## GENERAL

### Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

### Airport Information

**RFF:** CAT 7
**PCN:** RWY 11/29: 102/F/C/W/T

### Operation

**Standard Taxi Routes**

LDG RWY 11: If able exit via TWY G, otherwise vacate via TWY D or E to parallel TWY B and follow ATC instruction.

LDG RWY 29: If able exit via TWY H and hold at HLDG point H2 waiting for ATC instructions unless otherwise instructed. If unable exit to parallel TWY B via TWY A to hold at TWY C and follow ATC instructions.

DEP RWY 11: Follow ATC instructions to TWY H, unless otherwise instructed.

DEP RWY 29: Follow ATC instructions to TWY G, unless otherwise instructed.

**Taxi/Parking**

Taxi with MNM speed on APNs, stand taxilanes and on TWYs.
Leave the taxilane CL only after visual contact with marshaller. If no marshaller present, advice ATC.

Use of reverse thrust within APNs prohibited.

Visual Docking Guidance System AVBL at stands 4, 5, 9, 10, 11.

Follow-me AVBL O/R.

### Warnings

TWY B may be used for ARR and DEP TFC. Due to lack of signage and stop bar lights on TWYs A, C, D and E connecting TWY B with RWY, use caution when holding short of RWY during night time or reduced visibility.

Birds in vicinity of AD.

## ARRIVAL

### Communication

**COM Failure**

Proceed to PHA VOR descending to the cleared LVL and enter relevant PHA VOR hold. At the last received EAT commence descent to 4000ft and carry out the instrument APCH RWY 11/29.

### Arrival Procedure

**VFR Traffic Pattern**

RWY 11 right-hand circuit
ACFT CAT A/B 1000ft; ACFT CAT C/D 1500ft.

**Reverse:** Do not use more than idle reverse at all times.

### Warnings

Parallel TWY B situated north of RWY 29/11 may be mistaken for RWY.

Adhere to published instrument procedures for RWY 29 and use glide path after 6NM on final.

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## DEPARTURE

**Take-off Minima**

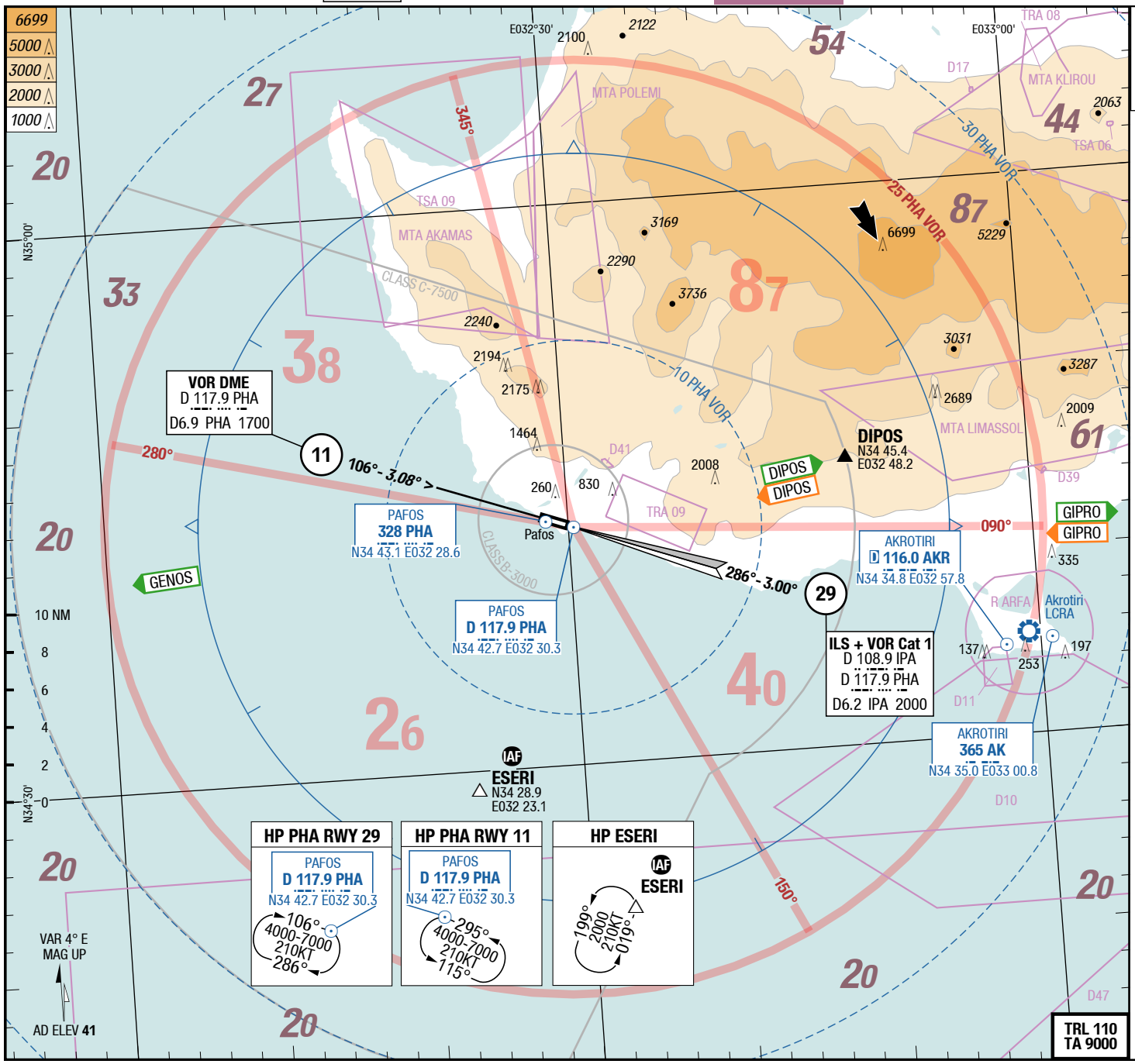
| RWY | | 11/29 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 550R/550V | HJ only |
| | | 0 - 800R/800V | HN |

### Departure Procedure

**Start-up/Push-back**
REQ push-back only when fully ready.

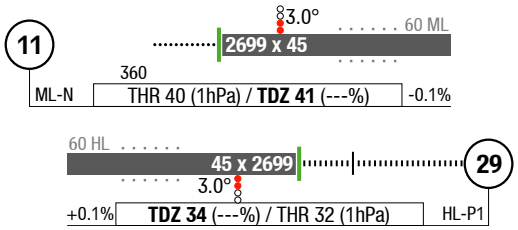
On first contact with ATC report:
- ACFT type
- stand number

© Lido 2016



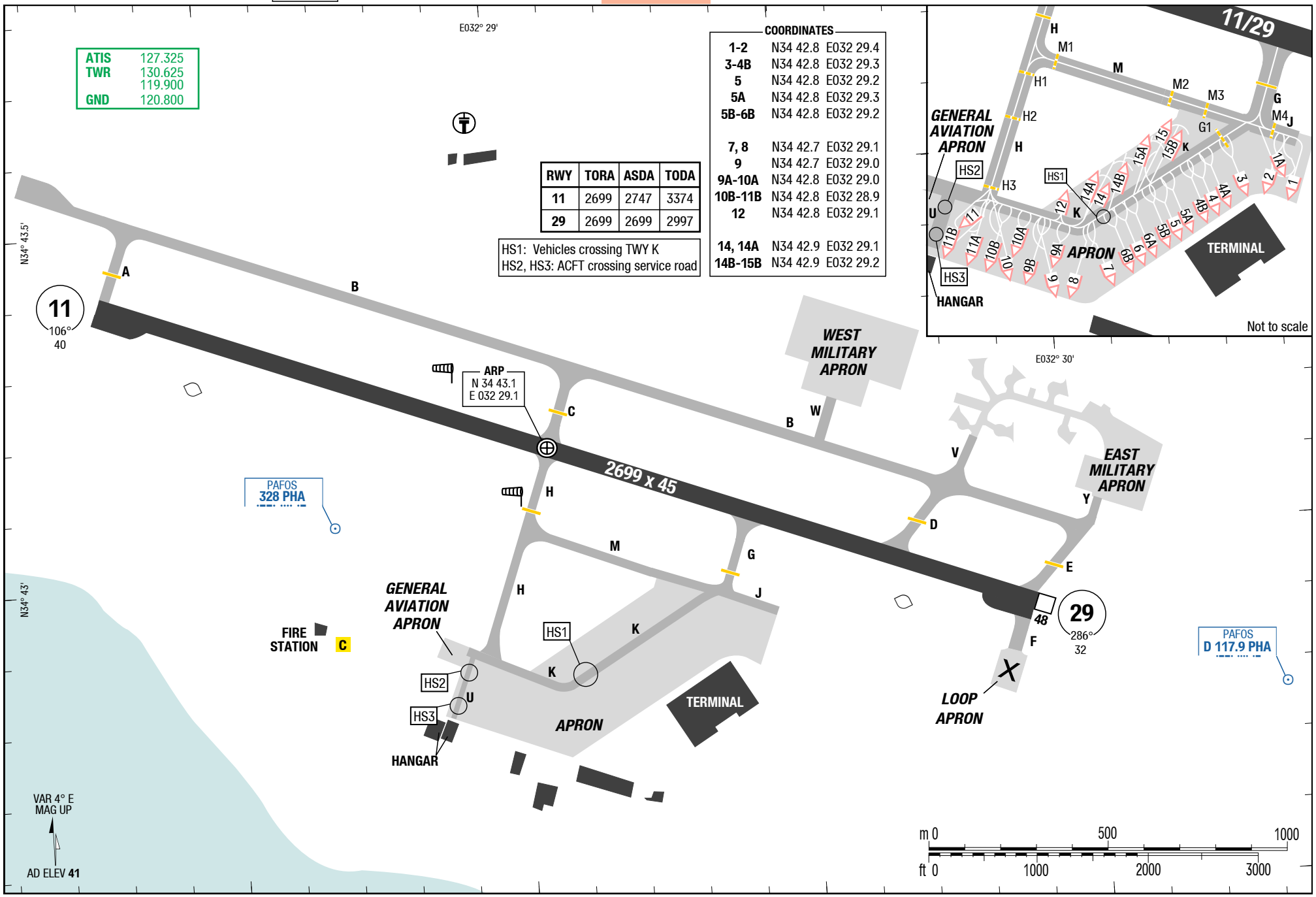

| | | |
|---|---|---|
| ATIS | 127.325 | |
| APP | 130.625 | 119.900 |
| TWR | 130.625 | 119.900 |
| GND | 120.800 | |

**Landing RWY system:**




Changes: IAF, chart layout, OBST, SUAs, APCH boxes

© Lido 2018

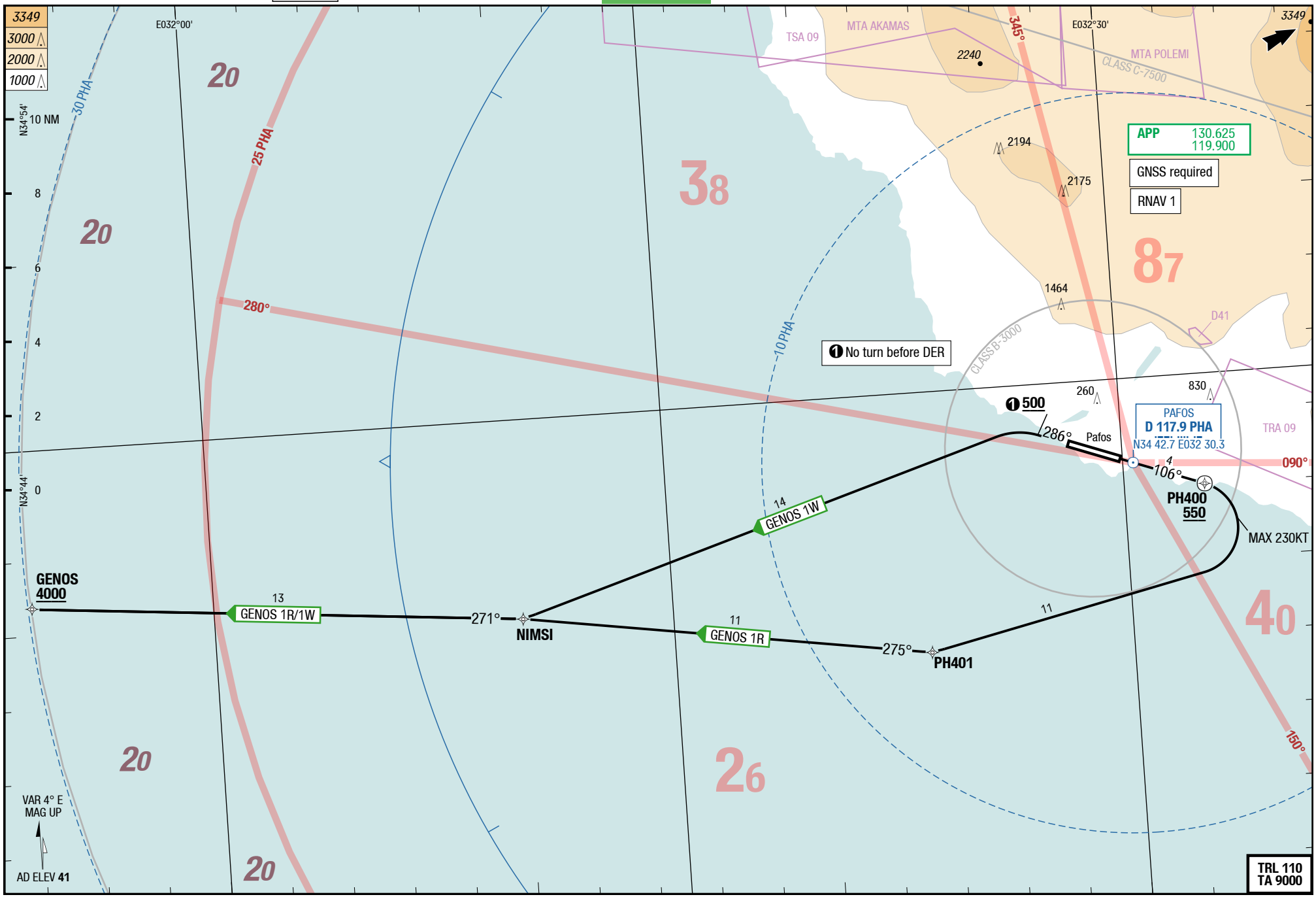

ATIS 127.325
TWR 130.625
119.900
GND 120.800
E032° 29'
E032° 30'
N34° 43.5'
N34° 43'
COORDINATES
1-2 N34 42.8 E032 29.4
3-4B N34 42.8 E032 29.3
5 N34 42.8 E032 29.2
5A N34 42.8 E032 29.3
5B-6B N34 42.8 E032 29.2
7, 8 N34 42.7 E032 29.1
9 N34 42.7 E032 29.0
9A-10A N34 42.8 E032 29.0
10B-11B N34 42.8 E032 28.9
12 N34 42.8 E032 29.1
14, 14A N34 42.9 E032 29.1
14B-15B N34 42.9 E032 29.2
RWY TORA ASDA TODA
11 2699 2747 3374
29 2699 2699 2997
HS1: Vehicles crossing TWY K
HS2, HS3: ACFT crossing service road
11
106°
40
29
286°
32
2699 x 45
ARP
N 34 43.1
E 032 29.1
PAFOS
328 PHA
PAFOS
D 117.9 PHA
WEST MILITARY APRON
EAST MILITARY APRON
GENERAL AVIATION APRON
APRON
TERMINAL
LOOP APRON
FIRE STATION C
HANGAR
HS1
HS2
HS3
11/29
Not to scale
VAR 4° E
MAG UP
AD ELEV 41
m 0 500 1000
ft 0 1000 2000 3000
© Lido 2018

Changes: Nil

Cyprus **Pafos** Pafos Intl
SIDs RWY 11
**RNAV SIDs RWYs 11/29**

SID SID

Pafos Intl **Pafos** Cyprus
SIDs RWY 11
**RNAV SIDs RWYs 11/29**




Changes: OBST, SUAs, Note, Editorial

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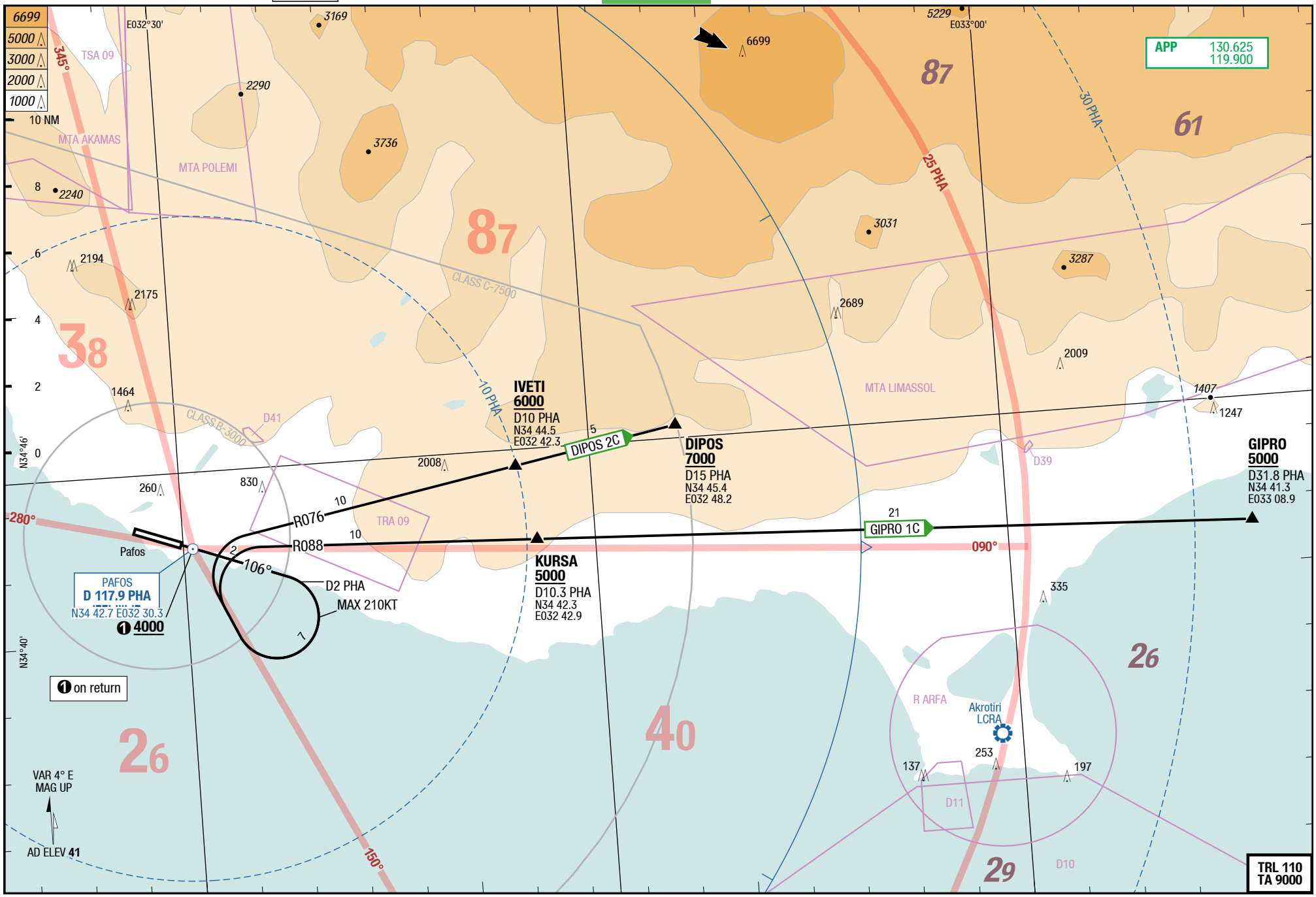
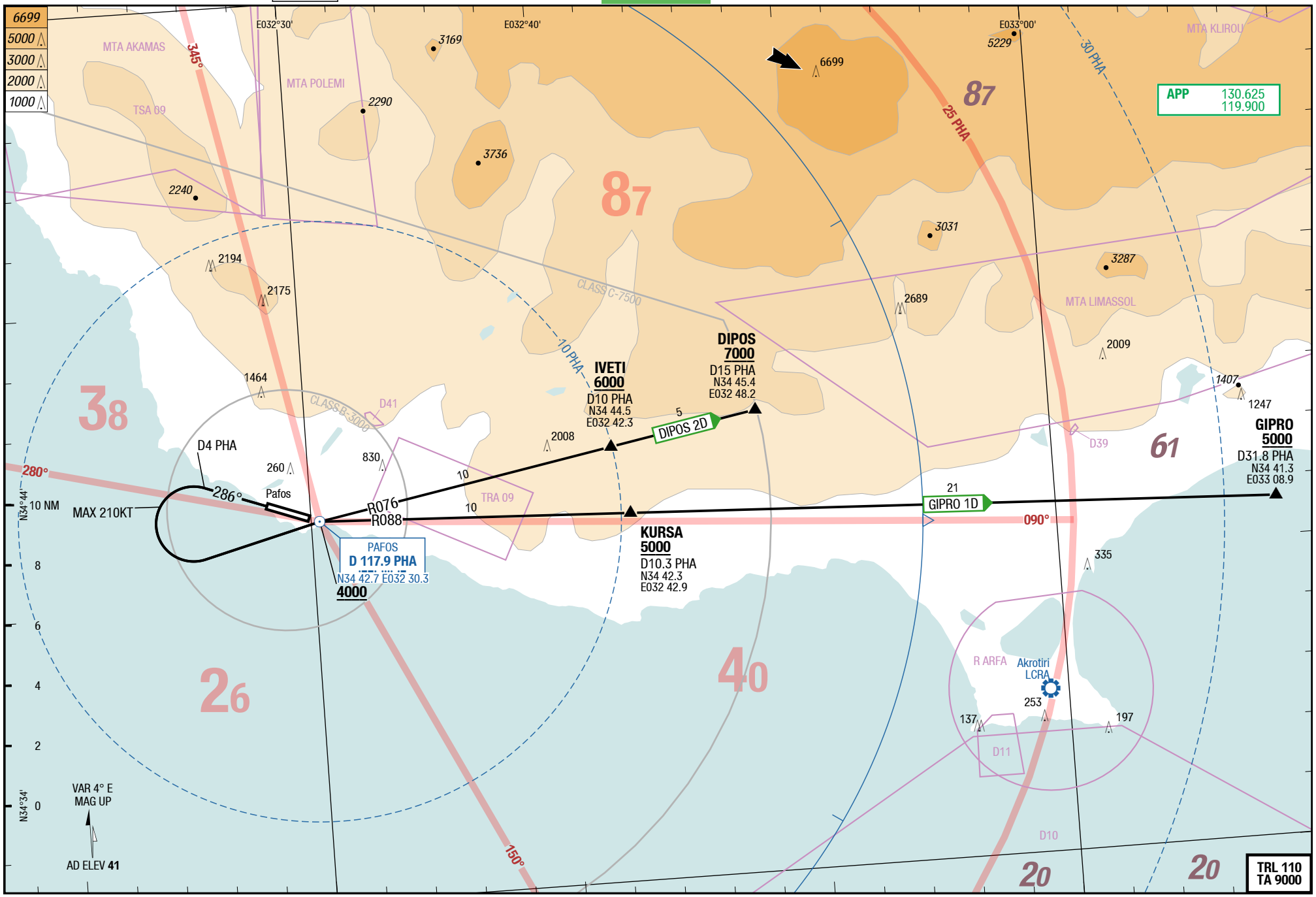



Changes: OBST

Cyprus **Pafos** Pafos Intl
NIL
**SIDs RWY 29**

SID SID

Pafos Intl **Pafos** Cyprus
NIL
**SIDs RWY 29**




Changes: OBST

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**GENOS 1R / GENOS 1W**

RWYs 11 (106°) / 29 (286°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 4.1% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 11** | |
| **GENOS 1R**<br>4.1% to PH400<br>**130.625** | 106° PH400 [R] - DCT PH401 [K230-] - NIMSI - GENOS | PH400 MNM **550**<br>GENOS MNM **4000** |
| | **Runway 29** | |
| **GENOS 1W**<br>**130.625**<br>① | 286° DER29 - 286° [A500+ ;L] - DCT NIMSI - GENOS | GENOS MNM **4000** |

① No turn before DER

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**DIPOS 2C / GIPRO 1C**

RWY 11 (106°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 11** | |
| **DIPOS 2C**<br>**130.625** | at D2 **PHA RT** (MAX 210KT) direct **PHA** - R076 **PHA** to IVETI - DIPOS | **PHA** MNM **4000**<br>IVETI MNM **6000**<br>DIPOS MNM **7000** |
| **GIPRO 1C**<br>**130.625** | at D2 **PHA RT** (MAX 210KT) direct **PHA** - R088 **PHA** to KURSA - GIPRO | **PHA** MNM **4000**<br>KURSA MNM **5000**<br>GIPRO MNM **5000** |

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**DIPOS 2D / GIPRO 1D**

RWY 29 (286°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 29** | |
| **DIPOS 2D**<br>**130.625** | at D4 **PHA LT** (MAX 210KT) direct **PHA** - R076 **PHA** to IVETI - DIPOS | **PHA** MNM **4000**<br>IVETI MNM **6000**<br>DIPOS MNM **7000** |
| **GIPRO 1D**<br>**130.625** | at D4 **PHA LT** (MAX 210KT) direct **PHA** - R088 **PHA** to KURSA - GIPRO | **PHA** MNM **4000**<br>KURSA MNM **5000**<br>GIPRO MNM **5000** |

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# Cyprus **Pafos** Pafos Intl

NIL

## STARs

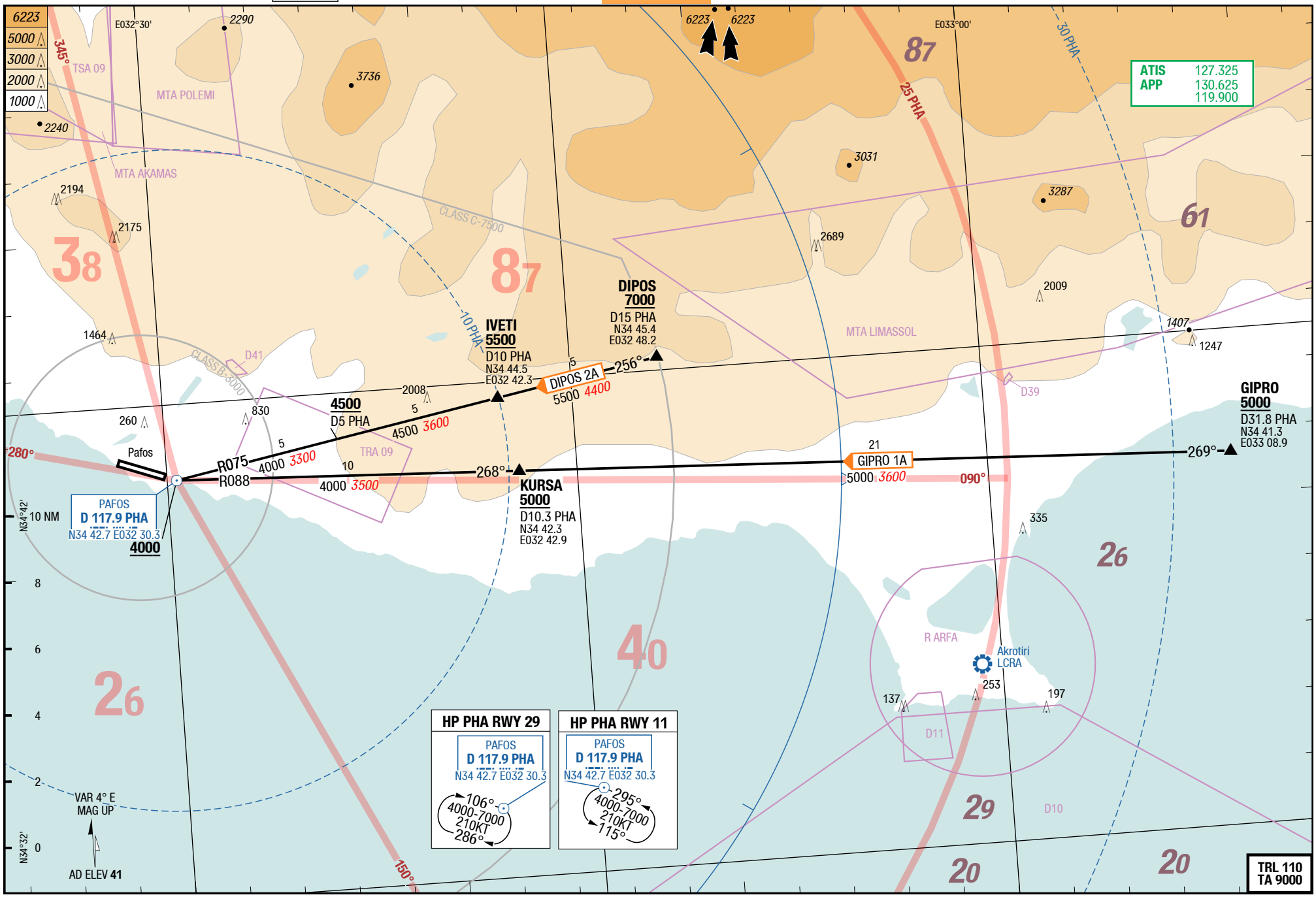
STAR

# Pafos Intl **Pafos** Cyprus

NIL

## STARs

STAR



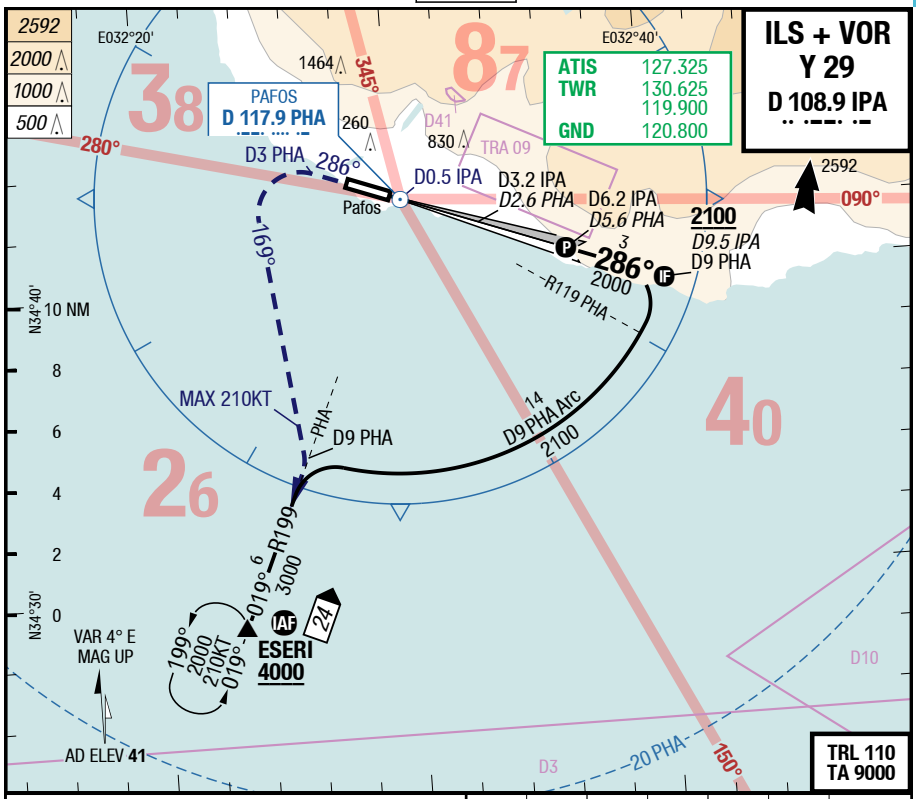

© Lido 2018

Changes: OBST, SUAs

# PFO-LCPH

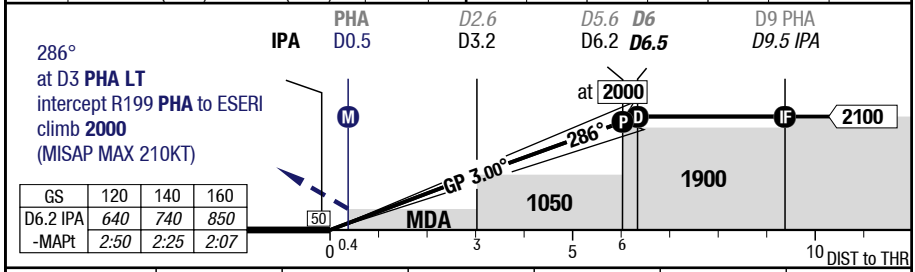
7-10

# ILS + VOR Y 29




60 HL — 45 x 2699 — 3.0° — 29
+0.1% TDZ 34 (---%) / THR 32 (1hPa) HL-P1

| 2 | 3 | 4 | 5 | 6 | 6.5 | LOC 3.00° D IPA |
|---|---|---|---|---|---|---|
| 670 | 990 | 1300 | 1620 | 1940 | 2100 | |




| 29 | | Cat 1 DME 1) | LOC DME | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 550 **240** | 380 - 1.0 **410** | | | | 630 - 2.4V **670** |
| D | ft - m/km ft | 210 - 550 **240** | 380 - 1.0 **410** | | | | 830 - 3.6V **870** |

1) FD or AP or HGS to DA required, else use 750m RVR

Changes: new

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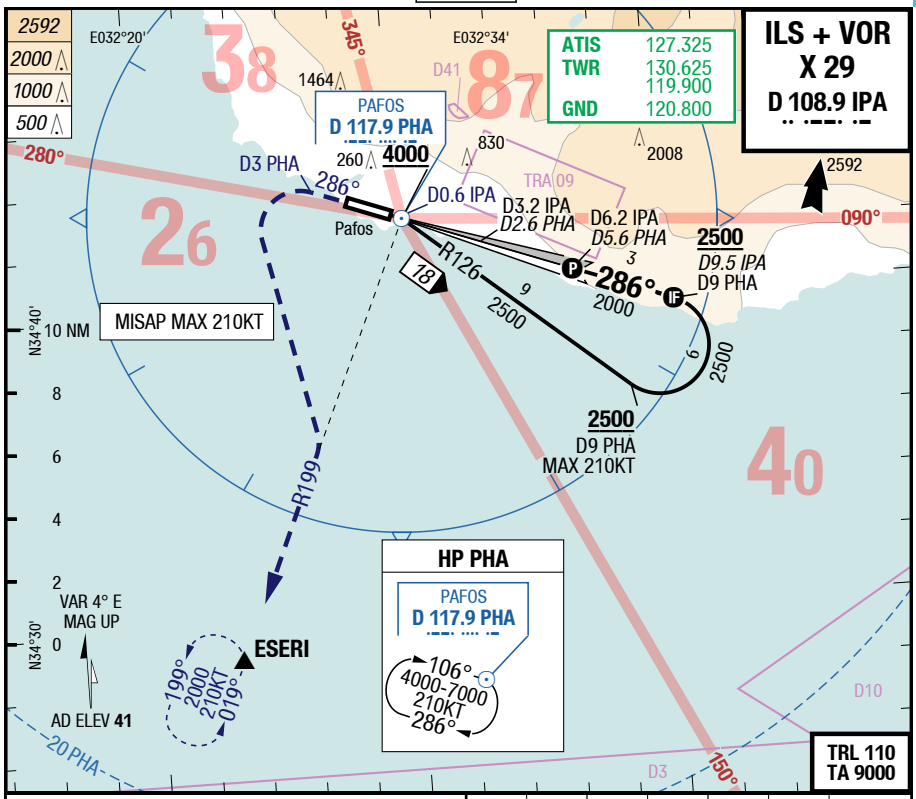
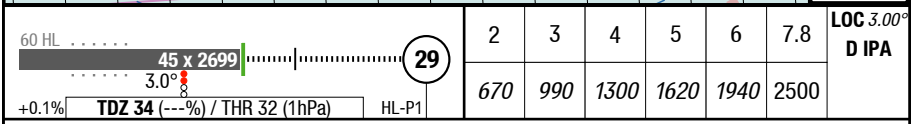
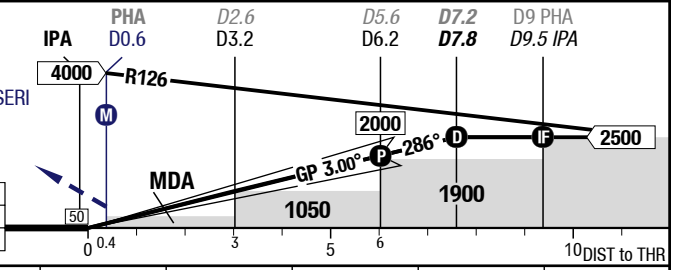



| 2 | 3 | 4 | 5 | 6 | 7.8 | LOC 3.00° D IPA |
|---|---|---|---|---|---|---|
| 670 | 990 | 1300 | 1620 | 1940 | 2500 | |

286°
at D3 **PHA LT**
intercept R199 **PHA** to ESERI
climb **2000**
(MISAP MAX 210KT)

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.2 IPA | *640* | *740* | *850* |
| -MAPt | *2:49* | *2:25* | *2:07* |




| 29 | | Cat 1 DME 1) | LOC DME PHA VOR | | | | Circling S o RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 550 **240** | 330 - 800 **360** | | | | 600 - 2.4V **650** |
| D | ft - m/km ft | 210 - 550 **240** | 330 - 800 **360** | | | | 800 - 3.6V **840** |

1) FD or AP or HGS to DA required, else use 750m RVR

Changes: chart title, MIN, Page Number, OBST, Editorial

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# PFO-LCPH



## Cyprus **Pafos** Pafos Intl

ILS P 29

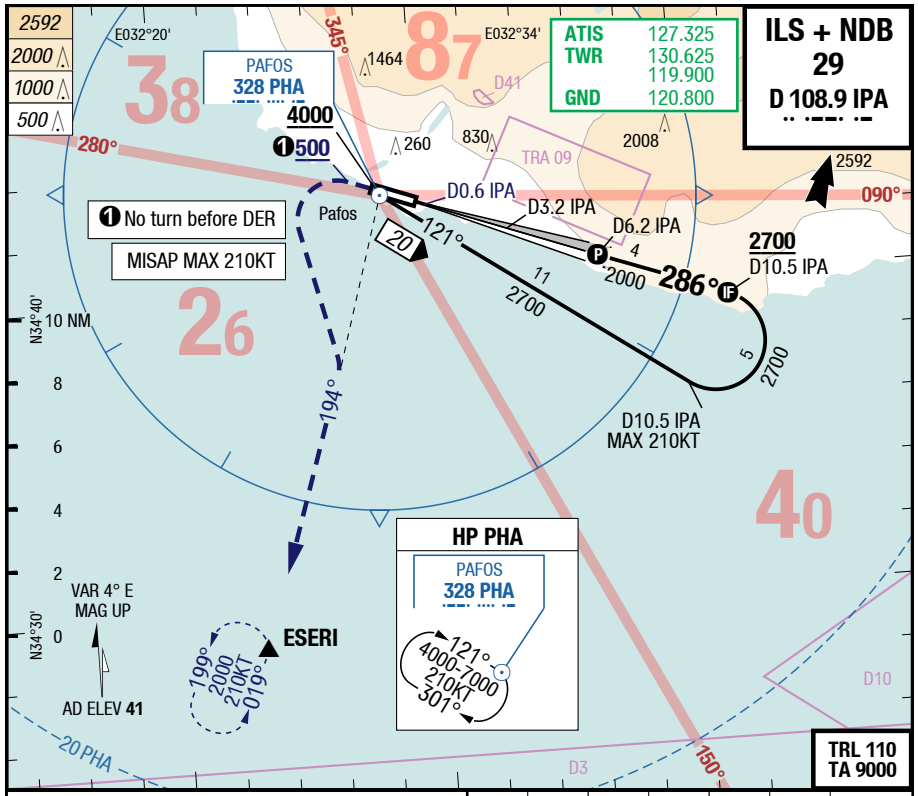
## ILS + NDB 29

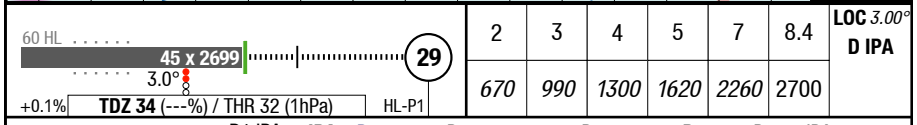


## Pafos Intl **Pafos** Cyprus

ILS P 29

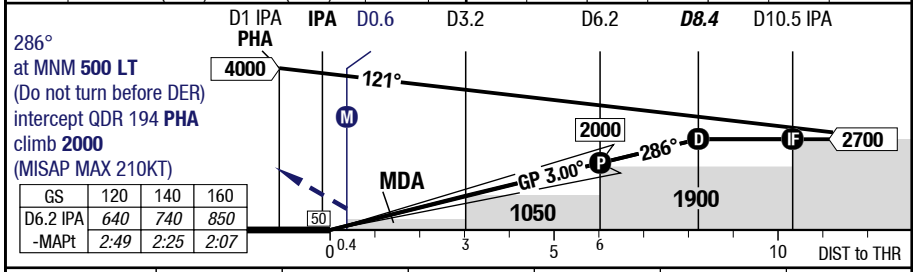
## ILS + NDB 29




| 2 | 3 | 4 | 5 | 7 | 8.4 |
|---|---|---|---|---|---|
| 670 | 990 | 1300 | 1620 | 2260 | 2700 |

LOC 3.00°
D IPA




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.2 IPA | 640 | 740 | 850 |
| -MAPt | 2:49 | 2:25 | 2:07 |

| 29 | | Cat 1 DME 1) | LOC DME | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 550 **240** | 330 - 800 **360** | | | | 600 - 2.4V **650** |
| D | ft - m/km ft | 210 - 550 **240** | 330 - 800 **360** | | | | 800 - 3.6V **840** |

1) FD, AP or HGS required, else RVR 750m

Changes: chart title, Page Number, OBST, Editorial

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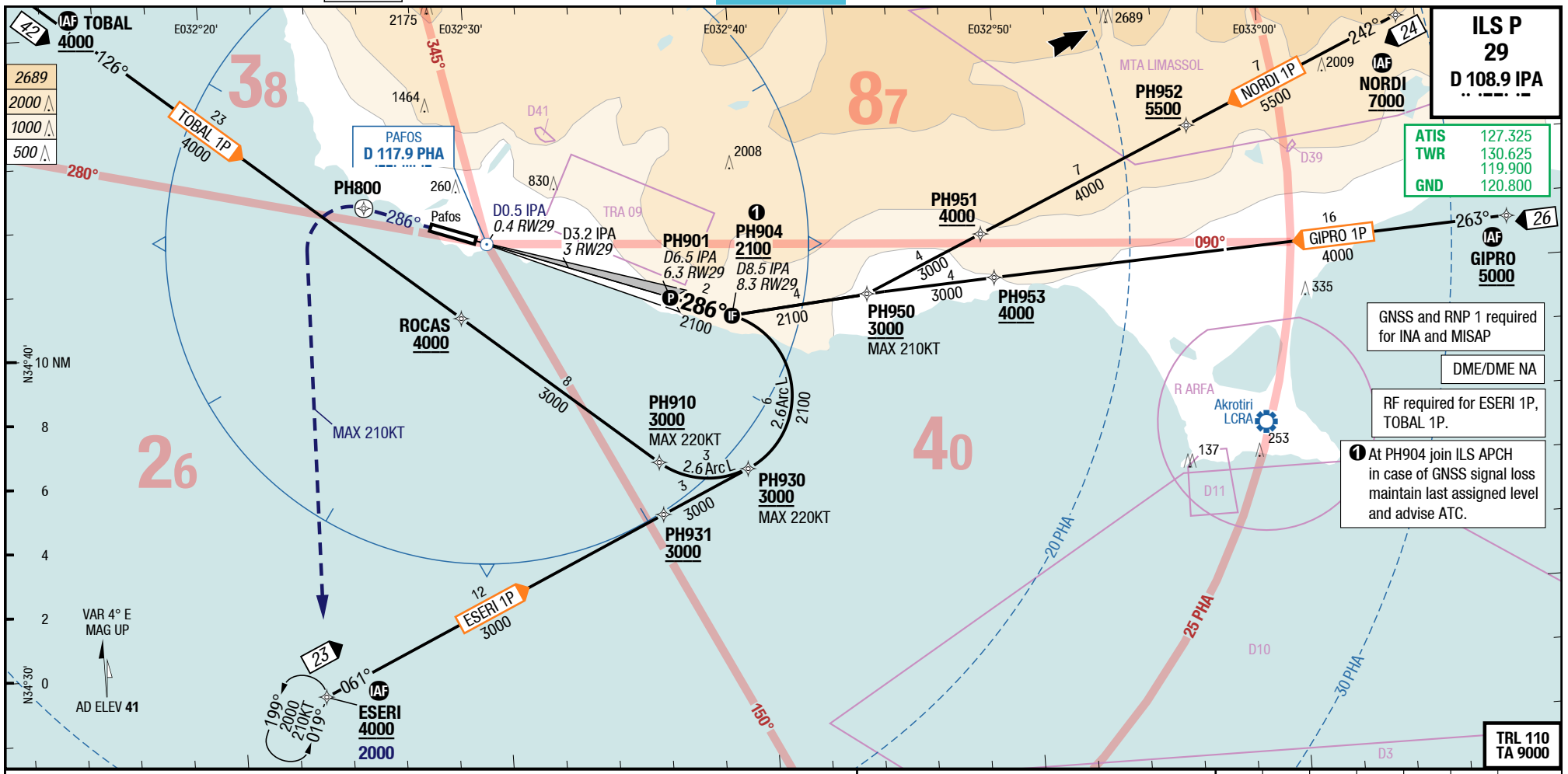
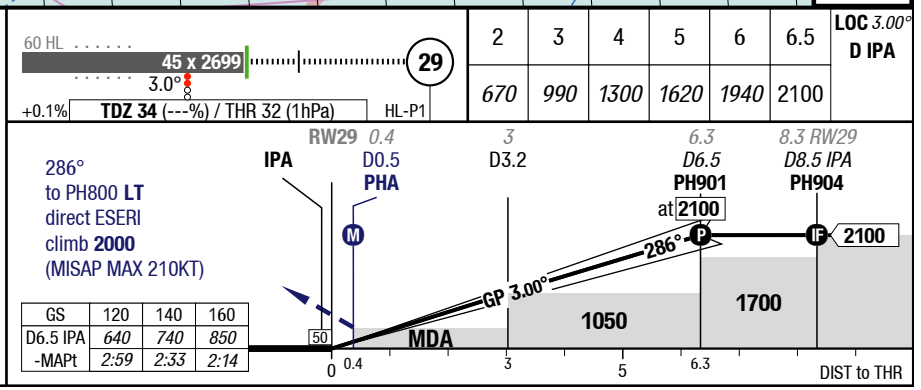



| 29 | | Cat 1 DME 1) | LOC DME | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 550 **240** | 380 - 1.0 **410** | | | | 630 - 2.4V **670** |
| D | ft - m/km ft | 210 - 550 **240** | 380 - 1.0 **410** | | | | 830 - 3.6V **870** |

1) FD or AP or HGS to DA required, else use 750m RVR



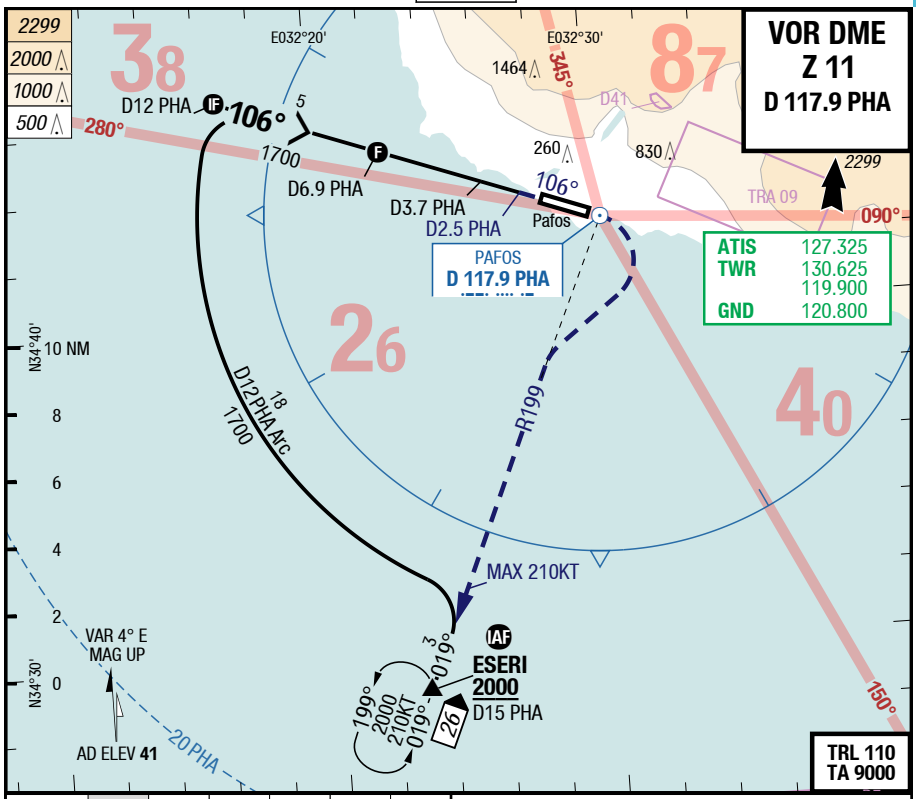

Changes: New

© Lido 2018

# PFO-LCPH

7-50

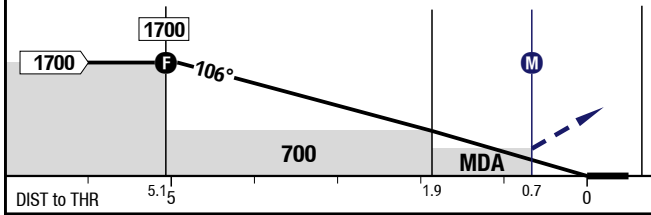
# VOR DME Z 11




| 3.08° D PHA | | 6.8 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|
| | | 1700 | 1460 | 1130 | 800 | 470 |

11 — 3.0° — 60 ML — 2699 x 45 — 360 — ML-N — THR 40 (1hPa) / **TDZ 41** (---%) — -0.1%

D6.9 PHA — D3.7 — D2.5 — **PHA**




106°
at **PHA LT**
intercept R199 **PHA** to ESERI
climb **2000**
(MISAP MAX 210KT)

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.9 PHA | *650* | *760* | *870* |
| -MAPt | *2:12* | *1:53* | *1:39* |

| 11 | | VOR DME | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 400 - 1.6 **440** | | | | | 630 - 2.4V **670** |
| D | ft - m/km ft | 400 - 1.6 **440** | | | | | 830 - 3.6V **870** |

Changes: new

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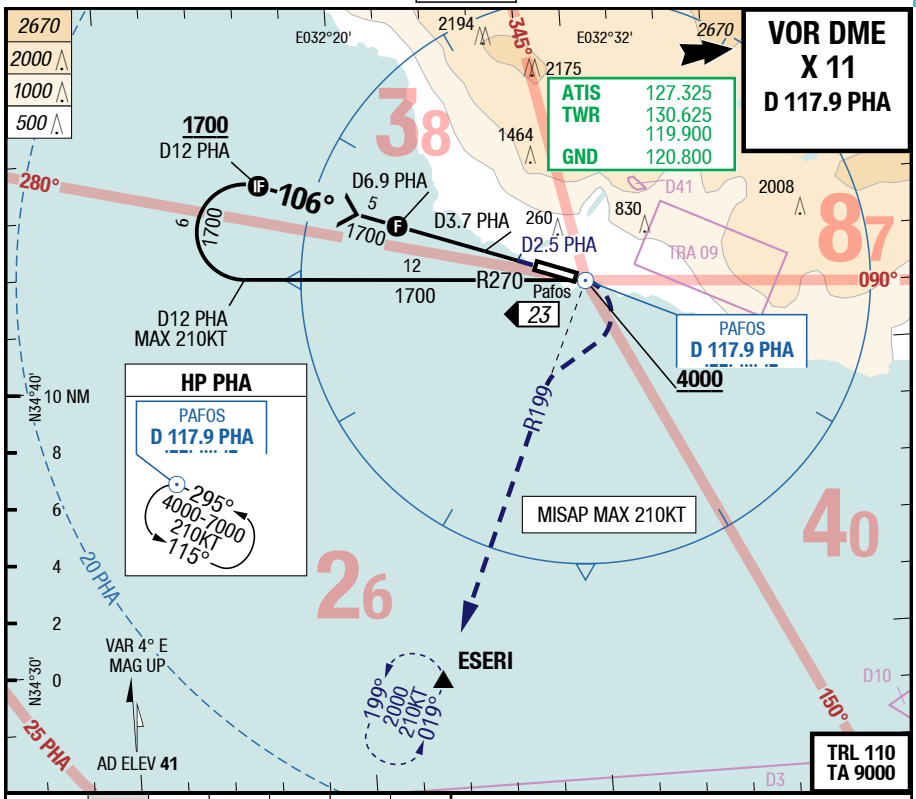
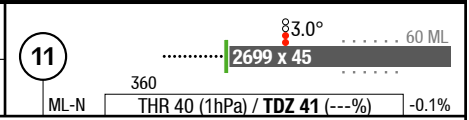
# PFO-LCPH

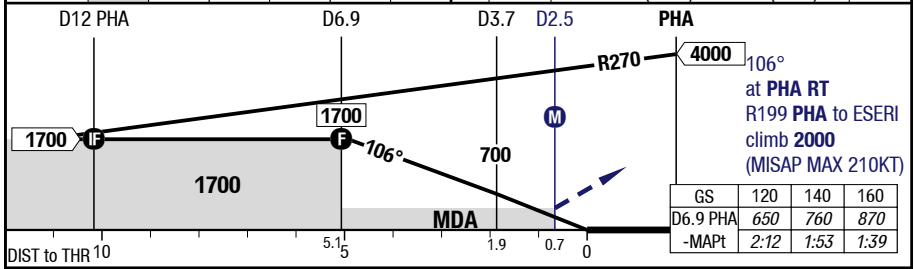
7-60

# VOR DME X 11




| 3.08° D PHA | | 6.9 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|
| | | 1700 | *1460* | *1130* | *800* | *470* |




| 11 | | VOR DME | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 400 - 1.6 **440** | | | | | 600 - 2.4V **650** |
| D | ft - m/km ft | 400 - 1.6 **440** | | | | | 800 - 3.6V **840** |

Changes: Page Number, OBST, Editorial

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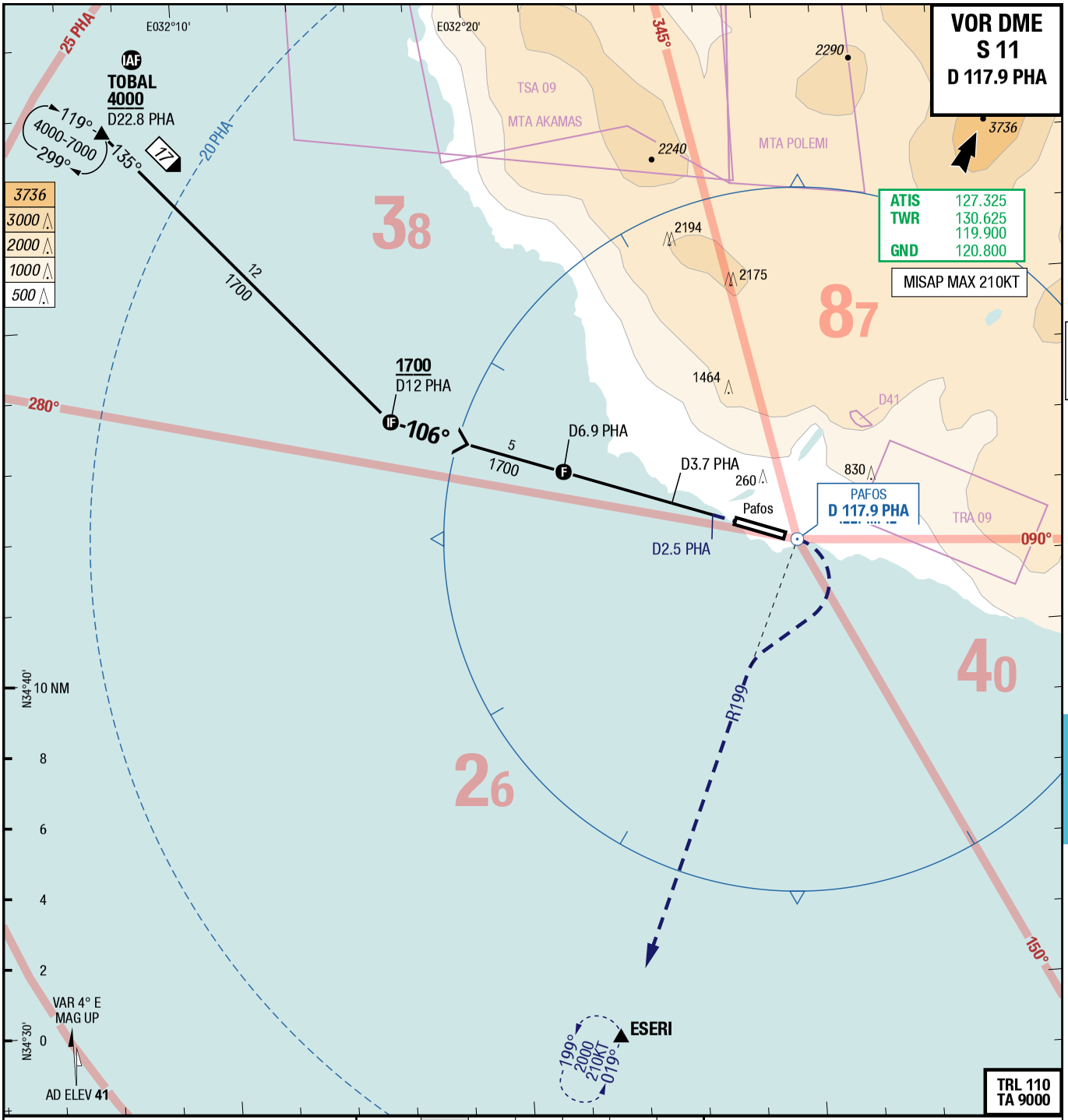
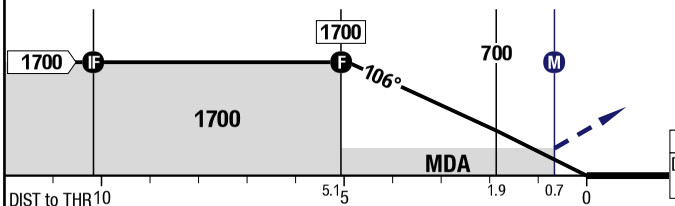



| 3.08° D PHA | | 6.9 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|
| | | 1700 | *1460* | *1130* | *800* | *470* |

D12 PHA D6.9 D3.7 D2.5 PHA

11 — 3.0° — 60 ML — 2699 x 45 — 360 — ML-N — THR 40 (1hPa) / **TDZ 41** (---%) — -0.1%




106°
at **PHA RT**
R199 **PHA** to ESERI
climb **2000**
(MISAP MAX 210KT)

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.9 PHA -MAPt | *2:12* | *1:53* | *1:39* |

| 11 | | VOR DME | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 400 - 1.6 **440** | | | | | 600 - 2.4V **650** |
| D | ft - m/km ft | 400 - 1.6 **440** | | | | | 800 - 3.6V **840** |

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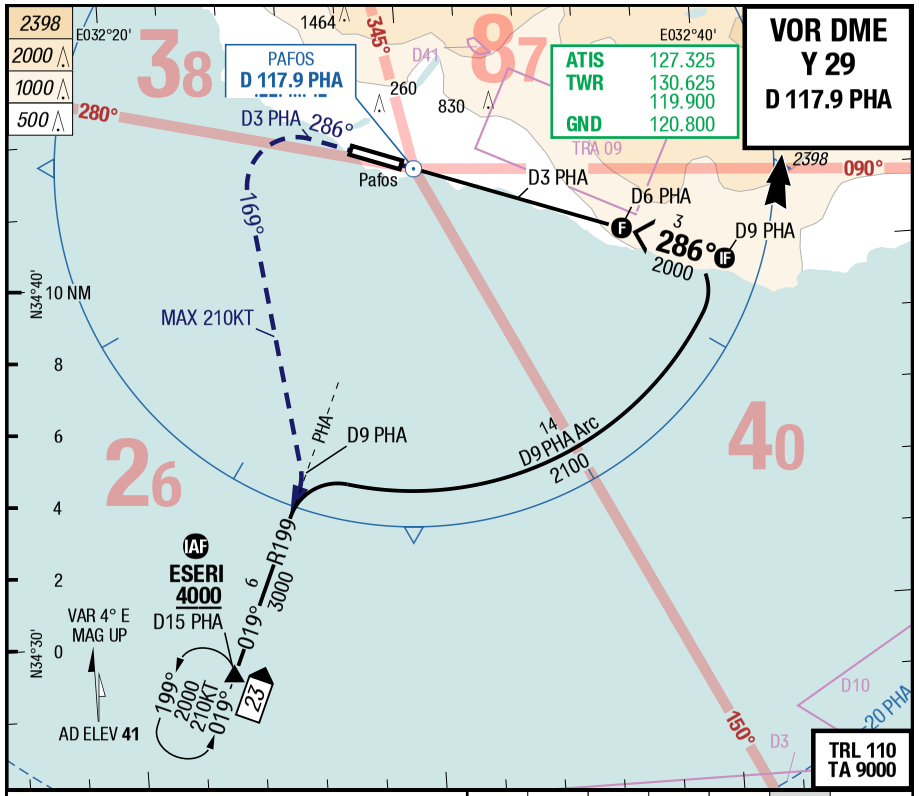
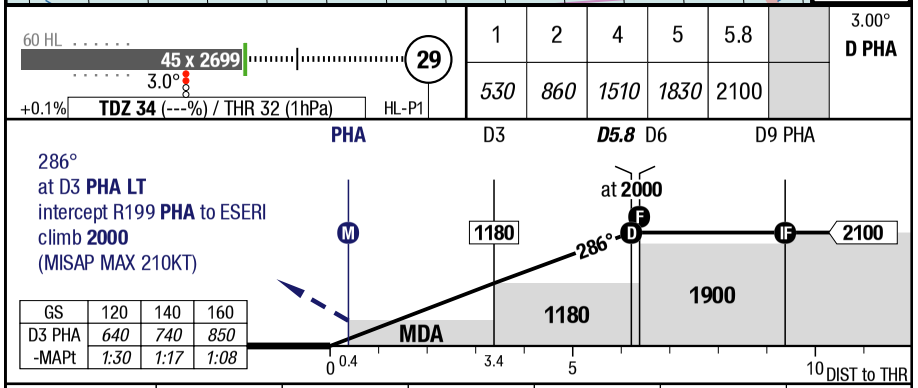


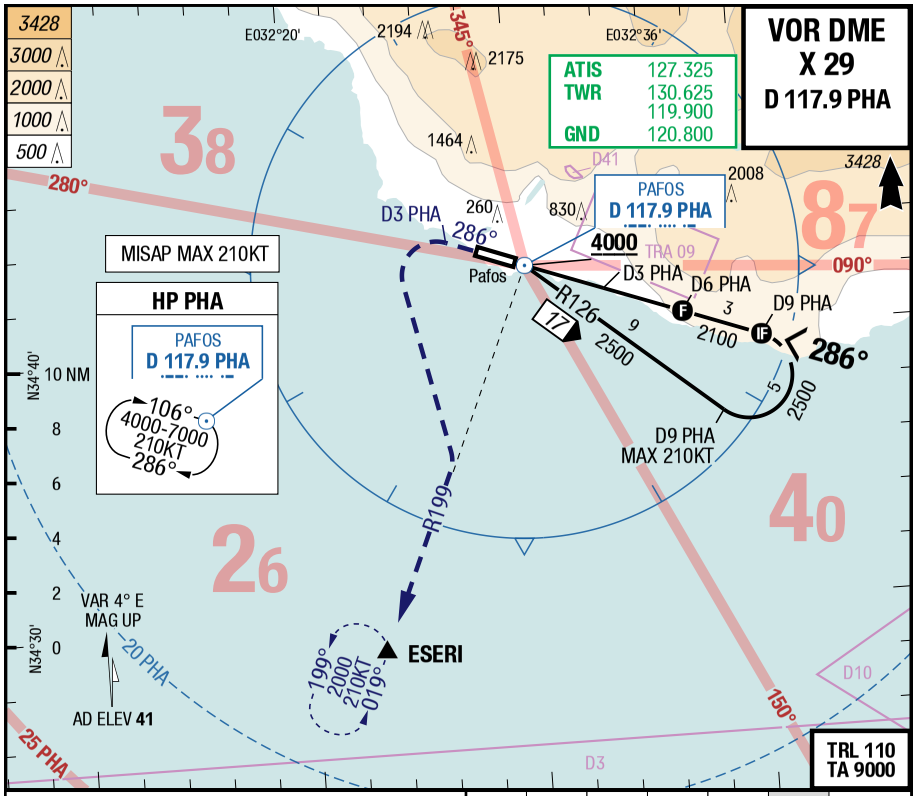



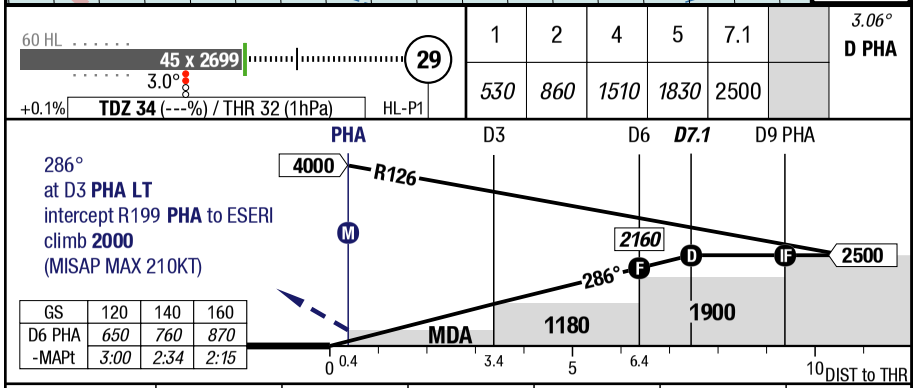

| 29 | | VOR DME | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 470 - 1.5 **500** | | | | | 630 - 2.4V **670** |
| D | ft - m/km ft | 470 - 1.5 **500** | | | | | 830 - 3.6V **870** |

Changes: new

DIFFERENT SCALE






| 29 | | VOR DME | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 440 - 1.3 **470** | | | | | 600 - 2.4V **650** |
| D | ft - m/km ft | 440 - 1.3 **470** | | | | | 800 - 3.6V **840** |

Changes: Page Number, OBST, Editorial

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# PFO-LCPH

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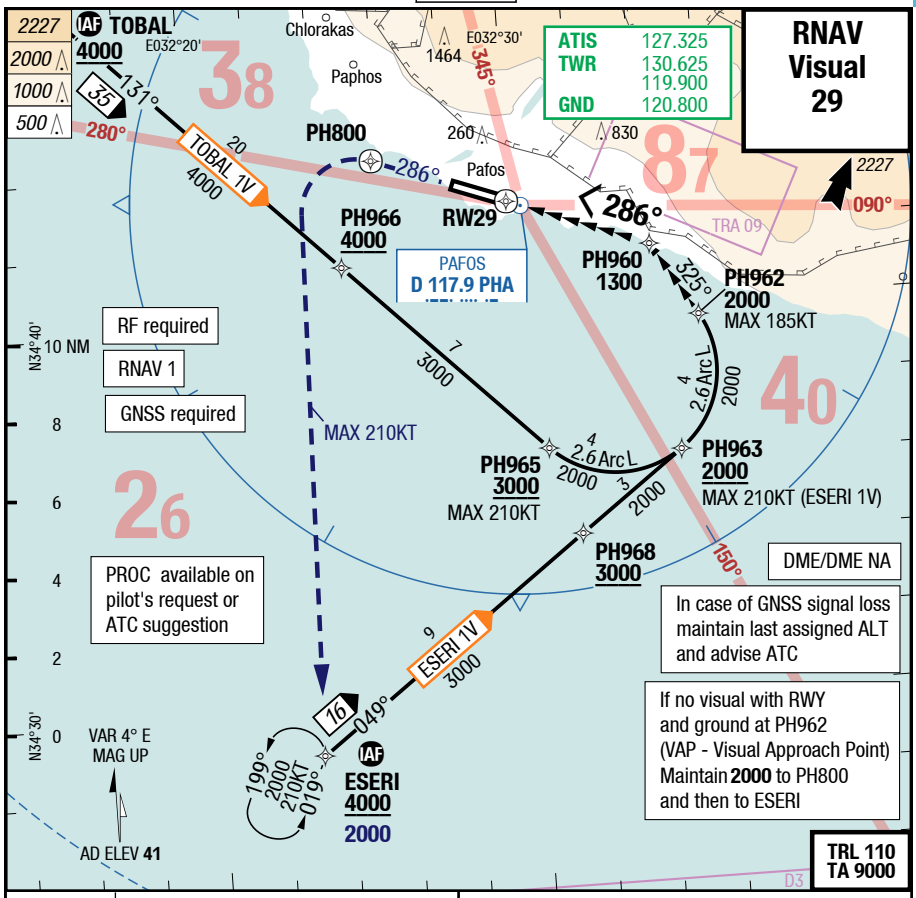
## RNAV Visual 29




| 29 | | VISUAL RNAV 1) | | | | | Circling S of RWY only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | C 4000 - 10.0V | | | | | Not published |
| D | ft - m/km ft | C 4000 - 10.0V | | | | | Not published |

1) At ATC discretion only

Changes: New

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