

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

LWSK/SKP Apt Elev 781' Trans level: By ATC 23 SEP 05 (10-3) Eff 29 Sep Trans alt: 11000 MJEPPESEN SKOPJE, MACEDONIA, FYR OF

SID

SKOPJE _WSK/SKP

GOSTI N41 48.7 E021 06.5 SIN 1C 267' per NM (4.4%) up to 3500'. These SIDs require minimum climb gradients of 237' per NM (3.9%) up to GOSTI 1C GOSTI 1C, KRATO 1C, PEP 1C, RUGAS 1C D (113.75) PEF RUGAS ONE CHARLIE (RUGAS 1C) [RUGA1C] 297 PEP N41 20.3 E021 26. KRATO ONE CHARLIE (KRATO 1C) N41 20.3 E021 26.9 GOSTI ONE CHARLIE (GOSTI 1C) [GOSTIC] 9501 1C GOSTI 1C, KRATO 1C RUGAS 1C, SIN 1C LW(P)-01 Turn at or above 2800' PRILEP ONE CHARLIE (PEP **D7.4 SK.** N41 49.3 E021 40.3 SINKO ONE CHARLIE (SIN RWY 16 DEPARTURES 2800'. | 112.8 SKJ | | N41 56.1 E021 37.8 PEP 1C 6 092°↓ D18 SKJ N41 38.7 E021 43.9 Gnd speed-KT 267' per NM 237' per NM ROUTING NOT TO SCALE 083 <u></u> [KRATIC] KRATO 1C 75 100 150 200 250 300 296 395 592 790 987 1185 334 446 668 891 1114 1337 8000 SIN 1C **RUGAS** N41 19.8 E022 47.5 N41 58.9 E022 21.9 10,400' N42 13.1 E022 10.9 KRA 10 7500′ **←** 265° 4800′

For flights to RAXAD arrange flight to cross RAXAD at or above If unable advise ATC. Climb to D7.4 SKJ, turn LEFT, 006° track, when passing SKJ R-108 turn RIGHT, 054° track, intercept SKJ R-083 to SIN. Climb to D7.4 SKJ, turn LEFT, 092° track, intercept SKJ R-122 to RUGAS. Climb to D7.4 SKJ, turn LEFT, 023° track, intercept SKJ R-053 to KRATO. Climb to D18 SKJ, turn RIGHT, intercept 211° bearing to PEP. Climb to D7.4 SKJ, turn LEFT to SKJ, turn LEFT, SKJ R-250 to GOSTI. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

HANGES: SID RAXAD 1D established

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

CHANGES: INS coordinates.

KRATO 1C

RUGAS 1C

PEP 1C

SIN 1C

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2066 0901Z this chart should not be used without first checking JeppView or NOTAMs. #JEPPESEN SKOPJE, MACEDONIA, 23 SEP 05 (10-3A) Eff 29 Sep

FYR OF

Apt Elev 781' 425' per NM (7%) up to **2200'. RAXAD 1D**456' per NM (7.5%) up to **2100'. GOSTI** N41 48.7 E021 06.5 **RUGAS 1D** RAXAD 1D GOSTI 1D 480' per NM (7.9%) up to 2200'. These SIDs require minimum climb gradients For flights to RAXAD arrange flight to cross RAXAD at or above GOSTI 1D, PEP 1D RAXAD 1D, RUGAS 1D PEP 1D PRILEP 297 PEP N41 20.3 E021 26.9 PEP N41 20.3 E021 26.9 N41 20.3 E021 26.9 If unable advise ATC. MAX 240 KT RAXAD ONE DELTA (RAXAD 1D) RUGAS ONE DELTA (RUGAS 1D) GOSTI 1D, PEP 1D, RUGAS 1D GOSTI ONE DELTA (GOSTI Trans level: By ATC Climb to D4 SKJ, turn RIGHT, 180° track, when passing SKJ R-064 turn LEFT Climb to D4 SKJ, turn RIGHT, 190° track, when passing SKJ R-080 turn LEFT intercept SKJ R-122 to RUGAS. Climb to D4 SKJ, turn RIGHT, 095° track, when passing SKJ R-041 turn LEFT, intercept SKJ R-048 to RAXAD. Climb to D4 SKJ, turn RIGHT, 190° track, intercept SKJ R-163 to D18 SKJ, turn RIGHT, intercept 211° bearing to PEP. intercept SKJ R-083 to SIN. Climb to D4 SKJ, turn RIGHT to SKJ, SKJ R-250 to GOSTI LW(P)-01 PRILEP ONE DELTA (PEP 1D) SINKO ONE DELTA (SIN 1D) SIN 1D SKOPJE 112.8 SKJ N41 56.1 E021 3 D4 SKJ **RWY 34 DEPARTURES** At or above 5000' ij Trans alt: 11000' ۶9۱ 32 PEP D 1D) [GOSTID] D18 SKJ N41 38.7 E021 43.9 RAXAD 1D -180° 480' per NM 456' per NM 425' per NM Gnd speed-KT ROUTING 080° [RUGA 1D] [RAXA 1D] NOT TO SCALE 083 240 KT 600 800 1200 1600 2000 2400 570 760 1139 1519 1899 2279 532 709 1063 1418 1772 2127 7000 SIN 1D 100 150 200 → R263° ((△) RUGAS N41 19.8 E022 47.5 N41 58.9 E022 21.9 D 111.45_SIN 10,400' At or above FL160 N42 18.5 E022 14.6 if unable advise ATC RAXAD MSA SKJ VOR 250 300 7500′ 265 4800′

Licensed to BRITISH AIRWAYS PLC, . Printed from JappView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JappView or NOTAMs.

LWSK/SKP

Apt Elev 781'

N41 57.7 E021 37.3 D O B A 41-57 41-58 HIRL CL (15m) ALSF-II SFL PAPI (3.3°) RVR LVP must be in force ABN. Rwy 34 RL & CL 250m 200m 130.125 21-37 6 163 781' II JEPPESEN SKOPJE, MACEDONIA, FYR OF

4 JUN 04 (10-9)

SKOPJE \$638, 2450m € ADDITIONAL RUNWAY INFORMATION

LANDING BEYOND

LANDING BEYOND

LANDING BEYOND LVP must be in force AIR CARRIER (JAA) RCLM (DAY only) or RL TAKE-OFF 300m 250m AIS + MET Control Tower Feet Twys A1, A2, D and I not available for NIGHT operations. Threshold | Glide Slope FOR PARKING POSITIONS SEE 10-9A 7140' 2176m 500 SKOP JE Tower 118.5 RCLM (DAY only) or RL TAKE-OFF 400m SKOPJE 1500 41-58 — 148' 45m

CHANGES: PAPI angle. Usable lengths.

© JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.

CHANGES: See other side.

© JEPPESEN SANDERSON, INC., 2000. ALL RIGHTS RESERVED.

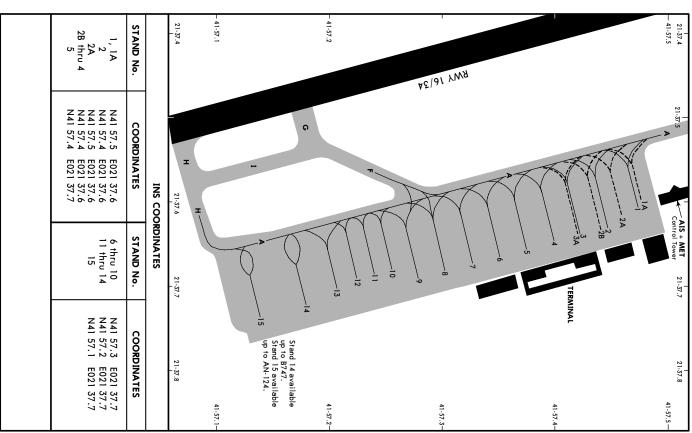
Licensed to BRITISH AIRWAYS PLC., Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMS.

LWSK/SKP

RJEPPESEN SKOPJE, MACEDONIA,

#JEPPESEN SKOPJE, MACEDONIA, FYR OF
4 JUN 04 (10-9A) SKOPJE



Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LWSK/SKP \$ JEPPESEN JAA MINIMUMS SKOPJE, MACEDONIA, FYR OF

ALS out		VOR		ГОС	ALS out			ILS @	ALS out			34 ILS 0	STRAIGHT-IN RWY	
2400m	1600m	VOR 2090'(1322')			1400m	V1000m	R800m/	ILS @ 1359 ′(591′)	1400m	V1000m	R800m/	ILS 0 1172′(404′)	Α	
2800m	2000m	2090'(1322') 2090'(1322')	APPLI	z	1400m	V1000m	R800m/	1368′(600′)	1400m	V1000m	R800m/	1181′(413′)	В	(
4800m	4000m	2090'(1322')	APPLICABLE	NOT	1400m	V1000m	R800m/	1382'(614')	1400m	V1000m	R800m/	1191′(423′)	C	
5000m	4400m	2090'(1322')			1400m	V1000m	R800m/	1391 ′(623′)	1400m	V1000m	R800m/	1201′(433′)	Ū	SKOPJE

Missed apch climb gradient mim 3.5%.Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND 60	100 KT	135 KT	180 KT	205 KT
after ILS	after ILS 1410′(642′) 1900′(1132′) 2210′(1442′) 3000′(2232′)	1900′(1132′)	2210'(1442')	3000'(2232')
	1600m	2400m	4800m	4800m
after VOR	after VOR 2090'(1322') 2090'(1322') 2210'(1442') 3000'(2232'	2090′(1322′)	2210'(1442')	3000'(2232')
	2400m	2800m	4800m	5000m
MICUT: NOT AUTHOBIZED	ס			

© NIGHT: NOT AUTHORIZED.

© Circling height based on rwy 34 thresh elev of 768'.

D 300m	A B 250m		RCLM (DAY only)	LVP must be in Force	TAKE-OFF RWY 16
	400m	or RL	RCLM (DAY only)		
	500m	(DAY only)	Z		

TAKE-OFF RWY 34 RL & CL 200m 250m LVP must be in Force RCLM (DAY only) 250m 300m RCLM (DAY only) or RL 400m 500m Z

© JEPPESEN SANDERSON, INC., 1999, 2004. ALL RIGHTS RESERVED.

CHANGES: Minimums

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

PANS OPS 3 DA(H)
A: 1172' (404')
B: 1181' (413')
C: 1191' (423')
D: 1201' (433') LWSK/SKP SKOPJE In case of Radio communication failure in Wazoo Missed Approach holding climb to 7500' proceed to SKJ Vog and perform Standard Instrument Approach. MISSED APCH: Climb STRAIGHT AHEAD. At D2.0 SKJ turn RIGHT onto heading 048°, intercept and follow R-018 SKJ. At D18.0 SKJ enter racetrack, climb to 6000' and hold.

Entry into racetrack restricted to MAX IAS 200 KT. Gnd speed-Kts Alt Set: hPa RWY 34 **768**′ RVR 750m V1S 1000m 108.7 5010' NSK 10C Missed apch climb gradient mim: 3.5% 2.5% 130.125 1400m ATIS TCH 50' Final Apch Crs **343**° Rwy Elev: 28 hPa DA(H)

B: 1359' (591'

B: 1368' (600'

C: 1382' (614')

D: 1391' (623') RVR**750m** VIS **1000m** LW(P)-01 IGHT-IN LANDING 70 90 100 120 140 160 404 520 577 693 808 924 **MM** G\$1045' 343° 108.7 MSK 6000′ 5 NOV 04 (11-1) **YOR** 163°. 2042' (1274') MJEPPESEN SKOPJE, MACEDONIA, 1400m D2.0 SKJ **8** € MM To Trans level: By ATC SKOPJE Approach (R) **OM** D2.5 SKJ GS2042' NOT APPLICABLE 120.3 LOC (GS out) °545 DA(H) Refer to Minimums D20.0 SKJ/F 2215 **OM** D2.5 SKJ 1293′ 1722 SKOPJE SKJ 3430 D7.0 SKJ **D7.0** Trans alt: 11000' Apt Elev 781' 73600' 135 1900'(1132') .Kts MDA(H) 100 **1410'** (642') o 2210'(1442') 5 3000'(2232') RWY 768' ALSF-II PAPI PAPI MHA 6000'
MAX 8000'
MAX 8000'
(3770 for Missed apch)
Outbound leg MAX 1 MIN 2936′ 2000 **9 343**° 13.0 3600 DAY SKOPJE Towe 118.5 AISSED APCH FIX D2.0 2825 10,400' 2400m CAT C & D D14.0 SKJ 0 CAT A & B @ 1600m 4800m 4800m MSA SKJ VOR Rwy 1722′ FYR 7500′ 048° 265° 4800' NIGHI HIUA ਕੁ₹ 3 2 4 2

Circling height based on rwy 34 thresh elev of 768'. CHANGES: Procedure © JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED

PANS OPS 3 BRIEFING STRIP TH LWSK/SKP SKOPJE Gnd speed-Kts

Descent Gradient 5.76% or

Descent angle [3.30°]

MAP at D2.6 MISSED APCH: Climb STRAIGHT AHEAD to D2.0, then turn RIGHT onto heading 048°. Intercept and follow R-018 SKJ. At D18.0 enter racetrack, climb to 6000' and hold. Entry into racetrack restricted to MAX IAS 200 KT. Circling height based on rwy 34 thresh elev of 768'. □ ∩ 🖾 > RWY 34 768 5010′ 3125 In case of Radio communication failure in Missed Approach holding climb to 7500' proceed to SKJ VOR and perform Alt Set: hPa Standard Instrument Approach VOR SKJ **112.8** 130. 125 2000m 4000m LW(P)-01 1600m 4400m [TCH 50'] STRAIGHT-IN LANDING RWY 34 Rwy Elev: 28 hPa Apch Crs **343°** 6000' 163° м*DA(H)* **2090′** (1322′) 409 526 90 A A A A/7 5 NOV 04 (13-1) D2.0 3600' (2832') 2090' (1322' SKOPJE Approach (R) 120.3 MJEPPESENSKOPJE, MACEDONIA, 100 584 Minimum Alt 120 701 **D2.6** [MD34] \odot 2800m Trans level: 2400m 4800m 5000m ALS out 140 817 °545 [MD34] D2,6 -1293 1722 934 160 **D7.0** [FD34] NOP I 1549 MDA(H)3.30°] Max Kts 100 180 MHA 6000 MAX 8000 (3770 for Missed apch) 2090' (1322') 2090' (1322') D7.0 SKOP JE Tower 118.5 2210'(1442') 3000'(2232') 2936′ 3600'___343°-Apt Elev 781 RWY 768' D18.0 A PAPI DAY CIRCLE-TO-LAND MISSED APCH FIX 21-50 1722′ 4800m 2800m 1980 5000m 2400m Outbound leg
MAX 1Min or
CAT AB: D15.0
CAT CD: D14.0
whichever is erlier D2.0 10,400' MSA SKJ VOR FYR OF Rwy 34 • /2244' 7' 265°) 7500′ NIGHT 048° PION 4000 ੜ₹ 1558′

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

CHANGES: Procedure. Minimums

© JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.