

AOK-LGKP

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** HO**Airport Information****RFF:** CAT 6**PCN:** RWY 12/30: 53/F/D/X/U**Operation****Taxi/Parking**

All ACFT entering APN shall use the south APN TWY link unless otherwise instructed by ATC.

Do not use more than MNM power while taxiing on APN.

**Warnings**

Birds in vicinity of AD, especially at THR RWY 30.

**DEPARTURE****Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

17-SEP-2015

AOK-LGKP

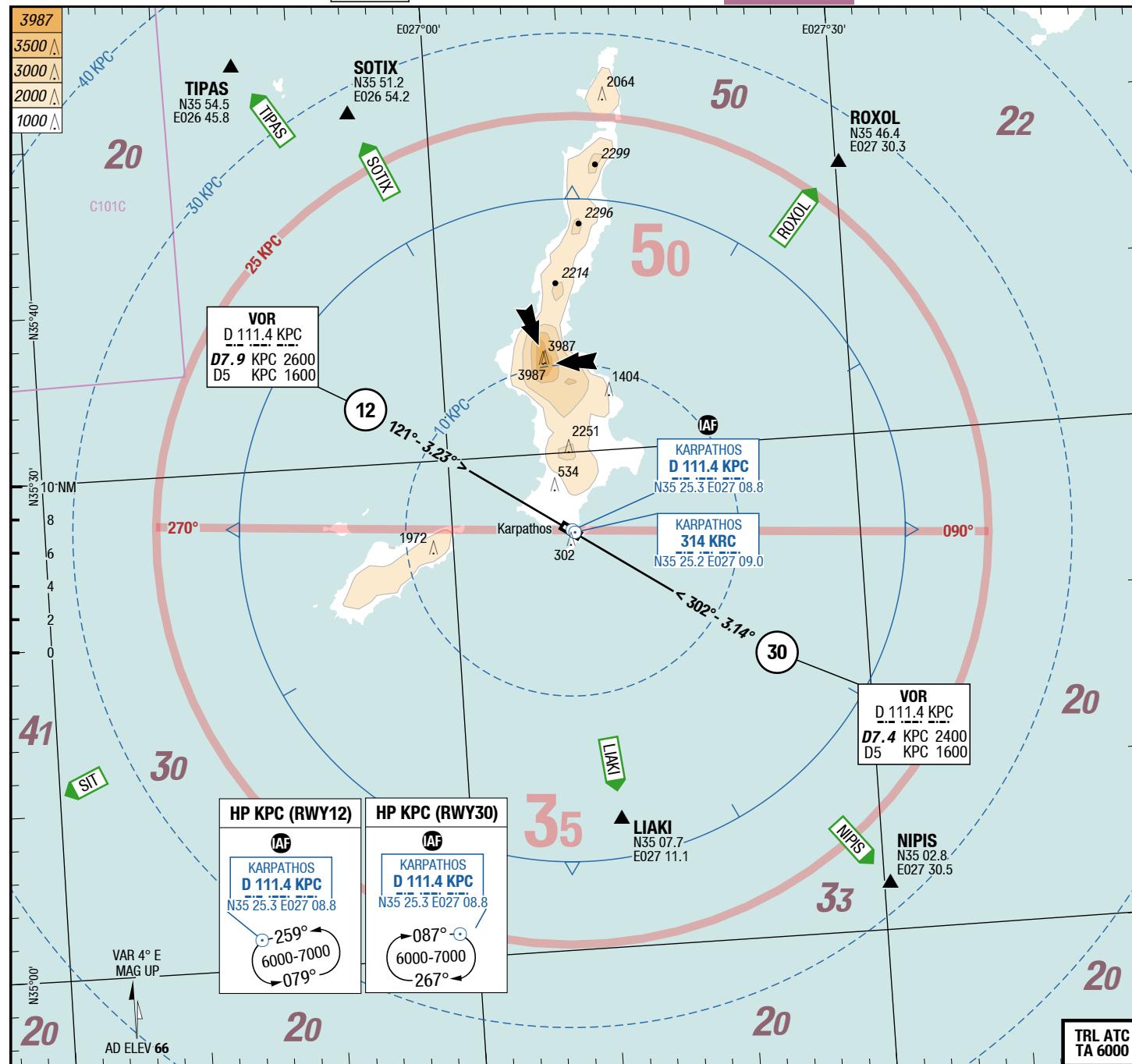
Greece Karpathos

AGC  
AFC

Karpathos Greece

AGC  
AFC

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Changes: APL

17-SEP-2015

AOK-LGKP

Greece Karpathos

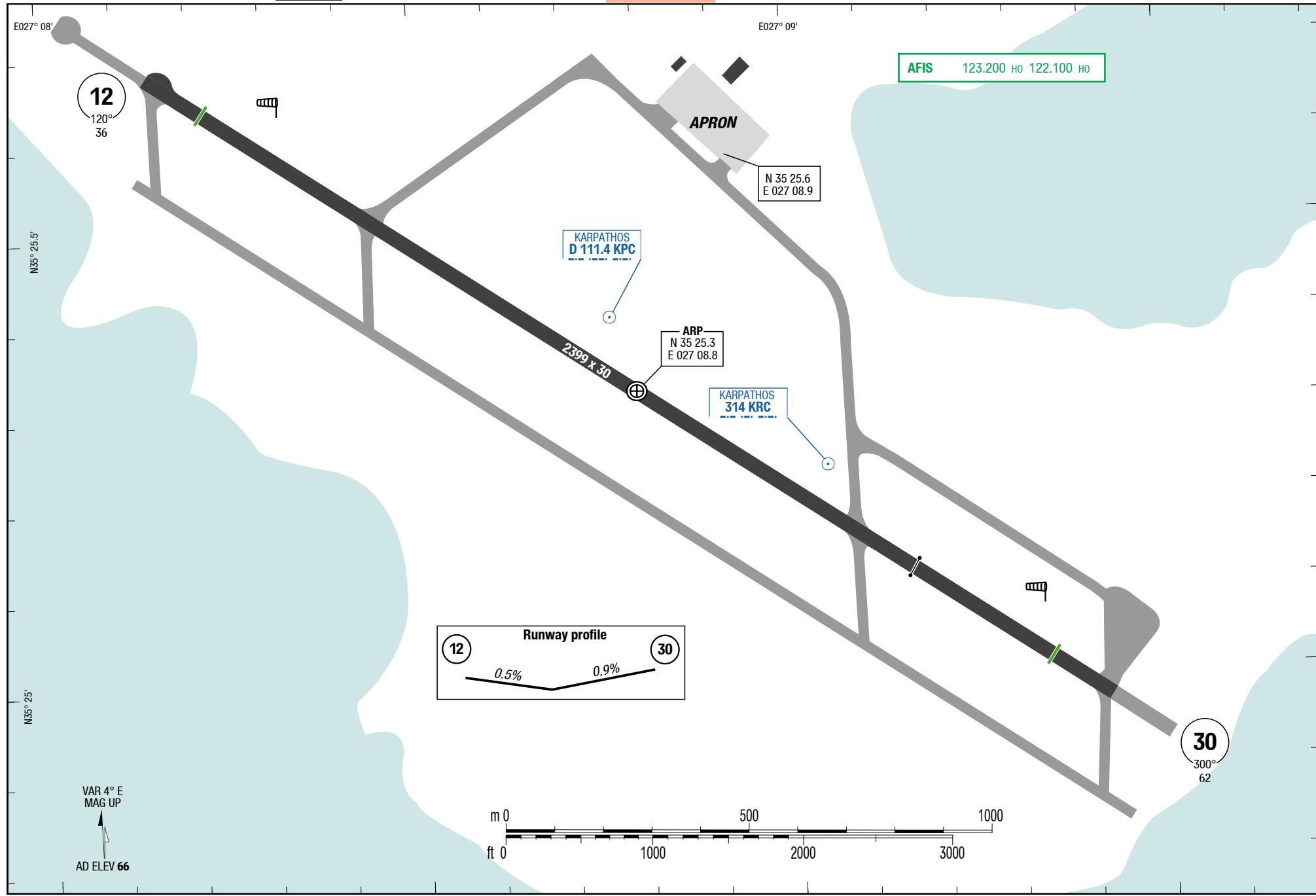
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Karpathos Greece

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Changes: Nil

12-JUN-2014

AOK-LGKP

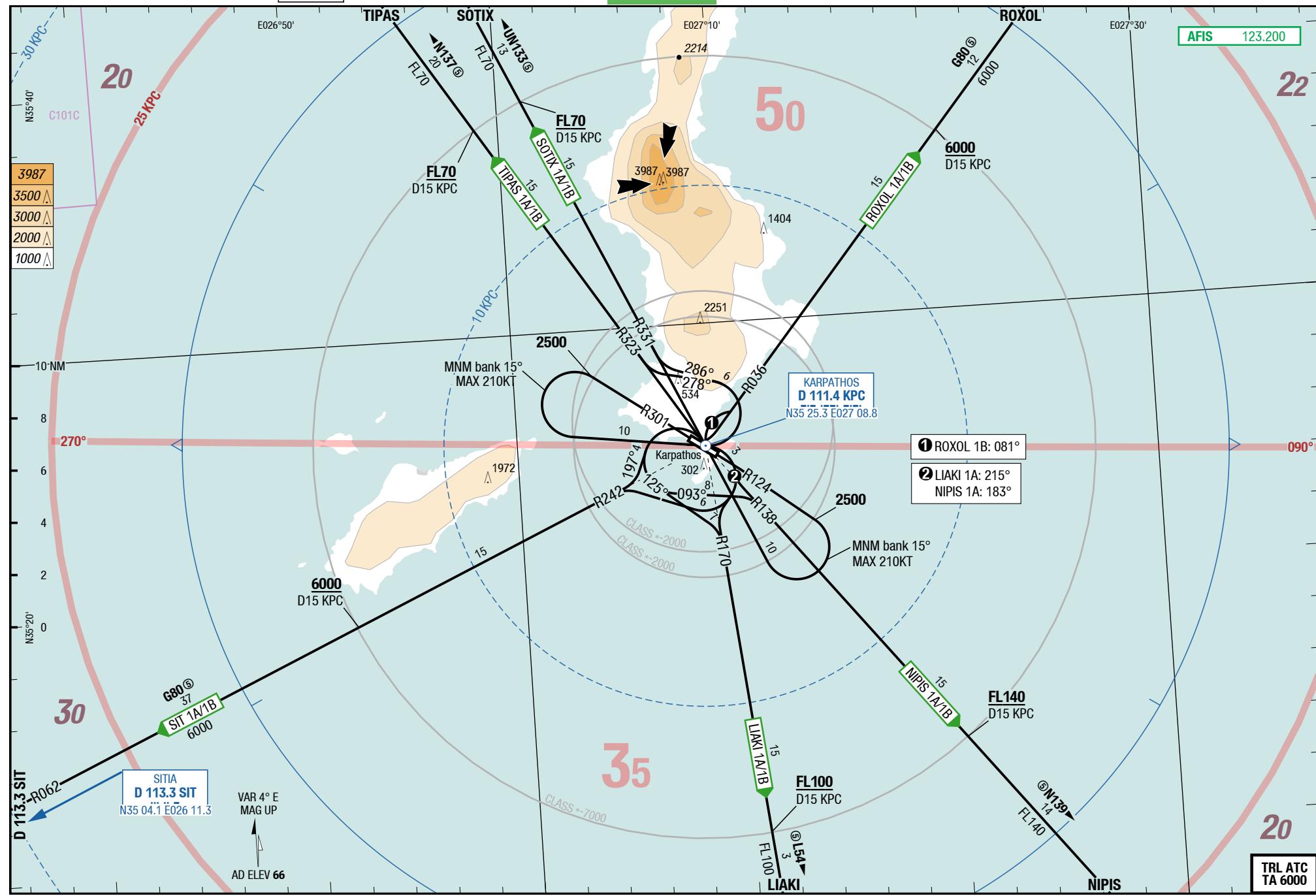
Greece Karpathos

SID  
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Karpathos Greece

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**AOK-LGKP****5-10****SIDs via KPC****LIAKI 1B / NIPIS 1B / ROXOL 1B / SITIA 1B / SOTIX 1B / TIPAS 1B**

RWY 12 (120°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>LIAKI 1B</b> 5.5% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - LT 125° intercept R170 <b>KPC</b> - at D15 <b>KPC</b> join AWY L54 to LIAKI	D15 <b>KPC MNM FL100</b>
<b>NIPIS 1B</b> 5.5% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - LT 093° intercept R138 <b>KPC</b> - at D15 <b>KPC</b> join AWY N139 to NIPIS	D15 <b>KPC MNM FL140</b>
<b>ROXOL 1B</b> 3.4% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - RT 081° intercept R036 <b>KPC</b> - at D15 <b>KPC</b> join AWY G80 to ROXOL	D15 <b>KPC MNM 6000</b>
<b>SITIA 1B</b> <b>SIT 1B</b> 3.4% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - LT 197° intercept R242 <b>KPC</b> - at D15 <b>KPC</b> join AWY G80 to SIT	D15 <b>KPC MNM 6000</b>
<b>SOTIX 1B</b> 3.4% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - R331 <b>KPC</b> - at D15 <b>KPC</b> join AWY N133 to SOTIX	D15 <b>KPC MNM FL70</b>
<b>TIPAS 1B</b> 3.4% <b>123.200</b>	R124 <b>KPC</b> - at <b>2500 RT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - R323 <b>KPC</b> - at D15 <b>KPC</b> join AWY N137 to TIPAS	D15 <b>KPC MNM FL70</b>

**AOK-LGKP****5-20****SIDs via KPC****LIAKI 1A / NIPIS 1A / ROXOL 1A / SITIA 1A / SOTIX 1A / TIPAS 1A**

RWY 30 (300°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.6%	ft/MIN	700	900	1100	1200	1400	1600

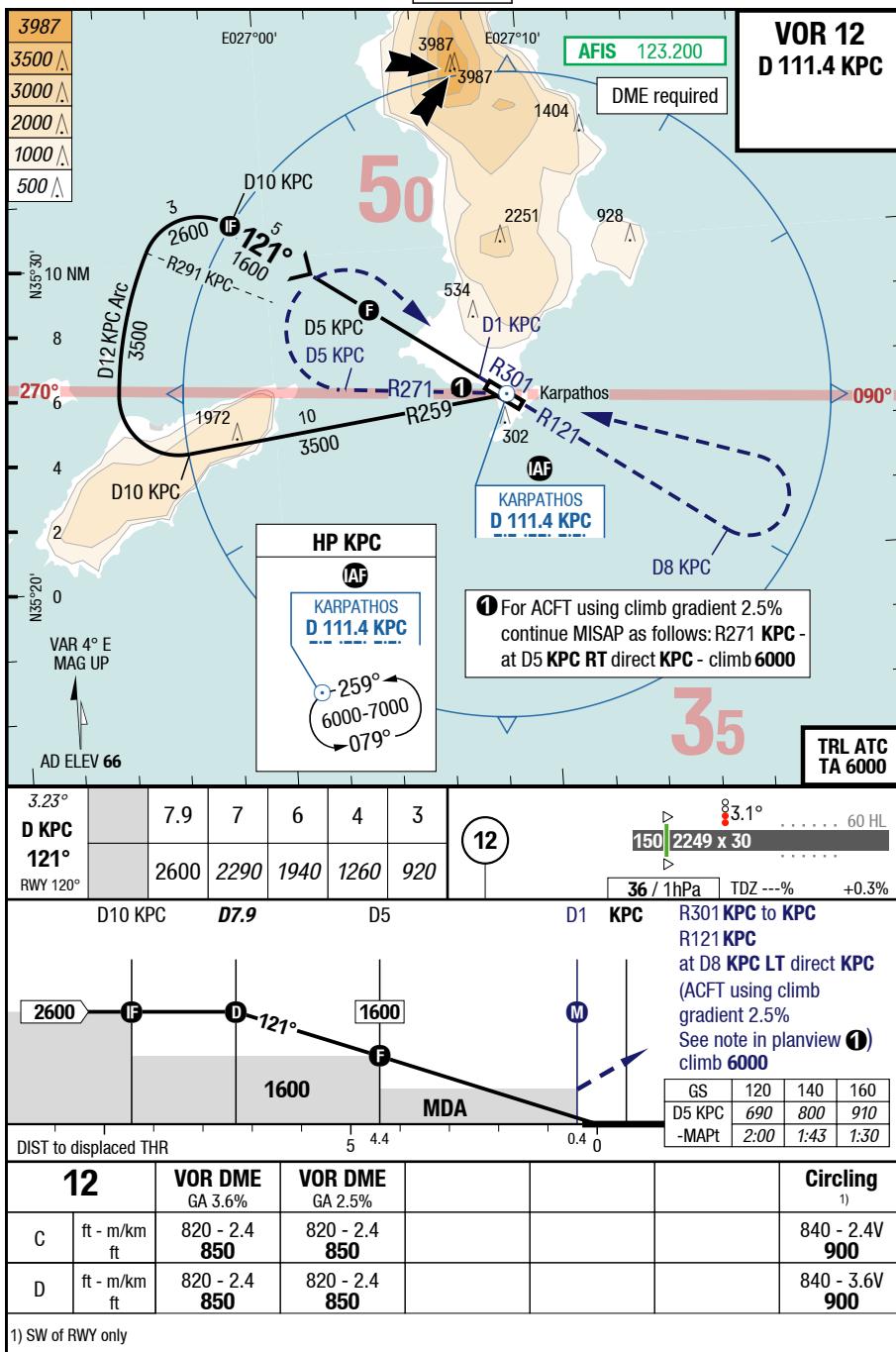
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>LIAKI 1A</b> 5.5% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - RT 215° intercept R170 <b>KPC</b> - at D15 <b>KPC</b> join AWY L54 to LIAKI	D15 <b>KPC MNM FL100</b>
<b>NIPIS 1A</b> 5.6% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - RT 183° intercept R138 <b>KPC</b> - at D15 <b>KPC</b> join AWY N139 to NIPIS	D15 <b>KPC MNM FL140</b>
<b>ROXOL 1A</b> 5.5% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - R036 <b>KPC</b> - at D15 <b>KPC</b> join AWY G80 to ROXOL	D15 <b>KPC MNM 6000</b>
<b>SITIA 1A</b> <b>SIT 1A</b> 5.5% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - RT 287° intercept R242 <b>KPC</b> - at D15 <b>KPC</b> join AWY G80 to SIT	D15 <b>KPC MNM 6000</b>
<b>SOTIX 1A</b> 5.5% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - LT 286° intercept R331 <b>KPC</b> - at D15 <b>KPC</b> join AWY N133 to SOTIX	D15 <b>KPC MNM FL70</b>
<b>TIPAS 1A</b> 5.5% <b>123.200</b>	R301 <b>KPC</b> - at 2500 <b>LT</b> (MNM bank 15°, MAX 210KT) direct <b>KPC</b> - LT 278° intercept R323 <b>KPC</b> - at D15 <b>KPC</b> join AWY N137 to TIPAS	D15 <b>KPC MNM FL70</b>

10-SEP-2015

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VOR 12



Changes: Nil

10-SEP-2015

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7-20

VOR 30

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