

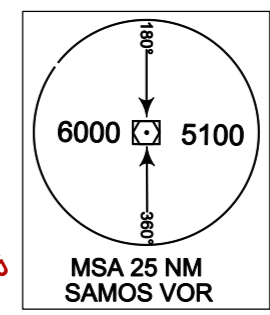
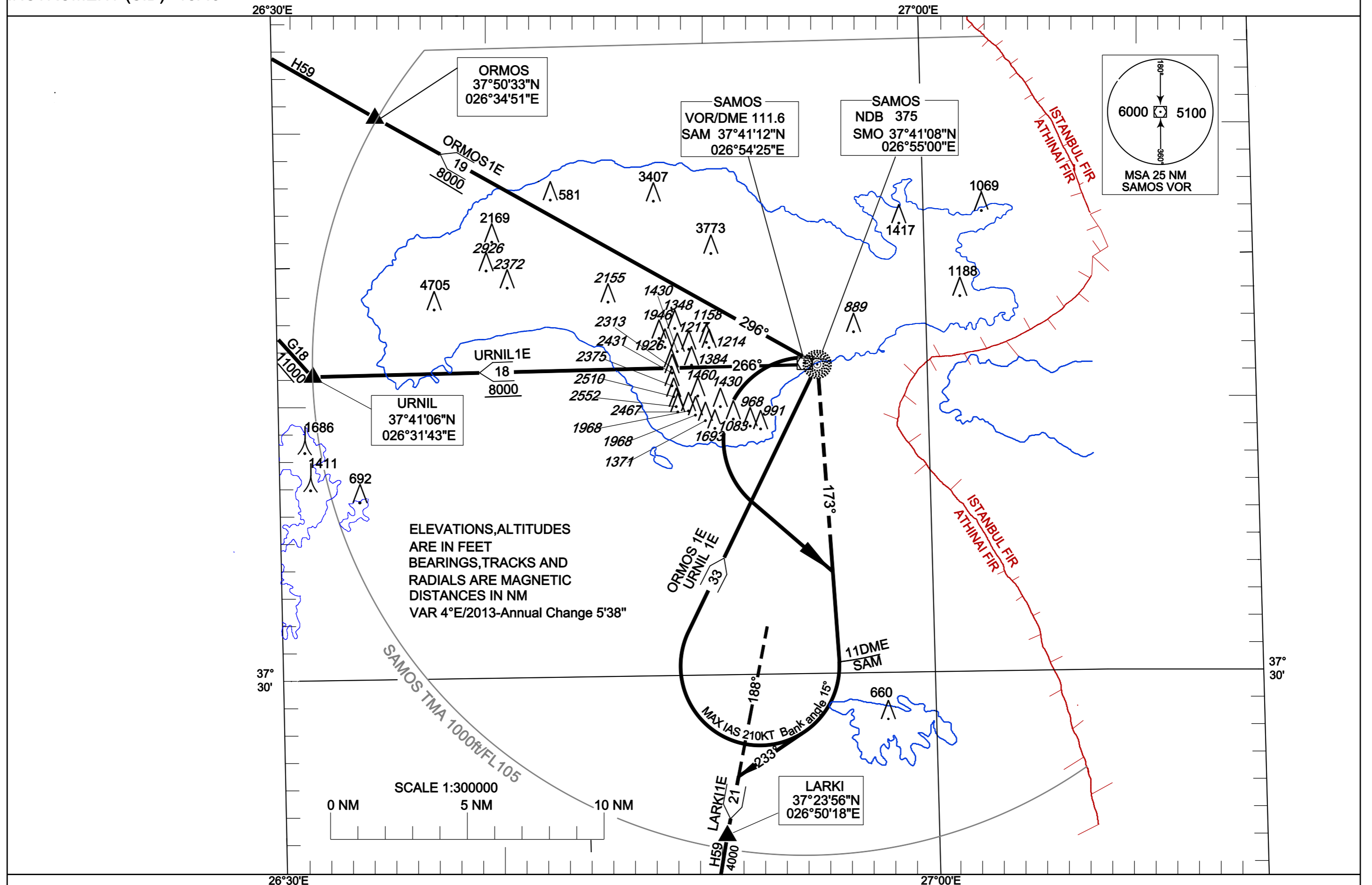
STANDARD DEPARTURE
CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 7000ft

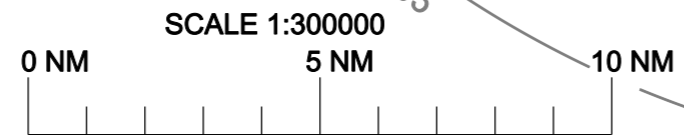
ATIS 127.050 TWR 129.850
APP 124.100
ACC 133.325

SAMOS/ARISTARCHOS OF SAMOS

NDB RWY 27
ORMOS 1E URNIL 1E LARKI 1E



ELEVATIONS,ALTITUDES
ARE IN FEET
BEARINGS,TRACKS AND
RADIALS ARE MAGNETIC
DISTANCES IN NM
VAR 4°E/2013-Annual Change 5'38"



SAMOS / ARISTARCHOS OF SAMOS
SMO NDB – SIDs RWY 27
SIDs : LARKI 1E, URNIL 1E, ORMOS 1E

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. Due to high terrain North, West and South West of Aerodrome a minimum visibility of 5 km and ceiling of 3000 ft are required.
3. Remain in visual contact with terrain during initial climb and left turn until intercepting Bearing 173° from SMO NDB.

Caution spots heights in the following table:

	BEARING from DER RWY 27	DISTANCE from DER RWY 27	SPOT ELEVATION (Feet AMSL)	SPOT ELEVATION (Meters AMSL)	Coordinates in WGS-84
1	274 ⁰	3.2 NM	1214	370	37° 41' 50.71" N, 026° 50' 01.47" E
2	277 ⁰	3.4 NM	1158	353	37° 42' 02.42" N, 026° 49' 54.43" E
3	263 ⁰	3.9 NM	1384	422	37° 41' 13.24" N, 026° 49' 11.59" E
4	272 ⁰	4.0 NM	1217	371	37° 41' 48.16" N, 026° 49' 05.10" E
5	281 ⁰	4.6 NM	1348	411	37° 42' 34.84" N, 026° 48' 27.67" E
6	270 ⁰	4.4 NM	1430	436	37° 41' 43.92" N, 026° 48' 33.13" E
7	275 ⁰	5.1 NM	1946	593	37° 42' 13.74" N, 026° 47' 43.51" E
8	272 ⁰	4.8 NM	1926	587	37° 41' 53.69" N, 026° 47' 49.38" E
9	263 ⁰	4.6 NM	2313	705	37° 41' 09.83" N, 026° 48' 15.50" E
10	260 ⁰	4.6 NM	2431	741	37° 40' 57.00" N, 026° 48' 17.27" E
11	254 ⁰	4.7 NM	2375	724	37° 40' 28.73" N, 026° 48' 16.23" E
12	246 ⁰	3.9 NM	1460	445	37° 41' 24.50" N, 026° 48' 58.15" E
13	250 ⁰	4.7 NM	2510	765	37° 40' 04.83" N, 026° 48' 20.08" E
14	245 ⁰	4.8 NM	2552	778	37° 39' 42.67" N, 026° 48' 26.46" E
15	243 ⁰	4.8 NM	2467	752	37° 39' 31.00" N, 026° 48' 30.38" E
16	241 ⁰	4.4 NM	1968	600	37° 39' 32.58" N, 026° 49' 00.13" E
17	238 ⁰	4.3 NM	1968	600	37° 39' 23.01" N, 026° 49' 19.14" E
18	233 ⁰	4.1 NM	1371	418	37° 39' 10.28" N, 026° 49' 46.36" E
19	235 ⁰	3.3 NM	1430	436	37° 39' 40.25" N, 026° 50' 28.60" E
20	226 ⁰	4.0 NM	1693	516	37° 39' 52.82" N, 026° 50' 11.93" E
21	223 ⁰	3.2 NM	1083	330	37° 39' 12.11" N, 026° 51' 03.53" E
22	212 ⁰	3.0 NM	968	295	37° 38' 55.93" N, 026° 51' 49.72" E
23	204 ⁰	2.9 NM	991	302	37° 38' 48.89" N, 026° 52' 18.39" E
24	283 ⁰	7.2 NM	2155	657	37° 42' 13.74" N, 026° 47' 43.51" E
25	281 ⁰	11 NM	2372	723	37° 44' 12.40" N, 026° 40' 46.09" E
26	283 ⁰	11.8 NM	2926	892	37° 44' 51.17" N, 026° 39' 48.77" E
27	275 ⁰	13.4 NM	4705	1434	37° 43' 35.22" N, 026° 37' 18.96" E

LARKI 1E:

For this SID a minimum PDG (Procedure Design Gradient) of 5,0% (304 FT/NM) up to 4000ft of altitude is required.

After take off turn left as soon as practicable remaining in visual contact with terrain until intercepting bearing 174° from SMO NDB. Then climb on bearing 173° from SMO NDB. At 11 DME/SAM turn right to track 233°, intercept and follow bearing 188° from SMO NDB and proceed to LARKI to join AWY H59.

Caution spots heights as reported in par. 3 of General above.

URNIL 1E: For this SID a minimum PDG (Procedure Design Gradient) of 5,0% (304 FT/NM) up to 8000 ft of altitude is required.

After take off turn left as soon as practicable remaining in visual contact with terrain until intercepting bearing 173° from SMO NDB. Then climb on bearing 173° from SMO NDB. At 11 DME/SAM turn right (MAX IAS 210 KT, Bank angle 15°) and proceed to SMO NDB at 8000ft or above, then turn left, intercept and follow bearing 266° from SMO NDB and proceed to URNIL at 11000ft or above to join AWY G18.

Caution spots heights as reported in par. 3 of General above.

ORMOS 1E: For this SID a minimum PDG (Procedure Design Gradient) of 5,0% (304 FT/NM) up to 8000 FT of altitude is required.

After take off turn left as soon as practicable remaining in visual contact with terrain until intercepting bearing 173° from SMO NDB. Then climb on bearing 173° from SMO NDB. At 11 DME/SAM turn right (MAX IAS 210 KT, Bank angle 15°) and proceed to SMO NDB at 8000ft or above, then turn left, intercept and follow bearing 296° from SMO NDB and proceed to ORMOS to join AWY G18.

Caution spots heights as reported in par. 3 of General above.