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**REPUBLIC OF CYPRUS**

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**AIRAC AIP AMDT 002/22**

Publication Date: 20 Oct 2022  
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**1. Amendment content:**

The following sections of AIP were updated:

GEN 1.7 Differences Annexes 1, 6, 8, 14 and Doc 9981  
GEN 2.1 Public holidays 2023  
GEN 2.7 General

AD LCLK 2.13 Declared Distances  
AD LCPH 2.3 Declared Distances

**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:**

A0613/22, A1206/22

**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 1.7 - 1/2  
GEN 1.7 - 3/4  
GEN 1.7 - 5/6  
GEN 1.7 - 7/8  
GEN 1.7 - 9/10  
GEN 1.7 - 11/12  
GEN 2.1 - 1/2  
GEN 2.7 - 1/2  
GEN 2.7 - 3/4  
ENR 0.6 - 1/2  
ENR 0.6 - 3/4  
AD 0.6 - 1/2  
AD 0.6 - 3/4  
AD 0.6 - 5/6  
AD 2.LCLK - 9/10  
AD 2.LCPH - 5/6

**Remove the following pages**

01 DEC 22	GEN 0.2 - 1/2	19 MAY 22
01 DEC 22	GEN 0.4 - 1/2	19 MAY 22
01 DEC 22	GEN 0.4 - 3/4	19 MAY 22
01 DEC 22	GEN 0.6 - 1/2	19 MAY 22
01 DEC 22	GEN 0.6 - 3/4	19 MAY 22
01 DEC 22	GEN 1.7 - 1/2	23 MAY 19
01 DEC 22	GEN 1.7 - 3/4	23 MAY 19
01 DEC 22	GEN 1.7 - 5/6	22 APR 21
01 DEC 22	GEN 1.7 - 7/8	22 APR 21
01 DEC 22	GEN 1.7 - 9/10	22 APR 21
01 DEC 22		
01 DEC 22	GEN 2.1 - 1/2	30 DEC 21
01 DEC 22	GEN 2.7 - 1/2	07 JUL 16
01 DEC 22	GEN 2.7 - 3/4	04 APR 13
01 DEC 22	ENR 0.6 - 1/2	19 MAY 22
01 DEC 22	ENR 0.6 - 3/4	19 MAY 22
01 DEC 22	AD 0.6 - 1/2	19 MAY 22
01 DEC 22	AD 0.6 - 3/4	19 MAY 22
01 DEC 22	AD 0.6 - 5/6	19 MAY 22
01 DEC 22	AD 2.LCLK - 9/10	05 NOV 20
01 DEC 22	AD 2.LCPH - 5/6	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	
005/2021	18-Nov-2021	30-Dec-2021	
001/2022	07-Apr-2022	19-May-2022	
002/2022	20-Oct-2022	01-Dec-2022	

<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	01 DEC 22	GEN 0.6 - 1	01 DEC 22
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	01 DEC 22	GEN 0.6 - 2	01 DEC 22
GEN 0.2 - 1	01 DEC 22	GEN 0.4 - 3	01 DEC 22	GEN 0.6 - 3	01 DEC 22
GEN 0.2 - 2	01 DEC 22	GEN 0.4 - 4	01 DEC 22	GEN 0.6 - 4	01 DEC 22

**GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**

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

**GEN 2 TABLES AND CODES**

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

**GEN 3 SERVICES**

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

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

## GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

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

## PART 2 - EN-ROUTE (ENR)

### ENR 0

ENR 0.1 - 1	04 APR 13	ENR 0.3 - 2	04 APR 13	ENR 0.6 - 1	01 DEC 22
ENR 0.1 - 2	04 APR 13	ENR 0.4 - 1	04 APR 13	ENR 0.6 - 2	01 DEC 22
ENR 0.2 - 1	04 APR 13	ENR 0.4 - 2	04 APR 13	ENR 0.6 - 3	01 DEC 22
ENR 0.2 - 2	04 APR 13	ENR 0.5 - 1	04 APR 13	ENR 0.6 - 4	01 DEC 22
ENR 0.3 - 1	04 APR 13	ENR 0.5 - 2	04 APR 13		

### ENR 1 GENERAL RULES AND PROCEDURES

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

### ENR 2 AIR TRAFFIC SERVICES AIRSPACE

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

### ENR 3 ATS ROUTES

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

ENR 3.2 - 2	13 AUG 20	ENR 3.3 - 15	13 AUG 20	ENR 3.3 - 30	15 JUL 21
ENR 3.3 - 1	13 AUG 20	ENR 3.3 - 16	13 AUG 20	ENR 3.3 - 31	13 AUG 20
ENR 3.3 - 2	13 AUG 20	ENR 3.3 - 17	13 AUG 20	ENR 3.3 - 32	13 AUG 20
ENR 3.3 - 3	13 AUG 20	ENR 3.3 - 18	13 AUG 20	ENR 3.3 - 33	13 AUG 20
ENR 3.3 - 4	13 AUG 20	ENR 3.3 - 19	13 AUG 20	ENR 3.3 - 34	13 AUG 20
ENR 3.3 - 5	13 AUG 20	ENR 3.3 - 20	13 AUG 20	ENR 3.3 - 35	13 AUG 20
ENR 3.3 - 6	13 AUG 20	ENR 3.3 - 21	13 AUG 20	ENR 3.3 - 36	13 AUG 20
ENR 3.3 - 7	15 JUL 21	ENR 3.3 - 22	13 AUG 20	ENR 3.4 - 1	04 APR 13
ENR 3.3 - 8	15 JUL 21	ENR 3.3 - 23	15 JUL 21	ENR 3.4 - 2	04 APR 13
ENR 3.3 - 9	02 DEC 21	ENR 3.3 - 24	15 JUL 21	ENR 3.5 - 1	04 APR 13
ENR 3.3 - 10	02 DEC 21	ENR 3.3 - 25	13 AUG 20	ENR 3.5 - 2	04 APR 13
ENR 3.3 - 11	13 AUG 20	ENR 3.3 - 26	13 AUG 20	ENR 3.6 - 1	26 MAR 20
ENR 3.3 - 12	13 AUG 20	ENR 3.3 - 27	13 AUG 20	ENR 3.6 - 2	26 MAR 20
ENR 3.3 - 13	13 AUG 20	ENR 3.3 - 28	13 AUG 20		
ENR 3.3 - 14	13 AUG 20	ENR 3.3 - 29	15 JUL 21		

**ENR 4 RADIO NAVIGATION AIDS/SYSTEMS**

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

**ENR 5 NAVIGATION WARNINGS**

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

**ENR 6 EN-ROUTE CHARTS**

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

**PART 3 - AERODROMES (AD)****AD 0**

AD 0.1 - 1	04 APR 13	AD 0.4 - 1	04 APR 13	AD 0.6 - 3	01 DEC 22
AD 0.1 - 2	04 APR 13	AD 0.4 - 2	04 APR 13	AD 0.6 - 4	01 DEC 22
AD 0.2 - 1	04 APR 13	AD 0.5 - 1	04 APR 13	AD 0.6 - 5	01 DEC 22
AD 0.2 - 2	04 APR 13	AD 0.5 - 2	04 APR 13	AD 0.6 - 6	01 DEC 22
AD 0.3 - 1	04 APR 13	AD 0.6 - 1	01 DEC 22		
AD 0.3 - 2	04 APR 13	AD 0.6 - 2	01 DEC 22		

**AD 1 AERODROMES/HELIPORTS - INTRODUCTION**

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

**AD 2 AERODROMES**

AD 2.LCLK - 1	15 JUL 21	AD 2.LCLK - 4	19 MAY 22	AD 2.LCLK - 7	05 NOV 20
AD 2.LCLK - 2	15 JUL 21	AD 2.LCLK - 5	13 AUG 20	AD 2.LCLK - 8	05 NOV 20
AD 2.LCLK - 3	19 MAY 22	AD 2.LCLK - 6	13 AUG 20	AD 2.LCLK - 9	01 DEC 22

AD 2.LCLK - 10	01 DEC 22	AD 2.LCLK 2.24.6.1 - 1	19 MAY 22	AD 2.LCRA - 6	22 APR 21
AD 2.LCLK - 11	07 OCT 21	AD 2.LCLK 2.24.6.1 - 2	19 MAY 22		
AD 2.LCLK - 12	07 OCT 21	AD 2.LCPH - 1	07 OCT 21		
AD 2.LCLK - 13	05 NOV 20	AD 2.LCPH - 2	07 OCT 21		
AD 2.LCLK - 14	05 NOV 20	AD 2.LCPH - 3	19 MAY 22		
AD 2.LCLK - 15	05 NOV 20	AD 2.LCPH - 4	19 MAY 22		
AD 2.LCLK - 16	05 NOV 20	AD 2.LCPH - 5	01 DEC 22		
AD 2.LCLK - 17	22 APR 21	AD 2.LCPH - 6	01 DEC 22		
AD 2.LCLK - 18	22 APR 21	AD 2.LCPH - 7	07 OCT 21		
AD 2.LCLK - 19	30 DEC 21	AD 2.LCPH - 8	07 OCT 21		
AD 2.LCLK - 20	30 DEC 21	AD 2.LCPH - 9	07 OCT 21		
AD 2.LCLK 2.24.1.1 - 1	13 AUG 20	AD 2.LCPH - 10	07 OCT 21		
AD 2.LCLK 2.24.1.1 - 2	13 AUG 20	AD 2.LCPH - 11	07 OCT 21		
AD 2.LCLK 2.24.1.2 - 1	13 AUG 20	AD 2.LCPH - 12	07 OCT 21		
AD 2.LCLK 2.24.1.2 - 2	13 AUG 20	AD 2.LCPH 2.24.1.1 - 1	02 DEC 21		
AD 2.LCLK 2.24.1.3 - 1	13 NOV 14	AD 2.LCPH 2.24.1.1 - 2	02 DEC 21		
AD 2.LCLK 2.24.1.3 - 2	13 NOV 14	AD 2.LCPH 2.24.1.2 - 1	07 OCT 21		
AD 2.LCLK 2.24.1.4 - 1	13 NOV 14	AD 2.LCPH 2.24.1.2 - 2	07 OCT 21		
AD 2.LCLK 2.24.1.4 - 2	13 NOV 14	AD 2.LCPH 2.24.1.3 - 1	07 OCT 21		
AD 2.LCLK 2.24.1.5 - 1	10 MAR 11	AD 2.LCPH 2.24.1.3 - 2	07 OCT 21		
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11	AD 2.LCPH 2.24.1.4 - 1	21 OCT 10		
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21	AD 2.LCPH 2.24.1.4 - 2	21 OCT 10		
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21	AD 2.LCPH 2.24.2.1 - 1	07 OCT 21		
AD 2.LCLK 2.24.2.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.1 - 2	07 OCT 21		
AD 2.LCLK 2.24.2.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.2 - 1	07 OCT 21		
AD 2.LCLK 2.24.2.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.2 - 2	07 OCT 21		
AD 2.LCLK 2.24.2.3 - 2	22 APR 21	AD 2.LCPH 2.24.2.3 - 1	19 MAY 22		
AD 2.LCLK 2.24.2.4 - 1	15 JUL 21	AD 2.LCPH 2.24.2.3 - 2	19 MAY 22		
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## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

### ANNEX 1 - PERSONNEL LICENSING 14th edition

#### Chapter 5 Specifications for Personnel Licences

##### 5.1 General

5.1.1 Although electronic licenses are not expressly referred to in the EU Regulatory framework, its provisions are broad enough to include also a digital or electronic license in the domain of personnel licenses, provided that the content therein complies the EU requirements on content of the licenses and the integrity of the license, and the authenticity of the document can be verified.

##### 5.3 Specifications for electronic personnel licences

5.3.1 Specifications of the Electronic personnel licences are not implemented

5.3.1.1 EU Regulatory framework does not require that the licence information shall replicate the information contained in the Licensing Authority's electronic records and contain a common form in accordance with Appendix 4.

5.3.1.2 EU Regulatory framework does not require that the licence shall have the digital signature of the Licensing Authority's officer issuing the licence and the most recent date and time of issue.

5.3.1.3 EU Regulatory framework does not require that Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.

5.3.2 Medium (material)

5.3.2.1 EU Regulatory framework does not require that the licence details shall be displayed on self-contained mobile electronic visual display devices.

5.3.2.2 EU Regulatory framework does not require that the image of the licence displayed shall contain suitable active security features to differentiate it from a static image.

5.3.3 EU Regulatory framework does not require that the licence shall include the acronym "ICAO" as a hyperlink to an electronic display of the licence in the English language in accordance with the common form in Appendix 4

5.3.4 EU Regulatory framework does not require that the licence shall contain a view that replicates the wording and arrangement, in the English language, of the common form shown in Appendix 4.

5.3.5.1 EU Regulatory framework does not require that the authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.

5.3.5.2 EU Regulatory framework does not require that the authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.

5.3.6 EU Regulatory framework does not require that the licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Licensing Authority.

5.3.7 EU Regulatory framework does not require that when supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Appendix 4.

APPENDIX 4. Common form of the electronic personnel licence is not implemented.

## **ANNEX 2 - RULES OF THE AIR 10th edition**

### **Chapter 3**

#### **3.2.2**

New Provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies:

'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'

#### **3.2.3.2 (b)**

Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text):

'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.'

#### **3.2.5 (c) and (d)**

Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that sub-paragraphs (c) and (d) do not apply to balloons:

'(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;

(d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'

#### **3.3.1.2**

ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b). The differences between this ICAO Standard and this Union regulation are as follows:

- With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows:

'any flight across international borders, unless otherwise prescribed by the States concerned.'

- With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows:

'(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'

#### **3.2.2.4**

New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that:

'(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'

### **3.8 and Appendix 2**

The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.

## Chapter 4

### 4.6

ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows:

'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft;

(2) elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.'

**ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION** 17th edition

## Chapter 5

New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies:  
(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.

**ANNEX 4 - AERONAUTICAL CHARTS** 10th edition

## Chapter 12

### 12.2

Visual Approach Chart - ICAO is not produced.

## Chapter 16

### 16.2

World Aeronautical Chart - ICAO is not produced.

## Chapter 18

### 18.2

Aeronautical Navigation Chart - ICAO Small scale is not produced.

## Chapter 20

Electronic Aeronautical Chart Display - ICAO is not produced.

**ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS** 4th edition

NIL

**ANNEX 6 - OPERATION OF AIRCRAFT** Part 1 12th edition, Part 2 6th edition, part 3 6th edition

Part I, Chapter 6 - Aeroplane instruments, equipment and flight documents

6.26 Turbine aeroplane - runway overrun awareness and alerting system (ROAAS)

The ICAO amendment applies as of 1 January 2026. However, point 26.206 of Regulation (EU) 2015/640, as introduced by Regulation 2020/1159 will become applicable as of 1 January 2025, for aeroplanes subject to that Regulation (aeroplanes of more than 5700 kg maximum certificated take-off weight).

The ICAO standard for ROAAS is applicable to commercial air transport operations with aircraft over 5700 kg. In the EU regulatory framework, aircraft certificated against the standards of Certification Specification for Commuter Aeroplanes (CS-23, aeroplanes with a maximum take-off mass of 8618 kg) are excluded from the requirement to be equipped with ROAAS. (This compliance status applies as from 1 January 2026.)

**ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS 5th edition**

NIL

**ANNEX 8 - AIRWORTHINESS OF AIRCRAFT 13th edition**

Part IIIB, Chapter 4 Design and construction

4.2(g)(4) The standard for the design approval holder to provide to the operator the design elements associated with cargo compartment fire protection has not been implemented. The aim is to complete the transposition of the standard before it becomes applicable to individual aeroplanes issued with certificate or airworthiness on or after 1 January 2025.

**ANNEX 9 - FACILITATION 12th edition**

**Chapter 2**

**2.14**

The presentation of cargo manifest is required.

**2.14 (a) and (b)**

Information concerning the nature of goods is required in the Cargo Manifest.

**Chapter 3**

**3.24**

Visas are normally granted for three months and may be renewed on application. Visas for any number of journey in a stated period may be granted on a reciprocal basis.

**3.27**

The format of the Embarkation / Disembarkation Card differs from the format set forth in Appendix 5 to Annex 9.

**ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS Vol. 1 6th edition, Vol. 2 6th edition, Vol. 3 2nd edition, Vol. 4 4th edition, Vol. 5 2nd edition**

**Volume II, Chapter 5**

**5.2.1.4.1**

ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences. The differences between that ICAO Standard and that Union Regulation are as follows: SERA.14035 Transmission of numbers in radio-telephony.

(a) Transmission of numbers

1. All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.
  - i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.



- ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as 'ONE THOUSAND'.
  - iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.
2. All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'.
  3. In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.
  4. When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.
  5. Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'.
  6. All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radio-telephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

#### 5.2.1.7.3.2.3

ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows:

SERA.14055 Radio-telephony procedures

(b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.

### ANNEX 11 - AIR TRAFFIC SERVICES 13th edition

#### Chapter 2

##### 2.25.5

Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.26.5 by stating that:

'Time checks shall be given at least to the nearest minute.'

##### 2.6.1

Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

## Chapter 3

### New provision

Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies:

(b) Clearances issued by air traffic control units shall provide separation:

1. between all flights in airspace Classes A and B;
2. between IFR flights in airspace Classes C, D and E;
3. between IFR flights and VFR flights in airspace Class C;
4. between IFR flights and special VFR flights;
5. between special VFR flights unless otherwise prescribed by the competent authority;

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050 M (10000 FT) during climb or descent, during day in visual meteorological conditions.

#### 3.7.3.1

Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, of the underlined text):

(e) Read-back of clearances and safety-related information shall always be read back:

1. The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:
  - i. ATC route clearances;
  - ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and
  - iii. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and
  - iv. transition levels, whether issued by the controller or contained in ATIS broadcasts.

#### 3.7.3.1.1

Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, of the underlined text):

(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

### New provision.

Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:

SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases, but not limited to, such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:

- a. such flights may be conducted during day only, unless otherwise permitted by the

- competent authority;
- b. by the pilot:
1. clear of cloud and with the surface in sight;
  2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M;
  3. at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and
- c. an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:
1. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M;
  2. the ceiling is not less than 180 M (600 FT).

**ANNEX 12 - SEARCH AND RESCUE 8th edition**

NIL

**ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION 9th edition**

NIL

**ANNEX 14 - AERODROMES Vol. 1 9th edition, Vol. 2 2nd edition**

Aerodromes in the Republic of Cyprus are certified in accordance with the European Regulation EU 139/2014 and hold a European aerodrome certificate. (The status of aerodrome certification can be found in section AD 1.5 of the AIP).

Recommended practices are marked with an asterisk (\*).

**Definitions**

**Instrument Runway Precision Runway**

The definitions of precision RWYs CAT I, II, and III are the same as the ones contained in Annex 14. The definition of non-precision approach RWY does not contain the 1000m visibility criterion, because it is considered non-relevant.

**Non-instrument Runway**

Instrument approach procedures are not allowed on non-instrument runways.

**Chapter 1**

**1.4.1**

European Regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 m or more. These aerodromes are certified under European Regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year or 850 freight movements per year. Aerodromes not covered by European Regulation are certified when they accommodate annually more than 10 000 commercial passengers over a 3 consecutive year period.

## **Chapter 2**

### **2.1.2\***

This recommendation has not been transposed in the European Regulation.

### **2.5.3**

Under European Regulation, this provision has been transposed as Guidance Material.

### **2.11.2\***

See differences regarding articles 9.2 pertaining RFFS.

## **Chapter 3**

### **3.1.8\***

This recommendation has not been transposed in the European Regulation.

### **3.2.1\* and 3.2.2\***

Under European Regulation, the relevant specification is applicable only if the Outer Main Gear Wheel Span (OMGWS) is between 9 m up to but not including 15 m.

### **3.4.12\***

Under European Regulation, this provision has been transposed as Guidance Material.

### **3.8.1\***

Under European Regulation, the provision of radio altimeter operating area is conditional for CAT I runways.

### **3.8.4\***

This provision is transposed in Guidance Material in the European Regulation.

### **3.9.9\***

The European Regulation offers the possibility of different slopes under given conditions.

### **3.9.12\***

The European Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.

### **3.13.6\***

The European Regulation offers the possibility to deviate from clearance distance for height limited objects or if the stand is restricted for aircraft with specific characteristics.

## **Chapter 4**

### **4.2.16**

Under European Regulation:

For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140 m irrespective of the type of avionics.

## Chapter 5

### 5.2.8.4\*

In European Regulation, enhanced taxiway centre line marking are not mandatory.

### 5.2.13.1\*

Under European Regulation, Aircraft stand markings may not be provided where appropriate procedures are in place.

### 5.2.13.2\*

This provision has not been transposed in the European Regulation.

### 5.3.3.3

European Regulation limits the requirement to install an aerodrome beacon, to aerodromes carrying VFR traffic at night only. At least two conditions (instead of 1) should exist for the aerodrome beacon to be provided.

### 5.3.3.6

Under European Regulation, the colour of the flashes alternating with white flashes is not determined.

### 5.3.12.2\*

Under European Regulation, the specification has been transposed as Guidance Material.

### 5.3.15.1 and 5.3.15.2

Under European Regulation, the provision of rapid exit taxiway indicator lights is not mandatory.

### 5.3.17.13\* and 5.3.17.17\*

Under European Regulation, 60 m intervals between taxiway centre line lights are not accepted.

### 5.3.19.2\*

In European Regulation, runway turn pad lights can be omitted when taxiway edge lights and runway turn pad marking provide adequate guidance.

### 5.3.22.1\*

Under European Regulation, the provision of de-icing/anti-icing facility exit lights is not mandatory

### 5.3.24.1\*

Under European Regulation, provision of apron floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition certain apron types are excluded.

## Chapter 6

### 6.1.1.10\* and 6.1.2.3\*

Under European Regulation, the specification has been transposed as Guidance Material.

### 6.2.2.1

Under European Regulation, the marking of vehicles applies to those operating on the manoeuvring area.

#### **6.2.3.18\***

The specification has been transposed as Guidance Material in European Regulation.

#### **6.2.3.30\***

The part of the specification regarding the colour has been partially transposed as Guidance Material in European Regulation

#### **6.2.5.11\***

Under European Regulation, the specification has been transposed as Guidance Material

### **Chapter 9**

#### **9.2.1**

Non-commercial operations with complex aircraft are not excluded from the Requirements for the provision of rescue and fire fighting services. Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and fire fighting services.

#### **9.2.2**

The European Regulation does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.

#### **9.2.4\***

The European Regulation foresee the reduction of the level of protection of an aerodrome when the number of movements of the aircraft in the highest category normally using the aerodrome, is less than 700 in the busiest consecutive three months.

#### **9.2.29\***

European Regulation do not foresee a response time not exceeding three minutes to any other part of the movement area. In addition, the notes regarding the response time have not been fully transposed.

#### **9.2.45\***

Under European Regulation, the task resource analysis due to determine the minimum number of RFFS personnel has been transposed as Guidance Material.

#### **9.3.1\* and 9.3.2\***

Under European Regulation, specifications related to the removal of aircraft have been transposed as Guidance Material.

#### **9.5.1\* and 9.5.3**

These specifications have not been transposed in the European Regulation.

#### **9.5.7**

The European Regulation does not require that the aircraft stands shall be visually monitored to ensure that the recommended clearance distances are provided.

#### **9.8.7\* and 9.8.8\***

Under European Regulation, these recommendations have been transposed as Guidance Material.

#### **9.9.4**

Under European Regulation, the relevant specification may allow the presence of equipment/ installations, following a relevant safety assessment which determines that safety or regularity of operations is not adversely affected.

#### **9.10.5\***

Under European Regulation, this recommendation has been transposed as Guidance Material.

#### **9.11**

This recommendation has not been transposed in European Regulation.

### **Chapter 10**

#### **10.2.3**

Under European Regulation, minimum friction level is defined in Guidance Material.

#### **10.2.5**

The specification has not been transposed in the European Regulation.

#### **10.2.7**

Under European Regulation, the specification has been transposed as Guidance Material.

#### **10.3.5\***

The specifications regarding the use of chemicals to remove ice and frost have not been transposed in the European Regulation.

### **ANNEX 15 - AERONAUTICAL INFORMATION SERVICES 16th edition (amdt 40)**

#### **Chapter 5**

##### **5.3.3 Terrain and obstacle data sets**

Terrain and obstacle data sets requirements are not maintained.

##### **5.2.6 NOTAM**

Reference to the specification for NOTAM to PAMS-AIM Chapter 6 para 6.1.4.3:  
Activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations, can be done with an advance notice of less than seven days.

### **ANNEX 16 - ENVIRONMENTAL PROTECTION Vol. 1 4th edition, Vol. 2 2nd edition**

NIL

### **ANNEX 17 - SECURITY 8th edition**

NIL

### **ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR 3rd edition**

NIL

**Doc 4444**

**Chapter 8**

**8.5.5.1**

Where an aircraft's Mode C displayed level differs from the cleared flight level by 90 M (300 FT) or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the aircraft's level.

**EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010**

The process of establishing national provisions to completely fulfil EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010 (ADQ - AERONAUTICAL DATA QUALITY) has not been completed yet.

All aeronautical data and information published in Cyprus AIP shall be intended as not compliant with EUROPEAN COMMISSION REGULATION (EU) NR. 73/2010 (ADQ) until all the requirements defined in mentioned regulation have been met.



**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	27-02
GREEK NATIONAL DAY	25-03
NATIONAL ANNIVERSARY DAY	01-04
EASTER FRIDAY	14-04
EASTER MONDAY	17-04
LABOUR DAY	01-05
WHIT MONDAY	05-06
FEAST OF THE ASSUMPTION	15-08
INDEPENDENCE DAY	01-10
GREEK NATIONAL DAY	28-10
DAY OF CHRISTMAS EVE	24-12
CHRISTMAS DAY	25-12
BOXING DAY	26-12

**GEN 2.7 SUNRISE/SUNSET**

**1. General**

1.1 The tables on the following pages include two public aerodromes which are being served by the Cyprus Air Traffic Services.

1.2 The times in the tables are given in UTC for the beginning of civil morning twilight (TWIL FROM), sunrise (SR), sunset (SS), and the end of civil evening twilight (TWIL TO) .

1.3 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizon, as commonly used.

1.4 In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the “average year”.

**2. Alphabetical index**

Location	Page
Larnaka/International Pafos/International	GEN 2.7-2 to GEN 2.7-4

3. Sunrise - Sunset tables

LARNAKA LCLK 345244N 0333749E						PAFOS LCPH 344306N 0322900E					
MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO		
JAN	1	0425	0453	1445	1513	JAN	1	0429	0457	1450	1517
-	5	0426	0454	1448	1516	-	5	0430	0458	1453	1520
-	9	0426	0454	1451	1519	-	9	0430	0458	1456	1524
-	13	0426	0453	1455	1522	-	13	0430	0457	1500	1527
-	17	0425	0452	1459	1526	-	17	0429	0457	1503	1531
-	21	0424	0451	1503	1530	-	21	0428	0455	1507	1535
-	25	0422	0449	1507	1533	-	25	0426	0453	1511	1538
-	29	0420	0447	1511	1537	-	29	0424	0451	1515	1542
FEB	2	0417	0444	1515	1541	FEB	2	0421	0448	1519	1546
-	6	0414	0440	1519	1545	-	6	0418	0445	1523	1550
-	10	0411	0437	1523	1549	-	10	0415	0441	1527	1553
-	14	0407	0433	1527	1552	-	14	0411	0437	1531	1557
-	18	0403	0429	1530	1556	-	18	0407	0433	1535	1601
-	22	0358	0424	1534	1600	-	22	0403	0428	1539	1604
-	26	0354	0419	1538	1603	-	26	0358	0424	1542	1608
MAR	2	0349	0414	1541	1607	MAR	2	0353	0419	1546	1611
-	6	0344	0409	1545	1610	-	6	0348	0413	1549	1615
-	10	0338	0404	1548	1613	-	10	0343	0408	1553	1618
-	14	0333	0358	1552	1617	-	14	0338	0403	1556	1621
-	18	0327	0353	1555	1620	-	18	0332	0357	1559	1625
-	22	0322	0347	1558	1623	-	22	0326	0352	1603	1628
-	26	0316	0341	1601	1627	-	26	0321	0346	1606	1631
-	30	0311	0336	1604	1630	-	30	0315	0341	1609	1634
APR	3	0305	0330	1608	1633	APR	3	0310	0335	1612	1637
-	7	0259	0325	1611	1636	-	7	0304	0330	1615	1641
-	11	0254	0320	1614	1640	-	11	0258	0324	1618	1644
-	15	0248	0314	1617	1643	-	15	0253	0319	1621	1647
-	19	0243	0309	1620	1647	-	19	0248	0314	1625	1651
-	23	0238	0304	1624	1650	-	23	0243	0309	1628	1654
-	27	0233	0300	1627	1653	-	27	0238	0305	1631	1658
MAY	1	0228	0255	1630	1657	MAY	1	0233	0300	1634	1701
-	5	0224	0251	1633	1700	-	5	0229	0256	1637	1705
-	9	0220	0248	1636	1704	-	9	0225	0252	1641	1708
-	13	0216	0244	1640	1707	-	13	0221	0249	1644	1712

LARNAKA						PAFOS					
LCLK						LCPH					
345244N 0333749E						344306N 0322900E					
MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO		
-	17	0213	0241	1643	1711	-	17	0218	0246	1647	1715
-	21	0210	0238	1646	1714	-	21	0215	0243	1650	1718
-	25	0208	0236	1649	1717	-	25	0212	0241	1653	1721
-	29	0205	0234	1651	1720	-	29	0210	0239	1656	1724
JUN	2	0204	0233	1654	1723	JUN	2	0209	0238	1658	1727
-	6	0203	0232	1656	1726	-	6	0208	0237	1700	1730
-	10	0202	0231	1658	1728	-	10	0207	0236	1702	1732
-	14	0202	0231	1700	1730	-	14	0207	0236	1704	1734
-	18	0202	0232	1701	1731	-	18	0207	0237	1706	1735
-	22	0203	0232	1702	1732	-	22	0208	0237	1707	1736
-	26	0204	0234	1703	1733	-	26	0209	0239	1707	1737
-	30	0205	0235	1703	1733	-	30	0210	0240	1707	1737
JUL	4	0207	0237	1703	1732	JUL	4	0212	0242	1707	1736
-	8	0210	0239	1702	1732	-	8	0215	0244	1706	1736
-	12	0212	0241	1701	1730	-	12	0217	0246	1705	1734
-	16	0215	0244	1700	1728	-	16	0220	0249	1704	1732
-	20	0218	0246	1657	1726	-	20	0223	0251	1702	1730
-	24	0221	0249	1655	1723	-	24	0226	0254	1659	1728
-	28	0224	0252	1652	1720	-	28	0229	0257	1656	1724
AUG	1	0227	0255	1649	1717	AUG	1	0232	0300	1653	1721
-	5	0230	0258	1645	1713	-	5	0235	0303	1650	1717
-	9	0234	0301	1641	1709	-	9	0239	0306	1646	1713
-	13	0237	0304	1637	1704	-	13	0242	0309	1641	1708
-	17	0240	0307	1633	1659	-	17	0245	0312	1637	1703
-	21	0244	0310	1628	1654	-	21	0248	0315	1632	1658
-	25	0247	0313	1623	1649	-	25	0251	0318	1627	1653
-	29	0250	0316	1617	1643	-	29	0255	0321	1622	1648
SEP	2	0253	0319	1612	1638	SEP	2	0258	0323	1616	1642
-	6	0256	0322	1607	1632	-	6	0301	0326	1611	1637
-	10	0259	0325	1601	1626	-	10	0304	0329	1605	1631
-	14	0302	0327	1555	1621	-	14	0307	0332	1600	1625
-	18	0305	0330	1549	1615	-	18	0310	0335	1554	1619
-	22	0308	0333	1544	1609	-	22	0313	0338	1548	1613
-	26	0311	0336	1538	1603	-	26	0316	0341	1543	1608
-	30	0314	0339	1532	1557	-	30	0318	0344	1537	1602

LARNAKA LCLK 345244N 0333749E					PAFOS LCPH 344306N 0322900E						
MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO		
OCT	4	0317	0342	1527	1552	OCT	4	0321	0347	1531	1556
-	8	0320	0345	1521	1546	-	8	0325	0350	1526	1551
-	12	0323	0348	1516	1541	-	12	0328	0353	1520	1546
-	16	0326	0352	1511	1536	-	16	0331	0356	1515	1541
-	20	0330	0355	1506	1531	-	20	0334	0400	1510	1536
-	24	0333	0359	1501	1527	-	24	0337	0403	1506	1531
-	28	0336	0402	1457	1522	-	28	0341	0407	1501	1527
NOV	1	0340	0406	1452	1518	NOV	1	0344	0410	1457	1523
-	5	0343	0410	1449	1515	-	5	0348	0414	1453	1520
-	9	0347	0413	1445	1512	-	9	0351	0418	1450	1516
-	13	0351	0417	1442	1509	-	13	0355	0422	1447	1514
-	17	0354	0421	1440	1507	-	17	0359	0425	1444	1511
-	21	0358	0425	1437	1505	-	21	0402	0429	1442	1509
-	25	0402	0429	1436	1503	-	25	0406	0433	1441	1508
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	<b>AERODROME GROUND MOVEMENT CHART - ICAO .....</b>	<b>AD 2.LCPH 2.24.1.3 - 1</b>
	<b>AERODROME OBSTACLE CHART - ICAO TYPE A .....</b>	<b>AD 2.LCPH 2.24.1.4 - 1</b>
	<b>IAC VOR/DME S RWY 11 - ICAO .....</b>	<b>AD 2.LCPH 2.24.2.1 - 1</b>
	<b>IAC VOR/DME X RWY 11 - ICAO .....</b>	<b>AD 2.LCPH 2.24.2.2 - 1</b>
	<b>IAC VOR/DME X RWY 29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.2.3 - 1</b>
	<b>IAC ILS/VOR X RWY 29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.2.4 - 1</b>
	<b>IAC RNP RWY 11 - ICAO .....</b>	<b>AD 2.LCPH 2.24.2.5 - 1</b>
	<b>IAC ILS VOR Y RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.6 - 1</b>
	<b>IAC VOR DME Y RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.7 - 1</b>
	<b>IAC VOR DME Z RWY 11 .....</b>	<b>AD 2.LCPH 2.24.2.8 - 1</b>
	<b>IAC ESERI RNP TO ILS P (GNSS) RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.9 - 1</b>
	<b>IAC GIPRO RNP TO ILS P (GNSS) RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.10 - 1</b>
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	<b>IAC TOBAL RNP TO ILS P (GNSS) RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.12 - 1</b>
	<b>IAC RNP RWY 29 .....</b>	<b>AD 2.LCPH 2.24.2.13 - 1</b>
	<b>STAR RWY 11/29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.3.1 - 1</b>
	<b>STAR RNAV RWY 11/29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.3.2 - 1</b>
	<b>SID RWY 11 - ICAO .....</b>	<b>AD 2.LCPH 2.24.4.1 - 1</b>
	<b>SID RWY 29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.4.2 - 1</b>
	<b>SID RNAV (GNSS) RWY 11 - ICAO .....</b>	<b>AD 2.LCPH 2.24.4.3 - 1</b>
	<b>SID RNAV (GNSS) RWY 29 - ICAO .....</b>	<b>AD 2.LCPH 2.24.4.4 - 1</b>
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<b>LCNC AD 2.6</b>	<b>RESCUE AND FIRE FIGHTING SERVICES .....</b>	<b>AD 2.LCNC - 1</b>
<b>LCNC AD 2.7</b>	<b>SEASONAL AVAILABILITY - CLEARING .....</b>	<b>AD 2.LCNC - 1</b>
<b>LCNC AD 2.8</b>	<b>APRONS,TAXIWAYS AND CHECK LOCATIONS DATA .....</b>	<b>AD 2.LCNC - 1</b>
<b>LCNC AD 2.9</b>	<b>SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....</b>	<b>AD 2.LCNC - 1</b>
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Designations RWY NR	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Resa dimensions (M)	OFZ	Remarks
1	8	9	10	11	12	13
04	NIL	166x150	3112x300	90x90	NIL	1) RWY 22 landing threshold displaced. 2) RWY 04/22 has paved shoulders width 7.5 M minimum each side of the RWY giving a total RWY paved width of 60 M. 3) To allow for a RESA for RWY 04, TORA for RWY 04 was reduced by 60 M which is the distance to the end of RWY strip and the beginning of RESA. 4) In order to avoid overloading of paved areas, the occasional movement by ACFT 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 ACFT movements.
22	58x45	506x150		90x90		

**LCLK AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2843	3100	2843	2843	NIL
	2582	2836	2582	-	Take off intersection via TWY G
	1420	1675	1420	-	Take off intersection via TWY D
22	2994	3500	3052	2812	NIL
	2226	2732	2284	-	Take off intersection via TWY B
	1452	1958	1510	-	Take off intersection via TWY D

**LCLK 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
04	SIAL 900 M VRB	VRB GRN	PAPI Left/3°	NIL	NIL	2994 M 60 M WHI VRB	RED VRB	NIL	NIL
22	SIAL 270 M VRB	GRN VRB	PAPI Left/2.75°	NIL	NIL	2994 M 60 M WHI VRB	RED VRB	58 M RED	NIL

**LCLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<b>ABN/IBN location, characteristics and hours of operation</b>	ABN: On top of Tower Building W G 5/SEC H24 IBN: NIL
2	<b>LDI location and LGT</b>	LDI: NIL
	<b>Anemometer location and LGT</b>	1. RWY 04 345155.3N 0333657.7E 2. RWY 22 345242.2N 0333755.0E
3	<b>TWY edge and centre line lighting</b>	Edge: NIL Centre line: TWY A, D, E, F, G, H, L, U, V, W, Y and Z TWY C (from A to H)
4	<b>Secondary power supply/switch-over time</b>	Secondary power supply for navigation and lighting aids: Switch-over time: 5 to 10 SEC maximum. RWY Edge, RWY End and Stop Bar lighting systems are power supplied through UPS systems allowing a switchover time less than 1 second.
5	<b>Remarks</b>	NIL

**LCLK AD 2.16 HELICOPTER LANDING AREA**

1	<b>Coordinates TLOF or THR of FATO</b>	N/A
2	<b>TLOF and/or FATO elevation M/FT</b>	N/A
3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	N/A
4	<b>True and MAG BRG of FATO</b>	N/A
5	<b>Declared distance available</b>	N/A
6	<b>APP and FATO lighting</b>	N/A
7	<b>Remarks</b>	No designated helicopter landing area available. Expect landing at THR 22 or THR 04 taxi or air-taxi instructions by ATC to assigned apron and stand parking area. Marshaller assistance provided.

**LCPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b>	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Visual docking guidance system with traffic lights installed on stands 4,5,9,10 and 11. Pilots are requested to follow the system for parking. 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.
2	<b>RWY/TWY markings and LGT</b>	RWY: EDGE,THR marked and lighted.END lighted. Designation TDZ, Centre line marked, not lighted. TWY: Edge lighted. Centre line, holding positions at all TWY/RWY intersections marked.TWY G and H, RWY intersections marked and lighted.TWY B centre line marked and lighted.
3	<b>Stop bars</b>	Stop bars TWY G and H
4	<b>Remarks</b>	NIL

**LCPH AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	Remarks
a	b		c	a		b	c
11/APP 29/TKOF	ANTENNA LGTD	16 M	344323.83N 0323804.70E	TREE NIL	28 M	344334.38N 0322805.65E	
29 APP 11 TKOF	TREE NIL	17 M	344242.38N 0323033.88E	TREE NIL	23 M	344335.89N 0322753.65E	
	ANTENNA LGTD	18 M	344242.36N 0323020.98E				
	PYLON NIL	15 M	344238N 0323036E				

**LCPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<b>Associated MET Office</b>	PAFOS
2	<b>Hours of service</b>	H24
3	<b>Office responsible for TAF preparation Periods of validity</b>	LARNAKA 6 HRS
4	<b>Type of landing forecast</b>	NIL
5	<b>Briefing/consultation provided</b>	Consultation by telephone from Larnaka MET Office
6	<b>Flight documentation Language(s) used</b>	NIL
7	<b>Charts and other information available for briefing or consultation</b>	NIL
8	<b>Supplementary equipment available for providing information</b>	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	111/F/C/W/T CONC+ASPH	344320.49N 0322815.61E - GUND 22 M (Estimated)	THR 12.3 M	-0.1%
29	290.22°		111/F/C/W/T CONC+ASPH	344250.18N 0322955.23E - GUND 21.9 M (Estimated)	THR 9.2 M TDZ 10.5 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	2867x300	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	298x150		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	2997	2699	2699	NIL
	1889	2187	1889	-	Take off intersection via TWY G