

APP)  
 MAKEDONIA APPROACH **120.80** (gr, en)  
 THESSALONIKI RADAR **120.80**  
 THESSALONIKI DIRECTOR **118.27**

LGTS  
 Elev **22'/7m**  
 N40 31.2  
 E022 58.3

MAKEDONIA  
 GREEC

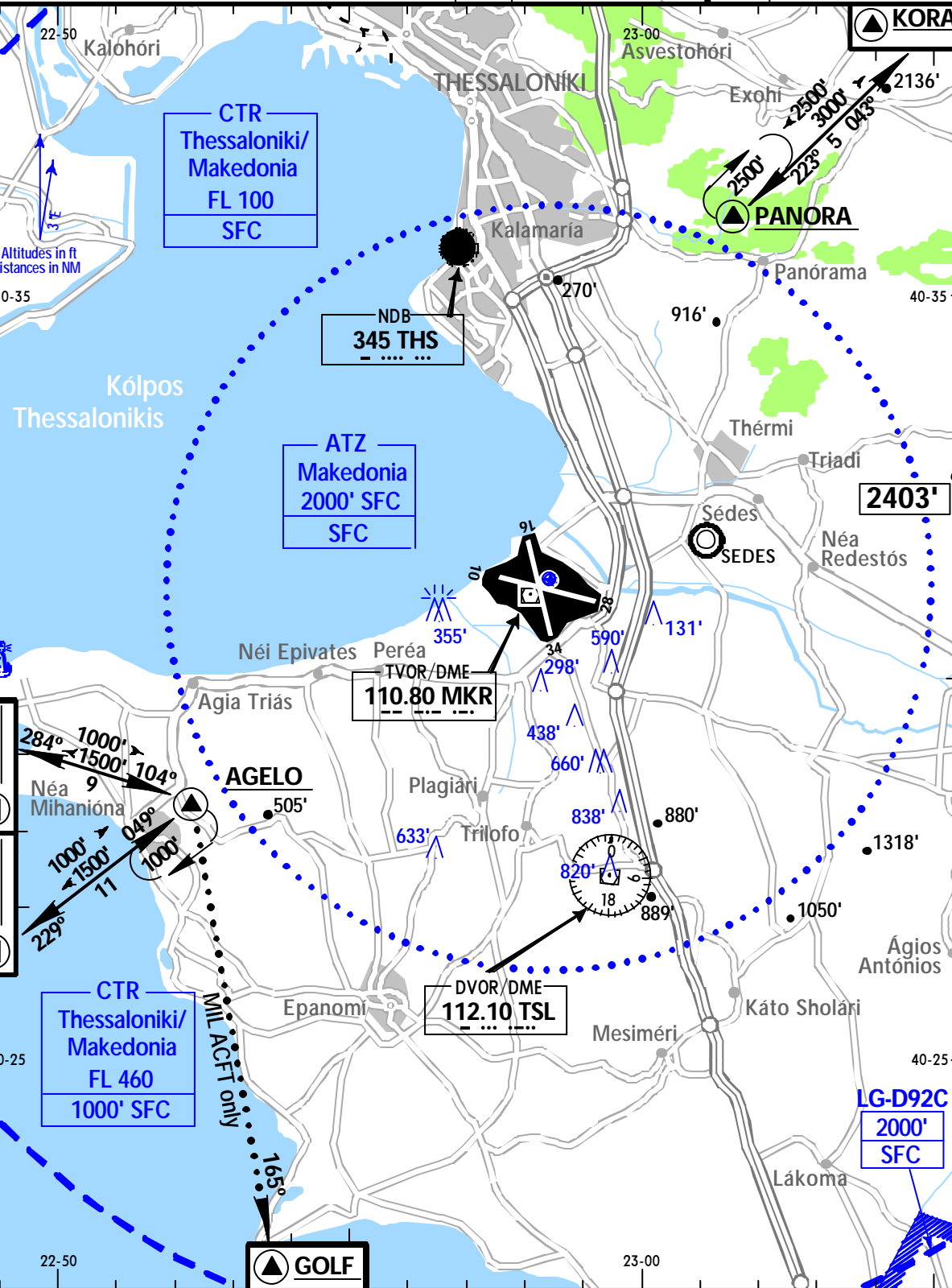
7 NM S Centre of Ci

TWR)  
 MAKEDONIA TOWER **118.10** (gr, en)

ATIS **127.55**  
 \*ILS/DME freq paired.

RWY	ILS	RWY	ILS
10*	109.50 IMAK 102°	16*	110.30 ITSL 164°

GROUND **121.70**



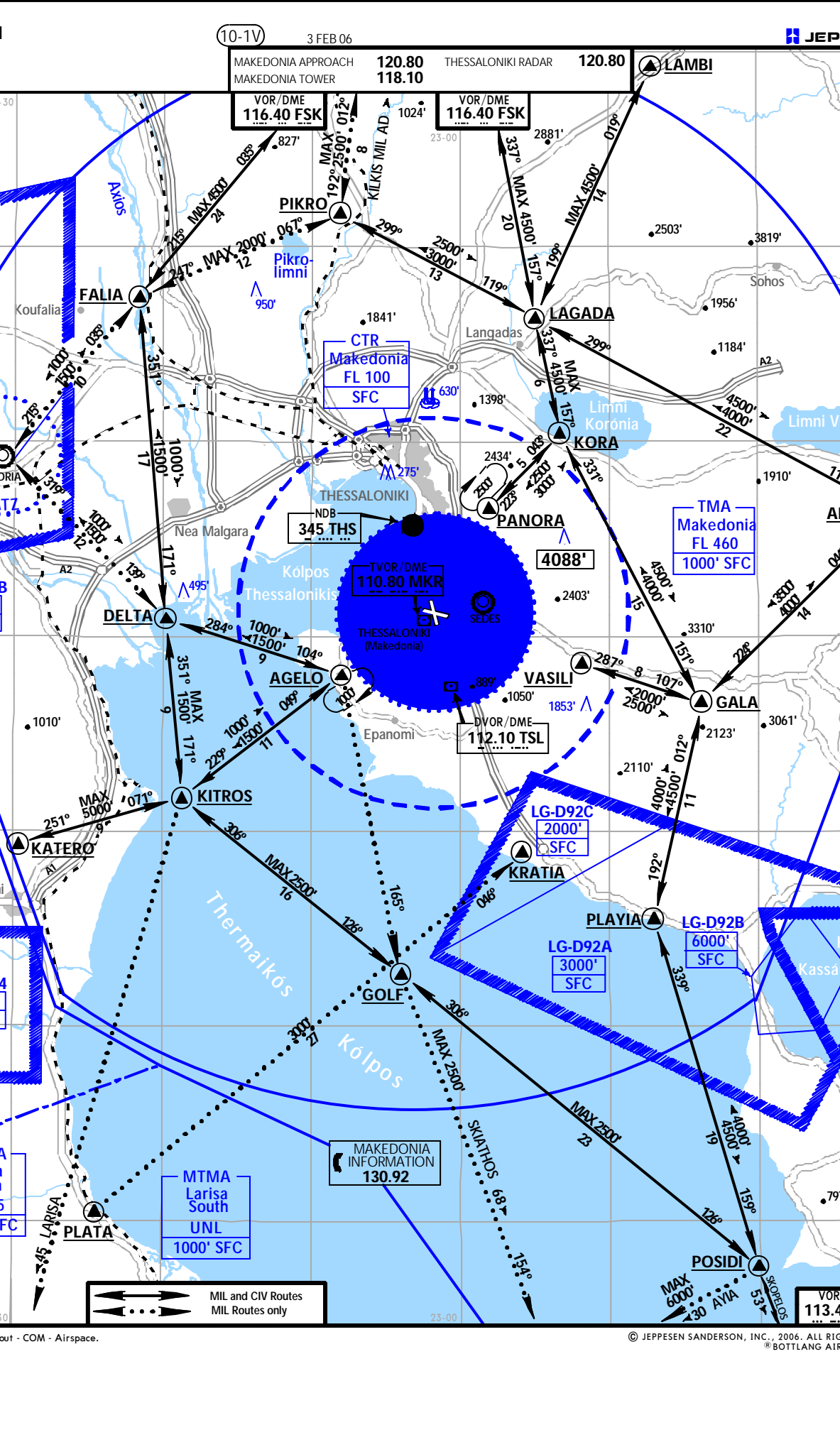
MAKEDONIA APPROACH  
MAKEDONIA TOWER  
120.80  
118.10

THESSALONIKI RADAR  
120.80

LAMBI

VOR/DME  
116.40 FSK  
192° 2500' 012°

VOR/DME  
116.40 FSK  
337° MAX 4500' 157°



MAKEDONIA  
INFORMATION  
130.92

MTMA  
Larisa  
South  
UNL  
1000' SFC

TMA  
Macedonia  
FL 460  
1000' SFC

LG-D92C  
2000'  
SFC

LG-D92A  
3000'  
SFC

LG-D92B  
6000'  
SFC

←→ MIL and CIV Routes  
←····· MIL Routes only

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.

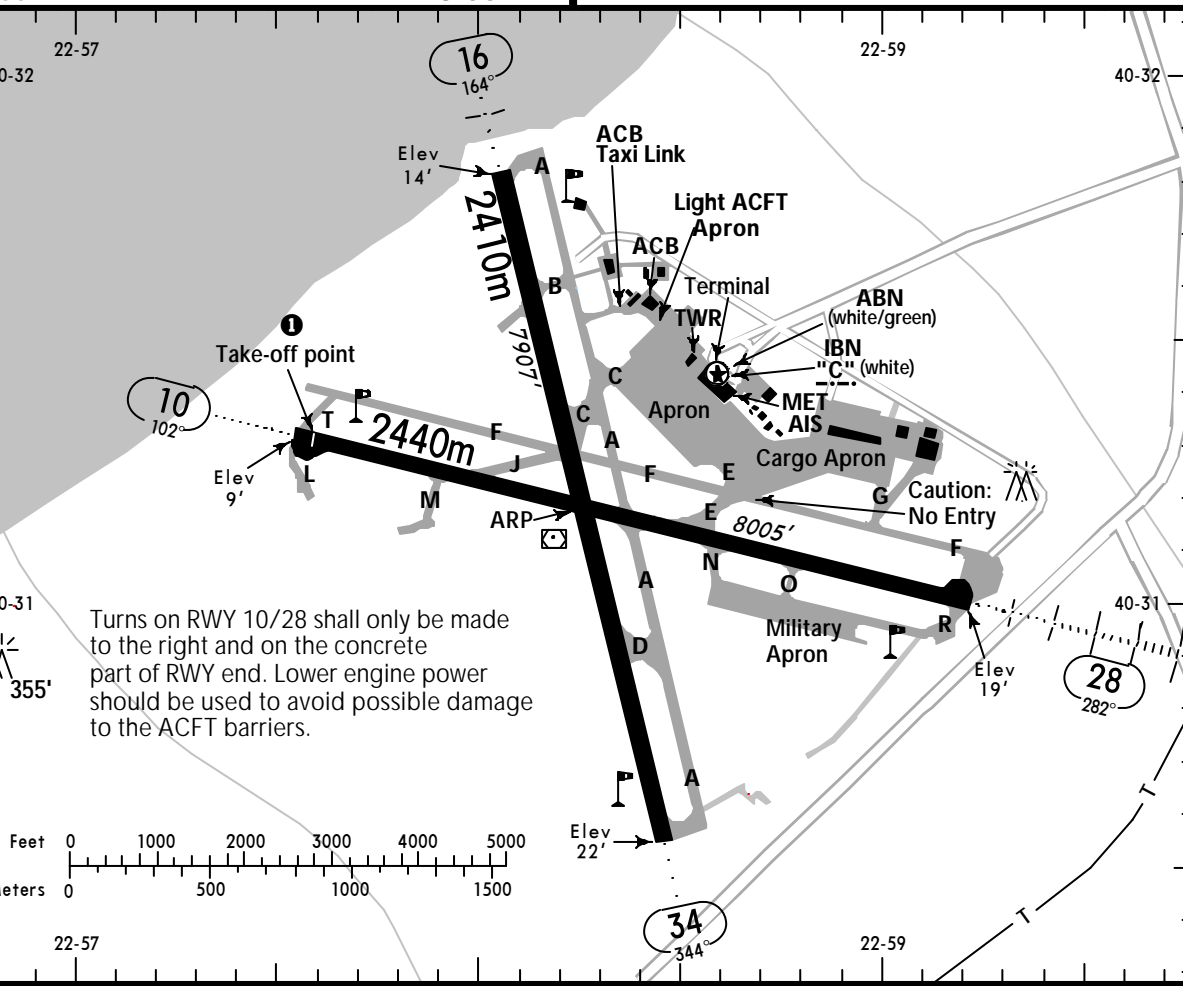
When flying on the routes ACFT must maintain a continuous listening watch to MAKEDONIA APP/TWR and give position reports over the compulsory reporting points.

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.

AS BOUND	127.55	APRON DELIVERY	121.85
	121.70		118.05

(FIS)	
MAKEDONIA INFORMATION	130.92



ABN - IBN - ALS - PAPI 10/28, 16 (3°), 34 (3.79°) - THRL - RL - RCLL 16/34 - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10 28	2440 x 50 Asphalt	2380 2440	2440 2440	PCN 40/F/B/X/U	☉☉☉
16 34	2410 x 60 Asphalt	2410	2410	PCN 40/F/B/X/U	☉☉☉

For protection of arresting devices: Take-off 60m inwards from RWY beginning.  
 Due to significant OBST in approach area RWY 34 touchdown point should be selected making due allowance for ACFT performance, height of OBST and required LDA.

Notes: See also THESSALONIKI AREA-Chart. NORDO ACFT PPR. RWY 10 & 16 RH circuit.

Avoid conflict with the traffic of the near-by MIL AD Sedes all ACFT should enter traffic circuits at an altitude of 1500' and join the down wind leg of RWY in use APRX at its mid point and at an angle of 45°, unless otherwise instructed by ATC.

High concentration in the vicinity of the airport, caution advised.

Avoid overflying the town of Thessaloniki.

Use minimum power when taxiing to, from & on apron.

Points of departing ACFT shall request start-up clearance when ready to start engines immediately and after ACFT doors are closed. When expected delay is less than 15 MIN at the holding point ACFT shall be cleared to start engines immediately.