

LGSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LGSA – CHANIA / IOANNIS DASKALOGIANNIS

LGSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353153N 0240904E Centre of RWY 11/29
2	Direction and distance from (city)	BRG 080°, 6 NM from Chania town
3	Elevation/Reference temperature	149.40 M (490.16 FT)/ 30°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°21'E (4.35°E)(JAN 2019) / 5' 51"E (0.0972°E)
6	AD Administration, address, telephone, telefax, telex, AFS	<div>Chania / Ioannis Daskalogiannis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE e-mail: CHQAOCC@FRAPORT-GREECE.COM Website: https://www.chq-airport.gr</div> <div> <div>Civil Aviation Authority (CAA) GR 73100 CHANIA TEL: +30 28210 83800-803-805 FAX 1: +30 28210 66100 AFTN: LGS AZDYX e-mail: kaxndar@hcaa.gr</div> <div>Hellenic Air Force (HAF) 115 Combat Wing GR 73100 CHANIA TEL: +30 28210 63218 FAX: +30 28210 49570 TLX: + 0291117 LGSA AFTN: LGS AZPZX</div> </div>
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	For private flights special permission is required. (GEN 1.2.4).

LGSA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24 (HAF) H24 (CAA)
2	Customs and immigration	H24 (HAF) H24 (CAA)
3	Health and sanitation	O/R (CAA)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (HAF TEL: +30 28210 05656) H24 (CAA TEL: +30 28210 83805)
6	MET Briefing Office	H24
7	ATS	H24 (HAF)
8	Fuelling	H24 (CAA)
9	Handling	H24 (CAA)
10	Security	H24 (CAA)
11	De-icing	NIL
12	Remarks	NIL

LGSA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	One fork lift (2 tons), container loader (7 tons), conveyor belts.
2	Fuel/oil types	Fuel: PF 100LL: NIL TF JET A1: by GISSCO, EKO. Oil : NIL
3	Fuelling facilities/capacity	GISSCO: JET A1 H24. TEL/FAX: +30 28210 63598 2 tanks.(207.000 Litres), 3 trucks EKO: JET A1 H24. TEL: +30 28210 66440 FAX: : +30 28210 63210 5 tanks (594.000 Litres), 3 trucks Payment: carnet, cash Visa,Mastercard.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGSA AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Chania town.
2	Restaurants	Snack-bar, cafeteria. Restaurants at AD vicinity and Chania town.
3	Transportation	Buses, taxis, car hire from the AD
4	Medical facilities	First aid treatment, Ambulance vehicle O/R (CAA),. Hospital in Chania town.
5	Bank and Post Office	ATM
6	Tourist Office	NIL
7	Remarks	NIL

LGSA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 8 MIL CAT: 6
2	Rescue equipment	Equivalent for CAT 8 and MIL CAT 6 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LGSA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons.

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

1	Apron surface and strength	Surface: ASPHALT Strength: NIL
2	Taxiway width, surface and strength	Width: NORTH (N) 30.48 M / SOUTH (S) 28.20 M. Surface: N, S ASPHALT / CONCRETE Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Taxi links width between RWY 11/29 and TWY N: A: 22m, B: 22m, C: 24.4 m, D: 24.4m, E:22m, F: 30m, G: 22m Taxi links between TWY N and the civil apron: E: 25m , I: 24m, J: 26m

LGSA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance by "FOLLOW ME" vehicle or marshal's instructions following guide lines at apron. Signing according to ICAO Annex 14 requirements
2	RWY and TWY markings and LGT	LGT: RWY 11/29: Threshold, edge, end, TWY: N TWY: Edge lights S TWY: lighted as RWY (caution) Markings: RWY Thresholds, designations, touch down zone, centre line, side strips, aiming points. TWY: N and S TWY marked as RWY (centre line, side stripes, white).
3	Stop bars	NIL
4	Remarks	Aircraft follow ATC instructions to a taxi-link and will then be guided by FOLLOW ME vehicle to the parking position. No visual guidance system is available, crew adhere at all times to the marshaller's signs. Information signs available only at civil apron.

LGSA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
11	See relevant LGSA AOC chart-ICAO				Main obstructions lighted.
29	See relevant LGSA AOC chart-ICAO				

LGSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CHANIA/ IOANNIS DASKALOGIANNIS / II (see note in GEN 3.5.4.5)
2	Hours of service MET Office outside hours	H24 CHANIA
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation. Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	S, U ₈₅ , U ₅₀ , P ₈₅ , P ₇₀ P ₅₀ , P ₄₀ , P ₃₀ SWH, SWL, W. T, MW
8	Supplementary equipment available for providing information	Receiver for satellite cloud picture
9	ATS units provided with information	SOUDA TWR, SOUDA APP
10	Additional information (limitation of service, etc.)	All data over FL 50 are issued by World Area Forecast Centre London. Prior notice required for the aeronautical prognostic charts. TEL: +30 28210 63231

LGSA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
11	112°	3348 x 45	PCN 53/F/B/X/U asphalt (first 160 concrete)	353212.75N 0240802.32E	THR 130.93 M/ 429.45 FT TDZ: NIL
29	292°	3348 x 45	PCN 53/F/B/X/U asphalt (first 215 concrete)	353132.61N 0241005.81E	THR 149.40 M/ 490.03 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
11	NIL	NIL	NIL	NIL	NIL	See relevant LGSA AD and AOC charts-ICAO. Arresting system of both RWYs. Arrestor barriers (nets) 17 M before THR of RWY 29, HGT 1.6M, not lighted. Arrestor gear wire under-floor type
29	NIL	NIL	NIL	NIL	NIL	

LGSA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3348	3348	3348	3348	Pilots of departing acft should line up 100 M in front of net barriers.
29	3248	3248	3248	3348	

LGSA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	Simple approach lighting system 360 M	GREEN	PAPI LEFT/3° MEHT 18 M	NIL	NIL	Yes 3348M 60M WHITE	Yes RED	NIL	See also LGSA AD chart-ICAO.
29	Precision approach lighting system CAT I (calvert).	GREEN	PAPI LEFT/3° MEHT 18 M	NIL	NIL	Yes 3348M 60M WHITE	Yes RED	NIL	

LGSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, every 12 SEC, H24: HN and IMC IBN: At the Tower building, FLG coding "SUD", H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI : lighted WDI: 2 WDI lighted Anemometer: 300M SE of THR 11-Lighted 320M SW of THR 29-lighted
3	TWY edge and centre line lighting	Edge: N TWY:blue, S TWY: white
4	Secondary power supply/switch-over time	Available./10 seconds
5	Remarks	Apron: Flood lights.

LGSA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See LGSA AD 2.20.4

LGSA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CHANIA/ IOANNIS DASKALOGIANNIS MIL CTR A circle, 10 NM radius centred at 353153N 0240904E
		CHANIA/ IOANNIS DASKALOGIANNIS MIL ATZ A circle, 5 NM radius centered at 353153N 0240904E
2	Vertical limits	MIL CTR: SFC to 5000 FT ALT
		MIL ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D See relevant LGSA ENR 2.1.6.7
4	ATS unit call sign Language(s)	MIL CTR: SOUDA APPROACH Greek, English
		MIL ATZ: SOUDA TOWER Greek, English
5	Transition altitude	11000 FT
6	Remarks	For SOUDA MTMA see ENR 2.1.6.7

LGSA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	SOUDA APPROACH	118.125 362.300 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq Coverage FL 250 / 50 NM MIL RGA Emergency MIL Emergency
TWR	SOUDA TOWER	118.125 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq Coverage FL 40/ 25 NM RGA MIL RGA Emergency MIL Emergency
	SOUDA GROUND	121.700	H24	Coverage 5NM/ Aerodrome surface ACFT Start Up and TAXI Clearance
G/A/G	CHANIA RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	CHANIA IOANNIS DASKALOGIANNIS AIRPORT INFORMATION	130.175	a) From 1st APR to 31st OCT daily 0400 – 2000 b) From 1st NOV to 31st MAR daily 0500 - 2100	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HAF, except G/A/G service (CAA). For ATIS see also ENR 1.1.1.5.3.3				

LGSA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
CHANIA VOR/DME (4° E/2019)	SUD	108.60 MHz CH 23X	H24	353122.90N 0241029.83E	518 FT / 157.95 M	Coverage FL 250 / 40 NM
CHANIA L (4° E/2019)	SUD	409 kHz	H24	353121.86N 0240930.98E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of: CAA. See also GEN 2.5 and ENR 4.1						

LGSA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Due to limited parking space during summer season (APR-OCT), Prior Permission Required for private and air-taxi flights before departing airport of origin. Relevant request shall be made via a local ground handler or representative to:

chqppr@fraport-greece.com

2.20.1.1.1 On the above restrictions the following categories are exempted:

- a) State aircraft, SAR flights and aircraft in state of emergency.
- b) Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Landing of aircraft for meteorological, technical or safety reasons.

2.20.1.2 Aircraft are permitted to taxi only at the indispensable minimum engine power.

2.20.1.3 In case of pilot request start-up engine in parking position, should be initially communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground handling provider are responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle passing behind running engines.

2.20.1.4 Maintenance run-up tests above idle power require prior approval by the Airport Operator and may take place only in designated areas. The area will be indicated following Airport Operator and ATC communication and according to available apron space. Relevant request should be addressed to the Airport Operations Control Center through the aircraft operator or the ground handler.

2.20.2 Taxiing to and from stands

2.20.2.1 New Civilian Apron Layout

2.20.2.1.1 New Aircraft stand Taxilane M is extending from TWYL E to I and is suitable for aircraft up to ICAO category E (incl.)

2.20.2.2 Procedures for arriving aircraft

2.20.2.2.1 All taxi instructions are issued by ATC via VHF frequency. ATC will advise aircraft to taxi to a TWYL in order to be guided by Follow Me vehicle to parking position. The Parking Stand allocation is the responsibility of the Airport Operations Control Center. Presence of Follow Me vehicle is mandatory.

2.20.2.2.2 No docking system available, crew shall adhere to marshaller's instructions. Marshalling services are under the responsibility of the ground handling agent.

2.20.2.2.3 Non-marked and non-published parking areas may also be assigned for parking, aircraft will be guided by Follow-Me vehicle and marshalling signals.

2.20.2.3 Procedures for departing aircraft

2.20.2.3.1 Start-up and ATC clearance

2.20.2.3.1.1 Aircraft may anticipate 5min delay for start-up until ATC clearance is obtained by ATHINAI ACC.

2.20.2.3.2 Aircraft may leave nose-in parking positions only by the aid of a towing truck. Power back using reverse thrust for jet-powered aircraft or reverse variable pitch for propeller aircraft shall not be used unless (and under extreme circumstances) prior approval has been obtained from the Airport Operator.

2.20.2.3.3 Push-back clearance shall be requested only if the tow-bar is fully connected to the aircraft and the pilot can perform the maneuver immediately. Unless otherwise instructed by ATC, push-back shall be executed with west facing in order to taxi-out via taxi-links I or J except when due to operational reasons or aircraft limitations pilot requests push-back facing east.

2.20.2.3.4 When crews request taxi-out or push-back, they shall indicate their parking position.

2.20.2.4 Push-Back and Engine start-up procedures

- a) Pilot shall request start-up and push-back clearance by ATC.
- b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the Aircraft stand taxilane.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Aircraft stand taxilane and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler.
- d) During push-back procedure, aircraft from any parking position is aligned on the Aircraft stand taxilane and positioned with the nose gear abeam the lead-in line of the position it is vacating.

- e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of an adjacent parking position.
- f) Push-back procedure cannot take place simultaneously in any adjacent positions.
- g) Push-back clearance is permitted simultaneously maximum for two (2) aircraft.

2.20.2.5 Towing of aircraft

2.20.2.5.1 Towing of aircraft is executed only with the aid of a Follow Me vehicle and requires prior notice to the ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 All ICAO category C GA/BA aircraft are requested to provide their own suitable tow-head and tow-bar for push-back. If unable to, relevant info shall be stated in the initial PPR for parking position allocation purposes.

2.20.3.2 Suitable area for roll-through parking may also be assigned.

2.20.3.3 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to roll-through parking positions. For departing aircraft the presence of a marshaller is mandatory. Follow-Me guidance may also be provided.

2.20.3.4 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly secured by the aircraft operator and/or the ground handler.

2.20.4 Parking area for helicopters

2.20.4.1 No heliport available, helicopters will be advised to proceed to an area suitable for parking. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Due to narrow width of intersections between RWY and South (S) TWY acft with wingspan equal or longer than 56M should not use South (S) TWY for taxi.

2.20.6.2 Heavy acft should use minimum power during taxiing on the North (N) TWY, in order not to produce FOD cause by jet blast.

2.20.6.3 Acft with outer engines placed at a distance more than 15 M from aircraft's centerline shall –if possible- taxi with these engines set at idle position.

2.20.6.4 Acft taxiing on North (N) TWY for departure from RWY 11 shall use the intermediate holding position which is established before intersection F.(Marked properly).

2.20.6.5 Aircraft parked at parking stands L1, L2 and L3 shall taxi to THR RWY 11 via intersection F.

- When stand L2 is occupied, taxiing to and from stand L1 is possible through intersection G only.
- An intermediate holding position is marked before entering intersection F, when taxiing eastwards from stands L1, L2 and L3.
- A holding position is marked before entering intersection g towards THR RWY 11
- During night time, all aircraft taxiing via intersection G to stand L1, should be guided by follow-me car.
- When stand L3 is occupied, aircraft with wingspan up to 35.8m only, shall use TWY N, taxiing to or from intersection G.

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

2.20.7.1 Successive landings, touch –and-go and take—off of an aircraft used for training, instruction and exercise purposes require prior permission by local ATC Services. Especially, the period from 01 MAY till 31 OCT school and training flights should be avoided due to heavy traffic.

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 Crane 50 tons

LGSA AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG

2.21.1.1 General provisions

NIL

2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

LGSA AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Only procedural ATC service is provided within SOUDA MTMA.

2.22.1.2 Restricted area **LGR 28** (1000 FT AMSL), see **ENR 5.1.2**.

2.22.1.3 SOUDA MTMA is affected by Controlled firing area **LGC101**, see **ENR 5.1.4**

2.22.1.4 Seasonal Phenomena

2.22.1.4.1 The following phenomena are usually observed during winter, spring and summer period in the vicinity of Chania/ Ioannis Daskalogiannis airport:

- a) Low Level Wind Shear (LLWS) observed in case of South - South East winds with main characteristics, 9-12 knots on the runway and severe upper winds (2000FT, South winds >40 KT). Also severe upper winds (>40 KT) 5-10 NM East and/or West of the airport
- b) When South – South East winds prevail, severe turbulence and high downdraughts are observed on final of RWY 11. Severe cross wind (>40 KT) also appears during approach on RWY 29.
- c) Sea breeze (8-15 knots) during summer period at noon from both sides of runway 11/29.
- d) Tail wind from both sides of runway 11/29 in case of North winds (350-360 degrees) 8-15 knots (all year).

2.22.2 Runway in use

2.22.2.1 RWYs in use 11/29.

2.22.2.2 Traffic circuit

- a) Right hand traffic circuit for RWY 11 applies.
- b) Left hand traffic circuit for RWY 29 applies.

2.22.2.2.1 All flights unless otherwise instructed by ATC shall enter the traffic circuit at an altitude of 1500 FT for propeller acft and 2000 FT for jet acft.

2.22.3 Procedures for IFR flights within SOUDA MTMA

2.22.3.1 See relevant LGSA IAC charts-ICAO (LGSA AD 2.24).

2.22.4 Radar procedures within SOUDA MTMA

NIL

2.22.5 Procedures for VFR flights within SOUDA MTMA

2.22.5.1 See relevant LGSA VFR ROUTES-ICAO (LGSA AD 2.24)

2.22.5.2 All acft (including helicopters) flying under VFR and traversing SOUDA MTMA should establish RTF contact with SOUDA APP and proceed according to the given instructions.

2.22.5.3 General Aviation – aeroclub VFR local flights – including helicopters – shall contact local ATC (on tel. +3028210-05656) prior to the flight for coordination, so as to provide the specifics on their flight (route, ETO, reporting points, ETA, etc), in order to obtain the final approval.

2.22.5.4 Military VFR Training flights

2.22.5.4.1 The period from 01 JUN till 31 OCT no foreign military VFR training flights will be accepted within SOUDA MTMA due to heavy traffic. Flights which are conducted within LGC101 and LGR28 areas are exempted from the above restriction.

2.22.5.4.2 The period from 01 NOV till 31 MAY, for foreign military VFR training flights within SOUDA MTMA, a five (5) days prior coordination with local ATC is required.

2.22.6 Procedures for VFR flights within CHANIA/ IOANNIS DASKALOGIANNIS MIL CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGSA SID charts-ICAO (LGSA AD 2.24).

2.22.8 Procedures for departing aircraft

2.22.8.1 Start-up and ATC clearance

NIL

2.22.8.2 Intersection Take-offs

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

2.22.8.2.2 An aircraft may be cleared to depart from an intersection take-off position:

- a) Upon request of the pilot and acceptance by the ATC, or
- b) If initiated by ATC and accepted by the pilot in command.

2.22.8.2.3 When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows:

<<REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection).>>.

2.22.8.2.4 The aircraft operator / pilot in command shall ensure that the reduced declared distances for an intersection take-off are sufficient and in compliance with the aircraft operations regulations.

2.22.8.2.5 Pilots in command shall state their position when contact tower for departure from a runway intersection.as follows:

<<SOU DA TOWER (aircraft call sign), AT INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)>>.

2.22.8.2.6 Declared distances in case of intersection take-off are as follows:

RWY	Intersection	Declared Distances	Distances (M)
29	B	TORA/TODA/ASDA	2755
29	C	TORA/TODA/ASDA	2475
11	E	TORA/TODA/ASDA	2540

LGSA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Seagulls' concentration on the RWY, TWY and vicinity of the aerodrome. See also **ENR 5.6**.

LGSA AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - CHANIA/ IOANNIS DASKALOGIANNIS Airport	15 AUG 19	AD 2-LGSA-ADC
Aircraft Parking/ Docking Chart – ICAO: - CHANIA/ IOANNIS DASKALOGIANNIS Airport	15 AUG 19	AD 2-LGSA-APDC
Aerodrome Obstacle Chart (AOC) – ICAO, Type A: - CHANIA/ IOANNIS DASKALOGIANNIS	15 AUG 19	AD 2-LGSA-AOC A-4
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORx RWY 11	18 AUG 16	AD 2-LGSA-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORw RWY 29	18 AUG 16	AD 2-LGSA-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 11	18 AUG 16	AD 2-LGSA-IAC-3
Instrument Approach Chart (IAC)-ICAO: - VORy RWY 29	18 AUG 16	AD 2-LGSA-IAC -4
Instrument Approach Chart (IAC)-ICAO: - NDB RWY 11	08 NOE 18	AD 2-LGSA-IAC -5
Instrument Approach Chart (IAC)-ICAO: - NDB RWY 29	03 JAN 19	AD 2-LGSA-IAC -6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 11	13 OCT 16	AD 2-LGSA-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: -SUD VOR/DME RWY 29	10 NOV 16	AD 2-LGSA-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 11	13 OCT 16	AD 2-LGSA-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 29	13 OCT 16	AD 2-LGSA-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY11	03 JAN 19	AD 2-LGSA-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RWY29	03 JAN 19	AD 2-LGSA-SID-8
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-6
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	03 JAN 19	AD 2-LGSA-STAR-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	03 JAN 19	AD 2-LGSA-STAR-8
Terminal Area Chart - ICAO - VFR routes: VFR ROUTES	08 NOE 18	AD 2-LGSA-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL