

IRAKLION (HER/LGIR)

Elevation 115ft

CATEGORY B

AV brief under developemnt

GENERAL

- The airfield is located on the eastern edge of the town of Iraklio on the North coast of Crete. The airfield sits on an 80ft bluff with steep cliffs forming the N and E boundary.

Threats
CFIT

- The island of Crete is mountainous both inland and in close proximity to the coast. The Navigraph/LIDO Radar Vectoring chart or STAR Overview charts give a good picture of the general positions of terrain in relation to the airfield.
- Some of the highest ground on the island lies to the SW and SE of the airfield with a peak to nearly 8,100ft amsl (the highest on Crete) at 21 nm SW and a peak to nearly 7,100ft amsl at 20 nm SE.
- Immediately to the S the ground rises rapidly with obstructions to 1,000ft amsl within 2NM, the 2000ft amsl contour lies less than 5NM from the SSW to SE and there is a peak of 2,600ft amsl within 6NM.
- On the extended centre line to RWY09 the ground rises to c2700ft amsl at 8NM W and to c3600ft amsl at 18NM.
- The final approach RWY 09 is made over the town; there is a church 250 m short of the runway which gives rise to a significantly displaced threshold.
- The approach RWY 27 is over the sea but there is high ground with obstructions immediately to the left of the centre line reaching c600ft amsl at 2NM
- There is a small island 7NM to the N with a peak of 880ft amsl.
- Be mindful on all approaches of the high ground situated to the south of the airfield, awareness of aircraft position, during approach and particularly in the event of a go around when all turns are to the N.

Runway Excursion

- RWY 27 has a marked upslope for the first 500 m, which gives a strange perspective of being high.
- RWY 09 has a displaced threshold reducing the Landing Distance Available to just over 2,200M and can cause the illusion of being too high which can cause aircraft to duck-under the 3° slope
- At night the approach to RWY27 is over sea and there is the potential for “Black-Hole Effect” due to the lack of lighting surrounding the airfield.

Runway Incursion

- Taxi clearance may be to hold short of RWY 12/30. This runway may be completely unlit, which makes it very easy to miss when taxiing in the dark. There are numerous hotspots associated with this runway.

Loss of Control

- **Turbulence in the Approach, Takeoff and Climb**
 - Exercise extreme caution if Active Sky and RealTurb is used as seasonal strong S to S-E'ly winds of more than 20 kts prevail over and in the vicinity of the airfield. When these winds prevail the following phenomena are observed, seriously affecting flight safety:
 - Severe turbulence during final approach, in the take-off and initial climb path areas as well as along the RWY 09/27.

- Wind direction varies from 150°–190° at beginning of Rwy 27 and from 170°–210° at the beginning of Rwy 09.
- The S to S-E'ly winds at their initial appearance are gusty.
- Expect WINDSHEAR on short finals RWY 27 when calm surface wind is associated with NW to N wind at 2,000ft.
- Due to the cliffs surrounding the airfield to N and E, with NW winds intermittent down draughts on short finals may occur

Mid Air Collision

- Considerable traffic density possible during summer months, the airfield may not be controlled
- Adhere to appropriate speed restrictions and crew should make maximum use of the TCAS system to ensure adequate spacing with preceding aircraft (10NM minimum recommended) using UNICOM.

ARRIVAL

Diversion Airports

CHANIA	CHQ/LGSA	51 nm/282°T	CAT B
ATHENS	ATH/LGAV	167 nm/339°T	CAT A
RHODES	RHO/LGRP	155 nm/066°T	CAT B
THESSALONIKI	SKG/LGTS	328 nm/341°T	CAT B

- Landing RWY 12/30 NOT APPROVED.
- Inbound aircraft may be kept high due to outbound traffic.
- Inbound delays possible during events due volume of traffic.
- Night landings RWY 09 only approved with serviceable PAPIs and minimum visibility of 5 km.

Approach

- The primary approach for RWY27 is an RNAV with a steep (3.4° approach), observe the speed restrictions to avoid deviating south of the final approach track or EGPWS warnings for the high ground to the S.
- If unable to fly the RNAV approach the other instrument let downs available are a VOR/DME 27 which is offset from the runway centreline and a considerably offset BREAKCLOUD (VOR B) procedure.
- ATC will usually use the VOR B procedure for RWY09 and aircraft are expected to break off the procedure when visual and proceed to a 4NM final, crew should carefully consider this in relation to energy management
- There have been reports of being in ground (sea) contact outbound during the VOR B procedure only to become IMC again when inbound.
- Visual circuits are flown to the North of the airfield, over the sea, inside the island.
- Due to the cliffs on short final RWY 27 crews may find there is a sudden decrease in radio height at about 300ft radio height, as the aircraft crosses the cliffs. It has been reported that the radio altimeter decreases rapidly from 50'R to 30'R which makes the radio altimeter calls difficult to follow.

GROUND

- Tango parking stands are nose in parking with conventional push back. All other stands are self-manoeuvring.

DEPARTURE

- TAKE OFF Rwy 12/30 NOT APPROVED.
- Mobile port cranes (8 and 9) can be raised up to 240ft amsl approximately 800M W from RWY 27 departure end. Crane activity will be promulgated by NOTAM. These cranes can have a significant impact on TOPL, if cranes are raised, consider obtaining payload information inbound to check performance for outbound flight.

WEATHER

- Generally good but some CBs in summer.
- Strong winds with depressions in winter.
- Dust haze, associated with air masses originating in Africa, prevalent in spring.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT HELLAS
Handling Agent VHF	131.7
Potable Water	Not available

IF ONLY Electrical Power is required	Use GHA GPU for maximum 60 min then use APU
If BOTH electrical power and air conditioning is required:	Use APU for airconditioning, use the GHA GPU for maximum 60 mins to reduce APU fuel burn