1. GENERAL

1.1. ATIS

ATIS 112.8

1.2. TAXI PROCEDURES

Taxilanes LA and CV beyond stand 81 MAX wingspan less than 171'/52m.

ACFT on the aprons shall keep all engines running in order to reduce the necessity for high thrust levels on the remaining engines.
ACFT shall taxi on aprons and taxiways at the minimum obligatory speed.
Pilots are permitted to cross the designated TWY intermediate holding positions unless otherwise instructed by LARNACA Ground.

1.3. PARKING INFORMATION

Stands 21 thru 48 equipped with visual docking guidance system (VDGS). The system shall be approached at MAX 3 KT. If VDGS is unserviceable ACFT shall stop and inform LARNACA Ground for marshaller Assistance.
For stands 11 thru 18, 28, 28A, 31, 32 and 48A on Apron 1 and all stands on Apron 2 marshaller required. If no marshaller is present at the assigned stand, ACFT shall stop and advise LARNACA Ground.

On stands 11 thru 48A, 65 thru 68, 75A thru 76 and 86A thru 94 push-back required.

Use of reverse thrust within the aprons is prohibited.

1.4. OTHER INFORMATION

Possible laser light dazzle on arrivals from Northwest within 20 NM from airport and on approach to RWY 22. Crew shall be vigilant to such events and report possible information (location) to ATC.

Birds in vicinity of APT.
RWY 04 right-hand circuit.

2. ARRIVAL

2.1. RWY OPERATIONS

LANDING ON RWY 04
Exit via TWYs A or B unless otherwise instructed by ATC.

LANDING ON RWY 22
Exit via TWYs E, G or H unless otherwise instructed by ATC.
Upon vacating RWY, contact LARNACA Ground for taxi instructions, allocated stand number and Apron

2.1.1. MINIMUM RWY OCCUPATION TIME

ACFT landing on RWY 22 are requested to vacate RWY via rapid exit TWY E, as practicable.

2.2. RADIO FAILURE ON MANOEUVRING AREA

Vacate RWY and hold position on parallel TWY C for Follow-me vehicle assistance to proceed to Apron.

2.3. TAXI PROCEDURES

Guidance to Apron 2 is provided by Follow-me car.

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1.1. ATIS

ATIS 112.8

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2.3. TAXI PROCEDURES

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3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Pilots shall call LARNACA Ground for ATC clearance at least 10 min prior to being fully ready for pushback or taxi. Permission for pushback or taxi from stand may only be requested if the pilot can perform the manoeuvre immediately, provided that
- handling completed,
- doors closed,
- loading bridge, if any, retracted.

On first contact with LARNACA Ground, pilots shall report ACFT type, stand number, Apron, QNH and the identification letter of the received ATIS information.

Upon authorized by LARNACA Ground, pilots should execute push-back and start-up at own discretion with CAUTION.
Engine start-up is permitted during push-back after the cockpit crosses and is clear of the "back of stand"service road.
Engine start-up on stand is not permitted on Apron 1. Engine start-up on stand is permitted on Apron 2 at ground idle thrust setting.

Unless otherwise instructed by ATC:
Departure from RWY 22
Apron 1 all stand taxilanes, expect taxi out via TWYs L, Z, C to holding point TWY A.
Apron 2 expect taxi out via TWY C to holding point TWY A.
Departure from RWY 04
Apron 1 stand taxilanes LA or LB, expect taxi out via TWY L, V, C to holding point TWY H.
Apron 1 stand taxilane LC, expect taxi out via TWYs L, W, C to holding point TWY H.
Apron 2 expect taxi out via TWY C to holding point TWY H.

3.2. RADIO FAILURE ON MANOEUVRING AREA

Continue taxiing along the assinged route to the clearance limit position paying attention in avoiding any diversion. Hold at that position and wait for Follow-me vehicle assistance to return to Apron.

3.3. RWY OPERATIONS

3.3.1. RWY HOLDING POSITION STOP BARS

If stop bars are unserviceable, pilots will be notified in advance and shall exercise extreme CAUTION when approaching RWY holding position. Explicit instructions will be issued from LARNACA Tower.

3.3.2. MINIMUM RWY OCCUPANCY TIME

Whenever possible, cockpit checks should be completed prior to line-up.
Pilots who require to back-track the RWY must notify ATC in advance.

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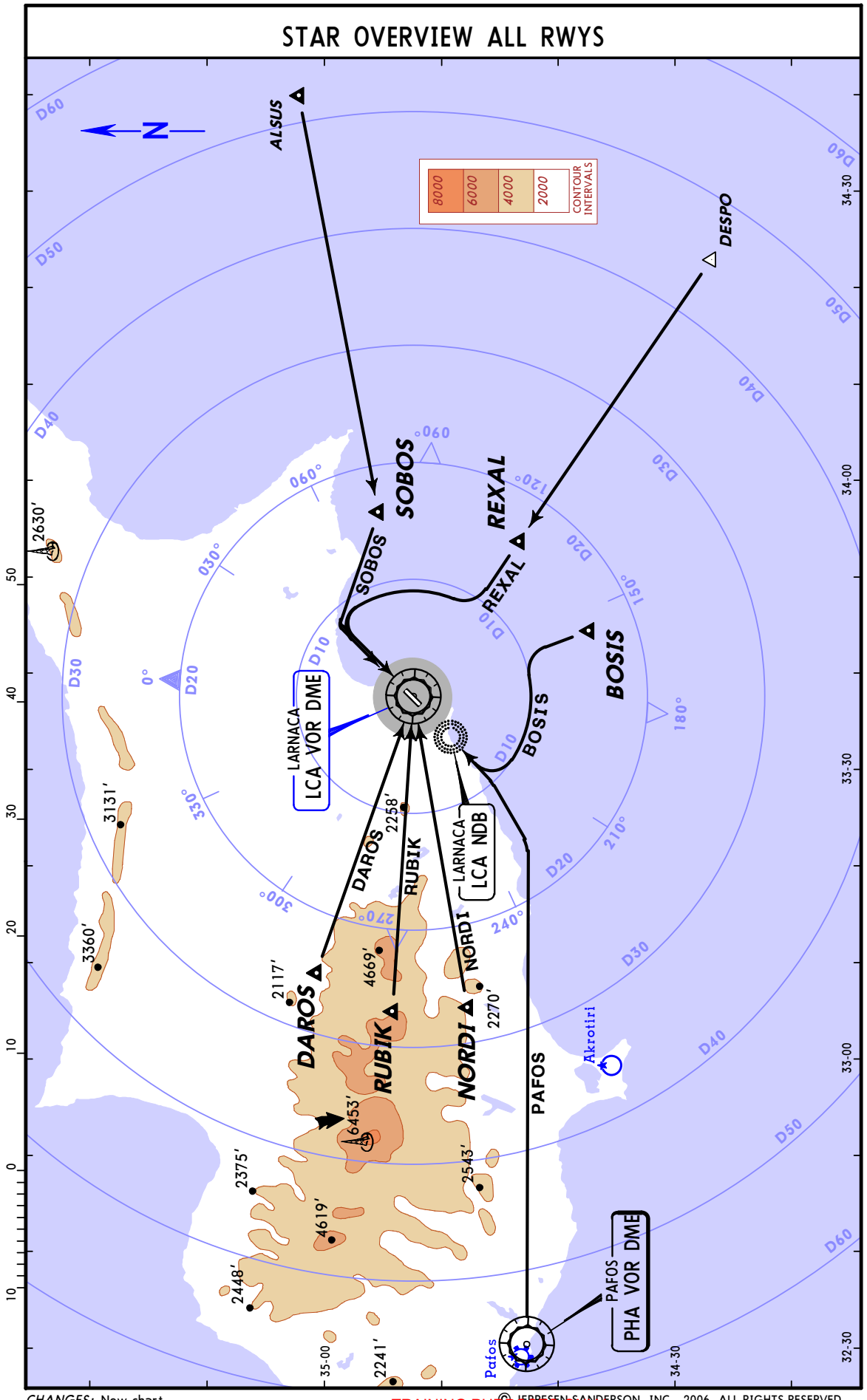

CHANGES: New chart.

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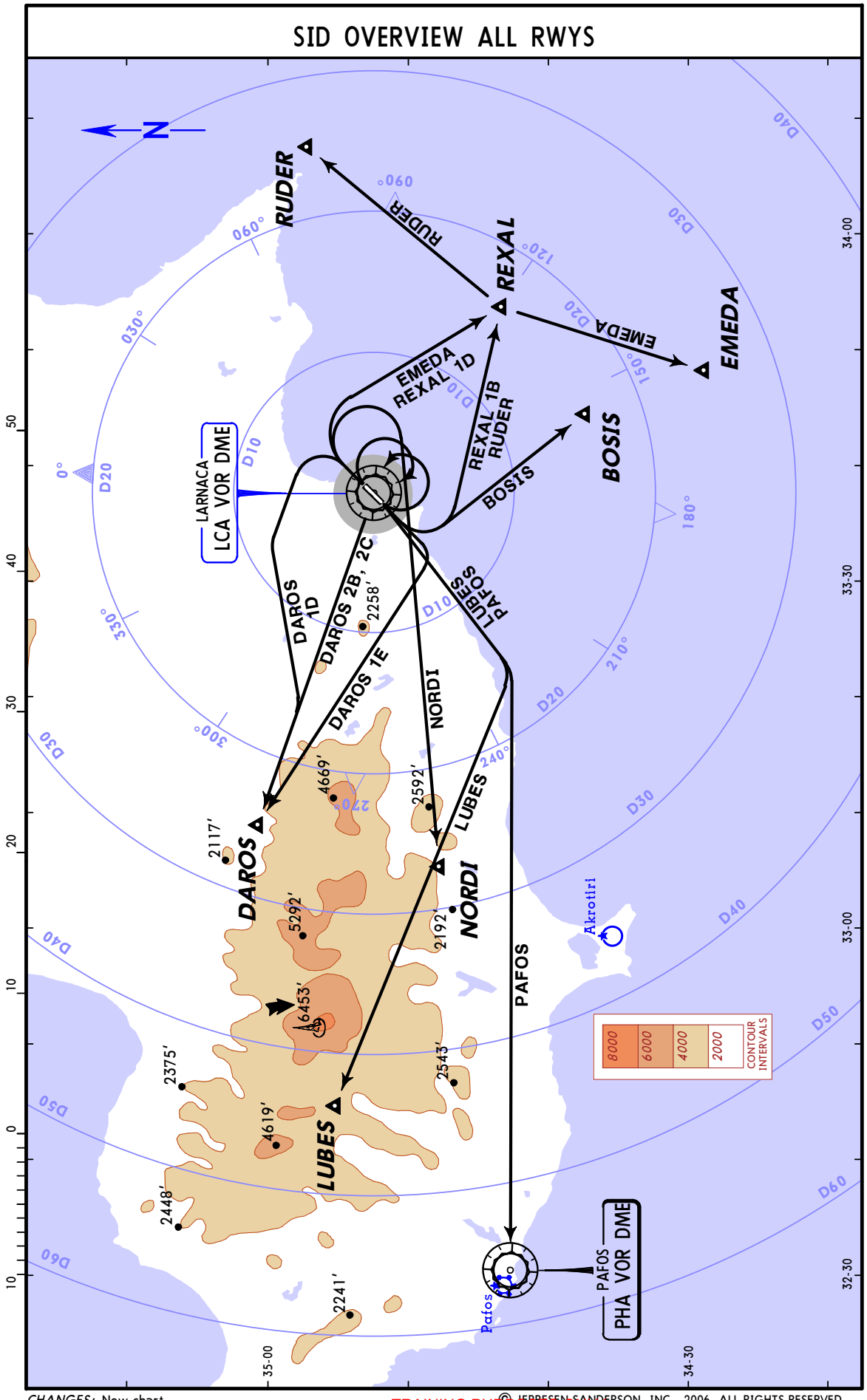

CHANGES: New chart.

TRAINING PURPOSES ONLY
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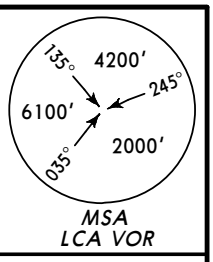
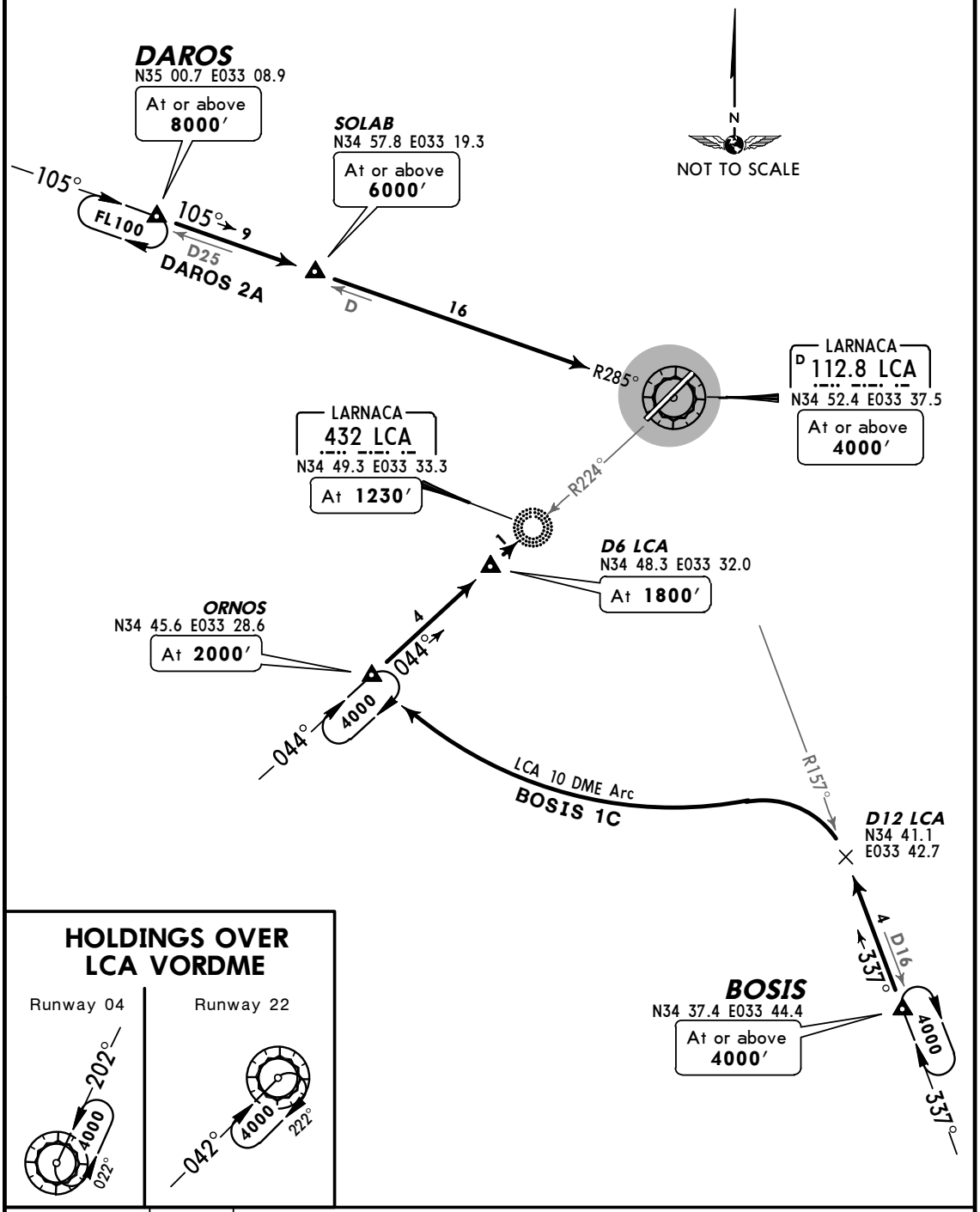
ATIS	Apt Elev	
112.8	11′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



BOSIS ONE CHARLIE (BOSIS 1C) *[BOSI1C]*
DAROS TWO ALFA (DAROS 2A) *[DARO2A]*
RWYS 04, 22 ARRIVALS



HOLDINGS OVER LCA VORDME

STAR	RWY	ROUTING
BOSIS 1C	04	Intercept LCA R-157 inbound to D12 LCA, turn LEFT, along LCA 10 DME arc to ORNOS, intercept LCA R-224 inbound to D6 LCA or to LCA NDB.
DAROS 2A	04, 22	Intercept LCA R-285 inbound via SOLAB to LCA VORDME.

CHANGES: Reissue.

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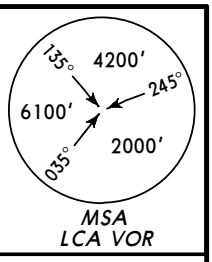
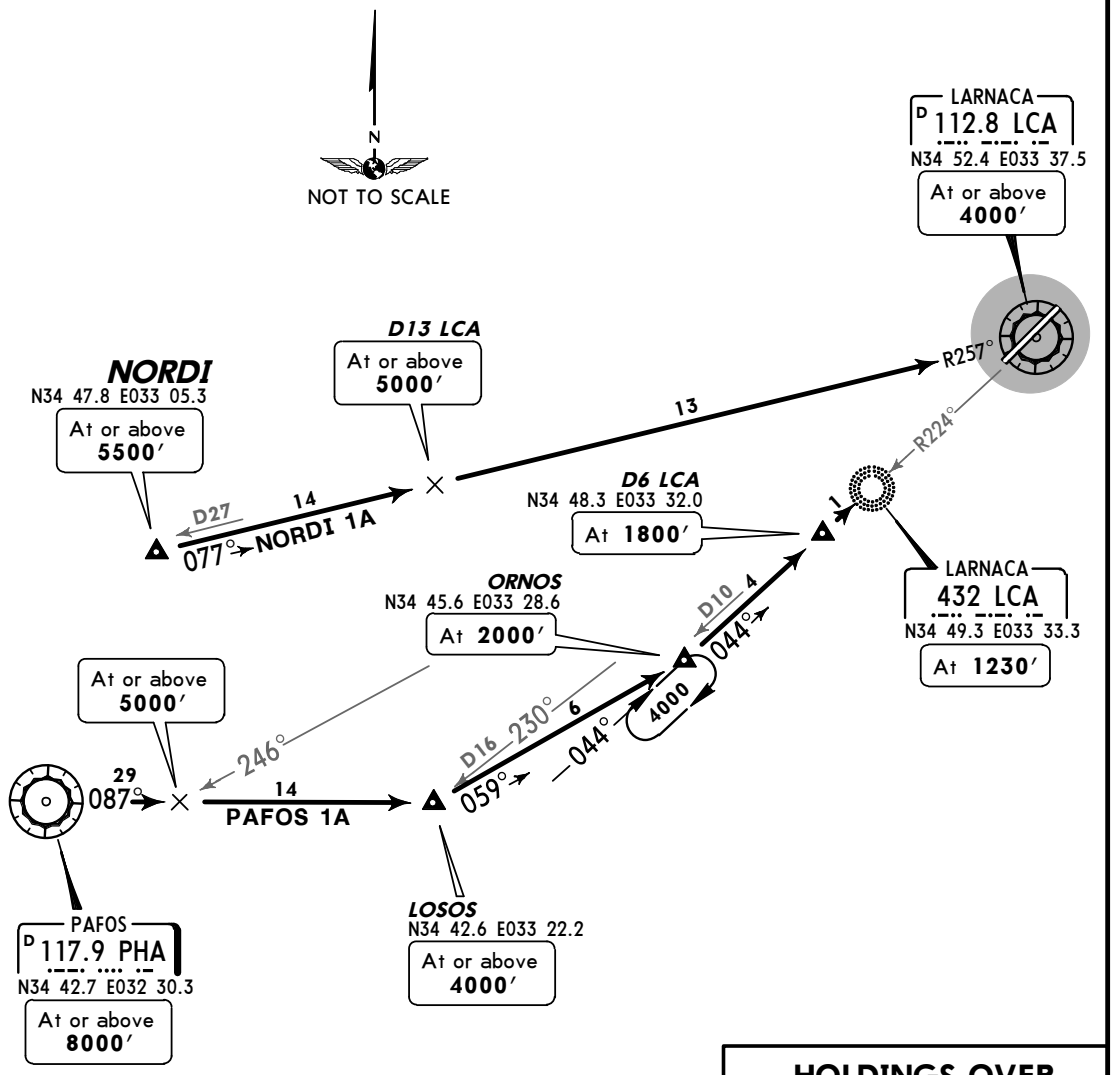
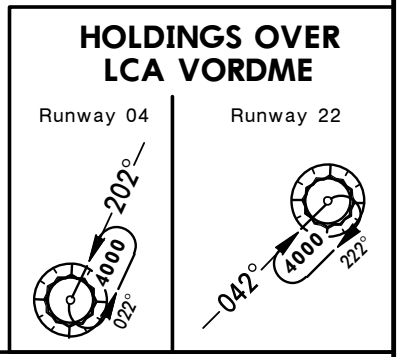
ATIS	Apt Elev	
112.8	11′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



NORDI ONE ALFA (NORDI 1A) *[NORD1A]*
PAFOS ONE ALFA (PAFOS 1A) *[PHA1A]*
RWYS 22, 04 ARRIVALS



HOLDINGS OVER LCA VORDME



STAR	RWY	ROUTING
NORDI 1A	22	Intercept LCA R-257 inbound to LCA VORDME.
PAFOS 1A	04	Turn LEFT, intercept PHA R-087 to LOSOS, turn LEFT, 059° track to ORNOS, intercept LCA R-224 inbound to D6 LCA or to LCA NDB.

CHANGES: Reissue.

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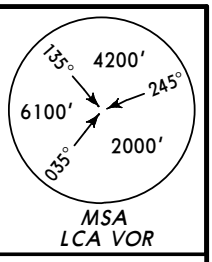
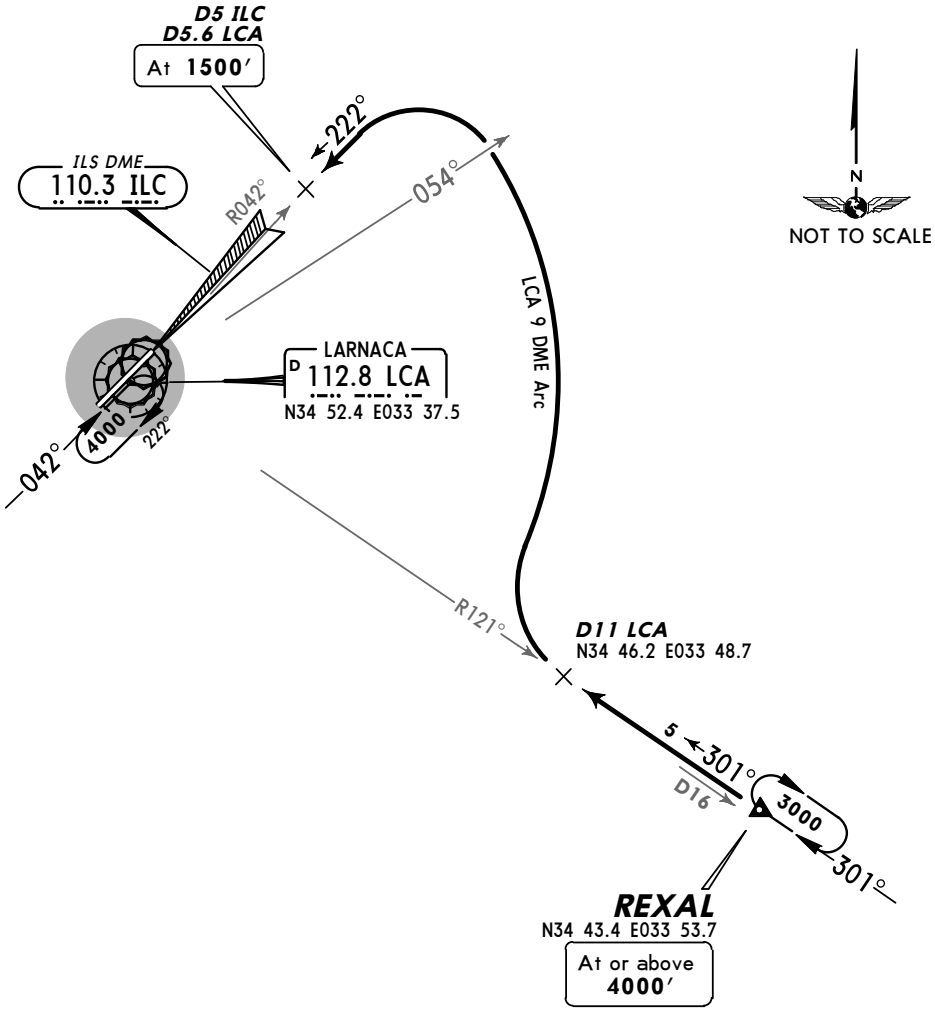
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 8000′
112.8	11′	



REXAL ONE ALFA (REXAL 1A) *[REXA1A]*
RWY 22 ARRIVAL



ROUTING

Intercept LCA R-121 inbound to D11 LCA, turn RIGHT, along LCA 9 DME arc, intercept ILC LOC at **1500′** or LCA R-042 inbound.

CHANGES: Reissue.

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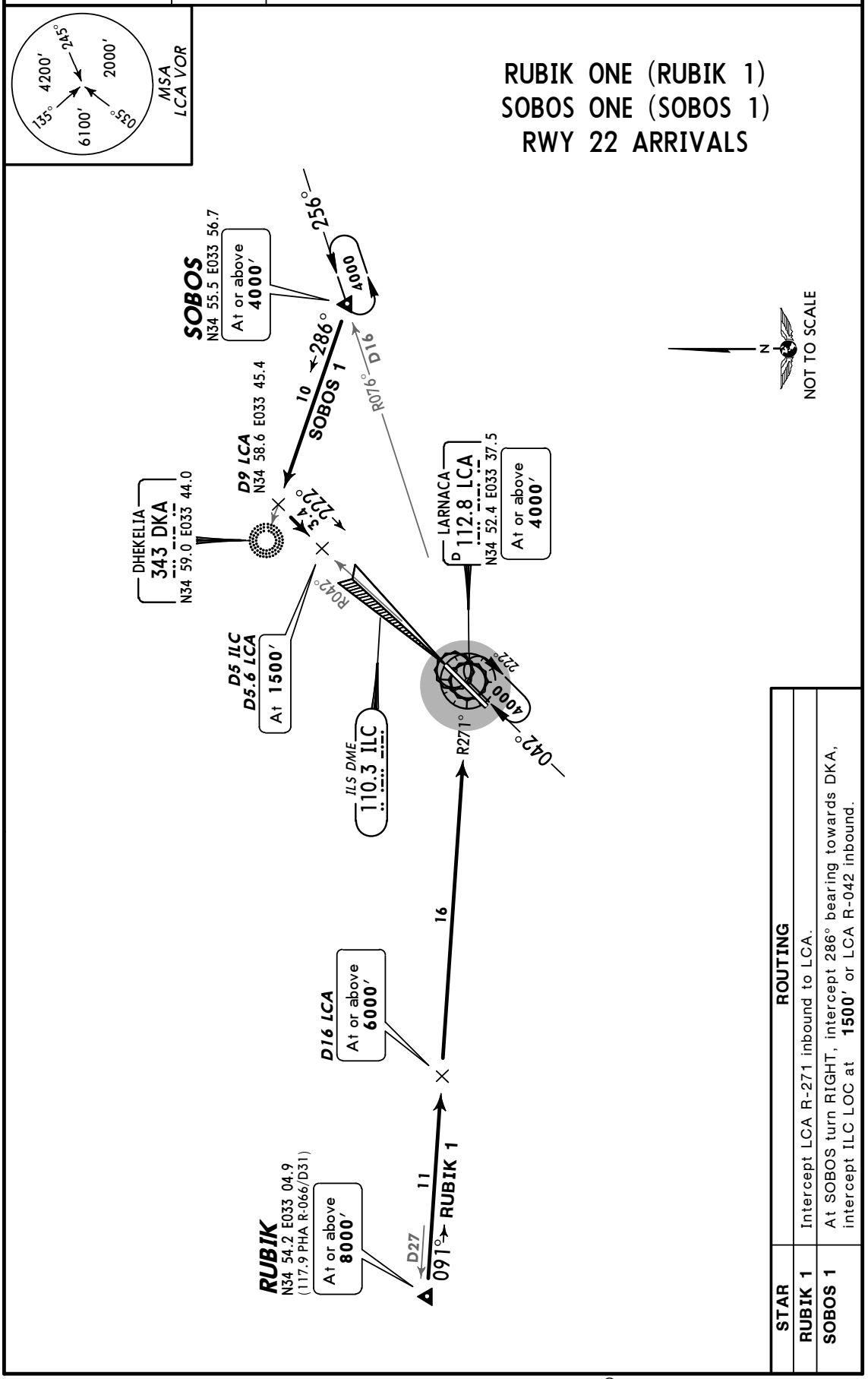
ATIS	Apt Elev	
112.8	11′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



STAR	ROUTING
RUBIK 1	Intercept LCA R-271 inbound to LCA.
SOBOS 1	At SOBOS turn RIGHT, intercept 286° bearing towards DKA, intercept ILC LOC at 1500′ or LCA R-042 inbound.

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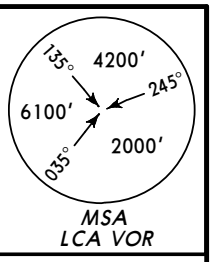
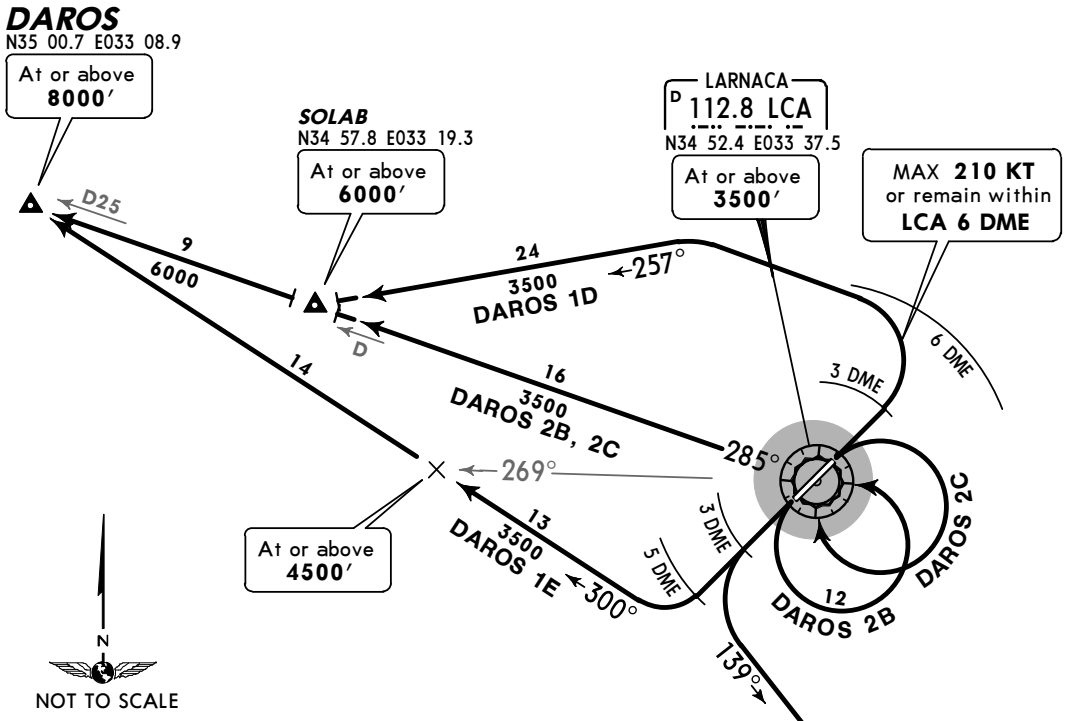
Apt Elev	Trans level: By ATC	Trans alt: 8000′
11′		



BOSIS ONE BRAVO (BOSIS 1B) *[BOSI1B]*
DAROS TWO BRAVO (DAROS 2B) *[DARO2B]*
DAROS TWO CHARLIE (DAROS 2C) *[DARO2C]*
DAROS ONE DELTA (DAROS 1D) *[DARO1D]*
DAROS ONE ECHO (DAROS 1E) *[DARO1E]*
RWYS 22, 04 DEPARTURES



❶ For flight planning purposes all SIDs RWY 22 via exit points TOSKA, EVENO & TOMBI must route:
1. PAFOS 1B - PHA - M31 - PAPOX - TOSKA.
2. PAFOS 1B - PHA - M31 - PAPOX - PEDER - EVENO.
3. PAFOS 1B - PHA - M31 - PAPOX - PEDER- A16/UA16 - TOMBI.

DAROS 1E

This SID requires minimum climb gradients of
365′ per NM (6%) until crossing LCA R-269, then
249′ per NM (4.1%) until DAROS.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
249′ per NM	311	415	623	830	1038	1246

BOSIS
D16 LCA
N34 37.4 E033 44.4
At or above
3000′
Climb to assigned altitude

SID	RWY	ROUTING
BOSIS 1B	**22**	Climb straight ahead to LCA 3 DME, turn LEFT, 139° track to BOSIS.
DAROS 2B ❶		Turn LEFT to LCA, LCA R-285 via SOLAB to DAROS.
DAROS 2C	**04**	Turn RIGHT to LCA, LCA R-285 via SOLAB to DAROS.
DAROS 1D		Climb straight ahead to LCA 3 DME, turn LEFT, 257° track to SOLAB, turn RIGHT, intercept LCA R-285 to DAROS.
DAROS 1E ❶	**22**	Climb straight ahead to LCA 5 DME, turn RIGHT, 300° track to DAROS.

CHANGES: Ballnote 1 established.

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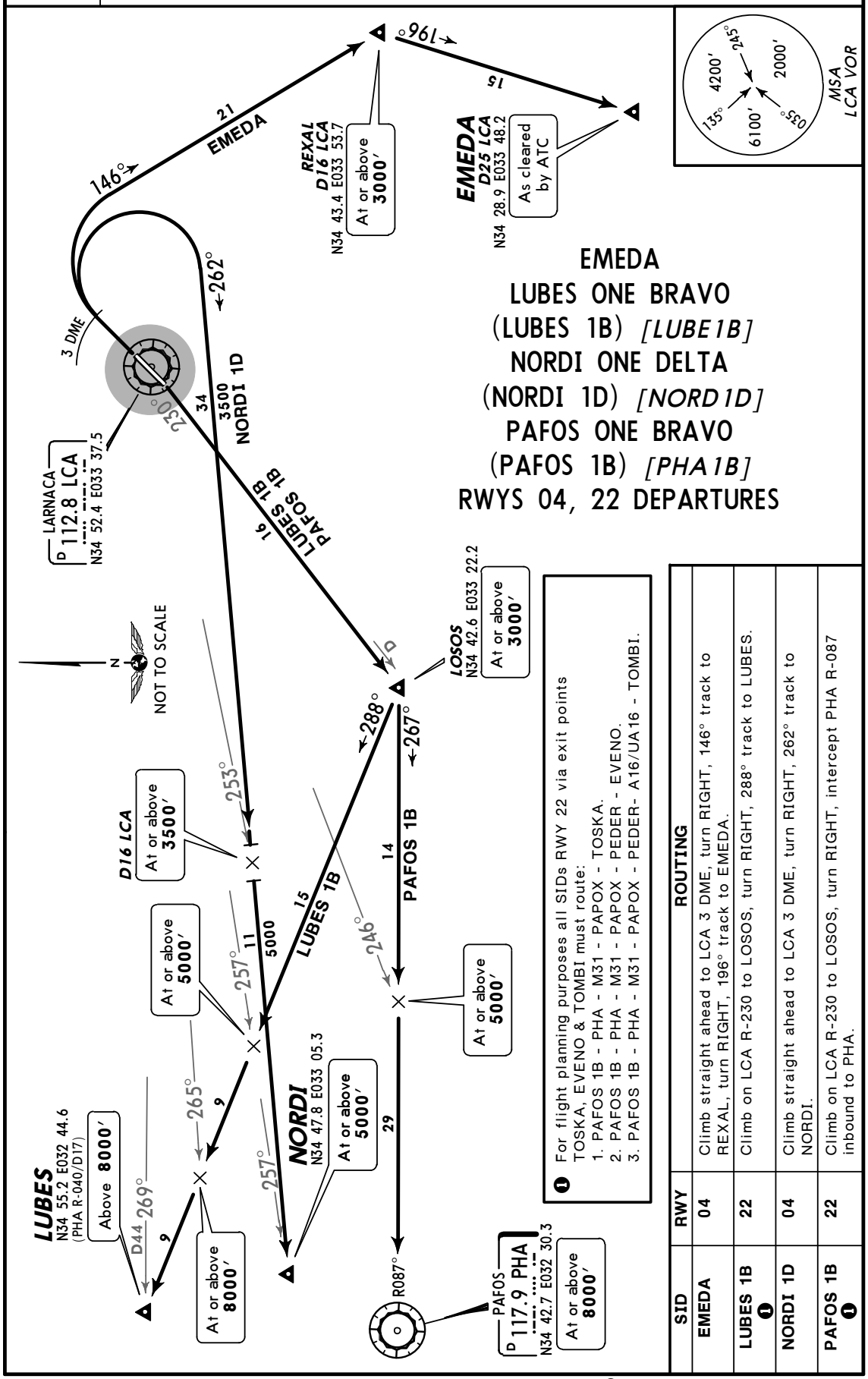
Apt Elev 11′

Trans level: By ATC Trans alt: 8000′



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2. PAFOS 1B - PHA - M31 - PAPOX - PEDER - EVENO.
3. PAFOS 1B - PHA - M31 - PAPOX - PEDER- A16/UA16 - TOMBI.

SID	RWY	ROUTING
EMEDA	04	Climb straight ahead to LCA 3 DME, turn RIGHT, 146° track to REXAL, turn RIGHT, 196° track to EMEDA.
LUBES 1B ❶	22	Climb on LCA R-230 to LOSOS, turn RIGHT, 288° track to LUBES.
NORDI 1D	04	Climb straight ahead to LCA 3 DME, turn RIGHT, 262° track to NORDI.
PAFOS 1B ❶	22	Climb on LCA R-230 to LOSOS, turn RIGHT, intercept PHA R-087 inbound to PHA.

CHANGES: Ballnote 1 revised.

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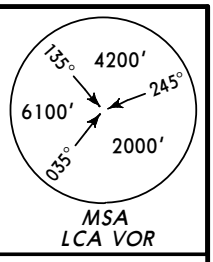
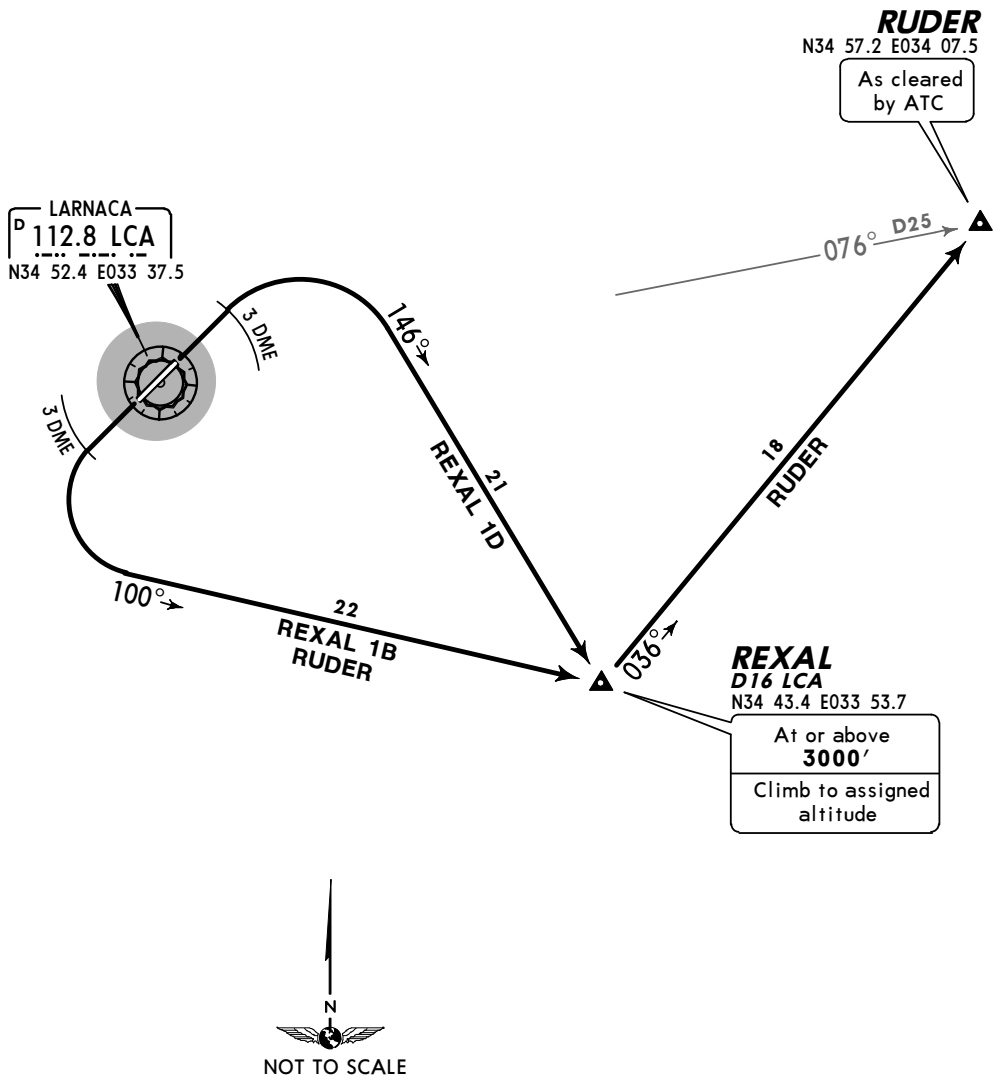
Apt Elev	Trans level: By ATC	Trans alt: 8000′
11′		



REXAL ONE BRAVO (REXAL 1B) *[REXA1B]*
REXAL ONE DELTA (REXAL 1D) *[REXA1D]*
RUDER
RWYS 22, 04 DEPARTURES



SID	RWY	ROUTING
REXAL 1B	22	Climb straight ahead to LCA 3 DME, turn LEFT, 100° track to REXAL.
REXAL 1D	04	Climb straight ahead to LCA 3 DME, turn RIGHT, 146° track to REXAL.
RUDER	22	Climb straight ahead to LCA 3 DME, turn LEFT, 100° track to REXAL, turn LEFT, 036° track to RUDER.

CHANGES: Reissue.

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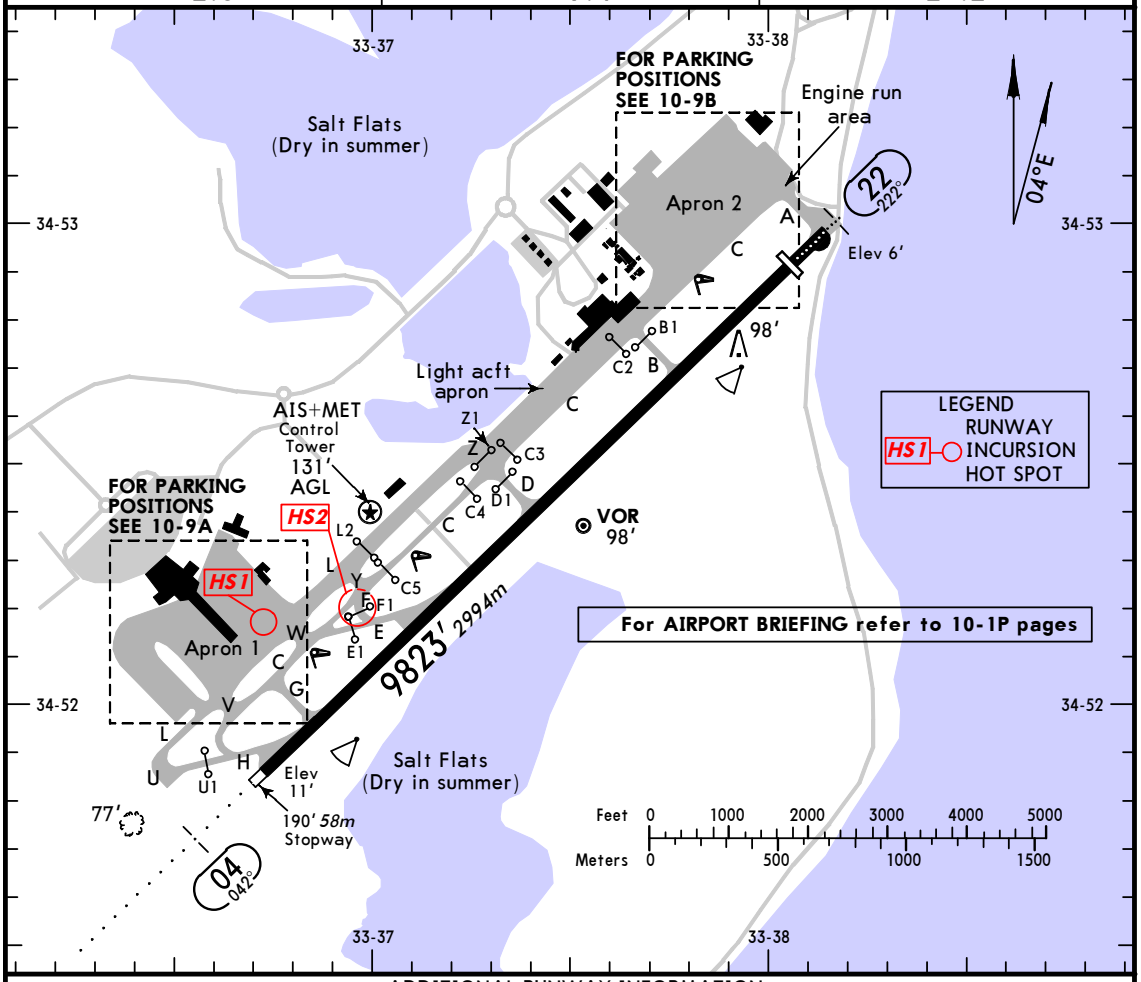
ATIS	LARNACA Ground	Tower
112.8	119.4	121.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (60m) HIALS PAPI-L (3.00°) RVR	9626′ 2934m		❶	148′ 45m
22	HIRL (60m) HIALS PAPI-L (2.75°) HST-E & H RVR	9226′ 2812m	7999′ 2438m		

❶ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head 9626′ (2934m)
twy G int 8760′ (2670m)
twy D int 4951′ (1509m)

RWY 22:
From rwy head 9823′ (2994m)
twy B int 7303′ (2226m)
twy D int 4764′ (1452m)

CAUTION: Lead-in lights for departures from rwy 04 lead aircraft to take-off position abeam twy G. No lead-in lights or markings available when lining up for take-off from rwy head.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Exercise CAUTION. Vehicles crossing taxilane LC.

HS2 Twys E and F used only for rwy exiting.

Standard TAKE-OFF ❶

	LVP must be in Force: RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Intersection take-offs.

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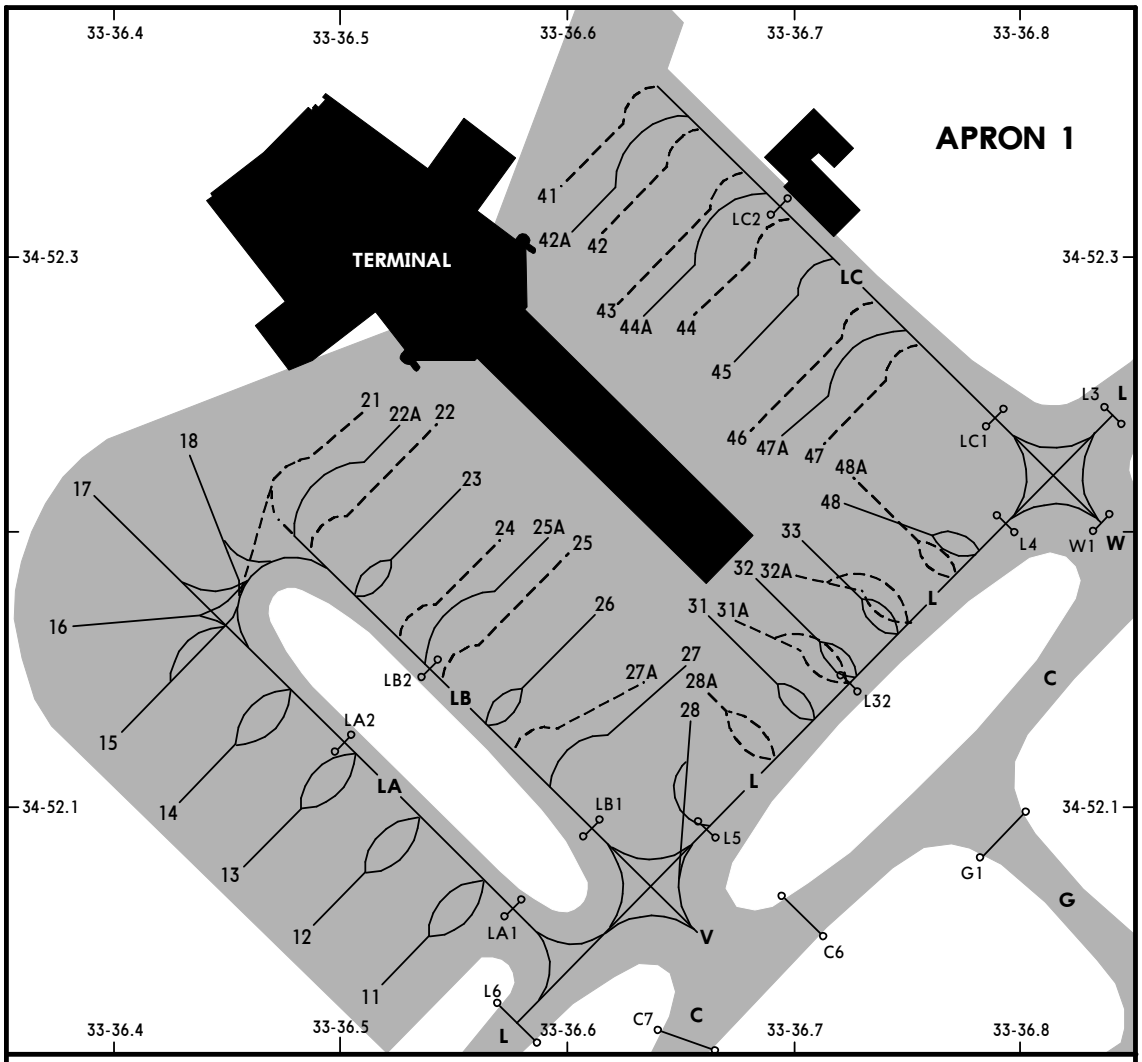

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11, 12	N34 52.0 E033 36.5	45 thru 47A	N34 52.2 E033 36.7
13, 14	N34 52.0 E033 36.4	48	N34 52.1 E033 36.7
15 thru 17	N34 52.1 E033 36.4	48A	N34 52.2 E033 36.7
18	N34 52.2 E033 36.4		
21 thru 22A	N34 52.2 E033 36.5		
23	N34 52.1 E033 36.5		
24 thru 28A	N34 52.1 E033 36.6		
31 thru 33	N34 52.1 E033 36.7		
41	N34 52.3 E033 36.6		
42 thru 44A	N34 52.2 E033 36.6		

CHANGES: None.

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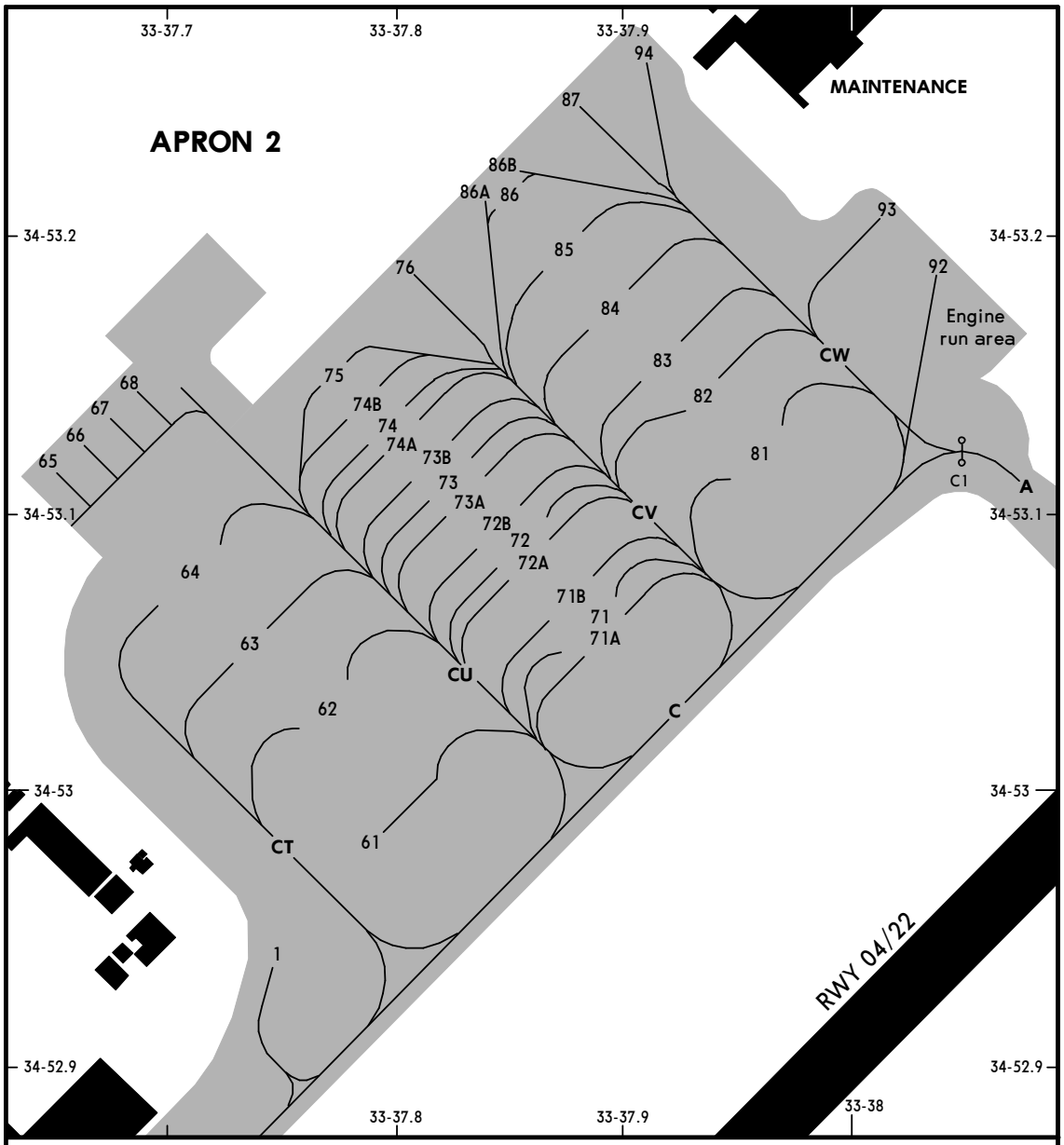

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N34 52.9 E033 37.7	81 thru 85	N34 53.1 E033 37.9
61, 62	N34 53.0 E033 37.8	86 thru 86B	N34 53.2 E033 37.8
63, 64	N34 53.0 E033 37.7	87	N34 53.2 E033 37.9
65, 66	N34 53.1 E033 37.6	92	N34 53.1 E033 38.0
67, 68	N34 53.1 E033 37.7	93	N34 53.2 E033 38.0
71, 71A	N34 53.0 E033 37.9	94	N34 53.2 E033 37.9
71B thru 72B	N34 53.0 E033 37.8		
73 thru 74B	N34 53.1 E033 37.8		
75	N34 53.1 E033 37.7		
76	N34 53.1 E033 37.8		

CHANGES: Stands.

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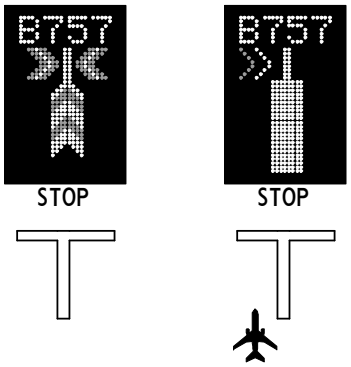
VISUAL DOCKING GUIDANCE SYSTEM (VDGS)

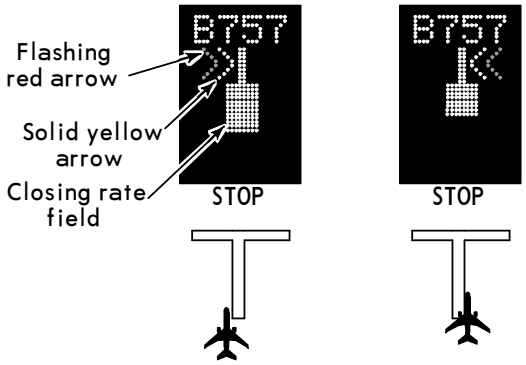
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

Follow the lead-in line.

When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit checks the correct aircraft type and the display provides azimuth guidance information.

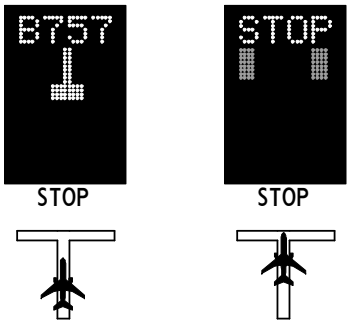


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



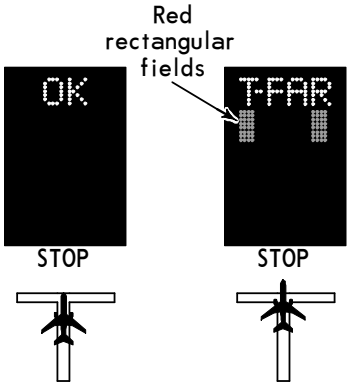
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each 2'/0.5m the aircraft advances towards the stop-position.

When the correct stop-position ist reached all yellow closing rate field LEDs will be off, "STOP" and two red rectangular fields will appear on the display.

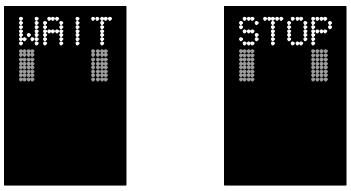


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

If the aircraft has overshot the stop-position "T-FAR" (too far) will be displayed.



The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared the procedure will be resumed.



CHANGES: None.

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LCLK/LCA
LARNACA INTL

JEPPESEN
6 NOV 09 (11-1) Eff 10 Nov

LARNACA, CYPRUS
VOR ILS Rwy 22

ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

BRIEFING STRIP™

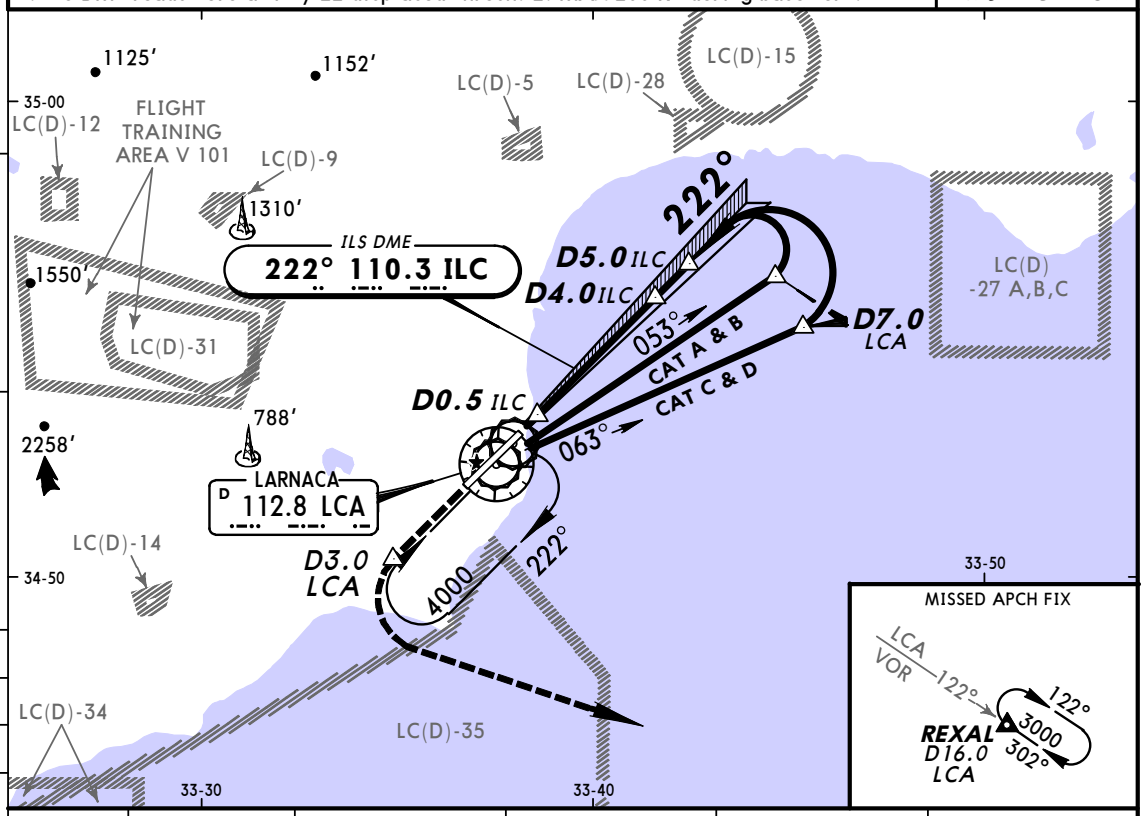
LOC ILC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.3	222°	D4.0 ILC 1226′ (1220′)	Refer to Minimums	Apt Elev 11′ / RWY 6′

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000′ and contact ATC.

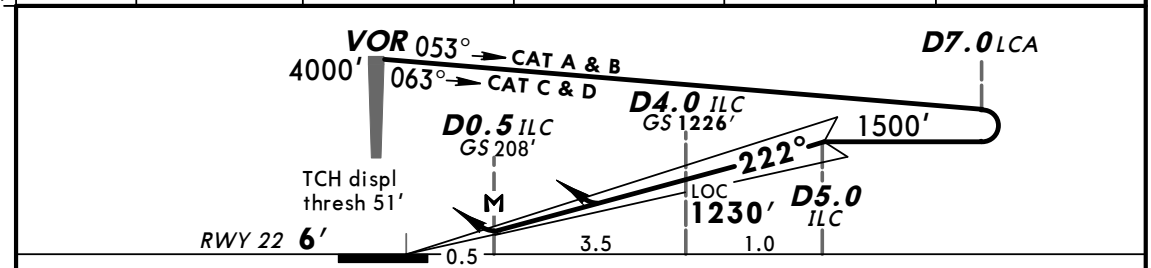
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 8000′

1. ILS DME reads zero at rwy 22 displaced thresh. 2. MAX 200 KT during base turn.

MSA LCA VOR



LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350′	650′	940′	1230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.75°	346	445	495	594	693	792
MAP at D0.5 ILC						

HIALS
PAPI

D3.0 LCA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 22

ILS
DA(H) A: 206′ (200′) C: 220′ (214′)
B: 210′ (204′) D: 230′ (224′)

LOC (GS out)
DA(H) 370′ (364′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 1000m	RVR 1200m	RVR 1500m	
B				
C			RVR 1500m	RVR 1700m
D				

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	520′ (509′)	1500m
135	620′ (609′)	1600m
180	1050′ (1039′)	2400m
205	1500′ (1489′)	3600m

CHANGES: Minimums.

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LCLK/LCA
LARNACA INTL

JEPPESEN 6 NOV 09 (11-2) Eff 10 Nov

LARNACA, CYPRUS
NDB ILS DME Rwy 22

ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

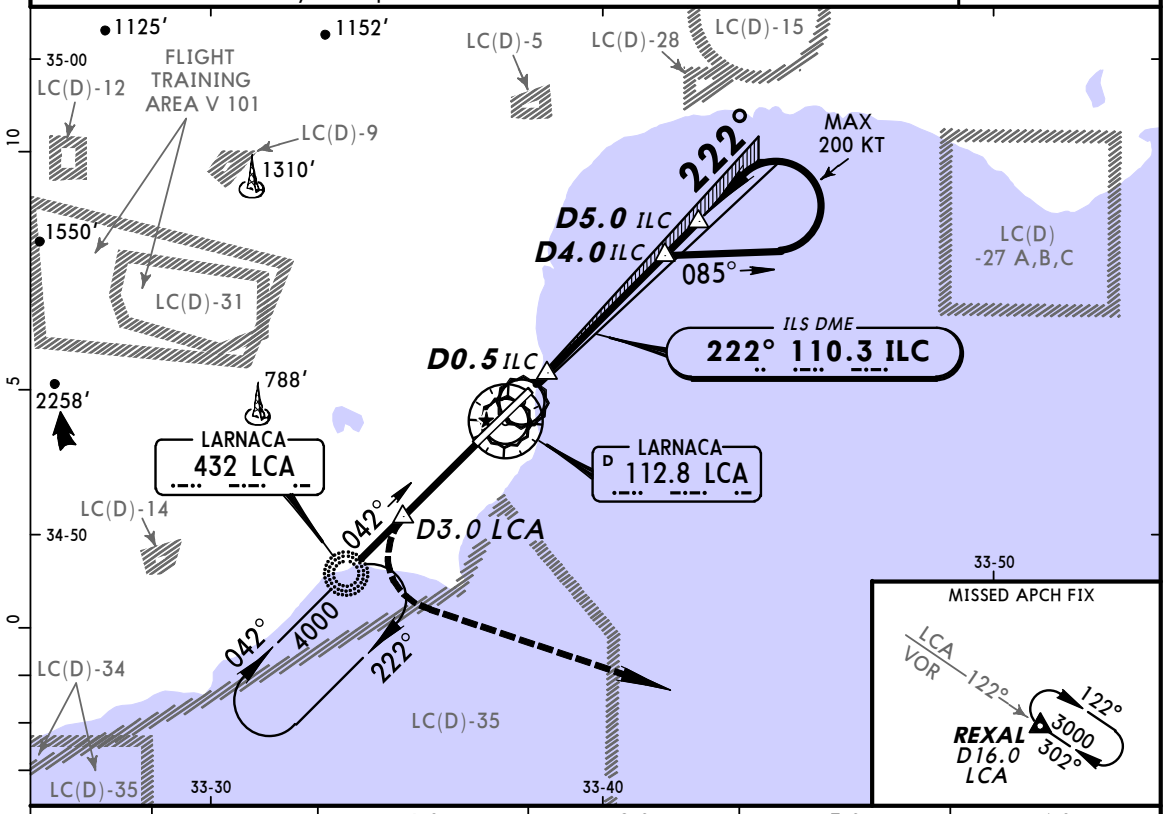
BRIEFING STRIP ™

LOC ILC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.3	222°	D4.0 ILC 1226′ (1220′)	Refer to Minimums	Apt Elev 11′ / RWY 6′

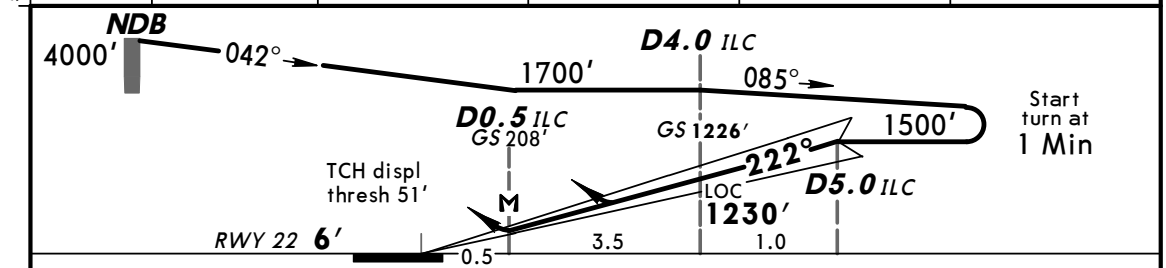
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000′ and contact ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 8000′
ILS DME reads zero at rwy 22 displaced thresh.

180° 4200′ 270° 2000′ 360° 6100′
MSA LCA NDB



LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350′	650′	940′	1230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.75°	346	445	495	594	693	792
MAP at D0.5 ILC						

HIALS
PAPI

D3.0 LCA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 22

ILS
DA(H) A: 206′ (200′) C: 220′ (214′)
B: 210′ (204′) D: 230′ (224′)

LOC (GS out)
DA(H) 370′ (364′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 1000m	RVR 1200m	RVR 1500m	
B				
C			RVR 1500m	RVR 1700m
D				

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts.	MDA(H)	VIS
100	520′ (509′)	1500m
135	620′ (609′)	1600m
180	1050′ (1039′)	2400m
205	1500′ (1489′)	3600m

CHANGES: Minimums.

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LCLK/LCA
LARNACA INTL

JEPPESEN
15 OCT 10 (11-3) Eff 21 Oct

LARNACA, CYPRUS
ILS Rwy 22

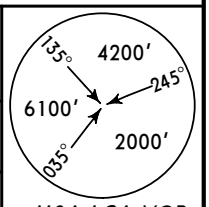
ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

BRIEFING STRIP™

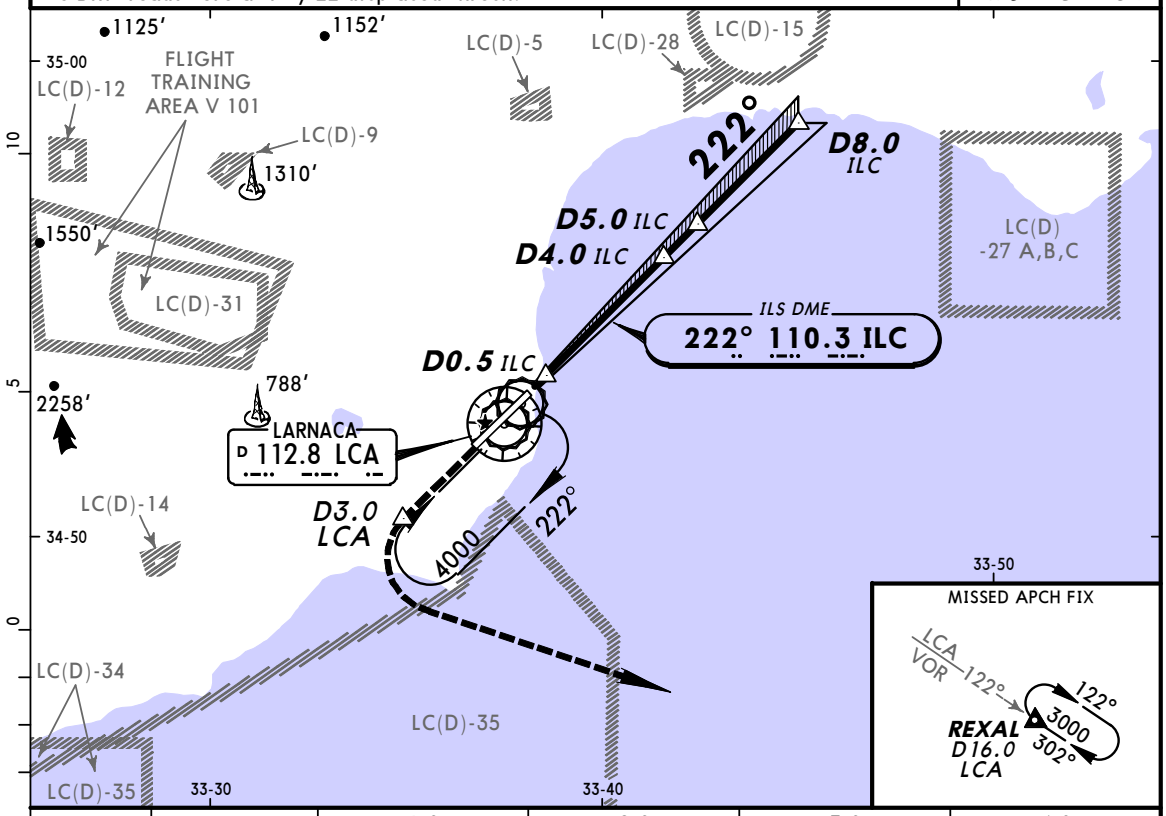
LOC ILC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.3	222°	D4.0 ILC 1226′ (1220′)	Refer to Minimums	Apt Elev 11′ / RWY 6′

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 LCA, then turn LEFT to REXAL climbing to 3000′ and contact ATC.

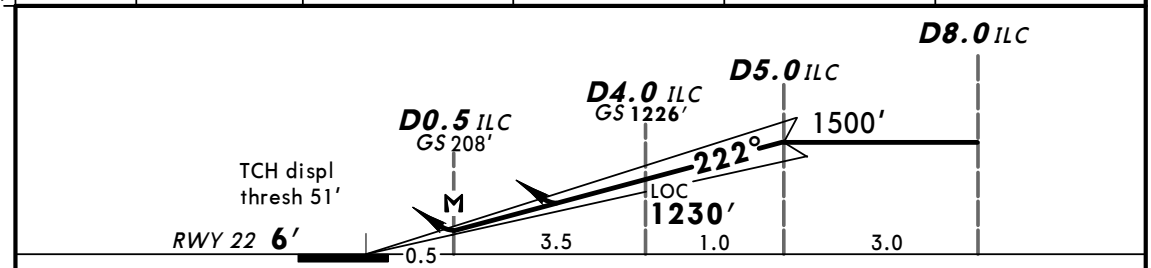
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 8000′
ILS DME reads zero at rwy 22 displaced thresh.



MSA LCA VOR



LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350′	650′	940′	1230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.75°	346	445	495	594	693	792
MAP at D0.5 ILC						

HIALS
PAPI

D3.0 LCA

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 22

ILS DA(H) A:206′(200′) B:210′(204′) C:220′(214′) D:230′(224′)

LOC (GS out) DA(H) 370′(364′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 1000m	RVR 1200m	RVR 1500m	
B				
C			RVR 1500m	RVR 1700m
D				

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	520′ (509′)	1500m
135	620′ (609′)	1600m
180	1050′(1039′)	2400m
205	1500′(1489′)	3600m

CHANGES: None.

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LCLK/LCA
LARNACA INTL

JEPPESEN
15 OCT 10 (13-1) Eff 21 Oct

LARNACA, CYPRUS
VOR DME Rwy 04

ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

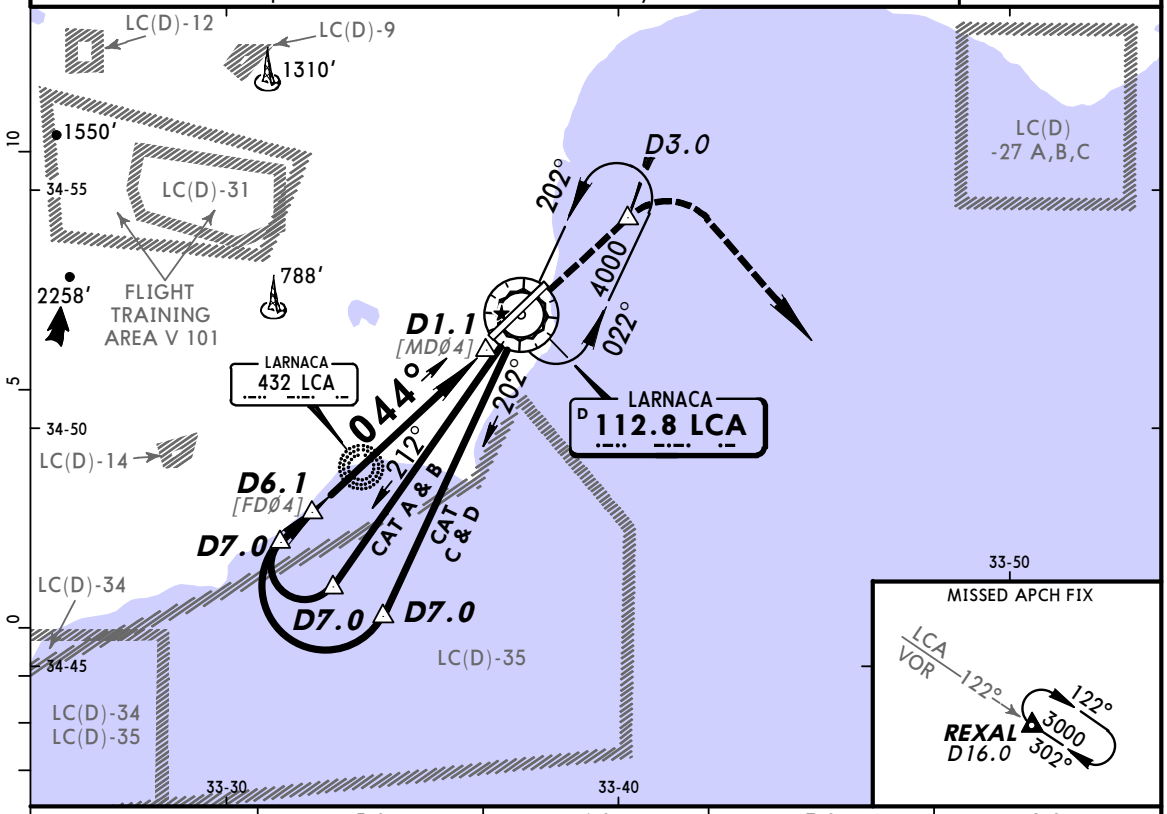
BRIEFING STRIP™

VOR LCA	Final Apch Crs	Minimum Alt D6.1	DA(H)	Apt Elev
112.8	044°	1800′ (1789′)	470′ (459′)	11′

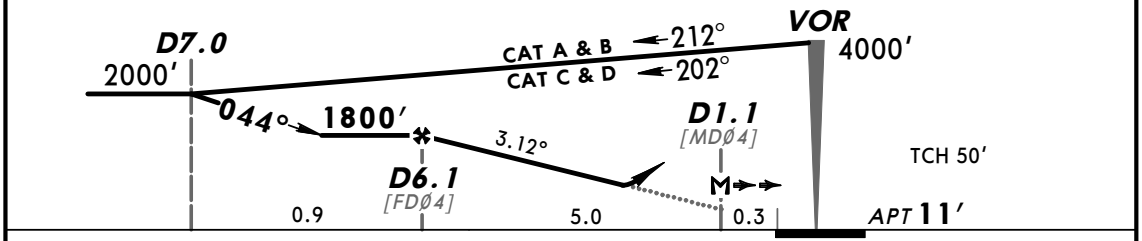
MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn RIGHT to REXAL climbing to 3000′ and contact ATC.

Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 8000′

MSA LCA VOR
135° 4200′
245°
6100′
2000′
035°



LCA DME	5.0	4.0	3.0	2.0
ALTITUDE	1440′	1130′	810′	490′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.12°	386	497	552	662	773	883
MAP at D1.1						

HIALS
PAPI

D3.0

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY **04**

DA(H) **470′** (459′)

	ALS out	
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	520′ (509′)	1500m
135	560′ (549′)	1600m
180	1050′ (1039′)	2400m
205	1500′ (1489′)	3600m

CHANGES: Minimums.

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LCLK/LCA
LARNACA INTL

JEPPESEN
15 OCT 10 (13-2) Eff 21 Oct

LARNACA, CYPRUS
VOR DME Rwy 22

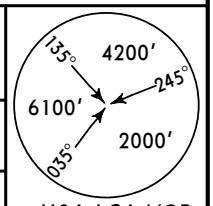
ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

BRIEFING STRIP ™

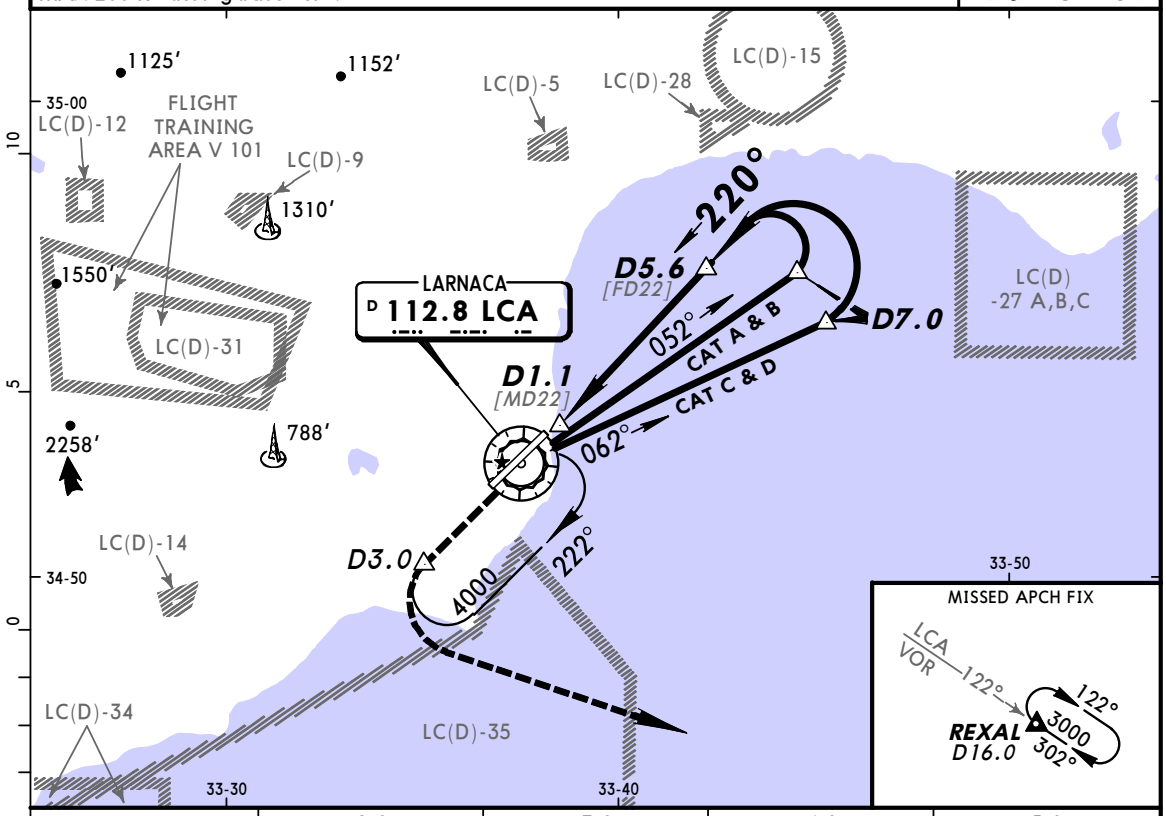
VOR LCA 112.8	Final Apch Crs 220°	Minimum Alt D5.6 1500′ (1489′)	DA(H) 370′ (359′)	Apt Elev 11′

MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn LEFT to REXAL climbing to 3000′ and contact ATC.

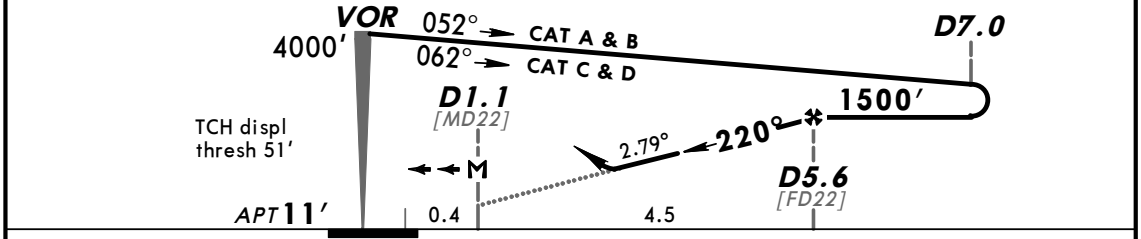
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 8000′
MAX 200 KT during base turn.



MSA LCA VOR



LCA DME	2.0	3.0	4.0	5.0
ALTITUDE	470′	760′	1050′	1340′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.79°	345	444	494	592	691	790
MAP at D1.1						

HIALS
PAPI

D3.0

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 22

DA(H) 370′ (359′)

	ALS out	RVR 1400m
A	RVR 1500m	
B		
C	RVR 1600m	
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	520′ (509′)	1500m
135	620′ (609′)	1600m
180	1050′ (1039′)	2400m
205	1500′ (1489′)	3600m

CHANGES: None.

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LCLK/LCA
LARNACA INTL

JEPPESEN
15 OCT 10 (16-1) Eff 21 Oct

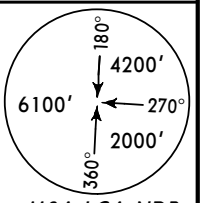
LARNACA, CYPRUS
NDB Rwy 04

ATIS	LARNACA Approach	LARNACA Tower	Ground
112.8	121.2	121.2	119.4

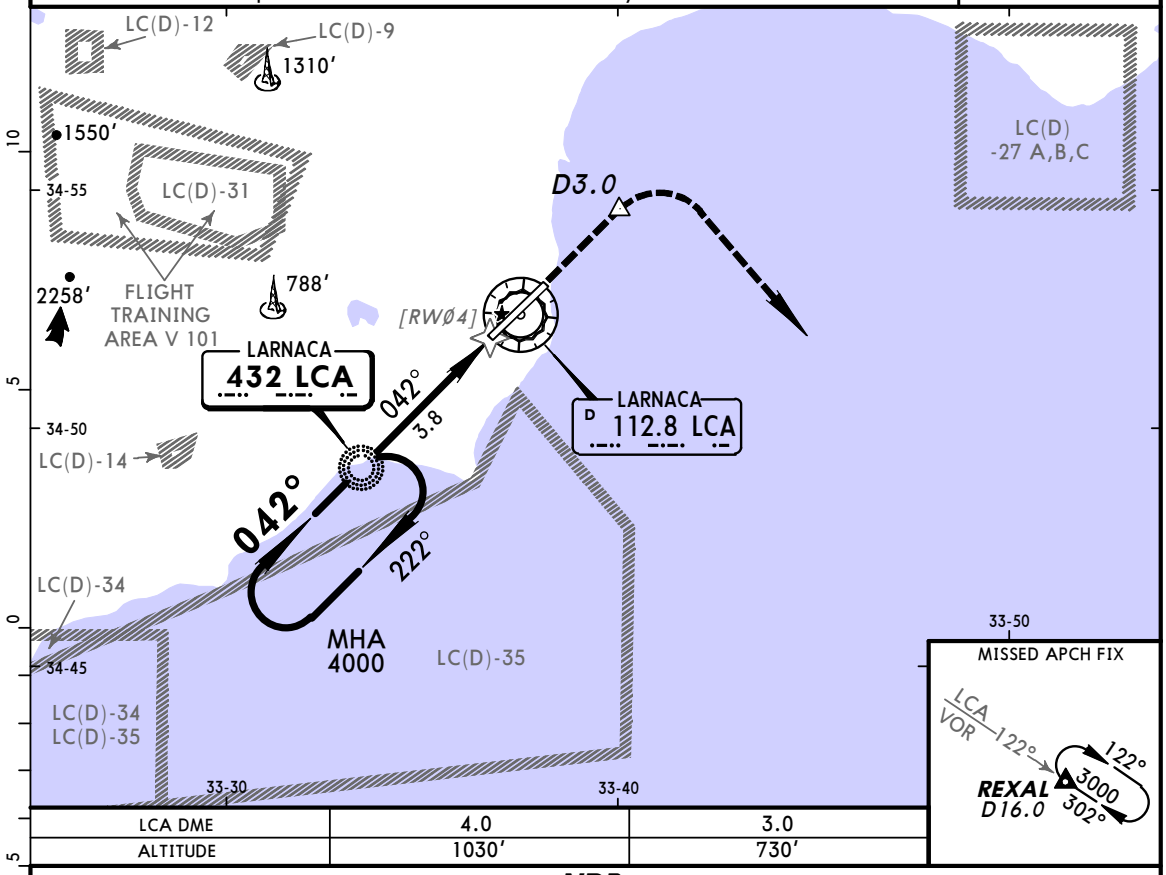
NDB LCA	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev
432	042°	1230′ (1219′)	470′ (459′)	11′

MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn RIGHT to REXAL climbing to 3000′ and contact ATC.

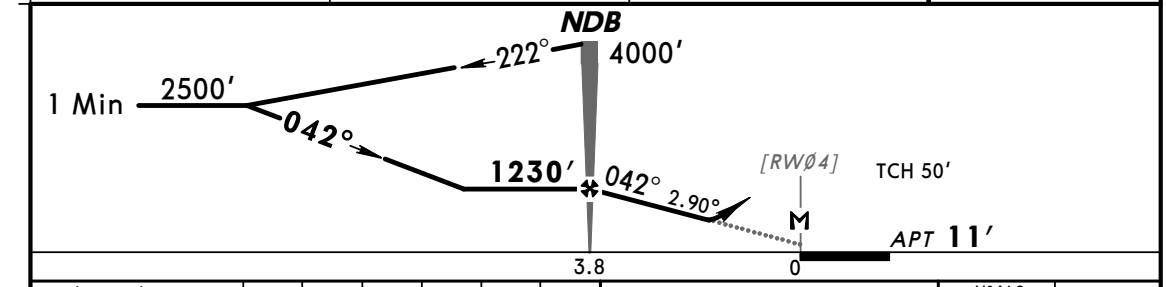
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 8000′



MSA LCA NDB



LCA DME	4.0	3.0
ALTITUDE	1030′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
NDB to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

HIALS
PAPI

D3.0

Standard STRAIGHT-IN LANDING RWY **04**

DA(H) **470′** (459′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	520′ (509′)	1500m
135	560′ (549′)	1600m
180	1050′ (1039′)	2400m
205	1500′ (1489′)	3600m

PANS OPS 3

CHANGES: Minimums.

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