

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LGKO

Terminal Charts For LGKO

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: KOS GRC
ICAO/IATA: LGKO / KGS
Lat/Long: N36° 47.7', E027° 05.5'
Elevation: 412 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0252 Z
Sunset: 1729 Z

Runway Information

Runway: 14
Length x Width: 7841 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 412 ft
Lighting: Edge, ALS, Part time

Runway: 32
Length x Width: 7841 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 373 ft
Lighting: Edge, REIL, Part time

Communication Information

ATIS: 126.950 At or below 33574432 ft
Ippokratis Tower: 121.050 At or below 33558432 ft Out to 25 mi.
Ippokratis Tower: 25.780 Military
Ippokratis Tower: 122.100
Ippokratis Apron Ground: 121.775
Kos Approach: 122.100
Kos Approach: 119.950 At or below 33564432 ft Out to 25 mi.
Ippokratis Radio: 298.900
Ippokratis Radio: 563.700

LGKO/KGS
IPPOKRATIS

JEPPESEN
13 JUL 18 10-1P

KOS, GREECE
Eff 19 Jul AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 126.950

1.2. TAXI PROCEDURES

1.2.1. GENERAL

TWY A requires reduced minimum separation distances between TWY centerline and objects. Due to reduced wingtip clearance, crew shall adhere strictly to TWY centerline. Speed should be adjusted accordingly.

1.2.2. TAXIING LIMITATIONS

Due to lack of stop bar ground lights at RWY holding points, pilots shall apply extreme caution as to avoid RWY incursion. ACFT shall enter the RWY after ATC clearance.

1.2.3. ACFT TOWING

Towing of ACFT only with Follow-me vehicle and requires prior permission by ATC.

All CAT C GA/BA ACFT are requested to carry suitable tow-head and tow-bar for push-back. Roll-through positions may not be available. If unable to, relevant info should be stated in the initial PPR for allocation purposes.

Following categories are exempted on above restrictions:

- State ACFT, SAR flights and ACFT in a state of emergency.
- Flights of ACFT rendering assistance or being on a mission in natural disasters.
- Landing of ACFT for meteorological, technical or safety reasons.

1.3. OTHER INFORMATION

Caution: Birds in vicinity of APT.

RWY 14 right-hand circuit.

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13 JUL 18

10-1P1

Eff 19 Jul

KOS, GREECE

AIRPORT BRIEFING

2. ARRIVAL

2.1. FLYING RESTRICTIONS

The traffic circuit shall be entered at an altitude of 1500 feet by propeller ACFT and at an altitude of 2000 feet by jet ACFT.

2.2. PARKING INFORMATION

No docking system available, parking is permitted only under instructions of a marshaller. If a marshaller is not in sight, ACFT shall hold position until marshaller is present.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT may leave nose-in parking positions only with the aid of a towing truck. Power-back using reverse thrust for jet-powered ACFT or reverse variable pitch for propeller ACFT shall not be used unless (and under extreme circumstances) prior approval has been obtained by the APT Operator.

Taxi-out or push-back clearance may be requested only if the pilot can perform the maneuver immediately.

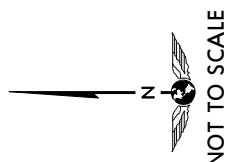
When pilot requests taxi-out or push-back, he shall indicate the parking position.

Push-back and engine start-up procedure:

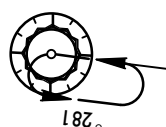
- a) Crew shall request start-up and engine start clearance by ATC.
- b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the ACFT is aligned on the TWY.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the TWY and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the APT Operations Control Center through the ACFT operator and/or the ground handler.
- d) During push-back procedure, ACFT from any parking position is aligned on TWY and positioned with nose gear abeam the lead-in line of the position it is vacating.
- e) For parking positions 10 and 10B when push-back facing North is required, the maneuver shall be performed in such way as not to affect holding position on RWY 14/32. If due to operational restrictions of the ACFT or the tow truck the maneuver is not feasible, the push-back shall be performed in TWY A1 and the ACFT shall be pulled to place nose gear abeam parking position 10A or 9 (depending on the ACFT type).
- f) For parking positions 9, 10, 10A and 10B when push-back facing South is required, ACFT shall be aligned on TWY A and taxi-out with slight RIGHT turn in order to join TWY A1 centerline.

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. DME required.

A circular diagram representing a 100% distribution. The circle is divided into three segments by arrows pointing to the values 5000, 3400, and 1800. The segment for 1800 is highlighted with a red arrow. The text 'MSA KOS VOP' is written vertically to the right of the circle.



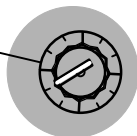
HOLDING OVER KOS



0004
041LF
AHM
XAM
Z00

(IAF)

	KOS	
D	109.0	KOS
---	----	---
N36	47.4	E027 05.5



BATRI
(IAF)

D14.0

2

16.0 kg

00



So



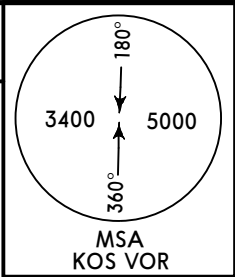
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LGKO/KGS
IPPOKRATIS

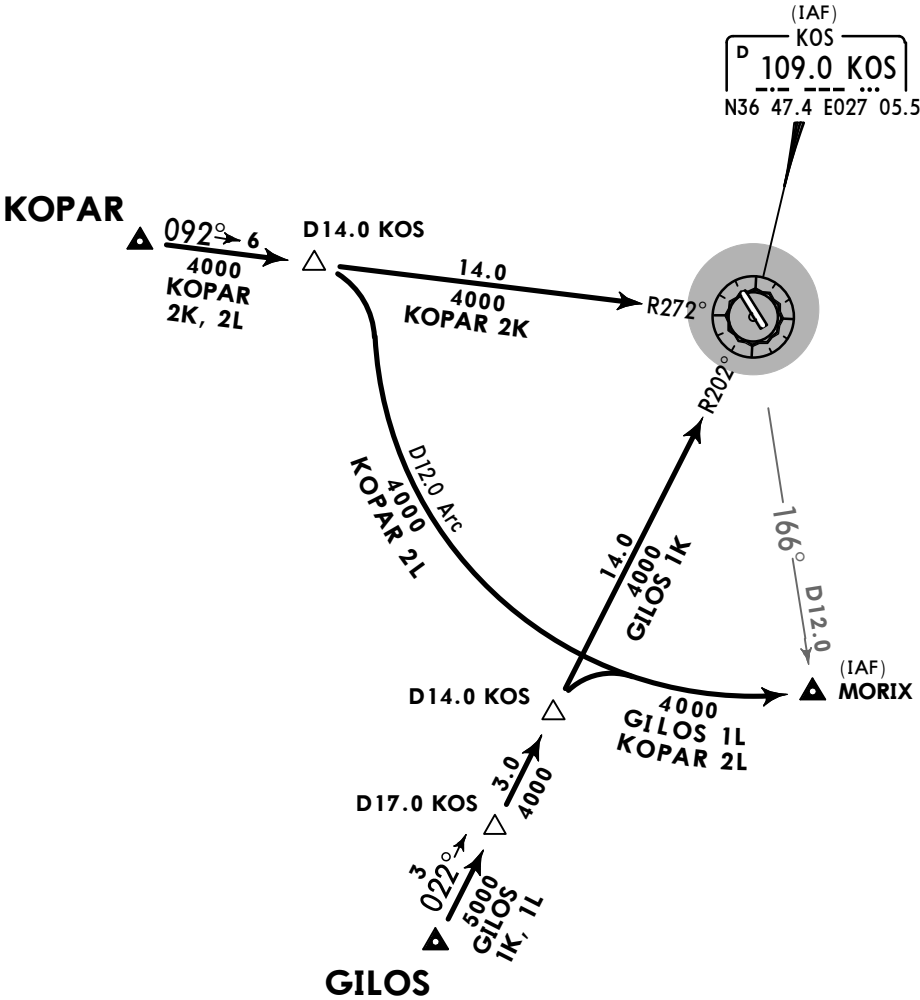
JEPPESSEN
20 APR 18 10-2A Eff 26 Apr

KOS, GREECE
STAR

*ATIS 126.950	Apt Elev 412'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
------------------	------------------	---



GILOS 1K [GILO1K], GILOS 1L [GILO1L]
KOPAR 2K [KOPA2K], KOPAR 2L [KOPA2L]
RWY 32 ARRIVALS



Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. DME required.

A diagram of a circular scale, likely a protractor or a similar measuring instrument. The scale is marked with degrees, and a pointer indicates a reading of 180 degrees.

0004 041LF
AHM XAM
200

RODOS
 P 115.8 RDS

 N36 20.4 E028 04.9

(IAF)
KOS
D 109.0 KOS
N36 47.4 E027 05.5

LARKI

**D20.7 KOS
26 NM from LARKI**

IAF)
BAT

21

KOPAR

4000
KOPAR
2H, 2J

D16.0 KOS

18% 34% 50% 9%

0 children 1 child 2 children 3 children

RODOS
 D 115.8 RDS
 N36 20.4 E028 04.9

(IAF)

D	KOS	KOS
109.0		
N36 47.4	E027 05.5	



A technical diagram showing a line with arrows at both ends. The line is labeled with '7.1' and '4000'. Below the line, the text 'USINI 2K' and '339°' are written. Above the line, the letter 'D' is written. To the right of the line, there is a small triangle and the word 'USINI'.

(IAF)
MORIX
(KOS R-10)

▲ LARKI

**D20.7 KOS
26 NM from LARKI**

D14.0 KOS

LARKI 2K

D12.0 A
4000
LARKI 2L

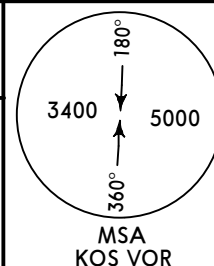
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IPPOKRATIS

JEPPESSEN
30 NOV 18 **10-3** **Eff 6 Dec**

KOS, GREECE
SID

Apt Elev
412'

Trans level: By ATC Trans alt: 5000'
Meteorological minima for visual climb:
Ceiling 3500' Ground visibility 10km

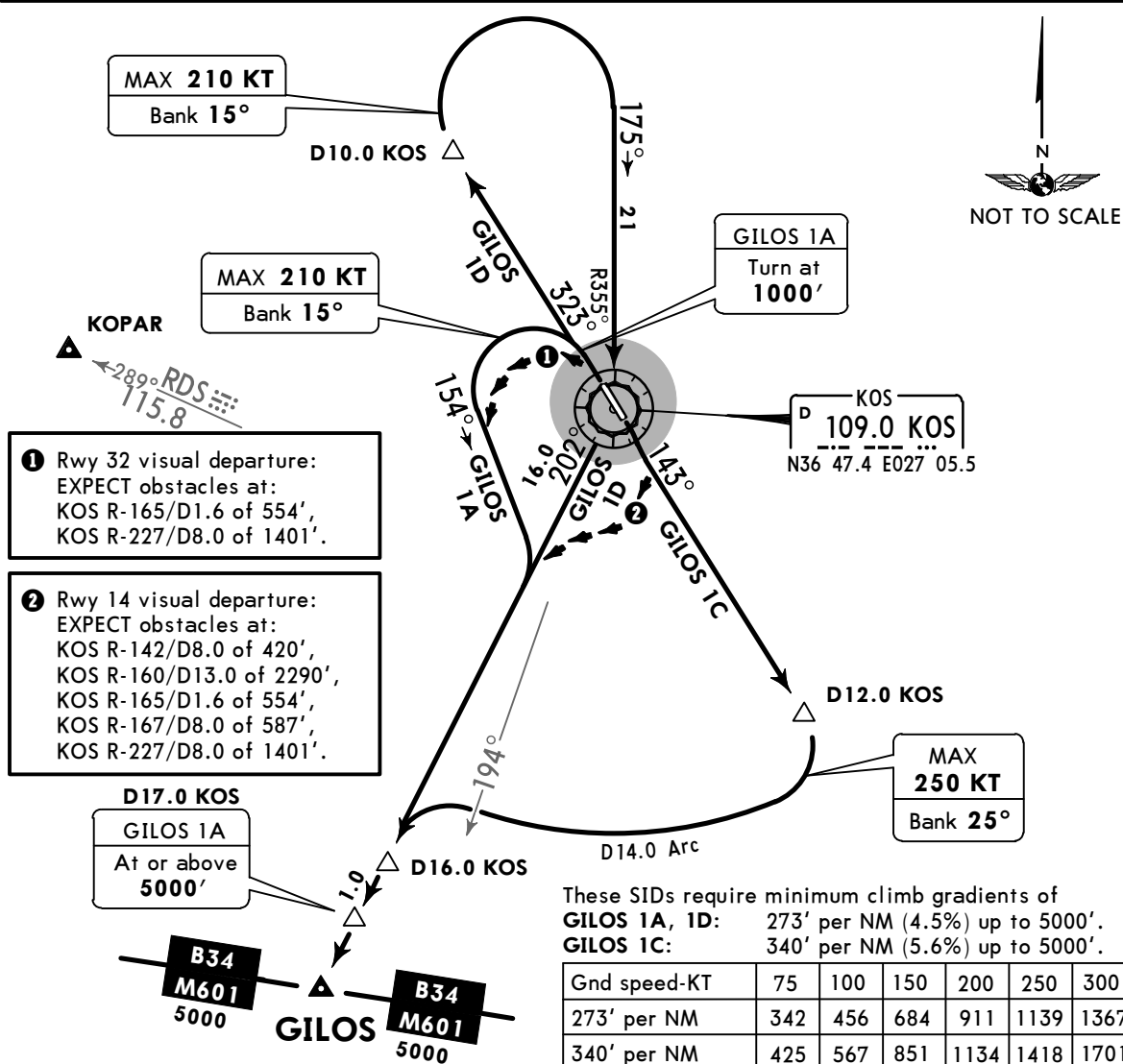


GILOS 1A [GILO1A], GILOS 1C [GILO1C] **GILOS 1D [GILO1D]** **DEPARTURES**

In case of KOS VOR unserviceability:

RWY 14: Climb straight ahead to 1000', turn RIGHT (MAX 210KT) intercept RDS R-289 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 Pilot-In-Command is required.

RWY 32: Climb straight ahead to 1000', turn LEFT (MAX 210KT) and proceed own navigation to KOPAR. For the execution of the departure procedure the concurrence of the Pilot-In-Command is required.



SID	RWY	ROUTING
GILOS 1A	32	Climb straight ahead to 1000', turn LEFT, 154° track, intercept KOS R-202 to GILOS, join airways B-34/M-601. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn LEFT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting KOS R-202 or passing 3500', whichever is later, intercept KOS R-202 and join SID.
GILOS 1C	14	Climb on KOS R-143 to D12.0 KOS, turn RIGHT, along D14.0 KOS arc, when passing KOS R-194 turn LEFT, intercept KOS R-202 to GILOS, join airways B-34/M-601. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn RIGHT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting KOS R-202 or passing 3500', whichever is later, intercept KOS R-202 to GILOS, join airways B-34/M-601.
GILOS 1D	32	Climb on KOS R-323 to D10.0 KOS, turn RIGHT, intercept KOS R-355 inbound to KOS VOR, turn RIGHT, KOS R-202 to GILOS, join airways B-34/M-601.

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JEPPESEN
30 NOV 18 (10-3A) Eff 6 Dec

KOS, GREECE
SID

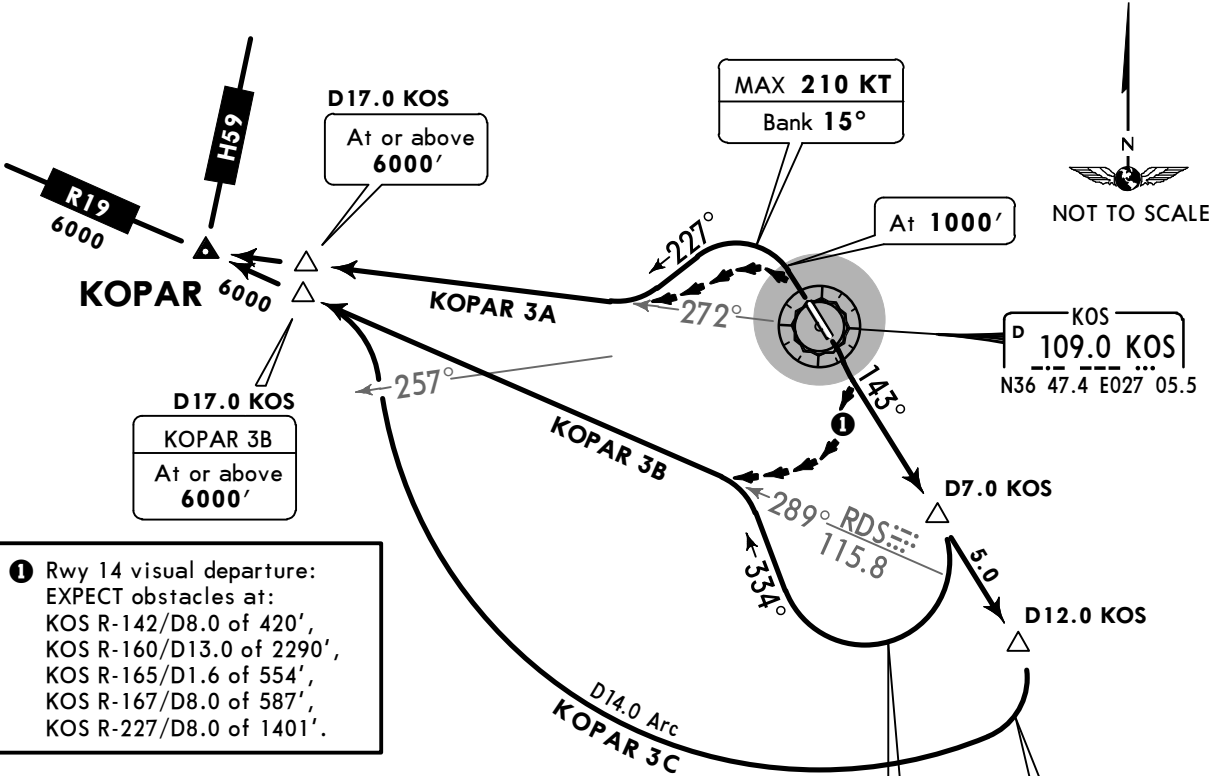
Apt Elev
412'

Trans level: By ATC Trans alt: 5000'
Meteorological minima for visual climb:
Ceiling 3500' Ground visibility 10km

KOPAR 3A [KOPA3A], KOPAR 3B [KOPA3B]
KOPAR 3C [KOPA3C]
DEPARTURES

3400 5000
180°
360°
MSA
KOS VOR

In case of KOS VOR unserviceability:
RWY 14: Climb straight ahead to 1000', turn RIGHT (MAX 210KT) intercept RDS R-289 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 Pilot-In-Command is required.
RWY 32: Climb straight ahead to 1000', turn LEFT (MAX 210KT) and proceed own navigation to KOPAR. For the execution of the departure procedure the concurrence of the Pilot-In-Command is required.



These SIDs require minimum climb gradients of

KOPAR 3A:	298' per NM (4.9%) up to 6000'.
KOPAR 3B:	273' per NM (4.5%) up to 6000'.
KOPAR 3C:	340' per NM (5.6%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
298' per NM	372	496	744	992	1241	1489
273' per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
KOPAR 3A	32	Climb straight ahead to 1000', turn LEFT, 227° track, intercept KOS R-272 to KOPAR, join airway H-59 or R-19. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn LEFT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting KOS R-272 or passing 3500' whichever is later, intercept KOS R-272 and join SID.
KOPAR 3B	14	Climb on KOS R-143 to D7.0 KOS, turn RIGHT, 334° track, intercept RDS R-289 to KOPAR, join airway H-59 or R-19. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn RIGHT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting RDS R-289 or passing 3500', whichever is later, intercept RDS R-289, join SID.
KOPAR 3C		Climb on KOS R-143 to D12.0 KOS, turn RIGHT, along D14.0 KOS arc, when passing KOS R-257 turn LEFT, intercept RDS R-289 to KOPAR, join airway H-59 or R-19.

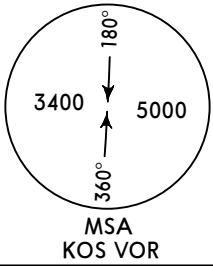
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JEPPESSEN
30 NOV 18 10-3B Eff 6 Dec

KOS, GREECE
SID

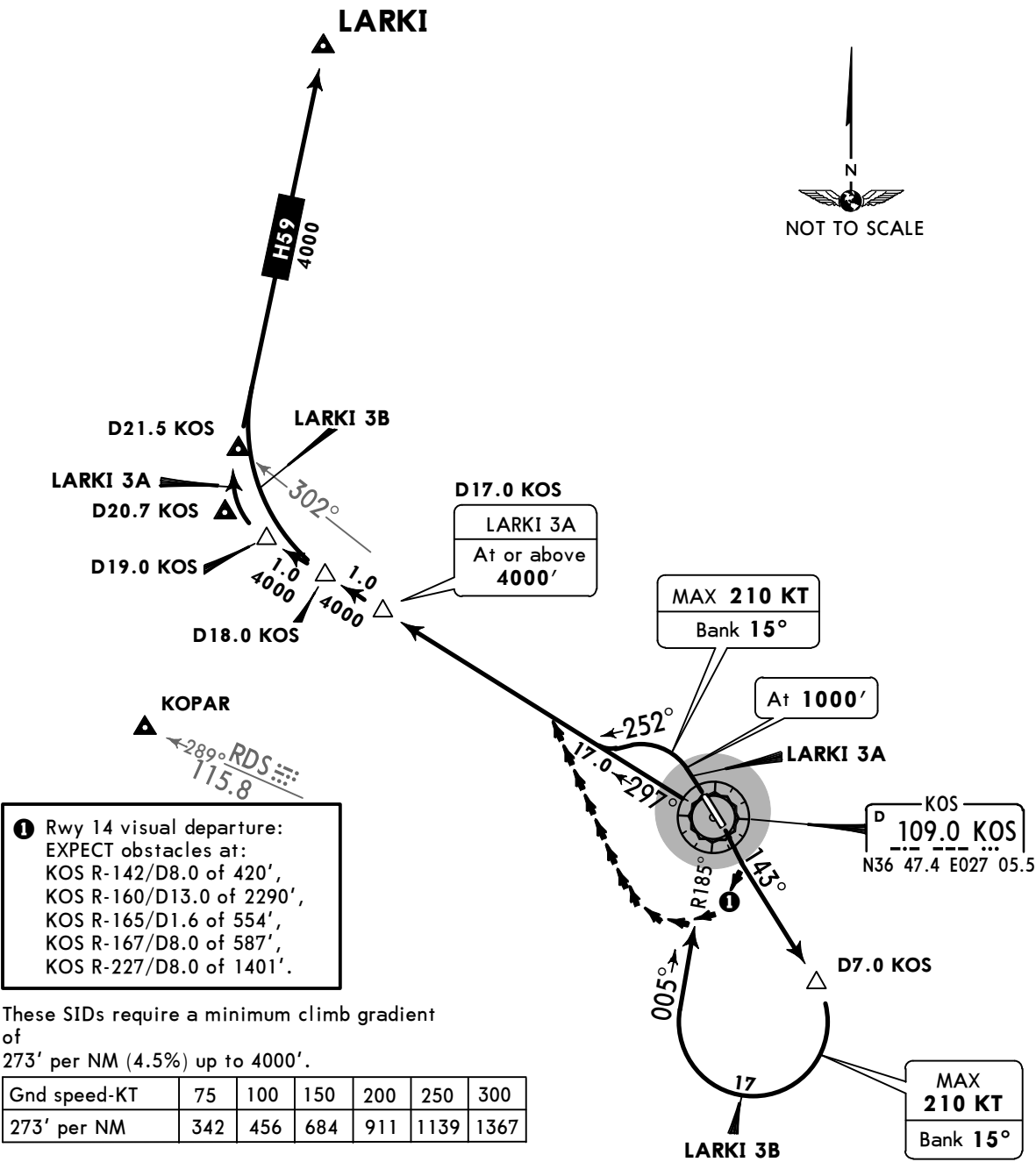
Apt Elev
412'

Trans level: By ATC Trans alt: 5000'
Meteorological minima for visual climb:
Ceiling 3500' Ground visibility 10km



LARKI 3A [LARK3A], LARKI 3B [LARK3B]
DEPARTURES

In case of KOS VOR unserviceability:
RWY 14: Climb straight ahead to 1000', turn RIGHT (MAX 210KT) intercept RDS R-289 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 Pilot-In-Command is required.
RWY 32: Climb straight ahead to 1000', turn LEFT (MAX 210KT) and proceed own navigation to KOPAR. For the execution of the departure procedure the concurrence of the Pilot-In-Command is required.



- ① Rwy 14 visual departure:
EXPECT obstacles at:
KOS R-142/D8.0 of 420',
KOS R-160/D13.0 of 2290',
KOS R-165/D1.6 of 554',
KOS R-167/D8.0 of 587',
KOS R-227/D8.0 of 1401'.

These SIDs require a minimum climb gradient
of
273' per NM (4.5%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
LARKI 3A	32	Climb straight ahead to 1000', turn LEFT, 252° track, intercept KOS R-297 to D19.0 KOS, turn RIGHT, join airway H-59 to LARKI.
LARKI 3B	14	Climb on KOS R-143 to D7.0 KOS, turn RIGHT, intercept KOS R-185 inbound to KOS VOR, turn LEFT, KOS R-297 to D18.0 KOS, turn RIGHT, join airway H-59 to LARKI. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn RIGHT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting KOS R-297 or passing 3500', whichever is later, intercept KOS R-297, join SID.

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IPPOKRATIS

JEPPESSEN
30 NOV 18 10-3C Eff 6 Dec

KOS, GREECE
SID

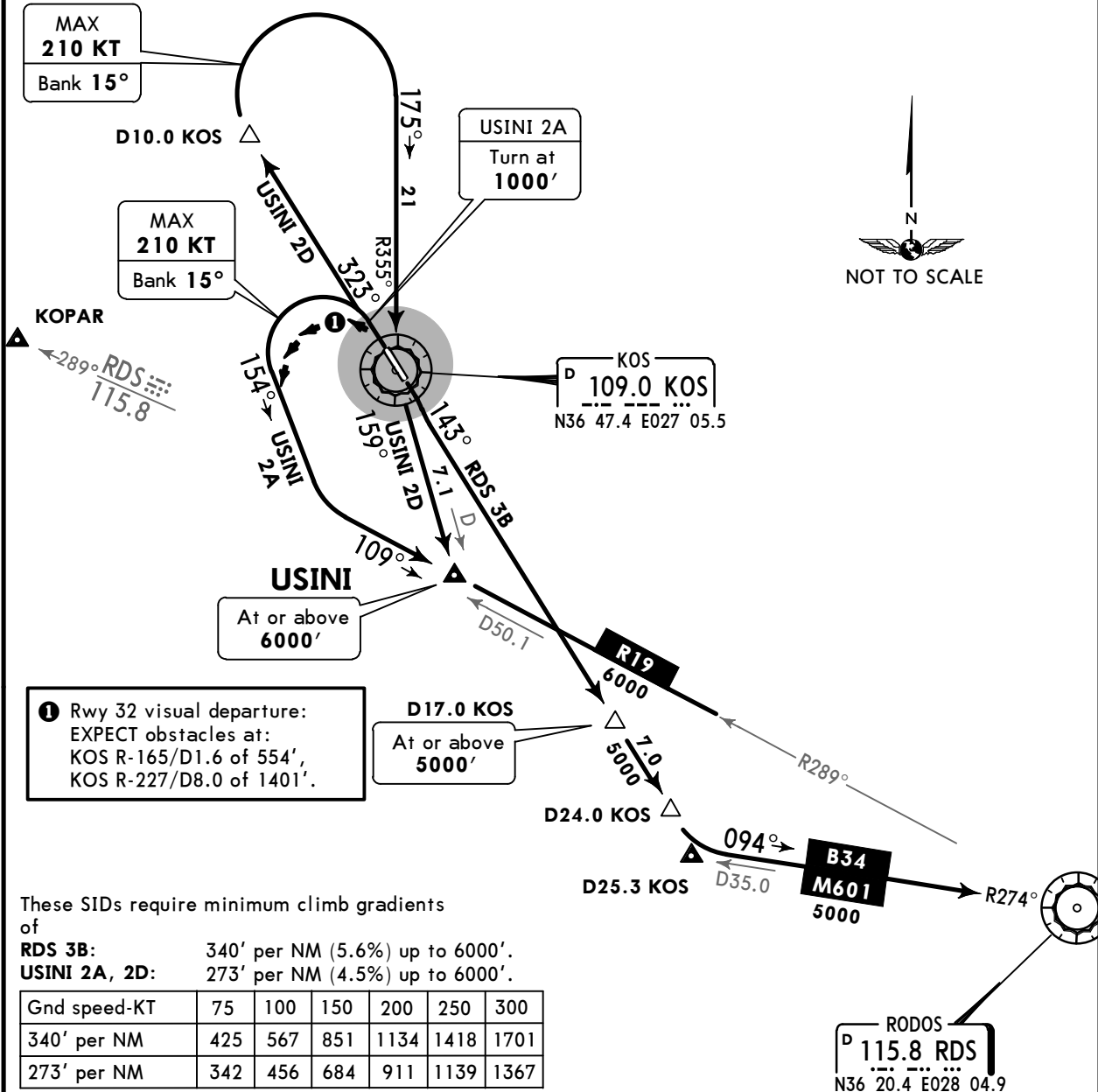
Apt Elev
412'

Trans level: By ATC Trans alt: 5000'
Meteorological minima for visual climb:
Ceiling 3500' Ground visibility 10km

RDS 3B [RDS3B]
USINI 2A [USIN2A], USINI 2D [USIN2D]
DEPARTURES

3400 5000
180°
360°
MSA
KOS VOR

In case of KOS VOR unserviceability:
RWY 14: Climb straight ahead to 1000', turn RIGHT (MAX 210KT) intercept RDS R-289 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 Pilot-In-Command is required.
RWY 32: Climb straight ahead to 1000', turn LEFT (MAX 210KT) and proceed own navigation to KOPAR. For the execution of the departure procedure the concurrence of the Pilot-In-Command is required.



These SIDs require minimum climb gradients of

RDS 3B:	340' per NM (5.6%) up to 6000'.
USINI 2A, 2D:	273' per NM (4.5%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
273' per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
RDS 3B	14	Climb on KOS R-143 to D24.0 KOS, turn LEFT, join airways B-34/M-601 to RDS.
USINI 2A	32	Climb straight ahead to 1000', turn LEFT, 154° track, intercept RDS R-289 inbound to USINI, join airway R-19. Visual Departure (By ATC, daytime only): When accepting a visual departure, turn LEFT as soon as practicable, MAINTAIN VMC and own terrain separation until intercepting RDS R-289 or passing 3500', whichever is later, intercept RDS R-289 to USINI.
USINI 2D		Climb on KOS R-323 to D10.0 KOS, turn RIGHT, intercept KOS R-355 inbound to KOS VOR, turn LEFT, KOS R-159 to USINI, join airway R-19.

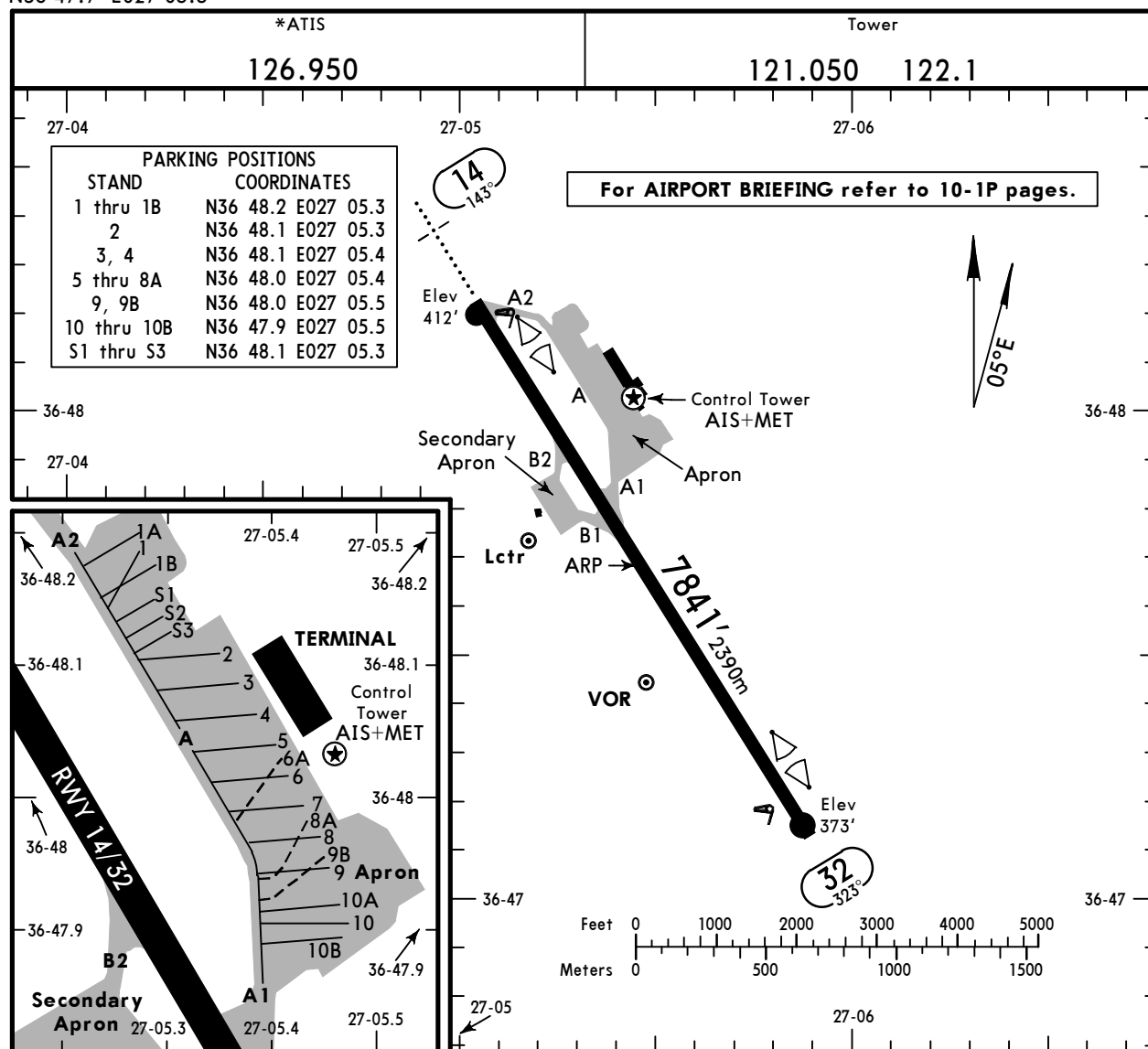
LGKO/KGS

Apt Elev **412'**
N36 47.7 E027 05.5

JEPPesen
23 NOV 18 **(10-9)** Eff 6 Dec

KOS, GREECE

IPPOKRATIS



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
14	HIRL	HIALS	PAPI-L (angle 3.05°)	RVR				148'
32	HIRL	REIL	PAPI-L (angle 3.0°)	RVR				45m

Standard

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

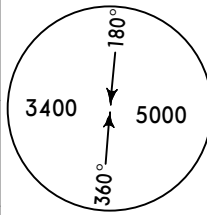
CHANGES: Ground communication withdrawn.

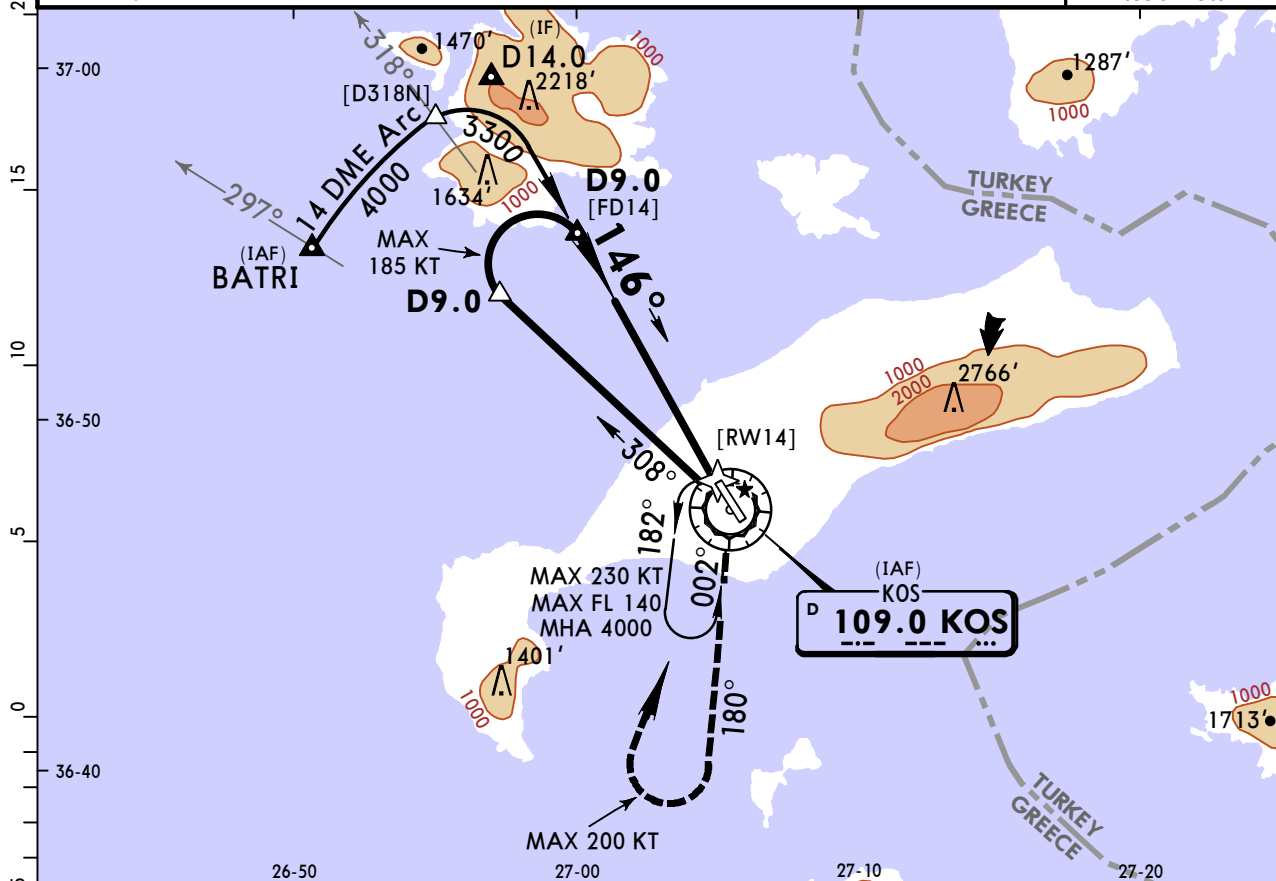
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LGKO/KGS
IPPOKRATIS

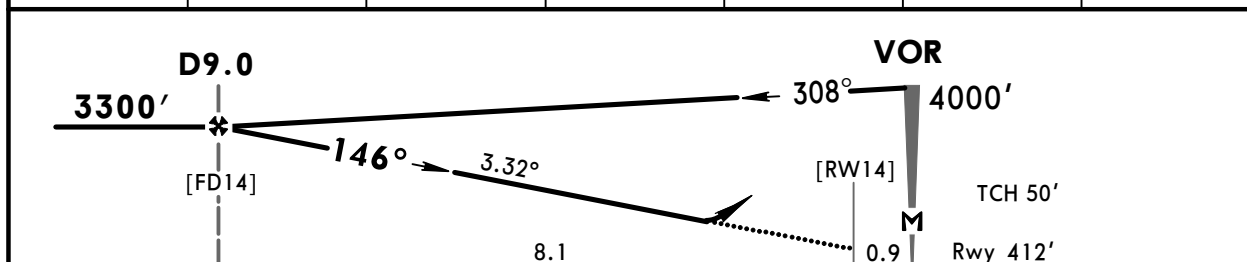
JEPPESSEN
23 NOV 18 **(13-1)** Eff 6 Dec

KOS, GREECE
VOR Rwy 14

BRIEFING STRIP™	*ATIS 126.950		KOS Approach 119.950 122.1		IPPOKRATIS Tower 121.050 122.1	
	VOR KOS 109.0	Final Apch Crs 146°	Minimum Alt D9.0 3300'(2888')	DA/MDA(H) 920'(508')	Apt Elev 412' Rwy 412'	 MSA KOS VOR
	MISSED APCH: Climb on R-180 to 2400', then turn RIGHT (MAX 200 KT) to VOR climbing to 4000' and hold.					
	Alt Set: hPa		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 5000'	
	DME required.					



KOS DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2954'	2608'	2262'	1916'	1570'	1224'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2400' on RT	KOS 109.0 R-180
Descent Angle 3.32°	411	529	587	705	822	940			
MAP at VOR									

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
					CDFA		Not authorized East of rwy	
					DA/MDA(H) 920' (508')			
					ALS out			
					RVR 1500m			
A							Max Kts	
B							100	920' (508') 1500m
C							135	920' (508') 1600m
D							180	1020' (608') 2400m
							205	1120' (708') 3600m

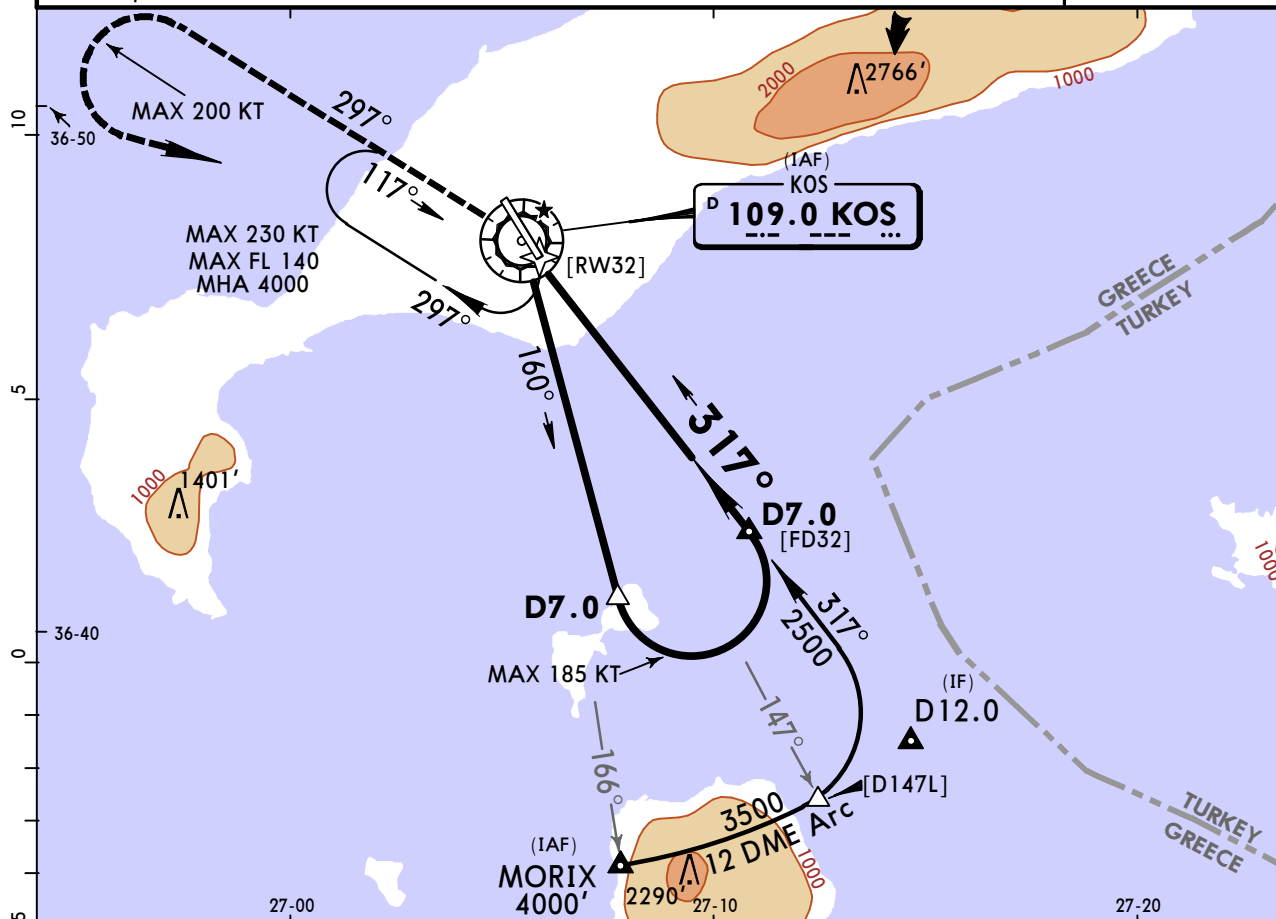
LGKO/KGS
IPPOKRATIS

JEPPESSEN
23 NOV 18 **(13-2)** **Eff 6 Dec**

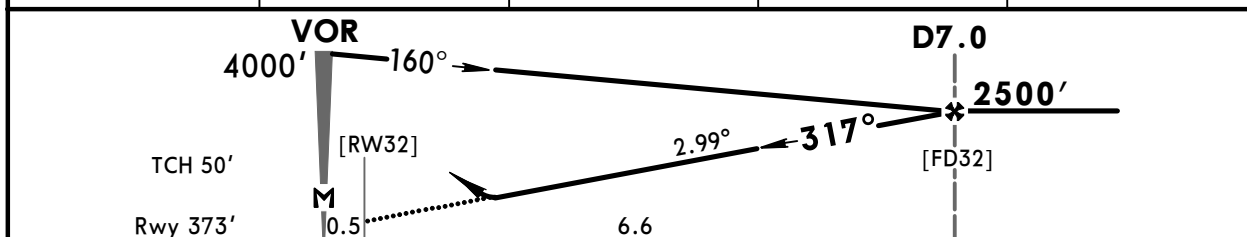
KOS, GREECE
VOR DME Rwy 32

BRIEFING STRIP™

*ATIS 126.950		KOS Approach 119.950 122.1		IPPOKRATIS Tower 121.050 122.1	
VOR KOS 109.0	Final Apch Crs 317°	Minimum Alt D7.0 2500' (2127')	DA/MDA(H) 880' (507')	Apt Elev 412' Rwy 373'	180° 3400 5000 360° MSA KOS VOR
MISSED APCH: Climb on R-297 to 2400', then turn LEFT (MAX 200 KT) to VOR climbing to 4000' and hold.					
Alt Set: hPa		Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'	
DME required.					



KOS DME	3.0	4.0	5.0	6.0
ALTITUDE	1236'	1552'	1868'	2184'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2400' on 109.0 R-297 LT
Descent Angle 2.99°	370	476	529	635	741	846		
MAP at VOR								

Standard				STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
				CDFA			Not authorized East of rwy		
				DA/MDA(H) 880' (507')					
A	RVR 1500m			Max Kts	MDA(H)	VIS			
B				100	920' (508')	1500m			
C				135	920' (508')	1600m			
D				180	1020' (608')	2400m			
				205	1120' (708')	3600m			

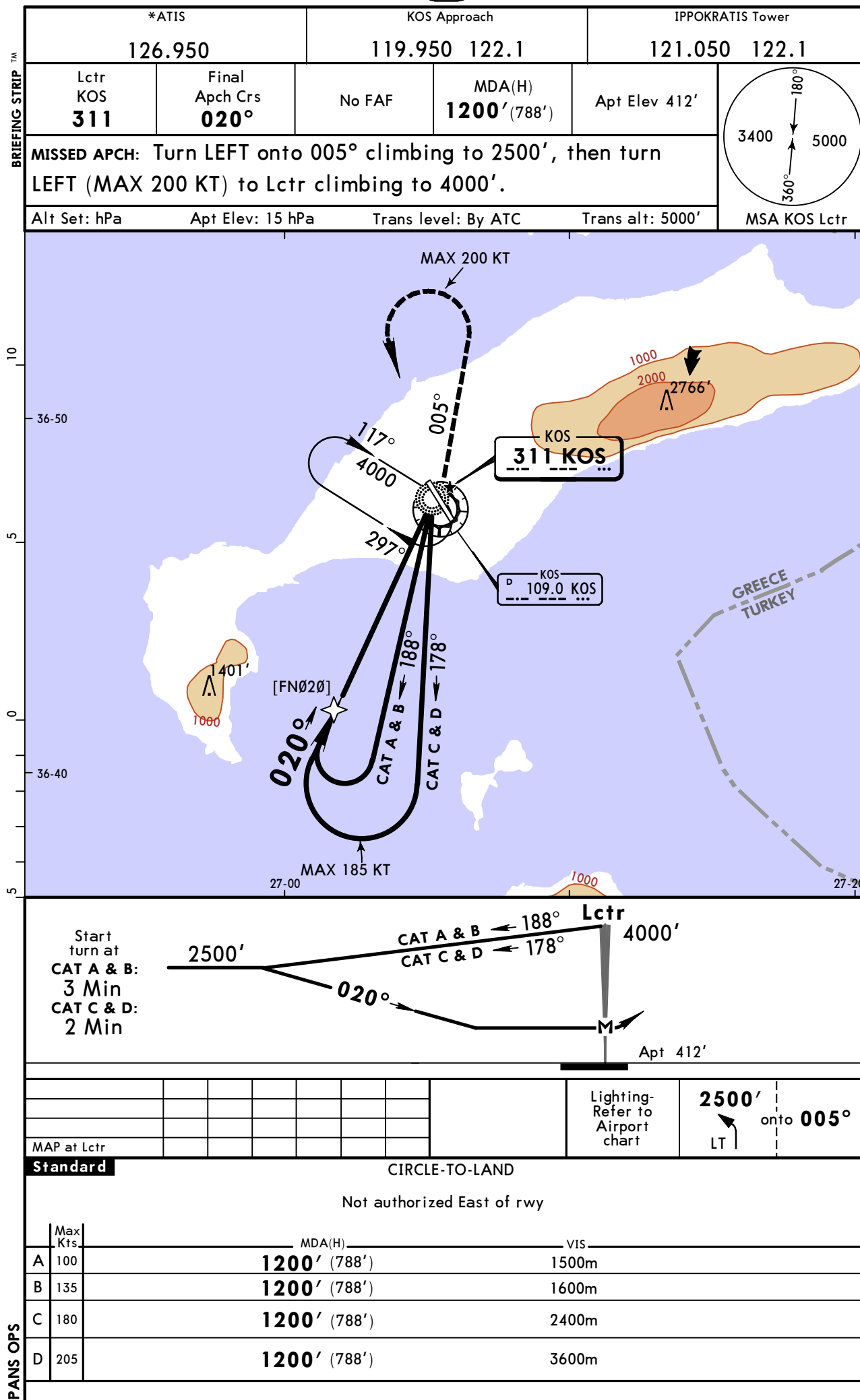
CHANGES: Ground communication withdrawn.

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LGKO/KGS
IPPOKRATIS

JEPPESSEN
23 NOV 18 **16-1** **Eff 6 Dec**

KOS, GREECE
Lctr



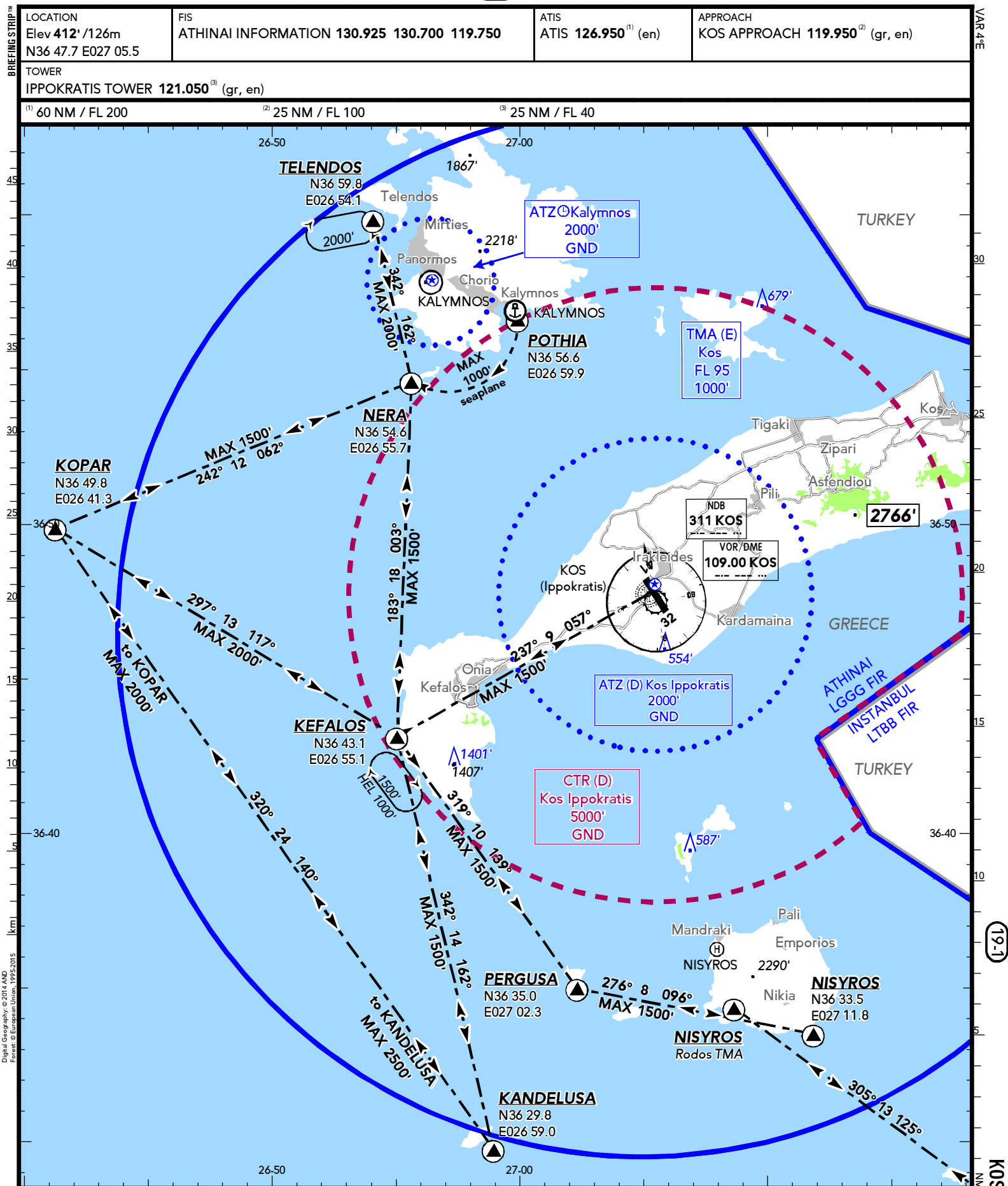
LGKO

IPPOKRATIS

KOS

GREECE

24 AUG 18 (19-1)



LGKO

IPPOKRATIS

24 AUG 18

19-2

KOS

GREECE

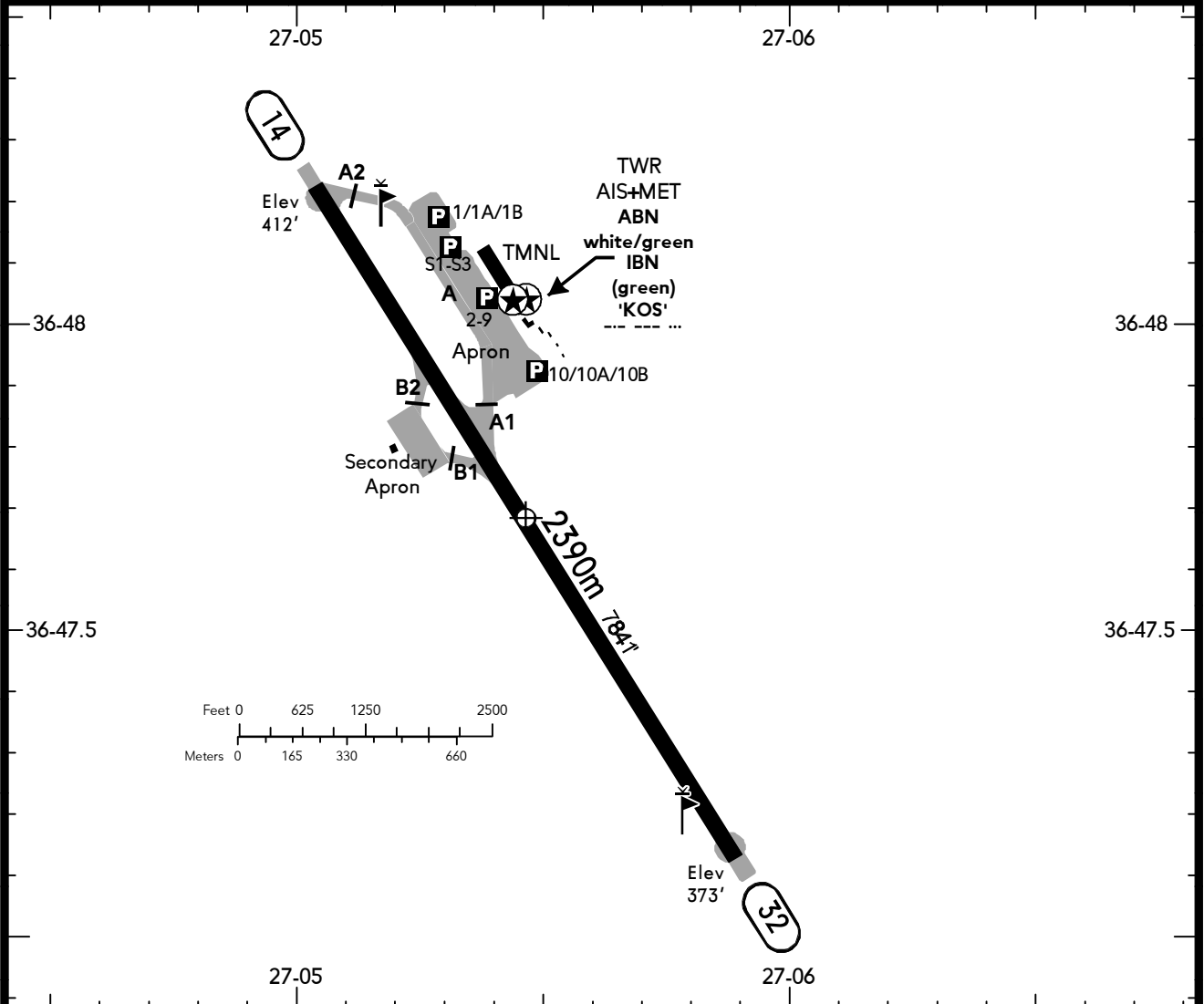
BRIEFING STRIP™

LOCATION Elev 412' /126m N36 47.7 E027 05.5	ATIS ATIS 126.950 ⁽¹⁾ (en)	TOWER IPPOKRATIS TOWER 121.050 ⁽²⁾ (gr, en)
APRON IPPOKRATIS APRON 121.775 ⁽³⁾	ADMITTED AIRCRAFT  	

⁽¹⁾ 60 NM / FL 200

⁽²⁾ 25 NM / FL 40

⁽³⁾ 5 NM on AD surface.



ABN - IBN - ALS 14 - PAPI 14 (3.05°), 32 (3.0°) - THRL - RL - TWYL - APRON - WDI - OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
14 (144°) 32 (324°)	2390 x 45 Asphalt	2390	2390	PCN 40/F/A/X/U	

Birds in vicinity of AD.

RWY 14 RH traffic circuit, ALT 1500' (jet ACFT 2000').

All taxi instructions are issued by ATC.

Pilots shall apply extreme caution as to avoid RWY incursion. ACFT shall enter the RWY only after ATC clearance.

TWY A is a taxi lane with reduced MNM separation distances between TWY centerline and objects. Due to reduced wingtip clearance, crew shall adhere strictly to TWY centerline. Speed shall be adjusted accordingly.

GA Parking

Suitable area for roll through PRKG and/or West apron.

ARR ACFT taxiing to GA PRKG area may be guided by

Follow-Me vehicle and shall adhere to marshaller's instructions. After receiving an ATC clearance, DEP ACFT shall adhere to marshaller's instructions.

During adverse weather conditions with strong prevailing winds, all GA ACFT shall be properly secured, under the responsibility of the ACFT operator and/or the ground handler.

Kos TMA - VFR Routes

Access to Kos TMA is restricted to ACFT capable of maintaining two-way radio communication with the appropriate ATS unit.

ACFT (including HEL) flying VFR within Kos TMA, should follow VFR routes and ALT as depicted, unless VFR

LGKO

IPPOKRATIS

24 AUG 18

19-3

KOS

GREECE

criteria require otherwise or a special permission has been obtained from the ATS unit.

When necessary to deviate from the specified routes or ALT, a clearance should be obtained from KOS APPROACH before entering Kos TMA or immediately after DEP.

Position reports must be given to the appropriate ATC unit when over REPs. A continuous watch must be maintained on the appropriate freq, when flying the VFR routes.

It is reminded that on VFR routes the responsibility to maintain terrain clearance and to avoid collision with other ACFT and restricted airspace rests with the pilot.

To assist Kos AD to arrange a landing sequence of VFR arriving ACFT and facilitate the AD traffic, a visual holding circuit is established SW of Kos AD. Holding over this circuit should be carried out 9 NM SW of Kos AD (REP KEFALOS) at an ALT of 1500' (HEL 1000') or as otherwise instructed by IPPOKRATIS TOWER.

ACFT destined to Kos AD should hold over REP KEFALOS and should not proceed to the AD before establishing contact with IPPOKRATIS TOWER and receiving the relevant clearance.

HEL Ops

No heliport available. HEL will be advised to proceed to an area suitable for PRKG according to traffic and available apron space. The allocation of the PRKG area is the responsibility of the Airport Operator and will be communicated to ARR HEL through ATC.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOS, (IPPOKRATIS - LGKO)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGKO