MIKONOS (JMK/LGMK)

Elevation 405ft

CATEGORY C

- Audio-visual not available for BAV.
- Familiarise yourself with OM C entry before flying to Mikonos.

GENERAL

- Mikonos is a small Greek island approximately 70 nm SE of Athens.
- Airport is situated centrally on the island approximately 1 mile southeast of the main town.
- Mikonos is a fairly hilly island and terrain is an issue on approach and go-around.
- No Radar available.

Note: Only Authorised Captains may be PF for takeoff and landing.

- **Rwy 16 is a Circling Approach** with RNAV Prescribed Tracks, daylight landings only.
- **Rwy 34** is a RNAV or VOR approach.
- **RWY 34 takeoffs have an early (below 400') ETP.** Request CARD before arrival due ETP, restricted TOPL and lack of ACARS on ground.
- **Narrow Runway –** check FCOM PRO SPO and applicable Performance restrictions.

Threats

CFIT

- MSAs vary from 3500' to 4400' amsl in all quadrants.
- Immediately to the E of the airfield there is a large hill up to 902ft asl which can drastically affect the landing conditions when the wind is from NE to SE.
- Within 3 nm N of the airport there are hills up to 1220ft asl just east of the extended centreline of the runway.
- Neighbouring island of Tinos (to the NW) also has high terrain over 2000ft asl within 10 nm of the airport.

Runway Excursion

- Runway width 30 m. Captain must be PF for takeoff and landing and must be narrow runway qualified and current. See PRO SPO.

Runway Incursion

- There is no parallel taxiway. All movements require a back-track and turning areas (40 m radius) must be used to allow for the turning circle of the aircraft and to preserve surface integrity.

Loss of Control

- WINDSHEAR – Refer to Lido AOI for detail.
- Emergency Turn Rwy 34 requires an early turn to avoid terrain.
- Expect turbulence and airspeed fluctuations, particularly in strong wind or high ambient temperatures.

Mid Air Collision

- ATC is procedural, but used to dealing with a high workload and the standard of English is good.

ARRIVAL

Diversion Airports

ATHENS	ATH/LGAV	74 nm/294°T	CAT A
SANTORINI	JTR/LGSR	63 nm/174°T	CAT B
KOS	KGS/LGKO	92 nm/115°T	CAT A
RHODES	RHO/LGRP	146 nm/115°T	CAT B
IRAKLION	HER/LGIR	126 nm/184°T	CAT B
ISTANBUL(Yeni Havalimani)	IST/LTFM	280 nm/034°T	CAT A

- Expect handover from Athens Radar to Mikonos approach just before VARIX. Subject to traffic, Athens radar is likely to have cleared aircraft previously to the 'MKN' VOR.
- Holding is rare, if required expect to hold at the MKN VOR.
- If weather permits, ATC encourages carrying out visual approaches as soon as possible to reduce workload for them. Careful briefing of visual approaches is required to avoid CFIT and runway excursion risk.
- Night landings are not authorized on Rwy 16 due to unlighted obstacles in approach vicinity of runway.
- Night landings on Rwy 34 approved only if PAPIs and obstruction lights are operational.

Approach

Rwy 34

- If a procedural approach is required, it will normally be a VOR Z, but in good weather a left base turn to join the final approach before 6d MKN is acceptable.
- The final approach slope is at 3° with a FAF at 6d MKN. Beware of the visual illusions associated with the narrow up-sloping runway. PAPI is fitted but not very reliable.

BAV Crew Reports
• *The PAPIs on Rwy 34 are noted as unreliable which is true, but they were showing as 4 whites until approx 300ft above the threshold when they quickly changed to 2 whites 2 reds.*

- A RNAV to 34 coded to the threshold and aligned with the runway is available as well as the VOR.
- Particular attention should be given to the go-around due to the close proximity of the island of Tinos to the NW of Mikonos.

Rwy 16

- The approach to 16 is a Circling approach following a VOR approach to 34, with a level off at MDA (1700') and then a break off at MAPt (D2 MKN) to fly downwind. However, a conventional Circling such as this would be very challenging due to the terrain to the N of the runway. Therefore, a Circling procedure with prescribed tracks and carefully defined descent paths has been developed and tested by BA, and is used is for approaches to runway 16. Pilots should take care when flying the circling approach to Rwy 16.

Final Approach

- Expect Rad Alt fluctuations and possible EGPWS cautions on base leg and final approach.
- The visual picture of the runway on base leg can appear to be low, however you are only 2 nms from touchdown. The terrain slopes up towards the runway. This in combination with the narrow runway and lack of PAPIs makes it difficult to judge the approach profile visually.
- Furthermore, the final approach track takes the aircraft over a peak. It will be tempting to deviate away from this peak but to do so would cause a deviation from the optimal vertical path that would be difficult to remedy at this late stage of the approach. Obstacle clearance has been assured and maximum use of FD and AP guidance is required to ensure compliance with the desired vertical path and provide maximum opportunity for wings level on runway centreline.
- Having validated the performance of FINAL APP, the applicable minimum AP disconnect height is 250' agl, as per PRO LIM. The MCDU MDA field should be left empty.
- Expect 1000 RA callout crossing the coast. Soon after crossing the coast the terrain ramps up quickly, so the 500 RA callout will occur very soon after, during the final turn onto centreline.
- The turn onto finals has been coded on the assumption of 15° of bank with wings level by 300'. It is recommended to leave the AP engaged until the final turn is complete. When the AP is disconnected the Flight Directors may be followed as the coding is to the RW threshold, however they may not be very accurate and if they are not followed they should be switched off and the final part once lined up flown with the FPV.

Go Around

- There is no official, published, go-around for this runway and crews will need to brief on the appropriate action depending upon weather and any other circumstances on the day.
- ATC agree that a climb straight ahead before turning right back into the overhead to hold can be expected. Alternatively, it may be convenient to re-join the approach for another Circling Approach.

BAV Crew Reports
• *Both times I've been, ATH radar have sent us to VARIX then MKN. On first contact with approach they request DME from MKN, and it seems very normal that the expectation is to conduct a visual approach to runway 34, reporting downwind and then turning finals. This is easily accomplished providing you've thought about it, and of course assuming that you are in fact visual. All manoeuvring is then conducted over the sea. On both occasions we simply routed towards the offset inbound track (as the visual picture does look odd and this ensures the correct visual profile). Also, caution that if using FINAL APP the brick disappears around the MAP, so you lose electronic guidance at this point. Around minimums, the PAPIs appear quite inaccurate (despite being on the electronic profile at this stage), although they 'appear' to be better closer to the ground.*

GROUND

- The terrain ahead of both runway thresholds has sharp downslope, affecting rad alt behaviour.
- The touchdown zones each have an upslope. Together with the visual effect of the narrow runway, limited runway length and rad alt behaviour there is a risk of firm touchdown.
- Rwy 34 between 600 m and 800 m from the beginning is not visible from the tower.
- No ACARS coverage.
- Parking is usually on stand 1 with conventional pushback.
- Under Greek Law the Airport Authority controls the ramp, so ATC do not have information or any control regarding allocated stand numbers.
- Passengers walk to the aircraft.
- There is a potable water uplift ban so crews are reminded to ensure the water is full before departing LHR.

BAV Crew Reports
• *During a strong headwind on Rwy 34, it's likely you'll vacate comfortably at A1. Taxi routing to stand 1 from this position involves a VERY NARROW taxiway – AGC chart shows a normal looking taxiway, but it's very tight and requires significant care to be taken.*

DEPARTURE

Rwy 34 Departure

- ETP available from CARD/Performance manual. Consider use of First Principles and Packs Off due TOPL restriction.

SID and ETP Summary for Runway 34

- Pre-select HDG 300.
- THR RED is 1380 (1000 aal), Aa and EO ACC are 3000ft.
- Climb on runway heading. At 30' lateral mode goes to Rwy TRK.
- At 500ft Baro with engine failure (or immediately if higher) or a minimum 800ft Baro if no engine failure and VMC. Turn left immediately (min 15deg AOB), heading 300 **[PM pull HDG].**

  Or (If IMC and no failure) Continue on runway track.

- **At D4 MKN,** either:

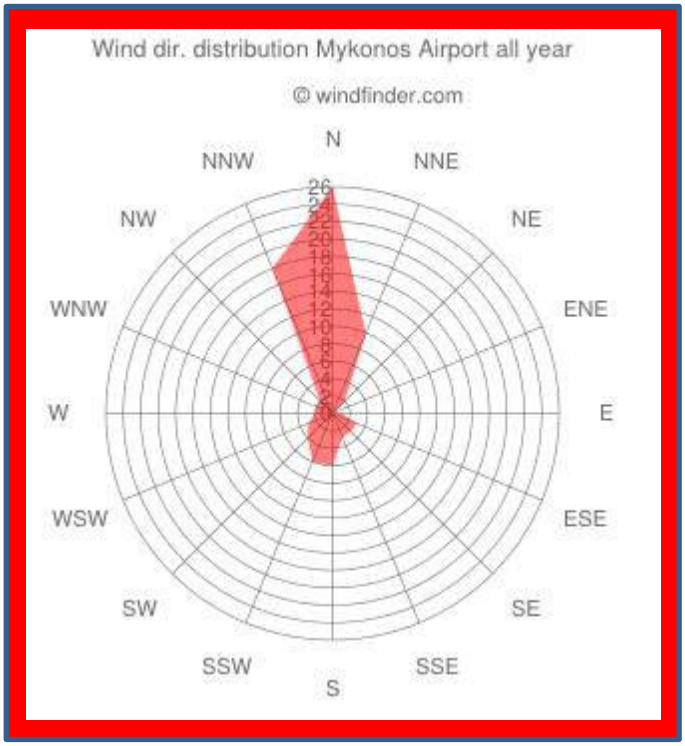
  (If EFATO or if VMC) Turn left intercept R249 MKN to VARIX, maintain 3500 minimum

  Or (If IMC and no failure) Turn left (max 210 kt and min 15°) to MKN **[PM push NAV].** Then turn right (max 210 kt and 15°) to intercept R249 MKN, to VARIX. Maintain 6000.

- Pilots are requested to give approximately 10 minutes to start up so that clearances can be sought from Athens Radar.
- During summer months, lengthy slots can be experienced and ATC are happy to submit RFI messages and to coordinate with euro control to try and obtain improvements.
- All aircraft will be given SID clearances before start or on taxi out although, due to traffic, revised clearances may be given prior to take off. Amendments are most likely to involve visual climbs to the west and to an intercept point.

WEATHER

- Generally good in summer with the occasional thunderstorm toward the later part of the season.
- Wind produces the most significant conditions.
- The general wind direction is from the N. During summer this is normally 10–20 kts from 300 to 030. In winter the velocity increases to 30 kts and can reach 60 kts.



- Wind can be expected from the S approximately 10–20% of the time.
- When the wind is in the sector 360–120°, WINDSHEAR can be expected producing uncomfortable conditions on short finals. Aircraft have been observed to go-around from either runway under these conditions. Additionally, due to terrain all around the airport, wind conditions can cause turbulence and WINDSHEAR from any direction.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	131.775
Potable Water	Uplift Ban.

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)