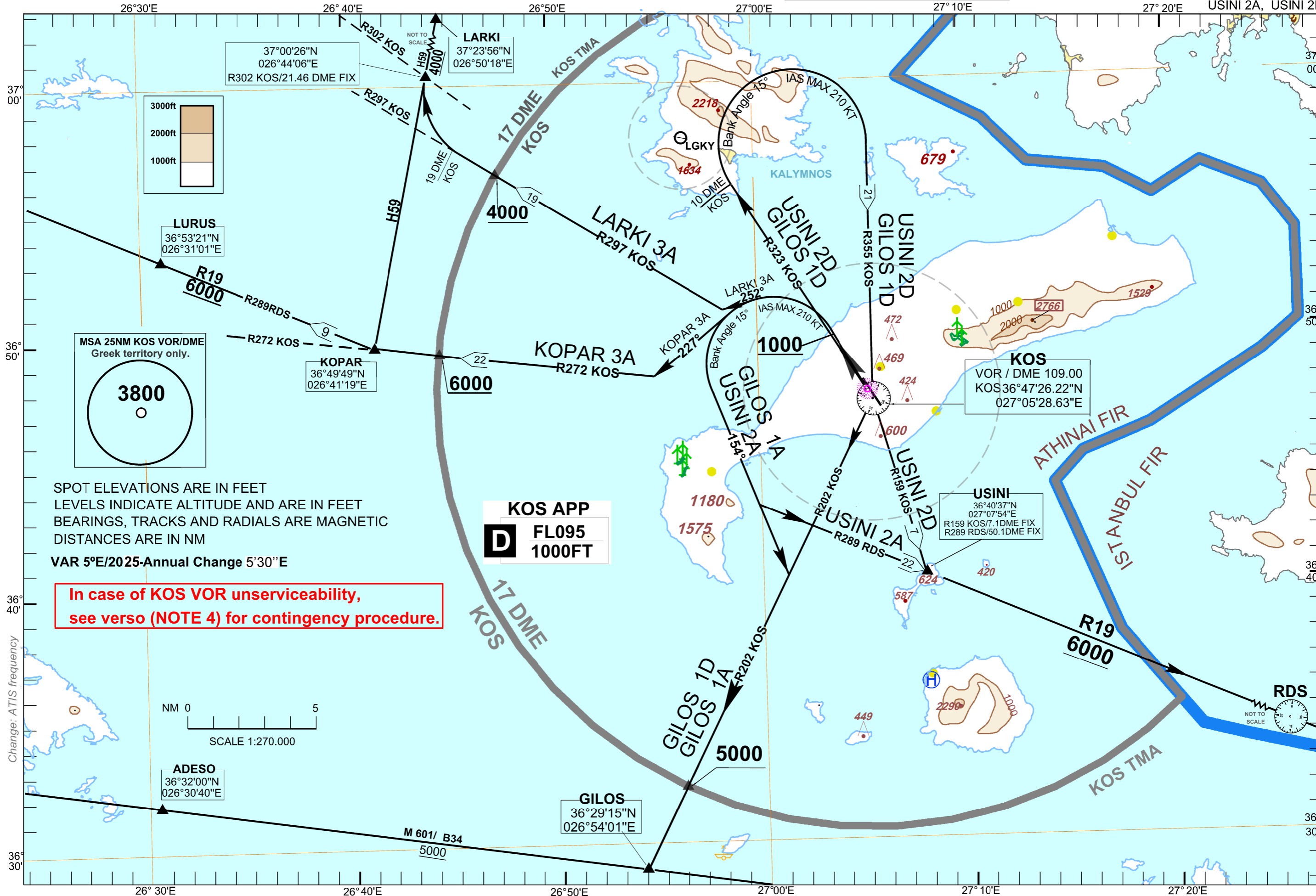


TRANSITION ALTITUDE
5000ft

TWR 121.050 APP 119.950
ATIS 126.955

LARKI 3A, KOPAR 3A, GILOS 1A, GILOS 1D,
USINI 2A, USINI 2D



**In case of KOS VOR unserviceability,
see verso (NOTE 4) for contingency procedure.**

**KOS / IPPOKRATIS AIRPORT
SIDs RWY 32****SIDs : LARKI 3A, KOPAR 3A, GILOS 1A, GILOS 1D, USINI 2A, USINI 2D****GENERAL:**

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

LARKI 3A: 4.5% (275ft/nm) up to 4000ft .
KOPAR 3A: 4.9% (298ft/nm) up to 6000ft .
GILOS 1A, GILOS 1D: 4.5% (275ft/nm) up to 5000ft .
USINI 2A, USINI 2D: 4.5% (275ft/nm) up to 6000ft .

LARKI 3A:

“Climb straight ahead 1000ft , turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 252⁰, intercept and follow R 297 KOS to R 297 KOS / 19 DME Fix, turn right to join AWY H59 and proceed to LARKI. Cross R 297 KOS / 17 DME Fix at 4000ft or above.”

KOPAR 3A:

“Climb straight ahead 1000ft , turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 227⁰, intercept and follow R 272 KOS to KOPAR to join AWY R 19 or AWY H59. Cross R 272 KOS / 17 DME Fix at 6000ft or above.” See Note 1.

GILOS 1A:

“Climb straight ahead 1000ft , turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 154⁰, intercept and follow R 202 KOS to GILOS to join AWY B34/M601. Cross R 202 KOS / 17 DME Fix at 5000ft or above.” See Note 2.

GILOS 1D:

“Climb on R 323 KOS. At R 323 KOS/ 10 DME Fix turn right (IAS MAX 210 KT, Bank Angle 15⁰), intercept and follow R 355 KOS to KOS VOR/DME, turn right, intercept and follow R 202 KOS to GILOS to join AWY B34/M601.”

USINI 2A:

“Climb straight ahead 1000ft , turn left (IAS MAX 210 KT, Bank Angle 15⁰) to track 154⁰, intercept and follow R 289 RDS to USINI at 6000ft or above to join AWY R 19.” See Note 3.

USINI 2D:

“Climb on R 323 KOS. At R 323 KOS / 10 DME Fix turn right (IAS MAX 210 KT, Bank Angle 15⁰), intercept and follow R 355 KOS to KOS VOR/DME. After KOS turn left, intercept and follow R 159 KOS, to USINI at 6000ft or above to join AWY R 19.”

Note 1 :

Visual departure RWY 32 to intercept R 272 KOS to KOPAR.

During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via KOPAR 3A SID may be requested if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, aircraft will be expected to turn left as soon as practicable after departure, to maintain VMC and own terrain separation until intercept R 272 KOS or until passing ALT 3500ft, whichever comes later, and follow R 272 KOS.

Thence they shall continue by executing the rest of the KOPAR 3A SID.

Note 2 :

Visual departure RWY 32 to intercept R 202 KOS to GILOS.

During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via GILOS 1A SID may be requested if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, aircraft will be expected to turn left as soon as practicable after departure, to maintain VMC and own terrain separation until intercept R 202 KOS or until passing ALT 3500ft, whichever comes later, and follow R 202 KOS.

Thence they shall continue by executing the rest of the GILOS 1A SID.

Caution spots heights:

Bearing KOS VOR 165 DEG/1.6nm at 554ft AMSL.

Bearing KOS VOR 227 DEG/8.0nm at 1401ft AMSL.

Note 3 :

Visual departure RWY 32 to intercept R 289 RDS to USINI to join AWY R 19.

During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via USINI 2A SID may be requested if they can accept a visual departure with left turn.

When accepting a visual departure with left turn, aircraft will be expected to turn left as soon as practicable after departure, to maintain VMC and own terrain separation until intercepts R 289 RDS or until passing ALT 3500ft, whichever comes later, and follow R 289 RDS to USINI at 6000ft or above.

Caution spots heights:

Bearing KOS VOR 165 DEG/1.6nm at 554ft AMSL.

Bearing KOS VOR 227 DEG/8.0nm at 1401ft AMSL.

Note 4

Departing aircraft using RWY 32, shall climb straight ahead to altitude 1000ft, turn LEFT (IAS MAX 210kt) and proceed own navigation to KOPAR. For the execution of the departure procedure the concurrence of the PIC is required.