

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** HO**Airport Information****RFF:** CAT 7**Fuel:** APR-OCT only**PCN:** RWY 16/34: 34/F/B/X/U**Customs:** 24HR PN for non-SKED flights**Operation****TWY Restriction**

TWY A width 17m / 56ft.

Due to reduced wingtip CLR on TWY A, taxi with MNM speed strictly along CL.

**Taxi/Parking**

ACFT are permitted to taxi only with at the indispensable MNM ENG PWR.

Due to lack of stop bar lights at RWY HLDG position, taxi with extreme caution to avoid RWY incursion.

Follow-me is mandatory.

Marshaller is mandatory.

**Engine Run-up**

ENG run-up above idle require prior permission from AD Operator.

**Warnings**

Wind shears in AD area due to N, NE and W winds.

PAPI RWY 16 U/S.

Birds in the vicinity of AD.

**ARRIVAL****Arrival Procedure****Arrival Note**

ARR PROC to RWY 16 shall be allowed only during daytime due to mountainous terrain and absence of OBST LGTs.

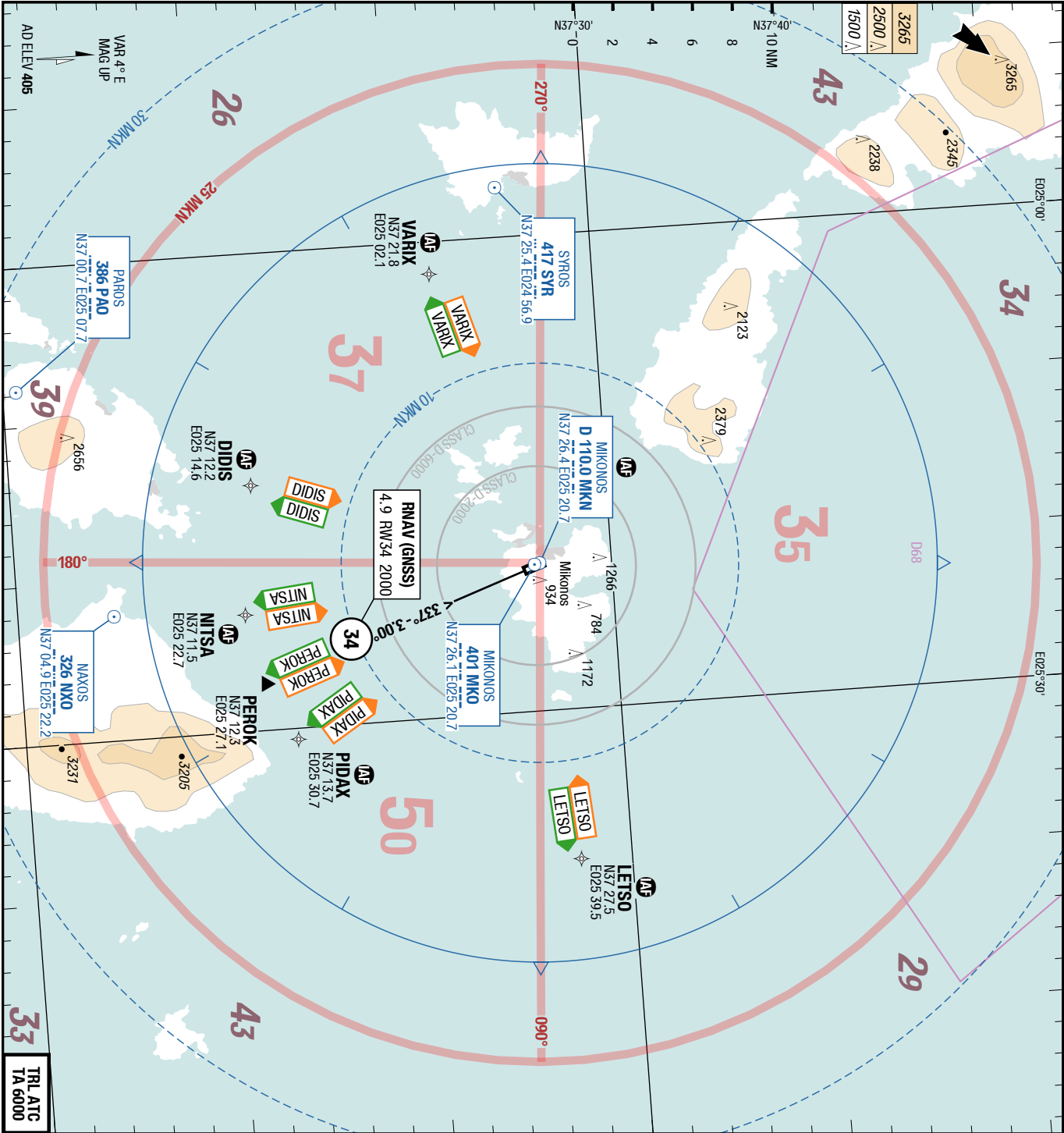
**DEPARTURE****Take-off Minima**

RWY		16/34	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

**Departure Procedure****Start-up/Push-back**

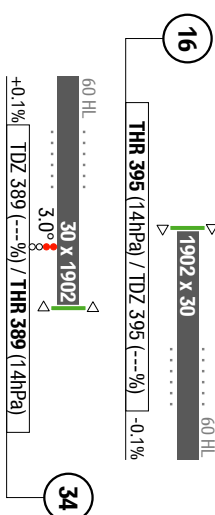
REQ taxi out/push-back CLR only when fully ready and report parking stand.

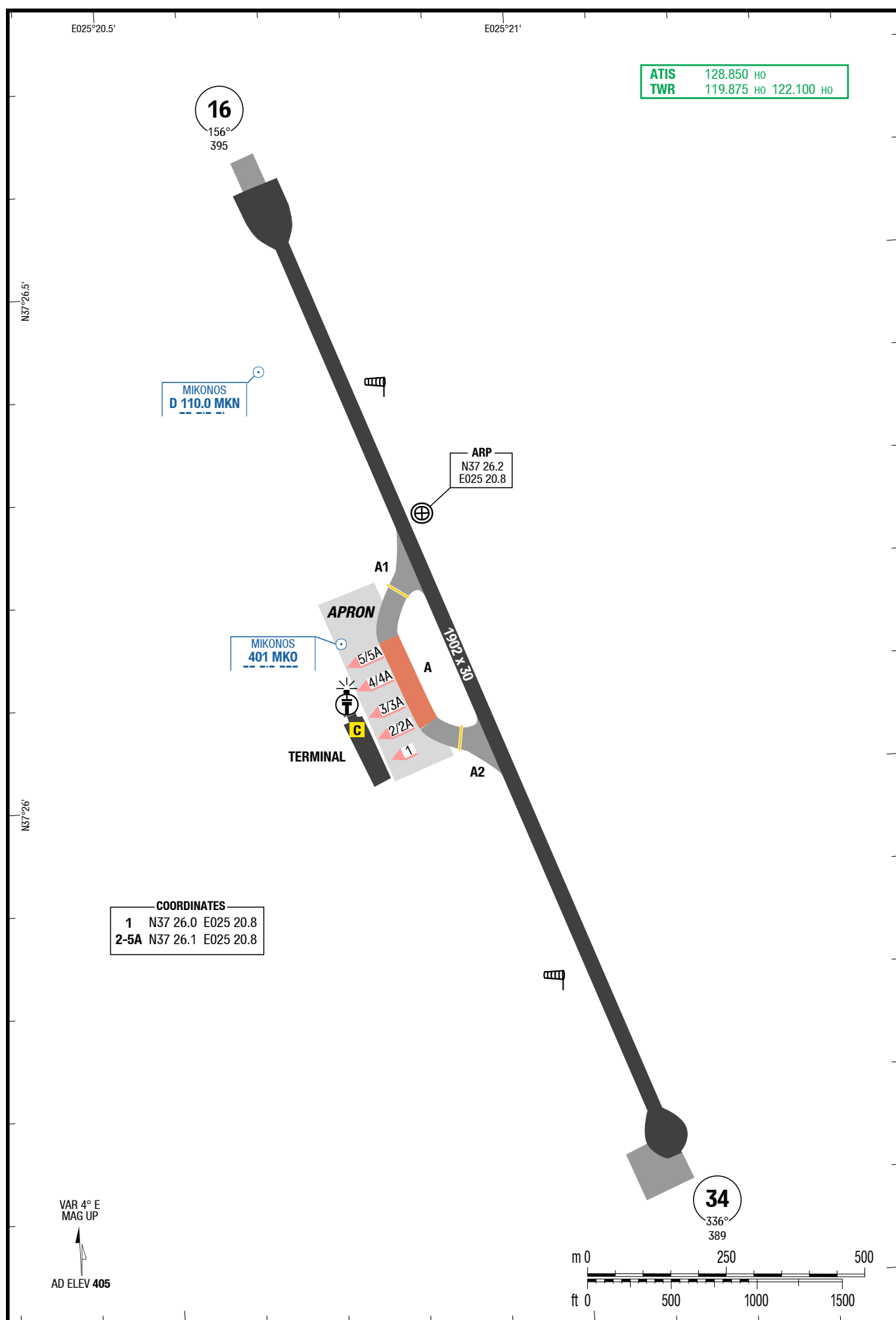
Cross bleed start on stand is prohibited and can only be performed on TWY and/or RWY according to ATC instructions.



ATIS	128.850 HO	122.100 MNM FL150 HO
APP	118.750 MNM FL150 HO	122.100 MNM FL150 HO
TWR	119.875 MNM FL150 HO	122.100 MNM FL150 HO

Landing RWY system:





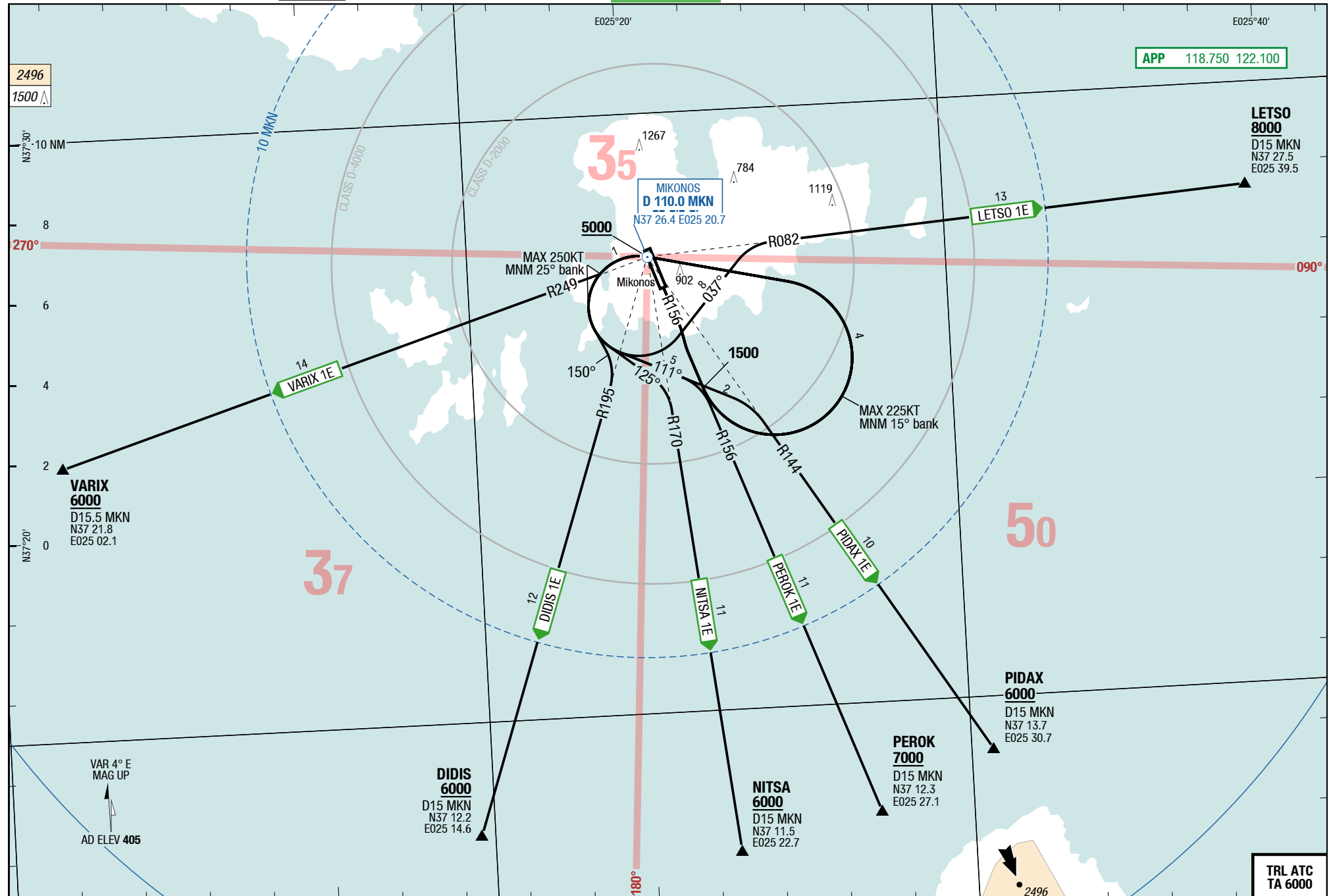
09-JUN-2016  
JMK-LGMK

Greece Mikonos  
SIDs RWY 16 (via MKO LCTR)

4-10 SIDs RWY 16 (via MKN VOR)

SID SID

Mikonos Greece  
SIDs RWY 16 (via MKO LCTR)  
SIDs RWY 16 (via MKN VOR)



09-JUN-2016

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Greece Mikonos

SID

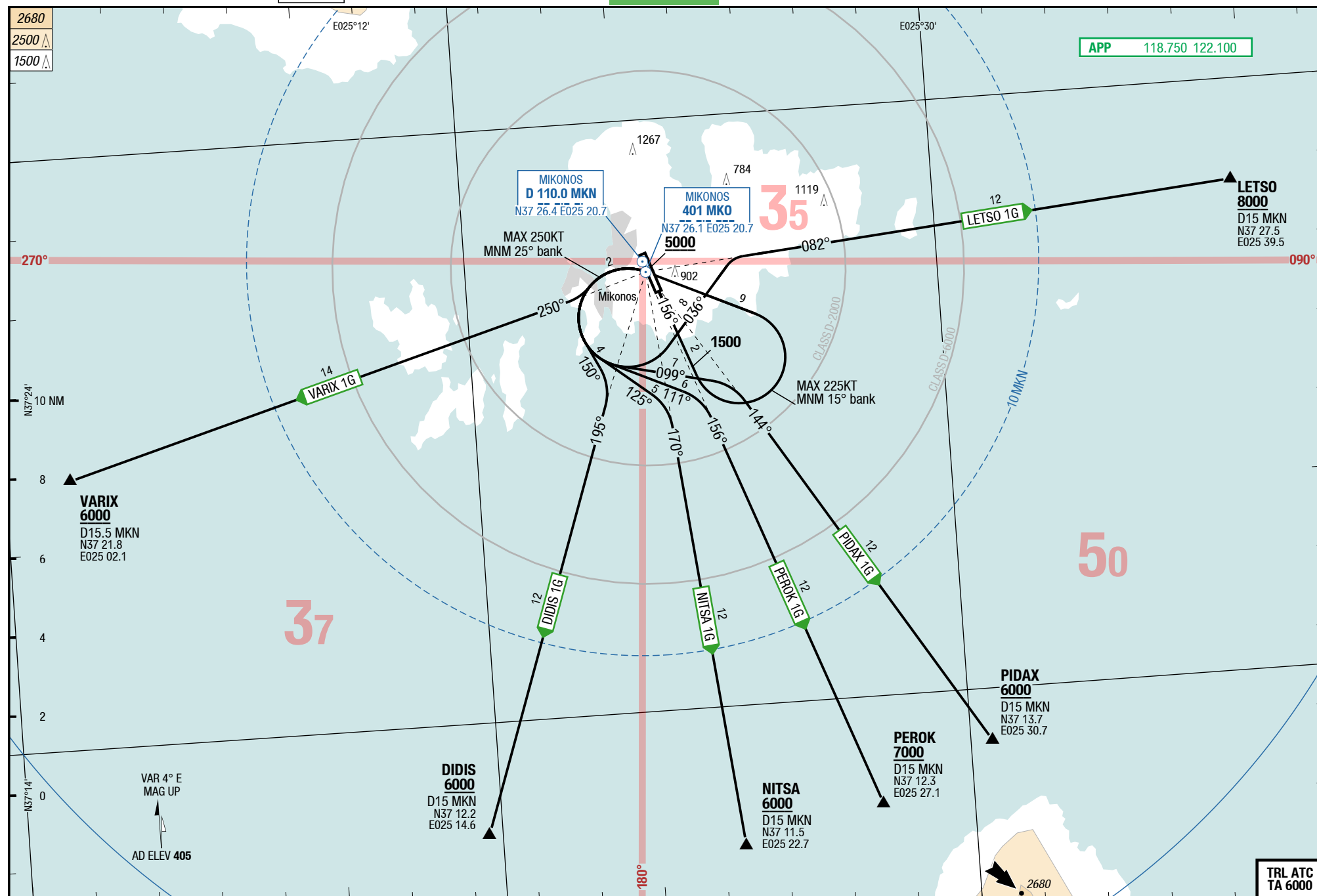
SID

Mikonos Greece

4-20

SIDs RWY 16 (via MKO LCTR)

SIDs RWY 16 (via MKO LCTR)



Changes: Reprint

16-JUL-2015

## JMK-LGMK

## Greece **Mikonos**

## SIDs RWY 34 (via MKN VOR)

## SIDs RWY 34 C DEPs

SID

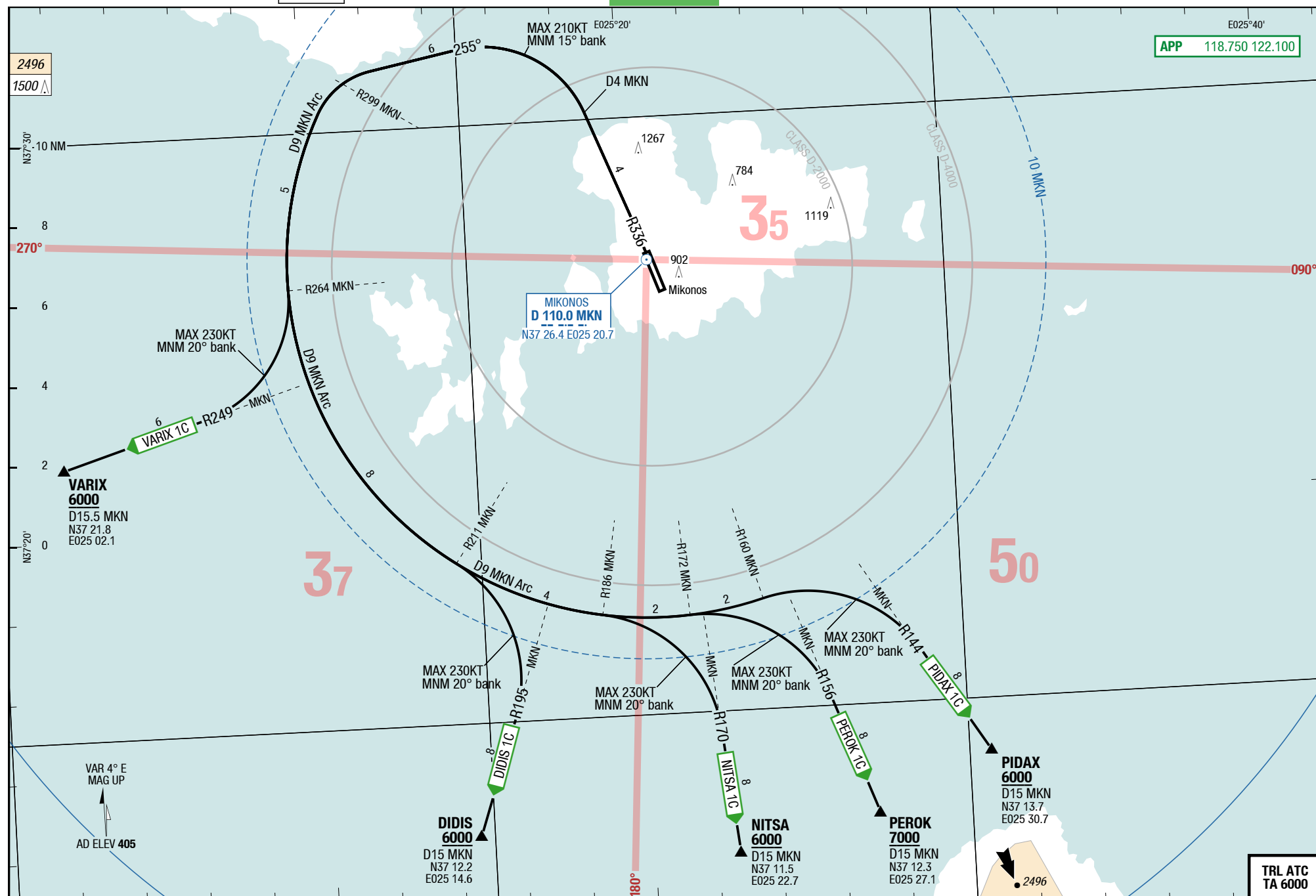
SID

## Mikonos Greece

SIDs RWY 34 (via MKN VOR) ▶

### SIDs RWY 34 C DEPs

4-30



Changes: MSA, ASP, OBST

TRL ATC  
TA 6000

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Effective 23-JUL-2015

16-JUL-2015

JMK-LGMK

Greece Mikonos

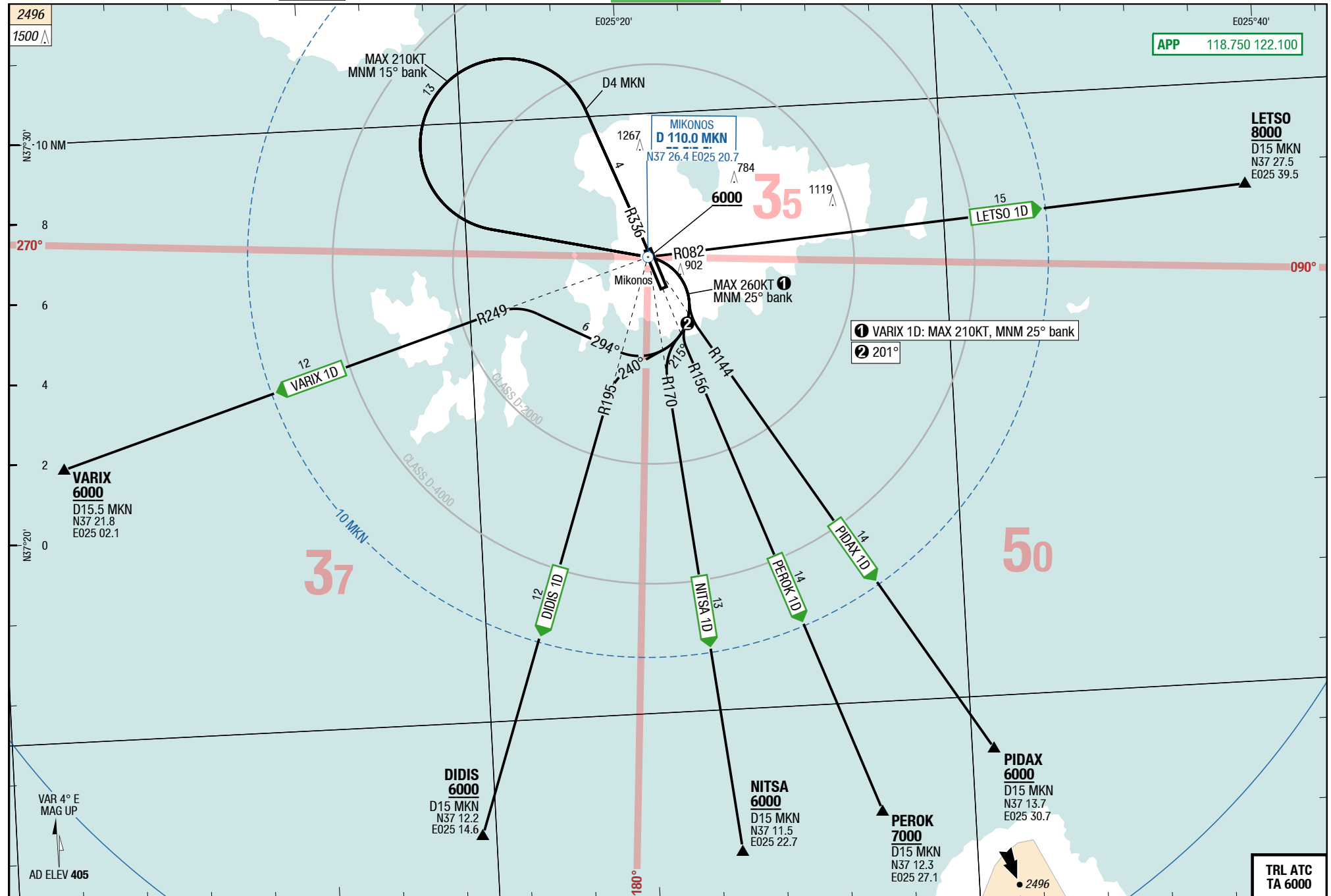
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SID

Mikonos Greece

4-40 SIDs RWY 34 (via MKN VOR)

SIDs RWY 34 (via MKN VOR)



Changes: MSA, ASP, OBST

05-JUL-2018  
JMK-LGMK

## Greece Mikonos



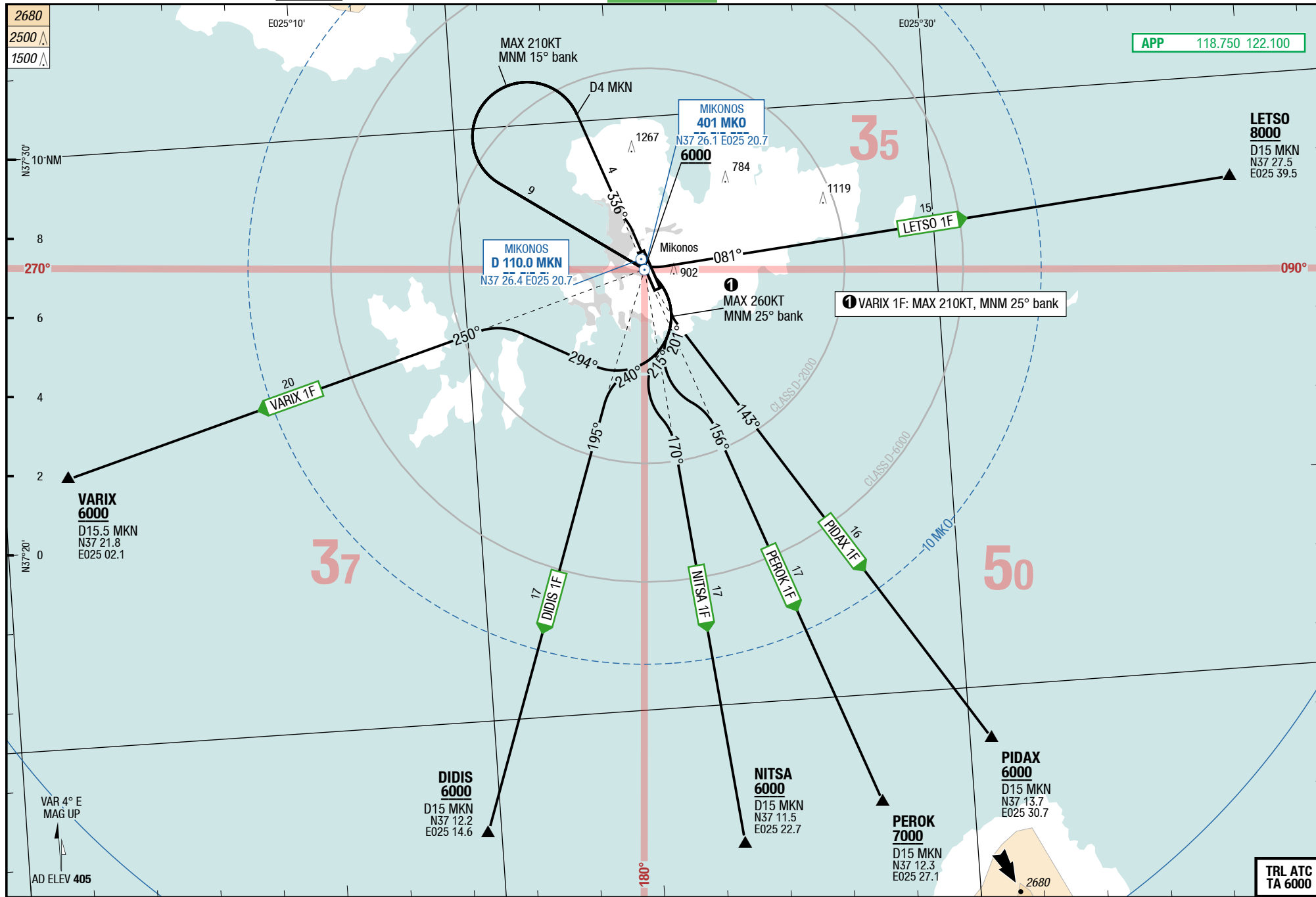
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SID

## Mikonos Greece

NIL

## SIDs RWY 34 (via MKO LCTR)



Changes: Navaid MKO coordinates, ASP, OBST, DIST

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09-JUN-2016

**JMK-LGMK****5-10****SIDs RWY 16 (via MKN VOR)****DIDIS 1E / LETSO 1E / NITSA 1E / PEROK 1E / PIDAX 1E / VARIX 1E**

RWY 16 (156°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>DIDIS 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT 150°</b> (MAX 250KT, MNM 25° bank) intercept R195 <b>MKN</b> to DIDIS - join AWY R32 to RAPOS	<b>MKN MNM 5000</b> <b>DIDIS MNM 6000</b>
<b>LETSO 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT 037°</b> (MAX 250KT, MNM 25° bank) intercept R082 <b>MKN</b> to LETSO - join AWY R32 to IKARO	<b>MKN MNM 5000</b> <b>LETSO MNM 8000</b>
<b>NITSA 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT 125°</b> (MAX 250KT, MNM 25° bank) intercept R170 <b>MKN</b> to NITSA - join AWY J62 to <b>SNI</b>	<b>MKN MNM 5000</b> <b>NITSA MNM 6000</b>
<b>PEROK 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT 111°</b> (MAX 250KT, MNM 25° bank) intercept R156 <b>MKN</b> to PEROK - join AWY UN137 to ASTIS	<b>MKN MNM 5000</b> <b>PEROK MNM 7000</b>
<b>PIDAX 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT 111°</b> (MAX 250KT, MNM 25° bank) intercept R144 <b>MKN</b> to PIDAX - join AWY R19 to AKINA	<b>MKN MNM 5000</b> <b>PIDAX MNM 6000</b>
<b>VARIX 1E</b> <b>118.750</b>	R156 <b>MKN</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKN</b> - <b>LT</b> (MAX 250KT, MNM 25° bank) intercept R249 <b>MKN</b> to VARIX - join AWY R19 to <b>KEA</b>	<b>MKN MNM 5000</b> <b>VARIX MNM 6000</b>

Changes: Nil

09-JUN-2016

**JMK-LGMK****5-20****SIDs RWY 16 (via MKO LCTR)****DIDIS 1G / LETSO 1G / NITSA 1G / PEROK 1G / PIDAX 1G / VARIX 1G**

RWY 16 (156°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>DIDIS 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) 150° intercept QDR 195 <b>MKO</b> to DIDIS - join AWY R32 to RAPOS	<b>MKO MNM 5000</b> <b>DIDIS MNM 6000</b>
<b>LETSO 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) 036° intercept QDR 082 <b>MKO</b> to LETSO - join AWY R32 to IKARO	<b>MKO MNM 5000</b> <b>LETSO MNM 8000</b>
<b>NITSA 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) 125° intercept QDR 170 <b>MKO</b> to NITSA - join AWY J62 to <b>SNI</b>	<b>MKO MNM 5000</b> <b>NITSA MNM 6000</b>
<b>PEROK 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) 111° intercept QDR 156 <b>MKO</b> to PEROK - join AWY N137 to ASTIS	<b>MKO MNM 5000</b> <b>PEROK MNM 7000</b>
<b>PIDAX 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) 099° intercept QDR 144 <b>MKO</b> to PIDAX - join AWY R19 to AKINA	<b>MKO MNM 5000</b> <b>PIDAX MNM 6000</b>
<b>VARIX 1G</b> <b>118.750</b>	QDR 156 <b>MKO</b> - at <b>1500 LT</b> (MAX 225KT, MNM 15° bank) direct <b>MKO - LT</b> (MAX 250KT, MNM 25° bank) intercept QDR 250 <b>MKO</b> to VARIX - join AWY R19 to <b>KEA</b>	<b>MKO MNM 5000</b> <b>VARIX MNM 6000</b>

16-JUL-2015

JMK-LGMK

5-30

SIDs RWY 34 C DEPs

SIDPT

DIDIS 1C / NITSA 1C / PEROK 1C / PIDAX 1C / VARIX 1C

RWY 34 (336°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>DIDIS 1C</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> 255° (MAX 210KT, MNM 15° bank) - follow D9 <b>MKN</b> arc - crossing R211 <b>MKN RT</b> (MAX 230KT, MNM 20° bank) intercept R195 <b>MKN</b> to DIDIS - join AWY R32 to RAPOS	DIDIS MNM <b>6000</b>
<b>NITSA 1C</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> 255° (MAX 210KT, MNM 15° bank) - follow D9 <b>MKN</b> arc - crossing R186 <b>MKN RT</b> (MAX 230KT, MNM 20° bank) intercept R170 <b>MKN</b> to NITSA - join AWY J62 to <b>SNI</b>	NITSA MNM <b>6000</b>
<b>PEROK 1C</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> 255° (MAX 210KT, MNM 15° bank) - follow D9 <b>MKN</b> arc - crossing R172 <b>MKN RT</b> (MAX 230KT, MNM 20° bank) intercept R156 <b>MKN</b> to PEROK - join AWY UN137 to ASTIS	PEROK MNM <b>7000</b>
<b>PIDAX 1C</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> 255° (MAX 210KT, MNM 15° bank) - follow D9 <b>MKN</b> arc - crossing R160 <b>MKN RT</b> (MAX 230KT, MNM 20° bank) intercept R144 <b>MKN</b> to PIDAX - join AWY R19 to AKINA	PIDAX MNM <b>6000</b>
<b>VARIX 1C</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> 255° (MAX 210KT, MNM 15° bank) - follow D9 <b>MKN</b> arc - crossing R264 <b>MKN RT</b> (MAX 230KT, MNM 20° bank) intercept R249 <b>MKN</b> to VARIX - join AWY R19 to <b>KEA</b>	VARIX MNM <b>6000</b>

① 6.0% climb gradient due to 1220ft obstacle and airspace restriction.

16-JUL-2015

JMK-LGMK

5-40

SIDs RWY 34 (via MKN VOR)

SIDPT

**DIDIS 1D / LETSO 1D / NITSA 1D / PEROK 1D / PIDAX 1D / VARIX 1D**  
RWY 34 (336°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>DIDIS 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - RT 240° (MAX 260KT, MNM 25° bank) intercept R195 <b>MKN</b> to DIDIS - join AWY R32 to RAPOS	<b>MKN MNM 6000</b> <b>DIDIS MNM 6000</b>
<b>LETSO 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - R082 <b>MKN</b> to LETSO - join AWY R32 to IKARO	<b>MKN MNM 6000</b> <b>LETSO MNM 8000</b>
<b>NITSA 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - RT 215° (MAX 260KT, MNM 25° bank) intercept R170 <b>MKN</b> to NITSA - join AWY J62 to <b>SNI</b>	<b>MKN MNM 6000</b> <b>NITSA MNM 6000</b>
<b>PEROK 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - RT 201° (MAX 260KT, MNM 25° bank) intercept R156 <b>MKN</b> to PEROK - join AWY UN137 to ASTIS	<b>MKN MNM 6000</b> <b>PEROK MNM 7000</b>
<b>PIDAX 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - RT (MAX 260KT, MNM 25° bank) intercept R144 <b>MKN</b> to PIDAX - join AWY R19 to AKINA	<b>MKN MNM 6000</b> <b>PIDAX MNM 6000</b>
<b>VARIX 1D</b> 6.0% to MEA <b>118.750</b> ①	R336 <b>MKN</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKN</b> - RT 294° (MAX 210KT, MNM 25° bank) intercept R249 <b>MKN</b> to VARIX - join AWY R19 to <b>KEA</b>	<b>MKN MNM 6000</b> <b>VARIX MNM 6000</b>

① 6.0% climb gradient due to 1220ft obstacle and airspace restriction.

16-JUL-2015

JMK-LGMK

5-50

SIDs RWY 34 (via MKO LCTR)

SIDPT

**DIDIS 1F / LETSO 1F / NITSA 1F / PEROK 1F / PIDAX 1F / VARIX 1F**  
RWY 34 (336°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>DIDIS 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - <b>RT</b> (MAX 260KT, MNM 25° bank) 240° intercept QDR 195 <b>MKO</b> to DIDIS - join AWY R32 to RAPOS	<b>MKO MNM 6000</b> DIDIS MNM <b>6000</b>
<b>LETSO 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - QDR 081 <b>MKO</b> to LETSO - join AWY R32 to IKARO	<b>MKO MNM 6000</b> LETSO MNM <b>8000</b>
<b>NITSA 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - <b>RT</b> (MAX 260KT, MNM 25° bank) 215° intercept QDR 170 <b>MKO</b> to NITSA - join AWY J62 to <b>SNi</b>	<b>MKO MNM 6000</b> NITSA MNM <b>6000</b>
<b>PEROK 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - <b>RT</b> (MAX 260KT, MNM 25° bank) 201° intercept QDR 156 <b>MKO</b> to PEROK - join AWY UN137 to ASTIS	<b>MKO MNM 6000</b> PEROK MNM <b>7000</b>
<b>PIDAX 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - <b>RT</b> (MAX 260KT, MNM 25° bank) intercept QDR 143 <b>MKO</b> to PIDAX - join AWY R19 to AKINA	<b>MKO MNM 6000</b> PIDAX MNM <b>6000</b>
<b>VARIX 1F</b> 6.0% to MEA <b>118.750</b> ①	QDR 336 <b>MKO</b> - at D4 <b>MKN LT</b> (MAX 210KT, MNM 15° bank) direct <b>MKO</b> - <b>RT</b> (MAX 210KT, MNM 25° bank) 294° intercept QDR 250 <b>MKO</b> to VARIX - join AWY R19 to <b>KEA</b>	<b>MKO MNM 6000</b> VARIX MNM <b>6000</b>

① 6% climb gradient due to 1220ft obstacle and airspace restriction.

Effective 26-MAY-2016

19-MAY-2016

JMK-LGMK

6-10

Greece Mikonos

STARs LCTR MKO

STARs VOR DME MKN

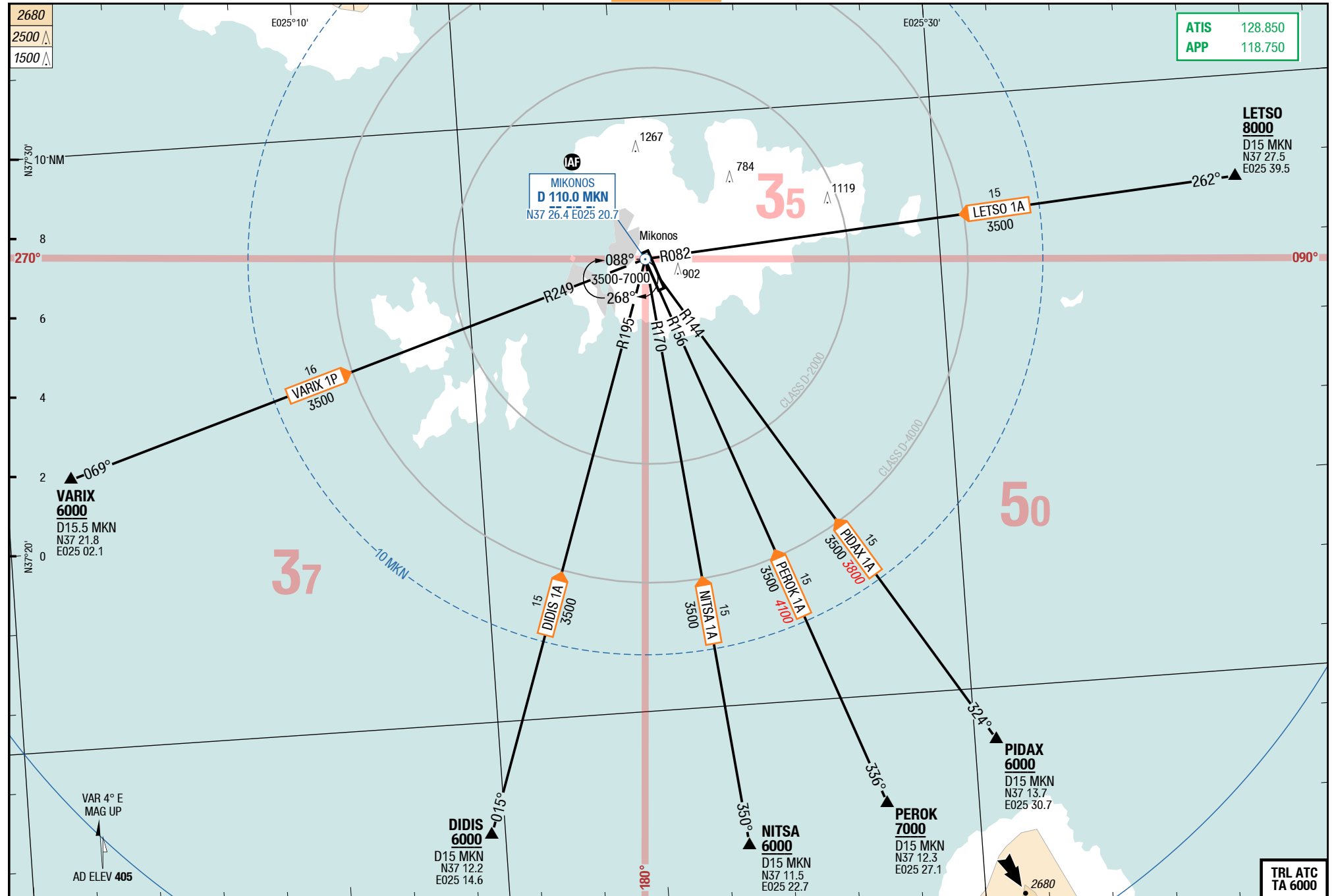
STAR

STAR

Mikonos Greece

STARs LCTR MKO

STARs VOR DME MKN



Changes: Nil

Effective 26-MAY-2016

19-MAY-2016

JMK-LGMK

6-20

Greece Mikonos

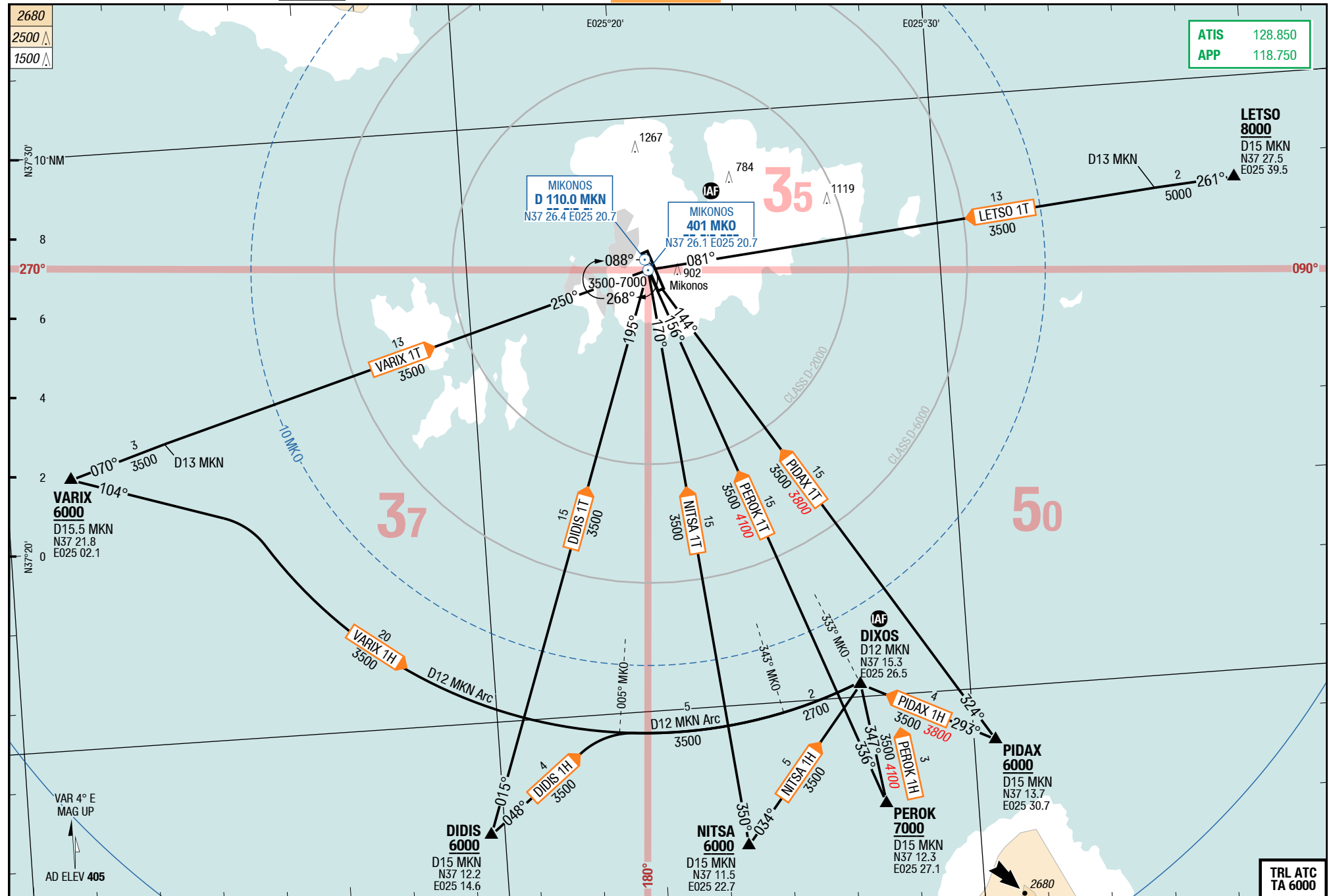
STARs LCTR MKO

STAR

STAR

Mikonos Greece

STARs LCTR MKO



Changes: Track

06-SEP-2018

## JMK-LGMK

## Greece Mikonos

**RNAV (GNSS) 34**

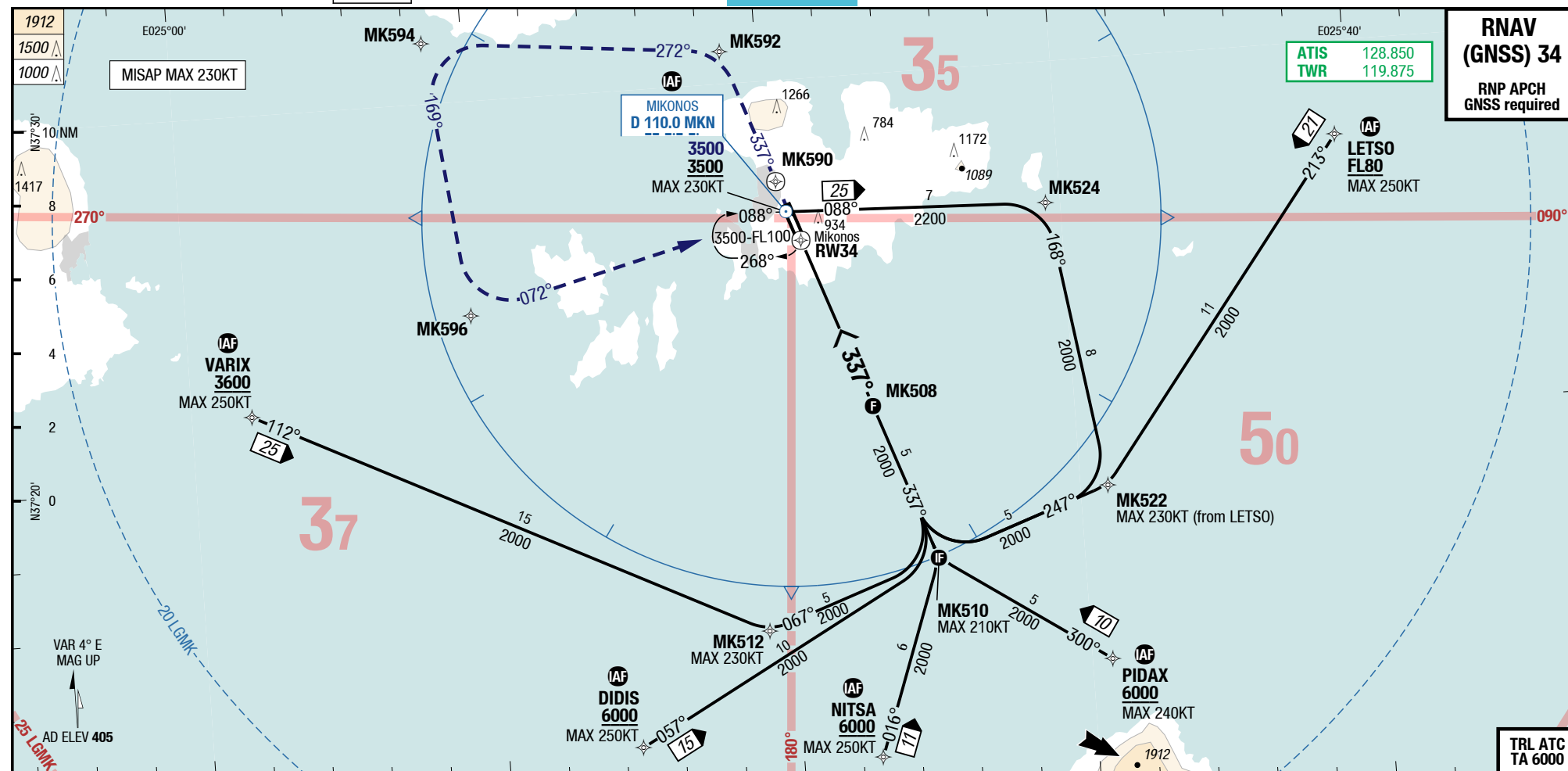
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# IAC

## Mikonos Greece

**RNAV (GNSS) 34**

**7-10**



<b>34</b>		<b>RNAV GNSS</b> LNAV					<b>Circling</b> W of AD only
C	ft - m/km ft	800 - 2.4 <b>1180</b>					1280 - 2.4V <b>1680</b>
D	ft - m/km ft	800 - 2.4 <b>1180</b>					1280 - 3.6V <b>1680</b>

60 HL .....  
**30 x 1902**  
 ..... 3.0°  
 +0.1% TDZ 389 (---%) / **THR 389** (14hPa)

**34**

3	4	4.9				3.00° <b>RW34</b>
1400	1720	2000				

**RW34**

direct MK590 - MK592 -  
 MK594 - MK596 - **MKN**  
 climb **3500**  
 (MISAP MAX 230KT)

**M**

**MDA**

4.9 **RW34**  
**MK508**  
 at **2000**

**E**

**33°**

**2000**

GS	120	140	160
<b>MK508</b>	640	740	850
-MAPt	2:27	2:06	1:50

**1500**

**RW34**  
**N37 25.5°E**  
**E025 21.1°**

DIST TO THR

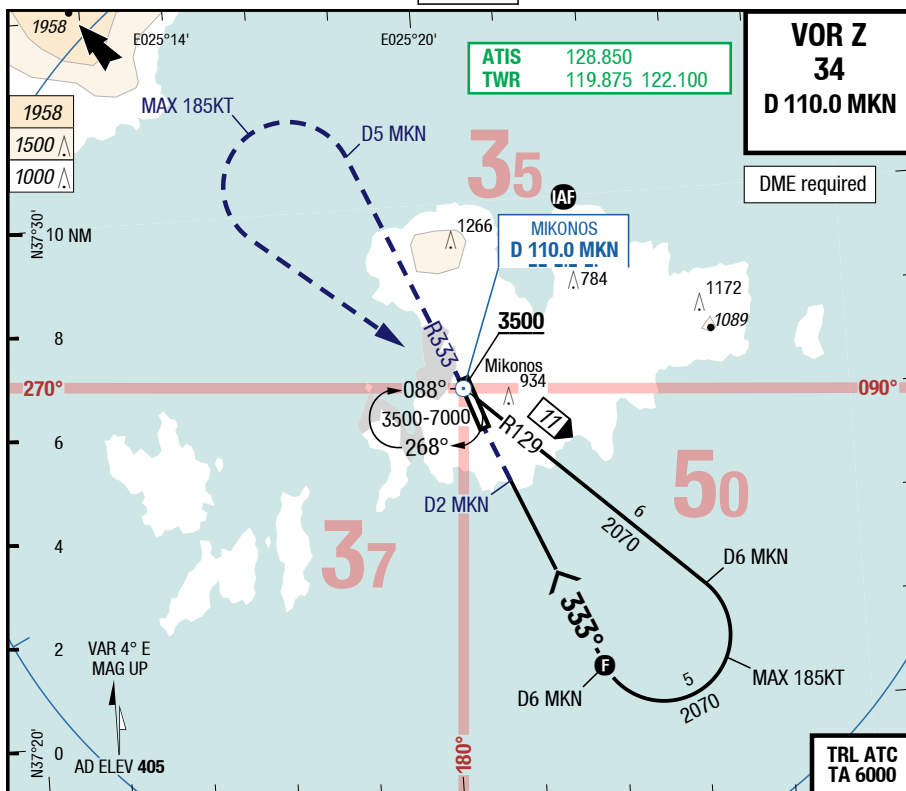
Changes: New



JMK-LGMK

7-30

VOR Z 34



60 HL .....  
30 x 1902  
3.0°

+0.1% TDZ 389 (---%) / **THR 389** (14hPa)

34

4

1440

5

1760

6

2070

3.00°  
**D MKN**  
**333°**  
RWY 336°

direct MKN

R333 MKN

at D5 MKN

LT (MAX 185KT) direct MKN

climb 3500

GS	120	140	160
D6 MKN	640	740	850
-MAPt	2:00	1:43	1:30

MKN

D2

D6 MKN

3500

R129

M

2070

333°

F

2070

MDA

0

1.1

5.1

DIST to THR

34

VOR DME

**Circling**  
W of RWY only  
HJ only

C

ft - m/km  
ft

820 - 2.4  
**1200**

1300 - 2.4V  
**1700**

D

ft - m/km  
ft

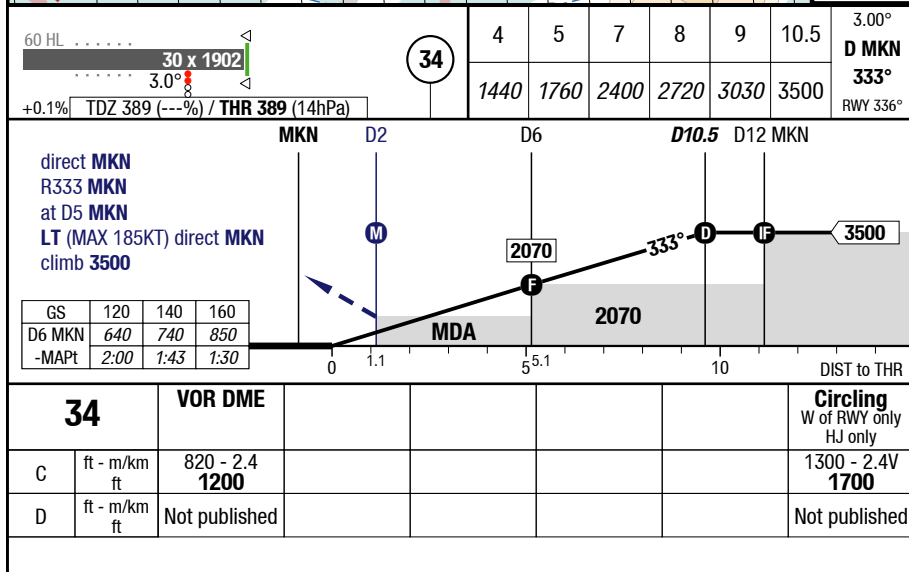
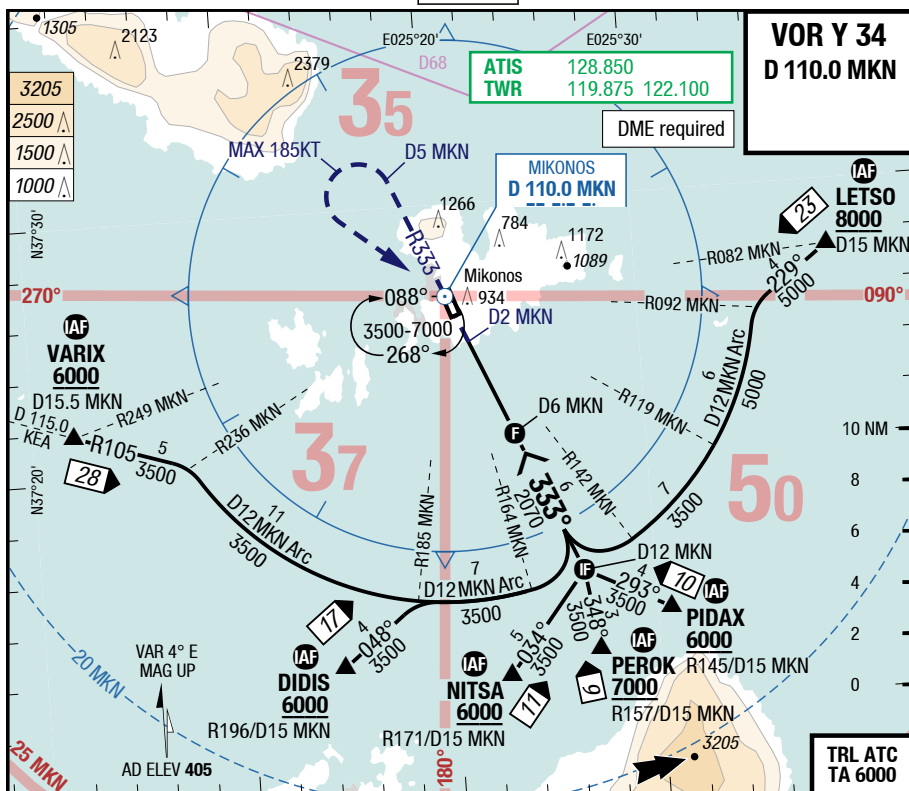
Not published

Not published

# JMK-LGMK

**7-40**

**VOR Y 34**



**LCTR Z 34**

