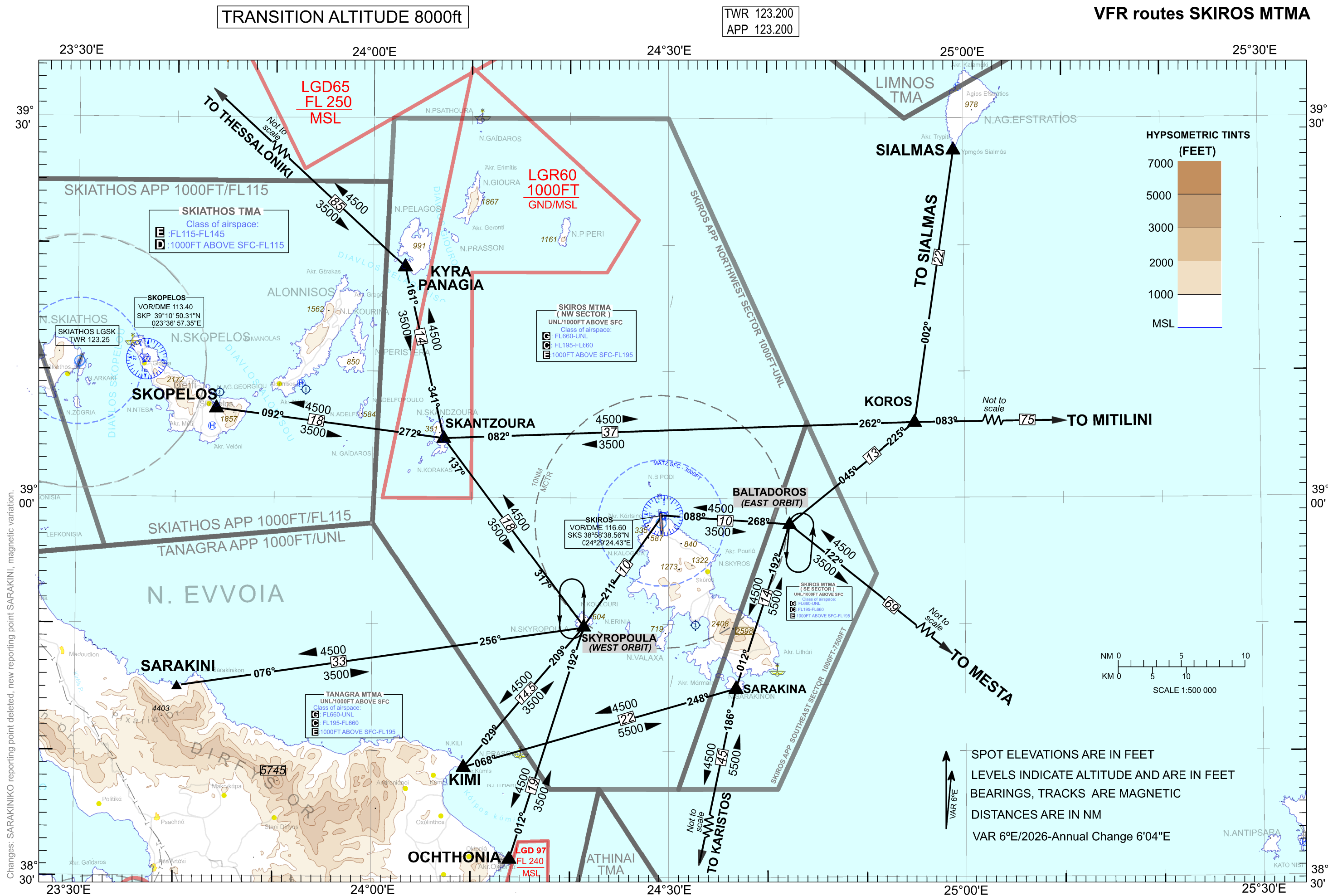


VFR routes SKIROS MTMA



1. Aircraft (including helicopters) flying under VFR within SKIROS MTMA, should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.
2. Access to SKIROS MTMA is restricted to aircraft (including helicopters) capable of maintaining two-way radio communication with SKIROS Approach / Tower (Freq. 123.200).
3. Should air traffic conditions require, ATC may assign different VFR routes. Also when deemed necessary by the pilots to deviate from specified routes and / or altitudes, they should communicate with SKIROS Approach or SKIROS Tower prior entering, or immediately after departure, to obtain clearance for deviation.
4. Position reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart.
5. A continuous watch must be maintained on the appropriate frequency with SKIROS Approach or SKIROS Tower, when flying within SKIROS MTMA.
6. Cancellation of FIR flight plan within SKIROS MTMA is subject to ATC approval and after the cancellation, the VFR routes and altitudes should be followed.
7. Aircraft flying under VFR within SKIROS MTMA, shall be equipped by a functioning transponder with Mode A and C capabilities.
8. Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.
9. To assist SKIROS ATC to arrange landing sequence of FIR and VFR arrivals and facilitate the aerodrome traffic, two (2) visual holding patterns have been established as depicted on this chart:
 - (a) WEST ORBIT at SKYROPOULA point, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.
 - (b) EAST ORBIT at BALTADOROS point, 10NM East of the Aerodrome Reference Point at Bearing 088°, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.

10. Aircraft flying from SKANTZOURA to KOROS shall maintain two-way radio communication with SKIROS Approach / Tower (Freq. 123.200) due to affection of the Instrument Approach Procedure of RWY 17.

11. It is reminded that, on VFR Routes, the responsibility to avoid collision with other aircraft and maintenance of terrain and obstacle clearance rests with the pilots.

LGSY
COORDINATES OF REPORTING POINTS OF VFR ROUTES

1. KYRA PANAGIA	39° 18' 16''	024° 03' 14''
2. SKANTZOURA	39° 04' 43''	024° 07' 12''
3. SARAKINI	38° 45' 00''	023° 40' 19''
4. SKYROPOULA (WEST ORBIT)	38° 51' 25''	024° 20' 30''
5. KIMI	38° 38' 44''	024° 09' 17''
6. OCHTHONIA	38° 31' 29''	024° 13' 55''
7. SARAKINA	38° 43' 10''	024° 38' 56''
8. BALTADOROS (EAST ORBIT)	38° 57' 56''	024° 42' 14''
9. KOROS	39° 05' 59''	024° 54' 57''
10. SIALMAS	39° 27' 30''	024° 58' 59''
11. SKOPELOS	39° 07' 01''	023° 44' 06''