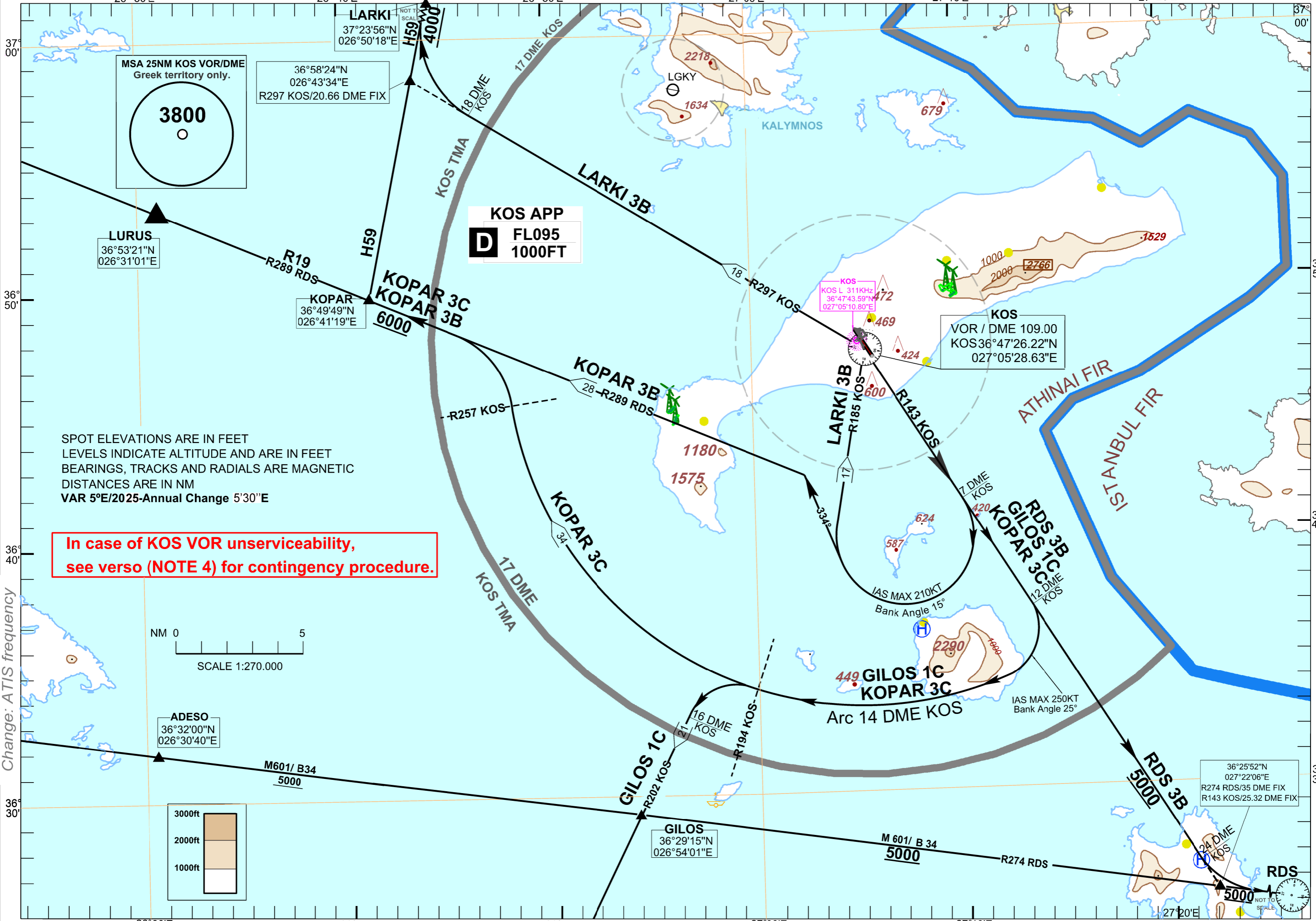


AIP GREECE  
STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

AD 2-LGKO-SID-1  
KOS/ IPPOKRATIS  
RWY 14  
LARKI 3B KOPAR 3B KOPAR 3C GILOS 1C RDS 3B

TRANSITION ALTITUDE 5000ft  
TWR 121.050 APP 119.950  
ATIS 126.955



MSA 25NM KOS VOR/DME  
Greek territory only.

3800

36°58'24"N  
026°43'34"E  
R297 KOS/20.66 DME FIX

LURUS  
36°53'21"N  
026°31'01"E

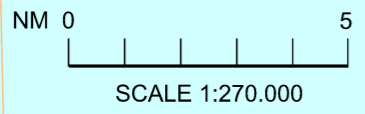
KOPAR  
36°49'49"N  
026°41'19"E

KOS APP  
D FL095  
1000FT

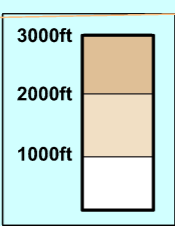
KOS  
VOR / DME 109.00  
KOS 36°47'26.22"N  
027°05'28.63"E

SPOT ELEVATIONS ARE IN FEET  
LEVELS INDICATE ALTITUDE AND ARE IN FEET  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
DISTANCES ARE IN NM  
VAR 5°E/2025-Annual Change 5'30"E

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



ADES0  
36°32'00"N  
026°30'40"E



23 JAN 25

AIRAC AMDT 01/25

**KOS / IPPOKRATIS AIRPORT  
SIDs RWY 14****SIDs : LARKI 3B, KOPAR 3B, KOPAR 3C, GILOS 1C, RDS 3B****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:

<b><u>LARKI 3B:</u></b>	4.5% (275ft/nm) up to 4000ft .
<b><u>KOPAR 3B:</u></b>	4.5% (275ft/nm) up to 6000ft .
<b><u>KOPAR 3C:</u></b>	5.6% (340ft/nm) up to 6000ft .
<b><u>GILOS 1C:</u></b>	5.6% (340ft/nm) up to 5000ft .
<b><u>RDS 3B:</u></b>	5.6% (340ft/nm) up to 6000ft .

**LARKI 3B:**

"Climb on R 143 KOS to R 143 KOS / 7 DME Fix, turn right (IAS MAX 210 KT, Bank Angle 15<sup>0</sup>) intercept and follow R185 KOS to KOS VOR/DME, turn left, intercept and follow R297 KOS. At R297 KOS / 18 DME turn right to join AWY H59 and proceed to LARKI." See Note 1.

**KOPAR 3B:**

"Climb on R 143 KOS to R 143 KOS / 7 DME Fix, turn right (IAS MAX 210 KT, Bank Angle 15<sup>0</sup>) to track 334<sup>0</sup>, intercept and follow R289 RDS and proceed to KOPAR to join AWY R19 or AWY H59. Arrange to cross 6000ft or above by 17 DME / KOS." See Note 2.

**KOPAR 3C:**

"Climb on R 143 KOS to R 143 KOS / 12 DME Fix, turn right (IAS MAX 250 KT, Bank Angle 25<sup>0</sup>), intercept and follow ARC 14 DME KOS. Crossing R257 KOS turn left, intercept and follow R289 RDS to KOPAR to join AWY R19 or AWY H59."

**GILOS 1C:**

"Climb on R 143 KOS. At R 143 KOS / 12 DME Fix, turn right (IAS MAX 250 KT, Bank Angle 25<sup>0</sup>), intercept and follow ARC 14 DME KOS. Crossing R194 KOS turn left, intercept and follow R202 KOS to GILOS to join AWY B34/M601." See Note 3.

**RDS 3B:**

"Climb on R 143 KOS. At R 143 KOS / 24 DME Fix, turn left to join AWY B34/M601 to RDS. Cross R 143 KOS / 17 DME at 5000ft or above."

**Note 1:**

Visual departure RWY 14 to intercept R 297 KOS to join AWY H59 to LARKI. During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via LARKI 3B 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, to maintain VMC and own terrain separation until intercept R297 KOS or until passing ALT 3500ft, whichever comes later and follow R297 KOS.

Thence they shall continue by executing the rest of the LARKI 3B SID.

Caution spots heights:

Bearing KOS VOR 142 DEG/8.0nm at 420ft AMSL.  
Bearing KOS VOR 160 DEG/13.0nm at 2290ft AMSL.  
Bearing KOS VOR 165 DEG/1.6nm at 554ft AMSL.  
Bearing KOS VOR 167 DEG/8.0nm at 587ft AMSL.  
Bearing KOS VOR 227 DEG/8.0nm at 1401ft AMSL.

**Note 2:**

Visual departure RWY 14 to intercept R 289 RDS to join AWY R19 to KOPAR.

During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via KOPAR 3B 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, to maintain VMC and own terrain separation until intercept R289 RDS or until passing ALT 3500ft, whichever comes later and follow R289 RDS.

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

Caution spots heights:

Bearing KOS VOR 142 DEG/8.0nm at 420ft AMSL.  
Bearing KOS VOR 160 DEG/13.0nm at 2290ft AMSL.  
Bearing KOS VOR 165 DEG/1.6nm at 554 ft AMSL.  
Bearing KOS VOR 167 DEG/8.0nm at 587ft AMSL.  
Bearing KOS VOR 227 DEG/8.0nm at 1401ft AMSL.

**Note 3:**

Visual departure RWY 14 to intercept R 202 KOS to GILOS to join AWY B34/M601.

During daytime, when visibility is 10 km and ceiling 3500ft or above, aircraft expecting routing via GILOS 1C 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, 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 spots heights:

Bearing KOS VOR 142 DEG/8.0nm at 420ft AMSL.  
Bearing KOS VOR 160 DEG/13.0nm at 2290ft AMSL.  
Bearing KOS VOR 165 DEG/1.6nm at 554ft AMSL.  
Bearing KOS VOR 167 DEG/8.0nm at 587ft AMSL.  
Bearing KOS VOR 227 DEG/8.0nm at 1401ft AMSL.

**Note 4:**

Departing aircraft using RWY14, shall climb straight ahead to altitude 1000ft, turn right (IAS MAX 210kt) intercept R 289 RDS proceed to KOPAR. Right turn shall not be initiated before the departure end of the RWY. For the execution of the departure procedure the concurrence of the PIC is required.