

THESSALONIKI (SKG/LGTS)

Elevation 22ft

CATEGORY B

AV brief – required

BAV AV brief – not yet available

REGULATION

A350

Not Applicable

B747 B777 B787 A380

BA Requirements

- Rwy 34 night landings are NOT approved for widebody aircraft.

A32N

BA Requirements

- Rwy 34 landing during night hours is permitted, subject to the following conditions:
 - Commander must be PF for landing.
 - Flap Full landings only.
 - Runway 34 PAPIs must be serviceable.
 - EGPWS system must be serviceable.
 - BAW VOR/DME Y or Z procedures to be used.
 - FINAL APP must be used with maximum use of automatics.

Refer to the Arrival section of this brief for additional guidance on Rwy 34 VOR/DME approaches.

ALL

GENERAL

- Situated on the N coast of the Gulf of Salonika.
- Thessalonika is a joint civil/military airfield.
- Controllers English may be poor.
- Low visibility procedures are published.

Threats

CFIT

- High ground extends around the airfield from the N through E to the S.
- Ridge of terrain running NW-SE to the NE and E of the airfield to ~4,000ft asl at 7 nm to the NE and to ~3,400ft asl 12 nm to the E.
- S and SE terrain rises to 1,350ft asl at 4 nm affecting approach to Rwy 34 and take-off Rwy 16.
- Map shifts within 10 nm of the airfield have been reported.

Runway Excursion

- Aircraft making 180° turns on Rwy 10/28 must confine turns to the concrete ends of the runway, turning right.

Runway Incursion

- Airfield signs and markings have been reported as being obscured by grass.
- Active runway is poorly signed and caution should be exercised when taxiing.

Loss of Control

- Bird hazard exists (Ducks and seagulls around Rwy 10 and Rwy 16 thresholds December – February).

Special Considerations

- Due to the number of go-arounds reported missed approach and EGPWS pull up procedures should be fully briefed.
- If circling for Rwy 28 following an approach to Rwy 16 or Rwy 34 some thought should be given to the unusual visual positioning required.
- A normally spaced visual circuit for Rwy 28 can be comfortably flown inside the ridge. The wider the pattern the more likely a TERRAIN caution will be triggered.
- Go-around should be expected if the aircraft cannot be quickly stabilised on the final approach path.

ARRIVAL

Diversion Airports

ATHENS	ATH/LGAV	162 nm/164°T	CAT A
SOFIA	SOF/LBSF	132 nm/008°T	CAT B
ISTANBUL(Yeni Havalimani)	IST/LTFM	267 nm/080°T	CAT A
SKOPJE	SKP/LWSK	106 nm/325°T	CAT B

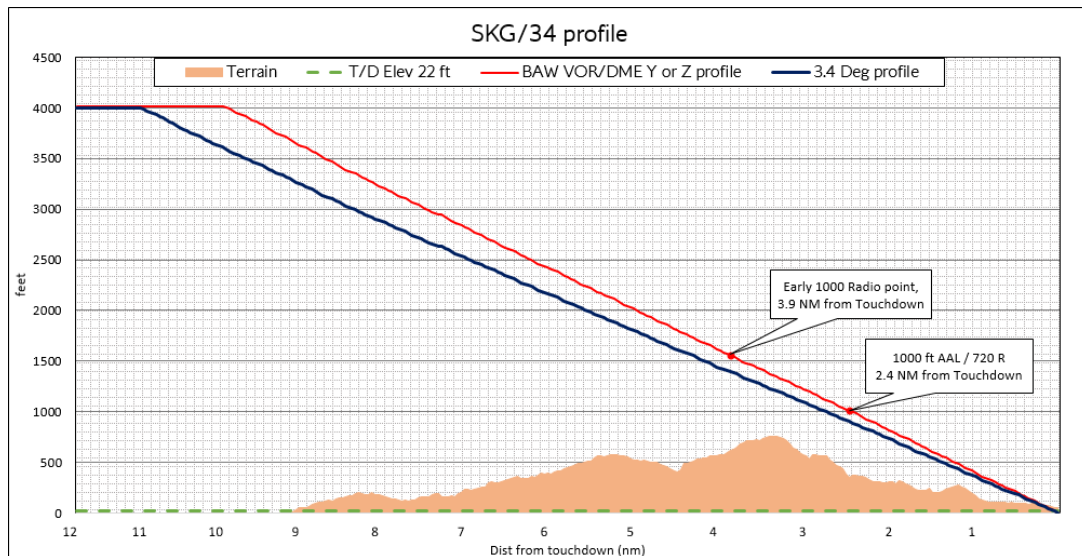
Approach

- Contact with Belgrade ATC may be lost when arriving from the N around waypoint TALAS. Change to Thessalonika Approach for further clearance.
- Traffic at Sedes airfield (2.5 nm to the NE) is co-ordinated by Thessalonika ATC.
- DME Arc procedures used.
- Circling NOT authorised to N and E of the airfield (in the sector between 344°M and 102°M from the ARP).
- Rwy 28 does not have instrument approach procedures. Approach to Rwy 28 could follow a circling approach to ILS 10, or approaches to Rwy 16 or 34.
- Pilots are advised to request Rwy 16 or Rwy 10 for landing as ILS approaches to these runways are straightforward.
- Please be aware that the FMC Nav Database for ILS16 includes one circuit of the hold from R343J.
If hold not required, distance to go will be approx 12 nm less than that predicted by the FMC.

Rwy 34 VOR/DME Approaches

Refer to the Regulation section of this brief for BA requirements when landing on Rwy 34 at night.

- Rwy 34 has significant high ground in the approach path reaching nearly 900ft asl at 3.5 nm range.
- The approach to Rwy 34 is a 3.8° VOR/DME and crosses a ridge of high ground at ~four miles final. Due to the ridge of high ground the radio altimeter will show approximate readings of:
 - 1,000ft at 1,500ft QNH.
 - 600ft at 1,000ft QNH.
 - 300ft at 500ft QNH



- Consider configuring early on the VOR/DME and if accepting a visual approach to Rwy 34 (Daylight only) a minimum of 5 miles is advised due to the ridge.
- It is recommended to establish landing configuration prior to descent from FAF and fly a stabilised speed profile, in order to reduce the likelihood of EGPWS alerts.
- The PAPIs for Rwy 34 are set at 3.8° and not very brightly lit.

BAV Crew Reports
<p><i>The airfield is susceptible to variable and unpredictable changes in the wind. A number of go-arounds have occurred. Resulting ASRs site: change of wind/thermals over high ground during the steep approach, increased and excessive tailwind. Go around from low level due sink rate and WINDSHEAR, caused by a change from headwind to tailwind. EGPWS terrain and pull up warnings.</i></p>

GROUND

- Expect a final loadsheet.
- Some taxiways reported as being in poor condition with a number for military use only.
- Apron limited in size.

DEPARTURE

- Emergency Turn Procedures are available from CARD and the A32N Performance Manual.
- Speed restrictions and maximum bank angles apply – refer to the Lido SID charts for details.
- For protection of arresting net, Rwy 10 start point is 60 m from runway beginning and is marked with a white line perpendicular to Rwy axis.

BAV Crew Reports

- *Could be beneficial to request CARD performance before arrival. This could save the need for a rushed departure on an alternative runway if required.*

WEATHER

- Low stratus or fog drifts in from the sea early morning during Autumn and Winter.
- Summer isolated Cu and Cb are the most common conditions.
- Often strong N'ly winds between June and August necessitate the use of Rwy 34 and its associated difficult approach.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	131.400
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY (60mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)