

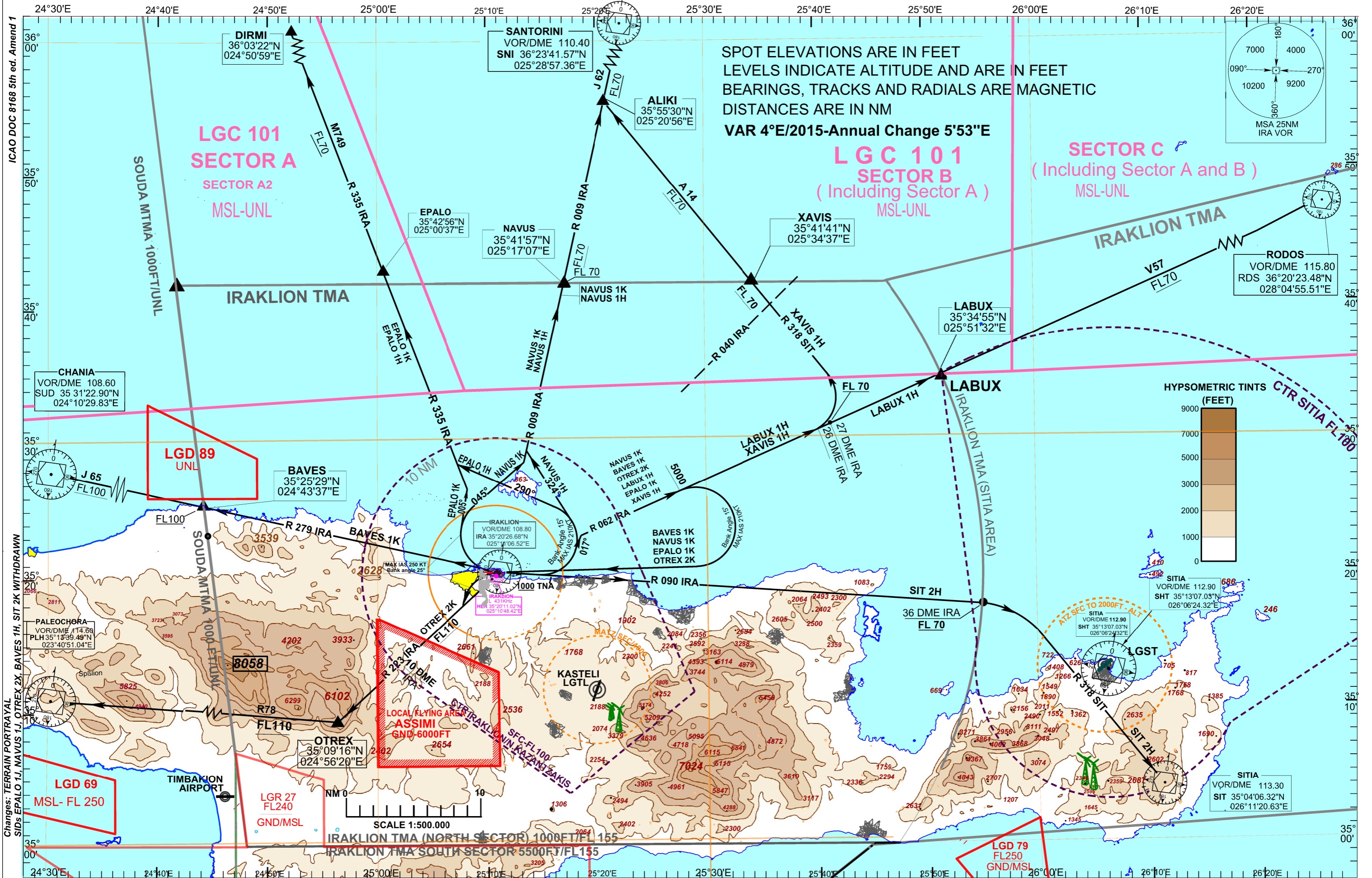
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 6000 ft

TWR 120.850 ACC 125.200 APP 123.975 ATIS 127.550

IRAKLION / N. KAZANTZAKIS RWY 09

OTREX 2K SIT 2H BAVES 1K LABUX 1H NAVUS 1H NAVUS 1K XAVIS 1H EPALO 1H EPALO 1K



ICAO DOC 8168 5th ed. Amend 1

Changes: TERRAIN PORTRAYAL SIDS EPALO 1J, NAVUS 1J, OTREX 2K, BAVES 1H, SIT 2K WITHDRAWN

IRAKLION / NIKOS KAZANTZAKIS AIRPORT**SIDs : IRA VOR/DME- RWY 09****SIDs : NAVUS 1H, NAVUS 1K, XAVIS 1H, EPALO 1H, EPALO 1K, OTREX 2K, SIT 2H, BAVES 1K, LABUX 1H****GENERAL:**

- When for these SIDs an altitude higher than the transition altitude is designated, then an ATC unit shall specify an equivalent flight level.
- For the SIDs : NAVUS 1H, NAVUS 1K, XAVIS 1H, EPALO 1H, EPALO 1K, LABUX 1H, BAVES 1K, OTREX 2K, a minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to 1000 ft (due to obstructions within 2850 metres from the DER of the runway and 750 metres right of the extended centre line of the runway 09) is required. Thence for :
 - EPALO 1H:** a min PDG of 4,1% (249 ft/nm) up to FL 70 is required.
 - XAVIS 1H, LABUX 1H:** a min PDG of 5,5% (333 ft/nm) up to FL 70 is required.
 - EPALO 1K:** a min PDG of 5,0% (304 ft/nm) up to FL 70 is required.
 - NAVUS 1H:** a min PDG of 4,1% (249 ft/nm) up to FL 70 is required.
 - NAVUS 1K, BAVES 1K, OTREX 2K:** a min PDG of 5,0% (304 ft/nm) up to FL 100 is required.
- For the SID: SIT 2H, a minimum PDG (Procedure Design Gradient) of 6,1% (371 ft/nm) up to R 090 IRA/3 DME (due to obstructions within 2850 metres from the DER of the runway and 750 metres right of the extended centre line of the runway 09) is required. Thence for :
 - SIT 2H:** a min PDG of 3,6% (219 ft/nm) up to FL 70 is required.

EPALO 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 290⁰, intercept and follow R 335 IRA to EPALO (R 335 IRA/24 DME) at FL 70 or above to join AWY M749.”

NAVUS 1H“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 324⁰, intercept and follow R 009 IRA to NAVUS (R 009 IRA/22 DME) at FL 70 or above to join AWY J62.”

XAVIS 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 017⁰, intercept and follow R 062 IRA. At R 062 IRA/26 DME turn left, intercept and follow R 318 SIT to XAVIS (R 318 SIT/48 DME) to join AWYs A14. Arrange to cross R 040 IRA at FL 70 or above.”

LABUX 1H:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 017⁰, intercept and follow R 062 IRA to LABUX (R 062 IRA/36 DME) to join AWY V57. Arrange to pass R 062 IRA / 27 DME at FL 70 or above.”

SIT 2H:

“Climb on R 090 IRA to R 090 IRA / 36 DME at FL 70 or above. Turn right, intercept and follow R 318 SIT to SIT VOR/DME.”

EPALO 1K, NAVUS 1K, BAVES 1K, OTREX 2K:

“Climb straight ahead to 1000 ft, turn left (MAX IAS 210 KT, Bank Angle 15⁰) to track 017⁰, intercept and follow R 062 IRA. At 5000 ft and not before 5 DME / IRA turn right (IAS MAX 210 KT, Bank Angle 15⁰) and proceed to IRA VOR at FL 100 or above. Thence :”

EPALO 1K : “... After IRA VOR/DME turn right (MAX IAS 250 KT, Bank Angle 25⁰) to track 005⁰, intercept and follow R 335 IRA to EPALO (R 335 IRA / 24 DME) to join AWY M749.”

NAVUS 1K : “... After IRA VOR/DME turn right (MAX IAS 250 KT, Bank Angle 25⁰) to track 045⁰, intercept and follow R 009 IRA to NAVUS (R 009 IRA / 22 DME) to join AWY J62.”

BAVES 1K : “... After IRA VOR/DME, intercept and follow R 279 IRA to BAVES (R 279 IRA / 23 DME) to join AWY J65.”

OTREX 2K : “... After IRA VOR/DME turn left (IAS MAX MAX IAS 250 KT, Bank Angle 25⁰), intercept and follow R 223 IRA to OTREX. Arrange to pass R 223 IRA / 10 DME at FL 110 or above.”