

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H0**Airport Information****RFF:** CAT 7**PCN:** RWY 02/20: 42/F/D/X/U**Operation****RWY Restriction**

180° turns at RWY end only.

When turning on RWY 02 beginning pad, make clockwise turn with MNM PWR possible.

Due to lack of stop bar lights at RWY HLDG position, crew shall exercise extreme caution in order to avoid RWY incursion.

**TWY Restriction**

TWY H (between links A2 and A3) MAX wingspan 36m / 118ft.

Due to reduced wingtip CLR on TWY H, taxi strictly along CL and speed should be adjusted accordingly.

**Taxi/Parking**

ACFT are only allowed to taxi at the indispensable ENG PWR and speed.

Taxiing out of nose-in positions shall be carried out by towing only.

Marshaller is mandatory.

Follow-me AVBL O/R.

**Engine Run-up**

ENG run-up above idle require prior permission from AD Operator.

**Warnings**

Part of THR RWY 20 not visible from TWR.

Birds in vicinity of AD.

**ARRIVAL****Warnings**

PAPI coverage restricted to 5° on either side of extended RWY centerline.

**DEPARTURE****Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

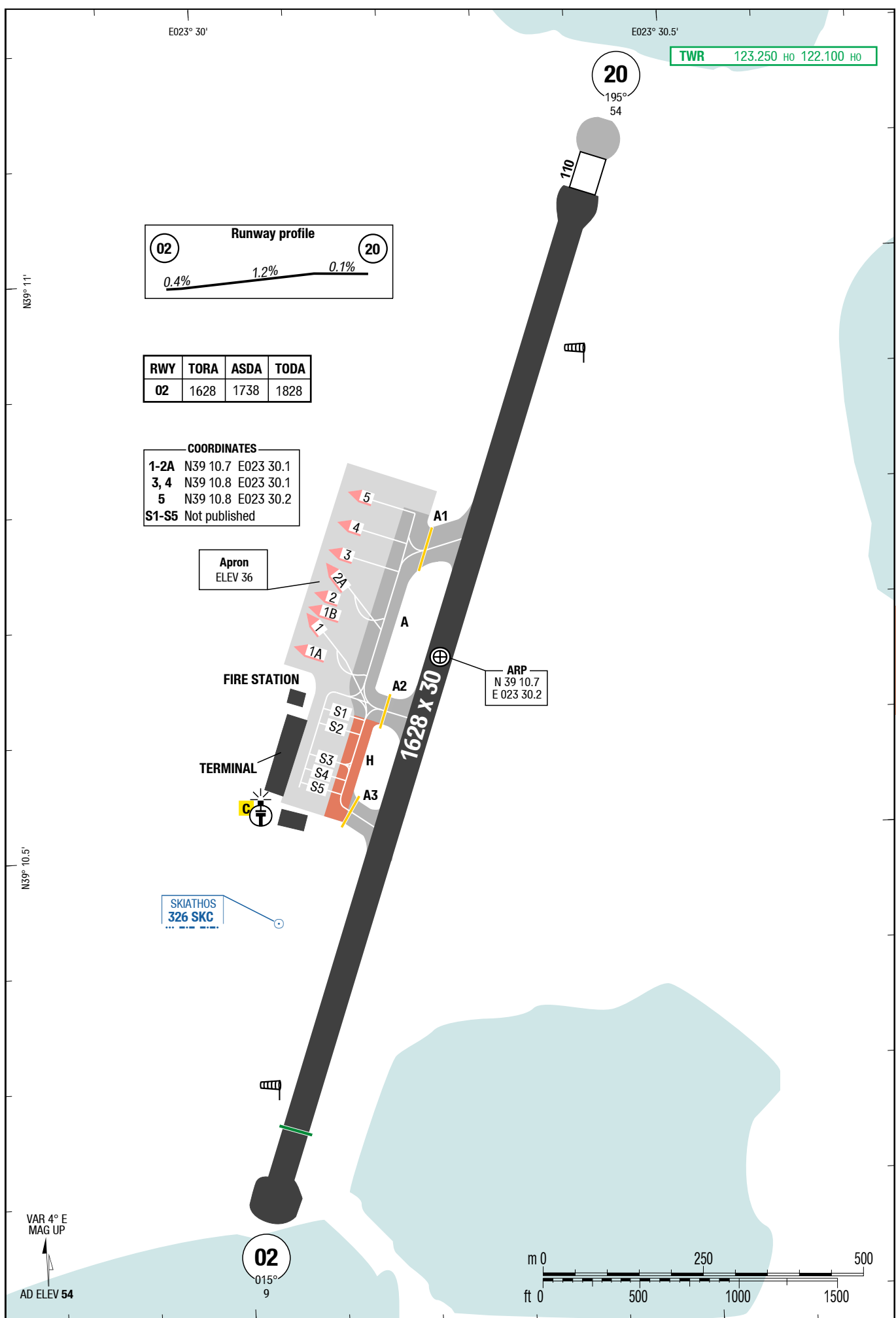
**Departure Procedure****Start-up**

REQ taxi out/push-back CLR only when fully ready and report parking stand.

ENG start-up shall be performed either during push-back after the service road has been cleared or when ACFT is aligned on TWY.

Cross bleed start on stand is prohibited and can only be performed on TWY and/or RWY according to ATC instructions.





Effective 20-AUG-2015

13-AUG-2015

JSI-LGSK

Greece **Skiathos** Alexandros Papadiamandis

SIDs RWY 20

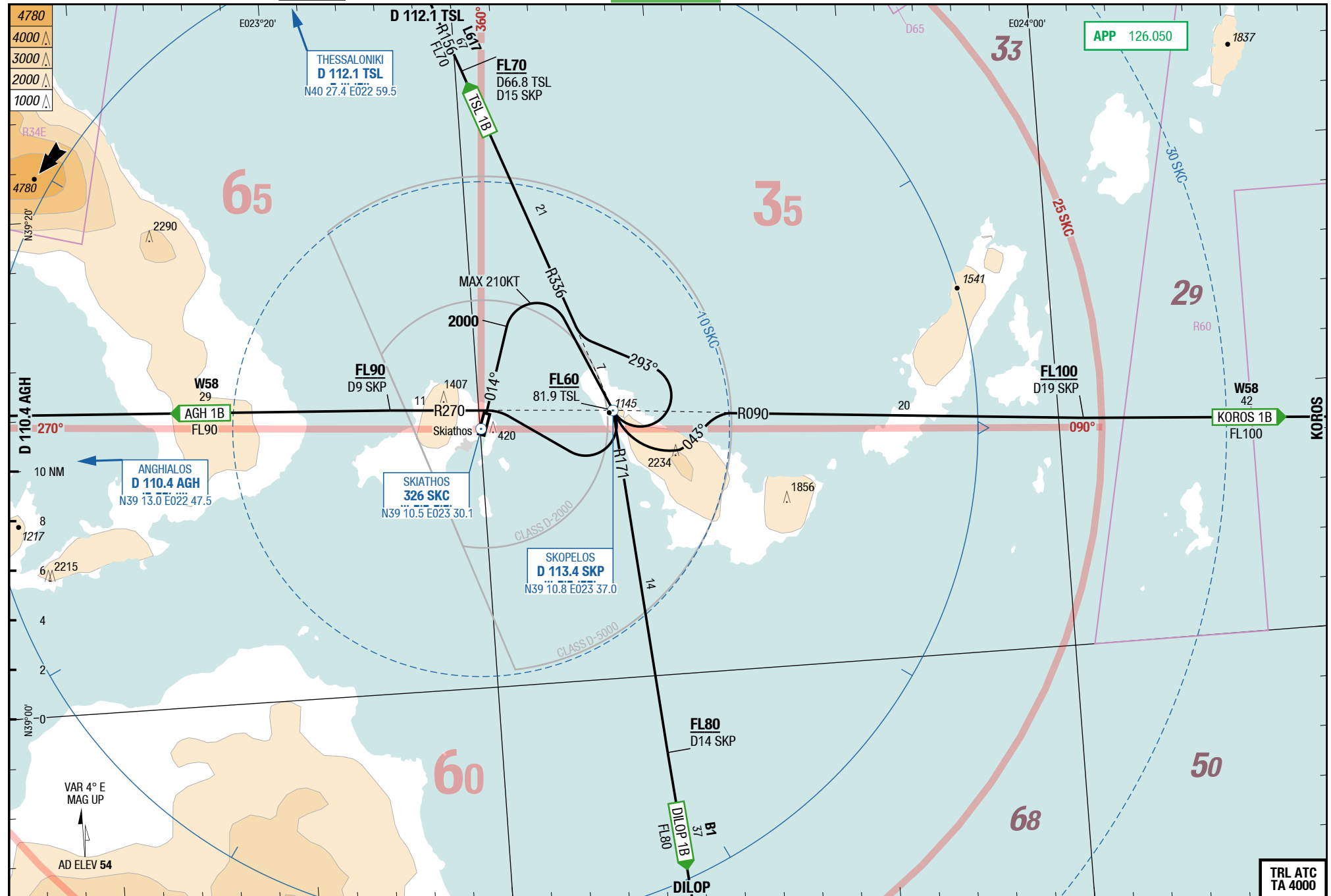
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SID

Alexandros Papadiamandis **Skiathos** Greece

SIDs RWY 20

SIDs RWY 02



Changes: Turn RESTR, OBST

**JSI-LGSK**

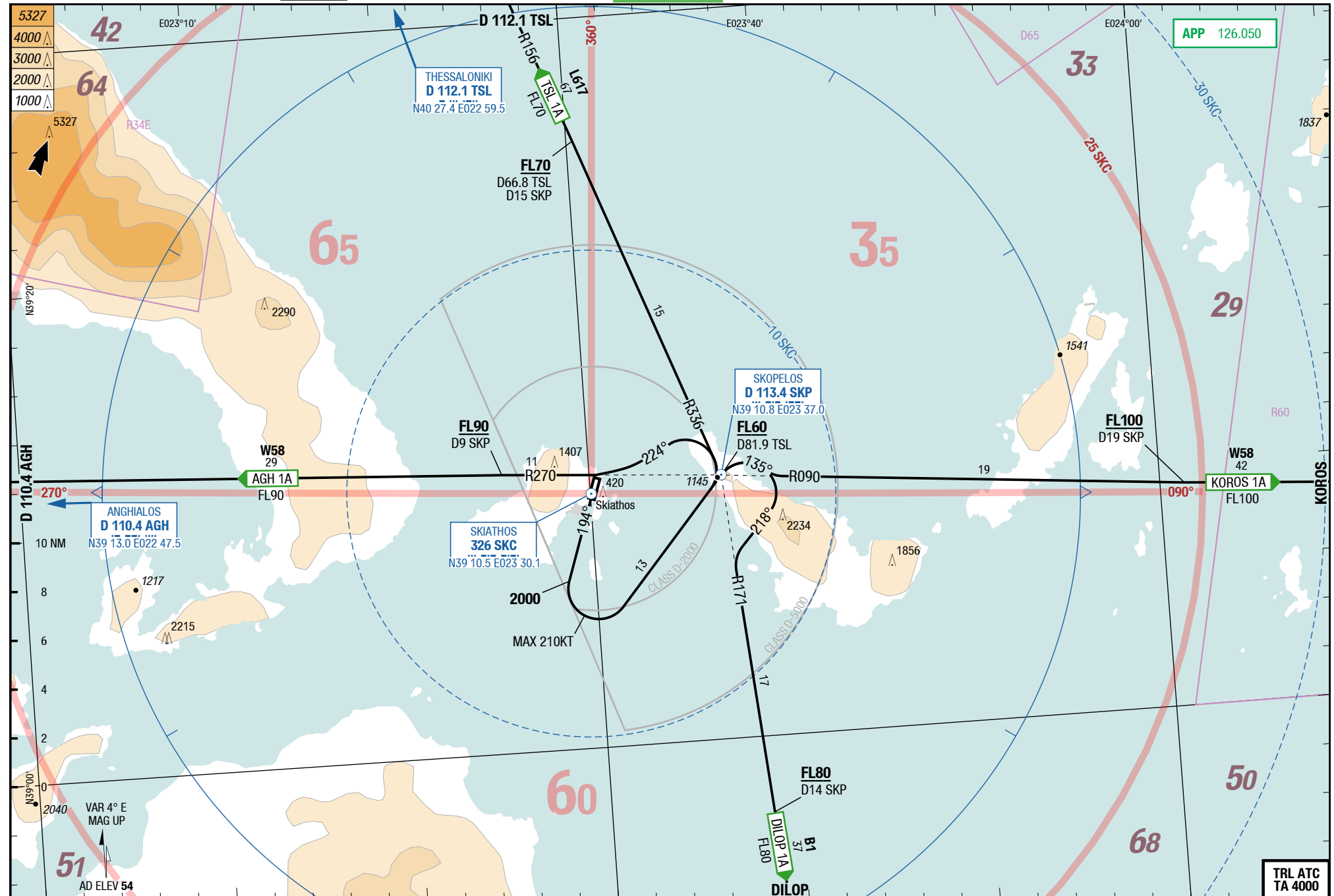
4-20

## SIDs RWY 20

SID

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## SIDs RWY 20



Changes: Turn RESTR, OBST

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**ANCHIALOS 1B / DILOP 1B / KOROS 1B / THESSALONIKI 1B**

RWY 02 (015°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>ANCHIALOS 1B</b> <b>AGH 1B</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 014 <b>SKC</b> - at <b>2000 RT</b> (MAX 210KT) direct <b>SKP</b> - R270 <b>SKP</b> to <b>AGH</b>	<b>SKP MNM FL60</b> R270/D9 <b>SKP MNM FL90</b>
<b>DILOP 1B</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 014 <b>SKC</b> - at <b>2000 RT</b> (MAX 210KT) direct <b>SKP</b> - R171 <b>SKP</b> to DILOP	<b>SKP MNM FL60</b> R171/D14 <b>SKP MNM FL80</b>
<b>KOROS 1B</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 014 <b>SKC</b> - at <b>2000 RT</b> (MAX 210KT) direct <b>SKP</b> - LT 043° intercept R090 <b>SKP</b> to KOROS	<b>SKP MNM FL60</b> R090/D19 <b>SKP MNM FL100</b>
<b>THESSALONIKI 1B</b> <b>TSL 1B</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 014 <b>SKC</b> - at <b>2000 RT</b> (MAX 210KT) direct <b>SKP</b> (R156/D81.9 <b>TSL</b> ) - LT 293° intercept R336 <b>SKP</b> (R156 <b>TSL</b> ) to <b>TSL</b>	<b>SKP</b> (R156/D81.9 <b>TSL</b> ) <b>MNM FL60</b> R336/D15 <b>SKP</b> (R156/D66.8 <b>TSL</b> ) <b>MNM FL70</b>

- ① Visual climb to 350ft is required due to obstructions within 0.5 km from the departure end of runway.  
 ② Do not level accelerate below FL60.

**ANCHIALOS 1A / DILOP 1A / KOROS 1A / THESSALONIKI 1A**

RWY 20 (195°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>ANCHIALOS 1A</b> <b>AGH 1A</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 194 <b>SKC</b> - at <b>2000 LT</b> (MAX 210KT) direct <b>SKP</b> - LT 224° intercept R270 <b>SKP</b> to <b>AGH</b>	<b>SKP MNM FL60</b> R270/D9 <b>SKP MNM FL90</b>
<b>DILOP 1A</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 194 <b>SKC</b> - at <b>2000 LT</b> (MAX 210KT) direct <b>SKP</b> - RT 218° intercept R171 <b>SKP</b> to DILOP	<b>SKP MNM FL60</b> R171/D14 <b>SKP MNM FL80</b>
<b>KOROS 1A</b> 4.1% FL60 <b>126.050</b> ①②	QDR 194 <b>SKC</b> - at <b>2000 LT</b> (MAX 210KT) direct <b>SKP</b> - RT 135° intercept R090 <b>SKP</b> to KOROS	<b>SKP MNM FL60</b> R090/D19 <b>SKP MNM FL100</b>
<b>THESSALONIKI 1A</b> <b>TSL 1A</b> 4.1% to FL60 <b>126.050</b> ①②	QDR 194 <b>SKC</b> - at <b>2000 LT</b> (MAX 210KT) direct <b>SKP</b> (R156/D81.9 <b>TSL</b> ) - R336 <b>SKP</b> (R156 <b>TSL</b> ) to <b>TSL</b>	<b>SKP</b> (R156/D81.9 <b>TSL</b> ) <b>MNM FL60</b> R336/D15 <b>SKP</b> (R156/D66.8 <b>TSL</b> ) <b>MNM FL70</b>

- ① Visual climb to 300ft is required due to obstructions within 0.5 km from the departure end of runway.  
 ② Do not level accelerate below FL60.

13-AUG-2015

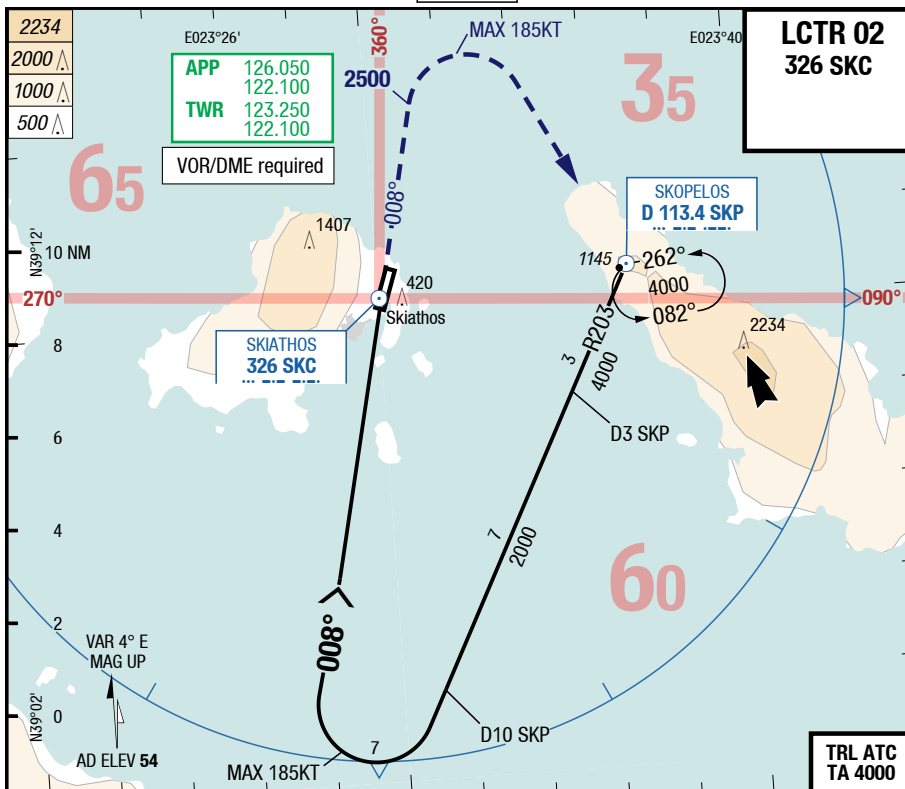
Greece **Skiathos** Alexandros Papadiamandis

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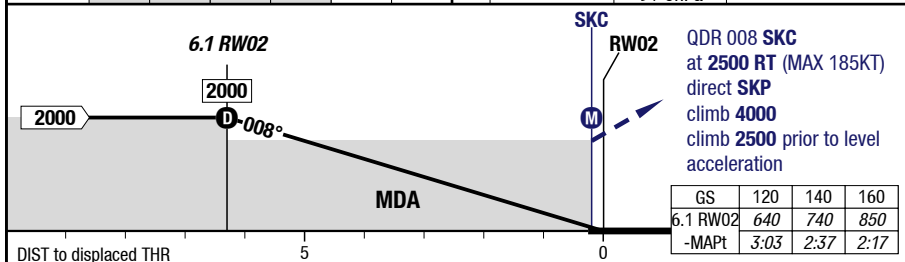
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7-10

LCTR 02



3.00°					6.1	5	02	3.0°	60 L
RW02								58	1570 x 30
008°					2000	1660			
RWY 015°								9 / 0hPa	TDZ +1.2% +0.8%



02	LCTR					Circling E of RWY only
C	ft - m/km ft	1600 - 5.0 1600				1600 - 5.0V 1650
D	ft - m/km ft	1600 - 5.0 1600				1600 - 5.0V 1650

Changes: OBST

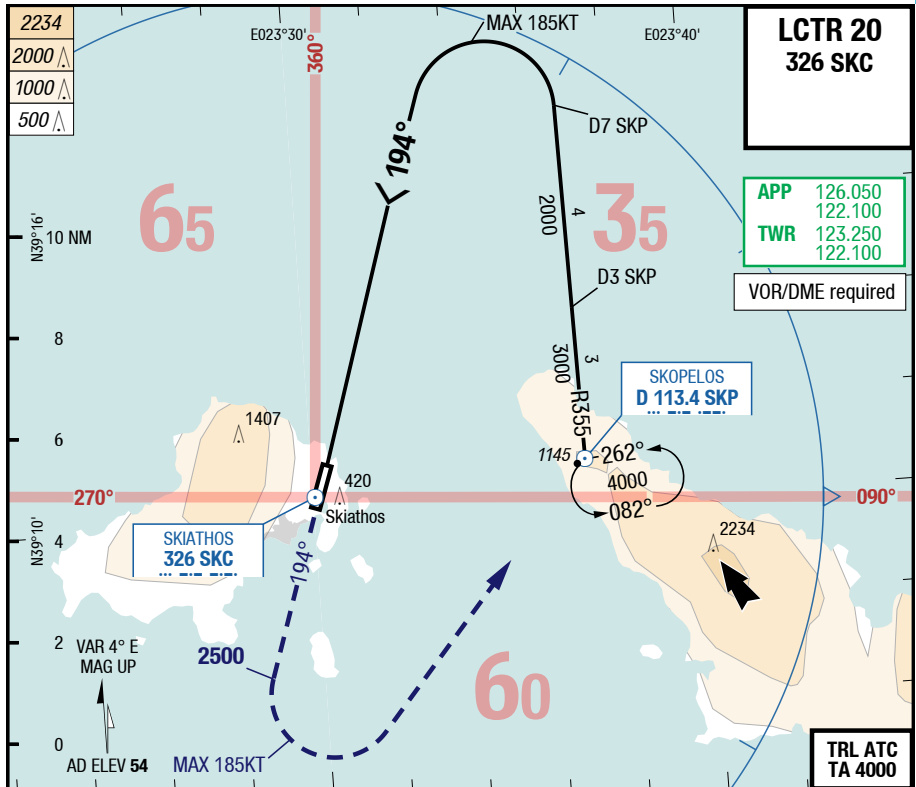


13-AUG-2015

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7-20

LCTR 20



60 L ..... 30 x 1628

-0.8% TDZ -0.7% 54 / 2hPa

20

5

6

1700

2000

3.00°  
RW20  
194°  
RWY 195°

QDR 194 SKC

at 2500 LT (MAX 185KT)  
direct SKP  
climb 4000  
climb 2500 prior to level  
acceleration

RW20

6 RW20

GS	120	140	160
6 RW20	720	840	960
-MAPt	2:58	2:33	2:14

SKC

M

D

194°

2000

2000

MDA

0

5

DIST to THR

20

LCTR

**Circling**  
E of RWY only

C

ft - m/km  
ft

1650 - 5.0  
1700

1650 - 5.0V  
1700

D

ft - m/km  
ft

1650 - 5.0  
1700

1650 - 5.0V  
1700

Changes: OBST