

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGIR

Terminal Charts For LGIR

Revision Letter For Cycle 08-2013

Change Notices

Notebook

## General Information

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

Airport Use: Public  
Magnetic Variation: 3.9°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: 0348 Z  
Sunset: 1651 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

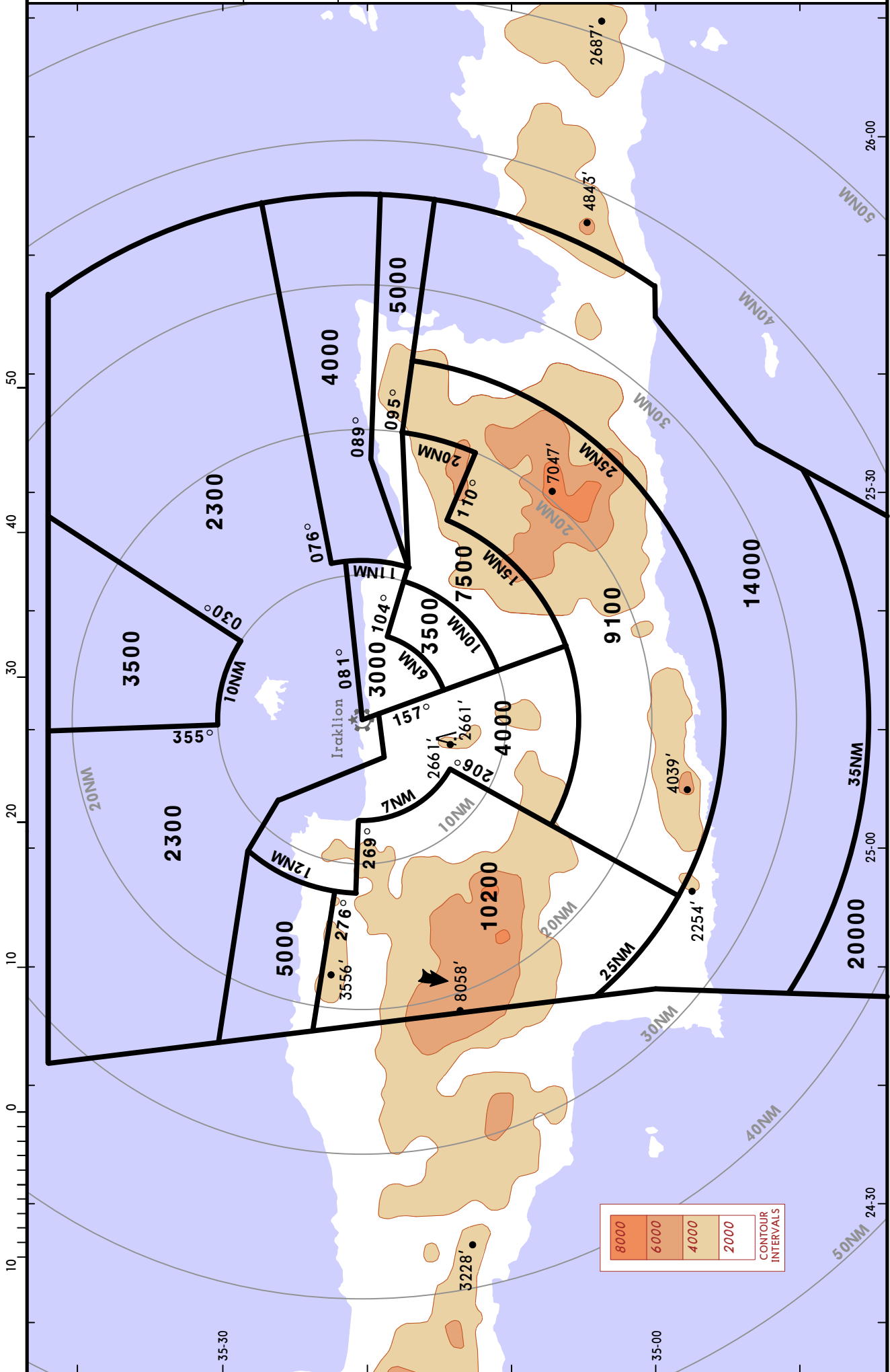
## Communication Information

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)  
123.97 118.02

Apt Elev  
115'

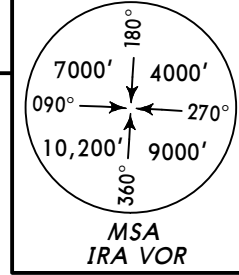
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



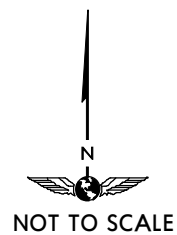
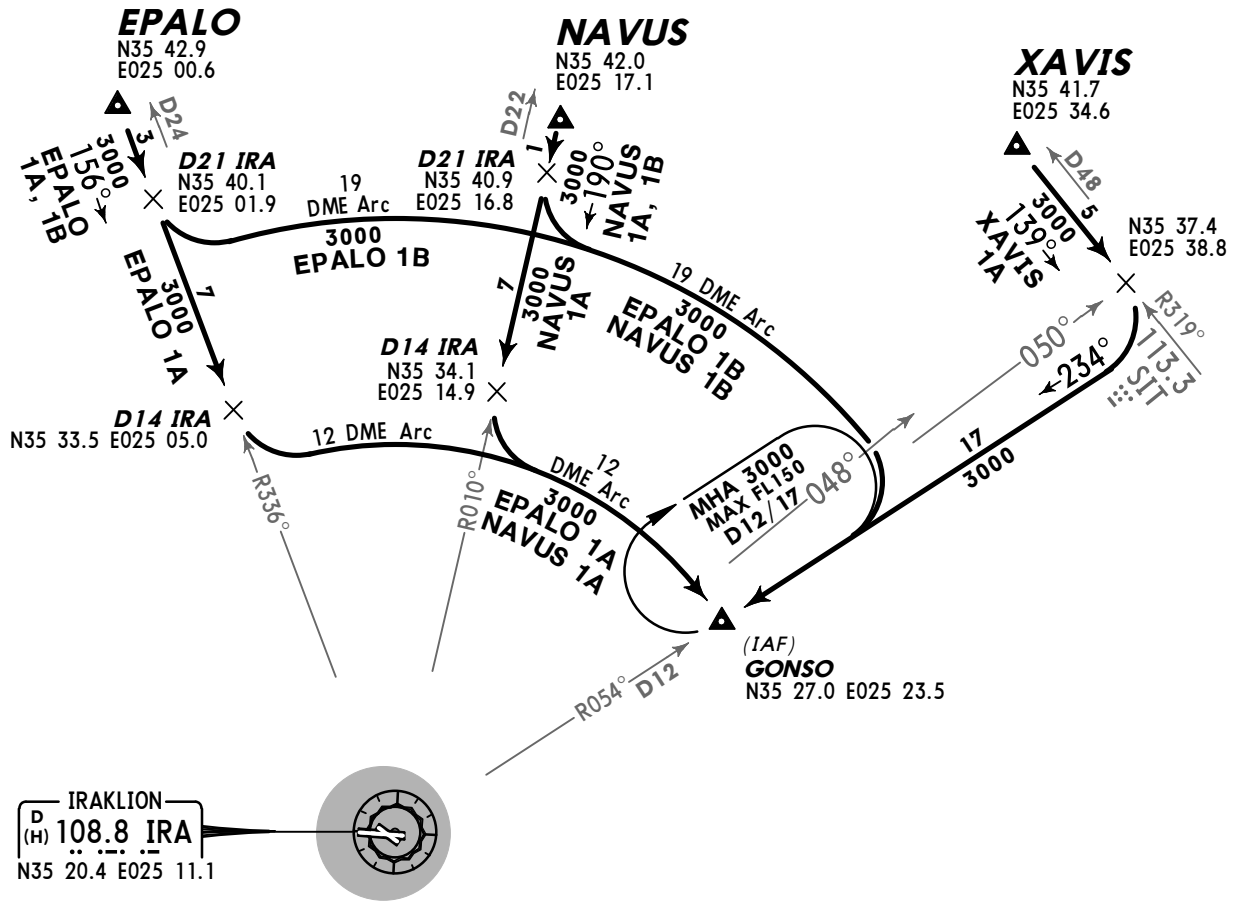
ATIS  
127.55

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

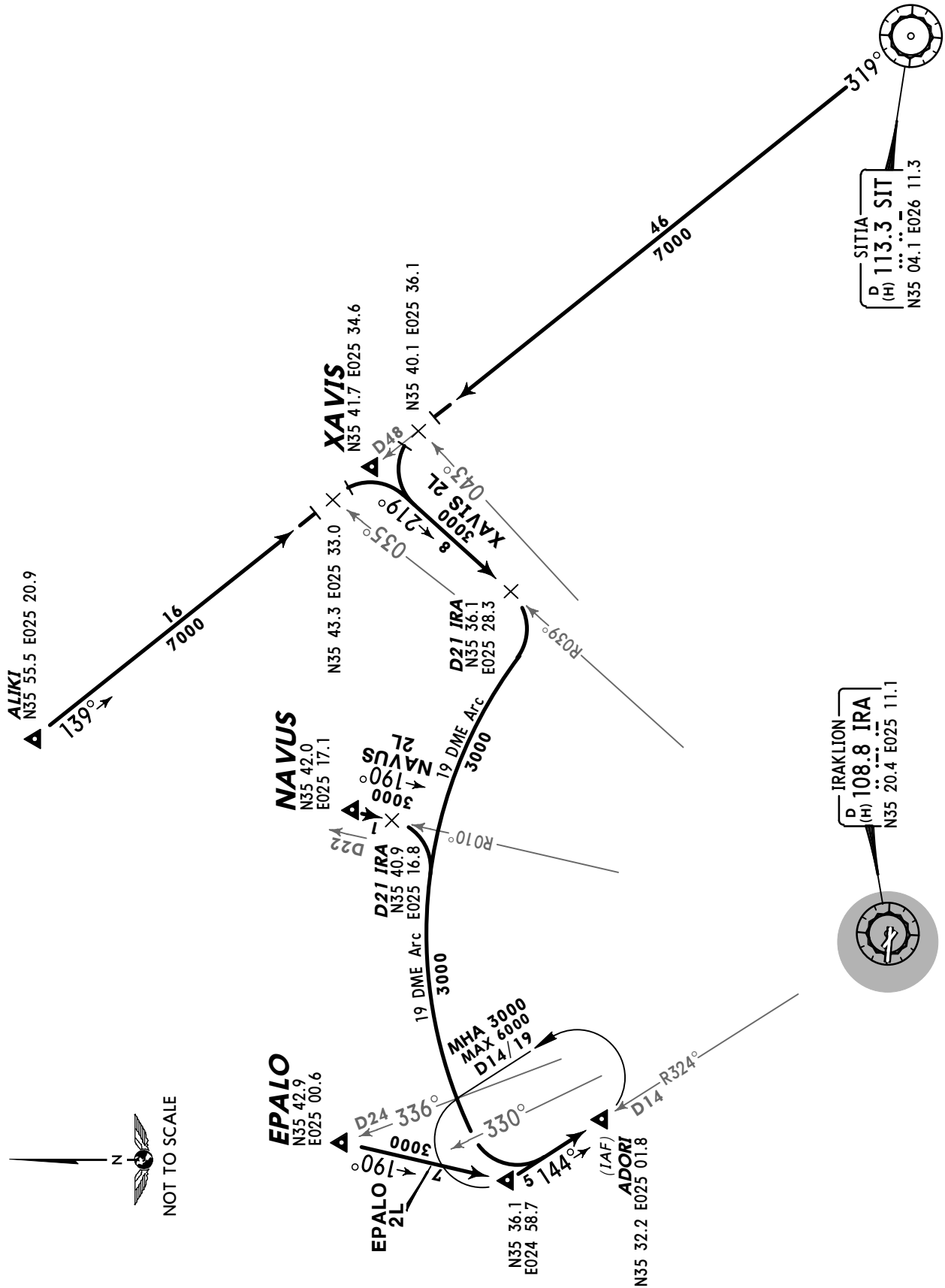
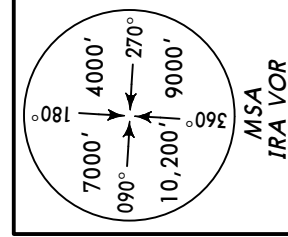


ATIS  
127.55

Apt Elev  
115'

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

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



SITIA SIT  
(H) 113.3 SIT  
N35 04.1 E026 11.3

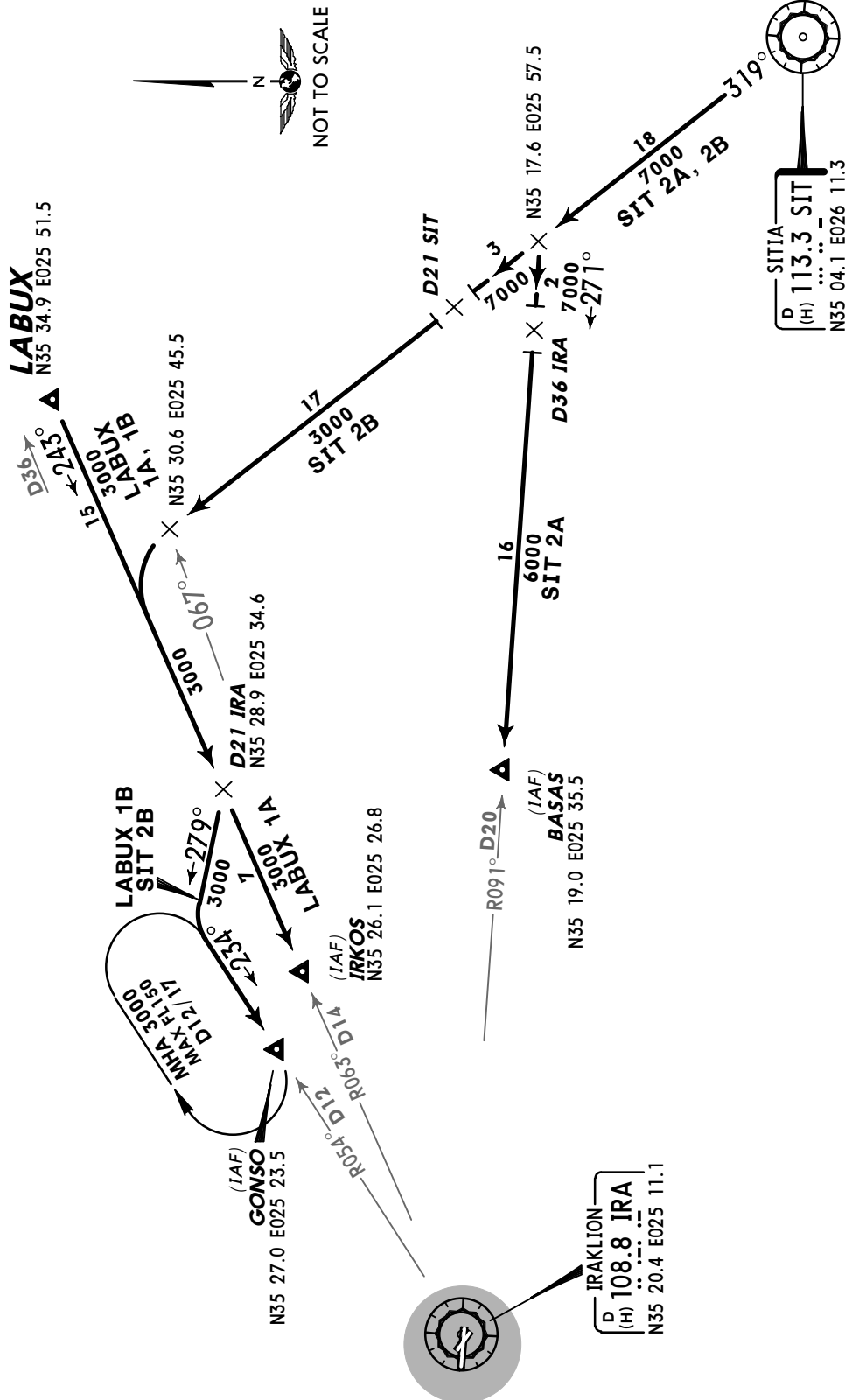
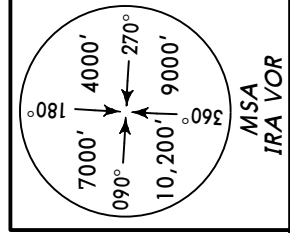
IRAKLION IRA  
(H) 108.8 IRA  
N35 20.4 E025 11.1

ATIS  
127.55

Apt Elev  
115'

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

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

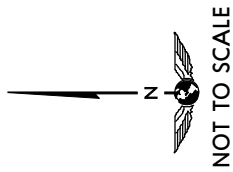
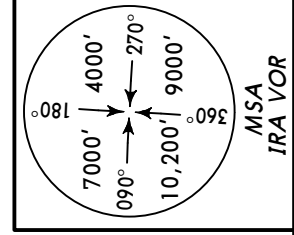


ATIS  
127.55

Apt Elev  
115'

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

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



NOT TO SCALE

LABUX  
N35 34.9 E025 51.5

LABUX 2L  
13  
3476°  
D336

D21 IRA  
N35 28.9 E025 34.6

SITIA  
D 113.3 SIT  
(H) 04.1 E026 11.3  
N35 04.1 E026 11.3

52  
9000  
SIT 1G, 2L

19 DME Arc  
3000

D19 IRA  
N35 38.2  
E025 02.6

MHA 3000  
MAX 6000  
D14 19

19  
3000  
SIT 2L

D14 R324°

(IAF)  
ADORI  
N35 32.2  
E025 01.8

MAX  
230 KT  
Bank 25°

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

336°

R105°

144°

330°

285°

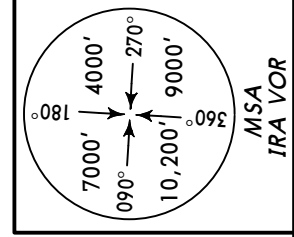


ATIS  
127.55

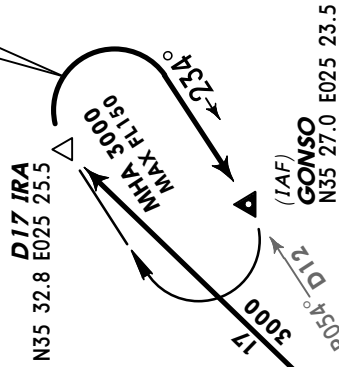
Apt Elev  
115'

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

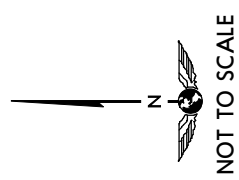
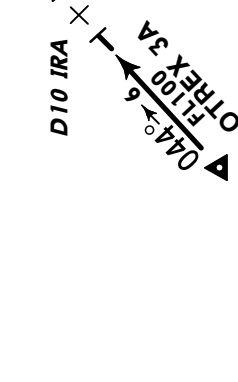
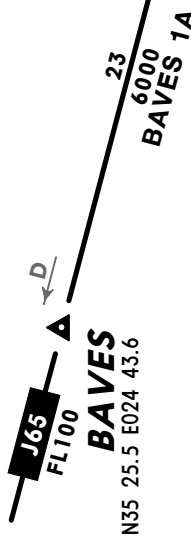
BAVES 1A [BAVE1A]  
OTREX 3A [OTRE3A]  
RWY 27 ARRIVALS



MAX  
230 KT  
Bank 25°



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

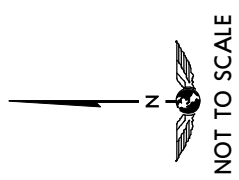
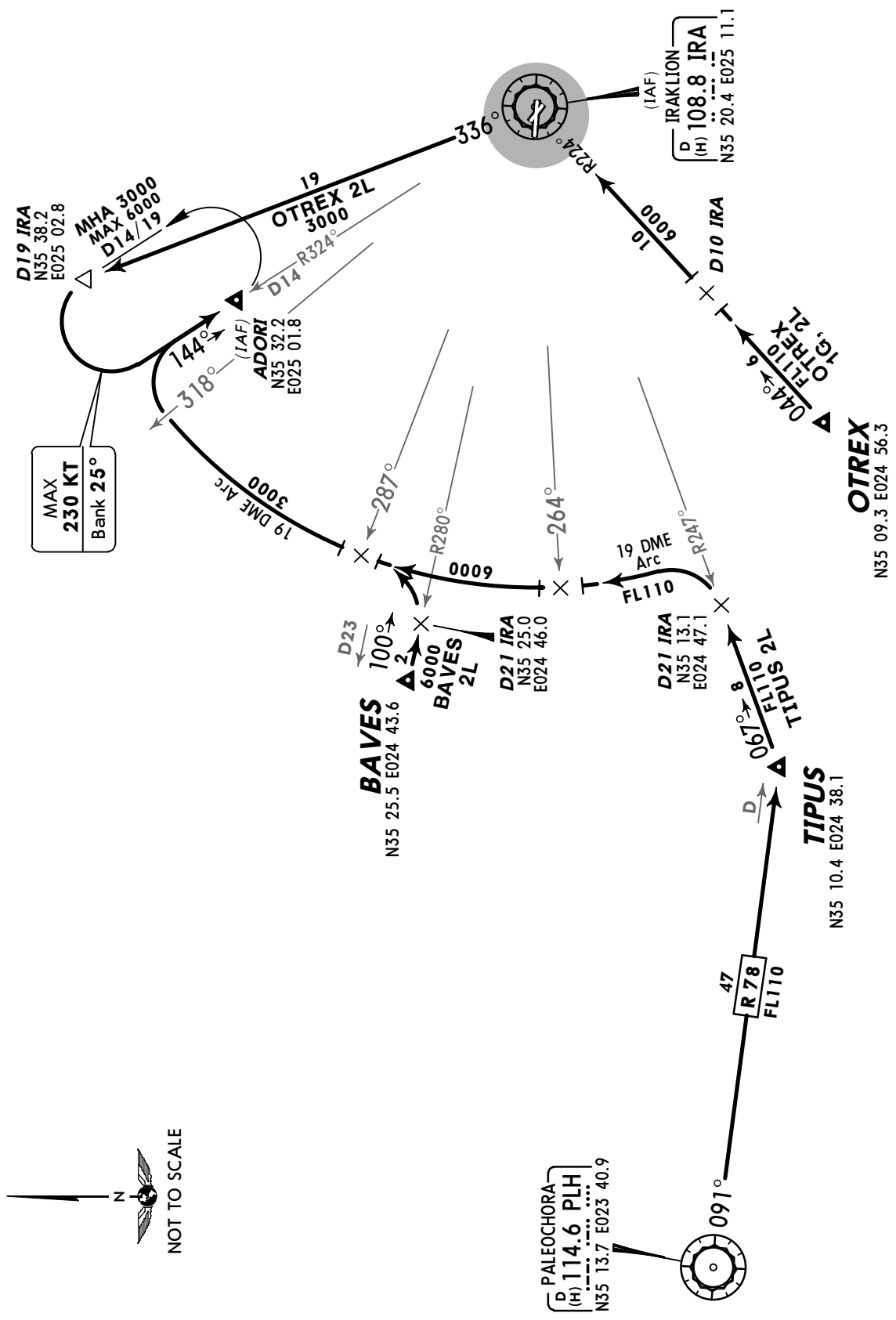
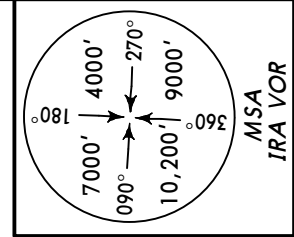


ATIS  
127.55

Apt Elev  
115'

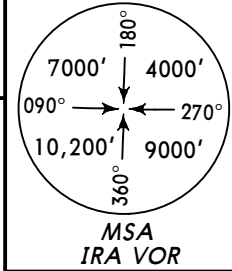
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

BAVES 2L [BAVE2L]  
OTREX 1G [OTRE1G]  
OTREX 2L [OTRE2L]  
TIPUS 2L [TIPU2L]  
RWY 09 ARRIVALS

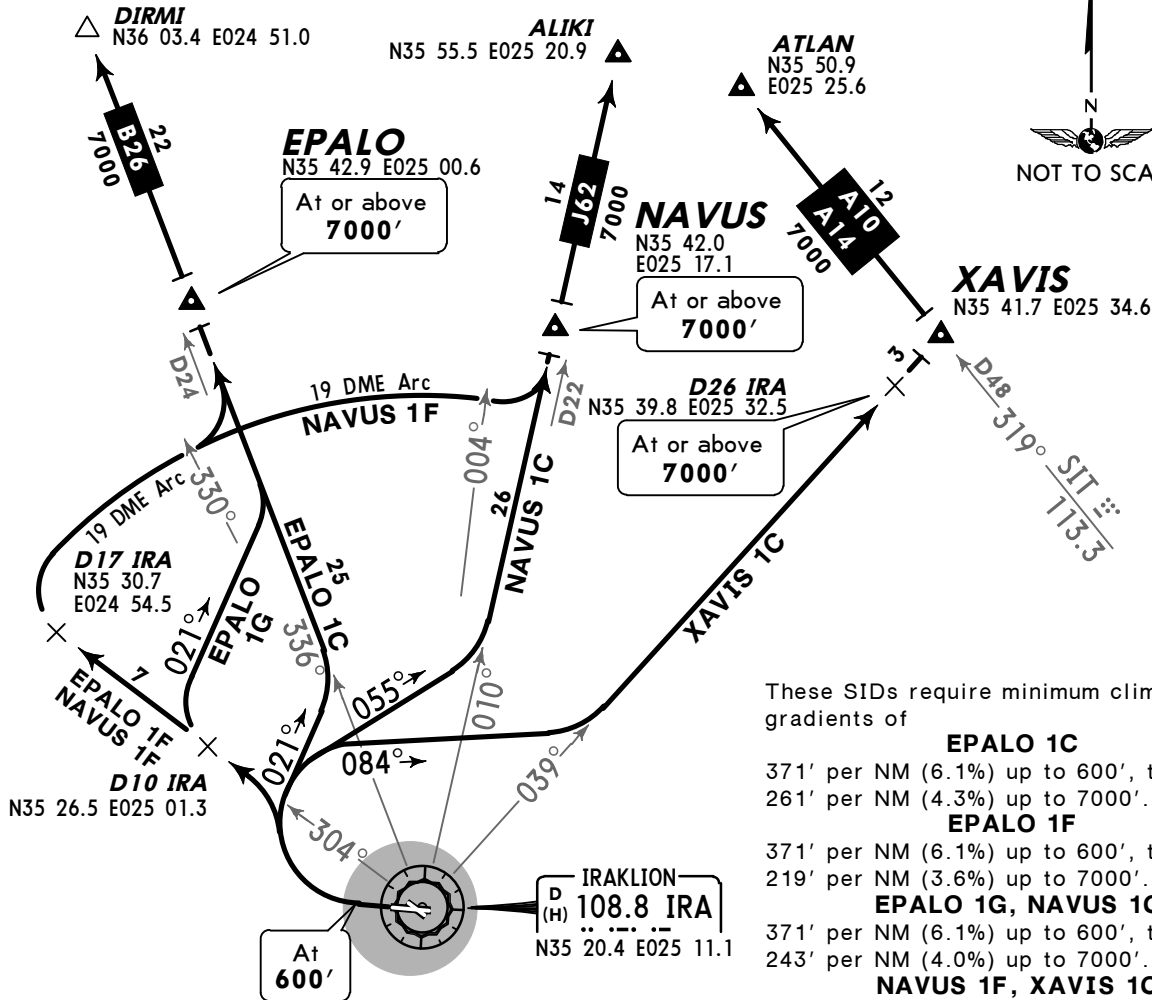


Apt Elev  
115'

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 7000'.
- EPALO 1F**  
371' per NM (6.1%) up to 600', then 219' per NM (3.6%) up to 7000'.
- EPALO 1G, NAVUS 1C**  
371' per NM (6.1%) up to 600', then 243' per NM (4.0%) up to 7000'.
- 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-336 (EPALO 1C)/ IRA R-010 (NAVUS 1C), whichever comes later, then join SID.

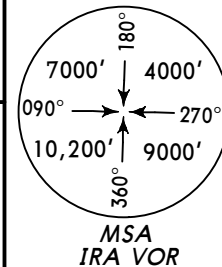
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
261' per NM	327	435	653	871	1089	1306
243' per NM	304	405	608	810	1013	1215
219' per NM	273	365	547	729	911	1094

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

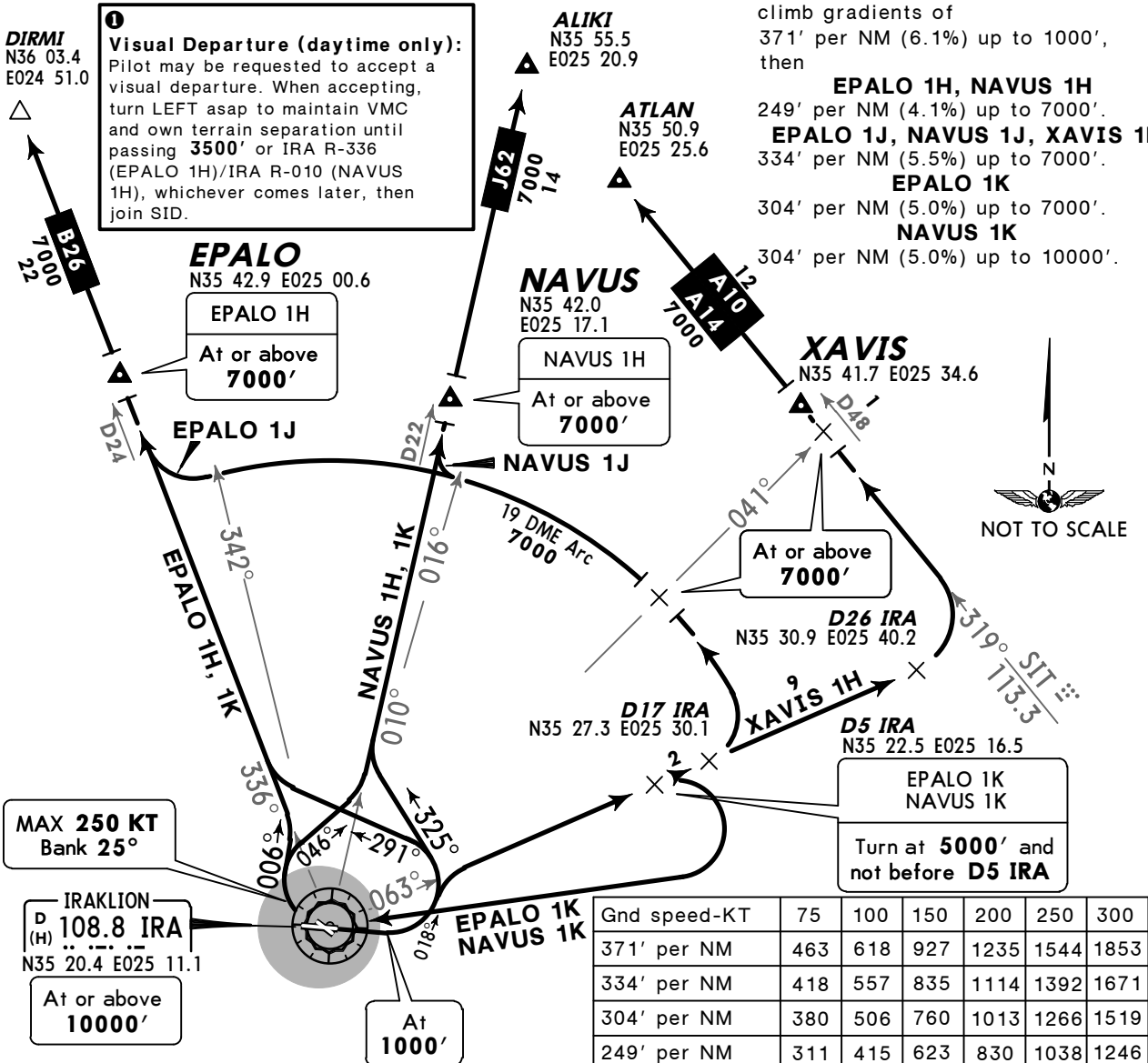
SID	ROUTING
<b>EPALO 1C</b> ①	Climb straight ahead to 600', turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B-26.
<b>EPALO 1F</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304 to D17 IRA, turn RIGHT, along IRA 19 DME arc, when passing IRA R-330 turn LEFT, intercept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

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]①, EPALO 1J [EPAL1J], EPALO 1K [EPAL1K]  
NAVUS 1H [NAVU1H]①, 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-336 (EPALO 1H)/IRA R-010 (NAVUS 1H), whichever comes later, then join SID.

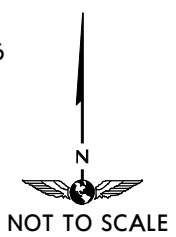
These SIDs require minimum climb gradients of 371' per NM (6.1%) up to 1000', then

**EPALO 1H, NAVUS 1H**  
249' per NM (4.1%) up to 7000'.  
**EPALO 1J, NAVUS 1J, XAVIS 1H**  
334' per NM (5.5%) up to 7000'.  
**EPALO 1K**  
304' per NM (5.0%) up to 7000'.  
**NAVUS 1K**  
304' per NM (5.0%) up to 10000'.

MAX 250 KT  
Bank 25°

IRAKLION  
D (H) 108.8 IRA  
N35 20.4 E025 11.1  
At or above  
10000'

At  
1000'

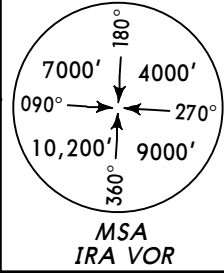


Execute initial turn with MAX 210 KT, minimum bank angle 15°.

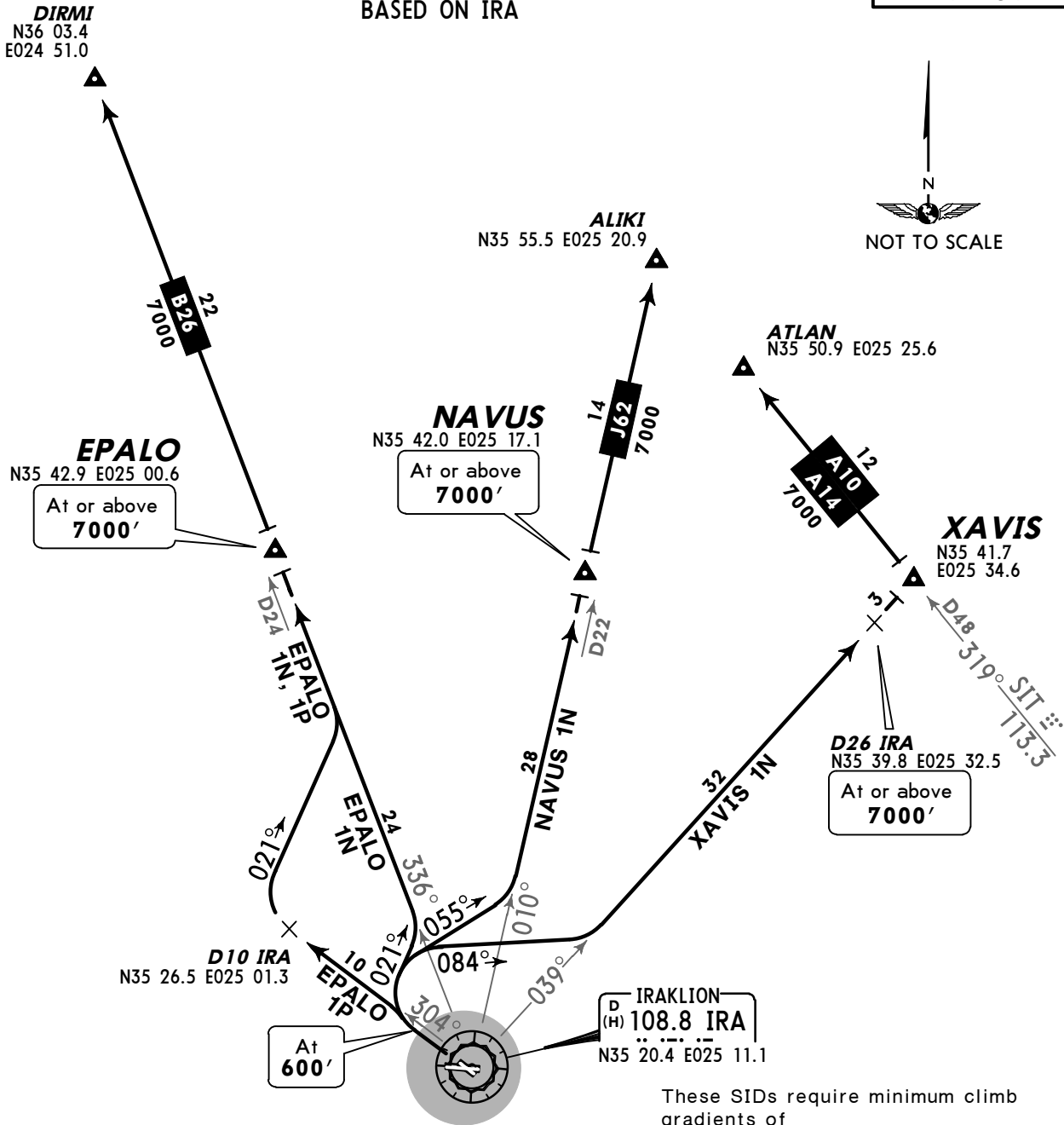
SID	ROUTING
<b>EPALO 1H</b> ①	Climb straight ahead to 1000', turn LEFT, 291° track, intercept IRA R-336 to EPALO, then join airway B-26.
<b>EPALO 1J</b>	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-342 turn RIGHT,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

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

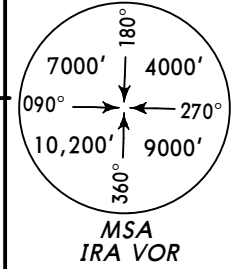
- EPALO 1N**  
292' per NM (4.8%) up to 7000'.
- EPALO 1P**  
255' per NM (4.2%) up to 7000'.
- NAVUS 1N**  
286' per NM (4.7%) up to 7000'.
- XAVIS 1N**  
225' per NM (3.7%) up to 7000'.

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

Apt Elev  
115'

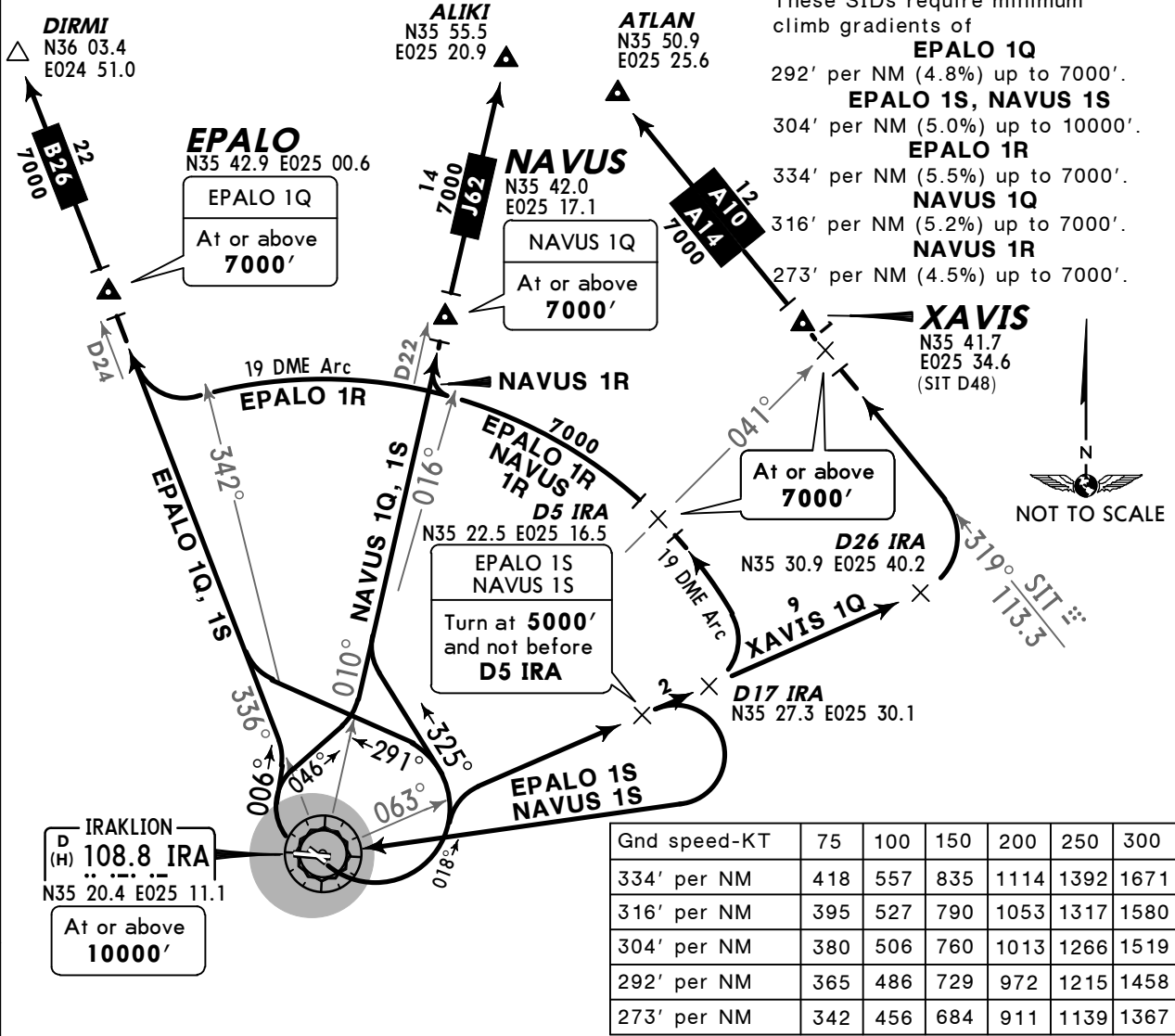
Trans level: By ATC Trans alt: 6000'  
When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



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 7000'.
- EPALO 1S, NAVUS 1S**  
304' per NM (5.0%) up to 10000'.
- EPALO 1R**  
334' per NM (5.5%) up to 7000'.
- NAVUS 1Q**  
316' per NM (5.2%) up to 7000'.
- NAVUS 1R**  
273' per NM (4.5%) up to 7000'.
- XAVIS**  
N35 41.7 E025 34.6 (SIT D48)

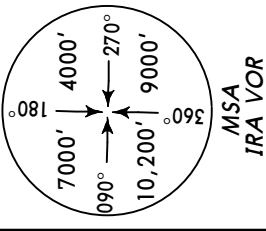


A minimum visibility of 10 KM and ceiling of 2000' is required.  
During initial climb remain in visual contact with terrain and maintain own terrain separation until passing 2000'.  
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
<b>EPALO 1Q</b>	Turn LEFT as soon as possible, 291° track, intercept IRA R-336 to EPALO, then join airway B-26.
<b>EPALO 1R</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-342 turn RIGHT, intercept IRA R-336 to EPALO, then join airway B-26.
<b>EPALO 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 006° track, intercept IRA R-336 to EPALO, then join airway B-26.
<b>NAVUS 1Q</b>	Turn LEFT as soon as possible, 325° track, intercept IRA R-010 to NAVUS, then join airway J-62.
<b>NAVUS 1R</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA 19 DME arc, when passing IRA R-016 turn RIGHT, intercept IRA R-010 to NAVUS, then join airway J-62.
<b>NAVUS 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, 046° track, intercept IRA R-010 to NAVUS, then join airway J-62.
<b>XAVIS 1Q</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D26 IRA, turn LEFT, intercept SIT R-319 to XAVIS, then join airway A-10 or A-14.

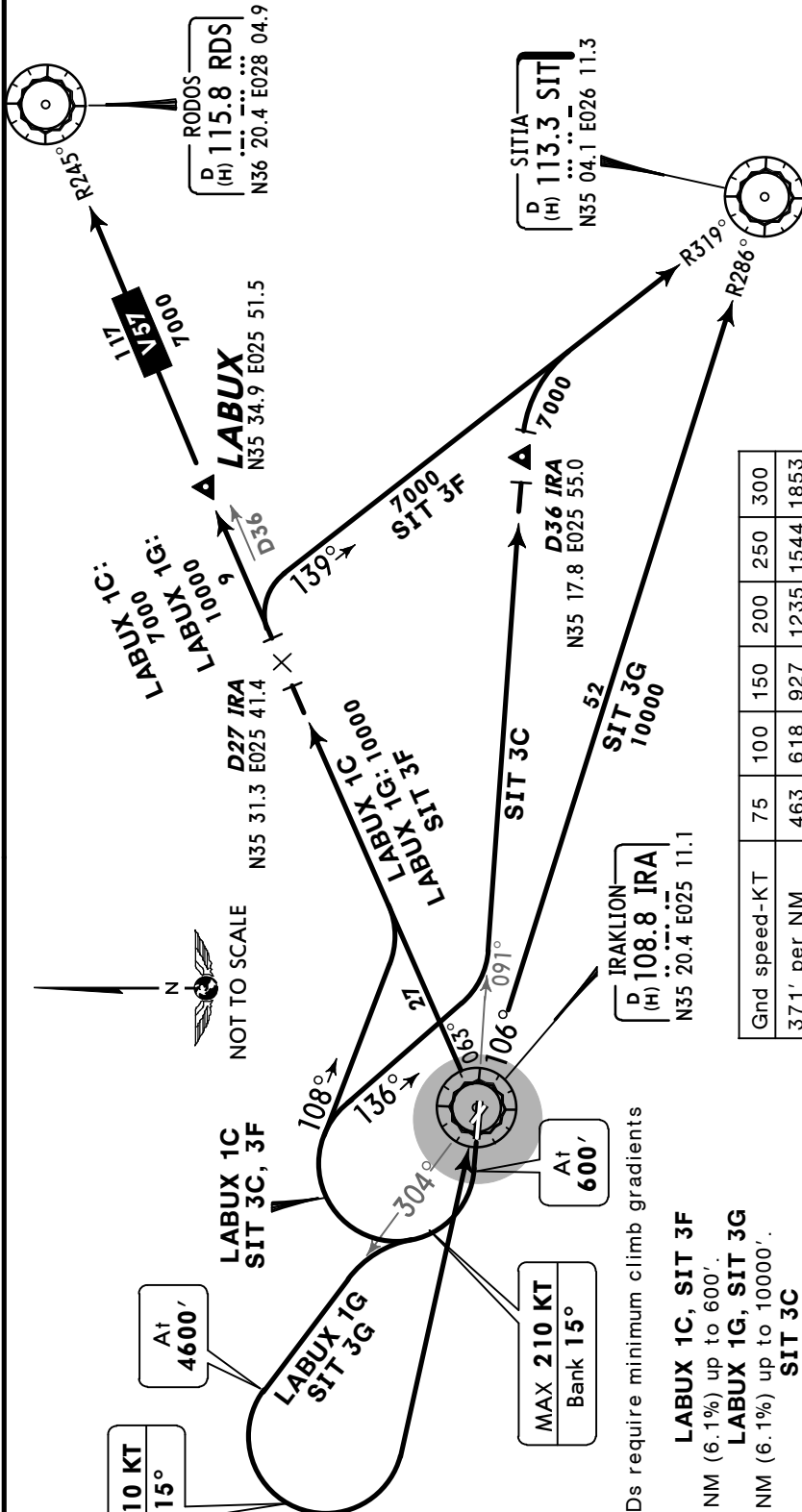
Apt Elev  
115'

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

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



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	
<b>LABUX 1C</b>	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway V-57.
<b>LABUX 1G</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, IRA R-063 to LABUX, then join airway V-57.
<b>SIT 3C</b>	Climb straight ahead to 600', turn RIGHT, 136° track, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
<b>SIT 3F</b>	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
<b>SIT 3G</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, IRA R-106 to SIT.

MAX 210 KT  
Bank 15°

At 4600'

MAX 210 KT  
Bank 15°

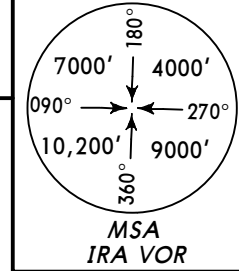
These SIDs require minimum climb gradients of

- LABUX 1C, SIT 3F**  
371' per NM (6.1%) up to 600'.
- LABUX 1G, SIT 3G**  
371' per NM (6.1%) up to 10000'.
- SIT 3C**  
371' per NM (6.1%) up to 600', then  
304' per NM (5.0%) up to 7000'.

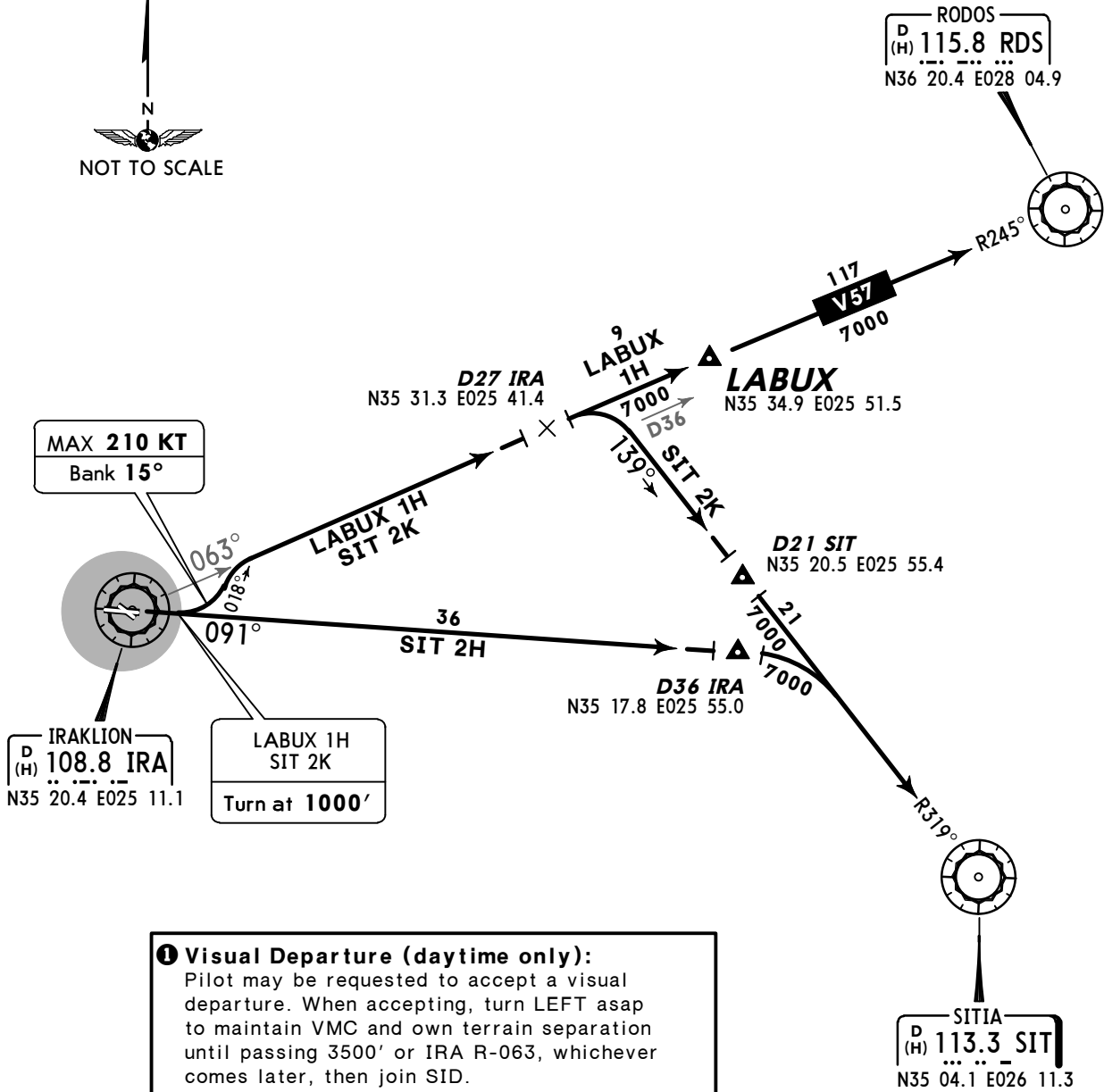
A visual climb up to 500' is required due to obstructions within 1200m from DER.

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-063, whichever comes later, then join SID.

These SIDs require minimum climb gradients of

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

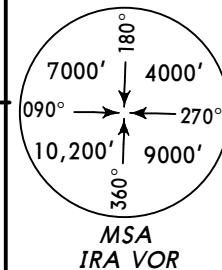
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
219' per NM	273	365	547	729	911	1094

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

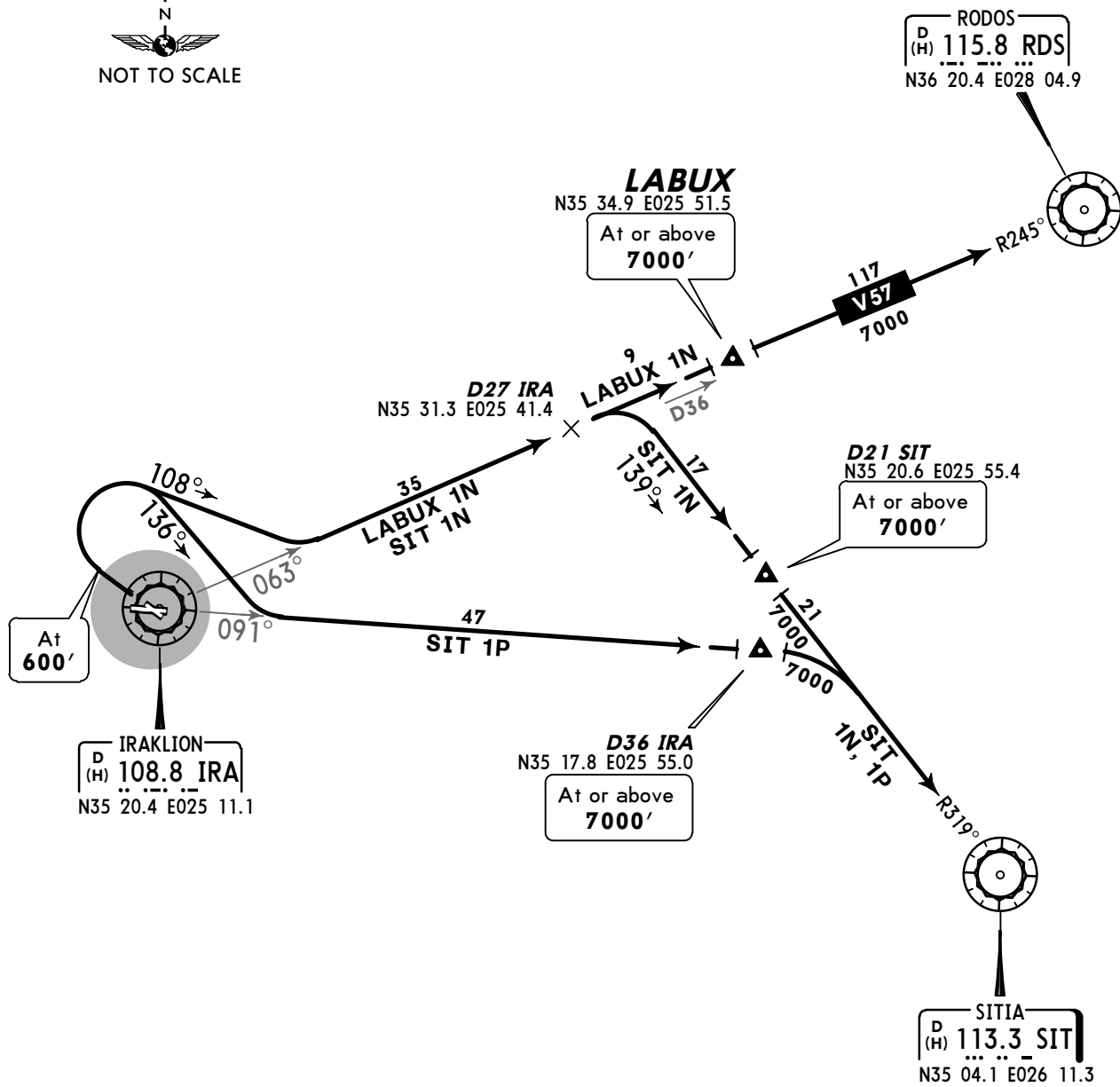


Apt Elev  
115'

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



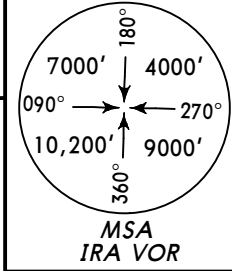
**LABUX 1N [LABU1N]  
SIT 1N, SIT 1P  
RWY 30 DEPARTURES  
BASED ON IRA**



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

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.

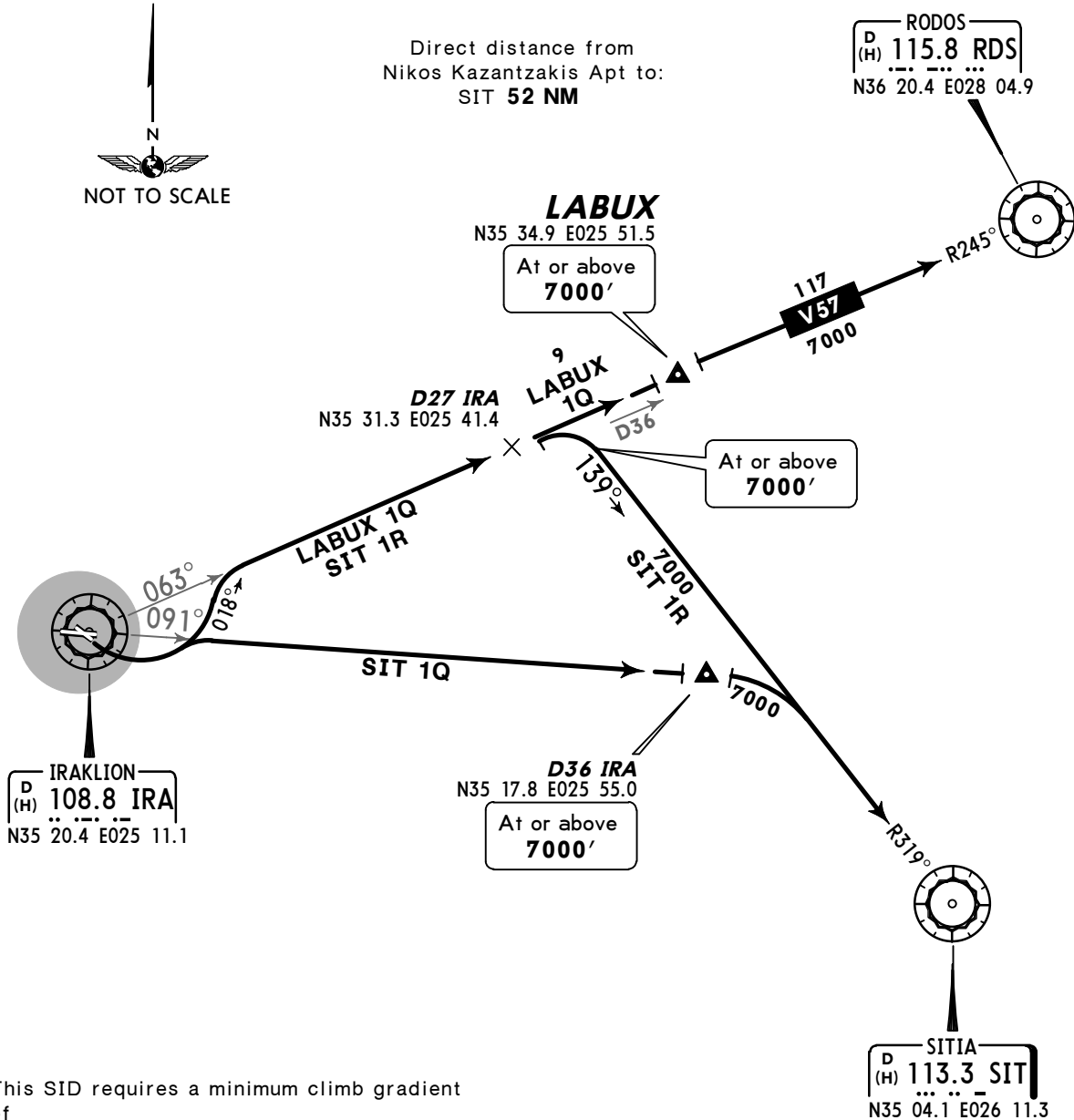


**LABUX 1Q [LABU1Q]  
SIT 1Q, SIT 1R  
RWY 12 DEPARTURES  
BASED ON IRA**



Direct distance from  
Nikos Kazantzakis Apt to:  
SIT 52 NM

RODOS  
D 115.8 RDS  
(H) ...  
N36 20.4 E028 04.9



This SID requires a minimum climb gradient of

**SIT 1Q**

219' per NM (3.6%) up to 7000'.

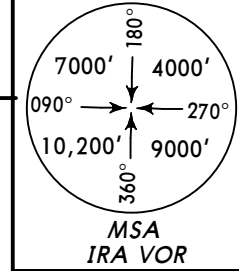
Gnd speed-KT	75	100	150	200	250	300
219' per NM	273	365	547	729	911	1094

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

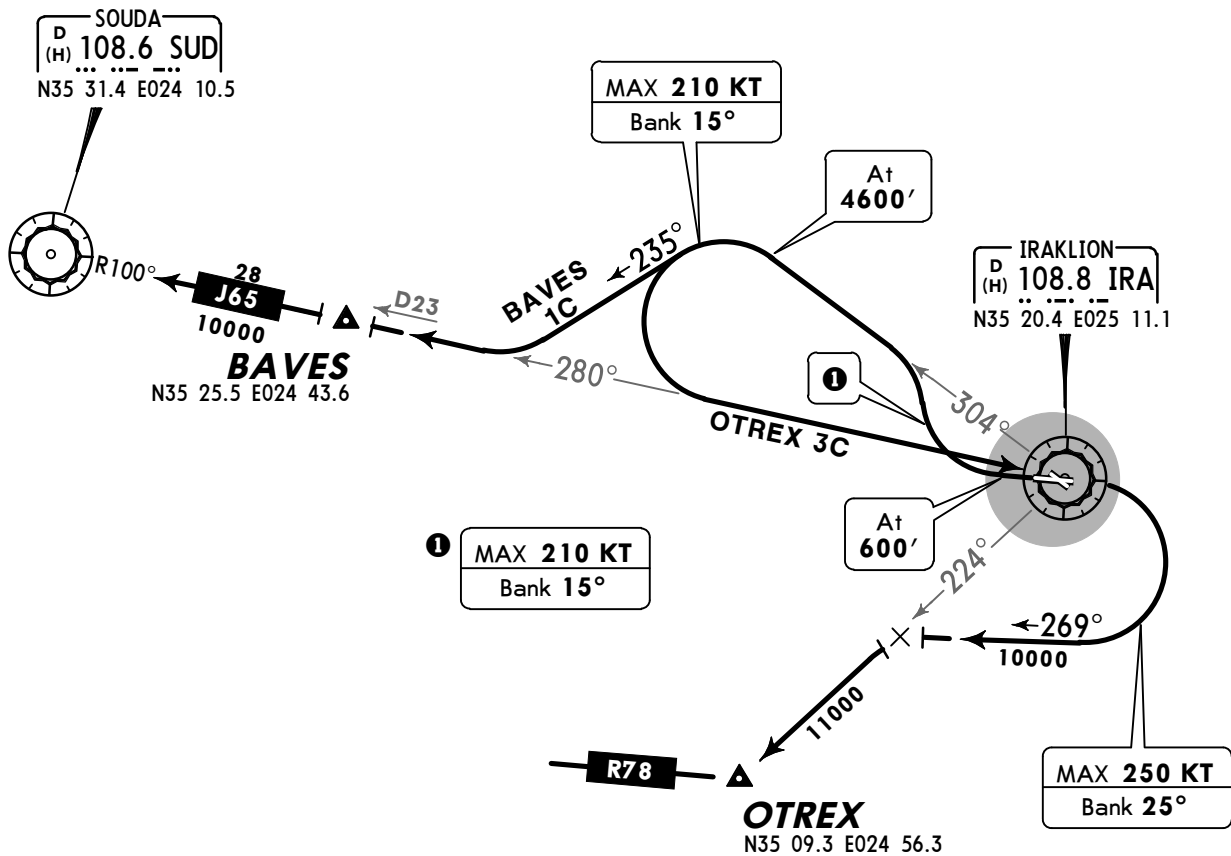
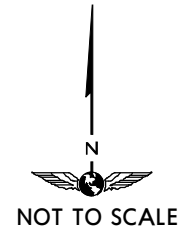
Apt Elev  
115'

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 10000'.

**OTREX 3C**  
371' per NM (6.1%) up to 11000'.

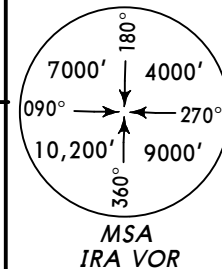
Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
371' per NM	463	618	927	1235	1544	1853

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

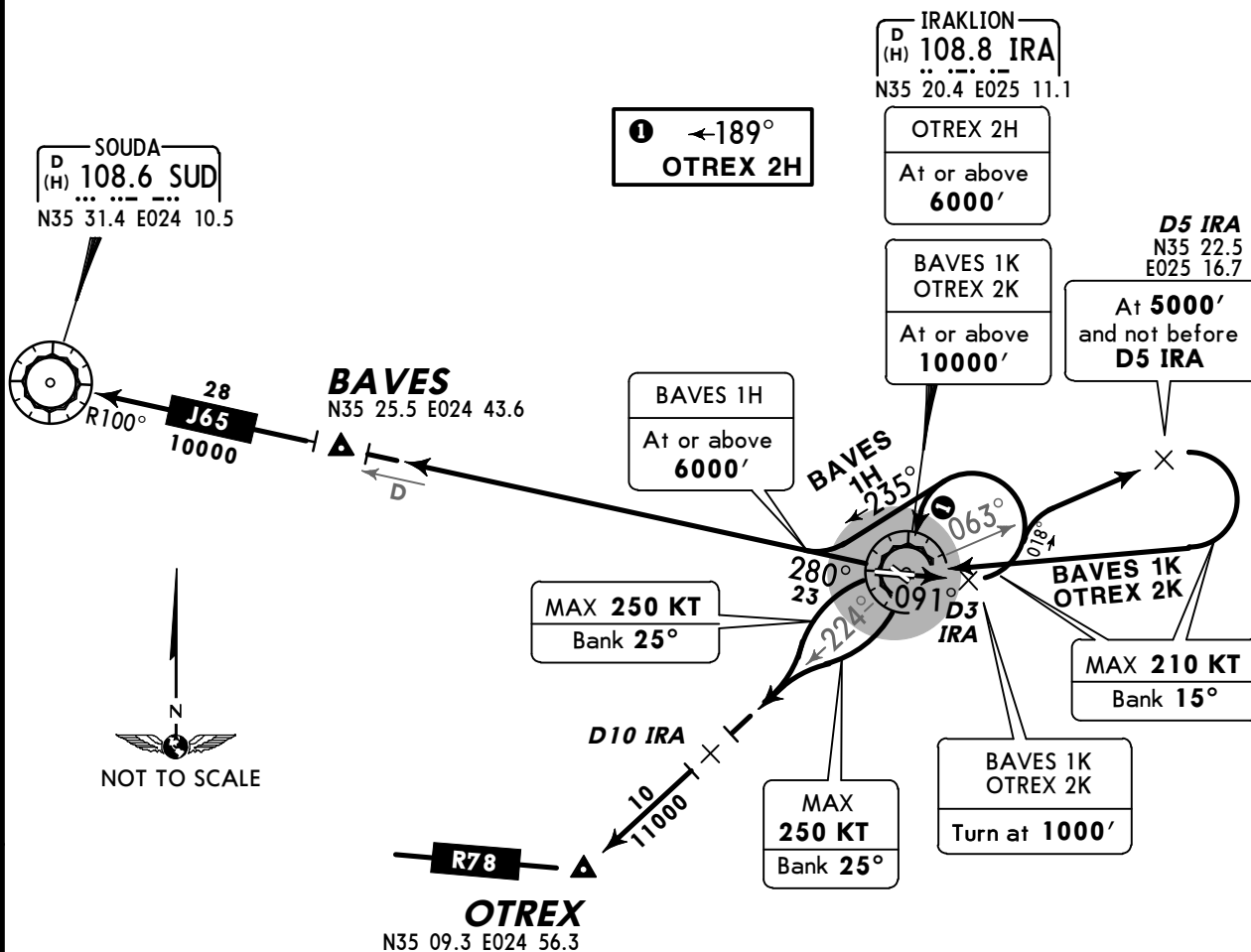
SID	ROUTING
<b>BAVES 1C</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J-65.
<b>OTREX 3C</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, turn RIGHT, 269° track, intercept IRA R-224 to OTREX, then join airway R-78.

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

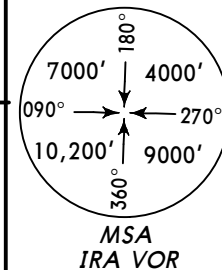
- BAVES 1H**  
371' per NM (6.1%) until IRA R-091/D3, then 304' per NM (5.0%) up to 10000'.
- BAVES 1K, OTREX 2K**  
371' per NM (6.1%) up to 1000', then 304' per NM (5.0%) up to 10000'.
- OTREX 2H**  
371' per NM (6.1%) until 10000'.

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

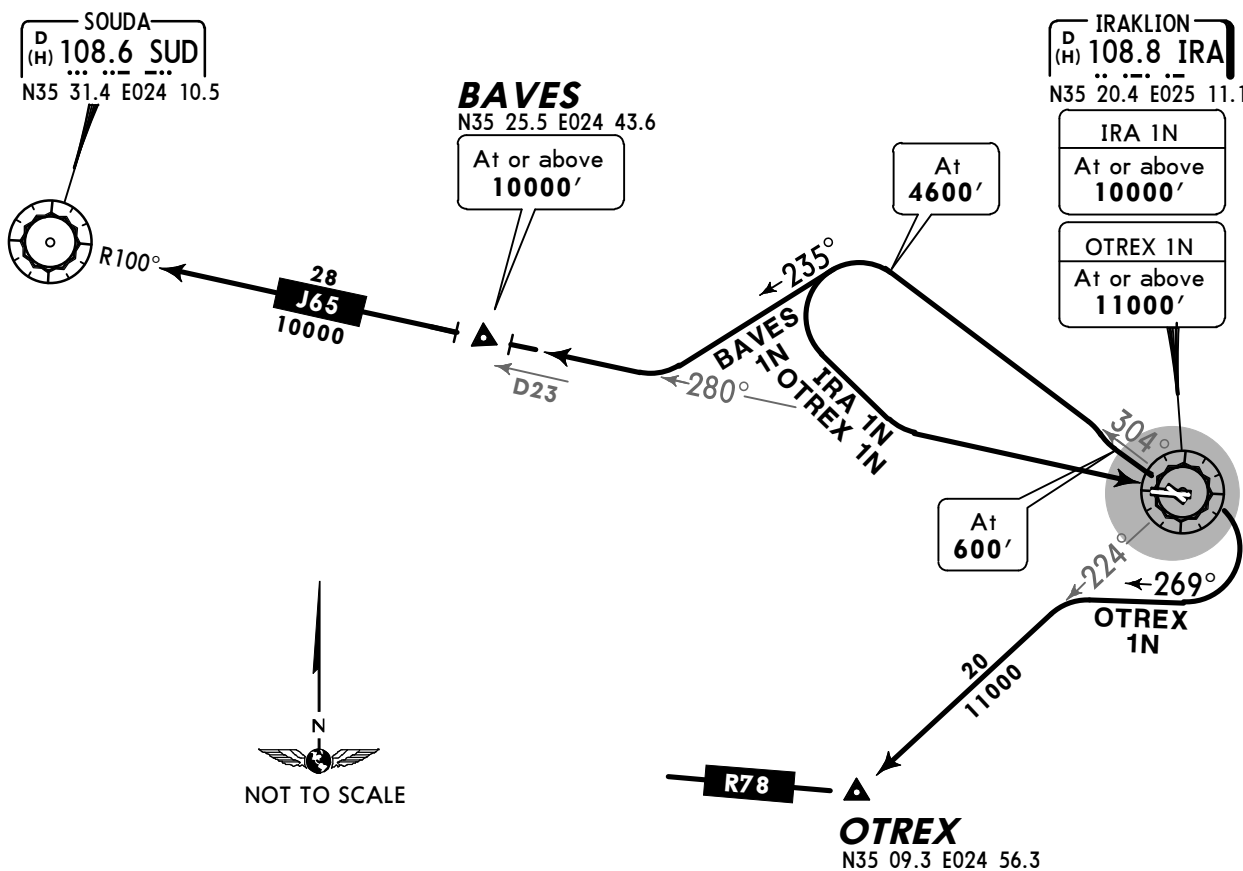
SID	ROUTING
<b>BAVES 1H</b>	Climb on IRA R-091 to D3 IRA, turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J-65.
<b>BAVES 1K</b>	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, IRA R-280 to BAVES, then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

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

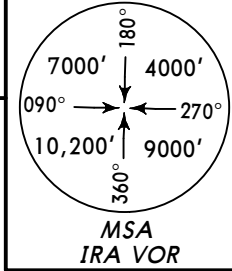
- BAVES 1N**  
383' per NM (6.3%) up to 10000'.
- IRA 1N**  
371' per NM (6.1%) up to 10000'.
- OTREX 1N**  
371' per NM (6.1%) up to 11000'.

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

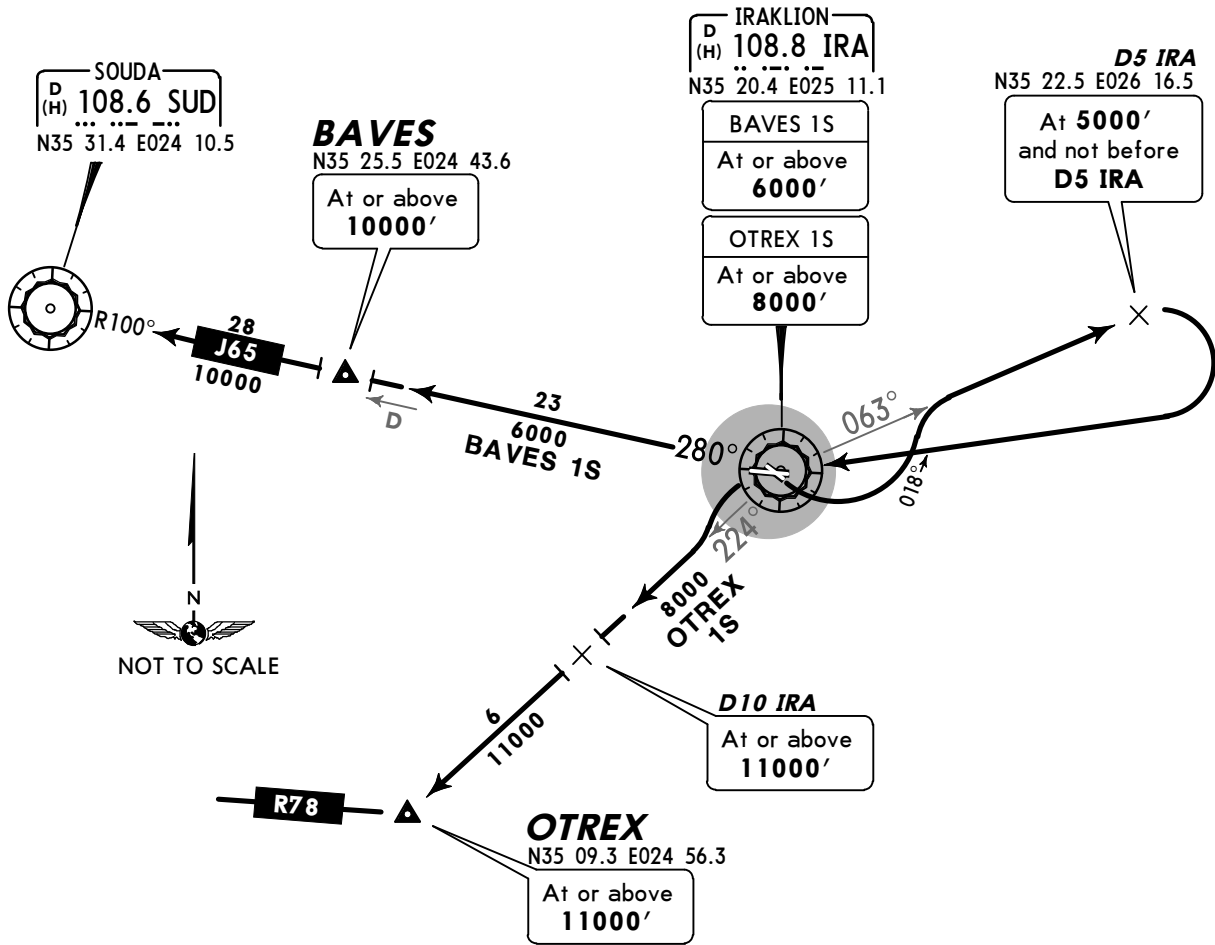
SID	ROUTING
<b>BAVES 1N</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J-65.
<b>IRA 1N</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, then to assigned route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

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 8000'.

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

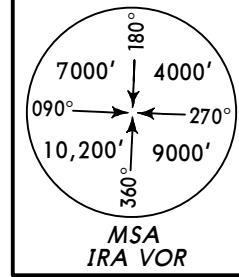
A minimum visibility of 10 KM and ceiling of 2000' is required.  
During initial climb remain in visual contact with terrain and maintain own terrain separation until passing 2000'.  
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
<b>BAVES 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, IRA R-280 to BAVES, then join airway J-65.
<b>OTREX 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-224 to OTREX, then join airway J-78.

Apt Elev  
115'

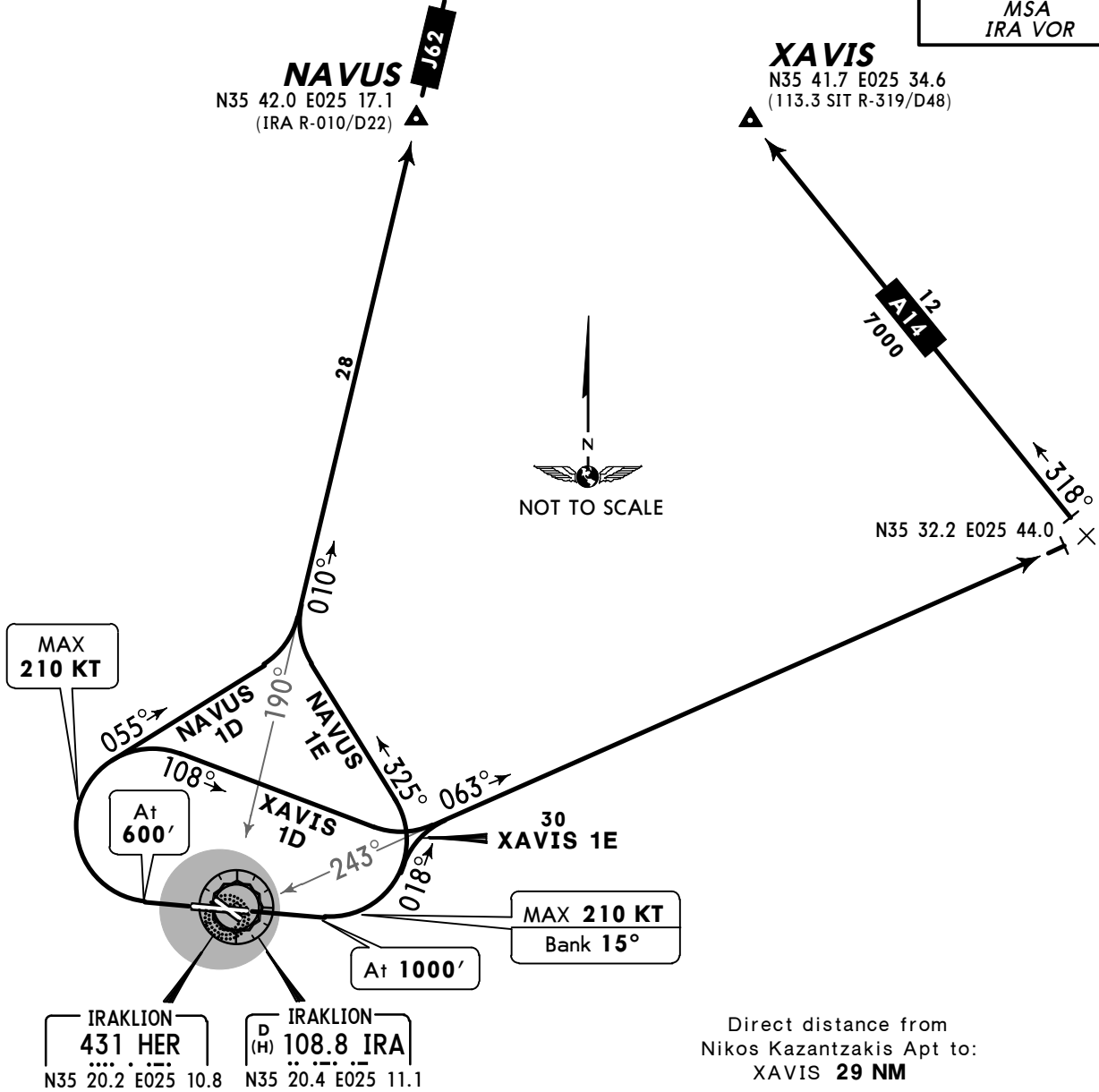
Trans level: By ATC Trans alt: 6000'  
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER.  
2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

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



**NAVUS**  
N35 42.0 E025 17.1  
(IRA R-010/D22)

**XAVIS**  
N35 41.7 E025 34.6  
(113.3 SIT R-319/D48)



IRAKLION  
431 HER  
N35 20.2 E025 10.8

IRAKLION  
D(H) 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.

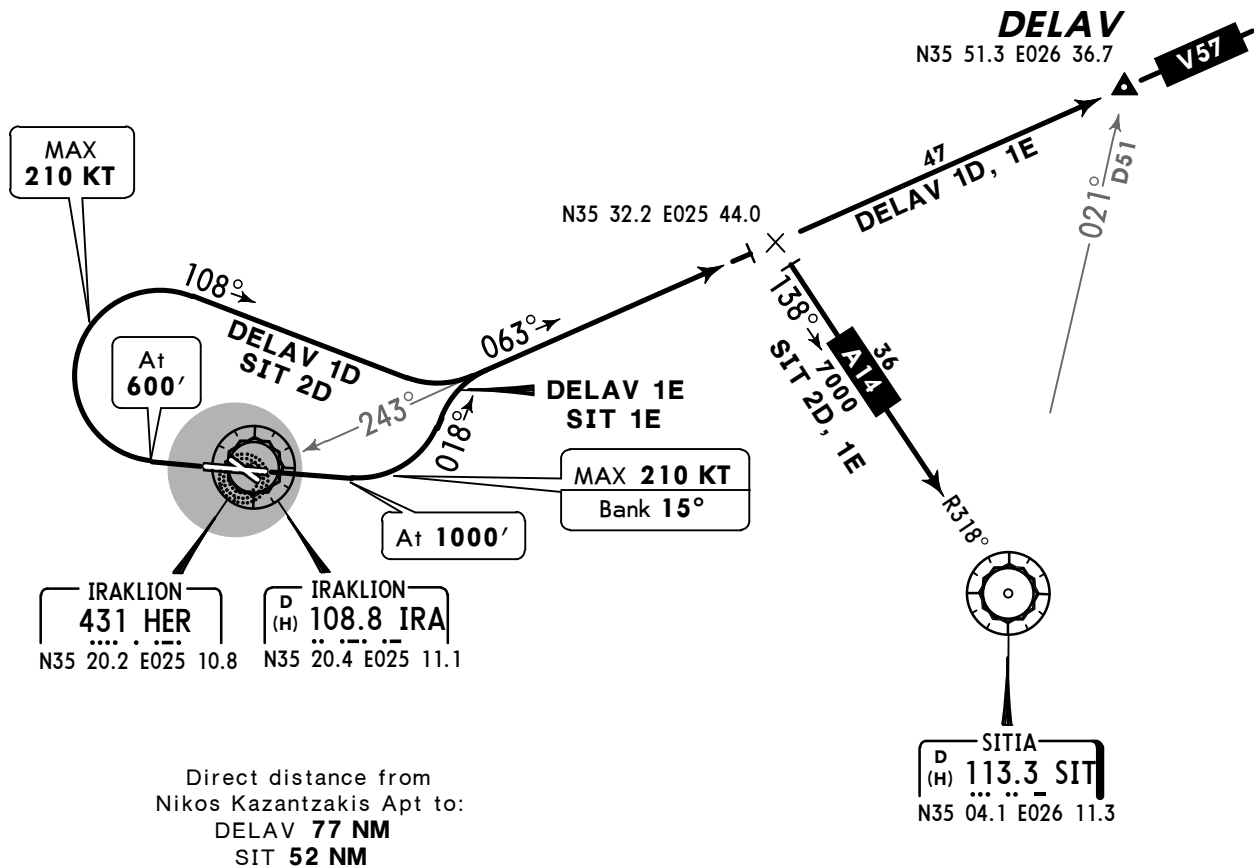
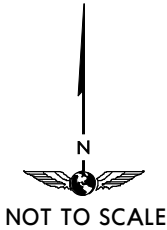
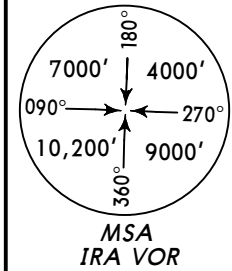
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
<b>NAVUS 1D</b>	<b>27</b>	Climb straight ahead to 600', turn RIGHT, 055° track, intercept 010° bearing from HER to NAVUS, join airway J-62.
<b>NAVUS 1E</b>	<b>09</b>	Climb straight ahead to 1000', turn LEFT, 325° track, intercept 010° bearing from HER to NAVUS, join airway J-62.
<b>XAVIS 1D</b>	<b>27</b>	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER, turn LEFT, join airway A-14 to XAVIS.
<b>XAVIS 1E</b>	<b>09</b>	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, turn LEFT, join airway A-14 to XAVIS.

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 [DELA 1D], DELAV 1E [DELA 1E]  
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°.

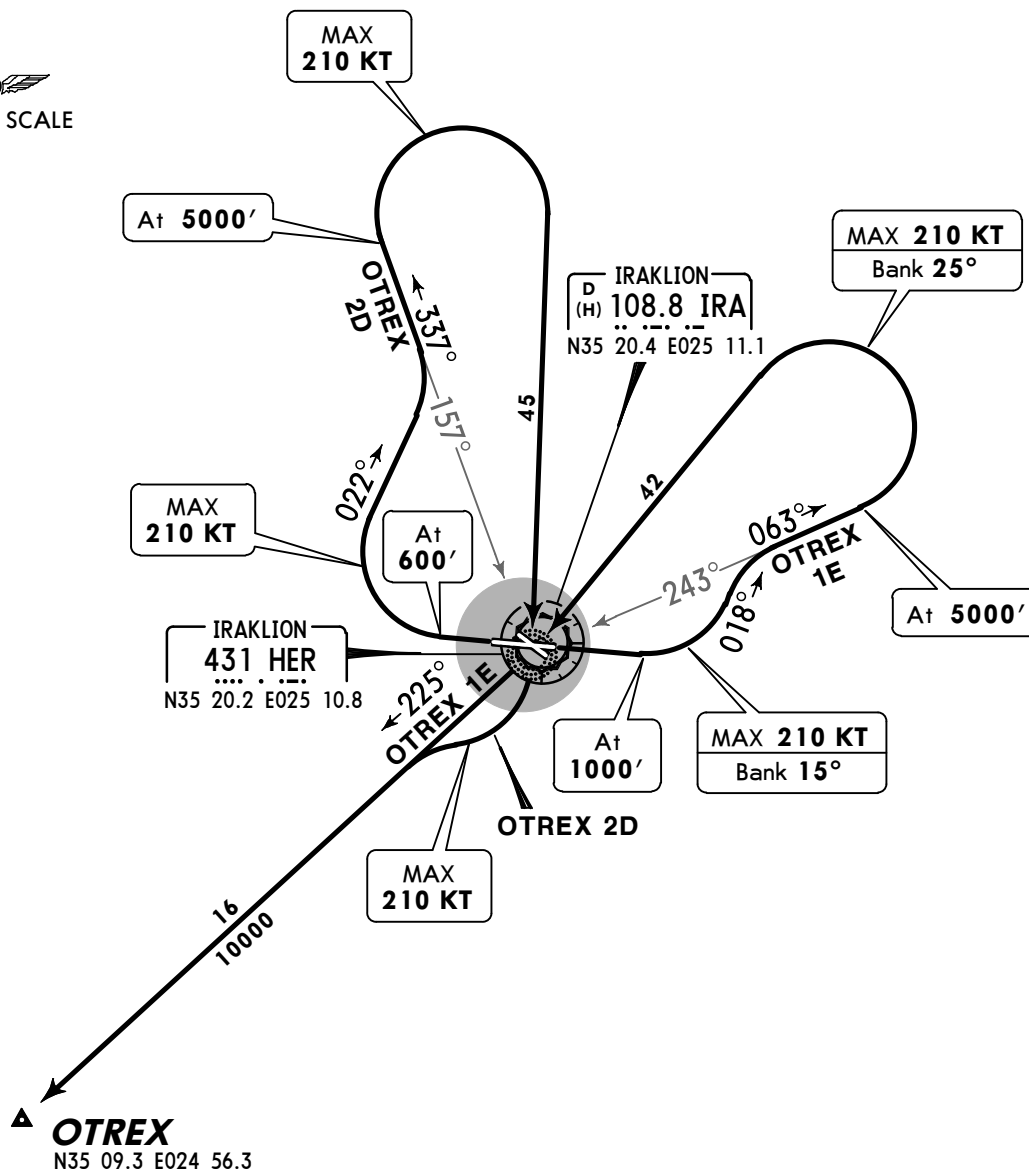
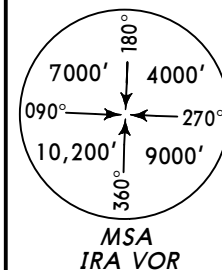
SID	RWY	ROUTING
DELAV 1D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER to DELAV, join airway V-57.
DELAV 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER to DELAV, join airway V-57.
SIT 2D	27	Climb straight ahead to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



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

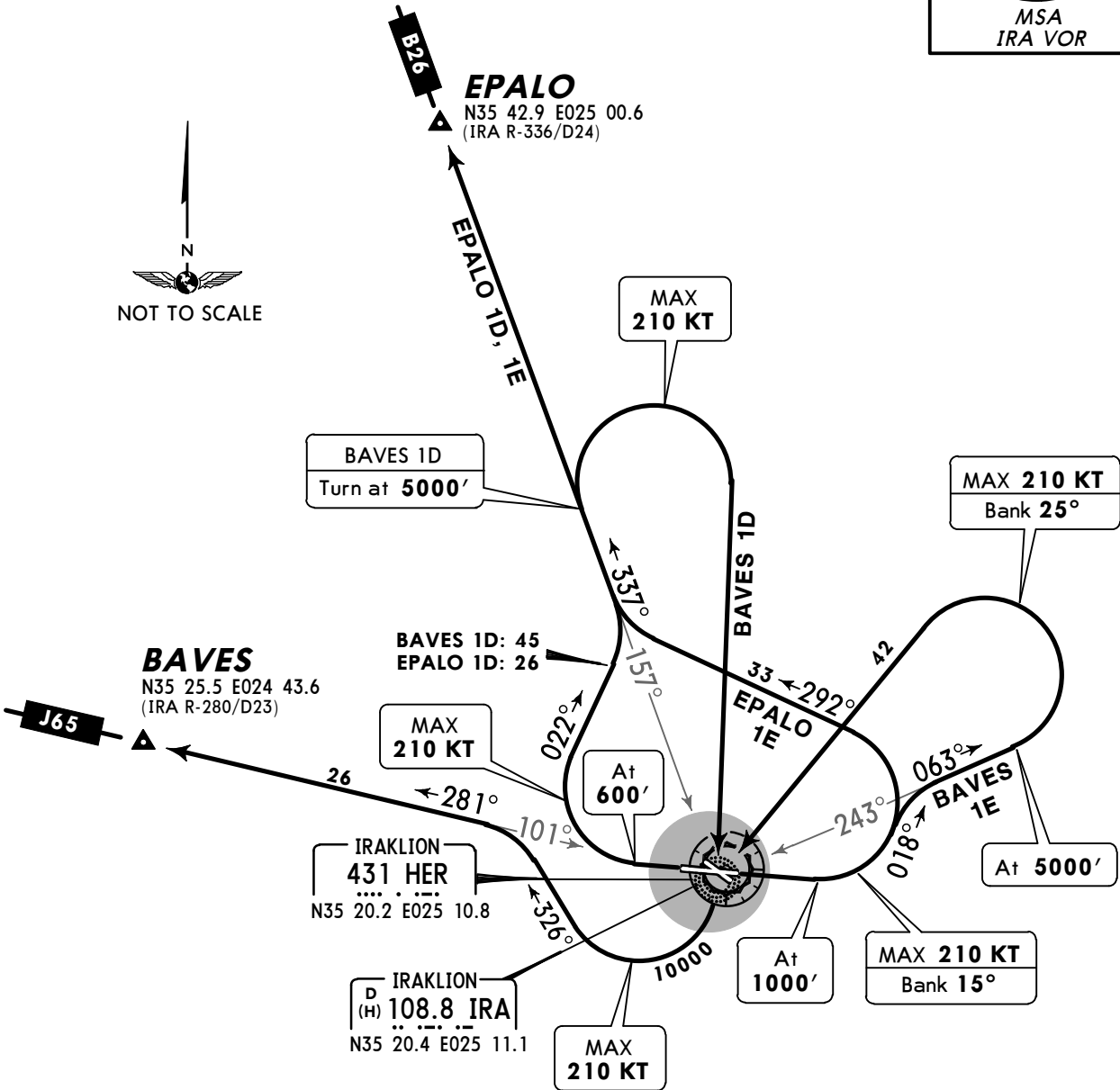
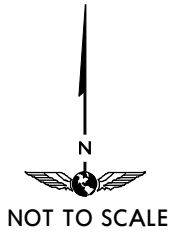
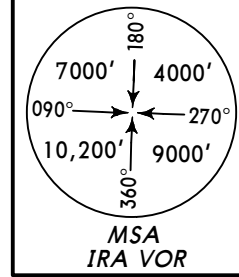
Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
OTREX 2D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER, at 5000' turn RIGHT to HER, turn RIGHT, 225° bearing to OTREX.
OTREX 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, at 5000' turn LEFT to HER, 225° bearing to OTREX.

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, 022° track, intercept 337° bearing from HER, at 5000' turn RIGHT to HER, turn RIGHT, 326° track, intercept 281° bearing from HER to BAVES, join airway J-65.
BAVES 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, at 5000' turn LEFT to HER, turn RIGHT, 326° track, intercept 281° bearing from HER to BAVES, join airway J-65.
EPALO 1D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER to EPALO, join airway B-26.
EPALO 1E	09	Climb straight ahead to 1000', turn LEFT, 292° track, intercept 337° bearing from HER to EPALO, join airway B-26.

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## NOISE ABATEMENT

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### 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.

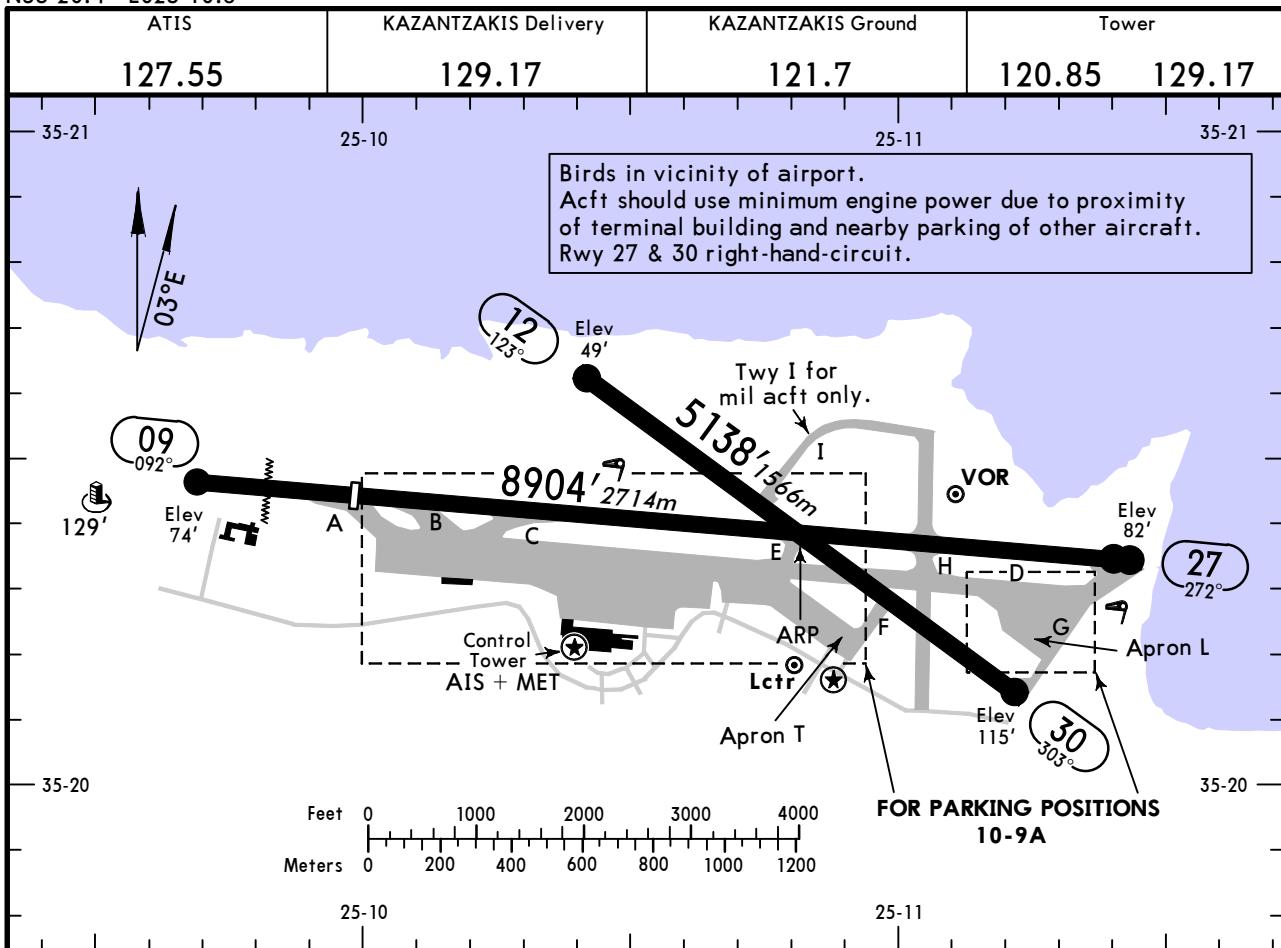
### DEPARTURES

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.



**ADDITIONAL RUNWAY INFORMATION**

RWY		RVR	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	①		45m
12		RVR			164'
30		RVR			50m

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

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

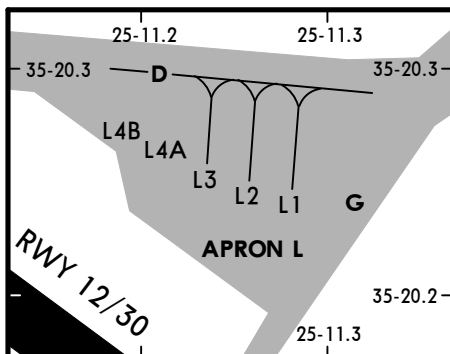
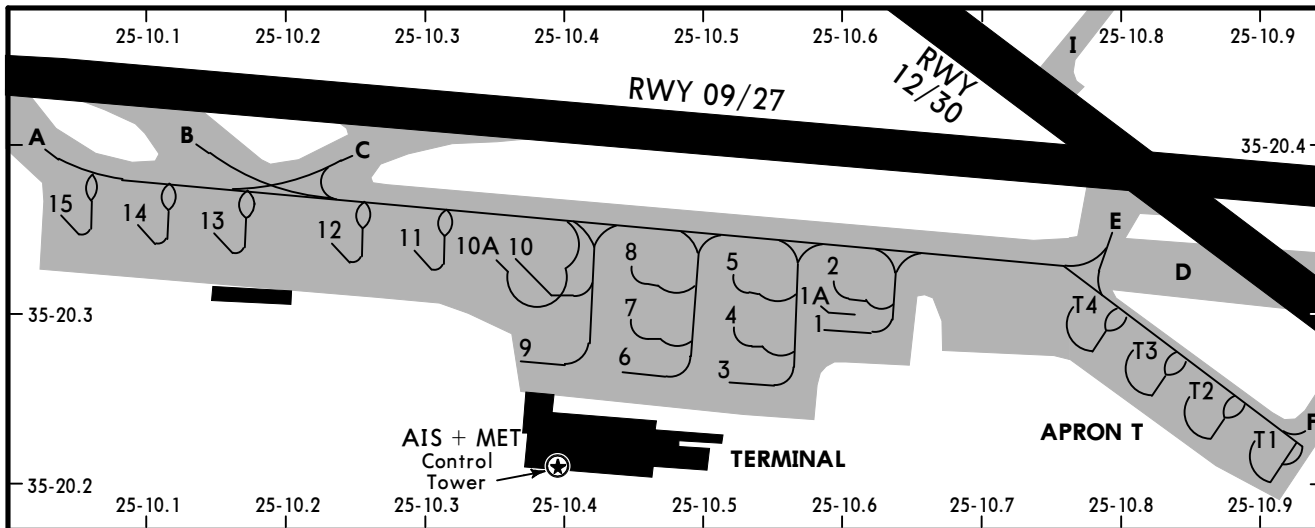
1. Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the airport. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:
  - a) Severe turbulence during final apch, in take-off and initial 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**

<b>LVP must be in Force</b>		
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.



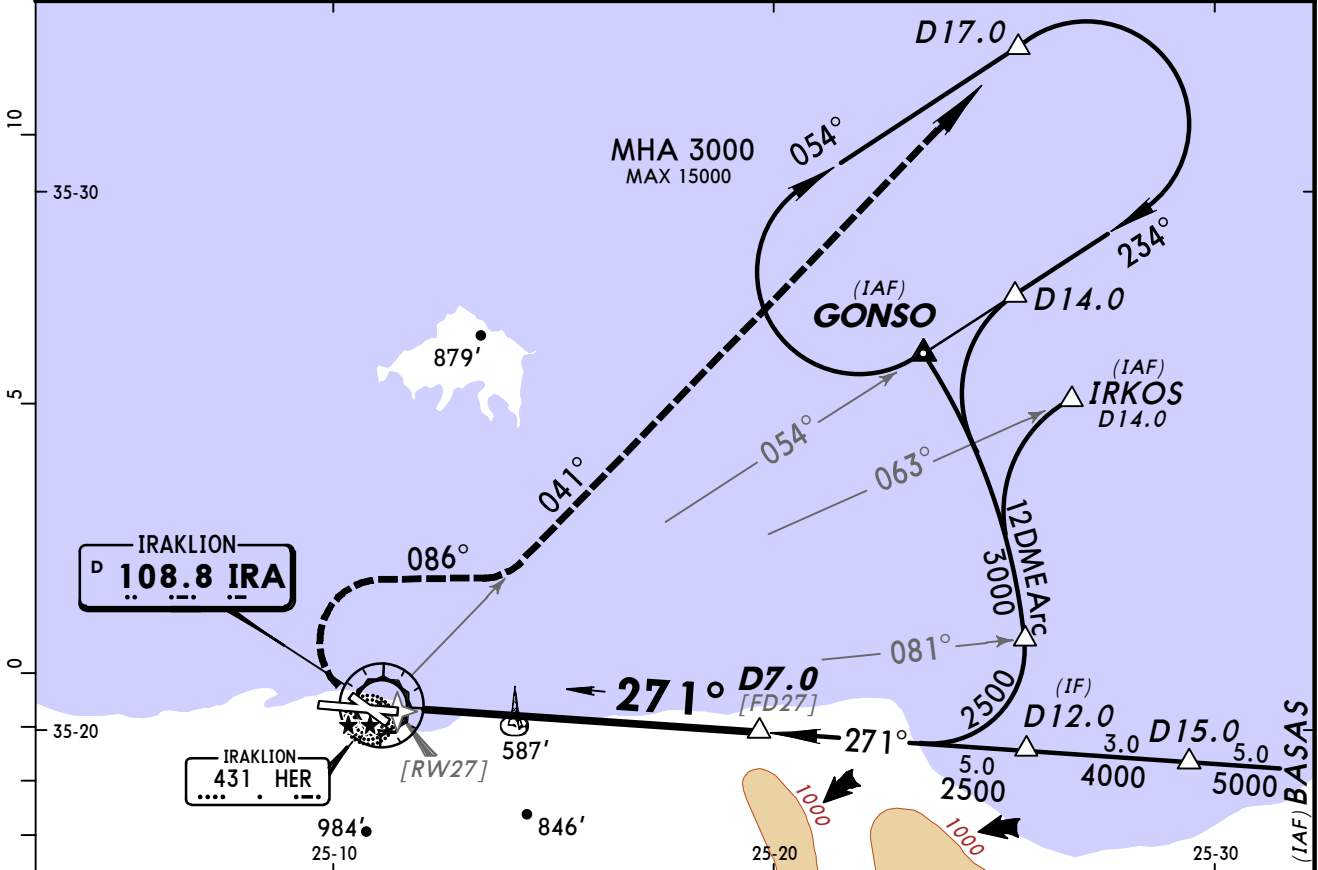
**INS COORDINATES**

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		

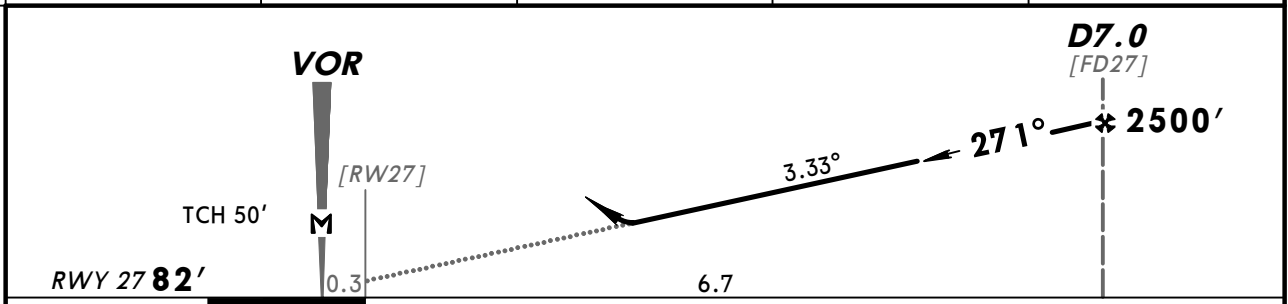
**START-UP PROCEDURE**

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.

ATIS 127.55		IRAKLION Approach (R) 123.97 118.02		KAZANTZAKIS Tower 120.85 129.17		Ground 121.7
VOR IRA <b>108.8</b>	Final Apch Crs <b>271°</b>	Minimum Alt D7.0 <b>2500'</b> (2418')	DA(H) <b>1100'</b> (1018')	Apt Elev RWY <b>82'</b>	115'	
<b>MISSED APCH: Climbing turn RIGHT (MAX 185 KT) onto 086° to intercept R-041. At D17.0 turn RIGHT to intercept R-054 inbound to reach GONSO at 3000' and hold.</b>						
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.						



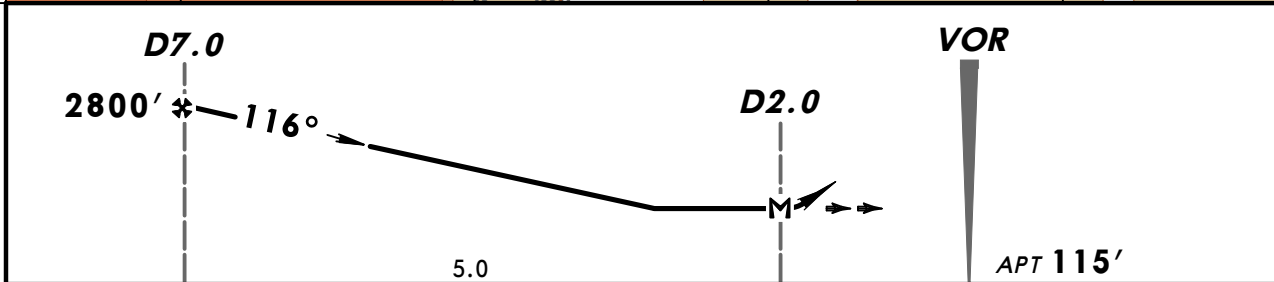
IRA DME	4.0	5.0	6.0	7.0
ALTITUDE	1450'	1800'	2150'	2500'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	<b>086°</b> 	<b>185 KT</b> MAX	
Descent Angle	3.33°	412	530	589	707	825				943
MAP at VOR										

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

ATIS 127.55		IRAKLION Approach (R) 123.97 118.02		KAZANTZAKIS Tower 120.85 129.17		Ground 121.7
VOR IRA <b>108.8</b>	Final Apch Crs <b>116°</b>	Minimum Alt D7.0 <b>2800'</b> (2685')	MDA(H) <b>1100'</b> (985')	Apt Elev <b>115'</b>		<p>MSA IRA VOR</p>
<p><b>MISSED APCH:</b> Climbing turn LEFT (MAX 185 KT) onto 306° to intercept R-336. At D19.0 turn LEFT to intercept R-324 inbound to reach ADORI at 3000' and hold.</p>						
Alt Set: hPa		Apt Elev: 4 hPa		Trans level: By ATC		Trans alt: 6000'
<b>DME REQUIRED.</b>						

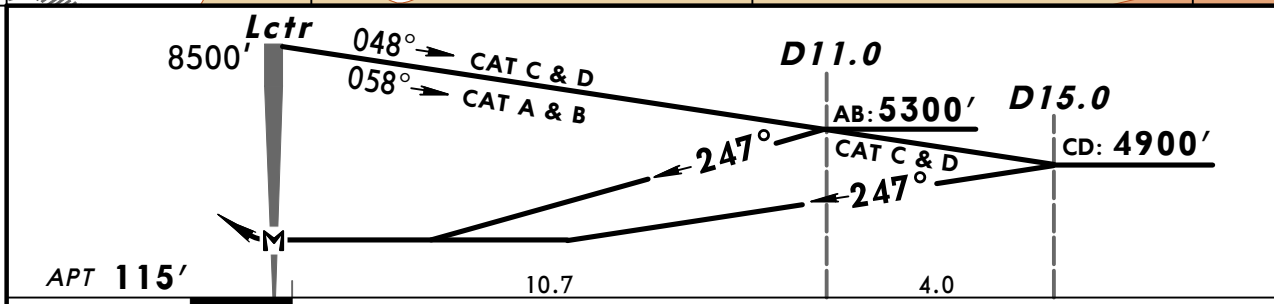
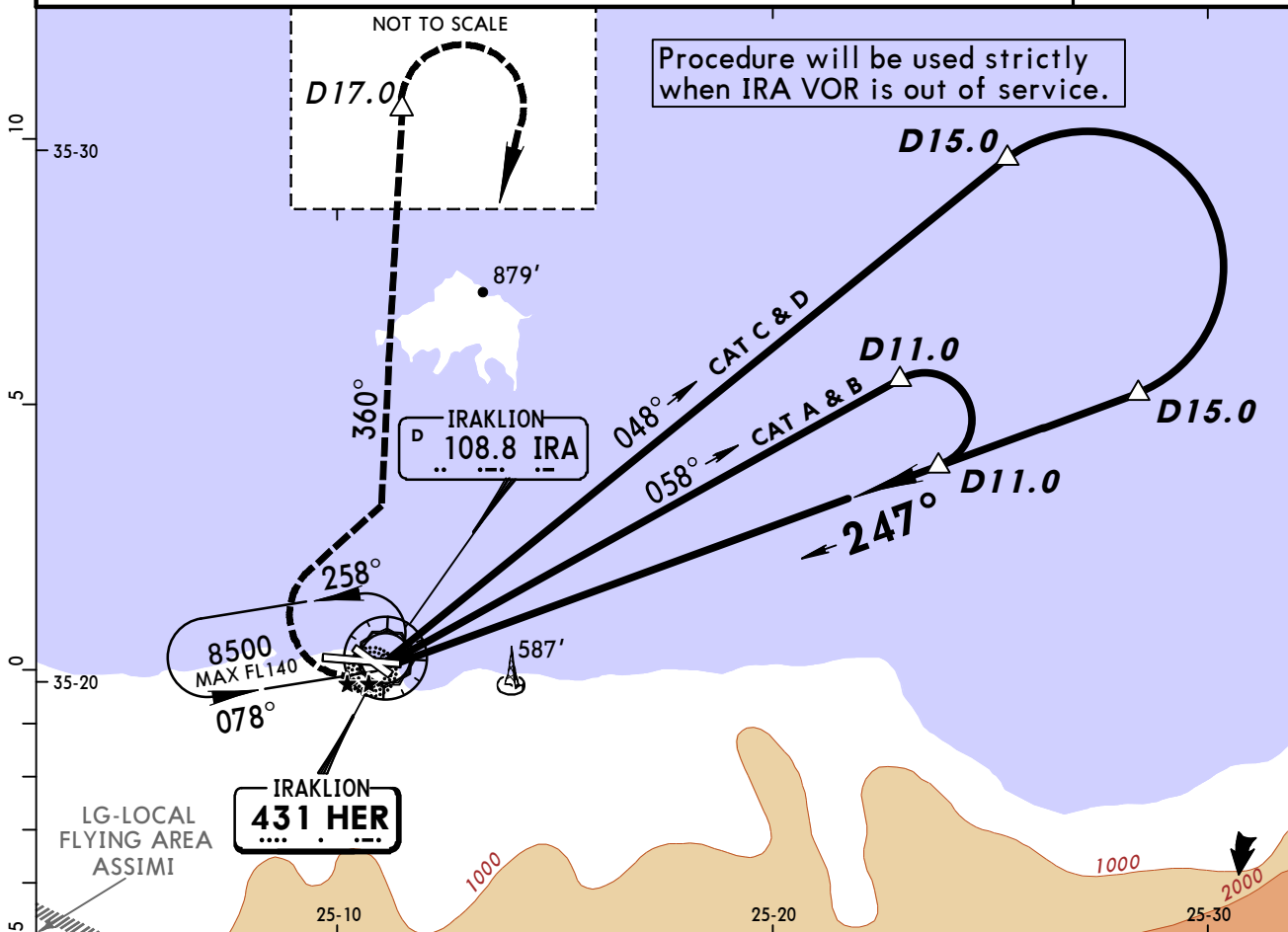


				Lighting - Refer to Airport Chart	<b>306°</b>	<b>185 KT MAX</b>
MAP at D2.0					LT	

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

PANS OPS

ATIS 127.55		IRAKLION Approach (R) 123.97 118.02		KAZANTZAKIS Tower 120.85 129.17		Ground 121.7
Lctr HER <b>431</b>	Final Apch Crs <b>247°</b>	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) Refer to Minimums	Apt Elev <b>115'</b>		
<b>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.</b>						
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	<b>360°</b>	<b>D17.0</b>	<b>6500'</b>
	RT	↑	↑
		whichever earlier	

<b>Standard</b> 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		
A	NOT AUTHORIZED	100	<b>1100'</b> (985') 1500m	<b>2600'</b> (2485') 1500m
B		135	<b>1100'</b> (985') 1600m	<b>2600'</b> (2485') 1600m
C		180	<b>1100'</b> (985') 2400m	<b>2600'</b> (2485') 2400m
D		205	<b>1100'</b> (985') 3600m	<b>2600'</b> (2485') 3600m

PANS OPS



## Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**IRAKLION, (NIKOS KAZANTZAKIS - LGIR)**

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport LGIR**