklion Approach Control 122.1
Iraklion Approach Control 118.025
Iraklion Approach Control 36.23 Military
Iraklion Director Radar 118.025
Iraklion Radar 123.975
Iraklion Radar 36.23 Military
Kazantzakis Radio 563.7 Air-Ground
Kazantzakis Radio 298.9 Air-Ground

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



CHANGES: Sectors.

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ATIS	Apt Elev	
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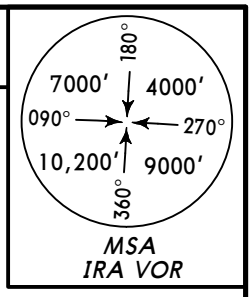
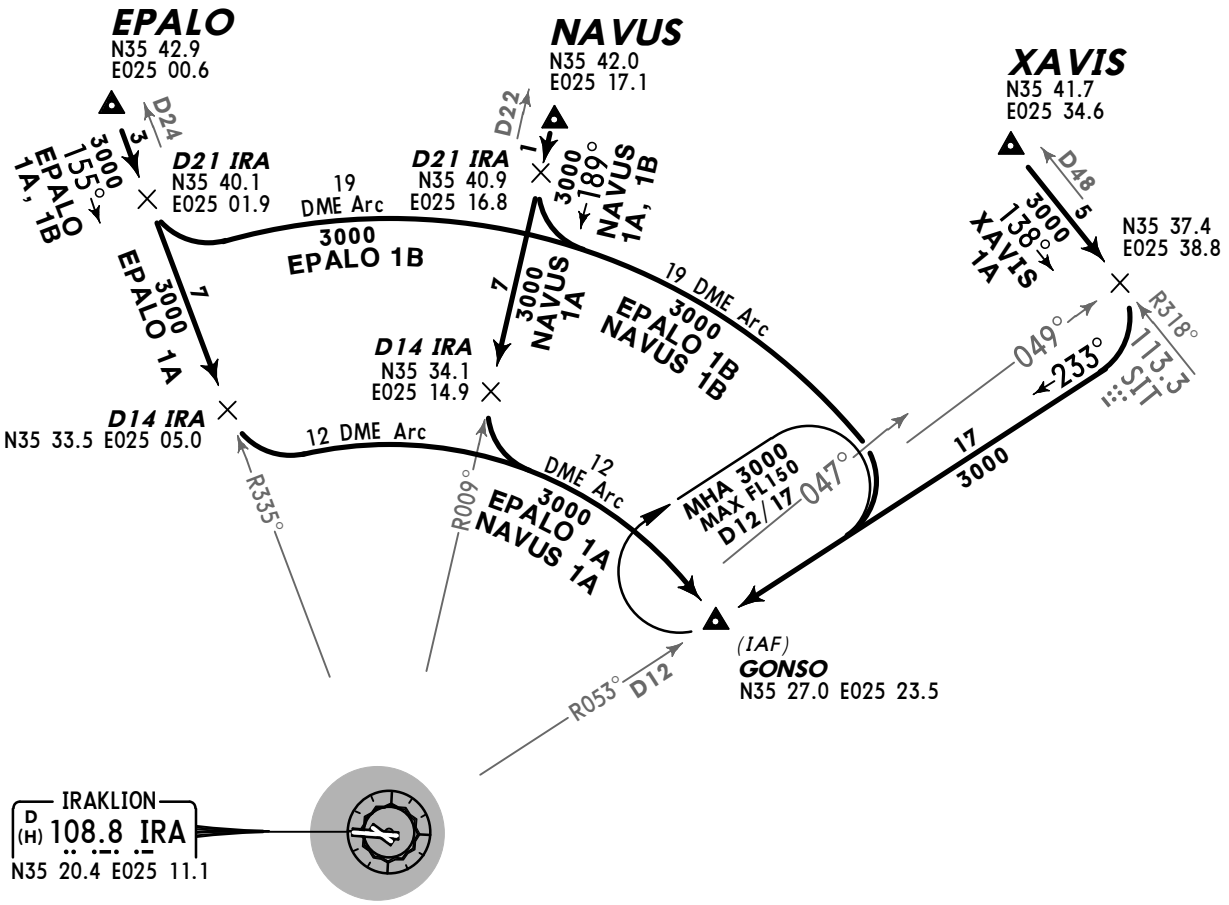


EPALO 1A *[EPAL1A]*
EPALO 1B *[EPAL1B]*
NAVUS 1A *[NAVU1A]*
NAVUS 1B *[NAVU1B]*
XAVIS 1A *[XAVI1A]*
RWY 27 ARRIVALS



CHANGES: None.

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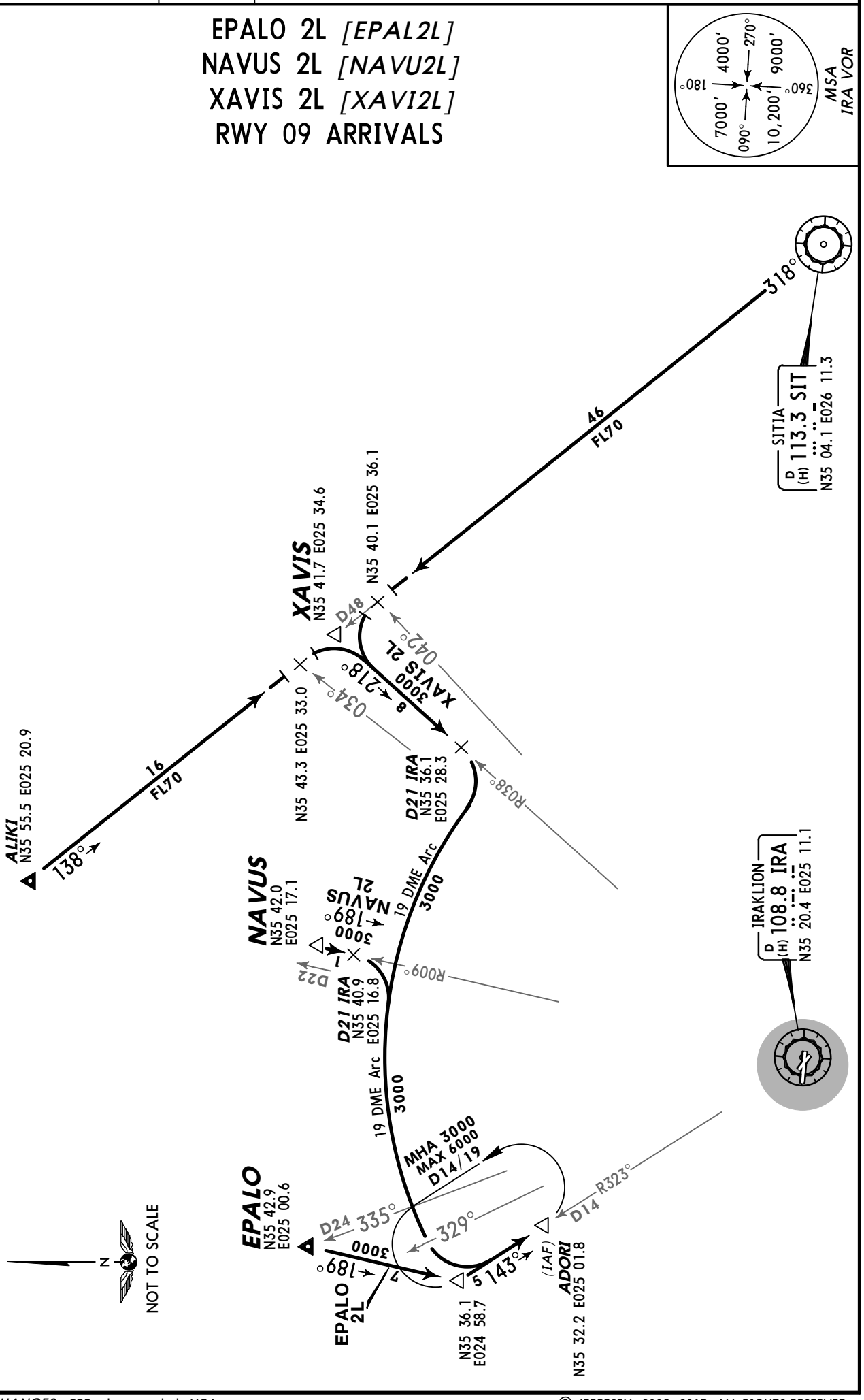
ATIS	Apt Elev	
127.55	115′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: CRPs downgraded; MEAs.

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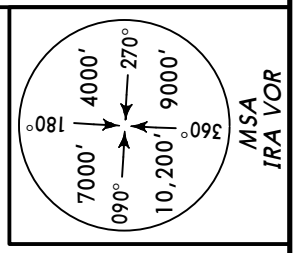
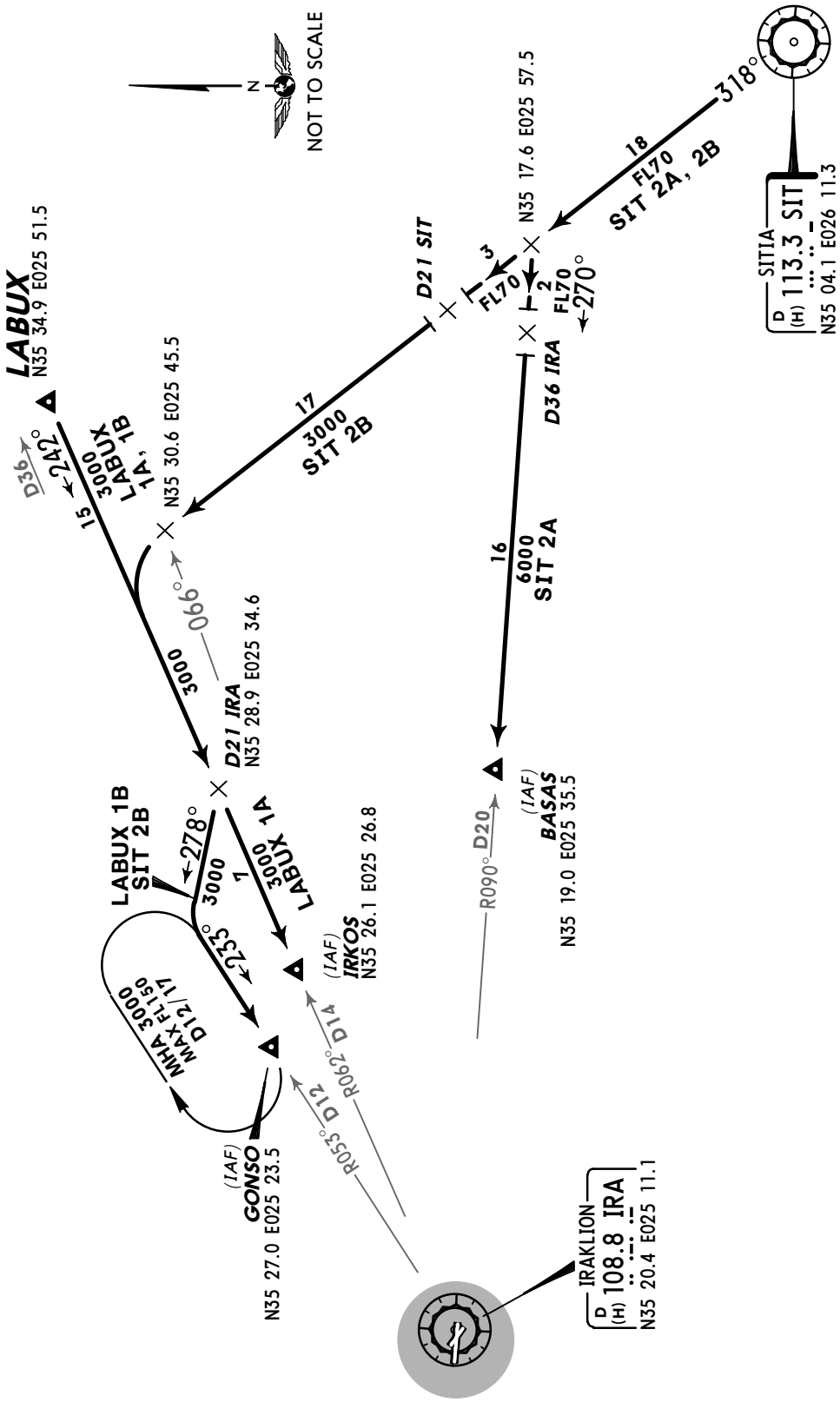
ATIS	Apt Elev	
127.55	115′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: None.

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ATIS	Apt Elev	
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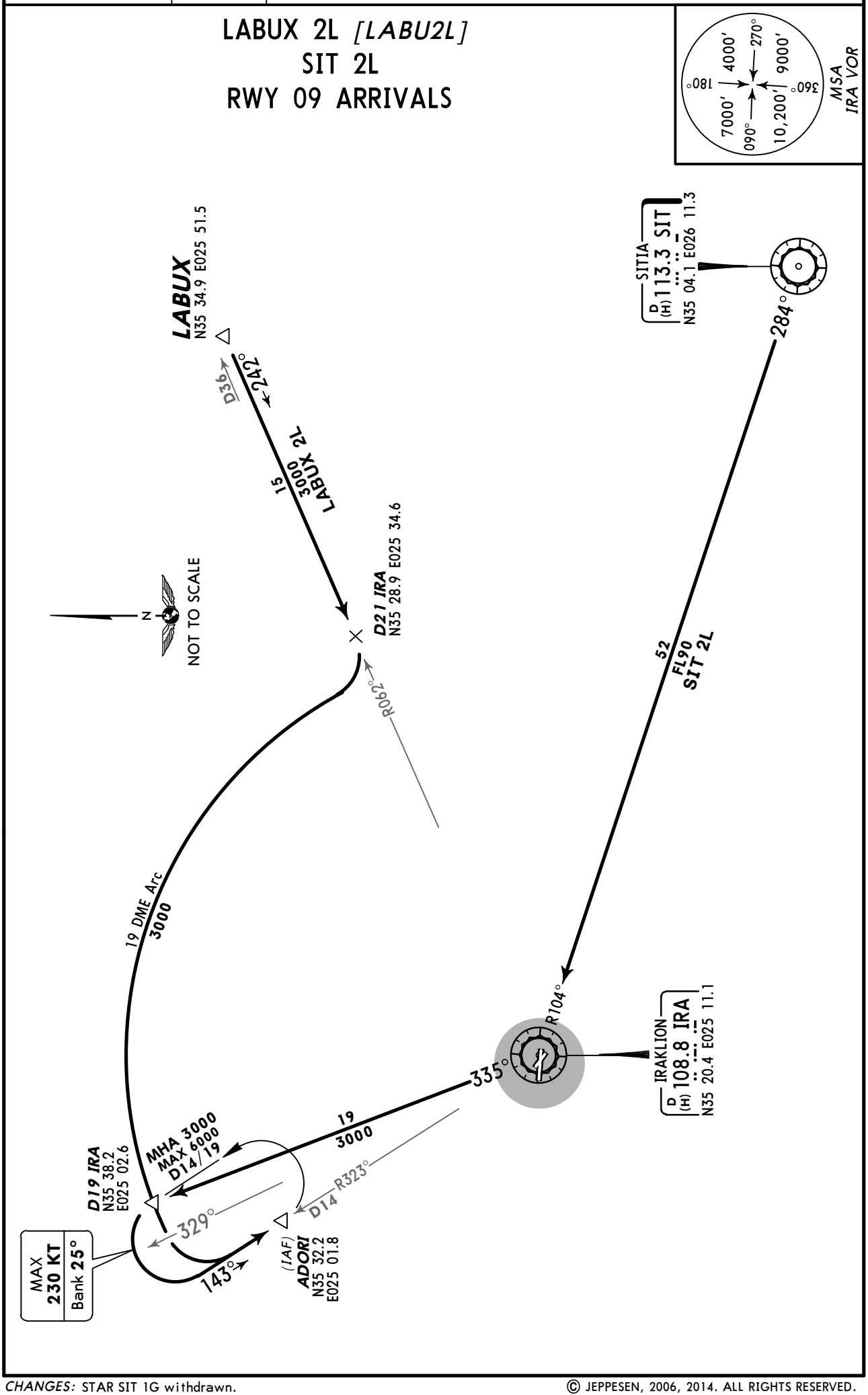
LABUX 2L *[LABU2L]*
SIT 2L
RWY 09 ARRIVALS



CHANGES: STAR SIT 1G withdrawn.

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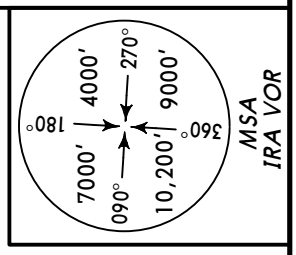
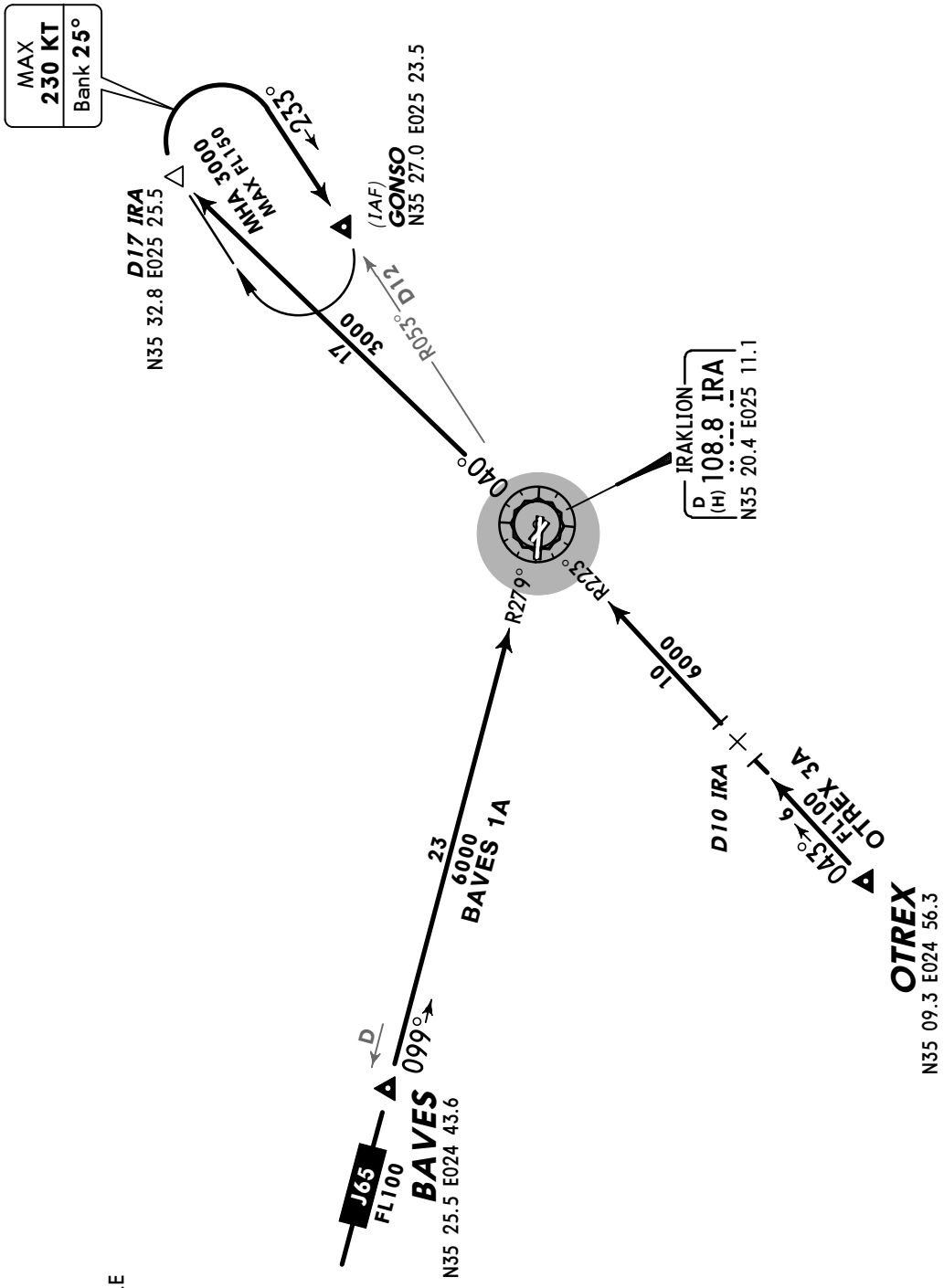
ATIS	Apt Elev	
127.55	115′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





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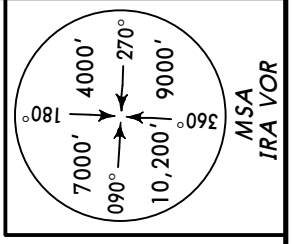
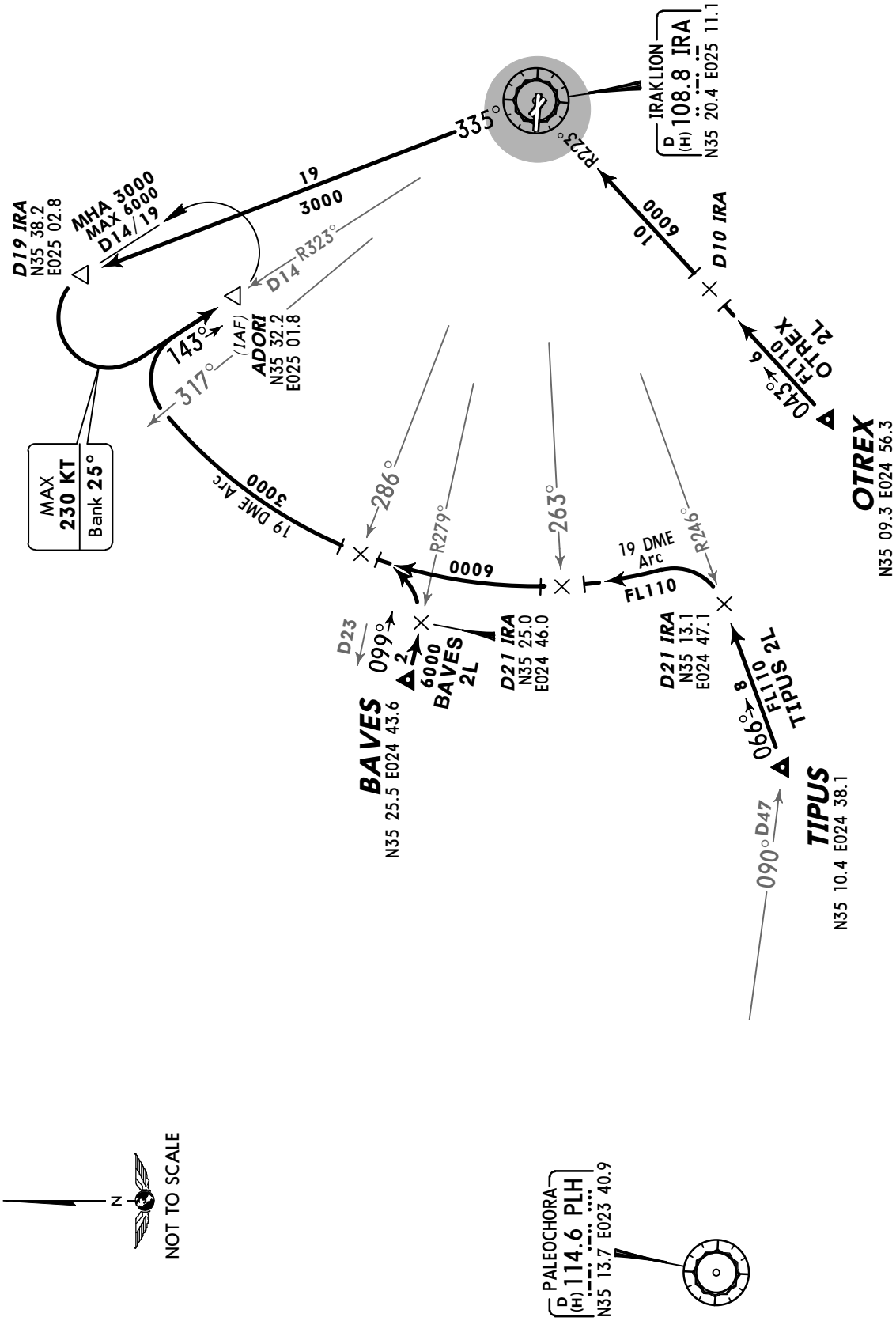
ATIS	Apt Elev	
127.55	115′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: STAR OTREX 1G withdrawn.

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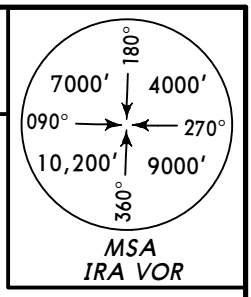
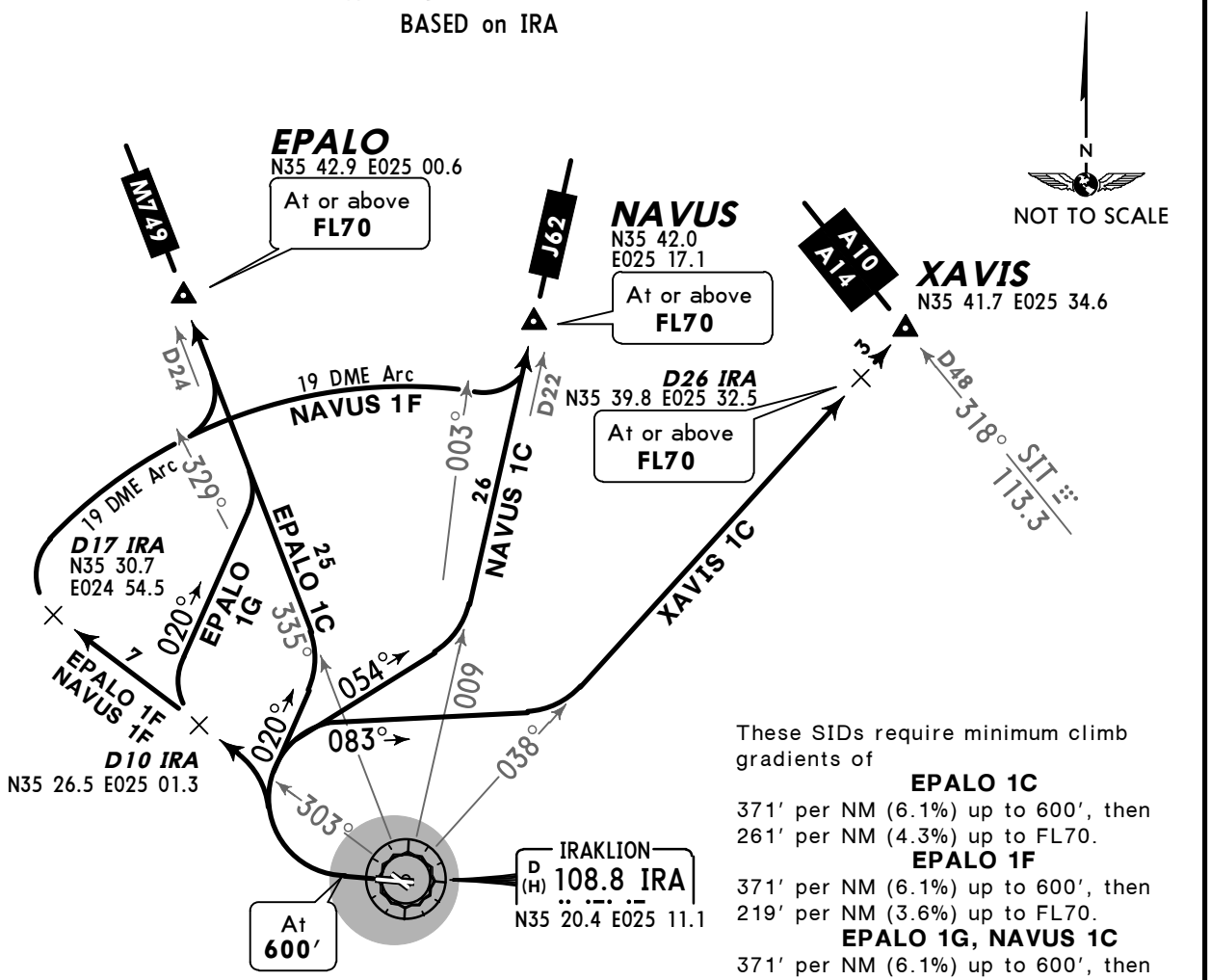
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 KM and ceiling 3500′ or above.

EPALO 1C *[EPAL1C]*❶, EPALO 1F *[EPAL1F]* EPALO 1G *[EPAL1G]*, NAVUS 1C *[NAVU1C]*❶ NAVUS 1F *[NAVU1F]*, XAVIS 1C *[XAVI1C]*

RWY 27 DEPARTURES

BASED on IRA





These SIDs require minimum climb gradients of

EPALO 1C
371′ per NM (6.1%) up to 600′, then 261′ per NM (4.3%) up to FL70.

EPALO 1F
371′ per NM (6.1%) up to 600′, then 219′ per NM (3.6%) up to FL70.

EPALO 1G, NAVUS 1C
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′.

❶ **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-335 (EPALO 1C)/ IRA R-009 (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 ❶	Climb straight ahead to 600′, turn RIGHT, 020° track, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1F	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303 to D17 IRA, turn RIGHT, along IRA 19 DME arc, when passing IRA R-329 turn LEFT, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1G	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 1C ❶	Climb straight ahead to 600′, turn RIGHT, 054° track, intercept IRA R-009 to NAVUS, then join airway J-62.
NAVUS 1F	Climb straight ahead to 600′, turn RIGHT, intercept IRA R-303 to D17 IRA, turn RIGHT, along IRA 19 DME 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-10 or A-14.

CHANGES: Crossings; airway continuation.

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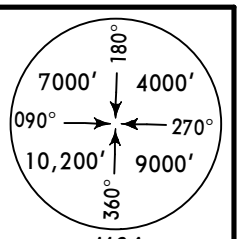
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 KM and ceiling 3500′ or above.



EPALO 1H [EPAL1H]❶, EPALO 1J [EPAL1J], EPALO 1K [EPAL1K]
NAVUS 1H [NAVU1H]❶, NAVUS 1J [NAVU1J], NAVUS 1K [NAVU1K]
XAVIS 1H [XAVIS1H]
RWY 09 DEPARTURES
BASED ON IRA

❶ **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-335 (EPALO 1H)/IRA R-009 (NAVUS 1H), whichever comes later, then join SID.

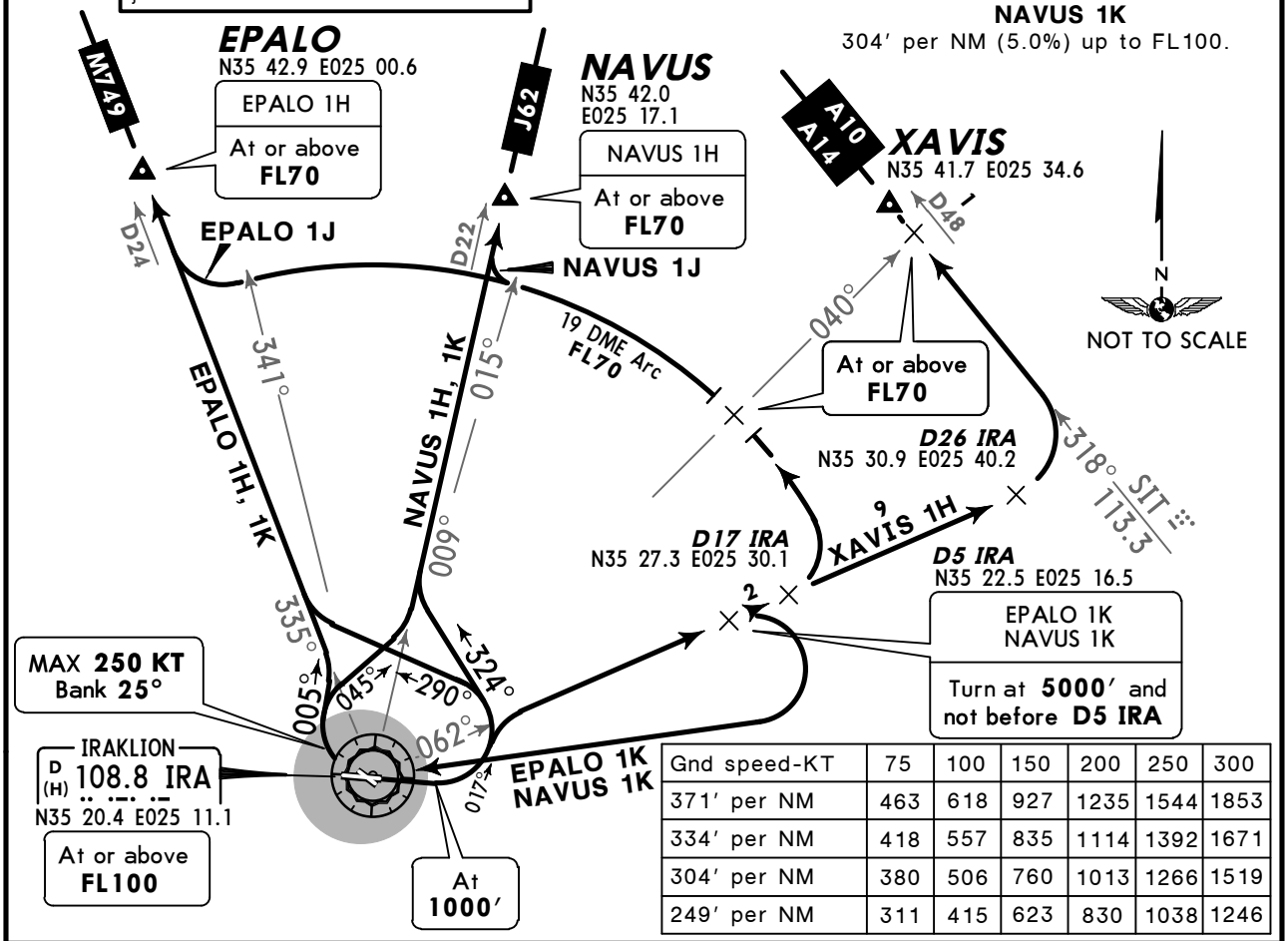
These SIDs require minimum climb gradients of 371′ per NM (6.1%) up to 1000′, then

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

EPALO 1J, NAVUS 1J, 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

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

SID	ROUTING
EPALO 1H ❶	Climb straight ahead to 1000′, turn LEFT, 290° track, intercept IRA R-335 to EPALO, then join airway M-749.
EPALO 1J	Climb straight ahead to 1000′, turn LEFT, 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 1K	Climb straight ahead to 1000′, turn LEFT, 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 1H ❶	Climb straight ahead to 1000′, turn LEFT, 324° track, intercept IRA R-009 to NAVUS, then join airway J-62.
NAVUS 1J	Climb straight ahead to 1000′, turn LEFT, 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 1K	Climb straight ahead to 1000′, turn LEFT, 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 1H	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062 to D26 IRA, turn LEFT, intercept SIT R-318 to XAVIS, then join airway A-10 or A-14.

CHANGES: Crossings; MEA; airway continuation.

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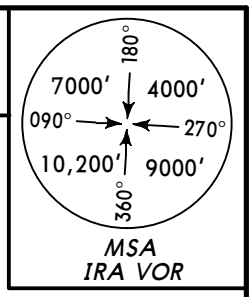
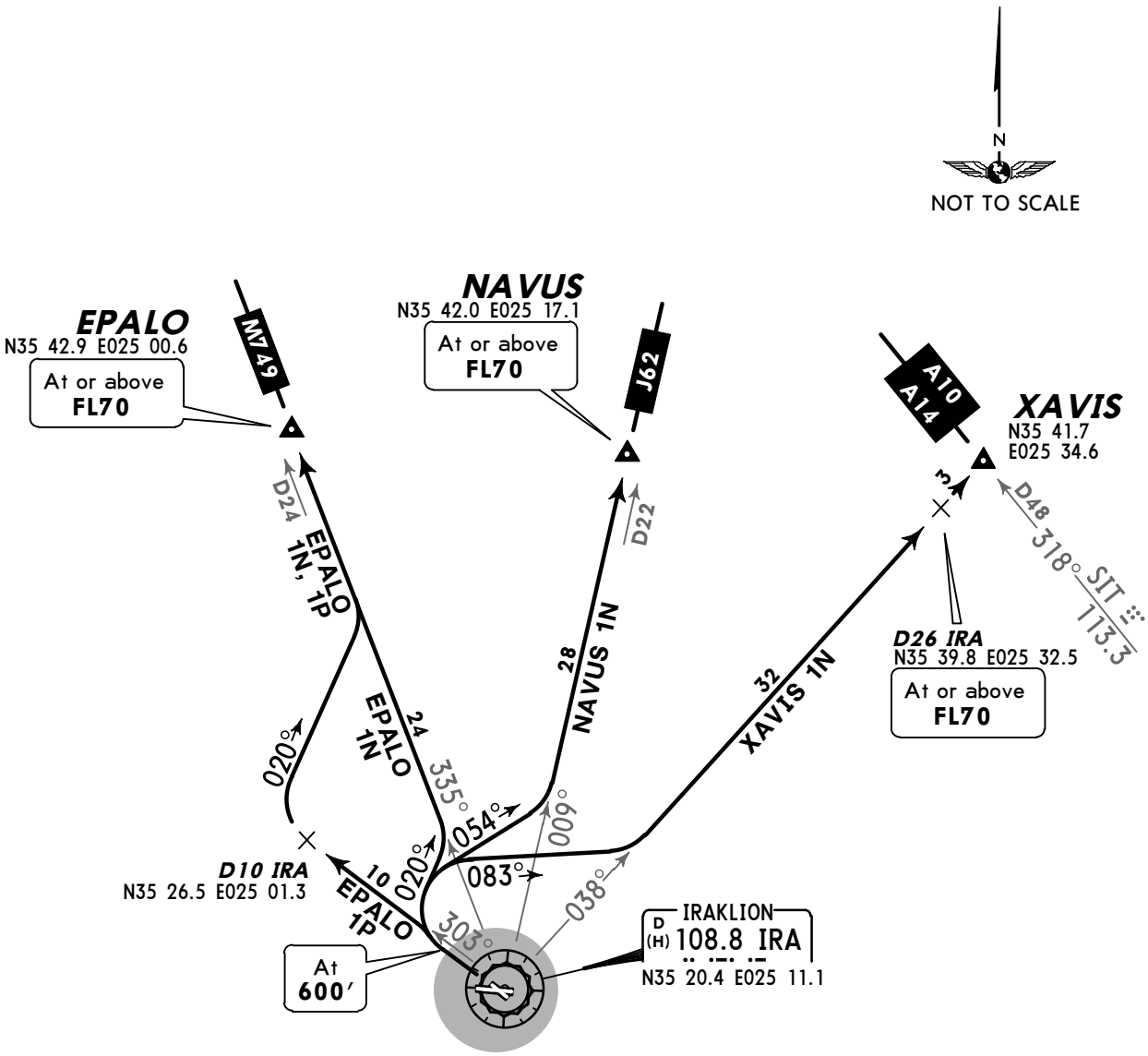
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



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



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 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.

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-10 or A-14.

CHANGES: Crossings; airway continuation.

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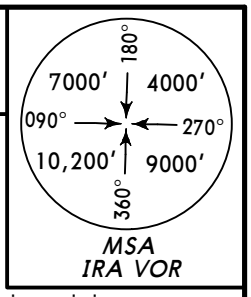
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



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

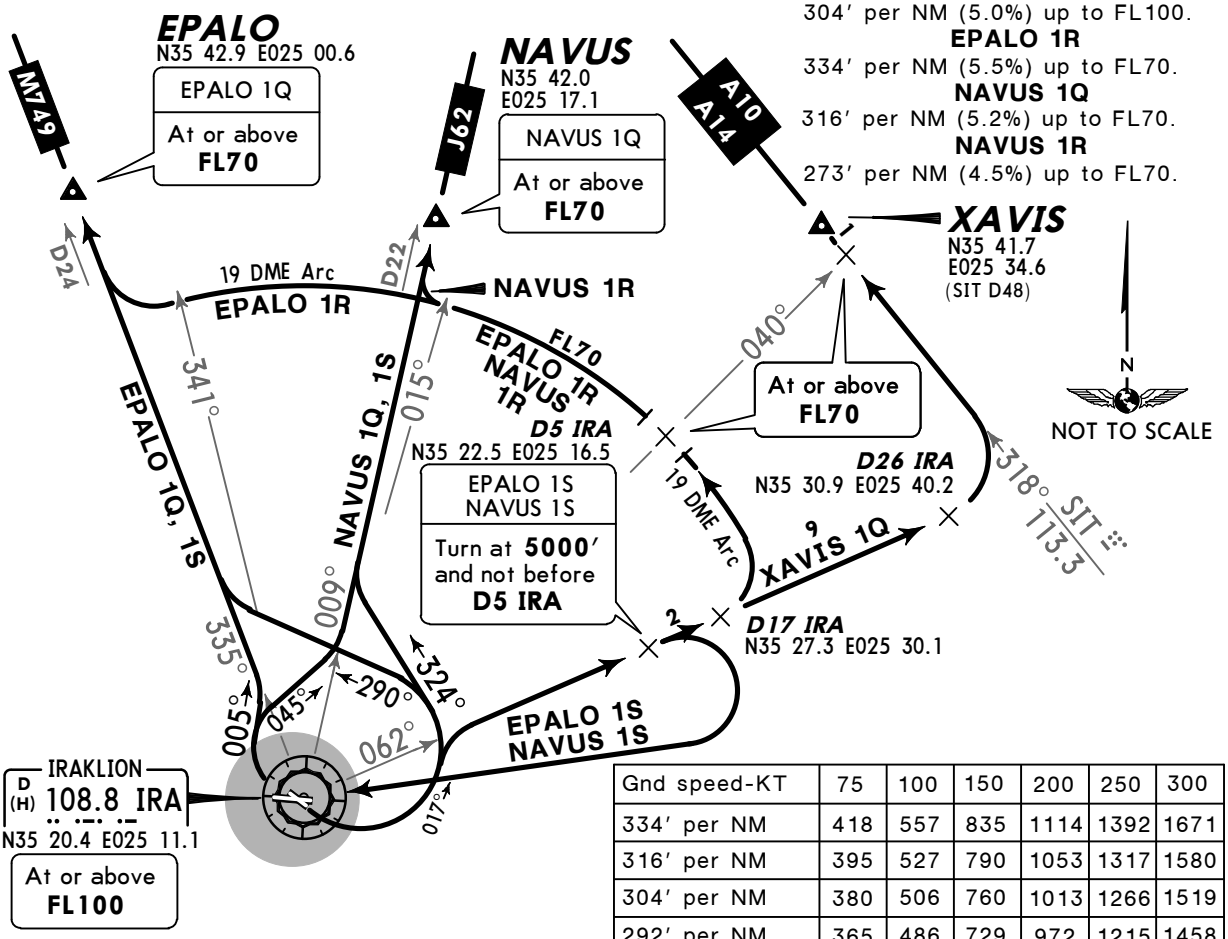
EPALO 1Q
292′ per NM (4.8%) up to FL70.

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-10 or A-14.

CHANGES: Crossings; MEA; airway continuation.

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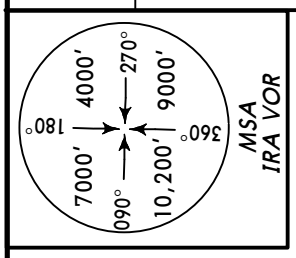
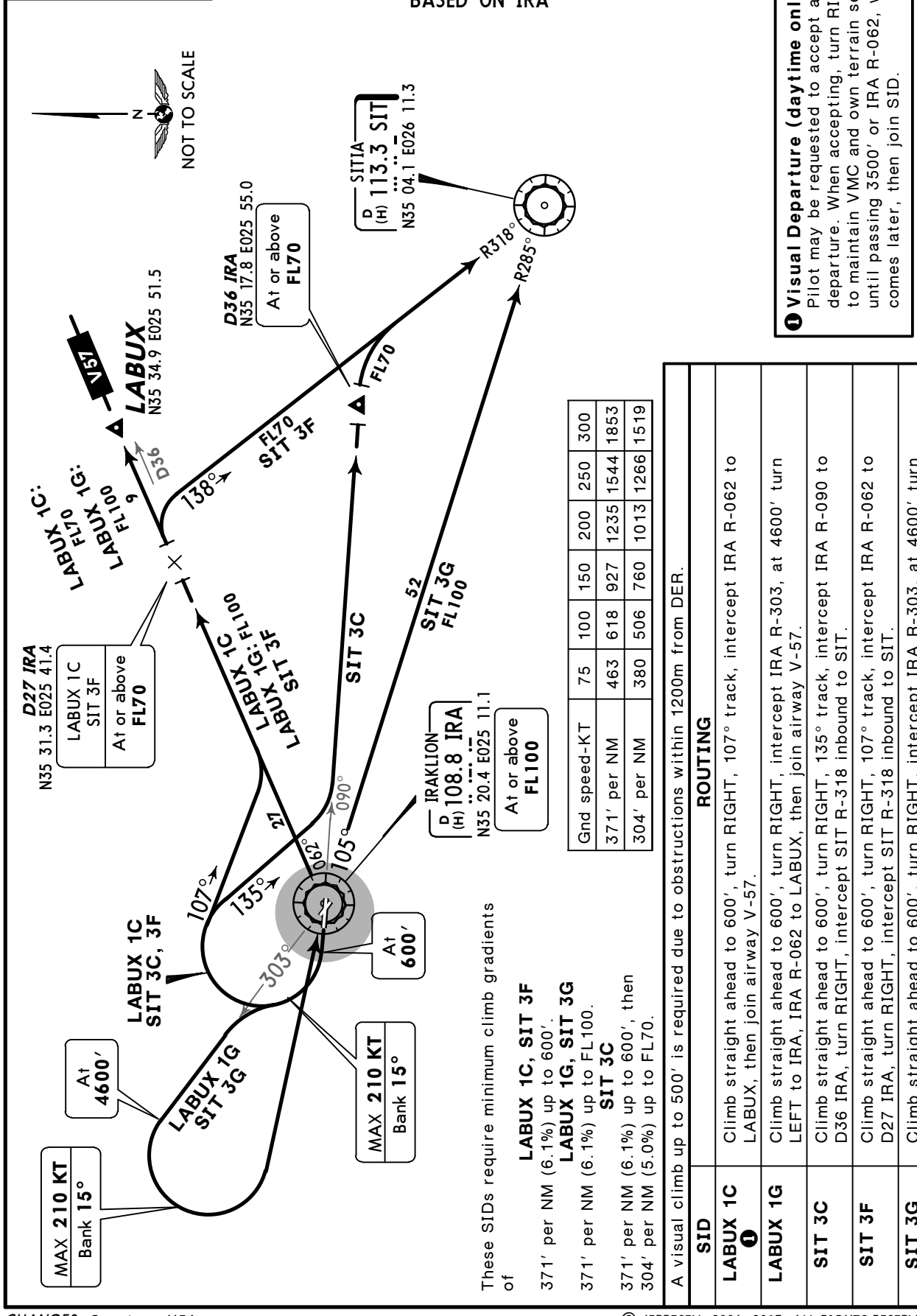
Apt Elev	
115′	Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans Alt is than Trans Alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 KM and ceiling 3500′ or above.

LABUX 1C *[LABU1C]* ❶
LABUX 1G *[LABU1G]*
SIT 3C, SIT 3F, SIT 3G
RWY 27 DEPARTURES
BASED ON IRA





❶ **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-062, 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′.
LABUX 1G, SIT 3G
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.

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.

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

CHANGES: Crossings; MEAs.

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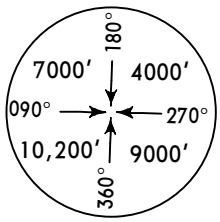
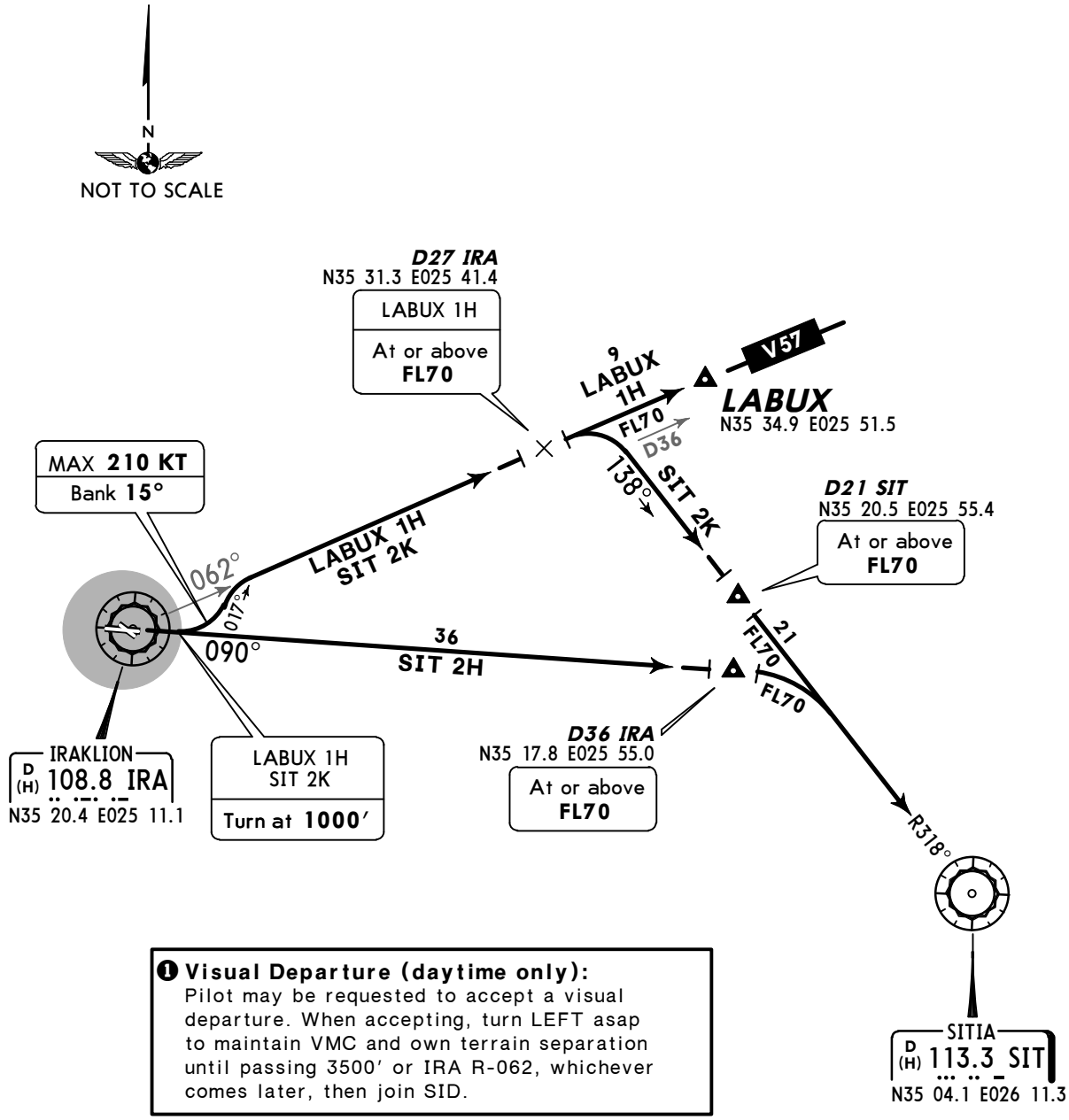
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 KM and ceiling 3500′ or above.



MSA
IRA VOR

LABUX 1H *[LABU1H]* ❶
SIT 2H, SIT 2K ❶
RWY 09 DEPARTURES
BASED ON IRA



❶ **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-062, 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 FL70.

SIT 2H
371′ per NM (6.1%) until IRA R-090/D3, 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 ❶	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 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.
SIT 2K ❶	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062 to D27 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.

CHANGES: Crossings; MEAs.

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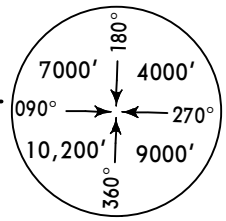
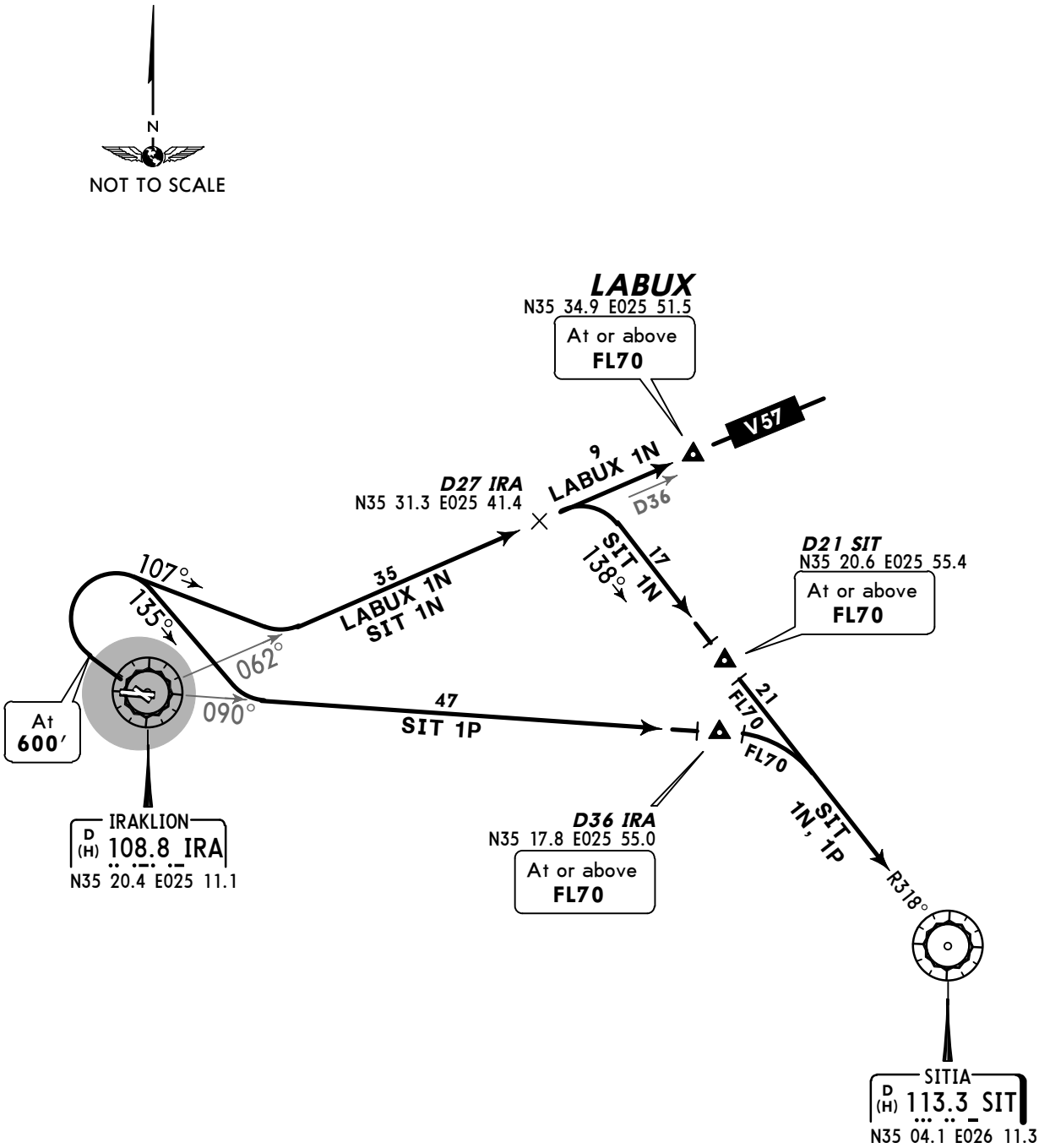
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



MSA
IRA VOR

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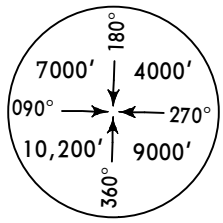
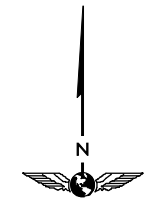
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



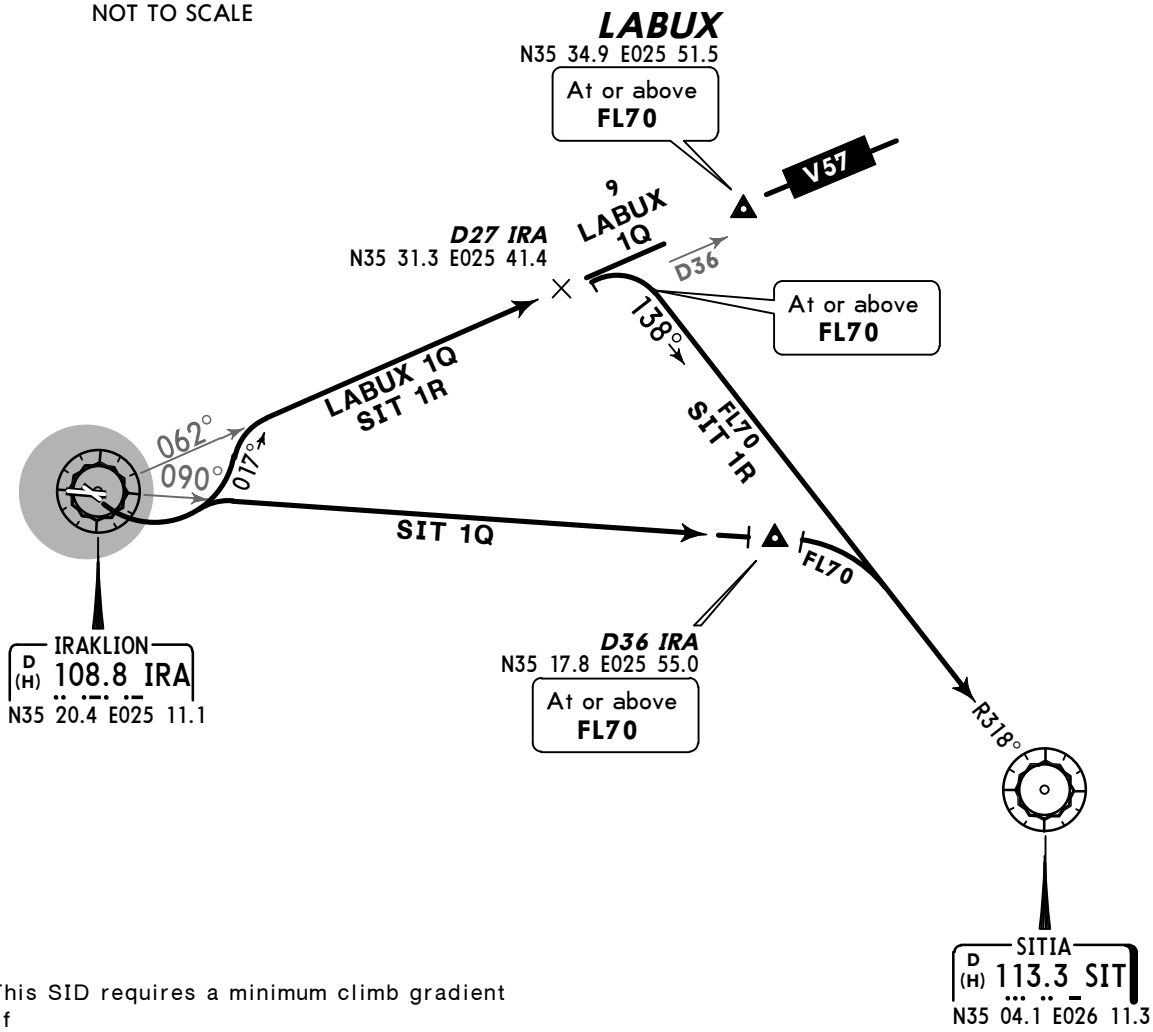
MSA
IRA VOR

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

Direct distance from
Nikos Kazantzakis Apt to:
SIT 52 NM



NOT TO SCALE



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.

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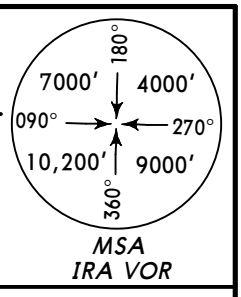
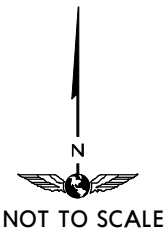
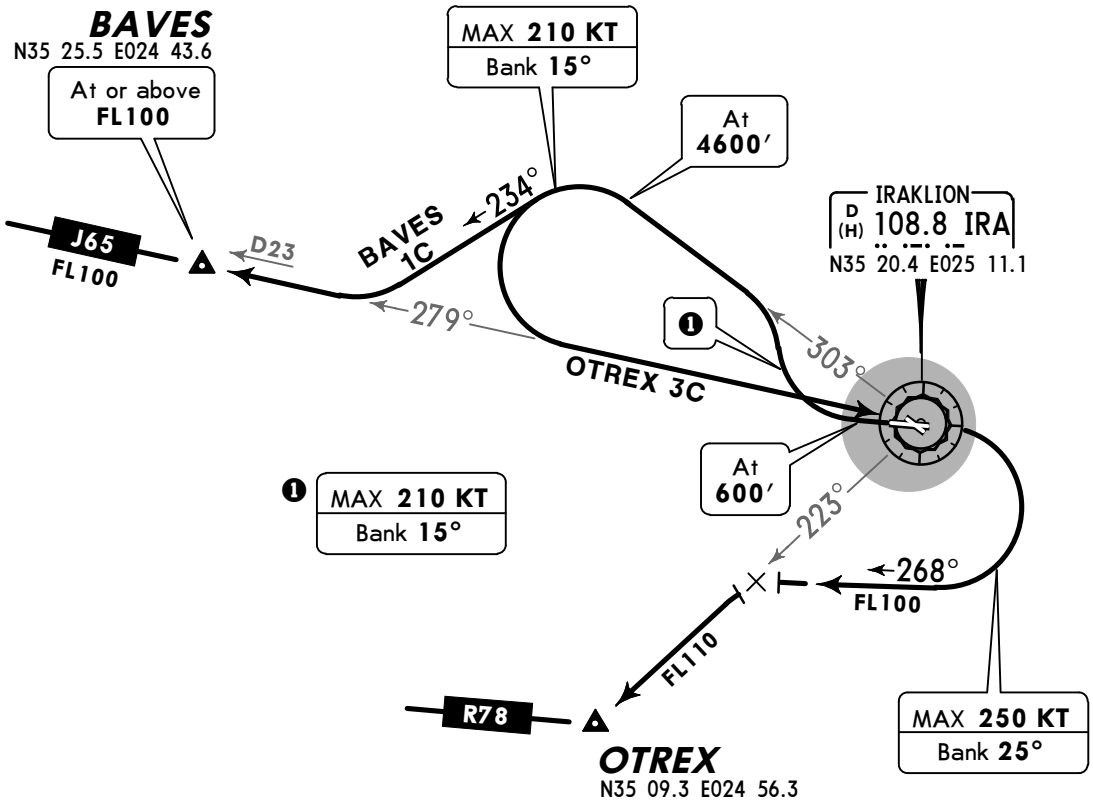
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



BAVES 1C *[BAVE1C]*
OTREX 3C *[OTRE3C]*
RWY 27 DEPARTURES
BASED ON IRA

Direct distance from
Nikos Kazantzakis Apt to:
OTREX 16 NM





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, 268° track, intercept IRA R-223 to OTREX, then join airway R-78.

CHANGES: Crossings; MEAs.

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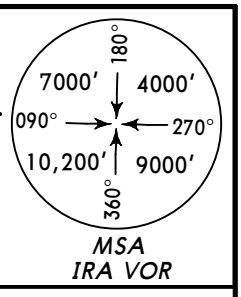
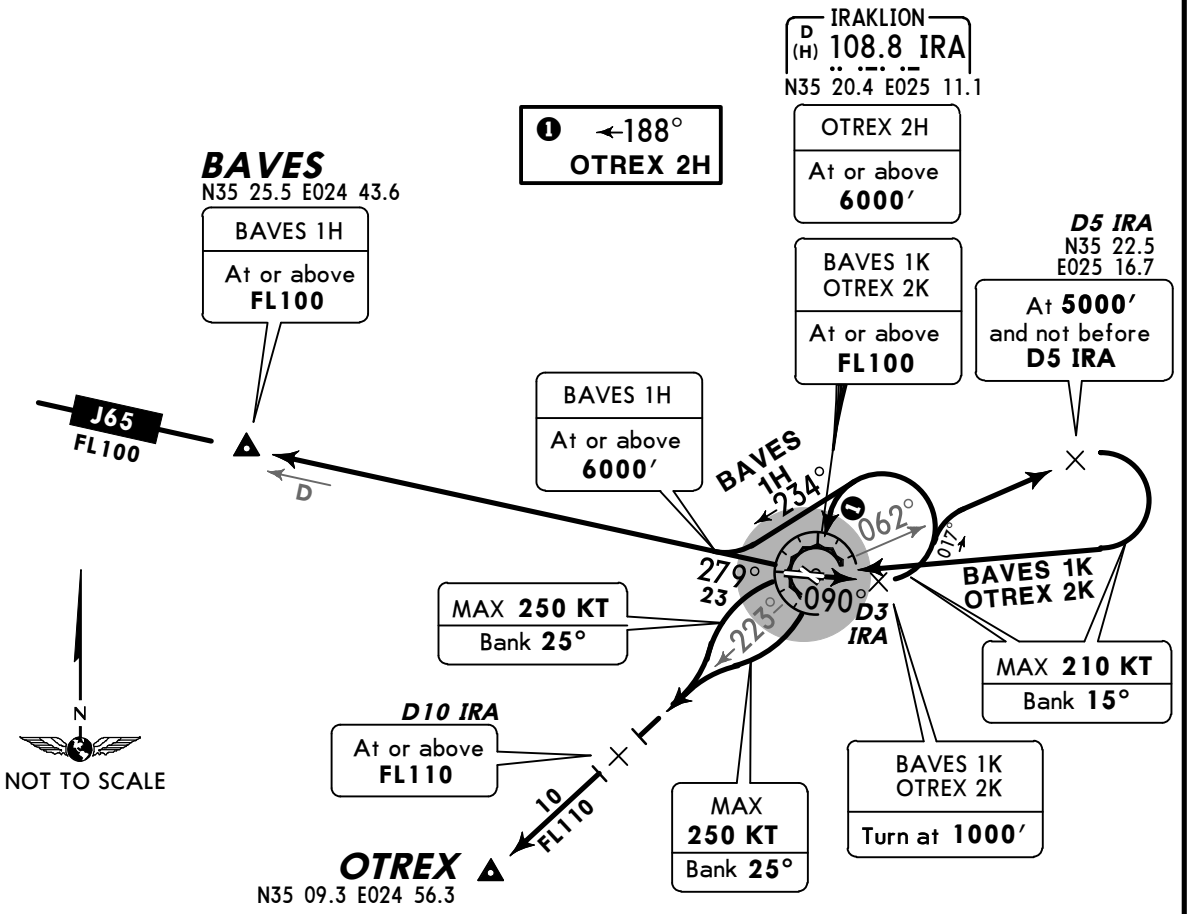
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



BAVES 1H *[BAVE1H]*
BAVES 1K *[BAVE1K]*
OTREX 2H *[OTRE2H]*
OTREX 2K *[OTRE2K]*
RWY 09 DEPARTURES
BASED ON IRA



These SIDs require minimum climb gradients of

BAVES 1H

371′ per NM (6.1%) until IRA R-090/D3, then 304′ per NM (5.0%) up to FL100.

BAVES 1K, OTREX 2K

371′ per NM (6.1%) up to 1000′, then 304′ per NM (5.0%) up to FL100.

OTREX 2H

371′ per NM (6.1%) until 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 1H	Climb on IRA R-090 to D3 IRA, turn LEFT, 234° track, intercept IRA R-279 to BAVES, then join airway J-65.
BAVES 1K	Climb straight ahead to 1000′, turn LEFT, 017° track, intercept IRA R-062, at 5000′ and not before D5 IRA, turn RIGHT to IRA, IRA R-279 to BAVES, then join airway J-65.
OTREX 2H	Climb on IRA R-090 to D3 IRA, turn LEFT, 188° track to IRA, turn RIGHT, intercept IRA R-223 to OTREX.
OTREX 2K	Climb straight ahead to 1000′, turn LEFT, 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.

CHANGES: Crossings; MEAs.

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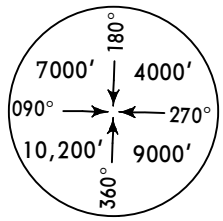
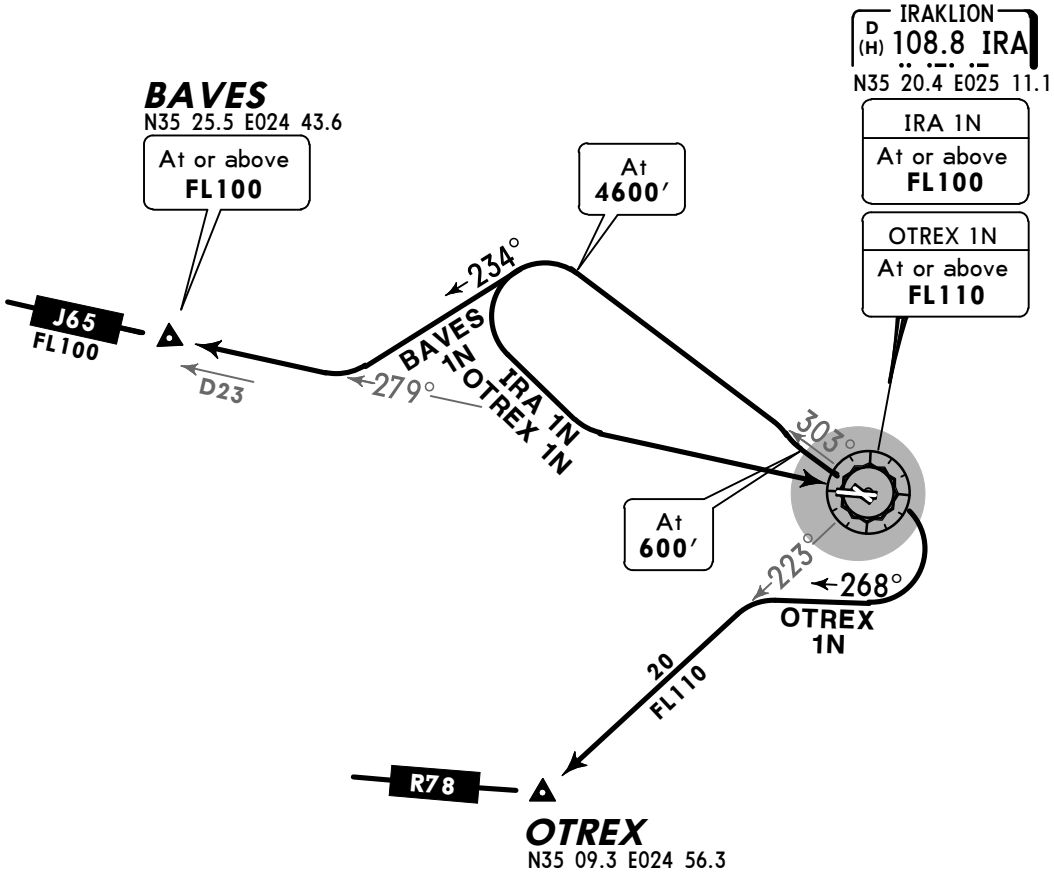
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



MSA
IRA VOR

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



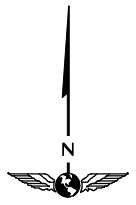
These SIDs require minimum climb gradients of

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



NOT TO SCALE

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.

CHANGES: Crossings; MEAs.

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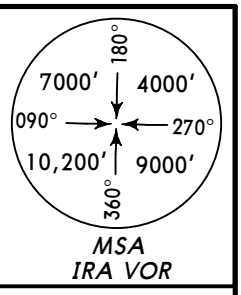
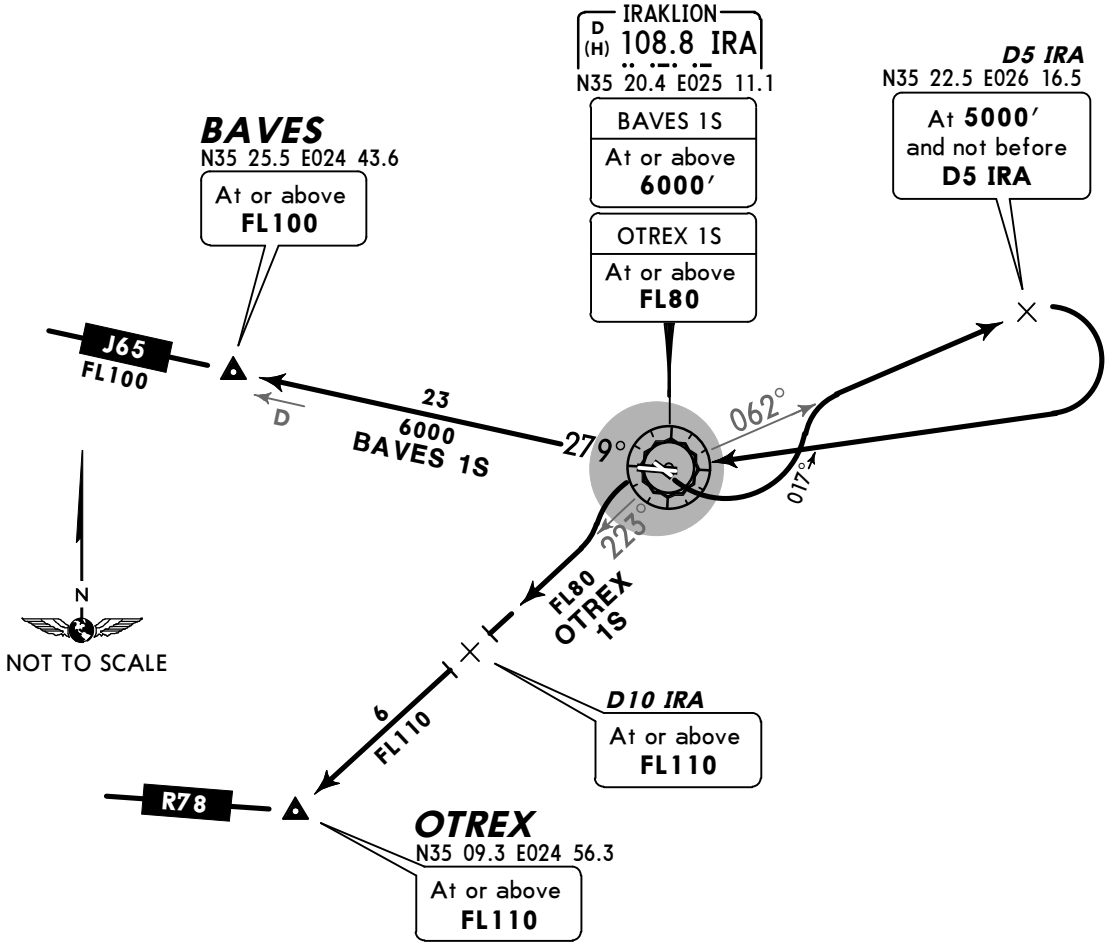
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



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.

CHANGES: Crossings; MEAs.

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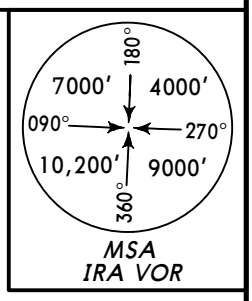
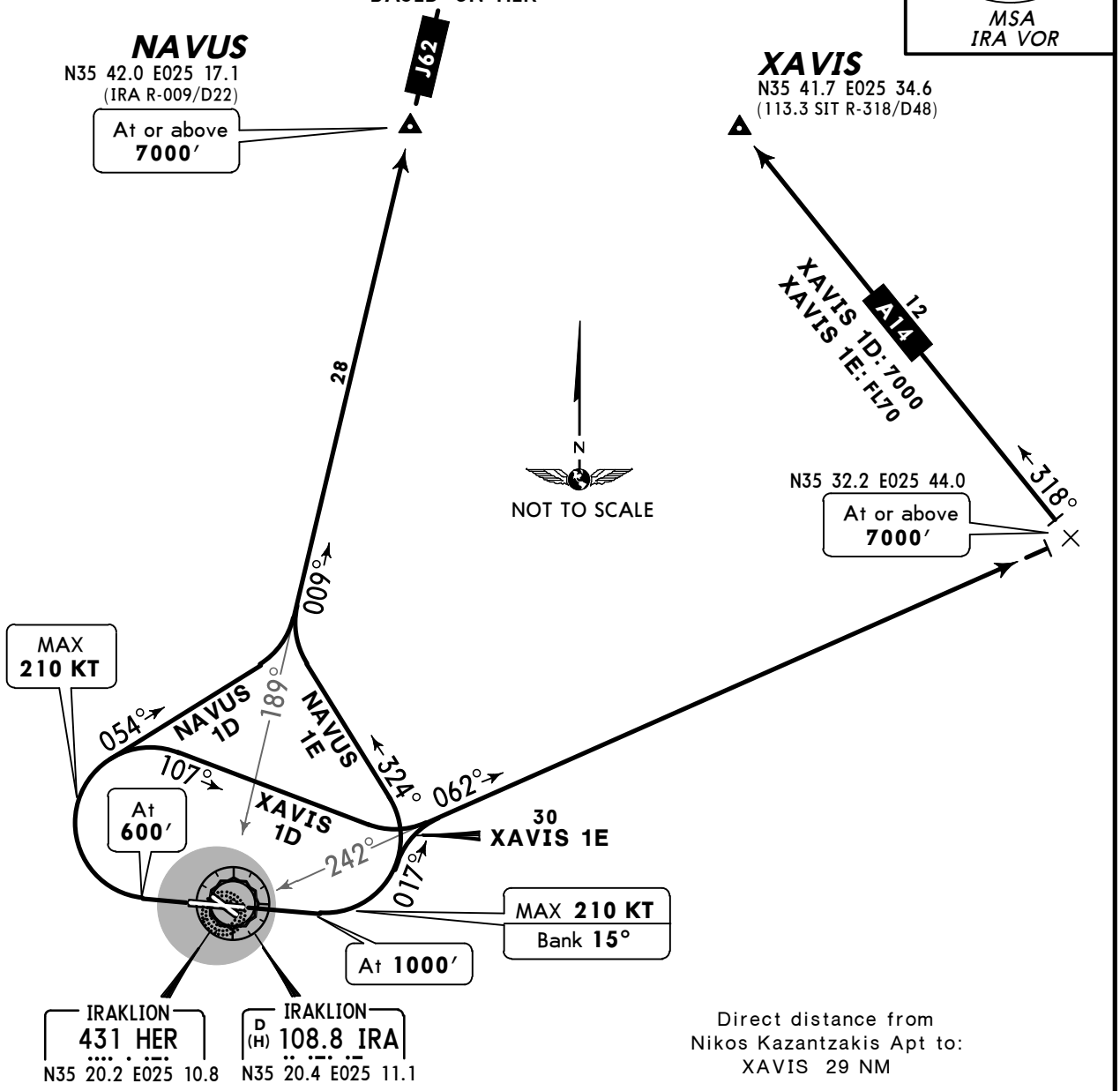
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

NAVUS 1D *[NAVU1D]*, NAVUS 1E *[NAVU1E]*
XAVIS 1D *[XAVI1D]*, XAVIS 1E *[XAVI1E]*
RWYS 27, 09 DEPARTURES
USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





Direct distance from Nikos Kazantzakis Apt to:
XAVIS 29 NM

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: SID XAVIS 1E, MEA.

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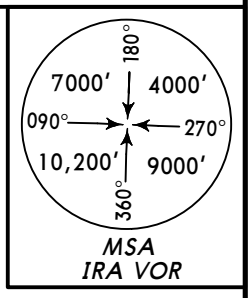
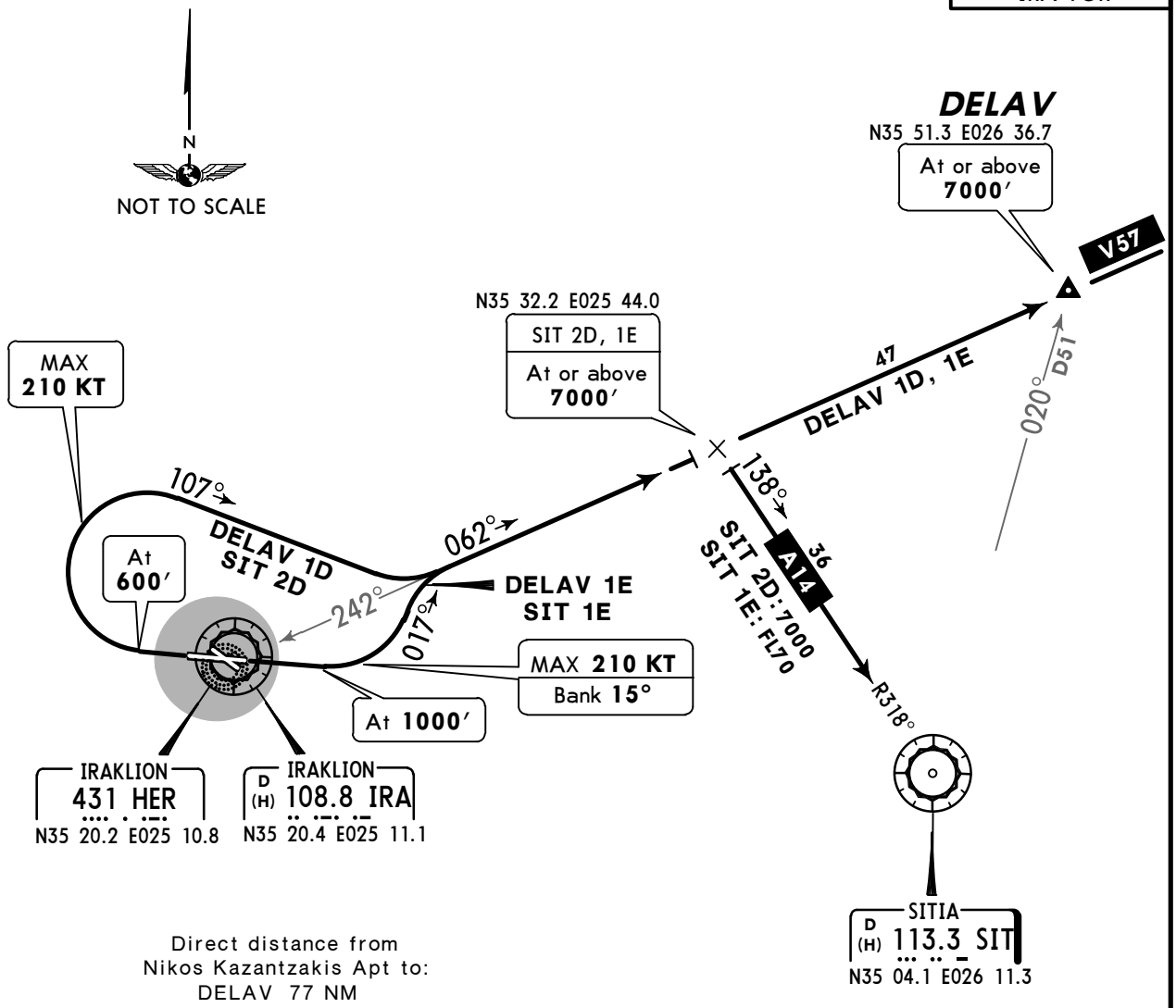
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

DELAV 1D *[DELA1D]*, DELAV 1E *[DELA1E]*
SIT 2D, SIT 1E
RWYS 27, 09 DEPARTURES
USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER





Direct distance from
Nikos Kazantzakis Apt to:
DELAV 77 NM
SIT 52 NM

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: SID SIT 1E, MEA.

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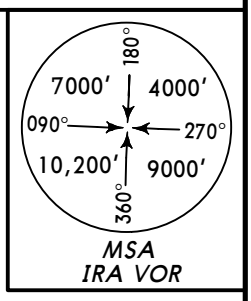
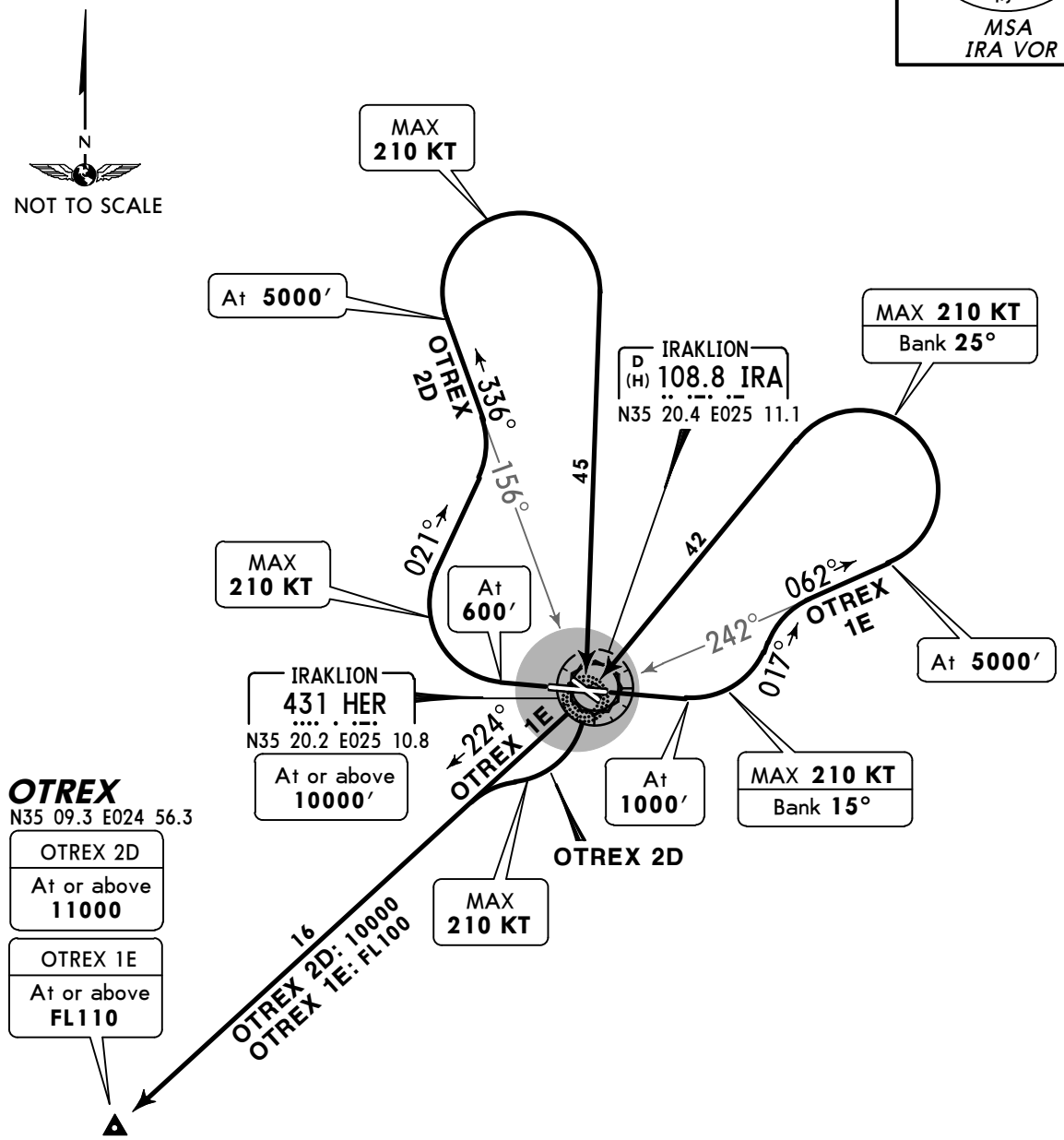
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

OTREX 2D *[OTRE2D]*, OTREX 1E *[OTRE1E]*
RWYS 27, 09 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: SID OTREX 1E, MEA & crossing.

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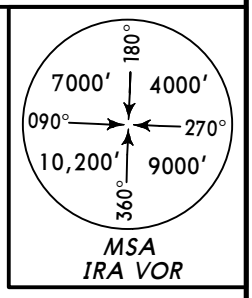
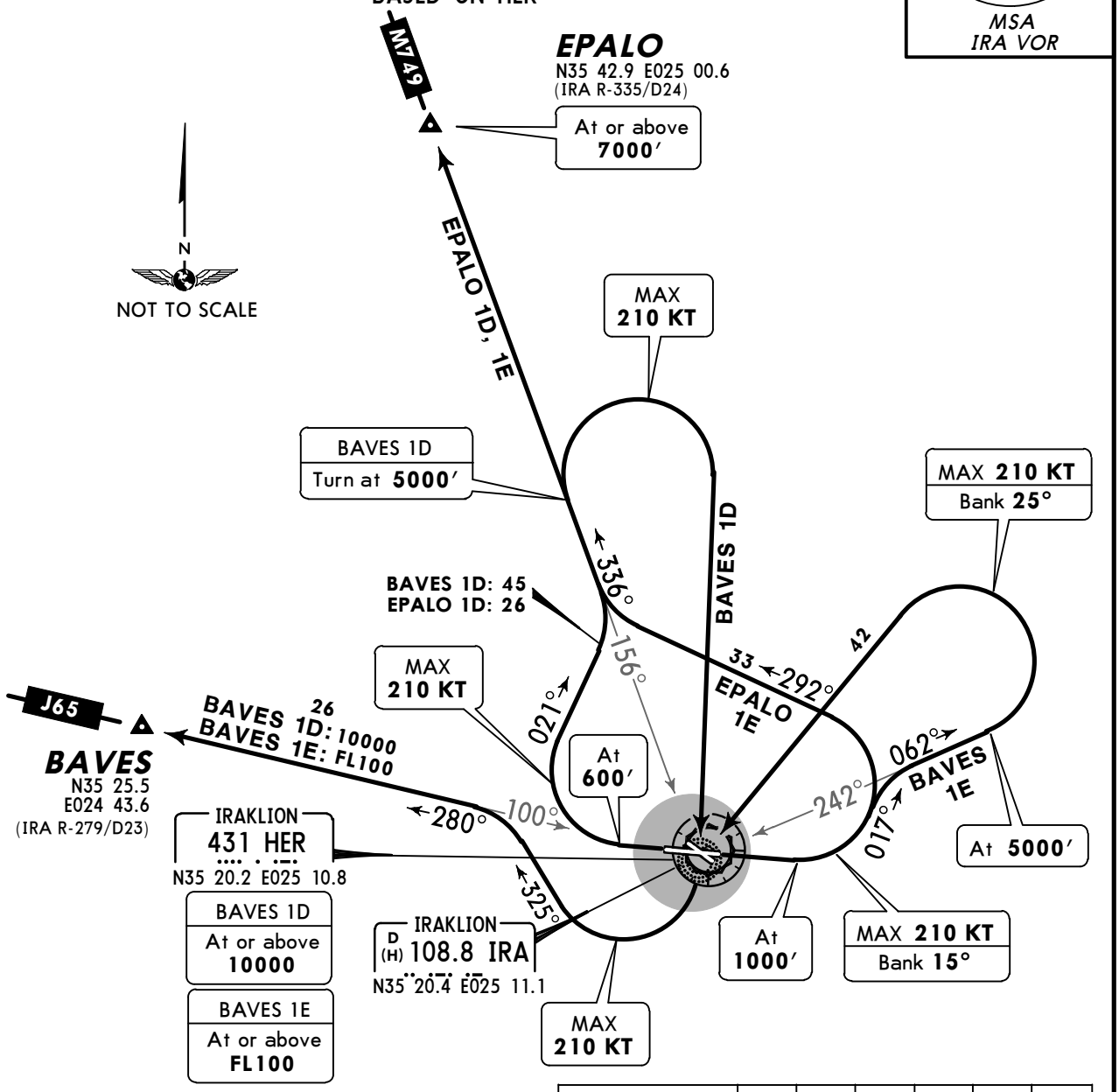
Apt Elev 115′	Trans level: By ATC Trans alt: 6000′ 1. Rwy 27: For these SIDs a visual climb up to 300′ is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

BAVES 1D *[BAVE1D]*, BAVES 1E *[BAVE1E]*
EPALO 1D *[EPAL1D]*, EPALO 1E *[EPAL1E]*
RWYS 27, 09 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, 292° track, intercept 336° bearing from HER to EPALO, join airway M-749.

CHANGES: SID BAVES 1E, MEA & crossing.

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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.

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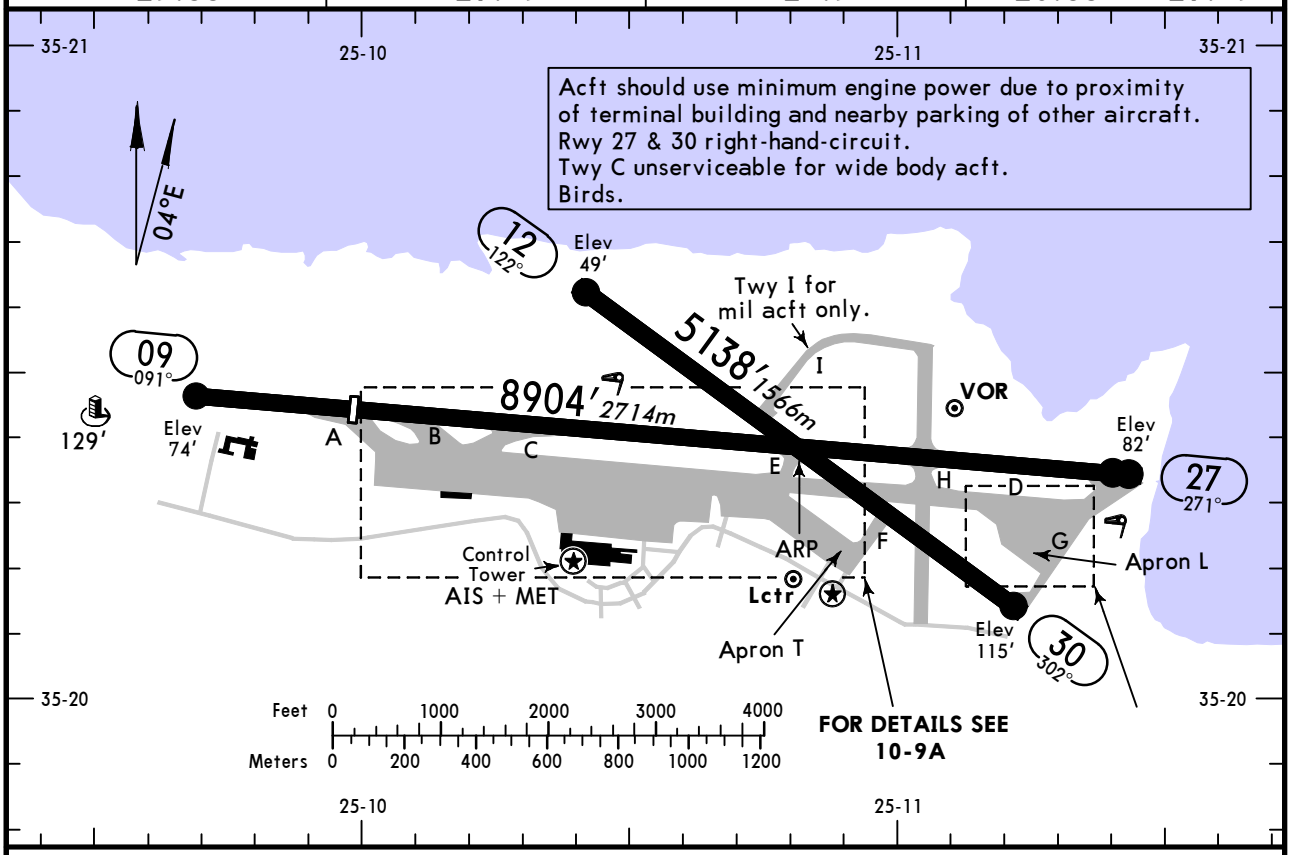
ATIS	KAZANTZAKIS Delivery	KAZANTZAKIS Ground	Tower
127.55	129.17	121.7	120.85 129.17



ADDITIONAL RUNWAY INFORMATION

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

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

1. 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:
   a) Severe turbulence during final apch, 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.
2. Pilots are urged to volunteer reports of these phenomena to Tower or Approach controllers, so that the pilots of following aircraft can be warned.

Standard TAKE-OFF ❶

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

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

CHANGES: Note.

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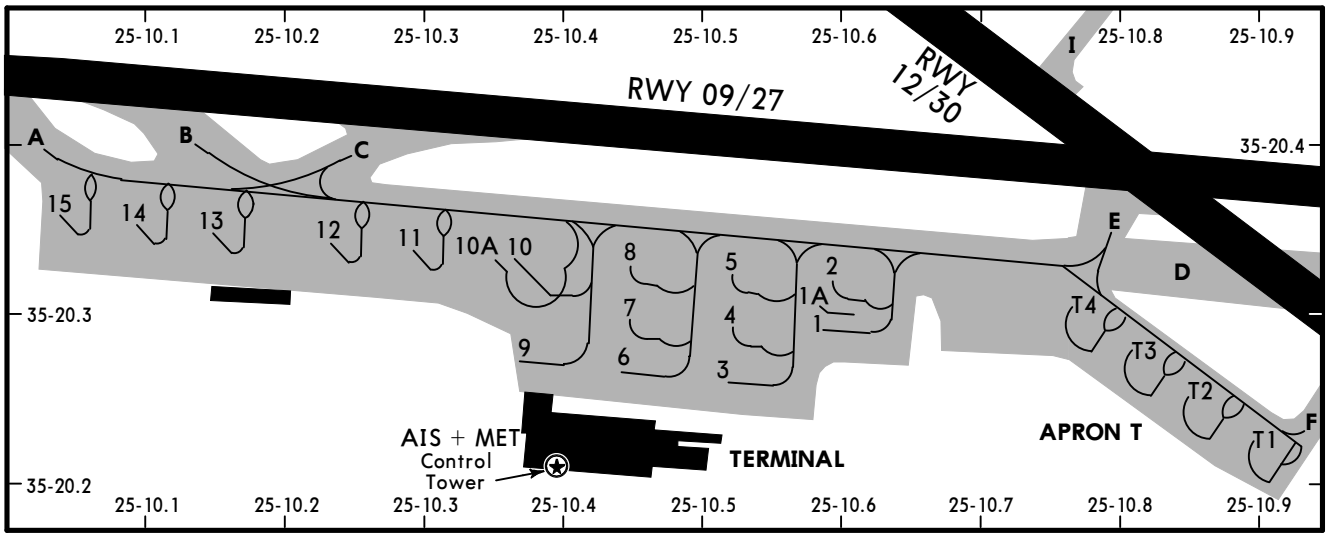

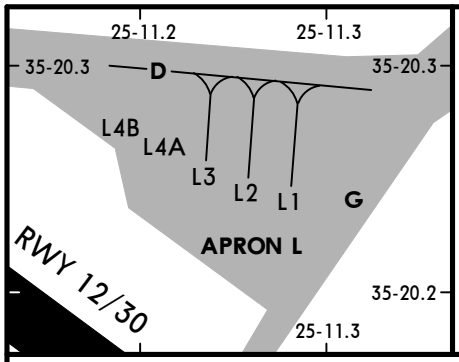

INS COORDINATES

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

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 bleed start is not permitted at the Apron parking stands.
Aircraft must be towed on twy D to operate this procedure, unless otherwise advised by the Apron authority.
Low engine power shall be used on pushback procedures on Apron L.
If any of stands 2, 5 or 8 is occupied, aircraft with wingspan of 184'/56m or more are not permitted to taxi on twy D next to these stands.

CHANGES: None.

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LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
31 JAN 14 (13-1) Eff 6 Feb

IRAKLION, GREECE
VOR Rwy 27

BRIEFING STRIP

ATIS	IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55	123.97	118.02	120.85	129.17	121.7

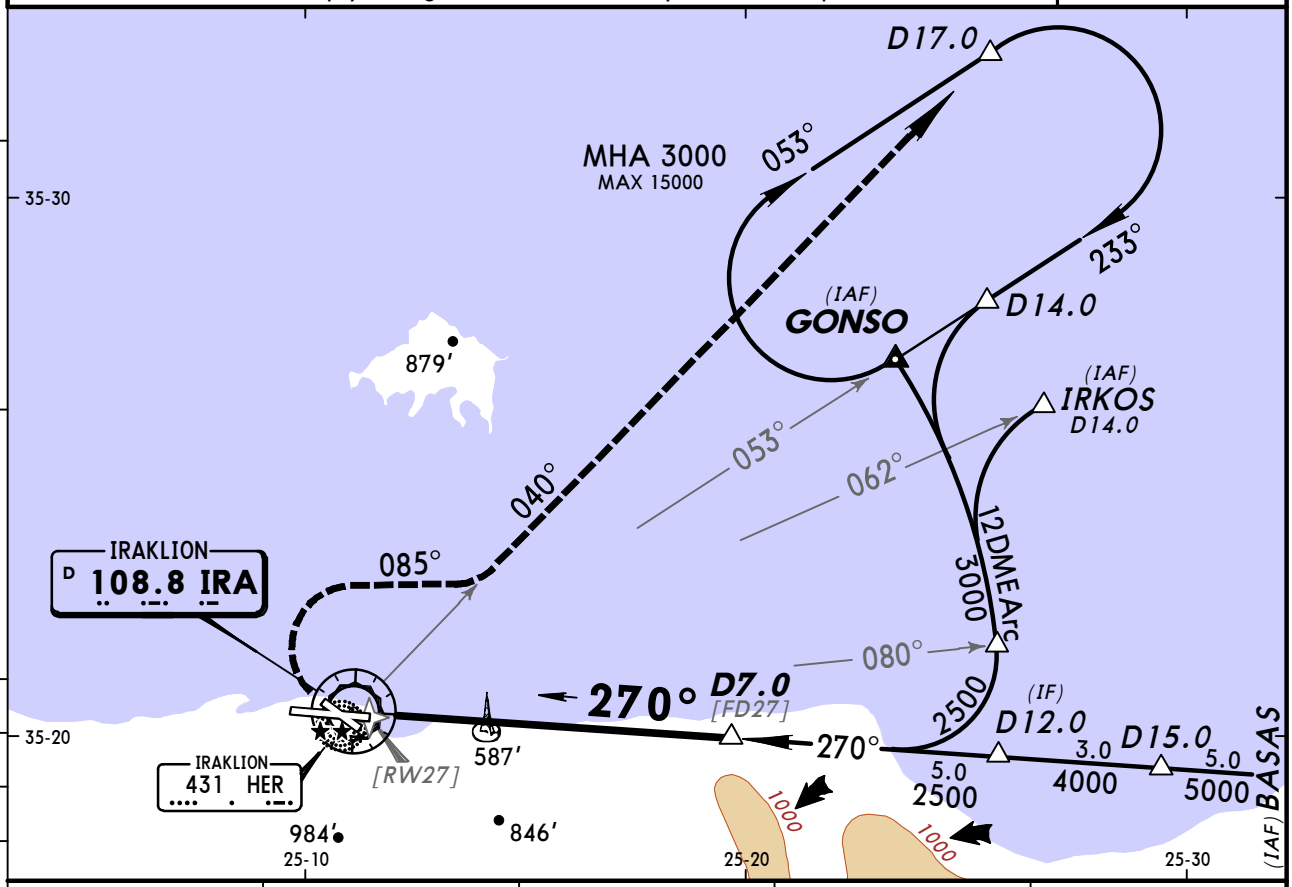
VOR IRA	Final Apch Crs	Minimum Alt D7.0	DA(H)	Apt Elev	115′
108.8	270°	2500′ (2418′)	1100′ (1018′)	RWY	82′

MISSED APCH: Climbing turn RIGHT (MAX 185 KT) onto 085° to intercept R-040. At D17.0 turn RIGHT to intercept R-053 inbound to reach GONSO at 3000′ and hold.

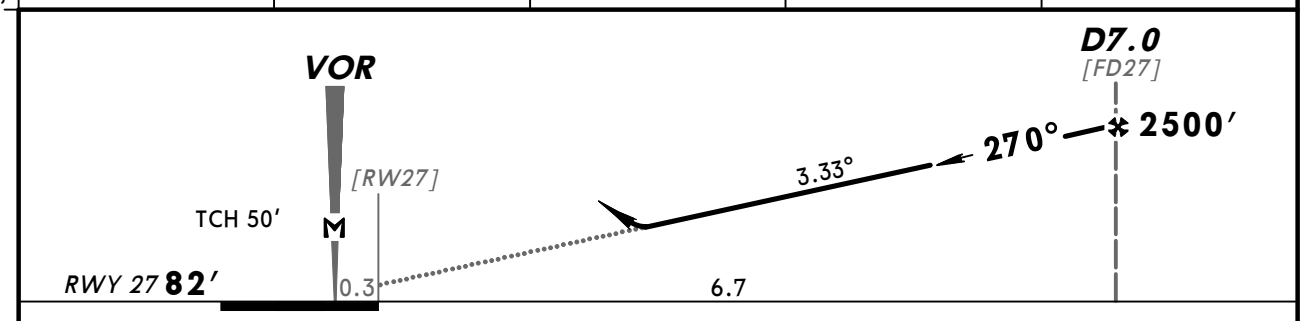
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

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

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



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	3.33°	412	530	589	707	825	943
MAP at VOR							

REIL
PAPI-L

085° RT

185 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

DA(H) **1100′** (1018′)

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

CIRCLE-TO-LAND

Not authorized South of runway

CHANGES: Bearings.

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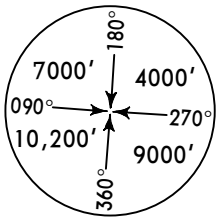
BRIEFING STRIP ™

ATIS	IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55	123.97	118.02	120.85	129.17	121.7

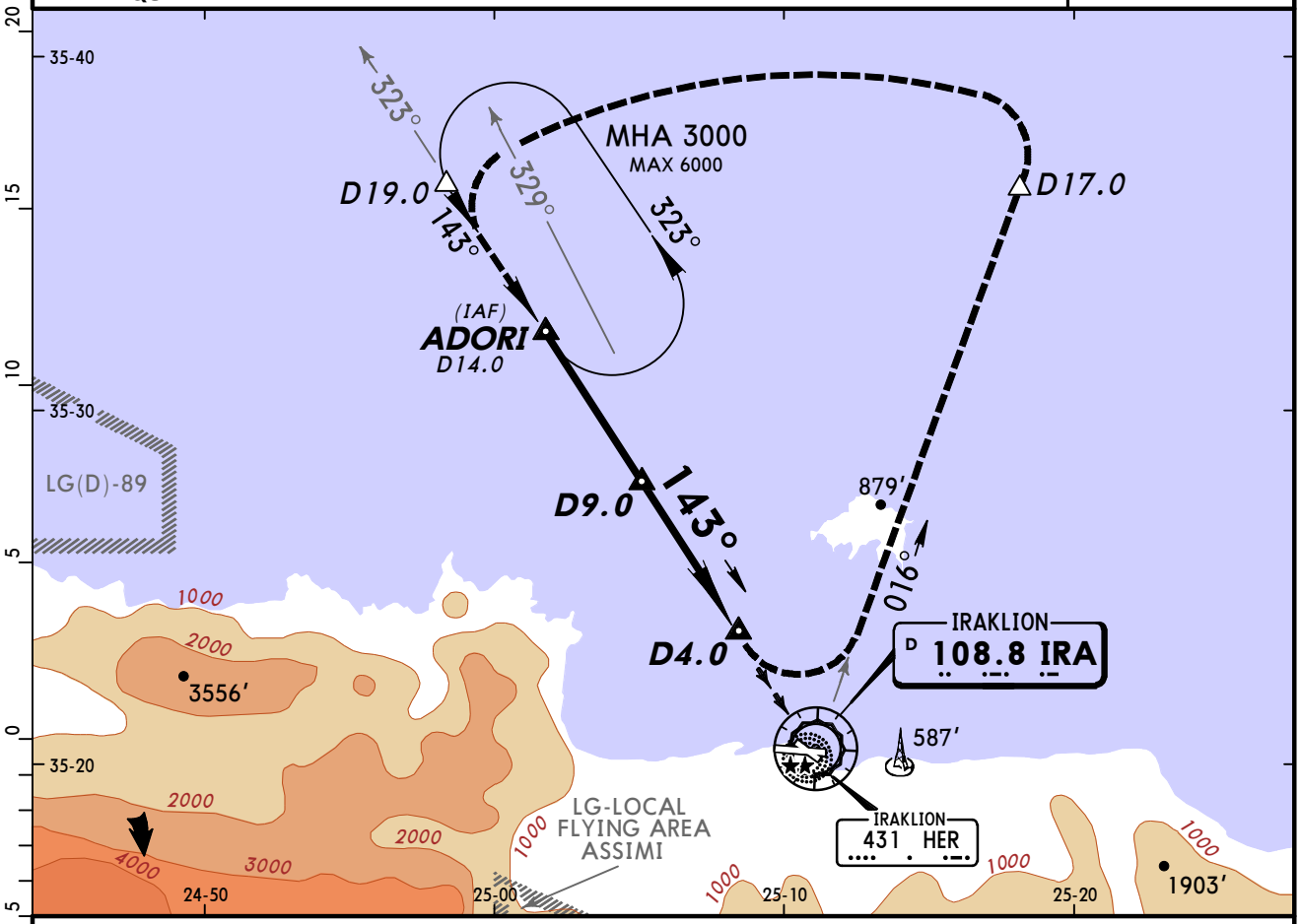
VOR IRA	Final Apch Crs	Minimum Alt D9.0	MDA(H)	Apt Elev
108.8	143°	1900′ (1785′)	1100′ (985′)	115′

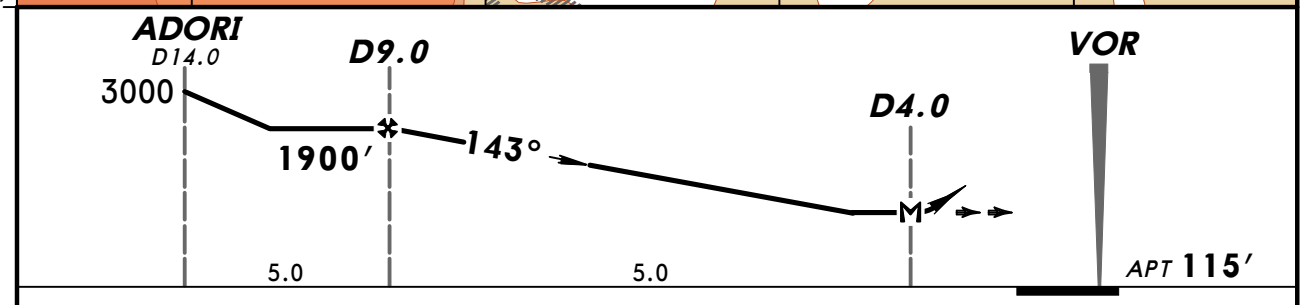
MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow R-016. At D17.0 turn LEFT to intercept and follow 19 DME Arc. At R-329 turn LEFT inbound to intercept and follow R-323 to ADORI at 3000′ and hold.

Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
DME REQUIRED.



MSA
IRA VOR





							Lighting - Refer to Airport Chart	185 KT MAX LT	IRA 108.8 R-016
MAP at D4.0									

Standard

	STRAIGHT-IN LANDING	Max Kts	CIRCLE-TO-LAND Not authorized South of runway 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

PANS OPS

CHANGES: Procedure.

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LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
5 APR 13 (16-1)

IRAKLION, GREECE
Lctr DME

BRIEFING STRIP

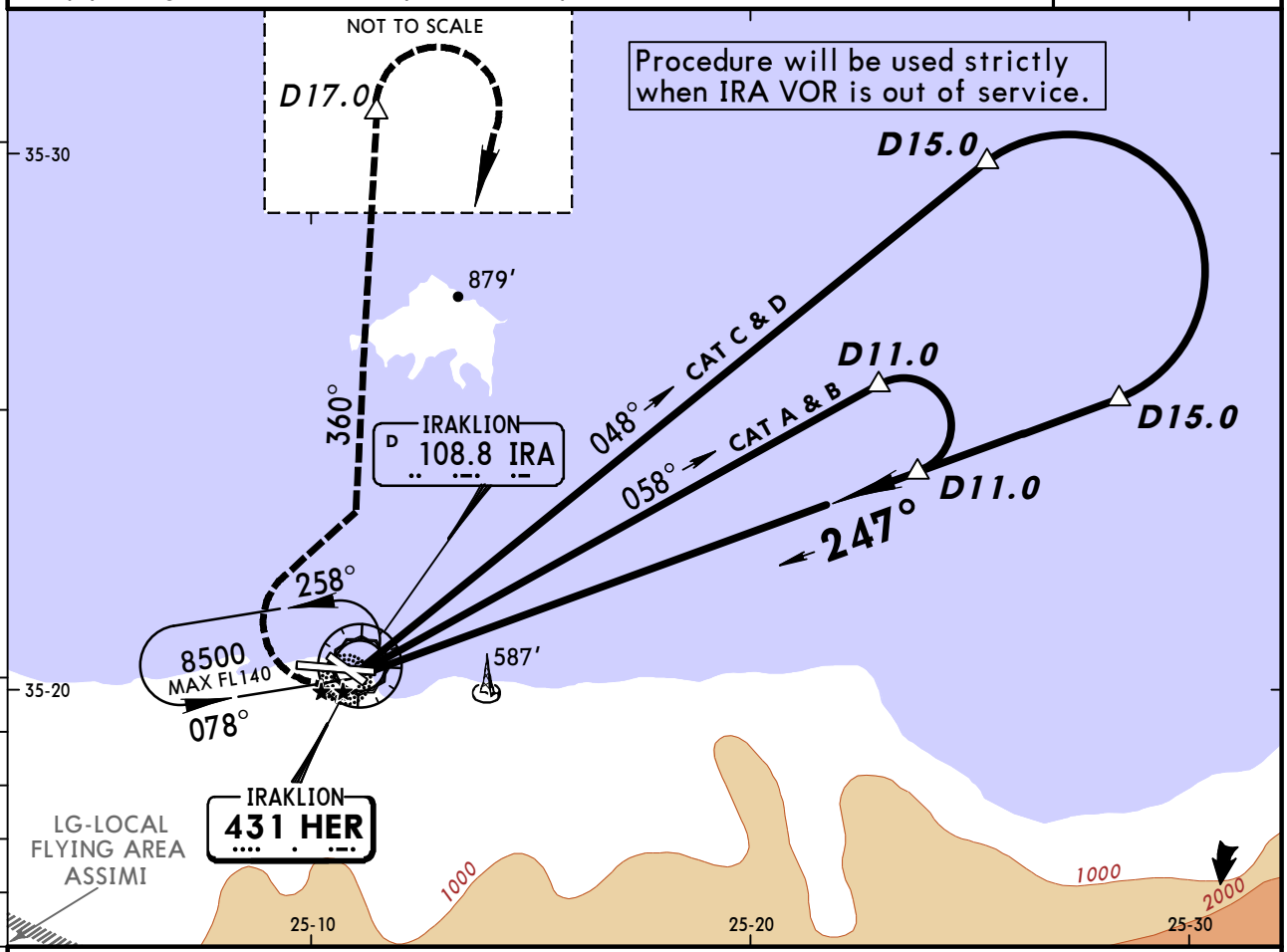
ATIS	IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55	123.97	118.02	120.85	129.17	121.7

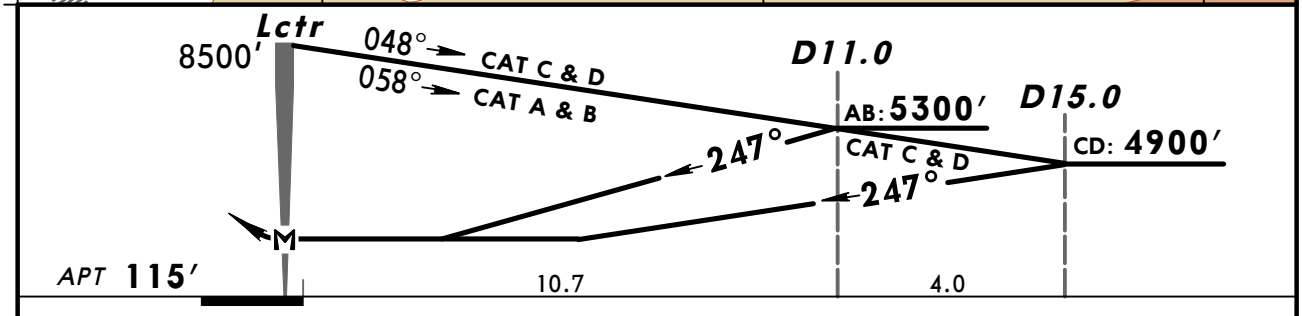
Lctr HER 431	Final Apch Crs 247°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 115′

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.

MSA HER Lctr: 7000′ (090°–180°), 4000′ (180°–270°), 10,200′ (270°–360°), 9000′ (360°–090°)





MAP at Lctr								Lighting - Refer to Airport Chart	360° RT	D17.0 ↑ whichever earlier ↑ 6500′

Standard STRAIGHT-IN LANDING

		Max Kts	CIRCLE-TO-LAND Not authorized South of airport: Missed apch climb gradient mim 3.6% MDA(H)	VIS	Missed apch climb gradient mim 2.5% MDA(H)	VIS
A	NOT AUTHORIZED	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

PANS OPS

CHANGES: MSA.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

IRAKLION, (NIKOS KAZANTZAKIS - LGIR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGIR