

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RODOS / DIAGORAS

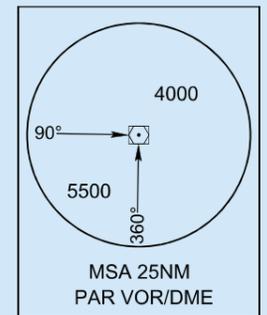
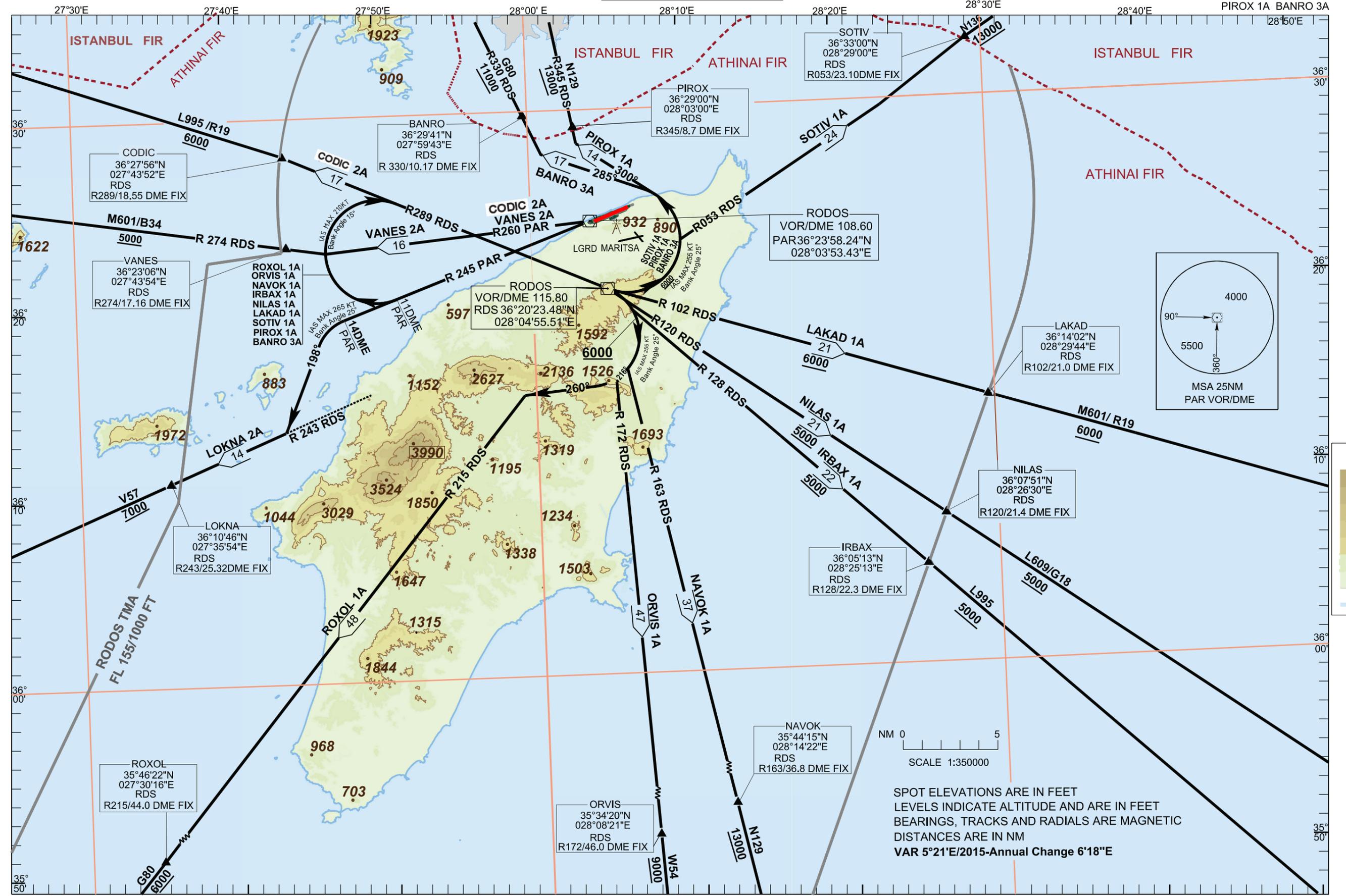
RDS VOR/DME - PAR VOR/DME

RWY 24

CODIC 2A VANES 2A LOKNA 2A ROXOL 1A ORVIS 1A
NAVOK 1A IRBAX 1A NILAS 1A LAKAD 1A SOTIV 1A
PIROX 1A BANRO 3A

TWR 118.200 ATIS 126.350
APP 127.250 118.250
ACC 133.325 123.725

TRANSITION ALTITUDE
6000 ft



CONTOUR LEGEND

4000 FT
3500 FT
3000 FT
2500 FT
2000 FT
1500 FT
1000 FT
500 FT
MSL



SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°21'E/2015-Annual Change 6°18"E

CHANGE:
CODIC POINT

RODOS / DIAGORAS AIRPORT**SIDs RWY 24 RDS VOR/DME – PAR VOR/DME****SIDs : CODIC 2A, VANES 2A, LOKNA 2A, ROXOL 1A, ORVIS 1A, NAVOK 1A, IRBAX 1A, NILAS 1A, LAKAD 1A, SOTIV 1A, PIROX 1A, BANRO 3A.****GENERAL:**

1. For these SIDs a visual climb up to 300ft is required.
2. When for these SIDs an altitude higher than the transition altitude is designated, then ATC unit shall specify an equivalent flight level.
3. For these SIDs a minimum PDG (Procedure Design Gradient) up to a specified altitude is required as it is described below:

CODIC 2A: 5.8% (353 ft/nm) up to 6000ft.**VANES 2A:** 5.2% (316ft/nm) up to 5000ft..**LOKNA 2A, ROXOL 1A, ORVIS 1A, NAVOK 1A, IRBAX 1A,****NILAS 1A, LAKAD 1A, SOTIV 1A, BANRO 3A:** 4.3% (261ft/nm) up to 8000ft.**PIROX 1A:** 4.5% (273ft/nm) up to 13000ft.**CODIC 2A**

"Climb on R 260 PAR, intercept and follow R 289 RDS to CODIC 6000ft or above to join AWY R19 or L995."

See Note 1.

VANES 2A:

"Climb on R 260 PAR, intercept and follow R274 RDS to VANES 5000ft or above to join AWY B34 or M601."

See Note 2.

LOKNA 2A:"Climb on R 245 PAR. At R 245 PAR / 14 DME Fix turn left (265 KT IAS MAX, Bank angle 25⁰), to track 198⁰, intercept and follow R 243 RDS to LOKNA 7000ft or above to join AWY V57."**For SIDs: ROXOL 1A, ORVIS 1A, NAVOK 1A, IRBAX 1A, NILAS 1A, LAKAD 1A, SOTIV 1A, PIROX 1A and BANRO 3A:**"Climb on R 245 PAR. At R 245 PAR / 11 DME Fix turn right (210 KT IAS MAX, Bank angle 15⁰), intercept and follow R 289 RDS to RDS VOR/DME 6000ft or above." Thence..."**ROXOL 1A:** "...At RDS VOR/DME turn right (255 KT IAS MAX, Bank angle 25⁰) to track 260⁰, intercept and follow R 215 RDS to ROXOL to join AWY G80."**ORVIS 1A:** "...At RDS VOR/DME turn right (255 KT IAS MAX, Bank angle 25⁰) to track 216⁰, intercept and follow R 172 RDS to ORVIS at 9000ft or above, to join AWY W54."**NAVOK 1A:** "...At RDS VOR/DME turn right (255 KT IAS MAX, Bank angle 25⁰), intercept and follow R163 RDS to NAVOK at 13000ft or above, to join AWY N129."**IRBAX 1A:** "...At RDS VOR/DME turn right, intercept and follow R 128 RDS to IRBAX to join AWY L995."**NILAS 1A:** "...At RDS VOR/DME turn right, intercept and follow R 120 RDS to NILAS to join AWY G18 or L609."**LAKAD 1A:** "...After RDS VOR/DME, intercept and follow R 102 RDS to LAKAD to join AWY R19 or M601."**SOTIV 1A:** "...At RDS VOR/DME turn left (255 KT IAS MAX, Bank angle 25⁰), intercept and follow R 053 RDS to SOTIV 13000ft or above to join AWY N136."**PIROX 1A:** "...At RDS VOR/DME turn left (255 KT IAS MAX, Bank angle 25⁰) to track 300⁰, intercept and follow R 345 RDS to PIROX 13000ft or above to join AWY N129."**BANRO 3A:** "...At RDS VOR/DME turn left (255 KT IAS MAX, Bank angle 25⁰) to track 285⁰, intercept and follow R 330 RDS to BANRO 11000ft or above to join AWY G80."**Note 1 : "Visual Departure RWY 24 to CODIC to join AWY R19 or L995."**During daytime, when visibility is 10 km and ceiling 6500ft or above, aircraft expecting routing via **CODIC2A** SID may be requested if they can accept a visual departure with right turn.When accepting a visual departure with right turn, aircraft will be expected to turn right as soon as practicable after departure and proceed direct to CODIC maintaining VMC and own terrain separation until CODIC Fix (36⁰ 27' 56" N, 027⁰ 43' 52" E or R 289 RDS / 18,55 DME). Thence they shall continue via AWY R19 or L995.**Note 2 : "Visual Departure RWY 24 to VANES to join AWY B34 or M601."**

During daytime, when visibility is 10 km and ceiling 5500ft or above, aircraft expecting routing via VANES 2A SID may be requested if they can accept a visual departure with right turn.

When accepting a visual departure with right turn, aircraft will be expected to turn right as soon as practicable after departure and proceed direct to VANES maintaining VMC and own terrain separation until VANES Fix (36⁰ 23' 06" N, 027⁰ 43' 54" E or R 274 RDS / 17,16 DME). Thence they shall continue via AWY B34 or M601.