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## 1. GENERAL

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### 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.

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## 2. ARRIVAL

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### 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.

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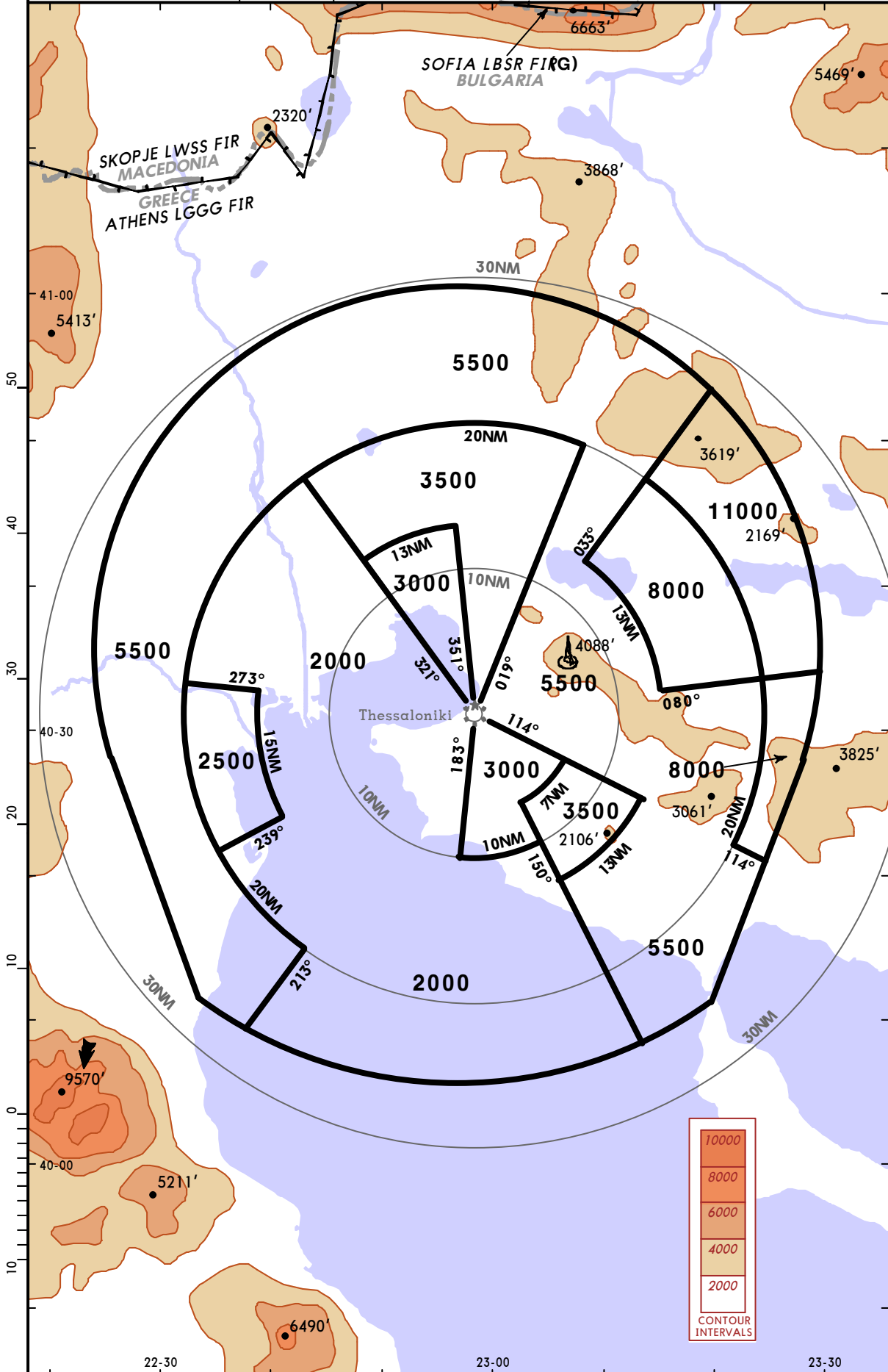
## 3. DEPARTURE

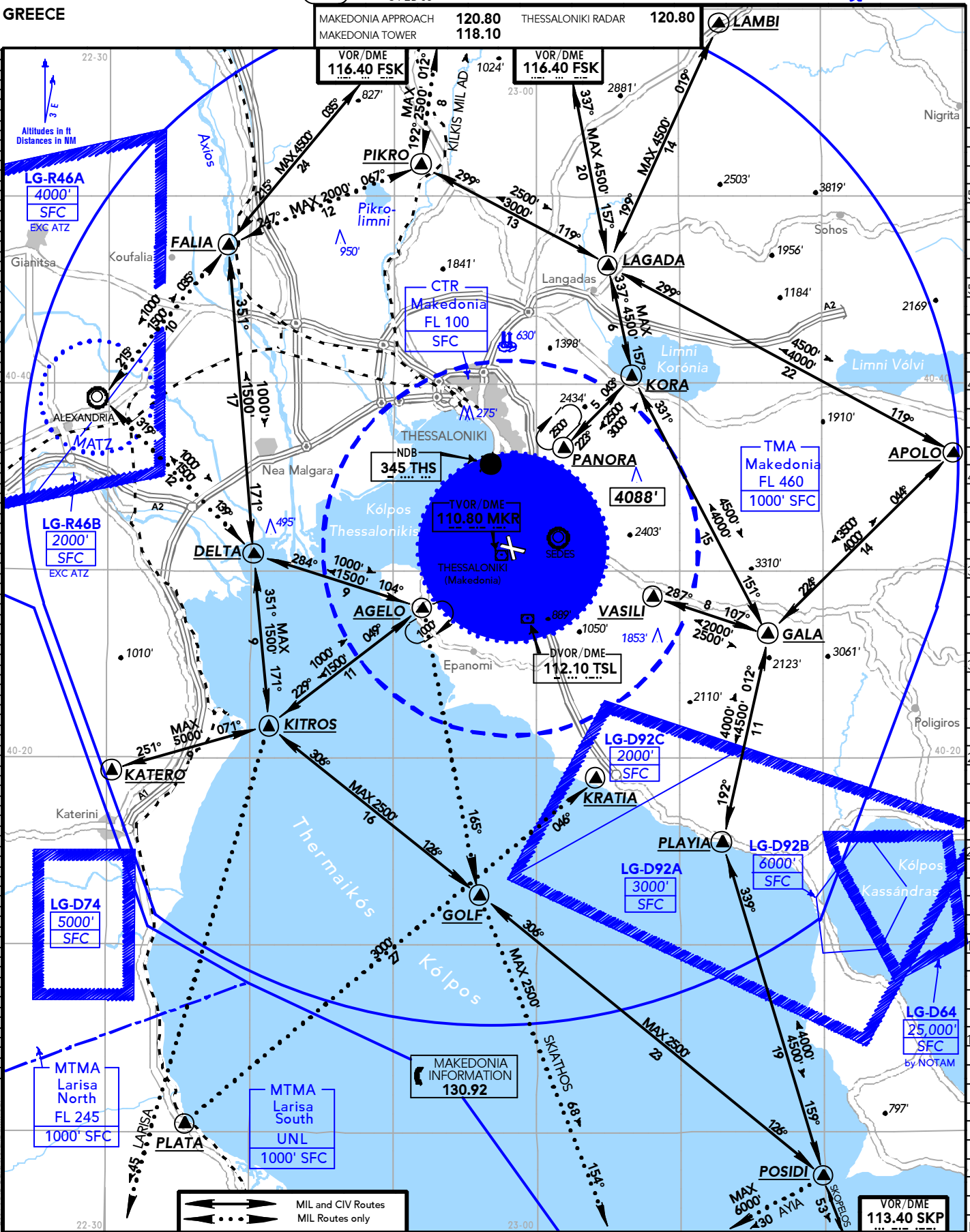
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### 3.1. START-UP PROCEDURES

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.

THESSALONIKI Radar (APP) 120.8    Apt Elev 22'    Alt Set: hPa    Trans level: By ATC    Trans alt: 6000'





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.

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

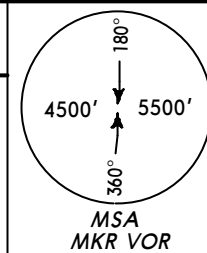
All VFR flights operating within Thessaloniki TMA shall always carry a properly functioning SSR Transponder with the capability of Mode A/3 and Mode C. If such a Transponder is not available or if it is not functional special permission shall be requested by Thessaloniki ATC Tel (031) 985151.

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

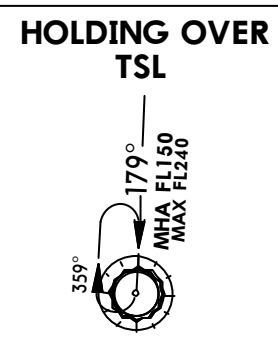
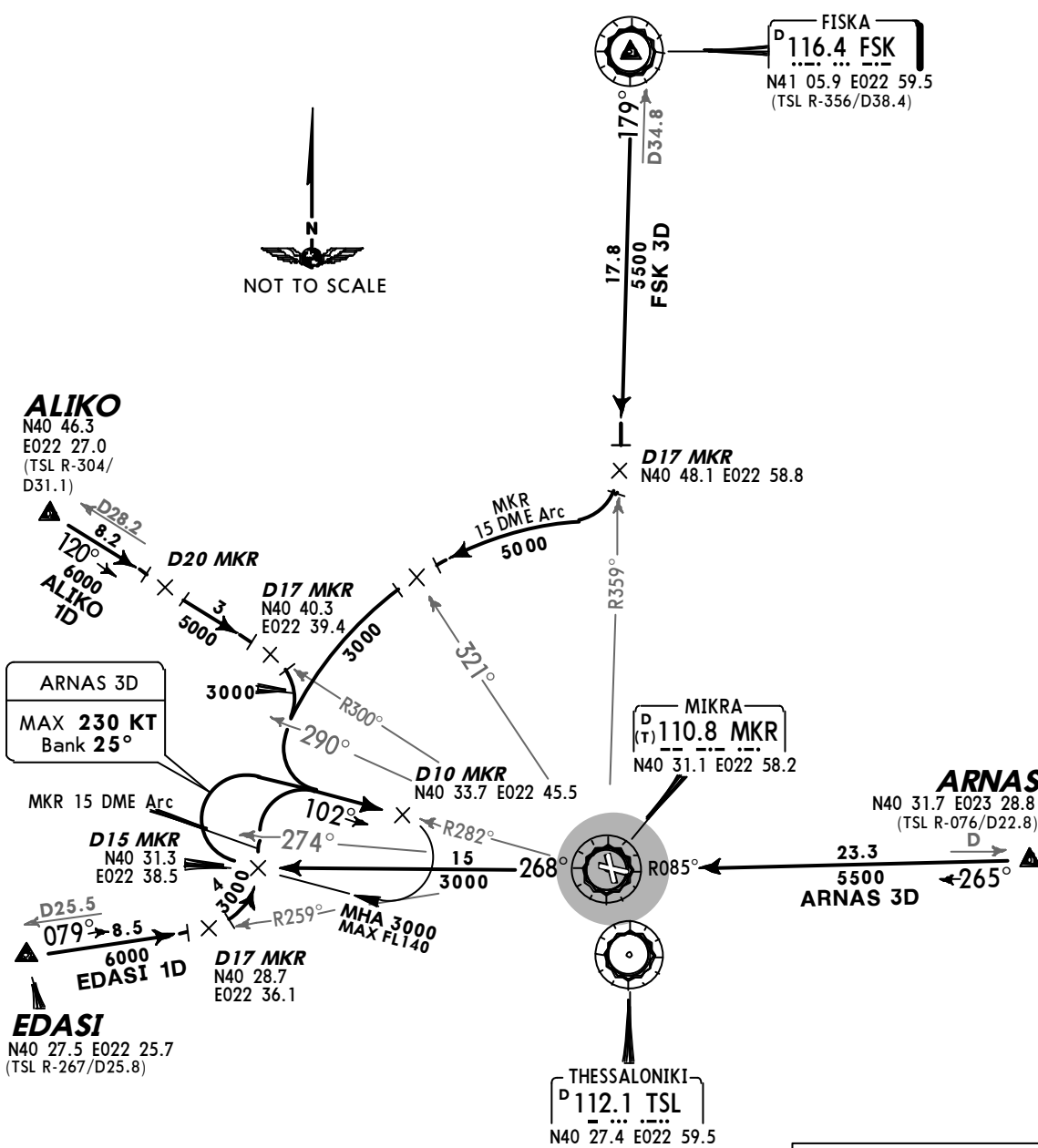
\*ATIS  
127.55

Apt Elev  
22'

Alt Set: MB Trans level: By ATC Trans alt: 6000'

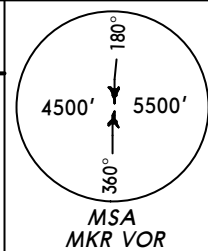


ALIKO 1D [ALIK1D], ARNAS 3D [ARNA3D]  
EDASI 1D [EDAS1D], FSK 3D  
RWY 10 ARRIVALS  
BASED ON MKR



\*ATIS  
127.55  
Apt Elev  
22'

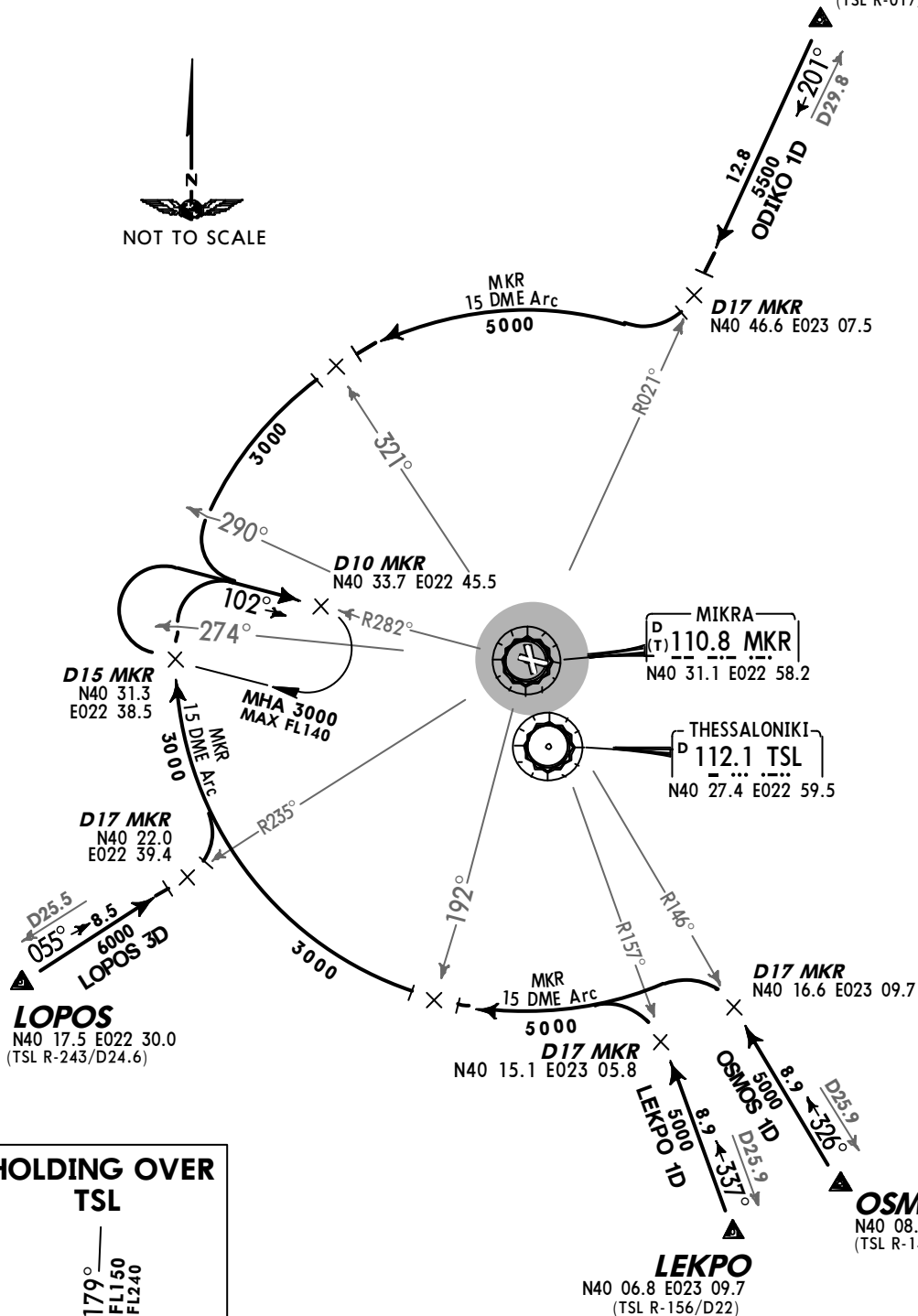
Alt Set: MB  
Trans level: By ATC Trans alt: 6000'



LEKPO 1D [LEKP1D], LOPOS 3D [LOPO3D]  
ODIKO 1D [ODIK1D], OSMOS 1D [OSMO1D]  
RWY 10 ARRIVALS  
BASED ON MKR



**ODIKO**  
N40 58.3 E023 14.5  
(TSL R-017/D32.9)



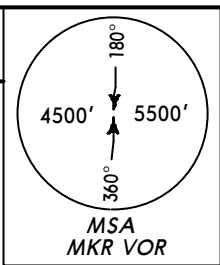
**HOLDING OVER  
TSL**



**LEKPO**  
N40 06.8 E023 09.7  
(TSL R-156/D22)

**OSMOS**  
N40 08.9 E023 15.8  
(TSL R-143/D22.3)

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



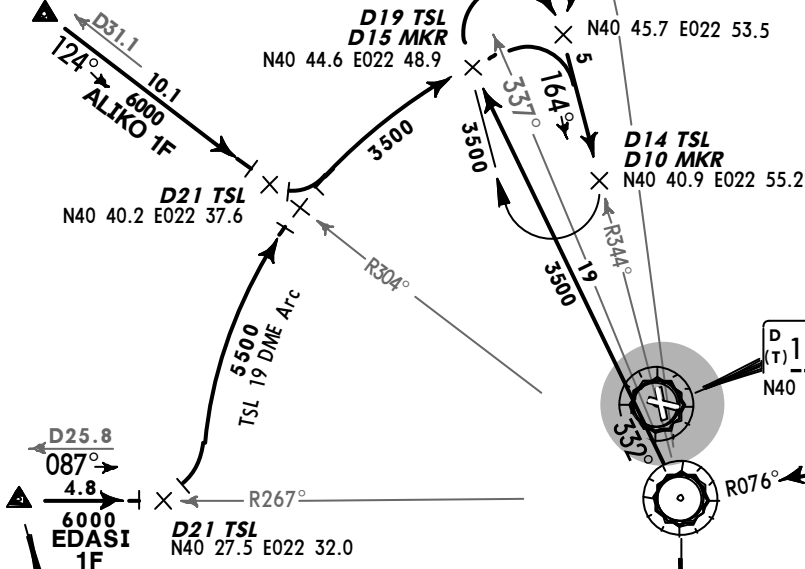
ALIKO 1F [ALIK1F], ARNAS 2F [ARNA2F]  
EDASI 1F [EDAS1F], FSK 1F  
RWY 16 ARRIVALS  
BASED ON TSL



FISKA  
D 116.4 FSK  
N41 05.9 E022 59.5  
(MKR R-359/D34.8)  
(TSL R-356/D38.4)

ARNAS 2F  
MAX 230 KT  
Bank 25°

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



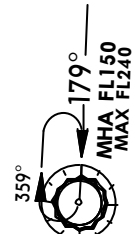
MIKRA  
D (T) 110.8 MKR  
N40 31.1 E022 58.2

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

EDASI  
N40 27.5 E022 25.7  
(MKR R-259/D25.5)

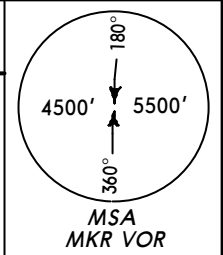
THESSALONIKI  
D 112.1 TSL  
N40 27.4 E022 59.5

HOLDING OVER  
TSL



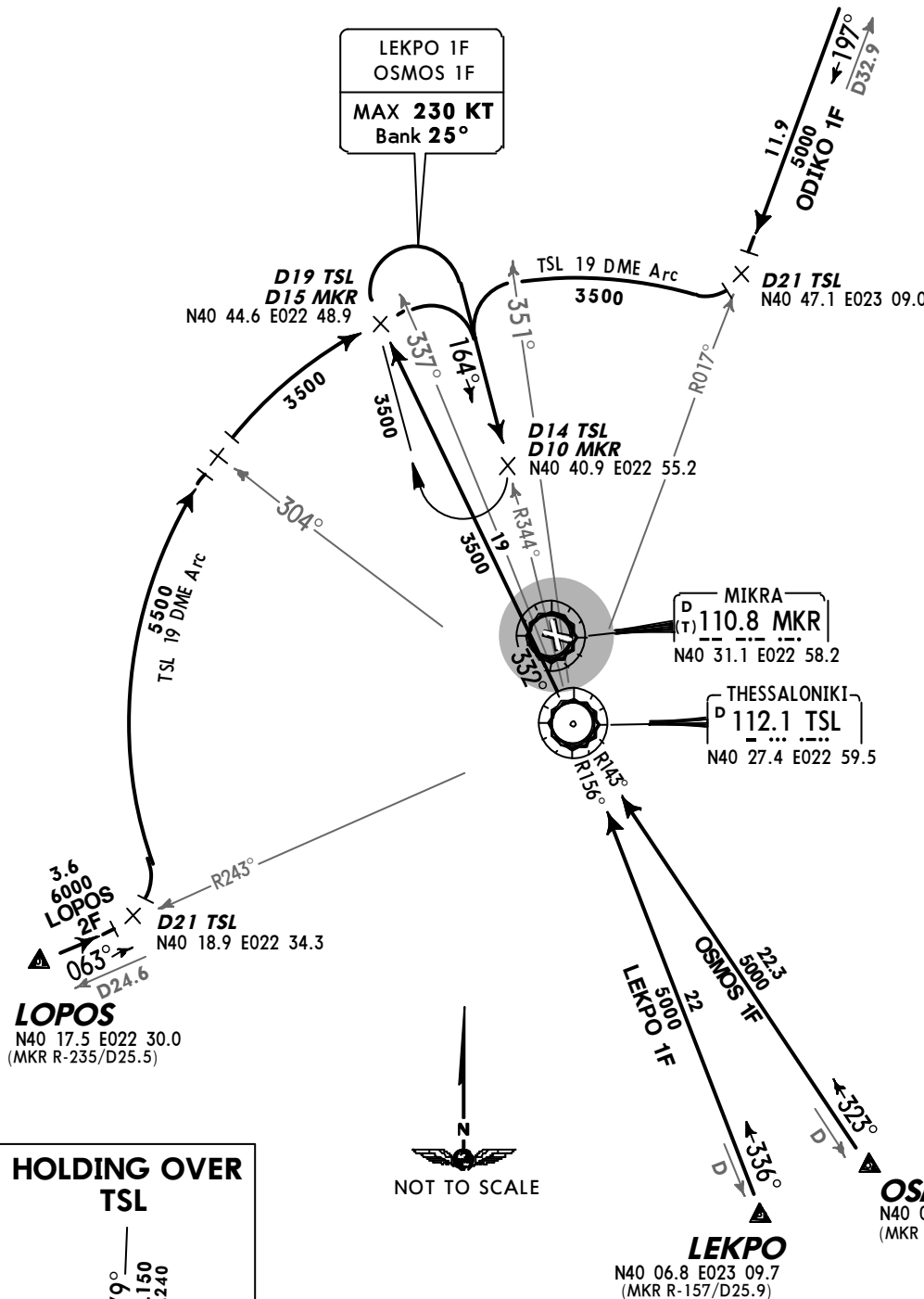
\*ATIS  
127.55  
Apt Elev  
22'

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

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

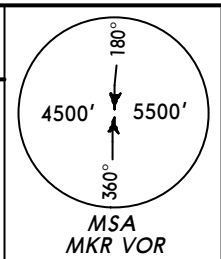


**HOLDING OVER  
TSL**





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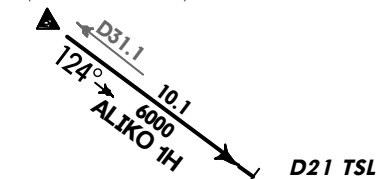


ALIKO 1H [ALIK1H], ARNAS 1H [ARNA1H]  
EDASI 1H [EDAS1H], FSK 3H  
RWY 34 ARRIVALS  
BASED ON TSL

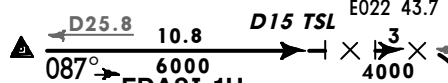


FISKA  
D 116.4 FSK  
N41 05.9 E022 59.5  
(MKR R-359/D34.8)

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



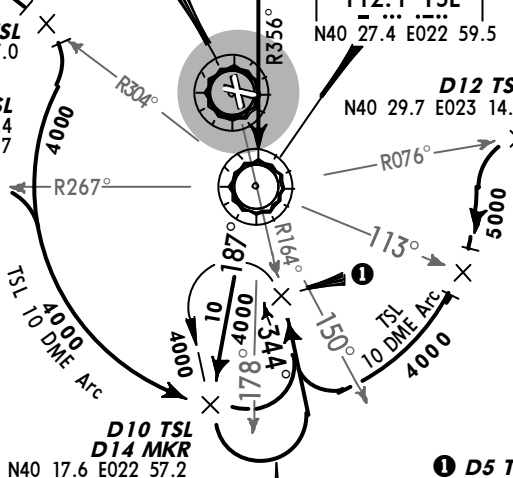
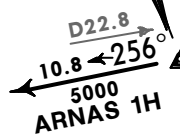
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(MKR R-259/D25.5)



MIKRA  
D (T) 110.8 MKR  
N40 31.1 E022 58.2

THESSALONIKI  
D 112.1 TSL  
N40 27.4 E022 59.5

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



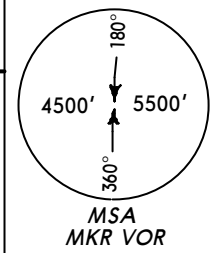
**HOLDING OVER  
TSL**



FSK 3H  
MAX 230 KT  
Bank 25°

D5 TSL  
D9 MKR  
N40 22.4 E023 00.9

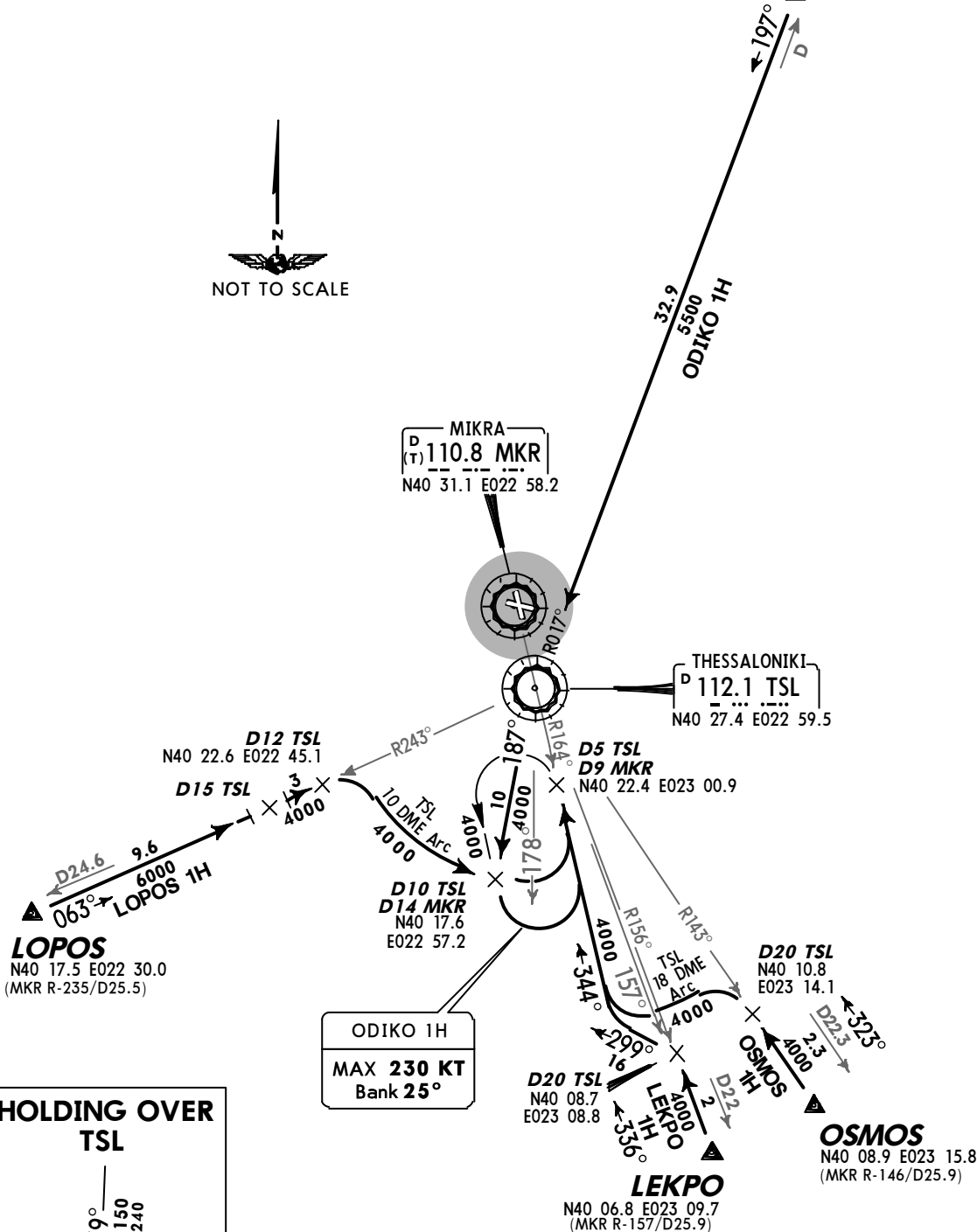
*ATIS <b>127.55</b>	Apt Elev <b>22'</b>	Alt Set: MB Trans level: By ATC Trans alt: 6000'
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**LEKPO 1H [LEKPIH], LOPOS 1H [LOPO1H]  
ODIKO 1H [ODIK1H], OSMOS 1H [OSMO1H]  
RWY 34 ARRIVALS  
BASED ON TSL**



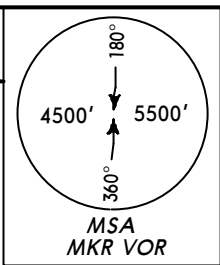
**ODIKO**  
N40 58.3 E023 14.5  
(MKR R-021/D29.8)



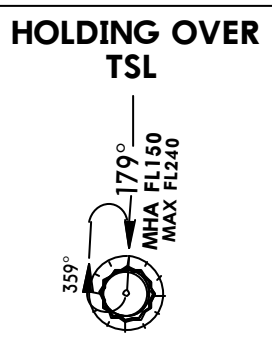
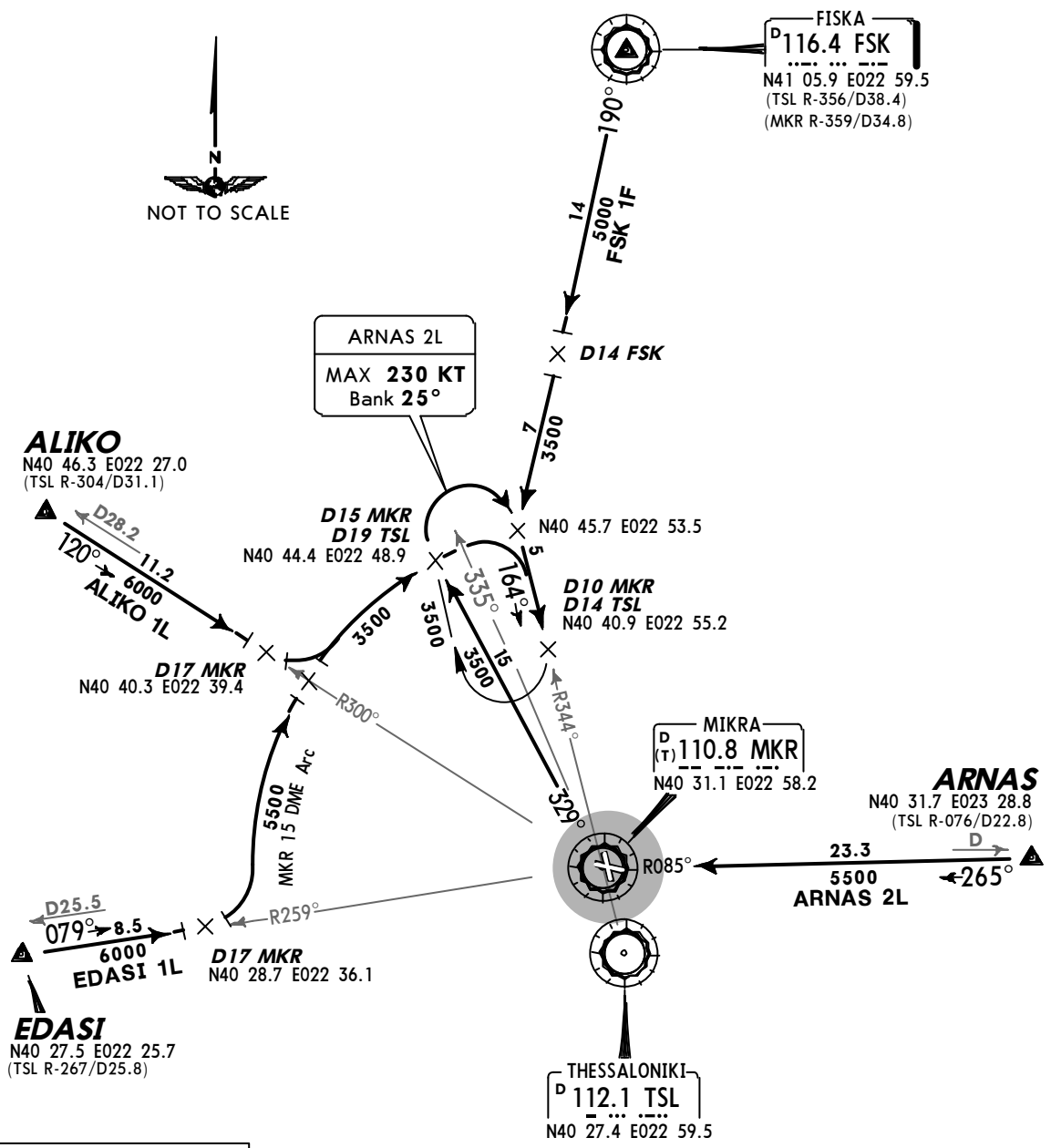
**HOLDING OVER  
TSL**



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

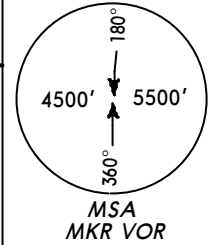


**ALIKO 1L [ALIK1L], ARNAS 2L [ARNA2L]**  
**EDASI 1L [EDAS1L], FSK 1F**  
**RWY 16 ARRIVALS**  
**BASED ON MKR**



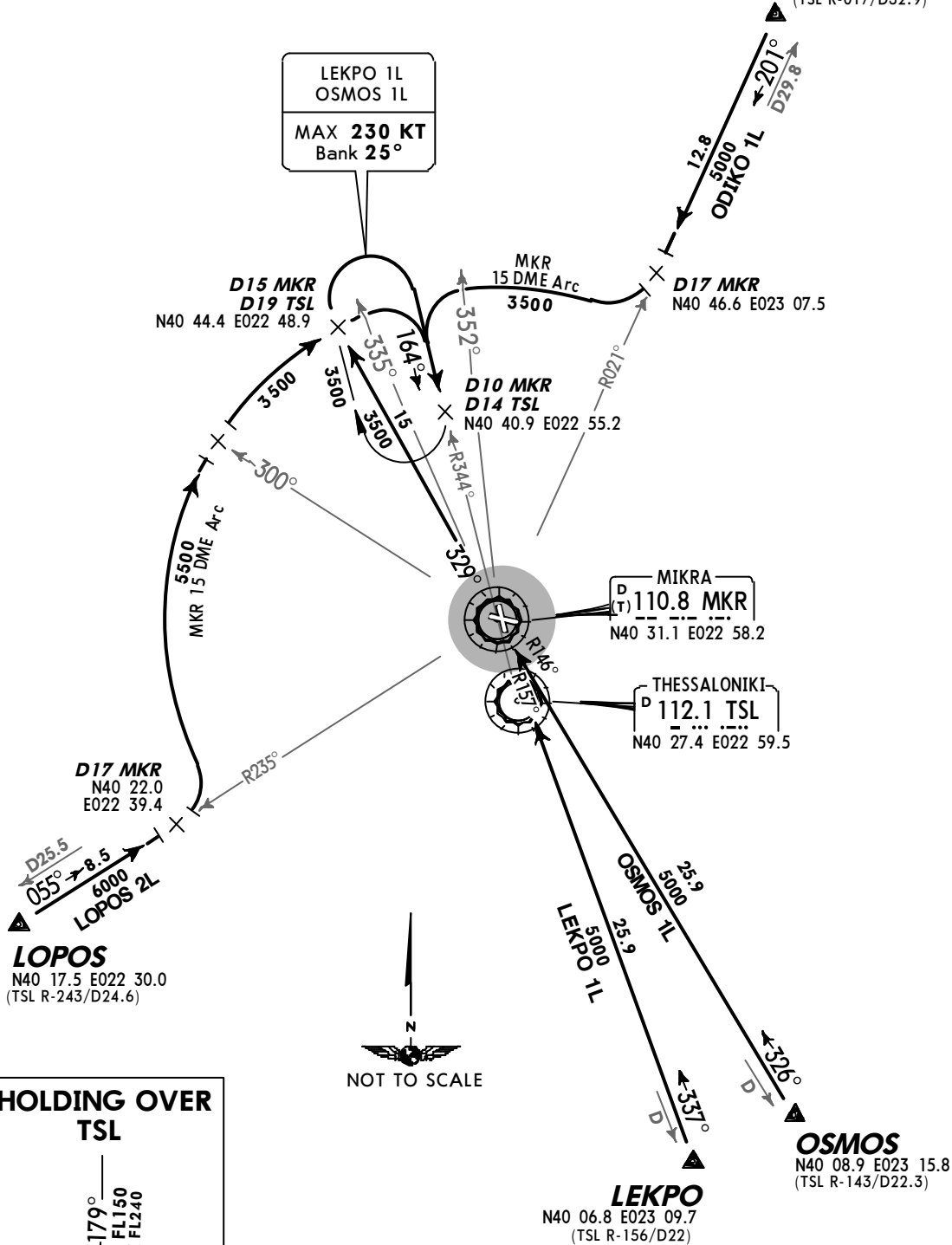
\*ATIS  
127.55  
Apt Elev  
22'

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**

**ODIKO**  
N40 58.3 E023 14.5  
(TSL R-017/D32.9)



LEKPO 1L  
OSMOS 1L  
MAX 230 KT  
Bank 25°

**D15 MKR  
D19 TSL**  
N40 44.4 E022 48.9

**D10 MKR  
D14 TSL**  
N40 40.9 E022 55.2

**D17 MKR**  
N40 46.6 E023 07.5

**MIKRA**  
D(T) 110.8 MKR  
N40 31.1 E022 58.2

**THESSALONIKI**  
D 112.1 TSL  
N40 27.4 E022 59.5

**D17 MKR**  
N40 22.0 E022 39.4

**LOPOS**  
N40 17.5 E022 30.0  
(TSL R-243/D24.6)

**LEKPO**  
N40 06.8 E023 09.7  
(TSL R-156/D22)

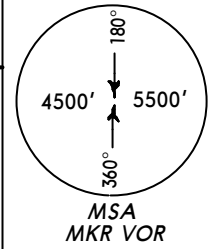
**OSMOS**  
N40 08.9 E023 15.8  
(TSL R-143/D22.3)

**HOLDING OVER  
TSL**



\*ATIS  
127.55  
Apt Elev  
22'

Alt Set: MB Trans level: By ATC Trans alt: 6000'

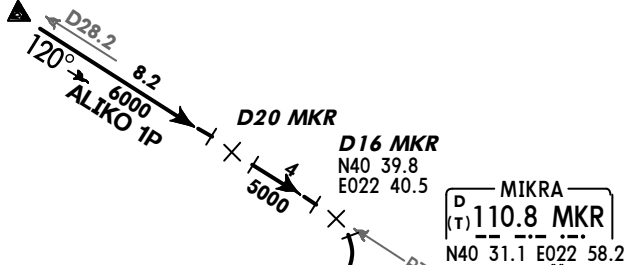


ALIKO 1P [ALIK1P], ARNAS 1P [ARNA1P]  
EDASI 1P [EDAS1P], FSK 3P  
RWY 34 ARRIVALS  
BASED ON MKR



FISKA  
D 116.4 FSK  
N41 05.9 E022 59.5  
(TSL R-356/D38.4)

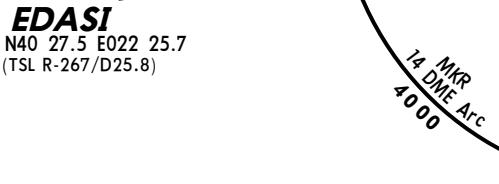
ALIKO  
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(TSL R-304/D31.1)



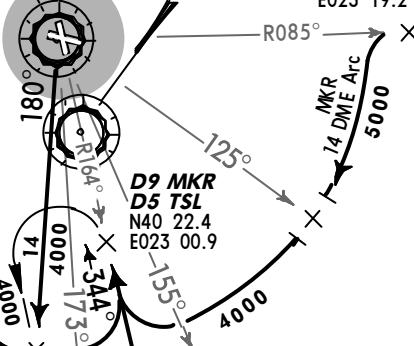
ARNAS  
N40 31.7 E023 28.8  
(TSL R-076/D22.8)



EDASI  
N40 27.5 E022 25.7  
(TSL R-267/D25.8)



THESSALONIKI  
D 112.1 TSL  
N40 27.4 E022 59.5  
D16 MKR  
N40 31.5 E023 19.2



D14 MKR  
D10 TSL  
N40 17.1 E022 57.3

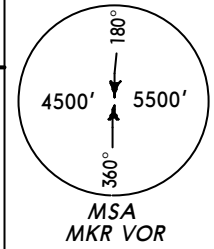
HOLDING OVER  
TSL



FSK 3P  
MAX 230 KT  
Bank 25°

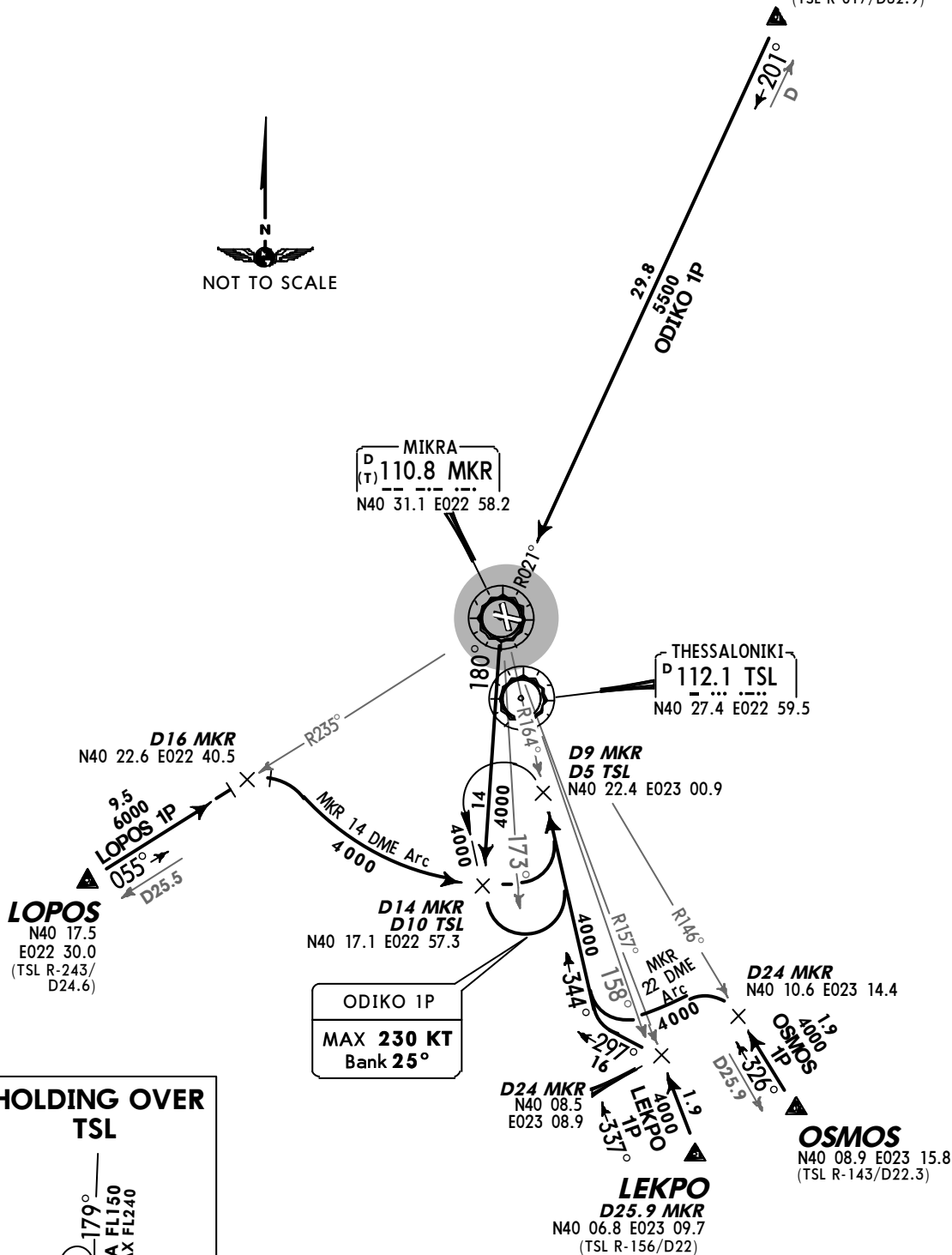
\*ATIS  
127.55  
Apt Elev  
22'

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

**ODIKO**  
N40 58.3 E023 14.5  
(TSL R-017/D32.9)

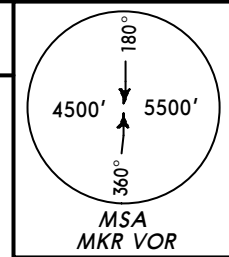


**HOLDING OVER  
TSL**

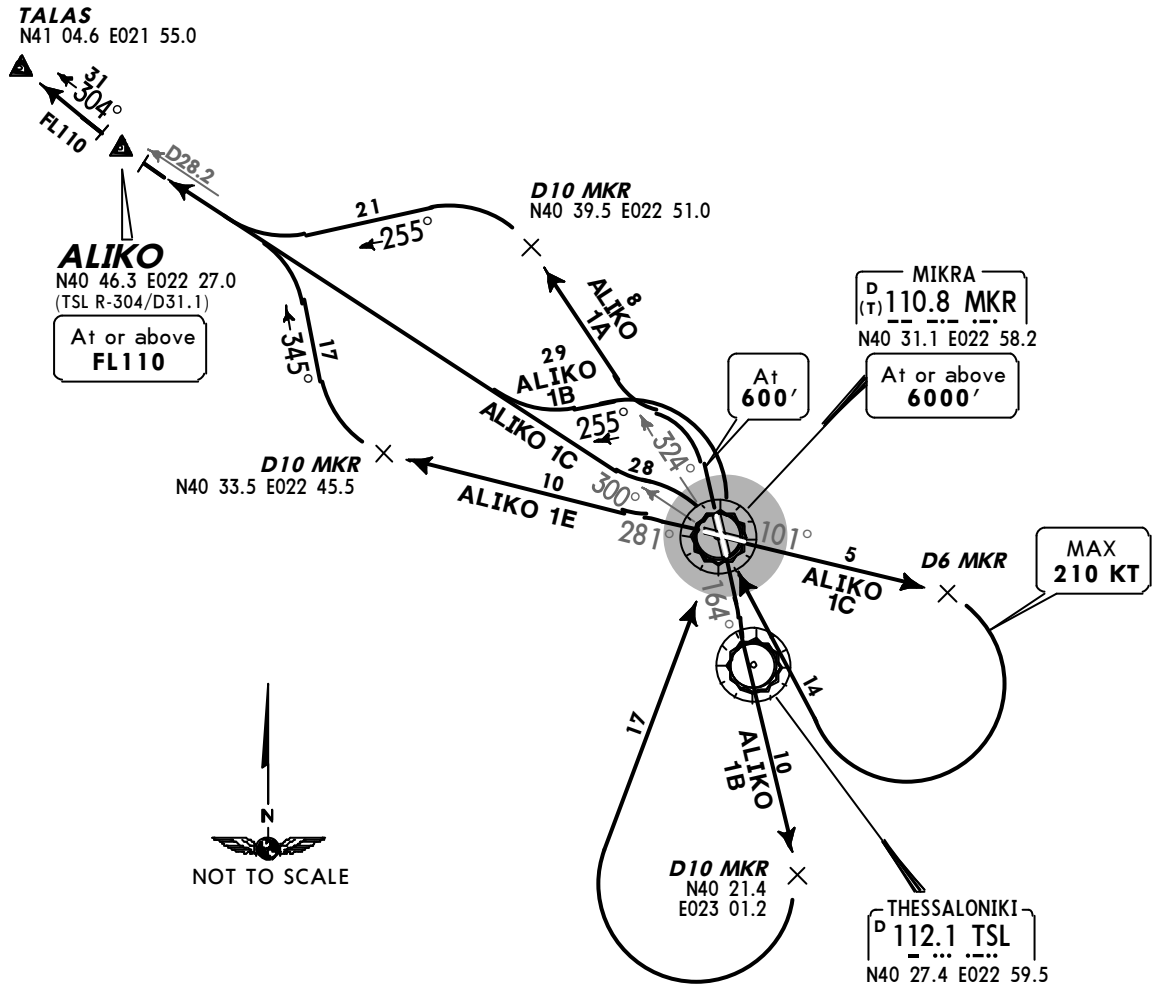


Apt Elev  
22'

Trans level: By ATC Trans alt: 6000'



**ALIKO ONE ALFA (ALIKO 1A) [ALIK1A]**  
**ALIKO ONE BRAVO (ALIKO 1B) [ALIK1B]**  
**ALIKO ONE CHARLIE (ALIKO 1C) [ALIK1C]**  
**ALIKO ONE ECHO (ALIKO 1E) [ALIK1E]**  
**RWYS 34, 16, 10, 28 DEPARTURES**



These SIDs require minimum climb gradients of

- ALIKO 1A:** 316' per NM (5.2%) up to **FL110**.
- ALIKO 1B:** 365' per NM (6%) up to **1200'**, then 304' per NM (5%) up to **MEA**.
- ALIKO 1C:** 334' per NM (5.5%) up to **6000'**.
- ALIKO 1E:** 371' per NM (6.1%) up to **FL110**.

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

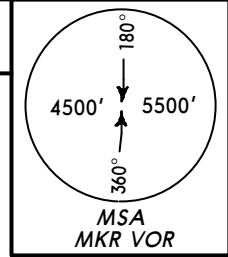
Minimum bank angle 15°.

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

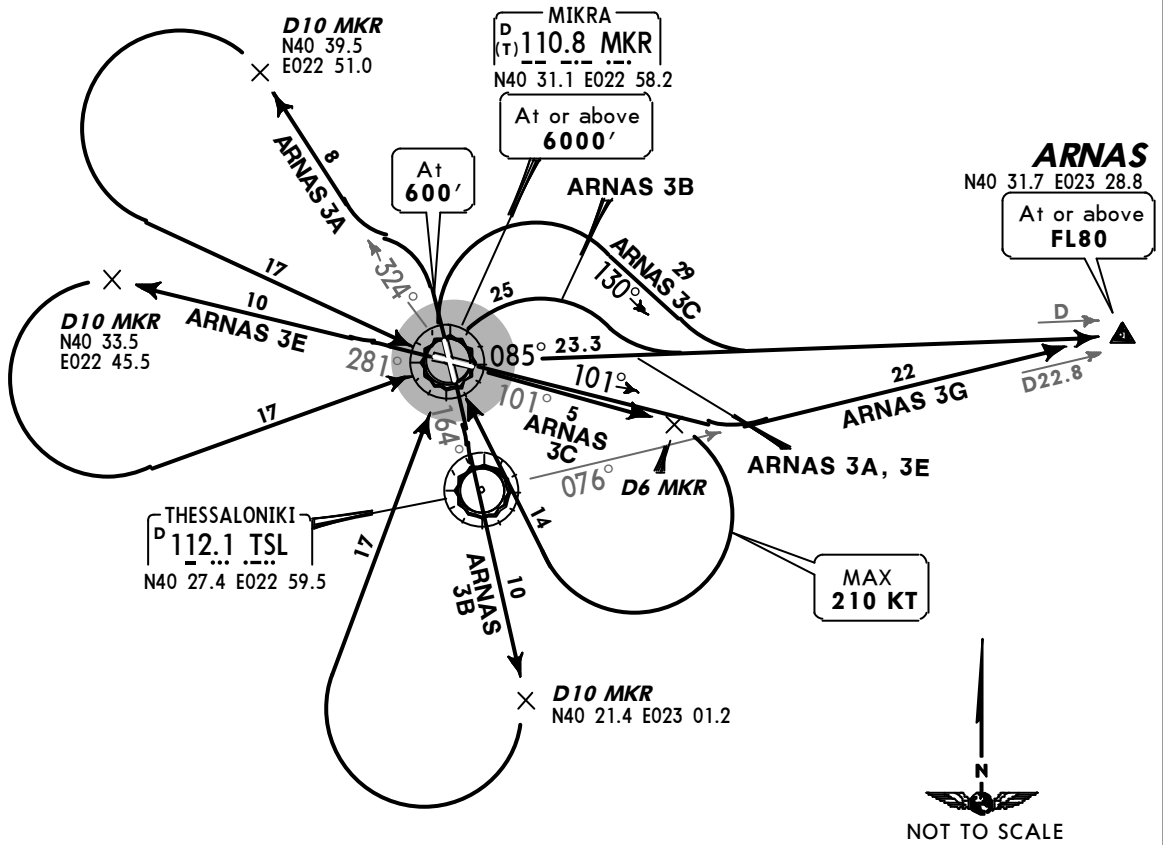
SID	RWY	ROUTING
<b>ALIKO 1A</b>	<b>34</b>	Climb to <b>600'</b> , turn <b>LEFT</b> , intercept MKR R-324 to D10 MKR, turn <b>LEFT</b> , 255° track, intercept MKR R-300 to ALIKO.
<b>ALIKO 1B</b>	<b>16</b>	Intercept MKR R-164 to D10 MKR, turn <b>RIGHT</b> to MKR, turn <b>LEFT</b> , 255° track, intercept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

Apt Elev  
22'

Trans level: By ATC Trans alt: 6000'



ARNAS THREE ALFA (ARNAS 3A) [ARNA3A]  
ARNAS THREE BRAVO (ARNAS 3B) [ARNA3B]  
ARNAS THREE CHARLIE (ARNAS 3C) [ARNA3C]  
ARNAS THREE ECHO (ARNAS 3E) [ARNA3E]  
ARNAS THREE GOLF (ARNAS 3G) [ARNA3G]  
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

- ARNAS 3A: 316' per NM (5.2%) up to FL80.
- ARNAS 3B: 365' per NM (6%) up to 1200', then 304' per NM (5%) up to MEA.
- ARNAS 3C: 334' per NM (5.5%) up to 6000'.
- ARNAS 3E: 304' per NM (5%) up to FL80.
- ARNAS 3G: 395' per NM (6.5%) up to FL80.

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

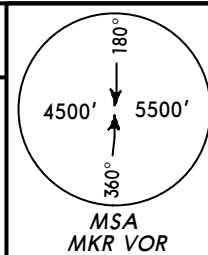
Minimum bank angle 15°.  
ARNAS 3A, 3B, 3E, 3G: MAX 250 KT during turns.

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.

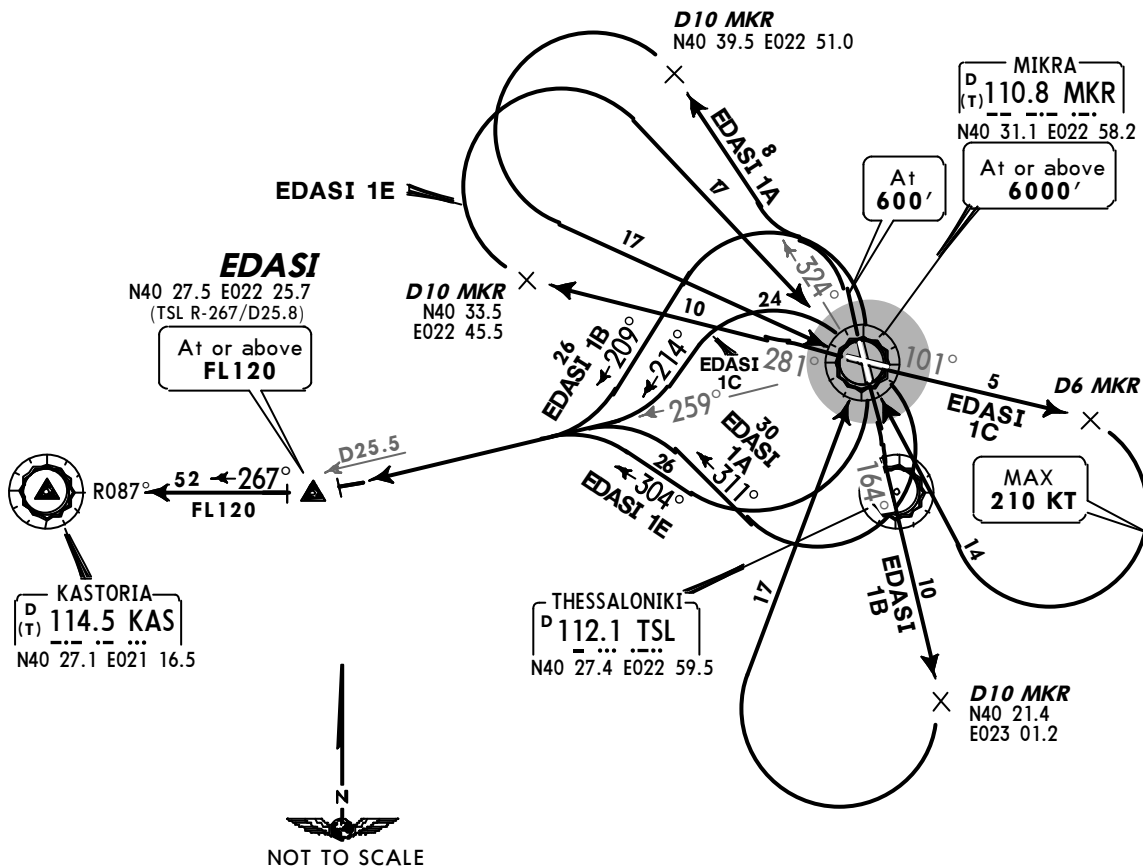


Apt Elev  
22'

Trans level: By ATC Trans alt: 6000'



EDASI ONE ALFA (EDASI 1A) [EDAS1A]  
EDASI ONE BRAVO (EDASI 1B) [EDAS1B]  
EDASI ONE CHARLIE (EDASI 1C) [EDAS1C]  
EDASI ONE ECHO (EDASI 1E) [EDAS1E]  
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

- EDASI 1A: 316' per NM (5.2%) up to FL120.
- EDASI 1B: 365' per NM (6%) up to 1200', then 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 purposes.
- 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

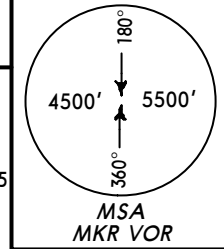
Minimum bank angle 15°.

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

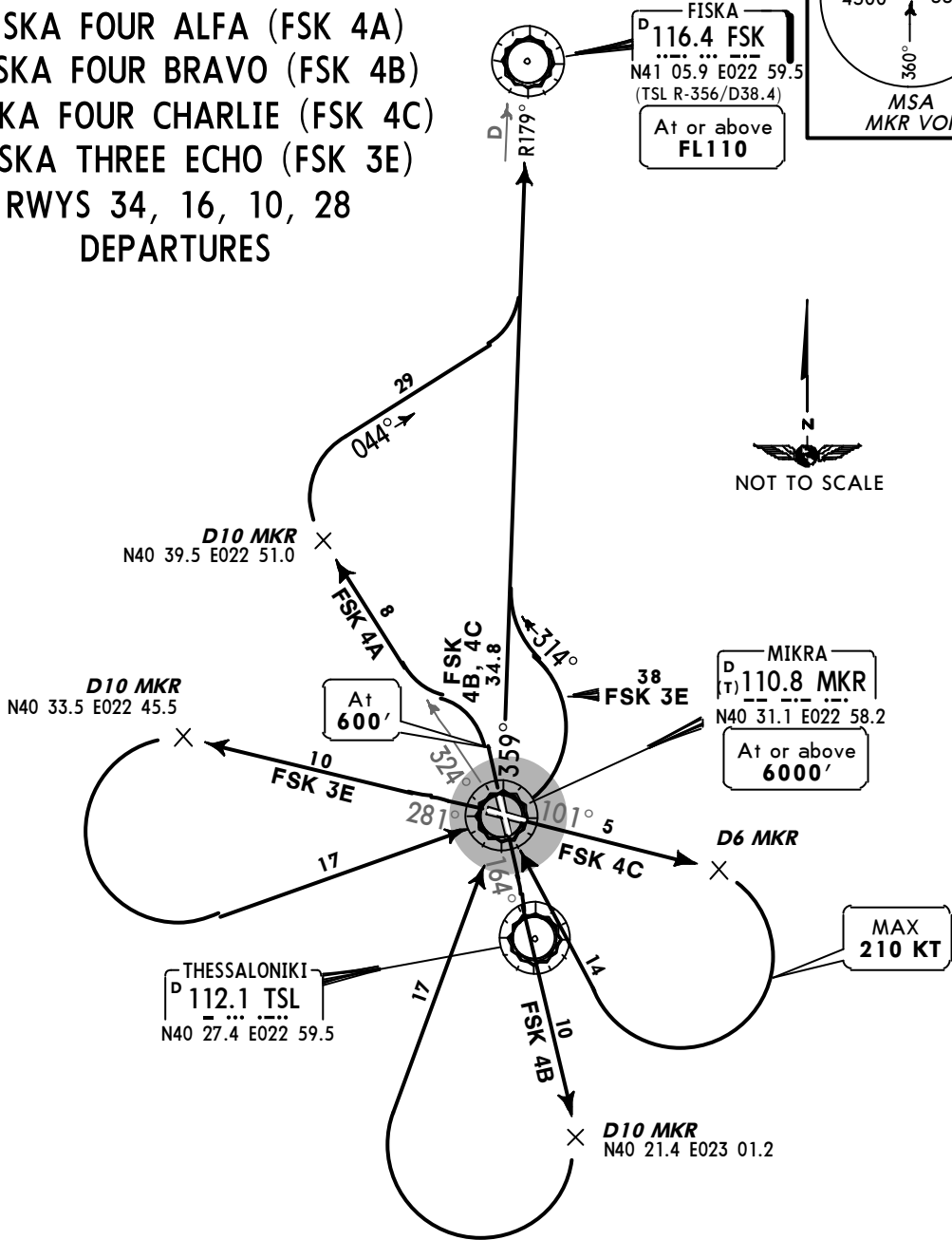
SID	RWY	ROUTING
EDASI 1A	34	Climb to 600', turn LEFT, intercept MKR R-324 to D10 MKR, turn LEFT to MKR, turn RIGHT, 311° track, intercept MKR R-259 to EDASI.
EDASI 1B	16	Intercept MKR R-164 to D10 MKR, turn RIGHT to MKR, turn LEFT, 209° track, intercept MKR R-259 to EDASI.
EDASI 1C	10	Intercept MKR R-101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

Apt Elev  
22'

Trans level: By ATC Trans alt: 6000'



FISKA FOUR ALFA (FSK 4A)  
FISKA FOUR BRAVO (FSK 4B)  
FISKA FOUR CHARLIE (FSK 4C)  
FISKA THREE ECHO (FSK 3E)  
RWYS 34, 16, 10, 28  
DEPARTURES

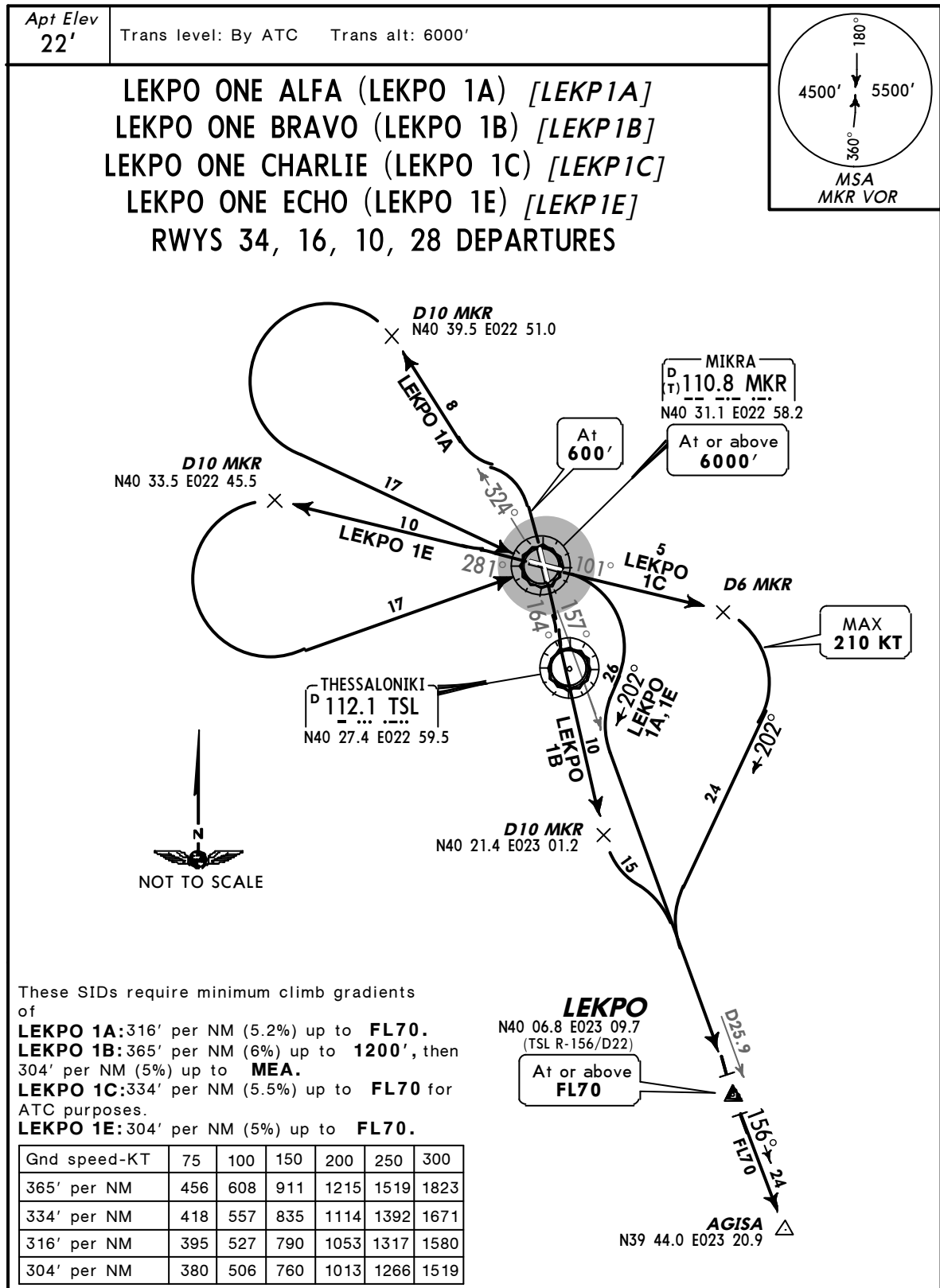


These SIDs require minimum climb gradients of  
**FSK 4A:** 316' per NM (5.2%) up to **FL110**.  
**FSK 4B:** 365' per NM (6%) up to **1200'**, then 304' per NM (5%) up to **MEA**.  
**FSK 4C:** 334' per NM (5.5%) up to **6000'**.  
**FSK 3E:** 304' per NM (5%) up to **FL110**.

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.

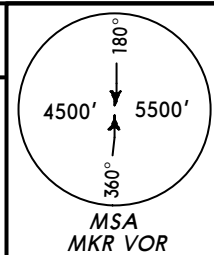
SID	RWY	ROUTING
<b>FSK 4A</b>	<b>34</b>	Climb to <b>600'</b> , turn <b>LEFT</b> , intercept MKR R-324 to D10 MKR, turn <b>RIGHT</b> , 044° track, intercept MKR R-359 to FSK.
<b>FSK 4B</b>	<b>16</b>	Intercept MKR R-164 to D10 MKR, turn <b>RIGHT</b> to MKR, turn <b>LEFT</b> , MKR R-359 to FSK.
<b>FSK 4C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



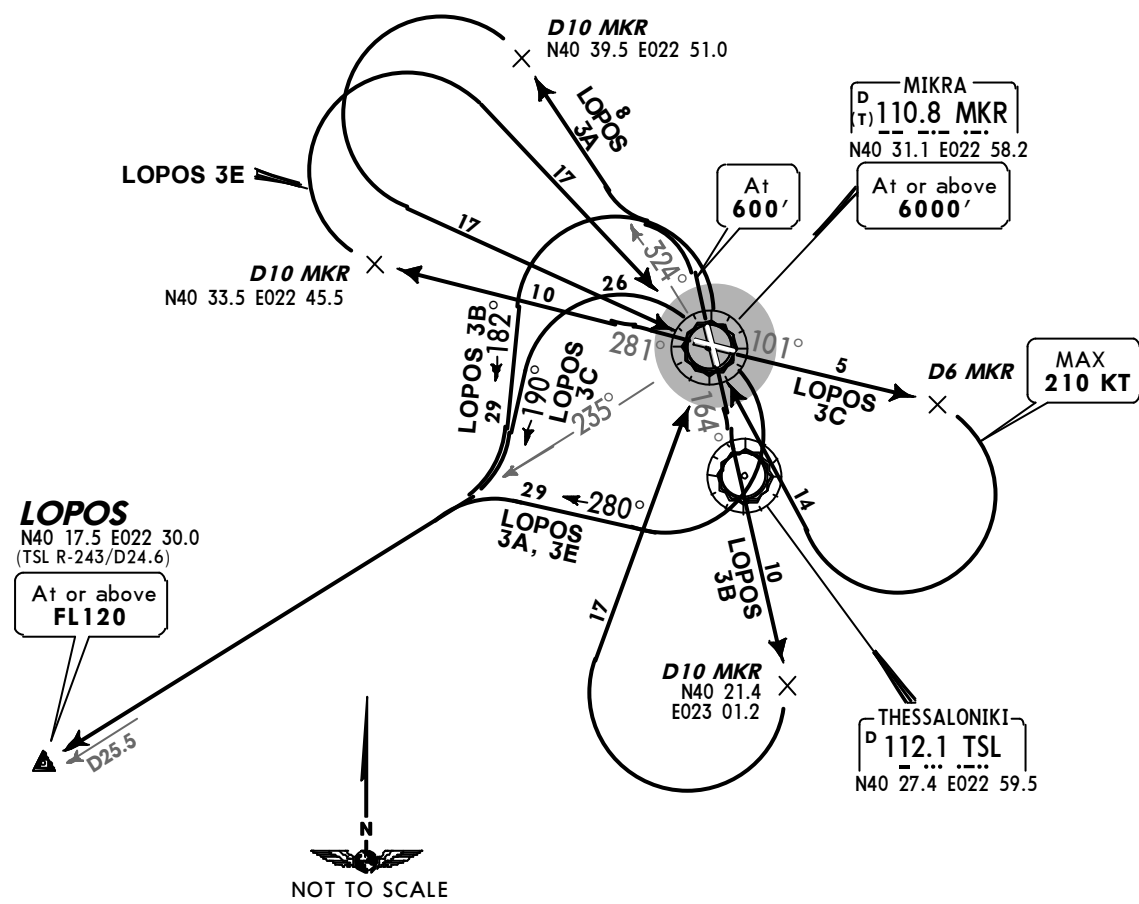
Minimum bank angle 15°.  
**LEKPO 1A, 1B, 1E:** MAX 250 KT during turns.

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

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**.

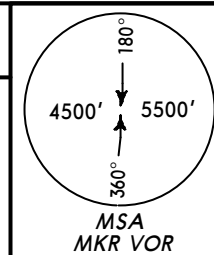
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519

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

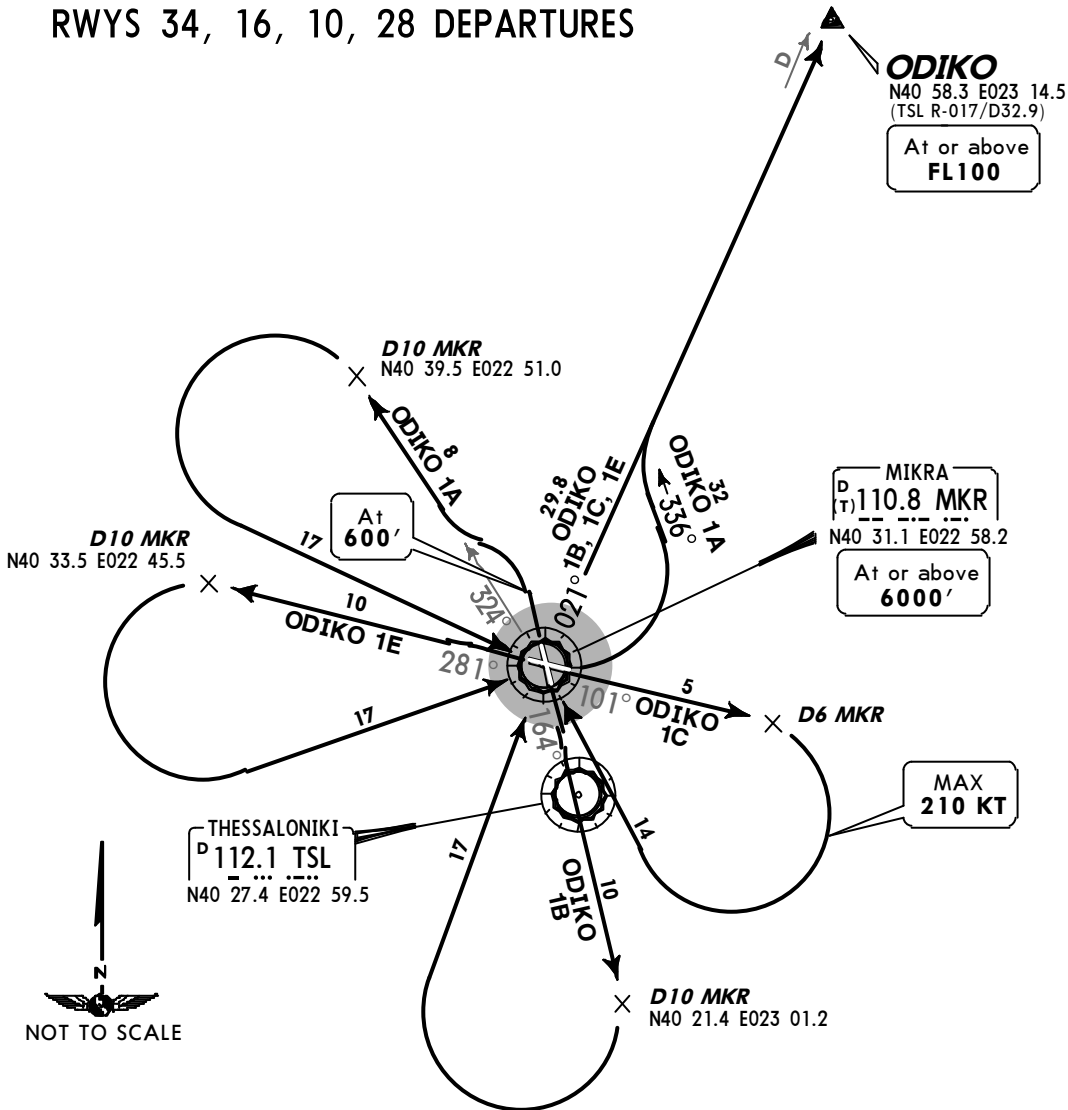
SID	RWY	ROUTING
<b>LOPOS 3A</b>	<b>34</b>	Climb to <b>600'</b> , turn <b>LEFT</b> , intercept MKR R-324 to D10 MKR, turn <b>LEFT</b> to MKR, turn <b>RIGHT</b> , 280° track, intercept MKR R-235 to LOPOS.
<b>LOPOS 3B</b>	<b>16</b>	Intercept MKR R-164 to D10 MKR, turn <b>RIGHT</b> to MKR, turn <b>LEFT</b>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

Apt Elev  
22'

Trans level: By ATC Trans alt: 6000'



ODIKO ONE ALFA (ODIKO 1A) [ODIK1A]  
ODIKO ONE BRAVO (ODIKO 1B) [ODIK1B]  
ODIKO ONE CHARLIE (ODIKO 1C) [ODIK1C]  
ODIKO ONE ECHO (ODIKO 1E) [ODIK1E]  
RWYS 34, 16, 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

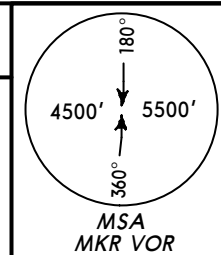
**ODIKO 1A:** 316' per NM (5.2%) up to **FL100**.  
**ODIKO 1B:** 365' per NM (6%) up to **1200'**, then 304' per NM (5%) up to **MEA**.  
**ODIKO 1C:** 334' per NM (5.5%) up to **6000'**.  
**ODIKO 1E:** 304' per NM (5%) up to **FL100**.

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

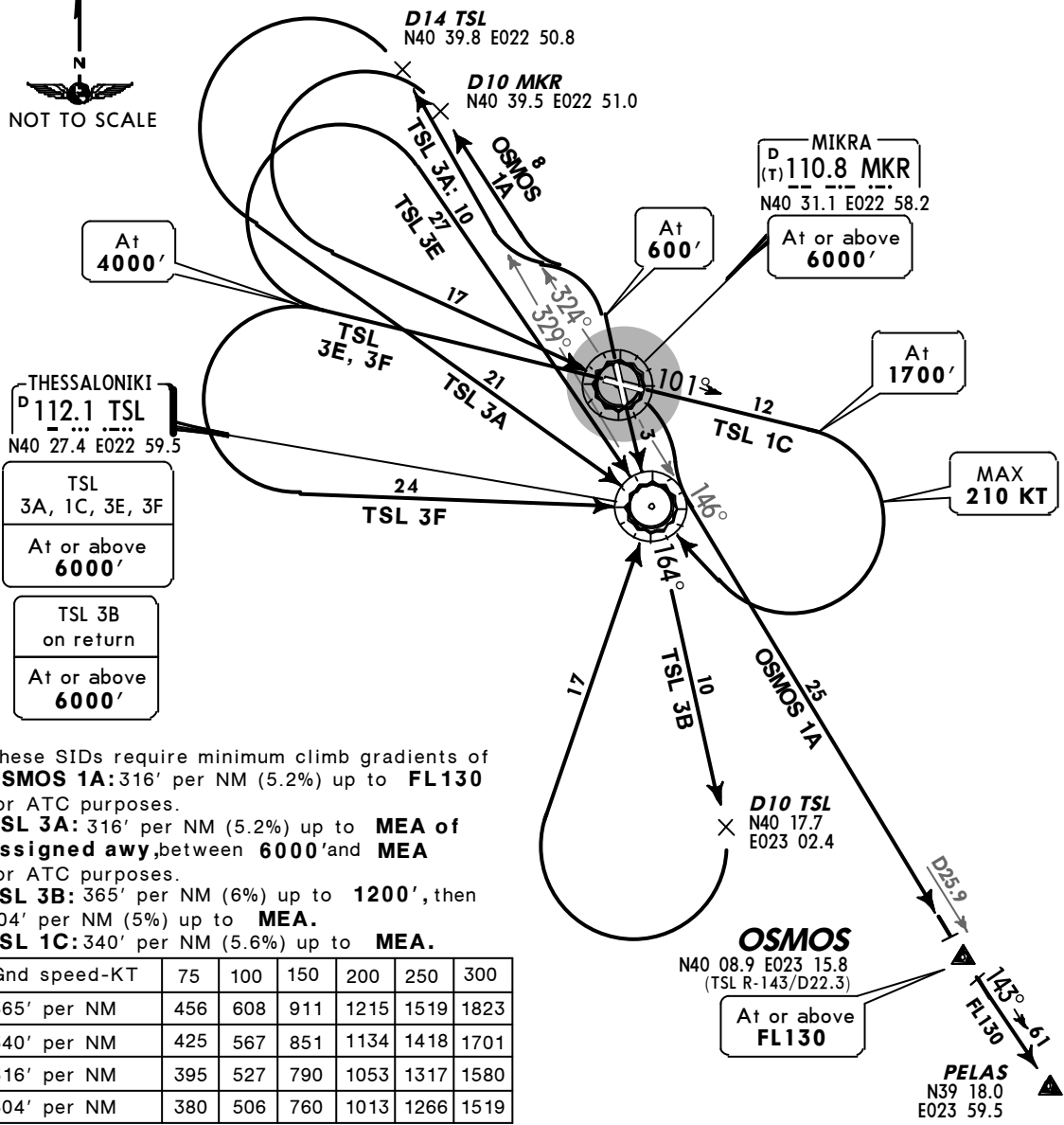
Minimum bank angle 15°.  
**ODIKO 1A, 1B, 1E:** MAX 250 KT during turns.

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

Apt Elev 22' Trans level: By ATC Trans alt: 6000'



OSMOS ONE ALFA (OSMOS 1A) [OSMO1A]  
THESSALONIKI THREE ALFA (TSL 3A)  
THESSALONIKI THREE BRAVO (TSL 3B)  
THESSALONIKI ONE CHARLIE (TSL 1C)  
THESSALONIKI THREE ECHO (TSL 3E)  
THESSALONIKI THREE FOXTROT (TSL 3F)  
RWYS 34, 16, 10, 28 DEPARTURES



THESSALONIKI  
D 112.1 TSL  
N40 27.4 E022 59.5

TSL  
3A, 1C, 3E, 3F  
At or above  
6000'

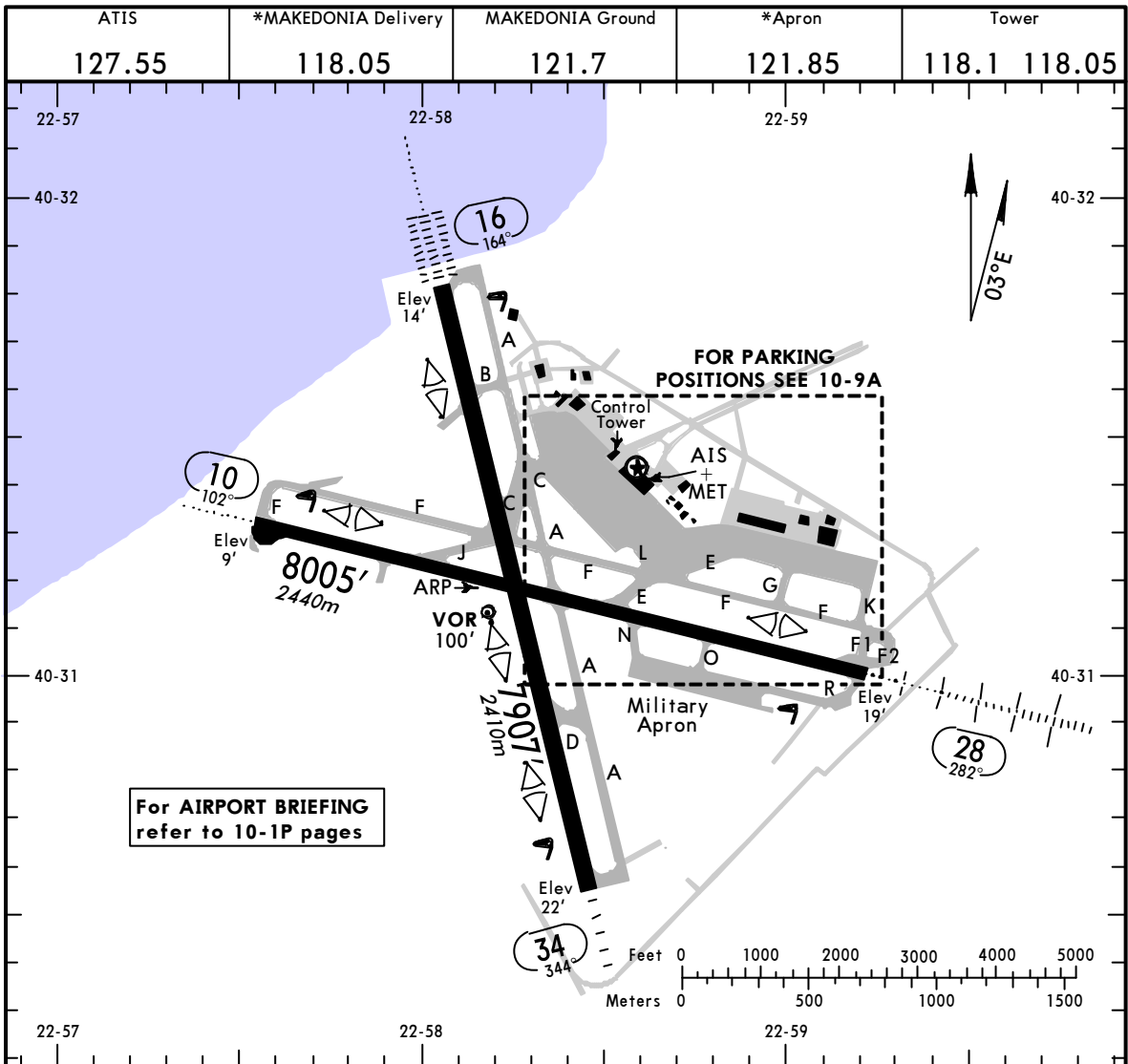
TSL 3B  
on return  
At or above  
6000'

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



For AIRPORT BRIEFING refer to 10-1P pages

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10	HIRL ALS PAPI-L (3.00°)	RVR		7808' 2380m ①	164' 50m
28	HIRL HIALS PAPI-L (3.00°)	RVR			
16	HIRL HIALS-II SFL CL TDZ PAPI-R (3.00°)	RVR	6703' 2043m		197' 60m
34	HIRL ALS CL PAPI-L (3.79°)	RVR			

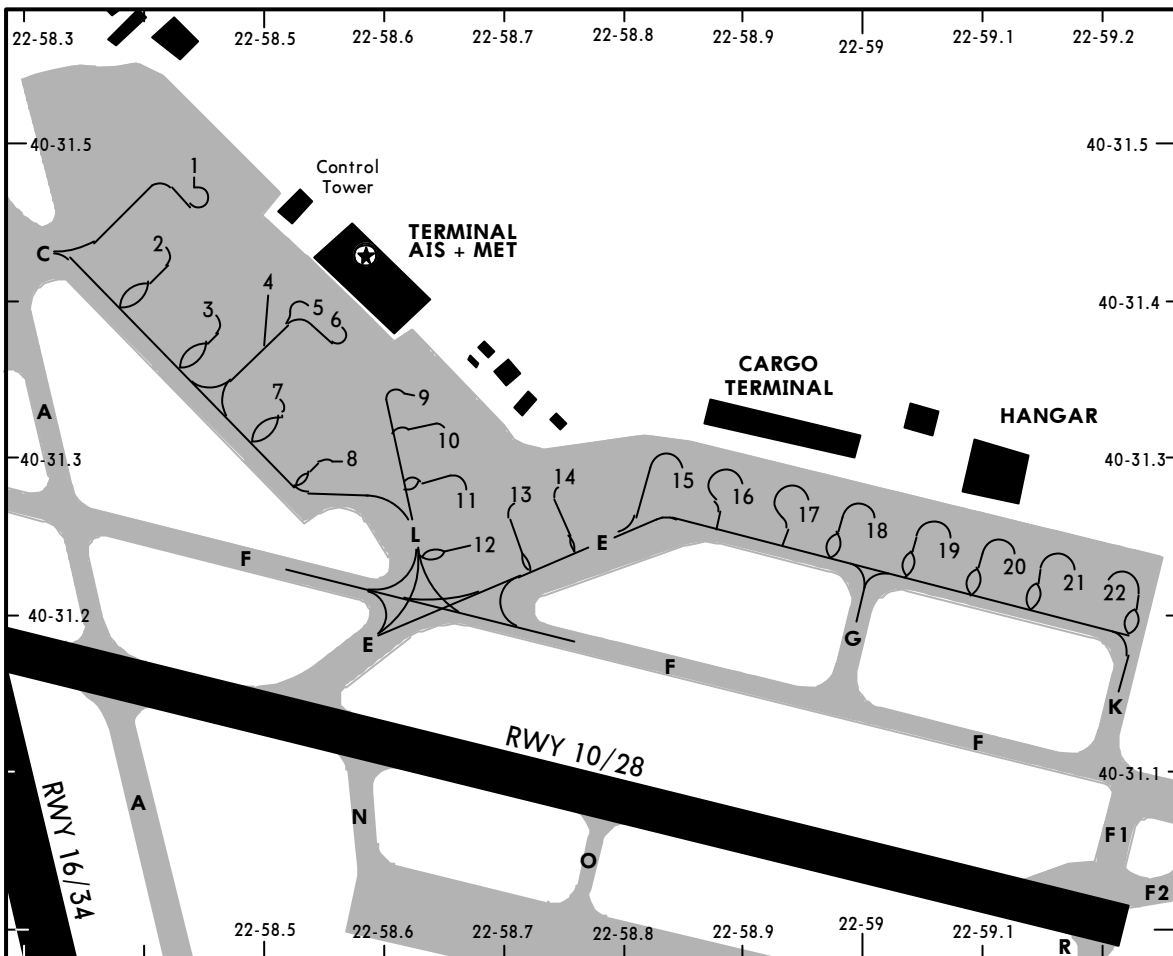
① For the protection of arresting device pilots shall start take-off 197'/60m inwards from runway beginning, marked with white line perpendicular to the runway axis.

JAR-OPS

TAKE-OFF ①

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

① Operators applying U.S. Ops Specs: CL required below 300m.



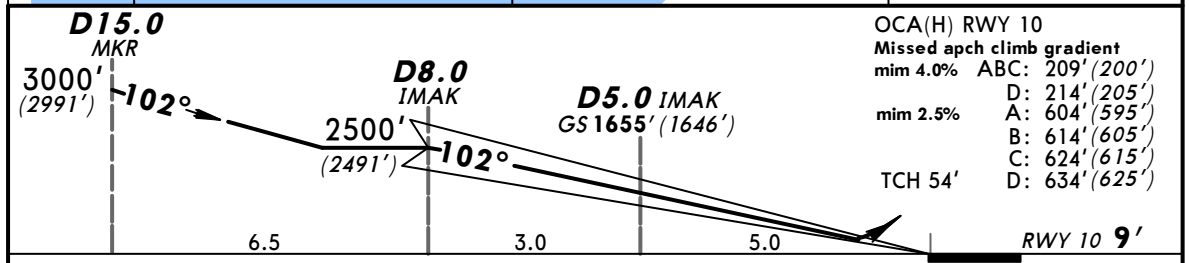
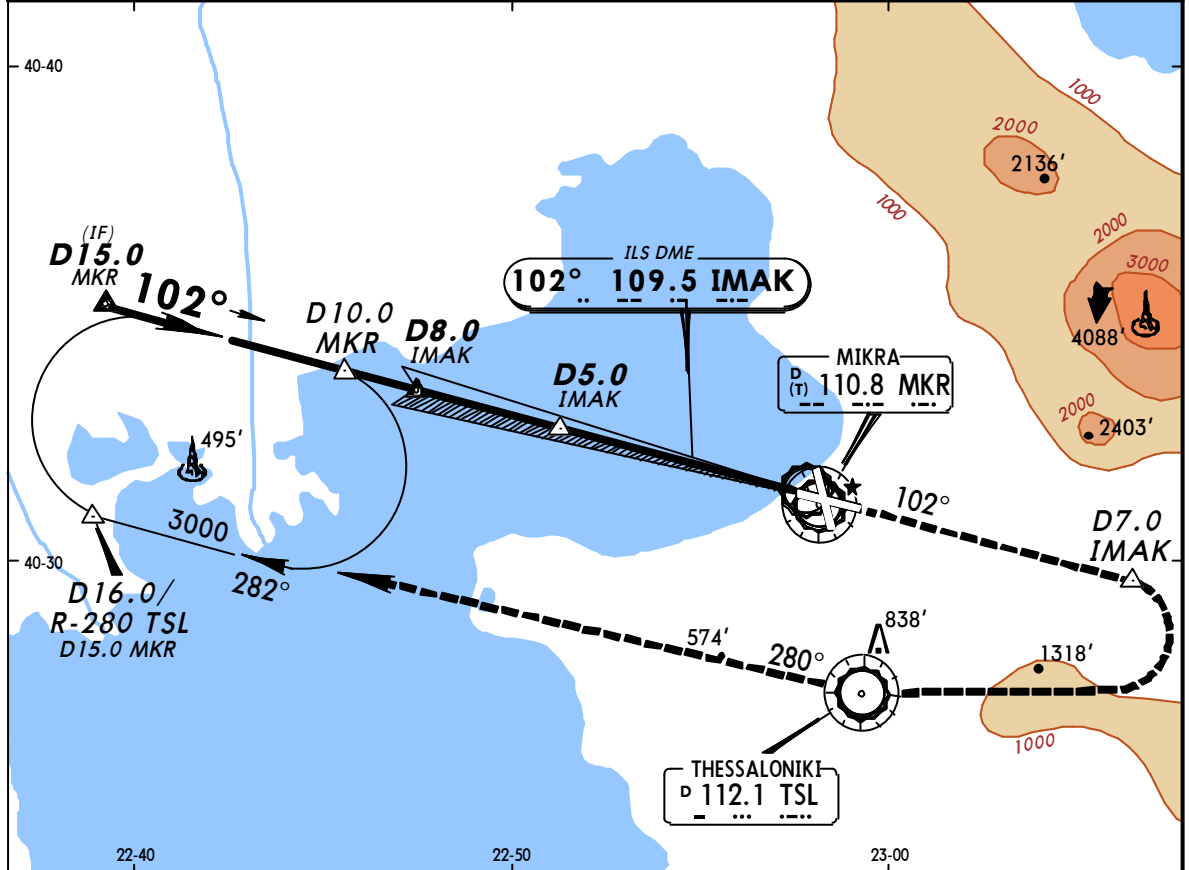
**INS COORDINATES**

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			



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
LOC IMAK <b>109.5</b>	Final Apch Crs <b>102°</b>	GS <b>D5.0 IMAK</b> 1655' (1646')	ILS DA(H) Refer to Minimums	Apt Elev 22'		
<b>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'.</b>				RWY 9'		
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 PAPI D7.0 IMAK 220 KT MAX TSL 112.1 RT
GS	3.00°	377	485	539	647	755	

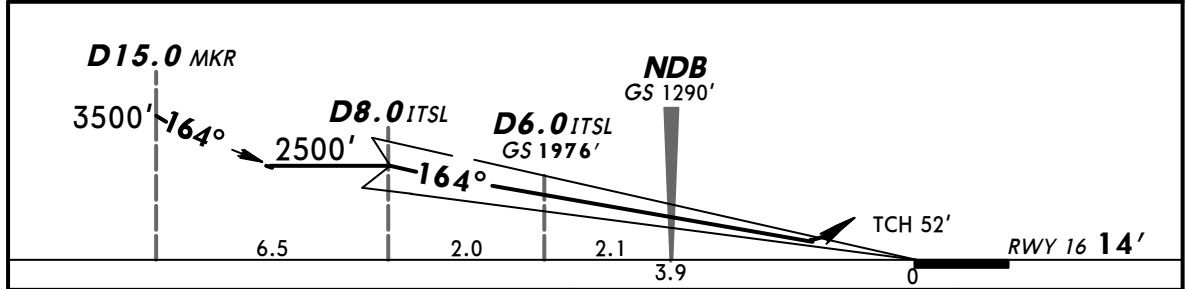
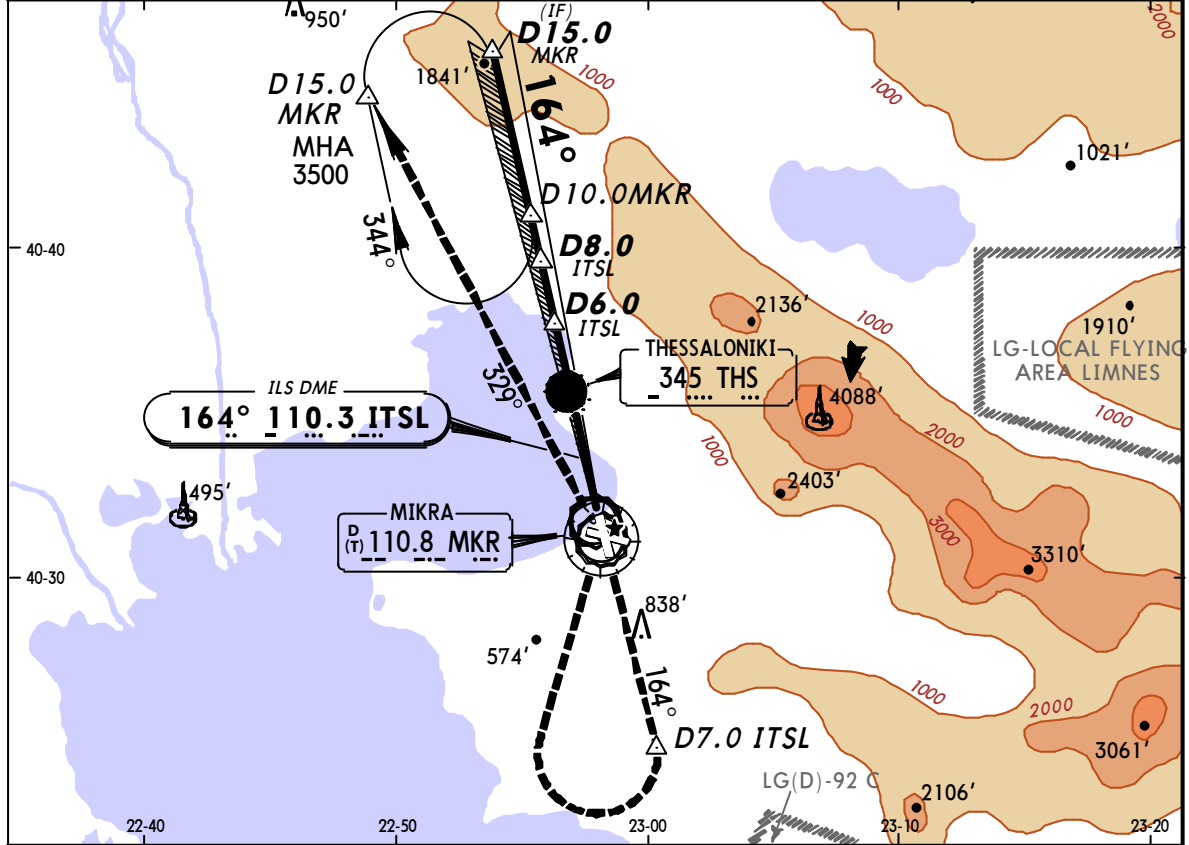
JAR-OPS STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.0% DA(H) ABC: 209'(200') D: 214'(205')		Missed apch climb gradient mim 2.5% DA(H) A: 604'(595') C: 624'(615') B: 614'(605') D: 634'(625')		Not auth in sector inbound 164° to 282° clockwise			
FULL	ALS out	FULL	ALS out	Max Kts MDA(H) VIS	NOT APPLICABLE		
A						100	900'(878') 1500m
B	RVR 800m	RVR 1000m	RVR 1000m			135	1050'(1028') 1600m
C						180	1400'(1378') 2400m
D				205	1800'(1778') 3600m		

PANS OPS 3

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

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
LOC ITSL <b>110.3</b>	Final Apch Crs <b>164°</b>	GS <b>D6.0 ITSL</b> 1976' (1962')	ILS DA(H) Refer to Minimums	Apt Elev 22'		<p>MSA MKR VOR</p>
<p><b>MISSED APCH:</b> 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'.</p>						
Alt Set: MB		Rwy Elev: 1 MB	Trans level: By ATC	Trans alt: 6000'		
<p>1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold.</p>						



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

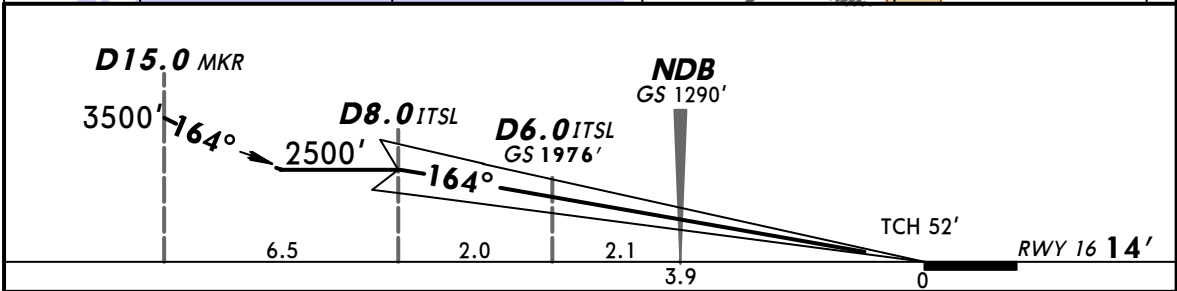
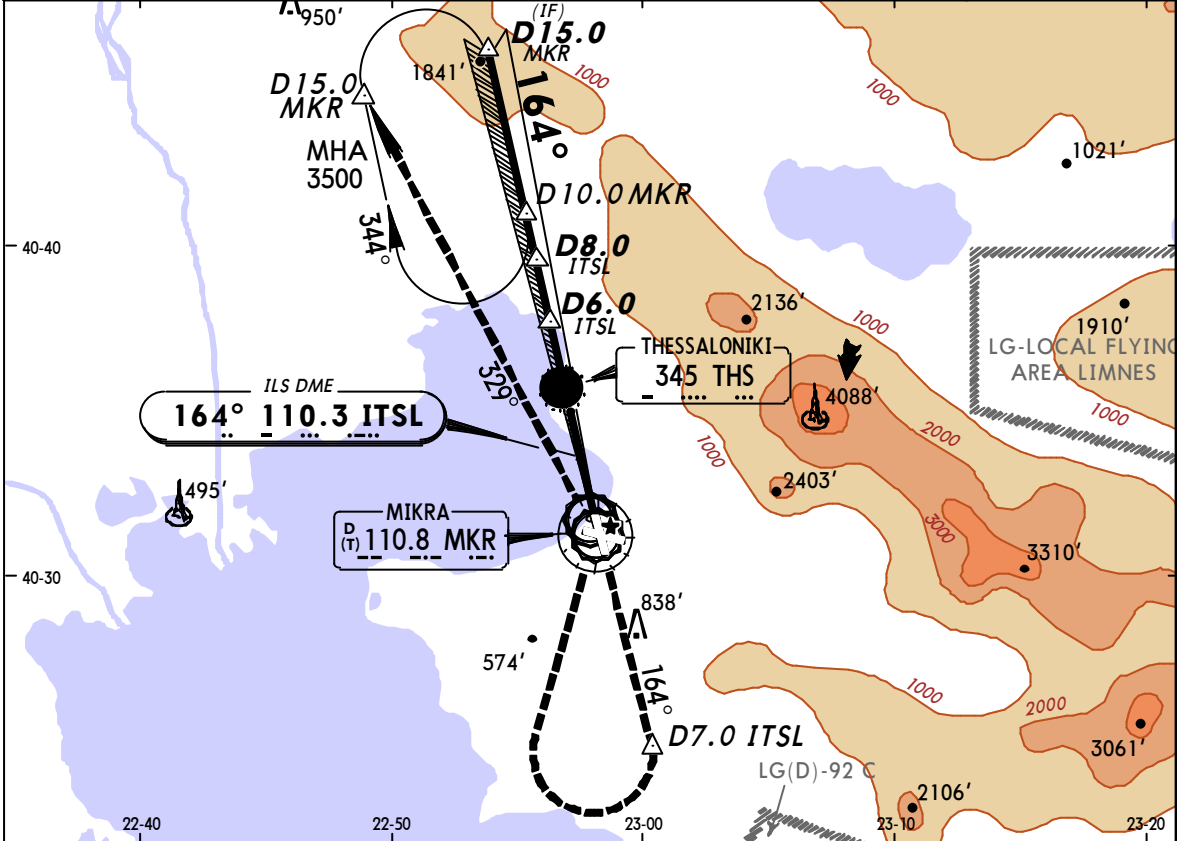
<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0%		ILS Missed apch climb gradient DA(H) mim 2.5%		LOC (GS out)		Not authorized in sector inbound 164° to 282° clockwise	
DA(H) <b>214'</b> (200')		A: <b>354'</b> (340') C: <b>374'</b> (360') B: <b>364'</b> (350') D: <b>383'</b> (369')		NOT APPLICABLE		Max Kts _____ MDA(H) _____ VIS _____	
A	FULL	ALS out	FULL	ALS out	NOT APPLICABLE	100	<b>900'</b> (878') 1500m
B	RVR 700m	RVR 1000m	RVR 900m	RVR 1200m		135	<b>1050'</b> (1028') 1600m
C						180	<b>1400'</b> (1378') 2400m
D						205	<b>1800'</b> (1778') 3600m

PANS OPS 3

█ Climb gradient up to 1500'.

BRIEFING STRIP

ATIS 127.55	MAKEDONIA Approach 120.8	MIKRA Radar (APP) 120.8	MIKRA Director (APP/R) 118.27	MAKEDONIA Tower CIV 118.1 MIL 122.1	Ground 121.7
LOC ITSL <b>110.3</b>	Final Apch Crs <b>164°</b>	GS <b>D6.0 ITSL</b> 1976' (1962')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 22' RWY 14'	<p>MSA MKR VOR</p>
<p><b>MISSED APCH:</b> 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'.</p> <p>Alt Set: MB Rwy Elev: 1 MB Trans level: By ATC Trans alt: 6000'</p> <p>1. CAUTION: Raising terrain at missed apch course. 2. ILS DME reads zero at rwy 16 threshold. 3. Special Aircrew &amp; Acft Certification Required.</p>					



Gnd speed-Kts	70	90	100	120	140	160		<b>D7.0</b> ITSL ↑
GS	3.00°	377	485	539	647	755		

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 16 <b>CAT II ILS</b> Missed apch climb gradient mim 4.0% <b>I</b>	
ABC <b>RA 162'</b> DA(H) 164'(150')	D <b>RA 172'</b> DA(H) 174'(160')

RVR 450m

**I** Climb gradient up to 1500'.

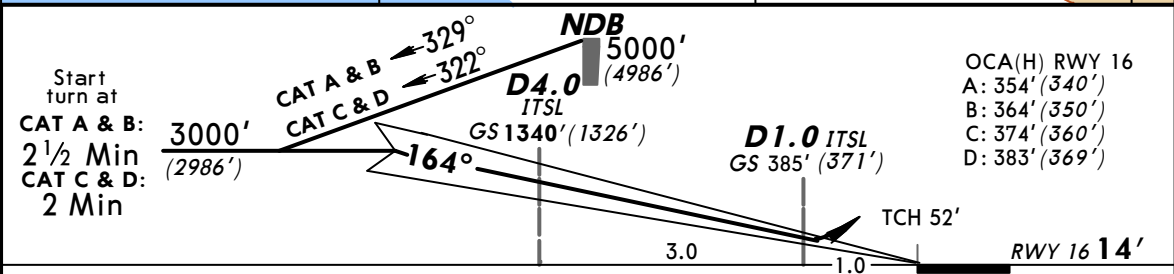
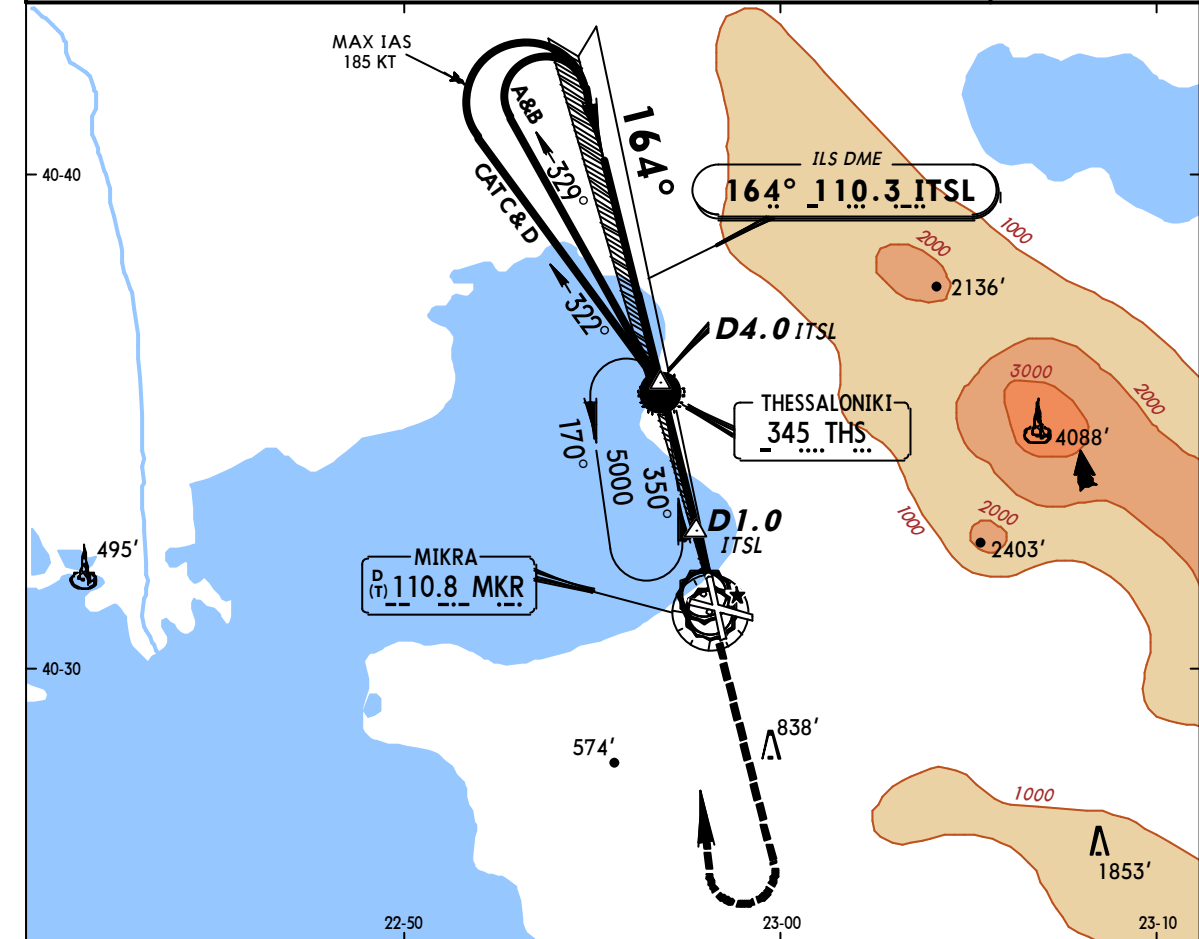
PANS OPS 3

**LGTS  
MAKEDONIA**

**JEPPESEN**  
5 JUL 02  
Eff 11 Jul (11-3)

**THESSALONIKI, GREECE  
NDB ILS DME Rwy 16**

ATIS <b>127.55</b>	MAKEDONIA Approach <b>120.8</b>	MIKRA Radar (APP) <b>120.8</b>	MIKRA Director (APP/R) <b>118.27</b>	MAKEDONIA Tower CIV MIL <b>118.1 122.1</b>	Ground <b>121.7</b>
LOC ITSL <b>110.3</b>	Final Apch Crs <b>164°</b>	GS <b>D4.0 ITSL</b> 1340' (1326')	ILS DA(H) Refer to Minimums	Apt Elev 22' <b>RWY 14'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT and proceed to NDB, climbing to 5000'.</b>					
Alt Set: MB    Rwy Elev: 1 MB    Trans level: By ATC    Trans alt: 6000' (5986') ILS DME reads zero at rwy 16 threshold.					MSA MKR VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS 2000'
GS	3.00°	377	485	539	647	755	

<b>PANS OPS 3</b>	<b>JAR-OPS</b>			<b>STRAIGHT-IN LANDING RWY 16</b>		<b>CIRCLE-TO-LAND</b>		
	ILS DA(H) A: <b>354'</b> (340') C: <b>374'</b> (360') B: <b>364'</b> (350') D: <b>383'</b> (369')			LOC (GS out)		Not authorized in sector inbound 164° to 282° clockwise		
	FULL		ALS out		NOT AUTHORIZED	Max Kts	MDA(H)	VIS
	A					100	<b>900'</b> (878')	1500m
	B					135	<b>1050'</b> (1028')	1600m
C	RVR 900m	RVR 1200m		180		<b>1400'</b> (1378')	2400m	
D				205	<b>1800'</b> (1778')	3600m		

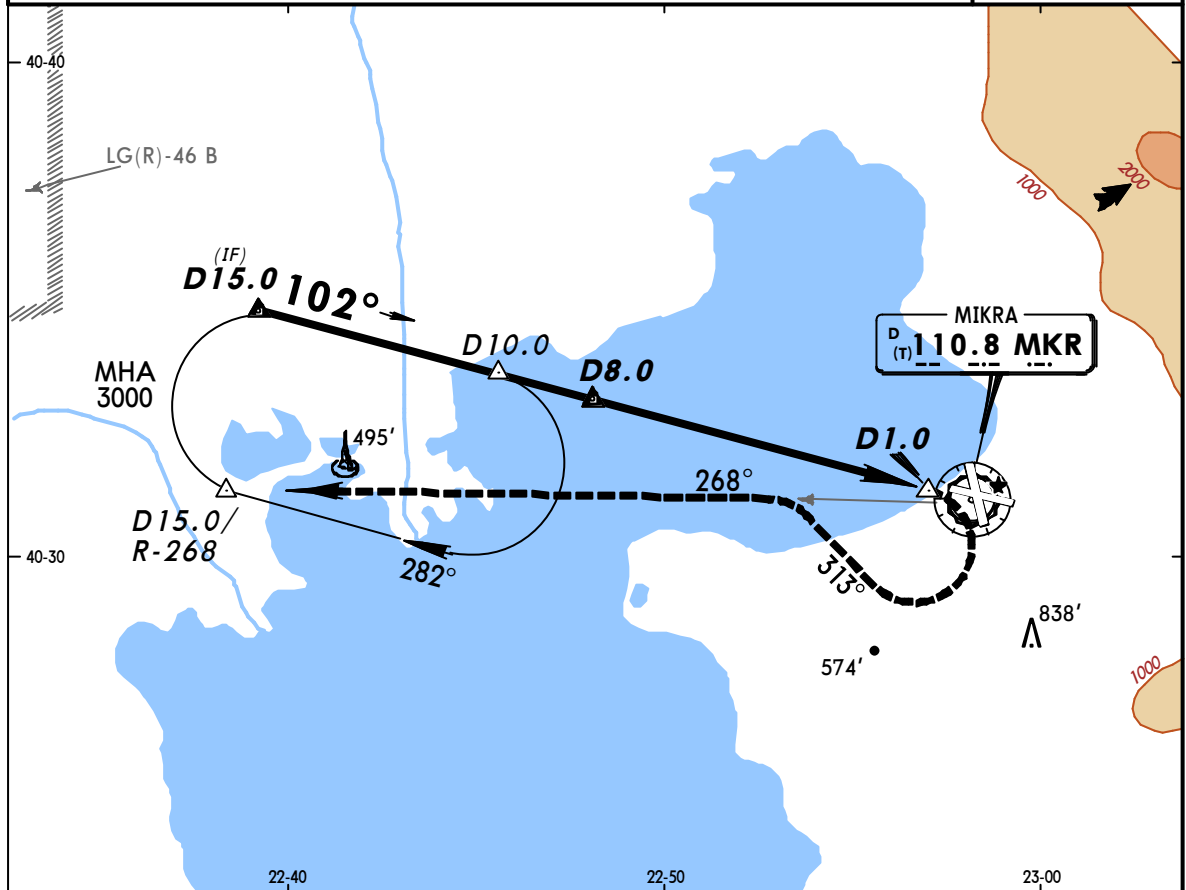
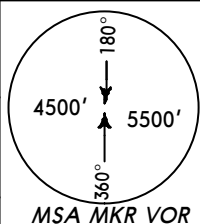
**LGTS  
MAKEDONIA**

**JEPPESEN**  
5 JUL 02 (13-1) Eff 11 Jul

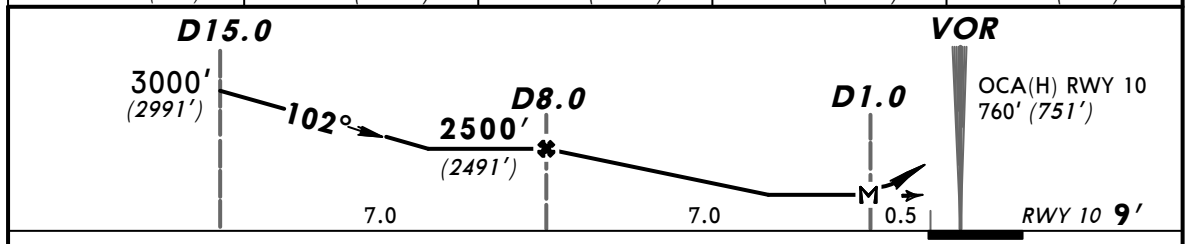
**THESSALONIKI, GREECE  
VOR DME Rwy 10**

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
VOR MKR <b>110.8</b>	Final Apch Crs <b>102°</b>	Minimum Alt <b>D8.0</b> 2500' (2491')	MDA(H) <b>760'</b> (751')	Apt Elev 22' RWY 9'		
<p><b>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'.</b></p>						
Alt Set: MB		Rwy Elev: 0 MB		Trans level: By ATC		Trans alt: 6000' (5991')



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



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

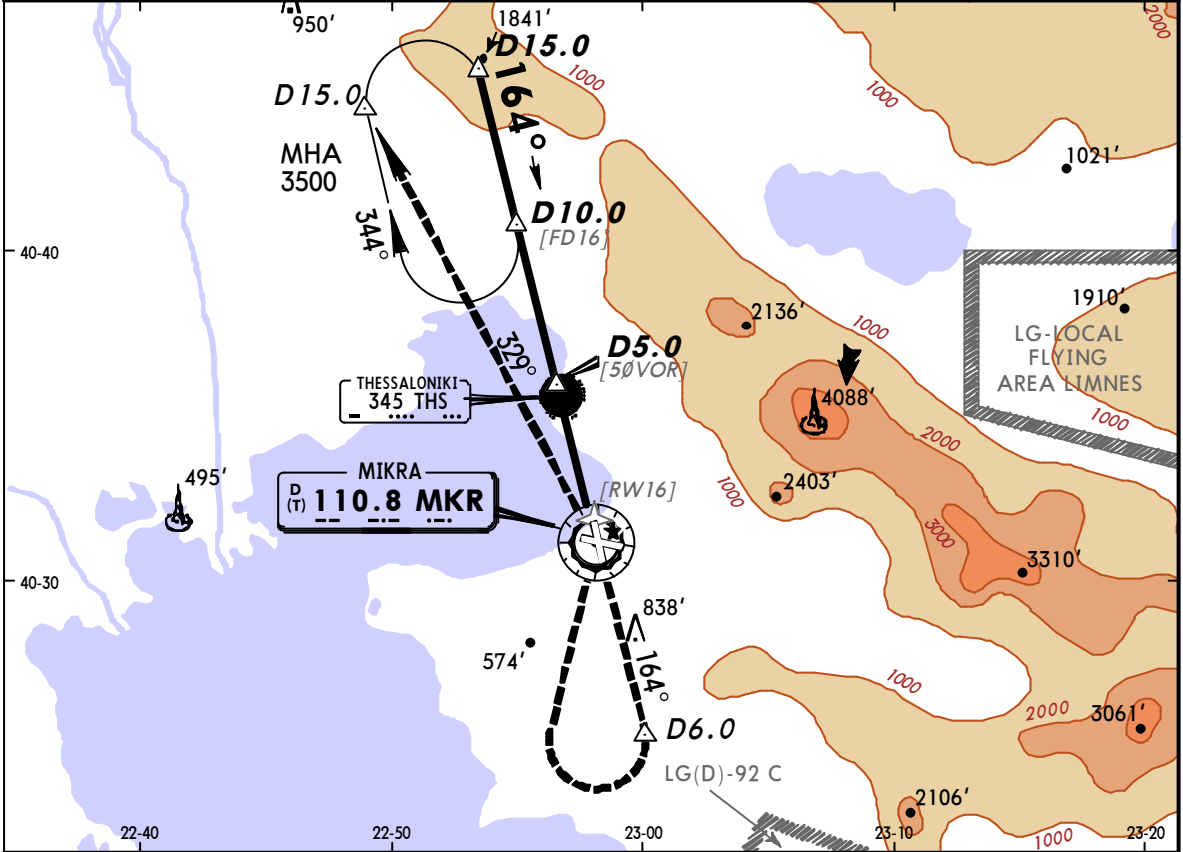
PANS OPS 3	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND		
	MDA(H) <b>760'</b> (751')		Not authorized in sector inbound 164° to 282° clockwise		
	ALS out		Max Kts		
	A	RVR 1500m	100	900' (878')	1500m
	B	RVR 1500m	135	1050' (1028')	1600m
C	RVR 2000m	180	1400' (1378')	2400m	
D	RVR 2000m	205	1800' (1778')	3600m	

**LGTS/SKG  
MAKEDONIA**

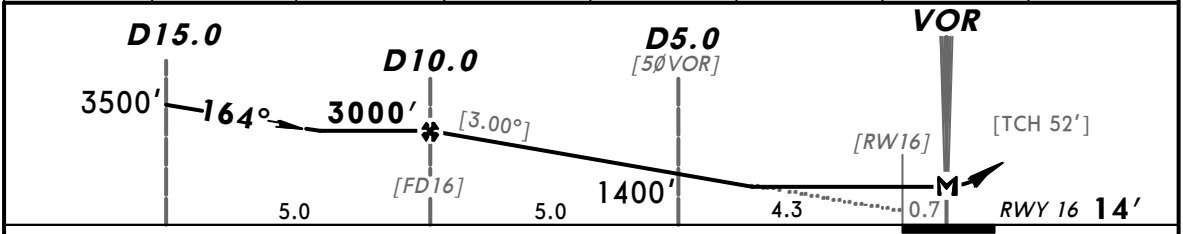
**THESSALONIKI, GREECE  
VOR DME Rwy 16**

BRIEFING STRIP™

ATIS <b>127.55</b>	MAKEDONIA Approach <b>120.8</b>	MIKRA Radar (APP) <b>120.8</b>	MIKRA Director (APP/R) <b>118.27</b>	MAKEDONIA Tower CIV <b>118.1</b>	MIL <b>122.1</b>	Ground <b>121.7</b>
VOR MKR <b>110.8</b>	Final Apch Crs <b>164°</b>	Minimum Alt <b>D10.0</b> 3000' (2986')	MDA(H) <b>660'</b> (646')	Apt Elev 22'		
<b>MISSED APCH:</b> 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		
<b>CAUTION:</b> Raising terrain at missed apch course.						



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	HI ALS-II 	<b>D6.0 MKR</b> on 110.8 R-164	
Descent Gradient	5.24% or	372	478	532	638	744			850
Descent angle	[3.00°]								
MAP at VOR									

**JAR-OPS**      STRAIGHT-IN LANDING RWY 16      CIRCLE-TO-LAND

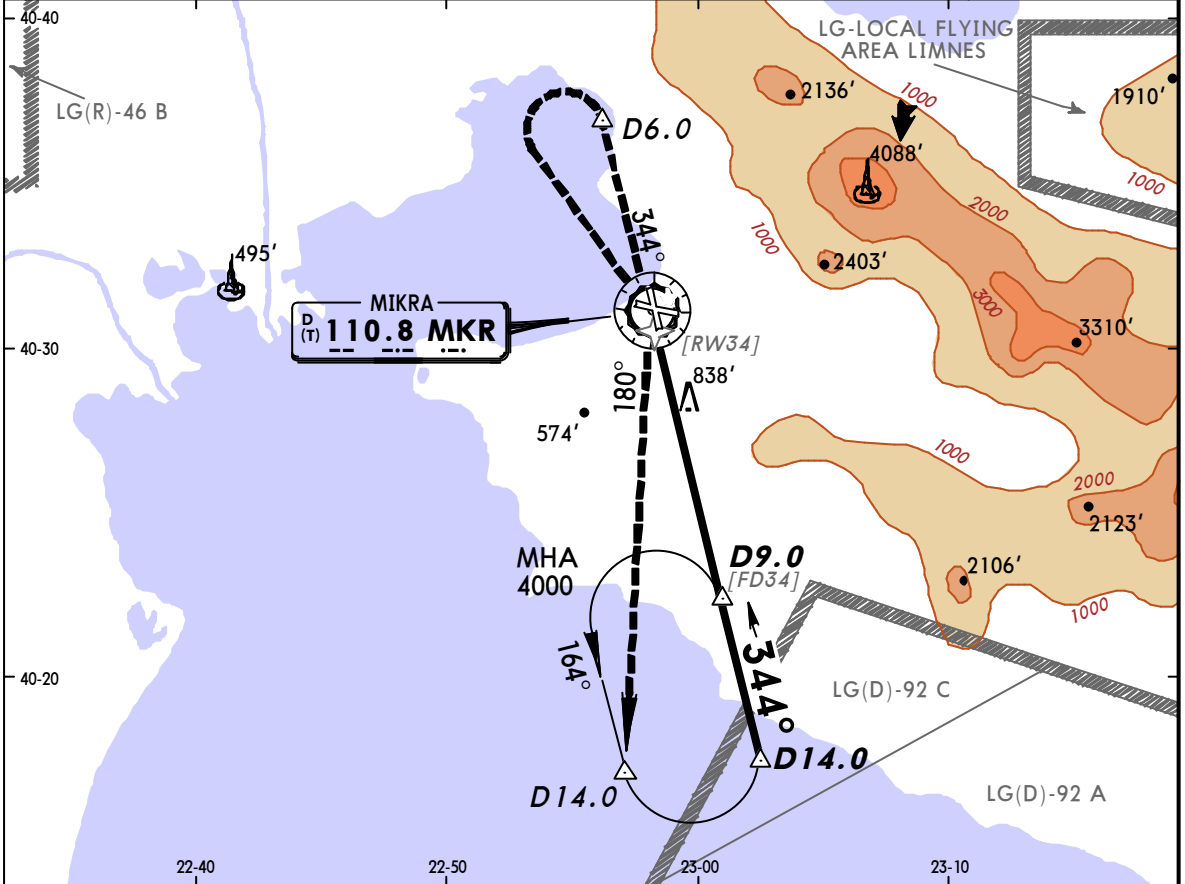
Not authorized in sector inbound 164° to 282° clockwise.

MDA(H) <b>660'</b> (646')		ALS out	Max Kts	MDA(H)	VTS
A	RVR 1400m	RVR 1500m	100	900' (878')	1500m
B	RVR 1500m		135	1050' (1028')	1600m
C	RVR 1600m	RVR 2000m	180	1400' (1378')	2400m
D	RVR 1800m		205	1800' (1778')	3600m

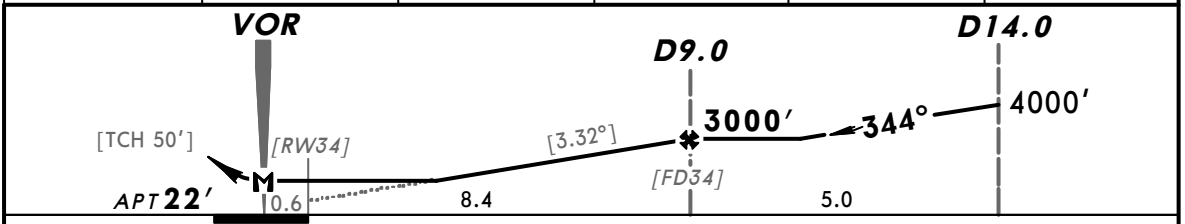
PANS OPS 3

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
VOR MKR <b>110.8</b>	Final Apch Crs <b>344°</b>	Minimum Alt <b>D9.0</b> 3000' (2978')	MDA(H) <b>1300'</b> (1278')	Apt Elev <b>22'</b>		
<b>MISSED APCH:</b> 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'



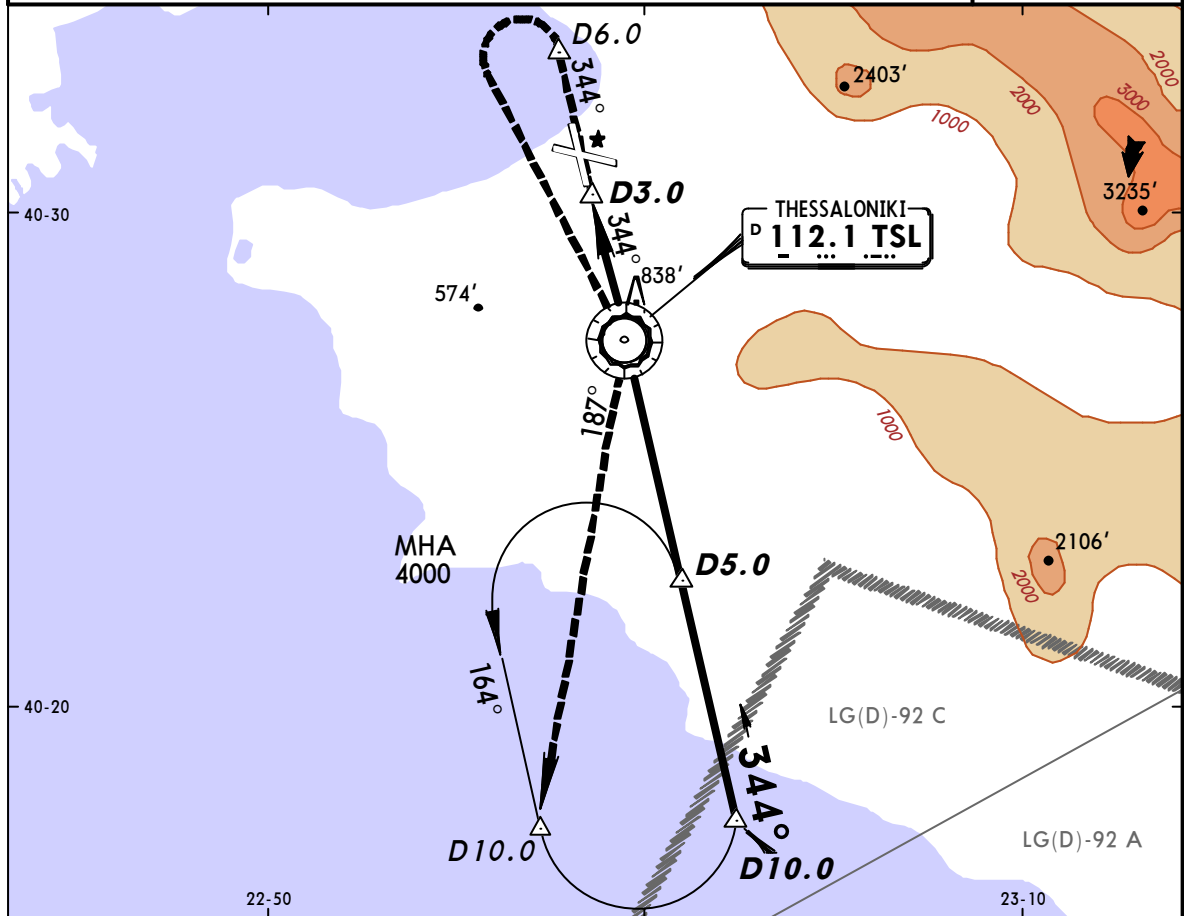
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI <b>D6.0</b> MKR on <b>110.8</b> R-344
Descent Gradient 5.80% or	411	529	587	705	822	940	
Descent angle [3.32°]							

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) <b>1300'</b> (1278')		Not authorized in sector inbound 164° to 282° clockwise	
A	RVR 1500m	Max Kts 100	MDA(H) <b>1300'</b> (1278') VIS <b>1500m</b>
B		135	<b>1300'</b> (1278') <b>1600m</b>
C		180	<b>1400'</b> (1378') <b>2400m</b>
D	RVR 2000m	205	<b>1800'</b> (1778') <b>3600m</b>

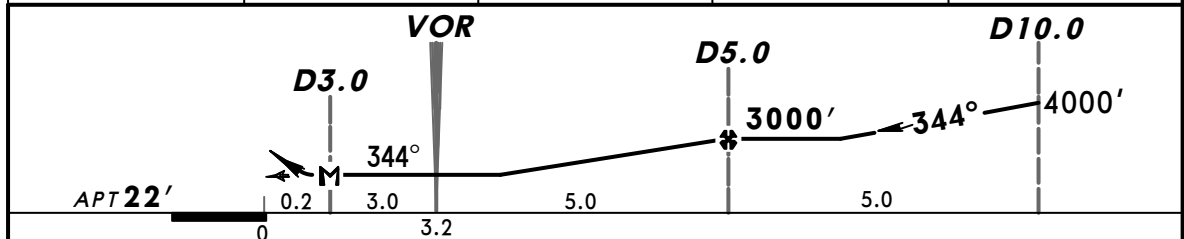
PANS OPS 3

BRIEFING STRIP™

ATIS 127.55	MAKEDONIA Approach 120.8	MIKRA Radar (APP) 120.8	MIKRA Director (APP/R) 118.27	MAKEDONIA Tower CIV 118.1 MIL 122.1	Ground 121.7
VOR TSL <b>112.1</b>	Final Apch Crs <b>344°</b>	Minimum Alt D5.0 <b>3000'</b> (2978')	MDA(H) <b>1300'</b> (1278')	Apt Elev <b>22'</b>	
<p><b>MISSED APCH:</b> 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'.</p>					
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'



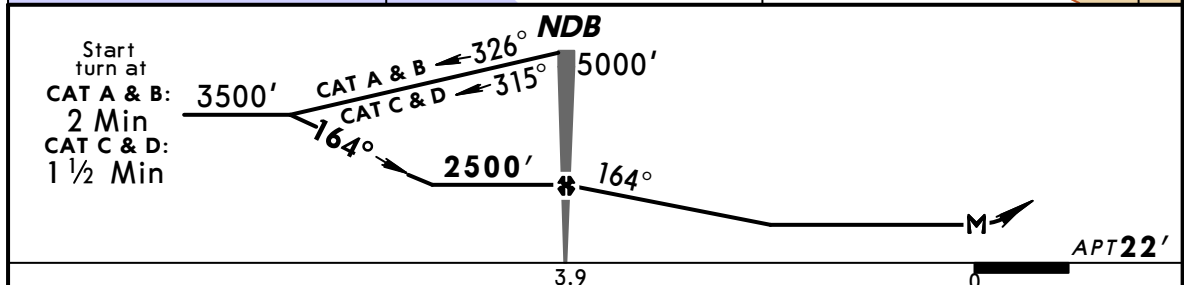
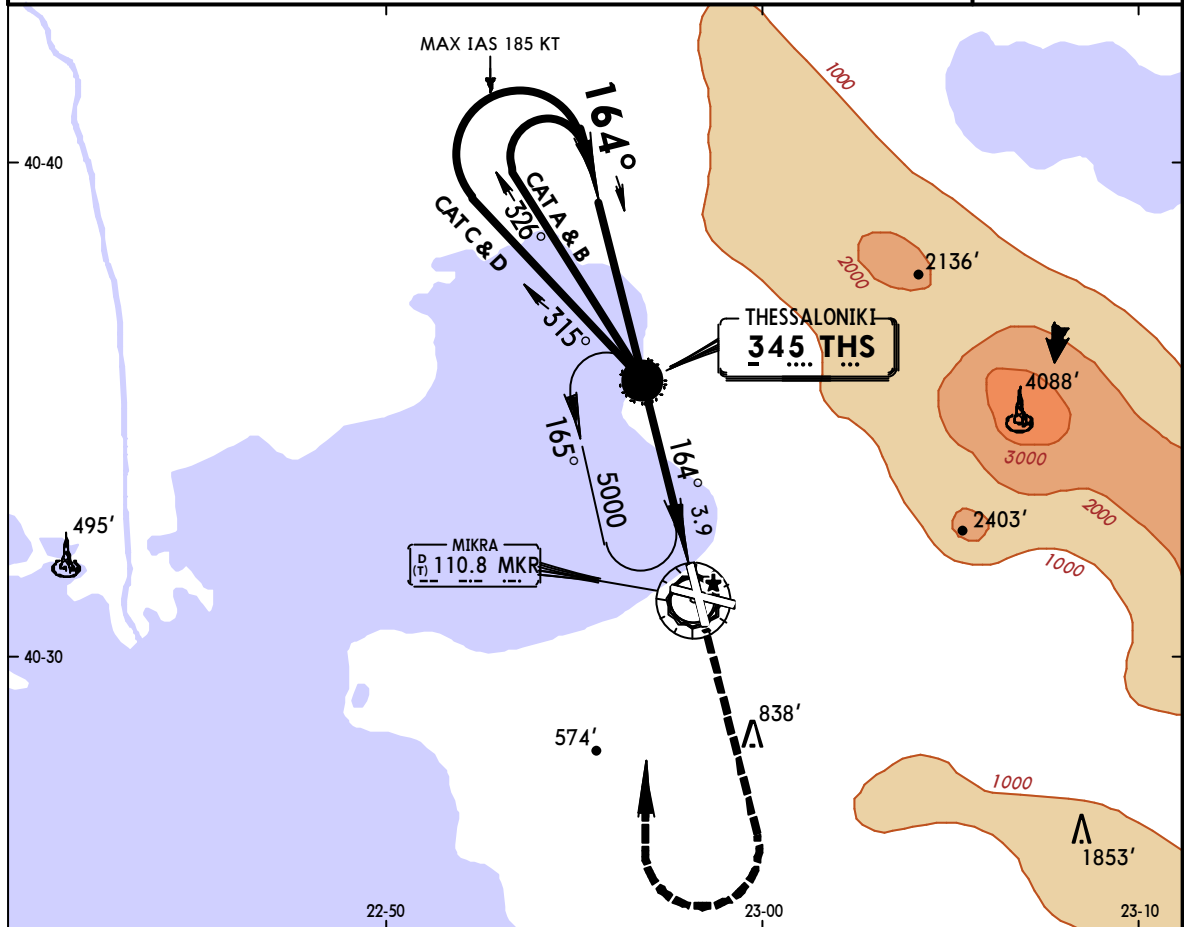
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI D6.0 on 112.1 R-344
Descent Gradient	5.8%	411	529	587	705	822	
MAP at D3.0 after VOR							

PANS OPS 3	JAR-OPS STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND		
	MDA(H) <b>1300'</b> (1278')		Not authorized in sector inbound 164° to 282° clockwise		
	A		Max Kts: 100	MDA(H) <b>1300'</b> (1278')	VIS <b>1500m</b>
	B	RVR 1500m	135	<b>1300'</b> (1278')	<b>1600m</b>
	C		180	<b>1400'</b> (1378')	<b>2400m</b>
D	RVR 2000m	205	<b>1800'</b> (1778')	<b>3600m</b>	



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 <b>345</b>	Final Apch Crs <b>164°</b>	Minimum Alt NDB <b>2500'</b> (2478')	MDA(H) Refer to Minimums	Apt Elev <b>22'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT to NDB climbing to 5000'.</b>						
Alt Set: MB		Apt Elev: 1 MB		Trans level: By ATC		Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	3000'	5000'	THS 345
NDB to MAP	3.9	3:21	2:36	2:20	1:57	1:40		1:28	↑	RT

<b>JAR-OPS</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
				Not authorized in sector inbound 164° to 282° clockwise		
PANS OPS 3	A	NOT AUTHORIZED		Max Kts	MDA(H)	VIS
	B			100	<b>1300'</b> (1278')	1500m
	C			135	<b>1300'</b> (1278')	1600m
	D			180	<b>1400'</b> (1378')	2400m
				205	<b>1800'</b> (1778')	3600m