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AIRAC AIP AMDT 005/23

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1. Amendment content:
The following sections of AIP were updated:

GEN 3.2	LCLK Charts	updated
LCLK AD 2.8	Stands 71-71A	updated
LCLK AD 2.19	NDB	removed
LCLK AD 2.20	Visual docking guidance 42A-47A	updated
LCLK AD 2.22	Arriving traffic - Departing traffic	new
LCLK AD 2.24	AD chart	updated
LCPH AD 2.19	NDB	removed

2. Hand corrections to the following pages:
Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:
NOTAM:
A0577/19, A0637/23
SUP:
Nil
AIC:
Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.4 - 1/2	30 NOV 23	GEN 0.4 - 1/2	05 OCT 23
GEN 0.4 - 3/4	30 NOV 23	GEN 0.4 - 3/4	05 OCT 23
GEN 0.6 - 1/2	30 NOV 23	GEN 0.6 - 1/2	05 OCT 23
GEN 0.6 - 3/4	30 NOV 23	GEN 0.6 - 3/4	05 OCT 23
GEN 3.2 - 3/4	30 NOV 23	GEN 3.2 - 3/4	05 OCT 23
ENR 0.6 - 1/2	30 NOV 23	ENR 0.6 - 1/2	05 OCT 23
ENR 0.6 - 3/4	30 NOV 23	ENR 0.6 - 3/4	05 OCT 23
AD 0.6 - 1/2	30 NOV 23	AD 0.6 - 1/2	05 OCT 23
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AD 0.6 - 5/6	30 NOV 23	AD 0.6 - 5/6	05 OCT 23
AD 2.LCLK - 3/4	30 NOV 23	AD 2.LCLK - 3/4	05 OCT 23
AD 2.LCLK - 11/12	30 NOV 23	AD 2.LCLK - 11/12	05 OCT 23
AD 2.LCLK - 13/14	30 NOV 23	AD 2.LCLK - 13/14	05 OCT 23
AD 2.LCLK - 17/18	30 NOV 23	AD 2.LCLK - 17/18	20 APR 23
AD 2.LCLK - 19/20	30 NOV 23	AD 2.LCLK - 19/20	20 APR 23
AD 2.LCLK 2.24.1.1 - 1/2	30 NOV 23	AD 2.LCLK 2.24.1.1 - 1/2	05 OCT 23
AD 2.LCLK 2.24.1.5 - 1/2	30 NOV 23	AD 2.LCLK 2.24.1.5 - 1/2	05 OCT 23
AD 2.LCPH - 9/10	30 NOV 23	AD 2.LCPH - 9/10	05 OCT 23
AD 2.LCPH - 11/12	30 NOV 23	AD 2.LCPH - 11/12	05 OCT 23
		AD 2.LCPH - 13/14	05 OCT 23

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

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GEN 0.1 - 3	22 JUN 17	GEN 0.4 - 1	30 NOV 23	GEN 0.6 - 1	30 NOV 23
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GEN 0.2 - 1	05 OCT 23	GEN 0.4 - 3	30 NOV 23	GEN 0.6 - 3	30 NOV 23
GEN 0.2 - 2	05 OCT 23	GEN 0.4 - 4	30 NOV 23	GEN 0.6 - 4	30 NOV 23

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

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GEN 1.2 - 1	25 MAY 17	GEN 1.4 - 4	13 AUG 15	GEN 1.6 - 15	05 NOV 20
GEN 1.2 - 2	25 MAY 17	GEN 1.5 - 1	04 APR 13	GEN 1.6 - 16	05 NOV 20
GEN 1.2 - 3	22 JUN 17	GEN 1.5 - 2	04 APR 13	GEN 1.7 - 1	01 DEC 22
GEN 1.2 - 4	22 JUN 17	GEN 1.5 - 3	13 AUG 15	GEN 1.7 - 2	01 DEC 22
GEN 1.2 - 5	25 MAY 17	GEN 1.5 - 4	13 AUG 15	GEN 1.7 - 3	01 DEC 22
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GEN 1.3 - 1	04 APR 13	GEN 1.6 - 6	05 NOV 20	GEN 1.7 - 9	01 DEC 22
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GEN 1.3 - 3	13 NOV 14	GEN 1.6 - 8	05 NOV 20	GEN 1.7 - 11	01 DEC 22
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GEN 2.2 - 5	25 MAY 17	GEN 2.2 - 19	25 MAY 17	GEN 2.6 - 5	04 APR 13
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GEN 2.2 - 9	25 MAY 17	GEN 2.3 - 1	04 APR 13	GEN 2.7 - 1	01 DEC 22
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GEN 2.2 - 11	26 MAR 20	GEN 2.4 - 1	04 APR 13	GEN 2.7 - 3	01 DEC 22
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GEN 3 SERVICES

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GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 1	19 MAY 22

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ENR 3.2 - 4	13 JUL 23	ENR 3.2 - 18	13 JUL 23	ENR 3.2 - 32	13 JUL 23
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ENR 3.2 - 8	13 JUL 23	ENR 3.2 - 22	13 JUL 23	ENR 3.2 - 36	13 JUL 23
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ENR 3.2 - 11	13 JUL 23	ENR 3.2 - 25	13 JUL 23	ENR 3.4 - 1	13 JUL 23
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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

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ENR 4.1 - 2	23 MAR 23	ENR 4.4 - 2	23 MAR 23	ENR 4.4 - 8	23 MAR 23
ENR 4.2 - 1	04 APR 13	ENR 4.4 - 3	23 MAR 23	ENR 4.5 - 1	04 APR 13
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ENR 4.3 - 2	04 APR 13	ENR 4.4 - 6	23 MAR 23		

ENR 5 NAVIGATION WARNINGS

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ENR 5.1 - 2	01 FEB 18	ENR 5.4 - 2	07 JUL 16	ENR 6.1 - 2	13 AUG 20
ENR 5.1 - 3	05 NOV 20	ENR 5.4 - 3	25 MAY 17	ENR 6.1 - 3	13 AUG 20
ENR 5.1 - 4	05 NOV 20	ENR 5.4 - 4	25 MAY 17	ENR 6.1 - 4	13 AUG 20
ENR 5.2 - 1	01 FEB 18	ENR 5.4 - 5	07 OCT 21	ENR 6.1 - 5	13 AUG 20
ENR 5.2 - 2	01 FEB 18	ENR 5.4 - 6	07 OCT 21	ENR 6.1 - 6	13 AUG 20
ENR 5.2 - 3	23 MAY 19	ENR 5.5 - 1	04 APR 13	ENR 6.2 - 1	05 NOV 20
ENR 5.2 - 4	23 MAY 19	ENR 5.5 - 2	04 APR 13	ENR 6.2 - 2	05 NOV 20
ENR 5.2 - 5	01 FEB 18	ENR 5.6 - 1	04 APR 13	ENR 6.2.1 - 1	01 FEB 18
ENR 5.2 - 6	01 FEB 18	ENR 5.6 - 2	04 APR 13	ENR 6.2.1 - 2	01 FEB 18
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PART 3 - AERODROMES (AD)

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AD 0.1 - 2	04 APR 13	AD 0.4 - 2	04 APR 13	AD 0.6 - 4	30 NOV 23
AD 0.2 - 1	04 APR 13	AD 0.5 - 1	04 APR 13	AD 0.6 - 5	30 NOV 23
AD 0.2 - 2	04 APR 13	AD 0.5 - 2	04 APR 13	AD 0.6 - 6	30 NOV 23
AD 0.3 - 1	04 APR 13	AD 0.6 - 1	30 NOV 23		
AD 0.3 - 2	04 APR 13	AD 0.6 - 2	30 NOV 23		

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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AD 1.1 - 2	20 APR 23	AD 1.2 - 3	20 APR 23	AD 1.4 - 2	04 APR 13
AD 1.1 - 3	20 APR 23	AD 1.2 - 4	20 APR 23	AD 1.5 - 1	23 MAY 19
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AD 1.2 - 1	19 MAY 22	AD 1.3 - 2	04 APR 13		

AD 2 AERODROMES

AD 2.LCLK - 1	15 JUL 21	AD 2.LCLK - 8	05 OCT 23	AD 2.LCLK - 15	05 NOV 20
AD 2.LCLK - 2	15 JUL 21	AD 2.LCLK - 9	05 OCT 23	AD 2.LCLK - 16	05 NOV 20
AD 2.LCLK - 3	30 NOV 23	AD 2.LCLK - 10	05 OCT 23	AD 2.LCLK - 17	30 NOV 23
AD 2.LCLK - 4	30 NOV 23	AD 2.LCLK - 11	30 NOV 23	AD 2.LCLK - 18	30 NOV 23
AD 2.LCLK - 5	05 OCT 23	AD 2.LCLK - 12	30 NOV 23	AD 2.LCLK - 19	30 NOV 23
AD 2.LCLK - 6	05 OCT 23	AD 2.LCLK - 13	30 NOV 23	AD 2.LCLK - 20	30 NOV 23
AD 2.LCLK - 7	05 OCT 23	AD 2.LCLK - 14	30 NOV 23	AD 2.LCLK 2.24.1.1 - 1	30 NOV 23

AD 2.LCLK 2.24.1.1 - 2	30 NOV 23	AD 2.LCLK 2.24.4.1 - 2	19 MAY 22	AD 2.LCPH 2.24.2.4 - 2	19 MAY 22
AD 2.LCLK 2.24.1.2 - 1	05 OCT 23	AD 2.LCLK 2.24.4.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.5 - 1	13 JUL 23
AD 2.LCLK 2.24.1.2 - 2	05 OCT 23	AD 2.LCLK 2.24.4.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.5 - 2	13 JUL 23
AD 2.LCLK 2.24.1.3 - 1	05 OCT 23	AD 2.LCLK 2.24.4.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.6 - 1	19 MAY 22
AD 2.LCLK 2.24.1.3 - 2	05 OCT 23	AD 2.LCLK 2.24.4.3 - 2	22 APR 21	AD 2.LCPH 2.24.2.6 - 2	19 MAY 22
AD 2.LCLK 2.24.1.4 - 1	05 OCT 23	AD 2.LCLK 2.24.4.4 - 1	22 APR 21	AD 2.LCPH 2.24.2.7 - 1	07 OCT 21
AD 2.LCLK 2.24.1.4 - 2	05 OCT 23	AD 2.LCLK 2.24.4.4 - 2	22 APR 21	AD 2.LCPH 2.24.2.7 - 2	07 OCT 21
AD 2.LCLK 2.24.1.5 - 1	30 NOV 23	AD 2.LCLK 2.24.4.5 - 1	22 APR 21	AD 2.LCPH 2.24.2.8 - 1	07 OCT 21
AD 2.LCLK 2.24.1.5 - 2	30 NOV 23	AD 2.LCLK 2.24.4.5 - 2	22 APR 21	AD 2.LCPH 2.24.2.8 - 2	07 OCT 21
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21	AD 2.LCLK 2.24.4.6 - 1	22 APR 21	AD 2.LCPH 2.24.2.9 - 1	13 JUL 23
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21	AD 2.LCLK 2.24.4.6 - 2	22 APR 21	AD 2.LCPH 2.24.2.9 - 2	13 JUL 23
AD 2.LCLK 2.24.2.2 - 1	22 APR 21	AD 2.LCLK 2.24.4.7 - 1	13 JUL 23	AD 2.LCPH 2.24.2.10 - 1	13 JUL 23
AD 2.LCLK 2.24.2.2 - 2	22 APR 21	AD 2.LCLK 2.24.4.7 - 2	13 JUL 23	AD 2.LCPH 2.24.2.10 - 2	13 JUL 23
AD 2.LCLK 2.24.2.3 - 1	22 APR 21	AD 2.LCLK 2.24.5.1 - 1	13 JUL 23	AD 2.LCPH 2.24.2.11 - 1	13 JUL 23
AD 2.LCLK 2.24.2.3 - 2	22 APR 21	AD 2.LCLK 2.24.5.1 - 2	13 JUL 23	AD 2.LCPH 2.24.2.11 - 2	13 JUL 23
AD 2.LCLK 2.24.2.4 - 1	13 JUL 23	AD 2.LCLK 2.24.6.1 - 1	19 MAY 22	AD 2.LCPH 2.24.2.12 - 1	13 JUL 23
AD 2.LCLK 2.24.2.4 - 2	13 JUL 23	AD 2.LCLK 2.24.6.1 - 2	19 MAY 22	AD 2.LCPH 2.24.2.12 - 2	13 JUL 23
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21	AD 2.LCPH - 1	07 OCT 21	AD 2.LCPH 2.24.2.13 - 1	13 JUL 23
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21	AD 2.LCPH - 2	07 OCT 21	AD 2.LCPH 2.24.2.13 - 2	13 JUL 23
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21	AD 2.LCPH - 3	05 OCT 23	AD 2.LCPH 2.24.3.1 - 1	07 OCT 21
AD 2.LCLK 2.24.2.6 - 2	15 JUL 21	AD 2.LCPH - 4	05 OCT 23	AD 2.LCPH 2.24.3.1 - 2	07 OCT 21
AD 2.LCLK 2.24.2.7 - 1	15 JUL 21	AD 2.LCPH - 5	05 OCT 23	AD 2.LCPH 2.24.3.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.7 - 2	15 JUL 21	AD 2.LCPH - 6	05 OCT 23	AD 2.LCPH 2.24.3.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.8 - 1	15 JUL 21	AD 2.LCPH - 7	05 OCT 23	AD 2.LCPH 2.24.4.1 - 1	02 DEC 21
AD 2.LCLK 2.24.2.8 - 2	15 JUL 21	AD 2.LCPH - 8	05 OCT 23	AD 2.LCPH 2.24.4.1 - 2	02 DEC 21
AD 2.LCLK 2.24.2.9 - 1	22 APR 21	AD 2.LCPH - 9	30 NOV 23	AD 2.LCPH 2.24.4.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.9 - 2	22 APR 21	AD 2.LCPH - 10	30 NOV 23	AD 2.LCPH 2.24.4.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.10 - 1	22 APR 21	AD 2.LCPH - 11	30 NOV 23	AD 2.LCPH 2.24.4.3 - 1	13 JUL 23
AD 2.LCLK 2.24.2.10 - 2	22 APR 21	AD 2.LCPH - 12	30 NOV 23	AD 2.LCPH 2.24.4.3 - 2	13 JUL 23
AD 2.LCLK 2.24.2.11 - 1	13 JUL 23	AD 2.LCPH 2.24.1.1 - 1	05 OCT 23	AD 2.LCPH 2.24.4.4 - 1	19 MAY 22
AD 2.LCLK 2.24.2.11 - 2	13 JUL 23	AD 2.LCPH 2.24.1.1 - 2	05 OCT 23	AD 2.LCPH 2.24.4.4 - 2	19 MAY 22
AD 2.LCLK 2.24.2.12 - 1	13 JUL 23	AD 2.LCPH 2.24.1.2 - 1	05 OCT 23	AD 2.LCPH 2.24.5.1 - 1	13 JUL 23
AD 2.LCLK 2.24.2.12 - 2	13 JUL 23	AD 2.LCPH 2.24.1.2 - 2	05 OCT 23	AD 2.LCPH 2.24.5.1 - 2	13 JUL 23
AD 2.LCLK 2.24.2.13 - 1	05 OCT 23	AD 2.LCPH 2.24.1.3 - 1	05 OCT 23	AD 2.LCPH 2.24.5.2 - 1	13 JUL 23
AD 2.LCLK 2.24.2.13 - 2	05 OCT 23	AD 2.LCPH 2.24.1.3 - 2	05 OCT 23	AD 2.LCPH 2.24.5.2 - 2	13 JUL 23
AD 2.LCLK 2.24.3.1 - 1	15 JUL 21	AD 2.LCPH 2.24.1.4 - 1	05 OCT 23	AD 2.LCNC - 1	07 NOV 19
AD 2.LCLK 2.24.3.1 - 2	15 JUL 21	AD 2.LCPH 2.24.1.4 - 2	05 OCT 23	AD 2.LCNC - 2	07 NOV 19
AD 2.LCLK 2.24.3.2 - 1	15 JUL 21	AD 2.LCPH 2.24.2.1 - 1	07 OCT 21	AD 2.LCRA - 1	04 APR 13
AD 2.LCLK 2.24.3.2 - 2	15 JUL 21	AD 2.LCPH 2.24.2.1 - 2	07 OCT 21	AD 2.LCRA - 2	04 APR 13
AD 2.LCLK 2.24.3.3 - 1	15 JUL 21	AD 2.LCPH 2.24.2.2 - 1	07 OCT 21	AD 2.LCRA - 3	04 APR 13
AD 2.LCLK 2.24.3.3 - 2	15 JUL 21	AD 2.LCPH 2.24.2.2 - 2	07 OCT 21	AD 2.LCRA - 4	04 APR 13
AD 2.LCLK 2.24.3.4 - 1	15 JUL 21	AD 2.LCPH 2.24.2.3 - 1	19 MAY 22	AD 2.LCRA - 5	22 APR 21
AD 2.LCLK 2.24.3.4 - 2	15 JUL 21	AD 2.LCPH 2.24.2.3 - 2	19 MAY 22	AD 2.LCRA - 6	22 APR 21
AD 2.LCLK 2.24.4.1 - 1	19 MAY 22	AD 2.LCPH 2.24.2.4 - 1	19 MAY 22		

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

portion thereof which be planned and used only under certain specified conditions, to complement the permanent ATS route network;

- **En route chart- airspace structure and ATS airspace classification**
  This chart is produced as a separate chart to show the airspace and its ATS classification within the Nicosia FIR sectors;

- **En route chart- restricted, prohibited and danger areas**
  This chart is a general view of the restricted, prohibited and danger areas within Nicosia FIR. For sufficient clarify separate charts are produced as well.

4.2.8 Standard Departure Chart – Instrument (SID)

4.2.8.1 This type of charts is produced for those aerodromes where standard instrument departure routes have been established. The charts provide the flight crew with information that will enable them to comply with the designated standard departure route- instrument from the take-off phase to the en route phase. A general view of the SIDs established per aerodrome is produced as a supplement to the standard departure chart-instrument.

4.2.9 Standard Arrival Chart- Instrument (STAR)

4.2.9.1 This type of chart is produced for those aerodromes where standard instrument arrival routes have been established. The charts provide the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en route phase to the approach phase.

4.2.10 Instrument Approach Chart

4.2.10.1 This type of chart is produced for those aerodromes used by civil aviation where instrument approach procedures have been established. A separate instrument approach chart has been provided for each approach procedure, and includes information on radio communication facilities and navigation aids, minimum sector altitude, procedure track in plan and profile view. The charts provide the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and associated holding patterns.

4.2.11 Visual Approach Chart

4.2.11.1 This type of chart is produced for those aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- visual approach procedures have been established.

The chart provides information on obstacles, circuit areas, visual approach procedures, radio and communication facilities, as well as detailed topographical information.

NOTE: Special charts, not included in the listing above, are produced to clarify some subjects (e.g. altimeter setting regions, low flying routes-areas, bird sanctuaries etc).

5. List of Aeronautical Charts Available

5.1 Table: List of Series and Scale

Title of series	Scale	Chart name	Sheet number	Edition Date
AERODROME CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.1	30 NOV 23
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.1	05 OCT 23
AIRCRAFT PARKING/ DOCKING CHART - ICAO		LARNAKA INTL AIRPORT APRON 1	AD 2.LCLK 2.24.1.2	05 OCT 23
		LARNAKA INTL AIRPORT APRON 2	AD 2.LCLK 2.24.1.3	05 OCT 23
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.2	05 OCT 23
AERODROME GROUND MOVEMENT CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.4	05 OCT 23
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.3	05 OCT 23
AERODROME OBSTACLE CHART - ICAO TYPE A	**1:500 000**	LARNAKA RWY 04/22	AD 2.LCLK 2.24.1.5	30 NOV 23
		PAFOS RWY 11/29	AD 2.LCPH 2.24.1.4	05 OCT 23

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

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AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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4	**Remarks**	Aircraft operators must have a confirmed contract for removal of disabled aircraft. Aircraft removal arrangements must be submitted to Hermes Airports Ltd. Foaming facility on RWY not available

LCLK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOWPLAN

1	**Type(s) of clearing equipment**	N/A
2	**Clearance priorities**	N/A
3	**Use of material for movement area surface treatment**	N/A
4	**Specially prepared winter runways**	N/A
5	**Remarks**	See AD.1.2.2 for information regarding runway surface condition assessment and reporting

LCLK AD 2.8 APRONS,TAXIWAYS AND CHECK LOCATIONS DATA

		Apron	ACFT Stand	Surface	Strength PCN
1	Designation, surface and strength of aprons	APRON 1	11A-21	CONC	87/R/A/W/T
			22A-26	CONC	80/R/A/W/T
			27A-33	CONC	84/R/A/W/T
			41-48A	CONC	79/R/A/W/T
		APRON 2	61, 61-F, 61-R	CONC	51/R/A/W/T
			62, 62-F, 62-R	CONC	50/R/A/W/T
			63, 63-F, 63-R	CONC	53/R/A/W/T
			64	CONC	51/R/A/W/T
			64A, 64A-F, 64A-R	CONC	52/R/A/W/T
			64B, 64B-F, 64B-R	CONC	52/R/A/W/T
			65-67	CONC	17/R/A/W/U
			71, 71A	CONC	51/R/A/W/T
			71B, 71B-F, 71B-R	CONC	51/R/A/W/T
			72	CONC	51/R/A/W/T
			72A, 72A-F, 72A-R	CONC	48/R/A/W/T
			72B, 72B-F, 72B-R	CONC	55/R/A/W/T
			73	CONC	51/R/A/W/T
			73A, 73A-F, 73A-R	CONC	54/R/A/W/T
			73B, 73B-F, 73B-R	CONC	55/R/A/W/T
			74	CONC	51/R/A/W/T
			74A, 74A-F, 74A-R	CONC	53/R/A/W/T
			74B, 74B-F, 74B-R	CONC	55/R/A/W/T
			75, 75-F, 75-R	CONC	55/R/A/W/T
			76	CONC	53/R/A/W/T
			81, 81-F, 81-R	CONC	51/R/A/W/T
			82	CONC	46/R/A/W/T
			83, 83-F, 83-R	CONC	53/R/A/W/T
			84, 84-F, 84-R, 85	ASPH	100/F/B/W/T
			86, 86A, 86B, 87	CONC	51/R/A/W/T
			92, 93	CONC	54/R/A/W/T
			94	CONC	53/R/A/W/T
		GENERAL AVIATION APRON	-	CONC/ASPH	N/A

LCLK AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Larnaka CTR 350517N 0330839E - 350024N 0332812E - 350241N 0340516E then a clockwise arc radius 25 NM centered on 345222.3N 0333732.1E - 342732N 0334125E - 343620N 0333718E then a clockwise arc radius 16 NM centered on 345222.3N 0333732.1E - 344246N 0332159E - 344300N 0330646E then a clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 350517N 0330839E
2	**Vertical limits**	SFC to 8000 FT ALT
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	LARNAKA APPROACH (for arrivals), LARNAKA TOWER (for departures) EN
5	**Transition altitude**	9000FT MSL
6	Hours of Applicability	H24
7	**Remarks**	NIL

1	**Designation and lateral limits**	Larnaka ATZ Area bounded by a circle of radius 4 NM centred on ARP
2	**Vertical limits**	SFC to 3000 FT ALT
3	**Airspace classification**	B
4	**ATS unit call sign** **Language(s)**	LARNAKA TOWER EN
5	**Transition altitude**	9000FT MSL
6	Hours of Applicability	H24
7	**Remarks**	NIL

LCLK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Larnaka Approach	130.2 MHz	H24	Primary Frequency (STD)
		121.2 MHz		Alternate Frequency (ALT)
GMC	Larnaka Ground	119.4 MHz	H24	Primary Frequency (STD)
		121.9 MHz	H24	Alternate Frequency (ALT)
	Larnaka Delivery	120.575 MHz	HX	Clearance Delivery, check ATIS for operational hours
TWR	Larnaka Tower	130.2 MHz	H24	Primary Frequency (STD), VDF available
		121.2 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
SRE	NIL	NIL	NIL	
PAR	NIL	NIL	NIL	
ATIS	Larnaka Tower	126.55 MHz	H24	

LCLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5°E/2020)	LCA	112.8 MHz CH 75X	H24	345222.295N 0333732.089E	100 FT	Protection altitude 50000 FT range 200 NM
LOC 22 ILS CAT I (5°E/2020)	ILC	110.3 MHz	H24	345138.4N 0333628.7E	-	Position: 552 M from THR 04
GP 22	ILC	335 MHz	H24	345243.7N 0333755.5E	-	GP 2.75º RDH 51 FT Position: 383 M from THR 22
LOC/DME (5°E/2020)	ILC	CH 40X	H24	345243.7N 0333755.5E	100 FT	Collocated with GP

LCLK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Ground movement

1.1 General

a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes LA, LB, LC (Apron 1) and CT, CU, CV, CW (Apron 2), are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.

b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.

c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

1.2 Aprons & Stand Taxi lanes

a. Aircraft shall keep all engines running in order to reduce the necessity for high thrust levels on the remaining engines.

b. Use of reverse thrust within the aprons is prohibited.

c. Aircraft Code E are not permitted to use the following stand taxi lanes:

1. LA (Apron 1)

2. CV (Apron 2) with the exception of stand 81.

d. Apron 1 stands 22-28, 31A, 32A, 33 and 42A-47A are equipped with a Visual Docking Guidance System (VDGS).

e. Apron 1 stands 11A-21, 31, 32, 41, 47 and 48A are accessed by marshaller guidance. If no marshaller is present at the assigned stand, aircraft shall stop and inform Larnaka Ground.

f. ”FOLLOW ME” service within Apron 2 not available. Arriving aircraft shall use taxi lane CU to stands 61-66, taxi lane CV to stands 71A-76 and 86A and taxi lane CW to stands 81-86, 86B, 87 and 92-94.

1.3 Visual Docking & Guidance System Pilot Instructions

1.3.1 Aircraft Stands 22-28, 31A, 32A, 33 and 42A-47A on Apron 1 are provided with a Safegate Visual Docking Guidance System. Azimuth guidance, distance to stop information, aircraft type, door in use etc. is shown on a LED display that is clearly visible for both pilots.

1.3.2 The system can be controlled either from the operators panel, located in the passenger boarding bridge or at ground level, or from a Gate.

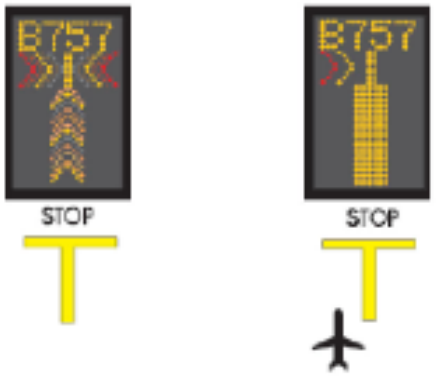
Pilot Instructions

a. Approach at a maximum speed of 3KT.

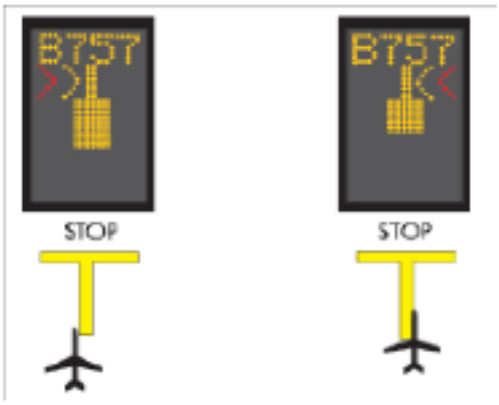
b. Follow the Lead in Line. When the solid yellow closing rate field appears, the aircraft has been detected by the scanning unit. Aircraft type is checked and the display provides azimuth guidance information

c. Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

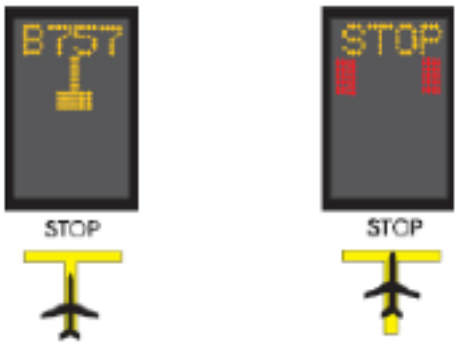
d. When VDGS is unserviceable, aircraft shall stop and inform Larnaka Ground for marshaller assistance



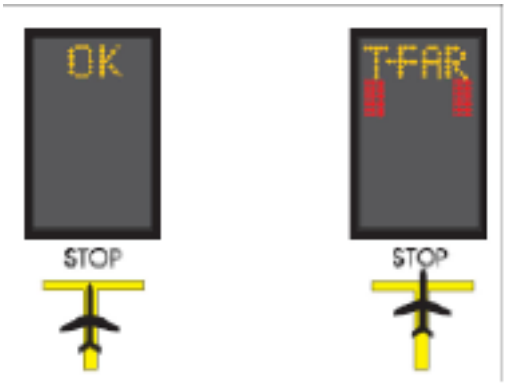
Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information.The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off the centre line.



When the aircraft is 12 M from the stop position, closing rate information is given. “Distance to run” is indicated by turning off one row of LED’s for each one half meter that the aircraft advances toward the stop position.



When the correct stop position is reached, all of the LED’s for the closing rate field will be off, the word “STOP” will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display. If the aircraft stops in the correct position, “OK” will be displayed after a few seconds.



If the aircraft has gone past the correct stop position, the display will show “T-FAR” (too far).

4. Runway holding positions

a. Illuminated red stop bars are provided on all runway holding positions. Stop bars are operated by ATC on a H24 basis. An illuminated RED stop bar means STOP. Aircraft shall NOT enter the runway until the stop bar is extinguished and ATC instructions issued. Stop bars will be automatically switched ON after 45 seconds.

b. In the event of unserviceable stop bars, pilots will be notified in advance and shall exercise extreme caution when approaching the runway holding position. Explicit Larnaka Tower instructions will be issued.

5. Minimum runway occupancy

a. Departing aircraft shall comply with ATC clearance to line up without any delay. As far as practicable, pre-flight checks should be completed before line up. Any other checks following line up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance. Pilots who require to back-track the runway must notify Larnaka Tower in advance.

b. Unless otherwise instructed by Larnaka Tower, arriving aircraft landing RWY 22 are requested to vacate the runway via the rapid exit taxiway E, as practicable.

6. Runway system

6.1 Requests for permission to use a runway direction other than the normal runway-in-use, respected to traffic and the arrival/departure may be subjected to delays.

LCLK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCLK AD 2.22 FLIGHT PROCEDURES

1. Local Flying Restrictions

1.1 Traffic Pattern
RWY 22 standard traffic pattern: left hand
RWY 04 standard traffic pattern: right hand
Non standard RWY 04 left hand and RWY 22 right hand traffic patterns provided by ATC subject to traffic conditions and during daylight only

1.2 Circuit Altitude
Aircraft approach categories A, B 1000 FT QNH.
Aircraft approach categories C, D 1500 FT QNH.

2. Departing Traffic

For flight planning purposes departures exiting Nicosia FIR via TOSKA, EVENO and TOMBI shall follow:

1. PHA1W / PHA2B PHA M31 GENOS DCT TOSKA

2. PHA1W / PHA2B PHA M31 GENOS DCT PEDER DCT EVENO

3. PHA1W / PHA2B PHA M31 GENOS DCT PEDER A16 / M855 TOMBI

All other SIDs are available only by ATC.

3. Arriving Traffic

For flight planning purposes all arrivals entering Nicosia FIR via TOSKA, EVENO and TOMBI shall route via BONEK for the BONEK1A or the BONEK1R arrival to LCA VOR.

All other STARs are available only by ATC.

4. Low Visibility Procedures

4.1 Category II/III operations and hence, low visibility procedures, are not applied in aerodromes in Cyprus.

LCLK AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

1.1 Flocks of migrating flamingos rest in the salt lake North of the RWY during winter and early spring, before continuing their journey.

1.2 Activity of flocks of seagulls takes place daily when birds fly across the RWY in search of food in the adjoining water areas.

1.3 As far as practicable Larnaka Ground or Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.

1.4 Occasional disposal activity includes the firing of shell crackers and the use of live ammunition.

2. Laser interference

2.1 There are frequent reports of laser lights directed at aircraft mainly from the following areas:

a. On arrivals from NW within 20NM from AD

b. On approach procedures RWY22

Aircrew shall be vigilant to such events and report them to ATC, passing information as to the location, whenever possible.

LCLK AD 2.24 CHARTS RELATED TO AN AERODROME

LCLK AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL

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AERODROME CHART-ICAO

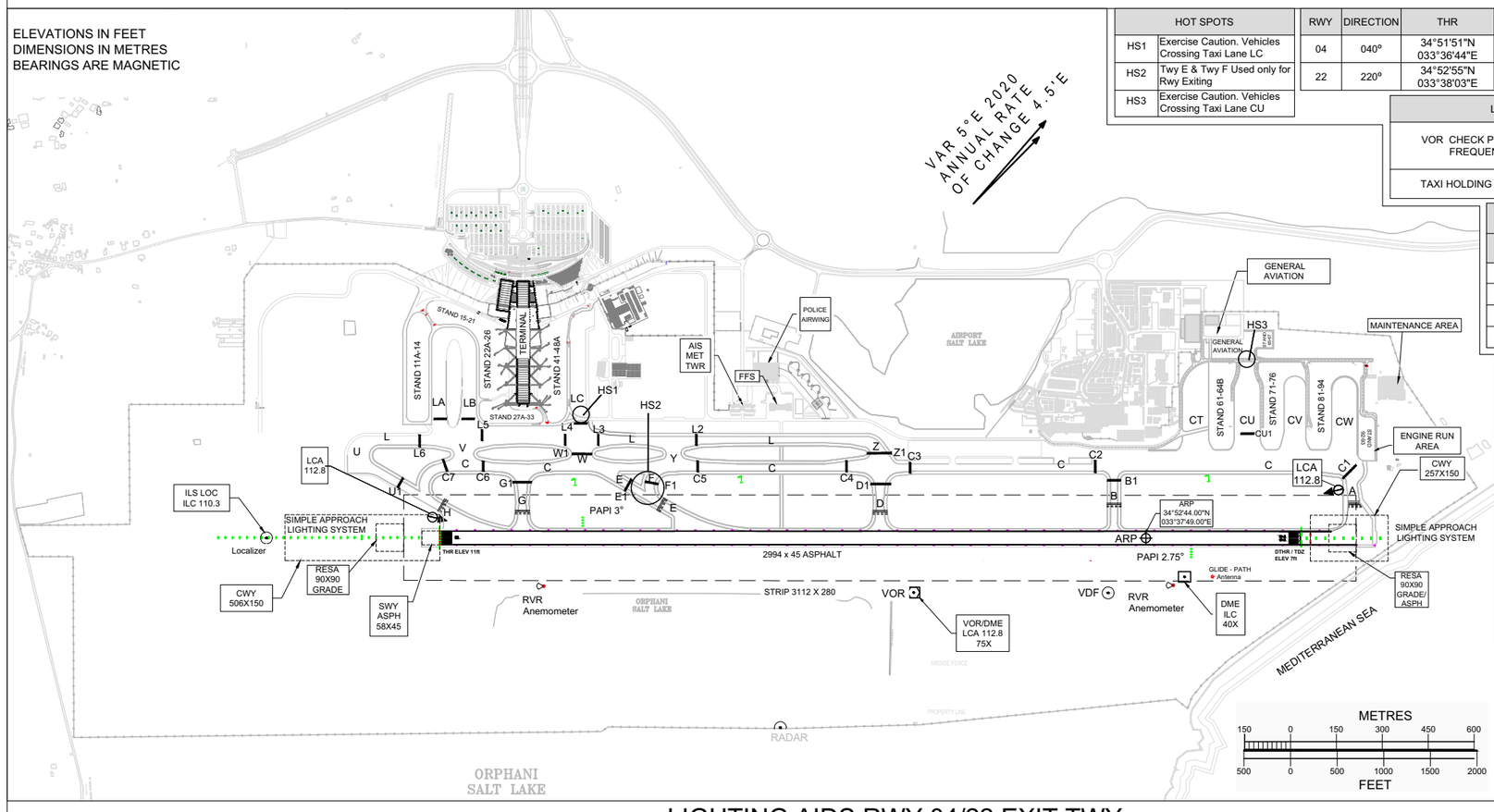
34°52'44"N
033°37'49"E

ELEV 11ft

APP 130.2
TWR 130.2
GMC 119.4
ATIS 126.55

LARNAKA INTL AIRPORT

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



HOT SPOTS	
HS1	Exercise Caution. Vehicles Crossing Taxi Lane LC
HS2	Twy E & Twy F Used only for Rwy Exiting
HS3	Exercise Caution. Vehicles Crossing Taxi Lane CU

RWY	DIRECTION	THR	BEARING STRENGTH
04	040°	34°51'51"N 033°36'44"E	PCN69/F/C/W/T
22	220°	34°52'55"N 033°38'03"E	

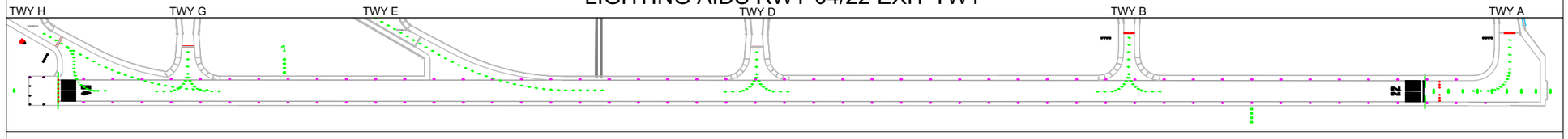
LEGEND	
VOR CHECK POINT AND FREQUENCY	LCA 112.8
TAXI HOLDING POSITION	

APRON 1	
APRON	BEARING STRENGTH
STAND 11A-21	87/R/A/W/T
STAND 22A-26	80/R/A/W/T
STAND 27A-33	84/R/A/W/T
STAND 41-48A	79/R/A/W/T

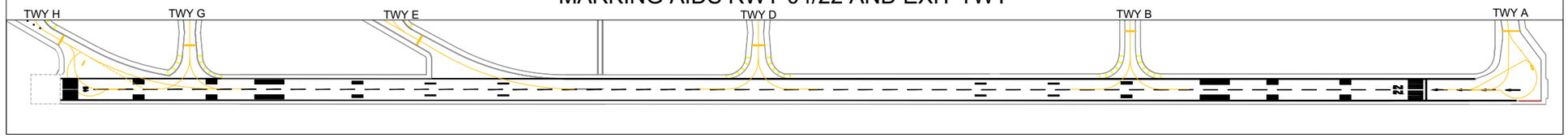
TWY	WIDTH (m)	BEARING STRENGTH
A	23	120/F/B/W/T
B	23	120/F/B/W/T
C	23	104/F/C/W/T
D	23	93/F/C/W/T
E	23	117/F/C/W/T
F	23	117/F/C/W/T
G	23	110/F/C/W/T
H	23	99/F/C/W/T
L	23	93/F/B/W/T
U	23	96/F/B/W/T
W, Y	23	101/F/B/W/T
V, Z	23	100/F/B/W/T

APRON 2	
APRON	BEARING STRENGTH
STANDS 61, 61-F, 61-R	51/R/A/W/T
STANDS 62, 62-F, 62-R	50/R/A/W/T
STANDS 63, 63-F, 63-R	53/R/A/W/T
STAND 64	51/R/A/W/T
STANDS 64A, 64A-F, 64A-R, 64B, 64B-F, 64B-R	52/R/A/W/T
STANDS 65-67	17/R/A/W/U
STANDS 71, 71A, 71B, 71B-F, 71B-R	51/R/A/W/T
STAND 72	51/R/A/W/T
STANDS 72A,72A-F, 72A-R	48/R/A/W/T
STANDS 72B, 72B-F, 72B-R	55/R/A/W/T
STAND 73	51/R/A/W/T
STANDS 73A, 73A-F, 73A-R	54/R/A/W/T
STANDS 73B, 73B-F, 73B-R	55/R/A/W/T
STAND 74	51/R/A/W/T
STANDS 74A, 74A-F, 74A-R	53/R/A/W/T
STANDS 74B, 74B-F, 74B-R	55/R/A/W/T
STANDS 75, 75-F, 75-R	55/R/A/W/T
STAND 76	53/R/A/W/T
STANDS 81, 81-F, 81-R	51/R/A/W/T
STAND 82	46/R/A/W/T
STANDS 83, 83-F, 83-R	53/R/A/W/T
STANDS 84, 84-F, 84-R, 85	100/F/B/W/T
STANDS 86, 86A, 86B, 87	51/R/A/W/T
STANDS 92, 93	54/R/A/W/T
STAND 94	53/R/A/W/T

LIGHTING AIDS RWY 04/22 EXIT TWY



MARKING AIDS RWY 04/22 AND EXIT TWY



CHANGES: UPDATED PCN VALUE FOR STANDS 65-67, ADDED STANDS 61-F, 61-R, 62-F, 62-R, 63-F, 63-R, 64A-F, 64A-R, 64B-F, 64B-R, 71B-F, 71B-R, 72A-F, 72A-R, 72B-F, 72B-R, 73A-F, 73A-R, 73B-F, 73B-R, 74A-F, 74A-R, 74B-F, 74B-R, 75-F, 75-R, 81-F, 81-R, 83-F, 83-R, 84-F & 84-R

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ELEVATIONS IN FEET

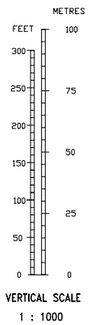
HORIZONTAL DISTANCES IN METRES

MAGNETIC VARIATION: 5° E (2020)

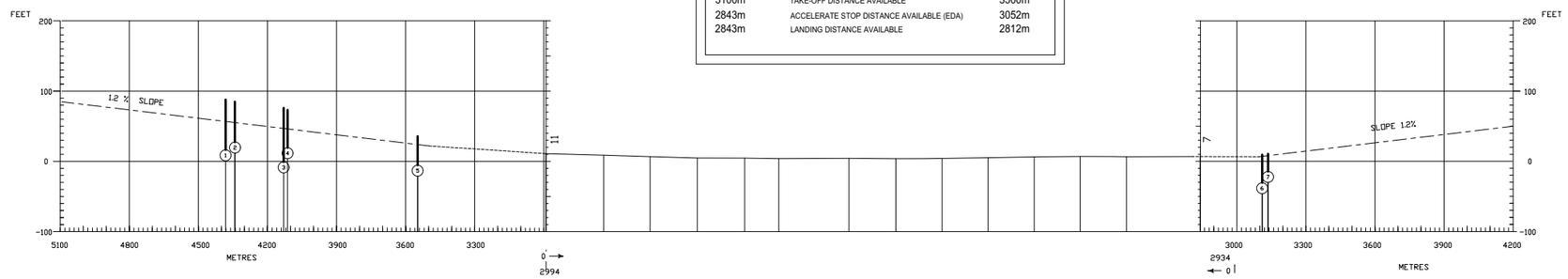
AERODROME OBSTACLE CHART – ICAO

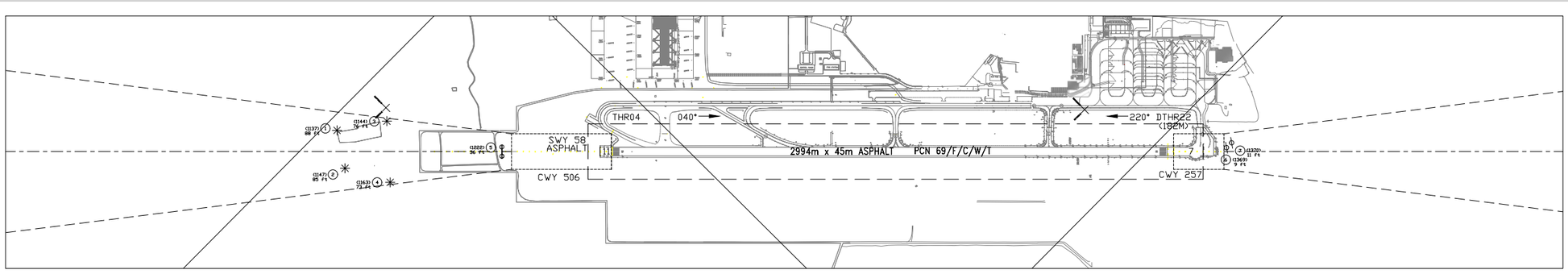
TYPE A – OPERATING LIMITATIONS

LARNAKA INTERNATIONAL AIRPORT
RWY 04/22



AIP DECLARED DISTANCES		
RWY 04		RWY 22
2843m	TAKE-OFF RUN AVAILABLE	2994m
3100m	TAKE-OFF DISTANCE AVAILABLE	3500m
2843m	ACCELERATE STOP DISTANCE AVAILABLE (EDA)	3052m
2843m	LANDING DISTANCE AVAILABLE	2812m





LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER (WGS84 SURVEY REFERENCE)	③ (1234)	
POLE, TOWER, SPIRE, ANTENNA, ETC.		
ILS		
BUILDING OR LARGE STRUCTURE		
TREE		
FENCE		
MOBILE OBSTACLE		
TERRAIN CONTOUR (ft)		
TERRAIN PENETRATING OBSTACLE PLANE		

HORIZONTAL SCALE 1 : 10,000

METRES
500 400 300 200 100 0 500 1000 1500 2000 2500 3000

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

ORDER OF ACCURACY
HORIZONTAL 0.50M
VERTICAL 1.00 Ft

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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7	**Remarks**	No designated helicopter landing area available. Expect landing at THR 29 or THR 11 taxi or air-taxi instructions by ATC to assigned apron and stand parking area.

LCPH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	PAFOS CTR 350226N 0320248E - 344827N 0324711E then a clockwise arc radius 15 NM centered on 344242N 0323021E - 342901N 0323758E - 341247N 0322638E then a clockwise arc radius 30 NM centered on 344242N 0323021E - 350226N 0320248E
2	**Vertical limits**	SFC TO 7500 FT ALT
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Pafos Tower EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Application**	H24
7	**Remarks**	NIL

1	**Designation and lateral limits**	PAFOS ATZ Area bounded by a circle of radius 4 NM centred on ARP
2	**Vertical limits**	SFC TO 3000 FT ALT
3	**Airspace classification**	B
4	**ATS unit call sign** **Language(s)**	Pafos Tower EN
5	**Transition altitude**	9000FT MSL
6	**Hours of Application**	H24
7	**Remarks**	NIL

LCPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Pafos Approach	130.625 MHz	H24	Primary Frequency (STD)
		119.9 MHz		Alternate Frequency (ALT)
GMC	Pafos Ground	120.8 MHz	H24	NIL
TWR	Pafos Tower	130.625 MHz	H24	Primary Frequency (STD)
		119.9 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
ATIS	Pafos Tower	127.325 MHz	H24	NIL

LCPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5° E/2020)	PHA	117.9 MHz 126X	H24	344242.4N 0323021.0E	100 FT	NIL
LOC 29 ILS CAT I (5° E/2020)	IPA	108.9 MHz	H24	344323.8N 0322804.8E	-	NIL
GP 29	IPA	329.3 MHz	H24	344250.0N 0322941.8E	-	GP 3° RDH 50 FT
LOC/DME (5° E/2020)	IPA	CH26X	H24	344250.0N 0322941.8E	100 FT	Freq paired with LLZ IPA DME instead of marker

LCPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing to and from Stands

1.1 General

a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes J, K, U, are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.

b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.

c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

d. Aircraft must follow the main taxi lines and adhere to the indications for the apron and the stand.

e. No deviations are permitted unless guided by "FOLLOW ME" vehicles.

f. Use of reverse thrust within the aprons is prohibited.

g. Mandatory "FOLLOW ME" car service is suspended for all arriving and departing aircraft. Pilots to strictly adhere to ATC instructions. "FOLLOW ME" car will be used on request by aircraft operators.

h. TWY B may be used for arriving and departing traffic. Due to no stop bar lights available on TWY A, C, D and E connecting TWY B with RWY, pilots are requested to exercise caution when holding short of RWY during night time or reduced visibility.

i. Leave the taxi lane centre line only after visual contact with the marshaller. If no marshaller is present at the assigned stand, advise ATC.

j. Pilots are strictly advised to request pushback only when fully ready and in communication with ground staff. On first contact with ATC pilots are to report aircraft type and stand number.

k. Visual docking guidance system with traffic lights installed on stands 4, 5, 9, 10 and 11. Pilots are requested to follow the system for parking.

l. No lead-out lines out of parking stands 12, 14, 14A, 14B, 15, 15A, 15B. "FOLLOW ME" guidance will be available for taxi out upon request.

1.2 Arrival

1.2.1 Landing RWY 11

If able and approved by ATC vacate via TWY G, otherwise vacate via TWY D or TWY E to the parallel TWY B and follow ATC instructions.

For aircraft landing on RWY 11 if unable to stop and vacate via TWY G expect to vacate on TWY B either via TWY D or TWY E or make 180 degree turn on turning pad at the end of the RWY and backtrack. All aircraft to follow ATC instructions.

1.2.2 Landing RWY 29

If able exit via TWY H and hold at holding point H2 waiting for ATC instructions unless otherwise instructed. If unable to vacate via TWY H exit to parallel TWY B via TWY A to hold at TWY C and follow ATC instructions.

For aircraft landing on RWY 29 if needed to backtrack, 2 intermediate turning pad markings are located after TWY H for 180 degree turns for code C aircraft such as all B737 series and A318/ 319/320/321. All other landing aircraft code C, code S and code E if unable to stop and vacate to the apron via TWY H must use turning pads at the end of RWY to backtrack or vacate to TWY B via TWY A. All aircraft to follow ATC instructions.

1.3 Departure

1.3.1 Departing RWY 11

Follow ATC instructions to TWY H, unless otherwise instructed.

1.3.2 Departing RWY 29

Follow ATC instructions to TWY G, unless otherwise instructed.

2. Local Flying Restrictions

2.1 Standard Traffic pattern: RWY 11 right hand. RWY 29 left hand.

NOTE: Special arrangements for helicopters and light ACFT to use the left hand circuit for RWY 11 and right hand circuit for RWY 29.

3. Circuit Altitude

3.1 Aircraft cat A and B 1000 FT and cat C and D 1500 FT.

LCPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCPH AD 2.22 FLIGHT PROCEDURES

1. Low Visibility Procedures

1.1 Category II/III operations and, hence, low visibility procedures, are not applied in aerodromes in

Cyprus.

LCPH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

1.1 Bird activity takes place daily when birds fly across the RWY in search of food, water and shelter in the adjoining areas.

1.2 As far as practicable Pafos Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.

1.3 Regular dispersal activity includes the firing of shell crackers and gas cannons and the use of live ammunition and hailing devices.

LCPH AD 2.24 CHARTS RELATED TO AN AERODROME

LCPH AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL