

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 14/32: 40/F/A/X/U**Operation****RWY Restriction**

ACFT with high ACN should back-track at RWY end.

Due to lack of stop bar lights at RWY HLDG position, crew shall exercise extreme caution in order to avoid RWY incursion.

TWY Restriction

Due to reduced wingtip CLR on TWY A, taxi strictly along CL and speed should be adjusted accordingly.

Taxi/Parking

Follow-me AVBL O/R.

Marshaller is mandatory.

Taxiing out of nose-in positions shall be carried out by towing only.

Use MNM power taxiing in/out of stands and while manoeuvring on apron.

When APN E is fully occupied arriving ACFT will be cleared to taxi to APN W and then requested to wait until parking PSN is AVBL.

Warnings

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern:** RWY 14 right-hand circuit.**DEPARTURE****Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 400R/400V	-

Departure Procedure**Start-up/Push-back**

Start-up shall be performed either during push-back after the service road has been cleared or when the ACFT is aligned on the TWY.

Cross bleed start on stand is prohibited and can only be performed on TWY and/or RWY according to ATC instructions.

DEPARTURE

Visual Departure

RWY 14

Note 1

Visual departure RWY 14 to intercept R297 KOS to join AWY H59 to LARKI.

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via LARKI 3B SID may be REQ if they can accept a visual departure with right turn.

When accepting a visual departure with right turn, expect to turn right as soon as practicable, to maintain VMC and own terrain separation until intercept R297 KOS or until passing ALT 3500ft, whichever comes later and follow R297 KOS. Continue by executing the rest of LARKI 3B SID.

Note 2

Visual departure RWY 14 to intercept R289 RDS to join AWY R19 to KOPAR.

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via KOPAR 3B SID may be REQ if they can accept a visual departure with right turn.

When accepting a visual departure with right turn, expect to turn right as soon as practicable, to maintain VMC and own terrain separation until intercept R289 RDS or until passing ALT 3500ft, whichever comes later and follow R289 RDS. Continue by executing the rest of KOPAR 3B SID.

Note 3

Visual departure RWY 14 to intercept R202 KOS to GILOS to join AWY B34/M601.

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via GILOS 1C SID may be REQ if they can accept a visual departure with right turn.

When accepting a visual departure with right turn, expect to turn right as soon as practicable, to maintain VMC and own terrain separation until intercept R202 KOS or until passing ALT 3500ft, whichever comes later and follow R202 KOS to GILOS at 5000ft or above to join AWY B34/M601.

Caution spot heights (Valid for Note 1-3):

- Bearing KOS VOR R142/8NM at 420ft AMSL
- Bearing KOS VOR R160/13NM at 2290ft AMSL
- Bearing KOS VOR R165/1.6NM at 554ft AMSL
- Bearing KOS VOR R167/8NM at 587ft AMSL
- Bearing KOS VOR R227/8NM at 1401ft AMSL

RWY 32

Note 1

Visual departure RWY 32 to intercept R272 KOS to KOPAR.

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via KOPAR 3A SID may be REQ if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, expect to turn left as soon as practicable, to maintain VMC and own terrain separation until intercept R272 KOS or until passing ALT 3500ft, whichever comes later and follow R272 KOS. Continue by executing the rest of KOPAR 3A SID.

Note 2

Visual departure RWY 32 to intercept R202 KOS to GILOS.

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via GILOS 1A SID may be REQ if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, expect to turn left as soon as practicable, to maintain VMC and own terrain separation until intercept R202 KOS or until passing ALT 3500ft, whichever comes later and follow R202 KOS. Continue by executing the rest of GILOS 1A SID.

DEPARTURE

Note 3

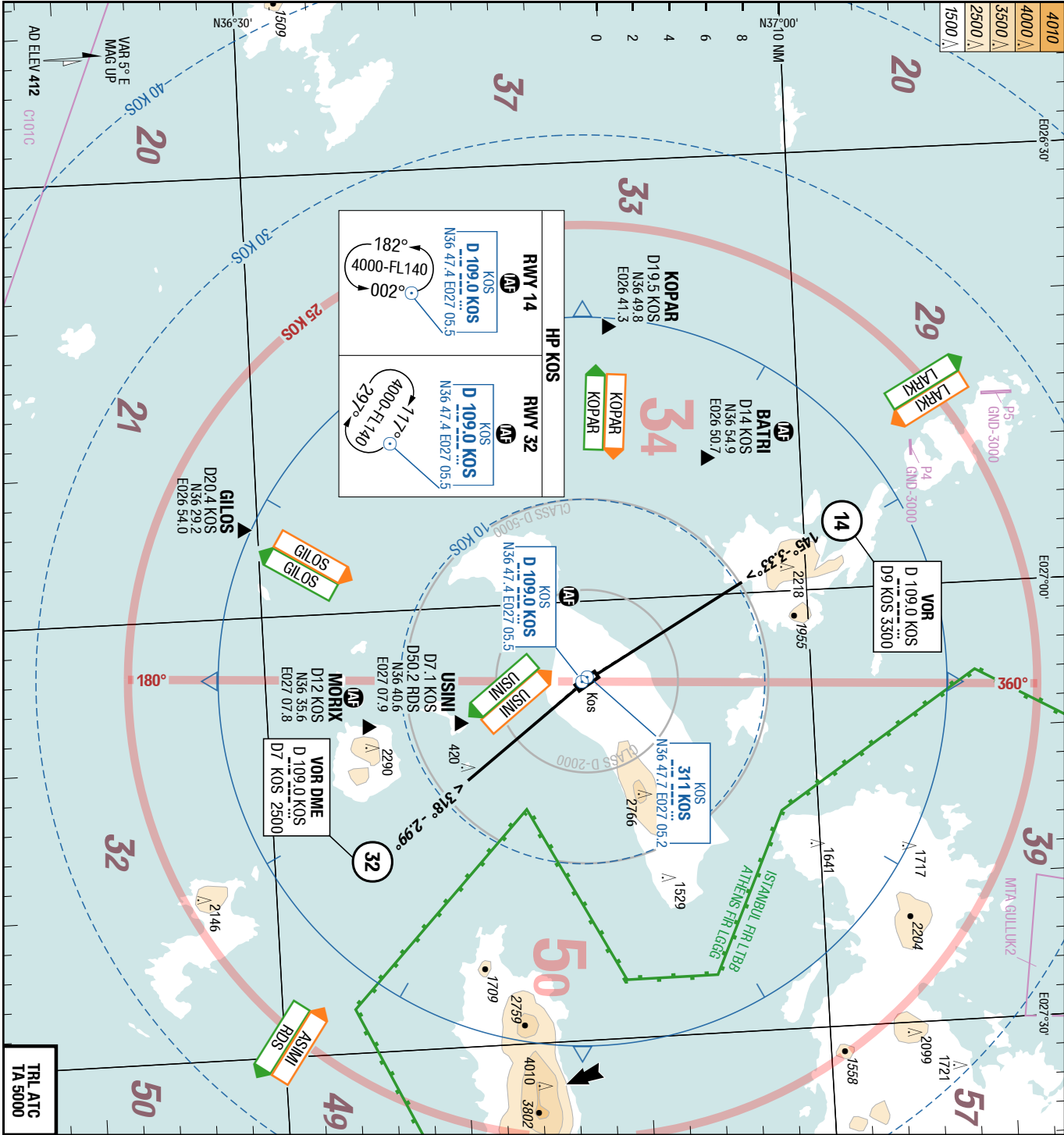
Visual departure RWY 32 to intercept R289 RDS to USINI to join AWY R19

During daytime, when VIS is 10km / 5.3NM and ceiling 3500ft or above, ACFT expecting routing via USINI 2A SID may be REQ if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, expect to turn left as soon as practicable after departure, to maintain VMC and own terrain separation until intercept R289 RDS or until passing ALT 3500ft, whichever comes later and follow R289 RDS to USINI at 6000ft or above.

Caution spot heights (Valid for Note 2 and 3):

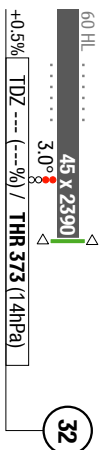
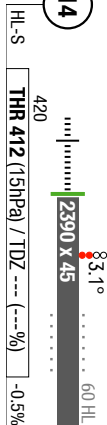
- Bearing KOS VOR R165/1.6NM at 554ft AMSL
- Bearing KOS VOR R227/8NM at 1401ft AMSL

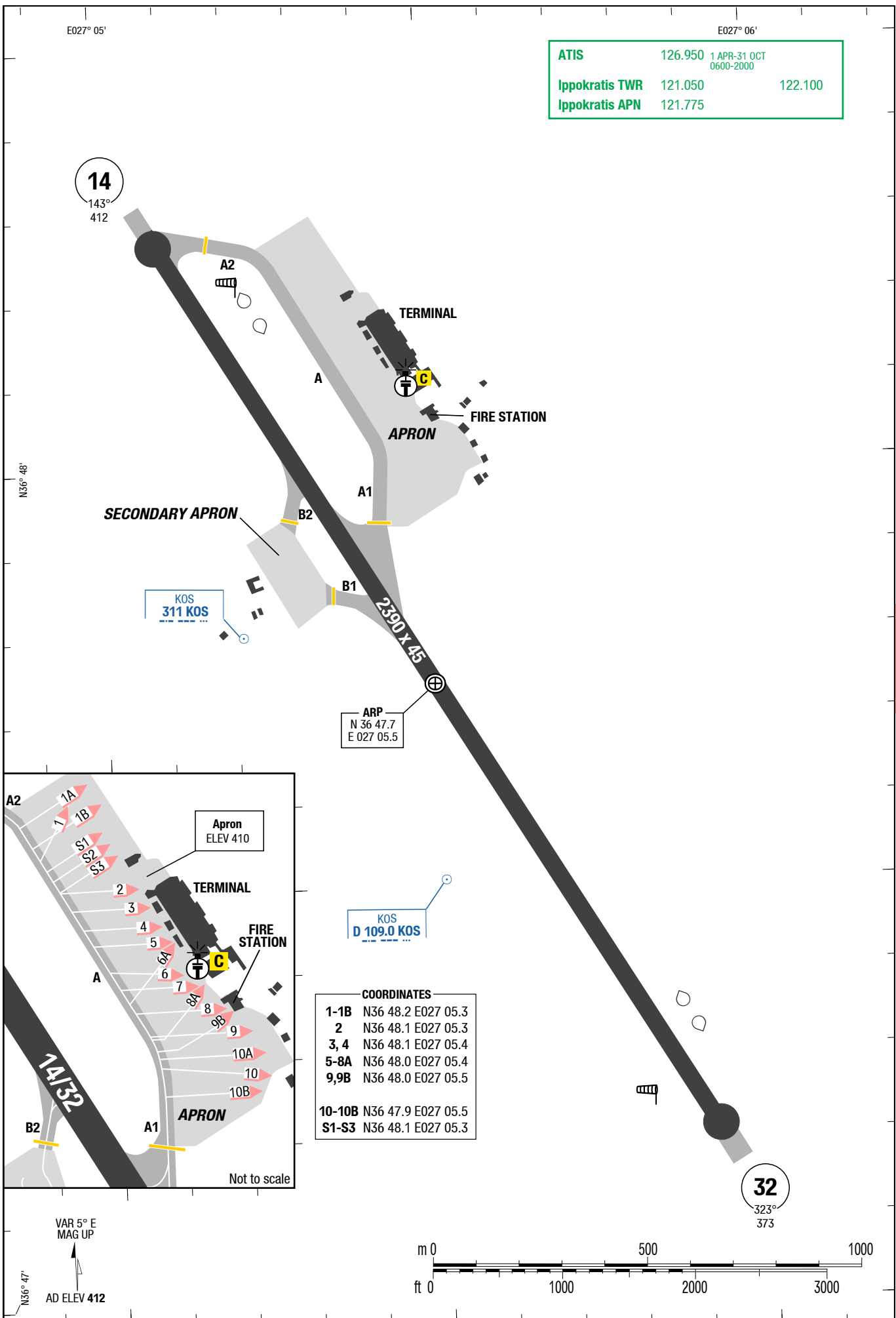


ATIS	126.950 1 APR-31 OCT 0600-2000
APP	119.950 122.100 121.050 122.100 121.775
Ippokratis TWR	
Ippokratis APN	

Landing RWY system:

14





13-JUL-2017

KGS-LGKO

Greece Kos Ippokratis

SIDs RWY 32

SIDs RWY 14

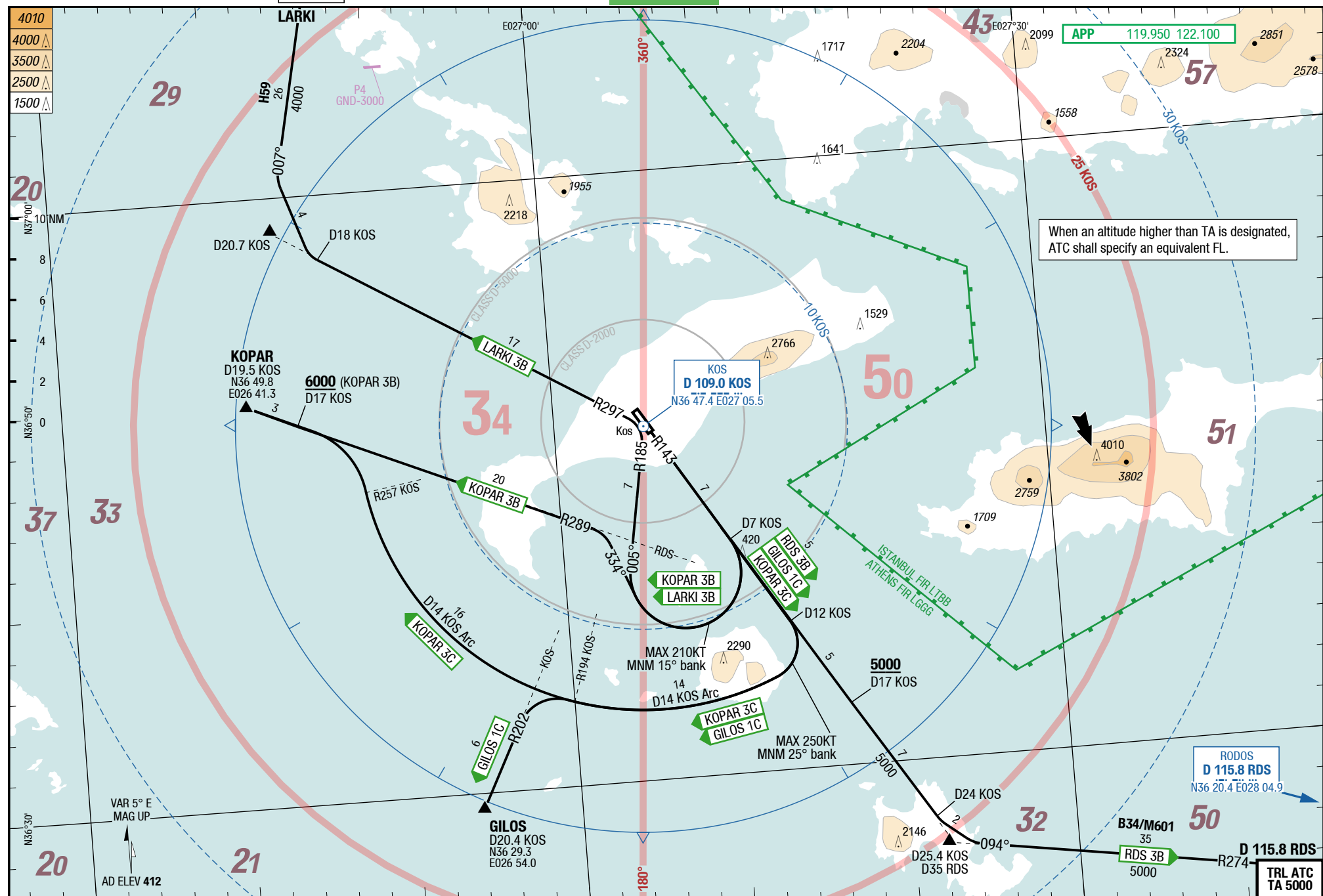
SID

SID

Ippokratis Kos Greece

SIDs RWY 32

SIDs RWY 14



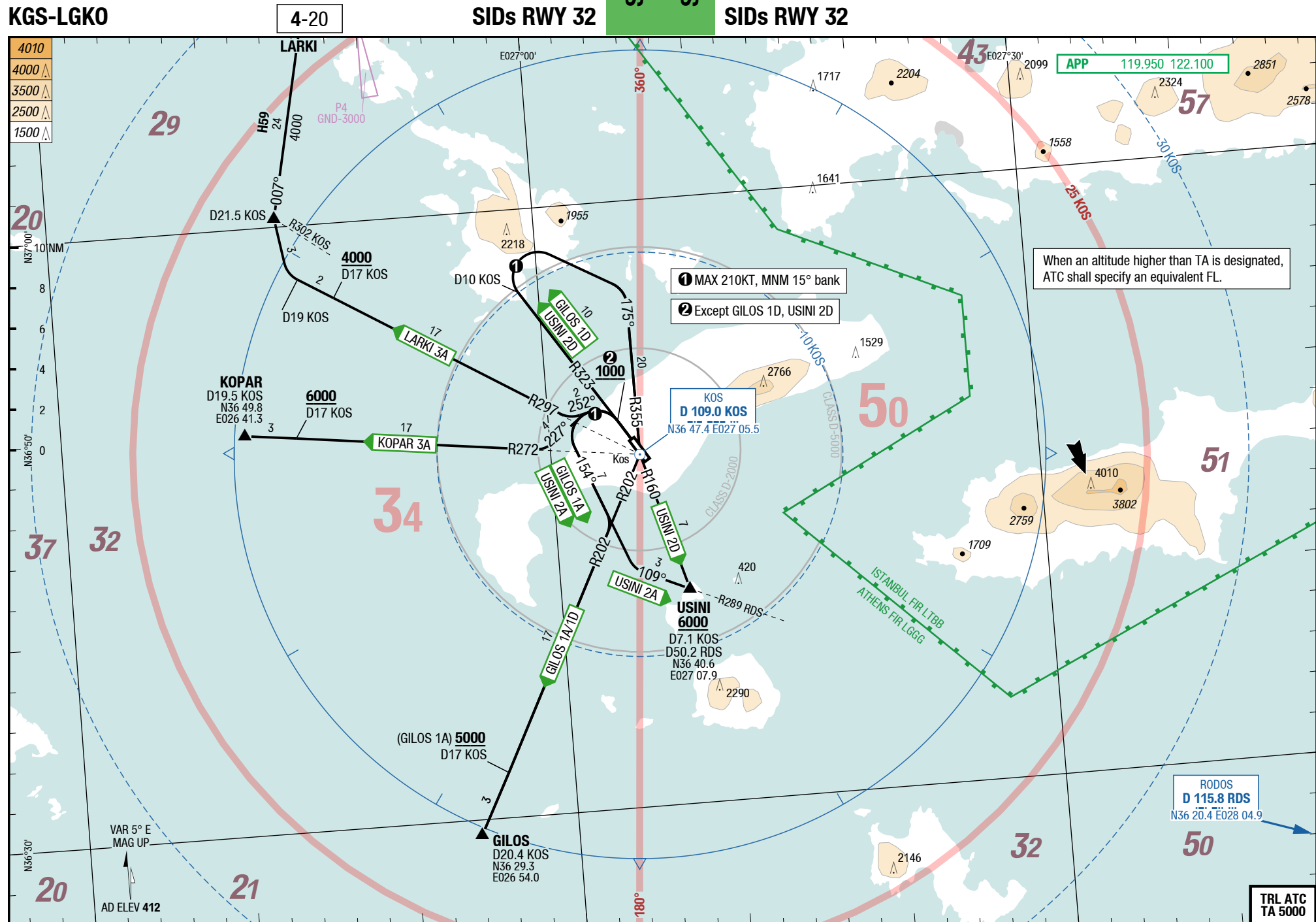
KGS-LGKO

SIDs RWY 32

SID

SID

SIDs RWY 32



Changes: SUAs

© Lido 2017

KGS-LGKO

5-10

SIDs RWY 14**GILOS 1C / KOPAR 3B / KOPAR 3C / LARKI 3B / RODOS 3B**

RWY 14 (143°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
GILOS 1C 5.6% to 5000 119.950 ①	R143 KOS - at D12 KOS RT (MAX 250KT, MNM 25° bank) follow D14 KOS arc - crossing R194 KOS LT intercept R202 KOS to GILOS - join AWY B34 / M601	
KOPAR 3B 4.5% to 6000 119.950 ①	R143 KOS - at D7 KOS RT (MAX 210KT, MNM 15° bank) 334° intercept R289 RDS to KOPAR - join AWY R19 or AWY H59	D17 KOS MNM 6000
KOPAR 3C 5.6% to 6000 119.950 ①	R143 KOS - at D12 KOS RT (MAX 250KT, MNM 25° bank) follow D14 KOS arc - crossing R257 KOS LT intercept R289 RDS to KOPAR - join AWY R19 or AWY H59	
LARKI 3B 4.5% to 4000 119.950 ①	R143 KOS - at D7 KOS RT (MAX 210KT, MNM 15° bank) intercept R185 KOS to KOS - R297 KOS - at D18 KOS RT join AWY H59 to LARKI	
RODOS 3B RDS 3B 5.6% to 6000 119.950 ①	R143 KOS - at D24 KOS LT join AWY B34 / M601 to RDS	D17 KOS MNM 5000

① When an altitude higher than TA is designated, ATC shall specify an equivalent FL.

KGS-LGKO

5-20

SIDs RWY 32**GILOS 1A / GILOS 1D / KOPAR 3A / LARKI 3A / USINI 2A / USINI 2D**

RWY 32 (323°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
GILOS 1A 4.5% to 5000 119.950 ①	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 154° intercept R202 KOS to GILOS - join AWY B34 / M601	D17 KOS MNM 5000
GILOS 1D 4.5% to 5000 119.950 ①	R323 KOS - at D10 KOS RT (MAX 210KT, MNM 15° bank) intercept R355 KOS to KOS - R202 KOS to GILOS - join AWY B34 / M601	
KOPAR 3A 4.9% to 6000 119.950 ①	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 227° intercept R272 KOS to KOPAR - join AWY R19 or AWY H59	D17 KOS MNM 6000
LARKI 3A 4.5% to 4000 119.950 ①	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 252° intercept R297 KOS - at D19 KOS RT join AWY H59 to LARKI	D17 KOS MNM 4000
USINI 2A 4.5% to 6000 119.950 ①	at MNM 1000 LT (MAX 210KT, MNM 15° bank) 154° intercept R289 RDS inbound to USINI - join AWY R19	USINI MNM 6000
USINI 2D 4.5% to 6000 119.950 ①	R323 KOS - at D10 KOS RT (MAX 210KT, MNM 15° bank) intercept R355 KOS to KOS - R160 KOS to USINI - join AWY R19	USINI MNM 6000

① When an altitude higher than TA is designated, ATC shall specify an equivalent FL.

Effective 02-FEB-2017

26-JAN-2017

KGS-LGKO

6-10

Greece Kos Ippokratis

STARs RWY 32

STARs RWY 14

STAR

STAR

Ippokratis Kos Greece

STARs RWY 32

STARs RWY 14



Changes: New

Effective 02-FEB-2017

26-JAN-2017

KGS-LGKO

Greece Kos Ippokratis

Ippokratis Kos Greece

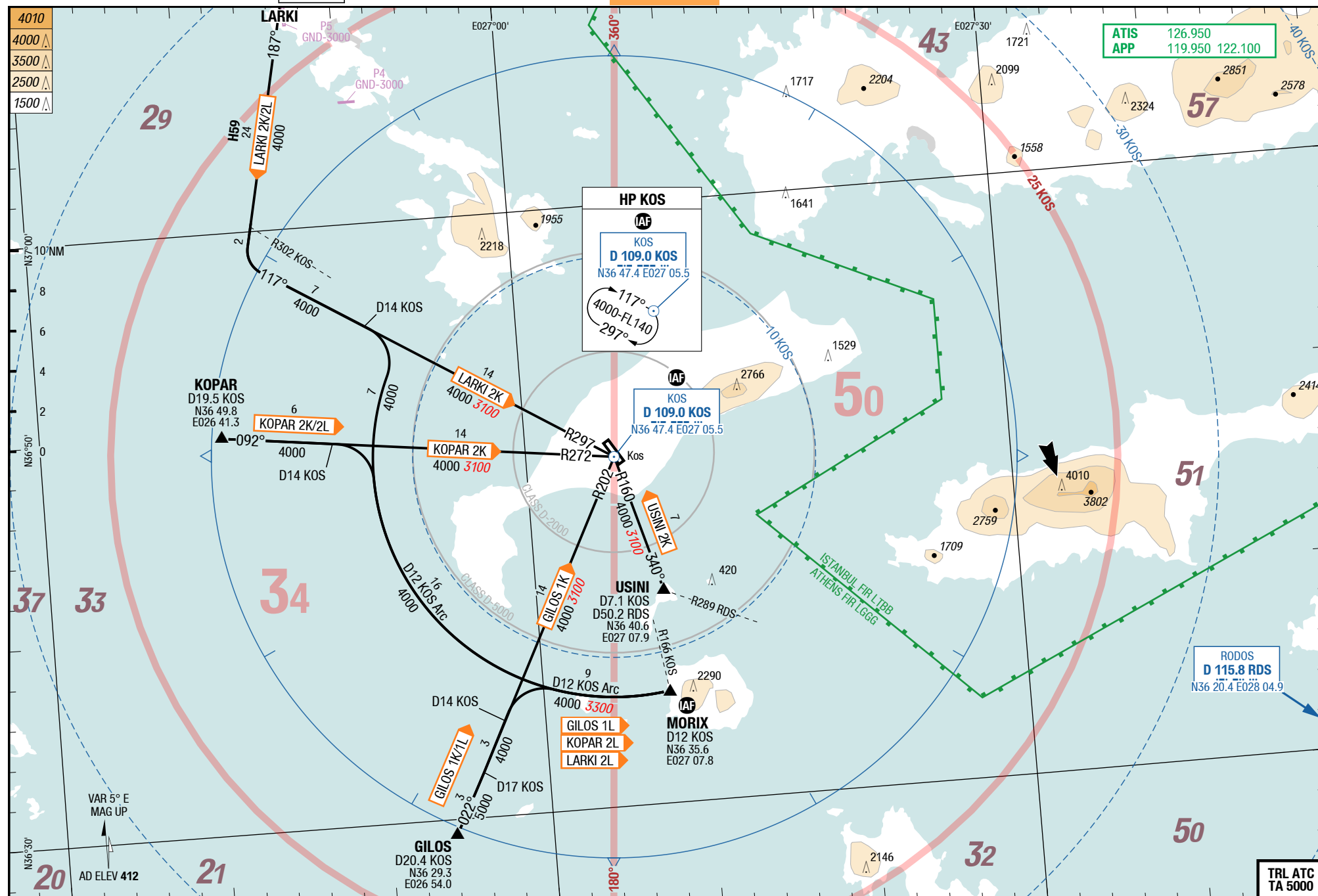
6-20

STARs RWY 32

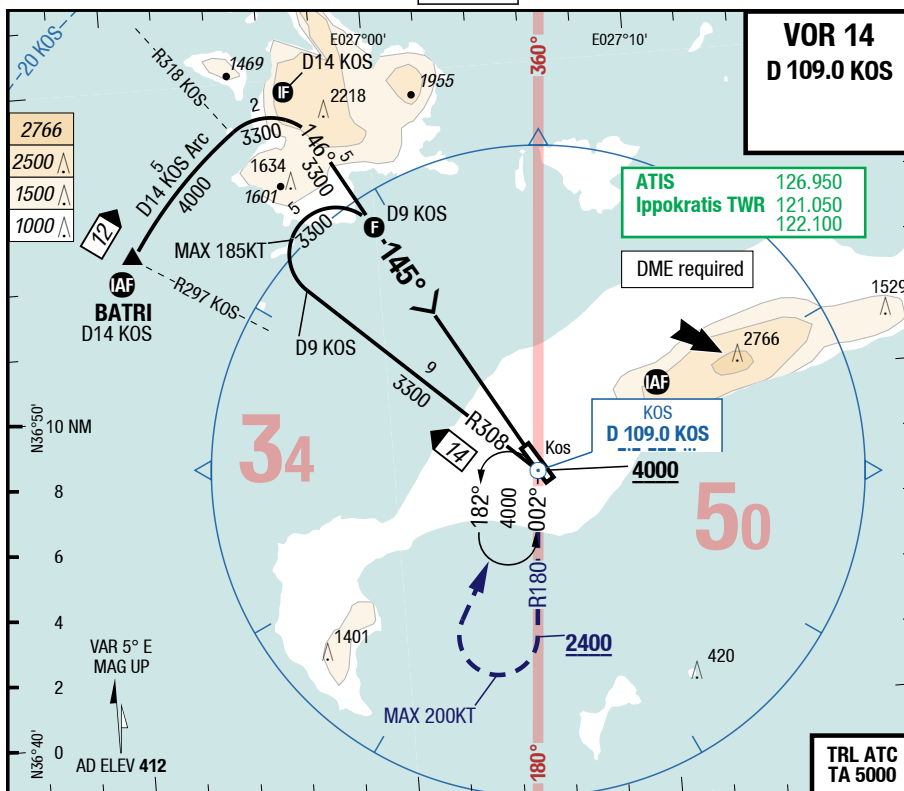
STAR

STAR

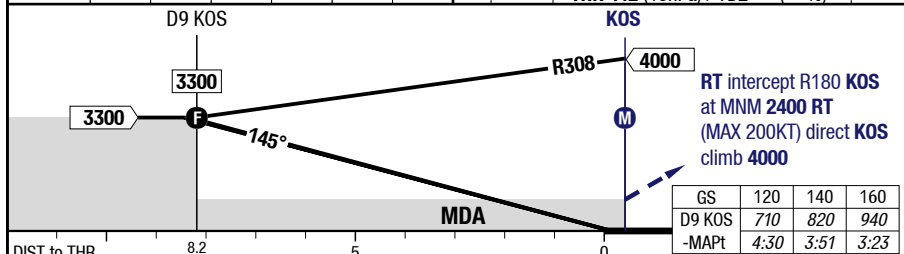
STARs RWY 32



Changes: Completely revised

KGS-LGKO**7-10****VOR 14**

3.33°	9	7	6	5	4	3		14	83.1°	60 HL
D KOS										
145°										
RWY 143°	3300	2640	2280	1930	1580	1220		HL-S	2390 x 45	
									THR 412 (15hPa) / TDZ --- (---%)	-0.5%



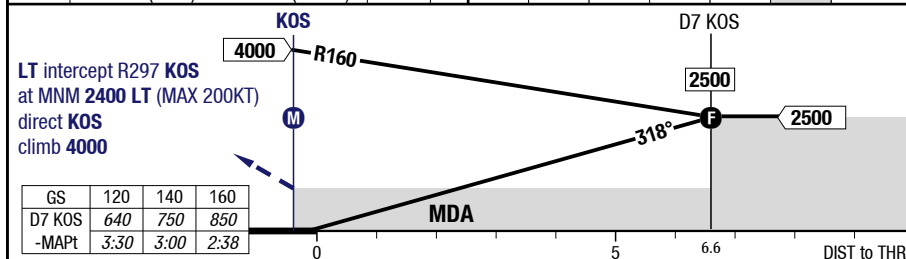
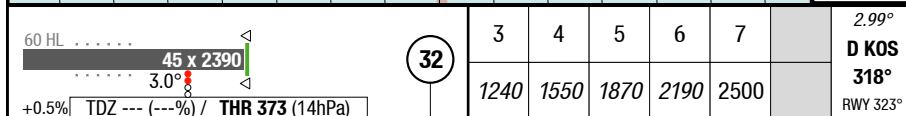
14	VOR DME					Circling 1)
C	ft - m/km ft	510 - 1.9 920				600 - 2.4V 1020
D	ft - m/km ft	510 - 1.9 920				700 - 3.6V 1120

1) W of RWY only

KGS-LGKO

7-20

VOR DME 32



32		VOR DME				Circling ¹⁾
C	ft - m/km ft	510 - 2.4 880				600 - 2.4V 1020
D	ft - m/km ft	510 - 2.4 880				700 - 3.6V 1120

1) W of RWY only

Changes: Completely revised

