

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGIR

Terminal Charts For LGIR

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

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

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

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

Sunrise: 0304 Z
Sunset: 1735 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: 30
Length x Width: 5138 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 115 ft

Runway: 27
Length x Width: 8904 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 82 ft
Lighting: Edge, REIL, Part time

Communication Information

ATIS: 127.550

Kazantzakis Tower: 120.850

Kazantzakis Tower: 122.100

Kazantzakis Tower: 25.780 Military

Kazantzakis Tower: 129.175

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

Kazantzakis Radio: 298.900

Iraklion Direct (Approach Control Radar): 118.025

Athens ACC: 125.200 RCO

Athens ACC: 123.825 RCO

Kazantzakis Radio: 563.700

Iraklion Radar: 36.230 Military

Iraklion Radar: 123.975

LGIR/HER

JEPPESEN

IRAKLION, GREECE

NIKOS KAZANTZAKIS

13 JUL 18

10-1P

Eff 19 Jul

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 127.550

1.2. TAXI PROCEDURES

ACFT should use minimum engine power during taxiing.

ATC is provided in the maneuvering area with the exception of ACFT stand taxilanes due to lack of service roads and TWY G due to limited visibility from the tower. Taxiing via ACFT stand taxilanes or TWY G is performed on pilots own responsibility or by Follow-me car guidance if requested.

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

1.3. OTHER INFORMATION

1.3.1. GENERAL

RWY 27 and 30 right-hand circuit.

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

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

Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the APT. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:

- Severe turbulence during final approach, 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 ACFT can be warned.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

Squawk A7600 and in absence of alternative ATC instructions:

- If unable to execute a visual approach, continue by own navigational means to execute the instrument approach ACFT was vectored for. If vectoring for the intermediate fix of the RNAV approach RWY 27, thus bypassing the initial leg:
 - Proceed DCT to GONSO maintaining last assigned altitude;
 - Enter the holding pattern to descend to 3000'; and
 - Execute - when ready - the RNAV approach RWY 27 following the published profile.
- In case of vectoring for a visual approach and still in IMC, proceed, by own navigational means to IRA VOR/DME maintaining the last assigned altitude if higher or equal to 6000' (QNH), then proceed to GONSO, descend to 3000' and execute RNAV approach RWY 27 or VOR RWY 27 instrument approach - with circling if needed - as appropriate for the RWY in use.
- If the last assigned altitude was below 6000', an initial climbing turn to 6000' is needed before starting the above procedure from IRA VOR/DME.

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

LGIR/HER

JEPPESEN

IRAKLION, GREECE

NIKOS KAZANTZAKIS

13 JUL 18

10-1P1

Eff 19 Jul

AIRPORT BRIEFING

2. ARRIVAL

2.2. TAXI PROCEDURES

Follow-me guidance to all stands.

2.3. OTHER INFORMATION

2.3.1. SUPPLEMENTARY PROCEDURES WHEN RWY 09 IS IN USE

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

Visual cues that can help the pilots are:

- The power plant chimneys located near the coastline 5.5NM from the APT, slightly South of final RWY 09.
- The stadium located near the coastline 3NM from the APT, slightly South of final RWY 09.
- The Venetian port castle slightly North of 1.5NM abeam final.
- Port flashing lights (green and red).

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

In any case, if visual reference cannot be maintained, climb to 3000' towards IRA VOR and execute the missed approach procedure VOR-B.

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

Phraseology to be used by the pilot to continue visually for RWY 09 is: "Request visual approach RWY 09". Pilots must exercise extreme caution because of high terrain that rising steeply 6NM West of the APT.

2.3.2. RWY 27 IS IN USE

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

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

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

- To intercept R-090 IRA, in case of vectoring for VOR approach RWY 27, or to turn direct to IR402 in case of vectoring for RNAV approach RWY 27.
- To adhere to the last cleared altitude/flight level.

LGIR/HER

JEPPESEN

IRAKLION, GREECE

NIKOS KAZANTZAKIS

2 NOV 18

10-1P2

Eff 8 Nov

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

When pilots request start-up, push-back and taxi they shall indicate their ACFT parking stand.

3.1.1. START-UP

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

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

For safety reasons, cross-bleed start is permitted only at parking stands 14 and 15. Whenever cross-bleed start in the maneuvering area is necessary, this will be executed along TWY D at certain positions indicated by ATC on a case by case basis depending on the respective traffic demand.

3.1.2. PUSH-BACK

All ACFT at the main apron and at apron T receive taxi or push-back and taxi (where push-back is necessary) instructions via KAZANTZAKIS Ground.

Taxi or push-back and taxi (where push-back is necessary) instructions to ACFT parked at the apron L, the light ACFT parking area 18, the light ACFT parking area 36 and the business jet parking area are issued via KAZANTZAKIS Tower.

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

3.1.3. TAXI PROCEDURES

For ACFT unable to be ready to taxi to the RWY in use within 10 minutes from start-up clearance, unpredictable delay may occur.

During night and/or when there are ACFT parked at apron L and/or when deemed necessary from the ATC or a pilot, taxiing ACFT from the business jet parking area will be guided by Follow-me car.

All ACFT must hold short of RWYs unless instructed otherwise by the ATC or guided by a Follow-me car.



General

Access to Iraklion TMA is restricted to ACFT capable of maintaining two-way radio communication with the appropriate ATS unit. ACFT flying VFR shall be equipped with a functioning transponder with Mode A and C capabilities. Unless otherwise instructed, the VFR ACFT shall squawk A 7000. On VFR routes the responsibility to maintain terrain clearance and to avoid collision with other ACFT and restricted airspace rests with the pilot.

ACFT (including HEL) flying under VFR within Iraklion TMA should follow the routes and altitudes as depicted on 10-1V unless VFR criteria require different procedures or a special permission has been obtained from the appropriate ATC unit. According to traffic conditions ATC may assign different VFR routes. When necessary to deviate from the specified VFR routes or altitudes a clearance should be obtained from IRAKLION APPROACH before entering Iraklion TMA or immediately after DEP.

ACFT entering Iraklion TMA - North Sector Iraklion Area - should establish contact with KAZANTZAKIS TOWER and report over all compulsory REPs flying the VFR routes depicted on 10-1V.

ACFT entering Iraklion TMA - North Sector Sitia Area - should establish contact with IRAKLION APPROACH and report over all compulsory REPs flying the VFR routes depicted on 10-1V.

Iraklion AD

Access to Iraklion CTR is restricted to ACFT capable of maintaining two-way radio communication with KAZANTZAKIS TOWER.

To assist Iraklion AD to arrange a landing sequence of VFR arriving ACFT and facilitate the AD traffic, four visual holding patterns are established around the AD.

ACFT destined to Iraklion AD should hold over these visual holding patterns before establishing contact KAZANTZAKIS TOWER and receiving the relevant clearance.

Departing traffic proceeding E to point ABEAM AGIOS should proceed only via route PAXIMADI - ABEAM AGIOS.

When RWY 09 in use, DIA should be avoided and VFR traffic proceeding via BAVES or EPALO should be instructed to proceed via NAVUS-PAXIMADI avoiding WNW part of Iraklion CTR and hold over PAXIMADI with MAX 1000', unless otherwise instructed by ATC.

Kasteli AD

Access to Kasteli ATZ is restricted to ACFT capable of maintaining two-way radio communication with KASTELI TOWER.

ACFT destined to Kasteli Mil. AD should not enter Kasteli ATZ before establishing contact with KASTELI TOWER and receiving the relevant clearance.

Sitia AD

Access to Sitia CTR is restricted to ACFT capable of maintaining two-way radio communication with IRAKLION APPROACH.

ACFT destined to Sitia AD should hold over visual holding patterns E and W of AD before establishing contact SITIA INFORMATION and receiving the relevant clearance.

Reporting Points**Coordinates**

ABEAM AGIOS	N35 21.8	E025 47.4
ABEAM MALLIA	N35 21.0	E025 28.1
AGIOS MYRON	N35 13.9	E025 01.9
AVGO	N35 36.2	E025 34.5
DIA	N35 28.1	E025 10.9
GRANDES ISLAND	N35 12.9	E026 18.7
HOSPITAL	N35 18.5	E025 05.6
IERAPETRA	N35 01.0	E025 45.2
KASTELI	N35 11.6	E025 19.8
LABUX	N35 34.9	E025 51.5
PAXIMADI	N35 26.0	E025 16.5
PSIRA ISLAND	N35 11.8	E025 52.0
SKALANI	N35 17.0	E025 11.2

LGIR/HER
NIKOS KAZANTZAKIS

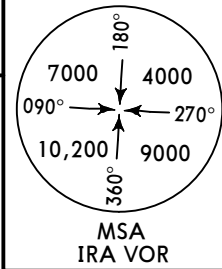
JEPPESSEN
4 MAY 18 10-2

IRAKLION, GREECE
STAR

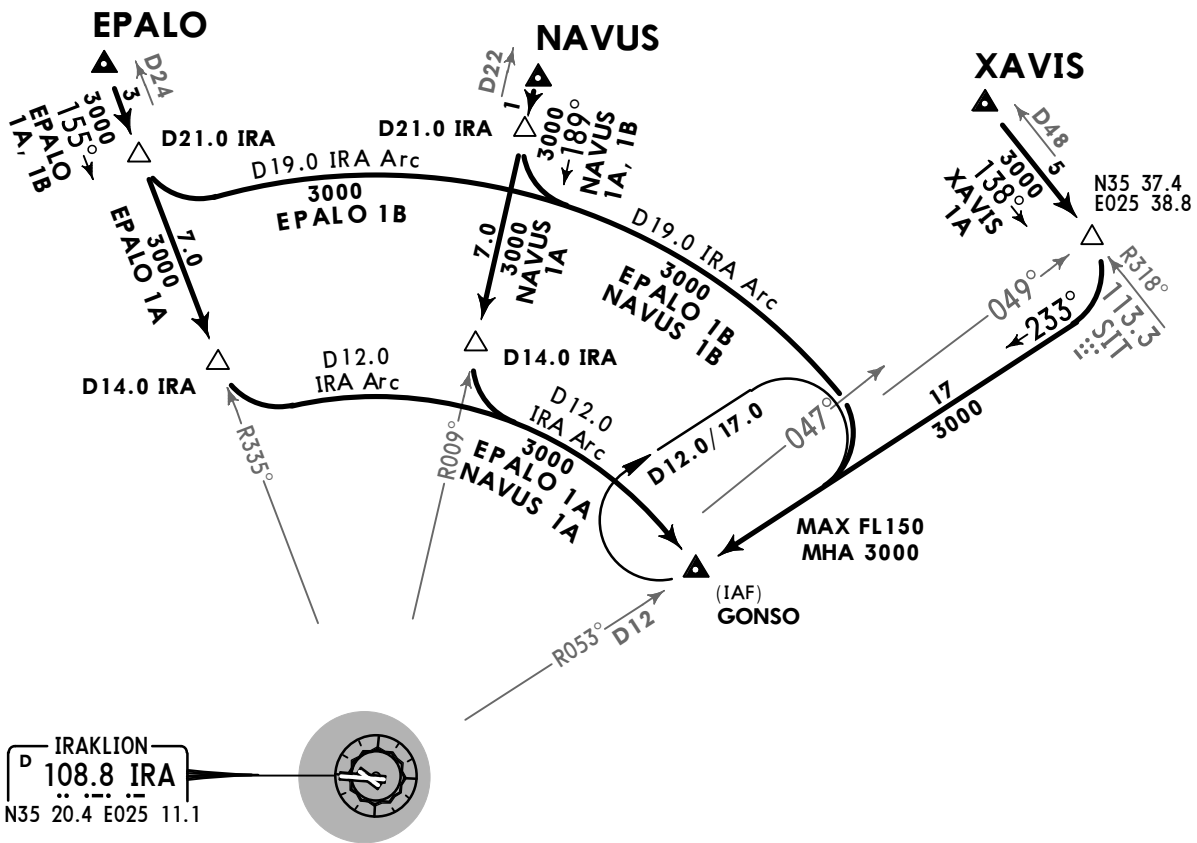
*ATIS
127.550

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

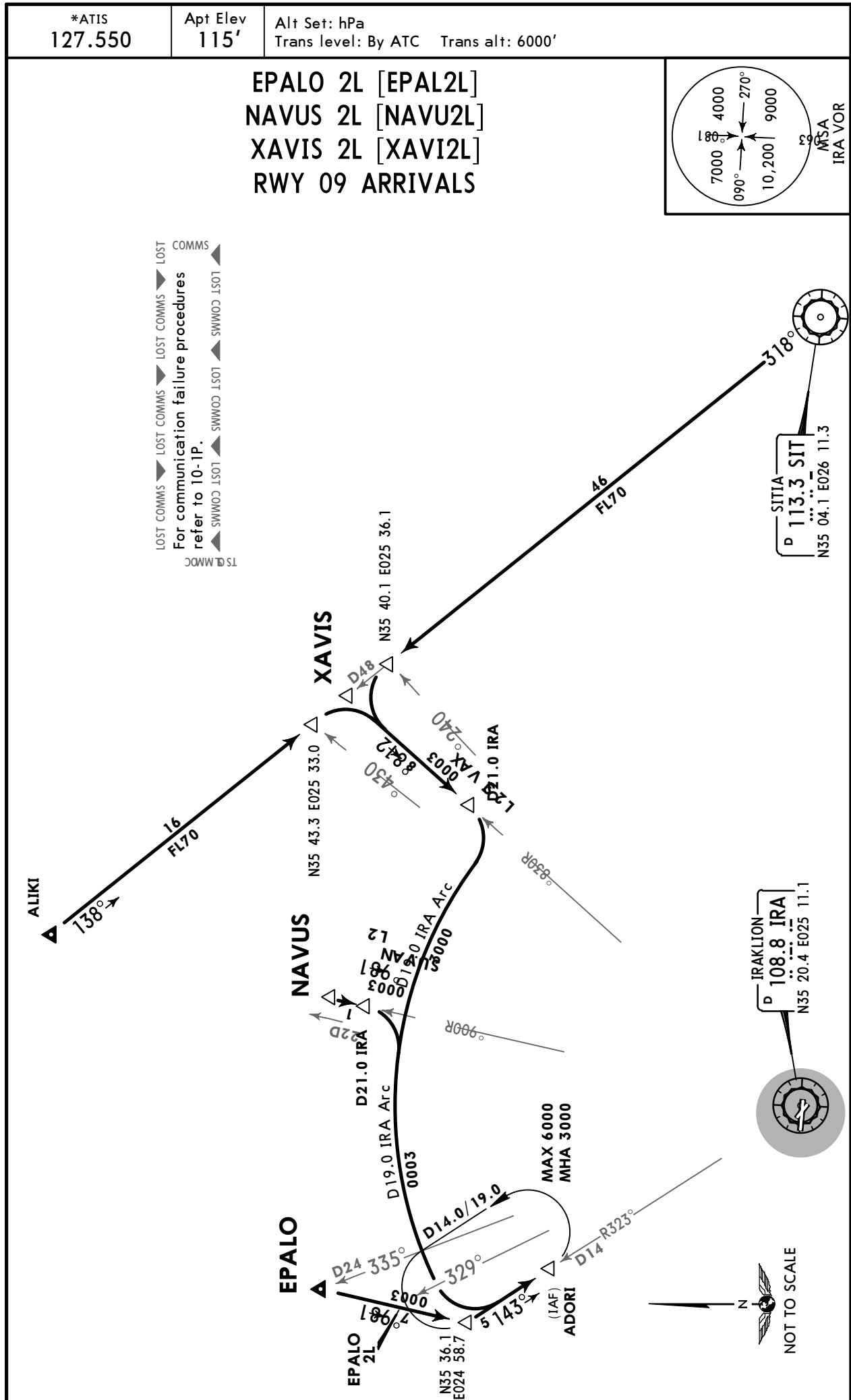


LOST COMMS
For communication failure procedures refer to 10-1P.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
4 MAY 18 (10-2A)

IRAKLION, GREECE
STAR



STAR

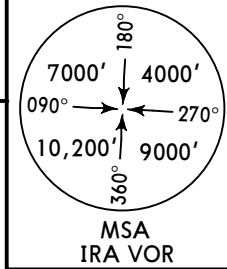
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
15 MAY 15 10-3B Eff 28 May

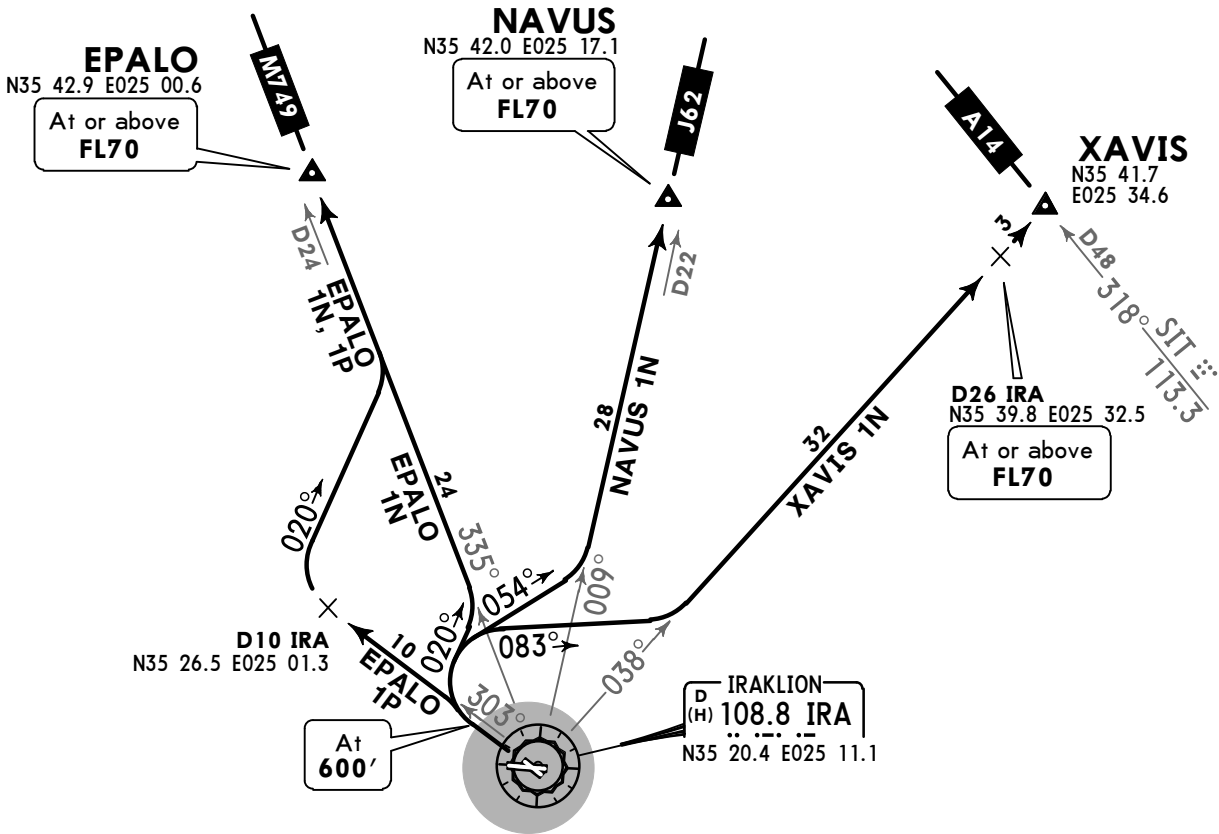
IRAKLION, GREECE
SID

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

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.

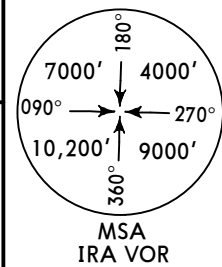
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
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.

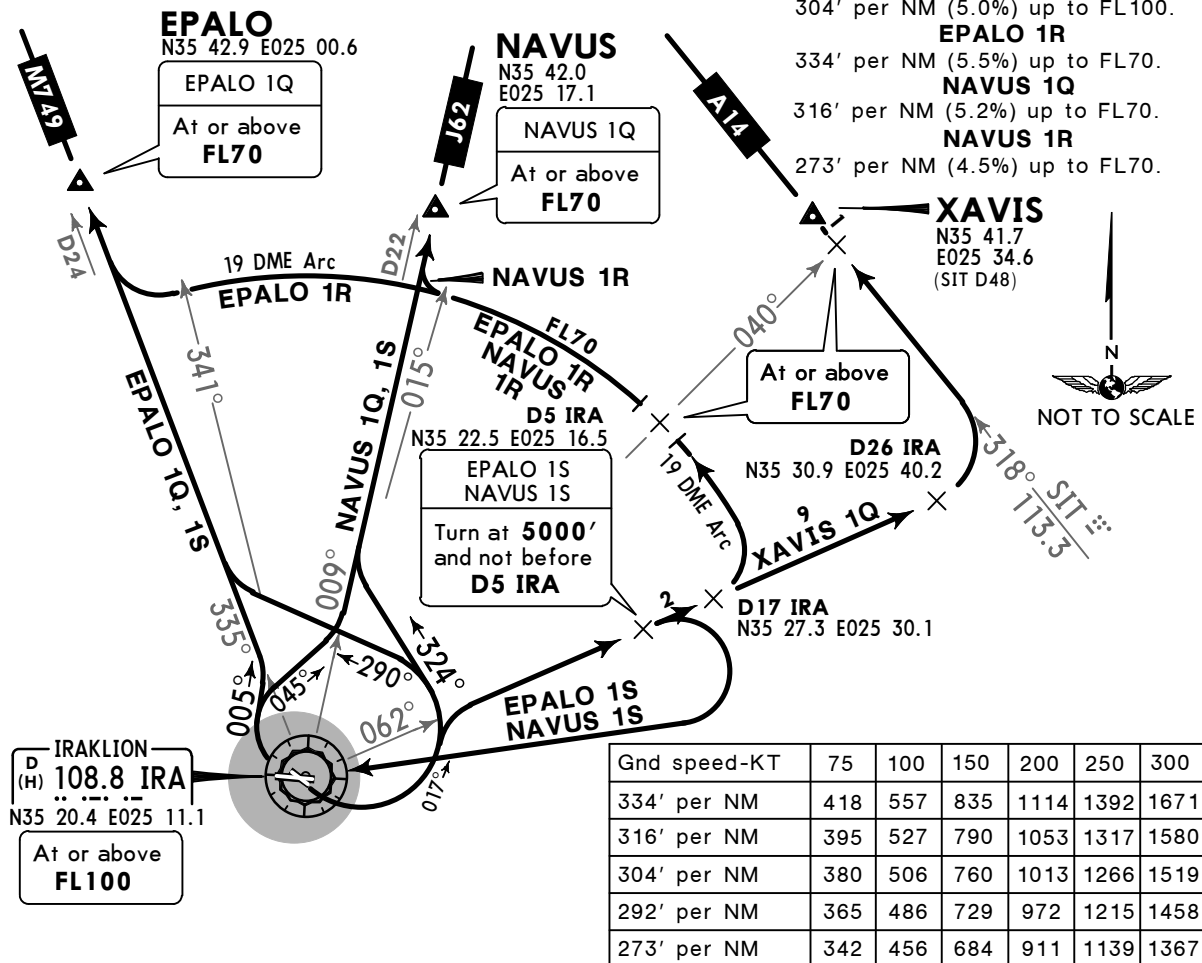
NAVUS 1Q

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.

© JEPPESSEN, 2006, 2015. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

20 APR 18

10-3D

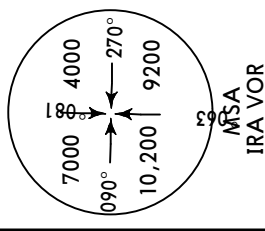
Eff 26 Apr

IRAKLION, GREECE

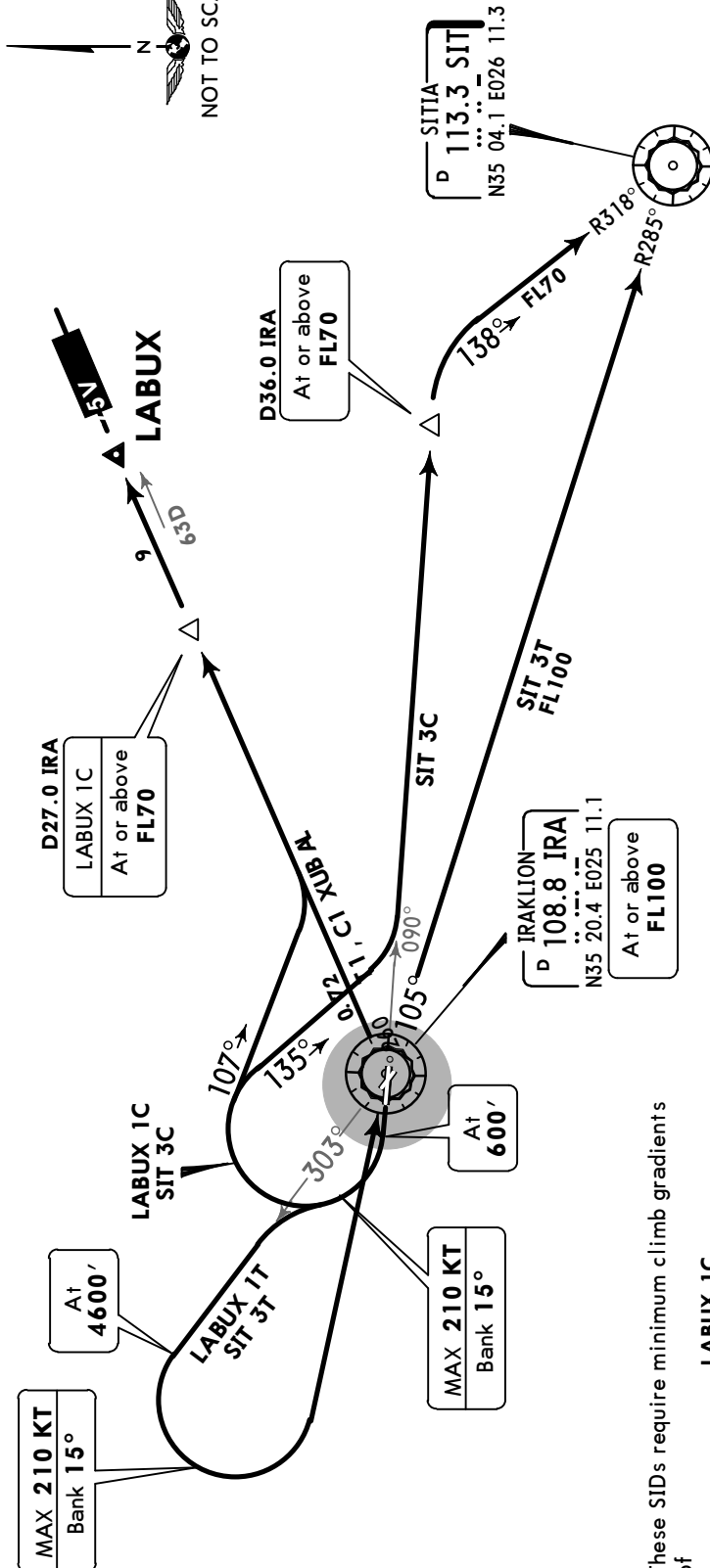
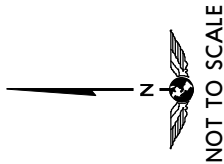
SID

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



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

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

SID	ROUTING
LABUX 1C	Climb straight ahead to 600', turn RIGHT, 107° track, intercept IRA R-062 to LABUX, then join airway V-57.
LABUX 1T	Climb straight ahead to 600', turn RIGHT, intercept IRA R-303, at 4600' turn LEFT to IRA, IRA R-062 to LABUX, then join airway V-57.
SIT 3C	Climb straight ahead to 600', turn RIGHT, 135° track, intercept IRA R-090 to D36.0 IRA, turn RIGHT, intercept SIT R-318 inbound to SIT.
SIT 3T	Climb straight ahead to 600', turn RIGHT, intercept IRA R-303, at 4600' turn LEFT to IRA, IRA R-105 to SIT.

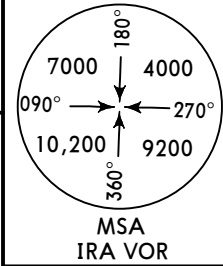
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
20 APR 18 10-3E Eff 26 Apr

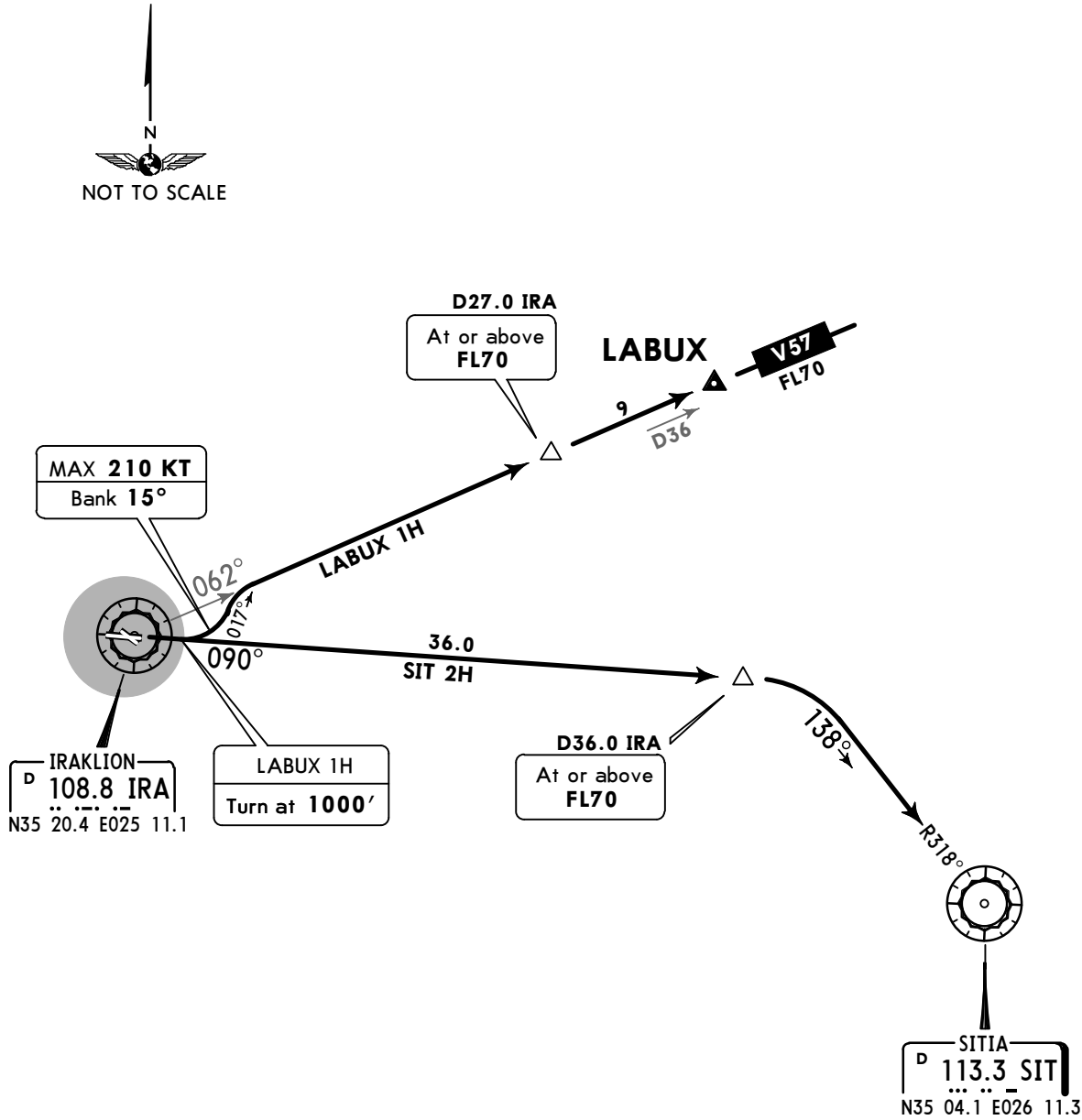
IRAKLION, GREECE
SID

Apt Elev
115'

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



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



These SIDs require minimum climb gradients
of

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

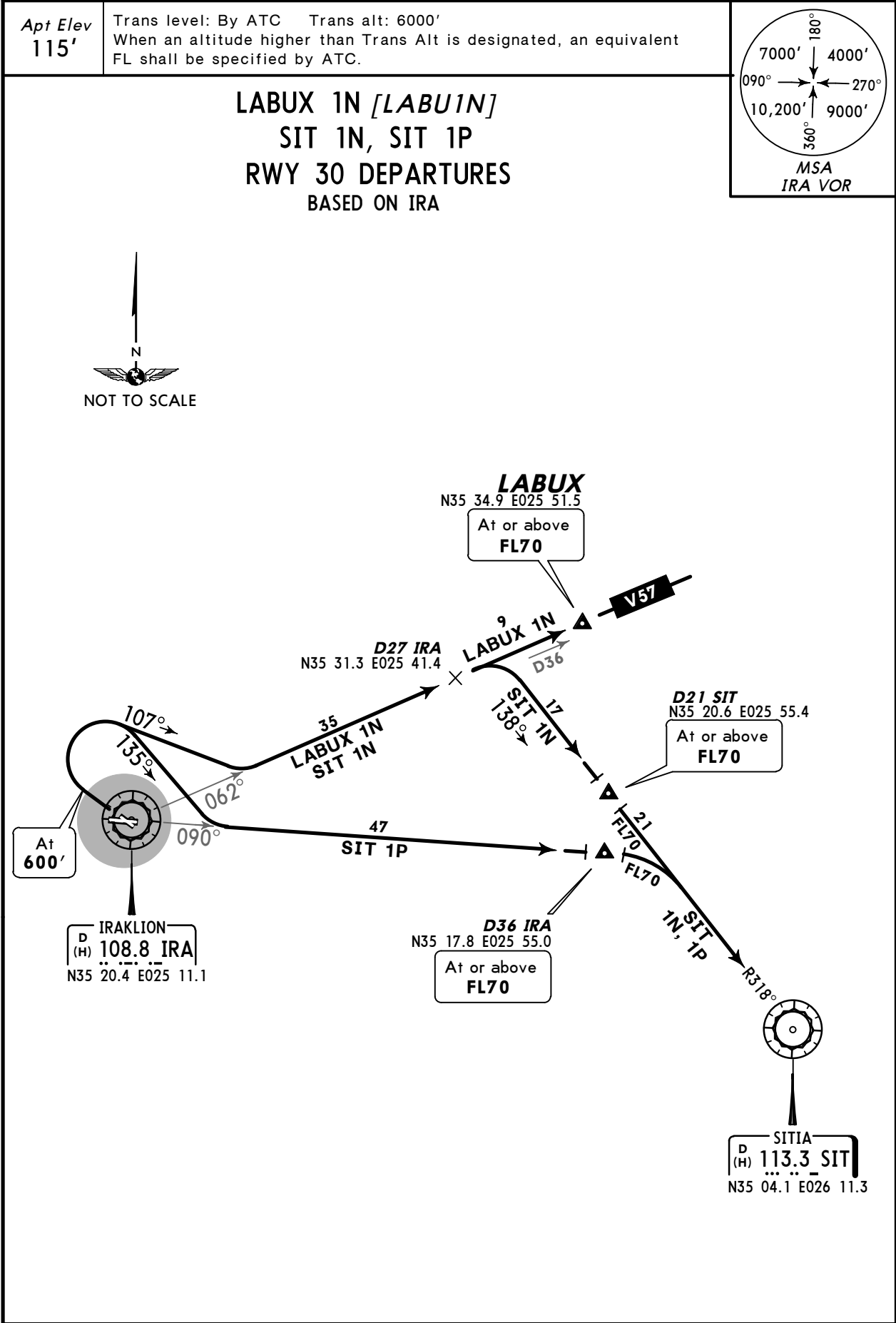
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
219' per NM	273	365	547	729	911	1094

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

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
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

Direct distance from
Nikos Kazantzakis Apt to:
SIT 52 NM

NOT TO SCALE

N

7000'
4000'
090°
10,200'
360°
270°
9000'

MSA
IRA VOR

LABUX
N35 34.9 E025 51.5
At or above
FL70

9

LABUX 1Q

D27 IRA
N35 31.3 E025 41.4

D36
N35 17.8 E025 55.0
At or above
FL70

138°

FL70
SIT 1R

R318°

SITIA
D (H) 113.3 SIT
N35 04.1 E026 11.3

LABUX 1Q
SIT 1R

SIT 1Q

IRAKLION
D (H) 108.8 IRA
N35 20.4 E025 11.1

062°
090°
017°

062°
090°
017°

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.

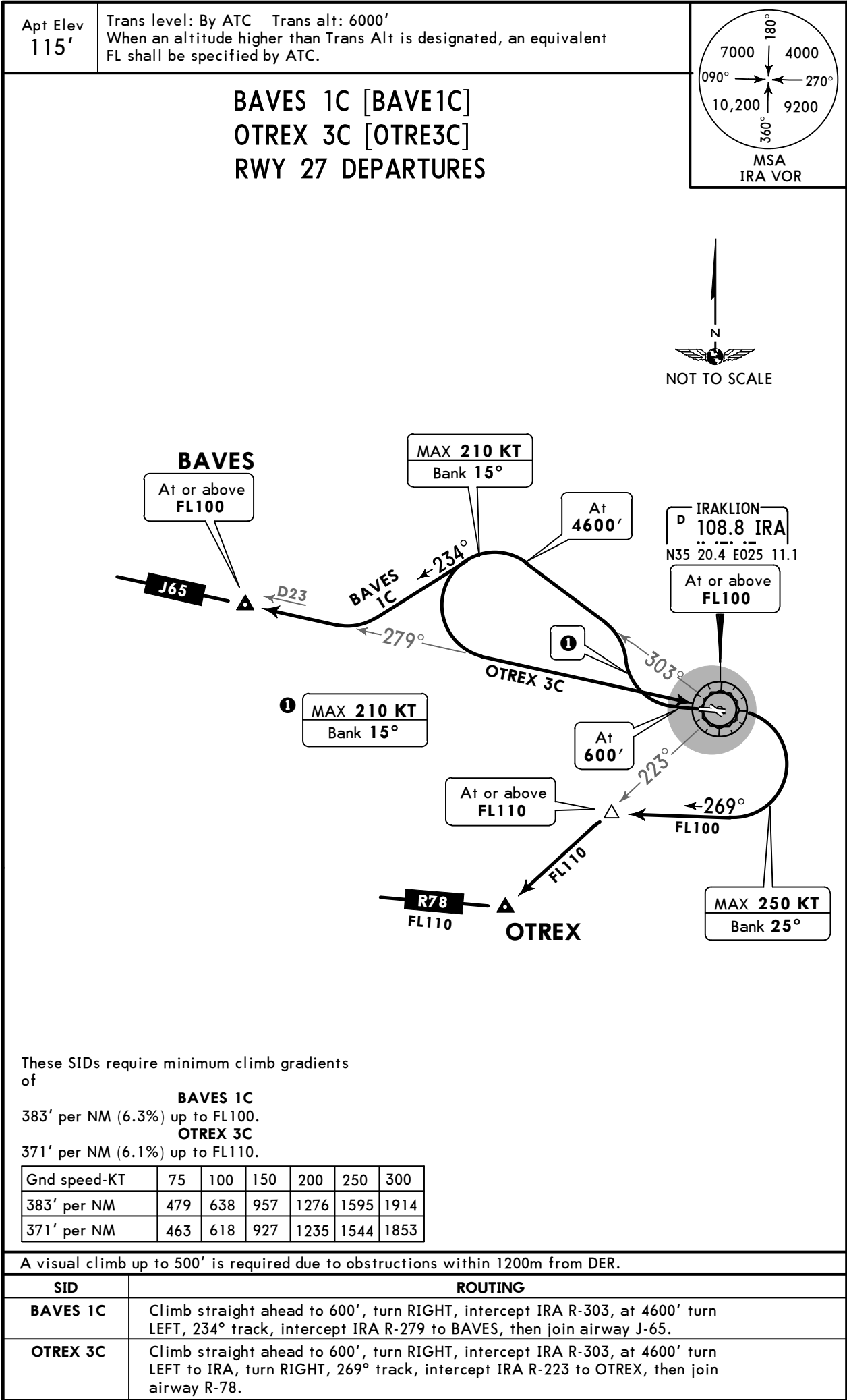
CHANGES: Crossings; MEAs.

© JEPPESSEN, 2006, 2013. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
20 APR 18 10-3H Eff 26 Apr

IRAKLION, GREECE
SID



LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
20 APR 18 10-3J Eff 26 Apr

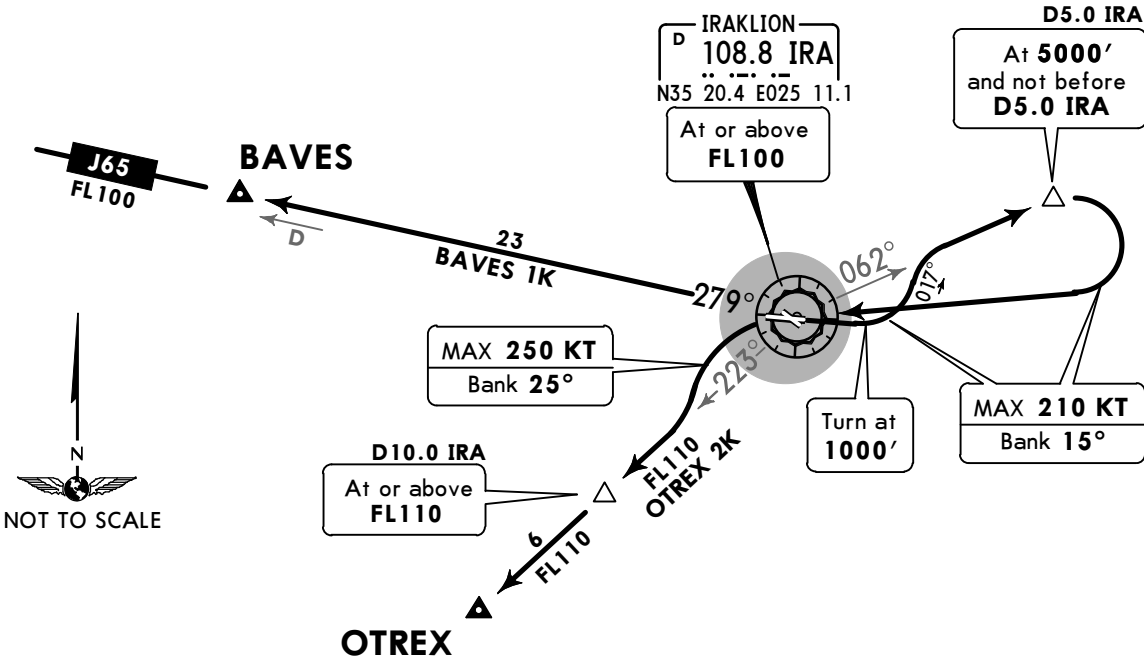
IRAKLION, GREECE
SID

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

7000 4000
090° 270°
10,200 9200
360°
MSA
IRA VOR



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

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

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

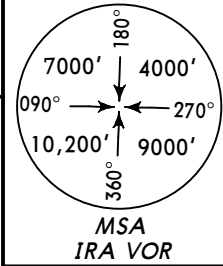
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
6 DEC 13 10-3K Eff 12 Dec

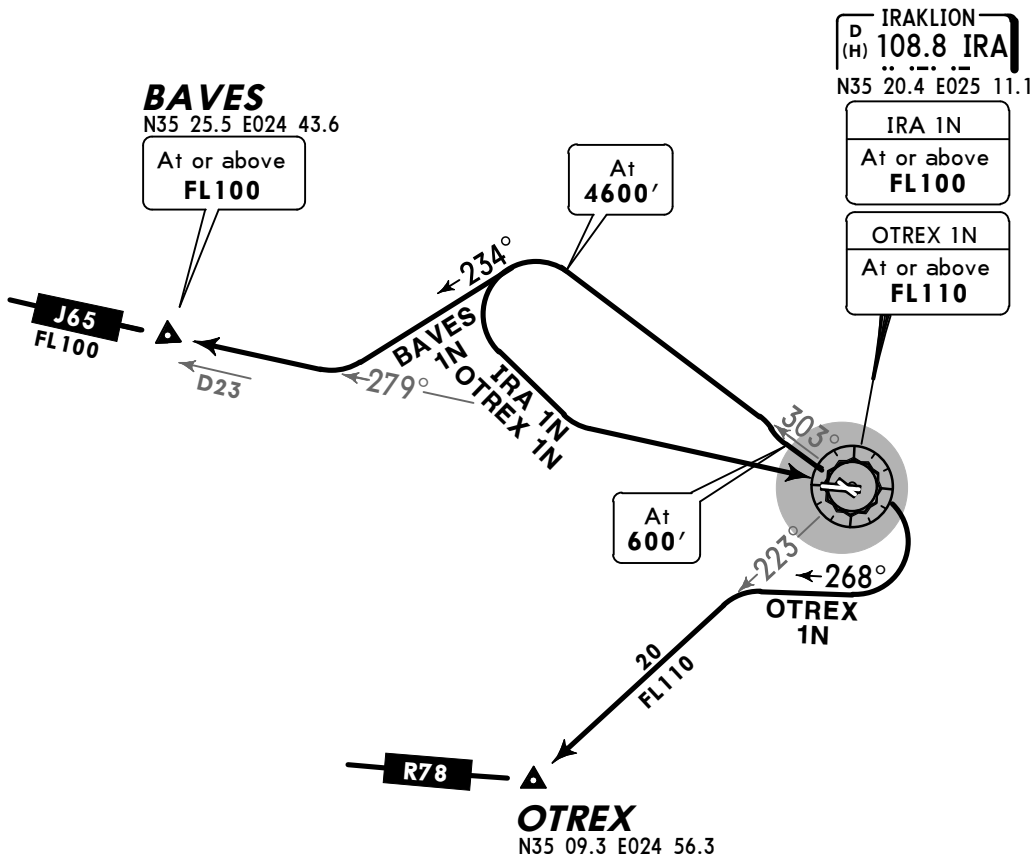
IRAKLION, GREECE
SID

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.

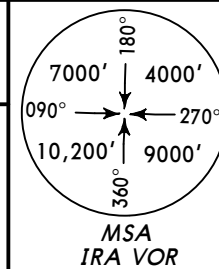
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
6 DEC 13 10-3L Eff 12 Dec

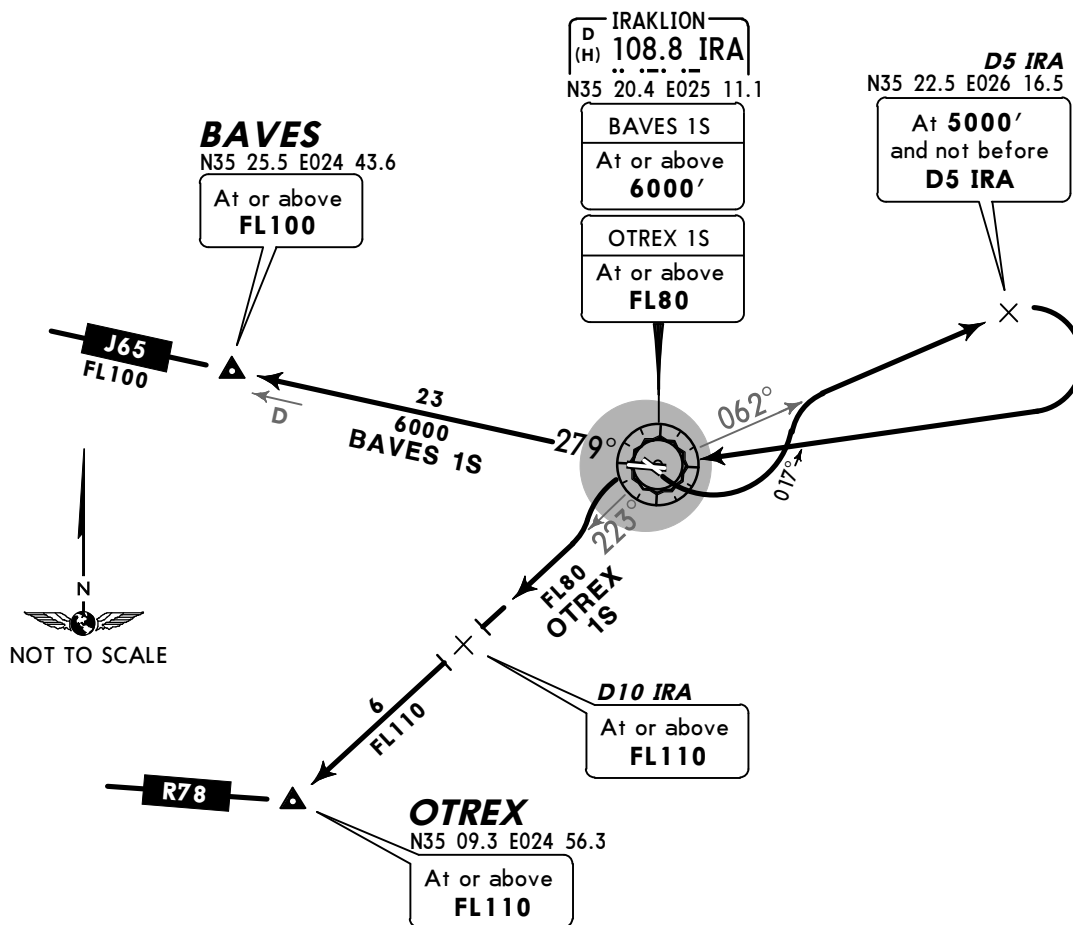
IRAKLION, GREECE
SID

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.



**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

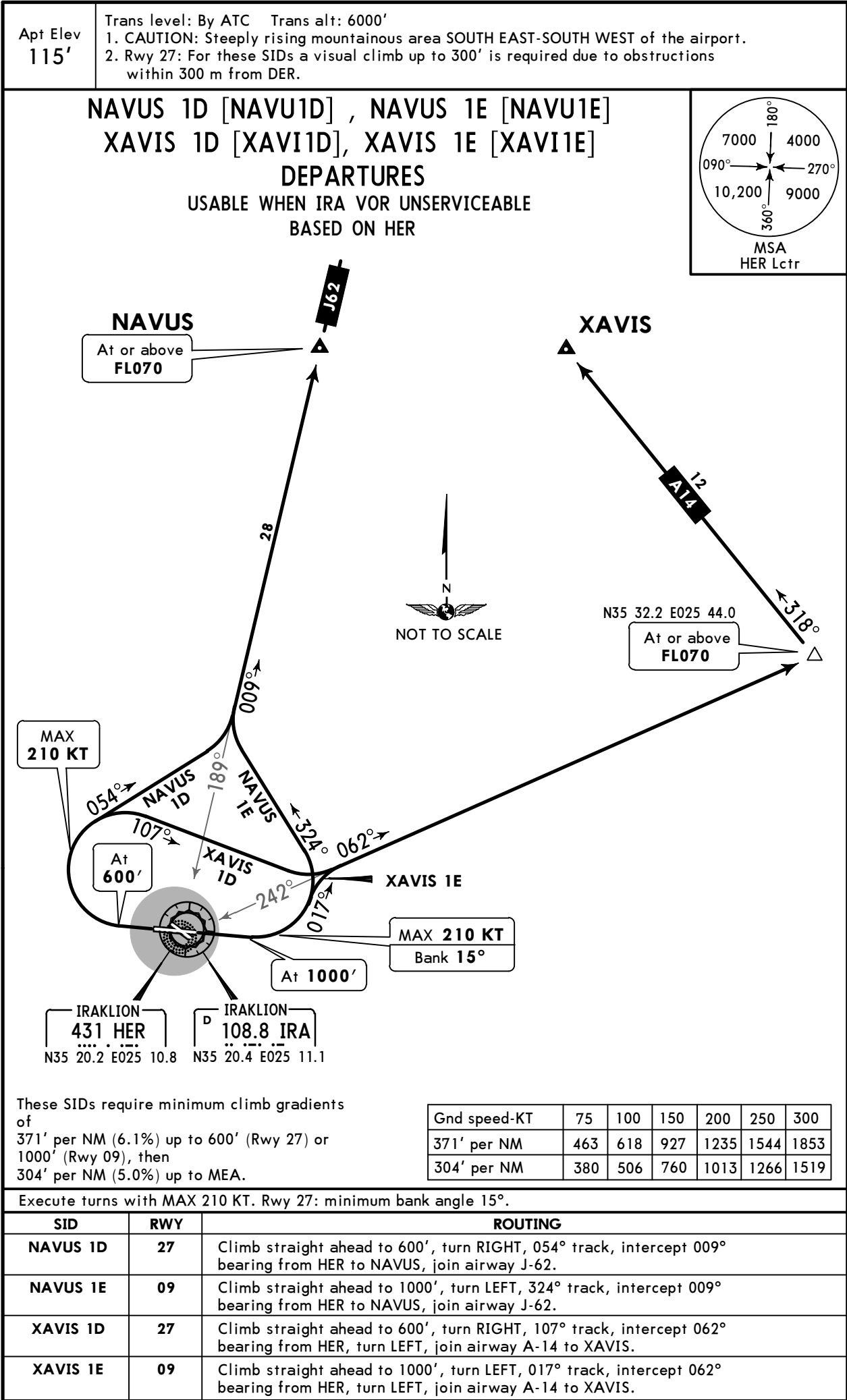
A minimum visibility of 10 KM and ceiling of 2000' is required.
During initial climb remain in visual contact with terrain and maintain own terrain separation
until passing 2000'.
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

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
17 MAY 19 10-3M Eff 23 May

IRAKLION, GREECE
SID

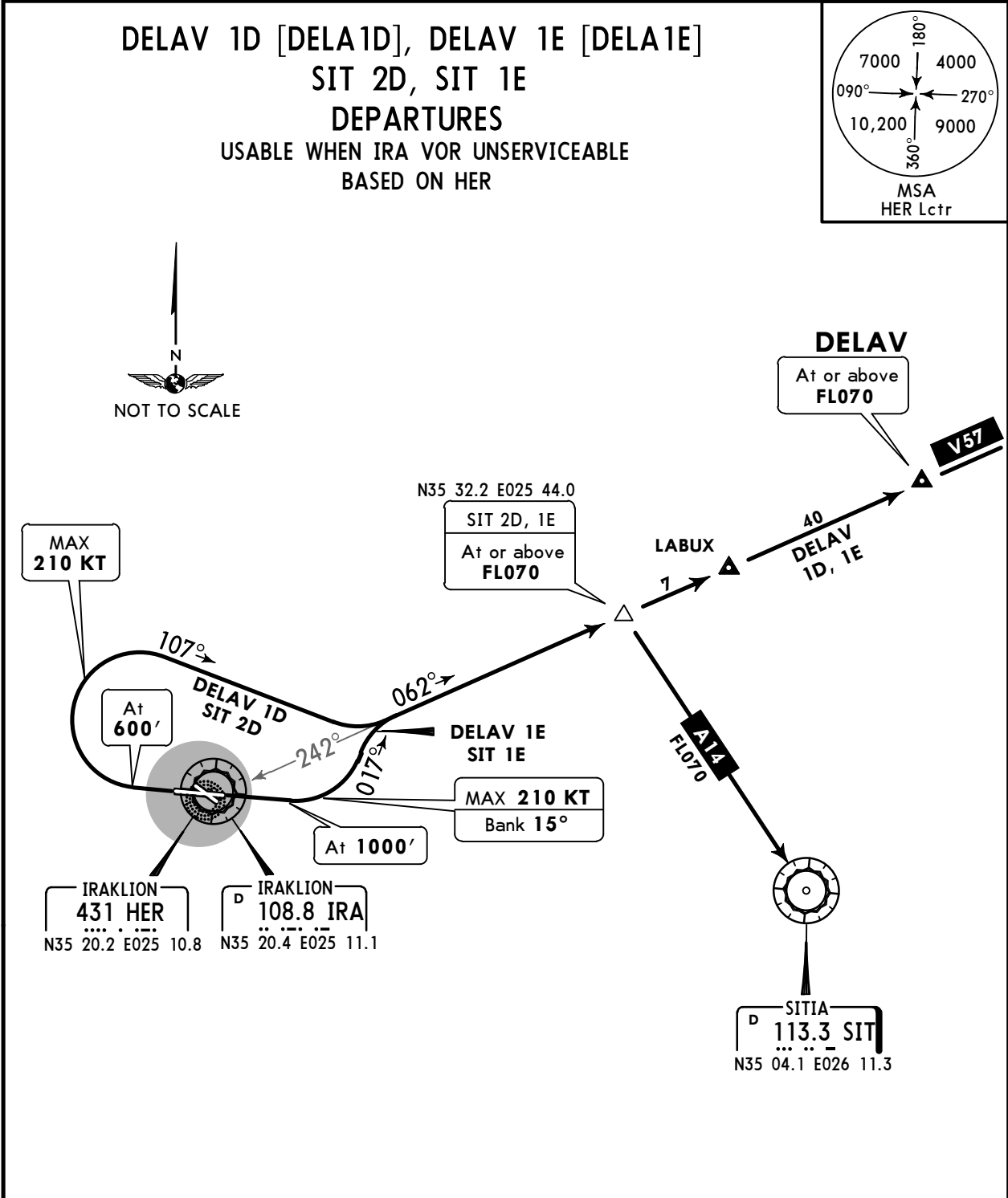


LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
17 MAY 19 (10-3N) Eff 23 May

IRAKLION, GREECE
SID

Apt Elev 115'	Trans level: By ATC Trans alt: 6000' 1. CAUTION: Steeply rising mountainous area SOUTH EAST-SOUTH WEST of the airport. 2. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER.
------------------	---



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

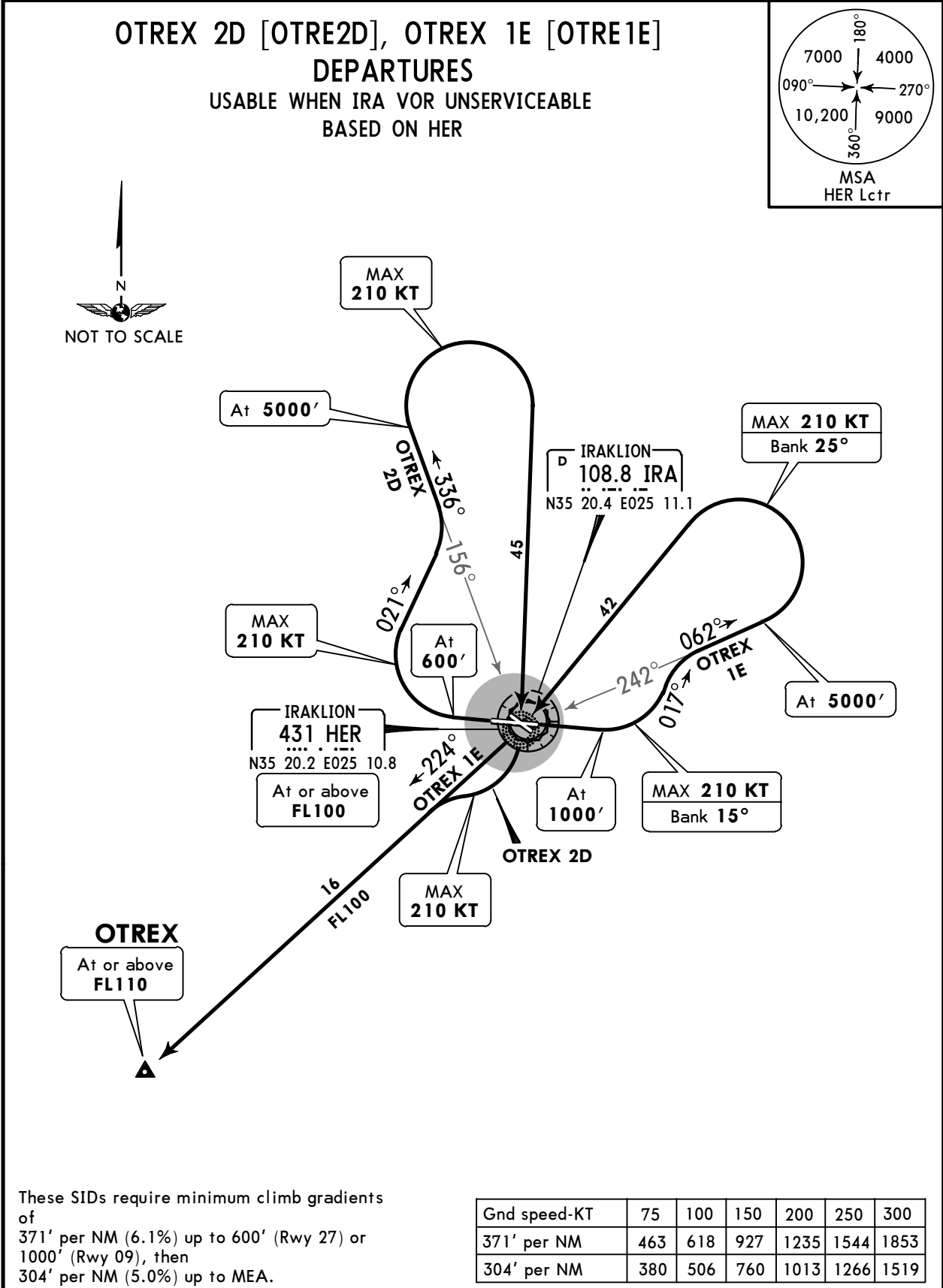
Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.		
SID	RWY	ROUTING
DELAV 1D	27	Climb straight ahead to 600', turn RIGHT, 107° track, intercept 062° bearing from HER to DELAV, join airway V-57.
DELAV 1E	09	Climb straight ahead to 1000', turn LEFT, 017° track, intercept 062° bearing from 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
17 MAY 19 10-3P Eff 23 May

IRAKLION, GREECE
SID

Apt Elev 115'	Trans level: By ATC Trans alt: 6000' 1. CAUTION: Steeply rising mountainous area SOUTH EAST-SOUTH WEST of the airport. 2. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER.
------------------	---



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
17 MAY 19 10-3Q Eff 23 May

IRAKLION, GREECE
SID

Apt Elev
115'

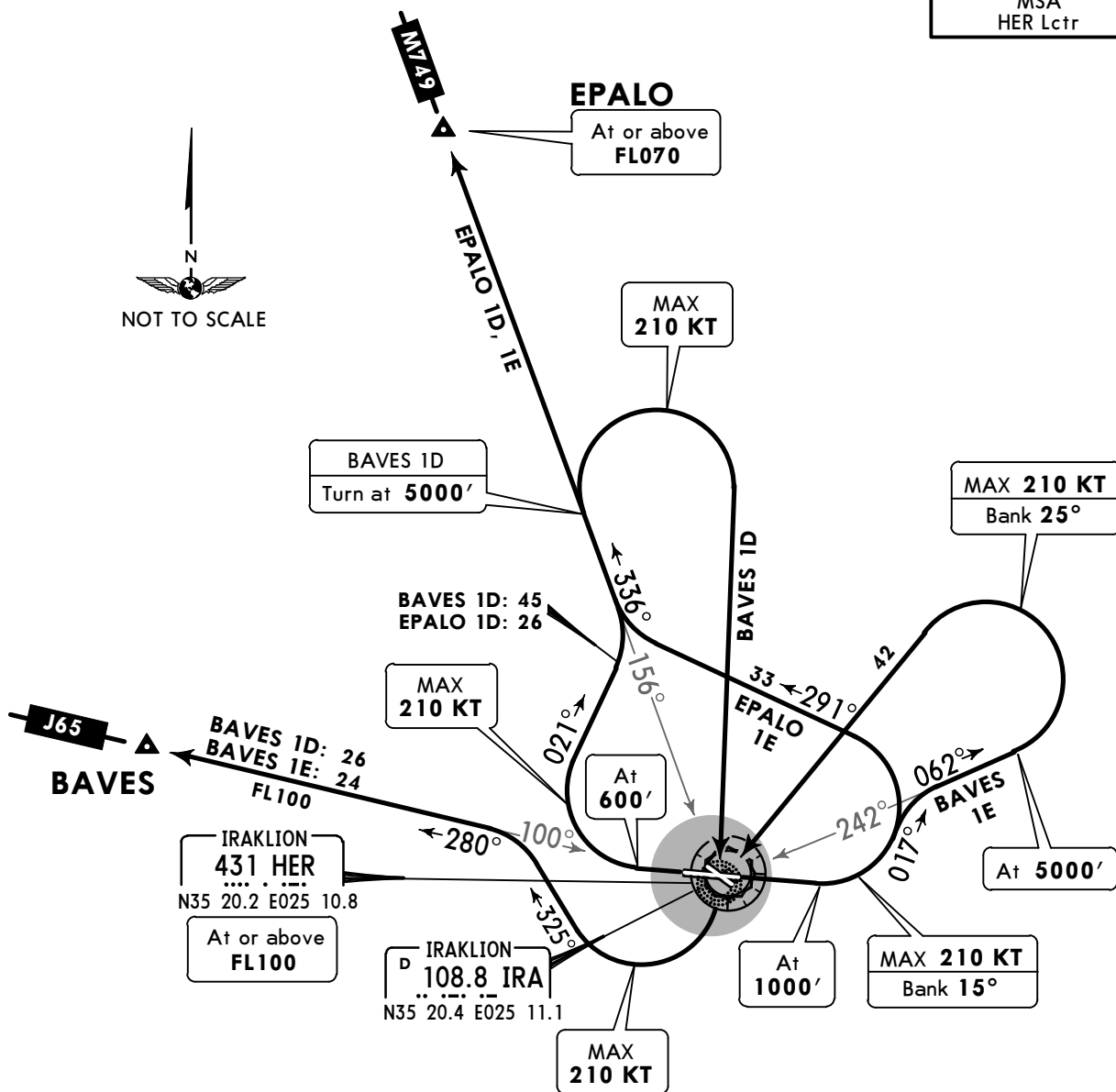
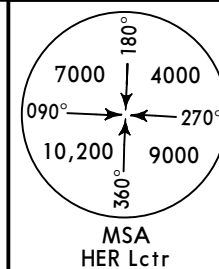
Trans level: By ATC Trans alt: 6000'

1. CAUTION: Steeply rising mountainous area SOUTH EAST-SOUTH WEST of the airport.
2. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER.

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

DEPARTURES

USABLE WHEN IRA VOR UNSERVICEABLE
BASED ON HER



These SIDs require minimum climb gradients of 371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then 304' per NM (5.0%) up to MEA.

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

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

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

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'

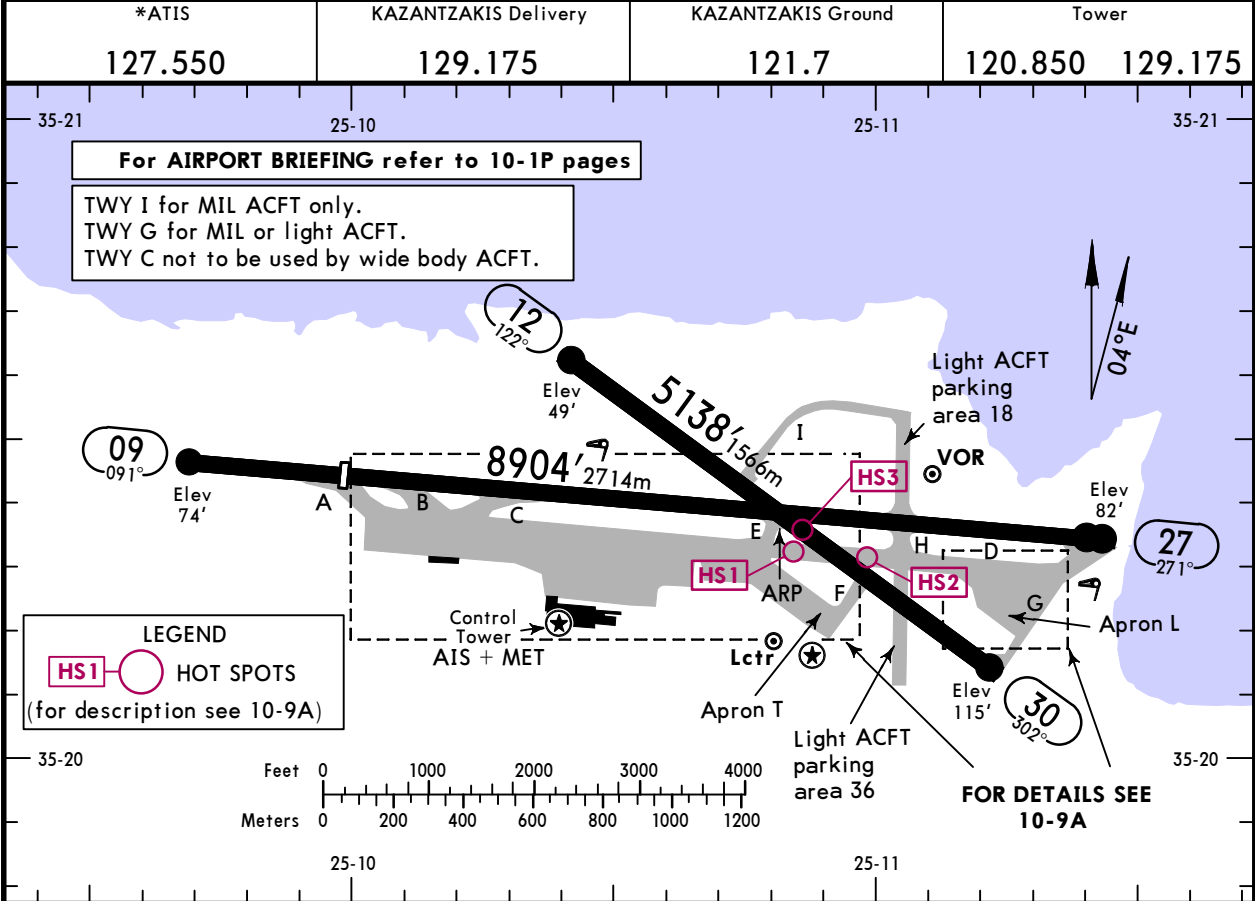
N35 20.4 E025 10.8

JEPPESSEN

4 AUG 17 (10-9) Eff 17 Aug

IRAKLION, GREECE

NIKOS KAZANTZAKIS



ADDITIONAL RUNWAY INFORMATION					
RWY		LANDING BEYOND	USABLE LENGTHS		
			Threshold	Glide Slope	TAKE-OFF
09	MIRL REIL PAPI-L (3.02°)		7340' 2237m		1
27	MIRL REIL PAPI-L (3.00°)				2
12					
30					

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

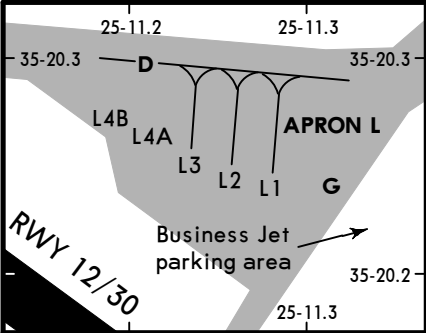
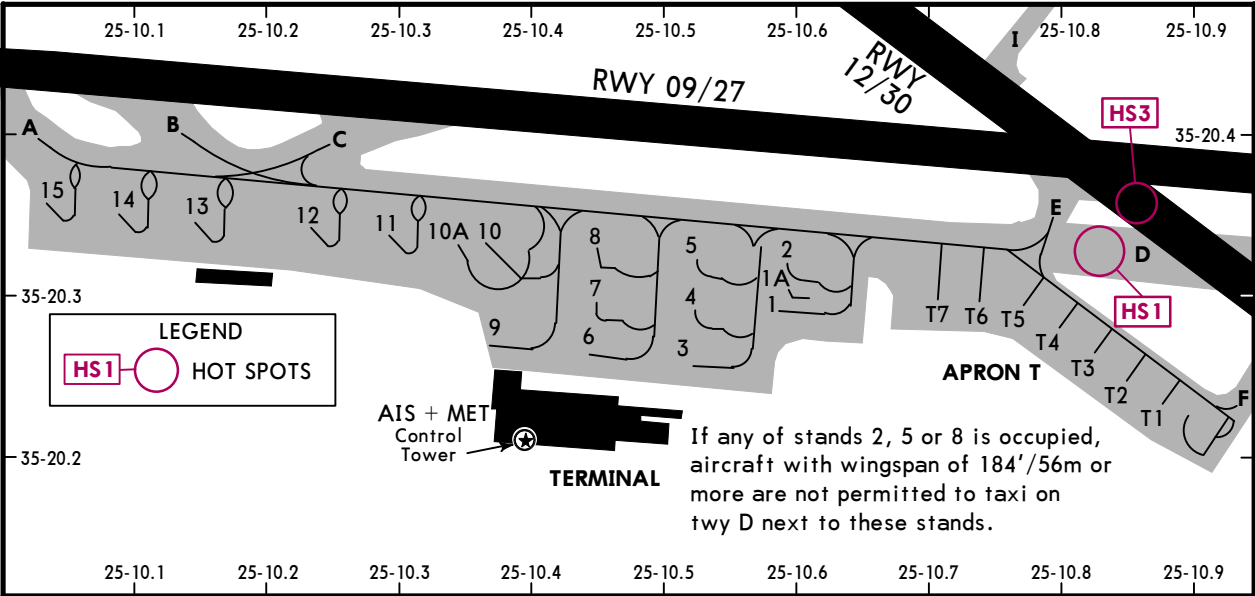
1 TORA RWY 09:	From rwy head	8904' (2714m)	2 TORA RWY 27:	From rwy head	8904' (2714m)
	twy A int	7552' (2302m)		twy H int	6873' (2095m)
	twy B int	6900' (2103m)		twy E int	5692' (1735m)
	twy C int	5650' (1722m)			

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

LGIR/HER

JEPPESEN
4 AUG 17 **10-9A** Eff 17 Aug

IRAKLION, GREECE
NIKOS KAZANTZAKIS



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	ELEV
1 thru 2	N35 20.3 E025 10.6	T1	N35 20.2 E025 10.9	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			

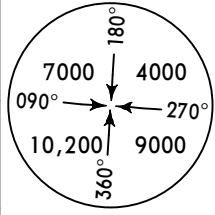
HOT SPOTS

- HS1** Confusing point: Approaching rwy.
HS2 Confusing point: Approaching rwy.
HS3 Confusing point: Crossing rwy.

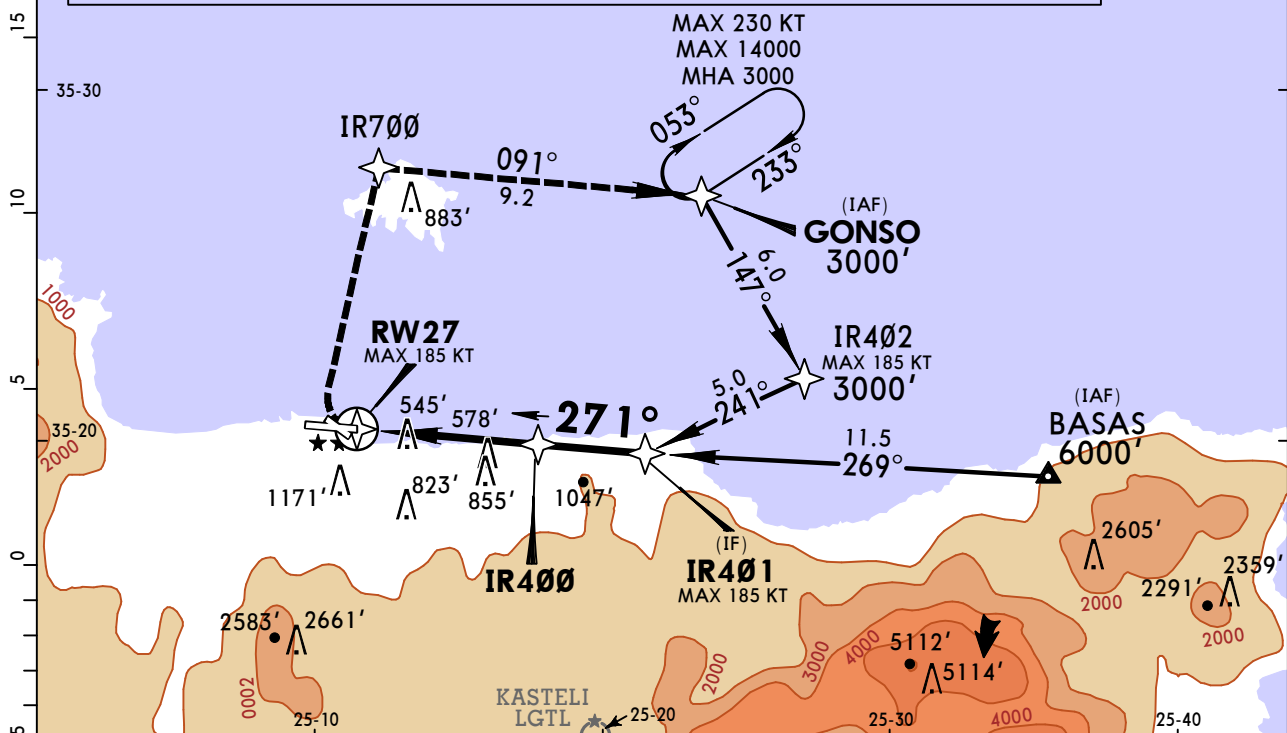
LGIR/HER
NIKOS KAZANTZAKIS

JEPPESSEN
13 JUL 18 **(12-1)** **Eff 19 Jul**

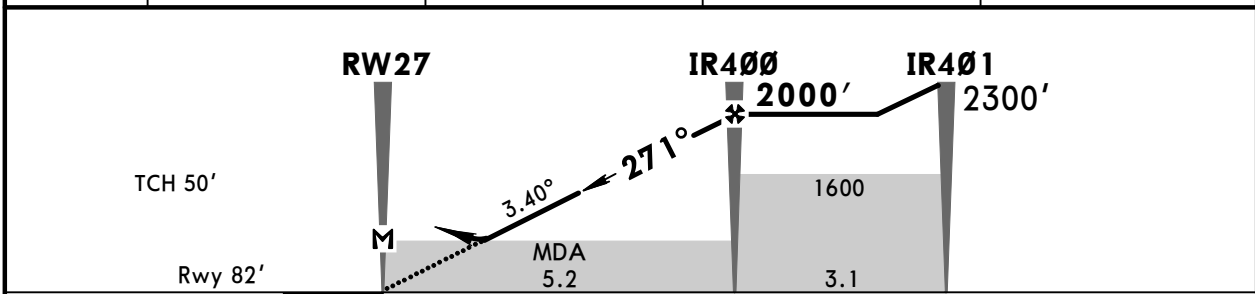
IRAKLION, GREECE
RNAV (GNSS) Rwy 27

BRIEFING STRIP TM	*ATIS 127.550		IRAKLION Approach (R) 123.975 118.025		KAZANTZAKIS Tower 120.850 129.175		Ground 121.7	
	RNAV	Final Apch Crs 271°	Procedure Alt IR400 2000' (1918')	LNAV DA/MDA(H) 830' (748')	Apt Elev 115' Rwy 82'			
	MISSED APCH: Turn RIGHT (MAX 185KT) at RW27 direct to IR700. At IR700 turn RIGHT, proceed to GONSO. Climb to 3000' to join holding at GONSO or as directed.							
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000' 1. RNP apch. 2. Steeply rising terrain immediately South of airport. 3. Avoid crossing final approach track, unless instructed by ATC, due to mountainous area.							
				MSA ARP				

WARNING:
Part of IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	185 KT MAX RT	D → IR700
Descent Angle	3.40°	421	541	602	722	842			
MAP at RW27									

Standard			STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
			LNAV CDFA DA/MDA(H) 830' (748')			Not authorized South of runway.		
A	RVR 1500m			Max Kts	MDA(H)	VIS		
B				100	1100' (985')	1500m		
C	RVR 2400m			135	1100' (985')	1600m		
D				180	1100' (985')	2400m		
				205	1100' (985')	3600m		

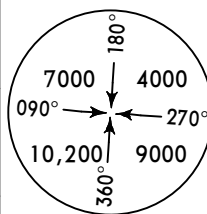
LGIR/HER
NIKOS KAZANTZAKIS

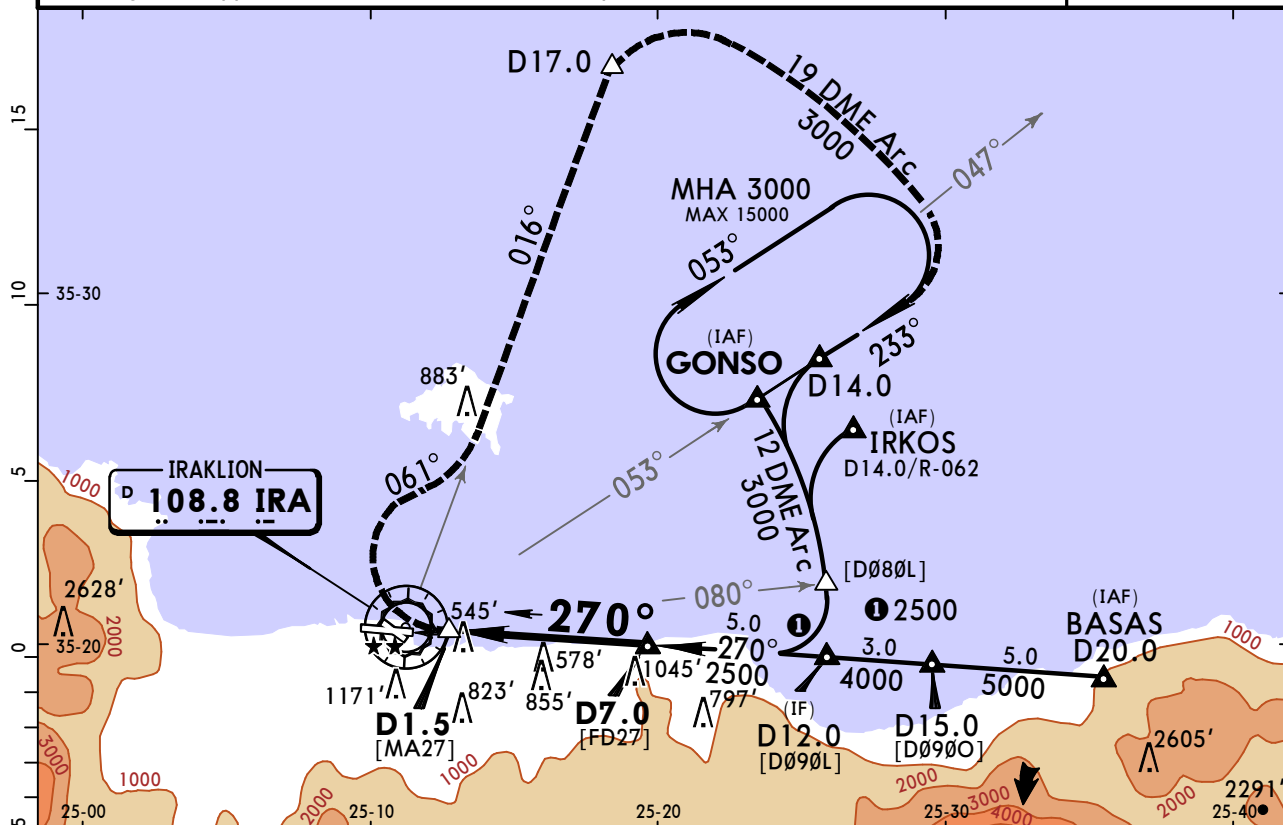
JEPPESEN
13 JUL 18 **13-1** Eff 19 Jul

IRAKLION, GREECE
VOR Rwy 27

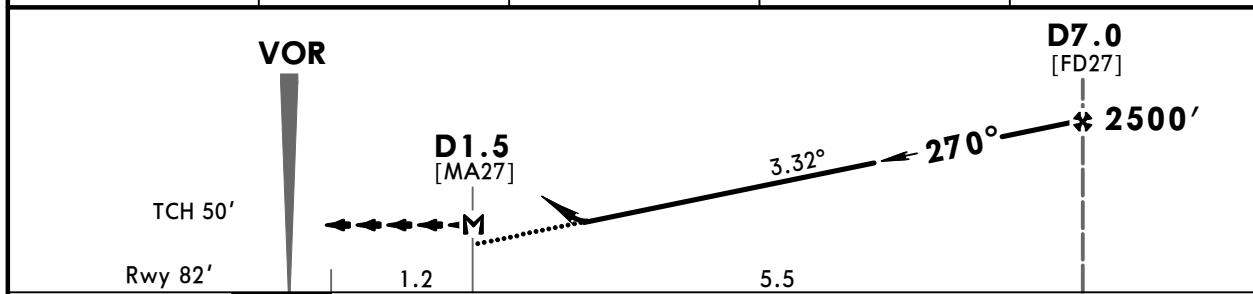
TM

BRIEFING STRIP

*ATIS		IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.550		123.975 118.025		120.850	129.175	121.7
VOR IRA 108.8	Final Apch Crs 270°	Minimum Alt D7.0 2500'(2418')	DA/MDA(H) 1100'(1018')	Apt Elev 115' Rwy 82'	 MSA IRA VOR	
MISSED APCH: Climbing turn RIGHT (MAX 230 KT) onto 061° to intercept and follow R-016. At D17.0 turn RIGHT to join D19.0 Arc. Crossing R-047, turn RIGHT, intercept R-053 inbound to reach GONSO at or above 3000' and hold.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'						
1. DME REQUIRED. 2. Steeply rising terrain immediately South of airport. 3. Avoid crossing final approach track, unless instructed by ATC, due to mountainous area.						



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	061° RT	230 KT MAX
Descent Angle	3.32°	411	529	587	705	822			
MAP at D1.5									

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

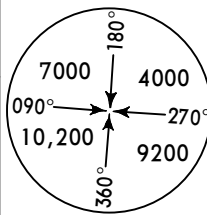
CHANGES: None.

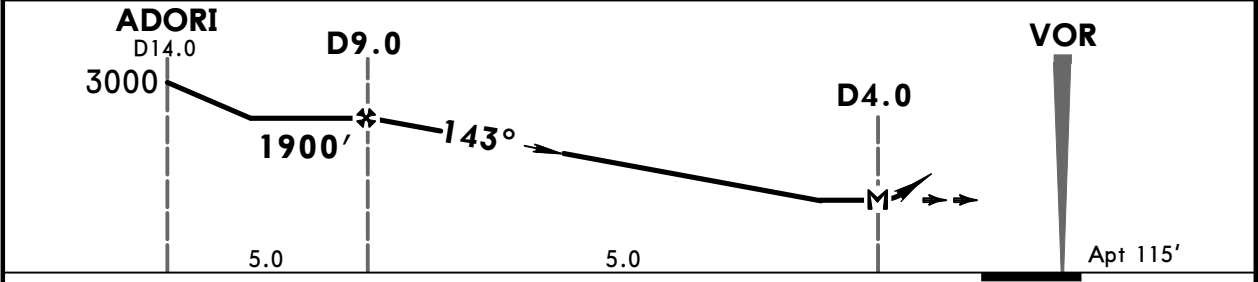
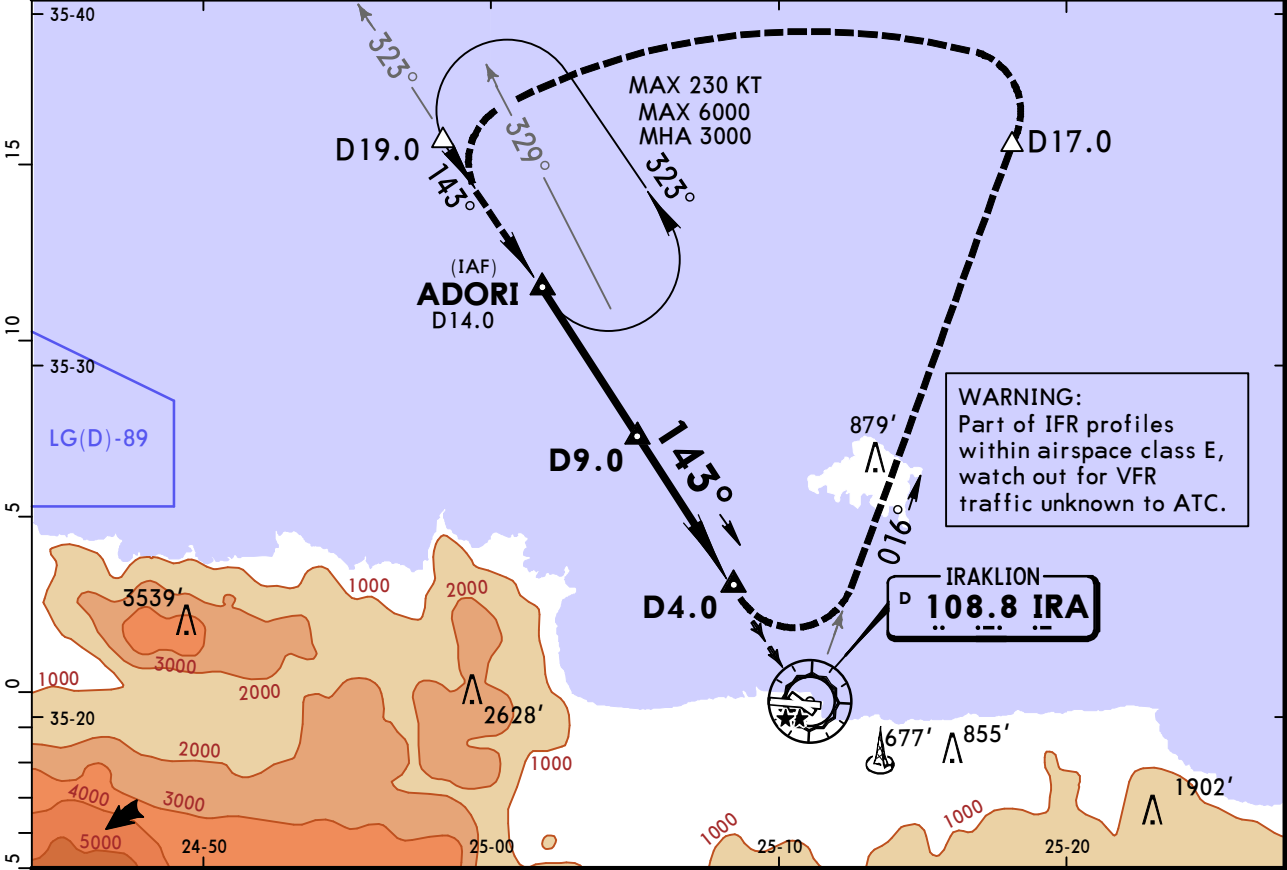
© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
10 MAY 19 13-2 Eff 23 May

IRAKLION, GREECE
VOR B

*ATIS 127.550		IRAKLION Approach (R) 123.975 118.025		KAZANTZAKIS Tower 120.850 129.175		Ground 121.7
VOR IRA 108.8	Final Apch Crs 143°	Minimum Alt D9.0 1900' (1785')	MDA(H) 1100' (985')	Apt Elev 115'		 MSA IRA VOR
MISSED APCH: Turn LEFT (MAX 185 KT), climb to 3000' to intercept and follow R-016 . At D17.0 turn LEFT (MAX 230 KT, Bank Angle 25°), intercept and follow 19 DME Arc. At R-329 turn LEFT to intercept and follow R-323 to ADORI and hold.						
Alt Set: hPa		Apt Elev: 4 hPa		Trans level: By ATC		
DME REQUIRED.		Steeply rising terrain immediately South of airport.				
Trans alt: 6000'						

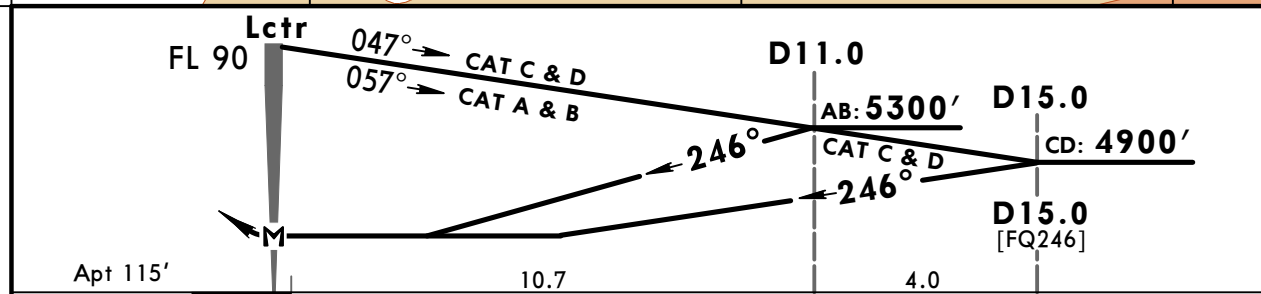
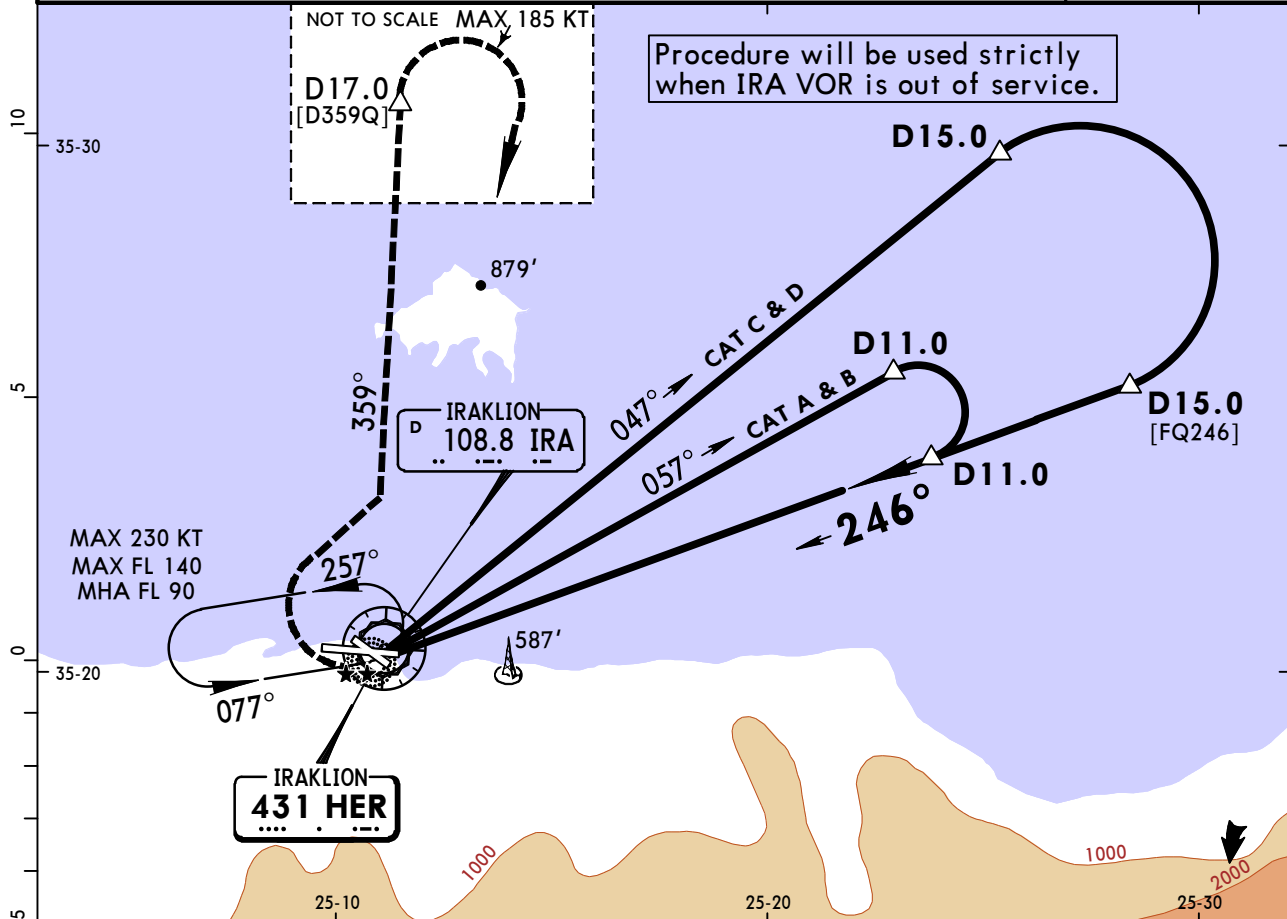


MAP at D4.0				Lighting - Refer to Airport Chart		185 KT MAX LT	IRA 108.8 R-016
-------------	--	--	--	-----------------------------------	--	---------------------	-----------------------

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

~~IRAKLION, GREECE~~
Lctr DME

*ATIS	IRAKLION Approach (R)		KAZANTZAKIS Tower		Ground
127.550	123.975 118.025		120.850	129.175	121.7
Lctr HER 431	Final Apch Crs 246°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 115'	MSA HER Lctr
MISSED APCH: Climbing turn RIGHT onto 359° . At D17.0 or 6000' , whichever earlier, turn RIGHT (MAX 185 KT) and proceed to reach Lctr at FL 90 and hold.					
Alt Set: hPa	Apt Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000'		
CAUTION: Steeply rising mountainous area South-West and South-East of airport.					

[illegible]

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

GREECE

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED

LGR
NIKOS KAZANTZAKIS

05 APR 19

(19-2)
IRAKLION
GREECE

BRIEFING STRIP™

LOCATION
Elev **115'** /35m
N35 20.4 E025 10.8

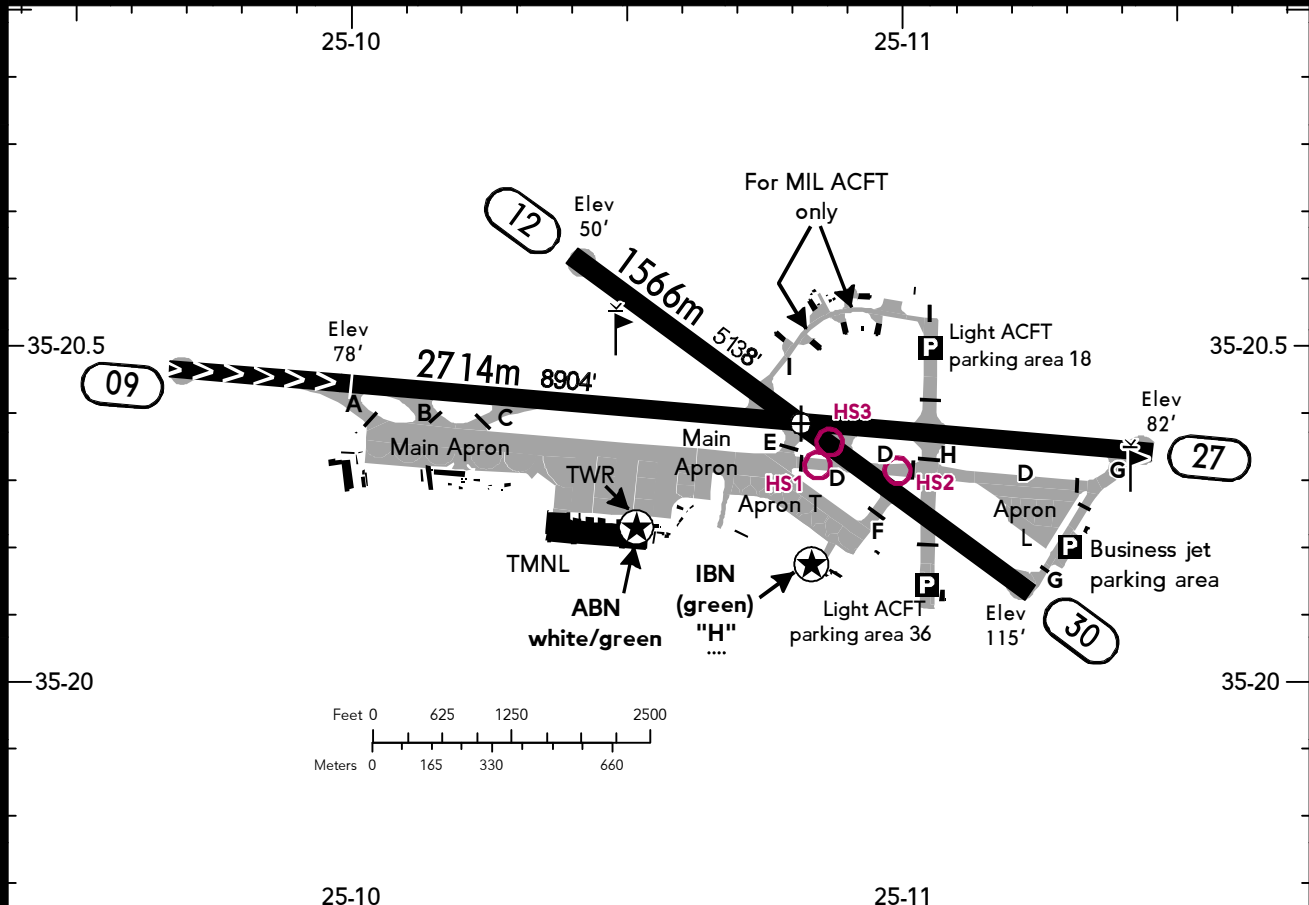
ATIS
ATIS **127.550**⁽¹⁾

TOWER
KAZANTZAKIS DELIVERY **129.175**⁽²⁾
KAZANTZAKIS GROUND **121.700**⁽³⁾
KAZANTZAKIS TOWER **120.850**⁽²⁾ (gr, en)

ADMITTED AIRCRAFT



⁽¹⁾ 60 NM / FL 200 ⁽²⁾ 25 NM / FL40 ⁽³⁾ 5 NM, ACFT Start up & Taxi Clearance



ABN - IBN - RWY 09/27: PAPI 09 (3.02°), 27 (3°) - THRL - RL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 (091°) 27 (271°) ①	2714 x 45 Asphalt	2714	2237 2714	PCN 36/F/B/X/U	
12 (122°) 30 (302°)	1566 x 50 Asphalt	1566	1566	PCN 36/F/B/X/U	---

① The last 300m not AVBL during barriers activity.

Intersection TKOF

RWY	TWY	TORA (m)
09	A	2302
	B	2103
	C	1722
27	E	1735
	H	2095

NOTE: Refer to Iraklion (LGR) Area Information.

PAPI not serviceable in azimuth more than 10° either side of extended RWY centre line.

CAUTION: Birds in vicinity of the AD.

Presence of cranes at Iraklion Harbour.

Caution to taxiing ACFT when approaching hot spots HS1, HS2, HS3.

RWYs 27 & 30 RH traffic circuit.

Pilots of all departing ACFT shall request start up clearance when ready to start engines immediately and ACFT doors are closed.

Last 300m RWY 27 not AVBL during barriers activity.

VFR flights entering Iraklion TMA should follow strictly VFR routes and altitudes unless other clearance is provided by the appropriate ATC unit.

TWY G for MIL or civil light ACFT.

Follow me guidance to all stands.

When pilots request start-up, push-back and taxi, they shall indicate their ACFT parking stand.

LGIR

NIKOS KAZANTZAKIS

05 APR 19

19-3

IRAKLION

GREECE

All ACFT must hold short of RWYs unless instructed otherwise by the ATC or guided by follow me car.

ATC is provided in the manoeuvring area with the exception of ACFT stand taxilanes due to lack of service roads and TWY G due to limited visibility from the TWR. Taxiing via ACFT stand taxilanes or TWY G is performed on pilots own responsibility or by follow me car guidance if requested.

Taxi or push back and taxi (where push back is necessary) instructions to ACFT parked at the apron L, the light aircraft parking area 36, the light aircraft parking area 18 and the business jet parking area are issued via KAZANTZAKIS TOWER.

For ACFT unable to be ready to taxi to the RWY in use within 10 MIN from startup clearance, unpredictable delay may occur.

During night and/or when there are ACFT parked at apron L and/or when deemed necessary from the ATC or a pilot, taxiing ACFT from the business jet parking area will be guided by follow me car.

For ACFT moving out of the light ACFT parking area 36 ATC is provided in the manoeuvring area which starts at the holding point of RWY 30. For ACFT moving out of the light aircraft parking area 18 ATC is provided in the manoeuvring area which starts at the holding point of RWY 27. Movement is subject to prior ATC notice.

In case that the parking positions are fully occupied by ACFT, the newly ARR ACFT will be cleared to taxi and stay temporarily in area defined by KAZANTZAKIS TOWER, until parking position is again vacant.

Noise Abatement Procedures

All ACFT departing from or arriving at Iraklion AD should avoid overflying Iraklion City.

Final approach to the AD shall be carried out strictly not below the angle defined by the visual approach indicator.

ACFT approaching to land on RWY 09 are requested to make adjustments for a short final approach unless otherwise instructed by the Control Tower.

Seasonal Phenomena

When landing or taking off exercise extreme caution due to seasonal winds from SSE with over 20 KT. Following phenomena may occur:

- severe turbulence on short finals, take-off and initial climb areas and on RWY 09/27;
- wind direction varies between 150° and 190° at the beginning of RWY 27 and between 170° and 210° at the beginning of RWY 09;
- the SSE winds are gusty.

Pilots shall report these phenomena to TWR/APP so that the pilots of succeeding ACFT can be warned.

RWY Incursion Hot Spots

HS1, HS2 - Confusing Point: Approaching RWY.

HS3 - Confusing Point: Crossing RWY.

IRAKLION, (NIKOS KAZANTZAKIS - LGIR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGIR