

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LLBG

No Chart NOTAMs for Airport LCLK

No Chart NOTAMs for Airport LCPH

Chart NOTAMs for Airport LGIR

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

15 APR-31 OCT 10 For long ground time concerning BA/GA 48hr PPR.

Chart NOTAMs for Country GRC

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Altimeter setting chgd from MB to hPa.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Pilots are recommended to contact AIS prior TKOF for AD op hr and availability of fuel.

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 22 NOV 07 Within Athens FIR controlling unit Athens FIS, c/s "ATHENS INFORMATION", freq 130.70 estbld; controlling unit Makedonia FIS, c/s "MAKEDONIA INFORMATION", freq 130.70 estbld.

General Info

Tel Aviv, ISR
N 32° 00.6' E 34° 52.6' Mag Var: 3.0°E
Elevation: 134'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 03-21 5840' x 148' asphalt
Runway 08-26 11998' x 148' asphalt
Runway 12-30 10210' x 148' asphalt

Runway 03 (25.0°M) TDZE 129'
Lights: Edge, Centerline
Right Traffic
Stopway Distance 197'

Runway 08 (76.0°M) TDZE 109'
Lights: Edge, Centerline
Right Traffic
Stopway Distance 197'

Runway 12 (118.0°M) TDZE 112'
Lights: Edge, ALS, Centerline, TDZ
Right Traffic
Stopway Distance 197'

Runway 21 (205.0°M) TDZE 134'
Lights: Edge, Centerline
Stopway Distance 197'

Runway 26 (256.0°M) TDZE 125'
Lights: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold Distance 1968'
Stopway Distance 295'

Runway 30 (298.0°M) TDZE 130'
Lights: Edge, Centerline, REIL
Displaced Threshold Distance 246'
Stopway Distance 197'

Communications Info

- ATIS **132.5**
- Ben Gurion Tower **132.1**
- Ground West Ground Control **118.05**
- Ground East Ground Control **129.2**
- Ben Gurion Clearance Clearance Delivery **119.35**
- Ben Gurion Approach Control **120.5**
- Ben Gurion TMA **119.5**
- Ben Gurion Departure Control **120.5**

Notebook Info

LLBG/TLV
BEN GURION

JEPPESEN
25 JUN 10 10-1P

TEL AVIV, ISRAEL
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 132.5

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflown during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

ARRIVALS

RWY 12 will be the preferred RWY assigned to landing ACFT, provided the tailwind component does not exceed 10 KT on a dry RWY or 5 KT on a wet RWY.

DEPARTURES

RWYs 26 and 30 will be the preferred RWYs assigned to departing ACFT, provided the tailwind component does not exceed 5 KT.

LANDING - TAKE-OFF

The following combinations might be used:

a) 12 - 12 b) 12 - 26 c) 26 - 26 d) 30 - 26 and 30.

RUNWAY RESTRICTIONS

Landing on RWY 26 and take-off on RWY 08 are restricted unless conditions dictate their use. Take-off on RWY 30 between 2300-0600LT is prohibited.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2300-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Engine run-ups for maintenance purposes are not permitted between 2300-0500LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

When reduced visibility prevents visual monitoring of movement area by ATC, LVP will be implemented by Tower and transmitted via ATIS.

RWY 12 and RWY 26 are preferred RWYs for landings and take-offs respectively.

Otherwise, RWY 26 will be used for landings and take-offs.

Follow-me service will be provided to ACFT to and from stands, whenever visibility deteriorates to a degree where such a service cannot be provided by ATC. This service however will not be provided when visibility is less than 100m.

During emergency in Low Visibility conditions, RWY 12 will be the preferential RWY for landings.

During LVP, traffic delays are expected.

Due to greater separation employed in Low Visibility conditions, expect delays in the approach and take-off sequence.

1.3.2. LANDING ON RWY 12

Vacate RIGHT on first available TWY or as instructed by ATC.

1.3.3. LANDING ON RWY 26

Vacate RWY second LEFT via TWY K and hold short of TWY Z.

1.3.4. TAXI TO RWY 26

ACFT leaving Apron B shall taxi via TWY U, N and RWY 03;

ACFT leaving Aprons J and L shall taxi via TWY K, U, N and RWY 03;

ACFT leaving Terminal 3 shall taxi via TWY M, K, U, N and RWY 03.

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BEN GURION

JEPPESEN
25 JUN 10 10-1P1

TEL AVIV, ISRAEL
AIRPORT BRIEFING

1. GENERAL

1.3.5. PILOT REPORTS

When taxiing to RWY, reports shall be made whenever entering a TWY, a RWY or an intersection.

ACFT taking off shall report "rolling" when commencing take-off run;

ACFT lifting off shall report "airborne" when clear of ground;

Landing ACFT shall report "on ground";

Vacating ACFT shall report "runway vacated";

When parked, ACFT shall report "on stand".

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Apron A to be used by towing only.

Apron V to be used by ATC instructions only.

180° turns on RWY to be made only at turning pads, or at intersection with

RWY 08/26 if back tracking on RWY 12/30 required.

ACFT being towed from Terminal 1 to Terminal 3 and vice versa, must establish and maintain communication with BEN GURION Ground.

When towed from Terminal 1 to Terminal 3 contact Ground East; from Terminal 3 to Terminal 1 contact Ground West.

When Ground West and Ground East are combined use frequency 129.2.

1.4.2. STANDARD TAXI ROUTE

ACFT may be authorized to taxi via VENUS-3 (Standart Taxi Route) to RWY 26 holding positions.

Routing via TWYs M, K, U, N and RWY 03.

ACFT taxiing via VENUS-3 shall not cross RWY 12/30.

RWY 03 is used as part of VENUS-3 route to RWY 26.

For Taxi Routings refer to 10-9 charts.

1.4.3. RWY INCURSION HOTSPOTS

TWY M-K-F intersection:

When taxiing from TWY M to TWY K give way to traffic vacating RWY 12 via TWY F.

HOLDING POSITION RWY 26:

Do not cross unless cleared by Tower.

TWY K-L-RWY 30:

CAUTION, RWY incursion.

When taxiing via VENUS-3 (TWY K to TWY U) do not turn into TWY L.

When taxiing via TWY L do not cross RWY 12/30 without specific ATC authorization.

Do not cross red stopbars.

TWY K-U intersection:

CAUTION, RWY 30 final apch infringement.

Traffic taxiing via TWY K to TWY U or exiting apron B infringes final apch RWY 30, when in use.

Holding point for RWY 08 and RWY 12 located on TWY K East of RWY 08.

When lining up on RWY 12 do not confuse RWY 08 for RWY 12.

1.5. PARKING INFORMATION

All stands on Apron B are nose-in stands.

Stands B2 thru D9 equipped with Visual Docking Guidance System. Guidance to all other stands by Follow-me car only.

Use of APU for Terminal 3 is restricted

- for arriving ACFT up to 5 min after external power connection or wheel chocks inserted.

- for departing ACFT 15 min prior external power disconnection or push-back.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 03, 08 and 12 right-hand circuit.

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16 JUL 10

JEPPesen
(10-1P2)

TEL AVIV, ISRAEL
AIRPORT BRIEFING

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. LAND AND HOLD SHORT OPERATIONS (LAHSO)

In order to enable optimal utilization of capacity and expedition of traffic, ATC will implement a special procedure, which will enable simultaneous landings on RWY 30 and take-offs from RWY 26, independently of each other. This procedure requires compliance to all the following conditions:

- The procedure shall apply only to propeller ACFT (CAT A and B only) and helicopters, landing on RWY 30 simultaneously to other ACFT taking off from RWY 26.
- DAY time
- VIS not less than 5000m
- Ceiling not less than 2000'
- no tail-wind component
- RWY 30 shall not be contaminated with ice, slush, water, etc and shall be dry.
- ATC clearance will include instruction to vacate via TWY Z declaring the remaining RWY length available, for example:
"(4X) - APL vacate Zulu, distance available 2340m, traffic 737 departing 26".
- The pilot must acknowledge the landing clearance to include full read-back, stating "will vacate Zulu".
- The pilot estimating unable to vacate TWY Z will notify ATC upon reception of landing clearance from ATC and will operate according to ATC instructions.
- Go-around shall be performed as follows:
Turning LEFT climbing to 1000' to RWY 30 downwind leg.
Under no circumstances, the pilot shall not cross twy Z westbound while turning on go-around.
- Continue according to ATC instructions.

2.2. TAXI PROCEDURES

2.2.1. GENERAL

ACFT taxiing into stand shall do so accurately on the taxilane centerline and with landing lights turned off.

ACFT taxiing to parking position should do so on reduced power.

2.2.2. ACFT REQUIRING MARSHALLING SERVICE

2.2.2.1. NORMAL TRAFFIC FLOW

Taxi to the following positions, stop and wait for Follow-me car:

- 1A for Apron B
- 1B for Apron L
- 1C for Apron J
- 1D for all Parking stands
- 1E for Apron J

2.2.2.2. HIGH TRAFFIC FLOW

If several ACFT are waiting for Follow-me car, ATC will instruct to taxi slowly up to the point where a turn to enter the stand must be executed, **but in no case farther than positions:**

- 2A for Apron L
- 2B for Apron B

2.3. OTHER INFORMATION

On apch to RWYs 26 and 30 do not mistake parallel highway for RWYs.

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(10-1P3)

TEL AVIV, ISRAEL
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURE

3.1.1. GENERAL

When expected delay is more than 10 minutes, pilots will be informed by BENGURION Ground as to the expected start-up time.

Listening watch must be maintained on the Ground frequency for start-up clearance.

3.1.2. APRON B

ACFT will start all engines on stand.

When all engines are running, push-back will be carried out to the nearest release point and taxi will commence as soon as possible.

3.2. NOISE ABATEMENT PROCEDURES

For additional deciction refer to 10-4.

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflowed during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

3.2.1. GENERAL

Jet aeroplanes irrespective of weight, and propeller and turboprop aeroplanes with MTOW of or above 11000 KG shall commence the following Noise Abatement Climb. The noise abatement procedure is not to be initiated at less than 940'.

The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ KT.

On reaching an altitude at or above 940' adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the ACFT operating manual. Maintain a climb speed of $V_2 + 10$ to 20 KT with flaps and slats in the take-off configuration.

At no more than an altitude equivalent to 3140' while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule.

At 3140' accelerate to enroute climb speed.

RUNWAY 30 - TURN DEPARTURE

The following bank angles and heights may be used:

HEIGHT (above DER - FT)	MAXIMUM BANK ANGLE
between 50* and 200	15°
between 200 and 400	20°
above 400	30°

* = or 1/2 of wingspan, whichever is greater

Any bank angle greater than the values shown in the table above requires additional CAA authorization.

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BEN GURION

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26 MAR 10 (10-3) Eff 8 Apr

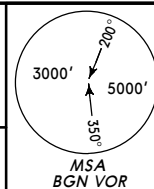
TEL AVIV, ISRAEL

SID

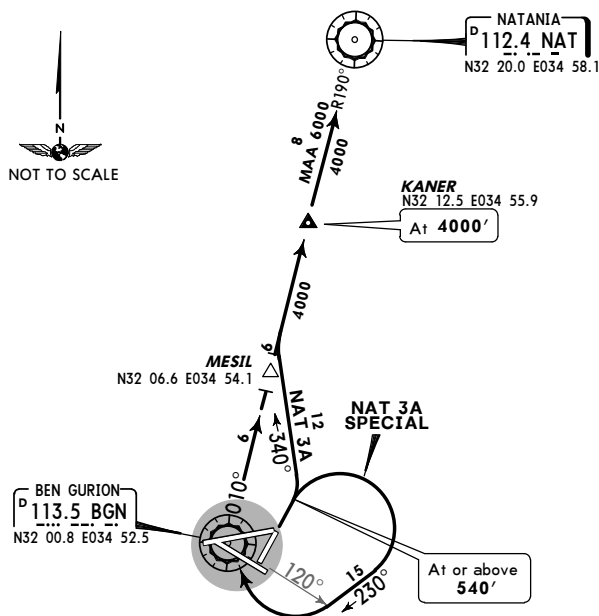
BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: By ATC Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



**NATANIA THREE ALFA (NAT 3A)
NATANIA THREE ALFA SPECIAL
(NAT 3A SPECIAL) [NAT3AS]
RWY 03 DEPARTURES**
**~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC**



These SIDs require minimum climb gradients of

NAT 3A
450' per NM (7.4%) up to 4000'.
NAT 3A SPECIAL
431' per NM (7.1%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248
431' per NM	539	719	1079	1438	1798	2157

If unable to comply, advise ATC before take-off.

SID	INITIAL CLIMB/ROUTING
NAT 3A	Climb to at or above 540', turn LEFT, 340° track, intercept BGN R-010 via KANER to NAT.
NAT 3A SPECIAL	Climb to at or above 540', turn RIGHT, 230° track, when crossing BGN R-120 turn RIGHT to BGN, BGN R-010 via KANER to NAT.

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26 MAR 10 (10-3A) Eff 8 Apr

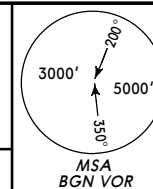
TEL AVIV, ISRAEL

SID

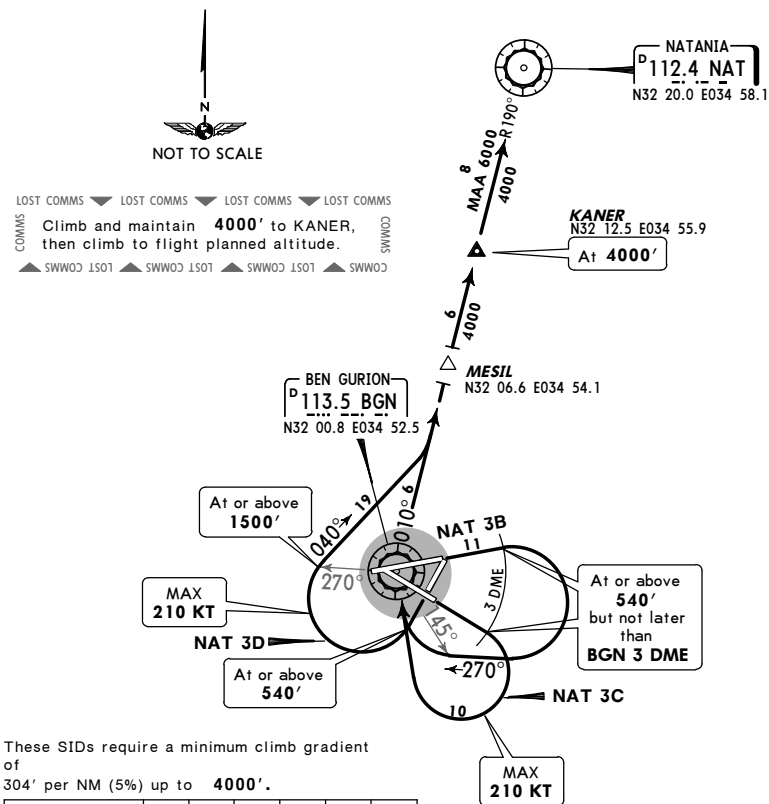
BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: By ATC Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



**NATANIA THREE BRAVO (NAT 3B)
NATANIA THREE CHARLIE (NAT 3C)
NATANIA THREE DELTA (NAT 3D)
RWYS 08, 12, 21 DEPARTURES**
**~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC**



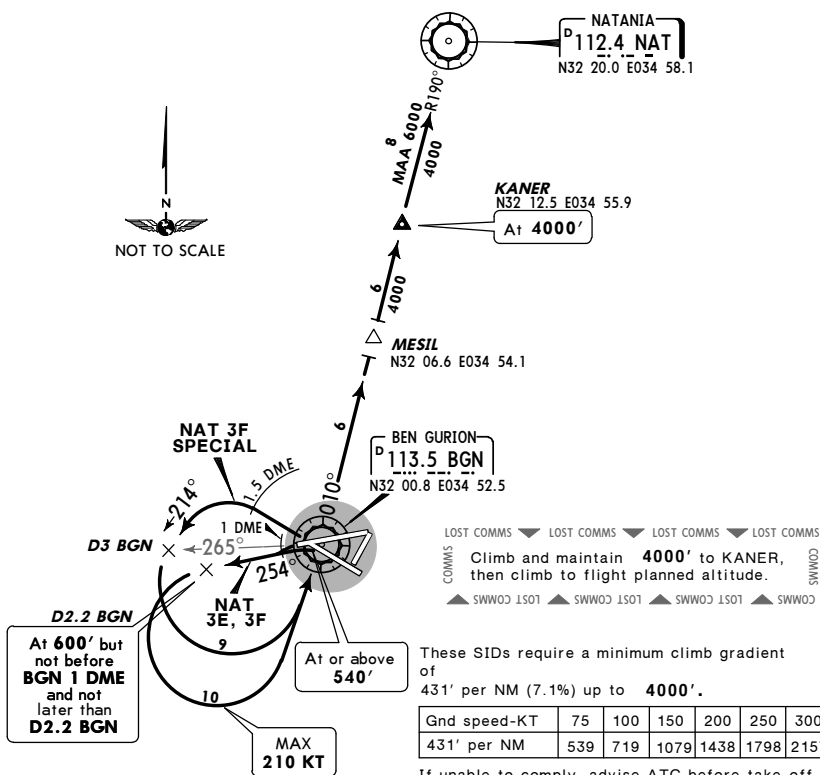
These SIDs require a minimum climb gradient of

304' per NM (5%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

SID	RWY	INITIAL CLIMB/ROUTING
NAT 3B	08	Climb straight ahead, at or above 540', but not later than BGN 3 DME turn RIGHT, 270° track, when crossing BGN R-145 turn RIGHT to BGN, BGN R-010 via KANER to NAT.
NAT 3C	12	Climb straight ahead, at or above 540', but not later than BGN 3 DME turn RIGHT, to BGN, BGN R-010 via KANER to NAT.
NAT 3D	21	Climb to at or above 540', turn RIGHT, 040° track, intercept BGN R-010 via KANER to NAT.

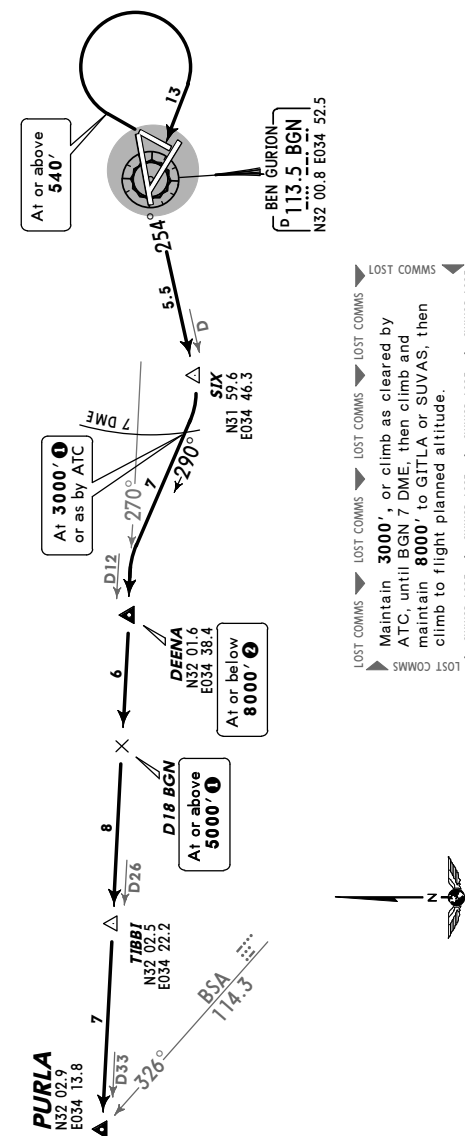


Gnd speed-KT	75	100	150	200	250	300
431' per NM	539	719	1079	1438	1798	2157

If unable to comply, advise ATC before take-off.

SID	RWY	INITIAL CLIMB/ROUTING
NAT 3E	26	As soon as practicable intercept BGN R-254, at 600' , but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F ①	30	Climb to at or above 540' , turn LEFT without traversing runway 26 centerline, intercept BGN R-254, at 600' , but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, at BGN R-265/D3 turn LEFT to BGN, BGN R-010 via KANER to NAT.

- ① Available between 0600-2300LT. Required VIS 1600m. If unable to comply with SID:
Between 0600-0800LT & 1600-2300LT execute NAT 3F SPECIAL or request NAT 3E.
- ② Available between 0600-0800LT & 1600-2300LT.



- 1 If unable to cross BGN 7 DME at **3000'** or D18 BGN at or above **5000'**, request ATC upon receipt of start-up clearance to assign a lower altitude. In that case cross BGN 7 DME at or above **2200'** and D18 BGN at or above **4000'**.
- 2 Acceptance of clearance above **8000'** before crossing DEENA does not cancel the mandatory requirement to cross DEENA at or below **8000'**.

This SID requires a minimum climb gradient of 304' per NM (5%) up to **3000'**.

Gnd speed-KT	75	100	150	200	250	300
304, per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

INITIAL CLIMB/ROUTING

Climb straight ahead, at or above **540'** turn **RIGHT** to **BGN**, **BGN R-254** to **SIX** turn **RIGHT**, **290°** track, intercept **BGN R-270** via **DEENA** to **PURLA**.

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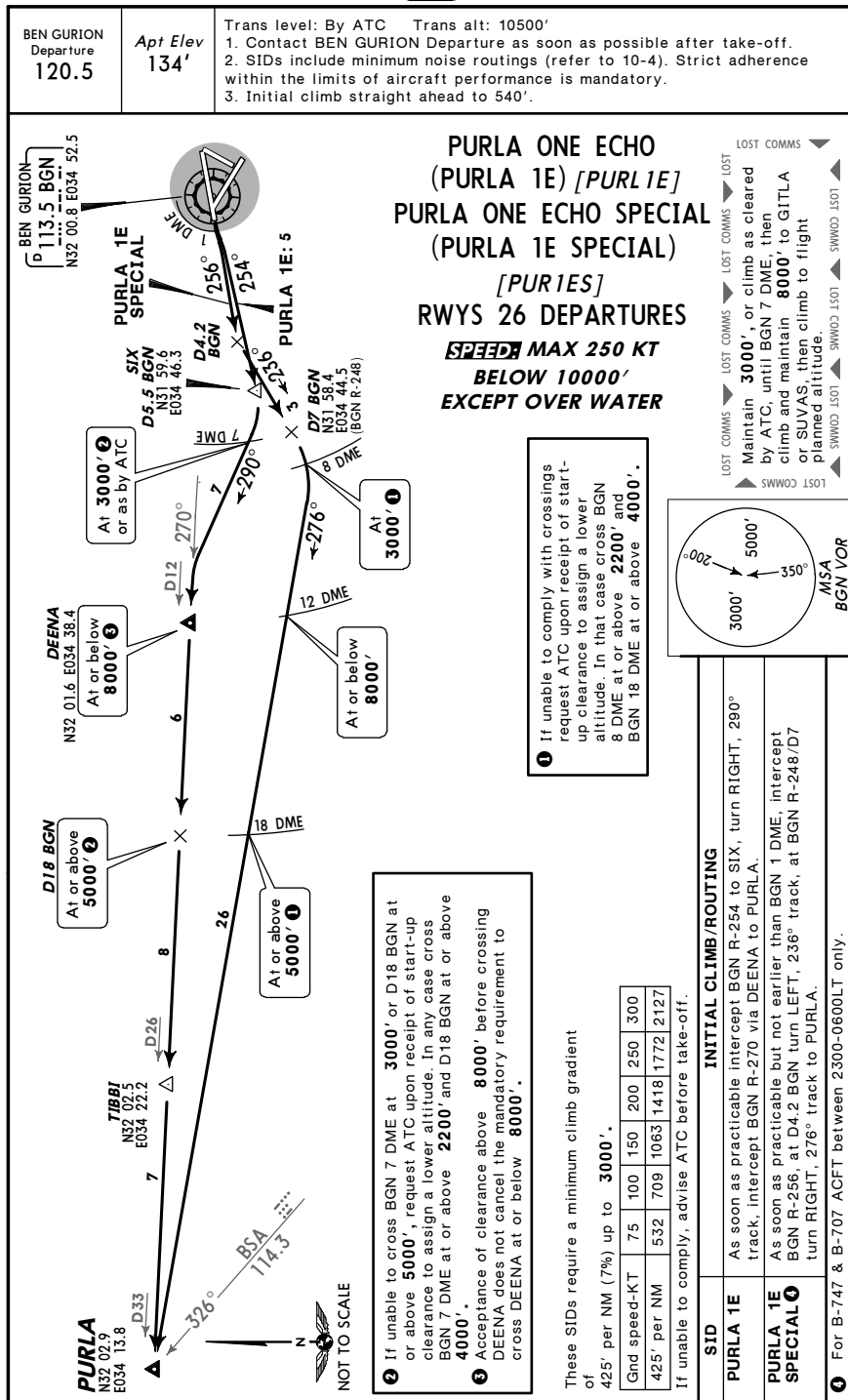
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LLBG/TLV
BEN GURION

JEPPESSEN
26 MAR 10 10-3F Eff 8 Apr

TEL AVIV, ISRAEL

SID

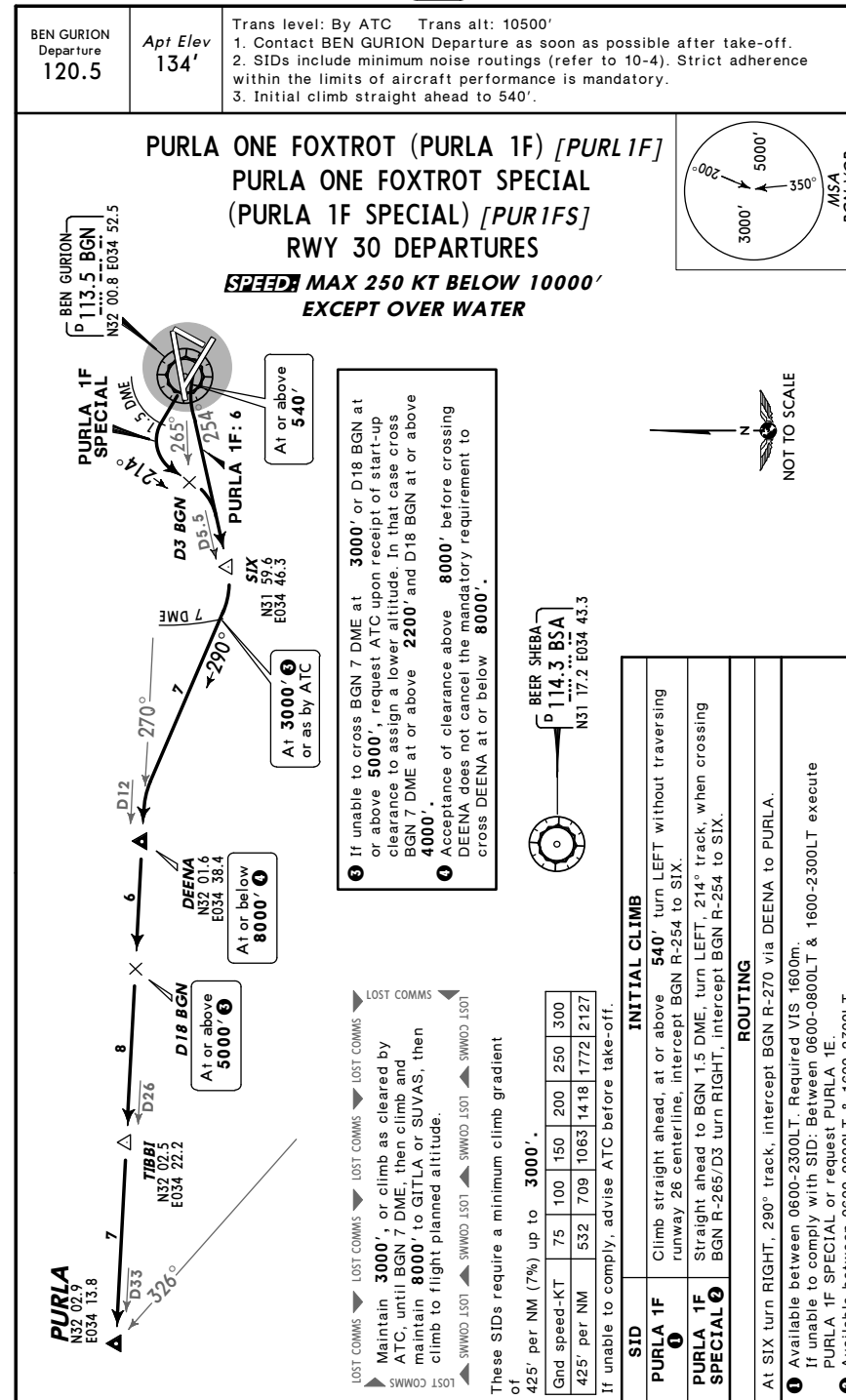


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BEN GURION

JEPPESSEN
26 MAR 10 10-3G Eff 8 Apr

TEL AVIV, ISRAEL

SID

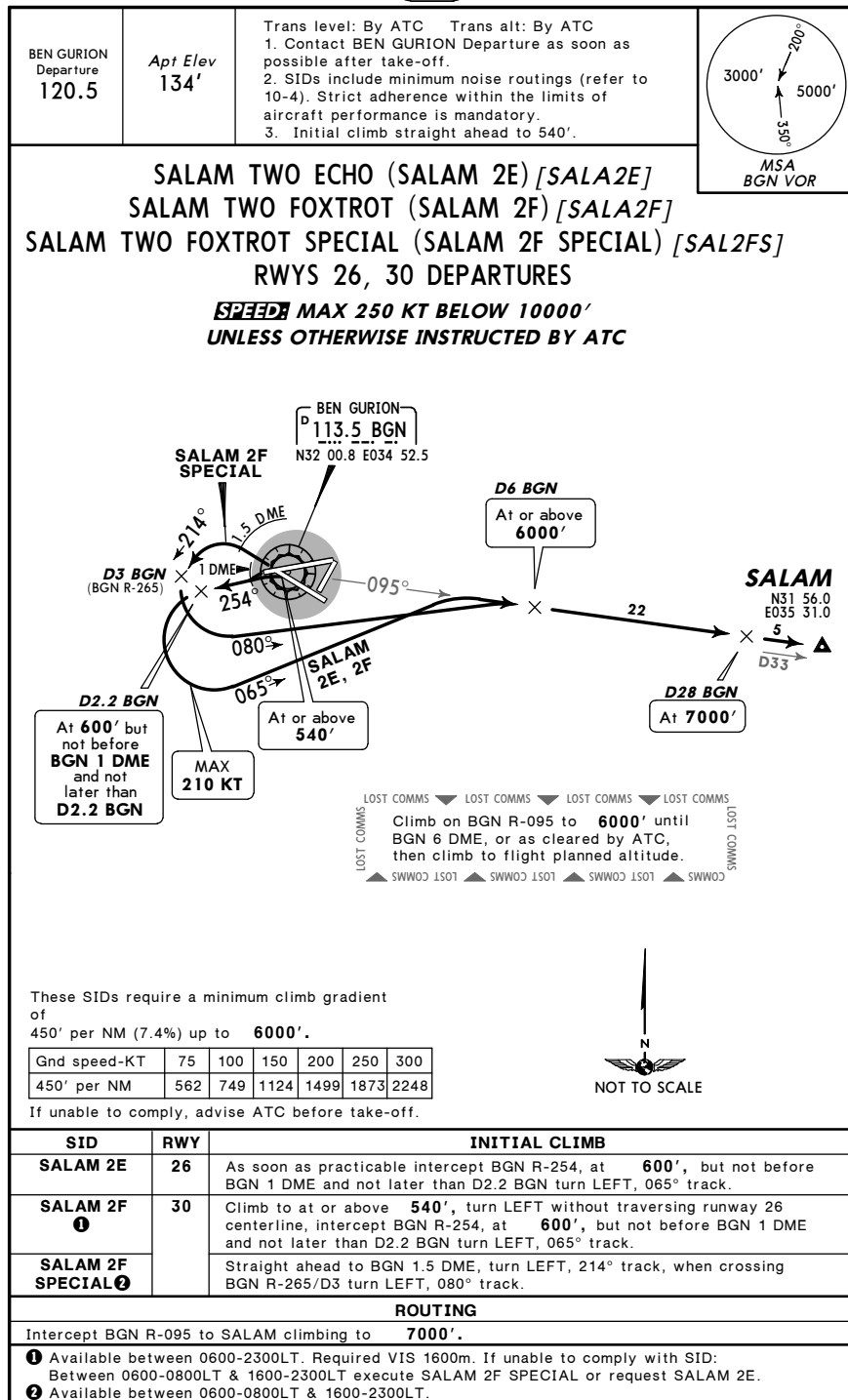


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BEN GURION

JEPPesen
15 JAN 10 (10-3H)

TEL AVIV, ISRAEL

SID

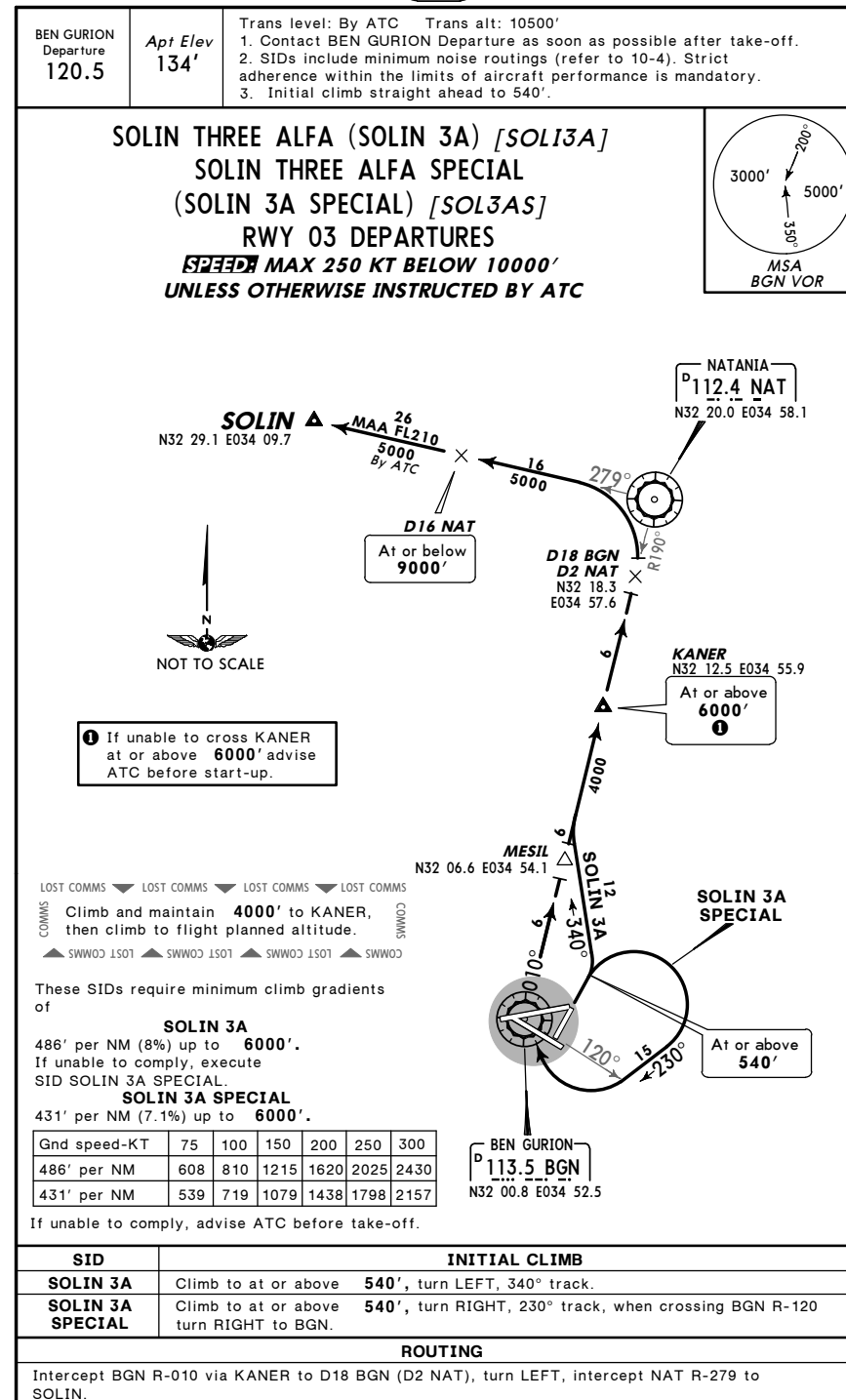


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BEN GURION

JEPPesen
15 JAN 10 (10-3J)

TEL AVIV, ISRAEL

SID



SID

Trans level: By ATC Trans alt: 10500'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
SOLIN 3B	08	Climb straight ahead, at or above 540' , but not later than BGN 3 DME turn RIGHT, 270° track, when crossing BGN R-145 turn RIGHT to BGN.
SOLIN 3C	12	Climb straight ahead, at or above 540' , but not later than BGN 3 DME turn RIGHT to BGN.
SOLIN 3D	21	Climb to at or above 540' , turn RIGHT, 040° track.

CHANGES: Lost comms; chart reindexed.

SID

Trans level: By ATC Trans alt: 10500'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



Gnd speed-KT	75	100	150	200	250	300
431' per NM	539	719	1079	1438	1798	2157

SID	RWY	INITIAL CLIMB
SOLIN 3E	26	As soon as practicable intercept BGN R-254, at 600' , but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F ①	30	Climb to at or above 540' , turn LEFT without traversing runway 26 centerline, intercept BGN R-254, at 600' , but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT to BGN.

① Available between 0600-2300LT. Required VIS 1600m. If unable to comply with SID, Between 0600-0800LT & 1600-2300LT execute SOLIN 3F SPECIAL or request SOLIN 3E.

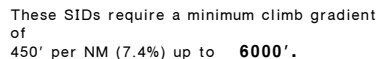
② Available between 0600-0800LT & 1600-2300LT.

CHANGES: Lost comms; chart reindexed

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SID

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC



Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before take-off.

ROUTING

Intercept BGN R-106, at D29 BGN turn RIGHT, intercept MZD R-008 inbound to SIVAK. Between D29 BGN and SIVAK maintain **7000'** or **9000'**.

- ① Available between 0600-2300LT. Required VIS 1600m. If unable to comply with SID:
Between 0600-0800LT & 1600-2300LT execute TALMI 2F SPECIAL or request TALMI 2E.
- ② Available between 0600-0800LT & 1600-2300LT.

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RADAR DEPARTURE

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC



- 1 PRIOR BEING PROVIDED WITH RADAR VECTORING**

Intercept BGN R-254 to SIX, turn RIGHT, 290° track, intercept BGN R-270 to DEENA climbing to 7000', turn RIGHT to BGN, then:

- COMMS ▶ **Flights to south:** intercept BGN R-106 to TALMI, intercept MZD R-008 inbound to SIVAK maintaining **7000'**, then continue climb to the altitude stated in current flight plan.

► **Flights to east:** intercept BGN R-095 to SALAM maintaining **7000'**, then continue to east and climb to the altitude stated in current flight plan.

- 2 AFTER BEING PROVIDED WITH RADAR VECTORING**

Flights to south: as soon as possible intercept BGN R-106 to TALMI, intercept MZD R-008 inbound to SIVAK maintaining 7000', then continue climb to the altitude stated in current flight plan.

Flights to east: as soon as possible intercept BGN R-095 to SALAM maintaining 7000', then continue to east and climb to the altitude stated in current flight plan.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

This departure requires a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

If unable to comply, advise ATC before take-off.

RWY	INITIAL CLIMB/ROUTING
26	As soon as practicable intercept BGN R-254, expect radar vectoring eastbound and further instructions by BEN GURION Departure.
30 ③	Climb to at or above 540' , turn LEFT without traversing runway 26 centerline, intercept BGN R-254, expect radar vectoring eastbound and further instructions by BEN GURION Departure.

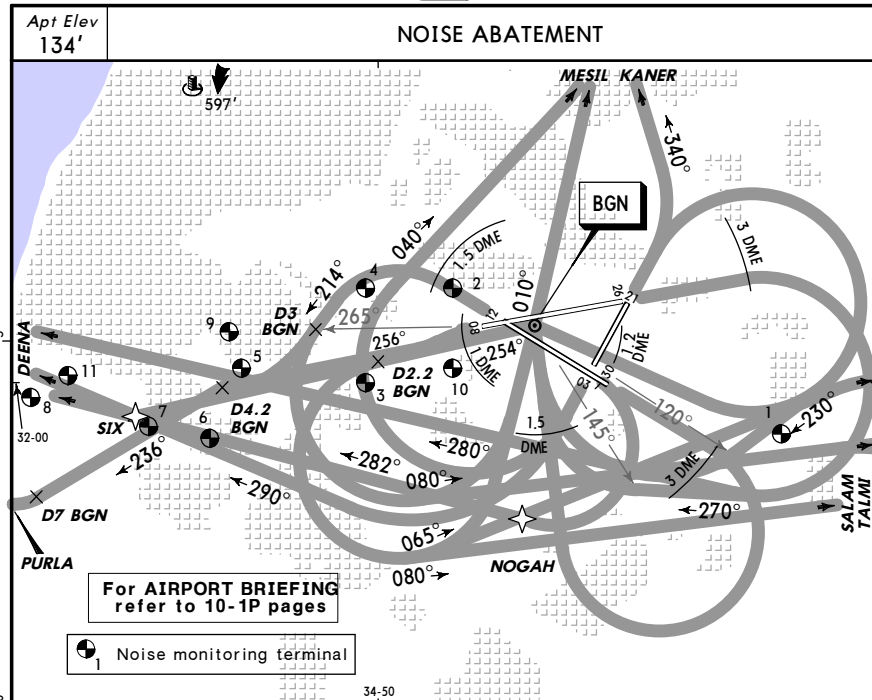
- ③ If unable to comply request runway 26.
To be assigned between 0600-2300LT. Required VIS 1600m

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LLBG/TLV
BEN GURION

18 JUN 10 10-4 Eff 1 Jul

TEL AVIV, ISRAEL
NOISE



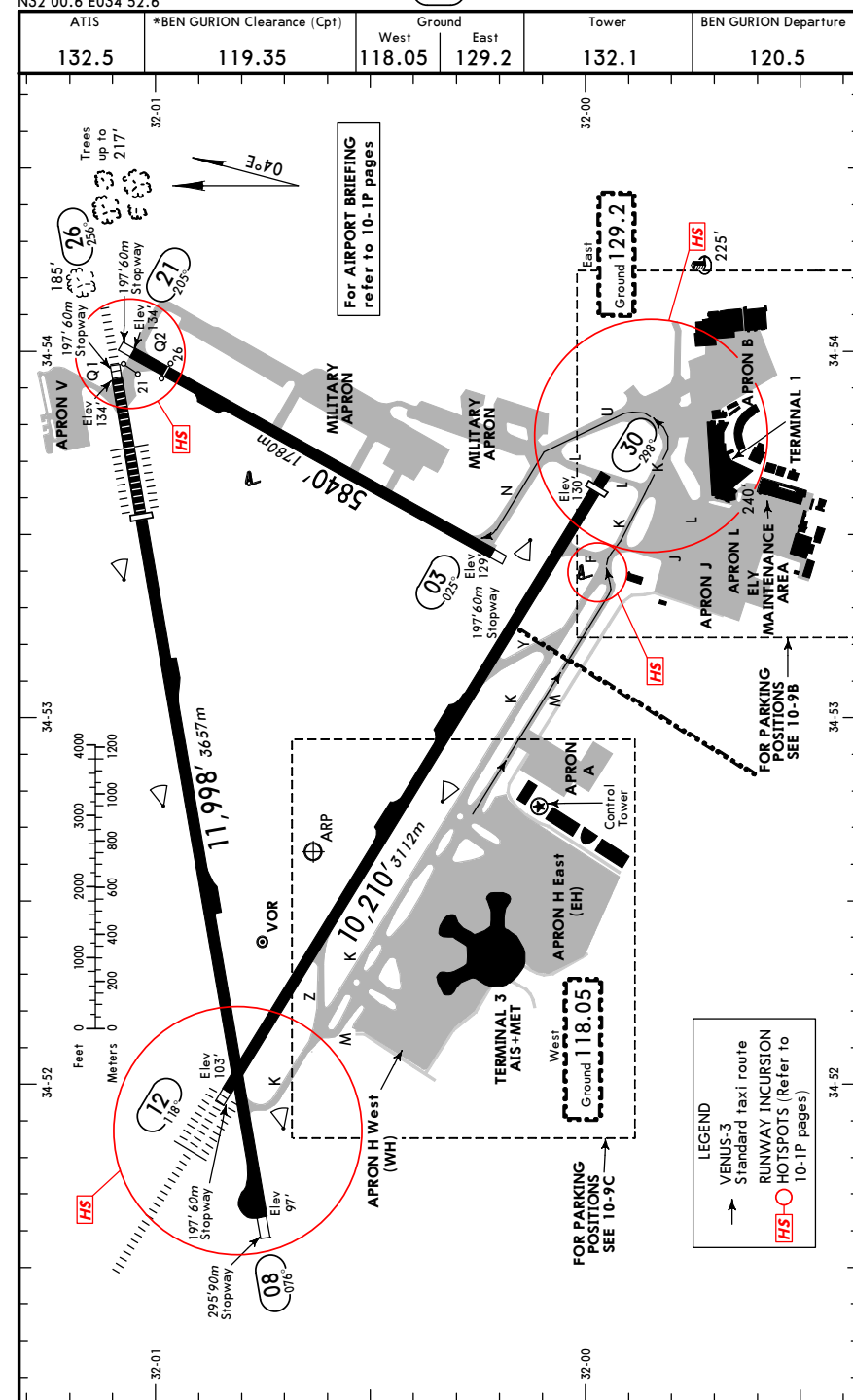
MAXIMUM NOISE LEVELS IN db (A)

NOISE MONITORING TERMINALS/LOCATION		DEPARTURES WITH MAX TAKE-OFF MASS OF 300T OR ABOVE	ALL OTHER DEPARTURES
1 SHOHAM	N31 59.3 E034 56.5	93	91
2 OR-YEHUDA	N32 01.3 E034 51.2		
3 MISHMAR-HA'SHIV'AH	N32 00.0 E034 49.8		
4 BEYT-DAGAN	N32 01.3 E034 49.8		
5 KIRYAT-SHARET	N32 00.2 E034 47.8	88	85
6 RISHON-LETZION	N31 59.3 E034 47.3		
7 KIRYAT BEN-GURION	N31 59.4 E034 46.3		
8 NEVE-HOF	N31 59.8 E034 44.4		
9 ESHKOL	N32 00.7 E034 47.6	93	91
10 ZAFARIA	N32 00.2 E034 51.2		
11 BAT-YAM	N32 00.1 E034 45.0	88	85

LLBG/TLV
Apt Elev 134'
N32 00.6 E034 52.6

18 JUN 10 10-9

TEL AVIV, ISRAEL
BEN GURION



LLBG/TLV

18 JUN 10 **(10-9A)**

TEL AVIV, ISRAEL
BEN GURION

ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND		
	Threshold	Glide Slope	TAKE-OFF			
03	HIRL (50m) CL (30m)					148'
21	HIRL (50m) CL (30m) PAPI-L (3.00°)					45m
08	HIRL (50m) CL (30m) PAPI (3.00°) RVR				①	148'
26	HIRL (50m) CL (30m) HIALS-II TDZ ② REIL RVR			10,030' 3057m 8997' 2742m		45m
① Rwy 08 available for T/O by prior ATC authorization only.						
TORA RWY 08: From rwy head 11,998'(3657m)						
twy K int 10,476'(3193m)						
rwy 12 int 9738'(2968m)						
②PAPI (3.00°)						
12	HIRL (50m) CL (30m) HIALS-II SFL TDZ ③ RVR			9299' 2834m	④	148'
30	HIRL (50m) CL (30m) RAIL PAPI (3.10°) REIL RVR			9964' 3037m	⑤	45m
③PAPI(3.00°)						
④ TORA RWY 12:						
From rwy head 10,210'(3112m)						
twy Z int ⑥ 7677'(2340m)						
⑤ TORA RWY 30:						
From rwy head 10,210'(3112m)						
twy F int ⑥ 8668'(2642m)						
twy Y int ⑥ 6814'(2077m)						
⑥ Avbl btn SR and SS						

TAKE-OFF			
AIR CARRIER (JAA)			
Rwys 08/26, 12/30 LVP must be in force		Rwy 03/21 LVP must be in force	All Rwys LVP must be in force
RL & CL		RL & CL	RCLM (DAY only) or RL
A	200m (150m)	200m	400m
B			
C			
D	250m (200m)	250m	300m

TAKE-OFF			
AIR CARRIER (FAR 121)			
Rwys 08/26, 12/30			Rwy 03/21
CL & RCLM any RVR out, other two req			Adequate Vis Ref
2 Eng	TDZ RVR	175m	VIS 400m
	Mid RVR	175m	
3 & 4 Eng	Roll out RVR	175m	

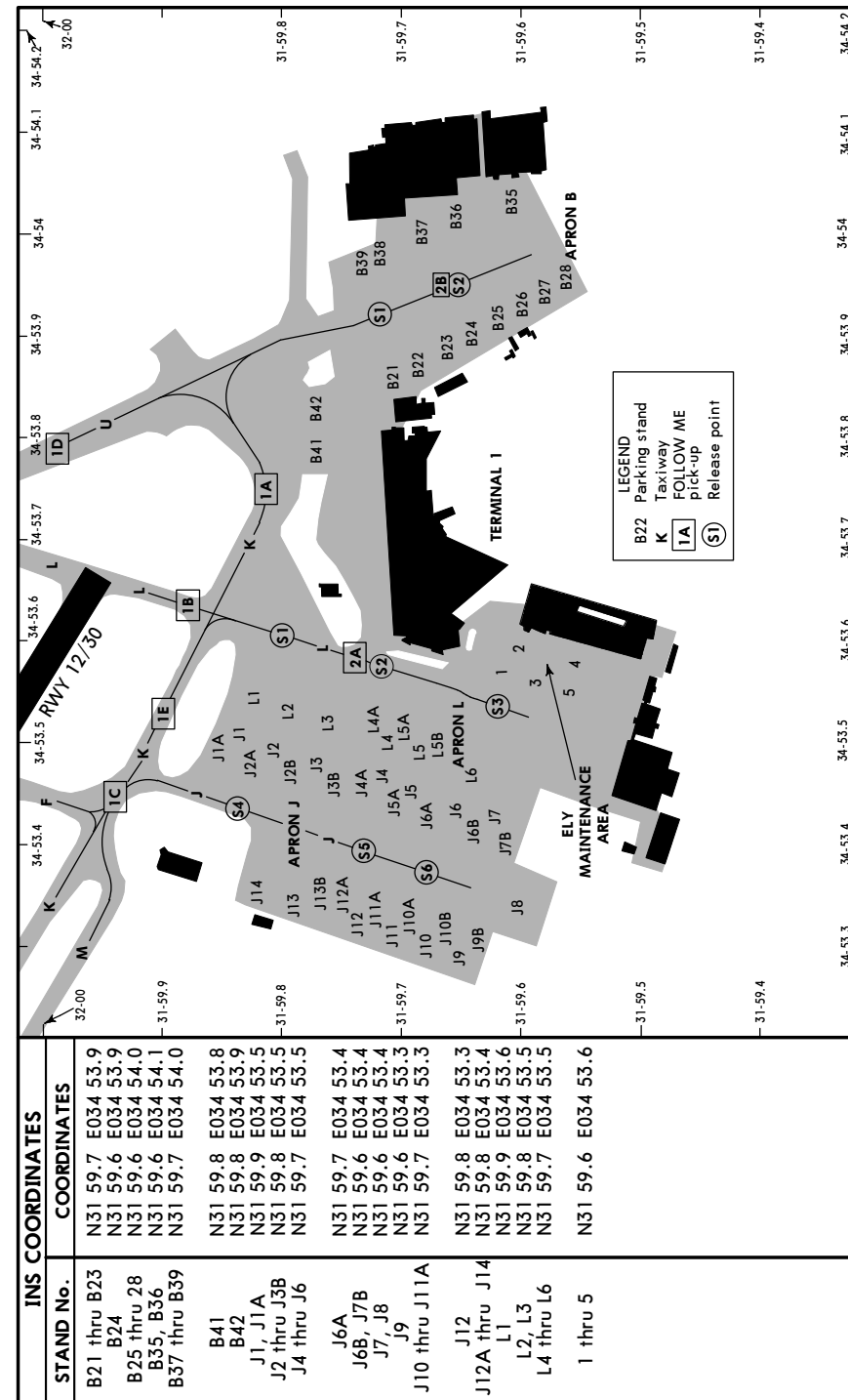
CHANGES: Lights.

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26 MAR 10 **(10-9B)** Eff 8 Apr

TEL AVIV, ISRAEL
BEN GURION

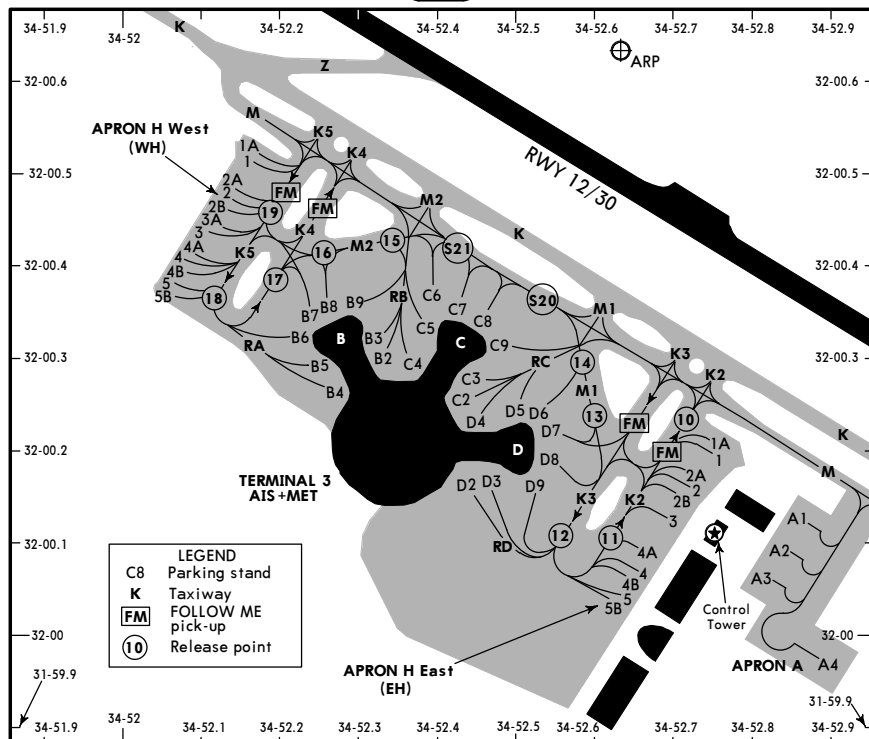


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TEL AVIV, ISRAEL
BEN GURION

26 MAR 10 10-9C Eff 8 Apr



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N32 00.1 E034 52.9	D6 thru D9	N32 00.2 E034 52.6
A2, A3	N32 00.1 E034 52.8	EH1 thru EH2A	N32 00.2 E034 52.8
A4	N32 00.0 E034 52.9	EH2B, EH3, EH4	N32 00.1 E034 52.7
B2 thru B6	N32 00.3 E034 52.3	EH4A, EH4B	N32 00.2 E034 52.7
B7 thru B9	N32 00.4 E034 52.3	EH5	N32 00.1 E034 52.7
C2	N32 00.3 E034 52.4	EH5B	N32 00.0 E034 52.6
C3	N32 00.3 E034 52.5	WH1, WH1A	N32 00.5 E034 52.2
C4, C5	N32 00.3 E034 52.4	WH2 thru WH3A	N32 00.5 E034 52.1
C6, C7	N32 00.4 E034 52.4	WH4 thru WH5	N32 00.4 E034 52.1
C8	N32 00.4 E034 52.5	WH5B	E32 00.5 E034 52.1
C9	N32 00.3 E034 52.5		
D2 thru D4	N32 00.2 E034 52.5		
D5	N32 00.3 E034 52.5		

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JEPPesen

TEL AVIV, ISRAEL
BEN GURION

20 JUL 07 10-9D

VISUAL DOCKING GUIDANCE SYSTEM

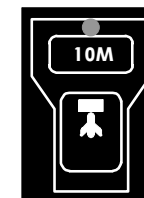
Pilots shall be guided into the gate by means of a guidance system, depicted as follows:



Turn LEFT



Turn RIGHT



OK
(Distance remaining)



Stop



Too far



ESTOP
(Emergency Stop)

In case of malfunctioning, aircraft shall stop immediately and notify Ground.
In such a case, aircraft shall be towed into stands unless otherwise instructed by Tower.

Departing aircraft procedures:
Engine start-up while aircraft is connected to the gate is strictly prohibited.
Start-up while aircraft being pushed back is permitted.

LLBG/TLV



18 JUN 10 **10-9S** Eff 1 Jul

Standard
TEL AVIV, ISRAEL
BEN GURION

STRAIGHT-IN RWY		A	B	C	D
08	VOR ❶	500' (391') 1600m	500' (391') 1600m	500' (391') 2000m	500' (391') 2400m
12	ILS FULL Limited ALS out	312' (200') R550m V800m R750m V800m 1200m	312' (200') R550m V800m R750m V800m 1200m	312' (200') R550m V800m R750m V800m 1200m	312' (200') R550m V800m R750m V800m 1200m
	LOC ❶	520' (408') 1200m	520' (408') 1200m	520' (408') 1200m	520' (408') 1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1900m V2000m	R1900m V2000m
	VOR ❶	580' (477') 1500m	580' (477') 1500m	580' (477') 1500m	580' (477') 1600m
	ALS out	1600m	1600m	2200m	2400m
26	ILS FULL Limited ALS out	325' (200') R550m V800m R750m V800m 375' (250')	325' (200') R550m V800m R750m V800m 375' (250')	325' (200') R550m V800m R750m V800m 375' (250')	325' (200') R550m V800m R750m V800m 375' (250')
		1300m	1300m	1300m	1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	500' (375') ceil 400'- 1000m	500' (375') ceil 400'- 1000m	500' (375') ceil 400'- 1000m	500' (375') ceil 400'- 1600m
	ALS out	ceil 400'- 1600m	ceil 400'- 1600m	ceil 400'- 1700m	ceil 400'- 2000m
30	LDA ❶	700' (570') 2600m	700' (570') 2600m	700' (570') 2600m	700' (570') 2600m
	VOR ❶	640' (510') 1600m	640' (510') 1600m	640' (510') 2400m	640' (510') 2400m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	90 KT	120 KT	140 KT	165 KT
	580' (446') ❸ V1600m ❹	640' (506') V1600m ❹	740' (606') V2400m ❹	840' (706') V3600m
After VOR 26	ceil 500'- V1600m	ceil 500'- V1600m	ceil 500'- V2400m	ceil 600'- V3600m

- ❷ High terrain East of airport. Remain within D3.8 BGN.
❸ After VOR 08: MDA(H) 600' (466').
❹ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 03, 08, 12, 21, 26, 30

LVP must be in Force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m
B				
C				
D	200m	250m	300m	

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18 JUN 10 **10-9X** Eff 1 Jul

JAA MINIMUMS
TEL AVIV, ISRAEL
BEN GURION

STRAIGHT-IN RWY		A	B	C	D
08	VOR	500' (391') 1600m	500' (391') 1600m	500' (391') 2000m	500' (391') 2400m
12	ILS ALS out LOC ALS out VOR ALS out	312' (200') R550m V800m 1200m 520' (408') 900m 1600m 580' (477') 1000m 1600m	312' (200') R550m V800m 1200m 520' (408') 1000m 1600m 580' (477') 1200m 1600m	312' (200') R550m V800m 1200m 520' (408') 1200m 2000m 580' (477') 1200m 2000m	312' (200') R550m V800m 1200m 520' (408') 1400m 2000m 580' (477') 1600m 2400m
26	ILS ALS out LOC VOR ALS out	325' (200') R550m V800m 375' (250') 1200m 500' (375') ceil 400'- 900m ceil 400'- 1600m	325' (200') R550m V800m 375' (250') 1200m 500' (375') ceil 400'- 1000m ceil 400'- 1600m	325' (200') R550m V800m 375' (250') 1200m 500' (375') ceil 400'- 1000m ceil 400'- 1800m	325' (200') R550m V800m 375' (250') 1200m 500' (375') ceil 400'- 1600m ceil 400'- 2000m
30	LDA VOR	700' (570') 2600m 640' (510') 1600m	700' (570') 2600m 640' (510') 1600m	700' (570') 2600m 640' (510') 2000m	700' (570') 2600m 640' (510') 2400m

CIRCLE-TO-LAND ❶	90 KT	120 KT	140 KT	165 KT
	580' (446') ❷❸ V1600m ❹	640' (506') V1600m ❹	740' (606') V2400m ❹	840' (706') V3600m ❹
After LDA RWY 30	710' (576') V2600m	710' (576') V2600m	740' (606') V2600m	840' (706') V3600m

- ❶ High terrain East of airport. Remain within D3.8 BGN.
❷ VOR 08: MDA(H) 600' (466').
❸ VOR 30: MDA(H) 640' (506').
❹ VOR 26: Ceil 500' required.
❺ VOR 26: Ceil 600' required.

TAKE-OFF RWY 03, 21

LVP must be in Force			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m
B			
C			
D	250m	300m	500m

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18 JUN 10

(10-9X1)

Eff 1 Jul

JAA MINIMUMS

TEL AVIV, ISRAEL
BEN GURION

TAKE-OFF RWY 08, 12, 26, 30

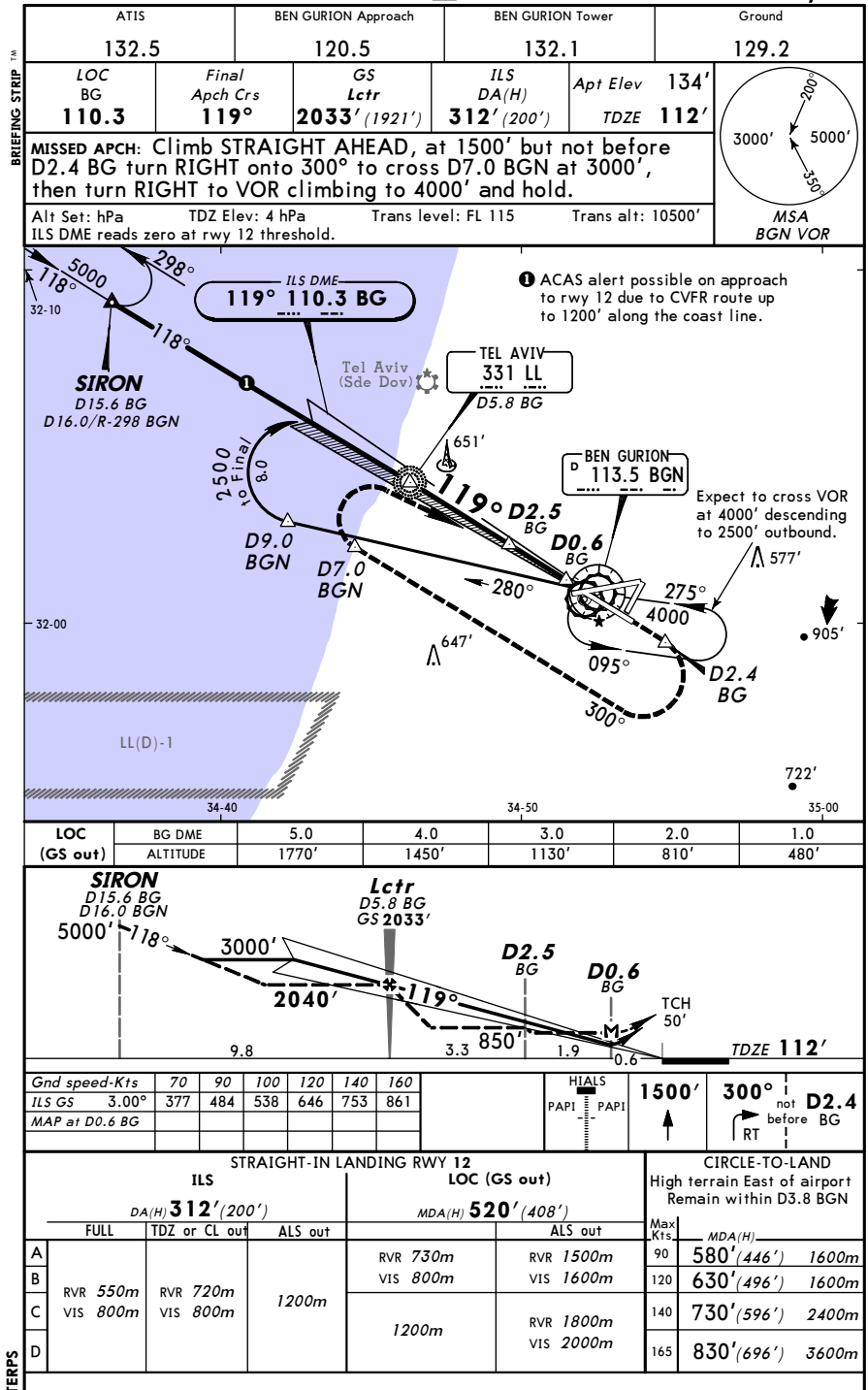
LVP must be in Force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m	400m
C	200m	250m	300m	500m
D				

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BEN GURION

JEPPesen

30 JUL 10

(11-1)

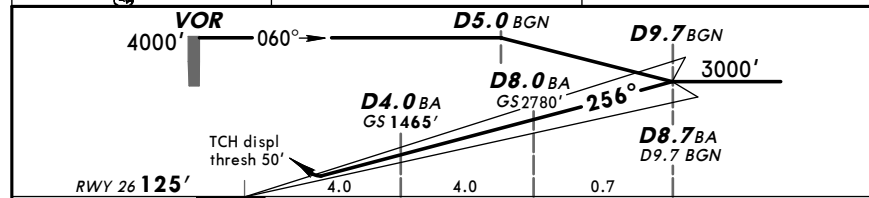
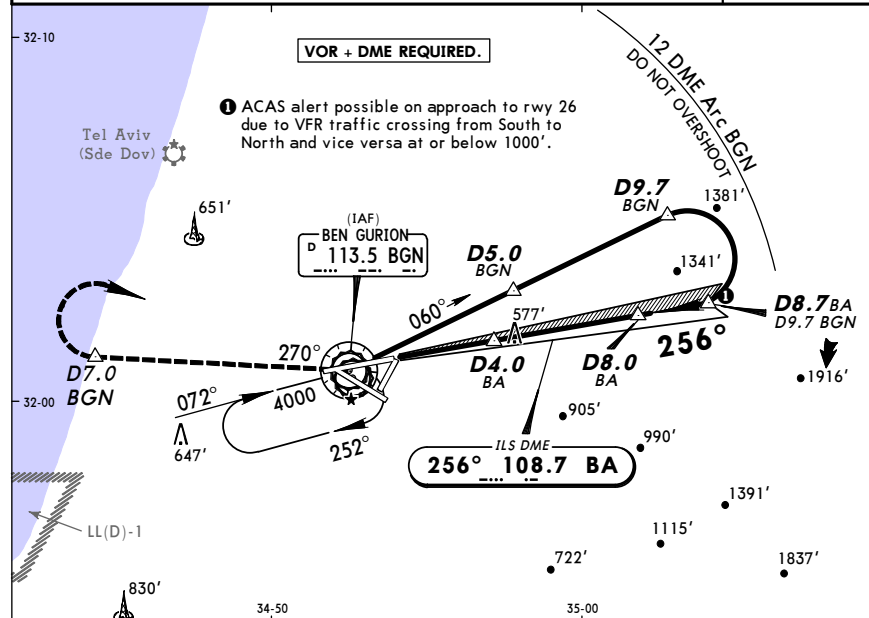
TEL AVIV, ISRAEL
ILS DME Rwy 12

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BEN GURION

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30 JUL 10 (11-2)

TEL AVIV, ISRAEL
ILS Rwy 26

ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
132.5		120.5		132.1		129.2	
LOC BA	Final Appch Crs	GS DA 0 BA	ILS DA(H) Refer to Minimums	Apt Elev	134'		
108.7	256°	1465' (1340')			RWY 125'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to intercept outbound R-270 to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 115		Trans alt: 10500'	
1. ILS GS not to be used outside 5° from localizer. 2. GS intercept is very close to the end of inbound turn. 3. ILS DME reads zero at rwy 26 displ thrsh.							
MSA BGN VOR							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	500' ↑	BGN 113.5 R-270 RT	
GS	3.00°	377	484	538	646	753				861

STRAIGHT-IN LANDING RWY 26					CIRCLE-TO-LAND	
ILS			LOC (GS out)		High terrain East of airport Remain within D3.8 BGN	
DA(H) 325' (200')		DA(H) 375' (250')			Max Kts	MDA(H)
FULL		TDZ or CL out	ALS out			
A					90	580' (446') 1600m
B					120	630' (496') 1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	140	730' (596') 2400m
D					165	830' (696') 3600m

CHANGES: None.

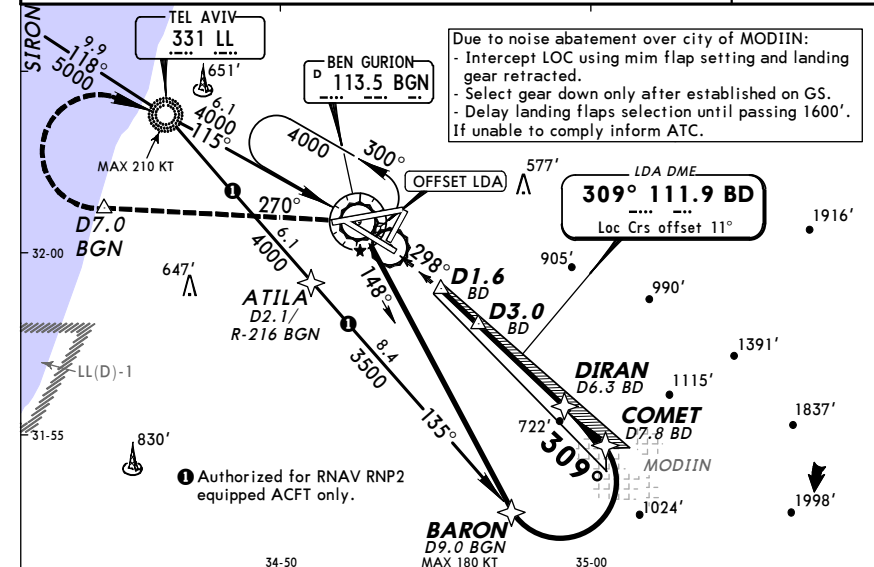
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BEN GURION

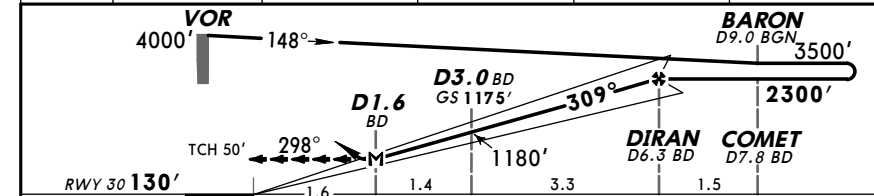
JEPPESEN
18 JUN 10 (11-3) Eff

TEL AVIV, ISRAEL
LDA or LOC Rwy 30

BRIEFING STRIP	ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
	132.5		120.5		132.1		129.2	
	LOC BD	Final Appch Crs	GS D3.0 BD	LDA WITH GS DA(H)	Apt Elev	134'		
	111.9	309°	1175' (1045')	700' (570')	RWY	130'		
MISSED APCH: Climb to VOR, then on R-270 BGN to 2500'. At D7.0 BGN turn RIGHT climbing to 4000' to VOR and hold.								MSA BGN VOR
Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 115 Trans alt: 10500' 1. DME REQUIRED. 2. Automatic landing not authorized. 3. LDA DME reads zero at rwy 30 thresh. 4. Do not mistake rwy 30 with wty K.								



LDA (GS out)	BD DME	2.0	3.0	4.0	5.0
	ALTITUDE	840'	1180'	1510'	1850'



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.10°	389	500	556	667	778	889
MAP at D1.6 BD							

REIL PAPI

2500'
↑

BGN
113.5

BGN
113.5
R-27
LT

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND	
LDA WITH GS		LDA WITHOUT GS	High terrain East of airport Remain within D3.8 BGN	
DA(H) 700' (570')		MDA(H) 700' (570')	Max Kts.	MDA(H)
A	2600m	2600m	90	710'(576') 2600m
B			120	
C			140	730'(596') 2600m
D			165	830'(696') 3600m

CHANGES: New procedure.

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LLBG/TLV
BEN GURION

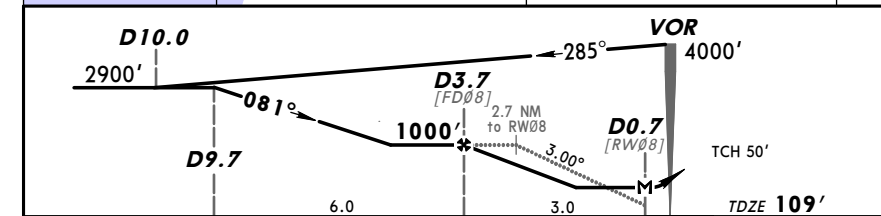
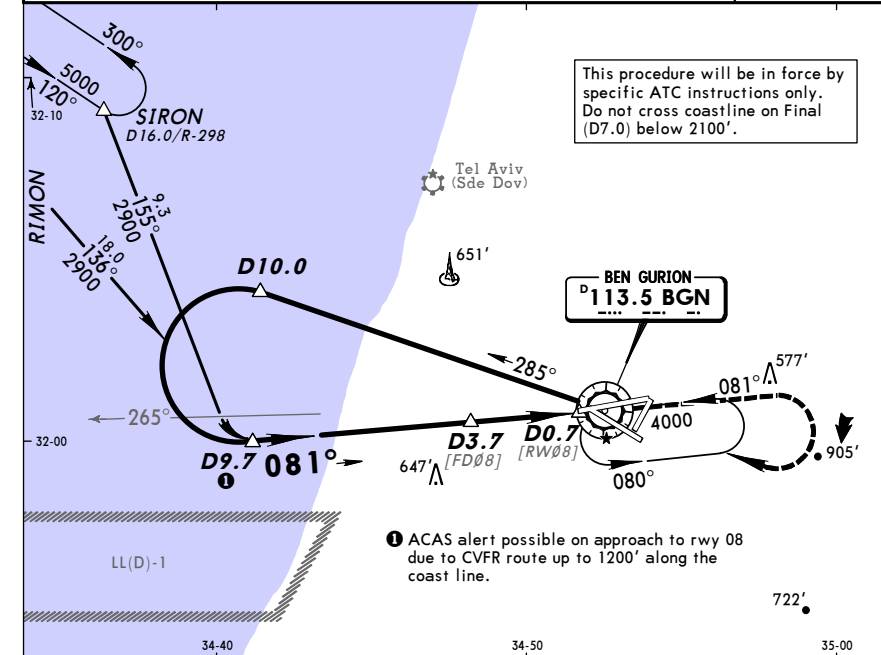
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30 JUL 10 (13-1)

TEL AVIV, ISRAEL
VOR DME Rwy 08

ATIS		BEN GURION Approach		BEN GURION Tower		Ground
132.5		120.5		132.1		129.2
VOR BGN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	134'	
113.5	081°	1000' (891')	500' (391')	TDZE	109'	

MISSED APCH: Climb STRAIGHT AHEAD to 2000', turn RIGHT climb to 4000' to VOR and hold or follow ATC instructions.

Alt Set: hPa TDZ Elev: 4 hPa Trans level: FL 115 Trans alt: 10500' MSA BGN VOR



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7							

PAPI 2000' ↑

STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND	
MDA(H) 500' (391')		High terrain East of airport Remain within D3.8	
A	1600m	Max Kts. 90	600' (466')
B	2000m	120	630' (496')
C	2400m	140	730' (596')
D		165	830' (696')

LLBG/TLV
BEN GURION

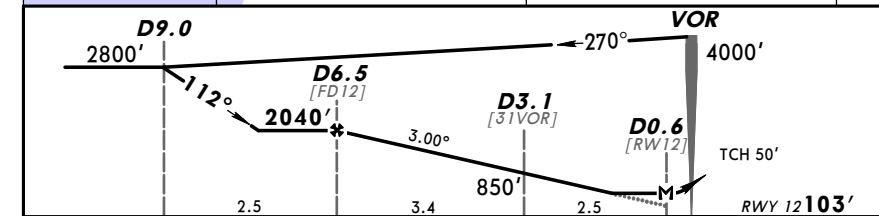
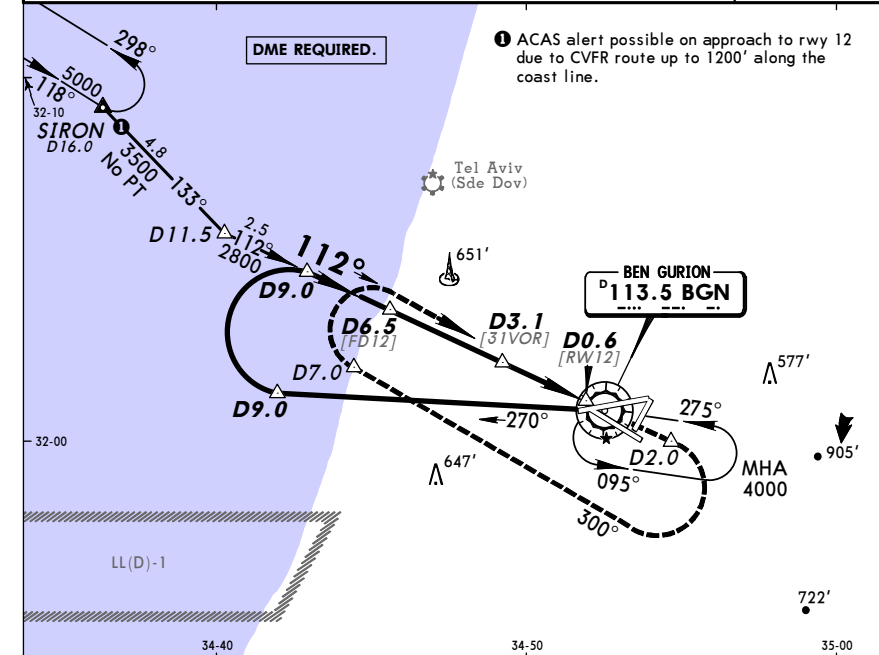
JEPPesen
30 JUL 10 (13-2)

TEL AVIV, ISRAEL
VOR DME Rwy 12

ATIS		BEN GURION Approach		BEN GURION Tower		Ground
132.5		120.5		132.1		129.2
VOR BGN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	134'	
113.5	112°	2040' (1937')	580' (477')	RWY	103'	

MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.0 turn RIGHT onto 300° to cross D7.0 at 3000', then turn RIGHT to VOR climbing to 4000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 115 Trans alt: 10500' MSA BGN VOR



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.6							

PAPI 1500' 300° not before RT

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 580' (477')		High terrain East of airport Remain within D3.8	
A	800m	Max Kts. 90	580' (446')
B	1200m	120	630' (496')
C	1600m	140	730' (596')
D		165	830' (696')

LLBG/TLV BEN GURION

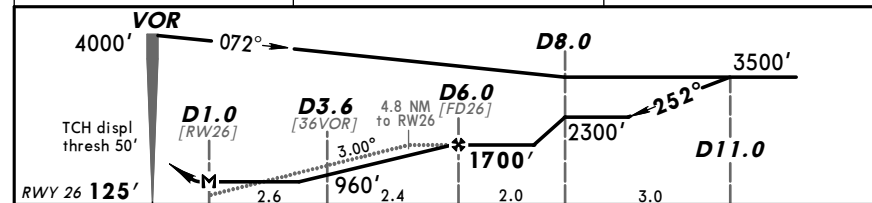
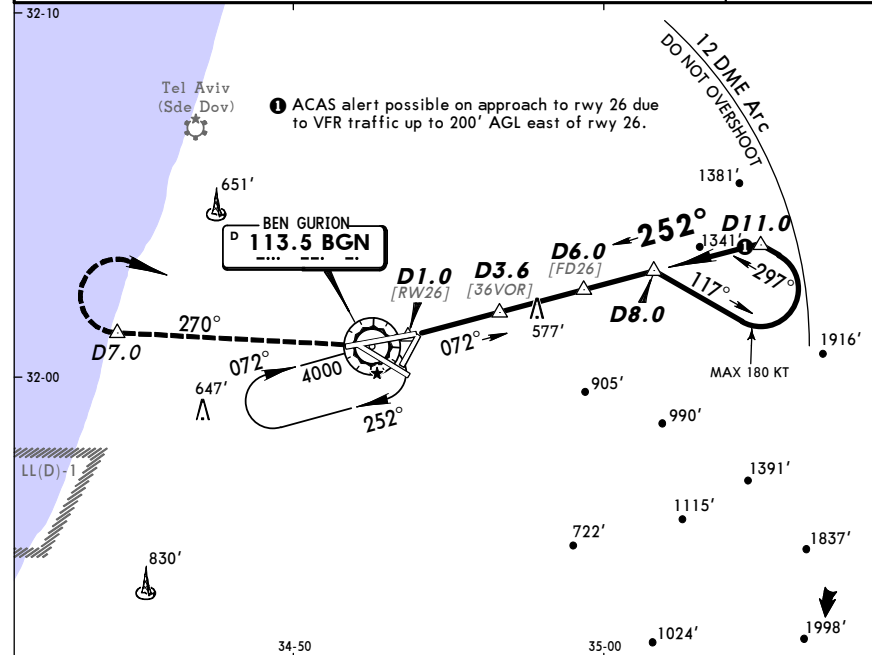
26 MAR 10 **(13-3)** Eff 8 Apr

TEL AVIV, ISRAEL VOR DME Rwy 26

ATIS		BEN GURION Approach		BEN GURION Tower		Ground
132.5		120.5		132.1		129.2
VOR BGN 113.5	Final Apt Crs 252°	Minimum Alt D6.0 1700' (1575')	MDA(H) 500' (375')	Apt Elev 134'	RWY 125'	

MISSED APCH: Climb STRAIGHT AHEAD to VOR intercept R-270 outbound. Cross D7.0 at 3000', then turn RIGHT to VOR climbing to 4000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 115 Trans alt: 10500' MSA BGN VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
MDA(H) 500' (375')		High terrain East of airport Remain within D3.8	
CEILING-VISIBILITY		CEIL-VIS	
A		90	
B		120	
C		140	
D		165	

CHANGES: Thresh elev. Descent angle.

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LLBG/TLV BEN GURION

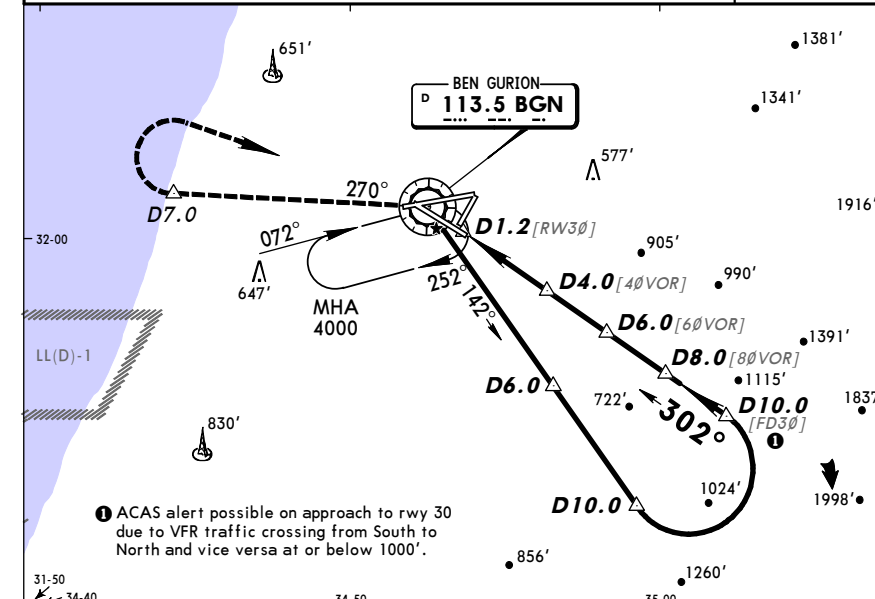
26 MAR 10 **(13-4)** Eff 8 Apr

TEL AVIV, ISRAEL VOR DME Rwy 30

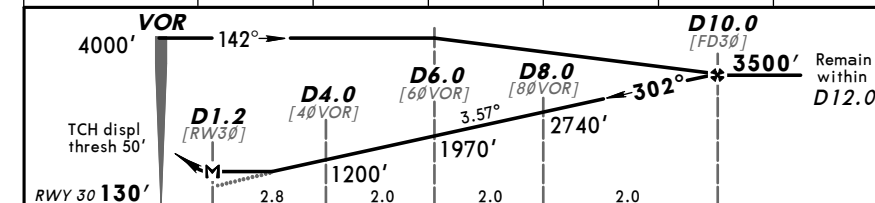
ATIS		BEN GURION Approach		BEN GURION Tower		Ground
132.5		120.5		132.1		129.2
VOR BGN 113.5	Final Apt Crs 302°	Minimum Alt D10.0 3500' (3370')	MDA(H) 640' (510')	Apt Elev 134'	RWY 130'	

MISSED APCH: Turn LEFT onto R-270 outbound VOR climbing to 3000'. At D7.0 turn RIGHT to VOR climbing to 4000' and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 115 Trans alt: 10500' MSA BGN VOR



BGN DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	820'	1200'	1590'	1970'	2350'	2740'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.57°	442	569	632	758	885	1011
MAP at D1.2						

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
MDA(H) 640' (510')		High terrain East of airport Remain within D3.8	
CEILING-VISIBILITY		CEIL-VIS	
A		90	
B		120	
C		140	
D		165	

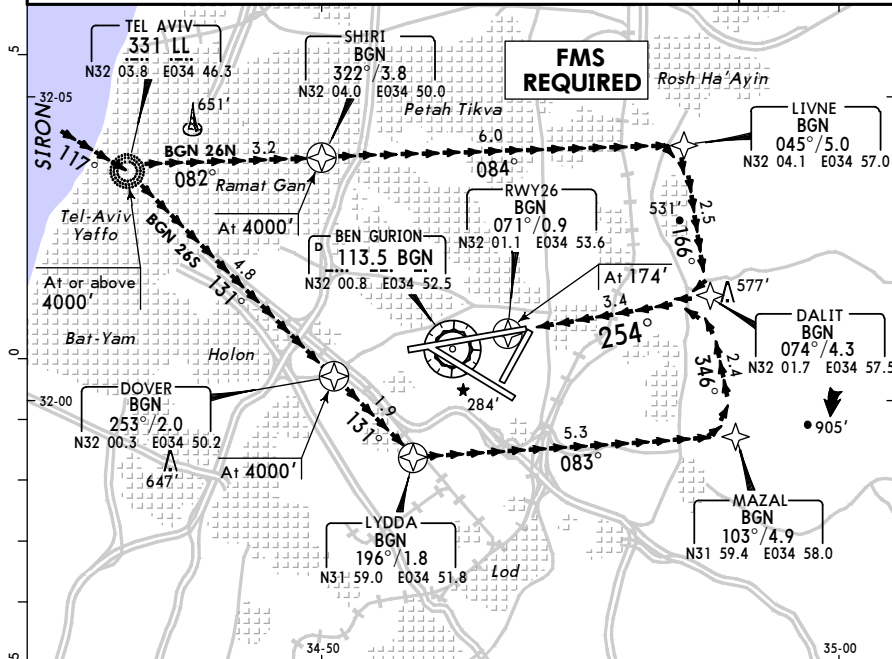
CHANGES: Note added.

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JEPPESEN
26 MAR 10 19-10
Eff 8 Apr

TEL AVIV, ISRAEL
RNAV VISUAL Rwy 26

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground 129.2		
NAVAIDS- Refer to Planview		Final Aptch Crs 254°		Minimum Alt No FAF		No MDA(H) published Apt Elev 134'		
MISSED APCH: Contact Tower for instructions.								
Alt Set: hPa		Apt Elev: 5 hPa		Trans level: FL 115		Trans alt: 10500'		
MSA BGN VOR								



BGN 26N: LL(IAF) SHIRI LIVNE DALIT RWY26
Start descent from 4000' when passing WPT SHIRI to cross displ THR RWY 26 at 174'.
BGN 26S: LL(IAF) DOVER LYDDA MAZAL DALIT RWY26
Start descent from 4000' when passing WPT DOVER to cross displ THR RWY 26 at 174'.

- Pilots request or ATC suggests a visual approach.
- Pilots must maintain visual reference to the terrain and report the rwy in-sight.

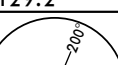
[illegible]**CEILING REQUIRED**

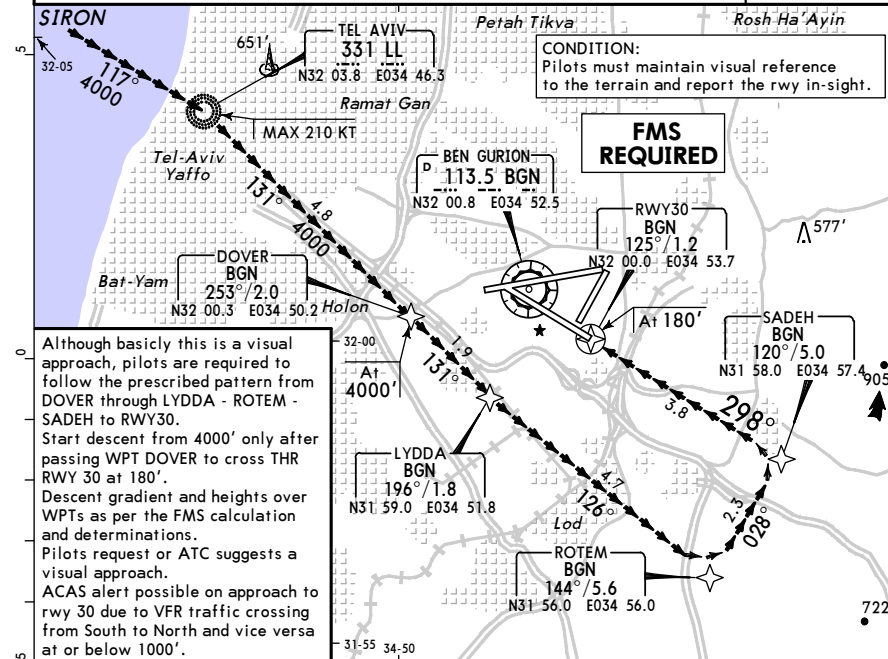
CEILING-VISIBILITY.

2000' - **5 km**

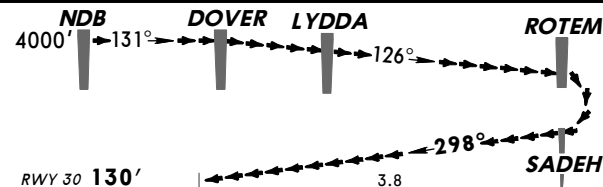
JEPPESSEN
26 MAR 10 (19-11)
Eff 8 Apr

TEL AVIV, ISRAEL
RNAV VISUAL Rwy 30

BRIEFING STRIP TM	ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
	132.5		120.5		132.1		129.2	
	NAVAIDS- Refer to Planview	Final Aptch Crs 298°	Minimum Alt No FAF	No MDA(H) published	Apt Elev 134' RWY 130'			
	MISSED APCH: Contact Tower for instructions.							
	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL 115		Trans alt: 10500'			
MSA BGN VOR								



Although basically this is a visual approach, pilots are required to follow the prescribed pattern from DOVER through LYDDA - ROTEM - SADEH to RWY30.
Start descent from 4000' only after passing WPT DOVER to cross THR RWY 30 at 180'.
Descent gradient and heights over WPTs as per the FMS calculation and determinations.
Pilots request or ATC suggests a visual approach.
ACAS alert possible on approach to rwy 30 due to VFR traffic crossing from South to North and vice versa at or below 1000'.

[illegible]**CEILING REQUIRED**

— *CEILING-VISIBILITY.*

4000' - **5 km**

LLBG/TLV
BEN GURION

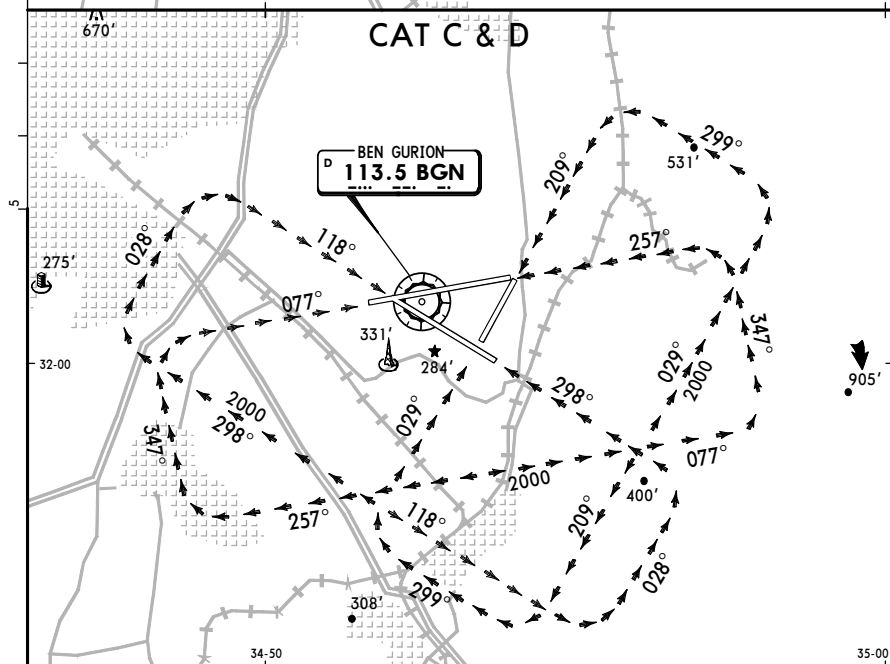
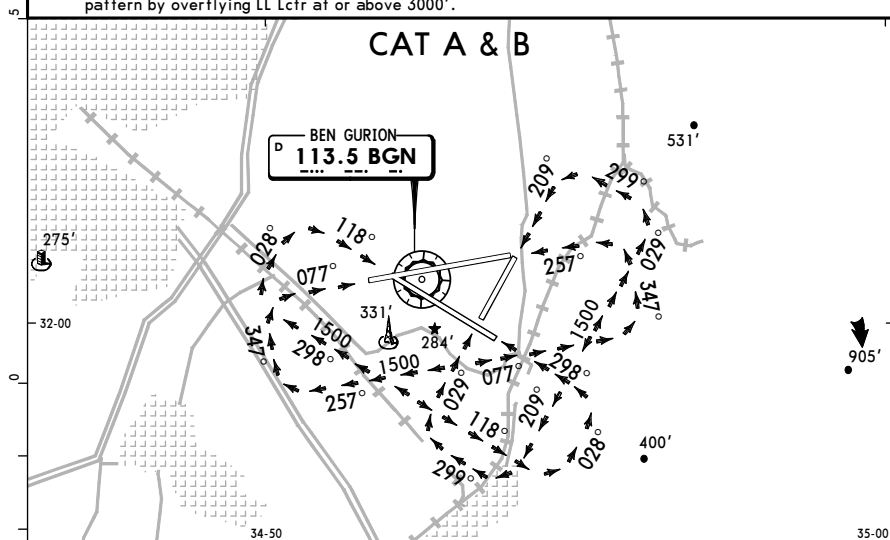
19 MAY 06 (19-12)

TEL AVIV, ISRAEL

VISUAL CIRCUIT PROCEDURES

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	Ground 129.2	MSA BGN VOR
VOR BGN 113.5		Apt Elev 135'		
Alt Set: hPA	Apt Elev: 5 hPa	Trans level: FL 115	Trans alt: 10500'	

1. The altitude to intercept the final approach Rwy 26 should not be below 1200'.
2. Rwy 08 available for take-off by prior ATC authorization only.
3. Flights arriving from the West for visual approach to either Rwy 26 or 30 shall join the circuit pattern by overflying LL Ctr at or above 3000'.



General Info

Larnaca, CYP
N 34° 52.7' E 33° 37.8' Mag Var: 3.3°E
Elevation: 11'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 04-22 9823' x 148' asphalt

Runway 04 (42.0°M) TDZE 11'

Lights: Edge, ALS
Right Traffic

Runway 22 (222.0°M) TDZE 6'

Lights: Edge, ALS
Displaced Threshold Distance 597'
Stopway Distance 190'

Communications Info

ATIS **112.8**
Larnaca Tower **121.2**
Larnaca Ground Control **119.4**
Larnaca Approach Control **121.2**

Notebook Info

LCLK/LCA LARNACA INTL 26 MAR 10 10-1P Eff 8 Apr LARNACA, CYPRUS AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 112.8

1.2. TAXI PROCEDURES

Taxilanes LA and CV beyond stand 81 MAX wingspan less than 171'/52m.

ACFT on the aprons shall keep all engines running in order to reduce the necessity for high thrust levels on the remaining engines.

ACFT shall taxi on aprons and taxiways at the minimum obligatory speed.

Pilots are permitted to cross the designated TWY intermediate holding positions unless otherwise instructed by LARNACA Ground.

Pilots are to use minimum power when manoeuvring on the TWY system. This is of particular importance when manoeuvring on the aprons where jet blast can affect adjacent stands.

1.3. PARKING INFORMATION

Stands 21 thru 27A, 31A and 32A thru 48 equipped with visual docking guidance system. The system shall be approached at MAX 3 KT.
For all other stands, marshaller required. If no marshaller is present at the assigned stand, ACFT shall stop and advise LARNACA Ground.

On stands 11 thru 48A, 65 thru 68, 75A thru 76 and 86A thru 94 push-back required.

Use of reverse thrust within the aprons is prohibited.

1.4. OTHER INFORMATION

Possible laser light dazzle on arrivals from Northwest within 20 NM from airport and on approach to RWY 22. Crew shall be vigilant to such events and report possible information (location) to ATC.

Birds in vicinity of APT.
RWY 04 right-hand circuit.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. LANDING ON RWY 04

Exit via TWYs A or B unless otherwise instructed by ATC.

Upon vacating RWY via TWY A, contact LARNACA Ground for taxi instructions. If unable, completely vacate the RWY and hold at C1 until communication with LARNACA Ground is established.

Upon vacating RWY via TWY B, contact LARNACA Ground for taxi instructions. If unable, completely vacate the RWY and hold at B1 (Code A, B, C & D ACFT) and C2 (Code E ACFT) until communication with LARNACA Ground is established.

2.1.2. LANDING ON RWY 22

Exit via TWYs E, G or H.

Upon vacating RWY, contact LARNACA Ground for taxi instructions. If unable, completely vacate the RWY and hold at W1, C6, C7, F1 or L6 until communication with LARNACA Ground is established.
ACFT shall not hold on rapid exit TWYs.

2.2. TAXI PROCEDURES

Guidance to Apron 2 is provided by Follow-me car.

Code E ACFT shall not hold on TWYs B, D and G.

ACFT exiting TWY E or TWY G for Apron 1 shall proceed via TWY C and hold at the intermediate holding positions W1 or C6, unless otherwise instructed by LARNACA Ground.

ACFT exiting TWY H for Apron 1 shall proceed via TWY U and hold at intermediate holding position L6, unless otherwise instructed by LARNACA Ground.

LCLK/LCA LARNACA INTL 26 MAR 10 10-1P1 Eff 8 Apr LARNACA, CYPRUS AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

Pilots shall call for ATC clearance at least 10 min prior to being fully ready for pushback or taxi. Permission for pushback or taxi from stand may only be requested if the pilot can perform the manoeuvre immediately, provided that

- handling completed,
- doors closed,
- loading bridge, if any, retracted.

On first contact with LARNACA Ground, pilots shall report ACFT type, stand number, QNH and the identification letter of the received ATIS information.

Following request by pilot, push-back and start-up is authorized by LARNACA Ground. Pilots execute push-back and start-up at own discretion with CAUTION. Engine start-up is permitted during push-back after the cockpit crosses and is clear of the "back of stand" service road.
Engine start-up on stand is not permitted on Apron 1. Engine start-up on stand is permitted on Apron 2 at ground idle thrust setting.

3.2. RWY OPERATIONS

3.2.1. GENERAL

If unable to contact Tower, ACFT shall remain clear of the RWY and holding position until contact can be established.

3.2.2. RWY HOLDING POSITION STOP BARS

In the event that stop bars cannot be extinguished, ATC will inform in advance the pilots through ATIS and RTF, and issue explicit ATC instruction for pilots to proceed.

3.2.3. MINIMUM RWY OCCUPANCY TIME

Whenever possible, cockpit checks should be completed prior to line-up.

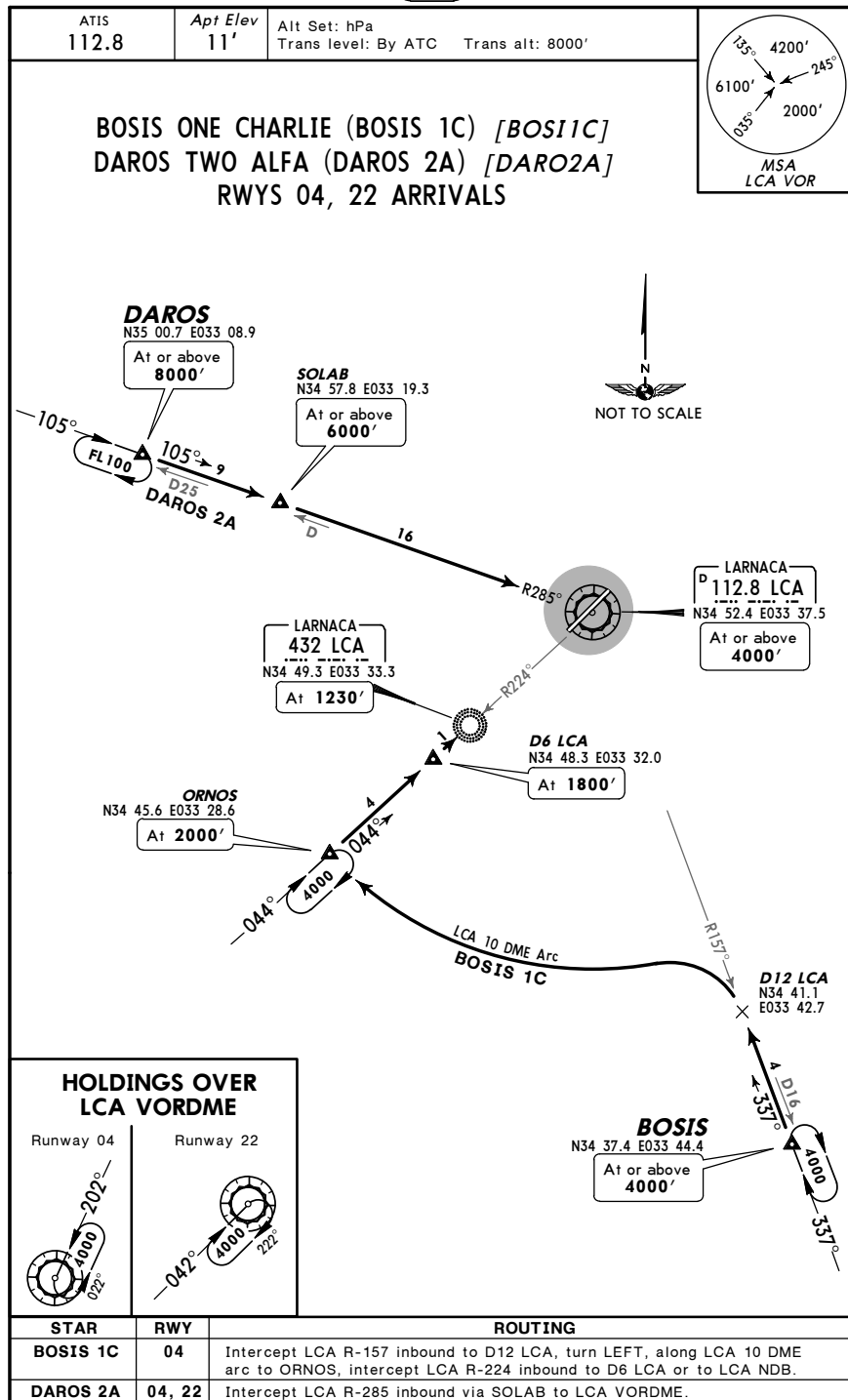
Pilots who require to back-track the RWY must notify ATC prior to arrival at the holding point.

LCLK/LCA
LARNACA INTL

24 JUL 09 (10-2)

LARNACA, CYPRUS

STAR

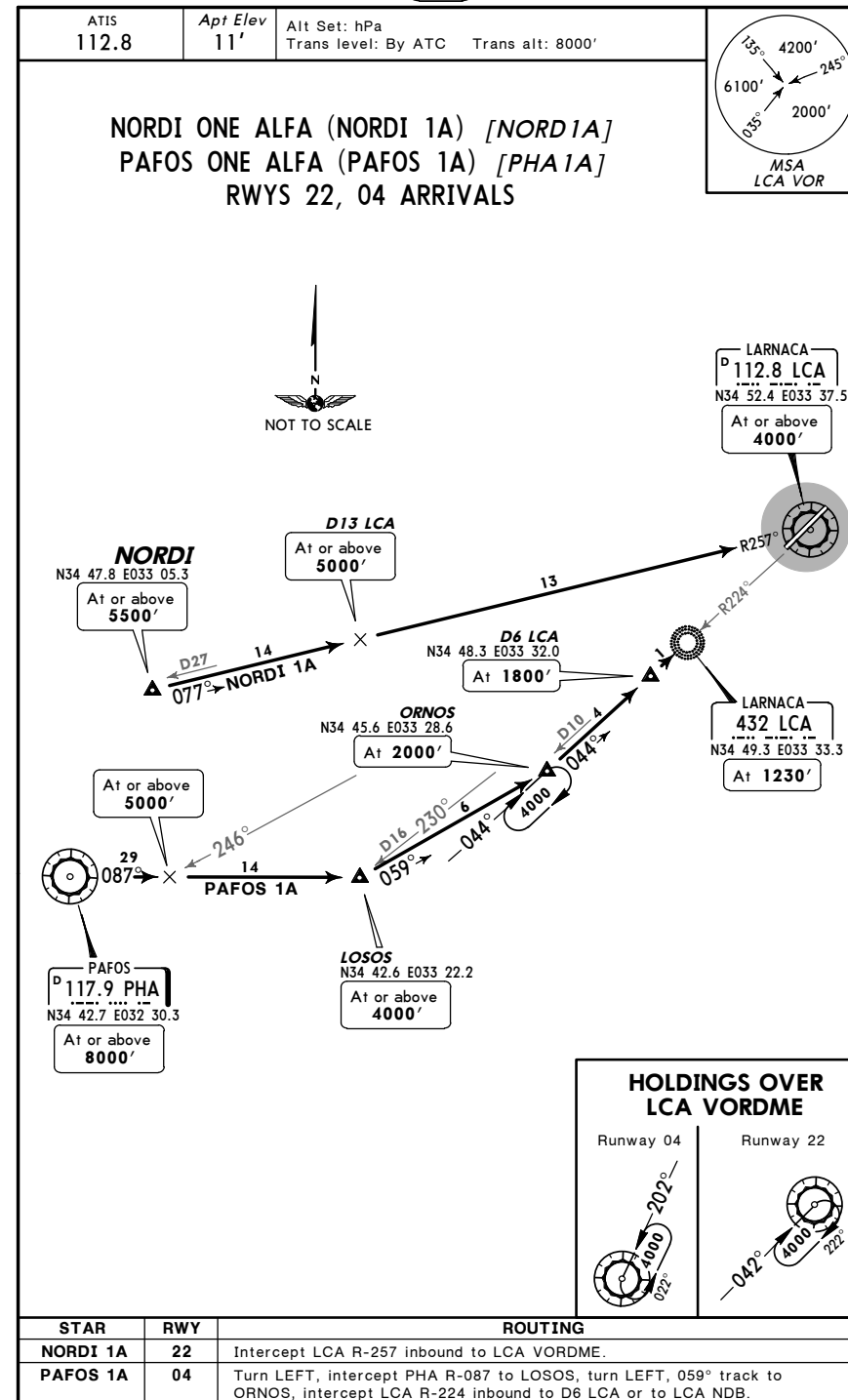


LCLK/LCA
LARNACA INTL

24 JUL 09 (10-2A)

LARNACA, CYPRUS

STAR



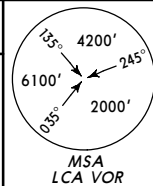
LCLK/LCA
LARNACA INTL

24 JUL 09 (10-2B)

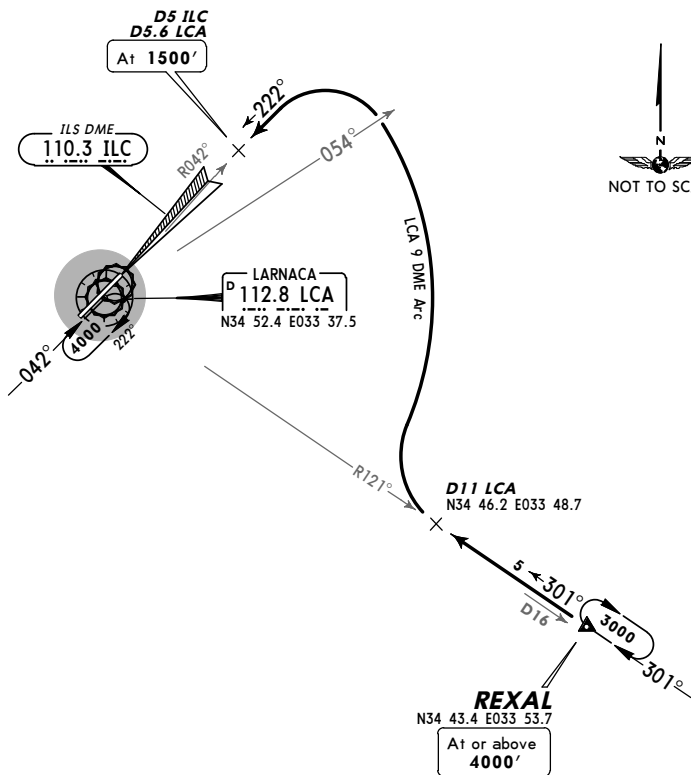
LARNACA, CYPRUS

STAR

ATIS
112.8
Apt Elev
11'
Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



REXAL ONE ALFA (REXAL 1A) [REXA1A]
RWY 22 ARRIVAL



ROUTING

Intercept LCA R-121 inbound to D11 LCA, turn RIGHT, along LCA 9 DME arc, intercept ILC
LOC at 1500' or LCA R-042 inbound.

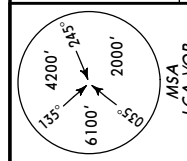
LCLK/LCA
LARNACA INTL

24 JUL 09 (10-2C)

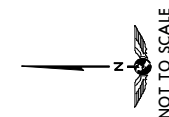
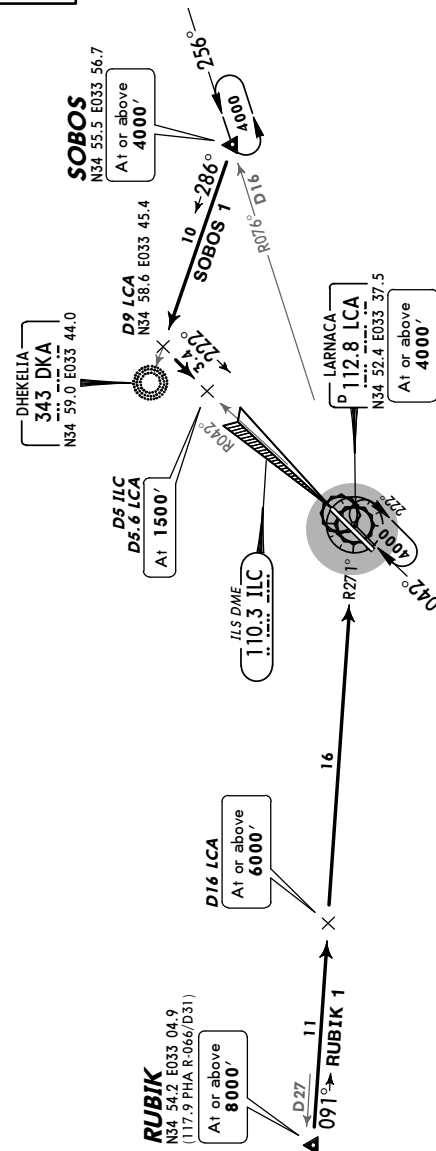
LARNACA, CYPRUS

STAR

ATIS
112.8
Apt Elev
11'
Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



RUBIK ONE (RUBIK 1)
SOBOS ONE (SOBOS 1)
RWY 22 ARRIVALS



ROUTING

STAR	ROUTING
RUBIK 1	Intercept LCA R-271 inbound to LCA.
SOBOS 1	At SOBOS turn RIGHT, intercept 286° bearing towards DKA, intercept ILC LOC at 1500' or LCA R-042 inbound.

LCLK/LCA
LARNACA INTL

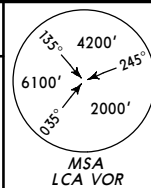
JEPPesen
13 MAR 09 (10-3B)

LARNACA, CYPRUS

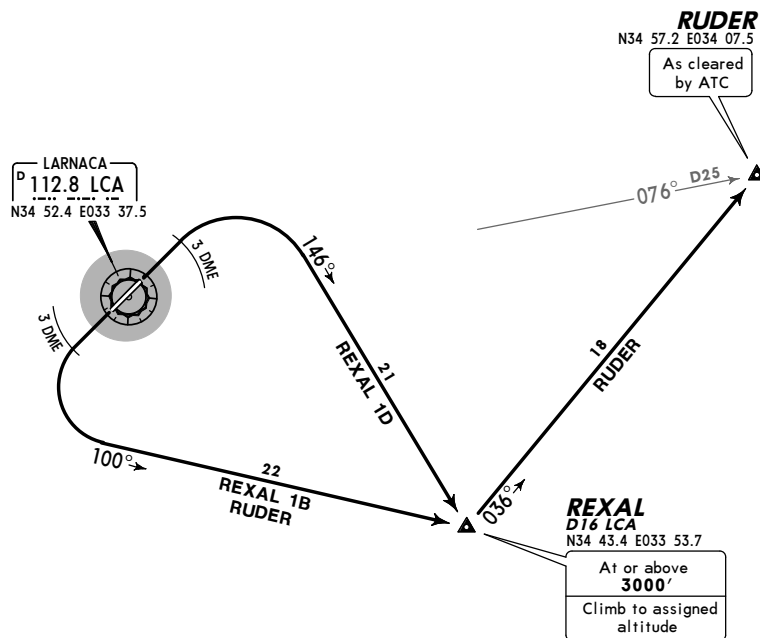
SID

Apt Elev
11'

Trans level: By ATC Trans alt: 8000'



REXAL ONE BRAVO (REXAL 1B) [REXA 1B]
REXAL ONE DELTA (REXAL 1D) [REXA 1D]
RUDER
RWYS 22, 04 DEPARTURES



SID	RWY	ROUTING
REXAL 1B	22	Climb straight ahead to LCA 3 DME, turn LEFT, 100° track to REXAL.
REXAL 1D	04	Climb straight ahead to LCA 3 DME, turn RIGHT, 146° track to REXAL.
RUDER	22	Climb straight ahead to LCA 3 DME, turn LEFT, 100° track to REXAL, turn LEFT, 036° track to RUDER.

CHANGES: Reissue.

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LCLK/LCA

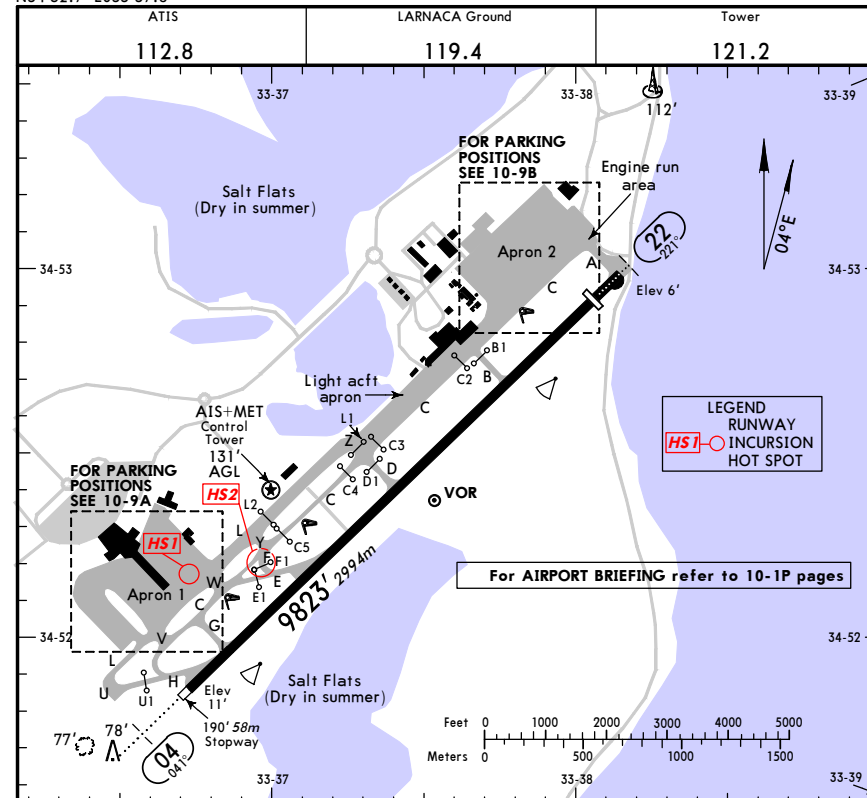
Apt Elev 11'
N34 52.7 E033 37.8

JEPPesen
10 SEP 10 (10-9)

Eff 23 Sep

LARNACA, CYPRUS

LARNACA INTL



ADDITIONAL RUNWAY INFORMATION					
RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND		Threshold		
04	HIRL (60m)	HIALS PAPI-L (3.00°)	RVR 9626' 2934m	9626' 2934m	148'
22	HIRL (60m)	HIALS PAPI-L (2.75°) HST-E & H	RVR 9226' 2812m	7999' 2438m	45m

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Exercise CAUTION. Vehicles crossing taxiway LC.

HS2 Twys E and F used only for rwy exiting.

Standard			TAKE-OFF 1	
LVP must be in Force				
RCLM (DAY only) or RL			RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m	
B				
C				
D	300m			

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Approach lights rwy 04.

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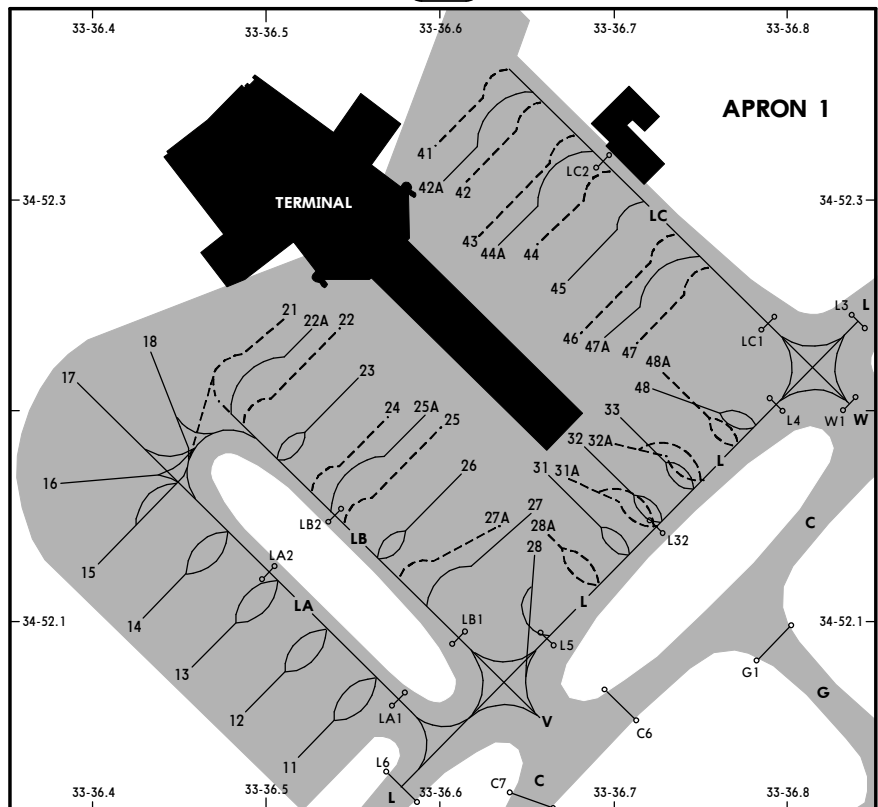
LCLK/LCA

JEPPesen

LARNACA, CYPRUS

LARNACA INTL

10 SEP 10 (10-9A) Eff 23 Sep



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11, 12 13, 14 15 thru 17 18 21 thru 22A	N34 52.0 E033 36.5 N34 52.0 E033 36.4 N34 52.1 E033 36.4 N34 52.2 E033 36.4 N34 52.2 E033 36.5	45 thru 47A 48 48A	N34 52.2 E033 36.7 N34 52.1 E033 36.7 N34 52.2 E033 36.7
23 24 thru 28A 31 thru 33 41 42 thru 44A	N34 52.1 E033 36.5 N34 52.1 E033 36.6 N34 52.1 E033 36.7 N34 52.3 E033 36.6 N34 52.2 E033 36.6		

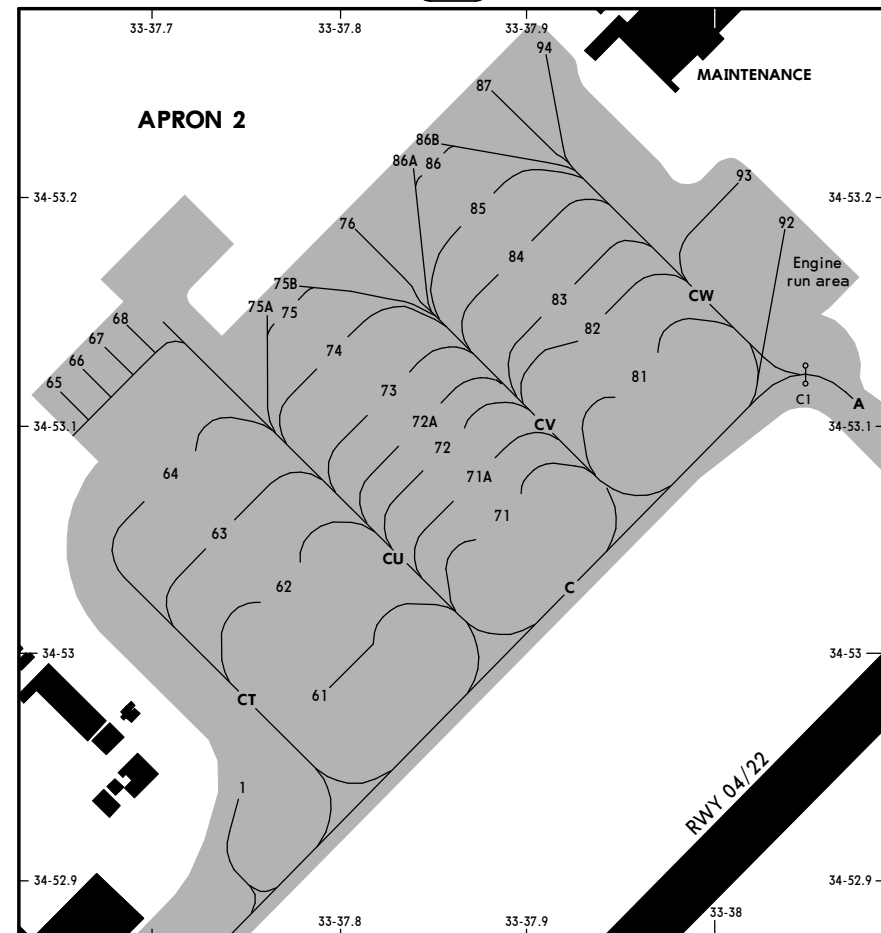
LCLK/LCA

JEPPesen

LARNACA, CYPRUS

LARNACA INTL

26 MAR 10 (10-9B) Eff 8 Apr



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 61, 62 63, 64 65, 66 67, 68	N34 52.9 E033 37.7 N34 53.0 E033 37.8 N34 53.0 E033 37.7 N34 53.1 E033 37.6 N34 53.1 E033 37.7	81 thru 85 86 thru 86B 87 92 93	N34 53.1 E033 37.9 N34 53.2 E033 37.8 N34 53.2 E033 37.9 N34 53.1 E033 38.0 N34 53.2 E033 38.0
71, 71A 72 72A, 73, 74 75 thru 75B 76	N34 53.0 E033 37.9 N34 53.0 E033 37.8 N34 53.1 E033 37.8 N34 53.1 E033 37.7 N34 53.1 E033 37.8	94	N34 53.2 E033 37.9

LCLK/LCA

JEPPesen

10 SEP 10

(10-9X)

Eff 23 Sep

JAA MINIMUMS

LARNACA, CYPRUS
LARNACA INTL

STRAIGHT-IN RWY		A	B	C	D
04	VOR	470' (459')	470' (459')	470' (459')	470' (459')
		R1400m	R1500m	R1600m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
NDB		470' (459')	470' (459')	470' (459')	470' (459')
		R1400m	R1500m	R1600m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
22	ILS	206' (200')	210' (204')	220' (214')	230' (224')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
LOC		370' (364')	370' (364')	370' (364')	370' (364')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
VOR		370' (359')	370' (359')	370' (359')	370' (359')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized Northwest of airport	520' (509')	560' (549') ●	1050' (1039')	1500' (1489')
	V1500m	V1600m	V2400m	V3600m

● After apch to rwy 22: 620' (609').

TAKE-OFF RWY 04, 22

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

LCLK/LCA LARNACA INTL

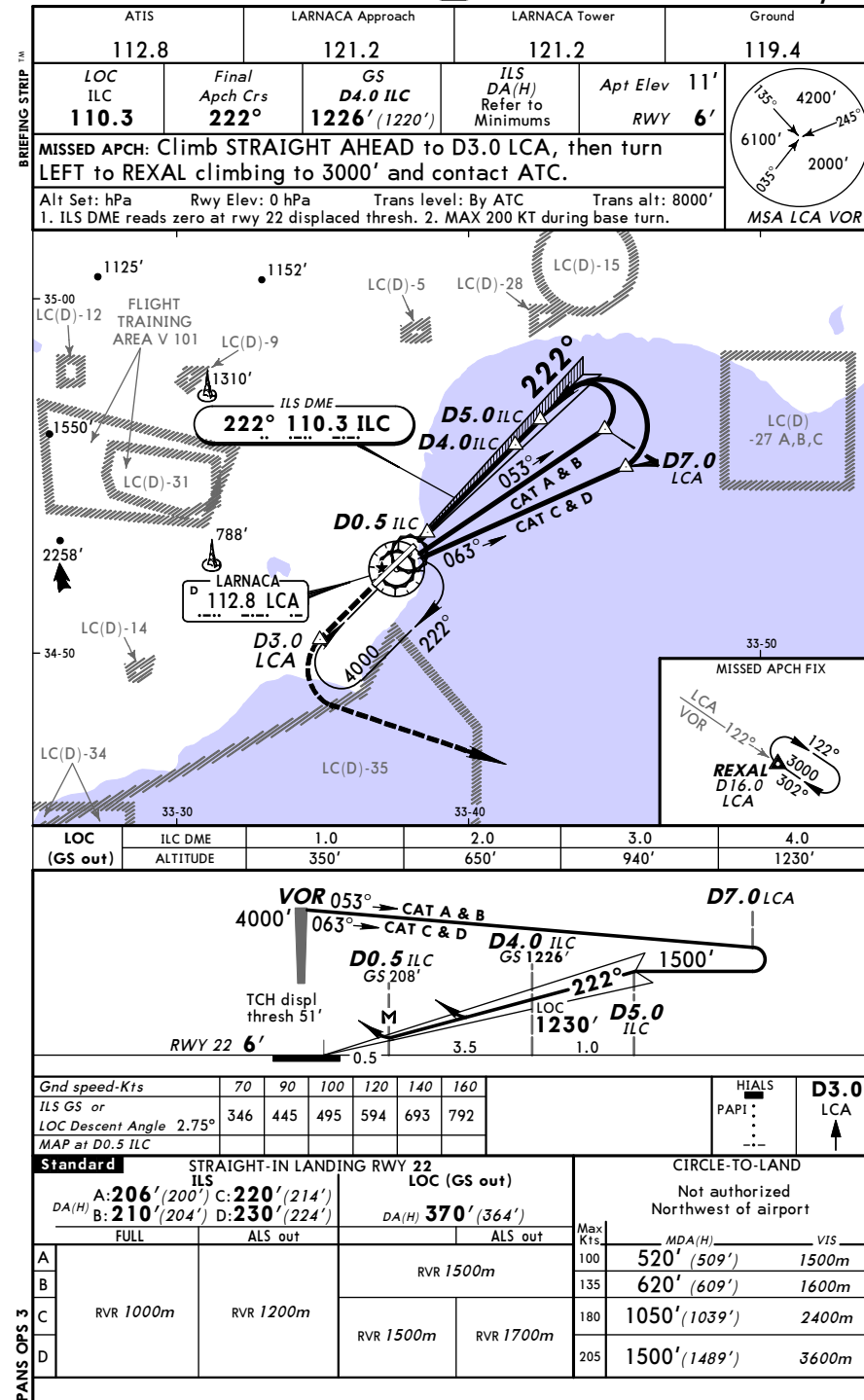
JEPPesen

6 NOV 09

(11-1)

Eff 10 Nov

LARNACA, CYPRUS
VOR ILS Rwy 22

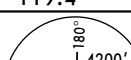


LCLK/LCA
LARNACA INTL

6 NOV 09 (11-2)

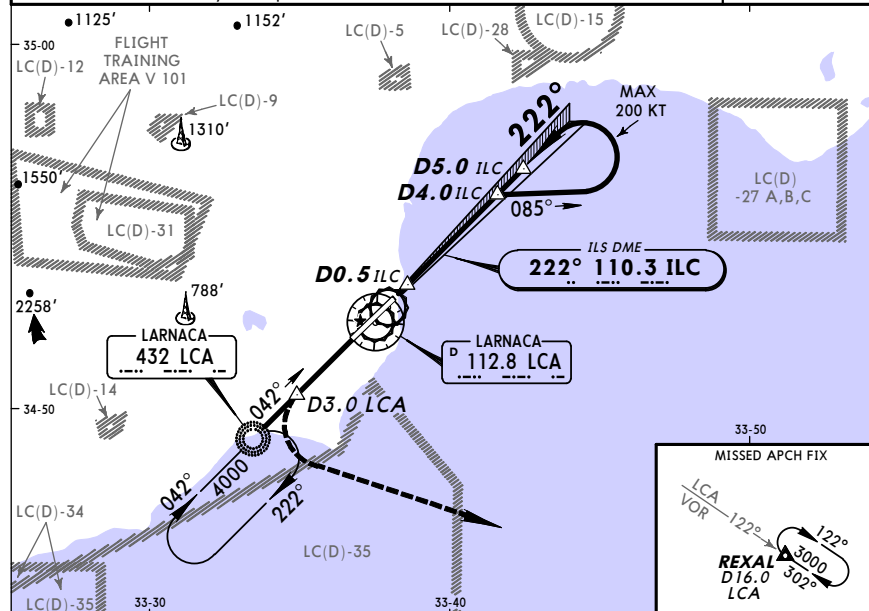
LARNACA, CYPRUS

6 NOV 09 (11-2) Eff 10 Nov NDB ILS DMÉ Rwy 22

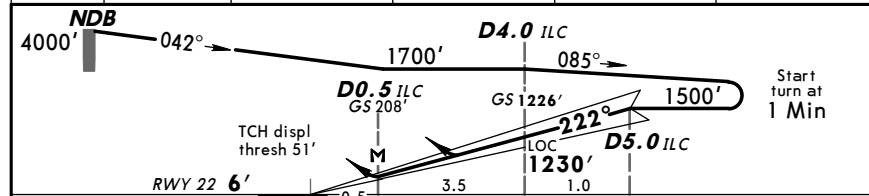
BRIEFING STRIP	ATIS		LARNACA Approach		LARNACA Tower		Ground	
	112.8		121.2		121.2		119.4	
	LOC ILC	Final Aptch Crs	GS DA.0 ILC	ILS DA(H) Refer to Minimums	Apt Elev	11'		
	110.3	222°	1226' (1220')		RWY	6'		
	MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000' and contact ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 8000'			
ILS DME reads zero at rwy 22 displaced thresh.							MSA LCA NDB	

BRIEF MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000' and contact ATC.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 8000'
ILS DME reads zero at rwy 22 displaced thresh.			



LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350'	650'	940'	1230'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : : : :-  D3.0 LCA ↑
ILS GS or	346	445	495	594	693	792	
LOC Descent Angle 2.75°							
MAP at D0.5 ILC							

Standard				STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized	
A: 206' (200') C: 220' (214')				DA(H) 370' (364')		Northwest of airport	
B: 210' (204') D: 230' (224')				ALS out		Max Kts.	
FULL		ALS out				MDA(H) VIS	
A	RVR 1000m	RVR 1200m	RVR 1500m		100	520' (509')	1500m
B					135	620' (609')	1600m
C			RVR 1500m	RVR 1700m	180	1050' (1039')	2400m
D					205	1500' (1489')	3600m

CHANGES: Minimums.

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LCLK/LCA
LARNACA INTL



10 SEP 10 (11-3

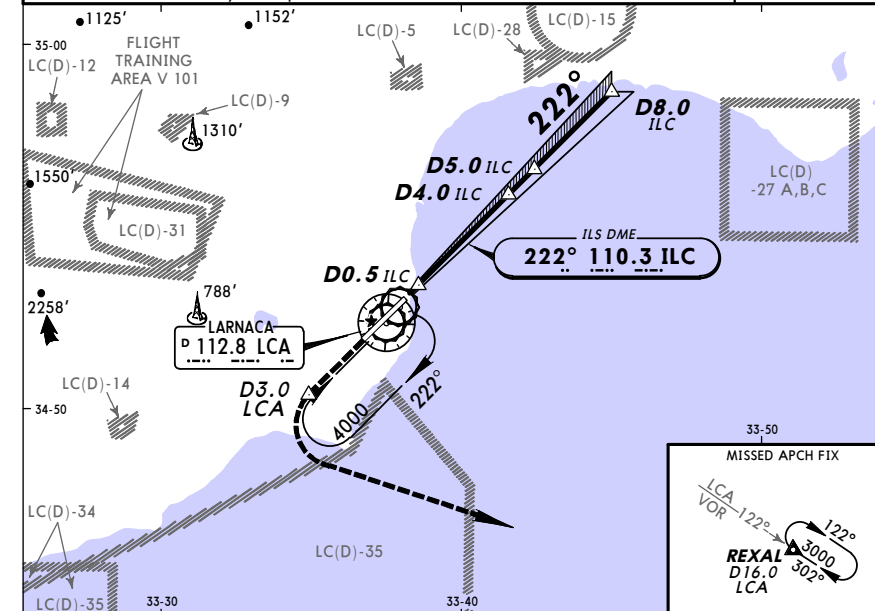
LARNACA, CYPRUS

10 SEP 10 (11-3) Eff 23 Sep ILS Rwy 22

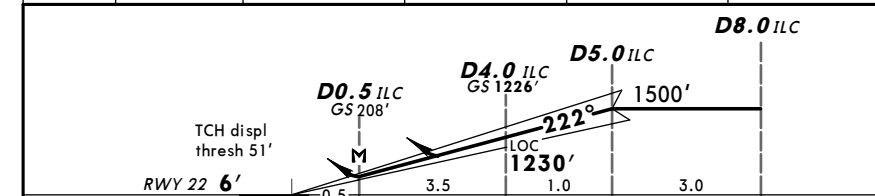
ATIS		LARNACA Approach		LARNACA Tower		Ground	
112.8		121.2		121.2		119.4	
LOC ILC 110.3	Final Apt Crs 222°	GS DA.0 ILC 1226' (1220')	ILS DA(H) Refer to Minimums	Apt Elev 11'			
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000' and contact ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 8000'	
ILS DME reads zero at rwy 22 displaced thresh.							

BRIEF MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000' and contact ATC.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 8000'
ILS DME reads zero at rwy 22 displaced thresh.			



LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350'	650'	940'	1230'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI : : :-	D3.0 LCA ↑
<i>ILS GS or LOC Descent Angle 2.75°</i>	346	445	495	594	693	792		
<i>MAP at D0.5 ILC</i>								

Standard		STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND				
		ILS		LOC (GS out)		Not authorized				
DA(H)		A: 206' (200') C: 220' (214')		DA(H) 370' (364')		Northwest of airport				
		FULL		ALS out		Max Kts.	MDA(H)	VIS		
A	RVR 1000m	RVR 1200m	RVR 1500m		100	520'	(509')	1500m		
B					135	620'	(609')	1600m		
C			RVR 1500m		RVR 1700m		180	1050'	(1039')	2400m
D							205	1500'	(1489')	3600m

CHANGES: None.

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LCLK/LCA LARNACA INTL

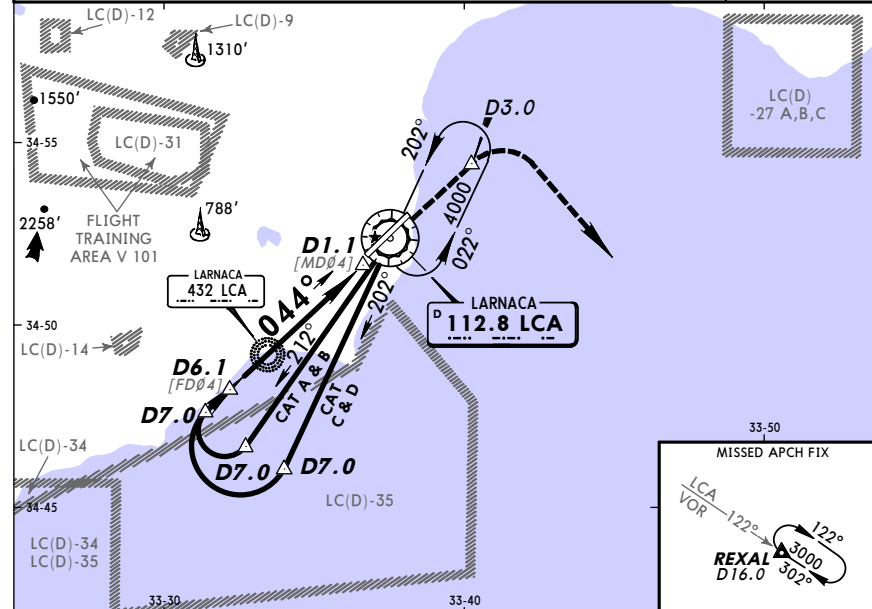
JEPPesen
10 SEP 10 (13-1) Eff 23 Sep

LARNACA, CYPRUS VOR DME Rwy 04

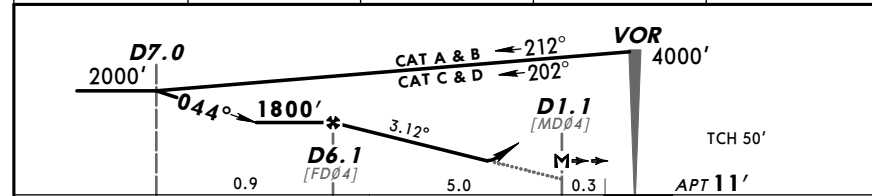
ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4
VOR LCA 112.8	Final Apch Crs 044°	Minimum Alt D6.1 1800' (1789')	DA(H) 470' (459') Apt Elev 11'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn RIGHT to REXAL climbing to 3000' and contact ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 8000' MSA LCA VOR



LCA DME	5.0	4.0	3.0	2.0
ALTITUDE	1440'	1130'	810'	490'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.12°	386	497	552	662	773	883
MAP at D1.1						

Standard	STRAIGHT-IN LANDING RWY 04	CIRCLE-TO-LAND Not authorized Northwest of airport
	DA(H) 470' (459')	DA(H) 370' (359')
	ALS out	ALS out
A	RVR 1500m	520' (509') 1500m
B		560' (549') 1600m
C	RVR 1700m	1050' (1039') 2400m
D	CMV 2100m	1500' (1489') 3600m

CHANGES: Minimums.

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LCLK/LCA LARNACA INTL

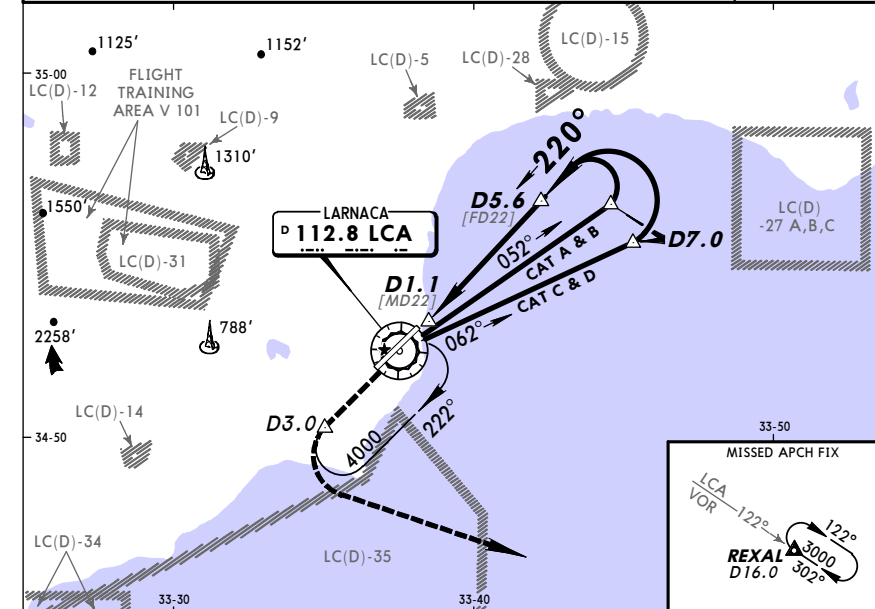
JEPPesen
10 SEP 10 (13-2) Eff 23 Sep

LARNACA, CYPRUS VOR DME Rwy 22

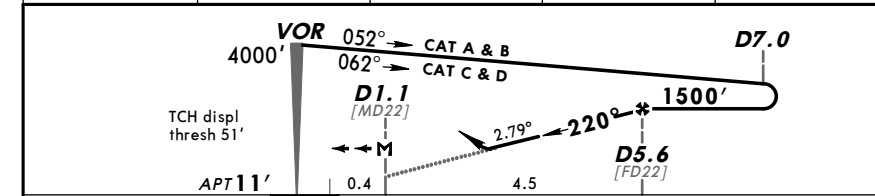
ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4
VOR LCA 112.8	Final Apch Crs 220°	Minimum Alt D5.6 1500' (1489')	DA(H) 370' (359') Apt Elev 11'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn LEFT to REXAL climbing to 3000' and contact ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 8000' MSA LCA VOR



LCA DME	2.0	3.0	4.0	5.0
ALTITUDE	470'	760'	1050'	1340'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.79°	345	444	494	592	691	790
MAP at D1.1						

Standard	STRAIGHT-IN LANDING RWY 22	CIRCLE-TO-LAND Not authorized Northwest of airport
	DA(H) 370' (359')	DA(H) 370' (359')
	ALS out	ALS out
A	RVR 1400m	520' (509') 1500m
B		620' (609') 1600m
C		1050' (1039') 2400m
D		1500' (1489') 3600m

CHANGES: None.

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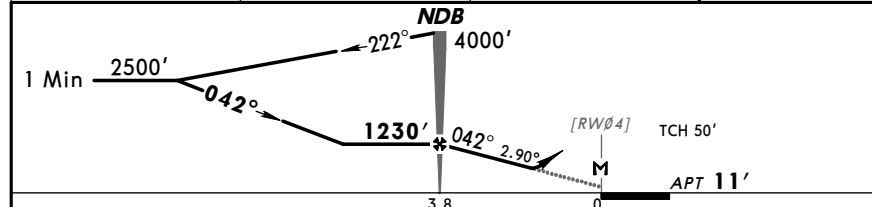
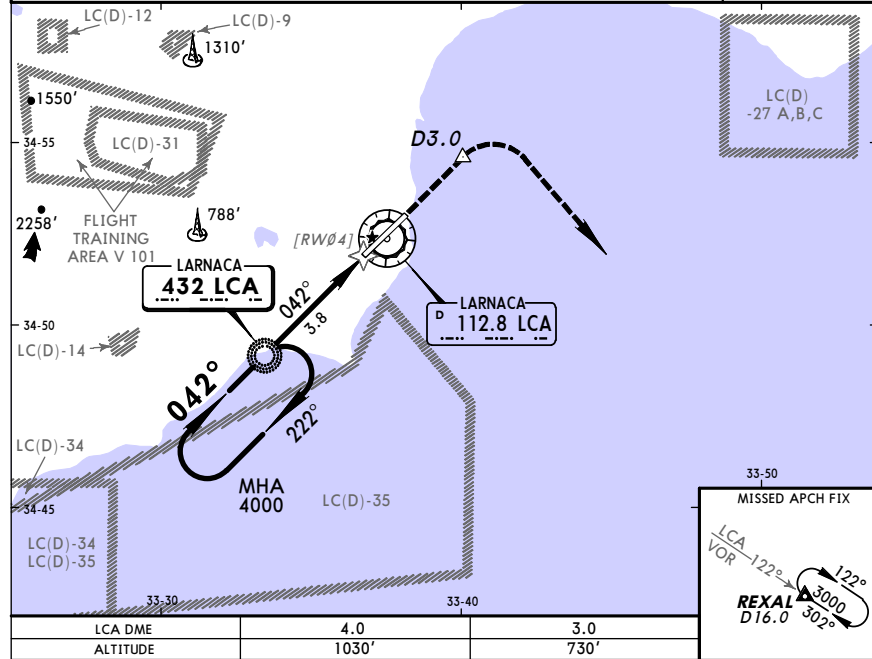
LCLK/LCA
LARNACA INTL

JEPPesen
10 SEP 10 16-1 Eff 23 Sep

LARNACA, CYPRUS
NDB Rwy 04

BRIEFING STRIP

ATIS		LARNACA Approach		LARNACA Tower		Ground	
112.8		121.2		121.2		119.4	
NDB LCA 432	Final Apch Crs 042°	Minimum Alt NDB 1230' (1219')	DA(H) 470' (459')	Apt Elev	11'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn RIGHT to REXAL climbing to 3000' and contact ATC.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC			
						MSA LCA NDB	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D3.0	
Descent Angle 2.90°	359	462	513	616	718	821		
NDB to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26		

Standard STRAIGHT-IN LANDING RWY 04		CIRCLE-TO-LAND Not authorized Northwest of airport	
DA(H) 470' (459')		Max Kts	MDA(H) VIS
ALS out		100	520' (509') 1500m
RVR 1500m		135	560' (549') 1600m
RVR 1700m CMV 2100m		180	1050' (1039') 2400m
		205	1500' (1489') 3600m

PANS OPS 3

General Info

Pafos, CYP
N 34° 43.1' E 32° 29.1' Mag Var: 3.2°E
Elevation: 43'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 11-29 8855' x 148' asphalt

Runway 11 (107.0°M) TDZE 43'
Lights: Edge, ALS
Right Traffic
Stopway Distance 157'
Runway 29 (287.0°M) TDZE 34'
Lights: Edge, ALS

Communications Info

Pafos Tower **119.9**
Pafos Approach Control **120.8**

Notebook Info

LCPH/PFO
PAFOS INTL

30 APR 10

JEPPesen
10-1P

Eff 6 May

PAFOS, CYPRUS
AIRPORT BRIEFING

1. GENERAL

1.1. TAXI PROCEDURES

No deviations from main taxilines are permitted unless guided by Follow-me car.
ACFT are permitted to taxi only at the indispensable minimum speed.
Use of reverse thrust is prohibited at all times.
Leave the taxilane centerline only after visual contact with the marshaller.

TWY B may be used for arriving and departing traffic. Due to lack of signage and stopbar lights on TWYs A, C, D and E, connecting TWY B with RWY, pilots are requested to exercise CAUTION when holding short of RWY during NIGHT or reduced visibility.

1.2. OTHER INFORMATION

RWY 11 right-hand circuit.
Special arrangement for helicopter and light ACFT to use left-hand circuit for RWY11 right-hand circuit for RWY 29.

2. ARRIVAL

2.1. RWY OPERATIONS

Exit RWY 11 via TWY G, or vacate via TWY D or E to parallel TWY B.
Exit RWY 29 via TWY H to M, or vacate via TWY A to parallel TWY B.

3. DEPARTURE

3.1. TAXI PROCEDURES

RWY 11: Follow ATC instructions to TWY M.
RWY 29: Follow ATC instructions to TWY G.

LCPH/PFO
PAFOS INTL

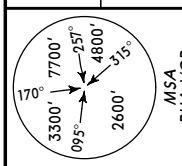
27 FEB 09

JEPPesen
10-2

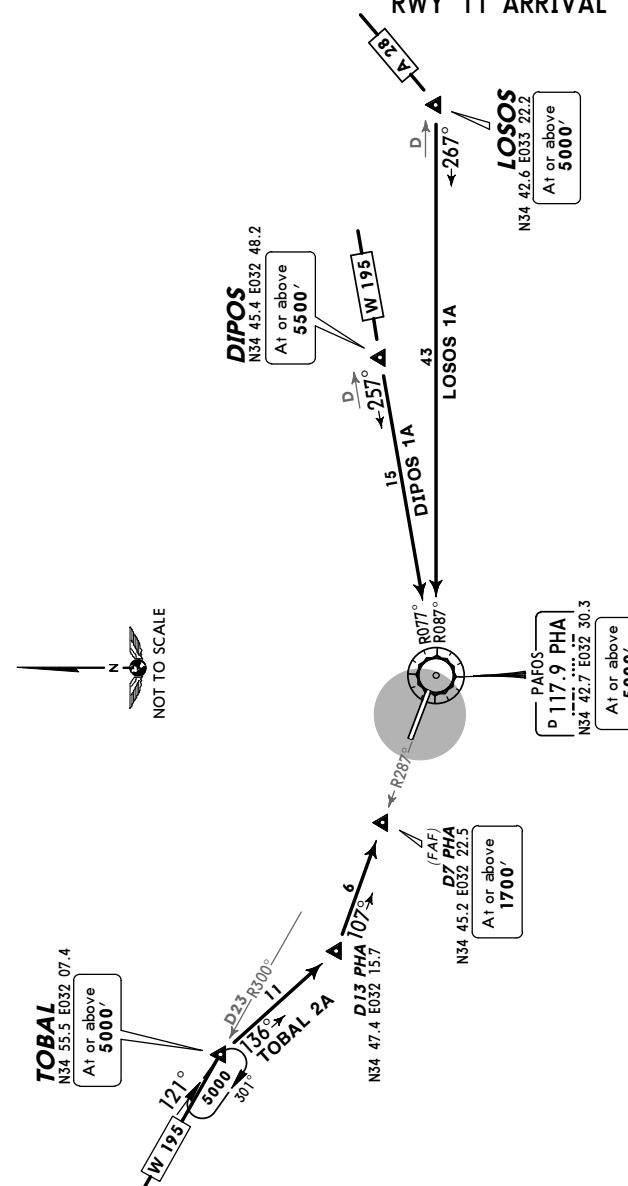
PAFOS, CYPRUS
STAR

Apt Elev
41'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



DIPOS ONE ALFA (DIPOS 1A) [DIPO1A]
LOSOS ONE ALFA (LOSOS 1A) [LOSO1A]
RWYS 11, 29 ARRIVALS
TOBAL TWO ALFA (TOBAL 2A) [TOBA2A]
RWY 11 ARRIVAL



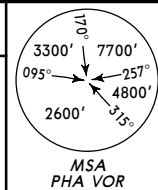
LCPH/PFO
PAFOS INTL

JEPPesen
15 JAN 10 (10-3)

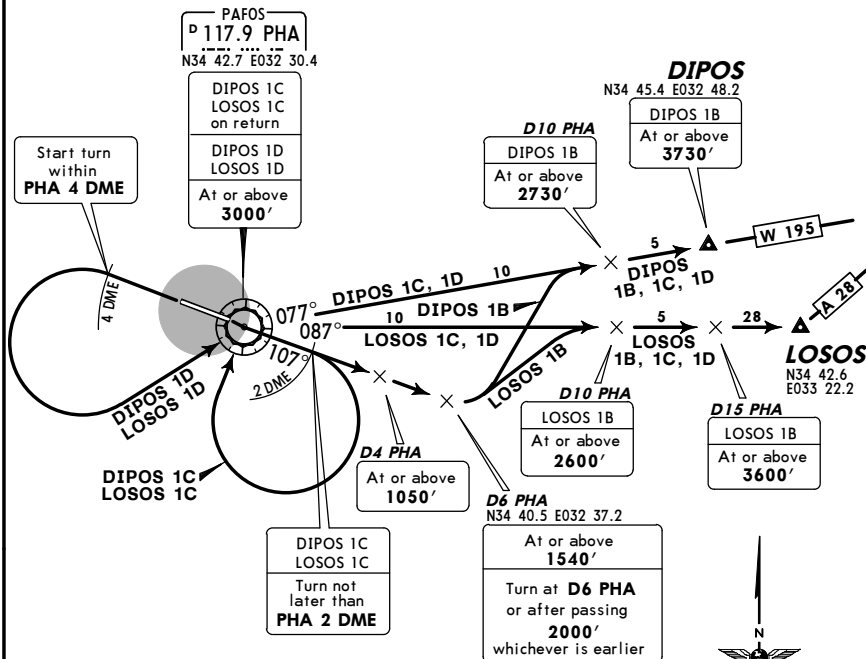
PAFOS, CYPRUS

SID

Apt Elev
41'
Trans level: By ATC Trans alt: 8000'



DIPOS ONE BRAVO (DIPOS 1B) [DIPO1B]
DIPOS ONE CHARLIE (DIPOS 1C) [DIPO1C]
DIPOS ONE DELTA (DIPOS 1D) [DIPO1D]
LOSOS ONE BRAVO (LOSOS 1B) [LOSO1B]
LOSOS ONE CHARLIE (LOSOS 1C) [LOSO1C]
LOSOS ONE DELTA (LOSOS 1D) [LOSO1D]
RWYS 11, 29 DEPARTURES



DIPOS 1B, LOSOS 1B

These SIDs require a minimum climb gradient of 365' per NM (6%) until passing 2500'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

SID	RWY	ROUTING
DIPOS 1B	11	Climb on PHA R-107, at D6 PHA or after passing 2000', whichever is earlier, turn LEFT, intercept PHA R-077 within D10 PHA to DIPOS, climbing to cleared level, then along airway W 195.
DIPOS 1C		Turn RIGHT not later than PHA 2 DME to PHA, PHA R-077 to DIPOS, climbing to cleared level, then along airway W 195.
DIPOS 1D	29	Turn LEFT within PHA 4 DME to PHA, PHA R-077 to DIPOS, climbing to cleared level, then along airway W 195.
LOSOS 1B	11	Climb on PHA R-107, at D6 PHA or after passing 2000', whichever is earlier, turn LEFT, intercept PHA R-087 within D10 PHA to LOSOS, climbing to cleared level, then along airway A 28.
LOSOS 1C		Turn RIGHT not later than PHA 2 DME to PHA, PHA R-087 to LOSOS, climbing to cleared level, then along airway A 28.
LOSOS 1D	29	Turn LEFT within PHA 4 DME to PHA, PHA R-087 to LOSOS, climbing to cleared level, then along airway A 28.

CHANGES: Climb gradient raised.

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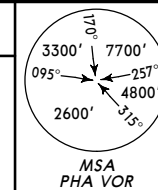
LCPH/PFO
PAFOS INTL

JEPPesen
15 JAN 10 (10-3A)

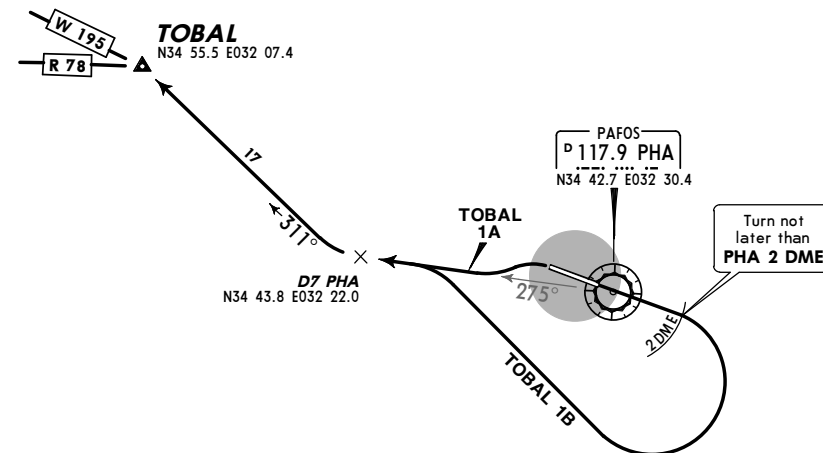
PAFOS, CYPRUS

SID

Apt Elev
41'
Trans level: By ATC Trans alt: 8000'



TOBAL ONE ALFA (TOBAL 1A) [TOBA1A]
TOBAL ONE BRAVO (TOBAL 1B) [TOBA1B]
RWYS 29, 11 DEPARTURES



SID	RWY	ROUTING
TOBAL 1A	29	Turn LEFT, intercept PHA R-275 to D7 PHA, turn RIGHT, 311° track to TOBAL, then along airway W 195.
TOBAL 1B	11	Turn RIGHT not later than PHA 2 DME, intercept PHA R-275 within D7 PHA, at D7 PHA turn RIGHT, 311° track to TOBAL, then along airways W 195 / R 78.

CHANGES: None.

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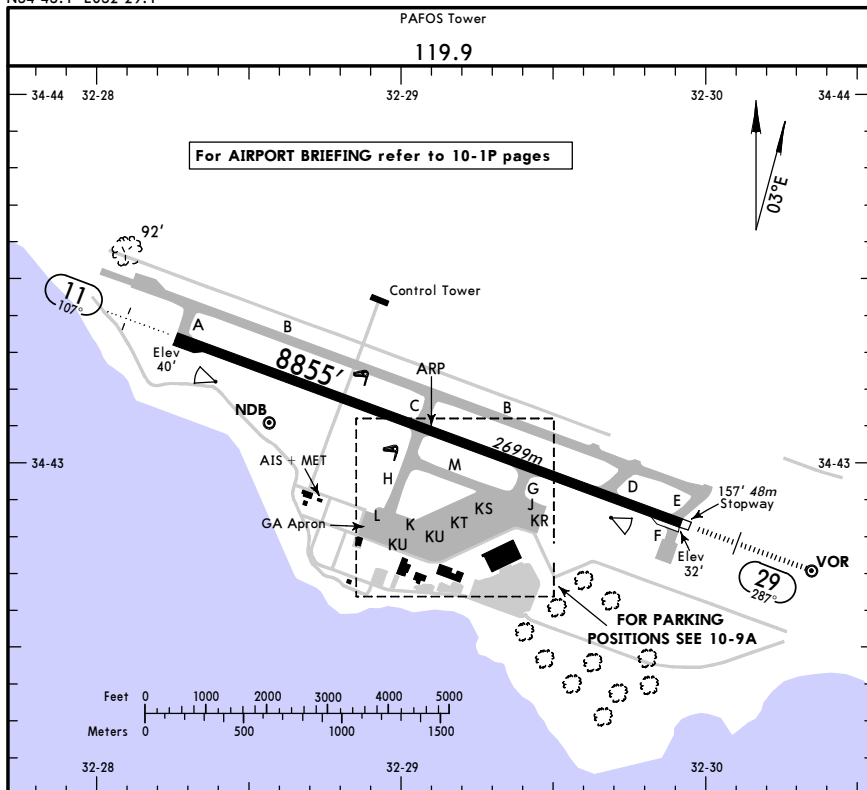
LCPH/PFO

Apt Elev 41'
N34 43.1 E032 29.1

JEPPesen
30 APR 10 (10-9) Eff 6 May

PAFOS, CYPRUS

PAFOS INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
11	29	HIRL (60m) HIALS PAPI-L (angle 3.0°)		7838' 2389m		148' 45m

Standard TAKE-OFF 1

All Rwys

	LVP must be in Force	All Rwys	
		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			

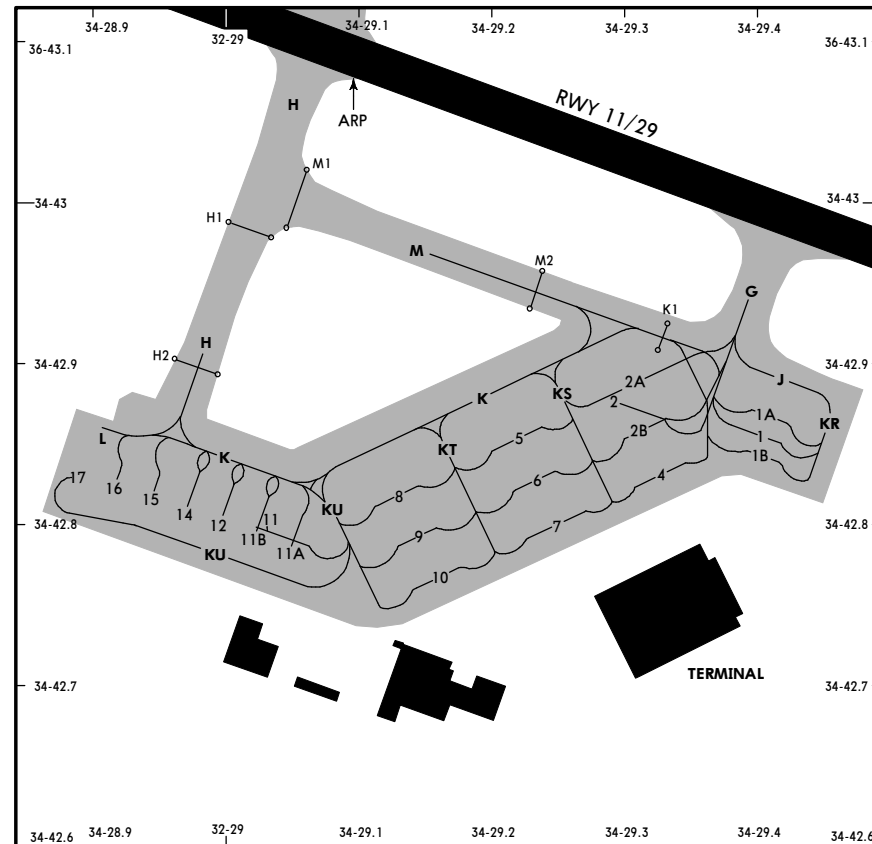
1 Operators applying U.S. Ops Specs: CL required below 300m.

LCPH/PFO

JEPPesen
30 APR 10 (10-9A) Eff 6 May

PAFOS, CYPRUS

PAFOS INTL



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1, 1A	N34 42.9 E032 29.4	23	11, 11A, 11B	N34 42.8 E032 29.0	24
1B	N34 42.8 E032 29.4	24	12, 14	N34 42.8 E032 29.0	24
2, 2A	N34 42.9 E032 29.3	22	15	N34 42.8 E032 28.9	25
2B	N34 42.9 E032 29.3	23	16, 17	N34 42.8 E032 28.9	24
4	N34 42.8 E032 29.3	24			
5	N34 42.9 E032 29.2	22			
6	N34 42.8 E032 29.2	23			
7	N34 42.8 E032 29.2	24			
8, 9	N34 42.8 E032 29.1	23			
10	N34 42.8 E032 29.2	24			

LCPH/PFO

JEPPesen
9 APR 10 10-9X

JAA MINIMUMS
PAFOS, CYPRUS
PAFOS INTL

STRAIGHT-IN RWY		A	B	C	D
11	VOR	380' (339')	380' (339')	380' (339')	380' (339')
	ALS out	R1300m R1500m	R1400m R1500m	R1600m R1800m	R1800m R2000m
29	ILS	230' (200')	230' (200')	230' (200')	233' (203')
	ALS out	R700m R1000m	R700m R1000m	R700m R1000m	R700m R1000m
	LOC	370' (340')	370' (340')	370' (340')	370' (340')
	ALS out	R1200m R1500m	R1300m R1500m	R1400m R1800m	R1600m R2000m
	VOR	400' (370')	400' (370')	400' (370')	400' (370')
	ALS out	R1200m R1500m	R1300m R1500m	R1400m R1800m	R1600m R2000m

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	450' (409')	550' (509')	860' (819')	1240' (1199')
	V1500m	V1600m	V2400m	V3600m

① Not authorized North of airport between 310° & 080°.

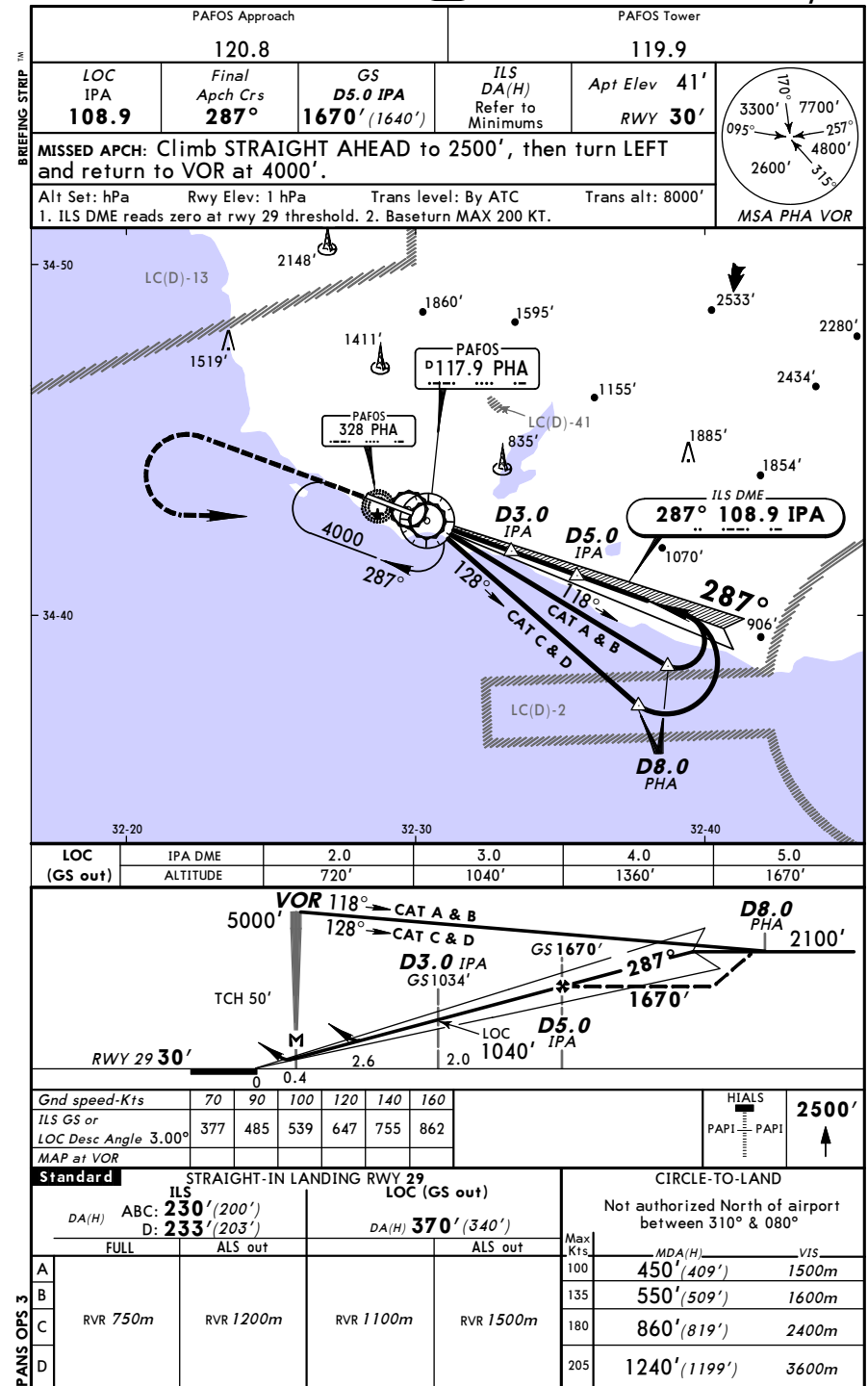
TAKE-OFF RWY 11, 29

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

LCPH/PFO
PAFOS INTL

JEPPesen
9 APR 10 11-1

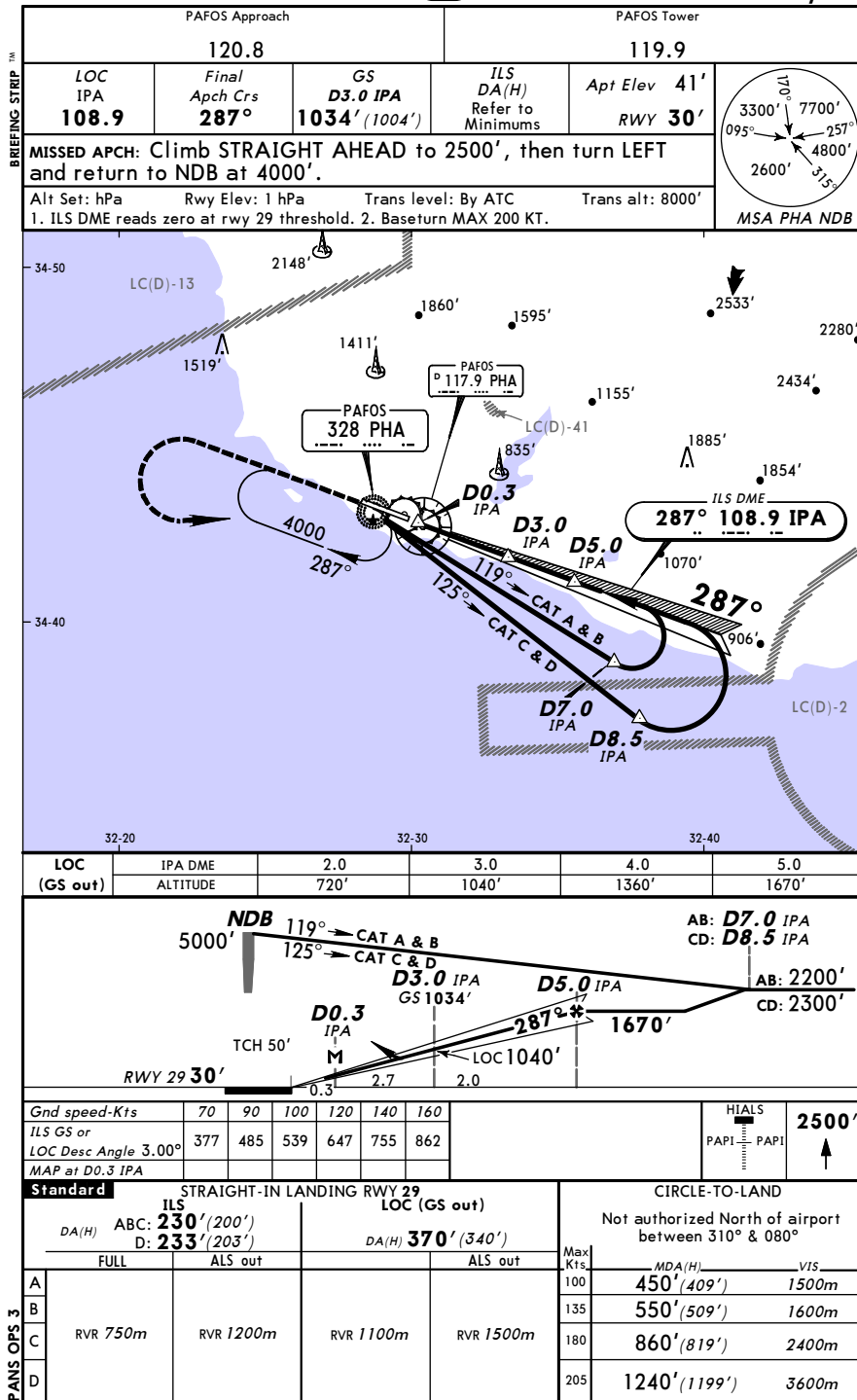
PAFOS, CYPRUS
VOR ILS DME Rwy 29



LCPH/PFO
 PAFOS INTL

JEPPESEN
 9 APR 10 (11-2)

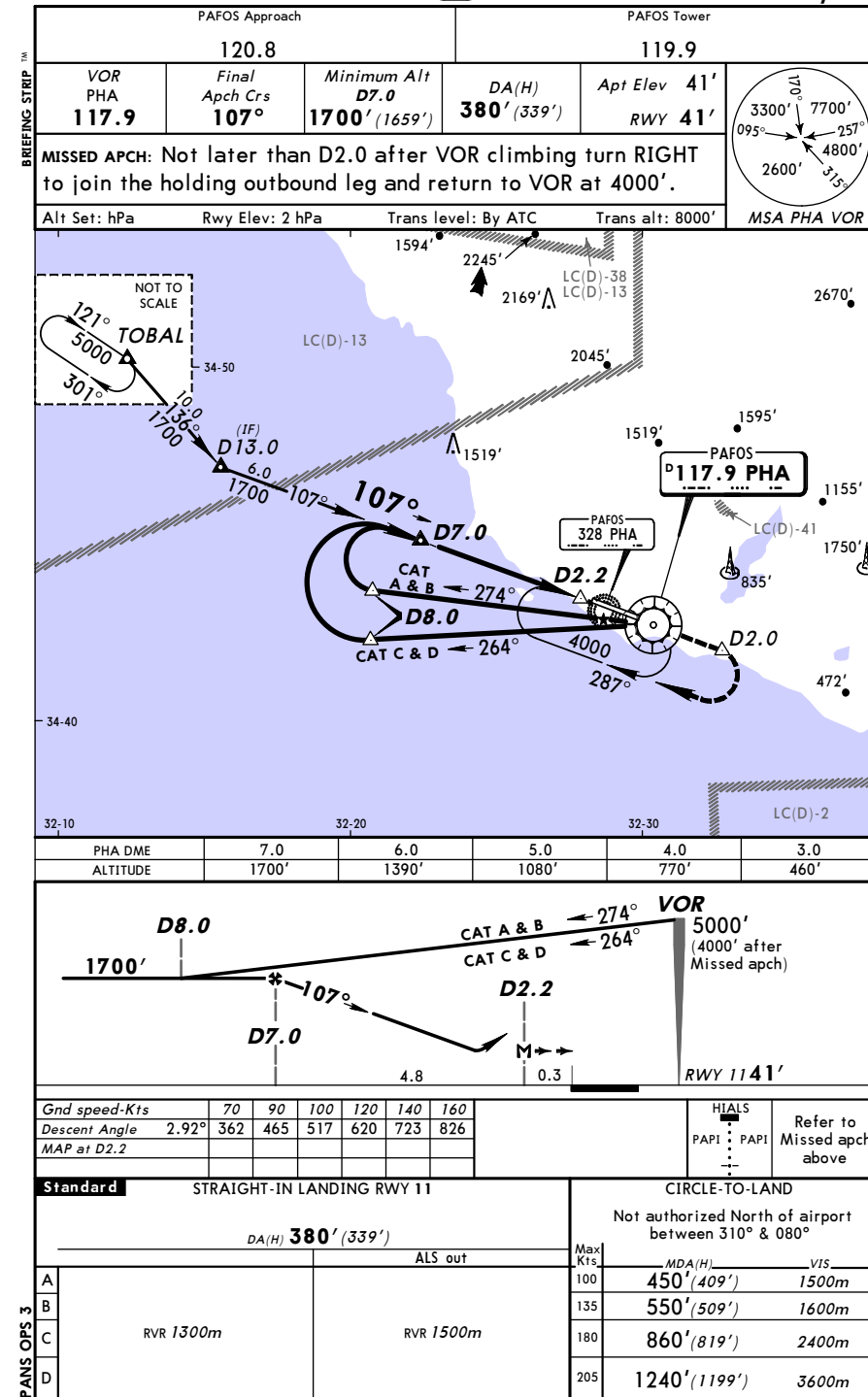
PAFOS, CYPRUS
 NDB ILS DMÉ Rwy 29



LCPH/PFO
 PAFOS INTL

JEPPESEN
 9 APR 10 (13-1)

PAFOS, CYPRUS
 VOR DMÉ Rwy 11



LCPH/PFO
PAFOS INTL

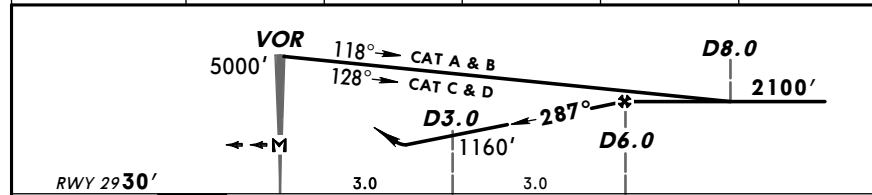
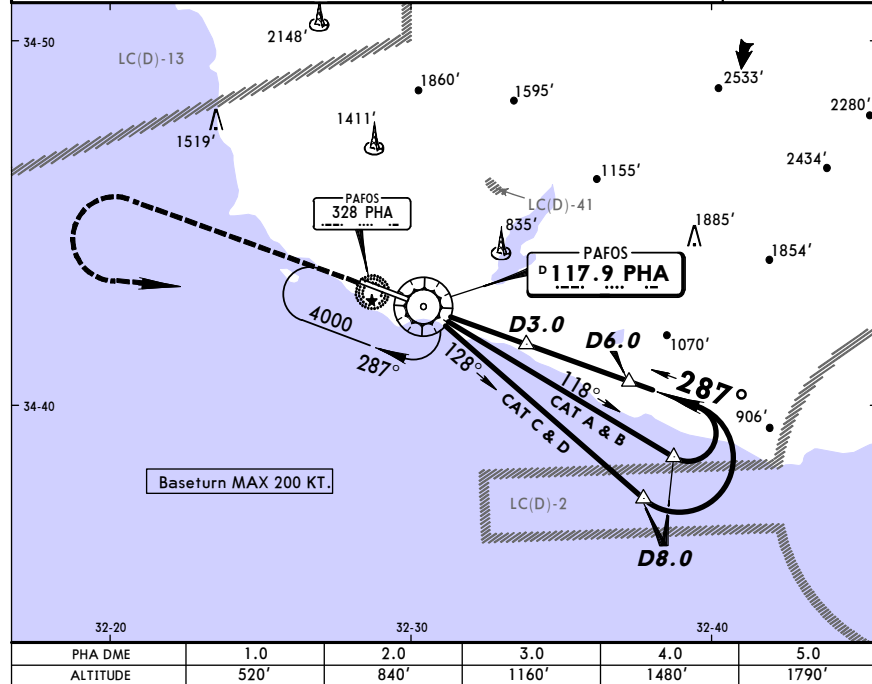
9 APR 10
(13-2)

PAFOS, CYPRUS
VOR DMÉ Rwy 29

BRIEFING STRIP

BRIEFING STRIP	PAFOS Approach			PAFOS Tower	
	120.8			119.9	
	VOR PHA 117.9	Final Apch Crs 287°	Minimum Alt D6.0 2100' (2070')	DA(H) 400' (370')	Apt Elev 41' RWY 30'
	MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn LEFT and return to VOR at 4000'.				
	Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 8000'

MSA PHA VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at VOR						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 29			Not authorized North of airport between 310° & 080°		
DA(H) 400' (370')			Max Kts. 100		
ALS out			MDA(H) 450' (409')		
RVR 1500m			1500m		
RVR 1700m			1600m		
RVR 1300m			180		
			860' (819')		
			2400m		
			205		
			1240' (1199')		
			3600m		

PANS OPS 3

General Info

Iraklion, GRC
N 35° 20.4' E 25° 10.8' Mag Var: 2.6°E
Elevation: 115'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: 100LL, Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 09-27 8905' x 148' asphalt
Runway 12-30 5138' x 164' asphalt

Runway 09 (92.0°M) TDZE 78'
Lights: Edge, REIL, Part time
Displaced Threshold Distance 1565'
Runway 12 (123.0°M) TDZE 57'
Lights: Edge
Displaced Threshold Distance 499'
Runway 27 (272.0°M) TDZE 82'
Lights: Edge, REIL, Part time
Right Traffic
Runway 30 (303.0°M) TDZE 115'
Lights: Edge
Right Traffic

Communications Info

ATIS **127.55**
Kazantzakis Tower **129.175**
Kazantzakis Tower **122.1** Military
Kazantzakis Tower **120.85**
Kazantzakis Tower **257.80** Military
Kazantzakis Ground Control **121.7**
Kazantzakis Apron Ramp/Taxi Control **121.85**
Kazantzakis Clearance Delivery **129.175**
Iraklion Approach Control **123.975**
Iraklion Approach Control **122.1**
Iraklion Approach Control **118.025**
Iraklion Approach Control **362.30** Military
Iraklion Director Radar **118.025**
Iraklion Radar **123.975**
Iraklion Radar **362.30** Military
Kazantzakis Radio **2989** Air-Ground
Kazantzakis Radio **5637** Air-Ground

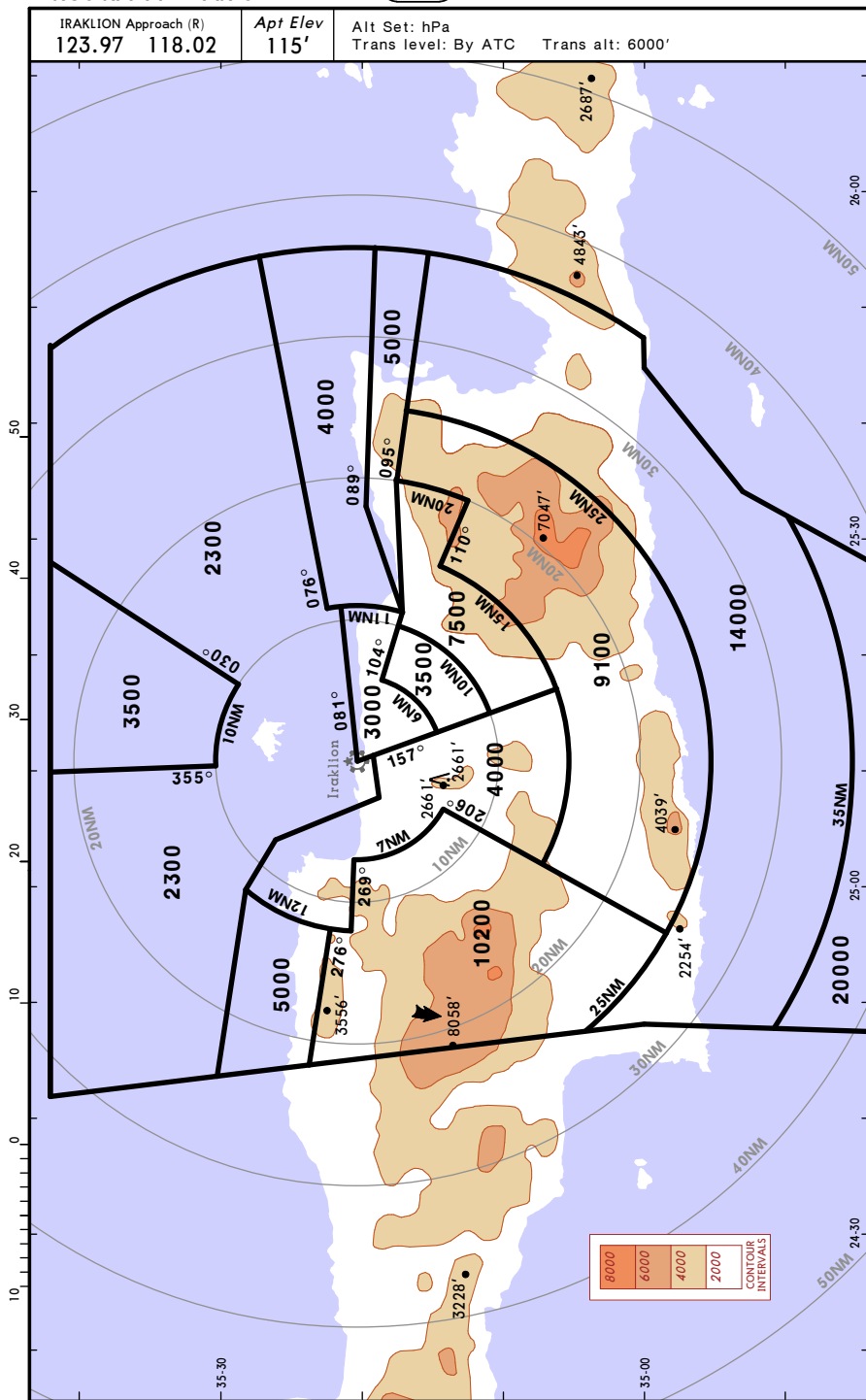
Notebook Info

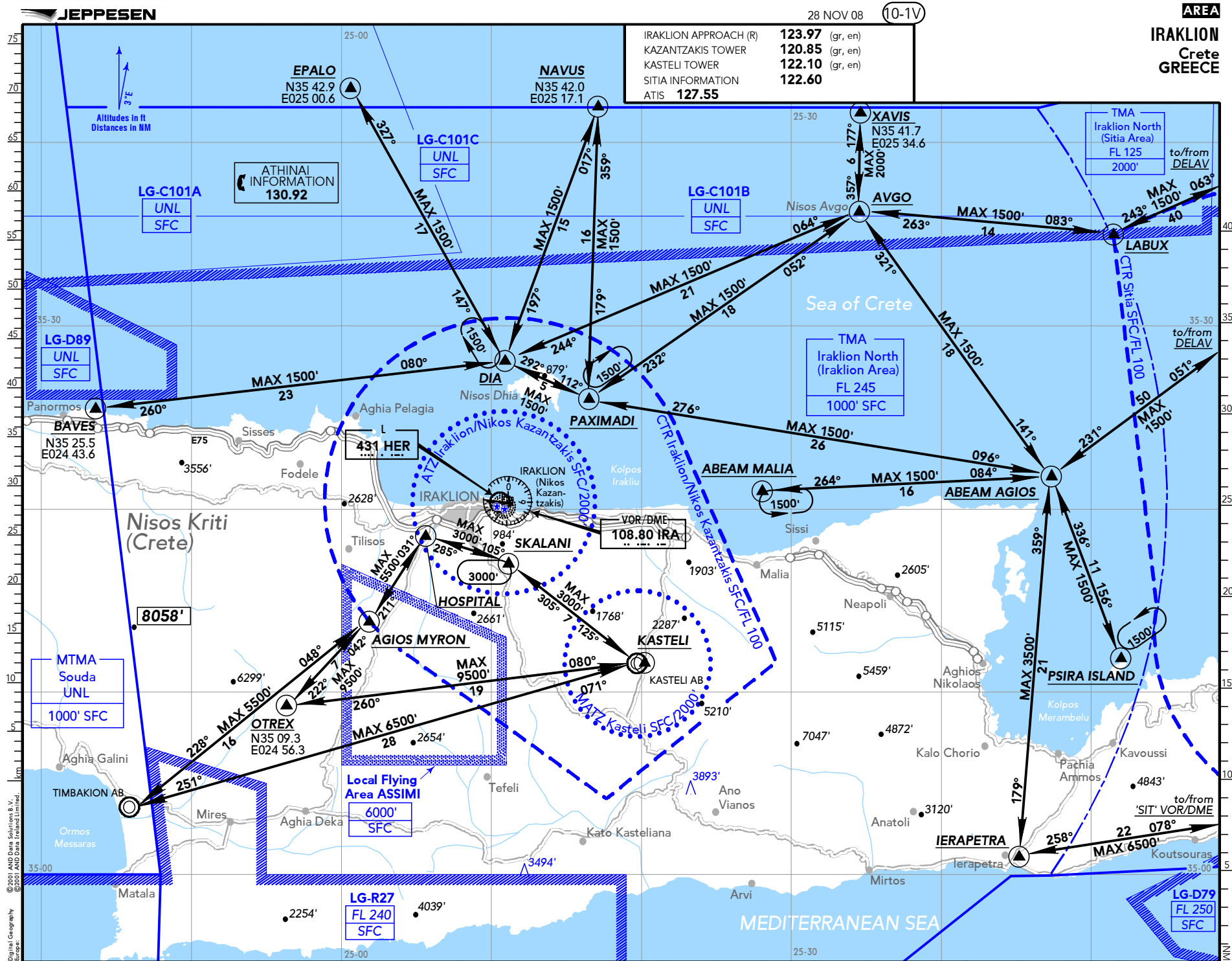
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
9 JUL 10 **(10-1R)**

IRAKLION, GREECE

RADAR MINIMUM ALTITUDES





10-1V JEPPESEN 28 NOV 08 10-1VA

AREA
IRAKLION
Crete
GREECE

General

Access to Iraklion TMA is restricted to ACFT capable of maintaining two-way radio communication with the appropriate ATS unit. ACFT flying VFR shall be equipped with a functioning transponder with Mode A and C capabilities. Unless otherwise instructed, the VFR ACFT shall squawk A 7000. On VFR routes the responsibility to maintain terrain clearance and to avoid collision with other ACFT and restricted airspace rests with the pilot.

ACFT (including HEL) flying under VFR within Iraklion TMA should follow the routes and altitudes as depicted on 10-1V unless VFR criteria require different procedures or a special permission has been obtained from the appropriate ATC unit. According to traffic conditions ATC may assign different VFR routes.

ACFT entering Iraklion TMA - North Sector **Iraklion** Area - should establish contact with KAZANTZAKIS TOWER and report over all compulsory REPs flying the VFR routes depicted on 10-1V.

ACFT entering Iraklion TMA - North Sector **Sitia** Area - should establish contact with SITIA INFORMATION and report over all compulsory REPs flying the VFR routes depicted on 10-1V.

Iraklion AD

Access to Iraklion CTR is restricted to ACFT capable of maintaining two-way radio communication with KAZANTZAKIS TOWER.

To assist Iraklion AD to arrange a landing sequence of VFR arriving ACFT and facilitate the AD traffic, four visual holding patterns are established around the AD.

ACFT destined to Iraklion AD should hold over these visual holding patterns before establishing contact KAZANTZAKIS TOWER and receiving the relevant clearance.

Departing traffic proceeding E to point ABEAM AGIOS should proceed only via route PAXIMADI - ABEAM AGIOS.

Kasteli AD

Access to Kasteli ATZ is restricted to ACFT capable of maintaining two-way radio communication with KASTELI TOWER.

ACFT destined to Kasteli Mil. AD should not enter Kasteli ATZ before establishing contact with KASTELI TOWER and receiving the relevant clearance.

Sitia AD

Access to Sitia CTR is restricted to ACFT capable of maintaining two-way radio communication with SITIA INFORMATION or IRAKLION APPROACH.

ACFT destined to Sitia AD should hold over visual holding patterns E and W of AD before establishing contact SITIA INFORMATION and receiving the relevant clearance.

Reporting Points

Coordinates

ABEAM AGIOS	N35 21.8	E025 47.4
ABEAM MALLIA	N35 21.0	E025 28.1
AGIOS MYRON	N35 13.9	E025 01.9
AVGO	N35 36.2	E025 34.5
DIA	N35 28.1	E025 10.9
GRANDES ISLAND	N35 12.9	E026 18.7
HOSPITAL	N35 18.5	E025 05.6
IERAPETRA	N35 01.0	E025 45.2
KASTELI	N35 11.6	E025 19.8
LABUX	N35 34.9	E025 51.5
PAXIMADI	N35 26.0	E025 16.5
PSIRA ISLAND	N35 11.8	E025 52.0
SKALANI	N35 17.0	E025 11.2

LGIR/HER
NIKOS KAZANTZAKIS

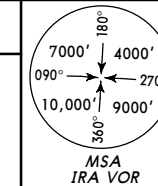
JEPPESEN

IRAKLION, GREECE

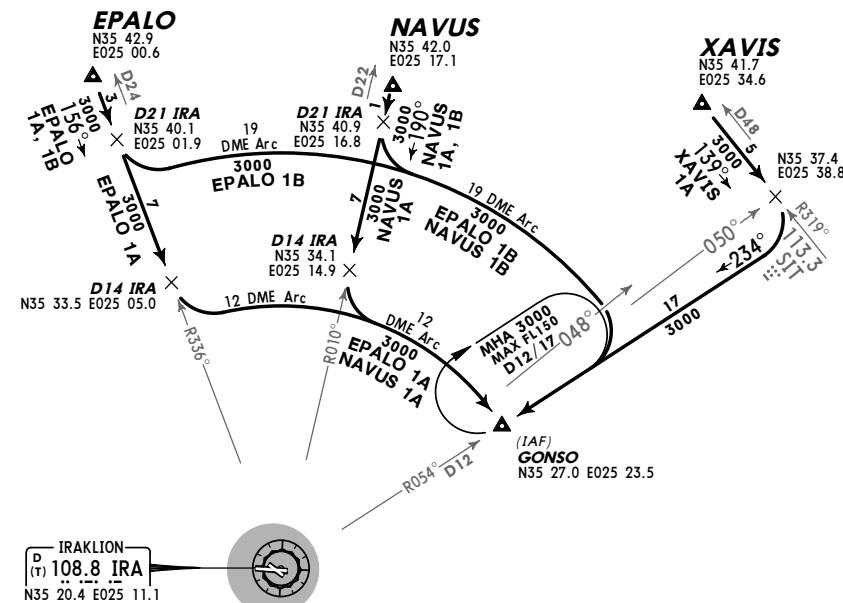
19 OCT 07 10-2 Eff 25 Oct

STAR

ATIS 127.55
Apt Elev 115'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



EPALO 1A [EPAL1A]
EPALO 1B [EPAL1B]
NAVUS 1A [NAVU1A]
NAVUS 1B [NAVU1B]
XAVIS 1A [XAVI1A]
RWY 27 ARRIVALS
FROM NORTH

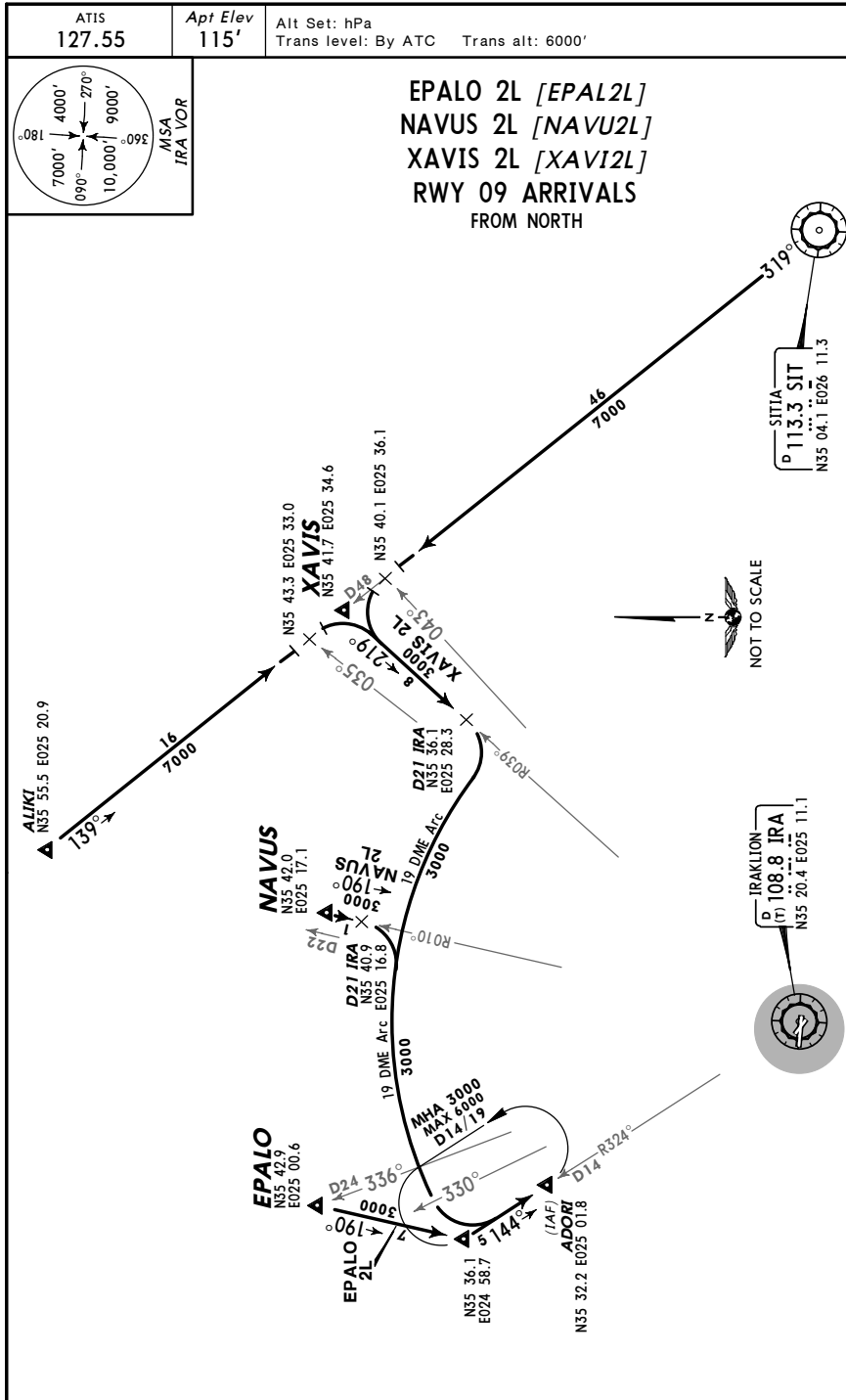


LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
19 OCT 07 **(10-2A)** **Eff 25 Oct**

IRAKLION, GREECE

STAR



CHANGES: STARs renumbered; MEAs; MHA.

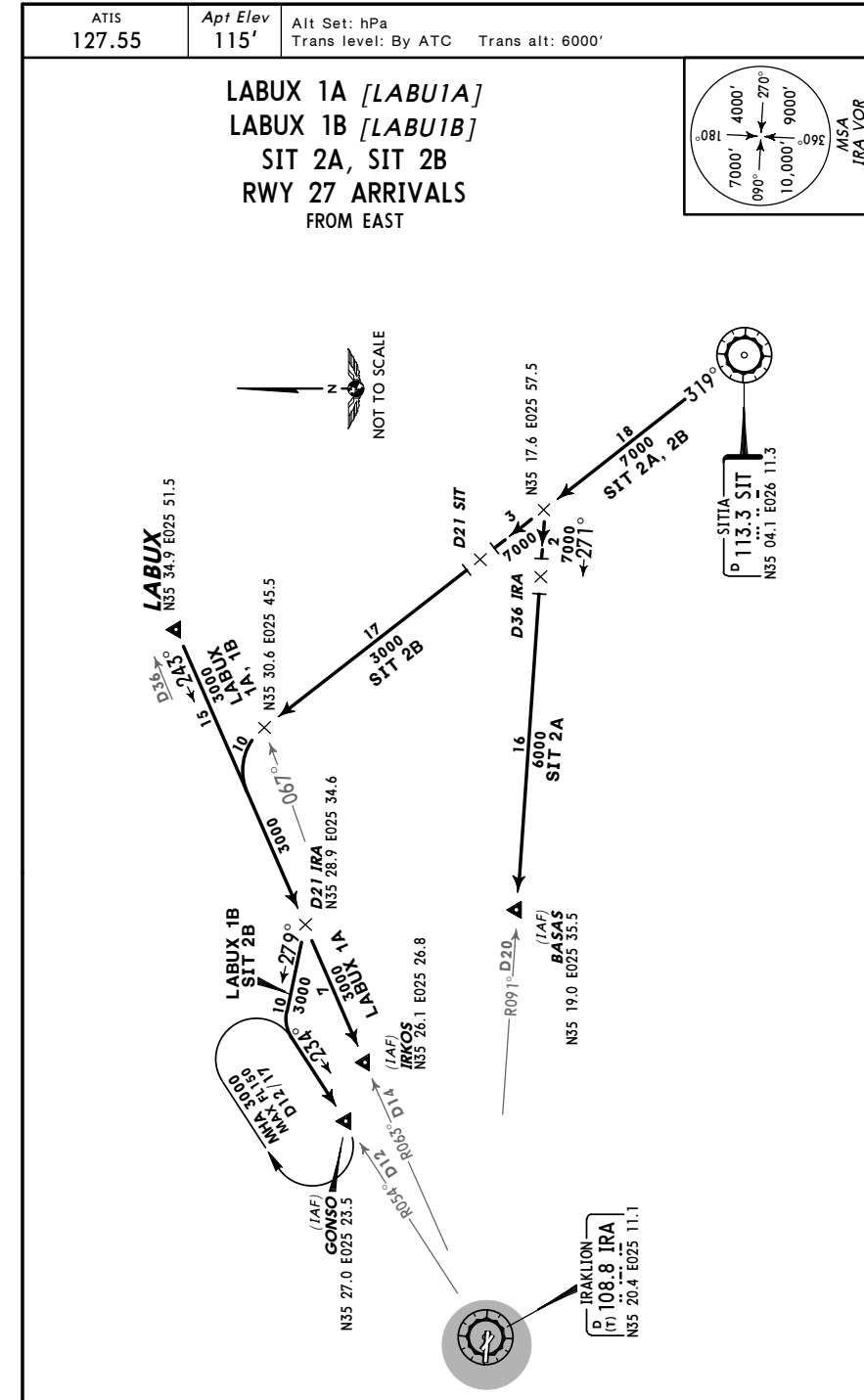
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LGIR/HER
NIKOS KAZANTZAKIS

JEPPESEN
19 OCT 07 **(10-2B)** **Eff 25 Oct**

IRAKLION, GREECE

STAR



CHANGES: None.

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LGIR/HER
NIKOS KAZANTZAKIS

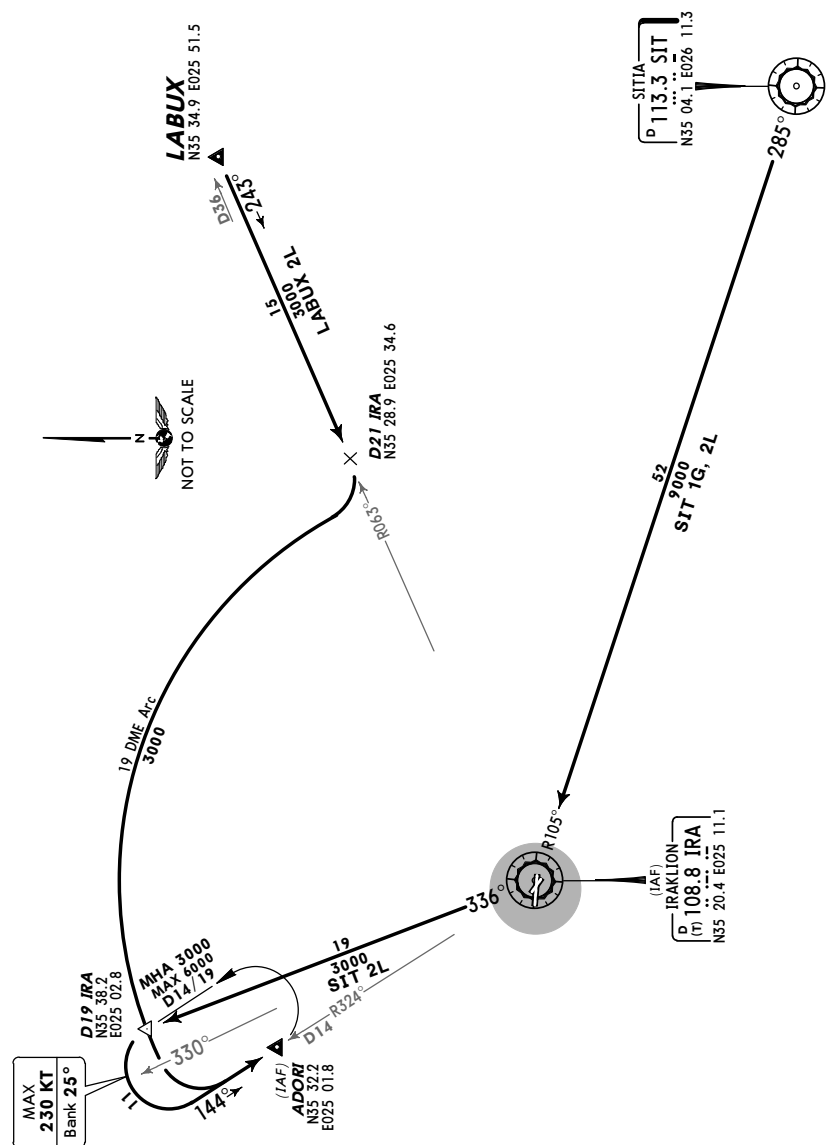
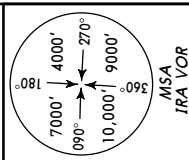
JEPPESSEN
19 OCT 07 (10-2C) Eff 25 Oct

IRAKLION, GREECE

STAR

ATIS 127.55	<i>Apt Elev</i> 115'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
----------------	-------------------------	-------------------------------------	------------------

LABUX 2L [LABU2L]
SIT 1G, SIT 2L
RWY 09 ARRIVALS
FROM EAST



CHANGES: STARs renumbered; SIT 1G established; MEAs; MHA.

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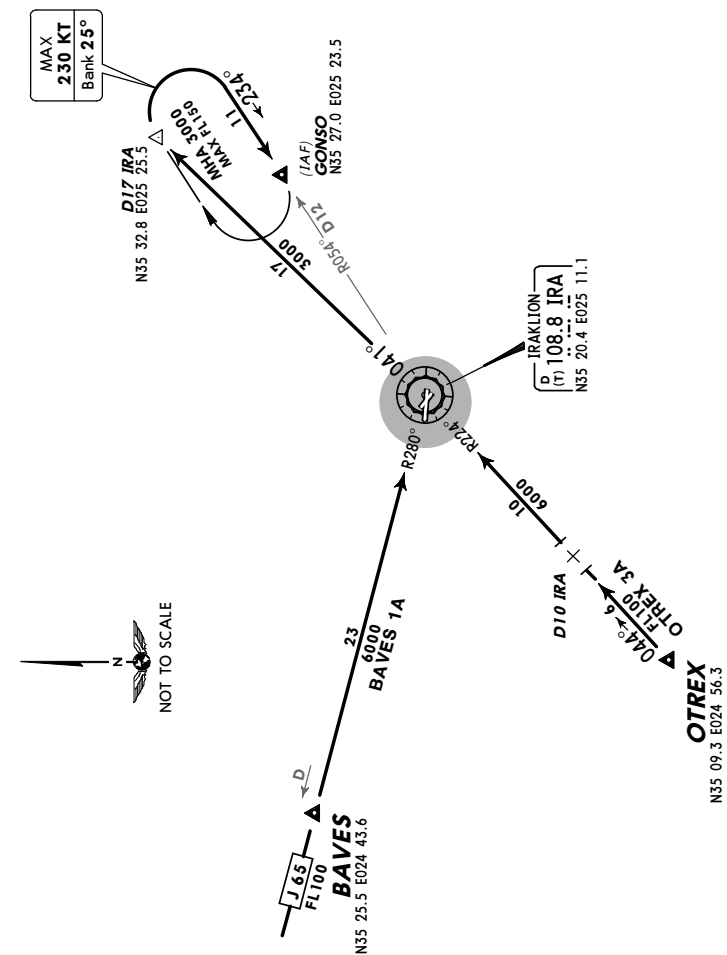
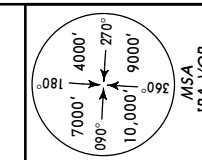
LGIR/HER
NIKOS KAZANTZAKIS

JEPPesen
19 OCT 07 (10-2D) Eff 25 Oct

IRAKLION, GREECE**STAR**

ATIS 127.55	<i>Apt Elev</i> 115'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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BAVES 1A [BAVE1A]
OTREX 3A [OTRE3A]
RWY 27 ARRIVALS
FROM WEST



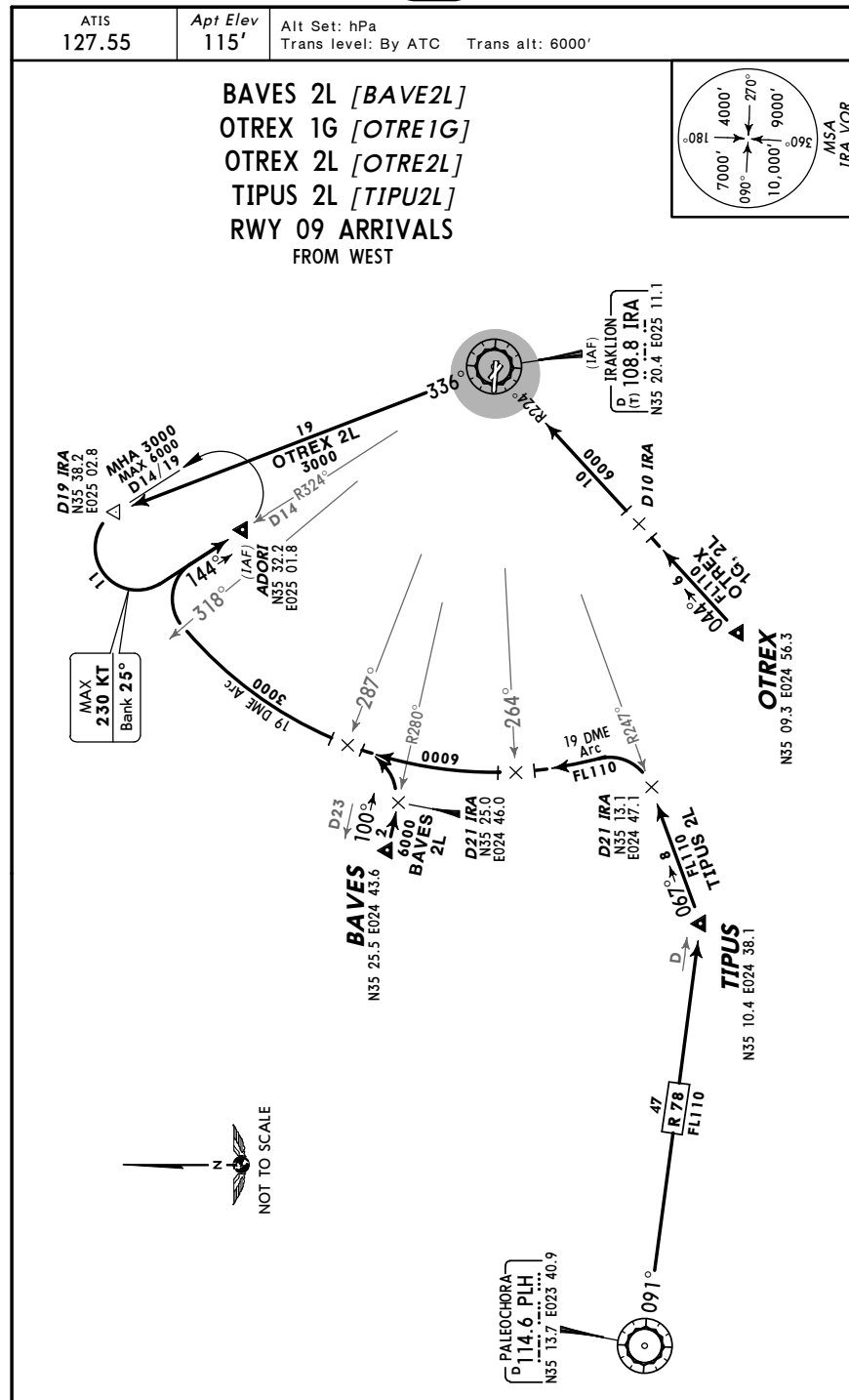
CHANGES: None.

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19 OCT 07 **10-2E** Eff 25 Oct

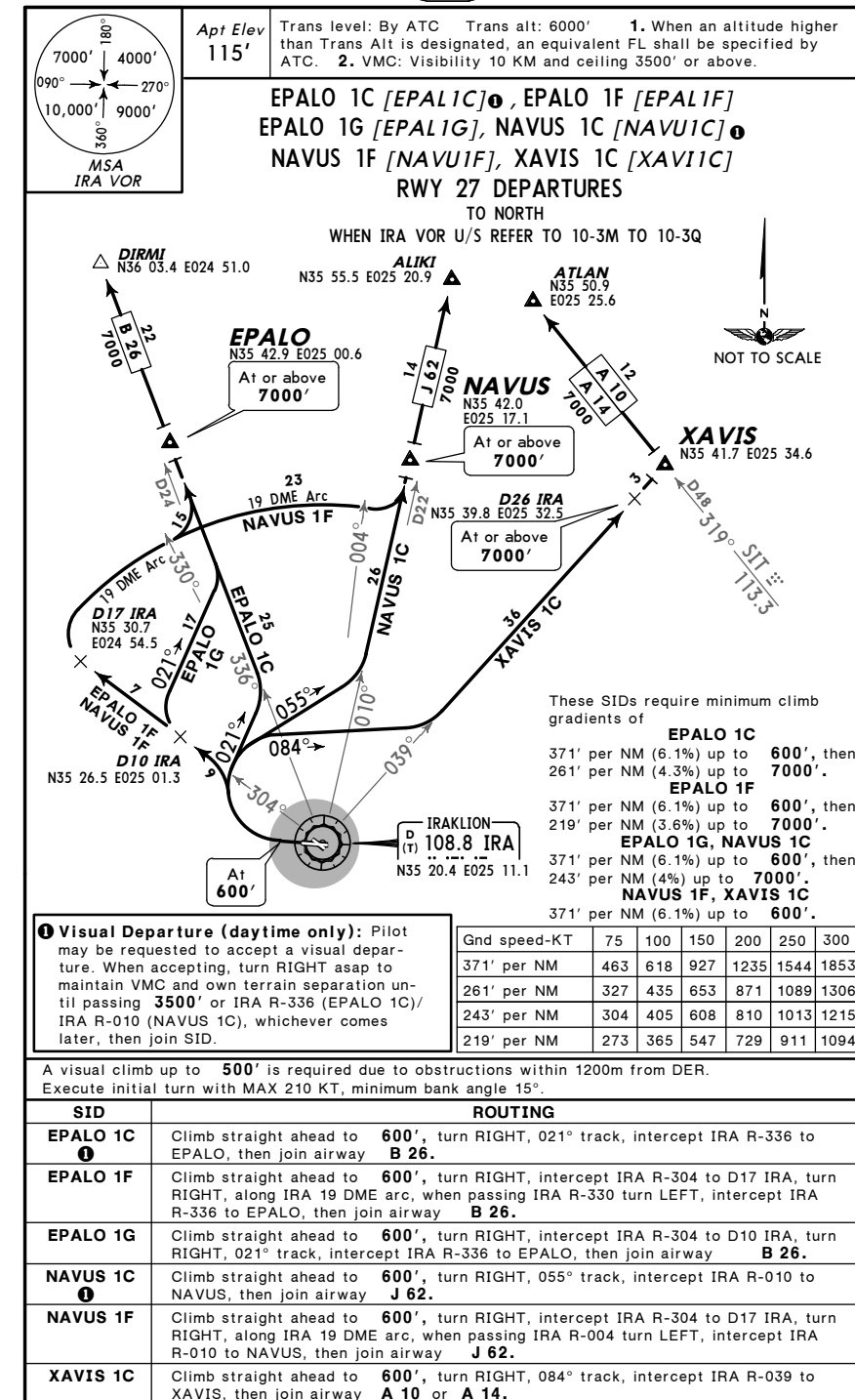
IRAKLION, GREECE
STAR



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NIKOS KAZANTZAKIS

JEPPesen
17 NOV 06 **10-3** Eff 23 Nov

IRAKLION, GREECE
SID

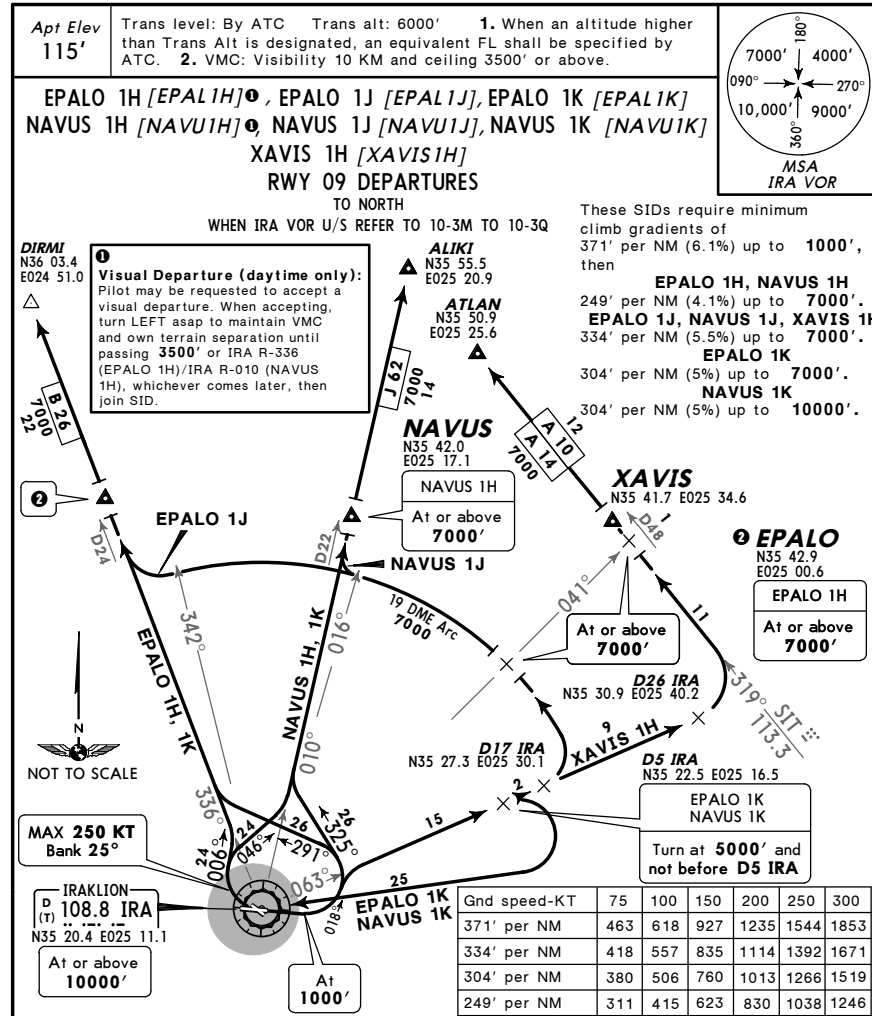


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17 NOV 06 **JEPPESEN** **10-3A** **Eff 23 Nov**

IRAKLION, GREECE

SID



Execute initial turn with MAX 210 KT, minimum bank angle 15°.

SID	ROUTING
EPALO 1H ①	Climb straight ahead to 1000' , turn LEFT , 291° track, intercept IRA R-336 to EPALO , then join airway B 26.
EPALO 1J	Climb straight ahead to 1000' , turn LEFT , 018° track, intercept IRA R-063 to D17 IRA , turn LEFT , along IRA 19 DME arc, when passing IRA R-342 turn RIGHT , intercept IRA R-336 to EPALO , then join airway B 26.
EPALO 1K	Climb straight ahead to 1000' , turn LEFT , 018° track, intercept IRA R-063 , at 5000' and not before D5 IRA , turn RIGHT to IRA , turn RIGHT , 006° track, intercept IRA R-336 to EPALO , then join airway B 26.
NAVUS 1H ①	Climb straight ahead to 1000' , turn LEFT , 325° track, intercept IRA R-010 to NAVUS , then join airway J62.
NAVUS 1J	Climb straight ahead to 1000' , turn LEFT , 018° track, intercept IRA R-063 to D17 IRA , turn LEFT , along IRA 19 DME arc, when passing IRA R-016 turn RIGHT , intercept IRA R-010 to NAVUS , then join airway J62.
NAVUS 1K	Climb straight ahead to 1000' , turn LEFT , 018° track, intercept IRA R-063 , at 5000' and not before D5 IRA , turn RIGHT to IRA , turn RIGHT , 046° track, intercept IRA R-010 to NAVUS , then join airway J62.
XAVIS 1H	Climb straight ahead to 1000' , turn LEFT , 018° track, intercept IRA R-063 to D26 IRA , turn LEFT , intercept SIT R-319 to XAVIS , then join airways A10 or A14.

CHANGES: SIDs completely revised.

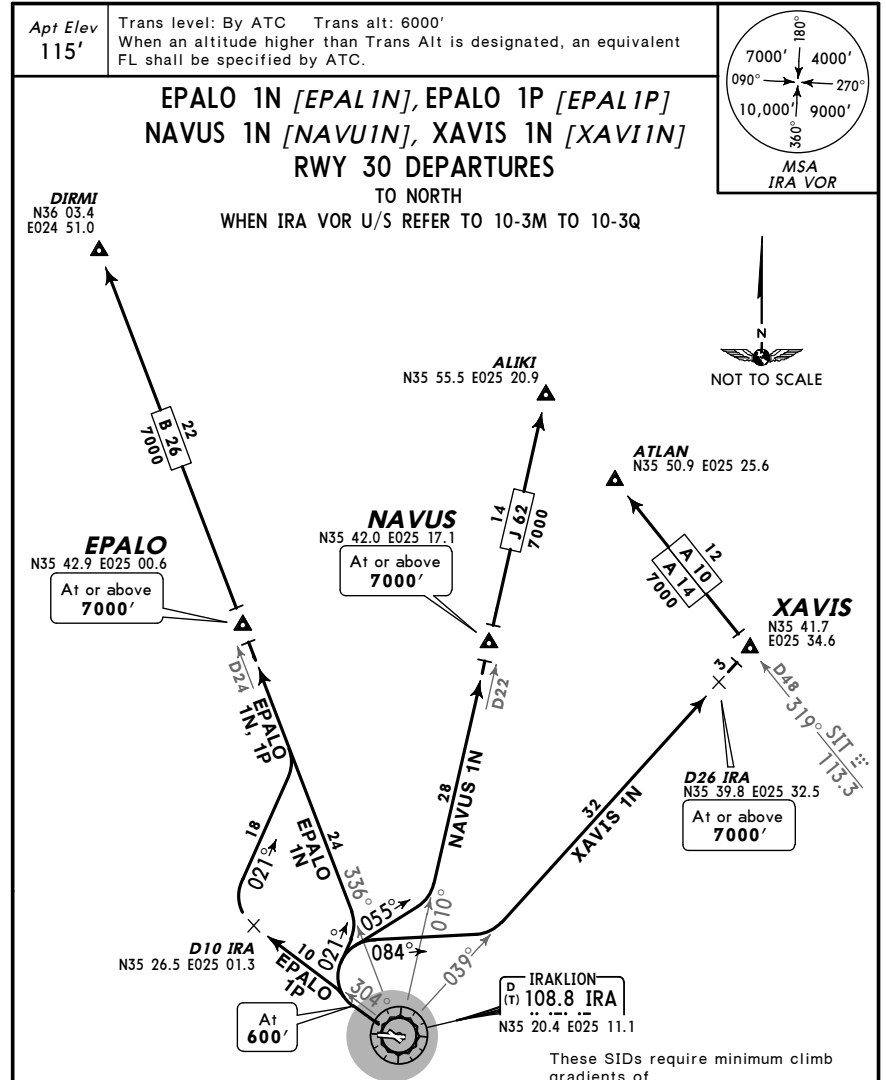
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JEPPESEN
17 NOV 06 **10-3B** **Eff 23 Nov**

IRAKLION, GREECE

SID



These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
286' per NM	357	476	714	952	1190	1428
255' per NM	319	425	638	851	1063	1275
225' per NM	281	375	562	749	937	1125

	EPALO 1N	
292' per NM (4.8%) up to		7000'.
	EPALO 1P	
255' per NM (4.2%) up to		7000'.
	NAVUS 1N	
286' per NM (4.7%) up to		7000'.
	XAVIS 1N	
225' per NM (3.7%) up to		7000'.

SID	ROUTING
EPALO 1N	Climb straight ahead to EPALO, then join airway 600' , turn RIGHT, 021° track, intercept IRA R-336 to B 26.
EPALO 1P	Climb straight ahead to 600' , turn RIGHT, intercept IRA R-304 to D10 IRA, turn RIGHT, 021° track, intercept IRA R-336 to EPALO, then join airway B 26.
NAVUS 1N	Climb straight ahead to NAVUS, then join airway 600' , turn RIGHT, 055° track, intercept IRA R-010 to J 62.
XAVIS 1N	Climb straight ahead to XAVIS, then join airway 600' , turn RIGHT, 084° track, intercept IRA R-039 to A 10 or A 14.

CHANGES: SIDs transferred & completely revised

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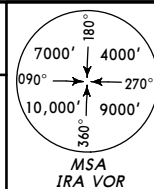
JEPPesen
27 MAR 09 (10-3E) Eff 9 Apr

IRAKLION, GREECE

SID

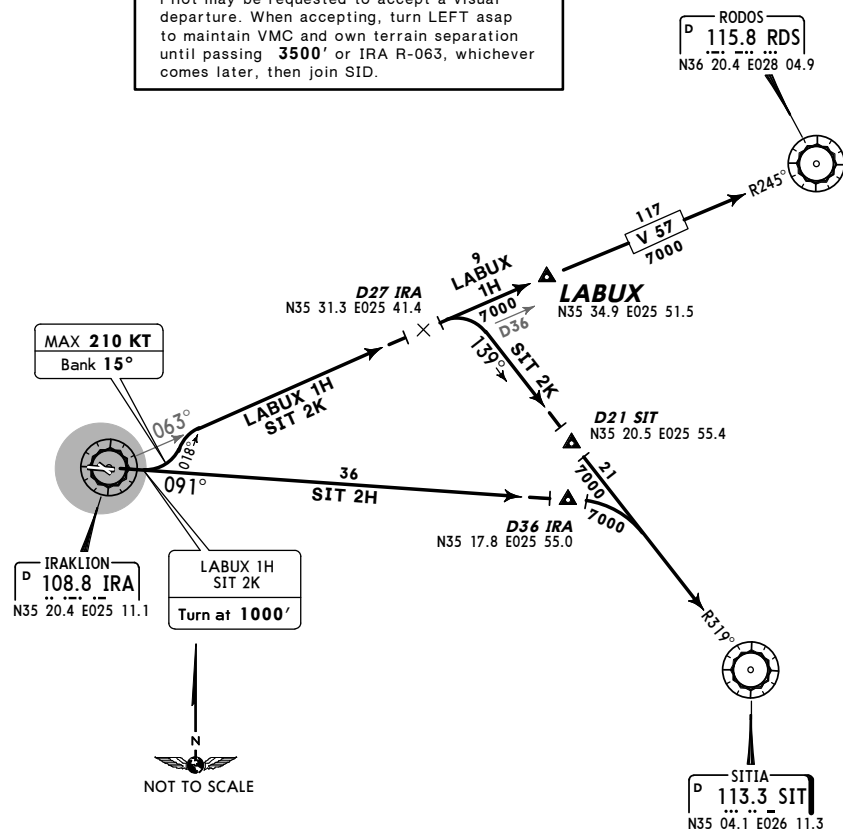
Apt Elev
115'

Trans level: By ATC Trans alt: 6000' 1. When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC. 2. VMC: Visibility 10 KM and ceiling 3500' or above.



LABUX 1H [LABU1H] ①
SIT 2H, SIT 2K ①
RWY 09 DEPARTURES
TO EAST
BASED ON IRA

① Visual Departure (daytime only):
Pilot may be requested to accept a visual departure. When accepting, turn LEFT asap to maintain VMC and own terrain separation until passing 3500' or IRA R-063, whichever comes later, then join SID.



These SIDs require minimum climb gradients of

LABUX 1H, SIT 2K
371' per NM (6.1%) up to 1000', then
334' per NM (5.5%) up to 7000'.
SIT 2H
371' per NM (6.1%) until IRA R-091/D3, then
219' per NM (3.6%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
219' per NM	273	365	547	729	911	1094

SID	ROUTING
LABUX 1H ①	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to LABUX, then join airway V 57.
SIT 2H	Climb on IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 2K ①	Climb straight ahead to 1000', turn LEFT, 018° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.

CHANGES: Reissue.

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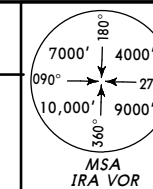
JEPPesen
17 NOV 06 (10-3F) Eff 23 Nov

IRAKLION, GREECE

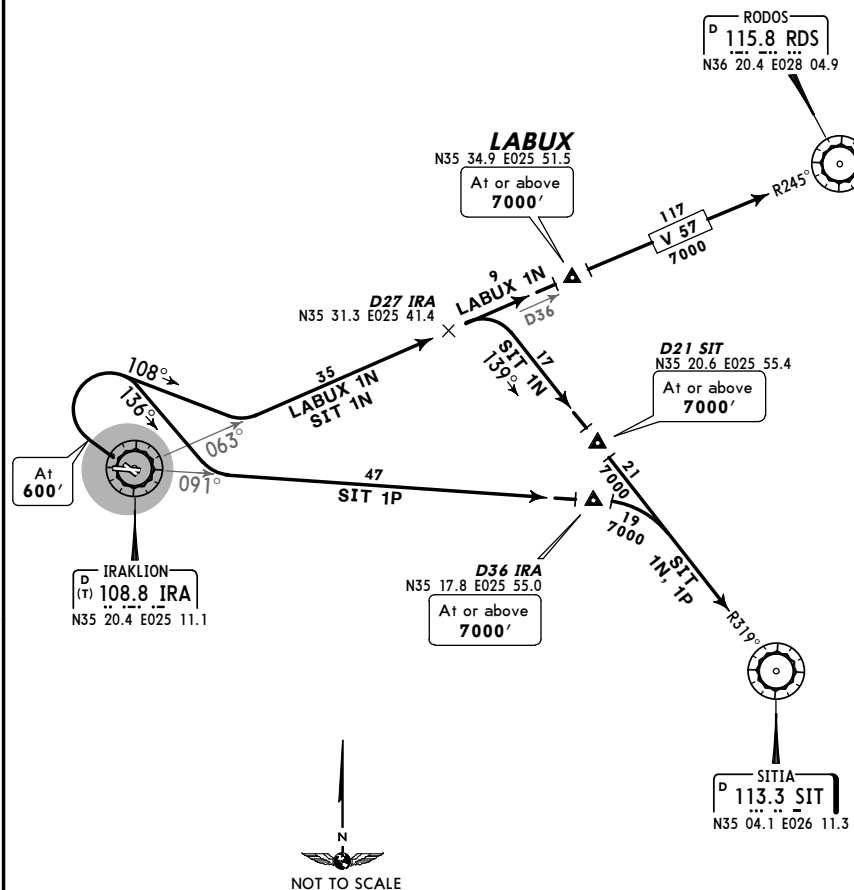
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000' When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



LABUX 1N [LABU1N]
SIT 1N, SIT 1P
RWY 30 DEPARTURES
TO EAST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



SID	ROUTING
LABUX 1N	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to LABUX, then join airway V 57.
SIT 1N	Climb straight ahead to 600', turn RIGHT, 108° track, intercept IRA R-063 to D27 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 1P	Climb straight ahead to 600', turn RIGHT, 136° track, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.

CHANGES: SIDs transferred & completely revised.

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17 NOV 06 10-3G

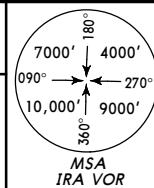
Eff 23 Nov

IRAKLION, GREECE

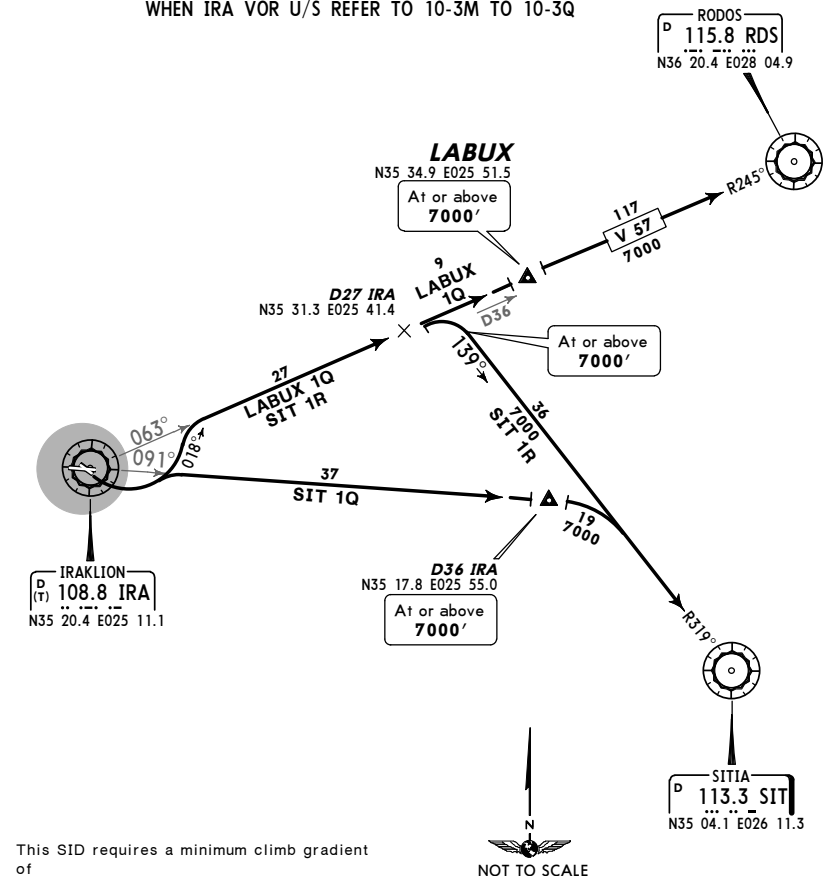
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent
FL shall be specified by ATC.



LABUX 1Q [LABU1Q]
SIT 1Q, SIT 1R
RWY 12 DEPARTURES
TO EAST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



This SID requires a minimum climb gradient
of

SIT 1Q

219' per NM (3.6%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	273	365	547	729	911	1094

A minimum visibility of 10 KM and ceiling of 2000' is required.
During initial climb remain in visual contact with terrain and maintain own terrain separation
until passing 2000'.
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
LABUX 1Q	Turn LEFT as soon as possible, 018° track, intercept IRA R-063 to LABUX, then join airway V 57.
SIT 1Q	Turn LEFT as soon as possible, intercept IRA R-091 to D36 IRA, turn RIGHT, intercept SIT R-319 inbound to SIT.
SIT 1R	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, to D27 IRA, turn RIGHT intercept SIT R-319 inbound to SIT.

CHANGES: SIDs completely revised.

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27 MAR 09 10-3H

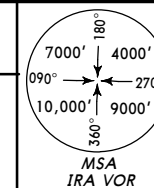
Eff 9 Apr

IRAKLION, GREECE

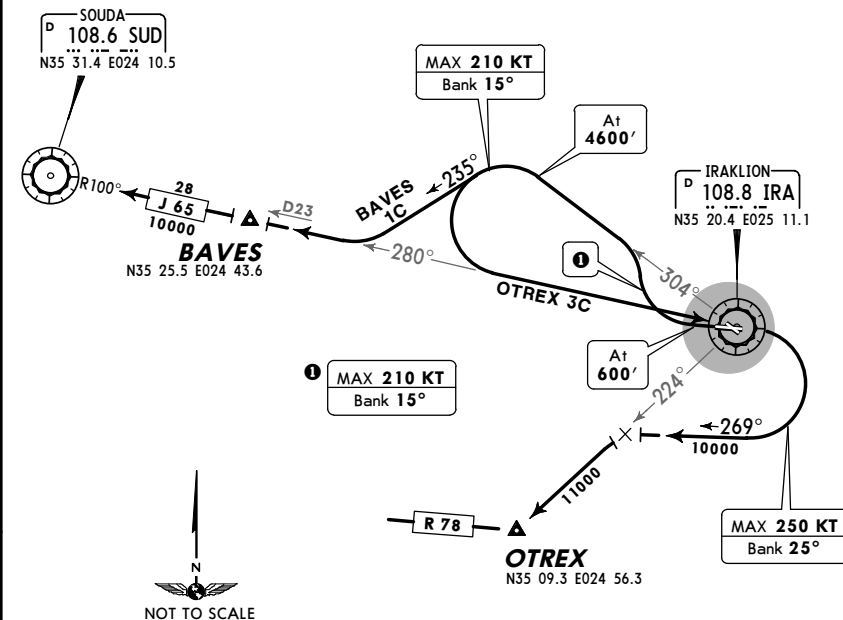
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent
FL shall be specified by ATC.



BAVES 1C [BAVE1C]
OTREX 3C [OTRE3C]
RWY 27 DEPARTURES
TO SOUTH & WEST
BASED ON IRA



These SIDs require minimum climb gradients
of

BAVES 1C

383' per NM (6.3%) up to 10000'.

OTREX 3C

371' per NM (6.1%) up to 11000'.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
371' per NM	463	618	927	1235	1544	1853

A visual climb up to 500' is required due to obstructions within 1200m from DER.

SID	ROUTING
BAVES 1C	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65.
OTREX 3C	Climb straight ahead to 600', turn RIGHT, intercept IRA R-304, at 4600' turn LEFT to IRA, turn RIGHT, 269° track, intercept IRA R-224 to OTREX, then join airway R 78.

CHANGES: SID IRA 2G withdrawn.

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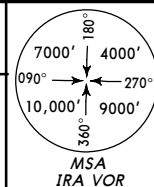
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27 MAR 09 (10-3J) Eff 9 Apr

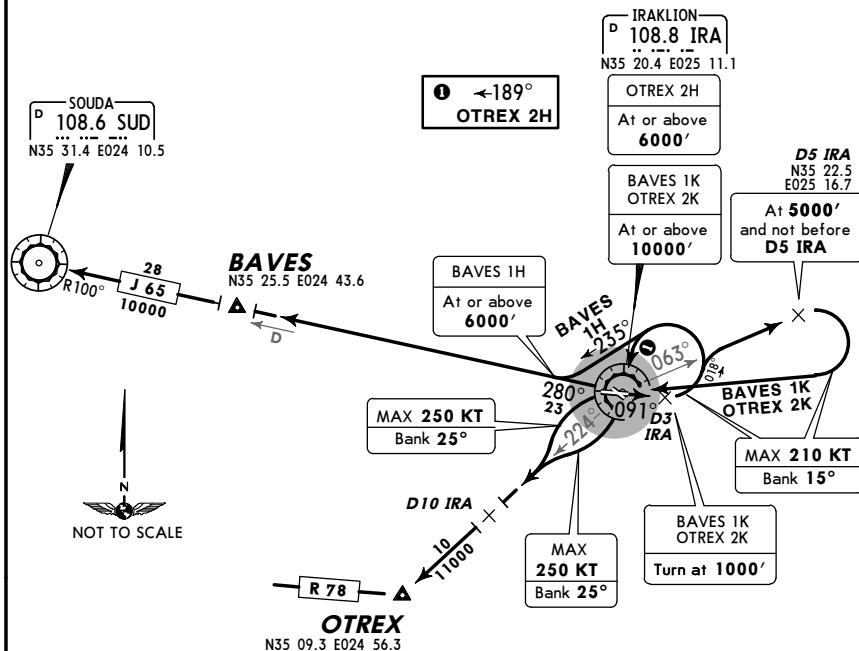
IRAKLION, GREECE

SID

Apt Elev Trans level: By ATC Trans alt: 6000'
115' When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.



BAVES 1H [BAVE1H]
BAVES 1K [BAVE1K]
OTREX 2H [OTRE2H]
OTREX 2K [OTRE2K]
RWY 09 DEPARTURES
TO SOUTH & WEST
BASED ON IRA



These SIDs require minimum climb gradients of

BAVES 1H
371' per NM (6.1%) until **IRA R-091/D3**, then
304' per NM (5%) up to **10000'**.

BAVES 1K, OTREX 2K
371' per NM (6.1%) up to **1000'**, then
304' per NM (5%) up to **10000'**.

OTREX 2H
371' per NM (6.1%) until 10000'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

SID	ROUTING
BAVES 1H	Climb on IRA R-091 to D3 IRA, turn LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65.
BAVES 1K	Climb straight ahead to 1000' , turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, IRA R-280 to BAVES, then join airway J 65.
OTREX 2H	Climb on IRA R-091 to D3 IRA, turn LEFT, 189° track to IRA, turn RIGHT, intercept IRA R-224 to OTREX, then join airway R 78.
OTREX 2K	Climb straight ahead to 1000' , turn LEFT, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-224 to OTREX, then join airway R 78.

CHANGES: Reissue.

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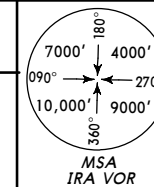
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17 NOV 06 **10-3K** **Eff 23 Nov**

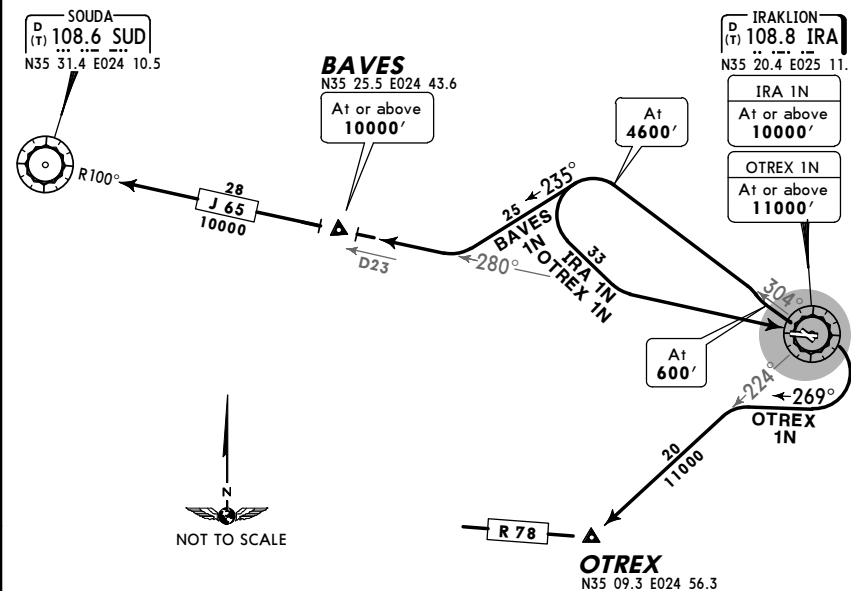
IRAKLION, GREECE

SID

<i>Apt Elev</i> 115'	Trans level: By ATC Trans alt: 6000' When an altitude higher than Trans Alt is designated, an equivalent FL shall be specified by ATC.
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BAVES 1N [BAVE1N], IRA 1N
OTREX 1N [OTRE1N]
RWY 30 DEPARTURES
TO SOUTH & WEST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



These SIDs require minimum climb gradients of

BAVES 1N
383' per NM (6.3%) up to **10000'**
IRA 1N

371' per NM (6.1%) up to 10000'.
OTREX 1N
 371' per NM (6.1%) up to 11000'.

371' per NM (6.1%) up to 11000'.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
371' per NM	463	618	927	1235	1544	1853

SID	ROUTING
BAVES 1N	Climb straight ahead to 600' , turn RIGHT, intercept IRA R-304, at LEFT, 235° track, intercept IRA R-280 to BAVES, then join airway J 65 .
IRA 1N	Climb straight ahead to 600' , turn RIGHT, intercept IRA R-304, at LEFT to IRA, then to assigned route by ATC. 4600' turn
OTREX 1N	Climb straight ahead to 600' , turn RIGHT, intercept IRA R-304, at LEFT to IRA, turn RIGHT, 269° track, intercept IRA R-224 to OTREX, then join airway R 78 . 4600' turn

CHANGES: New chart.

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17 NOV 06 (10-3L)

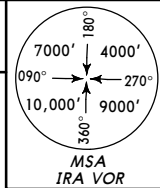
Eff 23 Nov

IRAKLION, GREECE

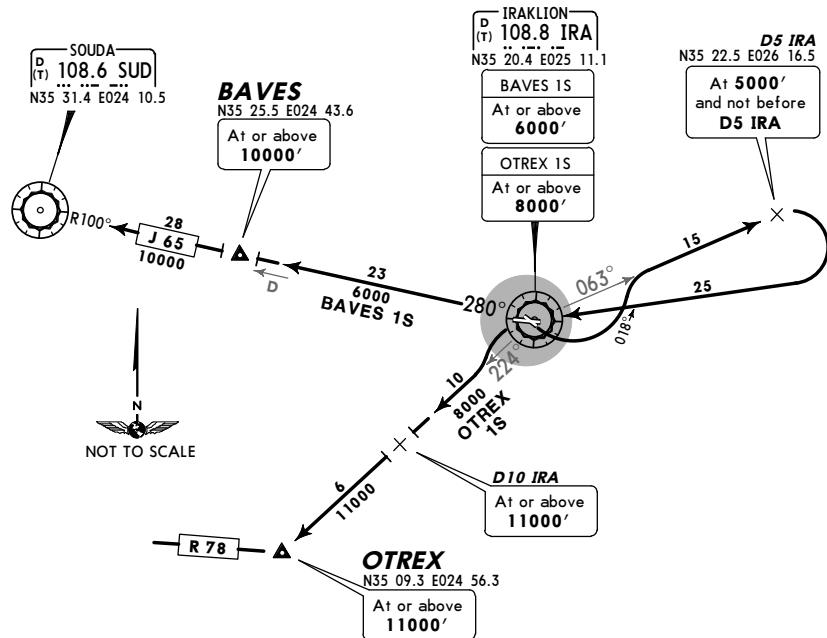
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
When an altitude higher than Trans Alt is designated, an equivalent
FL shall be specified by ATC.



BAVES 1S [BAVE1S]
OTREX 1S [OTRE1S]
RWY 12 DEPARTURES
TO SOUTH & WEST
WHEN IRA VOR U/S REFER TO 10-3M TO 10-3Q



These SIDs require a minimum climb gradient
of

BAVES 1S
304' per NM (5%) up to **6000'**.

OTREX 1S
304' per NM (5%) up to **8000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

A minimum visibility of 10 KM and ceiling of 2000' is required.
During initial climb remain in visual contact with terrain and maintain own terrain separation
until passing **2000'**.
Execute initial turn with MAX IAS 210 KT, minimum bank angle 15°.

SID	ROUTING
BAVES 1S	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn RIGHT, IRA R-280 to BAVES, then join airway J 65 .
OTREX 1S	Turn LEFT as soon as possible, 018° track, intercept IRA R-063, at 5000' and not before D5 IRA, turn RIGHT to IRA, turn LEFT, intercept IRA R-224 to OTREX, then join airway J 78 .

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5 DEC 08 (10-3M)

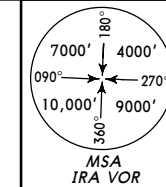
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IRAKLION, GREECE

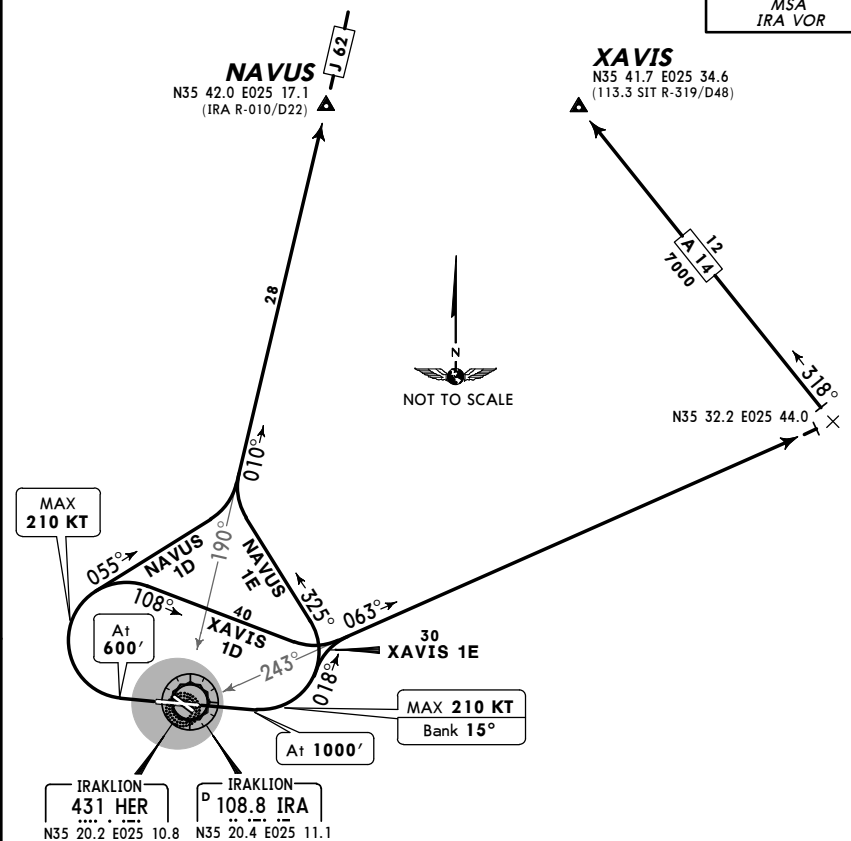
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.



NAVUS 1D [NAVUID], NAVUS 1E [NAVUIE]
XAVIS 1D [XAVIID], XAVIS 1E [XAVIIE]
RWYS 27, 09 DEPARTURES
TO NORTH
BASED ON HER



These SIDs require minimum climb gradients
of
371' per NM (6.1%) up to **600'** (Rwy 27) or
1000' (Rwy 09), then
304' per NM (5%) up to **MEA**.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
NAVUS 1D	27	Climb straight ahead to 600' , turn RIGHT, 055° track, intercept 010° bearing from HER to NAVUS, join airway J 62 .
NAVUS 1E	09	Climb straight ahead to 1000' , turn LEFT, 325° track, intercept 010° bearing from HER to NAVUS, join airway J 62 .
XAVIS 1D	27	Climb straight ahead to 600' , turn RIGHT, 108° track, intercept 063° bearing from HER, turn LEFT, join airway A 14 to XAVIS.
XAVIS 1E	09	Climb straight ahead to 1000' , turn LEFT, 018° track, intercept 063° bearing from HER, turn LEFT, join airway A 14 to XAVIS.

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JEPPesen
5 DEC 08 (10-3N) Eff 18 Dec

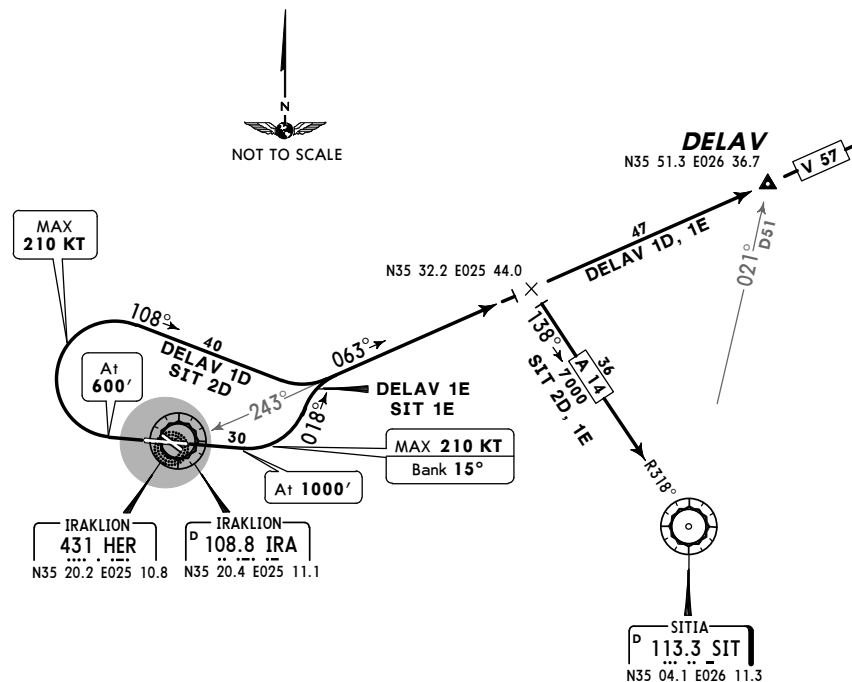
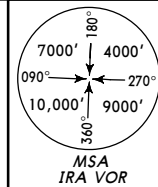
IRAKLION, GREECE

SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

DElav 1D [DELA1D], DELAV 1E [DELA1E]
SIT 2D, SIT 1E
RWYS 27, 09 DEPARTURES
TO EAST & SOUTHEAST
BASED ON HER



These SIDs require minimum climb gradients of
371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then 304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
DElav 1D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER to DELAV, join airway V 57.
DElav 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER to DELAV, join airway V 57.
SIT 2D	27	Climb straight ahead to 600', turn RIGHT, 108° track, intercept 063° bearing from HER, turn RIGHT, join airway A 14 to SIT.
SIT 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, turn RIGHT, join airway A 14 to SIT.

CHANGES: RDS SIDs replaced by DELAV; SIT SIDs revised; MSA center; trans alt. © JEPPesen, 2006, 2008. ALL RIGHTS RESERVED.

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JEPPesen
5 DEC 08 (10-3P) Eff 18 Dec

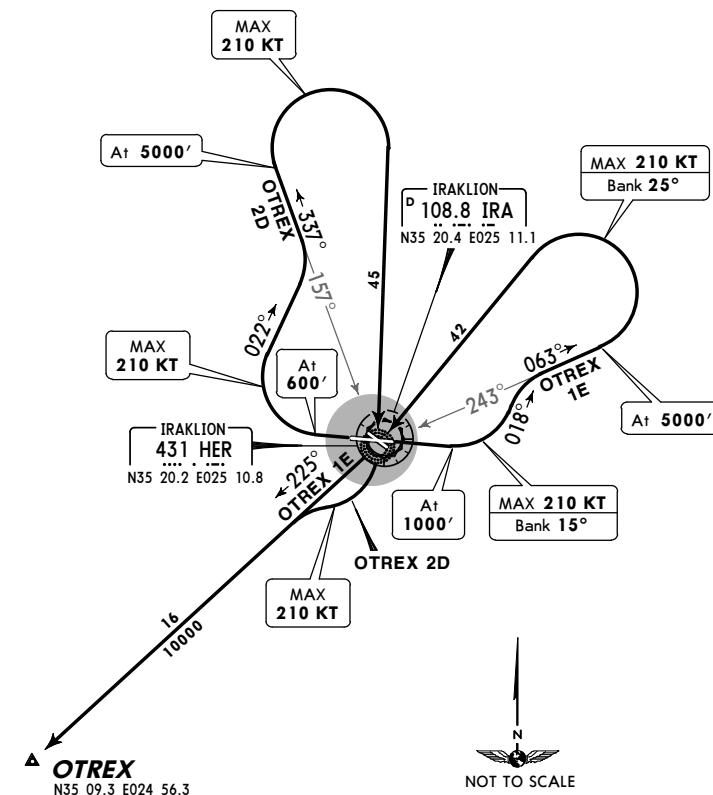
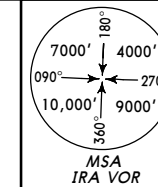
IRAKLION, GREECE

SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

OTREX 2D [OTRE2D], OTREX 1E [OTRE1E]
RWYS 27, 09 DEPARTURES
TO SOUTHWEST
BASED ON HER



These SIDs require minimum climb gradients of
371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then 304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
OTREX 2D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER, at 5000' turn RIGHT to HER, turn RIGHT, 225° bearing to OTREX.
OTREX 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, at 5000' turn LEFT to HER, 225° bearing to OTREX.

CHANGES: SIDs revised; MSA center; trans alt.

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LGIR/HER
NIKOS KAZANTZAKIS

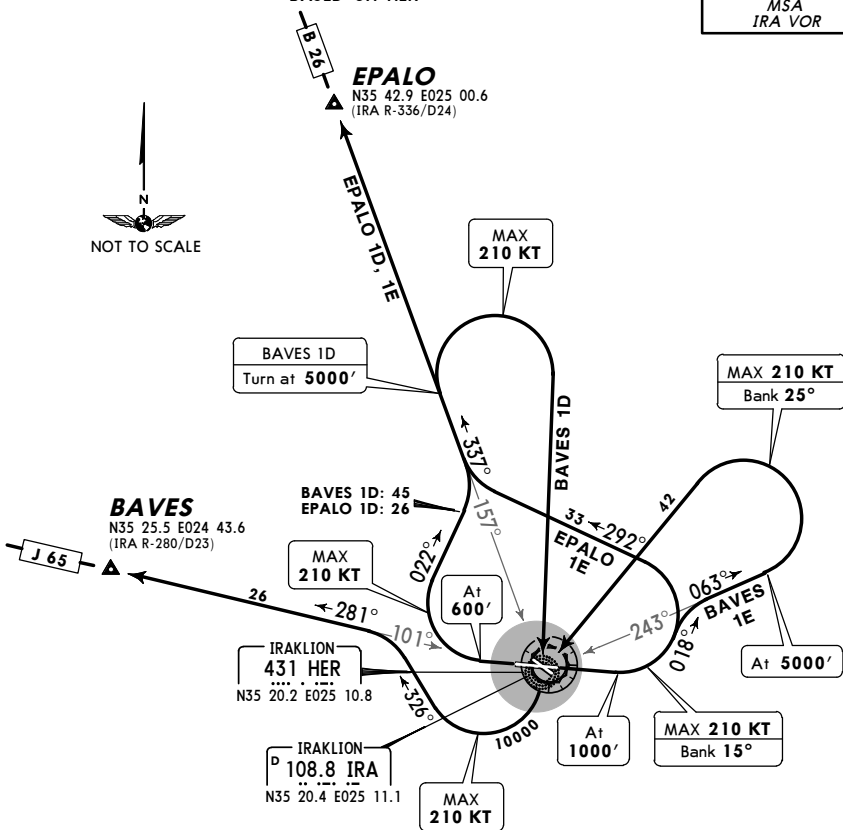
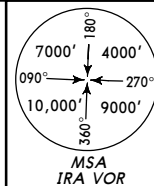
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10-3Q Eff 18 Dec

IRAKLION, GREECE
SID

Apt Elev
115'

Trans level: By ATC Trans alt: 6000'
1. Rwy 27: For these SIDs a visual climb up to 300' is required due to obstructions within 300 m from DER. 2. When an altitude higher than Trans alt is designated, an equivalent FL will be specified by ATC.

BAVES 1D [BAVE1D], BAVES 1E [BAVE1E]
EPALO 1D [EPAL1D], EPALO 1E [EPAL1E]
RWYS 27, 09 DEPARTURES
TO WEST & NORTHWEST
BASED ON HER



These SIDs require minimum climb gradients of
371' per NM (6.1%) up to 600' (Rwy 27) or 1000' (Rwy 09), then
304' per NM (5%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

Execute turns with MAX 210 KT. Rwy 27: minimum bank angle 15°.

SID	RWY	ROUTING
BAVES 1D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER, at 5000' turn RIGHT to HER, turn RIGHT, 326° track, intercept 281° bearing from HER to BAVES, join airway J 65.
BAVES 1E	09	Climb straight ahead to 1000', turn LEFT, 018° track, intercept 063° bearing from HER, at 5000' turn LEFT to HER, turn RIGHT, 326° track, intercept 281° bearing from HER to BAVES, join airway J 65.
EPALO 1D	27	Climb straight ahead to 600', turn RIGHT, 022° track, intercept 337° bearing from HER to EPALO, join airway B 26.
EPALO 1E	09	Climb straight ahead to 1000', turn LEFT, 292° track, intercept 337° bearing from HER to EPALO, join airway B 26.

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JEPPesen
10-4

IRAKLION, GREECE
NOISE

NOISE ABATEMENT

GENERAL

Strict adherence to the following procedures, within the limits of safety and performance, is required.
Avoid overflying of Iraklion City. Rapid changes in engine power should be avoided unless flight reasons render them imperative.

ARRIVALS

Final approach to the airport shall be carried out strictly at the angle defined by the visual approach indicator.
Aircraft approaching to land on runway 09 are requested to make adjustments for a short final approach unless otherwise instructed by TWR.

DEPARTURES

All aircraft with MTOW of more than 5700 KG departing from runway 27 shall apply with ICAO Noise Abatement Take-off Climb Procedure 1 (NADP1) until passing 3000':

- Noise abatement climb - Example of a procedure alleviating noise close to the aerodrome (NADP 1)
The noise abatement procedure is not to be initiated at less than 240m (800ft) above aerodrome elevation.
The initial climbing speed to the noise abatement initiation point shall not be less than V₂ plus 20 km/h (10 KT).
a) on reaching an altitude at or above 240m (800ft) above aerodrome elevation, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V₂ + 20 to 40km/h (10 to 20 KT) with flaps and slats in the take-off configuration;
b) at no more than an altitude equivalent to 900m (3000ft) above aerodrome elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule;
c) at 900m (3000ft) above aerodrome elevation, accelerate to enroute climb speed.

Take-off runway 27: As soon as possible at 600', turn RIGHT on heading for departure. Deviations of the above only permitted for safety reasons.

RUN-UP TESTS

Run-up tests must be approved in advance by Airport Authority.

LGIR/HER

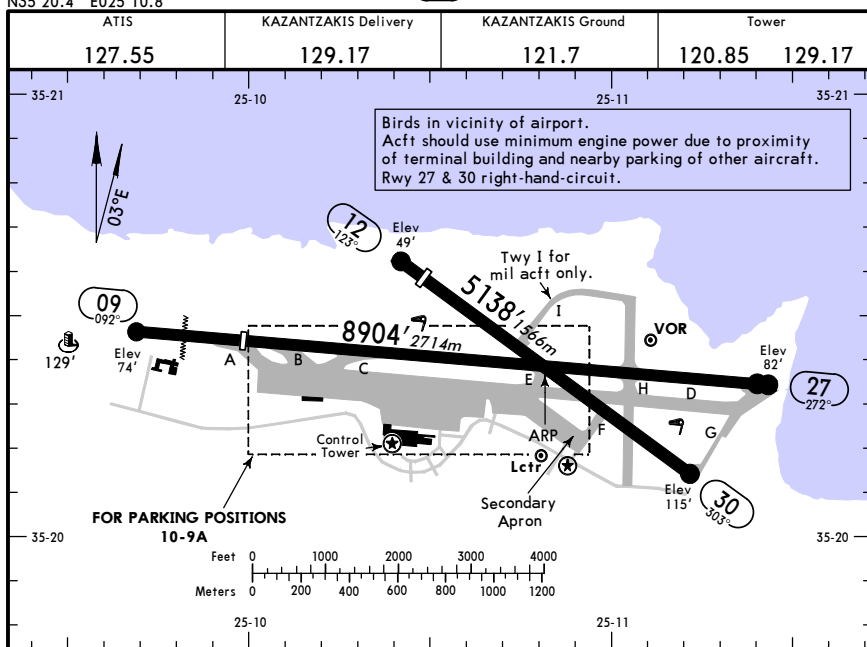
Apt Elev 115'
N35 20.4 E025 10.8

JEPPesen

9 JUL 10 (10-9)

IRAKLION, GREECE

NIKOS KAZANTZAKIS



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
09	MIRL REIL PAPI-L (3.02°)	RVR	7340' 2237m			148'
27	MIRL REIL PAPI-L (3.00°)	RVR	①		①	45m
12	MIRL	RVR	4639' 1414m			164'
30						50m

① In case of net barriers activity last 984'/300m not available.

TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

- Exercise extreme caution as seasonal strong south-southeasterly winds of more than 20 KT prevail over and in vicinity of the airport. When these winds prevail, the following phenomena are observed affecting seriously the flight safety:
 - Severe turbulence during final apch, in take-off and initial climb-out areas as well as along rwy 09/27.
 - Wind direction varies from 150°-190° at the beginning of rwy 27 and from 170°-210° at the beginning of rwy 09.
 - The south-southeasterly winds at their initial appearance are gusty.
- Pilots are urged to volunteer reports of these phenomena to Tower or Approach controllers, so that the pilots of following aircraft can be warned.

Standard

TAKE-OFF ①

LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	250m 400m	500m

① Operators applying U.S. Ops Specs: CL required below 300m.

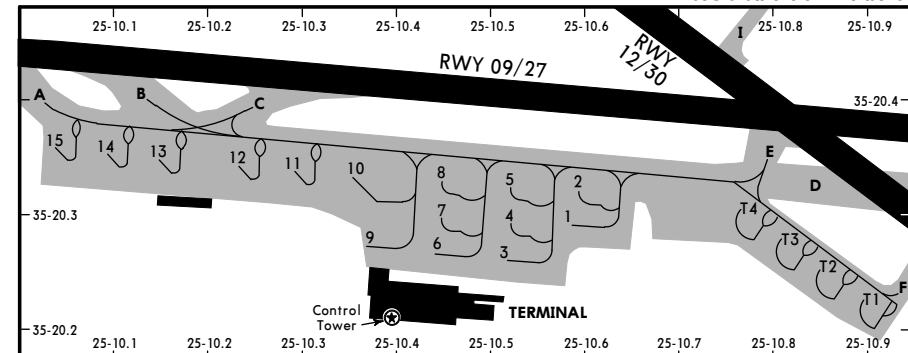
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9 JUL 10 (10-9A)

IRAKLION, GREECE

NIKOS KAZANTZAKIS



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N35 20.3 E025 10.6	13	N35 20.3 E025 10.1
3 thru 5	N35 20.3 E025 10.5	14	N35 20.4 E025 10.1
6 thru 10	N35 20.3 E025 10.4	15	N35 20.4 E025 10.0
11	N35 20.3 E025 10.3	T1, T2	N35 20.2 E025 10.9
12	N35 20.3 E025 10.2	T3, T4	N35 20.3 E025 10.8

START-UP PROCEDURE

Request start-up clearance when the aircraft doors are closed and when ready to start engines immediately.
When the expected delay is less than 15 minutes at the holding position, the aircraft will be cleared to start engines immediately.
For safety reasons cross bleed start is not permitted at the Apron parking stands.
Aircraft must be towed on taxiway D to operate this procedure, unless otherwise advised by the Apron authority.
If any of stands 2, 5 or 8 is occupied, aircraft with wingspan of 184'/56m or more are not permitted to taxi on twy D next to these stands.

LGIR/HER

JEPPESSEN
16 APR 10 **10-9X**

JAA MINIMUMS

IRAKLION, GREECE
NIKOS KAZANTZAKIS

STRAIGHT-IN RWY		A	B	C	D
27	VOR	1100' (1018')	1100' (1018')	1100' (1018')	1100' (1018')
		R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized	1100'(985') ①	1100'(985') ①	1100'(985') ①	1100'(985') ①
South of runway	V1500m	V1600m	V2400m	V3600m

① Lctr DME with missed apch climb gradient mim 2.5%: MDA(H) 2600'(2485').

TAKE-OFF RWY 09, 12, 27, 30

LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			

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NIKOS KAZANTZAKIS

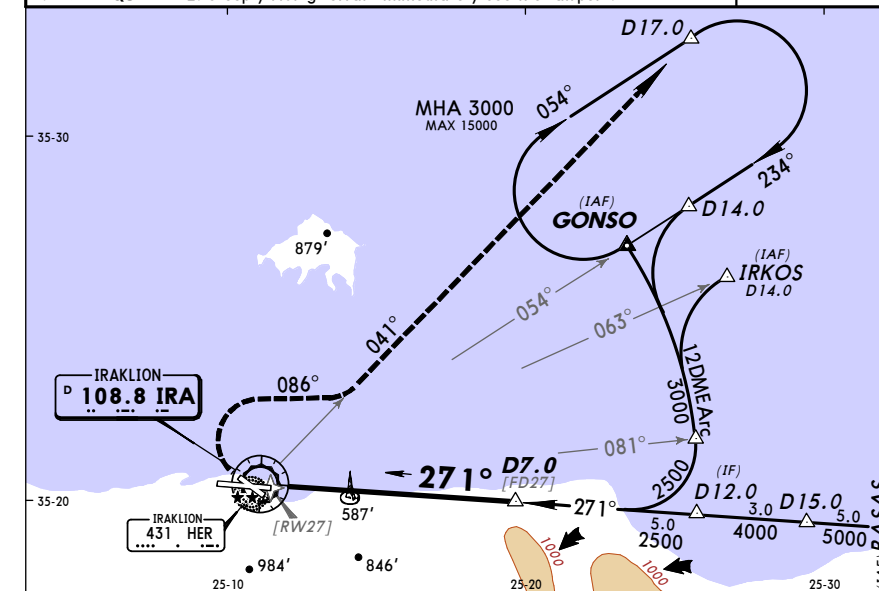
JEPPESSEN
16 APR 10 (13-1)

IRAKLION, GREECE
VOR Rwy 27

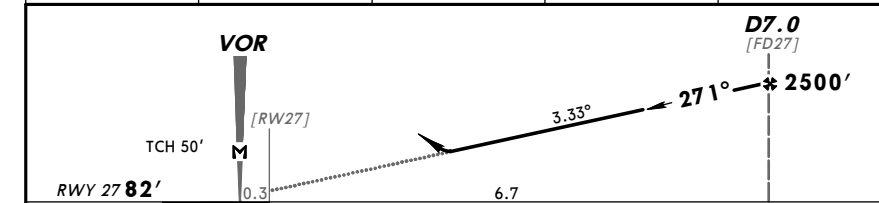
BRIEFING STRIP

ATIS 127.55		IRAKLION Approach (R) 123.97 118.02		KAZANTZAKIS Tower 120.85 129.17		Ground 121.7
VOR IRA 108.8	Final Apch Crs 271°	Minimum Alt D7.0 2500'(2418')	DA(H) 1100'(1018')	Apt Elev 115'	RWY 82'	MSA IRA VOR
MISSED APCH: Climbing turn RIGHT (MAX 185 KT) onto 086° to intercept R-041. At D17.0 turn RIGHT to intercept R-054 inbound to reach GONSO at 3000' and hold.						
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 6000'		

1. DME REQUIRED. 2. Steeply rising terrain immediately South of airport.



IRA DME	4.0	5.0	6.0	7.0
ALTITUDE	1450'	1800'	2150'	2500'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	086°  RT	185 K MAX
<i>Descent Angle</i> 3.33°	412	530	589	707	825	943			
<i>MAP at VOR</i>									

Standard		STRAIGHT-IN LANDING RWY 27	CIRCLE-TO-LAND	
			Not authorized South of runway	
DA(H) 1100' (1018')			Max Kts	MDA(H) VIS
A	RVR 1500m	CMV 2400m	100	1140' (1025') 1500m
B			135	1140' (1025') 1600m
C			180	1140' (1025') 2400m
D			205	1140' (1025') 3600m

[illegible]

IRAKLION

NIKOS KAZANTZAKIS

19-2

28 NOV 08

JEPPESSEN

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GREECE, Crete

ATIS 127.55

GROUND 121.70

APRON 121.85

(FIS)

ATHINAI INFORMATION 130.92

CAUTION:

Birds in vicinity of the AD.

First 200m of disused RWY 36

are not visible from TWR.

✈️

✂️

🚌

TAXI

🚗

ABN - IBN - RWY 09/27: PAPI 09 (3.02°), 27 (3°) - THRL - RL - TWYL - APRON - OBSTL.

1

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09	2714 x 45 Asphalt	2714	2237	PCN 36/F/B/X/U	☯️
27		2714	2714		
12	1566 x 50 Asphalt	1566	1414	PCN 36/F/B/X/U	☯️
30		1566	1566		

1

PAPI not serviceable in azimuth more than 10° either side of extended RWY centreline.

NOTE: See also IRAKLION 10-1V/10-1VA.

RWYs 27 & 30 RH traffic circuit.

Pilots of all departing ACFT shall request start-up clearance when ready to start engines immediately and ACFT doors are closed.

Last 300m RWY 27 not AVBL during barriers activity.

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

Noise Abatement Procedures

All ACFT departing from or arriving at Iraklion AD should avoid overflying Iraklion City. Final approach to the AD shall be carried out strictly at the angle defined by the visual approach indicator. ACFT approaching to land on RWY 09 are requested to make adjustments for a short final approach unless otherwise instructed by the Control Tower.

Seasonal Phenomena

When landing or taking-off exercise extreme caution due to seasonal winds from SSE with over 20 KT.

Following phenomena may occur:

- severe turbulences on short finals, take-off and initial climb areas and on RWY 09/27;
- wind direction varies between 150° and 190° at the beginning of RWY 27 and between 170° and 210° at the beginning of RWY 09;
- the SSE winds are gusty.

Pilots shall report these phenomena to TWR/APP so that the pilots of succeeding ACFT can be warned.

CHANGES: QFU - TWY - Apron - THR ELEV - OBST - AD Services - Text.

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