LGSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGSA – CHANIA / IOANNIS DASKALOGIANNIS

LGSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353153N 0240904E Centre of RWY 11L/29R	
2	Direction and distance from (city)	BRG 080°, 6 NM from Chania town	
3	Elevation/Reference temperature	149.40 M (490.16 FT) / 32.13°C	
4	Geoid undulation at AD ELEV PSN	NIL	
5	MAG VAR/Annual change	5°E (JAN 2023) / 5′ 43″E	
6	AD Administration, address, telephone, telefax, telex, AFS	Chania / Ioannis Daskalogiannis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi e-mail: chqaocc@fraport-greece.com Website: https://www.chq-airport.gr	
		Hellenic Aviation Service Provider (HASP) GR 73100, CHANIA TEL: +30 28210 83800-803-805 FAX: +30 28210 66100 AFTN: LGSAZDYX e-mail: kaxndar@hasp.gov.gr	Hellenic Air Force (HAF) 115 Combat Wing GR 73100, CHANIA TEL: +30 28210 63218 AFTN: LGSAYXYX e-mail: opsdir.115cw@haf.gr
7	Types of traffic permitted (IFR/VFR)	IFR – VFR.	
8	Remarks	For private flights special permission is required. (**GEN 1.2.5**).	

LGSA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24 (HAF) H24 (HASP)
2	Customs and immigration	H24 (HAF) H24 (HASP)
3	Health and sanitation	O/R (HASP)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (HAF TEL: +30 28210 05661, +30 28210 05656) H24 (HASP TEL: +30 28210 83805)
6	MET Briefing Office	H24
7	ATS	H24 (HAF)
8	Fuelling	Availability H24 (HASP) Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	H24 (HASP)
10	Security	H24 (HASP)
11	De-icing	NIL
12	Remarks	NIL

LGSA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	One fork lift (2 tons), container loader (7 tons), conveyor belts.
2	Fuel/oil types	Fuel: PF 100LL: NIL TF JET A1: by GISSCO, EKO. Oil : NIL
3	Fuelling facilities/capacity	GISSCO 2 tanks (207.000 Litres), 4 trucks TEL/FAX: +30 28214 40155 Email: chq01@gissco.gr EKO 5 tanks (594.000 Litres), 4 trucks Payment: carnet, cash Visa, Mastercard TEL: +30 28210 66440 FAX: +30 28214 40185 Email: c.airport@eko.gr, airport.chania2@eko.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGSA AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Chania town.
2	Restaurants	Snack-bar, cafeteria. Restaurants at AD vicinity and Chania town.
3	Transportation	Buses, taxis, car hire from the AD.
4	Medical facilities	First aid treatment, Ambulance vehicle O/R (HASP), Hospital in Chania town.
5	Bank and Post Office	ATM.
6	Tourist Office	NIL
7	Remarks	NIL

LGSA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 8 MIL CAT: 6
2	Rescue equipment	Equivalent for CAT 8 and MIL CAT 6 requirements.
3	Capability for removal of disabled aircraft	CIV ACFT: NIL / MIL: O/R (HAF).
4	Remarks	NIL

LGSA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons.

LGSA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Asphalt Strength: PCN 100/F/A/X/T.
2	Taxiway width, surface and strength	Width: - NORTH (N) 30.48 M. - TWYs between RWY 11L/29R and TWY N: A: 22.5 M, B: 24.7 M, C: 24.6 M, D: 24.7 M, E: 22 M, F: 29.8 M, G: 22 M. - TWYs between TWY N and Civil apron: I: 24 M, J: 26 M, E: 25 M. Surface: - TWY N: Asphalt / Concrete. - TWYs A, B, C, D, G: Concrete. - TWYs E & F: Asphalt. Strength: - TWYs I, J, E between TWY N and Civil apron: PCN 100/F/A/X/T.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGSA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance by "FOLLOW ME" vehicle or marshal's instructions following guide lines at apron.
2	RWY and TWY markings and LGT	LGT: - RWY 11L/29R: Threshold, edge, end. - RWY 11R/29L: Threshold, edge, end (used as RWY only by Hellenic Air Force (HAF) in emergency situations). - TWY N: edge. - TWY M: edge. Markings: - RWY 11L/29R: Thresholds, designations, touchdown zone, centerline, side strips, aiming points. - RWY 11R/29L: Thresholds, designations, touchdown zone, centerline, side strips, aiming points (used as RWY only by Hellenic Air Force (HAF) in emergency situations). - TWY N: markings available. - TWY M: centreline, holding positions, side strips.
3	Stop bars	NIL.
4	Remarks	Aircraft follow ATC instructions to a taxi-link and will then be guided by FOLLOW ME vehicle to the parking position. No visual guidance system is available, crew adhere at all times to the marshaller's signs. Information signs according to EASA CS and LED lights, available only at civil apron.

LGSA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
11L	See relevant LGSA AOC chart-ICAO				Main obstructions lighted.
29R	See relevant LGSA AOC chart-ICAO				

LGSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CHANIA / IOANNIS DASKALOGIANNIS / II
2	Hours of service MET Office outside hours	H24 CHANIA
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation. Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	Receiver for satellite cloud picture
9	ATS units provided with information	SOUDA TWR, SOUDA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 28210 05677, +30 6983529715. Email: meteo.chania@hnms.gr

LGSA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	**2**	**3**	**4**	**5**	**6**
11L	112°	3348 x 45	PCN 53/F/B/X/U Asphalt (first 160 concrete)	353212.75N 0240802.32E	THR: 130.93 M / 429.45 FT TDZ: NIL
29R	292°	3348 x 45	PCN 53/F/B/X/U Asphalt (first 215 concrete)	353132.61N 0241005.81E	THR: 149.40 M / 490.03 FT TDZ: NIL
11R	112°	3356 x 28.20	PCN 54/R/A/W/T Asphalt	353206.43N 0240758.85E	THR: 136.52 M / 447.79 FT TDZ: NIL
29L	292°	3356 x 28.20	PCN 54/R/A/W/T Asphalt (first 250 concrete)	353126.19N 0241002.67E	THR: 155.72 M / 510.76 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	**7**	**8**	**9**	**10**	**11**	**12**	**13**
11L	NIL	NIL	NIL	NIL	NIL	NIL	See relevant LGSA AD and AOC charts-ICAO. Arresting system of both RWYs. Arrestor barriers (nets) 17 M before THR of RWY 29R, HGT 1.6 M, not lighted. Arrestor gear wire under-floor type.
29R	NIL	NIL	NIL	NIL	NIL	NIL	
11R	NIL	NIL	NIL	NIL	NIL	NIL	RWY 11R/29L is used as RWY only by Hellenic Air Force (HAF) in emergency situations. Arrestor gear wire of both RWYs (above ground type).
29L	NIL	NIL	NIL	NIL	NIL	NIL	

LGSA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11L	3248	3248	3248	3348	Pilots of departing ACFT from RWY 11L should line up 100 M in front of THR.
29R	3248	3248	3248	3348	Pilots of departing ACFT from RWY 29R should line up 100 M in front of net barriers.
11R	3356	3356	3356	3356	RWY 11R used only by Hellenic Air Force (HAF) in emergency situations.
29L	3356	3356	3356	3356	RWY 29L used only by Hellenic Air Force (HAF) in emergency situations.

LGSA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11L	Simple approach lighting system 360 M LIH	GREEN -	PAPI LEFT/3° (18 M)	NIL	NIL	3348 M 60 M WHITE LIH	RED -	NIL	See also LGSA AD chart-ICAO. RWY 11R/29L used only by Hellenic Air Force (HAF) in emergency situations.
29R	Precision approach lighting system CAT I (Calvert). LIH	GREEN -	PAPI LEFT/3° (18 M)	NIL	NIL	3348 M 60 M WHITE LIH	RED -	NIL	
11R	NIL	GREEN -	PAPI LEFT/3° -	NIL	NIL	3356 M 60 M WHITE LIM	RED -	NIL	
29L	Simple approach lighting system 300 M LIH	GREEN -	PAPI LEFT/3° -	NIL	NIL	3356 M 60 M WHITE LIM	RED -	NIL	

LGSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, every 12 SEC, H24: HN and IMC. IBN: At the Tower building, FLG coding "SUD", H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: Lighted. WDI: 2 WDI lighted. Anemometer: 300 M SE of THR 11L – lighted. 320 M SW of THR 29R – lighted.
3	TWY edge and centre line lighting	Edge: - TWY A, B, C, D, E, F, G and N: Blue. - TWY M: Blue LED.
4	Secondary power supply/switch-over time	Available / 10 seconds.
5	Remarks	Apron Flood lights LED.

LGSA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See **LGSA AD 2.20.4**

LGSA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CHANIA / IOANNIS DASKALOGIANNIS MIL CTR: A circle, 10 NM radius centred at 353153N 0240904E.
		CHANIA / IOANNIS DASKALOGIANNIS MIL ATZ: A circle, 5 NM radius centered at 353153N 0240904E.
2	Vertical limits	MIL CTR: SFC to 5000 FT ALT.
		MIL ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D. See relevant LGSA **ENR 2.1.6.7**
4	ATS unit call sign Language(s)	MIL CTR: SOUDA APPROACH Greek, English.
		MIL ATZ: SOUDA TOWER Greek, English.
5	Transition altitude	11000 FT.
6	Remarks	For SOUDA MTMA see **ENR 2.1.6.7.**

LGSA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	SOUDA APPROACH	118.125 362.300 MHZ 122.100 121.500 243.000 MHZ	H24 H24 H24 H24 H24	Primary freq. coverage FL 250 / 50 NM. MIL. RGA. Emergency. MIL Emergency.
TWR	SOUDA TOWER	118.125 122.100 257.800 MHZ 121.500 243.000 MHZ	H24 H24 H24 H24 H24	Primary freq. Coverage FL 040/ 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.
	SOUDA GROUND	121.700	H24	Coverage 5NM / Aerodrome surface ACFT Start Up and TAXI Clearance.
G/A/G	CHANIA RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	CHANIA IOANNIS DASKALOGIANNIS AIRPORT INFORMATION	130.180	a. From 01 APR to 31 OCT daily 0400 – 2000. b. From 01 NOV to 31 MAR daily 0500 – 2100.	Coverage FL 200 / 60 NM.
All ATS Communication Facilities under responsibility of HAF, except G/A/G service (HASP). For ATIS see also **ENR 1.1**				

LGSA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
CHANIA VOR/DME (5°E/2024) (5°E)	SUD	108.60 MHz (CH 23X)	H24	353122.90N 0241029.83E	518 FT / 157.95 M	Coverage FL 250 / 40 NM. Note: At ALT MSL-9000 FT, sector R340-360 at a greater DIST than 18 DME and R010 at a DIST 18-29 DME, unreliable AZM guidance and loss of DME DIST.
PALEOCHORA VOR/DME (5°E/2024) (5°E)	PLH	114.60 MHz (CH 93X)	H24	351339.49N 0234051.04E	120 FT / 36.45 M	Coverage FL 500 / 150 NM
CHANIA L (5°E/2024)	SUD	409 kHz	H24	353121.86N 0240930.98E		Coverage 25 NM
CHANIA ILS/DME CAT I, RWY 29R (5°E/2024)	ISUD		H24			Note: Temporary not available for civil aircraft.
ILS/LLZ (5°E)		110.90 MHz		353216.96N 0240749.42E		Coverage FL 062.5 / 25 NM
GP		330.80 MHz		353139.41N 0240954.61E		Coverage FL 023 / 10 NM GP Angle 3°, RDH 49.2 FT FLY LEFT GP coverage limited to 4°
DME		(CH 46X)		353139.41N 0240954.61E	528 FT / 162.50 M	Coverage FL 100 / 25 NM
Radio Navigation and Landing Aids under responsibility of HASP: SUD VOR/DME, PLH VOR/DME and SUD L. Radio Navigation and Landing Aids under responsibility of HAF: ISUD ILS/DME. See also **GEN 2.5** and **ENR 4.1.**						

LGSA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: flightscheduling@fraport-greece.com. More information and Guidelines for flight Schedule Data collection are also available at https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/slot-allocation.

2.20.1.2 GA/BA and non-commercial flights

a) Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines.
b) On the above restriction, the following categories are exempted:
   - SAR flights and airplanes in state of emergency
   - Ambulance flights operated with state aircraft
   - Flights of aircraft rendering assistance or being on a mission in disasters.
c) Special permission is required (restrictions according to AIP **GEN 1.2.5.2.3**) for GA flights that do not operate under AOC. The Aircraft operator shall apply through its representative CAT 1 to D1 (HCAA) to grant the prerequisite permission.
d) Aircraft up to 30m wingspan and 31.2m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.
e) For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
f) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.
g) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGSA Airport (Aerodrome reference code 4D, RFF category 8), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:
- Aircraft type.
- Required RFF category.
- Expected date and time.

2.20.1.4 Aircraft are permitted to taxi only at the indispensable minimum engine power.

2.20.1.5 In case of pilot request start-up engine in parking position should be initially communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground handling provider are responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle passing behind running engines.

2.20.1.6 Maintenance run-up tests above idle power require prior approval by the Airport Operator and may take place only in designated areas. The area will be indicated following Airport Operator and ATC communication and according to available apron space. Relevant request should be addressed to the Airport Operations Control Center through the aircraft operator or the ground handler.

2.20.2 Taxiing to and from stands

2.20.2.1 New Civilian Apron Layout

2.20.2.1.1 New Aircraft stand Taxilane M is extending from TWYL E to I and is suitable for aircraft up to ICAO category E (incl.).

2.20.2.2 Procedures for arriving aircraft

2.20.2.2.1 All taxi instructions are issued by ATC via VHF frequency. ATC will advise aircraft to taxi to a TWYL in order to be guided by Follow Me vehicle to parking position. The Parking Stand allocation is the responsibility of the Airport Operations Control Center. Presence of Follow Me vehicle is mandatory.

2.20.2.2.2 No docking system available, crew shall adhere to marshaller's instructions. Marshalling services are under the responsibility of the ground handling agent.

2.20.2.2.3 Non-marked and non-published parking areas may also be assigned for parking, aircraft will be guided by Follow-Me vehicle and marshalling signals.

2.20.2.3 Procedures for departing aircraft

2.20.2.3.1 Aircraft may leave nose-in parking positions only by the aid of a towing truck. Power back using reverse thrust for jet-powered aircraft or reverse variable pitch for propeller aircraft shall not be used unless (and under extreme circumstances) prior approval has been obtained from the Airport Operator.

2.20.2.3.2 Push-back clearance shall be requested only if the tow-bar is fully connected to the aircraft and the pilot can perform the maneuver immediately. Unless otherwise instructed by ATC, push-back shall be executed with west facing in order to taxi-out via taxi-links I or J except when due to operational reasons or aircraft limitations pilot requests push-back facing east.

2.20.2.3.3 When crews request taxi-out or push-back, they shall indicate their parking position.

2.20.2.4 Push-Back and Engine start-up procedures

a) Pilot shall request start-up and push-back clearance by ATC.
b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the Aircraft stand taxilane.
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Aircraft stand taxilane and/or RWY 11L/29R according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler.
d) During push-back procedure, aircraft from any parking position is aligned on the Aircraft stand taxilane and positioned with the nose gear abeam the lead-in line of the position it is vacating.
e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of an adjacent parking position.
f) Push-back procedure cannot take place simultaneously in any adjacent positions.
g) Push-back clearance is permitted simultaneously maximum for two (2) aircraft.

2.20.2.5 Towing of aircraft

2.20.2.5.1 Towing of aircraft is executed only with the aid of a Follow Me vehicle and requires prior notice to the ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to roll-through parking positions. For departing aircraft the presence of a marshaller is mandatory. Follow-Me guidance may also be provided.

2.20.4 Parking area for helicopters

2.20.4.1 No heliport available, helicopters will be advised to proceed to an area suitable for parking. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Due to narrow width of intersections between RWY 11L/29R and RWY 11R/29L ACFT with wingspan equal or longer than 56 M should not use RWY 11R/29L for taxi.

2.20.6.2 Heavy ACFT should use minimum power during taxiing on the North (N) TWY, in order not to produce FOD cause by jet blast.

2.20.6.3 ACFT with outer engines placed at a distance more than 15 M from aircraft’s centerline shall –if possible- taxi with these engines set at idle position.

2.20.6.4 ACFT taxiing on North (N) TWY for departure from RWY 11L shall use the intermediate holding position which is established before intersection F (Marked properly).

2.20.6.5 Aircraft parked at LIMA AREA

- Aircraft taxiing to - from LIMA AREA shall be guided by Follow-Me vehicle. No visual guidance system is available crew adhere at all times to the marshaller's signs.
- Aircraft parked at LIMA AREA shall taxi to THR RWY 11L via intersection F or G.
- A holding position (Pattern B - as per EASA CS ADR-DSN L.575) is marked before entering intersection F, when taxiing eastwards from LIMA AREA.
- A holding position (Pattern A - as per EASA CS ADR-DSN.L.575) is marked before entering intersection G towards THR RWY 11L.
- No aircraft enter or leave LIMA AREA during night hour, due to insufficient lights. Aircraft serviced by the 115 Combat Wing (HAF) are excluded.
- TWY G: No markings and signs available. During taxiing via TWY G and while on extension of RWY 29R between intersections G and F, use minimum engine power. Follow-Me guidance is mandatory.

2.20.7 School and training flights - technical test flights - use of runways

2.20.7.1 For School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition prior approval from the ATC is required.

2.20.7.2 For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at CHQdm@fraport-greece.com

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 CIV ACFT: NIL / MIL: O/R (HAF).

LGSA AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG

2.21.1.1 General provisions

NIL

2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

LGSA AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Only procedural ATC service is provided within SOUDA MTMA.

2.22.1.2 Restricted area LGR 28 (1000 FT AMSL), see ENR 5.1.2.

2.22.1.3 SOUDA MTMA is affected by Controlled firing area LGC101, see ENR 5.1.4

2.22.1.4 Seasonal Phenomena

2.22.1.4.1 The following phenomena are usually observed during winter, spring and summer period in the vicinity of Chania / Ioannis Daskalogiannis airport:

a) Low Level Wind Shear (LLWS) observed in case of South - South East winds with main characteristics, 9-12 knots on the runway and severe upper winds (2000FT, South winds >40 KT). Also severe upper winds (>40 KT) 5-10 NM East and/or West of the airport.

b) When South – South East winds prevail, severe turbulence and high downdraughts are observed on final of RWY 11L severe cross wind (>40 KT) also appears during approach on RWY 29R.

c) Sea breeze (8-15 knots) during summer period at noon from both sides of Runway 11L/29R.

d) Tail wind from both sides of Runway 11L/29R in case of North winds (350-360 degrees) 8-15 knots (all year).

2.22.2 Runway in use

2.22.2.1 RWYs in use 11L/29R.

2.22.2.2 Traffic circuit

a) Right hand traffic circuit for RWY 11L applies.
b) Left hand traffic circuit for RWY 29R applies.

2.22.2.2.1 All flights unless otherwise instructed by ATC shall enter the traffic circuit at an altitude of 1500 FT for propeller ACFT and 2000 FT for jet ACFT.

2.22.3 Procedures for IFR flights within SOUDA MTMA

2.22.3.1 See relevant LGSA IAC charts-ICAO (**LGSA AD 2.24**).

2.22.4 Radar procedures within SOUDA MTMA

NIL

2.22.5 Procedures for VFR flights within SOUDA MTMA

2.22.5.1 See relevant LGSA VFR ROUTES-ICAO (**LGSA AD 2.24**).

2.22.5.2 All ACFT (including helicopters) flying under VFR and traversing SOUDA MTMA should establish RTF contact with SOUDA APP and proceed according to the given instructions.

2.22.5.3 General Aviation – aeroclub VFR local flights – including helicopters – shall contact local ATC (on tel. +3028210-05656) prior to the flight for coordination, so as to provide the specifics on their flight (route, ETO, reporting points, ETA, etc), in order to obtain the final approval.

2.22.5.4 Military VFR Training flights

2.22.5.4.1 The period from 01 MAY till 31 OCT no foreign military VFR training flights will be accepted within SOUDA MTMA due to heavy traffic. Flights which are conducted within LGC101 and LGR28 areas are exempted from the above restriction.

2.22. 5.4.2 The period from 01 NOV till 31 APR, for foreign military VFR training flights within SOUDA MTMA, a five (5) days prior coordination with local ATC is required.

2.22.6 Procedures for VFR flights within CHANIA / IOANNIS DASKALOGIANNIS MIL CTR

2.22.6.1 See relevant LGSA VFR ROUTES - ICAO (**LGSA AD 2.24**).

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGSA SID charts-ICAO (**LGSA AD 2.24**).

2.22.8 Procedures for departing aircraft

2.22.8.1 Start-up and ATC clearance

2.22.8.1.1 Aircraft may anticipate 5min delay for start-up until ATC clearance is obtained by ATHINAI ACC.

2.22.8.1.2 Pilot shall request ATC Clearance when ready for push back and start-up.

2.22.8.2 Intersection Take-offs

2.22.8.2.1 Intersection take-offs are permitted during aviation daytime only when visibility is not less than 5 KM.

2.22.8.2.2 An aircraft may be cleared to depart from an intersection take-off position:

a) Upon request of the pilot and acceptance by the ATC, or
b) If initiated by ATC and accepted by the pilot in command.

2.22.8.2.3 When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows:

<<REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection).>>.

2.22.8.2.4 The aircraft operator / pilot in command shall ensure that the reduced declared distances for an intersection take-off are sufficient and in compliance with the aircraft operations regulations.

2.22.8.2.5 Pilots in command shall state their position when contact tower for departure from a runway intersection as follows:

<<SOUDA TOWER (aircraft call sign), AT INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)>>.

2.22.8.2.6 Declared distances in case of intersection take-off are as follows:

RWY	Intersection	Declared Distances	Distances (M)
29R	B	TORA/TODA/ASDA	2755
29R	C	TORA/TODA/ASDA	2475
11L	E	TORA/TODA/ASDA	2540

LGSA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Seagulls' concentration on the RWYs, TWYs and vicinity of the aerodrome. See also **ENR 5.6**.

2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.060 Longitudinal Slopes of RWYs	Longitudinal slopes exceeding requirements at various spots of runway.	Special Condition
B.080 Transverse Slopes on RWYs	According to new topographical plan slopes along northern side of RWY 11L/29R centerline exceed limitation. Specifically, 1080m from THR 29R is 2,5% and at about 950 m from THR 29 is 2,5%. 697 m from THR 11L up to about 2790 m from THR 11L slopes exceed 2%.	Special Condition
B.130 Longitudinal Slopes on RWY Strips	Surface is flush to RWY 11L/29R pavement, but slopes exceed partly >2,5% (northern side RWY 11L: at 320-400 m, 2200-2300 m, 2600-2680 m, 2870-3030 m, values -2,6 up to -4,3%) (southern side RWY 11L: at 200-300 m, 2200 m, 3300-3340 m, values -2,6 up to -4,0%).	Special Condition
B.165 Objects on RWY Strip	Military equipment (arresting gear, signs, etc.).	Special Condition
B.180 Longitudinal Slopes on RWY Strips	Longitudinal slopes exceeding requirements at various spots of runway strips .	Special Condition
D.265 Longitudinal Slopes on TWYs	Non-compliant: acc. to aerial survey data exceeding's of long. slope limitations: on TWY A (max value: 2,8%), on TWY C (max value: 2,6%), on TWY E (between TWY N & RWY 11L/29R) (max value: 2,9%), on TWY F (max value: -3,4%), on TWY G (max value: -2,7%).	Special Condition

D.270 Longitudinal Slope changes on TWYs	Non-compliant: acc. to aerial survey data longitudinal slope changes exceed limitations on TWY C (max value: 2,7% / 30 m) and TWY E (max value: 2,4% / 30 m) , no exceeding's on other TWYs ascertained.	Special Condition
D.280 Transverse Slope on TWYs	Non-compliant: based on aerial survey TWYs E and pre-threshold-area RWY 11L exceed the transverse slope limitation >1,5%: (max value 2,3% TWY E between RWY 11L/29R and TWY N east side).	Special Condition
D.330 Slopes on TWY Strips	Exceeded downward slope in strip of TWYs E, J, and near drainage channel (max value: -12%).	Special Condition
J.475 Non-Precision Approach RWYs	Infringement of Northern transitional (due to parking aircraft on military apron).	Special Condition
M.626 Simple Approach Lighting Systems	1. 60m crossbar distance, 27 m crossbar width. 2. C/L lights spaced inhomogeneously at different intervals.	ELoS
M.630 Precision Approach Category I Lighting System	Precision approach at Cat 1 The system has single light source C/L up to 450 m from THR, changing into dual light source for the outer 450 m (no barrettes installed).	ELoS
M.735 Iterm Hold Position Lights	Intermediate holding positions at TWYs I/J/E are not equipped with IHPLs.	ELoS
M.745 RWY Guard Lights	No RWY guard lights installed on RWY 11L/29R.	ELoS
T.910 Equipment Frangibility Requirements	Various equipment installations do not provide frangibility features (WDI, bird scare cannons, sings, military equipment).	ELoS
T.915 Siting of Equipment & Installations on Operational Areas	1. Several bird scare cannons are installed along the RWY 11L/29R, at the end of the RWY 11L/29R shoulder, endangering objects can be found within the RWY 11L/29R strip (see B.165). 2. Not all objects in this area are frangible (i.e. sings, military equipment), however no detailed information on obstacles are available 3. At both RWY 11L/29R ends, requirements cannot be met (installed military equipment, concrete foundations, etc.). 4. WDIs are not frangible.	ELoS

LGSA AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - CHANIA / IOANNIS DASKALOGIANNIS Airport	08 AUG 24	AD 2-LGSA-ADC
Aircraft Parking/ Docking Chart – ICAO: - CHANIA / IOANNIS DASKALOGIANNIS Airport	18 APR 24	AD 2-LGSA-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - CHANIA / IOANNIS DASKALOGIANNIS	15 AUG 19	AD 2-LGSA-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR x RWY 11L	08 AUG 24	AD 2-LGSA-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR w RWY 29R	05 SEP 24	AD 2-LGSA-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR z RWY 11L	31 OCT 24	AD 2-LGSA-IAC-3
Instrument Approach Chart (IAC)-ICAO: - VOR y RWY 29R	08 AUG 24	AD 2-LGSA-IAC-4
Instrument Approach Chart (IAC)-ICAO: - L RWY 11L	08 AUG 24	AD 2-LGSA-IAC-5
Instrument Approach Chart (IAC)-ICAO: - L RWY 29R	08 AUG 24	AD 2-LGSA-IAC-6
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11L	05 SEP 24	AD 2-LGSA-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11L	23 JAN 25	AD 2-LGSA-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-SID-8
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-STAR-6
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11L	08 AUG 24	AD 2-LGSA-STAR-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29R	08 AUG 24	AD 2-LGSA-STAR-8
TMA – VFR routes: - VFR routes SOUDA MTMA	08 AUG 24	AD 2-LGSA-VFR