

## CHANIA (CHQ/LGSA)

Elevation 490ft

### CATEGORY B

AV brief - not required

### GENERAL

- Chania is located on the Northern coast of Crete, approx 50nm to the W of Iraklion.
- It is a joint Civil/Military airfield.
- Chania sometimes gets referred to as 'Souda'.
- There is no radar.

### Threats

#### CFIT

- Terrain to the N up to 1670ft including a mast at 2020ft within 2nm.
- Terrain 16nm to the S to a peak of 8050ft.
- Mountainous terrain covers much of the island of Crete and is well depicted on Lido AFC chart.

#### Runway Excursion

**CAUTION:** *The runway is located at 500ft amsl beyond a cliff. The 1000ft RA auto callout occurs at 1000ft QNH which is only 500ft aal. Aim to be stable by 1500ft QNH.*

- There are parallel taxiways to the N and S of Rwy 11/29 which are marked as a runway. Caution should be exercised so as not to confuse the taxiways with the runway in use.

#### Runway Incursion

- Ensure line up is carried out on the correct runway.
- Nil taxiway markings, therefore if in doubt, check with ATC. For example, on taxi out to Rwy 09, intersections A and B are not marked. Be particularly careful if operating off schedule at night.

#### Loss of Control

- Arrestor cables are located at both runway ends and a net barrier is located at the 29 threshold. Refer to OM A – Runways Equipped with Arrestor Cables. for information regarding operations on runways equipped with arrestor cables.

#### Mid Air Collision

- Significant military traffic may be operating at the airfield and in the vicinity including fast jets, military transports and helicopters.
- The military use target dropping zones to the North.

## ARRIVAL

### Diversions Airports

IRAKLION	HER/LGIR	52 nm/102°T	CAT B
ATHENS	ATH/LGAV	145 nm/356°T	CAT A
KOS	KGS/LGKS	162 nm/062°T	CAT A
RHODES	RHO/LGRP	199 nm/075°T	CAT B
THESSALONIKI	SKG/LGTS	305 nm/349°T	CAT B

### Approach

- No ILS.
- Circling is to the South only and only with minima higher than 1000ft aal.
- Expect DME arc procedural approach from the N, having been sent direct to SUD beforehand by Athens control.
- It will be necessary to align on final approach laterally, as although only notified of 1° change on Lido, this requires some lateral change.

### BAV Crew Reports

- *Visual approaches are usual. Otherwise the DME ARC STARs to a VOR.*
- *Tower wind is not accurate.*
- *Possibility of being sent direct to RUSOS by ATH for the DME arc VOR, not to SUD.*
- *There is no offset anymore, the VOR app lines up with the runway.*

## GROUND

- Tight apron. Parking is difficult.
- Expect to position to Apron under ATC control, until visual with the marshaller on stand who will guide you in.
- 'Vacate and follow marshaller' means not a vehicle but a pedestrian marshaller on the apron: taxi down the apron to him, despite Ground's vague instructions and no parking position mentioned.
- Initially point 90° to the Apron, then the marshaller will invite a left (hard) turn to align with nose out stand.
- Refuelling with passengers onboard is not permitted, unless fire services are in attendance

## DEPARTURE

- Nose off stand – start engines on stand and taxi directly off.
- Final loadsheet only pre-departure on stand. Nil ACARS FINAL loadsheets.
- ATC clearance normally only transmitted on taxi out.
- Take note of AOI page regarding 100m shift forward before take-off. This is marked clearly on the runway with a 100m black board to the side of the runway and white markings on the runway itself.
- On handover to Athens control, 2 way communication may be difficult to achieve due to the base of the VHF coverage. Communication will improve with increasing altitude.

**WEATHER**

- Mediterranean climate with hot/dry summers and mild/wet winters.

**OPERATIONAL INFORMATION**

Handling Agent	Swissport Hellas Sud
Handling Agent VHF	No Air 2 Ground
Potable Water	Permitted