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Terminal Charts For LGTS
Revision Letter For Cycle 13-2014
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 4.2°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: 0258 Z
Sunset: 1802 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: 12 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

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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.

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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.

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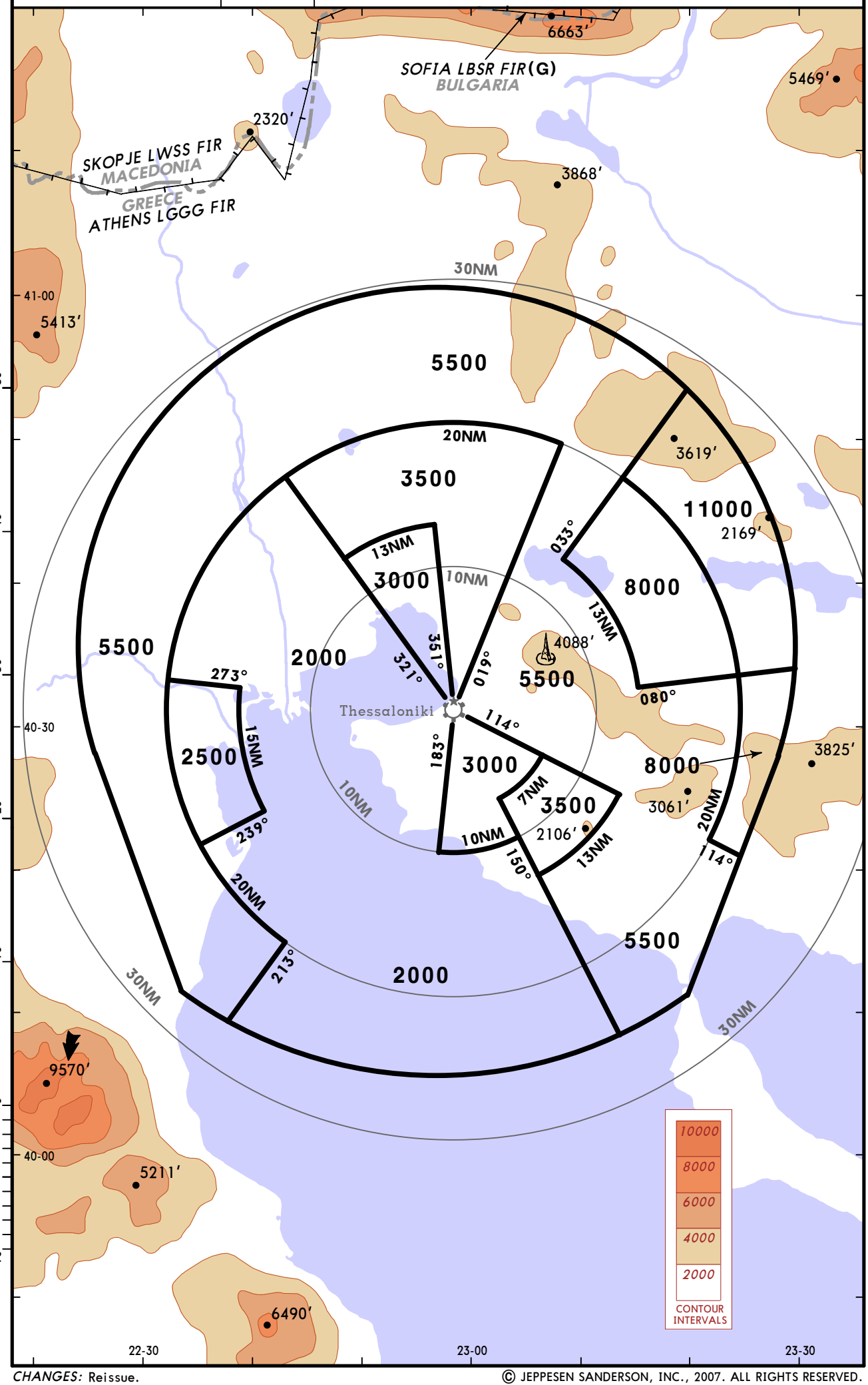
THESSALONIKI, GREECE

RADAR MINIMUM ALTITUDES

THESSALONIKI Radar (APP)	Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′
120.8	22′			



CHANGES: Reissue.

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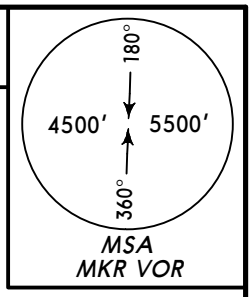
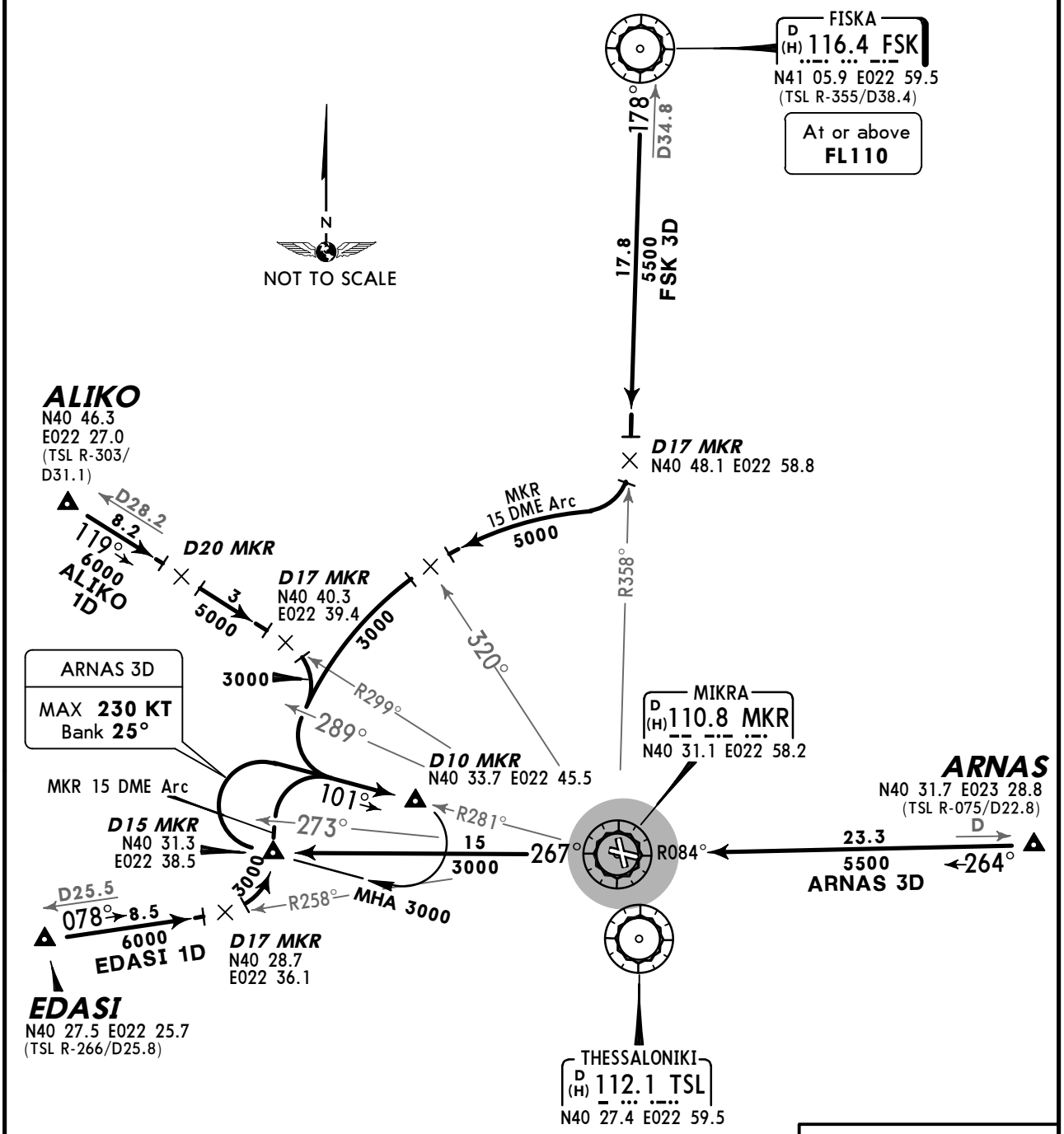
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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

BASED ON MKR VOR/DME





HOLDING OVER TSL

CHANGES: X-breaks upgraded to CRPs; crossing at FSK.

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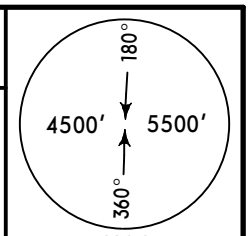
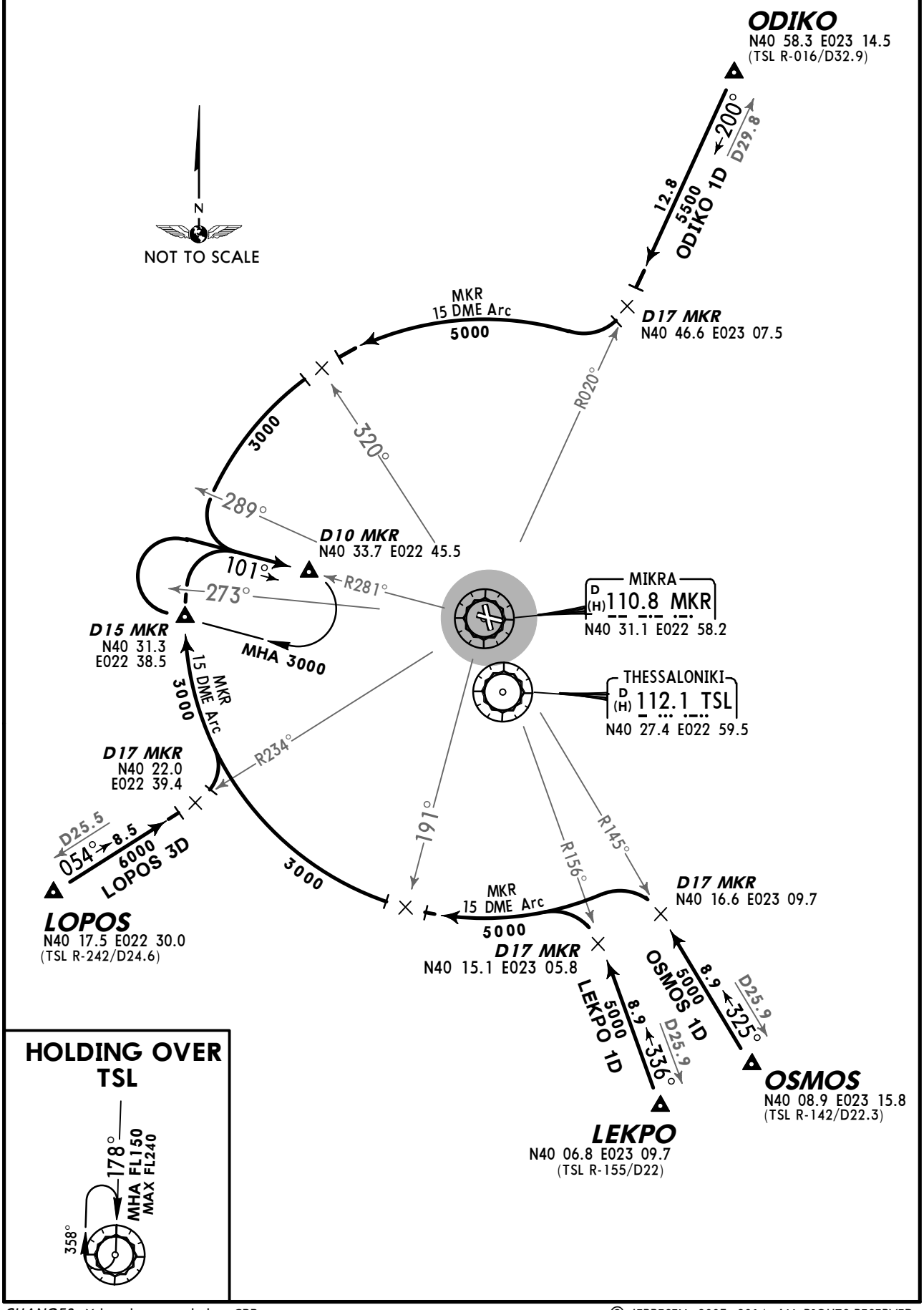
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





HOLDING OVER TSL

CHANGES: X-breaks upgraded to CRPs.

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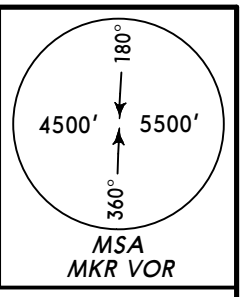
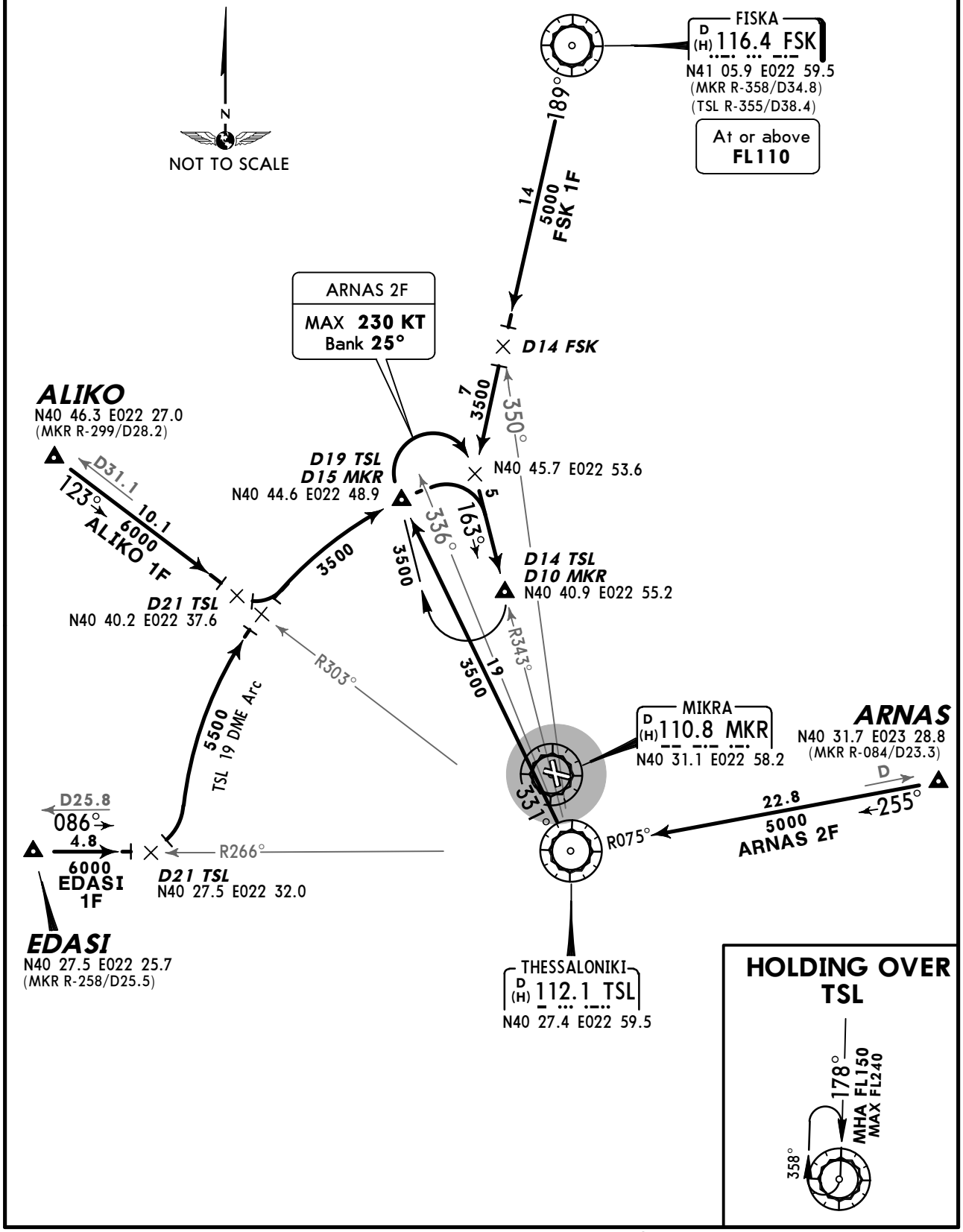
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALIKO 1F *[ALIK1F]*, ARNAS 2F *[ARNA2F]* EDASI 1F *[EDASI1F]*, FSK 1F
RWY 16 ARRIVALS
BASED ON TSL VOR/DME





CHANGES: X-breaks upgraded to CRPs; crossing at FSK.

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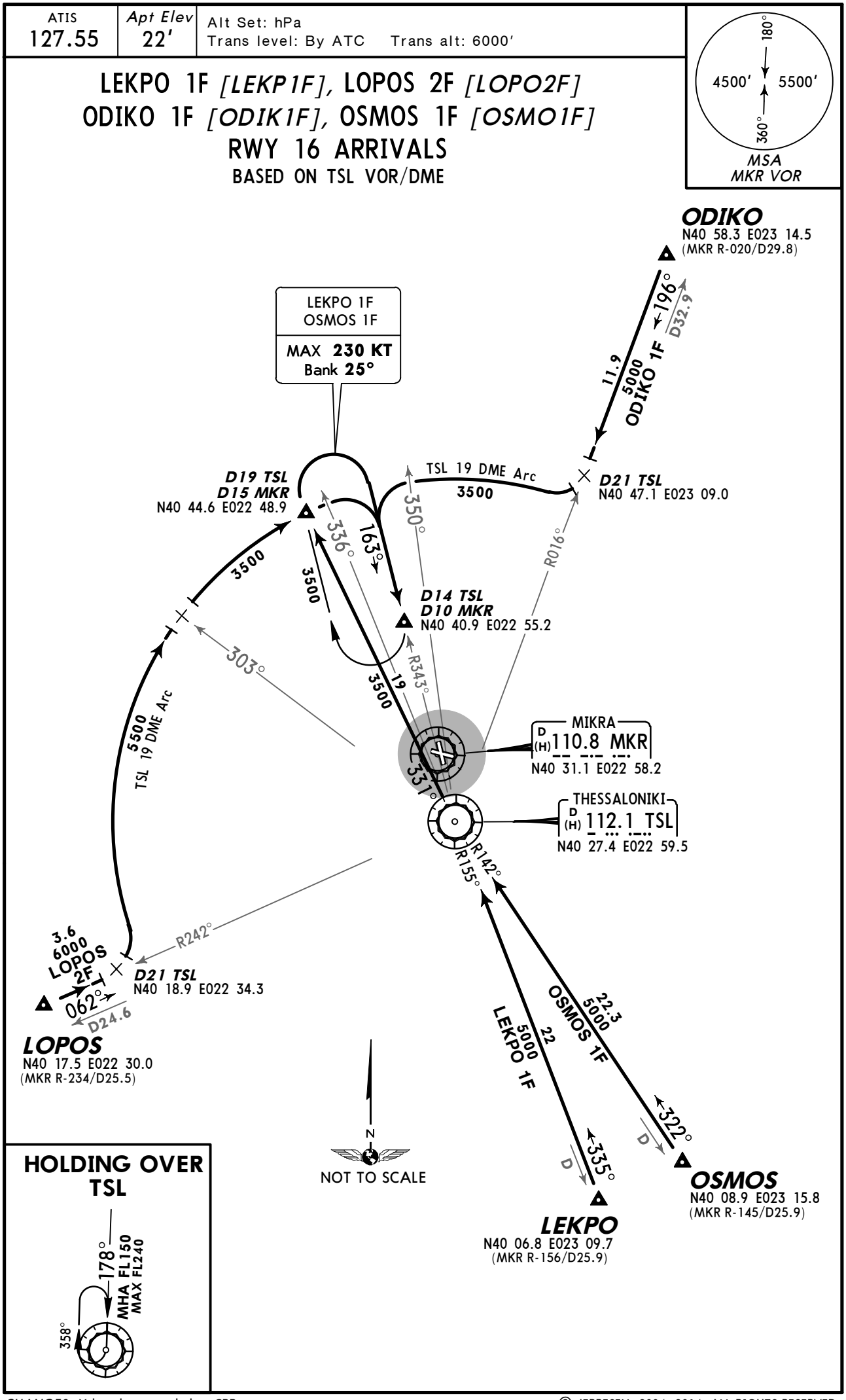
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



CHANGES: X-breaks upgraded to CRPs.

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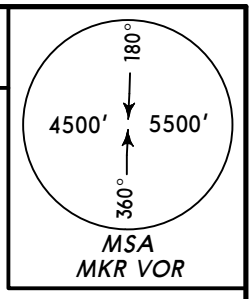
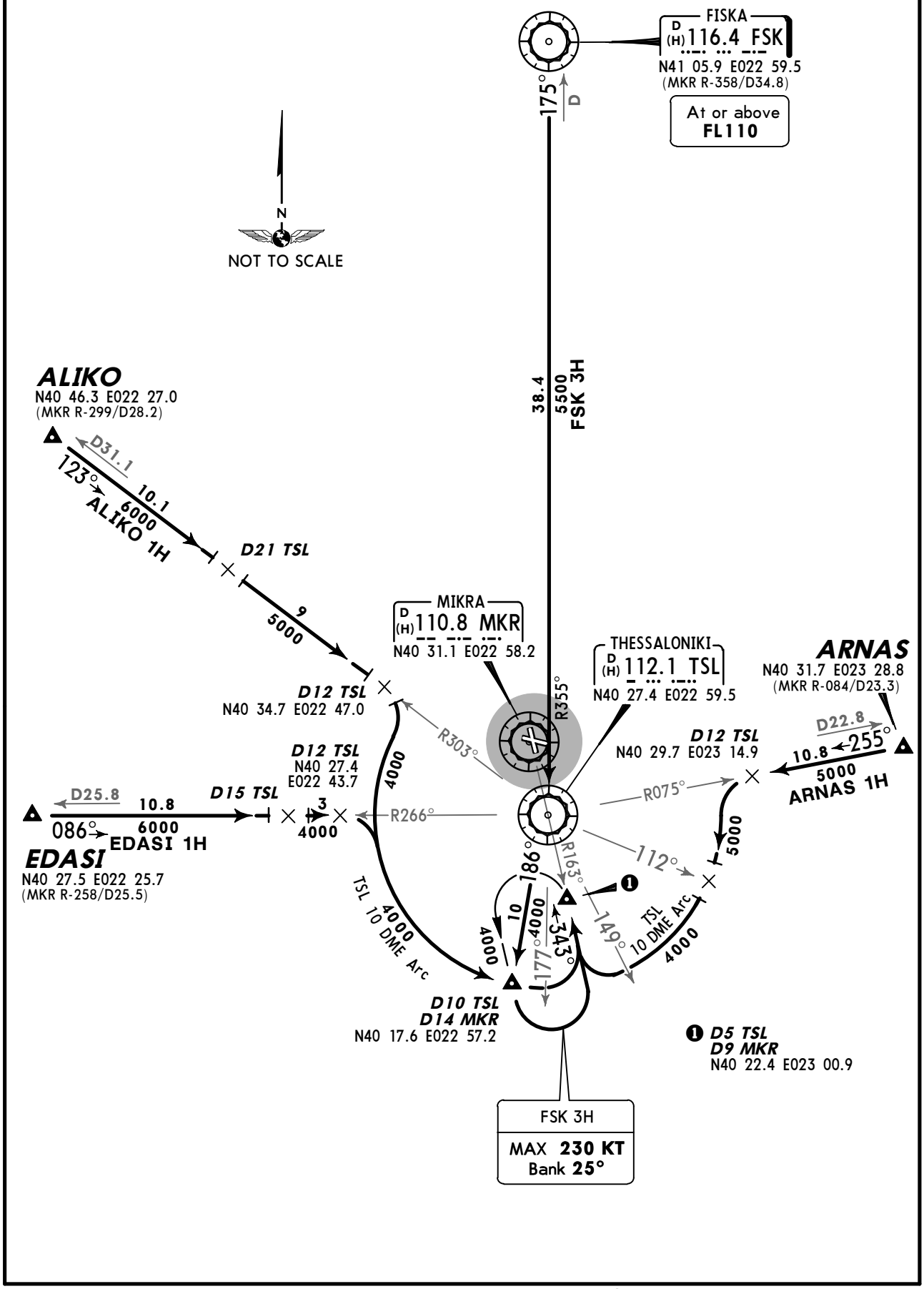
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: X-breaks upgraded to CRPs; crossing at FSK.

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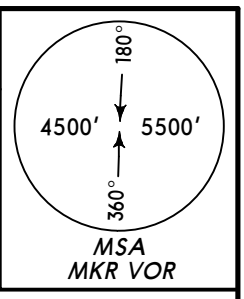
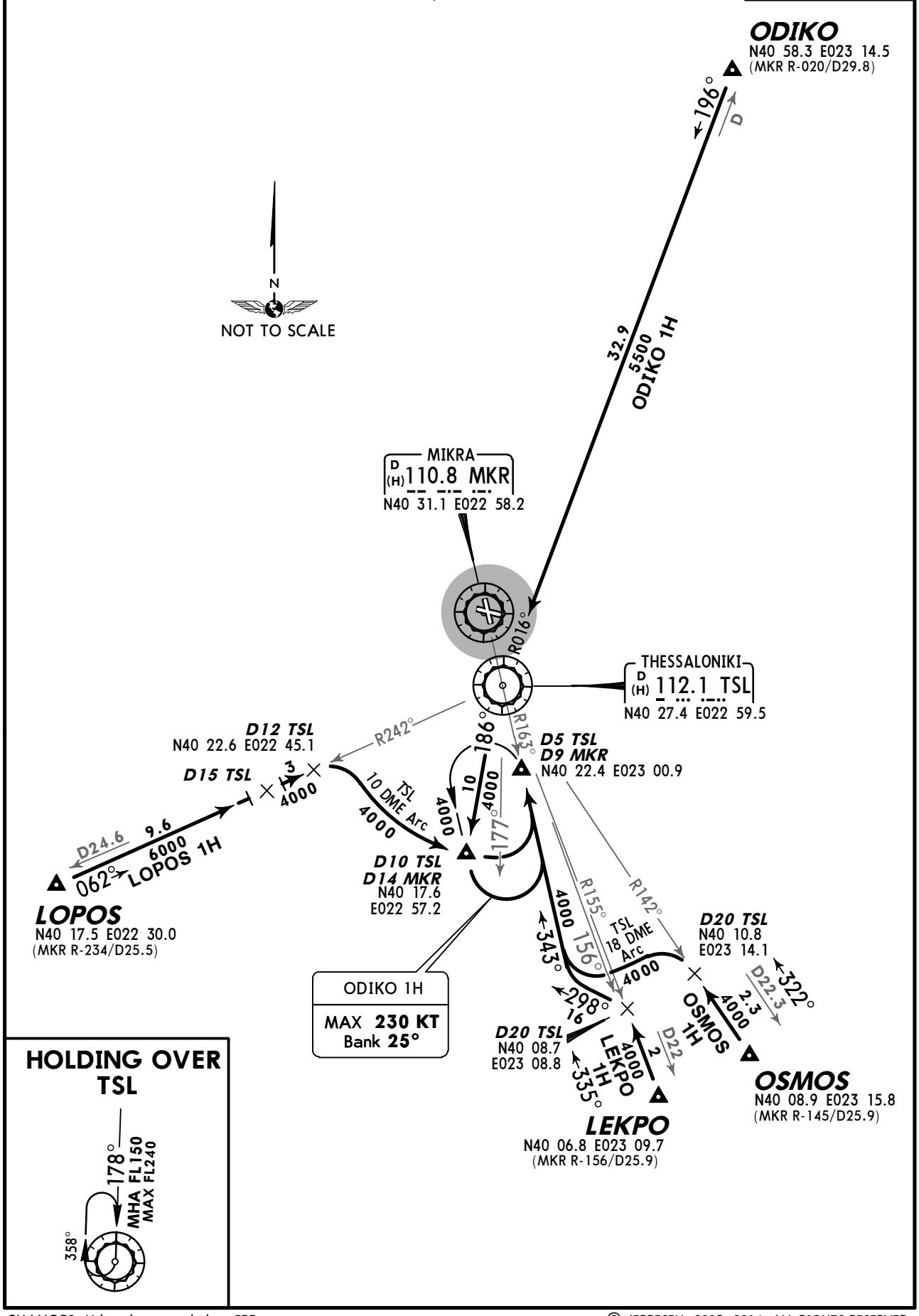
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: X-breaks upgraded to CRPs.

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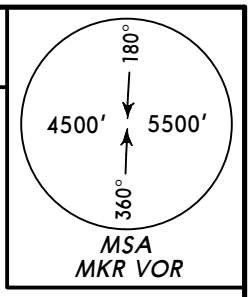
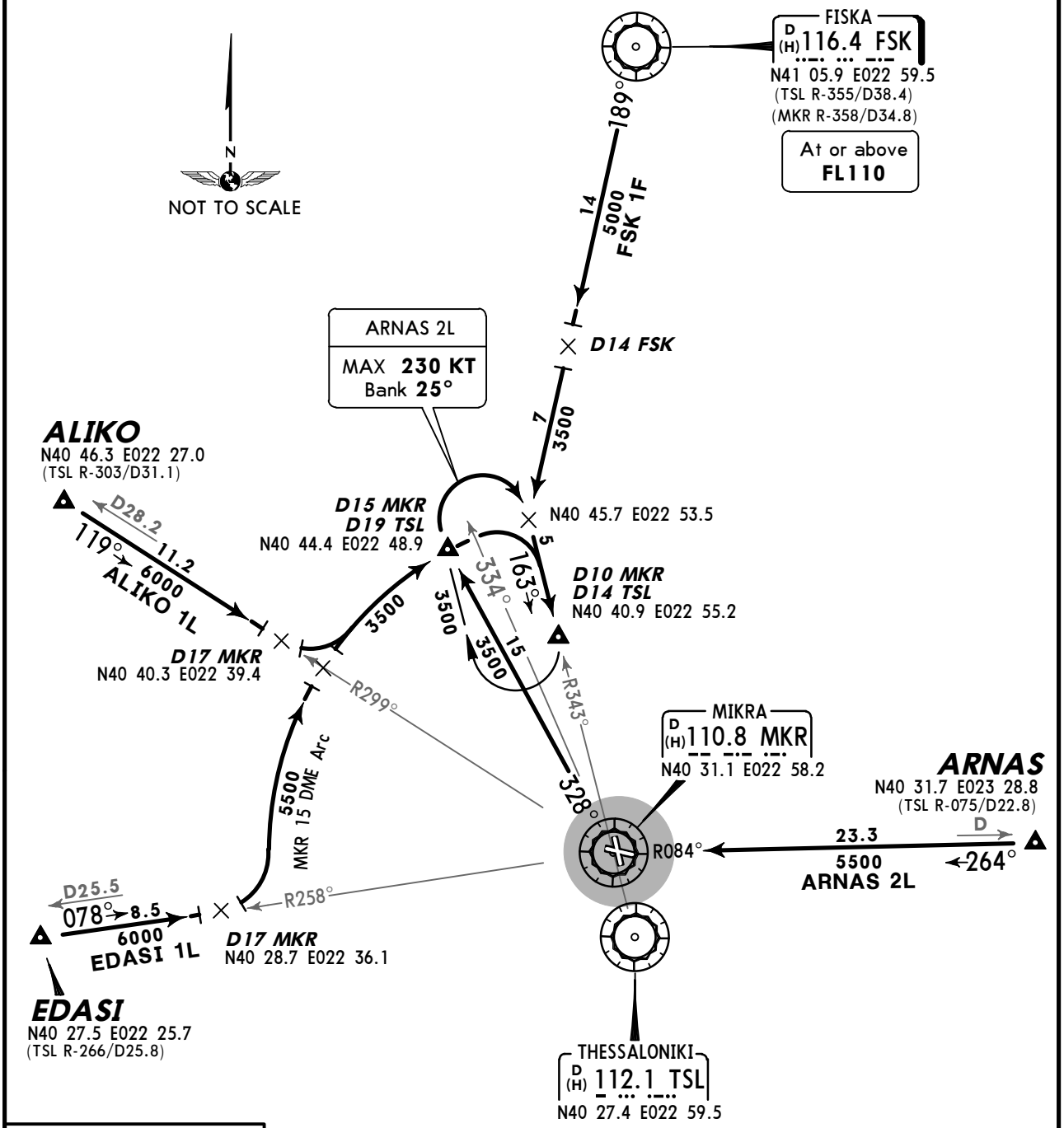
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





HOLDING OVER TSL

CHANGES: X-breaks upgraded to CRPs; crossing at FSK.

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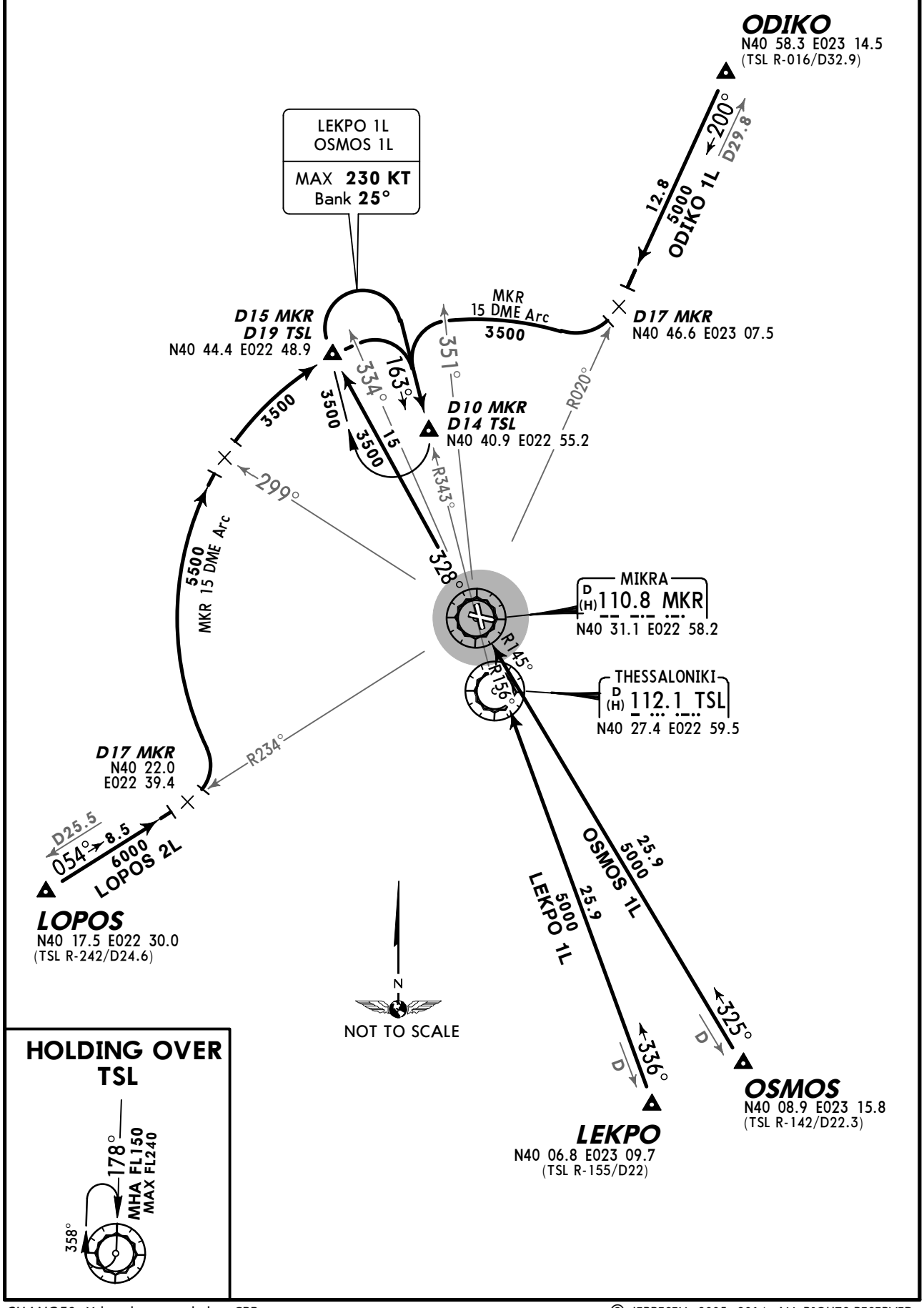
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

LEKPO 1L *[LEKP1L]*, LOPOS 2L *[LOPO2L]*
ODIKO 1L *[ODIK1L]*, OSMOS 1L *[OSMO1L]*
RWY 16 ARRIVALS
BASED ON MKR VOR/DME



CHANGES: X-breaks upgraded to CRPs.

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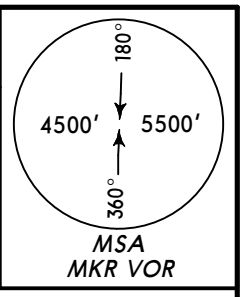
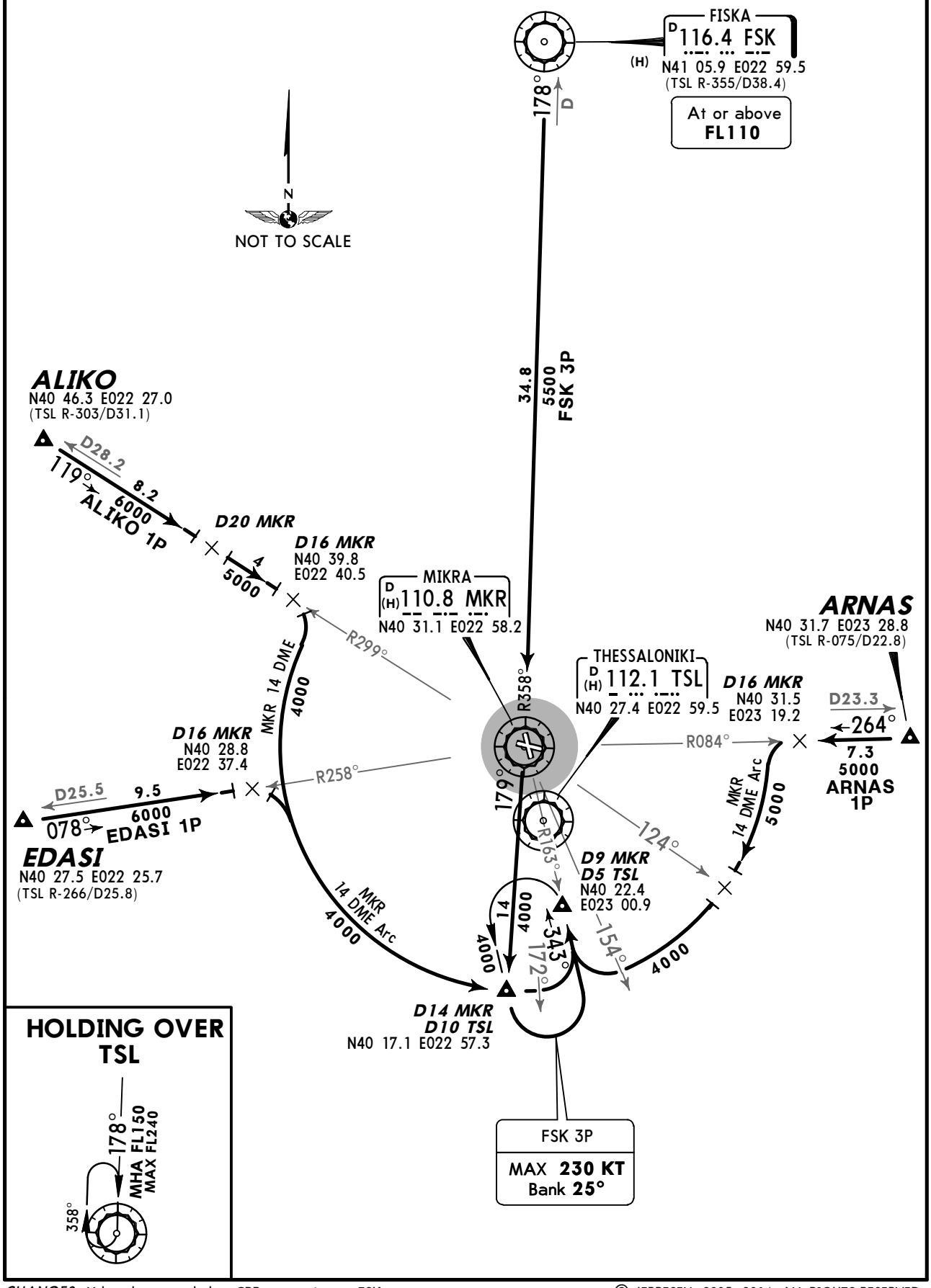
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: X-breaks upgraded to CRPs; crossing at FSK.

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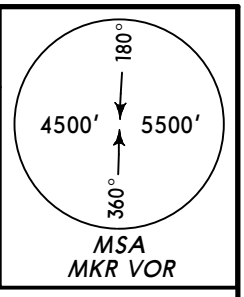
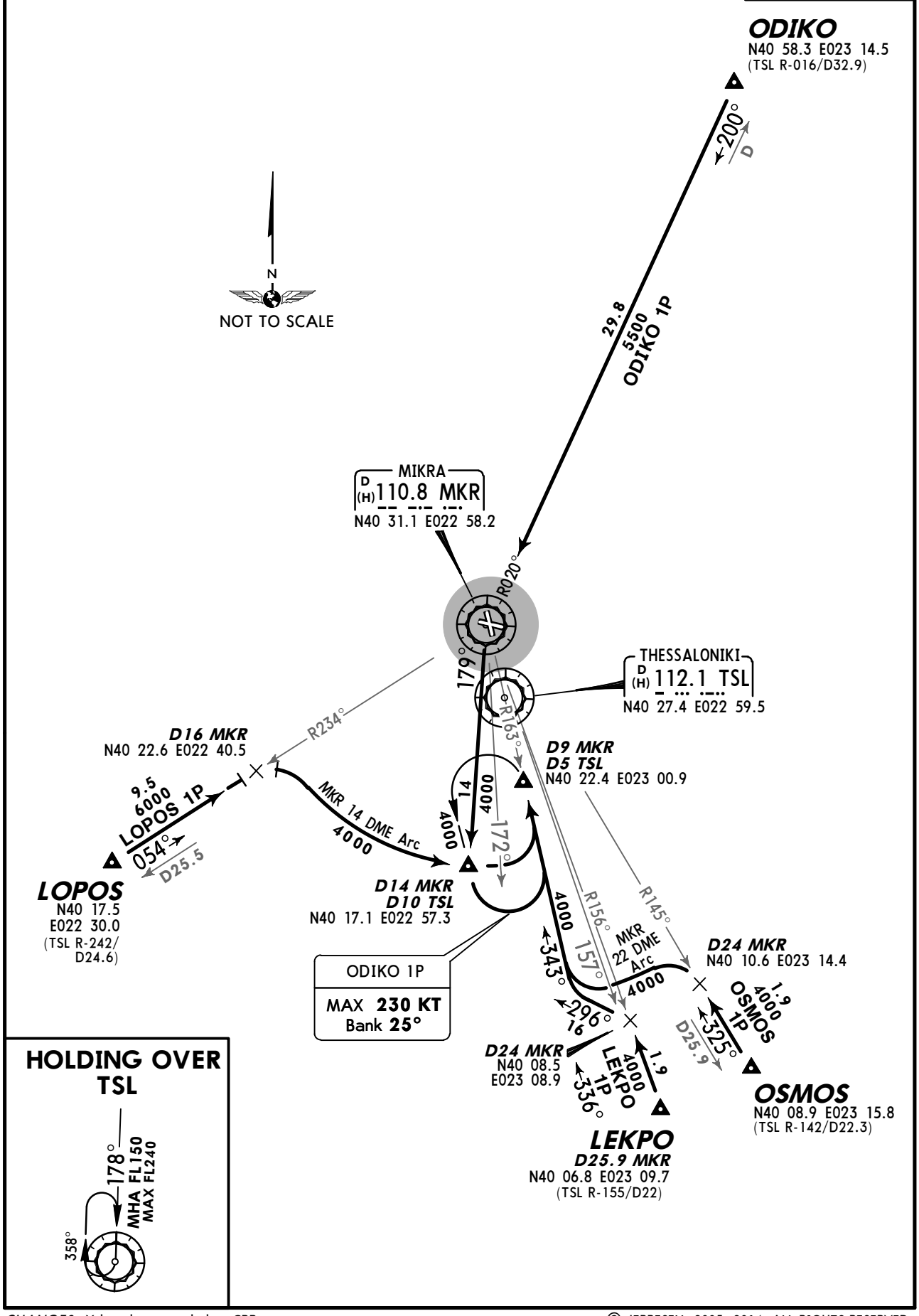
ATIS	Apt Elev	
127.55	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





CHANGES: X-breaks upgraded to CRPs.

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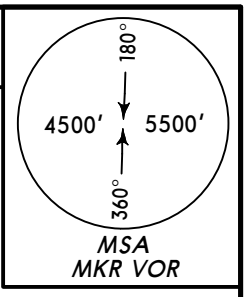
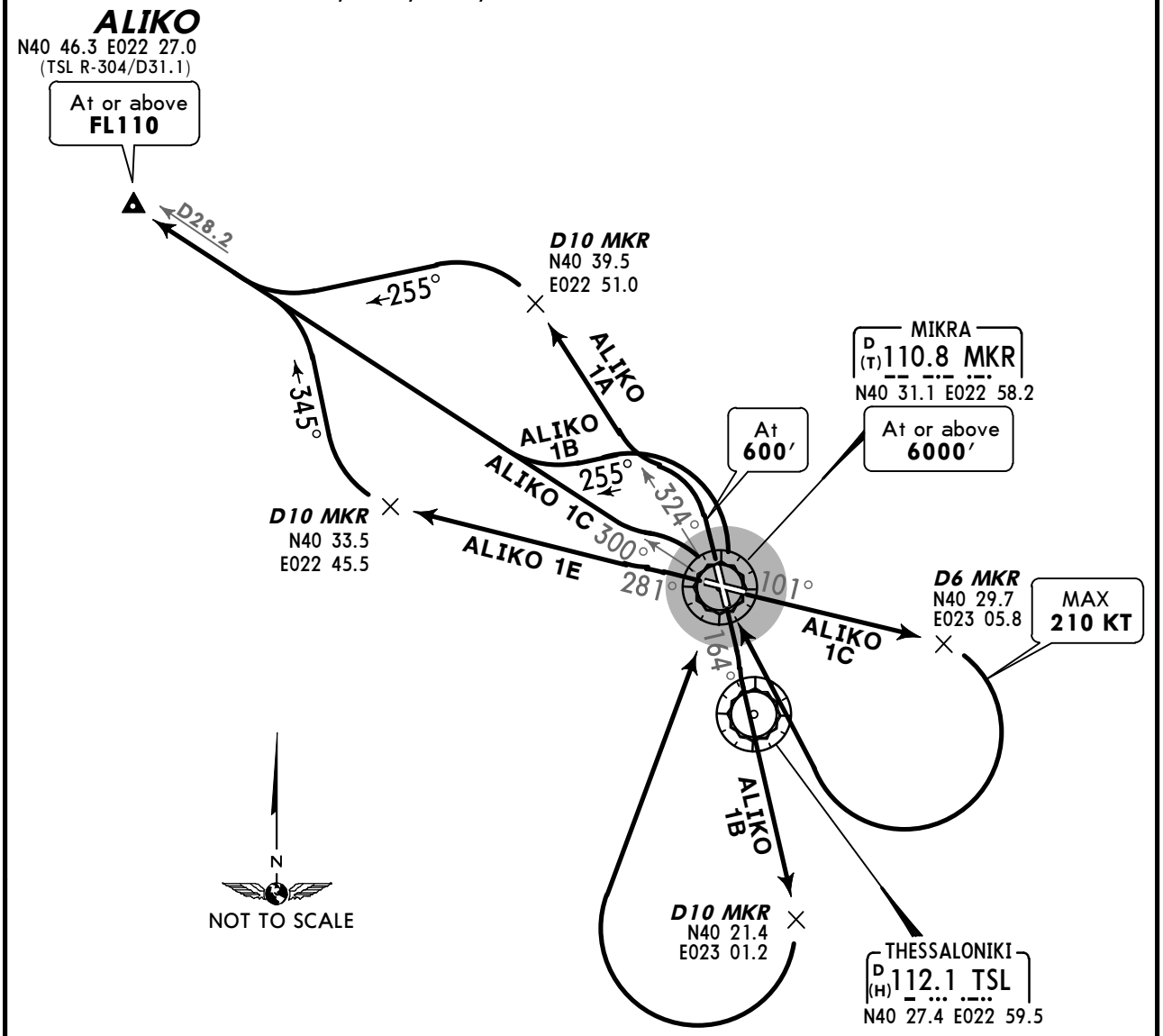
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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



These SIDs require minimum climb gradients of
ALIKO 1A: 316′ per NM (5.2%) up to FL110.
ALIKO 1B: 365′ per NM (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
371′ per NM	463	618	927	1235	1544	1853
365′ per NM	456	608	911	1215	1519	1823
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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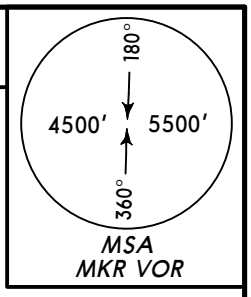
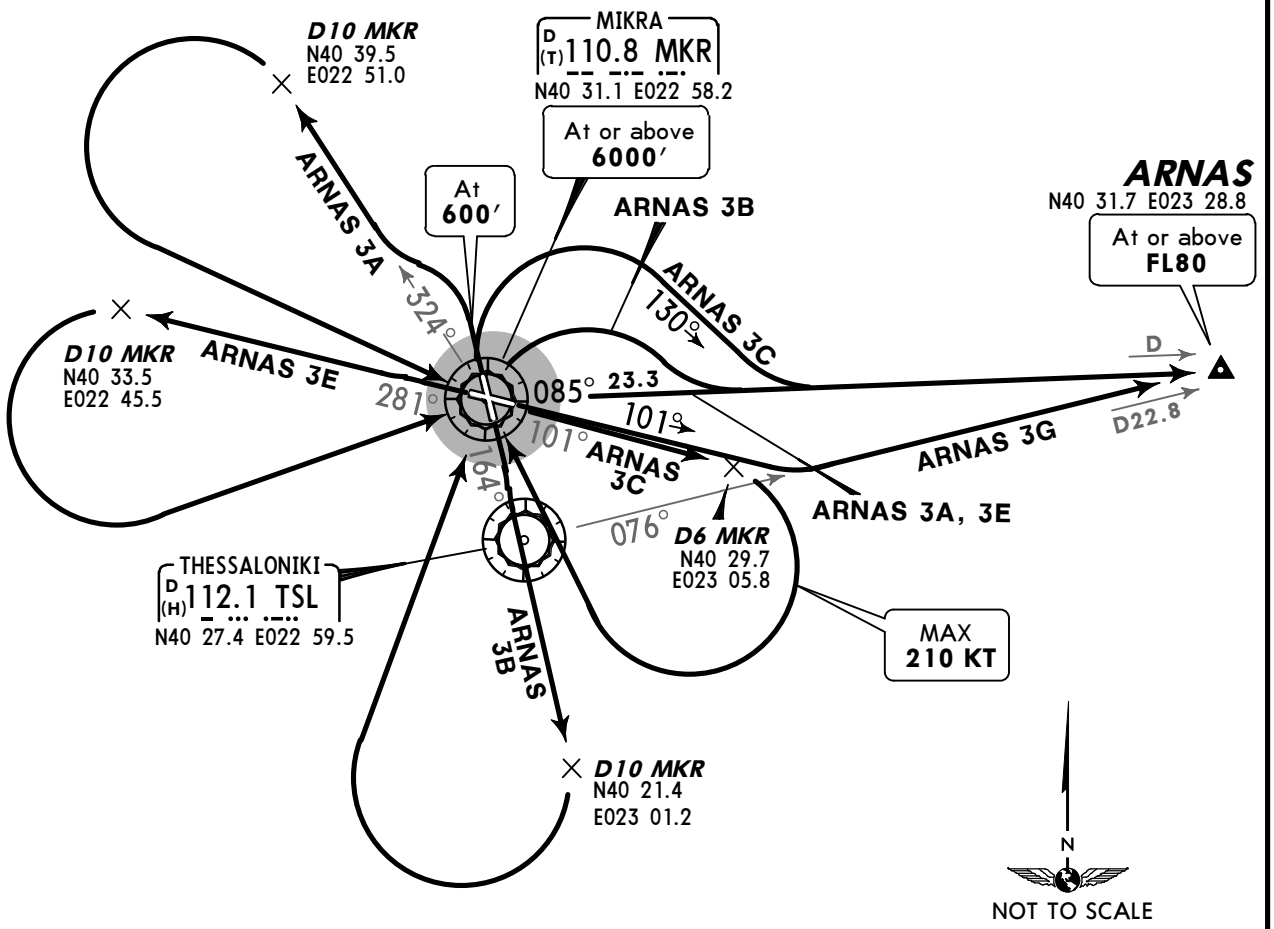
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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: 365′ per NM (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
395′ per NM	494	658	987	1317	1646	1975
365′ per NM	456	608	911	1215	1519	1823
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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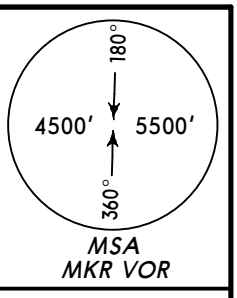
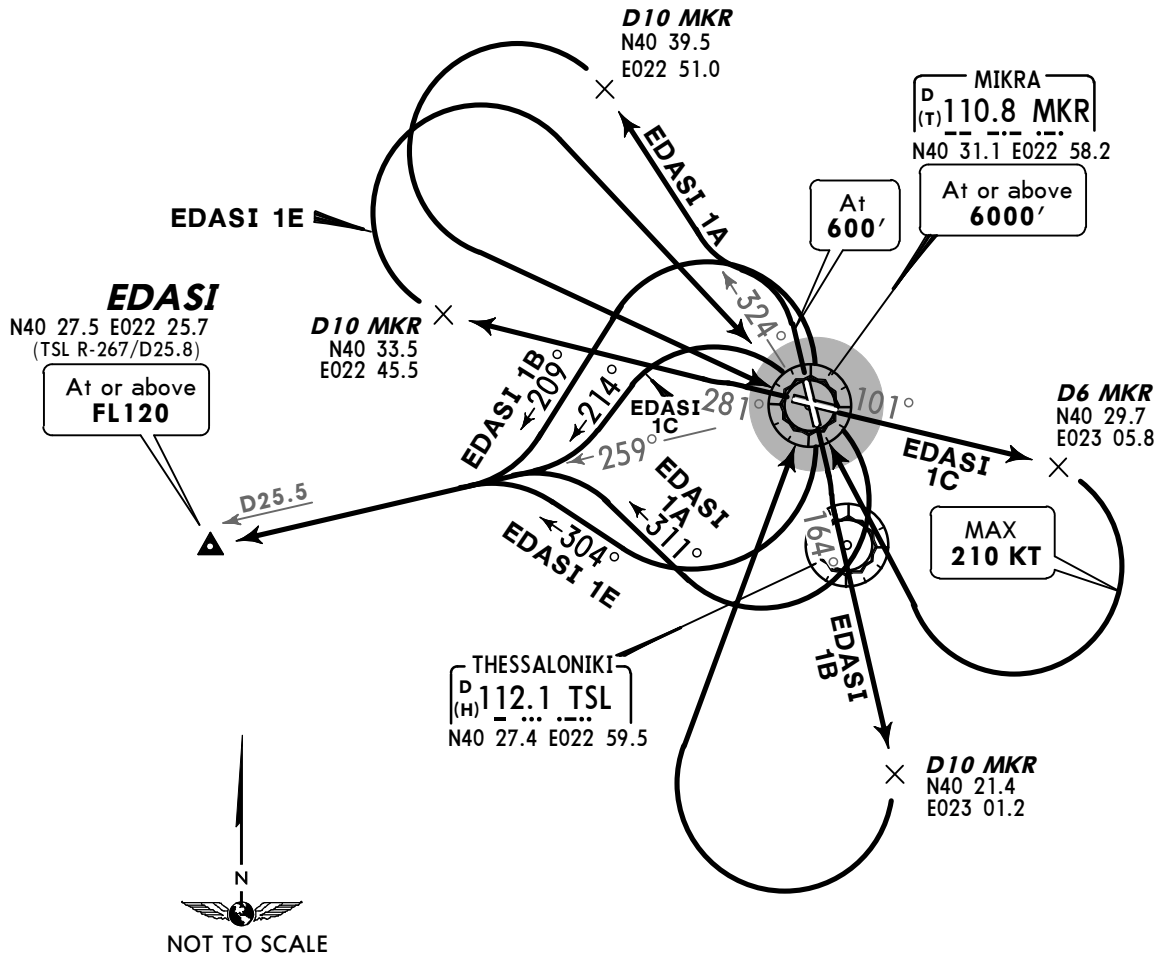
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



EDASI ONE ALFA (EDASI 1A) *[EDAS1A]*
EDASI ONE BRAVO (EDASI 1B) *[EDAS1B]*
EDASI ONE CHARLIE (EDASI 1C) *[EDAS1C]*
EDASI ONE ECHO (EDASI 1E) *[EDAS1E]*
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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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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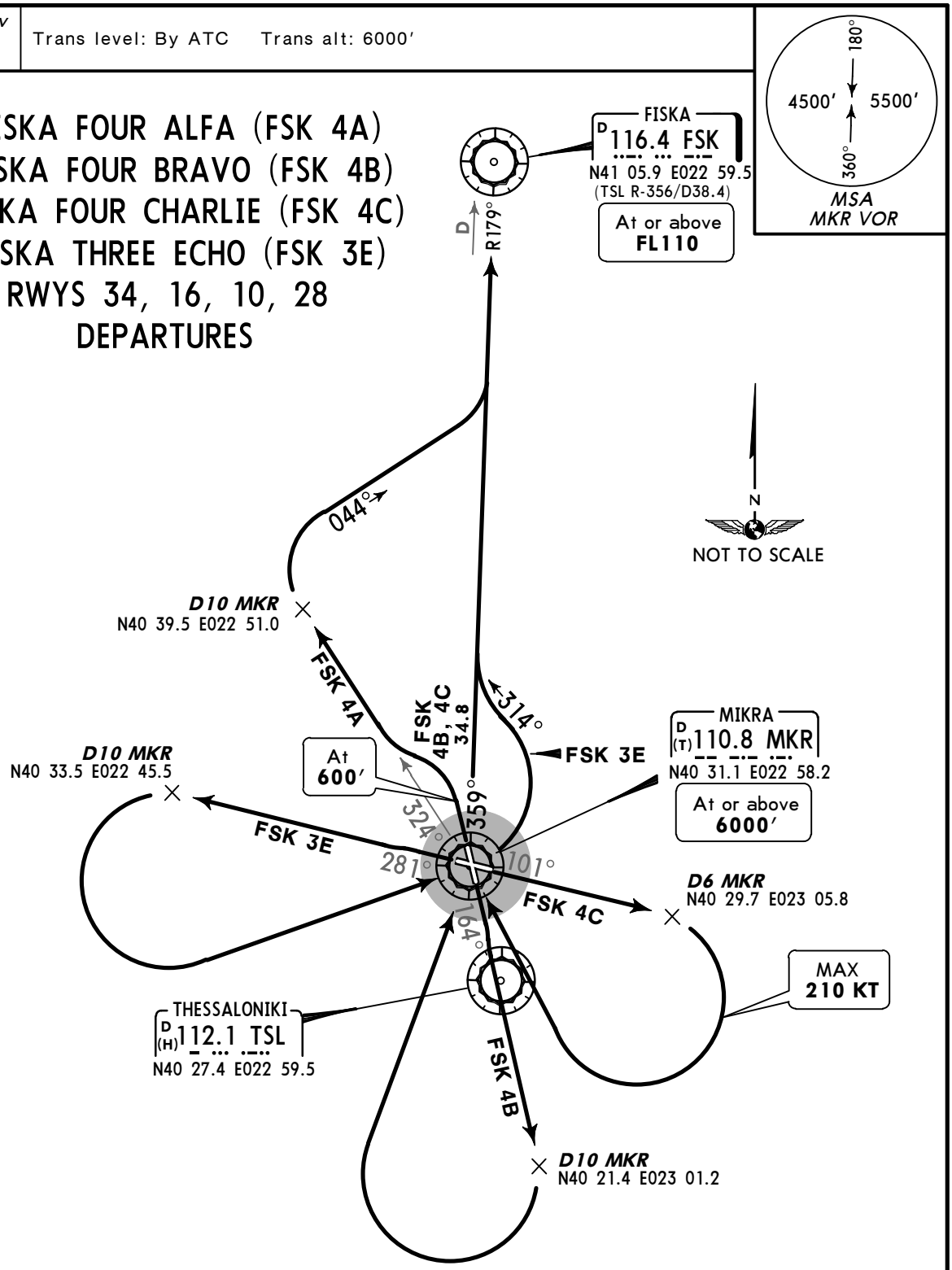
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′

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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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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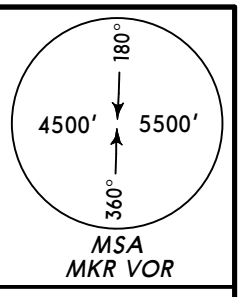
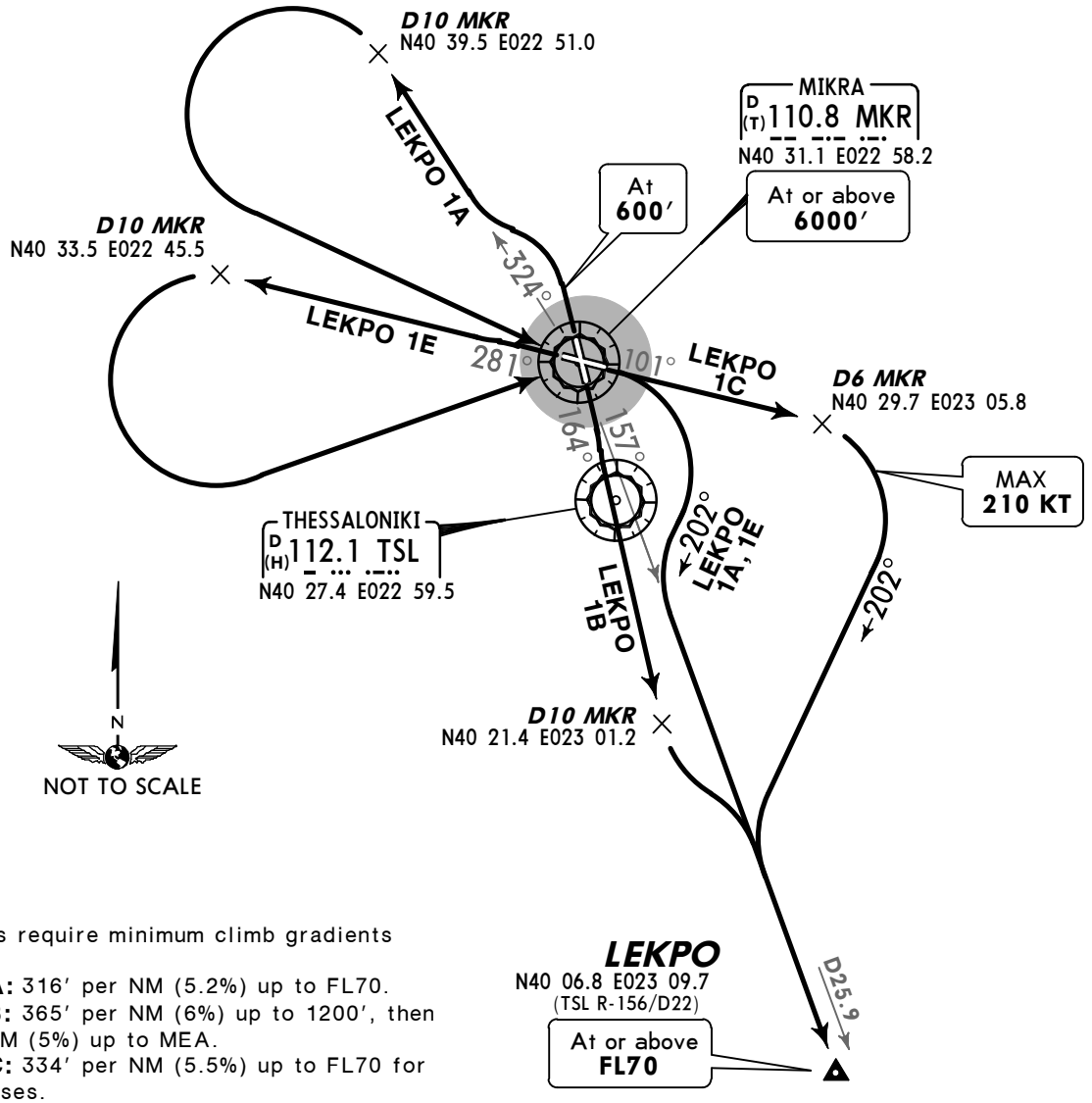
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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.

CHANGES: Climb gradient LEKPO 1B.

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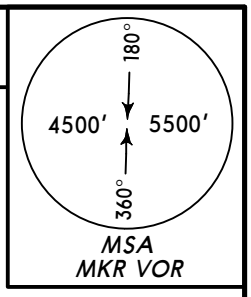
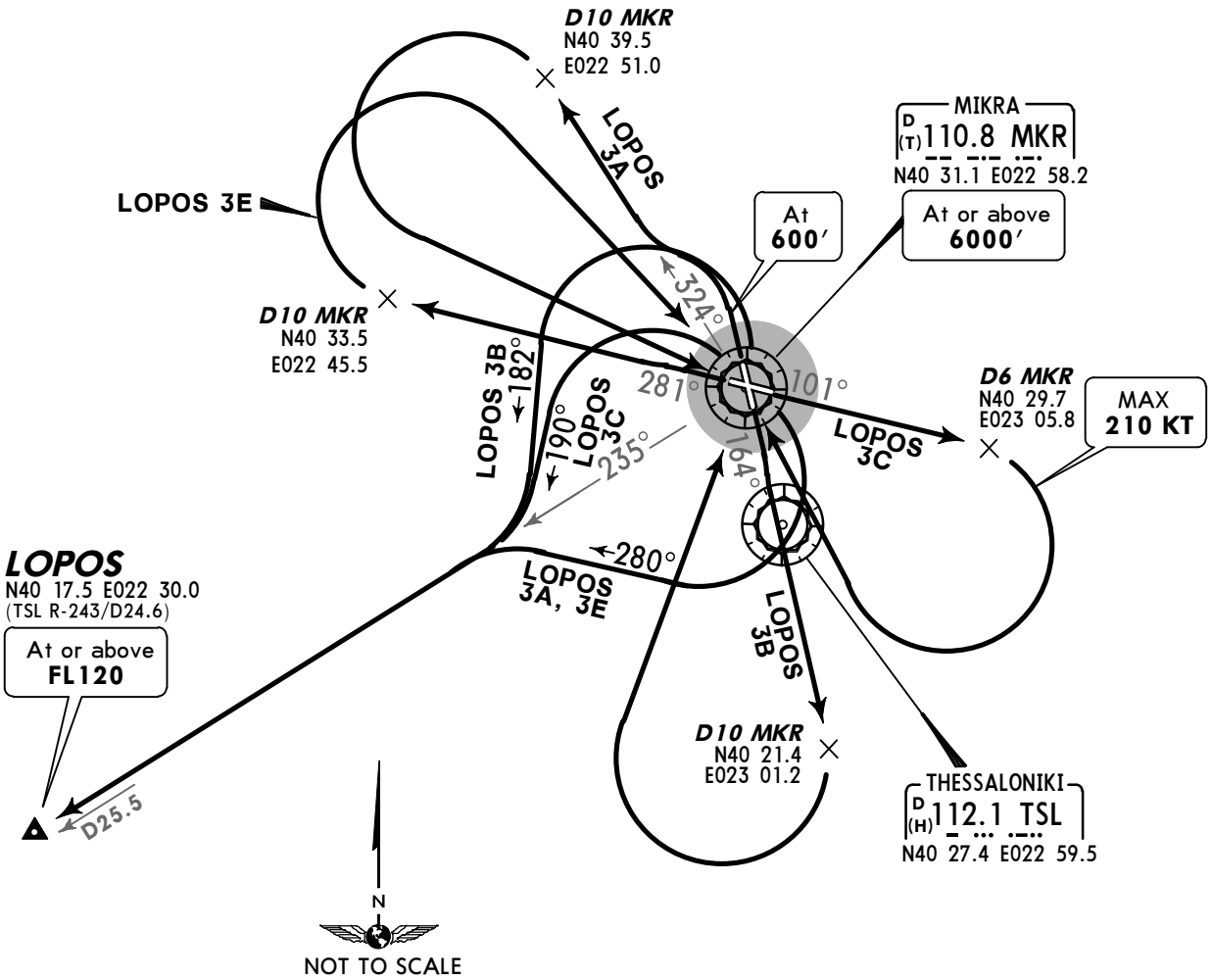
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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.

CHANGES: Climb gradient LOPOS 3B.

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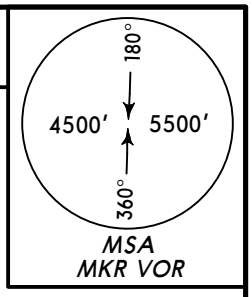
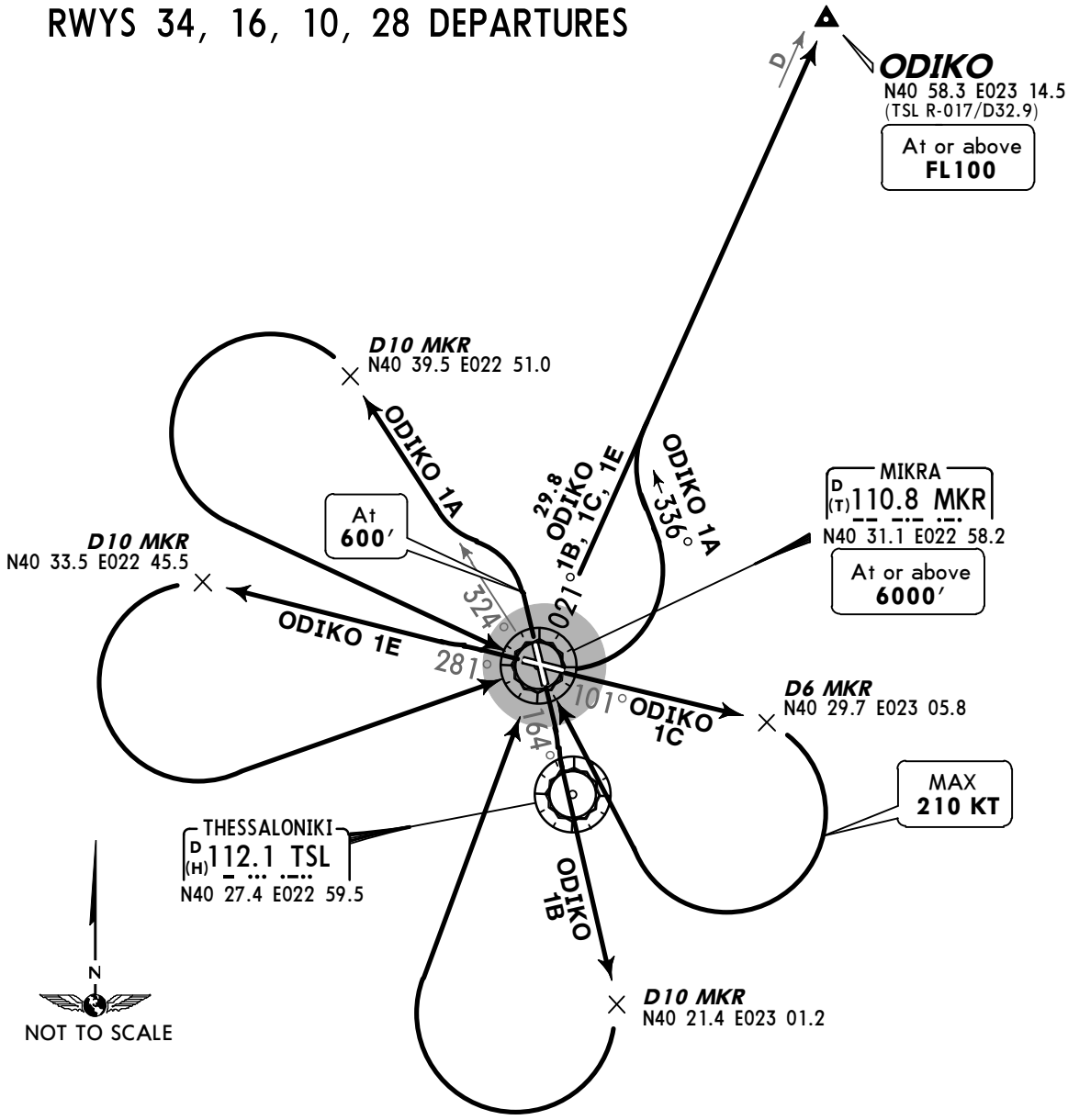
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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.

CHANGES: Climb gradient ODIKO 1B.

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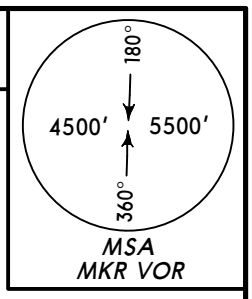
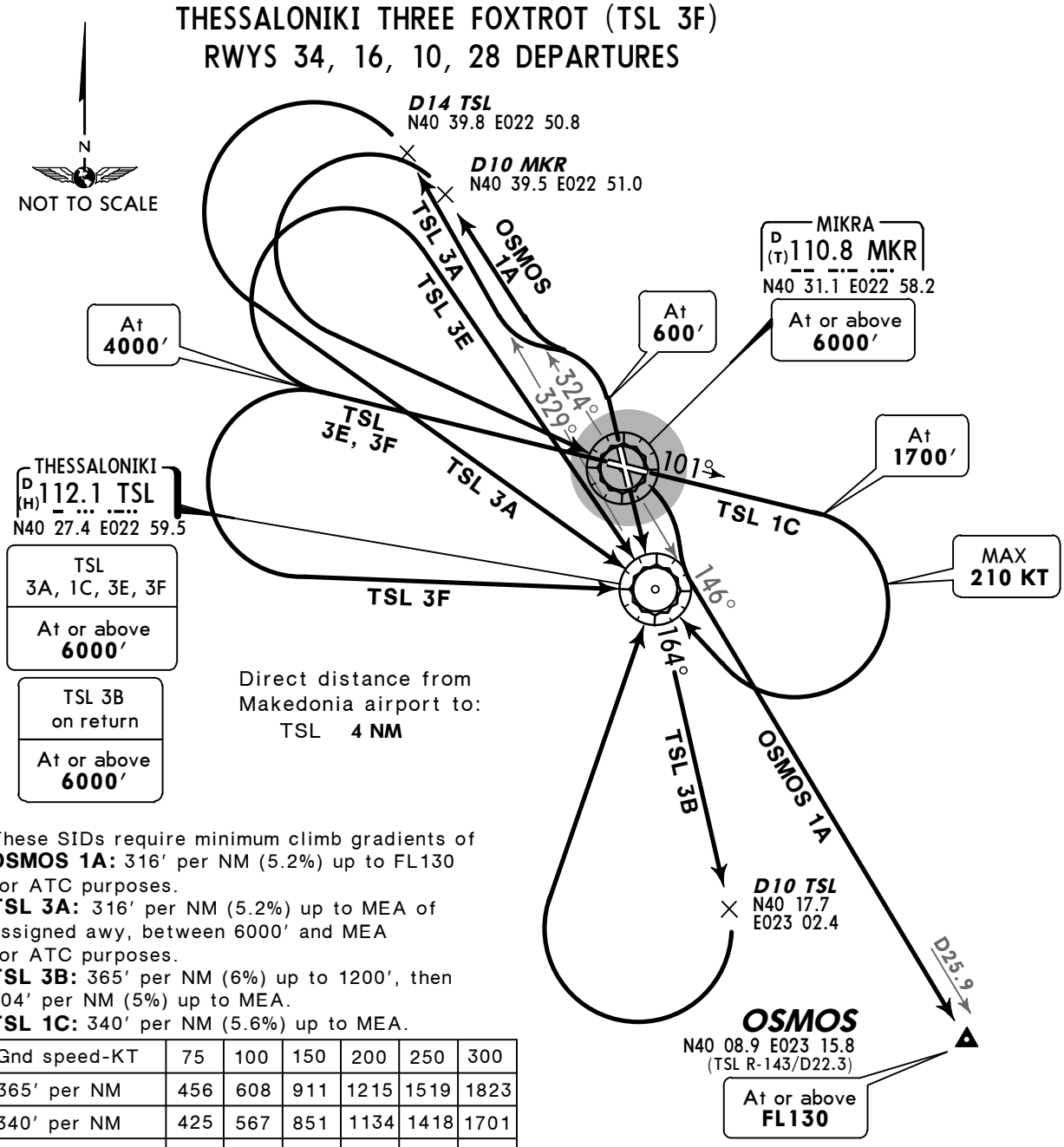
Apt Elev 22′	Trans level: By ATC Trans alt: 6000′



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: 365′ per NM (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
365′ per NM	456	608	911	1215	1519	1823
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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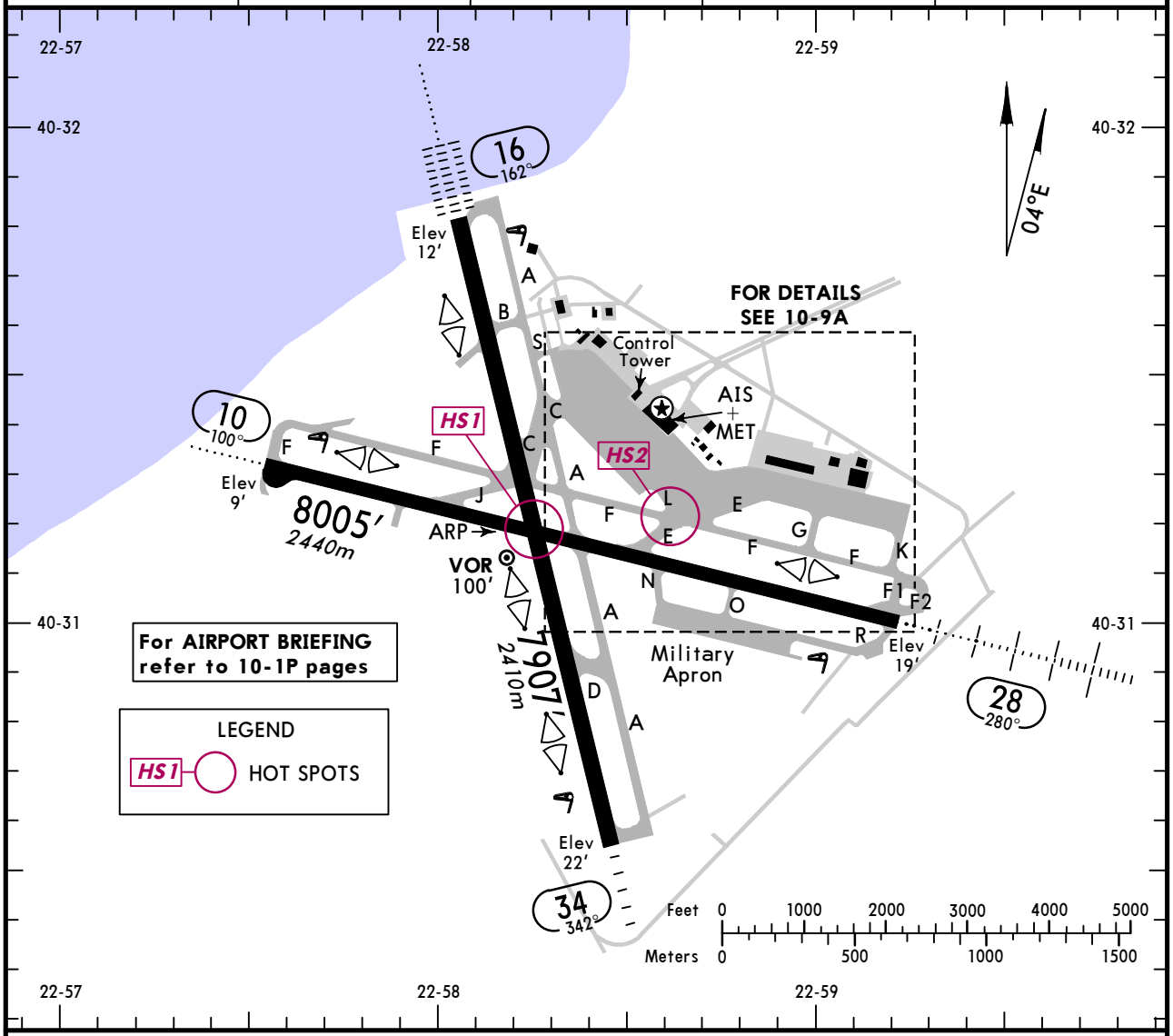
ATIS	*MAKEDONIA Delivery	Ground	MAKEDONIA Airport (Apron)	Tower
127.55	118.05	121.7	121.85	118.1 118.05



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL *(60m)* HIALS PAPI-L (3.1°) RVR		7033′ *2144m*	7808′ *2380m*	164′ *50m*
28	HIRL *(60m)* HIALS PAPI-L (3.07°) RVR				
16	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❶ RVR		6703′ *2043m*		197′ *60m*
34	HIRL *(60m)* CL *(15m)* HIALS PAPI-L (3.78°) RVR				

❶ PAPI-R (3.03°)

HOT SPOTS

HS1 Intersection of rwys: Intersecting rwys with neither signage nor marking to warn against entry to rwy.

HS2 Intersection of twys F,E and L: Wide opening. Where applicable make sure of correct turn from apron to twy F before rwy 10/28.

Standard

TAKE-OFF ❶

	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*		

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

CHANGES: PAPI angle.

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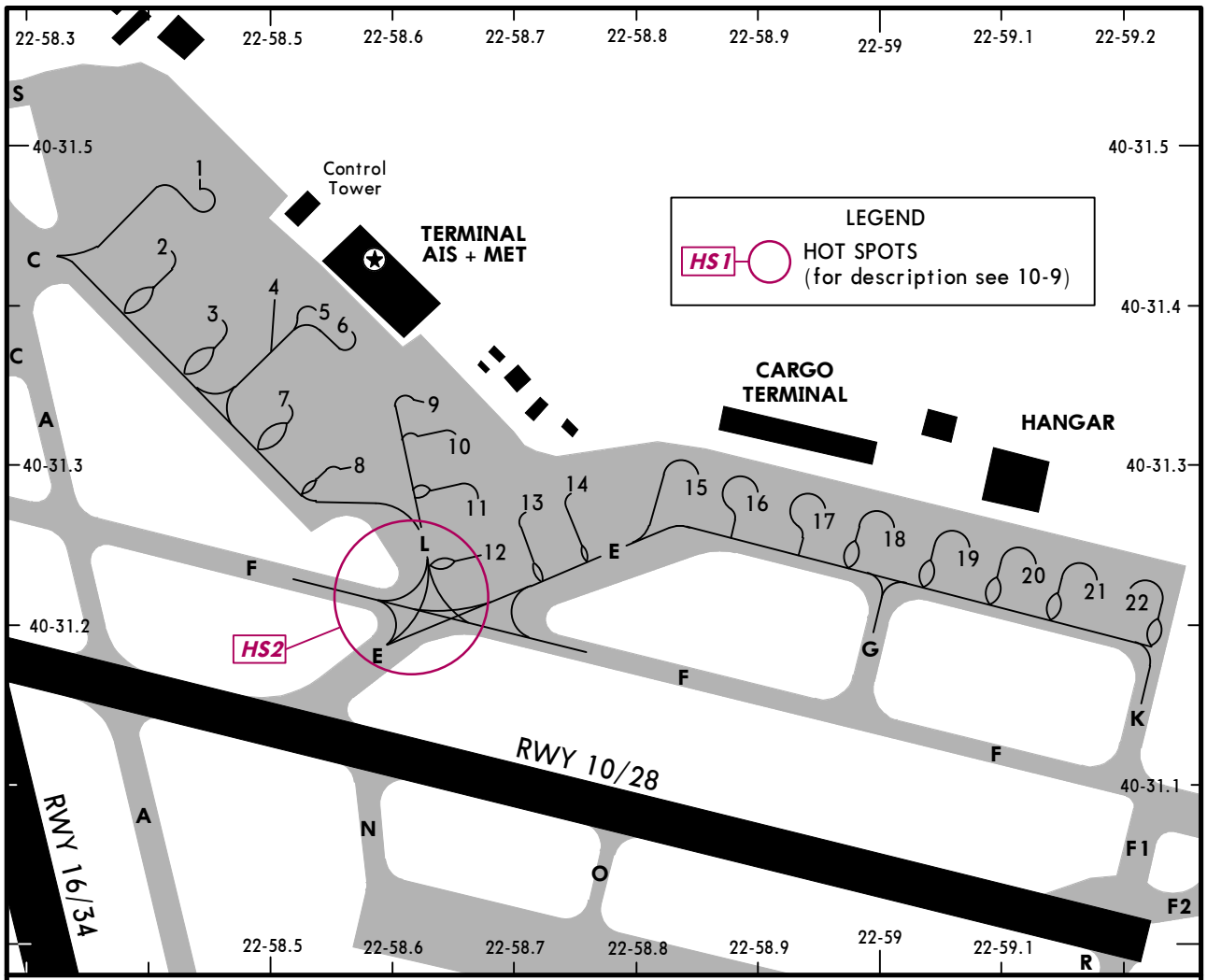

INS COORDINATES

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			

CHANGES: None.

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THESSALONIKI, GREECE
ILS DME Rwy 10

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

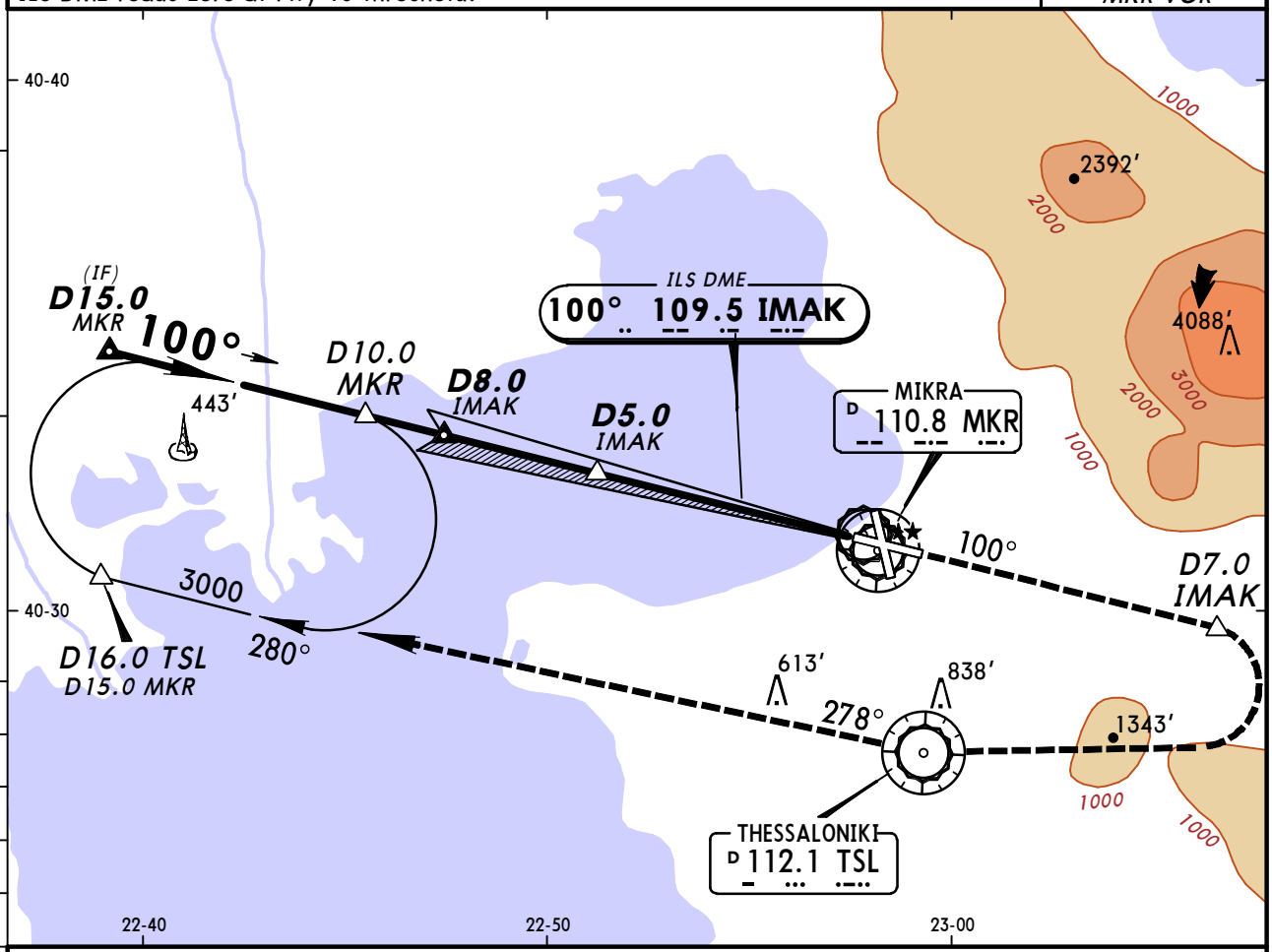
BRIEFING STRIP ™

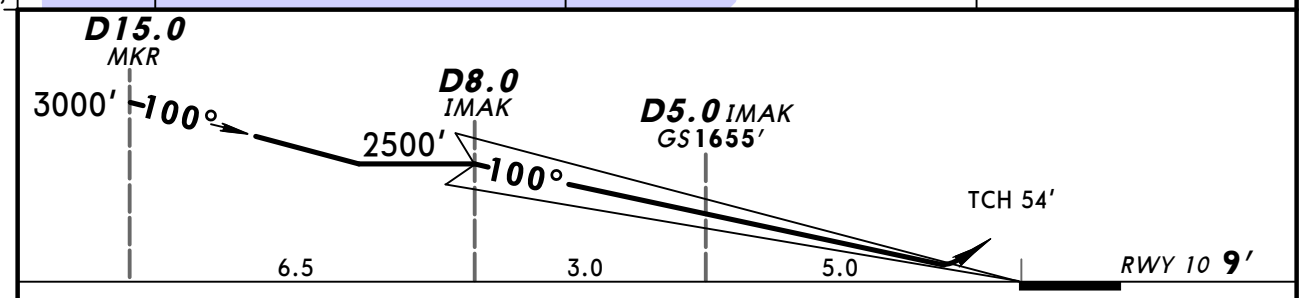
LOC IMAK	Final Apch Crs	GS D5.0 IMAK	ILS DA(H)	Apt Elev 22′
109.5	100°	1655′ (1646′)	Refer to Minimums	RWY 9′

MISSED APCH: Climb STRAIGHT AHEAD. At D7.0 IMAK turn RIGHT (MAX 220 KT) to TSL VOR. Intercept R-278 TSL. At D16.0 TSL turn RIGHT and join holding. Climb to 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
ILS DME reads zero at rwy 10 threshold.

MSA
MKR VOR
180°
4500′
5500′
360°





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

D7.0 IMAK	220 KT MAX RT	TSL 112.1

Standard STRAIGHT-IN LANDING RWY 10

ILS				LOC (GS out)
Missed apch climb gradient mim 4.0% [1]		Missed apch climb gradient mim 2.5%		
DA(H) ABC: 209′(200′) D: 214′(205′)		DA(H) A: 604′(595′) C: 624′(615′) B: 614′(605′) D: 634′(625′)		
FULL/Limited	ALS out	FULL/Limited	ALS out	
A	RVR 1000m	RVR 1200m	RVR 1500m	NOT APPLICABLE
B				
C			CMV 2400m	
D				

CIRCLE-TO-LAND
Not auth in sector inbound 162° to 280° clockwise

Max Kts	MDA(H)	VIS
100	900′ (878′)	1500m
135	1050′ (1028′)	1600m
180	1400′ (1378′)	2400m
205	1800′ (1778′)	3600m

PANS OPS

[1] Climb gradient up to 2000′.

CHANGES: Bearings.

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BRIEFING STRIP

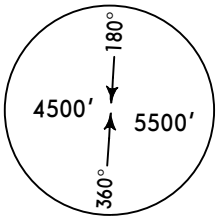
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

LOC ITSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
110.3	162°	D6.0 ITSL 1974′ (1962′)	Refer to Minimums	RWY 12′

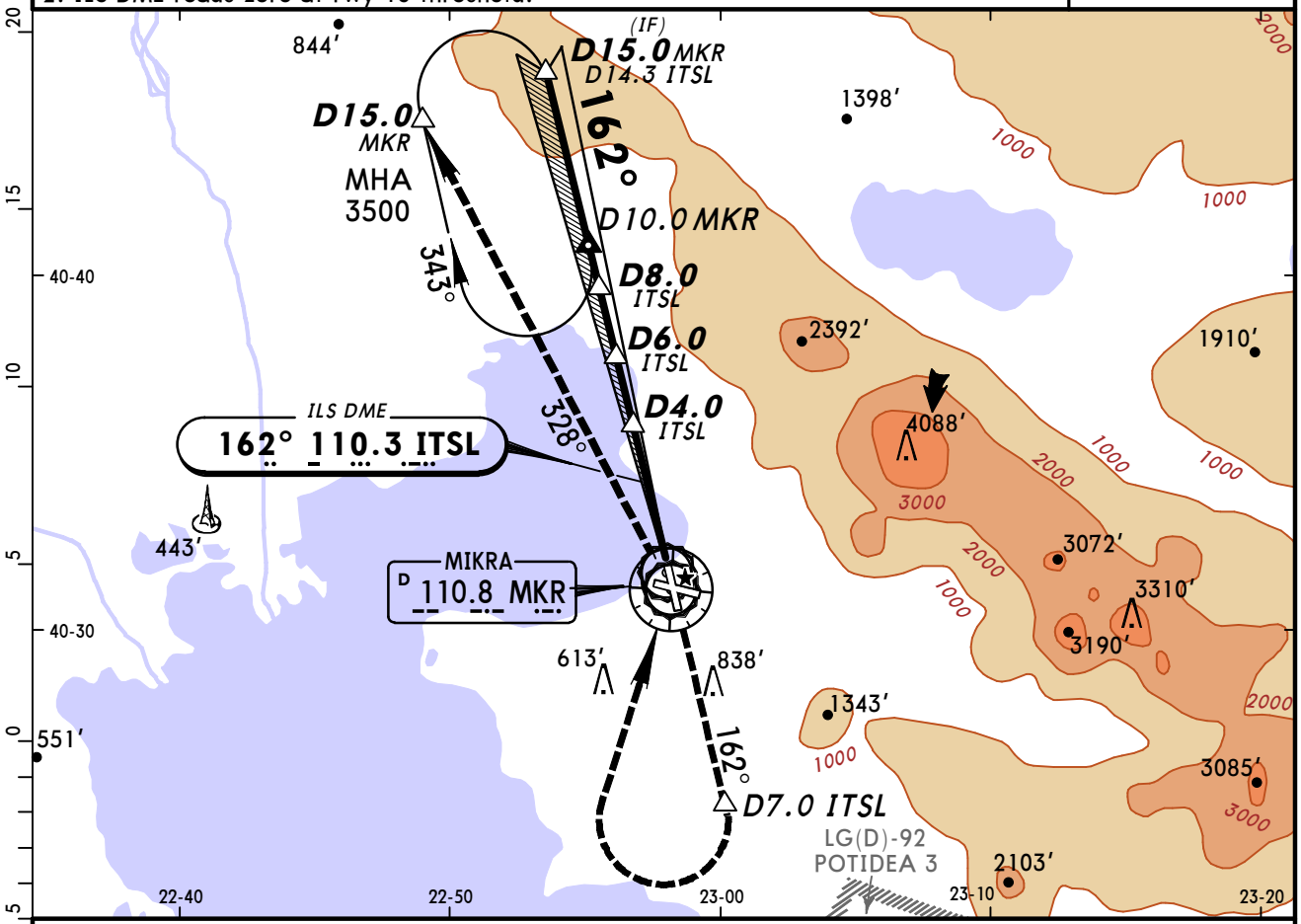
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500′. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500′.

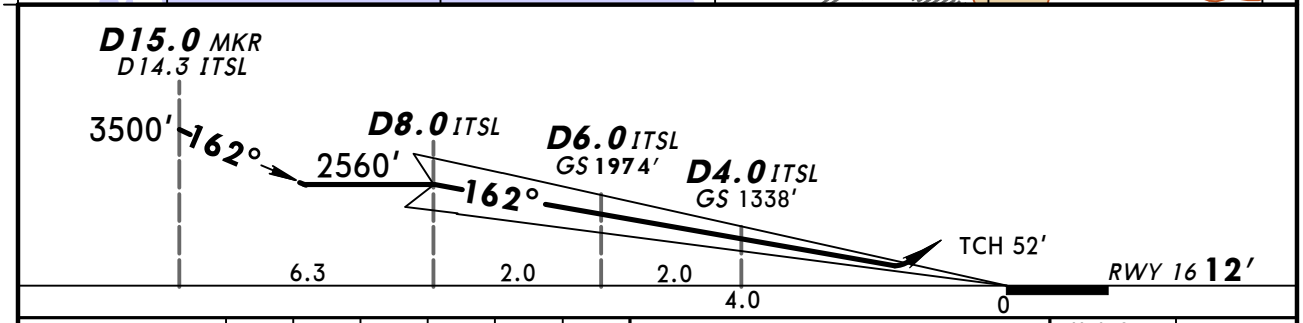
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. CAUTION: Raising terrain at missed apch course.
2. ILS DME reads zero at rwy 16 threshold.



MSA
MKR VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI

D7.0
ITSL

Standard STRAIGHT-IN LANDING RWY 16

	ILS			LOC (GS out)
	Missed apch climb gradient mim 4.0% [1] DA(H) 214′(202′)		Missed apch climb gradient mim 2.5% DA(H) A:354′(342′) B:364′(352′) C:374′(362′) D:383′(371′)	
	FULL/Limited	ALS out	FULL/Limited	ALS out	
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	NOT APPLICABLE
B					
C			RVR 1300m	RVR 1700m	
D					

[1] Climb gradient up to 1500′.

CIRCLE-TO-LAND

Not authorized in sector inbound 162° to 280° clockwise

Max Kts	MDA(H)	VIS
100	900′ (878′)	1500m
135	1050′ (1028′)	1600m
180	1400′ (1378′)	2400m
205	1800′ (1778′)	3600m

PANS OPS

CHANGES: Procedure. Minimums.

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BRIEFING STRIP

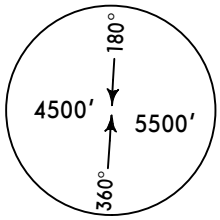
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

LOC ITSL	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 22′
110.3	162°	D6.0 ITSL 1974′ (1962′)	Refer to Minimums	RWY 12′

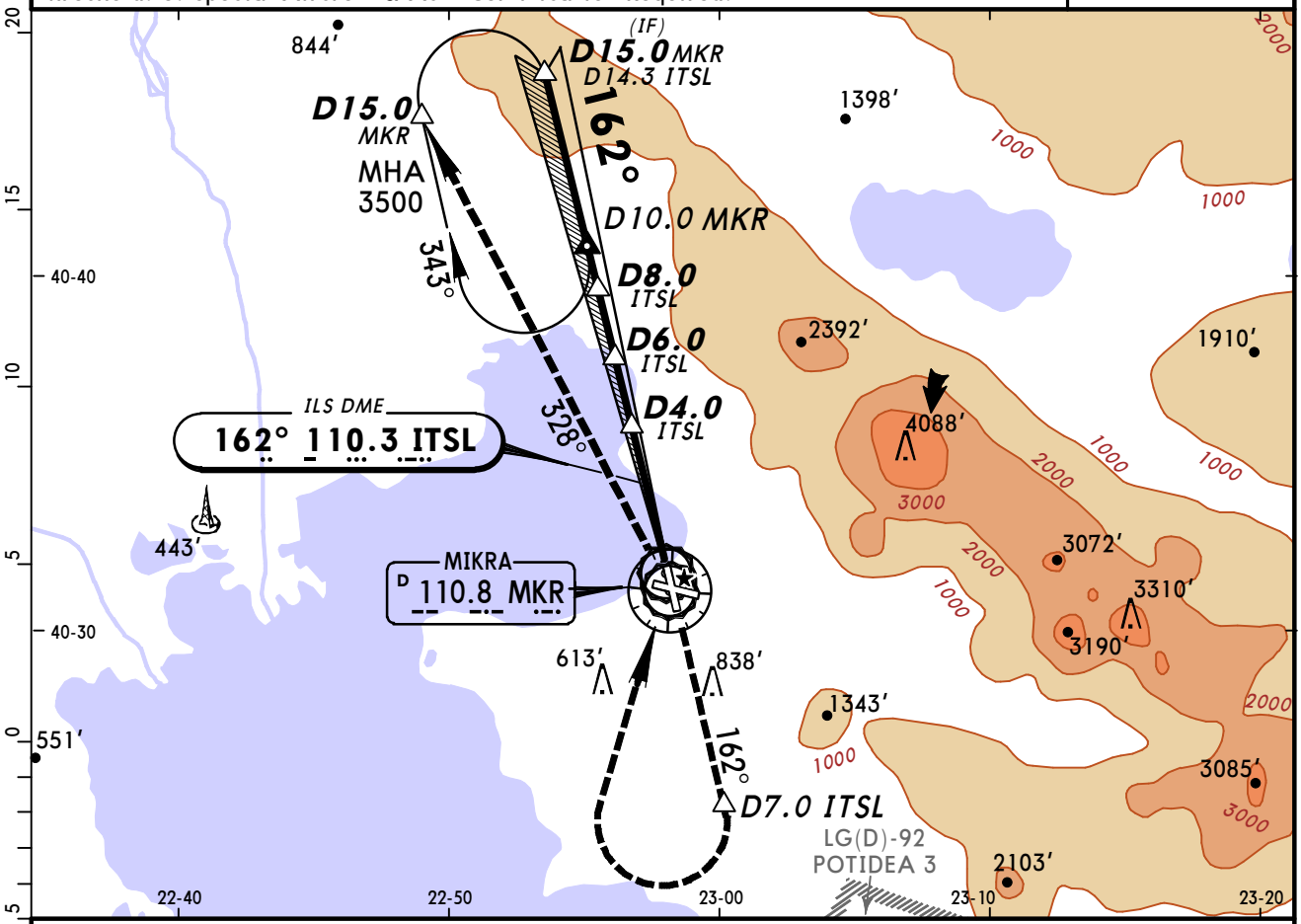
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500′. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500′.

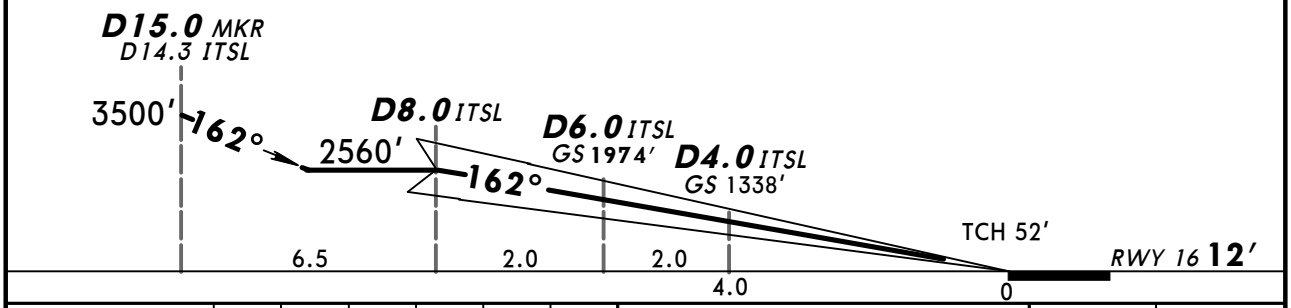
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold. 3. Special Aircrew & Acft Certification Required.



MSA
MKR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

D7.0
ITSL

Standard

STRAIGHT-IN LANDING RWY 16
CAT II ILS
Missed apch climb gradient mim 4.0% [1]

ABC	D
RA 162′	**RA 172′**
DA(H) **164′** (152′)	DA(H) **174′** (162′)

RVR 450m

PANS OPS

[1] Climb gradient up to 1500′.

CHANGES: Procedure.

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THESSALONIKI, GREECE
VOR DME Rwy 10

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

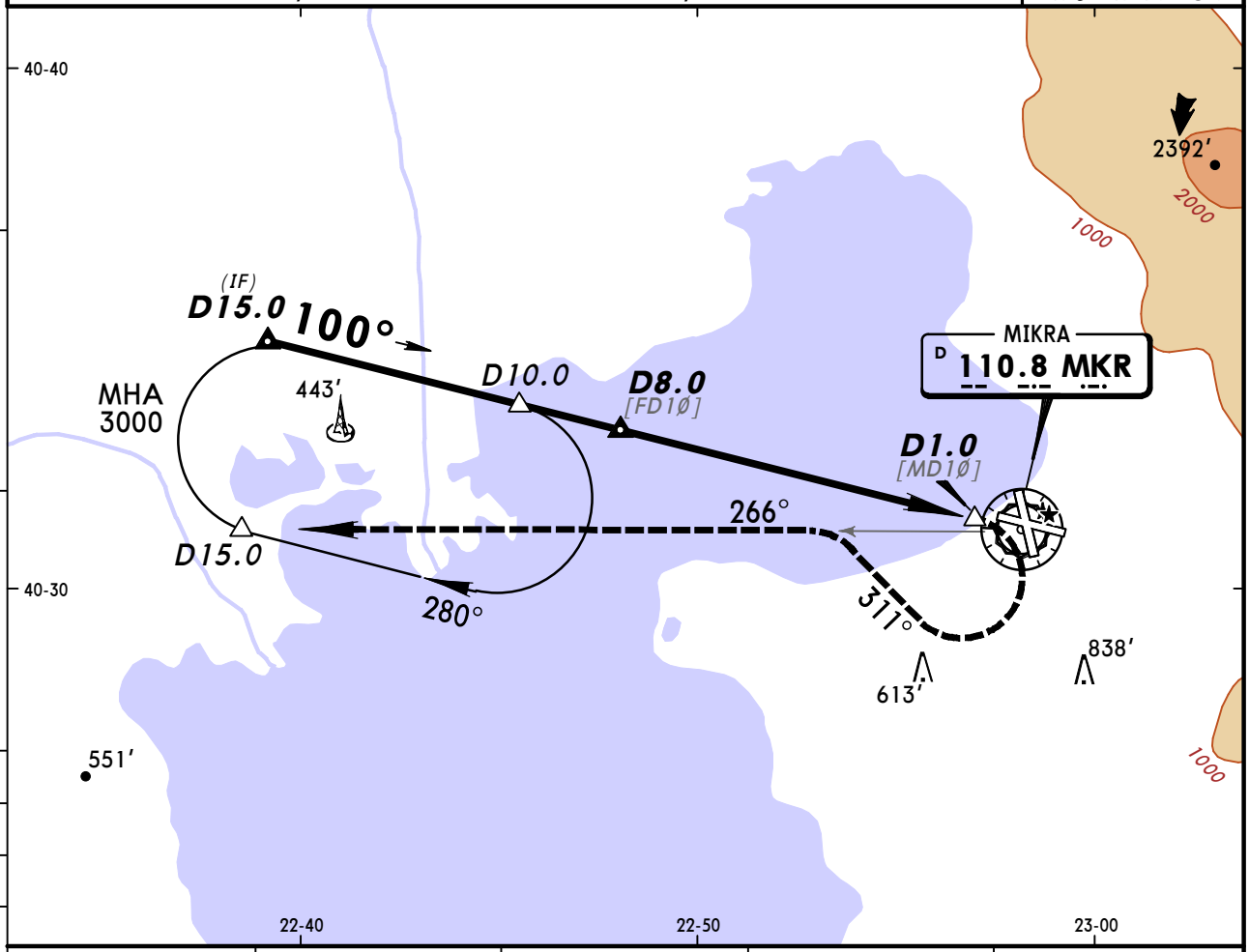
BRIEFING STRIP ™

VOR MKR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 22′
110.8	100°	D8.0 2500′ (2491′)	760′ (751′)	RWY 9′

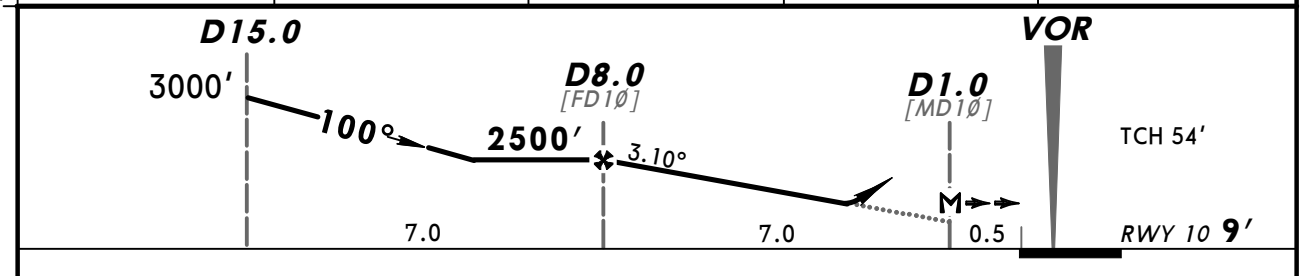
MISSED APCH: Turn RIGHT (MAX 200 KT) onto 311° to intercept R-266. At D15.0 turn RIGHT and join holding. Climb to 3000′.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA MKR VOR: 4500′ (180°–360°), 5500′



MKR DME	6.0	5.0	4.0	3.0
ALTITUDE	1850′	1520′	1190′	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0							

ALS PAPI | 311° RT | 200 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

DA(H) 760′ (751′) — ALS out

A, B	RVR 1500m
C, D	CMV 2400m

CIRCLE-TO-LAND

Not authorized in sector inbound 162° to 280° clockwise

Max Kts	MDA(H)	VIS
100	900′ (878′)	1500m
135	1050′ (1028′)	1600m
180	1400′ (1378′)	2400m
205	1800′ (1778′)	3600m

CHANGES: None.

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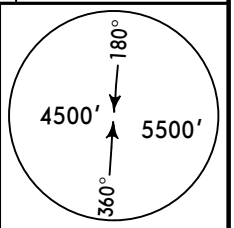
BRIEFING STRIP

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

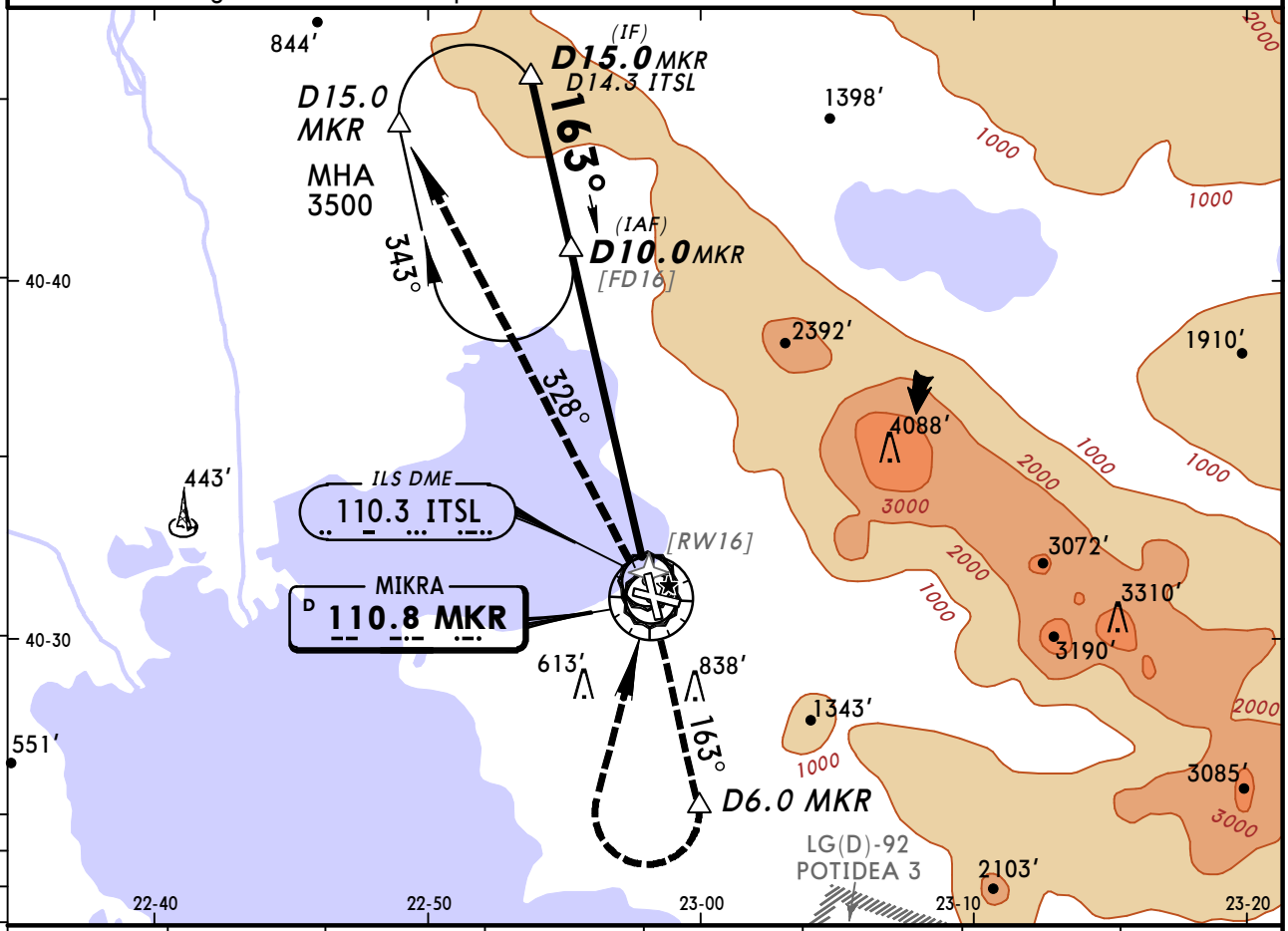
VOR MKR	Final Apch Crs	Minimum Alt D10.0	DA(H)	Apt Elev 22′
110.8	163°	3000′ (2988′)	660′ (648′)	RWY 12′

MISSED APCH: Climb on R-163 to D6.0, then turn RIGHT to reach VOR at 3500′. Turn LEFT. Follow R-328 to D15.0, then turn RIGHT and join holding at 3500′.

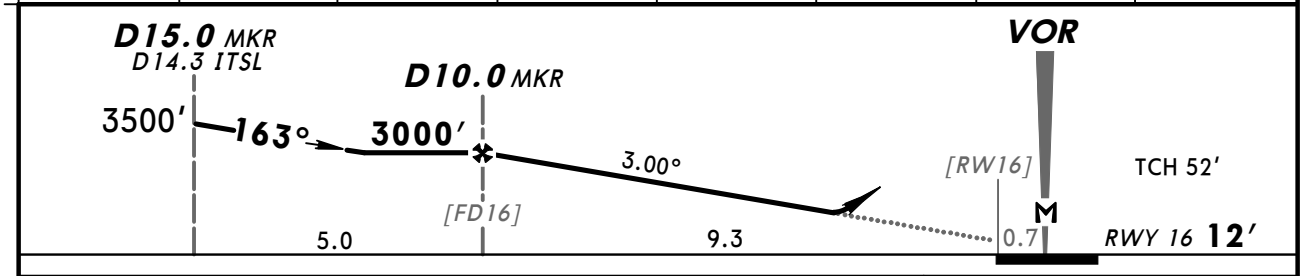
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
CAUTION: Raising terrain at missed apch course.



MSA
MKR VOR



MKR DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2684′	2368′	2052′	1736′	1420′	1104′	788′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	532	638	744	850
MAP at VOR							

HIALS-II
PAPI

D6.0 MKR on 110.8 R-163

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

DA(H) 660′(648′)
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

CIRCLE-TO-LAND
Not authorized in sector inbound 162° to 280° clockwise.

CHANGES: Procedure.

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BRIEFING STRIP ™

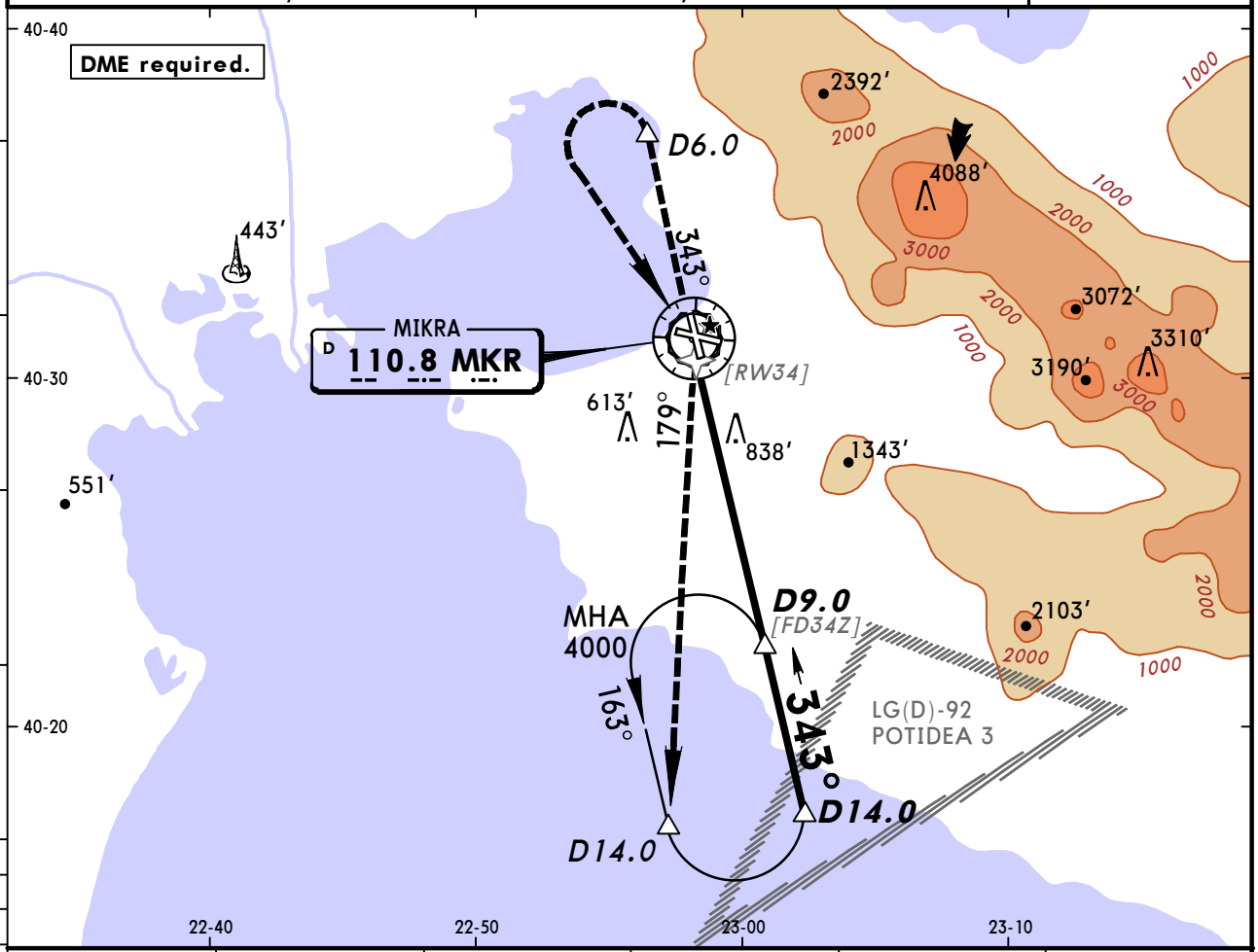
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

VOR MKR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 22′
110.8	343°	D9.0 3000′ (2978′)	1300′ (1278′)	RWY 22′

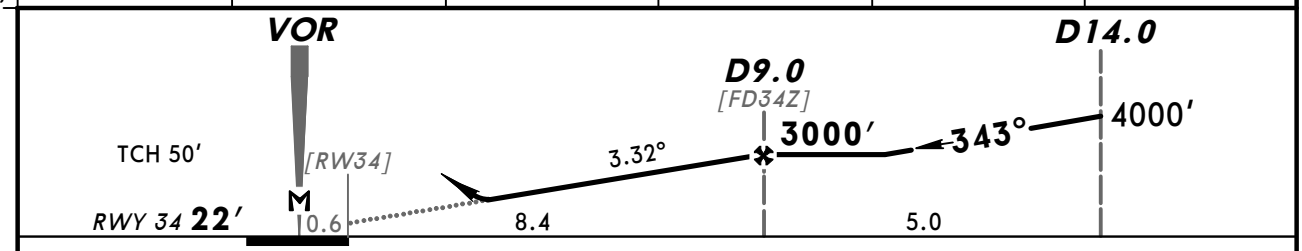
MISSED APCH: Climb on R-343 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-179 to D14.0, then turn LEFT and join holding at 4000′.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

MSA MKR VOR: 180° 4500′ 5500′ 360°



MKR DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1250′	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 VOR							

ALS
PAPI

D6.0 on MKR 110.8 R-343

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

DA(H) 1300′ (1278′)

ALS out

A	CMV 5000m	
B		
C		
D		

CIRCLE-TO-LAND

Not authorized in sector inbound 162° to 280° clockwise

Max Kts	MDA(H)	VIS
100	1300′ (1278′)	5000m
135		
180	1400′ (1378′)	5000m
205	1800′ (1778′)	5000m

CHANGES: Procedure title. Bearings.

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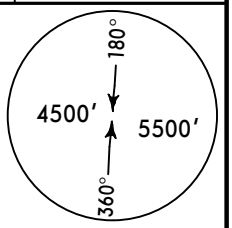
BRIEFING STRIP

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

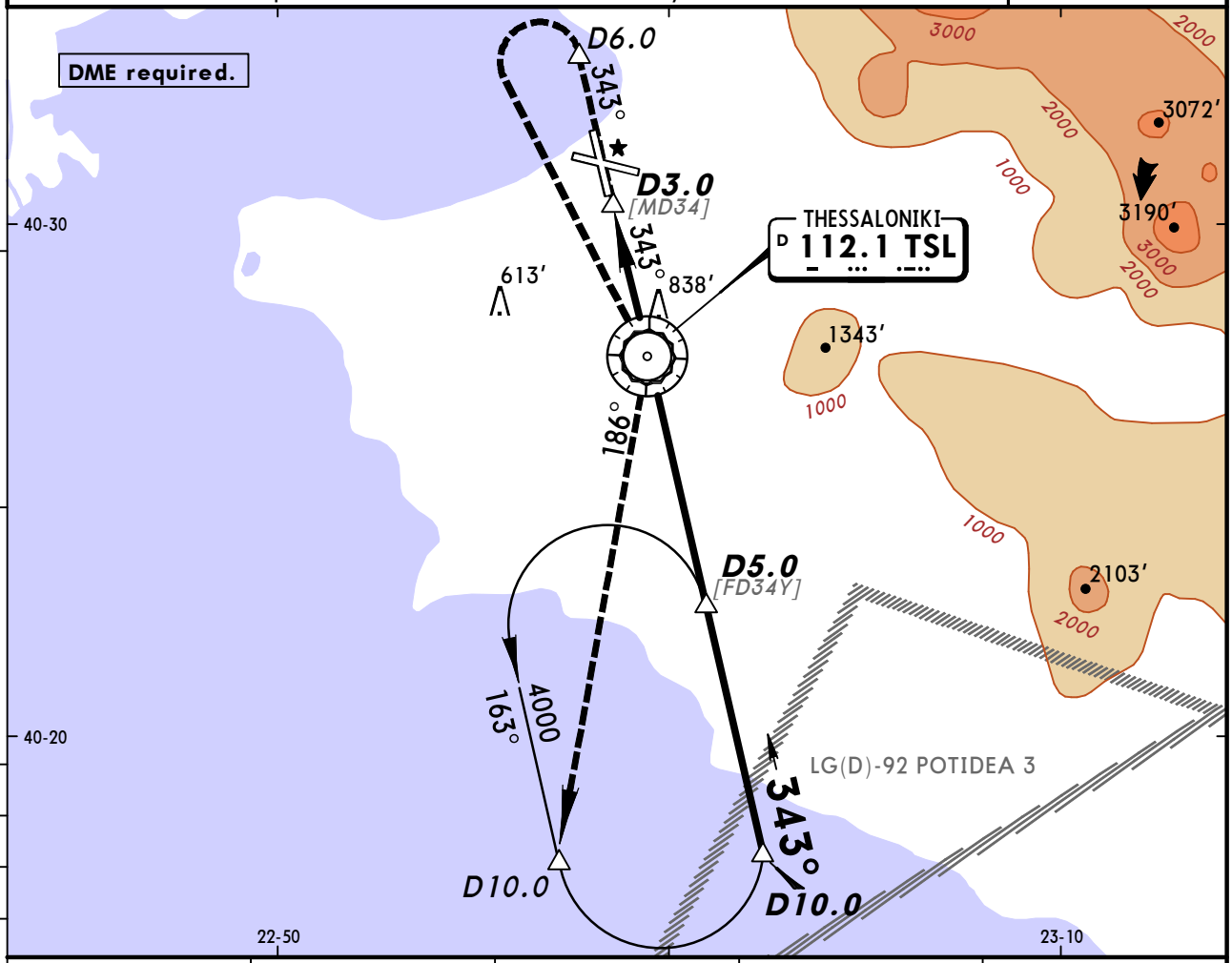
VOR TSL	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
112.1	343°	D5.0 3000′ (2978′)	1300′ (1278′)	22′

MISSED APCH: Climb on R-343 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-186 to D10.0, then turn LEFT and join holding at 4000′.

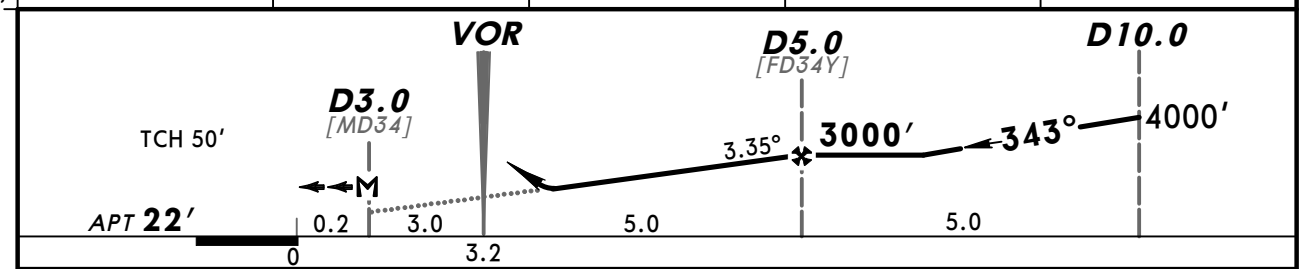
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TSL VOR



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 3.35°	415	534	593	711	830	948
MAP at D3.0 after VOR						

ALS
PAPI

D6.0 on TSL 112.1 R-343

Standard STRAIGHT-IN LANDING RWY 34

DA(H) 1300′ (1278′)

ALS out

CMV 5000m

CIRCLE-TO-LAND

Not authorized in sector inbound 162° to 280° clockwise

PANS OPS	Max Kts	MDA(H)	VIS
A	100	1300′ (1278′)	5000m
B	135		
C	180	1400′ (1378′)	5000m
D	205	1800′ (1778′)	5000m

CHANGES: Procedure title. Bearings. Descent angle.

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Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

THESSALONIKI, (MAKEDONIA - LGTS)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LGTS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS DME RWY 10 suspended.

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.