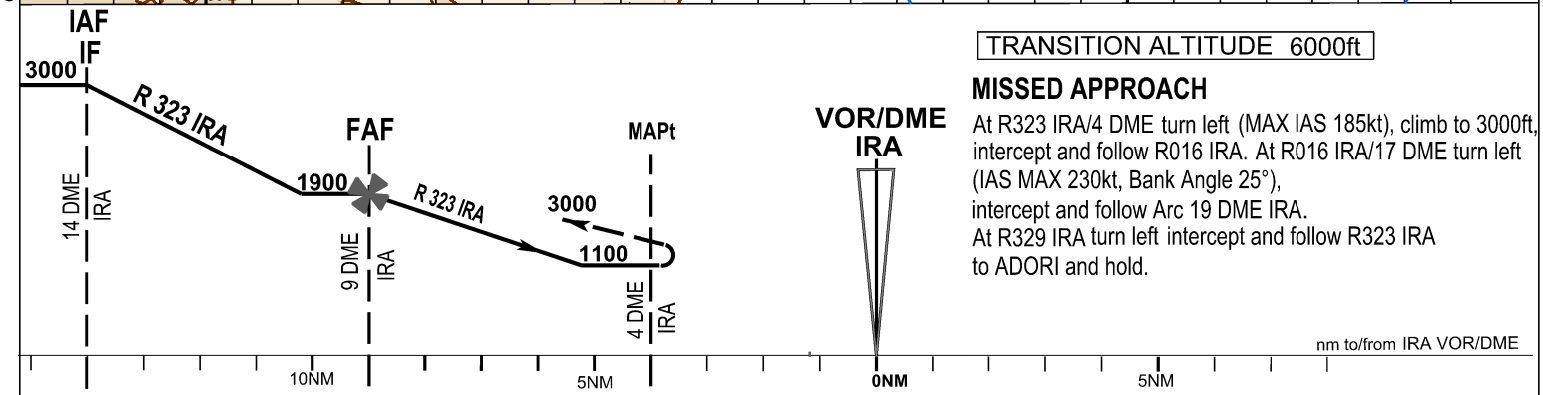
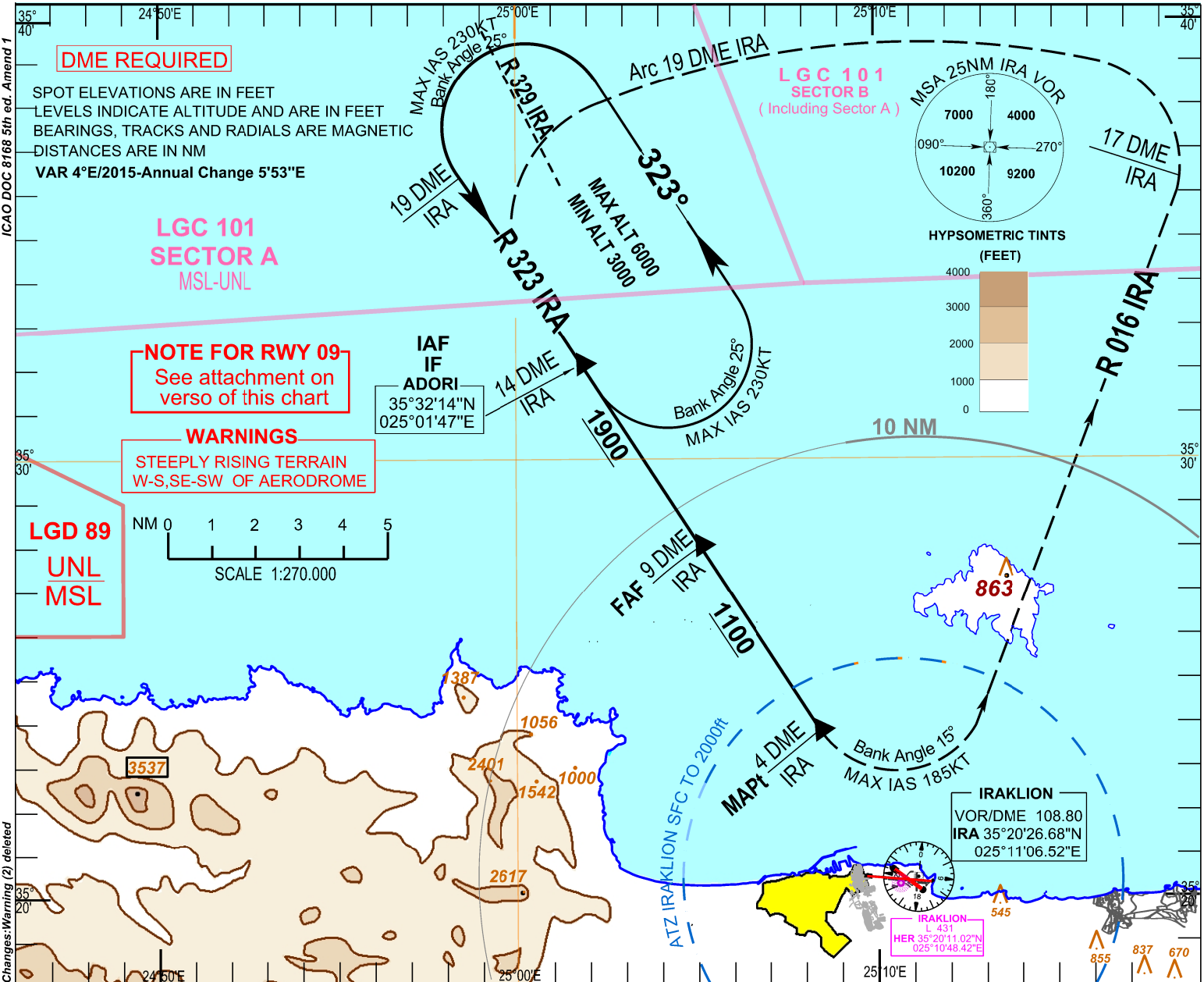


**INSTRUMENT  
APPROACH  
CHART - ICAO**

AERODROME ELEV 115 ft  
HEIGHTS RELATED TO AD ELEV

APP 123.975  
TWR 120.850  
ATIS 127.550

**IRAKLION / N. KAZANTZAKIS  
VOR-b**



OCA (H)	A	B	C	D
Straight-in	N/A			
Circling NORTH-NORTH EAST of RWYs	1100 (985)	1100 (985)	1100 (985)	1100 (985)

**Coordinates of significant points**  
FAF (R323 IRA/9DME Fix): 35°28'01.45"N 025°05'07.30"E  
MAPt (R323 IRA/4DME Fix): 35°23'48.84"N 025°08'27.01"E

## **SUPPLEMENTARY PROCEDURES WHEN RWY 09 IS IN USE**

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

In this case it is expected that as soon as the pilots have the area of the airport in sight, they will perform the visual approach (**see AD2-LGIR-VAC**) with a right turn towards final RWY 09.

### **Visual cues that can help the pilots are:**

- i) The power plant chimneys (coordinates 35° 20'26"N 025 ° 03'08"E) located near the coastline 5,5NM from the airport, slightly south of final RWY09
- ii) Pankritio stadium (coordinates 35 °20'13"N 025 °06'22"E) located near the coastline 3NM from the airport, slightly south of final RWY 09
- iii) Venetian port castle slightly north of 1,5 NM abeam final (coordinates 35° 20' 40,46"N, 025° 08' 12,63" E).
- iv) Port flashing lights

As indicated on VAC chart.

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

In any case, if visual reference cannot be maintained, climb to 3000 ft towards IRA VOR and execute the missed approach procedure VOR-b.

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

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

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

Phraseology to be used by the pilot to continue visually for RWY09 is: "[CALL SIGN] REQUEST VISUAL APPROACH RWY 09"

Phraseology to be used by the pilot when a left hand circling needed when on VOR-b approach: "[CALL SIGN] LEFT HAND CIRCLING NEEDED"