2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed, the following speeds apply.

ACFT below FL30 shall fly at maximum IAS 250 KT. Minimum IAS 210 KT until established on the final approach. When established on the final approach track, maintain IAS 160 KT until 2 DME, then maintain normal approach speed.

2.2. CAT II/III OPERATIONS

RWYs 06 is approved for CAT II/III Operations.

2.3. RWY OPERATIONS

2.3.1. **GENERAL**

Arriving ACFT shall not vacate the RWY with a turn exceeding 90 degrees.

2.4. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO requires all ACFT to exit the RWY as quickly as possible. Extended RWY occupancy time may result in the following ACFT to be assigned a missed approach.

If the ACFT will miss the planned exit, pilots shall adjust taxi speed to quickly vacate the RWY. Low taxi speeds shall be avoided at all times.

2.5. TAXI PROCEDURES

The ACFT shall vacate the RWY and hold at TWY D unless told otherwise by ATC.

3. DEPARTURES

3.1. DE-ICING

De-icing will take place at the gate. During freezing conditions, de-icing is required before pushback.

3.2. START-UP, PUSHBACK AND TAXI PROCEDURES

3.2.1. **GENERAL**

Approval for push and start must be obtained by LARNACA Ground. Request of push and start shall include ACFT type and stand number. All ACFT shall face North upon pushback, except for stand 4.

Pushback approval includes permission to start engines.

3.2.2. START-UP AND PUSHBACK

Pilots shall ensure that the ACFT is ready for start-up/pushback at Target Off-Block Time (TOBT) \pm 7-5 minutes.

3.2.3. DEPARTURE CLEARANCE

At request of a Clearance shall include ACFT type, stand position, ATIS identifier and the received QNH.

ACFT unable to follow RNAV SID shall use the phraseology "UNABLE RNAV SID". Pilots shall ensure to program in the correct SID.

3.2.4. TAXIING

Taxiing out from East Terminal via TWY A and taxiing out from West Terminal via TWY B.

West Terminal via TWY B.

Pilots not ready for an immediate departure shall advise LARNACA Tower.