

**LGMK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LGMK - MIKONOS****LGMK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	372614N 0252050E NIL
2	Direction and distance from (city)	BRG 128°, 1NM from city harbour
3	Elevation/Reference temperature	123.45 M (405.02 FT) / 26° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°24'E (4.40°E) (JAN 2019) / 5' 22" E (0.0894°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Mikonos Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Mobile: +30 698 5053 854 Email: <a href="mailto:JMKAOCC@FRAPORT-GREECE.COM">JMKAOCC@FRAPORT-GREECE.COM</a> Website: <a href="https://www.jmk-airport.gr">https://www.jmk-airport.gr</a>  Hellenic Aviation Service Provider (HASP) GR 84600 MIKONOS TEL: +30 22890 79000 FAX: +30 22890 27489 AFTN: LGMKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

**LGMK AD 2.3 OPERATIONAL HOURS**

1	AD Administration	HO
2	Customs and immigration	For scheduled flights :HO (a 24 HRS PRN is required for non-scheduled flights)
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 22890 79004, +30 22894 40043)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

**LGMK AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: JET A1 by EKO & GISSCO AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	EKO Tel: +30 22894 40085 Email: <a href="mailto:a.mikonos@eko.gr">a.mikonos@eko.gr</a>  GISSCO Tel: +30 22894 40075 Email: <a href="mailto:jmk01@gissco.gr">jmk01@gissco.gr</a>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LGMK AD 2.5 PASSENGER FACILITIES**

1	Hotels	Available at Mikonos town.
2	Restaurants	Available at Mikonos town.
3	Transportation	Taxis
4	Medical facilities	Health Center at Mikonos town.
5	Bank and Post Office	ATM and Mail Box available
6	Tourist Office	NIL
7	Remarks	NIL

**LGMK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

**LGMK AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons.

**LGMK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Parking stands 1, 2, 3, 4, 5: concrete, rest Apron area: asphalt  Strength: Parking stands 1, 2, 3, 4, 5: PCN 100/R/A/W/T, rest Apron area: PCN 82/F/A/X/T
2	Taxiway width, surface and strength	Width: TWY A1: 25m, TWY A2: 27m, Taxilane A: 17m  Surface: asphalt, except Taxilane A: concrete  Strength: TWY A1: PCN 74/F/A/X/T, TWY A2: PCN 58/F/A/X/T, Taxilane A: PCN 98/R/A/W/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGMK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance in/out mandatory by "FOLLOW ME" car when aircraft parked in roll-through position. "FOLLOW ME" is available on request for aircraft guidance on apron & TWYs. Signs and markings according to ICAO Annex 14 and EASA CS ADR-DSN requirements.
2	RWY and TWY markings and LGT	LGT: RWY 16/34: Threshold, Threshold Identification, edge, end TWY: edge  Markings: RWY: Thresholds, designations, center line, side stripes, Touchdown zone, aiming points TWY: Centerline, RWY holding positions, side stripes
3	Stop bars	NIL
4	Remarks	See also LGMK AD chart -ICAO

## LGMK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
16/APPROACH 34/TAKE-OFF	High Ground, 180.55M NIL / LGTD LIM R F8	372749.36 N 0251959.74 E	High Ground, 385.60M NIL / LGTD LIM R F9	372908.45 N 0252035.84 E	
16/APPROACH 34/TAKE-OFF	High Ground, 287.20M NIL / LGTD LIM R F6	372901.91 N 0251938.23 E	High Ground, 273.80M NIL / LGTD LIM R F1	372559.34 N 0252136.62 E	
16/APPROACH 34/TAKE-OFF	High Ground, 372.80M NIL / LGTD LIM R F7	372911.60 N 0252000.67 E	High Ground, 150.20M NIL / LGTD LIL R F2	372558.40 N 0252112.36 E	
			High Ground, 145.11M NIL / LGTD LIL R F3	372558.78 N 0252106.07 E	
			High Ground, 125.85M NIL / LGTD LIL R F4	372558.29 N 0252053.79 E	
			Building (Windmill) 139.81M NIL / LGTD LIL R F5	372554.14 N 0252050.50 E	

## LGMK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MIKONOS
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MIKONOS TWR, MIKONOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22890 24777, +30 6983526346 Email <a href="mailto:meteo.mykonos@hnms.gr">meteo.mykonos@hnms.gr</a>

## LGMK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	161°	1902 x 30	PCN 70/F/A/X/T asphalt	372635.71N 0252040.77E 372537.50N 0252106.53E 38.09M	THR 120.37 M/ 394.81 FT TDZ: NIL
34	341°	1902 x 30	PCN 70/F/A/X/T asphalt	372537.50N 0252106.53E 372635.71N 0252040.77E 38.03M	THR 118.55 M/ 388.84 FT TDZ: NIL

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	7	8	9	10	11	12	13
16	NIL	NIL	NIL	2022 x 150 M	NIL	NIL	See relevant LGMK AD and AOC charts-ICAO. Part of 200 M of RWY 34 and part of left safety zone between 600 M and 800 M from the beginning of RWY not visible from TWR.
34	NIL	NIL	NIL	2022 x 150 M	NIL	NIL	

## LGMK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1902	1902	1902	1902	NIL
34	1902	1902	1902	1902	NIL

## LGMK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	Green	PAPI	NIL	NIL	1902 M 60 M spacing, White, (last 600M Yellow), LIH	Red	NIL	See also LGMK AD chart-ICAO.  PAPI of RWY 16 not operational
34	NIL	Green	PAPI LEFT/3.02° 331 M MEHT 17.5 M	NIL	NIL	1902 M 60 M spacing, White, (last 600M Yellow), LIH	Red	NIL	

**LGMK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, HO: HN and IMC. IBN: at the Tower building, FLG green, coding "MKN", HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI lighted Anemometer: NIL
3	TWY edge and centre line lighting	Edge: LIM
4	Secondary power supply/switch-over time	Available / 0sec (UPS installed)
5	Remarks	Apron: Flood lights white.

**LGMK AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See <b>LGMK AD 2.20.4</b>

**LGMK AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	MIKONOS CTR Circle, 8 NM radius centred at 372614N 0252050E.
		MIKONOS ATZ Circle, 5 NM radius centered at 372614N 0252050E.
2	Vertical limits	CTR: SFC to 6000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: MIKONOS APPROACH Greek, English
		ATZ: MIKONOS TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For MIKONOS TMA see <b>ENR 2.1.5.10</b>

## LGMK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	MIKONOS APPROACH	118.750 122.100 121.500	HO HO HO	Primary freq Coverage FL 150/ 40 NM RGA Emergency
TWR	MIKONOS TOWER	119.875 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency
G/A/G	MIKONOS RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	MIKONOS AIRPORT INFORMATION	128.855	HO	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HASP. For ATIS see also <b>ENR 1.1.1.8.3.3</b>				

## LGMK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT AMSL)	Remarks
1	2	3	4	5	6	7
MIKONOS VOR/DME (4°E)	MKN	110.00 MHz CH 37X	H24	372624.93N 0252040.26E	422 FT / 128.71 M	Coverage FL 250 / 40 NM
MIKONOS L (4°E / 2013)	MKO	401 kHz	H24	372624.66N 0252042.01E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also <b>GEN 2.5</b> and <b>ENR 4.1</b>						

## LGMK AD 2.20 LOCAL TRAFFIC REGULATIONS

**2.20.1 Airport regulations**

## 2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: [flightscheduling@fraport-greece.com](mailto:flightscheduling@fraport-greece.com). More information and Guidelines for flight Schedule Data collection are also available at <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/slot-allocation>.

## 2.20.1.2 GA/BA and non-commercial

- a) 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 airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
  - SAR flights and airplanes in state of emergency
  - Ambulance flights operated with state aircraft
  - Flights of aircraft rendering assistance or being on a mission in disasters
- c) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

- e) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

#### 2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGMK Airport (Aerodrome reference code 4C, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: [anocdm@fraport-greece.com](mailto:anocdm@fraport-greece.com). The request shall be made at least 10 days before the date planned and shall contain the following data:

- Aircraft type
- Required RFF category
- Expected date and time

2.20.1.4 Landing ACFT backtrack at the end of RWYs, radius of 40m and follow ATC instructions.

2.20.1.5 Aircraft are permitted to taxi only at the indispensable minimum engine power and speed.

2.20.1.6 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 airport operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.

2.20.1.7 Maintenance run-up tests above idle require prior approval by the airport operator. No designated area available.

### 2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.

2.20.2.1.2 The parking stand allocation is the responsibility of the Airport Operations Control Center and is communicated to crew through ATC along with taxi-instructions. Follow-Me guidance may be provided.

2.20.2.1.3 No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, aircraft shall hold position until the marshaller is present. Crew shall adhere to the marshaller's instructions. Marshalling service is under the responsibility of the ground handling provider.

2.20.2.1.4 Non-published and unmarked parking areas may also be assigned for parking; aircraft will be guided by Follow-Me and marshalling signals.

2.20.2.2 Procedures for departing aircraft

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

2.20.2.2.2 Taxi-out or push-back clearance may be requested only if the pilot can perform the maneuver immediately. ATC may cancel taxi-out or pushback clearance if the procedure has been delayed and this delay affects other traffic.

2.20.2.2.3 When pilot request push-back or taxi-out they shall indicate their parking position number.

2.20.2.2.4 Push-back and engine start-up procedure

- a) Pilot 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 aircraft.
- b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxilane A.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the aircraft 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 Airport Operations Control Center through the aircraft operator and/or the ground handler prior requesting start-up clearance from ATC. Such approval should be timely notified to ATC.
- d) During push-back procedure, aircraft from any parking position is aligned on the aircraft 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:
  - i. pushback from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 2
  - ii. pushback from parking stand 7 will be positioned with the nose gear abeam the lead-in line of stand 6.
- e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.
- f) For parking position 1, default facing is south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines.
- g) For parking position 7, default facing is north. When south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard



- h) the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines. Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.2.5 Aircraft 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.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only with the aid of a Follow-Me vehicle and requires prior coordination and permission by ATC.

### **2.20.3 Parking area for small aircraft (General aviation)**

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking area.

2.20.3.2 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly secured by the aircraft operator and/or the ground service provider.

### **2.20.4 Parking area for helicopters**

2.20.4.1 No heliport available, helicopters will be advised to proceed to an area suitable for parking. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC.

### **2.20.5 Apron - taxiing during winter conditions**

NIL

### **2.20.6 Taxiing – limitations**

NIL

### **2.20.7 School and training flights - technical test flights - use of runways**

2.20.7.1 School, Training and Test flights are not permitted during summer season.

2.20.7.2 During winter season:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition prior approval from the ATC is required.

-For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at [JMKdm@fraport-greece.com](mailto:JMKdm@fraport-greece.com).

### **2.20.8 Helicopter traffic – limitation**

NIL

### **2.20.9 Removal of disabled aircraft from runways**

NIL

## **LGМК AD 2.21 NOISE ABATEMENT PROCEDURES**

### **PART I**

#### **2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG**

2.21.1.1 General provisions

NIL

2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

## PART II

### 2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

## PART III

### 2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

## LGMK AD 2.22 FLIGHT PROCEDURES

### 2.22.1 General

2.22.1.1 Part of 200 M of RWY 34 and part of left safety zone between 600 M and 800 M from the beginning of RWY not visible from TWR.

2.22.1.2 Wind shears prevail in AD area due to N, NE and W winds. Attention must be paid by all aircraft, to prevailing wind conditions, in order to avoid diversion.

**2.22.2 2.22.1.3 No VFR Helicopter flights are permitted to land to DILOS and RINIA islands, unless prior permission has been obtained by the appropriate Authorities. Runway in use**

NIL

### 2.22.3 Procedures for IFR flights within MIKONOS TMA

2.22.3.1 See relevant LGMK IAC charts – ICAO (LGMK AD 2.24)

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

2.22.3.3 Attention must be paid by all aircraft, to prevailing wind conditions, in order to avoid diversion.

2.22.3.4 RNAV ARRIVALS

2.22.3.4.1 An arriving flight cleared to execute either AGAPU 1P or KEA 1P (or the last part thereof) has MKN 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 RNAV (GNSS) RWY 34 approach to be commenced at IAF BISMO. In such cases, the associated phraseology will include the following, "(CALL SIGN) cleared for the RNAV approach RWY 34 from BISMO. Report at BISMO commencing."

### 2.22.4 Radar procedures within MIKONOS TMA

NIL

**2.22.5 Procedures for VFR flights within MIKONOS TMA**

2.22.5.1 See chart AD 2-LGMK-VFR

**2.22.6 Procedures for VFR flights within MIKONOS CTR**

2.22.6.1 Within MIKONOS CTR:

- a) Before airborne from any heliport or provisional field, all helicopters must contact TWR and obtain ATC clearance.
- b) Prior coordination and approval from MIKONOS ATC is required for all local VFR flights.

**2.22.7 Standard instrument departure procedure (SID)**

2.22.7.1 See relevant LGMK SID charts (LGMK AD 2.24).

**LGMK AD 2.23 ADDITIONAL INFORMATION****2.23.1 Bird concentrations in the vicinity of the airport**2.23.1.1 Flock of pigeons and seagulls on the aerodrome area. See also **ENR 5.6**.**LGMK AD 2.24 CHARTS RELATED TO AN AERODROME**

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - MIKONOS Airport</b>	21 APR 22	AD 2-LGMK-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - MIKONOS/ MIKONOS AIRPORT</b>	26 JAN 23	AD 2-LGMK-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - MIKONOS Airport</b>	04 AUG 05	AD 2-LGMK-AOC A-1
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: -</b>	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 34</b>	23 JUL 15	AD 2-LGMK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - Lz RWY 34	20 JUN 19	AD 2-LGMK-IAC-2
Instrument Approach Chart (IAC) – ICAO: VORy RWY 34	23 JUL 15	AD 2-LGMK-IAC-3
Instrument Approach Chart (IAC) – ICAO: RNAV (GNSS) RWY 34	20 JUN 19	AD 2-LGMK-IAC-4
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34</b>	23 JUL 15	AD 2-LGMK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - - RWY 34 SUPL	23 JUL 15	AD 2-LGMK-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16	26 MAY 16	AD 2-LGMK-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 34	20 JUN 19	AD 2-LGMK-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 16	20 JUN 19	AD 2-LGMK-SID-5
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34</b>	26 MAY 16	AD 2-LGMK-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2-LGMK-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2 –LGMK-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS	12 AUG 21	AD 2-LGMK-STAR-4
<b>Terminal Area Chart - ICAO - VFR routes: - VFR ROUTES</b>	20 JUN 19	AD 2-LGMK-VFR