

LGIR 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

2.21.1.1.1 The following take-off procedures have proved to be highly efficient in respect of noise abatement in AD vicinity:

- Strict adherence, within the limits of safety and performance, is required.
- All aircraft departing from or arriving at IRAKLION/ NIKOS KAZANTZAKIS Airport should avoid overflying Iraklion city.
- Rapid changes in engine power should be avoided unless flight reasons render them imperative.
- Run up tests must be approved in advance by Airport Authority.

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

2.21.1.4.1 Departures

2.21.1.4.1.1 For all aircraft departing having MTOM more than 5700 KG departing from RWY 27, shall climb after take-off to at least 3 000 FT with the speeds, use of power and flaps as described in ICAO Doc 8168 Procedures for Air Navigation Services - Aircraft Operations Noise Abatement Take-off Climb Procedure NDAP1 (PANS-OPS Doc 8168, VOL 1 Flight Procedures).

2.21.1.4.1.2 Normal take-off thrust is recommended.

2.21.1.4.1.3 All aircraft as soon as possible, after take-off at 600 FT (QNH) should turn right on heading for departure from RWY 27.

Note: Deviations of the above only permitted for safety reasons.

2.21.1.4.2 Arrivals

2.21.1.4.2.1 Final approach to the airport shall be carried out strictly not below the angle defined by the visual approach indicator.

2.21.1.4.2.2 Aircraft approaching to land on RWY 09 are requested to make adjustments for a short final approach unless otherwise instructed by KAZANTZAKIS TWR.

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

LGIR AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 IRAKLION TMA is affected by Controlled firing area LGC101, see ENR 5.1.4.

2.22.1.2 Seasonal phenomena

2.22.1.2.1 Seasonal extreme south-south east winds more than 20KT

2.22.1.2.1.1 Pilots landing or take-off LGIR - IRAKLION/ NIKOS KAZANTZAKIS, should exercise extreme caution as seasonal extreme south-south east winds, more than 20 KT, prevail over and at the vicinity of the airport. When these winds prevail, the following phenomena, affecting seriously the flights safety, are observed:

- a) Severe turbulence on the sort finals, take-off and initial off climb path area as well as the entire length of RWY 09/27.
- b) Wind direction varies from 150 - 190° at the beginning of RWY 27 and from 170 - 210° at the beginning of RWY 09.
- c) The south-south east winds at their initial appearance are gusty.
- d) Pilots are urged to volunteer reports of these phenomena to KAZANTZAKIS TWR or IRAKLION APP, so that the pilots of succeeding aircraft can be warned.

2.22.1.2.2 Seasonal north-north west winds more than 10KT

2.22.1.2.2.1 Pilots landing on RWY 27 at LGIR – IRAKLION / NIKOS KAZANTZAKIS, should exercise extreme caution as seasonal north-north west winds more than 10KT, prevail over and at the vicinity of the airport. When these winds prevail, the flight path may be affected by turbulence and or wind shear causing downdraft phenomena at the close vicinity and over the THR of RWY 27. Pilots are urged to volunteer reports of these phenomena to KAZANTZAKIS TWR or IRAKLION APP, so that the pilots of succeeding aircraft can be warned.

2.22.2 Runway in use

2.22.2.1 When runways 27 and 30 are in use, Right-hand traffic pattern should be followed.

2.22.3 Procedures for IFR flights within IRAKLION TMA

2.22.3.1 See relevant LGIR charts – ICAO (LGIR AD 2.24)

2.22.3.2 RNP APPROACH RWY 27

2.22.3.2.1 If RWY 27 is in use, then the expected approach procedure for all traffic inbound to land at LGIR airport is RNP (GNSS) RWY 27.

2.22.3.2.2 Information on the navigation specification of each flight may not be automatically available to ATC. If aircraft is unable to execute the RNP approach for RWY 27 for whatever reasons (lack of RNP-approach approval, equipment degradation, etc.), the pilot must declare "UNABLE RNP approach RWY 27" at first contact with IRAKLION APPROACH or as soon as they are aware of a respective system degradation or failure (e.g. due to RAIM). In this case, alternative approach clearance shall be issued by ATC.

2.22.3.2.3 It is expected that data derived from IRA VOR/DME and/or HER Locator will be available on a standard basis to all traffic approaching LGIR airport.

2.22.3.2.4 Standard phraseologies will variously be used.

2.22.3.3 SUPPLEMENTARY PROCEDURES WHEN RWY 09 IS IN USE

2.22.3.3.1 When RWY 09 is in use then the expected instrument approach procedure is VOR-b (ref: **AD2-LGIR-IAC-4**).

2.22.3.3.2 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.

2.22.3.3.3 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.

2.22.3.3.4 Visual cues that can help the pilots are:

- a) The power plant chimneys (coordinates 352026N 0250308E) located near the coastline 5.5NM from the airport, slightly south of final RWY 09