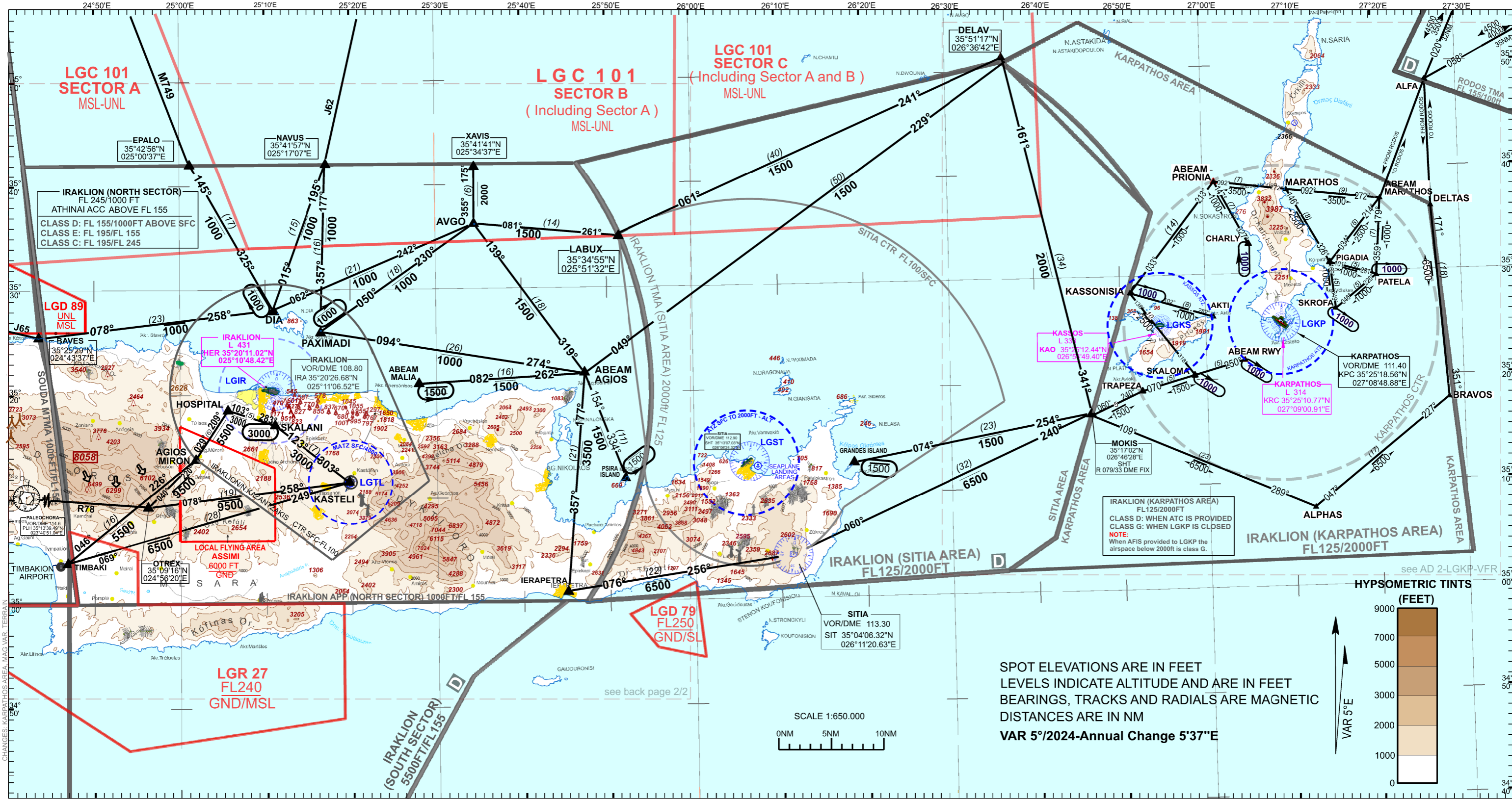


TRANSITION ALT 6000 FT

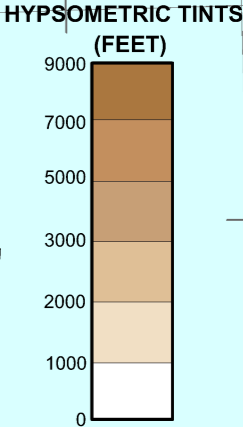
IRAKLION ATIS 127.555
TWR 120.850
APP 123.975

SITIA INFORMATION 122.600
KASSOS INFORMATION 124.175
KARPATOS INFORMATION 123.200

FIC 130.925
119.750



SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°/2024-Annual Change 5°37"E



IRAKLION / NIKOS KAZANTZAKIS TMA
VFR routes IRAKLION TMA**1. GENERAL:**

- 1.1 Access to Iraklion TMA is restricted to aircraft capable of maintaining two-way radio communication with the appropriate ATS unit.
- 1.2 Aircraft including Helicopters, flying by VFR within Iraklion TMA, should follow VFR routes and altitudes as depicted in this chart, unless VFR criteria require otherwise or a special permission has been obtained from the appropriate ATS unit.
- 1.3 When necessary to deviate from the specified VFR routes or altitudes a clearance should be obtained from N. Kazantzakis Approach (freq. 123.975MHz) before entering Iraklion TMA or immediately after departure.
- 1.4 To meet special traffic requirements the appropriate ATS unit may assign different VFR routes.
- 1.5 Cancellation of IFR flight plan within Iraklion TMA is subject to ATC approval and after such a cancellation the VFR routes and altitudes should again be followed.
- 1.6 It is reminded that on VFR routes the responsibility to maintain terrain and obstacle clearance and to avoid collision with other aircraft and restricted airspace rests with the pilot.
- 1.7 Aircraft flying VFR within Iraklion TMA shall be equipped by a functioning transponder with mode A and C capabilities.
- 1.8 Unless otherwise instructed by the appropriate ATS unit, the VFR aircraft shall squawk A 7000.
- 1.9 All aircraft entering Iraklion TMA – North sector Iraklion area – should establish contact with N. Kazantzakis Tower (freq. 120.850MHz), report over all compulsory reporting points flying the VFR Routes depicted in this chart.
- 1.10 All aircraft entering Iraklion TMA – North sector Sitia area – should establish contact with N. Kazantzakis Approach. (freq. 123.975MHz), report over all compulsory reporting points flying the VFR Routes depicted in this chart.

2. IRAKLION / N. KAZANTZAKIS Airport :

- 2.1 Access to Iraklion CTR is restricted to aircraft capable of maintaining two-way radio communication with Iraklion Tower.
- 2.2 To assist Iraklion N. Kazantzakis Airport to arrange a landing sequence of VFR arriving aircraft and facilitate the aerodrome traffic, four visual holding patterns are established (two north, one south and one east of Iraklion N. Kazantzakis Airport).
- 2.3 Aircraft destined to Iraklion N. Kazantzakis Airport should hold over visual holding patterns of the above para 2.2 before establishing contact with Iraklion N. Kazantzakis Tower and receiving the relevant clearance.
- 2.4 Departing traffic proceeding east to point ABEAM AGIOS, should proceed only via route PAXIMADI – ABEAM AGIOS.
- 2.5 All aircraft entering Iraklion TMA – North sector Iraklion area – should establish contact with N. Kazantzakis Tower (freq. 120.850MHz), report over all compulsory reporting points flying the VFR Routes depicted in this chart.

- 2.6 When runway in use is 09, DIA point should be avoided and VFR traffic proceeding via BAVES or EPALO should be instructed to proceed via NAVUS-PAXIMADI avoiding west-northwest part of Iraklion CTR and Hold over PAXIMADI with Maximum Holding Altitude 1000ft, unless otherwise instructed by ATC.

3. KASTELI Airport :

- 3.1 Access to Kasteli ATZ is restricted to aircraft capable of maintaining two-way radio communication with Kasteli Tower.
- 3.2 Aircraft destined to Kasteli Mil. Airport should not enter Kasteli ATZ before establishing contact with Kasteli Tower (freq. 120.350MHz) and receiving the relevant clearance.

4. SITIA Airport :

- 4.1 Access to Sitia CTR is restricted to aircraft capable of maintaining two-way radio communication with N. Kazantzakis Approach.
- 4.2 To assist Sitia Airport VFR arriving aircraft and facilitate the aerodrome traffic, two visual holding patterns are established (one west and one east of Sitia Airport).
- 4.3 Aircraft destined to Sitia Airport should hold over visual holding patterns of the above para 4.2 before establishing contact Sitia Information (freq. 122.600MHz) and receiving the relevant clearance.
- 4.4 All aircraft entering Iraklion TMA – North sector Sitia area – should establish contact with N. Kazantzakis Approach. (freq. 123.975 MHz), report over all compulsory reporting points flying the VFR Routes depicted in this chart.

5. KARPATHOS Airport

See AD 2-LGKP-VFR BACK PAGE

COORDINATES (IN WGS-84) OF REPORTING POINTS OF VFR ROUTES:

ABEAM AGIOS	35°21'48" N	25°47'21" E
ABEAM MALLIA	35°20'59" N	25°28'04" E
AGIOS MYRON	35°13'51"N	25°01'51" E
AVGO	35°36'14" N	25°34'32" E
DIA	35°28'06" N	25°10'55" E
GRANDES ISLAND	35°12'52" N	26°18'41" E
HOSPITAL	35°18'32" N	25°05'37" E
IERAPETRA	35°00'58" N	25°45'11" E
KASTELI	35°11'35" N	25°19'45" E
LABUX	35°34'55" N	25°51'32" E
PAXIMADI	35°26'00" N	25°16'31" E
PSIRA ISLAND	35°11'50" N	25°51'59" E
SKALANI	35°17'02" N	25°11'09" E

