1. GENERAL

1.1. ATIS
ATIS 127.55

1.2. LOW VISIBILITY PROCEDURES (LVP)
LVP are activated, when RVR is less than 1400m and/or ceiling is less than 400’.
When RVR is less than 800m and/or ceiling is less than 200’ only RWY 16 will be available for landing and take-off.
Pilots will be informed when these procedures are in operation via ATIS or RTF.
During CAT II operations, departing ACFT will use TWY C and TWY A to the holding position RWY 16.
Arriving ACFT will clear RWY 16 at TWY D or at the end of RWY 16 and will follow TWY A and TWY C to the apron. Stopbars will be activated during CAT II operations. Crossing of activated stopbars without specific ATC instructions is prohibited.
During CAT II operation, pilots are expected to be able to follow TWY centerline light and ground signals to the apron. Alternatively Follow-me car guidance may be requested.
Pilots will not be refused permission to land or take-off on “pilots discretion” solely because of bad weather conditions.

1.3. 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. START-UP PROCEDURES
Request start-up clearance when the ACFT doors are closed and when ready to start engines immediately. When the expected delay is less than 15 minutes at the holding position, ACFT will be cleared to start engines immediately.
ACFT (including HEL) flying VFR within Makedonia TMA shall follow the VFR routes and altitudes depicted overleaf unless VFR criteria require different procedures or a special permission has been obtained from the appropriate ATC unit.

According to traffic conditions, ATC may assign different VFR routes.

When flying on the routes ACFT must maintain a continuous listening watch to MADEONIA APP/TWR and give position reports over the compulsory reporting points.

All VFR flights operating within Thessaloniki TMA shall always carry a properly functioning SSR Transponder with the capability of Mode A/3 and Mode C. If such a Transponder is not available or if it is not functional special permission shall be requested by Thessaloniki ATC Tel (031) 985151.

A deviation from the routes and altitudes affords a clearance from MADEONIA APP prior entering Makedonia TMA or immediately after departure.
ALIKO 1D [ALIK1D], ARNAS 3D [ARNA3D]
EDASI 1D [EDAS1D], FSK 3D
RWY 10 ARRIVALS
BASED ON MKR

NOT TO SCALE

HOLDING OVER
TSL

CHANGES: STARs transferred.
ALIKO 1F [ALIK1F], ARNAS 2F [ARNA2F]
EDASI 1F [EDAS1F], FSK 1F
RWY 16 ARRIVALS
BASED ON TSL

CHANGES: STARs transferred.
LEKPO 1F [LEKPIF], LOPOS 2F [LOPO2F]
ODIKO 1F [ODIKIF], OSMOS 1F [OSM01F]
Rwy 16 arrivals
Based on TSL

Changes: STARs transferred.
LEKPO 1H [LEKP1H], LOPOS 1H [LOPO1H]
ODIKO 1H [ODIK1H], OSMOS 1H [OSMO1H]
RWY 34 ARRIVALS
BASED ON TSL
**ALIKO 1L [ALIK1L], ARNAS 2L [ARNA2L]
EDASI 1L [EDAS1L], FSK 1F
RWY 16 ARRIVALS
BASED ON MKR**

**NOT TO SCALE**

**HOLDING OVER TSL**

**CHANGES:** New chart.

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**LEKPO 1L [LEKP1L], LOPOS 2L [LOPO2L]**
**ODIKO 1L [ODIK1L], OSMOS 1L [OSMO1L]**

RWY 16 ARRIVALS
BASED ON MKR

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

**LEKPO 1L**
N40 44.4 E022 48.9

**LOPOS**
N40 17.5 E022 30.0  
(TSL R-243/D24.6)

**ODIKO**
N40 31.1 E022 58.2

**THESSALONIKI**
N40 27.4 E022 59.5

**OSMOS**
N40 08.9 E023 15.8  
(TSL R-145/D22.3)

**HOLDING OVER**

**TSL**

**NOT TO SCALE**

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

NOT TO SCALE

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

LEKPO
N40 08.9 E023 15.8
(TSL R-156/D22.3)

LOPOS
N40 17.5 E022 30.0
(TSL R-243/D24.6)

ODIKO 1P
MAX 230 KT
Bank 25°
LGTs/SKG
Makedonia

JEPPESEN
JeppView 3.6.1.0

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 ONE ALFA (ALIKO 1A) [ALIK1A]
ALIKO ONE BRAVO (ALIKO 1B) [ALIK1B]
ALIKO ONE CHARLIE (ALIKO 1C) [ALIK1C]
ALIKO ONE ECHO (ALIKO 1E) [ALIK1E]

MINIMUM BANK ANGLE 15°

These SIDs require minimum climb gradients
of
ALIKO 1A: 316' per NM (5.2%) up to FL110.
ALIKO 1B: 365' per NM (8%) 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.

ROUTEING

<table>
<thead>
<tr>
<th>SID</th>
<th>Rwy</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aliko 1A</td>
<td>34</td>
<td>Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT, 255° track, intercept MKR R-300 to ALIKO.</td>
</tr>
<tr>
<td>Aliko 1B</td>
<td>16</td>
<td>Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 255° track, intercept MKR R-300 to ALIKO.</td>
</tr>
<tr>
<td>Aliko 1C</td>
<td>10</td>
<td>Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, intercept MKR R-300 to ALIKO.</td>
</tr>
<tr>
<td>Aliko 1E</td>
<td>28</td>
<td>Intercept MKR R-281 to D10 MKR, turn RIGHT, 345° track, intercept MKR R-300 to ALIKO.</td>
</tr>
</tbody>
</table>

CHANGES: SIDs completely revised; new format.

LGTS/SKG
THASSALONIKI, GREECE

2 JUL 04 (10-3A) Eff 1 Jul

**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.

Minimum bank angle 15°.

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

<table>
<thead>
<tr>
<th>SIDs</th>
<th>Rwy</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARNAS 3A</td>
<td>34</td>
<td>Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn LEFT to ARNAS.</td>
</tr>
<tr>
<td>ARNAS 3B</td>
<td>16</td>
<td>Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn RIGHT, intercept MKR R-085 to ARNAS.</td>
</tr>
<tr>
<td>ARNAS 3C</td>
<td>10</td>
<td>Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, 130° track, intercept MKR R-085 to ARNAS.</td>
</tr>
<tr>
<td>ARNAS 3E</td>
<td>28</td>
<td>Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn RIGHT, MKR R-085 to ARNAS.</td>
</tr>
<tr>
<td>ARNAS 3G</td>
<td>10</td>
<td>On 101° track, intercept TSL R-076 to ARNAS.</td>
</tr>
</tbody>
</table>

**Gnd speed-KT**
- 75
- 100
- 150
- 200
- 250
- 300
- 395' per NM 494 568 897 1317 1646 1975
- 365' per NM 456 506 911 1215 1519 1823
- 334' per NM 418 506 835 1114 1392 1671
- 316' per NM 395 527 790 1053 1317 1580
- 304' per NM 380 506 760 1013 1266 1519

CHANGES: SIDs completely revised; new format. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.
EDASI ONE ALFA (EDASI 1A) [EDASIA]
EDASI ONE BRAVO (EDASI 1B) [EDASIB]
EDASI ONE CHARLIE (EDASI 1C) [EDASIC]
EDASI ONE ECHO (EDASI 1E) [EDASIE]

SID ROUTING

These SIDs require minimum climb gradients of:
EDASI 1A: 316' per NM (5.2%) up to FL120.
EDASI 1B: 365' per NM (8%) up to 1200', then 304' per NM (8%) 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.

Minimum bank angle 15°.
EDASI 1A, 1B, 1E: MAX 250 KT during turns.
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.

Minimum bank angle 15°.
FSK 4A, 4B, 3E: MAX 250 KT during turns.

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

Gnd speed-KT
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
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 (8%) 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.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>365' per NM</td>
<td>456</td>
<td>608</td>
<td>911</td>
<td>1215</td>
<td>1519</td>
<td>1823</td>
</tr>
<tr>
<td>334' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
<tr>
<td>316' per NM</td>
<td>395</td>
<td>527</td>
<td>790</td>
<td>1053</td>
<td>1317</td>
<td>1580</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

Minimum bank angle 15°.

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

CHANGES: SIDs completely revised; new format.
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’, then
LOPOS 3E: 304’ per NM (5%) up to FL120.

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

<table>
<thead>
<tr>
<th>SID</th>
<th>WRY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOPOS 3A</td>
<td>34</td>
<td>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.</td>
</tr>
<tr>
<td>LOPOS 3B</td>
<td>16</td>
<td>Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 182° track, intercept MKR R-235 to LOPOS.</td>
</tr>
<tr>
<td>LOPOS 3C</td>
<td>10</td>
<td>Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, 190° track, intercept MKR R-235 to LOPOS.</td>
</tr>
<tr>
<td>LOPOS 3E</td>
<td>28</td>
<td>Intercept MKR R-281 to D10 MKR, turn RIGHT to MKR, turn RIGHT, 280° track, intercept MKR R-235 to LOPOS.</td>
</tr>
</tbody>
</table>

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

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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 (8%) 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.

Minimum bank angle 15°.
ODIKO 1A, 1B, 1E: MAX 250 KT during turns.

<table>
<thead>
<tr>
<th>SIDs</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODIKO 1A</td>
<td>34</td>
<td>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.</td>
</tr>
<tr>
<td>ODIKO 1B</td>
<td>16</td>
<td>Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, MKR R-021 to ODIKO.</td>
</tr>
<tr>
<td>ODIKO 1C</td>
<td>10</td>
<td>Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, MKR R-021 to ODIKO.</td>
</tr>
<tr>
<td>ODIKO 1E</td>
<td>28</td>
<td>Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn LEFT, MKR R-021 to ODIKO.</td>
</tr>
</tbody>
</table>
OSMOS ONE ALFA (OSMOS 1A) [OSM01A]
THESSALONIKI THREE BRAVO (TSL 3B)
THESSALONIKI ONE CHARLIE (TSL 1C)
THESSALONIKI THREE FOXTROT (TSL 3F)
RWYS 34, 16, 10, 28 DEPARTURES

**OSMOS ONE ALFA (OSMOS 1A):**
- Climb to 316' per NM (5.2%) up to FL130 for ATC purposes.
- Climb to 365' per NM (6%) up to 1200', then 334' per NM (5%) up to MEA.
- Climb to 4000', turn RIGHT to TSL, then to assigned route by ATC.

**THESSALONIKI THREE BRAVO (TSL 3B):**
- Climb to 341' per NM (5.6%) up to 1700', then 304' per NM (5%) up to MEA.
- Climb to 4000', turn LEFT to TSL, then to assigned route by ATC.

**THESSALONIKI ONE CHARLIE (TSL 1C):**
- Climb on 101° track to 1700', turn RIGHT to TSL, then to assigned route by ATC.

**THESSALONIKI THREE FOXTROT (TSL 3F):**
- Climb to 4000', turn RIGHT to TSL, then to assigned route by ATC.

*Minimum bank angle 15°.*

**OSMOS ONE: 250 KT during turns.**
For the protection of arresting device pilots shall start take-off 197'/60m inwards from rwy beginning, marked with white line perpendicular to the rwy axis.

Operators applying U.S. Ops Specs: CL required below 300m.
MISSED APCH: Climb STRAIGHT AHEAD. At D7.0 IMAK turn RIGHT (MAX IAS 220 KT) to TSL VOR. Intercept and follow R-280 TSL. At D16.0/R-280 TSL turn RIGHT and enter holding. Climb to 3000'.

Alt Set: MB Rwy Elev: 0 MB Trans level: By ATC Trans alt: 6000'(5991')

ILS DME reads zero at rwy 10 threshold.

CHANGES: Communications.
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'.
**MISSPAPC:** 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: MB  Rwy Elev: 1 MB  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.

---

### LGTS/SKG
**MAKEDONIA**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MADEKODONIA Approach</th>
<th>MIKRA Radar (APP)</th>
<th>MIKRA Director (APP/R)</th>
<th>MAKEDONIA Tower (R/W)</th>
<th>CIV</th>
<th>MIL</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.55</td>
<td>120.8</td>
<td>120.8</td>
<td>118.27</td>
<td>118.1</td>
<td>122.1</td>
<td>121.7</td>
<td></td>
</tr>
</tbody>
</table>

---

**BRIEFING STRIP**

- **LOC ITSL**: Final Apch Crs 110.3 164°
- **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’.

---

**ATIS:** 127.55  MAKEDONIA Approach 120.8  MIKRA Radar (APP) 120.8  MIKRA Director (APP/R) 118.27  MAKEDONIA Tower (R/W) CIV 118.1  MIL 122.1  Ground 121.7

---

**CHANGES:** Missed apch.
BRIEFING STRIP

**LGTs**

**Makedonia**

ATIS: Makedonia Approach 127.55 120.8

**A**

**B**

**C**

**D**

ILS: D1.0 ITSL

Final Approach Course: 110.3

GS: 164°

GS Height: 1340′ (1326′)

Approach Minimums: Apt Elevation 22′

**FULL ALS OUT**

Min Elevation: 110.8 MKR

C:

Makedonia Tower 122.1

**Makedonia Tower**

Makedonia Radar (APP): 120.8

**Makedonia Radar**

**Rwy 16**

**Thessaloniki, Greece**

NDB: ILS DME Rwy 16

**NDB**

**ILS**

**DME**

**Rwy 16**

**110.3 ITSL**

Start turn at CAT A & B: 2½ Min CAT C & D: 2 Min

GS Height: 3000′ (2986′)

GS: 164°

GS (371′)

GS (385′)

GS (354′)

GS (364′)

GS (383′)

GS (369′)

Max: 185 KT

Alt Set: MB Rwy Elev: 1 MB

Trans Level: By ATC

Trans Alt: 6000′ (5986′)

ILS DME reads zero at rwy 16 threshold.

**NOT AUTHORIZED**

**inbound 164° to 282° clockwise**

**JAR-OPS**

**STRAIGHT-IN LANDING RWY 16**

**ILS**

**LOC (GS out)**

**CircLe-to-land**

Not authorized in sector inbounD 164° to 282° clockwise

Max Kts

A: 106 900′ (878′) 1500m

B: 135 1050′ (1028′) 1600m

C: 180 1400′ (1378′) 2400m

D: 205 1800′ (1778′) 3600m

**PANS Ops 3**

**RVR 900m**

**RVR 1200m**

**NOT AUTHORIZED**

**Changes:** Communications.

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**LG(R)-46 B**

**MISSED APCH:** Turn RIGHT (MAX IAS 200 KT) onto 313° to intercept and follow R-268. At D15.0/R-268 turn RIGHT and enter holding. Climb to 3000’.

**JAR-OPS:** STRAIGHT-IN LANDING RWY 10

**CIRCLE-TO-LAND**

Not authorized in sector inbound 164° to 282° clockwise.

<table>
<thead>
<tr>
<th>RVR</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500m</td>
<td>1500m</td>
</tr>
<tr>
<td>1600m</td>
<td>2400m</td>
</tr>
<tr>
<td>3600m</td>
<td>3600m</td>
</tr>
</tbody>
</table>

**CHANGES:** Communications.
**LG-LOCAL FLYING AREA LIMNES**

**LGTS/SKG**

**MAKEDONIA**

**THESSALONIKI, GREECE**

**VOR DME Rwy 16**

**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'.

**CAUTION:** Raising terrain at missed apch course.

**CHANGES:** Procedure.

**PANS-OPS 3**

**JEPPESEN**

**JeppView 3.6.1.0**

**LGA-LOCAL**

**FLYING AREA LIMNES**

**LG(D)-92 C**

**RW16**

**[TCH 52']**

**FD16**

**3.00**

**1000**

**THESSALONIKI, GREECE**

**MAKEDONIA**

**VOR DME Rwy 16**

**Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000**

**CAUTION:** Raising terrain at missed apch course.

**CHANGES:** Procedure.

**PANS-OPS 3**

**JEPPESEN**

**JeppView 3.6.1.0**

**LGA-LOCAL**

**FLYING AREA LIMNES**

**LG(D)-92 C**

**RW16**

**[TCH 52']**

**FD16**

**3.00**

**1000**

**THESSALONIKI, GREECE**

**MAKEDONIA**

**VOR DME Rwy 16**

**Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000**

**CAUTION:** Raising terrain at missed apch course.

**CHANGES:** Procedure.

**PANS-OPS 3**

**JEPPESEN**

**JeppView 3.6.1.0**

**LGA-LOCAL**

**FLYING AREA LIMNES**

**LG(D)-92 C**

**RW16**

**[TCH 52']**

**FD16**

**3.00**

**1000**

**THESSALONIKI, GREECE**

**MAKEDONIA**

**VOR DME Rwy 16**

**Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000**

**CAUTION:** Raising terrain at missed apch course.

**CHANGES:** Procedure.
**BRIEFING STRIP**

**LGTS/SKG**

**MAKEDONIA**

**MIKRA Radar (APP)**

**MIKRA Director (APP/R)**

**MAKEDONIA Tower CIV**

**MAKEDONIA Tower MIL**

**Ground**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final</th>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>110.8</td>
<td>344°</td>
<td>3000' (2978')</td>
<td>1300' (1278')</td>
<td>22'</td>
</tr>
</tbody>
</table>

**MISSING APCH:** Climb on R-344 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-180 to D14.0, then turn LEFT and join holding at 4000'.

**ATIS**

**MAKEDONIA Approach**

**MIKRA Radar (APP)**

**MIKRA Director (APP/R)**

**MAKEDONIA Tower CIV**

**MAKEDONIA Tower MIL**

**Ground**

<table>
<thead>
<tr>
<th>Alt Set</th>
<th>Apt Elev</th>
<th>Trans level</th>
<th>Trans alt</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB</td>
<td>I MB</td>
<td>By ATC</td>
<td>6000'</td>
</tr>
</tbody>
</table>

**Procedure.**

Climb on R-344 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-180 to D14.0, then turn LEFT and join holding at 4000'.

**Descent Gradient**

- 5.80%

**Max Kts**

- A: 1300' (1278')
- B: 1300' (1278')
- C: 1300' (1278')
- D: 1300' (1278')

**VIS**

- A: 1500m
- B: 1600m
- C: 2400m
- D: 3600m

**CHANGES:** Procedure.
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: MB Apt Elev: 1 MB Trans level: By ATC Trans alt: 6000'
**MISSING APCH:** Climb STRAIGHT AHEAD to 3000', then turn RIGHT to NDB climbing to 5000'.

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

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**JAR-OPS**

**STRAIGHT-IN LANDING**

Not authorized in sector inbound 164° to 282° clockwise

**PANS OPS 3**

**NOT AUTHORIZED**