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AIRAC AIP AMDT 002/23

Publication Date: 09 Mar 2023
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1. Amendment content:
The following sections of AIP were updated:

ENR 3.1	Table formatting	
AD 1.1	Aerodrome/heliport availability and conditions of use	updated
AD 1.2	Friction measuring device used and friction level below which RWY is declared slippery when wet.	new
LCLK AD 2.22	Low visibility procedures	updated
LCLK AD 2.25	Visual segment surface	new
LCPH AD 2.19	GP 29 remarks	updated
LCPH AD 2.22	Low visibility procedures	updated
LCPH AD 2.25	Visual segment surface	new

2. Hand corrections to the following pages:
Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:
NOTAM:
Nil
SUP:
Nil
AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	20 APR 23	GEN 0.2 - 1/2	23 MAR 23
GEN 0.4 - 1/2	20 APR 23	GEN 0.4 - 1/2	23 MAR 23
GEN 0.4 - 3/4	20 APR 23	GEN 0.4 - 3/4	23 MAR 23
GEN 0.6 - 1/2	20 APR 23	GEN 0.6 - 1/2	23 MAR 23
GEN 0.6 - 3/4	20 APR 23	GEN 0.6 - 3/4	23 MAR 23
ENR 0.6 - 1/2	20 APR 23	ENR 0.6 - 1/2	23 MAR 23
ENR 0.6 - 3/4	20 APR 23	ENR 0.6 - 3/4	23 MAR 23
ENR 3.1 - 1/2	20 APR 23	ENR 3.1 - 1/2	15 JUL 21
ENR 3.1 - 3/4	20 APR 23	ENR 3.1 - 3/4	15 JUL 21
ENR 3.1 - 5/6	20 APR 23	ENR 3.1 - 5/6	13 AUG 20
ENR 3.1 - 7/8	20 APR 23	ENR 3.1 - 7/8	13 AUG 20
ENR 3.1 - 9/10	20 APR 23	ENR 3.1 - 9/10	15 JUL 21
ENR 3.1 - 11/12	20 APR 23	ENR 3.1 - 11/12	15 JUL 21
ENR 3.1 - 13/14	20 APR 23	ENR 3.1 - 13/14	26 MAR 20
AD 0.6 - 1/2	20 APR 23	AD 0.6 - 1/2	23 MAR 23
AD 0.6 - 3/4	20 APR 23	AD 0.6 - 3/4	23 MAR 23
AD 0.6 - 5/6	20 APR 23	AD 0.6 - 5/6	23 MAR 23
AD 1.1 - 1/2	20 APR 23	AD 1.1 - 1/2	04 APR 13
AD 1.1 - 3/4	20 APR 23	AD 1.1 - 3/4	23 MAY 19
AD 1.2 - 3/4	20 APR 23	AD 1.2 - 3/4	19 MAY 22
AD 2.LCLK - 17/18	20 APR 23	AD 2.LCLK - 17/18	22 APR 21
AD 2.LCLK - 19/20	20 APR 23	AD 2.LCLK - 19/20	30 DEC 21
AD 2.LCPH - 9/10	20 APR 23	AD 2.LCPH - 9/10	07 OCT 21
AD 2.LCPH - 11/12	20 APR 23	AD 2.LCPH - 11/12	07 OCT 21

GEN 0.2 RECORD OF AIP AMENDMENTS

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

NON-AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
001/2013	16-Jun-2013	30-Jun-2013	
001/2015	12-Aug-2015	13-Aug-2015	
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	20 APR 23	GEN 0.6 - 1	20 APR 23
GEN 0.1 - 4	22 JUN 17	GEN 0.4 - 2	20 APR 23	GEN 0.6 - 2	20 APR 23
GEN 0.2 - 1	20 APR 23	GEN 0.4 - 3	20 APR 23	GEN 0.6 - 3	20 APR 23
GEN 0.2 - 2	20 APR 23	GEN 0.4 - 4	20 APR 23	GEN 0.6 - 4	20 APR 23

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

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

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

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

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 6 EN-ROUTE CHARTS

PART 3 - AERODROMES (AD)

AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

AD 2.LCLK - 4	19 MAY 22	AD 2.LCLK 2.24.2.12 - 2	15 JUL 21	AD 2.LCPH 2.24.2.1 - 2	07 OCT 21
AD 2.LCLK - 5	13 AUG 20	AD 2.LCLK 2.24.2.13 - 1	22 APR 21	AD 2.LCPH 2.24.2.2 - 1	07 OCT 21
AD 2.LCLK - 6	13 AUG 20	AD 2.LCLK 2.24.2.13 - 2	22 APR 21	AD 2.LCPH 2.24.2.2 - 2	07 OCT 21
AD 2.LCLK - 7	23 MAR 23	AD 2.LCLK 2.24.3.1 - 1	15 JUL 21	AD 2.LCPH 2.24.2.3 - 1	19 MAY 22
AD 2.LCLK - 8	23 MAR 23	AD 2.LCLK 2.24.3.1 - 2	15 JUL 21	AD 2.LCPH 2.24.2.3 - 2	19 MAY 22
AD 2.LCLK - 9	23 MAR 23	AD 2.LCLK 2.24.3.2 - 1	15 JUL 21	AD 2.LCPH 2.24.2.4 - 1	19 MAY 22
AD 2.LCLK - 10	23 MAR 23	AD 2.LCLK 2.24.3.2 - 2	15 JUL 21	AD 2.LCPH 2.24.2.4 - 2	19 MAY 22
AD 2.LCLK - 11	07 OCT 21	AD 2.LCLK 2.24.3.3 - 1	15 JUL 21	AD 2.LCPH 2.24.2.5 - 1	02 DEC 21
AD 2.LCLK - 12	07 OCT 21	AD 2.LCLK 2.24.3.3 - 2	15 JUL 21	AD 2.LCPH 2.24.2.5 - 2	02 DEC 21
AD 2.LCLK - 13	05 NOV 20	AD 2.LCLK 2.24.3.4 - 1	15 JUL 21	AD 2.LCPH 2.24.2.6 - 1	19 MAY 22
AD 2.LCLK - 14	05 NOV 20	AD 2.LCLK 2.24.3.4 - 2	15 JUL 21	AD 2.LCPH 2.24.2.6 - 2	19 MAY 22
AD 2.LCLK - 15	05 NOV 20	AD 2.LCLK 2.24.4.1 - 1	19 MAY 22	AD 2.LCPH 2.24.2.7 - 1	07 OCT 21
AD 2.LCLK - 16	05 NOV 20	AD 2.LCLK 2.24.4.1 - 2	19 MAY 22	AD 2.LCPH 2.24.2.7 - 2	07 OCT 21
AD 2.LCLK - 17	20 APR 23	AD 2.LCLK 2.24.4.2 - 1	22 APR 21	AD 2.LCPH 2.24.2.8 - 1	07 OCT 21
AD 2.LCLK - 18	20 APR 23	AD 2.LCLK 2.24.4.2 - 2	22 APR 21	AD 2.LCPH 2.24.2.8 - 2	07 OCT 21
AD 2.LCLK - 19	20 APR 23	AD 2.LCLK 2.24.4.3 - 1	22 APR 21	AD 2.LCPH 2.24.2.9 - 1	19 MAY 22
AD 2.LCLK - 20	20 APR 23	AD 2.LCLK 2.24.4.3 - 2	22 APR 21	AD 2.LCPH 2.24.2.9 - 2	19 MAY 22
AD 2.LCLK 2.24.1.1 - 1	13 AUG 20	AD 2.LCLK 2.24.4.4 - 1	22 APR 21	AD 2.LCPH 2.24.2.10 - 1	19 MAY 22
AD 2.LCLK 2.24.1.1 - 2	13 AUG 20	AD 2.LCLK 2.24.4.4 - 2	22 APR 21	AD 2.LCPH 2.24.2.10 - 2	19 MAY 22
AD 2.LCLK 2.24.1.2 - 1	13 AUG 20	AD 2.LCLK 2.24.4.5 - 1	22 APR 21	AD 2.LCPH 2.24.2.11 - 1	19 MAY 22
AD 2.LCLK 2.24.1.2 - 2	13 AUG 20	AD 2.LCLK 2.24.4.5 - 2	22 APR 21	AD 2.LCPH 2.24.2.11 - 2	19 MAY 22
AD 2.LCLK 2.24.1.3 - 1	13 NOV 14	AD 2.LCLK 2.24.4.6 - 1	22 APR 21	AD 2.LCPH 2.24.2.12 - 1	19 MAY 22
AD 2.LCLK 2.24.1.3 - 2	13 NOV 14	AD 2.LCLK 2.24.4.6 - 2	22 APR 21	AD 2.LCPH 2.24.2.12 - 2	19 MAY 22
AD 2.LCLK 2.24.1.4 - 1	13 NOV 14	AD 2.LCLK 2.24.4.7 - 1	22 APR 21	AD 2.LCPH 2.24.2.13 - 1	02 DEC 21
AD 2.LCLK 2.24.1.4 - 2	13 NOV 14	AD 2.LCLK 2.24.4.7 - 2	22 APR 21	AD 2.LCPH 2.24.2.13 - 2	02 DEC 21
AD 2.LCLK 2.24.1.5 - 1	10 MAR 11	AD 2.LCLK 2.24.5.1 - 1	22 APR 21	AD 2.LCPH 2.24.3.1 - 1	07 OCT 21
AD 2.LCLK 2.24.1.5 - 2	10 MAR 11	AD 2.LCLK 2.24.5.1 - 2	22 APR 21	AD 2.LCPH 2.24.3.1 - 2	07 OCT 21
AD 2.LCLK 2.24.2.1 - 1	15 JUL 21	AD 2.LCLK 2.24.6.1 - 1	19 MAY 22	AD 2.LCPH 2.24.3.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.1 - 2	15 JUL 21	AD 2.LCLK 2.24.6.1 - 2	19 MAY 22	AD 2.LCPH 2.24.3.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.2 - 1	22 APR 21	AD 2.LCPH - 1	07 OCT 21	AD 2.LCPH 2.24.4.1 - 1	02 DEC 21
AD 2.LCLK 2.24.2.2 - 2	22 APR 21	AD 2.LCPH - 2	07 OCT 21	AD 2.LCPH 2.24.4.1 - 2	02 DEC 21
AD 2.LCLK 2.24.2.3 - 1	22 APR 21	AD 2.LCPH - 3	19 MAY 22	AD 2.LCPH 2.24.4.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.3 - 2	22 APR 21	AD 2.LCPH - 4	19 MAY 22	AD 2.LCPH 2.24.4.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.4 - 1	15 JUL 21	AD 2.LCPH - 5	01 DEC 22	AD 2.LCPH 2.24.4.3 - 1	02 DEC 21
AD 2.LCLK 2.24.2.4 - 2	15 JUL 21	AD 2.LCPH - 6	01 DEC 22	AD 2.LCPH 2.24.4.3 - 2	02 DEC 21
AD 2.LCLK 2.24.2.5 - 1	15 JUL 21	AD 2.LCPH - 7	23 MAR 23	AD 2.LCPH 2.24.4.4 - 1	19 MAY 22
AD 2.LCLK 2.24.2.5 - 2	15 JUL 21	AD 2.LCPH - 8	23 MAR 23	AD 2.LCPH 2.24.4.4 - 2	19 MAY 22
AD 2.LCLK 2.24.2.6 - 1	15 JUL 21	AD 2.LCPH - 9	20 APR 23	AD 2.LCPH 2.24.5.1 - 1	07 OCT 21
AD 2.LCLK 2.24.2.6 - 2	15 JUL 21	AD 2.LCPH - 10	20 APR 23	AD 2.LCPH 2.24.5.1 - 2	07 OCT 21
AD 2.LCLK 2.24.2.7 - 1	15 JUL 21	AD 2.LCPH - 11	20 APR 23	AD 2.LCPH 2.24.5.2 - 1	07 OCT 21
AD 2.LCLK 2.24.2.7 - 2	15 JUL 21	AD 2.LCPH - 12	20 APR 23	AD 2.LCPH 2.24.5.2 - 2	07 OCT 21
AD 2.LCLK 2.24.2.8 - 1	15 JUL 21	AD 2.LCPH 2.24.1.1 - 1	02 DEC 21	AD 2.LCNC - 1	07 NOV 19
AD 2.LCLK 2.24.2.8 - 2	15 JUL 21	AD 2.LCPH 2.24.1.1 - 2	02 DEC 21	AD 2.LCNC - 2	07 NOV 19
AD 2.LCLK 2.24.2.9 - 1	22 APR 21	AD 2.LCPH 2.24.1.2 - 1	07 OCT 21	AD 2.LCRA - 1	04 APR 13
AD 2.LCLK 2.24.2.9 - 2	22 APR 21	AD 2.LCPH 2.24.1.2 - 2	07 OCT 21	AD 2.LCRA - 2	04 APR 13
AD 2.LCLK 2.24.2.10 - 1	22 APR 21	AD 2.LCPH 2.24.1.3 - 1	07 OCT 21	AD 2.LCRA - 3	04 APR 13
AD 2.LCLK 2.24.2.10 - 2	22 APR 21	AD 2.LCPH 2.24.1.3 - 2	07 OCT 21	AD 2.LCRA - 4	04 APR 13
AD 2.LCLK 2.24.2.11 - 1	15 JUL 21	AD 2.LCPH 2.24.1.4 - 1	21 OCT 10	AD 2.LCRA - 5	22 APR 21
AD 2.LCLK 2.24.2.11 - 2	15 JUL 21	AD 2.LCPH 2.24.1.4 - 2	21 OCT 10	AD 2.LCRA - 6	22 APR 21
AD 2.LCLK 2.24.2.12 - 1	15 JUL 21	AD 2.LCPH 2.24.2.1 - 1	07 OCT 21		

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0

ENR 1 GENERAL RULES AND PROCEDURES

ENR 3 ATS ROUTES

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 5 NAVIGATION WARNINGS

ENR 6 EN-ROUTE CHARTS

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ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
A16									
▲ RASDA	330600N 0305700E								(9)
	353° / 173°	90.9 NM		FL 285 / FL 035	FL 060	25 NM	Even(2)	Odd(1)	Nicosia ACC 129.550 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ MAROS	343700N 0305300E								
	353° / 173°	33.6 NM		FL 285 / FL 035	FL 060	25 NM	Even(4)	Odd(3)	Nicosia ACC 125.500 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ PEDER	351041N 0305153E								
	353° / 173°	26.3 NM		FL 285 / FL 035	FL 060	25 NM	Even(6)	Odd(5)	Nicosia ACC 125.500 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ DASNI	353700N 0305100E								
	352° / 172°	25.5 NM		FL 285 / FL 035	FL 060	25 NM	Even(8)	Odd(7)	Nicosia ACC 125.500 MHz {C} (7) NONFUA H24 (8) NONFUA H24
▲ TOMBI	360226N 0304928E								(10)

Route remarks:
NIL
Point/Segment Remarks:
(9) FIR BDRY, for continuation see AIP Egypt.
(10) FIR BDRY, for continuation see AIP Turkey.

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
A28									
▲ RASDA	330600N 0305700E								(13)
	045° / 226°	72.4 NM		FL 285 / FL 035	FL 060	25 NM	Even(2)	Odd(1)	Nicosia ACC 129.550 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ APLON	335200N 0320400E								
	047° / 227°	41.9 NM		FL 285 / FL 035	4000 FT ALT	10 NM	Even(3)	Odd(4)	Nicosia ACC 129.550 MHz 125.500 MHz 128.075 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ ANANE	341755N 0324341E								
	047° / 227°	15.1 NM		FL 285 / 700 FT ALT	4000 FT ALT	10 NM	Even(5)	Odd(6)	Nicosia ACC 125.500 MHz, 128.075 MHz Larnaka TWR 130.200 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ BETID	342712N 0325806E								
	047° / 227°	25.1 NM		FL 285 / 700 FT ALT	4000 FT ALT	10 NM	Even(7)	Odd(8)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (7) NONFUA H24 (8) NONFUA H24
△ LOSOS	344236N 0332212E								
	047° / 227°	16.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	10 NM	Even(9)	Odd(10)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (9) NONFUA H24 (10) NONFUA H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	340° / 160°	65.7 NM		FL 285 / 6500 FT ALT	8000 FT ALT	25 NM	Even(11)	Odd(12)	Nicosia ACC 125.500 MHz 128.075 MHz, Larnaka TWR 130.200 MHz {C} (11) NONFUA H24 (12) NONFUA H24
▲ DOREN	355556N 0331658E								(14)

Route remarks:
Traffic in the direction RASDA-APLON-ANANE-BETID-LOSOS-LCA-DOREN (North-East bound) is assigned EVEN flight levels
Traffic in the direction DOREN-LCA-LOSOS-BETID-ANANE-APLON-RASDA (South-West bound) is assigned ODD flight levels
Point/Segment remarks:
(13) FIR BDRY, for continuation see AIP Egypt.
(14) FIR BDRY, for continuation see AIP Turkey.

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
B15									
▲ BALMA	342900N 0350300E								(7)
	324° / 144°	38.3 NM		FL 285 / FL 035	FL 060	25 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ ALSUS	350206N 0343924E								
	324° / 144°	46.4 NM		FL 285 / FL 035	FL 060	25 NM	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ BAPAX	354206N 0341027E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	324° / 144°	15.0 NM		FL 285 / FL 035	FL 060	25 NM	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz {C} (5) NONFUA H24 (6) NONFUA H24
▲ VESAR	355456N 0340058E								(8)

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

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
B17									
▲ MERVA	324654N 0343238E								(11)
	335° / 155°	33.1 NM		FL 285 / FL 035	FL 060	25 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz 124.200 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ TIROS	331800N 0341900E								
	334° / 154°	33.1 NM		FL 285 / FL 035	FL 060	25 NM	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz 124.200 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ VELOX	334900N 0340500E								
	336° / 156°	42.2 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ EMEDA	342854N 0334812E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	335° / 154°	9.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(7)	Odd(8)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) NONFUA H24 (8) NONFUA H24
△ BOSIS	343724N 0334424E								
	334° / 154°	16.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(9)	Odd(10)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (9) NONFUA H24 (10) NONFUA H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								
Route Remarks: NIL **Point/Segment Remarks:** (11) FIR BDRY, for continuation see AIP Israel									

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
G2									
▲ ELIKA	334955N 0343500E								(4)
	263° / °	25.0 NM		FL 285 / FL 035	FL 060	25 NM	Even(1)		Nicosia ACC 126.300 MHz {C} (1) NONFUA H24
△ VELOX	334900N 0340500E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	267° / 086°	100.8 NM		FL 285 / FL 035	FL 060	25 NM	Even(2)	Odd(3)	Nicosia ACC 124.200 MHz {C} (2) NONFUA H24 (3) NONFUA H24
△ APLON	335200N 0320400E								

Route Remarks:
NIL
Point/Segment Remarks:
(4) FIR BDRY, for continuation see AIP Lebanon.

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
R18									
△ VELOX	334900N 0340500E								
	016° / 196°	40.6 NM		FL 285 / FL 035	FL 060	25 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ DESPO	342654N 0342254E								
	016° / 196°	37.7 NM		FL 285 / FL 035	FL 060	25 NM	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ ALSUS	350206N 0343924E								

Route Remarks:
Traffic in the direction VELOX - DESPO - ALSUS (North-East bound) is assigned EVEN flight levels
Traffic in the direction ALSUS - DESPO - VELOX (South-West bound) is assigned ODD flight levels
Point/Segment Remarks:
NIL

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
R19									
▲ KUKLA	341442N 0344448E								(23)
	299° / 119°	21.8 NM		FL 285 / FL 035	FL 060	25 NM	Even(2)	Odd(1)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ DESPO	342654N 0342254E								
	299° / 119°	20.2 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(4)	Odd(3)	Nicosia ACC 126.300 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ EMILI	343820N 0340240E								
	299° / 119°	9.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ REXAL	344324N 0335342E								
	299° / 119°	16.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(7)	Odd(8)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) NONFUA H24 (8) NONFUA H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								
	284° / 104°	10.0 NM		FL 285 / 7500 FT ALT	9000 FT ALT	25 NM	Even(9)	Odd(10)	Nicosia ACC 125.500 MHz 128.075MHz Larnaka TWR 130.200 MHz {C} (9) NONFUA H24 (10) NONFUA H24
△ OTESA	345543N 0332605E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	284° / 104°	6.0 NM		FL 285 / 7500 FT ALT	9000 FT ALT	25 NM	Even(11)	Odd(12)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (11) NONFUA H24 (12) NONFUA H24
△ ADLAS	345743N 0331912E								
	284° / 104°	9.0 NM		FL 285 / 7500 FT ALT	9000 FT ALT	25 NM	Even(13)	Odd(14)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (13) NONFUA H24 (14) NONFUA H24
△ DAROS	350042N 0330854E								
	284° / 104°	11.2 NM		FL 285 / 7500 FT ALT	9000 FT ALT	25 NM	Even(15)	Odd(16)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (15) NONFUA H24 (16) NONFUA H24
△ BONEK	350423N 0325605E								
	283° / 103°	45.3 NM		FL 285 / 7500 FT ALT	9000 FT ALT	25 NM	Even(17)	Odd(18)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (17) NONFUA H24 (18) NONFUA H24
△ VADUS	351819N 0320329E								
	283° / 102°	62.1 NM		FL 285 / FL 035	FL 060	25 NM	Even(19)	Odd(20)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (19) NONFUA H24 (20) NONFUA H24
△ DASNI	353700N 0305100E								
	283° / 102°	43.5 NM		FL 285 / FL 035	FL 060	25 NM	Even(21)	Odd(22)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (21) NONFUA H24 (22) NONFUA H24

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ EVENO	355000N 0300000E								(24)

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

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
R78									
▲ NIKAS	351136N 0354300E								(17)
	255° / 074°	53.0 NM		FL 285 / FL 035	FL 060	10 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ ALSUS	350206N 0343924E								
	254° / 074°	26.7 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ RUDER	345712N 0340730E								
	254° / 074°	9.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ SOBOS	345530N 0335642E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	254° / 074°	16.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(7)	Odd(8)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (7) NONFUA H24 (8) NONFUA H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								
	269° / 089°	26.9 NM		FL 285 / 7500 FT / ALT	9000 FT ALT	25 NM	Even(9)	Odd(10)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (9) NONFUA H24 (10) NONFUA H24
△ RUBIK	345412N 0330454E								
	268° / 088°	16.7 NM		FL 285 / 7500 FT / ALT	9000 FT ALT	25 NM	Even(11)	Odd(12)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (11) NONFUA H24 (12) NONFUA H24
△ LUBES	345512N 0324436E								
	266° / 085°	30.6 NM		FL 285 / 7500 FT / ALT	9000 FT ALT	25 NM	Even(13)	Odd(14)	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (13) NONFUA H24 (14) NONFUA H24
△ TOBAL	345530N 0320724E								
	267° / 086°	104.8 NM		FL 285 / 2500 FT / ALT	4000 FT ALT	25 NM	Even(15)	Odd(16)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (15) NONFUA H24 (16) NONFUA H24
▲ TOSKA	345800N 0300000E								(18)

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

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
R655									
▲ BALMA	342900N 0350300E								(7)
	284° / 103°	49.2 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ KOBER	344437N 0340624E								
	283° / 103°	9.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(3)	Odd(4)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ AMAKO	344725N 0335601E								
	283° / 103°	16.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM	Even(5)	Odd(6)	Nicosia ACC 126.300 MHz Larnaka TWR 130.200 MHz {C} (5) NONFUA H24 (6) NONFUA H24
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								

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

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
W10									
▲ NIKAS	351136N 0354300E								(3)

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	293° / 112°	93.8 NM		FL 285 / FL 035	FL 060	10 NM	Even(1)	Odd(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
▲ VESAR	355456N 0340058E								(4)

Route Remarks:
NIL
Point/Segment Remarks:
(3) FIR BDRY, for continuation see AIP Syria
(4) FIR BDRY, for continuation see AIP Turkey

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
W11									
▲ LAKTO	323800N 0320500E								(3)
	° / 231°	59.5 NM		FL 285 / FL 035	FL 060	25 NM		Odd(1)	Nicosia ACC 124.200 MHz {C} (1) NONFUA H24
△ LEDRA	331200N 0330300E								
	° / 230°	63.7 NM		FL 285 / FL 035	FL 060	25 NM		Odd(2)	(4) Nicosia ACC 126.300 MHz 124.200 MHz {C} (2) NONFUA H24
△ VELOX	334900N 0340500E								

Route Remarks:
Traffic to LAKTO shall exit Nicosia FIR at ODD flight levels
Point/Segment Remarks:
(3) FIR BDRY, for continuation see AIP Egypt.

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
W17									
▲ BALMA	342900N 0350300E								(3)
	032° / 213°	53.8 NM		FL 285 / FL 035	FL 060	10 NM	Odd(1)	Even(2)	Nicosia ACC 126.300 MHz {C} (1) NONFUA H24 (2) NONFUA H24
▲ NIKAS	351136N 0354300E								(4)

Route Remarks:
NIL
Point/Segment Remarks:
(3) FIR BDRY, for continuation see AIP Lebanon
(4) FIR BDRY, for continuation see AIP Syria

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
W195									
▲ LARNAKA VOR/DME (LCA)	345222N 0333732E								
	255° / 075°	26.9 NM		FL 285 / 6500 FT ALT	7000 FT ALT	25 NM	Even(1)	Odd(2)	Nicosia ACC 125.500 MHz 128.075 MHz Larnaka TWR 130.200 MHz {C} (1) NONFUA H24 (2) NONFUA H24
△ NORDI	344748N 0330518E								
	255° / 075°	14.3 NM		FL 285 / 6500 FT ALT	7000 FT ALT	25 NM	Even(3)	Odd(4)	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (3) NONFUA H24 (4) NONFUA H24
△ DIPOS	344524N 0324812E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ — ↑	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	255° / 075°	5.0 NM		FL 285 / 6500 FT / ALT	7000 FT ALT	25 NM	Even(5)	Odd(6)	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (5) NONFUA H24 (6) NONFUA H24
△ IVETI	344431N 0324217E								
	255° / 075°	10.0 NM		FL 285 / 6500 FT / ALT	7000 FT ALT	25 NM	Even(7)	Odd(8)	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (7) NONFUA H24 (8) NONFUA H24
▲ PAFOS VOR/ DME (PHA)	344242N 0323021E								
	° / 119°	22.8 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM		Odd(9)	Nicosia ACC 125.500 MHz 128.075 MHz Pafos TWR 130.625 MHz {C} (9) NONFUA H24
△ TOBAL	345530N 0320724E								
	° / 118°	75.0 NM		FL 285 / 700 FT ALT	4000 FT ALT	25 NM		Odd(10)	Nicosia ACC 125.500 MHz 128.075 MHz {C} (10) NONFUA H24
△ DASNI	353700N 0305100E								

Route Remarks:
NIL
Point/Segment Remarks:
NIL

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AD 0

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 2 AERODROMES

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. General Conditions

1.1 Flights are not permitted to take-off from or land at any aerodrome other than the two ICAO designated international aerodromes LARNAKA (LCLK) and PAFOS (LCPH) except in case of real emergency or if a special permission has been obtained from the Director of the Civil Aviation.

1.2 The designated aerodrome operator is responsible for the administration of international airports while the Department of Civil Aviation is responsible for the oversight of the aerodrome operator.

1.3 As from 12th May 2006, designated aerodrome operatorof both Larnaka (LCLK) and Pafos (LCPH) International airports, is HERMES AIRPORTS LTD, as per the Concession Agreement, signed between the Republic of CYPRUS and the said company, for a twenty five year period. For postal address of HERMES AIRPORTS LTD, for both Larnaka and Pafos airports, see AIP section GEN-1.1.

1.4 Landing Made Elsewhere than at an International Aerodrome or a Designated Alternate Aerodrome

If a landing is made elsewhere than at an international aerodrome, or a designated alternate aerodrome, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot in command shall be responsible for ensuring that:

a. if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b. cargo, baggage and mail are not removed from the aircraft except as provided below;

c. any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.5 Demarcation of zones

1.5.1 The grounds of each aerodrome are divided into two parts.

a. the landside comprising of the part of the aerodrome open to the public; and

b. the airside comprising of the rest of the aerodrome.

1.6 Movement of Persons

1.6.1 Access to the airside is authorized only under the conditions prescribed by the law governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are accessible only to passengers and to authorized staff of the governmental department and airlines in pursuit of their duty. The movement of persons having access to the airside of the aerodrome is subject to the conditions prescribed by the Airport Security Programme.

1.7 Movement of Vehicles

1.7.1 The movement of vehicles in the airside is strictly limited to vehicles driven or used by persons

carrying an Airside Vehicle Pass (Volplane an airport's ID access card. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the Airside Vehicles Operating Programme (AVOP), issued by the Airport's Operator.

1.8 Policing

1.8.1 Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility neither the Aerodrome operator nor the Civil Aviation Department or any concessionaire; they cannot be held responsible for any loss or damage not occurred through action by them or their agents.

1.9 Landing, Parking and Storage of Aircraft on Aerodromes

1.9.1 The conditions under which aircraft may land and taxi for both airports Larnaka and Pafos is the responsibility of the air traffic control. The conditions under which aircraft are parked, housed or otherwise dealt with, at both airports Larnaka and Pafos is the responsibility of HERMES AIRPORTS LTD.

1.10 Conditions for Payable Fees are as follows:

1.10.1 The fees and charges for the landing, parking, provision of ground services and Police guards shall be those published from time to time by the Department of Civil Aviation (herein after referred to as "DCA") in AIP or AIC.

1.10.2 The fees or charges for any supplies or services rendered to aircraft by or on behalf of the DCA and/or by HERMES AIRPORTS LTD at any aerodrome shall be paid to HERMES AIRPORTS LTD, by the designated representative of the operator or by the pilot-in-command of the aircraft on demand before the aircraft departure from the aerodrome, unless any alternative arrangement has been made.

1.11 Applicable ICAO Documents

The Standards and Recommended Practices of Annex 14, Volumes I and II are applied.

Doc 9137-AN/898 Airport Services Manual and Doc 7754-ANP European Region, are applied without differences.

See GEN-1.7 for listed differences with ICAO.

2. Use of Military Air Bases

2.1 Use of Akrotiri (LCRA) air base is allowed only to aircraft belonging to the British military forces and for emergency landings in case Larnaka and Pafos aerodromes can not be used.

2.2 Moreover Akrotiri may be used by aircraft operating on behalf of the British Ministry of Defence provided that prior notification is given to the Ministry of Foreign Affairs of the Republic of Cyprus as well as to the Director of Civil Aviation of Cyprus see GEN-1.1.

2.3 For any other operation except above cases, a diplomatic clearance must be issued by the Ministry of Foreign Affairs of the Republic of Cyprus and a landing permission, by the Director of Civil Aviation see GEN-1.1.

2.4 A flight plan shall be submitted for each flight.

3. Low Visibility Procedures (LVP)

3.1 Category II/III operations and, hence, low visibility procedures, are not applied in Cyprus aerodromes. However, the Air Traffic Service provider, in coordination with the aerodrome operator, may, under certain environmental conditions, apply reduced visibility procedures.

4. Aerodrome Operating Minima

4.1 The operating minima for departure at either international aerodrome shall be 800 meters RVR.

4.2 The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designed.

4.3 The airline operator shall establish its own aerodrome operating minima to be applied at Larnaka and Pafos International Airports. Nevertheless, these minima shall not be lower the ones mentioned in points 1 to 2 above.

5. Other Information

5.1 None.

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- Coverage Contaminant for each RWY Third
- Depth of Contaminant for each RWY Third
- Condition Description for each RWY Third

The Runway Condition Code (RWYCC) obtained for each runway third using the RCAM (Runway Condition Assessment Matrix) may be upgraded or downgraded in the assessment process when observations, experience, local knowledge and or runway braking action reports provided by pilots.

3. Friction measuring device used and friction level below which RWY is declared slippery when wet.

3.1 The aerodrome operator is required to conduct surveys of the friction characteristics of a wet paved runway for the following purposes:

- To verify the friction characteristics of new or resurfaced paved runways with a continuous friction measuring device using self-wetting feature in order to assure that the design objectives with respect to runway friction characteristics have been achieved.
- To assess the slipperiness of paved runways. Measurements of the friction characteristics of a runway surface are made periodically with a continuous friction measuring device using self- wetting feature.

3.2 When the friction characteristics of a runway or a significant portion of runway in the order of 100M long are below the maintenance planning level as specified in the table below, corrective maintenance action shall be taken.

3.3 When the friction characteristics of a runway in the order of 100M long are below the minimum friction level as specified in the table below, then reporting action will be taken and a NOTAM will be promulgated that the runway or portion of it may be slippery when wet.

3.4 Runway surface condition levels

Test equipment	Test Tire		Test Speed (km/h)	Test Water Depth (mm)	Design objective for new surface	Maintenance planning level	Minimum friction level
	Type	Pressure (kPa)					
Mu-meter	A	70	65	1.0	0.72	0.52	0.42
Trailer	A	70	95	1.0	0.66	0.38	0.26
Skiddometer	B	210	65	1.0	0.82	0.60	0.50
Trailer	B	210	95	1.0	0.74	0.47	0.34
Surface Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.47	0.34
Runway Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.54	0.41
TATRA Friction	B	210	65	1.0	0.76	0.57	0.48
Tester Vehicle	B	210	95	1.0	0.67	0.52	0.42
Grip Tester	B	140	65	1.0	0.74	0.53	0.43
Trailer	B	140	95	1.0	0.64	0.36	0.24

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4. Runway holding positions

a. Illuminated red stop bars are provided on all runway holding positions. Stop bars are operated by ATC on a H24 basis. An illuminated RED stop bar means STOP. Aircraft shall NOT enter the runway until the stop bar is extinguished and ATC instructions issued. Stop bars will be automatically switched ON after 45 seconds.

b. In the event of unserviceable stop bars, pilots will be notified in advance and shall exercise extreme caution when approaching the runway holding position. Explicit Larnaka Tower instructions will be issued.

5. Minimum runway occupancy

a. Departing aircraft shall comply with ATC clearance to line up without any delay. As far as practicable, pre-flight checks should be completed before line up. Any other checks following line up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance. Pilots who require to back-track the runway must notify Larnaka Tower in advance.

b. Unless otherwise instructed by Larnaka Tower, arriving aircraft landing RWY 22 are requested to vacate the runway via the rapid exit taxiway E, as practicable.

6. Runway system

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

LCLK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCLK AD 2.22 FLIGHT PROCEDURES

1. Local Flying Restrictions

1.1 Traffic Pattern
RWY 22 standard traffic pattern: left hand
RWY 04 standard traffic pattern: right hand
Non standard RWY 04 left hand and RWY 22 right hand traffic patterns provided by ATC subject to traffic conditions and during daylight only

1.2 Circuit Altitude
Aircraft approach categories A, B 1000 FT QNH.
Aircraft approach categories C, D 1500 FT QNH.

2. Low Visibility Procedures

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

LCLK AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

1.1 Flocks of migrating flamingos rest in the salt lake North of the RWY during winter and early spring, before continuing their journey.

1.2 Activity of flocks of seagulls takes place daily when birds fly across the RWY in search of food in the adjoining water areas.

1.3 As far as practicable Larnaka Ground or Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.

1.4 Occasional disposal activity includes the firing of shell crackers and the use of live ammunition.

2. Laser interference

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

a. On arrivals from NW within 20NM from AD

b. On approach procedures RWY22

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

LCLK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
VAC RNAV (GNSS) RWY 22	AD 2 LCLK 2.24.5.1
ATC Surveillance Minimum Altitude Chart - ICAO	
ATC SURVEILLANCE MINIMUM ALTITUDE	AD 2 LCLK 2.24.6.1

LCLK AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL

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LCPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5° E/2020)	PHA	117.9 MHz 126X	H24	344242.4N 0323021.0E	100 FT	NIL
LOC 29 ILS CAT I (5° E/2020)	IPA	108.9 MHz	H24	344323.8N 0322804.7E		Position: 298 M from THR 11
GP 29	IPA	329.3 MHz	H24	344250.1N 0322941.8E		GP 3° RDH 50 FT Position: 319 M from THR 29
LOC/DME (5° E/2020)	IPA	CH26X	H24	344250.1N 0322941.8E	100 FT	Freq paired with LLZ IPA DME instead of marker
L	PHA	328 KHz	H24	344306.5N 0322834.4E		Range 50 NM

LCPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Taxiing to and from Stands

1.1 General

a. All surface movements of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC authorization except for the movement of vehicles and personnel on stand taxi lanes. The Airport Operator is responsible to ensure that the areas around aircraft on stand taxi lanes J, K, U, are clear of obstacles, personnel, vehicles, equipment, FOD and other obstructions.

b. Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is vested on ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles not under ATC is not included in the instruction. Pilots should maintain a careful lookout whilst manoeuvring on aprons and associated stand taxi lanes and be aware that they are crossing service roads where vehicles and personnel are moving at times which are not under ATC.

c. Aircraft shall taxi on aprons, stand taxi lanes and taxiways at the minimum obligatory speed.

d. Aircraft must follow the main taxi lines and adhere to the indications for the apron and the stand.

e. No deviations are permitted unless guided by "FOLLOW ME" vehicles.

f. Use of reverse thrust within the aprons is prohibited.

g. Mandatory "FOLLOW ME" car service is suspended for all arriving and departing aircraft. Pilots to strictly adhere to ATC instructions. "FOLLOW ME" car will be used on request by aircraft operators.

h. TWY B may be used for arriving and departing traffic. Due to no stop bar lights available on TWY A, C, D and E connecting TWY B with RWY, pilots are requested to exercise caution when holding short of RWY during night time or reduced visibility.

i. Leave the taxi lane centre line only after visual contact with the marshaller. If no marshaller is present at the assigned stand, advise ATC.

j. Pilots are strictly advised to request pushback only when fully ready and in communication with ground staff. On first contact with ATC pilots are to report aircraft type and stand number.

k. Visual docking guidance system with traffic lights installed on stands 4, 5, 9, 10 and 11. Pilots are requested to follow the system for parking.

l. No lead-out lines out of parking stands 12, 14, 14A, 14B, 15, 15A, 15B. "FOLLOW ME" guidance will be available for taxi out upon request.

1.2 Arrival

1.2.1 Landing RWY 11

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

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

1.2.2 Landing RWY 29

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

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

1.3 Departure

1.3.1 Departing RWY 11

Follow ATC instructions to TWY H, unless otherwise instructed.

1.3.2 Departing RWY 29

Follow ATC instructions to TWY G, unless otherwise instructed.

2. Local Flying Restrictions

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

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

3. Circuit Altitude

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

LCPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LCPH AD 2.22 FLIGHT PROCEDURES

1. Low Visibility Procedures

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

LCPH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

1.1 Bird activity takes place daily when birds fly across the RWY in search of food, water and shelter in the adjoining areas.

1.2 As far as practicable Pafos Tower will inform pilots of aircraft of this bird activity and the estimated height AGL.

1.3 Regular dispersal activity includes the firing of shell crackers and gas cannons and the use of live ammunition and hailing devices.

LCPH AD 2.24 CHARTS RELATED TO AN AERODROME

LCPH AD 2.25 VISUAL SEGMENT SURFACE (VSS)

NIL