

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8 (from 1st MAY-31st OCT CAT 9)**PCN:** RWY 04/22: 82/F/D/W/T**Operation****TWY Restriction**

LDG RWY 04:

- Exit via TWYs A or B.
- Upon vacating RWY contact GND for taxi instructions.

LDG RWY 22:

- Exit via TWYs E or G or H.
- Upon vacating RWY, contact GND for taxi instructions.
- TWY E and H are rapid exit TWYs on RWY 22. ACFT shall not hold on the rapid exit TWYs.

RWY 22: After LDG turns may only be made on turning pads.

Taxi/Parking

ACFT with wingspan 52m / 170ft or more are not permitted to use the following ACFT stand taxi-lane:

- Taxi-lane LA (APN1)
- Taxi-lane CV (APN2) with the exemptions for stand 81.

ACFT exiting TWY E or TWY G for APN 1 shall proceed via TWY C and hold at the intermediate HLDG PSN W1 or C6, unless otherwise instructed by ATC.

ACFT exiting TWY H for APN 1 shall proceed via TWY U and hold at intermediate HLDG PSN L6, unless otherwise instructed by ATC.

ACFT with wingspan 52m / 170ft or more shall not hold on TWYs B, D, and G.

Follow-me AVBL.

APN 1: Visual Docking Guidance System (VDGS) AVBL except for stands 11-18, 31, 32 and 48A that must be access by marshaller guidance.

APN 2: Visual Docking Guidance System (VDGS) not AVBL.

In case VDGS failure or marshaller not AVBL on stand, ACFT hold before entering the stand and advise ATC.

Follow-me within APN 2 not AVBL. Arriving ACFT shall use taxi lane CU to stands 61-66, taxi lane CV to stands 71A-76 and 86A and taxi lane CW to stands 81-86, 86B, 87 and 92-94.

RWY 22

- APN 1 all stand taxilanes, expect taxi out via TWYs L, Z, C to HLDG point TWY A.
- APN 2, expect taxi out via TWY C to HLDG point A.

RWY 04

- APN 1 stand taxilanes LA or LB, expect taxi out via TWYs L, V, C to HLDG point TWY H.
- APN 1 stand taxilane LC, expect taxi out via TWYs L, W, C to HLDG point TWY H.
- APN 2 expect taxi out via TWY C to HLDG point TWY H.

ARRIVAL**Warnings**

There are frequent reports of laser lights directed at ACFT mostly from the following areas:

- On ARR from NW within of 20NM of AD.
- On letdown PROC RWY 22 crew shall be vigilant to such events and report them to ATC passing where possible INFO as to the location.

No lead-in lighting or markings AVBL when lining up for full length TKOF RWY 04.

ECN VOR/DME: 6.5° azimuth error.

GKE VOR/DME: 5° azimuth error.

Birds in vicinity of AD.

Communication**COM Failure**

RWY 22:

Proceed to LCA VOR, descend to the cleared LVL and enter LCA VOR hold. At the last received EAT commence descend to 4000ft and carry out APCH.

RWY 04:

Proceed to LCA VOR or RIMEX according to ARR, descend to the cleared LVL and enter LCA VOR or RIMEX hold. At the last received EAT commence descend to 4000ft and carry out APCH.

On Maneuvering Area

Vacate RWY and hold position on parallel TWY C and wait for follow-me.

Arrival Procedure**VFR Traffic Pattern**

RWY 04 right-hand circuit.

ACFT CAT A/B 1000ft

ACFT CAT C/D 1500ft

Reverse: Use of reverser is prohibited during taxi from and to stands at all times.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

In addition: After LDG RWY 22 ACFT are requested to vacate RWY via rapid exit TWY E, if not otherwise instructed.

DEPARTURE**Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN

Communication**COM Failure**

Follow prescribed SID climbing to cleared ALT.

On Maneuvering Area

Continue taxiing along the assigned route to the clearance limit position paying attention in avoiding any diversion. Hold at that position and wait for follow-me.

Departure Procedure**Start-up/Push-back**

Pilots shall call for ATC CLR at least 10min prior to being fully ready for push-back or taxi. Permission for push-back or taxi from stand may only be REQ if the pilot can perform the manoeuvre immediately, provided that:

- handling completed
- doors CLSD
- loading bridge, if any, retracted.

On first contact with GND report:

- ACFT type
- stand number
- APN
- QNH
- identification letter of the received ATIS information.

Intersection TKOF

- For RWY 04 via TWY D and G.
- For RWY 22 via TWY B and D.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

Departure Notes

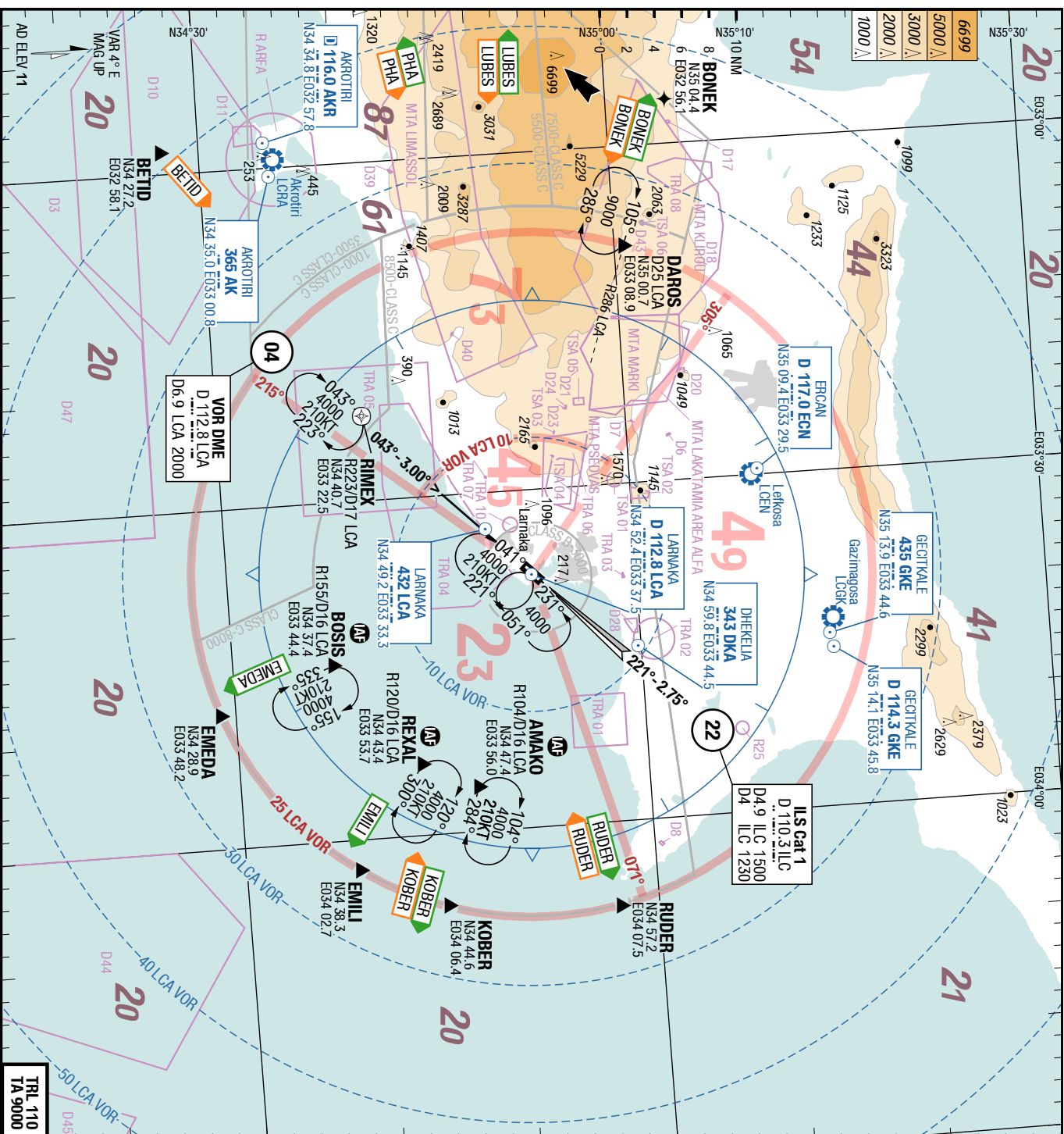
DEP RWY 22 exiting NICOSIA FIR via TOSKA, EVENO, TOMBI route:

- SID PAFOS 1B - PHA - M31/UM31- PAPOX - direct TOSKA.
- SID PAFOS 1B - PHA - M31/UM31- PAPOX - direct PEDER - direct EVENO.
- SID PAFOS 1B - PHA - M31/UM31- PAPOX - direct PEDER - A16/UA16 - TOMBI.

All other SIDs only AVBL by ATC.

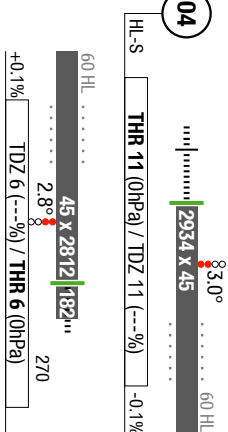
De-icing

Not AVBL

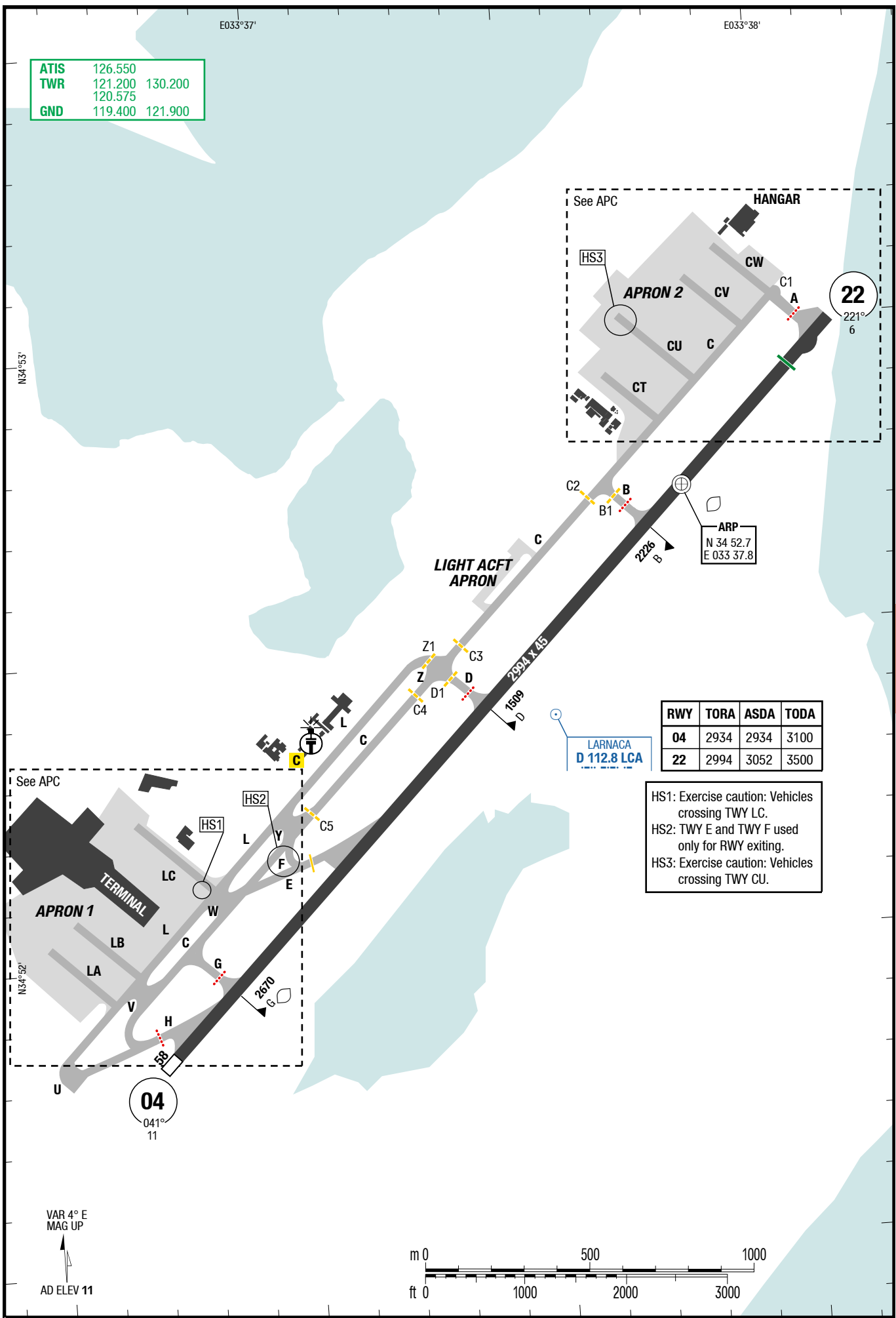


ATIS	126.550
APP	121.200
TWR	121.200
GND	119.400

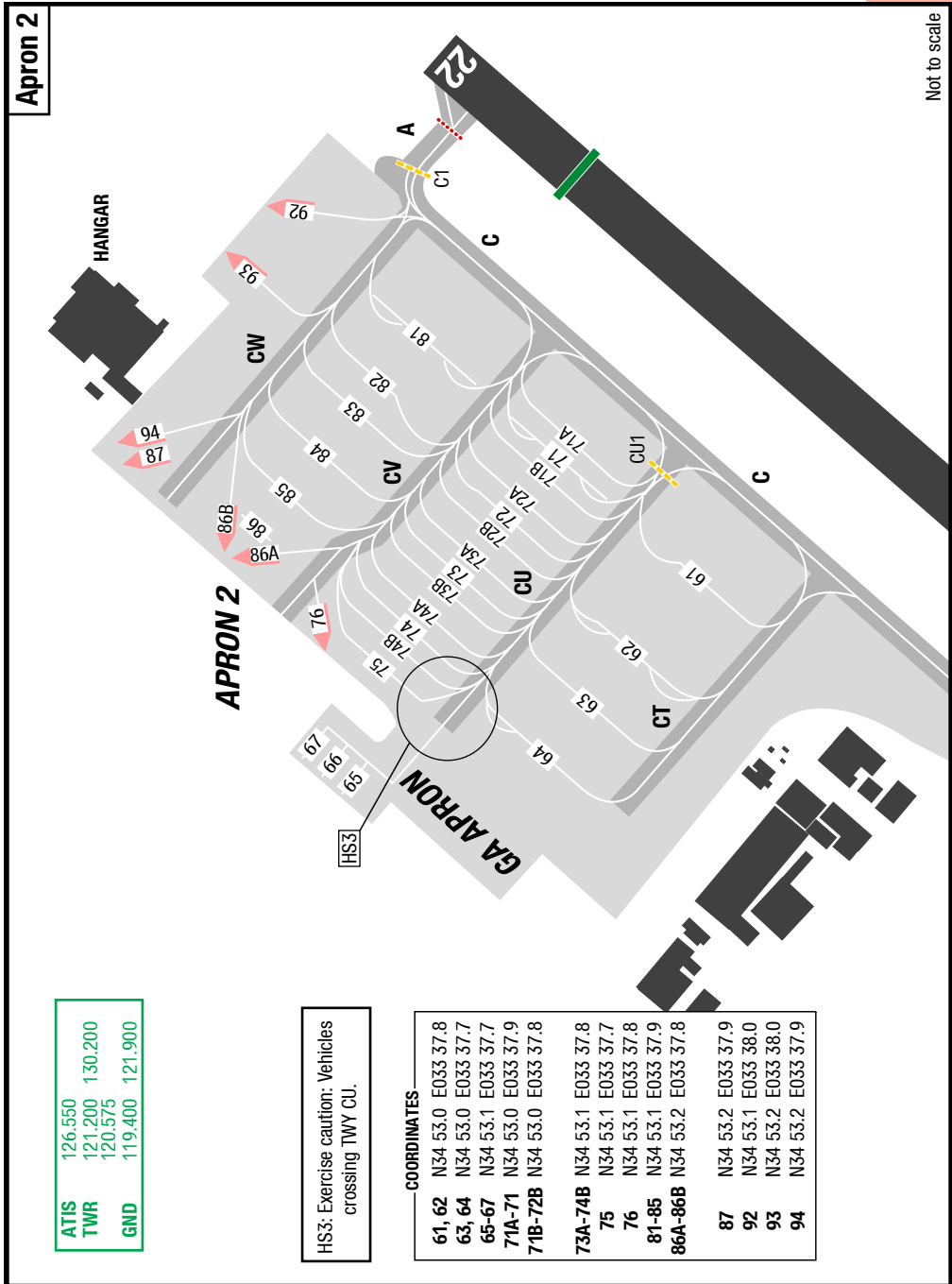
Landing RWY system:



TR 110
TA 9000



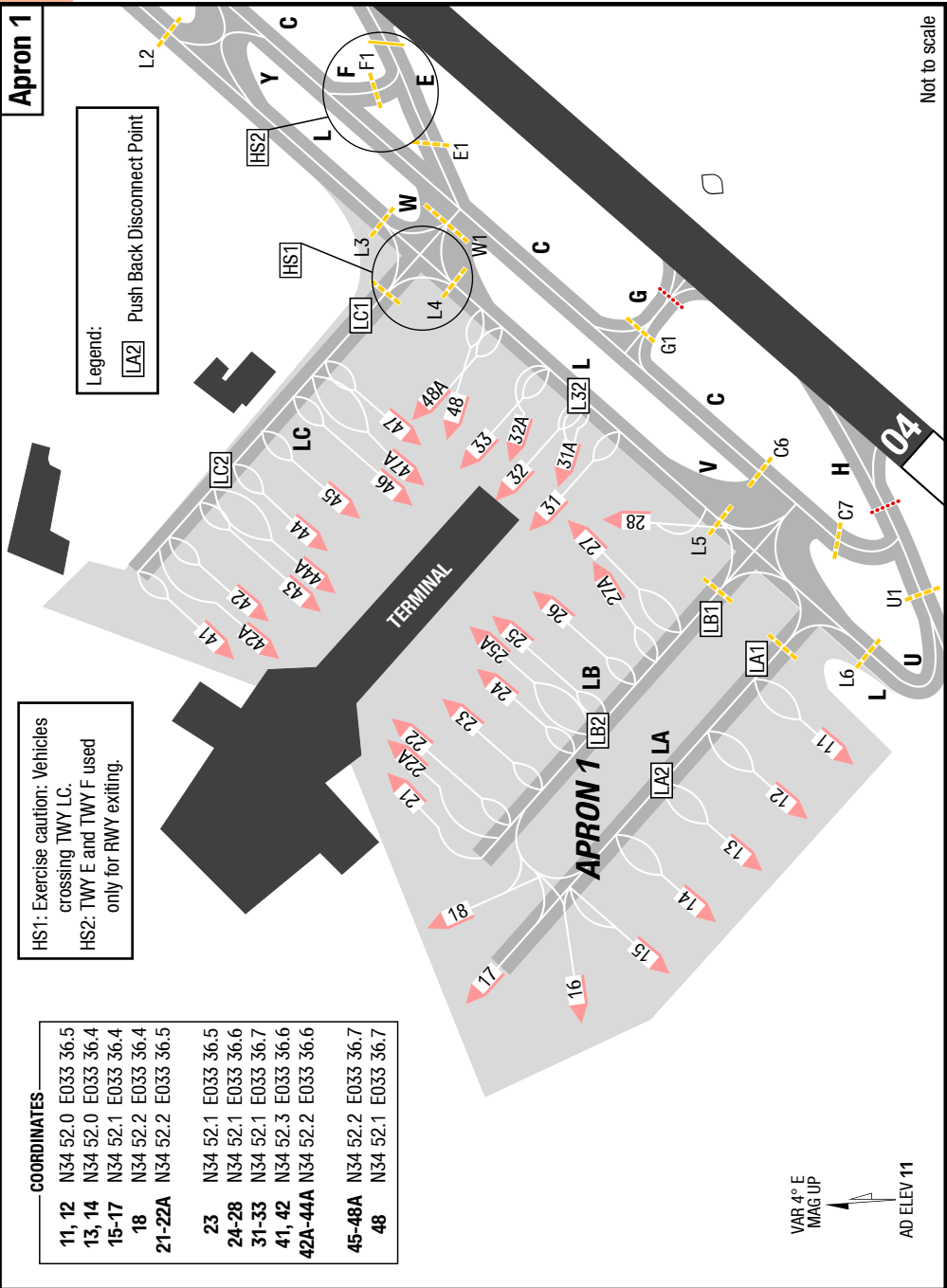
3-30



ATIS	126.550	130.200
TWR	121.200	130.200
GND	120.575	121.900

HS3: Exercise caution: Vehicles crossing TWY CU.

COORDINATES	
61, 62	N34 53.0 E033 37.8
63, 64	N34 53.0 E033 37.7
65-67	N34 53.1 E033 37.7
71A-71	N34 53.0 E033 37.9
71B-72B	N34 53.0 E033 37.8
73A-74B	N34 53.1 E033 37.8
75	N34 53.1 E033 37.7
76	N34 53.1 E033 37.8
81-85	N34 53.1 E033 37.9
86A-86B	N34 53.2 E033 37.8
87	N34 53.2 E033 37.9
92	N34 53.1 E033 38.0
93	N34 53.2 E033 38.0
94	N34 53.2 E033 37.9



HS1: Exercise caution: Vehicles crossing TWY LC.
HS2: TWY E and TWY F used only for RWY exiting.

COORDINATES	
11, 12	N34 52.0 E033 36.5
13, 14	N34 52.0 E033 36.4
15-17	N34 52.1 E033 36.4
18	N34 52.2 E033 36.4
21-22A	N34 52.2 E033 36.5
23	N34 52.1 E033 36.5
24-28	N34 52.1 E033 36.6
31-33	N34 52.1 E033 36.7
41, 42	N34 52.3 E033 36.6
42A-44A	N34 52.2 E033 36.6
45-48A	N34 52.2 E033 36.7
48	N34 52.1 E033 36.7

VAR 4° E
MAG UP
AD ELEV 11

Effective 22-JUN-2017

15-JUN-2017

LCA-LCLK

4-10

Cyprus Larnaka Larnaka Intl

PAFOS 1W RNAV

BONEK 1W RNAV

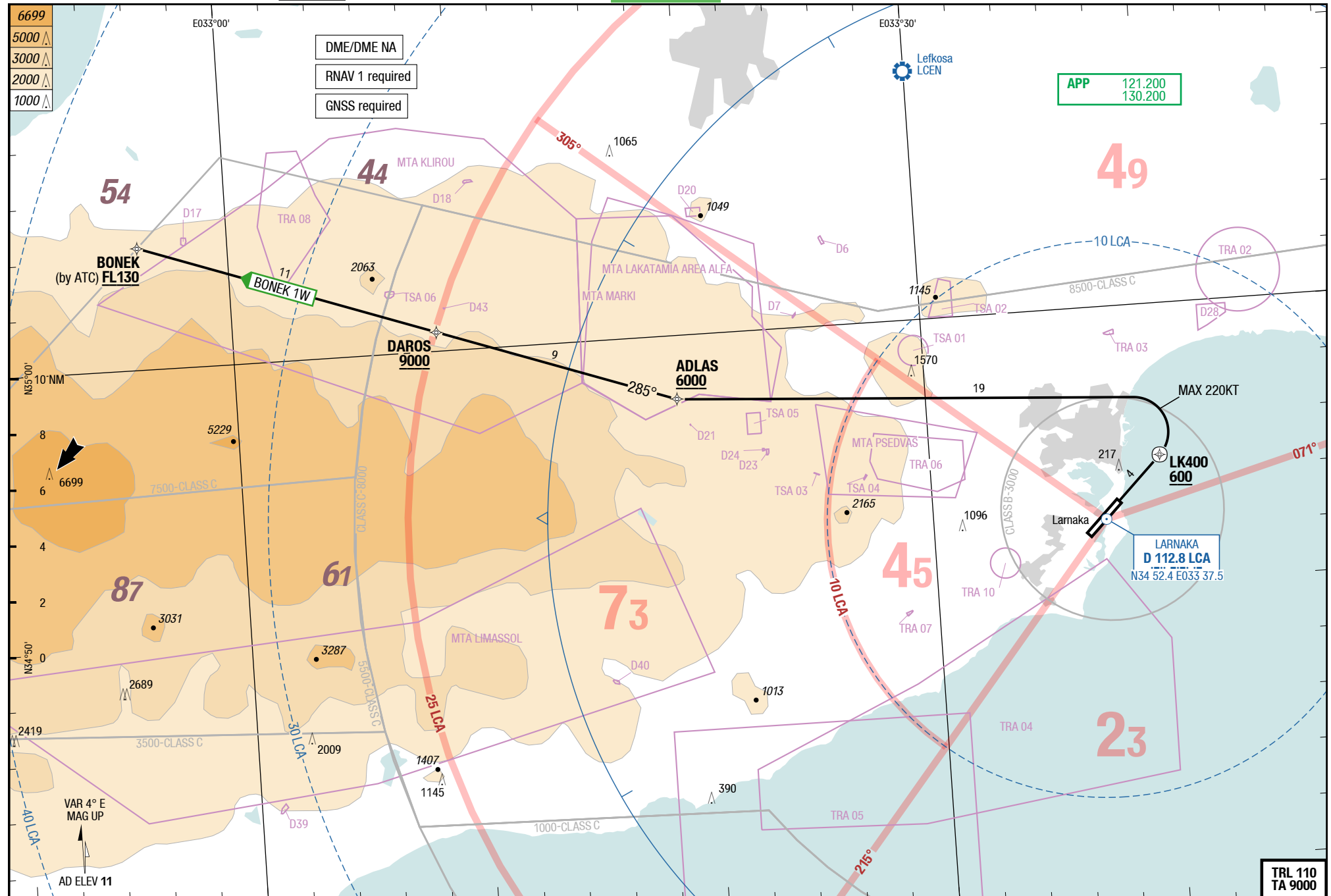
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SID

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PAFOS 1W RNAV

BONEK 1W RNAV



Changes: new

TRL 110
TA 9000

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LCA-LCLK

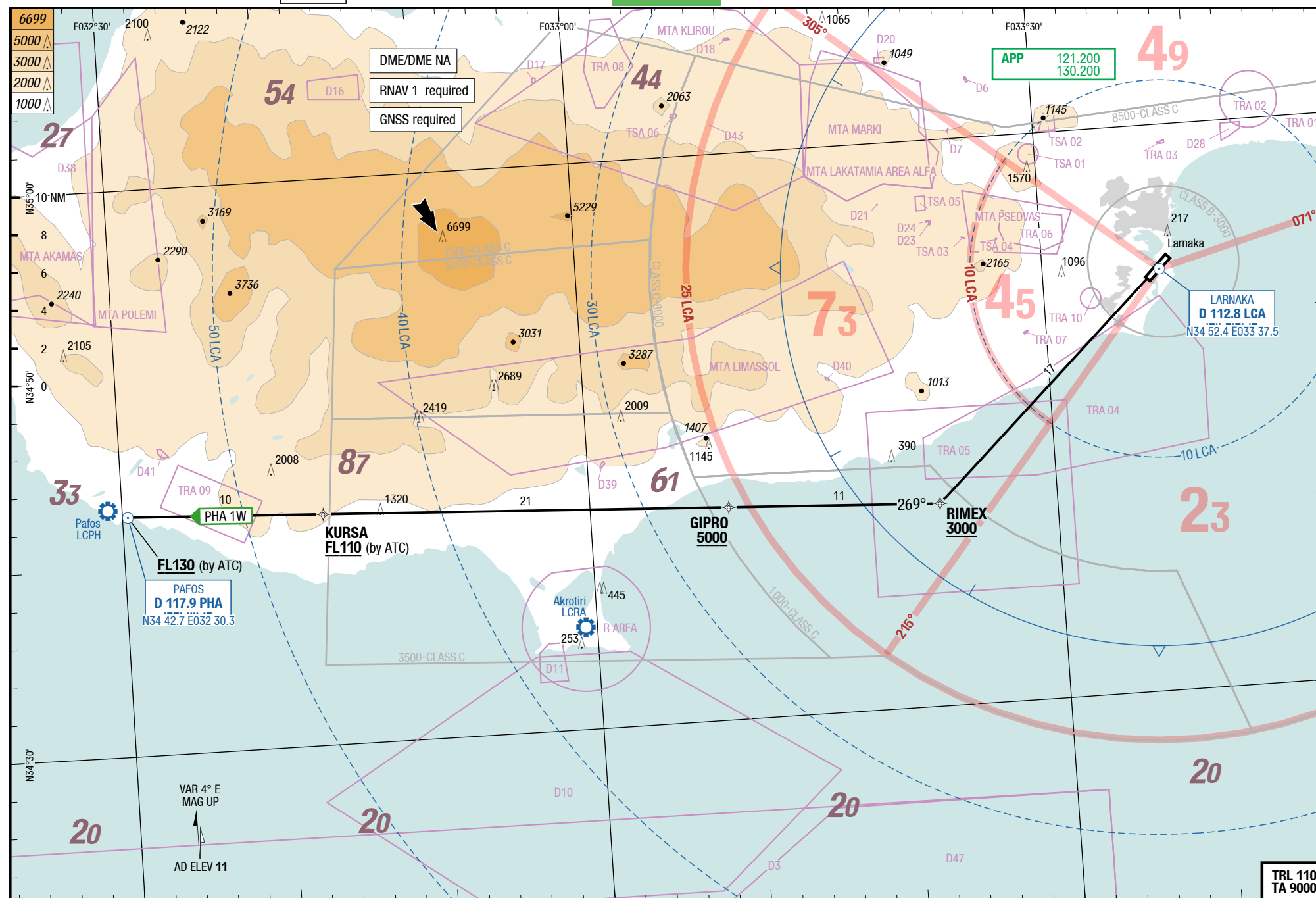
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PAFOS 1W RNAV

SID

SID

PAFOS 1W RNAV



Changes: new

TRL 110
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LCA-LCLK

4-30

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BONEK1C/1D / LUBES 1C / PHA 1D

BONEK 1B/1E

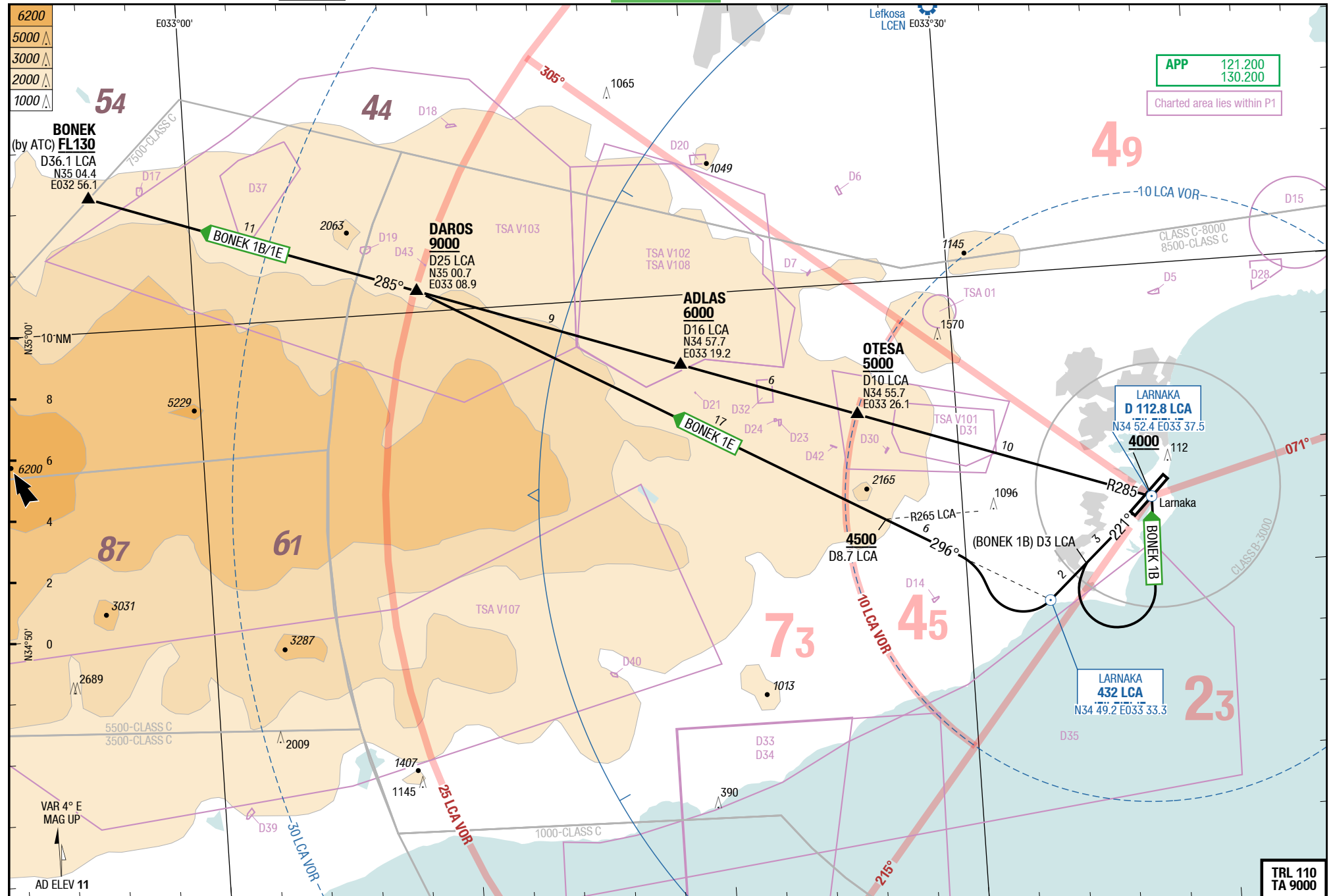
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Larnaka Intl Larnaka Cyprus

BONEK1C/1D / LUBES 1C / PHA 1D

BONEK 1B/1E



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LCA-LCLK

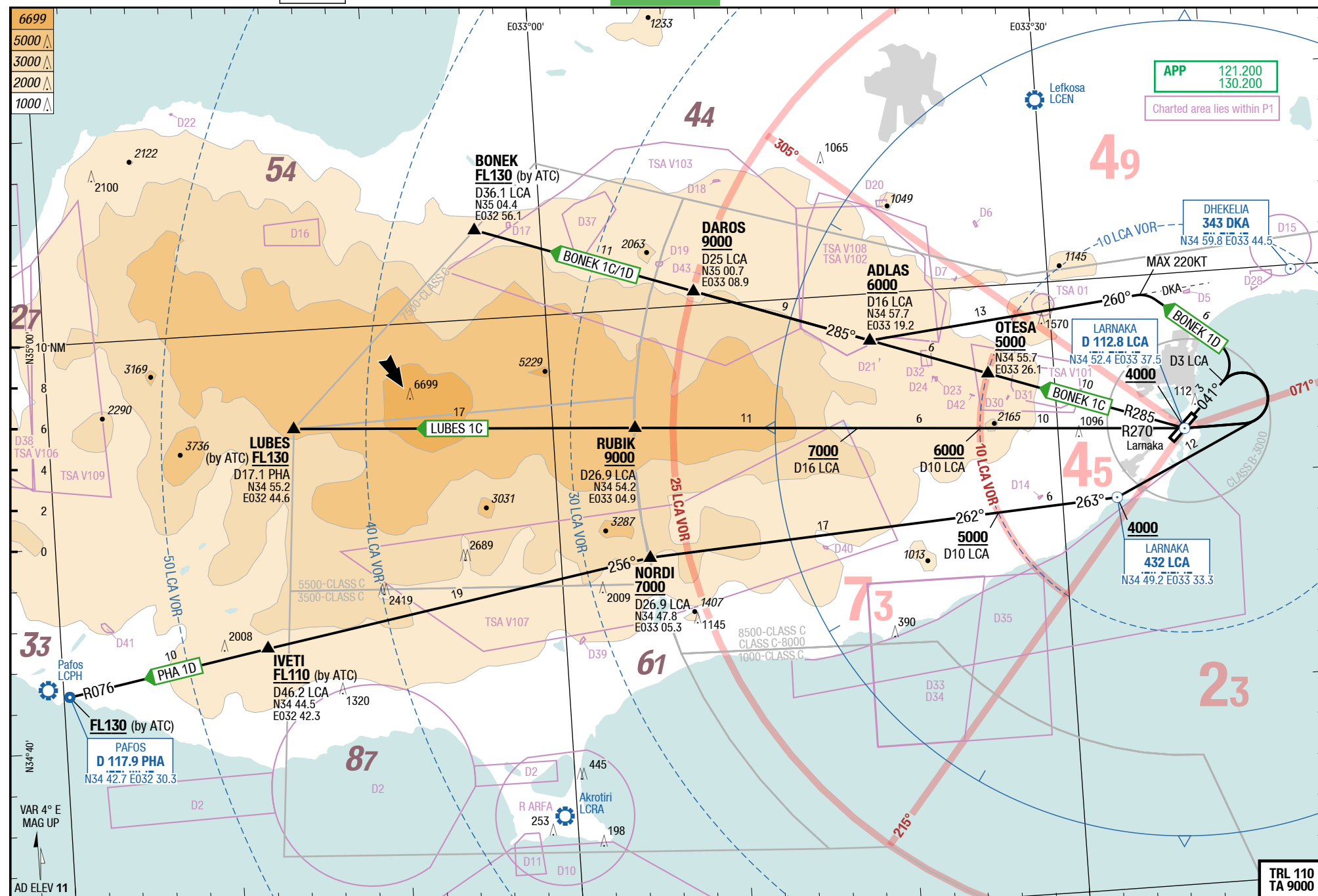
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BONEK1C/1D / LUBES 1C / PHA 1D

SID

SID

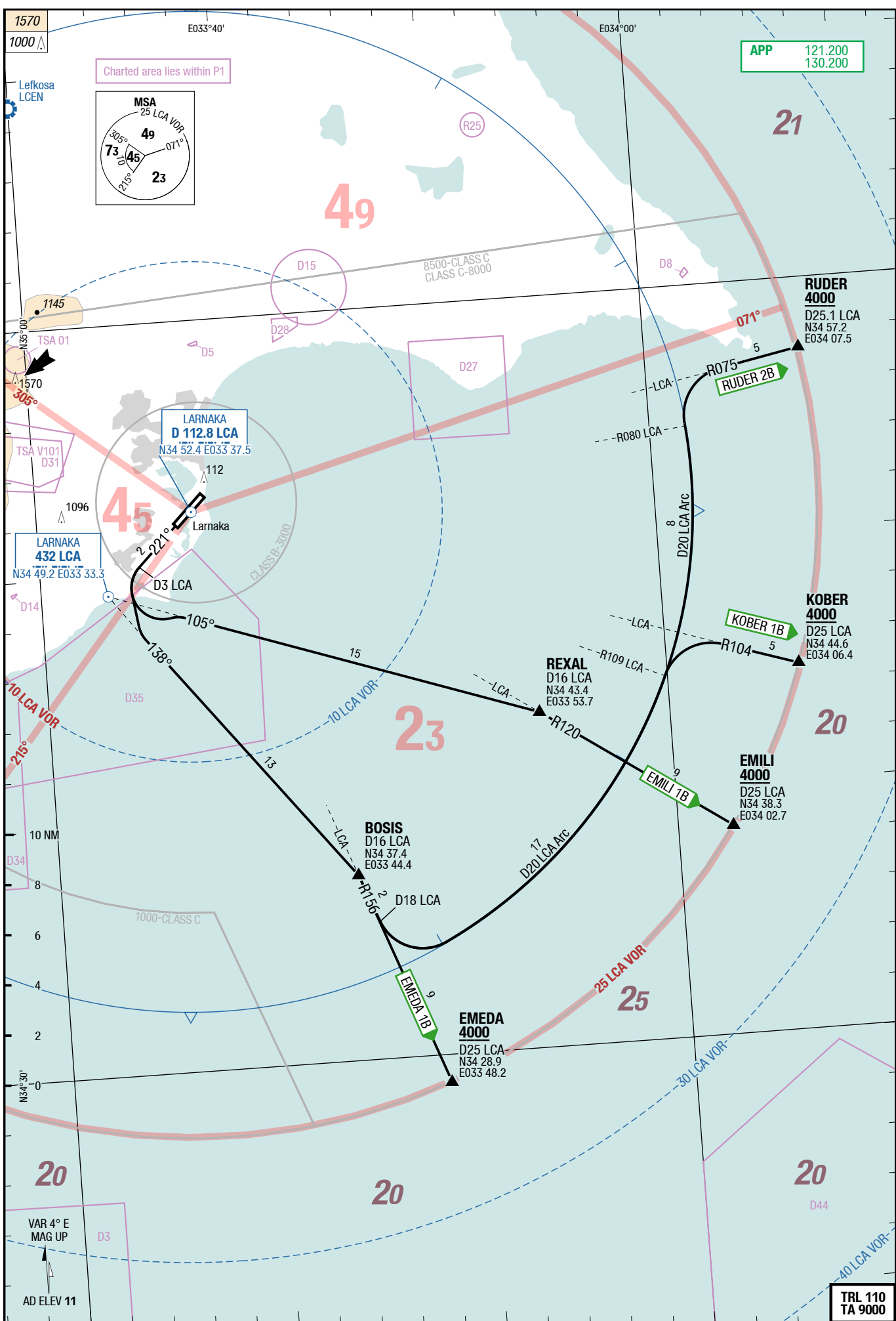
BONEK1C/1D / LUBES 1C / PHA 1D

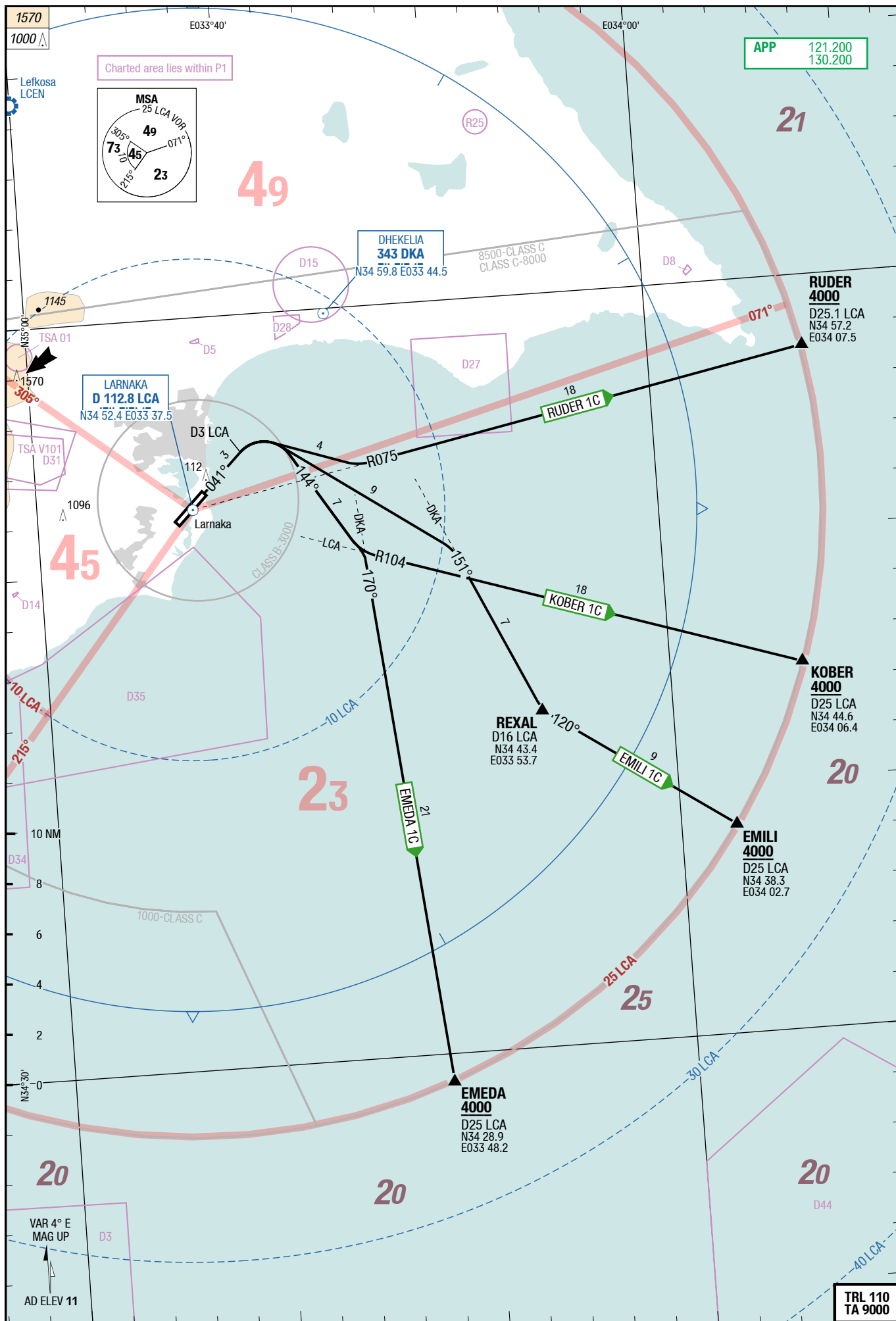


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TRL 110
TA 9000

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NIL

SID

SID

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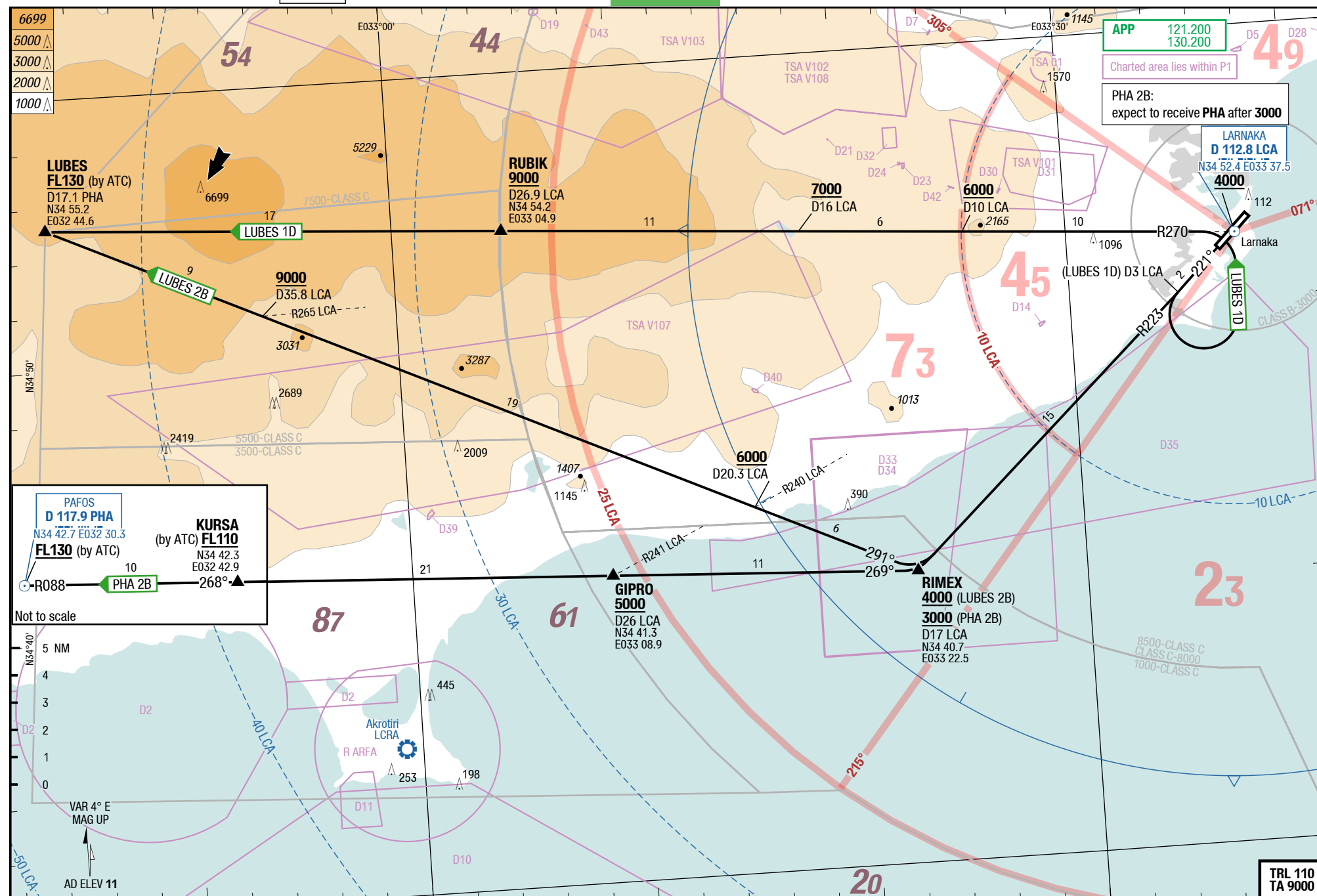
NIL

LUBES 1D/2B / PHA 2B

LCA-LCLK

4-70

LUBES 1D/2B / PHA 2B



19-JUL-2018

LCA-LCLK

5-10

BONEK 1W RNAV**BONEK 1W**

RWY 04 (041°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BONEK 1W 121.100	DCT <u>LK400</u> [K220- ;L] - DCT ADLAS - DAROS - BONEK	LK400 MNM 600 ADLAS MNM 6000 DAROS MNM 9000 BONEK MNM FL130 (by ATC)

19-JUL-2018

LCA-LCLK**5-20****PAFOS 1W RNAV****SIDPT****PAFOS 1W**

RWY 22 (221°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
PAFOS 1W PHA 1W 121.200 ①	RIMEX - GIPRO - KURSA - PHA	RIMEX MNM 3000 GIPRO MNM 5000 KURSA MNM FL110 (by ATC) PHA MNM FL130 (by ATC)

① CAUTION: Close-In obstacles

Changes: Nil

15-JUN-2017

LCA-LCLK

5-30

BONEK 1B/1E

SIDPT

BONEK 1B / BONEK 1E

RWY 22 (221°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BONEK 1B 121.200	at D3 LCA VOR LT direct to LCA VOR - R285 LCA VOR to OTESA - ADLAS - DAROS - BONEK	LCA VOR MNM 4000 OTESA MNM 5000 ADLAS MNM 6000 DAROS MNM 9000 BONEK MNM FL130 (by ATC)
BONEK 1E 5.5% to 9000 121.200	direct LCA NDB - QDR 296 LCA NDB - at DAROS LT 285° to BONEK	QDR 296 LCA NDB/R265 LCA VOR MNM 4500 DAROS MNM 9000 BONEK MNM FL130 (by ATC)

BONEK 1C / BONEK 1D / LUBES 1C / PAFOS 1D

RWY 04 (041°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BONEK 1C 121.200	at D3 LCA RT direct LCA VOR - R285 LCA VOR to OTESA - ADLAS - DAROS - BONEK	LCA VOR MNM 4000 OTESA MNM 5000 ADLAS MNM 6000 DAROS MNM 9000 BONEK MNM FL130 (by ATC)
BONEK 1D 4.5% to 8000 121.200	at D3 LCA VOR LT (MAX 220KT) intercept QDR 260 DKA (260° if DKA U/S) - at ADLAS intercept R285 LCA VOR to DAROS - BONEK	ADLAS MNM 6000 DAROS MNM 9000 BONEK MNM FL130 (by ATC)
LUBES 1C 121.200	at D3 LCA RT direct LCA VOR - R270 LCA VOR to RUBIK - LUBES	LCA VOR MNM 4000 R270/D10 LCA VOR MNM 6000 R270/D16 LCA VOR MNM 7000 RUBIK MNM 9000 LUBES MNM FL130 (by ATC)
PAFOS 1D PHA 1D 121.200	at D3 LCA RT direct LCA NDB - QDR 263 LCA NDB - at NORDI intercept R076 PHA to IVETI - PHA	LCA NDB MNM 4000 QDR 263 LCA NDB/D10 LCA VOR MNM 5000 NORDI MNM 7000 IVETI MNM FL110 (by ATC) PHA MNM FL130 (by ATC)

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LCA-LCLK

5-50

EMEDA1B/EMILI1B/KOBER1B/RUDER2B

SIDPT

EMEDA 1B / EMILI 1B / KOBER 1B / RUDER 2B

RWY 22 (221°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
EMEDA 1B 121.200	at D3 LCA VOR LT intercept QDR 138 LCA NDB - at BOSIS intercept R156 LCA VOR to EMEDA	EMEDA MNM 4000
EMILI 1B 121.200	at D3 LCA VOR LT intercept QDR 105 LCA NDB - at REXAL intercept R120 LCA VOR to EMILI	EMILI MNM 4000
KOBER 1B 121.200	at D3 LCA VOR LT intercept QDR 138 LCA NDB - at BOSIS intercept R156 LCA VOR - at D18 LCA VOR LT follow D20 LCA Arc - RT intercept R104 LCA VOR to KOBER	KOBER MNM 4000
RUDER 2B 121.200	at D3 LCA VOR LT intercept QDR 138 LCA NDB - at BOSIS intercept R156 LCA VOR - at D18 LCA VOR LT follow D20 LCA Arc - RT intercept R075 LCA VOR to RUDER	RUDER MNM 4000

15-JUN-2017

LCA-LCLK**5-60****EMEDA1C/EMILI1C/KOBER1C/RUDER1C****SIDPT****EMEDA 1C / EMILI 1C / KOBER 1C / RUDER 1C**

RWY 04 (041°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
EMEDA 1C 121.200	at D3 LCA RT intercept QDR 170 DKA to EMEDA	EMEDA MNM 4000
EMILI 1C 121.200	at D3 LCA RT intercept QDR 151 DKA - at REXAL LT 120° to EMILI	EMILI MNM 4000
KOBER 1C 121.200	at D3 LCA RT 144° - intercept R104 LCA to KOBER	KOBER MNM 4000
RUDER 1C 121.200	at D3 LCA RT intercept R075 LCA to RUDER	RUDER MNM 4000

LUBES 1D / LUBES 2B / PAFOS 2B

RWY 22 (221°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
LUBES 1D 121.200	at D3 LCA LT direct LCA - R270 LCA to RUBIK - LUBES	LCA MNM 4000 R270/D10 LCA MNM 6000 R270/D16 LCA MNM 7000 RUBIK MNM 9000 LUBES MNM FL130 (by ATC)
LUBES 2B 4.2% 121.200	intercept R223 LCA - at RIMEX RT 291° to LUBES	RIMEX MNM 4000 crossing R240 LCA MNM 6000 crossing R265 LCA MNM 9000 LUBES MNM FL130 (by ATC)
PAFOS 2B PHA 2B 121.200 ①	intercept R223 LCA - at RIMEX RT 269° to GIPRO - intercept R088 PHA to PHA via KURSA	RIMEX MNM 3000 GIPRO MNM 5000 KURSA MNM FL110 (by ATC) PHA MNM FL130 (by ATC)

① Expect to receive PHA after 3000.

15-JUN-2017

LCA-LCLKCyprus **Larnaka** Larnaka Intl

RNAV STAR RWY 22

RNAV STAR RWY 04

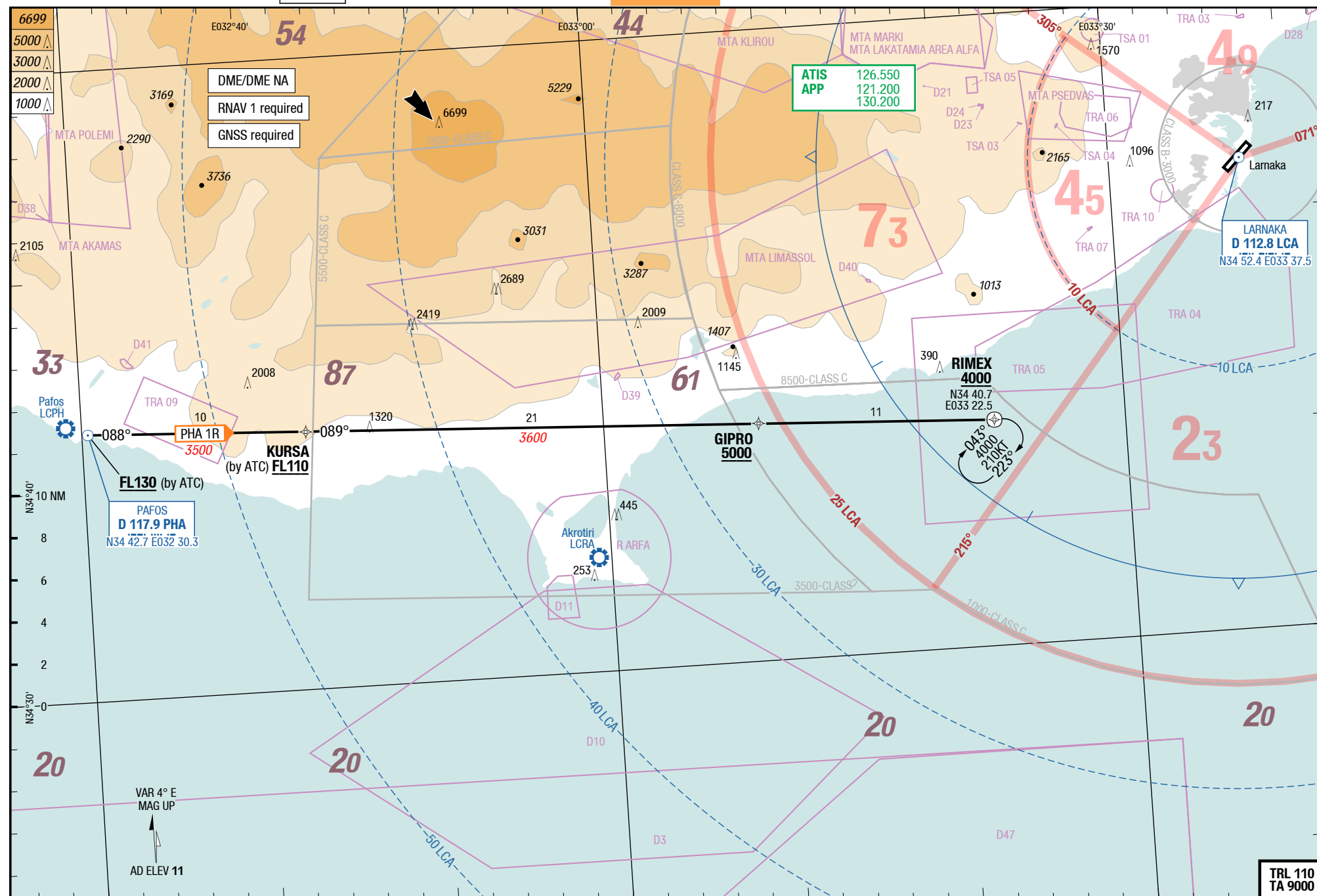
STAR

STAR

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RNAV STAR RWY 22

RNAV STAR RWY 04



Changes: new

TRL 110
TA 9000

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Effective 22-JUN-2017

15-JUN-2017

LCA-LCLK

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STAR

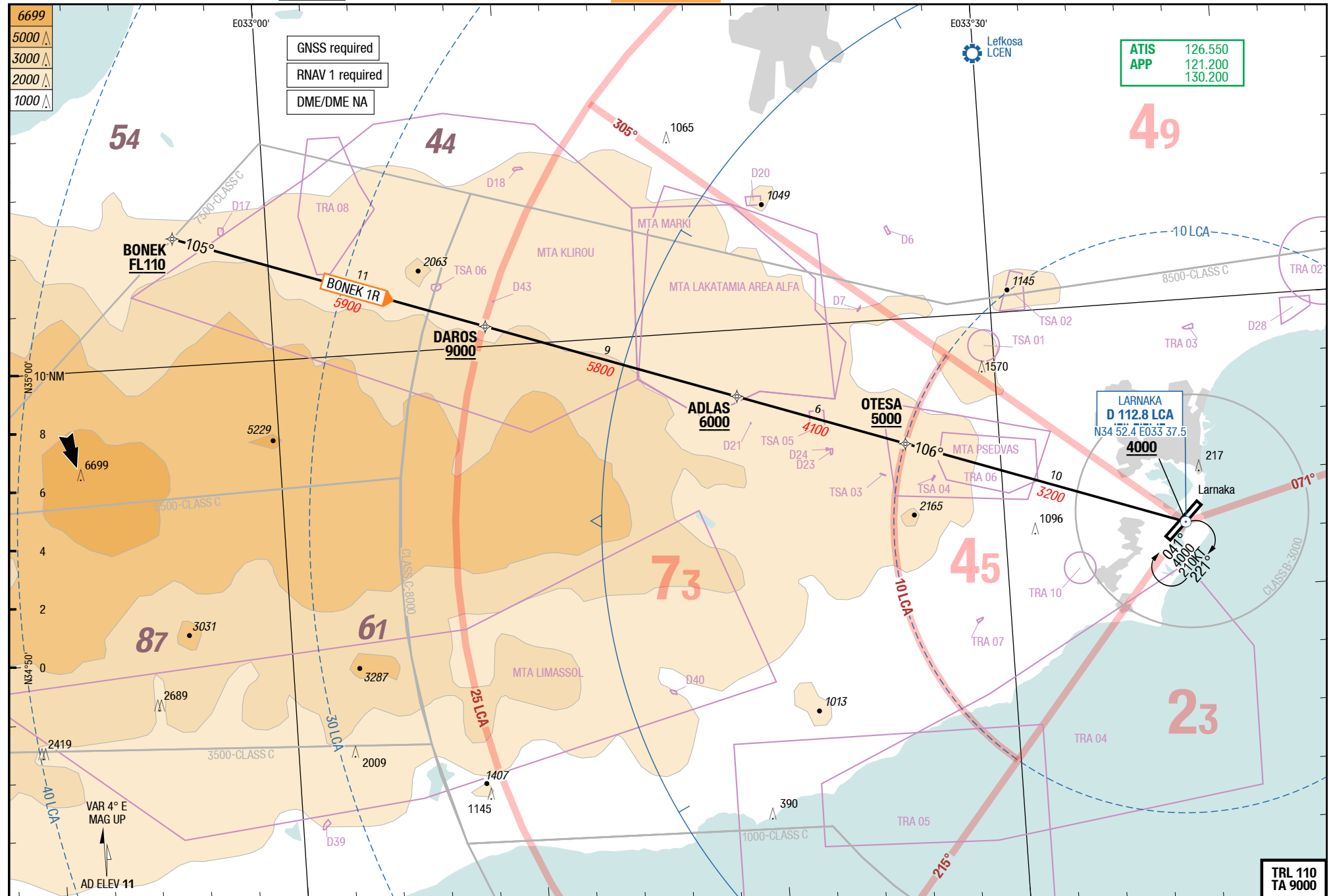
STAR

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6-20

RNAV STAR RWY 22

RNAV STAR RWY 22



Changes: new

15-JUN-2017

LCA-LCLK

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STARs RWY 22

STARs RWY 04

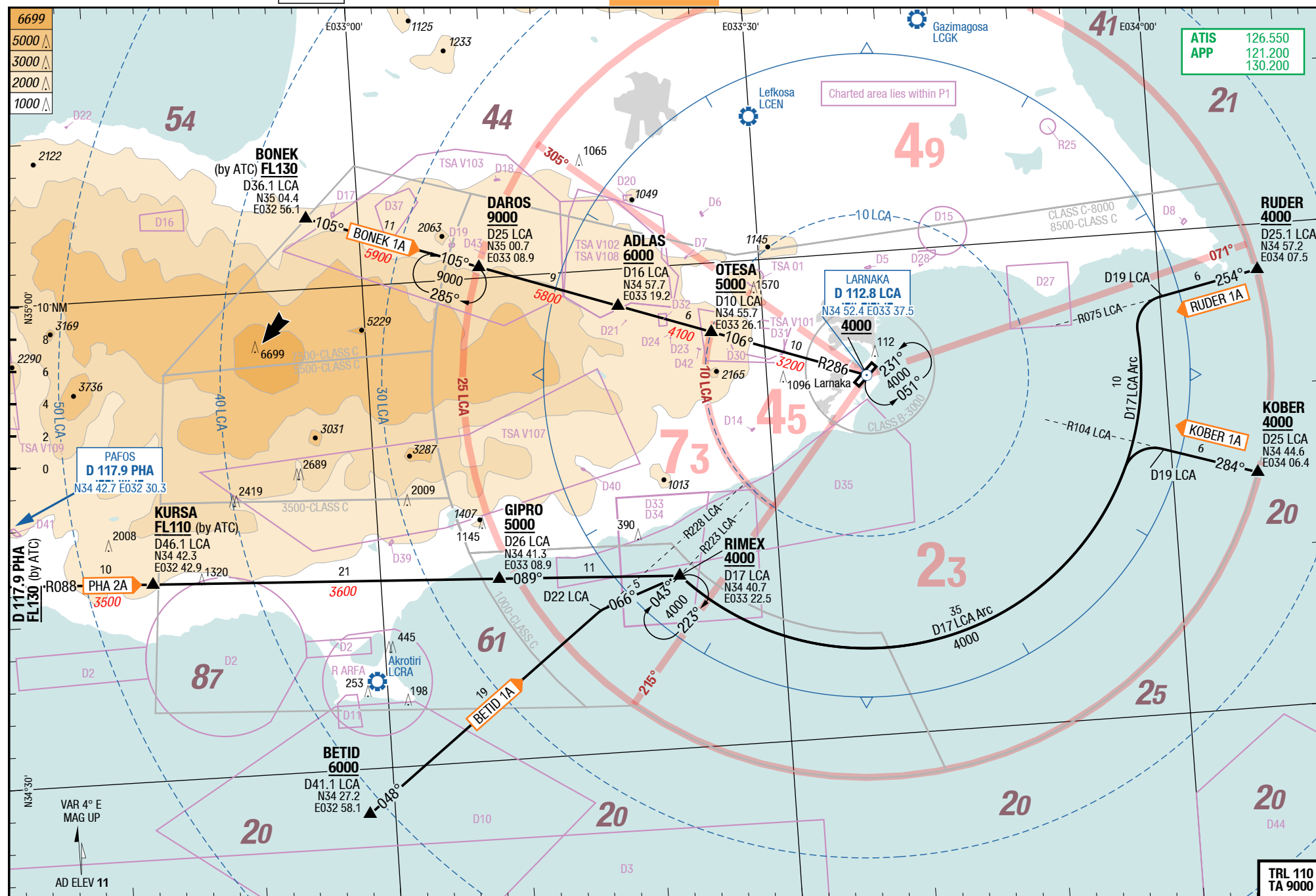
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STARs RWY 22

STARs RWY 04



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STAR

STAR

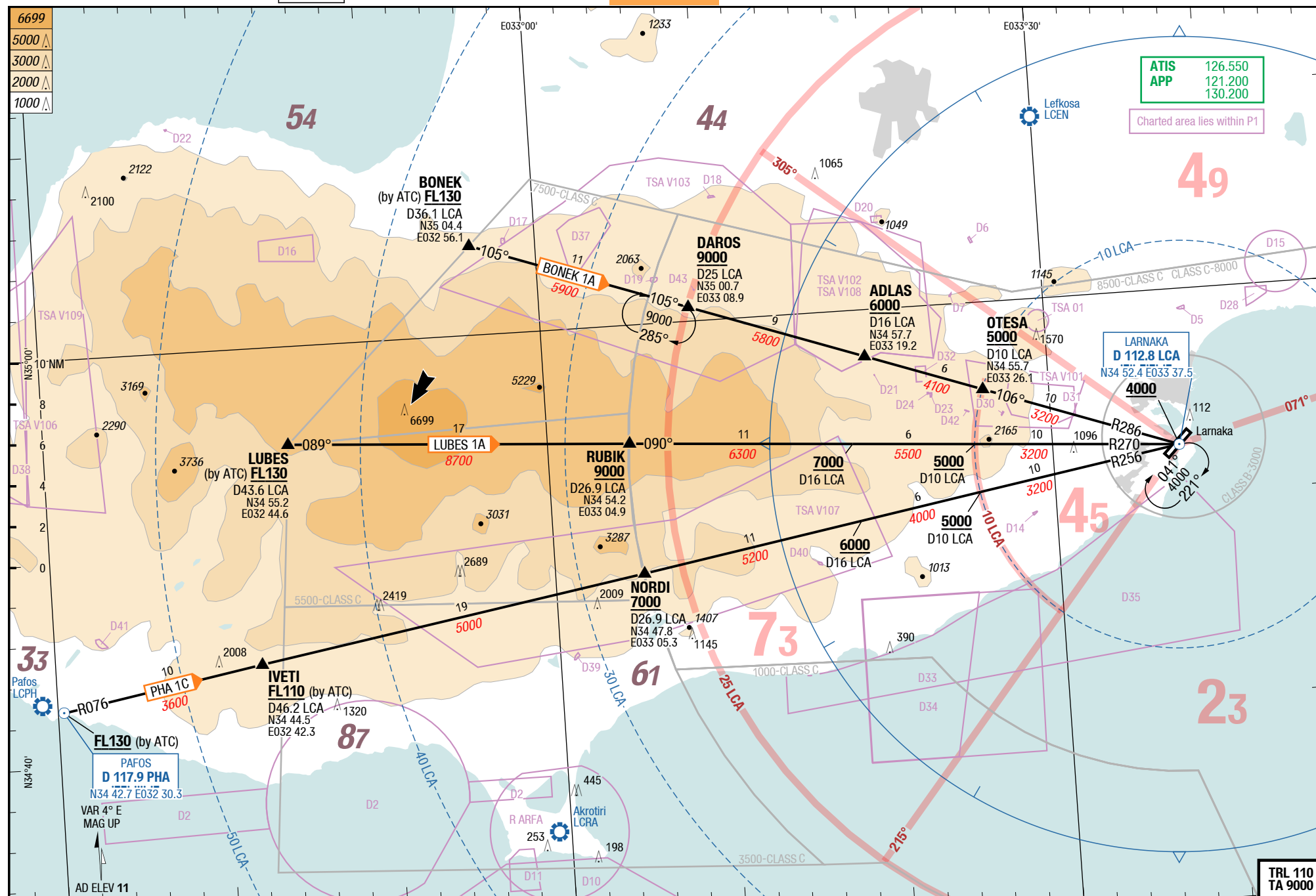
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LCA-LCLK

6-40

STARs RWY 22

STARs RWY 22



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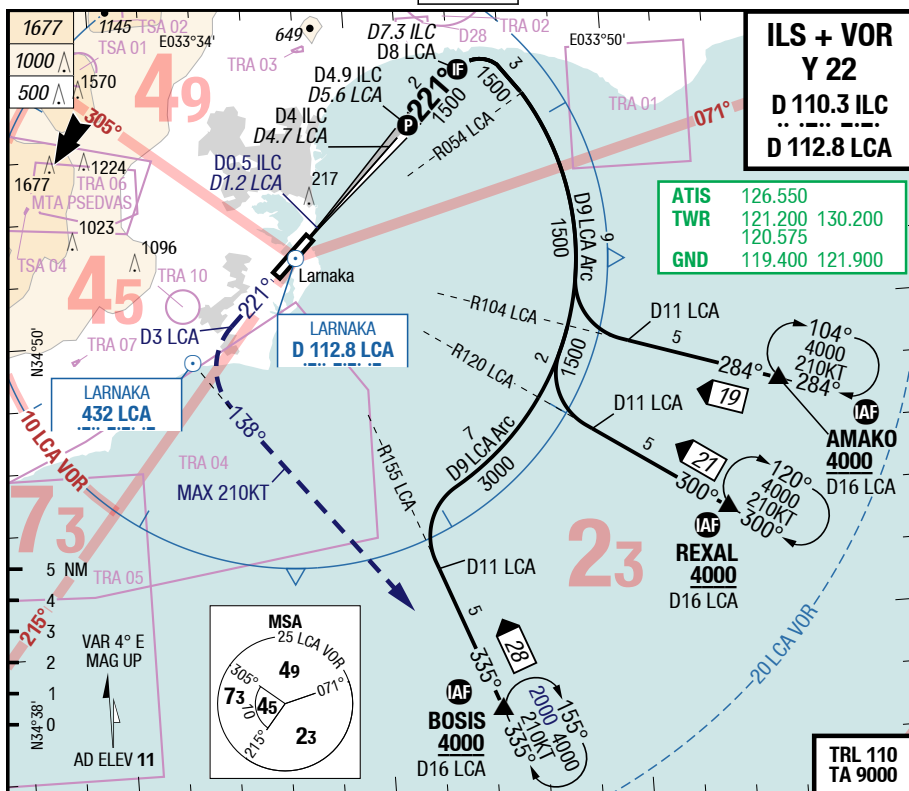
TRL 110
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LCA-LCLK

7-10

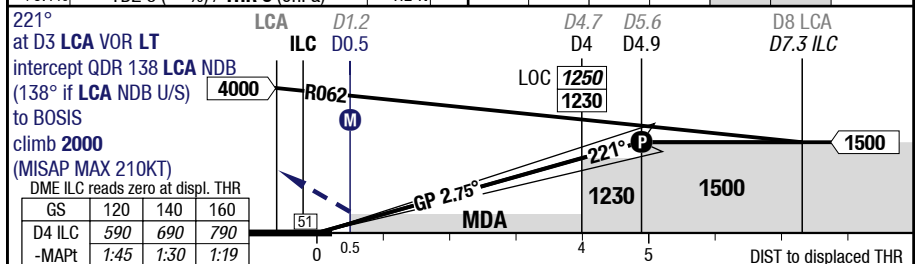
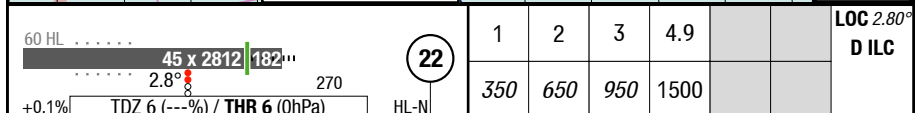
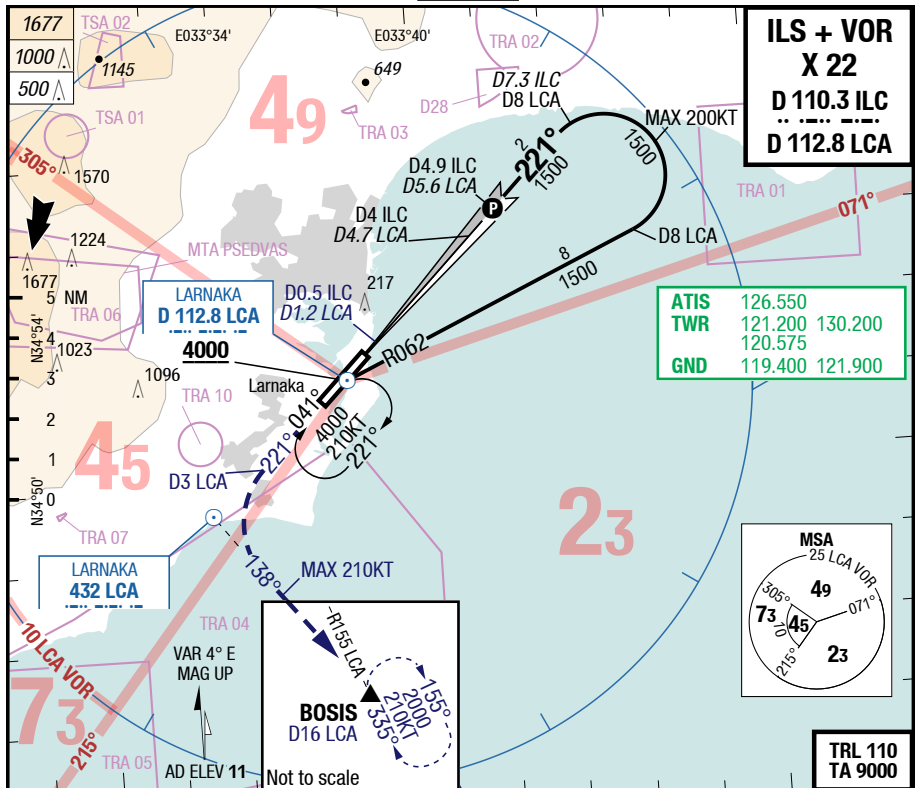
ILS + VOR Y 22

[illegible]

LCA-LCLK

7-20

ILS + VOR X 22



22	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	210 - 1.0 210	360 - 1.4 360			1340 - 2.4V 1350
D	ft - m/km ft	220 - 1.0 220	360 - 1.4 360			1480 - 3.6V 1490

1) With EVS 650m

Changes: MIN

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ILSP 22

ILS + VOR S 22



LCA-LCLK

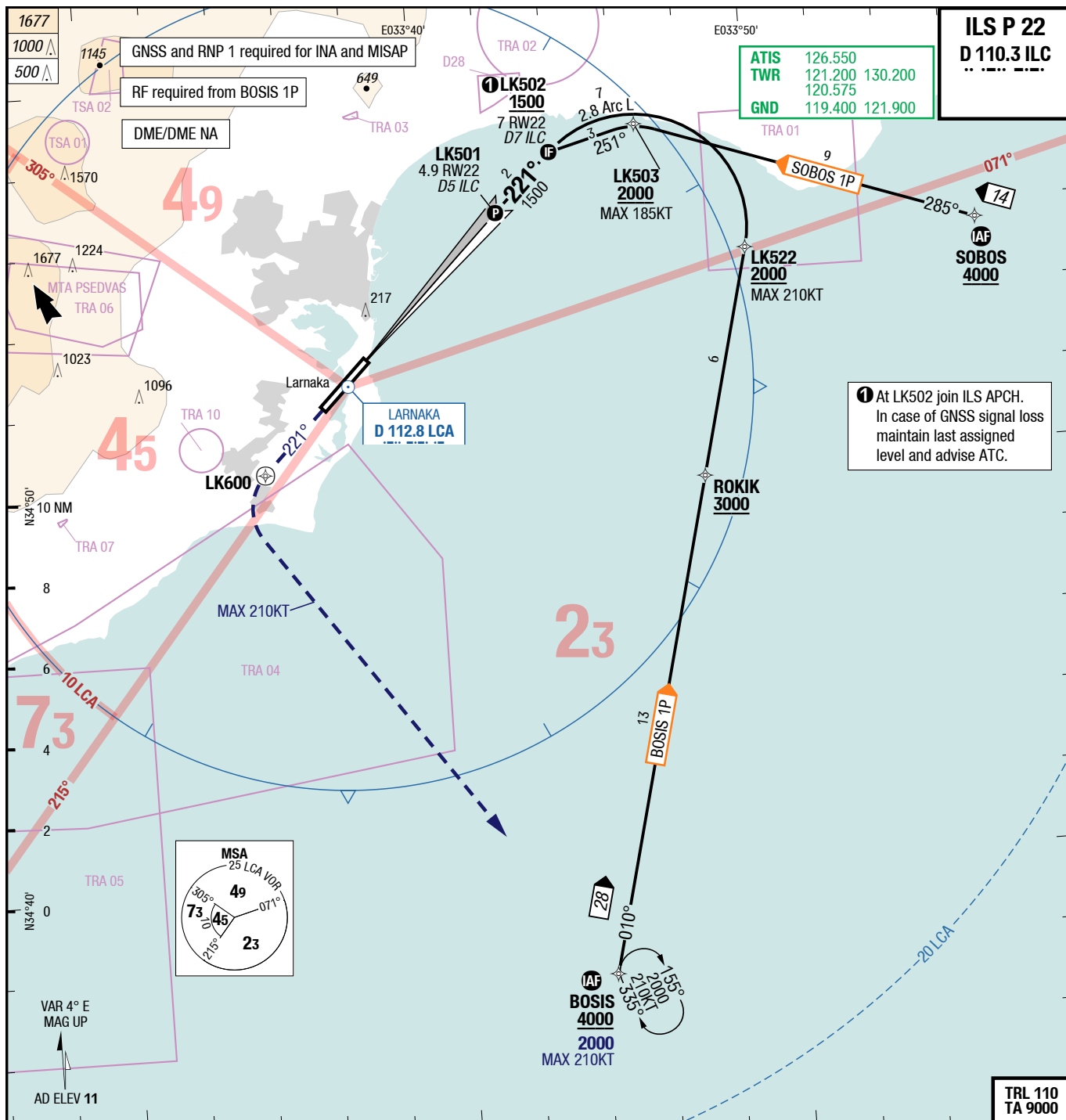
7-40

ILS P 22

IAC

IAC

ILS P 22



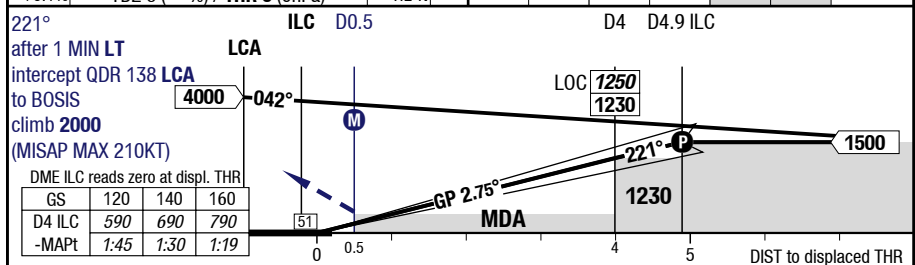
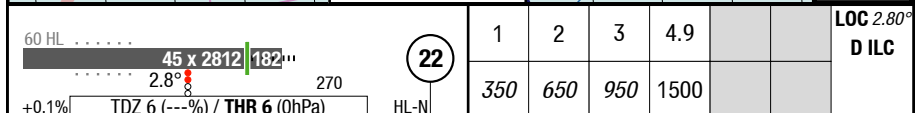
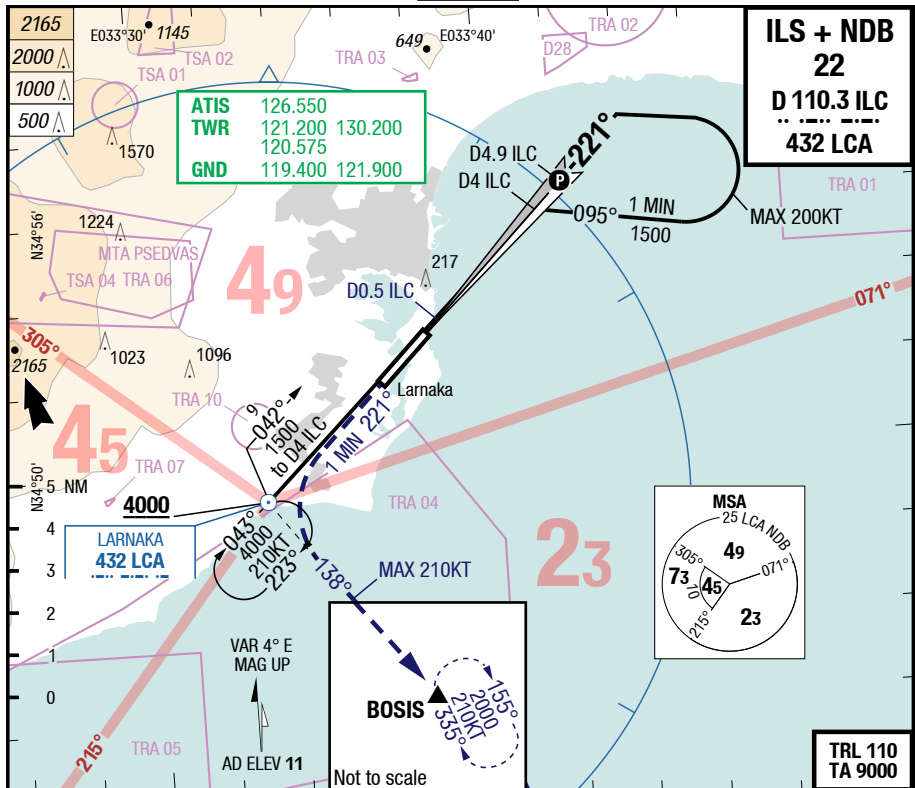
60 HL 45 x 2812 182... 2.8° 270 +0.1% TDZ 6 (---%) / THR 6 (0hPa) HL-N				1 2 3 4 4.9		LOC 2.75° RW22	
				350 640 930 1220 1500			
LK600 - BOSIS [A2000 ;K210-] 221° to LK600 LT direct BOSIS (MAX 210KT) climb 2000				<p>ILC D0 RW22 D5 D4.9 LK501 at 1500 D7 ILC 7 RW22 LK502 GP 2.75° MDA 900 1500 DIST to displaced THR</p>			
GS		120	140	160			
LK501		580	680	780			
-MAPt		2:28	2:07	1:51			
22		Cat 1 1)		LOC		Circling	
C	ft - m/km ft	210 - 1.0 210	360 - 1.4 360			1340 - 2.4V 1350	
D	ft - m/km ft	220 - 1.0 220	360 - 1.4 360			1480 - 3.6V 1490	
1) With EVS 650m							

1) With EVS 650m

LCA-LCLK

7-50

ILS + NDB 22



22	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	210 - 1.0 210	360 - 1.4 360			1340 - 2.4V 1350
D	ft - m/km ft	220 - 1.0 220	360 - 1.4 360			1480 - 3.6V 1490

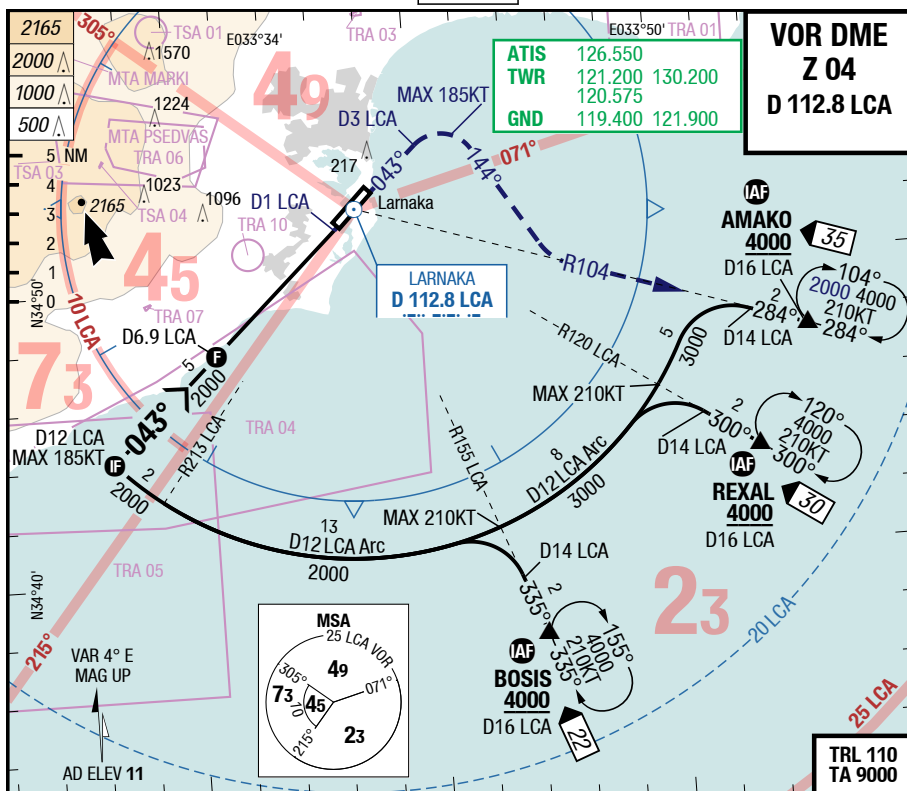
1) With EVS 650m

Changes: MIN

LCA-LCLK

7-60

VOR DME Z 04

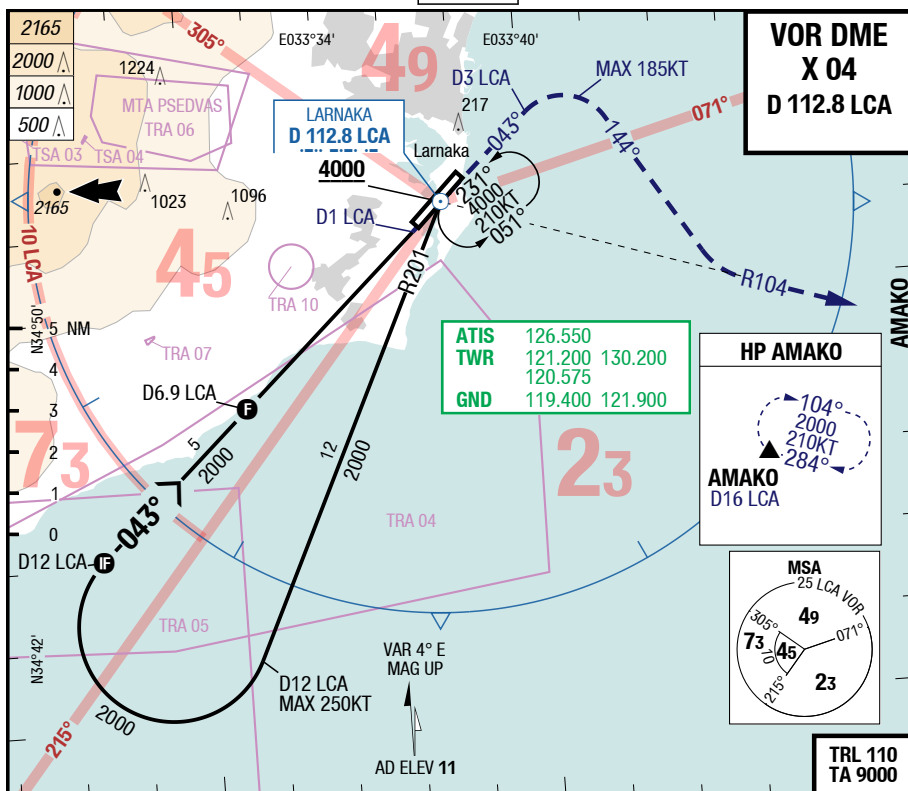


GS	120	140	160
D6.9 LCA	640	740	850
-MAPt	2:57	2:32	2:13

LCA-LCLK

7-70

VOR DME X 04

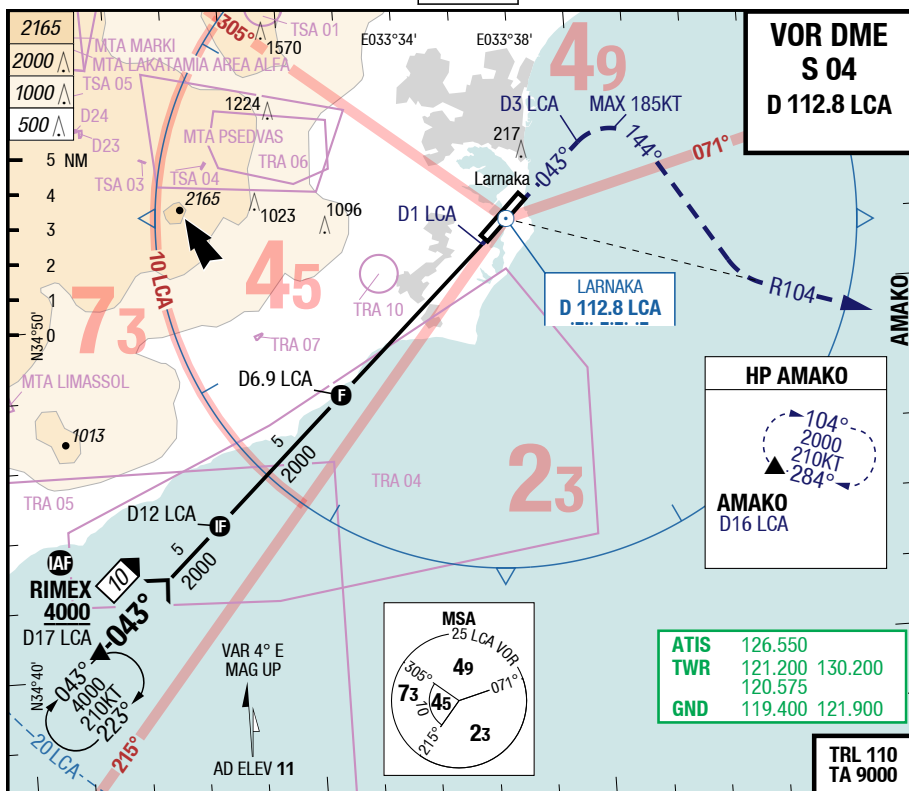


04				VOR DME				Circling			
C	ft - m/km	410 - 1.2	420					1340 - 2.4V	1350		
D	ft - m/km	410 - 1.2	420					1480 - 3.6V	1490		

LCA-LCLK

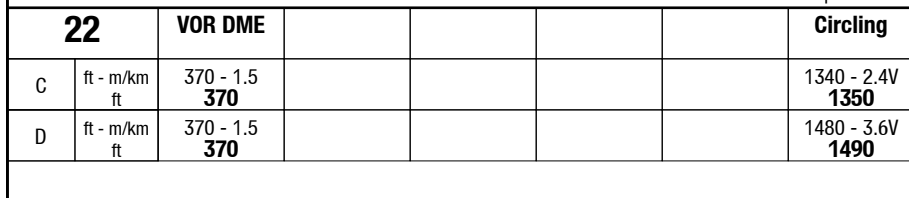
7-80

VOR DME S 04

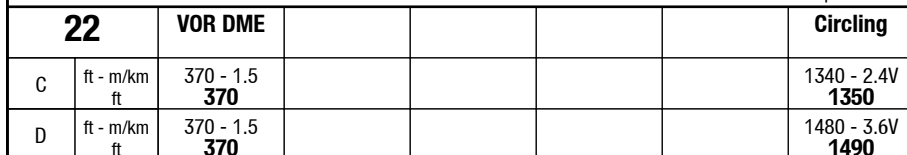


3.00° D LCA 043° RWY 041°	13.2	10	8	6	4	2	<div>04</div> <div>HL-S</div>	<div><div></div><div>2934 x 45</div><div>83.0°</div><div>60 HL</div></div>													
	4000	2990	2360	1720	1080	440		<div>THR 11 (0hPa) / TDZ 11 (---%)</div> <div>-0.1%</div>													
D17 LCA RIMEX		D13.2		D12		D6.9		D1 LCA													
<div>4000</div>		<div>D</div>		<div>IF</div>		<div>043°</div>		<div>F</div>													
				<div>2000</div>		<div>2000</div>		<div>M</div>													
				<div>2000</div>		<div>MDA</div>		<div>043° at D3 LCA RT (MAX 185KT) 144° intercept R104 LCA to AMAKO climb 2000</div>													
DIST to THR		15	10	6.1	5	0.2	<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D6.9 LCA</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>2:57</td><td>2:32</td><td>2:13</td></tr></table>			GS	120	140	160	D6.9 LCA	640	740	850	-MAPt	2:57	2:32	2:13
GS	120	140	160																		
D6.9 LCA	640	740	850																		
-MAPt	2:57	2:32	2:13																		
<div>04</div>	VOR DME							Circling													
C	ft - m/km ft	410 - 1.2 420						1340 - 2.4V 1350													
D	ft - m/km ft	410 - 1.2 420						1480 - 3.6V 1490													

VOR DME Y 22



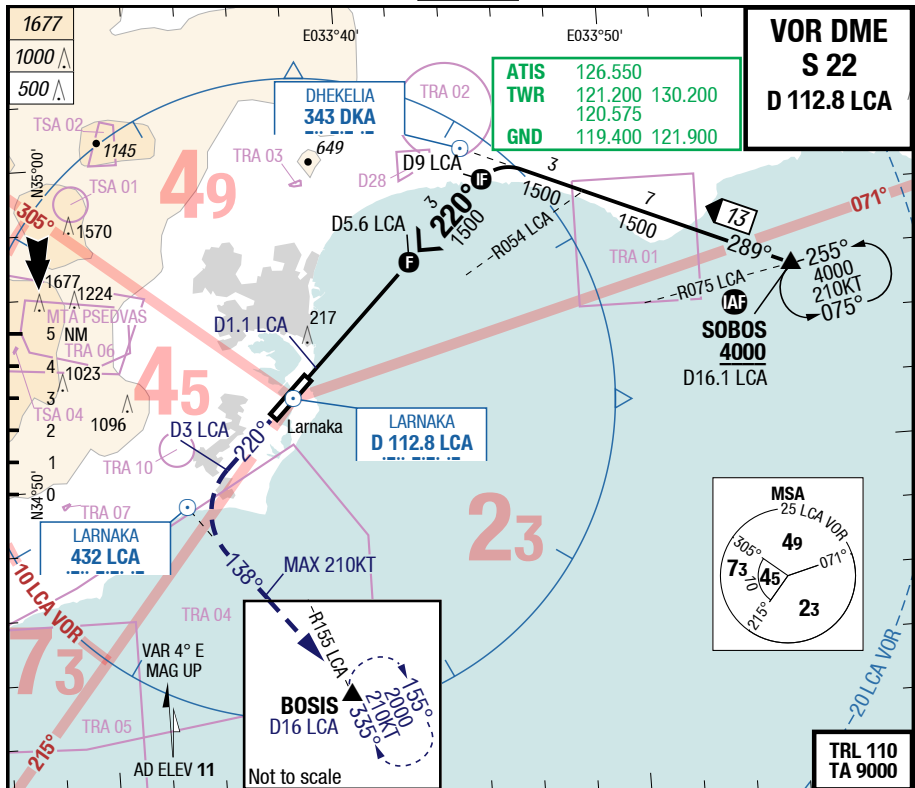
VOR DME X 22



LCA-LCLK

7-110

VOR DME S 22



60 HL 45 x 2812 182'''
2.8°
+0.1% TDZ 6 (---%) / THR 6 (0hPa)

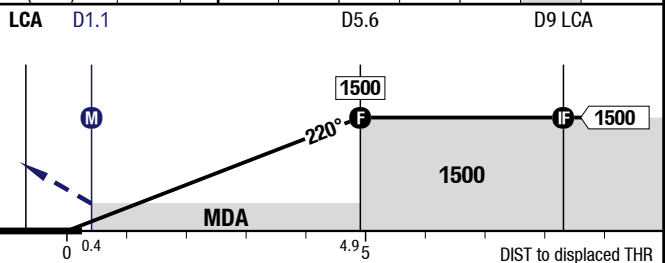
22

2	3	4	5	5.6
450	740	1030	1330	1500

2.75°
D LCA
220°
RWY 221°

220°
at D3 LCA VOR LT
intercept QDR 138 LCA NDB
(138° if LCA NDB U/S)
to BOSIS
climb 2000
(MISAP MAX 210KT)

GS	120	140	160
D5.6 LCA	580	680	780
-MAPt	2:15	1:56	1:41



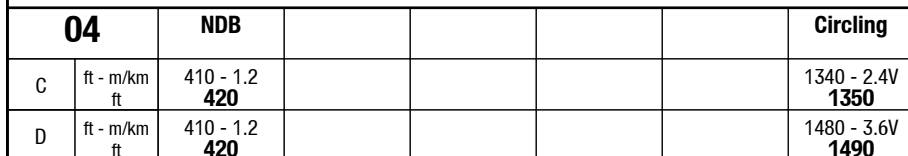
22

VOR DME

Circling

C	ft - m/km ft	370 - 1.5 370				1340 - 2.4V 1350
D	ft - m/km ft	370 - 1.5 370				1480 - 3.6V 1490

NDB 04



LCA-LCLK

NIL

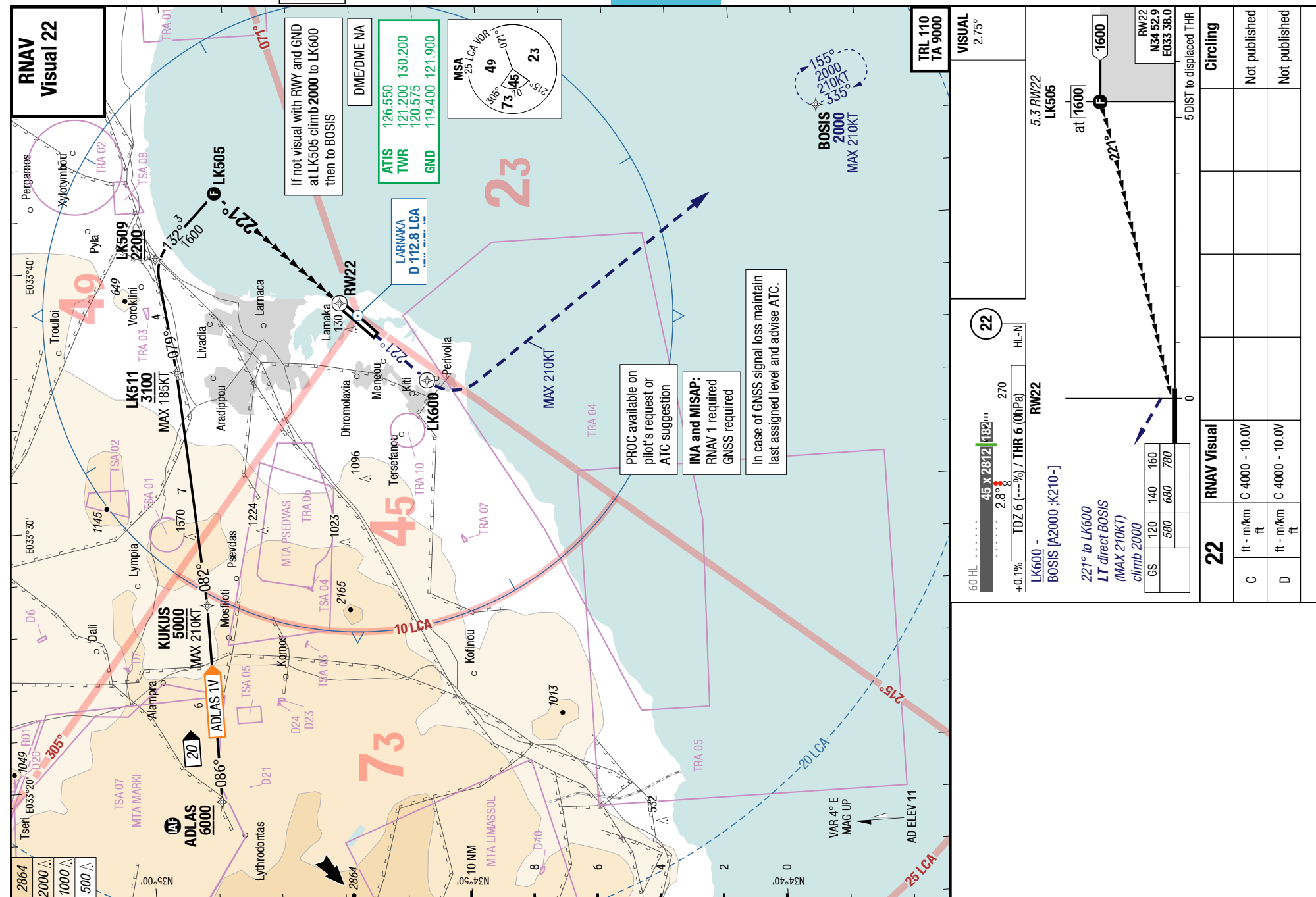
RNAV Visual 22

VAC

VAC

NIL

RNAV Visual 22



Changes: Note, SUAs, OBST