

LGIR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGIR - IRAKLION / NIKOS KAZANTZAKIS****LGIR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	352023N 0251049E Intersection RWY 09/27 - 12/30.
2	Direction and distance from (city)	BRG 095°, 2.5 NM from (city) harbour.
3	Elevation/Reference temperature	35.09 M (115.09 FT) / 29.94°C.
4	Geoid undulation at AD ELEV PSN	NIL.
5	MAG VAR/Annual change	5°E (JAN 2024) / 5'37"E.
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Aviation Service Provider (HASP) Iraklion Nikos Kazantzakis Airport GR 71601, IRAKLION TEL: +30 2810 397800 FAX: +30 2810 221700 AFTN: LGIRYDYX
7	Types of traffic permitted (IFR/VFR)	IFR – VFR.
8	Remarks	NIL.

LGIR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24 (O/R)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 2810 397148).
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

LGIR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	<p>Handling facilities: GOLDAIR HANDLING: H24 Summer- Winter Payment: cash or credit TEL: +30 28102 21787 Mob: +30 6973080978 Email: her.ops@goldair-handling.gr / her.sm@goldair-handling.gr SKYSERV HANDLING SERVICES: H24 Summer- Winter Payment: cash (Euro only) or credit (DINERS & AMERICAN EXPRESS excluded) TEL: +30 28103 47395 Mob: +30 6936093778 Email: herops@skyserv.aero / hersm@skyserv.aero SWISSPORT: H24 Summer- Winter Payment: cash (Euro only) or credit (DINERS & AMERICAN EXPRESS excluded) TEL: +30 28103 36962 Mob: +30 6932277983 Email: her.operations@swissport.gr / her.station@swissport.gr</p>
2	Fuel/oil types	<p>Fuel: PF 100 LL: by GISSCO TF JET A1: by GISSCO & EKO Oil: NIL</p>
3	Fuelling facilities/capacity	<p>GISSCO: H24 Summer-Winter Payment: cash (exchange), carnet, BP-SHELL, Visa-Maestro-Master-American Express. TEL: +30 28102 21147, +30 28102 45594, +30 28103 97331. EKO: Summer (Apr-Oct): 24H. Winter: Daily (Nov-Mar): 0600-2200 (UTC), from 2200-0600 UTC O/R. Payment: cash, carnet ESSO. Contact 24 HR PN, TEL: +30 28102 45609 HAFCO: Summer (Apr-Oct): 24H. Winter: Daily (Nov-Mar): 0600-2200 (UTC), from 2200-0600 UTC TEL: +30 6957834960 Payment: visa ,MasterCard ,cash, carnet WORLD FUEL SERVICES, AVCARD, COLT INTERNATIONAL, MULTI SERVICE MH AVIATION, AIR CARD, AVIATION INTO PLANE Contact 24 HR PN, TEL: +30 28103 35612 NIKOS TERZAKIS Mob: +30 6957834960 Email: hafcoher@hafco.gr</p>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Available by (AEROCANDIA and ATHENS AEROSERVICES).
7	Remarks	NIL

LGIR AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD vicinity and Iraklion city.
2	Restaurants	Snack bar, cafeteria, restaurant.
3	Transportation	Public buses and taxis.
4	Medical facilities	Full time first aid treatment, motor ambulance.
5	Bank and Post Office	ATM (cash machines) available.
6	Tourist Office	Tourist Information at AD information desk.
7	Remarks	NIL

LGIR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 8
2	Rescue equipment	Equivalent for CAT 8 requirements.
3	Capability for removal of disabled aircraft	Limited equipment such as Tow tractors, Towbarless (in case aircraft can be rolled) provided by Handling Agents. More equipment may be provided by external contractors
4	Remarks	NIL

LGIR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Sweeper truck
2	Clearance priorities	NIL
3	Remarks	Braking action measuring equipment mu-meter available.

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

1	Apron surface and strength	Surface: Asphalt. Strength: PCN 53/F/A/X/T.
2	Taxiway width, surface and strength	Width: 23 M except TWY G 16 M. Surface: Asphalt. Strength: PCN 53/F/A/X/T except part of TWY H between TWY D and RWY 12/30 pavement evaluation pending. TWY G LCN 45 (for MIL or civil light aircraft).
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Apron COM facilities: Frequency / VHF CH: 121.850, Call Sign: KAZANTZAKIS APRON, Coverage: 5 NM on AD surface.

LGIR 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" car. Markings according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY 09/27: THR, edge, end. RWY 12/30: No lighting facilities. TWY: edge lights. Markings: RWY 09/27: THR, centre line, TDZ, aiming points, side markings. RWY 12/30: THR, centre line. TWY and APRON markings available.
3	Stop bars	NIL.
4	Remarks	See also LGIR AD chart-ICAO .

LGIR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
09	See relevant LGIR AOC charts-ICAO		Crane (HGT 50 M ABV MSL)	NIL	Lighted crane at Iraklion harbour, 800 M from THR RWY 09.
27	See relevant LGIR AOC charts-ICAO		Floating crane (HGT 47 M ABV MSL)	NIL	Crane is moving within Iraklion harbour.
12	See relevant LGIR AOC charts-ICAO		NIL	NIL	NIL
30	See relevant LGIR AOC charts-ICAO		NIL	NIL	NIL

LGIR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	IRAKLION / NIKOS KAZANTZAKIS
2	Hours of service MET Office outside hours	H24 IRAKLION
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation.
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	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KAZANTZAKIS TWR, IRAKLION APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 6983529726, +30 28102 45630. Email: meteo.heraklion@hnms.gr

LGIR 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
09	095°	2714 x 45	PCN 53/F/A/X/T Asphalt	352026.55N 0250959.08E 352020.44N 0251127.36E 24.19 M	THR: 23.68 M / 77.67 FT TDZ: NIL
27	275°	2714 x 45	PCN 53/F/A/X/T Asphalt	352020.44N 0251127.36E 352027.84N 0250940.25E 24.22 M	THR: 24.74 M / 81.14 FT TDZ: NIL
12	126°	1566 x 50	PCN 53/F/A/X/T Asphalt	352037.99N 0251024.09E 352007.89N 0251114.05E 24.27 M	THR: 15.29 M / 50.15 FT TDZ: NIL
30	306°	1566 x 50	PCN 53/F/A/X/T Asphalt	352007.89N 0251114.05E 352037.99N 0251024.09E 24.18 M	THR: 35.09 M / 115.09 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
09	see relevant AOC A-2 chart	NIL	NIL	2834 × 150	NIL	Not AVBL	See relevant LGIR ADC and AOC A-2, A-1 charts- ICAO
27	see relevant AOC A-2 chart	NIL	NIL	2834 × 150	NIL	Not AVBL	
12	see relevant AOC A-1 chart	NIL	NIL	1686 × 150	NIL	Not AVBL	
30	see relevant AOC A-1 chart	NIL	NIL	1686 × 150	NIL	Not AVBL	

LGIR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2714	2714	2714	2237	THR RWY 09 displaced 477 M.
27	2714	2714	2714	2714	NIL.
09	2302	2302	2302		Take-off from intersection with TWY A.
09	2103	2103	2103		Take-off from intersection with TWY B.
09	1722	1722	1722		Take-off from intersection with TWY C.
27	1735	1735	1735		Take-off from intersection with TWY E.
27	2095	2095	2095		Take-off from intersection with TWY H.
12	1566	1566	1566	1566	NIL.
30	1566	1566	1566	1566	NIL.

LGIR 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
09	NIL	Green WBARS RTIL	PAPI LEFT/3.02° (18 M)	NIL	NIL	60 M spacing. Red from beginning of RWY to DTHR. White from DTHR to 600 M before RWY-end. Yellow last 600 M before RWY-end. LIM	Red	NIL	See also LGIR AD chart-ICAO. PAPI system RWY 27 serviceable in azimuth coverage not more than 10° either side of the extended runway centre line.
27	NIL	Green RTIL	PAPI LEFT/3.02° (18 M)	NIL	NIL	60 M spacing. White from THR to 600 M before RWY-end. Yellow last 600 M before RWY-end. LIM	Red	NIL	
12	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	
30	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	

LGIR 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 6 SEC, H24: HN and IMC. IBN: 600 M east from Tower building, FLG GREEN, coding "H", every 10 SEC, (see LGIR-ADC) H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI NIL. WDI RWY 27: wind cone 230 M from THR lighted. RWY 09: lighted. Anemometer 2.
3	TWY edge and centre line lighting	Edge: all TWYs Blue.
4	Secondary power supply/switch-over time	Available, max 10 sec.
5	Remarks	Apron: Flood lights (two pylons 9 M height in old Apron with obstacle lights). Flares in extraordinary cases.

LGIR 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 LGIR AD 2.20.4

LGIR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	IRAKLION NIKOS KAZANTZAKIS CTR: a) 351240N 0250400E b) 352430N 0252220E c) 351140N 0252900E d) 350410N 0251740E. Points (a) and (b) are joined by an arc of circle lying East, radius 10 NM radius centred on IRA VOR/DME. Points (b) and (c), (c) and (d), (d) and (a) are joined by straight lines.
		IRAKLION NIKOS KAZANTZAKIS ATZ: Circle, 5 NM radius centred at 352023N 0251049E (ARP).
2	Vertical limits	CTR: SFC to 10000 FT MSL.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: IRAKLION APPROACH/RADAR Greek, English
		ATZ: KAZANTZAKIS TOWER Greek, English
5	Transition altitude	6000 FT.
6	Hours of applicability	As ATS operational hours. (See LGIR AD 2.3).
7	Remarks	For IRAKLION TMA see ENR 2.1.5.4

LGIR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	IRAKLION APPROACH	123.975 118.025 362.300 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq. Coverage FL 245 / IRAKLION TMA. Coverage FL 200 / IRAKLION TMA. MIL. RGA. Emergency. MIL Emergency.
TAR	IRAKLION RADAR	123.975 118.025 362.300 MHz	H24 H24	Coverage FL 245 / IRAKLION TMA. Coverage FL 200 / IRAKLION TMA. MIL.
TWR	KAZANTZAKIS TOWER	120.850 129.175 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Coverage FL 040 / 25 NM Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.
	KAZANTZAKIS DELIVERY	129.175	H24	Coverage FL 040 / 25NM. Clearance Delivery.
	KAZANTZAKIS GROUND	121.700	H24	Cover. Aerodrome Surface / 5 NM ACFT Start Up & Taxi Clearance.
G/A/G	KAZANTZAKIS RADIO	5637 kHz 2989 kHz	H24: 0400 – 1700 H24: 1700 – 0400	Primary. Primary.
ATIS (ARR / DEP)	IRAKLION NIKOS KAZANTZAKIS AIRPORT INFORMATION	127.555	a. 01 APR - 31 OCT: H24 b. 01 NOV - 31 MAR : daily 0400 - 2100	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HASP. For TAR services see ENR 1.6 & LGIR AD 2.22.4 , for ATIS see also ENR 1.1				

LGIR 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
IRAKLION VOR/DME (5°E/2024) (5°E)	IRA	108.80 MHz (CH 25X)	H24	352026.68N 0251106.52E	116 FT / 35.38 M	Coverage FL 250 / 40 NM
IRAKLION L (5°E/2024)	HER	431 kHz	H24	352011.02N 0251048.42E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 and ENR 4.1						

LGIR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Violation of allocated airport slots/non-allocated airport slots.

2.20.1.1.1 In case of allocated slot violation or non-allocated slot, fines are imposed, according to provisions of Airport Regulation 4 and its subsequent amendments. Airport Regulation 4 (Governmental Gazette 553B/04-05-2006) also provides that in case of repeated slot violations or flying without officially allocated slots, apart from imposing fines, it is possible to deny flights to/from Greek airports for the remaining of the current period.

2.20.2 Taxiing to and from stands

2.20.2.1 GENERAL

2.20.2.1.1 Follow me guidance to all stands.

2.20.2.1.2 When lighting facilities are needed but they are not available taxiing aircraft will be guided by follow me car.

2.20.2.1.3 Pilots shall request start-up clearance when ready to start engines immediately and aircraft doors are closed. When the expected delay at the holding point is 15 minutes or less, aircraft will be cleared to start engines immediately.

2.20.2.1.4 When pilots request start up, push-back and taxi they shall indicate their aircraft parking stand.

2.20.2.1.5 Air traffic control is provided in the manoeuvring area with the exception of aircraft stand taxilanes due to lack of service roads and taxiway G due to limited visibility from the tower. Taxiing via aircraft stand taxilanes or taxiway G is performed on pilots own responsibility or by follow me car guidance if requested.

2.20.2.1.6 For a non-regulated flight unable to depart within the departure tolerance window minus 15 min from the ETOT to 15min after the ETOT the responsibility to update the EOBT rests to the pilot.

2.20.2.1.7 A slot tolerance (-5 min to +10 min) is available only to ATC, and only to organize departure sequence, for which a regulated flight must not depart outside. If there is no departure sequence, the CTOT shall be strictly adhered to.

2.20.2.1.8 All aircraft must hold short of RWYs unless instructed otherwise by the ATC or guided by a follow me car.

2.20.2.1.9 Caution to taxiing aircraft when approaching hot spots HS1, HS2, HS3 (see **AD 2-LGIR-ADC**).

2.20.2.1.10 Departing flight requesting departure from a different RWY than the one in use will get initial prediction of delay and start up clearance after advising estimated time to the holding point of preferred RWY (with an acceptable tolerance of ±2 min). Any significant change of the estimated delay will be passed on as soon as possible by the ATC. If the flight is unable to meet the reported time unpredictable delay may occur.

2.20.2.2 START UP PROCEDURES

2.20.2.2.1 Pilots shall request start-up and ATC clearance on the respective delivery frequency (see **LGIR AD 2.18**).

2.20.2.2.2 ATC may deny start-up clearance to a regulated flight unable to meet its CTOT until coordination with the ATFCM units concerned has been effected and a revised CTOT issued.

2.20.2.2.3 ATC may deny start-up clearance to a non-regulated flight unable to meet its departure tolerance window minus 15min from the ETOT to 15min after the ETOT until the EOBT is updated.

2.20.2.3 TAXIING OUT PROCEDURES

2.20.2.3.1 Upon receiving start-up and ATC clearance pilots will be instructed to contact the appropriate ATC unit frequency (see **LGIR AD 2.18**) for taxi or for push back and taxi (where push back is necessary).

2.20.2.3.2 All aircraft at the main apron and at apron T receive taxi or push back and taxi (where push back is necessary) instructions via KAZANTZAKIS GROUND (see **LGIR AD 2.18**).

2.20.2.3.3 Taxi or push back and taxi (where push back is necessary) instructions to aircraft parked at the apron L, the light aircraft parking area "36", the light aircraft parking area "18" and the business jet parking area are issued via KAZANTZAKIS TOWER.

2.20.2.3.4 For aircraft unable to be ready to taxi to the RWY in use within 10 minutes from startup clearance, unpredictable delay may occur.

2.20.2.3.5 During night and/or when there are aircraft parked at apron L and/or when deemed necessary from the ATC or a pilot, taxiing aircraft from the business jet parking area will be guided by follow me car.

2.20.2.3.6 For aircraft moving out of the light aircraft parking area "36" air traffic control is provided in the manoeuvring area which starts at the holding point of RWY 30. Movement is subject to prior ATC notice.

2.20.2.3.7 For aircraft moving out of the light aircraft parking area "18" air traffic control is provided in the manoeuvring area which starts at the holding point of RWY 27. Movement is subject to prior ATC notice.

2.20.2.4 PARKING RESTRICTIONS

2.20.2.4.1 In case that the parking positions are fully occupied by aircraft, the newly arriving aircraft will be cleared to taxi and stay temporarily in area defined by KAZANTZAKIS TWR, until parking position is again vacant.

2.20.2.4.2 For safety reasons Cross Bleed Engine Start is permitted only at Nr. 11, 12, 14, 15 apron parking stands. Standard Operating procedures (SOPs) apply in such cases. Entry of vehicles and persons is strictly prohibited during CBS procedure. Handling agent is responsible for safeguarding the affected areas. Whenever Engine Cross Bleed Start in the manoeuvring area is necessary, this will be executed along TWY D at certain positions indicated by ATC on a case by case basis depending on the respective traffic demand.

2.20.2.5 PUSHBACK PROCEDURES IN APRON «L»

2.20.2.5.1 Once either tow-bar or towbarless tow-tractor is fully connected to the aircraft, pilots of aircraft parked in APRON "L" shall request from ATC start-up and pushback clearance (i.e. push and start) indicating their aircraft parking stand number.

2.20.2.5.2 Low engine power (Idle Thrust) shall be used.

2.20.2.5.3 Aircraft occupying stands L1, L2, L3 shall be pushed back to taxiway D with nose heading East or West based upon departing conditions.

2.20.2.5.4 During pushback and start-up, safeguarding of the aircraft is responsibility of the airline and the ground handler. They shall take the appropriate measures in order to safeguard the area and to prevent any personnel or vehicle to pass behind running engines.

2.20.2.6 PUSHBACK PROCEDURES IN APRON «T»

2.20.2.6.1 Once either tow-bar or towbarless tow-tractor is fully connected to the aircraft, pilots of aircraft parked in APRON "T" shall request from ATC start-up and pushback clearance (i.e. push and start) indicating their aircraft stand number.

2.20.2.6.2 Low engine power shall be used.

2.20.2.6.3

- a) Aircraft occupying stands T1, T2, T3, T4 shall be pushed back to apron taxiway T centerline with nose heading North–West.
- b) Aircraft occupying stands T5, T6, T7 shall be pushed back to taxiway D with nose heading either East or West based upon departing conditions.

2.20.2.6.4 Exceptional cases

- a) STANDS T1, T2, T3, T4: Upon completion of pushback procedure, ATC may instruct aircraft to be towed abeam T4 if necessary.
- b) STAND T5: When instructed by ATC, aircraft shall be pushed back with nose North-West. In such cases nose gear must stop abeam T4.
- c) STANDS T5, T6: When instructed by ATC aircraft shall extend their pushback abeam T7 (nose East) to prioritize other aircraft taxiing out from stands T1-T4.
- d) STAND T7: When instructed by ATC aircraft already pushed back from T7 (nose East) shall be towed abeam T7, to allow aircraft taxiing on taxiway D to proceed to stands 1, 1A, 2.

2.20.2.6.5 During pushback and start-up, safeguarding of the aircraft is responsibility of the airline and the ground handler. They shall take the appropriate measures in order to safeguard the area and to prevent any personnel or vehicle to pass behind running engines or to be exposed to engine hazard areas.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 For parking positions-see **LGIR AD chart-ICAO**

2.20.4 Parking area for helicopters

2.20.4.1 An area in the apron which, pending on the AD traffic and parking availability, is specified each time by the AD operator.

2.20.5 Apron - taxiing and parking

2.20.5.1 Non-marked parking areas may also be assigned for parking.

2.20.5.2 Aircraft Parking Stands in Apron «L».

2.20.5.2.1 Apron L is depicted in **AD 2-LGIR-ADC** chart (see **LGIR AD 2.24**).

2.20.5.2.2 «L» stands will be preferably used for long term aircraft parking. Aircraft types permitted to park at the new stands:

a) **L1, L2, L3:** B752, B739, A321, TU-154 and all other smaller aircraft types. Bigger aircraft types parking, is also possible provided that:

- i) Safety clearances are respected, and
- ii) There is enough space for the pushback tug in front of the aircraft.

b) **L4A and L4B:** Two aircraft of maximum wingspan 18 M each (i.e. JS41) or a single aircraft with max length 31 M and max wing span 26 M (i.e. AVRO RJ100). In the latter case only a single aircraft will be allocated parking in both L4A & L4B.

2.20.5.3 Aircraft parking stands in Apron T.

2.20.5.3.1 New Apron T layout is depicted in **AD 2-LGIR-ADC** chart (See **LGIR AD 2.24**).

2.20.5.3.2 Aircraft types permitted to park at stands T1, T2, T3, T4, T5, T6, T7:

Stop Bar 1: A321, B739 (all versions), B738 (all versions), B717, EMB 190-195

Stop Bar 2: A320-200, B733 (all versions), B734, B737 (all versions), T134, DH8D, F70-100

Stop Bar 3: A318, A319, B731, B732, B735 (all versions), B736, AT42-72, DH8A, YK42

2.20.5.3.3 Code C aircraft longer than A321 (e.g. MD90, MD80 series) are not permitted to park in apron T.

2.20.5.3.4 Use of auxiliary power unit (APU) of Transall C-160 aircraft is not permitted on apron parking stands due to high exhaust gas temperature causing damage to tarmac.

2.20.6 Taxiing – limitations

2.20.6.1 Aircraft with wingspan equal or larger than 52M (code E aircraft) should not taxi on the part of apron TWY D next to the boundaries of stands (8), (5), (2) if any of stands (8), (5), (2) is occupied.

2.20.6.2 TWY C not available for code letter E aircraft along with all B767 series.

2.20.6.3 TWY G to be operated for up to code letter B aircraft. Aircraft shall approach business jet parking area by joining TWY G via RWY 30 only, under marshaller's instructions and wingwalker's presence.

2.20.6.4 TWY I for military aircraft only.

2.20.6.5 Aircraft should use minimum engine power during taxiing in the apron in order to reduce the risk of incidents caused by jet blast.

2.20.6.6 RWY 12/30 available for operations up to code letter B aircraft. For larger code letter prior permission of HASP is required (ATR-42 and ATR-72 are excluded).

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

2.20.7.1 One local training school (Cretan Eagle).

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 See **LGIR AD 2.6.3**

LGIR 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

2.21.1.1.1 The following take-off procedures have proved to be highly efficient in respect of noise abatement in AD vicinity:

- Strict adherence, within the limits of safety and performance, is required.
- All aircraft departing from or arriving at IRAKLION/ NIKOS KAZANTZAKIS Airport should avoid overflying Iraklion city.
- Rapid changes in engine power should be avoided unless flight reasons render them imperative.
- Run up tests must be approved in advance by Airport Authority.

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

2.21.1.4.1 Departures

2.21.1.4.1.1 For all aircraft departing having MTOM more than 5700 KG departing from RWY 27, shall climb after take-off to at least 3 000 FT with the speeds, use of power and flaps as described in ICAO Doc 8168 Procedures for Air Navigation Services - Aircraft Operations Noise Abatement Take-off Climb Procedure NDAP1 (PANS-OPS Doc 8168, VOL 1 Flight Procedures).

2.21.1.4.1.2 Normal take-off thrust is recommended.

2.21.1.4.1.3 All aircraft as soon as possible, after take-off at 600 FT (QNH) should turn right on heading for departure from RWY 27.

Note: *Deviations of the above only permitted for safety reasons.*

2.21.1.4.2 Arrivals

2.21.1.4.2.1 Final approach to the airport shall be carried out strictly not below the angle defined by the visual approach indicator.

2.21.1.4.2.2 Aircraft approaching to land on RWY 09 are requested to make adjustments for a short final approach unless otherwise instructed by KAZANTZAKIS TWR.

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

LGIR AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 IRAKLION TMA is affected by Controlled firing area **LGC101**, see **ENR 5.1.4**.

2.22.1.2 Seasonal phenomena

2.22.1.2.1 Seasonal extreme south-south east winds more than 20KT

2.22.1.2.1.1 Pilots landing or take-off LGIR - IRAKLION/ NIKOS KAZANTZAKIS, should exercise extreme caution as seasonal extreme south-south east winds, more than 20 KT, prevail over and at the vicinity of the airport. When these winds prevail, the following phenomena, affecting seriously the flights safety, are observed:

- a) Severe turbulence on the sort finals, take-off and initial off climb path area as well as the entire length of RWY 09/27.
- b) Wind direction varies from 150 - 190° at the beginning of RWY 27 and from 170 - 210° at the beginning of RWY 09.
- c) The south-south east winds at their initial appearance are gusty.
- d) Pilots are urged to volunteer reports of these phenomena to KAZANTZAKIS TWR or IRAKLION APP, so that the pilots of succeeding aircraft can be warned.

2.22.1.2.2 Seasonal north-north west winds more than 10KT

2.22.1.2.2.1 Pilots landing on RWY 27 at LGIR – IRAKLION / NIKOS KAZANTZAKIS, should exercise extreme caution as seasonal north-north west winds more than 10KT, prevail over and at the vicinity of the airport. When these winds prevail, the flight path may be affected by turbulence and or wind shear causing downdraft phenomena at the close vicinity and over the THR of RWY 27. Pilots are urged to volunteer reports of these phenomena to KAZANTZAKIS TWR or IRAKLION APP, so that the pilots of succeeding aircraft can be warned.

2.22.2 Runway in use

2.22.2.1 When runways 27 and 30 are in use, Right-hand traffic pattern should be followed.

2.22.3 Procedures for IFR flights within IRAKLION TMA

2.22.3.1 See relevant **LGIR charts – ICAO (LGIR AD 2.24)**

2.22.3.2 RNP APPROACH RWY 27

2.22.3.2.1 If RWY 27 is in use, then the expected approach procedure for all traffic inbound to land at LGIR airport is RNP (GNSS) RWY 27.

2.22.3.2.2 Information on the navigation specification of each flight may not be automatically available to ATC. If aircraft is unable to execute the RNP approach for RWY 27 for whatever reasons (lack of RNP-approach approval, equipment degradation, etc.), the pilot must declare “UNABLE RNP approach RWY 27” at first contact with IRAKLION APPROACH or as soon as they are aware of a respective system degradation or failure (e.g. due to RAIM). In this case, alternative approach clearance shall be issued by ATC.

2.22.3.2.3 It is expected that data derived from IRA VOR/DME and/or HER Locator will be available on a standard basis to all traffic approaching LGIR airport.

2.22.3.2.4 Standard phraseologies will variously be used.

2.22.3.3 SUPPLEMENTARY PROCEDURES WHEN RWY 09 IS IN USE

2.22.3.3.1 When RWY 09 is in use then the expected instrument approach procedure is VOR-b (ref: **AD 2-LGIR-IAC-4**).

2.22.3.3.2 Provided effective external visual reference to the terrain exists and can be maintained at or preferably before reaching the MAPt, this procedure may preferably be used for cloud breaking, followed by a visual approach subject to ATC approval.

2.22.3.3.3 In this case it is expected that as soon as the pilots have the area of the airport in sight, they will perform the visual approach (see **AD 2-LGIR-VAC**) with a right turn towards final RWY 09.

2.22.3.3.4 Visual cues that can help the pilots are:

- a) The power plant chimneys (coordinates 352026N 0250308E) located near the coastline 5.5 NM from the airport, slightly south of final RWY 09

- b) Pankritio stadium (coordinates 352013N 0250620E) located near the coastline 3NM from the airport, slightly south of final RWY 09
- c) Venetian port castle slightly north of 1.5 NM abeam final (coordinates 352040.46N 0250812.63E).
- d) Port flashing lights (GREEN and RED)
as indicated on VAC chart.

2.22.3.3.4.1 The recommended practice is to proceed direct to join final RWY 09 at any point between 4 to 3 NM final RWY 09.

2.22.3.3.4.2 If for any reason pilots executing VOR-b approach consider that a visual approach with a right turn to intercept final is not feasible, they must inform ATC asap that they will execute the typical left hand circling. Since this action will result in an increased time to complete the approach, the extra time must be taken into account by the ATC for the revision of the expected approach time given to the succeeding traffic.

2.22.3.3.4.3 Moreover the need to communicate the left hand circling information asap is essential to ATC, as it can also lead to:

- a) a potential threat of inadequate separation with the departed traffic
- b) a potential threat of significant conflict with a succeeding traffic in approach.

2.22.3.3.4.4 Phraseology to be used by the pilot: "[call sign] left hand circling needed"

2.22.3.3.4.5 Phraseology to be used by the pilot to continue visually for RWY 09 is: "[call sign] Request visual approach RWY 09".

2.22.3.3.4.6 Pilots must exercise extreme caution because of high terrain that rising steeply 6 NM West of the airport.

2.22.4 Radar procedures within IRAKLION TMA

2.22.4.1 GENERAL INFORMATION

2.22.4.1.1 A radar unit operates as an integral part of Iraklion Approach Control Office for the purpose of providing radar services according to ICAO Doc 4444-PANS/ATM and Doc 7030, within the areas listed in para. **AD 2.22.4.3** below. Many factors such as radar coverage, controller workload and equipment capabilities may affect these services in any specific case.

2.22.4.1.2 When radar services are provided, the radar controller will use the call sign "IRAKLION RADAR" in the R/T communications with all aircraft under approach control.



2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Iraklion Approach Control Office operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises the Radar Head Site located at the "DIO-AORAKIA" hill (351940.24N 0251020.85E) 0.8 NM south of the airport and the Operational Site (OPS), located at the ATS building of IRAKLION / NIKOS KAZANTZAKIS airport.

2.22.4.2.2 The instrumented (end of processing) range of the PSR is 60 NM and of the MSSR is 200 NM.

2.22.4.2.3 Surveillance information updates enable the display to be updated every 3.8 seconds.

2.22.4.2.4 Radar data derived from the HERAS long range radar network, become available as system tracks (PALLAS tracks), to the local TAR for further processing (transformation to common stereographic plane, comparison to the local TAR tracks, etc.) and presentation. In this way the effects in the TAR coverage (e.g. screening, cone of silence) do not hinder the provision of radar services to the maximum extent practical.

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

2.22.4.3.1 The radar control service is provided in areas of radar coverage, to aircraft operating IFR within controlled airspace. More explicitly:

- Within IRAKLION TMA (see **ENR 2.1.5.4**),
- Within the adjacent to the TMA AWYs as applicable to the specific ATC needs.

2.22.4.3.2 The minimum horizontal radar separations are:

- a) 5 NM between radar tracks derived from TAR.
- b) 10 NM between system tracks (PALLAS) and between system tracks and TAR tracks.

2.22.4.3.3 The radar control service may include:

- a) Radar monitoring of arriving (including pilot interpreted approaches), departing and en-route traffic providing information and advice of any significant deviations, by aircraft from nominal flight paths as well as from the terms of their respective ATC clearances (cleared routes and levels), when appropriate. Radar monitoring service for arriving traffic terminates when the aircraft enters IRAKLION ATZ (CIRCLE CENTERED at LGIR ARP with 5NM RADIUS). At this point only deviation warnings may be issued by the TWR controller as far as practicable.

- b) Radar vectoring of arriving traffic on to pilot interpreted final approach aids (GNSS/VOR /Locator). When tactical vectoring is applied with the purpose of ultimately leading to the execution of the RNP APPROACH RWY 27, then the aircraft will be advised that vectoring will be either:
1. For the "RNP APPROACH RWY 27".
 - a. Due to limitations of some RNAV systems, vectoring will not actually be for the interception of the final-approach axis, but **instead for IR401**.
 - b. The aircraft will finally be instructed to "RESUME OWN NAVIGATION DIRECT IR401, CLEARED FOR THE RNP APPROACH RWY 27" provided that the resulting course change at IR401 (IF) does not exceed 45° and that the distance between the depicted position of IR401 and the aircraft Radar Position Indication (RPI) on the video screen, as interpreted by the controller, is not less than 4NM. The pilot will be expected under these circumstances to make a fly-by turn at IR401.
 - c. The aircraft will be cleared to descend to 2300 FT (QNH) prior to reaching IR401 only when its Radar Position Indication (RPI) is located in the area defined by the three following waypoints: BASAS, IR401 and IR402 during daytime only and when VMC conditions prevail below 4000 FT (QNH) or
 2. To "GONSO", "BASAS" or "IR402" and that the RNP APPROACH RWY 27 should be expected.
 - a. The aircraft will finally be instructed to "RESUME OWN NAVIGATION DIRECT GONSO, (or BASAS or IR402), CLEARED FOR THE RNP APPROACH RWY 27" provided that the resulting course change respectively at GONSO, (or BASAS or IR402), does not exceed 90° and that the distance between the depicted position of IR401 and the aircraft position indication on the situation display as interpreted by the controller, is not less than 4NM (for an TAS of up to 250kt). The pilot will be expected under these circumstances to make a fly-by turn at the corresponding waypoint.
 - b. NOTE: In case the initial STAR loaded in the system was SIT2A and vectoring to GONSO or IR402" is provided by the RADAR controller, then the TRANSITION FROM BASAS that was previously loaded must be replaced by the TRANSITION FROM CONSO.
- c) Radar vectoring of arriving traffic to a point from which a visual approach can be completed.
- d) Radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
- e) Information to assist in the navigation of the aircraft.
- f) Information on observed areas of adverse weather if such information is available.
- g) Assistance to aircraft in emergency.
- h) Radar separation between:
- succeeding departing aircraft;
 - succeeding arriving aircraft; and
 - between departing and arriving aircraft.
- i) Collision hazard information according to the relevant provisions of ICAO Doc 4444-PANS/ATM.

2.22.4.3.3.1 However, the controller's suggestion for avoiding action does not relieve the pilot in command of his responsibility for continual vigilance to see and avoid the other aircraft.

2.22.4.3.3.2 Furthermore the controller may not be in the position to provide traffic information on aircraft not carrying a functioning transponder, due to known deficiencies of PSR.

2.22.4.3.3.3 Due to high terrain south of RWY 27 extended C/L, pilots are expected to avoid crossing the final-approach track of the instrument approach procedure for RWY 27 to the south, unless previously explicitly instructed by ATC. If an aircraft is on a radar heading that would otherwise lead it to cross the final approach track and no radio communication is available, the pilot is expected:

- a) to intercept R090 inbound IRA, in case of vectoring for VOR APPROACH RWY 27, or to turn DCT to IR402, in case of vectoring for RNP APPROACH RWY 27; and
- b) to adhere to the last cleared altitude/flight level.

2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE.

2.22.4.4.1 Radar service to aircraft not equipped or with malfunctioning transponder and with radar cross-section (RCS):

- a) less than that of aircraft types ATR, T134, B717 is limited up to 35 NM from the airport,
- b) equal or more than that of ATR, T134, B717 is extended up to 50 NM from the airport.

2.22.4.4.2 Within IRAKLION TMA SITIA AREA and KARPATOS AREA (see **ENR 2.1.5.4**) only radar monitoring will be provided from 4000-6000 FT.

2.22.4.4.3 Within IRAKLION TMA SITIA AREA and KARPATOS AREA (see **ENR 2.1.5.4**) radar service is not available below 4000 FT.

2.22.4.4.4 When TAR derived tracks are not available, radar monitoring based on system tracks (PALLAS), will be provided from 4000-6000 FT. Radar vectoring based on system tracks (PALLAS) can be provided within IRAKLION TMA above 6000 FT (10 NM Separation – **LGIR AD 2.22.4.3.2**).

2.22.4.4.5 When TAR derived tracks are not available, no radar service will be provided below 4000 FT.

2.22.4.5 EMERGENCY HAZARDS AND EQUIPMENT FAILURE PROCEDURES

2.22.4.5.1 According to the relevant provisions of ICAO Doc 4444-PANS/ATM and Doc 7030. In the event of a complete aircraft communication failure (RCF) the pilots are expected to squawk A7600 and in absence of alternative ATC instructions the pilot-in-command should:

- a) If in VMC, follow provisions of **ENR 1.6.8.2.2**.
- b) If not in VMC, continue by their own navigational means to execute the instrument approach they were vectored for. In case of vectoring for the intermediate fix of RNP APPROACH RWY 27, thus bypassing the initial leg, they are expected to:
 - proceed DCT to GONSO maintaining last assigned altitude,
 - enter the holding pattern to descend to 3000 FT and
 - execute-when ready-the RNP APPROACH RWY 27 following the published profile.
- c) In case of vectoring for a visual approach and still in IMC, proceed, by own navigational means to IRA VOR/DME maintaining the last assigned altitude if higher or equal to 6000 FT (QNH) then proceed to GONSO, descend to 3000 FT and execute RNP APPROACH RWY 27 or VOR RWY 27 INSTRUMENT APPROACH - with circling if needed - as appropriate for the RWY in use.
- d) If the last assigned altitude was below 6000 FT, an initial climbing turn to 6000 FT is needed before starting the above procedure from IRA VOR/DME.

Note: When IRA VOR/DME is unserviceable and if unable for the RNP APPROACH RWY 27 the pilot should make an initial climbing turn to 8500 FT (QNH) proceeding to HER L and execute the LGIR L/DME APPROACH procedure as appropriate for the RWY in use.

Attention: In all cases pilots must take into account high terrain at the south sectors of IRAKLION/ NIKOS KAZANTZAKIS airport and must not enter these sectors if at an altitude less than 10200 FT (QNH).

2.22.4.5.2 If a pilot declares UNABLE RNP APPROACH RWY 27 and no data from conventional NAV aids (VOR/DME, Locator) is available, then:

- i) If RADAR service is available, vectoring for a visual approach should be expected. In case of a GO AROUND it is expected that the pilot will: turn northbound, expedite climb to 4000 FT (QNH) and contact IRAKLION RADAR for further instructions as soon as practical".
When the prevailing meteorological conditions do not allow for a visual approach, vectoring to the desired alternate aerodrome should be expected.
- ii) If RADAR service is NOT available (e.g. equipment failure) and a visual approach cannot be carried out, then the pilot is expected to avoid mountainous area located south of the coastline, expedite climb to the MSA 10200 FT (QNH), or higher, if so instructed by Iraklion Approach and divert to the closest suitable airport.

2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight.

2.22.4.6.1.1 The use of a functioning transponder with Codes 4096 capability on Mode A and automatic altitude transmission on Mode C within IRAKLION TMA is mandatory for all IFR and General Air Traffic VFR flights.

2.22.4.6.1.2 Pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.

2.22.4.6.1.3 Unless otherwise instructed, the pilot of an IFR flight entering IRAKLION TMA shall maintain the most recently assigned code.

2.22.4.6.2 Transponder operation while on ground

2.22.4.6.2.1 While on ground the transponder shall be switched OFF in order to avoid undesirable transponder replies.

2.22.4.6.2.2 The transponder must be switched ON immediately after clearance for take-off.

2.22.4.7 TAR SYSTEMS COVERAGE

2.22.4.7.1 See also relevant IRAKLION TMA ATC Surveillance Minimum Altitude Chart — ICAO (see **LGIR AD 2.24**).

2.22.5 Procedures for VFR flights within IRAKLION TMA

2.22.5.1 VFR flights entering IRAKLION TMA should follow strictly VFR routes and altitudes, unless other clearance is provided by the appropriate ATC unit.

2.22.5.2 See relevant LGIR VFR routes chart (see **LGIR AD 2.24**) and VFR routes KARPATOS AREA (AD 2-LGKP-VFR).

2.22.6 Procedures for VFR flights within IRAKLION NIKOS KAZANTZAKIS CTR

2.22.6.1 See relevant LGIR VFR routes chart (see **LGIR AD 2.24**).

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGIR SID charts (see **LGIR AD 2.24**).

2.22.8 Intersection Take-offs

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

2.22.8.2 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.

2.22.8.3 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)».

2.22.8.4 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.

2.22.8.5 Pilots in command shall state their position at the intersection when calling the TWR from a runway intersection, as follows:

«NIKOS KAZANTZAKIS TOWER (aircraft call sign), AT THE INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)»

LGIR AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Concentration of birds on and at the vicinity of airport during daylight hours. See also **ENR 5.6**.

2.23.2 Instructions for the completion of the flight plan

2.23.2.1 Due to use of an automated Flight plan processing system and in order to avoid FPL rejections, operators when filing a FPL with LGIR as ADEP or ADES, are requested to start or end the route description with the first significant point to which an SID is ending, or the last significant point from which a STAR is starting.

2.23.2.2 Alternatively the AWY that connects the scheduled route with a TMA, may be used.

2.23.2.3 NAVAIDS designators and indications "DCT" or "DIRECT" in the route within IRAKLION TMA must be avoided.

LGIR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - IRAKLION / Nikos Kazantzakis Airport	20 MAR 25	AD 2-LGIR-ADC
Aircraft Parking / Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) – ICAO, Type A: - RWY 12/30	11 DEC 14	AD 2-LGIR-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type A: - RWY 09/27	20 MAR 25	AD 2-LGIR-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - L / DME (ACFT CAT A,B)	31 OCT 24	AD 2-LGIR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - L / DME (ACFT CAT C,D)	31 OCT 24	AD 2-LGIR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 27	26 DEC 24	AD 2-LGIR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR b	31 OCT 24	AD 2-LGIR-IAC-4
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 27	31 OCT 24	AD 2-LGIR-IAC-5
Visual Approach Chart (VAC) – ICAO: - RWY 09	31 OCT 24	AD 2-LGIR-VAC
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 09	26 DEC 24	AD 2-LGIR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 27	31 OCT 24	AD 2-LGIR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - L RWY 09	31 OCT 24	AD 2-LGIR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - L RWY 27	26 DEC 24	AD 2-LGIR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 12	26 DEC 24	AD 2-LGIR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 30	26 DEC 24	AD 2-LGIR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 27	26 DEC 24	AD 2-LGIR-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RNP RWY 27	26 DEC 24	AD 2-LGIR-SID-8
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 27	26 DEC 24	AD 2-LGIR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 09	26 DEC 24	AD 2-LGIR-STAR-2
TMA – VFR routes: - VFR routes IRAKLION TMA	31 OCT 24	AD 2-LGIR-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: IRAKLION TMA	31 OCT 24	AD 2-LGIR-ASMAC