REPUBLIC OF CYPRUS

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

AIRAC AIP AMDT 001/24

Publication Date: 04 APR 2024
Effective Date: 16 MAY2024

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

GEN 1.5	Various changes	updated
GEN 2.1	Public holidays	updated
GEN 2.5	List of radio navigation aids	updated
GEN 3.2	ENR 6.1-3 Chart	replaced
GEN 3.5	Various changes	updated
ENR 1.6	Airborne equipment	updated
ENR 3.2	L13, L36	new
ENR 3.2	L78, P68	updated
ENR 4.4	AZANA	new
ENR 4.4	BOSIS, EMEDA, ODELO, STEPA	updated
LCLK AD 2.11	Meteorological information	updated
LCLK AD 2.18	ATS Communication facilities	updated
LCLK AD 2.19	Radio navigation and landing aids	updated
LCPH AD 2.11	Meteorological information	updated
LCPH AD 2.19	Radio navigation and landing aids	updated

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:
Nil
SUP:
Nil
AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	16 MAY 24	GEN 0.2 - 1/2	05 OCT 23
GEN 0.4 - 1/2	16 MAY 24	GEN 0.4 - 1/2	30 NOV 23
GEN 0.4 - 3/4	16 MAY 24	GEN 0.4 - 3/4	30 NOV 23
GEN 0.6 - 1/2	16 MAY 24	GEN 0.6 - 1/2	30 NOV 23
GEN 0.6 - 3/4	16 MAY 24	GEN 0.6 - 3/4	30 NOV 23
GEN 1.1 - 1/2	16 MAY 24	GEN 1.1 - 1/2	22 APR 21
GEN 1.5 - 1/2	16 MAY 24	GEN 1.5 - 1/2	04 APR 13
GEN 1.5 - 3/4	16 MAY 24	GEN 1.5 - 3/4	13 AUG 15
GEN 2.1 - 1/2	16 MAY 24	GEN 2.1 - 1/2	01 DEC 22
GEN 2.5 - 1/2	16 MAY 24	GEN 2.5 - 1/2	26 MAR 20
GEN 3.2 - 5/6	16 MAY 24	GEN 3.2 - 5/6	05 OCT 23
GEN 3.5 - 1/2	16 MAY 24	GEN 3.5 - 1/2	07 NOV 19
GEN 3.5 - 3/4	16 MAY 24	GEN 3.5 - 3/4	07 NOV 19
GEN 3.5 - 5/6	16 MAY 24	GEN 3.5 - 5/6	07 NOV 19
ENR 0.6 - 1/2	16 MAY 24	ENR 0.6 - 1/2	30 NOV 23
ENR 0.6 - 3/4	16 MAY 24	ENR 0.6 - 3/4	30 NOV 23
ENR 1.6 - 3/4	16 MAY 24	ENR 1.6 - 3/4	05 NOV 20
ENR 1.6 - 5/6	16 MAY 24	ENR 1.6 - 5/6	05 NOV 20
ENR 3.2 - 1/2	16 MAY 24	ENR 3.2 - 1/2	13 JUL 23
ENR 3.2 - 3/4	16 MAY 24	ENR 3.2 - 3/4	13 JUL 23
ENR 3.2 - 5/6	16 MAY 24	ENR 3.2 - 5/6	13 JUL 23
ENR 3.2 - 7/8	16 MAY 24	ENR 3.2 - 7/8	13 JUL 23
ENR 3.2 - 9/10	16 MAY 24	ENR 3.2 - 9/10	13 JUL 23
ENR 3.2 - 11/12	16 MAY 24	ENR 3.2 - 11/12	13 JUL 23
ENR 3.2 - 13/14	16 MAY 24	ENR 3.2 - 13/14	13 JUL 23
ENR 3.2 - 15/16	16 MAY 24	ENR 3.2 - 15/16	13 JUL 23
ENR 3.2 - 17/18	16 MAY 24	ENR 3.2 - 17/18	13 JUL 23
ENR 3.2 - 19/20	16 MAY 24	ENR 3.2 - 19/20	13 JUL 23
ENR 3.2 - 23/24	16 MAY 24	ENR 3.2 - 23/24	13 JUL 23
ENR 3.2 - 25/26	16 MAY 24	ENR 3.2 - 25/26	13 JUL 23
ENR 3.2 - 27/28	16 MAY 24	ENR 3.2 - 27/28	13 JUL 23
ENR 3.2 - 29/30	16 MAY 24	ENR 3.2 - 29/30	13 JUL 23
ENR 3.2 - 31/32	16 MAY 24	ENR 3.2 - 31/32	13 JUL 23
ENR 3.2 - 33/34	16 MAY 24	ENR 3.2 - 33/34	05 OCT 23
ENR 3.2 - 35/36	16 MAY 24	ENR 3.2 - 35/36	13 JUL 23
ENR 3.2 - 37/38	16 MAY 24		
ENR 4.4 - 1/2	16 MAY 24	ENR 4.4 - 1/2	23 MAR 23
ENR 4.4 - 3/4	16 MAY 24	ENR 4.4 - 3/4	23 MAR 23
ENR 4.4 - 5/6	16 MAY 24	ENR 4.4 - 5/6	23 MAR 23
ENR 6.1-3 - 3/4	16 MAY 24	ENR 6.1-3 - 3/4	13 AUG 20
AD 0.6 - 1/2	16 MAY 24	AD 0.6 - 1/2	30 NOV 23
AD 0.6 - 3/4	16 MAY 24	AD 0.6 - 3/4	30 NOV 23
AD 0.6 - 5/6	16 MAY 24	AD 0.6 - 5/6	30 NOV 23
AD 2.LCLK - 7/8	16 MAY 24	AD 2.LCLK - 7/8	05 OCT 23
AD 2.LCLK - 11/12	16 MAY 24	AD 2.LCLK - 11/12	30 NOV 23
AD 2.LCPH - 5/6	16 MAY 24	AD 2.LCPH - 5/6	05 OCT 23
AD 2.LCPH - 7/8	16 MAY 24	AD 2.LCPH - 7/8	05 OCT 23
AD 2.LCPH - 9/10	16 MAY 24	AD 2.LCPH - 9/10	30 NOV 23

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
002/2013	19-Apr-2013	30-May-2013	
001/2014	09-Jan-2014	06-Mar-2014	
002/2014	18-Sep-2014	13-Nov-2014	
001/2015	16-Apr-2015	28-May-2015	
001/2016	24-Dec-2015	04-Feb-2016	
002/2016	21-Jan-2016	31-Mar-2016	
003/2016	04-Aug-2016	13-Oct-2016	
001/2017	30-Mar-2017	25-May-2017	
002/2017	27-Apr-2017	22-Jun-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	01-Mar-2018	26-Apr-2018	
003/2018	25-Oct-2018	06-Dec-2018	
001/2019	11-Apr-2019	23-May-2019	
002/2019	26-Sep-2019	07-Nov-2019	
001/2020	24-Jan-2020	26-Mar-2020	
002/2020	04-Jul-2020	13-Aug-2020	
003/2020	24-Sep-2020	05-Nov-2020	
001/2021	11-Feb-2021	22-Apr-2021	
002/2021	03-Jun-2021	15-Jul-2021	
003/2021	29-Jul-2021	07-Oct-2021	
004/2021	21-Oct-2021	02-Dec-2021	
005/2021	18-Nov-2021	30-Dec-2021	
001/2022	07-Apr-2022	19-May-2022	
002/2022	20-Oct-2022	01-Dec-2022	
001/2023	18-Jan-2023	23-Mar-2023	
002/2023	09-Mar-2023	20-Apr-2023	
003/2023	01-Jun-2023	13-Jul-2023	
004/2023	24-Aug-2023	05-Oct-2023	
005/2023	19-Oct-2023	30-Nov-2023	
001/2024	04-Apr-2024	16-May-2024	

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

NON-AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
001/2016	06-Jul-2016	07-Jul-2016	

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	16 MAY 24	GEN 0.6 - 1	16 MAY 24
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	16 MAY 24	GEN 0.6 - 2	16 MAY 24
GEN 0.2 - 1	16 MAY 24	GEN 0.4 - 3	16 MAY 24	GEN 0.6 - 3	16 MAY 24
GEN 0.2 - 2	16 MAY 24	GEN 0.4 - 4	16 MAY 24	GEN 0.6 - 4	16 MAY 24

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 - 1	16 MAY 24	GEN 1.3 - 6	04 APR 13	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 2	16 MAY 24	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	16 MAY 24	GEN 1.6 - 16	05 NOV 20
GEN 1.2 - 3	22 JUN 17	GEN 1.5 - 2	16 MAY 24	GEN 1.7 - 1	01 DEC 22
GEN 1.2 - 4	22 JUN 17	GEN 1.5 - 3	16 MAY 24	GEN 1.7 - 2	01 DEC 22
GEN 1.2 - 5	25 MAY 17	GEN 1.5 - 4	16 MAY 24	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	16 MAY 24	GEN 2.2 - 13	25 MAY 17	GEN 2.5 - 1	16 MAY 24
GEN 2.1 - 2	16 MAY 24	GEN 2.2 - 14	25 MAY 17	GEN 2.5 - 2	16 MAY 24
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	16 MAY 24
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.5 - 2	16 MAY 24
GEN 3.2 - 3	30 NOV 23	GEN 3.3 - 10	23 MAY 19	GEN 3.5 - 3	16 MAY 24
GEN 3.2 - 4	30 NOV 23	GEN 3.4 - 1	13 JUL 23	GEN 3.5 - 4	16 MAY 24
GEN 3.2 - 5	16 MAY 24	GEN 3.4 - 2	13 JUL 23	GEN 3.5 - 5	16 MAY 24
GEN 3.2 - 6	16 MAY 24	GEN 3.4 - 3	23 MAY 19	GEN 3.5 - 6	16 MAY 24
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 1	19 MAY 22

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

PART 3 - AERODROMES (AD)

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

AD 2.LCLK - 19	30 NOV 23	AD 2.LCLK 2.24.3.4 - 2	15 JUL 21	AD 2.LCPH 2.24.2.4 - 1	19 MAY 22
AD 2.LCLK - 20	30 NOV 23	AD 2.LCLK 2.24.4.1 - 1	19 MAY 22	AD 2.LCPH 2.24.2.4 - 2	19 MAY 22
AD 2.LCLK 2.24.1.1 - 1	30 NOV 23	AD 2.LCLK 2.24.4.1 - 2	19 MAY 22	AD 2.LCPH 2.24.2.5 - 1	13 JUL 23
AD 2.LCLK 2.24.1.1 - 2	30 NOV 23	AD 2.LCLK 2.24.4.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.5 - 2	13 JUL 23
AD 2.LCLK 2.24.1.2 - 1	05 OCT 23	AD 2.LCLK 2.24.4.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.6 - 1	19 MAY 22
AD 2.LCLK 2.24.1.2 - 2	05 OCT 23	AD 2.LCLK 2.24.4.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.6 - 2	19 MAY 22
AD 2.LCLK 2.24.1.3 - 1	05 OCT 23	AD 2.LCLK 2.24.4.3 - 2	22 APR 21	AD 2.LCPH 2.24.2.7 - 1	07 OCT 21
AD 2.LCLK 2.24.1.3 - 2	05 OCT 23	AD 2.LCLK 2.24.4.4 - 1	22 APR 21	AD 2.LCPH 2.24.2.7 - 2	07 OCT 21
AD 2.LCLK 2.24.1.4 - 1	05 OCT 23	AD 2.LCLK 2.24.4.4 - 2	22 APR 21	AD 2.LCPH 2.24.2.8 - 1	07 OCT 21
AD 2.LCLK 2.24.1.4 - 2	05 OCT 23	AD 2.LCLK 2.24.4.5 - 1	22 APR 21	AD 2.LCPH 2.24.2.8 - 2	07 OCT 21
AD 2.LCLK 2.24.1.5 - 1	30 NOV 23	AD 2.LCLK 2.24.4.5 - 2	22 APR 21	AD 2.LCPH 2.24.2.9 - 1	13 JUL 23
AD 2.LCLK 2.24.1.5 - 2	30 NOV 23	AD 2.LCLK 2.24.4.6 - 1	22 APR 21	AD 2.LCPH 2.24.2.9 - 2	13 JUL 23
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21	AD 2.LCLK 2.24.4.6 - 2	22 APR 21	AD 2.LCPH 2.24.2.10 - 1	13 JUL 23
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21	AD 2.LCLK 2.24.4.7 - 1	13 JUL 23	AD 2.LCPH 2.24.2.10 - 2	13 JUL 23
AD 2.LCLK 2.24.2.2 - 1	22 APR 21	AD 2.LCLK 2.24.4.7 - 2	13 JUL 23	AD 2.LCPH 2.24.2.11 - 1	13 JUL 23
AD 2.LCLK 2.24.2.2 - 2	22 APR 21	AD 2.LCLK 2.24.5.1 - 1	13 JUL 23	AD 2.LCPH 2.24.2.11 - 2	13 JUL 23
AD 2.LCLK 2.24.2.3 - 1	22 APR 21	AD 2.LCLK 2.24.5.1 - 2	13 JUL 23	AD 2.LCPH 2.24.2.12 - 1	13 JUL 23
AD 2.LCLK 2.24.2.3 - 2	22 APR 21	AD 2.LCLK 2.24.6.1 - 1	19 MAY 22	AD 2.LCPH 2.24.2.12 - 2	13 JUL 23
AD 2.LCLK 2.24.2.4 - 1	13 JUL 23	AD 2.LCLK 2.24.6.1 - 2	19 MAY 22	AD 2.LCPH 2.24.2.13 - 1	13 JUL 23
AD 2.LCLK 2.24.2.4 - 2	13 JUL 23	AD 2.LCPH - 1	07 OCT 21	AD 2.LCPH 2.24.2.13 - 2	13 JUL 23
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21	AD 2.LCPH - 2	07 OCT 21	AD 2.LCPH 2.24.3.1 - 1	07 OCT 21
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21	AD 2.LCPH - 3	05 OCT 23	AD 2.LCPH 2.24.3.1 - 2	07 OCT 21
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21	AD 2.LCPH - 4	05 OCT 23	AD 2.LCPH 2.24.3.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.6 - 2	15 JUL 21	AD 2.LCPH - 5	16 MAY 24	AD 2.LCPH 2.24.3.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.7 - 1	15 JUL 21	AD 2.LCPH - 6	16 MAY 24	AD 2.LCPH 2.24.4.1 - 1	02 DEC 21
AD 2.LCLK 2.24.2.7 - 2	15 JUL 21	AD 2.LCPH - 7	16 MAY 24	AD 2.LCPH 2.24.4.1 - 2	02 DEC 21
AD 2.LCLK 2.24.2.8 - 1	15 JUL 21	AD 2.LCPH - 8	16 MAY 24	AD 2.LCPH 2.24.4.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.8 - 2	15 JUL 21	AD 2.LCPH - 9	16 MAY 24	AD 2.LCPH 2.24.4.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.9 - 1	22 APR 21	AD 2.LCPH - 10	16 MAY 24	AD 2.LCPH 2.24.4.3 - 1	13 JUL 23
AD 2.LCLK 2.24.2.9 - 2	22 APR 21	AD 2.LCPH - 11	30 NOV 23	AD 2.LCPH 2.24.4.3 - 2	13 JUL 23
AD 2.LCLK 2.24.2.10 - 1	22 APR 21	AD 2.LCPH - 12	30 NOV 23	AD 2.LCPH 2.24.4.4 - 1	19 MAY 22
AD 2.LCLK 2.24.2.10 - 2	22 APR 21	AD 2.LCPH 2.24.1.1 - 1	05 OCT 23	AD 2.LCPH 2.24.4.4 - 2	19 MAY 22
AD 2.LCLK 2.24.2.11 - 1	13 JUL 23	AD 2.LCPH 2.24.1.1 - 2	05 OCT 23	AD 2.LCPH 2.24.5.1 - 1	13 JUL 23
AD 2.LCLK 2.24.2.11 - 2	13 JUL 23	AD 2.LCPH 2.24.1.2 - 1	05 OCT 23	AD 2.LCPH 2.24.5.1 - 2	13 JUL 23
AD 2.LCLK 2.24.2.12 - 1	13 JUL 23	AD 2.LCPH 2.24.1.2 - 2	05 OCT 23	AD 2.LCPH 2.24.5.2 - 1	13 JUL 23
AD 2.LCLK 2.24.2.12 - 2	13 JUL 23	AD 2.LCPH 2.24.1.3 - 1	05 OCT 23	AD 2.LCPH 2.24.5.2 - 2	13 JUL 23
AD 2.LCLK 2.24.2.13 - 1	05 OCT 23	AD 2.LCPH 2.24.1.3 - 2	05 OCT 23	AD 2.LCNC - 1	07 NOV 19
AD 2.LCLK 2.24.2.13 - 2	05 OCT 23	AD 2.LCPH 2.24.1.4 - 1	05 OCT 23	AD 2.LCNC - 2	07 NOV 19
AD 2.LCLK 2.24.3.1 - 1	15 JUL 21	AD 2.LCPH 2.24.1.4 - 2	05 OCT 23	AD 2.LCRA - 1	04 APR 13
AD 2.LCLK 2.24.3.1 - 2	15 JUL 21	AD 2.LCPH 2.24.2.1 - 1	07 OCT 21	AD 2.LCRA - 2	04 APR 13
AD 2.LCLK 2.24.3.2 - 1	15 JUL 21	AD 2.LCPH 2.24.2.1 - 2	07 OCT 21	AD 2.LCRA - 3	04 APR 13
AD 2.LCLK 2.24.3.2 - 2	15 JUL 21	AD 2.LCPH 2.24.2.2 - 1	07 OCT 21	AD 2.LCRA - 4	04 APR 13
AD 2.LCLK 2.24.3.3 - 1	15 JUL 21	AD 2.LCPH 2.24.2.2 - 2	07 OCT 21	AD 2.LCRA - 5	22 APR 21
AD 2.LCLK 2.24.3.3 - 2	15 JUL 21	AD 2.LCPH 2.24.2.3 - 1	19 MAY 22	AD 2.LCRA - 6	22 APR 21
AD 2.LCLK 2.24.3.4 - 1	15 JUL 21	AD 2.LCPH 2.24.2.3 - 2	19 MAY 22		

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

1. Civil Aviation

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

2. Meteorology

Post:	Ministry of Agriculture, Rural Development and Environment Department of Meteorology Nikis 28, Nicosia 1418
Phone:	+357 22802935 / +357 24802975 / +357 24802973
Fax:	+357 22305500 / +357 24304753
AFS:	LCLKYMYX
Email:	metservice@dom.moa.gov.cy
URL:	http://www.moa.gov.cy/dom

3. Customs

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

4. Immigration

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

5. Health

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

6. En-route and Aerodrome/Heliport charges

Civil Aviation Charges

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

En-route Charges

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

7. Animal, Plant and Agricultural quarantine

Animal quarantine

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

Plant quarantine

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

Agricultural quarantine

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

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

1.1 Commercial air transport aircraft operating in the Republic of Cyprus must adhere to the requirements of Commission Regulation (EU) No 965/2012, as amended, and ICAO Regional Supplementary Procedures Document 7030/4-EUR.

1.2 Additionally, aircraft engaged in general air traffic and operate into, within or out of the Nicosia FIR shall be equipped in accordance with Annex I (Part-COM) and Annex II (Part-SUR) of Regulation EU 2023/1770

2. Special Equipment to be Carried

Not applicable.

3. Equipment to be Carried on All Types of Flights

3.1 Secondary Surveillance Radar (SSR)

3.1.1 The SSR Transponder is required to conform to the standards in ICAO Annex 10 Vol IV AMDT 85, and the requirements of Regulation (EU) 2023/1770, Part AUR.SUR.2005 (Requirements on aircraft equipment), Regulation (EC) 923/2012 as amended, Regulation (EC) 965/2012 as amended, Annex IV (part CAT) Subpart D (Instruments, Data, Equipment) CAT.IDE. A. 350 and its associated AMCs and GMs for aeroplanes and CAT.IDE. H.350 with the associated AMCs and GMs for helicopters.

3.1.2 All aircraft operated in accordance with the Instrument Flight Rules (IFR) in controlled airspace within the Nicosia FIR/UIR shall be equipped with and maintain in operation, Secondary Surveillance Radar (SSR) Transponder capable of responding to Mode A interrogations with 4096 Codes and Mode C interrogations with Automatic Pressure Altitude Reporting. An aircraft, which is intended to operate in class C Airspace and which is not equipped with ACAS (Airborne Collision Avoidance System) shall be equipped with and shall maintain in operation a Secondary Surveillance Radar (SSR) Transponder capable of reporting to Mode A interrogations with 4096 codes and mode C interrogations with Automatic Pressure Altitude Reporting.

3.1.3 State aircraft that are not Mode S equipped or do not transmit ADS-B Out for technical or operational reasons will be accommodated by Cyprus ANSPs through traditional surveillance methods such as Mode A/C. The flight plan shall include in item 18 the indicators SUR/ EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

3.1.4 Flight plan requirements

When submitting a flight plan, include the letter “M” in item 8 and, unless regulated otherwise, one or more of the following indicators in item 18, as appropriate:

a. SUR/EUELSX, when the flight plan is for an aircraft not equipped with an operational secondary surveillance radar transponder possessing the capabilities defined in Part AAUR.SUR.2005 par. (a) of Annex II to the Commission Implementing Regulation (EU) 2023/1770.

b. SUR/EUADSBX, when the flight plan is for a transport type aircraft with a certified maximum take-off weight exceeding 5700 Kg or with a maximum true cruising airspeed greater than 250 knots, and which is not equipped with an operational secondary surveillance radar transponder possessing the capabilities defined in Part BAUR.SUR.2005 par. (b) of Annex II to the Commission Implementing Regulation (EU) 2023/1770.

c. SUR/EUEHSX, when the flight plan is for a fixed-wing transport-type aircraft with a certified maximum takeoff weight exceeding 5700 Kg or with a maximum true cruising airspeed greater than 250 knots, and which is not equipped with an operational secondary

surveillance radar transponder possessing the capabilities defined in PartAUR.SUR.2005, par. (c) C of Annex II to the Commission Implementing Regulation (EU) 2023/1770.

3.1.5 Aeronautical phraseology. During at least the first radiotelephone communication from the aircraft to each unit providing air traffic services, the following expression shall be included after the call sign:

The communication is conducted in English, “STATE AIRCRAFT NOT FULLY SSR EQUIPPED”.

3.2 Radio Equipment Requirements

3.2.1 As required by ICAO SUPPS Doc 7030/04 – EUR/RAC Chapter 4.0, Air- Ground Navigation Communications and In-flight Reporting, the carriage and operation of 8.33 KHz channel spacing carriage radio equipment is mandatory throughout the ICAO EUR Region for aircraft operating above FL 195.

3.2.2 Non–equipped aircraft planning to fly in any FIR/UIR in the EUR Region, except for those applicable to UHF equipped State flights must flight plan to operate below FL195.

3.2.3 For exemptions from mandatory carriage of 8.33 KHz equipment see ENR 1.8.

3.3 RNAV Equipment of Aircraft

3.3.1 An aircraft, other than State, operating within the controlled airspace of Cyprus FIR/UIR on or above FL 290, shall be equipped with, as a minimum, RNAV equipment meeting RNP 5 in accordance with the requirements set out in ICAO Doc 7030 Regional Supplementary procedures (EUR RAC section 14).

3.3.2 The RNAV Equipment must be installed, approved and operated in accordance with the Regulation (EC) 965/2012 as amended, Annex IV (part CAT) Subpart D (Instruments, Data, Equipment) CAT.IDE. A. 345 and its associated AMCs and GMs for aeroplanes and CAT.IDE. H.345 with the associated AMCs and GMs for helicopters. Also the requirements, of the above mentioned European Regulation, Annex V Subpart B (Performance Based Navigation (PBN) Operations) SPA.PBN.100 & 105 and its associated AMCs and GMs.

3.3.3 IFR flights without RNAV equipment may take place below FL 280, unless the affected ATS route is designated for RNAV use only.

3.3.4 In case of failure of ground based navigations aids (VOR/DME) or failure of the airborne RNAV System, ATC will, as far as possible, provide navigation assistance on request.

3.4 RVSM Airspace Requirement

3.4.1 RVSM approved aircraft are those aircraft for which the Operator has obtained RVSM approval, either from the State in which the aircraft is based, or from the State in which the aircraft is registered.

3.4.2 Except for designated airspace where RVSM transition tasks are carried out, only RVSM approved aircraft and non-RVSM approved State aircraft shall be permitted to operate within the EUR RVSM airspace.

3.4.3 Guidance material on the airworthiness, and the Operational Practices and procedures for the EUR RVSM airspace, is provided in Regulation (EC) 965/2012 as amended, Annex V (Part SPA), Subpart D: Operations in Airspace with Reduced Vertical Separation Minima (RVSM) SPA.RVSM. 100 & 105 with its associated AMCs and GMs, and the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 EUR).

3.5 Pressure Altitude Reporting Transponder

3.5.1 With reference to ICAO ANNEX 6, Part II para 6.13 and Part III para 4.15, all General Aviation

aircraft and all helicopters operating in controlled airspace shall be equipped with a pressure altitude reporting transponder which is operated in accordance with the relevant provisions of ANNEX 10, Volume IV and as requested by the appropriate ATCS. These provisions are intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems (ACAS)

3.6 Carriage of Airborne Collision Avoidance Systems (ACAS)

3.6.1 With the exception of those circumstances at paragraph 3.6.2 below, all Turbine-Powered aircraft and either having a maximum take-off weight exceeding 5700 kg or a maximum approved passenger seating configuration of more than 19 passengers are to be fitted with, and operate, TCAS II software Version 7.0 (RTCA DO-185A) with Mode S transponder compliant with Annex 10 Mode S SARPS Amendment 73 within Nicosia Airspace. General flight procedures relating to the operation of ACAS II equipment in Nicosia FIR and UIR are detailed at ENR Section.

3.6.2 Exemptions:

3.6.2.1 A General Exemption from the requirements concerning the carriage of ACAS II in Nicosia airspace has been granted for aircraft operating under certain conditions.

3.6.2.2 Two classes of flights are affected:

a. **Delivery Flights**. Aircraft newly manufactured within European Civil Aviation Conference (ECAC) member states, which are not fitted with ACAS II. These aircraft will be permitted to transit on direct flights only, out of the airspace of ECAC member states to regions where the carriage and operation of ACAS II is not required;

b. **Maintenance Flights**. Direct flights by aircraft, which are not fitted with ACAS II from outside ECAC member states, for the purpose of maintenance and engineering at facilities located within the ECAC member states.Following notification approval of an ACAS II exemption for the flight, the Aircraft operator should indicate on the flight Plan that the flight is being operated under the provisions of the ACAS II delivery and maintenance Flight exemption provision, by inserting, in field 18, the information:

- ´RMK/ Delivery flight- ACAS II exemption Approved´; or
- ´RMK/ Maintenance flight - ACAS II exemption Approved´.

3.6.2.3 Flights operated under the provisions of these exemptions must be non-revenue, empty/ferry flights.

3.6.2.4 Applications for exemption from the requirement of ACAS II in Nicosia FIR for delivery, maintenance or test flights should be promoted to Department of Civil Aviation at least three (3) working days prior to the date of Estimated Time and date of Departure from originating Aerodrome to following address:

Ministry of Transport, Communications and Works

Post: Department of Civil Aviation
ACAS Support/Civil Operations
Phone: +357 22404130
Fax: +357 22766547
Email: civilops.nic@dca.mcw.gov.cy

3.6.2.5 Exemption form for use against ACAS II and/or mode S ELS/EHS can be requested from the addressee above.

3.6.2.6 Test Flights within Nicosia FIR are subject to procedures and authorization based on air operator MEL and on case to case consideration.

3.7 Ground Proximity Warning System (GPWS)

3.7.1 As per ICAO ANNEX 6- part 1 para 6.15. Aircraft are required to be equipped with a GPWS. All Turbine or piston engine aircraft of a maximum certificated take-off mass in excess of 5.700 kg or authorized to carry more than nine (9) passengers shall be equipped with ground proximity warning system.

3.8 Frequency Modulation (FM) Immunity

3.8.1 Within Nicosia FIR/UIR the only aircraft that are allowed to operate are those equipped with NAV equipment compliant with ICAO requirements for receiver FM immunity from the adjacent Sound Broadcast Band as defined in ICAO SARPS Annex 10, Volume I, PARTS 3.1.4 and 3.3.8 (ILS/ VOR) AND Volume III part 2.3.3 (VHF communications) receiving system provisions.

3.8.2 In Nicosia FIR up to this point, no interference problems have been detected using the proposed ICAO Generic Method for ILS and VOR Broadcast Compatibility Assessment. Additionally there haven't been any areas identified within the service volumes of ILS and VOR equipment, where interference to less immune aircraft receivers was above the agreed ICAO Annex 10 limits.

3.8.3 Regarding any interference problems possibly experienced during their operation within Nicosia FIR users are requested to report to:

Post:	Chief Operations Officer 27, Pindarou Street Nicosia Cyprus 1429
Phone:	+357-22404180
Fax:	+357-22404189
Telex:	6055 CIVAIR CY
SITA:	NICTOYA
AFS:	LCNCYAYX
Email:	ais@dca.mcw.gov.cy

3.8.4 The interference report shall include the following information:

a. Frequency, on which interference was experienced;

b. Position and level/height of the aircraft;

c. Aircraft registration number;

d. Date and time (UTC) of the experienced interference;

e. Description of the interference signal (e.g. music, speech, language, other noise, etc.).

3.9 Emergency Locator-transmitter (ELT)

3.9.1 All aircraft, other than ultra lights, gliders, motor gliders, hot air balloons and airships shall be equipped with Emergency Locator Transmitter (ELT) operating on 406 MHz in accordance with EASA requirements European Regulation (EC) 965/2012 as amended Annex IV (Part CAT) Subpart D: Instruments, Data, Equipment for aeroplanes and helicopters and ICAO Annex 6 - Operation of Aircraft.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of Measurement

The units of measurement of the international system of units (SI) are officially adopted in Cyprus.

Standard Application of Specific Units of Measurement (ICAO Annex 5)

The application of units of measurement for certain quantities commonly used in international civil aviation air and ground operations shall be in accordance with the following table.

MEASUREMENT OF	UNITS USED
Distance used in navigation, position reporting, etc, - generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or Metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric tons or Kilograms
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC

2. Temporal Reference System

2.1 The co-ordinated universal time (UTC) is used in air traffic and communications services.

2.2 In documents published by the AIS, local time (LT) is also used.

2.3 The Cyprus local time is (UTC+2).

2.4 The Summer time corresponds to universal time plus three hours (UTC+3).

2.5 Summer time comes into force on the last Sunday of March.
Summer time ends the last Sunday of October.

3. Geodetic Reference Datum

3.1 Geodetic Undulation

3.1.1 In the civil aviation field, altitudes and flight levels are defined in terms of atmospheric pressure.

3.1.2 Points on the ground are defined by their planimetric co-ordinates and by their orthometric height or altitude, which use the geoid (corresponding to the Mean Sea Level) as their reference.

3.1.3 The heights derived from GNSS systems use the WGS-84 ellipsoid as their reference and are thus different from the values of the orthometric height at the same point.

3.1.4 The height difference between the ellipsoid (GNSS height reference) and the geoid (orthometric height reference) is called the undulation of the geoid. This value defines the distance of the geoid above (positive undulation of the geoid) or below (negative undulation of the geoid) the reference ellipsoid. This gives the relationship:

Undulation of the Geoid = Ellipsoidal Height - Orthometric Height (Altitude)

3.1.5 The aeronautical information service publishes the value of the undulation of the geoid for each aerodrome. This value is expressed in feet. It shall be shown on the charts where GNSS height references are used.

WARNING: User's attention is drawn towards the fact that the publication of the undulation does not modify the GPS restrictions for use. Particularly, the altitude information given by GPS shall NOT be used.

4. Aircraft Nationality and Registration Marks

4.1 The registration marks for aeroplanes, helicopters, airships and balloons consist of a group of three letters, located after a dash to the right of **5B**.

5. Public Holidays

The following **general public holidays** apply in Cyprus

NEW YEARS DAY	01-01
EPIPHANY DAY	06-01
GREEN MONDAY	18-03
GREEK INDEPENDENCE DAY	25-03
CYPRUS NATIONAL DAY	01-04
ORTHODOX GOOD FRIDAY	03-05
ORTHODOX EASTER MONDAY	06-05
LABOUR DAY	01-05
WHIT MONDAY	24-06
ASSUMPTION DAY	15-08
CYPRUS INDEPENDENCE DAY	01-10
GREEK NATIONAL DAY	28-10
DAY OF CHRISTMAS EVE	24-12
CHRISTMAS DAY	25-12
BOXING DAY	26-12

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Decode			
ID	**Station name**	**Aid**	**Purpose**
ILC	LARNAKA	LOC/DME	A
ILC	LARNAKA INTL	LOC 22	A
IPA	PAFOS	LOC/DME	A
IPA	PAFOS INTL	LOC 29	A
LCA	LARNAKA	VOR/DME	AE
PHA	PAFOS	VOR/DME	AE

Encode			
Station name	**Aid**	**ID**	**Purpose**
LARNAKA	LOC/DME	ILC	A
LARNAKA INTL	LOC 22	ILC	A
PAFOS	LOC/DME	IPA	A
PAFOS INTL	LOC 29	IPA	A
LARNAKA	VOR/DME	LCA	AE
PAFOS	VOR/DME	PHA	AE

THIS PAGE INTENTIONALLY LEFT BLANK

Title of series	Scale	Chart name	Sheet number	Edition Date
INSTRUMENT APPROACH AND LANDING CHART - ICAO		**LARNAKA:**		
	1:350 000	ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1	15 JUL 21
		ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2	22 APR 21
		ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3	22 APR 21
		RNP RWY 22	AD 2.LCLK 2.24.2.4	13 JUL 23
		VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5	15 JUL 21
		VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6	15 JUL 21
		VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7	15 JUL 21
		VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8	15 JUL 21
		VOR/DME X RWY 04	AD 2.LCLK 2.24.2.9	22 APR 21
		VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10	22 APR 21
		RNP RWY 04	AD 2.LCLK 2.24.2.11	13 JUL 23
	1:250 000	BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12	13 JUL 23
		SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13	05 OCT 23
		PAFOS:		
	1:350 000	VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1	07 OCT 21
		VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2	07 OCT 21
		VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8	07 OCT 21
		RNP RWY 11	AD 2.LCPH 2.24.2.5	13 JUL 23
		RNP RWY 29	AD 2.LCPH 2.24.2.13	13 JUL 23
	1:250 000	VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3	19 MAY 22
		ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4	19 MAY 22
		ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6	19 MAY 22
		VOR/DME Y RWY 29	AD 2.LCPH 2.24.2.7	07 OCT 21
		ESERI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.9	13 JUL 23
		GIPRO RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.10	13 JUL 23
		NORDI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.11	13 JUL 23
		TOBAL RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.12	13 JUL 23
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	1:600 000	**LARNAKA:**		
		RWY 22	AD 2.LCLK 2.24.3.1	15 JUL 21
		RWY 04	AD 2.LCLK 2.24.3.2	15 JUL 21
		RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.3.3	15 JUL 21
		RNAV (GNSS) RWY 04	AD 2 LCLK 2.24.3.4	15 JUL 21
	1:500 000	**PAFOS:**		
		RWY 11/29	AD 2.LCPH 2.24.3.1	07 OCT 21
		RNAV RWY 11/29	AD 2.LCPH 2.24.3.2	07 OCT 21

Title of series	Scale	Chart name	Sheet number	Edition Date
STANDARD DEPARTURE INSTRUMENT CHART (SID) - ICAO		**LARNAKA:**		
	1:500 000	RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	19 MAY 22
		RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
	1:600 000	RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
		RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4	22 APR 21
	1:500 000	RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5	22 APR 21
	1:600 000	RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6	22 APR 21
		RNAV (GNSS) RWY 04 WESTBOUND	AD 2 LCLK 2.24.4.7	13 JUL 23
	1:500 000	**PAFOS:**		
		RWY 11	AD 2.LCPH 2.24.4.1	07 OCT 21
		RWY 29	AD 2.LCPH 2.24.4.2	07 OCT 21
		RNAV (GNSS) RWY 11	AD 2.LCPH 2.24.4.3	13 JUL 23
		RNAV (GNSS) RWY 29	AD 2.LCPH 2.24.4.4	19 MAY 22
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	**LARNAKA:**		
		ADLAS RNAV TO VISUAL(GNSS) RWY 22	AD 2 LCLK 2.24.5.1	13 JUL 23
		PAFOS:		
		ESERI RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.1	13 JUL 23
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	13 JUL 23
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	16 MAY 24
		FREE ROUTE AIRSPACE FL205-FL660	ENR 6.1-5	23 MAR 23
		PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6.2	05 NOV 20
		TEMPORARY SEGREGATED AND TEMPORARY RESERVED AREAS	ENR 6.2.1	01 FEB 18

6. TOPOGRAPHICAL CHARTS

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

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

GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible Service

1.1 The meteorological services for Civil Aviation are provided by the Department of Meteorology of the Ministry of Agriculture, Rural Development and Environment.

Post: Ministry of Agriculture, Rural Development and Environment
Department of Meteorology
Nikis 28, Nicosia 1418
Phone: +357 22802935
Fax: +357 22305500
AFS: LCLKYMYX
Email: metservice@dom.moa.gov.cy
URL: http://www.moa.gov.cy/dom

The Department of Meteorology has in place contingency plans for all services it provides in the case of events which results in significant degradation or interruption of its services. A contingency office and an emergency weather observing unit at the airport will operate in case of absolute destruction of the Larnaka Meteorological office.

The address of the contingency office is:

Post: Radiosonde Station Athalassa
Athalassa Str.
Aglangia, Nicosia
Phone: +357 22444321
Fax: +357 22305233

Applicable ICAO and EU documents

The service is provided in accordance with the provisions contained in the following ICAO and EU documents:

Annex 3 - Meteorological service for International Air Navigation;

Doc 7030 - Regional Supplementary Procedure.

Regulation (EU) 2017/373: laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight

Differences to these provisions are detailed in GEN 1.7.

2. Area of Responsibility

2.1 Meteorological service is provided within the Nicosia FIR/UIR.

3. Meteorological Observations and Reports

Table 1: Table Meteorological Observations and Reports

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & availability of trend forecasts	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
LARNAKA LCLK	HALF-HOURLY AWOS	METAR SPECIAL TREND	Anemometer: 150 M FM each THR RWY 04/22 Transmissometer: 120 M FM each THR RWY 04/22 Thermometer: 130 M FM THR 22 Ceilometer: 130 M FM THR 22	H24	climatological summaries AVBL
PAFOS LCPH	HALF-HOURLY AWOS	METAR SPECIAL TREND	Anemometer: 140 M FM each THR RWY 11/29 Transmissometer: 120 M FM THR 29 Thermometer: 130 M FM THR 29 Ceilometer: 130 M FM THR 29	H24	climatological summaries AVBL
NICOSIA LCNC					

4. Type of Services

4.1 Personal briefing and consultation for flight crew members is provided at Larnaka International Airport. At Pafos International Airport briefing and consultation for flight crew members is provided by the Meteorological Office at Larnaka Airport through telephone line.

4.2 Flight documentation is available and provided for local or domestic flights if requested. For international flights the flight documentation comprises a significant weather chart upper air and temperature charts at all significant levels (FL050, FL080, FL100, FL140, FL180, FL210, FL240, FL300, FL340, FL390) and the latest available en-route and aerodrome forecasts and warnings for the destination and the alternate aerodrome(s). The latest IR or VIS channel Satellite Image and any available Space Weather Advisories are also included in Flight documentation.

4.3 Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information would have been made available through other means.

5. Notification Required from Operators

5.1 Notification from operators in respect of briefing consultation, flight documentation and other meteorological information needed by them (as per ICAO Annex 3, Chapter 2 para 2.3 and Regulation (EU) 2017/373 par. 'MET.OR.240 Information for use by operator or flight crew') is normally required. Such information shall be received not later than 3 hours, before the expected time of departure.

6. Aircraft Reports

6.1 Pursuant to ICAO Annex 3, 5.3.1 the making and transmission of aircraft reports (AIREP) are

required at the following ATS reporting points:

RASDA 330600N 0305700E
LAKTO 323800N 0320500E

The ATS/MET reporting points in respect of routes crossing FIR/UIR are indicated in ENR 3.1, and ENR 3.2.

6.2 Pilot Reports of Vertical Wind Shear on Take-off or Landing

6.2.1 As no suitable equipment is provided for vertical wind shear measurement, and as it is not always possible to forecast the onset, duration and severity of these conditions by conventional means, warnings of existence of vertical wind shear effects, must also be based on aircraft reports. Pilots are therefore requested to provide verbal reports whenever, during take-off or landing, significant and unexpected changes in the flight path occur, which in the opinion of the pilot, are due to meteorological causes and are of such magnitude as to justify notification to other aircraft.

6.2.2 To be of value these reports should be passed to Air Traffic Control or the Meteorological Office at the aerodrome as soon as possible. If a pilot is confident that the effects experienced are due to vertical wind shear this should be stated, but reports of gustiness and turbulence are also required. Reports which should include, where possible, the height band affected and any other relevant details will initiate a meteorological warning which will remain valid for one hour if no subsequent aircraft reports are received.

7. VOLMET Services

7.1 Meteorological information which is supplied through VOLMET broadcast are:

a. For Larnaka Airport: METAR, TREND, Aerodrome Warning and WS Warning;

b. For Pafos Airport: METAR, TREND, Aerodrome Warning and WS Warning;

c. For Nicosia FIR: SIGMET.

7.2 This service is available via the Automatic Information system through the following VOLMET station:

Table 2: Table VOLMET Services

Name of stations	Callsign identification (EM)	Frequency	Broadcasting period	Hours of service	Aerodromes included	Contents
1	2	3	4	5	6	7
NICOSIA	NICOSIA VOLMET A3E	127.2 MHz	CNS	H24	LARNAKA	As per para 7.1 above
					PAFOS	As per para 7.1 above
					ATHINAI	METAR, TREND, QNH
					RHODOS	METAR, TREND, QNH
					BEIRUT	METAR, TREND, QNH
					DAMASCUS	METAR, TREND, QNH
					TEL-AVIV	METAR, TREND, QNH

8. SIGMET and AIRMET Service

Table 3: Table SIGMET and AIRMET Service

Name of MWO/ location indicator	Hours	FIR or CTA served	Validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
Larnaka LCLK	H24	Nicosia FIR	SIGMET 4 HR	SIGMET VA/TC: VALIDITY 6 HR	NIL	Larnaka TWR Larnaka APP Pafos TWR Pafos APP Nicosia FIC	NIL

8.1 General

For the safety of air traffic, the Department of Meteorology maintains a continuous watch over meteorological conditions affecting flight operations within the FIR and when necessary, SIGMET information is issued by the Meteorological Larnaka Watch Office, in accordance with Annex 3, Chapter 7, Appendix 6 and Regulation (EU) 2017/373: MET.TR.250 SIGMET, Appendix 5A. Furthermore, aerodrome warnings are issued to operators, in accordance with Annex 3, Chapter 7, Appendix 6, Regulation (EU) 2017/373: MET.OR.235, MET.TR.235 Aerodrome warnings and wind shear warnings and alerts and with local arrangements, by Larnaka Meteorological Office.

8.2 Meteorological watch

Larnaka (LCLK) MWO issues SIGMET information in accordance with Annex 3, Chapter 7.

8.3 Aerodrome Warnings

8.3.1 Aerodrome warnings are issued by Larnaka Meteorological Office, if one or several of the following phenomena are expected to occur at the airport:

a. Thunderstorm;

b. Hail;

c. Squall: sudden increase in wind speed over 22 KT by 16 KT, lasting over 1 MIN (in case of thunderstorms or active storms);

d. Waterspouts;

e. Tornadoes;

f. Marked mountain waves

g. Strong surface wind and gusts (mean speed 25 KT or more and/or gusts to 30 KT or more; also issued when runway crosswind is expected, with mean speed>20-25 KT);

h. Gale (mean speed 34 KT or more and/or gusts to 43 KT or more);

i. Fog: Fog or fog patches resulting in visibility ≤ 1000 M;

j. Low cloud (Base: 1000 FT or less above aerodrome level and cloud amount ≥ SCT);

k. Frost;

l. Hoar frost or rime;

m. Rising sand or dust (in suspension) provided the expected or observed horizontal visibility

≤ 1000M;

n. Low level vertical wind shear: if one of the following is/are satisfied:

1. Mean surface wind speed ≥ 25 KT;

2. Magnitude of vector between mean surface wind and the gradient (2000 FT) wind ≥ 40 KT;

3. Thunderstorms or heavy showers within 10 KM;

4. Significant wind shear (WS) has been reported by aircraft in the vicinity: Moderate WS 5-8 KT/30 M, strong WS 9-12 KT/30 M and severe WS >12 KT/30 M;

o. Snow (including the expected or observed snow accumulation);

p. Freezing precipitation;

q. Sandstorm or duststorm;

r. Volcanic ash;

s. Tropical Cyclone (to be included if the 10-minute mean surface wind speed at the aerodrome is expected to be 34 KT or more);

t. Tsunami;

u. Intense precipitation (either ≥ 45 mm/3 HR or ≥ 50 mm/6 HR or ≥ 55 mm/24 HR);

v. Severe airframe icing;

w. Visibility ≤ 1000M due to other phenomena, e.g. heavy rain shower.

8.3.2 Aerodrome warnings are distributed in accordance with a distribution list (including warming amendments and cancellations).

8.4 Dissemination of SIGMET information to aircraft in flight

8.4.1 SIGMET information shall be transmitted to aircraft with the least possible delay on the initiative of the appropriate ATS unit, by the preferred method of direct transmission followed by acknowledgement, or by a general call when the number of aircraft would render the preferred method impracticable.

9. Pilot Reports of Vertical Wind Shear on Take-off or Landing

NIL

10. Transmission of Special Air Reports

10.1 Special air reports shall be transmitted with the least possible delay to aircraft likely to be affected, provided all mandatory information is included in the special air reports, as required by Regulation (EU) 2017/373: Appendix 5B and shall cover the portion of the route up to one hour's flying time ahead of the aircraft.

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

THIS PAGE INTENTIONALLY LEFT BLANK

g. complete a normal instrument approach procedures as specified for the designated navigation aid;

h. land, if possible, within thirty minutes after the estimate time of arrival specified in 1.3.4.3 e. or the last acknowledged expected approach time, which ever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of Secondary Surveillance Radar coverage.

1.3.5 Action Taken to Ensure Suitable Separation will Cease to be Based on as Stated in Para 1.3.6 when:

a. It is determined that the aircraft is following a procedure differing from that in para 1.3.6; or

b. through the use of electronic or other aids, Air Traffic Control unit determines that action differing from the required by para 1.3.6 may taken without impairing safety; or

c. positive information is received that the aircraft has landed.

1.3.6 Resumption of Normal Operations

1.3.6.1 If the aircraft has not reported within 30 minutes after:

a. the estimated time of arrival furnished by the Pilot; or

b. the estimated time of arrival calculated by the Control Centre; or

c. the last acknowledged expected approach time whichever is the later, pertinent information concerning the aircraft will be forwarded to aircraft operators or the designated representatives and pilots in command of any aircraft concerned. After consultation with operators, or their designated representatives and pilots in command of any aircraft concerned, normal operations may be resumed. It is the responsibility of the aircraft operators to their designated representatives and pilots in command of aircraft, to determine whether they will resume operations or take other action.

NOTE: According to ICAO Doc, 4444 par. 11.4.1.3.1 in the case of an aircraft experiencing radio-communication failure the responsible ATC unit shall transmit an RCF message to all subsequent ATS units along the route of flight which have already received basic flight plan data and to the aerodrome control tower at the destination aerodrome, if basic plan data has been previously sent.

1.4 Graphic Portrayal of Area of Primary Radar Coverage

Color	Number of Radar covering an area
	1 Radar
	2 Radar
	3 Radar
	4 Radar
	5 Radar
	6 Radar
	7 Radar
	8 Radar
	9 Radar

Color Coverage

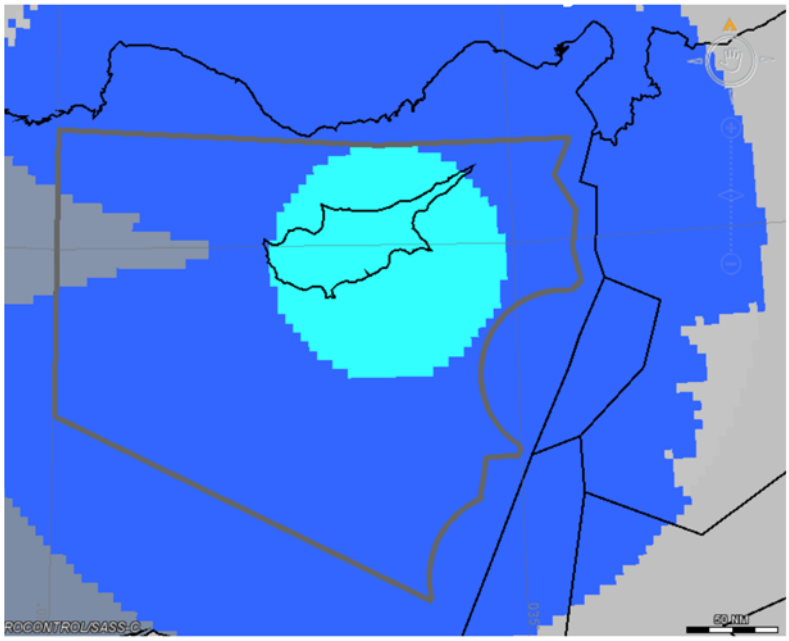


Figure 1. Graphic portrayal of area of coverage of Primary Radar Flight Level 150

Color	Number of Radar covering an area
	1 Radar
	2 Radar
	3 Radar
	4 Radar
	5 Radar
	6 Radar
	7 Radar
	8 Radar
	9 Radar

Color Coverage

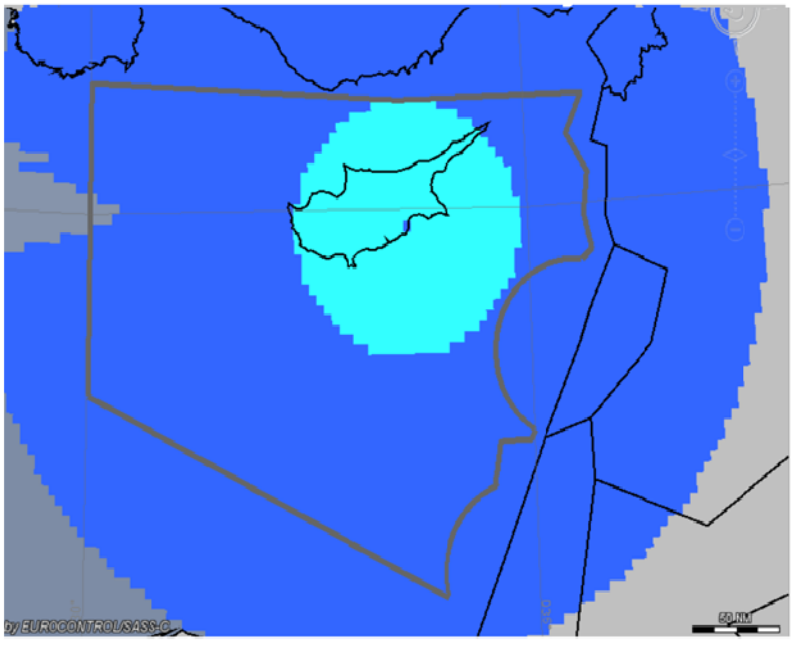


Figure 2. Graphic portrayal of area of coverage of Primary Radar Flight Level 300

2. Secondary Surveillance Radar (SSR)

2.1 Airborne Equipment

2.1.1 Requirements for the carriage of SSR Transponder are described in GEN-1.5.

2.2 SSR Ground Equipment

2.2.1 Associated with Primary Radar, capable of interrogating on Mode A and C, capable to decoding up to 4096 Codes.

2.2.2 Although ICAO does not require two-way radio communication when in Class G airspace, aircraft operating in Class G Training areas should carry a functional VHF radio and maintain air to air communication on the published frequencies.

2.2.3 All aircraft operating in Class G Training areas should carry and operate a Mode C transponder. If a transponder code has not been assigned to such aircraft (by ATC) they should transmit code A2000.

2.3 SSR Service

2.3.1 Radar service is provided in the Nicosia FIR/UIR in accordance with procedures specified in ICAO Doc 4444- ATM501 Chapter 8 and as supplemented by the ICAO EUR Regional Procedures.

2.3.2 The airspace within which radar services may be provided comprises those parts of the Nicosia FIR as shown in the graphic portrayal of area covered by SSR Radar Figure 3 and Figure 4.

2.4 Operating Procedures

2.4.1 Operation of an SSR transponder (SERA. 13001)

a. When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

b. Pilots shall not operate the IDENT feature unless requested by ATS.

c. Except for flight in airspace designated by the competent authority for mandatory operation of transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

2.4.2 SSR transponder Mode A code setting (SERA.13005)

a. To indicate that it is in a specific contingency situation, the pilot of an aircraft equipped with SSR shall:

1. select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code. In the latter case, a pilot may nevertheless select Code 7700 whenever there is a specific reason to believe that this would be the best course of action;

2. select Code 7600 to indicate a state of radio-communication failure;

3. attempt to select Code 7500 to indicate a state of unlawful interference. If circumstances so warrant, Code 7700 should be used instead.

NOTE: Mode A code 7700, 7500 and 7600 are permanently monitored in the Nicosia FIR/UIR.

b. Except in the cases described in (a) above, the pilot shall:

1. select codes as instructed by the ATS unit; or

2. in the absence of ATS instructions related to code setting, select code 2000 or another code as prescribed by the competent authority; or

3. when not receiving air traffic services, select code 7000 in order to improve the detection of suitably equipped aircraft unless otherwise prescribed by the competent authority.

c. When it is observed that the code shown on the situation display is different from what has been assigned to the aircraft:

1. the pilot shall be requested to confirm the code selected and, if the situation warrants, to reselect the correct code; and

2. if the discrepancy between assigned and displayed codes still persists, the pilot may be requested to stop the operation of the aircraft's transponder. The next control position and any other affected unit using SSR and/or multilateration (MLAT) in the provision of ATS shall be informed accordingly.

2.4.3 Pressure-altitude-derived information (SERA.13010)

a. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode unless otherwise dictated by ATC.

b. Unless otherwise prescribed by the competent authority, verification of the pressure-altitude-derived level information displayed to the controller shall be effected at least once by each suitably equipped ATC unit on initial contact with the aircraft concerned or, if this is not feasible, as soon as possible thereafter.

2.4.4 SSR transponder Mode S aircraft identification setting SERA.13015

a. Aircraft equipped with Mode S having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.

b. Whenever it is observed on the situation display that the aircraft identification transmitted by a Mode S-equipped aircraft is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re-enter the correct aircraft identification.

c. If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S identification feature, the discrepancy continues to exist, the controller shall take the following actions:

1. inform the pilot of the persistent discrepancy;

2. where possible, correct the label showing the aircraft identification on the situation display; and

3. notify the next control position and any other unit concerned using Mode S for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.

2.5 Emergency Procedures

a. The pilot of an aircraft encountering a state of emergency and who has previously been directed by ATC to operate the transponder on a specific code shall maintain this code setting unless otherwise advised by the ATC;

b. In all other circumstances, the transponder shall be set as defined in para 2.4.2 above.

2.6 Radio Communication Failure and Unlawful Interference Procedures

2.6.1 Unlawful Interference Procedures

2.6.1.1 Pilots of aircraft in flight subject to unlawful interference shall endeavour to set transponder as defined in para 2.4.2 above.

ENR 3.2 AREA NAVIGATION ROUTES

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L13 (RNAV 5)							DIST 122.2 NM
△ EMEDA	342854N 0334812E LCA 155.0° 25.0 NM (100 FT)						
	210° °	122.2 NM	FL 660 FL 035	Odd(1)		± 5 NM	Nicosia ACC 126.3 MHz {C} (1) H24
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)						
Route Remarks: Traffic in the direction EMEDA-STEPA (South-West bound) is assigned ODD flight levels Point/Segment Remarks: NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L35 (RNAV 5)							DIST 88.6 NM
△ PIKOG	324931N 0333729E LCA 175° 122.6 NM (100 FT)						
	° 143°	88.6 NM	FL 660 FL 035		Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ IDAKU	340507N 0324158E LCA 219° 65.8 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Route Remarks: NIL **Point/Segment Remarks:** NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Names of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L36 (RNAV 5)							DIST 53.5 NM
△ ODELO	333938N 0332252E LCA 189.6° 73.6 NM (100 FT)						
	018° °	53.5 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24
△ EMEDA	342854N 0334812E LCA 155.0° 25.0 NM (100 FT)						
Route Remarks: Traffic in the direction ODELO-EMEDA (North-East bound) is assigned EVEN flight levels **Point/Segment Remarks:** NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L53 (RNAV 5)							DIST 234.3 NM

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
▲ SUVAS	321010N 0335933E LCA 168° 162.9 NM (100 FT)						(3)
	291° °	89.6 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ STEPA	324859N 0322349E PHA 178° 113.6 NM (100 FT)						
	300° °	144.7 NM	FL 660 FL 035	Even(2)		± 5 NM	Nicosia ACC 129.550 MHz {C} (2) H24
▲ ANIDE	340949N 0300000E PHA 251° 128.6 NM (100 FT)						(4)
Route Remarks: NIL Point/Segment Remarks: (3) FIR BDRY, for continuation see AIP Israel. (4) FIR BDRY, for continuation see AIP Greece.							

Route designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L78 (RNAV 5)							DIST 139.6 NM
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)						
	039° °	70.8 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24

Route designator	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ ODELO	333938N 0332252E LCA 189.6° 73.6 NM (100 FT)						
	039° °	14.5 NM	FL 660 FL 035	Even(2)		± 5 NM	Nicosia ACC 124.200 MHz {C} (2) H24
△ AGUZO	334956N 0333503E LCA 177.0° 62.4 NM (100 FT)						
	042° °	17.4 NM	FL 660 FL 035	Even(3)		± 5 NM	Nicosia ACC 126.300 MHz {C} (3) H24
△ TUZIB	340148N 0335018E LCA 163.0° 51.6 NM (100 FT)						
	042° °	36.9 NM	FL 660 FL 035	Even(4)		± 5 NM	Nicosia ACC 126.300 MHz {C} (4) H24
△ DESPO	342654N 0342254E LCA 119.0° 45.2 NM (100 FT)						
Route Remarks: Traffic in the direction STEPA-ODELO-AGUZO-TUZIB-DESPO (North-East bound) is assigned EVEN flight levels. **Point/Segment Remarks:** NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L189 (RNAV 5)							DIST 101.1 NM

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
▲ KEREN	322232N 0340445E LCA 166° 151.3 NM (100 FT)						(5)
	° / 144°	12.9 NM	FL 660 / FL 035		Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ ZUKKO	323342N 0335657E LCA 168° 139.4 NM (100 FT)						
	° / 171°	38.4 NM	FL 660 / FL 035		Odd(2)	± 5 NM	Nicosia ACC 126.300 MHz {C} (2) H24
△ AZERE	331205N 0335408E LCA 167° 101.1 NM (100 FT)						
	° / 171°	37.4 NM	FL 660 / FL 035		Odd(3)	± 5 NM	Nicosia ACC 126.300 MHz {C} (3) H24
△ ZOMBA	334926N 0335114E LCA 165° 63.8 NM (100 FT)						
	° / 171°	12.4 NM	FL 660 / FL 035		Odd(4)	± 5 NM	Nicosia ACC 126.300 MHz {C} (4) H24
△ TUZIB	340148N 0335018E LCA 163° 51.6 NM (100 FT)						
Route Remarks: NIL Point/Segments Remarks: (5) FIR BDRY, for continuation see AIP Israel.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L324 (RNAV 5)							DIST 72.8 NM
▲ LAKTO	323800N 0320500E PHA 185° 126.3 NM (100 FT)						(5)
	338° 158°	52.0 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24 (2) H24
△ TEZAK	332750N 0314711E PHA 201° 82.9 NM (100 FT)						
	338° 158°	20.8 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 129.550 MHz {C} (3) H24 (4) H24
△ SAFTA	334744N 0313958E PHA 212° 69 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (5) FIR BDRY, for continuation see AIP Egypt.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L550 (RNAV 5)							DIST 115.7 NM
▲ PASOS	321300N 0330600E PHA 163° 152.4 NM (100 FT)						(5)

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	310° 130°	50.6 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24 (2) H24
△ STEPA	324859N 0322349E PHA 178° 113.6 NM (100 FT)						
	340° 160°	65.1 NM	FL 660 FL 035	Even(4)	Odd(3)	± 5 NM	Nicosia ACC 124.200 MHz 129.550 MHz {C} (3) H24 (4) H24
△ APLON	335200N 0320400E PHA 198° 55.1 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (5) FIR BDRY, for continuation see AIP Egypt.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L609 (RNAV 5)							DIST 264.5 NM
▲ KONFO	322542N 0340656E LCA 165° 148.4 NM (100 FT)						(9)
	° 128°	11.6 NM	FL 660 FL 035		Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ ZUKKO	323342N 0335657E LCA 168° 139.4 NM (100 FT)						
	° 129°	22.8 NM	FL 660 FL 035		Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (2) H24
△ PIKOG	324931N 0333729E LCA 175° 122.6 NM (100 FT)						
	° 123°	36.7 NM	FL 660 FL 035		Odd(3)	± 5 NM	Nicosia ACC 124.200 MHz {C} (3) H24
△ LEDRA	331200N 0330300E PHA 158° 94.5 NM (100 FT)						
	° 124°	63.5 NM	FL 660 FL 035		Odd(4)	± 5 NM	Nicosia ACC 124.200 MHz {C} (4) H24
△ APLON	335200N 0320400E PHA 198° 55.1 NM (100 FT)						
	303° 122°	74 NM	FL 660 FL 035	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 129.550 MHz {C} (5) H24 (6) H24
△ MAROS	343700N 0305300E PHA 261° 80.5 NM (100 FT)						
	304° 123°	55.9 NM	FL 660 FL 035	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 129.550 MHz {C} (7) H24 (8) H24
▲ ALKIS	351200N 0300000E PHA 279° 127 NM (100 FT)						(10)

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Route Remarks: NIL Point/Segment Remarks: (9) FIR BDRY, for continuation see AIP Israel. (10) FIR BDRY, for continuation see AIP Greece.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L619 (RNAV 5)	DIST 93.8 NM						
▲ NIKAS	351136N 0354300E LCA 74° 104.8 NM (100 FT)						(3)
	293° 112°	93.8 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	ACC 126.300 MHz {C} (1) H24 (2) H24
▲ VESAR	355456N 0340058E LCA 11.8° 65.4 NM (100 FT)						(4)
Route Remarks: EASTBOUND not available between FL290-FL450 **Point/Segment Remarks**: (3) FIR BDRY, for continuation see AIP Syria (4) FIR BDRY, for continuation see AIP Turkey							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
L620 (RNAV 5)							DIST 99.7 NM
▲ BALMA	342900N 0350300E LCA 103.0° 74.3 NM (100 FT)						(7)
	324° / 144°	38.3 NM	FL 660 / FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24
△ ALSUS	350206N 0343924E LCA 074.0° 51.8 NM (100 FT)						
	324° / 144°	46.4 NM	FL 660 / FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 126.300 MHz {C} (3) H24 (4) H24
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)						
	324° / 144°	15.0 NM	FL 660 / FL 035	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 126.300 MHz {C} (5) H24 (6) H24
▲ VESAR	355456N 0340058E LCA 011.8° 65.4 NM (100 FT)						(8)

Route Remarks:
NIL
Point/Segment Remarks:
(7) FIR BDRY, for continuation see AIP Lebanon
(8) FIR BDRY, for continuation see AIP Turkey

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M1 (RNAV 5)							DIST 132.5 NM
▲ KAVOS	334400N 0300000E PHA 240.0° 137.8 NM (100 FT)						(2)
	° 290°	132.5 NM	FL 660 FL 035		Even(1)	± 5 NM	Nicosia ACC 129.550 MHz {C} (1) H24
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (2) FIR BDRY, for continuation see AIP Greece.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M13 (RNAV 5)							DIST 45 NM
△ RUDER	345712N 0340730E LCA 074.0° 25.1 NM (100 FT)						
	358° 178°	45.0 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)						
Route Remarks: Open Northbound only **Point/Segment Remarks:** NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M28 (RNAV 5)							DIST 170.5 NM
▲ RASDA	330600N 0305700E PHA 214.0° 123.9 NM (100 FT)						(11)
	045° 226°	72.4 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 129.550 MHz {C} (1) H24 (2) H24
△ APLON	335200N 0320400E PHA 198.0° 55.1 NM (100 FT)						
	047° 227°	41.9 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz 129.550 MHz {C} (3) H24 (4) H24
△ ANANE	341755N 0324341E LCA 227.0° 56.2 NM (100 FT)						
	047° 227°	15.1 NM	FL 660 FL 035	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (5) H24 (6) H24
△ BETID	342712N 0325806E LCA 228.0° 41.1 NM (100 FT)						
	047° 227°	25.1 NM	FL 660 700 FT ALT	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (7) H24 (8) H24
△ LOSOS	344236N 0332212E LCA 228.0° 16.0 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	047° 227°	16.0 NM	FL 660 700 FT ALT	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (9) H24 (10) H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E						
Route Remarks: Traffic in the direction RASDA-APLON-ANANE-BETID-LOSOS-LCA (North-East bound) is assigned EVEN flight levels. Traffic in the direction LCA-LOSOS-BETID-ANANE-RASDA (South-West bound) is assigned ODD flight levels. Point/Segment Remarks: (11) FIR BDRY, for continuation see AIP Egypt.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M31 (RNAV 5)							DIST 230.6 NM
▲ KUKLA	341442N 0344448E LCA 119.0° 67.1 NM (100 FT)						(19)
	299° 119°	21.8 NM	FL 660 FL 035	Even(2)	Odd(1)	± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24
△ DESPO	342654N 0342254E LCA 119.0° 45.2 NM (100 FT)						
	299° 119°	20.2 NM	FL 660 700 FT ALT	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 126.300 MHz {C} (3) H24 (4) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ EMILI	343820N 0340240E LCA 119.0° 25.0 NM (100 FT)						
	299° 119°	9.0 NM	FL 660 700 FT ALT	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (5) H24 (6) H24
△ REXAL	344324N 0335342E LCA 119.0° 16.0 NM (100 FT)						
	299° 119°	16.0 NM	FL 660 700 FT ALT	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) H24 (8) H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E						
	255° 075°	26.9 NM	FL 660 6500 FT ALT	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 126.300 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (9) H24 (10) H24
△ NORDI	344748N 0330518E LCA 256.0° 26.9 NM (100 FT)						
	255° 075°	14.3 NM	FL 660 6500 FT ALT	Even(11)	Odd(12)	± 5 NM	Nicosia ACC 126.300 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (11) H24 (12) H24
△ DIPOS	344524N 0324812E PHA 075.0° 15.0 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	255° 075°	5.0 NM	FL 660 6500 FT ALT	Even(13)	Odd(14)	± 5 NM	Nicosia ACC 125.500 MHz 128.075MHz Pafos TWR 130.625 MHz {C} (13) H24 (14) H24
△ IVETI	344431N 0324217E PHA 075.0° 10.0 NM (100 FT)						
	255° 075°	10.0 NM	FL 660 6500 FT ALT	Even(15)	Odd(16)	± 5 NM	Nicosia ACC 125.500 MHz 128.075MHz Pafos TWR 130.625 MHz {C} (15) H24 (16) H24
▲ PAFOS VOR/ DME (PHA)	344242N 0323021E						
	261° ○	29.9 NM	FL 660 700 FT ALT	Even(17)		± 5 NM	Nicosia ACC 125.500 MHz 128.075MHz Pafos TWR 130.625 MHz {C} (17) H24
△ GENOS	344044N 0315404E PHA 261.0° 30.0 NM (100 FT)						
	261° ○	50.5 NM	FL 660 700 FT ALT	Even(18)		± 5 NM	Nicosia ACC 125.500 MHz 128.075MHz {C} (18) H24
△ MAROS	343700N 0305300E PHA 261.0° 80.5 NM (100 FT)						

Route Remarks:
NIL
Point/Segment Remarks:
(19) FIR BDRY, for continuation see AIP LEBANON

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ / ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M32 (RNAV 5)							DIST 152.9 NM
△ APLON	335200N 0320400E PHA 198.0° 55.1 NM (100 FT)						
	018° / 198°	40.1 NM	FL 660 / 700 FT ALT	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (1) H24 (2) H24
△ ESERI	342855N 0322308E PHA 198.0° 15.0 NM (100 FT)						
	018° / 198°	15.0 NM	FL 660 / 700 FT ALT	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (3) H24 (4) H24
▲ PAFOS VOR/ DME (PHA)	344242N 0323021E						
	° / 119°	22.8 NM	FL 660 / 700 FT ALT		Odd(5)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (5) H24
△ TOBAL	345530N 0320724E PHA 299.0° 22.8 NM (100 FT)						
	° / 118°	75.0 NM	FL 660 / 700 FT ALT		Odd(6)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (6) H24
△ DASNI	353700N 0305100E PHA 299.0° 97.8 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Route Remarks: Traffic in the direction APLON-ESERI-PHA (North-East bound) is assigned EVEN flight levels. Traffic in the direction DASNI-TOBAL-PHA- ESERI-APLON is assigned ODD flight levels **Point/Segment Remarks:** NIL							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M42 (RNAV 5)							DIST 219.3 NM
△ VELOX	334900N 0340500E LCA 155.0° 67.2 NM (100 FT)						
	289° 108°	73.5 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 125.500 MHz 126.300 MHz 128.075 MHz {C} (1) H24 (2) H24
△ ANANE	341755N 0324341E LCA 227.0° 56.2 NM (100 FT)						
	298° 118°	20.3 NM	FL 660 700 FT ALT	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (3) H24 (4) H24
△ ESERI	342855N 0322308E PHA 198.0° 15.0 NM (100 FT)						
	291° —	26.7 NM	FL 660 700 FT ALT	Even(5)		± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (5) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ GENOS	344044N 0315404E PHA 261.0° 30.0 NM (100 FT)						
	284° °	98.8 NM	FL 660 FL 035	Even(6)		± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (6) H24
▲ ALKIS	351200N 0300000E PHA 279.0° 127.0 NM (100 FT)						(7)
Route Remarks: NIL Point/Segment Remarks: (7) FIR BDRY, for continuation see AIP Greece							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M67 (RNAV 5)							DIST 250.1 NM
▲ TOSKA	345800N 0300000E PHA 273.0° 124.7 NM (100 FT)						(17)
	110° 291°	48.4 NM	FL 660 FL 035	Odd(1)	Even(2)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (1) H24 (2) H24
△ MAROS	343700N 0305300E PHA 261.0° 80.5 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	096° 277°	59.5 NM	FL 660 700 FT ALT	Odd(3)	Even(4)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (3) H24 (4) H24
△ MEZUS	342503N 0320332E PHA 227.0° 28.3 NM (100 FT)						
	097° 277°	34.0 NM	FL 660 700 FT ALT	Odd(5)	Even(6)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (5) H24 (6) H24
△ ANANE	341755N 0324341E PHA 151.0° 27.1 NM (100 FT)						
	073° 253°	35.1 NM	FL 660 700 FT ALT	Odd(7)	Even(8)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (7) H24 (8) H24
△ IREFA	342503N 0332508E LCA 195.0° 29.1 NM (100 FT)						
	073° 254°	19.5 NM	FL 660 700 FT ALT	Odd(9)	Even(10)	± 5 NM	Nicosia ACC 126.300 MHz {C} (9) H24 (10) H24
△ EMEDA	342854N 0334812E LCA 155.0° 25.0 NM (100 FT)						
	047° 227°	15.2 NM	FL 660 700 FT ALT	Odd(11)	Even(12)	± 5 NM	Nicosia ACC 126.300 MHz {C} (11) H24 (12) H24
△ EMILI	343820N 0340240E LCA 119.0° 25.0 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	047° 227°	15.8 NM	FL 660 700 FT ALT	Odd(13)	Even(14)	± 5 NM	Nicosia ACC 126.300 MHz {C} (13) H24 (14) H24
△ VOLBE	344808N 0341742E LCA 092.0° 33.3 NM (100 FT)						
	047° 227°	22.6 NM	FL 660 700 FT ALT	Odd(15)	Even(16)	± 5 NM	Nicosia ACC 126.300 MHz {C} (15) H24 (16) H24
△ ALSUS	350206N 0343924E LCA 074.0° 51.8 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (17) FIR BDRY, for continuation see AIP Greece							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M601 (RNAV 5)							DIST 261.3 NM
▲ BALMA	342900N 0350300E LCA 103.0° 74.3 NM (100 FT)						(21)
	284° 103°	49.2 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
▲ EVENO	355000N 0300000E PHA 295.0° 140.2 NM (100 FT)						(22)

Route Remarks:
NIL
Point/Segment Remarks:
(21) FIR BDRY, for continuation see AIP Lebanon
(22) FIR BDRY, for continuation see AIP Greece

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M855 (RNAV 5)							DIST 176.3 NM
▲ RASDA	330600N 0305700E PHA 214.0° 123.9 NM (100 FT)						(13)
	353° 173°	51.1 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 129.550 MHz {C} (1) H24 (2) H24
△ USEBE	335710N 0305504E PHA 235.0° 91.1 NM (100 FT)						
	352° 172°	17.4 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 129.550 MHz {C} (3) H24 (4) H24
△ KOMEZ	341435N 0305406E PHA 246.0° 84.4 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/-)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	353° 173°	22.4 NM	FL 660 FL 035	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 129.550 MHz {C} (5) H24 (6) H24
△ MAROS	343700N 0305300E PHA 261.0° 80.5 NM (100 FT)						
	353° 173°	33.6 NM	FL 660 FL 035	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (7) H24 (8) H24
△ PEDER	351041N 0305153E PHA 285.0° 85.6 NM (100 FT)						
	353° 173°	26.3 NM	FL 660 FL 035	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (9) H24 (10) H24
△ DASNI	353700N 0305100E PHA 299.0° 97.8 NM (100 FT)						
	352° 172°	25.5 NM	FL 660 FL 035	Even(11)	Odd(12)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHZ {C} (11) H24 (12) H24
▲ TOMBI	360226N 0304928E PHA 309.3° 114.7 NM (100 FT)						(14)

Route Remarks:
NIL
Route/Segment Remarks:
(13) FIR BDRY, for continuation see AIP Egypt
(14) FIR BDRY, for continuation see AIP Turkey

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
M978 (RNAV 5)							DIST 283.7 NM
▲ NIKAS	351136N 0354300E LCA 074.0° 104.8 NM (100 FT)						(17)
	255° 074°	53.0 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24 (2) H24
△ ALSUS	350206N 0343924E LCA 074.0° 51.8 NM (100 FT)						
	254° 074°	26.7 NM	FL 660 700 FT ALT	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 126.300 MHz {C} (3) H24 (4) H24
△ RUDER	345712N 0340730E LCA 074.0° 25.1 NM (100 FT)						
	254° 074°	9.0 NM	FL 660 700 FT ALT	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (5) H24 (6) H24
△ SOBOS	345530N 0335642E LCA 074.0° 16.1 NM (100 FT)						
	254° 074°	16.0 NM	FL 660 700 FT ALT	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) H24 (8) H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and Lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	269° 089°	26.9 NM	FL 660 7500 FT ALT	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (9) H24 (10) H24
△ RUBIK	345412N 0330454E LCA 269.0° 26.9 NM (100 FT)						
	268° 088°	16.7 NM	FL 660 7500 FT ALT	Even(11)	Odd(12)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (11) H24 (12) H24
△ LUBES	345512N 0324436E PHA 038.0° 17.1 NM (100 FT)						
	266° 085°	30.6 NM	FL 660 7500 FT ALT	Even(13)	Odd(14)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (13) H24 (14) H24
△ TOBAL	345530N 0320724E PHA 299.0° 22.8 NM (100 FT)						
	267° 086°	104.8 NM	FL 660 FL 035	Even(15)	Odd(16)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz {C} (15) H24 (16) H24
▲ TOSKA	345800N 0300000E PHA 273.0° 124.7 NM (100 FT)						(18)

Route Remarks:
NIL
Point/Segment Remarks:
(17) FIR BDRY for continuation see AIP Syria.
(18) FIR BDRY for continuation see AIP Greece.

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
N71 (RNAV 5)							DIST 201.5 NM
▲ LAKTO	323800N 0320500E PHA 185.0° 126.3 NM (100 FT)						(11)
	050° 230°	19.3 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24 (2) H24
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)						
	050° 230°	29.2 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 124.200 MHz {C} (3) H24 (4) H24
△ BIRES	330545N 0325218E LCA 194.0° 112.9 NM (100 FT)						
	° 230°	10.9 NM	FL 660 FL 035		Odd(5)	± 5 NM	Nicosia ACC 124.200 MHz {C} (5) H24
△ LEDRA	331200N 0330300E LCA 191.0° 104.2 NM (100 FT)						
	° 230°	63.7 NM	FL 660 FL 035		Odd(6)	± 5 NM	Nicosia ACC 124.200 MHz {C} (6) H24
△ VELOX	334900N 0340500E LCA 155.0° 67.2 NM (100 FT)						
	016° 196°	40.7 NM	FL 660 FL 035	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 126.300 MHz {C} (7) H24 (8) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ DESPO	342654N 0342254E LCA 119.0° 45.2 NM (100 FT)						
	016° 196°	37.7 NM	FL 660 FL 035	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 126.300 MHz {C} (9) H24 (10) H24
△ ALSUS	350206N 0343924E LCA 074.0° 51.8 NM (100 FT)						
Route Remarks: Traffic in the direction LAKTO-STEPA-BIRES and VELOX-DESPO-ALSUS is assigned EVEN flight levels. Traffic in the direction ALSUS-DESPO-VELOX-LEDRA-BIRES-STEPA-LAKTO is assigned ODD flight levels. Point/Segment Remarks: (11) FIR BDRY, for continuation see AIP Egypt							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
N128 (RNAV 5)							DIST 242.9 NM
▲ SUVAS	321010N 0335933E LCA 168.0° 162.9 NM (100 FT)						(4)
	300° °	135.8 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ TEZAK	332750N 0314711E PHA 201.0° 82.9 NM (100 FT)						
	299° °	52.4 NM	FL 660 FL 035	Even(2)		± 5 NM	Nicosia ACC 129.550 MHz {C} (2) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ USEBE	335710N 0305504E PHA 235.0° 91.1 NM (100 FT)						
	299° °	54.7 NM	FL 660 FL 035	Even(3)		± 5 NM	Nicosia ACC 129.550 MHz {C} (3) H24
▲ OTHON	342724N 0300000E PHA 259.0° 125.1 NM (100 FT)						(5)
Route Remarks: NIL Point/Segment Remarks: (4) FIR BDRY for continuation see AIP Israel. (5) FIR BDRY for continuation see AIP Greece.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
N131 (RNAV 5)							DIST 199.1 NM
▲ MERVA	324654N 0343238E LCA 155.0° 133.4 NM (100 FT)						(13)
	335° 155°	33.1 NM	FL 660 FL 035	Even(1)	Odd(2)	± 5 NM	Nicosia ACC 126.300 MHz 124.200 MHz {C} (1) H24 (2) H24
△ TIROS	331800N 0341900E LCA 155.0° 100.3 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	334° 154°	33.1 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 126.300 MHz 124.200 MHz {C} (3) H24 (4) H24
△ VELOX	334900N 0340500E LCA 155.0° 67.2 NM (100 FT)						
	336° 156°	42.2 NM	FL 660 700 FT ALT	Even(5)	Odd(6)	± 5 NM	Nicosia ACC 126.300 MHz {C} (5) H24 (6) H24
△ EMEDA	342854N 0334812E LCA 155.0° 25.0 NM (100 FT)						
	335° 154°	9.0 NM	FL 660 700 FT ALT	Even(7)	Odd(8)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) H24 (8) H24
△ BOSIS	343724N 0334424E LCA 154.0° 16.0 NM (100 FT)						
	334° 154°	16.0 NM	FL 660 700 FT ALT	Even(9)	Odd(10)	± 5 NM	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (9) H24 (10) H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E						
	340° 160°	65.7 NM	FL 660 6500 FT ALT	Even(11)	Odd(12)	± 5 NM	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (11) H24 (12) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
▲ DOREN	355556N 0331658E LCA 340.2° 65.7 NM (100 FT)						(14)

Route Remarks:
NIL
Point/Segment Remarks:
(13) FIR BDRY, for continuation see AIP Israel.
(14) FIR BDRY, for continuation see AIP Turkey.

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
N134 (RNAV 5)							DIST 249.3 NM
▲ KEREN	322232N 0340445E LCA 166.0° 151.3 NM (100 FT)						(5)
	° 120°	74.8 NM	FL 660 FL 035		Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ BIRES	330545N 0325218E LCA 194.0° 112.9 NM (100 FT)						
	° 119°	73.6 NM	FL 660 FL 035		Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (2) H24
△ SAFTA	334744N 0313958E PHA 212.0° 69.0 NM (100 FT)						
	° 120°	46.6 NM	FL 660 FL 035		Odd(3)	± 5 NM	Nicosia ACC 129.550 MHz {C} (3) H24

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
△ KOMEZ	341435N 0305406E PHA 246.0° 84.4 NM (100 FT)						
	° 119°	54.3 NM	FL 660 FL 035		Odd(4)	± 5 NM	Nicosia ACC 129.550 MHz {C} (4) H24
▲ VANZA	344528N 0300000E PHA 267.0° 123.9 NM (100 FT)						(6)
Route Remarks: NIL Point/Segment Remarks: (5) FIR BDRY for continuation see AIP Israel. (6) FIR BDRY for continuation see AIP Greece.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
N159 (RNAV 5)							DIST 229.8 NM
▲ KAVOS	334400N 0300000E PHA 240.0° 137.8 NM (100 FT)						(10)
	082° 263°	83.4 NM	FL 660 FL 035	Odd(1)	Even(2)	± 5 NM	Nicosia ACC 129.550 MHz {C} (1) H24 (2) H24
△ SAFTA	334744N 0313958E PHA 212.0° 69.0 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
	073° 253°	20.5 NM	FL 660 FL 035	Odd(3)	Even(4)	± 5 NM	Nicosia ACC 129.550 MHz {C} (3) H24 (4) H24
△ APLON	335200N 0320400E PHA 198.0° 55.1 NM (100 FT)						
	086° 267°	75.9 NM	FL 660 FL 035	Odd(5)	Even(6)	± 5 NM	Nicosia ACC 124.200 MHz {C} (5) H24 (6) H24
△ AGUZO	334956N 0333503E LCA 177.0° 62.4 NM (100 FT)						
	° 267°	13.5 NM	FL 660 FL 035		Even(7)	± 5 NM	(13) Nicosia ACC 126.300 MHz {C} (7) H24
△ ZOMBA	334926N 0335114E LCA 165.0° 63.8 NM (100 FT)						
	° 267°	11.5 NM	FL 660 FL 035		Even(8)	± 5 NM	(13) Nicosia ACC 126.300 MHz {C} (8) H24
△ VELOX	334900N 0340500E LCA 155.0° 67.2 NM (100 FT)						
	° 263°	25.0 NM	FL 660 FL 035		Even(9)	± 5 NM	(13) Nicosia ACC 126.300 MHz {C} (9) H24
▲ ELIKA	334955N 0343500E LCA 137.0° 78.4 NM (100 FT)						(11)

Route Remarks:
NIL
Point/Segment Remarks:
(10) FIR BDRY for continuation see AIP Greece.
(11) FIR BDRY for continuation see AIP Lebanon.

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
P21 (RNAV 5)							DIST 39.1 NM
△ TUZIB	340148N 0335018E LCA 163.0° 51.6 NM (100 FT)						
	085° °	39.1 NM	FL 660 FL 035	Odd(1)		± 5 NM	Nicosia ACC 124.200 MHz {C} (1) CLSD H24 Temporary not available
▲ DIRRE	340154N 0343717E LCA 130.0° 70.6 NM (100 FT)						(2)
Route Remarks: Temporary closed Point/Segment Remarks: (2) FIR BDRY, for continuation see AIP Lebanon							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
P42 (RNAV 5)							DIST 101 NM
▲ MERVA	324654N 0343238E LCA 155.0° 133.4 NM (100 FT)						(2)
	351° °	101.0 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 126.300 MHz 124.200 MHz {C} (1) H24
△ DESPO	342654N 0342254E LCA 119.0° 45.2 NM (100 FT)						

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Route Remarks: Northbound Only Point/Segment Remarks: (2) FIR BDRY, for continuation see AIP Israel							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
P68							DIST 140.5 NM
▲ MERVA	324654N 0343238E LCA 155.0° 133.4 NM (100 FT)						(5)
	293° 112°	59.3 NM	FL 660 FL 035	Even(2)	Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24 (2) H24
△ AZANA	331435N 0333013E LCA 178.2° 97.8 NM (100 FT)						
	293° 112°	81.2 NM	FL 660 FL 035	Even(3)	Odd(4)	± 5 NM	Nicosia ACC 124.200 MHz {C} (3) H24 (4) H24
△ APLON	335200N 0320400E PHA 198.0° 55.1 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (5) FIR BDRY, for continuation see AIP Israel							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
W13 (RNAV 5)	DIST 76.6 NM						
▲ DAFNA	323236N 0341348E LCA 162.0° 142.7 NM (100 FT)						(2)
	350° °	76.6 NM	FL 660 FL 035	Even(1)		± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24
△ VELOX	334900N 0340500E LCA 155.0° 67.2 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (2) FIR BDRY for continuation see AIP Israel.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Y20 (RNAV 5)	DIST 71.4 NM						
▲ MERVA	324654N 0343238E LCA 155.0° 133.4 NM (100 FT)						(2)
	° 146°	71.4 NM	FL 660 FL 035		Odd(1)	± 5 NM	Nicosia ACC 126.300 MHz {C} (1) H24
△ ZOMBA	334926N 0335114E LCA 165.0° 63.8 NM (100 FT)						
Route Remarks: NIL Point/Segment Remarks: (2) FIR BDRY for continuation see AIP Israel.							

Route designator (RNP/RNAV Type)	Route Remarks (Optional)						
Name of significant points	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation						Significant Point Remarks
	MAG bearing ↓ — ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Navigation accuracy requirement (+/- NM)	Remarks Controlling unit, Operating channel, and logon address {Airspace Classification}
Z89 (RNAV 5)							DIST 113.7 NM
△ PIKOG	324931N 0333729E LCA 175.0° 122.6 NM (100 FT)						
	° 108°	41.3 NM	FL 660 FL 035		Odd(1)	± 5 NM	Nicosia ACC 124.200 MHz {C} (1) H24
△ BIRES	330545N 0325218E LCA 194.0° 112.9 NM (100 FT)						
	° 167°	59.9 NM	FL 660 FL 035		Odd(2)	± 5 NM	Nicosia ACC 124.200 MHz {C} (2) H24
△ IDAKU	340507N 0324158E LCA 219.0° 65.8 NM (100 FT)						
	° 181°	12.5 NM	FL 660 FL 035		Odd(3)	± 5 NM	Nicosia ACC 124.200 MHz {C} (3) H24
△ ANANE	341755N 0324341E LCA 227.0° 56.2 NM (100 FT)						

Route Remarks:
NIL
Point/Segment Remarks:
NIL

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
ABOHE	315639N 0335900E		LCCC/LLLL BDRY LCA 169.0° 176.3 NM (100 FT) PHA 150.0° 181.6 NM (100 FT)
ADLAS	345743N 0331912E	M601, R19	SID, STAR LCLK FRA (I) LCA 284.0° 16 NM (100 FT) PHA 065.0° 42.9 NM (100 FT)
ADUNI	344305N 0321502E		PHA 272.0° 12.6 NM (100 FT)
AFONO	331043N 0321702E		FRA (I) LCA 213.8° 121.5 NM (100 FT)
AGUZO	334956N 0333503E	L78, N159	FRA (I) LCA 177.0° 62.4 NM (100 FT)
ALKIS	351200N 0300000E	L609, M42	LCCC/LGGG BDRY FRA (EX) LCA 272.0° 179.7 NM (100 FT) PHA 279.0° 127 NM (100 FT)
ALSUS	350206N 0343924E	B15, L620, M67, M978, R18, R78, N71	FRA (I) FRA (A): LCLK LCA 074.0° 51.8 NM (100 FT) PHA 074.0° 107.9 NM (100 FT)
AMAKO	344725N 0335601E	M601, R655	SID, STAR LCLK FRA (I) LCA 103.0° 16 NM (100 FT) PHA 081.0° 70.6 NM (100 FT)
ANANE	341755N 0324341E	A28, M28, M42, M67, Z89	FRA (I) FRA (AD): LCPH FRA (AD): LCRA LCA 227.0° 56.2 NM (100 FT) PHA 151.0° 27.1 NM (100 FT)
ANIDE	340949N 0300000E	L53	LCCC/LGGG BDRY FRA (X) PHA 251.0° 128.6 NM (100 FT)
APLON	335200N 0320400E	A28, G2, L550, L609, M28, M32, N159, P68	FRA (I) FRA (AD): LCPH FRA (AD): LCRA PHA 198.0° 55.1 NM (100 FT)
AZANA	331435N 0333013E	P68	LCA 178.2° 97.8 NM (100 FT)
AZERE	331205N 0335408E	L189	FRA (I) FRA (A): LLXX FRA (A): OJXX LCA 167.0° 101.1 NM (100 FT) PHA 137.0° 114.2 NM (100 FT)

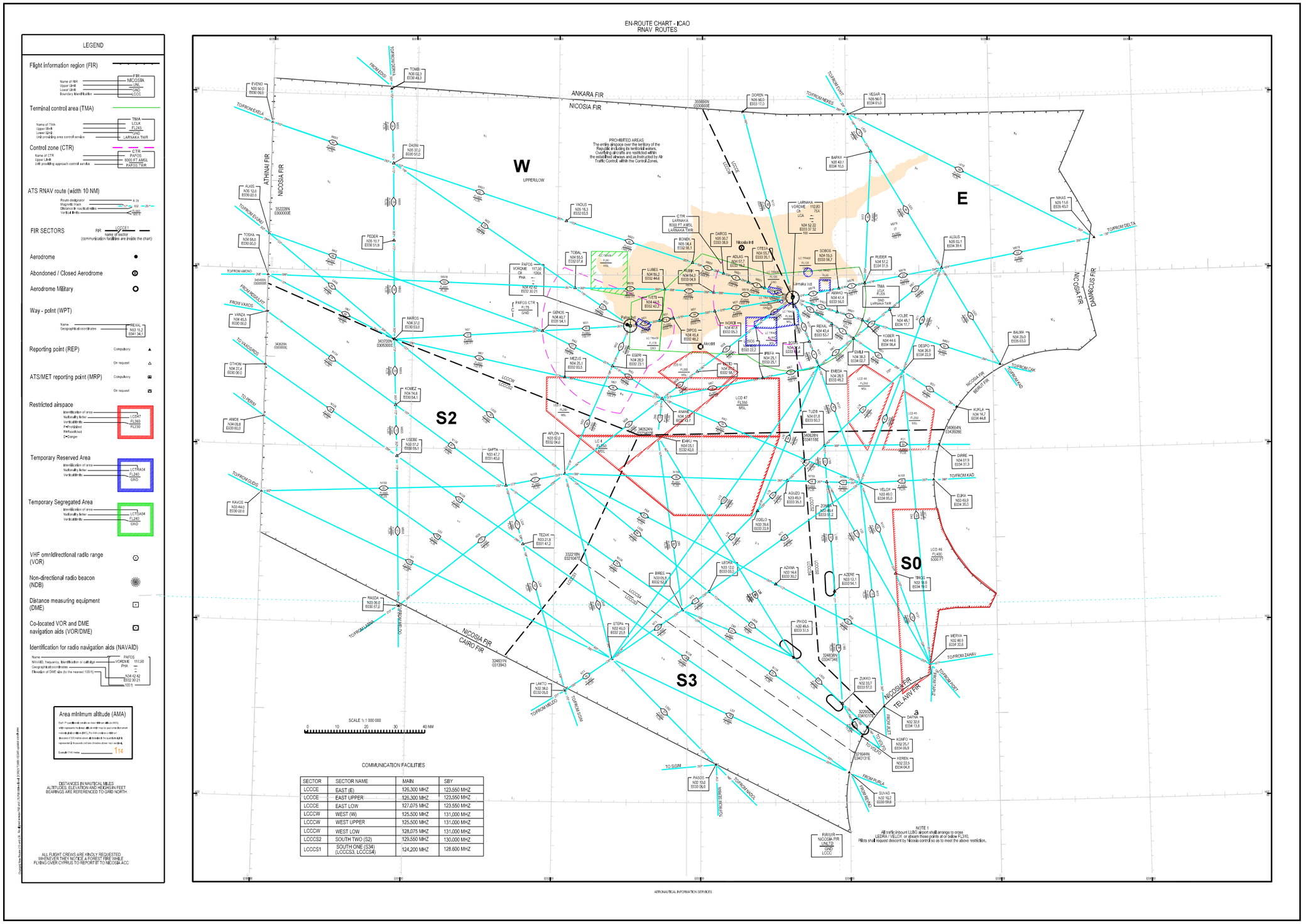
Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
BALMA	342900N 0350300E	B15, L620, M601, R655, W17	LCCC/OLBB BDRY FRA (EX) LCA 103.0° 74.3 NM (100 FT) PHA 091.0° 126.8 NM (100 FT)
BAPAX	354206N 0341027E	B15, L620, M13	FRA (I) LCA 023.0° 56.5 NM (100 FT)
BETID	342712N 0325806E	A28, M28	LCLK SID, STAR FRA (I) LCA 228.0° 41.1 NM (100 FT) PHA 119.0° 27.7 NM (100 FT)
BIRES	330545N 0325218E	N134, N71, Z89	FRA (I) LCA 194.0° 112.9 NM (100 FT)
BONEK	350423N 0325605E	M601, R19	SID, STAR LCLK FRA (I) FRA (A): LCLK LCA 285.0° 36.1 NM (100 FT) PHA 039.0° 30.3 NM (100 FT)
BOSIS	343724N 0334424E	B17, N131	SID, STAR, CTR LCLK FRA (I) LCA 154.0° 16 NM (100 FT) PHA 090.0° 61.3 NM (100 FT)
DAFNA	323236N 0341348E	W13	LCCC/LLLL BDRY FRA (E) LCA 162.0° 142.7 NM (100 FT)
DAROS	350042N 0330854E	M601, R19	SID, STAR, CTR LCLK FRA (I) LCA 284.0° 25 NM (100 FT) PHA 055.0° 36.5 NM (100 FT)
DASNI	353700N 0305100E	A16, M601, M855, R19, W195, M32	FRA (I) LCA 284.0° 143.5 NM (100 FT) PHA 299.0° 97.8 NM (100 FT)
DESPO	342654N 0342254E	L78, N71, P42, R18, R19, M31	FRA (I) FRA (A): OLBA LCA 119.0° 45.2 NM (100 FT)
DIPOS	344524N 0324812E	W195, M31	CTR LCPH FRA (I) LCA 256.0° 41.2 NM (100 FT) PHA 075.0° 15 NM (100 FT)
DIRRE	340154N 0343717E	P21	LCCC/OLBB BDRY LCA 130.0° 70.6 NM (100 FT) PHA 105.0° 112.7 NM (100 FT)
DOREN	355556N 0331658E	A28, N131	LCCC/LTAA BDRY LCA 340.2° 65.7 NM (100 FT) PHA 022.2° 82.5 NM (100 FT)
ELIKA	334955N 0343500E	G2, N159	LCCC/OLBB FIR BDRY FRA (E) FRA (D): OLBA

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
EMEDA	342854N 0334812E	B17, L13, L36, L189, M67, N131	SID, STAR, CTR LCLK FRA (I) FRA (AD): LCLK FRA (AD): LCRA LCA 155.0° 25 NM (100 FT) PHA 097.0° 65.7 NM (100 FT)
EMILI	343820N 0340240E	M67, R19, M31	SID, STAR LCLK FRA (I) LCA 119.0° 25 NM (100 FT) PHA 088.0° 76.3 NM (100 FT)
ENIAS	344026N 0322911E		PHA 197.8° 2.5 NM (100 FT)
ESERI	342855N 0322308E	M32, M42	FRA (I) LCA 245.0° 65.7 NM (100 FT) PHA 198.0° 15 NM (100 FT)
EVENO	355000N 0300000E	M601, R19	LCCC/LGGG BDRY FRA (EX) LCA 284.0° 187 NM (100 FT) PHA 295.0° 140.2 NM (100 FT)
EVORA	332400N 0305700E		FRA (I) LCA 232.0° 159.8 NM (100 FT) PHA 220.0° 110.4 NM (100 FT)
GENOS	344044N 0315404E	M31, M42	SID, STAR LCPH FRA (I) FRA (D): LCPH LCA 258.0° 86 NM (100 FT) PHA 261.0° 30 NM (100 FT)
GIPRO	344117N 0330854E		SID, STAR LCLK LCA 240.0° 26.1 NM (100 FT) PHA 089.0° 31.9 NM (100 FT)
GIRKI	353501N 0300000E		LCCC/LGGG BDRY LCA 280.0° 183.2 NM (100 FT) PHA 289.0° 133.9 NM (100 FT)
IDAKU	340507N 0324158E	L35, Z89	FRA (I) FRA (D): LCPH LCA 219.0° 65.8 NM (100 FT) PHA 161.0° 38.7 NM (100 FT)
IREFA	342503N 0332508E	M67	FRA (I) LCA 195.0° 29.1 NM (100 FT)
IVETI	344431N 0324217E	W195, M31	SID, STAR LCPH CTR LCLK-LCPH FRA (I) LCA 256.0° 46.2 NM (100 FT) PHA 075.0° 10 NM (100 FT)
KAVOS	334400N 0300000E	M1, N159	LCCC/LGGG BDRY FRA (EX) LCA 245.0° 192.7 NM (100 FT) PHA 240.0° 137.8 NM (100 FT)

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

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
MAROS	343700N 0305300E	A16, L609, M31, M67, M855	FRA (I) PHA 261.0° 80.5 NM (100 FT)
MERVA	324654N 0343238E	B17,P42, P68, Y20, N131	LCCC/LLLL BDRY RVSM entry/exit point FRA (EX) FRA (AD): LLHA LCA 155.0° 133.4 NM (100 FT) PHA 133.0° 154.1 NM (100 FT)
MEZUS	342503N 0320332E	M67	FRA (I) FRA (AD): LCRA LCA 246.0° NM (100 FT) PHA 227.0° 28.3 NM (100 FT)
NIKAS	351136N 0354300E	L619, M978, R78, W10, W17	LCCC/OSTT BDRY FRA (EX) FRA (AD): OSLK LCA 074.0° 104.8 NM (100 FT) PHA 074.0° 161 NM (100 FT)
NIMSI	343937N 0321005E		LCA 256.0° 73.2 NM (100 FT) PHA 255.0° 17 NM (100 FT)
NORDI	344748N 0330518E	W195, M31	CTR LCLK FRA (I) LCA 256.0° 26.9 NM (100 FT) PHA 075.0° 29.2 NM (100 FT)
ODELO	333938N 0332252E	L36, L78	FRA (I) LCA 189.6° 73.6 NM (100 FT)
OFTOS	333114N 0333500E		LCA 181.5° 81.0 NM (100 FT)
OTESA	345543N 0332605E	M601, R19	SID,STAR LCLK FRA (I) LCA 284.0° 10 NM (100 FT) PHA 069.0° 47.7 NM (100 FT)
OTHON	342724N 0300000E	N128	LCCC/LGGG BDRY FRA (X) PHA 259.0° 125.1 NM (100 FT)
PASOS	321300N 0330600E	L550	LCCC/HECC BDRY FRA (EX) LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
PEDER	351041N 0305153E	A16, M855	FRA (I) LCA 274.0° 137.3 NM (100 FT) PHA 285.0° 85.6 NM (100 FT)
PEFKO	344508N 0331149E		LCA 251.0° 22.4 NM (100 FT)
PIKOG	324931N 0333729E	L35, L609, Z89	FRA (I) FRA (A): LLXX FRA (A): OJXX LCA 175.0° 122.6 NM (100 FT) PHA 149.0° 126.1 NM (100 FT)

Name-code designator	Geographical coordinates	ATS or other routes where the point is located	Remarks, Supplementary definition of positions
1	2	3	4
RASDA	330600N 0305700E	A16, A28, M28, M855	LCCC/HECC BDRY ATS/MET REP. FRA (EX) LCA 185.0° 161.2 NM (100 FT) PHA 163.0° 152.4 NM (100 FT)
REXAL	344324N 0335342E	R19, M31	CTR LCLK FRA (I) LCA 119.0° 16 NM (100 FT) PHA 084.0° 68.7 NM (100 FT)
RIMEX	344044N 0332228E		SID, STAR LCLK LCA 222.0° 17 NM (100 FT) PHA 088.0° 43 NM (100 FT)
RINNA	344020N 0333128E		LCA 203.0° 13 NM (100 FT)
ROKIK	344934N 0334803E		LCA 108.0° 9.1 NM (100 FT)
RUBIK	345412N 0330454E	M978, R78	CTR LCLK FRA (I) LCA 269.0° 26.9 NM (100 FT) PHA 063.0° 30.7 NM (100 FT)
RUDER	345712N 0340730E	M13, M978, R78	SID, STAR, CTR LCLK FRA (I) FRA (D): LCLK LCA 074.0° 25.1 NM (100 FT) PHA 074.0° 81.3 NM (100 FT)
SAFTA	334744N 0313958E	L324, N134, N159	FRA (I) PHA 212.0° 69 NM (100 FT)
SKONI	322821N 0331516E		LCA 182.0° 145 NM (100 FT) PHA 159.0° 139.3 NM (100 FT)
SOBOS	345530N 0335642E	M978, R78	SID, STAR, CTR LCLK FRA (I) LCA 074.0° 16.1 NM (100 FT) PHA 075.0° 72.2 NM (100 FT)
STEPA	324859N 0322349E	L13, L53, L550, L78, M1, N71	FRA (I) PHA 178.0° 113.6 NM (100 FT)
SUVAS	321010N 0335933E	L53, N128	LCCC/LLLL BDRY RVSM entry/exit point FRA (E) LCA 168.0° 162.9 NM (100 FT) PHA 148.0° 169.5 NM (100 FT)
TEZAK	332750N 0314711E	L324, N128	FRA (I) PHA 201.0° 82.9 NM (100 FT)
TIROS	331800N 0341900E	B17, N131	FRA (I) LCA 155.0° 100.3 NM (100 FT) PHA 128.0° 123.7 NM (100 FT)


EN-ROUTE CHART - ICAO
RNAV ROUTES
LEGEND
Flight information region (FIR)
Terminal control area (TMA)
Control zone (CTR)
ATS RNAV route (width 10 NM)
FIR SECTORS
Aerodrome
Abondoned / Closed Aerodrome
Aerodrome Military
Way - point (WPT)
Reporting point (REP)
ATS/MET reporting point (MRP)
Restricted airspace
Temporary Reserved Area
Temporary Segregated Area
VHF omnidirectional radio range (VOR)
Non-directional radio beacon (NDB)
Distance measuring equipment (DME)
Co-located VOR and DME navigation aids (VOR/DME)
Identification for radio navigation aids (NAVAID)
Area minimum altitude (AMA)
DISTANCES IN NAUTICAL MILES
ALTITUDES, ELEVATION AND HEIGHS IN FEET
BEARINGS ARE REFERENCED TO GRID NORTH
ALL FLIGHT CREWS ARE KINDLY REQUESTED
WHENEVER THEY NOTICE A FOREST FIRE WHILE
FLYING OVER CYPRUS TO REPORT IT TO NICOSIA ACC
ANKARA FIR
NICOSIA FIR
ATHINAI FIR
CAIRO FIR
TEL AVIV FIR
BEIRUT FIR
W
E
S0
S2
S3
PROHIBITED AREAS
The entire airspace over the territory of the Republic including its territorial waters.
Overflying aircrafts are restricted within the established airways and as instructed by Air Traffic Control, within the Control Zones.
SCALE 1: 1 000 000
0 10 20 30 40 NM
COMMUNICATION FACILITIES
SECTOR | SECTOR NAME | MAIN | SBY
LCCCE | EAST (E) | 126.300 MHZ | 123.550 MHZ
LCCCE | EAST UPPER | 126.300 MHZ | 123.550 MHZ
LCCCE | EAST LOW | 127.075 MHZ | 123.550 MHZ
LCCCW | WEST (W) | 125.500 MHZ | 131.000 MHZ
LCCCW | WEST UPPER | 125.500 MHZ | 131.000 MHZ
LCCCW | WEST LOW | 128.075 MHZ | 131.000 MHZ
LCCCS2 | SOUTH TWO (S2) | 129.550 MHZ | 130.000 MHZ
LCCCS1 | SOUTH ONE (S34) (LCCCS3, LCCCS4) | 124.200 MHZ | 128.600 MHZ
NOTE 1
All traffic inbound LLBG airport shall arrange to cross LEDRA / VELOX or abeam these points at or below FL310. Pilots shall request descent by Nicosia control so as to meet the above restriction.
AERONAUTICAL INFORMATION SERVICES

THIS PAGE INTENTIONALLY LEFT BLANK

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

THIS PAGE INTENTIONALLY LEFT BLANK

In circling area and at aerodrome

OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LCLK1059	MAST	345128.1N 0332847.6E	901 FT / 185.0 FT	-	-
LCLK1064	WIND_TURBINE	345542.5N 0332930.2E	1215 FT / 462.3 FT	LGTD RED	-
LCLK1072	WIND_TURBINE	345154.4N 0333046.1E	987 FT / 411.3 FT	LGTD RED	-
LCLK1074	WIND_TURBINE	345728.8N 0333055.0E	1357 FT / 474.0 FT	LGTD RED	-
LCLK1077	WIND_TURBINE	345230.5N 0333107.3E	1085 FT / 411.8 FT	LGTD RED	-
LCLK1092	WIND_TURBINE	345310.3N 0333158.1E	780 FT / 422.9 FT	LGTD RED	-
LCLK1127	TREE	345133.3N 0333546.3E	127 FT / 83.4 FT	-	-
LCLK1221	MAST	345909.2N 0333631.4E	601 FT / 172.3 FT	-	-
LCLK1276	MAST	345228.5N 0333700.3E	139 FT / 133.7 FT	LGTD RED	-
LCLK1305	MAST	345552.8N 0333734.3E	270 FT / 250.0 FT	-	-
LCLK1394	BUILDING_AERIAL	345331.8N 0333815.9E	122 FT / 114.0 FT	-	-

LCLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	LARNAKA
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	LARNAKA 24 HRS
4	**Trend forecast** **Interval of issuance**	TREND 2 HRS
5	**Briefing/consultation provided**	Personal briefing
6	**Flight documentation**	Significant weather charts, upper wind and temperature charts, TAFs, METAR, SIGMET, forecast take off data, the latest IR or VIS channel Satellite Image and any available Space Weather Advisories are also included in Flight documentation.
	Language(s) used	EN
7	**Charts and other information available for briefing or consultation**	S U85 U70 U50 Radar images, satellite images
8	**Supplementary equipment available for providing information**	Weather radar receiver for satellite images, AMHS, FAX

9	**ATS units provided with information**	Larnaka TWR/APP Larnaka GND
10	**Additional information (limitation of service, etc.)**	NIL

LCLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	45.19°	2994x45	69/F/C/W/T ASPH	345151.07N 0333644.12E 345256.14N 0333803.62E GUND 26 M (Estimated)	3 M _	-0.04%
22	225.20°		69/F/C/W/T ASPH	345255.37N 0333802.68E - GUND 26.3 M (Estimated)	DTHR 2.1 M TDZ 2.1 M	0.04% -0.38%

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)
		120.575 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
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	121.2 MHz	H24	Primary Frequency (STD), VDF available
		121.9 MHz	H24	Alternate Frequency (ALT)
		353.8 MHz	H24	Military Frequency (MIL)
		121.5 MHz	H24	Emergency Frequency (EMRG)
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	345222.3N 0333732.1E	100 FT	Protection altitude 50000 FT range 200 NM
LOC 22 ILS CAT I (5°E/2020)	ILC	110.3 MHz	H24	345138.5N 0333628.8E	-	Position: 548 M from THR 04
GP 22	ILC	335 MHz	H24	345243.7N 0333755.4E	-	GP 2.75º RDH 57 FT Position: 405 M from THR 22
LOC/DME (5°E/2020)	ILC	CH 40X	H24	345243.7N 0333755.4E	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.

In approach/TKOF areas

OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LCPH1274/APCH 29	TREE	344246.7N 0323036.2E	105.9 FT / 66.9 FT	-	-
LCPH1268/TKOF 11	TREE	344235.8N 0323031.2E	54.5 FT / 32.0 FT	-	-
LCPH1270/TKOF 11	TREE	344241.1N 0323032.7E	74.1 FT / 39.2 FT	-	-
LCPH1269/TKOF 11	TREE	344241.2N 0323032.6E	75.0 FT / 40.1 FT	-	-
LCPH1254/TKOF 11	VOR	344242.3N 0323021.0E	57.6 FT / 28.7 FT	-	-
LCPH1058/TKOF 29	FENCE	344324.8N 0322804.2E	40.1 FT / 2.0 FT	-	-
LCPH1059/TKOF 29	LOC	344323.8N 0322804.8E	54.1 FT / 20.9 FT	-	-
LCPH1255/TKOF 29	VOR_AZIMUTH	344242.6N 0323021.0E	52.8 FT / 23.5 FT	-	-

In circling area and at aerodrome

OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LCPH1014	FLOODLIGHT	344611.9N 0322622.1E	393 FT / 150.7 FT	-	-
LCPH1026	TREE	344612.2N 0322711.4E	497 FT / 52.8 FT	-	-
LCPH1034	BUILDING	344850.9N 0322749.4E	1284 FT / 46.7 FT	-	-
LCPH1078	PYLON	344412.8N 0322818.0E	193 FT/ 134.3 FT	-	-
LCPH1112	MAST	344702.1N 0322843.8E	1433 FT / 265.3 FT	-	-
LCPH1152	PYLON	344457.9N 0322911.8E	421 FT / 155.3 FT	-	-
LCPH1221	BUILDING	344519.4N 0322946.4E	559 FT / 24.6 FT	-	-
LCPH1226	PYLON	344431.0N 0322953.1E	373 FT / 105.8 FT	-	-
LCPH1249	TERRAIN	344843.7N 0323010.3E	1850 FT / 0.0 FT	-	-

In circling area and at aerodrome

OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LCPH1251	PYLON	344744.2N 0323016.8E	1557 FT / 111.9 FT	-	-
LCPH1278	WATER_TOWER	344358.9N 0323041.0E	268 FT / 66.3 FT	-	-
LCPH1283	MAST	344344.6N 0323048.8E	196 FT / 73.7 FT	-	-
LCPH1295	PYLON	344422.8N 0323113.8E	378 FT / 114.2 FT	-	-
LCPH1297	BUILDING_AERIAL	344440.0N 0323125.3E	427 FT / 34.4 FT	-	-
LCPH1310	TREE	344337.3N 0323159.7E	233 FT / 42.7 FT	-	-
LCPH1322	MAST	344742.4N 0323225.1E	1425 FT / 67.9 FT	-	-
LCPH1323	TREES	344319.9N 0323228.1E	266 FT / 53.3 FT	-	-
LCPH1326	TREE	344742.3N 0323239.5E	1439 FT / 18.9 FT	-	-
LCPH1328	MAST	344444.8N 0323246.6E	534 FT / 70.1 FT	-	-
LCPH1329	PYLON	344338.2N 0323250.6E	380 FT / 103.9 FT	-	-
LCPH1331	MAST	344415.2N 0323300.8E	840 FT/ 366.9 FT	LGTD RED	-
LCPH1333	FLOODLIGHT	344243.6N 0323424.9E	401 FT/ 92.1 FT	-	-
LCPH1349	BUILDING	344058.0N 0323615.8E	431 FT/ 31.2 FT	-	-
LCPH1356	WIND_TURBINE	344358.6N 0323706.4E	1610 FT/ 396.2 FT	LGTD RED	-
LCPH1358	WIND_TURBINE	344324.2N 0323729.4E	1667 FT/ 381.2 FT	LGTD RED	-

LCPH AD 2.11 METEOROLOGIGAL INFORMATION PROVIDED

1	**Associated MET Office**	PAFOS
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	LARNAKA 24 HRS
4	**TREND forecast** **Interval of issuance**	TREND 2 HRS

5	**Briefing/consultation provided**	For site current weather conditions the on-duty observer. For any other weather information/forecasts observer advises consultation from LCLK office.
6	**Flight documentation** **Language(s) used**	NIL
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	Pafos TWR Pafos APP Pafos GND
10	**Additional information (limitation of service, etc.)**	NIL

LCPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
11	110.22°	2699x45	140/F/C/W/T CONC+ASPH	344320.49N 0322815.61E 344250.20N 0322955.14E GUND 22 M (Estimated)	THR 12 M	-0.10% -0.18%
29	290.24°		140/F/C/W/T CONC+ASPH	344250.18N 0322955.23E 344320.47N 0322815.70E GUND 21.9 M (Estimated)	THR 9.2 M TDZ 10.1 M	0.1%

Designation RWY NR	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Resa dimensions (M)	OFZ	Remarks
1	**8**	**9**	**10**	**11**	**12**	**13**
11	48x45	675x150	2867x280	90x90	NIL	In order to avoid overloading of paved areas, the occasional movement by aircraft with Aircraft Classification Number (ACN) not exceeding 10% of the reported Pavement Classification Number (PCN) is permitted. Furthermore the annual number of overload movements should not exceed 5% of the total annual aircraft movements.
29	NIL	292x150		90x90		

LCPH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2699	3374	2747	2699	NIL
	836	1511	884	-	Take off intersection via TWY G
29	2699	2991	2699	2699	NIL
	1889	2181	1889	-	Take off intersection via TWY G

LCPH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LCPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LCPH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
2	**TLOF and/or FATO elevation M/FT**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL

4	**True and MAG BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	No designated helicopter landing area available. Expect landing at THR 29 or THR 11 taxi or air-taxi instructions by ATC to assigned apron and stand parking area.

LCPH AD 2.17 ATS AIRSPACE

1	**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 52 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.