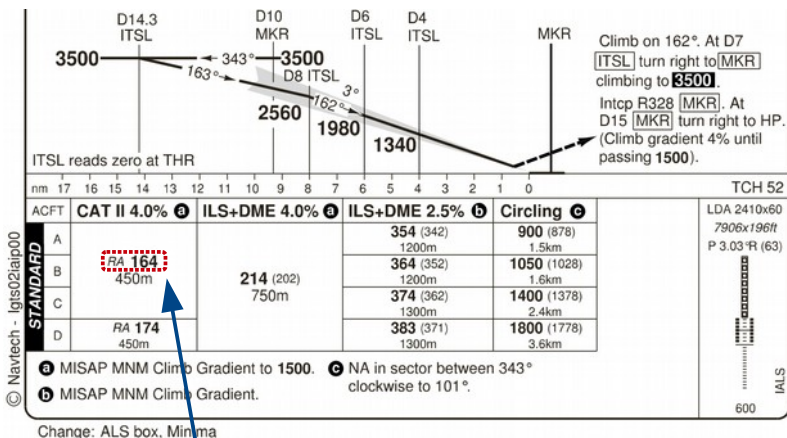
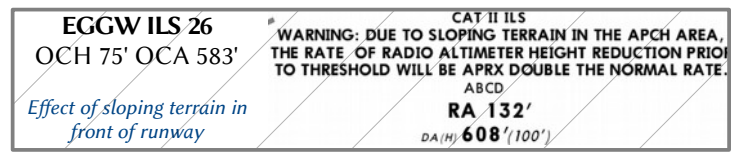


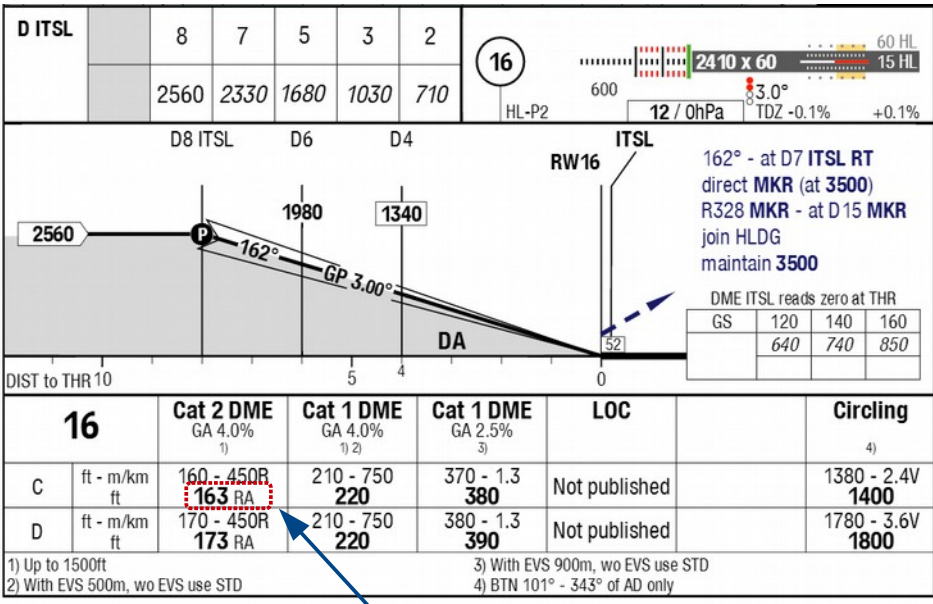
Airbus::NavBlue chart



DH, OCH not shown
 Only operational minimum : 164 ft RA (operational DH)
 The Navtech/NavBlue chart displays only the essential information.

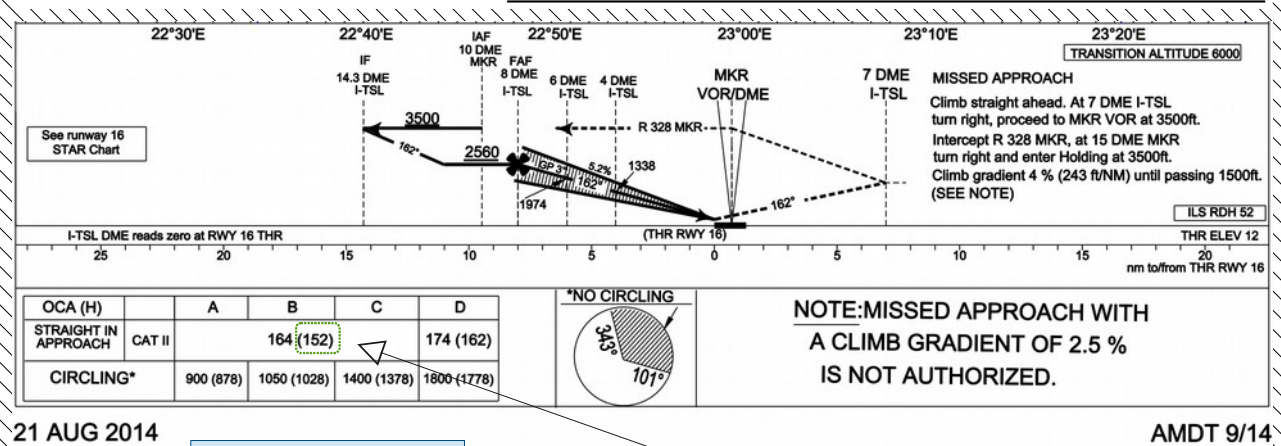


LHS/Lido chart



Changes: OBST
 DH rounded (152 rounded to 160 ft)
 Operational minimum just below : 163 ft RA (operational DH)

Hellenic civil aviation chart - THESALONIKI / MAKEDONIA ILS CAT II RWY 16



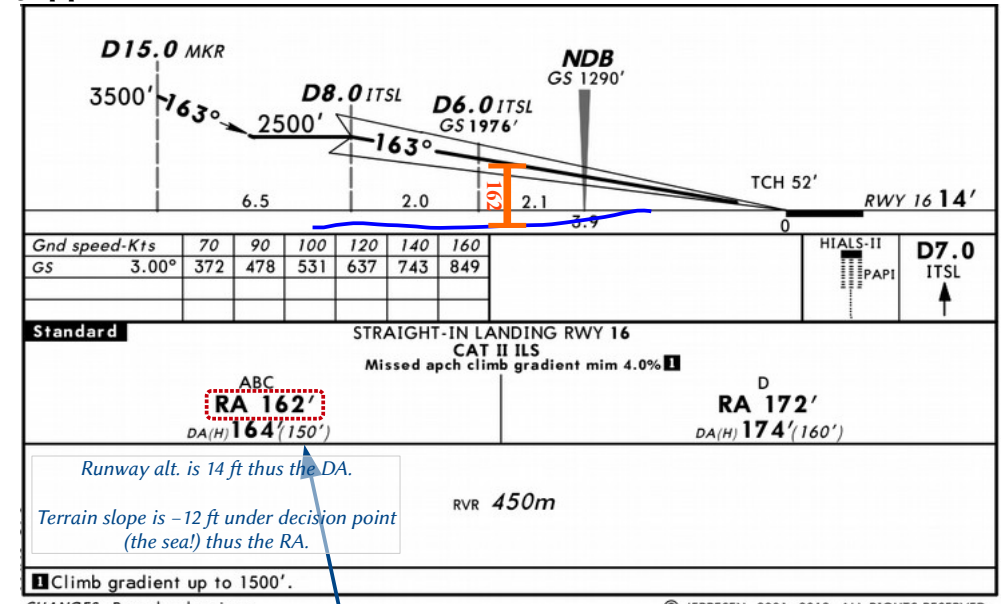
21 AUG 2014
 The original State publication
 AMDT 9/14

At LGTS, RA as the same value as OCA, only because it is at sea.

ACFT	Cat II	DH _{CAT I} = max {200 ft ; OCH} → DA (regulations)
ALL	As published. Comply with 100 ≤ DH ≤ 200 ft RVR ≥ 300 m	DH _{CAT II} = max {100 ft ; OCH} ≤ 200 ft (regulations)

$DH_{Cat II} = \max(100; 152)$ and <200 ft
 $DH_{Cat II} = 152 \text{ ft}^{RA}$ (modulo slope profile)
 $RA = DH_{Cat II} + \text{terrain profile}$
 $RA \cong 152 \text{ ft} - (-12 \text{ ft})$ for Navblue elevations
 $RA \cong 164 \text{ ft}$
 $RA \cong 150 \text{ ft} - (-12 \text{ ft})$ for Jeppesen elevations
 $RA \cong 162 \text{ ft}$

Jeppesen 2012 chart



Changes: Procedure bearings.
 © JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.
 DH shown (2ft rounded)
 DA shown but not to be used (DA=DH+runway altitude = OCA)
 Resulting operational minimum just below : 162 ft RA (operational DH)

PRECISION APPROACH TERRAIN CHART - ICAO

THESSALONIKI / MAKEDONIA

