

1. GENERAL

1.1. **ATIS**

D-ATIS Arrival 126.550
D-ATIS Departure 121.630

1.2. **NOISE ABATEMENT PROCEDURES**

1.2.1. **REVERSE THRUST**

Do not use more than idle reverse thrust between 2200 - 0600 LT except for safety reasons.

1.3. **RWY OPERATIONS**

1.3.1. **HIGH INTENSITY RWY OPERATIONS (HIRO)**

In order to reduce delays and expedite traffic HIRO should be applied to all ACFT. Short RWY occupancy times allow for the highest possible throughput per hour.

1.4. **TAXI PROCEDURES**

ATC is provided on all aprons.

Engines shall be operated at minimum required thrust on all aprons when taxiing to avoid jetblast.

Pilots will receive instructions to change frequency when crossing the boundaries of LARNACA Ground. Pilots shall not change frequencies without instructions from ATC.

ACFT will receive the first Ground frequency to contact from LARNACA Tower. For Taxi Routings refer to 10-9C and 10-9D.

1.5. **PARKING INFORMATION**

1.5.1. **PARKING GUIDANCE**

SAFEDOCK or INIGON is not available at any stands. The ACFT will receive a stand from LARNACA Ground

1.5.2. **USE OF APU**

APU shall not be started earlier than 5 minutes before estimated time for pushback or taxiing. On arrival the APU must be shut down not later than 5 minutes after on-block.

1.6. **OPERATIONS WITH LARGE ACFT**

Large ACFT are considered as ACFT with a wingspan greater than 213'/65m and A340 and B777.

1.6.1. **A380, B747, B777 AND AN-225**

- RWY exit/entry D7, D6, C1 and D1 is approved.
 - Oversteer method shall be executed.
 - Parking shall take place the West Apron.
 - Reduced thrust during taxi shall be used due to noise abatement issues.
-