

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGIR

Terminal Charts For LGIR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: IRAKLION GRC
ICAO/IATA: LGIR / HER
Lat/Long: N35° 20.38', E025° 10.82'
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: 0529 Z
Sunset: 1525 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: 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

ATIS: 127.550

Kazantzakis Tower: 122.100

Kazantzakis Tower: 120.850

Kazantzakis Tower: 129.175

Kazantzakis Tower: 25.780 Military

Kazantzakis Ground: 121.700

Kazantzakis Apron Ramp/Taxi: 121.850

Kazantzakis Clearance Delivery: 129.175

Iraklion Approach: 122.100

Iraklion Approach: 123.975

Iraklion Approach: 118.025

Iraklion Approach: 36.230 Military

Iraklion Radar: 123.975

Iraklion Director Radar: 118.025

Iraklion Radar: 36.230 Military

Kazantzakis Radio: 563.700 Air-Ground

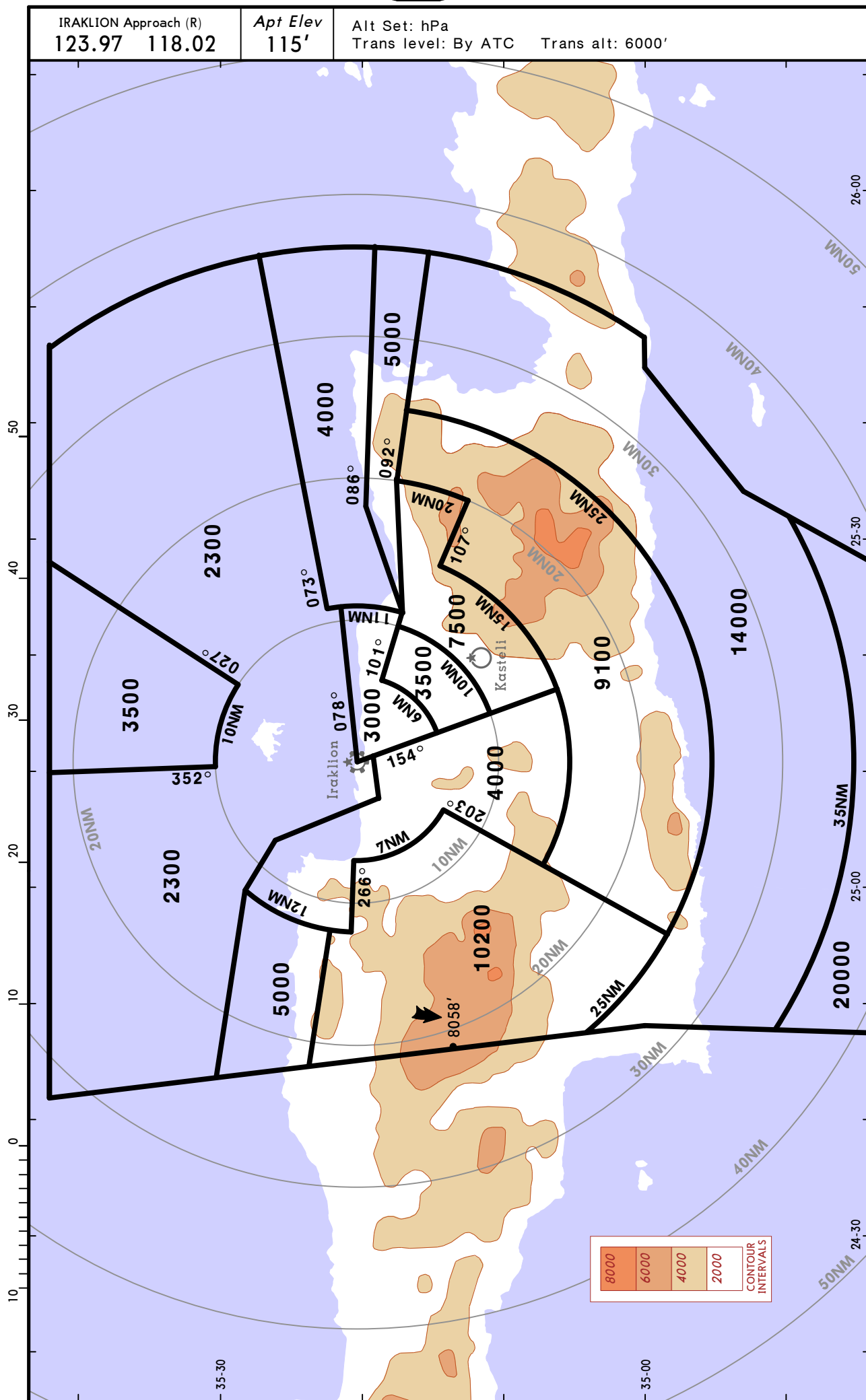
Kazantzakis Radio: 298.900 Air-Ground

LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
6 DEC 13 **10-1R**

IRAKLION, GREECE

Eff 12 Dec RADAR MINIMUM ALTITUDES



LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-2 Eff 12 Dec

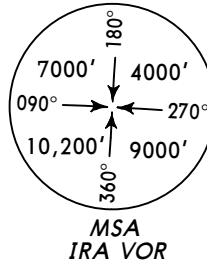
IRAKLION, GREECE

STAR

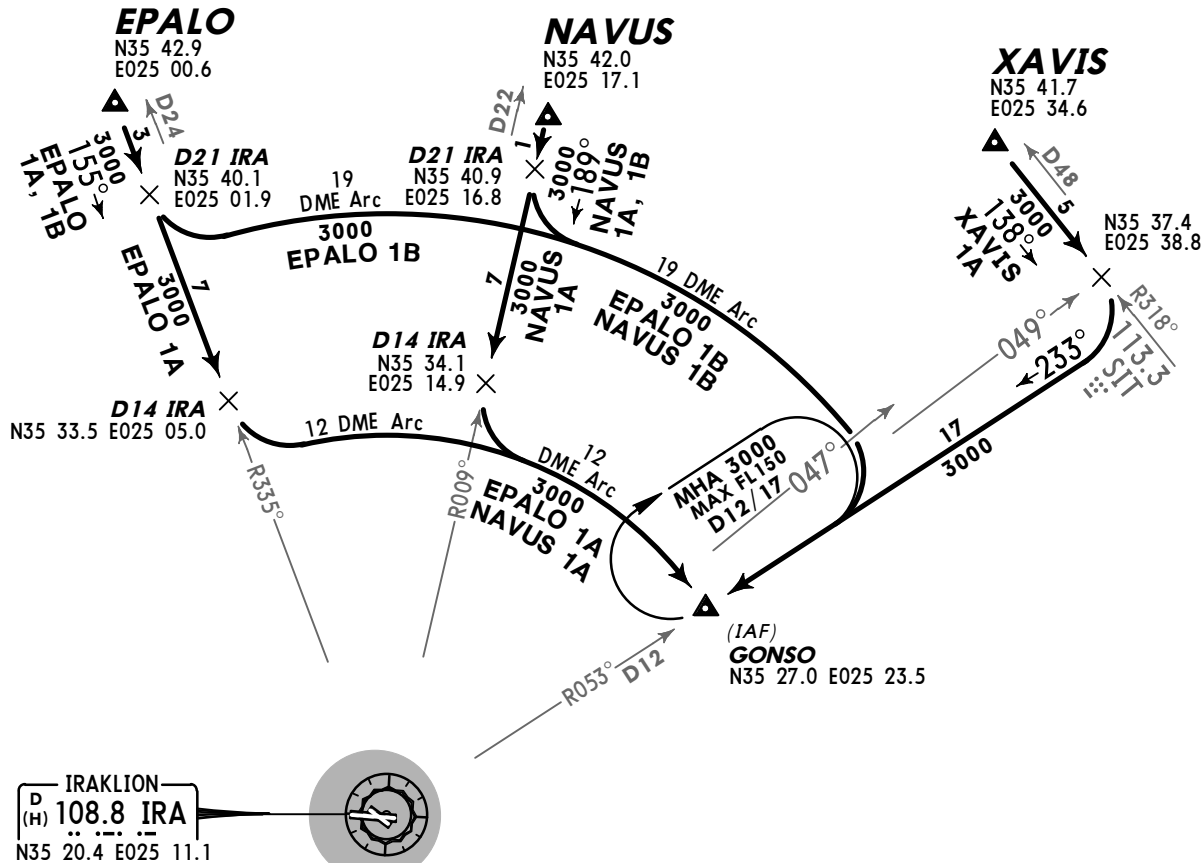
ATIS
127.55

Apt Elev
115'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



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



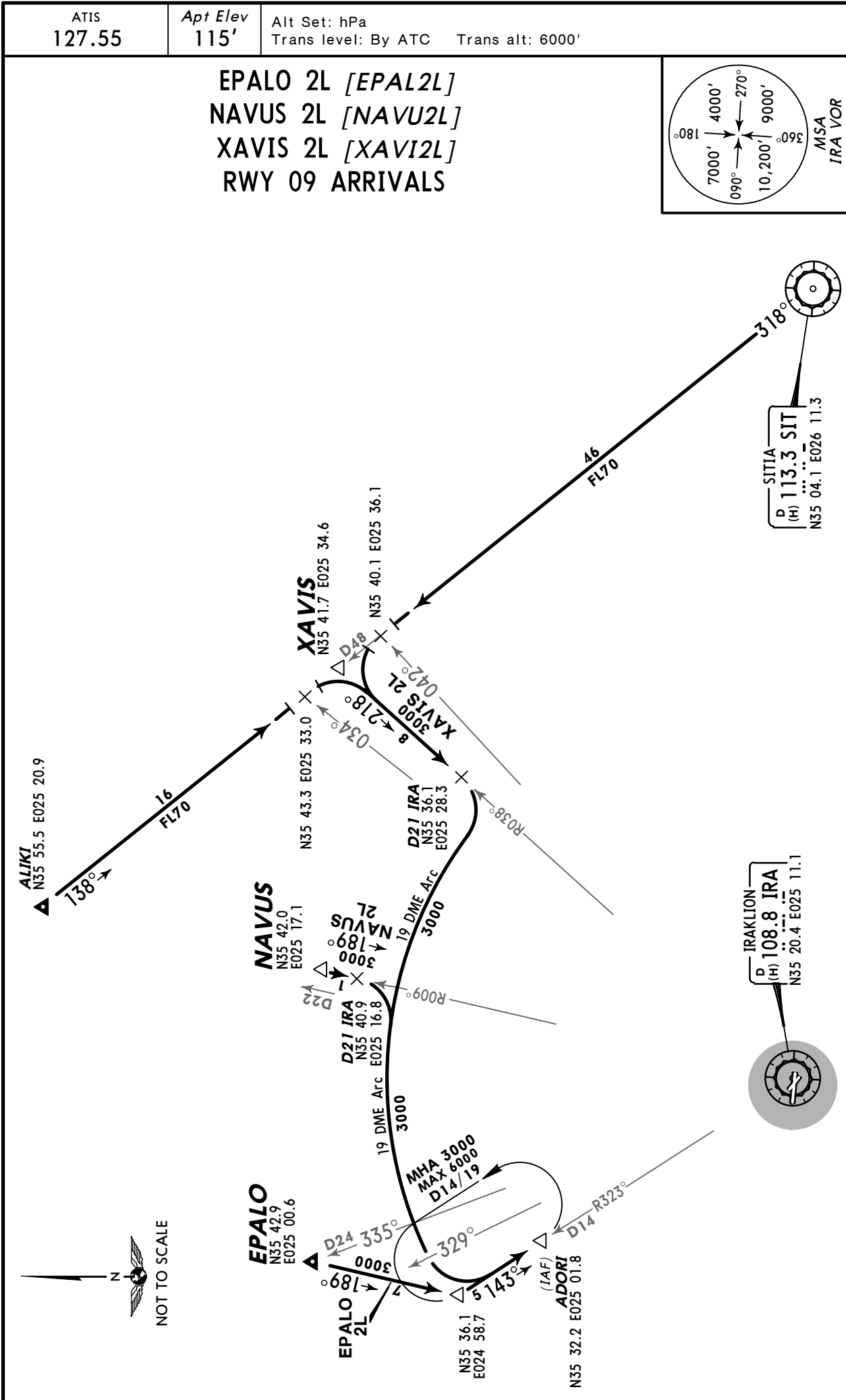
IRAKLION
D (H) 108.8 IRA
N35 20.4 E025 11.1



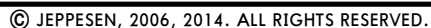
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 (10-2A) Eff 12 Dec

IRAKLION, GREECE
STAR



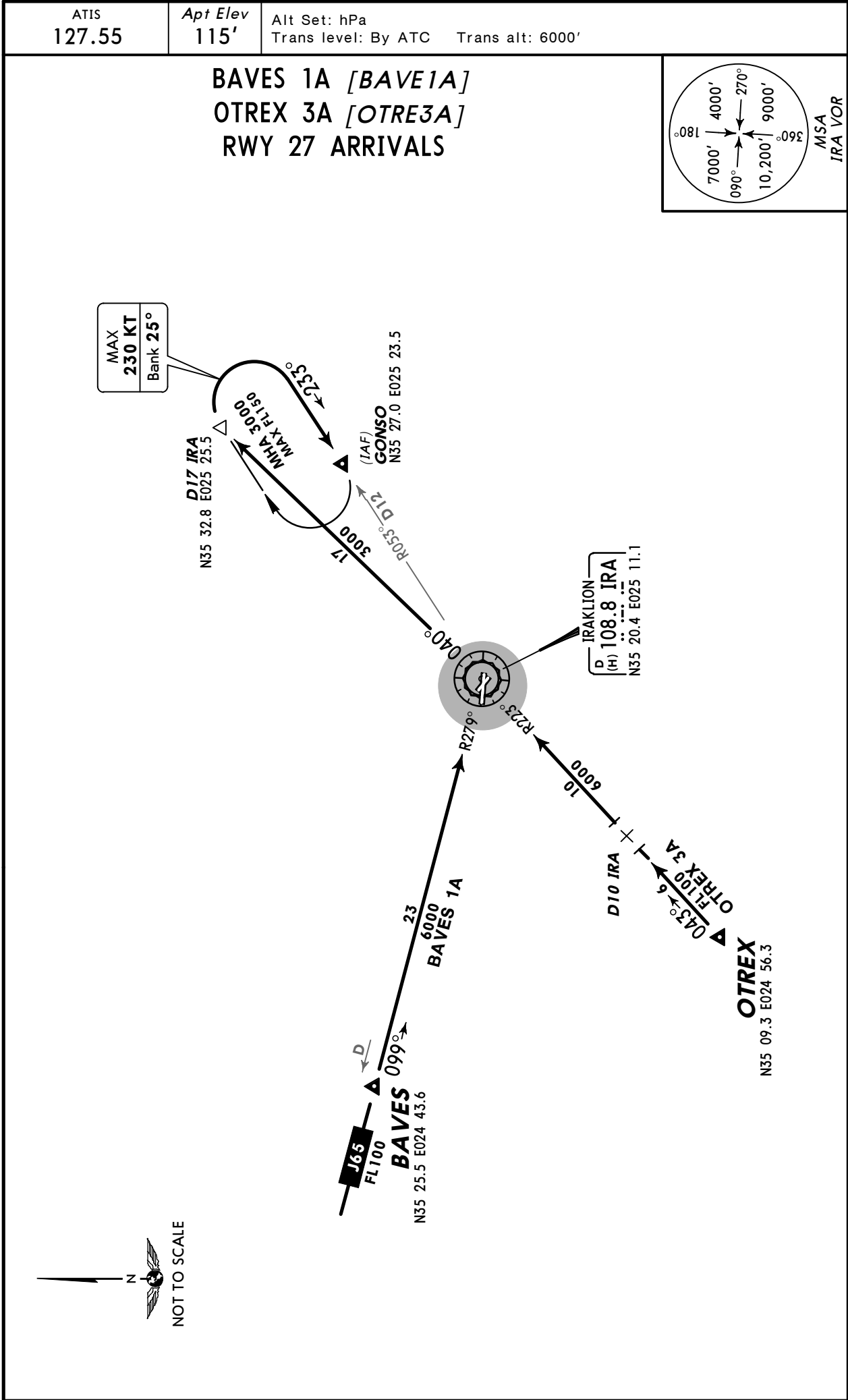
© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.



LGIR/HER
NIKOS KAZANTZAKIS

21 FEB 14 10-2D Eff 6 Mar

IRAKLION, GREECE
STAR



© JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

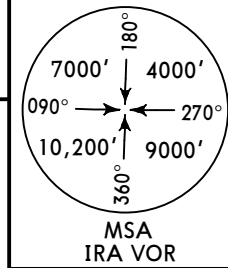
JEPPESSEN
15 MAY 15 **10-3** Eff 28 May

IRAKLION, GREECE

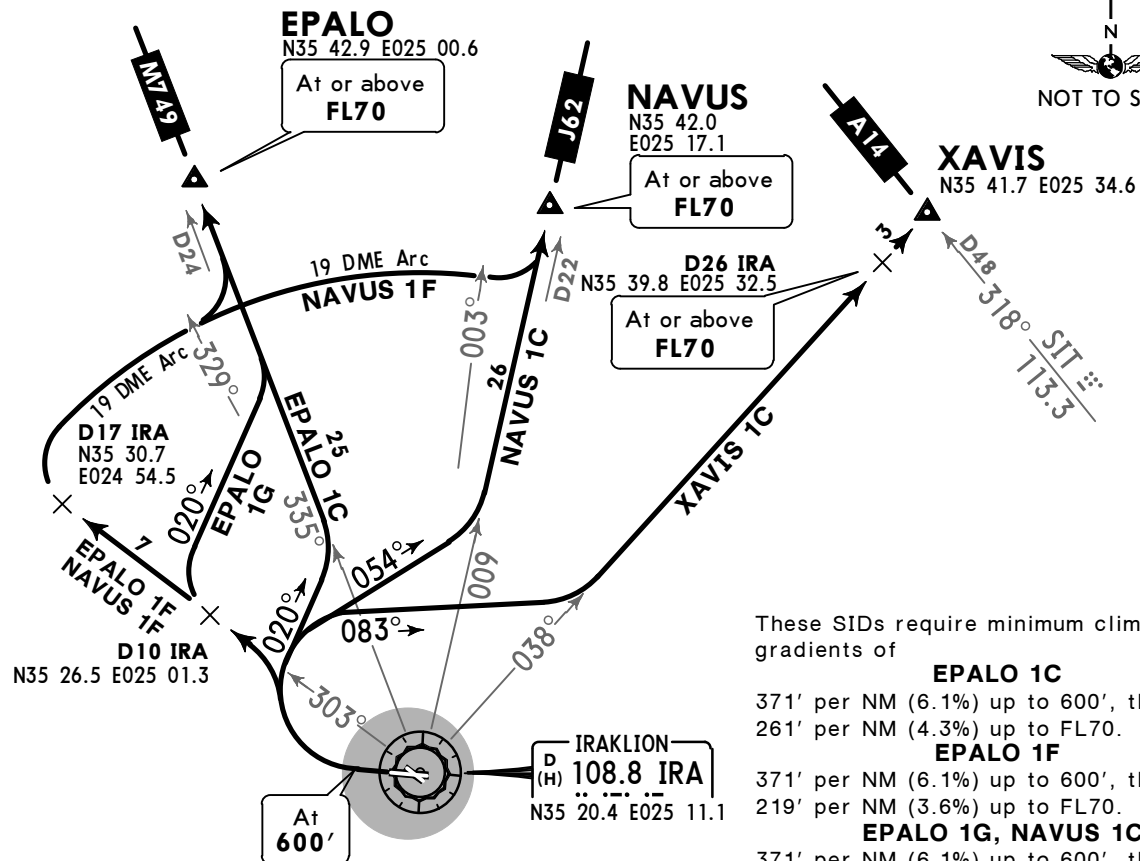
SID

Apt Elev
115'

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



EPALO 1C [EPAL1C] ①, EPALO 1F [EPAL1F]
EPALO 1G [EPAL1G], NAVUS 1C [NAVU1C] ①
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'.

① 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

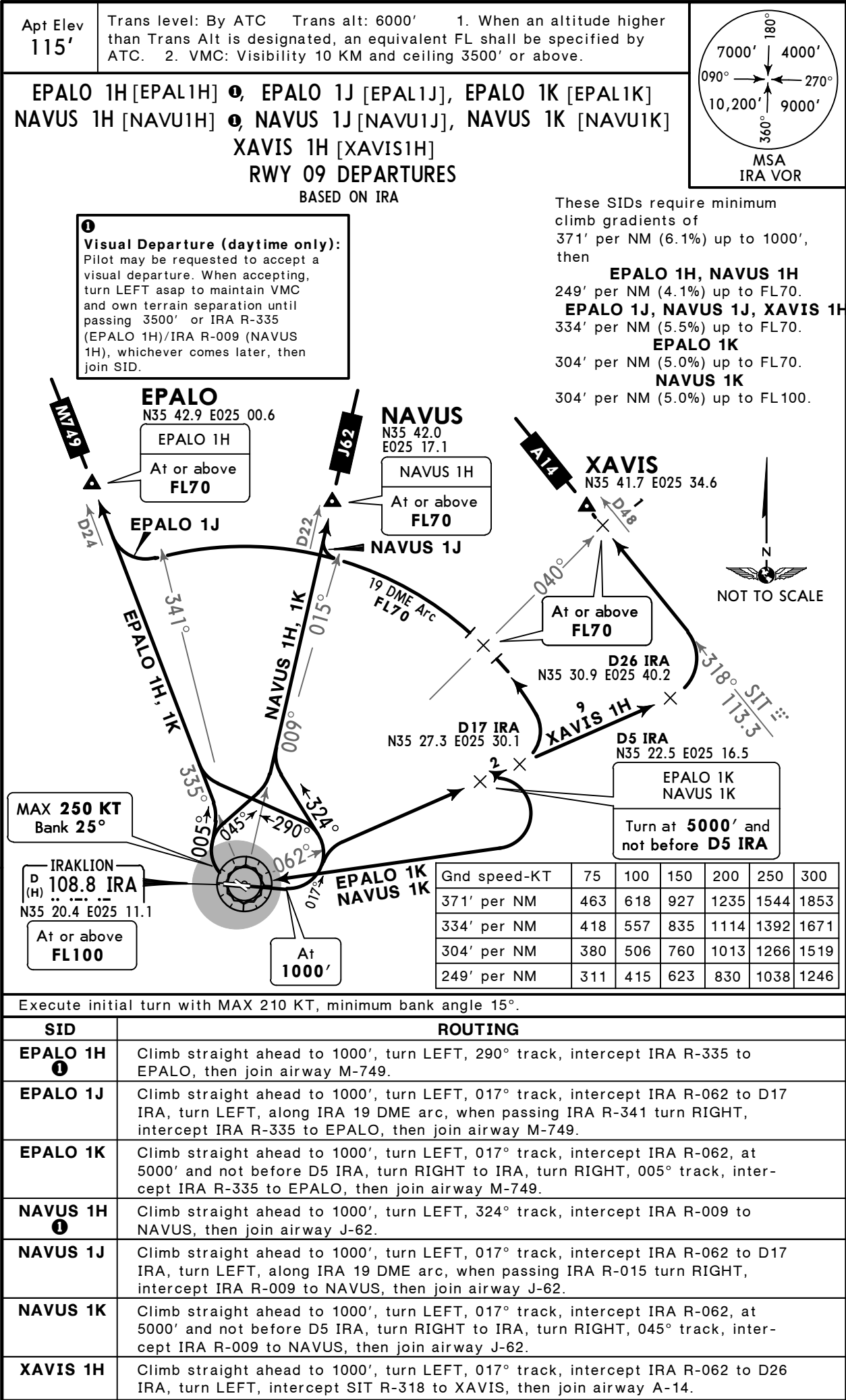
A visual climb up to 500' is required due to obstructions within 1200m from DER.
Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
EPALO 1C ①	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 ①	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-14.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
15 MAY 15 10-3A Eff 28 May

IRAKLION, GREECE
SID



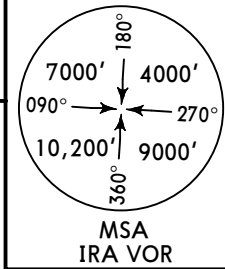
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
15 MAY 15 10-3B Eff 28 May

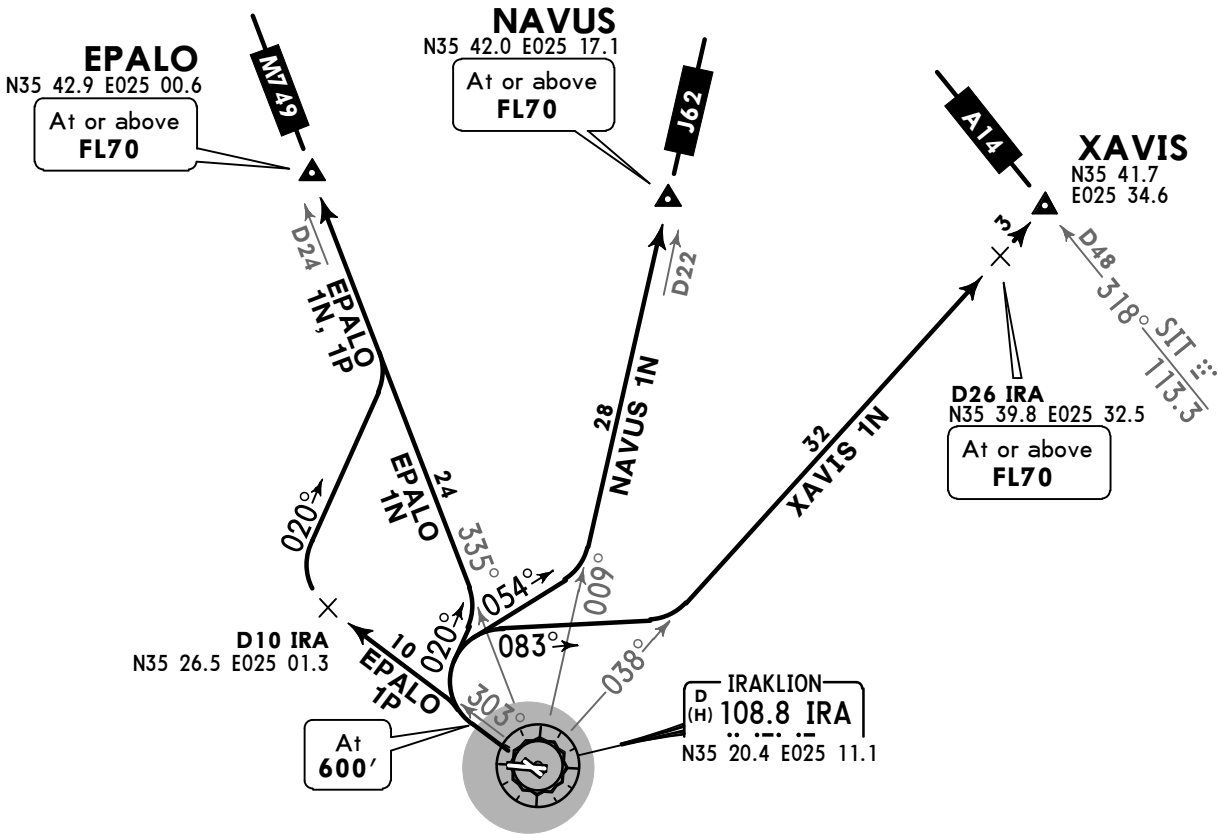
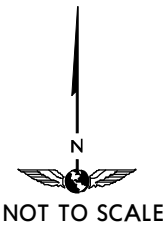
IRAKLION, GREECE
SID

Apt Elev
115'

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



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

LGIR/HER
NIKOS KAZANTZAKIS

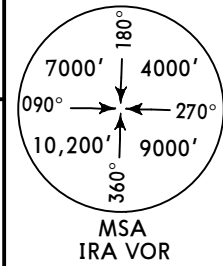
15 MAY 15

(10-3C)

Eff 28 May

IRAKLION, GREECE
SID

 Apt Elev
115'

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

 EPALO 1Q [EPAL1Q], EPALO 1R [EPAL1R], EPALO 1S [EPAL1S]
 NAVUS 1Q [NAVU1Q], NAVUS 1R [NAVU1R], NAVUS 1S [NAVU1S]
 XAVIS 1Q [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.

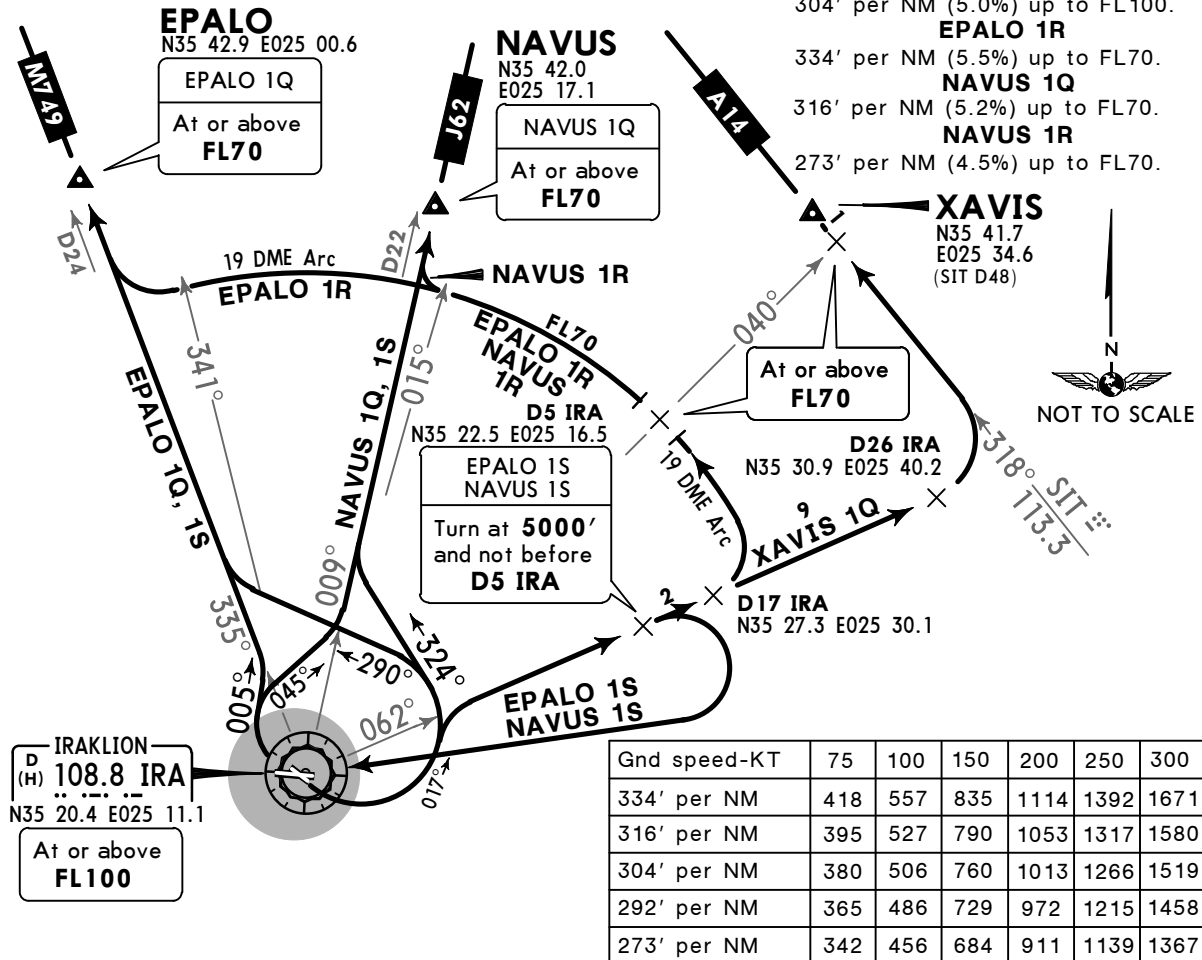
NAVUS 1Q

316' per NM (5.2%) up to FL70.

NAVUS 1R

273' per NM (4.5%) up to FL70.

XAVIS

 N35 41.7
 E025 34.6
 (SIT D48)


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'.

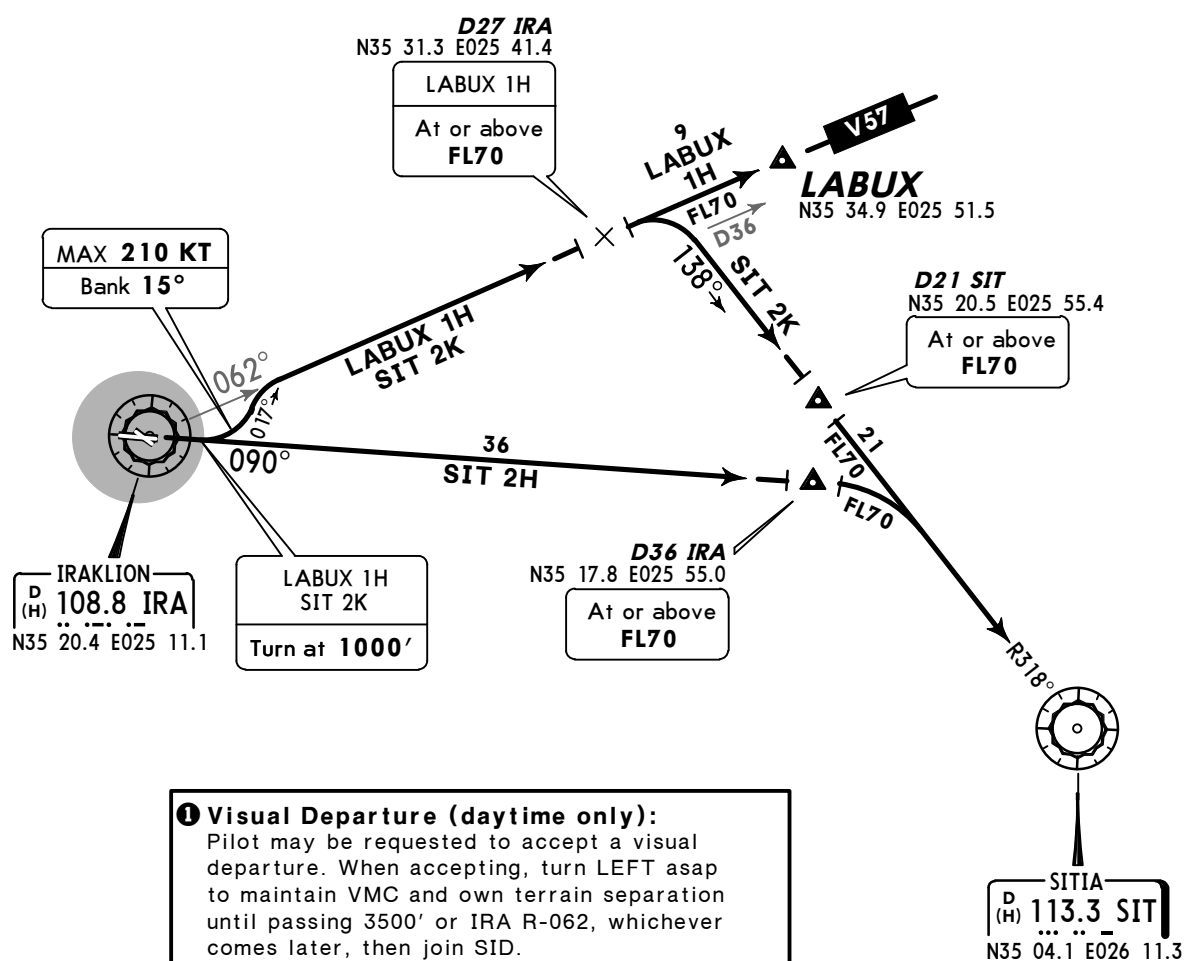
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

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.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.

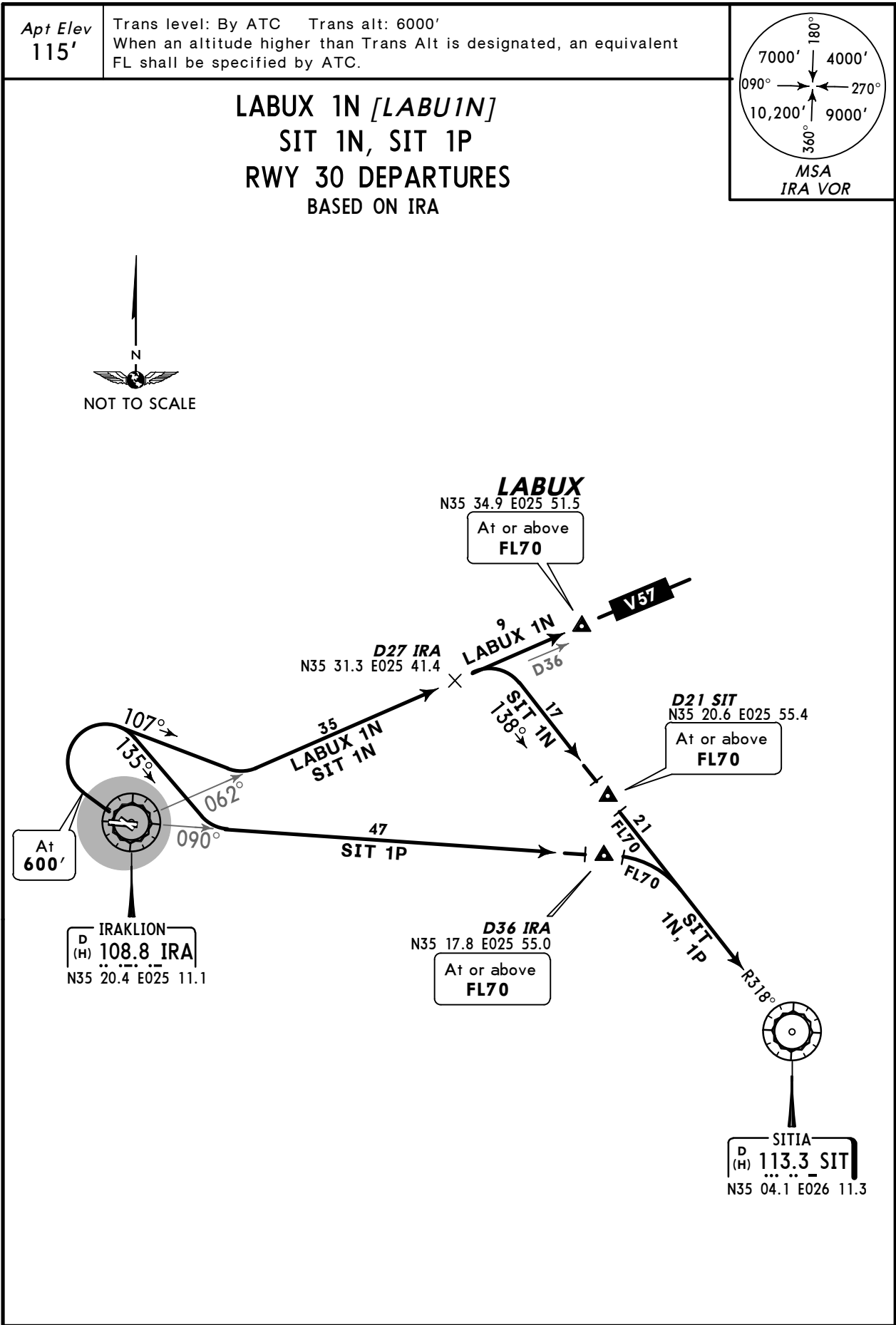


Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
219' per NM	273	365	547	729	911	1094

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-3F Eff 12 Dec

IRAKLION, GREECE
SID



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.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-3G Eff 12 Dec

IRAKLION, GREECE
SID

Apt Elev
115'

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

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

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

N

NOT TO SCALE

Direct distance from
Nikos Kazantzakis Apt to:
SIT 52 NM

LABUX

N35 34.9 E025 51.5

At or above
FL70

9

LABUX 1Q

D27 IRA
N35 31.3 E025 41.4

D36

At or above
FL70

SIT 1Q

SIT 1R

LABUX 1Q

SIT 1R

SIT 1Q

SIT 1R

IRAKLION

D (H) 108.8 IRA

N35 20.4 E025 11.1

D36 IRA

N35 17.8 E025 55.0

At or above
FL70

SITIA

D (H) 113.3 SIT

N35 04.1 E026 11.3

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.

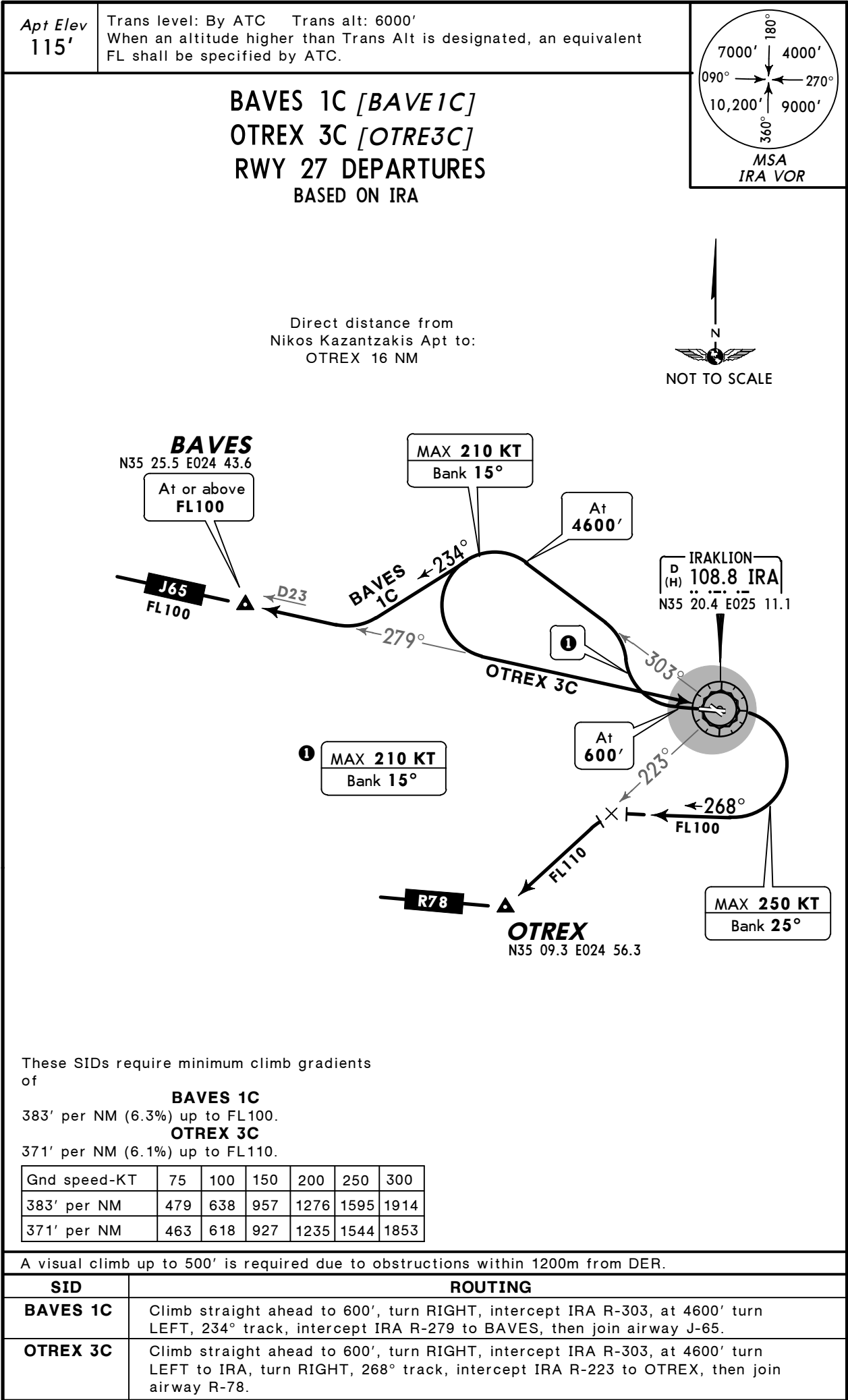
CHANGES: Crossings; MEAs.

© JEPPESSEN, 2006, 2013. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
6 DEC 13 10-3H Eff 12 Dec

IRAKLION, GREECE
SID



OTREX 2H
At or above
6000'

BAVES 1K
OTREX 2K
At or above
FL100

D5 IRA
N35 22.5 E025 16.7
At **5000'**
and not before
D5 IRA

BAVES 1H
At or above
6000'

BAVES 1H
At or above
6000'

MAX 250 KT
Bank **25°**

D10 IRA
At or above
FL110

OTREX
N35 09.3 E024 56.3

MAX 250 KT
Bank **25°**

BAVES 1K
OTREX 2K
Turn at **1000'**

J65
FL100

IRAKLION
D (H) **108.8 IRA**
N35 20.4 E025 11.1

BAVES
N35 25.5 E024 43.6
BAVES 1H
At or above
FL100

NOT TO SCALE

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

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-3K Eff 12 Dec

IRAKLION, GREECE
SID

Apt Elev
115'

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

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

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

BAVES
N35 25.5 E024 43.6
At or above FL100

IRA 1N
At or above FL100

OTREX 1N
At or above FL110

OTREX
N35 09.3 E024 56.3

IRAKLION
D (H) 108.8 IRA
N35 20.4 E025 11.1

J65
FL100

R78

BAVES 1N
234°
279°

IRA 1N
303°

OTREX 1N
223°
268°

20
FL110

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.

CHANGES: Crossings; MEAs.

© JEPPESSEN, 2006, 2013. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-3L Eff 12 Dec

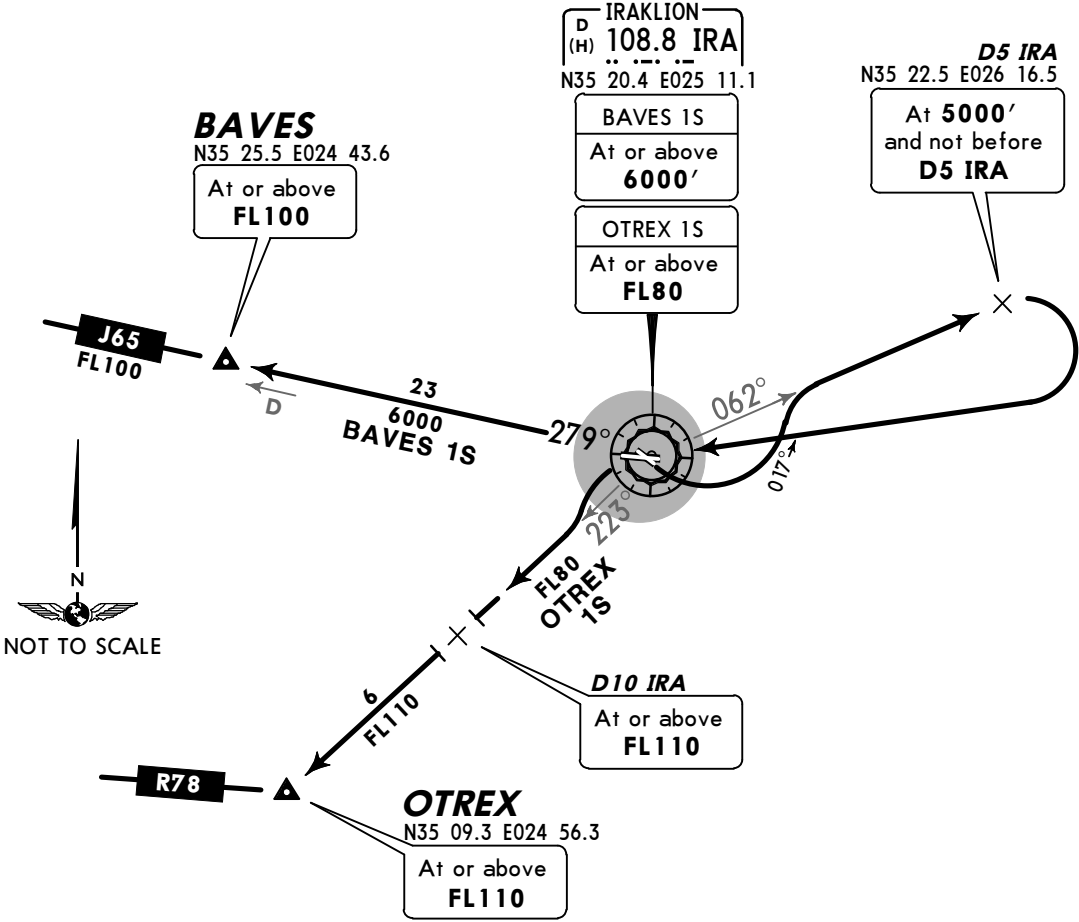
IRAKLION, GREECE
SID

Apt Elev
115'

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

MSA
IRA VOR

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.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

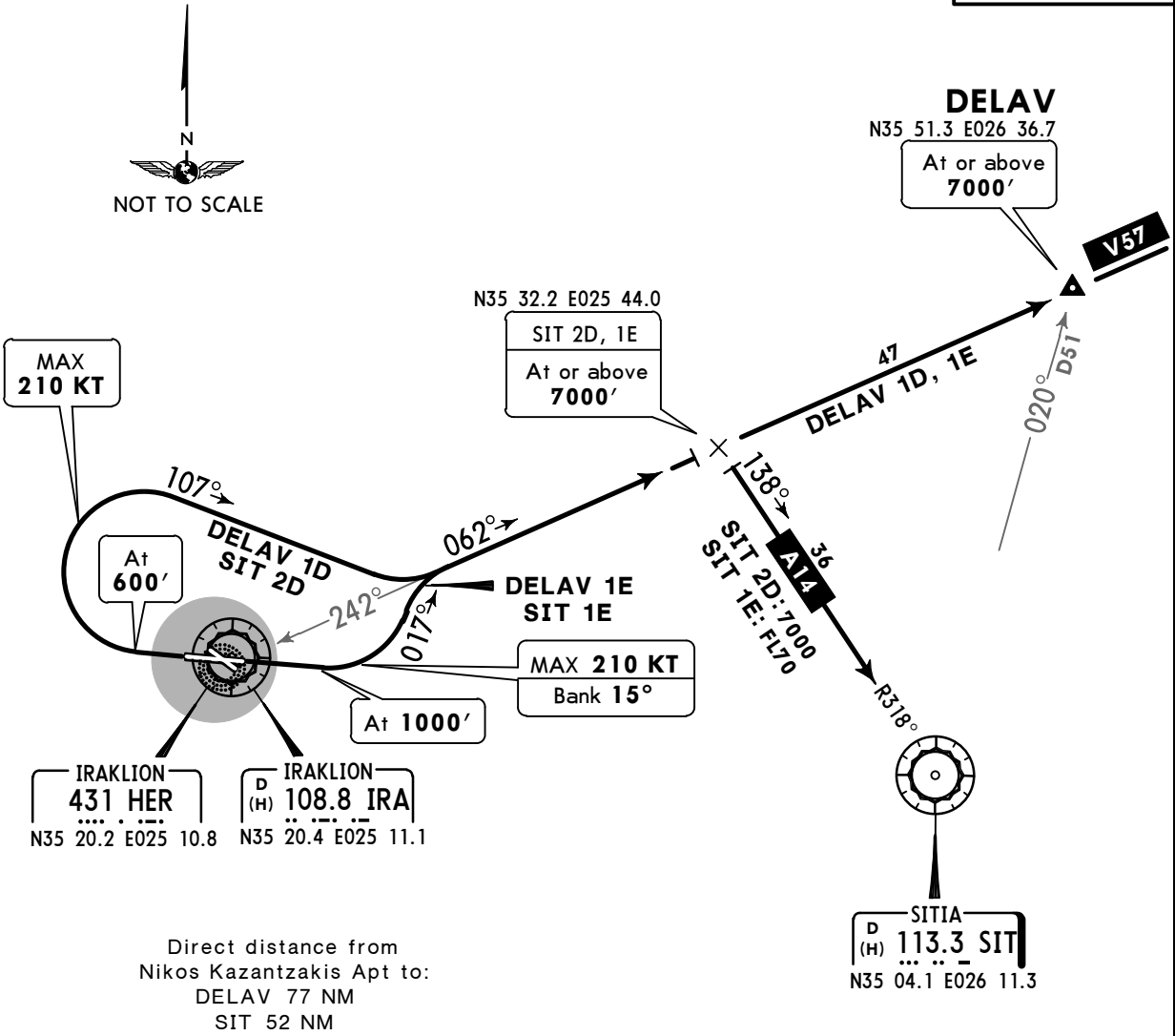
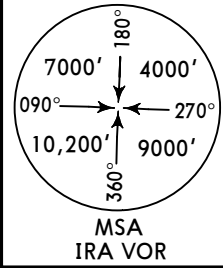
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
29 MAY 15 (10-3N)

IRAKLION, GREECE
SID

Apt Elev 115'	Trans level: By ATC Trans alt: 11000' 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



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.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
29 MAY 15 10-3P

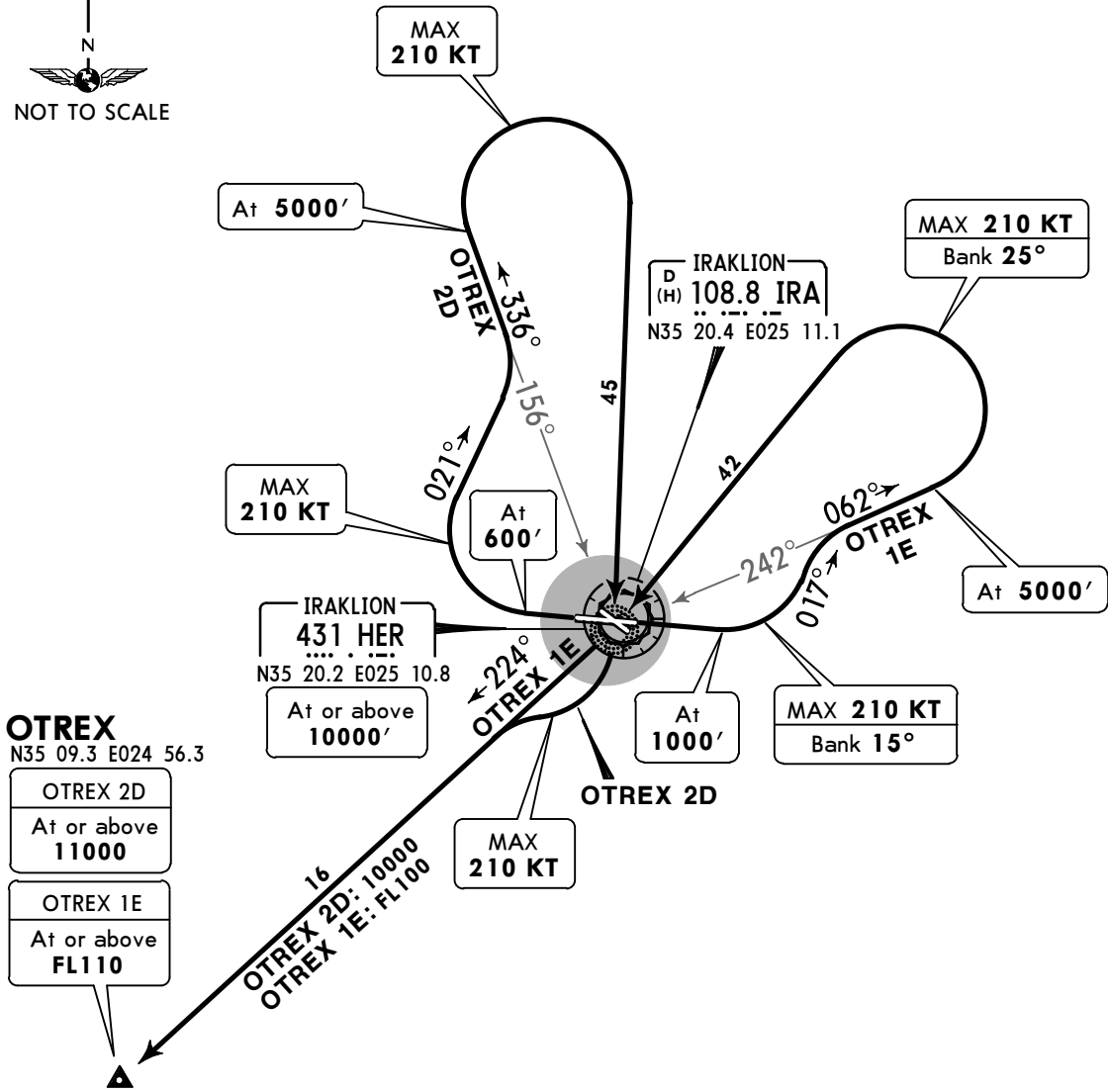
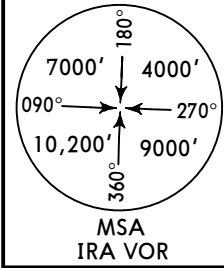
IRAKLION, GREECE

SID

Apt Elev
115'

Trans level: By ATC Trans alt: 11000'
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

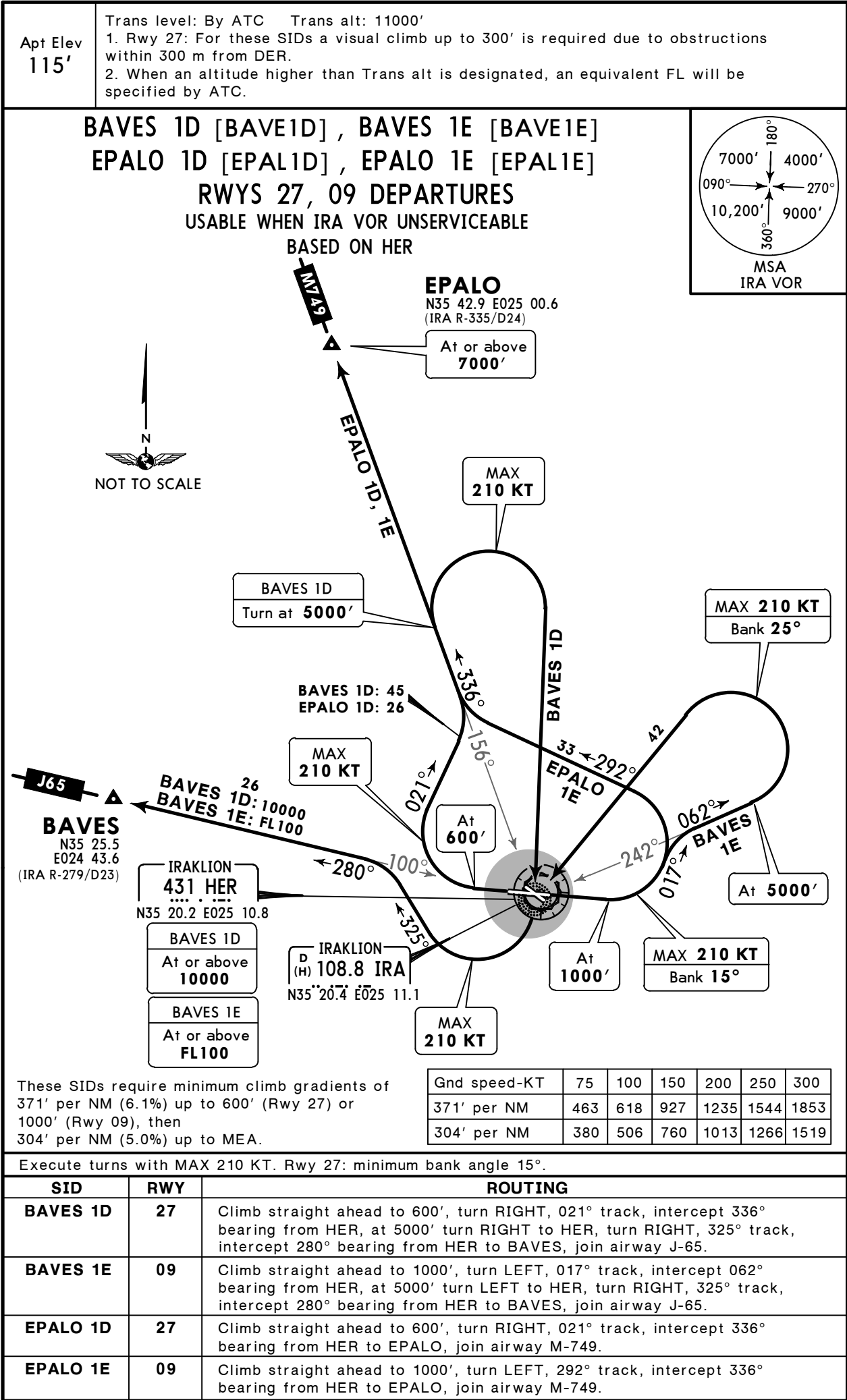
Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

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.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
29 MAY 15 10-3Q

IRAKLION, GREECE
SID



LGIR/HER

JEPPESEN

IRAKLION, GREECE

NIKOS KAZANTZAKIS

22 JUN 12

10-4

Eff 28 Jun

NOISE

NOISE ABATEMENT

GENERAL

Strict adherence to the following procedures, within the limits of safety and performance, is required.

Avoid overflying of Iraklion City. Rapid changes in engine power should be avoided unless flight reasons render them imperative.

ARRIVALS

Final approach to the airport shall be carried out strictly at the angle defined by the visual approach indicator.

Aircraft approaching to land on runway 09 are requested to make adjustments for a short final approach unless otherwise instructed by TWR.

DEPARTURES

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

LGIR/HER

Apt Elev 115'

N35 20.4 E025 10.8

JEPPesen

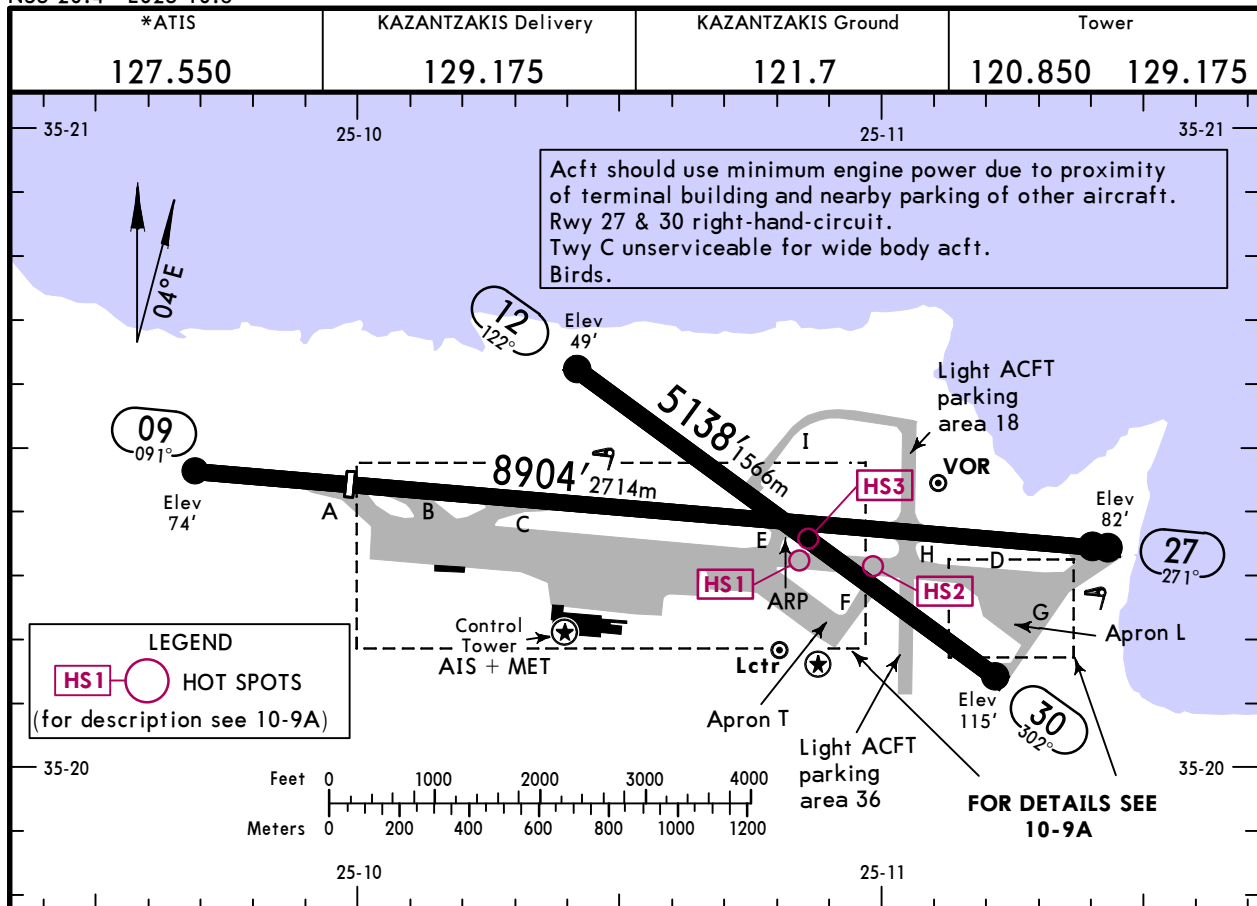
11 SEP 15

10-9

Eff 17 Sep

IRAKLION, GREECE

NIKOS KAZANTZAKIS



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
09	MIRL REIL PAPI-L (3.02°)	RVR	7340' 2237m		1	148'
27	MIRL REIL PAPI-L (3.00°)	RVR			2	45m
12		RVR				164'
30		RVR				50m

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

1 TORA RWY 09:	From rwy head	8904' (2714m)	2 TORA RWY 27:	From rwy head	8904' (2714m)
	twy A int	7552' (2302m)		twy H int	6873' (2095m)
	twy B int	6900' (2103m)		twy E int	5692' (1735m)
	twy C int	5650' (1722m)			

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

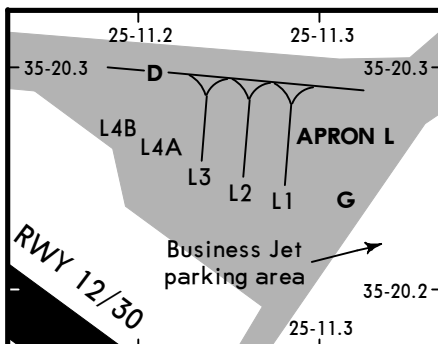
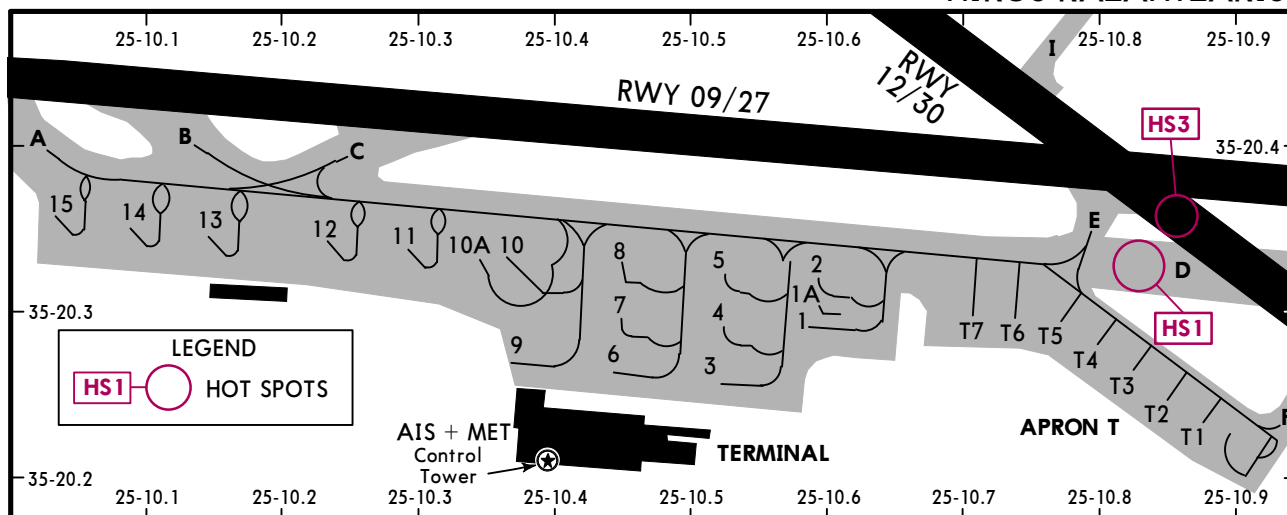
- Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the airport. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:
 - Severe turbulence during final apch, in take-off and initial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

Standard

TAKE-OFF 1

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

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



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	104' 102' 100'
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	
8	N35 20.3 E025 10.5	T4	N35 20.3 E025 10.8	
9 thru 10A	N35 20.3 E025 10.4	T5	N35 20.3 E025 10.8	
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.

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 permitted only at 14,15,T5,T6,T7,L1,L2,L3 parking stands. Aircraft must be towed on twy D to operate this procedure, unless otherwise advised by the Apron authority.

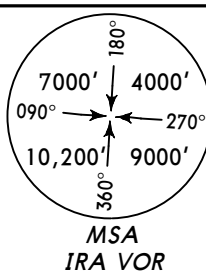
Low engine power shall be used on pushback procedures on Apron L.

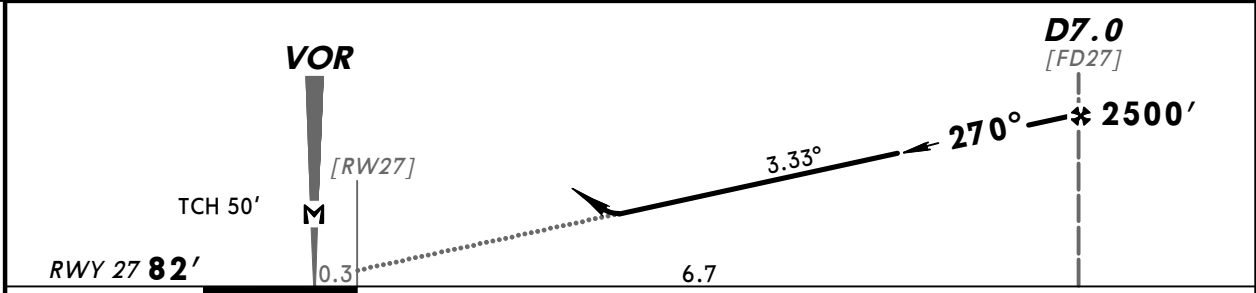
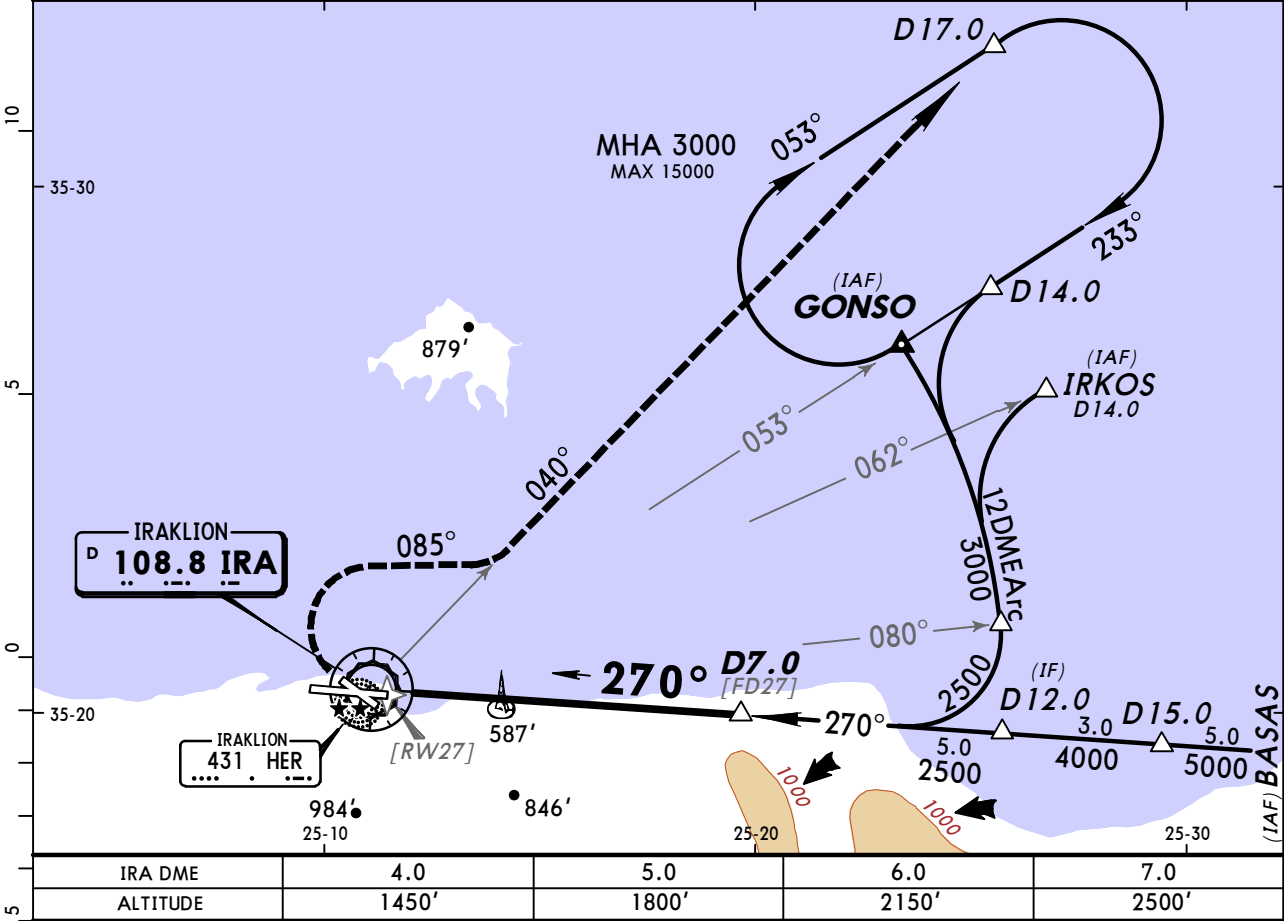
If any of stands 2, 5 or 8 is occupied, aircraft with wingspan of 184'/56m or more are not permitted to taxi on twy D next to these stands.

LGIR/HER
NIKOS KAZANTZAKIS

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

IRAKLION, GREECE
VOR Rwy 27

ATIS 127.55		IRAKLION Approach (R) 123.97 118.02		KAZANTZAKIS Tower 120.85 129.17		Ground 121.7
VOR IRA 108.8	Final Apch Crs 270°	Minimum Alt D7.0 2500' (2418')	DA(H) 1100' (1018')	Apt Elev 115' 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.						



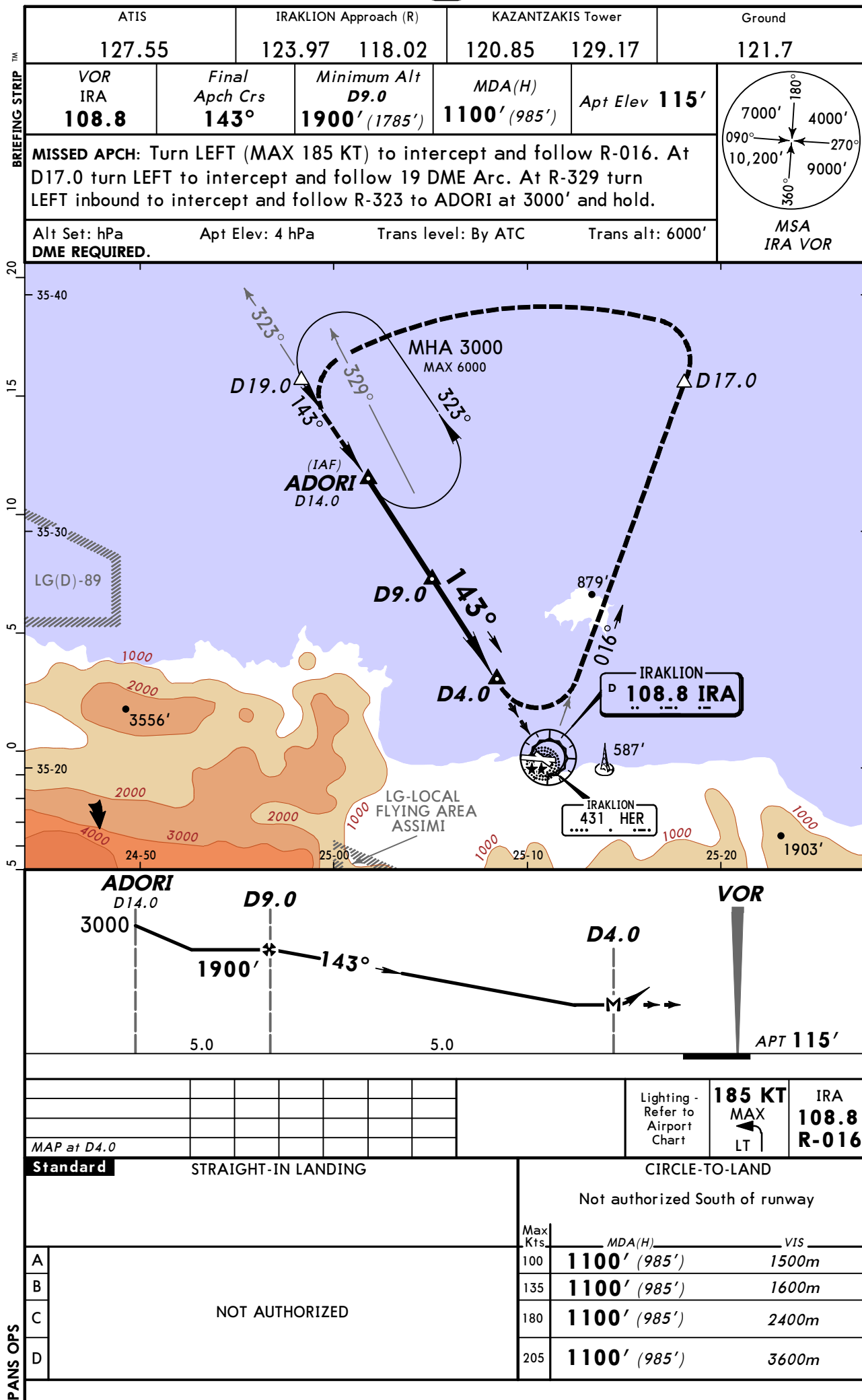
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 085° RT 185 KT MAX	
Descent Angle	3.33°	412	530	589	707	825		
MAP at VOR								

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 27			Not authorized South of runway		
DA(H) 1100' (1018')			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	1140' (1025')	1500m
B			135	1140' (1025')	1600m
C			180	1140' (1025')	2400m
D	CMV 2400m		205	1140' (1025')	3600m

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
31 JAN 14 (13-2) Eff 6 Feb

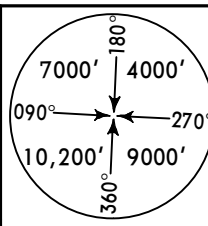
IRAKLION, GREECE
VOR-B

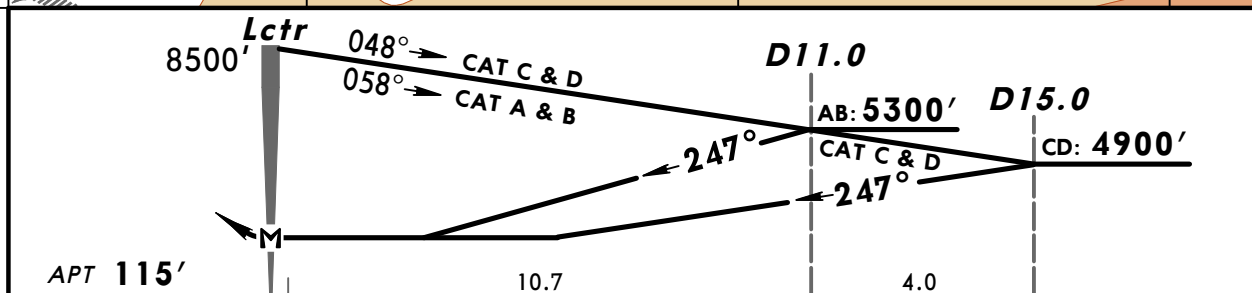
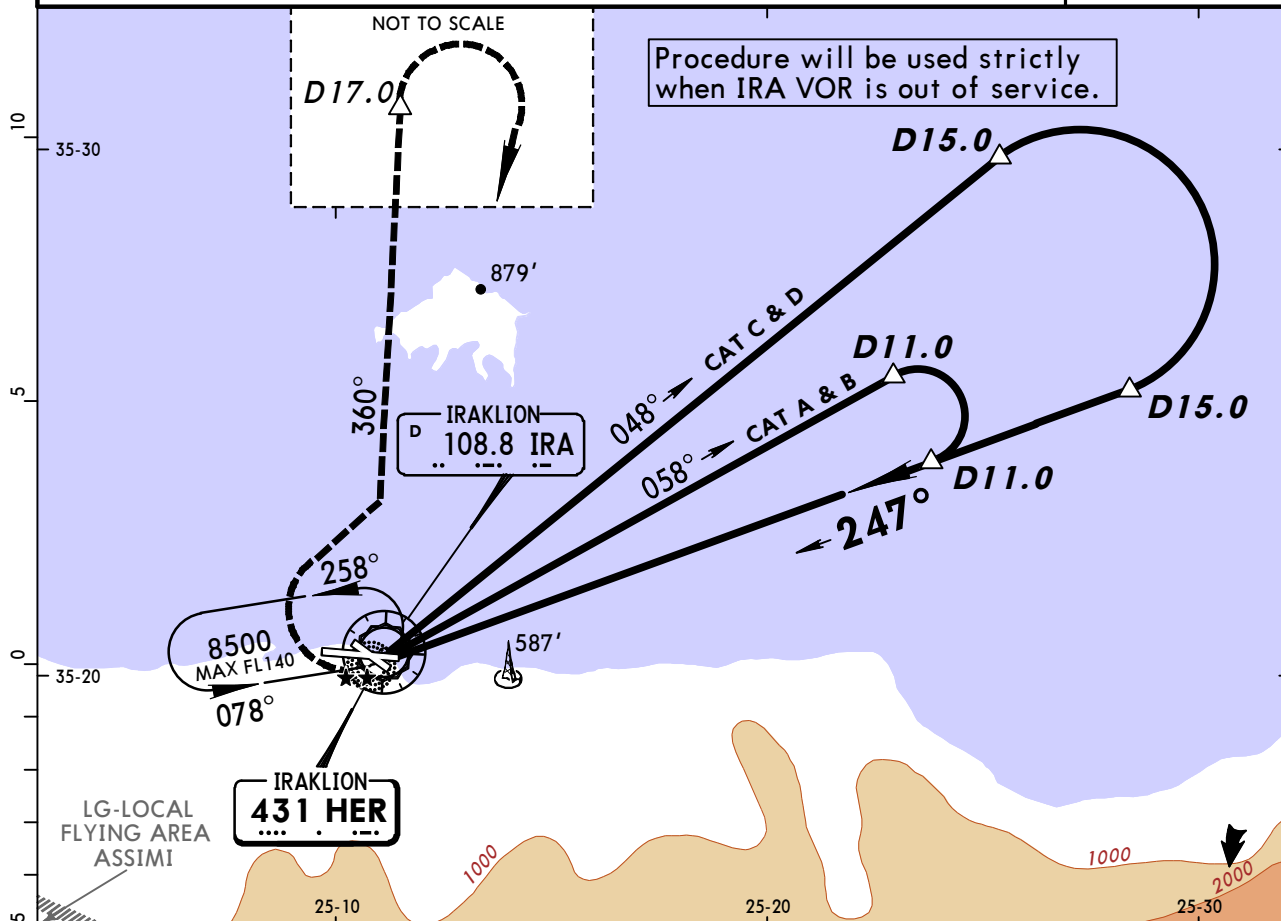


LGIR/HER
NIKOS KAZANTZAKIS

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	



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

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	Standard		Not authorized South of airport	
A	NOT AUTHORIZED		Missed apch climb gradient mim 3.6%	Missed apch climb gradient mim 2.5%
B			Max Kts	
C			MDA(H) VIS	MDA(H) VIS
D				
			100	1100' (985') 1500m 2600' (2485') 1500m
			135	1100' (985') 1600m 2600' (2485') 1600m
			180	1100' (985') 2400m 2600' (2485') 2400m
			205	1100' (985') 3600m 2600' (2485') 3600m

Chart changes since cycle 26-2015

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