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Airport Information For LGIR

Terminal Charts For LGIR

Revision Letter For Cycle 13-2016

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: 0304 Z
Sunset: 1737 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: 129.175
Kazantzakis Tower: 25.780 Military
Kazantzakis Tower: 120.850
Kazantzakis Tower: 122.100
Kazantzakis Ground: 121.700
Kazantzakis Apron Ramp/Taxi: 121.850
Kazantzakis Clearance Delivery: 129.175
Iraklion Approach: 123.975
Iraklion Approach: 122.100
Iraklion Approach: 118.025
Iraklion Approach: 36.230 Military
Iraklion Radar: 123.975
Kazantzakis Radio: 298.900 Air-Ground
Kazantzakis Radio: 563.700 Air-Ground
Iraklion Director Radar: 118.025
Iraklion Radar: 36.230 Military

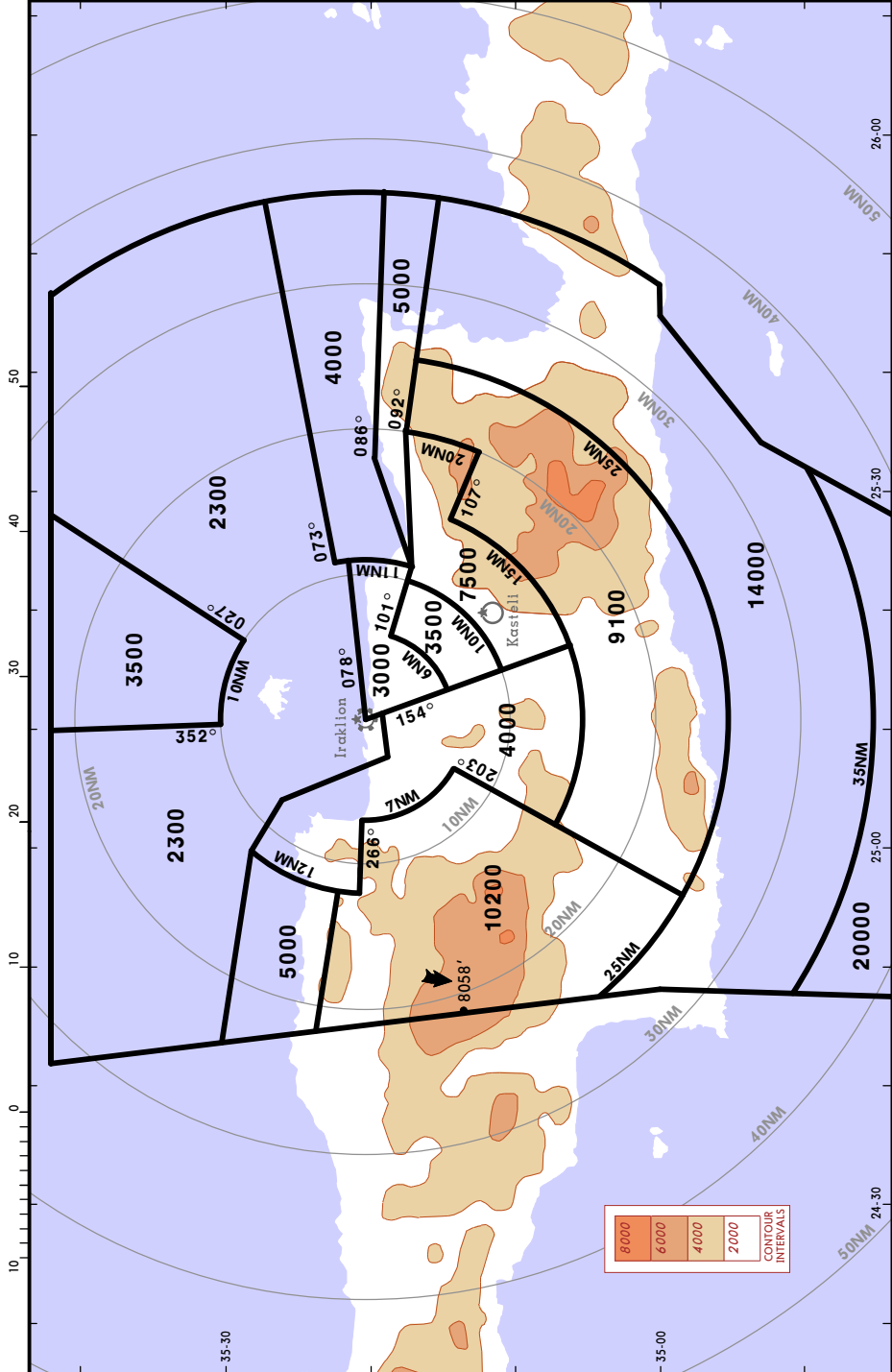
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
6 DEC 13 (10-1R) Eff 12 Dec

IRAKLION, GREECE

RADAR MINIMUM ALTITUDES

IRAKLION Approach (R)	<i>Apt Elev</i>	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000'
123.97 118.02	115'			

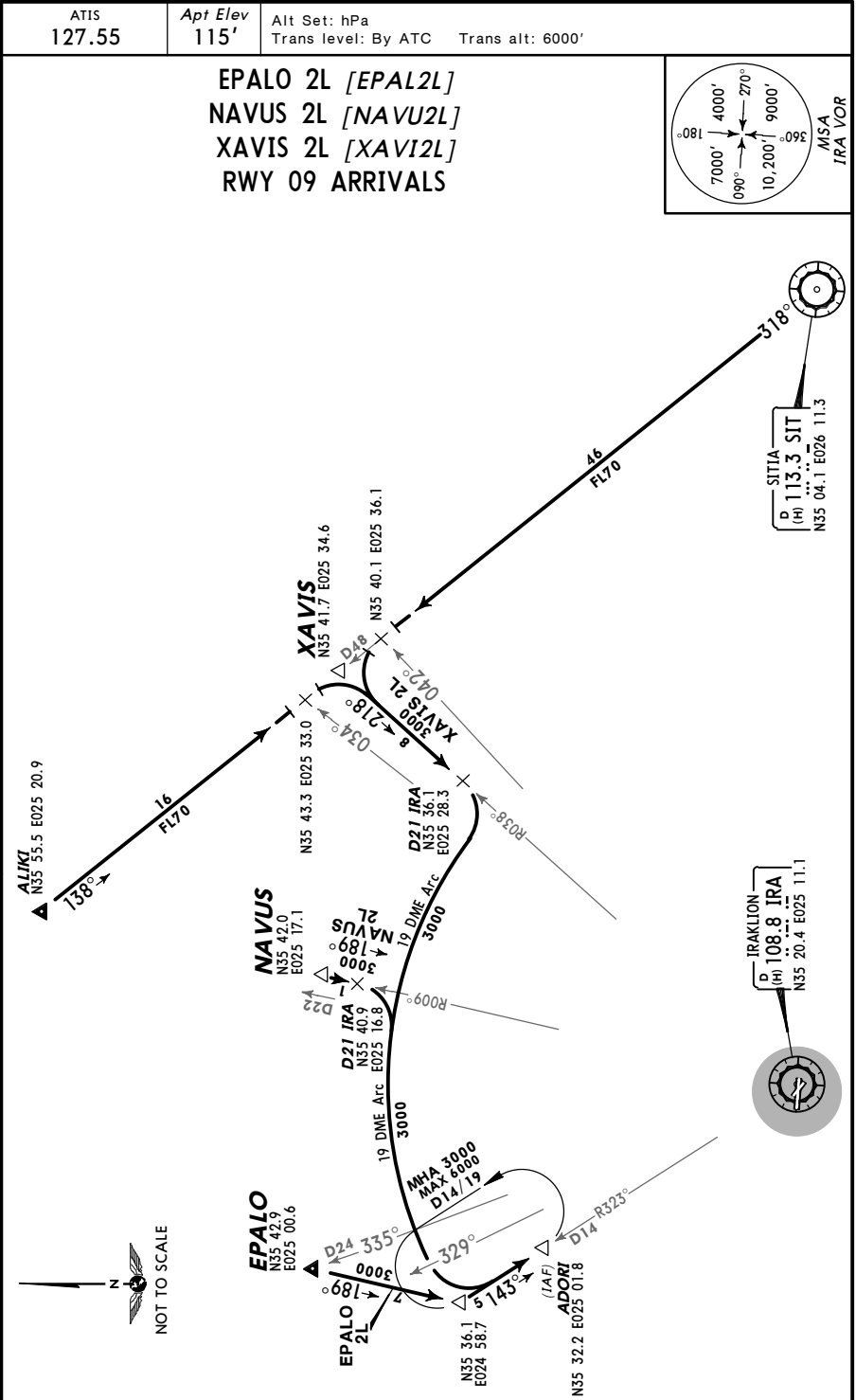




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NIKOS KAZANTZAKIS

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

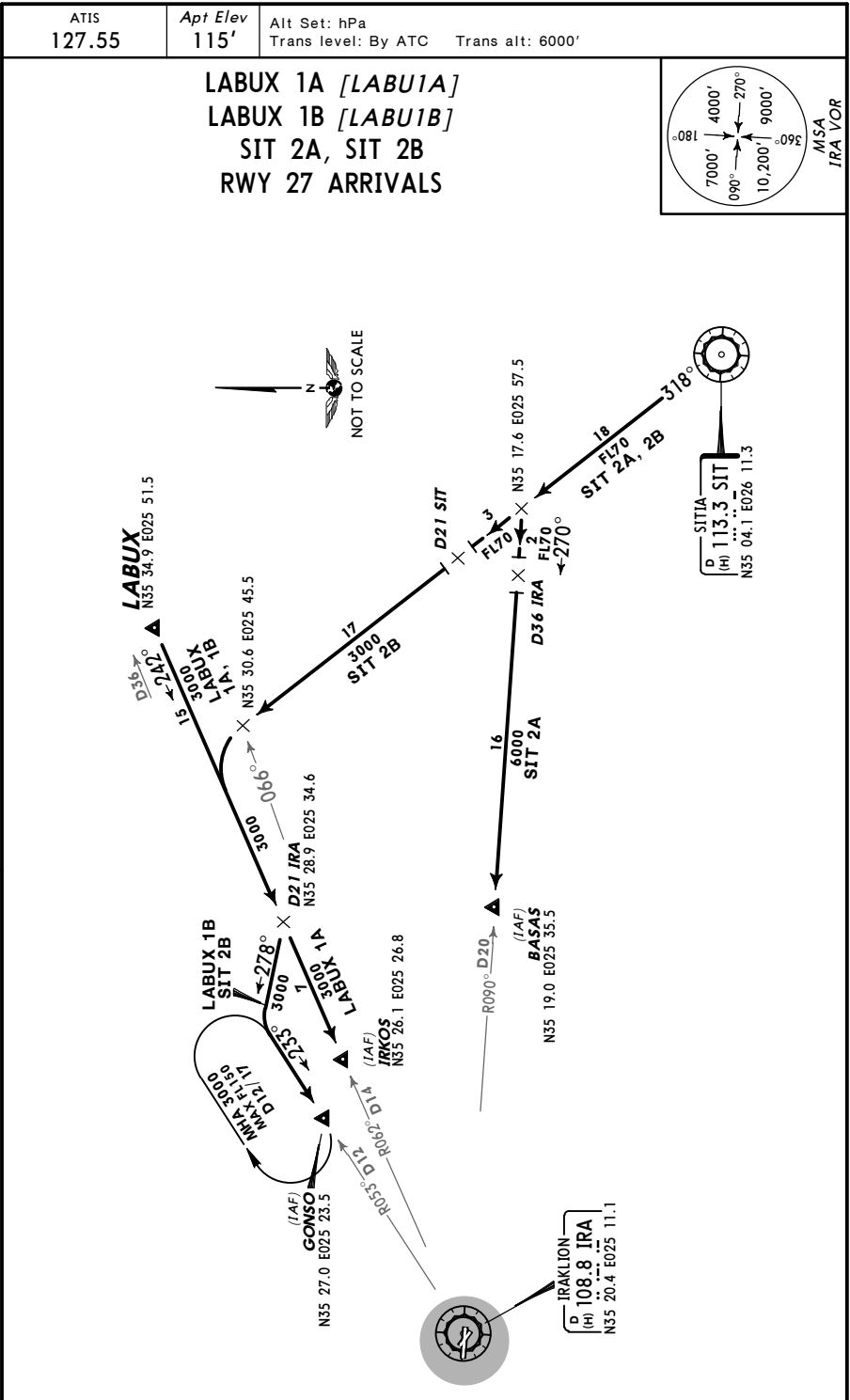
IRAKLION, GREECE
STAR



LGIR/HER
NIKOS KAZANTZAKIS

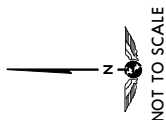
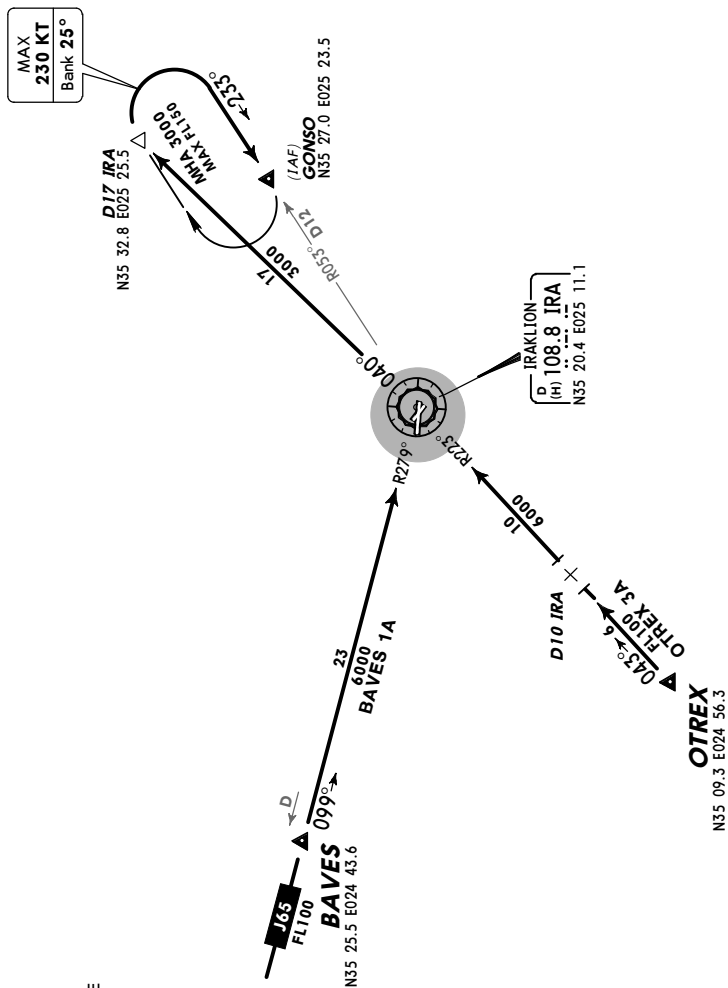
JEPPesen
21 FEB 14 (10-2B) Eff 6 Mar

IRAKLION, GREECE
STAR



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



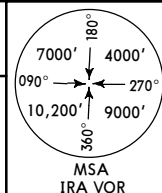
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JEPPesen
15 MAY 15 10-3 Eff 28 May

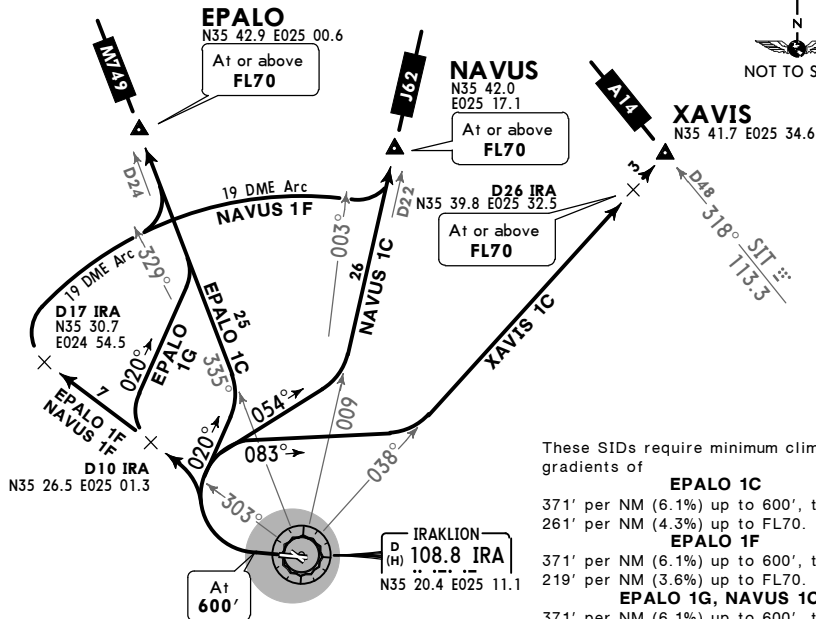
IRAKLION, GREECE
SID

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

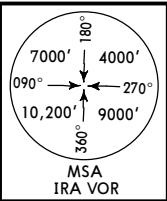


LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
15 MAY 15 (10-3A) 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.

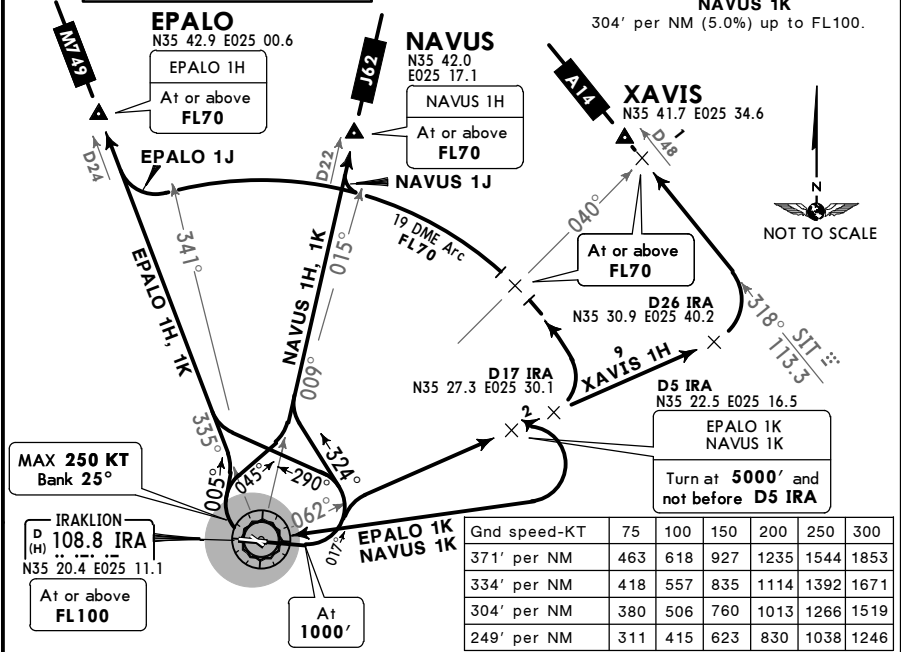


EPALO 1H [EPAL1H] @ EPALO 1J [EPAL1J], EPALO 1K [EPAL1K]
NAVUS 1H [NAVU1H] @ NAVUS 1J [NAVU1J], NAVUS 1K [NAVU1K]
XAVIS 1H [XAVIS1H]
RWY 09 DEPARTURES
BASED ON IRA

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.



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 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	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-14.

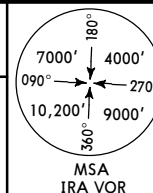
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
15 MAY 15 (10-3B) Eff 28 May

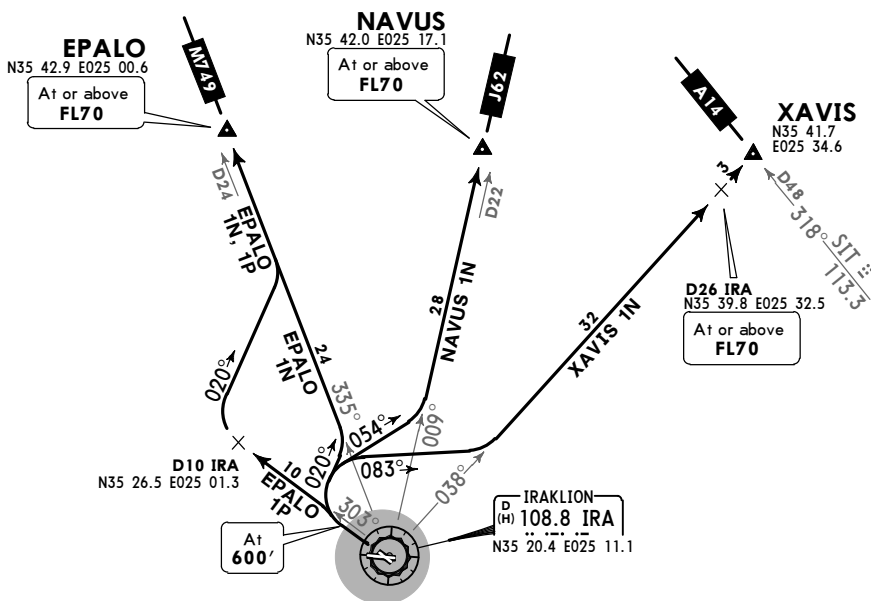
IRAKLION, GREECE
SID

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

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

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-14.

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)

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.

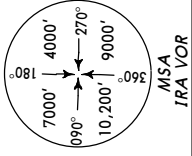
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 (10-3D) Eff 12 Dec

IRAKLION, GREECE
SID

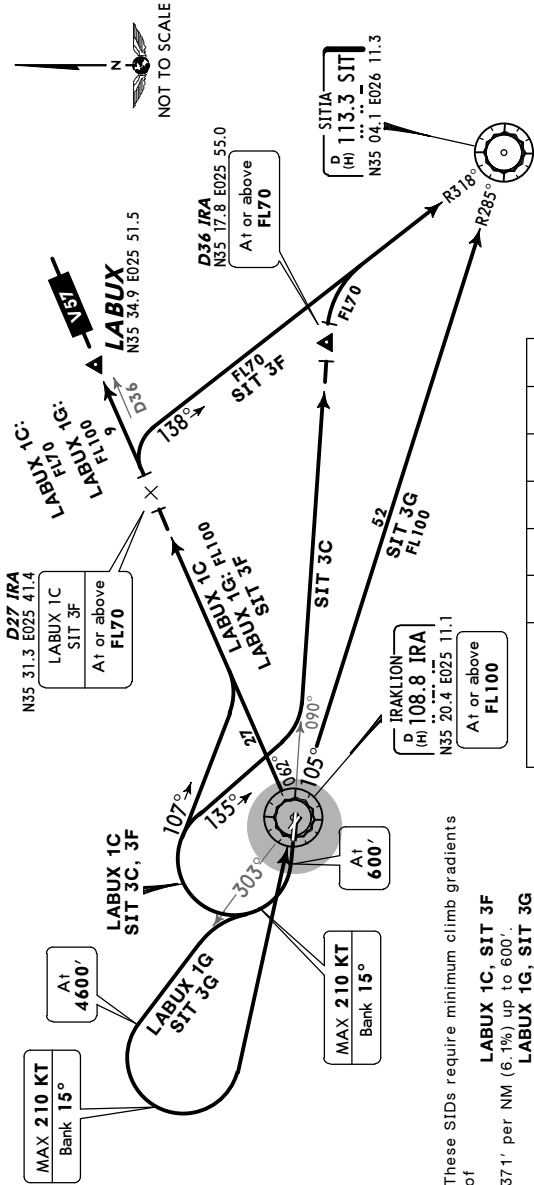
Apt Elev
115'

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

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-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

ROUTING

SID	ROUTING
LABUX 1C ①	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.

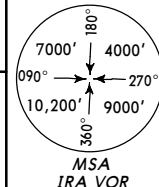
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
6 DEC 13 10-3E Eff 12 Dec

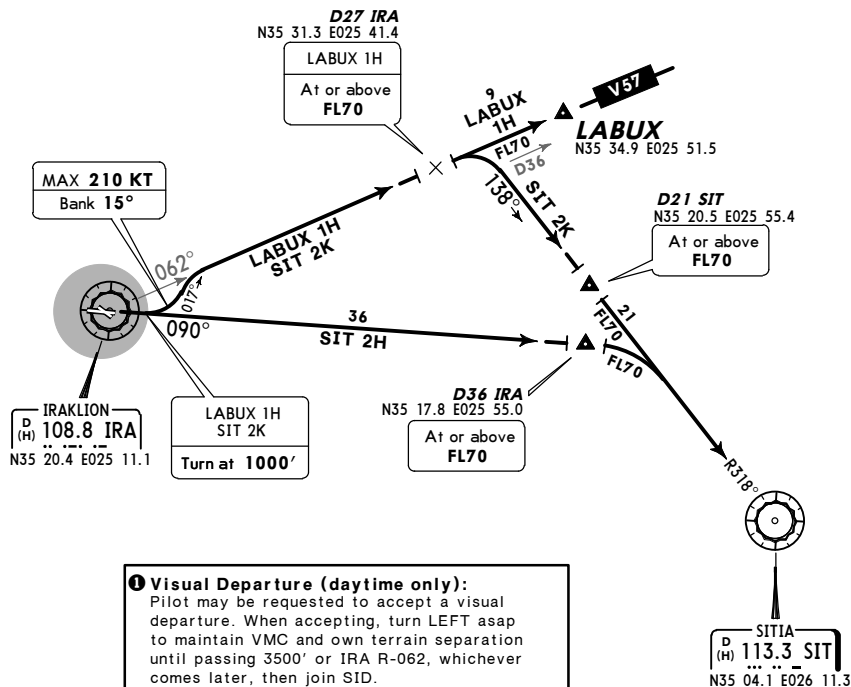
IRAKLION, GREECE
SID

Apt Elev
115'

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



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



① 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 ①	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 ①	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.

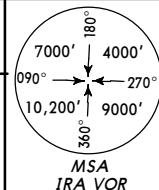
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6 DEC 13 (10-3F) Eff 12 Dec

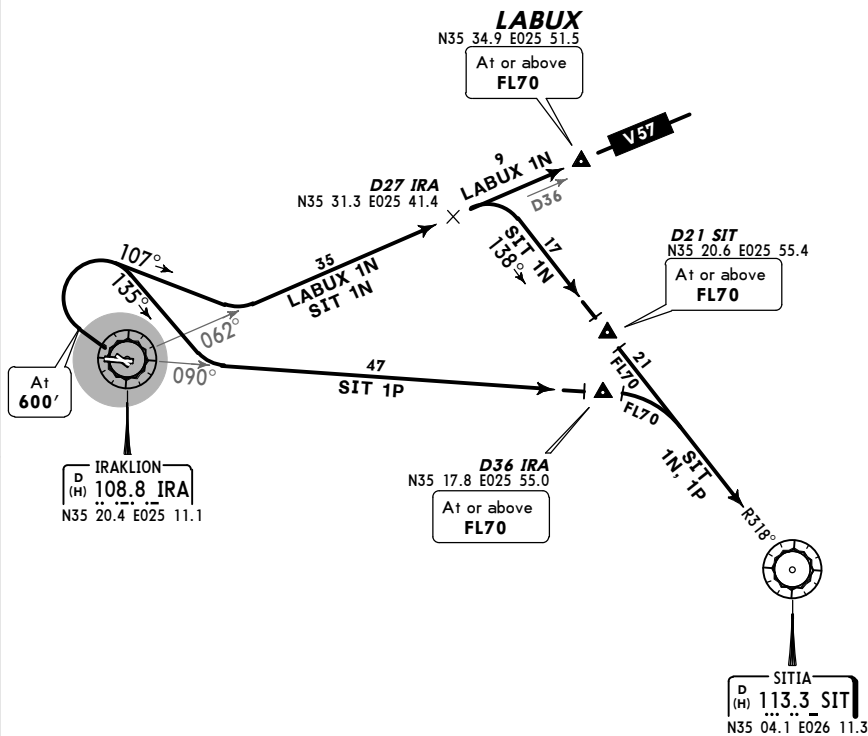
IRAKLION, GREECE
SID

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 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.

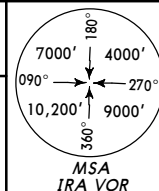
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
6 DEC 13 (10-3G) Eff 12 Dec

IRAKLION, GREECE
SID

Apt Elev
115'

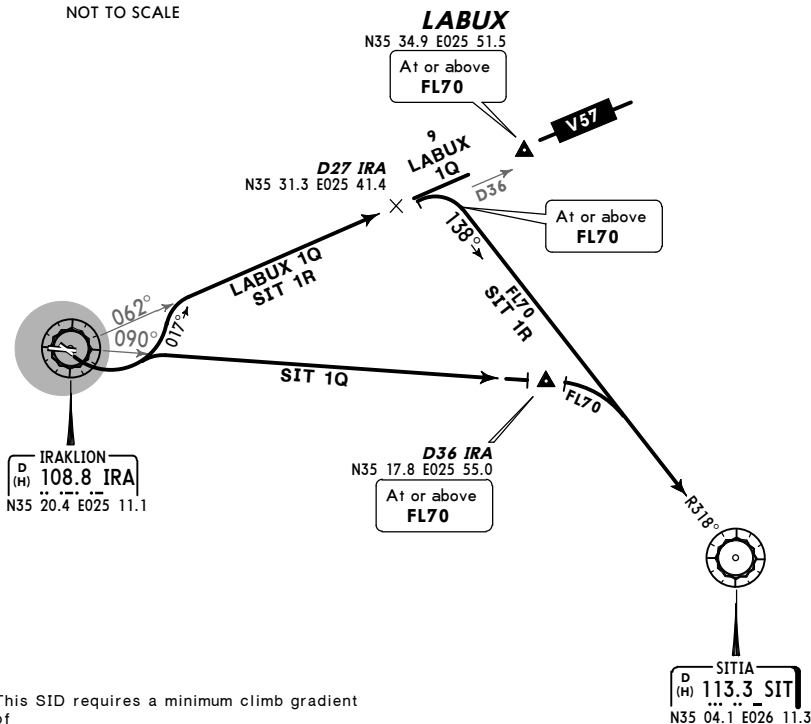
Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent
FL shall be specified by ATC.



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



Direct distance from
Nikos Kazantzakis Apt to:
SIT 52 NM



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.

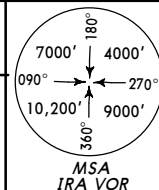
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JEPPesen
6 DEC 13 (10-3H) Eff 12 Dec

IRAKLION, GREECE
SID

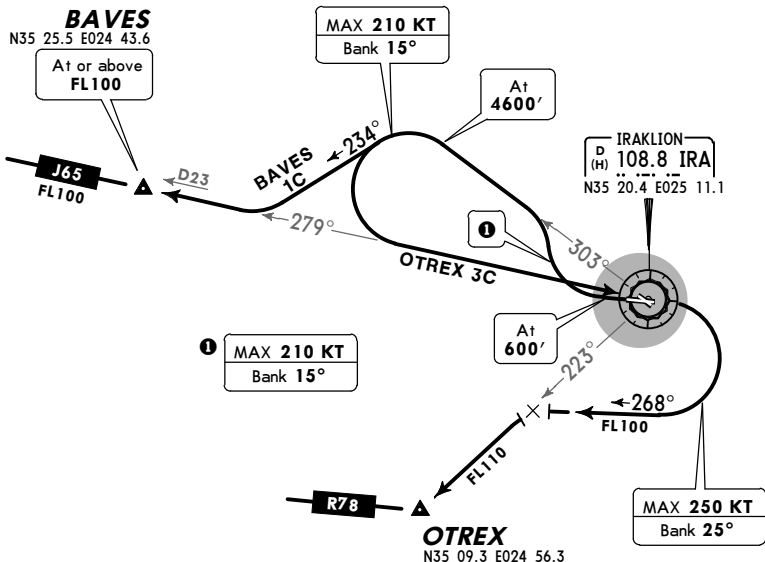
Apt Elev
115'

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 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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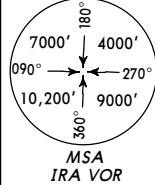
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6 DEC 13 10-3K Eff 12 Dec

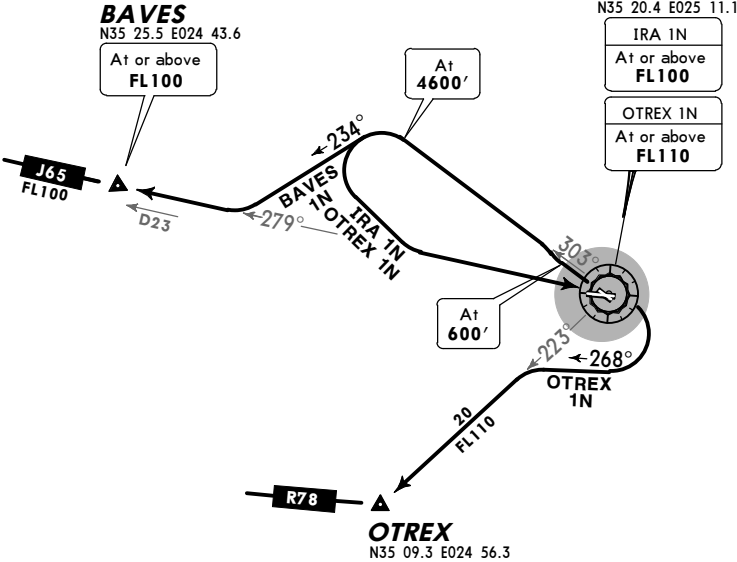
IRAKLION, GREECE
SID

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



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.

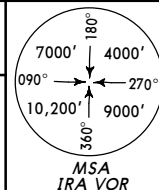
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NIKOS KAZANTZAKIS

JEPPesen
6 DEC 13 (10-3L) Eff 12 Dec

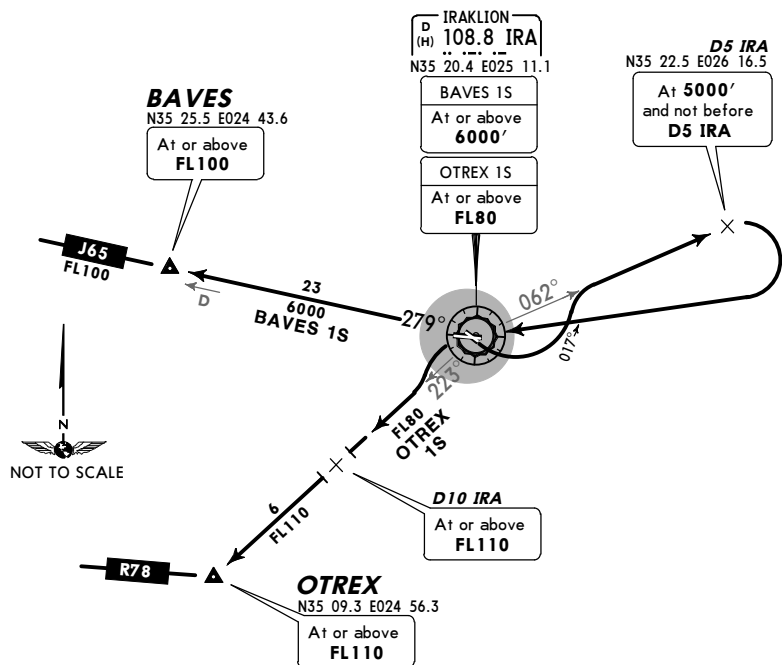
IRAKLION, GREECE
SID

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.



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.

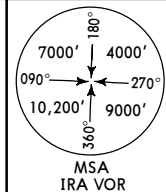
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
29 MAY 15 (10-3M)

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.

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



NAVUS
N35 42.0 E025 17.1
(IRA R-009/D22)

At or above
7000'

XAVIS

N35 41.7 E025 34.6
(113.3 SIT R-318/D48)

XAVIS 1D: 7000
XAVIS 1E: FL70

N35 32.2 E025 44.0

At or above
7000'



MAX
210 KT

NAVUS 1D
NAVUS 1E

NAVUS 1D
NAVUS 1E

NAVUS 1D
NAVUS 1E

NAVUS 1D
NAVUS 1E

NAVUS 1D
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NAVUS 1D
NAVUS 1E

NAVUS 1D
NAVUS 1E

NAVUS 1D
NAVUS 1E

XAVIS 1E

MAX 210 KT
Bank 15°

At 1000'

IRAKLION
431 HER

N35 20.2 E025 10.8

IRAKLION
108.8 IRA

N35 20.4 E025 11.1

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: Trans alt.

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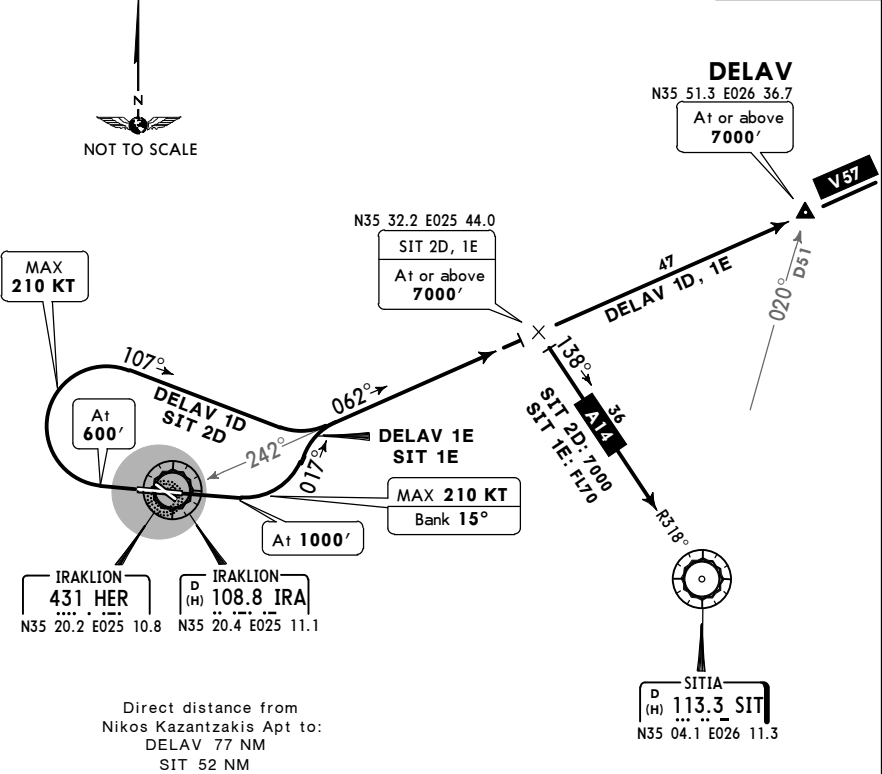
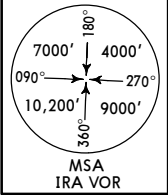
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
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.

DE LAV 1D [DE LA1D] , DE LAV 1E [DE LA1E]
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
DE LAV 1D	27	Climb straight ahead to 600', turn RIGHT, 107° track, intercept 062° bearing from HER to DE LAV, join airway V-57.
DE LAV 1E	09	Climb straight ahead to 1000', turn LEFT, 017° track, intercept 062° bearing from HER to DE LAV, 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

JEPPesen
29 MAY 15 10-3P

IRAKLION, GREECE
SID

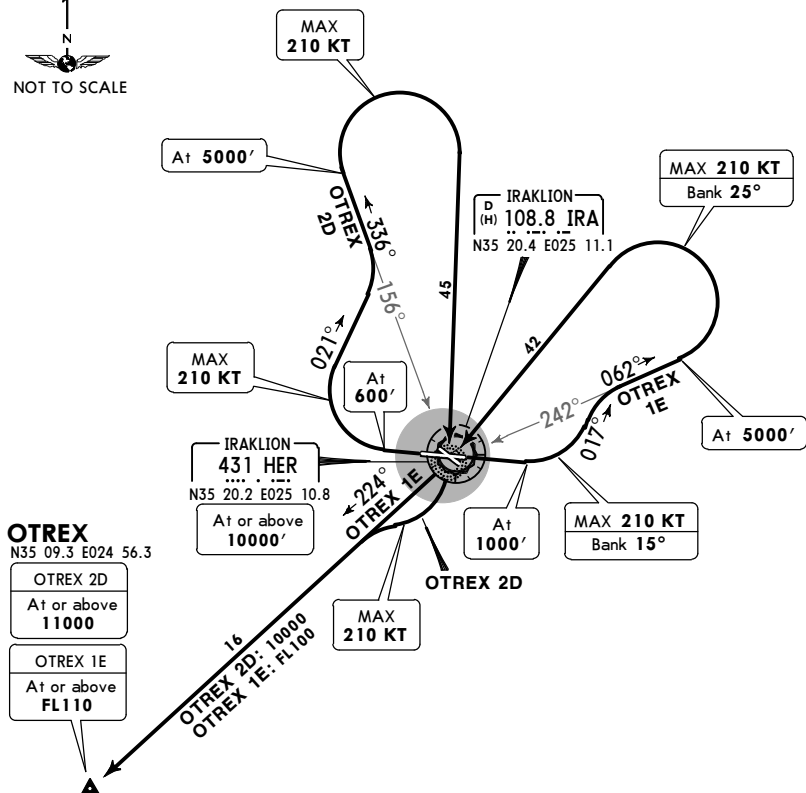
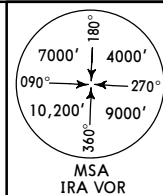
Apt Elev 115'

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.

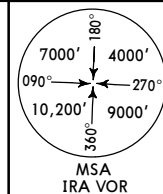
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
29 MAY 15 (10-3Q)

IRAKLION, GREECE
SID

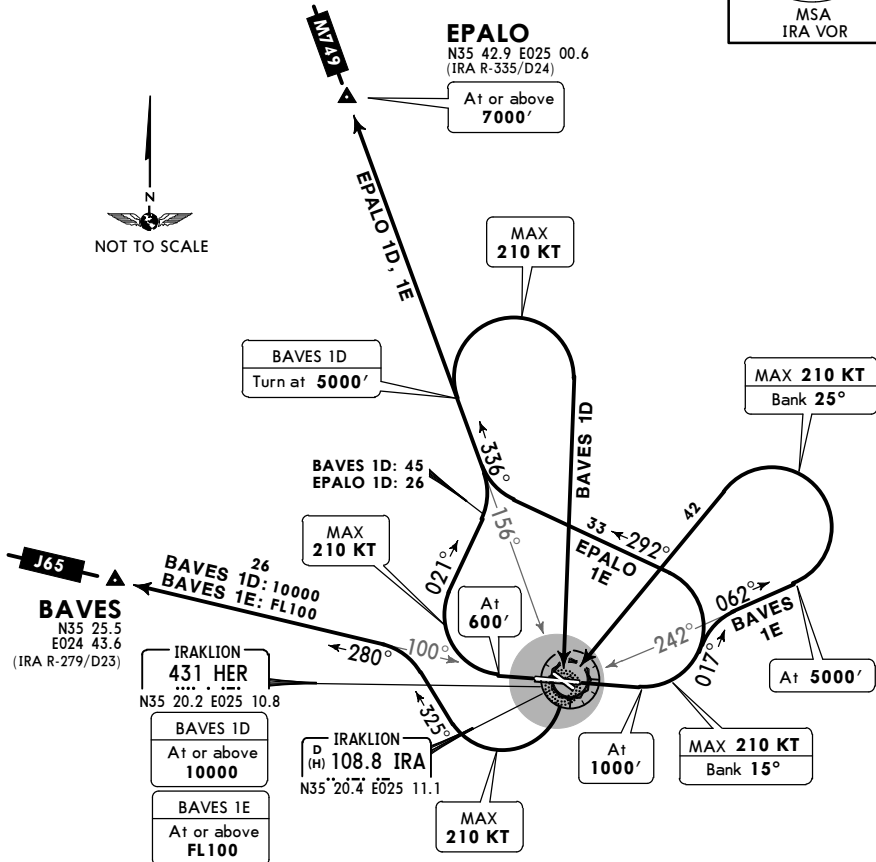
Apt Elev 115'
Trans level: By ATC Trans alt: 11000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER.
2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

BAVES 1D [BAVE1D] , BAVES 1E [BAVE1E]
EPALO 1D [EPAL1D] , EPALO 1E [EPAL1E]
RWYS 27, 09 DEPARTURES
USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER



EPALO
N35 42.9 E025 00.6
(IRA R-335/D24)

At or above
7000'



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.

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.

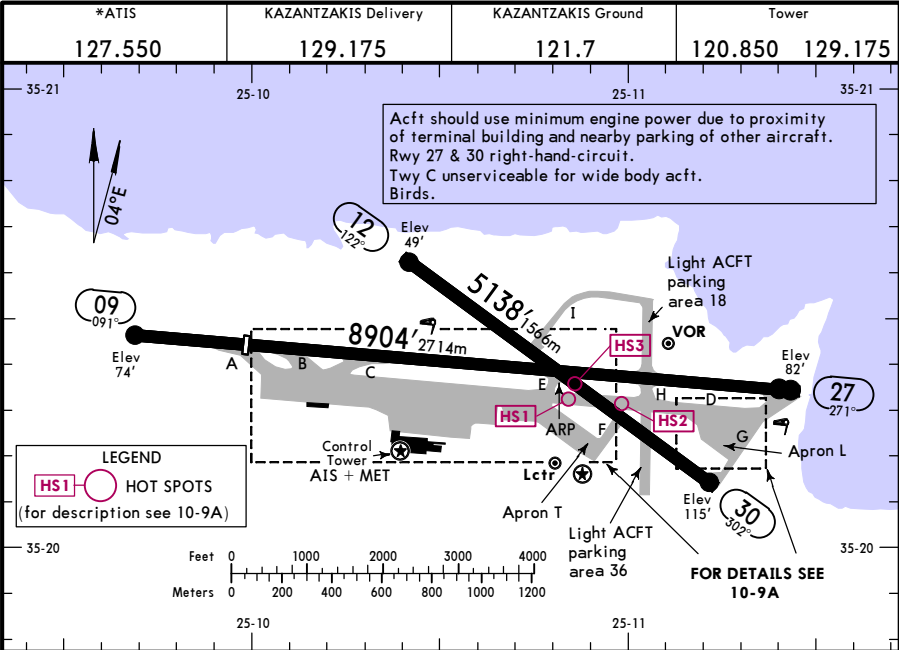
RUN-UP TESTS

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		WIDTH
				Threshold	Glide Slope	
09	MIRL REIL PAPI-L (3.02°)	RVR	7340'	2237m		148'
27	MIRL REIL PAPI-L (3.00°)	RVR				45m
12		RVR				164'
30						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

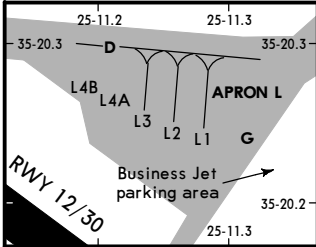
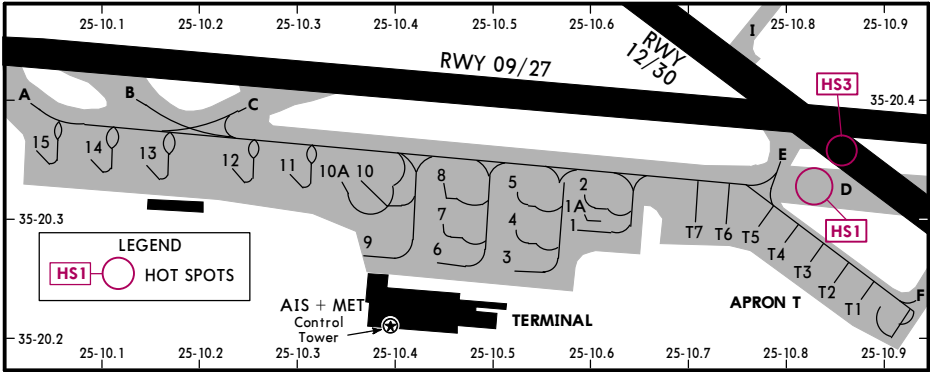
1. Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the airport. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:
- a) Severe turbulence during final apch, in take-off and initial 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 1		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	250m	500m
C		
D	300m	
① Operators applying U.S. Ops Specs: CL required below 300m.		

LGIR/HER

JEPPesen
11 SEP 15 **10-9A** Eff 17 Sep

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	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' 101'
12	N35 20.3 E025 10.2	T7	N35 20.3 E025 10.7	
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.

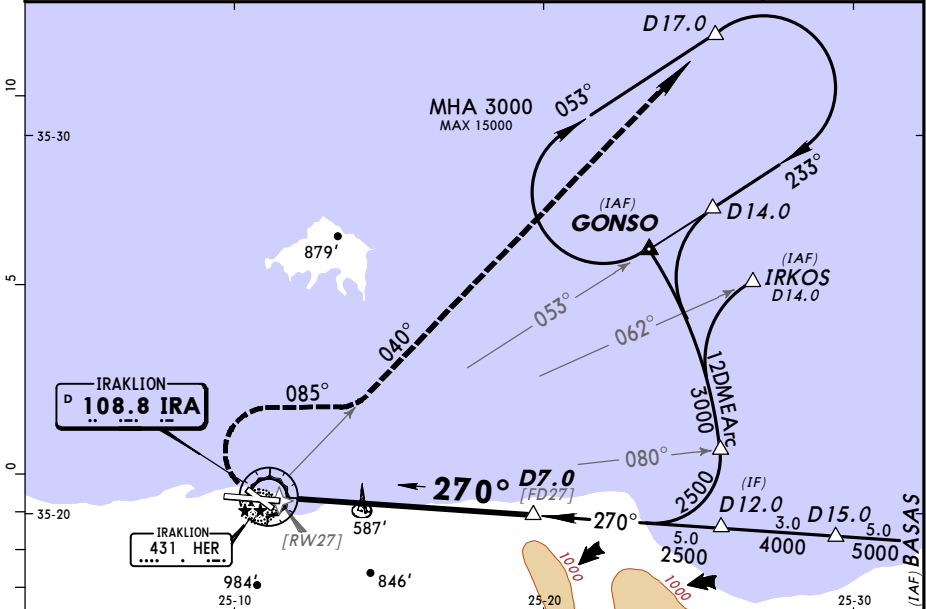
If any of stands 2, 5 or 8 is occupied, aircraft with wingspan of 184'/56m or more are not permitted to taxi on twy D next to these stands.

LGIR/HER
NIKOS KAZANTZAKIS

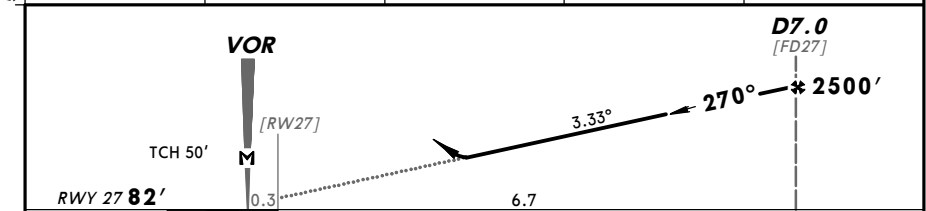
JEPPesen
31 JAN 14 **13-1** Eff 6 Feb

IRAKLION, GREECE
VOR Rwy 27

BRIEFING STRIP™	ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
	127.55		123.97	118.02	120.85	129.17	121.7
	VOR IRA 108.8	Final Apch Crs 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.						



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



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

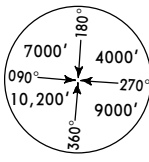
Standard STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND			
DA(H) 1100' (1018')						Not authorized South of runway			
RVR 1500m						Max Kts	MDA(H)	VIS	
A						100	1140' (1025')	1500m	
B						135	1140' (1025')	1600m	
C						180	1140' (1025')	2400m	
D	CMV 2400m					205	1140' (1025')	3600m	

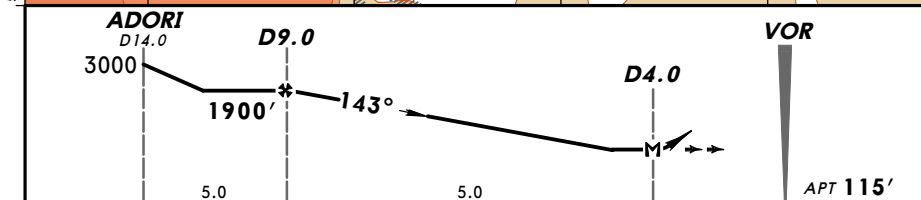
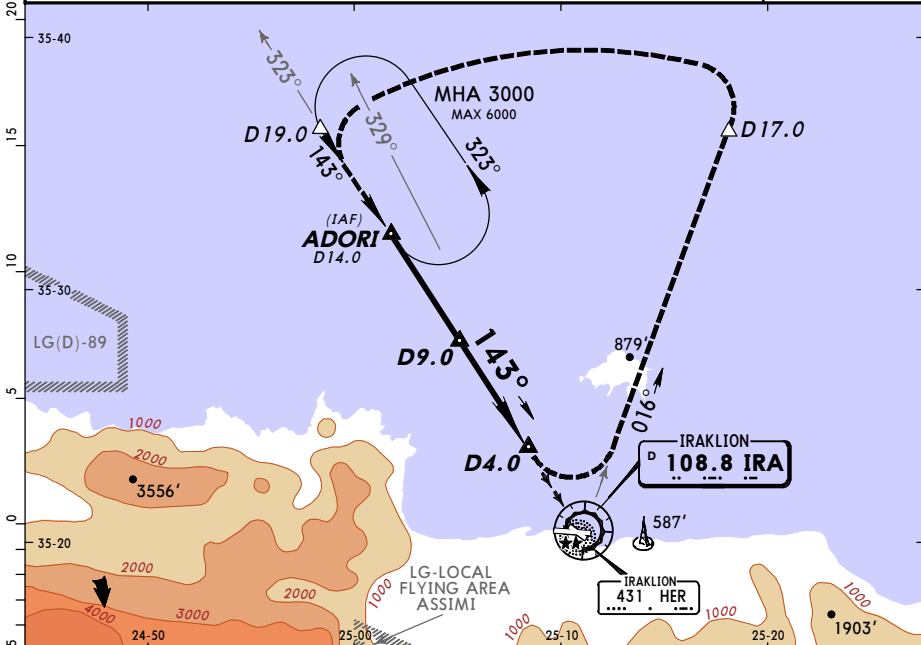
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
31 JAN 14 **13-2** Eff 6 Feb

IRAKLION, GREECE
VOR-B

BRIEFING STRIP™

ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.55		123.97 118.02		120.85 129.17		121.7
VOR IRA 108.8	Final Apch Crs 143°	Minimum Alt D9.0 1900' (1785')	MDA(H) 1100' (985')	Apt Elev 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 DME REQUIRED.		Apt Elev: 4 hPa		Trans level: By ATC		
						MSA IRA VOR



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

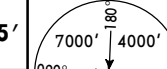
Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				Not authorized South of runway	
PANS OPS	A	NOT AUTHORIZED		Max Kts.	MDA(H) VIS
	B			100	1100' (985') 1500m
	C			135	1100' (985') 1600m
	D			180	1100' (985') 2400m
				205	1100' (985') 3600m

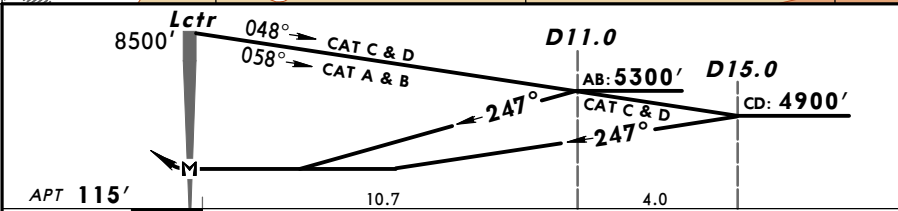
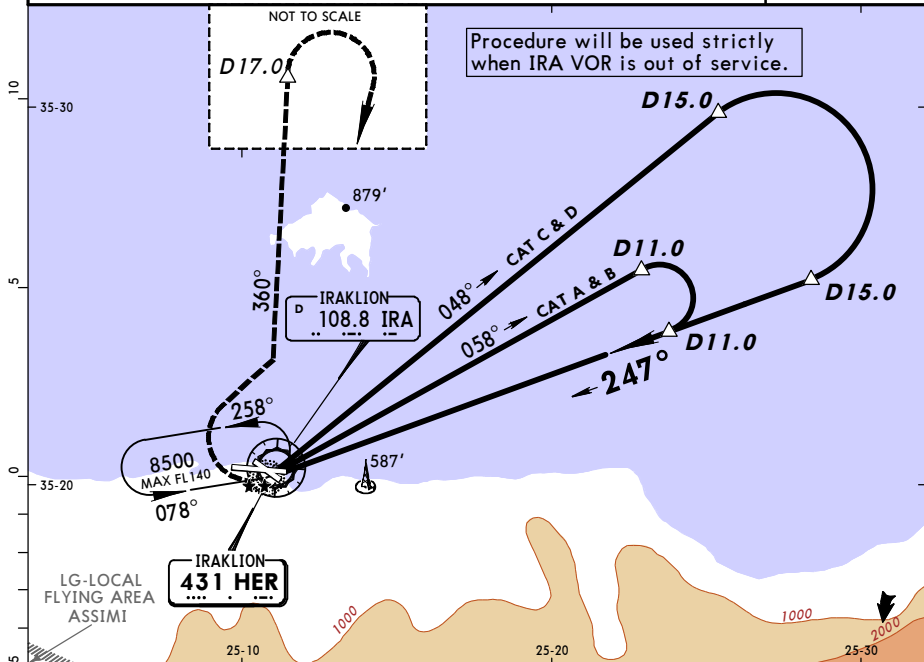
LGIR/HER
NIKOS KAZANTZAKIS

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'		 MSA HER Lctr
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.						



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

Standard		STRAIGHT-IN LANDING	CIRCLE-TO-LAND						
			Not authorized South of airport						
			Missed apch climb gradient mim 3.6%		Missed apch climb gradient mim 2.5%				
			Max Kts	MDA(H)	VIS	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



Chart changes since cycle 12-2016

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