



# DCA CYPRUS LOCAL VFR MANUAL

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The Local VFR Manual is published and promulgated by Aeronautical Information Services, Department of Civil Aviation, Cyprus, containing information for local air operations under visual flight rules. This manual is updated and published in the AIS DCA Cyprus web site. Any supplementary information can be derived from the AIP Cyprus and the aeronautical information circulars. Temporary information and changes are published by NOTAM and/or light aviation bulletins.

**The latest update of the manual will always be available on the AIS Website in due time. The date of the last update is stated on the Preface of the manual. Users are requested to make sure they are always using the latest update.**

This manual is organized in three parts.

**PART 1** contains general information on airspace classification and provision of air traffic control service, minimum heights, visual meteorological conditions, suspension of VFR operations, night VFR and special VFR authorization, flight plan submission and pre-flight briefing, local VFR routes and training areas, radio and transponder carriage requirements, conduct of formation flights and special operations.

**PART 2 and 3** refer to LARNAKA and PAFOS aerodromes respectively, and contain information on local restrictions, ground procedures, frequencies and radio communication failure procedures. The local VFR flight plan form, as well as the VFR charts and information on landing strips, helipads and the sunrise/sunset times, are attached in the APPENDIX of the manual.

In the compilation of the Local VFR Manual, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions, which may nevertheless be detected, as well as any requests for clarifications regarding the provisions of this manual, should be referred to:

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## **CYPRUS LOCAL VFR MANUAL - RECORD OF UPDATES**

<b>Date of Update</b>	<b>Part Affected</b>
01 DEC 16 (First Edition)	ALL (First Edition)
19 JAN 2017	GENERAL, APPENDIX
03 FEB 2017	GENERAL
30 APR 2019	GENERAL, LARNAKA AIRPRORT, PAFOS AIRPORT

### **Description of changes**

#### **PART 1**

Section 1.3 VMC visibility and distance from cloud minima – notes added  
Section 1.7 FLIGHT PLAN SUBMISSION AND PRE-FLIGHT BRIEFING – c) Pilot briefing changed  
Section 1.8.1 VFR TRAINING AREAS AND ROUTES – LCV101 PSEVDAS Frequency changed  
Section 1.8.2 VFR ROUTES LARNAKA – Klirou Alternate VFR Route Remarks added  
Section 1.11 POSITION REPORTING – “ Operations normal ” report and prior leaving uncontrolled airspace requirement added.

#### **PART 2**

Section 2.1 FREQUENCIES – Primary and Standby frequencies changed, Emergency, LCA VOR/DME and LCA NDB frequencies added  
Section 2.2 LOCAL RESTRICTIONS – additions and withdrawals

#### **PART 3**

Section 3.1 FREQUENCIES – Ground Control Primary and Standby frequencies changed, Emergency, PHA VOR/DME and PHA NDB frequencies added  
Section 3.2 LOCAL RESTRICTIONS – Correction of Temporary Segregated Area CHRYSOCHOU BAY identifier (LCTSA09)

#### **APPENDIX**

No changes

**The following Publications have been incorporated in this manual and are no longer in force:**

**Nil**

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## PART 1 GENERAL

### 1.1 AIR TRAFFIC CONTROL SERVICE

- a. Air Traffic Control Service is provided to VFR traffic in the following airspace:
  - i. Larnaka (LCLK) and Pafos (LCPH) Control Zones (CTR-Class C)
  - ii. Larnaka and Pafos Aerodrome Traffic Zones (ATZ-Class B)
  - iii. Airways from lower limit up to FL195 (Class C)
- b. LCLK and LCPH aerodrome traffic zone is the area bounded by a circle of radius 4NM centered on the aerodrome reference point, up to 3000FT AMSL
- c. The national airspace of the Republic of Cyprus is prohibited area except those parts designated as VFR training areas and routes.

### 1.2 MINIMUM HEIGHTS

- a. Except when necessary for take-off or landing, or except by permission from the Department of Civil Aviation, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.
- b. Except when necessary for take-off or landing, or except by permission from the Department of Civil Aviation, a VFR flight shall not be flown:
  - i. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000FT above the highest obstacle within a radius of 600M from the aircraft;
  - ii. elsewhere than as specified above, at a height less than 500FT above the ground or water, or 500FT above the highest obstacle within a radius of 150M from the aircraft.

### 1.3 VMC VISIBILITY AND DISTANCE FROM CLOUD

- a. VMC visibility and distance from cloud minima are contained in below.

Altitude band	Airspace	Flight visibility	Distance from cloud
At and above FL100	B C G	8KM	1500 M horizontally 1000FT vertically
Below FL100 and above 3000FT AMSL or above 1000 FT above terrain, whichever is the higher	B C G	5KM	
At and below 3000FT AMSL or 1000 FT above terrain, whichever is the higher	B C	5KM *	Clear of cloud and with the surface in sight
	G		

\* When so prescribed by the Department of Civil Aviation:

- i. flight visibilities reduced to not less than 1500M may be permitted for flights operating at speeds of 140KT IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision, or in circumstances in which the probability of encounters with other traffic would normally be low e.g. in areas of low volume traffic and for aerial work at low levels
  - ii. Helicopters may be permitted to operate in less than 1500M but not less than 800M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision
- b. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table above.

## 1.4 SUSPENSION OF VFR OPERATIONS

- a. Except when a special VFR clearance is obtained from an ATC unit, VFR flights shall not take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:
  - i. ceiling 1500FT, or
  - ii. ground visibility 5KM.
- b. Any or all VFR operations on and in the vicinity of an aerodrome may be suspended by any of the following units, persons or authorities whenever safety requires such action:
  - i. the approach control unit or the appropriate ACC;
  - ii. the aerodrome control tower;
  - iii. the Department of Civil Aviation.

## 1.5 SPECIAL VFR

- a. Special VFR flights may be authorized to operate within a control zone, subject to an ATC clearance. Except when permitted by the Department of Civil Aviation for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:
  - i. by the pilot:
    - clear of cloud and with the surface in sight;
    - the flight visibility is not less than 1500M or, for helicopters, not less than 800M;
    - at speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.
  - ii. by ATC:
    - during day only, unless otherwise permitted by the Department of Civil Aviation;
    - the ground visibility is not less than 1500M or, for helicopters, not less than 800M;
    - the ceiling is not less than 180M (600FT).
- b. Special VFR flights may be authorized to enter a control zone for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone.
- c. Requests for special VFR authorization shall be handled individually. Special VFR flights are separated from IFR flights and from other Special VFR flights.

## 1.6 NIGHT VFR

### 1.6.1 APPLICABILITY

Night is defined, for aviation purposes, as the period of darkness from the end of the evening civil twilight to the beginning of morning civil twilight (Ref Appendix - Sunrise/Sunset Times Table ). Subject to traffic and weather conditions, night VFR (NVFR) flights are authorized by ATC along the designated cross-country route between LCLK and LCPH only and for night circuits.

### 1.6.2 NVFR ROUTE AND MINIMUM ALTITUDE

The NVFR route from LCLK to LCPH and vice versa, is defined by the following geographical reference points: SALT LAKE - KOFINOU - GERMASOGEIA DAM - KOURIS DAM - AVDIMOU - ACHELIA. The minimum altitude for the NVFR route is 3000FT AMSL. The pilot of a flight or the instructor of a training flight shall be a holder of a valid license with night rating.

Departing aircraft shall climb over the salt lake (LCLK) or south-abeam the airfield (LCPH) at an altitude of at least 3000FT before joining the NVFR route.

Arriving aircraft shall arrive salt lake (LCLK) or south-abeam the airfield (LCPH) at an altitude of at least 3000FT.

### 1.6.3 NVFR WEATHER MINIMA

- a. Visibility of 10KM or more at the airports involved for NVFR route, or 8KM or more for NVFR circuits.
- b. No cloud below the level which is 1000FT above the intended level of flight.
- c. No warning or expectation of deterioration in the weather minima detailed above.

## 1.7 FLIGHT PLAN SUBMISSION AND PRE-FLIGHT BRIEFING

- a. Flight plans should be filed at least 30 minutes before the estimated time of departure. Before start-up, pilots should confirm with AIS the approval of filed flight plan. An abbreviated flight plan, as shown in Appendix, must be filed for any local flight departing from LCLK or LCPH.
- b. The pilot in-command shall obtain weather reports and forecast briefing prior to departure. It is the responsibility of the pilot in-command to make sure, prior to departure, that the weather conditions at the aerodrome of departure, en-route and at the aerodrome of destination are such that the flight may be conducted under VMC at all times.
- c. Prior commencing flight, the pilot in-command shall become familiar with all available information appropriate to the intended operation. Such information shall be, but not limited to, activation of danger areas, activation of temporary reserved and temporary segregated areas, other activities of dangerous nature, closure of VFR routes and training areas and any other information published by [NOTAMs](#) and [Light Aviation Bulletins](#).
- d. Any changes to a flight plan shall be reported as soon as practicable to LARNAKA ARO or Aerodrome ATC.
- e. Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of the departure, constitutes a significant change to the flight plan and as such shall be reported.
- f. Pre-flight information service for LCLK and LCPH is provided centrally by Larnaka ARO .

## 1.8 LOCAL VFR DESIGNATED TRAINING AREAS AND ROUTES

### 1.8.1 TRAINING AREAS

Training Area	Area code	Freq	Airspace	Geographical lateral limits	Vertical limits
PSEVDAS	LCV101	130.2 MHz	C	MOSFILOTI-KALO CHORIO-KLAVDIA-AGIA VARVARA-MONASTERI-MOSFILOTI	8000FT AMSL
MARKI	LCV102	122.5 MHz	G	ANAGEIA-TSERI-WEST SIDE OF DALI INDUSTRIAL ZONE-AGIA VARVARA-SIA-MATHIATIS-LYTHRODONTAS-KAPEDES- ANAGEIA	3000FT AMSL
KLIROU	LCV103			KAPEDES-LAZANIAS-EVRYCHOU-POTAMI-PERISTERONA-AKAKI-PALAIOMETOCHO-ANAGEIA-KAPEDES	5000FT AMSL
LIMASSOL	LCV107			PANO LEFKARA DAM-CHOIROKOITIA-SOUTH END GERMASOGEIA DAM-SOUTH END KOURIS DAM-MALIA-ARAKAPAS DAM-PANO LEFKARA	3000FT AMSL
LAKATAMIA <b>MILITARY</b> TRAINING AREA ALFA	LCV108			SOUTH SIDE OF THE ROAD JOINING KATO DEFTERA VILLAGE AND DALI INDUSTRIAL ZONE-WESTERN SIDE OF THE NICOSIA/LEMESOS HIGHWAY-DALI INDUSTRIAL ZONE-SIA-NORTHERN SIDE OF THE ROAD JOINING SIA/MATHIATIS/LYTHRODONTAS-NORTH EASTERN SIDE OF THE LINE JOINING LYTHRODONTAS AND KAPEDES-EASTERN SIDE OF THE ROAD JOINING KAPEDES/PSIMOLOFOU/KATO DEFTERA	
POLEMI	LCV109			AGIA MARINA DAM-ARGAKA-STROUMPI-CHOULOU-AGIA MARINA DAM	
AKAMAS	LCV106	119.2 MHz	CAPE DREPANO-CAPE ARNAOUTIS-POLIS-ARGAKA-STROUMPI-KATHIKAS-CAPE DREPANO	4000FT AMSL	
MOUNTAIN FLYING TRAINING AREA <b>(MILITARY)</b>	MFTA	122.5 MHz		3456.0N 03255.0E-3456.0N 03308.0E-3450.0N 03255.0E-3450.0N 03308.0E	6000FT AMSL
LOW FLYING TRAINING AREA <b>(MILITARY)</b>	LFTA	122.5 MHz		3454.5N 03242.0E-3454.5N 03255.0E-3443.5N 03241.0E-3443.5N 03255.0E	4000FT AMSL

1.8.2 VFR ROUTES LARNAKA

Marki/Klirou Standard VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Salt Lake	345338N 0333710E	294° / -	4.7	To be used only for entering the Training Area
Kalo Chorio	345548N 0333209E	280° / -	5.9	
Mosfiloti	345712N 0332512E	273° / -	1.6	
Sia	345725N 0332316E			

Limassol Standard VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Salt Lake	345338N 0333710E	294°/114°	4.7	Enter LIMASSOL TRAINING AREA via north of DIPOTAMOS DAM Exit LIMASSOL TRAINING AREA via south of DIPOTAMOS DAM
Kalo Chorio	345548N 0333209E	280°/100°	5.9	
Mosfiloti	345712N 0332512E	207°/027°	6.7	
Dipotamos Dam	345129N 0332102E			

Marki/Klirou Direct VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Alampra	345921N 0332355E	- /114°	7.6	Used only when leaving MARKI TRAINING AREA
Kalo Chorio	345548N 0333209E	- /114°	4.7	
Salt Lake	345338N 0333710E			



Limassol Direct VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Salt Lake	345338N 0333710E	265°/085°	5.1	Subject to ATC approval  Enter LIMASSOL TRAINING AREA via north of DIPOTAMOS DAM  Exit LIMASSOL TRAINING AREA via south of DIPOTAMOS DAM
Klavdia	345331N 0333101E			
Dipotamos Dam	345129N 0332102E	252°/072°	8.5	

Klirou Alternate VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Salt Lake	345338N 0333710E	294°/114°	4.7	Subject to ATC approval  Route shall be used only to exit KLIROU TRAINING AREA when MARKI TRAINING AREA is closed
Kalo Chorio	345548N 0333209E	294°/114°	7.6	
Alampra	345921N 0332355E			To enter KLIROU TRAINING AREA follow Marki/Klirou Standard Route and proceed SIA direct to TAMASOS DAM  Aircraft shall remain on LCLK ATC frequency until entering KLIROU TRAINING AREA
Pera	350157N 0331515E	286°/106°	7.6	

1.8.3 VFR ROUTES PAFOS

Limassol Standard VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Achelia	344422N 0322907E	077°/257°	15.5	
Pachna	344646N 0324742E			

Limassol Alternate VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Achelia	344422N 0322907E	065°/245°	10.3	
Trachypedoula	344805N 0324043E			
Pachna	344646N 0324742E	099°/279°	5.9	

Letymvou VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Achelia	344422N 0322907E	009°/189°	7.1	
Letymvou	345121N 0323100E			

Akoursos VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Achelia	344422N 0322907E	336°/156°	9.4	
Akoursos	345316N 0322514E			

Pachna VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Pachna	344646N 0324742E	279°/099°	5.9	
Trachypedoula	344805N 0324043E			
Letymvou	345121N 0323100E	288°/108°	8.6	
Akoursos	345316N 0322514E	288°/108°	5.1	

1.8.4 NIGHT VFR ROUTE

Night VFR Route				
Significant Point Name	Significant Point Coordinates	Track MAG	Dist NM	Remarks
Salt Lake	345338N 0333710E	246°/066°	12.1	
Kofinou	344928N 0332320E	248°/068°	15.8	
Germasogeia Dam	344439N 0330506E	260°/080°	8.3	
Kouris Dam	344344N 0325502E	252°/072°	8	
Avdimou	344148N 0324538E	277°/097°	13.9	
Achelia	344422N 0322907E			

### 1.8.5 LCLK-LCPH CROSS COUNTRY VFR ROUTE

- a. Aircraft on a cross-country VFR flight from LCLK to LCPH and vice versa, shall follow a VFR route from the aerodrome of departure, enter Limassol Training Area, transit the uncontrolled airspace of the area, re-enter controlled airspace, and via a VFR route proceed to the aerodrome of destination.
- b. If Limassol Training Area is not available, the designated NVFR route may be used as cross-country route during daytime, at 4000FT or above, subject to approval by ATC.
- c. The night VFR route may be used during daytime, with exit / entry points in / out of controlled airspace at Kofinou and Kouris dam respectively, subject to approval by ATC. (**Aircraft departing from Pafos** can join the night VFR route from Pachna north of Kouris dam.)

## 1.9 RADIO TRANSPONDER CARRIAGE

### 1.9.1 RADIO MANDATORY ZONES

The training areas with class G airspace classification are designated as Radio Mandatory Zones.

### 1.9.2 TRANSPONDER OPERATION AND ALLOCATED CODES

Aircraft departing from LCLK or LCPH shall maintain transponder operation during operations in Class G training areas.

Transponder allocations for local general aviation are listed in the following table:

Code	Use	Allocated
A0020-0024	Local General Aviation LCLK	by LCLK ATC
A0030-0033	Local General Aviation LCPH	by LCPH ATC

### 1.9.3 UNSERVICEABLE TRANSPONDER

- a. In case of a transponder failure is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to depart and proceed to the nearest suitable aerodrome where repair can be made. ATC may, subject to traffic, modify the time of departure, altitude or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.
- b. If the failure is detected after departure, the ATC units concerned should endeavour to provide for continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible, particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC.

## 1.10 VFR TO IFR FLIGHT PLAN CHANGE

- a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
- b. submit a flight plan to the appropriate ATS unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

## **1.11 POSITION REPORTING**

Pilots should make a position report in the following circumstances:

- a. Over the designated points of the VFR routes.
- b. Five minutes before leaving uncontrolled airspace
- c. When operating in the aerodrome circuit, on “downwind” and “final” or “long final”.
- d. Every 20 to 40 minutes for “Operations normal” report. This requirement applies also when operating within uncontrolled airspace.
- e. When instructed by ATC.

## **1.12 GENERAL PROCEDURES**

- a. Prior leaving controlled airspace, pilots shall report to the ATS unit estimated time to remain within the training area.
- b. Upon entering uncontrolled airspace, pilots shall pass traffic information to other aircraft in the area, and continue monitoring the appropriate frequency.
- c. Aircraft on cross-country flight LCLK-LCPH or vice versa, before entering Limassol Training Area shall report estimated time over PACHNA or DIPOTAMOS, to releasing ATS unit.
- d. Aircraft shall not enter controlled airspace unless receiving entry clearance by the ATS unit.
- e. Aircraft shall enter controlled airspace maintaining the level approved by ATC on entry clearance.
- f. Maneuvering is not allowed over populated areas.
- g. Aircraft shall not enter active danger or reserved areas.
- h. Aircraft shall not overfly any military installations.

## **1.13 SPECIAL OPERATIONS**

The following operations require specific approval by the Department of Civil Aviation:

- a. Formation flights.
- b. Acrobatic flights.
- c. Banner towing.
- d. Parachute descents.
- e. Dropping objects from aircraft and aerial spraying.
- f. Operations in areas other than the designated standard VFR routes and training areas.

## **1.14 FORMATION FLIGHTS**

Refer Cyprus AIP Section ENR 1.1 subsection 12

## **1.15 SIMULATED INSTRUMENT FLIGHTS**

Refer Cyprus AIP Section ENR 1.1 subsection 16.5

## PART 2 LARNAKA AIRPORT

### 2.1 FREQUENCIES

Service	Frequency
Tower/Approach Control	130.2 MHz (main), 121.2 MHz (standby)
Ground Control	119.4 MHz (main), 121.9 MHz (standby)
ATIS	126.55 MHz
Emergency	121.5 MHz
LCA VOR/DME	112.8 MHz
LCA NDB	432 KHz

### 2.2 LOCAL RESTRICTIONS

- a. Standard circuit pattern RWY22 left-hand and RWY04 right-hand.
- b. Aircraft shall not overfly the terminal buildings, airport fuel facilities and apron areas.
- c. Not more than two aircraft are permitted to conduct circuit training.
- d. Execution of special circuit training maneuvers, such as simulated engine failure after take-off, low-pass, bad weather circuit or glide approach, are subject to ATC approval. Go around for training purposes may be flown without prior ATC approval, however, the instructor should notify ATC immediately after initiating the procedure.
- e. Aircraft should enter MARKI TRAINING AREA via SIA and exit via ALAMPRA.
- f. Aircraft should enter LIMASSOL TRAINING AREA via North of DIPOTAMOS DAM and exit via South of DIPOTAMOS DAM.
- g. Unless otherwise instructed by ATC, aircraft exiting MARKI TRAINING AREA should follow the MARKI DIRECT ROUTE (ALAMPRA – KALO CHORIO).
- h. When LCTRA06(KALO CHORIO Temporary Reserved Area) is active, the leg KALO CHORIO – MOSFILOTI and vice versa shall be flown north of the road, and the leg KLAVDIA – DIPOTAMOS DAM of the DIRECT LIMASSOL ROUTE shall be flown south of KLAVDIA and north of the highway.
- i. ATC may apply local restrictions during periods of increased traffic or for any other operational reasons as deemed necessary.
- j. For separation purposes within the aerodrome traffic zone (ATZ class B airspace) with other VFR aircraft operating over the SALT LAKE, departing aircraft RWY22 may be cleared to proceed initially KALO CHORIO roundabout and avoid overflying the SALT LAKE, until leaving the ATZ. Reversely, for RWY04, departing aircraft may be cleared to proceed initially to RIZOELIA roundabout and then join the standard route.

### 2.3 GROUND PROCEDURES

- a. Pilots shall contact Ground Control for start-up clearance, reporting parking position and intentions as per filed flight plan.
- b. For taxi-in or taxi-out the General Aviation Apron 2, taxilane CU shall be used as per ATC taxi instructions.
- c. Pilots shall exercise caution and maintain lookout for vehicular movements when crossing the CU service road.
- d. Pilots may be instructed to hold at the intermediate holding point CU1, located at the intersection of CU and taxiway C, and displayed by surface marking only, to give way to other aircraft taxiing via taxiway C.
- e. No light aircraft movements are allowed via taxilane CU while aircraft on stands 61-64 perform start-up or taxi.

- f. Unless otherwise instructed by ATC, when RWY04 in-use, departing light aircraft taxi to runway holding point via taxiway D, and arriving aircraft vacate runway via taxiway B to hold at B1, clear of taxiway C.
- g. Unless otherwise instructed by ATC, when RWY22 in-use, departing light aircraft taxi to runway holding point via taxiway B, and arriving aircraft vacate runway via taxiway D to hold at D1, clear of taxiway C.
- h. Arriving aircraft shall report to ATC when parked and shutting down.

## **2.4 RADIO COMMUNICATION FAILURE PROCEDURES**

The aircraft shall attempt to establish communications with the appropriate ATS unit using all available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

The procedures to be followed when VFR traffic experiences radio communication failure at LCLK are described below:

- a. Aircraft northwest LCLK
  - Set transponder A7600.
  - Arrive and orbit over the SALT LAKE maintaining last assigned altitude.
  - Find out the runway in use by observing the windsock and the aerodrome traffic.
  - Descend to 1000 FT and continue orbiting abeam the Control Tower.
  - Look out for light signals from the Control Tower.
  - Rock the wings as acknowledgement when observing the signal, and if receiving, GREEN FLASHES: return for landing right downwind RWY22 or left downwind RWY04. STEADY GREEN: cleared to land. STEADY RED: continue circling over the SALT LAKE and observe light signals.
- b. Aircraft south/east LCLK over the sea
  - Set transponder A7600.
  - Arrive and orbit on downwind abeam the Control Tower maintaining last assigned altitude.
  - Find out the runway in use by observing the windsock and the aerodrome traffic.
  - Descend to 1000 FT and continue orbiting abeam the Control Tower.
  - Look out for light signals from the Control Tower.
  - Rock the wings as acknowledgement when observing the signal, and if receiving, GREEN FLASHES: return for landing left downwind RWY22 or right downwind RWY04. STEADY GREEN: cleared to land. STEADY RED: continue circling on downwind and observe light signals.

## **2.5 GO AROUND**

In case of go-around, aircraft shall climb 1000 FT, join the standard circuit pattern and contact ATC.

If go-around is executed due to loss of radio communication, aircraft shall climb 1000 FT, join the standard circuit pattern, and follow the RCF procedure.

## PART 3 PAFOS AIRPORT

### 3.1 FREQUENCIES

Service	Frequency
Tower/Approach Control	130.625 MHz (main), 119.900 MHz/120.800 MHz (standby)
Ground Control	120.800 MHz (main), 119.900 MHz (standby)
ATIS	127.325 MHz
Emergency	121.5 MHz
PHA VOR/DME	117.9 MHz
PHA NDB	328 KHz

### 3.2 LOCAL RESTRICTIONS

- a. Standard circuit pattern RWY29 left-hand and RWY11 right-hand.
- b. Aircraft shall not overfly the terminal buildings, military base, airport fuel facilities and apron areas.
- c. Aircraft should enter LIMASSOL TRAINING AREA via PACHNA and exit via KOURIS.
- d. Aircraft should enter AKAMAS TRAINING AREA via WEST of AKOURSOS and exit via EAST of AKOURSOS.
- e. Aircraft should enter POLEMI TRAINING AREA via WEST of LETYMVOU and exit via EAST of LETYMVOU.
- f. When LCTSA09 (Temporary Segregated Area CHRYSOCHOU BAY) is active, POLEMI and AKAMAS TRAINING AREAS are closed.

### 3.3 GROUND PROCEDURES

- a. Pilots shall contact Ground Control 130.625 MHz for start-up clearance, reporting parking position and intentions as per filed flight plan.
- b. Aircraft located at General Aviation Apron shall expect to taxi via taxiway H unless otherwise instructed by ATC.
- c. Pilots shall exercise caution and maintain lookout for vehicular movements when crossing the service road.
- d. Light aircraft may be instructed to hold at intermediate holding point H1, located south of the intersection of taxiways H and M, as to allow other aircraft ground movement via taxiway M.
- e. Unless otherwise instructed by ATC, whether RWY29 or RWY11 in-use, departing light aircraft taxi to runway holding point via taxiway H, and arriving aircraft vacate runway via taxiway H to hold at H2.
- f. Arriving aircraft shall report to ATC when parked and shutting down.

### 3.4 RADIO COMMUNICATION FAILURE PROCEDURES

The aircraft shall attempt to establish communications with the appropriate ATS unit using all available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

The procedures to be followed when VFR traffic experiences radio communication failure at LCPH are described below:

- a. Aircraft north LCPH
  - Set transponder A7600.
  - Arrive north-abeam the Control Tower maintaining last assigned altitude.
  - Orbit abeam the Control Tower and descend to 1000 FT.



- Find out the runway in use by observing the windsock and the aerodrome traffic.
  - Look out for light signals from Control Tower.
  - Rock the wings as acknowledgement when observing the signal, and  
FLASHING GREEN: return for landing via right downwind RWY29 or left downwind RWY11.  
STEADY GREEN: cleared to land.  
STEADY RED: continue orbiting north abeam and observe light signals.
- b. Aircraft south LCPH over the sea
- Set transponder A7600.
  - Arrive on downwind south-abeam the Control Tower maintaining last assigned altitude.
  - Orbit abeam the Control Tower and descend to 1000 FT.
  - Find out the runway in use by observing the windsock and the aerodrome traffic.
  - Look out for light signals from the Control Tower.
  - Rock the wings as acknowledgement when observing the signal, and  
FLASHING GREEN: return for landing via right downwind RWY11 or left downwind RWY29.  
STEADY GREEN: cleared to land.  
STEADY RED: continue orbiting on downwind and observe light signals.

### 3.5 GO AROUND

In case of go-around, aircraft shall climb 1000 FT, join the standard circuit pattern (proceed over the sea) and contact ATC.

If go-around is executed due to loss of radio communication, aircraft shall climb 1000 FT, join the standard circuit pattern, and follow the RCF procedure.

## **APPENDIX TO THE CYPRUS LOCAL VFR MANUAL**

**LANDING STRIPS / HELIPADS**

**LOCAL VFR CHART LARNAKA**

**LOCAL VFR CHART PAFOS**

**LOCAL VFR CHART LCCC**

**SUNRISE / SUNSET TABLE**

**LOCAL FLIGHT PLAN FORM**

## **LANDING STRIPS / HELIPADS**

The following Landing Strips / Helipads are in operation for private use under VFR conditions only.

### **LANDING STRIPS**

Marki Microlight at point 350058.03N 0331839.07E.

Marki G&M Props & Gears RC Models Limited at point 350217.52N 0332045.74E.

### **HELIPADS**

EDT Marine Constructions Ltd at point 343866.10N 0330034.70E (Lemesos Port).

Neo Chorio Pafou at point 350225.58N 0322301.12E.

Geroskipou at point 344450.81N 0322647.55E.

Drouseia at point 350132.09N 0321747.90E.

Tsakistra at point 345856.34N 0324443.65E.

### **MODEL STRIPS**

1 KM west of Kotsiatis village, point 350040N 0332040E 1 KM radius and up to 1000 FT AGL. Active from sunrise to sunset.

Tersefanou at point 345217.00N 0333239.98E 1 KM radius and up to 1000 FT AGL. Active from sunrise to sunset.

For further information contact Larnaka ARO at tel:24802921/2 (24hrs)

# SUNRISE/SUNSET TABLE

## 1. General

1. The tables on the following pages include two public aerodromes which are being served by the Cyprus Air Traffic Services.
2. The times in the tables are given in UTC for the beginning of civil morning twilight (TWIL FROM), sunrise (SR), sunset (SS), and the end of civil evening twilight (TWIL TO) for the years 2011 to 2020.
3. The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizon, as commonly used.
4. The tables are calculated for the year 2014, which is used as an "average year" for the years from 2011 to 2020. In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the "average year".

## 2. Sunrise - Sunset tables

LARNAKA (LCLK) 345244N 0333749E					PAFOS (LCPH) 344306N 0322900E						
MONTH	DAY	TWIL FROM	SR	SS	TWIL TO	MONTH	DAY	TWIL FROM	SR	SS	TWIL TO
JAN	1	0425	0453	1445	1513	JAN	1	0429	0457	1450	1517
-	5	0426	0454	1448	1516	-	5	0430	0458	1453	1520
-	9	0426	0454	1451	1519	-	9	0430	0458	1456	1524
-	13	0426	0453	1455	1522	-	13	0430	0457	1500	1527
-	17	0425	0452	1459	1526	-	17	0429	0457	1503	1531
-	21	0424	0451	1503	1530	-	21	0428	0455	1507	1535
-	25	0422	0449	1507	1533	-	25	0426	0453	1511	1538
-	29	0420	0447	1511	1537	-	29	0424	0451	1515	1542
FEB	2	0417	0444	1515	1541	FEB	2	0421	0448	1519	1546
-	6	0414	0440	1519	1545	-	6	0418	0445	1523	1550
-	10	0411	0437	1523	1549	-	10	0415	0441	1527	1553
-	14	0407	0433	1527	1552	-	14	0411	0437	1531	1557
-	18	0403	0429	1530	1556	-	18	0407	0433	1535	1601
-	22	0358	0424	1534	1600	-	22	0403	0428	1539	1604
-	26	0354	0419	1538	1603	-	26	0358	0424	1542	1608
MAR	2	0349	0414	1541	1607	MAR	2	0353	0419	1546	1611
-	6	0344	0409	1545	1610	-	6	0348	0413	1549	1615
-	10	0338	0404	1548	1613	-	10	0343	0408	1553	1618
-	14	0333	0358	1552	1617	-	14	0338	0403	1556	1621
-	18	0327	0353	1555	1620	-	18	0332	0357	1559	1625
-	22	0322	0347	1558	1623	-	22	0326	0352	1603	1628
-	26	0316	0341	1601	1627	-	26	0321	0346	1606	1631
-	30	0311	0336	1604	1630	-	30	0315	0341	1609	1634
APR	3	0305	0330	1608	1633	APR	3	0310	0335	1612	1637
-	7	0259	0325	1611	1636	-	7	0304	0330	1615	1641
-	11	0254	0320	1614	1640	-	11	0258	0324	1618	1644
-	15	0248	0314	1617	1643	-	15	0253	0319	1621	1647
-	19	0243	0309	1620	1647	-	19	0248	0314	1625	1651
-	23	0238	0304	1624	1650	-	23	0243	0309	1628	1654
-	27	0233	0300	1627	1653	-	27	0238	0305	1631	1658
MAY	1	0228	0255	1630	1657	MAY	1	0233	0300	1634	1701
-	5	0224	0251	1633	1700	-	5	0229	0256	1637	1705
-	9	0220	0248	1636	1704	-	9	0225	0252	1641	1708
-	13	0216	0244	1640	1707	-	13	0221	0249	1644	1712
-	17	0213	0241	1643	1711	-	17	0218	0246	1647	1715
-	21	0210	0238	1646	1714	-	21	0215	0243	1650	1718
-	25	0208	0236	1649	1717	-	25	0212	0241	1653	1721

LARNAKA (LCLK) 345244N 0333749E						PAFOS (LCPH) 344306N 0322900E					
MONTH	DAY	TWIL FROM	SR	SS	TWIL TO	MONTH	DAY	TWIL FROM	SR	SS	TWIL TO
-	29	0205	0234	1651	1720	-	29	0210	0239	1656	1724
JUN	2	0204	0233	1654	1723	JUN	2	0209	0238	1658	1727
-	6	0203	0232	1656	1726	-	6	0208	0237	1700	1730
-	10	0202	0231	1658	1728	-	10	0207	0236	1702	1732
-	14	0202	0231	1700	1730	-	14	0207	0236	1704	1734
-	18	0202	0232	1701	1731	-	18	0207	0237	1706	1735
-	22	0203	0232	1702	1732	-	22	0208	0237	1707	1736
-	26	0204	0234	1703	1733	-	26	0209	0239	1707	1737
-	30	0205	0235	1703	1733	-	30	0210	0240	1707	1737
JUL	4	0207	0237	1703	1732	JUL	4	0212	0242	1707	1736
-	8	0210	0239	1702	1732	-	8	0215	0244	1706	1736
-	12	0212	0241	1701	1730	-	12	0217	0246	1705	1734
-	16	0215	0244	1700	1728	-	16	0220	0249	1704	1732
-	20	0218	0246	1657	1726	-	20	0223	0251	1702	1730
-	24	0221	0249	1655	1723	-	24	0226	0254	1659	1728
-	28	0224	0252	1652	1720	-	28	0229	0257	1656	1724
AUG	1	0227	0255	1649	1717	AUG	1	0232	0300	1653	1721
-	5	0230	0258	1645	1713	-	5	0235	0303	1650	1717
-	9	0234	0301	1641	1709	-	9	0239	0306	1646	1713
-	13	0237	0304	1637	1704	-	13	0242	0309	1641	1708
-	17	0240	0307	1633	1659	-	17	0245	0312	1637	1703
-	21	0244	0310	1628	1654	-	21	0248	0315	1632	1658
-	25	0247	0313	1623	1649	-	25	0251	0318	1627	1653
-	29	0250	0316	1617	1643	-	29	0255	0321	1622	1648
SEP	2	0253	0319	1612	1638	SEP	2	0258	0323	1616	1642
-	6	0256	0322	1607	1632	-	6	0301	0326	1611	1637
-	10	0259	0325	1601	1626	-	10	0304	0329	1605	1631
-	14	0302	0327	1555	1621	-	14	0307	0332	1600	1625
-	18	0305	0330	1549	1615	-	18	0310	0335	1554	1619
-	22	0308	0333	1544	1609	-	22	0313	0338	1548	1613
-	26	0311	0336	1538	1603	-	26	0316	0341	1543	1608
-	30	0314	0339	1532	1557	-	30	0318	0344	1537	1602
OCT	4	0317	0342	1527	1552	OCT	4	0321	0347	1531	1556
-	8	0320	0345	1521	1546	-	8	0325	0350	1526	1551
-	12	0323	0348	1516	1541	-	12	0328	0353	1520	1546
-	16	0326	0352	1511	1536	-	16	0331	0356	1515	1541
-	20	0330	0355	1506	1531	-	20	0334	0400	1510	1536
-	24	0333	0359	1501	1527	-	24	0337	0403	1506	1531
-	28	0336	0402	1457	1522	-	28	0341	0407	1501	1527
NOV	1	0340	0406	1452	1518	NOV	1	0344	0410	1457	1523
-	5	0343	0410	1449	1515	-	5	0348	0414	1453	1520
-	9	0347	0413	1445	1512	-	9	0351	0418	1450	1516
-	13	0351	0417	1442	1509	-	13	0355	0422	1447	1514
-	17	0354	0421	1440	1507	-	17	0359	0425	1444	1511
-	21	0358	0425	1437	1505	-	21	0402	0429	1442	1509
-	25	0402	0429	1436	1503	-	25	0406	0433	1441	1508
-	29	0405	0433	1435	1502	-	29	0409	0437	1440	1507
DEC	3	0408	0436	1434	1502	DEC	3	0413	0440	1439	1507
-	7	0412	0440	1434	1502	-	7	0416	0444	1439	1507
-	11	0415	0443	1434	1502	-	11	0419	0447	1439	1507
-	15	0417	0445	1435	1503	-	15	0422	0450	1440	1508
-	19	0420	0448	1437	1505	-	19	0424	0452	1442	1510
-	23	0422	0450	1439	1507	-	23	0426	0454	1444	1512
-	27	0424	0452	1441	1509	-	27	0428	0456	1446	1514
-	31	0425	0453	1444	1512	-	31	0429	0457	1449	1517

AERODROME.....

# LOCAL FLIGHT PLAN

Must be submitted to ARO *at least 30 minutes* prior ETD

<b>1. OPERATOR / OWNER</b>					<b>TEL</b>		<b>FAX</b>	
<b>2. DOF</b>	<b>3. ETD</b>	<b>4.ETA</b>	<b>5. CALLSIGN</b>	<b>6. REGISTRATION</b>	<b>7. A/C TYPE</b>	<b>8. POB</b>	<b>9. FUEL ENDURANCE</b>	
<b>10. TYPE OF FLIGHT</b> VFR <input type="checkbox"/> NIGHT VFR <input type="checkbox"/> SVFR <input type="checkbox"/> 1 <sup>ST</sup> / 2 <sup>ND</sup> SOLO <input type="checkbox"/>			<b>11. PURPOSE OF FLT</b> TRAINING <input type="checkbox"/> PLEASURE <input type="checkbox"/> ACFT TEST <input type="checkbox"/> OTHER (SPECIFY) .....			<b>12. ROUTE</b>   <b>REQUESTED ALTITUDE:</b> _____ <b>Feet</b>		
<b>13. CREW</b>						<b>14. PASSENGERS</b>		
		<b>NAME</b>	<b>LICENCE NR</b>					
<b>EXAMINER</b>		_____	_____			1		
<b>FLT INSTRUCTOR</b>		_____	_____			2		
<b>PILOT</b>		_____	_____			3		
<b>STUDENT PILOT 1</b>		_____	_____			4		
<b>STUDENT PILOT 2</b>		_____	_____			5		
<b>15. PASSENGERS INFO</b>								
i. Name and Nationality		1 .....			2 .....			
ii. Address in Cyprus		.....			.....			
iii. Next of kin, contact details		.....			.....			
<b>16. I DECLARE THAT:</b>								
A) CREW IS FAMILIAR WITH ALL NOTAMs, AICs, INSTRUCTIONS AND NAVIGATION WARNINGS, AFFECTING THE FLIGHT AND ITS SAFETY.								
B) THE AIRCRAFT IS EQUIPPED WITH PRESSURE ALTITUDE REPORTING TRANSPONDER								
PILOT's NAME .....			INSTRUCTOR's NAME .....					
SIGNATURE.....			SIGNATURE.....					
<b>*NOTE: ON THE FIRST SOLO TRAINING FLIGHT, THE FLIGHT INSTRUCTOR SHALL BE PRESENT AT THE CONTROL TOWER.</b>								
<b>FOR OFFICIAL USE</b>								
TIME SUBMITTED .....UTC			RECEIVED BY .....					
FLT REQUIRES PRIOR PERMISSION? YES <input type="checkbox"/> NO <input type="checkbox"/> PERMISSION EXISTS? YES <input type="checkbox"/> NO <input type="checkbox"/>								
FLT COMPLIES WITH APPLICABLE REGULATIONS? YES <input type="checkbox"/> NO <input type="checkbox"/>								
APPROVED / NOT APPROVED BY..... (INITIALS) .....( SIGNATURE) TIME .....UTC								
PASSED TO TOWER AT .....UTC To .....					<b>REMARKS</b>			
BY.....(INITIALS)								
ACCEPTED BY TWR <input type="checkbox"/>			REJECTED BY TWR <input type="checkbox"/>					