

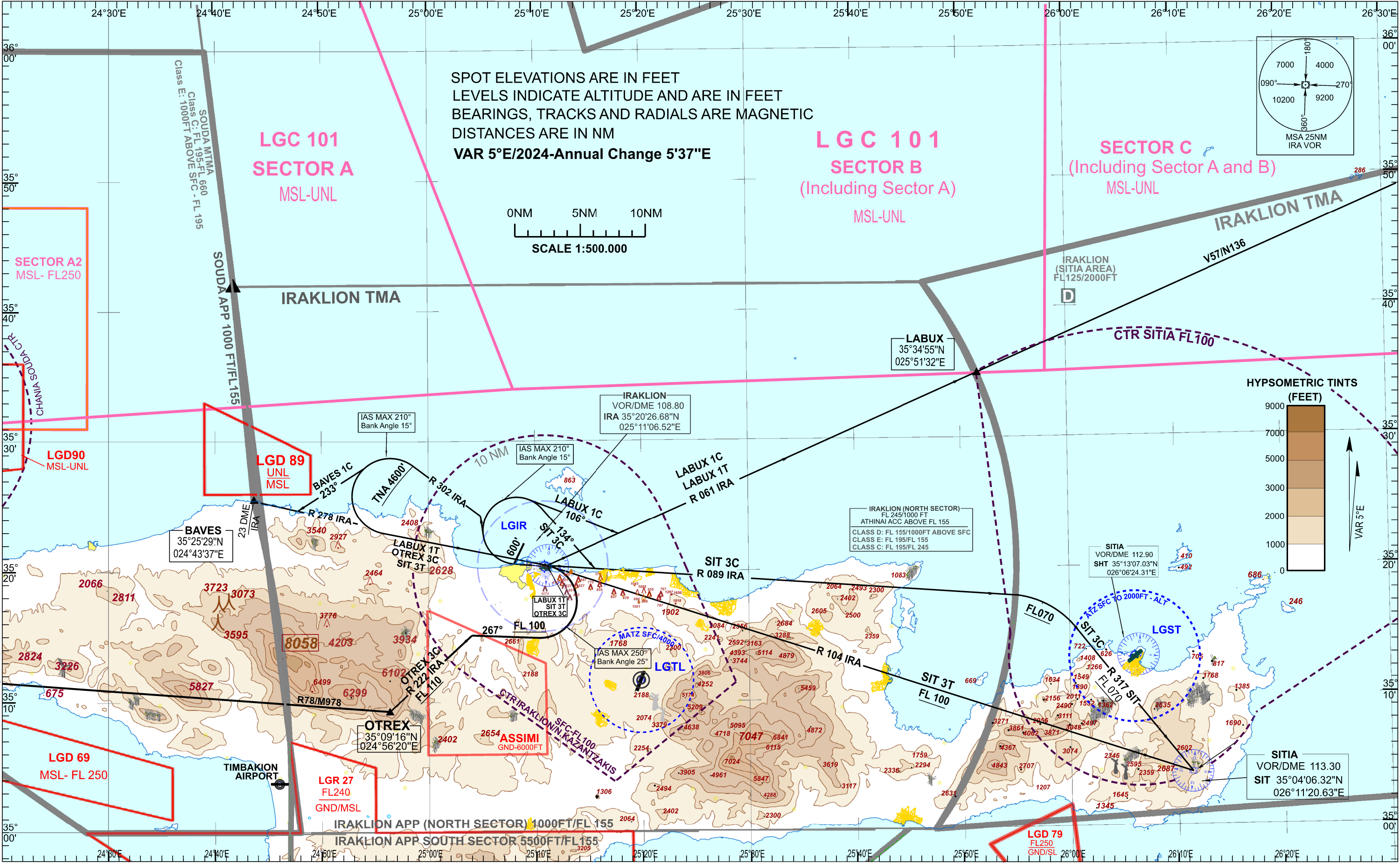
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 6000FT

IRAKLION ATIS 127.555
KAZANTZAKIS TWR 120.850
IRAKLION APP 123.975

IRAKLION / NIKOS KAZANTZAKIS
RWY 27

LABUX 1T, SIT 3T, OTREX 3C, BAVES 1C, LABUX 1C, SIT 3C



IRAKLION / NIKOS KAZANTZAKIS AIRPORT

SIDs: IRA VOR/DME - RWY 27

**SIDs : LABUX 1C, SIT 3C, OTREX 3C,
BAVES 1C, LABUX 1T, SIT 3T**

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 these SIDs a visual climb up to 500ft is required due to obstructions within 1200 metres from the Departure End of the Runway (DER)

LABUX 1C:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to 600ft is required.

“Climb straight ahead to 600ft, turn right (MAX IAS 210 KT, Bank Angle 15⁰) to track 106⁰, intercept and follow R 061 IRA to LABUX to join AWY V57. Arrange to be at FL 070 or above by R 061 IRA / 27 DME.

SIT 3C:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to 600ft and then of 5.0% (304 Ft / Nm) up to 7000ft is required.

“Climb straight ahead to 600ft, turn right (IAS MAX 210 KT, Bank Angle 15⁰) to track 134⁰, intercept and follow R 089 IRA. At R 089 IRA / 36 DME turn right, intercept and follow R 317 SIT VOR/DME to SIT VOR/DME. Arrange to be FL 070 or above by R 089 IRA / 36 DME.”

LABUX 1T:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to FL 100 is required.

“Climb straight ahead to 600ft, turn right (MAX IAS 210 KT, Bank Angle 15⁰) intercept and follow R 302 IRA. At 4600ft turn left (IAS MAX 210 KT, Bank Angle 15⁰) and proceed to IRA VOR. After IRA VOR intercept and follow R 061 to LABUX to join AWY V57. Arrange to be FL 100 or above by IRA / VOR.”

SIT 3T:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to FL 100 is required.

“Climb straight ahead to 600ft, turn right (MAX IAS 210 KT, Bank Angle 15⁰) intercept and follow R 302 IRA. At 4600ft turn left (MAX IAS 210 KT, Bank Angle 15⁰) and proceed to IRA VOR. After IRA VOR intercept and follow R 104 IRA to SIT VOR/DME. Arrange to be FL 100 or above by IRA/VOR.”

OTREX 3C:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to FL 110 is required.

“Climb straight ahead to 600ft, turn right (IAS MAX 210 KT, Bank Angle 15⁰), intercept and follow R 302 IRA. At 4600ft turn left (MAX IAS 210 KT, Bank Angle 15⁰) and proceed to IRA VOR at FL 100 or above. Then turn right (IAS MAX 250 KT, Bank Angle 25⁰) to track 267⁰, intercept and follow R 222 IRA at FL 110 or above and proceed to OTREX to join AWY R78.”

BAVES 1C:

For this SID a Minimum PDG (Procedure Design Gradient) of 6,3% (383 ft/nm) up to FL 100 is required.

“Climb straight ahead to 600ft, turn right (MAX IAS 210 KT, Bank Angle 15⁰), intercept and follow R 302 IRA. At 4600 ft turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 233⁰ intercept and follow R 278 IRA to BAVES to join AWY J65. Arrange to be FL 100 or above by BAVES.”