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Airport Information For LGTS

Terminal Charts For LGTS

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Thessaloniki Grc
IATA Code: SKG
Lat/Long: N40° 31.2' E022° 58.3'
Elevation: 22 ft

Airport Use: Public
Magnetic Variation: 4.1°E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0350 Z
Sunset: 1706 Z,

Runway Information

Runway: 10
Length x Width: 8005 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS

Runway: 16
Length x Width: 7907 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28
Length x Width: 8005 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 7907 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 127.55

Makedonia Tower 122.1

Makedonia Tower 118.1

Makedonia Tower 118.05

Makedonia Tower 25.78 Military

Makedonia Ground Ground Control 121.7

Makedonia Clearance Delivery 118.05

Thessaloniki Approach Control 122.1

Thessaloniki Approach Control 120.8

Thessaloniki Approach Control 118.275

Thessaloniki Approach Control 36.23 Military

Thessaloniki Director Radar 118.275

Thessaloniki Radar 120.8

Thessaloniki Radar 36.23 Military

Makedonia Radio 563.7 Air-Ground

Makedonia Radio 298.9 Air-Ground

1. GENERAL

1.1. ATIS

ATIS 127.55

1.2. LOW VISIBILITY PROCEDURES (LVP)

RWY 16 is equipped with ILS and is approved for CAT II operations.

The operations phase will be commenced when the RVR falls to 800m or below and the ceiling is at or below 200'. LVPs will be terminated when RVR is greater than 1400m and ceiling is greater than 400' and a continuing improvement in these conditions is anticipated.

ACFT landing on RWY 16 must exit either at the end of the RWY or via taxi link D. When on TWY A, pilots shall report 'RWY vacated' in order to denote that the ACFT is out of the ILS localizer sensitive area. Pilots will not be refused permission to land or take off on "pilot's discretion" solely because of bad weather conditions. Guided take-off is not provided.

Taxiing is restricted to TWY "A" and TLINKS "C" and "D", equipped with centre line lights as indicated on the aerodrome chart. On receiving taxi clearance ACFT must only proceed when a green centre line path is illuminated. In the event of failure of the TWY lights and/or stopbars, ACFT are only to taxi on the direction of a Follow me car. During operations phase, taxiing within the apron is permitted only under the guidance of a Follow me car.

Intersection take-offs are not permitted.

During LVPs RWY 16 is used for landings and take-offs. It is however possible for an ACFT - due to performance requirements - to use RWY 34 for take-off on pilot's request and ATC's approval. Delays and, probably, a CTOT extension must be anticipated.

1.3. TAXI PROCEDURES**1.3.1. GROUND MOVEMENT**

All ACFT shall follow the Stand Lead-in Line when taxiing within the apron. No deviations or short-cuts are permitted unless guided by a Follow me car.

Unless guided by a Follow me car, ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxiing manoeuvre.

ACFT are permitted to taxi only at the indispensable minimum engine speed.

Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar. In case of a complete failure of the stop bar system, the information is broadcasted on the ATIS and crossing is permitted only under the guidance of a Follow me car.

1.3.2. ACFT TOWING

Towing of ACFT requires the prior permission of ATC.

During night hours or during LVP in operation towed ACFT shall be illuminated.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 10 & 16 right-hand circuit.

Turns on RWY 10/28 shall only be made to the RIGHT and on the concrete part of RWY end. Lower engine power should be used to avoid possible damage to the ACFT barrier.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 16 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. OTHER INFORMATION

For Radar Minimums see Terminal page E-51 etc.

Due to significant obstructions in approach area to RWY 34, touchdown point should be selected making due allowance for ACFT performance, height of obstacles and landing distance required.

3. DEPARTURE

3.1. DE-ICING

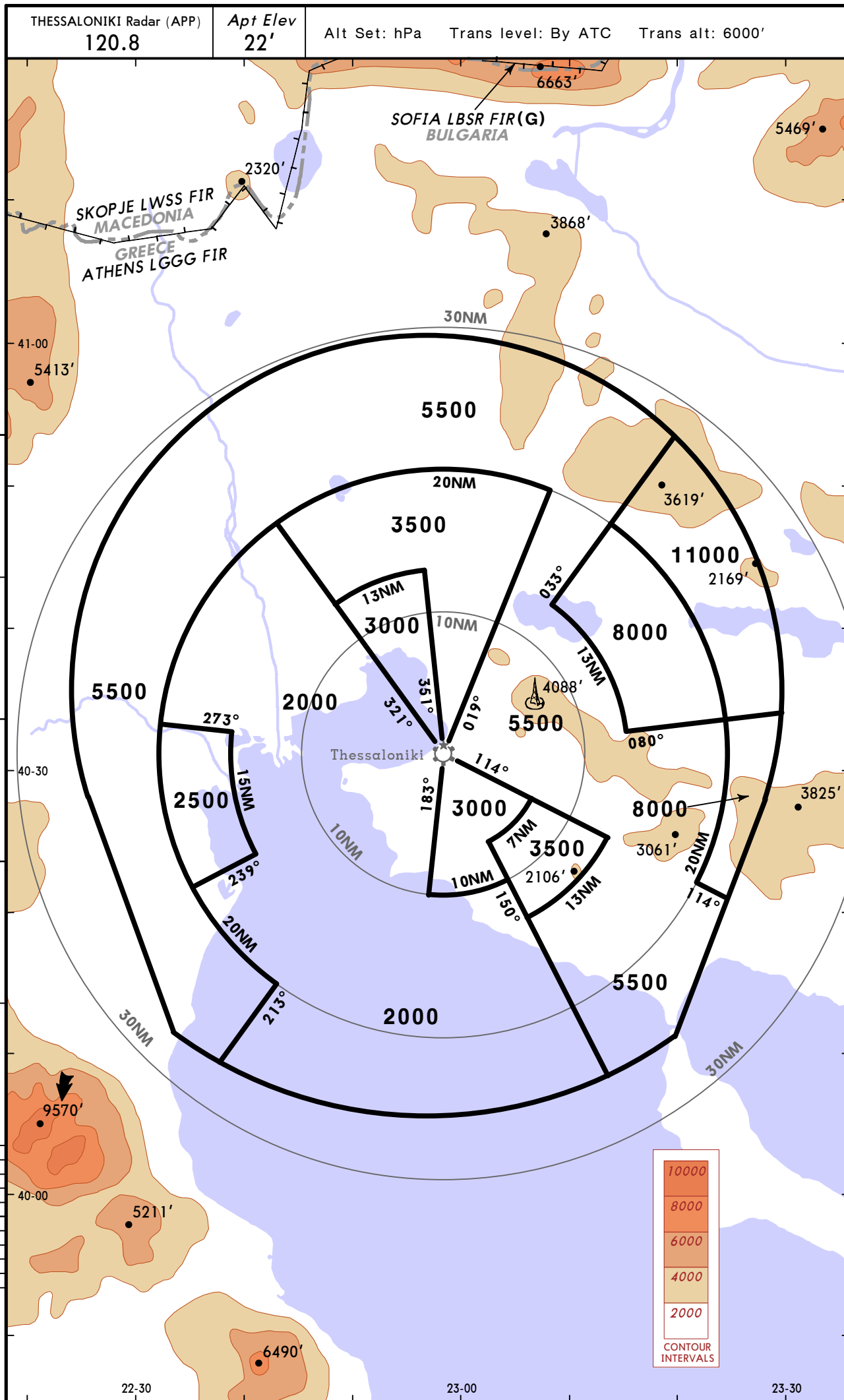
ACFT de/anti-icing activities are performed under the responsibility of the ACFT operator and/or the Ground Handler ACFT de/anti-icing at all parking stands. Prior coordination with the Airport Operations Department is required.

3.2. START-UP PROCEDURES

Pilots shall request clearance for starting the engines and ATC clearance on the Start-Up/Clearance Delivery frequency (118.050 MHz). Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving Start-Up and ATC clearance, pilots will be instructed to contact the Tower frequency (118.100 MHz) for Taxi clearance. Pilots shall inform the Start-Up /Clearance Delivery frequency, if unable to be ready to taxi within 10 minutes from Start-Up time.

When Pilots request Taxi, they shall indicate their aircraft parking stand. Taxi-out clearance may only be requested if the pilot can perform the manoeuvre immediately.

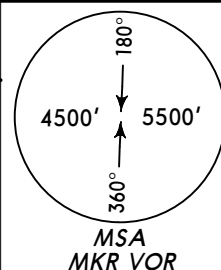
Commencement of taxiing with some of the engines shut down is not permitted.



*ATIS
127.55

Apt Elev
22'

Alt Set: MB Trans level: By ATC Trans alt: 6000'



ALIKO 1D [ALIK1D], ARNAS 3D [ARNA3D]
EDASI 1D [EDAS1D], FSK 3D
RWY 10 ARRIVALS
BASED ON MKR

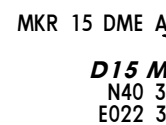


ALIKO

N40 46.3
E022 27.0
(TSL R-304/
D31.1)



ARNAS 3D
MAX 230 KT
Bank 25°



EDASI

N40 27.5 E022 25.7
(TSL R-267/D25.8)



FISKA
D 116.4 FSK
N41 05.9 E022 59.5
(TSL R-356/D38.4)

FSK 3D

D17 MKR
N40 48.1 E022 58.8

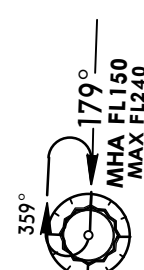
MIKRA
D (T) 110.8 MKR
N40 31.1 E022 58.2

ARNAS
N40 31.7 E023 28.8
(TSL R-076/D22.8)

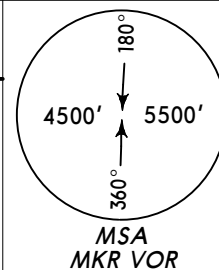
ARNAS 3D
23.3
5500
265°

THESSALONIKI
D 112.1 TSL
N40 27.4 E022 59.5

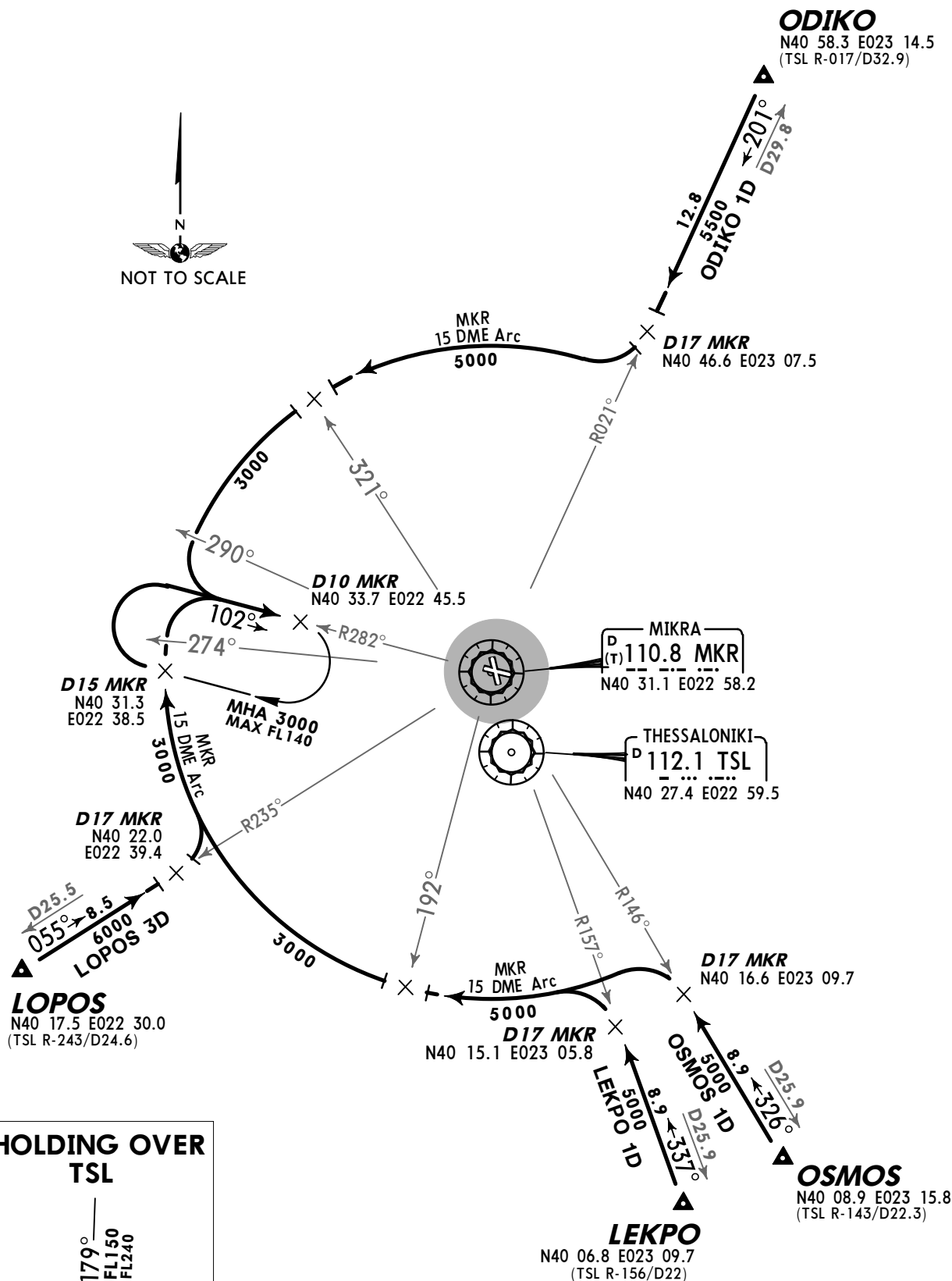
HOLDING OVER TSL



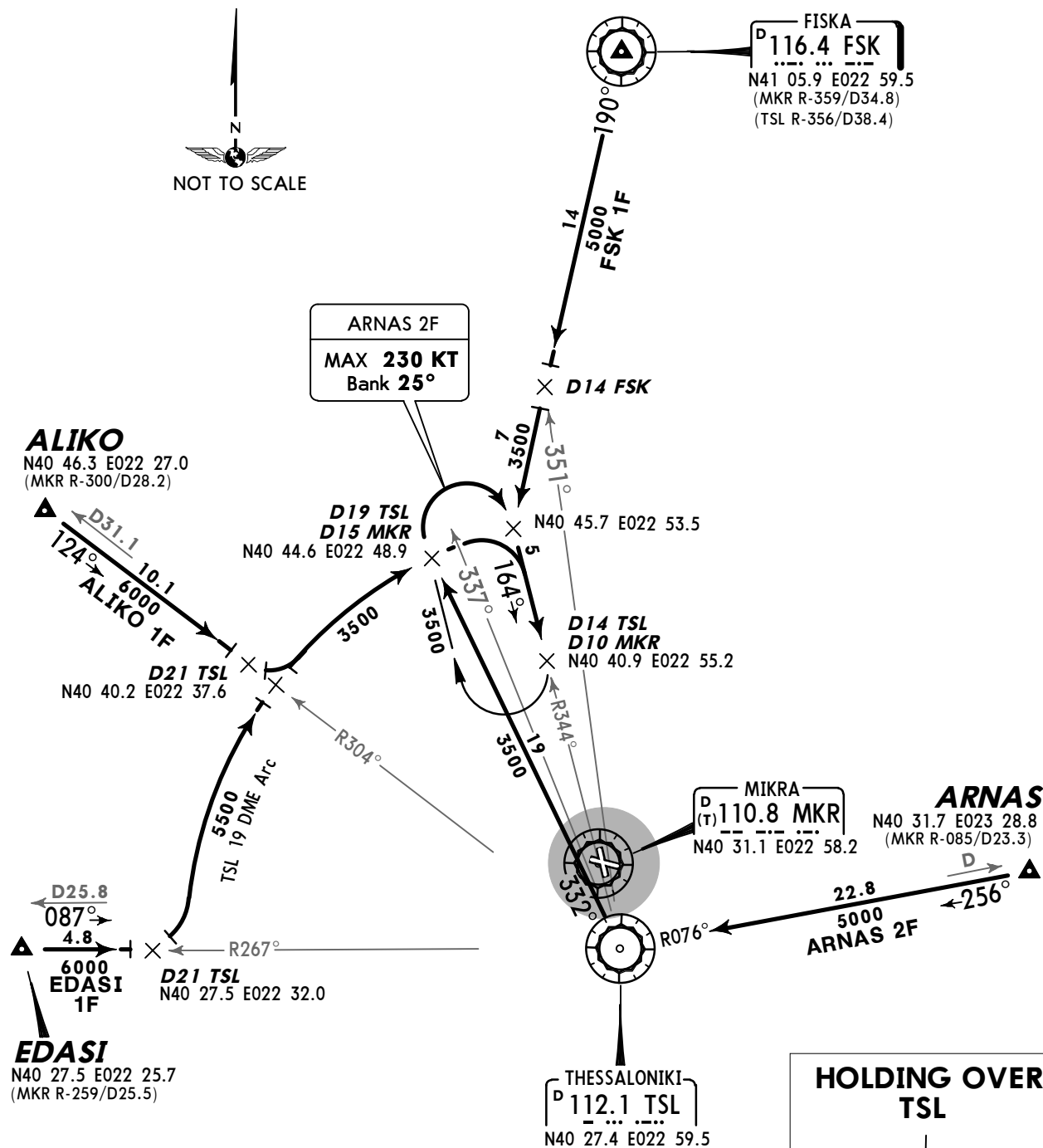
*ATIS 127.55
Apt Elev 22'
Alt Set: MB
Trans level: By ATC Trans alt: 6000'



LEKPO 1D [LEKP1D], LOPOS 3D [LOPO3D]
ODIKO 1D [ODIK1D], OSMOS 1D [OSMO1D]
RWY 10 ARRIVALS
BASED ON MKR



10-2B



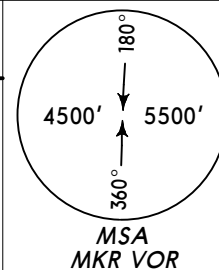
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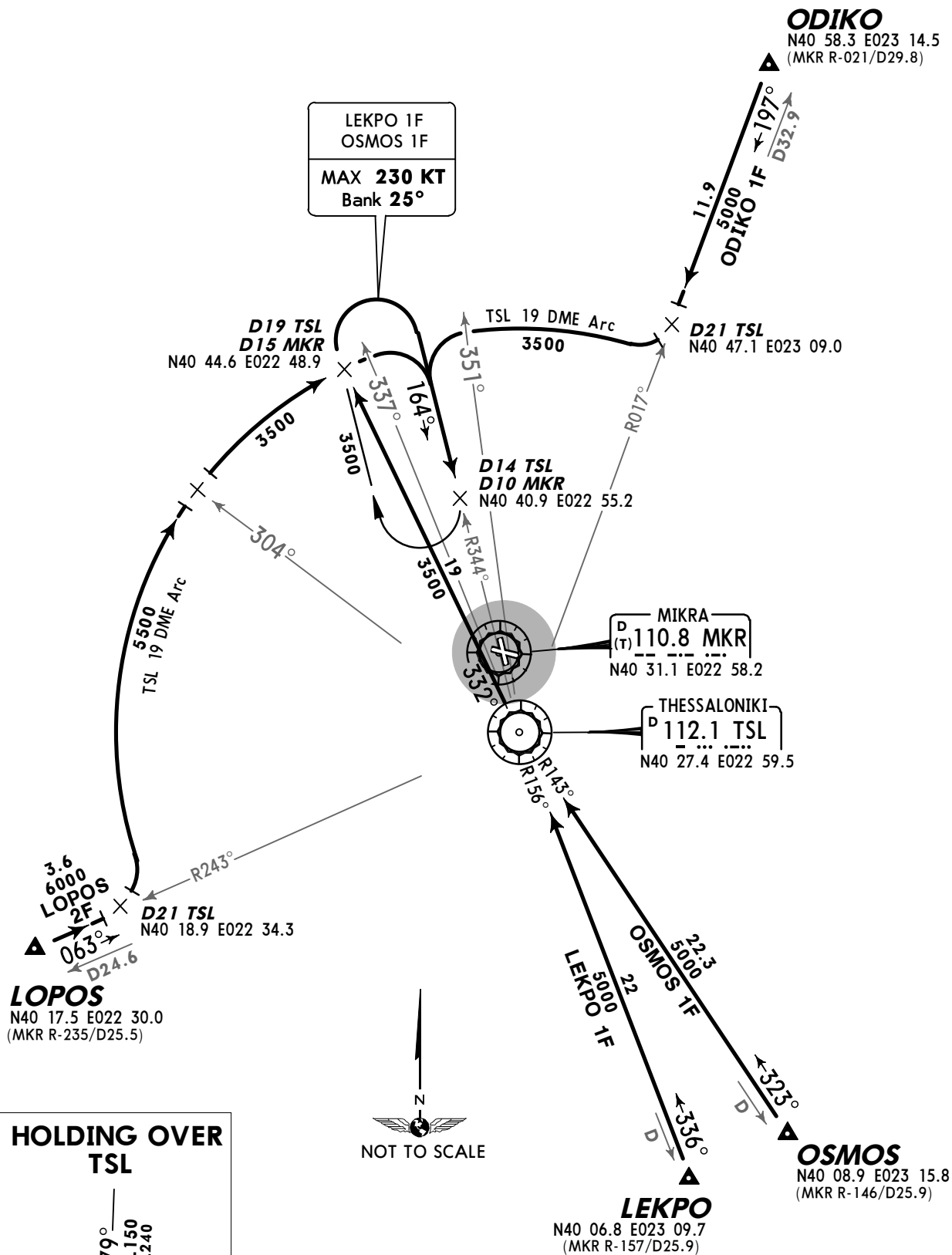
*ATIS
127.55

Apt Elev
22'

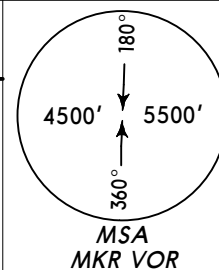
Alt Set: MB
Trans level: By ATC Trans alt: 6000'



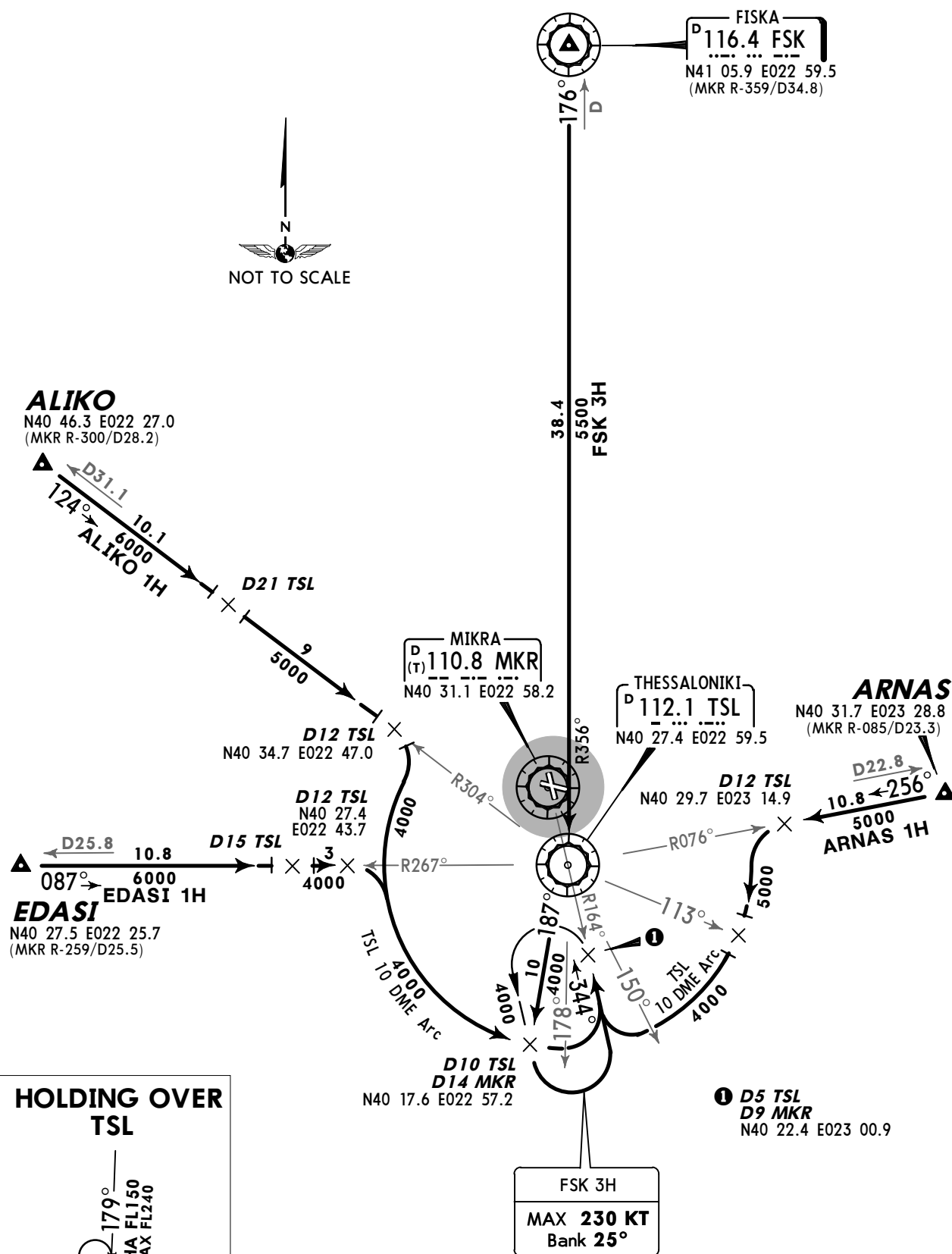
LEKPO 1F [LEKP1F], LOPOS 2F [LOPO2F]
ODIKO 1F [ODIK1F], OSMOS 1F [OSMO1F]
RWY 16 ARRIVALS
BASED ON TSL



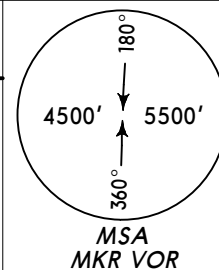
*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'



ALIKO 1H [ALIK1H], ARNAS 1H [ARNA1H]
EDASI 1H [EDAS1H], FSK 3H
RWY 34 ARRIVALS
BASED ON TSL



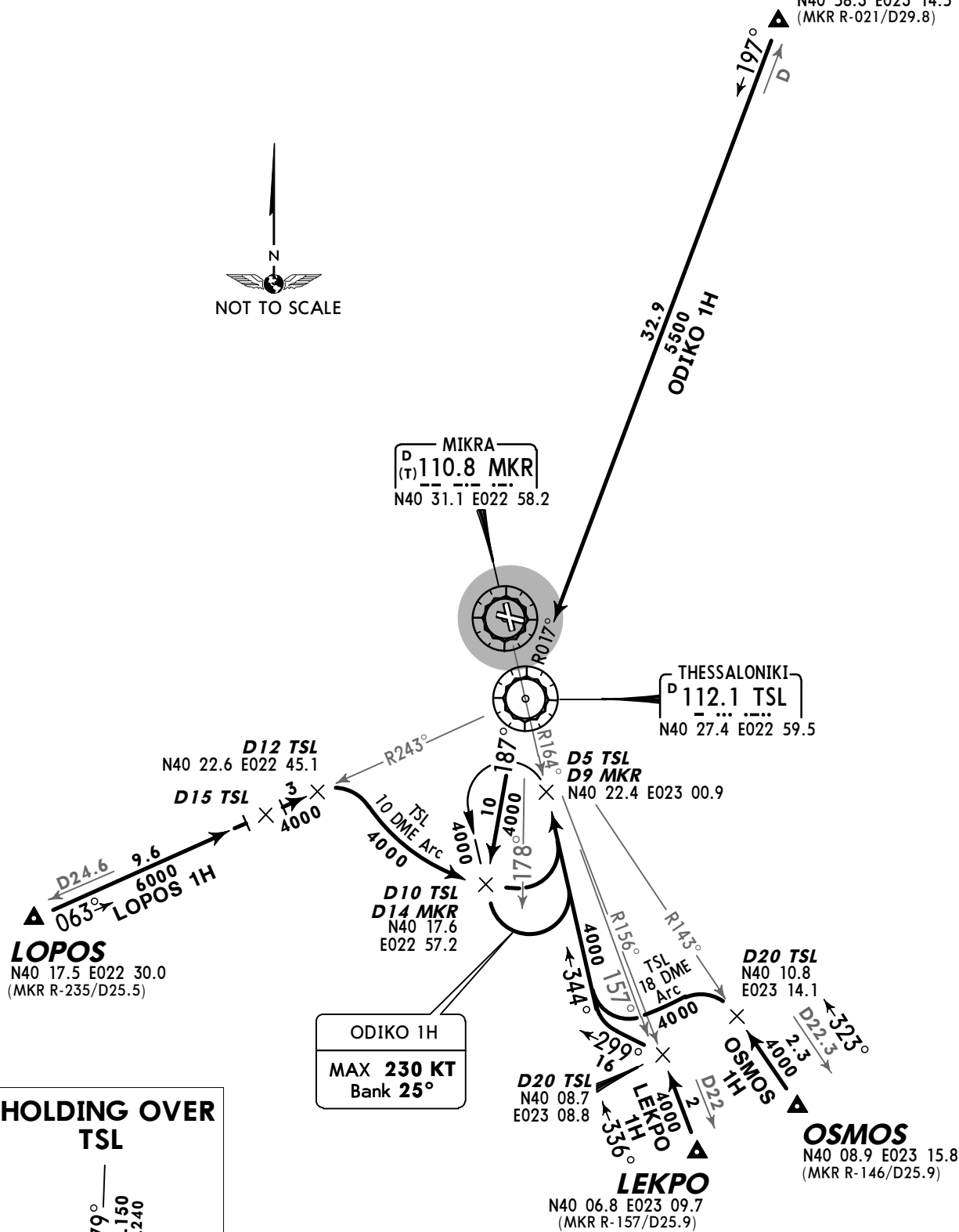
*ATIS 127.55
Apt Elev 22'
Alt Set: MB
Trans level: By ATC Trans alt: 6000'



LEKPO 1H [LEKP1H], LOPOS 1H [LOPO1H]
ODIKO 1H [ODIK1H], OSMOS 1H [OSMO1H]
RWY 34 ARRIVALS
BASED ON TSL



ODIKO
N40 58.3 E023 14.5
(MKR R-021/D29.8)

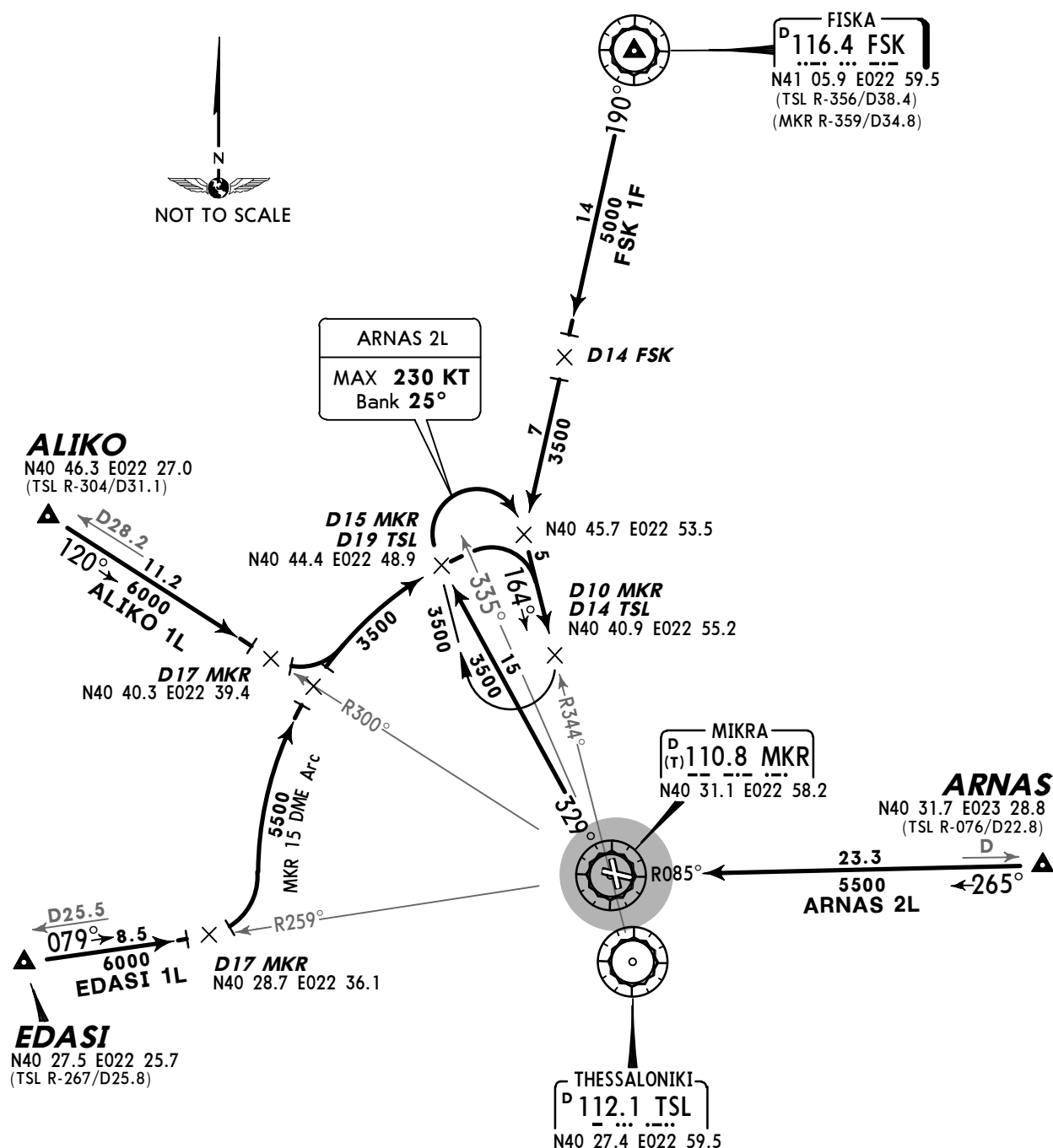
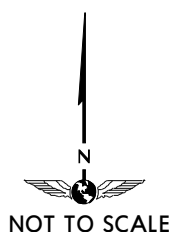
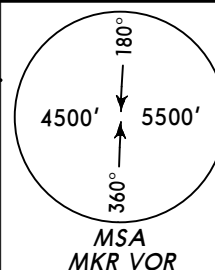


*ATIS
127.55

Apt Elev
22'

Alt Set: MB Trans level: By ATC Trans alt: 6000'

ALIKO 1L [ALIK1L], ARNAS 2L [ARNA2L]
EDASI 1L [EDAS1L], FSK 1F
RWY 16 ARRIVALS
BASED ON MKR



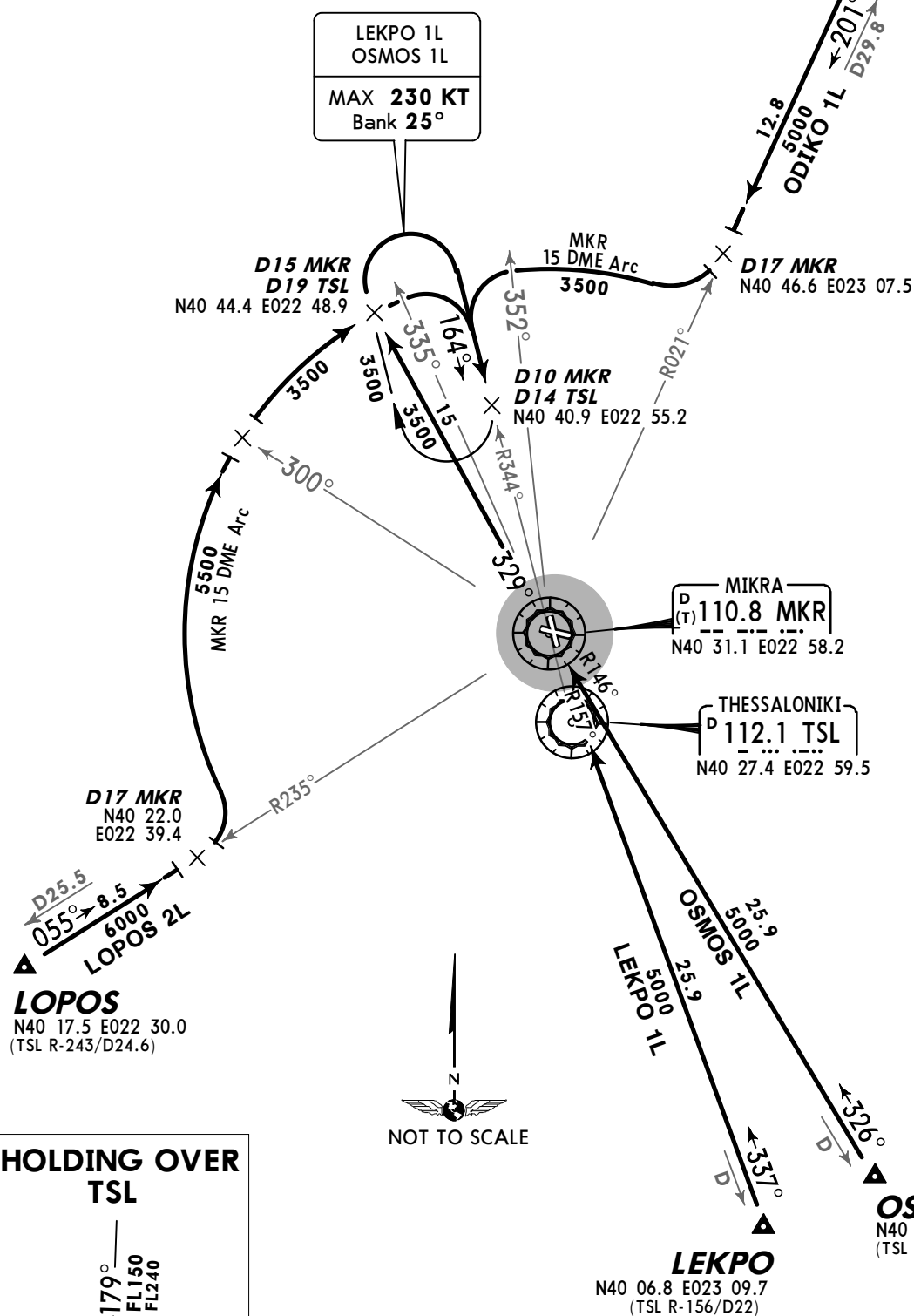
HOLDING OVER
TSL



Alt Set: MB
Trans level: By ATC Trans alt: 6000'

MSA
MKR VOR

ODIKO
N40 58.3 E023 14.5
(TSL R-017/D32.9)

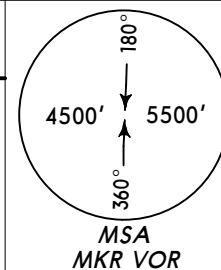


359°
179°
179°
MHA FL150
MAX FL240

*ATIS
127.55

Apt Elev
22'

Alt Set: MB Trans level: By ATC Trans alt: 6000'



ALIKO 1P [ALIK1P], ARNAS 1P [ARNA1P]
EDASI 1P [EDAS1P], FSK 3P
RWY 34 ARRIVALS
BASED ON MKR



ALIKO
N40 46.3 E022 27.0
(TSL R-304/D31.1)

D28.2 8.2
6000
120°
ALIKO 1P

D20 MKR

D16 MKR
N40 39.8 E022 40.5

MIKRA
D(T) 110.8 MKR
N40 31.1 E022 58.2

D16 MKR
N40 28.8 E022 37.4

D25.5 9.5
6000
079°
EDASI 1P

EDASI
N40 27.5 E022 25.7
(TSL R-267/D25.8)

**HOLDING OVER
TSL**



FISKA
D 116.4 FSK
N41 05.9 E022 59.5
(TSL R-356/D38.4)

179°
D

34.8
5500
FSK 3P

ARNAS
N40 31.7 E023 28.8
(TSL R-076/D22.8)

THESSALONIKI
D 112.1 TSL
N40 27.4 E022 59.5

D16 MKR
N40 31.5 E023 19.2

D23.3
265°
7.3
5000
ARNAS
1P

R359°
R085°
R164°
R173°
R155°
R125°
R259°
R300°

D9 MKR
D5 TSL
N40 22.4 E023 00.9

D14 MKR
D10 TSL
N40 17.1 E022 57.3

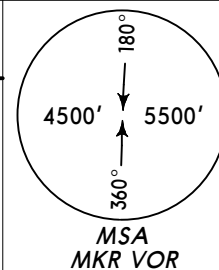
FSK 3P

MAX 230 KT
Bank 25°

*ATIS
127.55

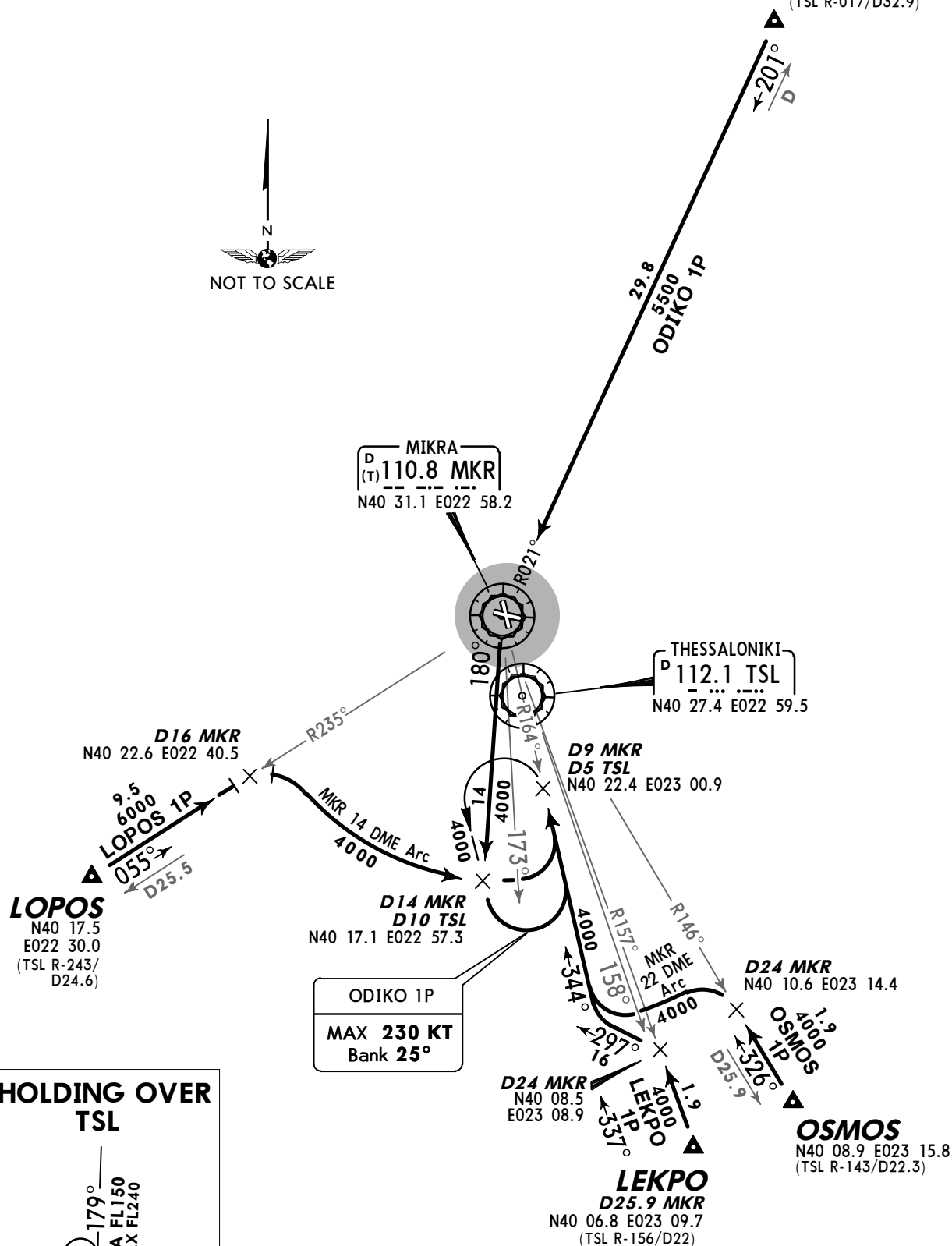
Apt Elev
22'

Alt Set: MB
Trans level: By ATC Trans alt: 6000'



LEKPO 1P [LEKP1P], LOPOS 1P [LOPO1P]
ODIKO 1P [ODIK1P], OSMOS 1P [OSMO1P]
RWY 34 ARRIVALS
BASED ON MKR

ODIKO
N40 58.3 E023 14.5
(TSL R-017/D32.9)

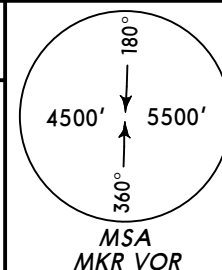


HOLDING TSL



Apt Elev
22'

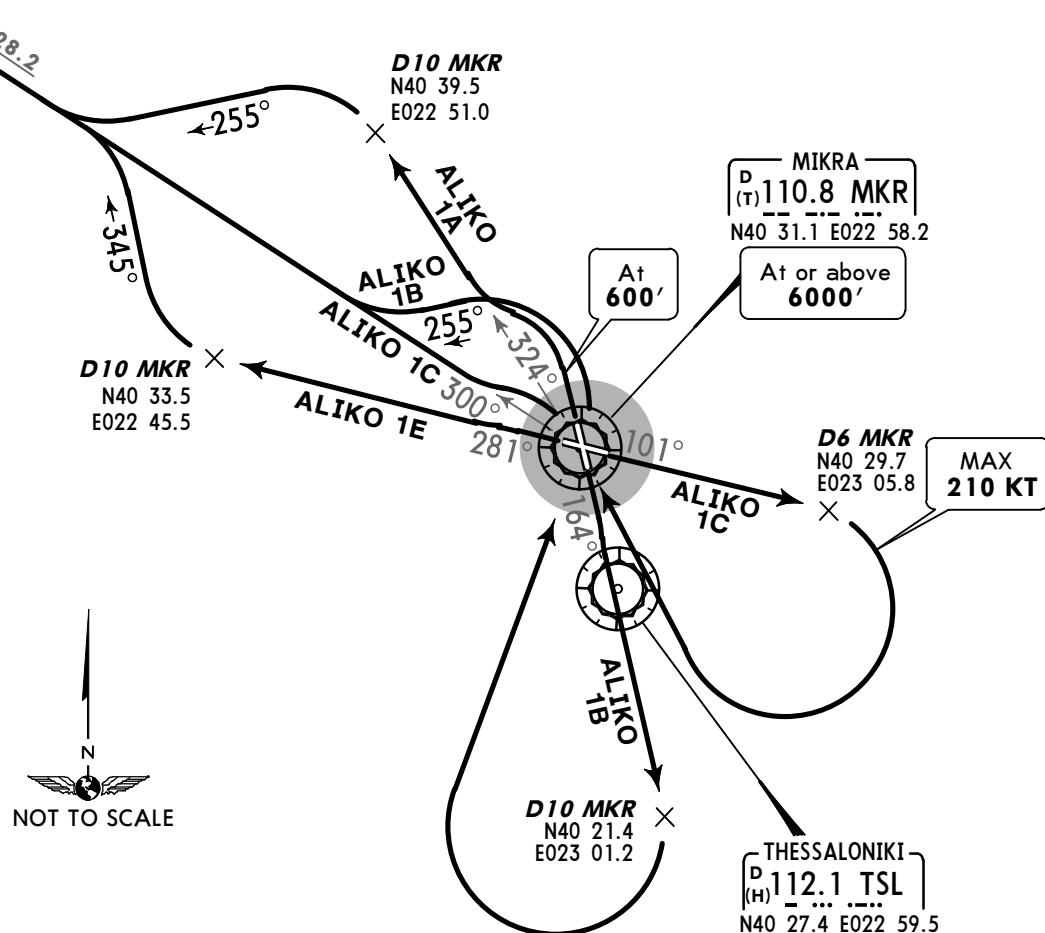
Trans level: By ATC Trans alt: 6000'



ALIKO ONE ALFA (ALIKO 1A) [ALIK1A]
ALIKO ONE BRAVO (ALIKO 1B) [ALIK1B]
ALIKO ONE CHARLIE (ALIKO 1C) [ALIK1C]
ALIKO ONE ECHO (ALIKO 1E) [ALIK1E]
RWYS 34, 16, 10, 28 DEPARTURES

ALIKO
N40 46.3 E022 27.0
(TSL R-304/D31.1)

At or above
FL110



These SIDs require minimum climb gradients of

ALIKO 1A: 316' per NM (5.2%) up to FL110.

ALIKO 1B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.

ALIKO 1C: 334' per NM (5.5%) up to 6000'.

ALIKO 1E: 371' per NM (6.1%) up to FL110.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
371' per NM	463	618	927	1235	1544	1853
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

ALIKO 1A, 1B, 1E: MAX 250 KT during turns.

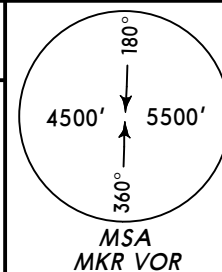
SID	RWY	ROUTING
ALIKO 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT, 255° track, intercept MKR R-300 to ALIKO.
ALIKO 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 255° track, intercept MKR R-300 to ALIKO.
ALIKO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, intercept MKR R-300 to ALIKO.
ALIKO 1E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT, 345° track, intercept MKR R-300 to ALIKO.

CHANGES: Climb gradient ALIKO 1B.

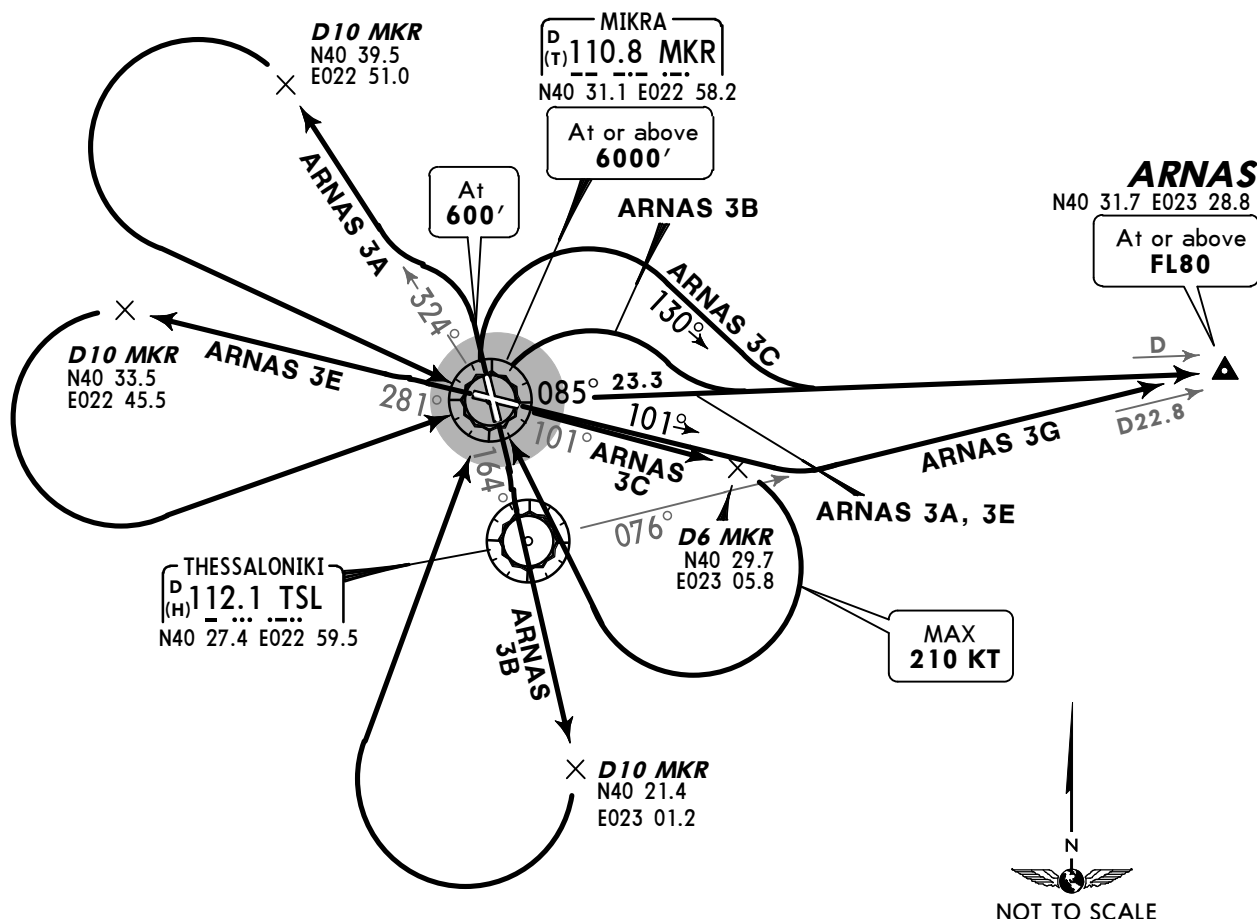
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Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



ARNAS THREE ALFA (ARNAS 3A) [ARNA3A]
ARNAS THREE BRAVO (ARNAS 3B) [ARNA3B]
ARNAS THREE CHARLIE (ARNAS 3C) [ARNA3C]
ARNAS THREE ECHO (ARNAS 3E) [ARNA3E]
ARNAS THREE GOLF (ARNAS 3G) [ARNA3G]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

ARNAS 3A: 316' per NM (5.2%) up to FL80.
ARNAS 3B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.
ARNAS 3C: 334' per NM (5.5%) up to 6000'.
ARNAS 3E: 304' per NM (5%) up to FL80.
ARNAS 3G: 395' per NM (6.5%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
395' per NM	494	658	987	1317	1646	1975
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

ARNAS 3A, 3B, 3E, 3G: MAX 250 KT during turns.

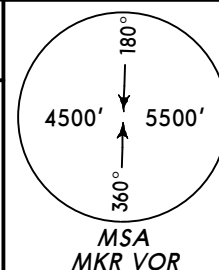
SID	RWY	ROUTING
ARNAS 3A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn LEFT, MKR R-085 to ARNAS.
ARNAS 3B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn RIGHT, intercept MKR R-085 to ARNAS.
ARNAS 3C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, 130° track, intercept MKR R-085 to ARNAS.
ARNAS 3E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn RIGHT, MKR R-085 to ARNAS.
ARNAS 3G	10	On 101° track, intercept TSL R-076 to ARNAS.

CHANGES: Climb gradient ARNAS 3B.

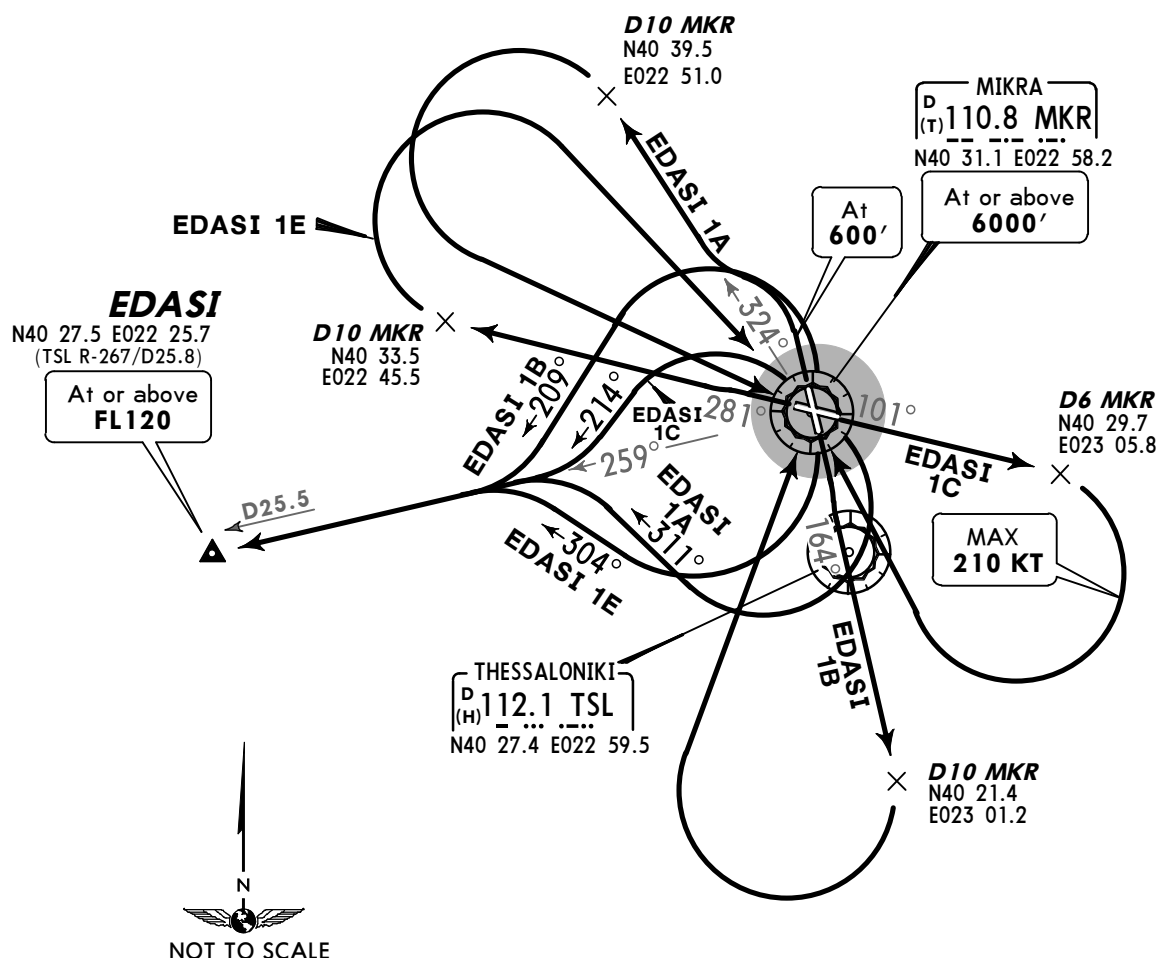
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Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



EDASI ONE ALFA (EDASI 1A) [EDASI1A]
EDASI ONE BRAVO (EDASI 1B) [EDASI1B]
EDASI ONE CHARLIE (EDASI 1C) [EDASI1C]
EDASI ONE ECHO (EDASI 1E) [EDASI1E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

EDASI 1A: 316' per NM (5.2%) up to FL120.

EDASI 1B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.

EDASI 1C: 334' per NM (5.5%) up to 6000', then 225' per NM (3.7%) up to FL120 for ATC purposes.

EDASI 1E: 304' per NM (5%) up to FL120.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
225' per NM	281	375	562	749	937	1124

Minimum bank angle 15°.

EDASI 1A, 1B, 1E: MAX 250 KT during turns.

SID	RWY	ROUTING
EDASI 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 311° track, intercept MKR R-259 to EDASI.
EDASI 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 209° track, intercept MKR R-259 to EDASI.
EDASI 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, 214° track, intercept MKR R-259 to EDASI.
EDASI 1E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT to MKR, turn RIGHT, 304° track, intercept MKR R-259 to EDASI.

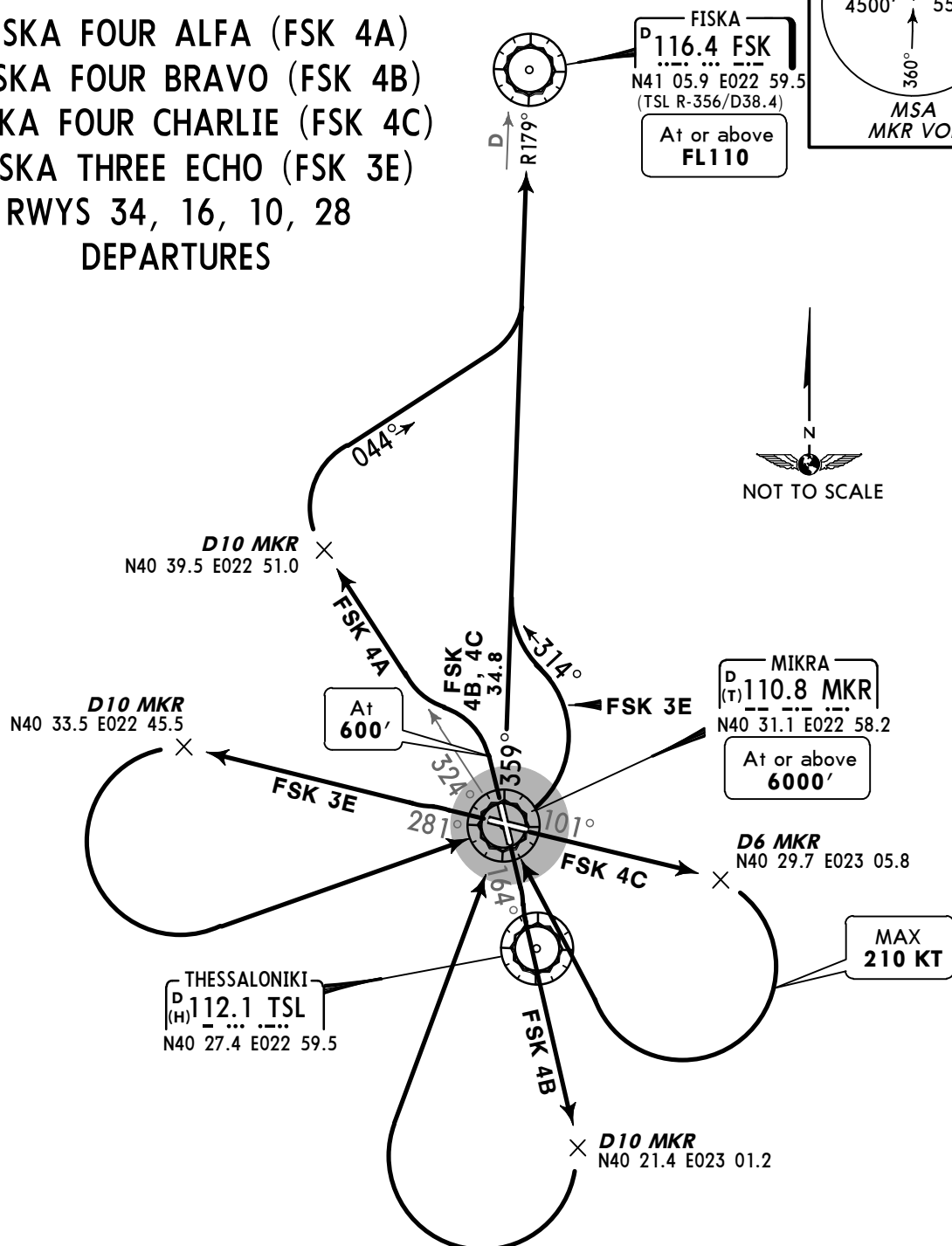
CHANGES: Climb gradient EDASI 1B.

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Apt Elev
22'

Trans level: By ATC Trans alt: 6000'

FISKA FOUR ALFA (FSK 4A)
FISKA FOUR BRAVO (FSK 4B)
FISKA FOUR CHARLIE (FSK 4C)
FISKA THREE ECHO (FSK 3E)
RWYS 34, 16, 10, 28
DEPARTURES



These SIDs require minimum climb gradients of

FSK 4A: 316' per NM (5.2%) up to FL110.
FSK 4B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.
FSK 4C: 334' per NM (5.5%) up to 6000'.
FSK 3E: 304' per NM (5%) up to FL110.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

FSK 4A, 4B, 3E: MAX 250 KT during turns.

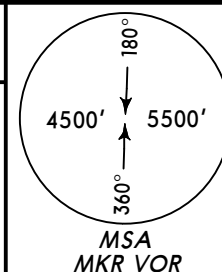
SID	RWY	ROUTING
FSK 4A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn RIGHT, 044° track, intercept MKR R-359 to FSK.
FSK 4B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, MKR R-359 to FSK.
FSK 4C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, MKR R-359 to FSK.
FSK 3E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn LEFT, 314° track, intercept MKR R-359 to FSK.

CHANGES: Climb gradient FSK 4B.

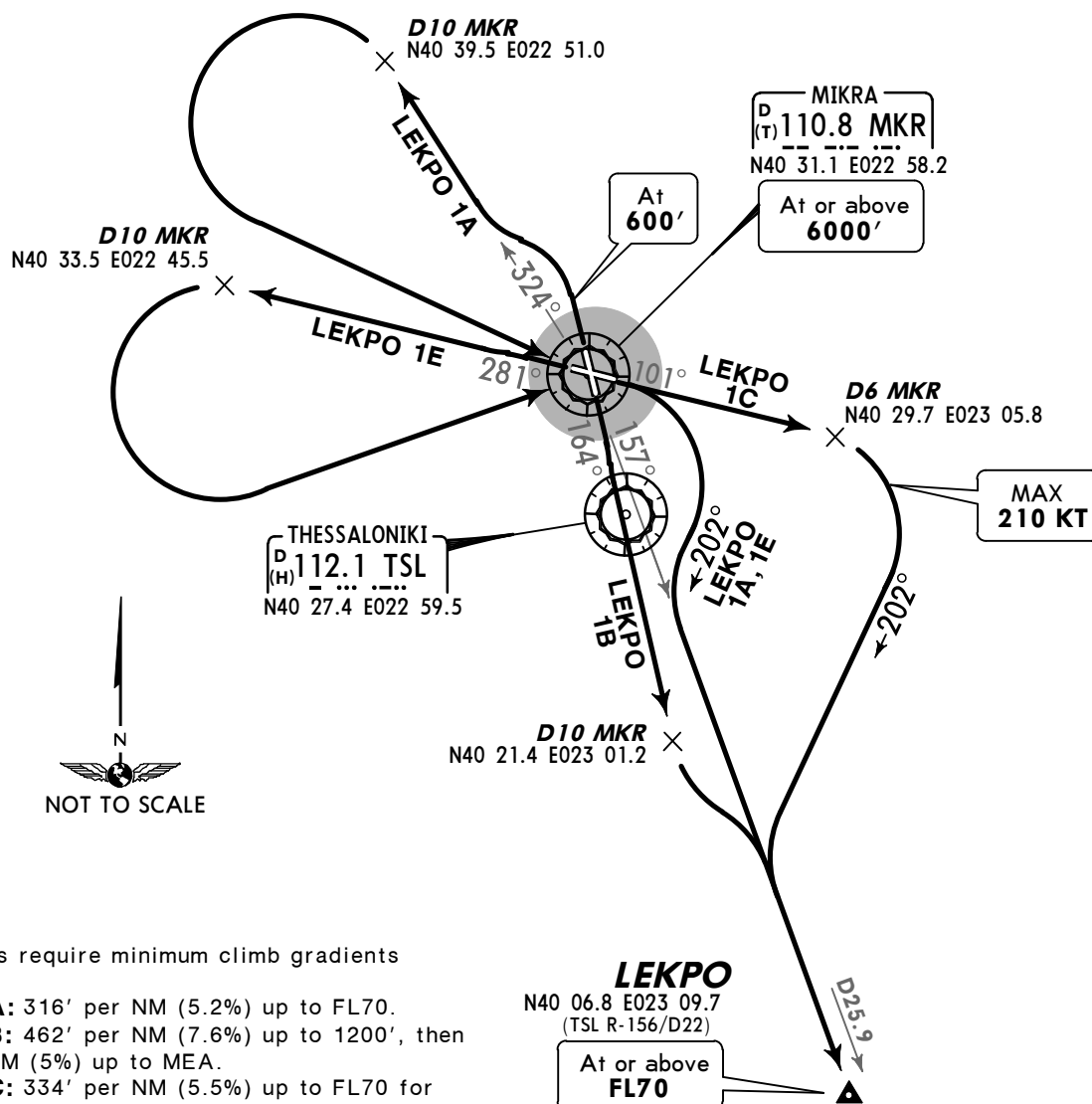
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Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



LEKPO ONE ALFA (LEKPO 1A) [LEKP1A]
LEKPO ONE BRAVO (LEKPO 1B) [LEKP1B]
LEKPO ONE CHARLIE (LEKPO 1C) [LEKP1C]
LEKPO ONE ECHO (LEKPO 1E) [LEKP1E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

LEKPO 1A: 316' per NM (5.2%) up to FL70.

LEKPO 1B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.

LEKPO 1C: 334' per NM (5.5%) up to FL70 for ATC purposes.

LEKPO 1E: 304' per NM (5%) up to FL70.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

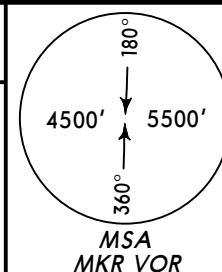
Minimum bank angle 15°.

LEKPO 1A, 1B, 1E: MAX 250 KT during turns.

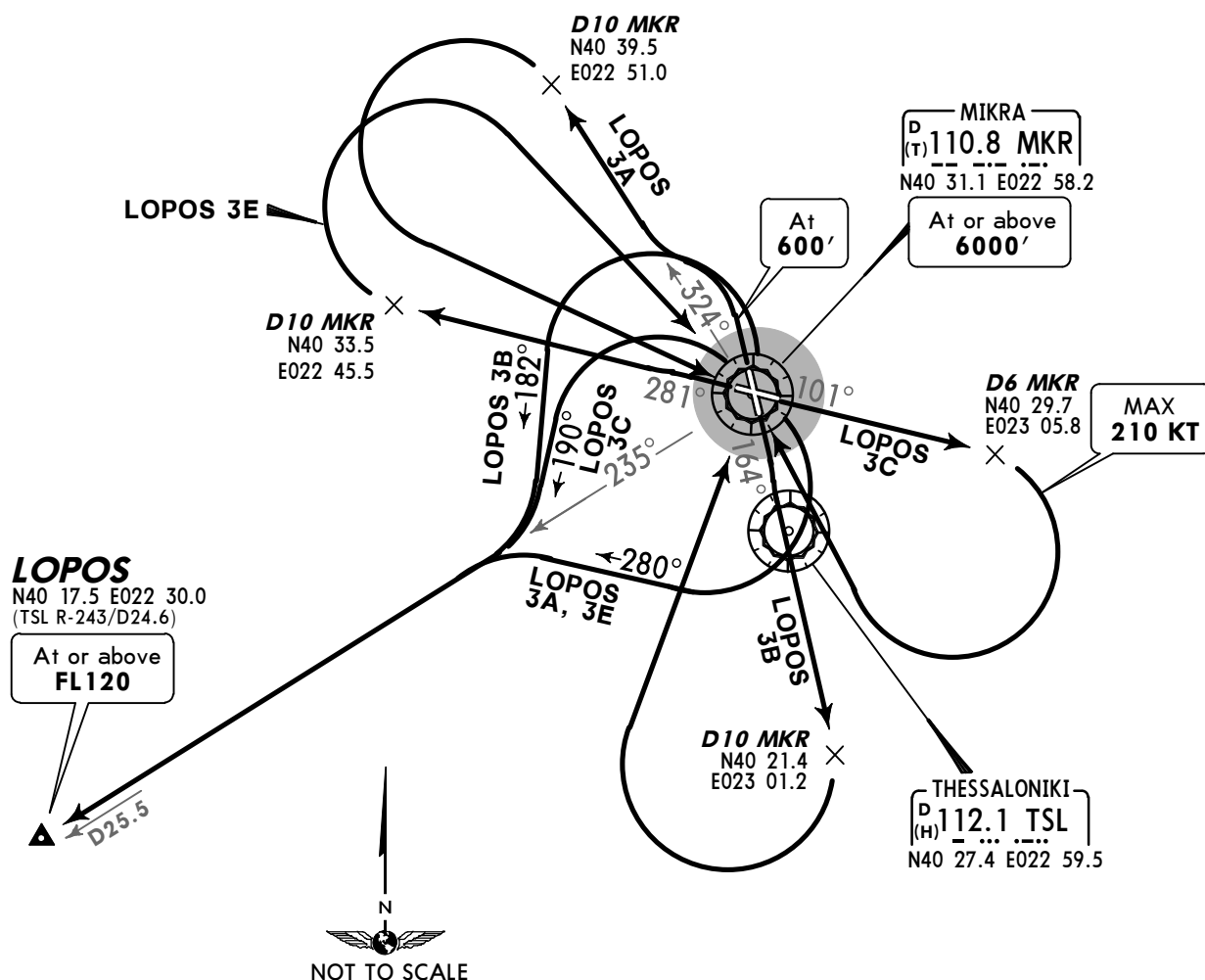
SID	RWY	ROUTING
LEKPO 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.
LEKPO 1B	16	Intercept MKR R-164 to D10 MKR, turn LEFT, intercept MKR R-157 to LEKPO.
LEKPO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.
LEKPO 1E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.

Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



LOPOS THREE ALFA (LOPOS 3A) [LOPO3A]
LOPOS THREE BRAVO (LOPOS 3B) [LOPO3B]
LOPOS THREE CHARLIE (LOPOS 3C) [LOPO3C]
LOPOS THREE ECHO (LOPOS 3E) [LOPO3E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of
LOPOS 3A: 316' per NM (5.2%) up to FL120.
LOPOS 3B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.
LOPOS 3C: 334' per NM (5.5%) up to 6000'.
LOPOS 3E: 304' per NM (5%) up to FL120.

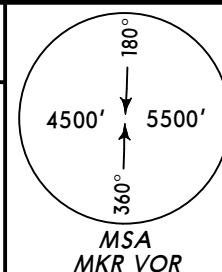
Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.
LOPOS 3A, 3B, 3E: MAX 250 KT during turns.

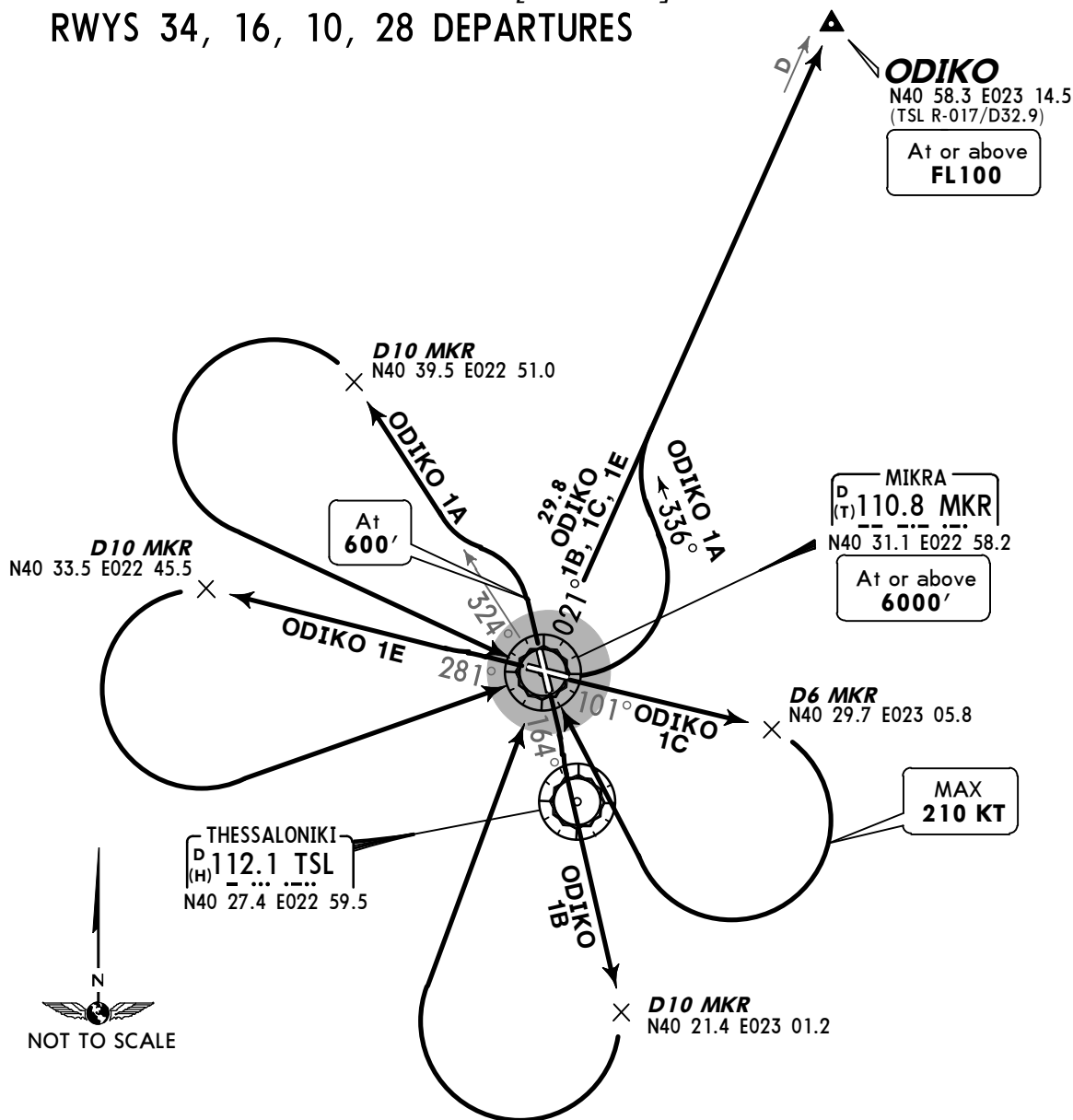
SID	RWY	ROUTING
LOPOS 3A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 280° track, intercept MKR R-235 to LOPOS.
LOPOS 3B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 182° track, intercept MKR R-235 to LOPOS.
LOPOS 3C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, 190° track, intercept MKR R-235 to LOPOS.
LOPOS 3E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT to MKR, turn RIGHT, 280° track, intercept MKR R-235 to LOPOS.

Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



ODIKO ONE ALFA (ODIKO 1A) [ODIK1A]
ODIKO ONE BRAVO (ODIKO 1B) [ODIK1B]
ODIKO ONE CHARLIE (ODIKO 1C) [ODIK1C]
ODIKO ONE ECHO (ODIKO 1E) [ODIK1E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of
ODIKO 1A: 316' per NM (5.2%) up to FL100.
ODIKO 1B: 462' per NM (7.6%) up to 1200', then 304' per NM (5%) up to MEA.
ODIKO 1C: 334' per NM (5.5%) up to 6000'.
ODIKO 1E: 304' per NM (5%) up to FL100.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

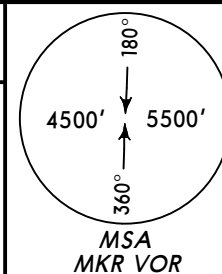
Minimum bank angle 15°.

ODIKO 1A, 1B, 1E: MAX 250 KT during turns.

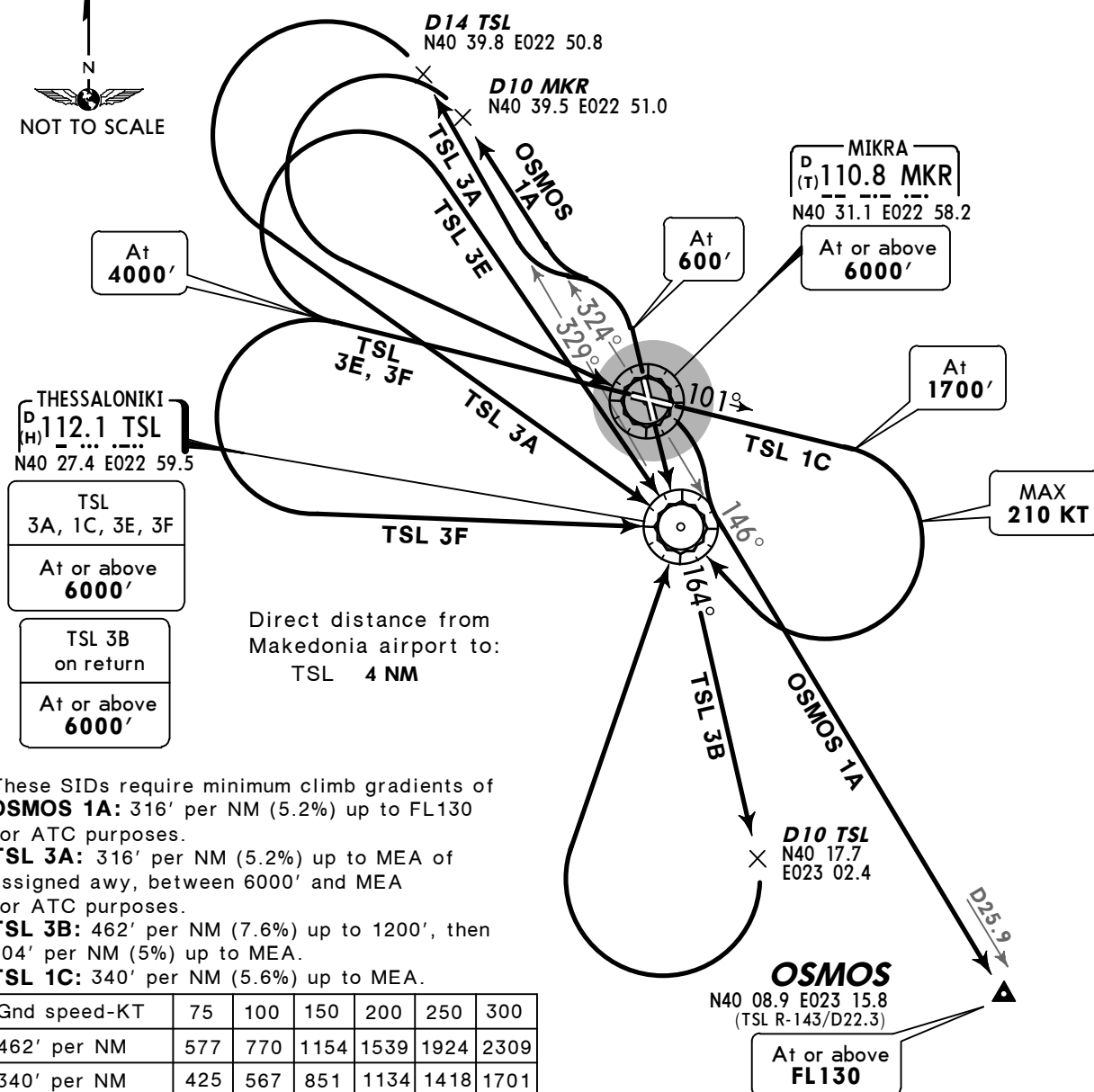
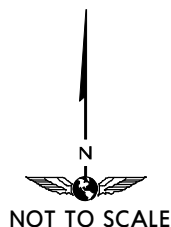
SID	RWY	ROUTING
ODIKO 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn LEFT, 336° track, intercept MKR R-021 to ODIKO.
ODIKO 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, MKR R-021 to ODIKO.
ODIKO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, MKR R-021 to ODIKO.
ODIKO 1E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn LEFT, MKR R-021 to ODIKO.

Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



OSMOS ONE ALFA (OSMOS 1A) [OSMO1A]
THESSALONIKI THREE ALFA (TSL 3A)
THESSALONIKI THREE BRAVO (TSL 3B)
THESSALONIKI ONE CHARLIE (TSL 1C)
THESSALONIKI THREE ECHO (TSL 3E)
THESSALONIKI THREE FOXTROT (TSL 3F)
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of
OSMOS 1A: 316' per NM (5.2%) up to FL130
for ATC purposes.

TSL 3A: 316' per NM (5.2%) up to MEA of
assigned awy, between 6000' and MEA
for ATC purposes.

TSL 3B: 462' per NM (7.6%) up to 1200', then
304' per NM (5%) up to MEA.

TSL 1C: 340' per NM (5.6%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
340' per NM	425	567	851	1134	1418	1701
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

OSMOS 1A, TSL 3A, 3B, 3E, 3F: MAX 250 KT during turns.

SID	RWY	ROUTING
OSMOS 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, intercept MKR R-146 to OSMOS.
TSL 3A		Climb to 600', turn LEFT, intercept TSL R-329 to D14 TSL, turn LEFT to TSL, then to assigned route by ATC.
TSL 3B	16	To TSL, TSL R-164 to D10 TSL, turn RIGHT to TSL, then to assigned route by ATC.
TSL 1C	10	Climb on 101° track to 1700', turn RIGHT to TSL, then to assigned route by ATC.
TSL 3E	28	Climb to 4000', turn RIGHT to TSL, then to assigned route by ATC.
TSL 3F		Climb to 4000', turn LEFT to TSL, then to assigned route by ATC.

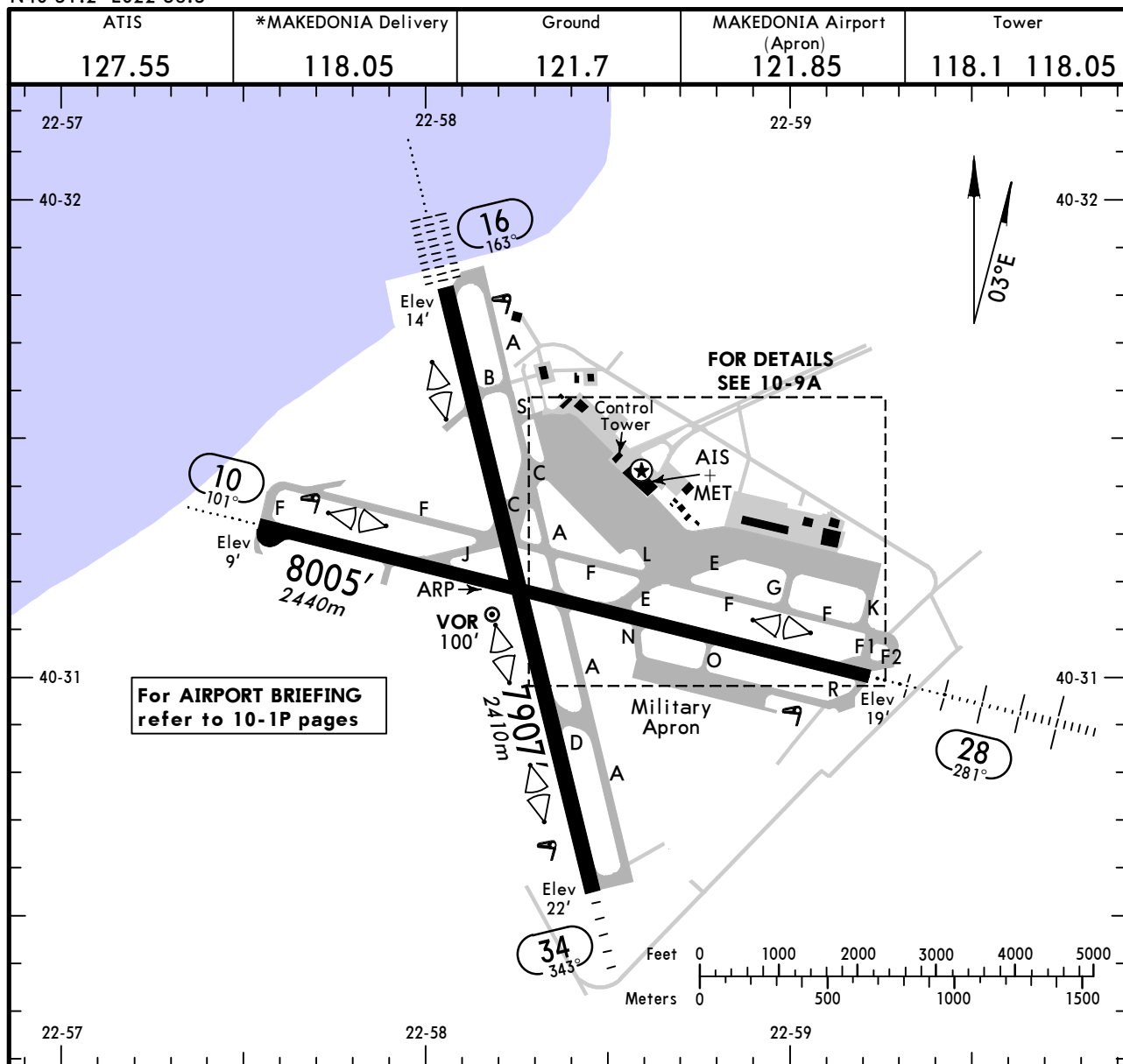
CHANGES: Climb gradient TSL 3B.

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LGTS/SKG
Apt Elev 22'
N40 31.2 E022 58.3

JEPPESEN
12 OCT 12 10-9

THESSALONIKI, GREECE
MAKEDONIA



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
10		HIRL (60m) HIALS PAPI-L (3.00°)	RVR	7033' 2144m	164' 50m
28					
16		HIRL (60m) CL (15m) HIALS-II SFL TDZ ①	RVR	6703' 2043m	197' 60m
34		HIRL (60m) CL (15m) HIALS PAPI-L (3.79°)	RVR		

① PAPI-R (3.00°)

Standard

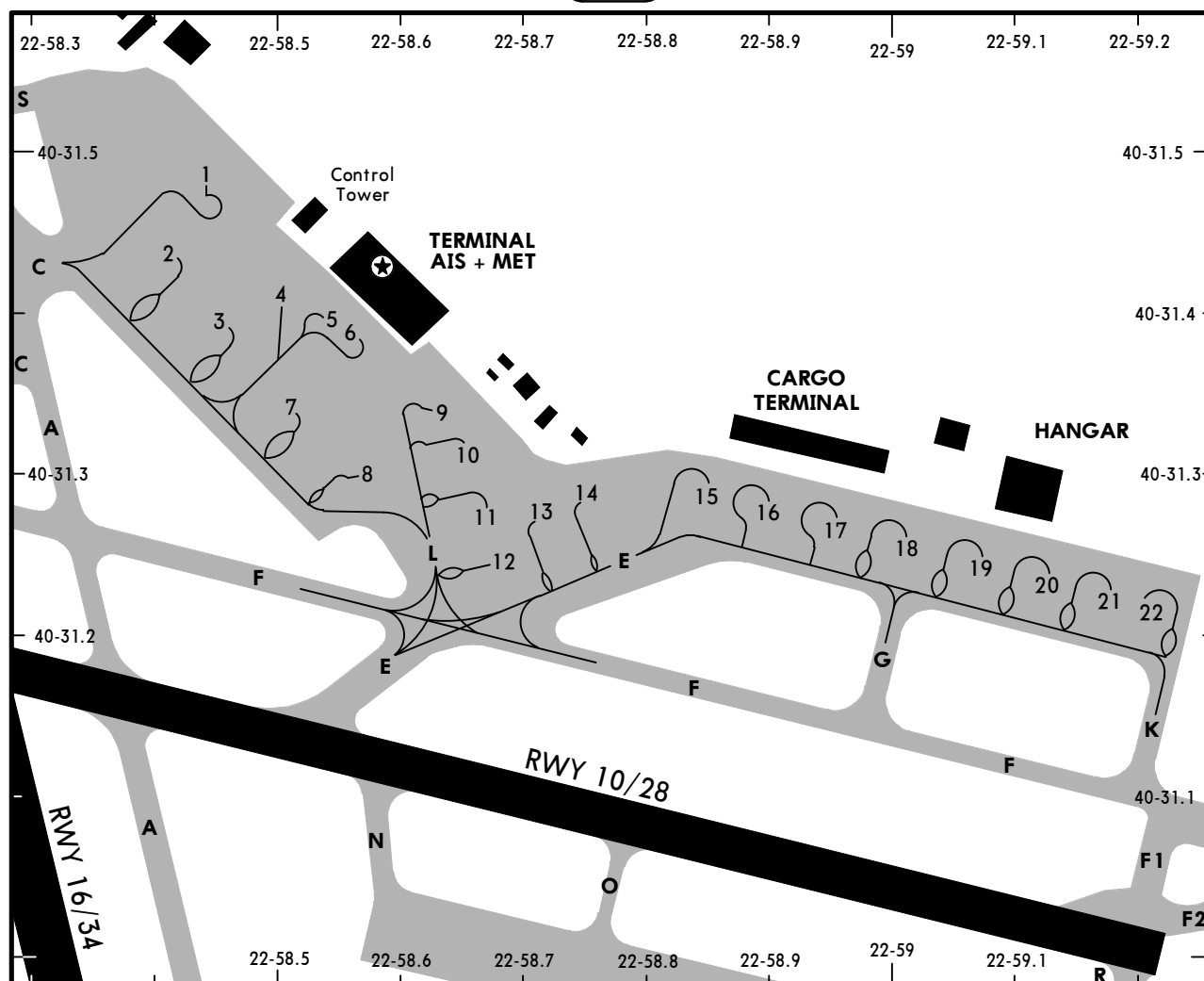
TAKE-OFF ①

	LVP must be in Force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Runway bearings. Lights. Usable length.

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INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N40 31.5 E022 58.5	9	15	N40 31.3 E022 58.8	16
2	N40 31.4 E022 58.4	8	16	N40 31.3 E022 58.9	16
3, 4, 5	N40 31.4 E022 58.5	9	17, 18	N40 31.3 E022 59.0	16
6	N40 31.4 E022 58.6	9	19, 20	N40 31.3 E022 59.1	16
7	N40 31.3 E022 58.5	9	21, 22	N40 31.2 E022 59.2	16
8, 9	N40 31.3 E022 58.6	9			
10	N40 31.3 E022 58.7	9			
11, 12	N40 31.3 E022 58.7	10			
13	N40 31.3 E022 58.7	11			
14	N40 31.3 E022 58.8	13			

BRIEFING STRIP™



PANIC OPS

PANIC OPS

PANIC OPS

BRIEFING STRIP™

ATIS		THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground	
127.55		120.8		118.27		118.1 118.05	
LOC ITSL 110.3		Final Apch Crs 163°		GS D6.0 ITSL 1976' (1962')		ILS DA(H) Refer to Minimums Apt Elev 22' RWY 14'	
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-329 to D15.0 MKR, then turn RIGHT and join holding at 3500'.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'							
1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold.							

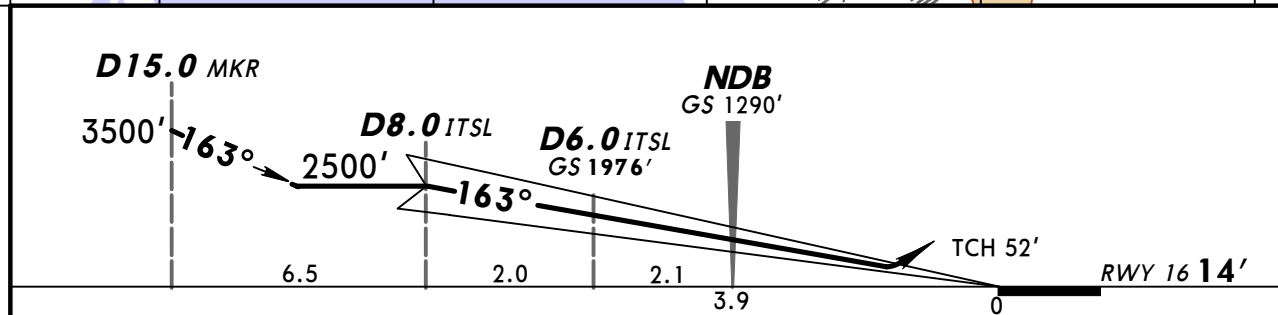
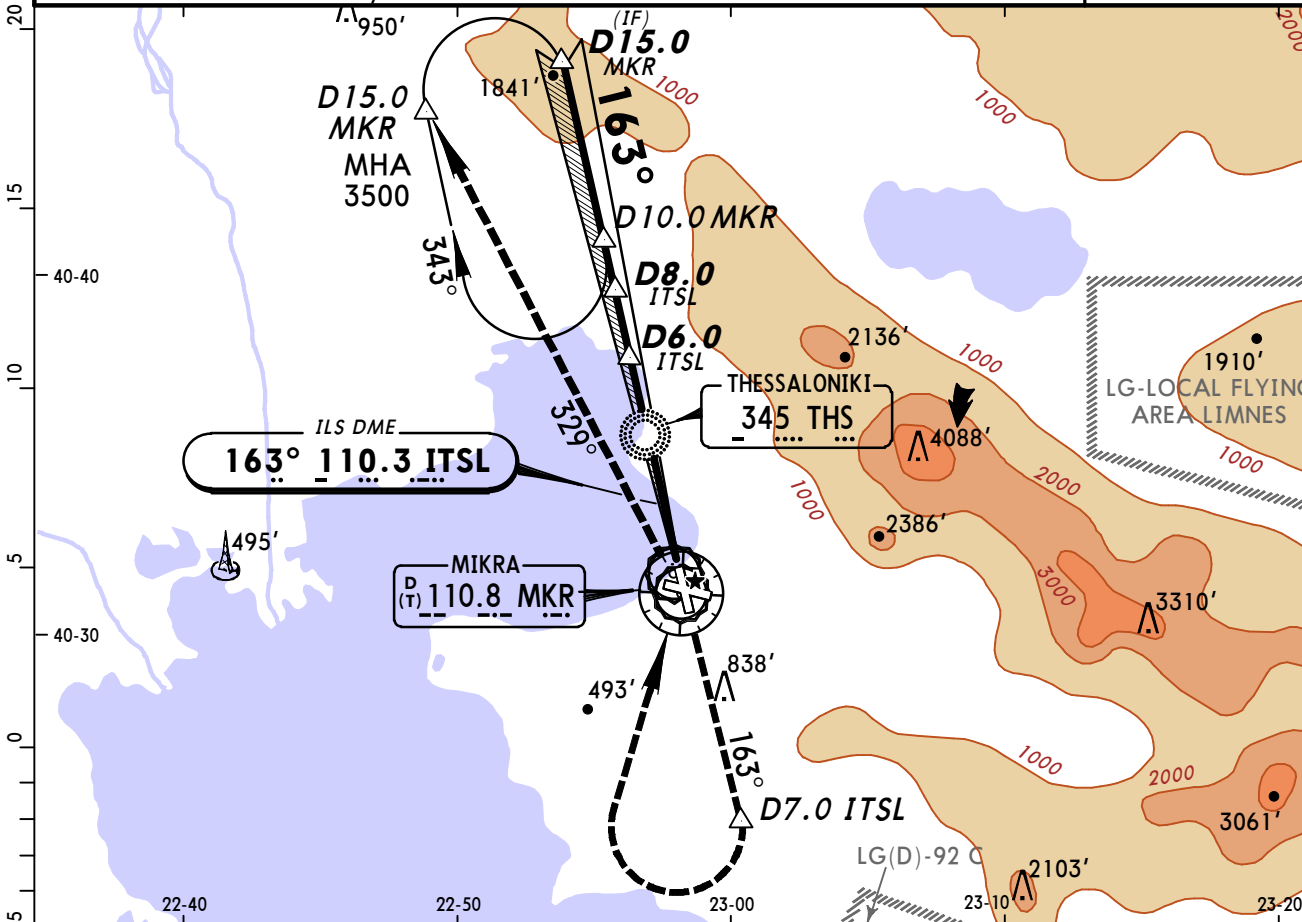
180°

4500'

5500'

360°

MSA
MKR VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D7.0 ITSL	
ILS GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
Standard Missed apch climb gradient min 4.0% I DA(H) 214' (200')		Missed apch climb gradient min 2.5% A: 354' (340') C: 374' (360') B: 364' (350') D: 383' (369')		Not authorized in sector inbound 164° to 282° clockwise	
FULL/Limited	ALS out	FULL/Limited	ALS out	Max Kts MDA(H) _____ VIS _____	
A		RVR 1100m	RVR 1500m	100 900' (878') 1500m	
B	RVR 750m	RVR 1200m	RVR 1600m	135 1050' (1028') 1600m	
C		RVR 1200m	RVR 1700m	180 1400' (1378') 2400m	
D		RVR 1300m	RVR 1700m	205 1800' (1778') 3600m	

BRIEFING STRIP

TM

ATIS		THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground		
127.55		120.8		118.27		118.1	118.05	121.7
LOC ITSL 110.3		Final Apch Crs 163°		GS D6.0 ITSL 1976' (1962')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 22' RWY 14'
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-329 to D15.0 MKR, then turn RIGHT and join holding at 3500'.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold. 3. Special Aircrew & Acft Certification Required.								

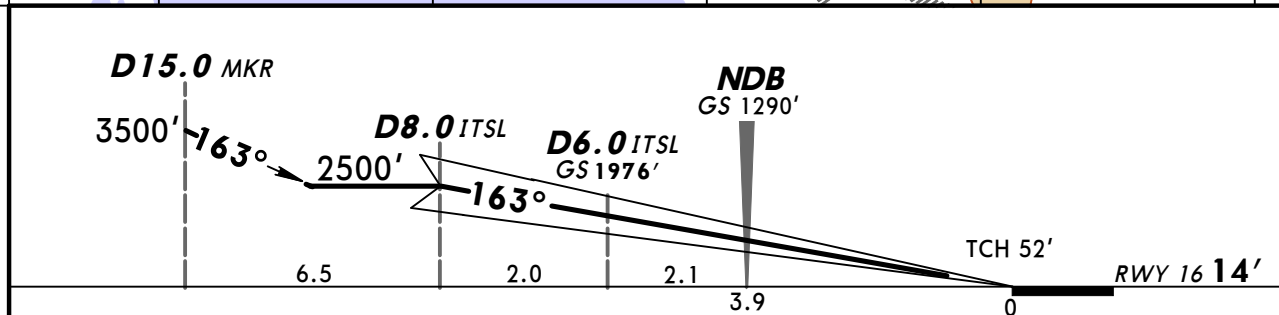
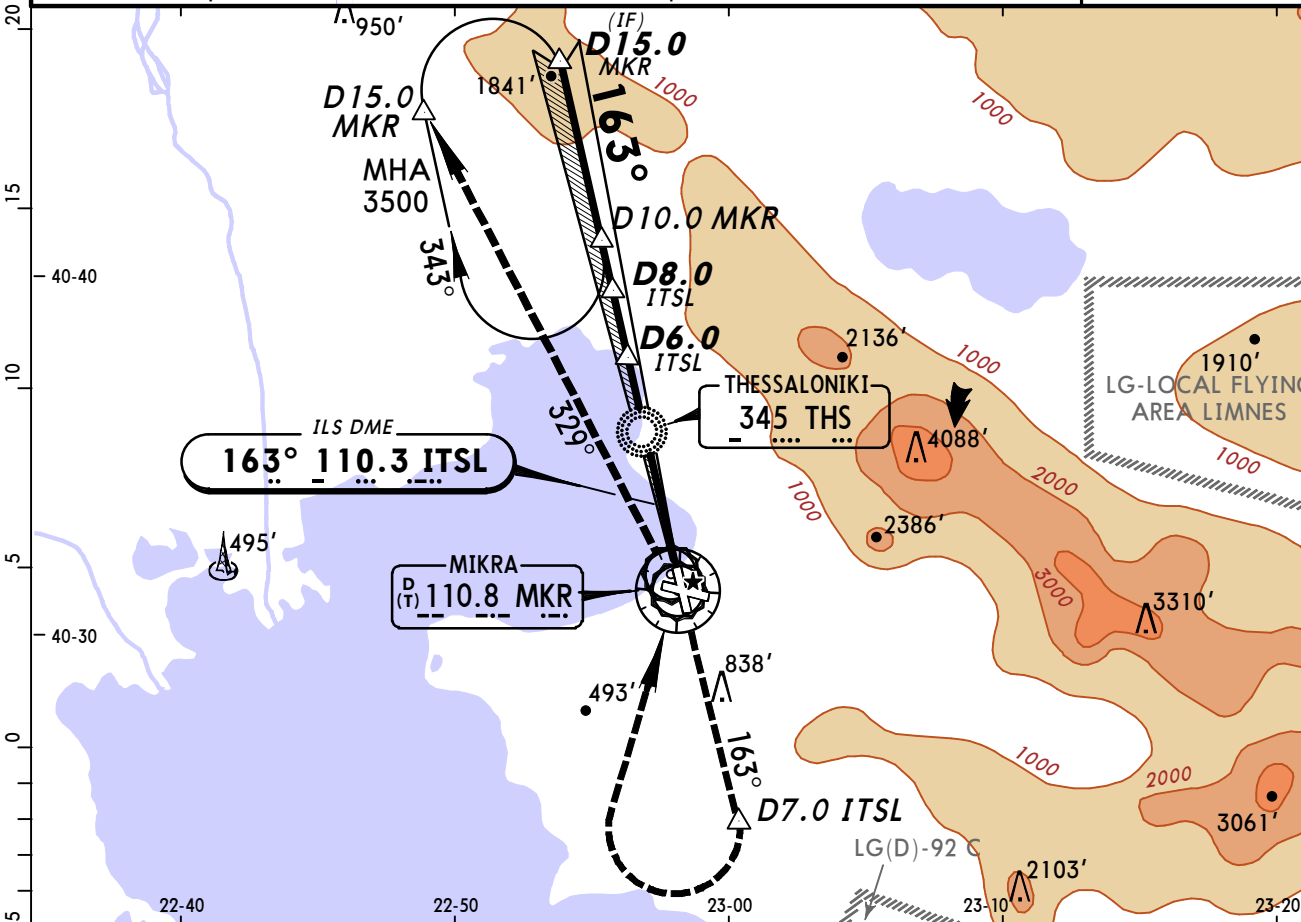
4500'

180°

5500'

360°

MSA
MKR VOR



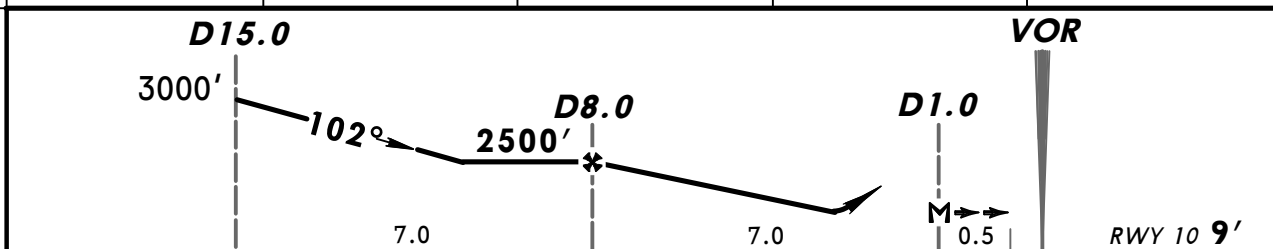
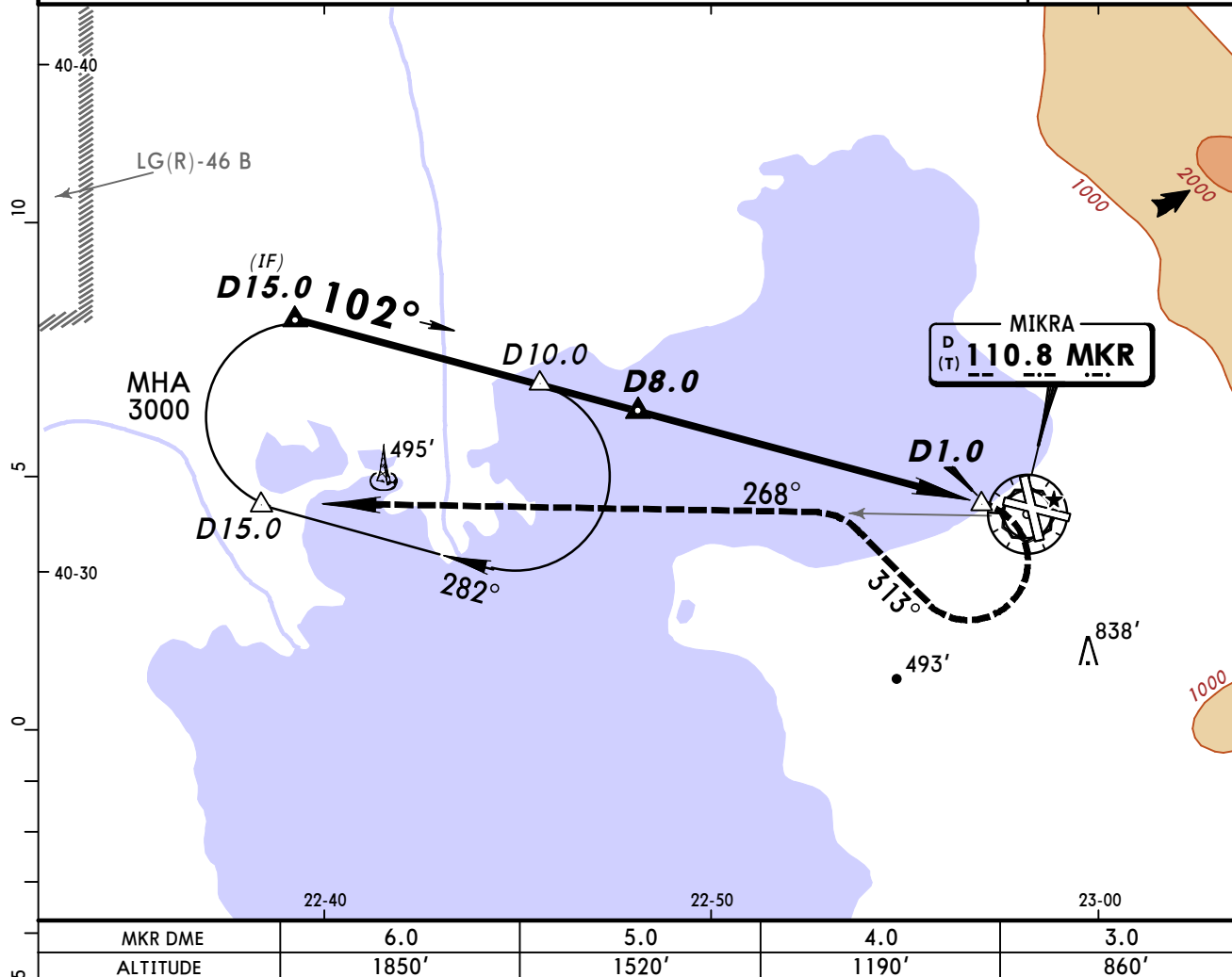
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D7.0 ITSL	
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 16	
ABC		D	
RA 162'		RA 172'	
DA(H) 164' (150')		DA(H) 174' (160')	

RVR 450m	
1 Climb gradient up to 1500'.	

BRIEFING STRIP

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7
VOR MKR 110.8	Final Apch Crs 102°	Minimum Alt D8.0 2500' (2491')	DA(H) 760' (751')	Apt Elev 22' RWY 9'	 MSA MKR VOR
MISSED APCH: Turn RIGHT (MAX 200 KT) onto 313° to intercept R-268. At D15.0 turn RIGHT and join holding. Climb to 3000'.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	

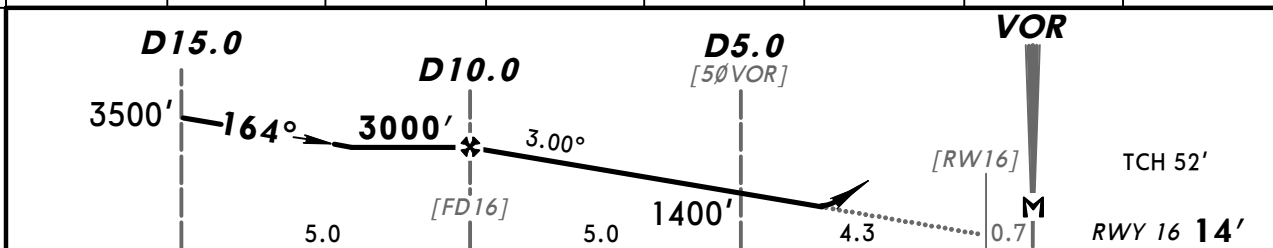
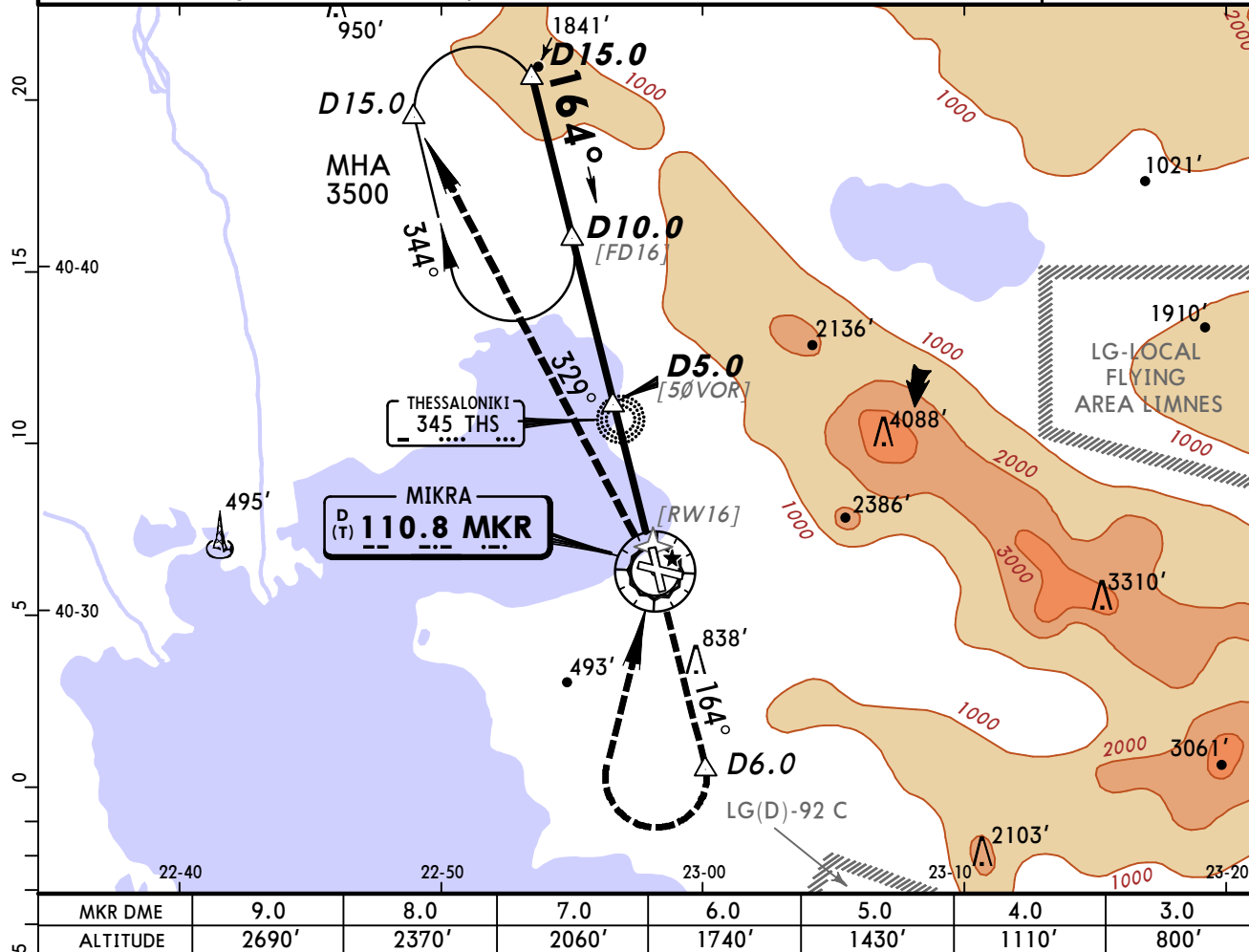


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 313° RT 200 KT MAX
Descent Angle	3.09°	383	492	547	656	766	
MAP at D1.0							

Standard			STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
			DA(H) 760' (751')			Not authorized in sector inbound 164° to 282° clockwise		
			ALS out			Max Kts	MDA(H)	VIS
A	RVR 1500m					100	900' (878')	1500m
B						135	1050' (1028')	1600m
C	CMV 2400m					180	1400' (1378')	2400m
D						205	1800' (1778')	3600m

BRIEFING STRIP™

ATIS		THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground		
127.55		120.8		118.27		118.1	118.05	121.7
VOR MKR 110.8		Final Apch Crs 164°	Minimum Alt D10.0 3000' (2986')	DA(H) 660' (646')		Apt Elev 22' RWY 14'		180° 4500' 5500' 360° MSA MKR VOR
MISSED APCH: Climb on R-164 to D6.0, then turn RIGHT to reach VOR at 3500'. Turn LEFT. Follow R-329 to D15.0, then turn RIGHT and join holding at 3500'.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' CAUTION: Raising terrain at missed apch course.								



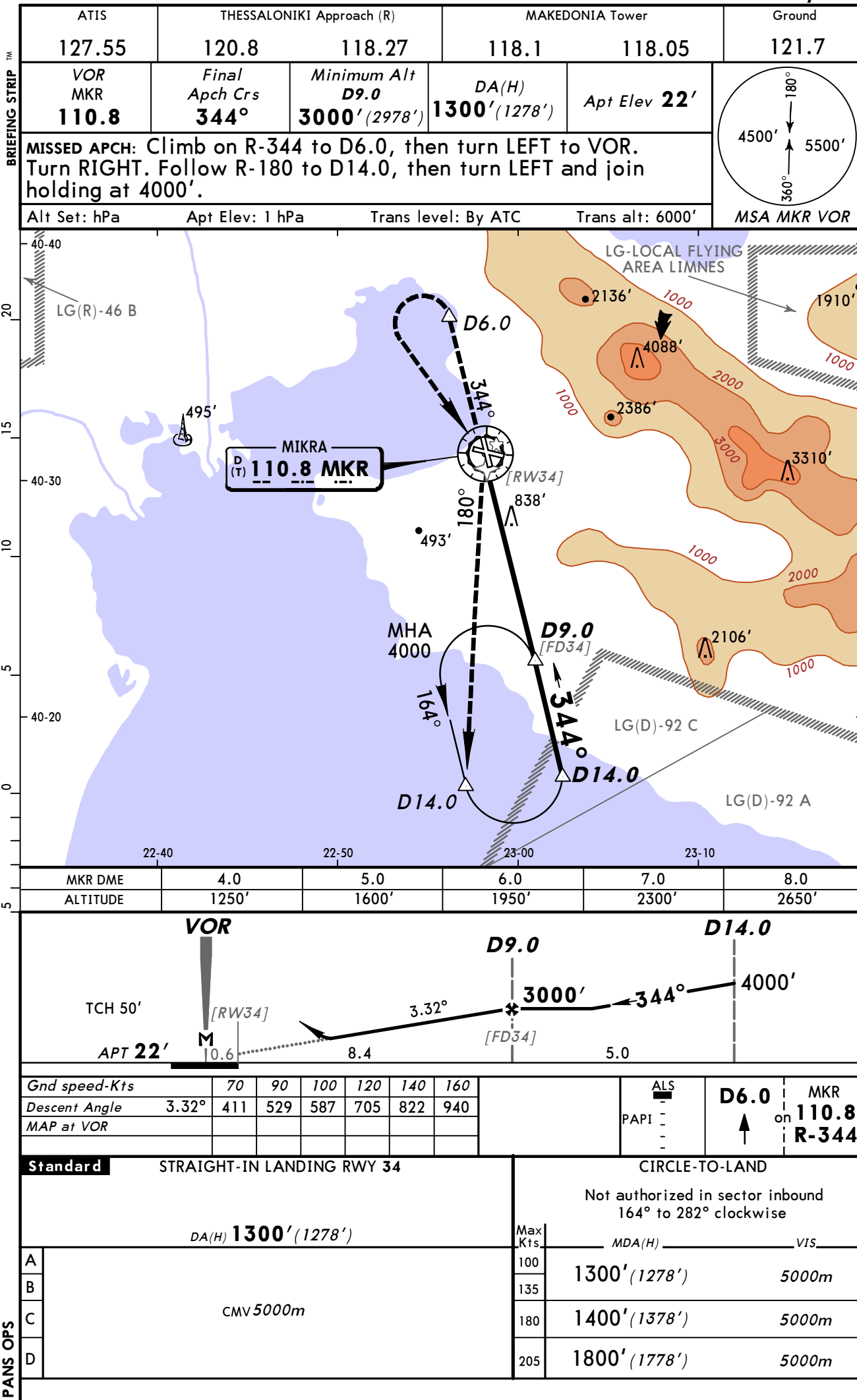
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D6.0 MKR on 110.8 R-164
Descent Angle	3.00°	372	478	532	638	744	
MAP at VOR							

Standard			STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
			DA(H) 660' (646')		Not authorized in sector inbound 164° to 282° clockwise.	
			ALS out		Max Kts	
A	RVR 1500m				100	900' (878') 1500m
B					135	1050' (1028') 1600m
C					180	1400' (1378') 2400m
D	CMV 2400m				205	1800' (1778') 3600m

LGTS/SKG
MAKEDONIA

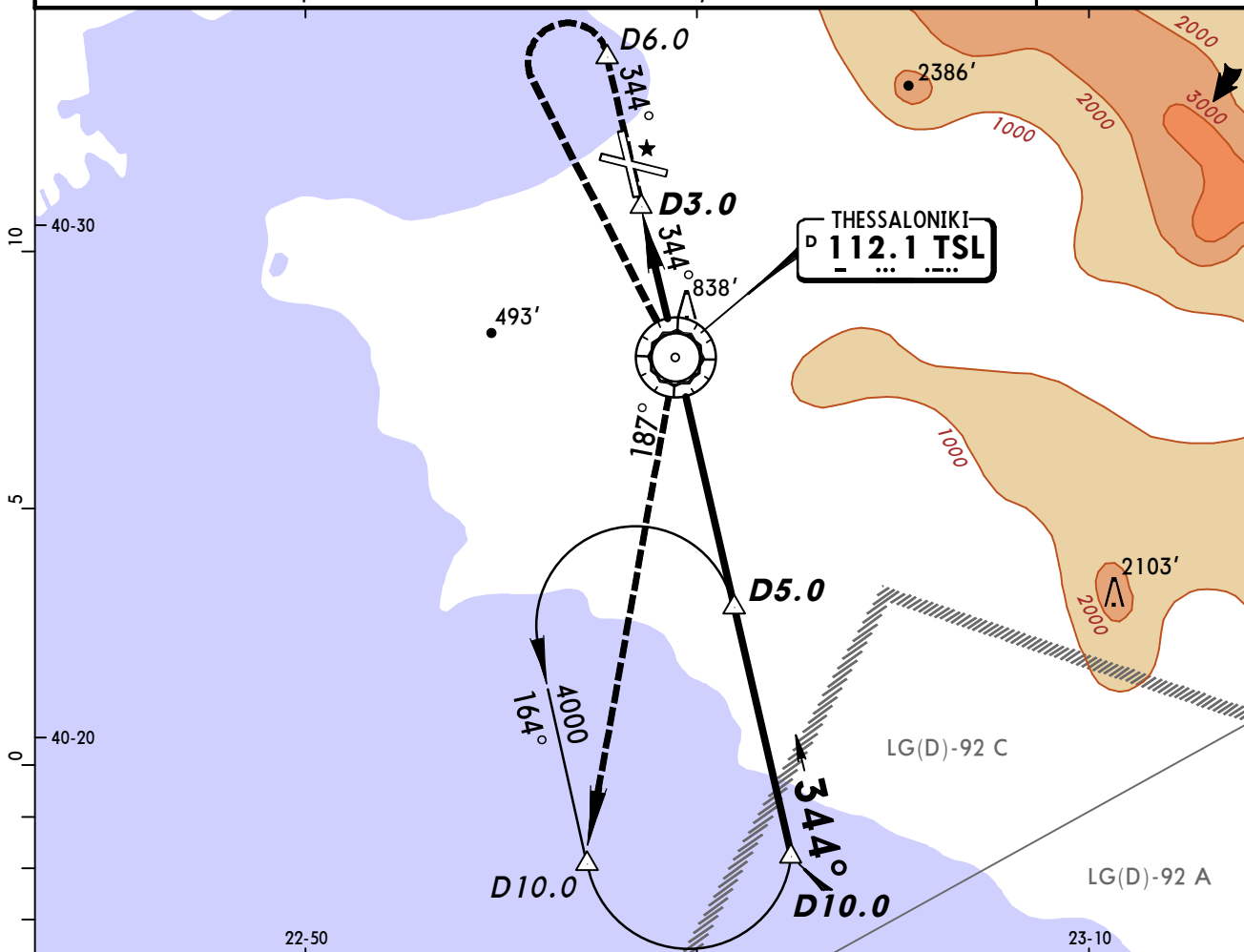
25 MAY 12 (13-3)

THESSALONIKI, GREECE
via MKR VOR VOR DME Rwy 34

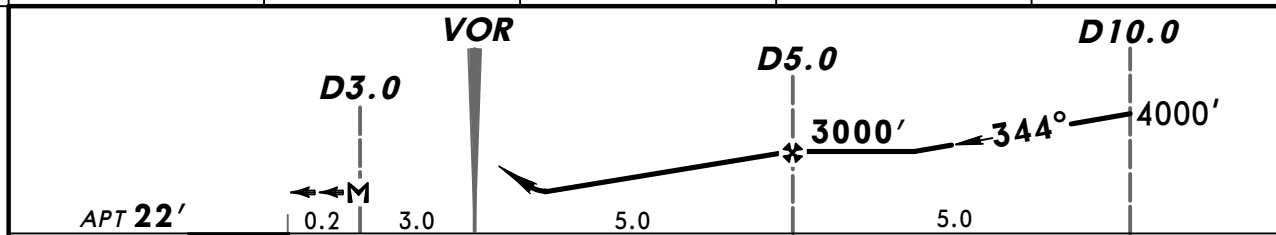


BRIEFING STRIP™

ATIS		THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55		120.8	118.27	118.1	118.05	121.7
VOR TSL 112.1	Final Apch Crs 344°	Minimum Alt D5.0 3000' (2978')	DA(H) 1300' (1278')	Apt Elev 22'		
MISSED APCH: Climb on R-344 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-187 to D10.0, then turn LEFT and join holding at 4000'.						
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC		Trans alt: 6000'	



TSL DME	1.0	2.0	3.0	4.0
ALTITUDE	1600'	1950'	2300'	2650'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at D3.0 after VOR						

Standard		STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
		DA(H) 1300' (1278')		Not authorized in sector inbound 164° to 282° clockwise	
				Max Kts	
				100	1300' (1278') 5000m
				135	
				180	1400' (1378') 5000m
				205	1800' (1778') 5000m

PANS OPS 3

THESSALONIKI, (MAKEDONIA - LGTS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LGTS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2 thru 10-2J, 10-3) Ufn STARs FSK 3D,1F,3H,3P, ODIKO 1D,1F,1H,1L,1P and SIDs ALIKO 1A,1B,1C,1Esuspended.