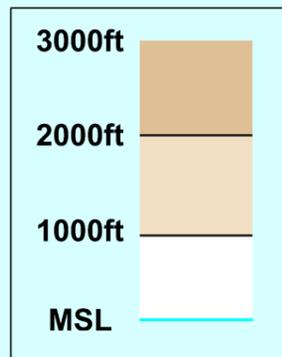
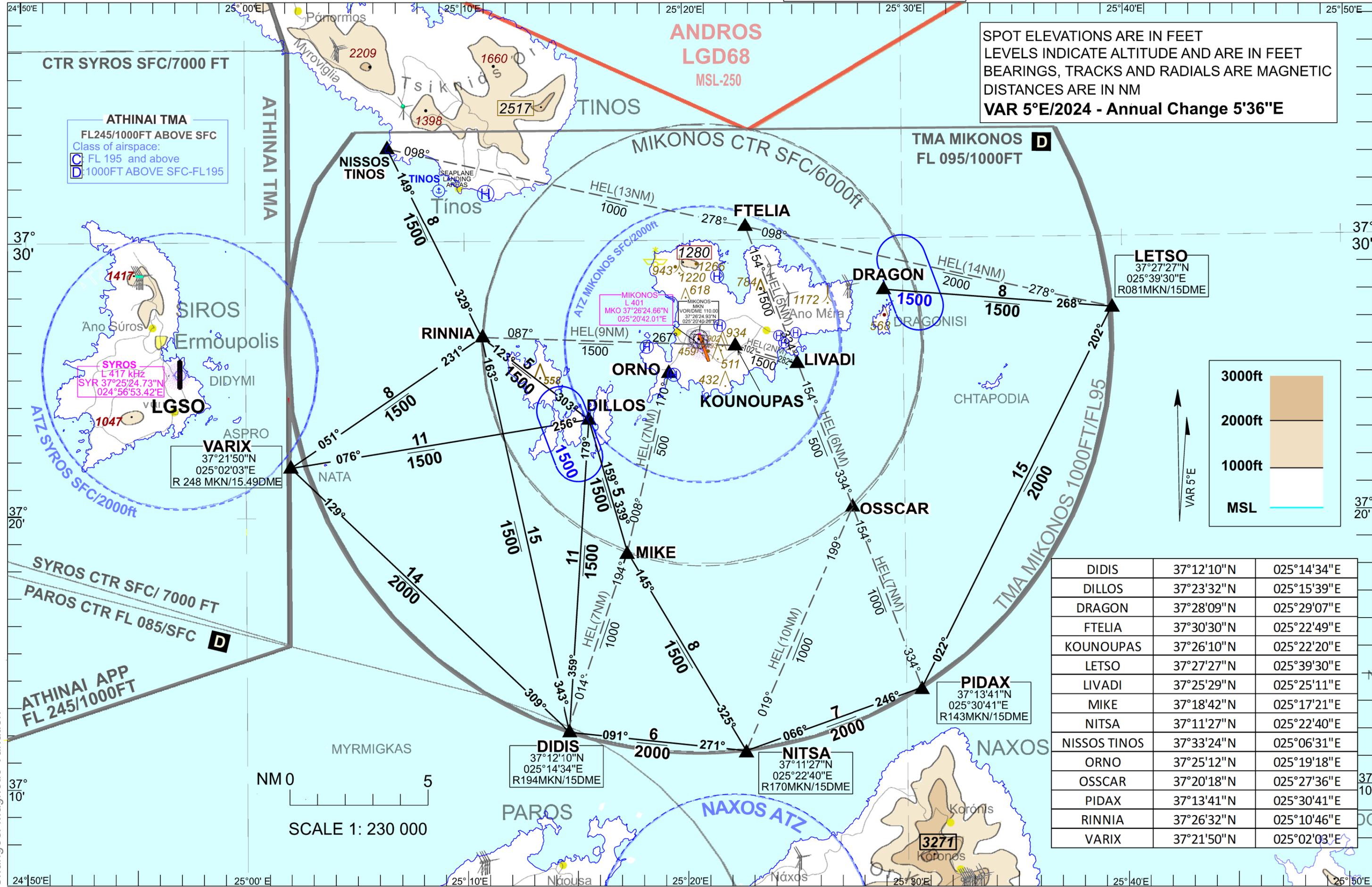


TRANSITION ALTITUDE
6000 ft

ATIS 128.855 TWR 119.875
APP 118.750

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2024 - Annual Change 5'36"E



DIDIS	37°12'10"N	025°14'34"E
DILLOS	37°23'32"N	025°15'39"E
DRAGON	37°28'09"N	025°29'07"E
FTELIA	37°30'30"N	025°22'49"E
KOUNOUPAS	37°26'10"N	025°22'20"E
LETSO	37°27'27"N	025°39'30"E
LIVADI	37°25'29"N	025°25'11"E
MIKE	37°18'42"N	025°17'21"E
NITSA	37°11'27"N	025°22'40"E
NISSOS TINOS	37°33'24"N	025°06'31"E
ORNO	37°25'12"N	025°19'18"E
OSSCAR	37°20'18"N	025°27'36"E
PIDAX	37°13'41"N	025°30'41"E
RINNIA	37°26'32"N	025°10'46"E
VARIX	37°21'50"N	025°02'03"E

Changes: Magnetic Variation

VFR ROUTES MIKONOS TMA**GENERAL**

1. Access to Mikonos LGMK TMA/CTR is restricted to aircraft capable of maintaining two way radio communications with the appropriate ATS unit.
2. Aircraft destined to Mikonos Airport or overflying LGMK TMA/CTR shall not proceed to the airport or overfly LGMK TMA/CTR before establishing contact with Mikonos ATS unit and receiving relevant instructions.
3. Aircraft, including Helicopters, flying under VFR within LGMK TMA/CTR, shall follow VFR routes and altitudes as depicted in this chart, unless VFR criteria require otherwise or a special permission has been obtained from the appropriate ATS unit.
4. When necessary to deviate from the specific routes or altitudes a clearance should be obtained from LGMK ATS unit (freq 118.750) before entering LGMK TMA/CTR or immediately after departure.
5. To meet specific traffic requirements the appropriate ATS unit may assign different VFR routes.
6. Position reports must be given to the appropriate LGMK ATS unit, when over passing the reporting points depicted on this chart.
7. A continuous watch must be maintained on the appropriate frequency of LGMK ATS unit when flying the VFR routes depicted on this chart.
8. Cancellation of IFR flight plan within LGMK TMA/CTR is subject to approval and after such cancellation VFR routes and altitudes shall be followed.
9. It is reminded that on VFR routes the responsibility to maintain terrain and obstacle clearance and to avoid collision with other aircraft, as well avoiding restricted airspace, rests with the pilot.
10. To assist LGMK Airport to arrange the landing sequence of VFR arriving aircrafts and facilitate the aerodrome traffic, two visual holding patterns are established West and East of Mikonos Airport.
11. Holding on the above patterns should be carried out as described on VFR routes and altitudes chart or as otherwise instructed by LGMK ATS unit.
12. The helicopter route KOUNOUPAS-RINNIA (or RINNIA-KOUNOUPAS) is subject to clearance by LGMK ATS unit.