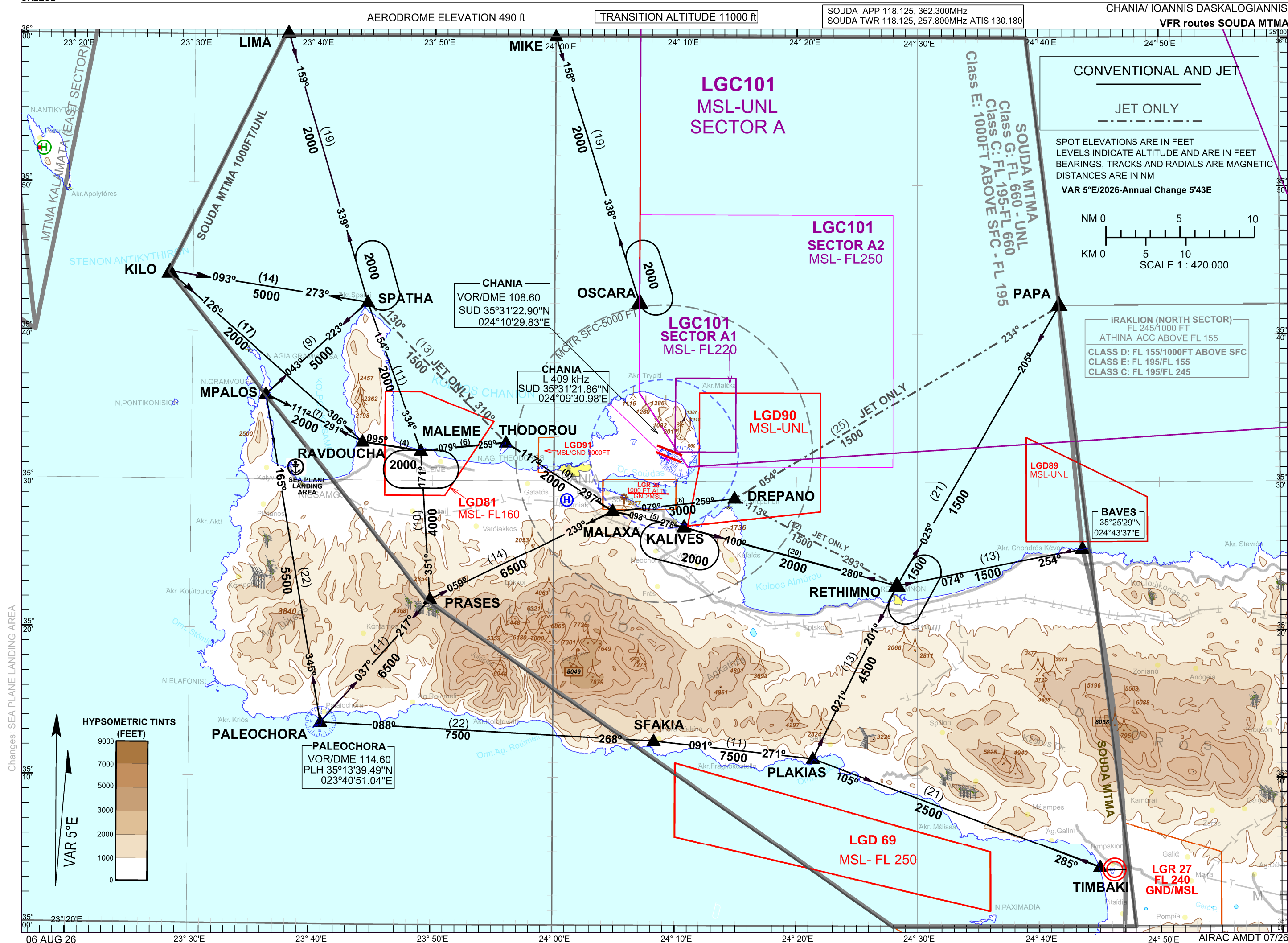




SOUDA MTMA – VFR ROUTES

1. Aircraft (including helicopters) flying under VFR within SOUDA MTMA, should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.

2. Access to SOUDA MTMA is restricted to aircraft (including helicopters) capable of maintaining two-way radio communication with SOUDA Approach (Freq. 118.125 MHz) or SOUDA Tower (Freq. 118.125 MHz).

3. Should air traffic conditions require, ATC may assign different VFR routes. Also when deemed necessary by the pilots to deviate from specified routes and/ or altitudes, they should communicate with SOUDA Approach or SOUDA Tower prior entering, or immediately after departure, to obtain clearance for deviation.

4. Position reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart.

5. A continuous watch must be maintained on the appropriate frequency with SOUDA Approach or SOUDA Tower, when flying within SOUDA MTMA.

6. Cancellation of IFR flight plan within SOUDA MTMA is subject to ATC approval and after the cancellation, the VFR routes and altitudes should be followed.

7. Aircraft flying under VFR within SOUDA MTMA, shall be equipped by a functioning transponder with Mode A and C capabilities.

8. Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.

9. Due to entanglement with Instrument procedures of RWYs 11L/29R, the following segments shall be used when a special permission has been obtained by SOUDA Approach or SOUDA Tower :

- (1) SPATHA - THODOROU,
- (2) RETHIMNO - DREPANO
- (3) PAPA – DREPANO

10. To assist SOUDA ATC to arrange landing sequence of IFR and VFR arrivals and facilitate the aerodrome traffic five (5) visual holding patterns have been established as depicted on this chart:

(a) **SPATHA** point, North-South direction, **right turn**, altitude **2000 FT**, or as otherwise instructed by SOUDA Approach or SOUDA Tower.

(b) **OSCARA** point, North-South direction, **right turn**, altitude **2000 FT**, or as otherwise instructed by SOUDA Approach or SOUDA Tower.

(c) **RETHIMNO** point, West-East direction, **right turn**, altitude **1500 FT**, or as otherwise instructed by SOUDA Approach or SOUDA Tower. Due to noise abatement jet acft may be instructed to hold at a higher altitude.

(d) **KALIVES** point, West- East direction, **right turn**, altitude **2000 FT**, or as otherwise instructed by SOUDA Approach or SOUDA Tower. Due to noise abatement jet acft may be instructed to hold at a higher altitude.

(e) **MALEME** point, West-East direction, **right turn**, altitude **2000 FT** , or as otherwise instructed by SOUDA Approach or SOUDA Tower. Due to noise abatement jet acft may be instructed to hold at a higher altitude.

At the above points, all VFR traffic destined CHANIA / Ioannis Daskalogiannis airport, or intended to cross SOUDA MTMA, and /or instrument procedures RWY 11L/29R, should hold only when instructed so by SOUDA Approach or SOUDA Tower, until receiving a new clearance.

11. It is reminded that, on VFR Routes, the responsibility to avoid collision with other aircraft and maintenance of terrain and obstacle clearance rests with the pilots.

LGSA
COORDINATES OF REPORTING POINTS OF VFR ROUTES

BAVES	35° 25' 29''	24° 43' 37''
MPALOS	35° 35' 46''	23° 36' 08''
DREPANO	35° 28' 52''	24° 14' 55''
KALYVES	35° 26' 56''	24° 10' 44''
KILO	35° 44' 00''	23° 28' 00''
LIMA	36° 00' 00''	23° 37' 50''
MALAXA	35° 28' 00''	24° 04' 51''
MALEME	35° 32' 00''	23° 49' 00''
MIKE	36° 00' 00''	24° 00' 00''
OSCARA	35° 42' 02''	24° 07' 00''
PALEOCHORA	35° 13' 39''	23° 40' 51''
PAPA	35° 41' 49''	24° 41' 41''
PLAKIAS	35° 11' 20''	24° 21' 24''
PRASES	35° 22' 00''	23° 49' 50''
RAVDOUCHA	35° 32' 35''	23° 44' 09''
RETHIMNO	35° 23' 00''	24° 28' 20''
SFAKIA	35° 12' 30''	24° 08' 17''
SPATHA	35° 42' 00''	23° 44' 30''
TIMPAKI	35° 04' 00''	24° 45' 00''
THODOROU	35° 32' 35''	23° 56' 00''