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JEPPESEN
JeppView for Windows

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General Information

Location: MIKONOS GRC
ICAO/IATA: LGMK / JMK
Lat/Long: N37° 26.23', E025° 20.83'
Elevation: 405 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0501 Z
Sunset: 1507 Z

Runway Information

Runway: 16
Length x Width: 6240 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 395 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 6240 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 389 ft
Lighting: Edge, REIL

Communication Information

ATIS: 128.855
Mikonos Tower: 122.100
Mikonos Tower: 119.875
Mikonos Approach: 122.100
Mikonos Approach: 118.750
Athens Arrival: 132.975
Mikonos Radio: 298.900 Air-Ground
Mikonos Radio: 563.700 Air-Ground

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1. GENERAL

1.1. ATIS

*ATIS 128.855

1.2. TAXI PROCEDURES

1.2.1. GROUND MOVEMENT

Taxiing guidance in/out mandatory by Follow-me car when ACFT (commercial, GA/BA, military, sanitary) parked in roll-through position.

Follow-me is available on request for ACFT guidance on apron and TWYs.

1.2.2. ACFT TOWING

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

1.3. OPERATION OF ADVANCED SURVEILLANCE SYSTEM

In order to cooperate with the Mode S based Advanced Surveillance System, ACFT operators intending to use APT shall ensure that the Mode S transponder is able to operate when the ACFT is on the ground.

Pilots shall:

a) Select AUTO mode and the assigned Mode A code.

b) If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:

- from the request for towed push-back or taxi, whichever is earlier;
- after landing, continuously until the ACFT is fully parked in its stand;
- when the ACFT is fully parked, they shall select STBY.

Whenever the ACFT is capable of reporting ACFT identification (i.e. callsign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.

Aircrew must use the ICAO defined format to enter the ACFT Identification.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the RWY.

1.4. GA/BA AND NON-COMMERCIAL FLIGHTS

Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR platform for all GA/BA and non-commercial flights prior to departing APT of origin. Relevant requests should be communicated through a local representative or ground handler.

Suitable towhead and towbar for push-back is mandatory for all ACFT types. Towbar is not mandatory for light ACFT up to 2000kg.

Minimum ground time allowed is 20 minutes for all GA/BA ACFT excluding helicopters.

During adverse weather conditions with strong prevailing winds, all GA/BA ACFT shall be properly secured, under the responsibility of the ACFT operator. For long ground times, all GA/BA ACFT shall be secured, regardless of the prevailing weather.

1.5. OTHER INFORMATION

The arrival procedure (circling) to RWY 16 shall be allowed only during daytime, due to mountainous terrain and absence of obstacle lighting.

Wind shear due to N, NE and W winds.

Landing ACFT should backtrack at RWY ends, radius 131'/40m.

Birds.

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2. ARRIVAL

2.1. 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. ATC may cancel taxi-out or push-back clearance if the procedure has been delayed and this delay affects other traffic.

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

Push-back and engine start-up procedure:

- Crew shall request start-up and engine start clearance by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the ACFT.
- 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 ACFT stand taxilane A.
- Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the ACFT stand taxilane A and/or RWY according to ATC instructions.The request for cross-bleeding start-up should be timely communicated to and approved by the APT Operations Control Center through the ACFT operator and/or the ground handler prior requesting start-up clearance from ATC. Such approval should be timely notified to ATC.
- During push-back procedure, ACFT from any parking position is aligned on the ACFT stand taxilane A and positioned with the nose gear abeam the lead-in line of the position it is vacating unless otherwise instructed by ATC. Exceptionally:
  - push-back from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 2;
  - push-back from parking stand 7 will be positioned with the nose gear abeam the lead-in line of stand 6.
- In order to facilitate traffic and/or expedite traffic, ATC may request from ACFT to perform a long/extended push-back or to be pulled forward with the nose gear abeam the lead-in line of any adjacent parking position.
- For parking position 1 (cul-de-sac position), default facing is South. When North winds of more than 15 KT prevail at the APT, pilot may request engine start-up on the parking position. The ACFT operator and/or the ground service provider is responsible to safeguard the area around the ACFT in order to prevent personnel or vehicle to pass behind running engines.
- For parking position 7 (cul-de-sac position), default facing is North. When South winds of more than 15 KT prevail at the APT, pilot may request engine start-up on the parking position. The ACFT operator and/or the ground service provider is responsible to safeguard the area around the ACFT in order to prevent personnel or vehicle to pass behind running engines.
- Push-back procedure cannot take place simultaneously in any adjacent positions.

ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior clearance, ATC shall inform APT operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The ACFT operator and/or the ground service provider are responsible to safeguard the area around the ACFT in order to prevent personnel and/or vehicle passing behind running engines.

ACFT parked at roll-through positions or in a roll-through manner in an area of the apron, shall use own power to taxi-out and shall adhere to marshaller's instructions. Follow-me vehicle guidance mandatory.

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JEPPESEN MIKONOS, GREECE
6 JUN 25 10-2 Eff 12 Jun
RNAV STAR

*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.855	405	RNP1/ GNSS only

AGAPU 1U [AGAP1U]
KEA 1U [KEA1U]
VARIX 1U [VARI1U]
RNP ARRIVALS
(RWY 16)

FOR ARRIVALS THAT ARE EXPECTED BY ATC TO HOLD

AGAPU

144°

AGAPU 1U
5400T
65.9

4764

ATHENS
Eleftherios Venizelos Intl
LGAV

KEA
D 115.0 KEA

093°

KEA 1U
2800T
35.4

❷ An arriving flight cleared to execute either AGAPU 1U or KEA 1U (or the last part thereof) has MKN VOR as its clearance limit, if no other modifying instructions are issued by Mikonos ATC and acknowledged by the flight crew. However, whenever warranted by the circumstances, such a flight may be duly cleared by Mikonos ATC for the RNP RWY 16 approach to be commenced at IAF BISMO. In such cases, the associated phraseology will include the following: "(CALL SIGN) cleared for the RNP approach RWY 16 from BISMO. Report at BISMO commencing."

ARP

3600

(IAF)
MIKONOS
D 110.0 MKN
MAX 230 KT
3500

❷ (IAF)
BISMO
MAX 230 KT
6000

090°

093°

15.0

2000T

280°

270°

100°

❶ This holding pattern is specific for Rwy 16 and disparate from that on Rwy 34. It should be considered as an integral part of STARs. Any clearance issued to qualified flights by ATC involving the holding, while Rwy 16 is in use for arrivals, such as a "direct-to" instructions, will mean this specific holding, unless otherwise clarified.

SYROS
Dimitrios Vikelas
LGSO

U1 XRAV
T0002
5.51

VARIX
MAX 230 KT
6000

❶ MAX 230 KT
MAX FL090
MHA 3500
RNP1/GNSS only
or RNP approach

3700

5000

6000
4000
2000
CONTOUR INTERVALS

STAR	ROUTING
AGAPU 1U	AGAPU - BISMO (K230-; 6000) - MKN VOR (K230-; 3500+).
KEA 1U	KEA VOR - BISMO (K230-; 6000) - MKN VOR (K230-; 3500+).
VARIX 1U	VARIX (K230-; 6000) - MKN VOR (K230-; 3500+).

CHANGES: STARs withdrawn, new STARs established, new format, MSA revised.

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*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.855	405	RNP1/ GNSS only

DIDIS 1U [DIDI1U]
LETSO 1U [LETS1U]
NITSA 1U [NITS1U]
PIDAX 1U [PIDA1U]
RNP ARRIVALS
(RWY 16)

FOR ARRIVALS THAT ARE EXPECTED BY ATC TO HOLD

(IAF)
MIKONOS
D 110.0 MKN
MAX 230 KT
3500

LETSO
MAX 250 KT
FL080

U10STEL
T0032
0.51

162°

280°

100°

090°

270°

MAX 230 KT
MAX FL090
MHA 3500
RNP1/GNSS only
or RNP approach

❶ This holding pattern is specific for Rwy 16 and disparate from that on Rwy 34. It should be considered as an integral part of STARs. Any clearance issued to qualified flights by ATC involving the holding, while Rwy 16 is in use for arrivals, such as a "direct-to" instructions, will mean this specific holding, unless otherwise clarified.

U13DD
T0002
0.51

NITSA 1U
200OT
15.0

PIDAX 1U
200OT
15.0

323°

349°

310°

DIDIS
MAX 250 KT
6000

NITSA
MAX 250 KT
6000

PIDAX
MAX 250 KT
6000

063°

ARP

SYROS
Dimitrios Vikelas
LGSO

3206

3600
3700
5000
46
45

4000
2000
CONTOUR INTERVALS

STAR	ROUTING
DIDIS 1U	DIDIS (K250-; 6000+) - MKN VOR (K230-; 3500+).
LETSO 1U	LETSO (K250-; FL080+) - MKN VOR (K230-; 3500+).
NITSA 1U	NITSA (K250-; 6000+) - MKN VOR (K230-; 3500+).
PIDAX 1U	PIDAX (K250-; 6000+) - MKN VOR (K230-; 3500+).

CHANGES: New STARs.

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JEPPESEN MIKONOS, GREECE
6 JUN 25 (10-2B) Eff 12 Jun
RNAV STAR

*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.855	405	RNP1/ GNSS only

AGAPU 1X [AGAP1X]
KEA 1X [KEA1X]
VARIX 1X [VARI1X]
RNP ARRIVALS
(RWY 34)

AGAPU
144°
AGAPU 1X
5400T
65.9
4764
ATHENS
Eleftherios Venizelos Intl
LGAV
KEA
D 115.0 KEA
093°
KEA 1X
2800T
35.4
ARP
3600
3700
5000
(IAF)
MIKONOS
D 110.0 MKN
MAX 230 KT
3500
(IAF)
BISMO
MAX 250 KT
6000
090°
093°
15.0
2000T
080
062
270°
SYROS
Dimitrios Vikelas
LGSO
X1 XRAV
T4002
5.51
060
VARIX
MAX 250 KT
6000
MAX 230 KT
MAX FL090
MHA 3500
RNP1/GNSS only
or RNP approach
CONTOUR INTERVALS
6000
4000
2000

❷ An arriving flight cleared to execute either AGAPU 1X or KEA 1X (or the last part thereof) has MKN VOR as its clearance limit, if no other modifying instructions are issued by Mikonos ATC and acknowledged by the flight crew. However, whenever warranted by the circumstances, such a flight may be duly cleared by Mikonos ATC for the RNP RWY 34 approach to be commenced at IAF BISMO. In such cases, the associated phraseology will include the following: "(CALL SIGN) cleared for the RNP approach RWY 34 from BISMO. Report at BISMO commencing."

❶ This holding pattern is specific for Rwy 34 and disparate from that on Rwy 16. It should be considered as an integral part of STARs. Any clearance issued to qualified flights by ATC involving the holding, while Rwy 34 is in use for arrivals, such as a "direct-to" instructions, will mean this specific holding, unless otherwise clarified.

STAR	ROUTING
AGAPU 1X	AGAPU - BISMO (K250-; 6000) - MKN VOR (K230-; 3500+).
KEA 1X	KEA VOR - BISMO (K250-; 6000) - MKN VOR (K230-; 3500+).
VARIX 1X	VARIX (K250-; 6000) - MKN VOR (K230-; 3500+).

CHANGES: New STARs.

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*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.855	405	RNP1/ GNSS only

DIDIS 1X [DIDI1X]
LETSO 1X [LETS1X]
NITSA 1X [NITS1X]
PIDAX 1X [PIDA1X]
RNP ARRIVALS
(RWY 34)

❶ This holding pattern is specific for Rwy 34 and disparate from that on Rwy 16. It should be considered as an integral part of STARs. Any clearance issued to qualified flights by ATC involving the holding, while Rwy 34 is in use for arrivals, such as a "direct-to" instructions, will mean this specific holding, unless otherwise clarified.

(IAF)
MIKONOS
D 110.0 MKN
MAX 230 KT
3500

❶ MAX 230 KT
MAX 9000
MHA 3500
RNP1/GNSS only
or RNP approach

LETSO
MAX 250 KT
FL080

PIDAX
MAX 250 KT
6000

NITSA
MAX 250 KT
6000

DIDIS
MAX 250 KT
6000

SYROS
Dimitrios Vikelas
LGSO

3206

CONTOUR INTERVALS 4000 2000

STAR	ROUTING
DIDIS 1X	DIDIS (K250-; 6000+) - MKN VOR (K230-; 3500+).
LETSO 1X	LETSO (K250-; FL080+) - MKN VOR (K230-; 3500+).
NITSA 1X	NITSA (K250-; 6000+) - MKN VOR (K230-; 3500+).
PIDAX 1X	PIDAX (K250-; 6000+) - MKN VOR (K230-; 3500+).

CHANGES: New STARs.

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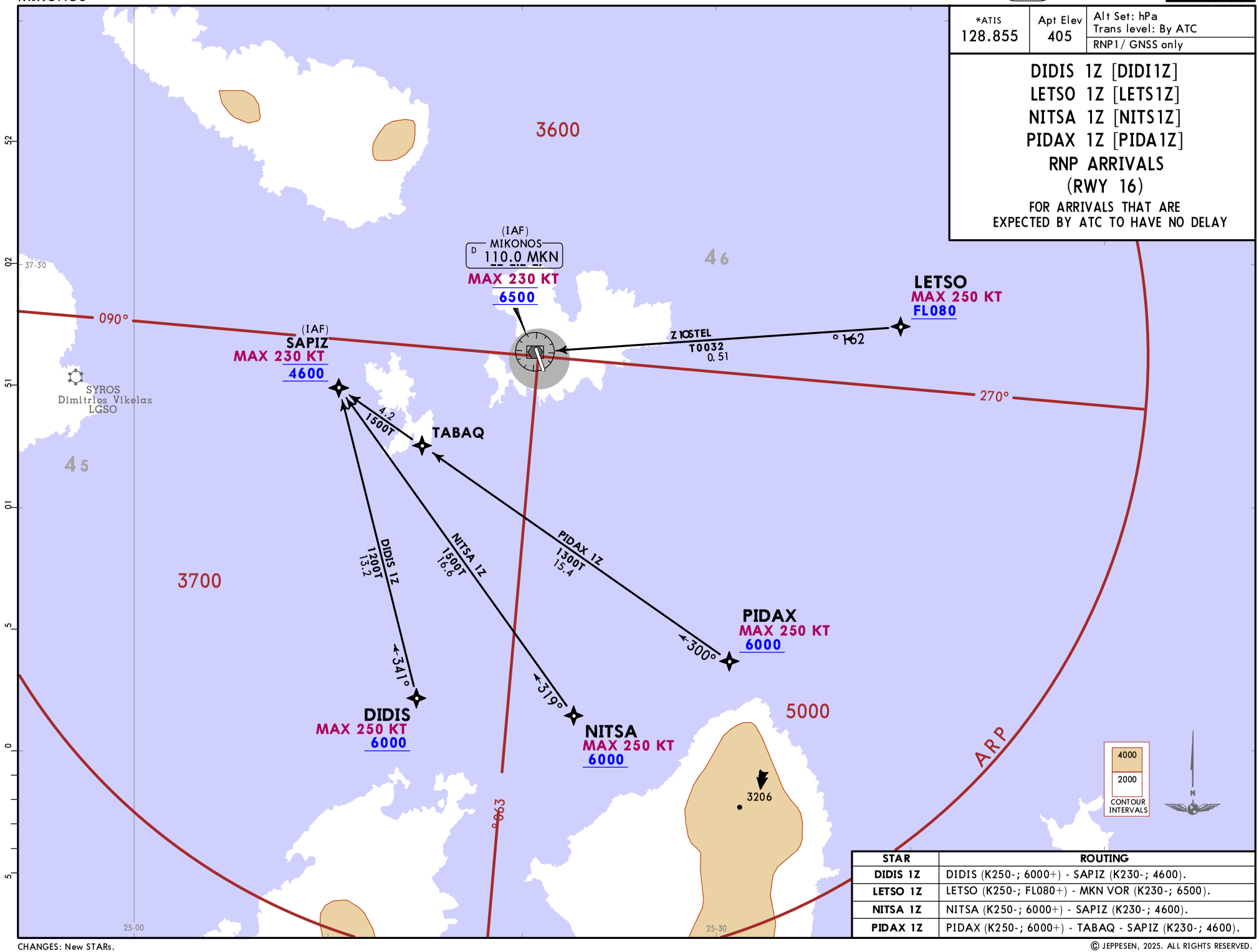
JEPPESEN MIKONOS, GREECE
6 JUN 25 (10-2D) Eff 12 Jun
RNAV STAR

*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.855	405	RNP1/ GNSS only

DIDIS 1Z [DIDI1Z]
LETSO 1Z [LETS1Z]
NITSA 1Z [NITS1Z]
PIDAX 1Z [PIDA1Z]
RNP ARRIVALS
(RWY 16)
FOR ARRIVALS THAT ARE
EXPECTED BY ATC TO HAVE NO DELAY



STAR	ROUTING
DIDIS 1Z	DIDIS (K250-; 6000+) - SAPIZ (K230-; 4600).
LETSO 1Z	LETSO (K250-; FL080+) - MKN VOR (K230-; 6500).
NITSA 1Z	NITSA (K250-; 6000+) - SAPIZ (K230-; 4600).
PIDAX 1Z	PIDAX (K250-; 6000+) - TABAQ - SAPIZ (K230-; 4600).

CHANGES: New STARs.

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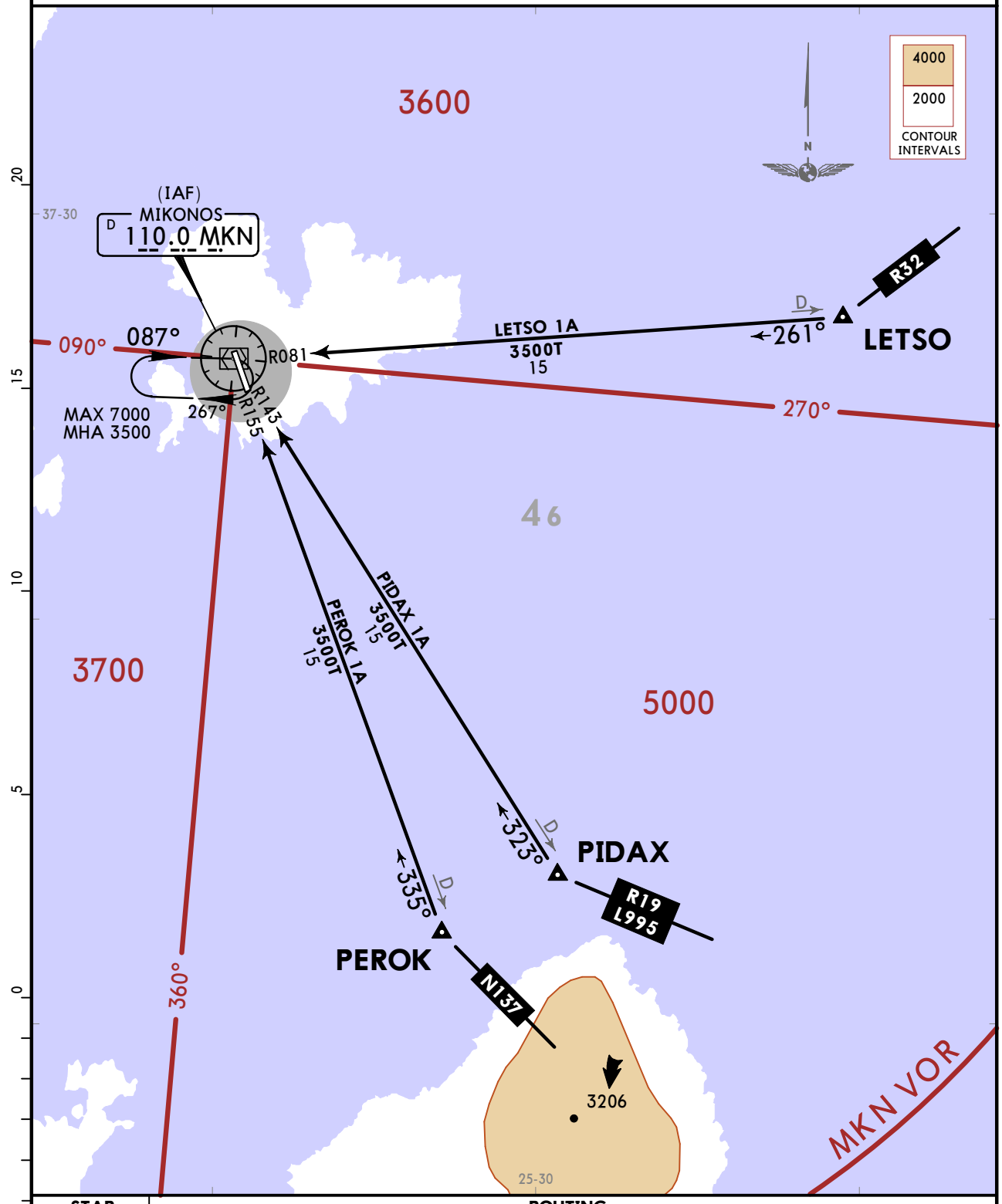
*ATIS	Apt Elev	
128.855	405	Alt Set: hPa Trans level: By ATC MAINTAIN previously assigned level unless cleared to a lower level by Mikonos ATC.

LETSO 1A [LETS1A], PEROK 1A [PERO1A]
PIDAX 1A [PIDA1A]
ARRIVALS
(RWY 34)
BASED ON MKN VOR/DME



STAR	ROUTING
LETSO 1A	Intercept MKN R081 to MKN VOR.
PEROK 1A	Intercept MKN R155 to MKN VOR.
PIDAX 1A	Intercept MKN R143 to MKN VOR.

CHANGES: MSA, AWYs revised, chart reindexed, new format.

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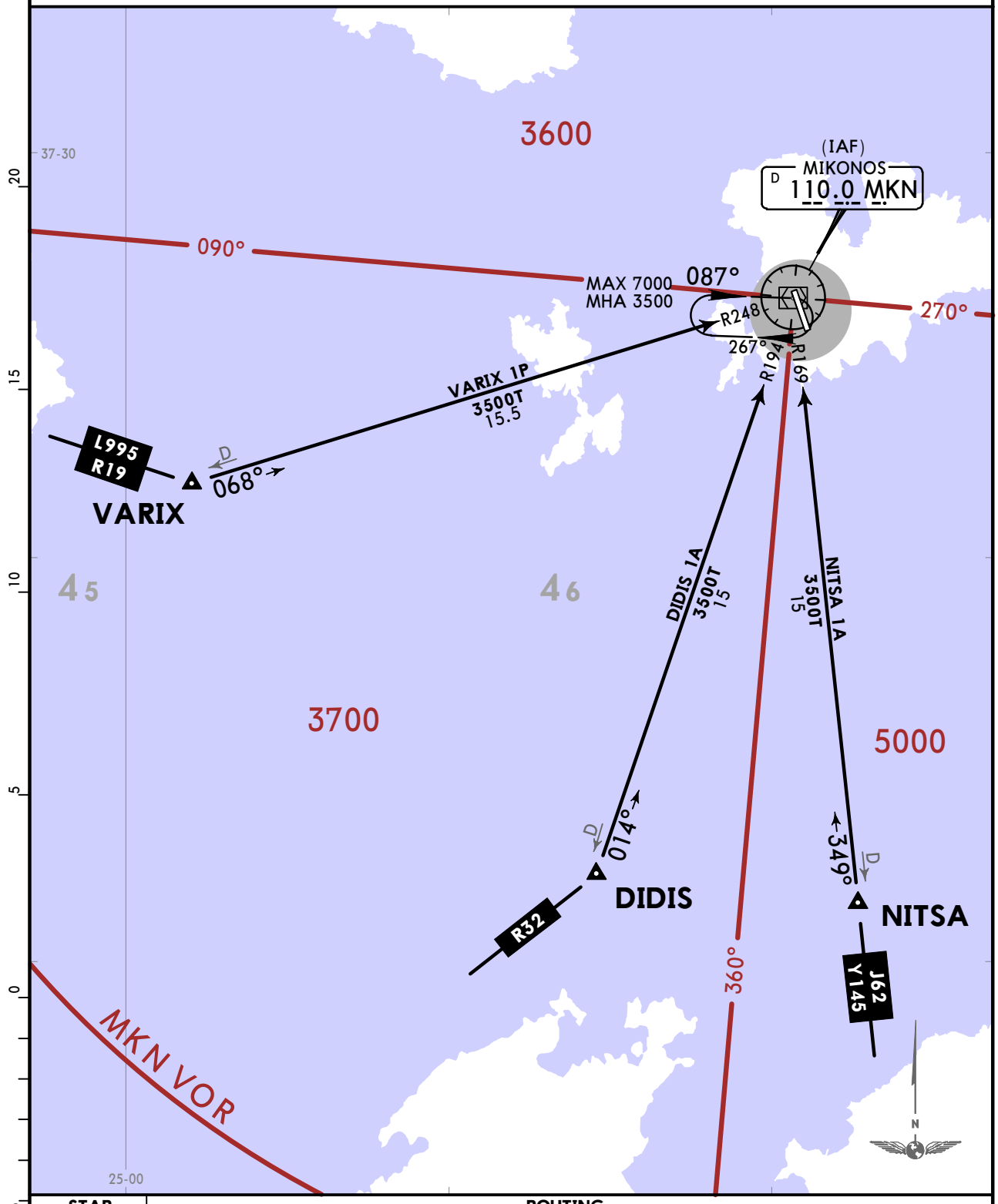
*ATIS	Apt Elev	
128.855	405	Alt Set: hPa Trans level: By ATC MAINTAIN previously assigned level unless cleared to a lower level by Mikonos ATC.

DIDIS 1A [DIDI1A], NITSA 1A [NITS1A]
VARIX 1P [VARI1P]
ARRIVALS
(RWY 34)
BASED ON MKN VOR/DME



STAR	ROUTING
DIDIS 1A	Intercept MKN R194 to MKN VOR.
NITSA 1A	Intercept MKN R169 to MKN VOR.
VARIX 1P	Intercept MKN R248 to MKN VOR.

CHANGES: Airway L995 established.

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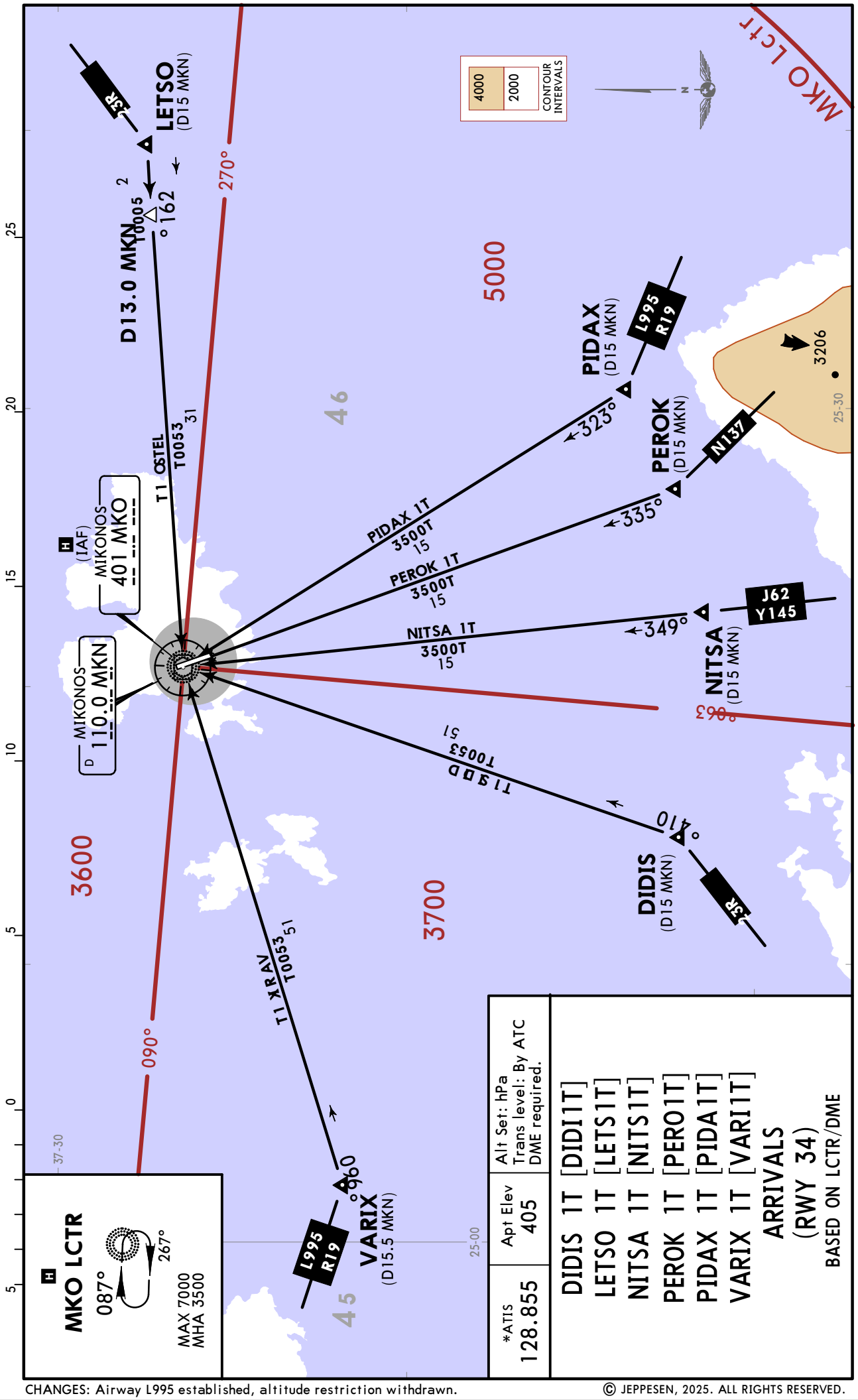

*ATIS
128.855

Apt Elev
405

Alt Set: hPa
Trans level: By ATC
DME required.

DIDIS 1T [DIDI1T]
LETSO 1T [LETS1T]
NITSA 1T [NITS1T]
PEROK 1T [PERO1T]
PIDAX 1T [PIDA1T]
VARIX 1T [VARI1T]
ARRIVALS
(RWY 34)
BASED ON LCTR/DME

CHANGES: Airway L995 established, altitude restriction withdrawn.

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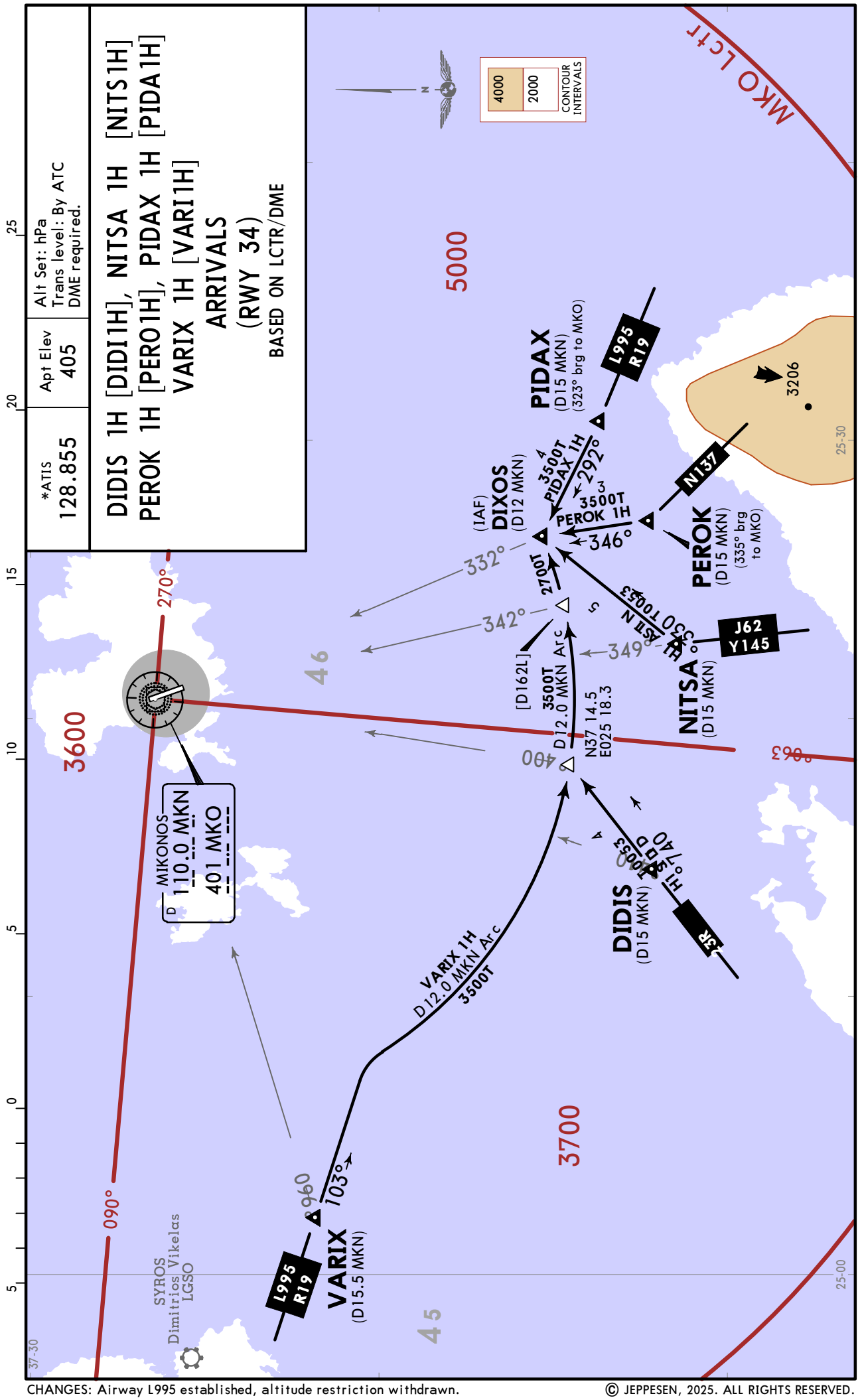

CHANGES: Airway L995 established, altitude restriction withdrawn.

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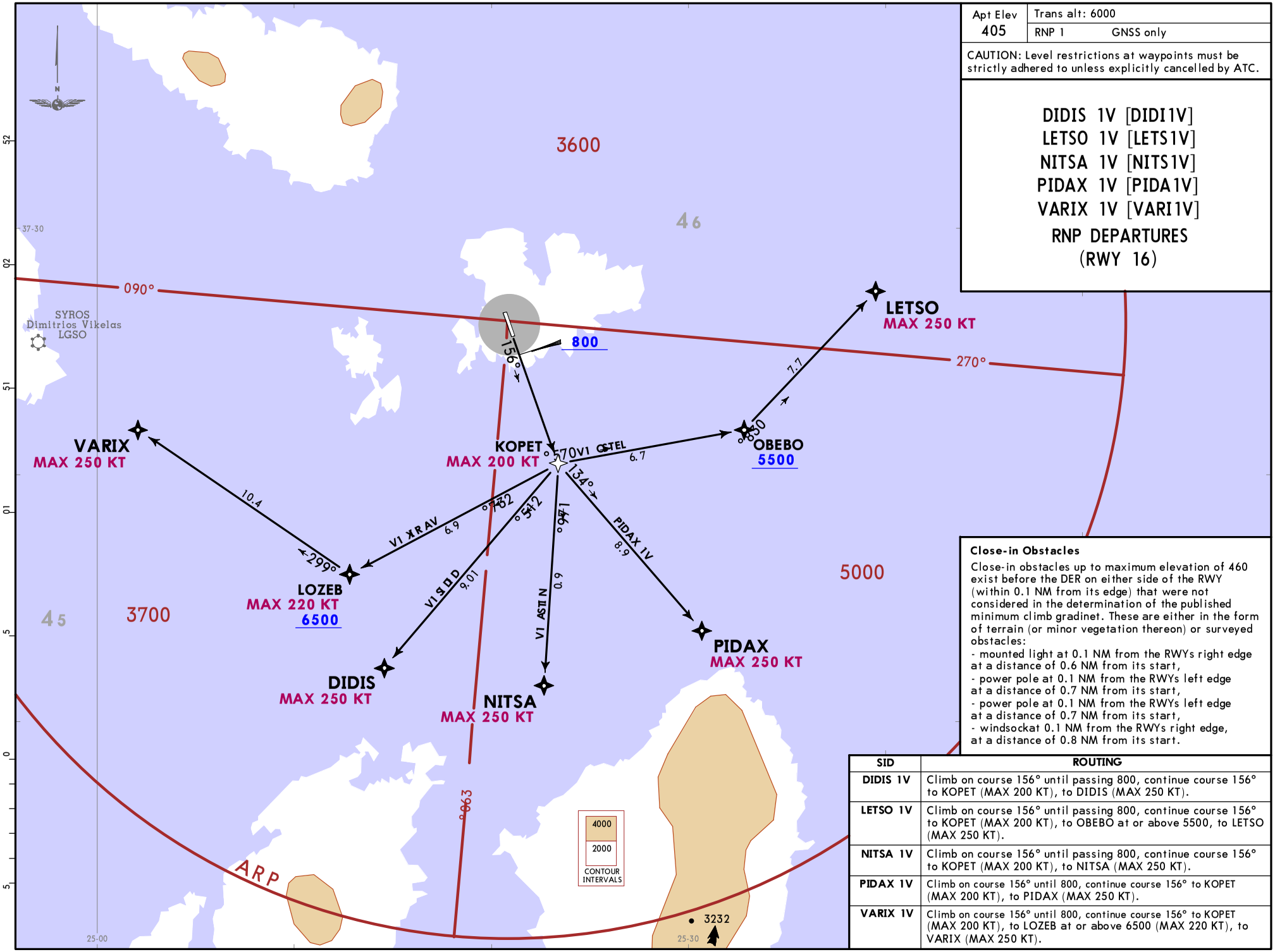
JEPPESEN MIKONOS, GREECE
6 JUN 25 10-3 Eff 12 Jun
RNAV SID

Apt Elev	Trans alt: 6000
405	RNP 1 GNSS only

CAUTION: Level restrictions at waypoints must be strictly adhered to unless explicitly cancelled by ATC.

DIDIS 1V [DIDI1V]
LETSO 1V [LETS1V]
NITSA 1V [NITS1V]
PIDAX 1V [PIDA1V]
VARIX 1V [VARI1V]
RNP DEPARTURES
(RWY 16)



Close-in Obstacles

Close-in obstacles up to maximum elevation of 460 exist before the DER on either side of the RWY (within 0.1 NM from its edge) that were not considered in the determination of the published minimum climb gradinet. These are either in the form of terrain (or minor vegetation thereon) or surveyed obstacles:
- mounted light at 0.1 NM from the RWYs right edge at a distance of 0.6 NM from its start,
- power pole at 0.1 NM from the RWYs left edge at a distance of 0.7 NM from its start,
- power pole at 0.1 NM from the RWYs left edge at a distance of 0.7 NM from its start,
- windsockat 0.1 NM from the RWYs right edge, at a distance of 0.8 NM from its start.

SID	ROUTING
DIDIS 1V	Climb on course 156° until passing 800, continue course 156° to KOPET (MAX 200 KT), to DIDIS (MAX 250 KT).
LETSO 1V	Climb on course 156° until passing 800, continue course 156° to KOPET (MAX 200 KT), to OBEBO at or above 5500, to LETSO (MAX 250 KT).
NITSA 1V	Climb on course 156° until passing 800, continue course 156° to KOPET (MAX 200 KT), to NITSA (MAX 250 KT).
PIDAX 1V	Climb on course 156° until 800, continue course 156° to KOPET (MAX 200 KT), to PIDAX (MAX 250 KT).
VARIX 1V	Climb on course 156° until 800, continue course 156° to KOPET (MAX 200 KT), to LOZEB at or above 6500 (MAX 220 KT), to VARIX (MAX 250 KT).

CHANGES: New SIDs at this airport.

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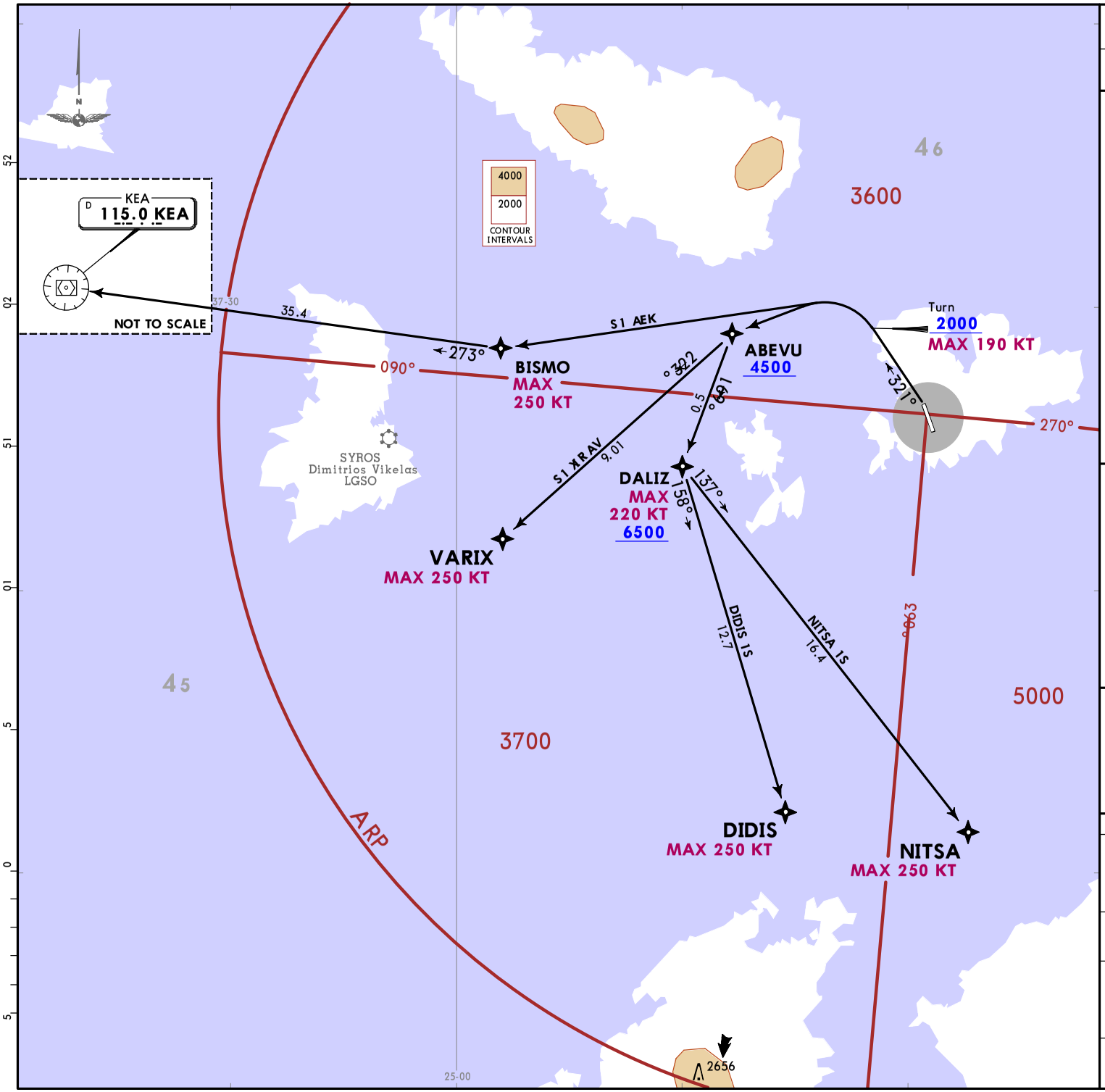

Apt Elev	Trans alt: 6000
405	RNP 1 GNSS only

CAUTION: Level restrictions at waypoints must be strictly adhered to unless explicitly cancelled by ATC.

DIDIS 1S [DIDI1S]
KEA 1S [KEA1S]
NITSA 1S [NITS1S]
VARIX 1S [VARI1S]
RNP DEPARTURES
(RWY 34)

Close-in Obstacles

Close-in obstacles up to maximum elevation of 460 exist before the DER on either side of the RWY (within 0.1 NM from its edge) that were not considered in the determination of the published minimum climb gradinet. These are either in the form of terrain (or minor vegetation thereon) or surveyed obstacles:
- mounted light at 0.1 NM from the RWYs left edge at a distance of 0.4 NM from its start,
- building at 0.1 NM from the RWYs left edge at a distance of 0.7 NM from its start,
- windsock at 0.1 NM from the RWYs right edge at a distance of 0.8 NM from its start.

These SIDs require a minimum climb gradient of 6.3% (383 FT/NM) until passing 1500.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

SID	ROUTING
DIDIS 1S	Climb on course 321° until passing 2000 (MAX 190 KT), turn LEFT direct to ABEVU at or above 4500, to DALIZ at or above 6500 (MAX 220 KT), to DIDIS (MAX 250 KT).
KEA 1S	Climb on course 321° until passing 2000 (MAX 190 KT), turn LEFT direct to BISMO (MAX 250 KT), to KEA VOR.
NITSA 1S	Climb on course 321°, until passing 2000 (MAX 190 KT), turn LEFT direct to ABEVU at or above 4500, to DALIZ at or above 6500 (MAX 220 KT), to NITSA (MAX 250 KT).
VARIX 1S	Climb on course 321°, until passing 2000 (MAX 190 KT), turn LEFT direct to ABEVU at or above 4500, to VARIX (MAX 250 KT).

CHANGES: New SIDs at this airport.

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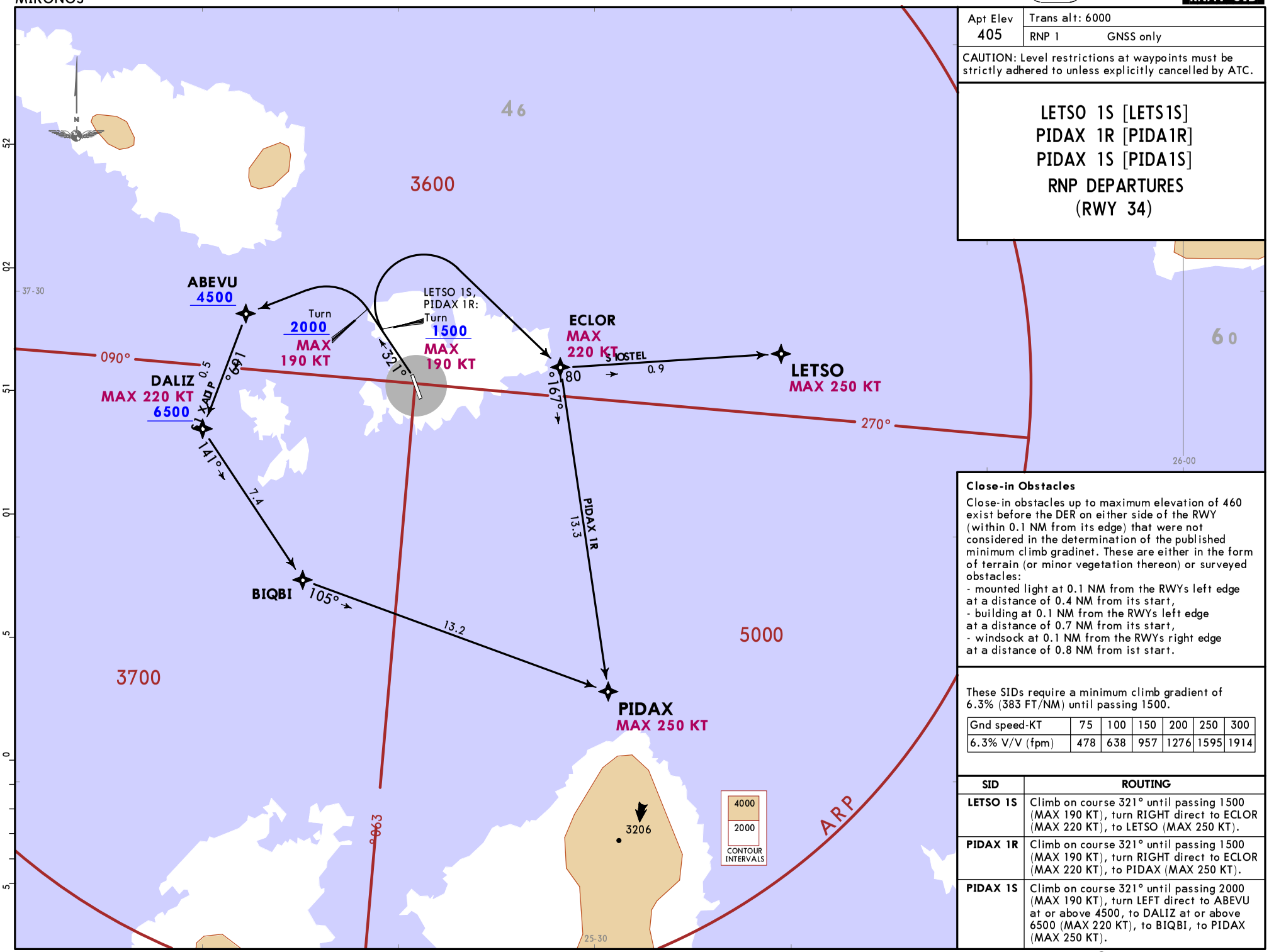
JEPPESEN MIKONOS, GREECE
6 JUN 25 (10-3B) Eff 12 Jun
RNAV SID

Apt Elev	Trans alt: 6000
405	RNP 1 GNSS only

CAUTION: Level restrictions at waypoints must be strictly adhered to unless explicitly cancelled by ATC.

LETSO 1S [LETS1S]
PIDAX 1R [PIDA1R]
PIDAX 1S [PIDA1S]
RNP DEPARTURES
(RWY 34)



Close-in Obstacles

Close-in obstacles up to maximum elevation of 460 exist before the DER on either side of the RWY (within 0.1 NM from its edge) that were not considered in the determination of the published minimum climb gradinet. These are either in the form of terrain (or minor vegetation thereon) or surveyed obstacles:
- mounted light at 0.1 NM from the RWYs left edge at a distance of 0.4 NM from its start,
- building at 0.1 NM from the RWYs left edge at a distance of 0.7 NM from its start,
- windsock at 0.1 NM from the RWYs right edge at a distance of 0.8 NM from ist start.

These SIDs require a minimum climb gradient of 6.3% (383 FT/NM) until passing 1500.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

SID	ROUTING
LETSO 1S	Climb on course 321° until passing 1500 (MAX 190 KT), turn RIGHT direct to ECLOR (MAX 220 KT), to LETSO (MAX 250 KT).
PIDAX 1R	Climb on course 321° until passing 1500 (MAX 190 KT), turn RIGHT direct to ECLOR (MAX 220 KT), to PIDAX (MAX 250 KT).
PIDAX 1S	Climb on course 321° until passing 2000 (MAX 190 KT), turn LEFT direct to ABEVU at or above 4500, to DALIZ at or above 6500 (MAX 220 KT), to BIQBI, to PIDAX (MAX 250 KT).

CHANGES: New SIDs at this airport.

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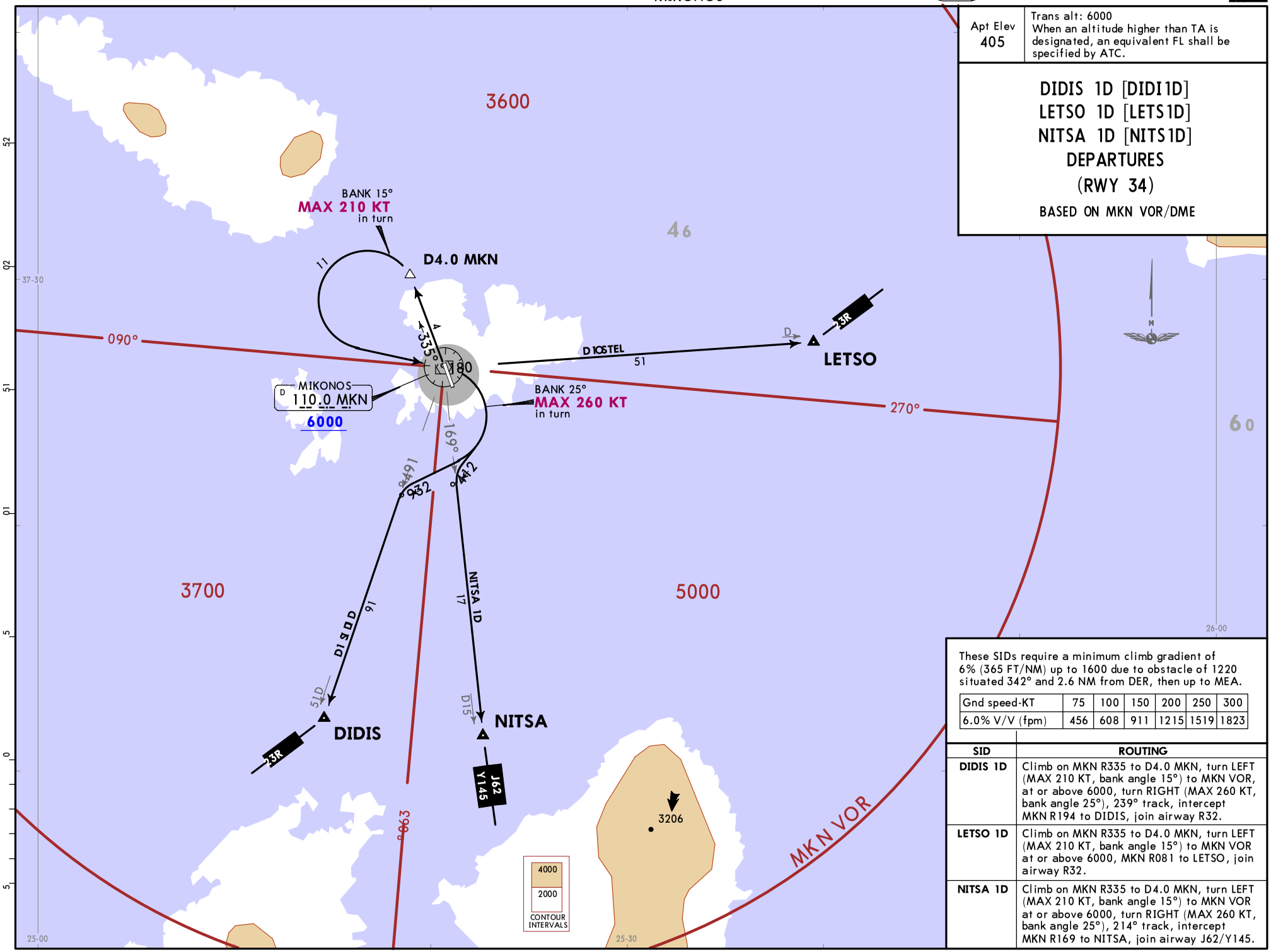

Apt Elev	Trans alt: 6000
405	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

DIDIS 1D [DIDI1D]
LETSO 1D [LETS1D]
NITSA 1D [NITS1D]
DEPARTURES
(RWY 34)

BASED ON MKN VOR/DME

These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
DIDIS 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR, at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 239° track, intercept MKN R194 to DIDIS, join airway R32.
LETSO 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR at or above 6000, MKN R081 to LETSO, join airway R32.
NITSA 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 214° track, intercept MKN R169 to NITSA, join airway J62/Y145.

CHANGES: New format, chart reindexed, airway Y145 established, MSA.

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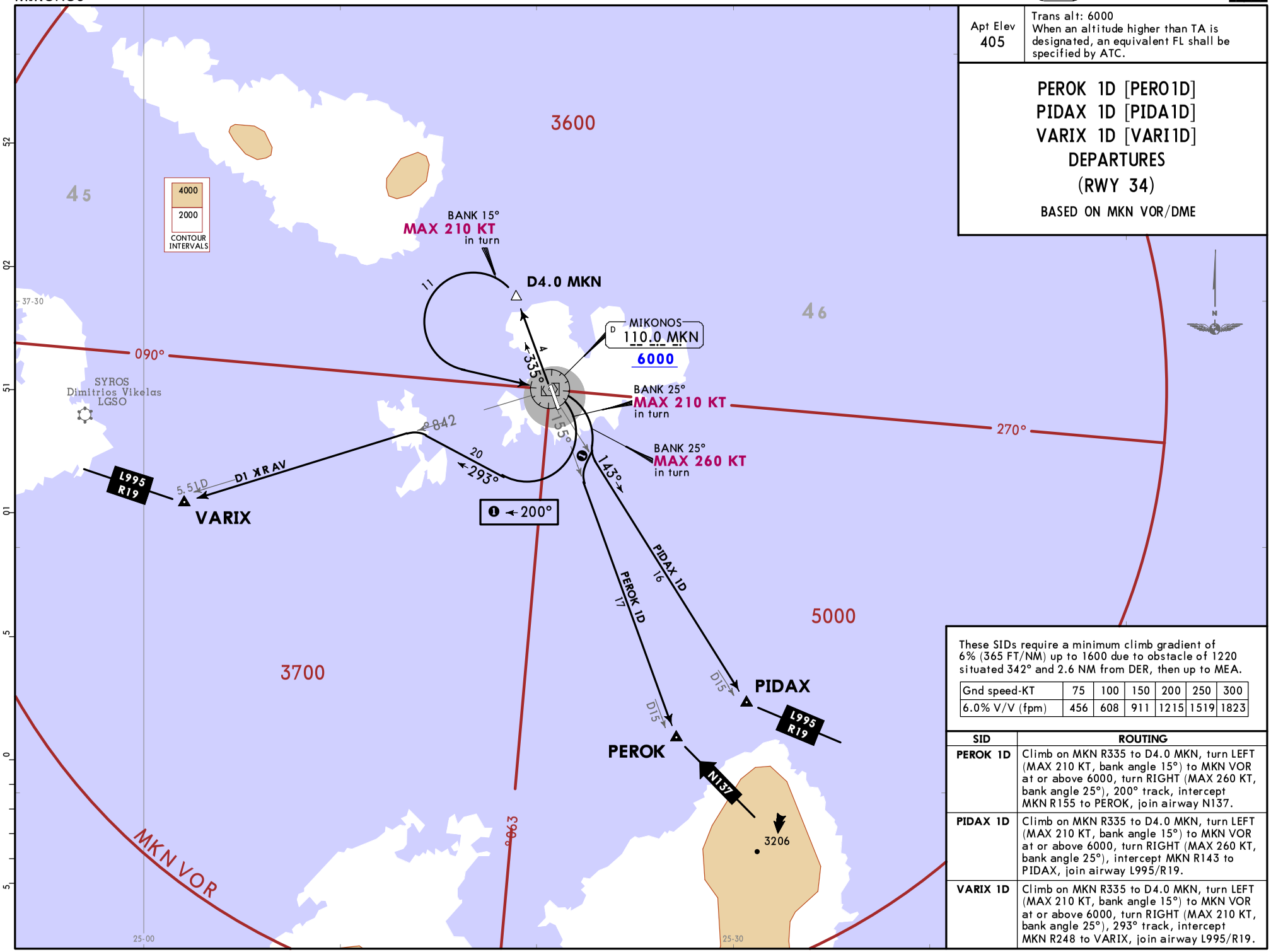
Apt Elev	Trans alt: 6000
405	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PEROK 1D [PERO1D]
PIDAX 1D [PIDA1D]
VARIX 1D [VARI1D]
DEPARTURES
(RWY 34)

BASED ON MKN VOR/DME



These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
PEROK 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 200° track, intercept MKN R155 to PEROK, join airway N137.
PIDAX 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), intercept MKN R143 to PIDAX, join airway L995/R19.
VARIX 1D	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKN VOR at or above 6000, turn RIGHT (MAX 210 KT, bank angle 25°), 293° track, intercept MKN R248 to VARIX, join airway L995/R19.

CHANGES: Airway L995 established, altitude restriction withdrawn.

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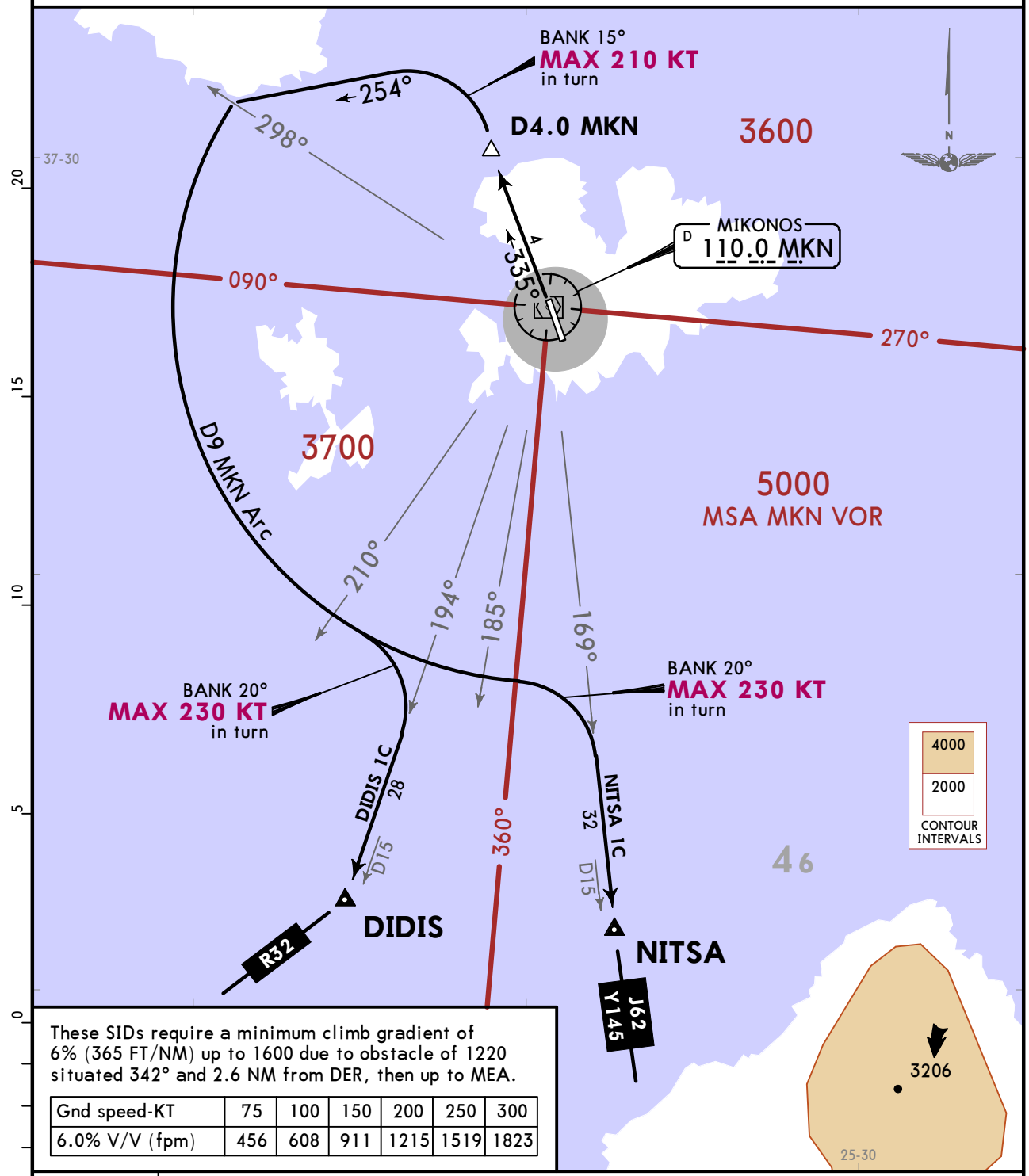
Apt Elev	Trans alt: 6000
405	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

DIDIS 1C [DIDI1C]
NITSA 1C [NITS1C]
DEPARTURES
(RWY 34)

BASED ON MKN VOR/DME



These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
DIDIS 1C	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°), 254° track, along D9 MKN Arc, when passing MKN R210 turn RIGHT (MAX 230 KT, bank angle 20°), intercept MKN R194 to DIDIS, join airway R32.
NITSA 1C	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°), 254° track, along D9 MKN Arc, when passing MKN R185 turn RIGHT (MAX 230 KT, bank angle 20°), intercept MKN R169 to NITSA, join airway J62/Y145.

CHANGES: None.

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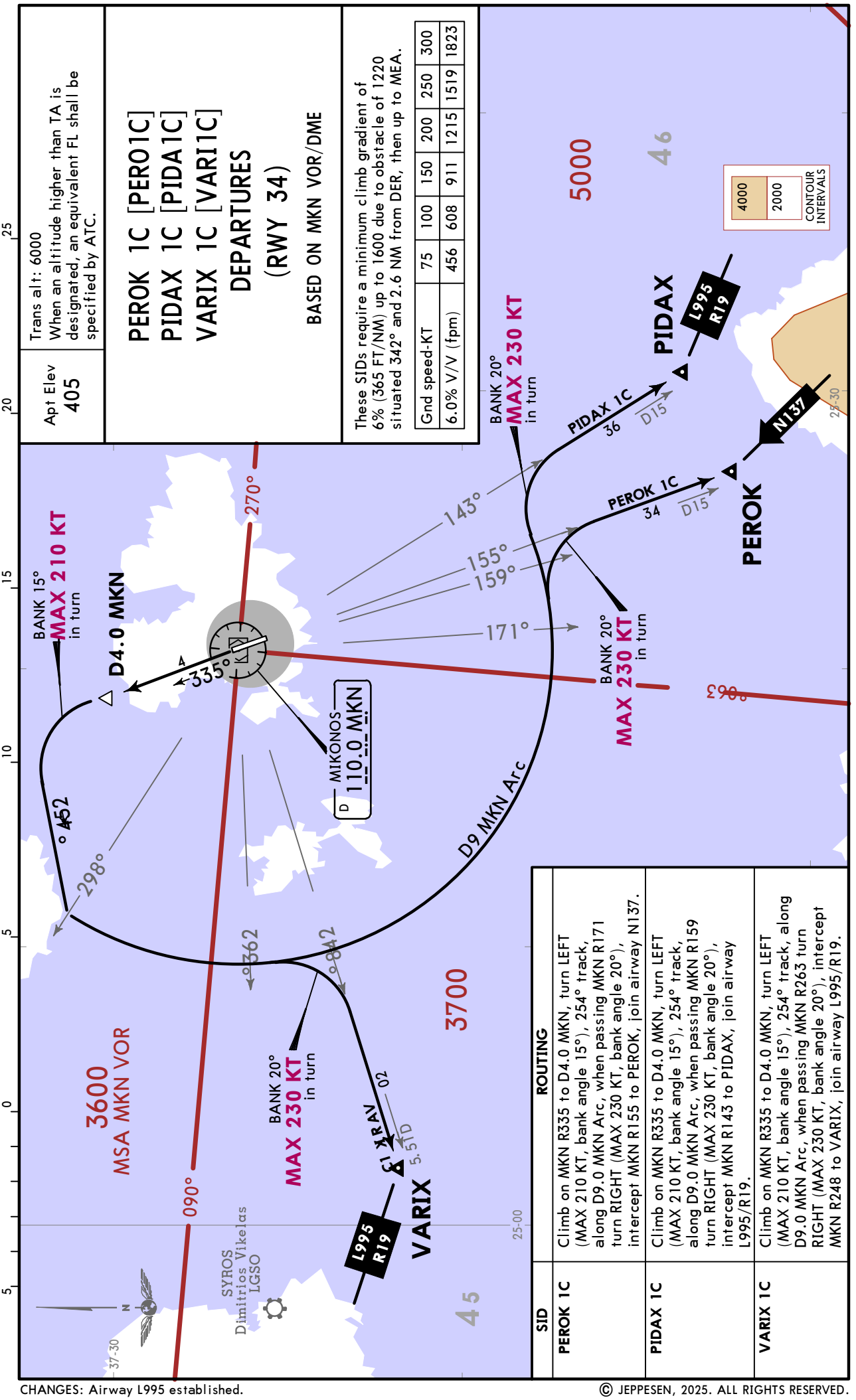
Apt Elev 405

Trans alt: 6000
When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PEROK 1C [PERO1C]
PIDAX 1C [PIDA1C]
VARIX 1C [VARI1C]
DEPARTURES
(RWY 34)
BASED ON MKN VOR/DME

These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823



SID	ROUTING
PEROK 1C	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°), 254° track, along D9.0 MKN Arc, when passing MKN R171 turn RIGHT (MAX 230 KT, bank angle 20°), intercept MKN R155 to PEROK, join airway N137.
PIDAX 1C	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°), 254° track, along D9.0 MKN Arc, when passing MKN R159 turn RIGHT (MAX 230 KT, bank angle 20°), intercept MKN R143 to PIDAX, join airway L995/R19.
VARIX 1C	Climb on MKN R335 to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°), 254° track, along D9.0 MKN Arc, when passing MKN R263 turn RIGHT (MAX 230 KT, bank angle 20°), intercept MKN R248 to VARIX, join airway L995/R19.

CHANGES: Airway L995 established.

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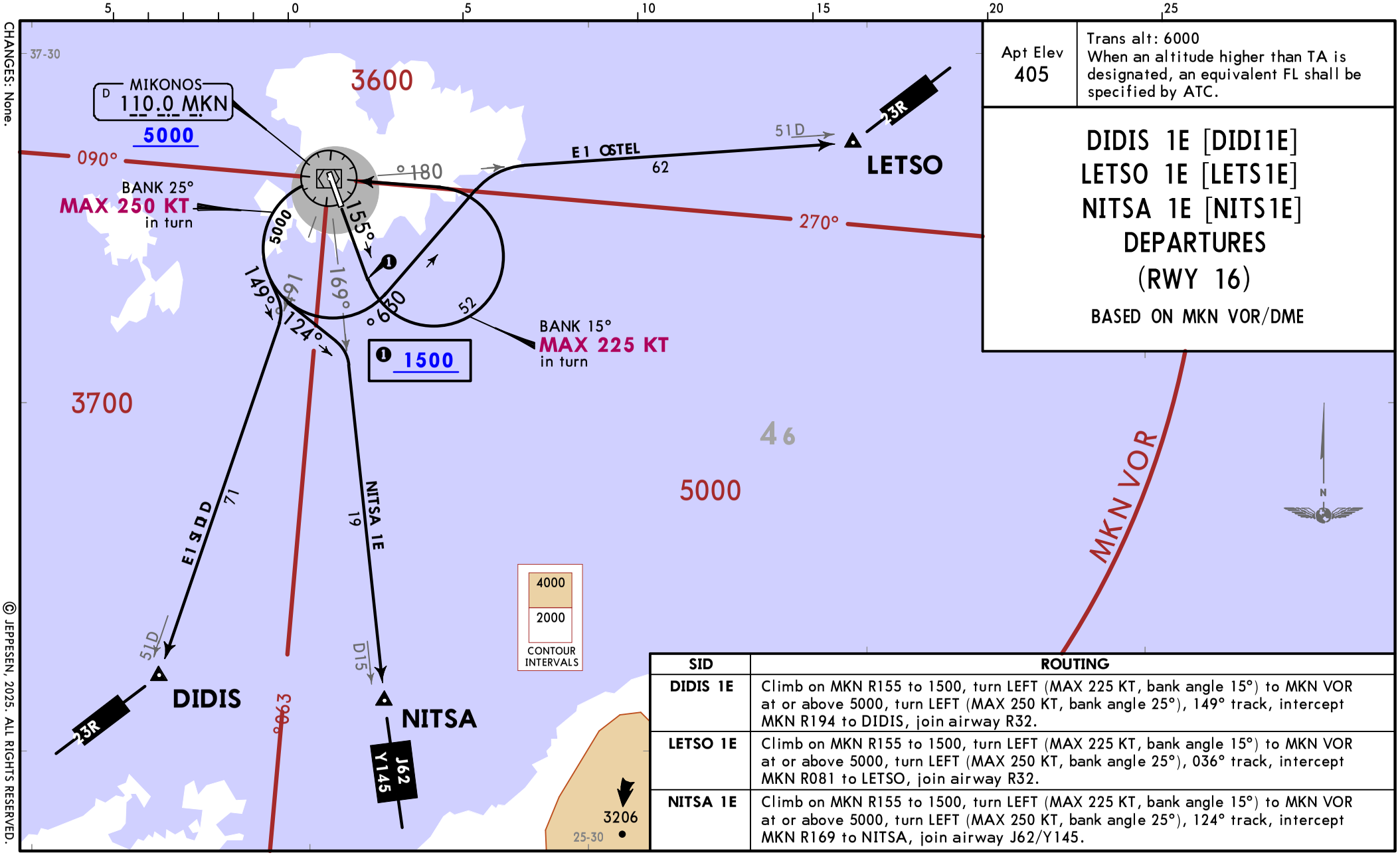
Apt Elev 405	Trans alt: 6000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

DIDIS 1E [DIDI1E]
LETSO 1E [LETS1E]
NITSA 1E [NITS1E]
DEPARTURES
(RWY 16)

BASED ON MKN VOR/DME



SID	ROUTING
DIDIS 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 149° track, intercept MKN R194 to DIDIS, join airway R32.
LETSO 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 036° track, intercept MKN R081 to LETSO, join airway R32.
NITSA 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 124° track, intercept MKN R169 to NITSA, join airway J62/Y145.

CHANGES: None.

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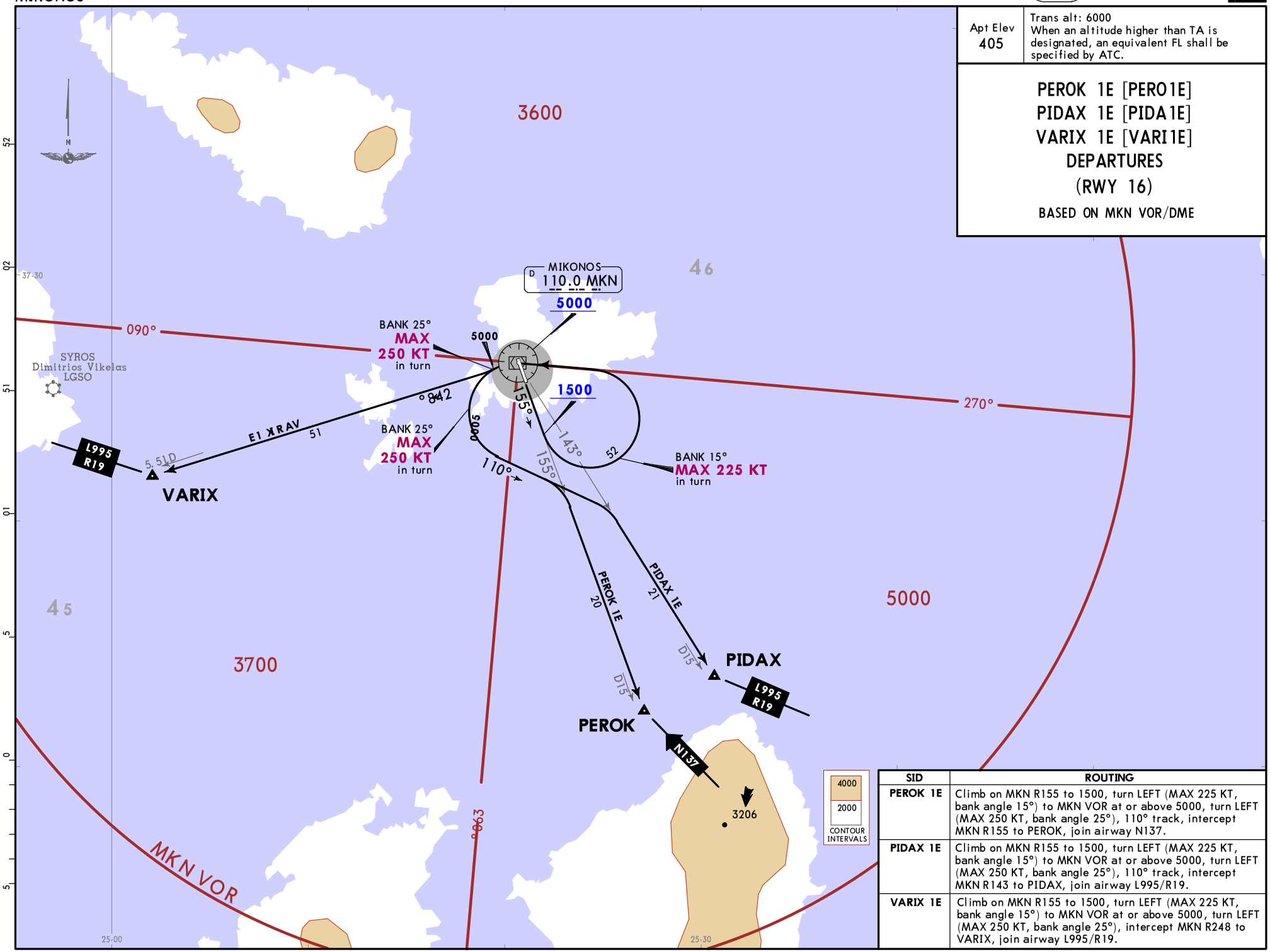
Apt Elev	
405	Trans alt: 6000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PEROK 1E [PERO1E]
PIDAX 1E [PIDA1E]
VARIX 1E [VARI1E]
DEPARTURES
(RWY 16)

BASED ON MKN VOR/DME



SID	ROUTING
PEROK 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 110° track, intercept MKN R155 to PEROK, join airway N137.
PIDAX 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 110° track, intercept MKN R143 to PIDAX, join airway L995/R19.
VARIX 1E	Climb on MKN R155 to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKN VOR at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), intercept MKN R248 to VARIX, join airway L995/R19.

CHANGES: Airway L995 established, altitude restriction withdrawn.

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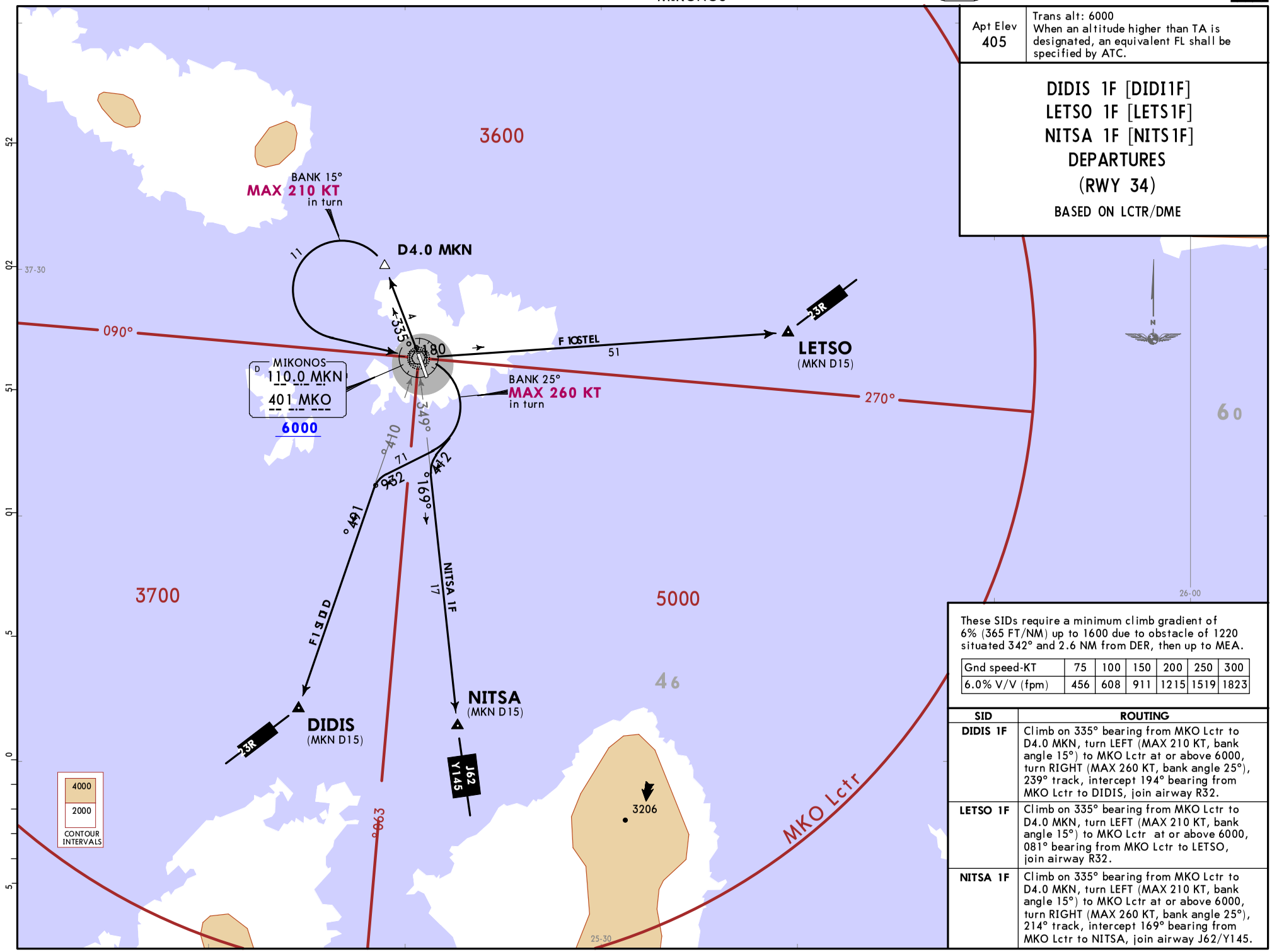

Apt Elev	Trans alt: 6000
405	When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

DIDIS 1F [DIDI1F]
LETSO 1F [LETS1F]
NITSA 1F [NITS1F]
DEPARTURES
(RWY 34)

BASED ON LCTR/DME

These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
DIDIS 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 239° track, intercept 194° bearing from MKO Lctr to DIDIS, join airway R32.
LETSO 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr at or above 6000, 081° bearing from MKO Lctr to LETSO, join airway R32.
NITSA 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 214° track, intercept 169° bearing from MKO Lctr to NITSA, join airway J62/Y145.

CHANGES: None.

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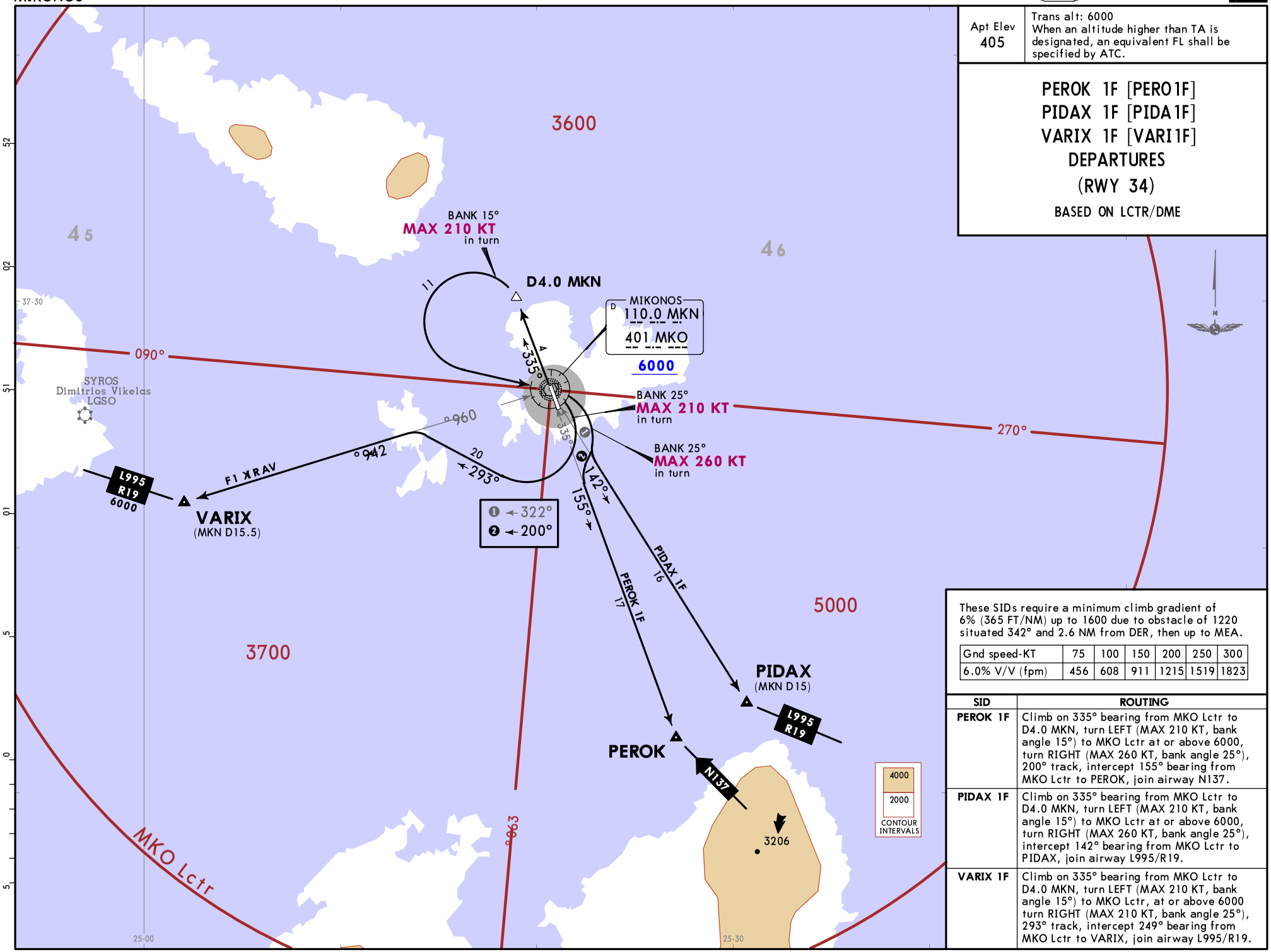
JEPPESEN MIKONOS, GREECE
22 AUG 25 (10-3K) Eff 4 Sep
SID

Apt Elev	
405	Trans alt: 6000 When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PEROK 1F [PERO1F]
PIDAX 1F [PIDA1F]
VARIX 1F [VARI1F]
DEPARTURES
(RWY 34)

BASED ON LCTR/DME



These SIDs require a minimum climb gradient of 6% (365 FT/NM) up to 1600 due to obstacle of 1220 situated 342° and 2.6 NM from DER, then up to MEA.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
PEROK 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), 200° track, intercept 155° bearing from MKO Lctr to PEROK, join airway N137.
PIDAX 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr at or above 6000, turn RIGHT (MAX 260 KT, bank angle 25°), intercept 142° bearing from MKO Lctr to PIDAX, join airway L995/R19.
VARIX 1F	Climb on 335° bearing from MKO Lctr to D4.0 MKN, turn LEFT (MAX 210 KT, bank angle 15°) to MKO Lctr, at or above 6000 turn RIGHT (MAX 210 KT, bank angle 25°), 293° track, intercept 249° bearing from MKO Lctr to VARIX, join airway L995/R19.

CHANGES: Airway L995 established.

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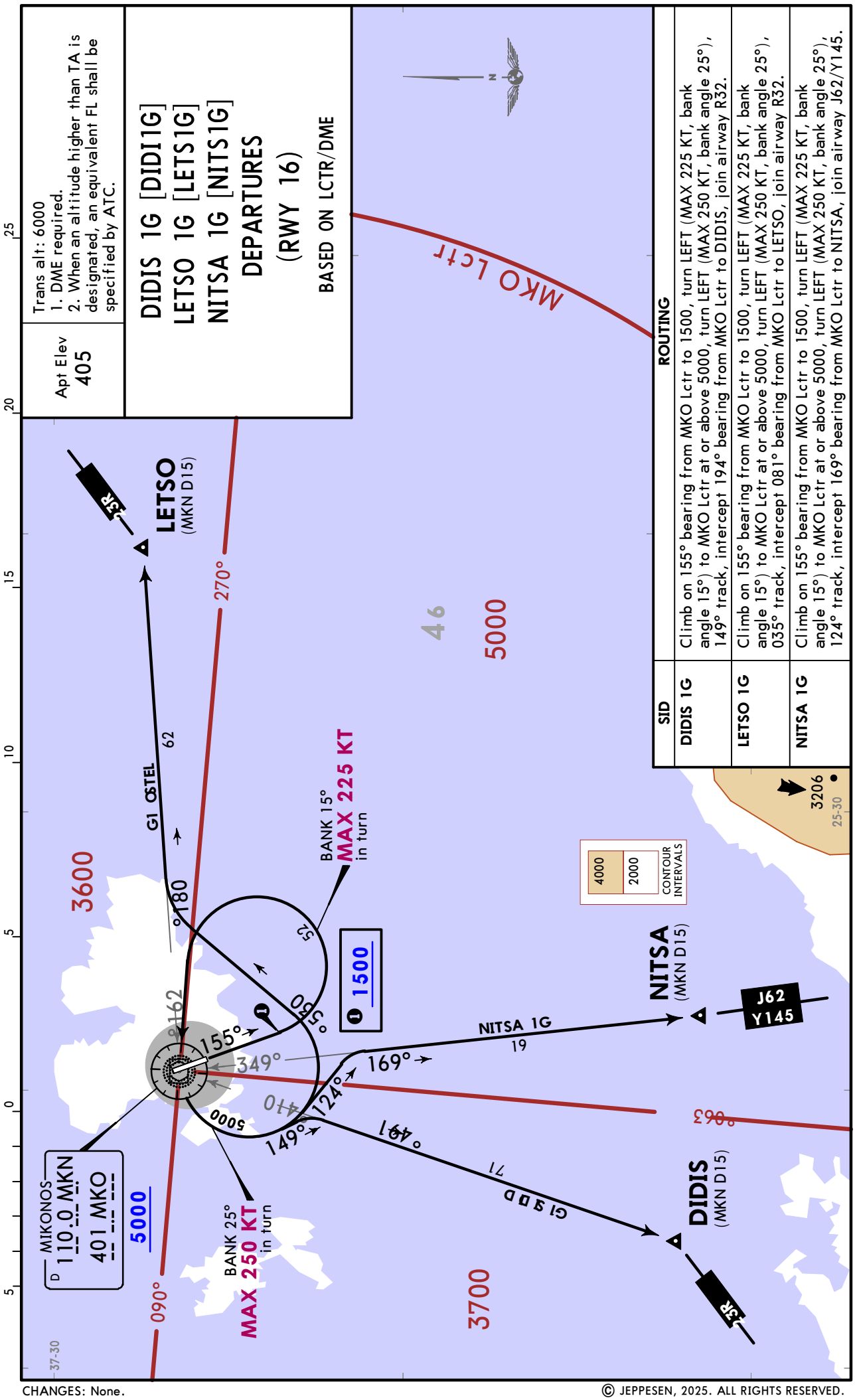
DIDIS 1G [DIDI1G]
LETSO 1G [LETS1G]
NITSA 1G [NITS1G]
DEPARTURES
(RWY 16)

BASED ON LCTR/DME

Apt Elev 405

Trans alt: 6000
1. DME required.
2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

SID	ROUTING
DIDIS 1G	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 149° track, intercept 194° bearing from MKO Lctr to DIDIS, join airway R32.
LETSO 1G	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 035° track, intercept 081° bearing from MKO Lctr to LETSO, join airway R32.
NITSA 1G	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 124° track, intercept 169° bearing from MKO Lctr to NITSA, join airway J62/Y145.



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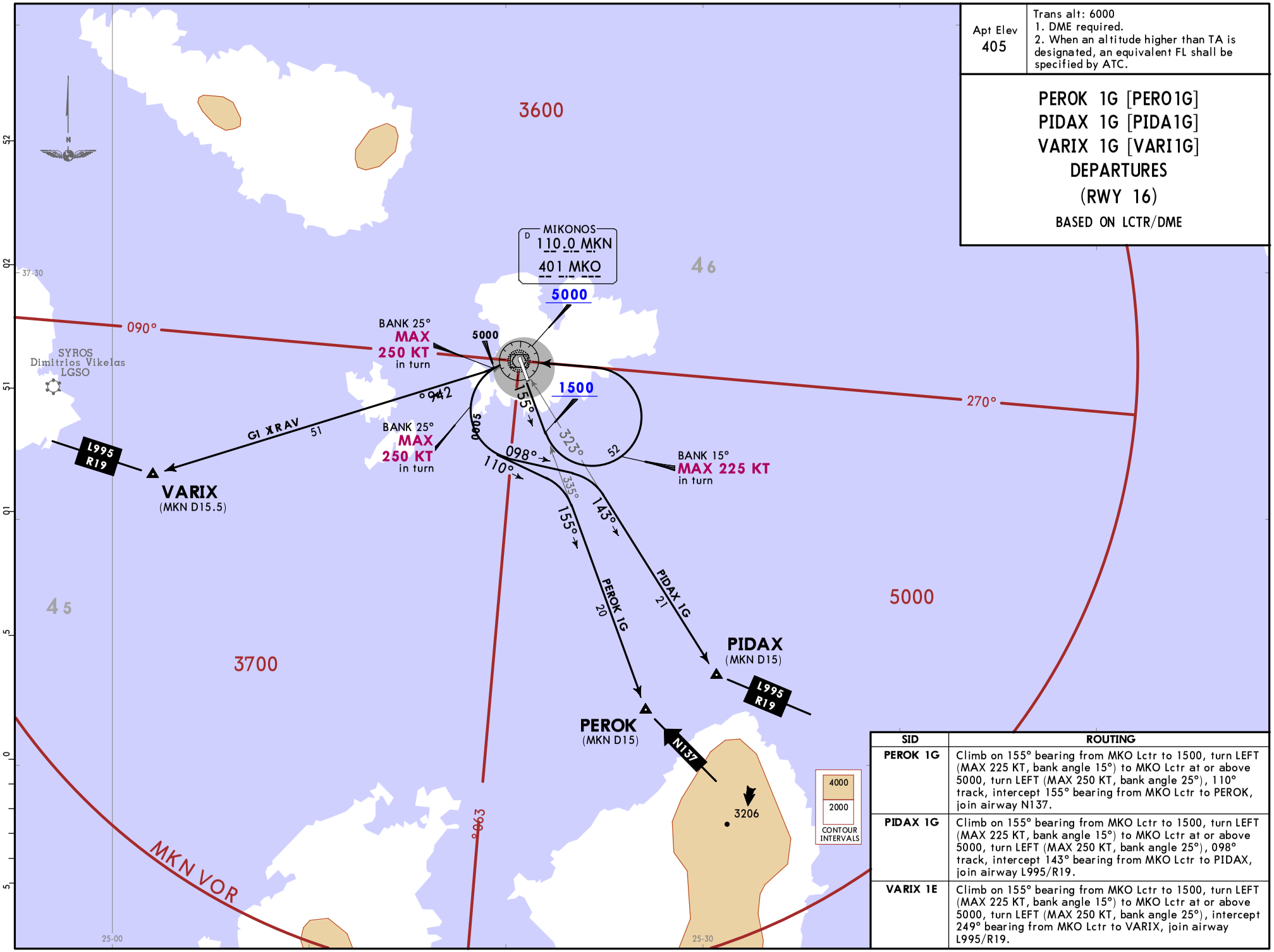
JEPPESEN MIKONOS, GREECE
22 AUG 25 (10-3M) Eff 4 Sep
SID

Apt Elev	
405	Trans alt: 6000 1. DME required. 2. When an altitude higher than TA is designated, an equivalent FL shall be specified by ATC.

PEROK 1G [PERO1G]
PIDAX 1G [PIDA1G]
VARIX 1G [VARI1G]
DEPARTURES
(RWY 16)

BASED ON LCTR/DME



SID	ROUTING
PEROK 1G	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 110° track, intercept 155° bearing from MKO Lctr to PEROK, join airway N137.
PIDAX 1G	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), 098° track, intercept 143° bearing from MKO Lctr to PIDAX, join airway L995/R19.
VARIX 1E	Climb on 155° bearing from MKO Lctr to 1500, turn LEFT (MAX 225 KT, bank angle 15°) to MKO Lctr at or above 5000, turn LEFT (MAX 250 KT, bank angle 25°), intercept 249° bearing from MKO Lctr to VARIX, join airway L995/R19.

CHANGES: Airway L995 established, altitude restriction withdrawn.

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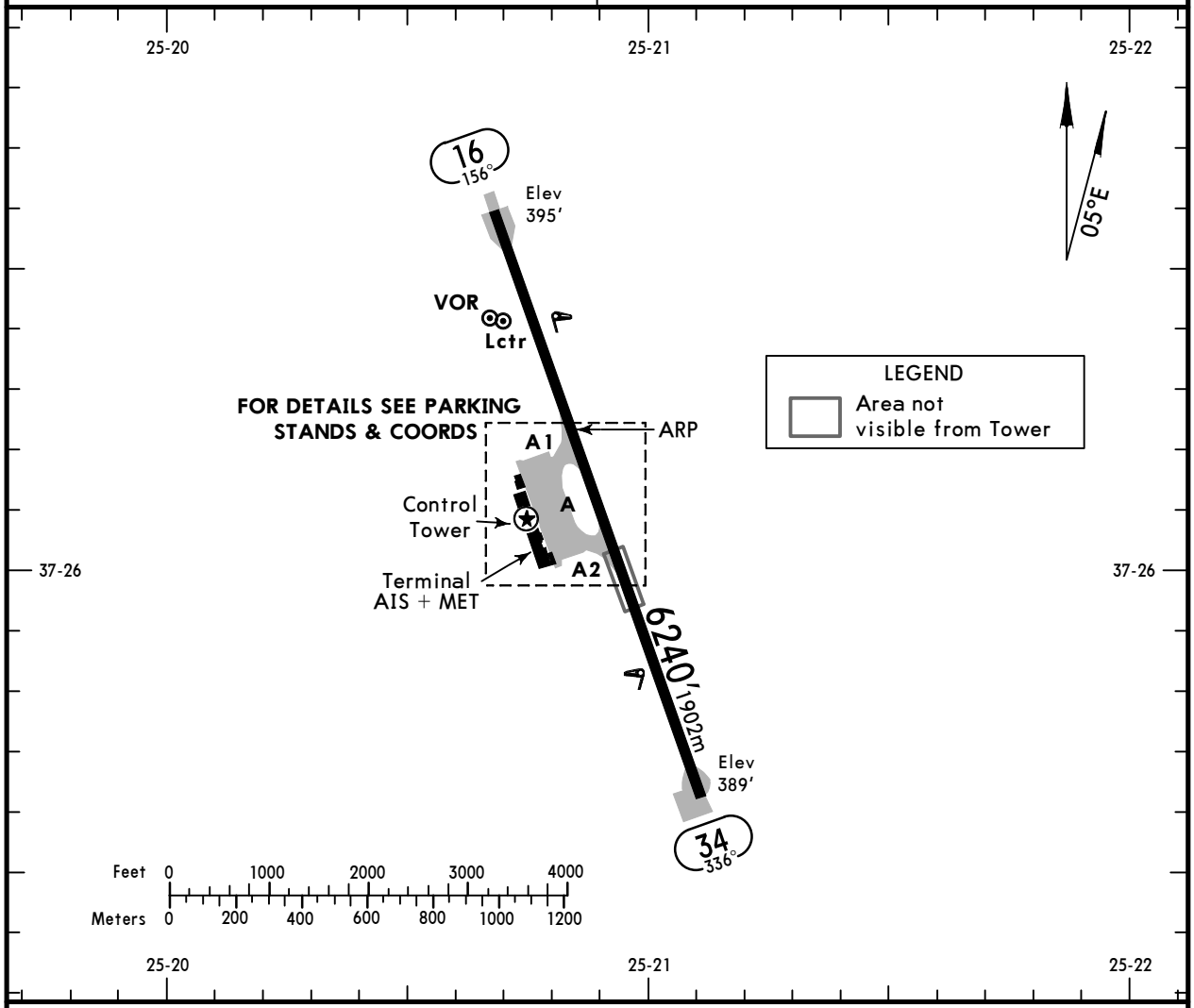
LGMK / JMK

Apt Elev **405'**
N37 26.2 E025 20.8

JEPPESEN
6 DEC 24 (10-9)

MIKONOS, ~~GREECE~~
MIKONOS

*ATIS	*MIKONOS Tower
128.855	119.875 122.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL (60m) REIL				98' 30m
34	HIRL (60m) REIL PAPI-L (angle 3.02°, MEHT 57')				

Standard TAKE-OFF

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

CHANGES: Magnetic variation and Rwys bearings updated.

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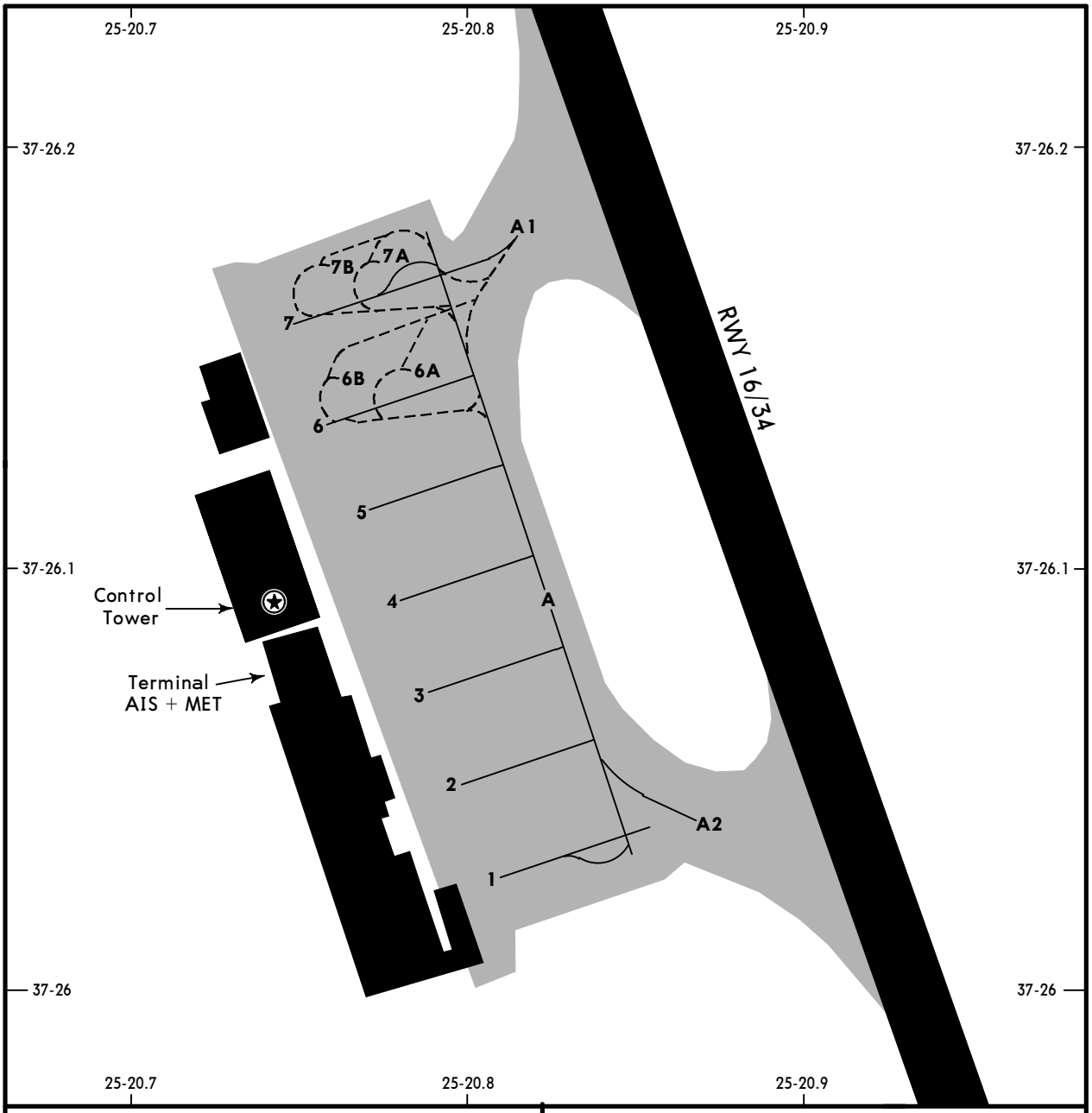

INS COORDINATES	
STAND No.	**COORDINATES**
1	N37 26.0 E025 20.8
2 thru 6	N37 26.1 E025 20.8
7	N37 26.2 E025 20.7
6A thru 7B	N37 26.2 E025 20.8

CHANGES: None.

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LGMK/JMK MIKONOS

JEPPESEN

25 JUL 25 (12-1) Eff 7 Aug

CAT A, B & C

MIKONOS, ~~GREECE~~ RNP Rwy 16

BRIEFING STRIP

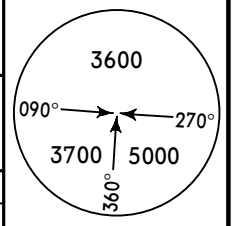
*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

RNAV	Final Apch Crs 141°	MK159 MANDATORY 2100′ (1705′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 405′ Rwy 395′

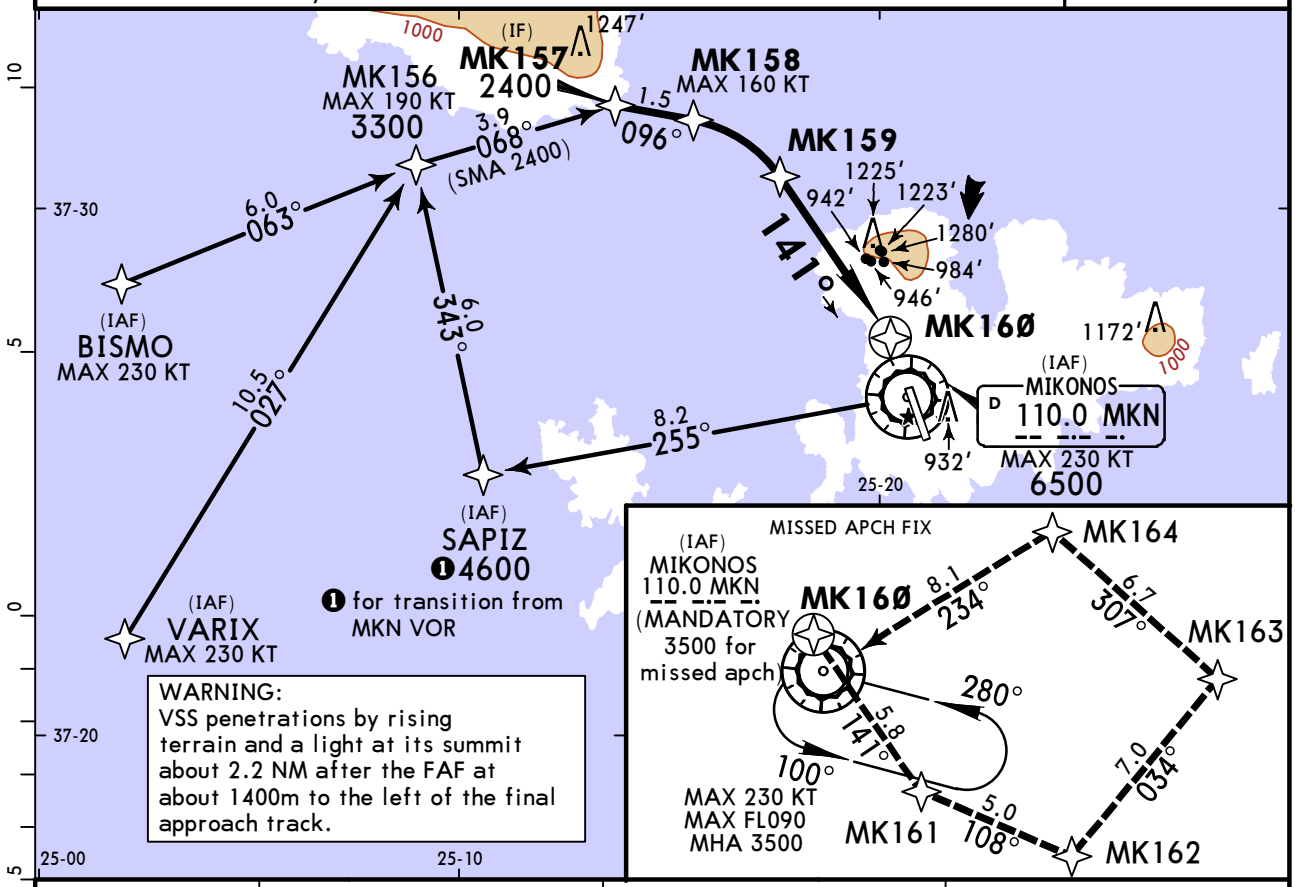
MISSED APCH: Climb to 3500′. Fly-over MK16Ø, then track to fly-by MK161, then track to fly-by MK162, then track to fly-by MK163, then track to fly-by MK164, then track to MKN VOR. MAX 230 KT until MKN VOR.

Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 6000′

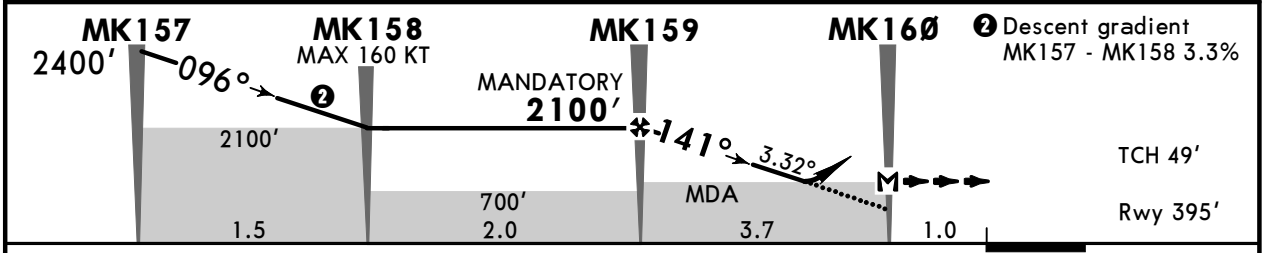
1. Radius to fix required. 2. WARNING: APV/Baro-VNAV operations not authorised below -5°C. Effective VPA exceeds 3.5° above 29°C. 3. Final approach track is offset 15.0° from extended Rwy centerline.



MSA ARP



DIST TO THR	4.7	3.7	2.7
ALTITUDE	2100′	1748′	1395′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.32°	411	529	587	705	822	940
MAP at MK16Ø							
MK159 to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

Timing not authorized for defining the MAP.

REIL	230 KT MAX	MK161	MK162
		↑	LT ↖

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV A:1288′(893′) DA(H) B:1294′(899′) C:1298′(903′)	LNAV CDFA ❶ DA/MDA(H) 1340′(945′)
A	R1500m	R1500m
B		
C	R2400m	R2400m
D	NOT APPLICABLE	NOT APPLICABLE

❷ CIRCLE-TO-LAND

Only West of Rwy

	Max KT	MDA(H)	
A	100	1340′ (935′)	V1500m
B	135	1450′ (1045′)	V1600m
C	180	1620′ (1215′)	V2400m
D		NOT APPLICABLE	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ Circling to Rwy 16 during DAYTIME only.

CHANGES: BISMO altitude restriction deleted.

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LGMK/JMK MIKONOS

JEPPESEN
25 JUL 25 (12-2) Eff 7 Aug

MIKONOS, ~~GREECE~~ RNP Rwy 34

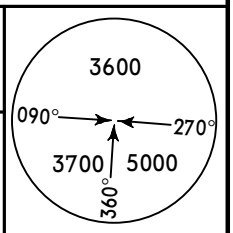
*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

BRIEFING STRIP

EGNOS	Final Apch Crs	MK5Ø8 MANDATORY	LPV DA(H) Refer to Minimums	Apt Elev 405′ Rwy 389′
Ch 44955 E34A	336°	2000′(1611′)		

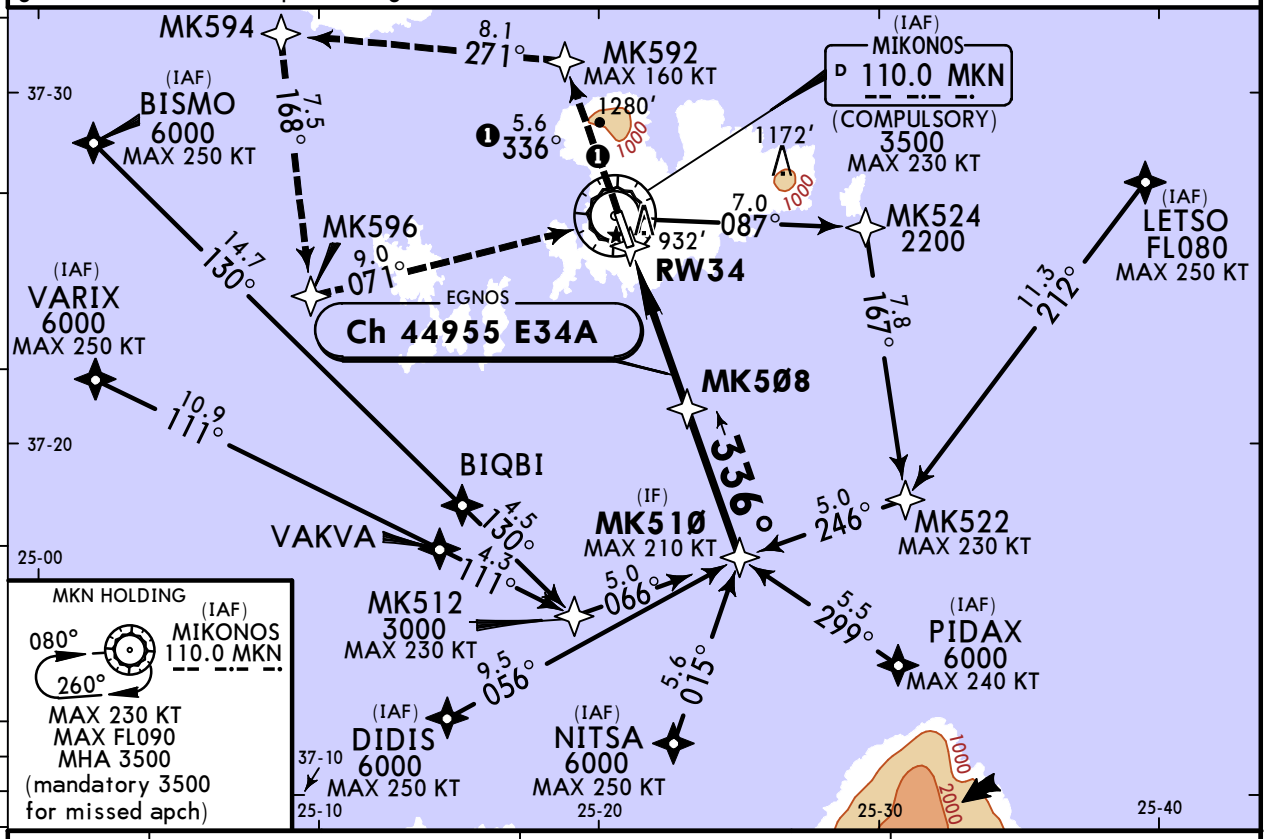
MISSED APCH: Climb to 3500′ fly-over RWY34, then track to fly-by MK592, then track to fly-by MK594, then track to fly-by MK596, then track to MKN VOR. At MKN VOR hold or follow ATC instructions.
MAX 160 KT until MK592. MAX 210 KT until MKN VOR.

RNP apch. | Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 6000′

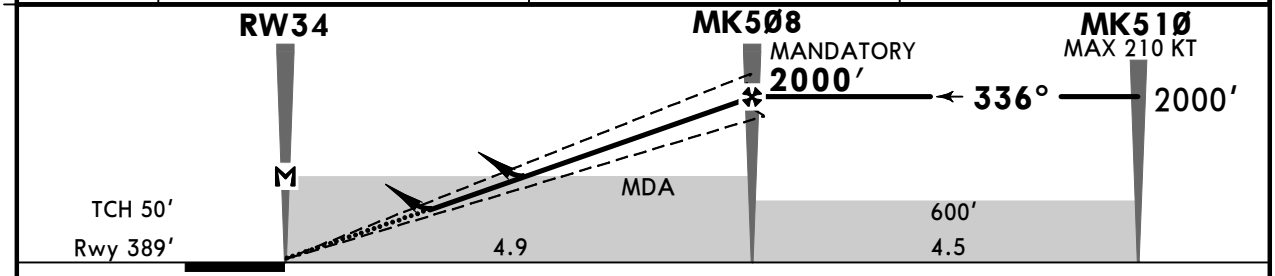


MSA ARP

1. APV/Baro-VNAV operations not authorised below -5°C. Effective VPA exceeds 3.5° above 60°C.
2. Descent gradient in each of the initial appch segments starting from DIDIS, NITSA and PIDAX is greater than 8% due to precending en-route level constraints.



DIST to RW34	4.9	3.9	2.9
ALTITUDE	2001′	1682′	1364′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34							
MK5Ø8 to MAP	4.9	4:12	3:16	2:57	2:27	2:06	1:50

Timing not authorized for defining the MAP.

REIL
PAPI-L

160 KT MAX

MK592

PANS OPS

Std/State STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV
	DA(H) B:929′(540′) A:916′(527′) C:938′(549′)	DA(H) B:929′(540′) A:916′(527′) C:948′(559′)	1 DA/MDA(H) CDFA 1180′(791′)
A	R1500m	R1500m	R1500m
B			
C	R2400m	R2400m	R2400m
D	N/A	N/A	

2 CIRCLE-TO-LAND
Only West of Rwy

Max KT	MDA(H)
100	1180′(775′) V1500m
135	1450′(1045′) V1600m
180	1620′(1215′) V2400m
205	1680′(1275′) V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 Circling to Rwy 16 during DAYTIME only.

CHANGES: Cat D LNAV and circling minimums established.

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LGMK/JMK MIKONOS

JEPPESEN
6 JUN 25
Eff 12 Jun
13-1
CAT A, B & C

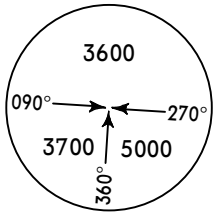
MIKONOS, GREECE VOR Z Rwy 34

*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

BRIEFING STRIP™

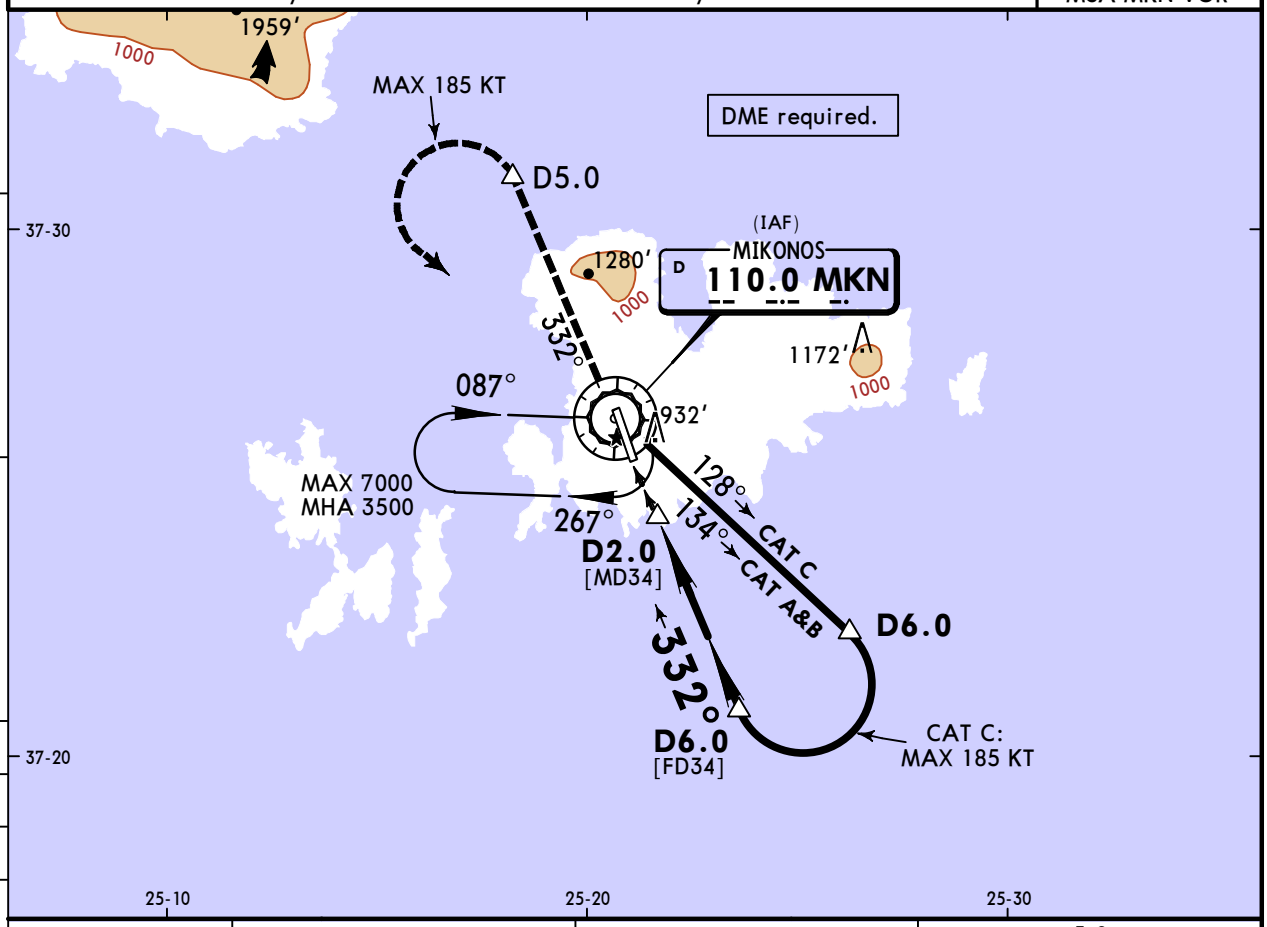
VOR MKN	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 405′
110.0	332°	2070′(1681′)	1200′(811′)	Rwy 389′

MISSED APCH: Climb via VOR on R-332 to D5.0, then turn LEFT (MAX 185 KT) to reach VOR at 3500′ and hold.

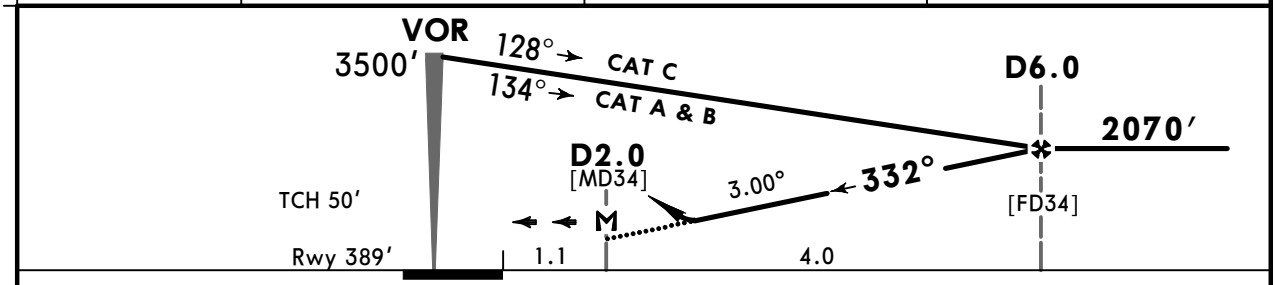


MSA MKN VOR

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 6000′



MKN DME	3.0	4.0	5.0
ALTITUDE	1122′	1438′	1754′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							
D6.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

MKN 110.0 ↑ D5.0 ↑ on MKN 110.0 R-332

Standard STRAIGHT-IN LANDING RWY 34

CDFA
DA/MDA(H) 1200′(811′)

CIRCLE-TO-LAND 1

East of Rwy not authorized

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1200′(795′)	1500m
B		135	1450′(1045′)	1600m
C	RVR 2400m	180	1620′(1215′)	2400m
D	NOT APPLICABLE	D	NOT APPLICABLE	

PANS OPS

1 Circling to Rwy 16 during DAYTIME only.

CHANGES: MSA, circling minimums.

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LGMK/JMK MIKONOS

JEPPESEN
6 JUN 25
Eff 12 Jun
13-2
CAT A, B & C

MIKONOS, GREECE VOR Y Rwy 34

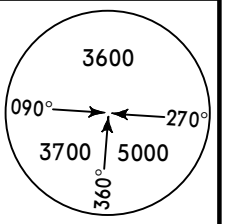
*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

BRIEFING STRIP

VOR MKN 110.0	Final Apch Crs 332°	Refer to chart 13-2A	DA/MDA(H) Refer to chart 13-2A	Apt Elev 405′ Rwy 389′

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required. 2. Procedure not to be used in case of Radio communication failure when not cleared to by ATC.



MSA MKN VOR

FOR FINAL APPROACH SEE 13-2A

NOT TO SCALE
RIGRO
13.0
R32

(IAF)
LETSO
D15.0

081°
3.8
227°
5000
091°
[DØ91L]

12 DME Arc
5000

118°
[D118L]

MIKONOS
D 110.0 MKN

1280′
1000
1172′
1000
932′

KEA VOR
37.0
R19
6000
4.7
103°
3500
248°
235°
[D235L]

(IAF)
VARIX
D15.5

12 DME Arc
3500

184°
163°
141°
[D184L]
3500

1 2070
2 346° 3.1 3500

(IF)
D12.0
[CD34Y]
3500

(IAF)
PIDAX
D15.0/R-143
3.7
292°
3500
38.4
R19

(IAF)
DIDIS
D15.0/R-194
3.8
048°
3500
6.6
R32

(IAF)
NITSA
D15.0/R-169

5.0
033°
3500

(IAF)
PEROK
D15.0/R-155

RAPOS

AKINA
NOT TO SCALE

1050′
3271′
3000
53.7
N137

1152′
1000
3251′
1123′
3000
2000
48.0
J62

ASTIS
NOT TO SCALE

2656′
2000
1000
1109′

1359′
1000

SNI VOR 1356′

2209′
2000
1000
2523′
2000

PANS OPS
36-50
25-00
25-10
25-20
25-30
25-40
37-30
37-20
37-10
37-00
20
15
10
5
0
5

CHANGES: MSA.

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LGMK/JMK MIKONOS

JEPPESEN

6 JUN 25
Eff 12 Jun

13-2A | CAT A, B & C

MIKONOS, GREECE VOR Y Rwy 34

*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

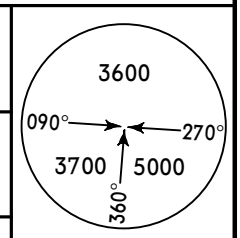
BRIEFING STRIP

VOR MKN	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 405′
110.0	332°	2070′(1681′)	1200′(811′)	Rwy 389′

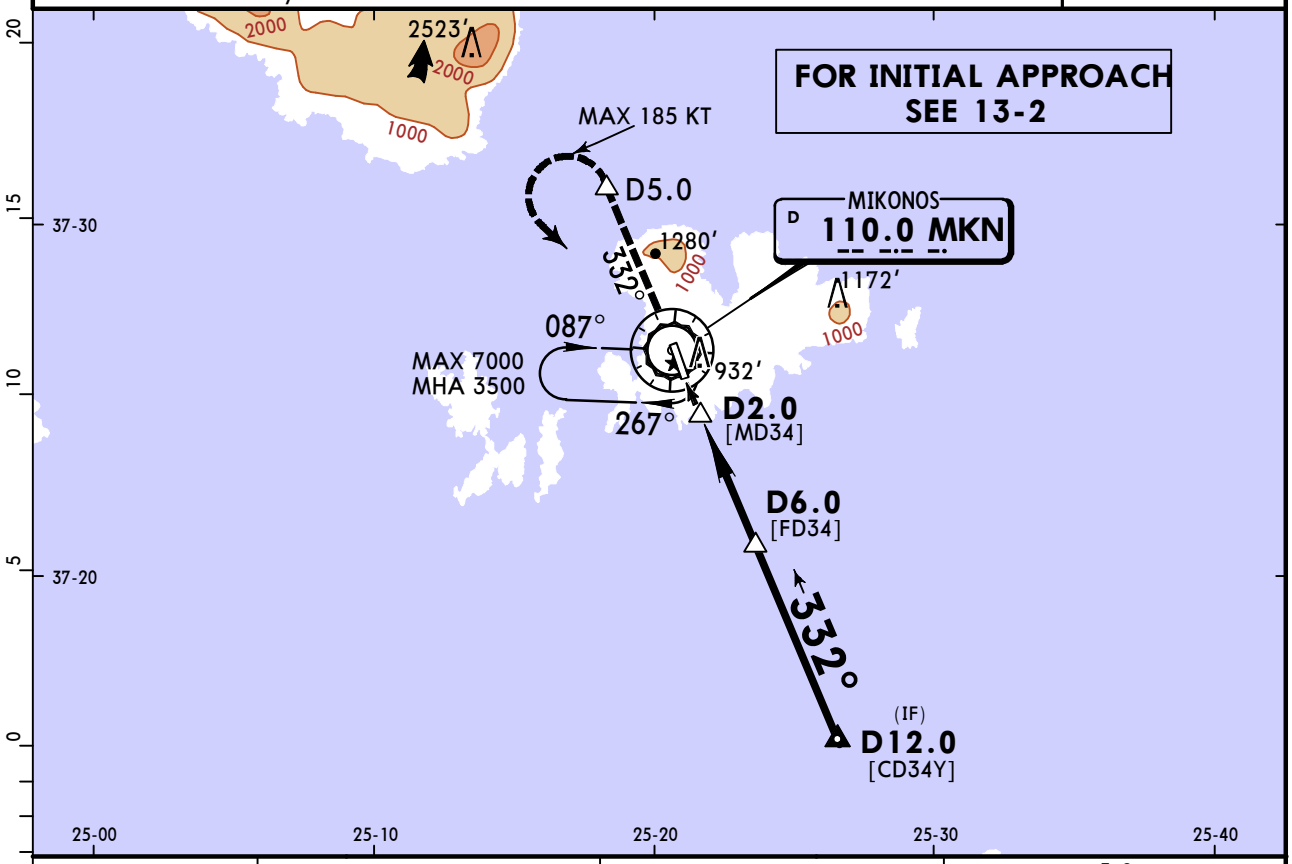
MISSED APCH: Climb via VOR on R-332 to D5.0, then turn LEFT (MAX 185 KT) to reach VOR at 3500′ and hold.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 6000′

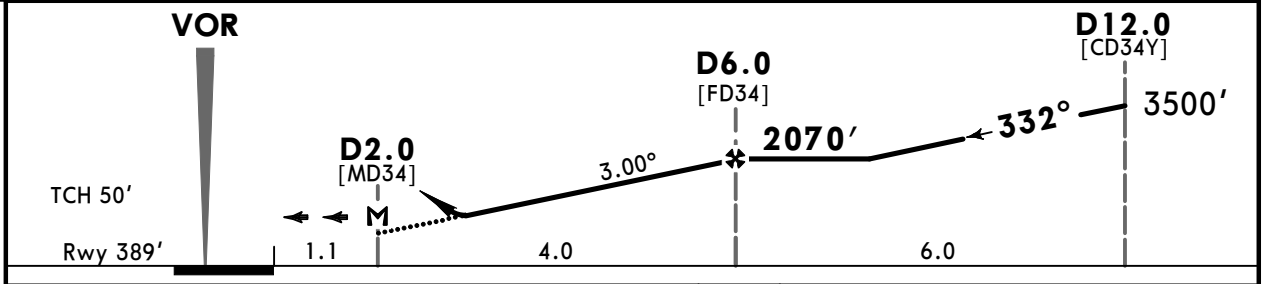
1. DME required. 2. Procedure not to be used in case of Radio communication failure when not cleared to by ATC.



MSA MKN VOR



MKN DME	3.0	4.0	5.0
ALTITUDE	1122′	1438′	1754′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

REIL
PAPI-L

MKN 110.0 ↑

D5.0 ↑

MKN 110.0 on R-332

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

CDFA
DA/MDA(H) 1200′(811′)

	RVR
A	1500m
B	1500m
C	2400m
D	NOT APPLICABLE

CIRCLE-TO-LAND [1]

East of Rwy not authorized

	Max Kts	MDA(H)	VIS
A	100	1300′(895′)	1500m
B	135	1600′(1195′)	1600m
C	180	1700′(1295′)	2400m
D		NOT APPLICABLE	

[1] Circling to Rwy 16 during DAYTIME only.

CHANGES: MSA.

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LGMK/JMK MIKONOS

JEPPESEN

6 JUN 25
Eff 12 Jun

16-1

CAT A, B & C

MIKONOS, ~~GREECE~~ Lctr Z Rwy 34

*ATIS	*MIKONOS Approach	*MIKONOS Tower
128.855	118.750 122.1	119.875 122.1

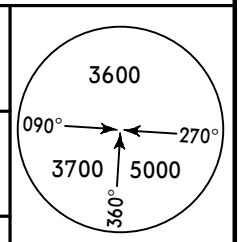
BRIEFING STRIP

Lctr MKO	Final Apch Crs	D7.0	DA/MDA(H)	Apt Elev 405′
401	332°	2700′(2311′)	1300′(911′)	Rwy 389′

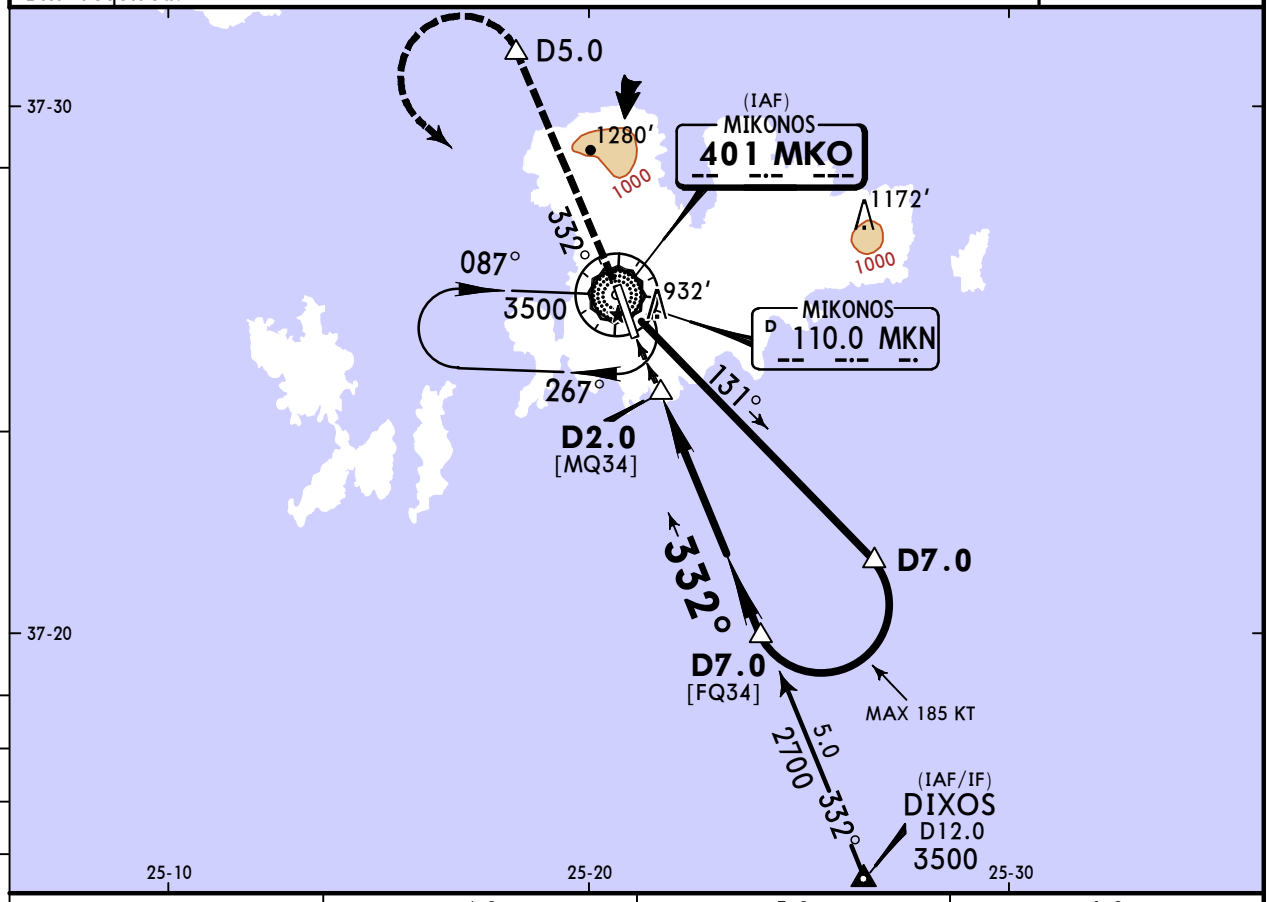
MISSED APCH: Climb through Lctr, intercept and follow 332° from Lctr. At D5.0 turn LEFT (MAX 185 KT) to Lctr climbing to 3500′ and hold.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 6000′

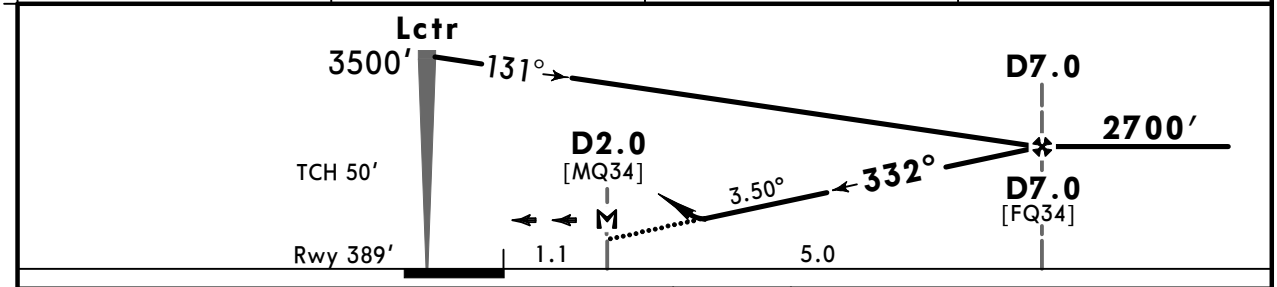
DME required.



MSA MKO Lctr



MKN DME	4.0	5.0	6.0
ALTITUDE	1587′	1958′	2329′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D2.0							

REIL
PAPI-L

MKO 401

D5.0

on

332° from MKO 401

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

CDFA

DA/MDA(H) 1300′(911′)

	RVR
A	1500m
B	1500m
C	2400m
D	NOT APPLICABLE

CIRCLE-TO-LAND 1

East of Rwy not authorized

	Max Kts	MDA(H)	VIS
A	100	1200′(795′)	2 1500m
B	135	1450′(1045′)	1600m
C	180	1620′(1215′)	2400m
D		NOT APPLICABLE	

1 Circling to Rwy 16 during DAYTIME only. 2 or higher straight-in minimums.

CHANGES: MSA, circling minimums.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MIKONOS, (MIKONOS - LGMK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LGMK