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## AIRAC AIP AMDT 001/23

Publication Date: 18 Jan 2023  
Effective Date: 23 Mar 2023

### 1. Amendment content:

The following sections of AIP were updated:

GEN 3.1	AIRAC Effective dates	updated
GEN 3.2	Free Route Airspace FL205-FL660 chart	new
ENR 1.3	4. Free Route Airspace General Procedures	new
ENR 1.10	Paragraph 2.1.4	new
ENR 2.1	NICOSIA CTA remarks	updated
	NICOSIA FIR, NICOSIA CTA, LARNAKA TMA lateral limits resolution	changed
ENR 3.3	L619 Route remark	updated
ENR 4.1	VOR remarks	updated
ENR 4.4	Significant points remarks	updated
ENR 6	Free Route Airspace chart	new
ENR 6.1-5	Free Route Airspace chart	new
LCLK AD 2.12	CWY dimensions, RWY end coordinates	updated
LCPH AD 2.17	CTR Lateral limits resolution	changed

### 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:

A0010/23, A0011/23

#### SUP:

Nil

#### AIC:

Nil

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



**GEN 0.2 RECORD OF AIP AMENDMENTS**

<b>AIRAC AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
002/2013	19-Apr-2013	30-May-2013	
001/2014	09-Jan-2014	06-Mar-2014	
002/2014	18-Sep-2014	13-Nov-2014	
001/2015	16-Apr-2015	28-May-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	31-Mar-2016	
003/2016	04-Aug-2016	13-Oct-2016	
001/2017	30-Mar-2017	25-May-2017	
002/2017	27-Apr-2017	22-Jun-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	01-Mar-2018	26-Apr-2018	
003/2018	25-Oct-2018	06-Dec-2018	
001/2019	11-Apr-2019	23-May-2019	
002/2019	26-Sep-2019	07-Nov-2019	
001/2020	24-Jan-2020	26-Mar-2020	
002/2020	04-Jul-2020	13-Aug-2020	
003/2020	24-Sep-2020	05-Nov-2020	
001/2021	11-Feb-2021	22-Apr-2021	
002/2021	03-Jun-2021	15-Jul-2021	
003/2021	29-Jul-2021	07-Oct-2021	
004/2021	21-Oct-2021	02-Dec-2021	
005/2021	18-Nov-2021	30-Dec-2021	
001/2022	07-Apr-2022	19-May-2022	
002/2022	20-Oct-2022	01-Dec-2022	
001/2023	18-Jan-2023	23-Mar-2023	

<b>NON-AIRAC AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2013	16-Jun-2013	30-Jun-2013	
001/2015	12-Aug-2015	13-Aug-2015	
001/2016	06-Jul-2016	07-Jul-2016	

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**GEN 0.4 CHECKLIST OF AIP PAGES**

**PART 1 - GENERAL (GEN)**

**GEN 0**

GEN 0.1 - 1	07 JUL 16	GEN 0.3 - 1	06 DEC 18	GEN 0.5 - 1	04 APR 13
GEN 0.1 - 2	07 JUL 16	GEN 0.3 - 2	06 DEC 18	GEN 0.5 - 2	04 APR 13
GEN 0.1 - 3	22 JUN 17	GEN 0.4 - 1	23 MAR 23	GEN 0.6 - 1	23 MAR 23
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	23 MAR 23	GEN 0.6 - 2	23 MAR 23
GEN 0.2 - 1	23 MAR 23	GEN 0.4 - 3	23 MAR 23	GEN 0.6 - 3	23 MAR 23
GEN 0.2 - 2	23 MAR 23	GEN 0.4 - 4	23 MAR 23	GEN 0.6 - 4	23 MAR 23

**GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**

GEN 1.1 - 1	22 APR 21	GEN 1.3 - 6	04 APR 13	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 2	22 APR 21	GEN 1.4 - 1	15 JUL 21	GEN 1.6 - 12	05 NOV 20
GEN 1.1 - 3	02 DEC 21	GEN 1.4 - 2	15 JUL 21	GEN 1.6 - 13	05 NOV 20
GEN 1.1 - 4	02 DEC 21	GEN 1.4 - 3	13 AUG 15	GEN 1.6 - 14	05 NOV 20
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
GEN 1.2 - 6	25 MAY 17	GEN 1.6 - 1	05 NOV 20	GEN 1.7 - 4	01 DEC 22
GEN 1.2 - 7	25 MAY 17	GEN 1.6 - 2	05 NOV 20	GEN 1.7 - 5	01 DEC 22
GEN 1.2 - 8	25 MAY 17	GEN 1.6 - 3	05 NOV 20	GEN 1.7 - 6	01 DEC 22
GEN 1.2 - 9	25 MAY 17	GEN 1.6 - 4	05 NOV 20	GEN 1.7 - 7	01 DEC 22
GEN 1.2 - 10	25 MAY 17	GEN 1.6 - 5	05 NOV 20	GEN 1.7 - 8	01 DEC 22
GEN 1.3 - 1	04 APR 13	GEN 1.6 - 6	05 NOV 20	GEN 1.7 - 9	01 DEC 22
GEN 1.3 - 2	04 APR 13	GEN 1.6 - 7	05 NOV 20	GEN 1.7 - 10	01 DEC 22
GEN 1.3 - 3	13 NOV 14	GEN 1.6 - 8	05 NOV 20	GEN 1.7 - 11	01 DEC 22
GEN 1.3 - 4	13 NOV 14	GEN 1.6 - 9	05 NOV 20	GEN 1.7 - 12	01 DEC 22
GEN 1.3 - 5	04 APR 13	GEN 1.6 - 10	05 NOV 20		

**GEN 2 TABLES AND CODES**

GEN 2.1 - 1	01 DEC 22	GEN 2.2 - 13	25 MAY 17	GEN 2.5 - 1	26 MAR 20
GEN 2.1 - 2	01 DEC 22	GEN 2.2 - 14	25 MAY 17	GEN 2.5 - 2	26 MAR 20
GEN 2.2 - 1	25 MAY 17	GEN 2.2 - 15	25 MAY 17	GEN 2.6 - 1	07 JUL 16
GEN 2.2 - 2	25 MAY 17	GEN 2.2 - 16	25 MAY 17	GEN 2.6 - 2	07 JUL 16
GEN 2.2 - 3	25 MAY 17	GEN 2.2 - 17	25 MAY 17	GEN 2.6 - 3	04 APR 13
GEN 2.2 - 4	25 MAY 17	GEN 2.2 - 18	25 MAY 17	GEN 2.6 - 4	04 APR 13
GEN 2.2 - 5	25 MAY 17	GEN 2.2 - 19	25 MAY 17	GEN 2.6 - 5	04 APR 13
GEN 2.2 - 6	25 MAY 17	GEN 2.2 - 20	25 MAY 17	GEN 2.6 - 6	04 APR 13
GEN 2.2 - 7	25 MAY 17	GEN 2.2 - 21	25 MAY 17	GEN 2.6 - 7	04 APR 13
GEN 2.2 - 8	25 MAY 17	GEN 2.2 - 22	25 MAY 17	GEN 2.6 - 8	04 APR 13
GEN 2.2 - 9	25 MAY 17	GEN 2.3 - 1	04 APR 13	GEN 2.7 - 1	01 DEC 22
GEN 2.2 - 10	25 MAY 17	GEN 2.3 - 2	04 APR 13	GEN 2.7 - 2	01 DEC 22
GEN 2.2 - 11	26 MAR 20	GEN 2.4 - 1	04 APR 13	GEN 2.7 - 3	01 DEC 22
GEN 2.2 - 12	26 MAR 20	GEN 2.4 - 2	04 APR 13	GEN 2.7 - 4	01 DEC 22

**GEN 3 SERVICES**

GEN 3.1 - 1	06 DEC 18	GEN 3.3 - 2	13 AUG 15	GEN 3.4 - 5	19 MAY 22
GEN 3.1 - 2	06 DEC 18	GEN 3.3 - 3	28 MAY 15	GEN 3.4 - 6	19 MAY 22
GEN 3.1 - 3	06 DEC 18	GEN 3.3 - 4	28 MAY 15	GEN 3.4 - 7	19 MAY 22
GEN 3.1 - 4	06 DEC 18	GEN 3.3 - 5	28 MAY 15	GEN 3.4 - 8	19 MAY 22
GEN 3.1 - 5	23 MAR 23	GEN 3.3 - 6	28 MAY 15	GEN 3.4 - 9	19 MAY 22
GEN 3.1 - 6	23 MAR 23	GEN 3.3 - 7	23 MAY 19	GEN 3.4 - 10	19 MAY 22
GEN 3.2 - 1	22 JUN 17	GEN 3.3 - 8	23 MAY 19	GEN 3.5 - 1	07 NOV 19
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.5 - 2	07 NOV 19
GEN 3.2 - 3	02 DEC 21	GEN 3.3 - 10	23 MAY 19	GEN 3.5 - 3	07 NOV 19
GEN 3.2 - 4	02 DEC 21	GEN 3.4 - 1	23 MAY 19	GEN 3.5 - 4	07 NOV 19
GEN 3.2 - 5	23 MAR 23	GEN 3.4 - 2	23 MAY 19	GEN 3.5 - 5	07 NOV 19
GEN 3.2 - 6	23 MAR 23	GEN 3.4 - 3	23 MAY 19	GEN 3.5 - 6	07 NOV 19
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 1	19 MAY 22

GEN 3.6 - 2	19 MAY 22	GEN 3.6 - 4	19 MAY 22	GEN 3.6 - 6	19 MAY 22
GEN 3.6 - 3	19 MAY 22	GEN 3.6 - 5	19 MAY 22		

## GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 - 1	13 NOV 14	GEN 4.1 - 4	13 AUG 15	GEN 4.2 - 1	15 JUL 21
GEN 4.1 - 2	13 NOV 14	GEN 4.1 - 5	30 JUN 13	GEN 4.2 - 2	15 JUL 21
GEN 4.1 - 3	13 AUG 15	GEN 4.1 - 6	30 JUN 13		

## PART 2 - EN-ROUTE (ENR)

### ENR 0

ENR 0.1 - 1	04 APR 13	ENR 0.3 - 2	04 APR 13	ENR 0.6 - 1	23 MAR 23
ENR 0.1 - 2	04 APR 13	ENR 0.4 - 1	04 APR 13	ENR 0.6 - 2	23 MAR 23
ENR 0.2 - 1	04 APR 13	ENR 0.4 - 2	04 APR 13	ENR 0.6 - 3	23 MAR 23
ENR 0.2 - 2	04 APR 13	ENR 0.5 - 1	04 APR 13	ENR 0.6 - 4	23 MAR 23
ENR 0.3 - 1	04 APR 13	ENR 0.5 - 2	04 APR 13		

### ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 - 1	28 MAY 15	ENR 1.2 - 3	07 NOV 19	ENR 1.10 - 3	23 MAR 23
ENR 1.1 - 2	28 MAY 15	ENR 1.2 - 4	07 NOV 19	ENR 1.10 - 4	23 MAR 23
ENR 1.1 - 3	28 MAY 15	ENR 1.3 - 1	23 MAR 23	ENR 1.10 - 5	23 MAY 19
ENR 1.1 - 4	28 MAY 15	ENR 1.3 - 2	23 MAR 23	ENR 1.10 - 6	23 MAY 19
ENR 1.1 - 5	28 MAY 15	ENR 1.3 - 3	23 MAR 23	ENR 1.10 - 7	23 MAY 19
ENR 1.1 - 6	28 MAY 15	ENR 1.3 - 4	23 MAR 23	ENR 1.10 - 8	23 MAY 19
ENR 1.1 - 7	04 FEB 16	ENR 1.4 - 1	13 AUG 20	ENR 1.10 - 9	23 MAY 19
ENR 1.1 - 8	04 FEB 16	ENR 1.4 - 2	13 AUG 20	ENR 1.10 - 10	23 MAY 19
ENR 1.1 - 9	04 FEB 16	ENR 1.4 - 3	13 AUG 20	ENR 1.10 - 11	23 MAY 19
ENR 1.1 - 10	04 FEB 16	ENR 1.4 - 4	13 AUG 20	ENR 1.10 - 12	23 MAY 19
ENR 1.1 - 11	04 FEB 16	ENR 1.5 - 1	15 JUL 21	ENR 1.11 - 1	22 APR 21
ENR 1.1 - 12	04 FEB 16	ENR 1.5 - 2	15 JUL 21	ENR 1.11 - 2	22 APR 21
ENR 1.1 - 13	04 FEB 16	ENR 1.6 - 1	13 NOV 14	ENR 1.12 - 1	28 MAY 15
ENR 1.1 - 14	04 FEB 16	ENR 1.6 - 2	13 NOV 14	ENR 1.12 - 2	28 MAY 15
ENR 1.1 - 15	04 FEB 16	ENR 1.6 - 3	05 NOV 20	ENR 1.12 - 3	28 MAY 15
ENR 1.1 - 16	04 FEB 16	ENR 1.6 - 4	05 NOV 20	ENR 1.12 - 4	28 MAY 15
ENR 1.1 - 17	04 FEB 16	ENR 1.6 - 5	05 NOV 20	ENR 1.12 - 5	28 MAY 15
ENR 1.1 - 18	04 FEB 16	ENR 1.6 - 6	05 NOV 20	ENR 1.12 - 6	28 MAY 15
ENR 1.1 - 19	04 FEB 16	ENR 1.6 - 7	05 NOV 20	ENR 1.13 - 1	28 MAY 15
ENR 1.1 - 20	04 FEB 16	ENR 1.6 - 8	05 NOV 20	ENR 1.13 - 2	28 MAY 15
ENR 1.1 - 21	04 FEB 16	ENR 1.6 - 9	05 NOV 20	ENR 1.13 - 3	28 MAY 15
ENR 1.1 - 22	04 FEB 16	ENR 1.6 - 10	05 NOV 20	ENR 1.13 - 4	28 MAY 15
ENR 1.1 - 23	04 FEB 16	ENR 1.7 - 1	15 JUL 21	ENR 1.14 - 1	04 APR 13
ENR 1.1 - 24	04 FEB 16	ENR 1.7 - 2	15 JUL 21	ENR 1.14 - 2	04 APR 13
ENR 1.1 - 25	04 FEB 16	ENR 1.7 - 3	15 JUL 21	ENR 1.14 - 3	23 MAY 19
ENR 1.1 - 26	04 FEB 16	ENR 1.7 - 4	15 JUL 21	ENR 1.14 - 4	23 MAY 19
ENR 1.1 - 27	04 FEB 16	ENR 1.8 - 1	13 AUG 20	ENR 1.14 - 5	23 MAY 19
ENR 1.1 - 28	04 FEB 16	ENR 1.8 - 2	13 AUG 20	ENR 1.14 - 6	23 MAY 19
ENR 1.1 - 29	04 FEB 16	ENR 1.9 - 1	02 DEC 21	ENR 1.14 - 7	23 MAY 19
ENR 1.1 - 30	04 FEB 16	ENR 1.9 - 2	02 DEC 21	ENR 1.14 - 8	23 MAY 19
ENR 1.1 - 31	04 FEB 16	ENR 1.9 - 3	02 DEC 21	ENR 1.14 - 9	23 MAY 19
ENR 1.1 - 32	04 FEB 16	ENR 1.9 - 4	02 DEC 21	ENR 1.14 - 10	23 MAY 19
ENR 1.2 - 1	07 NOV 19	ENR 1.10 - 1	13 AUG 15		
ENR 1.2 - 2	07 NOV 19	ENR 1.10 - 2	13 AUG 15		

### ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 - 1	23 MAR 23	ENR 2.1 - 3	23 MAR 23	ENR 2.2 - 1	04 APR 13
ENR 2.1 - 2	23 MAR 23	ENR 2.1 - 4	23 MAR 23	ENR 2.2 - 2	04 APR 13

### ENR 3 ATS ROUTES

ENR 3.1 - 1	15 JUL 21	ENR 3.1 - 5	13 AUG 20	ENR 3.1 - 9	15 JUL 21
ENR 3.1 - 2	15 JUL 21	ENR 3.1 - 6	13 AUG 20	ENR 3.1 - 10	15 JUL 21
ENR 3.1 - 3	15 JUL 21	ENR 3.1 - 7	13 AUG 20	ENR 3.1 - 11	15 JUL 21
ENR 3.1 - 4	15 JUL 21	ENR 3.1 - 8	13 AUG 20	ENR 3.1 - 12	15 JUL 21

ENR 3.1 - 13	26 MAR 20	ENR 3.3 - 13	13 AUG 20	ENR 3.3 - 29	15 JUL 21
ENR 3.1 - 14	26 MAR 20	ENR 3.3 - 14	13 AUG 20	ENR 3.3 - 30	15 JUL 21
ENR 3.2 - 1	13 AUG 20	ENR 3.3 - 15	13 AUG 20	ENR 3.3 - 31	13 AUG 20
ENR 3.2 - 2	13 AUG 20	ENR 3.3 - 16	13 AUG 20	ENR 3.3 - 32	13 AUG 20
ENR 3.3 - 1	13 AUG 20	ENR 3.3 - 17	13 AUG 20	ENR 3.3 - 33	13 AUG 20
ENR 3.3 - 2	13 AUG 20	ENR 3.3 - 18	13 AUG 20	ENR 3.3 - 34	13 AUG 20
ENR 3.3 - 3	13 AUG 20	ENR 3.3 - 19	13 AUG 20	ENR 3.3 - 35	13 AUG 20
ENR 3.3 - 4	13 AUG 20	ENR 3.3 - 20	13 AUG 20	ENR 3.3 - 36	13 AUG 20
ENR 3.3 - 5	13 AUG 20	ENR 3.3 - 21	13 AUG 20	ENR 3.4 - 1	04 APR 13
ENR 3.3 - 6	13 AUG 20	ENR 3.3 - 22	13 AUG 20	ENR 3.4 - 2	04 APR 13
ENR 3.3 - 7	23 MAR 23	ENR 3.3 - 23	15 JUL 21	ENR 3.5 - 1	04 APR 13
ENR 3.3 - 8	23 MAR 23	ENR 3.3 - 24	15 JUL 21	ENR 3.5 - 2	04 APR 13
ENR 3.3 - 9	02 DEC 21	ENR 3.3 - 25	13 AUG 20	ENR 3.6 - 1	26 MAR 20
ENR 3.3 - 10	02 DEC 21	ENR 3.3 - 26	13 AUG 20	ENR 3.6 - 2	26 MAR 20
ENR 3.3 - 11	13 AUG 20	ENR 3.3 - 27	13 AUG 20		
ENR 3.3 - 12	13 AUG 20	ENR 3.3 - 28	13 AUG 20		

**ENR 4 RADIO NAVIGATION AIDS/SYSTEMS**

ENR 4.1 - 1	23 MAR 23	ENR 4.4 - 1	23 MAR 23	ENR 4.4 - 7	23 MAR 23
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
ENR 4.2 - 2	04 APR 13	ENR 4.4 - 4	23 MAR 23	ENR 4.5 - 2	04 APR 13
ENR 4.3 - 1	04 APR 13	ENR 4.4 - 5	23 MAR 23		
ENR 4.3 - 2	04 APR 13	ENR 4.4 - 6	23 MAR 23		

**ENR 5 NAVIGATION WARNINGS**

ENR 5.1 - 1	01 FEB 18	ENR 5.2 - 5	01 FEB 18	ENR 5.4 - 5	07 OCT 21
ENR 5.1 - 2	01 FEB 18	ENR 5.2 - 6	01 FEB 18	ENR 5.4 - 6	07 OCT 21
ENR 5.1 - 3	05 NOV 20	ENR 5.3 - 1	04 APR 13	ENR 5.5 - 1	04 APR 13
ENR 5.1 - 4	05 NOV 20	ENR 5.3 - 2	04 APR 13	ENR 5.5 - 2	04 APR 13
ENR 5.2 - 1	01 FEB 18	ENR 5.4 - 1	07 JUL 16	ENR 5.6 - 1	04 APR 13
ENR 5.2 - 2	01 FEB 18	ENR 5.4 - 2	07 JUL 16	ENR 5.6 - 2	04 APR 13
ENR 5.2 - 3	23 MAY 19	ENR 5.4 - 3	25 MAY 17		
ENR 5.2 - 4	23 MAY 19	ENR 5.4 - 4	25 MAY 17		

**ENR 6 EN-ROUTE CHARTS**

ENR 6 - 1	23 MAR 23	ENR 6.1 - 3	13 AUG 20	ENR 6.2 - 1	05 NOV 20
ENR 6 - 2	23 MAR 23	ENR 6.1 - 4	13 AUG 20	ENR 6.2 - 2	05 NOV 20
ENR 6.1 - 1	13 AUG 20	ENR 6.1 - 5	23 MAR 23	ENR 6.2.1 - 1	01 FEB 18
ENR 6.1 - 2	13 AUG 20	ENR 6.1 - 6	23 MAR 23	ENR 6.2.1 - 2	01 FEB 18

**PART 3 - AERODROMES (AD)****AD 0**

AD 0.1 - 1	04 APR 13	AD 0.4 - 1	04 APR 13	AD 0.6 - 3	23 MAR 23
AD 0.1 - 2	04 APR 13	AD 0.4 - 2	04 APR 13	AD 0.6 - 4	23 MAR 23
AD 0.2 - 1	04 APR 13	AD 0.5 - 1	04 APR 13	AD 0.6 - 5	23 MAR 23
AD 0.2 - 2	04 APR 13	AD 0.5 - 2	04 APR 13	AD 0.6 - 6	23 MAR 23
AD 0.3 - 1	04 APR 13	AD 0.6 - 1	23 MAR 23		
AD 0.3 - 2	04 APR 13	AD 0.6 - 2	23 MAR 23		

**AD 1 AERODROMES/HELIPORTS - INTRODUCTION**

AD 1.1 - 1	04 APR 13	AD 1.2 - 2	19 MAY 22	AD 1.4 - 1	04 APR 13
AD 1.1 - 2	04 APR 13	AD 1.2 - 3	19 MAY 22	AD 1.4 - 2	04 APR 13
AD 1.1 - 3	23 MAY 19	AD 1.2 - 4	19 MAY 22	AD 1.5 - 1	23 MAY 19
AD 1.1 - 4	23 MAY 19	AD 1.3 - 1	04 APR 13	AD 1.5 - 2	23 MAY 19
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 - 2	15 JUL 21	AD 2.LCLK - 3	19 MAY 22
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AD 2.LCLK - 4	19 MAY 22	AD 2.LCLK 2.24.4.6 - 1	22 APR 21	AD 2.LCNC - 2	07 NOV 19
AD 2.LCLK - 5	13 AUG 20	AD 2.LCLK 2.24.4.6 - 2	22 APR 21	AD 2.LCRA - 1	04 APR 13
AD 2.LCLK - 6	13 AUG 20	AD 2.LCLK 2.24.4.7 - 1	22 APR 21	AD 2.LCRA - 2	04 APR 13
AD 2.LCLK - 7	23 MAR 23	AD 2.LCLK 2.24.4.7 - 2	22 APR 21	AD 2.LCRA - 3	04 APR 13
AD 2.LCLK - 8	23 MAR 23	AD 2.LCLK 2.24.5.1 - 1	22 APR 21	AD 2.LCRA - 4	04 APR 13
AD 2.LCLK - 9	23 MAR 23	AD 2.LCLK 2.24.5.1 - 2	22 APR 21	AD 2.LCRA - 5	22 APR 21
AD 2.LCLK - 10	23 MAR 23	AD 2.LCLK 2.24.6.1 - 1	19 MAY 22	AD 2.LCRA - 6	22 APR 21
AD 2.LCLK - 11	07 OCT 21	AD 2.LCLK 2.24.6.1 - 2	19 MAY 22		
AD 2.LCLK - 12	07 OCT 21	AD 2.LCPH - 1	07 OCT 21		
AD 2.LCLK - 13	05 NOV 20	AD 2.LCPH - 2	07 OCT 21		
AD 2.LCLK - 14	05 NOV 20	AD 2.LCPH - 3	19 MAY 22		
AD 2.LCLK - 15	05 NOV 20	AD 2.LCPH - 4	19 MAY 22		
AD 2.LCLK - 16	05 NOV 20	AD 2.LCPH - 5	01 DEC 22		
AD 2.LCLK - 17	22 APR 21	AD 2.LCPH - 6	01 DEC 22		
AD 2.LCLK - 18	22 APR 21	AD 2.LCPH - 7	23 MAR 23		
AD 2.LCLK - 19	30 DEC 21	AD 2.LCPH - 8	23 MAR 23		
AD 2.LCLK - 20	30 DEC 21	AD 2.LCPH - 9	07 OCT 21		
AD 2.LCLK 2.24.1.1 - 1	13 AUG 20	AD 2.LCPH - 10	07 OCT 21		
AD 2.LCLK 2.24.1.1 - 2	13 AUG 20	AD 2.LCPH - 11	07 OCT 21		
AD 2.LCLK 2.24.1.2 - 1	13 AUG 20	AD 2.LCPH - 12	07 OCT 21		
AD 2.LCLK 2.24.1.2 - 2	13 AUG 20	AD 2.LCPH 2.24.1.1 - 1	02 DEC 21		
AD 2.LCLK 2.24.1.3 - 1	13 NOV 14	AD 2.LCPH 2.24.1.1 - 2	02 DEC 21		
AD 2.LCLK 2.24.1.3 - 2	13 NOV 14	AD 2.LCPH 2.24.1.2 - 1	07 OCT 21		
AD 2.LCLK 2.24.1.4 - 1	13 NOV 14	AD 2.LCPH 2.24.1.2 - 2	07 OCT 21		
AD 2.LCLK 2.24.1.4 - 2	13 NOV 14	AD 2.LCPH 2.24.1.3 - 1	07 OCT 21		
AD 2.LCLK 2.24.1.5 - 1	10 MAR 11	AD 2.LCPH 2.24.1.3 - 2	07 OCT 21		
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11	AD 2.LCPH 2.24.1.4 - 1	21 OCT 10		
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21	AD 2.LCPH 2.24.1.4 - 2	21 OCT 10		
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21	AD 2.LCPH 2.24.2.1 - 1	07 OCT 21		
AD 2.LCLK 2.24.2.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.1 - 2	07 OCT 21		
AD 2.LCLK 2.24.2.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.2 - 1	07 OCT 21		
AD 2.LCLK 2.24.2.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.2 - 2	07 OCT 21		
AD 2.LCLK 2.24.2.3 - 2	22 APR 21	AD 2.LCPH 2.24.2.3 - 1	19 MAY 22		
AD 2.LCLK 2.24.2.4 - 1	15 JUL 21	AD 2.LCPH 2.24.2.3 - 2	19 MAY 22		
AD 2.LCLK 2.24.2.4 - 2	15 JUL 21	AD 2.LCPH 2.24.2.4 - 1	19 MAY 22		
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21	AD 2.LCPH 2.24.2.4 - 2	19 MAY 22		
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21	AD 2.LCPH 2.24.2.5 - 1	02 DEC 21		
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21	AD 2.LCPH 2.24.2.5 - 2	02 DEC 21		
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4.1.2 The information shall be distributed by amendments at least 42 days in advance of the effective date with the objective of reaching recipients at least 28 days in advance of the effective date. The information notified therein shall not be changed for at least another 28 days after the effective date.

**NOTE:** Whenever major changes are planned and where additional notice is desirable and practicable, a publication date of at least 56 days in advance of the effective date shall be used.

**4.2 TRIGGER NOTAM**

4.2.1 A Trigger Notam giving a brief description of the operationally significant changes, the effective date and reference to the AIRAC AIP Amendment or AIRAC AIP SUP is originated at the time of issue of this AIP Amendment or AIP Supplement to ensure that a reminder is included in the appropriate PIB. The Trigger Notam remains valid for 14 days after the effective date concerned.

**4.3 NIL Notification**

4.3.1 If no information was submitted to the AIS for publication at the AIRAC date a NIL notification will be issued by Notam not later than one AIRAC cycle before the effective date concerned.

**4.4 Schedule of AIRAC Effective Dates**

4.4.1 The table below indicates AIRAC effective dates (As per ICAO Doc 8126 AN/872 CHAPTER 2, Table 2-1) for the coming years.

4.4.2 TABLE

Schedule of AIRAC effective dates			
Effective dates 2023	Effective dates 2024	Effective dates 2025	Effective dates 2026
26 Jan	25 Jan	23 Jan	22 Jan
23 Feb	22 Feb	20 Feb	19 Feb
23 Mar	21 Mar	20 Mar	19 Mar
20 Apr	18 Apr	17 Apr	16 Apr
18 May	16 May	15 May	14 May
15 Jun	13 Jun	12 Jun	11 Jun
13 Jul	11 Jul	10 Jul	09 Jul
10 Aug	08 Aug	07 Aug	06 Aug
07 Sep	05 Sep	04 Sep	03 Sep
05 Oct	03 Oct	02 Oct	01 Oct
02 Nov	31 Oct	30 Oct	29 Oct
30 Nov	28 Nov	27 Nov	26 Nov
28 Dec	26 Dec	25 Dec	24 Dec
-	-	-	-

**NOTE:** Because of reduced staffing and increased postal delays, it is recommended that the AIRAC cycle date occurring from 21 DEC to 17 JAN (both included) no longer be used as an AIRAC effective date for the introduction of significant operational changes (Ref ICAO Annex 15, Chapter 6 and ICAO Doc 8126 chapter 2 and 4).

**5. Pre-flight Information Service at Aerodromes**

5.1 Pre-flight information service for LCLK and LCPH is provided centrally by Larnaka ARO as detailed below:

5.1.1 **AIS / ARO UNIT Documentations**

Publications from:

**CYPRUS:** full coverage.

**EUROPE:** full coverage PLUS Russian Federation, Armenia, Azerbaijan, Belarus, Georgia, Tajikistan, Turkmenistan, Moldova, Ukraine.

**AFRICA:** Algiers, Djibouti, Egypt, Libya, South-Africa, Sudan, Tanzania, Uganda and Zimbabwe.

**MIDDLE EAST:** full coverage.

**ASIA:** China, Hong-Kong, India, Iran, Malaysia, Maldives, Pakistan, Seychelles, Singapore, Sri Lanka.

5.1.2 The **NOTAM** briefing covers all states and regions. Daily Pre-Flight Information Bulletins (PIB)-Route Bulletins and list of valid NOTAM / SNOWTAM are available for distribution at the AIS Unit (Larnaka ARO) which is connected to EAD.

**6. Electronic Terrain and Obstacle Data**

**6.1 Electronic Terrain**

6.1.1 To be developed.

**6.2 Obstacle Data**

**6.2.1 Area 1**

6.2.1.1 Electronic terrain and obstacle data as specified in ICAO Annex 15 is not available for Cyprus. Electronic list containing, as far as known to AIS, obstacles which are 100 M AGL or higher, is available in csv format at:  
<https://www.mcw.gov.cy/mcw/DCA/AIS/ais.nsf>

**6.2.2 Area 2**

6.2.2.1 To be developed.

**6.2.3 Area 3**

6.2.3.1 To be developed.

**6.2.4 Area 4**

6.2.4.1 Not Applicable.

Title of series	Scale	Chart name	Sheet number	Edition Date
INSTRUMENT APPROACH AND LANDING CHART - ICAO		<b>LARNAKA:</b>		
	1:350 000	ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1	15 JUL 21
		ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2	22 APR 21
		ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3	22 APR 21
		RNP RWY 22	AD 2.LCLK 2.24.2.4	15 JUL 21
		VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5	15 JUL 21
		VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6	15 JUL 21
		VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7	15 JUL 21
		VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8	15 JUL 21
		VOR/DME X RWY 04	AD 2.LCLK 2.24.2.9	22 APR 21
		VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10	22 APR 21
		RNP RWY 04	AD 2.LCLK 2.24.2.11	15 JUL 21
	1:250 000	BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12	15 JUL 21
		SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13	22 APR 21
		<b>PAFOS:</b>		
	1:350 000	VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1	07 OCT 21
		VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2	07 OCT 21
		VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8	07 OCT 21
		RNP RWY 11	AD 2.LCPH 2.24.2.5	02 DEC 21
		RNP RWY 29	AD 2.LCPH 2.24.2.13	02 DEC 21
	1:250 000	VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3	19 MAY 22
		ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4	19 MAY 22
		ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6	19 MAY 22
VOR/DME Y RWY 29		AD 2.LCPH 2.24.2.7	07 OCT 21	
ESERI RNP TO ILS-P (GNSS) RWY 29		AD 2.LCPH 2.24.2.9	19 MAY 22	
GIPRO RNP TO ILS-P (GNSS) RWY 29		AD 2.LCPH 2.24.2.10	19 MAY 22	
NORDI RNP TO ILS-P (GNSS) RWY 29		AD 2.LCPH 2.24.2.11	19 MAY 22	
TOBAL RNP TO ILS-P (GNSS) RWY 29		AD 2.LCPH 2.24.2.12	19 MAY 22	
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	1:600 000	<b>LARNAKA:</b>		
		RWY 22	AD 2.LCLK 2.24.3.1	15 JUL 21
		RWY 04	AD 2.LCLK 2.24.3.2	15 JUL 21
		RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3	15 JUL 21
		RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4	15 JUL 21
	1:500 000	<b>PAFOS:</b>		
		RWY 11/29	AD 2.LCPH 2.24.3.1	07 OCT 21
		RNAV RWY 11/29	AD 2.LCPH 2.24.3.2	07 OCT 21

Title of series	Scale	Chart name	Sheet number	Edition Date
STANDARD DEPARTURE INSTRUMENT CHART (SID) - ICAO	1:500 000	<b>LARNAKA:</b>		
		RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	19 MAY 22
	1:600 000	RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
		RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
	1:500 000	RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4	22 APR 21
		RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5	22 APR 21
	1:600 000	RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6	22 APR 21
		RNAV (GNSS) RWY 04 WESTBOUND	AD 2 LCLK 2.24.4.7	22 APR 21
	1:500 000	<b>PAFOS:</b>		
		RWY 11	AD 2.LCPH 2.24.4.1	07 OCT 21
		RWY 29	AD 2.LCPH 2.24.4.2	07 OCT 21
		RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3	02 DEC 21
RNAV (GNSS) RWY 29		AD 2.LCPH 2.24.4.4	19 MAY 22	
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	<b>LARNAKA:</b>		
		ADLAS RNAV TO VISUAL(GNSS) RWY 22	AD 2 LCLK 2.24.5.1	22 APR 21
	1:250 000	<b>PAFOS:</b>		
		ESERI RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.1	07 OCT 21
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	07 OCT 21
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	1:500 000	<b>LARNAKA:</b>		
		ATC SURVEILLANCE MINIMUM ALTITUDE	AD 2 LCLK 2.24.6.1	19 MAY 22
EN ROUTE CHART	1:1 000 000	NICOSIA FIR ATS ROUTES	ENR 6.1-1	13 AUG 20
		NICOSIA FIR RNAV ROUTES	ENR 6.1-3	13 AUG 20
		FREE ROUTE AIRSPACE FL205-FL660	ENR 6.1-5	23 MAR 23
		PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6.2	05 NOV 20
		TEMPORARY SEGREGATED AND TEMPORARY RESERVED AREAS	ENR 6.2.1	01 FEB 18

## 6. TOPOGRAPHICAL CHARTS

6.1 To supplement the aeronautical charts, a wide range of topographical charts are available from:

Post: Ministry of Interior  
Director of Lands and Surveys  
Agiou Nikolaou 41 - 49  
Nemeli Court Block A 1st floor  
Egkomi 2408  
Nicosia

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Fax: +357 22408789  
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**ENR 1.3 INSTRUMENT FLIGHT RULES****1. Rules Applicable to All IFR Flights (SERA.5015)****1.1 Aircraft Equipment**

1.1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown and in accordance with the applicable air operations legislation.

**1.2 Minimum Levels**

1.2.1 Except when necessary for take-off or landing or except when specifically authorized by the competent authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the appropriate authority or, where no such minimum flight altitude has been established:

- a. over high terrain or in mountainous areas, at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft;
- b. elsewhere than as specified in a), at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

**1.3 Change from IFR Flight to VFR Flight**

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate there to the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

**2. Rules Applicable to IFR Flights within Controlled Airspace (SERA.5020)**

2.1 IFR flights shall comply with the provisions of Section 8 (air traffic control service) of the ANNEX to the SERA when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised by ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in [ENR-1.7](#), except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the competent authority in aeronautical information publications.

**3. Rules Applicable to IFR Flights outside Controlled Airspace (SERA.5025)****3.1 Cruising levels**

3.1.1 An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in ENR 1.7, except when otherwise specified by the competent authority for flight at or below 900 M(3000 FT) above mean sea level.

**3.2 Communications**

3.2.1 An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the competent authority in accordance with SERA.4001(b)(3) or (4) [ENR-1.10](#) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

### 3.3 Position reports

3.3.1 An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in SERA.8025 [GEN-3.3](#) for controlled flights.

3.3.2 Due to the closure of the direct communication line by TURKEY, direct communication and coordination between Ankara and Nicosia area control centres can not be effected, therefore:

- a. Aircraft inbound to Nicosia FIR from Ankara FIR shall establish radio conduct with Nicosia ACC in order to pass essential flight details (CALLSIGN, FL, ETA at entry point) on frequency 125.5 MHz for TOMBI and 126.3 MHz for VESAR and DOREN, 10 minutes prior to entry;
- b. Aircraft inbound to Ankara FIR from Nicosia FIR shall pass flight details to Ankara ACC before entering Ankara FIR.

**NOTE:** Failure of any aircraft to establish contact with the accepting unit will result in the aircraft being treated as a radio failure and thus causing unnecessary complications in the application of RVSM. However in case at which aircraft fails to establish contact in due time according to para a) above, aircraft are requesting to call Nicosia ACC on the emergency frequency 121.5 MHz.

## 4. Free Route Airspace (FRA) general procedures

### 4.1 Area of application

FRA is available daily from 21:30 to 04:30 (20:30 to 03:30) UTC within NICOSIA CTA from FL205 to FL660. The FRA is named as NICFRA.

### 4.2 Flight procedures

#### 4.2.1 General

4.2.1.1 Within NICFRA, flights may be planned DCT between 5LNCs and/or en-route radio navigation aids published in AIP Cyprus, subsections [ENR-4.4](#) and [ENR-4.1](#), respectively, provided that the conditions described in the following paragraphs are fulfilled.

4.2.1.2 Within NICFRA, significant points are considered FRA Horizontal Entry, FRA Horizontal Exit, FRA Intermediate points, FRA Arrival Connecting points and FRA Departure Connecting points as described in AIP Cyprus, subsection ENR-4.4. All en-route radio navigation aids published in AIP Cyprus subsection ENR-4.1 are considered FRA Intermediate points.

4.2.1.3 Within NICFRA, there is no restriction on the maximum DCT distance.

4.2.1.4 The use of unpublished points, defined by geographical coordinates or by bearing and distance is not allowed.

#### 4.2.2 Overflying traffic

4.2.2.1 Within NICFRA, traffic overflying NICOSIA FIR may be planned DCT between FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Departure Connecting (D) and FRA Arrival Connecting (A) points. There is no restriction on the number of intermediate points used.

4.2.2.2 Horizontal entry and exit to and from the NICFRA area shall be performed only via the points defined as FRA Horizontal Entry (E), FRA Horizontal Exit (X) or FRA Horizontal Entry/Exit (EX) points. All FRA Horizontal Entry and FRA Horizontal Exit significant points are published in AIP Cyprus, ENR 4.1/ENR 4.4.

4.2.2.3 Airspace users may file their FPL with FRA Intermediate (I) points between FRA Horizontal Entry (E), FRA Horizontal Exit (X) and FRA Horizontal Entry/Exit (EX) points. The significant points designated as FRA Intermediate (I) points are published in [ENR-4.1](#) and [ENR-4.4](#).

**4.2.3 Access to/from Terminal Areas**

4.2.3.1 Flights arriving at aerodromes located within the limits of NICOSIA FIR may plan their flights according to FRA procedures up to a published FRA Arrival point. They may then continue via the fix ATS network, or a specifically defined FRA connecting routes (if published in ENR-1.3) up to the starting point of the arrival procedure.

NICFRA ARRIVAL CONNECTING ROUTES		
Airport	STAR first point/ IAF/ Boundary point	FRA Arrival connecting route
LCLK	RUDER	KRASI DCT RUDER ALSUS M978 RUDER
LCLK	BETID	ANANE M28 BETID
LCPH	ESERI	ANANE M42 ESERI APLON M32 ESERI
LLBG	ZUKKO	AZERE L189 ZUKKO PIKOG L609 ZUKKO

4.2.3.2 Flights departing from aerodromes located within the limits of NICOSIA FIR may plan their flights via the fix ATS route network, or via a specifically defined FRA connecting route (if published in ENR-1.3) from the final exit point of the departure procedure up to a published FRA departure point. From there, they may plan according to FRA procedures. A FRA departure connecting point may coincide with the exit point of the departure procedure.

NICFRA ARRIVAL CONNECTING ROUTES		
Airport	SID last point	FRA Departure connecting route
LCPH	ESERI	ESERI M42 ANANE ESERI M32 APLON ESERI DCT IDAKU

4.2.3.3 Flights departing from or arriving at airports within NICOSIA FIR may be planned according to items 4.2.3.1 and 4.2.3.2 irrespective of the fact that a portion of their trajectory is below FL205.

4.2.3.4 The FRA relevance of FRA Arrival and FRA Departure points is published in [ENR-4.1](#) and [ENR-4.4](#).

**4.2.4 Cross-Border applications**

4.2.4.1 Segments between FRA significant points located inside or on the boundary of NICFRA shall remain fully contained within NICFRA. Flight plans with segments that partially cross the lateral limits of the NICFRA area will not be accepted. The planning of DCT segments across the NICFRA border (cross-border DCT) is not permitted.

**4.3 Airspace reservation - Special areas**

4.3.1 Flight planning is not permitted through active reserved airspace unless otherwise stated in the European Airspace Use Plan/Updated Use Plan (EAUP/EUUP) through the application of restrictions in accordance with [ENR-1.10](#) "1.2 Adherence to Airspace Utilization Rules and Availability". EAUP/EUUP information in the NOP Portal shall be considered for flight planning.

4.3.2 Flights must be planned around active special areas using valid FRA Intermediate points. When re-routing procedures around active special areas cannot be applied, radar vectors will be provided by ATCOs tactically.

**4.4 Additional FRA Procedures**

4.4.1 Segments between FRA significant points will be indicated by the “DCT” acronym in Item 15 of the flight plan, in accordance with ICAO Doc 4444, and shall remain fully contained within the published NICFRA area. Example: [Entry Point] DCT [Intermediate point] DCT [Intermediate point] DCT [Exit Point]. The planning of DCT segments that are partially outside the lateral limits of NICFRA without using the proper Entry/Exit points (multiple re-entry segments) is forbidden.

4.4.2 To the expression of the direction of the cruising level the terms ODD or EVEN will be used. The parity rule is published in [ENR-1.7](#). The appropriate Flight Level parity at significant points will be set out in [ENR-4.4](#) to harmonise with the parity of adjacent FRA areas parity and general coordination procedures between the ACCs involved.

4.4.3 The direction of cruising levels (EVEN or ODD) within NICFRA must be chosen depending on the direction of flight level required over the FRA Horizontal Entry and FRA Horizontal Exit points as described below:

Direction of cruising levels within NICFRA		
FLs over FRA horizontal entry point	FLs over FRA horizontal exit point	FLs inside NICFRA
EVEN	EVEN	EVEN FLs for all DCT segments
ODD	ODD	ODD FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside NICFRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside NICFRA



- a. operating within the CTR/ATZ; or
- b. operating as a training or test flight, in local practice areas outside, but adjacent to, the CTR/ATZ; or
- c. executing training instrument approaches at that aerodrome; or
- d. making directly flights between two local aerodromes.

1.4.2.2 It is the responsibility of the Training Schools Flight Instructors and the pilots of the light ACFT to be briefed with latest NOTAMs and meteorological conditions before the commencement of the flight.

1.4.2.3 Flight plans must be filed to the ARO by hand, fax, Email and in special cases by telephone but it remains to the jurisdiction of the ARO duty officer, whenever he/she considers it necessary, to call the pilot to present himself to the ARO Office for further clarifications.

- a. Larnaka

Fax: +357 24304706  
Email: [civops@cytanet.com.cy](mailto:civops@cytanet.com.cy)

**NOTE:** For local VFR flights see the Local VFR Manual

URL: <http://vrfmanual.dca.mcw.gov.cy/body.html>

## 1.5 Flight Plan Filing

1.5.1 More details are included in the CFMU handbook and IFPS Users Manual. The CFMU HANDBOOK is available, for consultation, at the ARO offices. Alternatively, it can be obtained from the following address:

Post: EUROCONTROL LIBRARY  
Rue de la Fusée 96  
B 1130 Brussels  
Belgium  
Phone: +32 2 729 3639  
Fax: +32 2 729 910

## 1.6 Air Filed Flight Plans (AFIL)

1.6.1 1 A flight plan submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or CTA in which the ACFT is flying, or through which the ACFT wishes to fly.

1.6.2 In case of an AFIL, the ATS unit receiving the flight plan will be responsible for addressing the flight plan message to all related air traffic services of the other countries involved in the event of overflying or destination.

1.6.3 An AFIL for a FLT to be provided with ATC service shall be submitted at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the ACFT is estimated to reach:

- a. the intended point of entry into a CTA;
- b. the point of crossing an airway;
- c. If the flight plan submitted for the purpose of obtaining ATC service, the ACFT is required to wait for an ATC CLR prior to proceeding under the conditions requiring compliance with ATC procedures.

## 1.7 Authorization for Special Flights

1.7.1 Flights for specific character, such as survey scientific research etc, may be exempted from the

restriction specified above. A request for exemption shall be mailed to DCA so as to be received at least 7 working days before the DOF.

## 2. Contents of a Flight Plan (SERA.4005)

- a. A flight plan shall comprise information regarding such of the following items as are considered relevant by the competent authority:
1. Aircraft identification
  2. Flight rules and type of flight
  3. Number and type(s) of aircraft and wake turbulence category
  4. Equipment
  5. Departure aerodrome or operating site
  6. Estimated off-block time
  7. Cruising speed(s)
  8. Cruising level(s)
  9. Route to be followed
  10. Destination aerodrome or operating site and total estimated elapsed time
  11. Alternate aerodrome(s) or operating site(s)
  12. Fuel endurance
  13. Total number of persons on board
  14. Emergency and survival equipment
  15. Other information.
- b. For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.

### 2.1 Item 15

- 2.1.1 It is not allowed to insert direct segments (DCT) in the FPL, nor SID and STAR are defined "ATC discretion".
- 2.1.2 It is not allowed to insert direct segments (DCT) in the FPL, except for the cases stated in RAD.
- 2.1.3 It is not allowed to insert direct segments (DCT) in the FPL. The message originator shall start the route description inserting in field 15 of FPL the first route significant point which corresponds to the last point of the SID. The message originator shall terminate the route description inserting the last route significant point which corresponds to the first point of the STAR. SIDs/STARs names must not be indicated.

**NOTE:** Updating of SID/STAR data within the CFMU Environment database is carried out in accordance with the AIRAC cycle. Consequently, in the event of temporary suspension of SID and/or STAR communicated by NOTAM, flight plan originators should nevertheless continue to use the same SID/STAR unless otherwise advised by AIM.

- 2.1.4 For flight planning additional procedures in NICFRA see [ENR-1.3](#).

**ENR 2 AIR TRAFFIC SERVICES AIRSPACE**

**ENR 2.1 FIR, UIR, TMA and CTA**

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>NICOSIA FIR</b>				
<p>NICOSIA FIR 3150N 03359E - 3330N 03000E - 3605N 03000E - 3555N 03333E - 3555N 03540E - 3535N 03529E - 3525N 03536E - 3516N 03542E - 3455N 03538E - 3438N 03543E - 3433N 03536E then a counter- clockwise arc radius 45 NM centered on 3348N 03529E - 3311N 03500E - 3306N 03457E - 3306N 03443E - 3305N 03437E - 3252N 03434E - 3247N 03433E - 3244N 03433E then a counter- clockwise arc radius 46 NM centered on 3201N 03453E - 3150N 03400E - 3150N 03359E</p> <p>UNL/ FL660 Unclassified FL660/ Above FL195 Class C FL195/ SFC Class G <sup>(1)</sup></p>	<p>NICOSIA ACC</p>	<p>Nicosia Radar (EN) H24</p>	<p>125.500 MHz <b>P</b> West/West Upper Sector 131.000 MHz <b>S</b></p> <p>126.300 MHz <b>P</b> East/East Upper Sector (ES0) 123.550 MHz <b>S</b></p> <p>124.200 MHz <b>P</b> South One Sector (S34) 128.600 MHz <b>S</b></p> <p>129.550 MHz <b>P</b> South Two Sector (S2) 130.000 MHz <b>S</b></p> <p>128.075 MHz <b>P</b> West Sector Low 131.000 MHz <b>S</b></p> <p>127.075 MHz <b>P</b> East Sector Low 123.550 MHz <b>S</b></p> <p>121.500 MHz <b>P</b> Emergency Freq 123.100 MHz <b>S</b></p> <p>353.800 MHz Used by military traffic</p>	<p>European RVSM airspace between FL290 - FL410 inclusive</p> <p><b>P</b> – Primary <b>S</b> – Secondary</p> <p>West sector Low Below FL325 operates according to traffic demand</p> <p>East sector Low Below FL305 operates according to traffic demand</p> <p><sup>(1)</sup>Outside controlled airspace</p> <p>GNSS signal interruptions have been reported. Pilots are requested to report to ATC.</p>

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>NICOSIA CTA</b>				
<p>NICOSIA CTA 315000N 0335900E - 333000N 0300000E - 360500N 0300000E - 355456N 0333258E - 355456N 0353959E - 353500N 0352900E - 352500N 0353600E - 351600N 0354200E - 345500N 0353800E - 343800N 0354300E - 343310N 0353548E then a counter- clockwise arc radius 45 NM centered on 334827N 0352910E - 331040N 0345949E - 330600N 0345700E - 330600N 0344300E - 330518N 0343630E - 325148N 0343342E - 324636N 0343236E - 324335N 0343258E then a counter-clockwise arc radius 46 NM centered on 320047N 0345231E - 314930N 0340007E - 315000N 0335900E</p> <p>FL 660/ Above FL 195 Class C</p>	<p>NICOSIA ACC</p>	<p>NICOSIA RADAR (EN) H24</p>	<p>As Above</p>	<p>NICFRA FRA area FL205-FL660</p>

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>LARNAKA TMA</b>				
LARNAKA TMA Straight line joining: 350727N 0325956E 350024N 0332812E 350241N 0340516E then a clockwise arc radius 25 NM centered on LARNAKA VOR 345222.3N 0333732.1E to 343252N 0331830E 343442N 0322957E 345043N 0323045E 345512N 0324436E 350727N 0325956E  For Vertical Limits see TMA Parts Class C	Larnaka APP	Larnaka APP EN H24	130.200 MHz	GNSS signal interruptions have been reported within TMA. Pilots are requested to report to ATC. Conventional instrument procedures are available on pilot's request. Light aircraft with IAS less than 160 KTS are not permitted to enter LARNAKA TMA, except for the purpose of landing, medical or emergency flights
<b>LARNAKA TMA Parts</b>				
LCLK1 TMA PART FL 205/ 1000 FT ALT	342732N 0334125E - 343620N 0333718E then a clockwise arc radius 16 NM centered on 345222N 0333732E - 344246N 0332159E - 344300N 0330646E then a counter-clockwise arc radius 27 NM centered on 345222N 0333732E - 343259N 0331446E - 343252N 0331830E then a counter-clockwise arc radius 25 NM centered on 345222N 0333732E - 342732N 0334125E			
LCLK2 TMA PART FL 205/ 3500 FT ALT	344716N 0324348E - 343417N 0324228E - 343259N 0331446E then a clockwise arc radius 27 NM centered on 345222N 0333732E - 344629N 0330533E - 344716N 0324348E			
LCLK3 TMA PART FL 205/ FL 105	343442N 0322957E - 345043N 0323045E - 345512N 0324436E - 343417N 0324228E - 343442N 0322957E			
LCLK4 TMA PART FL 205/ 5500 FT ALT	345512N 0324436E - 344716N 0324348E - 344629N 0330533E then a clockwise arc radius 27 NM centered on 345222N 0333732E - 345542N 0330459E - 345512N 0324436E			
LCLK5 TMA PART FL 205/ 7500 FT ALT	350727N 0325956E - 345512N 0324436E - 345542N 0330459E then a clockwise arc radius 27 NM centered on 345222N 0333732E - 350517N 0330839E - 350727N 0325956E			
LCLK6 TMA PART FL 205/ 8500 FT ALT	350517N 0330839E - 350024N 0332812E - 350241N 0340516E then a clockwise arc radius 25 NM centered on 345222N 0333732E - 342732N 0334125E - 343620N 0333718E then a clockwise arc radius 16 NM centered on 345222N 0333732E - 344246N 0332159E - 344300N 0330646E then a clockwise arc radius 27 NM centered on 345222N 0333732E - 350517N 0330839E			

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Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
				↓	↑	
△ LEDRA	331200N 0330300E PHA 158.0° 94.5 NM (100 FT)					
(RNAV 5)	$\frac{0}{124^{\circ}}$	63.5 NM	<u>FL 660</u> FL 035		Odd <sup>(4)</sup>	Nicosia ACC 124.200 MHz {C} (4) NONFUA H24
△ APLON	335200N 0320400E PHA 198.0° 55.1 NM (100 FT)					
(RNAV 5)	$\frac{303^{\circ}}{122^{\circ}}$	74.0 NM	<u>FL 660</u> FL 035	Even <sup>(5)</sup>	Odd <sup>(6)</sup>	Nicosia ACC 129.550 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ MAROS	343700N 0305300E PHA 261.0° 80.5 NM (100 FT)					
(RNAV 5)	$\frac{304^{\circ}}{123^{\circ}}$	55.9 NM	<u>FL 660</u> FL 035	Even <sup>(7)</sup>	Odd <sup>(8)</sup>	Nicosia ACC 129.550 MHz {C} (7) NONFUA H24 (8) NONFUA H24
▲ ALKIS	351200N 0300000E PHA 279.0° 127 NM (100 FT)					(10)

**Route Remarks:**

NIL

**Point/Segment Remarks:**

(9) FIR BDRY, for continuation see AIP Israel.

(10) FIR BDRY, for continuation see AIP Greece.

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks (Optional)
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification} Remarks
				↓	↑	
<b>L619</b>						

Route designator		Route Remarks (Optional)					
Names, coded designators or name-codes		Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification} Remarks	
				↓	↑		
▲ NIKAS		351136N 0354300E LCA 074.0° 104.8 NM (100 FT)					(3)
( RNAV 5)	293° 112°	93.8 NM	FL 660 FL 035	Even <sup>(1)</sup>	Odd <sup>(2)</sup>	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24	
▲ VESAR		355456N 0340058E LCA 011.8° 65.4 NM (100 FT)					(4)
<b>Route Remarks:</b> EASTBOUND not available between FL290-FL450							
<b>Point/Segment Remarks:</b> (3) FIR BDRY, for continuation see AIP Syria (4) FIR BDRY, for continuation see AIP Turkey							

Route designator		Route Remarks (Optional)					
Names, coded designators or name-codes		Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification} Remarks	
				↓	↑		
<b>L620</b>							
▲ BALMA		342900N 0350300E LCA 103.0° 74.3 NM (100 FT)					(7)
( RNAV 5)	324° 144°	38.3 NM	FL 660 FL 035	Even <sup>(1)</sup>	Odd <sup>(2)</sup>	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24	
△ ALSUS		350206N 0343924E LCA 074.0° 51.8 NM (100 FT)					



**ENR 4 RADIO NAVIGATION AIDS/SYSTEMS**

**ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE**

Name of station (NDB, VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
<b>LARNAKA</b>  VOR/DME (5° E/2020)	LCA	112.8 MHZ CH 75X	H24	345222N 0333732E	100 FT	Protection altitude 50000 FT range 200 NM FRA (I)
<b>PAFOS</b>  VOR/DME (5° E/2020)	PHA	117.9 MHz CH 126X	H24	344242N 0323021E	100 FT	Protection altitude 50000 FT range 200 NM FRA (I) FRA (D): LCLK

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**ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS**

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
ABOHE	315639N 0335900E		LCCC/LLLL BDRY LCA 169.0° 176.3 NM (100 FT) PHA 150.0° 181.6 NM (100 FT)
ADLAS	345743N 0331912E	M601, R19	SID, STAR LCLK FRA (I) LCA 284.0° 16 NM (100 FT) PHA 065.0° 42.9 NM (100 FT)
ADUNI	344305N 0321502E		PHA 272.0° 12.6 NM (100 FT)
AFONO	331043N 0321702E		FRA (I) LCA 213.8° 121.5 NM (100 FT)
AGUZO	334956N 0333503E	L78, N159	FRA (I) LCA 177.0° 62.4 NM (100 FT)
ALKIS	351200N 0300000E	L609, M42	LCCC/LGGG BDRY FRA (EX) LCA 272.0° 179.7 NM (100 FT) PHA 279.0° 127 NM (100 FT)
ALSUS	350206N 0343924E	B15, L620, M67, M978, R18, R78, N71	FRA (I) FRA (A): LCLK LCA 074.0° 51.8 NM (100 FT) PHA 074.0° 107.9 NM (100 FT)
AMAKO	344725N 0335601E	M601, R655	SID, STAR LCLK FRA (I) LCA 103.0° 16 NM (100 FT) PHA 081.0° 70.6 NM (100 FT)
ANANE	341755N 0324341E	A28, M28, M42, M67, Z89	FRA (I) FRA (AD): LCPH FRA (AD): LCRA LCA 227.0° 56.2 NM (100 FT) PHA 151.0° 27.1 NM (100 FT)
ANIDE	340949N 0300000E	L53	LCCC/LGGG BDRY FRA (X) PHA 251.0° 128.6 NM (100 FT)
APLON	335200N 0320400E	A28, G2, L550, L609, M28, M32, N159, P68	FRA (I) FRA (AD): LCPH FRA (AD): LCRA PHA 198.0° 55.1 NM (100 FT)
AZERE	331205N 0335408E	L189	FRA (I) FRA (A): LLXX FRA (A): OJXX LCA 167.0° 101.1 NM (100 FT) PHA 137.0° 114.2 NM (100 FT)
BALMA	342900N 0350300E	B15, L620, M601, R655, W17	LCCC/OLBB BDRY FRA (EX) LCA 103.0° 74.3 NM (100 FT) PHA 091.0° 126.8 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
BAPAX	354206N 0341027E	B15, L620, M13	FRA (I) LCA 023.0° 56.5 NM (100 FT)
BETID	342712N 0325806E	A28, M28	LCLK SID, STAR FRA (I) LCA 228.0° 41.1 NM (100 FT) PHA 119.0° 27.7 NM (100 FT)
BIRES	330545N 0325218E	N134, N71, Z89	FRA (I) LCA 194.0° 112.9 NM (100 FT)
BONEK	350423N 0325605E	M601, R19	SID, STAR LCLK FRA (I) FRA (A): LCLK LCA 285.0° 36.1 NM (100 FT) PHA 039.0° 30.3 NM (100 FT)
BOSIS	343724N 0334424E	B17	SID, STAR, CTR LCLK FRA (I) LCA 154.0° 16 NM (100 FT) PHA 090.0° 61.3 NM (100 FT)
DAFNA	323236N 0341348E	W13	LCCC/LLLL BDRY FRA (E) LCA 162.0° 142.7 NM (100 FT)
DAROS	350042N 0330854E	M601, R19	SID, STAR, CTR LCLK FRA (I) LCA 284.0° 25 NM (100 FT) PHA 055.0° 36.5 NM (100 FT)
DASNI	353700N 0305100E	A16, M601, M855, R19, W195, M32	FRA (I) LCA 284.0° 143.5 NM (100 FT) PHA 299.0° 97.8 NM (100 FT)
DESPO	342654N 0342254E	L78, N71, P42, R18, R19, M31	FRA (I) FRA (A): OLBA LCA 119.0° 45.2 NM (100 FT)
DIPOS	344524N 0324812E	W195, M31	CTR LCPH FRA (I) LCA 256.0° 41.2 NM (100 FT) PHA 075.0° 15 NM (100 FT)
DIRRE	340154N 0343717E	P21	LCCC/OLBB BDRY LCA 130.0° 70.6 NM (100 FT) PHA 105.0° 112.7 NM (100 FT)
DOREN	355556N 0331658E	A28, N131	LCCC/LTAA BDRY LCA 340.2° 65.7 NM (100 FT) PHA 022.2° 82.5 NM (100 FT)
ELIKA	334955N 0343500E	G2, N159	LCCC/OLBB FIR BDRY FRA (E) FRA (D): OLBA

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
EMEDA	342854N 0334812E	B17, L189, M67, N131	SID, STAR, CTR LCLK FRA (I) FRA (AD): LCLK FRA (AD): LCRA LCA 155.0° 25 NM (100 FT) PHA 097.0° 65.7 NM (100 FT)
EMILI	343820N 0340240E	M67, R19, M31	SID, STAR LCLK FRA (I) LCA 119.0° 25 NM (100 FT) PHA 088.0° 76.3 NM (100 FT)
ENIAS	344026N 0322911E		PHA 197.8° 2.5 NM (100 FT)
ESERI	342855N 0322308E	M32, M42	FRA (I) LCA 245.0° 65.7 NM (100 FT) PHA 198.0° 15 NM (100 FT)
EVENO	355000N 0300000E	M601, R19	LCCC/LGCG BDRY FRA (EX) LCA 284.0° 187 NM (100 FT) PHA 295.0° 140.2 NM (100 FT)
EVORA	332400N 0305700E		FRA (I) LCA 232.0° 159.8 NM (100 FT) PHA 220.0° 110.4 NM (100 FT)
GENOS	344044N 0315404E	M31, M42	SID, STAR LCPH FRA (I) FRA (D): LCPH LCA 258.0° 86 NM (100 FT) PHA 261.0° 30 NM (100 FT)
GIPRO	344117N 0330854E		SID, STAR LCLK LCA 240.0° 26.1 NM (100 FT) PHA 089.0° 31.9 NM (100 FT)
GIRKI	353501N 0300000E		LCCC/LGCG BDRY LCA 280.0° 183.2 NM (100 FT) PHA 289.0° 133.9 NM (100 FT)
IDAKU	340507N 0324158E	L35, Z89	FRA (I) FRA (D): LCPH LCA 219.0° 65.8 NM (100 FT) PHA 161.0° 38.7 NM (100 FT)
IREFA	342503N 0332508E	M67	FRA (I) LCA 195.0° 29.1 NM (100 FT)
IVETI	344431N 0324217E	W195, M31	SID, STAR LCPH CTR LCLK-LCPH FRA (I) LCA 256.0° 46.2 NM (100 FT) PHA 075.0° 10 NM (100 FT)
KAVOS	334400N 0300000E	M1, N159	LCCC/LGCG BDRY FRA (EX) LCA 245.0° 192.7 NM (100 FT) PHA 240.0° 137.8 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
KEREN	322232N 0340445E	L189, N134	LCCC/LLLL BDRY FRA (X) LCA 166.0° 151.3 NM (100 FT) PHA 145.0° 160.6 NM (100 FT)
KOBER	344437N 0340624E	M601, R655	SID, STAR, CTR LCLK FRA (I) FRA (AD): LCLK LCA 103.0° 25 NM (100 FT) PHA 083.0° 79.2 NM (100 FT)
KOMEZ	341435N 0305406E	M855, N134	FRA (I) PHA 246.0° 84.4 NM (100 FT)
KONFO	322542N 0340656E	L609	LCCC/LLLL BDRY FRA (X) LCA 165.0° 148.4 NM (100 FT)
KRASI	351502N 0343006E		FRA (I) FRA (A): LCLK LCA 062.1° 48.7 NM (100 FT)
KUKLA	341442N 0344448E	R19, M31	LCCC/OLBB BDRY FRA (EX) FRA (D): OLBA LCA 119.0° 67.1 NM (100 FT) PHA 099.0° 114.6 NM (100 FT)
KUKUS	345747N 0332646E		LCA 296.4° 10.36 NM (100 FT)
KURSA	344216N 0324253E		SID, STAR LCLK LCA 253.0° 46.1 NM (100 FT) PHA 088.0° 10.3 NM (100 FT)
LAKTO	323800N 0320500E	L324, N71, W11	LCCC/HECC BDRY FRA (EX) LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
LEDRA	331200N 0330300E	L609, N71, W11	FRA (I) LCA 191.0° 104.2 NM (100 FT) PHA 158.0° 94.5 NM (100 FT)
LITAN	333456N 0343759E	N438	LCCC/OLBB FIR BDRY LCA 141.0° 92.1 NM (100 FT)
LOSOS	344236N 0332212E	A28, M28	CTR LCLK FRA (I) LCA 228.0° 16 NM (100 FT) PHA 085.0° 42.8 NM (100 FT)
LUBES	345512N 0324436E	M978, R78	CTR LCLK FRA (I) LCA 269.0° 43.6 NM (100 FT) PHA 038.0° 17.1 NM (100 FT)
LUTIG	353146N 0300000E		LCCC/LGGG BDRY LCA 279.0° 182.6 NM (100 FT) PHA 288.0° 132.7 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
MAROS	343700N 0305300E	A16, L609, M31, M67, M855	FRA (I) PHA 261.0° 80.5 NM (100 FT)
MERVA	324654N 0343238E	B17,P42, P68, Y20, N131	LCCC/LLLL BDRY RVSM entry/exit point FRA (EX) FRA (AD): LLHA LCA 155.0° 133.4 NM (100 FT) PHA 133.0° 154.1 NM (100 FT)
MEZUS	342503N 0320332E	M67	FRA (I) FRA (AD): LCRA LCA 246.0° NM (100 FT) PHA 227.0° 28.3 NM (100 FT)
NIKAS	351136N 0354300E	L619, M978, R78, W10, W17	LCCC/OSTT BDRY FRA (EX) FRA (AD): OSK LCA 074.0° 104.8 NM (100 FT) PHA 074.0° 161 NM (100 FT)
NIMSI	343937N 0321005E		LCA 256.0° 73.2 NM (100 FT) PHA 255.0° 17 NM (100 FT)
NORDI	344748N 0330518E	W195, M31	CTR LCLK FRA (I) LCA 256.0° 26.9 NM (100 FT) PHA 075.0° 29.2 NM (100 FT)
ODELO	333938N 0332252E		FRA (I) LCA 189.6° 73.6 NM (100 FT)
OFTOS	333114N 0333500E		LCA 181.5° 81.0 NM (100 FT)
OTESA	345543N 0332605E	M601, R19	SID,STAR LCLK FRA (I) LCA 284.0° 10 NM (100 FT) PHA 069.0° 47.7 NM (100 FT)
OTHON	342724N 0300000E	N128	LCCC/LGGG BDRY FRA (X) PHA 259.0° 125.1 NM (100 FT)
PASOS	321300N 0330600E	L550	LCCC/HECC BDRY FRA (EX) LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
PEDER	351041N 0305153E	A16, M855	FRA (I) LCA 274.0° 137.3 NM (100 FT) PHA 285.0° 85.6 NM (100 FT)
PEFKO	344508N 0331149E		LCA 251.0° 22.4 NM (100 FT)
PIKOG	324931N 0333729E	L35, L609, Z89	FRA (I) FRA (A): LLXX FRA (A): OJXX LCA 175.0° 122.6 NM (100 FT) PHA 149.0° 126.1 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
RASDA	330600N 0305700E	A16, A28, M28, M855	LCCC/HECC BDRY ATS/MET REP. FRA (EX) LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
REXAL	344324N 0335342E	R19, M31	CTR LCLK FRA (I) LCA 119.0° 16 NM (100 FT) PHA 084.0° 68.7 NM (100 FT)
RIMEX	344044N 0332228E		SID, STAR LCLK LCA 222.0° 17 NM (100 FT) PHA 088.0° 43 NM (100 FT)
RINNA	344020N 0333128E		LCA 203.0° 13 NM (100 FT)
ROKIK	344934N 0334803E		LCA 108.0° 9.1 NM (100 FT)
RUBIK	345412N 0330454E	M978, R78	CTR LCLK FRA (I) LCA 269.0° 26.9 NM (100 FT) PHA 063.0° 30.7 NM (100 FT)
RUDER	345712N 0340730E	M13, M978, R78	SID, STAR, CTR LCLK FRA (I) FRA (D): LCLK LCA 074.0° 25.1 NM (100 FT) PHA 074.0° 81.3 NM (100 FT)
SAFTA	334744N 0313958E	L324, N134, N159	FRA (I) PHA 212.0° 69 NM (100 FT)
SKONI	322821N 0331516E		LCA 182.0° 145 NM (100 FT) PHA 159.0° 139.3 NM (100 FT)
SOBOS	345530N 0335642E	M978, R78	SID, STAR, CTR LCLK FRA (I) LCA 074.0° 16.1 NM (100 FT) PHA 075.0° 72.2 NM (100 FT)
STEPS	324859N 0322349E	L53, L550, L78, M1, N71	FRA (I) PHA 178.0° 113.6 NM (100 FT)
SUVAS	321010N 0335933E	L53, N128	LCCC/LLLL BDRY RVSM entry/exit point FRA (E) LCA 168.0° 162.9 NM (100 FT) PHA 148.0° 169.5 NM (100 FT)
TEZAK	332750N 0314711E	L324, N128	FRA (I) PHA 201.0° 82.9 NM (100 FT)
TIROS	331800N 0341900E	B17, N131	FRA (I) LCA 155.0° 100.3 NM (100 FT) PHA 128.0° 123.7 NM (100 FT)



Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
TOBAL	345530N 0320724E	M978, R78, W195, M32	SID, STAR, CTR LCPH FRA (I) FRA (A): LCPH LCA 268.0° 74.2 NM (100 FT) PHA 299.0° 22.8 NM (100 FT)
TOMBI	360226N 0304928E	A16, M855	LCCC/LTAA BDRY FRA (EX) FRA (AD): LTAI LCA 292.7° 154.1 NM (100 FT) PHA 309.3° 114.7 NM (100 FT)
TOSKA	345800N 0300000E	M67, M978, R78	LCCC/LGGG BDRY FRA (EX) LCA 268.0° 179 NM (100 FT) PHA 273.0° 124.7 NM (100 FT)
TUVLO	341439N 0333531E		LCA 178.0° 37.7 NM (100 FT) PHA 112.0° 60.7 NM (100 FT)
TUZIB	340148N 0335018E	L189, L78, P21	FRA (I) LCA 163.0° 51.6 NM (100 FT) PHA 116.0° 77.8 NM (100 FT)
USEBE	335710N 0305504E	M855, N128	FRA (I) PHA 235.0° 91.1 NM (100 FT)
VADUS	351819N 0320329E	M601, R19	FRA (I) LCA 284.0° 81.4 NM (100 FT) PHA 323.0° 41.9 NM (100 FT)
VANZA	344528N 0300000E	N134	LCCC/LGGG BDRY FRA (E) PHA 267.0° 123.9 NM (100 FT)
VELOX	334900N 0340500E	B17, G2, M42, N159, N71, R18, W11, W13, N131	FRA (I) LCA 155.0° 67.2 NM (100 FT) PHA 119.0° 95 NM (100 FT)
VESAR	355456N 0340058E	B15,L619,L620,W10	LCCC/LTAA BDRY FRA (EX) LCA 011.8° 65.4 NM (100 FT) PHA 040.2° 103.5 NM (100 FT)
VOLBE	344808N 0341742E	M67	FRA (I) LCA 092.0° 33.3 NM (100 FT) PHA 081.0° 88.6 NM (100 FT)
ZOMBA	334926N 0335114E	L189, N159, Y20	FRA (I) LCA 165.0° 63.8 NM (100 FT)
ZUKKO	323342N 0335657E	L189, L609	FRA (I) LCA 168.0° 139.4 NM (100 FT)

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**ENR 6 EN-ROUTE CHARTS**

**ENR 6 LIST OF ENR CHART**

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Temporary Segregated and Temporary Reserved Areas	ENR 6.2.1-1

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FREE ROUTE AIRSPACE FL205 - FL660

**LEGEND**

**Flight information region (FIR)**

Name of FIR: Nicosia  
Upper limit: 660  
Lower limit: 205  
Boundary identification: GND

**Terminal control area (TMA)**

Name of TMA: LCCA  
Upper limit: FL340  
Lower limit: FL205  
Boundary identification: GND

**Control zone (CTR)**

Name of CTR: BOSS FT AMEL  
Upper limit: BOSS FT AMEL  
Lower limit: PAFOS TWR

**ATS route (width 25 NM)**

Name: A70  
Upper limit: 660  
Lower limit: 205  
Boundary identification: GND

**FIR SECTORS**

Name of Sector: LCCCE  
Boundary identification: GND

**Aerodrome**

**Abandoned / Closed Aerodrome**

**Aerodrome Military**

**Way-point (WPT)**

Name: REXAL  
Geographical coordinates: 35 43 53.517

**Reporting point (REP)**

**ATS/MET reporting point (MRP)**

**Restricted airspace**

Identification of area: LCCS1  
Nationality letter: GND  
Vertical limit: FL205  
Horizontal limit: GND

**Temporary Reserved Area**

Identification of area: LCTRA04  
Nationality letter: GND  
Vertical limit: FL205  
Horizontal limit: GND

**Temporary Segregated Area**

Identification of area: LCTRA04  
Nationality letter: GND  
Vertical limit: FL205  
Horizontal limit: GND

**VHF omnidirectional radio range (VOR)**

**Non-directional radio beacon (NDB)**

**Distance measuring equipment (DME)**

**Co-located VOR and DME navigation aids (VOR/DME)**

**Identification for radio navigation aids (NAVAID)**

Name: PAFOS  
NAVAID: Frequency, Identification or Call Sign  
Geographical coordinates: PFA  
Elevation: 52 ft  
MSL: 52 ft  
100 ft

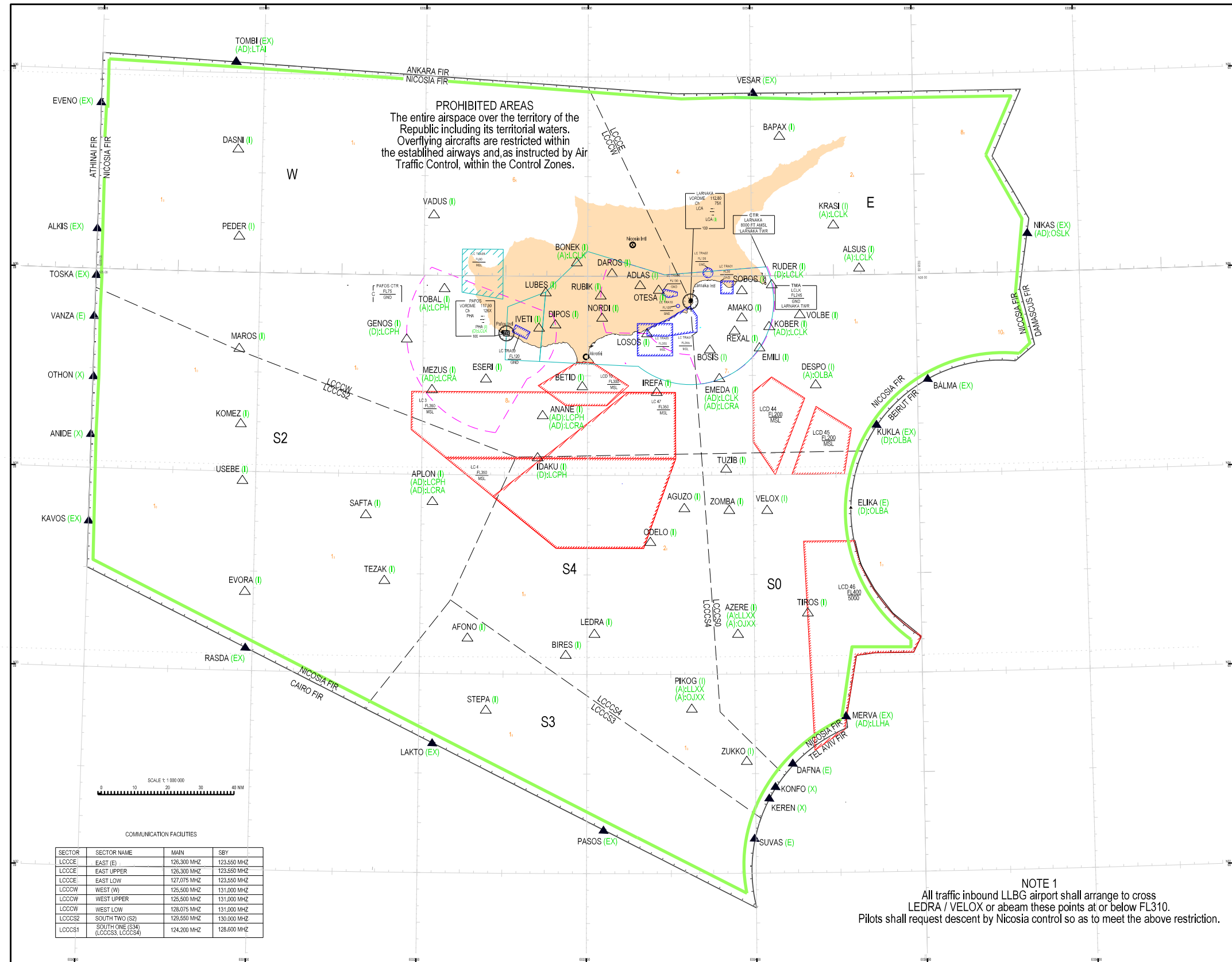
**DECODING OF FRA INFORMATION:**

(I) Intermediate Point  
(A):\*\*\* Arrival Connecting Point and applicable aerodrome(s)  
(D):\*\*\* Departure Connecting Point and applicable aerodrome(s)  
(E) Horizontal Entry Point and applicable cruising levels  
(X) Horizontal Exit Point and applicable cruising levels

**COMMUNICATION FACILITIES**

SECTOR	SECTOR NAME	MAIN	SBY
LCCCE	EAST (E)	126,300 MHz	123,550 MHz
LCCCE	EAST UPPER	126,300 MHz	123,550 MHz
LCCCE	EAST LOW	127,075 MHz	123,550 MHz
LCCCW	WEST (W)	125,500 MHz	131,000 MHz
LCCCW	WEST UPPER	125,500 MHz	131,000 MHz
LCCCW	WEST LOW	128,075 MHz	131,000 MHz
LCCCS2	SOUTH TWO (S2)	128,550 MHz	130,000 MHz
LCCCS1	SOUTH ONE (S3)	124,200 MHz	128,600 MHz

**NOTE 1**  
All traffic inbound LLBG airport shall arrange to cross LEDRA / VELOX or abeam these points at or below FL310. Pilots shall request descent by Nicosia control so as to meet the above restriction.



AERONAUTICAL INFORMATION SERVICES

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AIRCRAFT PARKING/DOCKING CHART - ICAO .....	AD 2.LCPH 2.24.1.2 - 1
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SID RWY 29 - ICAO .....	AD 2.LCPH 2.24.4.2 - 1
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LCNC AD 2.21	NOISE ABATEMENT PROCEDURES .....	AD 2.LCNC - 2
LCNC AD 2.22	FLIGHT PROCEDURES .....	AD 2.LCNC - 2
LCNC AD 2.23	ADDITIONAL INFORMATION .....	AD 2.LCNC - 2
LCNC AD 2.24	CHARTS RELATED TO AN AERODROME .....	AD 2.LCNC - 2
LCRA - AKROTIRI MILITARY .....		AD 2.LCRA - 1
LCRA AD 2.1	AERODROME LOCATION INDICATOR AND NAME .....	AD 2.LCRA - 1
LCRA AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.LCRA - 1
LCRA AD 2.3	OPERATIONAL HOURS .....	AD 2.LCRA - 1
LCRA AD 2.4	HANDLING SERVICES AND FACILITIES .....	AD 2.LCRA - 1
LCRA AD 2.5	PASSENGER FACILITIES .....	AD 2.LCRA - 2
LCRA AD 2.6	RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.LCRA - 2
LCRA AD 2.7	SEASONAL AVAILABILITY - CLEARING .....	AD 2.LCRA - 2
LCRA AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS DATA .....	AD 2.LCRA - 2
LCRA AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.LCRA - 2
LCRA AD 2.10	AERODROME OBSTACLES .....	AD 2.LCRA - 3
LCRA AD 2.11	METEOROLOGICAL INFORMATION PROVIDED .....	AD 2.LCRA - 3
LCRA AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.LCRA - 3
LCRA AD 2.13	DECLARED DISTANCES .....	AD 2.LCRA - 4
LCRA AD 2.14	APPROACH AND RUNWAY LIGHTING .....	AD 2.LCRA - 4
LCRA AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.LCRA - 4
LCRA AD 2.16	HELICOPTER LANDING AREA .....	AD 2.LCRA - 4
LCRA AD 2.17	ATS AIRSPACE .....	AD 2.LCRA - 4
LCRA AD 2.18	ATS COMMUNICATION FACILITIES .....	AD 2.LCRA - 5
LCRA AD 2.19	RADIO NAVIGATION AND LANDING AIDS .....	AD 2.LCRA - 5
LCRA AD 2.20	LOCAL TRAFFIC REGULATIONS .....	AD 2.LCRA - 5
LCRA AD 2.21	NOISE ABATEMENT PROCEDURES .....	AD 2.LCRA - 5
LCRA AD 2.22	FLIGHT PROCEDURES .....	AD 2.LCRA - 5
LCRA AD 2.23	ADDITIONAL INFORMATION .....	AD 2.LCRA - 5
LCRA AD 2.24	CHARTS RELATED TO AN AERODROME .....	AD 2.LCRA - 5

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In approach/TKOF areas			In circling area and at aerodrome		
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	Remarks
a	b	c	a	b	c
			TREE NIL	9 345313.97N 0333810.68E	
			ANTENNA NIL	34.1 345331.75N 0333816.02E	

**LCLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	LARNAKA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LARNAKA 24 HRS
4	Trend forecast Interval of issuance	TREND 2 HRS
5	Briefing/consultation provided	Personal briefing
6	Flight documentation	Significant weather charts, upper wind and temperature charts, TAFs, METAR, SIGMET, forecast take off data
	Language(s) used	EN
7	Charts and other information available for briefing or consultation	S U85 U70 U50 Radar images, satellite images
8	Supplementary equipment available for providing information	Weather radar receiver for satellite images, AMHS, FAX
9	ATS units provided with information	Larnaka TWR/APP Larnaka GND
10	Additional information (limitation of service, etc.)	NIL

LCLK 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	Slope of RWY-SWY
1	2	3	4	5	6	7
04	45.19°	2994x45	82/F/D/W/T ASPH	345151.07N 0333644.12E  345256.14N 0333803.62E  GUND 26 M (Estimated)	3 M -	-0.05%
22	225.22°		82/F/D/W/T ASPH	345255.37N 0333802.68E -  GUND 26.3 M (Estimated)	DTHR 2.1 M TDZ 2.1 M	0.05% -0.38%

Designations RWY NR	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Resa dimensions (M)	OFZ	Remarks
1	8	9	10	11	12	13
04	NIL	254x150	3112x300	90x90	NIL	1) RWY 22 landing threshold displaced. 2) RWY 04/22 has paved shoulders width 7.5 M minimum each side of the RWY giving a total RWY paved width of 60 M. 3) To allow for a RESA for RWY 04, TORA for RWY 04 was reduced by 60 M which is the distance to the end of RWY strip and the beginning of RESA. 4) In order to avoid overloading of paved areas, the occasional movement by ACFT with aircraft Classification Number (ACN), not exceeding 10% of the Reported Pavement Classification Number (PCN) is permitted. Furthermore the annual number of overload movements should not exceed 5% of the total annual ACFT movements.
22	58x45	506x150		90x90		

**LCLK AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2843	3100	2843	2843	NIL
	2582	2836	2582	-	Take off intersection via TWY G
	1420	1675	1420	-	Take off intersection via TWY D
22	2994	3500	3052	2812	NIL
	2226	2732	2284	-	Take off intersection via TWY B
	1452	1958	1510	-	Take off intersection via TWY D

**LCLK AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	SIAL 900 M VRB	VRB GRN	PAPI Left/3°	NIL	NIL	2994 M 60 M WHI VRB	RED VRB	NIL	NIL
22	SIAL 270 M VRB	GRN VRB	PAPI Left/2.75°	NIL	NIL	2994 M 60 M WHI VRB	RED VRB	58 M RED	NIL

**LCLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<b>ABN/IBN location, characteristics and hours of operation</b>	ABN: On top of Tower Building W G 5/SEC H24 IBN: NIL
2	<b>LDI location and LGT</b>	LDI: NIL
	<b>Anemometer location and LGT</b>	1. RWY 04 345155.3N 0333657.7E 2. RWY 22 345242.2N 0333755.0E
3	<b>TWY edge and centre line lighting</b>	Edge: NIL Centre line: TWY A, D, E, F, G, H, L, U, V, W, Y and Z TWY C (from A to H)
4	<b>Secondary power supply/switch-over time</b>	Secondary power supply for navigation and lighting aids: Switch-over time: 5 to 10 SEC maximum. RWY Edge, RWY End and Stop Bar lighting systems are power supplied through UPS systems allowing a switchover time less than 1 second.
5	<b>Remarks</b>	NIL

**LCLK AD 2.16 HELICOPTER LANDING AREA**

1	<b>Coordinates TLOF or THR of FATO</b>	N/A
2	<b>TLOF and/or FATO elevation M/FT</b>	N/A
3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	N/A
4	<b>True and MAG BRG of FATO</b>	N/A
5	<b>Declared distance available</b>	N/A
6	<b>APP and FATO lighting</b>	N/A
7	<b>Remarks</b>	No designated helicopter landing area available. Expect landing at THR 22 or THR 04 taxi or air-taxi instructions by ATC to assigned apron and stand parking area. Marshaller assistance provided.



**LCPH AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY Edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	SIAL 360 M Cross Bar at 300 M	GRN VRB	PAPI Left/3°	NIL	NIL	2699 M 60 M WHI VRB	RED VRB	48 M RED	NIL
29	PA CAT I 900 M Cross Bar at 300 M Barret 600 M	GRN VRB	PAPI Left/3°	NIL	NIL	2699 M 60 M WHI VRB	RED VRB	NIL	NIL

**LCPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	ABN: NIL IBN: NIL
2	LDI location and LGT	NIL
	Anemometer location and LGT	RWY 11: 344312.86N 0322824.74E (LIGHTED) RWY 29: 344249.64N 0322941.07E (LIGHTED)
3	TWY edge and centre line lighting	EDGE: TWY A, B, C, D, E, H, M are lighted blue. TWY G is not lighted Centre line: Only TWY B is lighted green
4	Secondary power supply/switch-over time	Secondary power supply for navigation and lighting aids. Switchover time: 5 to 10 sec maximum Exceptions are RWY Edge, RWY End and Stop Bar lighting systems which are power supplied through UPS systems allowing a switchover time less than 1 sec.
5	Remarks	NIL

**LCPH AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
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	<b>Designation and lateral limits</b>	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	<b>Vertical limits</b>	SFC TO 7500 FT ALT
3	<b>Airspace classification</b>	C
4	<b>ATS unit call sign Language(s)</b>	Pafos Tower EN
5	<b>Transition altitude</b>	9000FT MSL
6	<b>Hours of Application</b>	H24
7	<b>Remarks</b>	NIL

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