REPUBLIC OF CYPRUS

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AIRAC AIP AMDT 001/22

Publication Date: 07 Apr 2022
Effective Date: 19 May 2022

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

GEN 3.2 List of Aeronautical Charts
GEN 3.4 Communication Services - Establishment of CPDLC
GEN 3.6 Text Reviewed

ENR 4.4 New significant points added

AD 1.2.2 Runway surface condition assessment and reporting and Snowplan
AD LCLK 2.7 Runway surface condition assessment and reporting and Snowplan
AD LCPH 2.7 Runway surface condition assessment and reporting and Snowplan
AD LCLK 2.24.4.1, 2.24.6.1 charts replaced
AD LCPH 2.24.2.3, 2.242.6, 2.24.2.6, 2.24.2.9, 2.24.2.10, 2.24.2.11, 2.24.2.12, 2.24.4.4 charts replaced

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:
A0373/22, A1936/21, A0438/22, A0417/22
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	19 MAY 22	GEN 0.2 - 1/2	30 DEC 21
GEN 0.4 - 1/2	19 MAY 22	GEN 0.4 - 1/2	30 DEC 21
GEN 0.4 - 3/4	19 MAY 22	GEN 0.4 - 3/4	30 DEC 21
GEN 0.6 - 1/2	19 MAY 22	GEN 0.6 - 1/2	30 DEC 21
GEN 0.6 - 3/4	19 MAY 22	GEN 0.6 - 3/4	30 DEC 21
GEN 3.2 - 5/6	19 MAY 22	GEN 3.2 - 5/6	30 DEC 21
GEN 3.4 - 5/6	19 MAY 22	GEN 3.4 - 5/6	04 APR 13
GEN 3.4 - 7/8	19 MAY 22		
GEN 3.4 - 9/10	19 MAY 22		
GEN 3.6 - 1/2	19 MAY 22	GEN 3.6 - 1/2	02 DEC 21
GEN 3.6 - 3/4	19 MAY 22	GEN 3.6 - 3/4	02 DEC 21
GEN 3.6 - 5/6	19 MAY 22	GEN 3.6 - 5/6	07 OCT 21
ENR 0.6 - 1/2	19 MAY 22	ENR 0.6 - 1/2	30 DEC 21
ENR 0.6 - 3/4	19 MAY 22	ENR 0.6 - 3/4	30 DEC 21
ENR 4.4 - 1/2	19 MAY 22	ENR 4.4 - 1/2	07 OCT 21
ENR 4.4 - 3/4	19 MAY 22	ENR 4.4 - 3/4	07 OCT 21
AD 0.6 - 1/2	19 MAY 22	AD 0.6 - 1/2	30 DEC 21
AD 0.6 - 3/4	19 MAY 22	AD 0.6 - 3/4	30 DEC 21
AD 0.6 - 5/6	19 MAY 22	AD 0.6 - 5/6	30 DEC 21
AD 1.2 - 1/2	19 MAY 22	AD 1.2 - 1/2	22 APR 21
AD 1.2 - 3/4	19 MAY 22		
AD 2.LCLK - 3/4	19 MAY 22	AD 2.LCLK - 3/4	13 AUG 20
AD 2.LCLK 2.24.4.1 - 1/2	19 MAY 22	AD 2.LCLK 2.24.4.1 - 1/2	22 APR 21
AD 2.LCLK 2.24.6.1 - 1/2	19 MAY 22	AD 2.LCLK 2.24.6.1 - 1/2	30 DEC 21
AD 2.LCPH - 3/4	19 MAY 22	AD 2.LCPH - 3/4	07 OCT 21
AD 2.LCPH 2.24.2.3 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.3 - 1/2	07 OCT 21
AD 2.LCPH 2.24.2.4 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.4 - 1/2	02 DEC 21
AD 2.LCPH 2.24.2.6 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.6 - 1/2	07 OCT 21
AD 2.LCPH 2.24.2.9 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.9 - 1/2	07 OCT 21
AD 2.LCPH.2.24.2.10 - 1/2	19 MAY 22	AD 2.LCPH.2.24.2.10 - 1/2	07 OCT 21
AD 2.LCPH 2.24.2.11 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.11 - 1/2	07 OCT 21
AD 2.LCPH 2.24.2.12 - 1/2	19 MAY 22	AD 2.LCPH 2.24.2.12 - 1/2	07 OCT 21
AD 2.LCPH 2.24.4.4 - 1/2	19 MAY 22	AD 2.LCPH 2.24.4.4 - 1/2	02 DEC 21

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	
002/2021	03-Jun-2021	15-Jul-2021	
003/2021	29-Jul-2021	07-Oct-2021	
004/2021	21-Oct-2021	02-Dec-2021	
005/2021	18-Nov-2021	30-Dec-2021	
001/2022	07-Apr-2022	19-May-2022	

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	

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 - 1	07 JUL 16	GEN 0.3 - 1	06 DEC 18	GEN 0.5 - 1	04 APR 13
GEN 0.1 - 2	07 JUL 16	GEN 0.3 - 2	06 DEC 18	GEN 0.5 - 2	04 APR 13
GEN 0.1 - 3	22 JUN 17	GEN 0.4 - 1	19 MAY 22	GEN 0.6 - 1	19 MAY 22
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	19 MAY 22	GEN 0.6 - 2	19 MAY 22
GEN 0.2 - 1	19 MAY 22	GEN 0.4 - 3	19 MAY 22	GEN 0.6 - 3	19 MAY 22
GEN 0.2 - 2	19 MAY 22	GEN 0.4 - 4	19 MAY 22	GEN 0.6 - 4	19 MAY 22

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	02 DEC 21	GEN 1.4 - 1	15 JUL 21	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 4	02 DEC 21	GEN 1.4 - 2	15 JUL 21	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	30 DEC 21	GEN 2.2 - 13	25 MAY 17	GEN 2.5 - 1	26 MAR 20
GEN 2.1 - 2	30 DEC 21	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 3.4 - 7	19 MAY 22
GEN 3.1 - 2	06 DEC 18	GEN 3.3 - 4	28 MAY 15	GEN 3.4 - 8	19 MAY 22
GEN 3.1 - 3	06 DEC 18	GEN 3.3 - 5	28 MAY 15	GEN 3.4 - 9	19 MAY 22
GEN 3.1 - 4	06 DEC 18	GEN 3.3 - 6	28 MAY 15	GEN 3.4 - 10	19 MAY 22
GEN 3.1 - 5	22 APR 21	GEN 3.3 - 7	23 MAY 19	GEN 3.5 - 1	07 NOV 19
GEN 3.1 - 6	22 APR 21	GEN 3.3 - 8	23 MAY 19	GEN 3.5 - 2	07 NOV 19
GEN 3.2 - 1	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.5 - 3	07 NOV 19
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 10	23 MAY 19	GEN 3.5 - 4	07 NOV 19
GEN 3.2 - 3	02 DEC 21	GEN 3.4 - 1	23 MAY 19	GEN 3.5 - 5	07 NOV 19
GEN 3.2 - 4	02 DEC 21	GEN 3.4 - 2	23 MAY 19	GEN 3.5 - 6	07 NOV 19
GEN 3.2 - 5	19 MAY 22	GEN 3.4 - 3	23 MAY 19	GEN 3.6 - 1	19 MAY 22
GEN 3.2 - 6	19 MAY 22	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 2	19 MAY 22
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 5	19 MAY 22	GEN 3.6 - 3	19 MAY 22
GEN 3.3 - 2	13 AUG 15	GEN 3.4 - 6	19 MAY 22	GEN 3.6 - 4	19 MAY 22

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 6 EN-ROUTE CHARTS

PART 3 - AERODROMES (AD)

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

AD 2.LCLK - 13	05 NOV 20
AD 2.LCLK - 14	05 NOV 20
AD 2.LCLK - 15	05 NOV 20
AD 2.LCLK - 16	05 NOV 20
AD 2.LCLK - 17	22 APR 21
AD 2.LCLK - 18	22 APR 21
AD 2.LCLK - 19	30 DEC 21
AD 2.LCLK - 20	30 DEC 21
AD 2.LCLK 2.24.1.1 - 1	13 AUG 20
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 2.24.1.5 - 1	10 MAR 11
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21
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	15 JUL 21
AD 2.LCLK 2.24.2.4 - 2	15 JUL 21
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21
AD 2.LCLK 2.24.2.6 - 2	15 JUL 21
AD 2.LCLK 2.24.2.7 - 1	15 JUL 21
AD 2.LCLK 2.24.2.7 - 2	15 JUL 21
AD 2.LCLK 2.24.2.8 - 1	15 JUL 21
AD 2.LCLK 2.24.2.8 - 2	15 JUL 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	15 JUL 21
AD 2.LCLK 2.24.2.11 - 2	15 JUL 21
AD 2.LCLK 2.24.2.12 - 1	15 JUL 21
AD 2.LCLK 2.24.2.12 - 2	15 JUL 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	15 JUL 21
AD 2.LCLK 2.24.3.1 - 2	15 JUL 21
AD 2.LCLK 2.24.3.2 - 1	15 JUL 21
AD 2.LCLK 2.24.3.2 - 2	15 JUL 21
AD 2.LCLK 2.24.3.3 - 1	15 JUL 21
AD 2.LCLK 2.24.3.3 - 2	15 JUL 21
AD 2.LCLK 2.24.3.4 - 1	15 JUL 21
AD 2.LCLK 2.24.3.4 - 2	15 JUL 21
AD 2.LCLK 2.24.4.1 - 1	19 MAY 22
AD 2.LCLK 2.24.4.1 - 2	19 MAY 22
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.LCLK 2.24.6.1 - 1	19 MAY 22
AD 2.LCLK 2.24.6.1 - 2	19 MAY 22
AD 2.LCPH - 1	07 OCT 21
AD 2.LCPH - 2	07 OCT 21
AD 2.LCPH - 3	19 MAY 22
AD 2.LCPH - 4	19 MAY 22
AD 2.LCPH - 5	07 OCT 21
AD 2.LCPH - 6	07 OCT 21
AD 2.LCPH - 7	07 OCT 21
AD 2.LCPH - 8	07 OCT 21
AD 2.LCPH - 9	07 OCT 21
AD 2.LCPH - 10	07 OCT 21
AD 2.LCPH - 11	07 OCT 21
AD 2.LCPH - 12	07 OCT 21
AD 2.LCPH 2.24.1.1 - 1	02 DEC 21
AD 2.LCPH 2.24.1.1 - 2	02 DEC 21
AD 2.LCPH 2.24.1.2 - 1	07 OCT 21
AD 2.LCPH 2.24.1.2 - 2	07 OCT 21
AD 2.LCPH 2.24.1.3 - 1	07 OCT 21
AD 2.LCPH 2.24.1.3 - 2	07 OCT 21
AD 2.LCPH 2.24.1.4 - 1	21 OCT 10
AD 2.LCPH 2.24.1.4 - 2	21 OCT 10
AD 2.LCPH 2.24.2.1 - 1	07 OCT 21
AD 2.LCPH 2.24.2.1 - 2	07 OCT 21
AD 2.LCPH 2.24.2.2 - 1	07 OCT 21
AD 2.LCPH 2.24.2.2 - 2	07 OCT 21
AD 2.LCPH 2.24.2.3 - 1	19 MAY 22
AD 2.LCPH 2.24.2.3 - 2	19 MAY 22
AD 2.LCPH 2.24.2.4 - 1	19 MAY 22
AD 2.LCPH 2.24.2.4 - 2	19 MAY 22
AD 2.LCPH 2.24.2.5 - 1	02 DEC 21
AD 2.LCPH 2.24.2.5 - 2	02 DEC 21
AD 2.LCPH 2.24.2.6 - 1	19 MAY 22
AD 2.LCPH 2.24.2.6 - 2	19 MAY 22
AD 2.LCPH 2.24.2.7 - 1	07 OCT 21
AD 2.LCPH 2.24.2.7 - 2	07 OCT 21
AD 2.LCPH 2.24.2.8 - 1	07 OCT 21
AD 2.LCPH 2.24.2.8 - 2	07 OCT 21
AD 2.LCPH 2.24.2.9 - 1	19 MAY 22
AD 2.LCPH 2.24.2.9 - 2	19 MAY 22
AD 2.LCPH 2.24.2.10 - 1	19 MAY 22
AD 2.LCPH 2.24.2.10 - 2	19 MAY 22
AD 2.LCPH 2.24.2.11 - 1	19 MAY 22
AD 2.LCPH 2.24.2.11 - 2	19 MAY 22
AD 2.LCPH 2.24.2.12 - 1	19 MAY 22
AD 2.LCPH 2.24.2.12 - 2	19 MAY 22
AD 2.LCPH 2.24.2.13 - 1	02 DEC 21
AD 2.LCPH 2.24.2.13 - 2	02 DEC 21
AD 2.LCPH 2.24.3.1 - 1	07 OCT 21
AD 2.LCPH 2.24.3.1 - 2	07 OCT 21
AD 2.LCPH 2.24.3.2 - 1	07 OCT 21
AD 2.LCPH 2.24.3.2 - 2	07 OCT 21
AD 2.LCPH 2.24.4.1 - 1	02 DEC 21
AD 2.LCPH 2.24.4.1 - 2	02 DEC 21
AD 2.LCPH 2.24.4.2 - 1	07 OCT 21
AD 2.LCPH 2.24.4.2 - 2	07 OCT 21
AD 2.LCPH 2.24.4.3 - 1	02 DEC 21
AD 2.LCPH 2.24.4.3 - 2	02 DEC 21
AD 2.LCPH 2.24.4.4 - 1	19 MAY 22
AD 2.LCPH 2.24.4.4 - 2	19 MAY 22
AD 2.LCPH 2.24.5.1 - 1	07 OCT 21
AD 2.LCPH 2.24.5.1 - 2	07 OCT 21
AD 2.LCPH 2.24.5.2 - 1	07 OCT 21
AD 2.LCPH 2.24.5.2 - 2	07 OCT 21
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

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

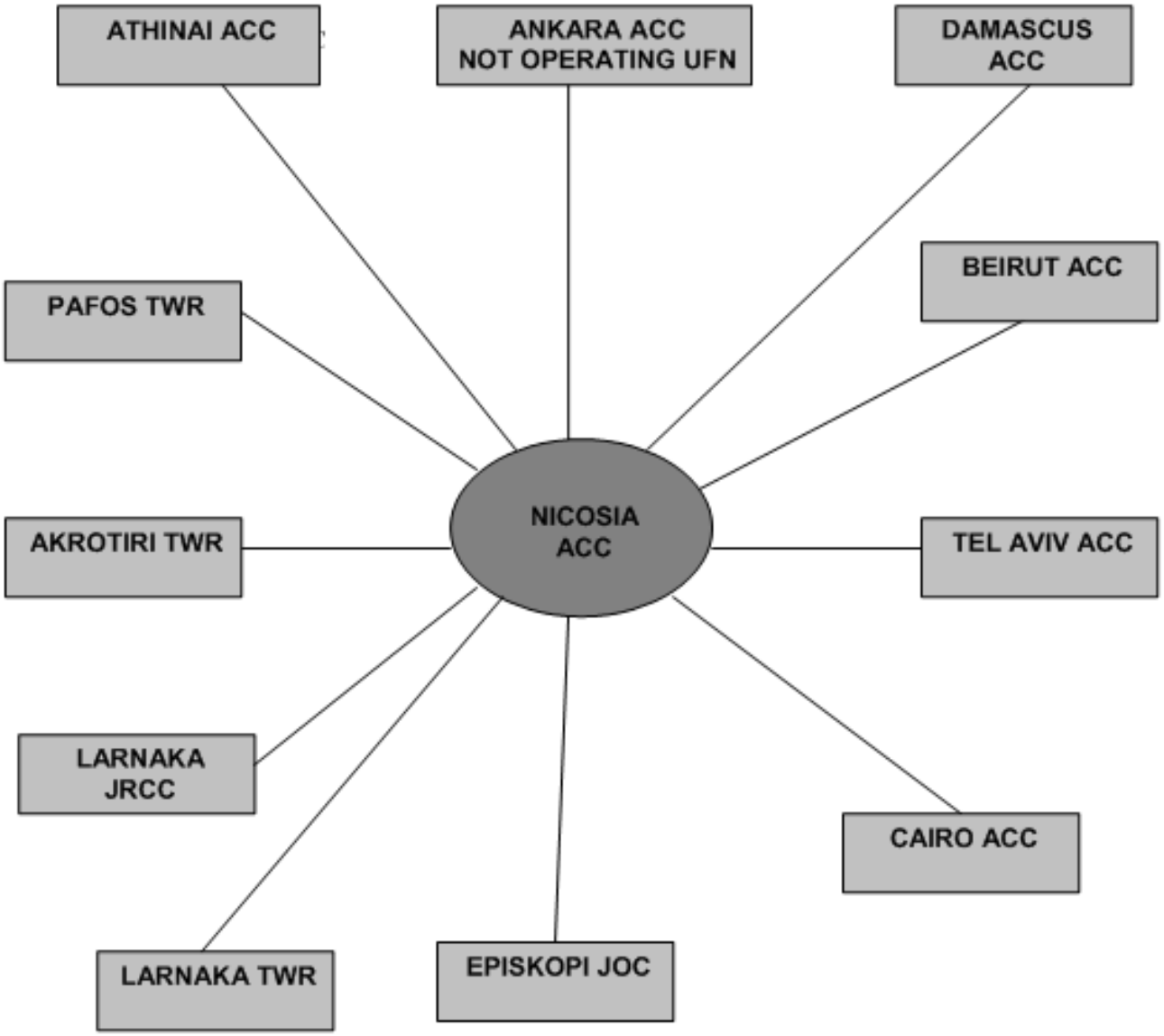
Title of series	Scale	Chart name	Sheet number	Edition Date
STANDARD DEPARTURE INSTRUMENT CHART (SID) - ICAO		**LARNAKA:**		
	1:500 000	RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	19 MAY 22
		RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
	1:600 000	RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
		RNAV (GNSS) RWY 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	07 OCT 21
		RWY 29	AD 2.LCPH 2.24.4.2	07 OCT 21
		RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3	02 DEC 21
		RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.4.4	19 MAY 22
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	**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	07 OCT 21
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	07 OCT 21
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	1:500 000	**LARNAKA:**		
		ATC SURVEILLANCE MINIMUM ALTITUDE	AD 2 LCLK 2.24.6.1	19 MAY 22
EN ROUTE CHART	1:1 000 000	NICOSIA FIR ATS ROUTES	ENR 6.1-1	13 AUG 20
		NICOSIA FIR RNAV ROUTES	ENR 6.1-3	13 AUG 20
		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

4.2 Aeronautical Fixed Services: Telephone



5. Controller-Pilot Data Link Communications (CPDLC)

5.1 General

The CPDLC (Controller-Pilot Data Link Communications) application provides an additional to voice (radiotelephony) means of communication between the controller and pilot, using data link for air traffic control (ATC) communication. This application includes a set of clearance/ information/request message elements that correspond to the phraseology in radiotelephony.

CPDLC services are available for aircraft operating in the entire airspace of Cyprus, above **FL285**, 24/7 to all aircraft equipped with CPDLC/ATN avionics (ATN VDL Mode 2) in compliance with Commission Regulation EC 29/2009. The following CPDLC services are provided in this airspace:

- Data Link Initiation Capability **(DLIC)**
- ATC Clearances and Instructions **(ACL)**
- ATC Communications Management **(ACM)**
- ATC Microphone Check **(AMC)**

Urgent tactical ATC clearances will continue to be issued via radiotelephony communications.

As in radiotelephony, CPDLC messages shall be answered by pilots with the least possible delay.

Voice read-back is **NOT** required for any CPDLC instruction.

Within the area of responsibility of Nicosia ACC (LCCC, c.f. AIP ENR 2.1), it is mandatory for flight crews of CPDLC-equipped aircraft, to log on to LCCC.

Flight crews shall ensure that they only execute Up Link instructions from the same ATC unit, they are in VHF contact as well.

5.2 Flight Plan

Pilots (or operators) of CPDLC/ATN capable flights (aircraft equipped and crews trained) should fill the datalink field of the Flight Plan as follows:

- Item 10a - **"J1"** indicating CPDLC/ATN capable aircraft and crew trained;
- Item 18 - the indicator **CODE/** followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters (i.e CODE/97A79D).

When an aircraft is exempted, the Flight Plan should be filled as follows:

- Item 10 - **"Z"** and the indicator **"DAT/CPDLCX"** in item 18 for DATA LINK EXEMPTIONS.

5.3 CPDLC use

In the area of responsibility of Nicosia ACC, radiotelephony instructions have priority over CPDLC instructions at all times.

A clearance requested via CPDLC should be issued via CPDLC and a clearance requested via radiotelephony should be issued via radiotelephony.

If uncertainty arises regarding a data link message, voice communication shall be used to clarify the situation.

Clearances and frequency changes shall not be executed until the WILCO message has been sent back.

If the controller explicitly asks for a confirmation of a clearance issued via CPDLC the following phrase should be used by the pilot:

“CALL SIGN - CONFIRMING CPDLC” followed by the received clearance.

5.4 **DLIC log-on**

The data link address for Nicosia ACC is LCCC.It is mandatory for flight crews of CPDLC-equipped aircraft, to log on to LCCC.

Pilots shall Log-on using their ICAO Call Sign as filed in the flight plan.

Data Link capability of equipped aircraft and Active Data Link connections are displayed at Nicosia ACC. CPDLC capability and active data link connections shall not be additionally announced on the frequency.

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit.

Log-on shall be initiated by the pilot. Log-on shall be performed using the ICAO call sign as filed in the flight plan. Pilots shall not use a two letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

Log-on should be initiated 5 to 10 minutes prior to entry into Nicosia FIR.

CPDLC Start may be performed by ATC to enable the CPDLC message sending for any particular flight in the designated CPDLC airspace.

5.5 **CPDLC services**

5.5.1 **ATC Communications Management (ACM)**

Pilots shall respond to an ATC instruction to change frequency with WILCO. If unable to comply with this data link instruction, the pilot shall revert to voice communication to inform ATC.

When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction using data link by “WILCO”, and shall then contact the next sector/ ATC unit by voice communication on the instructed channel.

5.5.2 **ATC Clearances and Instructions (ACL)**

Logged on aircraft may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels (climb or descent) or clearance direct to a point on their route via data downlink messages.

5.5.3 **ATC Microphone Check (AMC)**

A “check stuck microphone” instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the “check stuck microphone” instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the “check stuck microphone” instruction does not relate to the RTF channel being used, no further action by the pilot is required.

5.5.4 **Free-Format Free Text messages**

Pilots are urged to avoid the use of free-format free text messages. Such messages should only be used in non-routine situations and in case of unavailability of voice communications. If free-format free text needs to be used, caution should be exercised in order to avoid misunderstandings or misinterpretations.

Acceptable characters and symbols:

- Alphanumeric - A…Z
- Digits - 0...9
- Symbols - () / + -.,
- Max Length - up to 123 alphanumeric characters.

5.6 **CPDLC messages**

In Nicosia FIR, the controller or pilot shall construct CPDLC messages using the pre-defined message set identified below:

5.6.1 ATC uplink clearances and instructions:

Pilots can expect the following uplink clearances and instructions over CPDLC:

- CONTACT [unit name] [frequency]
- NEXT DATA AUTHORITY [facility designator]
- MAINTAIN [level]
- CLIMB TO [level]
- DESCEND TO [level]
- PROCEED DIRECT TO [POSITION]
- FLY HEADING [degrees]
- CHECK STUCK MICROPHONE (frequency)
- SERVICE UNAVAILABLE

5.6.2 Pilot downlink requests:

Pilots can make the following downlink requests over CPDLC:

- REQUEST [level]
- REQUEST CLIMB TO [level]
- REQUEST DESCENT TO [level]
- REQUEST DIRECT TO [position]

When using CPDLC, the maximum dialogue time is 120 seconds. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

5.7 **Message restrictions and error management**

If the ground system receives a message that is not supported, or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, the required actions.

CPDLC implementation in the area of responsibility of Nicosia ACC contains only messages as listed in section 6. All other messages will be replied to with an error message.

5.8 **Voice interruption of CPDLC dialogue:**

When using voice communication to correct an unanswered CPDLC message, the controller shall initiate voice communication using the phrase:

"CALL SIGN - DISREGARD CPDLC (message type) MESSAGE, BREAK, REPLY WITH UNABLE."

and deliver the correct clearance within the same transmission.

The pilot shall reply to the CPDLC message with an "UNABLE" message and respond by voice communication to the clearance received by voice.

5.9 **CPDLC imposed silence**

In order to contain the sector workload, ATC may require all stations or a specific flight to avoid sending CPDLC requests for a limited period of time. For imposing or revoking CPDLC silence the following phrases shall be used by voice communication:

"ALL STATIONS (or [call sign] as applicable), STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)]."

"ALL STATIONS (or [call sign] as applicable), RESUME NORMAL CPDLC OPERATIONS."

5.10 **CPDLC failure**

When CPDLC fails and communications revert to voice, all CPDLC messages outstanding shall be considered not delivered and the entire dialogue involving the messages outstanding shall be recommenced by voice.

When alerted that CPDLC has failed, ATC shall inform all stations under jurisdiction, using the following phrase:

"ALL STATIONS, CPDLC FAILURE, [identification of the calling station]."

Some failures may result in termination of the existing data link connections with aircraft that are under control of an ATC sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data link log-on process in order to re-establish data link connection. ATC will inform aircraft under its jurisdiction when the CPDLC service is restored, using the following phrase:

"ALL STATIONS, RESUME NORMAL CPDLC OPERATIONS."

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over voice communication and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shut down or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on-board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

5.11 **CPDLC disconnection**

CPDLC disconnection is automatic upon transfer of communication to adjacent ATC unit.

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GEN 3.6 SEARCH AND RESCUE

1. Responsible Service

1.1 Search and Rescue (SAR) service in the Republic of Cyprus is organized and provided within Cyprus SRR, by Larnaka Joint Rescue Co-ordination Centre (JRCC), in cooperation with military and State units responsible for SAR operations. SAR Service is provided according to ICAO Standards and Recommended Practices, relevant legislation of the Republic of Cyprus and national SAR plan.

1.2 Larnaka Joint Rescue Co-ordination Centre (JRCC)

Post: Rescue Coordination Centre
2, Lieutenant General Tasou Markou Street
6029, Larnaka
Cyprus
Phone: +357 24643005 / +357 1441 (JRCC)
Phone: +357 24643261 (CYMCC)
Sat Com: +870 772545696
Fax: +357 24643254
INMARSAT C: 421099999 RCCY
AFS: LCLKYCYX
Email: info@jrcc.org.cy

(not to be used for reporting an emergency)

1.3 Service is provided in accordance with the provisions contained in the following ICAO document:

Annex 2 - Rules of the Air;

Annex 3 - Meteorological Services for International Air Navigation;

Annex 6 - Operation of Aircraft - Parts I, II & III;

Annex 10 - Aeronautical Telecommunications - Volume I & II;

Annex 11 - Air Traffic Services;

Annex 12 - Search and Rescue;

Annex 13 - Aircraft Accident Investigation;

Annex 15 - Aeronautical Information Services;

Annex 17 - Security;

Annex 18 - The Safe Transport of Dangerous Goods by Air;

Doc 4444 ATM/501 - Procedures for Air Navigation Services - Air Traffic Management;

Doc 7030 - Regional Supplementary Procedures;

Doc 7754 - Air Navigation Plan - European Region;

Doc 8755 - Air Navigation Plan - North Atlantic;

Doc 9731 - IAMSAR Manual.

2. Area of Responsibility

2.1 Search and Rescue Region (SRR) of the Republic of Cyprus is delimited by Nicosia FIR boundaries as defined by ICAO, described in ENR 2.1 and presented in ENR 6.1-1.

2.2 SAR service is coordinated and provided by Larnaka JRCC, providing instructions regarding the control to be exercised as per each emergency procedure.

3. Types of Service

3.1 Details of related rescue units are given in para 3.3. below for Search and Rescue Units.In addition, various elements of the state, Cyprus National Guard, Police Forces and the Merchant Marine are available for search and rescue missions when required. The aeronautical, marine and public telecommunication services are available to the organization of search and rescue.

3.2 All aircraft and helicopters carry survival equipment, capable of being dropped, consist of: life raft equipped with medical supplies, emergency rations and survival radio equipment. Most aircraft and marine craft are equipped to communicate on 121.5 MHz, 2182 KHz, 123.1MHz, 243 MHz, 282.8 MHz, and 5680 KHz Ground rescue teams are equipped to communicate on 121.5 MHz. SAR aircraft and marine are equipped with direction finding equipment and radar.

3.3 Search and Rescue Units

Name	Location	Facilities	Remarks
1	2	3	4
Limassol	3441.0N 03303.0E	RV (25) RB (15)	H24 H24
Larnaka	3455.0N 03338.0E	RV (25) RB (15) HEL(M)	H24 H24 H24
Latsi	3502.5N 03317.0E	RV (25) RB (15)	H24 H24
Mari	3443.0N 03317.0E	RV (25) RB (15)	H24 H24
Pafos	3445.4N 03224.0E	RV (25) RB (15) HEL (M)	H24 H24 H24
Paralimni	3502.1N 03402.1E	RV (25) RB (15)	H24 H24
Akrotiri	3435.0N 03259.0E 3435.0N 03259.0E	RB (15) HEL (M) ELR/VLR/MRG	H24 H24 When available The Joint Operations Centre (JOC) of British Forces in Cyprus is responsible to provide the SAR facilities within the territory of Dhekelia and Akrotiri (Sovereign Bases Areas of UK) ESBA/ WSBA

4. SAR Agreements

4.1 Larnaka JRCC is the point of contact within Republic of Cyprus for coordinating /requesting and/ or providing SAR assistance with other States.

5. Conditions of Availability

5.1 The SAR service and facilities in Cyprus may be made available to neighbouring States upon request to JRCC Larnaka.

6. Procedures and Signals Used

6.1 Procedures

6.1.1 In order to enable the Joint Rescue Co-ordination Centre to activate the most suitable facilities as quickly as possible, operators are requested to forward to the Joint Rescue Co-ordination Centre information on the emergency and survival equipment carried on board on any of their aircraft operating regularly within Nicosia FIR and in the range of search and rescue centre.

6.1.2 Aircraft not engaged in an actual search and rescue operation should avoid, as far as practicable, any area in which actual search and rescue operations are in progress unless authorised by the appropriate controlling agency. The controlling agency can either be the SAR Coordination Centre or the appropriate ATS unit or both in unison.

6.1.3 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.1.4 Ditching reports, requested by aircraft about to ditch will as far as possible be given in accordance with the provisions of ICAO Annex 3, Meteorological Service for international Air Navigation.

6.2 Communications

6.2.1 Exchange of distress messages within Nicosia Search and Rescue Area are handled in accordance with provision of ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.2.2 Further more for communications during search and rescue operations, the codes and abbreviations used are in accordance with the provisions of ICAO Doc 8400 (ICAO Abbreviations and Codes).

6.2.3 The frequency 121.5 MHz is guarded continuously during the hours of service at the Area Control Centre, the International Aerodrome Approach and Control Towers. All coast stations guard the marine international distress frequency.

6.2.4 Rescue aircraft, helicopters and marine vessels conducting SAR operations within Nicosia FIR use the call sign “RESCUE” and additional identification marks consisting of a two digit number i.e “RESCUE 01”, which are described in the Republic of Cyprus national SAR Plan of assigned by JRCC Larnaka during the operation.

6.2.5 JRCC Larnaka call sign to be used during a SAR operation is “CYPRUS RESCUE”. If an Aircraft Co-ordinator (ACO) unit is appointed by the SAR Mission Co-ordinator (SMC) then the IAMSAR term “AIRCRAFT COORDINATOR” will be used as call sign for the ACO unit.

6.2.6 Radar stations guard continuously the international emergency frequencies 121.5 MHz and 243 MHz.

6.2.7 The Cyprus Coast Radio Station guard continuously the international emergency frequencies 2182 KHz and 156.800 KHz.

6.2.8 SAR HEL are equipped with UHF, VHF (AM/FM) and HF (SSB) and are able to home on distress/emergency frequencies.

6.3 Emergency Locator Transmitter (ELT)

6.3.1 The Cyprus SAR Region of Responsibility (SRR) is an integrated part of the Cyprus Mission Control Centre (CYMCC) Service Area which is part of the COSPAS-SARSAT System.

6.3.2 The Cyprus COSPAS-SARSAT MISSION Control Centre at Larnaka will alert JRCC LARNAKA whenever ELT signals on 406 MHz are received and located within NICOSIA FIR.

6.4 Distress Messages

6.4.1 When an aircraft is in distress, the pilot-in-command should order:

a. the switching-on of automatic emergency SSR, if carried; and

b. the transmission of a «distress» message by radio telephony and/or radio-telegraphy using the above mentioned frequencies or any other available frequency as follows:

6.4.2 The first distress signal should be sent on the air/ground frequency to which the transmitter is already tuned, or that of an air traffic services unit which is known to be within range. On receipt of the signal the air traffic services unit may instruct the aircraft to change to a distress frequency, it is equipped to do so. All subsequent communications should then be made on the distress frequency. This particularly applies to VHF transmissions.

6.4.3 If the aircraft is unable to establish contact on the normal communications frequency, it should call on the emergency frequency 121.5 MHz or 243 MHz. Stations maintaining watch on this frequency will reply and the aircraft should address its next message to the station it hears best indicating that station by name.

6.4.4 Should an aircraft be unable to establish communication on the air/ground frequency to which it is already tuned, or on any of the special distress frequencies, it should make every effort to communicate with a land or ship station on either:

a. the international distress frequency of 156.8 MHz (CH16) and 2182 KHz;
or

b. any other available frequency.

6.5 Urgency Messages

6.5.1 In circumstances when a distress call is not warranted, but an aircraft is nevertheless in danger and in urgent need of assistance (e.g. aircraft lost, partial engine failure, fuel shortage) an «urgency» signal should be transmitted, using the procedure outlined in paragraphs 6.4.1, 6.4.2, 6.4.3 above. An «urgency» signal should also precede a call from an aircraft to indicate that it has a very urgent message to transmit concerning the safety of a ship, another aircraft, or other vehicle, or of some person on board or within sight.

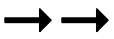
7. Search and Rescue Signals

7.1 The search and rescue signals to be used are those prescribed in Annex 12, Chapter 5.

7.2 Ground/air visual signal codes for use by survivors/rescue units

Ground air visual signal code for use by survivors		
No	**Message**	**Code Symbol**
1	Require assistance	**V**
2	Require medical assistance	**X**
3	No or Negative	**N**
4	Yes or Affirmative	**Y**

Ground air visual signal code for use by survivors		
No	**Message**	**Code Symbol**
5	Proceeding in this direction	

Ground air visual signal code for use by rescue units		
No	Message	Code Symbol
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue. Returning to base	
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	
Instructions for use:		
• Make signals not less than 8 ft (2.5 m) • Take care to lay out signals exactly as shown • Provide as much colour contras as possible between signals and background • Make every effort to attract attention by other means such as radio, flares smoke and reflected light		
In addition, the following procedure is used by army helicopters or aircraft when searching for survivors at night. Search aircraft will fire a single green pyrotechnic at intervals of 5 to 10 minutes. Survivors should then allow 30 seconds after they see the signal (so that the search aircraft can pass out of the glare) and then should fire a red pyrotechnic followed after a short interval by a second. The object of the second signal is to enable the crew of the aircraft to check that they are heading towards the survivors. The survivors should fire additional pyrotechnics if the aircraft appears to be getting off-track and then it is almost overhead, so that an accurate position can be obtained.		

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ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
ABOHE	315639N 0335900E		LCCC/LLLL BDRY LCA 169.0° 176.3 NM (100 FT) PHA 150.0° 181.6 NM (100 FT)
ADLAS	345743N 0331912E	M601, R19	SID, STAR LCLK LCA 284.0° 16 NM (100 FT) PHA 065.0° 42.9 NM (100 FT)
ADUNI	344305N 0321502E		PHA 272.0° 12.6 NM (100 FT)
AFONO	331043N 0321702E		LCA 213.8° 121.5 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	355556N 0331658E	A28, N131	LCCC/LTAA BDRY LCA 340.2° 65.7 NM (100 FT) PHA 022.2° 82.5 NM (100 FT)
ELIKA	334955N 0343500E	G2, N159	LCCC/OLBB FIR BDRY
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)
ENIAS	344026N 0322911E		PHA 197.8° 2.5 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)
EVORA	332400N 0305700E		LCA 232.0° 159.8 NM (100 FT) PHA 220.0° 110.4 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)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
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)
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)
KRASI	351502N 0343006E		LCA 062.1° 48.7 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)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
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)
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)
ODELO	333938N 0332252E		LCA 189.6° 73.6 NM (100 FT)
OFTOS	333114N 0333500E		LCA 181.5° 81.0 NM (100 FT)
OTESA	345543N 0332605E	M601, R19	SID,STAR LCLK 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		LCA 251.0° 22.4 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)

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING 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. Runway surface condition assessment and reporting and Snowplan

2.1 **Organization of the runway surface condition reporting and winter service**

The Aerodrome operator is responsible for assessing the condition of the runway for each third of the runway and issuing a Runway Condition Report (RCR). This report contains the Runway Condition Code (RWYCC) and information, which describes the runway surface condition: type

of contamination, depth, coverage for each third of the runway, etc. and other relevant information.

The Global Reporting Format (GRF) service is established at the following aerodromes:

- LCLK
- LCPH

2.2 **Surveillance of movement areas.**

The aerodrome operator monitors the conditions of the movement area within the published aerodrome hours of service. Inspection, reporting and maintenance of the movement area are performed in accordance with the established procedures contained in the Aerodrome Manual.

2.3 **Surface condition assessment methods used; operations on specially prepared winter runways**

Aerodrome Operator:

a. Assesses the percentage of runway contamination by water for each third of the runway and assign RWYCC;

b. If more than 25% of any runway surface is wet, reports wet conditions using the Runway Condition Report (RCR);

c. Determines downgrade or upgrade using all pertinent information available;

To comply with the above procedure, the Aerodrome Operator should use the Runway Condition Assessment Matrix.

2.4 **Actions taken to maintain the usability of movement areas**

The aerodrome operator is responsible for monitoring the movement area condition and establishing procedures to maintain the usability of the movement area, following the aerodrome operator procedure.

2.5 **System and means of reporting**

SNOWTAM are promulgated in accordance with ICAO Annex 15., ICAO Doc 10066. (PANS-AIM) and ICAO Guidance on the issuance of SNOWTAM.

2.6 **Cases of runway closure**

NIL

2.7 **Distribution of information about runway surface conditions**

When all or part of a runway is contaminated with standing water, snow, slush, ice or frost, the Aerodrome Operator shall produce a Runway Condition Report (RCR), and shall send this to ATC and AIS in a separate series for the purpose of issuing a NOTAM / SNOWTAM in accordance with ICAO Doc 10066.

The RCR message will be updated whenever there is any significant change in the runway condition, and contains the below:

- Aerodrome Location Indicator
- Date & Time of Assessment
- Lower Runway Designator
- RWYCC for each RWY Third

- Coverage Contaminant for each RWY Third
- Depth of Contaminant for each RWY Third
- Condition Description for each RWY Third

The Runway Condition Code (RWYCC) obtained for each runway third using the RCAM (Runway Condition Assessment Matrix) may be upgraded or downgraded in the assessment process when observations, experience, local knowledge and or runway braking action reports provided by pilots.

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LCLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

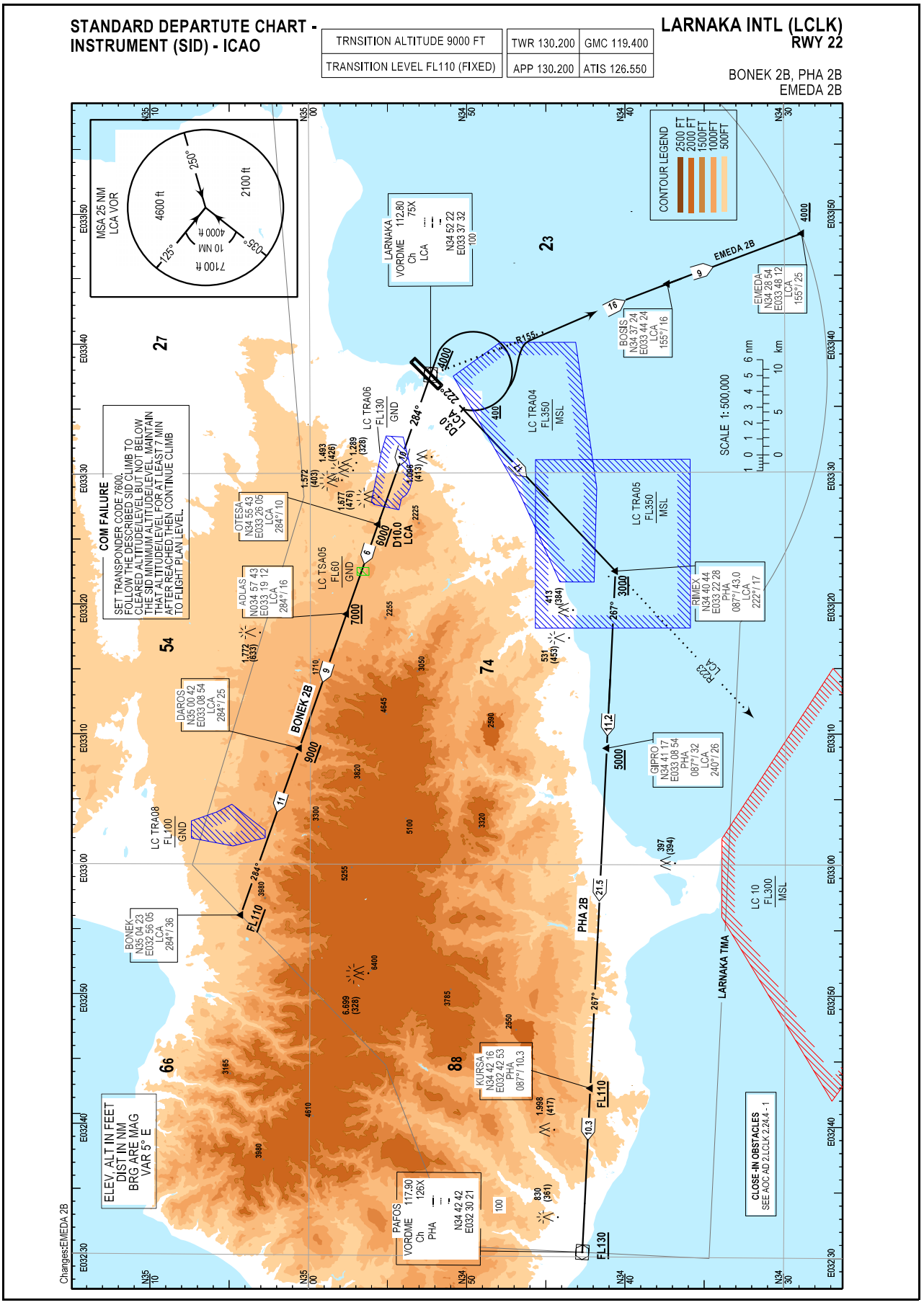
1	**AD category for fire fighting**	A8 (From 1st May to 31st Oct Cat A9)
2	**Rescue equipment**	Metal cutting tools
3	**Capability for removal of disabled aircraft**	Up to Code C aircraft
4	**Remarks**	Aircraft operators must have a confirmed contract for removal of disabled aircraft. Aircraft removal arrangements must be submitted to Hermes Airports Ltd. Foaming facility on RWY not available

LCLK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOWPLAN

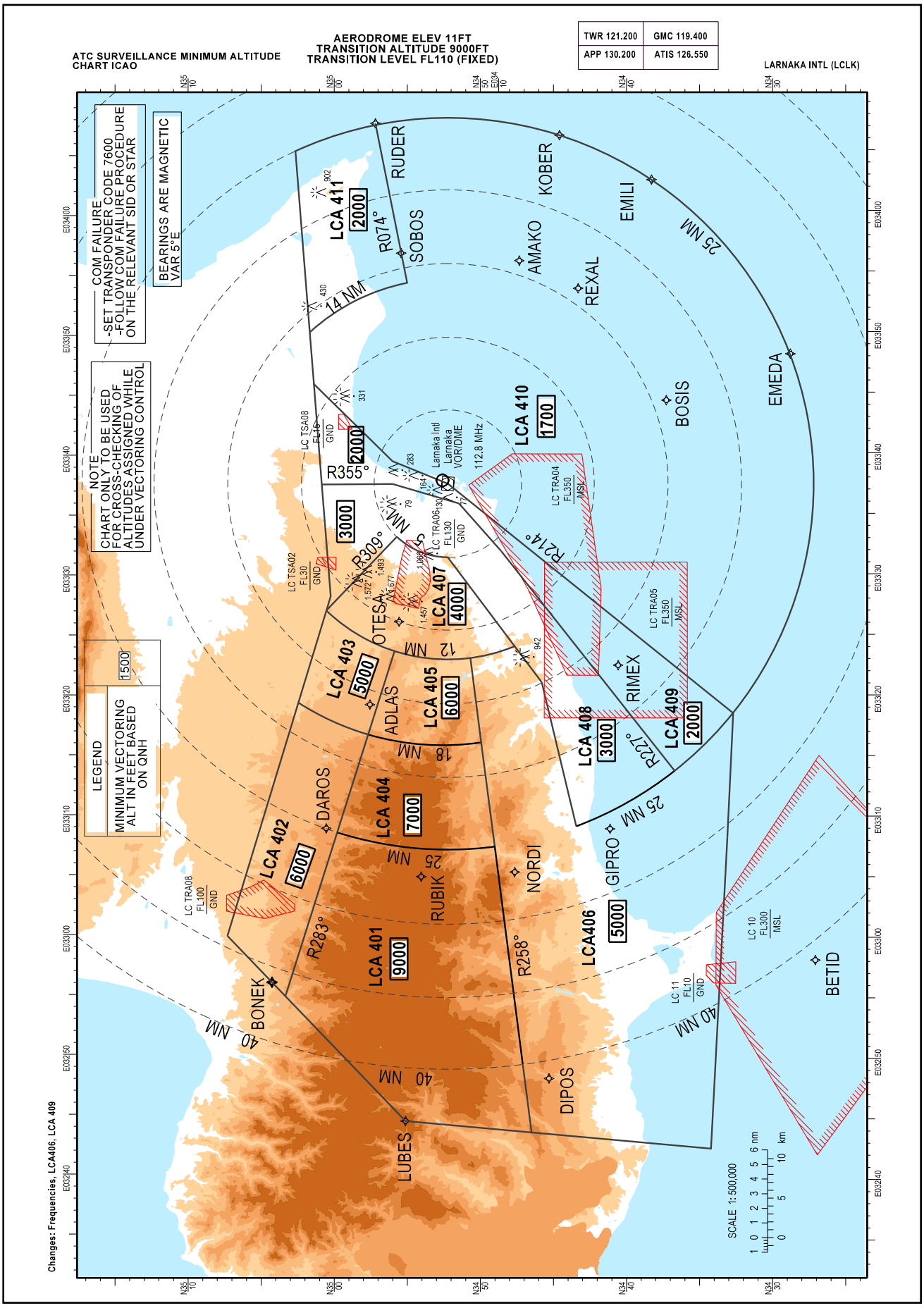
1	**Type(s) of clearing equipment**	N/A
2	**Clearance priorities**	N/A
3	**Use of material for movement area surface treatment**	N/A
4	**Specially prepared winter runways**	N/A
5	**Remarks**	See AD.1.2.2 for information regarding runway surface condition assessment and reporting

LCLK AD 2.8 APRONS,TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	**APRON 1** **11A-21**, **22-28**, **31-33**, **41-48A** ACFT stands Surface: CONC Strength: PCN 72/R/B/W/T **APRON 2** **61** ACFT stand Surface: CONC Strength: PCN 56/R/A/W/T **62** ACFT stand Surface: CONC Strength: PCN 86/R/A/W/T **63**, **64** ACFT stands Surface: CONC Strength: PCN 72/R/A/W/T **65**-**67** ACFT stands Surface: CONC Strength: PCN 17/R/A/W/U **71**-**76** ACFT stands Surface: ASPH Strength: PCN 56/R/A/W/T **81**-**83** ACFT stands Surface: ASPH Strength: PCN 134/R/A/W/T **84**, **85** ACFT stands Surface: ASPH Strength: PCN 79/F/B/W/T **86**, **87** ACFT stands Surface: ASPH Strength: PCN 39/R/A/W/T **92**, **93** ACFT stands Surface: CONC Strength: PCN 95/R/A/W/T **94** ACFT stand Surface: CONC Strength: PCN 39/R/A/W/T **GENERAL AVIATION APRON** Surface: CONC/ASPH Strength: 17/R/A/W/U Strength: 17/F/A/W/U


STANDARD DEPARTUTE CHART - INSTRUMENT (SID) - ICAO
LARNAKA INTL (LCLK)
RWY 22
BONEK 2B, PHA 2B
EMEDA 2B
TRNSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.200
GMC 119.400
APP 130.200
ATIS 126.550
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
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.
LARNAKA
VORDME 112.80 75X
Ch
LCA
N34 52 22
E033 37 32
PAFOS
VORDME 117.90 126X
Ch
PHA
N34 42 42
E032 30 21
BONEK
N35 04 23
E032 56 06
LCA
284°/ 36
DAROS
N35 00 42
E033 08 54
LCA
284°/ 25
ADLAS
N034 57 43
E033 19 12
LCA
284°/ 16
OTESA
N34 55 43
E033 26 05
LCA
284°/ 10
KURSA
N34 42 16
E032 42 53
PHA
087°/ 10.3
BOSIS
N34 37 24
E033 44 24
LCA
155°/ 16
EMEDA
N34 28 54
E033 48 12
LCA
155°/ 25
RIMEX
N34 40 44
E033 22 28
PHA
087°/ 43.0
LCA
222°/ 17
GIPRO
N34 41 17
E033 08 54
PHA
087°/ 32
LCA
240°/ 26
LC TRA04
FL350
MSL
LC TRA05
FL350
MSL
LC TRA06
FL130
GND
LC TRA08
FL100
GND
LC TSA05
FL60
GND
LC 10
FL300
MSL
LARNAKA TMA
BONEK 2B
EMEDA 2B
PHA 2B
FL110
FL130
D10.0 LCA
SCALE 1:500,000
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:EMEDA 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 3000FT	RIMEX:3000 FT or Above GIPRO:5000 FT or Above KURSA:FL110 or Above(ATC) PHA VOR:FL130 or Above(ATC)
BONEK 2B	CLIMB STRAIGHT 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)
EMEDA 2B	CLIMB STRAIGHT AHEAD TO 3 NM LCA DME. TURN LEFT TO ESTABLISH ON RADIAL 155 LCA VOR TO BOSIS THEN EMEDA	EMEDA:4000 FT or Above


ATC SURVEILLANCE MINIMUM ALTITUDE CHART ICAO
AERODROME ELEV 11FT
TRANSITION ALTITUDE 9000FT
TRANSITION LEVEL FL110 (FIXED)
TWR 121.200
GMC 119.400
APP 130.200
ATIS 126.550
LARNAKA INTL (LCLK)
COM FAILURE
-SET TRANSPONDER CODE 7600
-FOLLOW COM FAILURE PROCEDURE ON THE RELEVANT SID OR STAR
BEARINGS ARE MAGNETIC VAR 5°E
NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER VECTORING CONTROL
LEGEND
MINIMUM VECTORING ALT IN FEET BASED ON QNH
1500
LCA 411
2000
LCA 410
1700
LCA 407
4000
LCA 403
5000
LCA 405
6000
LCA 408
3000
LCA 409
2000
LCA 402
6000
LCA 404
7000
LCA 401
9000
LCA406
5000
RUDER
SOBOS
AMAKO
KOBER
EMILI
REXAL
BOSIS
EMEDA
OTESA
ADLAS
RIMEX
DAROS
RUBIK
NORDI
GIPRO
BONEK
DIPOS
LUBES
BETID
R074°
R355°
R309°
R214°
R127°
R283°
R258°
14 NM
25 NM
12 NM
18 NM
40 NM
Larnaka Intl
Larnaka
VOR/DME
112.8 MHz
LC TSA08
FL15
GND
LC TSA02
FL30
GND
LC TRA06
FL130
GND
LC TRA04
FL350
MSL
LC TRA05
FL350
MSL
LC TRA08
FL100
GND
LC 10
FL300
MSL
LC 11
FL10
GND
SCALE 1:500,000
Changes: Frequencies, LCA406, LCA 409

Name Lateral limits
1. AREA LCA401 MINIMUM ALTITUDE OF 9000 FT DEFINED FROM POINT 350329N 0325457E - 345512N 0324436E - 344634N 0324343E THEN LCA VOR RADIAL 258 TO 344910N 0330725E THEN CLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 345958N 0330834E THEN LCA VOR RADIAL 283 TO 350329N 0325457E
2. AREA LCA402 MINIMUM ALTITUDE OF 6000 FT DEFINED FROM POINT 350727N 0325956E - 350329N 0325457E THEN LCA VOR RADIAL 283 TO 345751N 0331641E THEN CLOCKWISE ARC RADIUS 18 NM CENTERED ON LCA VOR TO 350235N 0331929E - 350727N 0325956E
3. AREA LCA403 MINIMUM ALTITUDE OF 5000 FT DEFINED FROM POINT 345751N 0331641E THEN CLOCKWISE ARC RADIUS 18 NM CENTERED ON LCA VOR TO 350235N 0331929E - 350042N 0332701E THEN ANTICLOCKWISE ARC RADIUS 12 NM CENTERED ON LCA VOR TO 345602N 0332338E THEN LCA VOR RADIAL 283 TO 345751N 0331641E
4. AREA LCA404 MINIMUM ALTITUDE OF 7000 FT DEFINED FROM POINT 345958N 0330834E THEN ANTICLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 344910N 330725E THEN TO 345005N 331550E (LCA VOR RADIAL 258) THEN CLOCKWISE ARC RADIUS 18 NM CENTERED ON LCA VOR TO 345751N 0331641E THEN TO 345958N 0330834E (LCA VOR RADIAL 283)
5. AREA LCA405 MINIMUM ALTITUDE OF 6000 FT DEFINED FROM POINT 345005N 0331550E THEN CLOCKWISE ARC RADIUS 18 NM CENTERED ON LCA VOR TO 345751N 0331641E THEN TO 345602N 0332338E (LCA VOR RADIAL 283) THEN ANTICLOCKWISE ARC RADIUS 12 NM CENTERED ON LCA VOR TO 345051N 0332304E THEN LCA VOR RADIAL 258 TO 345005N 331550E
6. AREA LCA406 MINIMUM ALTITUDE OF 5000 FT DEFINED FROM POINT 344634N 0324343E - 343417N 0324228 E - 343252N 0331830E THEN CLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 344337N 0330905E - 344558N 0332103E - 344745N 0332404E THEN CLOCKWISE ARC RADIUS 12 NM CENTERED ON LCA VOR TO 345051N 0332304E THEN LCA VOR RADIAL 258 TO 344634N 0324343E
7. AREA LCA407 MINIMUM ALTITUDE OF 4000 FT DEFINED FROM POINT 344745N 0332404E THEN CLOCKWISE ARC RADIUS 12 NM CENTERED ON LCA VOR TO 350042N 0332701E THEN LCA VOR RADIAL 309 TO 345551N 0333309E THEN ANTICLOCKWISE ARC RADIUS 5 NM CENTERED ON LCA VOR TO 345222N 0333127E - 344745N 0332404E
8. AREA LCA408 MINIMUM ALTITUDE OF 3000 FT DEFINED FROM POINT 344337N 0330905E THEN ANTICLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 343651N 0331344E THEN LCA VOR RADIAL 227 TO 344844N 0333156E - 345137N 0333554E - 345609N 0333731E THEN LCA VOR RADIAL 355 TO 350100N 0333730E - 350024N 0332812E - 350042N 0332701E THEN LCA VOR RADIAL 309 TO 345551N 0333309E THEN ANTICLOCKWISE ARC RADIUS 5 NM CENTERED ON LCA VOR TO 345222N 0333127E THEN TO 344558N 0332103E THEN TO 344337N 0330905E
9. AREA LCA409 MINIMUM ALTITUDE OF 2000 FT DEFINED FROM POINT 343651N 0331344E THEN LCA VOR RADIAL 227 TO 344844N 0333156E - 345137N 0333554E - 345609N 0333731E THEN LCA VOR RADIAL 355 TO 350100N 0333730E - 350131N 0334551E - 345609N 0333925E THEN LCA VOR 345222N 333732E THEN LCA VOR RADIAL 214 TO 343252N 0331830E THEN CLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 343651N 0331344E
10. AREA LCA410 MINIMUM ALTITUDE OF 1700 FT DEFINED FROM POINT 350131N 0334551E - 345609N 0333925E THEN LCA VOR 345222N 0333732E THEN LCA VOR RADIAL 214 TO 343252N 0331830E THEN ANTICLOCKWISE ARC RADIUS 25 NM CENTERED ON LCA VOR TO 345712N 0340730E THEN LCA VOR RADIAL 074 TO 345506N 0335414E THEN ANTICLOCKWISE ARC RADIUS 14 NM CENTERED ON LCA VOR TO 350147N 0335010E - 350131N 0334551E
11. AREA LCA411 MINIMUM ALTITUDE OF 2000 FT DEFINED FROM POINT 345712N 0340730E THEN LCA VOR RADIAL 074 TO 345506N 0335414E THEN ANTICLOCKWISE ARC RADIUS 14 NM CENTERED ON LCA VOR TO 350147N 0335010E - 350241N 0340516E THEN CLOCKWISE ARC RADIUS 25NM CENTERED ON LCA VOR TO 345712N 0340730E

LCPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	A7
2	**Rescue equipment**	Rescue equipment: metal cutting tools Two air bags
3	**Capability for removal of disabled aircraft**	Up to Code C aircraft
4	**Remarks**	Aircraft operators must have a confirmed contract for removal of disabled aircraft. Aircraft removal arrangements must be submitted to Hermes Airports Ltd. Foaming on RWY not available

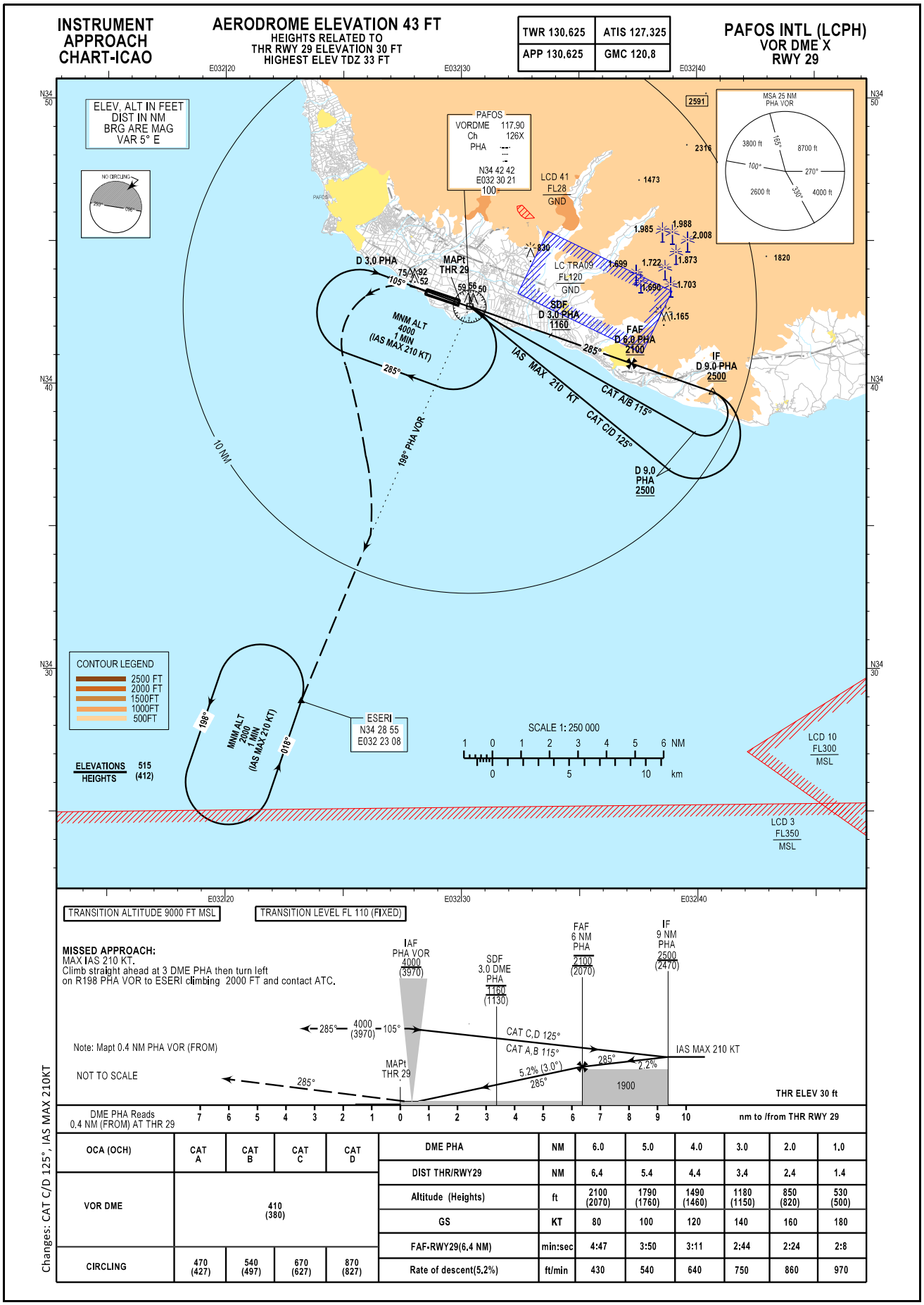
LCPH AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

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

LCPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	**APRON** **1**, **2**, **3**, **4**, **4A**, **4B**, **5**, **5A**, **5B**, **6**, **6A**, **6B**, **14B**, **15**, **15A**, **15B** ACFT stands Surface: CONC Strength: PCN 53/R/B/W/T **7** ACFT stand Surface: CONC Strength: PCN 54/R/C/W/T **8**, **9**, **9A**, **9B**, **10**, **10A, 10B**, **11**, **11A**, **11B** ACFT stands Surface: CONC Strength: PCN 53/R/B/W/U **12, 14A** ACFT stands Surface: CONC Strength: PCN 49/R/B/W/T **14** ACFT stand Surface: CONC Strength: PCN 52/R/B/W/T **GENERAL AVIATION APRON** Surface: ASPH Strength: PCN 22/R/B/W/T

2	**Taxiway width, surface and strength**	**TAXIWAY** **A**, **B**, **C**, **D**, **E** Width: 23 M Surface: ASPH Strength: PCN 80/F/C/W/U **G** Width: 27 M Surface: ASPH Strength: PCN 131/F/B/W/T **H** Width: 23 M Surface: ASPH Strength: PCN 77/F/A/W/T **M** Width: 23 M Surface: ASPH Strength: PCN 65/F/C/W/T **Y** Width: 23 M Surface: CONC Strength: PCN N/A **W**, **V** Width: 23 M Surface: ASPH Strength: PCN N/A **TAXILANE** **J** Width: 60 M Surface: ASPH Strength: PCN 125/F/B/W/T **K** Width: 85 M Surface: CONC+ASPH Strength: PCN 100/F/C/W/T Strength: PCN 53/R/C/W/T **U** Width: 37 M Surface: CONC Strength: PCN 22/R/B/W/T
3	**ACL location and elevation**	Location : At Apron Elevation : 20 FT
4	**VOR checkpoints**	344301N 0322901E distance 2106 M.
5	**INS checkpoints**	INS: See Aircraft Parking/chart
6	**Remarks**	NIL



OCA (OCH)	CAT A	CAT B	CAT C	CAT D
VOR DME	410 (380)			
CIRCLING	470 (427)	540 (497)	670 (627)	870 (827)

DME PHA	NM	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR/RWY29	NM	6.4	5.4	4.4	3.4	2.4	1.4
Altitude (Heights)	ft	2100 (2070)	1790 (1760)	1490 (1460)	1180 (1150)	850 (820)	530 (500)
GS	KT	80	100	120	140	160	180
FAF-RWY29(6.4 NM)	min:sec	4:47	3:50	3:11	2:44	2:24	2:8
Rate of descent(5.2%)	ft/min	430	540	640	750	860	970

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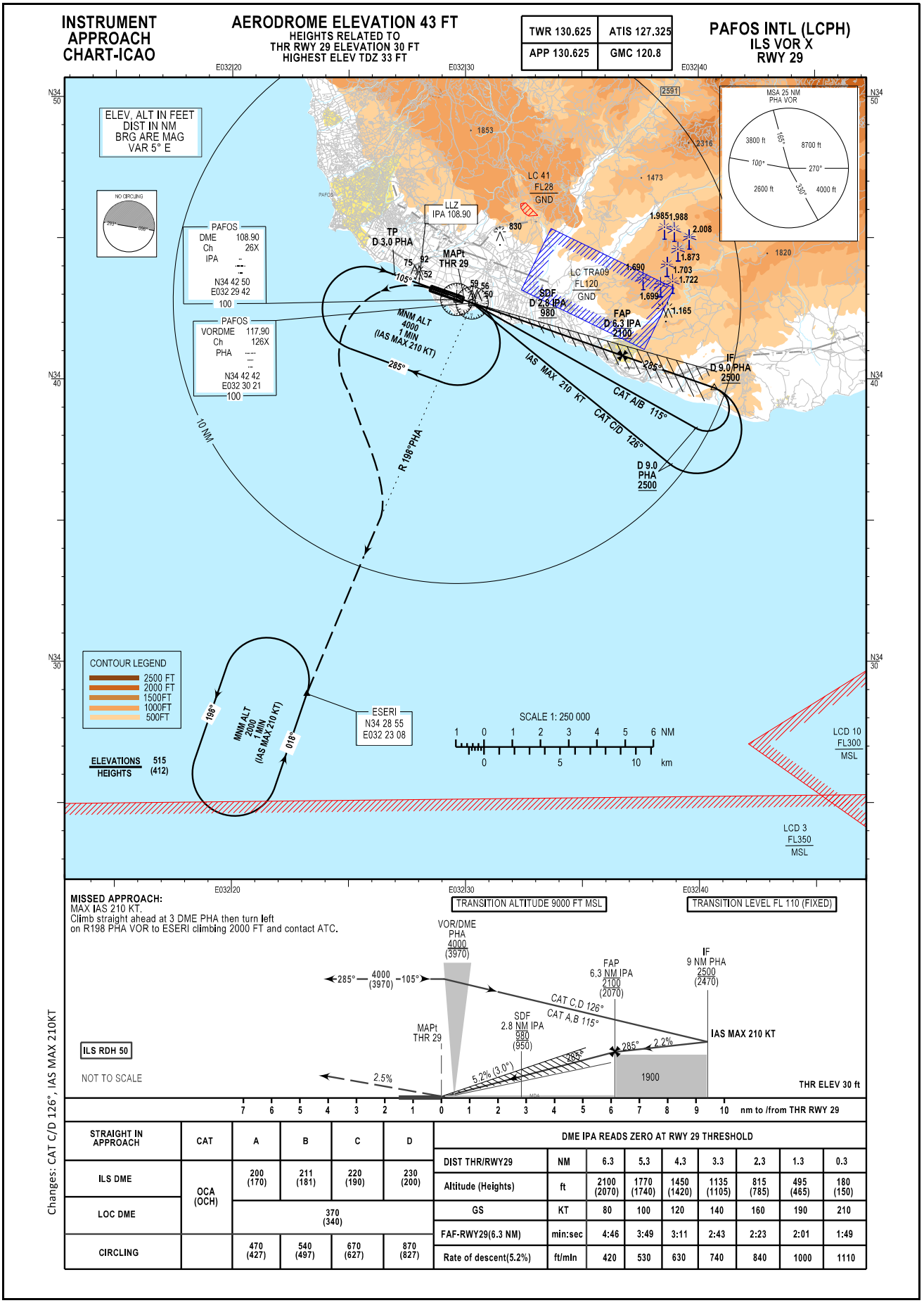

STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC DME		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD

DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude (Heights)	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAF-RWY29(6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent(5.2%)	ft/mln	420	530	630	740	840	1000	1110

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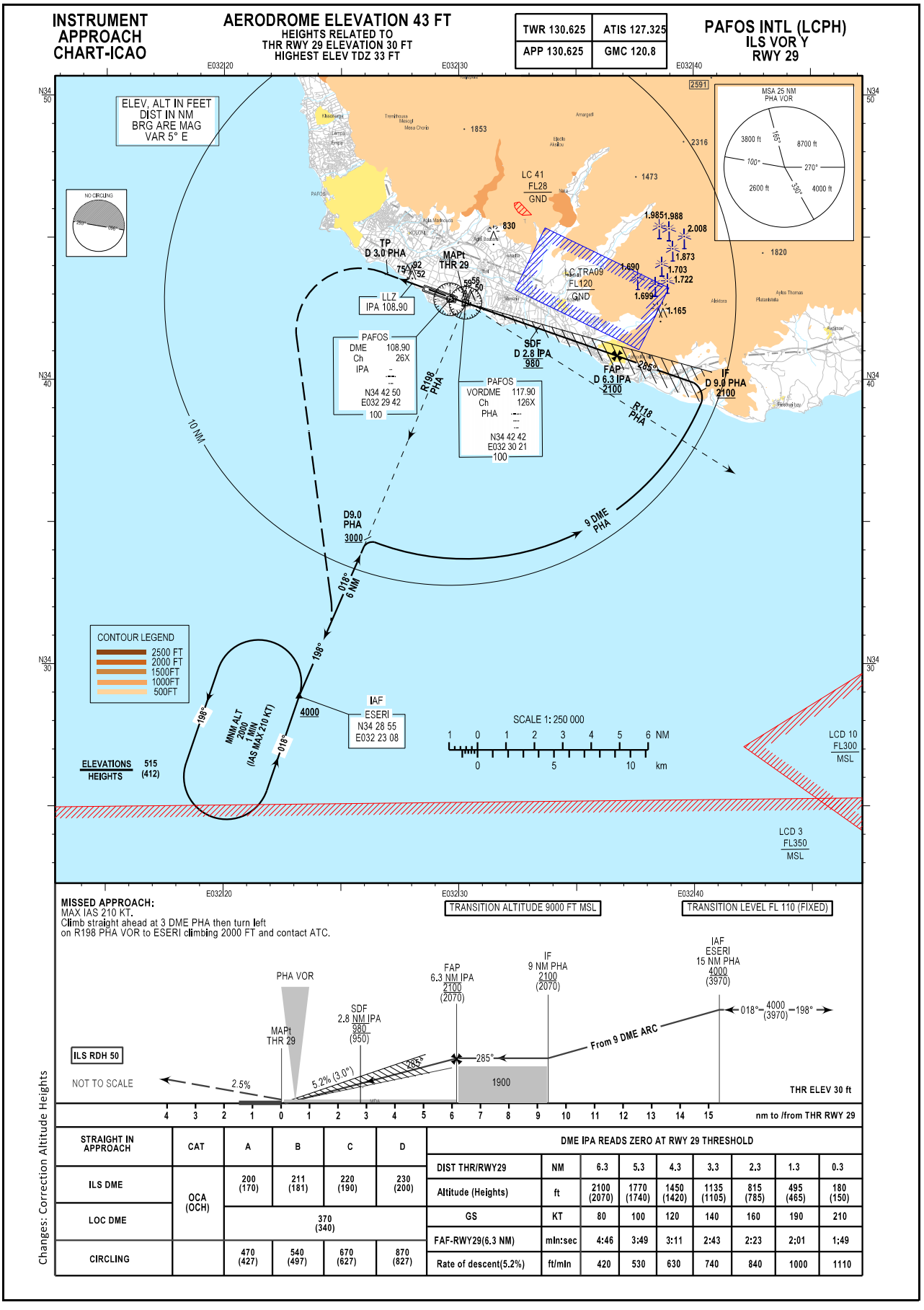

STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC DME		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD

DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude (Heights)	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAF-RWY29(6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent(5.2%)	ft/min	420	530	630	740	840	1000	1110

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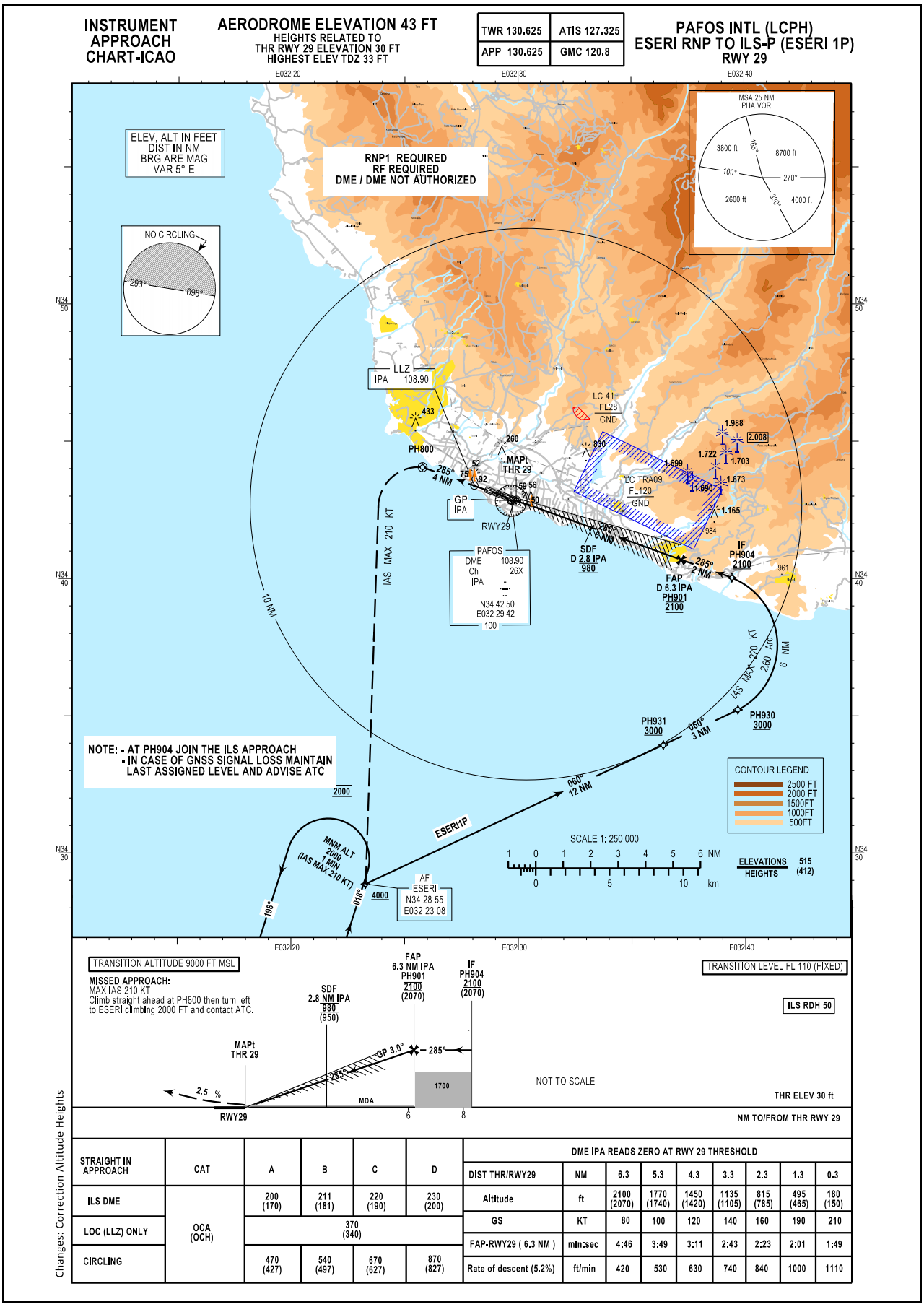


STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
ESERI RNP TO ILS-P
(ESERI 1P)
RWY 29

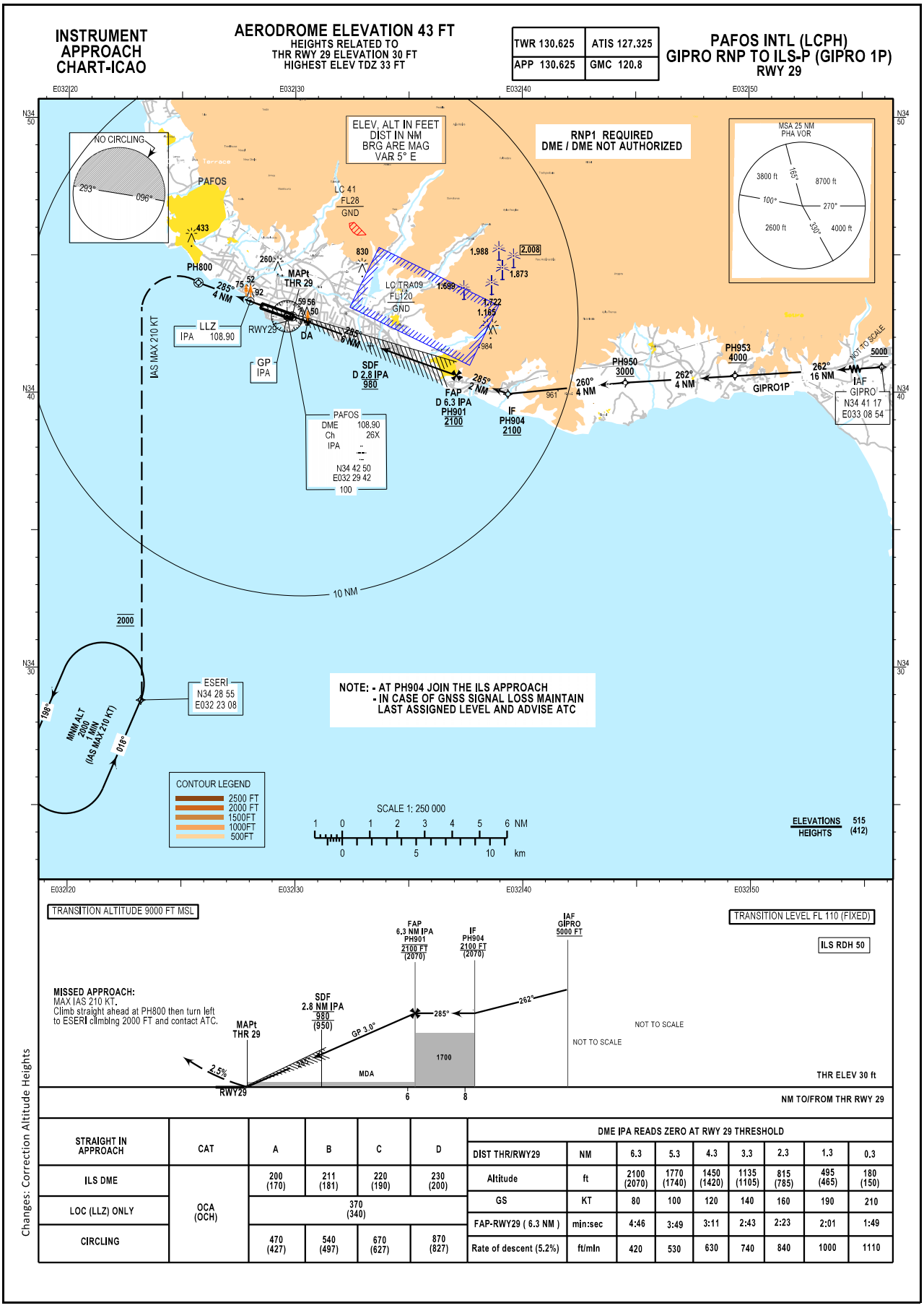
Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	ESERI	IAF	N	N/A	-	-	A4000+	-	RNP1	
020	TF	PH931	-	N	060° (065.4°)	11.96	-	A3000+	-	RNP1	
030	TF	PH930	-	N	060° (065.6°)	3.00	-	A3000+	-	RNP1	
040	RF	PH904	IF	N	N/A	6.14	L	A2100+	220	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	
		PHC08	-	-	ARC RADIUS 2.6 NM					RNP1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ESERI	34 28 55.16N 032 23 07.66E
PH931	34 33 53.27N 032 36 18.02E
PH930	34 35 07.82N 032 39 36.50E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
PHC08	34 37 30.11N 032 38 18.39E



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
GIPRO RNP TO ILS-P
(GIPRO 1P)
RWY 29

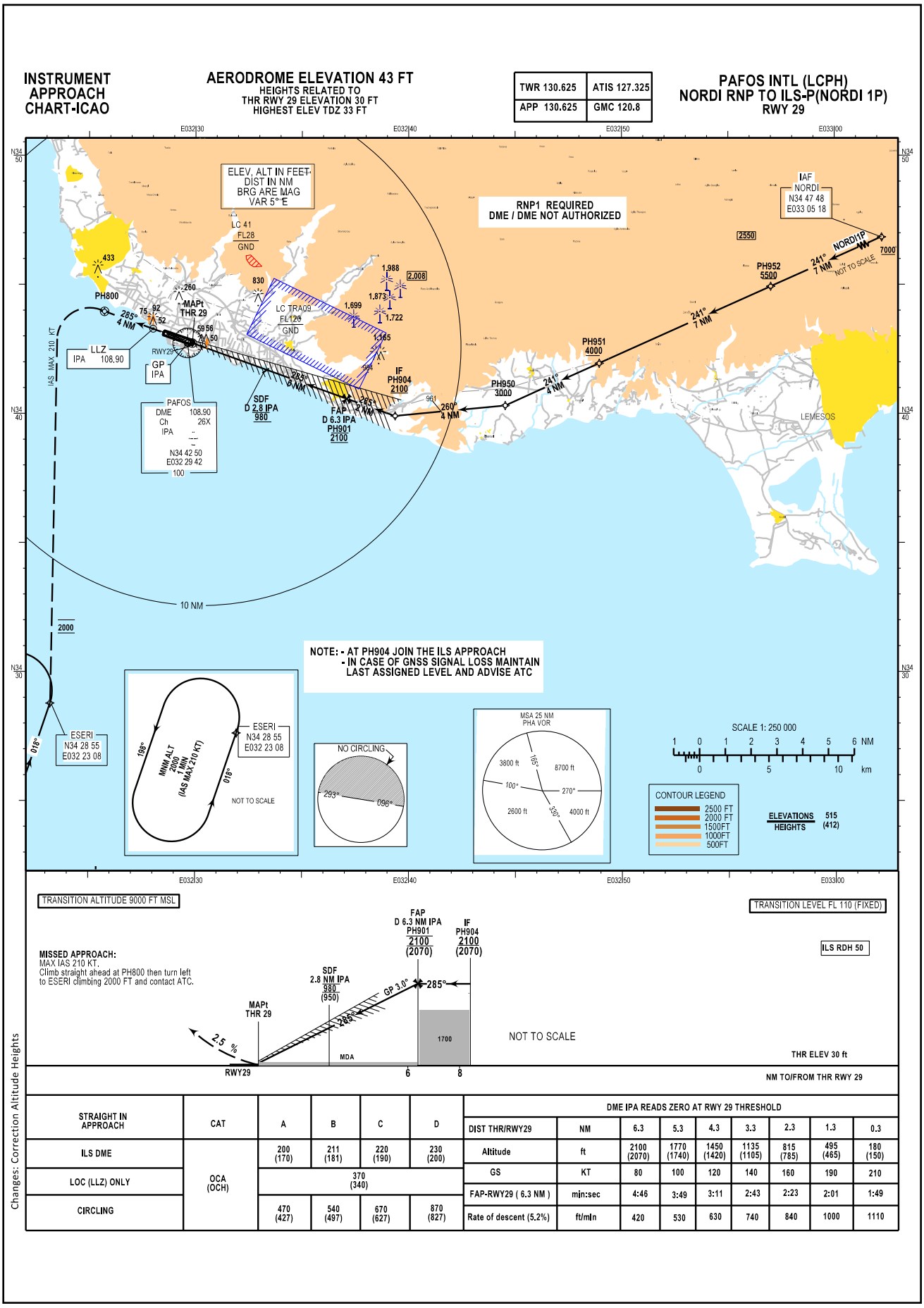
Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	GIPRO	IAF	N	N/A	-	-	A5000+	-	RNP1	
020	TF	PH953	-	N	262° (267.3°)	16.10	-	A4000+	-	RNP1	
030	TF	PH950	-	N	262° (267.1°)	4.00	-	A3000+	-	RNP1	
040	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
GIPRO	34 41 17.09N 033 08 54.47
ESERI	34 28 55.16N 032 23 07.66E
PH953	34 40 31.90N 032 49 24.28E
PH950	34 40 18.88N 032 44 33.72E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
NORDI RNP TO ILS-P
(NORDI 1P)
RWY 29

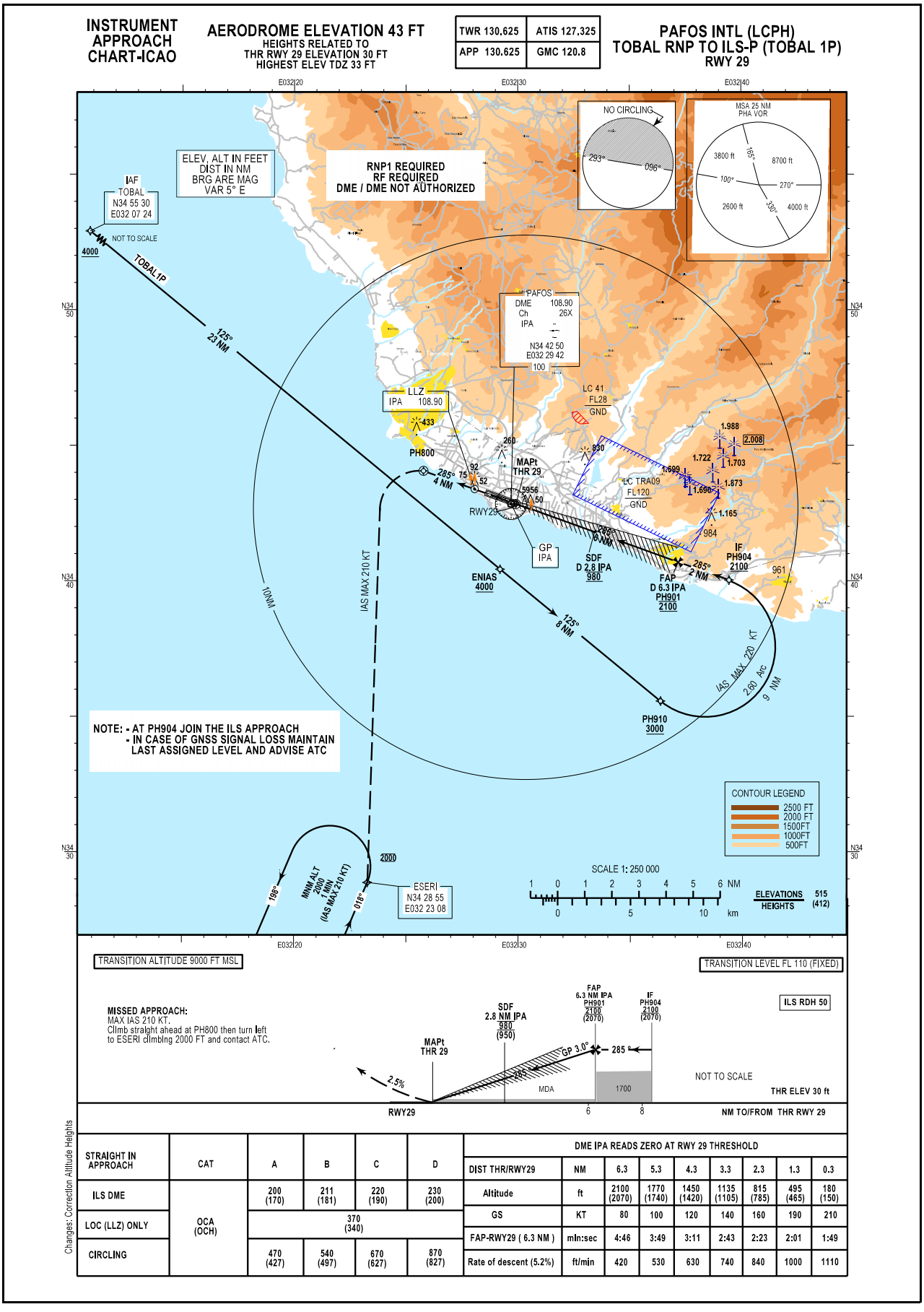
Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	NORDI	IAF	N	N/A	-	-	A7000+	-	RNP1	
020	TF	PH952	-	N	241° (246.5°)	7.39	-	A5500+	-	RNP1	
030	TF	PH951	-	N	241° (246.4°)	7.26	-	A4000+	-	RNP1	
040	TF	PH950	-	N	241° (246.3°)	4.00	-	A3000+	-	RNP1	
050	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP1	JOIN ILS APCH RWY29
060	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
070	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
080	CF	PH800	-	Y	285° (290.2°)	3.62	-	-		ILS APCH	
090	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
NORDI	34 47 48.00N 033 05 18.00E
ESERI	34 28 55.16N 032 23 07.66E
PH952	34 44 50.46N 032 57 04.51E
PH951	34 41 55.48N 032 49 00.21E
PH950	34 40 18.88N 032 44 33.72E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E



STRAIGHT IN APPROACH	CAT	A	B	C	D
ILS DME	OCA (OCH)	200 (170)	211 (181)	220 (190)	230 (200)
LOC (LLZ) ONLY		370 (340)			
CIRCLING		470 (427)	540 (497)	670 (627)	870 (827)

DME IPA READS ZERO AT RWY 29 THRESHOLD								
DIST THR/RWY29	NM	6.3	5.3	4.3	3.3	2.3	1.3	0.3
Altitude	ft	2100 (2070)	1770 (1740)	1450 (1420)	1135 (1105)	815 (785)	495 (465)	180 (150)
GS	KT	80	100	120	140	160	190	210
FAP-RWY29 (6.3 NM)	min:sec	4:46	3:49	3:11	2:43	2:23	2:01	1:49
Rate of descent (5.2%)	ft/min	420	530	630	740	840	1000	1110

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEVATION 43 FT
HEIGHTS RELATED TO
THR RWY 29 ELEVATION 30 FT

PAFOS INTL (LCPH)
TOBAL RNP TO ILS-P
(TOBAL 1P)
RWY 29

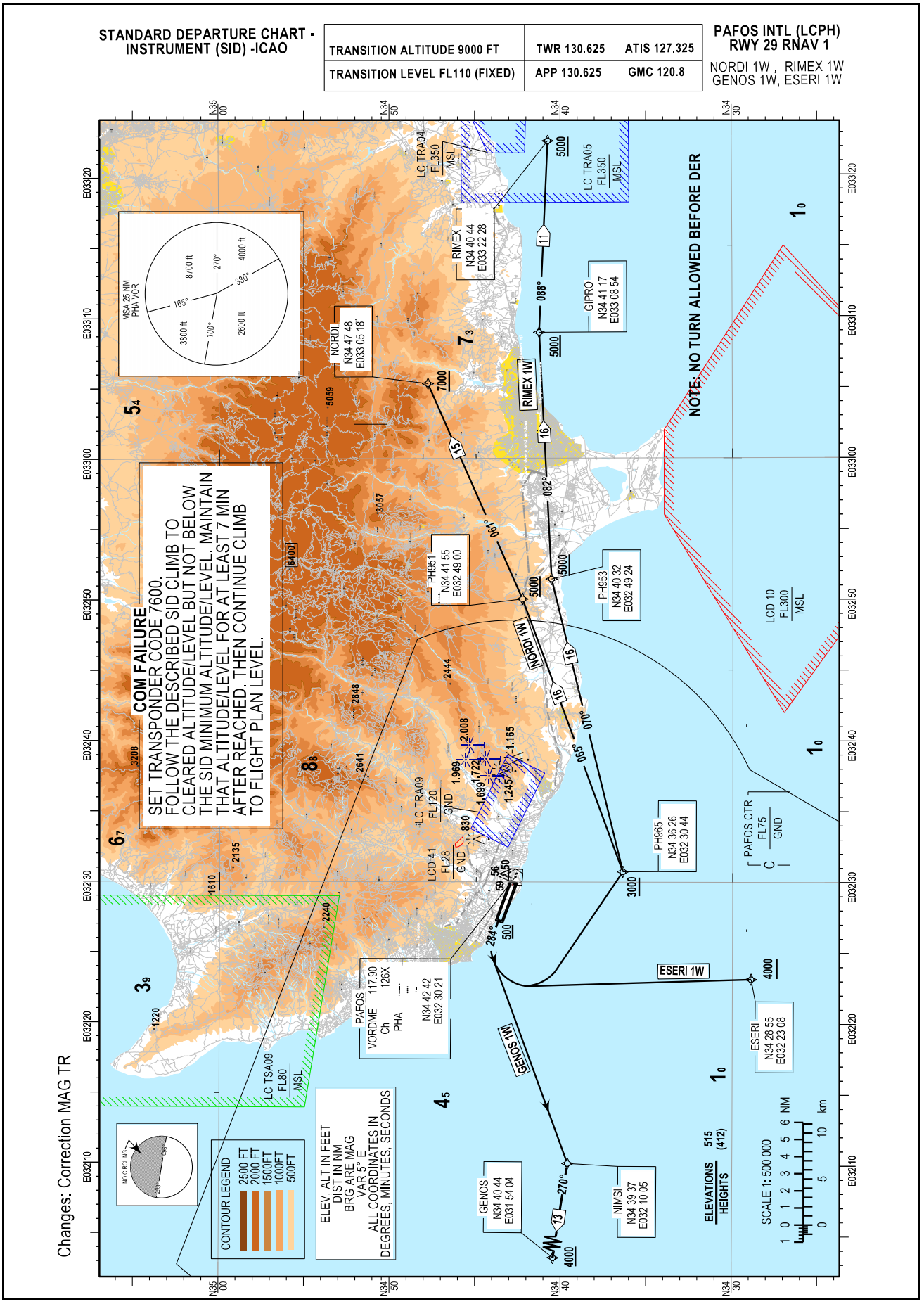
Sequence Number	Path Terminator	Waypoint Identifier	Type	Fly-Over	Course/Track °Mag (°True)	Distance (Nm)	Turn Direction	Altitude (Ft)	Max Speed (KTS)	Navigation Specifications	Remarks
010	IF	TOBAL	IAF	N	N/A	-	-	A4000+	-	RNP1	
020	TF	ENIAS	-	N	125° (129.9°)	23.41	-	A4000+	-	RNP1	
030	TF	PH910	-	N	125° (130.1°)	7.64	-	A3000+	-	RNP1	
040	RF	PH904	IF	N	N/A	9.07	L	A2100+	220	RNP1	JOIN ILS APCH RWY29
050	TF	PH901	FAP	N	285° (290.2°)	2.00	-	A2100@	-	ILS APCH	
060	TF	RWY29	-	Y	285° (290.2°)	6.33	-	A80@	-	ILS APCH	GP SLOPE -3.00°
070	CF	PH800	-	Y	285° (290.2°)	3.62	-	-	-	ILS APCH	
080	DF	ESERI	-	-	N/A	-	-	A2000@	210	RNP1	
		RCH08	-	-	ARC RADIUS 2.6 NM					RNP1	

RNAV HOLDINGS

Holding Point	Inbound Track °True	Inbound Track °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	023.5°	018°	L	210	A2000+	1 MINUTE

WAYPOINT LIST

Waypoint Identifier	Coordinates
ESERI	34 28 55.16N 032 23 07.66E
TOBAL	34 55 30.00N 032 07 24.00E
ENIAS	34 40 26.45N 032 29 11.46E
PH910	34 35 30.64N 032 36 16.57E
PH904	34 39 56.64N 032 39 24.06E
PH901	34 40 38.35N 032 37 07.61E
RWY29	34 42.50.18N 032 29 55.23E
PH800	34 44 05.45N 032 25 47.76E
RCH08	34 37 30.11N 032 38 18.39E


STANDARD DEPARTURE CHART - INSTRUMENT (SID) -ICAO
TRANSITION ALTITUDE 9000 FT
TRANSITION LEVEL FL110 (FIXED)
TWR 130.625
ATIS 127.325
APP 130.625
GMC 120.8
PAFOS INTL (LCPH)
RWY 29 RNAV 1
NORDI 1W , RIMEX 1W
GENOS 1W, ESERI 1W
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.
NOTE: NO TURN ALLOWED BEFORE DER
RIMEX N34 40 44 E033 22 28
GIPRO N34 41 17 E033 08 54
NORDI N34 47 48 E033 05 18
PH951 N34 41 55 E032 49 00
PH953 N34 40 32 E032 49 24
PH965 N34 36 26 E032 30 44
PAFOS VORDME 117.90 Ch 126X PHA N34 42 42 E032 30 21
ESERI N34 28 55 E032 23 08
GENOS N34 40 44 E031 54 04
NIMSI N34 39 37 E032 10 05
LC TRA04 FL350 MSL
LC TRA05 FL350 MSL
LC TRA09 FL120 GND
LC TSA09 FL80 MSL
LCD 41 FL28 GND
LCD 10 FL300 MSL
PAFOS CTR C FL75 GND
RIMEX 1W
NORDI 1W
GENOS 1W
ESERI 1W
MSA 25 NM PHA VOR
CONTOUR LEGEND
2500 FT
2000 FT
1500FT
1000FT
500FT
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 5° E
ALL COORDINATES IN DEGREES, MINUTES, SECONDS
ELEVATIONS 515
HEIGHTS (412)
SCALE 1: 500 000
Changes: Correction MAG TR

PROCEDURES DESCRIPTION SID RWY 29 RNAV 1
NORDI 1W, RIMEX 1W, GENOS 1W, ESERI 1W
(Note: NO TURN ALLOWED BEFORE DER)

SID Designator	Routing	Altitude/Level
NORDI 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH951 AND THEN TO NORDI.	PH965: 3000FT OR ABOVE PH951: 5000FT OR ABOVE NORDI: 7000FT OR ABOVE
RIMEX 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH953 THEN TO GIPRO THEN TO RIMEX.	PH965: 3000FT OR ABOVE PH953: 5000FT OR ABOVE GIPRO: 5000FT OR ABOVE RIMEX: 5000FT OR ABOVE
GENOS 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT TO NIMSI THEN GENOS.	GENOS: 4000FT OR ABOVE
ESERI 1W	CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT ESERI.	ESERI: 4000FT OR ABOVE

NORDI 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343625.7N 0323043.8E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH951	344155.5N 0324900.2E	N	065° (069.7°)	16.0	-	A5000+	-	RNAV 1	-
TF	NORDI	344748.0N 0330518.0E	N	061° (066.3°)	14.7	-	A7000+	-	RNAV 1	

RIMEX 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343625.7N 0323043.8E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH953	344031.9N 0324924.3E	N	070° (075.0°)	15.9	-	A5000+	-	RNAV 1	-
TF	GIPRO	344117.1N 0330854.5E	N	082° (087.2°)	16.1	-	A5000+	-	RNAV 1	-
TF	RIMEX	344044.2N 0332227.6E	N	088° (092.7°)	11.2	-	A5000+	-	RNAV 1	-

GENOS 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	NIMSI	343937.1N 0321005.2E	-	-	-	L	-	-	RNAV 1	-
TF	GENOS	344044.0N 0315404.0E	N	270° (274.9°)	13.2	-	A4000+	-	RNAV 1	-

ESERI 1W

Path Terminator	Identifier	Coordinates	Flyover	Course/Track °Mag (°True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV1	-
DF	ESERI	342855.2N 0322307.7E	N	-	-	L	A4000+	-	RNAV1	-