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JEPPESEN
JeppView for Windows

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General Information

Location: THESSALONIKI GRC
ICAO/IATA: LGTS / SKG
Lat/Long: N40° 31.18', E022° 58.25'
Elevation: 22 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° 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: 0257 Z
Sunset: 1801 Z

Runway Information

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

Runway: 10
Length x Width: 8005 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Communication Information

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ATIS: 127.550
Makedonia Tower: 118.100
Makedonia Tower: 122.100
Makedonia Tower: 118.050
Makedonia Tower: 25.780 Military
Makedonia Ground Ground: 121.700
Makedonia Clearance Delivery: 118.050
Thessaloniki Approach: 122.100
Thessaloniki Approach: 120.800
Thessaloniki Approach: 118.275
Thessaloniki Approach: 36.230 Military
Makedonia Radio: 298.900 Air-Ground
Makedonia Radio: 563.700 Air-Ground
Thessaloniki Radar: 36.230 Military
Thessaloniki Director Radar: 118.275
Thessaloniki Radar: 120.800

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1. GENERAL

1.1. ATIS

ATIS 127.550

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 or 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 TWY LINKS "C" and "D", equipped with centerline lights as indicated on the aerodrome chart. On receiving taxi clearance ACFT must only proceed when a green centerline path is illuminated. In the event of failure of the TWY lights and/or stop bars, ACFT are only to taxi on the direction of a Follow-me car. During operations phase, guidance of a Follow-me car can be provided upon request.

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 apron and stand TWY lines. 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.

ACFT with outer engines placed at a distance more than 15m from the ACFT centerline shall, if possible, taxi with these engines shut down, while on TWY A and the apron TWY.

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

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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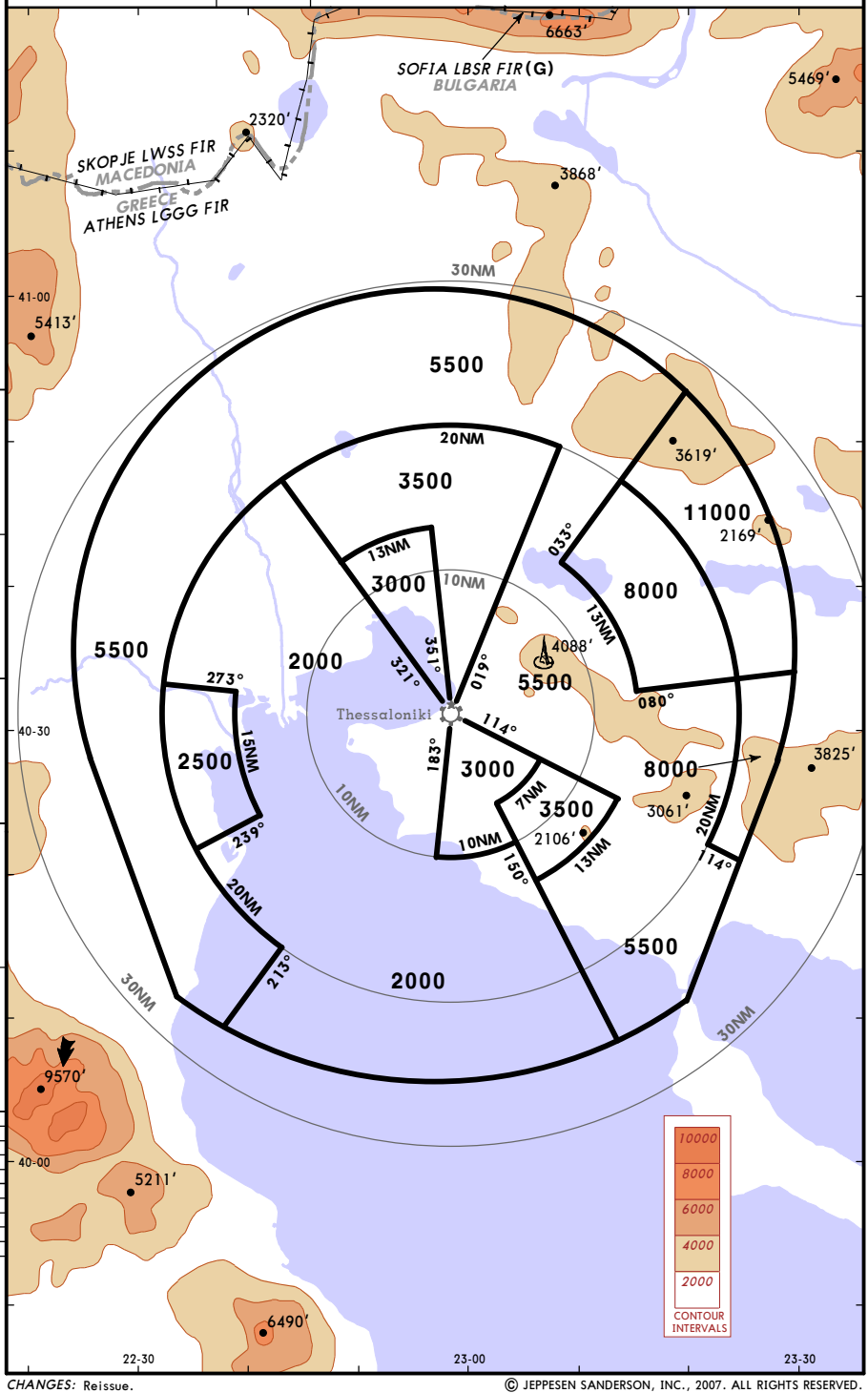
LGTS/SKG
MAKEDONIA

JEPPESEN
2 MAR 07 (10-1R)

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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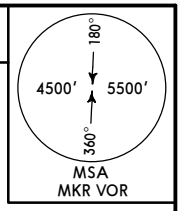
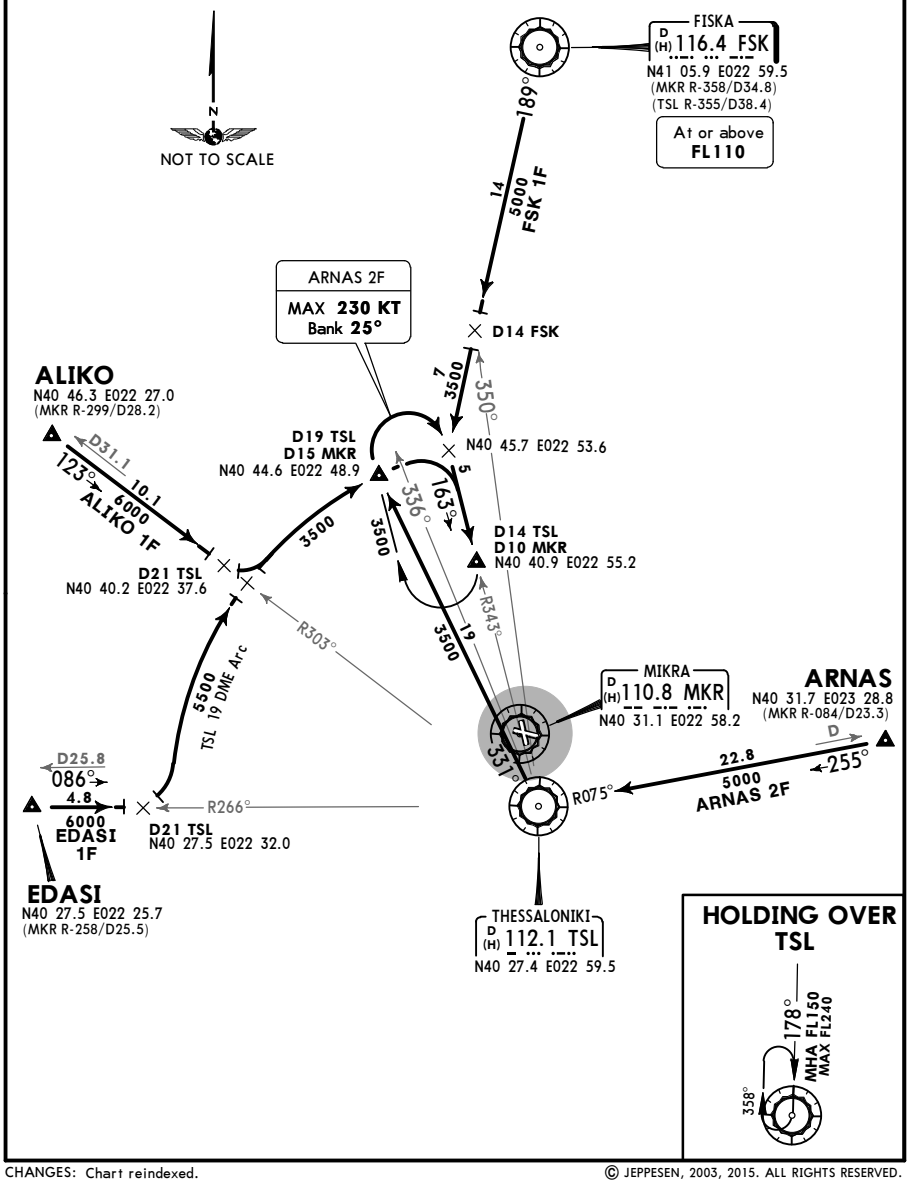
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALIKO 1F [ALIK1F], ARNAS 2F [ARNA2F] EDASI 1F [EDAS1F], FSK 1F
RWY 16
BASED ON TSL VOR/DME





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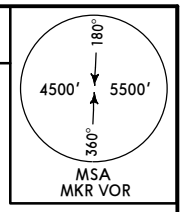
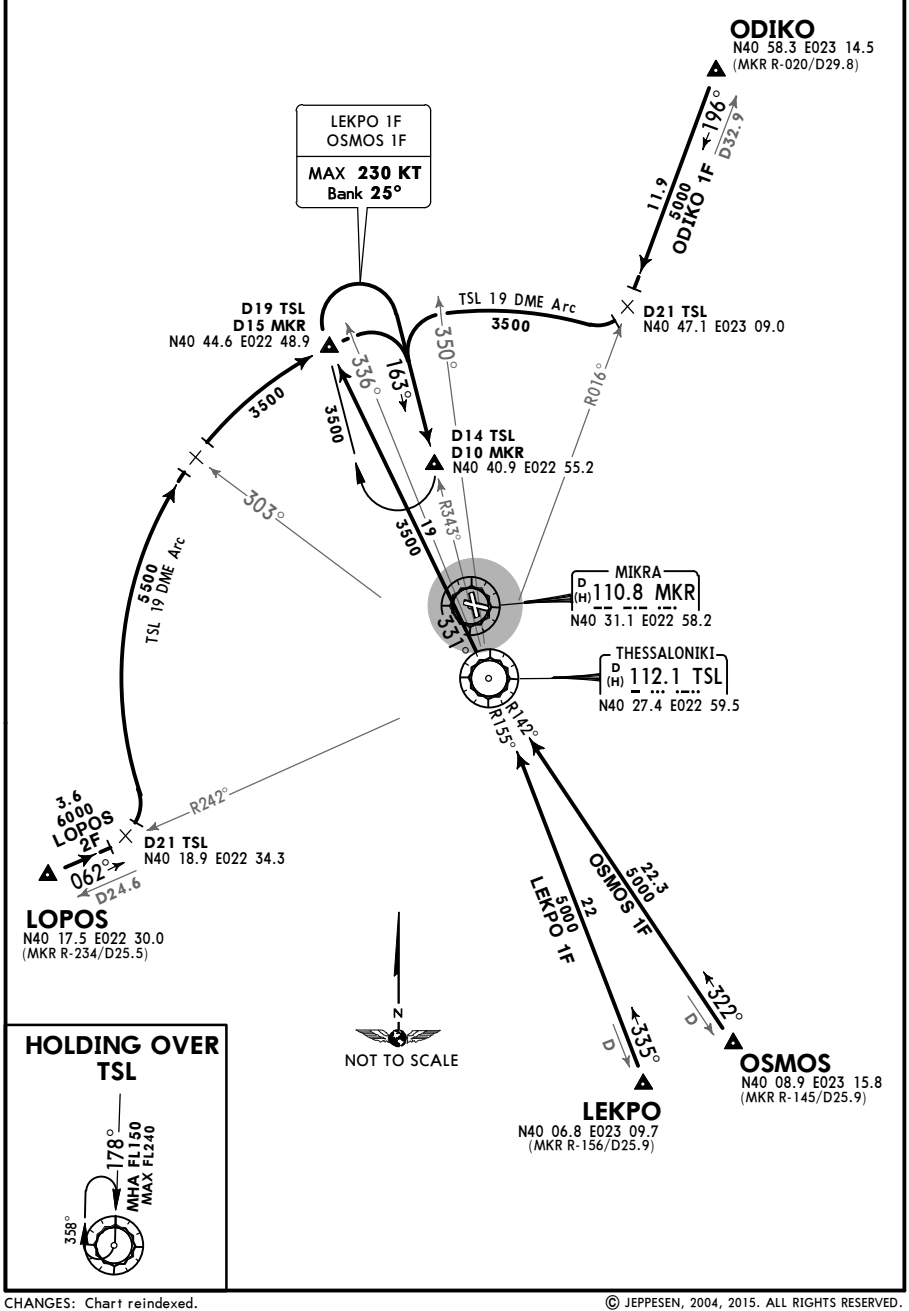
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





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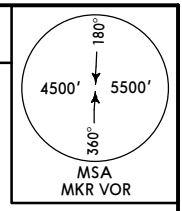
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ALIKO 1H [ALIK1H], ARNAS 1H [ARNA1H] EDASI 1H [EDAS1H], FSK 3H

RWY 34

BASED ON TSL VOR/DME



FISKA
D (H) 116.4 FSK
N41 05.9 E022 59.5
(MKR R-358/D34.8)

At or above FL110

175° D

N
NOT TO SCALE

38.4
5500
FSK 3H

ALIKO
N40 46.3 E022 27.0
(MKR R-299/D28.2)

D31.1
123°
10.1
6000
ALIKO 1H

D21 TSL

9
5000

MIKRA
D (H) 110.8 MKR
N40 31.1 E022 58.2

THESSALONIKI
D (H) 112.1 TSL
N40 27.4 E022 59.5

ARNAS
N40 31.7 E023 28.8
(MKR R-084/D23.3)

D22.8
255°
10.8
5000
ARNAS 1H

D12 TSL
N40 34.7 E022 47.0

R355°

R303°

D12 TSL
N40 27.4
E022 43.7

4000

D12 TSL
N40 29.7 E023 14.9

R075°

5000

D25.8
086°
10.8
6000
EDASI 1H

D15 TSL
3
4000

R266°

EDASI
N40 27.5 E022 25.7
(MKR R-258/D25.5)

R163°

186°

112°

10
4000

177°

143°

149°

TSL
10 DME Arc
4000

TSL
10 DME Arc
4000

D10 TSL
D14 MKR
N40 17.6 E022 57.2

D5 TSL
D9 MKR
N40 22.4 E023 00.9

FSK 3H
MAX 230 KT
Bank 25°

CHANGES: Chart reindexed.

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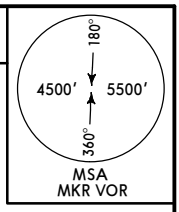
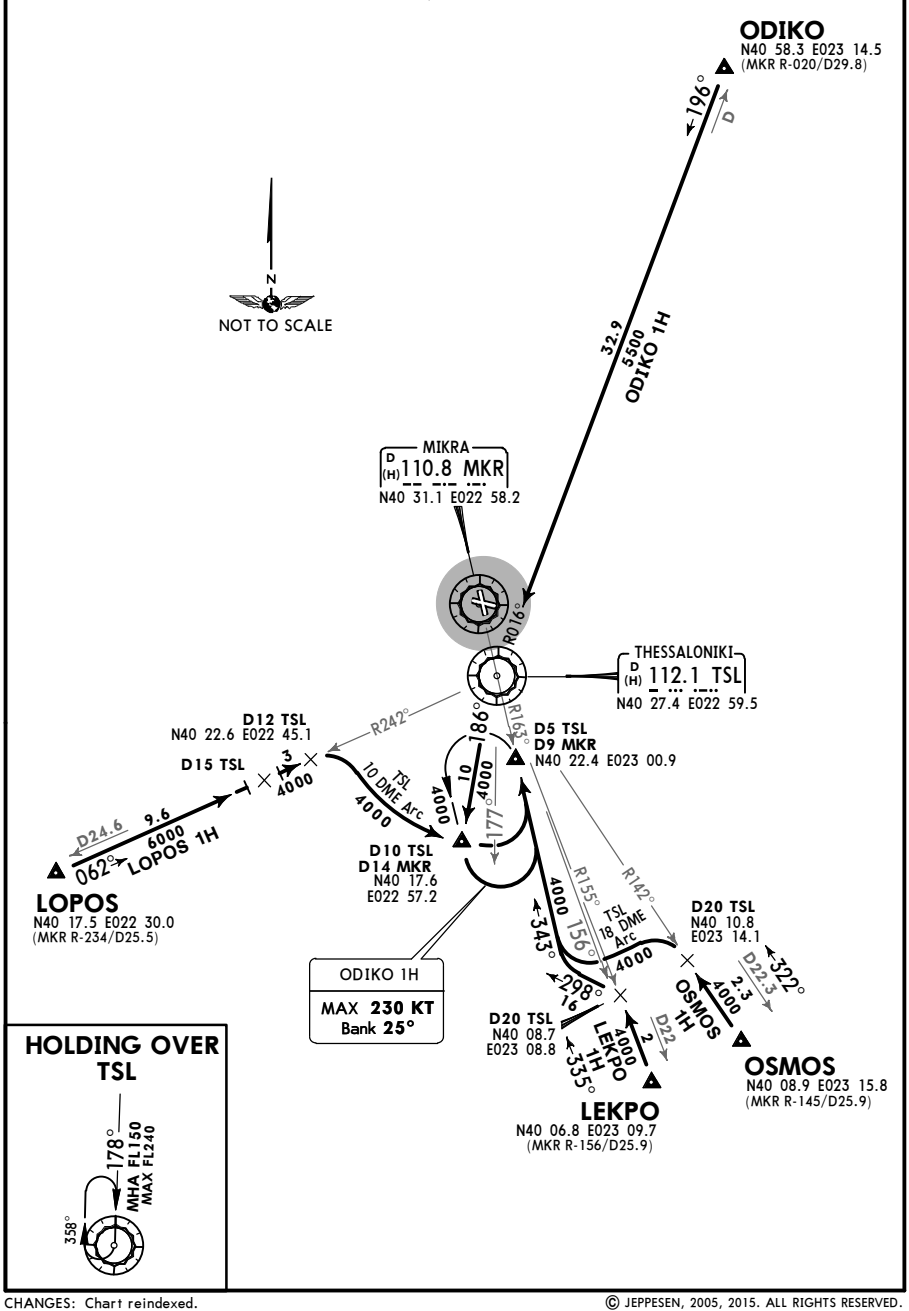
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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



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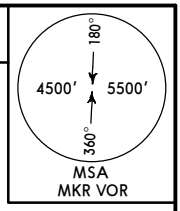
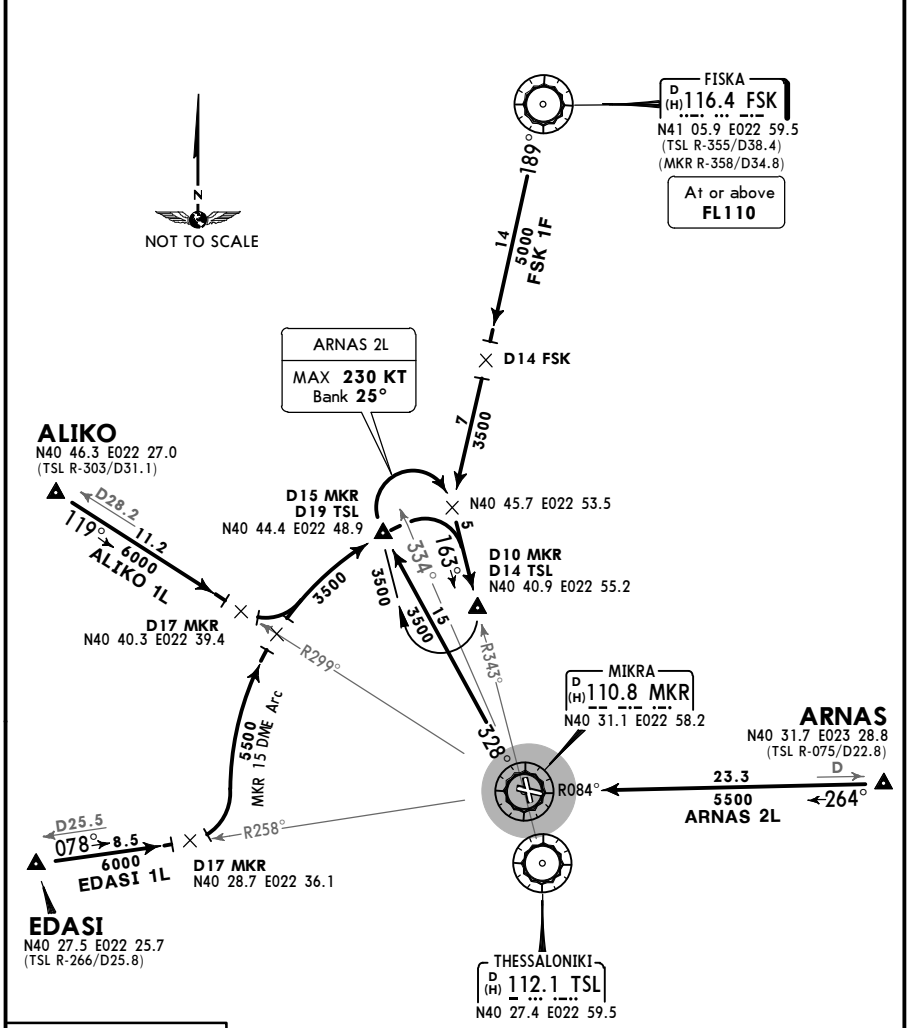
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





HOLDING OVER TSL

CHANGES: Chart reindexed.

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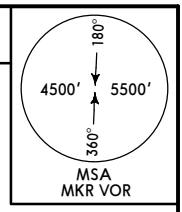
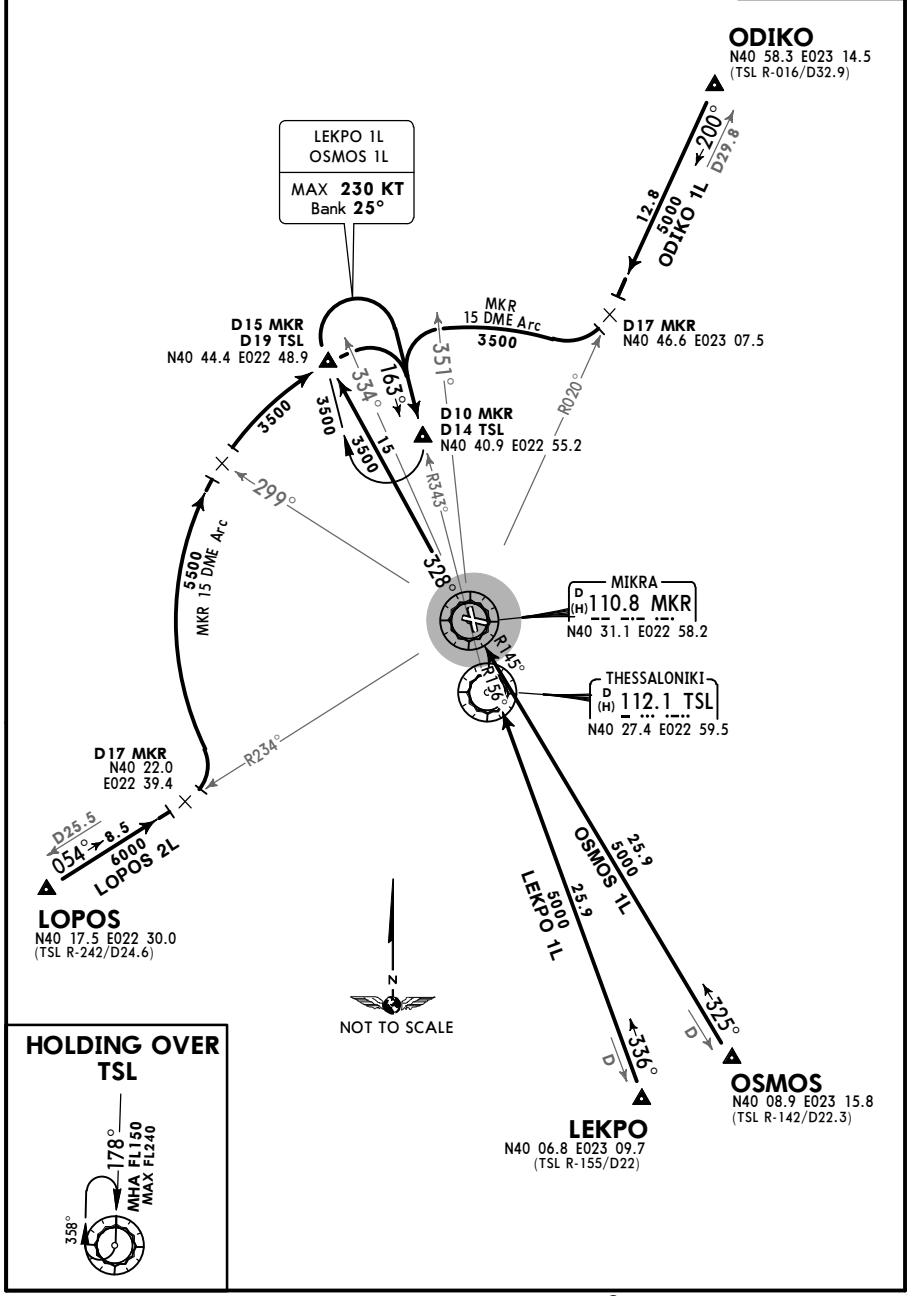
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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





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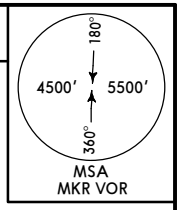
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



ALIKO 1P [ALIK1P], ARNAS 1P [ARNA1P] EDASI 1P [EDAS1P], FSK 3P

RWY 34

BASED ON MKR VOR/DME

FISKA
D 116.4 FSK
(H)
N41 05.9 E022 59.5
(TSL R-355/D38.4)

At or above FL110

178° D

34.8
5500
FSK 3P

N
NOT TO SCALE

ALIKO
N40 46.3 E022 27.0
(TSL R-303/D31.1)

D28.2
119°
8.2
6000
ALIKO 1P

D20 MKR

D16 MKR
N40 39.8
E022 40.5

4
5000

MIKRA
D (H) 110.8 MKR
N40 31.1 E022 58.2

R299°

MKR 14 DME
4000

R358°

THESSALONIKI
D (H) 112.1 TSL
N40 27.4 E022 59.5

D16 MKR
N40 31.5
E023 19.2

ARNAS
N40 31.7 E023 28.8
(TSL R-075/D22.8)

D23.3
264°
7.3
5000
ARNAS 1P

R084°

D16 MKR
N40 28.8
E022 37.4

R258°

D25.5
9.5
6000
078°
EDASI 1P

EDASI
N40 27.5 E022 25.7
(TSL R-266/D25.8)

179°

R163°

124°

MKR 14 DME Arc
5000

D9 MKR
D5 TSL
N40 22.4
E023 00.9

MKR 14 DME Arc
4000

14
4000

4000

343°

172°

154°

4000

D14 MKR
D10 TSL
N40 17.1 E022 57.3

FSK 3P
MAX 230 KT
Bank 25°

HOLDING OVER TSL

178°
MHA FL150
MAX FL240
358°

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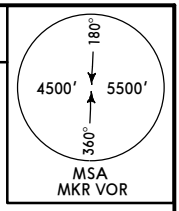
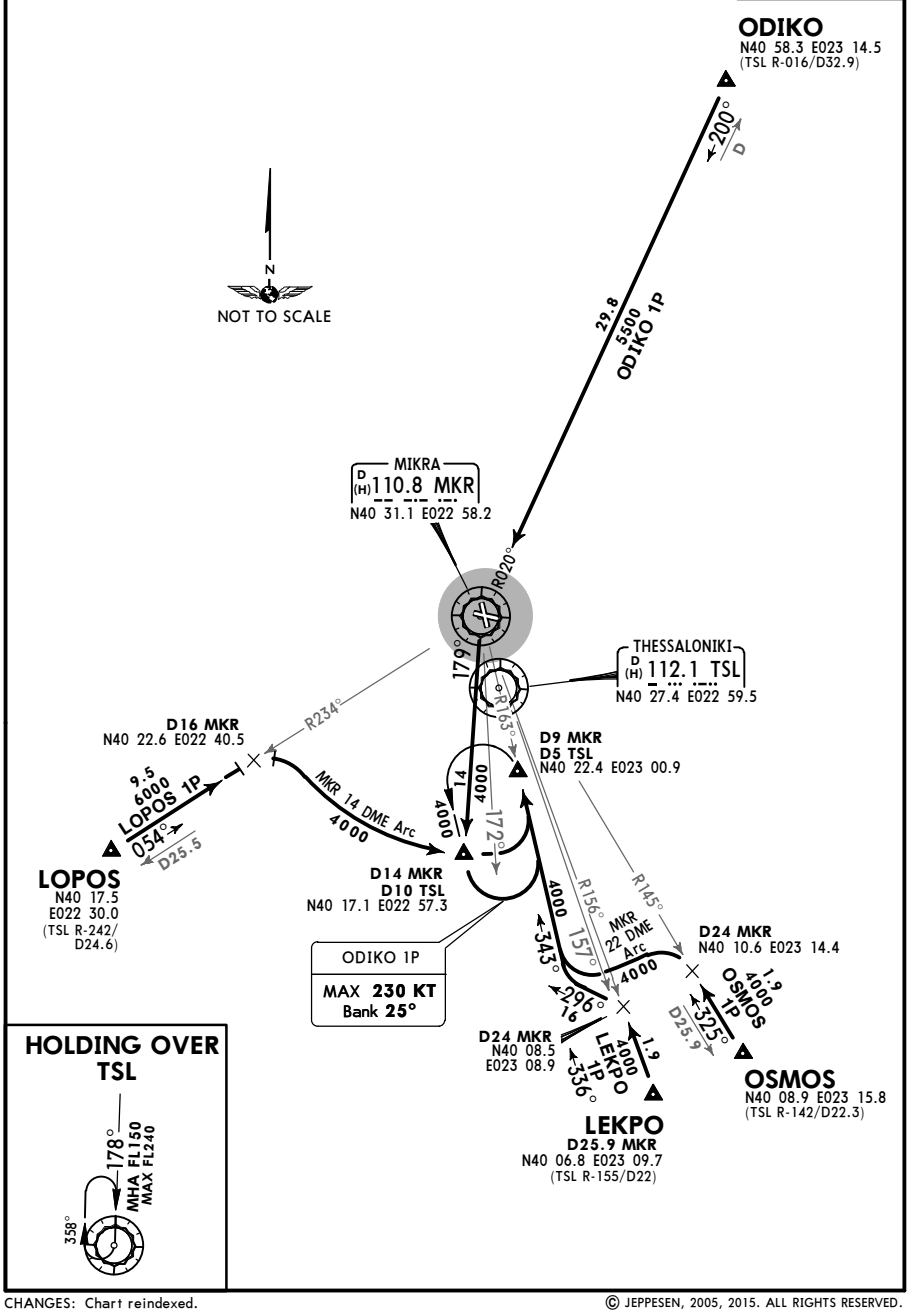
ATIS	Apt Elev	
127.550	22′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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



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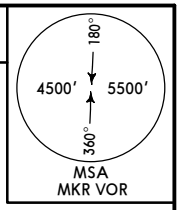
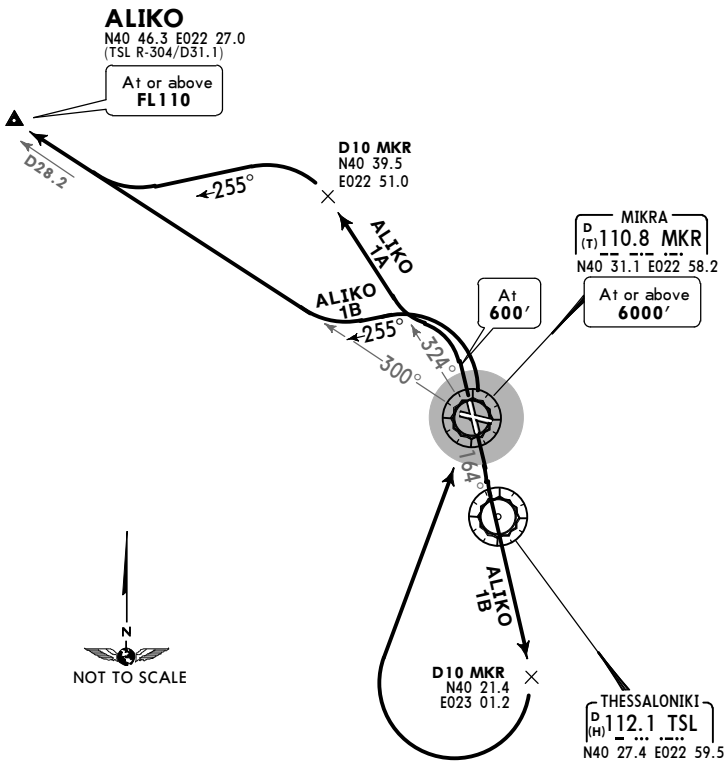
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′



ALIKO ONE ALFA (ALIKO 1A) [ALIK1A]
ALIKO ONE BRAVO (ALIKO 1B) [ALIK1B]
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs ALIKO 1C & 1E withdrawn.

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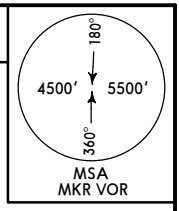
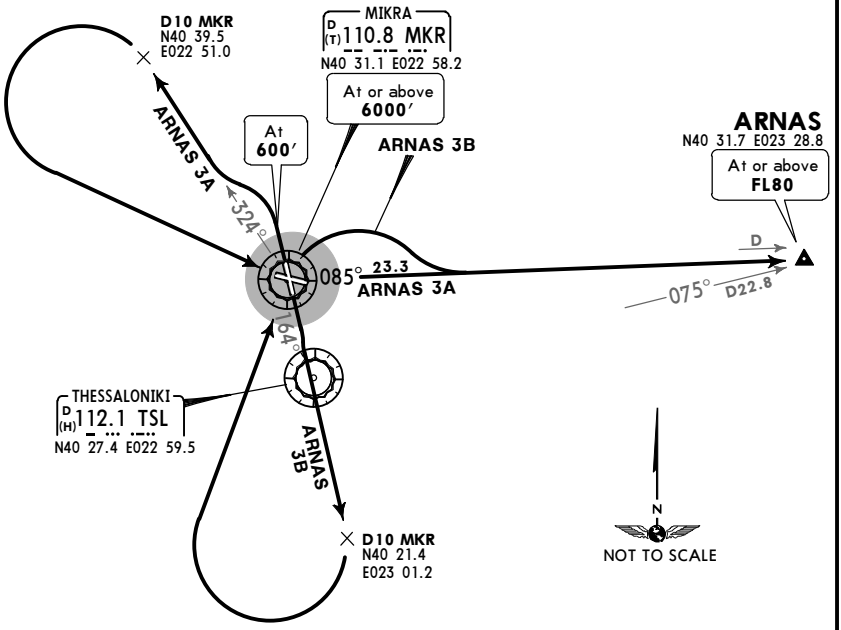
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′



ARNAS THREE ALFA (ARNAS 3A) [ARNA3A]
ARNAS THREE BRAVO (ARNAS 3B) [ARNA3B]
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs ARNAS 3C, 3E & 3G withdrawn.

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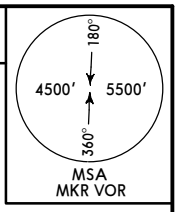
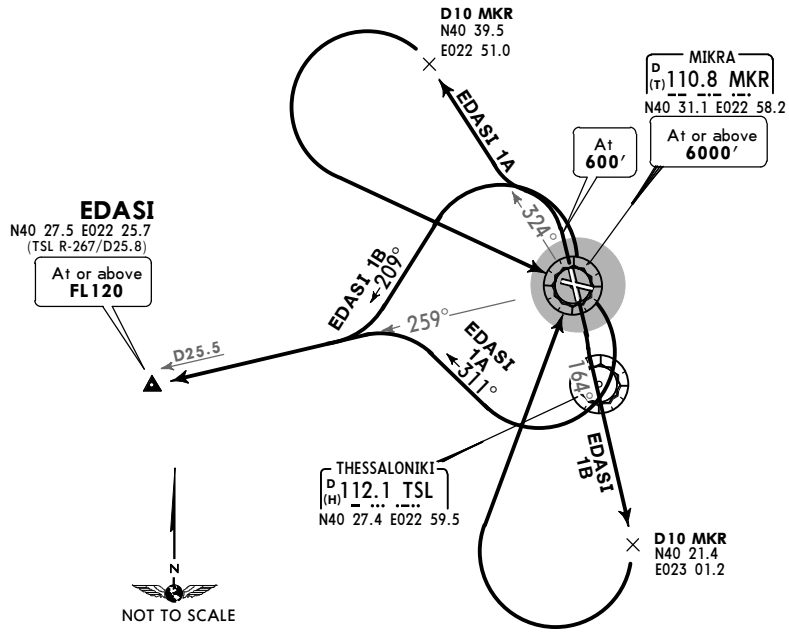
Apt Elev 22′

Trans level: By ATC Trans alt: 6000′



EDASI ONE ALFA (EDASI 1A) [EDAS1A]
EDASI ONE BRAVO (EDASI 1B) [EDAS1B]
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs EDASI 1C & 1E withdrawn.

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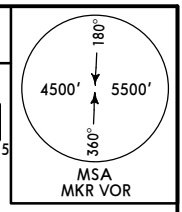
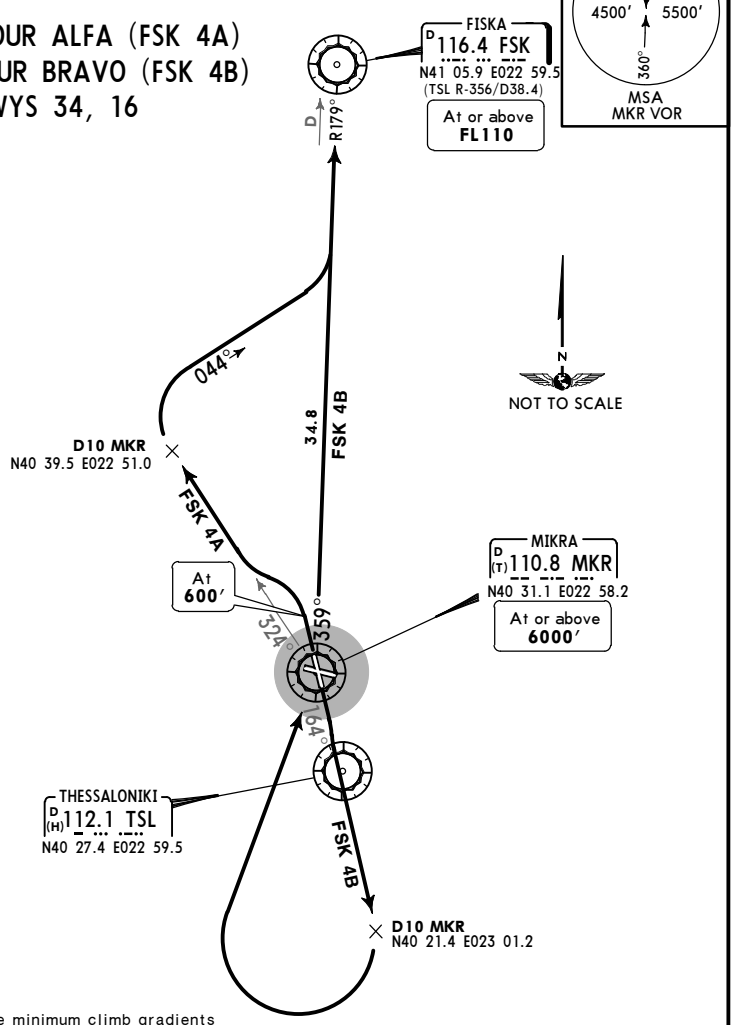
Apt Elev 22′

Trans level: By ATC Trans alt: 6000′



FISKA FOUR ALFA (FSK 4A)
FISKA FOUR BRAVO (FSK 4B)
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs FSK 4C & 3Ewithdrawn.

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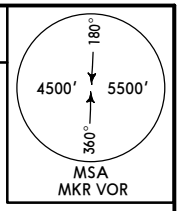
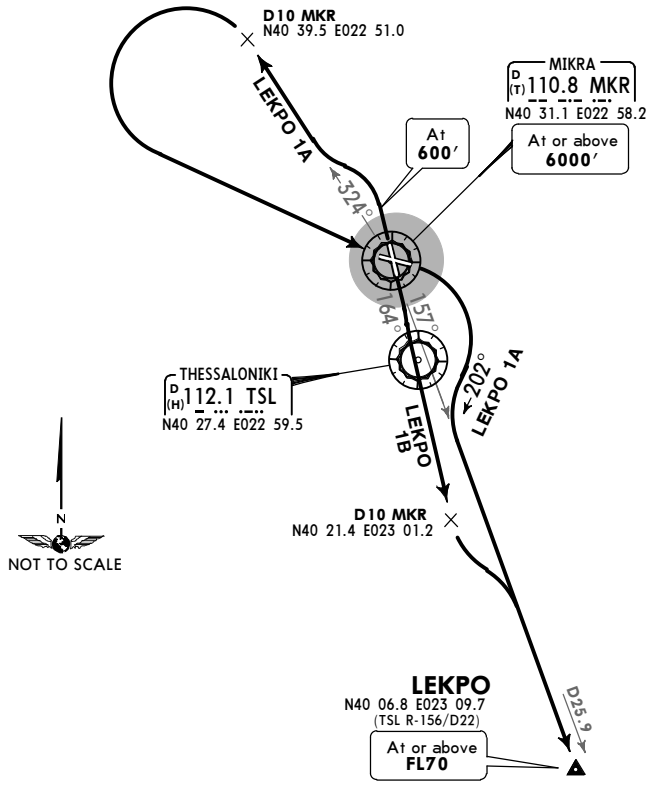
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′



LEKPO ONE ALFA (LEKPO 1A) [LEKP1A]
LEKPO ONE BRAVO (LEKPO 1B) [LEKP1B]
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs LEKPO 1C & 1E withdrawn.

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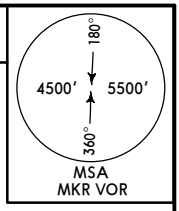
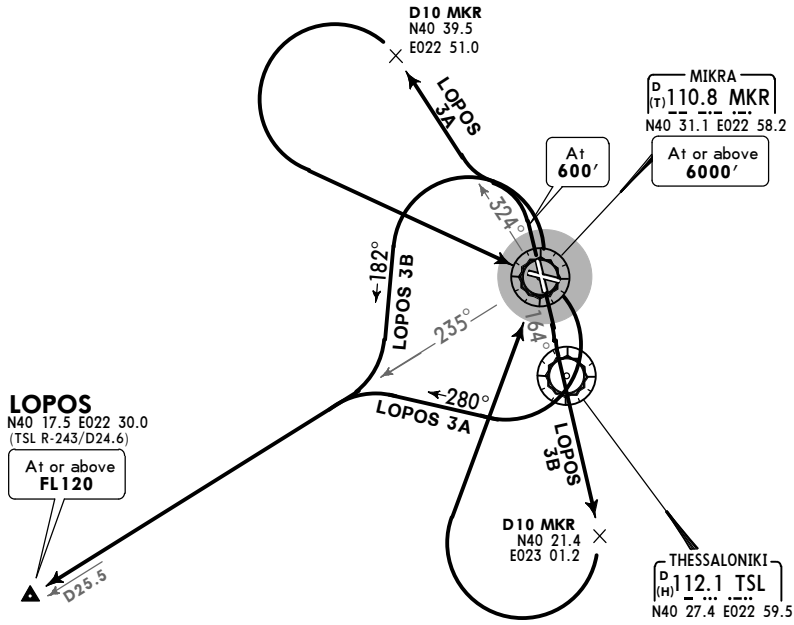
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′

LOPOS THREE ALFA (LOPOS 3A) [LOPO3A]
LOPOS THREE BRAVO (LOPOS 3B) [LOPO3B]
RWYS 34, 16





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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs LOPOS 3C & 3E withdrawn.

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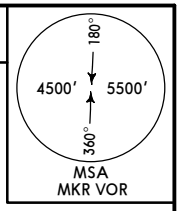
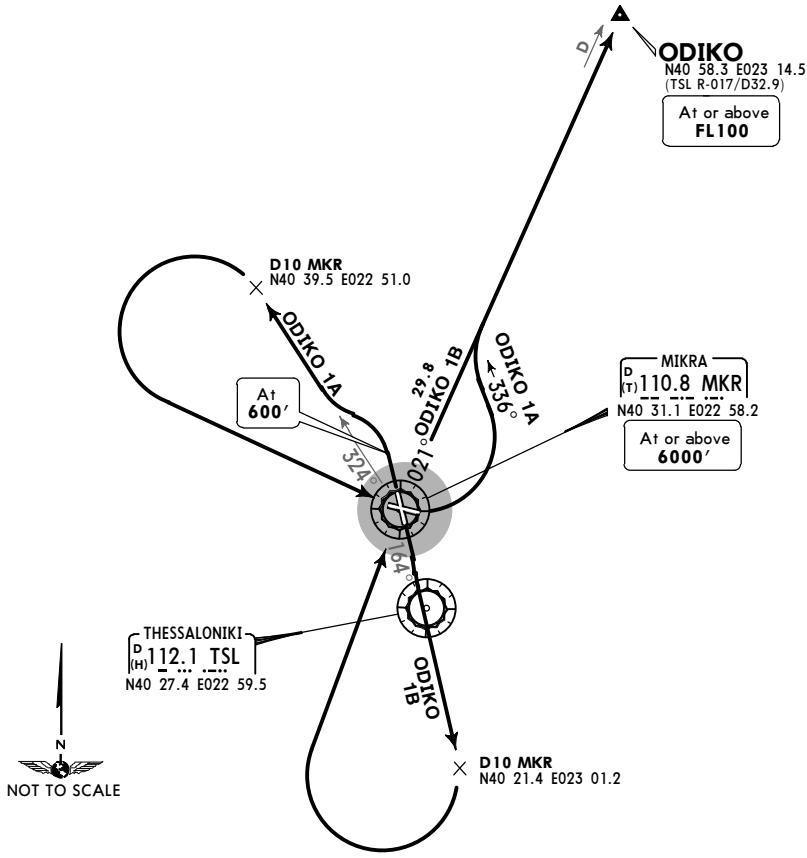
Apt Elev	
22′	Trans level: By ATC Trans alt: 6000′



ODIKO ONE ALFA (ODIKO 1A) [ODIK1A]
ODIKO ONE BRAVO (ODIKO 1B) [ODIK1B]
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
MAX 250 KT during turns.

Initial climb clearance **FL80**

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.

CHANGES: SIDs ODIKA 1C & 1E withdrawn.

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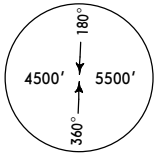
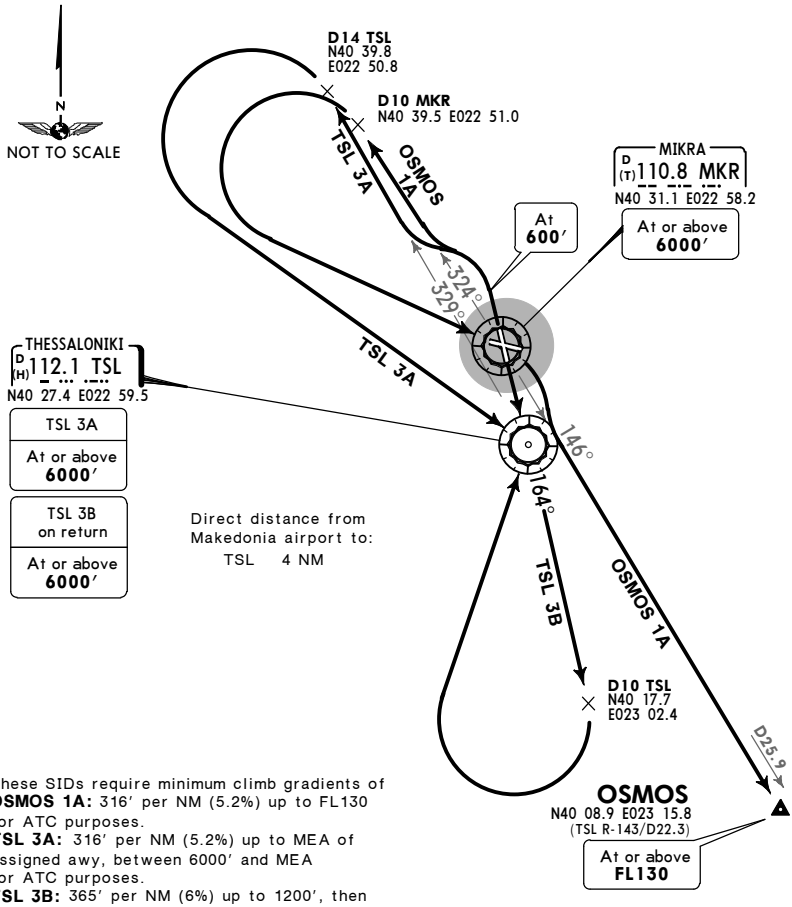


MSA
MKR VOR

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)
RWYS 34, 16



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.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
316′ per NM	395	527	790	1053	1317	1580
365′ per NM	456	608	913	1217	1521	1825

Minimum bank angle 15°.
OSMOS 1A, TSL 3A, 3B: MAX 250 KT during turns.

OSMOS 1A, TSL 3A, 3B: Initial climb clearance FL80

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.

CHANGES: SIDs TSL 1C, 3E & 3F withdrawn.

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LGTS/SKG

Apt Elev **22′**

N40 31.2 E022 58.3

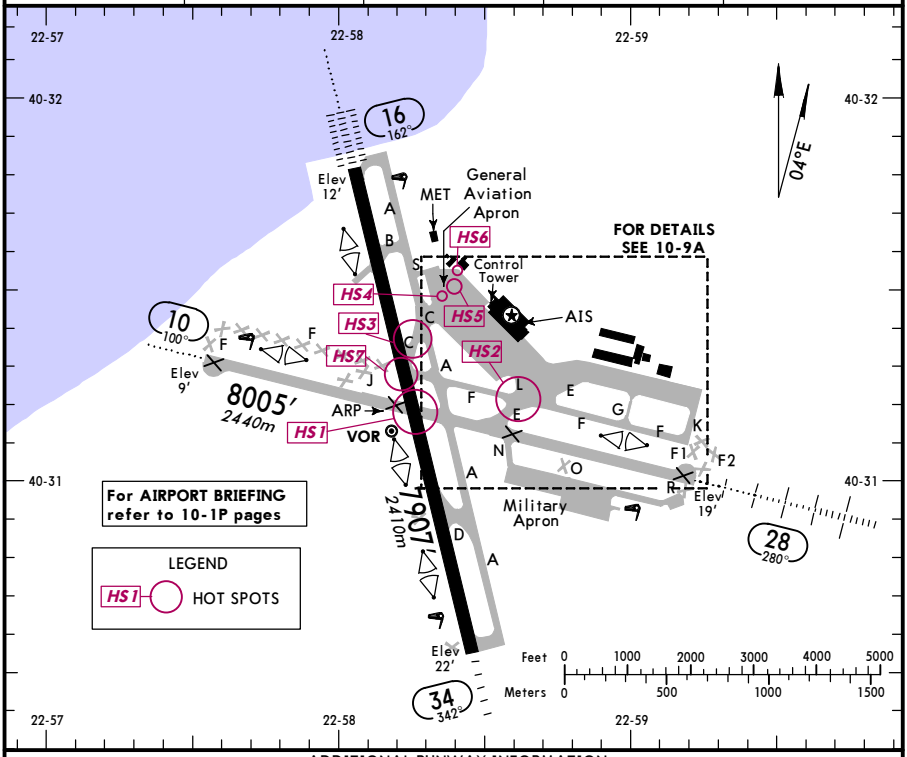
JEPPESEN

27 FEB 15 (10-9) **Eff 5 Mar**

THESSALONIKI, GREECE

MAKEDONIA

ATIS	*MAKEDONIA Delivery	Ground	MAKEDONIA Airport (Apron)	Tower
127.550	118.050	121.7	121.850	118.1 118.050



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: Intersection with no visual aids apart from pavement markings 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.
- **HS3** Taxilink C not to be used as rapid exit taxiway.
- **HS4** Lead-out lines only.
- **HS5** Make sure of correct turn along apron twy.
- **HS6** Vehicle crossing.
- **HS7** Intersection of rwy with twy F: Intersection with no visual aids apart from pavement markings to warn against entry to rwy.

Standard TAKE-OFF ❶

	LVP must be in Force: RL, CL & mult. RVR req	LVP must be in Force: RL & CL	LVP must be in Force: 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: Hot spots.

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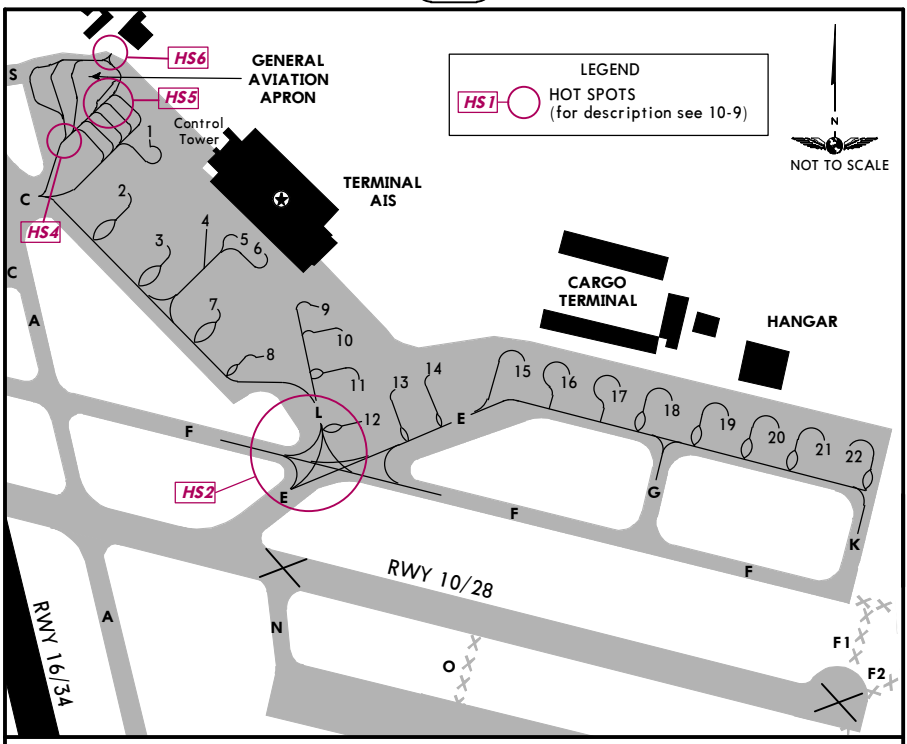

INS COORDINATES

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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LGTS/SKG MAKEDONIA

JEPPESEN 28 FEB 14 (11-1) Eff 6 Mar

THESSALONIKI, GREECE ILS DME Rwy 10

BRIEFING STRIP TM

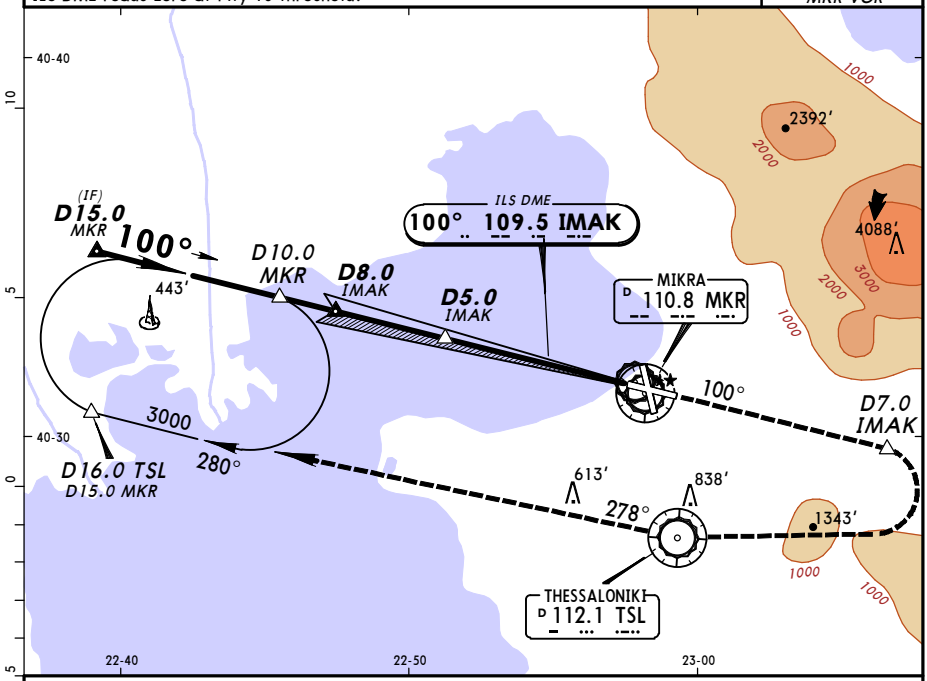
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

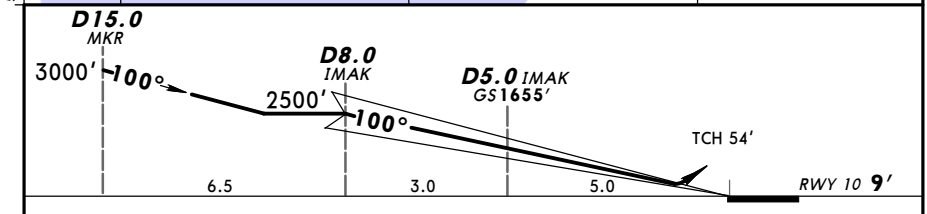
LOC IMAK 109.5	Final Apch Crs 100°	GS D5.0 IMAK 1655′ (1646′)	ILS DA(H) Refer to Minimums	Apt Elev 22′ RWY 9′

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.

180° 4500′ 5500′ 360° MSA MKR VOR





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

Missed apch climb gradient mim 4.0% [1]
DA(H) ABC: 209′ (200′) D: 214′ (205′)

Missed apch climb gradient mim 2.5%
DA(H) A: 604′ (595′) C: 624′ (615′) B: 614′ (605′) D: 634′ (625′)

LOC (GS out)

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

PANS OPS

	FULL/Limited	ALS out	FULL/Limited	ALS out	LOC (GS out)
A	RVR 1000m	RVR 1200m	RVR 1500m		NOT APPLICABLE
B					
C			CMV 2400m		
D					

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

[1] Climb gradient up to 2000′.

CHANGES: Bearings.

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LGTS/SKG MAKEDONIA

JEPPESEN

25 APR 14 (11-2) Eff 1 May

THESSALONIKI, GREECE ILS Rwy 16

BRIEFING STRIP TM

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

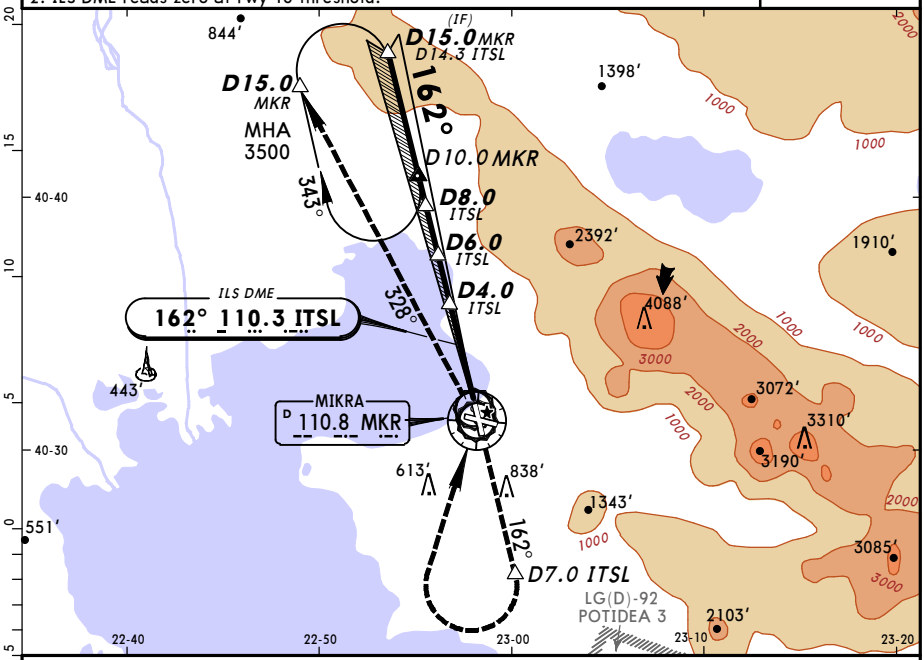
LOC ITSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 22′
110.3	162°	D6.0 ITSL 1974′ (1962′)	Refer to Minimums	RWY 12′

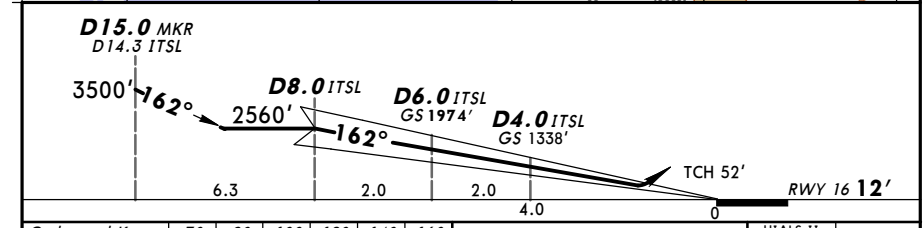
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500′. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500′.

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: 180° 4500′ 5500′ 360°





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 FULL/Limited	ILS ALS out	ILS Missed apch climb gradient mim 2.5%		LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
	Missed apch climb gradient mim 4.0% [1] DA(H) 214′(202′)		DA(H) A:354′(342′) B:364′(352′)	C:374′(362′) D:383′(371′)				
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	NOT APPLICABLE	100	900′ (878′)	1500m
B						135	1050′ (1028′)	1600m
C			RVR 1300m	RVR 1700m		180	1400′ (1378′)	2400m
D						205	1800′ (1778′)	3600m

Not authorized in sector inbound 162° to 280° clockwise

PANS OPS

[1] Climb gradient up to 1500′.

CHANGES: Procedure. Minimums.

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LGTS/SKG MAKEDONIA

JEPPESEN

25 APR 14
Eff 1 May
(11-2A)

MISSED APCH CLIMB GRAD MIM 4.0%

THESSALONIKI, GREECE
CAT II ILS Rwy 16

BRIEFING STRIP

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

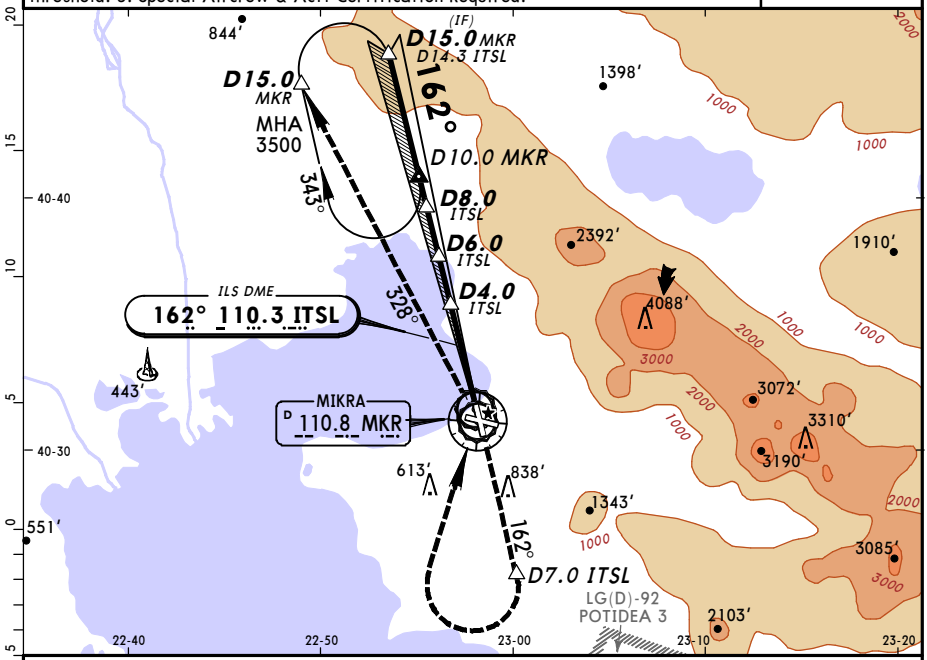
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 22′
ITSL 110.3	162°	D6.0 ITSL 1974′ (1962′)	Refer to Minimums	RWY 12′

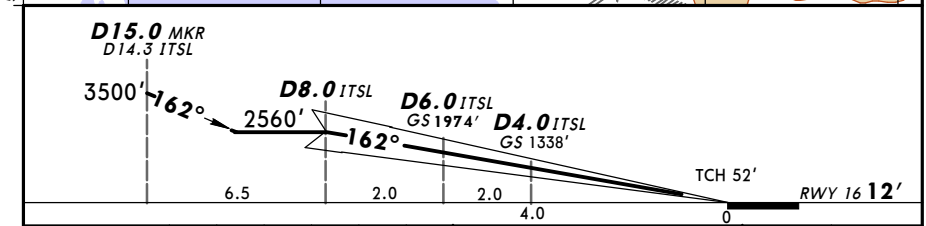
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500′. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500′.

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.

180° 4500′ 5500′ 360°
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

PANS OPS

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

[1] Climb gradient up to 1500′.

CHANGES: Procedure.

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LGTS/SKG MAKEDONIA

JEPPESEN 25 APR 14 (13-1) Eff 1 May

THESSALONIKI, GREECE VOR DME Rwy 10

BRIEFING STRIP TM

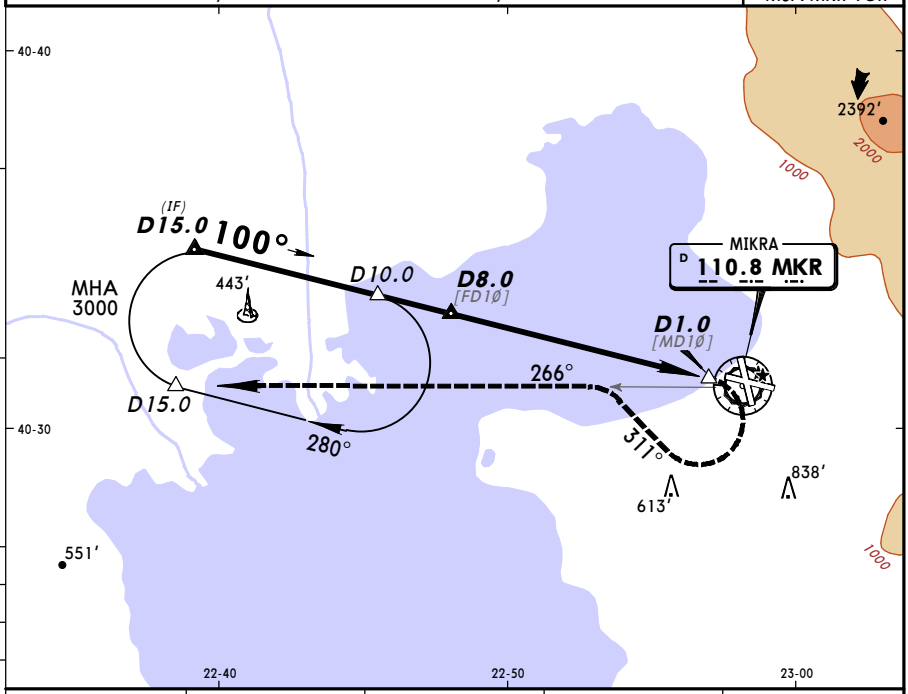
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

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

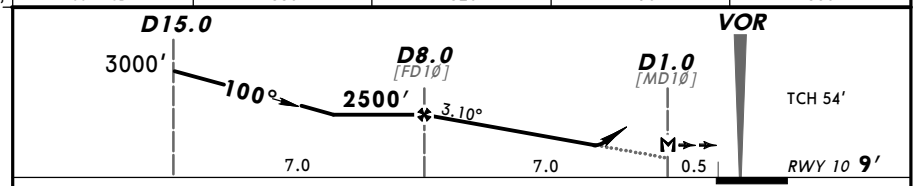
MISSED APCH: Turn RIGHT (MAX 200 KT) onto 311° to intercept R-266. At D15.0 turn RIGHT and join holding. Climb to 3000′.

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

MSA MKR VOR: 180°, 360°, 4500′, 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

		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: None.

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LGTS/SKG MAKEDONIA

JEPPESEN 25 APR 14 (13-2) Eff 1 May

THESSALONIKI, GREECE VOR DME Rwy 16

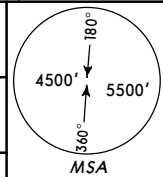
BRIEFING STRIP

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

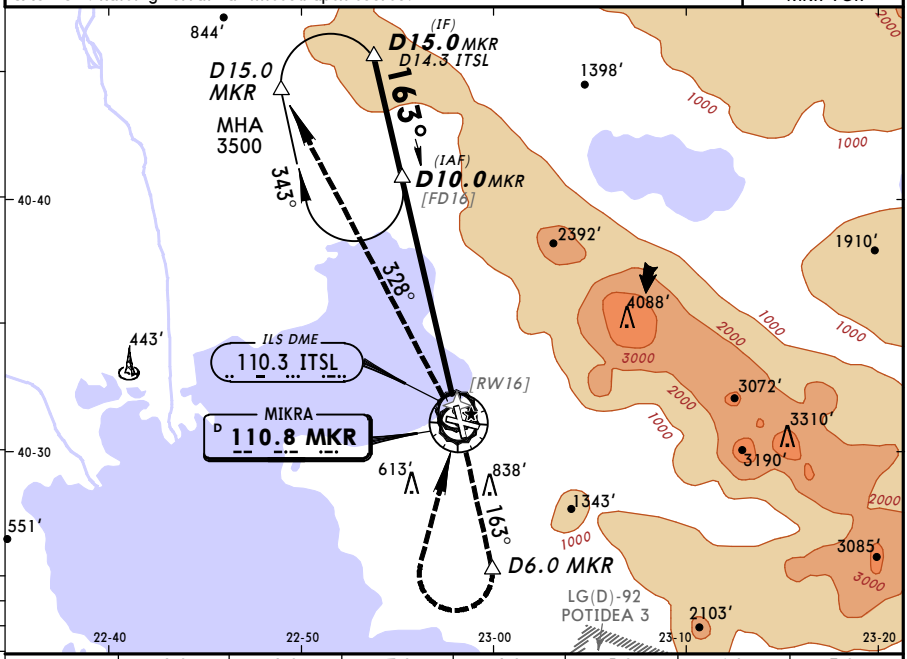
VOR MKR	Final Apch Crs	Minimum Alt D10.0	DA(H)	Apt Elev 22′
110.8	163°	3000′ (2988′)	660′ (648′)	RWY 12′

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′.

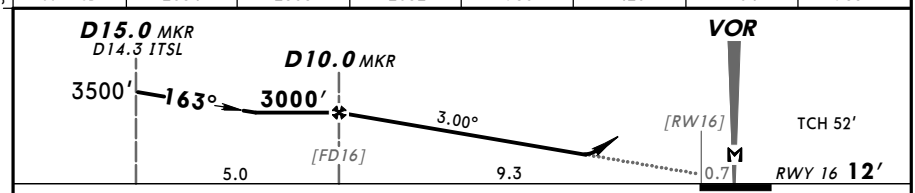
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
CAUTION: Raising terrain at missed apch course.



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

	RVR 1500m
A	
B	
C	CMV 2400m
D	

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: Procedure.

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LGTS/SKG MAKEDONIA

JEPPESEN 28 FEB 14 (13-3) Eff 6 Mar

THESSALONIKI, GREECE VOR Z Rwy 34

BRIEFING STRIP TM

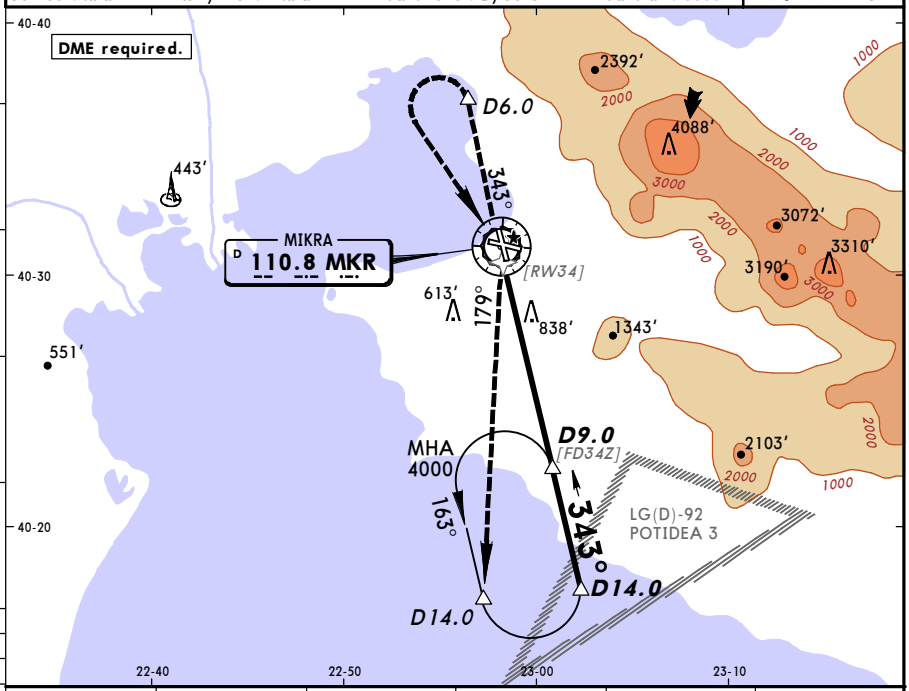
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

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

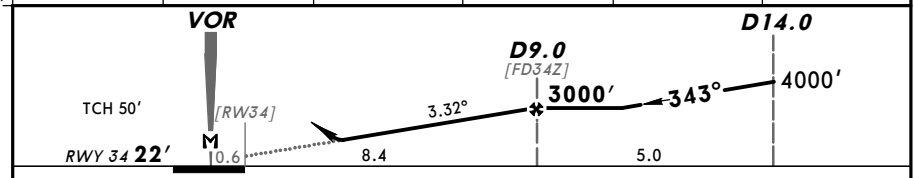
MISSED APCH: Climb on R-343 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-179 to D14.0, then turn LEFT and join holding at 4000′.

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

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

PANS OPS

CHANGES: Procedure title. Bearings.

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LGTS/SKG MAKEDONIA

JEPPESEN 28 FEB 14 (13-4) Eff 6 Mar

THESSALONIKI, GREECE VOR Y Rwy 34

BRIEFING STRIP TM

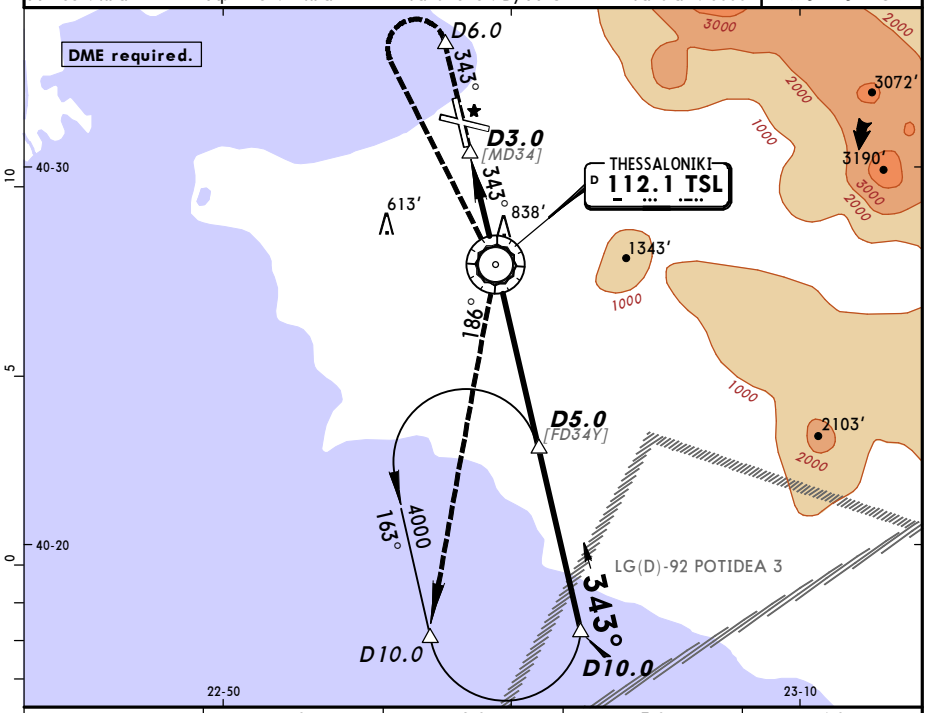
ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		Ground
127.55	120.8	118.27	118.1	118.05	121.7

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

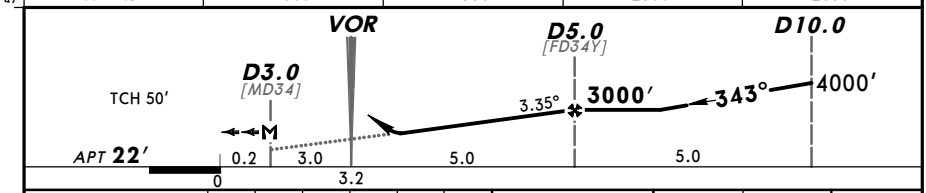
MISSED APCH: Climb on R-343 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-186 to D10.0, then turn LEFT and join holding at 4000′.

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

MSA TSL VOR: 180° 4500′ 5500′ 360°



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

PANS OPS

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

CIRCLE-TO-LAND

Not authorized in sector inbound 162° to 280° clockwise

CHANGES: Procedure title. Bearings. Descent angle.

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JeppView for Windows

Chart changes since cycle 12-2016

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: 20160107
End Date: Until Further Notice

(11-1, 13-1) ILS DME RWY 10 and VOR DME RWY 10 are withdrawn due to WIP.