THESSALONIKI / MAKAĐONIA AIRPORT (LGTS)

AD2-LGTS

ESTABLISHMENT OF PARALLEL TWY “F” AS RWY “10L-28R”

The parallel taxiway “F” of RWY 10/28 is established as RWY 10L/28R.
The RWY 10L/28R will not be in use, unless it is activated by NOTAM.
According to ANNEX 14 criteria it is characterized as instrument non-precision runway.

RWY 10L/28R characteristics
1.1. RWY DESIGNATION: 10L/28R.
1.2. RWY DIMENSIONS: 2073 M X 30M ASPHALT.
1.3. PCN: 61/F/B/X/T.
1.4. STRIP DIMENSIONS: 2193 M X 150 M.
1.5. RWY SLOPE: 0.2%.
1.6. RUNWAY MARKINGS PROVIDED.
1.7. APPROACH LIGHTING: NOT PROVIDED.
1.8. THR LIGHTING: PROVIDED.
1.9. RWY LIGHTING: PROVIDED.
1.10. PAPI LIGHTS RUN 10L AND 28R: PROVIDED.
1.11. DECLARED DISTANCES RWY 10L: TORA-TODA-ASDA-LDA: 2073M
1.12. DECLARED DISTANCES RWY 28R: TORA-TODA-ASDA-LDA: 2073M
1.13. THR 10L: 40° 31′ 23.97″ N, 22° 57′ 39.20″ E
1.14. THR 10L Elevation: 1.72 m.
1.15. THR 28R: 40° 31′ 07.76″ N, 22° 59′ 04.66″ E
1.16. THR 28R Elevation: 4.49 m.

Note 1: SUP 02/17 dated 22 DEC 16 is hereby cancelled.

Note 2: Charts attached (7 (seven) charts).
DME REQUIRED CAUTION

Raising Terrain at missed approach course.

LGR 46 AREA "A"
4000 GND

LGR 46 AREA "B"
2000 GND

LGD 74
5000 GND

LGD 92 AREA "A"
3000 GND/SL

LGD 64 C-Language
5000 GND/SL

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM

VAR 4°23'E/2016 - Annual Change 5°44''

MISSED APPROACH
Climb on R342 TSL to TSL.
After TSL intercept and follow R162 TSL. At R162 TSL/7 DME, turn right to TSL. After TSL turn left, intercept and follow R330 TSL to R330 TSL/19 DME fix and enter the holding pattern 3000ft.

OCAH

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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>STRAIGHT IN APPROACH FT</td>
<td>N/A</td>
<td>900/878</td>
<td>1050/1028</td>
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IF: 40°45'54.19"N, 022°53'31.78"E.
FAF: 40°40'52.00"N, 022°55'10.00"E.
MAPT: 40°33'15.03"N, 022°57'35.89"E.
MISSED APPROACH
Climb on R342 TSL. At R342 TSL/6 DME Fix turn left to TSL.
After TSL turn right, intercept and follow R185 TSL.
At R185 TSL/10 DME fix turn left and enter the holding pattern 4000ft.

TRANSITION ALT 6000

Nautical Miles from THR RWY34

IF: 40°17'40.28"N, 023°02'34.26"E.
FAF: 40°22'32.42"N, 023°01'01.14"E.
MAPT: 40°37'15.94"N, 023°22'23.50"E.
THESSALONIKI / MAKEDONIA
SID’s of RWY 10L
(Based on TSL VOR)

GENERAL
1. Minimum bank angle 15°.
2. When, for the following SID’s, an altitude higher than the TRANSITION ALTITUDE is designated, then an equivalent FLIGHT LEVEL shall be specified by ATC unit.

THESSALONIKI TWO CHARLIE DEPARTURE (TSL 2C).
For this SID a minimum PDG (Procedure Design Gradient) of 5.8 % (352 ft/NM) is required up to the Minimum En-route Altitude.

"Climb straight ahead. At 1800ft turn right (210 KT IAS MAX) to TSL VOR without crossing TSL R130 to the south. Cross TSL VOR at 6000ft or above.

ARNAS FOUR GOLF DEPARTURE (ARNAS 4G).
For this SID a minimum PDG (Procedure Design Gradient) of 5.5 % (334 ft/NM) is required up to the Minimum En-route Altitude.

"Climb straight ahead. At 2600 ft turn left to intercept TSL R075 to ARNAS. Cross ARNAS at FL080 or above."

28 SEP 2017
**THESSALONIKI / MAKEDONIA**

**SID's of RWY 28R**
(Based on TSL VOR)

**GENERAL**

1. Speed restriction 250 Kt IAS MAX during the turns.
3. When, for the following SID's, an altitude higher than the TRANSITION ALTITUDE is designated, then an equivalent FLIGHT LEVEL shall be specified by ATC unit.

**THESSALONIKI FOUR FOXOTROT DEPARTURE (TSL 4F).**

"Climb straight ahead. At 4000 ft, turn left and proceed to TSL VOR. Cross TSL VOR at 6000 ft or above and then proceed to the assigned route."

**THESSALONIKI FOUR ECHO DEPARTURE (TSL 4E).**

"Climb straight ahead. At 4000 ft, turn right and proceed to TSL VOR. Cross TSL VOR at 6000 ft or above and then proceed to the assigned route."
MAKEDONIA TMA VFR ROUTES

Pilots following the VFR routes of Makedonia TMA should comply with the following rules:

1. Aircraft (including helicopters) flying under VFR within Makedonia TMA, should follow the VFR routes and altitudes as depicted in the attached chart, unless VFR criteria require otherwise or a special authorization is granted from the appropriate ATC unit.

2. 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 Makedonia Approach Control prior entering Makedonia TMA or immediately after departure to obtain clearance for deviation.

3. Position reports must be given to the appropriate ATC unit (Makedonia Approach or Tower) when over compulsory reporting points depicted on the attached chart.

4. Access to Makedonia TMA is restricted to aircraft capable of maintaining two-way radio communication with the appropriate ATC unit.

5. Cancellation of IFR flight plan within Makedonia TMA is subject to ATC approval. Aircraft cancelling IFR flight plan, should also follow VFR routes and altitudes.

6. Route PLATAMON to KRATIA should be used only by Military aircraft flying to Danger Area LGD 92 (Potidea). These aircraft will leave this area making a right turn proceeding to point POSIDI (Cape Kassandra) at 3000ft then to AYA point (position 39°42′45″N 22°45′15″E within Larissa TMA) climbing not above 6000ft and contacting Larissa A⁹P entering Larissa MTMA.

7. Unless otherwise instructed by the appropriate ATC unit, the VFR aircraft shall squawk A 7000.