

LGTS/SKG
MAKEDONIA

JEPPesen
11 MAY 07 10-1P

THESSALONIKI, GREECE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.55

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are activated, when RVR is less than 1400m and/or ceiling is less than 400'. When RVR is less than 800m and/or ceiling is less than 200' only RWY 16 will be available for landing and take-off.
Pilots will be informed when these procedures are in operation via ATIS or RTF. During CAT II operations, departing ACFT will use TWY C and TWY A to the holding position RWY 16.
Arriving ACFT will clear RWY 16 at TWY D or at the end of RWY 16 and will follow TWY A and TWY C to the apron. Stopbars will be activated during CAT II operations. Crossing of activated stopbars without specific ATC instructions is prohibited. During CAT II operation, pilots are expected to be able to follow TWY centerline light and ground signals to the apron. Alternatively Follow-me car guidance may be requested.
Pilots will not be refused permission to land or take-off on "pilots discretion" solely because of bad weather conditions.

1.3. OTHER INFORMATION

Birds in vicinity of APT.
RWYs 10 & 16 right-hand circuit.

Turns on RWY 10/28 shall only be made to the RIGHT and on the concrete part of RWY end. Lower engine power should be used to avoid possible damage to the ACFT barrier.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 16 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. OTHER INFORMATION

For Radar Minimums see Terminal page E-51 etc.

Due to significant obstructions in approach area to RWY 34, touchdown point should be selected making due allowance for ACFT performance, height of obstacles and landing distance required.

3. DEPARTURE

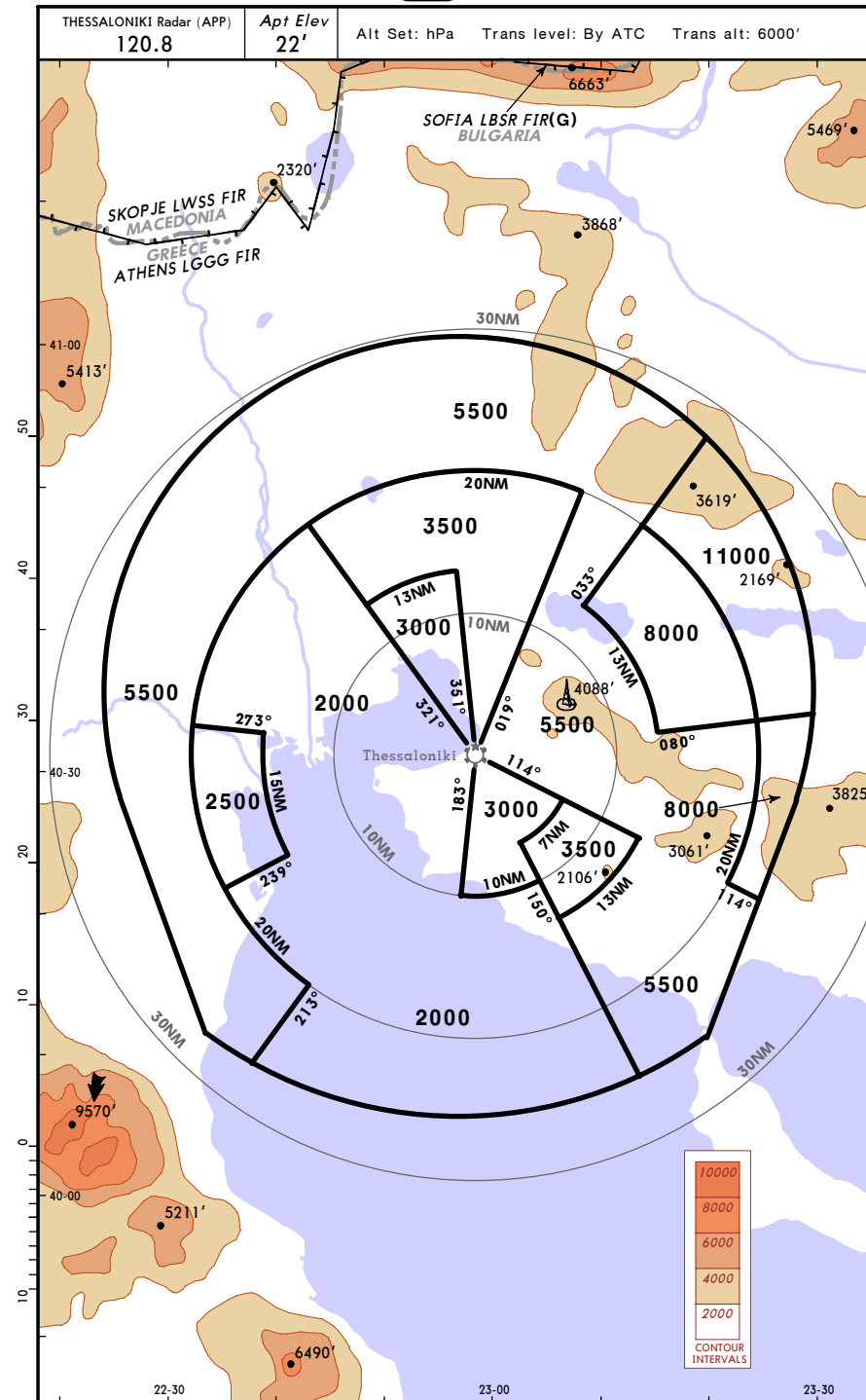
3.1. START-UP PROCEDURES

Request start-up clearance when the ACFT doors are closed and when ready to start engines immediately. When the expected delay is less than 15 minutes at the holding position, ACFT will be cleared to start engines immediately.

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2 MAR 07 10-1R

THESSALONIKI, GREECE
RADAR MINIMUM ALTITUDES

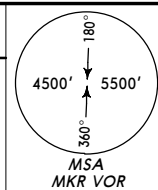


THESSALONIKI, GREECE

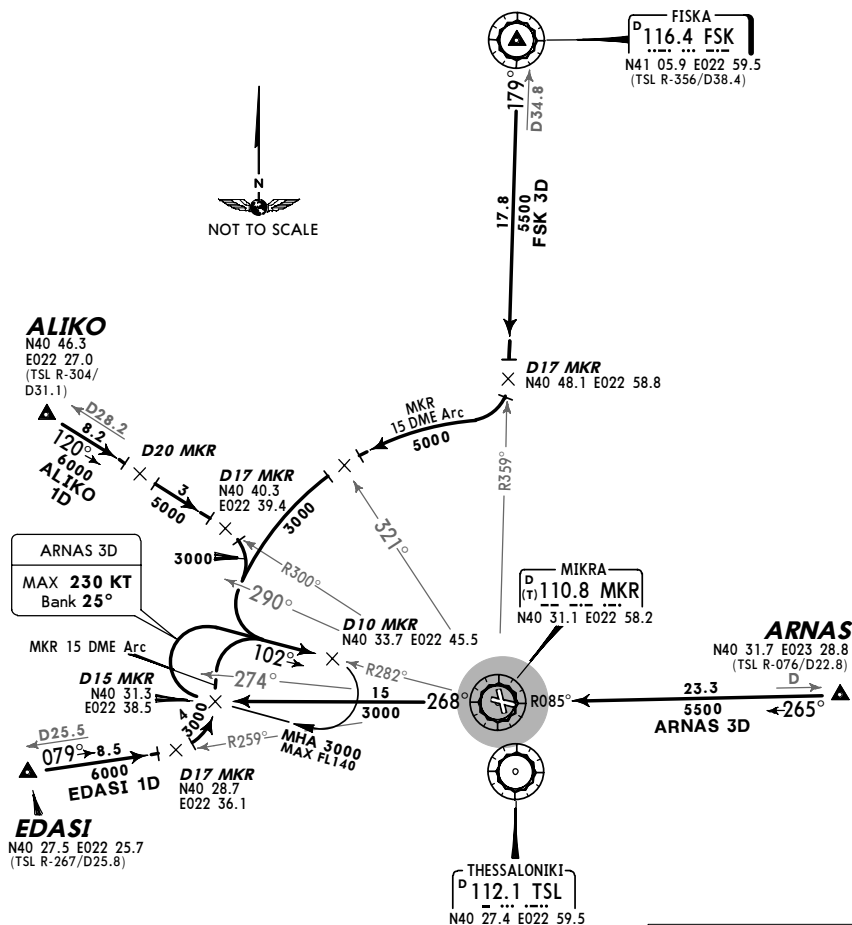
26 AUG 05 (10-2)

STAR

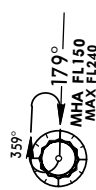
*ATIS 127.55	Apt Elev 22'	Alt Set: MB	Trans level: By ATC	Trans alt: 6000'
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ALIKO 1D [ALIK1D], ARNAS 3D [ARNA3D]
EDASI 1D [EDAS1D], FSK 3D
RWY 10 ARRIVALS
BASED ON MKR



**HOLDING OVER
TSL**

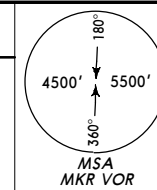


THESSALONIKI, GREECE

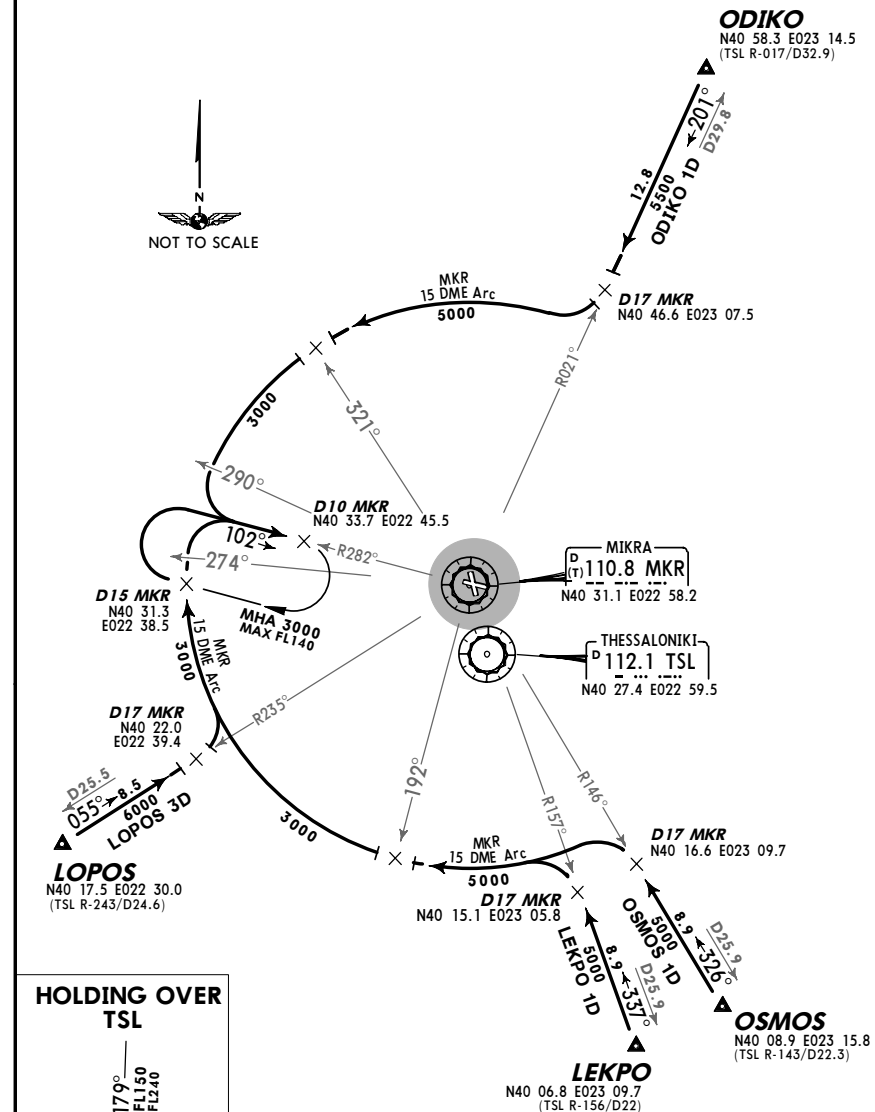
26 AUG 05 (10-2A)

STAR

*ATIS 127.55	<i>Apt Elev</i> 22'	Alt Set: MB Trans level: By ATC Trans alt: 6000'
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LEKPO 1D [LEKPI1D], LOPOS 3D [LOPO3D]
ODIKO 1D [ODIK1D], OSMOS 1D [OSMO1D]
RWY 10 ARRIVALS
BASED ON MKR



HOLDING OVER TSL



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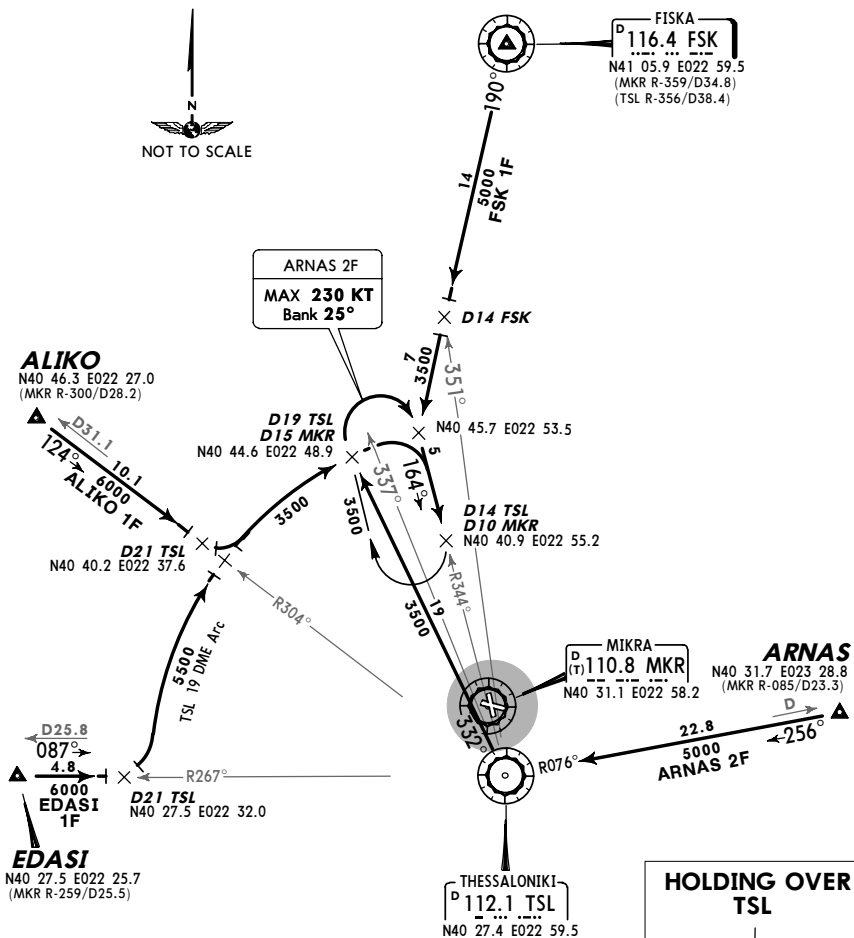
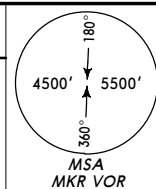
THESSALONIKI, GREECE

26 AUG 05 (10-2B)

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'

ALIKO 1F [ALIK1F], ARNAS 2F [ARNA2F]
EDASI 1F [EDAS1F], FSK 1F
RWY 16 ARRIVALS
BASED ON TSL



HOLDING OVER
TSL



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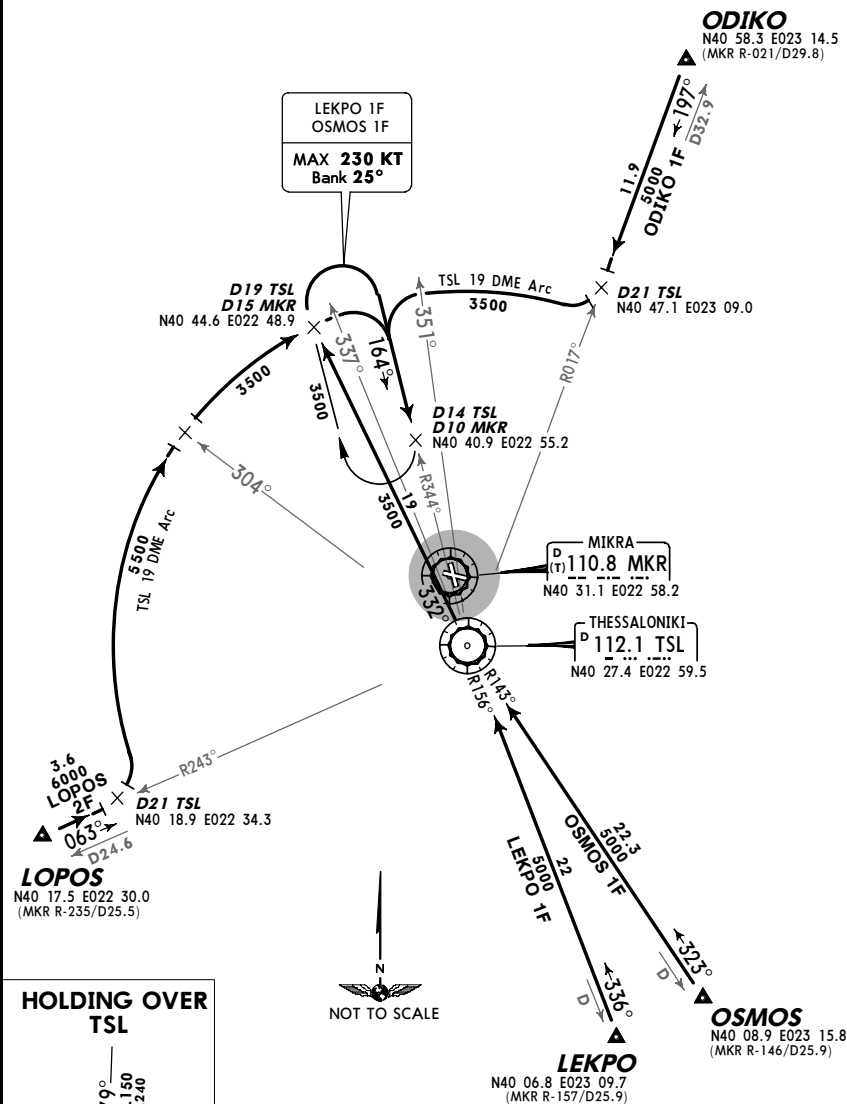
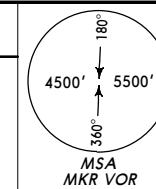
THESSALONIKI, GREECE

26 AUG 05 (10-2C)

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'

LEKPO 1F [LEKP1F], LOPOS 2F [LOPO2F]
ODIKO 1F [ODIK1F], OSMOS 1F [OSMO1F]
RWY 16 ARRIVALS
BASED ON TSL



HOLDING OVER
TSL



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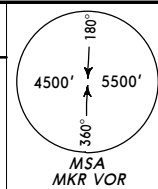
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THESSALONIKI, GREECE

STAR

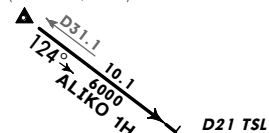
*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'

ALIKO 1H [ALIK1H], ARNAS 1H [ARNA1H]
EDASI 1H [EDAS1H], FSK 3H
RWY 34 ARRIVALS
BASED ON TSL



ALIKO

N40 46.3 E022 27.0
(MKR R-300/D28.2)

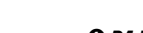
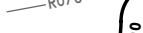
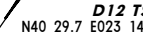
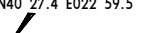


FISKA
D 116.4 FSK
N41 05.9 E022 59.5
(MKR R-359/D34.8)

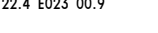
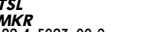
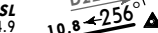


MIKRA

D (T) 110.8 MKR
N40 31.1 E022 58.2



ARNAS
N40 31.7 E023 28.8
(MKR R-085/D23.3)



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CHANGES: STARs transferred.

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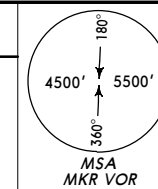
26 AUG 05 (10-2E)

THESSALONIKI, GREECE

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'

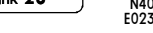
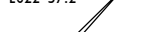
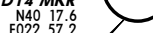
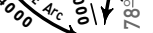
LEKPO 1H [LEKP1H], LOPOS 1H [LOPO1H]
ODIKO 1H [ODIK1H], OSMOS 1H [OSMO1H]
RWY 34 ARRIVALS
BASED ON TSL



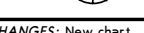
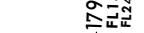
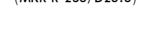
ODIKO
N40 58.3 E023 14.5
(MKR R-021/D29.8)



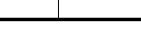
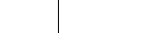
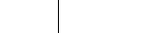
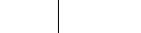
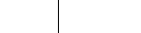
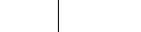
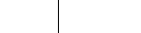
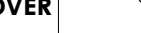
MIKRA
D (T) 110.8 MKR
N40 31.1 E022 58.2



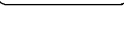
LOPOS
N40 17.5 E022 30.0
(MKR R-235/D25.5)



LEKPO
N40 06.8 E023 09.7
(MKR R-157/D25.9)



ODIKO 1H
MAX 230 KT
Bank 25°



CHANGES: New chart.

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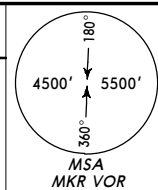
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26 AUG 05 (10-2F)

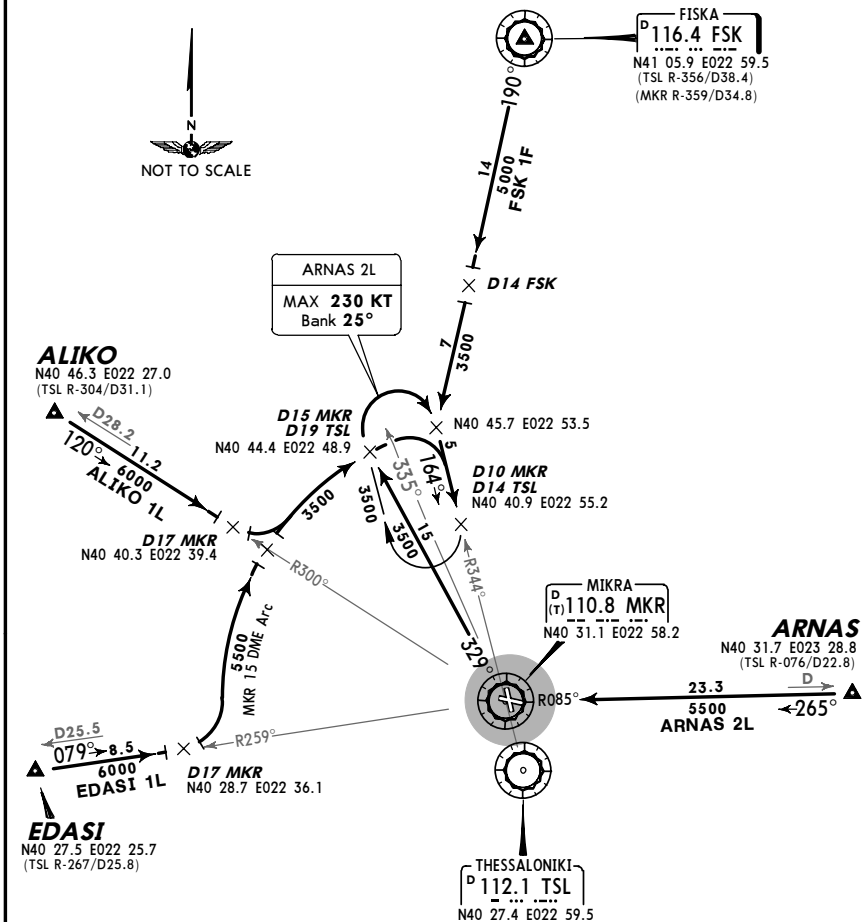
THESSALONIKI, GREECE

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'



ALIKO 1L [ALIK1L], ARNAS 2L [ARNA2L]
EDASI 1L [EDAS1L], FSK 1F
RWY 16 ARRIVALS
BASED ON MKR



HOLDING OVER
TSL



CHANGES: New chart.

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MAKEDONIA

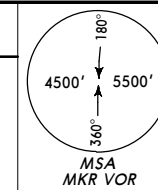
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26 AUG 05 (10-2G)

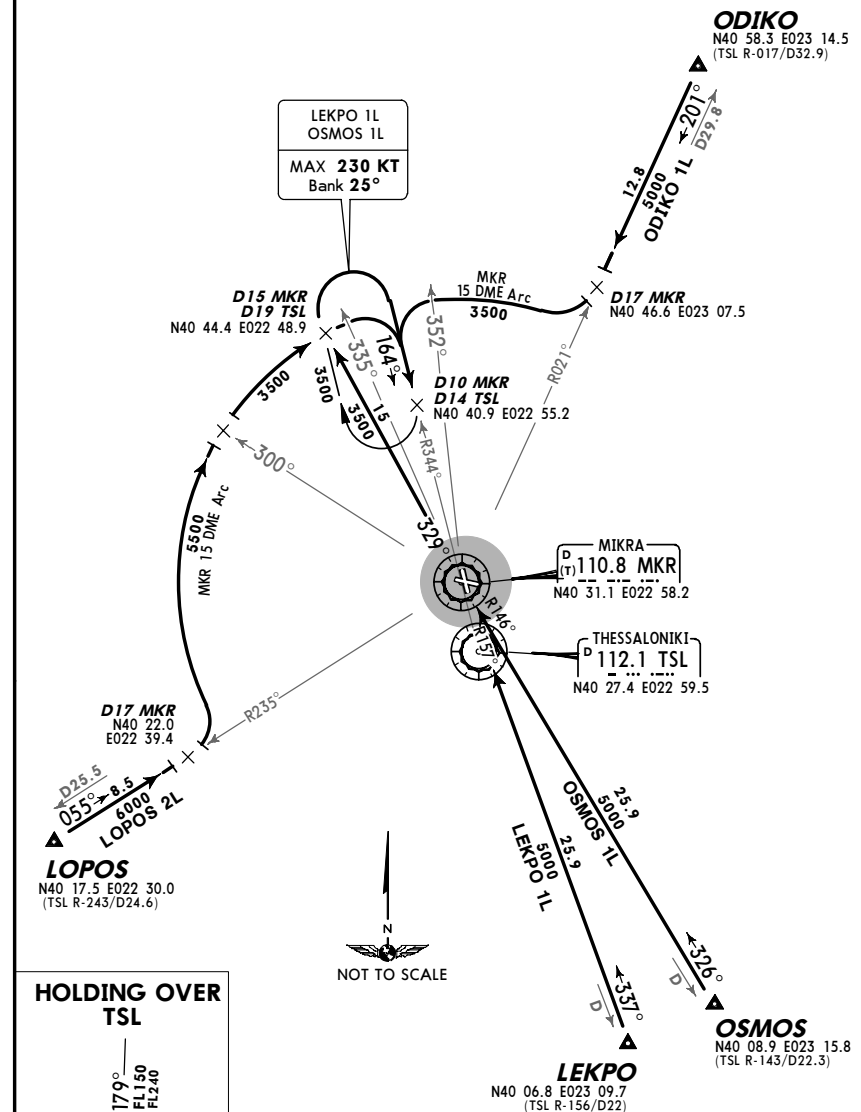
THESSALONIKI, GREECE

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'



LEKPO 1L [LEKP1L], LOPOS 2L [LOPO2L]
ODIKO 1L [ODIK1L], OSMOS 1L [OSMO1L]
RWY 16 ARRIVALS
BASED ON MKR



HOLDING OVER
TSL



CHANGES: New chart.

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MAKEDONIA

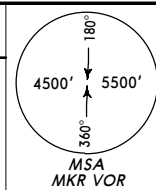
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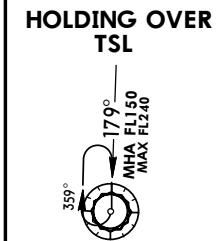
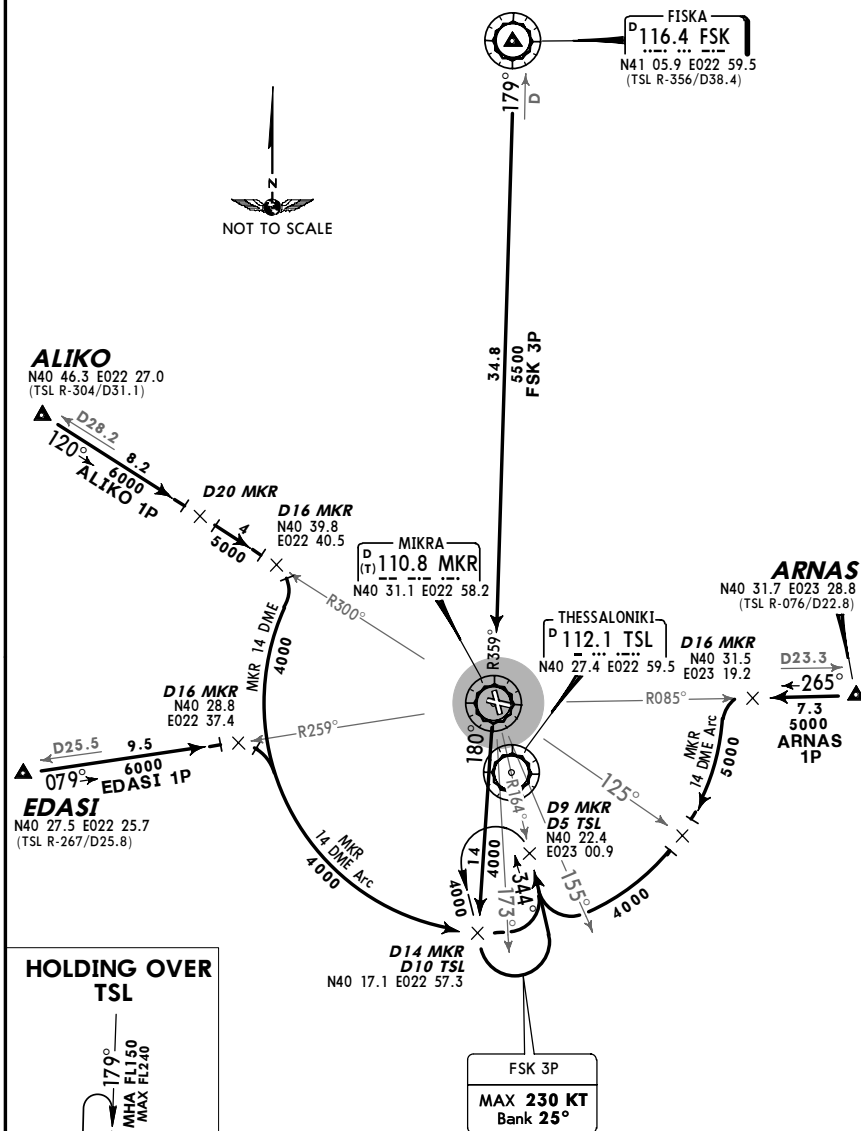
THESSALONIKI, GREECE

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'



ALIKO 1P [ALIK1P], ARNAS 1P [ARNA1P]
EDASI 1P [EDAS1P], FSK 3P
RWY 34 ARRIVALS
BASED ON MKR



CHANGES: New chart.

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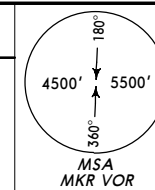
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26 AUG 05 (10-2J)

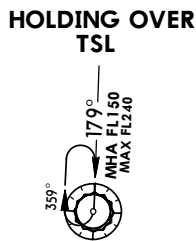
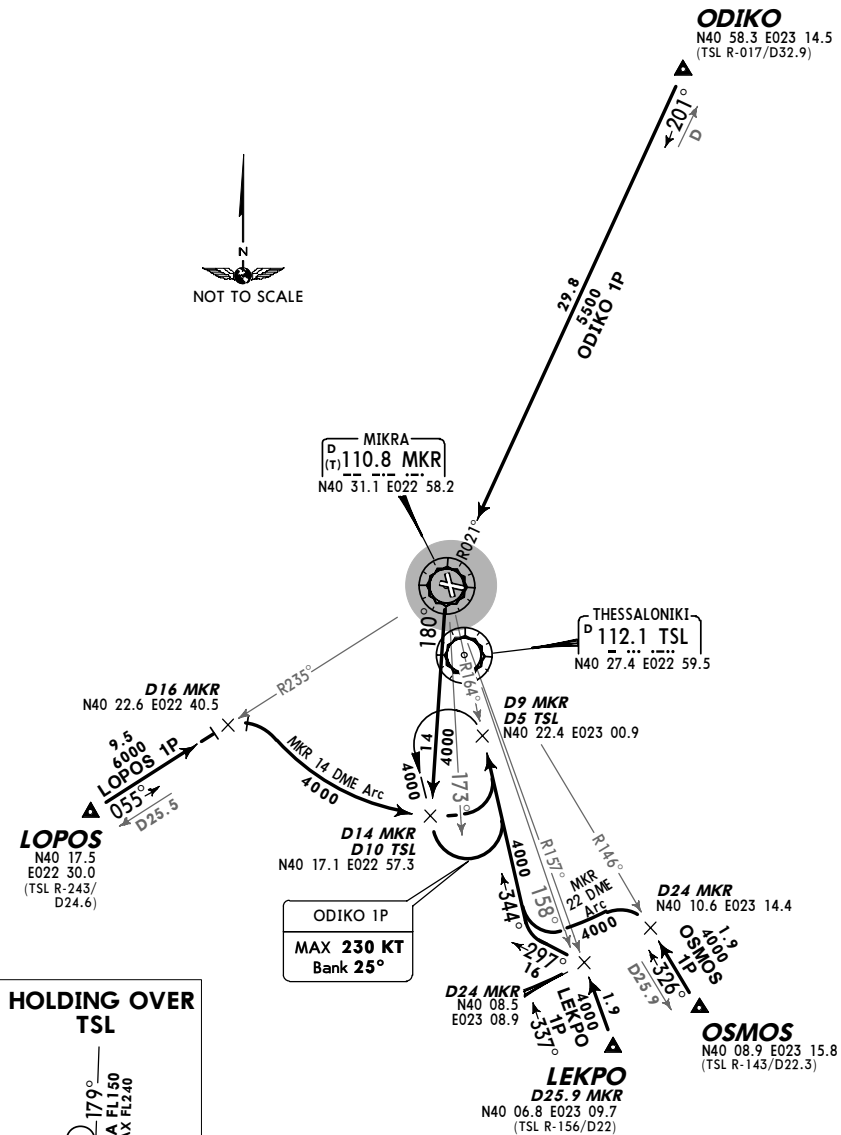
THESSALONIKI, GREECE

STAR

*ATIS 127.55 Apt Elev 22' Alt Set: MB Trans level: By ATC Trans alt: 6000'



LEKPO 1P [LEKP1P], LOPOS 1P [LOPO1P]
ODIKO 1P [ODIK1P], OSMOS 1P [OSMO1P]
RWY 34 ARRIVALS
BASED ON MKR



CHANGES: New chart.

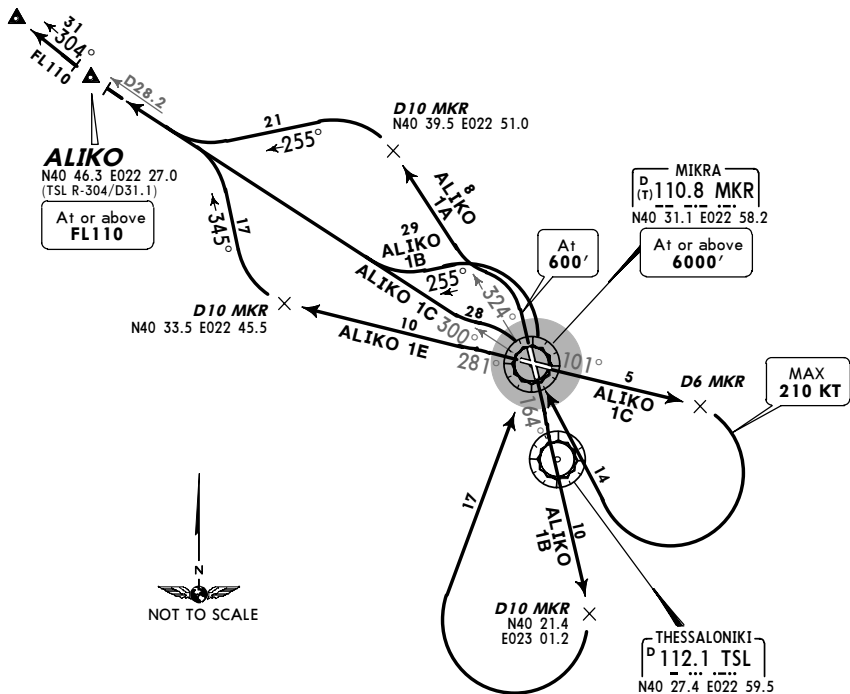
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JEPPESEN
2 JUL 04 (10-3) Eff

THESSALONIKI, GREECE

SID

TALAS
N41 04.6 E021 55.0



Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.
ALIKO 1A, 1B, 1E: MAX 250 KT during turns.

SID	RWY	ROUTING
ALIKO 1A	34	Climb to 600' , turn LEFT , intercept MKR R-324 to D10 MKR, turn LEFT , 255° track, intercept MKR R-300 to ALIKO.
ALIKO 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT , 255° track, intercept MKR R-300 to ALIKO.
ALIKO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT , intercept MKR R-300 to ALIKO.
ALIKO 1E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT , 345° track, intercept MKR R-300 to ALIKO.

CHANGES: SIDs completely revised; new format.

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JEPPESEN
JUL 04 (10-3A) Eff

THESSALONIKI, GREECE

SID

D10 MKR
N40 39.5 E022 51.0
At or above 6000'

MIKRA
D 110.8 MKR
(T) N40 31.1 E022 58.2
At or above 6000'

ARNAS 3A
8
324°

ARNAS 3B
25
130°

ARNAS 3C
29
101°

ARNAS 3E
17
287°

ARNAS 3G
22
D22.8

D6 MKR
107°

THESSALONIKI
D 112.1 TSL
N40 27.4 E022 59.5

MAX 210 KT

D10 MKR
N40 21.4 E023 01.2

ARNAS 3A, 3E

ARNAS 3B
10
076°

ARNAS 3C
5
101°

085°
23.3

N
NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.
ARNAS 3A, 3B, 3E, 3G: MAX 250 KT during turns.

SID	RWY	ROUTING
ARNAS 3A	34	Climb to 600' , turn LEFT , intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn LEFT , MKR R-085 to ARNAS.
ARNAS 3B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn RIGHT , intercept MKR R-085 to ARNAS.
ARNAS 3C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT , 130° track, intercept MKR R-085 to ARNAS.
ARNAS 3E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn RIGHT , MKR R-085 to ARNAS.
ARNAS 3G	10	On 101° track, intercept TSL R-076 to ARNAS.

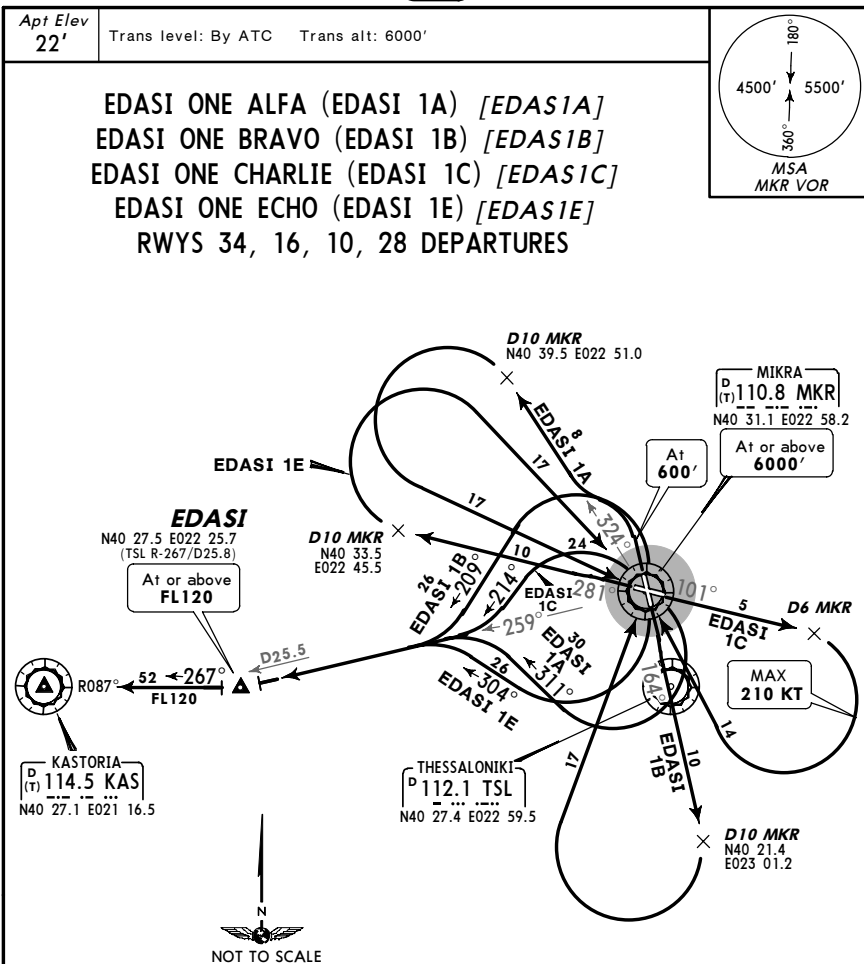
CHANGES: SIDs completely revised; new format.

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JEPPESEN THESSALONIKI, GREECE

2 JUL 04 (10-3B) Eff 8 Jul SID



These SIDs require minimum climb gradients of

EDASI 1A: 316' per NM (5.2%) up to **FL120**.
304' per NM (5%) up to **MEA**.

EDASI 1C: 334' per NM (5.5%) up to **6000'**, then
225' per NM (3.7%) up to **FL120** for ATC pur-
poses.

EDASI 1E: 304' per NM (5%) up to **FL120**.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
225' per NM	281	375	562	749	937	1124

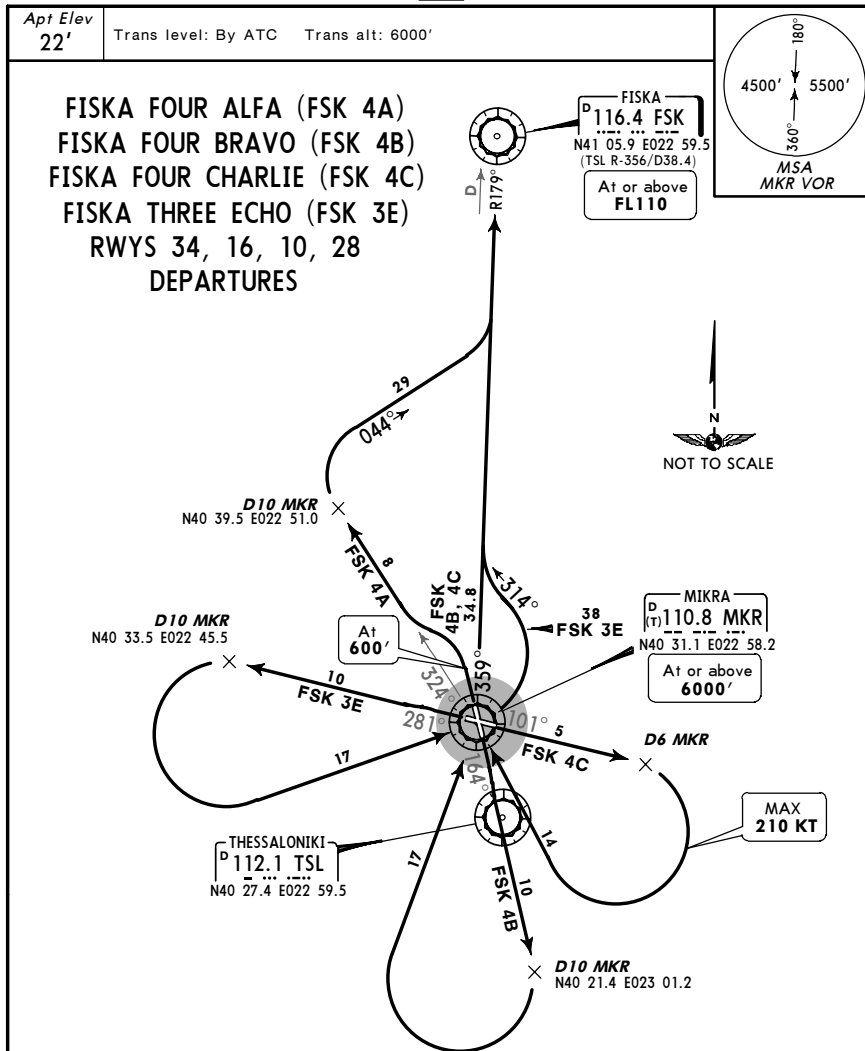
Minimum bank angle 15°.
EDASI 1A, 1B, 1E: MAX 250 KT during turns.

SID	RWY	ROUTING
EDASI 1A	34	Climb to 600' , turn LEFT , intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT , 311° track, intercept MKR R-259 to EDASI.
EDASI 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT , 209° track, intercept MKR R-259 to EDASI.
EDASI 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT , 214° track, intercept MKR R-259 to EDASI.
EDASI 1E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT to MKR, turn RIGHT , 304° track, intercept MKR R-259 to EDASI.

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JEPPESEN THESSALONIKI, GREECE

2 JUL 04 (10-3C) Eff 8 Jul SID



These SIDs require minimum climb gradients of

FSK 4A: 316' per NM (5.2%) up to **FL110.**
FSK 4B: 365' per NM (6%) up to **1200'**, then
304' per NM (5%) up to **MEA.**
FSK 4C: 334' per NM (5.5%) up to **6000'.**
FSK 3E: 304' per NM (5%) up to **FL110.**

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.
FSK 4A, 4B, 3E: MAX 250 KT during turns.

SID	RWY	ROUTING
FSK 4A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn RIGHT, 044° track, intercept MKR R-359 to FSK.
FSK 4B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, MKR R-359 to FSK.
FSK 4C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, MKR R-359 to FSK.
FSK 3E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn LEFT, 314° track, intercept MKR R-359 to FSK.

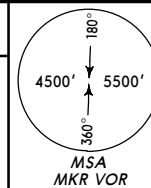
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JEPPESSEN THESSALONIKI, GREECE

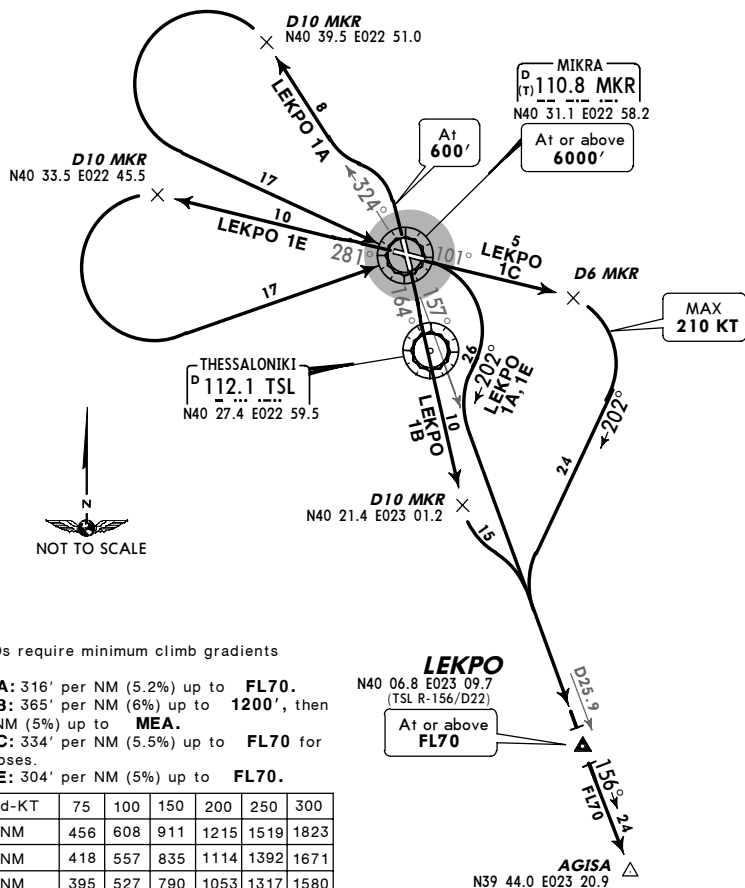
2 JUL 04 (10-3D) Eff 8 Jul SID

Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



LEKPO ONE ALFA (LEKPO 1A) [LEKP1A]
LEKPO ONE BRAVO (LEKPO 1B) [LEKP1B]
LEKPO ONE CHARLIE (LEKPO 1C) [LEKP1C]
LEKPO ONE ECHO (LEKPO 1E) [LEKP1E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

LEKPO 1A: 316' per NM (5.2%) up to FL70.
LEKPO 1B: 365' per NM (6%) up to 1200', then 304' per NM (5%) up to MEA.
LEKPO 1C: 334' per NM (5.5%) up to FL70 for ATC purposes.
LEKPO 1E: 304' per NM (5%) up to FL70.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

LEKPO 1A, 1B, 1E: MAX 250 KT during turns.

SID	RWY	ROUTING
LEKPO 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.
LEKPO 1B	16	Intercept MKR R-164 to D10 MKR, turn LEFT, intercept MKR R-157 to LEKPO.
LEKPO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.
LEKPO 1E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn RIGHT, 202° track, intercept MKR R-157 to LEKPO.

CHANGES: SIDs completely revised; new format.

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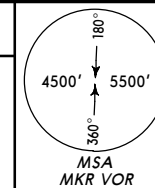
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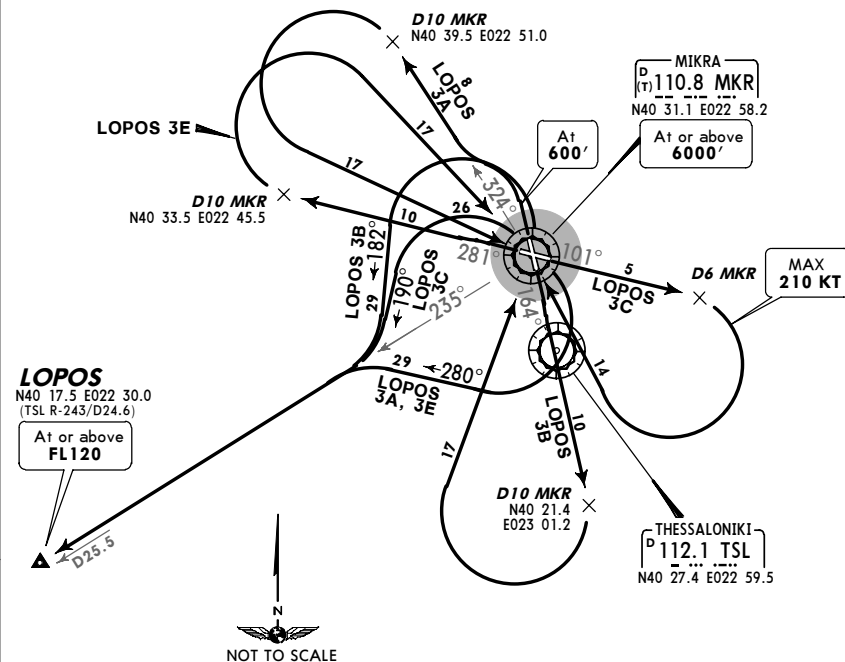
2 JUL 04 (10-3E) Eff 8 Jul SID

Apt Elev
22'

Trans level: By ATC Trans alt: 6000'



LOPOS THREE ALFA (LOPOS 3A) [LOPO3A]
LOPOS THREE BRAVO (LOPOS 3B) [LOPO3B]
LOPOS THREE CHARLIE (LOPOS 3C) [LOPO3C]
LOPOS THREE ECHO (LOPOS 3E) [LOPO3E]
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

LOPOS 3A: 316' per NM (5.2%) up to FL120.
LOPOS 3B: 365' per NM (6%) up to 1200', then 304' per NM (5%) up to MEA.
LOPOS 3C: 334' per NM (5.5%) up to 6000'.
LOPOS 3E: 304' per NM (5%) up to FL120.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

Minimum bank angle 15°.

LOPOS 3A, 3B, 3E: MAX 250 KT during turns.

SID	RWY	ROUTING
LOPOS 3A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 280° track, intercept MKR R-235 to LOPOS.
LOPOS 3B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 182° track, intercept MKR R-235 to LOPOS.
LOPOS 3C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn LEFT, 190° track, intercept MKR R-235 to LOPOS.
LOPOS 3E	28	Intercept MKR R-281 to D10 MKR, turn RIGHT to MKR, turn RIGHT, 280° track, intercept MKR R-235 to LOPOS.

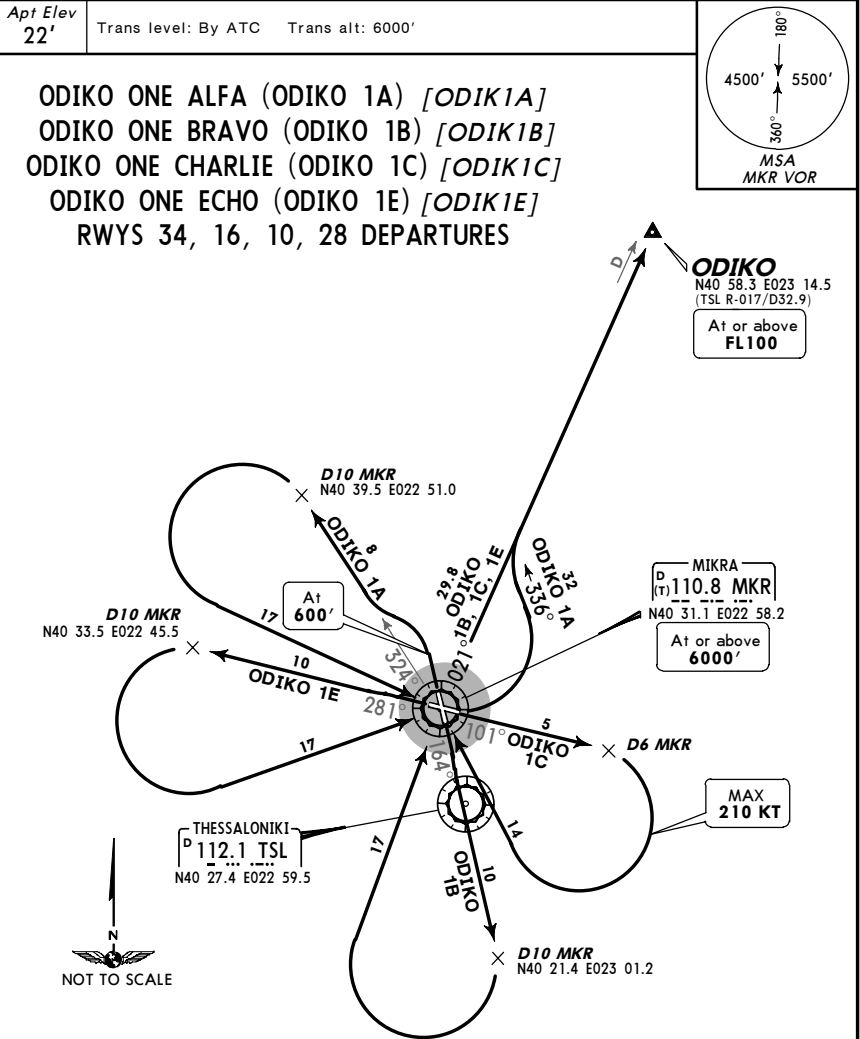
CHANGES: SIDs completely revised; new format.

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JEPPESEN THESSALONIKI, GREECE

2 JUL 04 (10-3F) Eff 8 Jul SID



These SIDs require minimum climb gradients of

ODIKO 1A: 316' per NM (5.2%) up to FL100.
ODIKO 1B: 365' per NM (6%) up to 1200', then 304' per NM (5%) up to MEA.
ODIKO 1C: 334' per NM (5.5%) up to 6000'.
ODIKO 1E: 304' per NM (5%) up to FL100.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

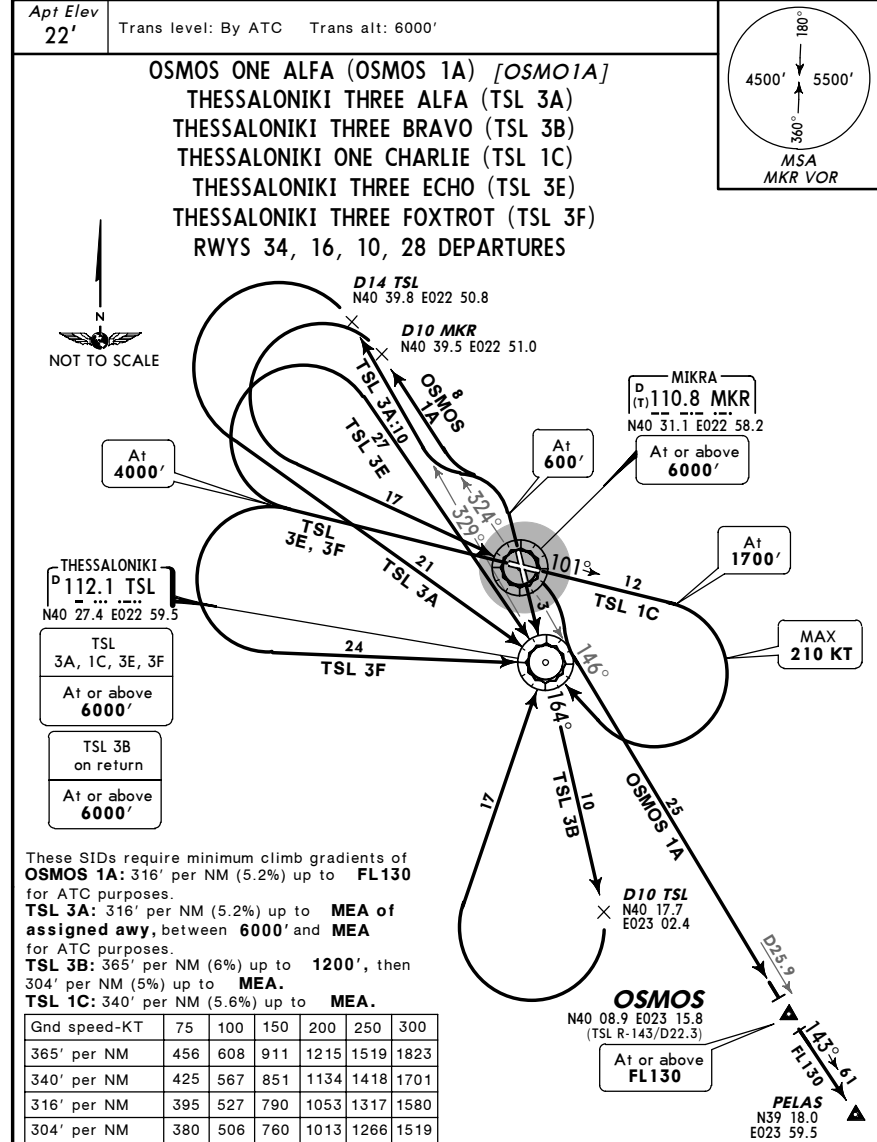
Minimum bank angle 15°.
ODIKO 1A, 1B, 1E: MAX 250 KT during turns.

SID	RWY	ROUTING
ODIKO 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn LEFT, 336° track, intercept MKR R-021 to ODIKO.
ODIKO 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, MKR R-021 to ODIKO.
ODIKO 1C	10	Intercept MKR R-101 to D6 MKR, turn RIGHT to MKR, turn RIGHT, MKR R-021 to ODIKO.
ODIKO 1E	28	Intercept MKR R-281 to D10 MKR, turn LEFT to MKR, turn LEFT, MKR R-021 to ODIKO.

LGTS/SKG
MAKEDONIA

JEPPESEN THESSALONIKI, GREECE

2 JUL 04 (10-3G) Eff 8 Jul SID



These SIDs require minimum climb gradients of

OSMOS 1A: 316' per NM (5.2%) up to FL130 for ATC purposes.
TSL 3A: 316' per NM (5.2%) up to MEA of assigned way, between 6000' and MEA for ATC purposes.
TSL 3B: 365' per NM (6%) up to 1200', then 304' per NM (5%) up to MEA.
TSL 1C: 340' per NM (5.6%) up to MEA.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
340' per NM	425	567	851	1134	1418	1701
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

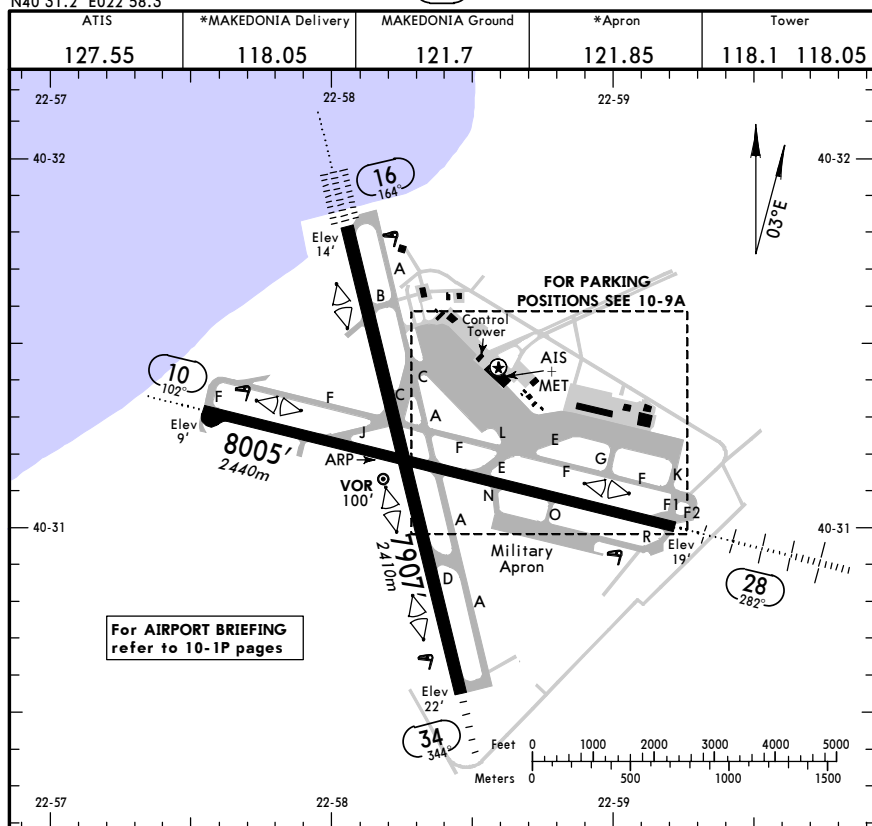
Minimum bank angle 15°.
OSMOS 1A, TSL 3A, 3B, 3E, 3F: MAX 250 KT during turns.

SID	RWY	ROUTING
OSMOS 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, intercept MKR R-146 to OSMOS.
TSL 3A		Climb to 600', turn LEFT, intercept TSL R-329 to D14 TSL, turn LEFT to TSL, then to assigned route by ATC.
TSL 3B	16	To TSL, TSL R-164 to D10 TSL, turn RIGHT to TSL, then to assigned route by ATC.
TSL 1C	10	Climb on 101° track to 1700', turn RIGHT to TSL, then to assigned route by ATC.
TSL 3E	28	Climb to 4000', turn RIGHT to TSL, then to assigned route by ATC.
TSL 3F		Climb to 4000', turn LEFT to TSL, then to assigned route by ATC.

LGTS/SKG
Apt Elev 22'
N40 31.2 E022 58.3

JEPPESEN
11 MAY 07 (10-9)

THESSALONIKI, GREECE
MAKEDONIA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
10	HIRL ALS PAPI-L (3.00°)	RVR		7808' 2380m	164'
28	HIRL HIALS PAPI-L (3.00°)	RVR			50m
16	HIRL HIALS-II SFL CL TDZ PAPI-R (3.00°)	RVR	6703' 2043m		197'
34	HIRL ALS CL PAPI-L (3.79°)	RVR			60m

For the protection of arresting device pilots shall start take-off 197'/60m inwards from runway beginning, marked with white line perpendicular to the runway axis.

JAR-OPS

TAKE-OFF 1

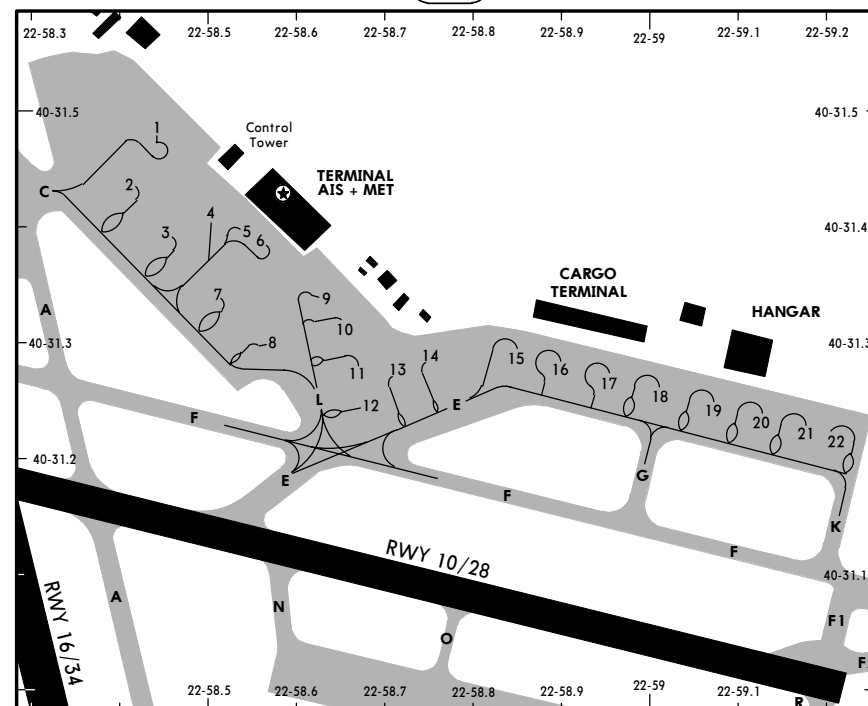
	Rwy 16/34 LVP must be in Force		All Rws	
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m
B				500m
C				
D	200m	250m	300m	

Operators applying U.S. Ops Specs: CL required below 300m.

LGTS/SKG
Apt Elev 22'
N40 31.2 E022 58.3

JEPPESEN
11 MAY 07 (10-9A)

THESSALONIKI, GREECE
MAKEDONIA



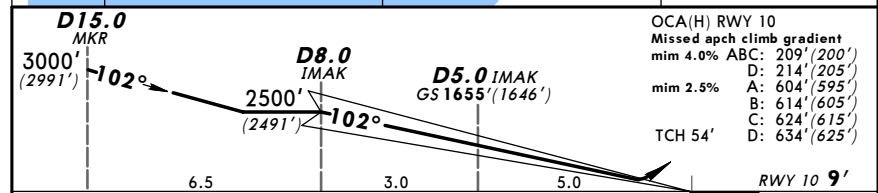
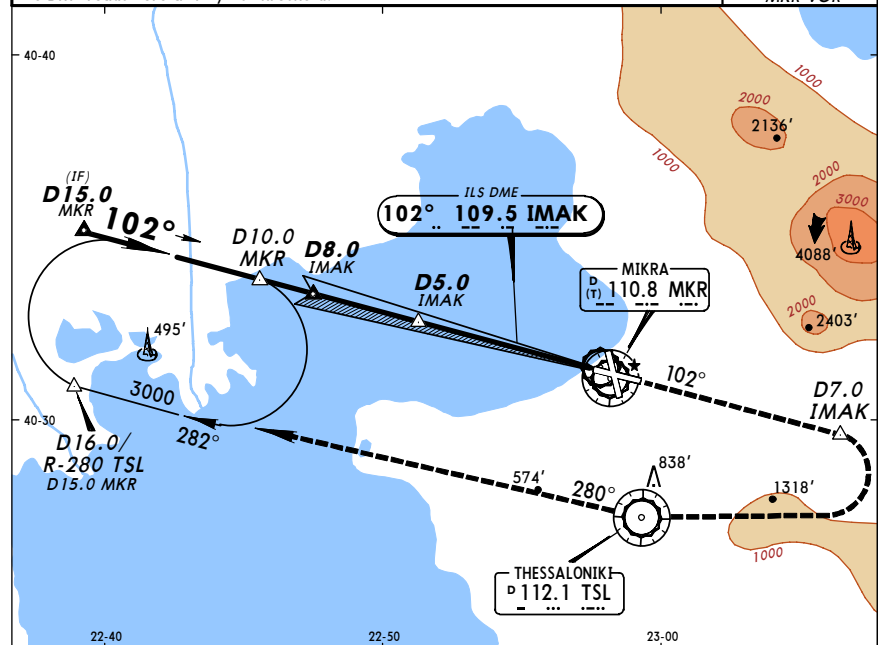
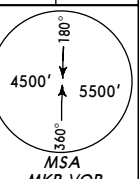
INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N40 31.5 E022 58.5	9	15	N40 31.3 E022 58.8	16
2	N40 31.4 E022 58.4	8	16	N40 31.3 E022 58.9	16
3, 4, 5	N40 31.4 E022 58.5	9	17, 18	N40 31.3 E022 59.0	16
6	N40 31.4 E022 58.6	9	19, 20	N40 31.3 E022 59.1	16
7	N40 31.3 E022 58.5	9	21, 22	N40 31.2 E022 59.2	16
8, 9	N40 31.3 E022 58.6	9			
10	N40 31.3 E022 58.7	9			
11, 12	N40 31.3 E022 58.7	10			
13	N40 31.3 E022 58.7	11			
14	N40 31.3 E022 58.8	13			

LGTS
MAKEDONIA

JEPPESEN THESSALONIKI, GREECE
15 JUL 02 (1-1) Eff 11 Jul ILS DME Rwy 10

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Ground MIL
127.55	120.8	120.8	118.27	118.1	122.1
LOC IMAK 109.5	Final Apch Crs 102°	GS D5.0 IMAK 1655' (1646')	ILS DA(H) Refer to Minimums	Apt Elev 22'	RWY 9'
MISSED APCH: Climb STRAIGHT AHEAD. At D7.0 IMAK turn RIGHT (MAX IAS 220 KT) to TSL VOR. Intercept and follow R-280 TSL. At D16.0/R-280 TSL turn RIGHT and enter holding. Climb to 3000'.					
Alt Set: MB Rwy Elev: 0 MB Trans level: By ATC Trans alt: 6000' (5991')					
ILS DME reads zero at rwy 10 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	ALS	D7.0 IMAK	220 KT MAX	TSL 112.1
GS	3.00°	377	485	539	647	755	862			

JAR-OPS STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
Missed apch climb gradient ILS mim 4.0% A: 209' (200') B: 214' (205') C: 604' (595') D: 624' (615')				Not auth in sector inbound 164° to 282° clockwise	
LOC (GS out)				Max Kts MDA(H) VIS	
FULL				100 900' (878') 1500m	
ALS out				135 1050' (1028') 1600m	
FULL				180 1400' (1378') 2400m	
ALS out				205 1800' (1778') 3600m	
NOT APPLICABLE					

1 Climb gradient until passing 2000' (1991').

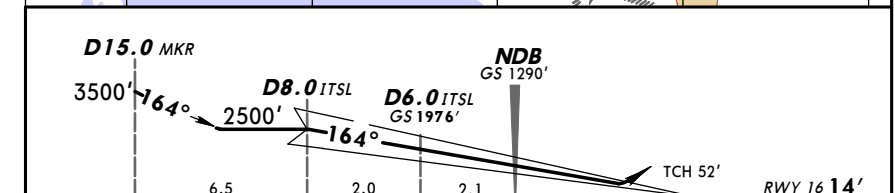
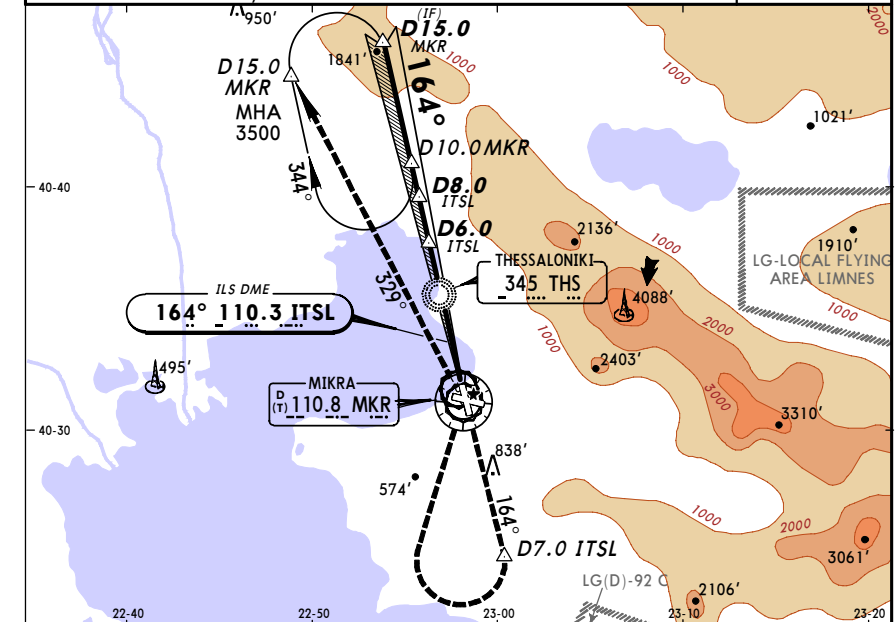
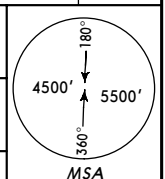
CHANGES: Communications.

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LGTS/SKG
MAKEDONIA

JEPPESEN THESSALONIKI, GREECE
2 JUL 04 (1-2) Eff 8 Jul ILS Rwy 16

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Ground MIL
127.55	120.8	120.8	118.27	118.1	122.1
LOC ITSL 110.3	Final Apch Crs 164°	GS D6.0 ITSL 1976' (1962')	ILS DA(H) Refer to Minimums	Apt Elev 22'	RWY 14'
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-329 to D15.0 MKR, then turn RIGHT and join holding at 3500'.					
Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000'					
1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	ALS	D7.0 ITSL
GS	3.00°	377	485	539	647	755	862	

JAR-OPS STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
Missed apch climb gradient ILS mim 4.0% A: 354' (340') B: 364' (350') C: 374' (360') D: 383' (369')				Not authorized in sector inbound 164° to 282° clockwise	
LOC (GS out)				Max Kts MDA(H) VIS	
FULL				100 900' (878') 1500m	
ALS out				135 1050' (1028') 1600m	
FULL				180 1400' (1378') 2400m	
ALS out				205 1800' (1778') 3600m	
NOT APPLICABLE					

1 Climb gradient up to 1500'.

CHANGES: Missed apch.

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LGTS/SKG
MAKEDONIA

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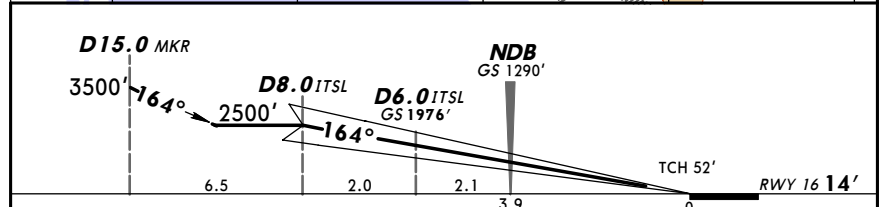
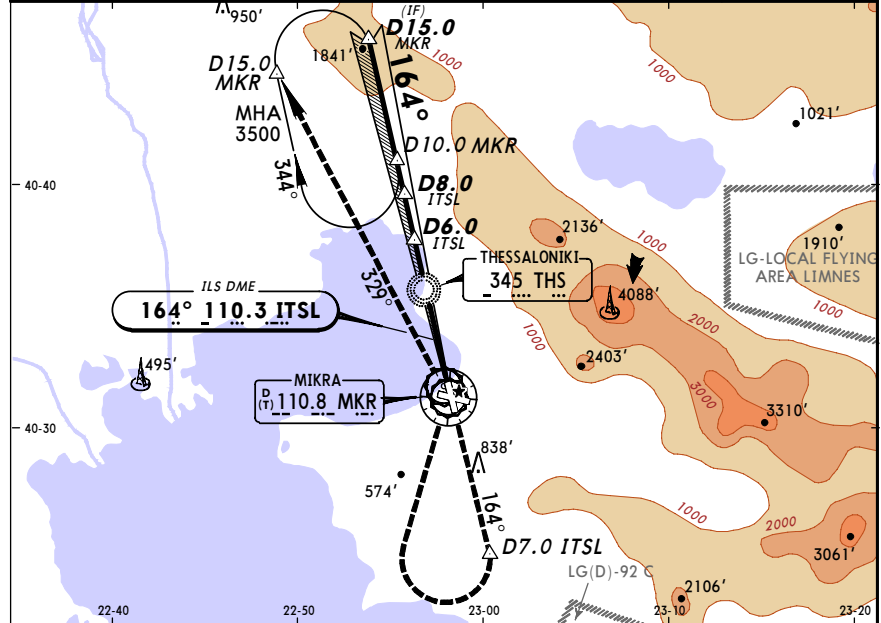
THESSALONIKI, GREECE

2 JUL 04
Eff 8 Jul

11-2A
MISSED APCH CLIMB
GRAD MIN 4.0%

CAT II ILS Rwy 16

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Tower MIL	Ground
127.55	120.8	120.8	118.27	118.1	122.1	121.7
LOC ITSL 110.3	Final Apch Crs 164°	GS D6.0 ITSL 1976' (1962')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 22'		
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-329 to D15.0 MKR, then turn RIGHT and join holding at 3500'.						
Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000'						
1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold. 3. Special Aircrew & Acft Certification Required.						



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862

HIALS-II

JAR-OPS	STRAIGHT-IN LANDING RWY 16	
	CAT II ILS	
	Missed apch climb gradient min 4.0% I	
ABC		D
RA 162'		RA 172'
DA(H) 164'(150')		DA(H) 174'(160')
RVR 450m		
I Climb gradient up to 1500'		

LGTS
MAKEDONIA

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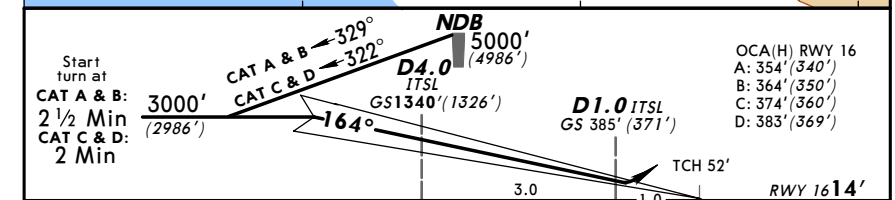
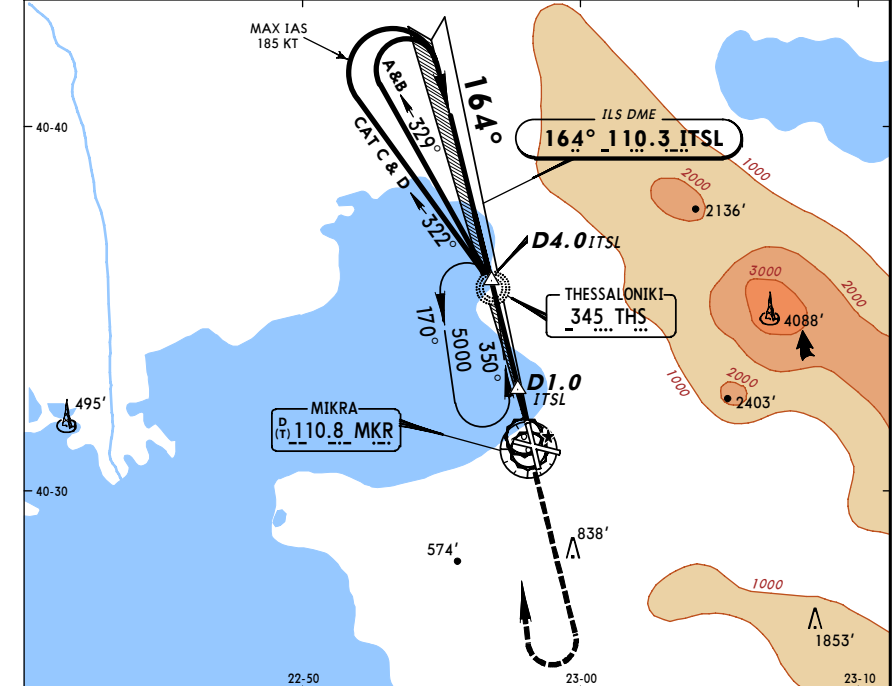
THESSALONIKI, GREECE

5 JUL 02
Eff 11 Jul

11-3

NDB ILS DME Rwy 16

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Tower MIL	Ground
127.55	120.8	120.8	118.27	118.1	122.1	121.7
LOC ITSL 110.3	Final Apch Crs 164°	GS D4.0 ITSL 1340' (1326')	ILS DA(H) Refer to Minimums	Apt Elev 22'		
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT and proceed to NDB, climbing to 5000'.						
Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000' (5986')						
ILS DME reads zero at rwy 16 threshold.						



Gnd speed-Kts	70	90	100	120	140	160		
GS	3.00°	377	485	539	647	755	862	

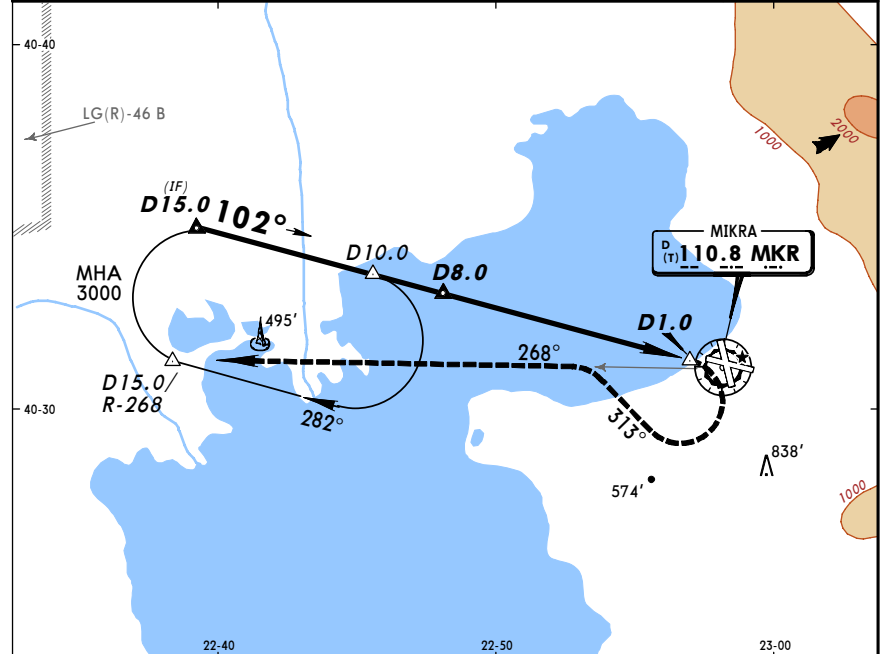
HIALS	2000'
↓	↑
PAPI	

JAR-OPS		STRAIGHT-IN LANDING RWY 16	
DA(H) A: 354' (340') B: 364' (350') C: 374' (360') D: 383' (369')		LOC (GS out)	
FULL		ALS out	
A		NOT AUTHORIZED	
B		NOT AUTHORIZED	
C		NOT AUTHORIZED	
D		NOT AUTHORIZED	

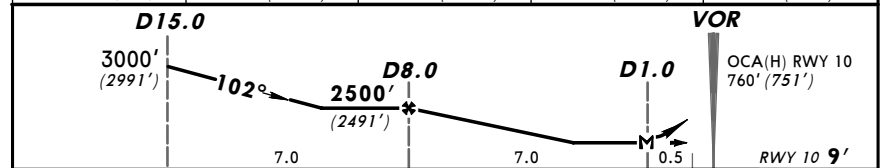
LGTS
MAKEDONIA

JEPPesen THESSALONIKI, GREECE
5 JUL 02 (13-1) Eff 11 Jul VOR DME Rwy 10

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Ground
127.55	120.8	120.8	118.27	118.1 122.1	121.7
VOR MKR 110.8	Final Apc Crs 102°	Minimum Alt D8.0 2500' (2491')	MDA(H) 760' (751')	Apt Elev 22' RWY 9'	
MISSED APCH: Turn RIGHT (MAX IAS 200 KT) onto 313° to intercept and follow R-268. At D15.0/R-268 turn RIGHT and enter holding. Climb to 3000'.					
Alt Set: MB	Rwy Elev: 0 MB	Trans level: By ATC	Trans alt: 6000' (5991')	MSA MKR VOR	



MKR DME	6.0	5.0	4.0	3.0
ALTITUDE (HAT)	1850' (1841')	1520' (1511')	1190' (1181')	860' (851')



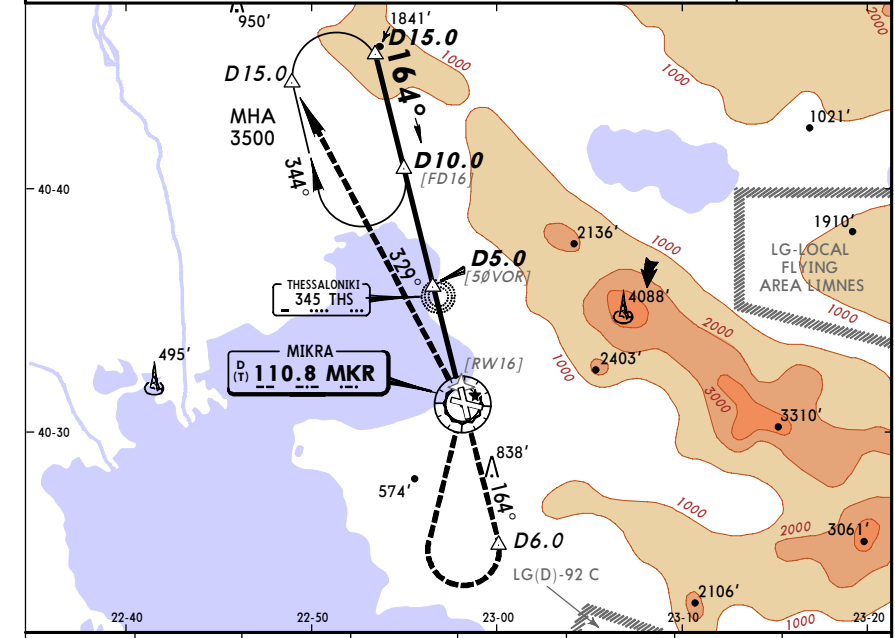
							ALS		313°		200 KT	
Gnd speed-Kts							PAPI		RT		MAX	
Descent Gradient 5.4%												
MAP at D1.0												
70	90	100	120	140	160							
383	492	547	656	766	875							

JAR-OPS				STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
				MDA(H) 760' (751')				Not authorized in sector inbound 164° to 282° clockwise			
				ALS out				Max Kts			
				RVR 1500m				100			
				RVR 2000m				135			
				RVR 2400m				180			
				RVR 3600m				205			

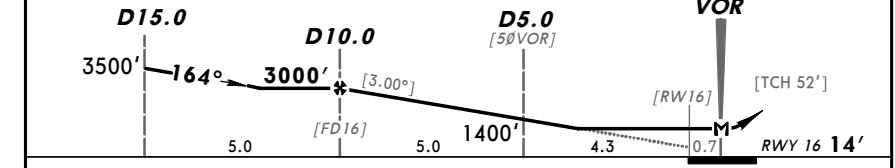
LGTS/SKG
MAKEDONIA

JEPPesen THESSALONIKI, GREECE
2 JUL 04 (13-2) Eff 8 Jul VOR DME Rwy 16

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	Ground
127.55	120.8	120.8	118.27	118.1 122.1	121.7
VOR MKR 110.8	Final Apc Crs 164°	Minimum Alt D10.0 3000' (2986')	MDA(H) 660' (646')	Apt Elev 22' RWY 14'	
MISSED APCH: Climb on R-164 to D6.0, then turn RIGHT to reach VOR at 3500'. Turn LEFT. Follow R-329 to D15.0, then turn RIGHT and join holding at 3500'.					
Alt Set: MB	Rwy Elev: 1 MB	Trans level: By ATC	Trans alt: 6000'	MSA MKR VOR	



MKR DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2690'	2370'	2060'	1740'	1430'	1110'	800'



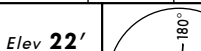
Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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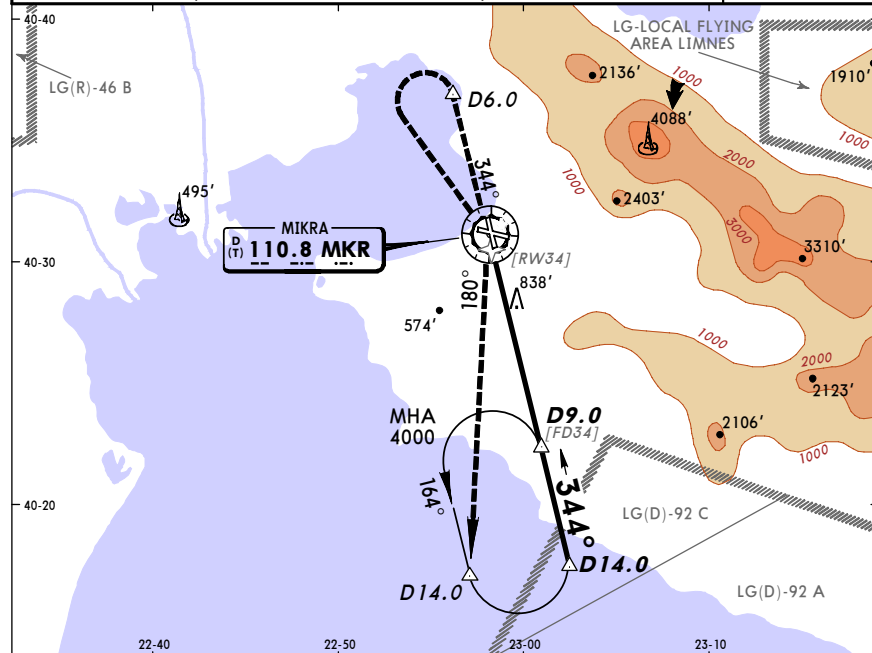
JAR-OPS				STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
				MDA(H) 660' (646')				Not authorized in sector inbound 164° to 282° clockwise.			
				ALS out				Max Kts			
				RVR 1400m				100			
				RVR 1500m				135			
				RVR 1600m				180			
				RVR 1800m				205			

LGTS/SKG
MAKEDONIA

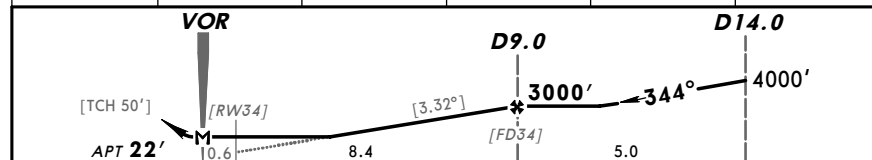
JEPPESEN
2 JUL 04
Eff 8 Jul (13-3)

THESSALONIKI, GREECE
MKR VOR DME Rwy 34

ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	MAKEDONIA Tower MIL	Ground
127.55	120.8	120.8	118.27	118.1	122.1	121.7
VOR MKR 110.8	Final Apch Crs 344°	Minimum Alt D9.0 3000' (2978')	MDA(H) 1300' (1278')	Apt Elev 22'		
MISSED APCH: Climb on R-344 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-180 to D14.0, then turn LEFT and join holding at 4000'.						
Alt Set: MB	Apt Elev: 1 MB	Trans level: By ATC	Trans alt: 6000'	MSA MKR VOR		



MKR DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1250'	1600'	1950'	2300'	2650'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.80% or Descent angle [3.32°]	411	529	587	705	822	940
MAP at VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 34

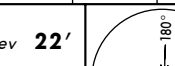
CIRCLE-TO-LAND
Not authorized in sector inbound 164° to 282° clockwise

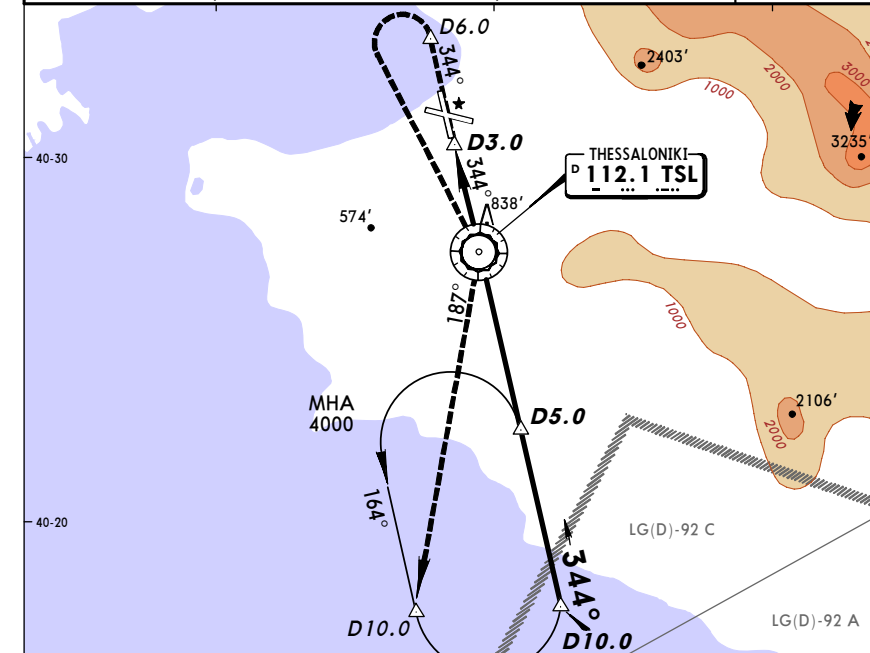
Max Kts	MDA(H)	VIS
100	1300' (1278')	1500m
135	1300' (1278')	1600m
180	1400' (1378')	2400m
205	1800' (1778')	3600m

LGTS/SKG
MAKEDONIA

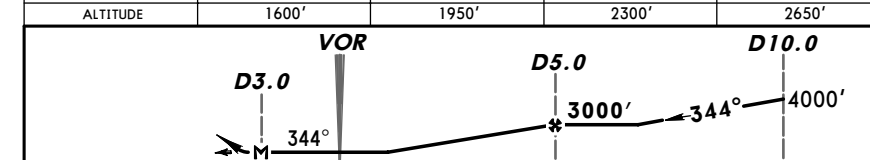
JEPPESEN
2 JUL 04
Eff 8 Jul (13-4)

THESSALONIKI, GREECE
TSL VOR DME Rwy 34

BRIEFING STRIP™	ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	MIL	Ground
	127.55	120.8	120.8	118.27	118.1	122.1	121.7
	VOR TSL 112.1	Final Apch Crs 344°	Minimum Alt D5.0 3000' (2978')	MDA(H) 1300' (1278')	Apt Elev 22'		
	MISSED APCH: Climb on R-344 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-187 to D10.0, then turn LEFT and join holding at 4000'.						
	Alt Set: MB	Apt Elev: 1 MB	Trans level: By ATC	Trans alt: 6000'	MSA TSL VOR		



TSL DME	1.0	2.0	3.0	4.0
ALTITUDE	1600'	1950'	2300'	2650'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940
MAP at D3.0 after VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 34

CIRCLE-TO-LAND
Not authorized in sector inbound 164° to 282° clockwise

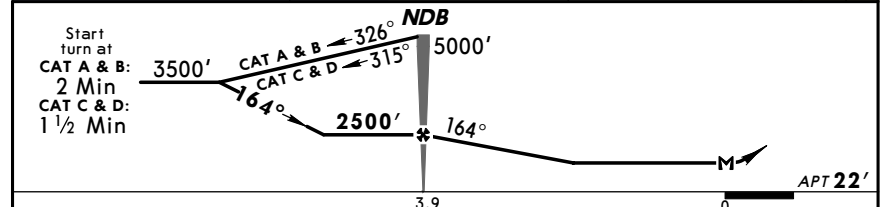
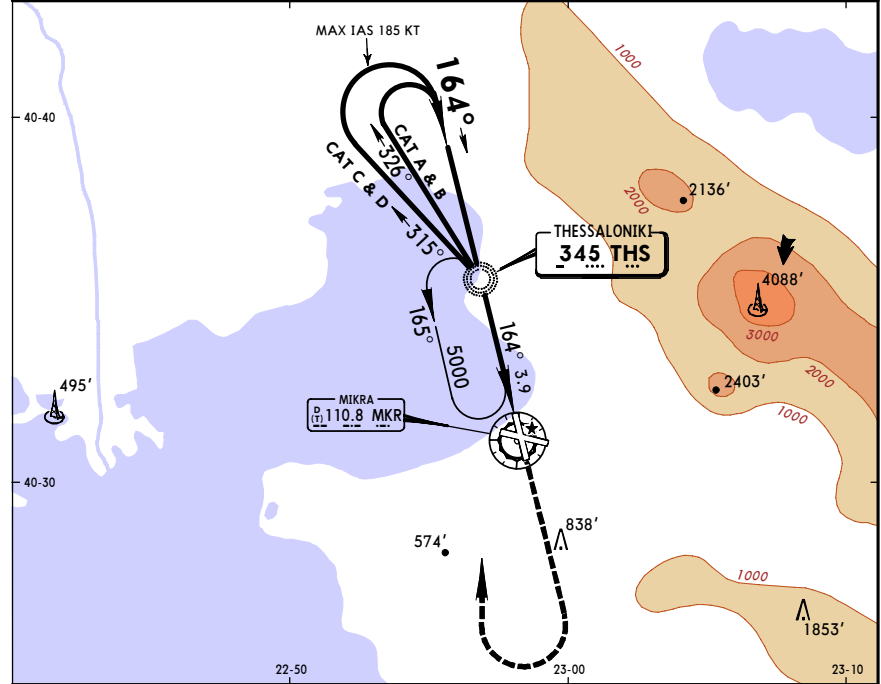
Max Kts	MDA(H)	VIS
100	1300' (1278')	1500m
135	1300' (1278')	1600m
180	1400' (1378')	2400m
205	1800' (1778')	3600m

LGTS/SKG
MAKEDONIA

JEPPESEN
2 JUL 04 (16-1) Eff 8 Jul

THESSALONIKI, GREECE
CIRCLING NDB

BRIEFING STRIP	ATIS	MAKEDONIA Approach	MIKRA Radar (APP)	MIKRA Director (APP/R)	MAKEDONIA Tower CIV	MAKEDONIA Tower MIL	Ground
	127.55	120.8	120.8	118.27	118.1	122.1	121.7
	NDB THS 345	Final Apt Crs 164°	Minimum Alt NDB 2500' (2478')	MDA(H) Refer to Minimums	Apt Elev 22'		
	MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT to NDB climbing to 5000'.						
	Alt Set: MB	Apt Elev: 1 MB	Trans level: By ATC	Trans alt: 6000'	MSA THS NDB		



Gnd speed-Kts	70	90	100	120	140	160					
NDB to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28					

Lighting- Refer to Airport Chart	3000'	5000'	THS 345
	↑	RT	

JAR-OPS			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING			Not authorized in sector inbound 164° to 282° clockwise		
NOT AUTHORIZED			Max Kts	MDA(H)	VIS
			100	1300' (1278')	1500m
			135	1300' (1278')	1600m
			180	1400' (1378')	2400m
			205	1800' (1778')	3600m