
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, 2.24.2.6, 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

GEN 0.2 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.6 - 1/2
GEN 0.6 - 3/4
GEN 3.2 - 5/6
GEN 3.4 - 5/6
GEN 3.4 - 7/8
GEN 3.4 - 9/10
GEN 3.6 - 1/2
GEN 3.6 - 3/4
GEN 3.6 - 5/6
ENR 0.6 - 1/2
ENR 0.6 - 3/4
ENR 4.4 - 1/2
ENR 4.4 - 3/4
AD 0.6 - 1/2
AD 0.6 - 3/4
AD 0.6 - 5/6
AD 1.2 - 1/2
AD 1.2 - 3/4
AD 2.LCLK - 3/4
AD 2.LCLK 2.24.4.1 - 1/2
AD 2.LCLK 2.24.6.1 - 1/2
AD 2.LCPH - 3/4
AD 2.LCPH 2.24.2.3 - 1/2
AD 2.LCPH 2.24.2.4 - 1/2
AD 2.LCPH 2.24.2.6 - 1/2
AD 2.LCPH 2.24.2.9 - 1/2
AD 2.LCPH.2.24.2.10 - 1/2
AD 2.LCPH 2.24.2.11 - 1/2
AD 2.LCPH 2.24.2.12 - 1/2
AD 2.LCPH 2.24.4.4 - 1/2

Remove the following pages

| | | |
|-----------|---------------------------|-----------|
| 19 MAY 22 | GEN 0.2 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | GEN 0.4 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | GEN 0.4 - 3/4 | 30 DEC 21 |
| 19 MAY 22 | GEN 0.6 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | GEN 0.6 - 3/4 | 30 DEC 21 |
| 19 MAY 22 | GEN 3.2 - 5/6 | 30 DEC 21 |
| 19 MAY 22 | GEN 3.4 - 5/6 | 04 APR 13 |
| 19 MAY 22 | | |
| 19 MAY 22 | GEN 3.6 - 1/2 | 02 DEC 21 |
| 19 MAY 22 | GEN 3.6 - 3/4 | 02 DEC 21 |
| 19 MAY 22 | GEN 3.6 - 5/6 | 07 OCT 21 |
| 19 MAY 22 | ENR 0.6 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | ENR 0.6 - 3/4 | 30 DEC 21 |
| 19 MAY 22 | ENR 4.4 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | ENR 4.4 - 3/4 | 07 OCT 21 |
| 19 MAY 22 | AD 0.6 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | AD 0.6 - 3/4 | 30 DEC 21 |
| 19 MAY 22 | AD 0.6 - 5/6 | 30 DEC 21 |
| 19 MAY 22 | AD 1.2 - 1/2 | 22 APR 21 |
| 19 MAY 22 | | |
| 19 MAY 22 | AD 2.LCLK - 3/4 | 13 AUG 20 |
| 19 MAY 22 | AD 2.LCLK 2.24.4.1 - 1/2 | 22 APR 21 |
| 19 MAY 22 | AD 2.LCLK 2.24.6.1 - 1/2 | 30 DEC 21 |
| 19 MAY 22 | AD 2.LCPH - 3/4 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.3 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.4 - 1/2 | 02 DEC 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.6 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.9 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH.2.24.2.10 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.11 - 1/2 | 07 OCT 21 |
| 19 MAY 22 | AD 2.LCPH 2.24.2.12 - 1/2 | 07 OCT 21 |
| 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 | | | |
|----------------------------|-------------------------|----------------------|--------------------|
| <i>NR/Year</i> | <i>Publication date</i> | <i>Date inserted</i> | <i>Inserted by</i> |
| 002/2013 | 19-Apr-2013 | 30-May-2013 | |
| 001/2014 | 09-Jan-2014 | 06-Mar-2014 | |
| 002/2014 | 18-Sep-2014 | 13-Nov-2014 | |
| 001/2015 | 16-Apr-2015 | 28-May-2015 | |
| 001/2016 | 24-Dec-2015 | 04-Feb-2016 | |
| 002/2016 | 21-Jan-2016 | 31-Mar-2016 | |
| 003/2016 | 04-Aug-2016 | 13-Oct-2016 | |
| 001/2017 | 30-Mar-2017 | 25-May-2017 | |
| 002/2017 | 27-Apr-2017 | 22-Jun-2017 | |
| 001/2018 | 21-Dec-2017 | 01-Feb-2018 | |
| 002/2018 | 01-Mar-2018 | 26-Apr-2018 | |
| 003/2018 | 25-Oct-2018 | 06-Dec-2018 | |
| 001/2019 | 11-Apr-2019 | 23-May-2019 | |
| 002/2019 | 26-Sep-2019 | 07-Nov-2019 | |
| 001/2020 | 24-Jan-2020 | 26-Mar-2020 | |
| 002/2020 | 04-Jul-2020 | 13-Aug-2020 | |
| 003/2020 | 24-Sep-2020 | 05-Nov-2020 | |
| 001/2021 | 11-Feb-2021 | 22-Apr-2021 | |
| 002/2021 | 03-Jun-2021 | 15-Jul-2021 | |
| 003/2021 | 29-Jul-2021 | 07-Oct-2021 | |
| 004/2021 | 21-Oct-2021 | 02-Dec-2021 | |
| 005/2021 | 18-Nov-2021 | 30-Dec-2021 | |
| 001/2022 | 07-Apr-2022 | 19-May-2022 | |

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

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

| | | | | | |
|-------------|-----------|-------------|-----------|-------------|-----------|
| GEN 0.1 - 1 | 07 JUL 16 | GEN 0.3 - 1 | 06 DEC 18 | GEN 0.5 - 1 | 04 APR 13 |
| GEN 0.1 - 2 | 07 JUL 16 | GEN 0.3 - 2 | 06 DEC 18 | GEN 0.5 - 2 | 04 APR 13 |
| GEN 0.1 - 3 | 22 JUN 17 | GEN 0.4 - 1 | 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 |

GEN 3.6 - 5

19 MAY 22 GEN 3.6 - 6

19 MAY 22

GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

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

PART 2 - EN-ROUTE (ENR)

ENR 0

| | | | | | |
|-------------|-----------|-------------|-----------|-------------|-----------|
| ENR 0.1 - 1 | 04 APR 13 | ENR 0.3 - 2 | 04 APR 13 | ENR 0.6 - 1 | 19 MAY 22 |
| ENR 0.1 - 2 | 04 APR 13 | ENR 0.4 - 1 | 04 APR 13 | ENR 0.6 - 2 | 19 MAY 22 |
| ENR 0.2 - 1 | 04 APR 13 | ENR 0.4 - 2 | 04 APR 13 | ENR 0.6 - 3 | 19 MAY 22 |
| ENR 0.2 - 2 | 04 APR 13 | ENR 0.5 - 1 | 04 APR 13 | ENR 0.6 - 4 | 19 MAY 22 |
| ENR 0.3 - 1 | 04 APR 13 | ENR 0.5 - 2 | 04 APR 13 | | |

ENR 1 GENERAL RULES AND PROCEDURES

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

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

| | | | | | |
|-------------|-----------|-------------|-----------|-------------|-----------|
| ENR 2.1 - 1 | 02 DEC 21 | ENR 2.1 - 3 | 02 DEC 21 | ENR 2.2 - 1 | 04 APR 13 |
| ENR 2.1 - 2 | 02 DEC 21 | ENR 2.1 - 4 | 02 DEC 21 | ENR 2.2 - 2 | 04 APR 13 |

ENR 3 ATS ROUTES

| | | | | | |
|-------------|-----------|--------------|-----------|--------------|-----------|
| ENR 3.1 - 1 | 15 JUL 21 | ENR 3.1 - 7 | 13 AUG 20 | ENR 3.1 - 13 | 26 MAR 20 |
| ENR 3.1 - 2 | 15 JUL 21 | ENR 3.1 - 8 | 13 AUG 20 | ENR 3.1 - 14 | 26 MAR 20 |
| ENR 3.1 - 3 | 15 JUL 21 | ENR 3.1 - 9 | 15 JUL 21 | ENR 3.2 - 1 | 13 AUG 20 |
| ENR 3.1 - 4 | 15 JUL 21 | ENR 3.1 - 10 | 15 JUL 21 | ENR 3.2 - 2 | 13 AUG 20 |
| ENR 3.1 - 5 | 13 AUG 20 | ENR 3.1 - 11 | 15 JUL 21 | ENR 3.3 - 1 | 13 AUG 20 |
| ENR 3.1 - 6 | 13 AUG 20 | ENR 3.1 - 12 | 15 JUL 21 | ENR 3.3 - 2 | 13 AUG 20 |

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

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

| | | | | | |
|-------------|-----------|-------------|-----------|-------------|-----------|
| ENR 4.1 - 1 | 07 OCT 21 | ENR 4.3 - 2 | 04 APR 13 | ENR 4.4 - 5 | 07 OCT 21 |
| ENR 4.1 - 2 | 07 OCT 21 | ENR 4.4 - 1 | 19 MAY 22 | ENR 4.4 - 6 | 07 OCT 21 |
| ENR 4.2 - 1 | 04 APR 13 | ENR 4.4 - 2 | 19 MAY 22 | ENR 4.5 - 1 | 04 APR 13 |
| ENR 4.2 - 2 | 04 APR 13 | ENR 4.4 - 3 | 19 MAY 22 | ENR 4.5 - 2 | 04 APR 13 |
| ENR 4.3 - 1 | 04 APR 13 | ENR 4.4 - 4 | 19 MAY 22 | | |

ENR 5 NAVIGATION WARNINGS

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

ENR 6 EN-ROUTE CHARTS

| | | | | | |
|-------------|-----------|-------------|-----------|---------------|-----------|
| ENR 6 - 1 | 26 MAR 20 | ENR 6.1 - 3 | 13 AUG 20 | ENR 6.2.1 - 1 | 01 FEB 18 |
| ENR 6 - 2 | 26 MAR 20 | ENR 6.1 - 4 | 13 AUG 20 | ENR 6.2.1 - 2 | 01 FEB 18 |
| ENR 6.1 - 1 | 13 AUG 20 | ENR 6.2 - 1 | 05 NOV 20 | | |
| ENR 6.1 - 2 | 13 AUG 20 | ENR 6.2 - 2 | 05 NOV 20 | | |

PART 3 - AERODROMES (AD)

AD 0

| | | | | | |
|------------|-----------|------------|-----------|------------|-----------|
| AD 0.1 - 1 | 04 APR 13 | AD 0.4 - 1 | 04 APR 13 | AD 0.6 - 3 | 19 MAY 22 |
| AD 0.1 - 2 | 04 APR 13 | AD 0.4 - 2 | 04 APR 13 | AD 0.6 - 4 | 19 MAY 22 |
| AD 0.2 - 1 | 04 APR 13 | AD 0.5 - 1 | 04 APR 13 | AD 0.6 - 5 | 19 MAY 22 |
| AD 0.2 - 2 | 04 APR 13 | AD 0.5 - 2 | 04 APR 13 | AD 0.6 - 6 | 19 MAY 22 |
| AD 0.3 - 1 | 04 APR 13 | AD 0.6 - 1 | 19 MAY 22 | | |
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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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| | | 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 |

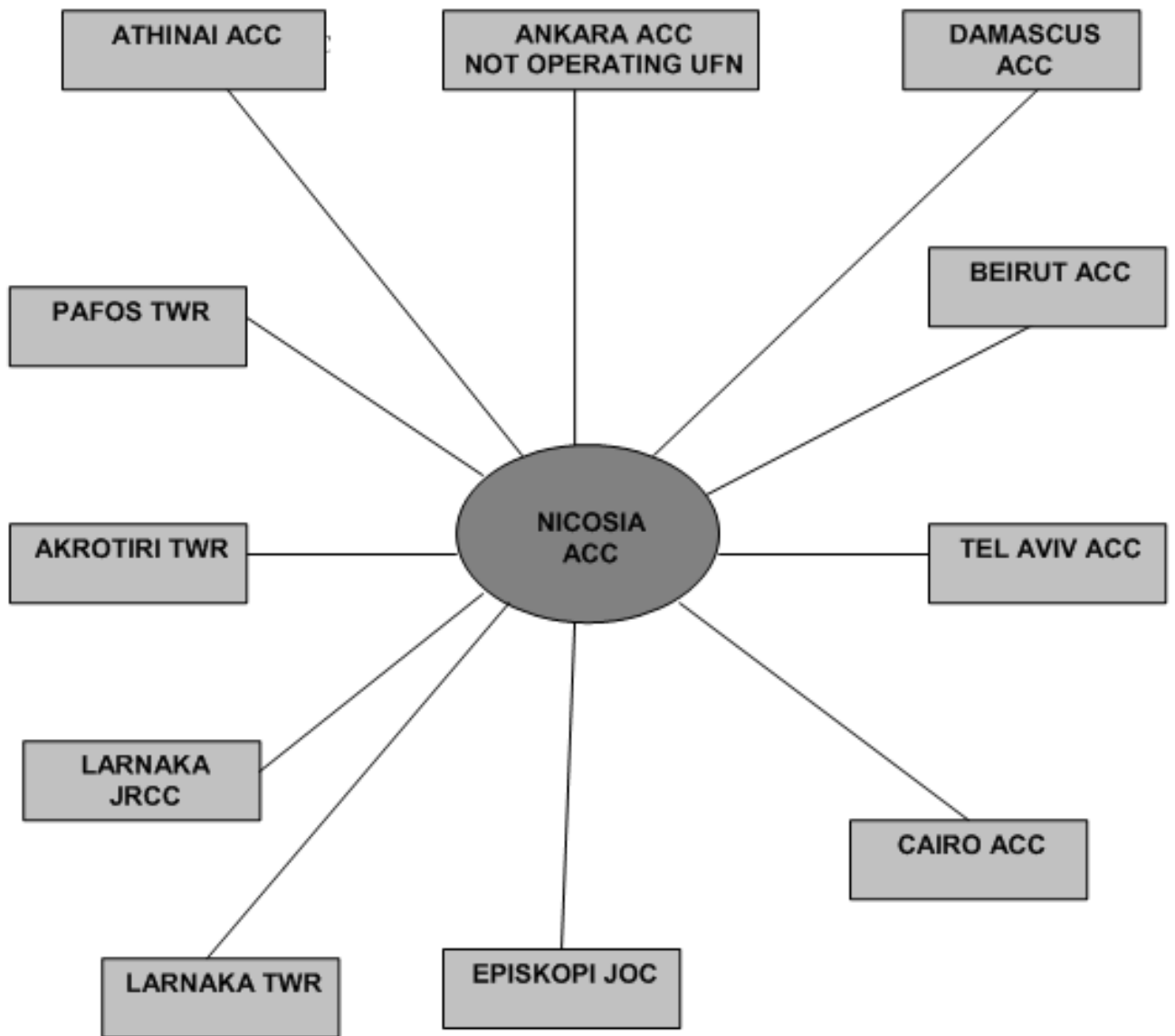
6. TOPOGRAPHICAL CHARTS

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 alphanumeric 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 | LLL |
| 2 | We have found all personnel | <u>LL</u> |
| 3 | We have found only some personnel | ++ |
| 4 | We are not able to continue. Returning to base | XX |
| 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 | NN |

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 contrast 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 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) |

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| | STAR RWY 04 - ICAO | AD 2.LCLK 2.24.3.2 - 1 |
| | STAR RNAV (GNSS) RWY 22 - ICAO | AD 2.LCLK 2.24.3.3 - 1 |

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| | SID RWY 22 WESTBOUND - ICAO | AD 2.LCLK 2.24.4.1 - 1 |
| | SID RWY 04 EASTBOUND - ICAO | AD 2.LCLK 2.24.4.2 - 1 |
| | SID RWY 04 WESTBOUND - ICAO | AD 2.LCLK 2.24.4.3 - 1 |
| | SID RNAV (GNSS) RWY 22 EASTBOUND - ICAO | AD 2.LCLK 2.24.4.4 - 1 |
| | SID RNAV (GNSS) RWY 22 WESTBOUND - ICAO | AD 2.LCLK 2.24.4.5 - 1 |
| | SID RNAV (GNSS) RWY 04 EASTBOUND - ICAO | AD 2.LCLK 2.24.4.6 - 1 |
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| IAC VOR/DME X RWY 11 - ICAO | AD 2.LCPH 2.24.2.2 - 1 |
| IAC VOR/DME X RWY 29 - ICAO | AD 2.LCPH 2.24.2.3 - 1 |
| IAC ILS/VOR X RWY 29 - ICAO | AD 2.LCPH 2.24.2.4 - 1 |
| IAC ILS/NDB (L) RWY 29 - ICAO | AD 2.LCPH 2.24.2.5 - 1 |
| IAC ILS VOR Y RWY 29 | AD 2.LCPH 2.24.2.6 - 1 |
| IAC VOR DME Y RWY 29 | AD 2.LCPH 2.24.2.7 - 1 |
| IAC VOR DME Z RWY 11 | AD 2.LCPH 2.24.2.8 - 1 |
| IAC ESERI RNP TO ILS P (GNSS) RWY 29 | AD 2.LCPH 2.24.2.9 - 1 |
| IAC GIPRO RNP TO ILS P (GNSS) RWY 29 | AD 2.LCPH 2.24.2.10 - 1 |
| IAC NORDI RNP TO ILS P (GNSS) RWY 29 | AD 2.LCPH 2.24.2.11 - 1 |
| IAC TOBAL RNP TO ILS P (GNSS) RWY 29 | AD 2.LCPH 2.24.2.12 - 1 |
| STAR RWY 11/29 - ICAO | AD 2.LCPH 2.24.3.1 - 1 |
| SID RWY 11 - ICAO | AD 2.LCPH 2.24.4.1 - 1 |
| SID RWY 29 - ICAO | AD 2.LCPH 2.24.4.2 - 1 |
| SID RNAV (GNSS) RWY 11 - ICAO | AD 2.LCPH 2.24.4.3 - 1 |
| SID RNAV (GNSS) RWY 29 - ICAO | AD 2.LCPH 2.24.4.4 - 1 |
| VAC ESERI RNAV(GNSS) RWY29 | AD 2.LCPH 2.24.5.1 - 1 |
| VAC TOBAL RNAV (GNSS) RWY 29 | AD 2.LCPH 2.24.5.2 - 1 |
| LCNC - NICOSIA INTERNATIONAL | AD 2.LCNC - 1 |
| LCNC AD 2.1 AERODROME LOCATION INDICATOR AND NAME | AD 2.LCNC - 1 |
| LCNC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2.LCNC - 1 |
| LCNC AD 2.3 OTHER INFORMATION | AD 2.LCNC - 1 |
| LCNC AD 2.4 HANDLING SERVICES AND FACILITIES | AD 2.LCNC - 1 |
| LCNC AD 2.5 PASSENGER FACILITIES | AD 2.LCNC - 1 |
| LCNC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES | AD 2.LCNC - 1 |
| LCNC AD 2.7 SEASONAL AVAILABILITY - CLEARING | AD 2.LCNC - 1 |
| LCNC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA | AD 2.LCNC - 1 |
| LCNC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2.LCNC - 1 |
| LCNC AD 2.10 AERODROME OBSTACLES | AD 2.LCNC - 1 |
| LCNC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED | AD 2.LCNC - 2 |
| LCNC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS | AD 2.LCNC - 2 |
| LCNC AD 2.13 DECLARED DISTANCES | AD 2.LCNC - 2 |
| LCNC AD 2.14 APPROACH AND RUNWAY LIGHTING | AD 2.LCNC - 2 |
| LCNC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY | AD 2.LCNC - 2 |
| LCNC AD 2.16 HELICOPTER LANDING AREA | AD 2.LCNC - 2 |
| LCNC AD 2.17 ATS AIRSPACE | AD 2.LCNC - 2 |
| LCNC AD 2.18 ATS COMMUNICATION FACILITIES | AD 2.LCNC - 2 |

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

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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 basis.

| 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

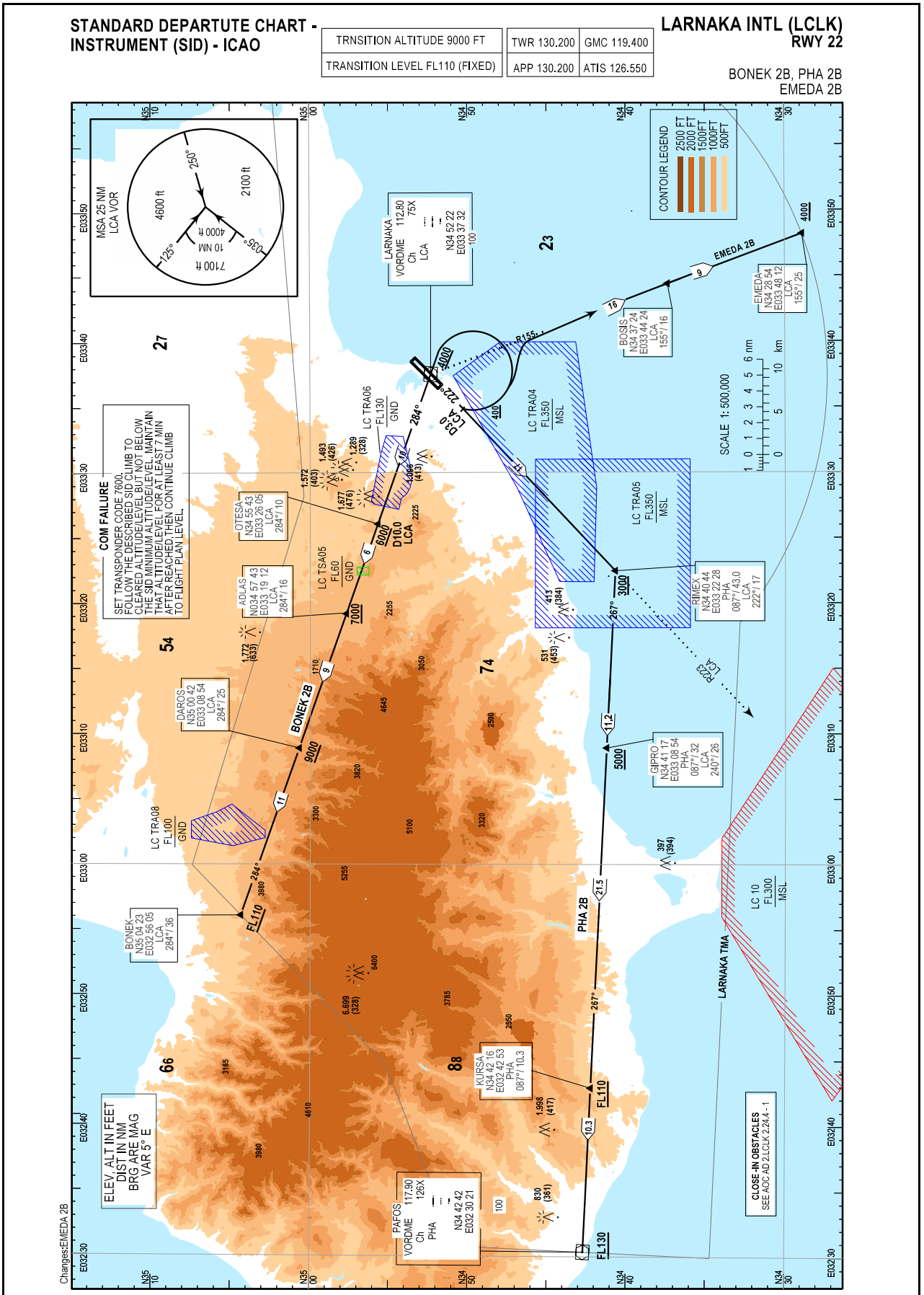
| | | |
|---|---|--|
| 1 | AD category for fire fighting | A8 (From 1st May to 31st Oct Cat A9) |
| 2 | Rescue equipment | Metal cutting tools |
| 3 | Capability for removal of disabled aircraft | Up to Code C aircraft |
| 4 | Remarks | Aircraft operators must have a confirmed contract for removal of 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

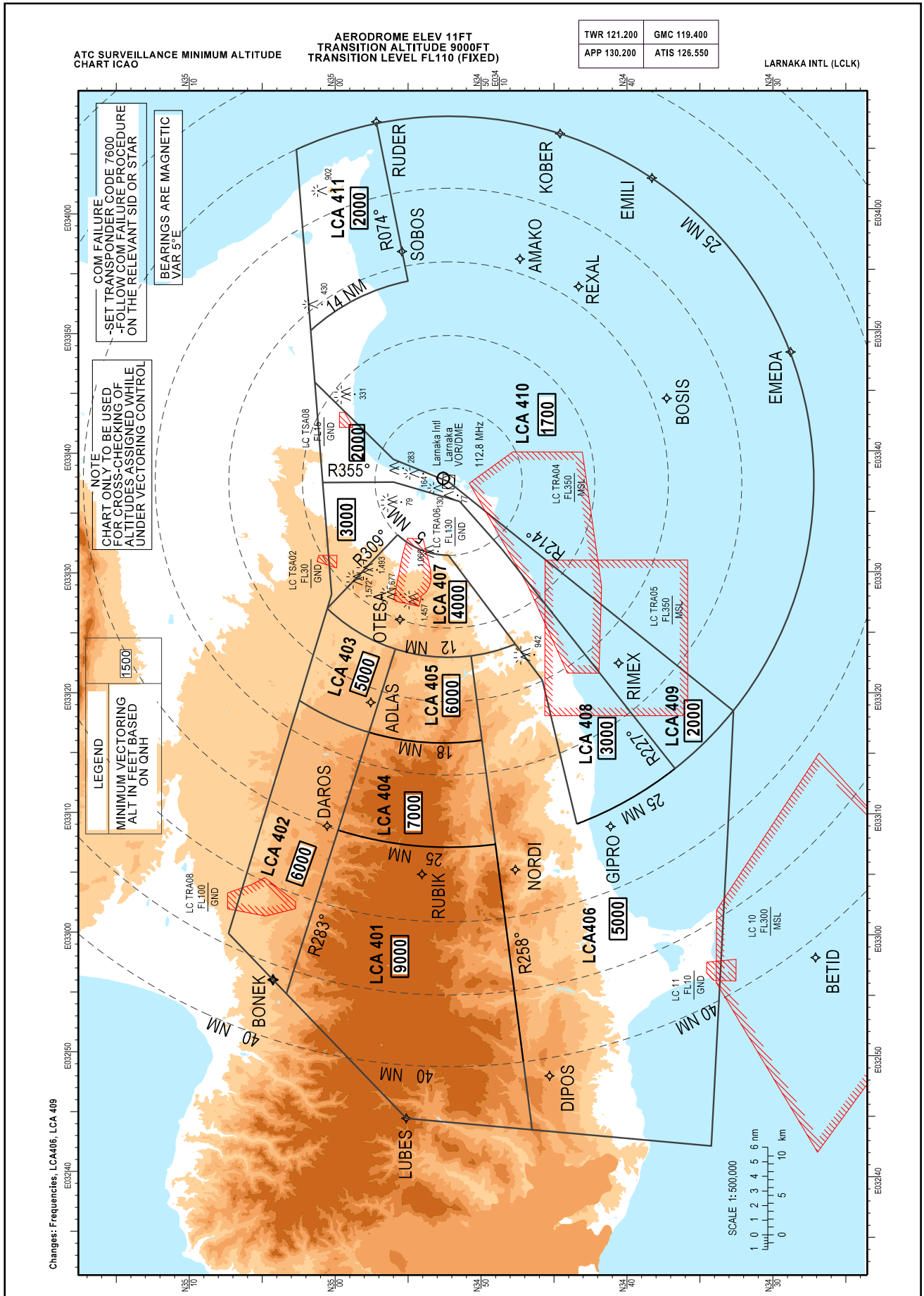
| | | |
|---|---|--|
| 1 | Type(s) of clearing equipment | N/A |
| 2 | Clearance priorities | N/A |
| 3 | Use of material for movement area surface treatment | N/A |
| 4 | Specially prepared winter runways | N/A |
| 5 | Remarks | See AD.1.2.2 for information regarding runway surface condition assessment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

LCLK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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



| 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 |



| Name Lateral limits |
|---|
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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)</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |
| <p>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</p> |

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 |

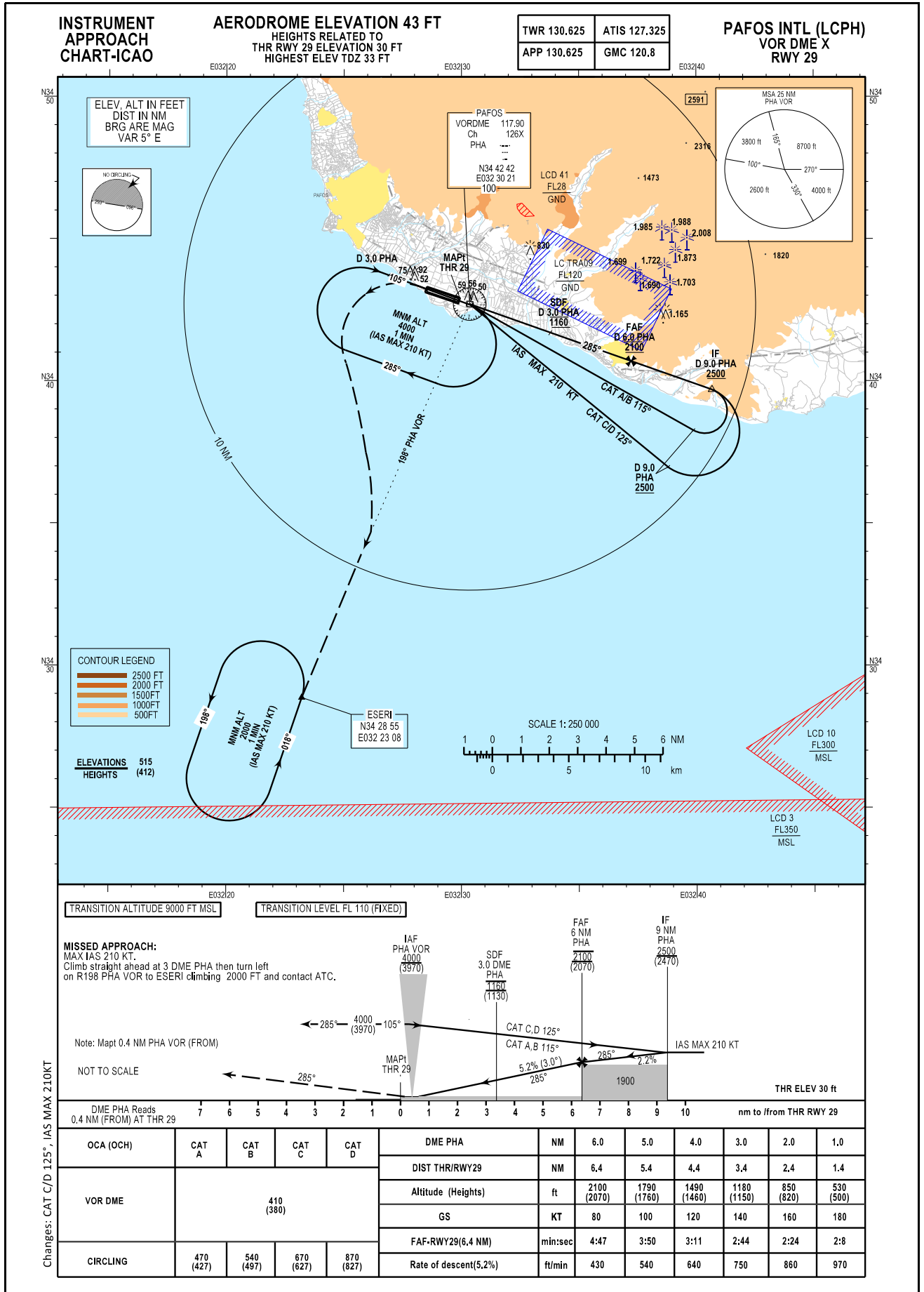
LCPH AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

| | | |
|---|---|--|
| 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 |

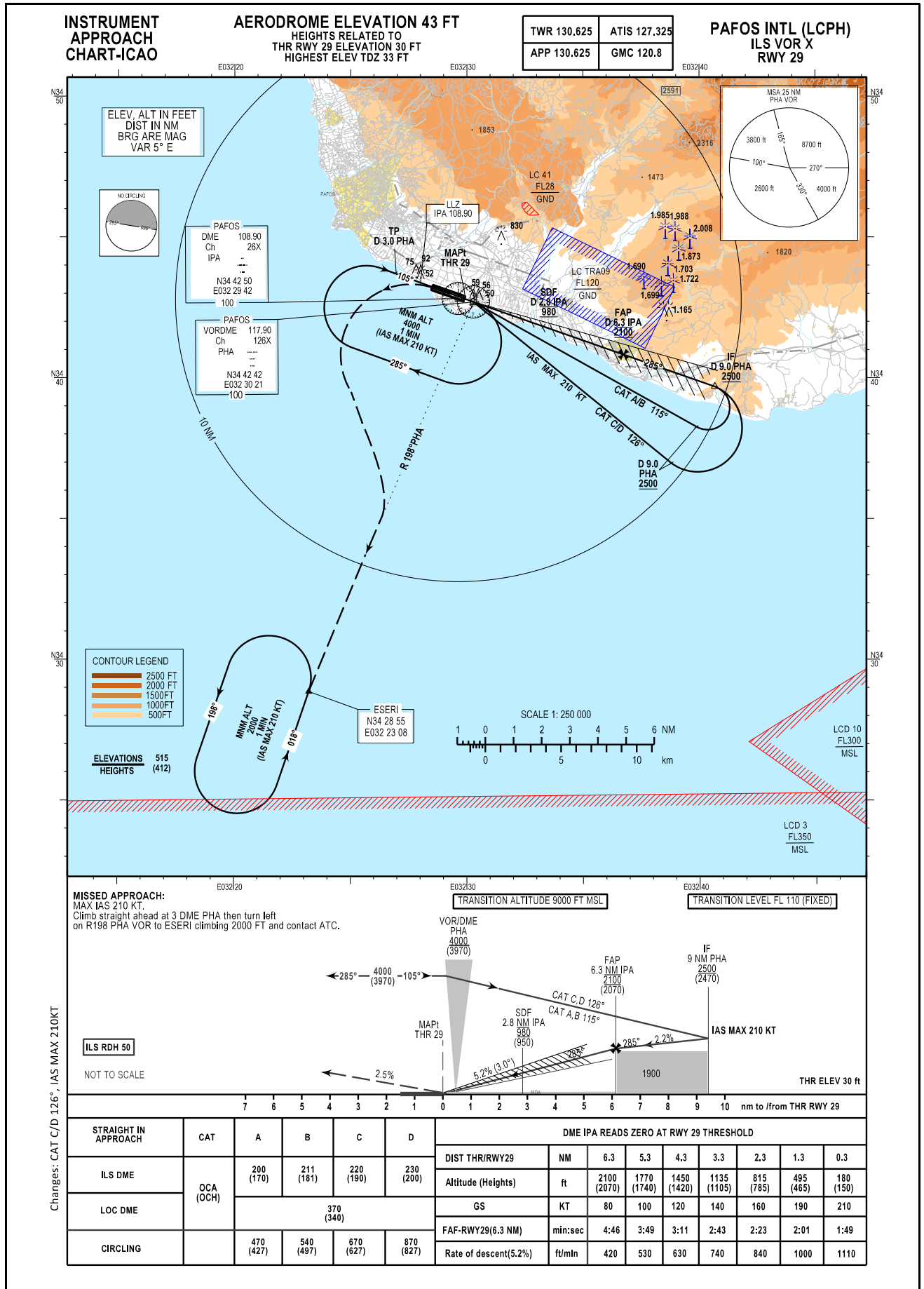
LCPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|----------------------------|---|
| 1 | Apron surface and strength | <p>APRON</p> <p>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</p> <p>7 ACFT stand Surface: CONC Strength: PCN 54/R/C/W/T</p> <p>8, 9, 9A, 9B, 10, 10A, 10B, 11, 11A, 11B ACFT stands Surface: CONC Strength: PCN 53/R/B/W/U</p> <p>12, 14A ACFT stands Surface: CONC Strength: PCN 49/R/B/W/T</p> <p>14 ACFT stand Surface: CONC Strength: PCN 52/R/B/W/T</p> <p>GENERAL AVIATION APRON</p> <p>Surface: ASPH Strength: PCN 22/R/B/W/T</p> |
|---|----------------------------|---|

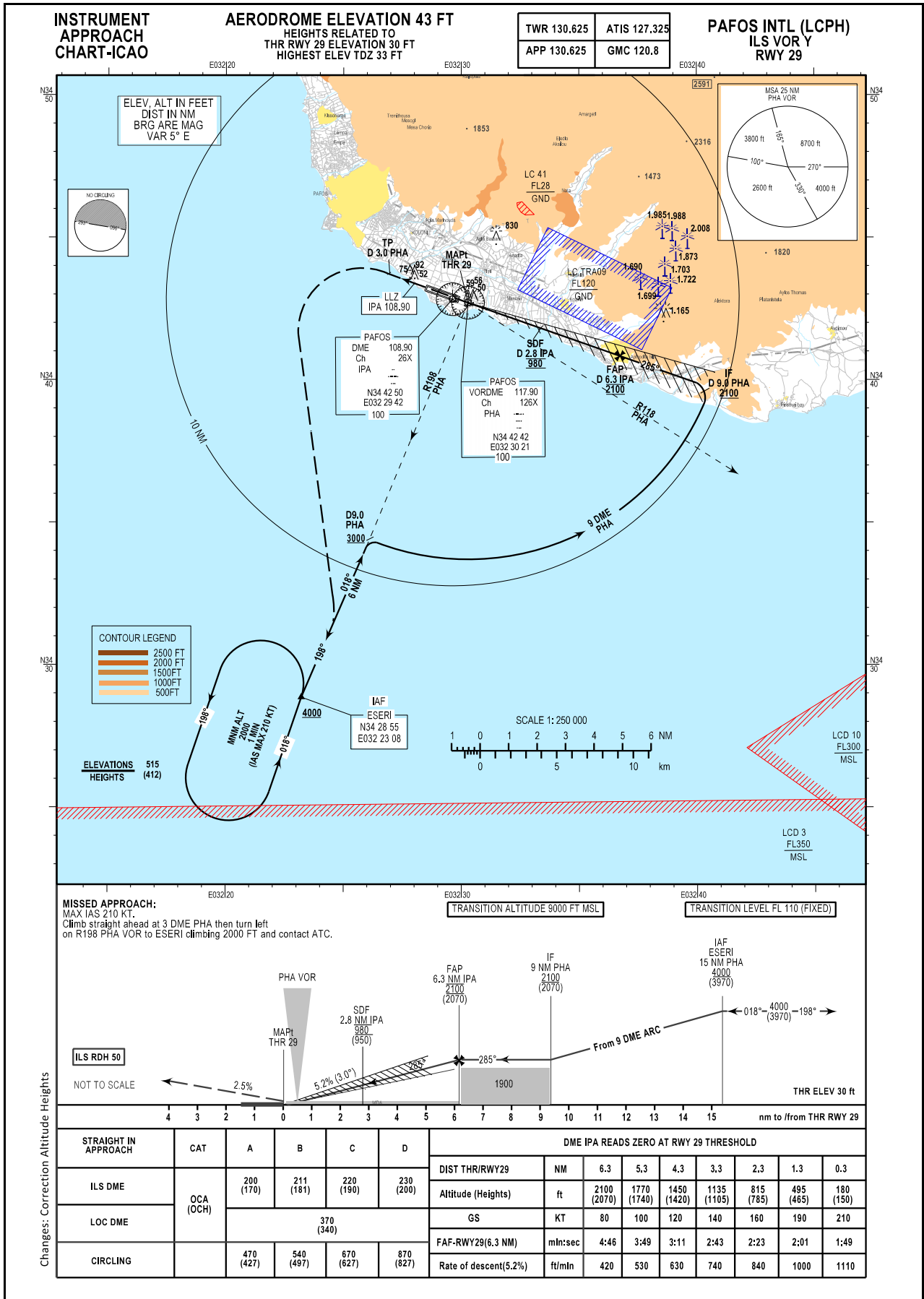
| | | |
|---|-------------------------------------|---|
| 2 | Taxiway width, surface and strength | <p>TAXIWAY</p> <p>A, B, C, D, E Width: 23 M Surface: ASPH Strength: PCN 80/F/C/W/U</p> <p>G Width: 27 M Surface: ASPH Strength: PCN 131/F/B/W/T</p> <p>H Width: 23 M Surface: ASPH Strength: PCN 77/F/A/W/T</p> <p>M Width: 23 M Surface: ASPH Strength: PCN 65/F/C/W/T</p> <p>Y Width: 23 M Surface: CONC Strength: PCN N/A</p> <p>W, V Width: 23 M Surface: ASPH Strength: PCN N/A</p> <p>TAXILANE</p> <p>J Width: 60 M Surface: ASPH Strength: PCN 125/F/B/W/T</p> <p>K Width: 85 M Surface: CONC+ASPH Strength: PCN 100/F/C/W/T Strength: PCN 53/R/C/W/T</p> <p>U Width: 37 M Surface: CONC Strength: PCN 22/R/B/W/T</p> |
| 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 |



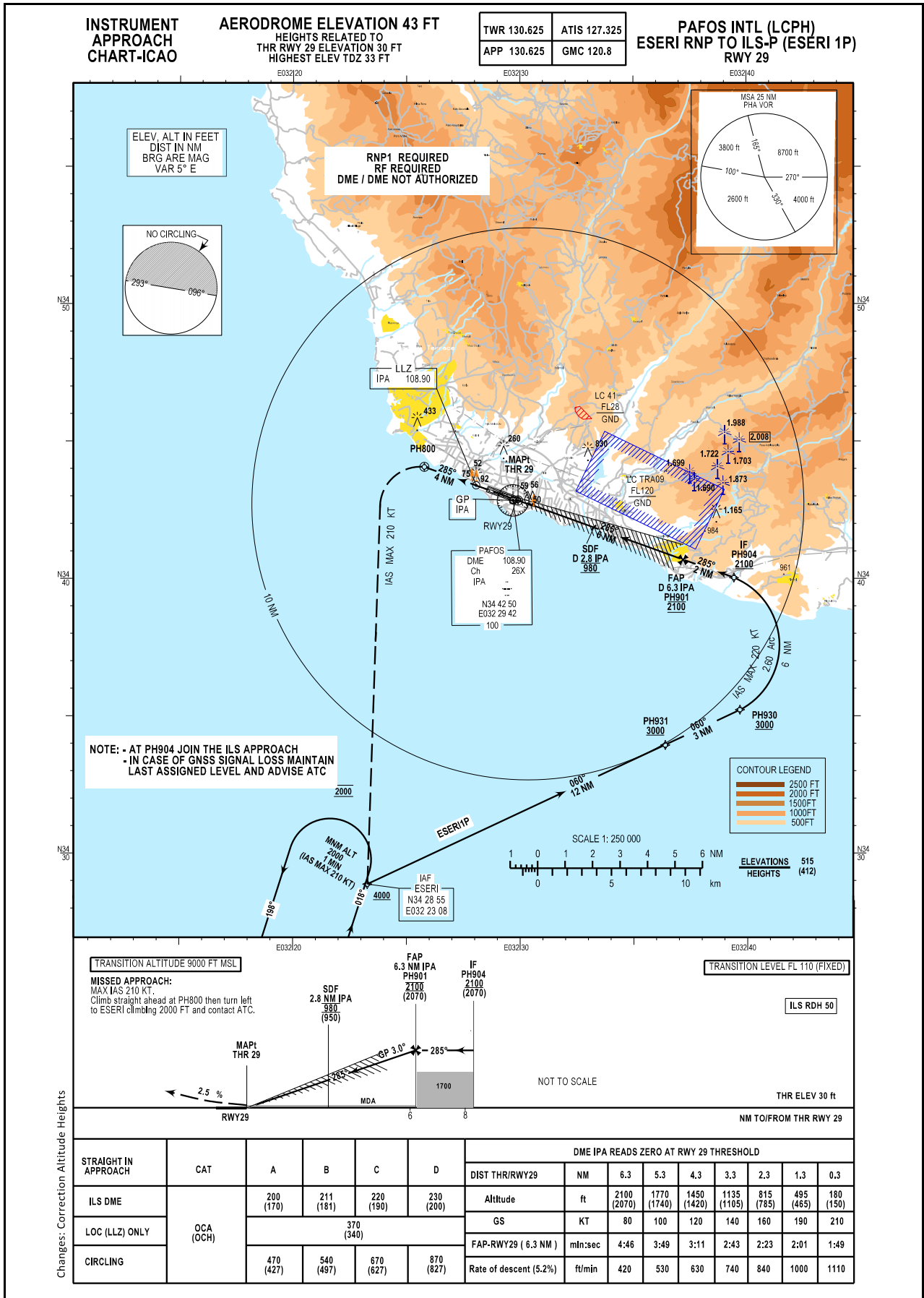
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INSTRUMENT
APPROACH
CHART-ICAO

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

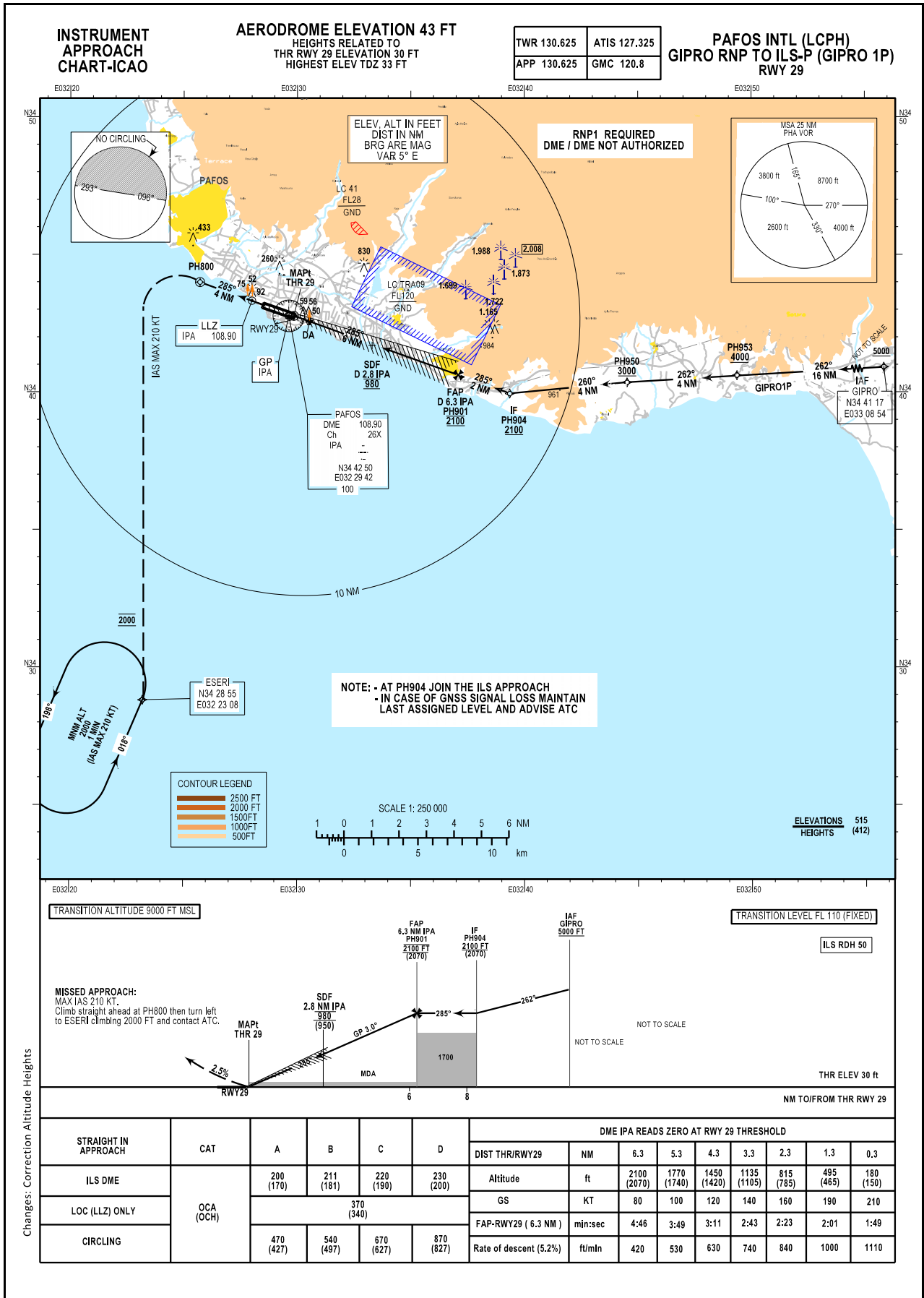
| Sequence Number | Path Terminator | Waypoint Identifier | Type | Fly-Over | Course/Track °Mag (°True) | Distance (Nm) | Turn Direction | Altitude (Ft) | Max Speed (KTS) | Navigation Specifications | Remarks |
|-----------------|-----------------|---------------------|------|----------|---------------------------|---------------|----------------|---------------|-----------------|---------------------------|---------------------|
| 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 |



**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**

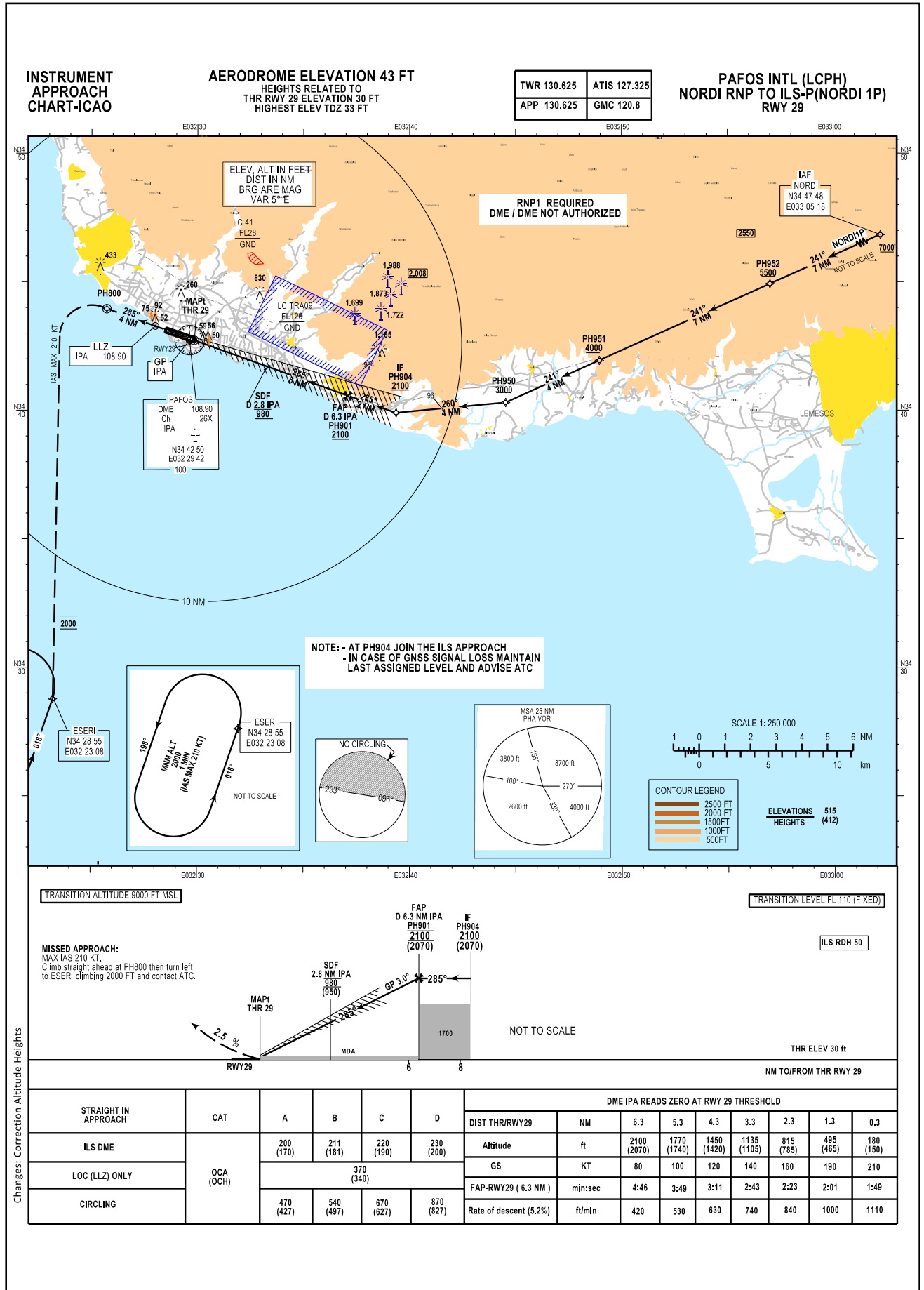
| Sequence Number | Path Terminator | Waypoint Identifier | Type | Fly-Over | Course/Track °Mag (°True) | Distance (Nm) | Turn Direction | Altitude (Ft) | Max Speed (KTS) | Navigation Specifications | Remarks |
|-----------------|-----------------|---------------------|------|----------|---------------------------|---------------|----------------|---------------|-----------------|---------------------------|---------------------|
| 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 |



**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**

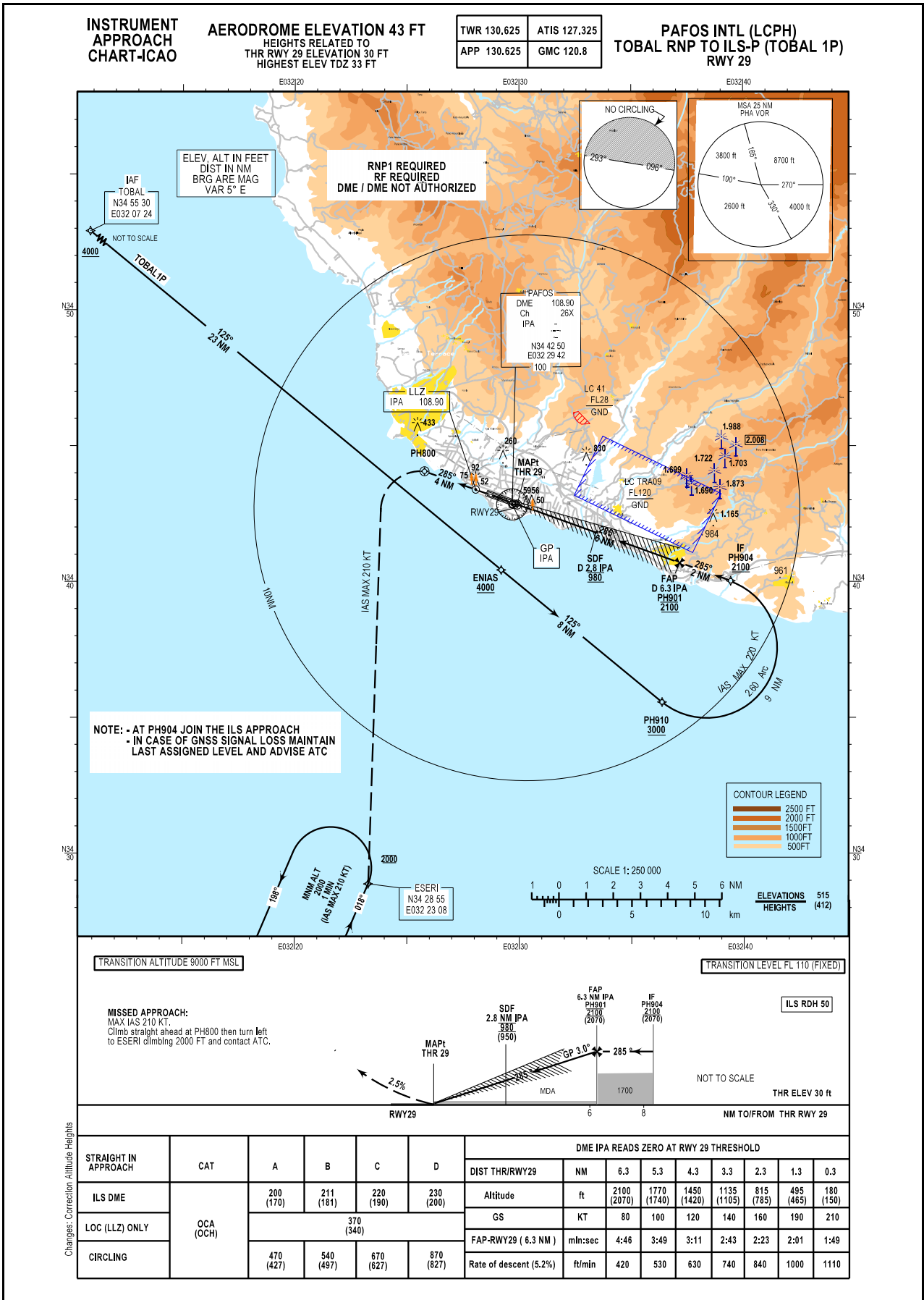
| Sequence Number | Path Terminator | Waypoint Identifier | Type | Fly-Over | Course/Track °Mag (°True) | Distance (Nm) | Turn Direction | Altitude (Ft) | Max Speed (KTS) | Navigation Specifications | Remarks |
|-----------------|-----------------|---------------------|------|----------|---------------------------|---------------|----------------|---------------|-----------------|---------------------------|---------------------|
| 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 |



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

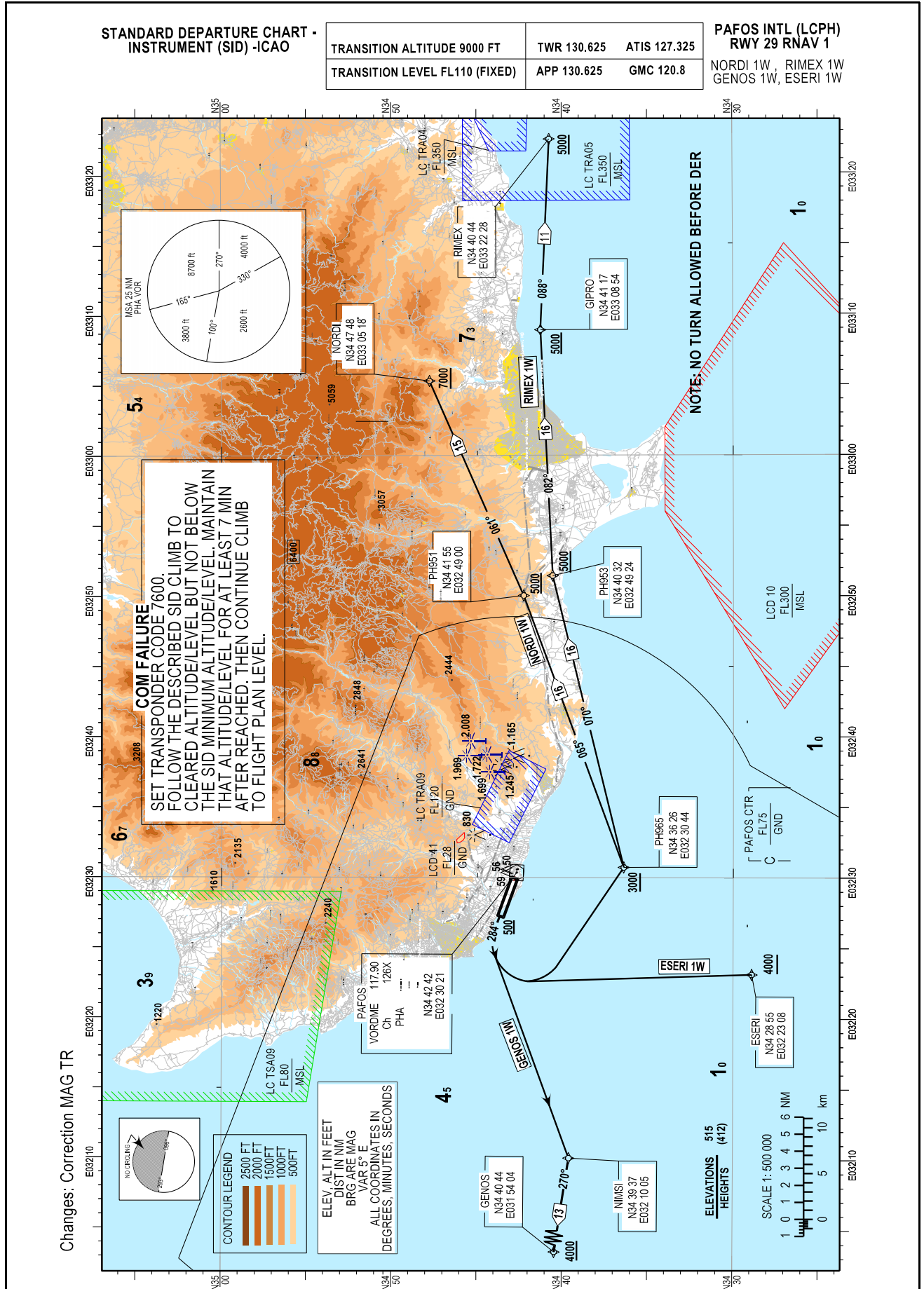
| Sequence Number | Path Terminator | Waypoint Identifier | Type | Fly-Over | Course/Track °Mag (°True) | Distance (Nm) | Turn Direction | Altitude (Ft) | Max Speed (KTS) | Navigation Specifications | Remarks |
|-----------------|-----------------|---------------------|------|----------|---------------------------|---------------|----------------|---------------|-----------------|---------------------------|---------------------|
| 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 |



| 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 NIMS1 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 | | | | | | | | | | |
| 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 | | | | | | | | | | |
| CA | - | - | - | 284° (289.0°) | - | - | A500+ | - | RNAV 1 | - |
| DF | NIMS1 | 343937.1N 0321005.2E | - | - | - | L | - | - | RNAV 1 | - |
| TF | GENOS | 344044.0N 0315404.0E | N | 270° (274.9°) | 13.2 | - | A4000+ | - | RNAV 1 | - |
| ESERI 1W | | | | | | | | | | |
| CA | - | - | - | 284° (289.0°) | - | - | A500+ | - | RNAV1 | - |
| DF | ESERI | 342855.2N 0322307.7E | N | - | - | L | A4000+ | - | RNAV1 | - |