

## REPUBLIC OF CYPRUS

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AIRAC AIP AMDT 004/21

Publication Date: 21 Oct 2021  
Effective Date: 02 Dec 2021

**1. Amendment content:**

The following sections of AIP were updated:

GEN 1.1 Designated Authorities - SAR removed  
GEN 3.2 List of Aeronautical Charts  
GEN 3.6 JRCC Post

ENR 1.9 Nicosia ACC FMP email changed, Exemptions from ATFCM Slot Allocation  
ENR 2.1 Nicosia FIR vertical limits, Nicosia CTA vertical limits, Larnaka TMA remarks  
ENR 3.3 M13 Direction of Cruising levels, Route Remarks

AD LCPH 2.24 Aerodrome, IAC, SID charts replaced

**2. Hand corrections to the following pages:**

Nil

**3. Record entry of amendment in GEN 0.2.****4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

A1323/21, A1403/21, A1412/21, A1413/21, A1414/21, A1417/21

**SUP:**

Nil

**AIC:**

Nil

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

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**Insert the following pages**

GEN 0.2 - 1/2  
GEN 0.4 - 1/2  
GEN 0.4 - 3/4  
GEN 0.6 - 1/2  
GEN 0.6 - 3/4  
GEN 1.1 - 3/4  
GEN 3.2 - 3/4  
GEN 3.2 - 5/6  
GEN 3.6 - 1/2  
GEN 3.6 - 3/4  
ENR 0.6 - 1/2  
ENR 0.6 - 3/4  
ENR 1.9 - 1/2  
ENR 1.9 - 3/4  
ENR 2.1 - 1/2  
ENR 2.1 - 3/4  
ENR 3.3 - 9/10  
AD 0.6 - 1/2  
AD 0.6 - 3/4  
AD 0.6 - 5/6  
AD 2.LCPH 2.24.1.1 - 1/2  
AD 2.LCPH 2.24.2.4 - 1/2  
AD 2.LCPH 2.24.2.5 - 1/2  
AD 2.LCPH 2.24.2.13 - 1/2  
AD 2.LCPH 2.24.4.1 - 1/2  
AD 2.LCPH 2.24.4.3 - 1/2  
AD 2.LCPH 2.24.4.4 - 1/2

**Remove the following pages**

02 DEC 21	GEN 0.2 - 1/2	07 OCT 21
02 DEC 21	GEN 0.4 - 1/2	07 OCT 21
02 DEC 21	GEN 0.4 - 3/4	07 OCT 21
02 DEC 21	GEN 0.6 - 1/2	07 OCT 21
02 DEC 21	GEN 0.6 - 3/4	07 OCT 21
02 DEC 21	GEN 1.1 - 3/4	22 APR 21
02 DEC 21	GEN 3.2 - 3/4	07 OCT 21
02 DEC 21	GEN 3.2 - 5/6	07 OCT 21
02 DEC 21	GEN 3.6 - 1/2	07 OCT 21
02 DEC 21	GEN 3.6 - 3/4	07 OCT 21
02 DEC 21	ENR 0.6 - 1/2	07 OCT 21
02 DEC 21	ENR 0.6 - 3/4	07 OCT 21
02 DEC 21	ENR 1.9 - 1/2	13 AUG 20
02 DEC 21	ENR 1.9 - 3/4	13 AUG 20
02 DEC 21	ENR 2.1 - 1/2	15 JUL 21
02 DEC 21	ENR 2.1 - 3/4	15 JUL 21
02 DEC 21	ENR 3.3 - 9/10	07 OCT 21
02 DEC 21	AD 0.6 - 1/2	07 OCT 21
02 DEC 21	AD 0.6 - 3/4	07 OCT 21
02 DEC 21	AD 0.6 - 5/6	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.1.1 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.2.4 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.2.5 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.2.13 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.4.1 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.4.3 - 1/2	07 OCT 21
02 DEC 21	AD 2.LCPH 2.24.4.4 - 1/2	07 OCT 21

**GEN 0.2 RECORD OF AIP AMENDMENTS**

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

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

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**GEN 0.4 CHECKLIST OF AIP PAGES****PART 1 - GENERAL (GEN)****GEN 0**

GEN 0.1 - 1	07 JUL 16	GEN 0.3 - 1	06 DEC 18	GEN 0.5 - 1	04 APR 13
GEN 0.1 - 2	07 JUL 16	GEN 0.3 - 2	06 DEC 18	GEN 0.5 - 2	04 APR 13
GEN 0.1 - 3	22 JUN 17	GEN 0.4 - 1	02 DEC 21	GEN 0.6 - 1	02 DEC 21
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	02 DEC 21	GEN 0.6 - 2	02 DEC 21
GEN 0.2 - 1	02 DEC 21	GEN 0.4 - 3	02 DEC 21	GEN 0.6 - 3	02 DEC 21
GEN 0.2 - 2	02 DEC 21	GEN 0.4 - 4	02 DEC 21	GEN 0.6 - 4	02 DEC 21

**GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**

GEN 1.1 - 1	22 APR 21	GEN 1.3 - 5	04 APR 13	GEN 1.6 - 9	05 NOV 20
GEN 1.1 - 2	22 APR 21	GEN 1.3 - 6	04 APR 13	GEN 1.6 - 10	05 NOV 20
GEN 1.1 - 3	02 DEC 21	GEN 1.4 - 1	15 JUL 21	GEN 1.6 - 11	05 NOV 20
GEN 1.1 - 4	02 DEC 21	GEN 1.4 - 2	15 JUL 21	GEN 1.6 - 12	05 NOV 20
GEN 1.2 - 1	25 MAY 17	GEN 1.4 - 3	13 AUG 15	GEN 1.6 - 13	05 NOV 20
GEN 1.2 - 2	25 MAY 17	GEN 1.4 - 4	13 AUG 15	GEN 1.6 - 14	05 NOV 20
GEN 1.2 - 3	22 JUN 17	GEN 1.5 - 1	04 APR 13	GEN 1.6 - 15	05 NOV 20
GEN 1.2 - 4	22 JUN 17	GEN 1.5 - 2	04 APR 13	GEN 1.6 - 16	05 NOV 20
GEN 1.2 - 5	25 MAY 17	GEN 1.5 - 3	13 AUG 15	GEN 1.7 - 1	23 MAY 19
GEN 1.2 - 6	25 MAY 17	GEN 1.5 - 4	13 AUG 15	GEN 1.7 - 2	23 MAY 19
GEN 1.2 - 7	25 MAY 17	GEN 1.6 - 1	05 NOV 20	GEN 1.7 - 3	23 MAY 19
GEN 1.2 - 8	25 MAY 17	GEN 1.6 - 2	05 NOV 20	GEN 1.7 - 4	23 MAY 19
GEN 1.2 - 9	25 MAY 17	GEN 1.6 - 3	05 NOV 20	GEN 1.7 - 5	22 APR 21
GEN 1.2 - 10	25 MAY 17	GEN 1.6 - 4	05 NOV 20	GEN 1.7 - 6	22 APR 21
GEN 1.3 - 1	04 APR 13	GEN 1.6 - 5	05 NOV 20	GEN 1.7 - 7	22 APR 21
GEN 1.3 - 2	04 APR 13	GEN 1.6 - 6	05 NOV 20	GEN 1.7 - 8	22 APR 21
GEN 1.3 - 3	13 NOV 14	GEN 1.6 - 7	05 NOV 20	GEN 1.7 - 9	22 APR 21
GEN 1.3 - 4	13 NOV 14	GEN 1.6 - 8	05 NOV 20	GEN 1.7 - 10	22 APR 21

**GEN 2 TABLES AND CODES**

GEN 2.1 - 1	05 NOV 20	GEN 2.2 - 13	25 MAY 17	GEN 2.5 - 1	26 MAR 20
GEN 2.1 - 2	05 NOV 20	GEN 2.2 - 14	25 MAY 17	GEN 2.5 - 2	26 MAR 20
GEN 2.2 - 1	25 MAY 17	GEN 2.2 - 15	25 MAY 17	GEN 2.6 - 1	07 JUL 16
GEN 2.2 - 2	25 MAY 17	GEN 2.2 - 16	25 MAY 17	GEN 2.6 - 2	07 JUL 16
GEN 2.2 - 3	25 MAY 17	GEN 2.2 - 17	25 MAY 17	GEN 2.6 - 3	04 APR 13
GEN 2.2 - 4	25 MAY 17	GEN 2.2 - 18	25 MAY 17	GEN 2.6 - 4	04 APR 13
GEN 2.2 - 5	25 MAY 17	GEN 2.2 - 19	25 MAY 17	GEN 2.6 - 5	04 APR 13
GEN 2.2 - 6	25 MAY 17	GEN 2.2 - 20	25 MAY 17	GEN 2.6 - 6	04 APR 13
GEN 2.2 - 7	25 MAY 17	GEN 2.2 - 21	25 MAY 17	GEN 2.6 - 7	04 APR 13
GEN 2.2 - 8	25 MAY 17	GEN 2.2 - 22	25 MAY 17	GEN 2.6 - 8	04 APR 13
GEN 2.2 - 9	25 MAY 17	GEN 2.3 - 1	04 APR 13	GEN 2.7 - 1	07 JUL 16
GEN 2.2 - 10	25 MAY 17	GEN 2.3 - 2	04 APR 13	GEN 2.7 - 2	07 JUL 16
GEN 2.2 - 11	26 MAR 20	GEN 2.4 - 1	04 APR 13	GEN 2.7 - 3	04 APR 13
GEN 2.2 - 12	26 MAR 20	GEN 2.4 - 2	04 APR 13	GEN 2.7 - 4	04 APR 13

**GEN 3 SERVICES**

GEN 3.1 - 1	06 DEC 18	GEN 3.3 - 3	28 MAY 15	GEN 3.5 - 1	07 NOV 19
GEN 3.1 - 2	06 DEC 18	GEN 3.3 - 4	28 MAY 15	GEN 3.5 - 2	07 NOV 19
GEN 3.1 - 3	06 DEC 18	GEN 3.3 - 5	28 MAY 15	GEN 3.5 - 3	07 NOV 19
GEN 3.1 - 4	06 DEC 18	GEN 3.3 - 6	28 MAY 15	GEN 3.5 - 4	07 NOV 19
GEN 3.1 - 5	22 APR 21	GEN 3.3 - 7	23 MAY 19	GEN 3.5 - 5	07 NOV 19
GEN 3.1 - 6	22 APR 21	GEN 3.3 - 8	23 MAY 19	GEN 3.5 - 6	07 NOV 19
GEN 3.2 - 1	22 JUN 17	GEN 3.3 - 9	23 MAY 19	GEN 3.6 - 1	02 DEC 21
GEN 3.2 - 2	22 JUN 17	GEN 3.3 - 10	23 MAY 19	GEN 3.6 - 2	02 DEC 21
GEN 3.2 - 3	02 DEC 21	GEN 3.4 - 1	23 MAY 19	GEN 3.6 - 3	02 DEC 21
GEN 3.2 - 4	02 DEC 21	GEN 3.4 - 2	23 MAY 19	GEN 3.6 - 4	02 DEC 21
GEN 3.2 - 5	02 DEC 21	GEN 3.4 - 3	23 MAY 19	GEN 3.6 - 5	07 OCT 21
GEN 3.2 - 6	02 DEC 21	GEN 3.4 - 4	23 MAY 19	GEN 3.6 - 6	07 OCT 21
GEN 3.3 - 1	13 AUG 15	GEN 3.4 - 5	04 APR 13		
GEN 3.3 - 2	13 AUG 15	GEN 3.4 - 6	04 APR 13		

## GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

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

## PART 2 - EN-ROUTE (ENR)

### ENR 0

ENR 0.1 - 1	04 APR 13	ENR 0.3 - 2	04 APR 13	ENR 0.6 - 1	02 DEC 21
ENR 0.1 - 2	04 APR 13	ENR 0.4 - 1	04 APR 13	ENR 0.6 - 2	02 DEC 21
ENR 0.2 - 1	04 APR 13	ENR 0.4 - 2	04 APR 13	ENR 0.6 - 3	02 DEC 21
ENR 0.2 - 2	04 APR 13	ENR 0.5 - 1	04 APR 13	ENR 0.6 - 4	02 DEC 21
ENR 0.3 - 1	04 APR 13	ENR 0.5 - 2	04 APR 13		

### ENR 1 GENERAL RULES AND PROCEDURES

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

### ENR 2 AIR TRAFFIC SERVICES AIRSPACE

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

### ENR 3 ATS ROUTES

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

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

## ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

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

## ENR 5 NAVIGATION WARNINGS

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

## ENR 6 EN-ROUTE CHARTS

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

## PART 3 - AERODROMES (AD)

### AD 0

AD 0.1 - 1	04 APR 13	AD 0.4 - 1	04 APR 13	AD 0.6 - 3	02 DEC 21
AD 0.1 - 2	04 APR 13	AD 0.4 - 2	04 APR 13	AD 0.6 - 4	02 DEC 21
AD 0.2 - 1	04 APR 13	AD 0.5 - 1	04 APR 13	AD 0.6 - 5	02 DEC 21
AD 0.2 - 2	04 APR 13	AD 0.5 - 2	04 APR 13	AD 0.6 - 6	02 DEC 21
AD 0.3 - 1	04 APR 13	AD 0.6 - 1	02 DEC 21		
AD 0.3 - 2	04 APR 13	AD 0.6 - 2	02 DEC 21		

### AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 - 1	04 APR 13	AD 1.2 - 1	22 APR 21	AD 1.4 - 1	04 APR 13
AD 1.1 - 2	04 APR 13	AD 1.2 - 2	22 APR 21	AD 1.4 - 2	04 APR 13
AD 1.1 - 3	23 MAY 19	AD 1.3 - 1	01 OCT 21	AD 1.5 - 1	23 MAY 19
AD 1.1 - 4	23 MAY 19	AD 1.3 - 2	01 OCT 21	AD 1.5 - 2	23 MAY 19

### AD 2 AERODROMES

AD 2.LCLK - 1	15 JUL 21	AD 2.LCLK - 8	05 NOV 20	AD 2.LCLK - 15	05 NOV 20
AD 2.LCLK - 2	15 JUL 21	AD 2.LCLK - 9	05 NOV 20	AD 2.LCLK - 16	05 NOV 20
AD 2.LCLK - 3	13 AUG 20	AD 2.LCLK - 10	05 NOV 20	AD 2.LCLK - 17	22 APR 21
AD 2.LCLK - 4	13 AUG 20	AD 2.LCLK - 11	07 OCT 21	AD 2.LCLK - 18	22 APR 21
AD 2.LCLK - 5	13 AUG 20	AD 2.LCLK - 12	07 OCT 21	AD 2.LCLK - 19	22 APR 21
AD 2.LCLK - 6	13 AUG 20	AD 2.LCLK - 13	05 NOV 20	AD 2.LCLK - 20	22 APR 21
AD 2.LCLK - 7	05 NOV 20	AD 2.LCLK - 14	05 NOV 20	AD 2.LCLK 2.24.1.1 - 1	13 AUG 20

AD 2.LCLK 2.24.1.1 - 2	13 AUG 20	AD 2.LCLK 2.24.4.1 - 1	22 APR 21	AD 2.LCPH 2.24.2.4 - 2	02 DEC 21
AD 2.LCLK 2.24.1.2 - 1	13 AUG 20	AD 2.LCLK 2.24.4.1 - 2	22 APR 21	AD 2.LCPH 2.24.2.5 - 1	02 DEC 21
AD 2.LCLK 2.24.1.2 - 2	13 AUG 20	AD 2.LCLK 2.24.4.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.5 - 2	02 DEC 21
AD 2.LCLK 2.24.1.3 - 1	13 NOV 14	AD 2.LCLK 2.24.4.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.6 - 1	07 OCT 21
AD 2.LCLK 2.24.1.3 - 2	13 NOV 14	AD 2.LCLK 2.24.4.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.6 - 2	07 OCT 21
AD 2.LCLK 2.24.1.4 - 1	13 NOV 14	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 2.24.1.4 - 2	13 NOV 14	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 2.24.1.5 - 1	10 MAR 11	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 2.24.1.5 - 2	10 MAR 11	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 2.24.2.1 - 1	15 JUL 21	AD 2.LCLK 2.24.4.5 - 2	22 APR 21	AD 2.LCPH 2.24.2.9 - 1	07 OCT 21
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AD 2.LCLK 2.24.2.10 - 1	22 APR 21	AD 2.LCPH - 12	07 OCT 21	AD 2.LCPH 2.24.4.3 - 1	02 DEC 21
AD 2.LCLK 2.24.2.10 - 2	22 APR 21	AD 2.LCPH 2.24.1.1 - 1	02 DEC 21	AD 2.LCPH 2.24.4.3 - 2	02 DEC 21
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- 8. Aircraft Accident and Incident Investigation Board (AAIIB)**
- Post: Aircraft Accident and Incident Investigation Board  
Air Traffic Control Tower  
1st Floor, Office 214  
Larnaka International Airport  
P.O.BOX 43086  
6650 Larnaka  
Cyprus
- Phone: +357 24643086/ +357 24643087/ +35724802919  
Fax: +357 24643052  
Email: [aaib@mcw.gov.cy](mailto:aaib@mcw.gov.cy)
- 9. Lands and Surveys**
- Post: Ministry of Interior  
Director of Lands and Surveys  
Agiou Nikolaou 41 - 49  
Nemeli Court Block A 1st floor  
Egkomi 2408  
Nicosia
- Phone: +357 22408709  
Fax: +357 22408789  
Email: [director@dls.moi.gov.cy](mailto:director@dls.moi.gov.cy)
- 10. Ministry of Foreign Affairs**
- Post: Permanent Secretary  
Phone: +357 22651000/ +357 22651189  
Fax: +357 22661881 / +357 22663716  
Email: [minforeign1@mfa.gov.cy](mailto:minforeign1@mfa.gov.cy)
- 11. Airport Operator**
- Chief Executive Officer**
- Post: HERMES AIRPORT Ltd.  
Larnaka International Airport  
P.O.BOX 43037  
6650 Larnaka  
Cyprus
- Phone: +357 24816400  
Fax: +357 24643633  
Email: [info@hermesairports.com](mailto:info@hermesairports.com)
- General Manager Larnaka**
- Post: HERMES AIRPORT Ltd.  
Larnaka International Airport  
P.O. Box 43027  
6650 Larnaka  
Cyprus
- Phone: +357 24816429  
Fax: +357 24742056  
Email: [info@hermesairports.com](mailto:info@hermesairports.com)
- General Manager Pafos**
- Post: HERMES AIRPORTS Ltd.  
Pafos International Airport  
P.O.BOX 62181

8060 Pafos  
Cyprus  
Phone: +357 26812888  
Fax: +357 26423313  
Email: [info@hermesairports.com](mailto:info@hermesairports.com)

**12. Transport of Dangerous/ Radioactive Goods**

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

**13. Airport Slot Coordination**

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

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

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

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

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

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

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

#### 4.2.10 **Instrument Approach Chart**

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

#### 4.2.11 **Visual Approach Chart**

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

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

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

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

5. List of Aeronautical Charts Available

5.1 Table: List of Series and Scale

Title of series	Scale	Chart name	Sheet number	Edition Date
AERODROME CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.1	13 AUG 20
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.1	02 DEC 21
AIRCRAFT PARKING/ DOCKING CHART - ICAO		LARNAKA INTL AIRPORT APRON 1	AD 2.LCLK 2.24.1.2	13 AUG 20
		LARNAKA INTL AIRPORT APRON 2	AD 2.LCLK 2.24.1.3	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.2	07 OCT 21
AERODROME GROUND MOVEMENT CHART - ICAO		LARNAKA INTL AIRPORT	AD 2.LCLK 2.24.1.4	13 NOV 14
		PAFOS INTL AIRPORT	AD 2.LCPH 2.24.1.3	07 OCT 21
AERODROME OBSTACLE CHART - ICAO TYPE A	1:500 000	LARNAKA RWY 04/22	AD 2.LCLK 2.24.1.5	10 MAR 11
		PAFOS RWY 11/29	AD 2.LCPH 2.24.1.4	21 OCT 10



Title of series	Scale	Chart name	Sheet number	Edition Date	
INSTRUMENT APPROACH AND LANDING CHART - ICAO	1:350 000	<b>LARNAKA:</b>			
		ILS/VOR S RWY 22	AD 2.LCLK 2.24.2.1	15 JUL 21	
		ILS/VOR X RWY 22	AD 2.LCLK 2.24.2.2	22 APR 21	
		ILS/VOR Y RWY 22	AD 2.LCLK 2.24.2.3	22 APR 21	
		RNP RWY 22	AD 2.LCLK 2.24.2.4	15 JUL 21	
		VOR/DME S RWY 22	AD 2.LCLK 2.24.2.5	15 JUL 21	
		VOR/DME X RWY 22	AD 2.LCLK 2.24.2.6	15 JUL 21	
		VOR/DME Y RWY 22	AD 2.LCLK 2.24.2.7	15 JUL 21	
		VOR/DME S RWY 04	AD 2.LCLK 2.24.2.8	15 JUL 21	
		VOR/DME X RWY 04	AD 2.LCLK 2.24.2.9	22 APR 21	
		VOR/DME Z RWY 04	AD 2.LCLK 2.24.2.10	22 APR 21	
		RNP RWY 04	AD 2.LCLK 2.24.2.11	15 JUL 21	
	1:250 000	BOSIS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.12	15 JUL 21	
		SOBOS RNP TO ILS-P (GNSS) RWY 22	AD 2.LCLK 2.24.2.13	22 APR 21	
	1:350 000	<b>PAFOS:</b>			
		VOR/DME S RWY 11	AD 2.LCPH 2.24.2.1	07 OCT 21	
		VOR/DME X RWY 11	AD 2.LCPH 2.24.2.2	07 OCT 21	
		VOR/DME Z RWY 11	AD 2.LCPH 2.24.2.8	07 OCT 21	
		RNP RWY 11	AD 2.LCPH 2.24.2.5	02 DEC 21	
		RNP RWY 29	AD 2.LCPH 2.24.2.13	02 DEC 21	
		1:250 000	VOR/DME X RWY 29	AD 2.LCPH 2.24.2.3	07 OCT 21
			ILS/VOR X RWY 29	AD 2.LCPH 2.24.2.4	02 DEC 21
			ILS/VOR Y RWY 29	AD 2.LCPH 2.24.2.6	07 OCT 21
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		07 OCT 21		
GIPRO RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.10		07 OCT 21		
NORDI RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.11		07 OCT 21		
TOBAL RNP TO ILS-P (GNSS) RWY 29	AD 2.LCPH 2.24.2.12	07 OCT 21			
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	1:600 000	<b>LARNAKA:</b>			
		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	<b>PAFOS:</b>			
		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 CHART INSTRUMENT (SID) - ICAO		<b>LARNAKA:</b>		
	1:500 000	RWY 22 WESTBOUND	AD 2.LCLK 2.24.4.1	22 APR 21
		RWY 04 EASTBOUND	AD 2.LCLK 2.24.4.2	22 APR 21
	1:600 000	RWY 04 WESTBOUND	AD 2.LCLK 2.24.4.3	22 APR 21
		RNAV (GNSS) RWY 22 EASTBOUND	AD 2.LCLK 2.24.4.4	22 APR 21
	1:500 000	RNAV (GNSS) RWY 22 WESTBOUND	AD 2 LCLK 2.24.4.5	22 APR 21
	1:600 000	RNAV (GNSS) RWY 04 EASTBOUND	AD 2 LCLK 2.24.4.6	22 APR 21
		RNAV (GNSS) RWY 04 WESTBOUND	AD 2 LCLK 2.24.4.7	22 APR 21
	1:500 000	<b>PAFOS:</b>		
		RWY 11	AD 2.LCPH 2.24.4.1	07 OCT 21
		RWY 29	AD 2.LCPH 2.24.4.2	07 OCT 21
RNAV (GNSS) RWY 11		AD 2.LCPH 2.24.4.3	02 DEC 21	
RNAV (GNSS) RWY 29		AD 2.LCPH 2.24.4.4	02 DEC 21	
VISUAL APPROACH CHART (VAC) - ICAO	1:250 000	<b>LARNAKA:</b>		
		ADLAS RNAV TO VISUAL(GNSS) RWY 22	AD 2 LCLK 2.24.5.1	22 APR 21
		<b>PAFOS:</b>		
		ESERI RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.1	07 OCT 21
		TOBAL RNAV (GNSS) RWY 29	AD 2 LCPH 2.24.5.2	07 OCT 21
EN ROUTE CHARTS	1:1 000 000	NICOSIA FIR ATS ROUTES	ENR 6.1-1	13 AUG 20
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		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](mailto:director@dls.moi.gov.cy)

## GEN 3.6 SEARCH AND RESCUE

### 1. Responsible Service

1.1 The Search and Rescue (SAR) service in the Republic of Cyprus is organized and provided by the Cyprus Joint Rescue Co-ordination Centre (JRCC) with military and State units responsible for SAR operations, according to the Republic of Cyprus legislation and national SAR plan.

1.2 The Search and Rescue Region (SRR) of Cyprus corresponds to the Nicosia ICAO FIR. The SAR service is provided by the Larnaka JRCC. The controlling agency for SAR can either be the JRCC or the appropriate ATS unit or both in unison. JRCC will give instructions regarding the control to be exercised as per procedure.

1.3 The address of the **JRCC** is as follows:

### 1.4 Larnaka Joint Rescue Co-ordination Centre (JRCC)

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

(not to be used for reporting an emergency)

1.5 The service is provided in accordance with the provisions contained in the following ICAO document:

Annex 2 - Rules of the Air;

Annex 3 - Meteorological Services for International Air Navigation;

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

Annex 10 - Aeronautical Telecommunications - Volume I & II;

Annex 11 - Air Traffic Services;

Annex 12 - Search and Rescue;

Annex 13 - Aircraft Accident Investigation;

Annex 15 - Aeronautical Information Services;

Annex 17 - Security;

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

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

Doc 7030 - Regional Supplementary Procedures;

Doc 7754 - Air Navigation Plan - European Region;

Doc 8755 - Air Navigation Plan - North Atlantic;

Doc 9731 - IAMSAR Manual.

## 2. Area of Responsibility

2.1 Cyprus Search and Rescue Service is responsible for SAR operations within Nicosia FIR and the entire territory of the Republic of Cyprus.

2.2 Joint Operations Centre (JOC) of British Forces in Cyprus is responsible to provide the SAR facilities within the territory of Dhekelia and Akrotiri (Sovereign Bases Areas of UK) ESBA/WSBA.

2.3 The address of the JOC of British Forces Cyprus responsible to provide SAR facilities within the above Sovereign bases is as follows:

Post: Joint Operations Centre (JOC)  
Air Operations  
RAF Akrotiri, BFPO 57  
Cyprus  
Phone: +357 25275002  
Fax: +357 25276795  
AFS: LCRAYWYW

## 3. Types of Service

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

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

### 3.3 Search and Rescue Units

Name	Location	Facilities	Remarks
1	2	3	4
Limassol	3441.0N 03303.0E	RV (25) RB (15)	H24 H24
Larnaka	3455.0N 03338.0E	RV (25) RB (15) HEL(M)	H24 H24 H24
Latsi	3502.5N 03317.0E	RV (25) RB (15)	H24 H24
Mari	3443.0N 03317.0E	RV (25) RB (15)	H24 H24
Pafos	3445.4N 03224.0E	RV (25) RB (15) HEL (M)	H24 H24 H24
Paralimni	3502.1N 03402.1E	RV (25) RB (15)	H24 H24
Akrotiri	3435.0N 03259.0E	RB (15) HEL (M) ELR/VLR/MRG	H24 H24 When available

**4. SAR Agreements**

4.1 Facilitation of entry for SAR purposes with other States are coordinated on the inter-area speech links with neighbouring Rescue Coordination Centres and Air traffic Control Centres. Requests for the entry of aircraft equipment and personnel from other States to engage in Search and Rescue operations should be addressed to the Director of the Department of Civil Aviation, Nicosia, Cyprus, either directly or through the Nicosia Area Control Centre.

**5. Conditions of Availability**

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

**6. Procedures and Signals Used**

**6.1 Procedures**

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

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

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

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

**6.2 Communications**

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

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

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

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

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

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

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

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

### 6.3 Emergency Locator Transmitter (ELT)

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

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

### 6.4 Distress Messages

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

- a. the switching-on of automatic emergency SSR, if carried; and
- b. the transmission of a «distress» message by radio telephony and/or radio-telegraphy using the above mentioned frequencies or any other available frequency as follows:

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

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

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

- a. the international distress frequency of 156.8 MHz (CH16) and 2182 KHz;  
or
- b. any other available frequency.

### 6.5 Urgency Messages

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

### 7. Search and Rescue Signals

7.1 The search and rescue signals to be used are those prescribed in Annex 12, Chapter 5 paragraph 5.10.

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## ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

### 1. Air Traffic Flow Management Structure, Services Provided, Location of Units and Hours of Operation

1.1 The overall authority for the provision of ATFM within the Nicosia FIR is delegated to EUROCONTROL/Network Manager Operations Centre (NMOC). The requirements for air traffic flow management are laid down in Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management.

1.2 The service is provided on a 24 hour basis and in accordance with the provisions contained in:

- ICAO Doc 7030, European (EUR) Regional Supplementary Procedures
- Annex 11 to the Chicago Convention - Air Traffic Services
- PANS-ATM (Doc 4444)
- EUR Air Navigation Plan (Doc 7754)

1.3 ATFM procedures are applied for IFR / GAT flights.

1.4 A Flow Management Position (FMP) has been established in Nicosia ACC to liaise between ATC, aircraft operators and Network Manager Operations Centre (NMOC). Contact details are:

NICOSIA ACC Flow Management Position

Phone: +357 22305060 and +357 22305088

Fax: +357 22305134 and +357 22499430

AFS: LCCCZQZX

Email: [nacc-fmp@outlook.com](mailto:nacc-fmp@outlook.com)

### 2. ATFM Documentation

2.1 Specific procedures applied for the provision of AFTM by Network Manager Operations Centre (NMOC) are published in:

- ATFCM USERS MANUAL
- ATFCM OPERATIONS MANUAL

**NOTE:** Copies of the above documentation can be downloaded by the EUROCONTROL website:

URL: <https://www.nm.eurocontrol.int/network-operations/library>

### 3. Exemptions from ATFCM Slot Allocation

The following flights are exempted from ATFCM slot allocation:

- a. flights carrying Head of State or equivalent status [STS / HEAD].
- b. flights conducting search and rescue operations [STS / SAR].
- c. flights carrying a life-critical emergency evacuation [STS / MEDEVAC].
- d. flights engaged in fire-fighting [STS / FFR]
- e. flights authorized by the relevant States Authorities to include in the flight plan [STS/ATFMX]. A prior permission is required before the use of indicator [STS/ATFMX]. Flight plan submitter shall apply for an exemption in accordance with the rules set out below.

No prior permission is required for the use of indicators referred to in points a. to d.

Requests for exemption shall be addressed at least 24 hrs in advance to:

Email: [sstephanou@dc.mcw.gov.cy](mailto:sstephanou@dc.mcw.gov.cy)  
Email: [civops@cytanet.com.cy](mailto:civops@cytanet.com.cy)

Exemptions may be granted only when flight plan originator demonstrates acceptable reasons for the urgency of flight, under which the request can be approved.

Requests for exemption shall include the following items of information:

1. Aircraft operation identification
2. Flight identification
3. Airport of departure
4. Airport of destination
5. Date of flight
6. Reason of the request

Flight plan submitter is entitled to use "STS/ATFMX" in flight plan, only after a confirmation of the exemption has been received from NICOSIA ACC Flow Management Position.

#### 4. Flexible Use of Airspace in Cyprus

The Cyprus Flexible Use of Airspace Application Plan, was adopted by the Ministerial Council on the 24th Aug 2008 with its Decision Number 67.662, and is in full compliance with the Community Regulation (EC) 2150/2005.

##### 4.1 Definitions

4.1.1 **Airspace Management Cell (AMC):** The AMC is a joint civil/military cell responsible for the day-to-day management and temporary allocation of national or sub-regional airspace under the jurisdiction of one or more ECAC State(s).

4.1.2 **Airspace Use Plan (AUP):** It is an ASM message of NOTAM status notifying the daily decisions of the Airspace Management Cell. It is prepared and transmitted by the Cyprus AMC to CFMU/ CADF, ACC/FMP, National Guard, other approved agencies, and adjacent AMCs prior to 14:00 UTC on the day before operations, to cover the 24 hour period starting from 06:00 UTC of the next day. The AUP includes the following details:

- List of available CDR 2;
- List of temporary closed permanent ATS routes and CDR 1;
- List of active TSA and Manageable D and R Areas.

4.1.3 **Conditional Route (CDR):** It is an ATS route that is only available for flight planning and use under specified conditions. A Conditional Route may have more than one category, and these categories may change at specified times:

- a. **Category One - Permanently Plannable CDR:**  
CDR1 routes are available for flight planning during times published in the relevant national Aeronautical Information Publication (AIP).
- b. **Category Two - Non-Permanently Plannable CDR:**  
CDR2 routes may be available for flight planning. Flights may only be planned on a CDR2 in accordance with conditions published daily in the CRAM.
- c. **Category Three - Not Plannable CDR:**

CDR3 routes are not available for flight planning; however, ATC Units may issue tactical clearances on such route segments.

- 4.1.4 **Manageable Danger and Restricted Areas:** They are military areas that maintaining the D or R concept and can be managed and allocated by the AMC in the same way as TSA, during the periods of time published in AIP Cyprus, section ENR.
- 4.1.5 **Temporary Reserved Area (TRA):** Airspace temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may be allowed to transit under Air Traffic Control (ATC) clearance.
- 4.1.6 **Temporary Segregated Area (TSA):** Airspace temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.
- 4.1.7 **Updated Airspace Use Plan (UUP):** In order to update the current AUP, the AMC transmits "Updated Airspace Use Plan" (UUP). It has the same format and addressees as the AUP and a reference to the message number of the AUP it is updating. Any changes on the day of operations are included in the UUP1 and UUP2. The UUP1 is transmitted at 18:00 UTC on the day before of operations and UUP2 at 09:00 UTC on the day of operations.

## 4.2 Airspace Management

The Cyprus FUA Application Plan has been developed into three levels of airspace management. Each level, i.e. Strategic, Pre-tactical and Tactical, is related directly to, and has an impact on the others.

### 4.2.1 Level 1- Strategic:

The definition of the national airspace policy of the Republic of Cyprus is under the responsibility of the Ministers of Foreign Affairs, Defence and Communications and Works.

The application of the Strategic level is under the responsibility of the High Level Airspace Policy Body.

Any proposal by airspace users, service providers and other relevant bodies for the modification of existing airspace structures or the introduction of new ones shall be submitted to the AMC for further processing and subsequent submission to the High Level Airspace Policy Body for approval.

### 4.2.2 Level 2 - Pre-tactical:

The Pre-tactical level consists of the day to day management, the day before operations, and temporary allocation of airspace and it is managed by the Cyprus AMC.

Post: Cyprus AMC  
Department of Civil Aviation  
27 Pindarou Street  
1429 Nicosia  
Cyprus

Phone: +357 22404149 / +357 22404137 / +357 22404188  
Fax: +357 22404181  
AFS: LCNCAMCA  
Email: [amc@dca.mcw.gov.cy](mailto:amc@dca.mcw.gov.cy)  
URL: [www.amc.gov.cy](http://www.amc.gov.cy)

Operation hours: Monday to Friday from 07:30 to 14:30 (local time).

**NOTE:** Outside the normal operation hours, stated above, and only in the case of urgency, please contact: +357 24822923 / +357 24802921 / +357 24802925 (International NOTAM Office - INO).

**4.2.3 Level 3 - Tactical:**

The Tactical level is executed in real time by the Civil and Military ATS Units.

**4.3 Procedure for the Submission of Airspace Request**

Requests for airspace reservation shall be submitted using the Airspace Reservation Request (it can be found in AMC's website). The form shall be forwarded to the Cyprus AMC, with fax, email or through AMC's website.

The airspace reservation requests shall clearly define the exact period(s) of activity, the affected area(s) (coordinates and min/max height or flight level -FL) as well as the nature of the activity.

The Airspace Reservation Request Form, for non AMC-manageable areas, shall be submitted **at least** 20 working days prior the day of planned activity. In case of late submission, approval of the request may be delayed.

In the case of conflicting/overlapping airspace reservation requests, priority rules shall apply.

Following the receipt notification of approval, if any element of the activity (e.g. time, level) is modified or the activity is cancelled, the Cyprus AMC shall be notified accordingly in advance.

**ENR 2 AIR TRAFFIC SERVICES AIRSPACE**

**ENR 2.1 FIR, UIR, TMA and CTA**

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>NICOSIA FIR</b>				
<p>NICOSIA FIR 3150N 03359E - 3330N 03000E - 3605N 03000E - 3555N 03333E - 3555N 03540E - 3535N 03529E - 3525N 03536E - 3516N 03542E - 3455N 03538E - 3438N 03543E - 3433N 03536E then a counter- clockwise arc radius 45 NM centered on 334826.699N 0352909.534E - 3311N 03500E - 3306N 03457E - 3306N 03443E - 3305N 03437E - 3252N 03434E - 3247N 03433E - 3244N 03433E then a counter-clockwise arc radius 46 NM centered on 320047.2N 0345231.3E - 3150N 03400E - 3150N 03359E</p> <p>UNL/ FL660 Unclassified FL660/ Above FL195 Class C FL195/ SFC Class G <sup>(1)</sup></p>	<p>NICOSIA ACC</p>	<p>Nicosia Radar (EN) H24</p>	<p>125.500 MHz <b>P</b> West/West Upper Sector 131.000 MHz <b>S</b></p> <p>126.300 MHz <b>P</b> East/East Upper Sector (ES0) 123.550 MHz <b>S</b></p> <p>124.200 MHz <b>P</b> South One Sector (S34) 128.600 MHz <b>S</b></p> <p>129.550 MHz <b>P</b> South Two Sector (S2) 130.000 MHz <b>S</b></p> <p>128.075 MHz <b>P</b> West Sector Low 131.000 MHz <b>S</b></p> <p>127.075 MHz <b>P</b> East Sector Low 123.550 MHz <b>S</b></p> <p>121.500 MHz <b>P</b> Emergency Freq 123.100 MHz <b>S</b></p> <p>353.800 MHz Used by military traffic</p>	<p>European RVSM airspace between FL290 - FL410 inclusive</p> <p><b>P</b> – Primary <b>S</b> – Secondary</p> <p>West sector Low Below FL325 operates according to traffic demand</p> <p>East sector Low Below FL305 operates according to traffic demand</p> <p><sup>(1)</sup>Outside controlled airspace</p> <p>GNSS signal interruptions have been reported. Pilots are requested to report to ATC.</p>

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>NICOSIA CTA</b>				
<p>NICOSIA CTA 3150N 03359E - 33300N 0300000E - 360500N 0300000E - 355456N 0333258E - 355456N 0353959E - 353500N 0352900E - 352500N 0353600E - 351600N 0354200E - 345500N 0353800E - 343800N 0354300E - 343310N 0353548E then a counter- clockwise arc radius 45 NM centered on 334826.699N 0352909.534E - 331040N 0345949E - 330600N 0345700E - 330600N 0344300E - 330518N 0343630E - 325148N 0343342E - 324636N 0343236E - 324335N 0343258E then a counter- clockwise arc radius 46 NM centered on 320047.2N 0345231.3E - 314930N 0340007E - 3150N 03359E</p> <p>FL 660/ Above FL 195 Class C</p>	<p>NICOSIA ACC</p>	<p>NICOSIA RADAR (EN) H24</p>	<p>As Above</p>	



Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>LARNAKA TMA</b>				
<p>LARNAKA TMA Straight line joining: 350727N 0325956E 350024N 0332812E 350241N 0340516E then a clockwise arc radius 25 NM centered on LARNAKA VOR 345222.3N 0333732.1E to 343252N 0331830E 343442N 0322957E 345043N 0323045E 345512N 0324436E 350727N 0325956E</p> <p>For Vertical Limits see TMA Parts Class C</p>	Larnaka APP	Larnaka APP EN H24	130.200 MHz	<p>GNSS signal interruptions have been reported within TMA. Pilots are requested to report to ATC. Conventional instrument procedures are available on pilot's request.</p> <p>Light aircraft with IAS less than 160 KTS are not permitted to enter LARNAKA TMA, except for the purpose of landing, medical or emergency flights</p>
<b>LARNAKA TMA Parts</b>				
LCLK1 TMA PART FL 205/ 1000 FT ALT	342732N 0334125E - 343620N 0333718E then a clockwise arc radius 16 NM centered on 345222.3N 0333732.1E - 344246N 0332159E - 344300N 0330646E then a counter-clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 343259N 0331446E - 343252N 0331830E then a counter-clockwise arc radius 25 NM centered on 345222.3N 0333732.1E - 342732N 0334125E			
LCLK2 TMA PART FL 205/ 3500 FT ALT	344716N 0324348E - 343417N 0324228E - 343259N 0331446E then a clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 344629N 0330533E - 344716N 0324348E			
LCLK3 TMA PART FL 205/ FL 105	343442N 0322957E - 345043N 0323045E - 345512N 0324436E - 343417N 0324228E - 343442N 0322957E			
LCLK4 TMA PART FL 205/ 5500 FT ALT	345512N 0324436E - 344716N 0324348E - 344629N 0330533E then a clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 345542N 0330459E - 345512N 0324436E			
LCLK5 TMA PART FL 205/ 7500 FT ALT	350727N 0325956E - 345512N 0324436E - 345542N 0330459E then a clockwise arc radius 27 NM centered on 345222.3N 0333732.1E - 350517N 0330839E - 350727N 0325956E			
LCLK6 TMA PART FL 205/ 8500 FT ALT	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			

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Route designator		Route Remarks (Optional)					
Names, coded designators or name-codes		Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification} Remarks	
				↓	↑		
( RNAV 5)	$\frac{324^\circ}{144^\circ}$	46.4 NM	$\frac{FL 660}{FL 035}$	Even <sup>(3)</sup>	Odd <sup>(4)</sup>	Nicosia ACC 126.300 MHz {C} (3) H24 (4) H24	
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)						
(RNAV 5)	$\frac{324^\circ}{144^\circ}$	15.0 NM	$\frac{FL 660}{FL 035}$	Even <sup>(5)</sup>	Odd <sup>(6)</sup>	Nicosia ACC 126.300 MHz {C} (5) H24 (6) H24	
▲ VESAR	355456N 0340058E LCA 011.8° 65.4 NM (100 FT)					(8)	
<b>Route Remarks:</b> NIL							
<b>Point/Segment Remarks:</b> (7) FIR BDRY, for continuation see AIP Lebanon (8) FIR BDRY, for continuation see AIP Turkey							

Route designator		Route Remarks (Optional)					
Names, coded designators or name-codes		Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}	
				↓	↑		
<b>M1</b>							
▲ KAVOS	334400N 0300000E PHA 240.0° 137.8 NM (100 FT)					(2)	
(RNAV 5)	$\frac{^\circ}{290^\circ}$	132.5 NM	$\frac{FL 660}{FL 035}$		Even <sup>(1)</sup>	Nicosia ACC 129.550 MHz {C} (1) NONFUA H24	

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
				↓	↑	
△ STEPA	324859N 0322349E PHA 178.0° 113.6 NM (100 FT)					
<b>Route Remarks:</b> NIL						
<b>Point/Segment Remarks:</b> (2) FIR BDRY, for continuation see AIP Greece.						

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Significant Point Remarks (Optional)	
Navigation accuracy requirement (RNAV / RNP Type)	Magnetic bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
				↓	↑	
<b>M13</b>						
△ RUDER	345712N 0340730E LCA 074.0° 25.1 NM (100 FT)					
(RNAV 5)	$\frac{358^\circ}{178^\circ}$	45.0 NM	$\frac{FL\ 660}{FL\ 035}$	Even <sup>(1)</sup>		Nicosia ACC 126.300 MHz {C} (1) NONFUA H24
△ BAPAX	354206N 0341027E LCA 023.0° 56.5 NM (100 FT)					
<b>Route Remarks:</b> Open Northbound only						
<b>Point/Segment Remarks:</b> NIL						

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<b>LCPH AD 2.4 HANDLING SERVICES AND FACILITIES .....</b>		<b>AD 2.LCPH - 2</b>
<b>LCPH AD 2.5 PASSENGER FACILITIES .....</b>		<b>AD 2.LCPH - 2</b>
<b>LCPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....</b>		<b>AD 2.LCPH - 3</b>
<b>LCPH AD 2.7 SEASONAL AVAILABILITY - CLEARING .....</b>		<b>AD 2.LCPH - 3</b>
<b>LCPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA .....</b>		<b>AD 2.LCPH - 3</b>
<b>LCPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....</b>		<b>AD 2.LCPH - 5</b>
<b>LCPH AD 2.10 AERODROME OBSTACLES .....</b>		<b>AD 2.LCPH - 5</b>
<b>LCPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED .....</b>		<b>AD 2.LCPH - 5</b>
<b>LCPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....</b>		<b>AD 2.LCPH - 6</b>
<b>LCPH AD 2.13 DECLARED DISTANCES .....</b>		<b>AD 2.LCPH - 6</b>
<b>LCPH AD 2.14 APPROACH AND RUNWAY LIGHTING .....</b>		<b>AD 2.LCPH - 7</b>
<b>LCPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....</b>		<b>AD 2.LCPH - 7</b>
<b>LCPH AD 2.16 HELICOPTER LANDING AREA .....</b>		<b>AD 2.LCPH - 7</b>
<b>LCPH AD 2.17 ATS AIRSPACE .....</b>		<b>AD 2.LCPH - 8</b>
<b>LCPH AD 2.18 ATS COMMUNICATION FACILITIES .....</b>		<b>AD 2.LCPH - 8</b>
<b>LCPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....</b>		<b>AD 2.LCPH - 9</b>
<b>LCPH AD 2.20 LOCAL TRAFFIC REGULATIONS .....</b>		<b>AD 2.LCPH - 10</b>
1. Taxiing to and from Stands.....		AD 2.LCPH - 10
2. Local Flying Restrictions.....		AD 2.LCPH - 11
3. Circuit Altitude.....		AD 2.LCPH - 11
<b>LCPH AD 2.21 NOISE ABATEMENT PROCEDURES .....</b>		<b>AD 2.LCPH - 11</b>
<b>LCPH AD 2.22 FLIGHT PROCEDURES .....</b>		<b>AD 2.LCPH - 11</b>
1. Low Visibility Procedures.....		AD 2.LCPH - 11
<b>LCPH AD 2.23 ADDITIONAL INFORMATION .....</b>		<b>AD 2.LCPH - 11</b>
1. Bird concentrations in the vicinity of the airport .....		AD 2.LCPH - 11
<b>LCPH AD 2.24 CHARTS RELATED TO AN AERODROME .....</b>		<b>AD 2.LCPH - 12</b>
<b>AERODROME CHART - ICAO .....</b>		<b>AD 2.LCPH 2.24.1.1 - 1</b>
<b>AIRCRAFT PARKING/DOCKING CHART - ICAO.....</b>		<b>AD 2.LCPH 2.24.1.2 - 1</b>
<b>AERODROME GROUND MOVEMENT CHART - ICAO .....</b>		<b>AD 2.LCPH 2.24.1.3 - 1</b>

AERODROME OBSTACLE CHART - ICAO TYPE A .....	AD 2.LCPH 2.24.4 - 1
IAC VOR/DME S RWY 11 - ICAO .....	AD 2.LCPH 2.24.2.1 - 1
IAC VOR/DME X RWY 11 - ICAO .....	AD 2.LCPH 2.24.2.2 - 1
IAC VOR/DME X RWY 29 - ICAO.....	AD 2.LCPH 2.24.2.3 - 1
IAC ILS/VOR X RWY 29 - ICAO .....	AD 2.LCPH 2.24.2.4 - 1
IAC ILS/NDB (L) RWY 29 - ICAO.....	AD 2.LCPH 2.24.2.5 - 1
IAC ILS VOR Y RWY 29 AD 2.LCPH 2.24.2.6 - 1	
IAC VOR DME Y RWY 29 AD 2.LCPH 2.24.2.7 - 1	
IAC VOR DME Z RWY 11 AD 2.LCPH 2.24.2.8 - 1	
IAC ESERI RNP TO ILS P (GNSS) RWY 29 AD 2.LCPH 2.24.2.9 - 1	
IAC GIPRO RNP TO ILS P (GNSS) RWY 29 AD 2.LCPH 2.24.2.10 - 1	
IAC NORDI RNP TO ILS P (GNSS) RWY 29 AD 2.LCPH 2.24.2.11 - 1	
IAC TOBAL RNP TO ILS P (GNSS) RWY 29 AD 2.LCPH 2.24.2.12 - 1	
STAR RWY 11/29 - ICAO .....	AD 2.LCPH 2.24.3.1 - 1
SID RWY 11 - ICAO .....	AD 2.LCPH 2.24.4.1 - 1
SID RWY 29 - ICAO .....	AD 2.LCPH 2.24.4.2 - 1
SID RNAV (GNSS) RWY 11 - ICAO .....	AD 2.LCPH 2.24.4.3 - 1
SID RNAV (GNSS) RWY 29 - ICAO .....	AD 2.LCPH 2.24.4.4 - 1
VAC ESERI RNAV(GNSS) RWY29 AD 2.LCPH 2.24.5.1 - 1	
VAC TOBAL RNAV (GNSS) RWY 29 AD 2.LCPH 2.24.5.2 - 1	
LCNC - NICOSIA INTERNATIONAL .....	AD 2.LCNC - 1
LCNC AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.LCNC - 1
LCNC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.LCNC - 1
LCNC AD 2.3 OTHER INFORMATION .....	AD 2.LCNC - 1
LCNC AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.LCNC - 1
LCNC AD 2.5 PASSENGER FACILITIES .....	AD 2.LCNC - 1
LCNC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.LCNC - 1
LCNC AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2.LCNC - 1
LCNC AD 2.8 APRONS,TAXIWAYS AND CHECK LOCATIONS DATA .....	AD 2.LCNC - 1
LCNC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.LCNC - 1
LCNC AD 2.10 AERODROME OBSTACLES .....	AD 2.LCNC - 1
LCNC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED .....	AD 2.LCNC - 2
LCNC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.LCNC - 2
LCNC AD 2.13 DECLARED DISTANCES .....	AD 2.LCNC - 2
LCNC AD 2.14 APPROACH AND RUNWAY LIGHTING .....	AD 2.LCNC - 2
LCNC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.LCNC - 2
LCNC AD 2.16 HELICOPTER LANDING AREA .....	AD 2.LCNC - 2
LCNC AD 2.17 ATS AIRSPACE .....	AD 2.LCNC - 2
LCNC AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.LCNC - 2
LCNC AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....	AD 2.LCNC - 2
LCNC AD 2.20 LOCAL TRAFFIC REGULATIONS .....	AD 2.LCNC - 2



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

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# AERODROME CHART-ICAO

34°43'05.08"N  
032°29'06.26"E

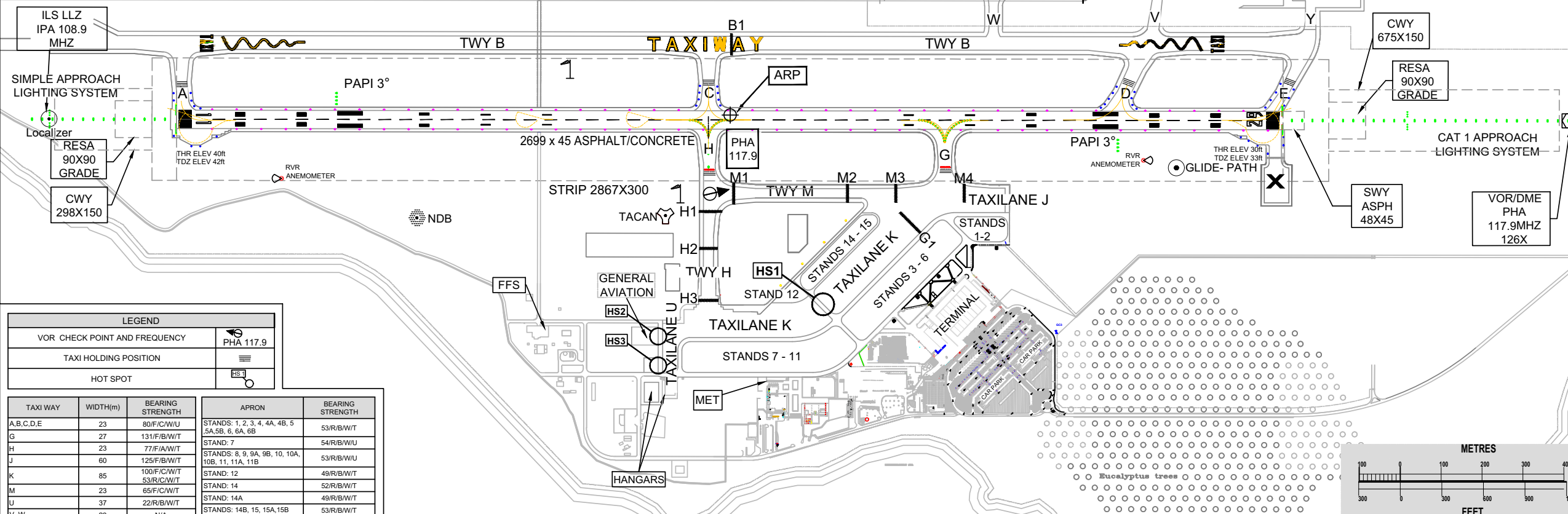
ELEV 42ft

APP 130.625  
TWR 130.625  
ATIS 127.325

PAFOS INTL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH	HOTSPOT NUMBER	AREAS OF CAUTION
11	105°	34 43 20.49 N 32 28 15.61 E	PCN 111 F/C/W/T	HS1	EXERCISE CAUTION - VEHICLES CROSSING TAXILANE K
29	285°	34 42 50.18 N 32 29 55.23 E	PCN 111 F/C/W/T	HS2	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD
THRESHOLD 11		34 43 20.49 N 32 28 15.61 E	PCN 40 R/B/W/T	HS3	EXERCISE CAUTION - AIRCRAFT CROSSING SERVICE ROAD

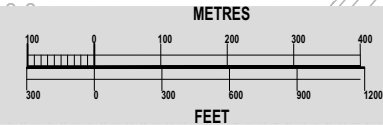
ELEVATIONS IN FEET  
DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC



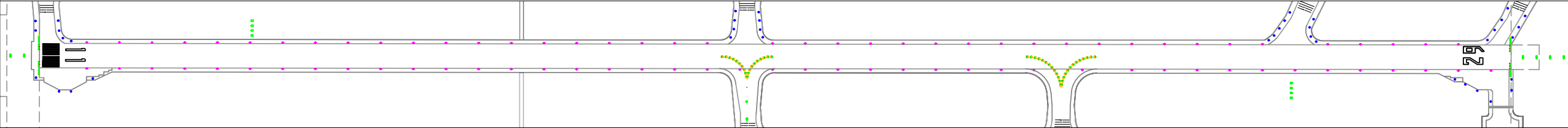
VAR 5°E 2020  
ANNUAL RATE  
OF CHANGE 4.5'E

LEGEND	
VOR CHECK POINT AND FREQUENCY	PHA 117.9
TAXI HOLDING POSITION	[Symbol]
HOT SPOT	HS1

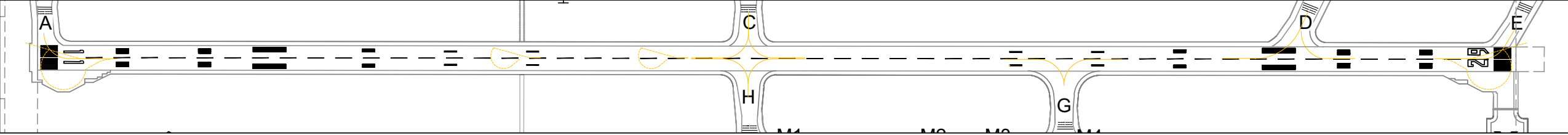
TAXI WAY	WIDTH(m)	BEARING STRENGTH	APRON	BEARING STRENGTH
A,B,C,D,E	23	80/F/C/W/U	STANDS: 1, 2, 3, 4, 4A, 4B, 5, 5A, 5B, 6, 6A, 6B	53/R/B/W/T
G	27	131/F/B/W/T	STAND: 7	54/R/B/W/U
H	23	77/F/A/W/T	STANDS: 8, 9, 9A, 9B, 10, 10A, 10B, 11, 11A, 11B	53/R/B/W/U
J	60	125/F/B/W/T	STAND: 12	49/R/B/W/T
K	85	100/F/C/W/T 53/R/C/W/T	STAND: 14	52/R/B/W/T
M	23	65/F/C/W/T	STAND: 14A	49/R/B/W/T
U	37	22/R/B/W/T	STANDS: 14B, 15, 15A, 15B	53/R/B/W/T
V, W	23	N/A	General Aviation	22/R/B/W/T
Y	23	N/A		



## LIGHTING AIDS RWY 11/29 AND EXIT TWY

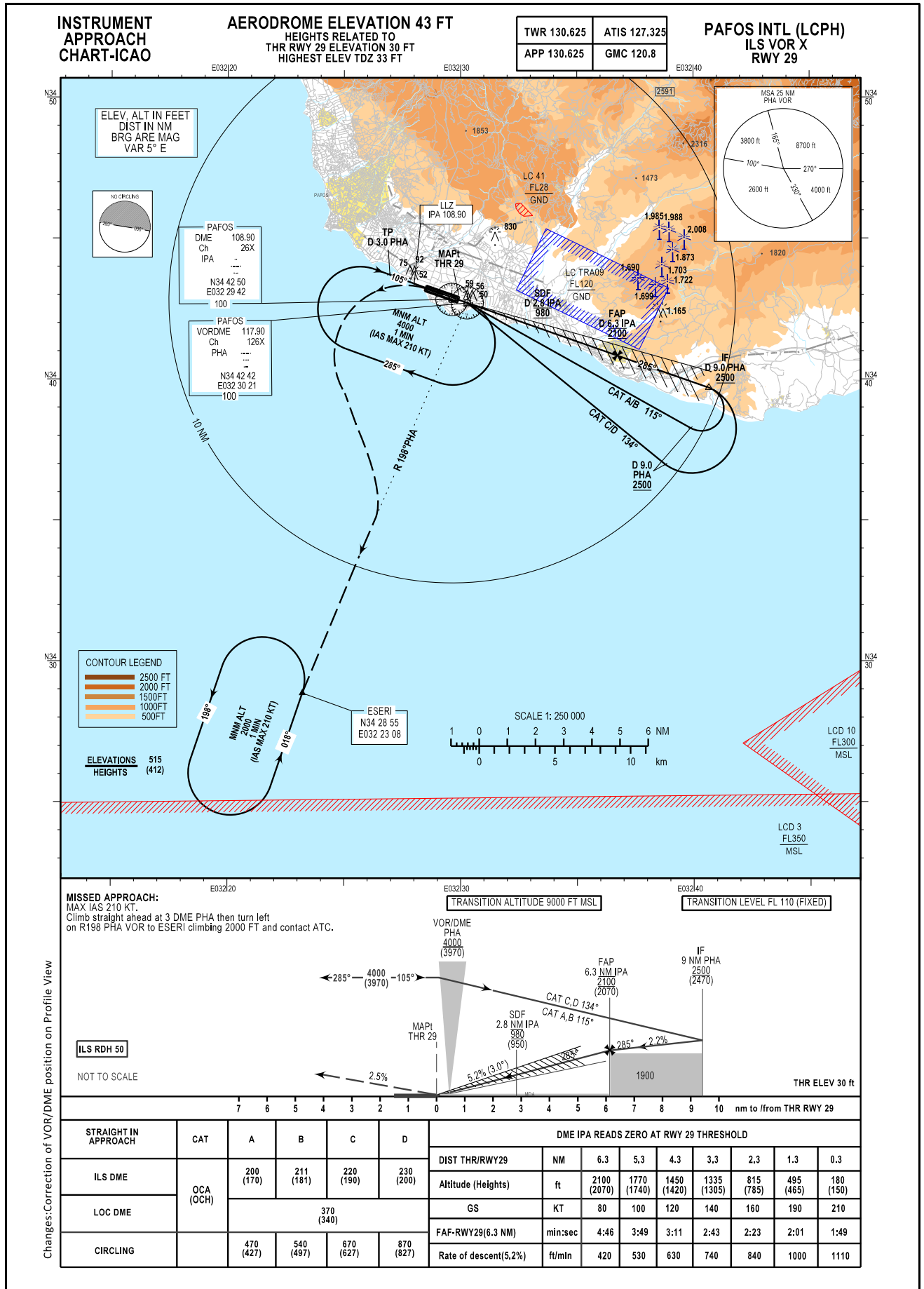


## MARKING AIDS RWY 11/29 AND EXIT TWY

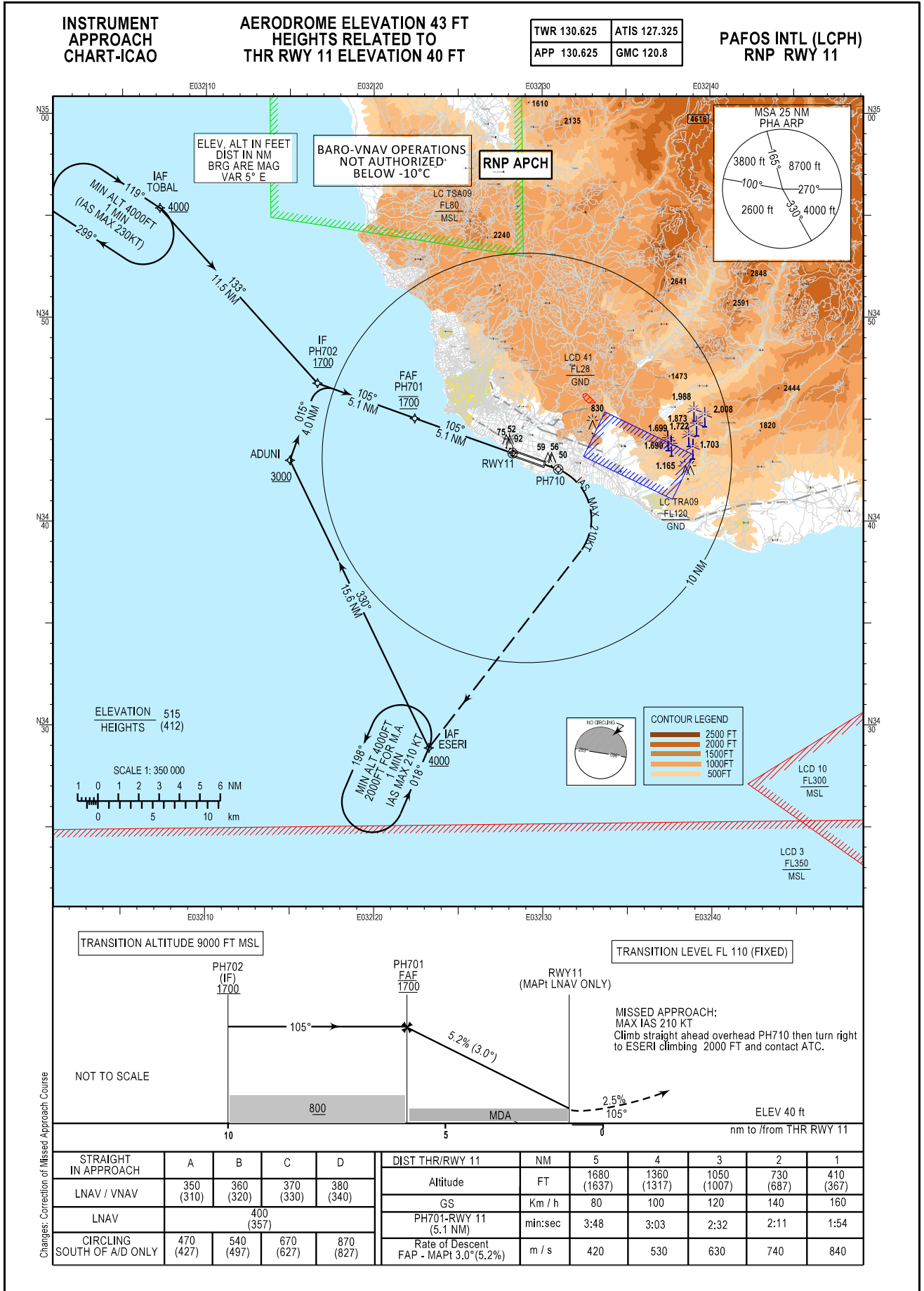


CHANGES: APP FREQUENCY UPDATED

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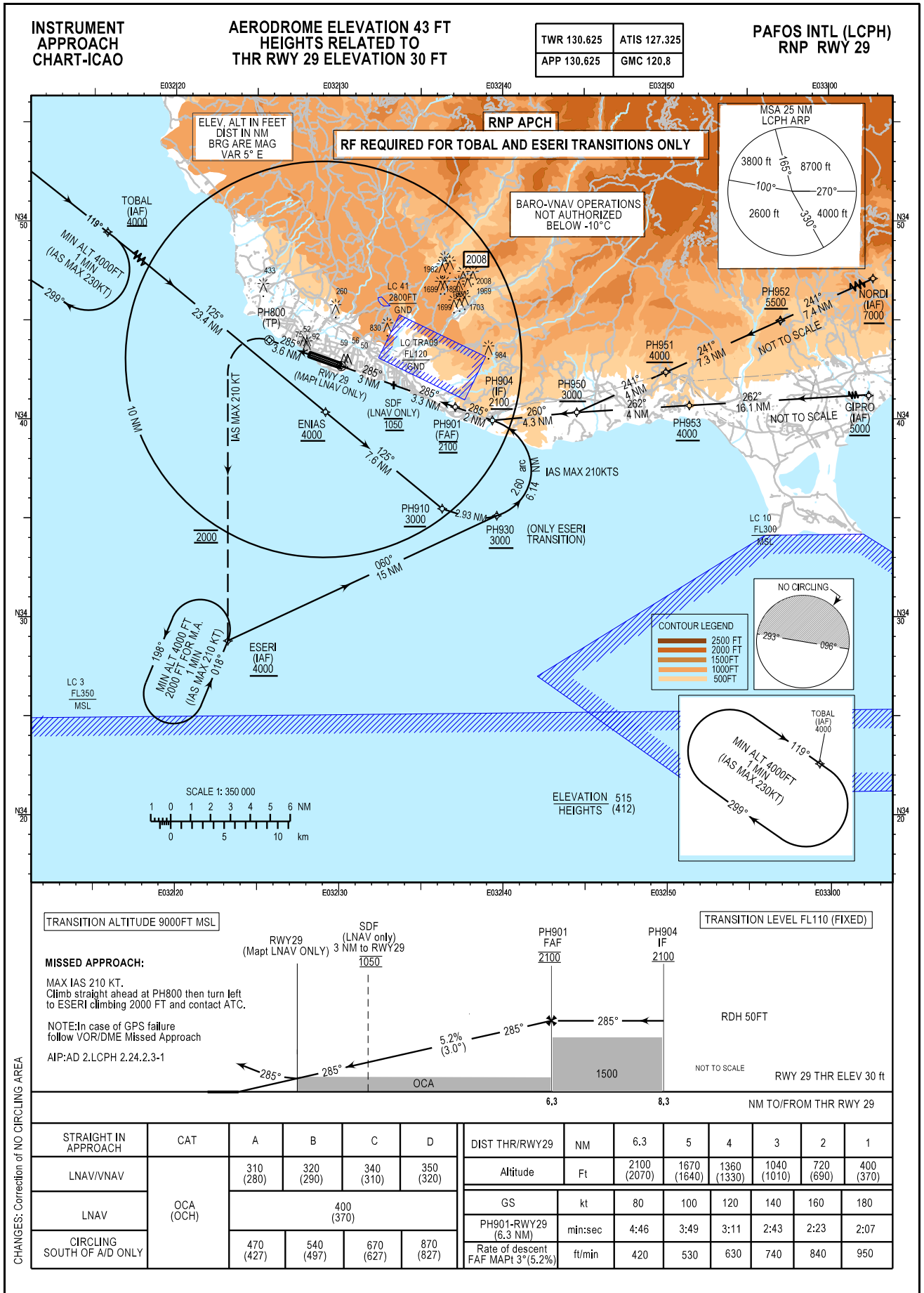


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INSTRUMENT APPROACH CHART-ICAO		AERODROME ELEVATION 43 FT HEIGHTS RELATED TO THR RWY 11 ELEVATION 40 FT					PAFOS INTL (LCPH) RNP RWY 11			
SEQUENCE NUMBER	PATH TERMINATOR	Waypoint IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK °MAG (°TRUE)	DISTANCE NM	TURN DIRECTION	Altitude/ Level(FT)	MAX SPEED KTS	NAVIGATION SPECIFICATIONS
<b>RNP APCH FROM TOBAL</b>										
010	IF	TOBAL	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	PH702	IF	N	133° (138.4°)	11.54	-	A1700+	-	RNP APCH
<b>RNP APCH FROM ESERI</b>										
010	IF	ESERI	IAF	N	-	-	-	A4000+	-	RNP APCH
020	TF	ADUNI	-	N	330° (334.7°)	15.65	-	A3000+	-	RNP APCH
030	TF	PH702	IF	N	015° (20.1°)	4.00	R	A1700+	-	RNP APCH
010	IF	PH702	IF	N	-	-	-	A1700+	-	RNP APCH
020	TF	PH701	FAF	N	105° (110.1°)	5.10	-	@1700	-	RNP APCH
030	TF	RWY11	LTP/FTP	Y	105° (110.1°)	5.05	-	@91	-	RNP APCH
040	CF	PH710	TP	Y	105° (110.1°)	2.88	-	-	210	RNP APCH
050	DF	ESERI	MAHF	N	-	-	R	@2000	210	RNP APCH
<b>RNAV HOLDINGS</b>										
HOLDING POINT	INBOUND TRACK °True	INBOUND TRACK °MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time				
ESERI	024°	018°	L	210	A4000 (A2000 for M.A)	1 MINUTE				
TOBAL	124°	119°	R	230	A4000	1 MINUTE				
<b>WAYPOINT LIST</b>										
Waypoint Identifier	Coordinates									
TOBAL	34 55 30.00N 032 07 24.00E									
ESERI	34 28 55.16N 032 23 07.66E									
ADUNI	34 43 05.15N 032 15 01.59E									
PH702	34 46 50.90N 032 16 41.73E									
Waypoint Identifier	Coordinates									
PH701	34 45 05.34N 032 22 30.43E									
PH710	34 42 20.71N 032 31 32.76E									
RWY11	34 43 20.49N 032 28 15.61E									





INSTRUMENT  
APPROACH  
CHART-ICAO

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

PAFOS INTL (LCPH)

RNP RWY 29

SEQUENCE NUMBER	PATH TERMINATOR	IDENTIFIER	TYPE	FLYOVER	COURSE/TRACK	DISTANCE NM	TURN DIRECTION	LEVEL FT	MAX SPEED KTS	NAVIGATION SPECIFICATIONS	
<b>RNP APCH FROM TOBAL</b>											
010	IF	TOBAL	IAF	N	-	-	-	A4000+	-	RNP APCH	
020	TF	ENIAS	-	N	125° (129.9°)	23.41	-	A4000+	-	RNP APCH	
030	TF	PH910	-	N	125° (130.1°)	7.64	-	A3000+	-	RNP APCH	
040	RF	PH904	IF	N	-	9.07	L	A2100+	210	RNP APCH	
<b>RNP APCH FROM ESERI</b>											
010	IF	ESERI	IAF	N	-	-	-	A4000+	-	RNP APCH	
020	TF	PH930	-	N	060° (65.4°)	14.96	-	A3000+	-	RNP APCH	
030	RF	PH904	IF	N	-	6.14	L	A2100+	210	RNP APCH	
<b>RNP APCH FROM NORDI</b>											
010	IF	NORDI	IAF	N	-	-	-	A7000+	-	RNP1	
020	TF	PH952	-	N	241° (246.5°)	7.39	-	A5500+	-	RNP APCH	
030	TF	PH951	-	N	241° (246.4°)	7.26	-	A4000+	-	RNP APCH	
040	TF	PH950	-	N	241° (246.1°)	4.00	-	A3000+	-	RNP APCH	
050	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH	
<b>RNP APCH FROM GIPRO</b>											
010	IF	GIPRO	IAF	N	-	-	-	A5000+	-	RNP1	
020	TF	PH953	-	N	262° (267.4°)	16.10	-	A4000+	-	RNP APCH	
030	TF	PH950	-	N	262° (267.2°)	4.00	-	A3000+	-	RNP APCH	
040	TF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH	
010	IF	PH904	IF	N	260° (265.1°)	4.27	-	A2100+	-	RNP APCH	
020	TF	PH901	FAF	N	285° (290.3°)	2.00	-	A2100@	-	RNP APCH	
030	TF	RWY29	LTP/FTP	Y	285° (290.3°)	6.33	-	A80@	-	RNP APCH	
040	CF	PH800	TP	Y	285° (290.3°)	3.62	-	-	210	RNP APCH	
050	DF	ESERI	MAHP	Y	-	-	-	A2000@	210	RNP APCH	
		PHC08	RF CENTER	-	ARC RADIUS 2.6 NM						RNP APCH

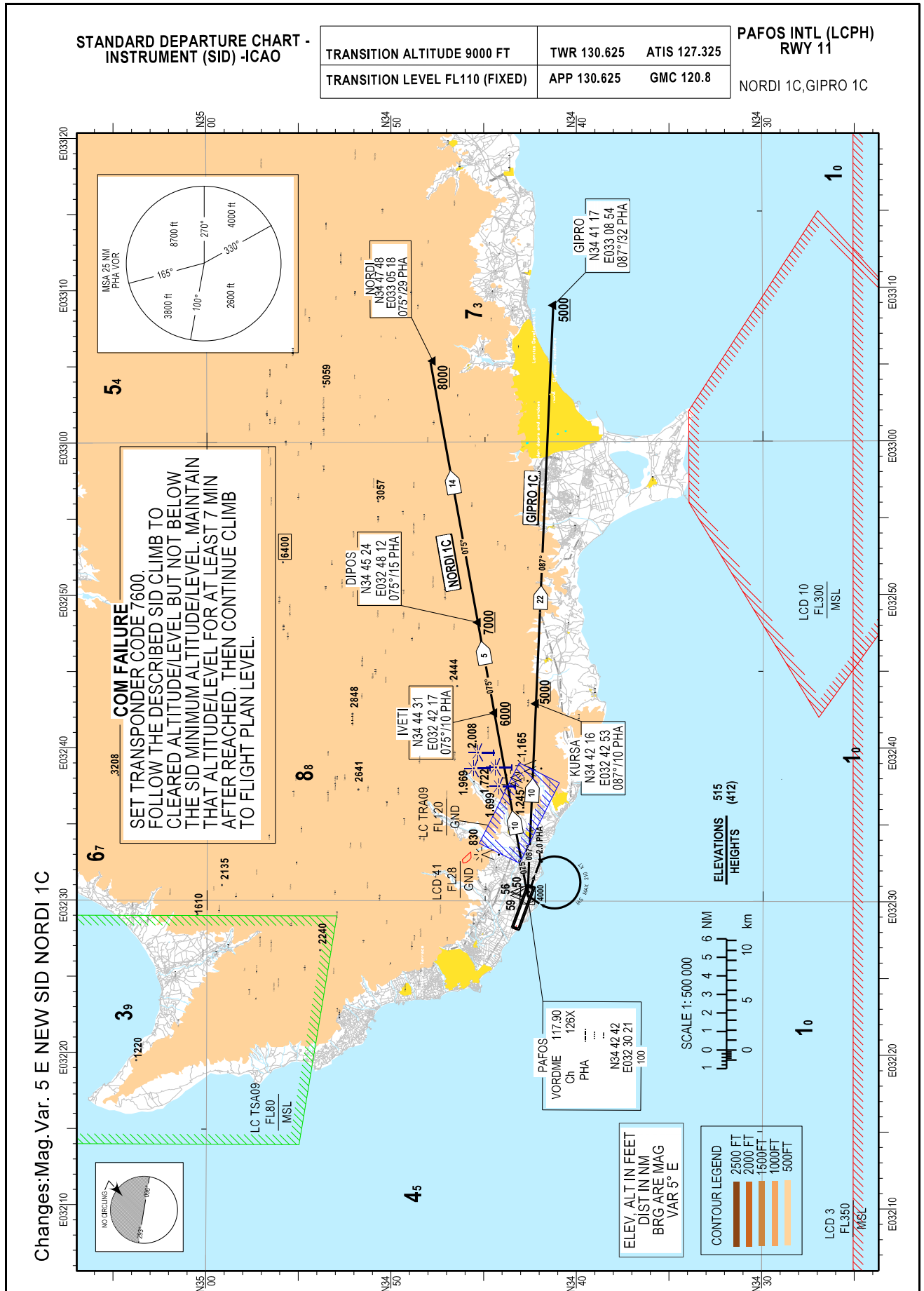
**RNAV HOLDINGS**

HOLDING POINT	INBOUND TRACK *True	INBOUND TRACK *MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT / MSL / FL	Time
ESERI	024°	018°	L	210	A4000 (A2000 FOR M.A.)	1 MINUTE
TOBAL	124°	119°	R	230	A4000	1 MINUTE

**WAYPOINT LIST**

Waypoint Identifier	Coordinates
TOBAL	34 55 30.00N 032 07 24.00E
ENIAS	34 40 26.45N 032 29 11.46E
ESERI	34 28 55.16N 032 23 07.66E
NORDI	34 47 48.00N 033 05 18.00E
GIPRO	34 41 17.09N 033 08.54.47E
RWY29	34 42 50.18N 032 29 55.23E
SDF	34 41 47.03N 032 33 22.56E
PH904	34 39 56.64N 032 39 24.06E
PH910	34 35 30.64N 032 36 16.57E

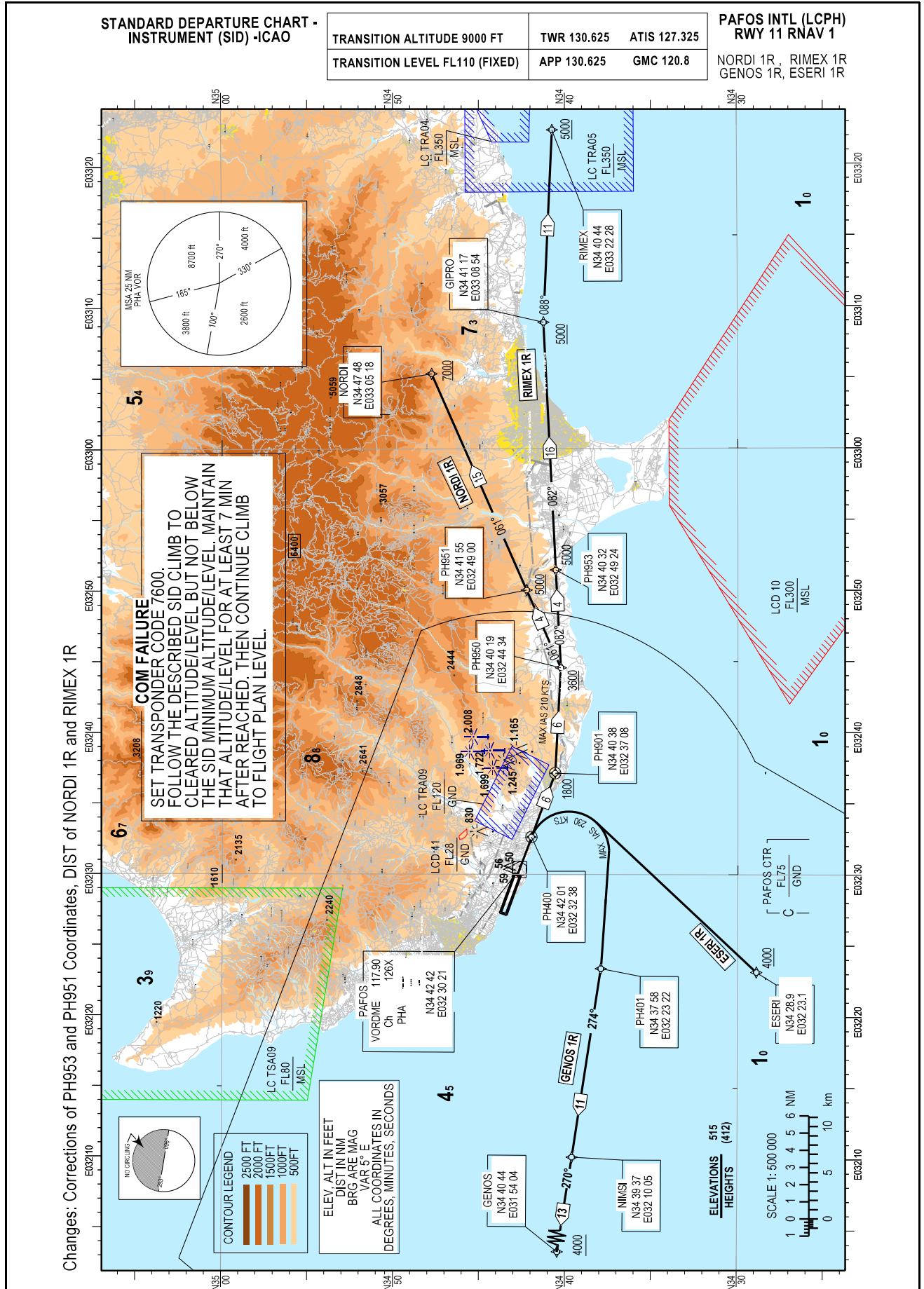
Waypoint Identifier	Coordinates
PH930	34 35 07.82N 032 39 36.50E
PH950	34 40 18.88N 032 44 33.72E
PH951	34 41 55.48N 032 49 00.21E
PH952	34 44 50.46N 032 57 04.51E
PH953	34 40 31.90N 032 49 24.28E
PH800	34 44 05.45N 032 25 47.76E
PH901	34 40 38.35N 032 37 07.61E
PHC08	34 37 30.11N 032 38 18.39E



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PROCEDURE DESCRIPTION SID RWY 11 NORDI 1C, GIPRO 1C		
SID DESIGNATOR	ROUTING	MEL/MEA
NORDI 1 C DEPARTURE	AT 2NM PHA TURN RIGHT OVERHEAD PHA VOR AND FOLLOW R075 PHA VOR TO IVETI THEN DIPOS AND THEN NORDI. (MAX IAS DURING TURN 210 KT) (MIN PDG 4.0% TILL 4000FT)	PHA VOR: 4000 FT OR ABOVE IVETI: 6000 FT OR ABOVE DIPOS: 7000 FT OR ABOVE NORDI: 8000FT OR ABOVE
GIPRO 1C DEPARTURE	AT 2NM PHA TURN RIGHT OVERHEAD PHA VOR AND FOLLOW R087 PHA VOR TO KURSA AND THEN TO GIPRO. (MAX IAS DURING TURN 210 KT) (MIN PDG 4.0% TILL 4000FT)	PHA VOR: 4000 FT OR ABOVE KURSA: 5000 FT OR ABOVE GIPRO: 5000 FT OR ABOVE

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**PROCEDURES DESCRIPTION SID RWY 11 RNAV 1  
NORDI 1R, RIMEX 1R, GENOS 1R, ESERI 1R**

SID Designator	Routing	Altitude/Level
NORDI 1R	CLIMB STRAIGHT AHEAD TO PH901, THEN TURN LEFT TO PH950, THEN TO PH951 AND THEN TO NORDI. (MIN PDG 5.0% UNTIL 5000FT) (MAX IAS 210 KT UNTIL PH950)	PH901: 1800FT OR ABOVE PH950: 3600FT OR ABOVE PH951: 5000FT OR ABOVE NORDI: 7000FT OR ABOVE
RIMEX 1R	CLIMB STRAIGHT AHEAD TO PH901, THEN TURN LEFT TO PH950, THEN TO PH953, THEN TO GIPRO AND THEN TO RIMEX. (MIN PDG 5.0% UNTIL 5000FT) (MAX IAS 210 KT UNTIL PH950)	PH901: 1800FT OR ABOVE PH950: 3600FT OR ABOVE PH953: 5000FT OR ABOVE GIPRO: 5000FT OR ABOVE RIMEX: 5000FT OR ABOVE
GENOS 1R	CLIMB STRAIGHT AHEAD TO PH400, THEN TURN RIGHT TO PH401, THEN NIMSI AND THEN GENOS (MIN PDG 4.1% UNTIL PH400) (MAX IAS DURING TURN 230 KT)	PH400: 550FT OR ABOVE GENOS: 4000FT OR ABOVE
ESERI 1R	CLIMB STRAIGHT AHEAD TO PH400, THEN TURN RIGHT DIRECT TO ESERI (MIN PDG 4.1% UNTIL PH400) (MAX IAS DURING TURN 230 KT)	PH400: 550FT OR ABOVE ESERI: 4000FT OR ABOVE

**NORDI 1R**

Path Terminator	Identifier	Coordinates	Flyover	Course/Track *Mag (*True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
DF	PH901	344038.4N 0323707.6E	Y	-	-	-	A1800+	210	RNAV 1	-
DF	PH950	344018.9N 0324433.7E	N	-	-	L	A3600+	210	RNAV 1	-
TF	PH951	344155.5N 0324900.2E	N	061° (066.3°)	4.0	L	A5000+	-	RNAV 1	-
TF	NORDI	344748.0N 0330518.0E	N	061° (066.3°)	14.7	N/A	A7000+	-	RNAV 1	-

**RIMEX 1R**

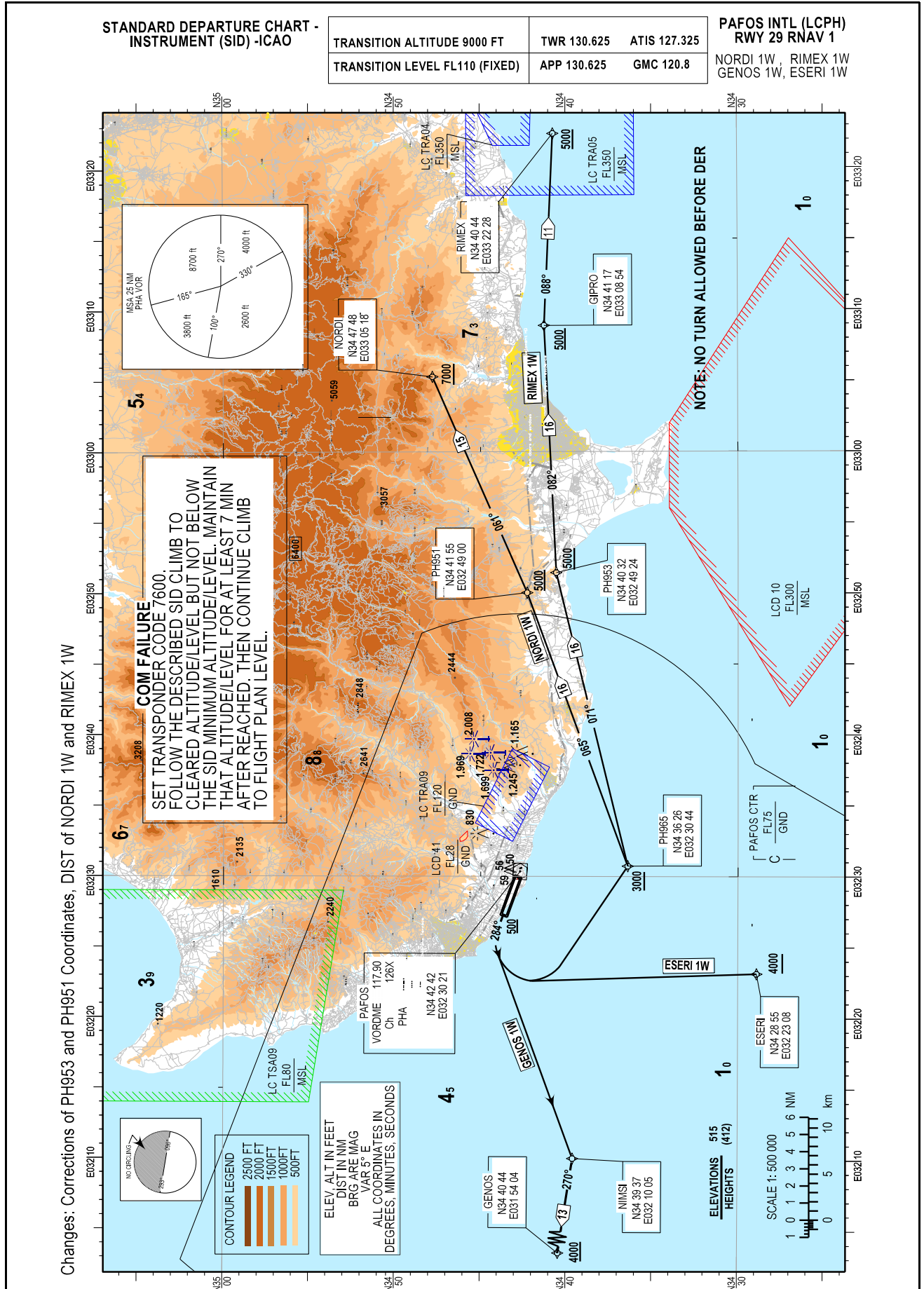
DF	PH901	344038.4N 0323707.6E	Y	-	-	-	A1800+	210	RNAV 1	-
DF	PH950	344018.9N 0324433.7E	N	-	-	L	A3600+	210	RNAV 1	-
TF	PH953	344031.9N 0324924.3E	N	082° (087.1°)	4.0	-	A5000+	-	RNAV 1	-
TF	GIPRO	344117.1N 0330854.5E	N	082° (087.2°)	16.1	-	A5000+	-	RNAV 1	-
TF	RIMEX	344044.2N 0332227.6E	N	088° (092.7°)	11.2	-	A5000+	-	RNAV 1	-

**GENOS 1R**

DF	PH400	344201.0N 0323238.0E	Y	-	-	-	A550+	230	RNAV 1	-
DF	PH401	343758.0N 0322322.0E	N	-	-	R	-	-	RNAV 1	-
TF	NIMSI	343937.1N 0321005.2E	N	274° (278.6°)	11.1	-	-	-	RNAV 1	-
TF	GENOS	344044.0N 0315404.0E	N	270° (274.9°)	13.3	-	A4000+	-	RNAV 1	-

**ESERI 1R**

DF	PH400	344201.0N 0323238.0E	Y	-	-	-	A550+	230	RNAV1	-
DF	ESERI	342855.2N 0322307.7E	N	-	-	R	-	-	RNAV1	-



PROCEDURES DESCRIPTION SID RWY 29 RNAV 1 NORDI 1W, RIMEX 1W, GENOS 1W, ESERI 1W (Note: NO TURN ALLOWED BEFORE DER)										
SID Designator		Routing						Altitude/Level		
NORDI 1W		CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH951 AND THEN TO NORDI.						PH965: 3000FT OR ABOVE PH951: 5000FT OR ABOVE NORDI: 7000FT OR ABOVE		
RIMEX 1W		CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT DIRECT TO PH965 THEN TO PH953 THEN TO GIPRO THEN TO RIMEX.						PH965: 3000FT OR ABOVE PH953: 5000FT OR ABOVE GIPRO: 5000FT OR ABOVE RIMEX: 5000FT OR ABOVE		
GENOS 1W		CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT TO NIMS1 THEN GENOS.						GENOS: 4000FT OR ABOVE		
ESERI 1W		CLIMB STRAIGHT AHEAD AND AFTER PASSING 500FT, TURN LEFT ESERI.						ESERI: 4000FT OR ABOVE		
NORDI 1W										
Path Terminator	Identifier	Coordinates	Flyover	Course/Track *Mag (*True)	Distance NM	Turn Direction	Altitude/Level (FT)	Max Speed KTs	Navigation Specifications	Remarks
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343625.7N 0323043.8E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH951	344155.5N 0324900.2E	N	065° (069.7°)	16.0	-	A5000+	-	RNAV 1	-
TF	NORDI	344748.0N 0330518.0E	N	061° (066.3°)	14.7	-	A7000+	-	RNAV 1	-
RIMEX 1W										
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	PH965	343625.7N 0323043.8E	N	-	-	L	A3000+	-	RNAV 1	-
TF	PH953	344031.9N 0324924.3E	N	070° (075.0°)	15.9	-	A5000+	-	RNAV 1	-
TF	GIPRO	344117.1N 0330854.5E	N	082° (087.2°)	16.1	-	A5000+	-	RNAV 1	-
TF	RIMEX	344044.2N 0332227.6E	N	088° (092.7°)	11.2	-	A5000+	-	RNAV 1	-
GENOS 1W										
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV 1	-
DF	NIMS1	343937.1N 0321005.2E	-	-	-	L	-	-	RNAV 1	-
TF	GENOS	344044.0N 0315404.0E	N	270° (274.9°)	13.2	-	A4000+	-	RNAV 1	-
ESERI 1W										
CA	-	-	-	284° (289.0°)	-	-	A500+	-	RNAV1	-
DF	ESERI	342855.2N 0322307.7E	N	-	-	L	A4000+	-	RNAV1	-