

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 125°, 1NM from city harbour.
3	Elevation/Reference temperature	123.45 M (405.02 FT) / 29.50°C.
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2023) / 5'36"E.
6	AD Administration, address, telephone, telefax, telex, AFS	Mikonos Airport Aerodrome operator: Fraport Greece SA. Germanikis Scholis 10 GR 15123, Maroussi Mobile: +30 6985053854 Email: jmkaocc@fraport-greece.com Website: https://www.jmk-airport.gr 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.mikonos@eko.gr GISSCO Tel: +30 22894 40075 Email: jmk01@gissco.gr
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	Cafeterias, Snack bars, Restaurant.
3	Transportation	Winter Period: Taxis and car rentals. Summer Period: Taxis, Car rentals and Public bus (To Mykonos town & Port).
4	Medical facilities	Health Centre at Mikonos town.
5	Bank and Post Office	All Year: ATM and Mailbox available Summer period: ATM, Mailbox and Currency exchange office 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: 25 M, TWY A2: 27 M, Taxilane A: 17 M. 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 (commercial, GA/BA, military, sanitary) 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		
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, 180.55 M NIL / LGTD LIM R F8	372749.36 N 0251959.74 E	High Ground, 385.60 M NIL / LGTD LIM R F9	372908.45 N 0252035.84 E	
16/APPROACH 34/TAKE-OFF	High Ground, 287.20 M NIL / LGTD LIM R F6	372901.91 N 0251938.23 E	High Ground, 273.80 M NIL / LGTD LIM R F1	372559.34 N 0252136.62 E	
16/APPROACH 34/TAKE-OFF	High Ground, 372.80 M NIL / LGTD LIM R F7	372911.60 N 0252000.67 E	High Ground, 150.20 M NIL / LGTD LIL R F2	372558.40 N 0252112.36 E	
			High Ground, 145.11 M NIL / LGTD LIL R F3	372558.78 N 0252106.07 E	
			High Ground, 125.85 M NIL / LGTD LIL R F4	372558.29 N 0252053.79 E	
			Building (Windmill) 139.81 M 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: meteo.mykonos@hnms.gr

LGMK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	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 38.09 M	THR: 120.45 M/ 395.17 FT TDZ: NIL
34	341°	1902 x 30	PCN 70/F/A/X/T Asphalt	372537.50N 0252106.53E 372635.71N 0252040.77E 38.03 M	THR: 118.55 M/ 388.95 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	7	8	9	10	11	12	13
16	+0.32%/-0.55% (980M) (922M)	NIL	NIL	2022 x 150	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	+0.55%/-0.32% (922M) (980M)	NIL	NIL	2022 x 150	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 (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 600 M Yellow), LIH	Red -	NIL	See also LGMK AD chart-ICAO. PAPI of RWY 16 not operational.
34	NIL	Green -	PAPI LEFT/3.02° (17.5 M)	NIL	NIL	1902 M 60 M spacing, White, (last 600 M 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: 2 Anemometers, on RWY 16 abeam THR and on RWY 34 abeam TDZ - not lighted.
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 LGMK AD 2.20.4

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 ENR 2.1.5.10 .

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 040 / 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 ENR 1.1				

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	Remarks
1	2	3	4	5	6	7
MIKONOS VOR/DME (5°E/2024) (5°E)	MKN	110.00 MHz (CH 37X)	H24	372624.93N 0252040.26E	422 FT / 128.71 M	Coverage FL 250 / 40 NM Note: At radial sector 85- 115 CW U/S beyond 25 NM below 7000 FT.
MIKONOS L (5°E/2024)	MKO	401 kHz	H24	372624.66N 0252042.01E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 and ENR 4.1						

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. 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. 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 the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines.

h) 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.

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGMK 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.

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

2.22.2 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

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 (**LG MK AD 2.24**).**LG MK AD 2.23 ADDITIONAL INFORMATION****2.23.1 Wildlife Hazard Management**

- a. A diversity of wildlife species may be found at LGMK airport and its close vicinity. Currently, 33 bird species (either resident or migratory bird species) and 1 mammal species have been recorded at LGMK airport
- b. The presence and behavior of wildlife species at LGMK airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGMK airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, etc. Preventive long-term actions that are mainly related to habitat management measures (e.g. grass cutting, water body management) are also taken to further reduce the presence of species constituting a risk to flight safety. In addition, a NOTAM is published and regularly updated.
- c. Yellow-legged gull (*Larus michahellis*), is the most common bird species monitored and controlled at LGMK airport. Yellow-legged gull is a large gull species with a mass of 1.5kg. It is resident on Mikonos island, but its presence at LGMK airport is more intense in spring and during rainy weather conditions. Flocks of 30-50 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly east upon the application of wildlife control methods.
- d. 86% of the strikes with Yellow-legged gulls occurred at a height of 0-35ft above ground level and 14% occurred at a height over 35ft and up to 1,000ft, in the period 17 April 2017-2022.

2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
M.745 Runway guard lights	(b)(1) non-compliant: high traffic density during summer period prevails, however no RWY guard lights installed (b)(2) non-compliant: no RWY guard lights installed	ELoS
B.045 Width of runways	(a) non-compliant: according to AIP, RWY width 30m, required is 45m as A/D code is 4C	ELoS
M.670 Runway threshold identification lights	(a) compliant: RTILs installed symmetrically and in line with both RWY THRs (type is ADB 360) non-compliant: for both RWY directions, the distance between RTILs and line of RWY edge lights >20 m	ELoS
T.910 Equipment fragility requirements	Non-compliant: WDI and anemometer pole with adjacent control boxes are not frangible,	ELoS
B.160 Width of runway strip	75m wide laterally measured from RWY C/L established	Special Condition
B.165 Objects on runway strips	(a) non-compliant: endangering objects can be found within the 150 m wide RWY (chapel, trees or bushes, rocks and boulders, fence foundation) and the 300 m wide RWY strip (Buildings, public roads).	Special Condition
C.210 Runway end safety areas (RESA)	(b)(1) non-compliant: no RESA established at both RWY ends	Special Condition
D.260 Taxiway minimum separation distance	(b) non-compliant: Aircraft stand taxilane is too close to RWY (approx. 100m) instead of 176m	Special Condition
S.885 System design	(b) non-compliant: SPS is fed by three generators (one dedicated to AGL, 2 others for the rest) feeding two supply buses; however, the GENs are not physically separated	Special Condition

LGMK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - MIKONOS / MIKONOS Airport	26 DEC 24	AD 2-LGMK-ADC
Aircraft Parking / Docking Chart – ICAO: - MIKONOS / MIKONOS Airport	26 DEC 24	AD 2-LGMK-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - MIKONOS Airport	04 AUG 05	AD 2-LGMK-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR z RWY 34	28 NOV 24	AD 2-LGMK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - L z RWY 34	28 NOV 24	AD 2-LGMK-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR y RWY 34	23 JAN 25	AD 2-LGMK-IAC-3
Instrument Approach Chart (IAC) – ICAO: - RNAV (GNSS) RWY 34	28 NOV 24	AD 2-LGMK-IAC-4
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 34	28 NOV 24	AD 2-LGMK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 34	23 JAN 25	AD 2-LGMK-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 16	28 NOV 24	AD 2-LGMK-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 34	23 JAN 25	AD 2-LGMK-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 16	28 NOV 24	AD 2-LGMK-SID-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 34	23 JAN 25	AD 2-LGMK-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	23 JAN 25	AD 2-LGMK-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	28 NOV 24	AD 2 –LGMK-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNP ARRIVALS	28 NOV 24	AD 2-LGMK-STAR-4
TMA – VFR routes: - VFR routes MIKONOS TMA	28 NOV 24	AD 2-LGMK-VFR