

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGSM

Terminal Charts For LGSM

Revision Letter For Cycle 18-2019

Change Notices

Notebook

General Information

Location: SAMOS GRC
ICAO/IATA: LGSM / SMI
Lat/Long: N37° 41.3', E026° 54.7'
Elevation: 19 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0411 Z
Sunset: 1551 Z

Runway Information

Runway: 09
Length x Width: 6706 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS
Displaced Threshold: 230 ft

Runway: 27
Length x Width: 6706 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, REIL

Communication Information

ATIS: 127.050 At or below 33574432 ft
Samos Tower: 25.780 Military
Samos Tower: 122.100
Samos Tower: 129.850 At or below 33558432 ft Out to 25 mi.
Samos Approach: 25.780 Military
Samos Approach: 122.100
Samos Approach: 124.100 At or below 33564432 ft Out to 25 mi.
Samos Radio: 298.900

Samos Radio: 563.700

LGSM/SMI**JEPPESEN****SAMOS, GREECE****ARISTARCHOS OF SAMOS 12 APR 19****10-1P****Eff 25 Apr****AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

*ATIS 127.050

1.2. TAXI PROCEDURES

TWY A is a taxilane with reduced minimum separation distances between the TWY centerline and the objects. Due to reduced wingtip clearance, crew shall adhere strictly to the TWY centerline.

1.3. PARKING INFORMATION

All CAT C GA/BA ACFT are requested to provide a suitable tow-head and tow-bar for push-back. If unable to, relevant information shall be included in the initial PPR for parking allocation purposes.

During adverse weather conditions with strong prevailing winds, all GA/BA ACFT shall be properly secured. The responsibility lies with the ACFT operator and/or the ground service provider.

1.4. OTHER INFORMATION

Birds.

Pilots should exercise caution when North winds of 20 to 25 KT speed prevail as it is certain that moderate or severe turbulence will be experienced when approaching RWY 09 or RWY 27 respectively. This phenomenon coincides with that of a tail wind component during descent on either RWY approach area. When the wind speed is increased an aggravation of the above conditions should be expected with possible vertical wind shear during landing or take-off. Especially for RWY 27, when North wind above 20 KT prevails, unpredictable and dangerous conditions should be expected during the approach procedure, due to severe wind shear and turbulence.

2. ARRIVAL

2.1. TAXI PROCEDURES

No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, ACFT shall hold position until the marshaller is present. Crew shall adhere to marshaller's instructions. Marshalling is under the responsibility of the ground service provider.

Follow-me vehicle guidance and marshalling signals shall be provided to all ACFT taxiing to general aviation parking area.

LGSM/SMI

JEPPESEN

SAMOS, GREECE

ARISTARCHOS OF SAMOS 12 APR 19

10-1P1

Eff 25 Apr

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. START-UP

To expedite traffic, ATC may request engine start-up on parking position. In such cases, single engine start-up in idle power shall be performed. The ACFT operator and/or the ground service provider is responsible to safeguard the area around the ACFT in order to prevent personnel or vehicle passing behind running engines. Maintenance run-up tests above idle require prior permission by the APT operator. No designated area available.

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

Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the TWY and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the APT Operations Control Center through the ACFT operator and/or the ground service provider.

3.1.2. PUSH-BACK

ACFT may leave nose-in parking positions only with the aid of a towing truck. Power-back using reverse thrust for jet-powered ACFT or reverse variable pitch for propeller ACFT shall not be used unless (and under extreme circumstances) prior approval has been obtained from the APT operator.

Taxi-out or push-back clearance may be requested only if the pilot can perform the maneuver immediately.

Push-back procedure:

- Pilot shall request start-up clearance and push-back by ATC.
- During push-back procedure, ACFT from any parking position is aligned in the TWY and positioned with the nose gear abeam the lead-in line of the position it is vacating.
- In order to facilitate and/or expedite traffic, ATC may request from ACFT to perform long/extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of an adjacent parking position.
- For parking position 1 when push-back facing East is required, ACFT shall be pushed back towards TWY A1 and then pulled forward to place nose wheel abeam parking position 2.

3.1.3. TAXI PROCEDURES

Towing of ACFT is executed only with the aid of a follow-me vehicle and requires prior permission by ATC.

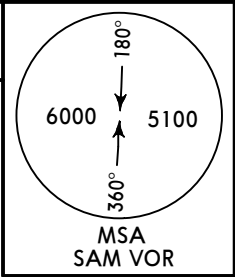
Due to lack of STOP BAR ground lights at RWY holding positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. ACFT shall enter the RWY only after ATC clearance.

LGSM/SMI
ARISTARCHOS OF SAMOS

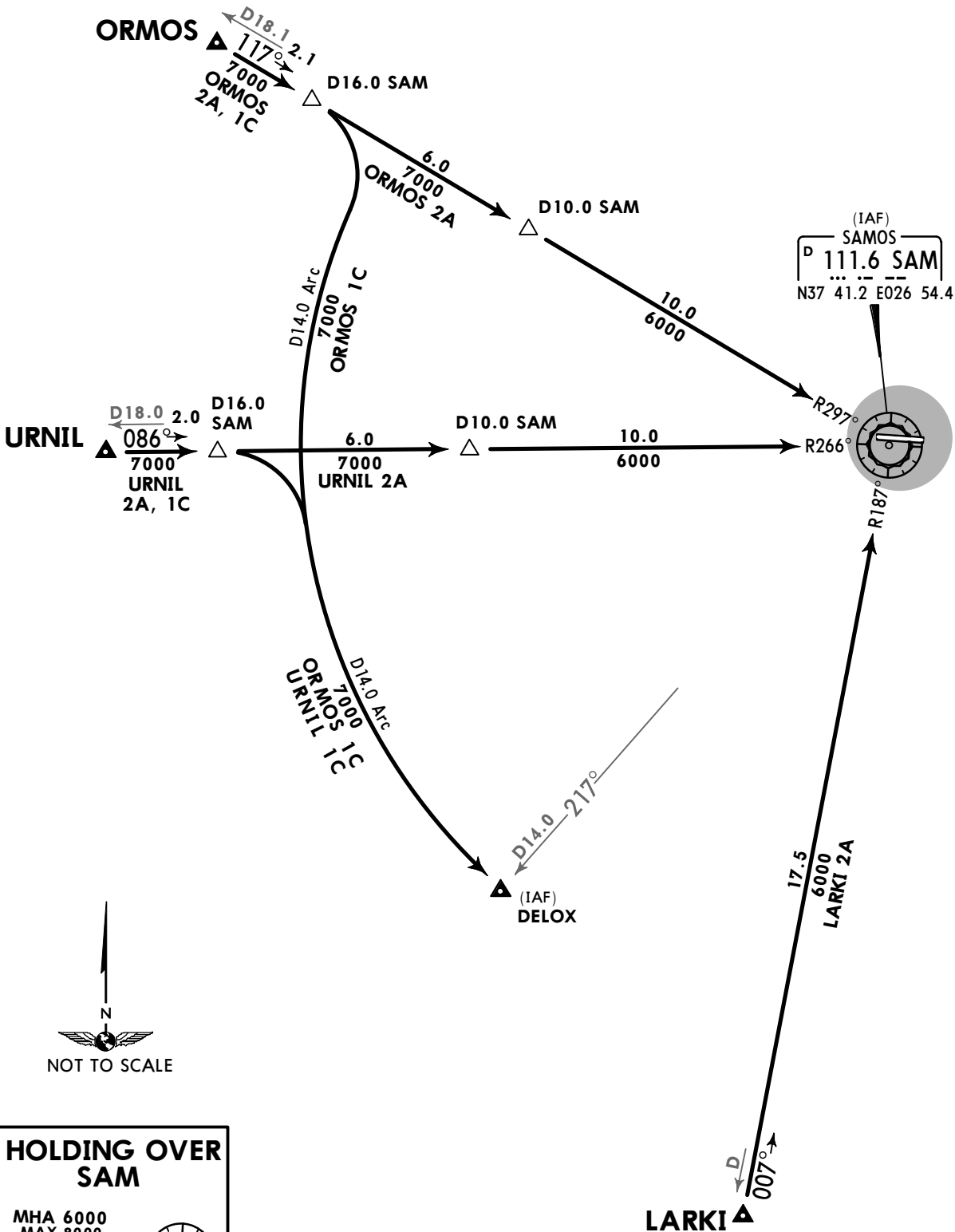
JEPPESEN
26 MAY 17 10-2

SAMOS, GREECE
STAR

*ATIS 127.050	Apt Elev 19'	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
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LARKI 2A [LARK2A]
ORMOS 2A [ORMO2A], ORMOS 1C [ORMO1C]
URNIL 2A [URNI2A], URNIL 1C [URNI1C]
RWYS 09, 27 ARRIVALS



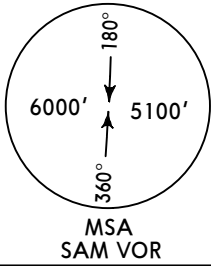
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN
31 JUL 15 10-3

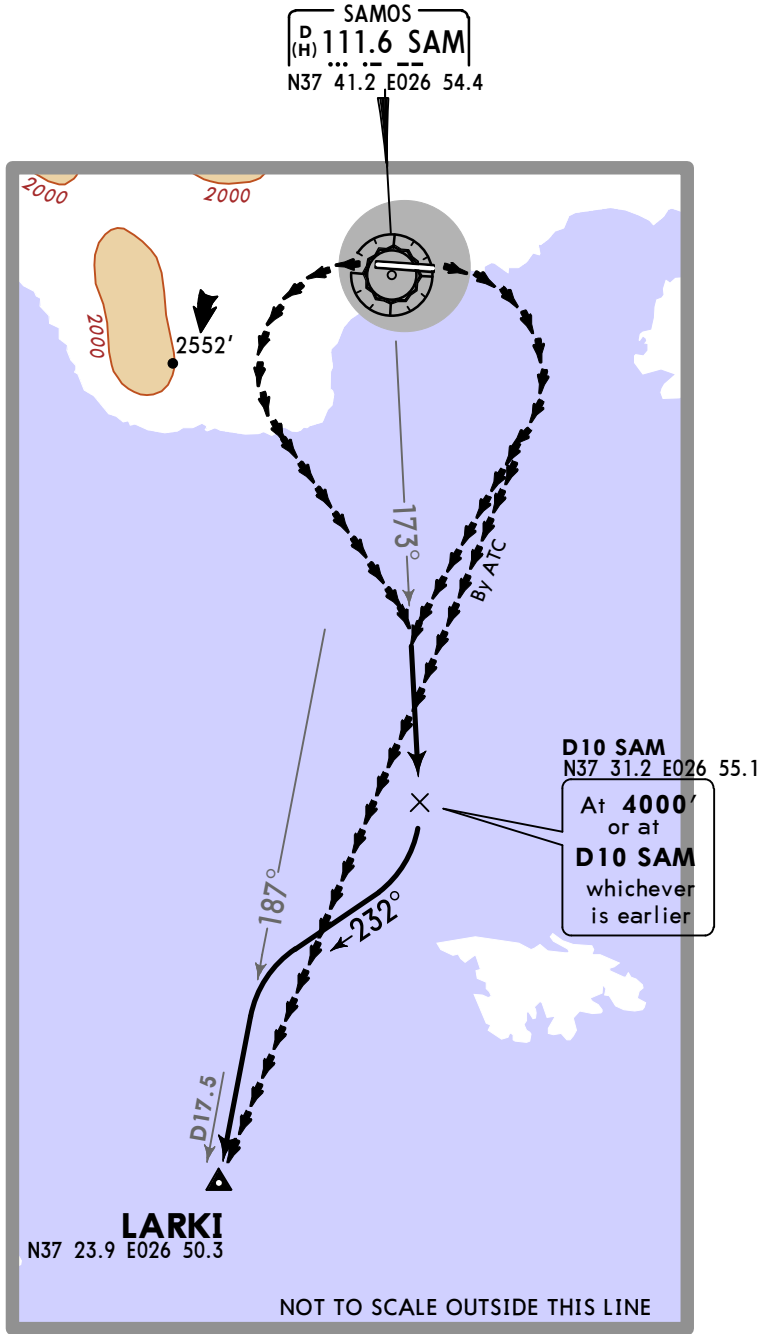
SAMOS, GREECE
SID

Apt Elev
20'

Trans level: By ATC Trans alt: 7000'



LARKI 3B [LARK3B]
RWYS 09, 27 DEPARTURE



This SID requires a minimum climb gradient of 304' per NM (5%) up to 6000' due to obstacles and then for ATC purposes.

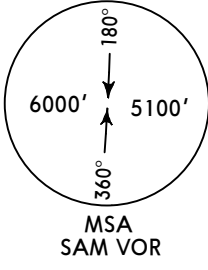
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.
ROUTING	
On SAM R-173 to 4000' or D10 SAM, whichever is earlier, turn RIGHT, 232° track, intercept SAM R-187 to LARKI.	

LGSM/SMI
ARISTARCHOS OF SAMOS

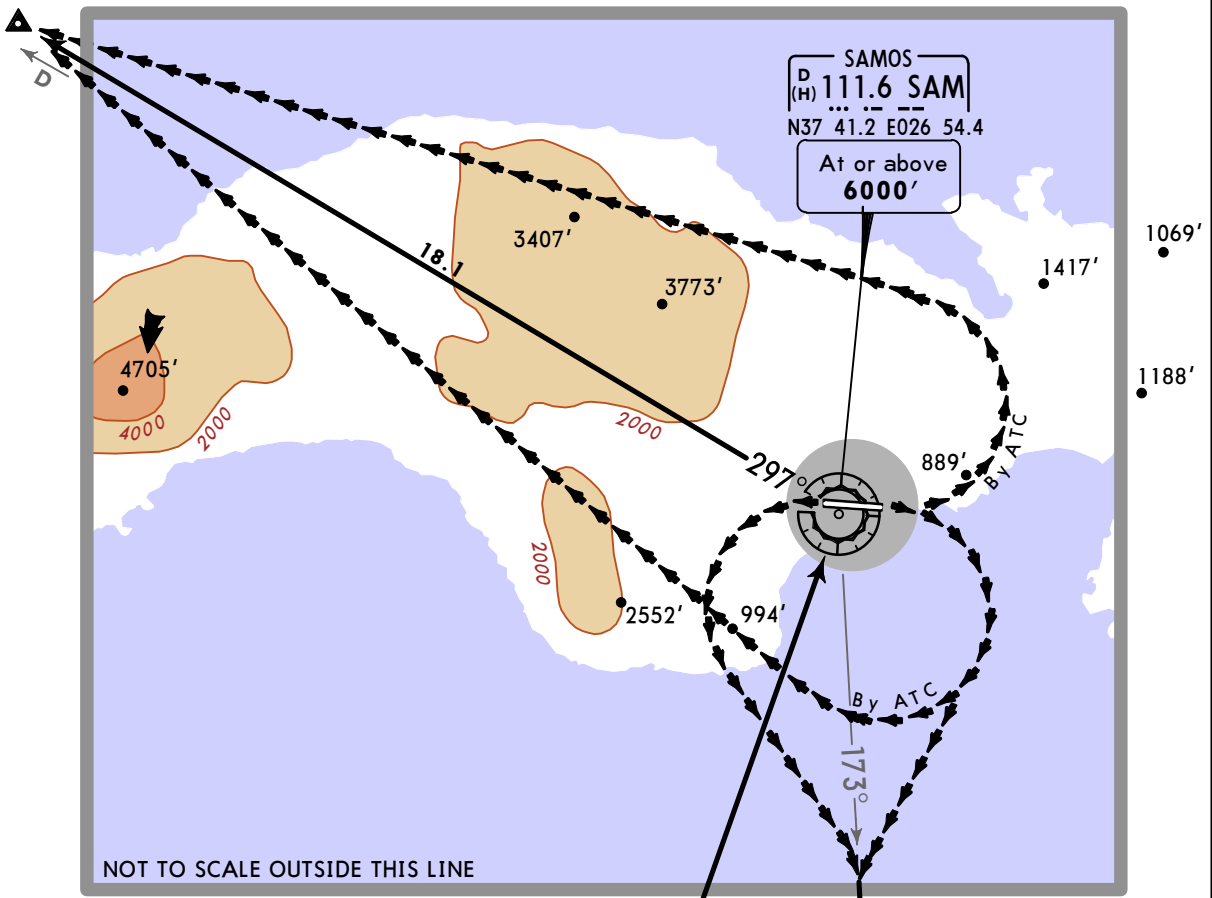
JEPPesen
31 JUL 15 (10-3A)

SAMOS, GREECE
SID

Apt Elev 20'	Trans level: By ATC Trans alt: 7000'
	Rwy 09 visual departure: CAUTION spot altitudes at SAM R-031/D6.18 (LEFT turn), SAM R-046/D8.54 (LEFT turn), SAM R-064/D6.17 (LEFT turn), SAM R-069/D2.6 (LEFT & RIGHT turn), SAM R-217/D2.9 (RIGHT turn), SAM R-244/D4.4 (RIGHT turn), SAM R-276/D13.82 (LEFT & RIGHT turn), SAM R-314/D8.11 (LEFT turn), SAM R-316/D5.19 (LEFT & RIGHT turn).
	

ORMOS 2B [ORMO2B]
RWYS 09, 27 DEPARTURE

ORMOS
N37 50.6 E026 34.9



This SID requires a minimum climb gradient of 304' per NM (5%) up to 6000' due to obstacles and then for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

D10 SAM
N37 31.2 E026 55.1

At 4000' or at D10 SAM whichever is earlier

MAX 210 KT
Bank 15°

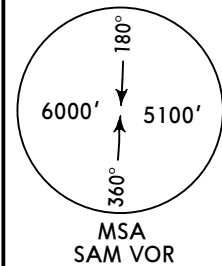
RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.
ROUTING	
On SAM R-173 to 4000' or D10 SAM, whichever is earlier, turn RIGHT to SAM, turn LEFT, SAM R-297 to ORMOS.	

Apt Elev
20'

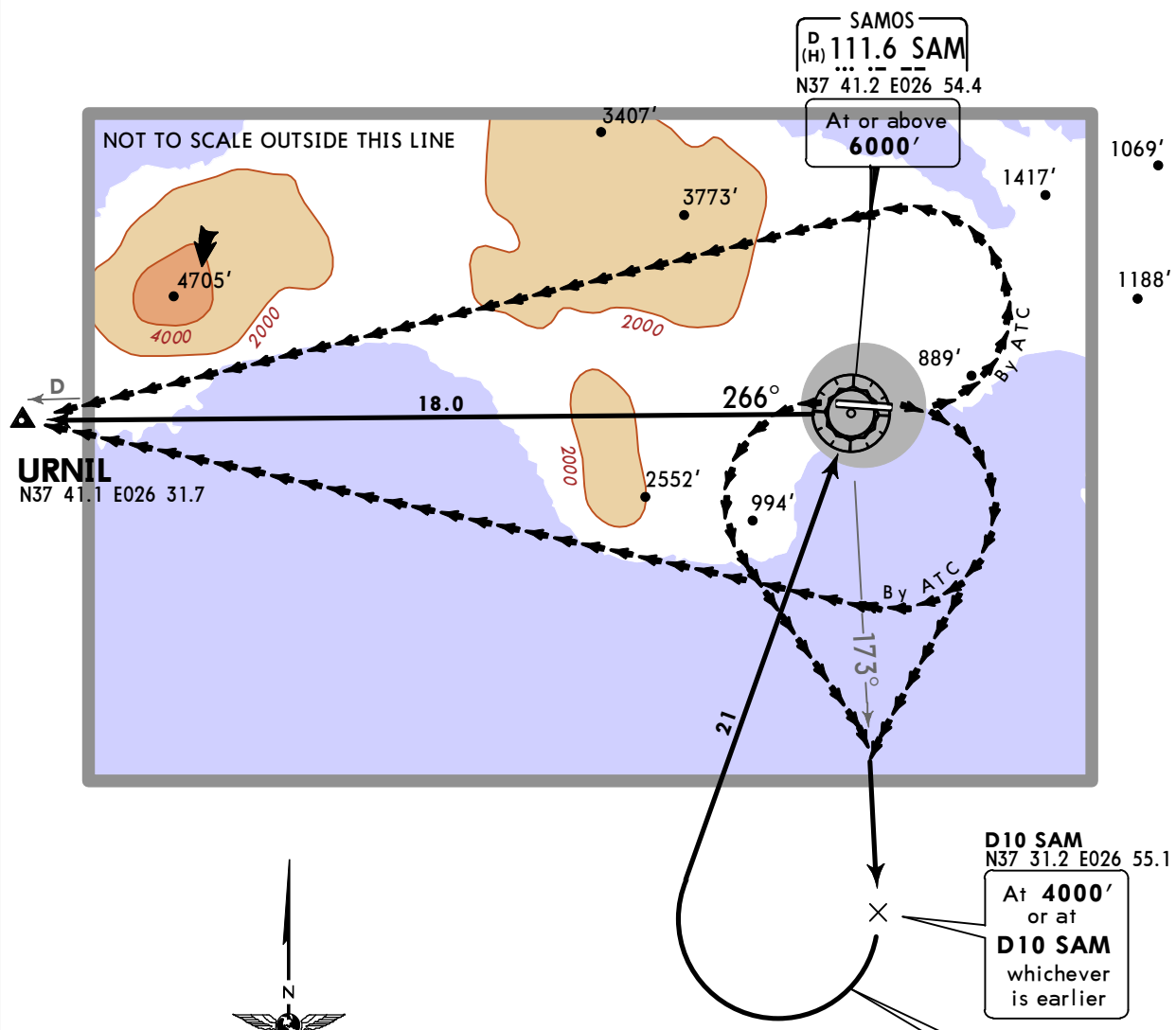
Trans level: By ATC Trans alt: 7000'

Rwy 09 visual departure: CAUTION spot altitudes at

- SAM R-031/D6.18 (LEFT turn),
- SAM R-046/D8.54 (LEFT turn),
- SAM R-064/D6.17 (LEFT turn),
- SAM R-069/D2.6 (LEFT & RIGHT turn),
- SAM R-217/D2.9 (RIGHT turn),
- SAM R-244/D4.4 (RIGHT turn),
- SAM R-276/D13.82 (LEFT & RIGHT turn),
- SAM R-314/D8.11 (LEFT turn),
- SAM R-316/D5.19 (LEFT & RIGHT turn).



URNIL 2B [URNI2B]
RWYS 09, 27 DEPARTURE



This SID requires a minimum climb gradient of 304' per NM (5%) up to 6000' due to obstacles and then for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
09	Turn RIGHT climbing visually until intercepting SAM R-173.
27	Turn LEFT climbing visually until intercepting SAM R-173.
ROUTING	
On SAM R-173 to 4000' or D10 SAM, whichever is earlier, turn RIGHT to SAM, turn LEFT, SAM R-266 to URNIL.	

LGSM/SMI
ARISTARCHOS OF SAMOS

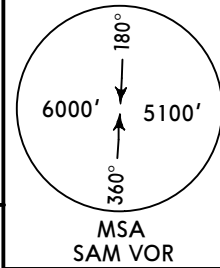
JEPPESEN
31 JUL 15 10-3C

SAMOS, GREECE
SID

Apt Elev
20'

Trans level: By ATC Trans alt: 7000'

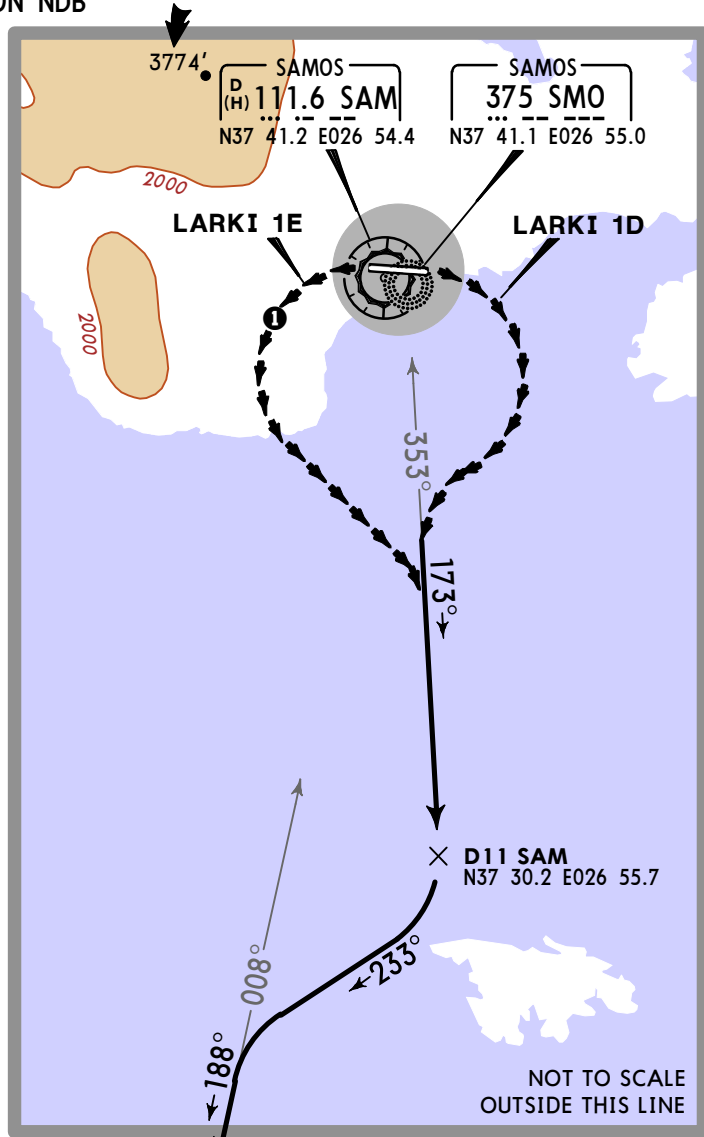
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. RWY 09: A minimum visibility of 5 km is required
RWY 27: A minimum visibility of 5 km and ceiling of 3000' is required, due to high terrain north, west and southwest of aerodrome.



LARKI 1D[LARK1D], LARKI 1E[LARK1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



- ① Visual initial climb
CAUTION spot altitudes at:
283°/7.2NM from DER at 2155',
283°/11.8NM from DER at 2926',
281°/4.6NM from DER at 1348',
281°/11NM from DER at 2372',
277°/3.4NM from DER at 1158',
274°/3.2NM from DER at 1214',
275°/5.1NM from DER at 1946',
275°/13.4NM from DER at 4705',
272°/4NM from DER at 1217',
272°/4.8NM from DER at 1926',
270°/4.4NM from DER at 1430',
263°/3.9NM from DER at 1384',
263°/4.6NM from DER at 2313',
260°/4.6NM from DER at 2431',
254°/4.7NM from DER at 2375',
250°/4.7NM from DER at 2510',
246°/3.9NM from DER at 1460',
245°/4.8NM from DER at 2552',
243°/4.8NM from DER at 2467',
241°/4.4NM from DER at 1968',
238°/4.3NM from DER at 1968',
235°/3.3NM from DER at 1430',
233°/4.1NM from DER at 1371',
226°/4NM from DER at 1693',
223°/3.2NM from DER at 1083',
212°/3NM from DER at 968',
204°/2.9NM from DER at 991'.



LARKI
N37 23.9 E026 50.3
(SAM R-187/D17.5)

H59

These SIDs require a minimum climb gradient
of
304' per NM (5%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB/ROUTING
LARKI 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT, 233° track, intercept 188° bearing from SMO to LARKI, join airway H-59.
LARKI 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT, 233° track, intercept 188° bearing from SMO to LARKI, join airway H-59.

LGSM/SMI
ARISTARCHOS OF SAMOS

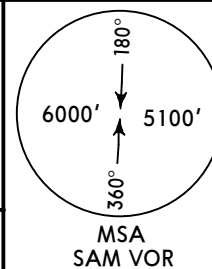
JEPPesen
31 JUL 15 (10-3D)

SAMOS, GREECE
SID

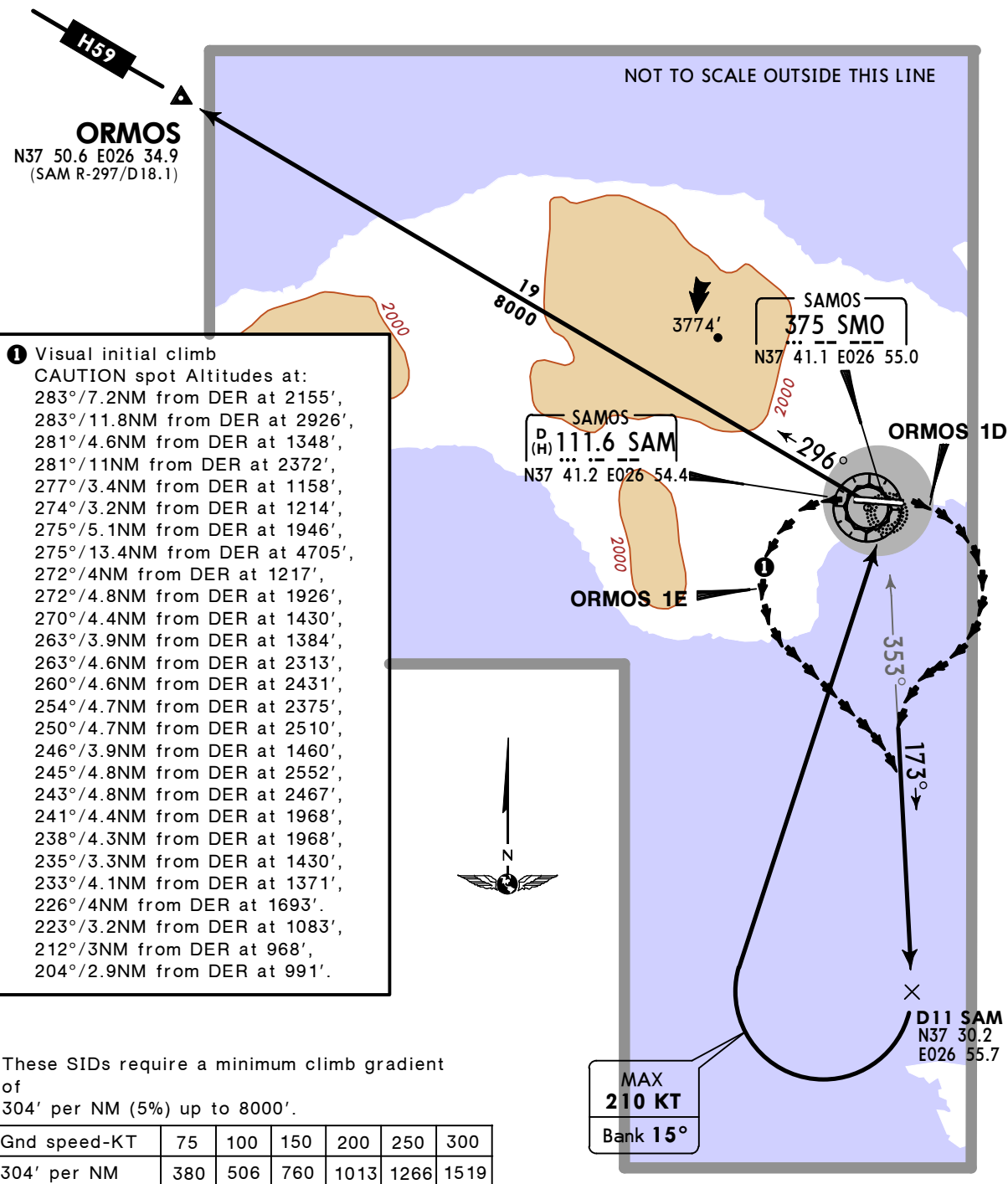
Apt Elev
20'

Trans level: By ATC Trans alt: 7000'

1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
2. RWY 09: A minimum visibility of 5 km is required
RWY 27: A minimum visibility of 5 km and ceiling of 3000' is required, due to high terrain north, west and southwest of aerodrome.



ORMOS 1D[ORMO1D], ORMOS 1E[ORMO1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



- 1 Visual initial climb
CAUTION spot Altitudes at:
- 283°/7.2NM from DER at 2155',
 - 283°/11.8NM from DER at 2926',
 - 281°/4.6NM from DER at 1348',
 - 281°/11NM from DER at 2372',
 - 277°/3.4NM from DER at 1158',
 - 274°/3.2NM from DER at 1214',
 - 275°/5.1NM from DER at 1946',
 - 275°/13.4NM from DER at 4705',
 - 272°/4NM from DER at 1217',
 - 272°/4.8NM from DER at 1926',
 - 270°/4.4NM from DER at 1430',
 - 263°/3.9NM from DER at 1384',
 - 263°/4.6NM from DER at 2313',
 - 260°/4.6NM from DER at 2431',
 - 254°/4.7NM from DER at 2375',
 - 250°/4.7NM from DER at 2510',
 - 246°/3.9NM from DER at 1460',
 - 245°/4.8NM from DER at 2552',
 - 243°/4.8NM from DER at 2467',
 - 241°/4.4NM from DER at 1968',
 - 238°/4.3NM from DER at 1968',
 - 235°/3.3NM from DER at 1430',
 - 233°/4.1NM from DER at 1371',
 - 226°/4NM from DER at 1693',
 - 223°/3.2NM from DER at 1083',
 - 212°/3NM from DER at 968',
 - 204°/2.9NM from DER at 991'.

These SIDs require a minimum climb gradient
of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB/ROUTING
ORMOS 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 296° bearing to ORMOS, join airway H-59.
ORMOS 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 296° bearing to ORMOS, join airway H-59.

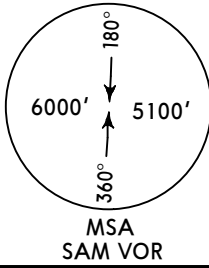
LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPesen
31 JUL 15 10-3E

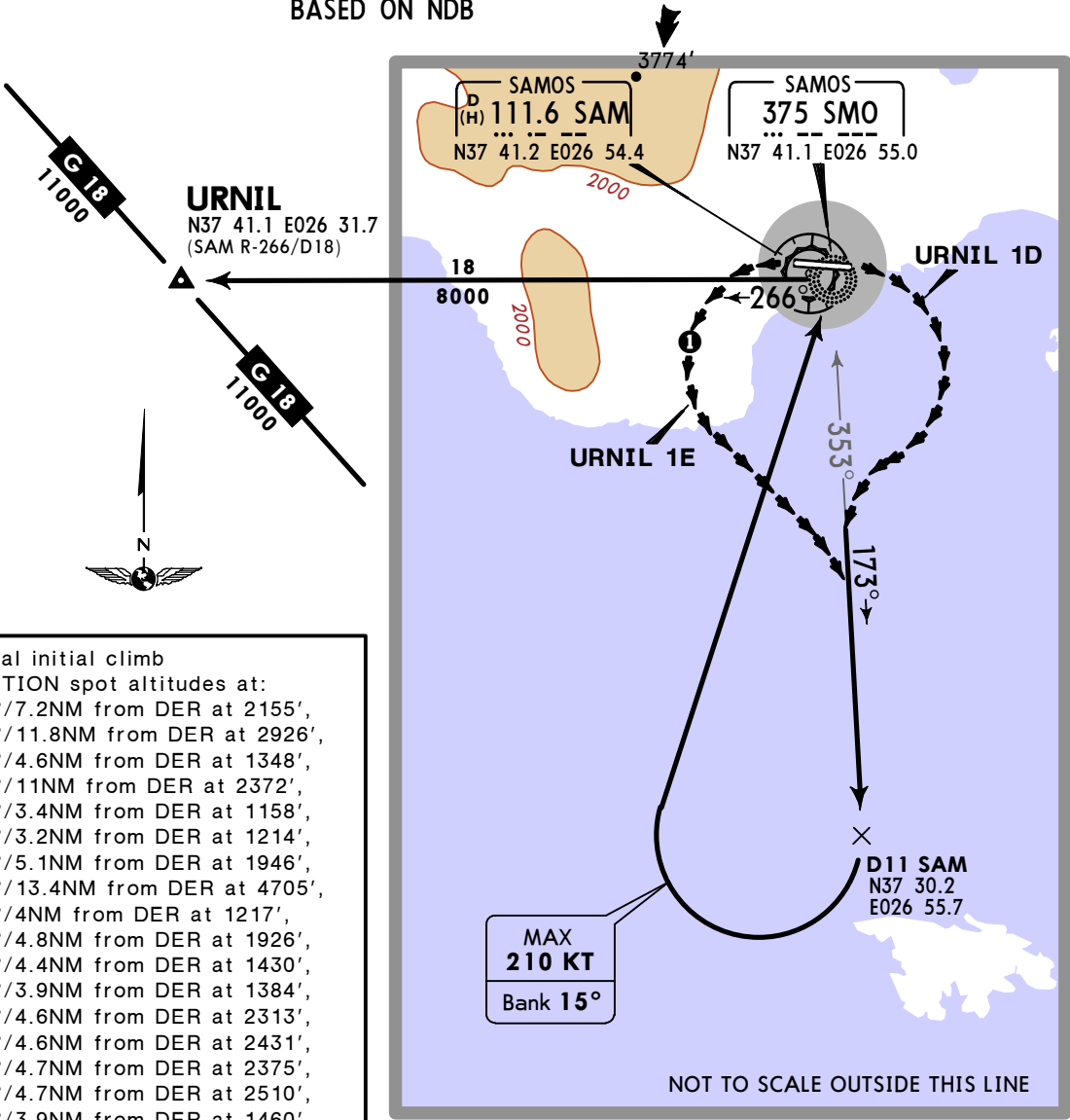
SAMOS, GREECE
SID

Apt Elev
20'

- Trans level: By ATC Trans alt: 7000'
1. When an altitude higher than Trans alt is designated, an equivalent FL shall be specified by ATC.
 2. RWY 09: A minimum visibility of 5 km is required
RWY 27: A minimum visibility of 5 km and ceiling of 3000' is required, due to high terrain north, west and southwest of aerodrome.



URNIL 1D [URNI1D], URNIL 1E [URNI1E]
RWYS 09, 27 DEPARTURES
BASED ON NDB



- ① Visual initial climb
CAUTION spot altitudes at:
283°/7.2NM from DER at 2155',
283°/11.8NM from DER at 2926',
281°/4.6NM from DER at 1348',
281°/11NM from DER at 2372',
277°/3.4NM from DER at 1158',
274°/3.2NM from DER at 1214',
275°/5.1NM from DER at 1946',
275°/13.4NM from DER at 4705',
272°/4NM from DER at 1217',
272°/4.8NM from DER at 1926',
270°/4.4NM from DER at 1430',
263°/3.9NM from DER at 1384',
263°/4.6NM from DER at 2313',
260°/4.6NM from DER at 2431',
254°/4.7NM from DER at 2375',
250°/4.7NM from DER at 2510',
246°/3.9NM from DER at 1460',
245°/4.8NM from DER at 2552',
243°/4.8NM from DER at 2467',
241°/4.4NM from DER at 1968',
238°/4.3NM from DER at 1968',
235°/3.3NM from DER at 1430',
233°/4.1NM from DER at 1371',
226°/4NM from DER at 1693',
223°/3.2NM from DER at 1083',
212°/3NM from DER at 968',
204°/2.9NM from DER at 991'.

These SIDs require a minimum climb gradient of
304' per NM (5%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

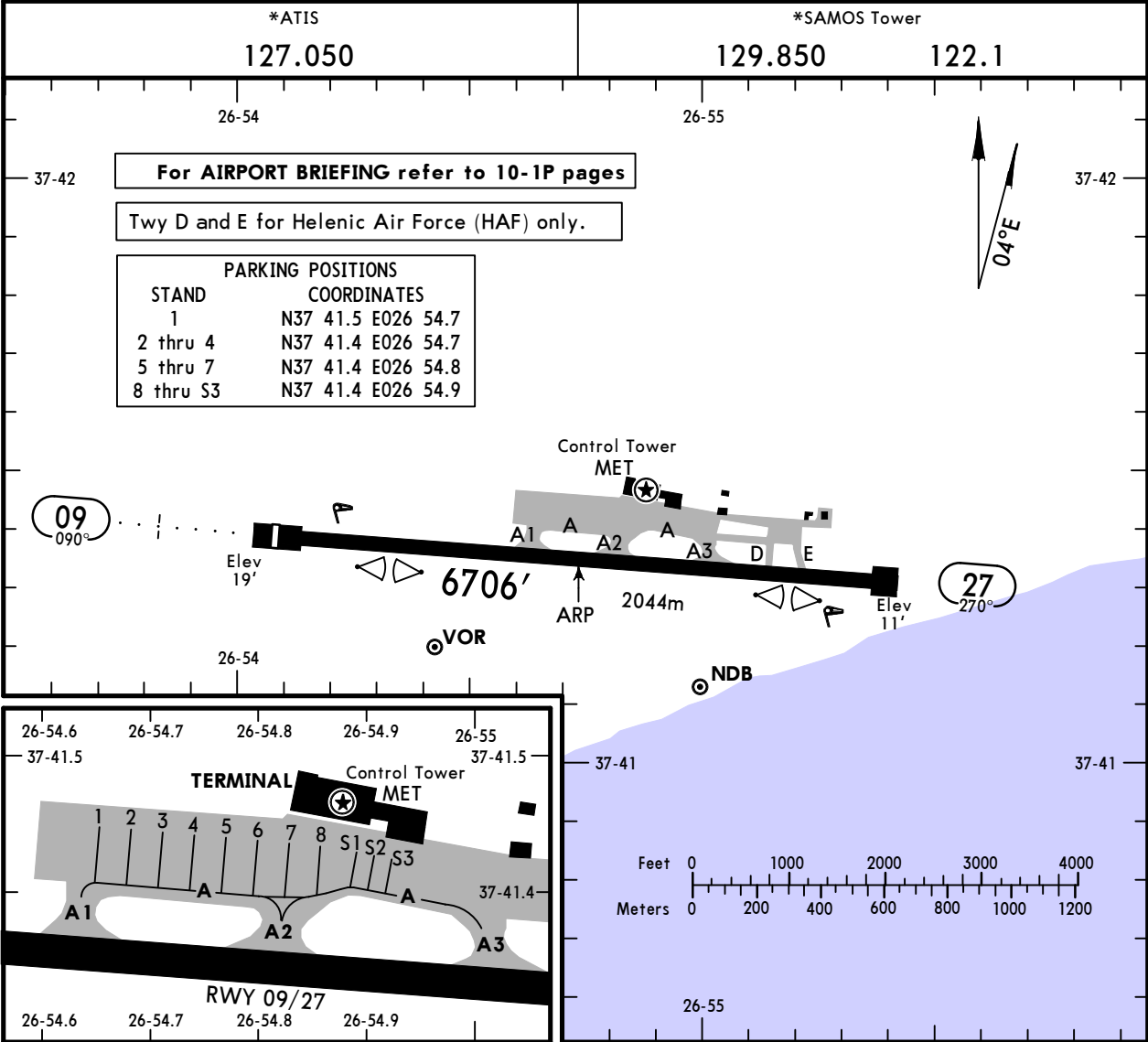
SID	RWY	INITIAL CLIMB/ROUTING
URNIL 1D	09	After take-off turn RIGHT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 266° bearing to URNIL, join airway G-18.
URNIL 1E	27	After take-off turn LEFT as soon as practicable remaining in visual contact with terrain until intercepting 173° bearing from SMO, climb on 173° bearing from SMO to D11 SAM, turn RIGHT to SMO, turn LEFT, 266° bearing to URNIL, join airway G-18.

LGSM/SMI

Apt Elev 19'
N37 41.4 E026 54.7

JEPPESSEN
12 APR 19 10-9 Eff 25 Apr

SAMOS, GREECE
ARISTARCHOS OF SAMOS



ADDITIONAL RUNWAY INFORMATION					
RWY	LANDING BEYOND			USABLE LENGTHS	
				Threshold	Glide Slope
09	MIRL	HIALS	PAPI-L (3.5°) ① ②	RVR 6476' 1974m	
27	MIRL	REIL	PAPI-L (3.5°) ①	RVR	

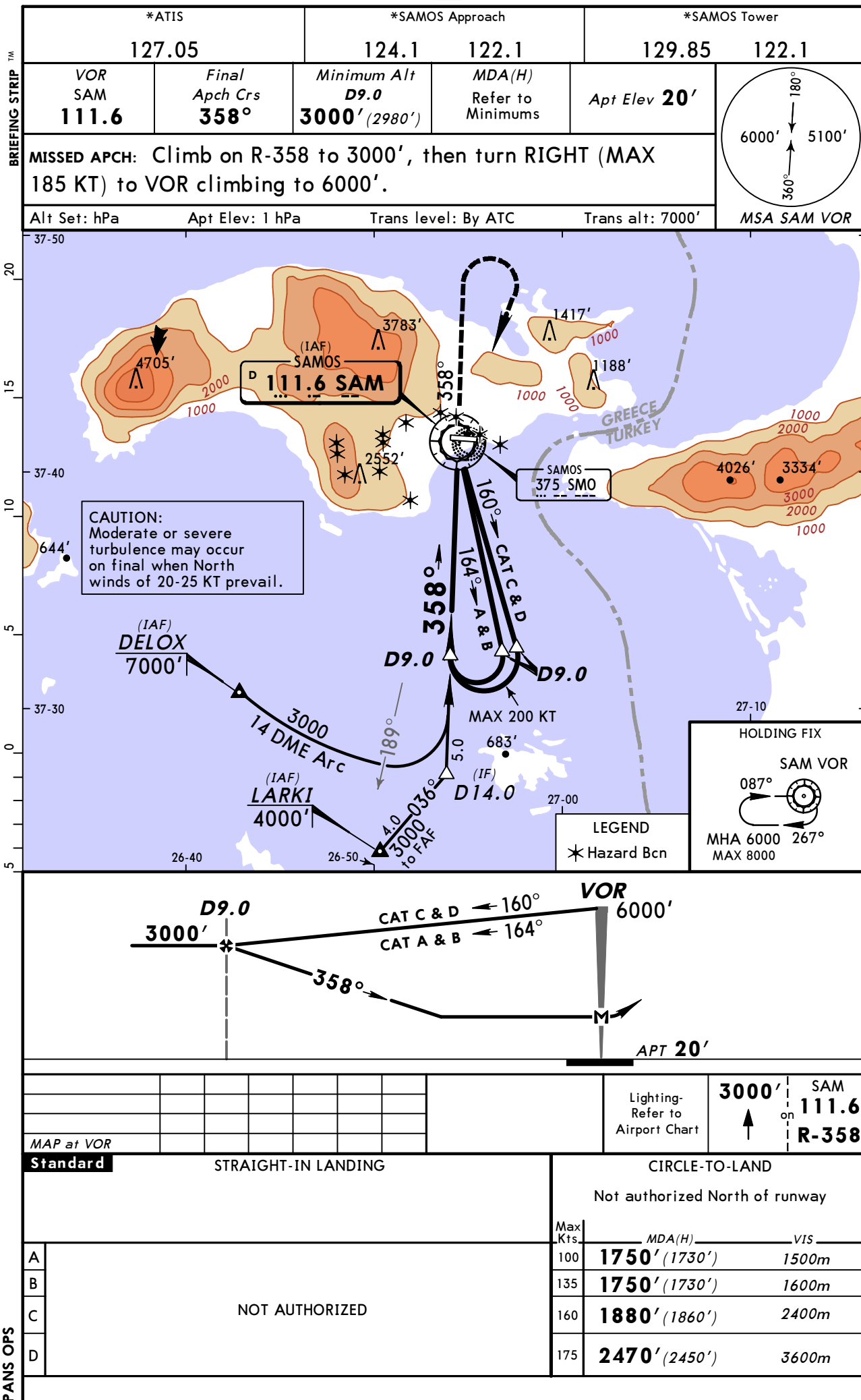
- ① Offset 5° to the South.
② Range less than 2NM due to high terrain.

Standard		TAKE-OFF	
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESSEN
21 MAR 14 13-1 Eff 3 Apr

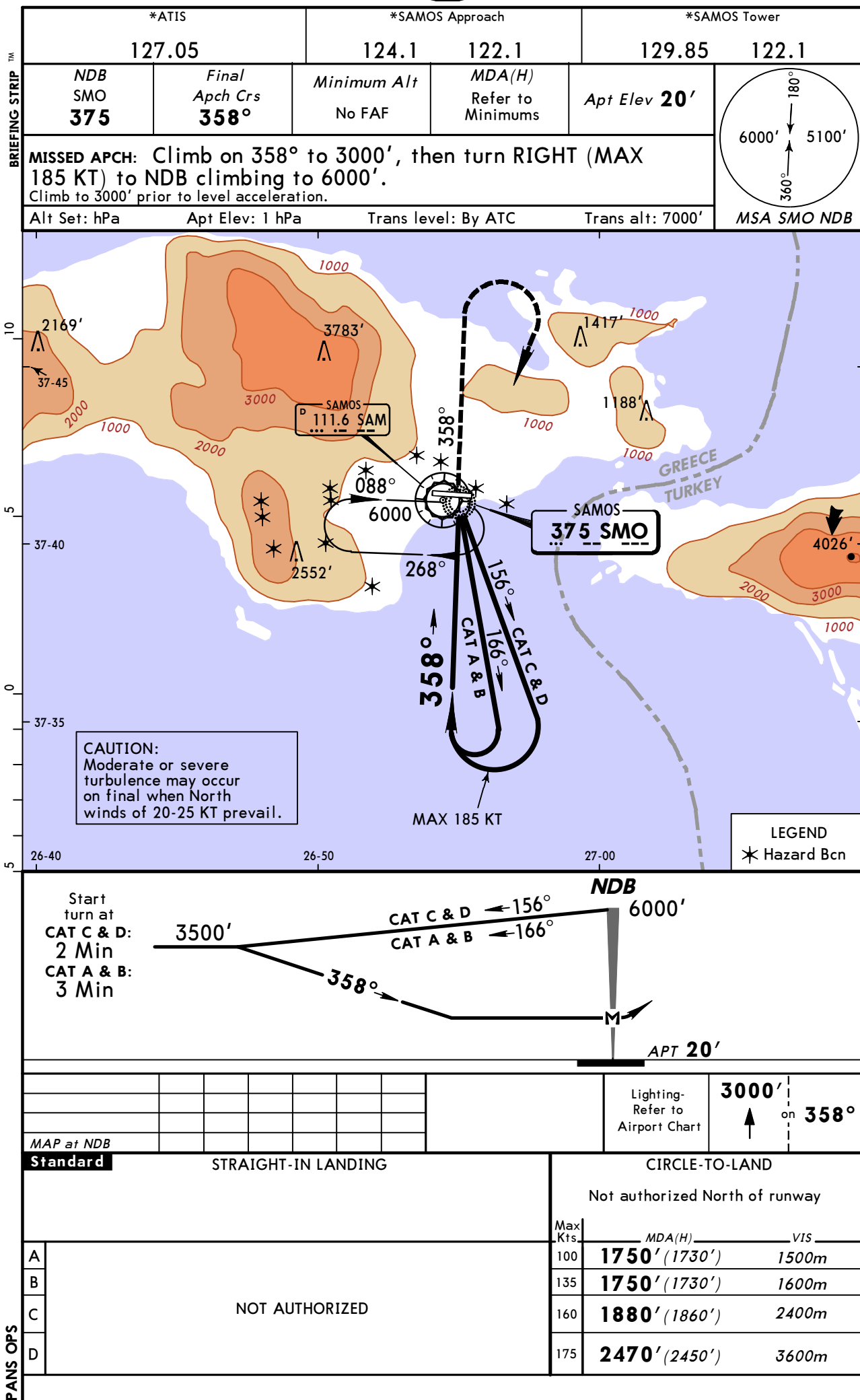
SAMOS, GREECE
VOR DME



LGSM/SMI
ARISTARCHOS OF SAMOS

JEPPESEN
21 MAR 14 (16-1) Eff 3 Apr

SAMOS, GREECE
NDB



(APP) Within Samos TMA & CTR:	LGSM Elev 20' /6m N37 41.4 E026 54.7		ARISTARCHOS OF SAMOS Samos GREECE 5.5 NM SW Samos City	
	SAMOS APPROACH 124.10 (gr, en)			
(TWR)	SAMOS TOWER 129.85 (gr, en)		ATIS 127.05	
	RWY	ILS	RWY	ILS



SAMOS

ARISTARCHOS OF SAMOS

GREECE, Samos

19-2

19 FEB 10

JEPPESSEN



(FIS)

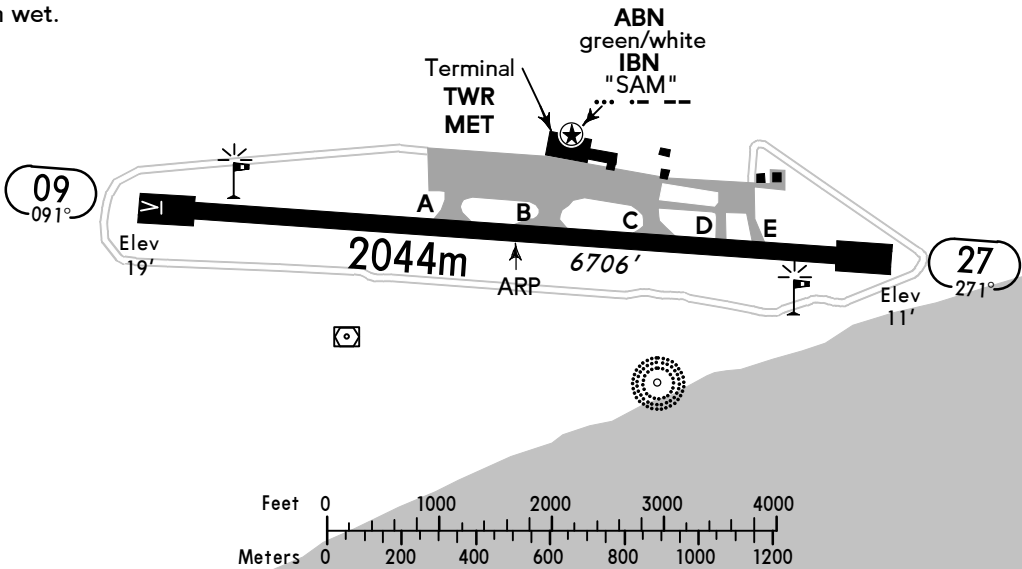
ATIS **127.05**

ATHINAI INFORMATION **130.92**

CAUTION:

Bird concentration on THR 09/27
and in vicinity of AD.

RWY 09 section C may be slippery
when wet.



TAXI

ABN - ALS 09 - AVASIS 09 - THRL - RL - TWYL - APRON - WDI - OBSTL. ① ②

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09	2044 x 45 Asphalt	2044	1974	PCN 35/F/D/X/T	
27		2044	2044		

① ALS Configuration unknown. ② AVASIS limited to 2 NM, AVBL for advisory use during daylight.
Not AVBL during night.

Local flights prohibited.

Due to high terrain N of AD all manoeuvres shall be executed to the S.

Pilots should exercise caution when winds from N of 20-25 KT prevail, as it is certain that moderate or severe turbulences will be experienced when approaching.
This phenomenon coincides with that of a tail wind component during descent on either RWY approach area. When the wind speed is increased an aggravation of the above conditions should be expected with possible vertical wind shear during LDG or TKOF. Especially for RWY 27, when N wind above 20 KT prevails, unpredictable and dangerous conditions should be expected during the approach procedure, due to severe wind shear and turbulence.

Due to limited parking area private ACFT must request parking permission from the AD Authority.

Avoid using maximum engine power when turning on apron and turning exhaust pipes towards terminal building.

VFR Routes

ACFT incl. HEL should follow VFR routes and ALT as depicted on chart 19-1 unless VFR criteria require otherwise or a special authorization is obtained from the ATC unit.

When air traffic conditions require, ATC may assign different VFR routes. Also when deemed necessary by the pilots to deviate from the specified routes and/or altitudes, they should communicate with Samos ATC prior entering TMA Samos or immediately after departure for permission.

Position reports must be given to the appropriate ATC unit (SAMOS APPROACH or SAMOS TOWER), when over compulsory REPs as depicted on chart 19-1.

A continuous watch must be maintained on the appropriate frequency with SAMOS APPROACH or SAMOS TOWER when flying the VFR routes.

Airport Regulations

To assist TWR to arrange a landing sequence of arriving ACFT and facilitate the AD traffic, a visual holding pattern is established West of Samiopoula island at REP BALOS. Holding on this pattern should be carried out 2 NM West of Samiopoula.

After REP BALOS all VFR ACFT should proceed to REP IREON (3 NM S of AD) only after permission by SAMOS APPROACH / TOWER.

It is notified that the coverage of APPROACH / TOWER frequency W, N and NW of AD and below FL 90 is limited.

Is is reminded that on VFR Routes the responsibility to avoid collision with other ACFT and maintenance of terrain clearance rests with the pilots.

SAMOS, (ARISTARCHOS OF SAMOS - LGSM)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LGSM

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

AVASIS replaced by PAPI RWY 09/27 (3.5°).

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Upper limit TMA Samos changed from FL95 to FL105.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (D) Samos lower limit chgd to 1000' AGL.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (E) Samos (1000'/FL 105) chgd to class (D).

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TWY A renamed A1. TWY B renamed A2. TWY C renamed A3. TWY A estbld on apron between TWYs A1, A2 & A3.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TEL: Apt Operator 2273440013, 2273062239. ARO 2273061281, 2273087804. CAA 2273087800, Fax 2273062391.

Chart Change Notices for Country GRC

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA (D) Athinai lower limit chgd to 1000' AGL.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The airspace within Athinai FIR except the areas of TMAs, MTMAs, CTRs, MCTRs and ATZs from FL 115 up to and including FL 195, is classified as class (E).

