

## General Information

Location: CHANIA GRC  
ICAO/IATA: LGSA / CHG  
Lat/Long: N35° 31.88', E024° 09.07'  
Elevation: 490 ft

Airport Use: Joint-Use  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 4.0° E

Fuel Types: Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0522 Z  
Sunset: 1511 Z

## Runway Information

Runway: 29  
Length x Width: 10984 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 490 ft  
Lighting: Edge, ALS

Runway: 11  
Length x Width: 10984 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 429 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 130.175  
Souda Tower: 25.780 Military  
Souda Tower: 122.100  
Souda Tower: 118.125  
Souda Ground: 121.700  
Souda Approach: 118.125  
Souda Approach: 122.100  
Souda Approach: 36.230  
Chania Radio: 563.700 AFIS Air-Ground  
Chania Radio: 298.900 AFIS Air-Ground

LGSA/CHQ

JEPPesen

CHANIA, GREECE

IOANNIS DASKALOGIANNIS

21 APR 17

10-1P

Eff 27 Apr

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

\*ATIS 130.175

### 1.2. TAXI PROCEDURES

#### 1.2.1. GENERAL

Heavy ACFT should use minimum power during taxiing on the TWY N, to avoid FOD (Foreign Object Damage).

ACFT with outer engines placed at a distance more than 49'/15m from ACFT centerline shall, if possible, taxi with these engines set at idle position.

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

Pilots of departing ACFT should line up 328'/100m from THR inwards RWY 29.

ACFT executing backtrack for RWY 29 should line up with right turn and use minimum power, to avoid FOD.

ACFT parked at L1, L2 and L3 shall taxi to RWY 11 via TWY F.

When stand L2 is occupied, taxiing to and from stand L1 through TWY G only.

During night time, taxiing via TWY G to stand L1, only by Follow-me car.

When stand L3 is occupied, ACFT with wingspan up to 118'/35.8m only shall use TWY N, taxiing to or from TWY G.

Arrestor barriers (nets) available on RWY 29 (height 5'/1.6m, unlighted).

### 1.3. OTHER INFORMATION

Birds.

RWY 11 right-hand circuit.

Following phenomena observed during winter, spring and summer period in the vicinity of APT:

- Low Level Wind Shear (LLWS) observed in case of South - South East winds with main characteristics, 9-12 KT on the RWY and severe upper winds (2000', South winds in excess of 40KT). Also severe upper winds (in excess of 40 KT) 5-10 NM East and/or West of the APT.
- When South - South East winds prevail, severe turbulence and high down-draughts are observed on final of RWY 11. Severe crosswind (in excess of 40 KT) also appears during approach on RWY 29.
- Sea breeze (8-15 KT) during summer period at noon from both sides of RWY 11/29.
- Tailwind from both sides of RWY 11/29 in case of North winds (350-360 degrees) 8-15 KT (all year).

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## 2. ARRIVAL

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### 2.1. OTHER INFORMATION

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

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21 APR 17

10-1P1

Eff 27 Apr

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1. START-UP AND ATC CLEARANCE

All departing ACFT shall request start-up clearance when ready to start engines immediately and doors are closed. ACFT may anticipate 5 minutes delay for start-up until ATC clearance is obtained by ATHINAI ACC.

#### 3.2. INTERSECTION TAKE-OFFS

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

An ACFT 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.

When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows: "REQUEST DEPARTURE FROM RWY (number), INTERSECTION (name of intersection)".

Pilot-in-command shall ensure that the reduced declared distances for an intersection take-off are sufficient and in compliance with the ACFT operations regulations.

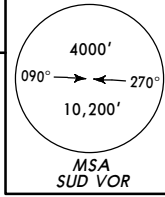
Pilots-in-command shall state their position when contacting tower for departure from a RWY intersection as follows: "SOUDA TOWER (ACFT call sign), AT INTERSECTION (name), READY FOR DEPARTURE RWY (name)".

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16 AUG 13 10-2 Eff 22 Aug

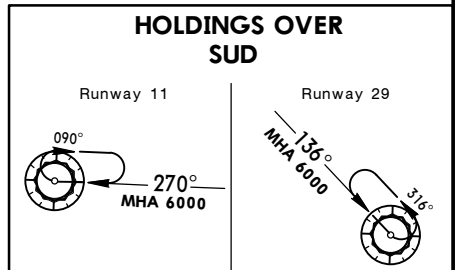
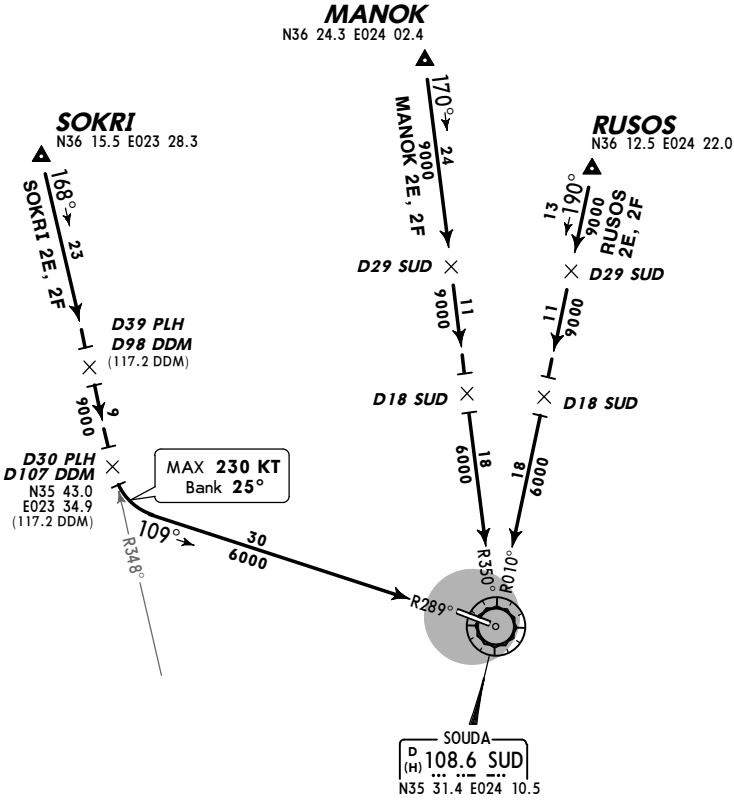
CHANIA, GREECE  
STAR

*ATIS 130.17	Apt Elev 490'	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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MANOK 2E [MANO2E]  
RUSOS 2E [RUSO2E]  
SOKRI 2E [SOKR2E]  
RWY 11 ARRIVALS

MANOK 2F [MANO2F]  
RUSOS 2F [RUSO2F]  
SOKRI 2F [SOKR2F]  
RWY 29 ARRIVALS



CHANGES: STARs MANOK & RUSOS 1E renumbered 2E.

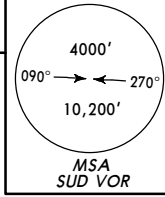
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**JEPPESEN**  
 16 AUG 13 **(10-2A)** **Eff 22 Aug**

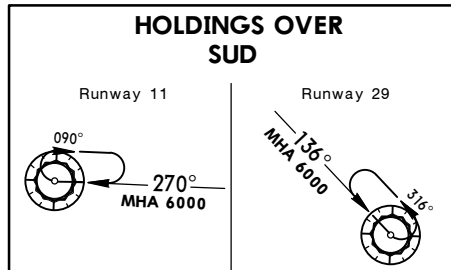
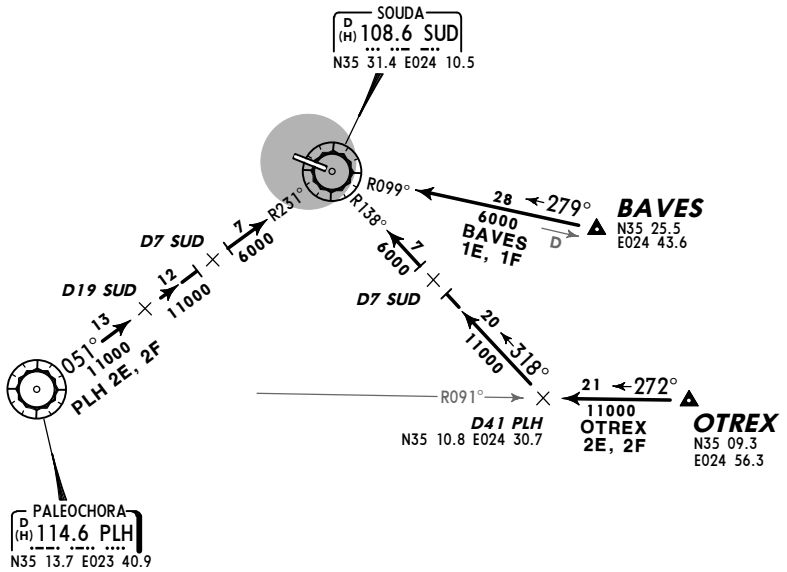
**CHANIA, GREECE**  
**STAR**

\*ATIS **130.17**    *Apt Elev* **490'**    Alt Set: hPa    Trans level: By ATC    Trans alt: 11000'



**BAVES 1E [BAVE1E]**  
**OTREX 2E [OTRE2E]**  
 PLH 2E  
**RWY 11 ARRIVALS**

**BAVES 1F [BAVE1F]**  
**OTREX 2F [OTRE2F]**  
 PLH 2F  
**RWY 29 ARRIVALS**

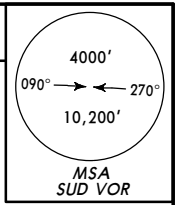


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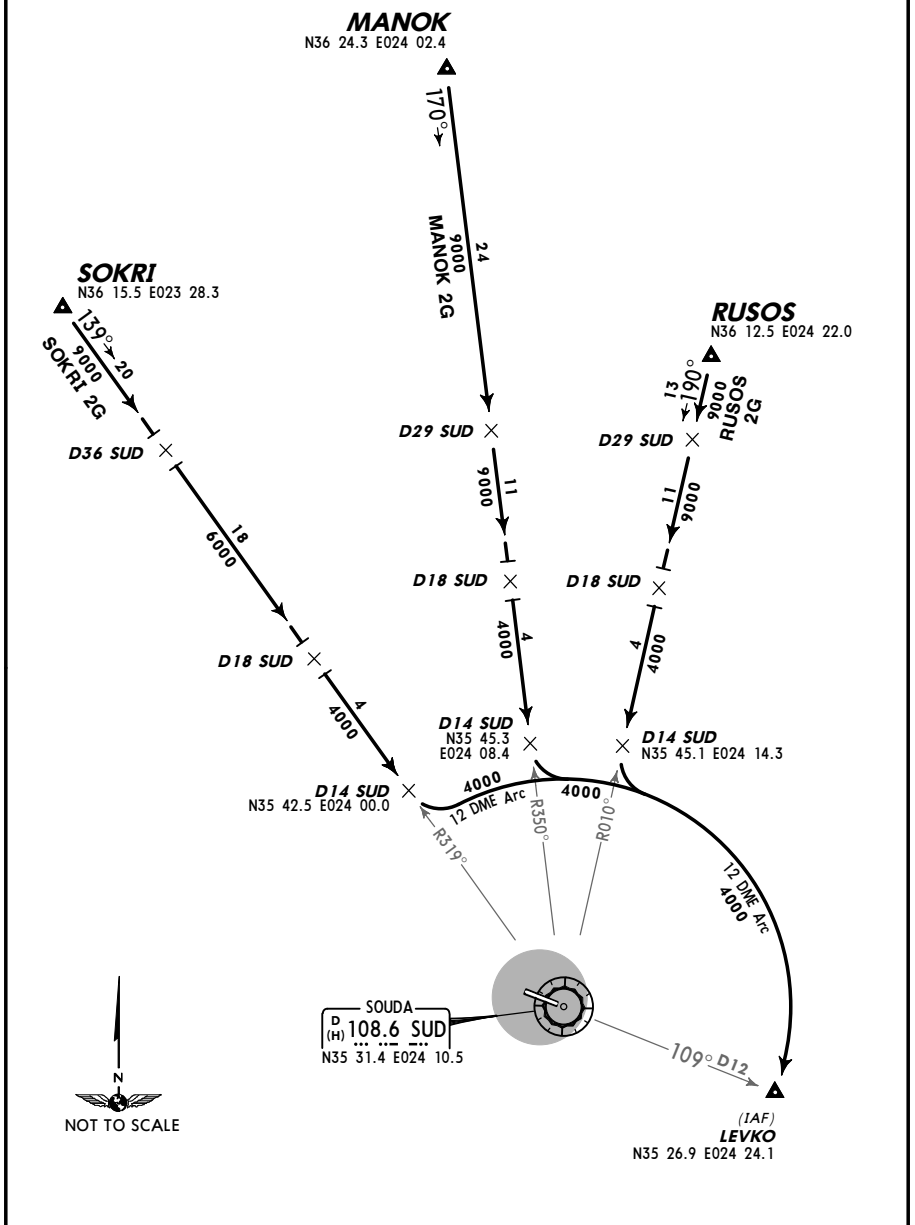
**JEPPESEN**  
 19 JUL 13 (10-2B) Eff 25 Jul

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.17</b>	Apt Elev <b>490'</b>	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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**MANOK 2G [MANO2G]**  
**RUSOS 2G [RUSO2G]**  
**SOKRI 2G [SOKR2G]**  
**RWY 29 ARRIVALS**

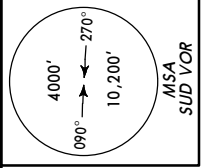


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**IOANNIS DASKALOGIANNIS**

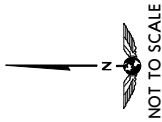
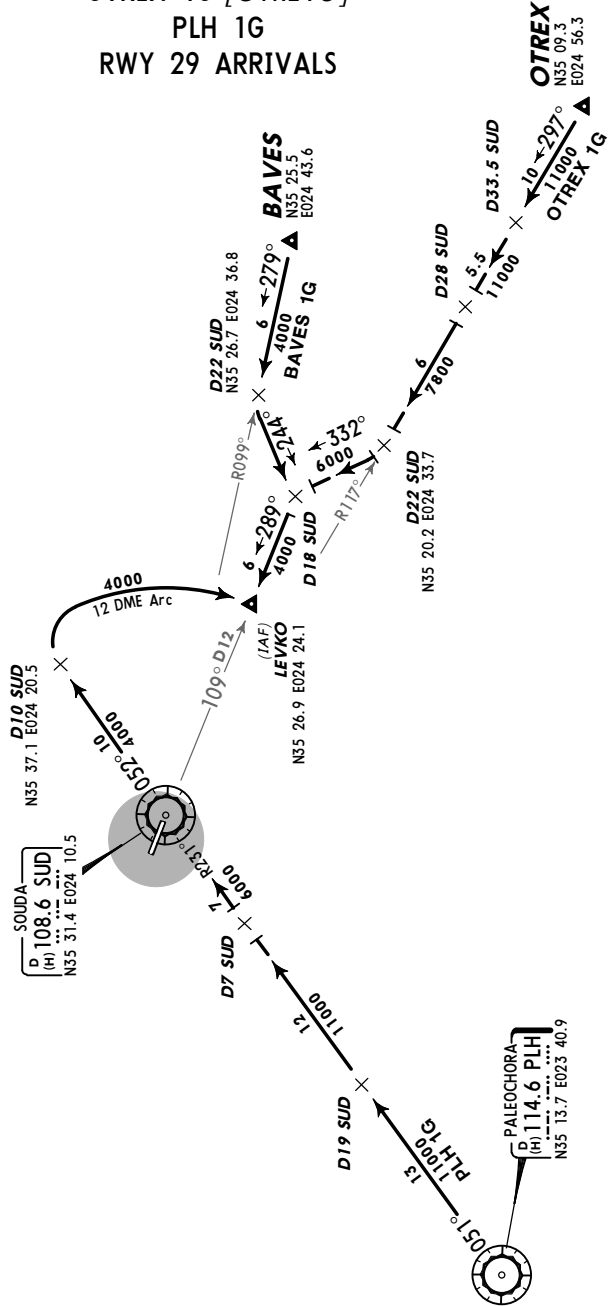
**JEPPESSEN**  
 19 JUL 13 **(10-2C)** **Eff 25 Jul**

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.17</b>	Apt Elev <b>490'</b>	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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**BAVES 1G [BAVE1G]  
 OTREX 1G [OTRE1G]  
 PLH 1G  
 RWY 29 ARRIVALS**

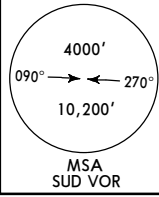


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**IOANNIS DASKALOGIANNIS**

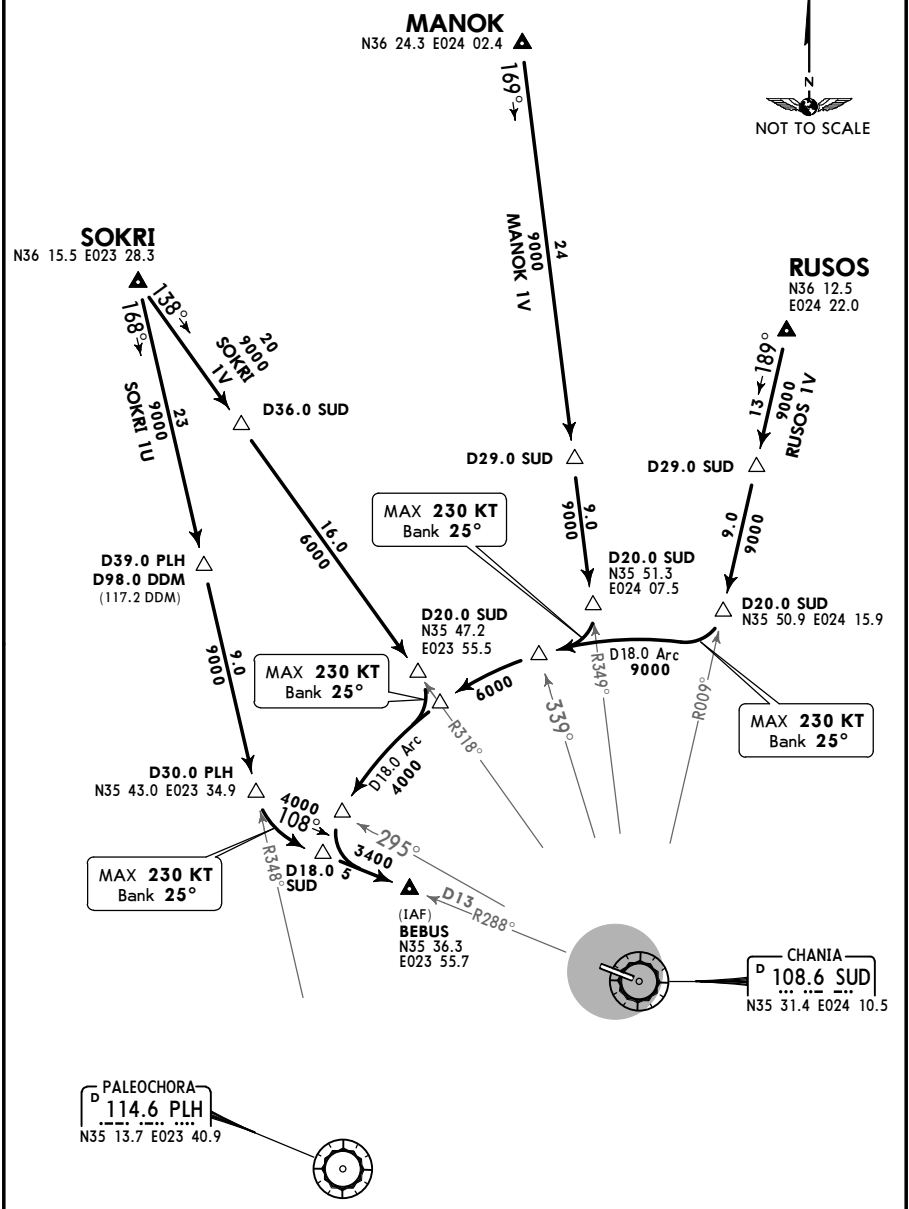
**JEPPESEN**  
 5 AUG 16 **(10-2D)** Eff 18 Aug

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.175</b>	Apt Elev <b>490'</b>	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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**MANOK 1V [MANO1V]**  
**RUSOS 1V [RUSO1V]**  
**SOKRI 1U [SOKRIU]**  
**SOKRI 1V [SOKR1V]**  
**RWY 11 ARRIVALS**  
 STARS CONNECTED WITH APPROACH VOR Z RWY 11



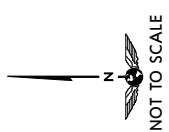
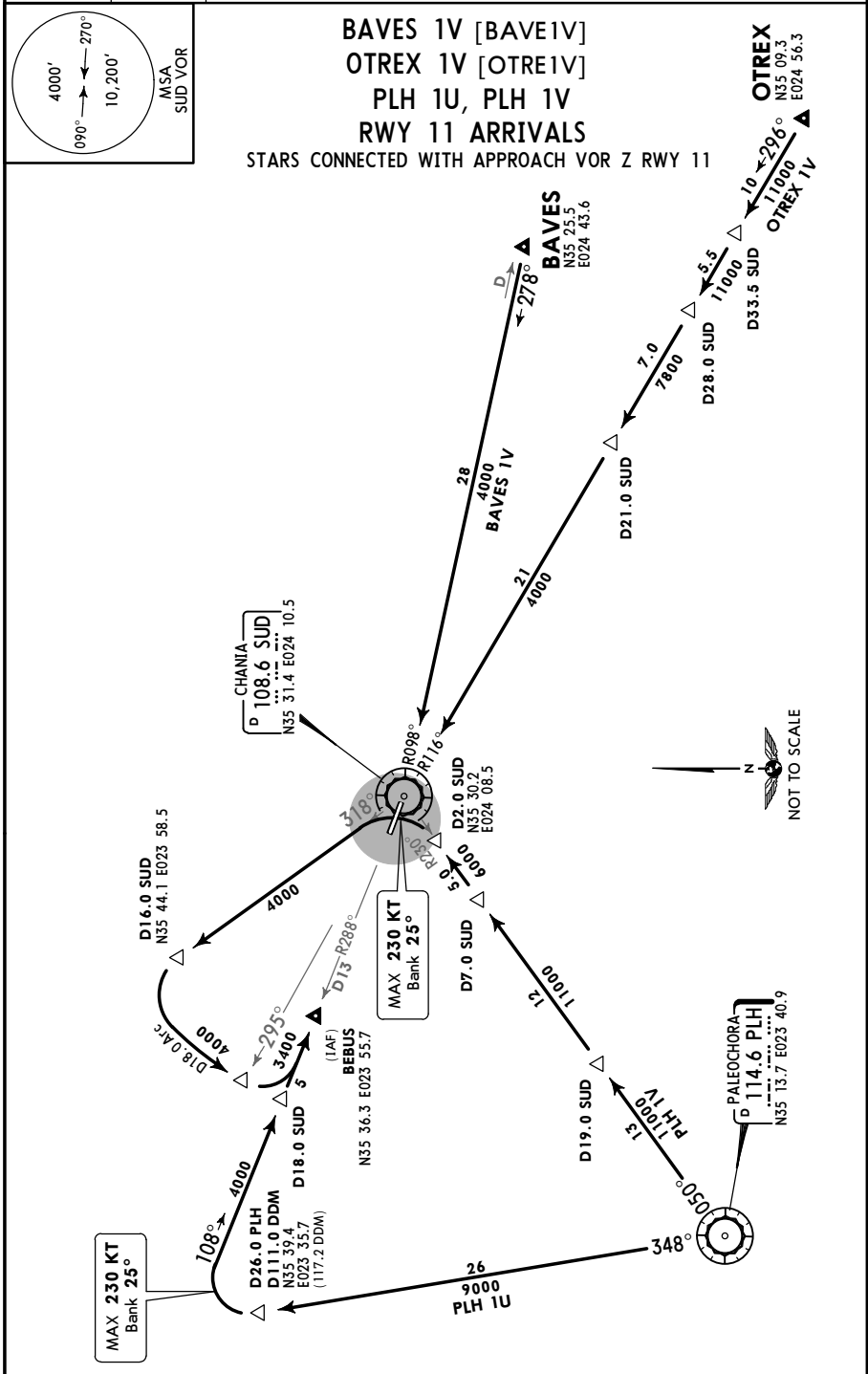


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**IOANNIS DASKALOGIANNIS**

**JEPPESSEN**  
 5 AUG 16 **(10-2E)** **Eff 18 Aug**

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.175</b>	Apt Elev <b>490'</b>	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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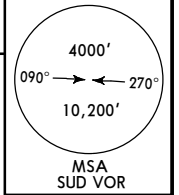


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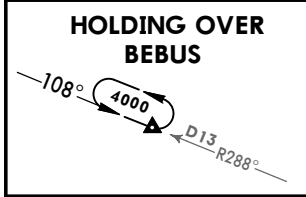
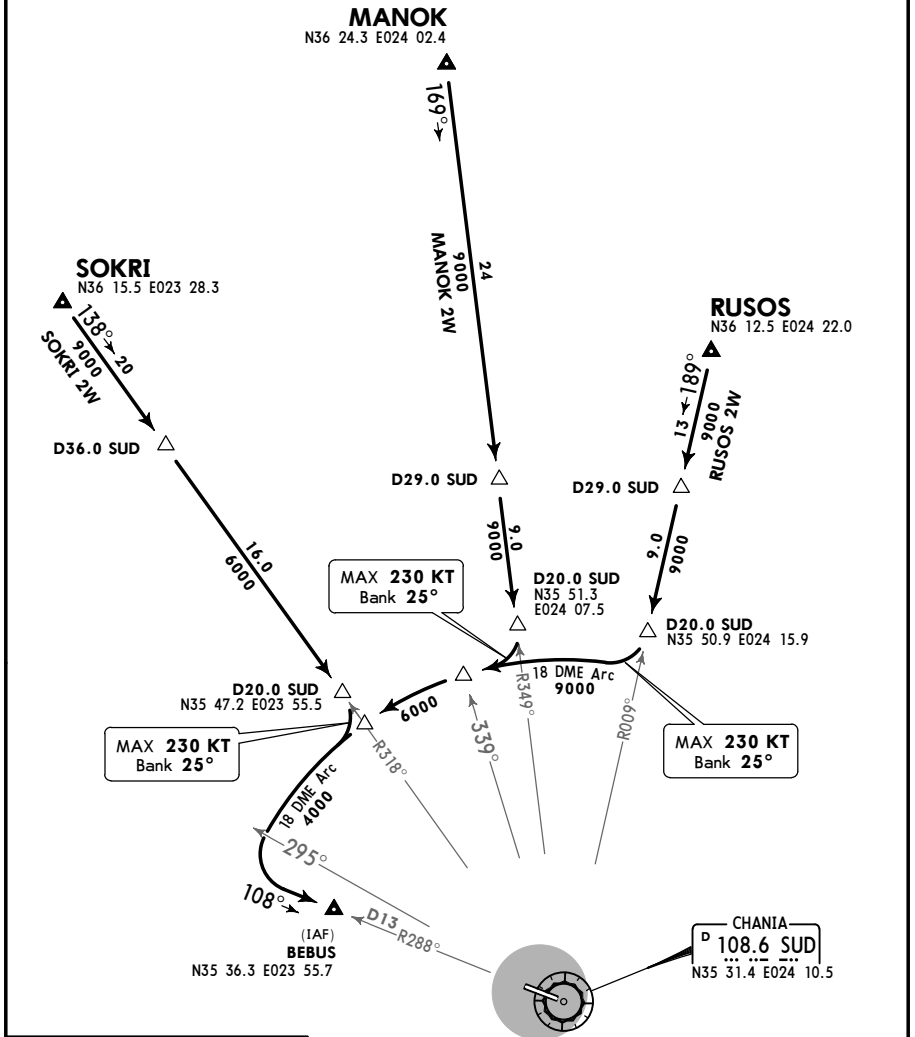
**JEPPESEN**  
 5 AUG 16 (10-2F) Eff 18 Aug

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.175</b>	Apt Elev <b>490'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 11000'
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**MANOK 2W [MANO2W]**  
**RUSOS 2W [RUSO2W]**  
**SOKRI 2W [SOKR2W]**  
**RWY 11 ARRIVALS**

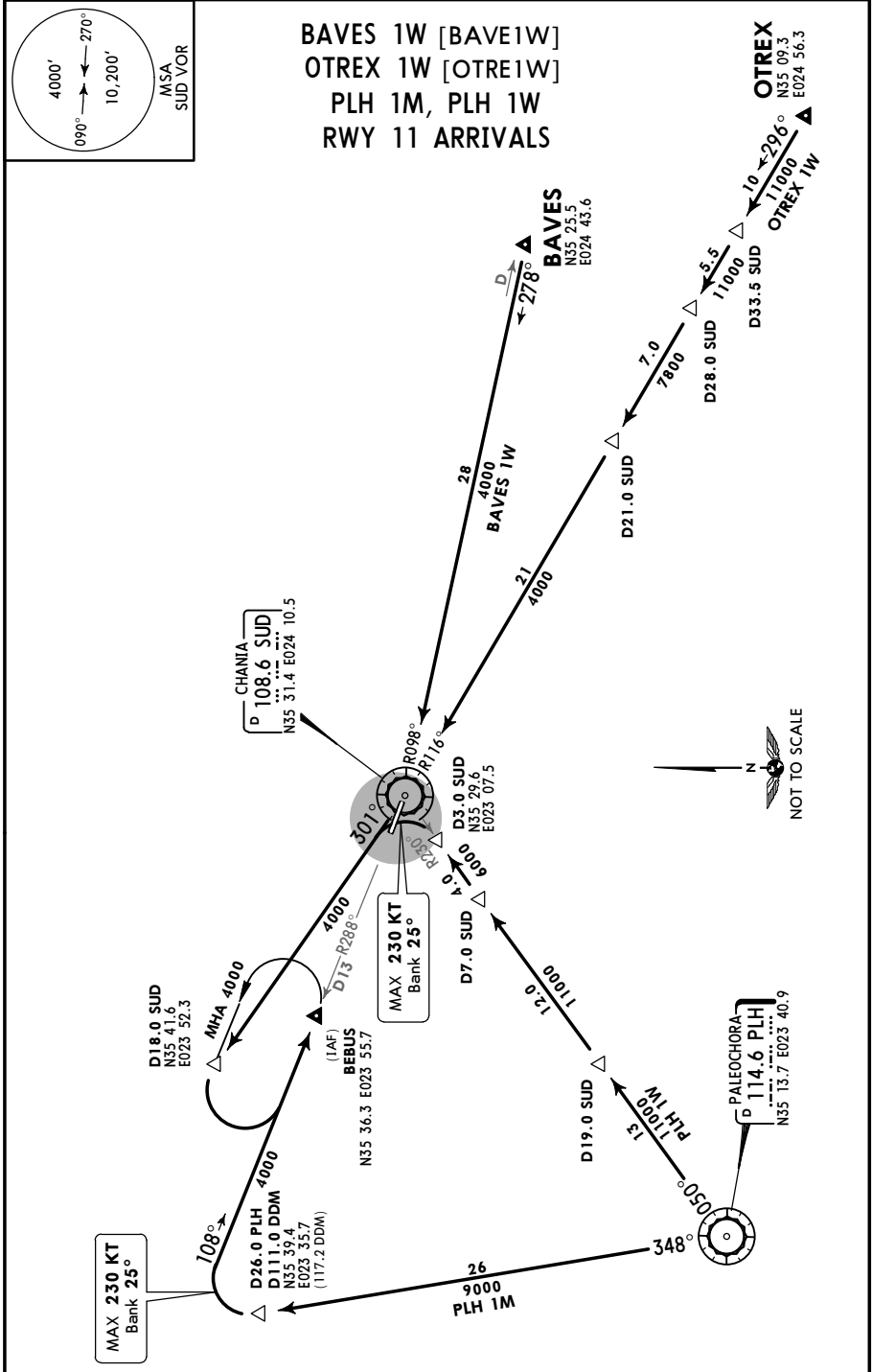


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**JEPPERSEN**  
5 AUG 16 **(10-2G)** **Eff 18 Aug**

**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.175</b>	Apt Elev <b>490'</b>	Alt Set: hPa   Trans level: By ATC   Trans alt: 11000'
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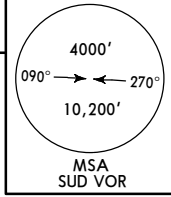


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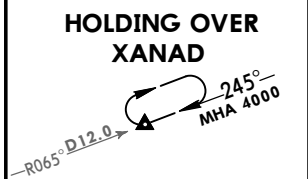
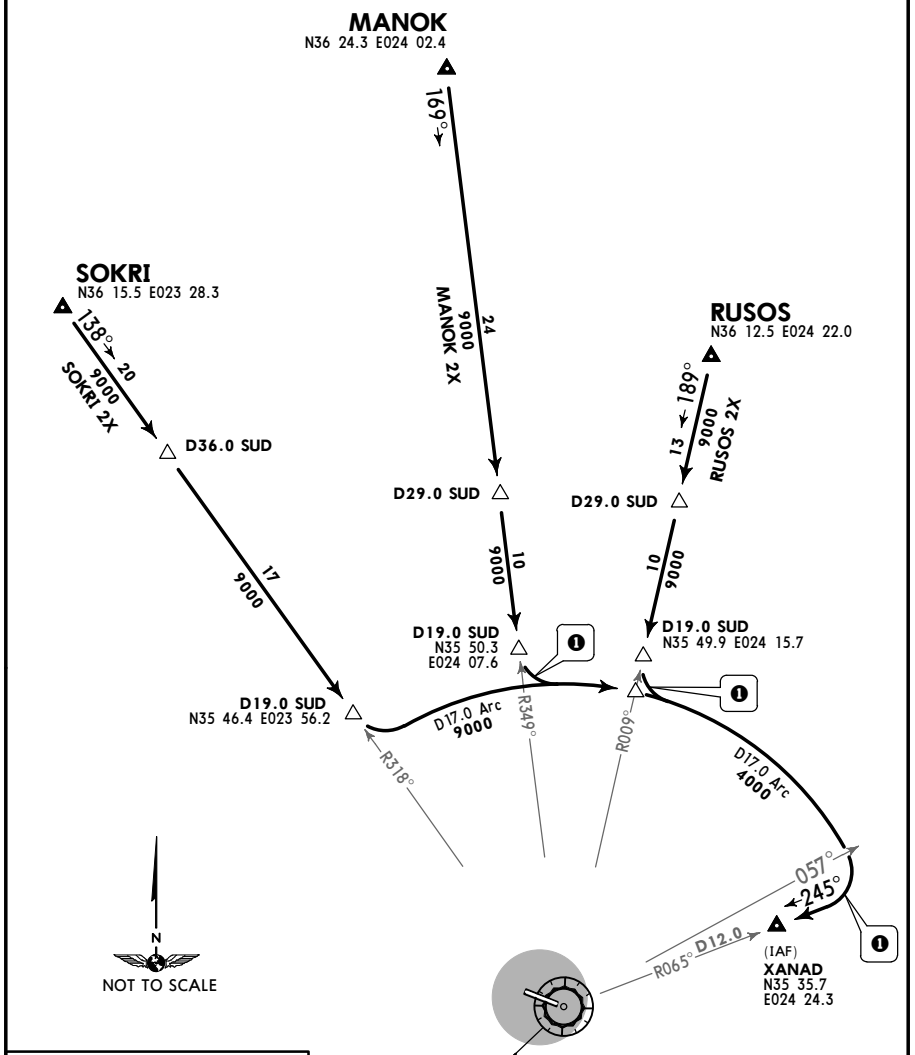
JEPPESEN  
5 AUG 16 (10-2H) Eff 18 Aug

CHANIA, GREECE  
STAR

*ATIS 130.175	Apt Elev 490'	Alt Set: hPa	Trans level: By ATC	Trans alt: 11000'
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MANOK 2X [MANO2X]  
RUSOS 2X [RUSO2X]  
SOKRI 2X [SOKR2X]  
RWY 29 ARRIVALS



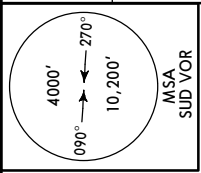
MAX 230 KT  
Bank 25°

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**JEPESEN**  
 5 AUG 16 **(10-2J)** **Eff 18 Aug**

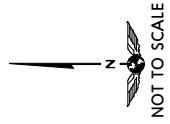
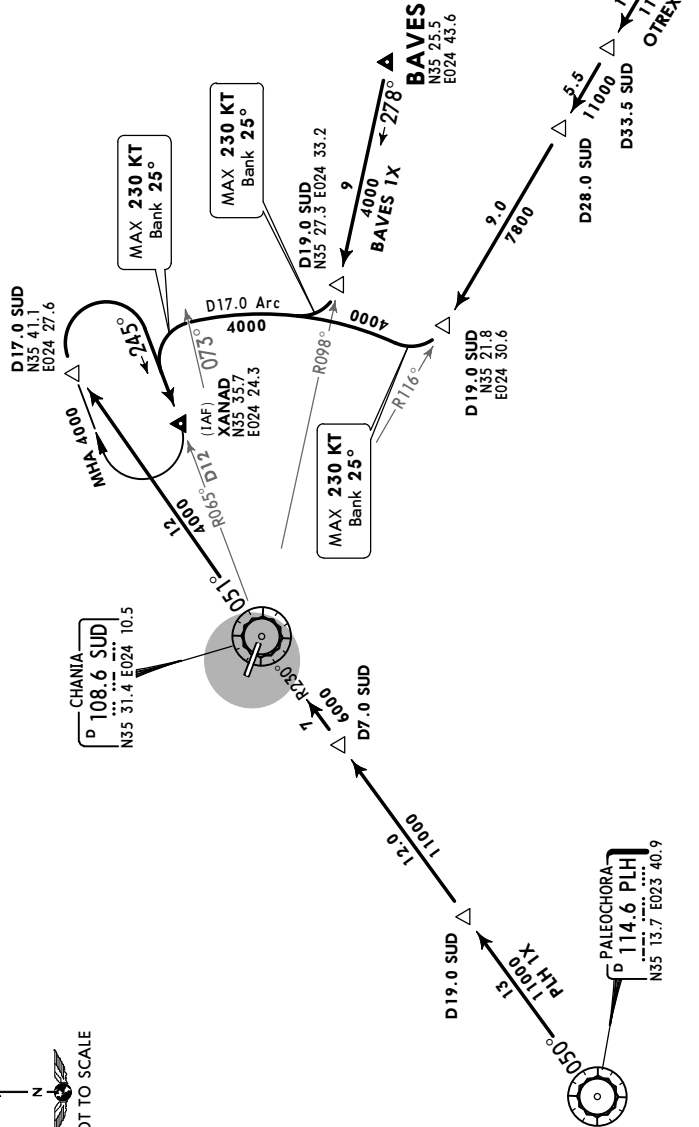
**CHANIA, GREECE**  
**STAR**

*ATIS <b>130.175</b>	Apt Elev <b>490'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 11000'
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**BAVES 1X [BAVE1X]**  
**OTREX 1X [OTRE1X]**  
**PLH 1X**  
**RWY 29 ARRIVALS**

**OTREX**  
 N35 09.3  
 E024 56.3



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**IOANNIS DASKALOGIANNIS**

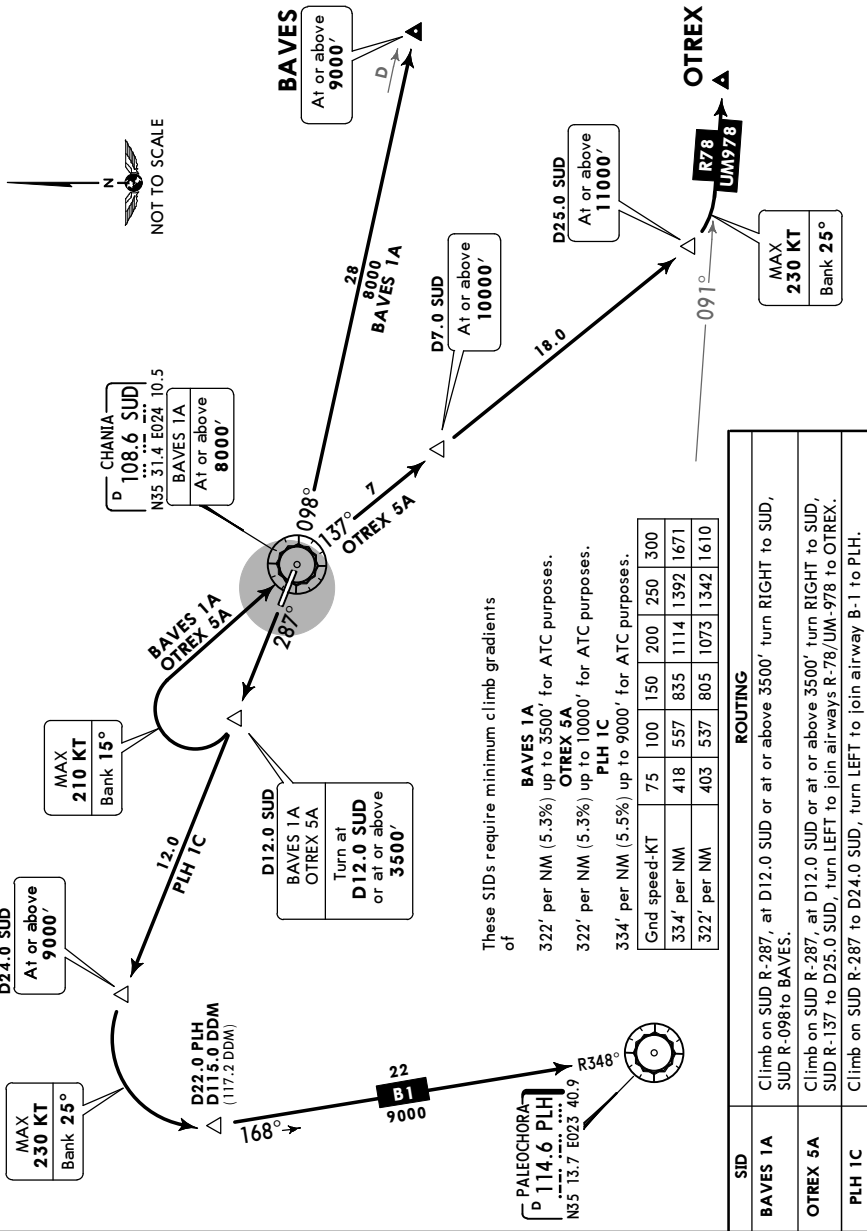
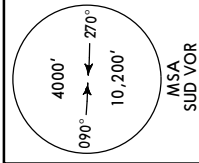
**JEPPesen**  
17 FEB 17 **(10-3)**

**CHANIA, GREECE**  
**SID**

Apt Elev  
490'

Trans level: By ATC Trans alt: 11000'  
When an altitude higher than trans alt is designated, an equivalent FL shall be specified by ATC.

**BAVES 1A [BAVE1A]**  
**OTREX 5A [OTRE5A]**  
**PLH 1C [PLH1C]**  
**RWY 29 DEPARTURES**  
BASED ON SUD VORDME



CHANGES: Reissue.

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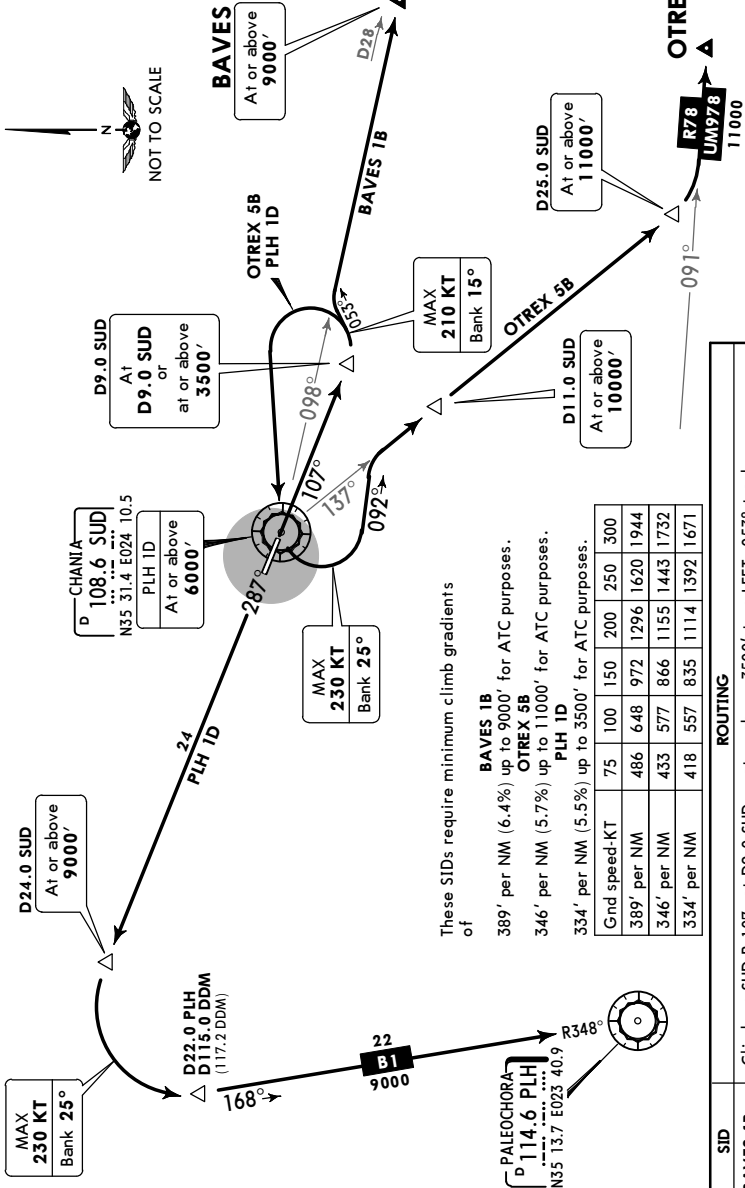
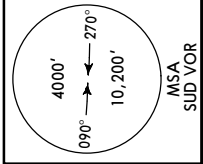
**JEPPesen**  
 17 FEB 17 **(10-3A)**

**CHANIA, GREECE**  
**SID**

Apt Elev  
**490'**

Trans level: By ATC Trans alt: 11000'  
 When an altitude higher than trans alt is designated, an equivalent FL shall be specified by ATC.

**BAVES 1B [BAVE1B]**  
**OTREX 5B [OTRE5B]**  
**PLH 1D [PLH1D]**  
**RWY 11 DEPARTURES**  
 BASED ON SUD VORDME



SID	ROUTING
<b>BAVES 1B</b>	Climb on SUD R-107, at D9.0 SUD or at or above 3500' turn LEFT, 053° track, intercept SUD R-098 to join airway J-65 to BAVES.
<b>OTREX 5B</b>	Climb on SUD R-107, at D9.0 SUD or at or above 3500' turn LEFT to SUD, turn LEFT, 092° track, intercept SUD R-137 to D25.0 SUD, turn LEFT to join airways R-78/UM-978 to OTREX.
<b>PLH 1D</b>	Climb on SUD R-107, at D9.0 SUD or at or above 3500' turn LEFT to SUD, turn RIGHT, SUD R-287 to D24.0 SUD, turn LEFT to join airway B-1 to PLH.

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**JEPPESEN**  
 27 MAY 11 **(10-3B)**

**Eff 2 Jun**

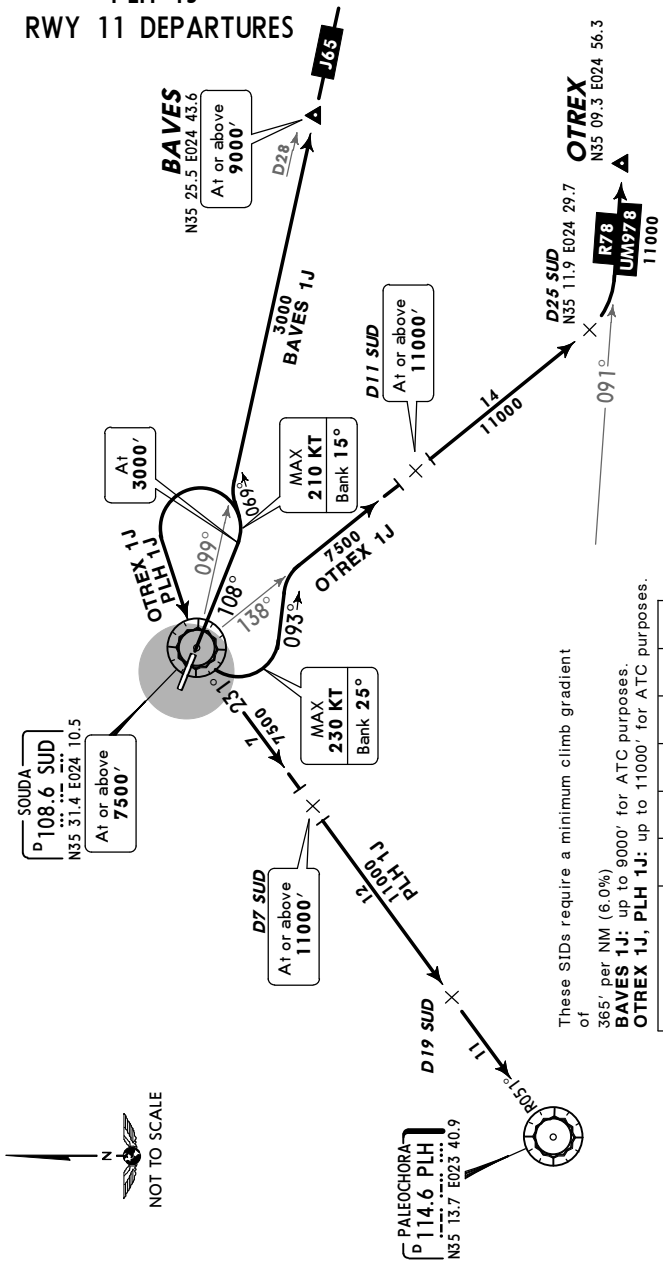
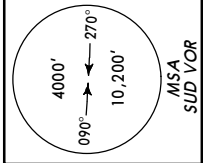
**CHANIA, GREECE**  
**SID**

**Apt Elev**  
**490'**

Trans level: By ATC Trans alt: 11000'

1. No turns before DER are permitted.
2. When an altitude higher than trans alt is designated, an equivalent FL shall be specified by ATC.

**BAVES 1J [BAVE1J]**  
**OTREX 1J [OTRE1J]**  
**PLH 1J**  
**RWY 11 DEPARTURES**

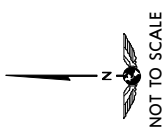


These SIDs require a minimum climb gradient of 365' per NM (6.0%).  
**BAVES 1J:** up to 9000' for ATC purposes.  
**OTREX 1J, PLH 1J:** up to 11000' for ATC purposes.

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

**ROUTING**

SID	ROUTING
<b>BAVES 1J</b>	Climb on SUD R-108 to 3000'; turn LEFT, 069° track, intercept SUD R-099 to BAVES, then join airway J-65.
<b>OTREX 1J</b>	Climb on SUD R-108 to 3000'; turn LEFT to SUD, turn LEFT, 093° track, intercept SUD R-138 to D25 SUD, turn LEFT to join airways R-78/UM-978 to OTREX.
<b>PLH 1J</b>	Climb on SUD R-108 to 3000'; turn LEFT to SUD, SUD R-231 to PLH.





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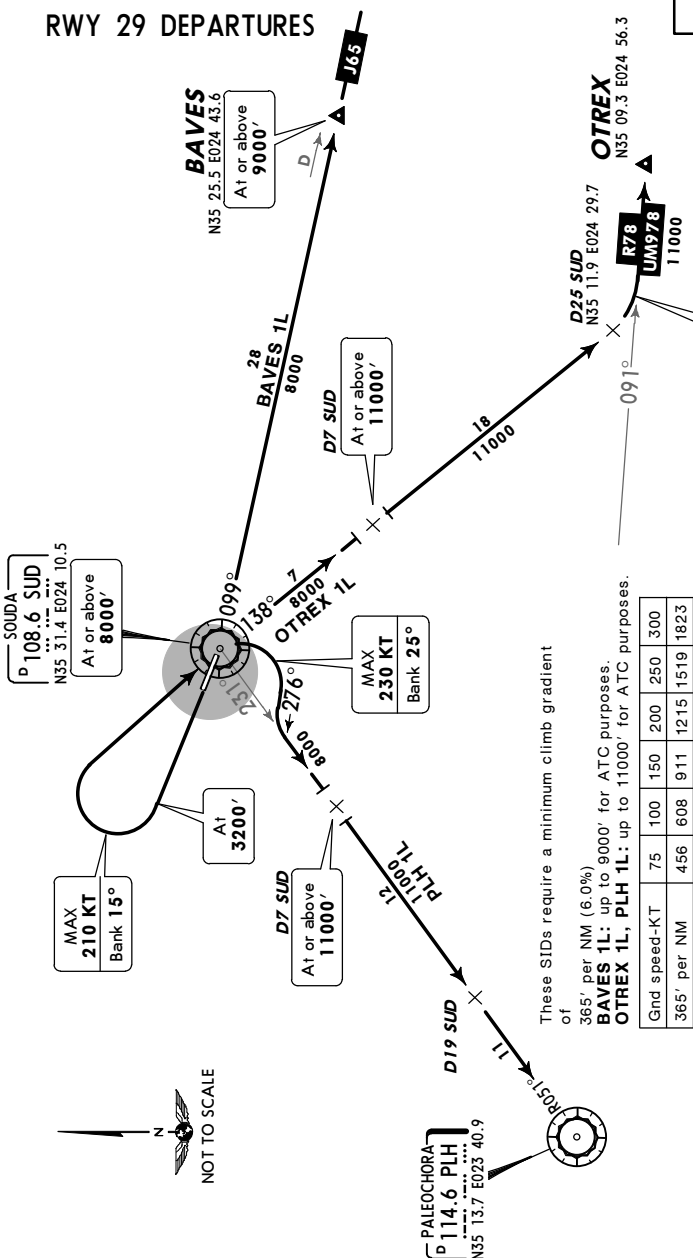
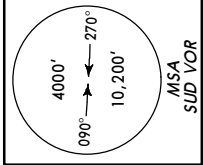
**JEPPesen**  
 27 MAY 11 **10-3C** **Eff 2 Jun**

**CHANIA, GREECE**  
**SID**

**Apt Elev**  
**490'**

Trans level: By ATC Trans alt: 11000'  
 When an altitude higher than trans alt is designated, an equivalent FL shall be specified by ATC.

**BAVES 1L [BAVE1L]**  
**OTREX 1L [OTRE1L]**  
**PLH 1L**  
**RWY 29 DEPARTURES**

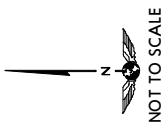


These SIDs require a minimum climb gradient of 365' per NM (6.0%)  
**BAVES 1L:** up to 9000' for ATC purposes.  
**OTREX 1L, PLH 1L:** up to 11000' for ATC purposes.

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

**ROUTING**

SID	ROUTING
<b>BAVES 1L</b>	Climb to 3200'; turn RIGHT to SUD, turn LEFT, SUD R-089 to join airway J-65 to BAVES.
<b>OTREX 1L</b>	Climb to 3200'; turn RIGHT to SUD, SUD R-138 to D25 SUD, turn LEFT to join airways R-78/UM-978 to OTREX.
<b>PLH 1L</b>	Climb to 3200'; turn RIGHT to SUD, turn RIGHT, 276° track, intercept SUD R-231 to PLH.



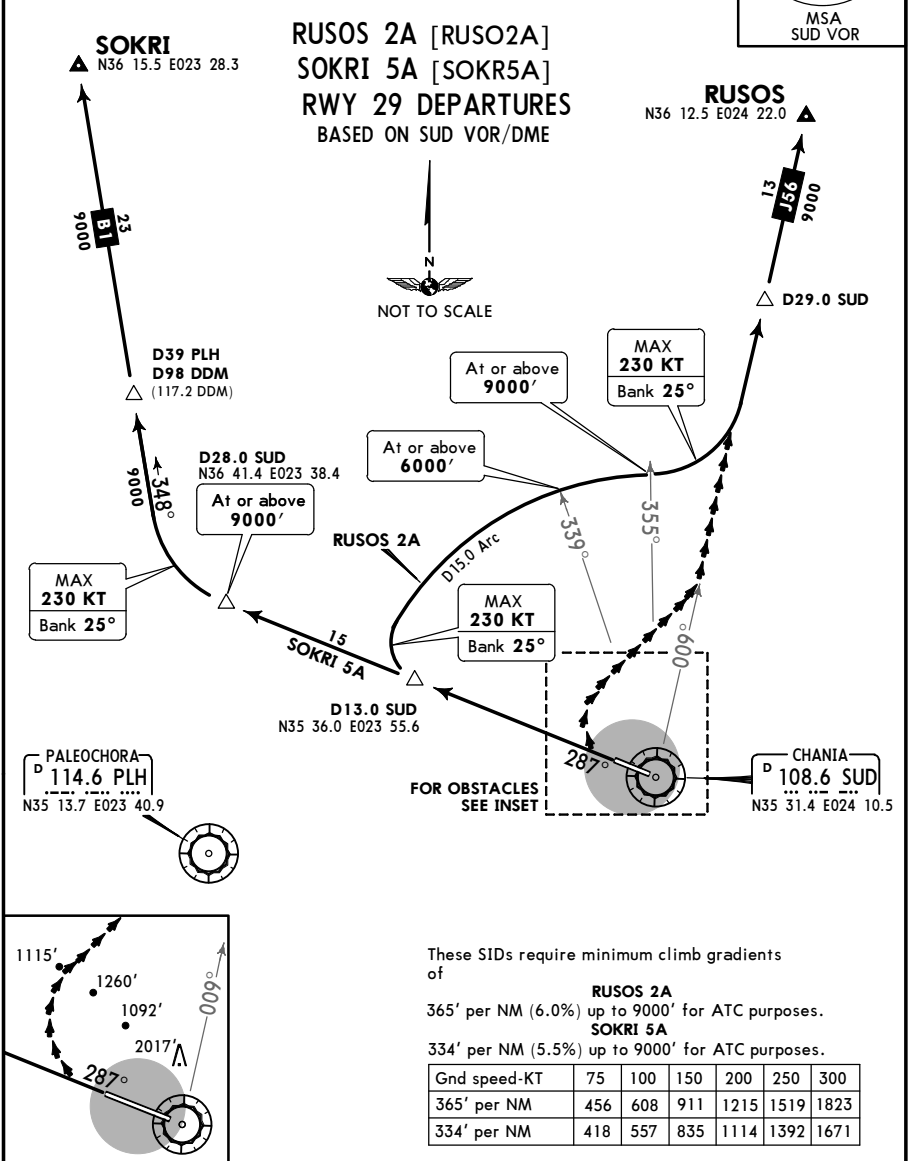
**LGSA/CHQ**  
**IOANNIS DASKALOGIANNIS**

**JEPPESEN**  
 5 AUG 16 (10-3D)

Eff 18 Aug

**CHANIA, GREECE**  
**SID**

Apt Elev <b>490'</b>	Trans level: By ATC Trans alt: 11000' 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 3100'. 3. Visual departure: EXPECT obstacles at SUD R-318/D5.3, SUD R-322/D4.2, SUD R-326/D3 and SUD R-353/D1.6.	
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These SIDs require minimum climb gradients of

**RUSOS 2A**  
 365' per NM (6.0%) up to 9000' for ATC purposes.

**SOKRI 5A**  
 334' per NM (5.5%) up to 9000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

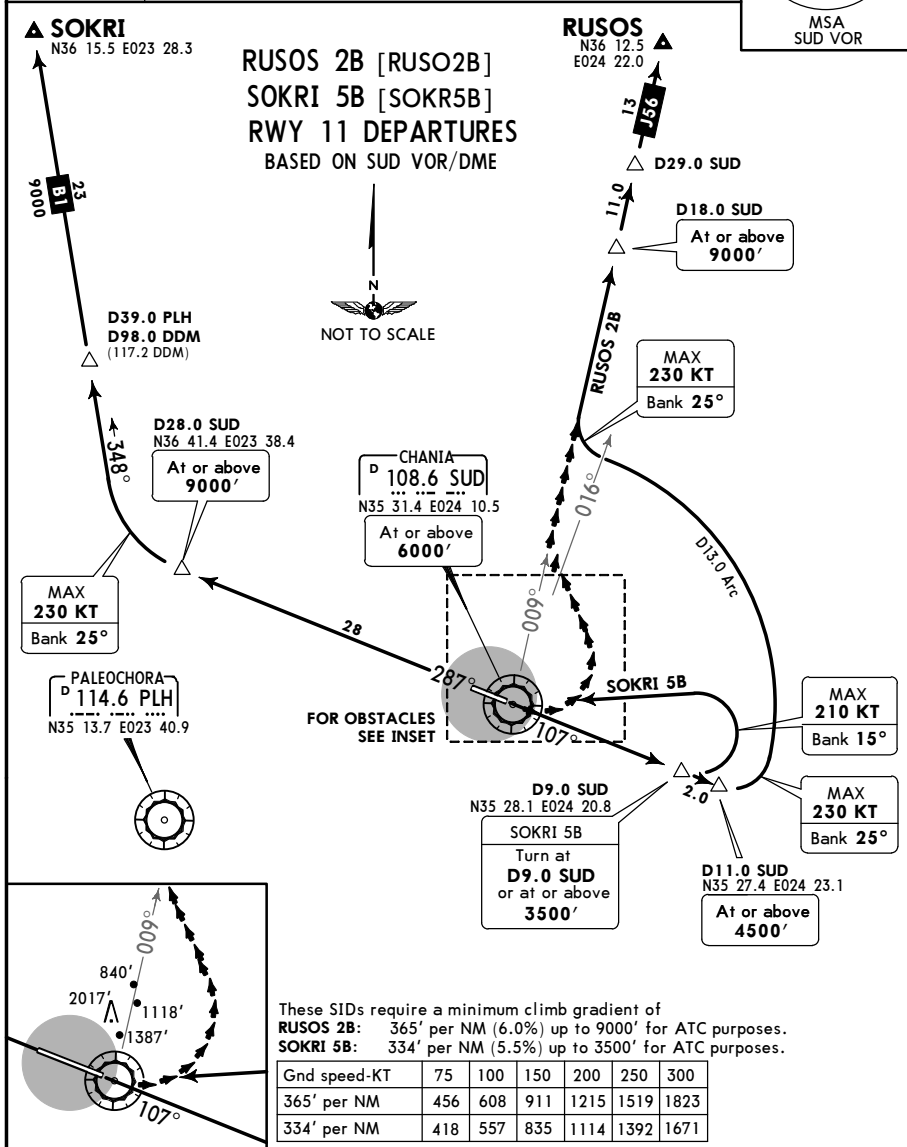
SID	ROUTING
<b>RUSOS 2A</b>	Climb on SUD R-287 to D13.0 SUD, turn RIGHT, along D15.0 SUD arc, when passing SUD R-355 turn LEFT, intercept SUD R-009 to join airway J-56 to RUSOS. <b>Alternate visual climb (daytime only):</b> When accepting a visual departure, turn RIGHT as soon as practicable, maintain VMC and own terrain separation until passing 3100' to intercept SUD R-010 and join airway J-56 to RUSOS.
<b>SOKRI 5A</b>	Climb on SUD R-287 to D28.0 SUD, turn RIGHT to join airway B-1 to SOKRI.

**LGSA/CHQ**  
**IOANNIS DASKALOGIANNIS**

**JEPPESEN**  
 5 AUG 16 **(10-3E)** Eff 18 Aug

**CHANIA, GREECE**  
**SID**

Apt Elev <b>490'</b>	Trans level: By ATC    Trans alt: 11000' 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 3100'. 3. Visual departure:    EXPECT obstacles at SUD R-002/D2.6, SUD R-007/D1.2, SUD R-012/D2.1 and SUD R-353/D1.6.	
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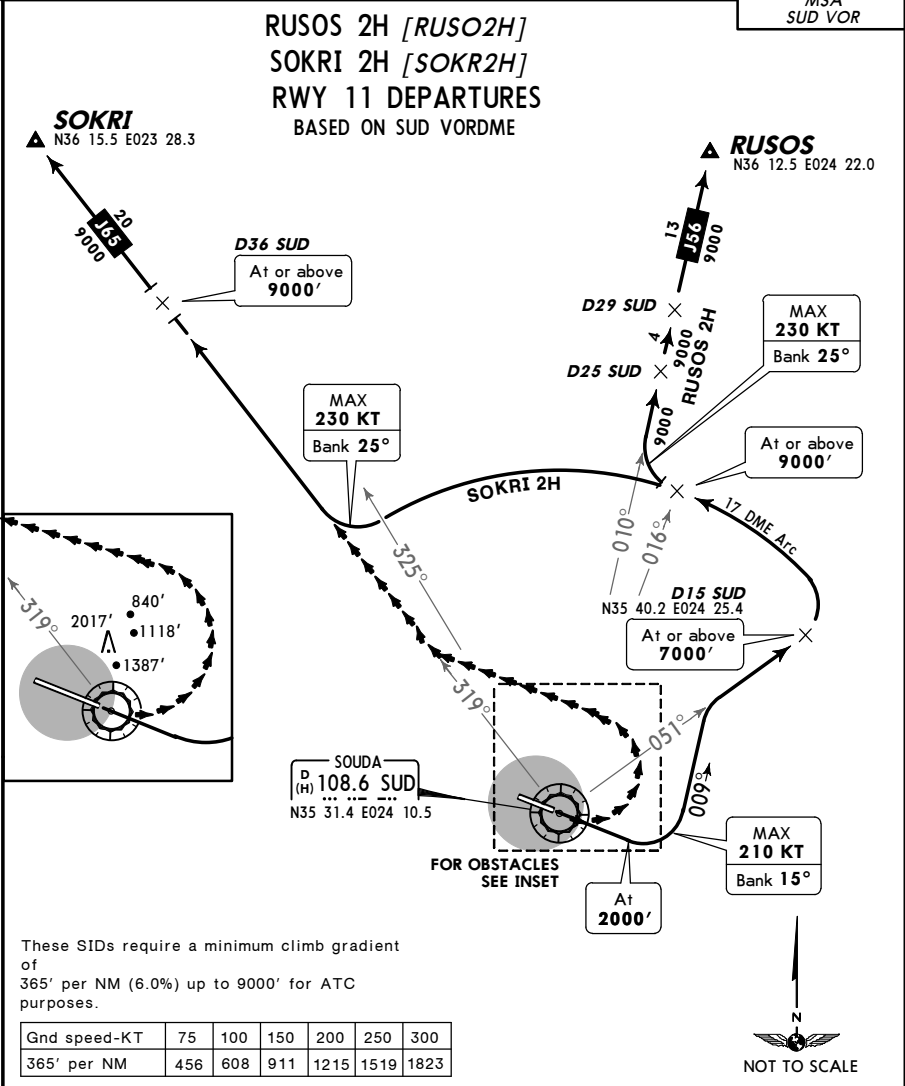
SID	ROUTING
<b>RUSOS 2B</b>	Climb on SUD R-107, at D11.0 SUD or at or above 4500', turn LEFT, along D13.0 SUD arc, when passing SUD R-017 turn RIGHT, intercept SUD R-009 to join airway J-56 to RUSOS. <b>Alternate visual climb (daytime only):</b> When accepting a visual departure, turn LEFT as soon as practicable, maintain VMC and own terrain separation until passing 3100' to intercept SUD R-009 and join airway J-56 to RUSOS.
<b>SOKRI 5B</b>	Climb on SUD R-107, at D9.0 SUD or at or above 3500' turn LEFT to SUD, turn RIGHT, SUD R-287 to D28.0 SUD, turn RIGHT to join airway B-1 to SOKRI.

**LGSA/CHQ**  
**IOANNIS DASKALOGIANNIS**

**JEPPESEN**  
 19 JUL 13 **(10-3F)** **Eff 25 Jul**

**CHANIA, GREECE**  
**SID**

<p><i>Apt Elev</i> <b>490'</b></p>	<p>Trans level: By ATC Trans alt: 11000'                  1. No turns before DER permitted.                  2. When an altitude higher than trans alt is designated, an equivalent FL shall be specified by ATC.                  2. VMC: Visibility 10 km and ceiling 3100'.                  3. Visual departure: EXPECT obstacles at                  SUD R-003/D2.6, SUD R-008/D1.2,                  SUD R-013/D2.1 and SUD R-354/D1.6.</p>	<p>4000' 090° — 270° 10,200' MSA SUD VOR</p>
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SID	ROUTING
<b>RUSOS 2H</b>	Climb to 2000', turn LEFT, 009° track, intercept SUD R-051 to D15 SUD, turn LEFT, along SUD 17 DME arc, when passing SUD R-016 turn RIGHT, intercept SUD R-010 to join airway J-56 to RUSOS.
<b>SOKRI 2H</b>	Climb to 2000', turn LEFT, 009° track, intercept SUD R-051 to D15 SUD, turn LEFT, along SUD 17 DME arc, when passing SUD R-325 turn RIGHT, intercept SUD R-319 to join airway J-65 to SOKRI. <b>Alternate visual climb (daytime only):</b> When accepting a visual departure, turn LEFT as soon as practicable, maintain VMC and own terrain separation until passing 3100' to intercept SUD R-319 and join airway J-65 to SOKRI.

**LGSA/CHQ**  
**IOANNIS DASKALOGIANNIS**

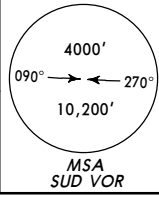
**JEPPESEN**  
 19 JUL 13 **(10-3C)** Eff 25 Jul

**CHANIA, GREECE**

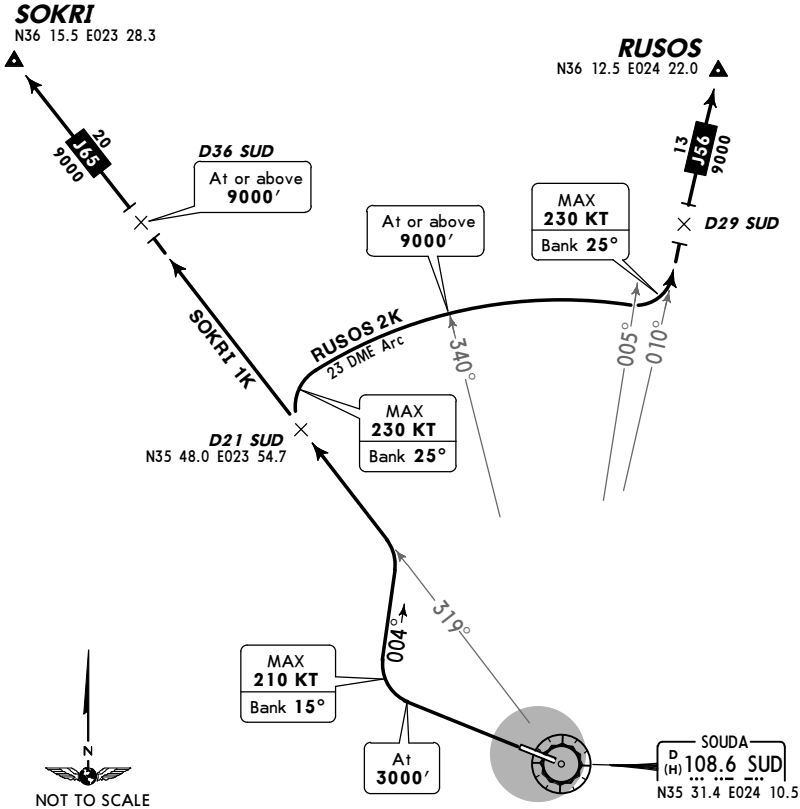
**SID**

Apt Elev  
**490'**

Trans level: By ATC Trans alt: 11000'  
 1. No turns before DER permitted.  
 2. When an altitude higher than trans alt is designated,  
 an equivalent FL shall be specified by ATC.



**RUSOS 2K [RUSO2K]  
 SOKRI 1K [SOKR1K]  
 RWY 29 DEPARTURES  
 BASED ON SUD VORDME**



These SIDs require a minimum climb gradient of 365' per NM (6.0%) up to 9000' for ATC purposes.

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

SID	ROUTING
<b>RUSOS 2K</b>	Climb to 3000, turn RIGHT, 004° track, intercept SUD R-319 to D21 SUD, turn RIGHT, along SUD 23 DME arc, when passing SUD R-005 turn LEFT, intercept SUD R-010 to join airway J-56 to RUSOS.
<b>SOKRI 1K</b>	Climb to 3000', turn RIGHT, 004° track, intercept SUD R-319 to join airway J-65 to SOKRI.

CHANGES: SID RUSOS 1K renumbered 2K & revised.

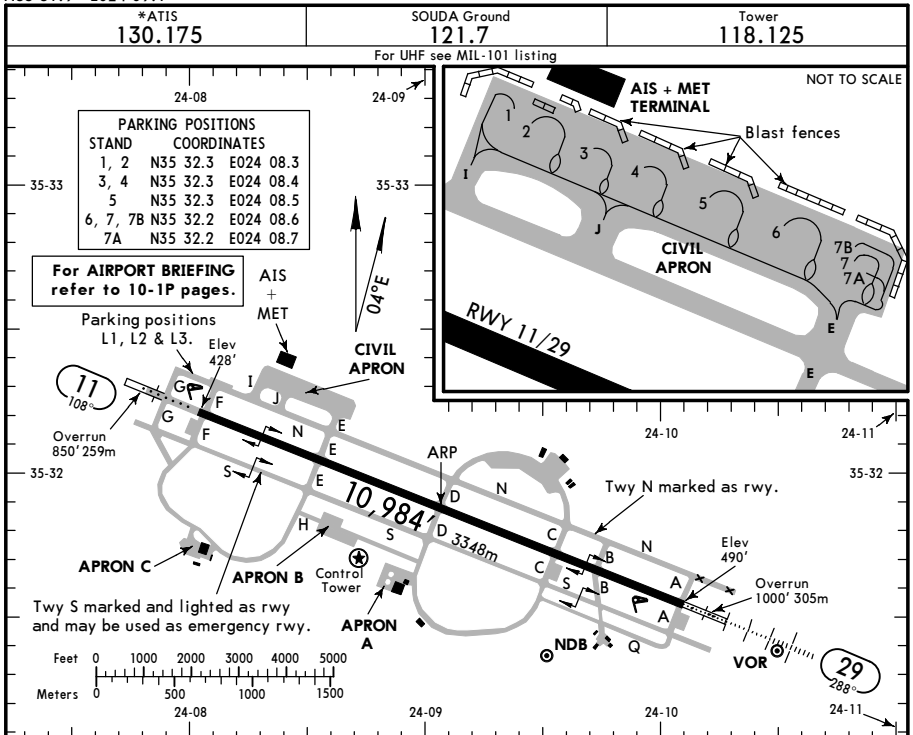
**LGSA/CHQ**

Apt Elev **490'**  
N35 31.9 E024 09.1

**JEPPesen**

21 APR 17  
Eff 27 Apr (10-9)

**CHANIA, GREECE**  
**IOANNIS DASKALOGIANNIS**



Due to narrow width of intersections between RWY and TWY S, ACFT with wingspan equal to or longer than 184'/56 m should not use TWY S for taxiing.

**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS				WIDTH
	LANDING BEYOND		TAKE-OFF		
	Threshold	Glide Slope			
11	HIRL (60m) ALS PAPI-L (angle 3.0°)	RVR			148'
29	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR		①	45m

① TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 10,984' (3348m)  
twy E int 8333' (2540m)

RWY 29:

From rwy head 10,656' (3248m)  
twy B int 9039' (2755m)  
twy C int 8120' (2475m)

**Standard**

**TAKE-OFF**

	Low Visibility Take-off	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	RVR 300m	400m	500m
D			

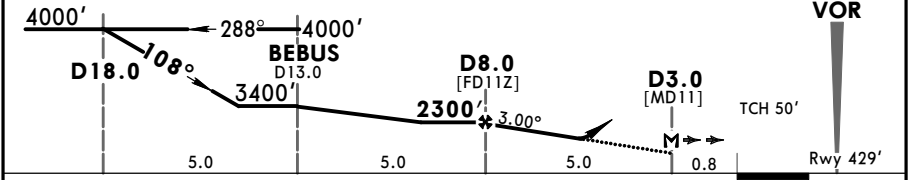
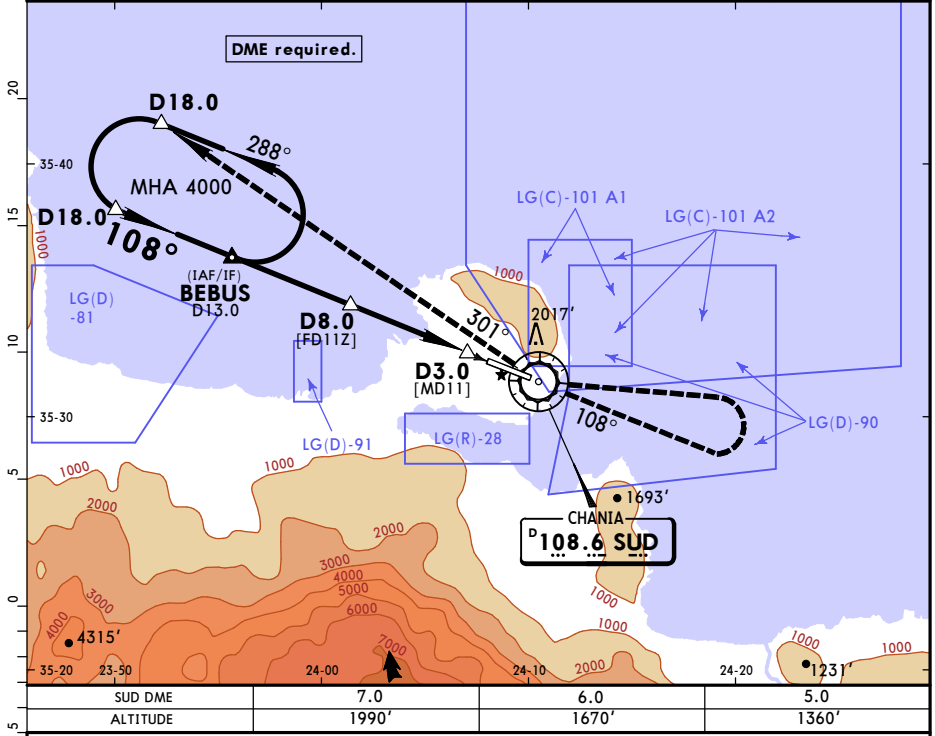
# LGSA/CHQ



# CHANIA, GREECE VOR Z Rwy 11

IOANNIS DASKALOGIANNIS 5 AUG 16 (13-1) Eff 18 Aug

*ATIS <b>130.175</b>		SOUDA Approach <b>118.125</b>		SOUDA Tower <b>118.125</b>		SOUDA Ground <b>121.7</b>	
For UHF see MIL-101 listing							
VOR SUD <b>108.6</b>	Final Aph Crs <b>108°</b>	Minimum Alt <b>D8.0</b> 2300' (1871')	DA(H) <b>1100'</b> (671')	Apt Elev 490'	Rwy 429'	<div style="border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center;">                 4000'                  090° → ← 270°                  10,200'                  MSA SUD VOR             </div>	
<b>MISSED APCH:</b> Climb on R-288 to VOR. Intercept and follow R-108 climbing to 3200', then turn LEFT (MAX 210 KT) to VOR. Then turn RIGHT intercept and follow R-301 to join holding at D18.0 at 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	SUD <b>108.6</b>	3200'	SUD on <b>108.6</b>
Descent Angle	3.00°	372	478	531	637	849		↑	↑	↑
MAP at D3.0										

<b>Standard</b> STRAIGHT-IN LANDING RWY 11						CIRCLE-TO-LAND					
DA(H) <b>1100'</b> (671')						Not authorized North of airport					
ALS out						Max Kts	MDA(H)		VIS		
A	RVR 1500m					100	<b>1310'</b> (820')		1500m		
B						135	<b>1310'</b> (820')		1600m		
C						180	<b>2180'</b> (1690')		2400m		
D	CMV 2400m					205	<b>2480'</b> (1990')		3600m		

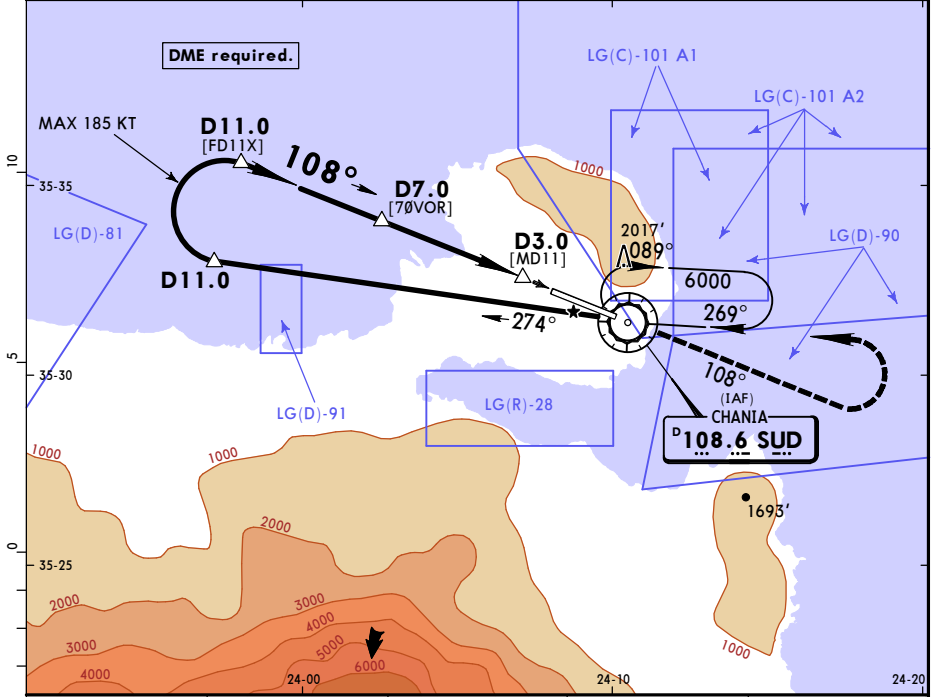
PANS OPS

**LGSA/CHQ**  
**IOANNIS DASKALOGIANNIS**

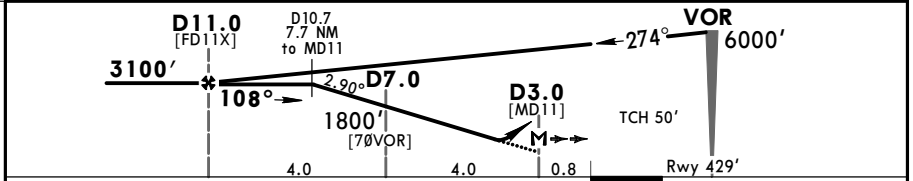
**JEPPESEN**  
 5 AUG 16 (13-2) Eff 18 Aug

**CHANIA, GREECE**  
**VOR X Rwy 11**

*ATIS <b>130.175</b>		SOUDA Approach <b>118.125</b>		SOUDA Tower <b>118.125</b>		SOUDA Ground <b>121.7</b>	
For UHF see MIL-101 listing							
VOR SUD <b>108.6</b>	Final ApcH Crs <b>108°</b>	Minimum Alt D11.0 <b>3100'</b> (2671')	DA(H) <b>1100'</b> (671')	Apt Elev 490'	Rwy 429'		
<b>MISSED APCH:</b> Climb on R-288 inbound to VOR. After VOR intercept and follow R-108 to 3200', then turn LEFT (MAX 185 KT) to VOR and hold at 6000', or as directed.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 11000'	
							MSA SUD VOR



SUD DME	10.7	10.0	9.0	8.0
ALTITUDE	3100'	2800'	2500'	2190'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	SUD <b>108.6</b>	3200'	SUD <b>108.6</b>
Descent Angle	2.90°	359	462	513	616	821		↑	↑	on
MAP at D3.0										

<b>Standard</b> STRAIGHT-IN LANDING RWY 11						CIRCLE-TO-LAND					
DA(H) <b>1100'</b> (671')						Not authorized North of airport					
ALS out						Max Kts	MDA(H)		VIS		
A	RVR 1500m					100	<b>1310'</b> (820')		1500m		
B						135	<b>1310'</b> (820')		1600m		
C						180	<b>2180'</b> (1690')		2400m		
D	CMV 2400m					205	<b>2480'</b> (1990')		3600m		

PANS OPS



LGSA/CHQ

**JEPPesen**

CHANIA, GREECE

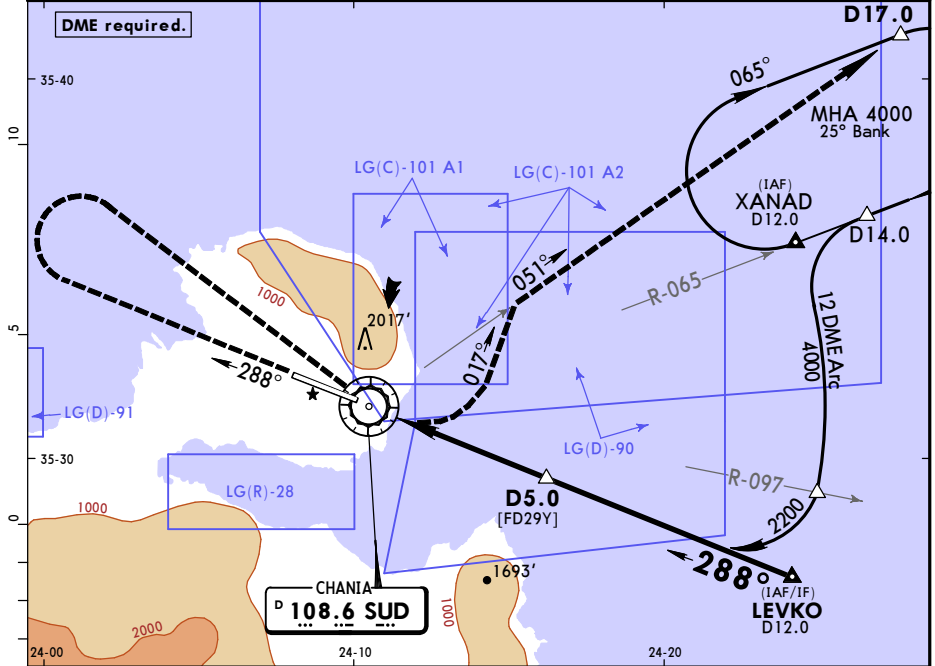
IOANNIS DASKALOGIANNIS

5 AUG 16

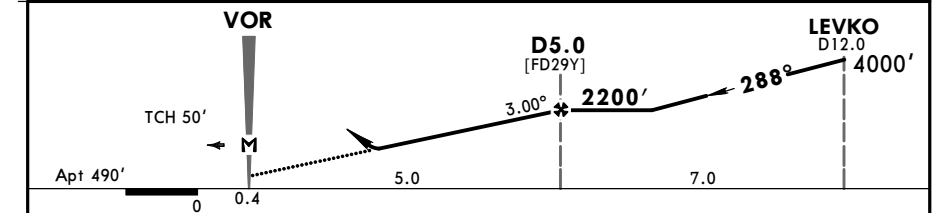
(13-3) Eff 18 Aug

VOR Y Rwy 29

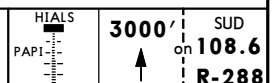
*ATIS <b>130.175</b>		SOUDA Approach <b>118.125</b>		SOUDA Tower <b>118.125</b>		SOUDA Ground <b>121.7</b>	
For UHF see MIL-101 listing							
BRIEFING STRIP™	VOR SUD <b>108.6</b>	Final Appch Crs <b>288°</b>	Minimum Alt <b>D5.0</b> 2200' (1710')	DA(H) <b>1310'</b> (820')	Apt Elev 490'		
	<b>MISSED APCH:</b> Climb on R-288 to 3000', then turn RIGHT (MAX 185 KT) to VOR. Then turn LEFT (MAX 230 KT/25° Bank) to track 017°, intercept and follow R-051 and join holding at D17.0. Climb to 4000', or as directed.						
Alt Set: hPa		Apt Elev: 18 hPa		Trans level: By ATC		Trans alt: 11000'	
							MSA SUD VOR



SUD DME	3.0	4.0
ALTITUDE	1570'	1890'



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



<b>Standard</b>		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
DA(H) <b>1310'</b> (820')		ALS out		Not authorized North of airport	
PANS OPS	A	RVR 1500m	Max Kts 100	MDA(H) <b>1310'</b> (820')	VIS 1500m
	B		135	<b>1310'</b> (820')	1600m
	C		180	<b>2180'</b> (1690')	2400m
	D	CMV 2400m	205	<b>2480'</b> (1990')	3600m

LGSA/CHQ

JEPPESEN

CHANIA, GREECE  
VOR W Rwy 29

IOANNIS DASKALOGIANNIS

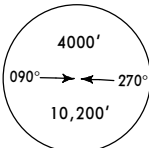
5 AUG 16

(13-4) Eff 18 Aug

*ATIS <b>130.175</b>	SODA Approach <b>118.125</b>	SODA Tower <b>118.125</b>	SODA Ground <b>121.7</b>
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For UHF see MIL-101 listing

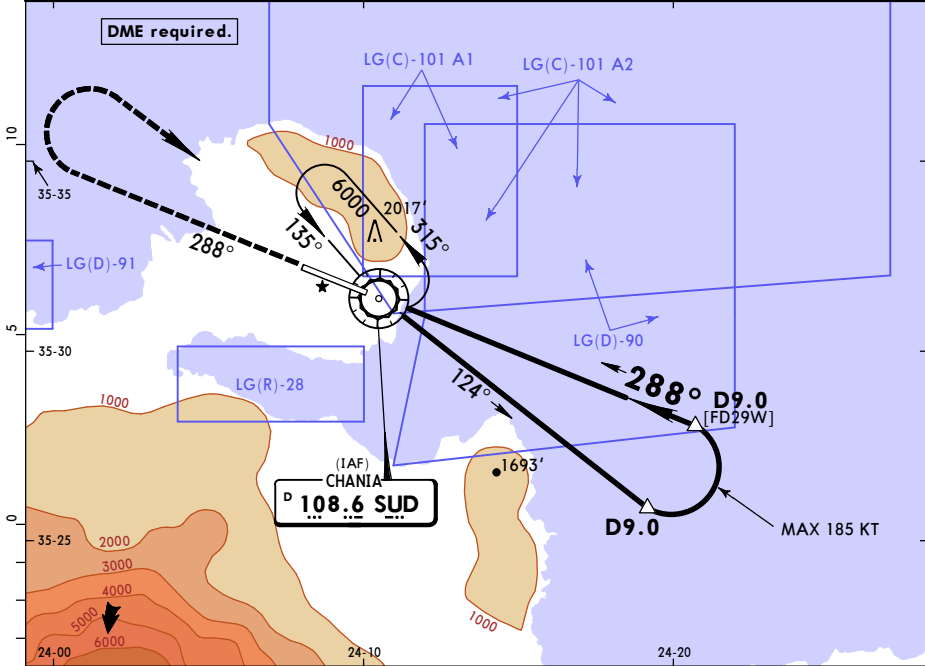
VOR SUD <b>108.6</b>	Final ApcH Crs <b>288°</b>	Minimum Alt <b>D9.0</b> 3200' (2710')	DA(H) <b>1310'</b> (820')	Apt Elev 490'
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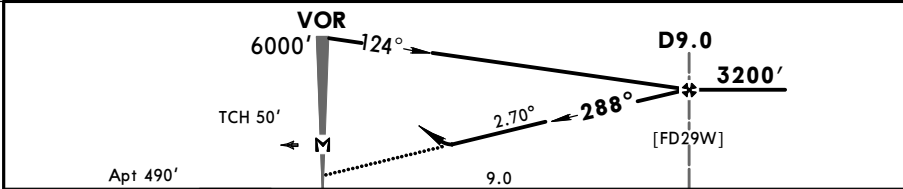
**MISSED APCH:** Climb on R-288 to 3000', then turn RIGHT (MAX 185 KT) to VOR and hold at 6000', or as directed.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 11000'

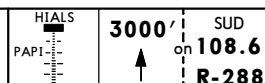
MSA SUD VOR



SUD DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1770'	2060'	2350'	2630'	2920'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669



MAP at VOR

PANS OPS	<b>Standard</b>	STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		
		DA(H) <b>1310'</b> (820')		Not authorized North of airport		
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m		100	1310' (820')	1500m
	B			135	1310' (820')	1600m
C			180	2180' (1690')	2400m	
D	CMV 2400m		205	2480' (1990')	3600m	