

28-DEC-2017

SKG-LGTS**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 10/28, 16/34: 40/F/B/X/U

RWY 10L/28R: 61/F/B/X/T

Operation**Low Visibility Procedures**

LVP in force when RVR is 800m or below or CEIL is at 200ft or below.

Preferential RWY for LVP: RWY 16

ARR ACFT vacate RWY at RWY end of TWY D. When on TWY A report RWY vacated.

Taxiling allowed on TWY A and TWY Links C and D only.

Follow-me O/R.

Intersection TKOFs prohibited.

RWY Restriction

RWY 10/28

- 180° turns on concrete part at RWY ends turning to right.
- Outer part of shoulders on reduced strength. First 100m / 328ft on both sides concrete.
- Turning cycles on both ends 50m / 164ft radius and 5m / 16ft shoulders concrete.

RWY 16/34

- 180° turns on RWY THR markings only.

TWY Restriction

TWY S width 11m / 36ft, MAX wingspan below 24m / 79ft and MAX weight 20t / 44000lbs.

Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1	Intersection of RWYs: Intersection with no visual aids apart from pavement markings to warn against entry to RWY 16/34 from RWY 10/28.
HS 2	Wide opening, where applicable, make sure of correct turn from APN to TWY F before RWY 10/28.
HS 3	Taxilink C not to be used as rapid exit TWY.
HS 4	Lead-out lines only.
HS 5	Make sure of correct turn along apron TWY.
HS 6	Vehicle crossing.
HS 7	Intersection of RWY 16/34 with TWY F: Intersection with no visual aids apart from pavement markings to warn against entry to RWY 16/34 from TWY F.

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GENERAL**Standard Taxi Routes**

DEP RWY 10L: taxi via taxi link C, hold short of CLSD RWY 16/34, await ATC instructions to cross RWY 16/34 and RWY 10L, join taxi link J, then turn right on parallel TWY and continue taxiing westbound to HLDG point RWY 10L.

ARR RWY 10L: vacate RWY to the left via taxi link K to the assigned PRKG stand.

DEP RWY 28R: taxi via taxi link K to HLDG point RWY 28R.

ARR RWY 28R: vacate RWY to the left via taxi link F, taxi eastbound via parallel TWY, turn left and join taxi link J, hold short of RWY 28R, await ATC instructions to cross RWY 28R and RWY 16/34, join taxi link C and taxi to the assigned PRKG stand.

Taxi/Parking

Marshaller mandatory.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

RWY 10/28 and RWY 16/34

In unable to execute visual APCH, execute instrument APCH that was vectored for.

In case vectored for a visual APCH and still in IMC, proceed to MKR VOR/DME maintaining the last assigned altitude if higher or equal to 5500ft and execute MKR VOR/DME instrument APCH as appropriate for RWY in use.

If vectored for a visual APCH to RWY 28, proceed to MKR VOR/DME and execute MKR VOR/DME for RWY 34 followed by a circling APCH to RWY 28.

Caution:

- ACFT below 5500ft proceed to MKR VOR/DME, making an initial climbing turn to 5500ft taking into account high terrain and obstacles in vicinity of AD.
- In case MKR VOR/DME unusable, use TSL VOR/DME and execute TSL VOR/DME APCH for RWY 34 followed by a circling APCH to RWY in use.

RWY 10L/28R

In unable to execute visual APCH, execute instrument APCH the ACFT was vectored for.

In case vectored for a visual APCH and still in IMC, proceed as follows:

- If vectored for a visual APCH to RWY 28R, proceed to TSL VOR/DME then to REMBI, to execute VOR B circling APCH to RWY 28R.
- If vectored for a visual APCH to RWY 10L, proceed to TSL VOR/DME then to LADAD, to execute VOR A circling APCH to RWY 10L.

Caution:

ACFT below 5500ft proceed to TSL VOR/DME, making an initial climbing turn to 5500ft taking into account high terrain and obstacles in vicinity of AD.

In case TSL VOR/DME is unusable:

- in VMC, continue for visual APCH to the appropriate RWY in use.
- in IMC, maintain the last assigned altitude if higher or equal to 5500ft, or if lower than 5500ft make an initial climbing turn to 5500ft and proceed to TSL VOR/DME and then follow the appropriate route towards the ALTN AD, climbing to MFA of the AWYs along the route.

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ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 10, 16 right-hand circuit.

To avoid conflict with the traffic of the near-by MIL AD Sedes all ACFT unless otherwise instructed by ATC should:

- enter traffic circuit at an ALT of 1500ft.
- join the down wind leg of the RWY in use approximately at its mid point and an angle of 45°.

Warnings

Due to significant OBST existing in APCH area of RWY 34, PIC intending to land on this RWY, after due consideration of their ACFT performance, the height of OBST and the total RWY length available, should determine on their own discretion the required landing distance and consequently the most appropriate touchdown point.

Raising terrain at MISAP course RWY 16.

DEPARTURE**Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 125R	-
RWY		10/28	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		10L/28R	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Departure Procedure**Intersection TKOF**

INT TKOF are permitted during daytime only when VIS is not below 5km / 2.7NM.

When a DEP from a INT TKOF position is requested by PIC, phraseology will be as follows: "REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection)".

PIC shall state their PSN when calling the TWR from a RWY INT as follows: "MAKEDONIA TOWER (ACFT call sign), AT THE INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)".

ATC Slot, Clearance**Start-up**

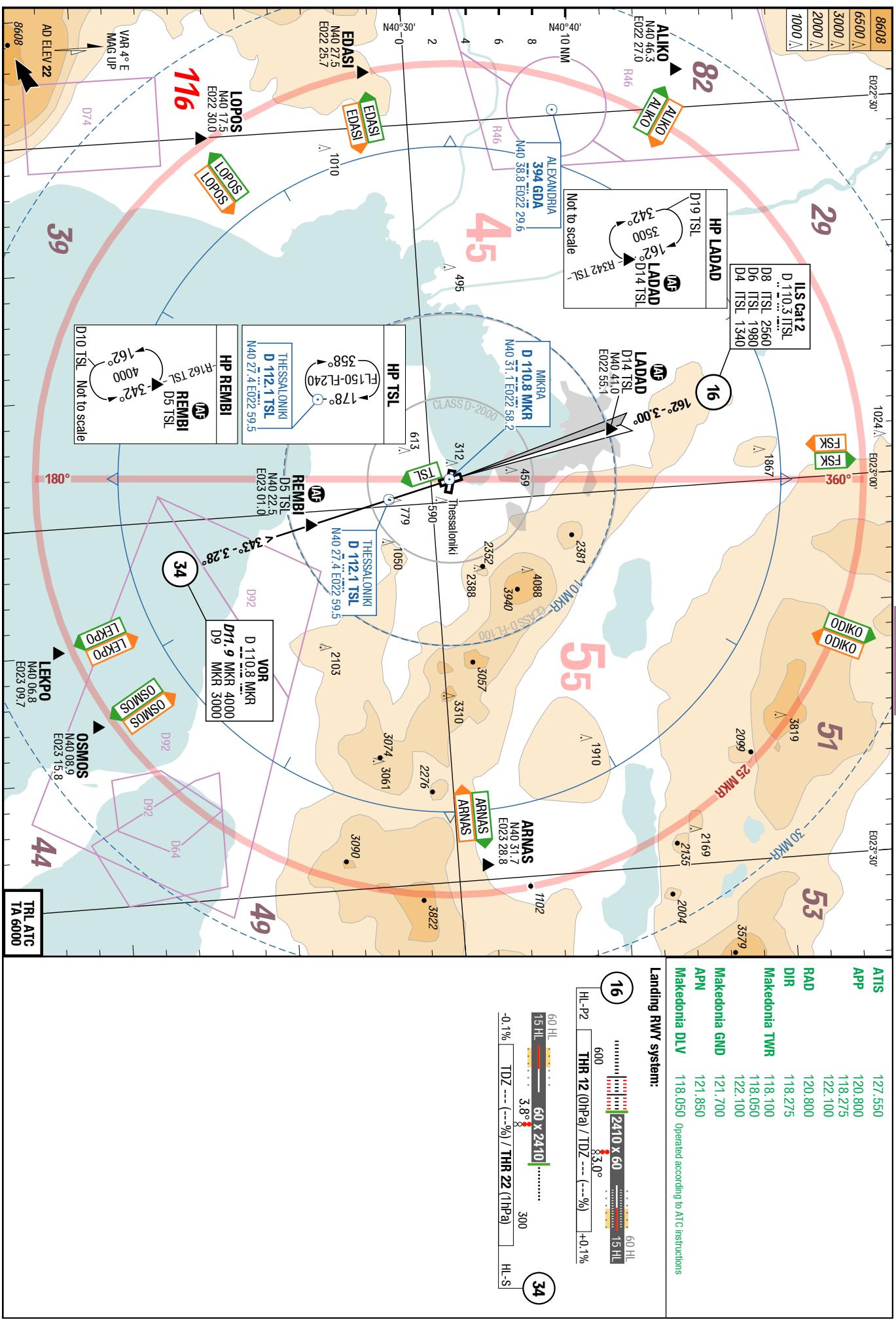
REQ CLR for starting ENG and ATC CLR from DLV.

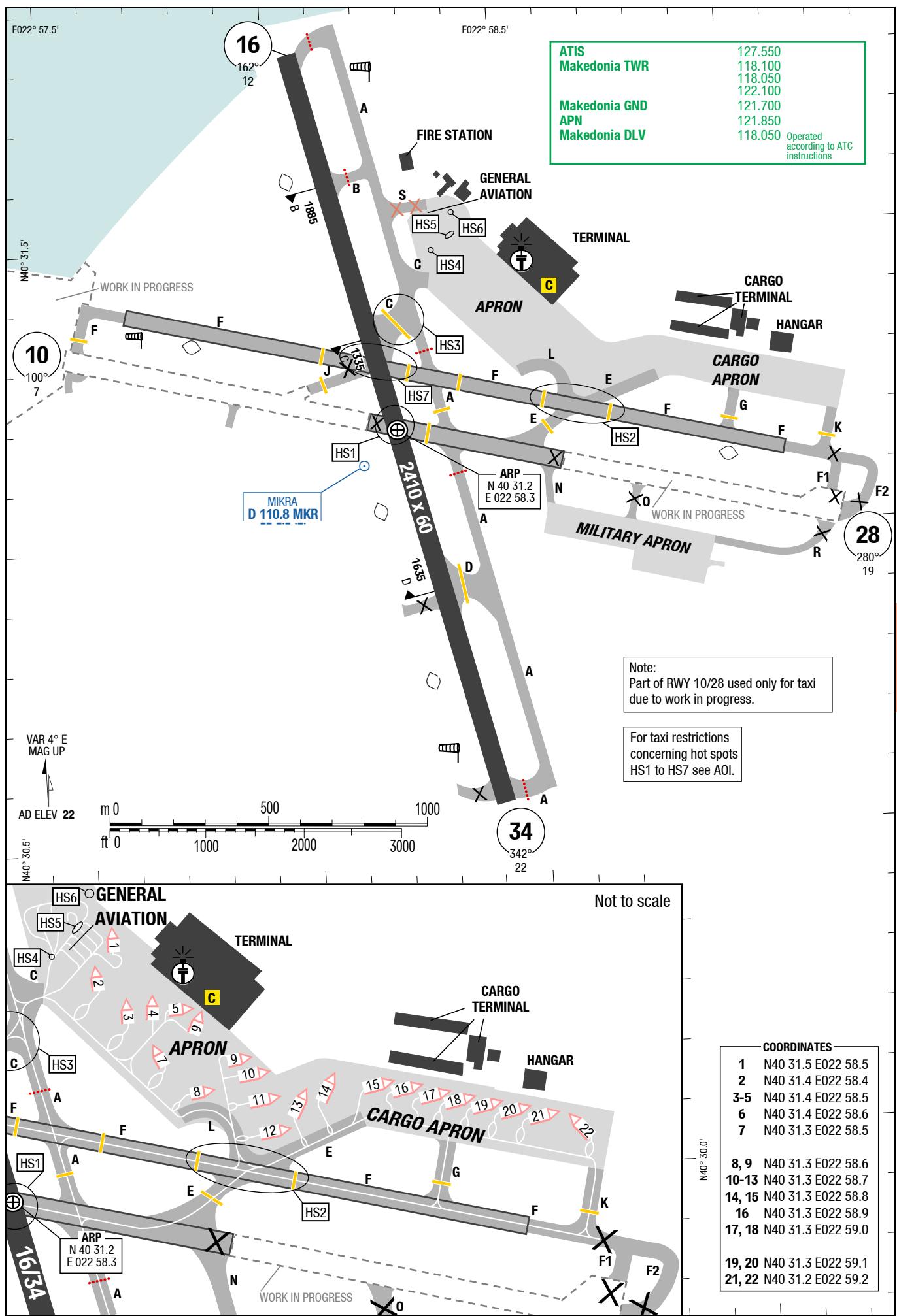
REQ ATC CLR at earliest 10min prior to ENG start-up.

Inform DLV if unable to be ready to taxi within 10min from start-up time.

De-Icing

AVBL.





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SIDs RWY 34

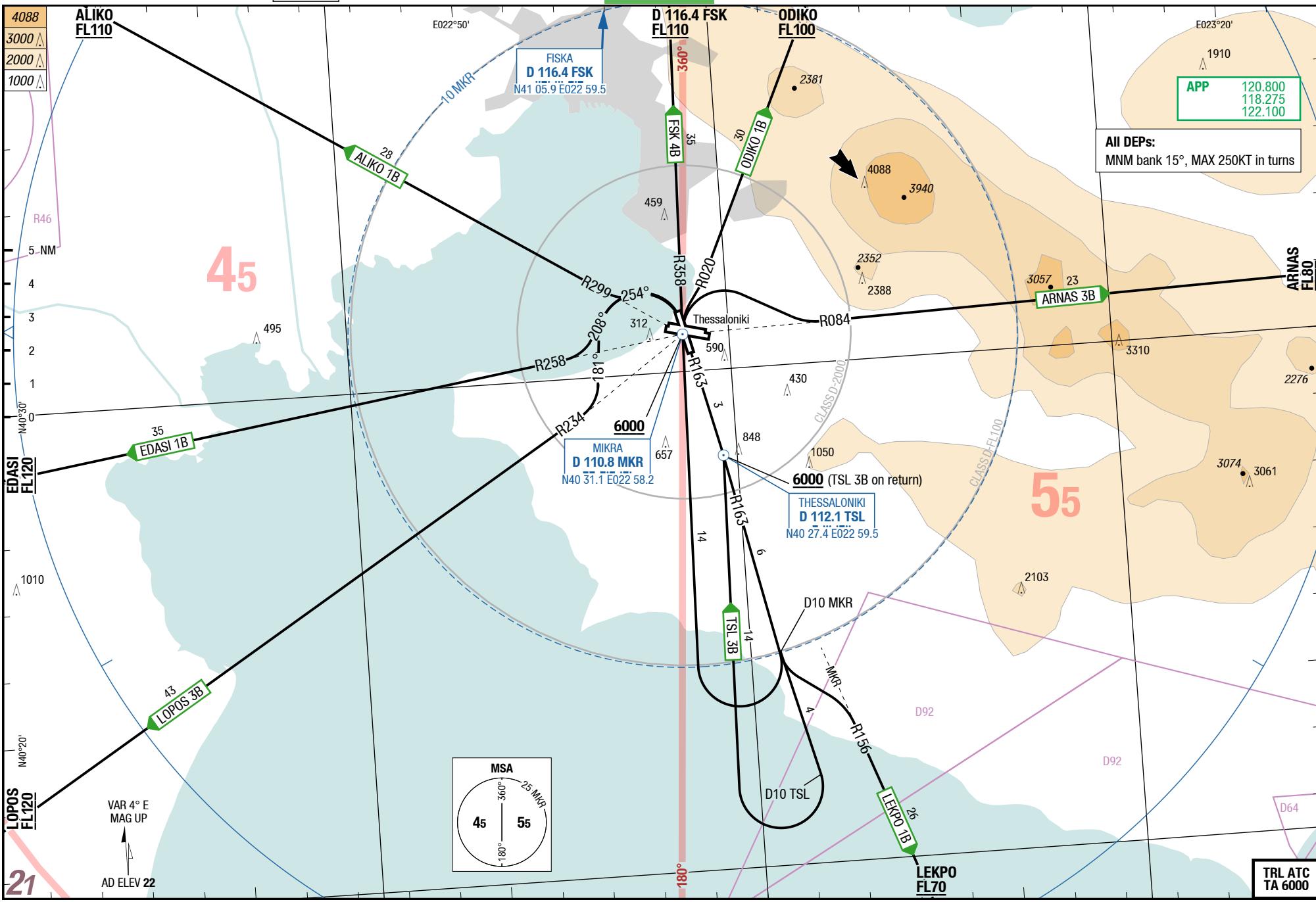
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SIDs RWY 16

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SIDs RWY 34

SIDs RWY 16



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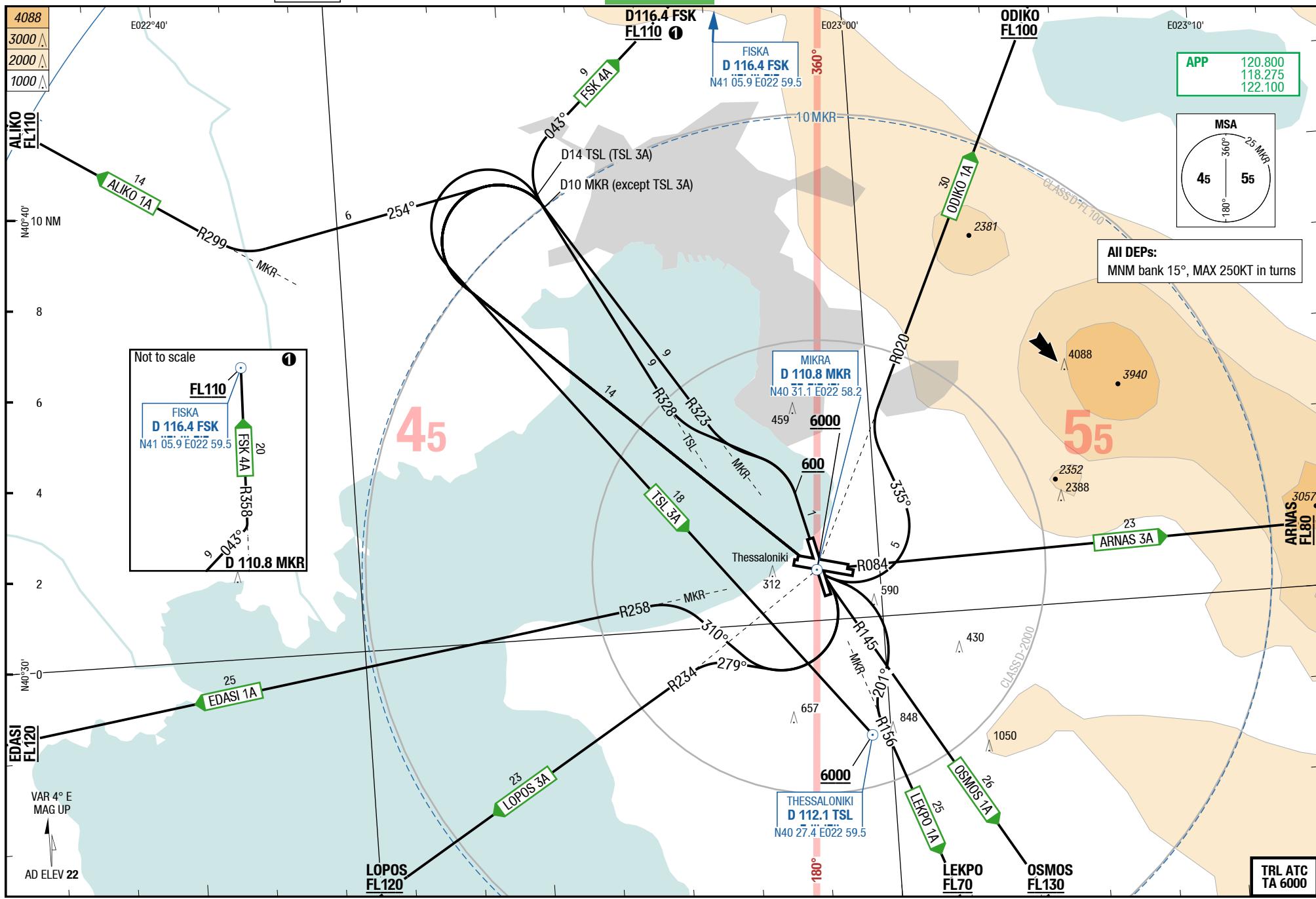
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SIDs RWY 34



SKG-LGTS**5-10****SIDs RWY 16**

SIDPT

ALIKO 1B / ARNAS 3B / EDASI 1B / FISKA 4B / LEKPO 1B / LOPOS 3B

RWY 16 (162°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ALIKO 1B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - LT 254° - intercept R299 MKR to ALIKO	MKR MNM 6000 ALIKO MNM FL110 Initial climb FL80
ARNAS 3B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - R084 MKR to ARNAS	MKR MNM 6000 ARNAS MNM FL80 Initial climb FL80
EDASI 1B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - LT 208° - intercept R258 MKR to EDASI	MKR MNM 6000 EDASI MNM FL120 Initial climb FL80
FISKA 4B FSK 4B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - R358 MKR to FSK	MKR MNM 6000 FSK MNM FL110 Initial climb FL80
LEKPO 1B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR LT intercept R156 MKR to LEKPO	LEKPO MNM FL70 Initial climb FL80
LOPOS 3B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - LT 181° - intercept R234 MKR to LOPOS	MKR MNM 6000 LOPOS MNM FL120 Initial climb FL80

① MNM bank 15°, MAX 250KT in turns.

SKG-LGTS**5-20****SIDs RWY 16**

SIDPT

ODIKO 1B / THESSALONIKI 3B

RWY 16 (162°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ODIKO 1B 6.0% to 1200 5.0% to MEA 120.800 ①	R163 MKR - at D10 MKR RT direct MKR - R020 MKR to ODIKO	MKR MNM 6000 ODIKO MNM FL100 Initial climb FL80
THESSALONIKI 3B TSL 3B 6.0% to 1200 5.0% to MEA 120.800 ①	direct TSL - R163 TSL - at D10 TSL RT direct TSL	TSL MNM 6000 (on return) Initial climb FL80

① MNM bank 15°, MAX 250KT in turns.

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ALIKO 1A / ARNAS 3A / EDASI 1A / FISKA 4A / LEKPO 1A / LOPOS 3A / ODIKO 1A / OSMOS 1A

RWY 34 (342°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ALIKO 1A 5.2% to FL110 120.800 ①②	at MNM 600 LT intercept R323 MKR - at D10 MKR LT 254° - intercept R299 MKR to ALIKO	ALIKO MNM FL110 initial climb FL80
ARNAS 3A 5.2% to FL80 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -R084 MKR to ARNAS	MKR MNM 6000 ARNAS MNM FL80 initial climb FL80
EDASI 1A 5.2% to FL120 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -RT 310° - intercept R258 MKR to EDASI	MKR MNM 6000 EDASI MNM FL120 initial climb FL80
FISKA 4A FSK 4A 5.2% to FL110 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR RT 043° - intercept R358 MKR to FSK	FSK MNM FL110 initial climb FL80
LEKPO 1A 5.2% to FL70 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -RT 201° - intercept R156 MKR to LEKPO	MKR MNM 6000 LEKPO MNM FL70 initial climb FL80
LOPOS 3A 5.2% to FL120 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -RT 279° - intercept R234 MKR to LOPOS	MKR MNM 6000 LOPOS MNM FL120 initial climb FL80
ODIKO 1A 5.2% to FL100 120.800 ①	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -LT 335° - intercept R020 MKR to ODIKO	MKR MNM 6000 ODIKO MNM FL100 initial climb FL80
OSMOS 1A 5.2% to FL130 120.800 ①②	at MNM 600 LT intercept R323 MKR - at D10 MKR LT direct MKR -R145 MKR to OSMOS	MKR MNM 6000 OSMOS MNM FL130 initial climb FL80

① MNM bank 15°, MAX 250KT in turns.

② Climb gradient due ATC

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SIDs RWY 34

THESSALONIKI 3A

RWY 34 (342°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
THESSALONIKI 3A TSL 3A 5.2% to MEA 120.800 ①②	at MNM 600 LT intercept R328 TSL - at D14 TSL LT direct TSL	TSL MNM 6000 Initial climb FL80

- ① MNM bank 15°, MAX 250KT in turns.
② Climb gradient from 6000 to MEA due ATC

Effective 04-JAN-2018

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STARs RWY 16 TSL

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STARs RWY 16 MKR

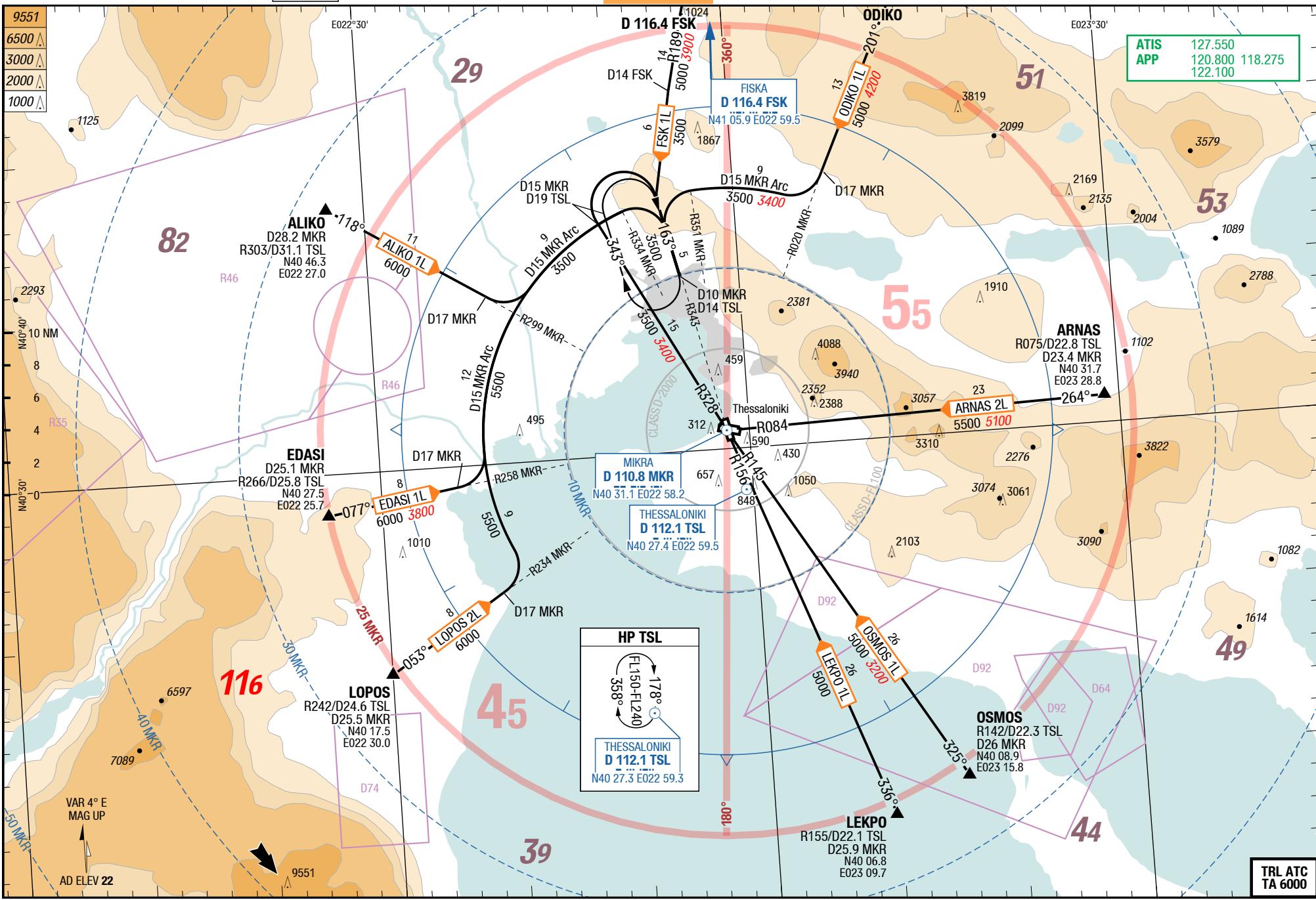
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STAR

Makedonia Thessaloniki Greece

STARs RWY 16 TSL

STARs RWY 16 MKR



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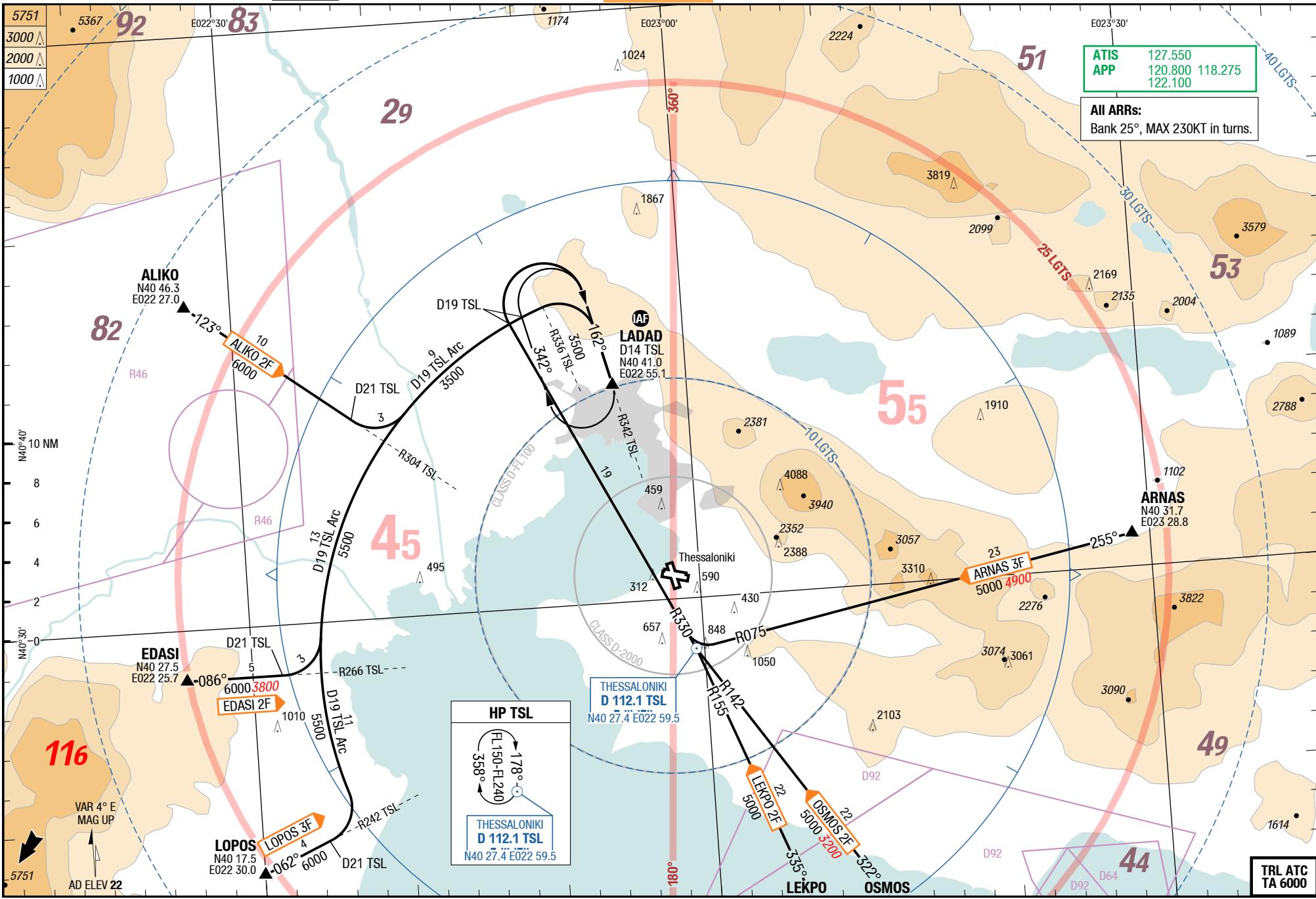
STARs RWY 16 TSL

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STARs RWY 16 TSL



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STARs RWY 34 TSL

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STARs RWY 34 MKR

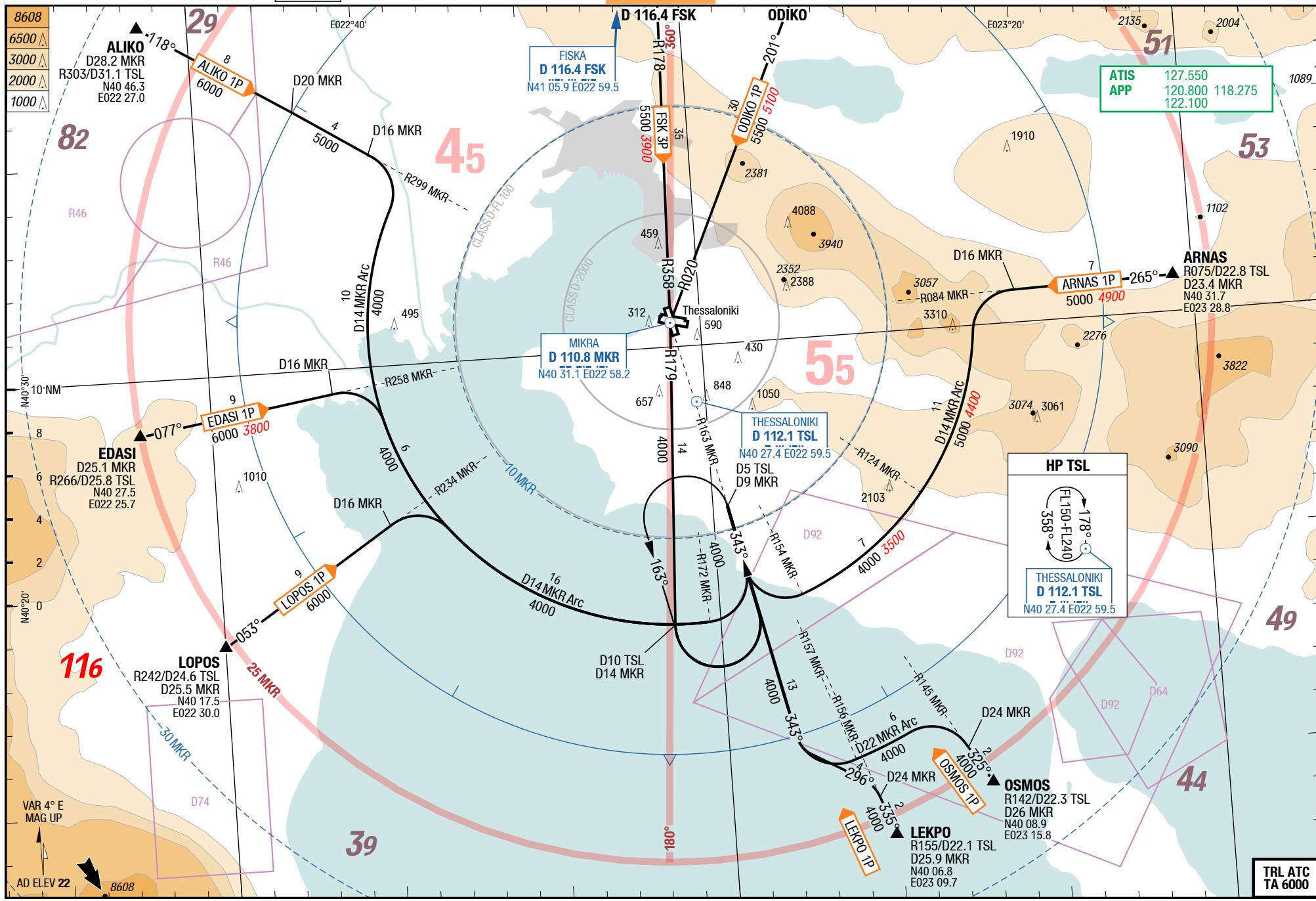
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STARs RWY 34 TSL

STARs RWY 34 MKR



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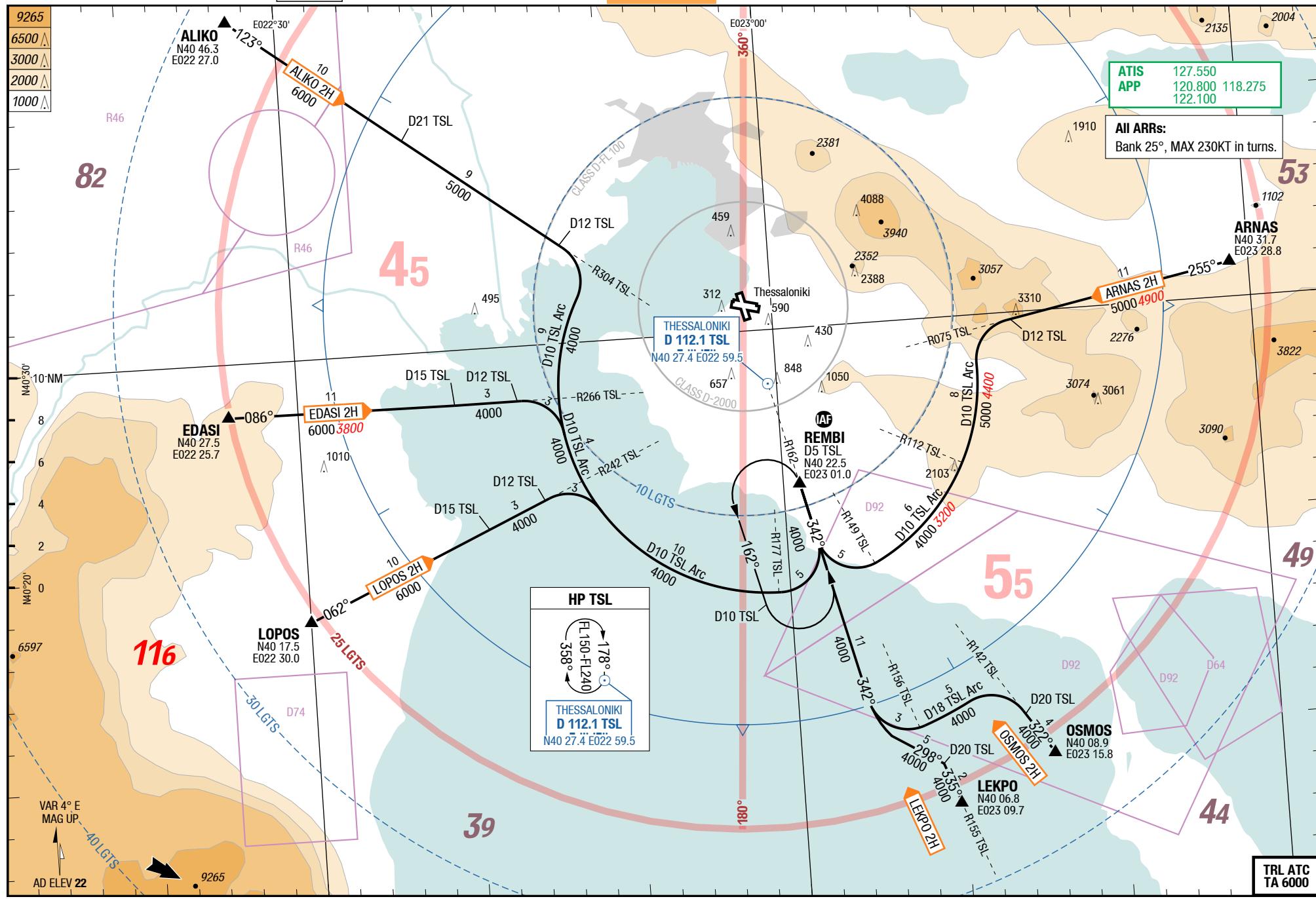
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STARs RWY 34 TSL

STARs RWY 34 TSL

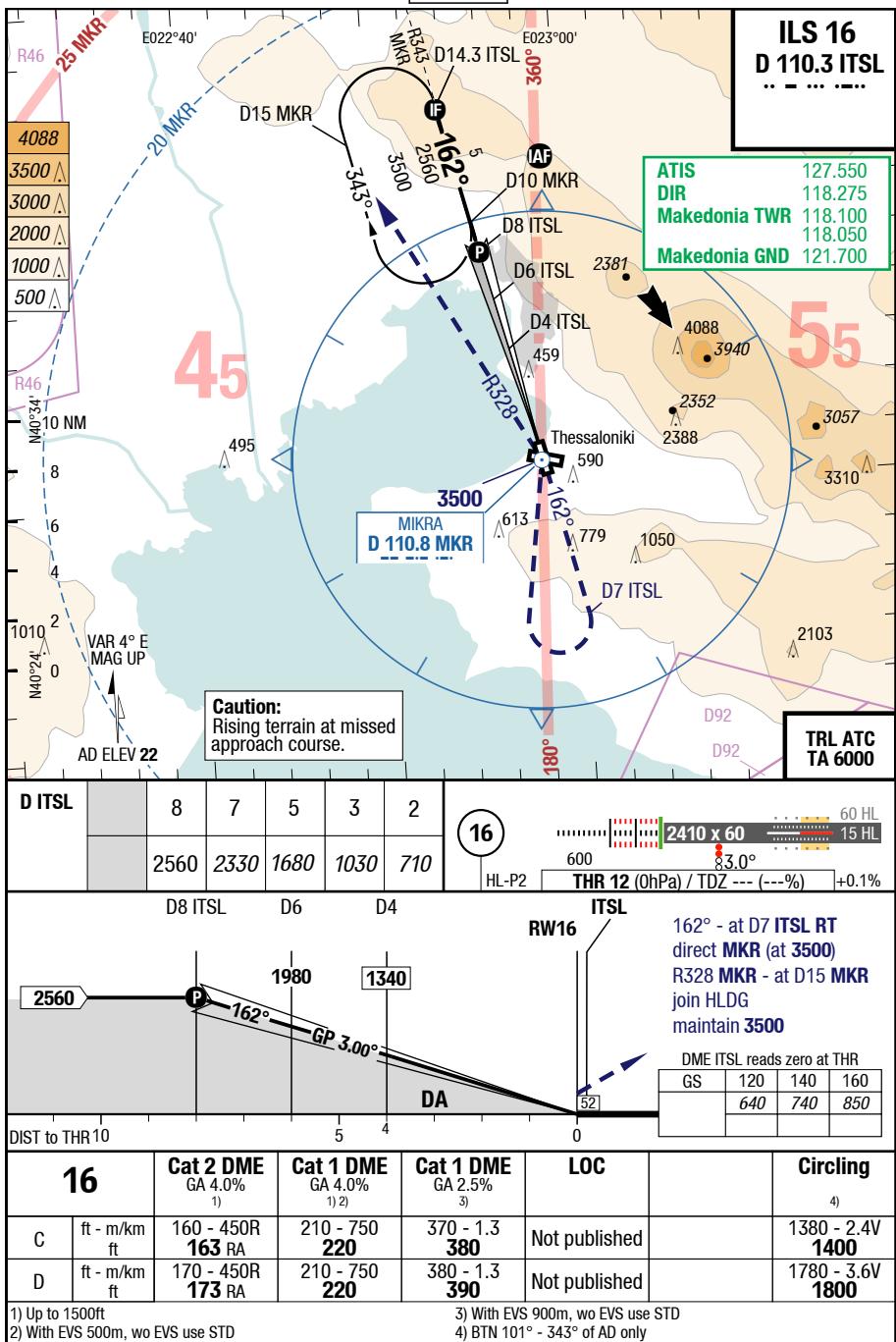


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ILS 16



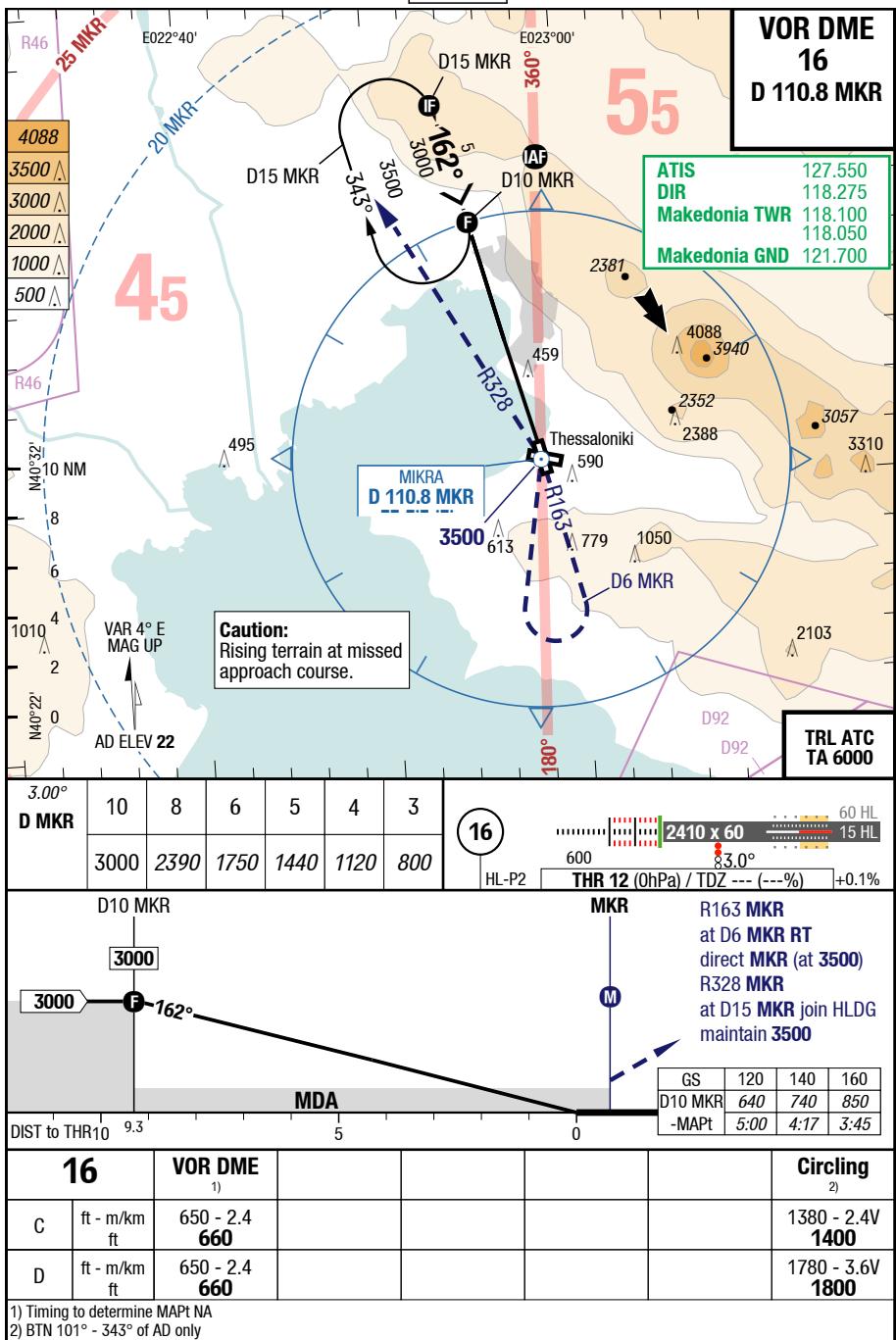
Changes: TDZE, OBST

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VOR DME 16



Changes: TDZE, OBST

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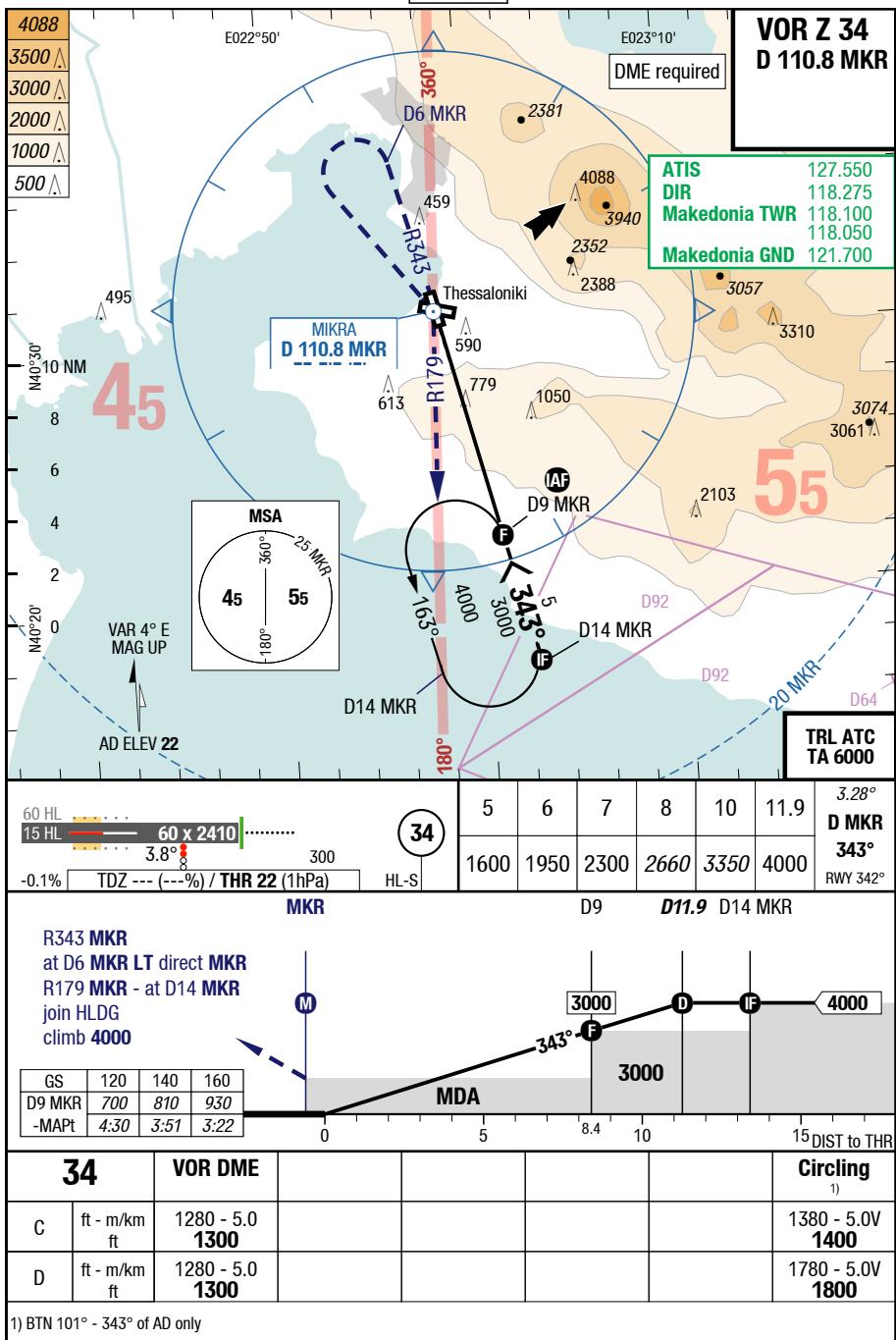
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VOR Z 34

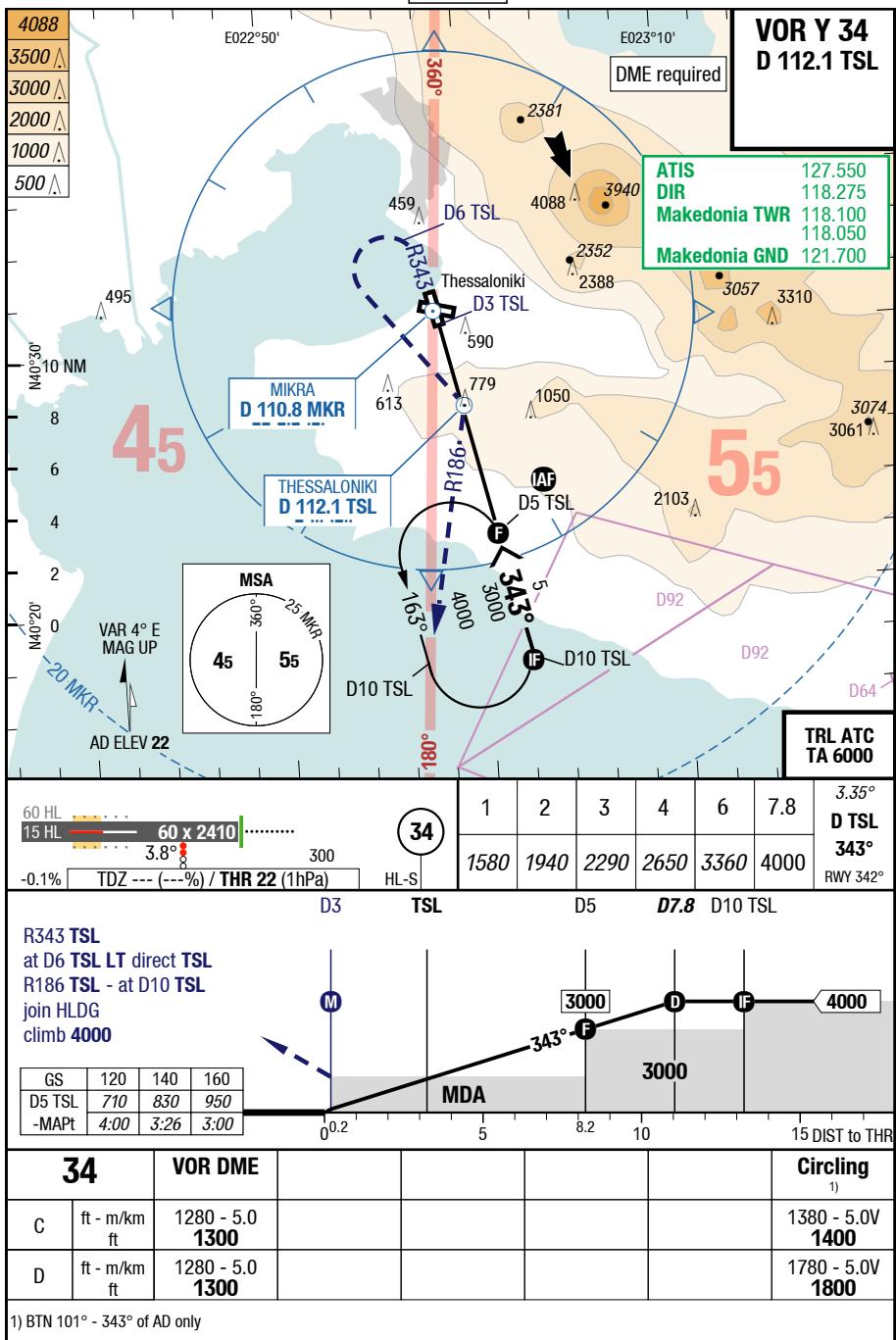


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VOR Y 34



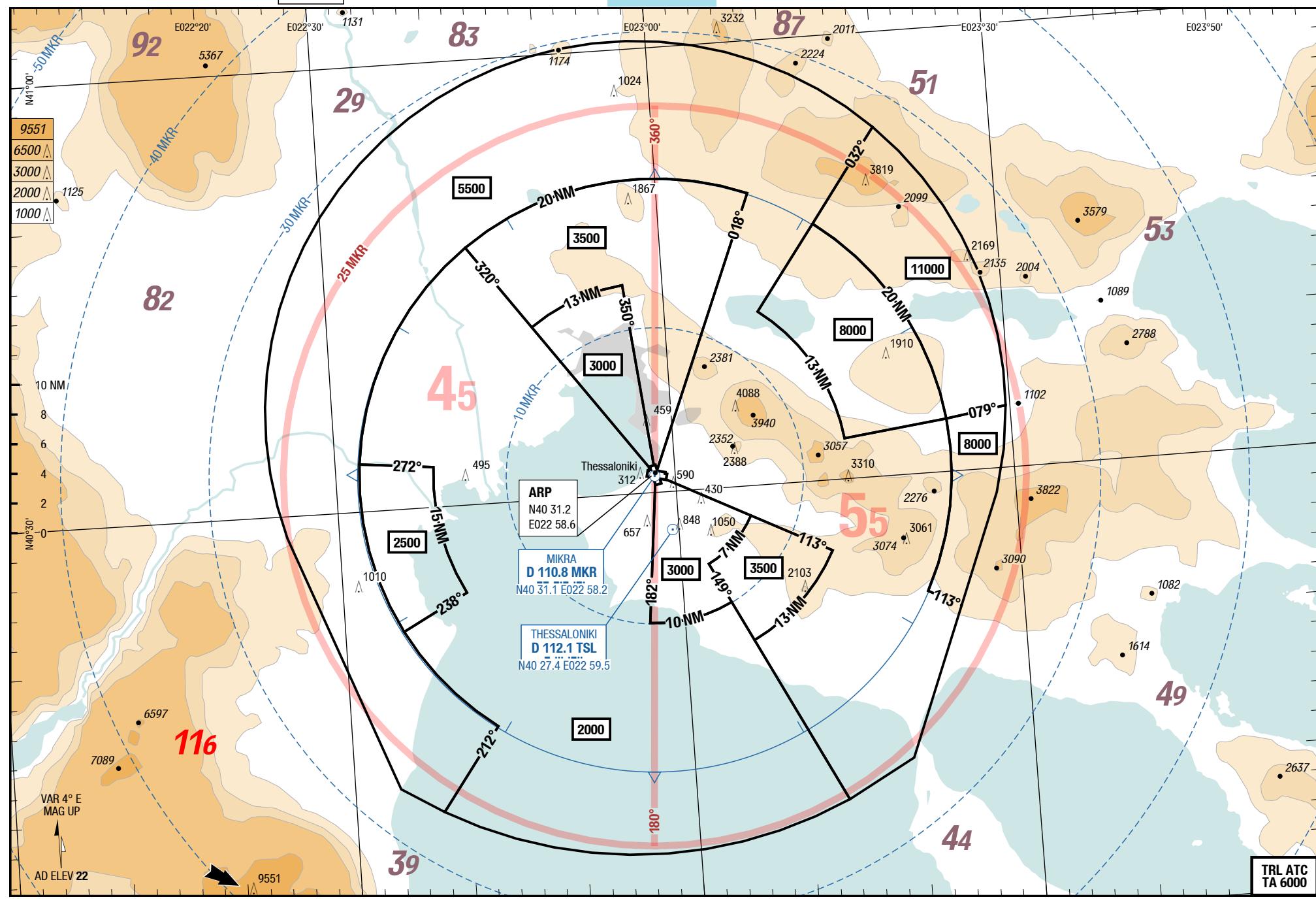
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Greece Thessaloniki Makedonia

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Makedonia Thessaloniki Greece



Changes: MGA, OBST, TOPO