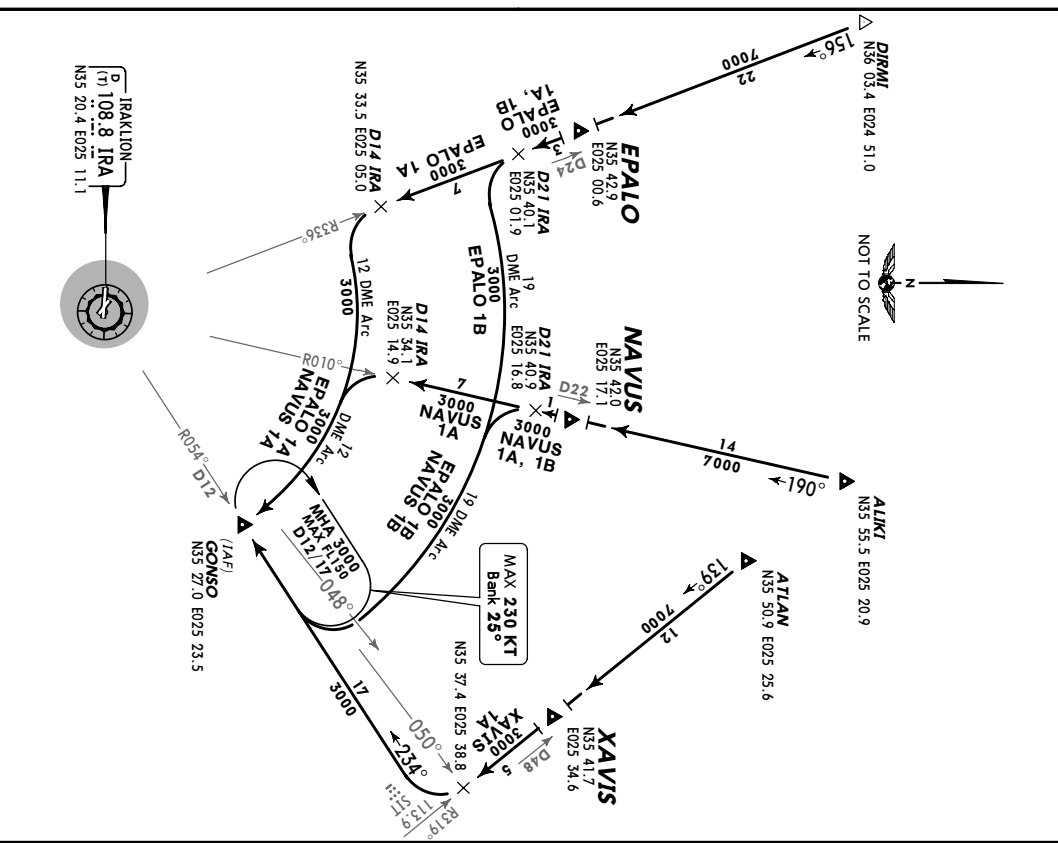
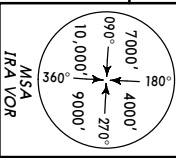


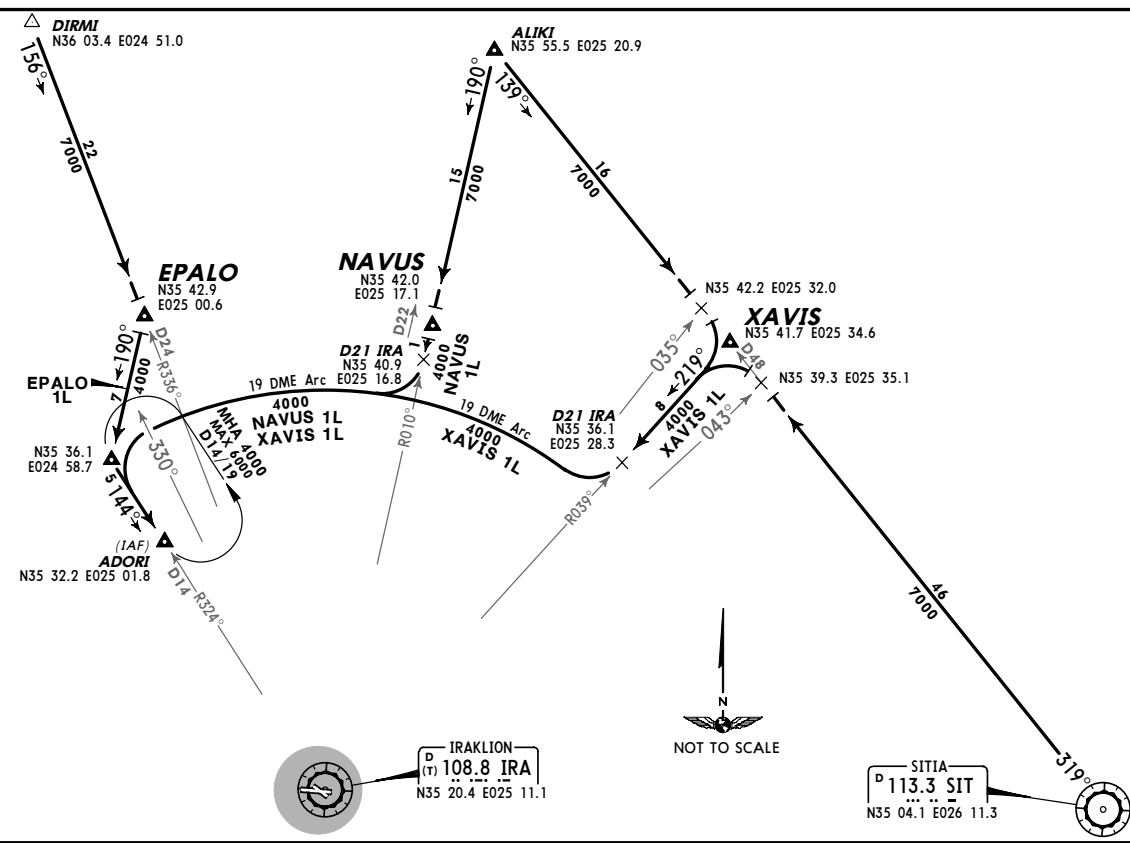
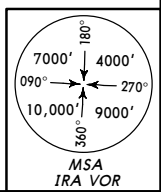
**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-2) **EFF 23 NOV**  
**STAR**

**EPALO ONE ALPHA (EPALO 1A) [EPAL1A]**  
**EPALO ONE BRAVO (EPALO 1B) [EPAL1B]**  
**NAVUS ONE ALFA (NAVUS 1A) [NAVU1A]**  
**NAVUS ONE BRAVO (NAVUS 1B) [NAVU1B]**  
**XAVIS ONE ALFA (XAVIS 1A) [XAV11A]**  
**RWY 27 ARRIVALS**  
 FROM NORTH



**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-2A) **EFF 23 NOV**  
**STAR**

**EPALO ONE LIMA (EPALO 1L) [EPAL1L]**  
**NAVUS ONE LIMA (NAVUS 1L) [NAVU1L]**  
**XAVIS ONE LIMA (XAVIS 1L) [XAV11L]**  
**RWY 09 ARRIVALS**  
 FROM NORTH

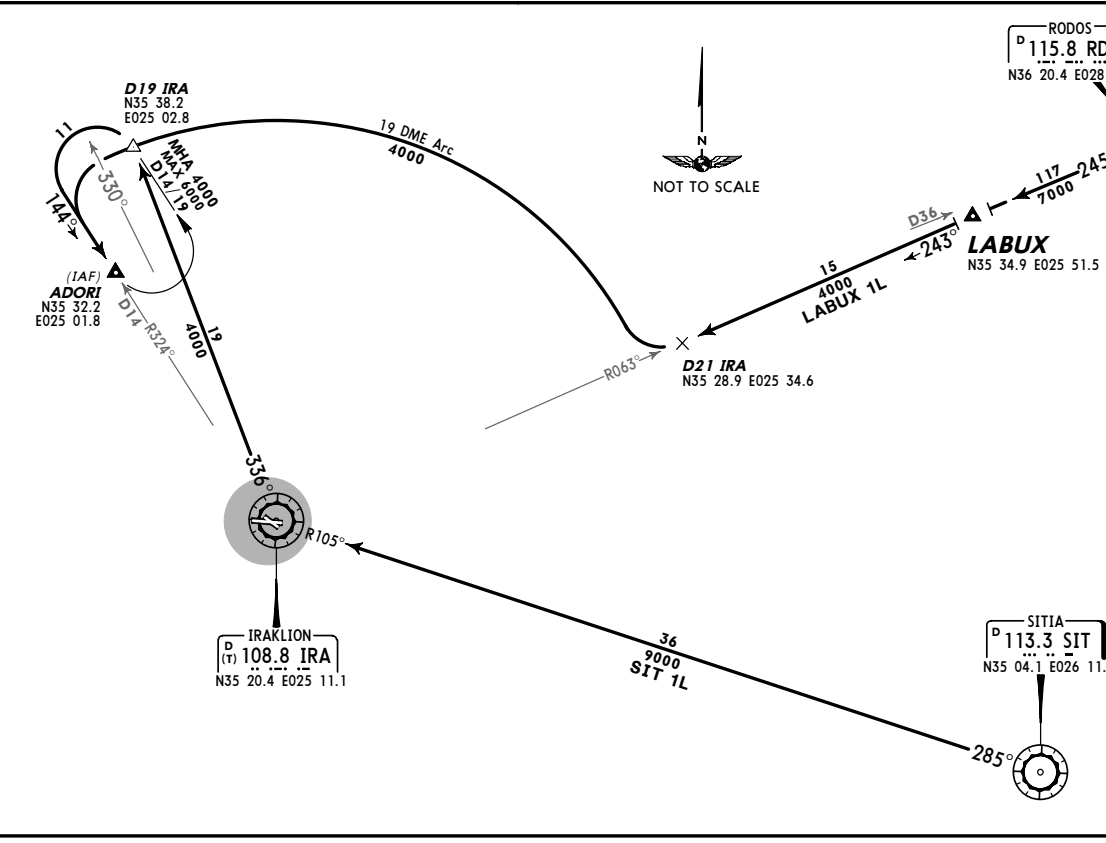
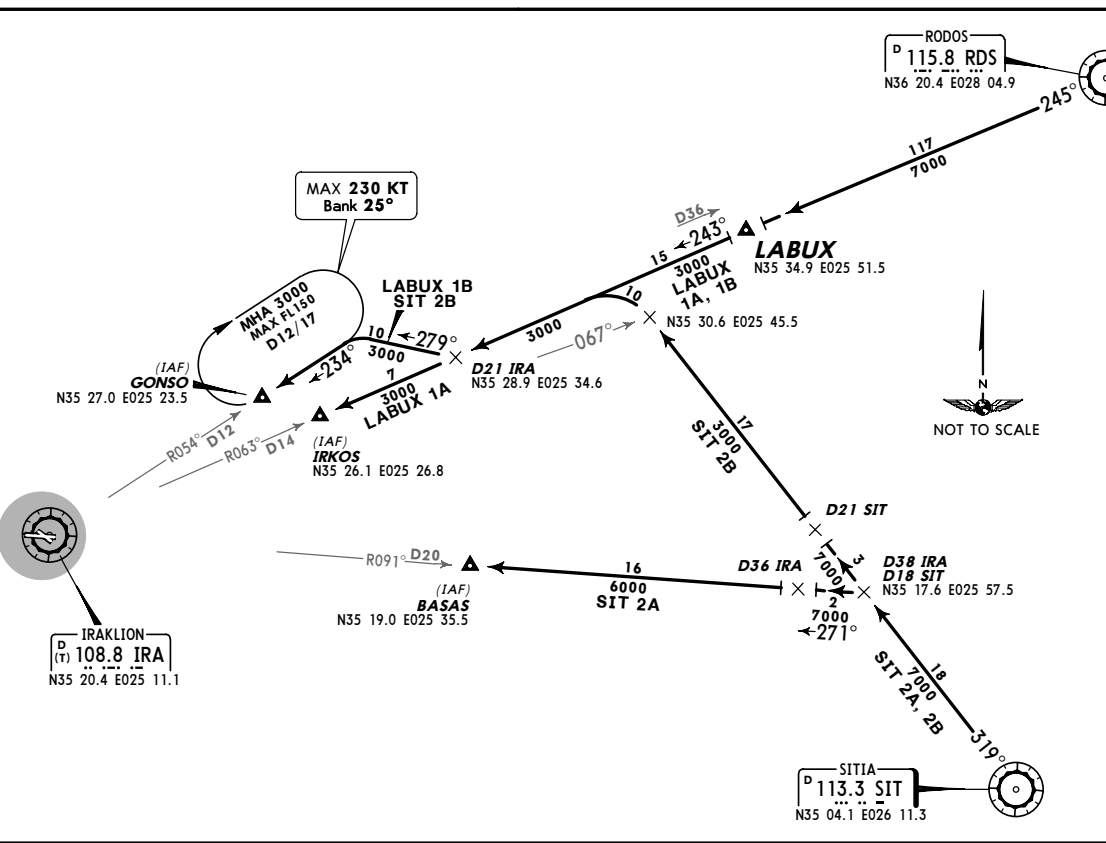


**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06  
**10-2B** **EFF 23 NOV**  
**STAR**

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06  
**10-2C** **EFF 23 NOV**  
**STAR**

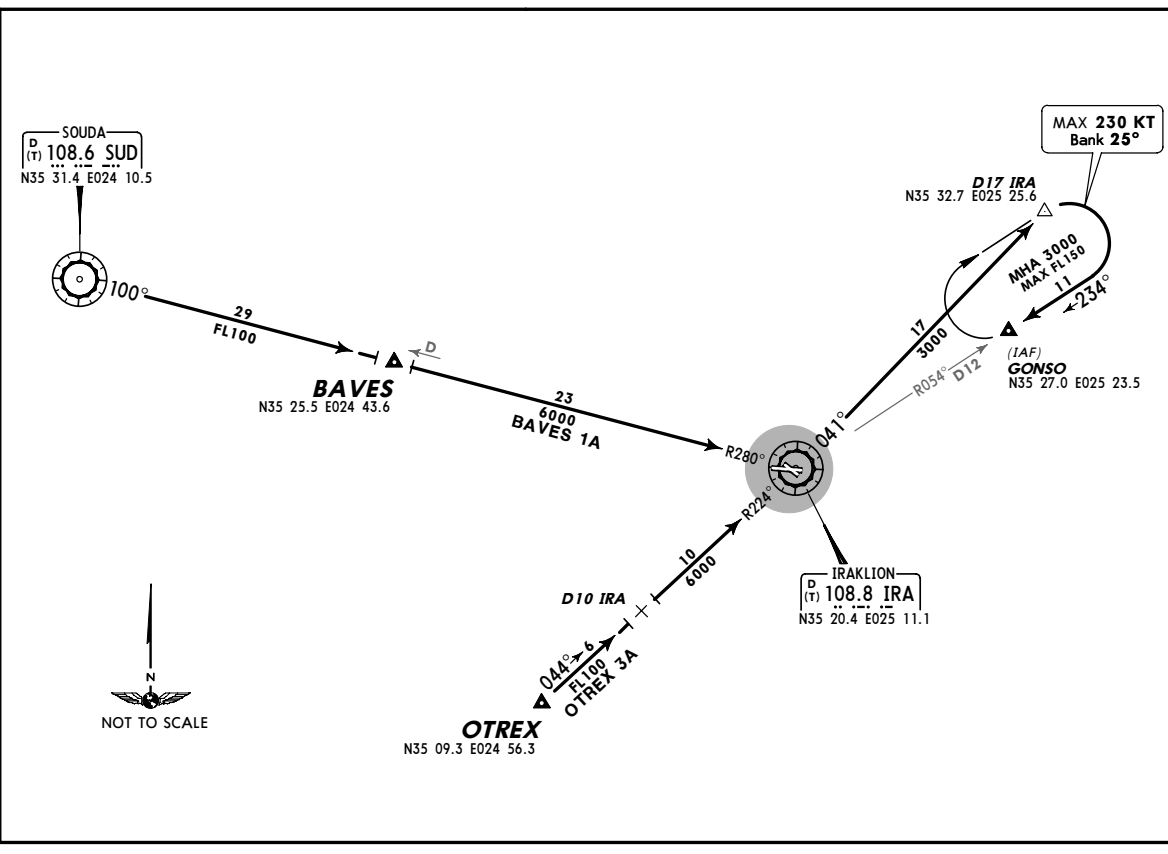
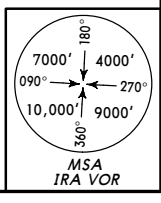
LABUX ONE ALFA (LABUX 1A) [LABU1A]  
 LABUX ONE BRAVO (LABUX 1B) [LABU1B]  
 SITIA TWO ALFA (SIT 2A)  
 SITIA TWO BRAVO (SIT 2B)  
 RWY 27 ARRIVALS  
 FROM EAST

LABUX ONE LIMA (LABUX 1L) [LABU1L]  
 SITIA ONE LIMA (SIT 1L)  
 RWY 09 ARRIVALS  
 FROM EAST



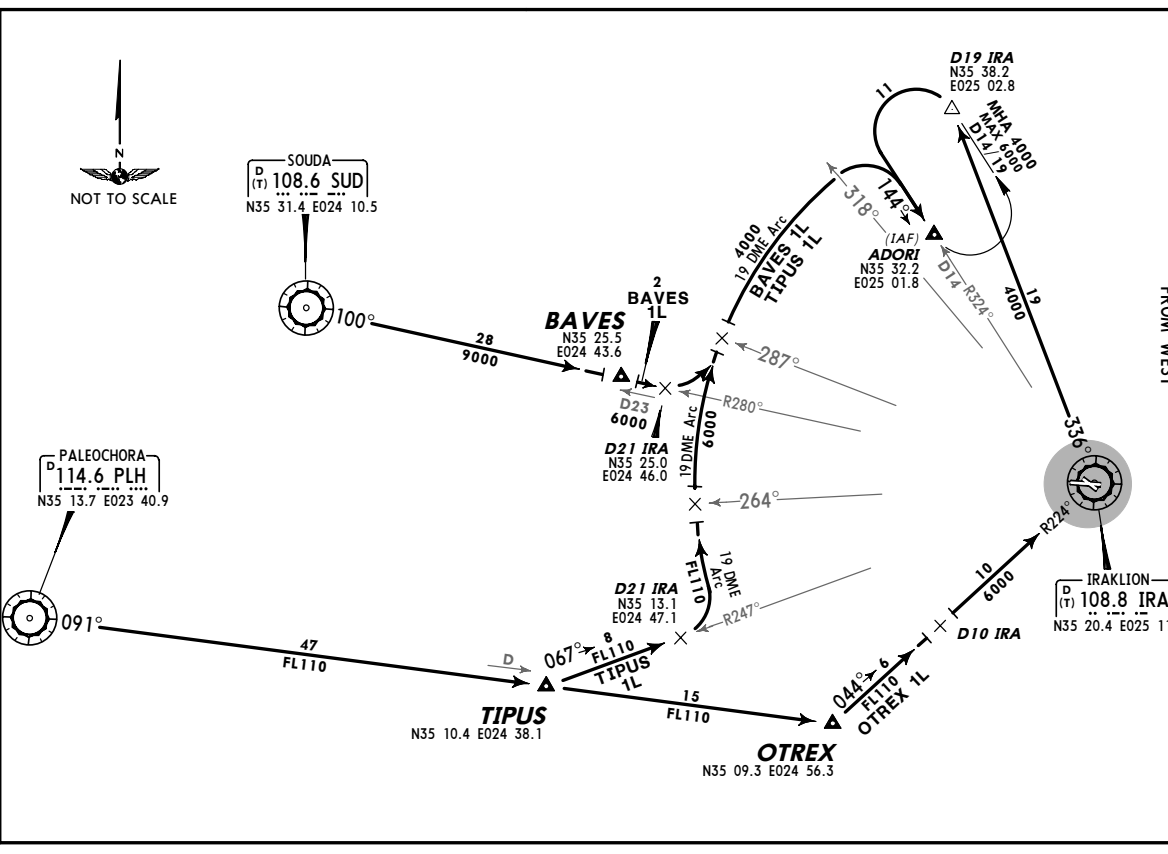
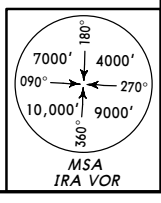
**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-2D) **EFF 23 NOV**  
**JEPPESSEN**  
**IRAKLION, GREECE**  
**STAR**

**BAVES ONE ALFA (BAVES 1A) [BAVE1A]**  
**OTREX THREE ALFA (OTREX 3A) [OTRE3A]**  
**RWY 27 ARRIVALS**  
 FROM WEST



**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-2E) **EFF 23 NOV**  
**JEPPESSEN**  
**IRAKLION, GREECE**  
**STAR**

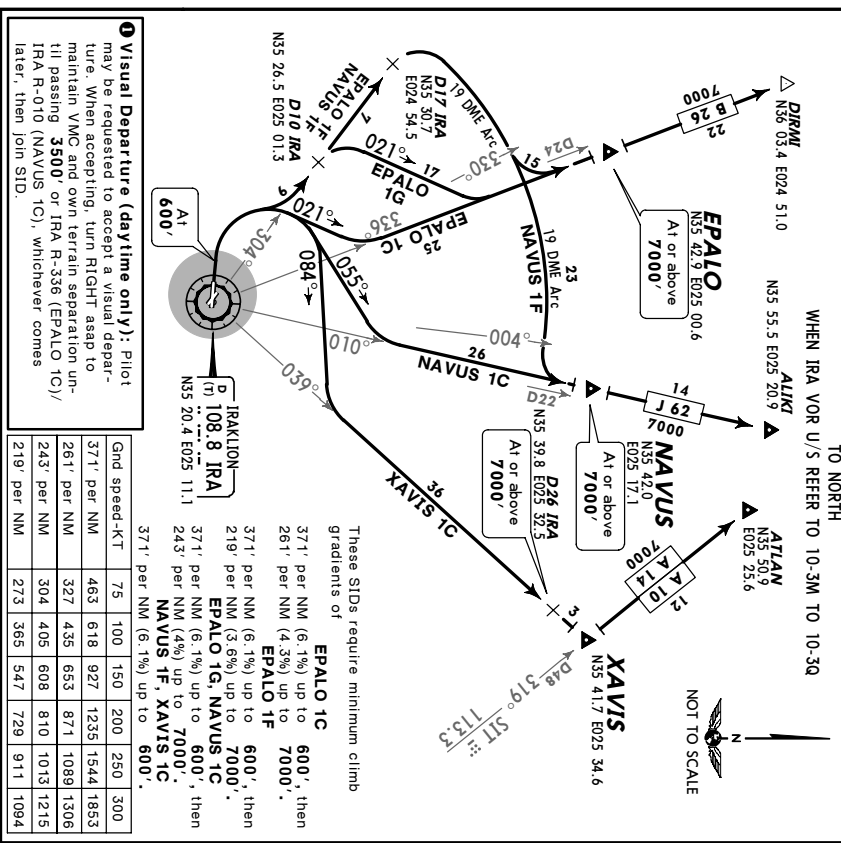
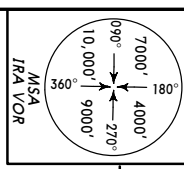
**BAVES ONE LIMA (BAVES 1L) [BAVE1L]**  
**OTREX ONE LIMA (OTREX 1L) [OTRE1L]**  
**TIPUS ONE LIMA (TIPUS 1L) [TIPU1L]**  
**RWY 09 ARRIVALS**  
 FROM WEST



**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

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 [EPALIC] ◉, EPALO 1F [EPALIF]**  
**EPALO 1G [EPALIG], NAVUS 1C [NAVUIC] ◉**  
**NAVUS 1F [NAVUIF], XAVIS 1C [XAVIIC]**  
**RWY 27 DEPARTURES**  
 TO NORTH  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



**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.

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**

**EPALO 1C** ◉  
 Climb straight ahead to 600', turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway **B 26**.

**EPALO 1F** ◉  
 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**.

**EPALO 1G** ◉  
 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**.

**NAVUS 1C** ◉  
 Climb straight ahead to 600', turn RIGHT, 055° track, intercept IRA R-010 to NAVUS, then join airway **J 62**.

**NAVUS 1F** ◉  
 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**.

**XAVIS 1C** ◉  
 Climb straight ahead to 600', turn RIGHT, 084° track, intercept IRA R-039 to XAVIS, then join airway **A 10** or **A 14**.

**ROUTING**

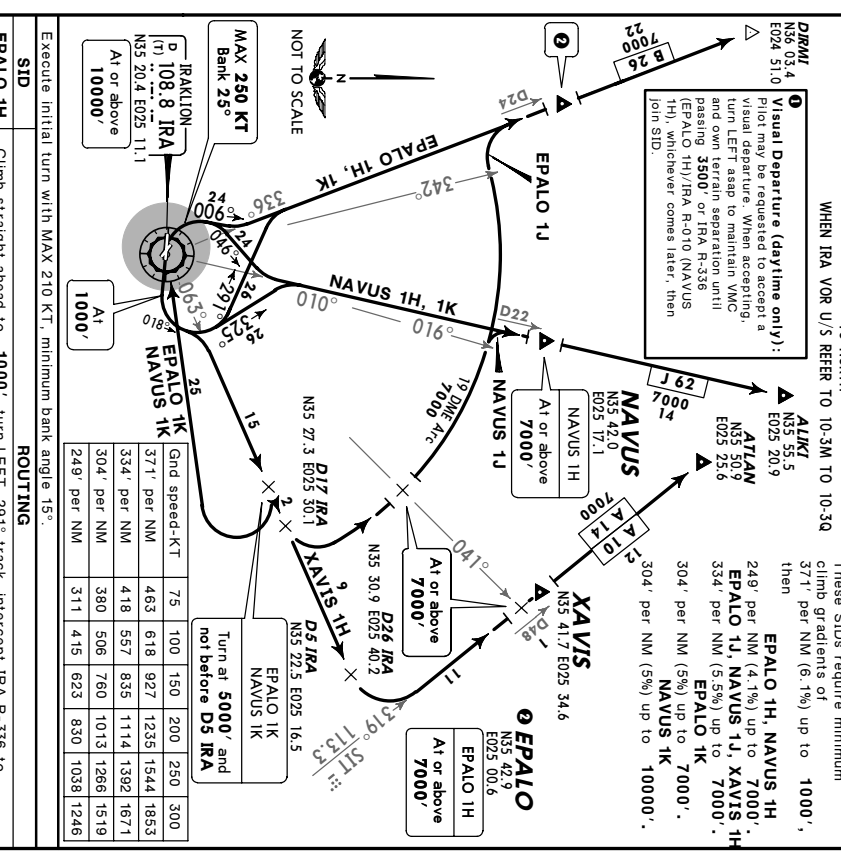
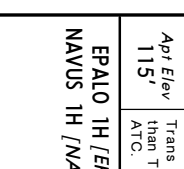
Grnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
261' per NM	327	435	653	871	1089	1306
243' per NM	304	405	608	810	1013	1215
219' per NM	273	365	547	729	911	1094

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**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3A) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

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 [EPALIH] ◉, EPALO 1J [EPALIJ], EPALO 1K [EPALIK]**  
**NAVUS 1H [NAVUIH] ◉, NAVUS 1J [NAVUIJ], NAVUS 1K [NAVUIK]**  
**XAVIS 1H [XAVISIH]**  
**RWY 09 DEPARTURES**  
 TO NORTH  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



**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.

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**

**EPALO 1H** ◉  
 Climb straight ahead to 1000', turn LEFT, 291° track, intercept IRA R-336 to EPALO, then join airway **B 26**.

**EPALO 1J** ◉  
 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**.

**EPALO 1K** ◉  
 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**.

**NAVUS 1H** ◉  
 Climb straight ahead to 1000', turn LEFT, 325° track, intercept IRA R-010 to NAVUS, then join airway **J 62**.

**NAVUS 1J** ◉  
 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**.

**NAVUS 1K** ◉  
 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**.

**XAVIS 1H** ◉  
 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 airways **A 10** or **A 14**.

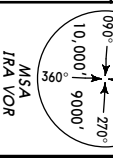
**ROUTING**

Grnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519
249' per NM	311	415	623	830	1038	1246

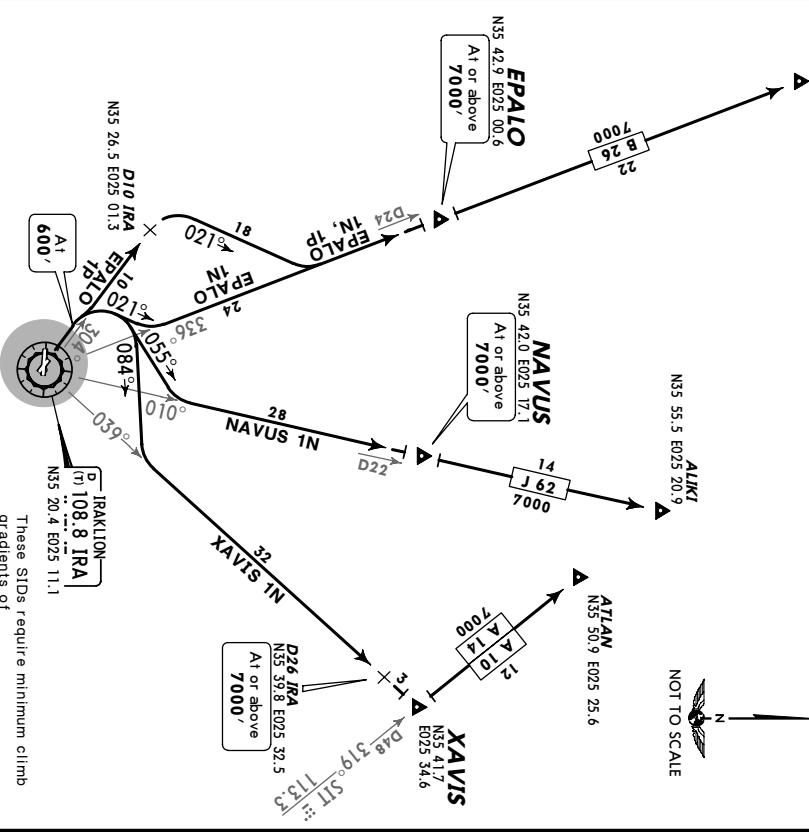
CHANGES: SIDs completely revised. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-30)** **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Ap/ 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 [EPALIN], EPALO 1P [EPAL1P]  
 NAVUS 1N [NAVUIN], XAVIS 1N [XAV1IN]  
 RWY 30 DEPARTURES  
 TO NORTH  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



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**  
 CLIMB STRAIGHT AHEAD TO 600', turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway **B 26**.

**EPALO 1P**  
 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**.

**NAVUS 1N**  
 CLIMB STRAIGHT AHEAD TO 600', turn RIGHT, 055° track, intercept IRA R-010 to NAVUS, then join airway **J 62**.

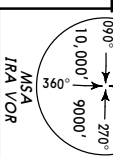
**XAVIS 1N**  
 CLIMB STRAIGHT AHEAD TO 600', turn RIGHT, 084° track, intercept IRA R-039 to XAVIS, then join airway **A 10** or **A 14**.

These SIDs require minimum climb gradients of

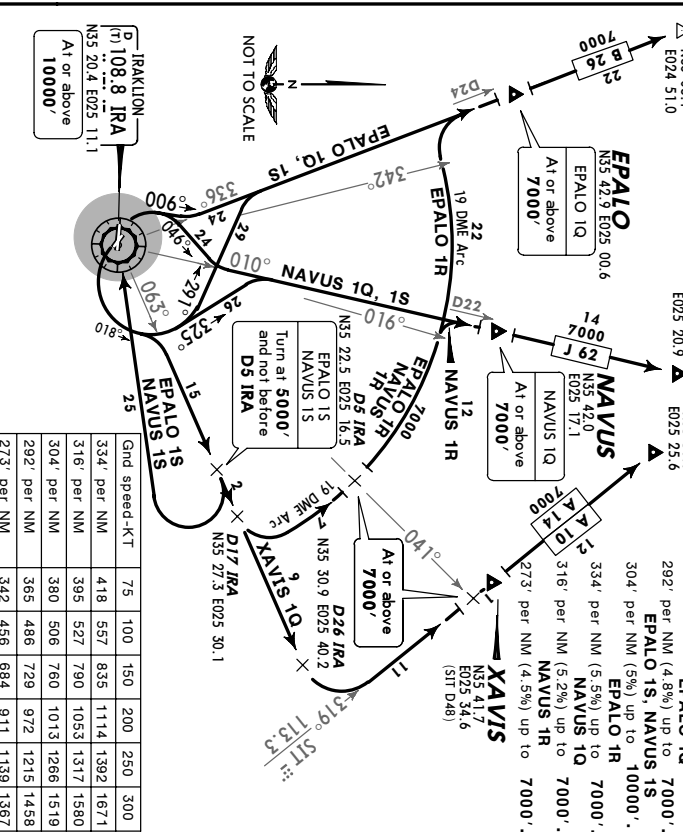
EPALO 1N	292' per NM (4.8%) up to 7000'
EPALO 1P	255' per NM (4.2%) up to 7000'
NAVUS 1N	286' per NM (4.7%) up to 7000'
XAVIS 1N	225' per NM (3.7%) up to 7000'

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-30)** **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Ap/ 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 [EPALIQ], EPALO 1R [EPALIR], EPALO 1S [EPALIS]  
 NAVUS 1Q [NAVUIQ], NAVUS 1R [NAVUIR], NAVUS 1S [NAVUIS]  
 RWY 12 DEPARTURES  
 TO NORTH  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



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**

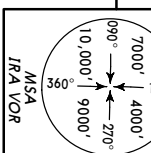
EPALO 1Q	Turn LEFT as soon as possible, 291° track, intercept IRA R-336 to EPALO, then join airway <b>B 26</b> .
EPALO 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA R-19 DME arc, when passing IRA R-342 turn RIGHT, intercept IRA R-336 to EPALO, then join airway <b>B 26</b> .
EPALO 1S	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>B 26</b> .
NAVUS 1Q	Turn LEFT as soon as possible, 325° track, intercept IRA R-010 to NAVUS, then join airway <b>J 62</b> .
NAVUS 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to D17 IRA, turn LEFT, along IRA R-19 DME arc, when passing IRA R-016 turn RIGHT, intercept IRA R-010 to NAVUS, then join airway <b>J 62</b> .
NAVUS 1S	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 <b>J 62</b> .
XAVIS 1Q	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 <b>A 10</b> or <b>A 14</b> .

**IGIR/HER**  
 NIKOS KAZANTZAKIS  
 17 NOV 06 (10-3D) EFF 23 NOV  
**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.

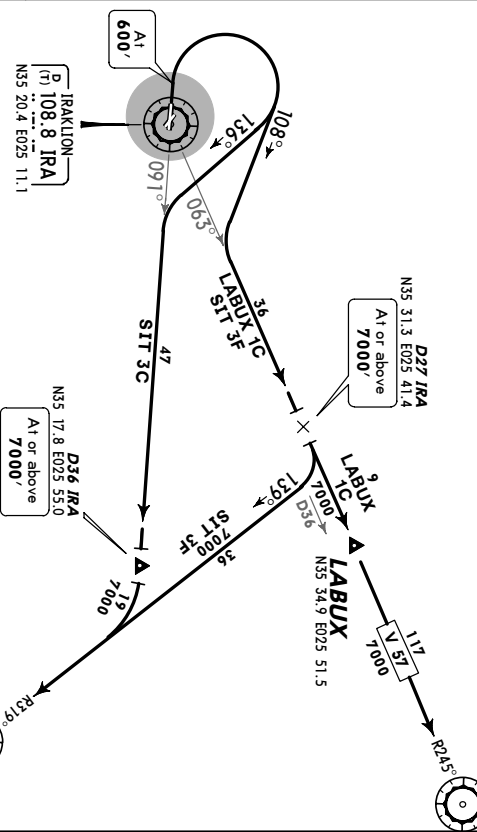
**LABUX 1C (LABUC1) SIT 3C, SIT 3F**  
**RWY 27 DEPARTURES**  
 TO EAST

WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



**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.



These SIDs require minimum climb gradients of

**LABUX 1C, SIT 3F**  
 371' per NM (6.1%) up to 600', then 304' per NM (5%) up to 7000'.  
**SIT 3C**  
 371' per NM (6.1%) up to 600', then 304' per NM (5%) up to 7000'.

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

**ROUTING**

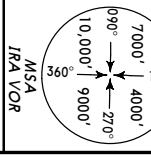
SID	ROUTING
<b>LABUX 1C</b>	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway V 57.
<b>SIT 3C</b>	Climb straight ahead to 600', turn RIGHT, 136° track, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
<b>SIT 3F</b>	Climb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

**IGIR/HER**  
 NIKOS KAZANTZAKIS  
 17 NOV 06 (10-3E) EFF 23 NOV  
**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.

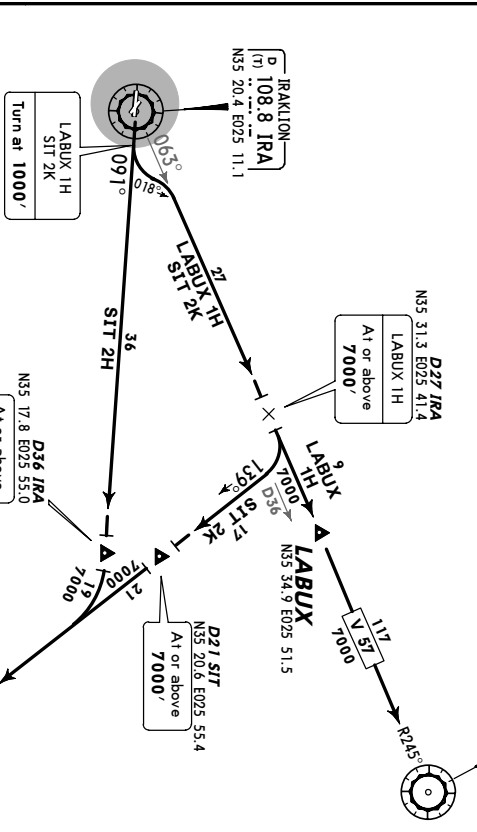
**LABUX 1H (LABUH) SIT 2H, SIT 2K**  
**RWY 09 DEPARTURES**  
 TO EAST

WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



**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

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°.

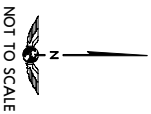
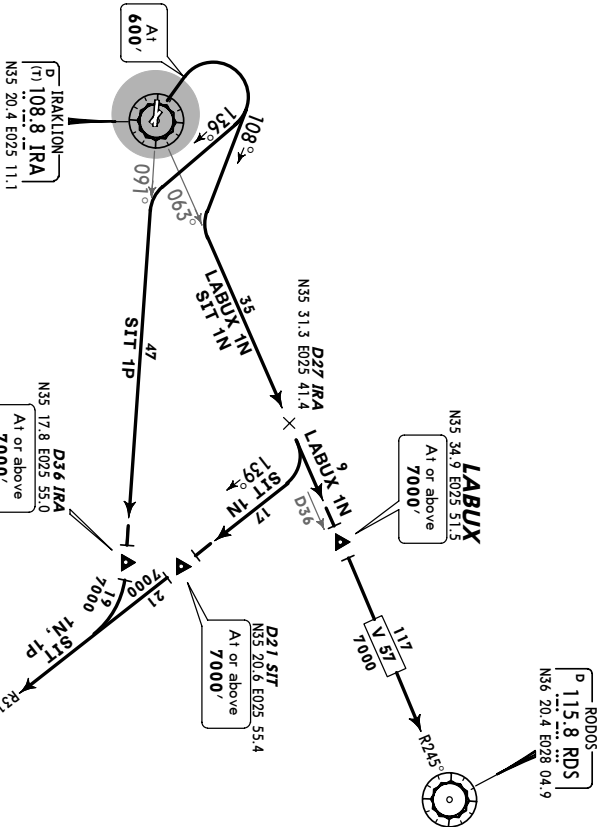
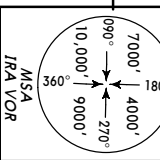
**ROUTING**

SID	ROUTING
<b>LABUX 1H</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</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.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3F)** **EFF 23 NOV**  
**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**  
**TO EAST**  
**WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q**



**SID**

**ROUTING**

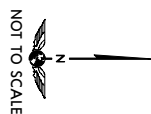
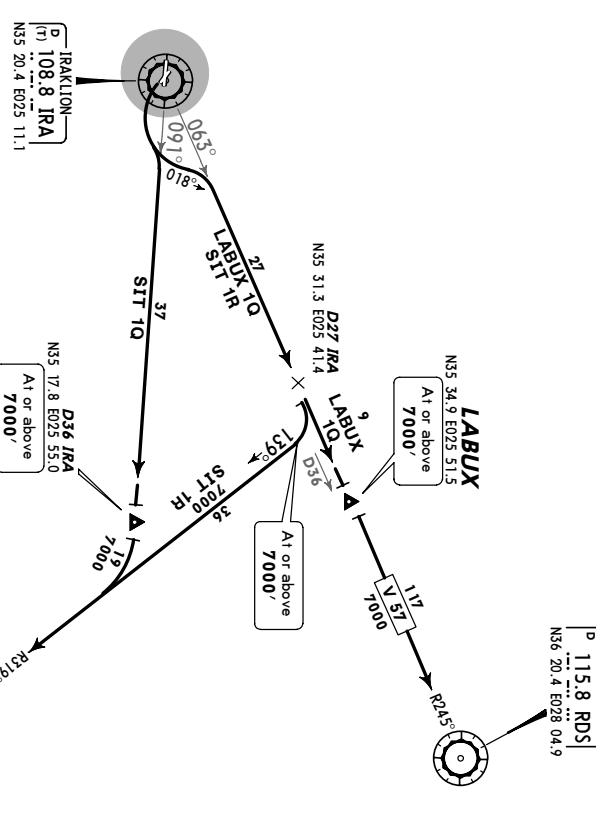
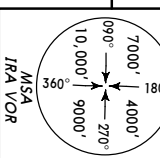
<b>LABUX 1N</b>	Climb straight ahead to <b>600'</b> , turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway <b>V 57</b> .
<b>SIT 1N</b>	Climb straight ahead to <b>600'</b> , turn RIGHT, 108° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
<b>SIT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

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**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3Q)** **EFF 23 NOV**  
**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**  
**TO EAST**  
**WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q**



This SID requires a minimum climb gradient of 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**

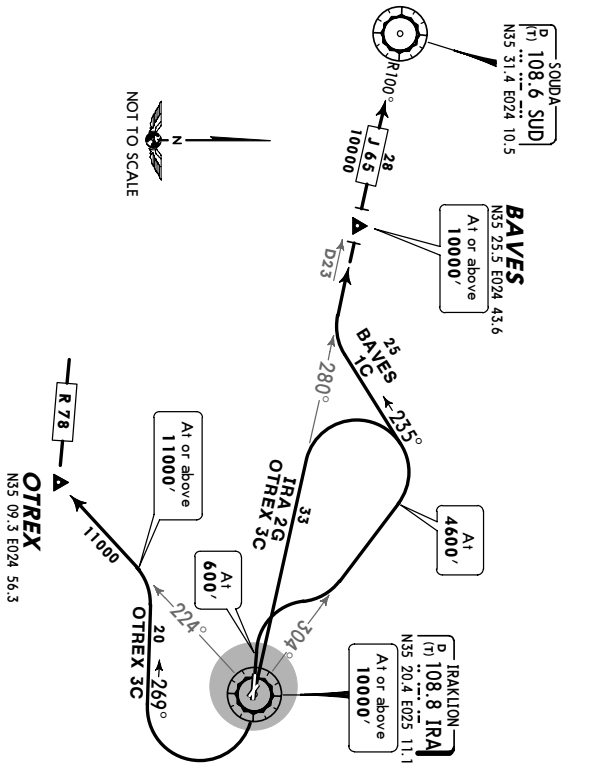
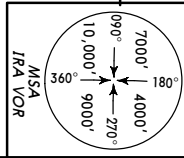
<b>LABUX 1Q</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to LABUX, then join airway <b>V 57</b> .
<b>SIT 1Q</b>	Turn LEFT as soon as possible, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
<b>SIT 1R</b>	Turn LEFT as soon as possible, 018° track,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

CHANGES: SIDs completely revised. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3)** **EFF 23 NOV**  
**JEPPesen**  
**IRAKLION, GREECE**  
**SID**

**Ap/ 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], IRA 2G**  
**OTREX 3C [OTRE3C]**  
**RWY 27 DEPARTURES**  
 TO SOUTH & WEST  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



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

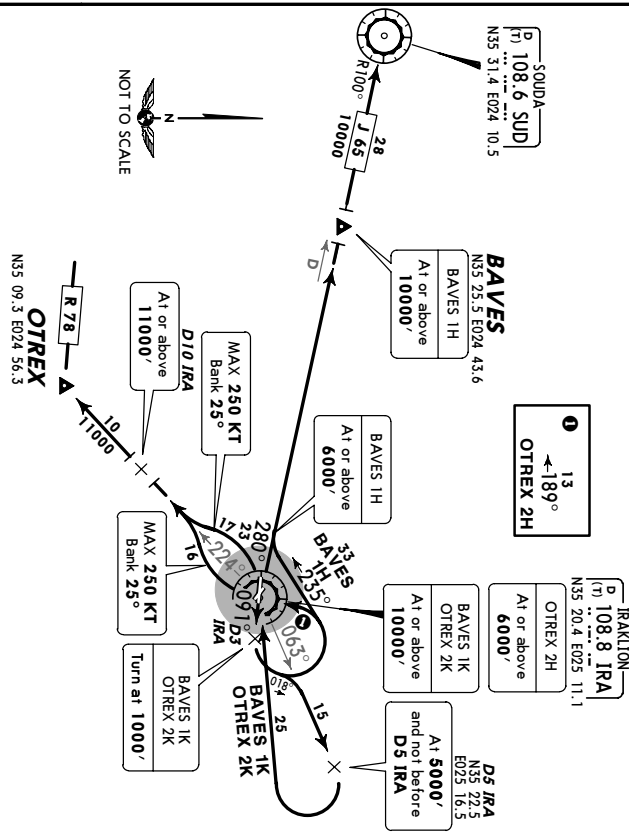
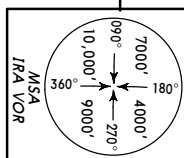
**ROUTING**

<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>IRA 2G</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 3C</b>	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, turn RIGHT, 289° track, intercept IRA R-224 to OTREX, then join airway R 78.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3)** **EFF 23 NOV**  
**JEPPesen**  
**IRAKLION, GREECE**  
**SID**

**Ap/ 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**  
 TO SOUTH & WEST  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



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

**ROUTING**

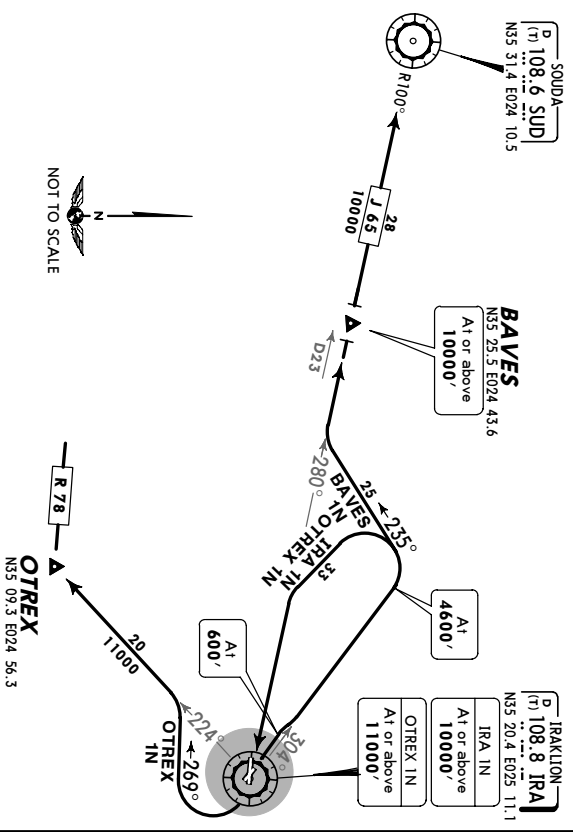
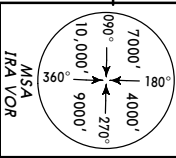
<b>BAVES 1H</b>	Climb on IRA R-091 to D3 IRA, turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65.
<b>BAVES 1K</b>	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, IRA R-280 to BAVES, then join airway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



**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3K)** **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

**Ap/ 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**  
 TO SOUTH & WEST  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



These SIDs require minimum climb gradients of

<b>BAVES 1N</b>	383' per NM (6.3%) up to 10000'.
<b>IRA 1N</b>	371' per NM (6.1%) up to 10000'.
<b>OTREX 1N</b>	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

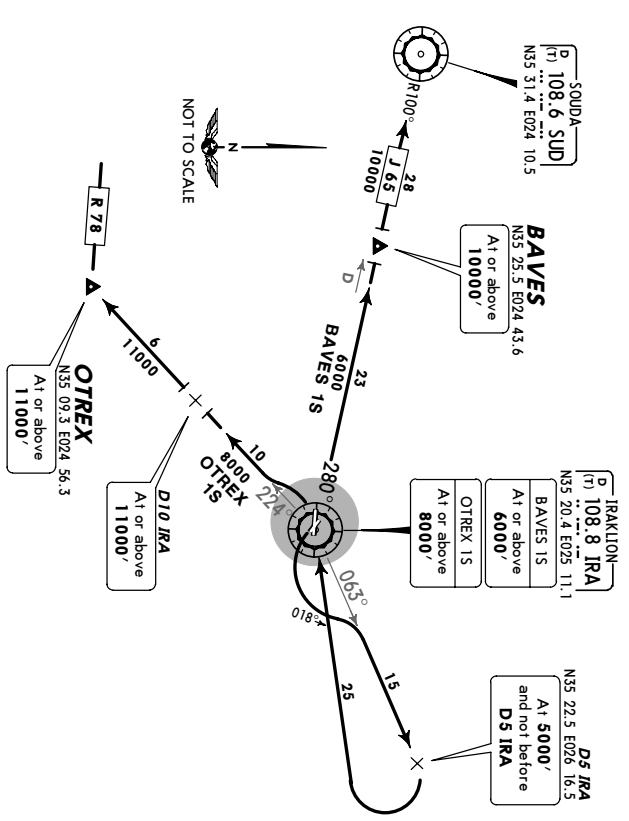
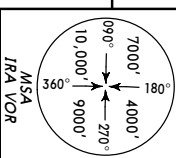
**ROUTING**

<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, 289° track, intercept IRA R-224 to OTREX, then join airway R 78.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 **(10-3L)** **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

**Ap/ 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**  
 TO SOUTH & WEST  
 WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



These SIDs require a minimum climb gradient of

<b>BAVES 1S</b>	304' per NM (5%) up to 6000'.
<b>OTREX 1S</b>	304' per NM (5%) up to 8000'.
Gnd speed-KT	75 100 150 200 250 300
304' per NM	389 506 760 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°.

**ROUTING**

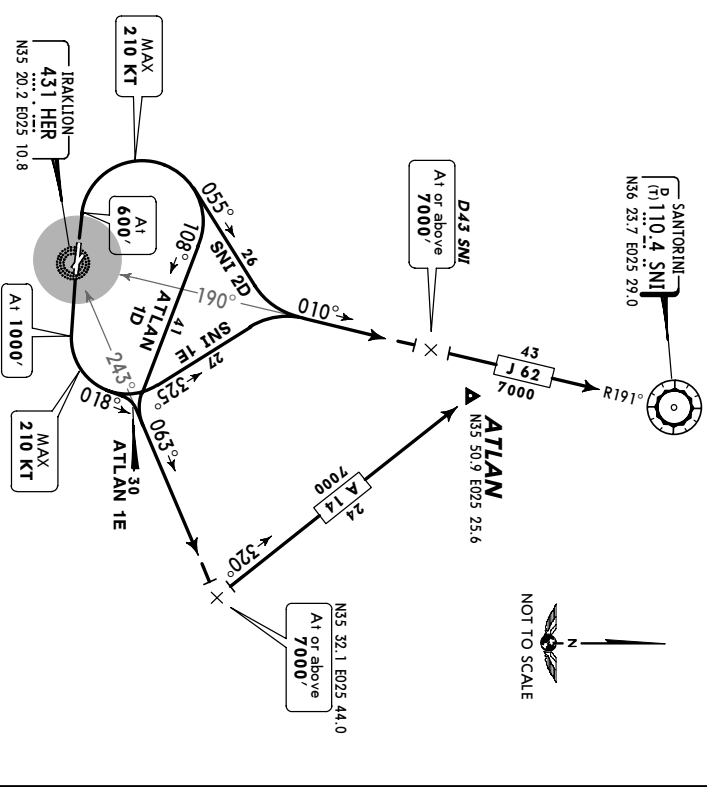
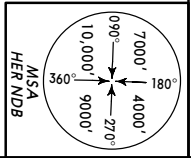
<b>BAVES 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, IRA R-280 to BAVES, then join airway J 65.
<b>OTREX 1S</b>	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn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

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3M) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Trans level: By ATC Trans alt: 11,000'  
 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.

**ATLAN ONE DELTA (ATLAN 1D) [ATL1A1D]**  
**ATLAN ONE ECHO (ATLAN 1E) [ATL1A1E]**  
**SANTORINI TWO DELTA (SNI 2D)**  
**SANTORINI ONE ECHO (SNI 1E)**  
**RWYS 27, 09 DEPARTURES**  
 TO NORTH  
 BASED ON HER

TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE



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%) 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°.

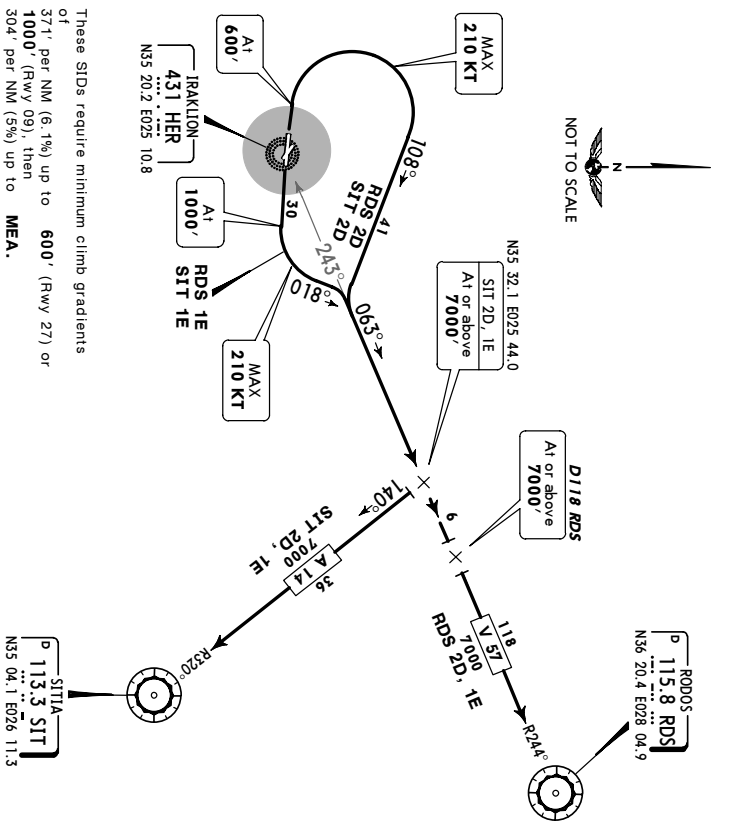
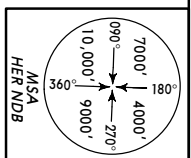
SID	RWY	ROUTING
ATLAN 1D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER, turn LEFT, join airway A 14 to ATLAN.
ATLAN 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, turn LEFT, 018° track, intercept 063° bearing from HER, join airway A 14 to ATLAN.
SNI 2D	27	Climb straight ahead to 600', turn RIGHT, 055° track, intercept 010° bearing from HER to join airway, J 62 by D43 SNI to SNI.
SNI 1E	09	Climb straight ahead to 1000', turn LEFT, 325° track, intercept 010° bearing from HER to join airway J 62 by D43 SNI to SNI.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3M) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Trans level: By ATC Trans alt: 11,000'  
 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.

**RODOS TWO DELTA (RDS 2D)**  
**RODOS ONE ECHO (RDS 1E)**  
**SITIA TWO DELTA (SIT 2D)**  
**SITIA ONE ECHO (SIT 1E)**  
**RWYS 27, 09 DEPARTURES**  
 TO EAST & SOUTHEAST  
 BASED ON HER

TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE



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%) 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

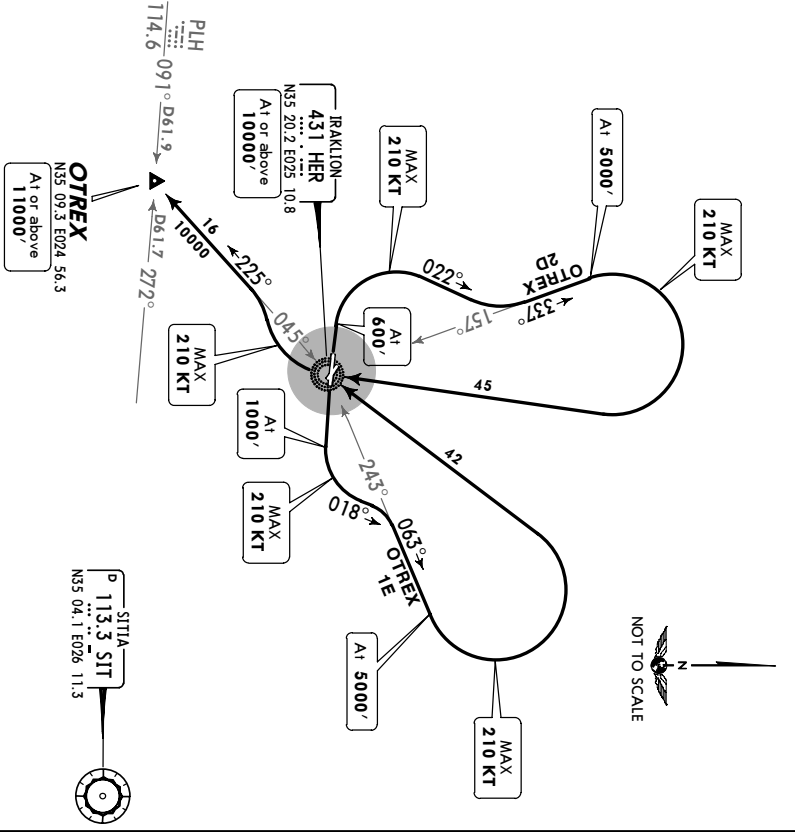
Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
RDS 2D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER to join airway V 57 by D18 RDS to RDS.
RDS 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER to join airway, V 57 by D18 RDS to RDS.
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.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3P) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Trans level: By ATC Trans alt: 11,000'  
 1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300m from DER. 2. If required altitude is higher than transition altitude, equivalent FL will be specified by ATC.

**OTREX TWO DELTA (OTREX 2D) [OTRE2D]**  
**OTREX ONE ECHO (OTREX 1E) [OTRE1E]**  
**RWYS 27, 09 DEPARTURES**  
 TO SOUTHWEST  
 BASED ON HER  
**TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE**



These SIDs require minimum climb gradients of

371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then	75	100	150	200	250	300
304' per NM (5%) up to MEA.	463	618	927	1235	1544	1853
	380	506	760	1013	1266	1519

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

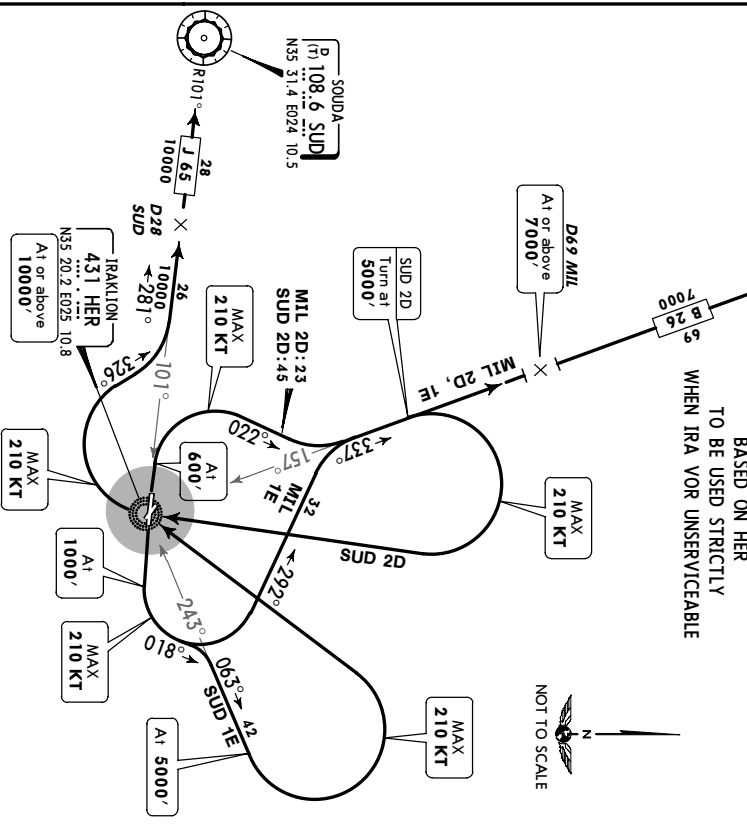
SID	RWY	ROUTING
OTREX 2D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER, at 5000' turn RIGHT to HER, turn RIGHT, 225° bearing to OTREX.
OTREX 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, at 5000' turn LEFT to HER,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

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (10-3P) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**SID**

Trans level: By ATC Trans alt: 11,000'  
 1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300m from DER. 2. If required altitude is higher than transition altitude, equivalent FL will be specified by ATC.

**MILOS TWO DELTA (MIL 2D)**  
**MILOS ONE ECHO (MIL 1E)**  
**SOU DA TWO DELTA (SUD 2D)**  
**SOU DA ONE ECHO (SUD 1E)**  
**RWYS 27, 09 DEPARTURES**  
 TO WEST & NORTHWEST  
 BASED ON HER  
**TO BE USED STRICTLY WHEN IRA VOR UNSERVICEABLE**



These SIDs require minimum climb gradients of

371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then	75	100	150	200	250	300
304' per NM (5%) up to MEA.	463	618	927	1235	1544	1853
	380	506	760	1013	1266	1519

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

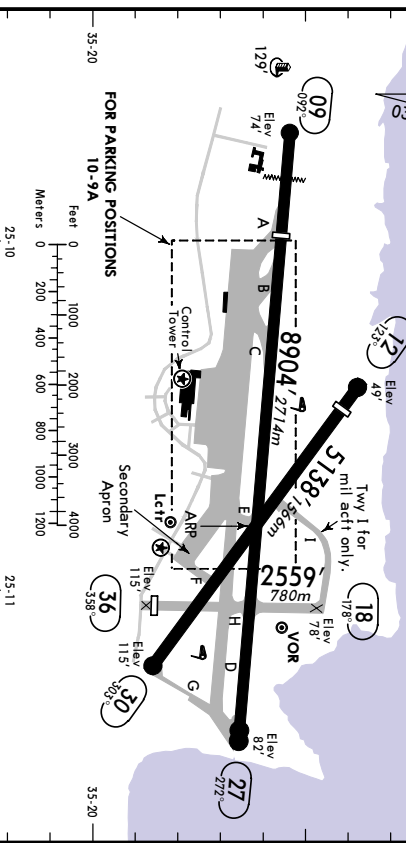
SID	RWY	ROUTING
MIL 2D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER to join airway B 26 by D69 MIL to MIL.
MIL 1E	09	Climb straight ahead to 1000', turn LEFT, 292° track, intercept 337° bearing from HER to join airway B 26 by D69 MIL to MIL.
SUD 2D	27	Climb 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 join airway J 65 by D28 SUD to SUD.
SUD 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 join airway J 65 by D28 SUD to SUD.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**LGIR/HER** **JEPPesen** **IRAKLION, GREECE**  
 Apt Elev 115' 3 NOV 06 (10-9) **NIKOS KAZANTZAKIS**  
 N35 20.4 E025 10.8

ATIS	KAZANTZAKIS Delivery	KAZANTZAKIS Ground	Tower
127.55	129.17	121.7	120.85 129.17

Birds in vicinity of airport.  
 First 656' / 200m of rwy 36 not visible from Tower.  
 A/cft should use minimum engine power due to proximity of terminal building and nearby parking of other aircraft.  
 Rwy 27 & 30 right-hand-circuit.



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND THRESHOLD	GLIDE SLOPE		
09	MRL REIL PAPI-L (3.02°)	RVR 7340' 2337m	148'	45m
27	MRL REIL PAPI-L (3.00°)	RVR 4639' 1414m	164'	50m
30	MRL	RVR	131'	40m
36	temporarily closed	2231' 680m		

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

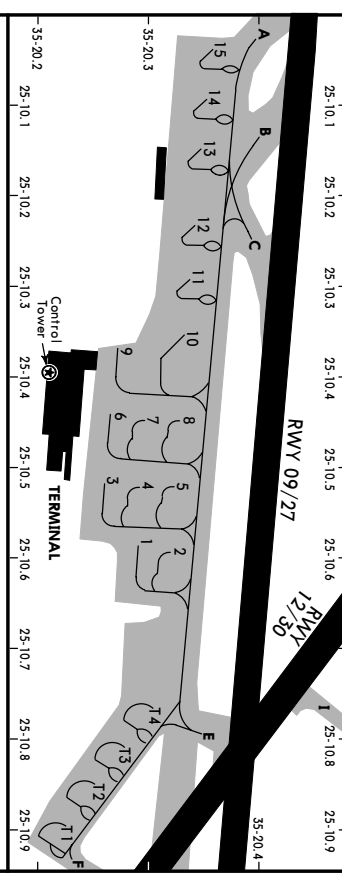
**TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS**

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

**JAR-OPS TAKE-OFF I All Rwys**

LVP must be in Force	
A RCLM (DAY only) or RL	RCLM (DAY only) or RL NIL (DAY only)
B 250m	400m
C 300m	500m
D Operators applying U.S. Ops Specs: CL required below 300m.	

**LGIR/HER** **JEPPesen** **IRAKLION, GREECE**  
 3 NOV 06 (10-9A) **NIKOS KAZANTZAKIS**  
 N35 20.4 E025 10.8



**INS COORDINATES**

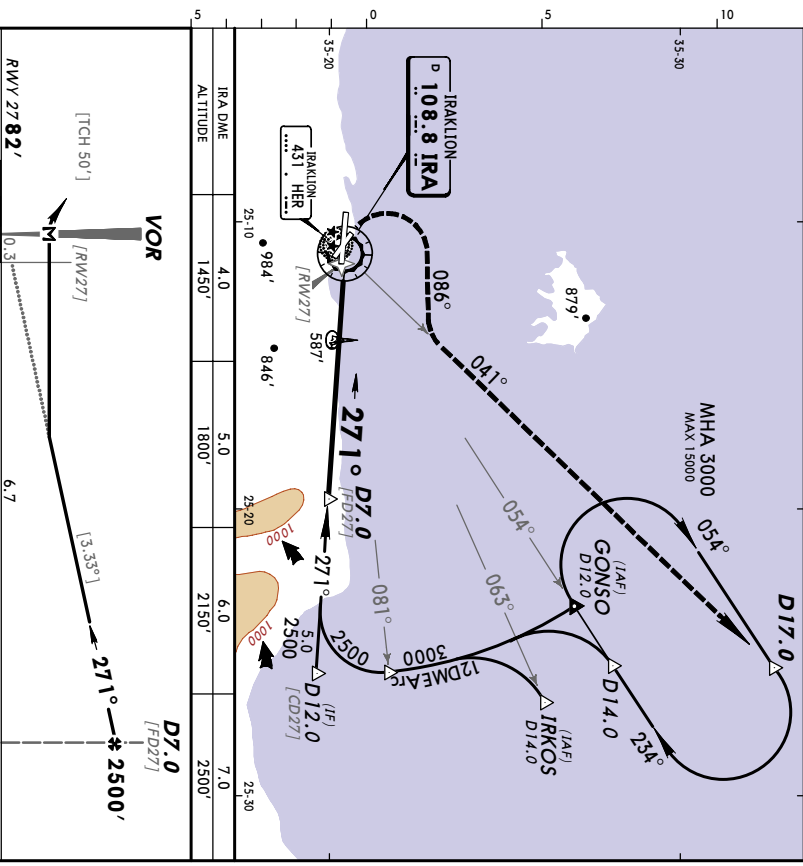
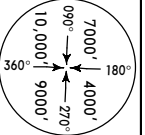
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N35 20.3 E025 10.6	13	N35 20.3 E025 10.1
3 thru 5	N35 20.3 E025 10.5	14	N35 20.4 E025 10.1
6 thru 10	N35 20.3 E025 10.4	15	N35 20.4 E025 10.0
11	N35 20.3 E025 10.3	T1, T2	N35 20.2 E025 10.9
12	N35 20.3 E025 10.2	T3, T4	N35 20.3 E025 10.8

**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.

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (3-1) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**VOR Rwy 27**

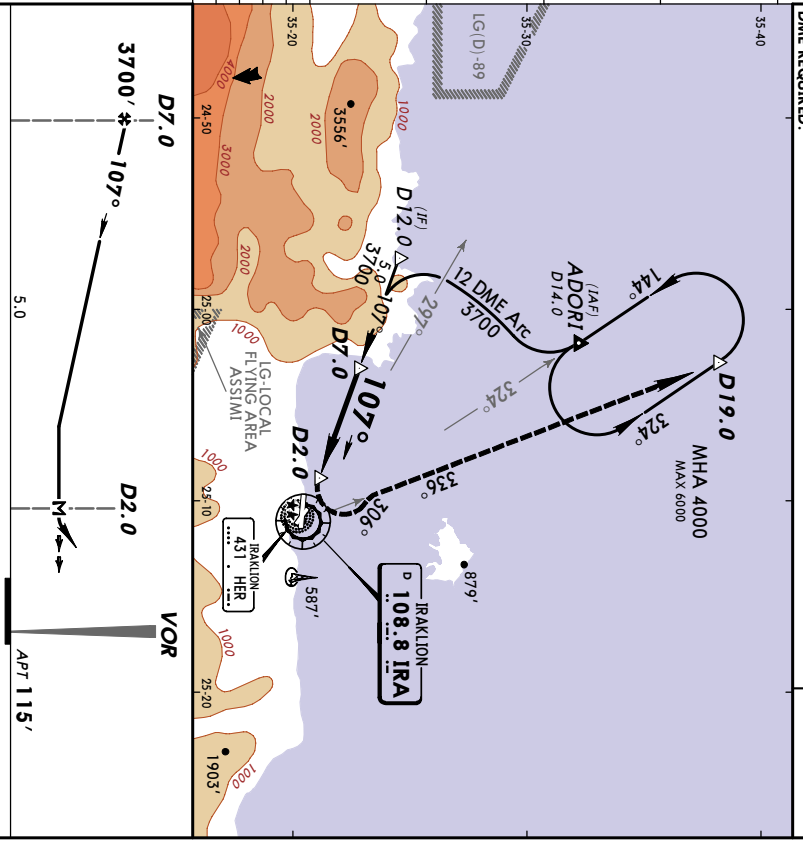
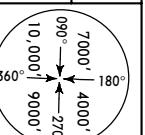
ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.55	123.97	118.02	120.85
129.17	121.7		
VOR	Final	Minimum Alt	MDA(H)
IRA	Apch Crs	D7.0	1100' (1018')
108.8	271°	2500' (2418')	Appt Elev
			82'
MISSED APCH: Climbing turn RIGHT (MAX 185 KT) onto 086° to intercept R-041. At D17.0 turn RIGHT to intercept R-054 inbound to reach GONSO at 3000' and hold.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'
1. DME REQUIRED. 2. Steeply rising terrain immediately South of airport.			
			MSA IRA VOR



IRA DME	4.0	5.0	6.0	7.0
ALTITUDE	1450'	1800'	2150'	2500'
<b>VOR</b> D7.0 (FD27) 271° - 2500'				
RWY 27 82'				
GRD SPEED-KTS				
	70	90	100	120
	140	160		
DESCENT GRADIENT 5.81% or [3.33°]				
	412	530	589	707
	825	943		
MAP at VOR				
STRAIGHT-IN LANDING RWY 27				
CIRCLE-TO-LAND				
Not authorized South of runway				
	Max Kts	MDA(H)	REIL	306°
A	100	1100' (985')	1500m	185 KT
B	135	1100' (985')	1600m	
C	180	1100' (985')	2400m	
D	205	1100' (985')	3600m	

**IGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (3-2) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**VOR-A**

ATIS	IRAKLION Approach (R)	KAZANTZAKIS Tower	Ground
127.55	123.97	118.02	120.85
129.17	121.7		
VOR	Final	Minimum Alt	MDA(H)
IRA	Apch Crs	D7.0	1100' (985')
108.8	107°	3700' (3585')	Appt Elev
			115'
MISSED APCH: 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 4000' and hold.			
Alt Set: hPa	Appt Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000'
DME REQUIRED.			
			MSA IRA VOR



IRA DME	5.0	5.0	5.0	5.0
ALTITUDE	1450'	1800'	2150'	2500'
<b>VOR</b> D7.0 (FD27) 271° - 2500'				
RWY 27 82'				
GRD SPEED-KTS				
	70	90	100	120
	140	160		
DESCENT GRADIENT 5.81% or [3.33°]				
	412	530	589	707
	825	943		
MAP at VOR				
STRAIGHT-IN LANDING				
CIRCLE-TO-LAND				
Not authorized South of runway				
	Max Kts	MDA(H)	REIL	306°
A	100	1100' (985')	1500m	185 KT
B	135	1100' (985')	1600m	
C	180	1100' (985')	2400m	
D	205	1100' (985')	3600m	

**LGIR/HER**  
**NIKOS KAZANTZAKIS**  
 17 NOV 06 (6-1) **EFF 23 NOV**  
**IRAKLION, GREECE**  
**Lctr DME**

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

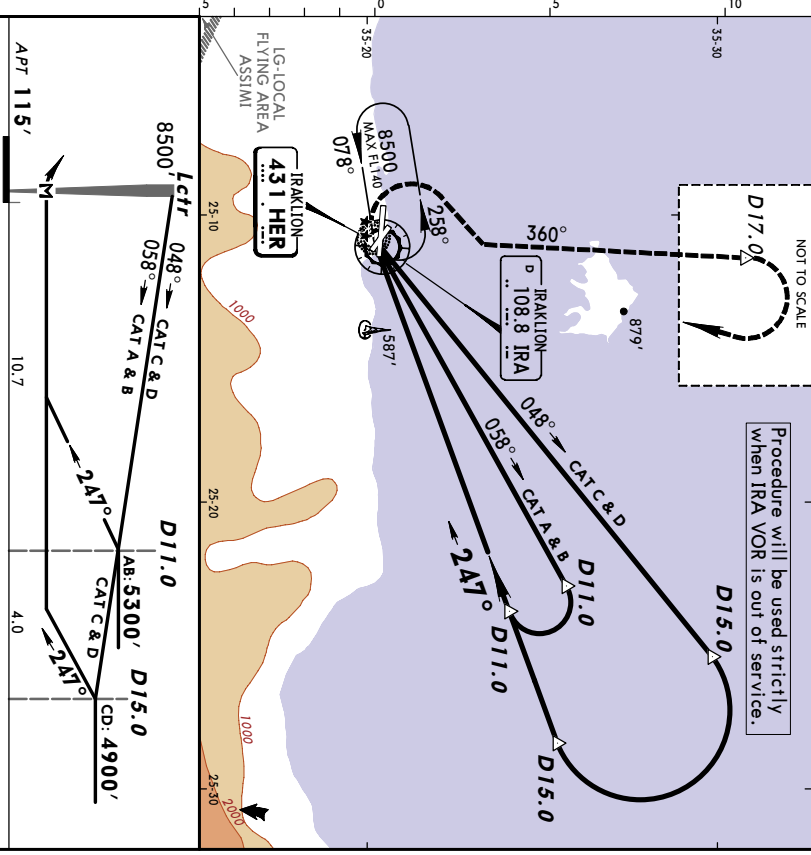
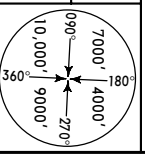
  

Lctr	HER	Final	Apch Crs	Minimum Alt (CONDITIONAL) Refer to Profile	MDA (ft)	Refer to Minimums	Apch Elev
431		247°			115'		115'

**MISSED APCH:** Climbing turn RIGHT onto 360°. At D17.0 or 6500', whichever earlier, turn RIGHT (MAX 185 kt) and proceed to reach Lctr at 8500' and hold.

Alt Set: hPa      Apch Elev: 4 hPa      Trans level: By ATC      Trans alt: 11,000'

Steeply rising terrain immediately South of airport.



MAP of Lctr		Lighting - Refer to Airport Chart	
STRAIGHT-IN LANDING		360°	D17.0
			whichever earlier

CIRCLE-TO-LAND		Not authorized South of airport	
Missed apch climb gradient minm 3.6%		Missed apch climb gradient minm 2.5%	
Max MS	MDA (ft)	V/S	MDA (ft)
100	1100 (985)	1500m	2600 (2485)
135	1100 (985)	1600m	2600 (2485)
160	1100 (985)	2400m	2600 (2485)
205	1100 (985)	3600m	2600 (2485)