

## LGTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGTS – THESSALONIKI / MAKEDONIA

## LGTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	403111.0N 0225815.3E Intersection RWY16/34 and 10/28
2	Direction and distance from (city)	BRG 170°, 7NM from city centre (White Tower)
3	Elevation/Reference temperature	6.83 M (22 FT) / 33.4°C
4	Geoid undulation at AD ELEV PSN	40.81 M (133 FT)
5	MAG VAR/Annual change	5°E (JAN 2023) / 6'30"E
6	AD Administration, address, telephone, telefax, telex, AFS	Thessaloniki / Makedonia Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Mobile: +30 698 5053 885 Email: <a href="mailto:skgaocc@fraport-greece.com">skgaocc@fraport-greece.com</a> Website: <a href="https://www.skg-airport.gr">https://www.skg-airport.gr</a>  Hellenic Aviation Service Provider (HASP) P.O BOX 22605 GR 55103, KALAMARIA TEL: +30 2310 985000 FAX: +30 2310 475555 AFTN: LGTSYDYX e-mail: <a href="mailto:kathmgae1@hasp.gov.gr">kathmgae1@hasp.gov.gr</a> (HASP), <a href="mailto:d18b@hasp.gov.gr">d18b@hasp.gov.gr</a> (HASP / ATC)
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

## LGTS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 2310 985550)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Winter Period
12	Remarks	NIL

**LGTS AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Conveyor belts, fork lift (2 tons), container loader (14 and 7 tons) high loader. Freezing warehouse (adjusted). 4 cargo terminals. Nearest railway siding 15 Km.
2	Fuel/oil types	Fuel: AVGAS 100 L: NIL JET A1: by EKO, HAFCO, GISSCO Oil: NIL
3	Fuelling facilities/capacity	Tank trucks EKO Payment: Contract/AEG Card/JETEX/AURORA/Cash Fees: Infrastructure 1.1€/M <sup>3</sup> TEL: +30 2314 400235 +30 6977361025 EMAIL : <a href="mailto:A.Thessaloniki@eko.gr">A.Thessaloniki@eko.gr</a>  HAFCO Payment: contract Uvair TEL: +30 2310 985353 MOB: +30 6940773143 e-mail: <a href="mailto:hafcoskg@hafco.gr">hafcoskg@hafco.gr</a>  GISSCO Payment: carnet, cash, contract, credit card TEL: +30 2310 985316, +30 2310 476161 FAX: +30 2310 472902 e-mail: <a href="mailto:skg01@gissco.gr">skg01@gissco.gr</a>
4	De-icing facilities	Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the ground handler. Aircraft de/anti-icing is allowed at all parking stands. No de/anti-icing pad available. Prior coordination with the Airport Operator (Airport Operations Control Centre) is necessary.
5	Hangar space for visiting aircraft	Hangar abeam parking stands 23 and 24, east part of apron, owned and managed by 113 Combat Wing of Hellenic Air Force.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LGTS AD 2.5 PASSENGER FACILITIES**

1	Hotels	At AD vicinity and Thessaloniki city.
2	Restaurants	Restaurant, Snack bars, cafeteria.
3	Transportation	Bus (through city centre to railway station and regional buses station), charter buses, taxis and car rental.
4	Medical facilities	Airport medical station. Hospitals in Thessaloniki city distance 7 NM.
5	Bank and Post Office	ATM (cash machines). Exchange office part-time available.
6	Tourist Office	Part time available.
7	Remarks	NIL

**LGTS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	CIV CAT: 8
2	Rescue equipment	Equivalent for CAT 8 requirements.
3	Capability for removal of disabled aircraft	N/A
4	Remarks	NIL

**LGTS AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	All seasons. Snow removal equipment available. Airport Jet Sweepers (Snow ploughs with broom and blower), Airport RWY Sprayers, Snow cutter
2	Clearance priorities	RWY(s) and ILS systems, TWYs servicing active RWY(s), RFFS emergency access roads, parking stands, airside service roads, rest TWYs, GSE staging areas
3	Use of material for movement area surface treatment	GAC, NAFO
4	Specially prepared winter runways	NIL
5	Remarks	NIL

**LGTS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Concrete and Asphalt Strength: PCN 40/F/B/X/U
2	Taxiway width, surface and strength	Width: All TWYs: 23 M except TWY A3: 11 M. Surface: Asphalt. Strength: TWY A1, A, A6 & A5: PCN 63/F/B/X/T. TWY F: PCN 61/F/B/X/T. All other TWYs (except A3): PCN 40/F/B/X/U.
3	Altimeter checkpoint location and elevation	N/A
4	VOR checkpoints	Not established
5	INS checkpoints	Established (see <b>LGTS AD chart ICAO</b> ).
6	Remarks	NIL

**LGTS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Via signs, markings and "FOLLOW ME" car O/R. Markings according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY/ TWY: see <b>LGTS AD 2.14 &amp; AD 2.15</b> Markings: RWY: THR, designations, centre line, side stripes, TDZ, aiming points. TWY: All TWYs Centreline, taxi-holding position, side stripes.
3	Stop bars	N/A
4	Remarks	Mandatory and information LED signs. See also LGTS AD chart ICAO.

**LGTS AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10	See relevant LGTS AOC charts-ICAO				Obstructions marked and LED lighted.
28	See relevant LGTS AOC charts-ICAO				
16	See relevant LGTS AOC charts-ICAO				
34	See relevant LGTS AOC charts-ICAO				

**LGTS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	THESSALONIKI/ MAKEDONIA
2	Hours of service MET Office outside hours	H24 REGIONAL CENTRE MAKEDONIA
3	Office responsible for TAF preparation Period of validity	24 HR REGIONAL CENTRE MAKEDONIA
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR REGIONAL CENTRE MAKEDONIA
5	Briefing/consultation provided	Personal consultation telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line connection to meteorological database, weather radar, weather satellite image.
9	ATS units provided with information	MAKEDONIA TWR, MAKEDONIA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. Runway visual range (RVR) runway equipment. -16 (400 M) -MID (1500 M) -34 (2100 M) from THR RWY 16. TEL: +30 2310 473465, +30 6983529713. Email: <a href="mailto:meteo.thessaloniki@hnms.gr">meteo.thessaloniki@hnms.gr</a>

**LGTS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	103.93°	3440 x 50	PCN 72/F/A/W/T ASPH	403126.92N 0225651.30E 403100.06N 0225913.15E 40.87 M / 134.09 FT	THR: 5.31 M/17.42 FT TDZ: 5.31 M/17.42 FT
28	283.95°	3440 x 50	PCN 72/F/A/W/T ASPH	403100.06N 0225913.15E 403126.92N 0225651.30E 40.90 M / 134.19 FT	THR: 5.04 M/16.54 FT TDZ: NIL
16	166.37°	2424 x 60	PCN 65/F/A/X/T ASPH	403149.43N 0225803.17E 403033.00N 0225827.50E 40.90 M / 134.19 FT	THR: 3.55 M/11.65 FT TDZ: 3.72M/12.20 FT
34	346.37°	2424 x 60	PCN 65/F/A/X/T ASPH	403033.00N 0225827.50E 403149.43N 0225803.17E 40.81 M / 133.89 FT	THR: 6.73 M/22.08 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	7	8	9	10	11	12	13
10	NIL	NIL	NIL	3560 x 280	Reduced RESA 100 x 90	Available	1. Portion of RWY 16/34 strip incorporates TWY A.  2. Radio Altimeter Operating Areas are not provided for RWYs 10 and 16.  3. First 100 M from THR of RWY 28 is rigid.
28	NIL	NIL	NIL	3560 x 280	Reduced RESA 100 x 90	NIL	
16	NIL	NIL	NIL	2544 x 300	Reduced RESA 190 x 120	Available	
34	NIL	NIL	NIL	2544 x 300	NIL	NIL	

**LGTS AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3440	3440	3440	3440	NIL
28	3440	3440	3440	3440	NIL
16	2424	2424	2424	2424	NIL
34	2424	2424	2424	2424	NIL
16	1979	1979	1979	NIL	Intersection take-off A2
34	1738	1738	1738	NIL	Intersection take-off A5

LGTS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	Precision Approach CAT II 900 M LIH	Green -	PAPI Left/3.07° (18.15 M)	TDZ Lights CAT II White/900 M	3440 M, 15 M, White (last 900 M: 600 M Red/White - 300 M Red), LIH	3440 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	See also LGTS AD chart-ICAO.
28	Precision Approach lighting system Cat I 840 M LIH	Green -	PAPI Left/3.8°	NIL	3440 M, 15 M, White (last 900 M: 600 M Red/White - 300 M Red), LIH	3440 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	
16	Precision Approach lighting system, CAT II 600 M LIH	Green -	PAPI Right/3.03° (19.3 M)	TDZ Lights CAT II White/860 M	2424 M, 15 M, White (last 900 M: 600 M Red/White - 300 M Red), LIH	2424 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	
34	Simple Approach lighting system 300 M with a cross bar at 300 M. LIH	Green -	PAPI Left/3.78° (27.0 M)	NIL	2424 M, 15 M, White (last 900 M: 600 M Red/White - 300 M Red), LIH	2424 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	

LGTS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 5 sec., H24: HN and IMC. IBN: at the Tower building, FLG green, coding "THS", every 6 sec., LED. H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	WDI: on both sides of each RWY, LED lighted. Anemometer: Four, one abeam each RWY threshold - not lighted.
3	TWY edge and centre line lighting	TWY: Edge: on F, F1, F2, F3, F4, F5, F6, F7, F8, F9, F10: Blue. Centre line: on A, A1, A2, A4, A5, A6: Green. Centre line: on F, F1, F2, F3, F4, F5, F6, F7, F8, F9, F10: Green. On RWY 10/28 exits: Green-Yellow. On RWY 16/34 exits: Green-Yellow.
4	Secondary power supply/switch-over time	Available / <1 second (RWY 10/28). Available / 1 second (RWY 16/34).
5	Remarks	Apron: LED flood lights (White). Flares in extraordinary cases. Signalling lamp. RWY GUARD Lights (FLG Yellow). At RWY holding points of TWYs "A1", "A2", "A4", "A5", "A6" and North/South of RWY 10/28, "F5", "F6" and "F" East/West of RWY 16/34.

**LGTS AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See <b>LGTS AD 2.20.4</b>

**LGTS AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	THESSALONIKI MAKEDONIA CTR: A circle, 10 NM radius centred at 403111N 0225815E.
		THESSALONIKI MAKEDONIA ATZ: A circle, 5 NM radius centred at 403111N 0225815E (ARP).
2	Vertical limits	CTR: SFC to FL 100.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: THESSALONIKI RADAR Greek, English.
		ATZ: MAKEDONIA TOWER Greek, English.
5	Transition altitude	6000 FT.
6	Remarks	For MAKEDONIA TMA see <b>ENR 2.1.5.9</b>

**LGTS AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	THESSALONIKI APPROACH	120.800 118.280 362.300 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Cover. FL 150 / 40 NM Coverage FL 250 / 50 NM. MIL. RGA. Emergency. MIL Emergency.
TAR	THESSALONIKI RADAR	120.800 362.300 MHz	H24	Coverage FL 150 / 40 NM. MIL.
TWR	MAKEDONIA TOWER	118.105 118.055 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Cover. FL 040 / 25 NM. Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.

TWR (cont.)	MAKEDONIA DELIVERY	118.055	Operating on ATC instructions	Coverage FL 040 / 25NM Clearance Delivery
	MAKEDONIA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start Up & Taxi Clearance
G/A/G	MAKEDONIA RADIO	5637 kHz 2989 kHz	H24: 0400 – 1700 H24: 1700 – 0400	Primary. Primary.
ATIS (ARR / DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	127.555	H24	Coverage FL 200 / 60 NM.

All ATS Communication Facilities under responsibility of HASP.  
For TAR services see **ENR 1.6 & LGTS AD 2.22.4**, for ATIS see also **ENR 1.1**

**LGTS AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
THESSALONIKI VOR/DME (5°E/2024) (5°E)	TSL	112.10 MHz (CH 58X)	H24	402724.51N 0225927.86E	769 FT / 234.53 M	Coverage FL 500 / 150 NM
FISKA VOR/DME (5°E/2024) (5°E)	FSK	116.40 MHz (CH 111X)	H24	410555.37N 0225929.36E	1299 FT / 395.91 M	Coverage FL 500 / 150 NM
MIKRA VOR/DME (5°E/2024) (5°E)	MKR	110.80 MHz (CH 45X)	H24	403107.41N 0225811.28E	27 FT / 8.28 M	Coverage FL 250 / 40 NM
THESSALONIKI NDB (5°E/2024)	THS	345 kHz	H24	403536.96N 0225653.11E	-	Coverage 80 NM
FISKA L (5°E/2024)	FIS	314 kHz	H24	410553.33N 0225930.34E	-	Coverage 40 NM
THESSALONIKI ILS/DME CAT II, RWY 10 (5°E/2024)	IMAK		H24			
ILS/LLZ (5°E)		109.50 MHz		403057.51N 0225926.57E		Coverage FL 062.5 / 25 NM
GP		332.60 MHz		403120.34N 0225704.84E		Coverage FL 023 / 10 NM GP Angle 3°, RDH 51.0 FT
DME		(CH 32X)		403120.40N 0225705.21E	12 FT / 3.51 M	Coverage FL 100 / 25 NM
THESSALONIKI ILS/DME CAT II, RWY 16 (5°E/2024)	ITSL		H24			
ILS/LLZ (5°E)		110.30 MHz		403023.85N 0225830.37E		Coverage FL 062.5 / 25 NM
GP		335.00 MHz		403136.57N 0225802.10E		Coverage FL 023 / 10 NM GP Angle 3°, RDH 52.0 FT
DME		(CH 40X)		403136.57N 0225802.10E	4 FT / 1.23 M	Coverage FL 100 / 25 NM

All Radio Navigation and Landing Aids under responsibility of HASP.  
See also **GEN 2.5** and **ENR 4.1**

**LGTS AD 2.20 LOCAL TRAFFIC REGULATIONS****2.20.1 Airport Regulations****2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)**

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: [flightscheduling@fraport-greece.com](mailto:flightscheduling@fraport-greece.com). More information and Guidelines for flight Schedule Data collection are also available at <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/slot-allocation>.

**2.20.1.2 GA/BA and non-commercial flights**

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
  - SAR flights and airplanes in state of emergency
  - Ambulance flights operated with state aircraft
  - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 18.29 m wingspan and 20 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.
- f) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

**2.20.1.3 Higher code letter aircraft requests**

To operate with a Higher Code Letter aircraft at LGTS Airport (Aerodrome reference code 4E, RFF category 8), aircraft carriers shall submit relevant request via e-mail to: [anocdm@fraport-greece.com](mailto:anocdm@fraport-greece.com). The request shall be made at least 10 days before the date planned and shall contain the following data:

- Aircraft type
- Required RFF category
- Expected date and time

**2.20.1.4 Aircraft are allowed to taxi only at the indispensable engine power and speed.**

2.20.1.5 ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior of clearance, ATC shall inform airport operator to monitor the procedure. In such cases, engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.

2.20.1.6 Maintenance run-up tests on idle power and/or above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will, in coordination with ATC will designate an area subject to traffic and space available on the movement area.

2.20.1.7 U-turns on RWYs, including their intersections with TWY links are not permitted, unless otherwise advised by ATC for operational reasons.

**2.20.2 Taxiing to and from stands****2.20.2.1 Procedures for arriving aircraft**

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.

2.20.2.1.2 The parking stand allocation is the responsibility of the Airport Operations Control Centre and communicated to crew through ATC along with taxi instructions. Follow-Me guidance may be provided upon request.

2.20.2.1.3 No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, aircraft shall hold position until a marshaller is present. Marshalling is under the responsibility of the ground service provider.

2.20.2.1.4 In case that a non-marked and non-published parking area is assigned for parking, aircraft shall be guided to/from the parking position by Follow-Me vehicle and marshalling signals.

2.20.2.1.5 Aircraft with outer engines placed at a distance more than 15 M from the aircraft centreline shall –if possible– taxi with the engines shut-down, while on TWY "A", TWY "F" and the apron aircraft stand taxilanes. In all other cases, no engine shall be shutdown.

**2.20.2.2 Procedures for departing aircraft**

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

2.20.2.2.2 Push-back clearance shall be requested only when the tow-bar is fully connected to the aircraft (Ground handling personnel is present and tug on) and the pilot can perform the manoeuvre immediately. ATC may cancel taxi-out or pushback clearance if the procedure has been delayed and this delay affects other traffic.

2.20.2.2.3 When pilot request taxi-out or pushback they shall indicate their parking position.

2.20.2.2.4 Pushback and engine start-up procedure.

- a) Crew shall request start-up and pushback clearance from ATC on the Ground frequency (see **LGTS AD 2.18**, call sign MAKEDONIA GROUND). Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the aircraft stand taxilane C or D according to aircraft Category.
- b) Cross-bleeding start-up is not permitted on the nose-in parking stands and may only be performed on the taxilane C or D according to ATC instructions after prior coordination with airport operator. In that case the airport operator shall inform ATC regarding dependencies for entry and/or pushback behind the cross-bleed. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Centre (AOCC) through the aircraft operator or the ground service provider.
- c) During pushback procedure, aircraft from any parking position is aligned on the Aircraft Stand taxilane C. Aircraft types ICAO cat D or E from Parking Stand 10 must be aligned on taxilane D. All aircraft are positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC. Exceptionally pushback from parking stand 3 (both facings North and South) will be positioned with the nose gear abeam the lead-in line of parking stand 4.
- d) In order to facilitate traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any other parking position. Aircraft types ICAO Cat D or E must be positioned only abeam the lead-in line of a parking position suitable for ICAO aircraft type cat D or E.
- e) Push-back procedure cannot take place simultaneously in any adjacent positions.
- f) Pushback from stands 1 and 2 shall always be performed facing south. When north winds of more than 15 kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines. Prior of clearance, ATC shall inform airport operator to monitor the procedure.

2.20.2.2.5 Aircraft parked in a roll-through manner shall use own power to taxi out and shall adhere to marshaller's instructions

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only under Follow-Me guidance and requires prior coordination and permission by ATC.

2.20.2.3.2 Departing aircraft from stands S5, S6, S7 shall be guided by Follow Me car.

2.20.2.4 Standard taxi routes

2.20.2.4.1 Stand positions are divided in five (5) groups for standard taxi routing purposes: Groups are as following:

- a. Group 1: Positions 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 10A and 10B, entering stand via Apron taxilane D and exiting from stand via apron taxilane C. Positions 01 and 02 also enter stand via apron taxilane C.
- b. Group 2: Positions 11, 11A, 11B, 12, 12A, 12B, 13 and 13A using for both entrance and exit to/from stand apron taxilane C.
- c. Group 3: Positions 14, 15, 16, 17, 18, 19, 20 and 21 using for both entrance and exit to/from stand apron taxilane C.
- d. Group 4: Positions 22, 23, 24, 25 and 26 (including stands S1, S2, S3, S4, S11, S12, H1, H2) using for both entrance and exit to/from stand apron taxilane C.
- e. Group 5: Positions S5, S6, S7, S8, S9, S10, H3, H4 and H5 using for both entrance and exit to/from stand unnamed apron taxilink starting from TWY link A3 extending north for S5, S6, S7, H3, H4 and H5 and east for S8, S9 and S10.

2.20.2.4.2 Standard Facing for Push-Back Departing Aircraft

- a. Positions 1, 2, 11, 11A, 11B, 12, 12A, 12B: Facing South
- b. Positions 3, 4, 5, 6, 7, 8, 9, 10, 10A and 10B: Facing North
- c. Position 13 and 13A: Facing West
- d. Positions: 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26: Facing East

2.20.2.4.3 Landing Aircraft Area Standard Taxi Routes

Landing on RWY 34:

1. For groups 1 and 5: Exit from A1 or A2, right on A, entrance to apron via A4 for group 1 and via A3 for group 5.
2. For groups 2 3 and 4: Exit from A1 or A2, right on A, left on F, entrance to apron via intersection of C/F.

Landing on RWY 16:

1. For groups 1 and 5: Exit from A5 or A6, left on A, cross 10-28, entrance to apron via A4 for group 1 and via A3 for group 5.

- For groups 2, 3 and 4: Exit from A5 or A6, left on A, cross 10-28, right on F, entrance to apron via intersection of C/F.

Landing on RWY 28:

- For groups 1 and 5: Exit from F1, or F2, or F3, or F4, or F5, right on F, cross 16-34, left on A, entrance to apron via A4 for group 1 and via A3 for group 5.
- For groups 2 3 and 4: Exit from F1, or F2, or F3, or F4, or F5, right on F, cross 16-34, entrance to apron via intersection of C/F.

Landing on RWY 10:

- For groups 1 and 5: Exit from F5 (not used as rapid exit TWY), cross 16-34, entrance to apron via A4 for group 1 and via A3 for group 5. Alternate routings for group 1: Exit from F9 or F10, left on F, right on A, entrance to apron via A4 for group 1 and via A3 for group 5.
- For groups 2 3 and 4: Exit from F5, right on F, cross 16, 34, entrance to apron via intersection of C/F. Alternate routing: Exit from F9 or F10, left on F, entrance to apron via intersection of C/F.

#### 2.20.2.4.4 Departing Aircraft Area Standard Taxi Routes

Departing from RWY 34:

- For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, cross 10-28, entrance to 34 via A6.
- For group 2: Exit from Apron via intersection of C/F, right on F, left on A, cross 10-28, entrance to 34 via A6.
- For group 3: Exit from Apron via F7, right on F, left on A, cross 10-28, entrance to 34 via A6.
- For group 4: Exit from Apron via F8, right on F, left on A, cross 10-28, entrance to 34 via A6.

Departing from RWY 16:

- For group 1 and 5: Exit from Apron via A4 (A3 for group 5), right on A, entrance to 16 via A1.
- For group 2: Exit from Apron via intersection of C/F, right on F, right on A, entrance to 16 via A1.
- For group 3: Exit from Apron via F7, right on F, right on A, entrance to 16 via A1.
- For group 4: Exit from Apron via F8, right on F, right on A, entrance to 16 via A1.

Departing from RWY 28:

- For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, left on F, entrance to 28 via F9 or F10.
- For group 2: Exit from Apron via intersection of C/F, left on F, entrance to 28 via F9 or F10.
- For group 3: Exit from Apron via F7, left on F, entrance to 28 via F9 or F10.
- For group 4: Exit from Apron via F8, left on F, entrance to 28 via F9 or F10.

Departing from RWY 10:

- For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, right on F, cross 16-34, entrance to 10 via F1 or F2.
- For group 2: Exit from Apron via intersection of C/F, right on F, cross 16-34, entrance to 10 via F1 or F2.
- For group 3: Exit from Apron via F7, right on F, cross 16-34, entrance to 10 via F1 or F2.
- For group 4: Exit from Apron via F8, right on F, cross 16-34, entrance to 10 via F1 or F2.

2.20.2.4.5 ATC may alter arriving or departing aircraft taxi-routes according to operational conditions.

**Note:** Lack of clear line of sight from the control tower exists, on part of apron stand taxilane C, from stand 13 to stand 26, due to the location and height of the tower building. Caution advised to taxiing aircraft.

### 2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Arriving aircraft to stands S1, S2 S3, S4, S5, S6, S7, S8, S9, S10, S11, S12 shall be guided by Follow Me car and adhere to marshaller's instructions.

### 2.20.4 Parking area for helicopters

2.20.4.1 Helicopter parking stands available. Helicopters will be instructed to proceed to a specific point on RWY or TWY and then hover or taxi to allocated stand. The allocation of the parking stand is the responsibility of the Airport Operator and will be communicated to arriving helicopter through ATC. Follow me guidance available upon request.

### 2.20.5 Apron - taxiing during winter conditions

2.20.5.1 Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the Ground Handler. Aircraft de/anti-icing is allowed at all parking stands. Prior coordination with the Airport Operations Coordination Centre (AOCC) is required.

### 2.20.6 Taxiing – limitations

2.20.6.1 Turning for back-track on RWY 16/34 is permitted only on RWY threshold markings.

2.20.6.2 TWY Link A3 is to be used only by:

- Code letter "A" and "B" aeroplanes (wingspan less than 24 M and main gear wheel span less than 6 M).
- Helicopters with largest overall width (rotors turning) less than 14.4 M for ground taxiing and less than 10.1 M for air-taxiing.

- c) Aircraft with MTOW less than 20,000 Kg.  
d) Taxiing on TWY link A3 is only permitted during aviation day time. During night time and low visibility operations, taxiing is permitted under Follow Me guidance.
- 2.20.6.3 Taxiing on Aircraft Stand taxilane C between parking positions 1-10B and 13-26 is only allowed for aircraft types up to ICAO cat C.
- 2.20.6.4 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft Stand taxilanes C and D is allowed:
- a) between stands 4 - 9 and  
b) for aircraft types up to ICAO cat C.
- 2.20.6.5 Taxiing of greater than code D (included) aircraft on intersection of TWY F and TWY F6 is not allowed when aircraft is pushed back from stands:
- a) 12 and 12B both facings,  
b) 12A facing north,  
c) 13 facing east.
- 2.20.6.6 Taxiing of aircraft code up to C (included) on intersection of TWY F and TWY F6 is not allowed when aircraft is pushed back from stands:
- a) 12 both facings,  
b) 12B facing north.
- 2.20.6.7 All aircraft landing on RWY 34 will vacate the RWY via TWY A2 or A1 unless otherwise instructed by ATC. TWY F or TWY A4 may exceptionally be used only under ATC approval.
- 2.20.6.8 All aircraft landing on RWY 10 will not vacate the RWY via TWY F6 unless otherwise instructed by ATC.
- 2.20.6.9 TWY F5 not to be used as RAPID EXIT TWY. Aircraft vacating RWY 10/28 via TWY F5 shall hold short on RWY holding position of RWY 16/34.
- 2.20.6.10 Taxiing on TWY F7 is not allowed when aircraft is pushed back from parking stands:
- a) 21 both facings,  
b) 20 facing west,  
c) 22 facing east.
- 2.20.7 School and training flights - technical test flights - use of runways**
- 2.20.7.1 School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition, prior approval from the ATC is required.
- 2.20.7.2 For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at [SKGdm@fraport-greece.com](mailto:SKGdm@fraport-greece.com).
- 2.20.8 Helicopter traffic – limitation**
- NIL
- 2.20.9 Removal of disabled aircraft from runways**
- NIL
- 2.20.10 Operation of advanced surveillance system**
- 2.20.10.1 In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Thessaloniki "Makedonia" airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.
- 2.20.10.1.1 Pilots shall:
- a) Select AUTO mode and the assigned Mode A code.  
b) If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:  
- from the request for towed push-back or taxi, whichever is earlier  
- after landing, continuously until the aircraft is fully parked in its stand;  
- when the aircraft is fully parked, they shall select STBY.
- 2.20.10.1.2 Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.
- 2.20.10.1.3 Air crew must use the ICAO defined format to enter the Aircraft Identification.
- 2.20.10.1.4 To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the runway.
- 2.20.10.1.5 For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

---

**LGTS AD 2.21 NOISE ABATEMENT PROCEDURES**

**Part I**

**2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG**

2.21.1.1 General provisions

NIL

2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

**Part II**

**2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG**

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

**Part III**

**2.21.3 Noise abatement procedures for helicopters**

2.21.3.1 General provisions

NIL

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

## LGTS AD 2.22 FLIGHT PROCEDURES

### 2.22.1 General

2.22.1.1 The responsibility for the provision of ATS in specific segments of ATS Routes within ATHINA FIR / HELLAS UIR in accordance with the airspace classification, has been delegated from MAKEDONIA ACC to MAKEDONIA APP unit, as described in **ENR 3** section (see also note in **ENR 1.1.9.4.4**).

2.22.1.2 Departing aircraft pilots shall request start up clearance when ready to start engines immediately and after aircraft doors are closed. When the expected delay is less than 15 MIN at the holding point aircraft shall be cleared to start engines immediately.

2.22.1.3 Pilots landing or taking off at THESSALONIKI / MAKEDONIA Airport should exercise caution on the occurrence of wind shear resulting in tail winds at both ends of RWY16/34 due to the sea breeze effect.

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

2.22.1.3.2 Because such a phenomenon can be hazardous to aircraft operations pilots are urged to report wind shear to MAKEDONIA TWR or MAKEDONIA APP as soon as possible.

2.22.1.3.3 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 aircraft i.e. airspeed gain or loss, vertical speed tendency, etc.

### 2.22.2 Runway in use

2.22.2.1 RWYs in use 10/28 and 16/34.

2.22.2.2 Traffic Circuit

2.22.2.2.1 Aircraft should enter right hand traffic circuit for RWY 10 and RWY 16.

2.22.2.2.2 To avoid conflict with the traffic of the nearby LGSD - SEDES MIL aerodrome (see **AD 1.6.20**), all aircraft unless otherwise instructed by ATC, shall:

- a) enter traffic circuits at an altitude of 1500 FT,
- b) join the downwind leg of the RWY in use approximately at its midpoint at an angle of 45°.


### 2.22.3 Procedures for IFR flights within MAKEDONIA TMA

2.22.3.1 See relevant LGTS charts – ICAO (**LGTS AD 2.24**)

### 2.22.4 Radar procedures within MAKEDONIA TMA

2.22.4.1 GENERAL INFORMATION

2.22.4.1.1 A radar unit operates as an integral part of Makedonia Approach Control Unit for the purpose of providing radar services according to ICAO Doc4444-ATM/501 and Doc 7030, within the areas listed in para. **LGTS AD 2.22.4.3** below. Many factors such as radar coverage, controller workload and equipment capabilities may affect these services in any specific case.

2.22.4.1.2 When radar services are provided, the radar controller will use the call sign "THESSALONIKI RADAR" in the R/T communications with all aircraft under approach control. 

2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Makedonia Approach Control Unit operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises of the Radar Head Site located at Perea hill (402815.04N 0225540.62E), 3.5 NM South West of the airport, and the Operational Site (OPS) located at the ATS building of LGTS - THESSALONIKI/ MAKEDONIA airport.

2.22.4.2.2 The instrumented (end of processing) range of the PSR is 60 NM and of the MSSR is 200 NM.

2.22.4.2.3 Surveillance information updates enable the display to be updated every 3.8 seconds.

2.22.4.2.4 Radar data derived from the HERAS long range radar network, become available as system tracks (PALLAS tracks), to the local TAR for further processing (transformation to common stereographic plane, comparison to the local TAR tracks, etc.) and presentation. In this way the defects in the TAR coverage (e.g. screening, cone of silence) do not hinder the provision of radar services to the maximum extent practical.

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

2.22.4.3.1 The radar control service is provided in areas of radar coverage, to aircraft operating IFR within controlled airspace. More explicitly:

- Within MAKEDONIA TMA (see **ENR 2.1.5.9**),
- Within the adjacent to the TMA AWYs (see **LGTS AD 2.22.1.1**)

2.22.4.3.2 The minimum horizontal radar separations are:

- a) 5 NM between radar tracks derived from TAR.
- b) 10 NM between system tracks (PALLAS) and between system tracks and TAR tracks.

2.22.4.3.3 The radar control service may include:

- a) Radar monitoring of arriving (including pilot interpreted approaches), departing and en-route traffic providing information and advice of any significant deviations, by aircraft from nominal flight paths as well as from the terms of their respective ATC clearances (cleared routes and levels), when appropriate.
- b) Radar vectoring of arriving traffic on to pilot interpreted final approach aids.
- c) Radar vectoring of arriving traffic to a point from which a visual approach can be completed.
- d) Radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
- e) Information to assist in the navigation of the aircraft.
- f) Information on observed areas of adverse weather.
- g) Assistance to aircraft in emergency.
- h) Radar separation between:
  - succeeding departing aircraft;
  - succeeding arriving aircraft; and
  - departing and arriving aircraft.
- i) Collision hazard information according to the relevant provisions of ICAO Doc 4444-PANS/ATM.

2.22.4.3.3.1 However, the controller's suggestion for avoiding action does not relieve the pilot in command of his responsibility for continual vigilance to see and avoid the other aircraft.

2.22.4.3.3.2 Furthermore the controller may not be in the position to provide traffic information on aircraft not carrying a functioning transponder, due to known deficiencies of PSR.

2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE.

2.22.4.4.1 Radar service to aircraft not equipped or with malfunctioning transponder and with radar cross-section (RCS):

- a) less than that of aircraft types ATR, T134, B717 is limited up to 35 NM from the airport,
- b) equal or more than that of aircraft types ATR, T134, B717 is extended up to 50 NM from the airport.

2.22.4.4.2 When TAR derived tracks are not available, radar monitoring based on system tracks (PALLAS), will be provided from 5500 FT and above.

2.22.4.5 EMERGENCY, HAZARDS AND EQUIPMENT FAILURE PROCEDURES

2.22.4.5.1 According to the relevant provisions of ICAO Doc 4444-ATM/501 and Doc 7030.

2.22.4.5.2 Additionally, in the event of a complete aircraft communication failure (RCF) and in absence of alternative ATC instructions the pilot in command should:

- a) If in VMC, follow provisions of **ENR 1.6.8.2.2**.
- b) If not in VMC, continue by his own navigational means to execute the instrument approach he was vectored for.
- c) In case he was vectored for a visual approach and still in IMC, should proceed, by his own navigational means to MKR VOR/DME maintaining the last assigned altitude if higher or equal to 5500 FT (QNH) and execute the instrument approach based on MKR VOR/DME as appropriate for the RWY in use.
- d) If he was vectored for a visual approach to RWY 28, and still in IMC, he should proceed to MKR VOR/DME and execute the VOR Z approach based on MKR VOR/DME for RWY 34 followed by a circling approach to RWY 28.

**Attention:** a) Aircraft below 5500 FT (QNH) must proceed to MKR VOR/DME, making an initial climbing turn to 5500 FT (QNH), taking into account high terrain and obstacles in the vicinity of the airport.  
b) In case MKR VOR/DME is U/S, the pilot in command should use the TSL VOR/DME (climbing to 5500 FT) and execute the VOR Y approach based on TSL VOR/DME for RWY 34 followed by a circling approach to RWY in use.

2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight.

2.22.4.6.1.1 The use of a functioning transponder with Codes 4096 capability on Mode A and automatic altitude transmission on Mode C within MAKEDONIA TMA is mandatory for all IFR and General Air Traffic VFR flights.

2.22.4.6.1.2 Pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.

2.22.4.6.1.3 Unless otherwise instructed, the pilot of an IFR flight entering MAKEDONIA TMA shall maintain the most recently assigned code.

2.22.4.6.2 Transponder operation while on ground

2.22.4.6.2.1 See relevant 2.20.10 Operation of advanced surveillance system

2.22.4.7 ATC SURVEILLANCE MINIMUM ALTITUDE CHART

2.22.4.7.1 See relevant AD 2-LGTS-ASMAC chart (ATC Surveillance Minimum Altitude Chart) in **LGTS AD 2.24**.

### **2.22.5 Procedures for VFR flights within MAKEDONIA TMA**

2.22.5.1 See relevant LGTS VFR routes chart (**LGTS AD 2.24**).

### **2.22.6 Procedures for VFR flights within THESSALONIKI MAKEDONIA CTR**

2.22.6.1 VFR flights –including helicopters- shall contact initially on the respective Start-Up/Clearance Delivery frequency (see **LGTS AD 2.18**, call sign MAKEDONIA DELIVERY), to verify the availability of FPL, to update, if necessary, the specifics of their flight (route, ETO, reporting points, ETA, etc.) and to get an SSR transponder code.

2.22.6.2 Special VFR clearances for flights within THESSALONIKI MAKEDONIA CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights in **ENR 1.2.4.6**. Aircraft 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 of Rule 5 of the Rules of the Air Regulations.

2.22.6.3 Pilots must inform Radar Controller (see **LGTS AD 2.22.4** above) if compliance with the above entails a change of heading or height.

2.22.6.4 In addition to the exceptional circumstances under which a VFR flight at night is authorized (see **ENR 1.2.4.7**), the appropriate ATC unit of LGTS – THESSALONIKI/ MAKEDONIA may authorize a VFR flight at night strictly within MAKEDONIA TMA (see **ENR 2.1.5.9**) and only as a part of the EASA regulations requirements for Night Qualification Course. The provisions remain the same as in the other exceptional circumstances, but the previous arrangement with the ATC unit must be made well in advance.

**ATTENTION:** Non-radio equipped aircraft flying under VFR are not permitted to land, take-off or operate in THESSALONIKI MAKEDONIA ATZ, unless special permission has been obtained from the MAKEDONIA TWR unit (TEL: +30 2310 985119 or +30 2310 472177).

### **2.22.7 Standard instrument departure procedure (SID)**

2.22.7.1 See relevant LGTS SID charts (**LGTS AD 2.24**).

### **2.22.8 Procedures for departing aircraft**

#### 2.22.8.1 Start-up, pushback and ATC clearance

2.22.8.1.1 Pilots shall request ATC clearance and/or Flight Planning - related Issues (e.g. to verify CTOT, to issue a Ready Message etc.) on the Clearance Delivery frequency (see **LGTS AD 2.18**, call sign MAKEDONIA DELIVERY). Next pilots shall request Pushback and Start Up the engines on the Ground frequency (see **LGTS AD 2.18**, call sign MAKEDONIA GROUND).

2.22.8.1.2 Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up.

2.22.8.1.3 After receiving ATC clearance, followed by Pushback and Start-up clearance pilots will remain on GROUND frequency and expect Taxi Clearance, to the appropriate stop- point defined by ATC. Finally, pilots will be instructed to contact the appropriate TWR frequency (see **LGTS AD 2.18**, call sign MAKEDONIA TOWER) for clearance to Cross Runways that intersect taxi routes, and Departure Clearance.

2.22.8.1.4 Pilots shall inform the ATC unit in the appropriate frequency (DELIVERY or GROUND), if unable to be ready to taxi within 10 minutes from start-up time.

2.22.8.1.5 When pilots request Pushback & Start-up they shall indicate their aircraft parking stand.

#### 2.22.8.2 Intersection Take-offs

2.22.8.2.1 Intersection take offs are permitted during aviation daytime only when visibility is not less than 5 KM.

2.22.8.2.2 An aircraft may be cleared to depart from an intersection take-off position:

- a) Upon request of the pilot and acceptance by the ATC, or
- b) If initiated by ATC and accepted by the pilot in command.

2.22.8.2.3 When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows:

« REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection) ».

2.22.8.2.4 The aircraft operator / pilot in command shall ensure that the reduced declared distances for an intersection take-off are sufficient and in compliance with the aircraft operations regulations.

2.22.8.2.5 Pilots in command shall state their position when calling the TWR unit from a runway intersection when calling the tower for departure from a runway intersection, as follows:

«MAKEDONIA TOWER (aircraft call sign), AT THE INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)»

2.22.8.3 Aeroplanes with outer engines placed at a distance more than 15 M from the aeroplane centreline shall –if possible– taxi with these engines set at idle, while on TWY “A” and the apron TWY.

## **2.22.9 Low Visibility Procedures (LVP) Operations**

- 2.22.9.1 Runway 16 (RWY 16) and Runway 10 (RWY 10) are equipped with ILS and are approved for CAT II operations.
- 2.22.9.2 The LVP operations phase will be commenced when the RVR falls to 800 M or below, or the ceiling is at or below 200 FT.
- 2.22.9.3 LVPs will be terminated when RVR is equal or greater than 1400 M and ceiling is equal or greater than 400 FT and a continuing improvement in these conditions is forecasted.
- 2.22.9.4 When LVP are in force, RWY 10 will be normally in use for landings and take-offs.
- 2.22.9.4.1 Aircraft landing on RWY 10 must vacate left at the end of the runway via TWY LINK F9. When on TWY F, pilots shall report «Runway vacated» in order to denote that the aircraft is out of the ILS Localizer sensitive area. Entry to the apron will normally be via TWY F8 or via TWY F6. Follow Me guidance will be provided from TWY F8 or TWY F6 to the stands.
- 2.22.9.4.2 It is possible for a departing aircraft to use RWY 28 for take-off upon pilot's request and ATC approval strictly for performance reasons. Delays may be expected.
- 2.22.9.5 LVP will be implemented on RWY16 when RWY 10 is closed (e.g. due W.I.P etc.), or for operational reasons (e.g. navaid availability etc.) upon ATC decision.
- 2.22.9.5.1 Aircraft landing on RWY 16 must vacate left via TWY A5 or at the end of the RWY via TWY A6. When on TWY A, pilots shall report "Runway vacated" in order to denote that the aircraft is out of the ILS sensitive area. Entry to the apron will be normally via TWY A4. Follow Me guidance will be provided from TWY A4 to the stands.
- 2.22.9.5.2 It is possible for a departing aircraft to use RWY 34 for take-off upon pilot's request and ATC approval strictly for performance reasons. Delays may be expected.
- 2.22.9.6 Follow Me guidance is provided to all departing and arriving aircraft taxiing on apron taxilanes C and D and is available upon pilot's request in the whole of the manoeuvring area.
- 2.22.9.6.1 Departing aircraft shall not commence taxiing without Follow Me guidance and will normally exit the apron via TWY A4. Thereafter they continue taxiing without Follow Me guidance on TWY A.
- 2.22.9.6.2 Arriving aircraft shall report when "Follow Me in sight" and shall not enter the apron without Follow Me guidance.
- 2.22.9.7 Taxiways are equipped with green centre line lights and aircraft must proceed only when a green centre line path is illuminated.
- 2.22.9.8 Taxi route temporary changes, and other restrictions in the movement area, that are expected due WIP are described in relevant NOTAMs. Pilots are advised to consult them.
- 2.22.9.9 When stopbars are unserviceable only one movement at a time will be permitted on the manoeuvring area.
- 2.22.9.10 Pilots will be informed by ATIS or RTF when LVP are in operation and are expected to advise intentions to execute a CAT II approach on the first contact with THESSALONIKI APP unit.
- 2.22.9.11 Pilots will not be refused permission to land or take off on "pilot's discretion", solely because of bad weather conditions.
- 2.22.9.12 When LVP are in force a reduced landing rate is necessary due to the requirement for increased spacing between arriving aircraft and the restrictions applied to ground movements.
- 2.22.9.13 Guided take-off is not provided.
- 2.22.9.14 Intersection take-offs are not permitted.

**LGTS AD 2.23 ADDITIONAL INFORMATION****2.23.1 Wildlife Hazard Management**

- a. A diversity of wildlife species may be found at LGTS airport and its close vicinity. Currently, 150 bird species (either resident or migratory bird species) and 4 mammal species have been recorded at LGTS airport.
- b. The presence and behaviour of wildlife species at LGTS airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGTS airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, pyrotechnics, etc. Preventive long-term actions that are mainly related to habitat management measures (e.g. grass cutting, water body management) are also taken to further reduce the presence of species constituting a risk to flight safety. In addition, a NOTAM is published and regularly updated.
- c. The bird species that are mainly monitored and controlled at LGTS airport, are resident on Thessaloniki area and are mentioned below:
  - I. Yellow-legged gull (*Larus michahellis*), is a large gull species with a mass of approximately 1.5 Kg. Flocks of 10-50 Yellow-legged gulls are usually observed at the manoeuvring area all over the year and particularly under rainy weather conditions. They mainly fly northeast or southeast upon the application of wildlife control methods
  - II. Mallard (*Anas platyrhynchos*), is a large duck species with a mass of approximately 1.5 Kg. Flocks of 10-50 Mallards are usually observed at the manoeuvring area all over the year and particularly under rainy weather conditions. They mainly fly north and east, upon application of wildlife control methods
  - III. Common kestrel (*Falco tinnunculus*), is a bird of prey species with a mass of approximately 250 g. Common kestrels are usually observed at the manoeuvring area all over the year. Trapping, ringing and relocation of Common kestrels is an additional control method to lower their presence at the LGTS airport area
- d. 94% of the strikes of the above-mentioned bird species occurred at a height of 0-35 FT above ground level, 5% occurred at a height over 35 FT and up to 1,000 FT and 1% at a height over 1,000 FT, in the period 17 April 2017-2022.

**2.23.2 Instructions for the completion of the flight plan form**

2.23.2.1 Due to use of an automated flight plan processing system and in order to avoid FPL rejections operators when filing a FPL with LGTS as ADEP or ADES are requested to start or end the route description with the first significant point to which a SID is ending or the last significant point from which a STAR is starting.

2.23.2.2 Alternatively the AWY that connects the scheduled route with the TMA may be used. NAVAIDS designators and indications "DCT" or "DIRECT" in the route within TMA must be avoided.

2.23.2.3 All airline operators should send delay messages concerning delayed flights; otherwise expired flight plans will have to be filed again.

**2.23.3 Significant Lighted Obstacles in the vicinity of THESSALONIKI/ MAKEDONIA aerodrome**

IDENT. NUMBER	COORDINATES (WGS 84)		ELEV (M AMSL)	TYPE	INTENSITY
1	403018.0 N	0225831.9 E	21.35	Terrain	LOW
2	402933.2 N	0225915.4 E	110.90	Terrain	LOW
3	402920.3 N	0225937.9 E	143.60	Terrain	LOW
4	402906.8 N	0225919.8 E	141.53	Terrain	LOW
5	402826.2 N	0225950.4 E	190.40	Terrain	LOW
6	402729.7 N	0225931.6 E	237.30	Building	MEDIUM
7	402725.7 N	0230003.4 E	258.17	Terrain	MEDIUM
8	402744.8 N	0225856.8 E	217.50	Building	MEDIUM
9	402821.5 N	0225855.2 E	163.35	Terrain	LOW
10	402839.4 N	0225855.1 E	145.47	Terrain	LOW
11	402849.2 N	0225829.2 E	152.50	Building	LOW
12	402903.2 N	0225843.1 E	117.20	Terrain	LOW
13	402932.7 N	0225832.7 E	97.65	Terrain	LOW
14	402851.0 N	0230049.0 E	163.10	Terrain	MEDIUM
15	402910.5 N	0230141.1 E	113.35	Terrain	LOW
16	402905.7 N	0230207.9 E	131.00	Terrain	LOW
17	402735.1 N	0230400.2 E	409.40	Terrain	LOW
19	402725.3 N	0230024.0 E	260.40	Terrain	LOW
20	402831.3 N	0230152.7 E	173.80	Terrain	LOW
21	402747.5 N	0225713.3 E	200.15	Terrain	LOW
23	402815.04N	0225540.62E	186.70	Radar Dome	LOW
24	402856.1 N	0225538.8 E	126.94	Terrain	LOW
25	402943.2 N	0225529.7 E	92.50	Water tower	LOW
26	402902.4 N	0225546.9 E	114.10	Terrain	LOW
27	402941.0 N	0225641.2 E	89.52	Building	LOW
28	402847.4 N	0225929.2 E	185.40	Building	LOW

## 2.23.4 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Flexibility Tool
<b>RWY 16-34</b>		
<b>Runways</b>		
B.065 Longitudinal slope changes on RWYs	Several spots on RWY with slope changes >0.1%/30 M: (max value 1.18% at 1770 m RWY 16); exceeding >0.1% <0.6% within 420-500 M.	SC
B.075 Distance between slope changes on RWYs	Distance between slope changes exceed the required minimum D=30 M <205 M (y=1335 M up to 1365 M) (x=1114 M up to 1335 M) (z=1365 M up to 2426 M).	SC
B.080 Transverse slopes on runways	Transverse slopes are partly out of limits required (max value: -2,5% at 800 M RWY 16 both sides; min value: -0,69% at 1800 M RWY 16 left side). Transverse slopes are not symmetrically along the entire length of the RWY.	SC
B.205 Radio Altimeter Operating area	Apart from a paved area (65 x 60 M) before THR16, no RAOA established for RWY16.	ELoS
B.180 Longitudinal Slopes on RWY Strips	Abrupt changes due to RWY strip condition at SKG (parts drainage channel within the graded strip).	SC
<b>Taxiways</b>		
D.260 TWY Minimum separation Distance	TWY A and TWY F is too close to RWYs 16/34 and 10/28 (approx. 150 M) instead of 182.5 M.	SC
D.280 Transverse Slopes on TWYs	Transverse slopes exceed >1,5% mostly on parallel TWYs: TWY F: between intersection TWY E and intersection TWY F8 on both sides from centreline (max value of -3%) TWY A: sporadic exceeding up to max 2.2% around HDLG A 16 and around inters. TWY A2 no mentionable exceeding on other TWYs.	SC
D.330 Slopes on TWY stripes	Slopes exceed limitations on drainage tunnel near TWY S; marginal exceeding within the northern and southern strip along the TWY A at HLGD A 16 (value <7%) and near drainage channel on TWYs A4 and F, and little spots caused by construction workings.	SC
<b>Aprons</b>		
E.360 Slopes on Aprons	Non-compliant: several aircraft parking positions (#2,#6,#10,#13,#18,#19,#21,#22) show deviations from the requirement (max. 2.0%); the apron OAT2 shows a small part of exceeding up to 3.0% near the blast fences but outside of parking positions and taxi areas; but larger areas up to 2.3% in common used taxilanes.	SC
<b>Runway End Safety Areas</b>		
C.210 Runway End Safety Areas	No Runway End Safety Area on RWY 34. Reduced Runway End Safety Area 190 M x 120 M established at RWY 16.	SC
C.215 Dimensions of Runway End Safety Areas	No Runway End Safety Area on RWY 34. Reduced Runway End Safety Area 190 M x 120 M established at RWY 16.	SC
<b>Visual Aids for Navigation - Lights</b>		
M.626 Simple Approach Lighting Systems	Simple Approach lighting systems 300m C/L length.	SC
M.615 General	Supporting structures of SALS are not frangible. ALS has been painted yellow but faded out.	ELoS
M.735 Intermediate holding Position Lights	Intermediate holding positions at TWYs F/F7/F8 are not equipped with IHPLs.	ELoS
M.770 Road-Holding Position Light	No road holding positions established at the roads joining the RWY, no Road holding position lights are installed.	ELoS
<b>Aerodrome Operational Services, Equipment And Installation</b>		
T.910 Frangibility	Several MET (RVR/WDI) and NAV (GP/LOC antennas) installation do not offer frangibility features to its full extend.	ELoS
<b>RWY 10-28</b>		
<b>Runways</b>		
B.165 Objects on Runway strips	Several Objects / obstacles permanently located inside the RWY strip 10/28 (Drainage ducts incl. massive concrete inlets, bridges)	SC
<b>LGTS</b>		
<b>Visual Aids for Navigation - Markings</b>		
L.605 Mandatory instruction marking	Implementation of "RUNWAY AHEAD" markings as a mitigation measure for the prevention of runway incursions.	SC
L.590 Aircraft stand marking	The stop line marking of the aircraft stands indicates the intended nose wheel position of the parked aircraft.	ELoS

## LGTS AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - THESSALONIKI / MAKEDONIA Airport</b>	23 JAN 25	AD 2-LGTS-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - THESSALONIKI / MAKEDONIA</b>	23 JAN 25	AD 2-LGTS-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 10/28 / LGTS AOC 1</b>	13 AUG 20	AD 2-LGTS-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 16/34 / LGTS AOC 2	11 DEC 14	AD 2-LGTS-AOC A-2
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: - THESSALONIKI / MAKEDONIA RWY 16</b>	10 NOV 01	AD 2-LGTS-PATC-1
<b>Precision Approach Terrain Chart – ICAO: - THESSALONIKI / MAKEDONIA RWY 10</b>	13 AUG 20	AD 2-LGTS-PATC-2
<b>Instrument Approach Chart (IAC) – ICAO: - ILS CAT I RWY 16</b>	01 DEC 22	AD 2-LGTS-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILS CAT II RWY 16	01 DEC 22	AD 2-LGTS-IAC-2
Instrument Approach Chart (IAC) – ICAO: - MKR VOR/DME RWY 16	01 DEC 22	AD 2-LGTS-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR Z RWY 34	01 DEC 22	AD 2-LGTS-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VOR Y RWY 34	01 DEC 22	AD 2-LGTS-IAC-7
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 34	01 DEC 22	AD 2-LGTS-IAC-10
Instrument Approach Chart (IAC) - ICAO: - RNP Y RWY 34	01 DEC 22	AD 2-LGTS-IAC-11
Instrument Approach Chart (IAC) – ICAO: - ILS Y or LOC Y RWY 10	01 DEC 22	AD 2-LGTS-IAC-12
Instrument Approach Chart (IAC) – ICAO: - ILS Z or LOC Z RWY 10	01 DEC 22	AD 2-LGTS-IAC-13
Instrument Approach Chart (IAC) – ICAO: - MKR VOR/DME VOR RWY 10	01 DEC 22	AD 2-LGTS-IAC-14
Instrument Approach Chart (IAC) – ICAO: - MKR VOR/DME VOR RWY 28	01 DEC 22	AD 2-LGTS-IAC-15
<b>Visual Approach Chart (VAC) – ICAO: -</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16 (BASED ON TSL VOR/DME)</b>	01 DEC 22	AD 2-LGTS-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34 (BASED ON TSL VOR/DME)	01 DEC 22	AD 2-LGTS-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-SID-8
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 28 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 28 (BASED ON TSL VOR/DME)	01 DEC 22	AD 2-LGTS-SID-10
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 10 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-SID-11
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 10 (BASED ON TSL VOR/DME)	01 DEC 22	AD 2-LGTS-SID-12
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 16 (BASED ON MKR VOR/DME)</b>	01 DEC 22	AD 2-LGTS-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 16 (BASED ON TSL VOR/DME)	01 DEC 22	AD 2-LGTS-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34 (BASED ON TSL VOR/DME)	23 MAR 23	AD 2-LGTS-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 10 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 10 (BASED ON TSL VOR/DME)	01 DEC 22	AD 2-LGTS-STAR-6
Standard Arrival Chart –Instrument (STAR) – ICAO: - RWY 28 (BASED ON MKR VOR/DME)	01 DEC 22	AD 2-LGTS-STAR-7
<b>TMA – VFR routes: - VFR routes MAKEDONIA TMA</b>	16 MAY 24	AD 2-LGTS-VFR
<b>ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: - MAKEDONIA TMA</b>	23 MAR 23	AD 2-LGTS-ASMAC