

**LGKO AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LGKO - KOS / IPPOKRATIS****LGKO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	364741N 0270528E Centre of RWY
2	Direction and distance from (city)	BRG 240°, 10.8 NM from centre of Kos town
3	Elevation/Reference temperature	125.66 M (412.3 FT) / 32°C
4	Geoid undulation at AD ELEV PSN	32.43M
5	MAG VAR/Annual change	5° (JAN 2023) / 5' 30"E
6	AD Administration, address, telephone, telefax, telex, AFS	Kos / Ippokratis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Phone: +30 22424 40013 e-mail: <a href="mailto:kgsaocc@fraport-greece.com">kgsaocc@fraport-greece.com</a> Website: <a href="https://www.kgs-airport.gr">https://www.kgs-airport.gr</a>  Hellenic Aviation Service Provider (HASP) GR 85302, KOS TEL: +30 22420 56000 FAX: +30 22420 51833 AFTN: LGKOYDYX e-mail: <a href="mailto:kakoigae@hasp.gov.gr">kakoigae@hasp.gov.gr</a>
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

**LGKO AD 2.3 OPERATIONAL HOURS**

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24 (O/R)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 22420 56024 & +30 22420 56045)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

## LGKO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Fork lift (2 tons), conveyor belts, container loader.
2	Fuel/oil types	Fuel TF JET A1: by EKO, GISSCO AVGAS: NIL Oil SHELL: on request.
3	Fuelling facilities/capacity	7 trucks (4 for GISSCO and 3 for EKO) 21000 ltr - 65000 ltr. EKO TEL: +30 22420 51480 Email: <a href="mailto:A.Kos@eko.gr">A.Kos@eko.gr</a> GISSCO TEL: +30 22420 51112 Email: <a href="mailto:kgs01@gissco.gr">kgs01@gissco.gr</a>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Available by AEROCANDIA Aviation Services Tel: 2242051101 & Mobile: +30 69740260348
7	Remarks	NIL

## LGKO AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Kos town.
2	Restaurants	Snack bar, Cafeteria, Restaurants at AD vicinity and Kos town.
3	Transportation	Public bus, taxis, charter buses.
4	Medical facilities	Doctor and First aid treatment room available at AD. Airport ambulance. Hospital at Kos town.
5	Bank and Post Office	ATM (cash machine) and Post Box available.
6	Tourist Office	N/A
7	Remarks	NIL

## LGKO 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

**LGKO AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	1 motor sweep.
2	Clearance priorities	RWY 14/32 and associated TWY to Apron.
3	Remarks	All seasons.

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

1	Apron surface and strength	Surface: Asphalt Strength: PCN 78/F/C/X/T
2	Taxiway width, surface and strength	Width: TWY A1: 23 M, TWY A2: 26 M, TWY A: 23 M. TWY B1: 21 M, TWY B2: 21 M, TWY B: 22 M. Surface: Asphalt. Strength: TWY A1 PCN 100/F/C/X/T. TWY A2 PCN 84/F/C/X/T.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGKO 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	Taxiing guidance, when available, by "FOLLOW ME" car. LED signs according to EASA CSs.
2	RWY and TWY markings and LGT	LGT: RWY 14: Threshold, edge, end. RWY 32: Threshold, edge, end, THR identification lights. TWY: Edge. Markings: RWY: THR, designations, centre line, side stripes, touchdown zones, aiming points. TWY: Centre line.
3	Stop bars	NIL.
4	Remarks	See also LGKO AD chart – ICAO.

**LGKO 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	
14	See relevant LGKO AOC charts-ICAO				Obstructions lighted.
32	See relevant LGKO AOC charts-ICAO				

**LGKO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KOS / IPPOKRATIS / II
2	Hours of service MET Office outside hours	H24 KOS
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance	NO TREND
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 data connection to the data Bank of the Hellenic National Meteorological Service. Two RVR equipment 300 M from RWY THR 32 and RWY THR 14.
9	ATS units provided with information	IPPOKRATIS TWR, KOS APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centre. TEL: +30 22420 51394, +30 6983526341. Email: <a href="mailto:meteo.kos@hnms.gr">meteo.kos@hnms.gr</a>

**LGKO 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
14	147.96°	2390 x 45	PCN 79/F/C/X/T Asphalt	364813.38N 0270502.47E 364707.65N 0270553.61E 32.43 M	THR: 125.64 M/412.21 FT TDZ: NIL
32	327.96°	2390 x 45	PCN 79/F/C/X/T Asphalt	364707.65N 0270553.61E 364813.38N 0270502.47E 32.24 M	THR: 113.73 M/373.12 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
14	-0.16% / -0.69% (860M) (1532M)	NIL	NIL	2510 x 150	NIL	NIL	See relevant LGKO AD and AOC charts -ICAO Strip surface: Dirt
32	+0.69% / +0.16% (1532M) (860M)	NIL	NIL	2510 x 150	NIL	NIL	

**LGKO AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2390	2390	2390	2390	NIL
32	2390	2390	2390	2390	NIL

**LGKO 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
14	SALS 420 M LIH	Green  -	PAPI LEFT/3.05° (18 M)	NIL	NIL	2390 M, 60 M, White (last 600 M:Yellow), LIH	Red  -	NIL	See also LGKO AD chart-ICAO.  PAPI Horizontal Covering +/- 10°
32	NIL	Green  -	PAPI LEFT/3° (18 M)	NIL	NIL	2390 M, 60 M, White (last 600 M: Yellow), LIH	Red  -	NIL	

**LGKO 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 6 SEC, H24: HN and IMC. IBN: at the Tower building, FLG green, coding "KOS" every 30 SEC, LED. H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 wind cones, one about 225 M from RWY 14 THR, another about 188 M from RWY 32 THR, both lighted, LED. Anemometer: On both sides of each runway.
3	TWY edge and centre line lighting	Edge: All TWYs. (Blue).
4	Secondary power supply/switch-over time	Available / 0 sec. (UPS available).
5	Remarks	Apron: Flood lights LED. RTIL: Abeam RWY 32 THR.

**LGKO 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>LGKO AD 2.20.4</b>

**LGKO AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	KOS IPPOKRATIS CTR: Circle, 10 NM radius centred at 364741N 0270528E limited to East by ATHINAI - ISTANBUL FIR boundaries.
		KOS IPPOKRATIS ATZ: Circle, 5 NM radius centered at 364741N 0270528E.
2	Vertical limits	CTR: SFC to 5000 FT ALT.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: KOS APPROACH Greek, English.
		ATZ: IPPOKRATIS TOWER Greek, English.
5	Transition altitude	5000 FT.
6	Remarks	For KOS TMA see <b>ENR 2.1.5.7</b>

**LGKO AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	KOS APPROACH	119.950 122.100 121.500 243.000 MHz	H24 H24 H24 H24	Primary freq. Coverage FL 100 / 25 NM. RGA. Emergency. MIL Emergency.
TWR	IPPOKRATIS TOWER	121.050 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq. Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency. MIL Emergency.
G/A/G	IPPOKRATIS RADIO	5637 kHz 2989 kHz	H24: 0400 – 1700 H24: 1700 – 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	KOS IPPOKRATIS AIRPORT INFORMATION	126.955	From 1st APR to 31st OCT: daily 0600 - 2000	Coverage FL 200 / 60 NM

All ATS Communication Facilities under responsibility of HASP.  
For ATIS see also **ENR 1.1**

**LGKO 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
KOS VOR/DME (5°E/2024) (5°E)	KOS	109.00 MHz (CH 27X)	H24	364726.22N 0270528.63E	416 FT / 126.95 M	Coverage FL 250 / 40 NM
KOS L (5°E/2024)	KOS	311 kHz	H24	364743.59N 0270510.80E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also <b>GEN 2.5</b>						

**LGKO 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 restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application 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) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) Minimum ground time allowed is 20 min for al 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 LGKO Airport (Aerodrome reference code 4D, 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, single 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 above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will coordinate with ATC to designate an area subject to traffic and apron space available.

**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 Center and communicated to crew through ATC along with taxi instructions. Follow-Me vehicle 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 a 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 by Follow-Me vehicle and marshalling signals.

**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 maneuver 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 push-back, shall indicate the parking position.

**2.20.2.2.4 Push-back and engine start-up procedure**

- a) Crew shall request start-up and engine start clearance by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Default facings:
  - i. south when RWY 32 in use
  - ii. north when RWY 14 in use
- b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the TWY A.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the TWY A and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler.
- d) During push-back procedure, aircraft from any parking position is aligned on the TWY A and positioned with the nose gear abeam the lead-in line of the position it is vacating.
- e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of any parking position.
- f) For parking position 9, 10, 10A when push back facing north is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back should not be performed during movement on the RWY.
- g) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.2.5 Aircraft parked at roll-through positions or in a roll-through manner in an area of the apron, 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 with Follow-Me vehicle guidance and requires prior permission by ATC.

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

2.20.3.1 Arriving aircraft may be guided by Follow-Me vehicle and shall adhere to marshaller's instructions. After receiving an ATC clearance, departing aircraft shall adhere to marshaller's instructions.

**2.20.4 Parking area for helicopters**

2.20.4.1 No heliport available. Helicopters will be advised to proceed to an area suitable for parking according to traffic and available apron space. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC. Parking is permitted only under the instructions of a marshaller.

**2.20.5 Apron - taxiing during winter conditions**

NIL

**2.20.6 Taxiing – limitations**

2.20.6.1 Unless otherwise instructed by ATC, aircraft vacating RWY via TWY A2 shall hold at the intermediate holding position.

**2.20.7 School and training flights - technical test flights - use of runways**

2.20.7.1 For School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from the 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 [KGSdm@fraport-greece.com](mailto:KGSdm@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 LGKO - KOS / IPPOKRATIS 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:
  - i. From the request for towed push-back or taxi, whichever is earlier.
  - ii. After landing, continuously until the aircraft is fully parked in its stand.
  - iii. 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.

### **LGKO 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

**LGKO AD 2.22 FLIGHT PROCEDURES****2.22.1 General**

2.22.1.1 Flying restrictions:

2.22.1.1.1 The traffic circuits shall be entered at an altitude of 1500 FT by propeller aircraft and an altitude of 2000 FT by jet aircraft.

2.22.1.1.2 The traffic circuits to be used for each runway have as follows:

- RWY 14 take-offs and landings, all turns RIGHT.
- RWY 32 take-offs and landings, all turns LEFT.

**Note:** *Caution is advised to pilots using the airport, due to bird (seagulls) concentration on the RWY and in AD vicinity.*

**2.22.2 Runway in use**

2.22.2.1 RWY 14/32

**2.22.3 Procedures for IFR flights within KOS TMA**2.22.3.1 See relevant LGKO charts – ICAO (**LGKO AD 2.24**)**2.22.4 Radar procedures within KOS TMA**

NIL

**2.22.5 Procedures for VFR flights within KOS TMA**2.22.5.1 See relevant LGKO VFR routes chart (**LGKO AD 2.24**).**2.22.6 Procedures for VFR flights within KOS IPPOKRATIS CTR**2.22.6.1 See relevant LGKO VFR routes chart (**LGKO AD 2.24**).**2.22.7 Standard instrument departure procedure (SID)**2.22.7.1 See relevant LGKO SID charts (**LGKO AD 2.24**).**LGKO AD 2.23 ADDITIONAL INFORMATION****2.23.1 Wildlife Hazard Management**

- a. A diversity of wildlife species may be found at LGKO airport and its close vicinity. Currently, 81 bird species (either resident or migratory bird species) and 1 mammal species have been recorded at LGKO airport.
- b. The presence and behavior of wildlife species at LGKO airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGKO airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, 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.

## 2.23.1.1 Bird species

The bird species that are mainly monitored and controlled at LGKO airport are resident on Kos island and are mentioned below:

- i. **Hooded crow (*Corvus cornix*) and Jackdaw (*Corvus monedula*)**, are corvid species with a mass of 500 and 250g respectively. They overfly LGKO airport, in flocks of 50-100 birds, with east direction at dawn and west direction at dusk. They are rarely involved in wildlife strikes
- ii. **Yellow-legged gull (*Larus michahellis*)**, is a large gull species with a mass of 1.5kg. It is resident on Kos island, but its presence at LGKO airport is more intense in winter, early spring and during rainy weather conditions. Flocks of 10-20 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly east upon the application of wildlife control methods

96% of the strikes of the above mentioned birds occurred at a height of 0-35ft above ground level and 4% occurred at a height over 35ft and up to 1,000ft, in the period 17 April 2017-2022.

## 2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.065 Longitudinal slopes changes on RWYs	Based on aerial survey data RWY 14 areas between 1575M-1635M exceeding the limits of 0.1%/30M (max. value is 0.83% within 30M distance)	Special Condition
B.080 Transverse Slopes	(b)(1) Non-compliant: acc. to aerial survey data slopes on RWY 14 are partly <1.0% (400M-600M: 0.67%-0.95%, 1800- 2200M: 0,71%-0,95%) and partly >1.5% (800M: 1.56%; 1600M: 1.7%) (c) non-compliant: cambered surface partly not symmetrical (400M-800M, 1600M-2200M) (d) non-compliant: different transverse slopes throughout the length of the RWY	Special Condition
B.130 Slopes on Runway shoulders	RWY shoulder slopes exceed limitations in various areas	Special Condition
B.160 Width of runway strip	75M wide laterally measured from RWY C/L established	Special Condition
B.185 Transverse slope on runway strips	Acc. to aerial survey data transversal slopes on strips partly exceed requirements of 2.5% (at 1000M drainage channel within the strip, at 1800M slopes on paved motorway within the strip)	Special Condition
C.210 Runway End Safety Areas	Non-existence of RESA for RWY 14 and reduced RESA for RWY 32	Special Condition
C.215 Dimensions of Runway end safety areas	Non-existence of RESA for RWY 14 and reduced 90Mx90M RESA for RWY 32	Special Condition
D.280 Transverse slopes on TWYs	According to aerial survey data, transverse slopes on TWY A2 and TWY B1 exceed limitations max. value 2.4% (on TWY A1 and TWY B2 trans. slopes within limits = compliant); (taxilane on APRON near TWY A2 exceed trans. slope of 1.5% for the first 100M)	Special Condition
S.885 System Design	Secondary power supply provided by generator and not by duplicate feeders	Special Condition
D.330 Strip Slopes	The slopes exceed the requires limits on drainage system near TWY B, downward slope > 5%	ELoS
M.670 RWY Threshold Identification Lights	At THR32, distance between RTILs and line of RWY edge lights > 20M	ELoS
M.745 RWY guard lights	no RWY guard lights installed	ELoS
T.910 Aerodrome Operational Services, Equipment & Installation	ALS is partly in a very poor condition, frangibility cannot be assured	ELoS

## LGKO AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO:</b> - KOS / IPPOKRATIS Airport	23 JAN 25	AD 2-LGKO-ADC
<b>Aircraft Parking/ Docking Chart – ICAO:</b> - KOS / IPPOKRATIS Airport – Main Apron	08 AUG 24	AD 2-LGKO-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - KOS / IPPOKRATIS Airport - Secondary Apron	13 JUN 24	AD 2-LGKO-APDC-2
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type A:</b> - KOS / IPPOKRATIS Airport	14 APR 05	AD 2-LGKO-AOC A-1
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B:</b> -	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO:</b> -	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO:</b> - VOR/DME RWY 14	23 JAN 25	AD 2-LGKO-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 32	23 JAN 25	AD 2-LGKO-IAC-2
Instrument Approach Chart (IAC) – ICAO: - (L)	23 JAN 25	AD 2-LGKO-IAC-3
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 14	23 JAN 25	AD 2-LGKO-IAC-4
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 32	23 JAN 25	AD 2-LGKO-IAC-5
<b>Visual Approach Chart (VAC) – ICAO:</b> -	NIL	NIL
<b>Standard Departure Chart – Instrument (SID) – ICAO:</b> - RWY 14	23 JAN 25	AD 2-LGKO-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 32	23 JAN 25	AD 2-LGKO-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RNP1 DEPARTURE RWY 14	23 JAN 25	AD 2-LGKO-SID-3
<b>Standard Arrival Chart – Instrument (STAR) – ICAO:</b> - RWY 14	23 JAN 25	AD 2-LGKO-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 32	23 JAN 25	AD 2-LGKO-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 14	23 JAN 25	AD 2-LGKO-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 32	02 DEC 21	AD 2-LGKO-STAR-4
<b>TMA – VFR routes:</b> - VFR routes KOS TMA	23 JAN 25	AD 2- LGKO -VFR