

OHD-LWOH

1-10

A01**GENERAL****Operational Hours****ATS Hours / AD Hours:** MON-SAT 0700-1500±, SUN 0600-1400±**Airport Information****RFF:** CAT 7**Fuel:** Refuelling with PAX on board prohibited, except for ACFT in transit with special protective and safety measures.**PCN:** RWY 01/19: 76/F/B/X/T**Operation****Taxi/Parking**

All LDG ACFT must taxi to the RWY end and turn at the turning bay for backtrack.

Taxi to stands only with follow-me.

All PSN taxi-in/push-back. Self-maneuvering AVBL O/R and during low traffic.

APN TWY D MAX wingspan 34.88m / 114.4ft and TWY C to 37.55m / 123.2ft.

Taxiing to PSN 5-8 via TWY B only and from PSN 5-8 via TWY A only.

ACFT with MAX wingspan 34.88m / 114.4ft to or from PSN 1-4 possible either via TWY A or B.

ACFT must be parked between two red lines marked along APN.

Simultaneous maneuvering to or from neighbouring PSN prohibited.

DEPARTURE**Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

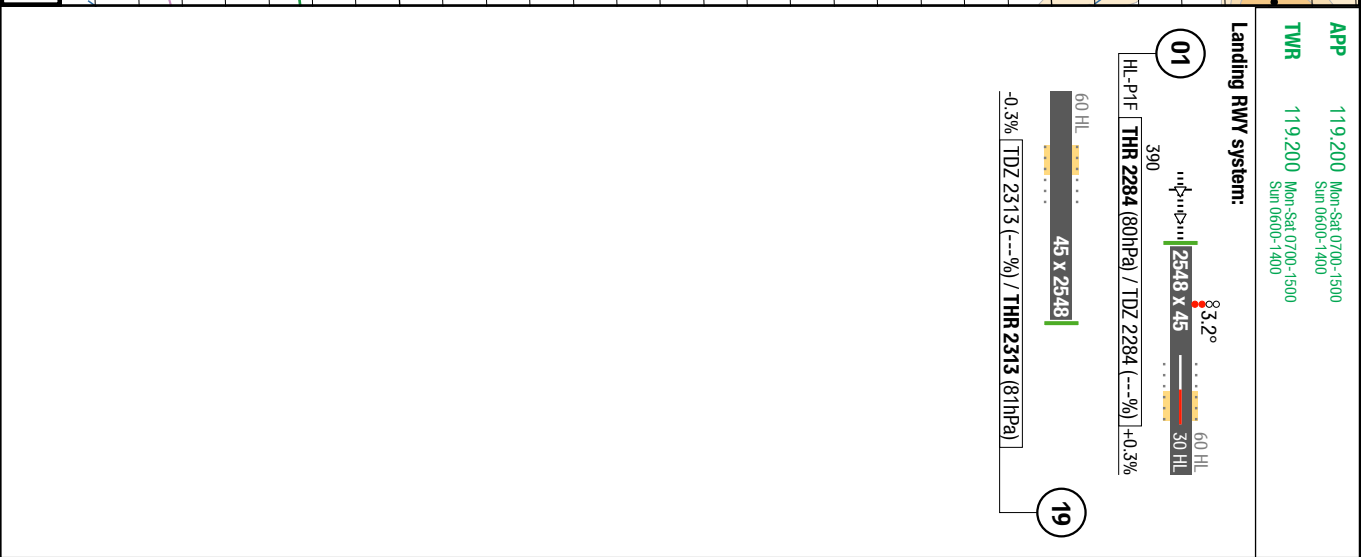
De-icing

AVBL.

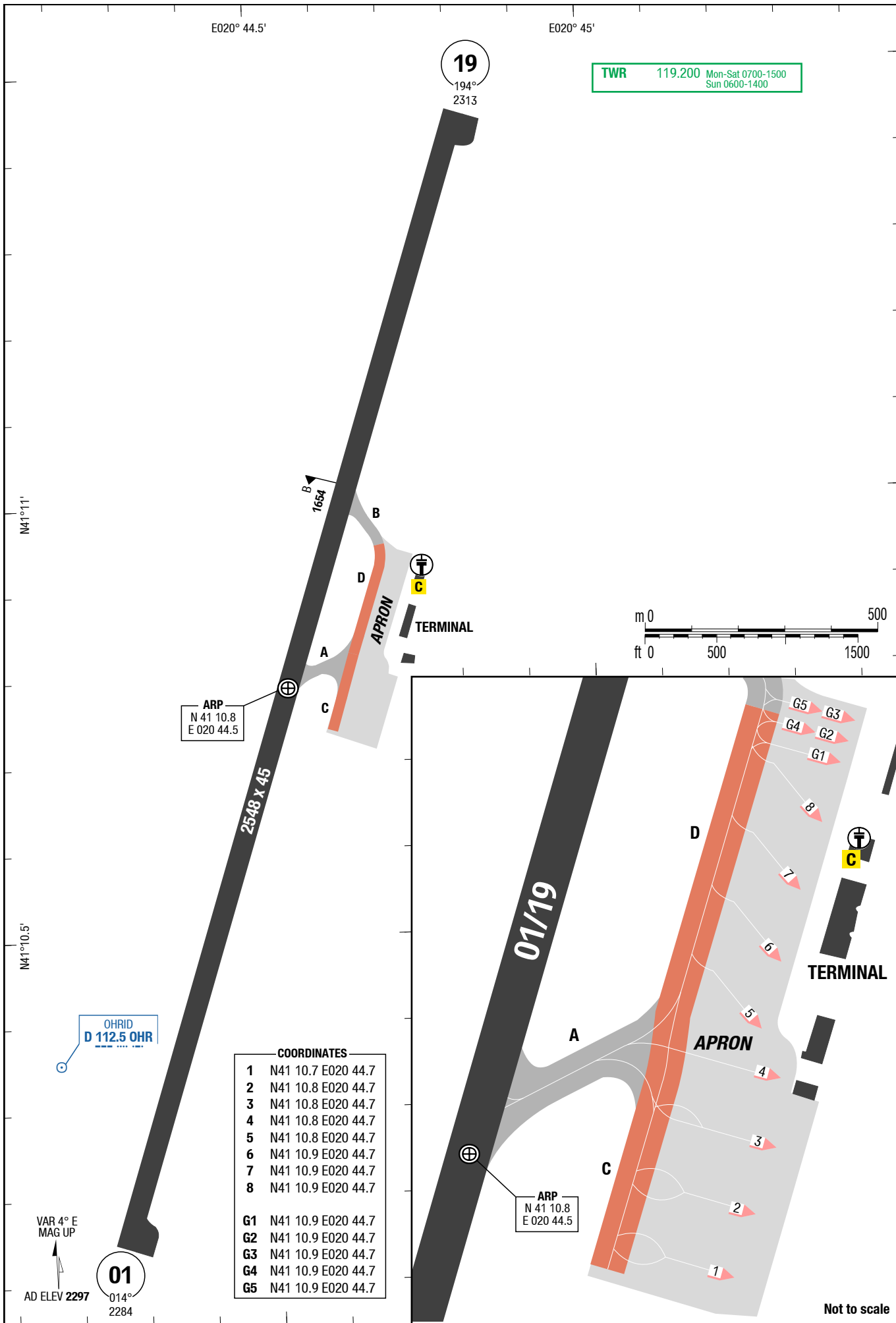
St Paul the Apostle Ohrid Macedonia

AGC

AGC
AFC



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Effective 26-MAY-2016

19-MAY-2016

OHD-LWOH

Macedonia Ohrid St Paul the Apostle

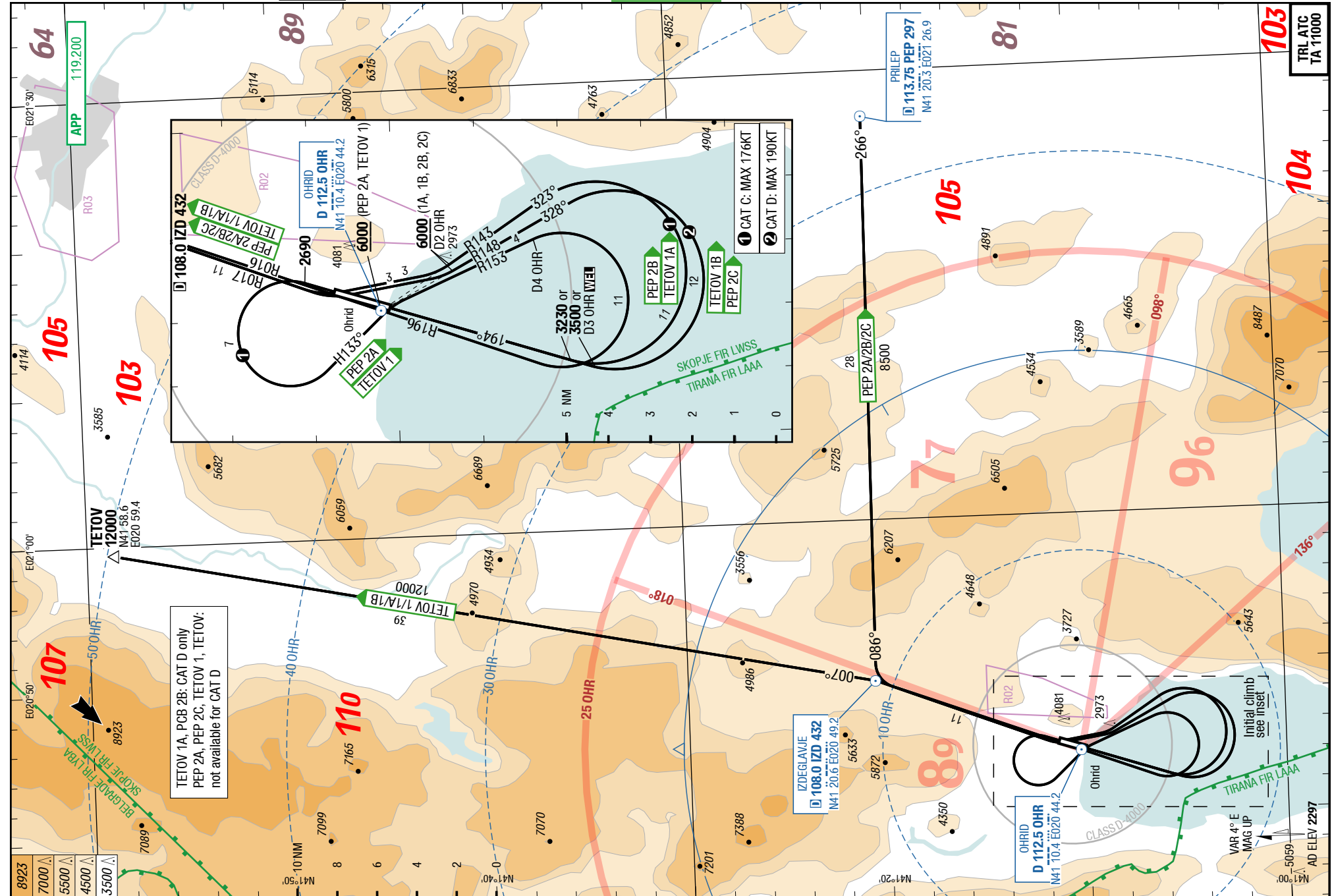
SIDs
NIL

SID

SID

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SIDs
NIL



Changes: Completely revised

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SIDs**PRILEP 2A / TETOV 1 / PRILEP 2B / PRILEP 2C / TETOV 1A / TETOV 1B**

RWYs 01 (014°) / 19 (194°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
Runway 01		
PRILEP 2A PEP 2A 4.9% 119.200 ①	at 2690 LT HDG 133° - intercept R153 OHR - at D4 OHR RT direct OHR - R016 OHR to IZD - RT QDR 086 IZD to PEP	OHR MNM 6000
TETOV 1 4.9% 119.200 ①	at 2690 LT HDG 133° - intercept R153 OHR - at D4 OHR RT direct OHR - R016 OHR to IZD - LT QDR 007 IZD to TETOV	OHR MNM 6000 TETOV at 12000
Runway 19		
PRILEP 2B PEP 2B 4.5% 119.200 ①	at 3230 or D3 OHR , whichever is later, LT intercept R143 OHR inbound - at D2 OHR RT intercept R017 OHR to IZD - RT QDR 086 IZD to PEP	D2 OHR MNM 6000
PRILEP 2C PEP 2C 6.2% 119.200 ②	at 3500 or D3 OHR , whichever is later, LT intercept R148 OHR inbound - at D2 OHR RT intercept R017 OHR to IZD - RT QDR 086 IZD to PEP	D2 OHR MNM 6000
TETOV 1A 4.5% 119.200 ①	at 3230 or D3 OHR , whichever is later, LT intercept R143 OHR inbound - at D2 OHR RT intercept R017 OHR to IZD - LT QDR 007 IZD to TETOV	D2 OHR MNM 6000 TETOV at 12000
TETOV 1B 6.2% 119.200 ②	at 3500 or D3 OHR , whichever is later, LT intercept R148 OHR inbound - at D2 OHR RT intercept R017 OHR to IZD - LT QDR 007 IZD to TETOV	D2 OHR MNM 6000 TETOV at 12000

① For CAT C ACFT: MAX 176KT during initial turn

② For CAT D ACFT: MAX 190KT during initial turn

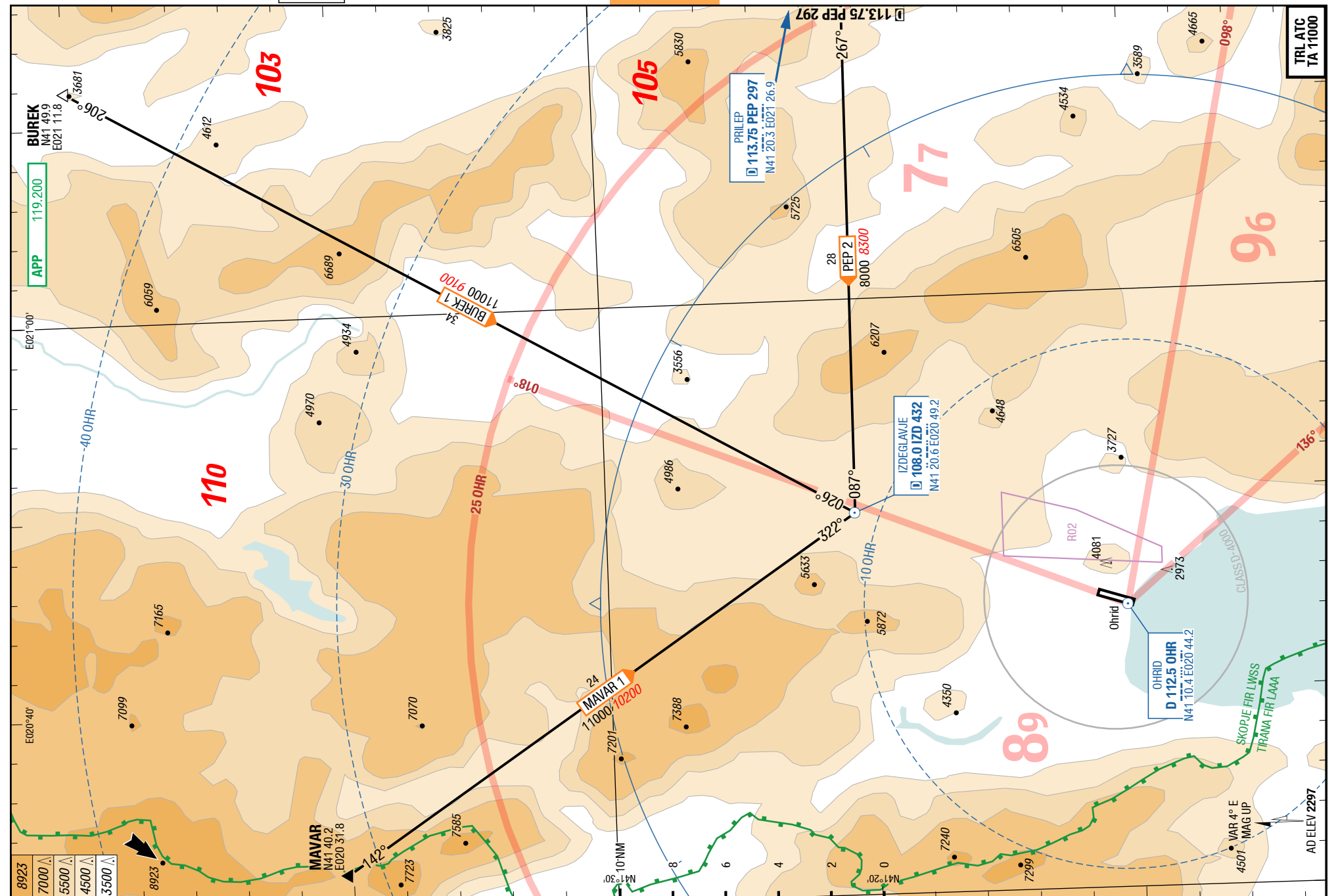
OHD-LWOH

STARS

STAR

STAR

STARS



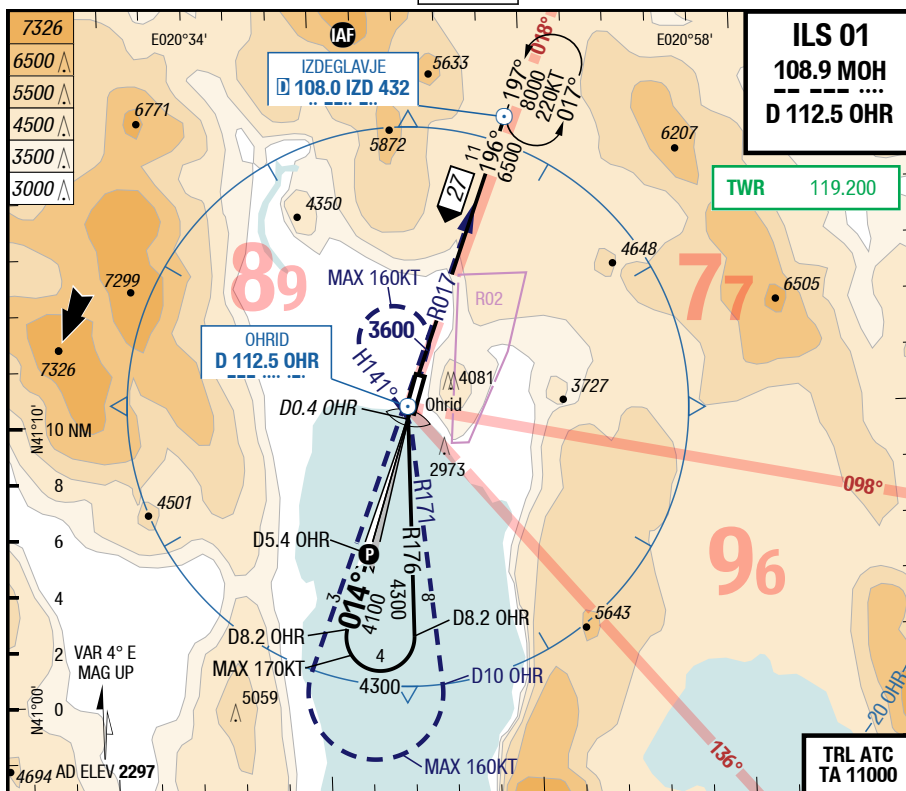
Changes: Completely revised

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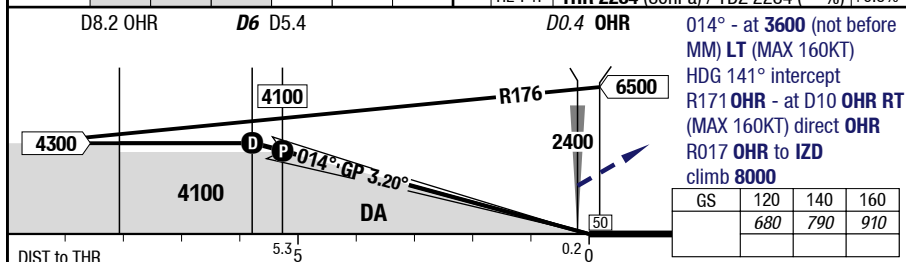
OHD-LWOH

7-10

ILS 01



D OHR				6	5	4	<div><div>01</div><div><div>8.3.2°</div><div>2548 x 45</div><div>60 HL</div><div>30 HL</div></div></div>
				4300	3970	3630	



01		Cat 1 DME OHR ¹⁾	LOC			Circling
C	ft - m/km ft	1080 - 2.4 3360	Not published			Not published
D	ft - m/km ft	1080 - 2.4 3360	Not published			Not published

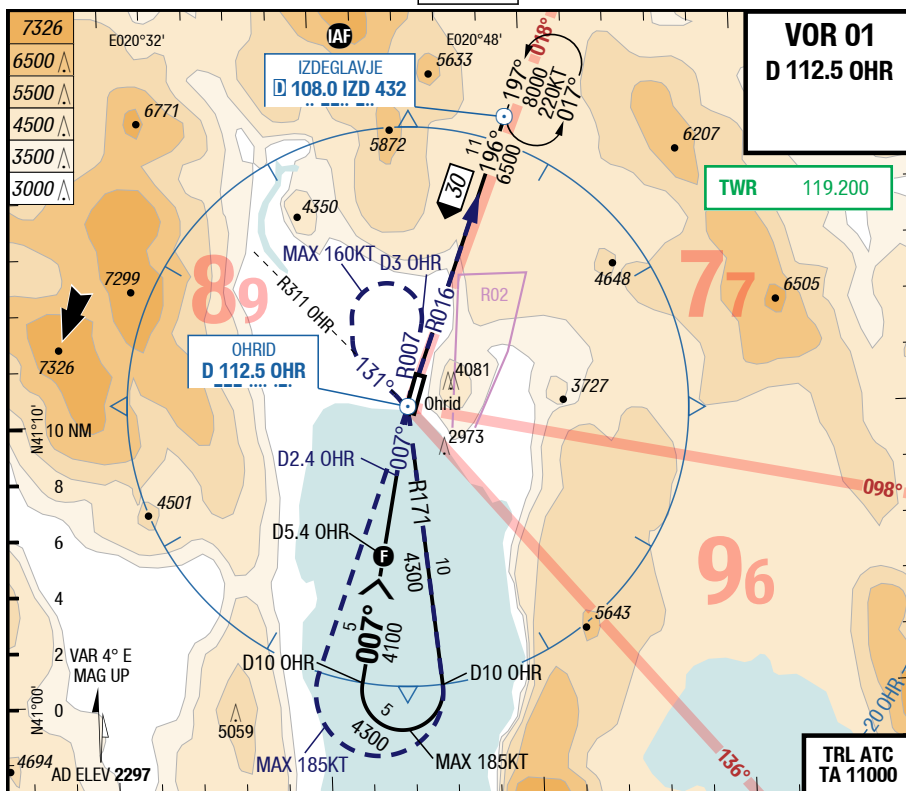
1) With EVS 1.6km

Changes: Completely revised

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VOR 01



3.20°		6	5	4	3	<div>01</div>	<div><div><div></div><div></div><div></div></div><div>2548 x 45</div></div>	<div><div>83.2°</div><div>60 HL</div><div>30 HL</div></div>											
D OHR 007°		4300	3970	3630	3290		390	THR 2284 (80hPa) / TDZ 2284 (---) +0.3%											
RWY 014°	D10 OHR	D6D5.4		D2.4	OHR	007° - intercept R007 OHR at D3 OHR LT (MAX 160KT) intercept R311 OHR to OHR R171 OHR - at D10 OHR RT (MAX 185KT) direct OHR R016 OHR to IZD climb 8000													
<div><div><div><div><div>4300</div><div>4100</div><div>4100</div><div>4007</div><div>MDA</div></div><div><div>4100</div><div>4007</div></div><div><div>R171</div><div>M</div></div><div><div>6500</div><div>0</div></div></div><div><div>10</div><div>5.25</div><div>2.3</div><div>0</div></div></div></div>							<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5.4 OHR</td><td>680</td><td>790</td><td>910</td></tr><tr><td>-MAPt</td><td>1:27</td><td>1:15</td><td>1:05</td></tr></table>	GS	120	140	160	D5.4 OHR	680	790	910	-MAPt	1:27	1:15	1:05
GS	120	140	160																
D5.4 OHR	680	790	910																
-MAPt	1:27	1:15	1:05																
DIST to THR																			
01	VOR DME						Circling												
C	ft - m/km ft	850 - 3.6 3130					Not published												
D	ft - m/km ft	850 - 3.6 3130					Not published												