

KOS (KGS/LGKO)

Elevation 412ft

CATEGORY A

AV brief - not required

GENERAL

- Kos is in the SE Aegean Sea.
- The Turkish coast is just 12nm NE of the airfield.
- Kos has no RADAR.

Threats

CFIT

- Terrain to the NE reaching ~2800ft.
- Terrain clearly depicted on the Lido AFC chart.

Runway Excursion

- No approach lights to Rwy 32.
- Approach slope to Rwy 14 is 3.3°, whilst the PAPIs are set to 3.1°.

Runway Incursion

- No parallel taxiway. Runway backtrack required when landing Rwy 14 or departing Rwy 32.

Mid Air Collision

- Kos is surrounded by Category E airspace where only 500ft separation is required for VFR aircraft.
- BA aircraft have conflicted with VFR traffic resulting in TCAS RA in the vicinity of KOPAR. Keep a good look out at all times.
- There is potential for misunderstandings during the handover of traffic from RADAR to NON-RADAR environment (eg. ATH ACC to KOS APP).

ARRIVAL
Diversion Airports

ATHENS	ATH/LGAV	165 nm/295°T	CAT A
RHODES	RHO/LGRP	053 nm/116°T	CAT B
IRAKLION	HER/LGIR	128 nm/227°T	CAT B
THESSALONIKI	SKG/LGTS	296 nm/319°T	CAT B
ISTANBUL(Yeni Havalimani)	IST/LTFM	281 nm/016°T	CAT A
KERKIRA	CFU/LGKR	379 nm/297°T	CAT B

Approach

- Offset VOR approaches to both runways.
- Do not fly a visual approach at night – the rising terrain creates an unusual picture and there is no approach lighting.

BAV Crew Reports

- *Rwy 32: we were flight planned the KOPAR2L DME arc but cleared late in descent direct to KOS VOR and then procedural teardrop approach. Later converted to a visual approach.*
- *Late 1000' auto-callout. Due to approach over the sea and the elevation of the airfield at 400ft, this comes late in the approach and much later than when we would normally assess the stability of the approach. Consider bringing this gate forward by 500ft so that the stability is assessed at the correct point in space.*

GROUND

- Use of minimum thrust whilst ground manoeuvring is recommended to minimise FOD ingestion.

DEPARTURE

- No provisional loadsheet issued. Expect to receive a paper final loadsheet from the dispatcher.
- Emergency turn procedures are available from CARD/Performance Manual.

WEATHER

- Mediterranean climate with hot/dry summers and mild/wet winters.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	131.775
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use for "pre-paid" time ONLY (60mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU for "pre-paid" time ONLY to reduce APU fuel burn)