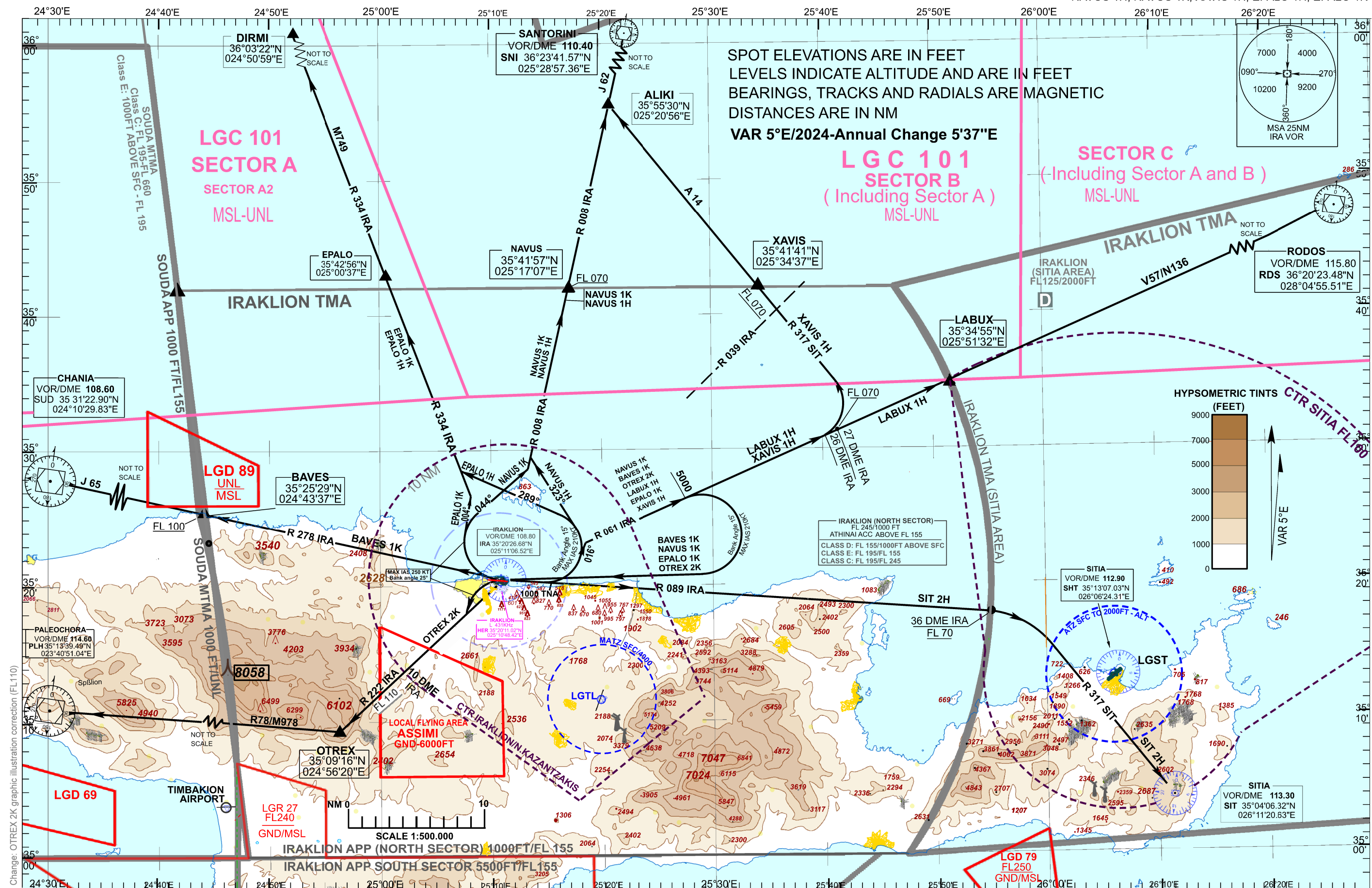




IRAKLION / NIKOS KAZANTZAKIS AIRPORT**SIDs : IRA VOR/DME- RWY 09****SIDs : NAVUS 1H, NAVUS 1K, XAVIS 1H, EPALO 1H, EPALO 1K, OTREX 2K, SIT 2H, BAVES 1K, LABUX 1H****GENERAL:**

1. When for these SIDs an altitude higher than the transition altitude is designated, then an ATC unit shall specify an equivalent flight level.
2. For the SIDs: NAVUS 1H, NAVUS 1K, XAVIS 1H, EPALO 1H, EPALO 1K, LABUX 1H, BAVES 1K, OTREX 2K, a minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to 1000 ft (due to obstructions within 2850 metres from the DER of the runway and 750 metres right of the extended centre line of the runway 09) is required. Thence for:
EPALO 1H: a min PDG of 4,1% (249 ft/nm) up to FL 070 is required.
XAVIS 1H, LABUX 1H: a min PDG of 5,5% (333 ft/nm) up to FL 070 is required.
EPALO 1K: a min PDG of 5,0% (304 ft/nm) up to FL 070 is required.
NAVUS 1H: a min PDG of 4,1% (249 ft/nm) up to FL 070 is required.
NAVUS 1K, BAVES 1K, OTREX 2K: a min PDG of 5,0% (304 ft/nm) up to FL 100 is required.
3. For the SID: SIT 2H, a minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to R 089 IRA/3 DME (due to obstructions within 2850 metres from the DER of the runway and 750 metres right of the extended centre line of the runway 09) is required. Thence for:
SIT 2H: a min PDG of 3,6% (219 ft/nm) up to FL 070 is required.

EPALO 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 289⁰, intercept and follow R 334 IRA to EPALO (R 334 IRA/24 DME) at FL 070 or above to join AWY M749.”

NAVUS 1H

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 323⁰, intercept and follow R 008 IRA to NAVUS (R 008 IRA/22 DME) at FL 070 or above to join AWY J62.”

XAVIS 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 016⁰, intercept and follow R 061 IRA. At R 061 IRA/26 DME turn left, intercept and follow R 317 SIT to XAVIS (R 317 SIT/48 DME) to join AWYs A14. Arrange to cross R 039 IRA at FL 070 or above.”

LABUX 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 016⁰, intercept and follow R 061 IRA to LABUX (R 061 IRA/36 DME) to join AWY V57. Arrange to pass R 061 IRA / 27 DME at FL 070 or above.”

SIT 2H:

“Climb on R 089 IRA to R 089 IRA / 36 DME at FL 070 or above. Turn right, intercept and follow R 317 SIT to SIT VOR/DME.”

EPALO 1K, NAVUS 1K, BAVES 1K, OTREX 2K:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 016⁰, intercept and follow R 061 IRA. At 5000 ft and not before 5 DME / IRA turn right (IAS MAX 210 KT, Bank Angle 15⁰) and proceed to IRA VOR at FL 100 or above. Thence : ”

EPALO 1K: “... After IRA VOR/DME turn right (MAX IAS 250 KT, Bank Angle 25⁰) to track 004⁰, intercept and follow R 334 IRA to EPALO (R 334 IRA / 24 DME) to join AWY M749.”

NAVUS 1K: “... After IRA VOR/DME turn right (MAX IAS 250 KT, Bank Angle 25⁰) to track 044⁰, intercept and follow R 008 IRA to NAVUS (R 008 IRA / 22 DME) to join AWY J62.”

BAVES 1K: “... After IRA VOR/DME, intercept and follow R 278 IRA to BAVES (R 278 IRA / 23 DME) to join AWY J65.”

OTREX 2K: “... After IRA VOR/DME turn left (IAS MAX IAS 250 KT, Bank Angle 25⁰), intercept and follow R 222 IRA to OTREX. Arrange to pass R 222 IRA / 10 DME at FL 110 or above.”