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AIRAC AIP AMDT 005/23

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1. Amendment content:

The following sections of AIP were updated:

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

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM:

A0577/19, A0637/23

SUP:

Nil

AIC:

Nil

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

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

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 - 1	22 APR 21	GEN 1.3 - 6	04 APR 13	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 2	22 APR 21	GEN 1.4 - 1	15 JUL 21	GEN 1.6 - 12	05 NOV 20
GEN 1.1 - 3	02 DEC 21	GEN 1.4 - 2	15 JUL 21	GEN 1.6 - 13	05 NOV 20
GEN 1.1 - 4	02 DEC 21	GEN 1.4 - 3	13 AUG 15	GEN 1.6 - 14	05 NOV 20
GEN 1.2 - 1	25 MAY 17	GEN 1.4 - 4	13 AUG 15	GEN 1.6 - 15	05 NOV 20
GEN 1.2 - 2	25 MAY 17	GEN 1.5 - 1	04 APR 13	GEN 1.6 - 16	05 NOV 20
GEN 1.2 - 3	22 JUN 17	GEN 1.5 - 2	04 APR 13	GEN 1.7 - 1	01 DEC 22
GEN 1.2 - 4	22 JUN 17	GEN 1.5 - 3	13 AUG 15	GEN 1.7 - 2	01 DEC 22
GEN 1.2 - 5	25 MAY 17	GEN 1.5 - 4	13 AUG 15	GEN 1.7 - 3	01 DEC 22
GEN 1.2 - 6	25 MAY 17	GEN 1.6 - 1	05 NOV 20	GEN 1.7 - 4	01 DEC 22
GEN 1.2 - 7	25 MAY 17	GEN 1.6 - 2	05 NOV 20	GEN 1.7 - 5	01 DEC 22
GEN 1.2 - 8	25 MAY 17	GEN 1.6 - 3	05 NOV 20	GEN 1.7 - 6	01 DEC 22
GEN 1.2 - 9	25 MAY 17	GEN 1.6 - 4	05 NOV 20	GEN 1.7 - 7	01 DEC 22
GEN 1.2 - 10	25 MAY 17	GEN 1.6 - 5	05 NOV 20	GEN 1.7 - 8	01 DEC 22
GEN 1.3 - 1	04 APR 13	GEN 1.6 - 6	05 NOV 20	GEN 1.7 - 9	01 DEC 22
GEN 1.3 - 2	04 APR 13	GEN 1.6 - 7	05 NOV 20	GEN 1.7 - 10	01 DEC 22
GEN 1.3 - 3	13 NOV 14	GEN 1.6 - 8	05 NOV 20	GEN 1.7 - 11	01 DEC 22
GEN 1.3 - 4	13 NOV 14	GEN 1.6 - 9	05 NOV 20	GEN 1.7 - 12	01 DEC 22
GEN 1.3 - 5	04 APR 13	GEN 1.6 - 10	05 NOV 20		

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

GEN 3.1 - 1	06 DEC 18	GEN 3.3 - 2	13 AUG 15	GEN 3.4 - 5	19 MAY 22
GEN 3.1 - 2	06 DEC 18	GEN 3.3 - 3	28 MAY 15	GEN 3.4 - 6	19 MAY 22
GEN 3.1 - 3	06 DEC 18	GEN 3.3 - 4	28 MAY 15	GEN 3.4 - 7	19 MAY 22
GEN 3.1 - 4	06 DEC 18	GEN 3.3 - 5	28 MAY 15	GEN 3.4 - 8	19 MAY 22
GEN 3.1 - 5	23 MAR 23	GEN 3.3 - 6	28 MAY 15	GEN 3.4 - 9	19 MAY 22
GEN 3.1 - 6	23 MAR 23	GEN 3.3 - 7	23 MAY 19	GEN 3.4 - 10	19 MAY 22
GEN 3.2 - 1	22 JUN 17	GEN 3.3 - 8	23 MAY 19	GEN 3.5 - 1	07 NOV 19
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.5 - 2	07 NOV 19
GEN 3.2 - 3	30 NOV 23	GEN 3.3 - 10	23 MAY 19	GEN 3.5 - 3	07 NOV 19
GEN 3.2 - 4	30 NOV 23	GEN 3.4 - 1	13 JUL 23	GEN 3.5 - 4	07 NOV 19
GEN 3.2 - 5	05 OCT 23	GEN 3.4 - 2	13 JUL 23	GEN 3.5 - 5	07 NOV 19
GEN 3.2 - 6	05 OCT 23	GEN 3.4 - 3	23 MAY 19	GEN 3.5 - 6	07 NOV 19
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 1	19 MAY 22

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

GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

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

PART 2 - EN-ROUTE (ENR)

ENR 0

ENR 0.1 - 1	04 APR 13	ENR 0.3 - 2	04 APR 13	ENR 0.6 - 1	30 NOV 23
ENR 0.1 - 2	04 APR 13	ENR 0.4 - 1	04 APR 13	ENR 0.6 - 2	30 NOV 23
ENR 0.2 - 1	04 APR 13	ENR 0.4 - 2	04 APR 13	ENR 0.6 - 3	30 NOV 23
ENR 0.2 - 2	04 APR 13	ENR 0.5 - 1	04 APR 13	ENR 0.6 - 4	30 NOV 23
ENR 0.3 - 1	04 APR 13	ENR 0.5 - 2	04 APR 13		

ENR 1 GENERAL RULES AND PROCEDURES

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

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

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

ENR 3 ATS ROUTES

ENR 3.1 - 1	13 JUL 23	ENR 3.1 - 5	20 APR 23	ENR 3.1 - 9	20 APR 23
ENR 3.1 - 2	13 JUL 23	ENR 3.1 - 6	20 APR 23	ENR 3.1 - 10	20 APR 23
ENR 3.1 - 3	20 APR 23	ENR 3.1 - 7	20 APR 23	ENR 3.1 - 11	20 APR 23
ENR 3.1 - 4	20 APR 23	ENR 3.1 - 8	20 APR 23	ENR 3.1 - 12	20 APR 23

ENR 3.1 - 13	20 APR 23	ENR 3.2 - 13	13 JUL 23	ENR 3.2 - 27	13 JUL 23
ENR 3.1 - 14	20 APR 23	ENR 3.2 - 14	13 JUL 23	ENR 3.2 - 28	13 JUL 23
ENR 3.2 - 1	13 JUL 23	ENR 3.2 - 15	13 JUL 23	ENR 3.2 - 29	13 JUL 23
ENR 3.2 - 2	13 JUL 23	ENR 3.2 - 16	13 JUL 23	ENR 3.2 - 30	13 JUL 23
ENR 3.2 - 3	13 JUL 23	ENR 3.2 - 17	13 JUL 23	ENR 3.2 - 31	13 JUL 23
ENR 3.2 - 4	13 JUL 23	ENR 3.2 - 18	13 JUL 23	ENR 3.2 - 32	13 JUL 23
ENR 3.2 - 5	13 JUL 23	ENR 3.2 - 19	13 JUL 23	ENR 3.2 - 33	05 OCT 23
ENR 3.2 - 6	13 JUL 23	ENR 3.2 - 20	13 JUL 23	ENR 3.2 - 34	05 OCT 23
ENR 3.2 - 7	13 JUL 23	ENR 3.2 - 21	13 JUL 23	ENR 3.2 - 35	13 JUL 23
ENR 3.2 - 8	13 JUL 23	ENR 3.2 - 22	13 JUL 23	ENR 3.2 - 36	13 JUL 23
ENR 3.2 - 9	13 JUL 23	ENR 3.2 - 23	13 JUL 23	ENR 3.3 - 1	13 JUL 23
ENR 3.2 - 10	13 JUL 23	ENR 3.2 - 24	13 JUL 23	ENR 3.3 - 2	13 JUL 23
ENR 3.2 - 11	13 JUL 23	ENR 3.2 - 25	13 JUL 23	ENR 3.4 - 1	13 JUL 23
ENR 3.2 - 12	13 JUL 23	ENR 3.2 - 26	13 JUL 23	ENR 3.4 - 2	13 JUL 23

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 - 1	23 MAR 23	ENR 4.4 - 1	23 MAR 23	ENR 4.4 - 7	23 MAR 23
ENR 4.1 - 2	23 MAR 23	ENR 4.4 - 2	23 MAR 23	ENR 4.4 - 8	23 MAR 23
ENR 4.2 - 1	04 APR 13	ENR 4.4 - 3	23 MAR 23	ENR 4.5 - 1	04 APR 13
ENR 4.2 - 2	04 APR 13	ENR 4.4 - 4	23 MAR 23	ENR 4.5 - 2	04 APR 13
ENR 4.3 - 1	04 APR 13	ENR 4.4 - 5	23 MAR 23		
ENR 4.3 - 2	04 APR 13	ENR 4.4 - 6	23 MAR 23		

ENR 5 NAVIGATION WARNINGS

ENR 5.1 - 1	01 FEB 18	ENR 5.4 - 1	07 JUL 16	ENR 6.1 - 1	13 AUG 20
ENR 5.1 - 2	01 FEB 18	ENR 5.4 - 2	07 JUL 16	ENR 6.1 - 2	13 AUG 20
ENR 5.1 - 3	05 NOV 20	ENR 5.4 - 3	25 MAY 17	ENR 6.1 - 3	13 AUG 20
ENR 5.1 - 4	05 NOV 20	ENR 5.4 - 4	25 MAY 17	ENR 6.1 - 4	13 AUG 20
ENR 5.2 - 1	01 FEB 18	ENR 5.4 - 5	07 OCT 21	ENR 6.1 - 5	13 AUG 20
ENR 5.2 - 2	01 FEB 18	ENR 5.4 - 6	07 OCT 21	ENR 6.1 - 6	13 AUG 20
ENR 5.2 - 3	23 MAY 19	ENR 5.5 - 1	04 APR 13	ENR 6.2 - 1	05 NOV 20
ENR 5.2 - 4	23 MAY 19	ENR 5.5 - 2	04 APR 13	ENR 6.2 - 2	05 NOV 20
ENR 5.2 - 5	01 FEB 18	ENR 5.6 - 1	04 APR 13	ENR 6.2.1 - 1	01 FEB 18
ENR 5.2 - 6	01 FEB 18	ENR 5.6 - 2	04 APR 13	ENR 6.2.1 - 2	01 FEB 18
ENR 5.3 - 1	04 APR 13	ENR 6 - 1	23 MAR 23		
ENR 5.3 - 2	04 APR 13	ENR 6 - 2	23 MAR 23		

PART 3 - AERODROMES (AD)

AD 0

AD 0.1 - 1	04 APR 13	AD 0.4 - 1	04 APR 13	AD 0.6 - 3	30 NOV 23
AD 0.1 - 2	04 APR 13	AD 0.4 - 2	04 APR 13	AD 0.6 - 4	30 NOV 23
AD 0.2 - 1	04 APR 13	AD 0.5 - 1	04 APR 13	AD 0.6 - 5	30 NOV 23
AD 0.2 - 2	04 APR 13	AD 0.5 - 2	04 APR 13	AD 0.6 - 6	30 NOV 23
AD 0.3 - 1	04 APR 13	AD 0.6 - 1	30 NOV 23		
AD 0.3 - 2	04 APR 13	AD 0.6 - 2	30 NOV 23		

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

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

AD 2 AERODROMES

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

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

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0

GEN 0.1	PREFACE	GEN 0.1 - 1
1.	Name of the Publishing Authority	GEN 0.1 - 1
2.	Applicable ICAO Documents	GEN 0.1 - 1
3.	Publication Media	GEN 0.1 - 1
4.	The AIP Structure and Established Regular Amendment Interval.....	GEN 0.1 - 1
5.	Copyright Policy	GEN 0.1 - 2
6.	Service to Contact in Case of Detected AIP Errors or Omissions	GEN 0.1 - 2
GEN 0.2	RECORD OF AIP AMENDMENTS	GEN 0.2 - 1
GEN 0.3	RECORD OF AIP SUPPLEMENTS	GEN 0.3 - 1
GEN 0.4	CHECKLIST OF AIP PAGES	GEN 0.4 - 1
GEN 0.5	LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5 - 1
GEN 0.6	TABLE OF CONTENTS TO PART 1	GEN 0.6 - 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1	DESIGNATED AUTHORITIES	GEN 1.1 - 1
1.	Civil Aviation	GEN 1.1 - 1
2.	Meteorology	GEN 1.1 - 1
3.	Customs.....	GEN 1.1 - 1
4.	Immigration	GEN 1.1 - 1
5.	Health	GEN 1.1 - 1
6.	En-route and Aerodrome/Heliport charges	GEN 1.1 - 2
7.	Animal, Plant and Agricultural quarantine.....	GEN 1.1 - 2
8.	Aircraft Accident and Incident Investigation Board (AAIIB).....	GEN 1.1 - 3
9.	Lands and Surveys	GEN 1.1 - 3
10.	Ministry of Foreign Affairs	GEN 1.1 - 3
11.	Airport Operator	GEN 1.1 - 3
12.	Transport of Dangerous/ Radioactive Goods	GEN 1.1 - 4
13.	Search and Rescue (SAR)	GEN 1.1 - 4
14.	Airport Slot Coordination.....	GEN 1.1 - 4
GEN 1.2	ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
1.	General	GEN 1.2 - 1
2.	Scheduled Flights	GEN 1.2 - 3
3.	Documentary Requirements for Clearance of Aircraft.....	GEN 1.2 - 5
4.	Prior Information on Arrival	GEN 1.2 - 5
5.	Non-scheduled - Commercial Flights.....	GEN 1.2 - 6
6.	Inclusive Tour (ITC)	GEN 1.2 - 7
7.	Cargo Flights	GEN 1.2 - 8
8.	Private Flights	GEN 1.2 - 8
9.	Public Health Measures Applied to Aircraft	GEN 1.2 - 9
10.	State Aircraft	GEN 1.2 - 10
GEN 1.3	ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
1.	General	GEN 1.3 - 1
2.	Customs Requirements	GEN 1.3 - 1
3.	Immigration Requirements.....	GEN 1.3 - 2
4.	Entry Regulations for Cyprus.....	GEN 1.3 - 2

5.	Admission and Transit Restrictions	GEN 1.3 - 2
6.	Visas	GEN 1.3 - 2
7.	Issue of Visas.....	GEN 1.3 - 4
8.	Visa Application Procedure and Documents Required	GEN 1.3 - 4
9.	Public Health Requirements.....	GEN 1.3 - 4
GEN 1.4	ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
1.	Customs Requirements and Procedures Concerning Cargo and Other Articles	GEN 1.4 - 1
2.	Transit of Cargo	GEN 1.4 - 1
3.	Transport of Dangerous Goods.....	GEN 1.4 - 1
4.	Import of Animals	GEN 1.4 - 2
5.	Export of Animals.....	GEN 1.4 - 2
6.	Import of Plants	GEN 1.4 - 3
7.	Export of Plants.....	GEN 1.4 - 3
GEN 1.5	AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
1.	General	GEN 1.5 - 1
2.	Special Equipment to be Carried	GEN 1.5 - 1
3.	Equipment to be Carried on All Types of Flights.....	GEN 1.5 - 1
GEN 1.6	SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
1.	Legal Acts of the European Union	GEN 1.6 - 1
2.	International Agreements/Conventions	GEN 1.6 - 9
3.	National Law	GEN 1.6 - 14
4.	National Regulative Acts.....	GEN 1.6 - 14
GEN 1.7	DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1
GEN 2	TABLES AND CODES	
GEN 2.1	MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1 - 1
1.	Units of Measurement	GEN 2.1 - 1
2.	Temporal Reference System	GEN 2.1 - 1
3.	Geodetic Reference Datum	GEN 2.1 - 1
4.	Aircraft Nationality and Registration Marks	GEN 2.1 - 2
5.	Public Holidays	GEN 2.1 - 2
GEN 2.2	ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2 - 1
GEN 2.3	CHART SYMBOLS	GEN 2.3 - 1
GEN 2.4	LOCATION INDICATORS	GEN 2.4 - 1
GEN 2.5	LIST OF RADIO NAVIGATION AIDS	GEN 2.5 - 1
GEN 2.6	CONVERSIONS OF UNITS OF MEASUREMENT	GEN 2.6 - 1
GEN 2.7	SUNRISE/SUNSET	GEN 2.7 - 1
1.	General	GEN 2.7 - 1
2.	Alphabetical index.....	GEN 2.7 - 1
3.	Sunrise - Sunset tables.....	GEN 2.7 - 2
GEN 3	SERVICES	
GEN 3.1	AERONAUTICAL INFORMATION SERVICES	GEN 3.1 - 1
1.	Responsible Service	GEN 3.1 - 1
2.	Area of Responsibility	GEN 3.1 - 2

3.	Aeronautical Publications	GEN 3.1 - 2
4.	AIRAC System	GEN 3.1 - 4
5.	Pre-flight Information Service at Aerodromes	GEN 3.1 - 5
6.	Electronic Terrain and Obstacle Data	GEN 3.1 - 6
GEN 3.2	AERONAUTICAL CHARTS	GEN 3.2 - 1
1.	Responsible Service	GEN 3.2 - 1
2.	Maintenance of Charts	GEN 3.2 - 1
3.	Purchase Arrangements	GEN 3.2 - 1
4.	Aeronautical Chart Series Available	GEN 3.2 - 1
5.	List of Aeronautical Charts Available	GEN 3.2 - 4
6.	TOPOGRAPHICAL CHARTS	GEN 3.2 - 6
GEN 3.3	AIR TRAFFIC SERVICES	GEN 3.3 - 1
1.	Responsible Service	GEN 3.3 - 1
2.	Area of Responsibility	GEN 3.3 - 1
3.	Types of Services	GEN 3.3 - 2
4.	Co-ordination Between the Operator and ATS	GEN 3.3 - 8
5.	Minimum Flight Altitudes	GEN 3.3 - 8
6.	ATS Units Address list	GEN 3.3 - 9
GEN 3.4	COMMUNICATION SERVICES	GEN 3.4 - 1
1.	Responsible Service	GEN 3.4 - 1
2.	Area of Responsibility	GEN 3.4 - 1
3.	Types of Service	GEN 3.4 - 1
4.	Requirements and Conditions	GEN 3.4 - 3
5.	Controller-Pilot Data Link Communications (CPDLC)	GEN 3.4 - 6
GEN 3.5	METEOROLOGICAL SERVICES	GEN 3.5 - 1
1.	Responsible Service	GEN 3.5 - 1
2.	Area of Responsibility	GEN 3.5 - 1
3.	Meteorological Observations and Reports	GEN 3.5 - 2
4.	Type of Services	GEN 3.5 - 2
5.	Notification Required from Operators	GEN 3.5 - 2
6.	Aircraft Reports Required from Operators	GEN 3.5 - 2
7.	VOLMET Services	GEN 3.5 - 3
8.	SIGMET and AIRMET Service	GEN 3.5 - 3
9.	Pilot Reports of Vertical Wind Shear on Take-off or Landing	GEN 3.5 - 5
10.	Transmission of Special Air Reports	GEN 3.5 - 5
11.	Transmission of Amended Aerodrome Forecasts	GEN 3.5 - 5
12.	Meteorological Briefing at Aerodromes	GEN 3.5 - 5
GEN 3.6	SEARCH AND RESCUE	GEN 3.6 - 1
1.	Responsible Service	GEN 3.6 - 1
2.	Area of Responsibility	GEN 3.6 - 2
3.	Types of Service	GEN 3.6 - 2
4.	SAR Agreements	GEN 3.6 - 3
5.	Conditions of Availability	GEN 3.6 - 3
6.	Procedures and Signals Used	GEN 3.6 - 3
7.	Search and Rescue Signals	GEN 3.6 - 5
GEN 4	CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES	
GEN 4.1	AERODROME CHARGES	GEN 4.1 - 1

1.	Landing of Aircraft	GEN 4.1 - 1
2.	Parking	GEN 4.1 - 1
3.	Passengers Service	GEN 4.1 - 2
4.	Security	GEN 4.1 - 2
5.	Noise-related items	GEN 4.1 - 2
6.	Other	GEN 4.1 - 3
7.	Exemptions and Reductions	GEN 4.1 - 4
8.	Special Rates for Training Aircraft	GEN 4.1 - 5
9.	Method of Payments	GEN 4.1 - 5
GEN 4.2	AIR NAVIGATION SERVICE CHARGES	GEN 4.2 - 1
1.	Route Air Navigation Services Charges	GEN 4.2 - 1
2.	Cost Basis for Air Navigation Services and Exemptions/reductions	GEN 4.2 - 2
3.	Methods of Payment	GEN 4.2 - 2
4.	Information	GEN 4.2 - 2

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

- **En route chart- airspace structure and ATS airspace classification**
This chart is produced as a separate chart to show the airspace and its ATS classification within the Nicosia FIR sectors;
- **En route chart- restricted, prohibited and danger areas**
This chart is a general view of the restricted, prohibited and danger areas within Nicosia FIR. For sufficient clarify separate charts are produced as well.

4.2.8 **Standard Departure Chart – Instrument (SID)**

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

4.2.9 **Standard Arrival Chart- Instrument (STAR)**

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

4.2.10 **Instrument Approach Chart**

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

4.2.11 **Visual Approach Chart**

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

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

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

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

5. List of Aeronautical Charts Available

5.1 Table: List of Series and Scale

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

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 0.1	PREFACE	ENR 0.1 - 1
ENR 0.2	RECORD OF AIP AMENDMENTS	ENR 0.2 - 1
ENR 0.3	RECORD OF AIP SUPPLEMENTS	ENR 0.3 - 1
ENR 0.4	CHECKLIST OF AIP PAGES	ENR 0.4 - 1
ENR 0.5	LIST OF HAND AMENDMENTS TO THE AIP	ENR 0.5 - 1
ENR 0.6	TABLE OF CONTENTS TO PART 2	ENR 0.6 - 1

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES **ENR 1.1 - 1**

1.	General	ENR 1.1 - 1
2.	Compliance with the rules of the air (SERA.2005)	ENR 1.1 - 1
3.	Responsibilities (SERA.2010).....	ENR 1.1 - 1
4.	Authority of pilot-in-command of an aircraft (SERA.2015).....	ENR 1.1 - 1
5.	Problematic use of psychoactive substances (SERA.2020).....	ENR 1.1 - 2
6.	Negligent or reckless operation of aircraft (SERA.3101).....	ENR 1.1 - 2
7.	Minimum heights (SERA.3105)	ENR 1.1 - 2
8.	Cruising levels (SERA.3110)	ENR 1.1 - 2
9.	Towing (SERA.3120).....	ENR 1.1 - 2
10.	Parachute descents (SERA.3125).....	ENR 1.1 - 2
11.	Aerobatic flight (SERA.3130).....	ENR 1.1 - 2
12.	Formation flights (SERA.3135).....	ENR 1.1 - 3
13.	Unmanned free balloons (SERA.3140)	ENR 1.1 - 3
14.	Unmanned aircraft (drones).....	ENR 1.1 - 7
15.	Prohibited areas and restricted areas (SERA.3145).....	ENR 1.1 - 7
16.	Avoidance of Collisions.....	ENR 1.1 - 8
17.	Signals	ENR 1.1 - 11

ENR 1.2 VISUAL FLIGHT RULES **ENR 1.2 - 1**

1.	VMC visibility and distance from cloud minima (SERA.5001)	ENR 1.2 - 1
2.	ATC Service to VFR Traffic and Restrictions.....	ENR 1.2 - 1
3.	Visual flight rules (SERA.5005)	ENR 1.2 - 1
4.	Special VFR in control zones (SERA.5010)	ENR 1.2 - 3
5.	Regional additions	ENR 1.2 - 4

ENR 1.3 INSTRUMENT FLIGHT RULES **ENR 1.3 - 1**

1.	Rules Applicable to All IFR Flights (SERA.5015)	ENR 1.3 - 1
2.	Rules Applicable to IFR Flights within Controlled Airspace (SERA.5020).....	ENR 1.3 - 1
3.	Rules Applicable to IFR Flights outside Controlled Airspace (SERA.5025)	ENR 1.3 - 1
4.	Free Route Airspace (FRA) general procedures	ENR 1.3 - 2

ENR 1.4 ATS AIRSPACE CLASSIFICATION **ENR 1.4 - 1**

1.	Classification of Airspace.....	ENR 1.4 - 1
2.	TABLE 1: ATS Airspace Classification	ENR 1.4 - 2

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURE **ENR 1.5 - 1**

1.	General	ENR 1.5 - 1
2.	Arriving Flights.....	ENR 1.5 - 2
3.	Departing Flights.....	ENR 1.5 - 2

4.	Other Relevant Information and Procedures.....	ENR 1.5 - 2
ENR 1.6	RADAR SERVICES AND PROCEDURES	ENR 1.6 - 1
1.	Primary Radar	ENR 1.6 - 1
2.	Secondary Surveillance Radar (SSR).....	ENR 1.6 - 4
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7 - 1
1.	Introduction	ENR 1.7 - 1
2.	Basic Altimeter Setting Procedures.....	ENR 1.7 - 1
3.	Procedures Applicable to Operators and Pilots	ENR 1.7 - 3
4.	Tables of Cruising Levels.....	ENR 1.7 - 4
ENR 1.8	REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)	ENR 1.8 - 1
1.	8.33 KHz Channel Spacing Exemptions	ENR 1.8 - 1
2.	Reduced Vertical Separation Minimum in Nicosia FIR	ENR 1.8 - 1
ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT	ENR 1.9 - 1
1.	Air Traffic Flow Management Structure, Services Provided, Location of Units and Hours of OperationENR 1.9 - 1	
2.	ATFM Documentation	ENR 1.9 - 1
3.	Exemptions from ATFCM Slot Allocation	ENR 1.9 - 1
4.	Flexible Use of Airspace in Cyprus	ENR 1.9 - 2
ENR 1.10	FLIGHT PLANNING	ENR 1.10 - 1
1.	Submission of Flight Plan (SERA.4001)	ENR 1.10 - 1
2.	Contents of a Flight Plan (SERA.4005).....	ENR 1.10 - 4
3.	Changes to a Flight Plan (SERA.4015).....	ENR 1.10 - 6
4.	Adherence to Flight Plan (SERA.8020).....	ENR 1.10 - 6
5.	Flight Plan Filing.....	ENR 1.10 - 7
6.	Closing a Flight Plan (SERA.4020).....	ENR 1.10 - 10
7.	Flight Plan Form.....	ENR 1.10 - 12
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11 - 1
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12 - 1
1.	General Principles to be Observed	ENR 1.12 - 1
2.	Interception (SERA.11015)	ENR 1.12 - 1
ENR 1.13	UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1.	Unlawful Interference (SERA 11001).....	ENR 1.13 - 1
2.	Service to aircraft in the event of an emergency (SERA.11005).....	ENR 1.13 - 1
3.	In-flight Contingencies (SERA.11010)	ENR 1.13 - 1
4.	Regional Additions	ENR 1.13 - 2
ENR 1.14	AIR TRAFFIC ACCIDENTS AND INCIDENTS	ENR 1.14 - 1
1.	Definition of Air Traffic Incidents	ENR 1.14 - 1
2.	Air Traffic Incidents are Designated and Identified in Reports as Follows:.....	ENR 1.14 - 1
3.	Use of the Air Traffic Incident Report Form (See Model).....	ENR 1.14 - 1
4.	Reporting Procedures (Including In-flight Procedures).....	ENR 1.14 - 2
5.	Aircraft Accident and Incident Investigation Board (AAIIB).....	ENR 1.14 - 3
6.	Purpose of Reporting and Handling of the Form.....	ENR 1.14 - 3
7.	Instructions for the Completion of the Air Traffic Incident Report Form	ENR 1.14 - 9
ENR 2	AIR TRAFFIC SERVICES AIRSPACE	
ENR 2.1	FIR, UIR, TMA and CTA	ENR 2.1 - 1
ENR 2.2	OTHER REGULATED AIRSPACE	ENR 2.2 - 1

ENR 3	ATS ROUTES	
ENR 3.1	CONVENTIONAL NAVIGATION ROUTES	ENR 3.1 - 1
ENR 3.2	AREA NAVIGATION ROUTES	ENR 3.2 - 1
ENR 3.3	OTHER ROUTES	ENR 3.3 - 1
ENR 3.4	EN-ROUTE HOLDING	ENR 3.4 - 1
ENR 4	RADIO NAVIGATION AIDS/SYSTEMS	
ENR 4.1	RADIO NAVIGATION AIDS - EN-ROUTE	ENR 4.1 - 1
ENR 4.2	SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3	GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)	ENR 4.3 - 1
ENR 4.4	NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.5	AERONAUTICAL GROUND LIGHTS - EN-ROUTE	ENR 4.5 - 1
ENR 5	NAVIGATION WARNINGS	
ENR 5.1	PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
ENR 5.2	MILITARY EXERCISE AND TRAINING AREAS	ENR 5.2 - 1
ENR 5.3	OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS	ENR 5.3 - 1
ENR 5.4	AIR NAVIGATION OBSTACLES - EN-ROUTE-AREA 1	ENR 5.4 - 1
ENR 5.5	AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
ENR 5.6	BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
ENR 6	EN-ROUTE CHARTS	ENR 6 - 1
	EN-ROUTE CHART - ICAO ATS ROUTES	ENR 6.1 - 1
	EN-ROUTE CHART - ICAO RNAV ROUTES	ENR 6.1 - 3
	FREE ROUTE AIRSPACE FL205 - FL660	ENR 6.1 - 5
	PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6.2 - 1
	TEMPORARY SEGREGATED AND TEMPORARY RESERVED AREAS	ENR 6.2.1 - 1

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AD 0.6	TABLE OF CONTENTS TO PART 3	
AD 0		
AD 0.1	PREFACE	AD 0.1 - 1
AD 0.2	RECORD OF AIP AMENDMENTS	AD 0.2 - 1
AD 0.3	RECORD OF AIP SUPPLEMENTS	AD 0.3 - 1
AD 0.4	CHECKLIST OF AIP PAGES	AD 0.4 - 1
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP	AD 0.5 - 1
AD 0.6	TABLE OF CONTENTS TO PART 3	AD 0.6 - 1
AD 1	AERODROMES/HELIPORTS - INTRODUCTION	
AD 1.1	AERODROME/HELIPORT AVAILABILITY	AD 1.1 - 1
1.	General Conditions Under Which Aerodromes and Associated Facilities are Available for use ..	AD 1.1 - 1
2.	Applicable ICAO Documents	AD 1.1 - 2
3.	Civil use of Military Air Bases	AD 1.1 - 2
4.	CAT II Operations at Aerodromes	AD 1.1 - 2
5.	Friction Measuring Device used and Friction Level Below which RWY is Declared Slippery when wet.....	AD 1.1 - 3
6.	Other Information.....	AD 1.1 - 3
AD 1.2	RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN AD 1.2 - 1	
1.	Rescue and Fire Fighting Services	AD 1.2 - 1
2.	Runway surface condition assessment and reporting and Snowplan	AD 1.2 - 1
AD 1.3	INDEX TO AERODROMES AND HELIPORTS	AD 1.3 - 1
AD 1.4	GROUPING OF AERODROMES	AD 1.4 - 1
1.	International Aerodromes	AD 1.4 - 1
2.	Military Aerodromes.....	AD 1.4 - 1
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES	AD 1.5 - 1
AD 2	AERODROMES	
LCLK - LARNAKA INTERNATIONAL		AD 2.LCLK - 1
LCLK AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2.LCLK - 1
LCLK AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.LCLK - 1
LCLK AD 2.3	OPERATIONAL HOURS	AD 2.LCLK - 1
LCLK AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2.LCLK - 2
LCLK AD 2.5	PASSENGER FACILITIES	AD 2.LCLK - 2
LCLK AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2.LCLK - 3
LCLK AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOWPLAN AD 2.LCLK - 3	
LCLK AD 2.8	APRONS,TAXIWAYS AND CHECK LOCATIONS DATA	AD 2.LCLK - 4
LCLK AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.LCLK - 6
LCLK AD 2.10	AERODROME OBSTACLES	AD 2.LCLK - 6
LCLK AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2.LCLK - 7
LCLK AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2.LCLK - 8

LCLK AD 2.13	DECLARED DISTANCES	AD 2.LCLK - 9
LCLK AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2.LCLK - 10
LCLK AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.LCLK - 10
LCLK AD 2.16	HELICOPTER LANDING AREA	AD 2.LCLK - 10
LCLK AD 2.17	ATS AIRSPACE	AD 2.LCLK - 11
LCLK AD 2.18	ATS COMMUNICATION FACILITIES	AD 2.LCLK - 11
LCLK AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2.LCLK - 12
LCLK AD 2.20	LOCAL TRAFFIC REGULATIONS	AD 2.LCLK - 12
1.	Ground movement	AD 2.LCLK - 12
2.	Contingencies	AD 2.LCLK - 16
3.	Unfamiliar taxi route	AD 2.LCLK - 16
4.	Runway holding positions	AD 2.LCLK - 17
5.	Minimum runway occupancy.....	AD 2.LCLK - 17
6.	Runway system.....	AD 2.LCLK - 17
LCLK AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2.LCLK - 17
LCLK AD 2.22	FLIGHT PROCEDURES	AD 2.LCLK - 17
1.	Local Flying Restrictions	AD 2.LCLK - 17
2.	Low Visibility Procedures	AD 2.LCLK - 17
LCLK AD 2.23	ADDITIONAL INFORMATION	AD 2.LCLK - 17
1.	Bird concentrations in the vicinity of the airport.....	AD 2.LCLK - 17
2.	Laser interference	AD 2.LCLK - 18
LCLK AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2.LCLK - 18
	AERODROME CHART - ICAO	AD 2.LCLK 2.24.1.1 - 1
	AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 1	AD 2.LCLK 2.24.1.2 - 1
	AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 2	AD 2.LCLK 2.24.1.3 - 1
	AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.LCLK 2.24.1.4 - 1
	AERODROME OBSTACLE CHART - ICAO TYPE A	AD 2.LCLK 2.24.1.5 - 1
	IAC ILS/VOR S RWY 22 - ICAO	AD 2.LCLK 2.24.2.1 - 1
	IAC ILS/VOR X RWY 22 - ICAO	AD 2.LCLK 2.24.2.2 - 1
	IAC ILS/VOR Y RWY 22 - ICAO	AD 2.LCLK 2.24.2.3 - 1
	IAC RNP RWY 22 - ICAO	AD 2.LCLK 2.24.2.4 - 1
	IAC VOR/DME S RWY 22 - ICAO	AD 2.LCLK 2.24.2.5 - 1
	IAC VOR/DME X RWY 22 - ICAO	AD 2.LCLK 2.24.2.6 - 1
	IAC VOR/DME Y RWY 22 - ICAO	AD 2.LCLK 2.24.2.7 - 1
	IAC VOR/DME S RWY 04 - ICAO	AD 2.LCLK 2.24.2.8 - 1
	IAC VOR/DME X RWY 04 - ICAO	AD 2.LCLK 2.24.2.9 - 1
	IAC VOR/DME Z RWY 04 - ICAO	AD 2.LCLK 2.24.2.10 - 1
	IAC RNP RWY 04 - ICAO	AD 2.LCLK 2.24.2.11 - 1
	IAC BOSIS RNP TO ILS-P (GNSS) RWY 22 - ICAO	AD 2.LCLK 2.24.2.12 - 1
	IAC SOBOS RNP TO ILS-P (GNSS) RWY 22 - ICAO	AD 2.LCLK 2.24.2.13 - 1
	STAR RWY 22 - ICAO	AD 2.LCLK 2.24.3.1 - 1
	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

	STAR RNAV (GNSS) RWY 04 - ICAO	AD 2.LCLK 2.24.3.4 - 1
	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
	SID RNAV (GNSS) RWY 04 WESTBOUND - ICAO	AD 2.LCLK 2.24.4.7 - 1
	VAC RNAV (GNSS) RWY 22 - ICAO	AD 2.LCLK 2.24.5.1 - 1
	ATC SURVEILLANCE MINIMUM ALTITUDE - ICAO	AD 2.LCLK 2.24.6.1 - 1
LCPH - PAFOS INTERNATIONAL		AD 2.LCPH - 1
LCPH AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2.LCPH - 1
LCPH AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.LCPH - 1
LCPH AD 2.3	OPERATIONAL HOURS	AD 2.LCPH - 1
LCPH AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2.LCPH - 2
LCPH AD 2.5	PASSENGER FACILITIES	AD 2.LCPH - 2
LCPH AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2.LCPH - 3
LCPH AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN	AD 2.LCPH - 3
LCPH AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS DATA	AD 2.LCPH - 3
LCPH AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.LCPH - 5
LCPH AD 2.10	AERODROME OBSTACLES	AD 2.LCPH - 5
LCPH AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2.LCPH - 5
LCPH AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2.LCPH - 6
LCPH AD 2.13	DECLARED DISTANCES	AD 2.LCPH - 6
LCPH AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2.LCPH - 7
LCPH AD 2.15	OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.LCPH - 7
LCPH AD 2.16	HELICOPTER LANDING AREA	AD 2.LCPH - 7
LCPH AD 2.17	ATS AIRSPACE	AD 2.LCPH - 8
LCPH AD 2.18	ATS COMMUNICATION FACILITIES	AD 2.LCPH - 8
LCPH AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2.LCPH - 9
LCPH AD 2.20	LOCAL TRAFFIC REGULATIONS	AD 2.LCPH - 10
1.	Taxiing to and from Stands	AD 2.LCPH - 10
2.	Local Flying Restrictions	AD 2.LCPH - 11
3.	Circuit Altitude	AD 2.LCPH - 11
LCPH AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2.LCPH - 11
LCPH AD 2.22	FLIGHT PROCEDURES	AD 2.LCPH - 11
1.	Low Visibility Procedures	AD 2.LCPH - 11
LCPH AD 2.23	ADDITIONAL INFORMATION	AD 2.LCPH - 11
1.	Bird concentrations in the vicinity of the airport	AD 2.LCPH - 11
LCPH AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2.LCPH - 12
	AERODROME CHART - ICAO	AD 2.LCPH 2.24.1.1 - 1

AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2.LCPH 2.24.1.2 - 1
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.LCPH 2.24.1.3 - 1
AERODROME OBSTACLE CHART - ICAO TYPE A	AD 2.LCPH 2.24.1.4 - 1
IAC VOR/DME S RWY 11 - ICAO	AD 2.LCPH 2.24.2.1 - 1
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 RNP RWY 11 - 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
IAC RNP RWY 29	AD 2.LCPH 2.24.2.13 - 1
STAR RWY 11/29 - ICAO	AD 2.LCPH 2.24.3.1 - 1
STAR RNAV RWY 11/29 - ICAO	AD 2.LCPH 2.24.3.2 - 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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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
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LCLK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOWPLAN

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

LCLK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

LCLK AD 2.17 ATS AIRSPACE

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

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

LCLK AD 2.18 ATS COMMUNICATION FACILITIES

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

LCLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LCLK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Ground movement

1.1 General

- a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes LA, LB, LC (Apron 1) and CT, CU, CV, CW (Apron 2), are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.
- b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.
- c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

1.2 Aprons & Stand Taxi lanes

- a. Aircraft shall keep all engines running in order to reduce the necessity for high thrust levels on the remaining engines.
- b. Use of reverse thrust within the aprons is prohibited.
- c. Aircraft Code E are not permitted to use the following stand taxi lanes:
 1. LA (Apron 1)
 2. CV (Apron 2) with the exception of stand 81.
- d. Apron 1 stands 22-28, 31A, 32A, 33 and 42A-47A are equipped with a Visual Docking Guidance System (VDGS).
- e. Apron 1 stands 11A-21, 31, 32, 41, 47 and 48A are accessed by marshaller guidance. If no marshaller is present at the assigned stand, aircraft shall stop and inform Larnaka Ground.

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

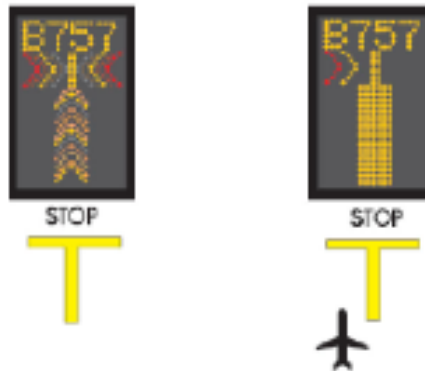
1.3 Visual Docking & Guidance System Pilot Instructions

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

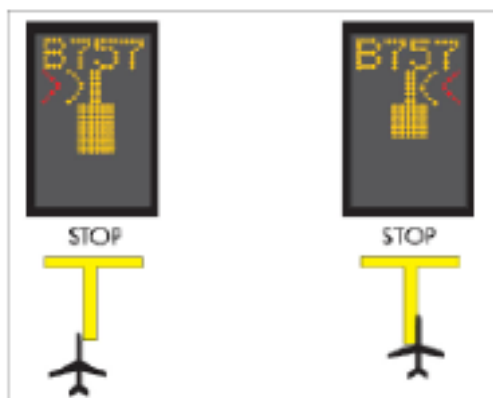
1.3.2 The system can be controlled either from the operators panel, located in the passenger boarding bridge or at ground level, or from a Gate.

Pilot Instructions

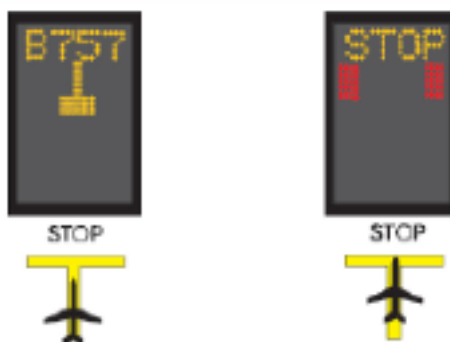
- a. Approach at a maximum speed of 3KT.
- b. Follow the Lead in Line. When the solid yellow closing rate field appears, the aircraft has been detected by the scanning unit. Aircraft type is checked and the display provides azimuth guidance information
- c. Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.
- d. When VDGS is unserviceable, aircraft shall stop and inform Larnaka Ground for marshaller assistance



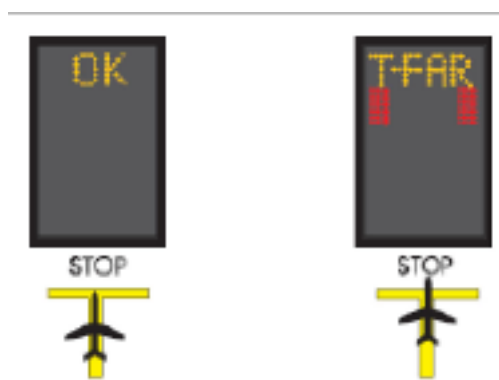
Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off the centre line.



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



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



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

4. Runway holding positions

- a. Illuminated red stop bars are provided on all runway holding positions. Stop bars are operated by ATC on a H24 basis. An illuminated RED stop bar means STOP. Aircraft shall NOT enter the runway until the stop bar is extinguished and ATC instructions issued. Stop bars will be automatically switched ON after 45 seconds.
- b. In the event of unserviceable stop bars, pilots will be notified in advance and shall exercise extreme caution when approaching the runway holding position. Explicit Larnaka Tower instructions will be issued.

5. Minimum runway occupancy

- a. Departing aircraft shall comply with ATC clearance to line up without any delay. As far as practicable, pre-flight checks should be completed before line up. Any other checks following line up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance. Pilots who require to back-track the runway must notify Larnaka Tower in advance.
- b. Unless otherwise instructed by Larnaka Tower, arriving aircraft landing RWY 22 are requested to vacate the runway via the rapid exit taxiway E, as practicable.

6. Runway system

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

LCLK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCLK AD 2.22 FLIGHT PROCEDURES

1. Local Flying Restrictions

- 1.1 Traffic Pattern
RWY 22 standard traffic pattern: left hand
RWY 04 standard traffic pattern: right hand
Non standard RWY 04 left hand and RWY 22 right hand traffic patterns provided by ATC subject to traffic conditions and during daylight only
- 1.2 Circuit Altitude
Aircraft approach categories A, B 1000 FT QNH.
Aircraft approach categories C, D 1500 FT QNH.

2. Departing Traffic

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

1. PHA1W / PHA2B PHA M31 GENOS DCT TOSKA
2. PHA1W / PHA2B PHA M31 GENOS DCT PEDER DCT EVENO
3. PHA1W / PHA2B PHA M31 GENOS DCT PEDER A16 / M855 TOMBI

All other SIDs are available only by ATC.

3. Arriving Traffic

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

All other STARs are available only by ATC.

4. Low Visibility Procedures

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

LCLK AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

- 1.1 Flocks of migrating flamingos rest in the salt lake North of the RWY during winter and early spring, before continuing their journey.
- 1.2 Activity of flocks of seagulls takes place daily when birds fly across the RWY in search of food in the adjoining water areas.
- 1.3 As far as practicable Larnaka Ground or Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.
- 1.4 Occasional disposal activity includes the firing of shell crackers and the use of live ammunition.

2. Laser interference

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

- a. On arrivals from NW within 20NM from AD
- b. On approach procedures RWY22

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

LCLK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Charts	
AERODROME CHART - ICAO	AD 2.LCLK 2.24.1.1
AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 1	AD 2.LCLK 2.24.1.2
AIRCRAFT PARKING/DOCKING CHART - ICAO APRON 2	AD 2.LCLK 2.24.1.3
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.LCLK 2.24.1.4
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2.LCLK 2.24.1.5
Instrument Approach Charts - ICAO (IAC):	
IAC ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1
IAC ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2
IAC ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3
IAC RNP RWY 22	AD 2.LCLK 2.24.2.4
IAC VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5
IAC VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6
IAC VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7
IAC VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8
IAC VOR/DME X RWY 04	AD 2.LCLK.2.24.2.9
IAC VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10
IAC RNP RWY 04	AD 2.LCLK 2.24.2.11
IAC BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12

Name	Page
IAC SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13
Standard Arrival Charts - Instrument - ICAO (STAR):	
STAR RWY 22	AD 2.LCLK 2.24.3.1
STAR RWY 04	AD 2.LCLK 2.24.3.2
STAR RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3
STAR RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4
Standard Departure Chart - Instrument - ICAO (SID):	
SID RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1
SID RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2
SID RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3
SID RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4
SID RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5
SID RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6
SID RNAV (GNSS) RWY 04 WESTBOUND	AD 2 LCLK 2.24.4.7
Visual Approach Chart (VAC) - ICAO	
VAC RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.5.1
ATC Surveillance Minimum Altitude Chart - ICAO	
ATC SURVEILLANCE MINIMUM ALTITUDE	AD 2 LCLK 2.24.6.1

LCLK AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL

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AERODROME CHART-ICAO

34°52'44"N
033°37'49"E

ELEV 11ft

APP 130.2
TWR 130.2
GMC 119.4
ATIS 126.55

LARNAKA INTL AIRPORT

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 5° E 2020
ANNUAL RATE
OF CHANGE 4.5° E

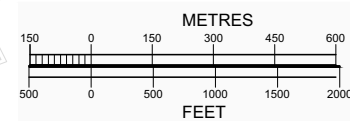
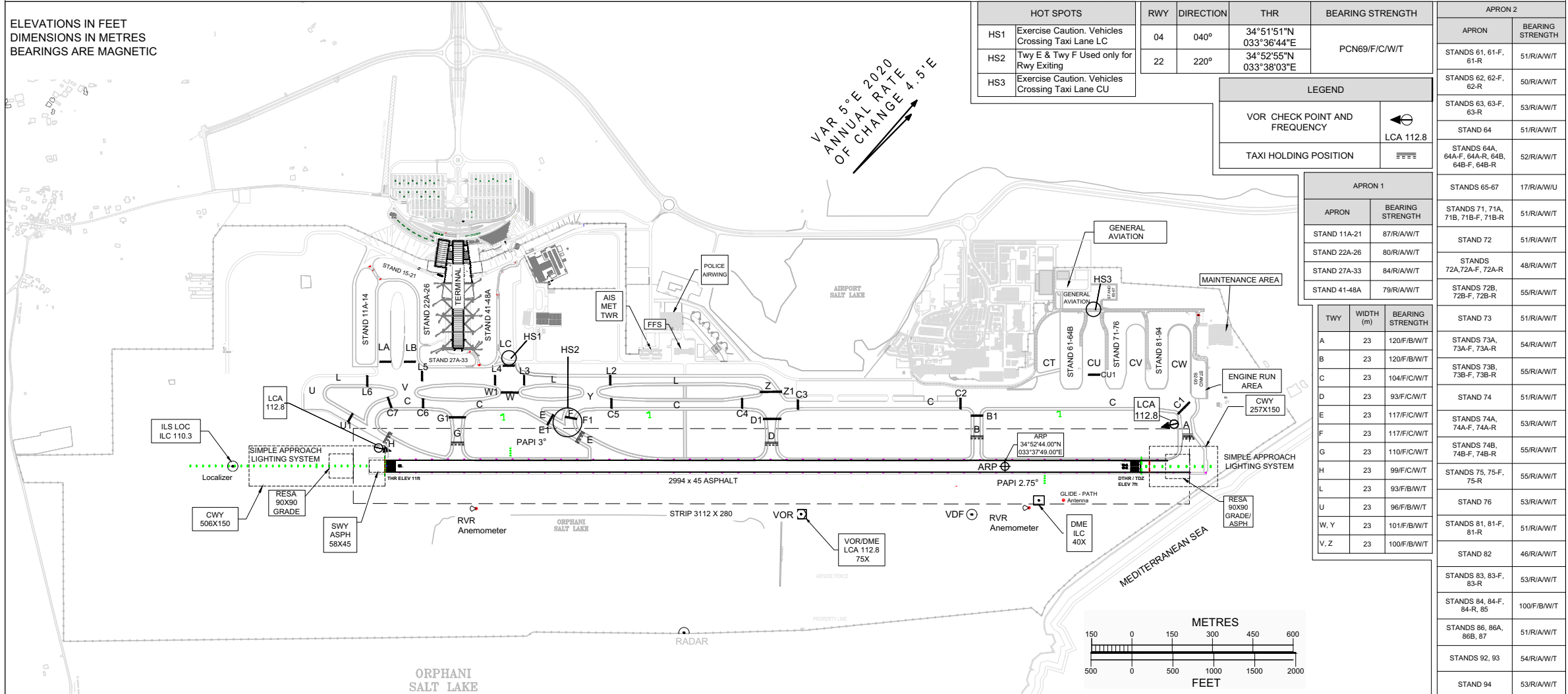
HOT SPOTS	RWY	DIRECTION	THR	BEARING	STRENGTH
HS1 Exercise Caution, Vehicles Crossing Taxi Lane LC	04	040°	34°51'51"N 033°36'44"E	PCN69/F/C/W/T	
HS2 Twy E & Twy F Used only for Rwy Exiting	22	220°	34°52'55"N 033°38'03"E		
HS3 Exercise Caution, Vehicles Crossing Taxi Lane CU					

LEGEND	
VOR CHECK POINT AND FREQUENCY	LCA 112.8
TAXI HOLDING POSITION	≡≡≡

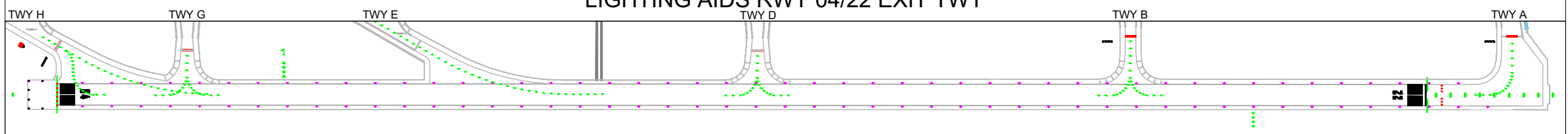
APRON 1	
APRON	BEARING STRENGTH
STAND 11A-21	87/R/A/W/T
STAND 22A-26	80/R/A/W/T
STAND 27A-33	84/R/A/W/T
STAND 41-48A	79/R/A/W/T

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

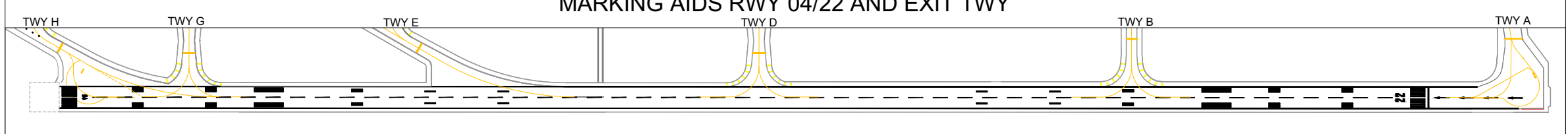
APRON 2	
APRON	BEARING STRENGTH
STANDS 61, 61-F, 61-R	51/R/A/W/T
STANDS 62, 62-F, 62-R	50/R/A/W/T
STANDS 63, 63-F, 63-R	53/R/A/W/T
STAND 64	51/R/A/W/T
STANDS 64A, 64A-F, 64A-R, 64B, 64B-F, 64B-R	52/R/A/W/T
STANDS 65-67	17/R/A/W/U
STANDS 71, 71A, 71B, 71B-F, 71B-R	51/R/A/W/T
STAND 72	51/R/A/W/T
STANDS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



LIGHTING AIDS RWY 04/22 EXIT TWY

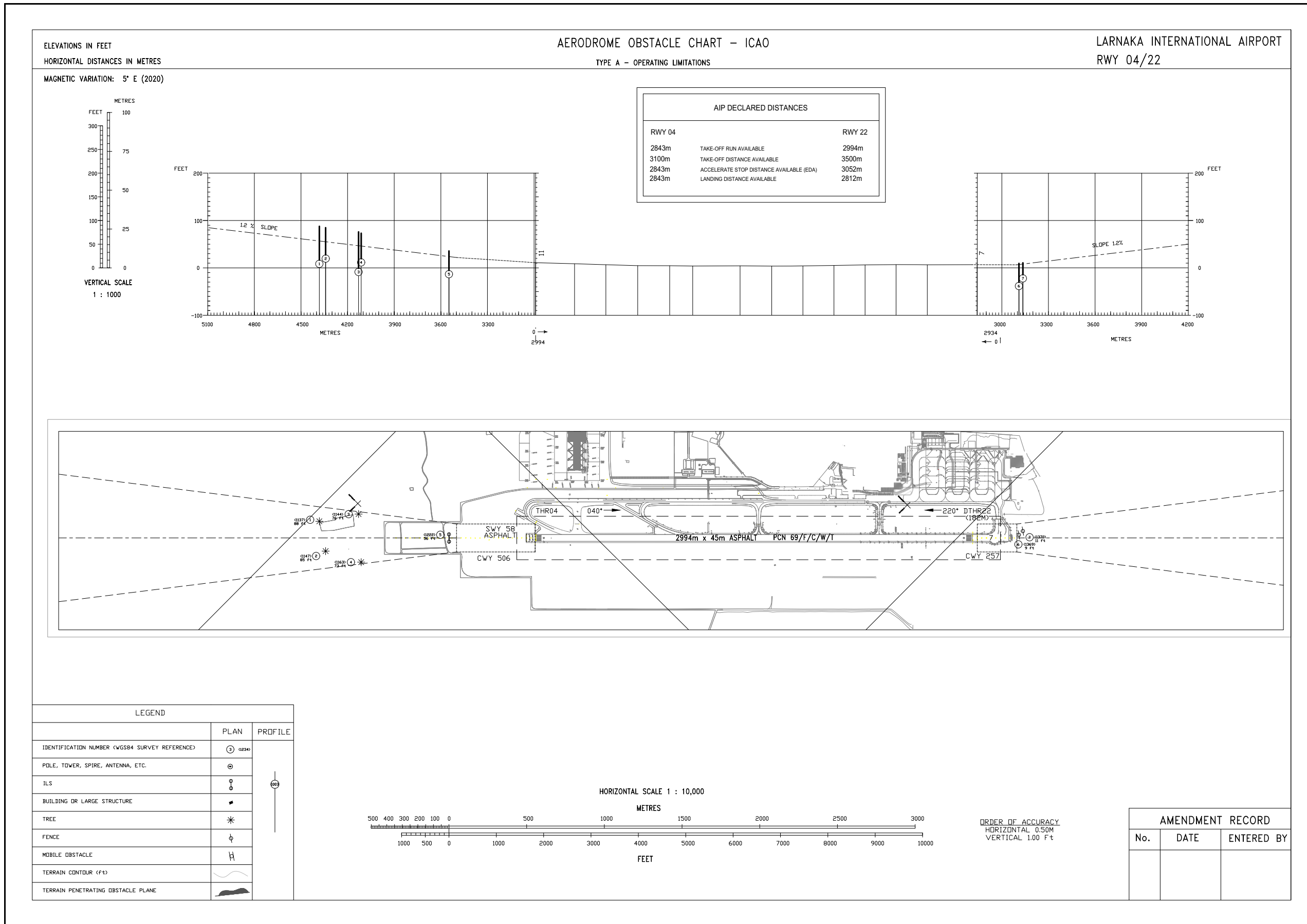


MARKING AIDS RWY 04/22 AND EXIT TWY



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

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7	Remarks	No designated helicopter landing area available. Expect landing at THR 29 or THR 11 taxi or air-taxi instructions by ATC to assigned apron and stand parking area.
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LCPH AD 2.17 ATS AIRSPACE

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

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

LCPH AD 2.18 ATS COMMUNICATION FACILITIES

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

LCPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LCPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing to and from Stands

1.1 General

- a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes J, K, U, are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.
- b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.
- c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.
- d. Aircraft must follow the main taxi lines and adhere to the indications for the apron and the stand.
- e. No deviations are permitted unless guided by "FOLLOW ME" vehicles.
- f. Use of reverse thrust within the aprons is prohibited.
- g. Mandatory "FOLLOW ME" car service is suspended for all arriving and departing aircraft. Pilots to strictly adhere to ATC instructions. "FOLLOW ME" car will be used on request by aircraft operators.
- h. TWY B may be used for arriving and departing traffic. Due to no stop bar lights available on TWY A, C, D and E connecting TWY B with RWY, pilots are requested to exercise caution when holding short of RWY during night time or reduced visibility.
- i. Leave the taxi lane centre line only after visual contact with the marshaller. If no marshaller is present at the assigned stand, advise ATC.

- j. Pilots are strictly advised to request pushback only when fully ready and in communication with ground staff. On first contact with ATC pilots are to report aircraft type and stand number.
- k. Visual docking guidance system with traffic lights installed on stands 4, 5, 9, 10 and 11. Pilots are requested to follow the system for parking.
- l. No lead-out lines out of parking stands 12, 14, 14A, 14B, 15, 15A, 15B. "FOLLOW ME" guidance will be available for taxi out upon request.

1.2 Arrival

1.2.1 Landing RWY 11

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

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

1.2.2 Landing RWY 29

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

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

1.3 Departure

1.3.1 Departing RWY 11

Follow ATC instructions to TWY H, unless otherwise instructed.

1.3.2 Departing RWY 29

Follow ATC instructions to TWY G, unless otherwise instructed.

2. Local Flying Restrictions

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

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

3. Circuit Altitude

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

LCPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCPH AD 2.22 FLIGHT PROCEDURES

1. Low Visibility Procedures

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

Cyprus.

LCPH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

- 1.1 Bird activity takes place daily when birds fly across the RWY in search of food, water and shelter in the adjoining areas.
- 1.2 As far as practicable Pafos Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.
- 1.3 Regular dispersal activity includes the firing of shell crackers and gas cannons and the use of live ammunition and hailing devices.

LCPH AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Charts	
AERODROME CHART - ICAO	AD 2.LCPH 2.24.1.1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2.LCPH 2.24.1.2
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2.LCPH 2.24.1.3
AERODROME OBSTACLE CHART - ICAO TYPE A	AD 2.LCPH 2.24.1.4
Instrument Approach Charts - ICAO (IAC):	
IAC VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1
IAC VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2
IAC VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3
IAC ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4
IAC RNP RWY 11	AD 2.LCPH 2.24.2.5
IAC ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6
IAC VOR/DME Y RWY 29	AD 2.LCPH 2.24.2.7
IAC VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8
IAC ESERI RNP TO ILS P (GNSS) RWY 29	AD 2.LCPH 2.24.2.9
IAC GIPRO RNP TO ILS P (GNSS) RWY 29	AD 2.LCPH 2.24.2.10
IAC NORDI RNP TO ILS P (GNSS) RWY 29	AD 2.LCPH 2.24.2.11
IAC TOBAL RNP TO ILS P (GNSS) RWY 29	AD 2.LCPH 2.24.2.12
IAC RNP RWY 29	AD 2.LCPH 2.24.2.13
Standard Arrival Charts - Instrument - ICAO (STAR)	
STAR RWY 11/29	AD 2.LCPH 2.24.3.1
STAR RNAV RWY 11/29	AD 2.LCPH 2.24.3.2
Standard Departure Chart - Instrument - ICAO (SID):	
SID RWY 11	AD 2.LCPH 2.24.4.1
SID RWY 29	AD 2.LCPH 2.24.4.2
SID RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3
SID RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.4.4
Visual Approach Chart (VAC) - ICAO	
VAC ESERI RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.5.1
VAC TOBAL RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.5.2

LCPH AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL