REPUBLIC OF CYPRUS

Phone: **+357 24802921**
Phone: **+357 24802923**
Fax: **+357 24304706**
SITA: **LCAAPYA**
AFS: **LCNCZPZX**
Email: **lcaais@cytanet.com.cy**
Post: **Aeronautical Information Service**
Larnaka Control Tower
Larnaka International Airport
Larnaka Cyprus CY-7130

AIRAC AIP AMDT 001/21

Publication Date: 11 Feb 2021
Effective Date: 22 Apr 2021

1. Amendment content:
The following sections of AIP were updated:
GEN 1.1 Designated Authorities
GEN 1.7 Differences from ICAO standards (Annex14, Doc9981)
GEN 3.1 AIRAC Dates
GEN 3.2 List of Aeronautical Charts
ENR 1.11 Addressing of Flight Plan Messages
ENR 4.4 New significant points added
AD 1.2 Rescue and Fire Fighting Services
AD LCLK 2.24 SID, STAR, IAC and VAC charts
AD LCPH 2.19 GP remark
AD LCRA 2.19 LLZ to LOC

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:
A1854/20
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 0.2 - 1/2	22 APR 21	GEN 0.2 - 1/2	05 NOV 20
GEN 0.4 - 1/2	22 APR 21	GEN 0.4 - 1/2	05 NOV 20
GEN 0.4 - 3/4	22 APR 21	GEN 0.4 - 3/4	05 NOV 20
GEN 0.6 - 1/2	22 APR 21	GEN 0.6 - 1/2	05 NOV 20
GEN 0.6 - 3/4	22 APR 21	GEN 0.6 - 3/4	05 NOV 20
GEN 1.1 - 1/2	22 APR 21	GEN 1.1 - 1/2	07 NOV 19
GEN 1.1 - 3/4	22 APR 21	GEN 1.1 - 3/4	06 DEC 18
GEN 1.7 - 5/6	22 APR 21	GEN 1.7 - 5/6	23 MAY 19
GEN 1.7 - 7/8	22 APR 21		
GEN 1.7 - 9/10	22 APR 21		
GEN 3.1 - 5/6	22 APR 21	GEN 3.1 - 5/6	23 MAY 19
GEN 3.2 - 3/4	22 APR 21	GEN 3.2 - 3/4	26 APR 18
GEN 3.2 - 5/6	22 APR 21	GEN 3.2 - 5/6	26 APR 18
ENR 0.6 - 1/2	22 APR 21	ENR 0.6 - 1/2	05 NOV 20
ENR 0.6 - 3/4	22 APR 21	ENR 0.6 - 3/4	05 NOV 20
ENR 1.11 - 1/2	22 APR 21	ENR 1.11 - 1/2	22 JUN 17
ENR 4.4 - 1/2	22 APR 21	ENR 4.4 - 1/2	13 AUG 20
ENR 4.4 - 3/4	22 APR 21	ENR 4.4 - 3/4	13 AUG 20
ENR 4.4 - 5/6	22 APR 21	ENR 4.4 - 5/6	13 AUG 20
AD 0.6 - 1/2	22 APR 21	AD 0.6 - 1/2	05 NOV 20
AD 0.6 - 3/4	22 APR 21	AD 0.6 - 3/4	05 NOV 20
AD 0.6 - 5/6	22 APR 21	AD 0.6 - 5/6	05 NOV 20
AD 1.2 - 1/2	22 APR 21	AD 1.2 - 1/2	04 APR 13
AD 2.LCLK - 17/18	22 APR 21	AD 2.LCLK - 17/18	05 NOV 20
AD 2.LCLK - 19/20	22 APR 21	AD 2.LCLK - 19/20	05 NOV 20
AD 2.LCLK 2.24.2.1 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.1 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.2 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.2 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.3 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.3 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.4 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.4 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.5 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.5 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.6 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.6 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.7 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.7 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.8 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.8 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.9 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.9 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.10 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.10 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.11 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.11 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.12 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.12 - 1/2	01 FEB 18
AD 2.LCLK 2.24.2.13 - 1/2	22 APR 21	AD 2.LCLK 2.24.2.13 - 1/2	01 FEB 18
AD 2.LCLK 2.24.3.1 - 1/2	22 APR 21	AD 2.LCLK 2.24.3.1 - 1/2	01 FEB 18
AD 2.LCLK 2.24.3.2 - 1/2	22 APR 21	AD 2.LCLK 2.24.3.2 - 1/2	01 FEB 18
AD 2.LCLK 2.24.3.3 - 1/2	22 APR 21	AD 2.LCLK 2.24.3.3 - 1/2	01 FEB 18
AD 2.LCLK 2.24.3.4 - 1/2	22 APR 21	AD 2.LCLK 2.24.3.4 - 1/2	22 JUN 17
AD 2.LCLK 2.24.4.1 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.1 - 1/2	13 OCT 16
AD 2.LCLK 2.24.4.2 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.2 - 1/2	01 FEB 18
AD 2.LCLK 2.24.4.3 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.3 - 1/2	01 FEB 18
AD 2.LCLK 2.24.4.4 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.4 - 1/2	01 FEB 18
AD 2.LCLK 2.24.4.5 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.5 - 1/2	22 JUN 17
AD 2.LCLK 2.24.4.6 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.6 - 1/2	01 FEB 18
AD 2.LCLK 2.24.4.7 - 1/2	22 APR 21	AD 2.LCLK 2.24.4.7 - 1/2	01 FEB 18
AD 2.LCLK 2.24.5.1 - 1/2	22 APR 21	AD 2.LCLK 2.24.5.1 - 1/2	01 FEB 18
AD 2.LCPH - 9/10	22 APR 21	AD 2.LCPH - 9/10	13 AUG 20
AD 2.LCRA - 5/6	22 APR 21	AD 2.LCRA - 5/6	30 JUN 13

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
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	

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

THIS PAGE INTENTIONALLY LEFT BLANK

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	22 APR 21	GEN 0.6 - 1	22 APR 21
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	22 APR 21	GEN 0.6 - 2	22 APR 21
GEN 0.2 - 1	22 APR 21	GEN 0.4 - 3	22 APR 21	GEN 0.6 - 3	22 APR 21
GEN 0.2 - 2	22 APR 21	GEN 0.4 - 4	22 APR 21	GEN 0.6 - 4	22 APR 21

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 - 1	22 APR 21	GEN 1.3 - 5	04 APR 13	GEN 1.6 - 9	05 NOV 20
GEN 1.1 - 2	22 APR 21	GEN 1.3 - 6	04 APR 13	GEN 1.6 - 10	05 NOV 20
GEN 1.1 - 3	22 APR 21	GEN 1.4 - 1	13 AUG 15	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 4	22 APR 21	GEN 1.4 - 2	13 AUG 15	GEN 1.6 - 12	05 NOV 20
GEN 1.2 - 1	25 MAY 17	GEN 1.4 - 3	13 AUG 15	GEN 1.6 - 13	05 NOV 20
GEN 1.2 - 2	25 MAY 17	GEN 1.4 - 4	13 AUG 15	GEN 1.6 - 14	05 NOV 20
GEN 1.2 - 3	22 JUN 17	GEN 1.5 - 1	04 APR 13	GEN 1.6 - 15	05 NOV 20
GEN 1.2 - 4	22 JUN 17	GEN 1.5 - 2	04 APR 13	GEN 1.6 - 16	05 NOV 20
GEN 1.2 - 5	25 MAY 17	GEN 1.5 - 3	13 AUG 15	GEN 1.7 - 1	23 MAY 19
GEN 1.2 - 6	25 MAY 17	GEN 1.5 - 4	13 AUG 15	GEN 1.7 - 2	23 MAY 19
GEN 1.2 - 7	25 MAY 17	GEN 1.6 - 1	05 NOV 20	GEN 1.7 - 3	23 MAY 19
GEN 1.2 - 8	25 MAY 17	GEN 1.6 - 2	05 NOV 20	GEN 1.7 - 4	23 MAY 19
GEN 1.2 - 9	25 MAY 17	GEN 1.6 - 3	05 NOV 20	GEN 1.7 - 5	22 APR 21
GEN 1.2 - 10	25 MAY 17	GEN 1.6 - 4	05 NOV 20	GEN 1.7 - 6	22 APR 21
GEN 1.3 - 1	04 APR 13	GEN 1.6 - 5	05 NOV 20	GEN 1.7 - 7	22 APR 21
GEN 1.3 - 2	04 APR 13	GEN 1.6 - 6	05 NOV 20	GEN 1.7 - 8	22 APR 21
GEN 1.3 - 3	13 NOV 14	GEN 1.6 - 7	05 NOV 20	GEN 1.7 - 9	22 APR 21
GEN 1.3 - 4	13 NOV 14	GEN 1.6 - 8	05 NOV 20	GEN 1.7 - 10	22 APR 21

GEN 2 TABLES AND CODES

GEN 2.1 - 1	05 NOV 20	GEN 2.2 - 13	25 MAY 17	GEN 2.5 - 1	26 MAR 20
GEN 2.1 - 2	05 NOV 20	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	07 JUL 16
GEN 2.2 - 10	25 MAY 17	GEN 2.3 - 2	04 APR 13	GEN 2.7 - 2	07 JUL 16
GEN 2.2 - 11	26 MAR 20	GEN 2.4 - 1	04 APR 13	GEN 2.7 - 3	04 APR 13
GEN 2.2 - 12	26 MAR 20	GEN 2.4 - 2	04 APR 13	GEN 2.7 - 4	04 APR 13

GEN 3 SERVICES

GEN 3.1 - 1	06 DEC 18	GEN 3.3 - 3	28 MAY 15	GEN 3.5 - 1	07 NOV 19
GEN 3.1 - 2	06 DEC 18	GEN 3.3 - 4	28 MAY 15	GEN 3.5 - 2	07 NOV 19
GEN 3.1 - 3	06 DEC 18	GEN 3.3 - 5	28 MAY 15	GEN 3.5 - 3	07 NOV 19
GEN 3.1 - 4	06 DEC 18	GEN 3.3 - 6	28 MAY 15	GEN 3.5 - 4	07 NOV 19
GEN 3.1 - 5	22 APR 21	GEN 3.3 - 7	23 MAY 19	GEN 3.5 - 5	07 NOV 19
GEN 3.1 - 6	22 APR 21	GEN 3.3 - 8	23 MAY 19	GEN 3.5 - 6	07 NOV 19
GEN 3.2 - 1	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.6 - 1	23 MAY 19
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 10	23 MAY 19	GEN 3.6 - 2	23 MAY 19
GEN 3.2 - 3	22 APR 21	GEN 3.4 - 1	23 MAY 19	GEN 3.6 - 3	25 MAY 17
GEN 3.2 - 4	22 APR 21	GEN 3.4 - 2	23 MAY 19	GEN 3.6 - 4	25 MAY 17
GEN 3.2 - 5	22 APR 21	GEN 3.4 - 3	23 MAY 19	GEN 3.6 - 5	25 MAY 17
GEN 3.2 - 6	22 APR 21	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 6	25 MAY 17
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 5	04 APR 13		
GEN 3.3 - 2	13 AUG 15	GEN 3.4 - 6	04 APR 13		

GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

PART 2 - EN-ROUTE (ENR)

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 3 ATS ROUTES

AD 2.LCLK 2.24.1.1 - 2	13 AUG 20
AD 2.LCLK 2.24.1.2 - 1	13 AUG 20
AD 2.LCLK 2.24.1.2 - 2	13 AUG 20
AD 2.LCLK 2.24.1.3 - 1	13 NOV 14
AD 2.LCLK 2.24.1.3 - 2	13 NOV 14
AD 2.LCLK 2.24.1.4 - 1	13 NOV 14
AD 2.LCLK 2.24.1.4 - 2	13 NOV 14
AD 2.LCLK 2.24.2.1 - 1	22 APR 21
AD 2.LCLK 2.24.2.1 - 2	22 APR 21
AD 2.LCLK 2.24.1.5 - 1	10 MAR 11
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11
AD 2.LCLK 2.24.2.2 - 1	22 APR 21
AD 2.LCLK 2.24.2.2 - 2	22 APR 21
AD 2.LCLK 2.24.2.3 - 1	22 APR 21
AD 2.LCLK 2.24.2.3 - 2	22 APR 21
AD 2.LCLK 2.24.2.4 - 1	22 APR 21
AD 2.LCLK 2.24.2.4 - 2	22 APR 21
AD 2.LCLK 2.24.2.5 - 1	22 APR 21
AD 2.LCLK 2.24.2.5 - 2	22 APR 21
AD 2.LCLK 2.24.2.6 - 1	22 APR 21
AD 2.LCLK 2.24.2.6 - 2	22 APR 21
AD 2.LCLK 2.24.2.7 - 1	22 APR 21
AD 2.LCLK 2.24.2.7 - 2	22 APR 21
AD 2.LCLK 2.24.2.8 - 1	22 APR 21
AD 2.LCLK 2.24.2.8 - 2	22 APR 21
AD 2.LCLK 2.24.2.9 - 1	22 APR 21
AD 2.LCLK 2.24.2.9 - 2	22 APR 21
AD 2.LCLK 2.24.2.10 - 1	22 APR 21
AD 2.LCLK 2.24.2.10 - 2	22 APR 21
AD 2.LCLK 2.24.2.11 - 1	22 APR 21
AD 2.LCLK 2.24.2.11 - 2	22 APR 21
AD 2.LCLK 2.24.2.12 - 1	22 APR 21
AD 2.LCLK 2.24.2.12 - 2	22 APR 21
AD 2.LCLK 2.24.2.13 - 1	22 APR 21
AD 2.LCLK 2.24.2.13 - 2	22 APR 21
AD 2.LCLK 2.24.3.1 - 1	22 APR 21
AD 2.LCLK 2.24.3.1 - 2	22 APR 21
AD 2.LCLK 2.24.3.2 - 1	22 APR 21
AD 2.LCLK 2.24.3.2 - 2	22 APR 21
AD 2.LCLK 2.24.3.3 - 1	22 APR 21
AD 2.LCLK 2.24.3.3 - 2	22 APR 21
AD 2.LCLK 2.24.3.4 - 1	22 APR 21
AD 2.LCLK 2.24.3.4 - 2	22 APR 21
AD 2.LCLK 2.24.4.1 - 1	22 APR 21
AD 2.LCLK 2.24.4.1 - 2	22 APR 21
AD 2.LCLK 2.24.4.2 - 1	22 APR 21
AD 2.LCLK 2.24.4.2 - 2	22 APR 21
AD 2.LCLK 2.24.4.3 - 1	22 APR 21
AD 2.LCLK 2.24.4.3 - 2	22 APR 21
AD 2.LCLK 2.24.4.4 - 1	22 APR 21
AD 2.LCLK 2.24.4.4 - 2	22 APR 21
AD 2.LCLK 2.24.4.5 - 1	22 APR 21
AD 2.LCLK 2.24.4.5 - 2	22 APR 21
AD 2.LCLK 2.24.4.6 - 1	22 APR 21
AD 2.LCLK 2.24.4.6 - 2	22 APR 21
AD 2.LCLK 2.24.4.7 - 1	22 APR 21
AD 2.LCLK 2.24.4.7 - 2	22 APR 21
AD 2.LCLK 2.24.5.1 - 1	22 APR 21
AD 2.LCLK 2.24.5.1 - 2	22 APR 21
AD 2.LCPH - 1	06 DEC 18
AD 2.LCPH - 2	06 DEC 18
AD 2.LCPH - 3	07 JUL 16
AD 2.LCPH - 4	07 JUL 16
AD 2.LCPH - 5	06 DEC 18
AD 2.LCPH - 6	06 DEC 18
AD 2.LCPH - 7	13 AUG 20
AD 2.LCPH - 8	13 AUG 20
AD 2.LCPH - 9	22 APR 21
AD 2.LCPH - 10	22 APR 21
AD 2.LCPH - 11	13 AUG 20
AD 2.LCPH - 12	13 AUG 20
AD 2.LCPH 2.24.1.1 - 1	25 MAY 17
AD 2.LCPH 2.24.1.1 - 2	25 MAY 17
AD 2.LCPH 2.24.1.2 - 1	25 MAY 17
AD 2.LCPH 2.24.1.2 - 2	25 MAY 17
AD 2.LCPH 2.24.1.3 - 1	25 MAY 17
AD 2.LCPH 2.24.1.3 - 2	25 MAY 17
AD 2.LCPH 2.24.4 - 1	21 OCT 10
AD 2.LCPH 2.24.4 - 2	21 OCT 10
AD 2.LCPH 2.24.2.1 - 1	01 FEB 18
AD 2.LCPH 2.24.2.1 - 2	01 FEB 18
AD 2.LCPH 2.24.2.2 - 1	01 FEB 18
AD 2.LCPH 2.24.2.2 - 2	01 FEB 18
AD 2.LCPH 2.24.2.3 - 1	01 FEB 18
AD 2.LCPH 2.24.2.3 - 2	01 FEB 18
AD 2.LCPH 2.24.2.4 - 1	01 FEB 18
AD 2.LCPH 2.24.2.4 - 2	01 FEB 18
AD 2.LCPH 2.24.2.5 - 1	01 FEB 18
AD 2.LCPH 2.24.2.5 - 2	01 FEB 18
AD 2.LCPH 2.24.2.6 - 1	26 APR 18
AD 2.LCPH 2.24.2.6 - 2	26 APR 18
AD 2.LCPH 2.24.2.7 - 1	26 APR 18
AD 2.LCPH 2.24.2.7 - 2	26 APR 18
AD 2.LCPH 2.24.2.8 - 1	26 APR 18
AD 2.LCPH 2.24.2.8 - 2	26 APR 18
AD 2.LCPH 2.24.2.9 - 1	26 APR 18
AD 2.LCPH 2.24.2.9 - 2	26 APR 18
AD 2.LCPH 2.24.2.10 - 1	26 APR 18
AD 2.LCPH 2.24.2.10 - 2	26 APR 18
AD 2.LCPH 2.24.2.11 - 1	26 APR 18
AD 2.LCPH 2.24.2.11 - 2	26 APR 18
AD 2.LCPH 2.24.2.12 - 1	26 APR 18
AD 2.LCPH 2.24.2.12 - 2	26 APR 18
AD 2.LCPH 2.24.3.1 - 1	01 FEB 18
AD 2.LCPH 2.24.3.1 - 2	01 FEB 18
AD 2.LCPH 2.24.4.1 - 1	01 FEB 18
AD 2.LCPH 2.24.4.1 - 2	01 FEB 18
AD 2.LCPH 2.24.4.2 - 1	01 FEB 18
AD 2.LCPH 2.24.4.2 - 2	01 FEB 18
AD 2.LCPH 2.24.4.3 - 1	01 FEB 18
AD 2.LCPH 2.24.4.3 - 2	01 FEB 18
AD 2.LCPH 2.24.4.4 - 1	01 FEB 18
AD 2.LCPH 2.24.4.4 - 2	01 FEB 18
AD 2.LCPH 2.24.5.1 - 1	26 APR 18
AD 2.LCPH 2.24.5.1 - 2	26 APR 18
AD 2.LCPH 2.24.5.2 - 1	26 APR 18
AD 2.LCPH 2.24.5.2 - 2	26 APR 18
AD 2.LCNC - 1	07 NOV 19
AD 2.LCNC - 2	07 NOV 19
AD 2.LCRA - 1	04 APR 13
AD 2.LCRA - 2	04 APR 13
AD 2.LCRA - 3	04 APR 13
AD 2.LCRA - 4	04 APR 13
AD 2.LCRA - 5	22 APR 21
AD 2.LCRA - 6	22 APR 21

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of the international air navigation are as follows:

1. Civil Aviation

Post:	Ministry of Transport, Communications and Works Department of Civil Aviation 27,Pindarou Street Nicosia, Cyprus 1429
Phone:	+357 22404100 / +357 22404101
Fax:	+357 22766552 / +357 22404220
Telex:	6055 CIVAIR CY
AFS:	LCNCYAYX
SITA:	NICTOYA
Email:	director@dca.mcw.gov.cy
URL:	http://www.mcw.gov.cy/dca

2. Meteorology

Post:	Ministry of Agriculture, Rural Development and Environment Department of Meteorology Nikis 28, Nicosia 1418
Phone:	+357 22802945 / +357 24802975 / +357 24802973
Fax:	+357 22305500 / +357 24304753
AFS:	LCLKYMYX
Email:	metservice@dom.moa.gov.cy
URL:	http://www.moa.gov.cy/dom

3. Customs

Post:	Ministry of Finance Department of Customs and Excise M. Karaoli and Gr. Afxentiou corner 1096 - Nicosia
Phone:	+357 22601713
Fax:	+357 22302031
Email:	headquarters@customs.mof.gov.cy

4. Immigration

Post:	Ministry of Interior The Migration Officer Nicosia
Phone:	+357 22403905
Fax:	+357 22676944

5. Health

Post:	Ministry of Health Director of Medical and Public Health Services Nicosia
Phone:	+357 22605601
Fax:	+357 22605491
Email:	director@mphs.moh.gov.cy
URL:	http://www.moh.gov.cy

6. En-route and Aerodrome/Heliport charges

Civil Aviation Charges

Post: Ministry of Transport, Communications and Works
Department of Civil Aviation
27,Pindarou Street
Nicosia, Cyprus 1429
Phone: +357 22404140
Fax: +357 22765629 / +357 22765629 - Accounts Office
AFS: LCNCYAYX
Email: director@dca.mcw.gov.cy

En-route Charges

Post: EUROCONTROL SERVICE
Central Route Charges Office
Rue de la Fusee 96
B- 1130 Brussels
BELGIUM
Phone: +322 7293845/3898
Fax: +322 7299093/9096

7. Animal, Plant and Agricultural quarantine

Animal quarantine

Post: Ministry of Agriculture, Rural Development and Environment
Department of Veterinary Services
1417 Nicosia
Phone: +357 22805200
Fax: +357 22332665
Email: director@vs.moa.gov.cy
URL: http://www.moa.gov.cy/vs

Plant quarantine

Post: Ministry of Agriculture, Rural Development and Environment
Department of Agriculture
1412 Nicosia
Phone: +357 22408519/ +357 22408639/ +357 22408626
Fax: +357 22781425/ +357 227408645/ +357 22408679
Email: director@da.moa.gov.cy
URL: http://www.moa.gov.cy

Agricultural quarantine

Post: Ministry of Agriculture, Rural Development and Environment
Department of Agriculture
1412 Nicosia
Phone: +357 22408519/ +357 22408639/ +357 22408626
Fax: +357 22781425/ +357 227408645/ +357 22408679
Email: director@da.moa.gov.cy
URL: http://www.moa.gov.cy

8. Aircraft Accident and Incident Investigation Board (AAIIB)

Post: Aircraft Accident and Incident Investigation Board
Air Traffic Control Tower
1st Floor, Office 214
Larnaka International Airport
P.O.BOX 43086
6650 Larnaka
Cyprus
Phone: +357 24643086/ +357 24643087/ +35724802919
Fax: +357 24643052
Email: aaiib@mcw.gov.cy

9. Lands and Surveys

Post: Ministry of Interior
Director of Lands and Surveys
Agiou Nikolaou 41 - 49
Nemeli Court Block A 1st floor
Egkomi 2408
Nicosia
Phone: +357 22408709
Fax: +357 22408789
Email: director@dls.moi.gov.cy

10. Ministry of Foreign Affairs

Post: Permanent Secretary
Phone: +357 22651000/ +357 22651189
Fax: +357 22661881 / +357 22663716
Email: minforeign1@mfa.gov.cy

11. Airport Operator

Chief Executive Officer

Post: HERMES AIRPORT Ltd.
Larnaka International Airport
P.O.BOX 43037
6650 Larnaka
Cyprus
Phone: +357 24816400
Fax: +357 24643633
Email: info@hermesairports.com

General Manager Larnaka

Post: HERMES AIRPORT Ltd.
Larnaka International Airport
P.O. Box 43027
6650 Larnaka
Cyprus
Phone: +357 24816429
Fax: +357 24742056
Email: info@hermesairports.com

General Manager Pafos

Post: HERMES AIRPORTS Ltd.
Pafos International Airport
P.O.BOX 62181

8060 Pafos
Cyprus
Phone: +357 26812888
Fax: +357 26423313
Email: info@hermesairports.com

12. Transport of Dangerous/ Radioactive Goods

Post: Ministry of Transport, Communications and Works
Department of Civil Aviation
27 Pindarou street
Nicosia Cyprus 1429
Phone: +357 22404106 / +357 22404134
Fax: +357 22766547
Email: director@dca.mcw.gov.cy

13. Search and Rescue (SAR)

Post: Rescue Coordination Centre
50, Spyrou Kyprianou Avenue
Irida No. 3, 11th floor
6057 Larnaka
Cyprus
Phone: +357 24643005 / +357 1441
Sat Com: +870 772545696
INMARSAT C: 421099999 RCCY
Fax: +357 24643254
AFS: LCLKYCYX
Email: info@jrcc.org.cy

(Email not to be used for reporting an emergency)

14. Airport Slot Coordination

Post: Cyprus Schedules Facilitation
27 Pindarou Street
Block A, 5th floor
1060 Nicosia
Cyprus
Phone: +357 22404132/ +357 22404170/ +357 22404196
Fax: +357 22766552
Email: cyprus-slots@dca.mcw.gov.cy
URL: www.slots-cyprus.eu

Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050 M (10000 FT) during climb or descent, during day in visual meteorological conditions.

3.7.3.1

Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, of the underlined text):

(e) Read-back of clearances and safety-related information shall always be read back:

1. The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

    i. ATC route clearances;

    ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and

    iii. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

    iv. transition levels, whether issued by the controller or contained in ATIS broadcasts.

3.7.3.1.1

Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, of the underlined text):

(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

New provision.

Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:
SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases, but not limited to, such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:

a. such flights may be conducted during day only, unless otherwise permitted by the competent authority;

b. by the pilot:

    1. clear of cloud and with the surface in sight;

    2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M;

    3. at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

c. an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

    1. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M;

    2. the ceiling is not less than 180 M (600 FT).

ANNEX 12 - SEARCH AND RESCUE 8th edition

NIL

ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION 9th edition

NIL

ANNEX 14 - AERODROMES Vol. 1 4th edition, Vol. 2 2nd edition

Aerodromes in the Republic of Cyprus are certified in accordance with the European Regulation EU 139/2014 and hold a European aerodrome certificate. (The status of aerodrome certification can be found in section AD 1.5 of the AIP).

Recommended practices are marked with an asterisk (*).

Definitions

Instrument Runway Precision Runway

The definitions of precision RWYs CAT I, II, and III are the same as the ones contained in Annex 14. The definition of non-precision approach RWY does not contain the 1000m visibility criterion, because it is considered non-relevant.

Non-instrument Runway

Instrument approach procedures are not allowed on non-instrument runways.

Chapter 1

1.4.1

European Regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 m or more. These aerodromes are certified under European Regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year or 850 freight movements per year. Aerodromes not covered by European Regulation are certified when they accommodate annually more than 10 000 commercial passengers over a 3 consecutive year period.

Chapter 2

2.1.2*

This recommendation has not been transposed in the European Regulation.

2.5.3

Under European Regulation, this provision has been transposed as Guidance Material.

2.11.2*

See differences regarding articles 9.2 pertaining RFFS.

Chapter 3

3.1.8*

This recommendation has not been transposed in the European Regulation.

3.2.1* and 3.2.2*

Under European Regulation, the relevant specification is applicable only if the Outer Main Gear Wheel Span (OMGWS) is between 9 m up to but not including 15 m.

3.4.12*

Under European Regulation, this provision has been transposed as Guidance Material.

3.8.1*

Under European Regulation, the provision of radio altimeter operating area is conditional for CAT I runways.

3.8.4*

This provision is transposed in Guidance Material in the European Regulation.

3.9.9*

The European Regulation offers the possibility of different slopes under given conditions.

3.9.12*

The European Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.

3.13.6*

The European Regulation offers the possibility to deviate from clearance distance for height limited objects or if the stand is restricted for aircraft with specific characteristics.

Chapter 4

4.2.16

Under European Regulation:

For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140 m irrespective of the type of avionics.

Chapter 5

5.2.8.4*

In European Regulation, enhanced taxiway centre line marking are not mandatory.

5.2.13.1*

Under European Regulation, Aircraft stand markings may not be provided where appropriate procedures are in place.

5.2.13.2*

This provision has not been transposed in the European Regulation.

5.3.3.3

European Regulation limits the requirement to install an aerodrome beacon, to aerodromes carrying VFR traffic at night only. At least two conditions (instead of 1) should exist for the aerodrome beacon to be provided.

5.3.3.6

Under European Regulation, the colour of the flashes alternating with white flashes is not determined.

5.3.12.2*

Under European Regulation, the specification has been transposed as Guidance Material.

5.3.15.1 and 5.3.15.2

Under European Regulation, the provision of rapid exit taxiway indicator lights is not mandatory.

5.3.17.13* and 5.3.17.17*

Under European Regulation, 60 m intervals between taxiway centre line lights are not accepted.

5.3.19.2*

In European Regulation, runway turn pad lights can be omitted when taxiway edge lights and runway turn pad marking provide adequate guidance.

5.3.22.1*

Under European Regulation, the provision of de-icing/anti-icing facility exit lights is not mandatory

5.3.24.1*

Under European Regulation, provision of apron floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition certain apron types are excluded.

Chapter 6

6.1.1.10* and 6.1.2.3*

Under European Regulation, the specification has been transposed as Guidance Material.

6.2.2.1

Under European Regulation, the marking of vehicles applies to those operating on the manoeuvring area.

6.2.3.18*

The specification has been transposed as Guidance Material in European Regulation.

6.2.3.30*

The part of the specification regarding the colour has been partially transposed as Guidance Material in European Regulation

6.2.5.11*

Under European Regulation, the specification has been transposed as Guidance Material

Chapter 9

9.2.2

The European Regulation does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.

9.2.4*

The European Regulation foresee the reduction of the level of protection of an aerodrome when the number of movements of the aircraft in the highest category normally using the aerodrome, is less than 700 in the busiest consecutive three months.

9.2.29*

European Regulation do not foresee a response time not exceeding three minutes to any other part of the movement area. In addition, the notes regarding the response time have not been fully transposed.

9.2.45*

Under European Regulation, the task resource analysis due to determine the minimum number of RFFS personnel has been transposed as Guidance Material.

9.3.1* and 9.3.2*

Under European Regulation, specifications related to the removal of aircraft have been transposed as Guidance Material.

9.5.1* and 9.5.3

These specifications have not been transposed in the European Regulation.

9.5.7

The European Regulation does not require that the aircraft stands shall be visually monitored to ensure that the recommended clearance distances are provided.

9.8.7* and 9.8.8*

Under European Regulation, these recommendations have been transposed as Guidance Material.

9.9.4

Under European Regulation, the relevant specification may allow the presence of equipment/ installations, following a relevant safety assessment which determines that safety or regularity of operations is not adversely affected.

9.10.5*

Under European Regulation, this recommendation has been transposed as Guidance Material.

9.11

This recommendation has not been transposed in European Regulation.

Chapter 10

10.2.3

Under European Regulation, minimum friction level is defined in Guidance Material.

10.2.5

The specification has not been transposed in the European Regulation.

10.2.7

Under European Regulation, the specification has been transposed as Guidance Material.

10.3.5*

The specifications regarding the use of chemicals to remove ice and frost have not been transposed in the European Regulation.

ANNEX 15 - AERONAUTICAL INFORMATION SERVICES 16th edition (amdt 40)

Chapter 5

5.3.3 Terrain and obstacle data sets

Terrain and obstacle data sets requirements are not maintained.

5.2.6 NOTAM

Reference to the specification for NOTAM to PAMS-AIM Chapter 6 para 6.1.4.3:
Activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations, can be done with an advance notice of less than seven days.

ANNEX 16 - ENVIRONMENTAL PROTECTION Vol. 1 4th edition, Vol. 2 2nd edition

NIL

ANNEX 17 - SECURITY 8th edition

NIL

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR 3rd edition

NIL

Doc 4444

Chapter 8

8.5.5.1

Where an aircraft's Mode C displayed level differs from the cleared flight level by 90 M (300 FT) or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the aircraft's level.

Doc 9981

Chapter 7

Regulation (EU) No 139/2014 contains requirements for vehicle movements, apron discipline and dissemination of information. The requirements for aircraft stand allocation, marshalling service, follow-me, blast precautions, apron cleaning, aircraft push-backs and operation of air bridges are already included in the future regulation of apron management services which will apply in Q1/2022.

EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010

The process of establishing national provisions to completely fulfil EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010 (ADQ - AERONAUTICAL DATA QUALITY) has not been completed yet.
All aeronautical data and information published in Cyprus AIP shall be intended as not compliant with EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010 (ADQ) until all the requirements defined in mentioned regulation have been met.

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 2021	**Effective dates 2022**	**Effective dates 2023**	**Effective dates 2024**
28 Jan	27 Jan	26 Jan	25 Jan
25 Feb	24 Feb	23 Feb	22 Feb
25 Mar	24 Mar	23 Mar	21 Mar
22 Apr	21 Apr	20 Apr	18 Apr
20 May	19 May	18 May	16 May
17 Jun	16 Jun	15 Jun	13 Jun
15 Jul	14 Jul	13 Jul	11 Jul
12 Aug	11 Aug	10 Aug	08 Aug
09 Sep	08 Sep	07 Sep	05 Sep
07 Oct	06 Oct	05 Oct	03 Oct
04 Nov	03 Nov	02 Nov	31 Oct
02 Dec	01 Dec	30 Nov	28 Nov
30 Dec	29 Dec	28 Dec	26 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.

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	13 AUG 20
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.1	25 MAY 17
AIRCRAFT PARKING/ DOCKING CHART - ICAO		LARNAKA INTL AIRPORT APRON 1	AD 2.LCLK 2.24.1.2	13 AUG 20
		LARNAKA INTL AIRPORT APRON 2	AD 2.LCLK 2.24.1.3	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.2	25 MAY 17
AERODROME GROUND MOVEMENT CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.4	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.3	25 MAY 17
AERODROME OBSTACLE CHART - ICAO TYPE A	**1:500 000**	LARNAKA RWY 04/22	AD 2.LCLK 2.24.1.5	10 MAR 11
		PAFOS RWY 11/29	AD 2.LCPH 2.24.4-1	21 OCT 10

Title of series	Scale	Chart name	Sheet number	Edition Date
INSTRUMENT APPROACH AND LANDING CHART - ICAO		**LARNAKA:**		
	1:350 000	ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1	22 APR 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	22 APR 21
		VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5	22 APR 21
		VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6	22 APR 21
		VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7	22 APR 21
		VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8	22 APR 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	22 APR 21
	1:250 000	BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12	22 APR 21
		SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13	22 APR 21
		PAFOS:		
	1:350 000	VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1	01 FEB 18
		VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2	01 FEB 18
		VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8	26 APR 18
	1:250 000	VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3	01 FEB 18
		ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4	01 FEB 18
		ILS/NDB (L) RWY 29	AD 2.LCPH 2.24.2.5	01 FEB 18
		ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6	26 APR 18
		VOR/DME Y RWY 29	AD 2.LCPH 2.24.2.7	26 APR 18
		ESERI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.9	26 APR 18
		GIPRO RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.10	26 APR 18
		NORDI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.11	26 APR 18
		TOBAL RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.12	26 APR 18
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	1:600 000	**LARNAKA:**		
		RWY 22	AD 2.LCLK 2.24.3.1	22 APR 21
		RWY 04	AD 2.LCLK 2.24.3.2	22 APR 21
		RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3	22 APR 21
		RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4	22 APR 21
	1:500 000	**PAFOS:**		
		RWY 11/29	AD 2.LCPH 2.24.3.1	01 FEB 18

Title of series	Scale	Chart name	Sheet number	Edition Date
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO		**LARNAKA:**		
	1:500 000	RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	22 APR 21
		RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
	1:600 000	RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
		RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4	22 APR 21
	1:500 000	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	**PAFOS:**		
		RWY 11	AD 2.LCPH 2.24.4.1	01 FEB 18
		RWY 29	AD 2.LCPH 2.24.4.2	01 FEB 18
		RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3	01 FEB 18
		RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.4.4	01 FEB 18
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	**LARNAKA:**		
		ADLAS RNAV TO VISUAL(GNSS) RWY 22	AD 2 LCLK 2.24.5.1	22 APR 21
		PAFOS:		
		ESERI RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.1	26-APR-18
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	26-APR-18
EN ROUTE CHARTS	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
		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
Phone: +357 22408709
Fax: +357 22408789
Email: director@dls.moi.gov.cy

ENR 0.6 TABLE OF CONTENTS TO PART 2

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight plans and associated messages shall be addressed as stated below

Category of Flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message Address
IFR/GAT flights	into or via Nicosia FIR	EUCHZMFP EUCBZMFP (AFTN) or BRUEP7X PAREP7X(SITA)
IFR/GAT flight plans in case of IFPS outage	into or via Nicosia FIR and in addition: into or via Larnaka TMA into or via Pafos CTR	LCCCZQZX LCNCZPZX LCLKZTZX LCLKZPZX LCPHZTZX LCLKZPZX
IFR/OAT flights	into or via Nicosia FIR and in addition: into or via Larnaka TMA into or via Pafos CTR	LCCCZQZX LCCCZFZX LCNCZPZX LCLKZTZX LCLKZPZX LCPHZTZX LCLKZPZX
Flights with a change of flight rule (IFR/VFR, VFR/IFR)	into or via Nicosia FIR	EUCHZMFP EUCBZMFP (AFTN) or BRUEP7X PAREP7X(SITA)
VFR flights	into or via Nicosia FIR and in addition: into or via Larnaka TMA into or via Pafos CTR	LCCCZFZX LCNCZPZX LCLKZTZX LCLKZPZX LCPHZTZX LCLKZPZX

THIS PAGE INTENTIONALLY LEFT BLANK

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 LCA 284.0° 16 NM (100 FT) PHA 065.0° 42.9 NM (100 FT)
ADUNI	344305N 0321502E		LCA 279° 182.6 NM (100 FT) PHA 288° 132.7 NM (100 FT)
AGUZO	334956N 0333503E	L78, N159	LCA 177.0° 62.4 NM (100 FT)
ALKIS	351200N 0300000E	L609, M42	LCCC/LGGG BDRY 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	LCA 074.0° 51.8 NM (100 FT) PHA 074.0° 107.9 NM (100 FT)
AMAKO	344725N 0335601E	M601, R655	SID, STAR LCLK LCA 103.0° 16 NM (100 FT) PHA 081.0° 70.6 NM (100 FT)
ANANE	341755N 0324341E	A28, M28, M42, M67, Z89	LCA 227.0° 56.2 NM (100 FT) PHA 151.0° 27.1 NM (100 FT)
ANIDE	340949N 0300000E	L53	LCCC/LGGG BDRY PHA 251.0° 128.6 NM (100 FT)
APLON	335200N 0320400E	A28, G2, L550, L609, M28, M32, N159, P68	PHA 198.0° 55.1 NM (100 FT)
AZERE	331205N 0335408E	L189	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 LCA 103.0° 74.3 NM (100 FT) PHA 091.0° 126.8 NM (100 FT)
BAPAX	354206N 0341027E	B15, L620, M13	LCA 023.0° 56.5 NM (100 FT)
BETID	342712N 0325806E	A28, M28	LCLK SID, STAR LCA 228.0° 41.1 NM (100 FT) PHA 119.0° 27.7 NM (100 FT)
BIRES	330545N 0325218E	N134, N71, Z89	LCA 194.0° 112.9 NM (100 FT)
BONEK	350423N 0325605E	M601, R19	SID, STAR LCLK LCA 285.0° 36.1 NM (100 FT) PHA 039.0° 30.3 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
BOSIS	343724N 0334424E	B17	SID, STAR LCLK CTR LCLK LCA 154.0° 16 NM (100 FT) PHA 090.0° 61.3 NM (100 FT)
DAFNA	323236N 0341348E	W13	LCCC/LLLL BDRY LCA 162.0° 142.7 NM (100 FT)
DAROS	350042N 0330854E	M601, R19	SID, STAR LCLK CTR LCLK LCA 284.0° 25 NM (100 FT) PHA 055.0° 36.5 NM (100 FT)
DASNI	353700N 0305100E	A16, M601, M855, R19, W195, M32	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	LCA 119.0° 45.2 NM (100 FT)
DIPOS	344524N 0324812E	W195, M31	CTR LCPH 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	355600N 0331700E	A28, N131	LCCC/LTAA BDRY LCA 340.0° 65.7 NM (100 FT) PHA 023.0° 82.5 NM (100 FT)
ELIKA	334955N 0343500E	G2, N159	LCCC/OLBB FIR BDRY
EMEDA	342854N 0334812E	B17, L189, M67, N131	SID, STAR LCLK CTR LCLK LCA 155.0° 25 NM (100 FT) PHA 097.0° 65.7 NM (100 FT)
EMILI	343820N 0340240E	M67, R19, M31	SID, STAR LCLK LCA 119.0° 25 NM (100 FT) PHA 088.0° 76.3 NM (100 FT)
ESERI	342855N 0322308E	M32, M42	LCA 245.0° 65.7 NM (100 FT) PHA 198.0° 15 NM (100 FT)
EVENO	355000N 0300000E	M601, R19	LCCC/LGGG BDRY LCA 284.0° 187 NM (100 FT) PHA 295.0° 140.2 NM (100 FT)
GENOS	344044N 0315404E	M31, M42	SID, STAR 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/LGGG BDRY LCA 280.0° 183.2 NM (100 FT) PHA 289.0° 133.9 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
IDAKU	340507N 0324158E	L35, Z89	LCA 219.0° 65.8 NM (100 FT) PHA 161.0° 38.7 NM (100 FT)
IREFA	342503N 0332508E	M67	LCA 195.0° 29.1 NM (100 FT)
IVETI	344431N 0324217E	W195, M31	SID, STAR LCPH SID, STAR LCLK CTR LCLK-LCPH LCA 256.0° 46.2 NM (100 FT) PHA 075.0° 10 NM (100 FT)
KAVOS	334400N 0300000E	M1, N159	LCCC/LGGG BDRY LCA 245.0° 192.7 NM (100 FT) PHA 240.0° 137.8 NM (100 FT)
KEREN	322232N 0340445E	L189, N134	LCCC/LLLL BDRY LCA 166.0° 151.3 NM (100 FT) PHA 145.0° 160.6 NM (100 FT)
KOBER	344437N 0340624E	M601, R655	SID, STAR LCLK CTR LCLK LCA 103.0° 25 NM (100 FT) PHA 083.0° 79.2 NM (100 FT)
KOMEZ	341435N 0305406E	M855, N134	PHA 246.0° 84.4 NM (100 FT)
KONFO	322542N 0340656E	L609	LCCC/LLLL BDRY LCA 165.0° 148.4 NM (100 FT)
KUKLA	341442N 0344448E	R19, M31	LCCC/OLBB BDRY 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 LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
LEDRA	331200N 0330300E	L609, N71, W11	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 LCA 228.0° 16 NM (100 FT) PHA 085.0° 42.8 NM (100 FT)
LUBES	345512N 0324436E	M978, R78	SID, STAR LCLK CTR LCLK LCA 269.0° 43.6 NM (100 FT) PHA 038.0° 17.1 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
LUTIG	353146N 0300000E		LCCC/LGGG BDRY LCA 279.0° 182.6 NM (100 FT) PHA 288.0° 132.7 NM (100 FT)
MAROS	343700N 0305300E	A16, L609, M31, M67, M855	PHA 261.0° 80.5 NM (100 FT)
MERVA	324654N 0343238E	B17,P42, P68, Y20, N131	LCCC/LLLL BDRY LCA 155.0° 133.4 NM (100 FT) PHA 133.0° 154.1 NM (100 FT)
MEZUS	342503N 0320332E	M67	LCA 246.0° 82.2 NM (100 FT) PHA 227.0° 28.3 NM (100 FT)
NIKAS	351136N 0354300E	L619, M978, R78, W10, W17	LCCC/OSTT BDRY 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	SID, STAR LCLK CTR LCLK LCA 256.0° 26.9 NM (100 FT) PHA 075.0° 29.2 NM (100 FT)
OTESA	345543N 0332605E	M601, R19	SID,STAR LCLK LCA 284.0° 10 NM (100 FT) PHA 069.0° 47.7 NM (100 FT)
OTHON	342724N 0300000E	N128	LCCC/LGGG BDRY PHA 259.0° 125.1 NM (100 FT)
PASOS	321300N 0330600E	L550	LCCC/HECC BDRY LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
PEDER	351041N 0305153E	A16, M855	LCA 274.0° 137.3 NM (100 FT) PHA 285.0° 85.6 NM (100 FT)
PEFKO	344508N 0331149E		SID, STAR LCLK LCA 279° 182.6 NM (100 FT) PHA 288° 132.7 NM (100 FT)
PIKOG	324931N 0333729E	L35, L609, Z89	LCA 175.0° 122.6 NM (100 FT) PHA 149.0° 126.1 NM (100 FT)
RASDA	330600N 0305700E	A16, A28, M28, M855	LCCC/HECC BDRY ATS/MET REP. LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
REXAL	344324N 0335342E	R19, M31	SID LCLK CTR LCLK 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)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
RINNA	344020N 0333128E		LCA 279° 182.6 NM (100 FT) PHA 288° 132.7 NM (100 FT)
ROKIK	344934N 0334803E		LCA 203.0° 9.1 NM (100 FT)
ROCAS	344026N 0322911E		
RUBIK	345412N 0330454E	M978, R78	STAR LCLK CTR LCLK LCA 269.0° 26.9 NM (100 FT) PHA 063.0° 30.7 NM (100 FT)
RUDER	345712N 0340730E	M13, M978, R78	SID, STAR LCLK CTR LCLK LCA 074.0° 25.1 NM (100 FT) PHA 074.0° 81.3 NM (100 FT)
SAFTA	334744N 0313958E	L324, N134, N159	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 LCLK CTR LCLK LCA 074.0° 16.1 NM (100 FT) PHA 075.0° 72.2 NM (100 FT)
STEPA	324859N 0322349E	L53, L550, L78, M1, N71	PHA 178.0° 113.6 NM (100 FT)
SUVAS	321010N 0335933E	L53, N128	LCCC/LLLL BDRY RVSM entry/exit point LCA 168.0° 162.9 NM (100 FT) PHA 148.0° 169.5 NM (100 FT)
TEZAK	332750N 0314711E	L324, N128	PHA 201.0° 82.9 NM (100 FT)
TIROS	331800N 0341900E	B17, N131	LCA 155.0° 100.3 NM (100 FT) PHA 128.0° 123.7 NM (100 FT)
TOBAL	345530N 0320724E	M978, R78, W195, M32	SID, STAR LCPH CTR LCPH LCA 268.0° 74.2 NM (100 FT) PHA 299.0° 22.8 NM (100 FT)
TOMBI	360230N 0304930E	A16, M855	LCCC/LTAA BDRY LCA 293.0° 154.1 NM (100 FT) PHA 310.0° 114.7 NM (100 FT)
TOSKA	345800N 0300000E	M67, M978, R78	LCCC/LGGG BDRY 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	LCA 163.0° 51.6 NM (100 FT) PHA 116.0° 77.8 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
USEBE	335710N 0305504E	M855, N128	PHA 235.0° 91.1 NM (100 FT)
VADUS	351819N 0320329E	M601, R19	LCA 284.0° 81.4 NM (100 FT) PHA 323.0° 41.9 NM (100 FT)
VANZA	344528N 0300000E	N134	LCCC/LGGG BDRY PHA 267.0° 123.9 NM (100 FT)
VELOX	334900N 0340500E	B17, G2, M42, N159, N71, R18, W11, W13, N131	LCA 155.0° 67.2 NM (100 FT) PHA 119.0° 95 NM (100 FT)
VESAR	355500N 0340100E	B15,L619,L620,W10	LCCC/LTAA BDRY LCA 012.0° 65.4 NM (100 FT) PHA 041.0° 103.5 NM (100 FT)
VOLBE	344808N 0341742E	M67	LCA 092.0° 33.3 NM (100 FT) PHA 081.0° 88.6 NM (100 FT)
ZOMBA	334926N 0335114E	L189, N159, Y20	LCA 165.0° 63.8 NM (100 FT)
ZUKKO	323342N 0335657E	L189, L609	LCA 168.0° 139.4 NM (100 FT)

AD 0.6 TABLE OF CONTENTS TO PART 3

THIS PAGE INTENTIONALLY LEFT BLANK

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and Fire Fighting Services

1.1 At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services, are established in accordance with regulations for civil aviation.

1.2 Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

1.3 Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

1.4 Each individual service is categorized according to the table shown below. Temporary variations in the fire protection will be published by NOTAM.

1.5 Full service of rescue and fire fighting services is provided on a 24 hour basic.

Minimum usable amounts of extinguishing agents								
	Foam meeting performance Level A		Foam meeting performance Level B		Foam meeting performance Level C		Complementary agents	
AD category	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Dry chemical powders (kg)	Discharge rate (kg/sec)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	350	350	230	230	160	160	45	2.25
2	1000	800	670	550	460	360	90	2.25
3	1800	1300	1200	900	820	630	135	2.25
4	3600	2600	2400	1800	1700	1100	135	2.25
5	8100	4500	5400	3000	3900	2200	180	2.25
6	11800	6000	7900	4000	5800	2900	225	2.25
7	18200	7900	12100	5300	8800	3800	225	2.25
8	27300	10800	18200	7200	12800	5100	450	4.5
9	36400	13500	24300	9000	17100	6300	450	4.5
10	48200	16600	32300	11200	22800	7900	450	4.5
Note: The quantities of water shown in columns (2), (4) and (6) are based on the average overall length of aeroplanes in a given category								

2. Snowplan

2.1 Snowfalls or ice on the runways and associated operational conditions occur on the average once every 15 to 20 years.

2.2 Information on the state of the movement area is then disseminated by NOTAM.

THIS PAGE INTENTIONALLY LEFT BLANK

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. Low Visibility Procedures

2.1 The Airline Operator shall establish the Aerodrome Operating Minima to be used in operations and the State of the Operator shall approve the method of determination. With the current configuration of Larnaka Airport, the Operating Minima defined as 800 M RVR for departure.

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

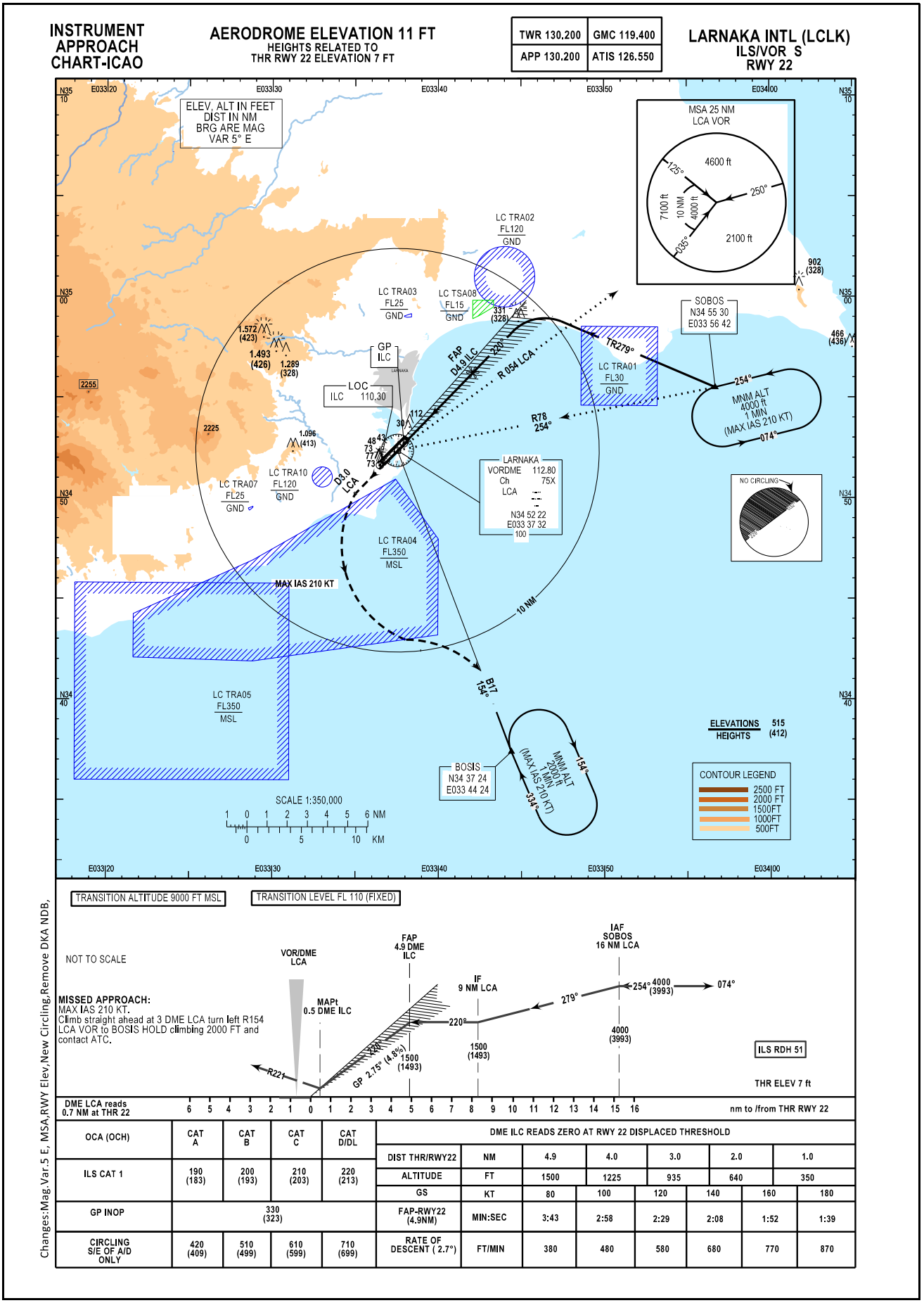
Aircrew shall be vigilant to such events and report them to ATC, passing information as to the location, whenever possible.

LCLK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Charts	
AERODROME CHART - ICAO	AD 2.LCLK 2.24.1.1
AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 1	AD 2.LCLK 2.24.1.2
AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 2	AD 2.LCLK 2.24.1.3
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.LCLK 2.24.1.4
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2.LCLK 2.24.1.5
Instrument Approach Charts - ICAO (IAC):	
IAC ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1
IAC ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2
IAC ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3
IAC RNP RWY 22	AD 2.LCLK 2.24.2.4
IAC VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5
IAC VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6
IAC VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7
IAC VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8
IAC VOR/DME X RWY 04	AD 2.LCLK.2.24.2.9
IAC VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10
IAC RNP RWY 04	AD 2.LCLK 2.24.2.11
IAC BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12
IAC SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13
Standard Arrival Charts - Instrument - ICAO (STAR):	
STAR RWY 22	AD 2.LCLK 2.24.3.1
STAR RWY 04	AD 2.LCLK 2.24.3.2
STAR RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3
STAR RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4
Standard Departure Chart - Instrument - ICAO (SID):	
SID RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1
SID RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2
SID RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3
SID RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4
SID RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5
SID RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6

THIS PAGE INTENTIONALLY LEFT BLANK

I



OCA (OCH)	CAT A	CAT B	CAT C	CAT D/DL
ILS CAT 1	190 (183)	200 (193)	210 (203)	220 (213)
GP INOP	330 (323)			
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)

DME ILC READS ZERO AT RWY 22 DISPLACED THRESHOLD							
DIST THR/RWY22	NM	4.9	4.0	3.0	2.0	1.0	
ALTITUDE	FT	1500	1225	935	640	350	
GS	KT	80	100	120	140	160	180
FAP-RWY22 (4.9NM)	MIN:SEC	3:43	2:58	2:29	2:08	1:52	1:39
RATE OF DESCENT (2.7°)	FT/MIN	380	480	580	680	770	870

THIS PAGE INTENTIONALLY LEFT BLANK

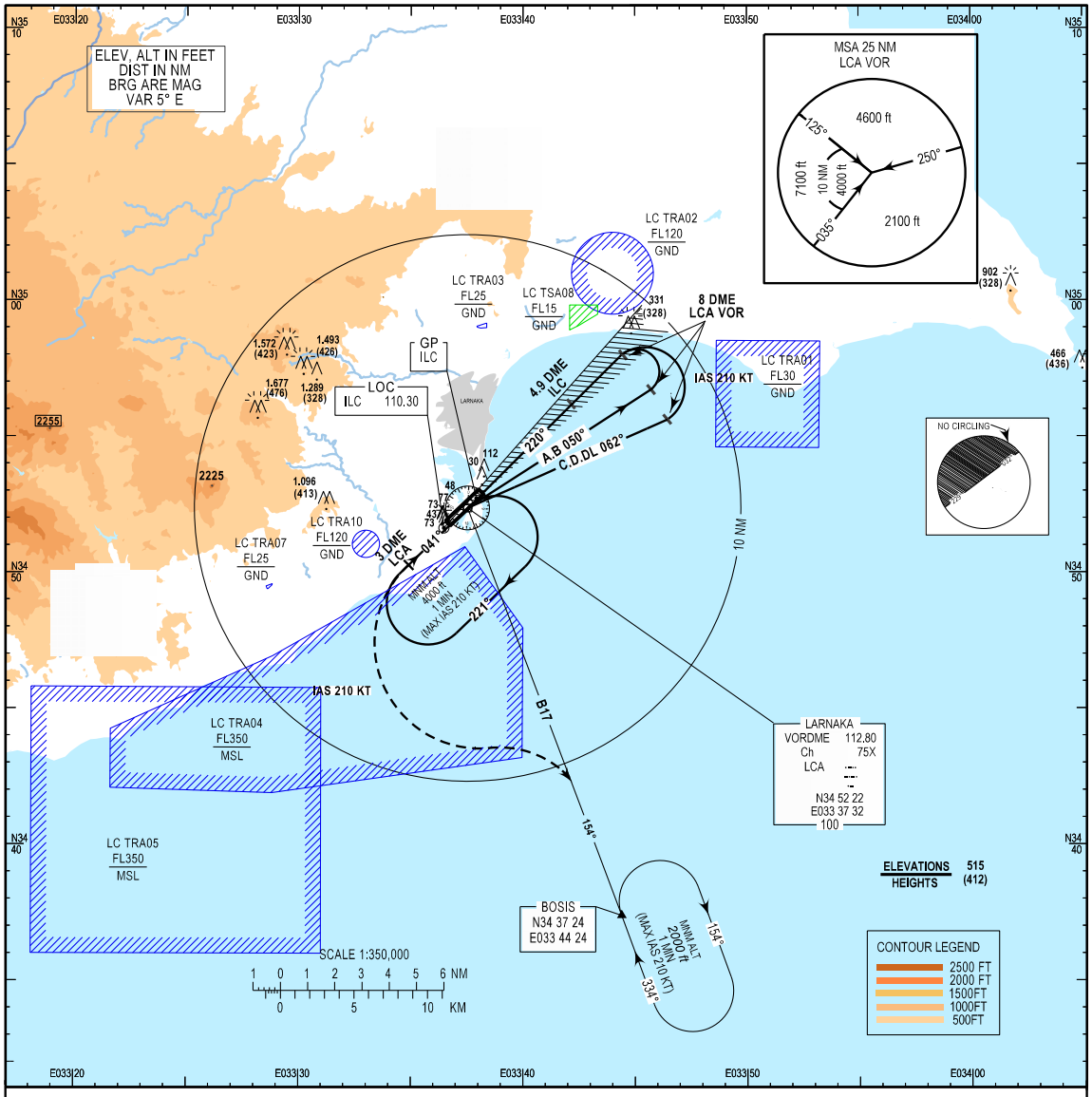
I

INSTRUMENT APPROACH CHART-ICAO

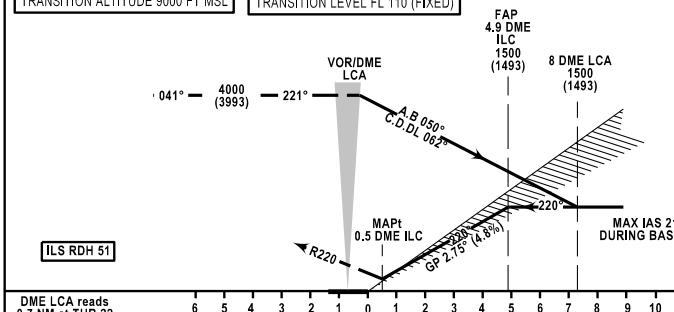
AERODROME ELEVATION 11 ft
HEIGHTS RELATED TO THR RWY 22 ELEVATION 7 ft

TWR 130.200	GMC 119.400
APP 130.200	ATIS 126.550

LARNAKA INTL, (LCLK)
ILS/VOR X
RWY 22



TRANSITION ALTITUDE 9000 FT MSL | TRANSITION LEVEL FL 110 (FIXED)



MISSED APPROACH:
MAX IAS 210 KT.
Climb straight ahead at 3 DME LCA turn left R154
LCA VOR to BOSIS HOLD climbing 2000 FT and contact ATC.

NOT TO SCALE

THR ELEV 7 ft

OCA (OCH)	CAT A	CAT B	CAT C	CAT D/DL
ILS CAT I	190 (183)	200 (193)	210 (203)	220 (213)
GP INOP	330 (323)			
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)

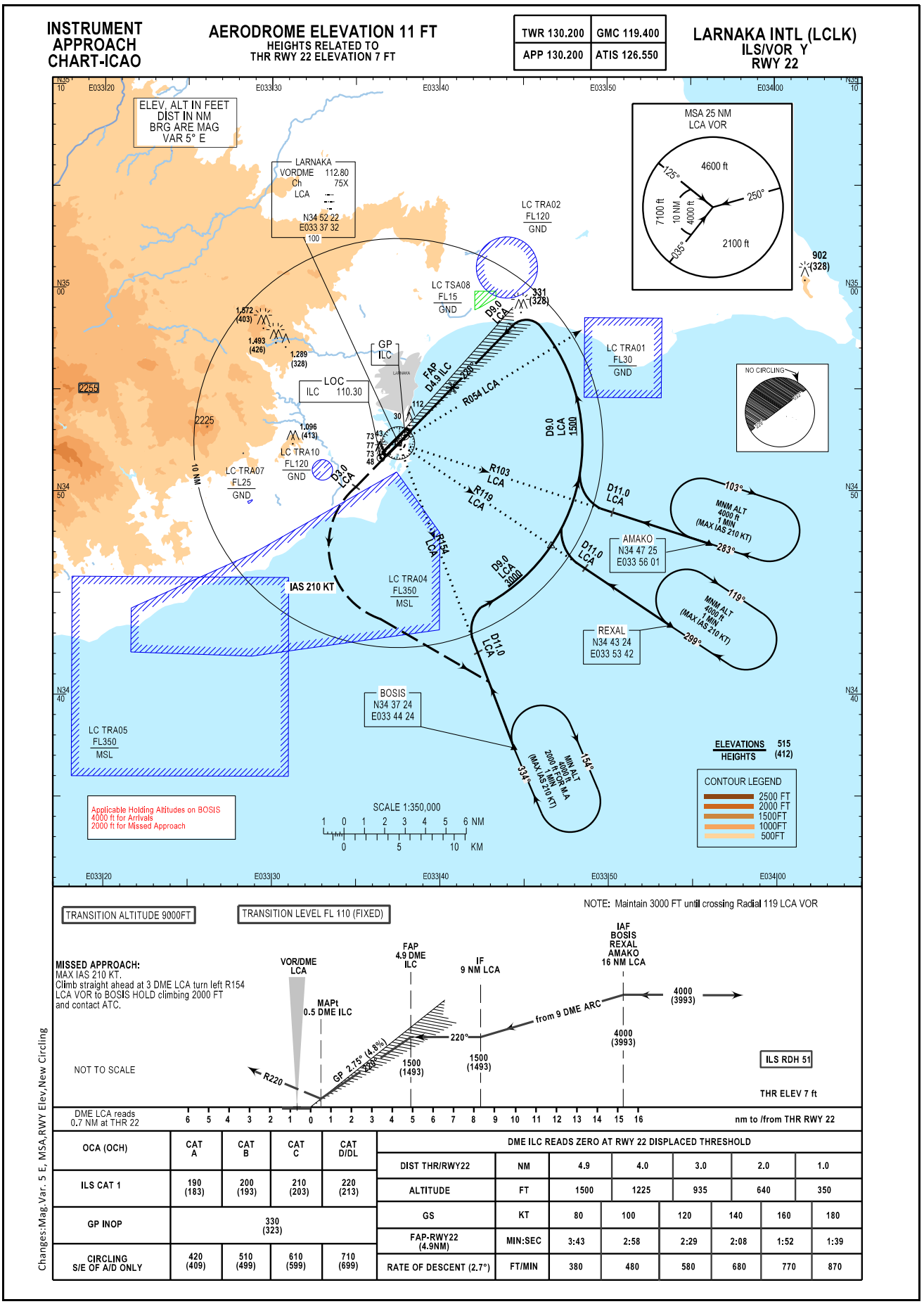
DME ILC READS ZERO AT RWY 22 DISPLACED THRESHOLD

DIST THR/RWY22	NM	4.9	4.0	3.0	2.0	1.0
ALTITUDE	FT	1500	1225	935	640	350
GS	KT	80	100	120	140	160	180
FAP-RWY22 (4.9NM)	MIN:SEC	3:43	2:58	2:29	2:08	1:52	1:39
RATE OF DESCENT (2.7°)	FT/MIN	380	480	580	680	770	870

Changes:Mag.Var. 5 E, MSA,RWY Elev, New Circling

THIS PAGE INTENTIONALLY LEFT BLANK

I

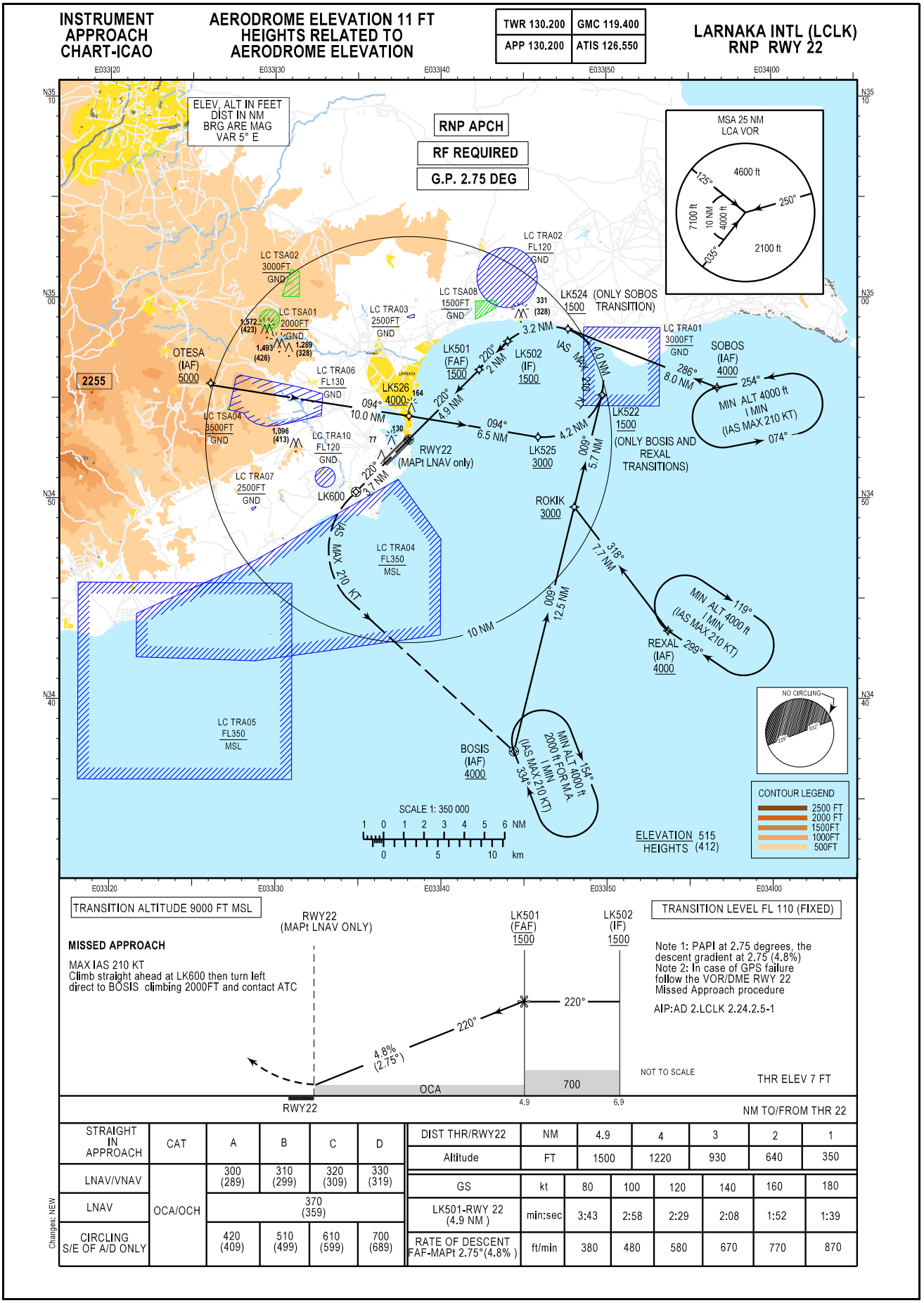


OCA (OCH)	CAT A	CAT B	CAT C	CAT D/DL
ILS CAT 1	190 (183)	200 (193)	210 (203)	220 (213)
GP INOP	330 (323)			
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)

DME ILC READS ZERO AT RWY 22 DISPLACED THRESHOLD							
DIST THR/RWY22	NM	4.9	4.0	3.0	2.0	1.0	
ALTITUDE	FT	1500	1225	935	640	350	
GS	KT	80	100	120	140	160	180
FAP-RWY22 (4.9NM)	MIN:SEC	3:43	2:58	2:29	2:08	1:52	1:39
RATE OF DESCENT (2.7°)	FT/MIN	380	480	580	680	770	870

THIS PAGE INTENTIONALLY LEFT BLANK

I



STRAIGHT IN APPROACH	CAT	A	B	C	D
LNAV/VNAV	OCA/OCH	300 (289)	310 (299)	320 (309)	330 (319)
LNAV		370 (359)			
CIRCLING S/E OF A/D ONLY		420 (409)	510 (499)	610 (599)	700 (689)

DIST THR/RWY22	NM	4.9	4	3	2	1
Altitude	FT	1500	1220	930	640	350

GS	kt	80	100	120	140	160	180
LK501-RWY 22 (4.9 NM)	min:sec	3:43	2:58	2:29	2:08	1:52	1:39
RATE OF DESCENT FAF-MAPt 2.75°(4.8%)	ft/min	380	480	580	670	770	870

Changes: NEW

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION

LARNAKA INTL (LCLK)

RNP RWY 22

SEQUENCE NUMBER	PATH TERMINATOR	Waypoint IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK °MAG (°TRUE)	DISTANCE NM	TURN DIRECTION	LEVEL FT	MAX SPEED KTS	NAVIGATION SPECIFICATIONS
FROM BOSIS										
010	IF	BOSIS	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	ROKIK	-	N	009° (013.9°)	12.52	-	A3000+	-	RNP APCH
030	TF	LK522	-	N	009° (013.9°)	5.74	-	A1500+	-	RNP APCH
040	RF	LK502	IF	N	-	7.26	L	A1500+	210	RNP APCH
FROM REXAL										
010	IF	REXAL	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	ROKIK	-	N	318° (323.0°)	7.72	-	A3000+	-	RNP APCH
030	TF	LK522	-	N	009° (013.9°)	5.74	-	A1500+	-	RNP APCH
040	RF	LK502	IF	N	-	7.26	L	A1500+	210	RNP APCH
FROM SOBOS										
010	IF	SOBOS	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	LK524	-	N	286° (291.6°)	7.97	-	A1500+	-	RNP APCH
030	RF	LK502	IF	N	-	3.23	L	A1500+	210	RNP APCH
FROM OTESA										
010	IF	OTESA	IAF	N	-	-	-	A5000+	-	RNP APCH
020	TF	LK526	-	N	094° (99.2°)	10.00	-	A4000+	-	RNP APCH
030	TF	LK525	-	N	094° (99.3°)	6.50	-	A3000+	-	RNP APCH
040	RF	LK502	IF	N	-	11.43	L	A1500+	210	RNP APCH
010	IF	LK502	IF	N	-	-	-	A1500+	-	RNP APCH
020	TF	LK501	FAF	N	220° (225.3°)	2.00	-	A1500@	-	RNP APCH
030	TF	RWY22	LTP/FTP	Y	220° (225.2°)	4.94	-	A58@	-	RNP APCH VPA2.75
040	CF	LK600	TP	Y	220° (225.2°)	3.68	-	-	-	RNP APCH
050	DF	BOSIS	MAHF	Y	-	-	L	A2000+	210	RNP APCH
060	HM	BOSIS	MAHF	Y	334° (339°)	-	R	A2000+	210	RNP APCH
		LKC01	RF CENTER	N/A	ARC RADIUS 2.8 NM					RNP APCH

RNAV HOLDINGS

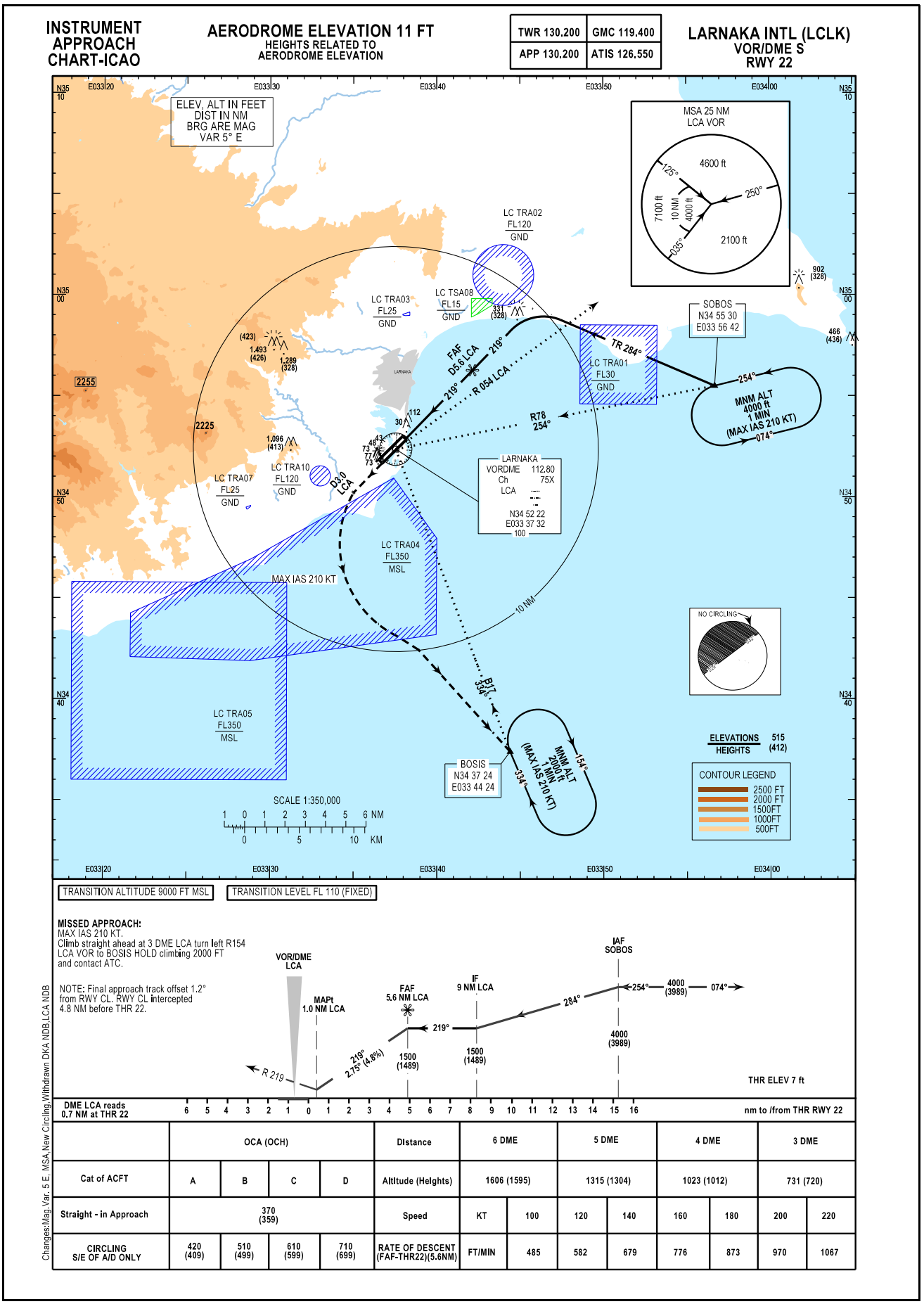
HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
BOSIS	339°	334°	R	210	A4000 (A2000 for Missed APCH)	1 MINUTE
REXAL	304°	299°	R	210	A4000	1 MINUTE
SOBOS	259°	254°	L	210	A4000	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
BOSIS	34 37 24.00N 033 44 24.00E
ROKIK	34 49 34.05N 033 48 03.39E
REXAL	34 43 24.00N 033 53 42.00E
SOBOS	34 55 30.00N 033 56 42.00E
OTESA	34 55 43.19N 033 26 04.59E
LK501	34 56 24.64N 033 42 18.68E
LK502	34 57 49.26N 033 44 02.35E

Waypoint Identifier	Coordinates
LK522	34 55 09.06N 033 49 44.33E
LK524	34 58 26.15N 033 47 41.04E
LK525	34 53 03.58N 033 45 52.83E
LK526	34 54 06.86N 033 38 04.75E
LK600	34 50 19.34N 033 34 52.14E
LKC01	34 55 49.62N 033 46 26.04E
RWY22	34 52 55.37N 033 38 02.68E

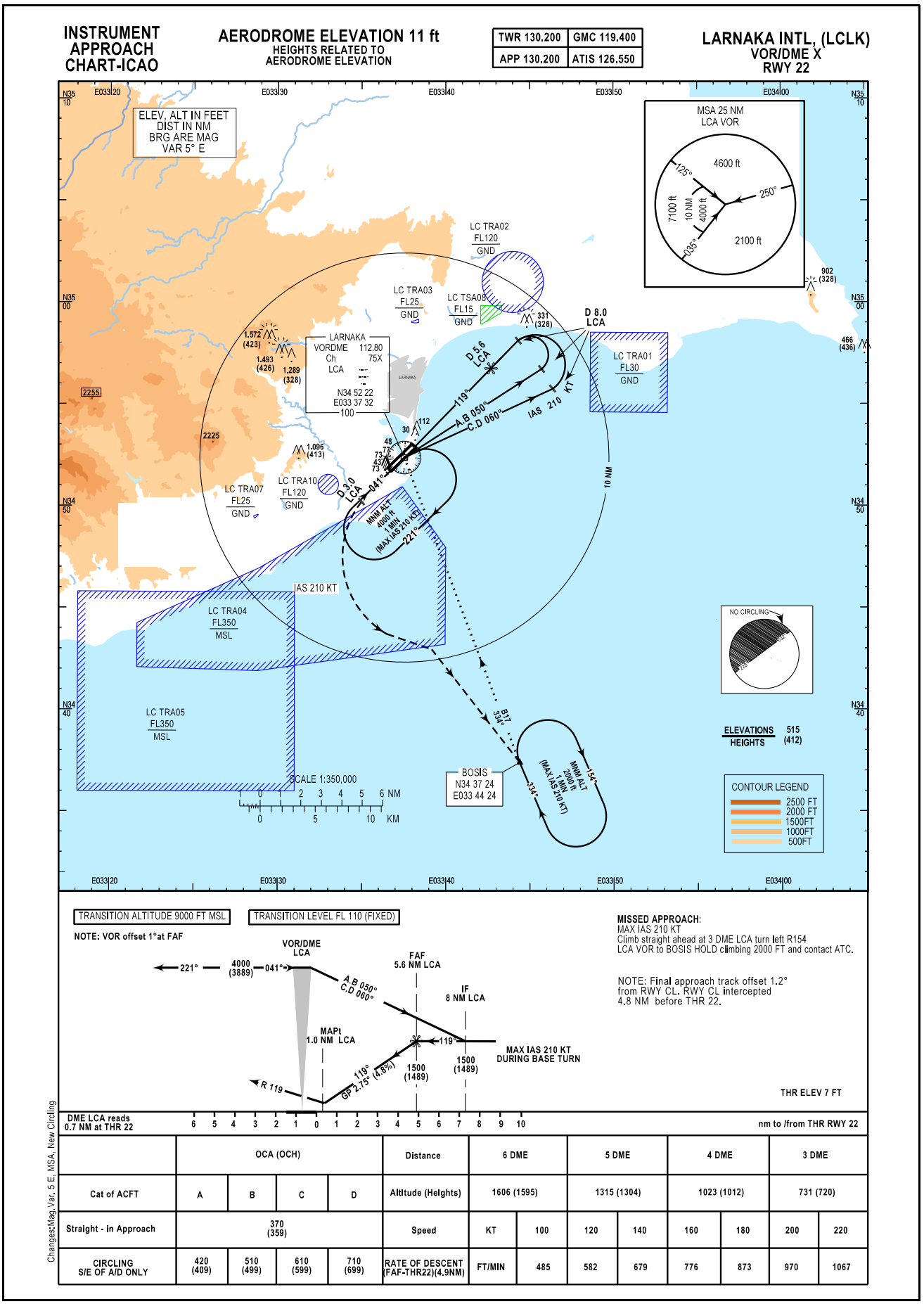
I



	OCA (OCH)				Distance	6 DME		5 DME		4 DME		3 DME	
Cat of ACFT	A	B	C	D	Altitude (Heights)	1606 (1595)		1315 (1304)		1023 (1012)		731 (720)	
Straight - in Approach	370 (359)				Speed	KT	100	120	140	160	180	200	220
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)	RATE OF DESCENT (FAF-THR22)(5.6NM)	FT/MIN	485	582	679	776	873	970	1067

THIS PAGE INTENTIONALLY LEFT BLANK

I



	OCA (OCH)				Distance	6 DME		5 DME		4 DME		3 DME	
Cat of ACFT	A	B	C	D	Altitude (Heights)	1606 (1595)		1315 (1304)		1023 (1012)		731 (720)	
Straight - in Approach	370 (359)				Speed	KT	100	120	140	160	180	200	220
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)	RATE OF DESCENT (FAF-THR22)(4.9NM)	FT/MIN	485	582	679	776	873	970	1067

THIS PAGE INTENTIONALLY LEFT BLANK

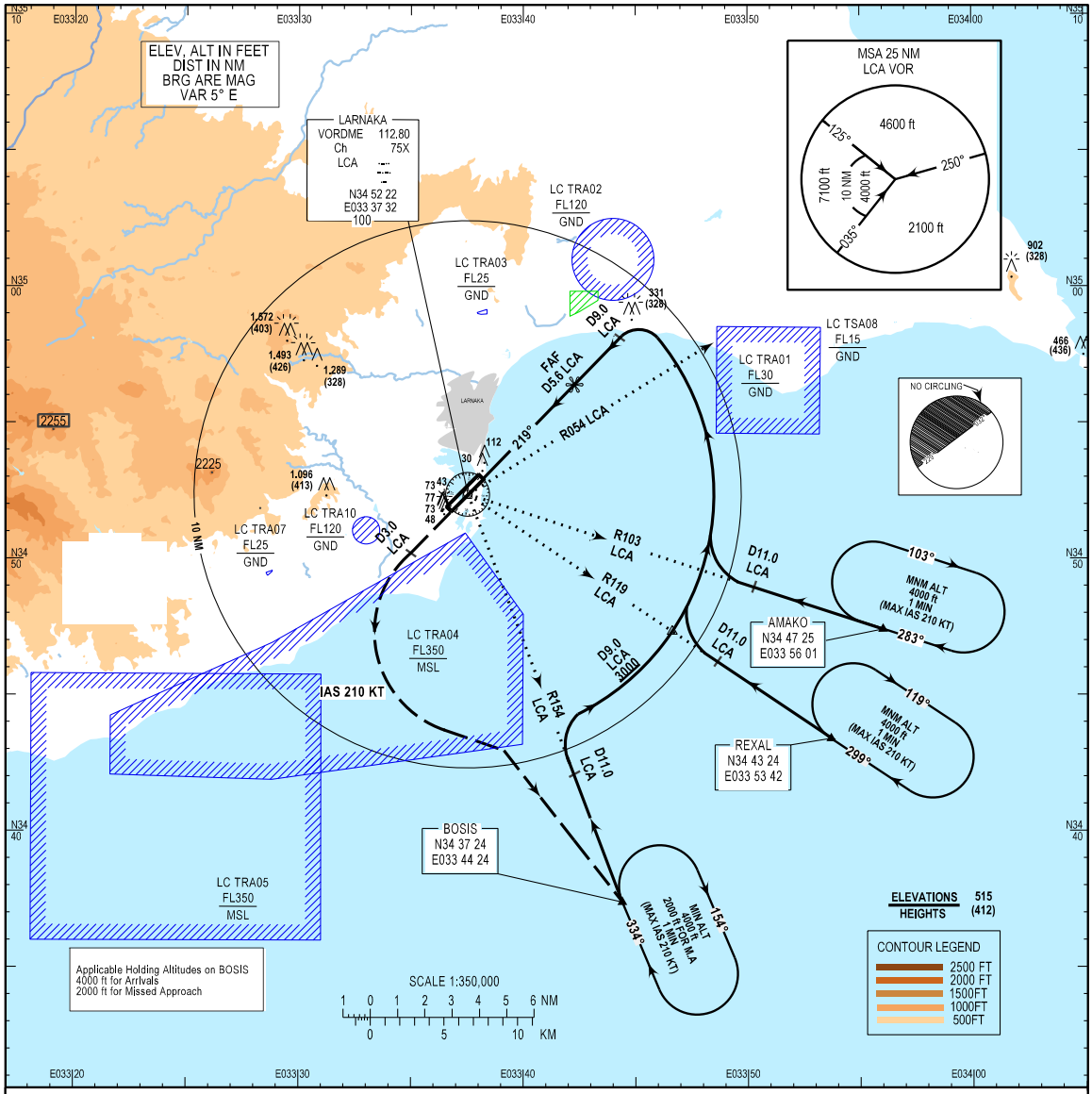
I

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION

TWR 130.200	GMC 119.400
APP 130.200	ATIS 126.550

LARNAKA INTL (LCLK)
VOR/DME Y
RWY 22

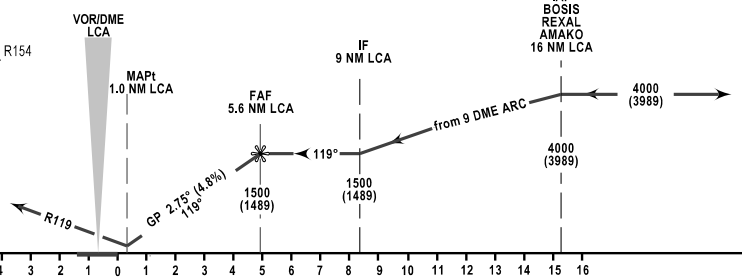


TRANSITION ALTITUDE 9000FT

TRANSITION LEVEL FL 110 (FIXED)

MISSED APPROACH:
MAX IAS 210 KT.
Climb straight ahead at 3 DME LCA turn left R154 LCA VOR to BOSIS HOLD climbing 2000 FT and contact ATC.

NOTES:
1. Maintain 3000FT until crossing R119 LCA VOR
2. Final approach track offset 1.2 from RWY CL. RWY CL intercepted 4.8 NM before THR 22.



nm to /from THR RWY 22 — 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

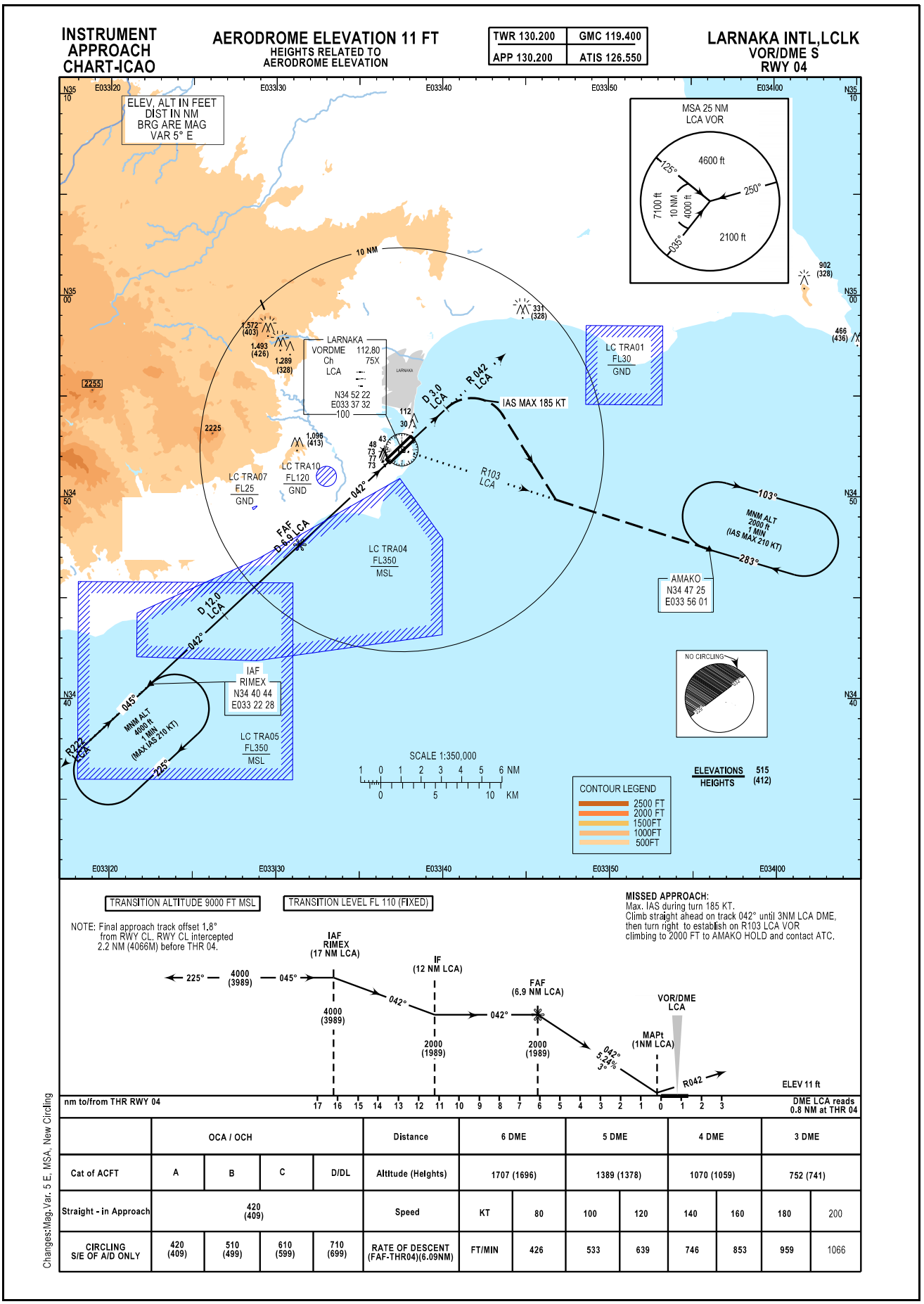
DME LCA reads 0.7 NM at THR 22

	OCA (OCH)				Distance	6 DME		5 DME		4 DME		3 DME	
Cat of ACFT	A	B	C	D	Altitude (Heights)	1606 (1595)		1315 (1304)		1023 (1012)		731 (720)	
Straight - in Approach	370 (359)				Speed	KT	100	120	140	160	180	200	220
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)	RATE OF DESCENT (FAF-THR22)(4.9NM)	FT/MIN	485	582	679	776	873	970	1067

Changes: Mag. Var. S.E. MSA, New Circling

THIS PAGE INTENTIONALLY LEFT BLANK

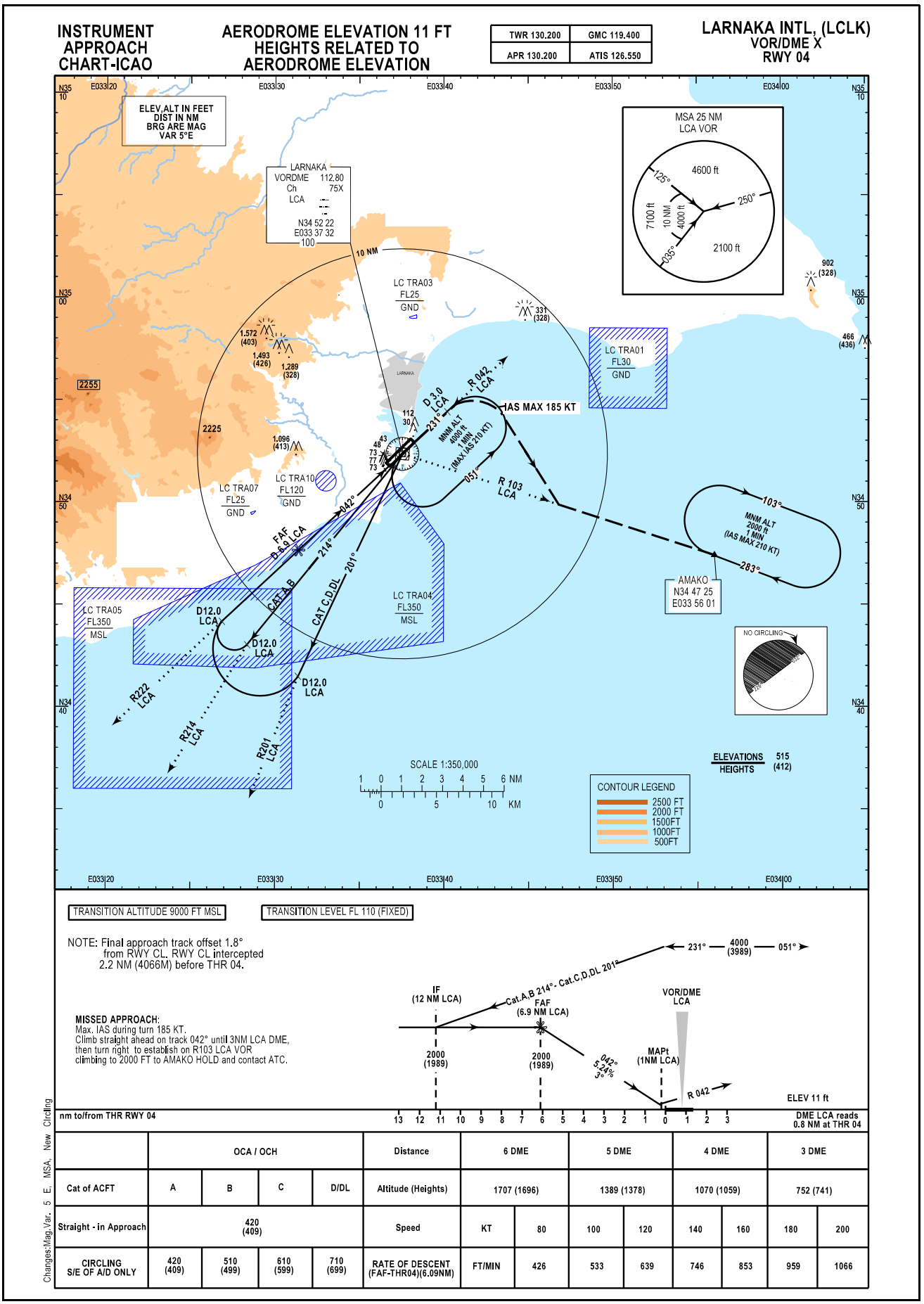
I



	OCA / OCH				Distance	6 DME		5 DME		4 DME		3 DME	
Cat of ACFT	A	B	C	D/DL	Altitude (Heights)	1707 (1696)		1389 (1378)		1070 (1059)		752 (741)	
Straight - in Approach	420 (409)				Speed	KT	80	100	120	140	160	180	200
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)	RATE OF DESCENT (FAF-THR04)(6.09NM)	FT/MIN	426	533	639	746	853	959	1066

THIS PAGE INTENTIONALLY LEFT BLANK

I


INSTRUMENT APPROACH CHART-ICAO
AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION
TWR 130.200
GMC 119.400
APR 130.200
ATIS 126.550
LARNAKA INTL, (LCLK)
VOR/DME X
RWY 04
ELEV,ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5°E
LARNAKA
VORDME 112,80
Ch 75X
LCA
N34 52 22
E033 37 32
100
10 NM
MSA 25 NM
LCA VOR
4600 ft
7100 ft
10 NM
4000 ft
2100 ft
125°
250°
035°
LC TRA03
FL25
GND
LC TRA01
FL30
GND
LC TRA10
FL120
GND
LC TRA07
FL25
GND
LC TRA05
FL350
MSL
LC TRA04
FL350
MSL
2255
2225
1.572 (403)
1.493 (426)
1.289 (328)
1.096 (413)
331 (328)
902 (328)
466 (436)
D 3.0 LCA
R 042 LCA
231°
IAS MAX 185 KT
MNM ALT 4000 ft 1 MIN (MAX IAS 210 KT)
051°
R 103 LCA
103°
MNM ALT 2000 ft 1 MIN (IAS MAX 210 KT)
283°
042°
FAF D 6.9 LCA
214°
201°
CAT A,B
CAT C,D,DL
D12.0 LCA
R222 LCA
R214 LCA
R201 LCA
AMAKO
N34 47 25
E033 56 01
NO CIRCLING
SCALE 1:350,000
1 0 1 2 3 4 5 6 NM
0 5 10 KM
ELEVATIONS 515
HEIGHTS (412)
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
TRANSITION ALTITUDE 9000 FT MSL
TRANSITION LEVEL FL 110 (FIXED)
NOTE: Final approach track offset 1.8° from RWY CL. RWY CL intercepted 2.2 NM (4066M) before THR 04.
MISSED APPROACH:
Max. IAS during turn 185 KT.
Climb straight ahead on track 042° until 3NM LCA DME, then turn right to establish on R103 LCA VOR climbing to 2000 FT to AMAKO HOLD and contact ATC.
231° 4000 (3989) 051°
IF (12 NM LCA)
Cat.A,B 214° - Cat.C,D,DL 201°
FAF (6.9 NM LCA)
VOR/DME LCA
2000 (1989)
2000 (1989)
042° 5.2%
MAPt (1NM LCA)
R 042
ELEV 11 ft
nm to/from THR RWY 04
13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3
DME LCA reads 0.8 NM at THR 04
Changes:Mag.Var. 5 E. MSA. New Circling
OCA / OCH
Distance
6 DME
5 DME
4 DME
3 DME
Cat of ACFT
A
B
C
D/DL
Altitude (Heights)
1707 (1696)
1389 (1378)
1070 (1059)
752 (741)
Straight - in Approach
420 (409)
Speed
KT
80
100
120
140
160
180
200
CIRCLING S/E OF A/D ONLY
420 (409)
510 (499)
610 (599)
710 (699)
RATE OF DESCENT (FAF-THR04)(6.09NM)
FT/MIN
426
533
639
746
853
959
1066

THIS PAGE INTENTIONALLY LEFT BLANK

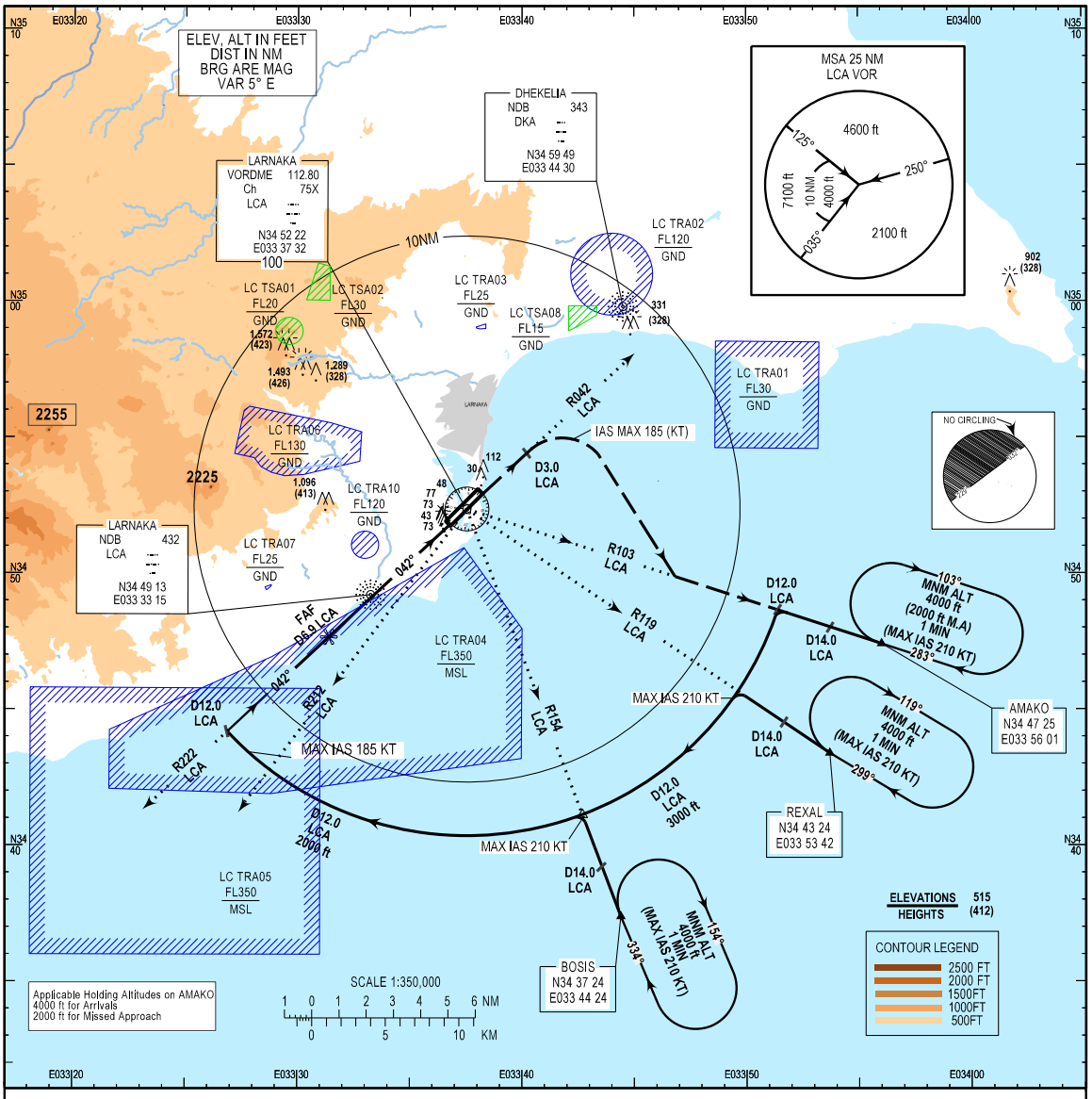
I

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION

TWR 130.200	GMC 119.400
APP 130.200	ATIS 126.550

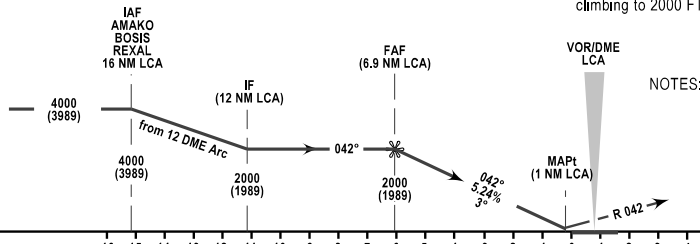
LARNAKA INTL (LCLK)
VOR/DME Z
RWY 04



TRANSITION ALTITUDE 9000 FT MSL

TRANSITION LEVEL FL 110 (FIXED)

MISSED APPROACH:
MAX IAS during turn 185 KT.
Climb straight ahead on track 042° until 3NM LCA DME, then turn right to establish on R103 LCA VOR climbing to 2000 FT to AMAKO HOLD and contact ATC.



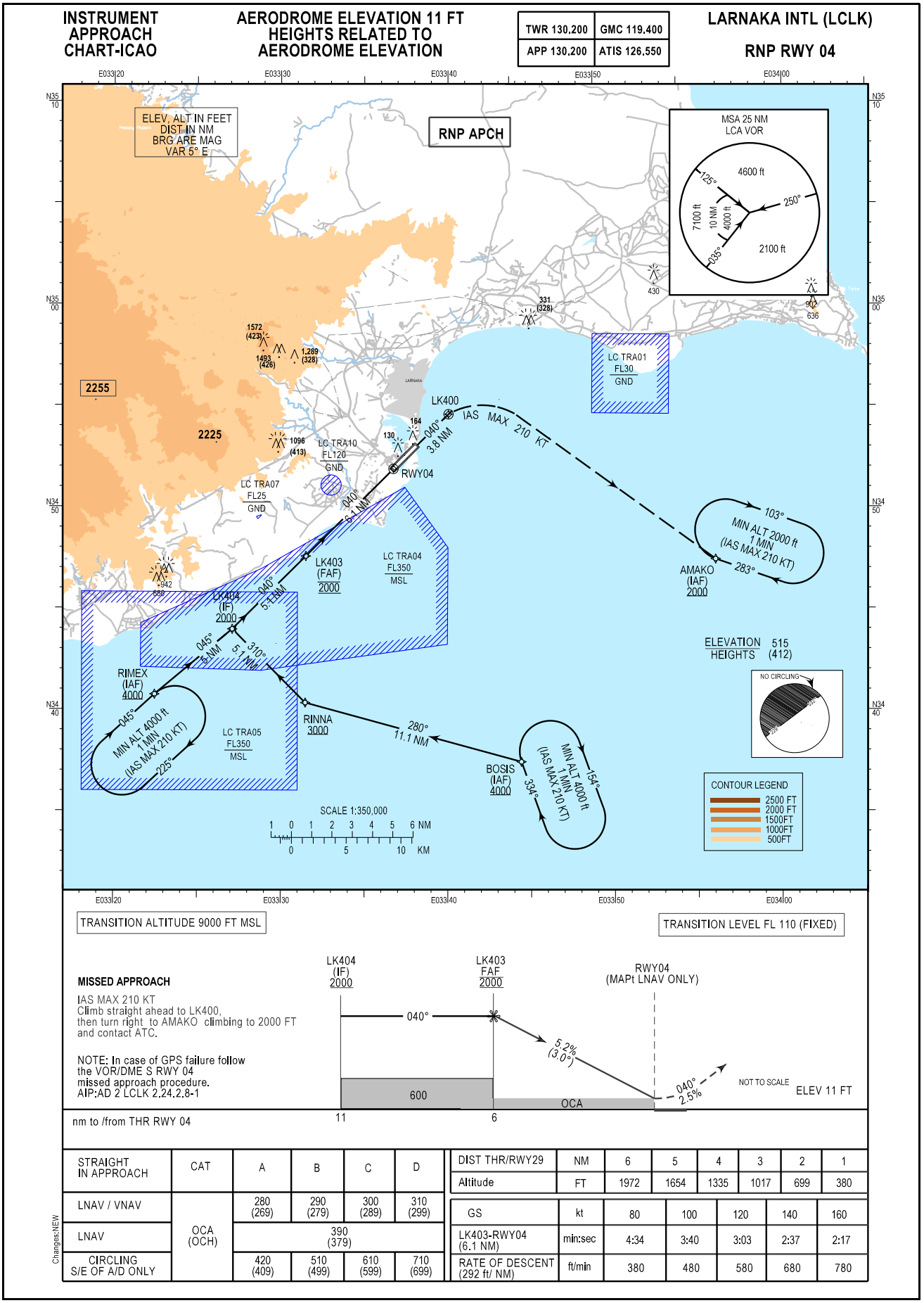
NOTES:1. Maintain 3000 FT until crossing R154 LCA VOR
2. Final approach track offset 1.8° from RWY CL. RWY CL intercepted 2.2 NM (4066M) before THR 04.

	OCA (OCH)				Distance	6 DME		5 DME		4 DME		3 DME	
Cat of ACFT	A	B	C	D/DL	Altitude (Heights)	1707 (1696)		1389 (1378)		1070 (1059)		752 (741)	
Straight - in Aprroach	420 (409)				Speed	KT	80	100	120	140	160	180	200
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)	RATE OF DESCENT (FAF-THR04)(6.09NM)	FT/MIN	426	533	639	746	853	959	1066

Changes:Mag.Var. 5 E, New Circling MSA

THIS PAGE INTENTIONALLY LEFT BLANK

I



STRAIGHT IN APPROACH	CAT	A	B	C	D
LNAV / VNAV	OCA (OCH)	280 (269)	290 (279)	300 (289)	310 (299)
LNAV		390 (379)			
CIRCLING S/E OF A/D ONLY		420 (409)	510 (499)	610 (599)	710 (699)

DIST THR/RWY29	NM	6	5	4	3	2	1
Altitude	FT	1972	1654	1335	1017	699	380

GS	kt	80	100	120	140	160
LK403-RWY04 (6.1 NM)	min:sec	4:34	3:40	3:03	2:37	2:17
RATE OF DESCENT (292 ft/ NM)	ft/min	380	480	580	680	780

Changes:NEW

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION

LARNAKA INTL (LCLK)

RNP RWY 04

SEQUENCE NUMBER	PATH TERMINATOR	IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK	DISTANCE NM	TURN DIRECTION	LEVEL FT	MAX SPEED KTS	NAVIGATION SPECIFICATIONS
FROM RIMEX										
010	IF	RIMEX	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	LK404	IF	N	045° (050.0°)	5.00	-	A2000+	-	RNP APCH
FROM BOSIS										
010	IF	BOSIS	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	RINNA	-	N	280° (285.4°)	11.06	-	A3000+	-	RNP APCH
030	TF	LK404	IF	N	310° (315.2°)	5.10	-	A2000+	-	RNP APCH
010	IF	LK404	IF	N	-	-	-	A2000+	-	RNP APCH
020	TF	LK403	FAF	N	040° (045.1°)	5.10	-	A2000@	-	RNP APCH
030	TF	RWY04	LTP/FTP	Y	040° (045.2°)	6.09	-	A61@	-	RNP APCH
040	CF	LK400	TP	Y	040° (045.2°)	3.83	-	-	-	RNP APCH
050	DF	AMAKO	MAHF	Y	-	-	R	A2000+	210	RNP APCH
060	HM	AMAKO	MAHF	Y	283° (288°)	-	R	A2000+	210	RNP APCH

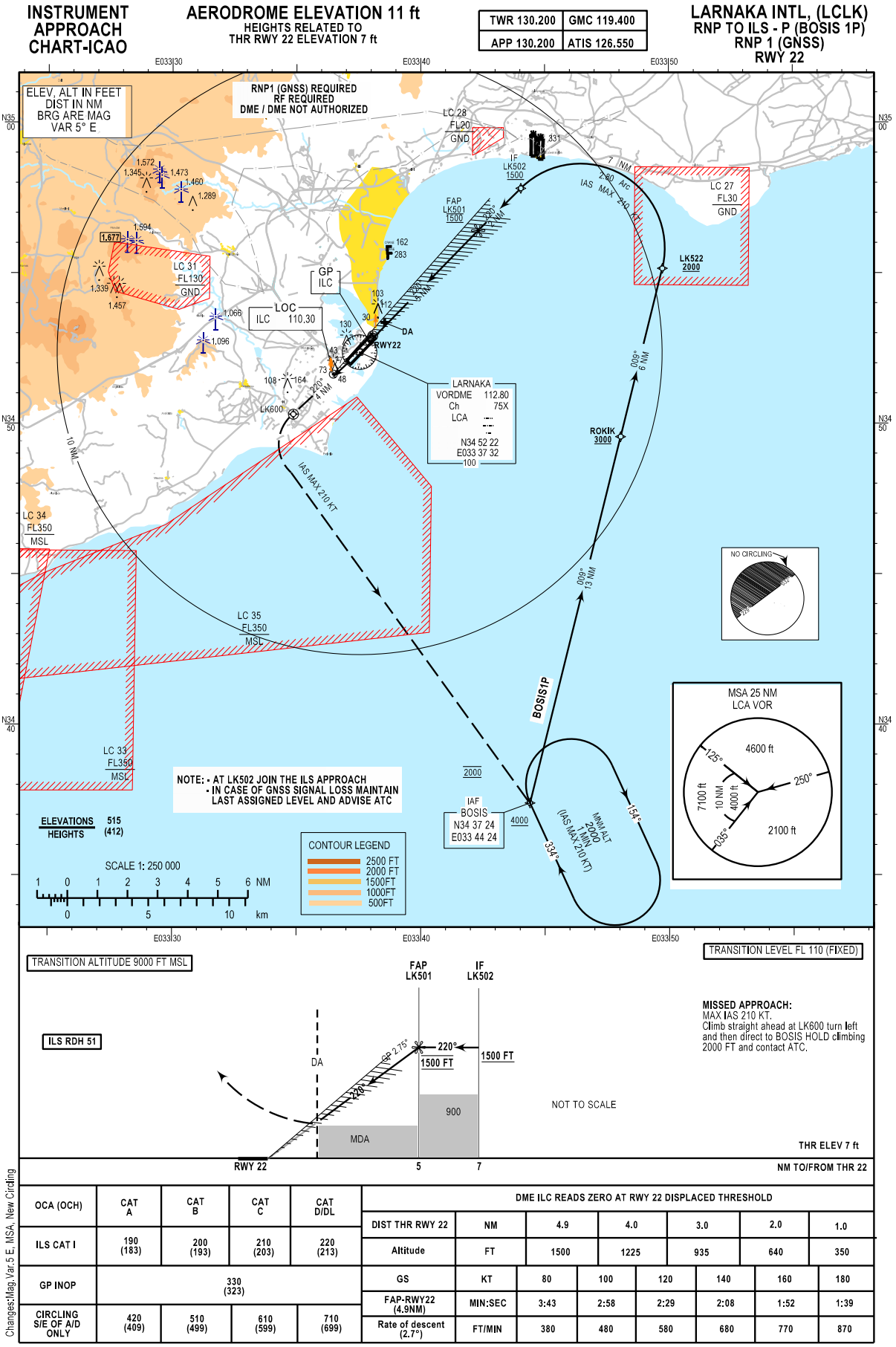
RNAV HOLDINGS

HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
RIMEX	050°	045°	R	210	A4000	1 MINUTE
AMAKO	288°	283°	R	210	A2000	1 MINUTE
BOSIS	339°	334°	R	210	A4000	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
AMAKO	34 47 24.91N 033 56 01.11E
BOSIS	34 37 24.00N 033 44 24.00E
RINNA	34 40 19.74N 033 31 28.18E
RIMEX	34 40 44.21N 033 22 27.55E
LK400	34 54 33.29N 033 40 02.46E
LK404	34 43 56.93N 033 27 06.34E
LK403	34 47 33.19N 033 31 29.54E
RWY04	34 51 51.07N 033 36 44.12E

I



OCA (OCH)	CAT A	CAT B	CAT C	CAT D/DL
ILS CAT I	190 (183)	200 (193)	210 (203)	220 (213)
GP INOP	330 (323)			
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)

DME ILC READS ZERO AT RWY 22 DISPLACED THRESHOLD

DIST THR RWY 22	NM	4.9	4.0	3.0	2.0	1.0
Altitude	FT	1500	1225	935	640	350

GS	KT	80	100	120	140	160	180
FAP-RWY22 (4.9NM)	MIN:SEC	3:43	2:58	2:29	2:08	1:52	1:39
Rate of descent (2.7°)	FT/MIN	380	480	580	680	770	870

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO
THR RWY 22 ELEVATION 7 FT

LARNAKA INTL (LCLK)
RNP TO ILS -P (BOSIS 1P)
RNP 1 (GNSS) RWY 22

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	BOSIS	IAF	N	-	-	-	A4000+	-	RNP1	
020	TF	ROKIK	-	N	009° (013.9°)	12.52	-	A3000+	-	RNP1	
030	TF	LK522	-	N	009° (013.9°)	5.74	-	A2000+	-	RNP1	
040	RF	LK502	IF	N	-	7.26	L	A1500+	210	ILS APCH	Join ILS APCH RWY22
050	TF	LK501	FAP	N	220° (225.3°)	2.00	-	A1500@	-	ILS APCH	
060	TF	RWY22	-	Y	220° (225.2°)	4.94	-	A58@	-	ILS APCH	GP SLOPE -2.75°
070	CF	LK600	-	Y	220° (225.2°)	3.68	-	N/A		ILS APCH	
080	DF	BOSIS	-	Y	-	-	L	A2000@	210	RNP1	
		LKC01	RF CENTER	-	ARC RADIUS 2.8 NM					RNP1	

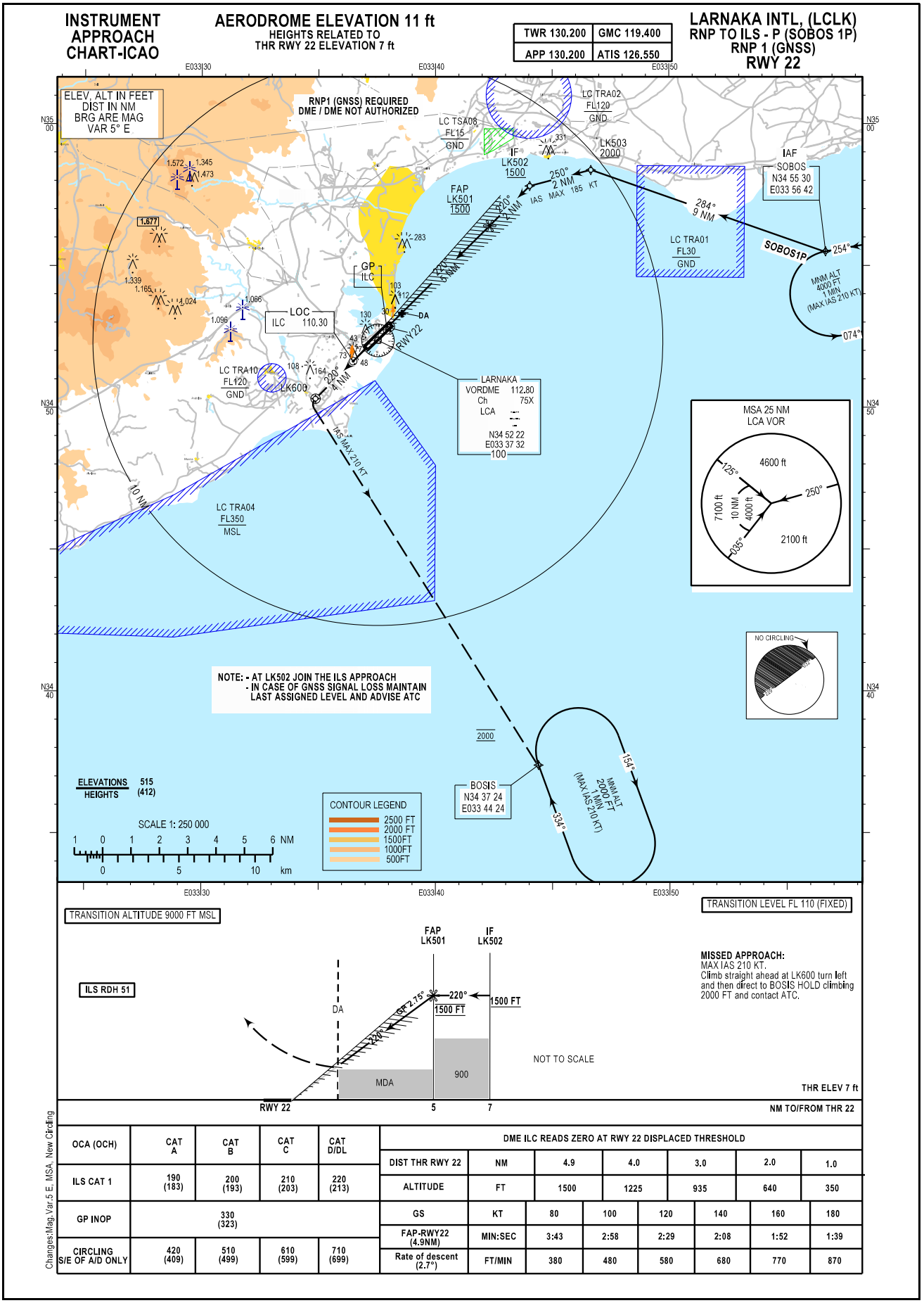
RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
BOSIS	339°	334°	R	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
BOSIS	34 37 24.00N 033 44 24.00E
ROKIK	34 49 34.05N 033 48 03.39E
LK501	34 56 24.64N 033 42 18.68E
LK502	34 57 49.26N 033 44 02.35E
LK522	34 55 09.06N 033 49 44.33E
LK600	34 50 19.34N 033 34 52.14E
RWY22	34 52 55.37N 033 38 02.68E
LKC01	34 55 49.62N 033 46 26.04E

I



OCA (OCH)	CAT A	CAT B	CAT C	CAT D/DL
ILS CAT 1	190 (183)	200 (193)	210 (203)	220 (213)
GP INOP	330 (323)			
CIRCLING S/E OF A/D ONLY	420 (409)	510 (499)	610 (599)	710 (699)

DME ILC READS ZERO AT RWY 22 DISPLACED THRESHOLD

DIST THR RWY 22	NM	4.9	4.0	3.0	2.0	1.0
ALTITUDE	FT	1500	1225	935	640	350

GS	KT	80	100	120	140	160	180
FAP-RWY22 (4.9NM)	MIN:SEC	3:43	2:58	2:29	2:08	1:52	1:39
Rate of descent (2.7°)	FT/MIN	380	480	580	680	770	870

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO
THR RWY 22 ELEVATION 7 FT

LARNAKA INTL (LCLK)
RNP TO ILS -P (SOBOS 1P)
RNP 1 (GNSS) RWY 22

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	SOBOS	IAF	N	N/A	-	-	A4000+	-	RNP1	
020	TF	LK503	-	N	284° (289.3°)	8.75	-	A2000+	-	RNP1	
030	TF	LK502	IF	N	250° (255.3°)	2.22	-	A1500+	185	ILS APCH	Join ILS APCH RWY22
040	TF	LK501	FAP	N	220° (225.3°)	2.00	-	A1500@	-	ILS APCH	
050	TF	RWY22	-	Y	220° (225.2°)	4.94	-	A58@	-	ILS APCH	GP SLOPE -2.75°
060	CF	LK600	-	Y	220° (225.2°)	3.69	-	-	-	ILS APCH	
070	DF	BOSIS	-	-	-	-	L	A2000@	210	RNP1	

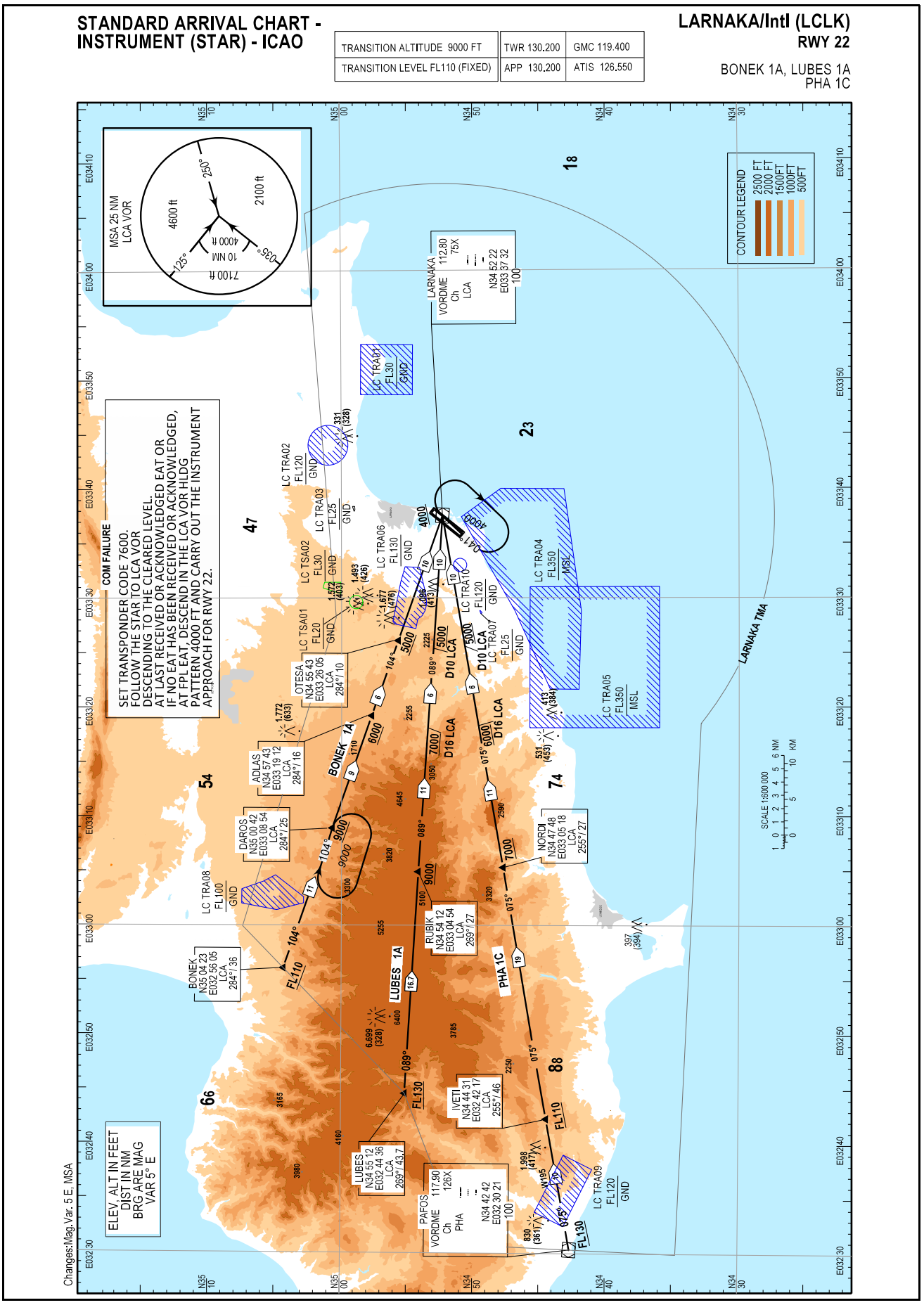
RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
BOSIS	339°	334°	R	210	A2000+	1 MINUTE
SOBOS	259°	254°	L	210	A4000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
BOSIS	34 37 24.00N 033 44 24.00E
SOBOS	34 55 30.00N 033 56 42.00E
LK501	34 56 24.64N 033 42 18.68E
LK502	34 57 49.26N 033 44 02.35E
LK503	34 58 23.22N 033 46 39.21E
LK600	34 50 19.34N 033 34 52.14E
RWY22	34 52 55.37N 033 38 02.68E

I


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
LARNAKA/Intl (LCLK)
RWY 22
BONEK 1A, LUBES 1A
PHA 1C
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
APP 130.200
GMC 119.400
ATIS 126.550
MSA 25 NM
LCA VOR
4600 ft
2100 ft
4000 ft
7100 ft
10 NM
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE STAR TO LCA VOR
DESCENDING TO THE CLEARED LEVEL.
AT LAST RECEIVED OR ACKNOWLEDGED EAT OR
IF NO EAT HAS BEEN RECEIVED OR ACKNOWLEDGED,
AT FPL EAT, DESCEND IN THE LCA VOR HLDG
PATTERN 4000 FT AND CARRY OUT THE INSTRUMENT
APPROACH FOR RWY 22.
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
Changes:Mag.Var. 5 E, MSA
LARNAKA TMA
BONEK 1A
LUBES 1A
PHA 1C
D10 LCA
D16 LCA
SCALE 1:600 000

STANDARD ARRIVALCHART
INSTRUMENT(STAR)-ICAO

LARNAKA INTL (LCLK)
RWY 22
BONEK 1A, LUBES 1A
PHA 1C

STAR Designator	Routing	MEL/MEA
BONEK 1A	Arrive to BONEK, then continue on RADIAL 284 (104) LCA VOR, to LCA VOR	BONEK: FL110 or Above (ATC) DAROS: 9000 FT or Above ADLAS: 6000 FT or Above OTESA: 5000 FT or Above LCA VOR: 4000 FT or Above
LUBES 1A	Arrive to LUBES, then continue on RADIAL 269 (089) LCA VOR to LCA VOR	LUBES: FL130 or Above (ATC) RUBIK: 9000 FT or Above 16 NM LCA DME: 7000 FT or Above 10 NM LCA DME: 5000 FT or Above LCA VOR: 4000 FT or Above
PHA 1C	Arrive to PHA VOR, then establish on RADIAL 255 (075) PHA VOR to RIMEX	PHA VOR: FL130 or Above (ATC) IVETI: FL110 or Above (ATC) NORDI: 7000 FT or Above 16 NM LCA DME: 6000 FT or Above 10 NM LCA DME: 5000 FT or Above LCA VOR: 4000 FT or Above

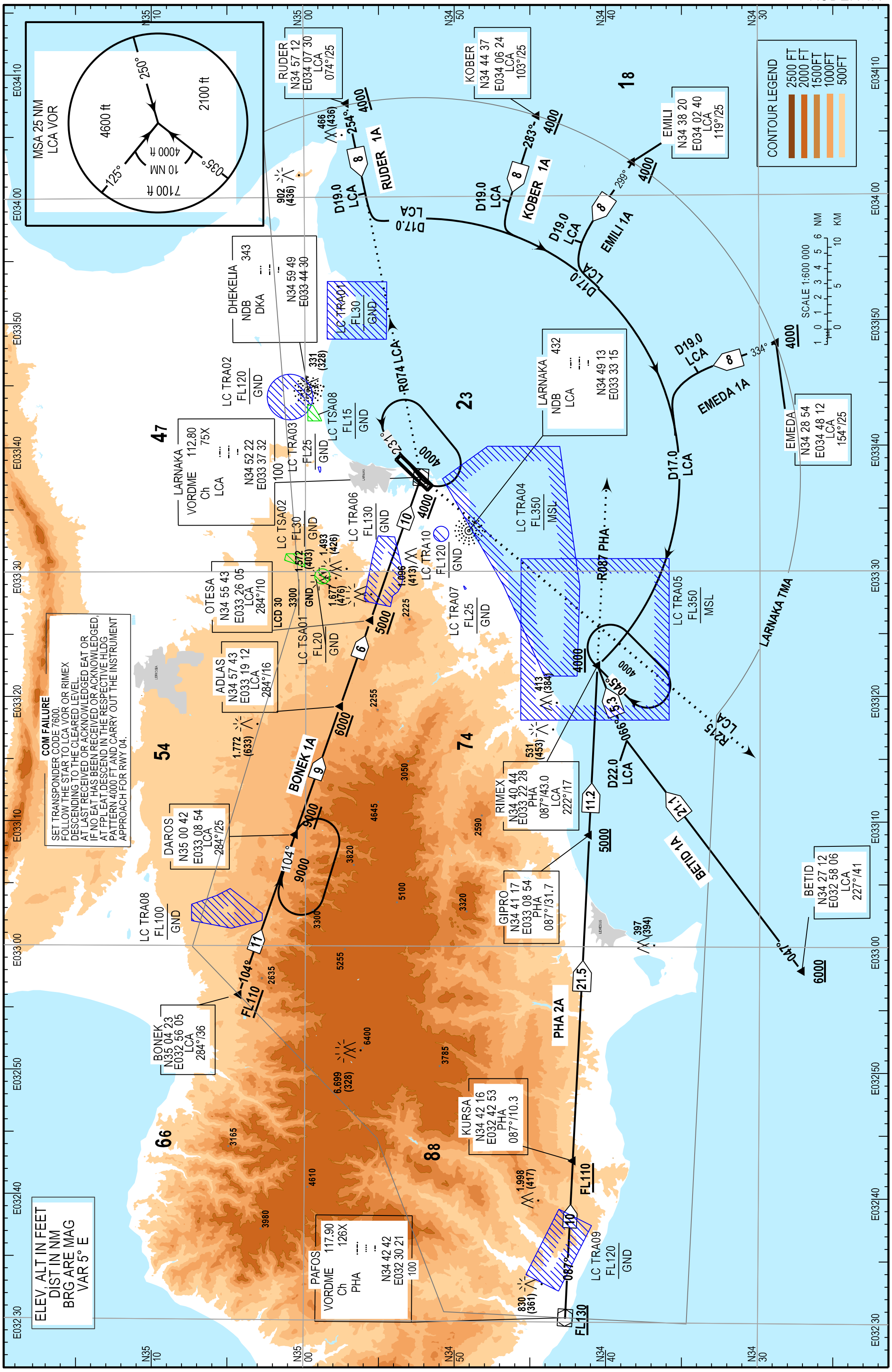
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LARNAKA/Intl (LCLK)

RWY 04

BONEK 1A, PHA 2A
BETID 1A, KOBER 1A
EMILI 1A, EMEDA 1A,
RUDER 1A

TRANSITION ALTITUDE 9000 FT	TWR 130.200	GMC 119.400
TRANSITION LEVEL FL110 (FIXED)	APP 130.200	ATIS 126.550



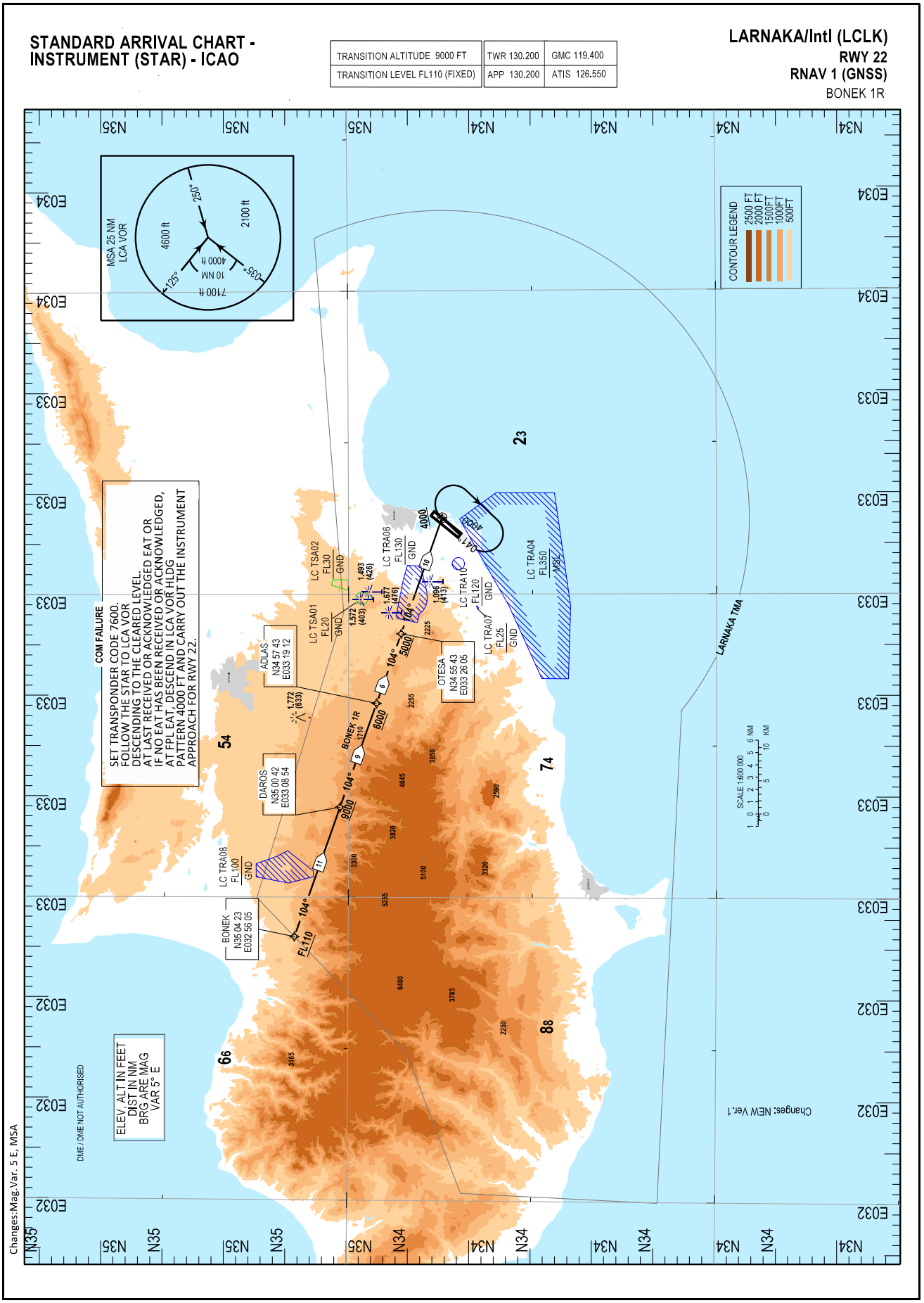
Changes:Mag. Var. 5 E, MSA,New EMILI 1A,New EMEDA 1A

STANDARD ARRIVALCHART
INSTRUMENT(STAR)-ICAO

LARNAKA INTL (LCLK)
RWY 04
BONEK 1A, PHA 2A
BETID 1A, KOBER 1A
EMILI 1A, EMEDA 1A
RUDER 1A

STAR Designator	Routing	MEL/MEA
BONEK 1A	Arrive to BONEK, then continue on RADIAL 284 (104) LCA VOR, to LCA VOR	BONEK: FL110 or Above (ATC) DAROS: 9000 FT or Above ADLAS: 6000 FT or Above OTESA: 5000 FT or Above LCA VOR: 4000 FT or Above
PHA 2A	Arrive to PHA VOR, then establish on RADIAL 087 PHA VOR to RIMEX	PHA VOR: FL130 or Above (ATC) KURSA: FL110 or Above (ATC) GIPRO: 5000 FT or Above RIMEX: 4000 FT or Above
BETID 1A	Arrive to BETID and continue on RADIAL 227 (047) LCA VOR until 22 NM LCA DME, then track 066° to RIMEX	BETID: 6000 FT or Above RIMEX: 4000 FT or Above
KOBER 1A	Arrive to KOBER then continue on RADIAL 103 (283) LCA VOR. At 19 NM LCA DME turn left and follow 17 NM ARC LCA DME to RIMEX	KOBER: 4000 FT or Above RIMEX: 4000 FT or Above
RUDER 1A	Arrive to RUDER then continue on RADIAL 074 (254) LCA VOR. At 19 NM LCA DME turn left and follow 17 NM ARC LCA DME to RIMEX	RUDER: 4000 FT or Above RIMEX: 4000 FT or Above
EMILI 1A	Arrive to EMILI then continue on RADIAL 119 (299) LCA VOR. At 19 NM LCA DME turn left and follow 17 NM ARC LCA DME to RIMEX	EMILI: 4000 FT or Above RIMEX: 4000 FT or Above
EMEDA 1A	Arrive to EMEDA then continue on RADIAL 154 (334) LCA VOR. At 19 NM LCA DME turn left and follow 17 NM ARC LCA DME to RIMEX	EMEDA: 4000 FT or Above RIMEX: 4000 FT or Above

I


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
APP 130.200
GMC 119.400
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 22
RNAV 1 (GNSS)
BONEK 1R
MSA 25 NM
LCA VOR
4600 ft
2100 ft
4000 ft
7100 ft
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE STAR TO LCA VOR
DESCENDING TO THE CLEARED LEVEL.
AT LAST RECEIVED OR ACKNOWLEDGED EAT OR
IF NO EAT HAS BEEN RECEIVED OR ACKNOWLEDGED,
AT FPL EAT, DESCEND IN LCA VOR HLDG
PATTERN 4000 FT AND CARRY OUT THE INSTRUMENT
APPROACH FOR RWY 22.
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
DME / DME NOT AUTHORISED
Changes:Mag.Var. 5 E, MSA
Changes: NEW Ver.1
LARNAKA TMA
ADLAS
N34 57 43
E033 19 12
DAROS
N35 00 42
E033 08 54
BONEK
N35 04 23
E032 56 05
OTESA
N34 55 43
E033 26 05
LC TSA01
FL20
GND
LC TSA02
FL30
GND
LC TRA06
FL130
GND
LC TRA10
FL120
GND
LC TRA04
FL350
MSL
LC TRA07
FL25
GND
LC TRA08
FL100
GND
BONEK 1R
104°
FL110
9000
6000
5000
4000
23
54
74
66
88

STANDARD ARRIVALCHART
INSTRUMENT(STAR) - ICAO

LARNAKA INTL (LCLK)
RWY 22
RNAV 1 (GNSS)
BONEK 1R

PROCEDURE DESCRIPTION RWY 22
BONEK 1R RNAV 1 (GNSS)

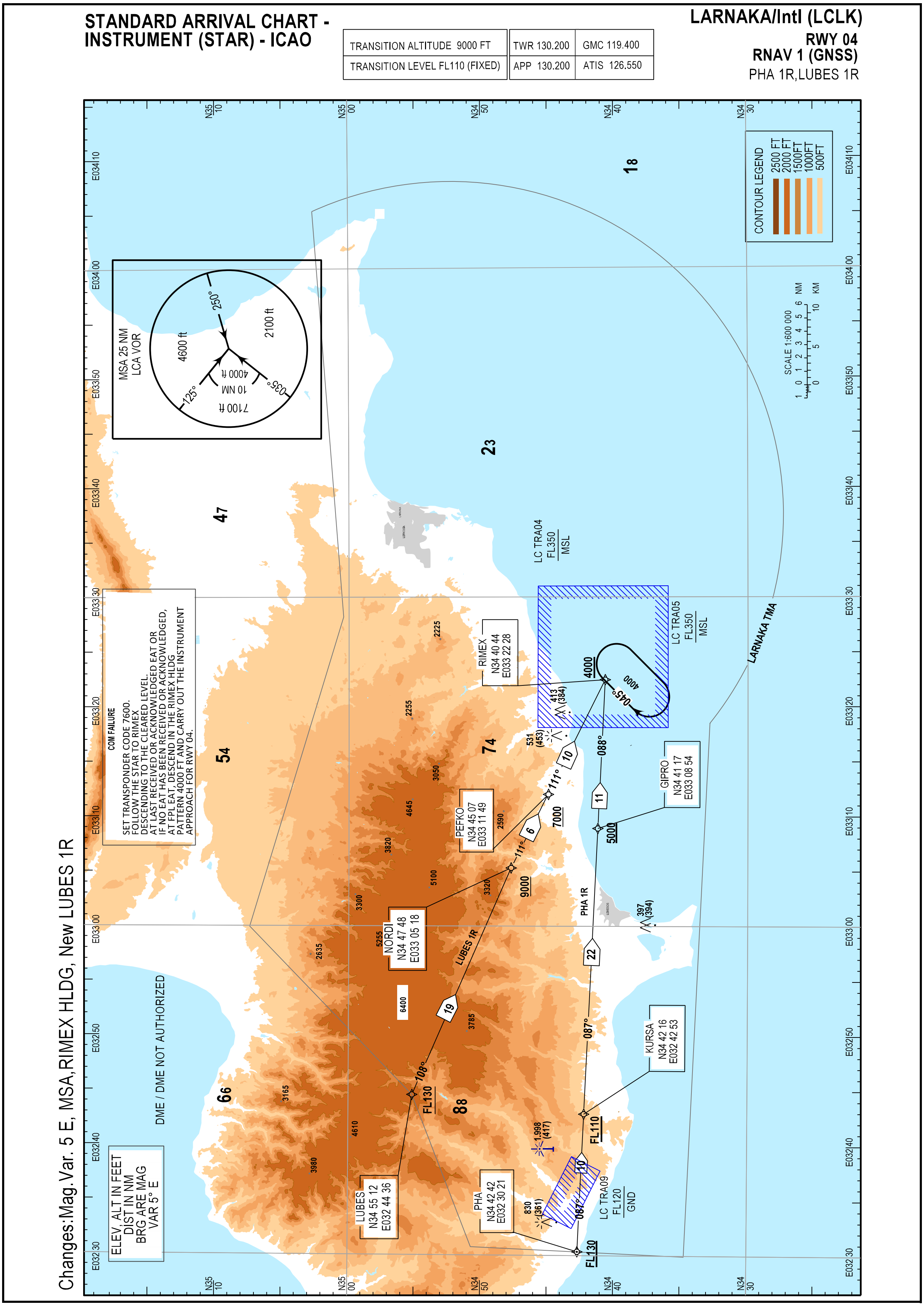
STAR Designator	Routing	MEL/MEA
BONEK 1R	Arrive to BONEK then to DAROS to ATLAS to OTESA and then to LCA VOR	BONEK: FL 110 or above (ATC) DAROS: 9000 FT or above ATLAS: 6000 FT or above OTESA: 5000FT or above LCA VOR: 4000FT or above

BONEK 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
IF	BONEK	350423N 0325605E	N	-	-	-	*FL110+	-	RNAV 1	*ATC RESTRICTION
TF	DAROS	350042N 0330854E	N	104° (109.2°)	11.15	-	A9000+	-	RNAV 1	
TF	ADLAS	345743N 0331912E	N	104° (109.3°)	8.97	-	A6000+	-	RNAV 1	
TF	OTESA	345543N 0332605E	N	104° (109.4°)	6.00	-	A5000+	-	RNAV 1	
TF	LCA VOR	345222N 0333732E	Y	104° (109.5°)	10.00	-	A4000+		RNAV 1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	Max IAS	Minimum Holding Altitude FT / MSL / FL	Time
LCA VOR	045°	041°	R	210	A4000+	1 MINUTE


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 04
RNAV 1 (GNSS)
PHA 1R,LUBES 1R
Changes:Mag.Var. 5 E, MSA,RIMEX HLDG, New LUBES 1R
MSA 25 NM LCA VOR
250°
035°
125°
2100 ft
4600 ft
4000 ft
10 NM
7100 ft
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE STAR TO RIMEX
DESCENDING TO THE CLEARED LEVEL.
AT LAST RECEIVED OR ACKNOWLEDGED EAT OR
IF NO EAT HAS BEEN RECEIVED OR ACKNOWLEDGED,
AT FPL EAT, DESCEND IN THE RIMEX HLDG
PATTERN 4000 FT AND CARRY OUT THE INSTRUMENT
APPROACH FOR RWY 04.
DME / DME NOT AUTHORIZED
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
SCALE 1:600 000
NM
KM
LC TRA04
FL350
MSL
LC TRA05
FL350
MSL
LC TRA09
FL120
GND
LARNAKA TMA
RIMEX
N34 40 44
E033 22 28
GIPRO
N34 41 17
E033 08 54
PEFKO
N34 45 07
E033 11 49
NORDI
N34 47 48
E033 05 18
KURSA
N34 42 16
E032 42 53
PHA
N34 42 42
E032 30 21
LUBES
N34 55 12
E032 44 36
LUBES 1R
PHA 1R
FL130
FL110
FL130
9000
7000
5000
4000
108°
111°
111°
088°
087°
087°
045°
19
6
10
11
22
10
18
23
47
54
66
74
88
2225
2255
3050
4645
3820
5100
3300
3320
2590
5255
2635
6400
3785
3165
4610
3980
1,998 (417)
830 (361)
531 (453)
413 (384)
397 (394)
N35 10
N35 00
N34 50
N34 40
N34 30
E034 10
E034 00
E033 50
E033 40
E033 30
E033 20
E033 10
E033 00
E032 50
E032 40
E032 30

STANDARD ARRIVALCHART
INSTRUMENT(STAR)-ICAO

LARNAKA INTL (LCLK)
RWY 04
RNAV 1 (GNSS)
PHA 1R, LUBES 1R

PROCEDURES DESCRIPTION RWY 04
PHA 1R,LUBES 1R RNAV (GNSS)

STAR Designator	Routing	MEL/MEA
PHA 1R	ARRIVE TO PHA VOR THEN TO KURSA TO GIPRO AND TO RIMEX	PHA VOR: FL 130 OR ABOVE (ATC) KURSA: FL 110 OR ABOVE (ATC) GIPRO: 5000 FT OR ABOVE RIMEX: 4000 FT OR ABOVE
LUBES 1R	ARRIVE TO LUBES THEN TO NORDI TO PEFKO AND TO RIMEX	LUBES: FL 130 OR ABOVE (ATC) NORDI: 9000 FT OR ABOVE PEFKO: 7000 FT OR ABOVE RIMEX: 4000 FT OR ABOVE

PHA 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
IF	PHA	344242N 0323021E	N	-	-	-	*FL130+	-	RNAV 1	*ATC RESTRICTION
TF	KURSA	344216N 0324253E	N	087° (092.4°)	10.35	-	*FL110+	-	RNAV 1	*ATC RESTRICTION
TF	GIPRO	344117N 0330854E	N	087° (092.4°)	21.48	-	A5000+	-	RNAV 1	
TF	RIMEX	344044N 0332228E	N	088° (092.7°)	11.19	-	A4000+	-	RNAV 1	

LUBES 1R

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
IF	LUBES	345512N 0324436E	N	-	-	-	*FL130+		RNAV 1	*ATC RESTRICTION
TF	NORDI	344748N 0330518E	N	108° (113.4°)	18.6		A9000+		RNAV 1	
TF	PEFKO	344508N 0331149E	N	111° (116.4°)	6.0		A7000+		RNAV 1	
TF	RIMEX	344044N 0332228E	N	111° (116.5°)	9.8	-	A4000+	-	RNAV 1	

RNAV HOLDINGS

HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
RIMEX	050°	045°	R	210	A4000+	1 MINUTE

I

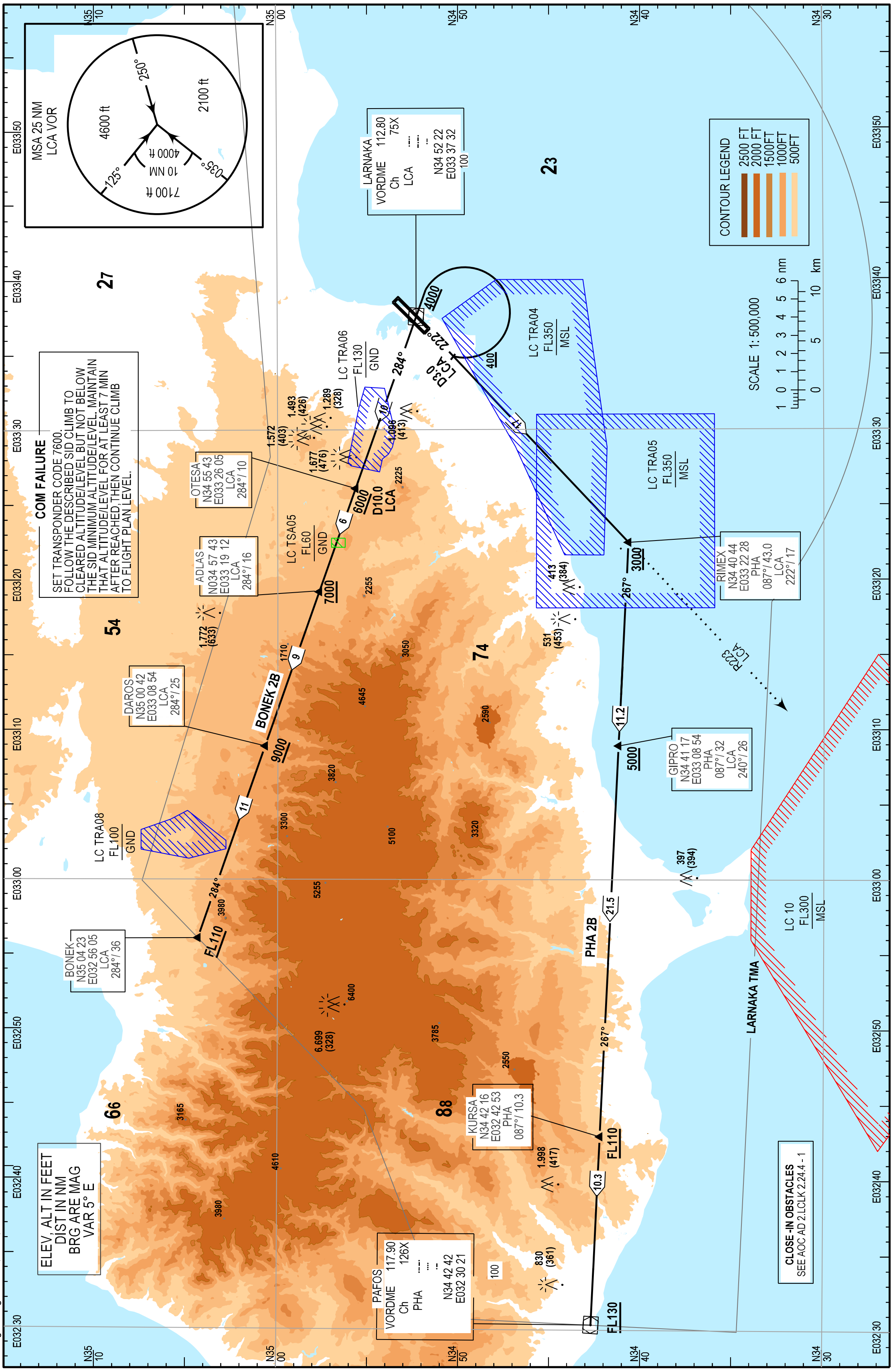
STANDARD DEPARTUTE CHART - INSTRUMENT (SID) - ICAO

TRNSITION ALTITUDE 9000 FT	
TRANSITION LEVEL FL110 (FIXED)	

TWR 130.200	GMC 119.400
APP 130.200	ATIS 126.550

LARNAKA INTL (LCLK)
RWY 22

BONEK 2B, PHA 2B

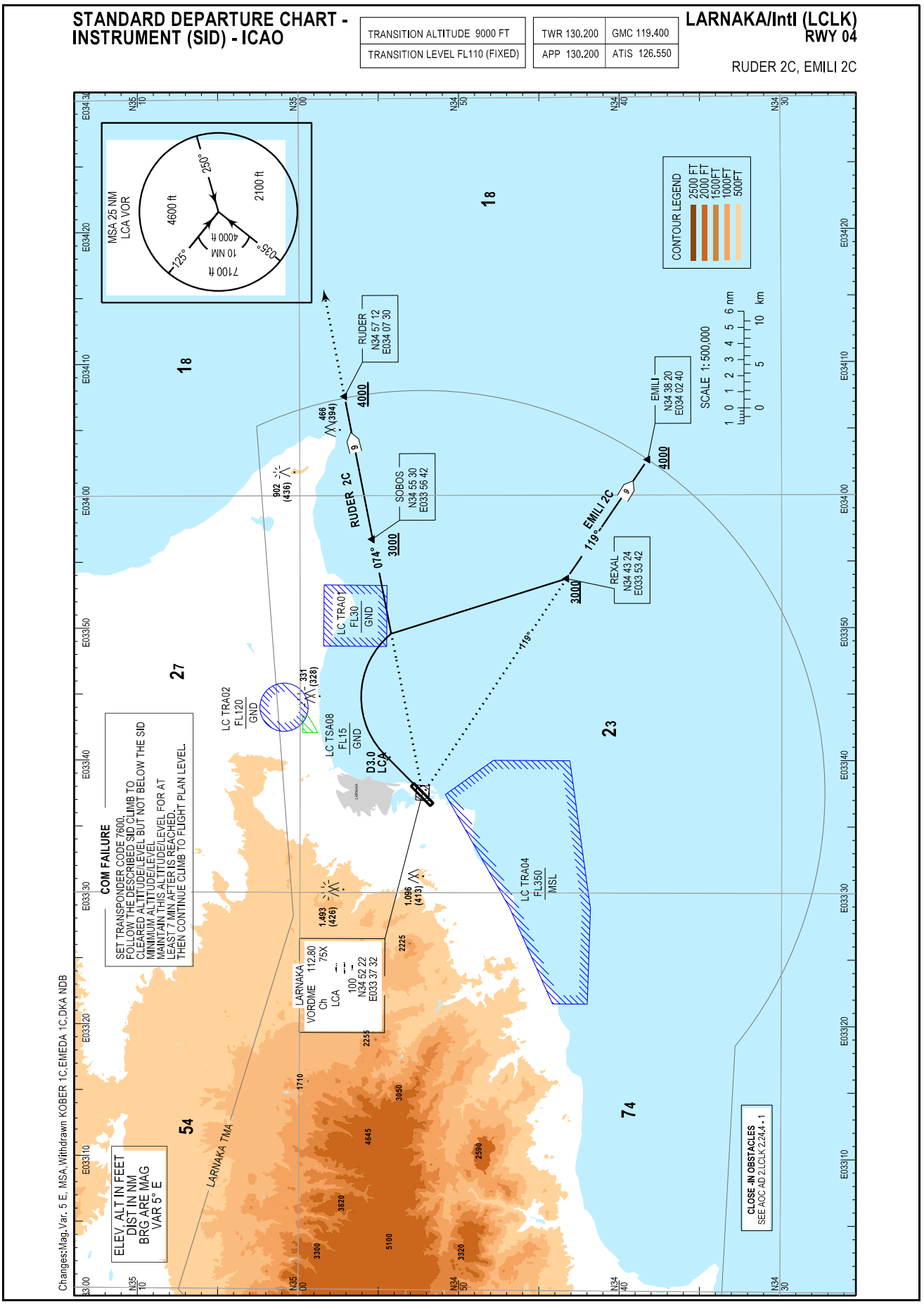


STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 22
BONEK 2B, PHA 2B

PROCEDURE DESCRIPTION SIDs WEST RWY 22		
SID Designator	**Routing**	**MEL/MEA**
PHA 2B	CLIMB ON LCA VOR RADIAL 222 TO RIMEX TURN RIGHT ONTO TRACK 267 TO GIPRO THEN ESTABLISH ON RADIAL 087 PHA VOR TO PHA VOR Note: Expect to receive PHA VOR after passing 3000 FT	RIMEX: 3000 FT or Above GIPRO: 5000 FT or Above KURSA: FL110 or Above (ATC) PHA VOR: FL130 or Above (ATC)
BONEK 2B	CLIMB STRIGHT AHEAD TO 3 NM LCA DME TURN LEFT DIRECT TO LCA VOR THEN ESTABLISH ON RADIAL 284 LCA VOR TO BONEK	LCA VOR: 4000 FT or Above OTESA: 6000 FT or Above ADLAS: 7000 FT or Above DAROS: 9000 FT or Above BONEK: FL110 or Above (ATC)

I

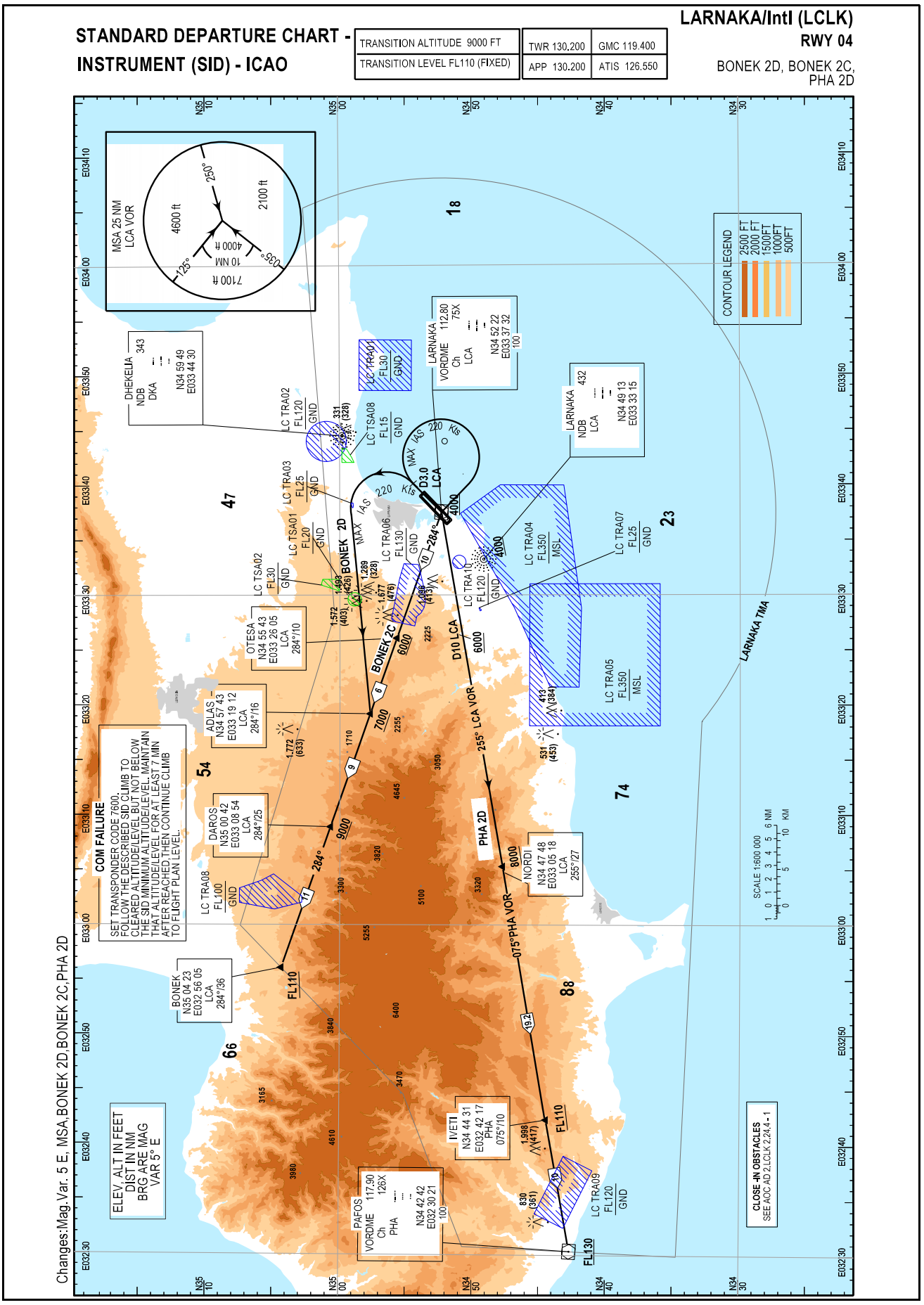

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 04
RUDER 2C, EMILI 2C
MSA 25 NM
LCA VOR
4600 ft
2100 ft
7100 ft
4000 ft
10 NM
250°
035°
125°
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
SCALE 1:500,000
RUDER
N34 57 12
E034 07 30
SOBOS
N34 55 30
E033 56 42
EMILI
N34 38 20
E034 02 40
REXAL
N34 43 24
E033 53 42
RUDER 2C
EMILI 2C
074°
119°
4000
3000
LC TRA01
FL30
GND
LC TRA02
FL120
GND
LC TSA08
FL15
GND
LC TRA04
FL350
MSL
D3.0
LCA
LARNAKA
VORDME 112.80
Ch 75X
LCA ---
100 ---
N34 52 22
E033 37 32
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL.
MAINTAIN THIS ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER IS REACHED.
THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
ELEV ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
LARNAKA TMA
CLOSE-IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4 - 1
Changes:Mag.Var. 5 E, MSA,Withdrawn KOBER 1C,EMEDA 1C,DKA NDB

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 04
RUDER 2C, EMILI 2C

PROCEDURE DESCRIPTION SIDs EAST RWY 04		
SID Designator	**Routing**	**MEL/MEA**
EMILI 2C	Climb straight ahead to 3 DME LCA turn right to establish on RADIAL 119 LCA VOR to REXAL and then EMILI	REXAL: 3000 FT or Above EMILI: 4000 FT or Above
RUDER 2C	Climb straight ahead to 3 DME LCA turn right to establish on RADIAL 074 LCA VOR then SOBOS and then RUDER	SOBOS: 3000 FT or Above RUDER: 4000 FT or Above

I

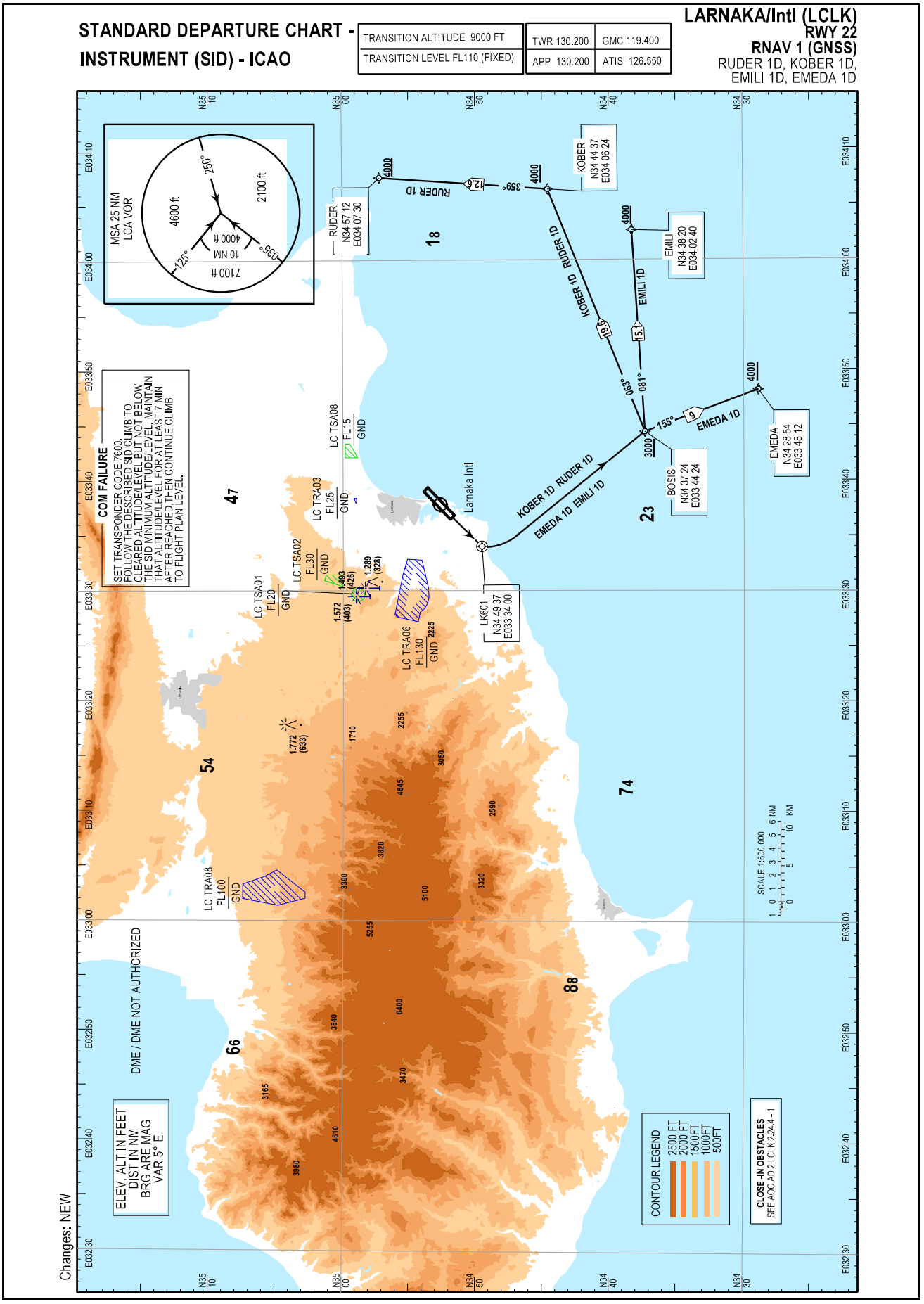

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 04
BONEK 2D, BONEK 2C, PHA 2D
Changes:Mag.Var. 5 E, MSA,BONEK 2D,BONEK 2C,PHA 2D
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED,THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
MSA 25 NM
LCA VOR
4600 ft
2100 ft
7100 ft
4000 ft
10 NM
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
BONEK 2D
BONEK 2C
D10 LCA
D3.0 LCA
PHA 2D
LARNAKA TMA
255° LCA VOR
075° PHA VOR
284°
FL110
FL130
CLOSE -IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4.- 1
SCALE 1:800 000

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 04
BONEK 2D, BONEK 2C
PHA 2D

PROCEDURE DESCRIPTION SIDs WEST RWY 04		
STID Designator	**Routing**	**MEL/MEA**
BONEK 2D	Climb straight ahead to 3 DME LCA, turn left to ADLAS then RADIAL 284 LCA VOR to BONEK (MAX IAS 220 KT until inbound to ADLAS) (MIN PDG 4.5% TILL 9000FT)	ADLAS: 7000 FT or Above DAROS: 9000 FT or Above BONEK: FL110 or Above (ATC)
BONEK 2C	Climb straight ahead to 3 DME LCA, turn right to LCA VOR and establish on RADIAL 284 LCA VOR to BONEK (MAX IAS during turn 220 KT)	LCA VOR: 4000 FT or Above OTESA: 6000 FT or Above ADLAS: 7000 FT or Above DAROS: 9000 FT or Above BONEK: FL110 or Above (ATC)
PHA 2D	Climb straight ahead to 3 DME LCA, turn right to LCA VOR and establish on RADIAL 255 LCA VOR to NORDI, then RADIAL 075 PHA VOR TO PAFOS (MAX IAS during turn 220 KT)	LCA VOR: 4000 FT or Above 10 NM LCA DME: 6000 FT or Above NORDI: 8000 FT or Above IVETI: FL110 or Above (ATC) PHA VOR: FL130 or Above (ATC)

I


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 22
RNAV 1 (GNSS)
RUDER 1D, KOBER 1D, EMILI 1D, EMEDA 1D
MSA 25 NM LCA VOR
4600 ft
2100 ft
7100 ft
4000 ft
10 NM
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
RUDER N34 57 12 E034 07 30
KOBER N34 44 37 E034 06 24
EMILI N34 38 20 E034 02 40
BOSIS N34 37 24 E033 44 24
EMEDA N34 28 54 E033 48 12
LK601 N34 49 37 E033 34 00
Larnaka Intl
RUDER 1D
KOBER 1D RUDER 1D
EMILI 1D
EMEDA 1D
KOBER 1D EMILI 1D
EMEDA 1D EMILI 1D
LC TSA01 FL20 GND
LC TSA02 FL30 GND
LC TSA03 FL25 GND
LC TSA08 FL15 GND
LC TRA06 FL130 GND
LC TRA08 FL100 GND
DME / DME NOT AUTHORIZED
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
CLOSE-IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4 - 1
SCALE 1:600 000
Changes: NEW

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 22
RNAV 1 (GNSS)
RUDER 1D, KOBER 1D
EMILI 1D, EMEDA 1D

PROCEDURES DESCRIPTION SID RWY 22 RNAV 1 (GNSS)
RUDER 1D, KOBER 1D, EMILI 1D, EMEDA 1D

SID Designator	Routing	MEL/MEA
RUDER 1D	CLIMB DIRECT TO LK 601 THEN LEFT DIRECT TO BOSIS THEN TO KOBER THEN TO RUDER	BOSIS: 3000 FT OR ABOVE KOBER: 4000 FT OR ABOVE RUDER: 4000 FT OR ABOVE
KOBER 1D	CLIMB DIRECT TO LK 601 THEN LEFT DIRECT TO BOSIS THEN TO KOBER.	BOSIS: 3000 FT OR ABOVE KOBER: 4000 FT OR ABOVE
EMILI 1D	CLIMB DIRECT TO LK 601 THEN LEFT DIRECT TO BOSIS THEN TO EMILI	BOSIS: 3000 FT OR ABOVE EMILI: 4000 FT OR ABOVE
EMEDA 1D	CLIMB DIRECT TO LK 601 THEN LEFT DIRECT TO BOSIS THEN TO EMEDA	BOSIS: 3000 FT OR ABOVE EMEDA: 4000 FT OR ABOVE

RUDER 1D

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	LK601	344937N 033340E	Y	-	-	-	-	-	RNAV 1	-
DF	BOSIS	343724N 0334424E	N	-	-	L	A3000+	-	RNAV 1	-
TF	KOBER	344437N 0340624E	N	063° (68.2°)	19.6	L	A4000+	-	RNAV 1	-
TF	RUDER	345712N 0340730E	N	359° (004.1°)	12.6	L	A4000+	-	RNAV 1	-

KOBER 1D

DF	LK601	344937N 033340E	Y	-	-	-	-	-	RNAV 1	-
DF	BOSIS	343724N 0334424E	N	-	-	L	A3000+	-	RNAV 1	-
TF	KOBER	344437N 0340624E	N	063° (68.2°)	19.6	L	A4000+	-	RNAV 1	-

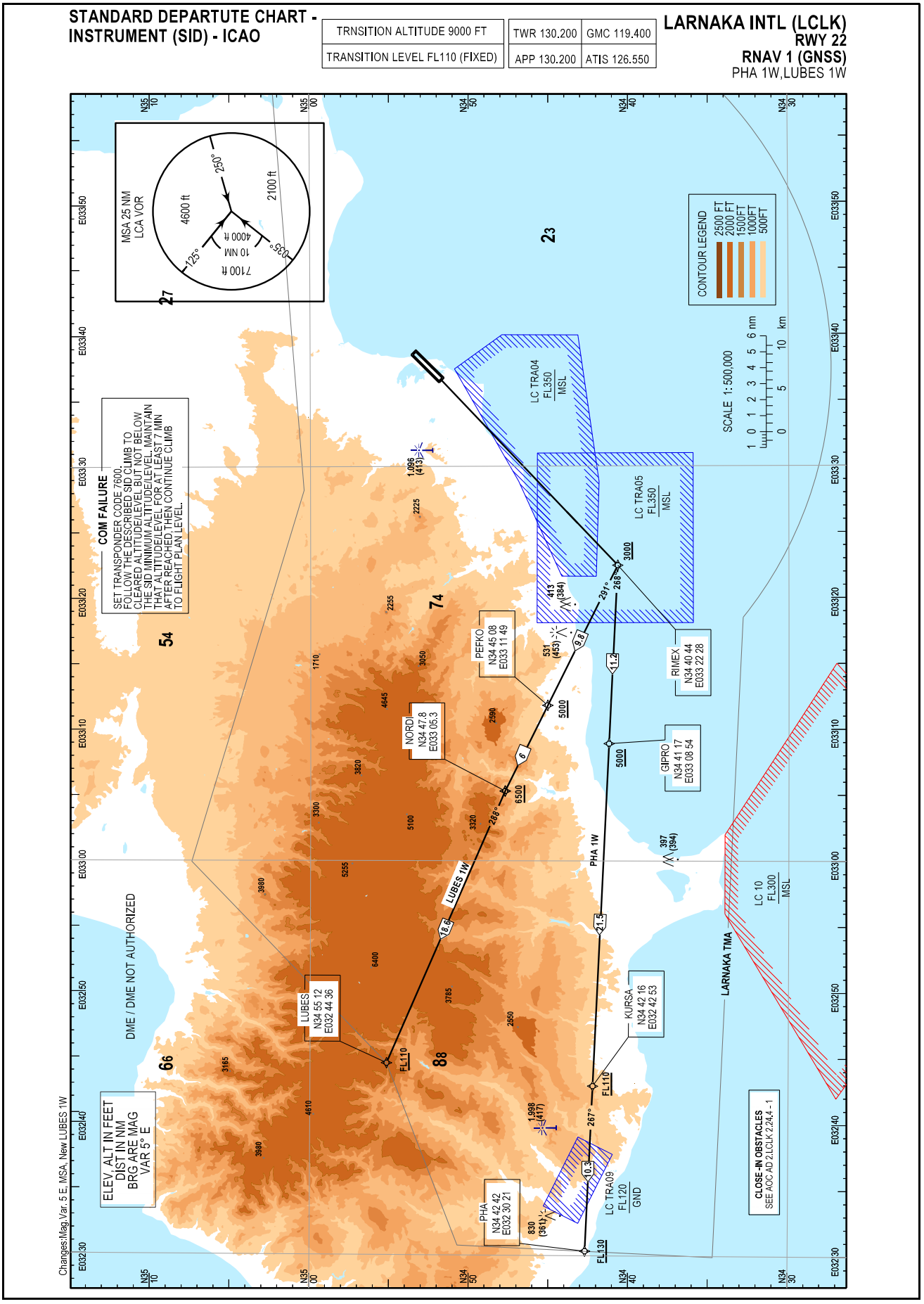
EMILI 1D

DF	LK601	344937N 033340E	Y	-	-	-	-	-	RNAV 1	-
DF	BOSIS	343724N 0334424E	N	-	-	L	A3000+	-	RNAV 1	-
TF	EMILI	343820N 0340240E	N	081° (86.3°)	15.1	L	A4000+	-	RNAV 1	-

EMEDA 1D

DF	LK601	344937N 033340E	Y	-	-	-	-	-	RNAV 1	-
DF	BOSIS	343724N 0334424E	N	-	-	L	A3000+	-	RNAV 1	-
TF	EMEDA	342854N 0334812E	N	155° (159.7°)	9.1	R	A4000+	-	RNAV 1	-

I


STANDARD DEPARTUTE CHART - INSTRUMENT (SID) - ICAO
TRNSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA INTL (LCLK)
RWY 22
RNAV 1 (GNSS)
PHA 1W,LUBES 1W
MSA 25 NM
LCA VOR
4600 ft
2100 ft
4000 ft
7100 ft
10 NM
250°
125°
035°
27
23
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
SCALE 1:500,000
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED, THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
LC TRA04
FL350
MSL
LC TRA05
FL350
MSL
LC TRA09
FL120
GND
LC 10
FL300
MSL
LARNAKA TMA
PEFKO
N34 45 08
E033 11 49
NORD
N34 47.8
E033 05.3
RIMEX
N34 40 44
E033 22 28
GIPRO
N34 41 17
E033 08 54
KURSA
N34 42 16
E032 42 53
LUBES
N34 55 12
E032 44 36
PHA
N34 42 42
E032 30 21
LUBES 1W
PHA 1W
FL110
FL130
DME / DME NOT AUTHORIZED
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CLOSE-IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4 - 1
Changes:Mag.Var. 5 E, MSA, New LUBES 1W

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 22
RNAV 1 (GNSS)
PHA 1W, LUBES 1W

PROCEDURES DESCRIPTION SID RWY 22 RNAV 1 (GNSS)
PAFOS 1W, LUBES 1W

SID Designator	Routing	MEL/MEA
PHA 1W	CLIMB DIRECT TO RIMEX THEN TO GIPRO TO KURSA AND TO PHA VOR.	RIMEX: 3000 FT OR ABOVE GIPRO: 5000 FT OR ABOVE KURSA: FL110 OR ABOVE (ATC) PHA VOR: FL130 OR ABOVE (ATC)
LUBES1W	CLIMB DIRECT TO RIMEX THEN TO PEFKO TO NORDI AND TO LUBES (AFTER RIMEX PDG 4.0% OR ABOVE until passing 9000ft)	RIMEX: 3000 FT OR ABOVE PEFKO: 5000 FT OR ABOVE NORDI: 6500 FT OR ABOVE LUBES: FL110 OR ABOVE

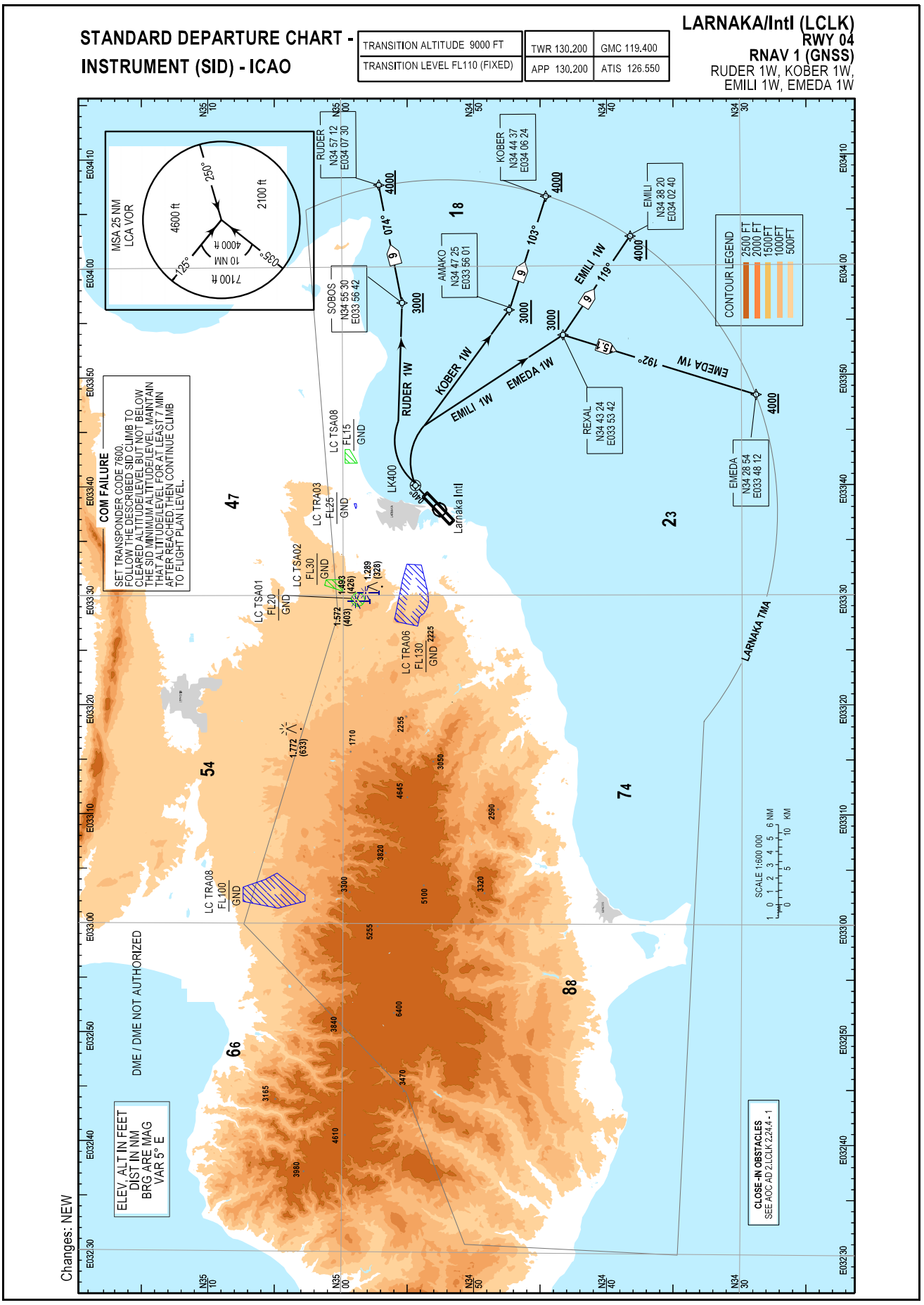
PHA 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	RIMEX	344044N 0332228E	N	-	-	-	A3000+	-	RNAV 1	-
TF	GIPRO	344117N 0330854E	N	268° (272.9°)	11.19	-	A5000+	-	RNAV 1	-
TF	KURSA	344216N 0324253E	N	268° (272.7°)	21.48	-	*FL110+	-	RNAV 1	*ATC RESTRICTION
TF	PHA VOR	344242 N 0323021E	N	267° (272.5°)	10.35	-	*FL130+	-	RNAV 1	*ATC RESTRICTION

LUBES 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	RIMEX	344044N 0322228E	N	-	-	-	A3000+	-	RNAV 1	-
TF	PEFKO	344508N 0331149E	N	291° (296.6°)	9.8	L	A5000+	-	RNAV 1	-
TF	NORDI	344748N 0330518E	N	291° (296.5°)	6.0	-	A6500+	-	RNAV 1	-
TF	LUBES	345512N 0324436E	N	288° (293.5°)	18.6	-	FL110+	-	RNAV 1	-

I


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 04
RNAV 1 (GNSS)
RUDER 1W, KOBER 1W,
EMILI 1W, EMEDA 1W
MSA 25 NM
LCA VOR
4600 ft
2100 ft
4000 ft
7100 ft
10 NM
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED, THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
RUDER
N34 57 12
E034 07 30
KOBER
N34 44 37
E034 06 24
EMILI
N34 38 20
E034 02 40
SOBOS
N34 55 30
E033 56 42
AMAKO
N34 47 25
E033 55 01
REXAL
N34 43 24
E033 53 42
EMEDA
N34 28 54
E033 48 12
RUDER 1W
KOBER 1W
EMILI 1W
EMEDA 1W
074°
103°
119°
192°
4000
3000
LK400
Larnaka Intl
LC TSA08
FL15
GND
LC TRA03
FL25
GND
LC TSA02
FL30
GND
LC TSA01
FL20
GND
LC TRA06
FL130
GND
2225
LC TRA08
FL100
GND
LARNAKA TMA
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
SCALE 1:800 000
DME / DME NOT AUTHORIZED
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CLOSE-IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4 - 1
Changes: NEW

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

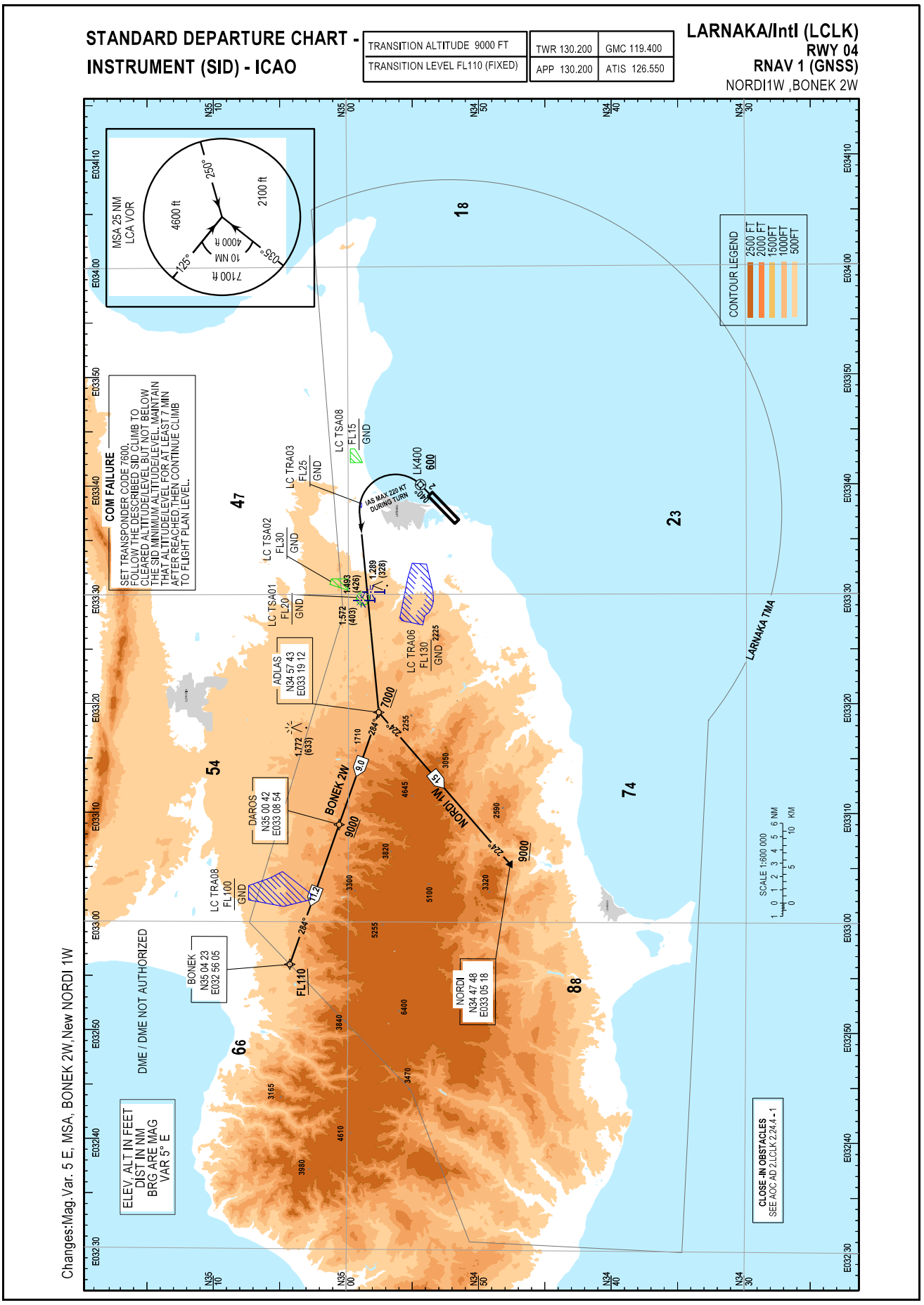
LARNAKA INTL (LCLK)
RWY 04
RNAV 1 (GNSS)
RUDER 1W, KOBER 1W
EMILI 1W, EMEDA 1W

PROCEDURES DESCRIPTION SID RWY 04 RNAV 1 (GNSS)
RUDER 1W, KOBER 1W, EMILI 1W, EMEDA 1W

SID Designator	Routing	MEL/MEA
RUDER 1W	CLIMB DIRECT TO LK 400 THEN RIGHT DIRECT TO SOBOS THEN TO RUDER	SOBOS: 3000 FT OR ABOVE RUDER: 4000 FT OR ABOVE
KOBER 1W	CLIMB DIRECT TO LK 400 THEN RIGHT DIRECT TO AMAKO THEN TO KOBER.	AMAKO: 3000 FT OR ABOVE KOBER: 4000 FT OR ABOVE
EMILI 1W	CLIMB DIRECT TO LK 400 THEN RIGHT DIRECT TO REXAL THEN TO EMILI	REXAL: 3000 FT OR ABOVE EMILI: 4000 FT OR ABOVE
EMEDA 1W	CLIMB DIRECT TO LK 400 THEN RIGHT DIRECT TO REXAL THEN TO EMEDA	REXAL: 3000 FT OR ABOVE EMEDA: 4000 FT OR ABOVE

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
RUDER 1W										
DF	LK400	345433N 0334002E	Y	-	-	-	-	-	RNAV 1	-
DF	SOBOS	345530N 0335642E	N	-	-	R	A3000+	-	RNAV 1	-
TF	RUDER	345712N 0340730E	N	074° (079.1°)	9.04	L	A4000+	-	RNAV 1	-
KOBER 1W										
DF	LK400	345433N 0334002E	Y	-	-	-	-	-	RNAV 1	-
DF	AMAKO	344725N 0335601E	N	-	-	R	A3000+	-	RNAV 1	-
TF	KOBER	344437N 0340624E	N	103° (108.1°)	9.0	L	A4000+	-	RNAV 1	-
EMILI 1W										
DF	LK400	345433N 0334002E	Y	-	-	-	-	-	RNAV 1	-
DF	REXAL	344324N 0335342E	N	-	-	R	A3000+	-	RNAV 1	-
TF	EMILI	343820N 0340240E	N	119° (124.3°)	8.96	L	A4000+	-	RNAV 1	-
EMEDA 1W										
DF	LK400	345433N 0334002E	Y	-	-	-	-	-	RNAV 1	-
DF	REXAL	344324N 0335342E	N	-	-	R	A3000+	-	RNAV 1	-
TF	EMEDA	342854N 0334812E	N	192° (197.4°)	15.1	R	A4000+	-	RNAV 1	-

I


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA/Intl (LCLK)
RWY 04
RNAV 1 (GNSS)
NORDI1W ,BONEK 2W
MSA 25 NM
LCA VOR
4600 ft
2100 ft
7100 ft
4000 ft
10 NM
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
COM FAILURE
SET TRANSPONDER CODE 7600.
FOLLOW THE DESCRIBED SID CLIMB TO CLEARED ALTITUDE/LEVEL BUT NOT BELOW THE SID MINIMUM ALTITUDE/LEVEL. MAINTAIN THAT ALTITUDE/LEVEL FOR AT LEAST 7 MIN AFTER REACHED,THEN CONTINUE CLIMB TO FLIGHT PLAN LEVEL.
LC TSA08 FL15 GND
LC TRA03 FL25 GND
LC TSA02 FL30 GND
LC TSA01 FL20 GND
LC TRA08 FL100 GND
LC TRA06 FL130 GND 2225
LK400 600
IAS MAX 220 KT DURING TURN
ADLAS N34 57 43 E033 19 12
DAROS N35 00 42 E033 08 54
BONEK N35 04 23 E032 56 05
NORDI N34 47 48 E033 05 18
BONEK 2W
NORDI 1W
LARNAKA 7M4
FL110
7000
9000
DME / DME NOT AUTHORIZED
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
CLOSE-IN OBSTACLES
SEE AOC AD 2.LCLK 2.24.4 - 1
SCALE 1:600 000
Changes:Mag.Var. 5 E, MSA, BONEK 2W,New NORDI 1W

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

LARNAKA INTL (LCLK)
RWY 04
RNAV 1 (GNSS)
NORDI 1W, BONEK 2W

PROCEDURE DESCRIPTION SID RWY 04 RNAV 1 (GNSS)
BONEK 2W, NORDI 1W

SID Designator	Routing	MEL/MEA
BONEK 2W	CLIMB DIRECT TO LK400 THEN DIRECT TO ADLAS THEN TO DAROS AND TO BONEK MIN PDG 4.5% TILL 9000FT	LK400: 600 FT OR ABOVE ADLAS: 7000 FT OR ABOVE DAROS: 9000 FT OR ABOVE BONEK: FL110 OR ABOVE (ATC)
NORDI 1W	CLIMB DIRECT TO LK400 THEN DIRECT TO ADLAS THEN TO NORDI MIN PDG 4.5% TILL 9000FT	LK400: 600 FT OR ABOVE ADLAS: 7000 FT OR ABOVE NORDI: 9000 FT OR ABOVE

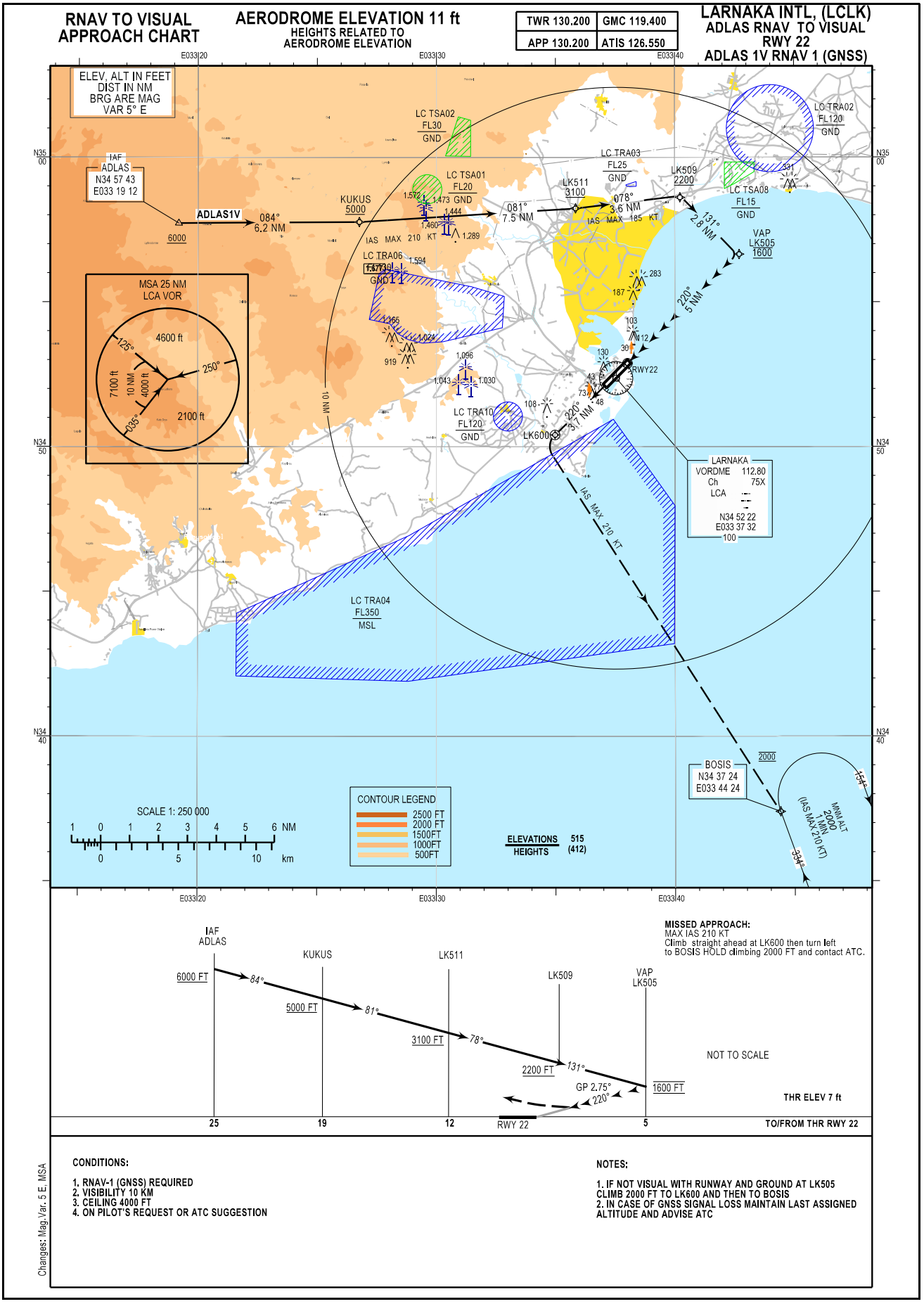
BONEK 2W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	LK400	345433N 0334002E	Y	-	-	-	A600+	220	RNAV 1	-
DF	ADLAS	345743N 0331912E	N	-	-	L	A7000+	-	RNAV 1	MAX IAS DURING TURN 220KT
TF	DAROS	350042N 0330854E	N	284° (289.4°)	8.97	-	A9000+	-	RNAV 1	
TF	BONEK	350423N 0325605E	N	284° (289.3°)	11.15	-	*FL110+	-	RNAV 1	*ATC RESTRICTION

NORDI 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Level FT	Max Speed KTs	Navigation Specifications	Remarks
DF	LK400	345433N 0334002E	Y	-	-	-	A600+	220	RNAV 1	-
DF	ADLAS	345743N 0331912E	N	-	-	L	A7000+	-	RNAV 1	MAX IAS DURING TURN 220KT
TF	NORDI	344748N 0330518E	N	224° (229°)	15.11	-	A9000+	-	RNAV 1	

I


RNAV TO VISUAL APPROACH CHART
AERODROME ELEVATION 11 ft
HEIGHTS RELATED TO AERODROME ELEVATION
TWR 130.200 | GMC 119.400
APP 130.200 | ATIS 126.550
LARNAKA INTL, (LCLK)
ADLAS RNAV TO VISUAL
RWY 22
ADLAS 1V RNAV 1 (GNSS)
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
IAF ADLAS N34 57 43 E033 19 12
ADLAS1V
084° 6,2 NM
6000
KUKUS 5000
081° 7.5 NM
078° 3.6 NM
IAS MAX 185 KT
IAS MAX 210 KT
131° 2.8 NM
220° 5 NM
VAP LK505 1600
LK509 2200
LK511 3100
LC TSA01 FL20 GND
LC TSA02 FL30 GND
LC TSA08 FL15 GND
LC TRA02 FL120 GND
LC TRA03 FL25 GND
LC TRA06 GND
LC TRA10 FL120 GND
LC TRA04 FL350 MSL
MSA 25 NM LCA VOR
4600 ft
2100 ft
7100 ft
4000 ft
10 NM
125°
250°
035°
10 NM
RWY22
LK600
220° 3.7 NM
LARNAKA VORDME 112.80 Ch 75X LCA N34 52 22 E033 37 32 100
BOSIS N34 37 24 E033 44 24
2000
154°
354°
MNM ALT 2000 1 MIN (IAS MAX 210 KT)
SCALE 1: 250 000
1 0 1 2 3 4 5 6 NM
0 5 10 km
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEVATIONS HEIGHTS 515 (412)
E033 20
E033 30
E033 40
N35 00
N34 50
N34 40
IAF ADLAS
KUKUS
LK511
LK509
VAP LK505
6000 FT
5000 FT
3100 FT
2200 FT
1600 FT
84°
81°
78°
131°
GP 2.75°
220°
RWY 22
25
19
12
5
TO/FROM THR RWY 22
NOT TO SCALE
THR ELEV 7 ft
MISSED APPROACH:
MAX IAS 210 KT
Climb straight ahead at LK600 then turn left to BOSIS HOLD climbing 2000 FT and contact ATC.
CONDITIONS:
1. RNAV-1 (GNSS) REQUIRED
2. VISIBILITY 10 KM
3. CEILING 4000 FT
4. ON PILOT'S REQUEST OR ATC SUGGESTION
NOTES:
1. IF NOT VISUAL WITH RUNWAY AND GROUND AT LK505 CLIMB 2000 FT TO LK600 AND THEN TO BOSIS
2. IN CASE OF GNSS SIGNAL LOSS MAINTAIN LAST ASSIGNED ALTITUDE AND ADVISE ATC
Changes: Mag.Var. 5 E, MSA

RNAV TO VISUAL APPROACH CHART

AERODROME ELEVATION 11 FT
HEIGHTS RELATED TO AERODROME ELEVATION

LARNAKA INTL (LCLK)
ADLAS RNAV TO VISUAL
RWY 22
ADLAS 1V RNAV 1 (GNSS)

Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	ADLAS	IAF	N	N/A	-	-	A6000+	-	RNAV1	
020	TF	KUKUS	-	N	084° (089.5°)	6.23	-	A5000+	-	RNAV1	
030	TF	LK511	-	N	081° (086.4°)	7.47	-	A3100+	210	RNAV1	
040	TF	LK509	-	N	078° (083.4°)	3.64	-	A2200+	185	RNAV1	
050	TF	LK505	VAP	N	131° (135.8°)	2.79	-	A1600@	-	VISUAL APCH	If not visual with RWY climb 2000FT to LK600 then BOSIS
060	TF	RWY22	-	Y	220° (225.2°)	5.28	-	A58@	-	VISUAL APCH	GP SLOPE -2.75°
070	CF	LK600	-	Y	220° (225.2°)	3.69	-	-	-	RNAV1	
080	DF	BOSIS	-	-	-	-	L	A2000@	210	RNAV1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
BOSIS	339°	334°	R	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ADLAS	34 57 43.37N 033 19 11.71E
BOSIS	34 37 24.00N 033 44 24.00E
KUKUS	34 57 46.50N 033 26 46.37E
LK505	34 56 39.14N 033 42 36.44E
LK509	34 58 39.52N 033 40 14.50E
LK511	34 58 14.47N 033 35 50.35E
LK600	34 50 19.34N 033 34 52.14E
RWY22	34 52 55.37N 033 38 02.68E

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 (4° E/2010)	PHA	117.9 MHz 126X	H24	344242.4N 0323021.0E	100 FT	NIL
LOC 29 ILS CAT I (4° E/2010)	IPA	108.9 MHz	H24	344323.8N 0322804.7E		Position: 298 M from THR 11
GP 29	IPA	329.3 MHz	H24	344250.1N 0322941.8E		Caution due to Glidepath's fluctuations beyond 6.5 NM GP 3° RDH 50 FT Position: 319 M from THR 29
LOC/DME (4° E/2010)	IPA	CH26X	H24	344250.1N 0322941.8E	100 FT	Freq paired with LLZ IPA DME instead of marker
L	PHA	328 KHz	H24	344306.5N 0322834.4E		Range 50 NM

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.

LCRA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	AKROTIRI Approach	123.6 MHz	As Required	
		121.5 MHz	As Required	Emergency Frequency
GND	AKROTIRI Ground	122.1 MHz	As Required	
TWR	AKROTIRI Tower	130.075 MHz	As Required	
SRE	---------	---------		
PAR	AKROTIRI Talkdown	125.7 MHz	As Required	
ATIS	AKROTIRI Information	125.0 MHz	As Required	Transmit only

LCRA 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
ILS/LOC	IAK	109.7 MHz	As Required	343542.59N 0325820.31E		
ILS/GP	IAK	109.7 MHz	As Required	343518.55N 0325957.28E		
DME/TACAN	AKR	Ch107x 116.0 MHz	As Required	3434.76N 03257.77E	120 FT	

LCRA AD 2.20 LOCAL TRAFFIC REGULATIONS

Not Applicable

LCRA AD 2.21 NOISE ABATEMENT PROCEDURES

Not Applicable

LCRA AD 2.22 FLIGHT PROCEDURES

Not Applicable

LCRA AD 2.23 ADDITIONAL INFORMATION

Not Applicable

LCRA AD 2.24 CHARTS RELATED TO AN AERODROME

Not Applicable

THIS PAGE INTENTIONALLY LEFT BLANK