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Airport Information For LGTS

Terminal Charts For LGTS

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: THESSALONIKI GRC
ICAO/IATA: LGTS / SKG
Lat/Long: N40° 31.2', E022° 58.3'
Elevation: 22 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: 0258 Z
Sunset: 1756 Z

Runway Information

Runway: 16
Length x Width: 7907 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34
Length x Width: 7907 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 10
Length x Width: 8005 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 8005 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.550

Makedonia Tower: 118.050

Makedonia Tower: 118.100

Makedonia Tower: 122.100

Makedonia Ground: 121.700

Makedonia Ramp/Taxi: 121.850

Makedonia Clearance Delivery: 118.050

Thessaloniki Approach: 122.100

Thessaloniki Approach: 120.800

Thessaloniki Approach: 118.275

Thessaloniki Approach: 36.230 Military

Makedonia Radio: 298.900 Air-Ground

Makedonia Radio: 563.700 Air-Ground

Thessaloniki Radar: 36.230 Military

Thessaloniki Radar: 120.800

Makedonia ACC: 125.355 RCO

Thessaloniki Direct (Approach Control Radar): 118.275

Makedonia ACC: 132.375 RCO

LGTS/SKG
MAKEDONIA**JEPPESEN**

21 DEC 18

10-1P

Eff 3 Jan

THESSALONIKI, GREECE**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

ATIS 127.550

1.2. LOW VISIBILITY PROCEDURES (LVP)

RWY 16 is equipped with ILS and is approved for CAT II operations.

The operations phase will be commenced when the RVR falls to 800m or below or the ceiling is at or below 200'. LVPs will be terminated when RVR is greater than 1400m and ceiling is greater than 400' and a continuing improvement in these conditions is anticipated.

ACFT landing on RWY 16 must exit either at the end of the RWY or via taxi link D. When on TWY A, pilots shall report 'RWY vacated' in order to denote that the ACFT is out of the ILS LOC sensitive area. Pilots will not be refused permission to land or take off on "pilot's discretion" solely because of bad weather conditions.

Guided take-off is not provided.

Taxiing is restricted to TWY A and TWY links C and D, equipped with centerline lights. On receiving taxi clearance, ACFT must only proceed when a green centerline path is illuminated. In the event of failure of the TWY lights and/or stop bars, ACFT are only to taxi on the direction of a Follow-me car. During operations phase, guidance of a Follow-me car can be provided upon request.

Intersection take-offs are not permitted.

During LVPs RWY 16 is used for landings and take-offs. It is however possible for an ACFT - due to performance requirements - to use RWY 34 for take-off on pilot's request and ATC's approval. Delays and, probably, a CTOT extension must be anticipated.

1.3. TAXI PROCEDURES**1.3.1. GROUND MOVEMENT**

All ACFT shall follow apron and stand TWY lines. No deviations or short-cuts are permitted unless guided by a Follow-me car.

Unless guided by a Follow-me car, ACFT are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxiing maneuver.

ACFT are permitted to taxi only at the indispensable minimum engine speed.

Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar. In case of a complete failure of the stop bar system, the information is broadcasted on the ATIS and crossing is permitted only under the guidance of a Follow-me car.

ACFT with outer engines placed at a distance more than 15m from the ACFT centerline shall, if possible, taxi with these engines shut down, while on TWY A and the apron TWY.

1.3.2. ACFT TOWING

Towing of ACFT requires the prior permission of ATC.

During night hours or during LVP in operation towed ACFT shall be illuminated.

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JEPPESEN
21 DEC 18 **10-1P1**

THESSALONIKI, GREECE
Eff 3 Jan **AIRPORT BRIEFING**

1. GENERAL

1.4. OTHER INFORMATION

1.4.1. GENERAL

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

1.4.2. WIND SHEAR

Pilots landing or taking off should exercise caution on the occurrence of wind shear resulting in tailwinds at both ends of RWY 16/34 due to the sea breeze effect.

The above is most likely to appear - when light winds prevail - during summer and less likely during spring and autumn noon/afternoon hours.

Because such a phenomenon can be hazardous to ACFT operations, pilots are urged to report wind shear to MAKEDONIA Tower or MAKEDONIA Approach as soon as possible.

It is suggested that pilots report in the following format:

- a) A simple warning of the presence of wind shear even if no further information can be given.
- b) The altitude or altitude band where the wind shear was encountered.
- c) Details of the effect of the wind shear on the ACFT, for example airspeed gain or loss, vertical speed tendency, etc.

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21 DEC 18

10-1P2

Eff 3 Jan

THESSALONIKI, GREECE

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

In the event of a complete ACFT communication failure, and in absence of alternative ATC instructions, the pilot-in-command should:

- a) If unable to execute a visual approach, continue by his own navigational means to execute the instrument approach he was vectored for.
- b) In the case he was vectored for a visual approach and still in IMC, he should proceed by his own navigational means to MKR VOR/DME maintaining the last assigned altitude if higher or equal to 5500' (QNH) and execute MKR VOR/DME instrument approach as appropriate for the RWY-in-use.
- c) If he was vectored for a visual approach to RWY 28, he should proceed to MKR VOR/DME and execute the MKR VOR/DME for RWY 34 followed by a circling approach to RWY 28.

CAUTION: a) ACFT below 5500' (QNH) must proceed to MKR VOR/DME making an initial climbing turn to 5500' (QNH), taking in account high terrain and obstacles in the vicinity of the APT.

- b) In case MKR VOR/DME is unusable, the pilot-in-command should use the TSL VOR/DME and execute the TSL VOR/DME approach for RWY 34 followed by a circling approach to RWY-in-use.

2.2. CAT II OPERATIONS

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

2.3. OTHER INFORMATION

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. DE-ICING

ACFT de/anti-icing activities are performed under the responsibility of the ACFT operator and/or the ground handler. ACFT de/anti-icing at all parking stands. Prior coordination with the Airport Operations Department is required.

3.2. START-UP PROCEDURES

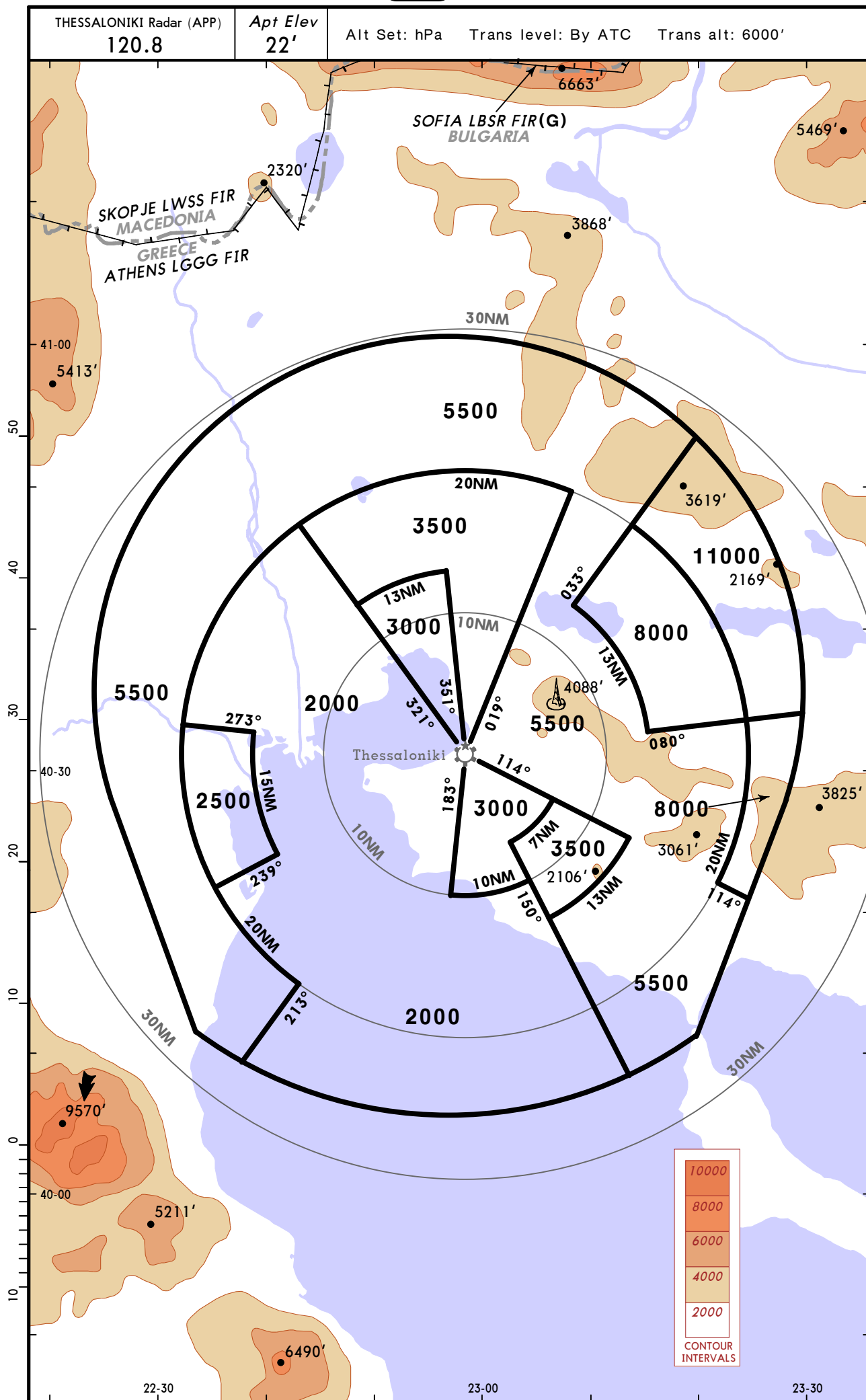
Pilots shall request clearance for starting the engines and ATC clearance on the Start-Up/Clearance Delivery frequency (118.050 MHz). Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Upon receiving start-up and ATC clearance, pilots will be instructed to contact the Tower frequency (118.100 MHz) for taxi clearance. Pilots shall inform the Start-Up/Clearance Delivery frequency, if unable to be ready to taxi within 10 minutes from start-up time.

When pilots request taxi, they shall indicate their ACFT parking stand. Taxi-out clearance may only be requested if the pilot can perform the maneuver immediately.

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JEPPESEN
2 MAR 07 10-1R

THESSALONIKI, GREECE
RADAR MINIMUM ALTITUDES




JEPPESSEN

ACFT (including HEL) flying VFR within Makedonia TMA shall follow the VFR routes and altitudes depicted overleaf unless VFR criteria require different procedures or a special permission has been obtained from the appropriate ATC unit.

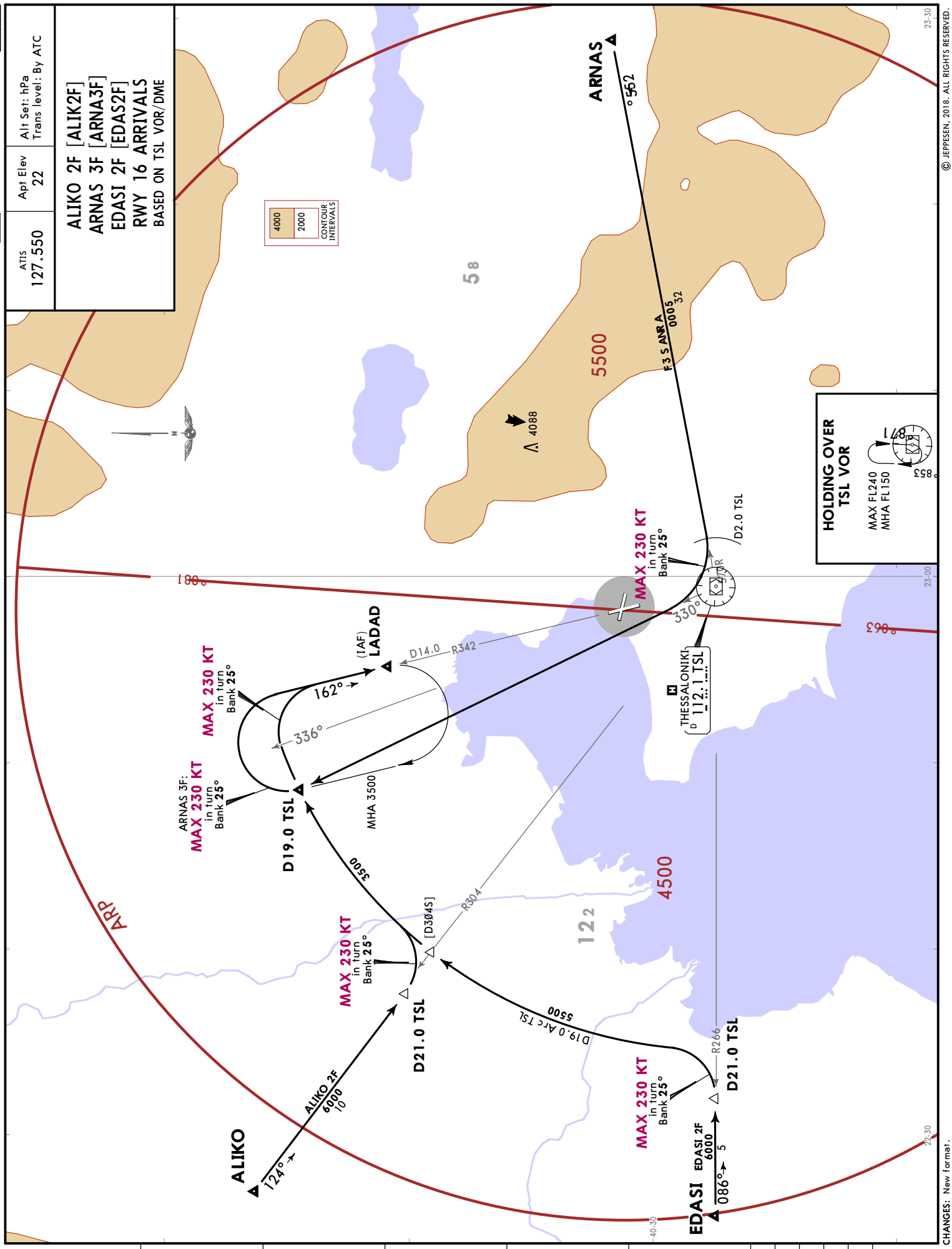
According to traffic conditions, ATC may assign different VFR routes.

A deviation from the routes and altitudes affords a clearance from THESSALONIKI APPROACH prior entering Makedonia TMA or immediately after departure.

When flying on the routes ACFT must maintain a continuous listening watch to THESSALONIKI APPROACH/ MAKEDONIA TWR and give position reports over the compulsory reporting points.

Access to MAKEDONIA TMA is restricted to ACFT capable of maintaining two-way radio communication with the appropriate unit.

ACFT shall squawk A 7000 unless otherwise instructed.

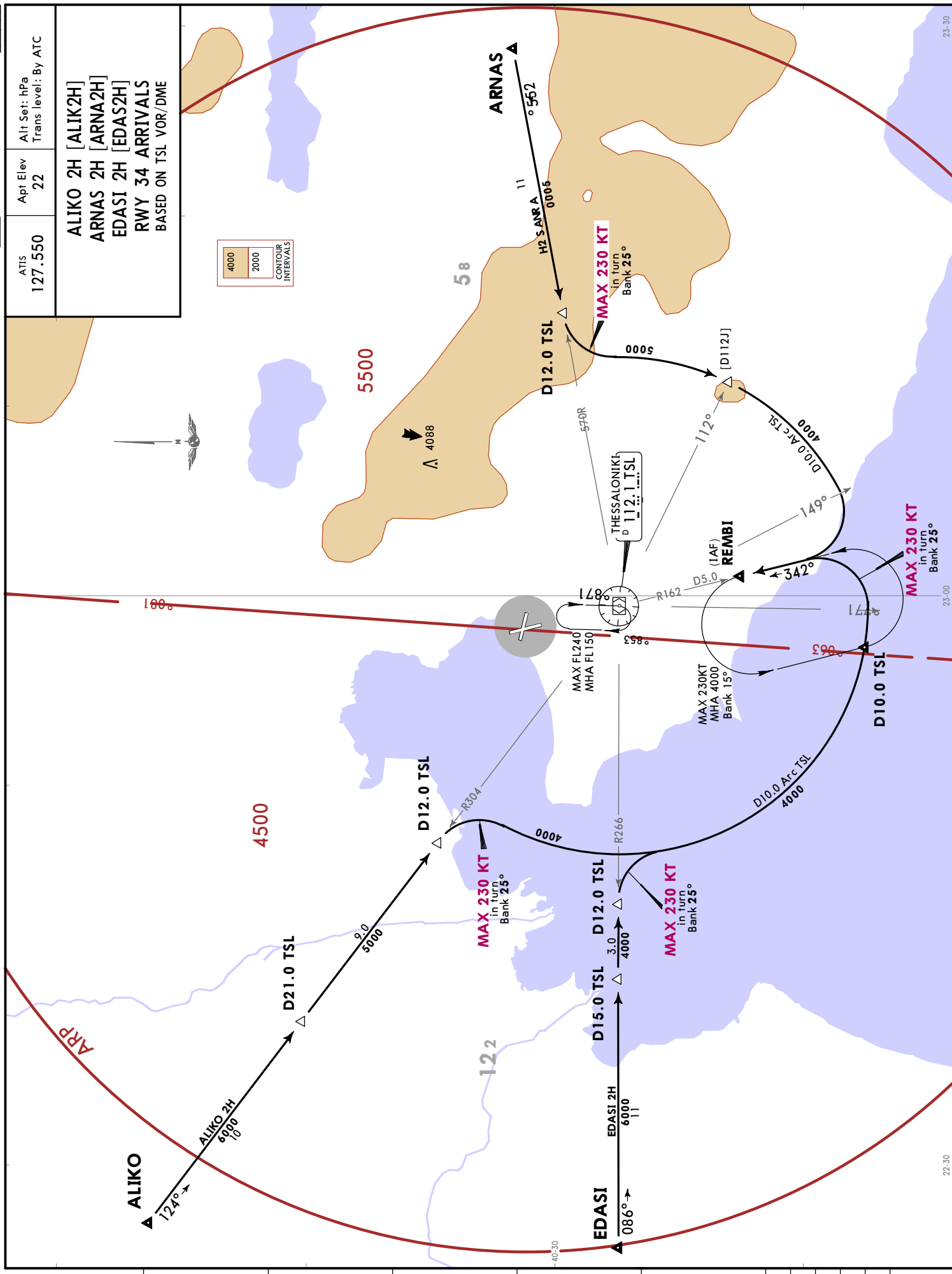
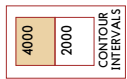




NOV 18 10-2B

STAR

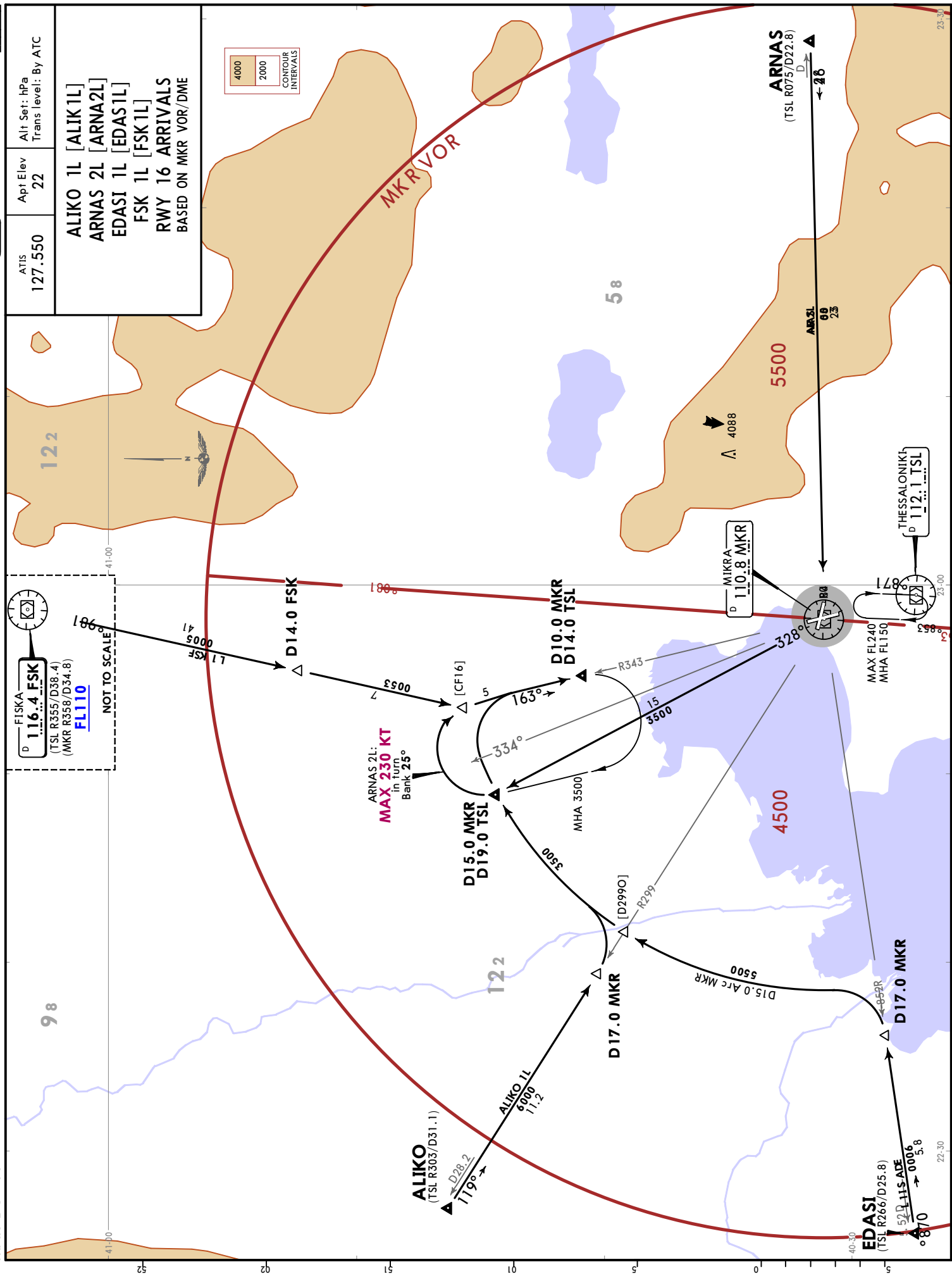
ATIS 127.550	Apt Elev 22	Alt Set: hPa Trans level: By ATC
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CHANGES: New format
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30 NOV 18 10-2D

STAR



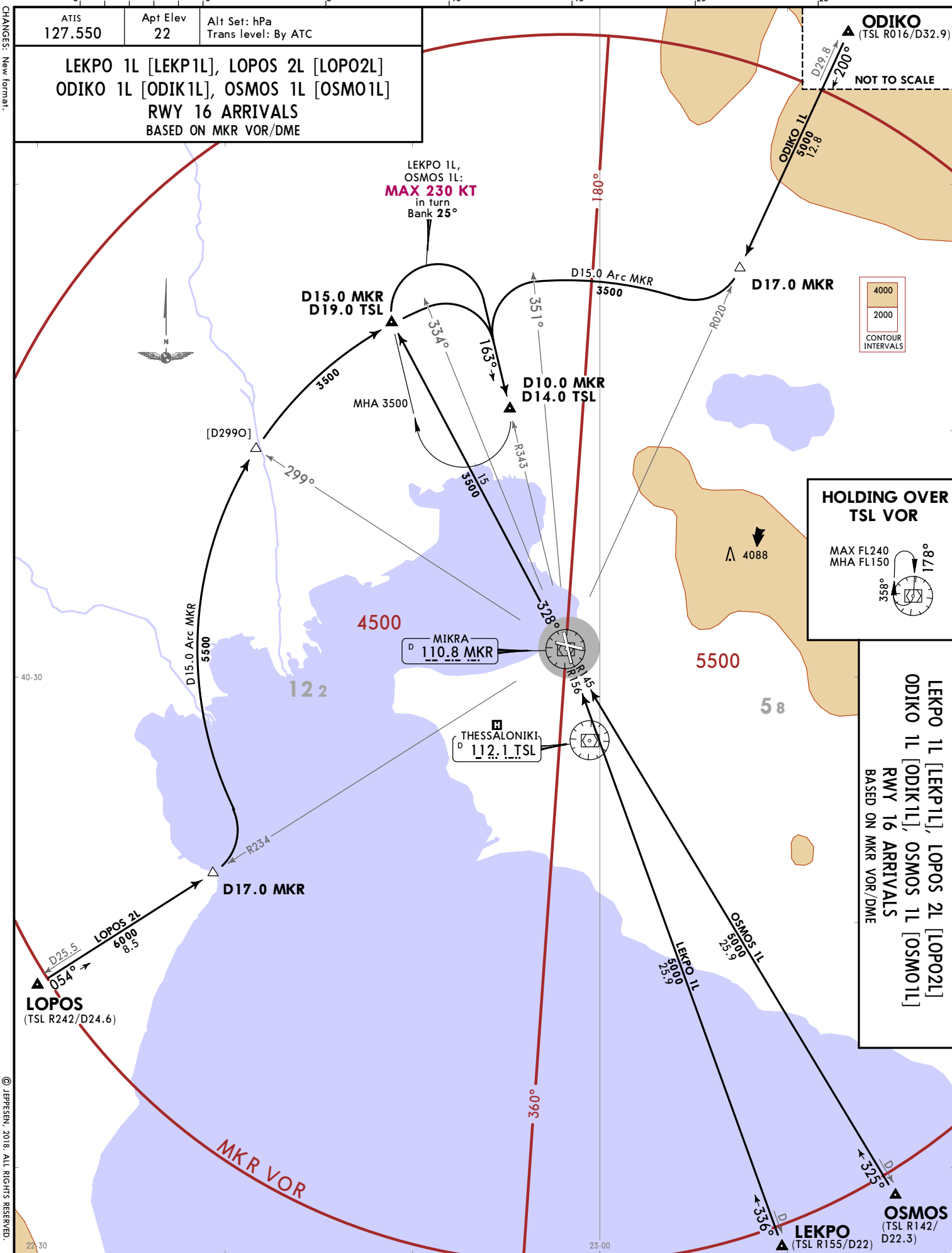
CHANGES: New format.

Alt Set: hPa
Trans level: By ATC

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

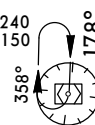
ODIKO
(TSL R016/D32.9)

NOT TO SCALE



**HOLDING OVER
TSL VOR**

MAX FL240
MHA FL150



LGTS / SKG
MAKEDONIA

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30 NOV 18 10-2E

THESSALONIKI, GREECE
STAR

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30 NOV 18 10-2F

STAR

FISKA
D 116.4 FSK
(TSL R355/D38.4)

NOT TO SCALE

CONTOUR
INTERVALS

ATIS	Apt Elev	Alt Set: hPa
127.550	22	Trans level: By ATC

ALIKO 1P [ALIK1P]
ARNAS 1P [ARNA1P]
EDASI 1P [EDAS1P]
FSK 3P [FSK3P]
RWY 34 ARRIVALS
BASED ON MKR VOR/DME

HOLDING OVER
TSL VOR

CHANGES: New format.

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Alt Set: hPa
Trans level: By ATC

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

ODIKO
(TSL R016/D32.9)

NOT TO SCALE

ODIKO 1P
5500
29.8

4000
2000

CONTOUR
INTERVALS

**HOLDING OVER
TSL VOR**

MAX FL240

MHA FL150

A diagram of a clock face with a square in the center. The square has a diamond shape inside it. Two angles are marked: 358° at the 12 o'clock position and 178° at the 6 o'clock position. A curved arrow points from 358° to 178°.

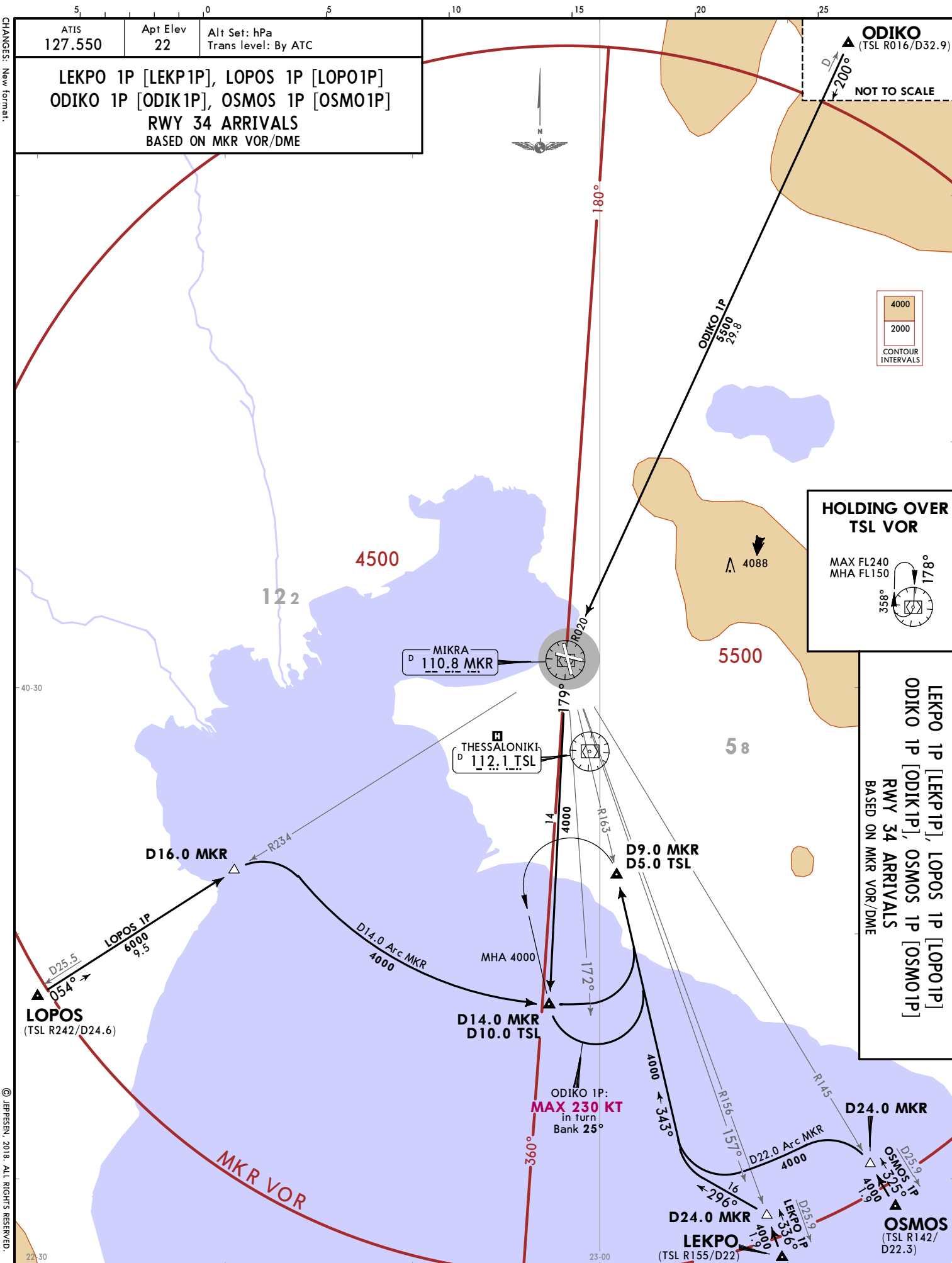
**LGTS/SKG
MAKEDONIA**

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30 NOV 18 10-2G

THESSALONIKI, GREECE
STAR

STAR

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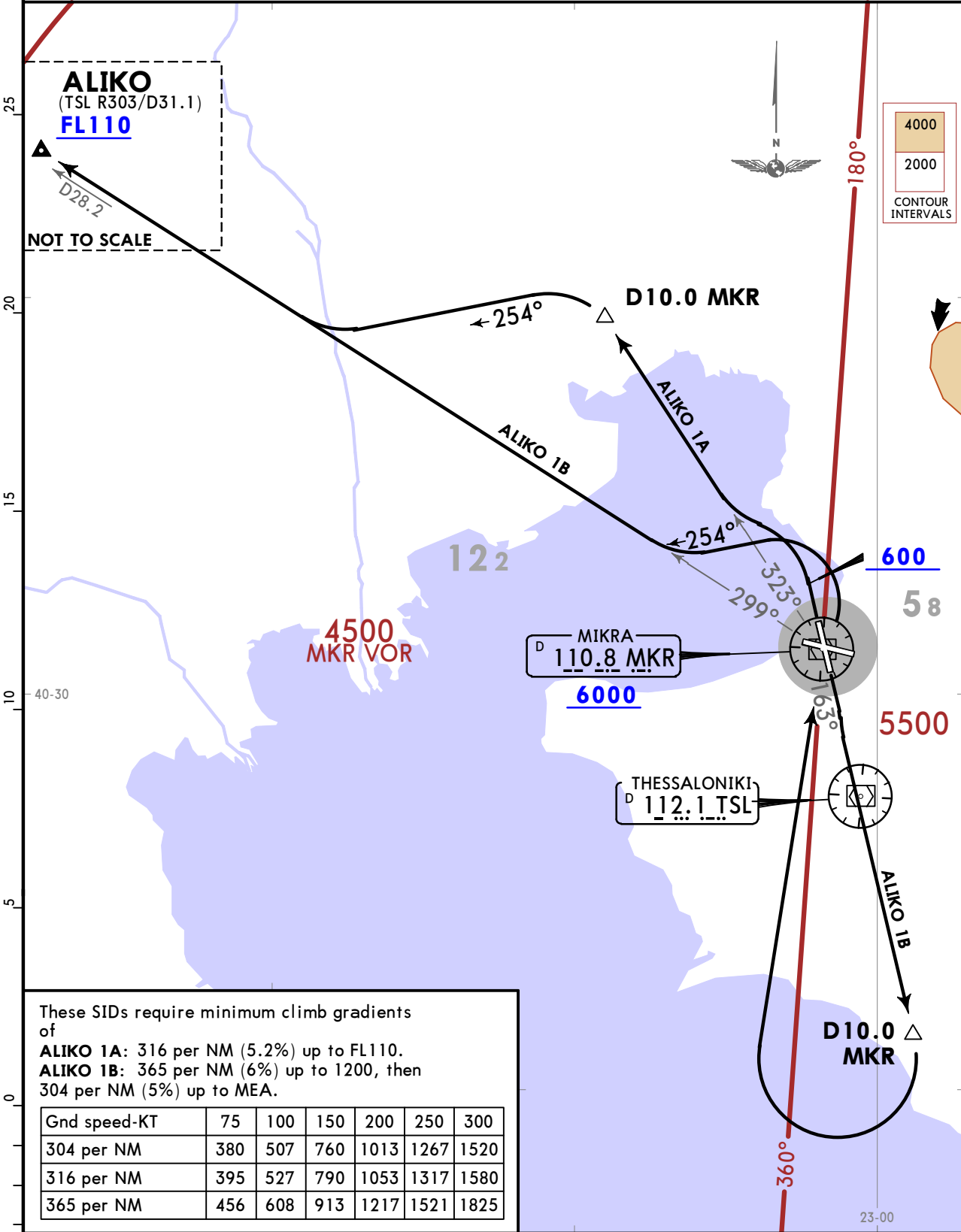
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MAKEDONIA

JEPPESSEN
30 NOV 18 10-3

THESSALONIKI, GREECE
SID

Apt Elev 22	Trans alt: 6000
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ALIKO 1A [ALIK1A], ALIKO 1B [ALIK1B]
DEPARTURES



MAX 250 KT during turns. Minimum bank angle 15°.

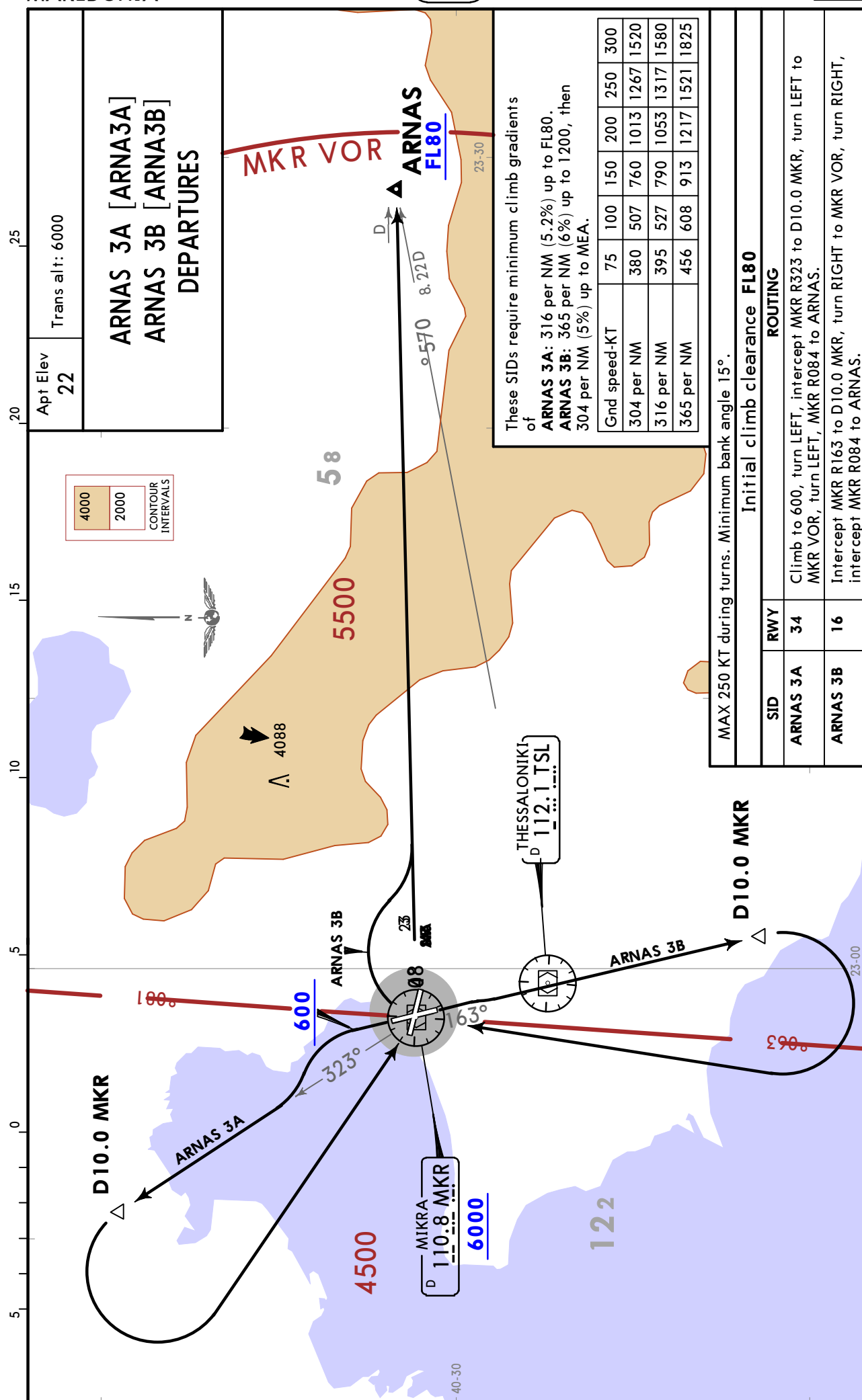
Initial climb clearance FL80

SID	RWY	ROUTING
ALIKO 1A	34	Climb to 600, turn LEFT, intercept MKR R323 to D10.0 MKR, turn LEFT, 254° track, intercept MKR R299 to ALIKO.
ALIKO 1B	16	Intercept MKR R163 to D10.0 MKR, turn RIGHT to MKR VOR, turn LEFT, 254° track, intercept MKR R299 to ALIKO.

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JEPPESEN
30 NOV 18 **(10-3A)**

THESSALONIKI, GREECE

SID

EDASI 1A	34	Climb to 600, turn LEFT, intercept MKR R323 to D10.0 MKR, turn LEFT to MKR VOR, turn RIGHT, 310° track, intercept MKR R258 to EDASI.
EDASI 1B	16	Intercept MKR R163 to D10.0 MKR, turn RIGHT to MKR VOR, turn LEFT, 208° track, intercept MKR R258 to EDASI.

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JEPPESSEN
30 NOV 18 (10-3C)

THESSALONIKI, GREECE
SID

Apt Elev
22

Trans alt: 6000

FISKA 4A (FSK 4A), FISKA 4B (FSK 4B)
DEPARTURES

FISKA
D 116.4 FSK
(TSL R355/D38.4)
FL110

R178

NOT TO SCALE

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.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
316 per NM	395	527	790	1053	1317	1580
365 per NM	456	608	913	1217	1521	1825

MAX 250 KT during turns. Minimum bank angle 15°.

Initial climb clearance **FL80**

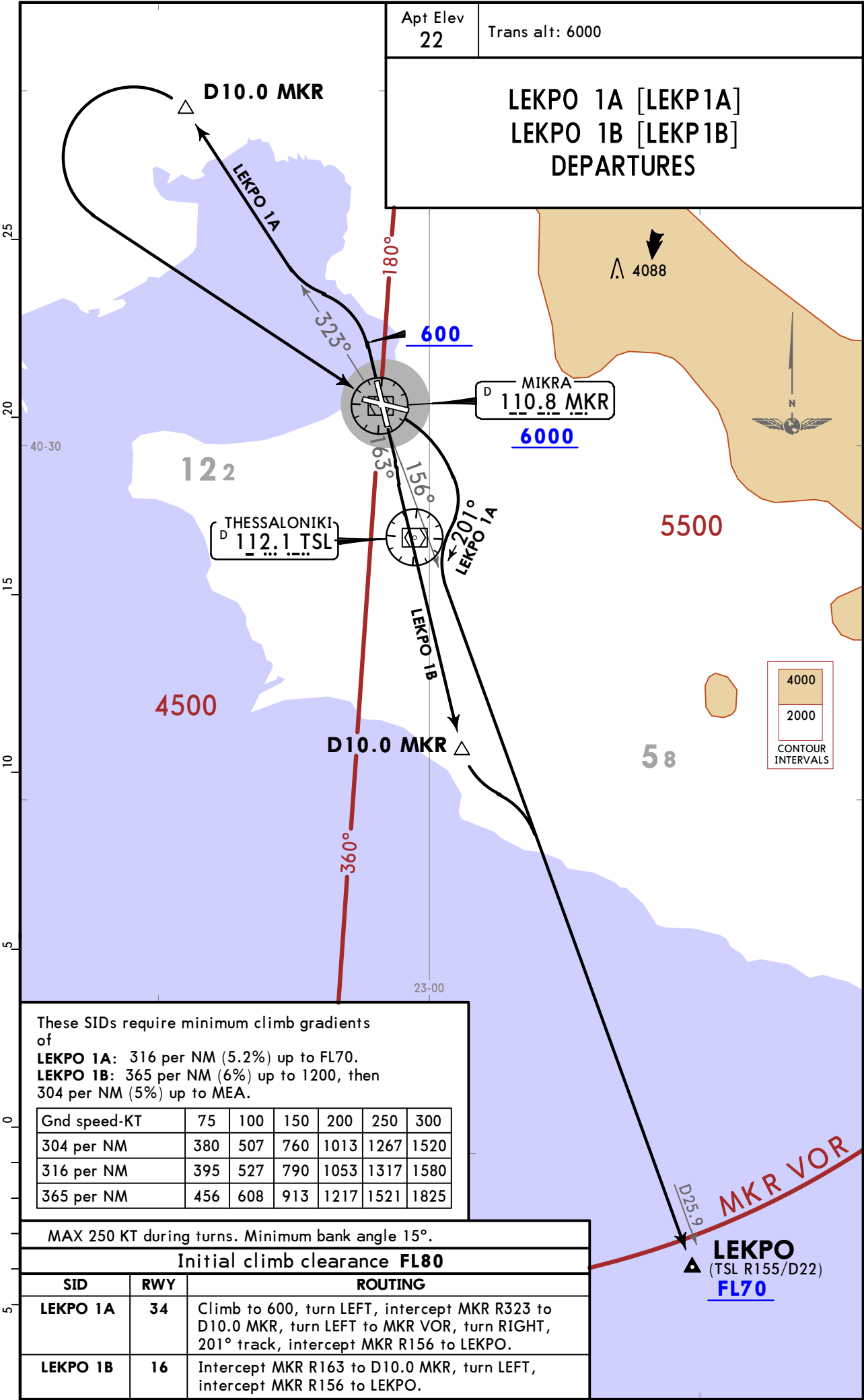
SID	RWY	ROUTING
FSK 4A	34	Climb to 600, turn LEFT, intercept MKR R323 to D10.0 MKR, turn RIGHT, 043° track, intercept MKR R358 to FSK VOR.
FSK 4B	16	Intercept MKR R163 to D10.0 MKR, turn RIGHT to MKR R358, turn LEFT, MKR R358 to FSK VOR.

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JEPPESSEN
30 NOV 18 (10-3D)

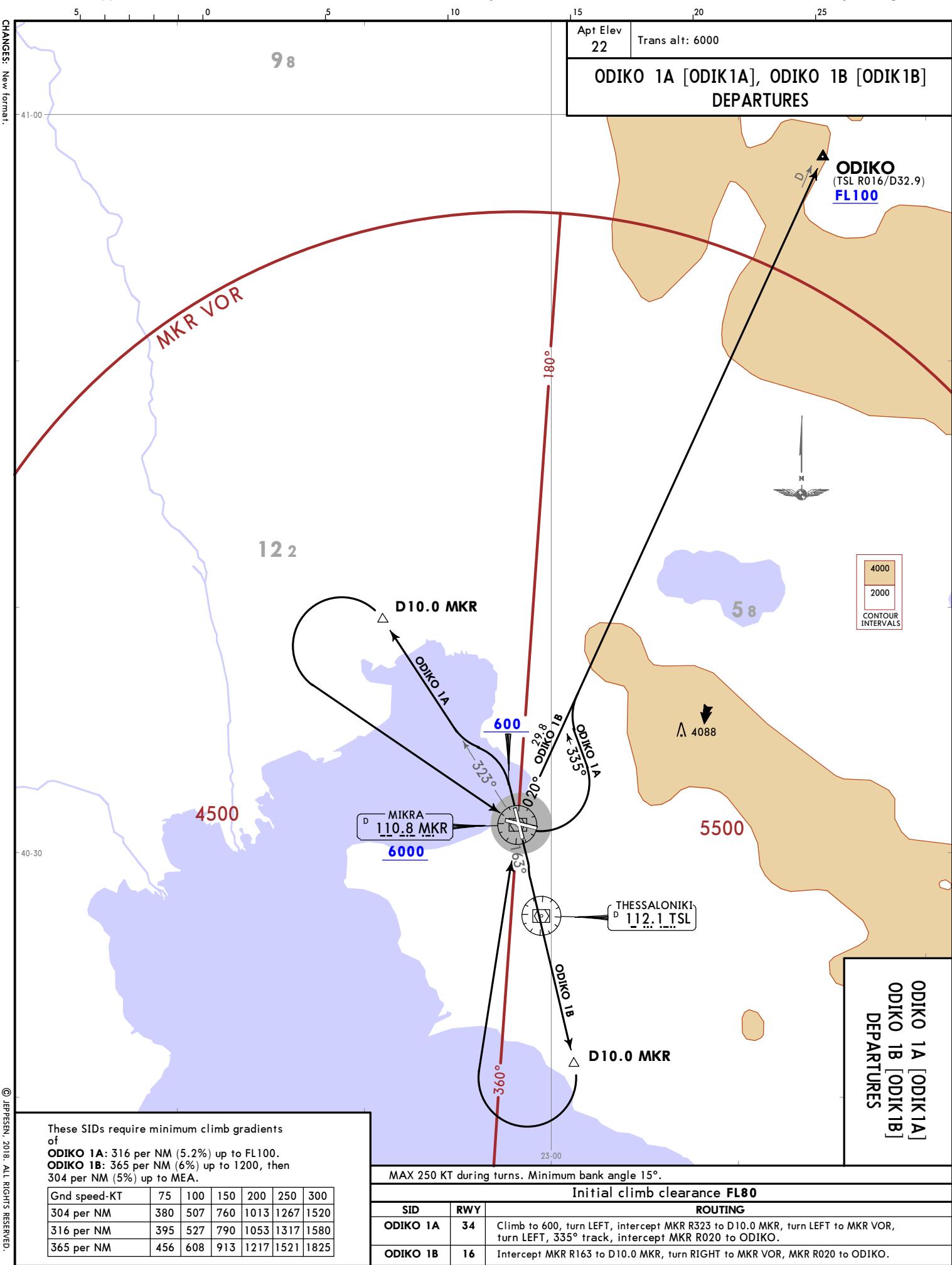
THESSALONIKI, GREECE
SID





CHANGES: New format.

LGTS/SKG
MAKEDONIA
JEPPESSEN THESSALONIKI, GREECE
30 NOV 18 (10-3F)
SID





LGTS/SKG

Apt Elev 22'
N40 31.2 E022 58.3

JEPPesen

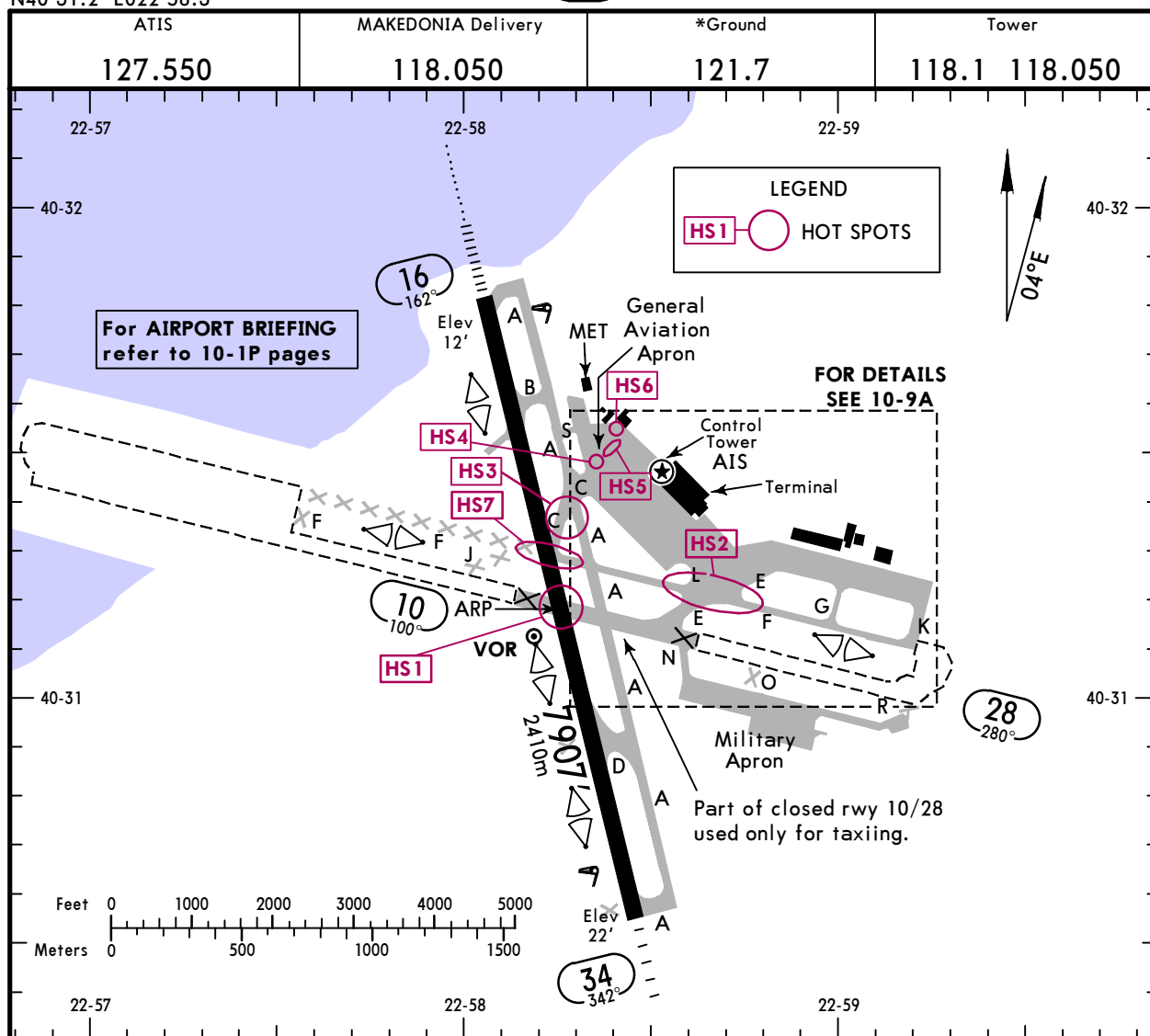
20 APR 18

10-9

Eff 26 Apr

THESSALONIKI, GREECE

MAKEDONIA



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
10 ① 28	HIRL (60m)	HIALS ②	PAPI-L (3.1°)	RVR			7808' 2380m	164'
	HIRL (60m)	HIALS ②	PAPI-L (3.07°)	RVR				50m
16 34	HIRL (60m)	CL (15m)	HIALS-II SFL TDZ ③	RVR		6703' 2043m		197'
	HIRL (60m)	CL (15m)	HIALS PAPI-L (3.78°)	RVR				60m

① Closed for construction.

③ PAPI-R (3.03°)

② Configuration unknown.

HOT SPOTS

- HS1** Intersection of rwys: Intersection with no visual aids apart from pavement markings to warn against entry to rwy 16/34 from rwy 10/28.
- HS2** Wide opening. Where applicable, make sure of correct turn from apron to twy F before rwy 10/28.
- HS3** Taxilink C not to be used as rapid exit twy.
- HS4** Lead-out lines only.
- HS5** Make sure of correct turn along apron twy.
- HS6** Vehicle crossing.
- HS7** Intersection of rwy 16/34 with twy F: Intersection with no visual aids apart from pavement markings to warn against entry to rwy 16/34 from twy F.

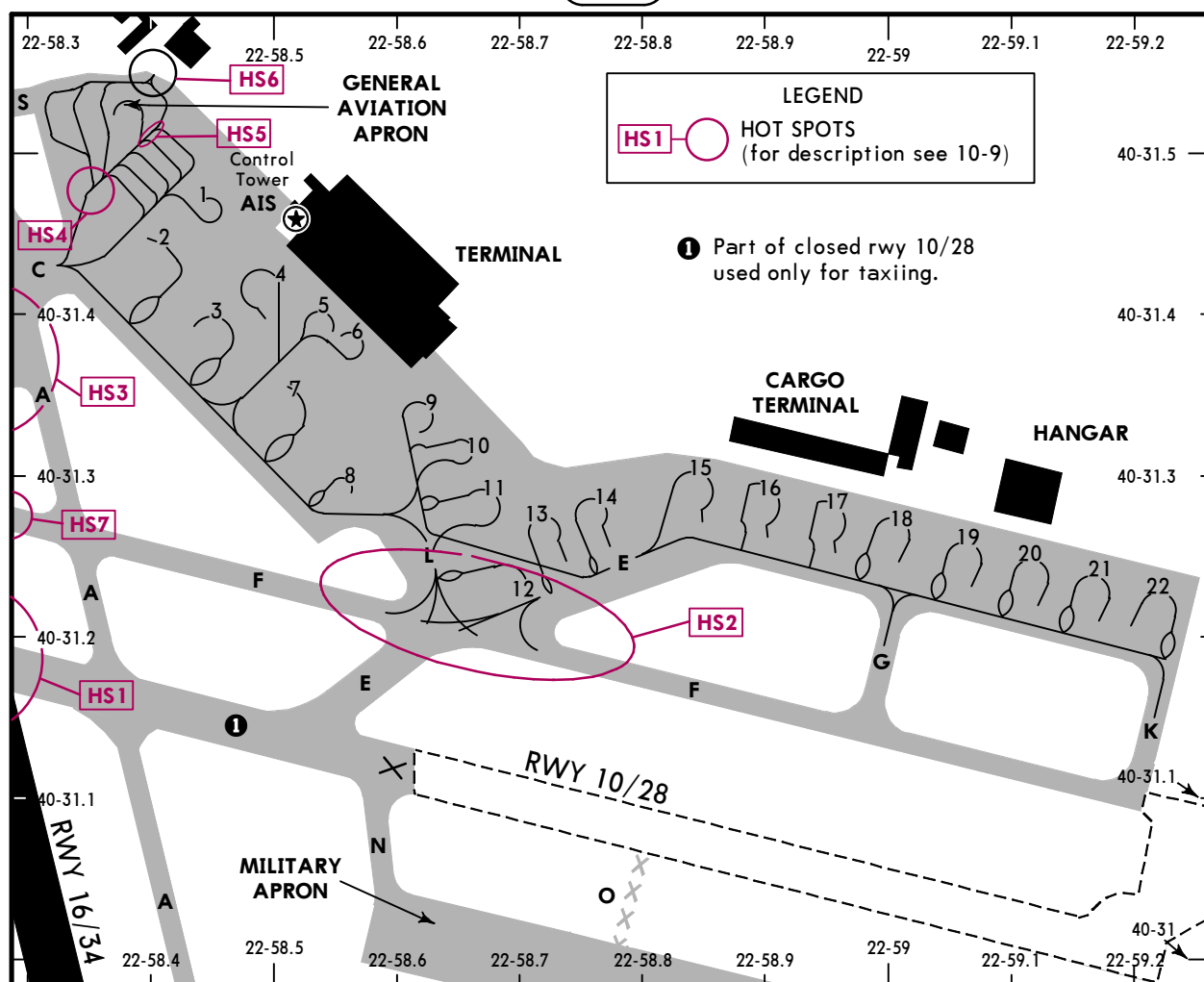
Standard

TAKE-OFF

	Low Visibility Take-off				Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

LGTS/SKG
JEPPesen
THESSALONIKI, GREECE

20 APR 18

10-9A
Eff 26 Apr
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 thru 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			

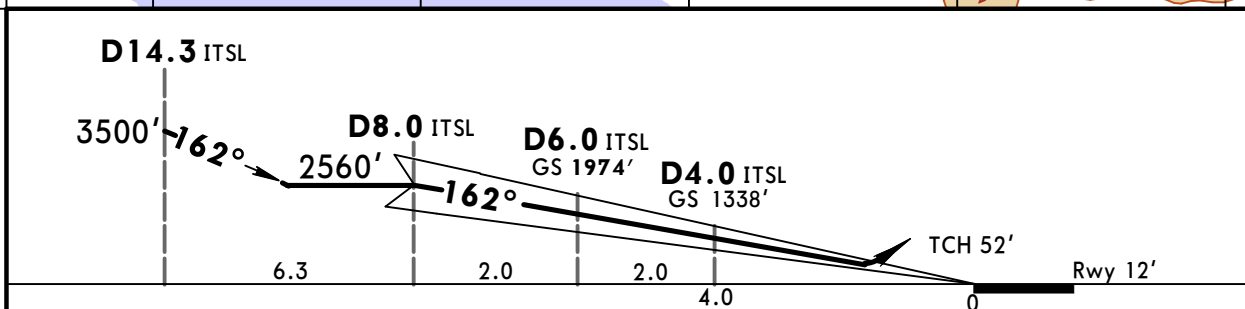
LGTS/SKG
MAKEDONIA

JEPPESEN
9 MAR 18 **(11-1)**

THESSALONIKI, GREECE
ILS Rwy 16

BRIEFING STRIP™

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		*Ground
127.550	120.8	118.275	118.1	118.050	121.7
LOC ITSL 110.3	Final Apch Crs 162°	GS D6.0 ITSL 1974' (1962')	ILS DA(H) Refer to Minimums	Apt Elev 22' Rwy 12'	MSA MKR VOR
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500'.					
Alt Set: hPa Rwy Elev: 1 hPa 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	HTALS-II PAPI D7.0 ITSL
ILS GS	3.00°	372	478	531	637	743	

STRAIGHT-IN LANDING RWY 16					CIRCLE-TO-LAND	
Missed apch climb gradient ILS mim 4.0%		Missed apch climb gradient ILS mim 2.5%		LOC (GS out)	Not authorized in sector inbound 162° to 280° clockwise	
DA(H) 214'(202')		A:354'(342') C:374'(362') B:364'(352') D:383'(371')				
FULL		ALS out		Max Kts MDA(H) VIS		
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	100	900'(878') 1500m
B			RVR 1300m		135	1050'(1028') 1600m
C			RVR 1700m		180	1400'(1378') 2400m
D					205	1800'(1778') 3600m
					NOT APPLICABLE	

▣ Climb gradient up to 1500'.

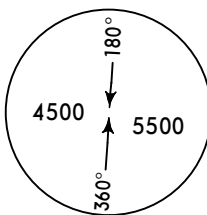
LGTS/SKG
MAKEDONIA

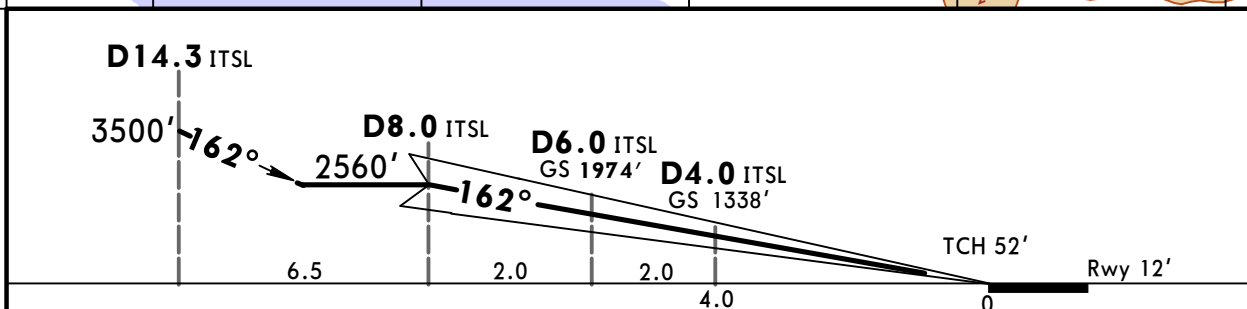
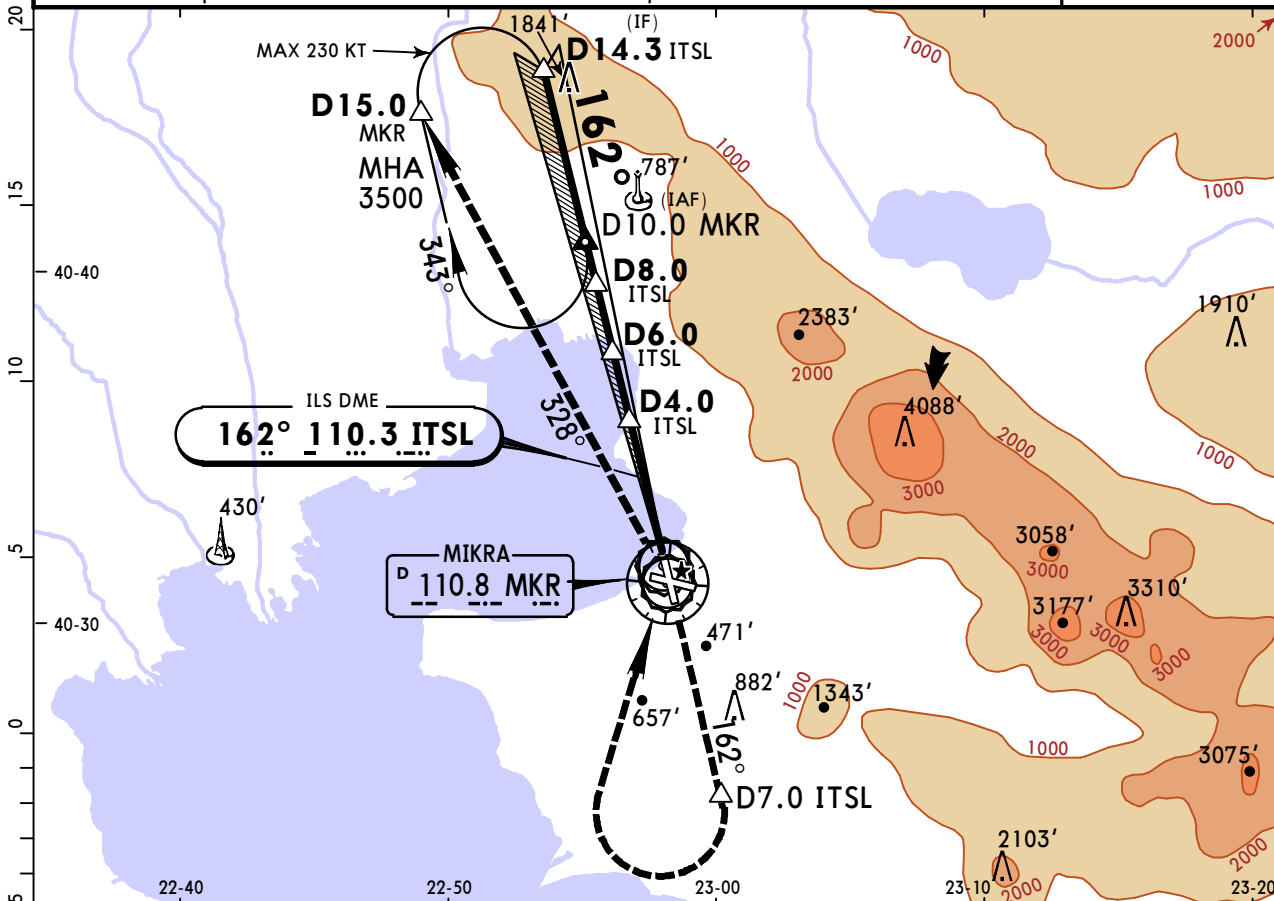
JEPPESSEN
9 MAR 18 **11-1A**

THESSALONIKI, GREECE
MISSED APCH CLIMB
GRAD MIM 4.0%

CAT II ILS Rwy 16

BRIEFING STRIP™

ATIS	THESSALONIKI Approach (R)		MAKEDONIA Tower		*Ground
127.550	120.8	118.275	118.1	118.050	121.7
LOC ITSL 110.3	Final Apch Crs 162°	GS D6.0 ITSL 1974' (1962')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 22' Rwy 12'	
MISSED APCH: Climb STRAIGHT AHEAD to D7.0 ITSL, then turn RIGHT to reach VOR at 3500'. Follow R-328 to D15.0 MKR, then turn RIGHT and join holding at 3500'.					
Alt Set: hPa Rwy Elev: 1 hPa 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	HIALS-II PAPI 	D7.0 ITSL ↑
GS	3.00°	372	478	531	637	743		

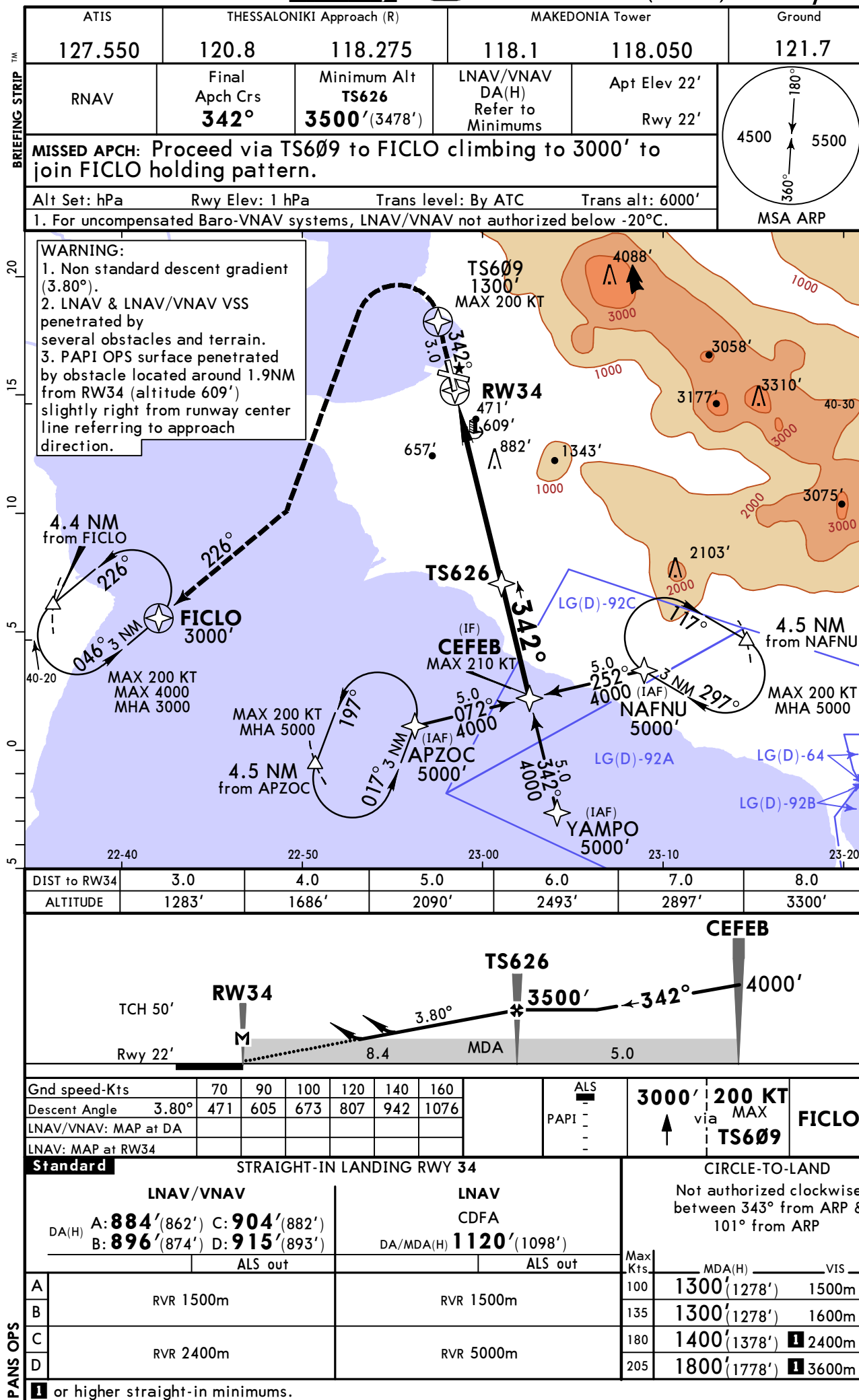
Standard		STRAIGHT-IN LANDING RWY 16	
ABC		CAT II ILS	
RA 164'		Missed apch climb gradient mim 4.0% 	
DA(H) 164'(152')		D	
		RA 174'	
		DA(H) 174'(162')	

PANS OPS	
RVR 450m	
 Climb gradient up to 1500'.	

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JEPPESEN
17 MAY 19
Eff 23 May (12-1)

THESSALONIKI, GREECE
RNAV (GNSS) Z Rwy 34

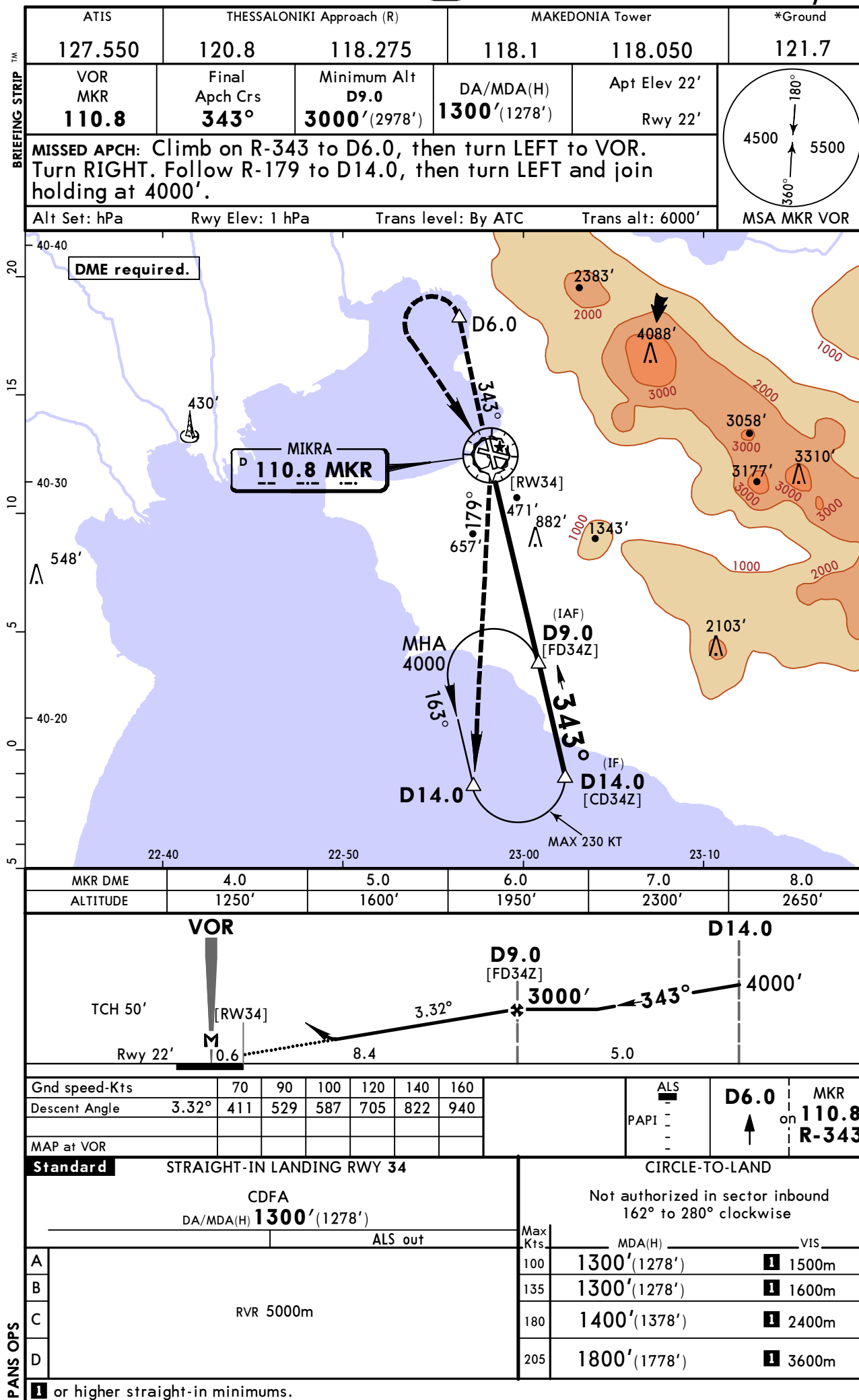


PANS OPS	Standard		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
			CDFA		Not authorized in sector inbound	
			DA/MDA(H) 660'(648')		162° to 280° clockwise.	
			ALS out		Max Kts	
	A	RVR 1500m	100	MDA(H) 900'(878')	VIS 1500m	
	B		135	1050'(1028')	1600m	
	C	RVR 2400m	180	1400'(1378')	2400m	
	D		205	1800'(1778')	3600m	

LGTS/SKG
MAKEDONIA

JEPPESSEN
9 MAR 18 **(13-2)**

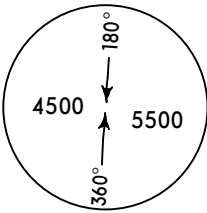
THESSALONIKI, GREECE
VOR Z Rwy 34



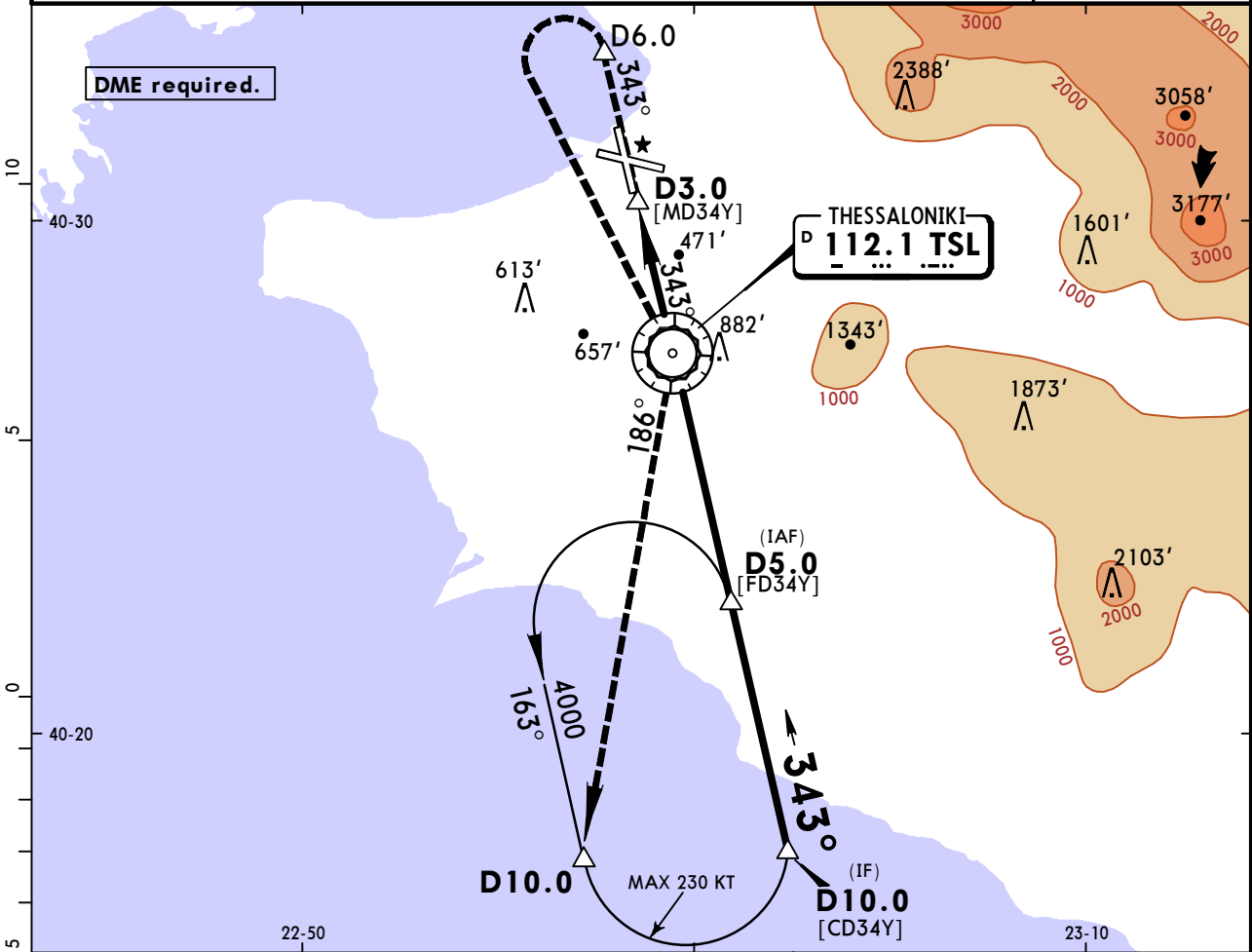
LGTS/SKG
MAKEDONIA

JEPPesen
9 MAR 18 13-3

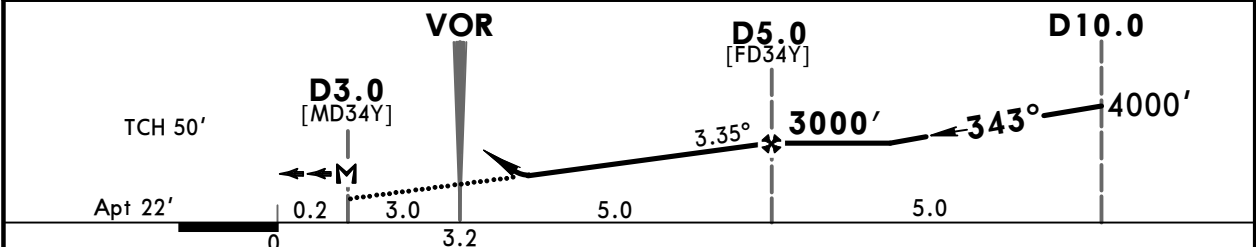
THESSALONIKI, GREECE
VOR Y Rwy 34

ATIS		THESSALONIKI Approach (R)		MAKEDONIA Tower		*Ground
127.550		120.8	118.275	118.1	118.050	121.7
VOR TSL 112.1	Final Apch Crs 343°	Minimum Alt D5.0 3000' (2978')	DA/MDA(H) 1300' (1278')	Apt Elev 22'		
MISSED APCH: Climb on R-343 to D6.0, then turn LEFT to VOR. Turn RIGHT. Follow R-186 to D10.0, then turn LEFT and join holding at 4000'.						
Alt Set: hPa Apt Elev: 1 hPa 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'



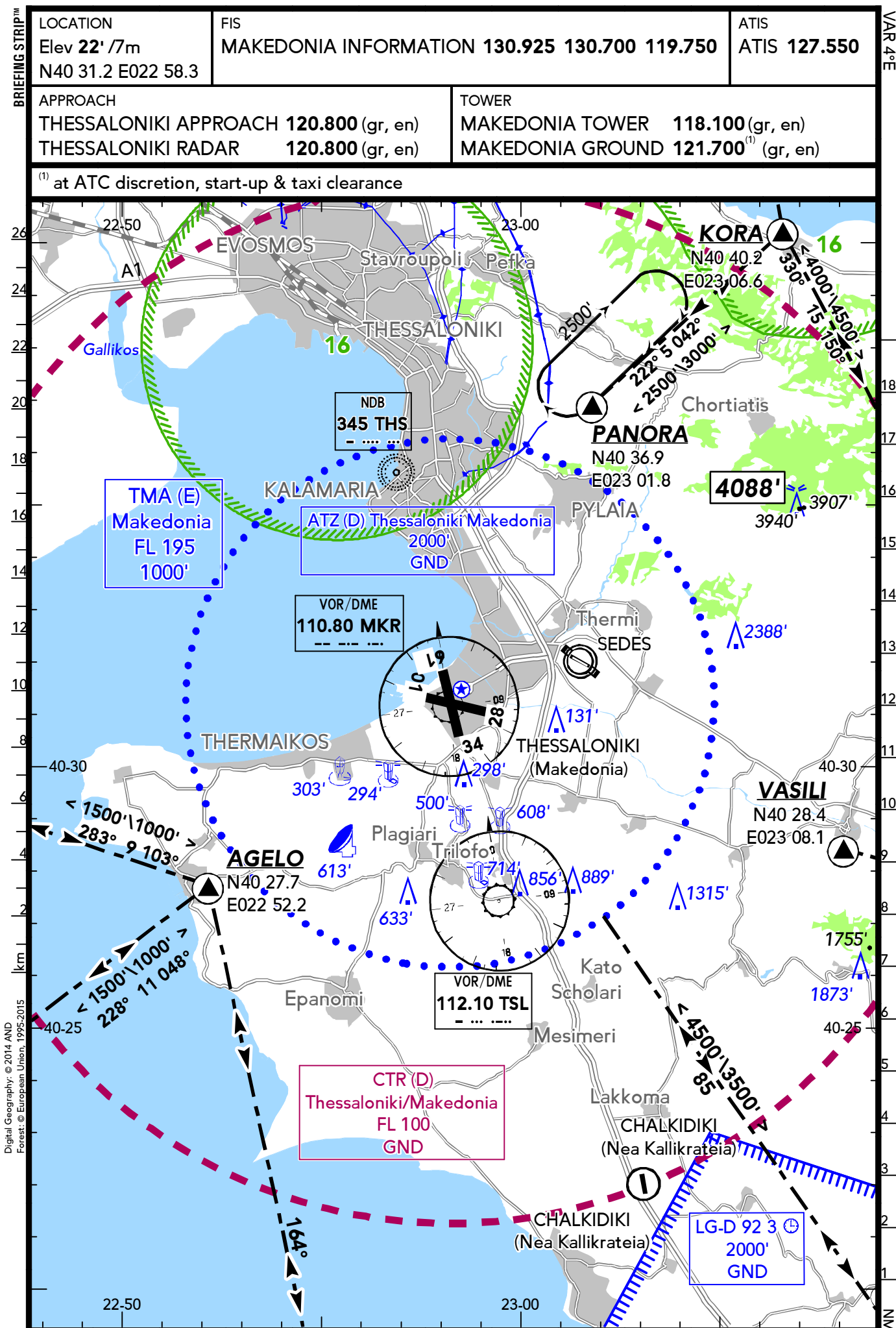
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI D6.0 on 112.1 R-343
Descent Angle	3.35°	415	534	593	711	830	
MAP at D3.0 after VOR							

PANS OPS	STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND		
	CDFA			Not authorized in sector inbound 162° to 280° clockwise		
	DA/MDA(H) 1300' (1278')			Max Kts		
	ALS out			MDA(H) VIS		
A	RVR 5000m			100	1300' (1278')	1 1500m
B				135	1300' (1278')	1 1600m
C				180	1400' (1378')	1 2400m
D				205	1800' (1778')	1 3600m

1 or higher straight-in minimums.

LGTS
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08 MAR 19

19-1
THESSALONIKI
GREECE


LGTS

MAKEDONIA

08 MAR 19

19-2

THESSALONIKI

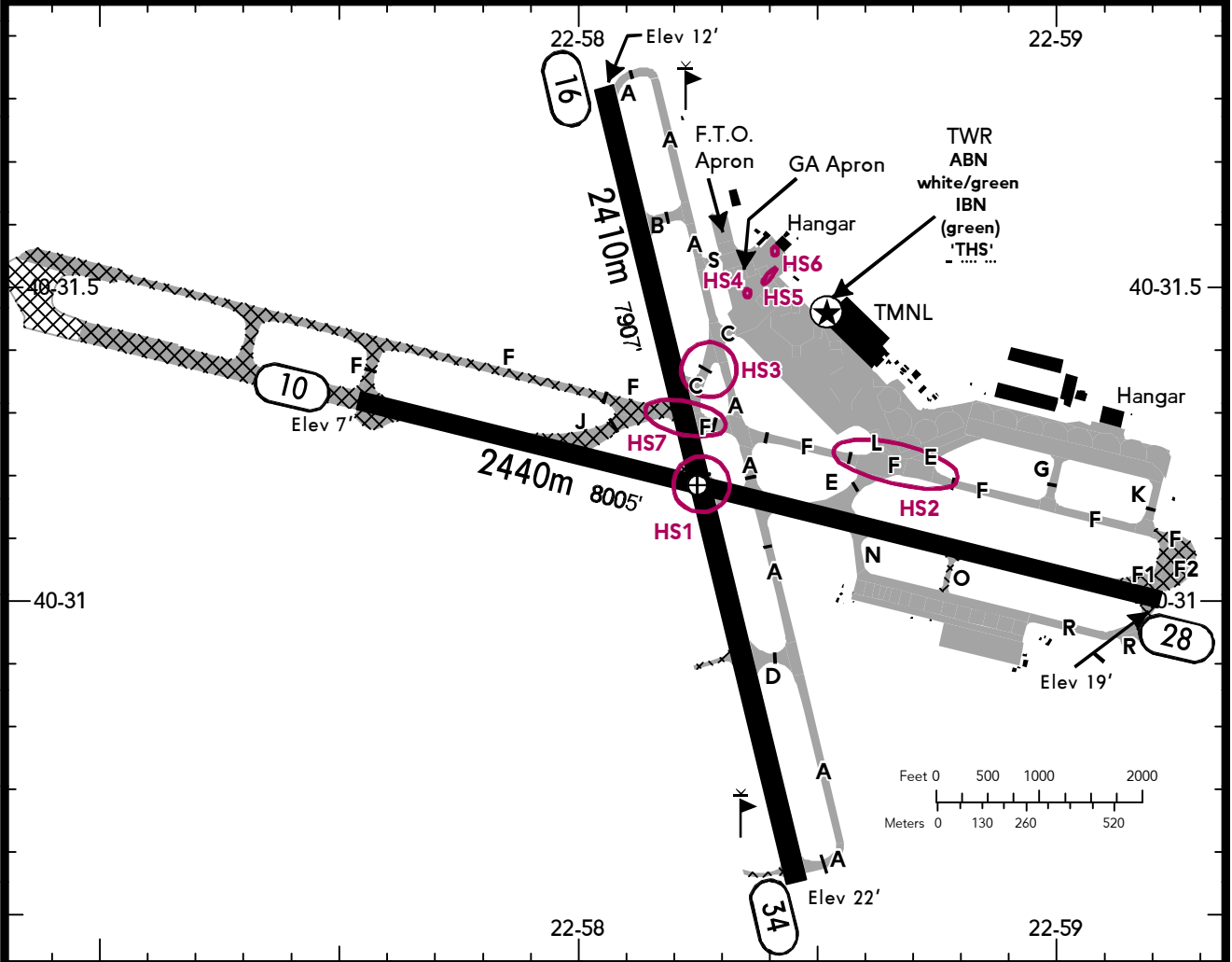
GREECE

BRIEFING STRIP™

LOCATION Elev 22' /7m N40 31.2 E022 58.3	ATIS ATIS 127.550	TOWER MAKEDONIA DELIVERY 118.050 (gr, en) MAKEDONIA GROUND 121.700 ⁽¹⁾ (gr, en) MAKEDONIA TOWER 118.100 (gr, en)
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ADMITTED AIRCRAFT  
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⁽¹⁾ at ATC discretion, start-up & taxi clearance



ABN - IBN - ALS - PAPI 10 (3.1°), 28 (3.07°), 16 (3.03°), 34 (3.78°) - THRL - RL - RCLL 16/34 - TWYL - APRON - WDI - OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10 (100°) 28 (280°) ^①	2440 x 50 Asphalt	2380 2440	2440	PCN 40/F/B/X/U	
16 (162°) 34 (342°)	2410 x 60 Asphalt	2410	2410	PCN 40/F/B/X/U	

^① Rehabilitation works.

Intersection TKOF			exercise caution on the occurrence of wind shear resulting in tail winds at both ends of RWY16/34 due to the sea breeze effect. Because such a phenomenon can be hazardous to ACFT OPS pilots are urged to report wind shear to MAKEDONIA TOWER or THESSALONIKI APPROACH as soon as possible. RWY 10 and 16 RH traffic circuit. NORDO ACFT prohibited. To avoid conflict with the traffic of the near-by MIL AD Sedes all ACFT should enter traffic circuits at an ALT of
RWY	TWY	TORA (m)	
16	B	1885	
	C	1335	
34	D	1635	
	C	840	

NOTE: Refer to Thessaloniki (LGTS) Area information.

NOTE: Part of RWY 10/28 between TWY A and TWY N is used only for taxiing due to WIP (50 m width, paved).

CAUTION: Pilots landing or taking off at AD should

LGTS

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19-3

THESSALONIKI

GREECE

1500' and join the downwind leg of RWY in use APRX at its mid point and at an angle of 45°, unless otherwise instructed by ATC.

Bird concentration in the vicinity of the AD, caution advised.

Commencement of taxiing with some of the engines shut down is not permitted.

RWY Incursion Hot Spots

HS1 - Intersection of RWYs: Intersection with no visual aids apart from pavement markings to warn against entry to RWY 16/34 from RWY 10/28.

HS2 - Wide Opening. Where applicable, make sure of correct turn from apron to TWY F before RWY 10/28.

HS3 - Taxi link C not to be used as rapid exit taxiway.

HS4 - Lead-out lines only.

HS5 - Make sure of correct turn along apron TWY.

HS6 - Vehicle crossing.

HS7 - Intersection of RWY 16/34 with TWY F.

Intersection with no visual aids apart from pavement markings to warn against entry to RWY 16/34 from TWY F.

VFR Flights

VFR flights (incl. HEL) shall contact initially on the start-up/clearance MAKEDONIA DELIVERY freq to give the specifics of their flight (route, ETO reporting points, ETA, etc.) and to get a transponder code.

Special VFR clearances for flights within Thessaloniki CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions. ACFT may be given a radar service whilst within the CTR if, due to the traffic situation, ATC considers it advisable. It rests, however, with the pilot:

- a. to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and
- b. to ensure that he is able to comply with the relevant low flying restrictions.

Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

Arriving ACFT

All ACFT stands are allocated by the Airport Operations Department and communicated to pilots via ATC, together with the relevant taxi instructions.

Parking of ACFT at ACFT stands is only permitted under the instructions of a marshaller.

Marshalling service is under the responsibility of the published Handling Agents.

Departing ACFT

Pilots shall request clearance for starting the engines and ATC clearance on the start-up/clearance MAKEDONIA DELIVERY. Request for ATC clearance may take place at the earliest 10 MIN prior to engine start-up. Upon receiving start-up and ATC clearance, pilots will be instructed to contact MAKEDONIA TOWER for taxi clearance. Pilots shall inform MAKEDONIA DELIVERY if unable to be ready to taxi within 10 MIN from start-up time.

When pilots request taxi, they shall indicate their ACFT parking stand. Taxi-out clearance may only be requested if the pilot can perform the manoeuvre immediately.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
THESSALONIKI, (MAKEDONIA - LGTS)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGTS