

GENERAL

Operational Hours

ATS Hours: HJ

AD ADMIN Hours: HO

Airport Information

RFF: CAT 7

Fuel: HO, during winter 48HR PN.

PCN: RWY 17R/35L: 53/F/B/X/U

Customs: HO, 4HR PN.

Operation

Taxi/Parking

Follow-me AVBL.

All movements on APN use MNM PWR.

Do not overstep arresting system nets before THR.

Warnings

Heavy MIL traffic during HO.

Birds in vicinity of AD.

DEPARTURE

Take-off Minima

RWY		17R/35L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Departure Procedure

Noise Abatement Procedures

PROP ACFT with MTOM above 11t / 24251lbs and jet ACFT:

Day period 0600-2200±.

Night period 2200-0600±.

PROP ACFT with MTOM below 11t / 24251lbs:

Day period 0600-2300±.

Night period 2300-0600±.

Start-up

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

REQ TWR 5min prior start-up for GND TFC.

Effective 12-OCT-2017

05-OCT-2017

KLX-LGKL

Greece Kalamata

AGC

AFC

AFC

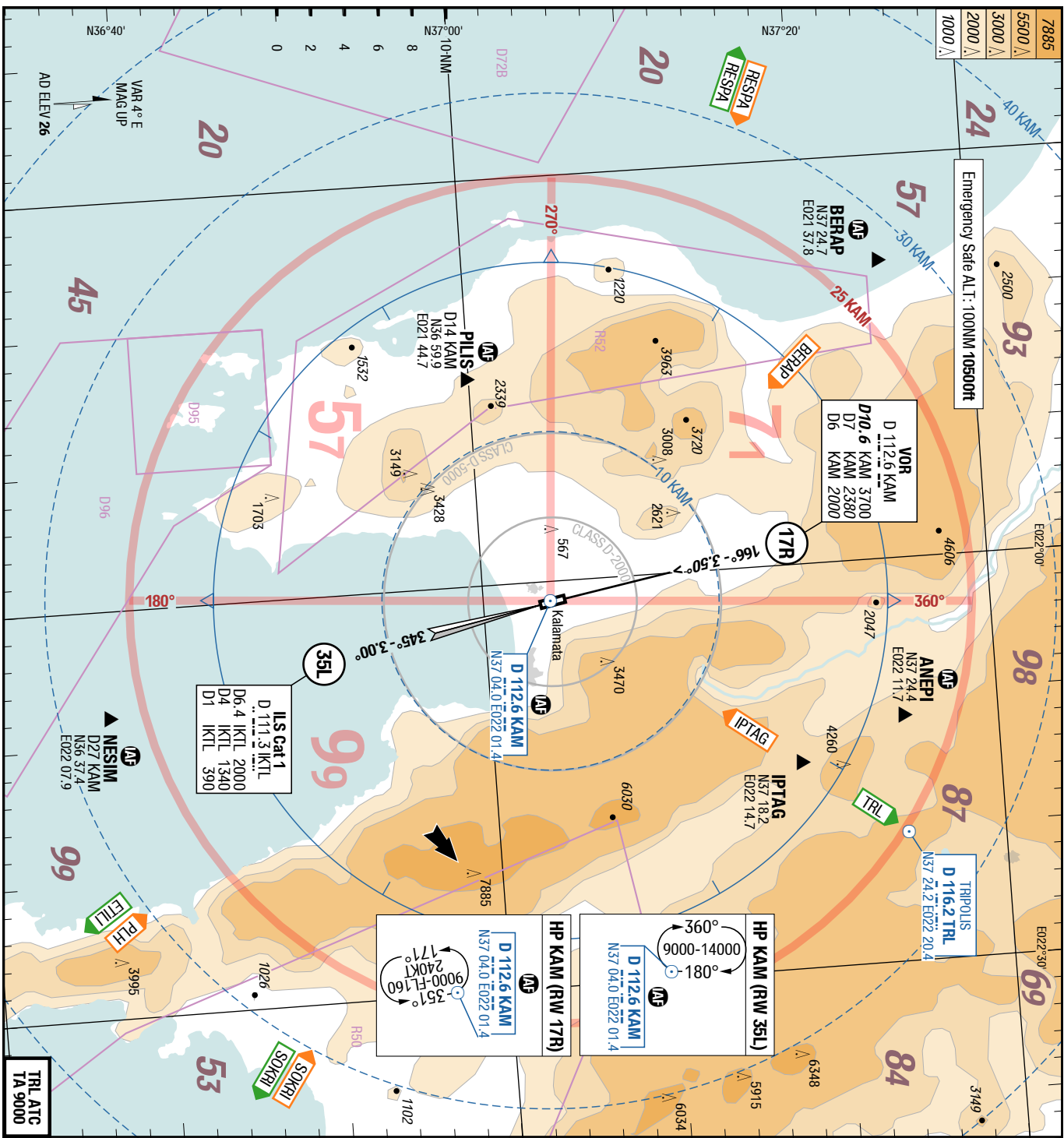
AFC

Kalamata Greece

AGC

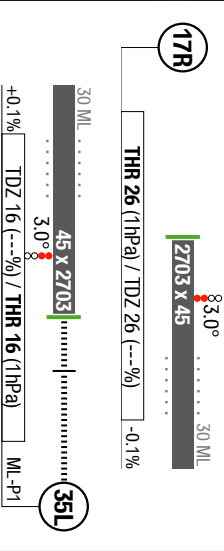
AFC

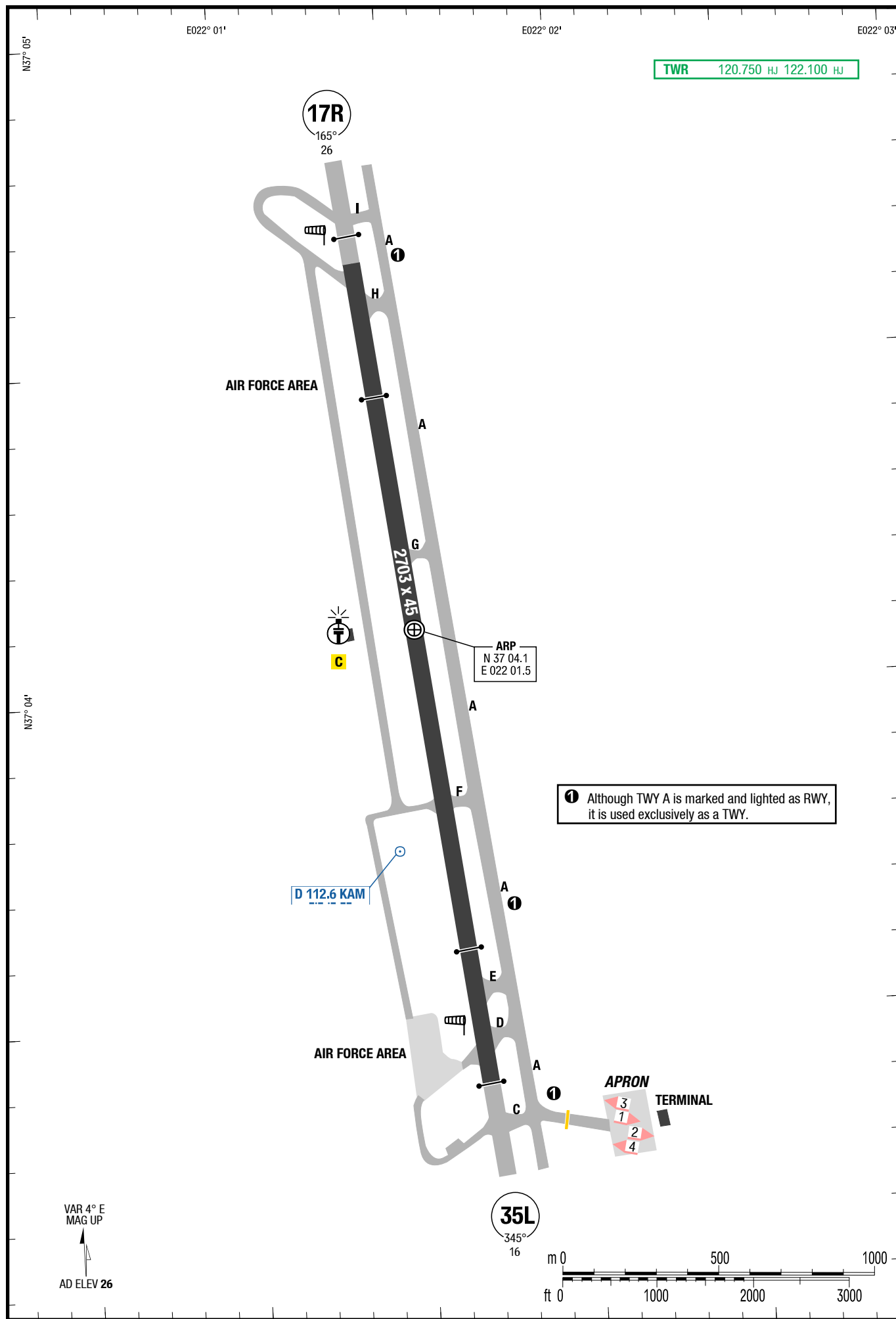
2-10



APP	120.750 Hz	122.100 Hz
TWR	120.750 Hz	122.100 Hz

Landing RWY system:





Effective 30-MAY-2013

23-MAY-2013

KLX-LGKL

Greece Kalamata

SIDS RWY 35L

SIDS RWY 17R

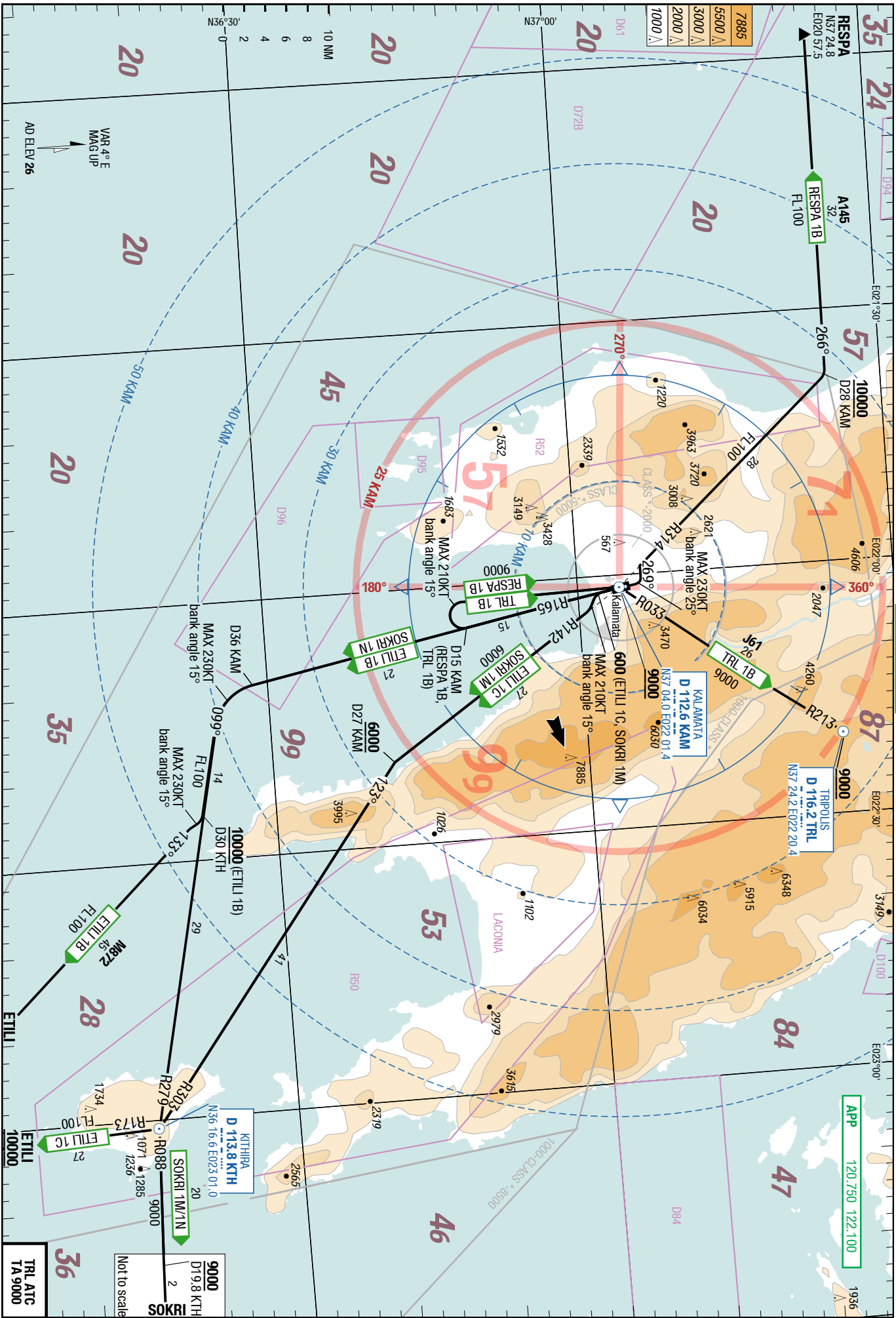
SID
SID

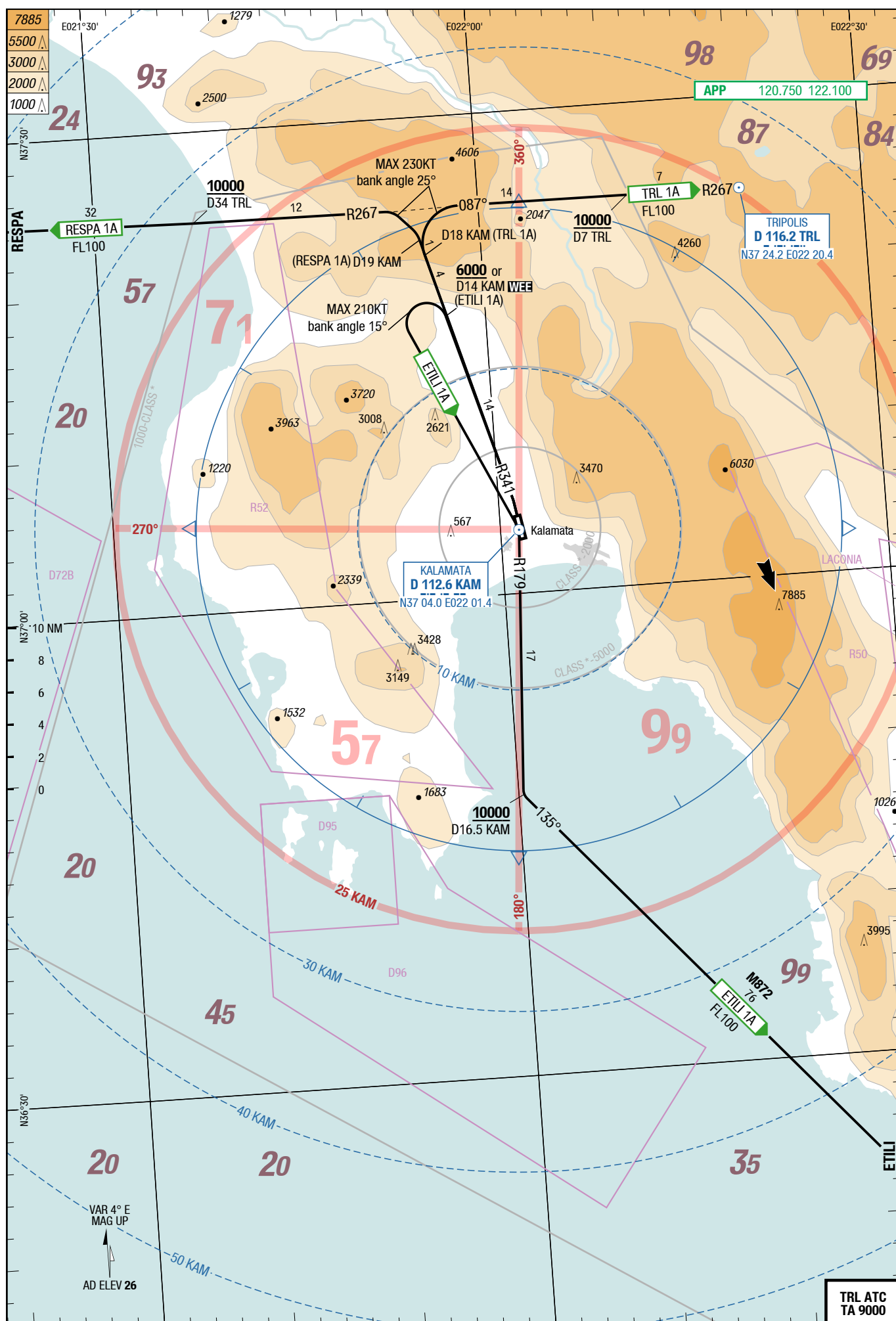
Kalamata Greece

SIDS RWY 35L

SIDS RWY 17R

4-10





ETILI 1B / ETILI 1C / RESPA 1B / SOKRI 1M / SOKRI 1N / TRIPOLIS 1B
RWY 17R (165°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17R	
ETILI 1B 120.750	R165 KAM - at D36 KAM LT (MAX 230KT, bank angle15°) intercept R279 KTH inbound - at D30 KTH RT (MAX 230KT, bank angle15°) 133° to ETILI	D30 KTH MNM 10000
ETILI 1C 4% to 6000 120.750	at 600 LT (MAX 210KT, bank angle 15°) intercept R142 KAM - at D27 KAM LT intercept R303 KTH to KTH - R173 KTH to ETILI	D27 KAM MNM 6000 ETILI MNM 10000
RESPA 1B 4% to 9000 120.750 ①	R165 KAM - at D15 KAM RT (MAX 210KT, bank angle15°) direct KAM - LT (MAX 230KT, bank angle 25°) 269° intercept R314 KAM - at D28 KAM LT 266° to RESPA	KAM MNM 9000 D28 KAM MNM 10000
SOKRI 1M 4% to 6000 120.750	at 600 LT (MAX 210KT, bank angle 15°) intercept R142 KAM - at D27 KAM LT intercept R303 KTH to KTH - R088 KTH to SOKRI	D27 KAM MNM 6000 R088/D19.8 KTH MNM 9000
SOKRI 1N 120.750	R165 KAM - at D36 KAM LT (MAX 230KT, bank angle 15°) intercept R279 KTH to KTH - R088 KTH to SOKRI	R088/D19.8 KTH MNM 9000
TRIPOLIS 1B TRL 1B 4% to 9000 120.750 ①	R165 KAM - at D15 KAM RT (MAX 210KT, bank angle 15°) direct KAM - R033 KAM to TRL	KAM MNM 9000 TRL MNM 9000

① Climb gradient due to ATC

21-JUL-2016

Greece Kalamata

KLX-LGKL

5-20

SIDs RWY 35L

SIDPT

ETILI 1A / RESPA 1A / TRIPOLIS 1A

RWY 35L (345°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35L	
ETILI 1A 6% to 6000 120.750	R341 KAM - at D14 KAM or 6000 , whichever is earlier, LT (MAX 210KT, bank angle 15°) direct KAM - R179 KAM - at D16.5 KAM LT 135° to ETILI	D16.5 KAM MNM 10000
RESPA 1A 6% to 10000 120.750 ①	R341 KAM - at D19 KAM LT (MAX 230KT, bank angle 25°) intercept R267 TRL to RESPA	D34 TRL MNM 10000
TRIPOLIS 1A TRL 1A 6% to 10000 120.750 ①	R341 KAM - at D18 KAM RT (MAX 230KT, bank angle 25°) intercept R267 TRL to TRL	D7 TRL MNM 10000

① Climb gradient due to ATC

Changes: QFU

KLX-LGKL

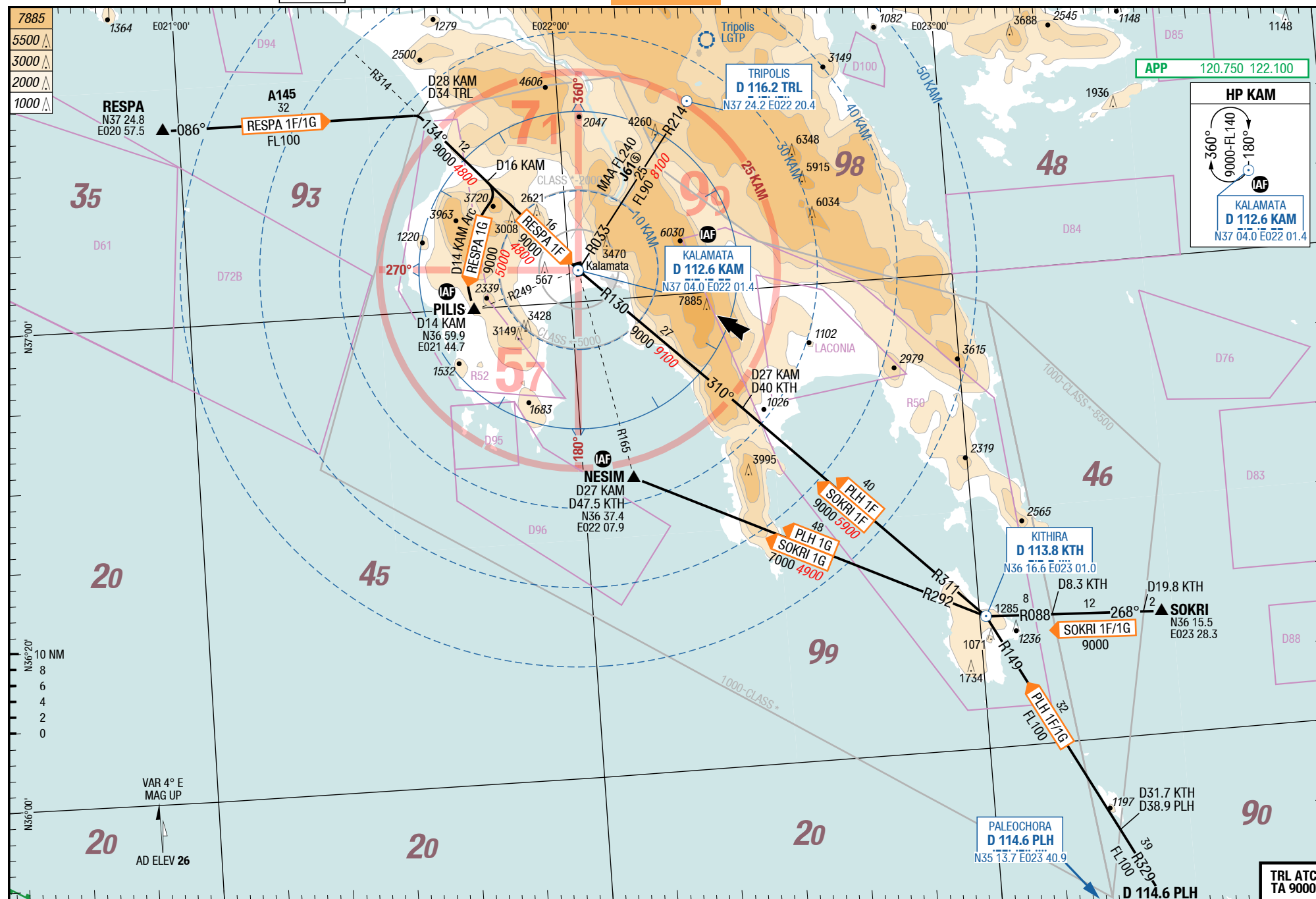
STARS

STAR

STAR

STARS

6-10



Changes: Nil

© Lido 2017

KLX-LGKL

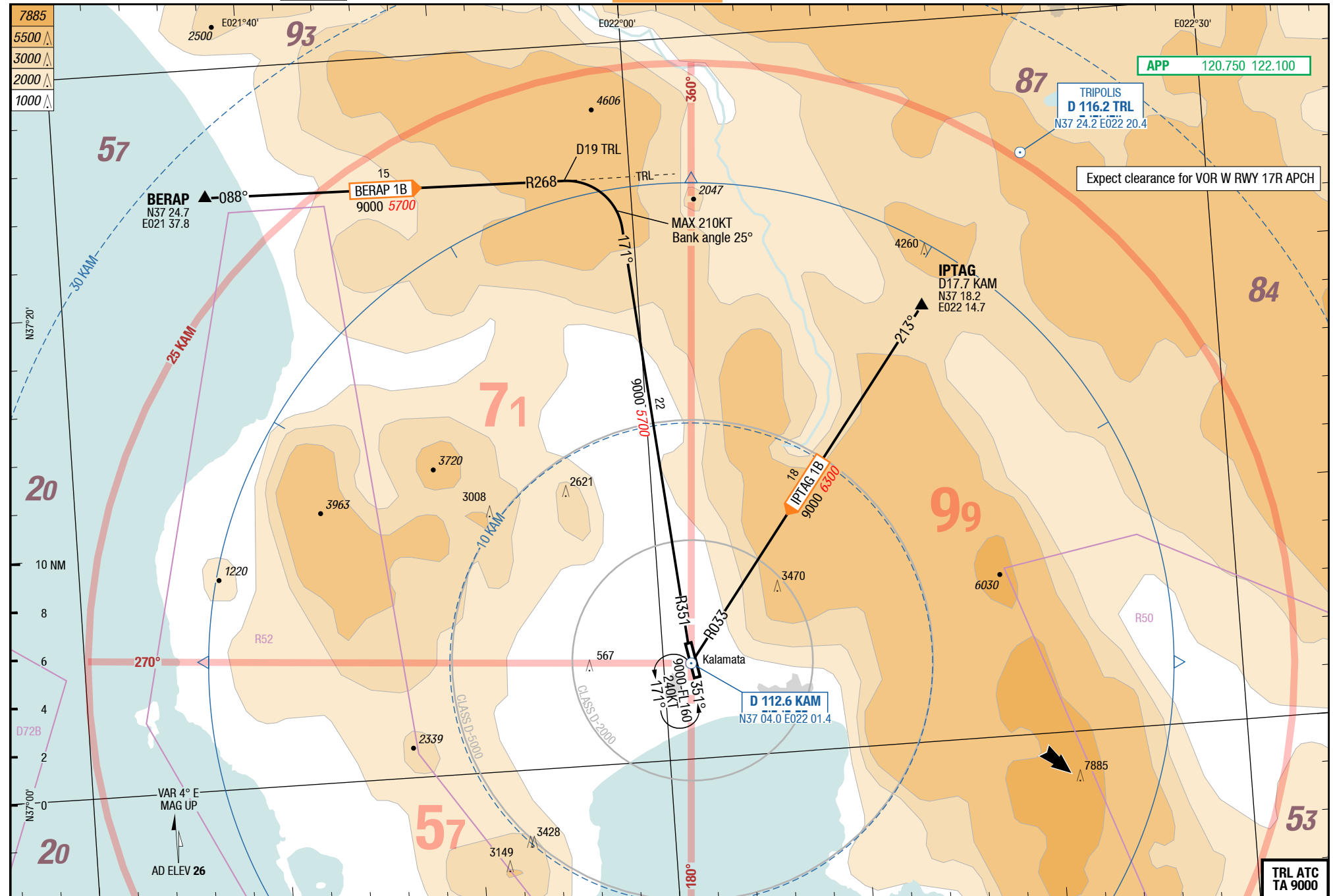
STARs RWY 17R

STAR

STAR

STARs RWY 17R

6-20



© Lido 2017

Greece Kalamata

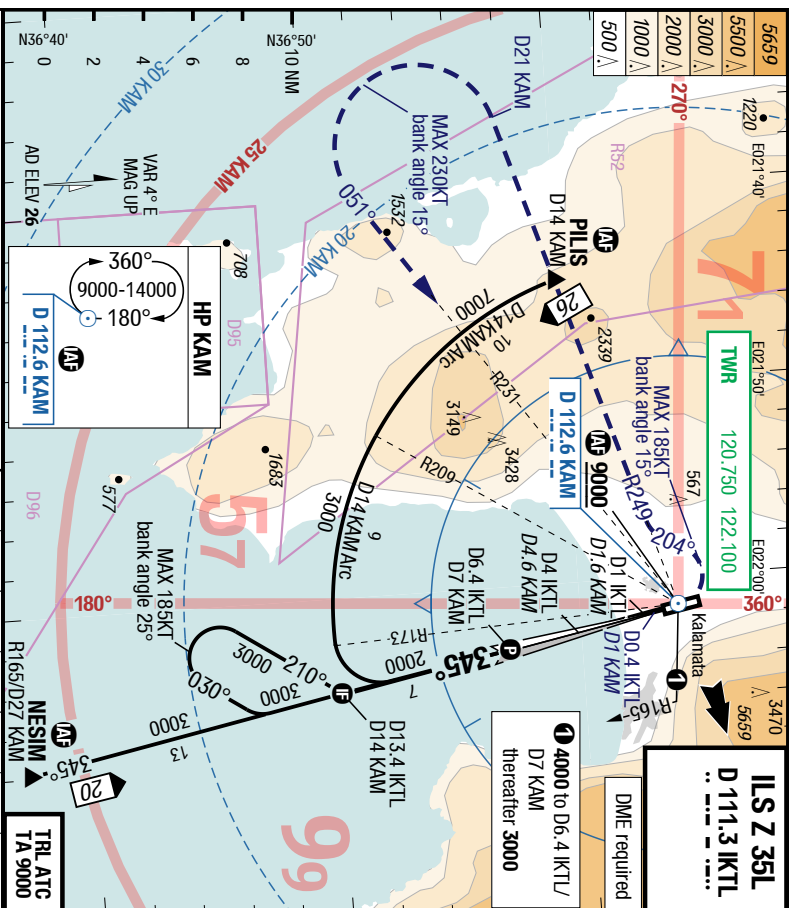
VOR W 17R

VORW 17R

7-10

ILS Z 35L

ILS Z 35L



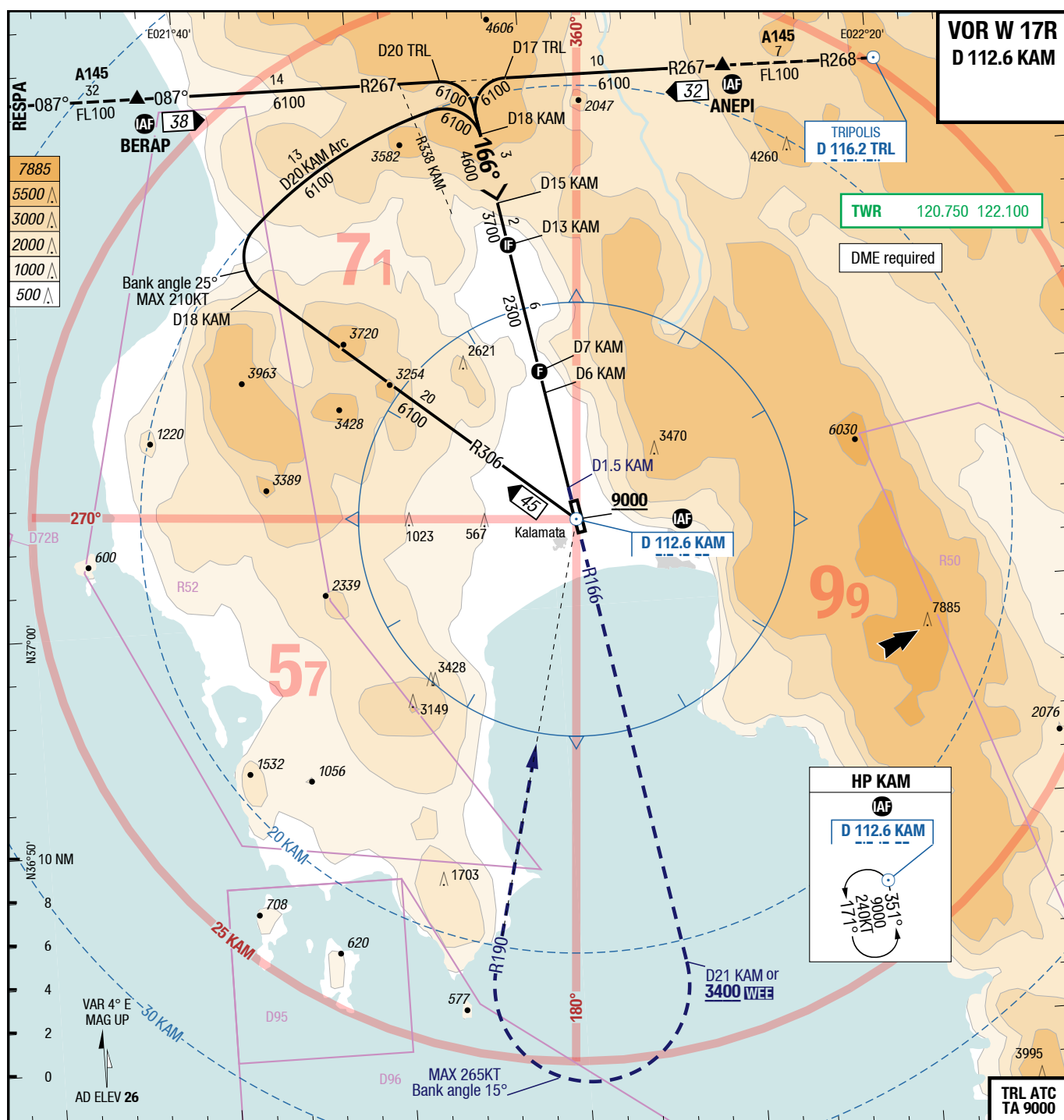
30 ML	.....	3	4	5	6	8	9.2	LOC 3.00 D KITL
45 x 2703	.....	1030	1350	1670	1990	2620	3000	
3.0°	.....						
+0.1%	TDZ 16 (---%) / THR 16 (1HPa)							
	ML-P1							

DME KTL reads zero at THR				
GS	120	140	160	
D6.4 KTL	640	740	880	
-MAP	3.00	2.34	2.75	

	Cat 1 DME GA 4.0% _{1/2)}	Cat 1 DME GA 2.5%	LOC DME GA 4.0% ₂₎	LOC DME GA 2.5%	Circling	Circling LOC DME ₃₎
35L						
C	ft - m/km 320 - 1.6V 340	840 - 4.0V 850 4)	490 - 2.1V 500	1000 - 4.8V 1010	Not published	1030 - 4.8V 1050
D	ft 320 - 1.6V 340	840 - 4.4V 850 5)	490 - 2.4V 500	1000 - 4.8V 1010	Not published	1290 - 4.8V 1310 1310

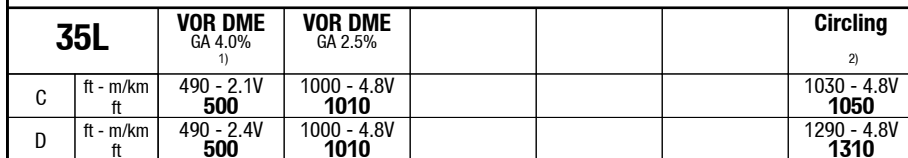
1) With EVS VIS 1.1km, wo EVS use STD 3) W of RMY only 5) With EVS VIS 2.9km, wo EVS use STD
2) Up to 5000ft 4) With EVS VIS 2.6km, wo EVS use STD

Changes: Nil



3.50° D KAM 166° RWY 165°	10.6	9	8	5	4	3	<div>17R</div>	<div><div>83.0°</div><div>2703 x 45</div></div> <div>..... 30 ML</div>												
	3700	3110	2740	1630	1260	890		<div>THR 26 (1hPa) / TDZ 26 (---%)</div> <div>-0.1%</div>												
D13 KAM		D10.6		D7 D6		D1.5 KAM direct KAM (no turn before KAM) R166 KAM at D21 KAM or MNM 3400 , whichever is earlier, RT (MAX 265KT, bank angle 15°) intercept R190 KAM to KAM climb 9000														
<div><div><div><div><div>3700</div><div>IF</div></div><div><div>D</div><div>166°</div></div><div><div><div>2380</div><div>2300+</div></div><div><div>2000</div><div>1920+</div></div><div><div>F</div><div>1690</div></div></div><div><div>M</div></div></div><div><div>2230</div><div>MDA</div></div></div></div>																				
DIST to THR		10	6.2	5.2	4.5	0.7	0	<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D7 KAM</td><td>740</td><td>870</td><td>990</td></tr><tr><td>-MAPt</td><td>2:45</td><td>2:22</td><td>2:04</td></tr></table>	GS	120	140	160	D7 KAM	740	870	990	-MAPt	2:45	2:22	2:04
GS	120	140	160																	
D7 KAM	740	870	990																	
-MAPt	2:45	2:22	2:04																	
17R		VOR DME						Circling W of RWY only												
C	ft - m/km ft	540 - 2.4 560						1030 - 2.4V 1050												
D	ft - m/km ft	540 - 2.4 560						1290 - 3.6V 1310												

VOR Z 35L



© Lido 2017

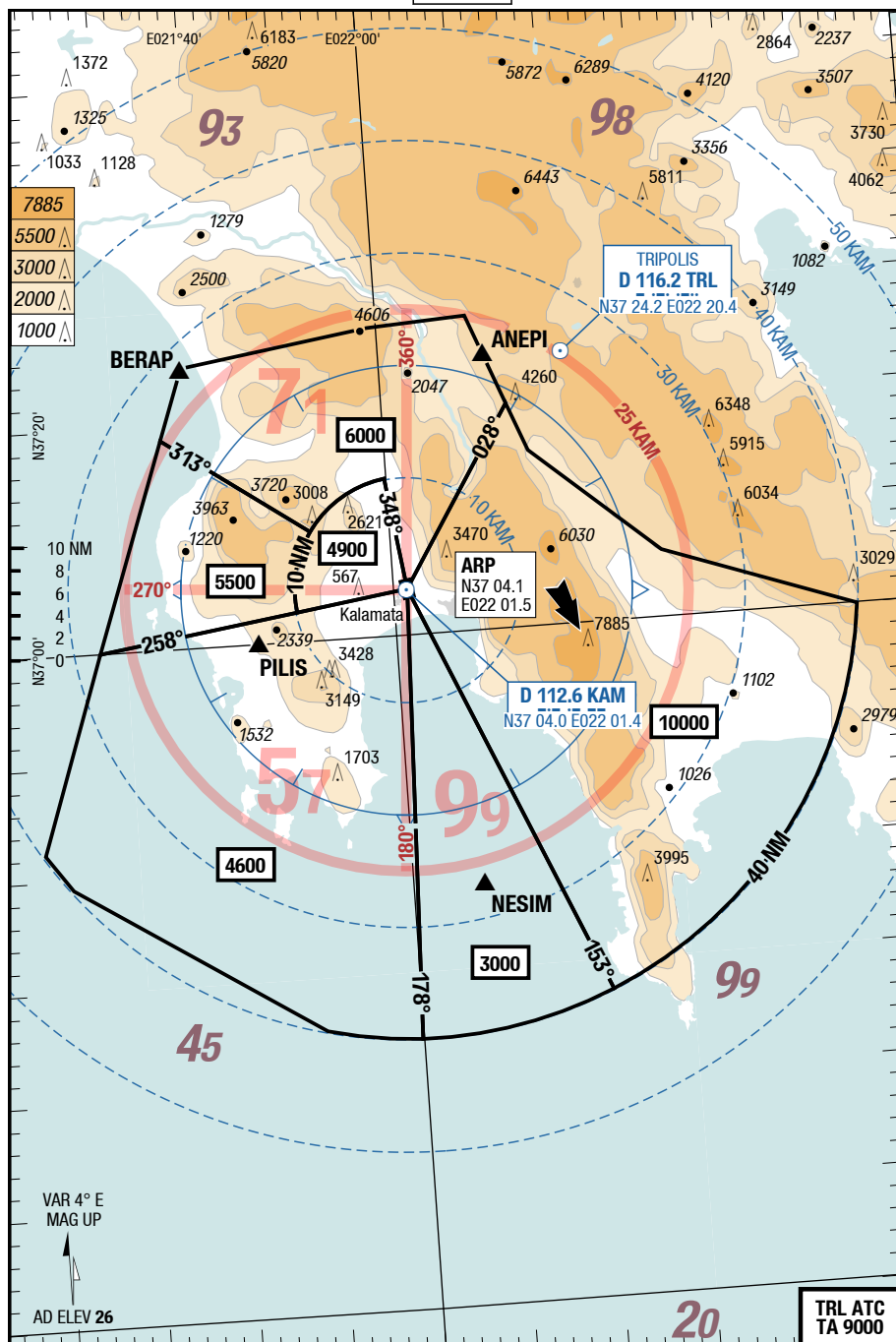
KLX-LGKL

Greece **Kalamata**

MRC

8-10

MRC



Changes: WPT , Navaid KLM, RADAR SECT, MGA, OBST, TOPO