

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LCLK

Terminal Charts For LCLK

Revision Letter For Cycle 15-2013

Change Notices

Notebook

General Information

Location: Larnaca Cyp
IATA Code: LCA
Lat/Long: N34° 52.7' E033° 37.8'
Elevation: 11 ft

Airport Use: Public
Magnetic Variation: 4.6°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0247 Z
Sunset: 1657 Z,

Runway Information

Runway: 04
Length x Width: 9823 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS

Runway: 22
Length x Width: 9823 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge, ALS
Displaced Threshold: 597 ft
Stopway: 190 ft

Communication Information

ATIS 126.55
Larnaca Tower 121.2
Larnaca Ground Control 119.4
Larnaca Approach Control 121.2

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 TWYH.

Apron 2 expect taxi out via TWY C to holding point TWY H.

3.2. RADIO FAILURE ON MANOEUVRING 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 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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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 TWYH.

Apron 2 expect taxi out via TWY C to holding point TWY H.

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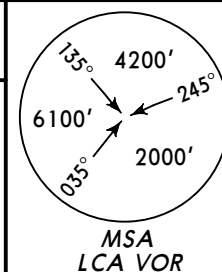
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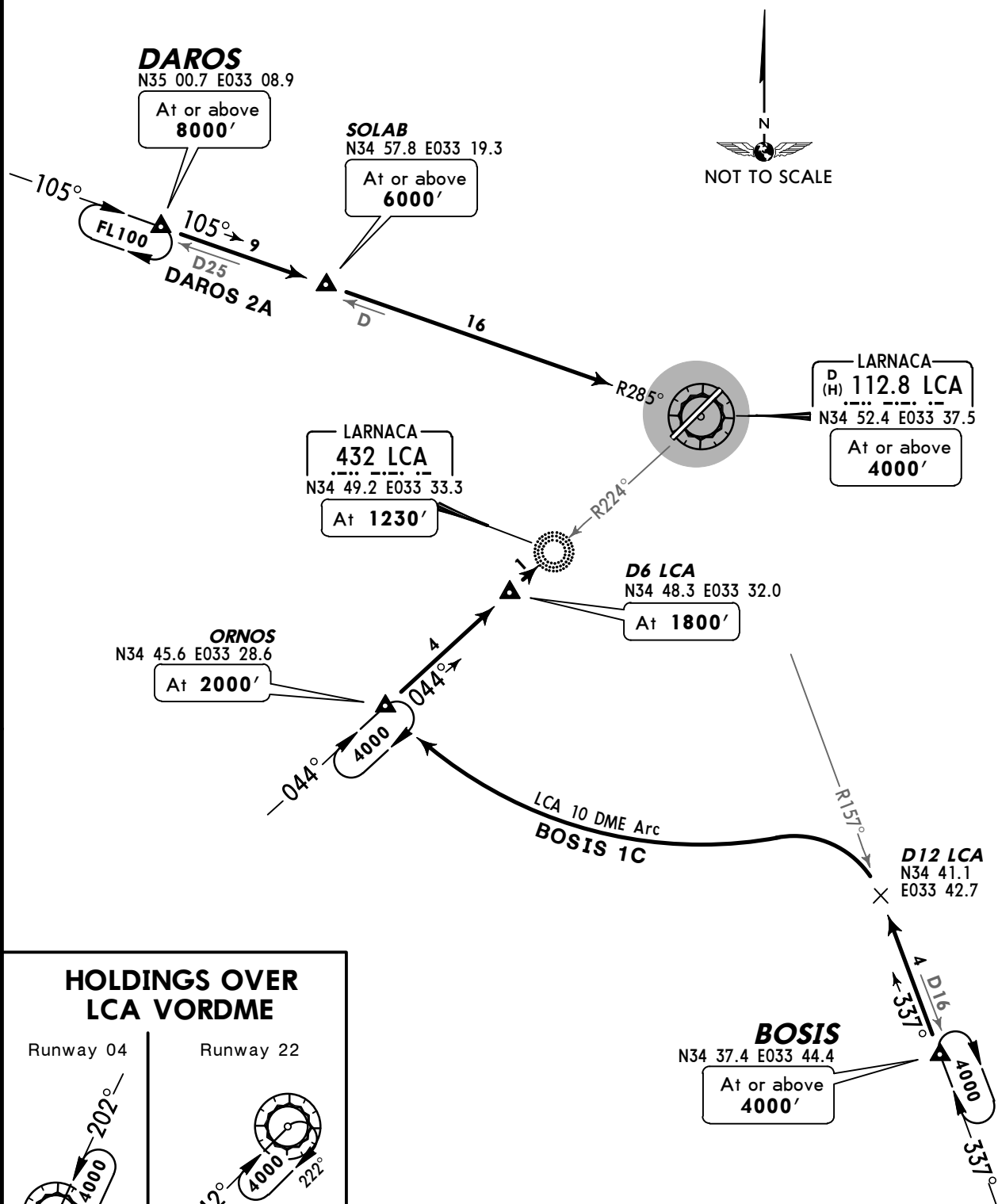
ATIS
126.55

Apt Elev
11'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'

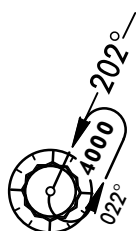


BOSIS ONE CHARLIE (BOSIS 1C) [BOSI1C]
DAROS TWO ALFA (DAROS 2A) [DARO2A]
RWYS 04, 22 ARRIVALS

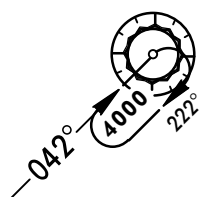


**HOLDINGS OVER
LCA VORDME**

Runway 04



Runway 22



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

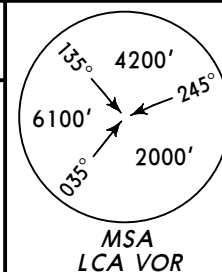
04, 22

Intercept LCA R-285 inbound via SOLAB to LCA VORDME.

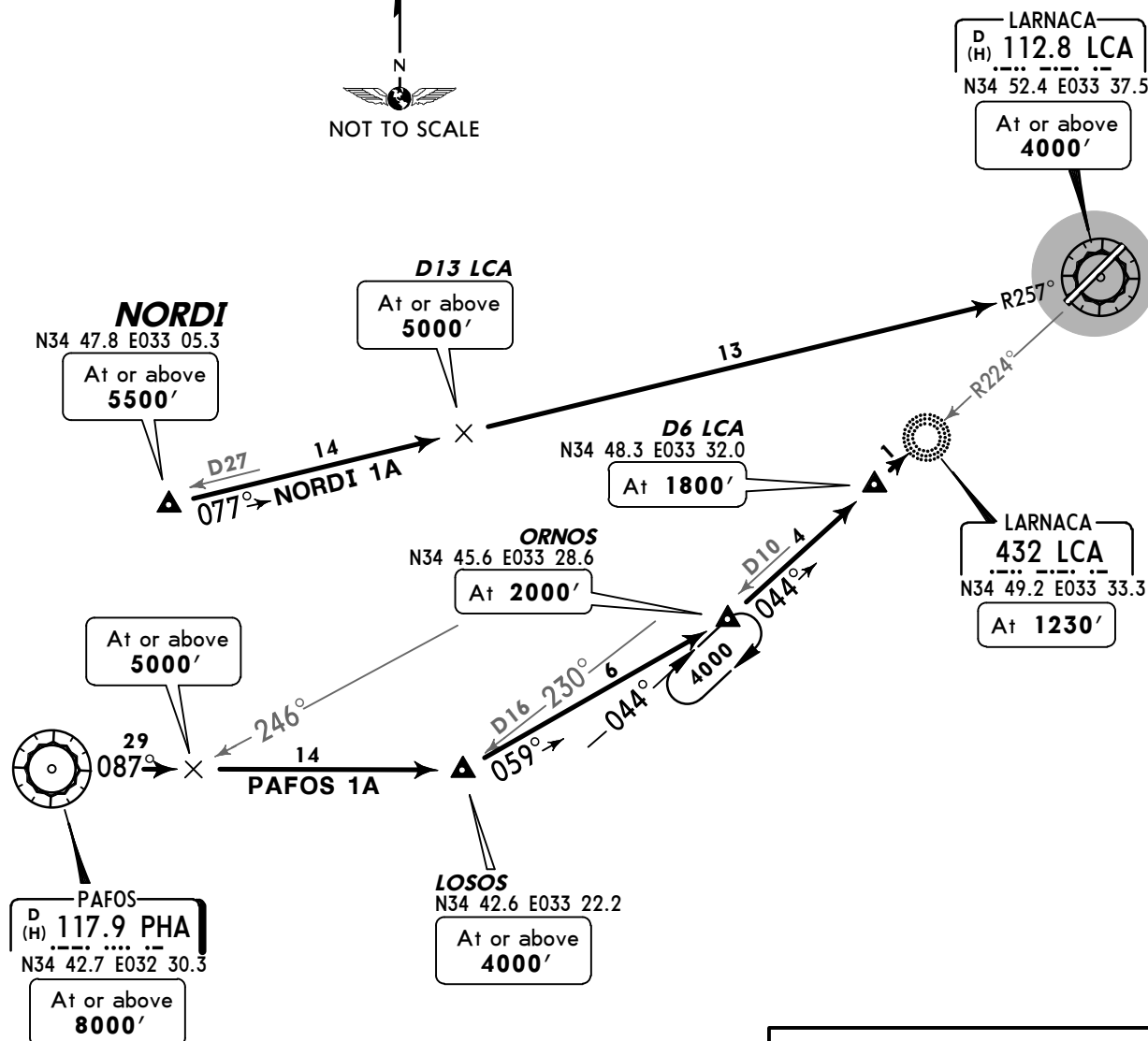
ATIS
126.55

Apt Elev
11'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



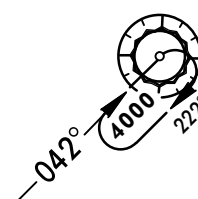
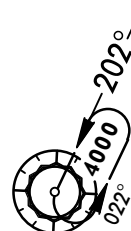
NORDI ONE ALFA (NORDI 1A) [NORD1A]
PAFOS ONE ALFA (PAFOS 1A) [PHA1A]
RWYS 22, 04 ARRIVALS



HOLDINGS OVER LCA VORDME

Runway 04

Runway 22

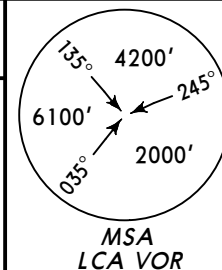


STAR	RWY	ROUTING
NORDI 1A	22	Intercept LCA R-257 inbound to LCA VORDME.
PAFOS 1A	04	Turn LEFT, intercept PHA R-087 to LOSOS, turn LEFT, 059° track to ORNOS, intercept LCA R-224 inbound to D6 LCA or to LCA NDB.

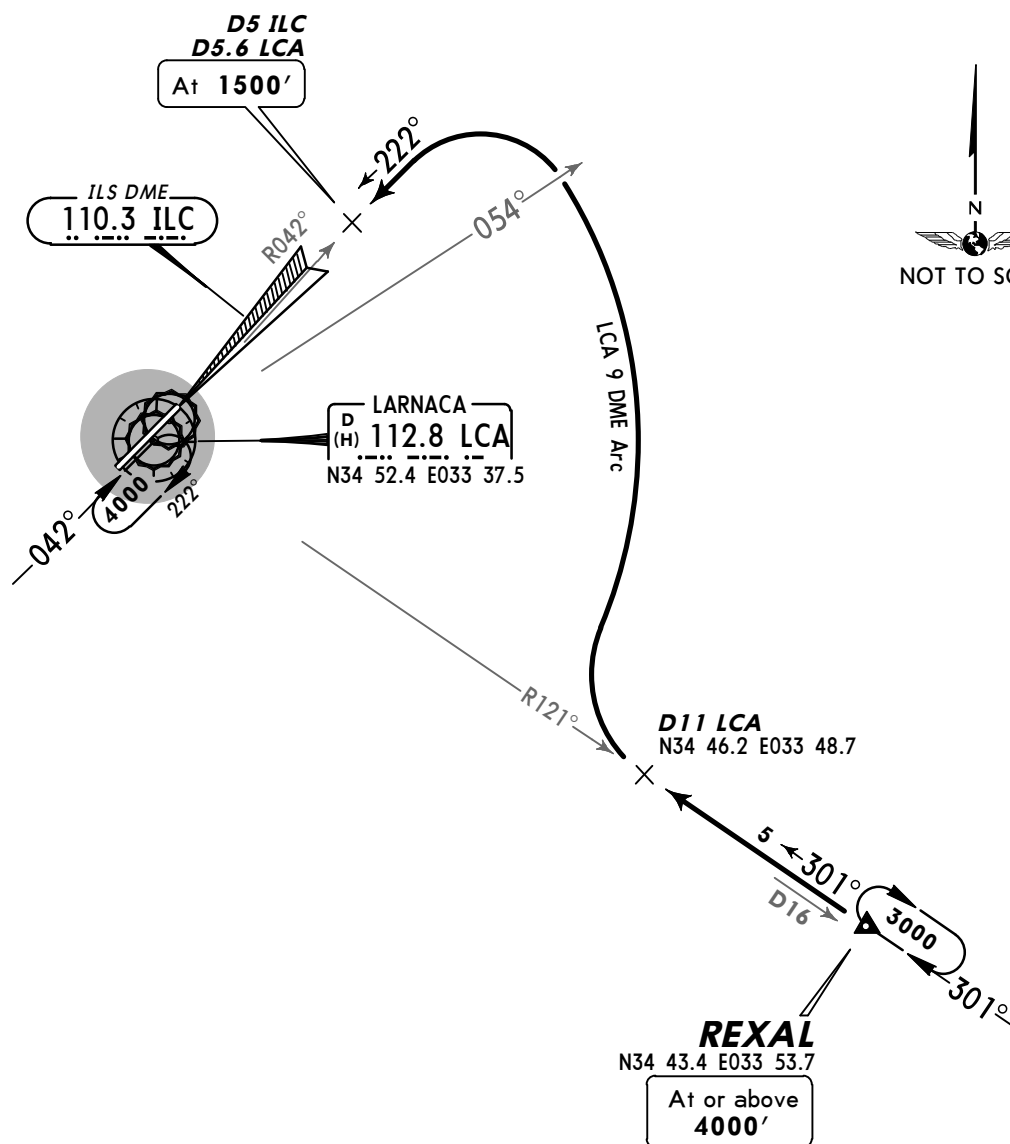
ATIS
126.55

Apt Elev
11'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



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



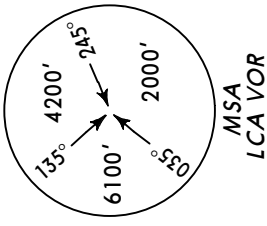
ROUTING

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.

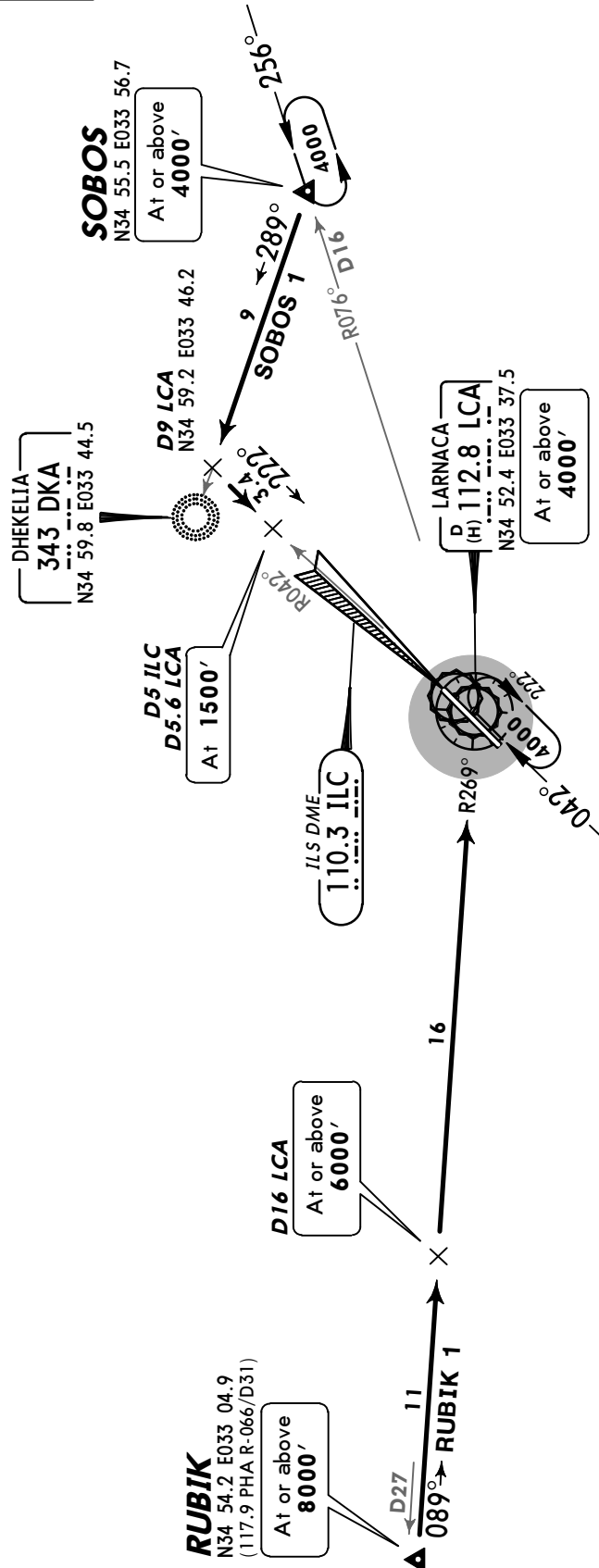
ATIS
126.55

Apt Elev
11'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



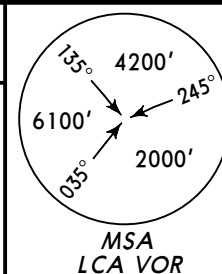
RUBIK ONE (RUBIK 1)
SOBOS ONE (SOBOS 1)
RWY 22 ARRIVALS



STAR	ROUTING
RUBIK 1	Intercept LCA R-269 inbound to LCA.
SOBOS 1	At SOBOS turn RIGHT, intercept 289° bearing towards DKA, intercept ILC LOC at 1500' or LCA R-042 inbound.

Apt Elev
11'

Trans level: By ATC Trans alt: 8000'



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

DAROS

N35 00.7 E033 08.9

At or above
8000'

SOLAB

N34 57.8 E033 19.3

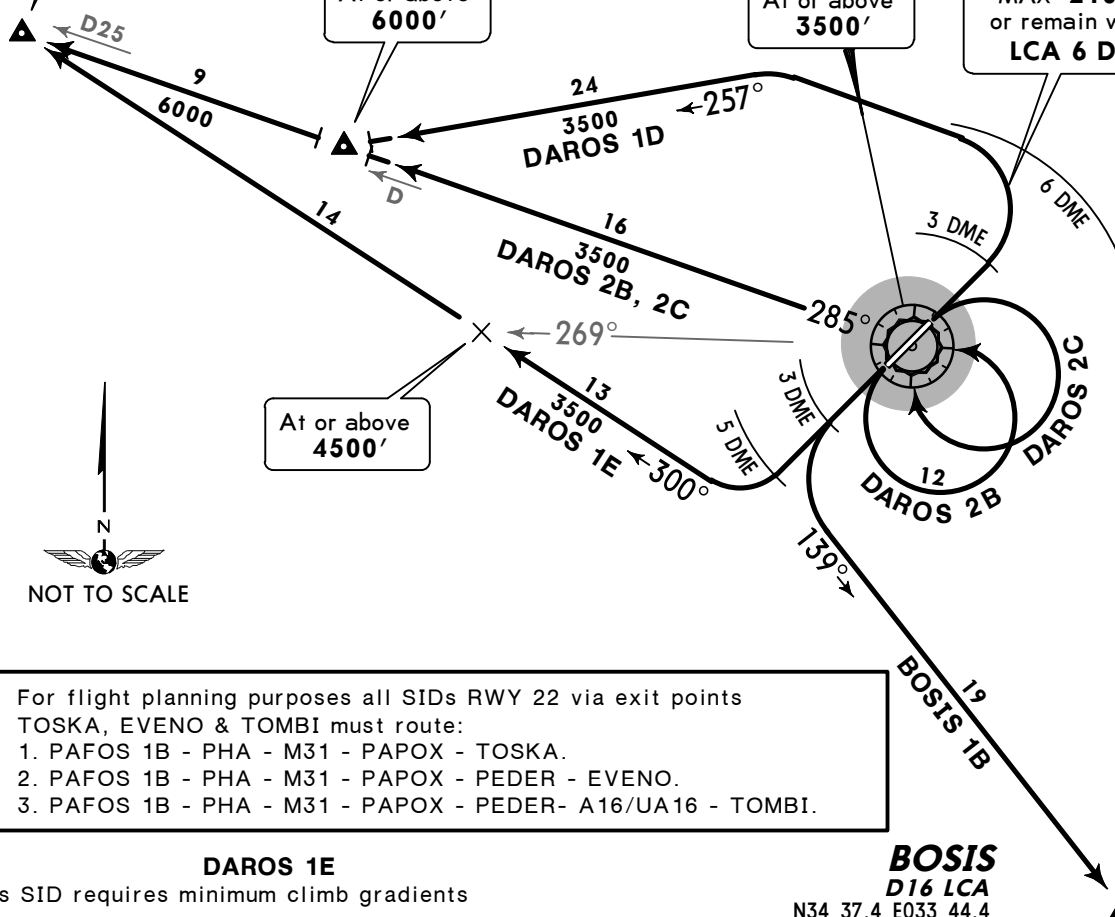
At or above
6000'

LARNACA
D 112.8 LCA

N34 52.4 E033 37.5

At or above
3500'

MAX 210 KT
or remain within
LCA 6 DME



- ① 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.

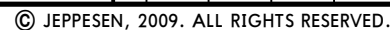
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
249' per NM	311	415	623	830	1038	1246

BOSIS

D16 LCA
N34 37.4 E033 44.4

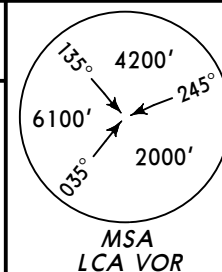
At or above
3000'
Climb to assigned
altitude

SID	RWY	ROUTING
BOSIS 1B	22	Climb straight ahead to LCA 3 DME, turn LEFT, 139° track to BOSIS.
DAROS 2B ①		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 ①	22	Climb straight ahead to LCA 5 DME, turn RIGHT, 300° track to DAROS.



Apt Elev
11'

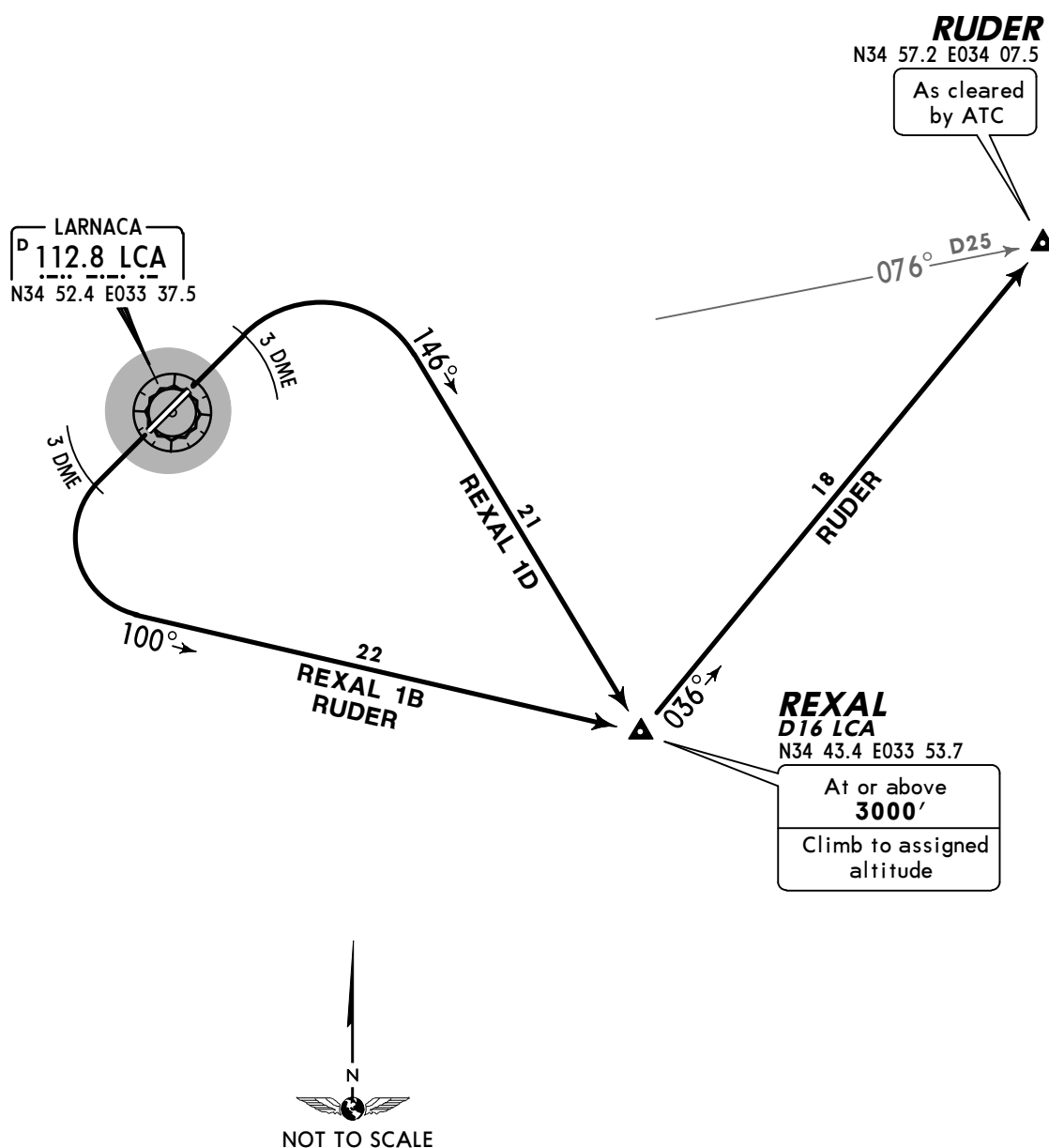
Trans level: By ATC Trans alt: 8000'



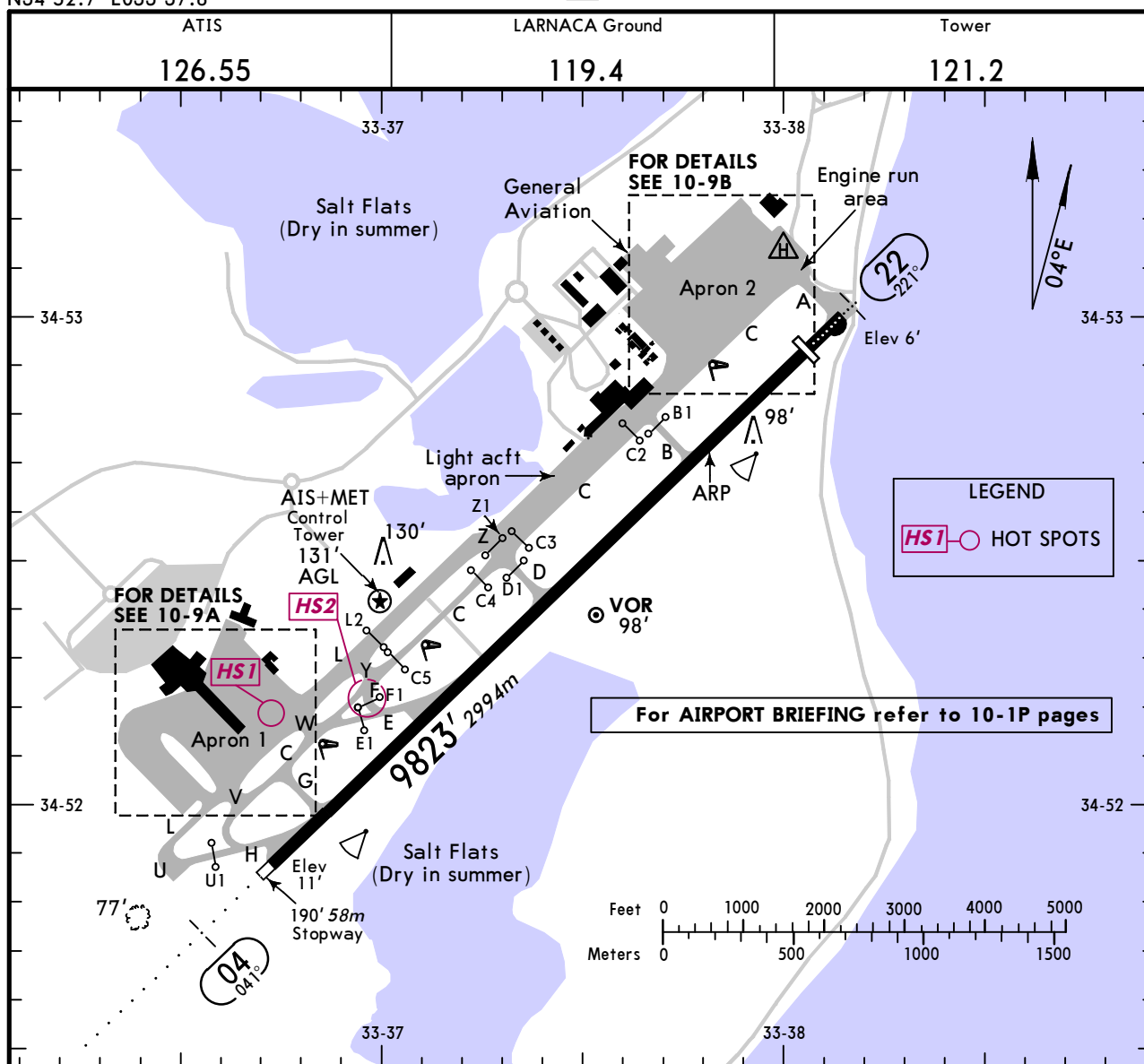
REXAL ONE BRAVO (REXAL 1B) [REXA1B]
REXAL ONE DELTA (REXAL 1D) [REXA1D]

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.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
04	HIRL (60m) HIALS PAPI-L (3.00°)	RVR 9626' 2934m		1	148' 45m
22	HIRL (60m) HIALS PAPI-L (2.75°) HST-E & H	RVR 9226' 2812m	8004' 2440m		

1 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)

RUNWAY INCURSION HOT SPOTS

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

HS1 Exercise CAUTION. Vehicles crossing taxilane LC.

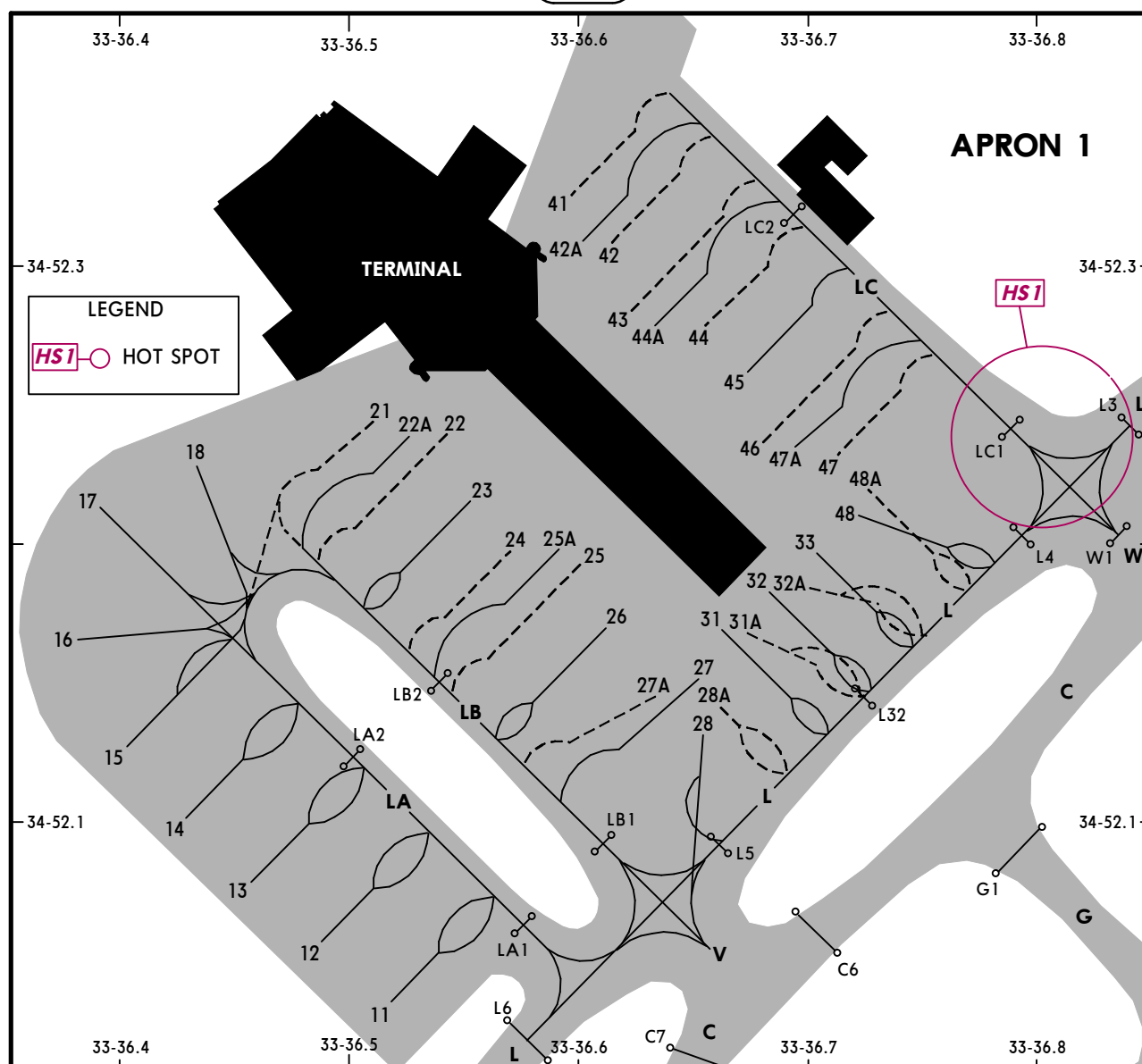
HS2 Twys E and F used only for rwy exiting.

Standard

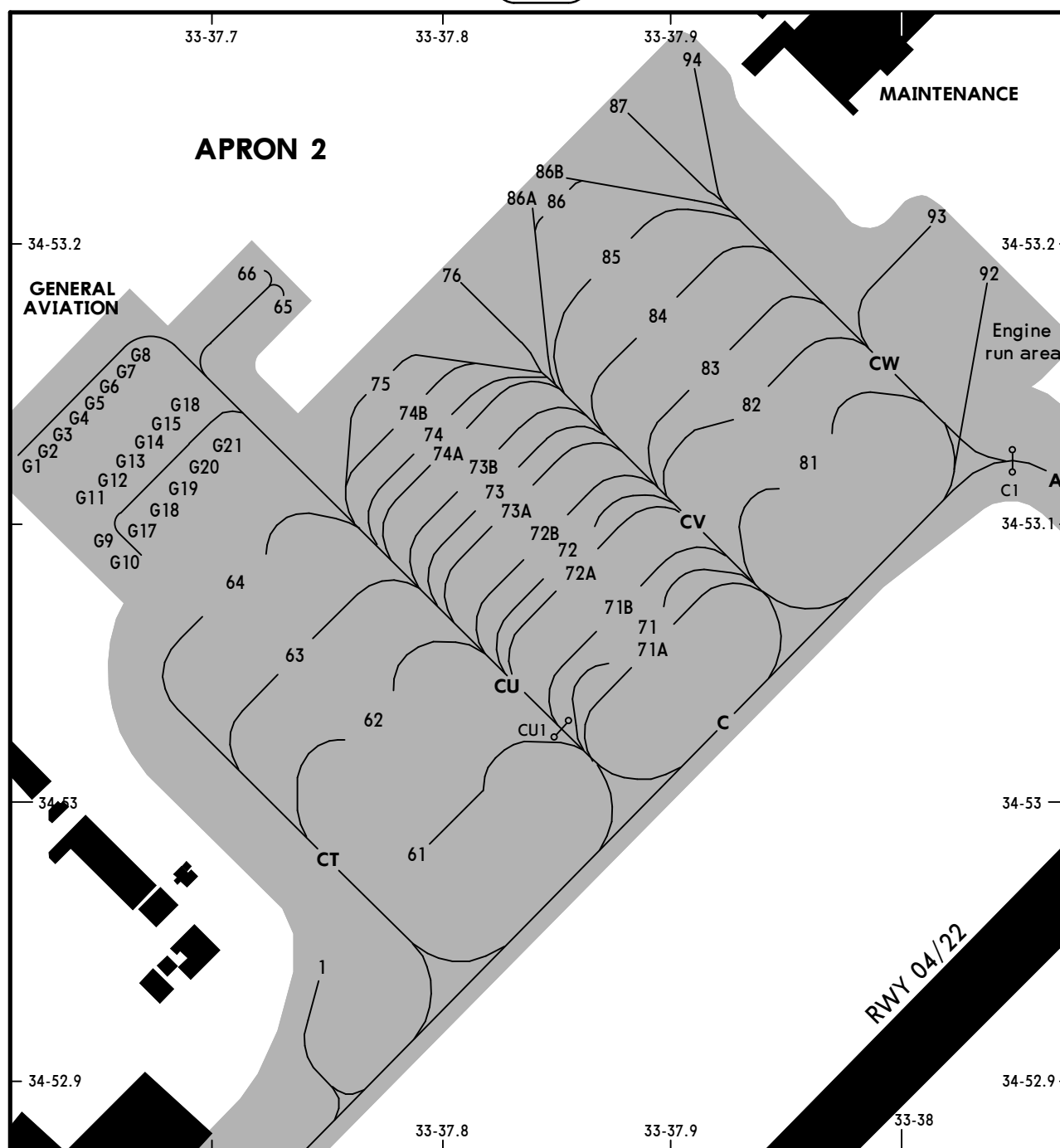
TAKE-OFF 1

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

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



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		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N34 52.9 E033 37.7	86 thru 86B	N34 53.2 E033 37.8
61, 62	N34 53.0 E033 37.8	87	N34 53.2 E033 37.9
63, 64	N34 53.0 E033 37.7	92	N34 53.1 E033 38.0
65, 66	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		General Aviation
73 thru 74B	N34 53.1 E033 37.8	G1 thru G5	N34 53.1 E033 37.6
75	N34 53.1 E033 37.7	G6 thru G21	N34 53.1 E033 37.7
76	N34 53.1 E033 37.8		
81 thru 85	N34 53.1 E033 37.9		

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.

Flashing red arrow
Solid yellow arrow
Closing rate field

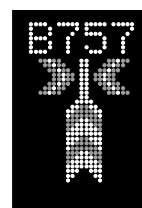
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each 2'/0.5m the aircraft advances towards the stop-position.

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

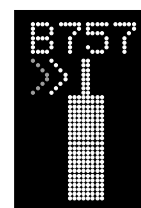
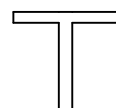
When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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

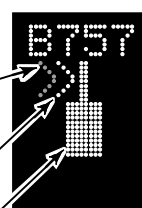
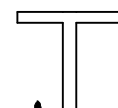
The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, 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.



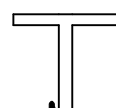
STOP



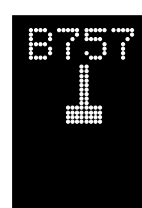
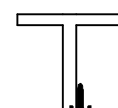
STOP



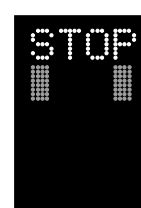
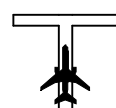
STOP



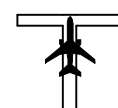
STOP



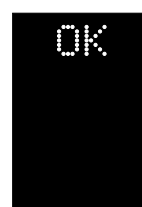
STOP



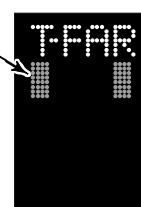
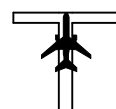
STOP



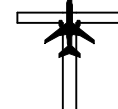
Red rectangular fields



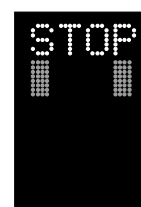
STOP



STOP



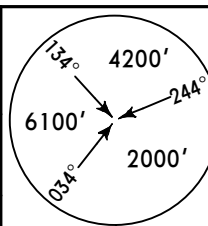
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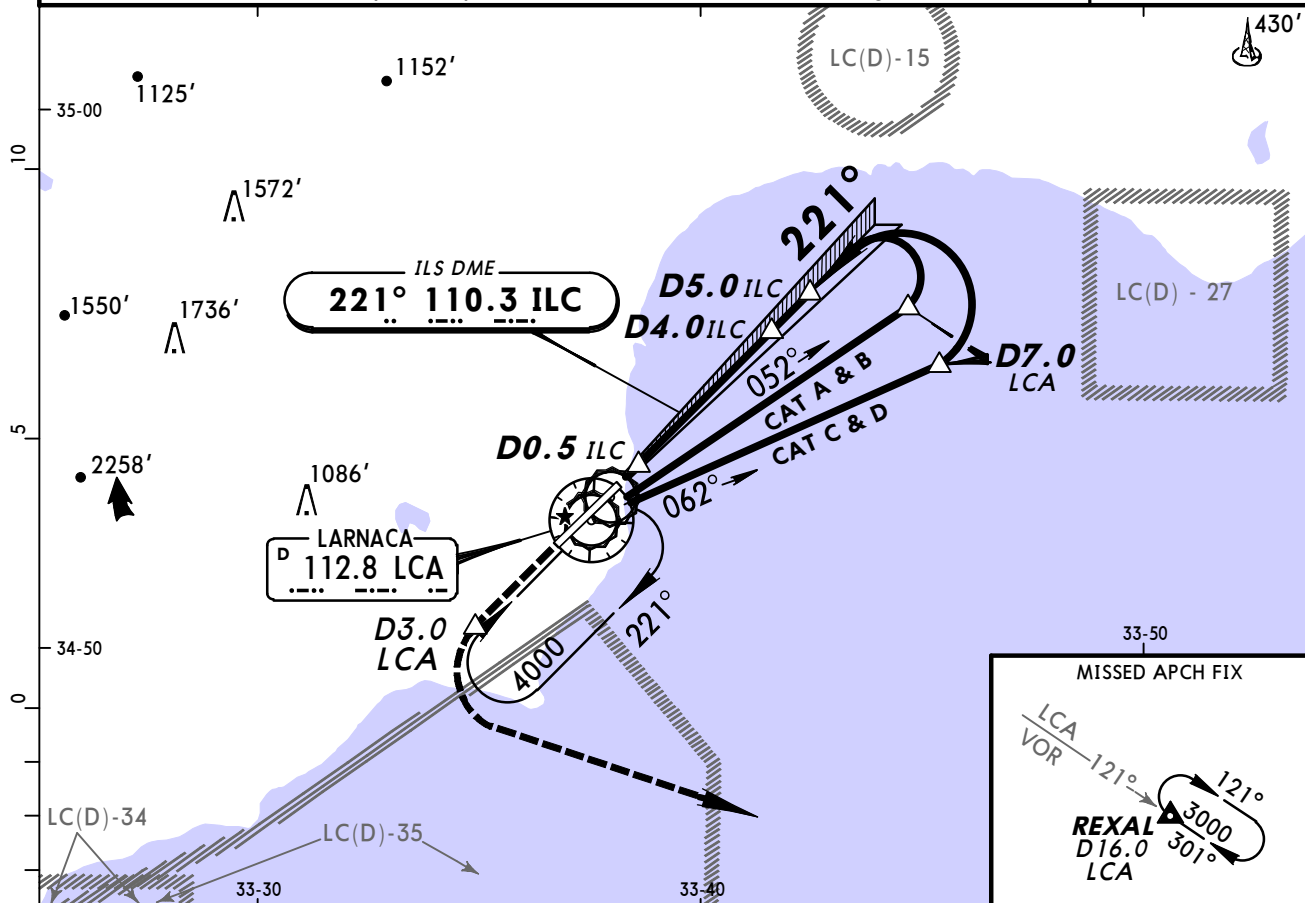


STOP

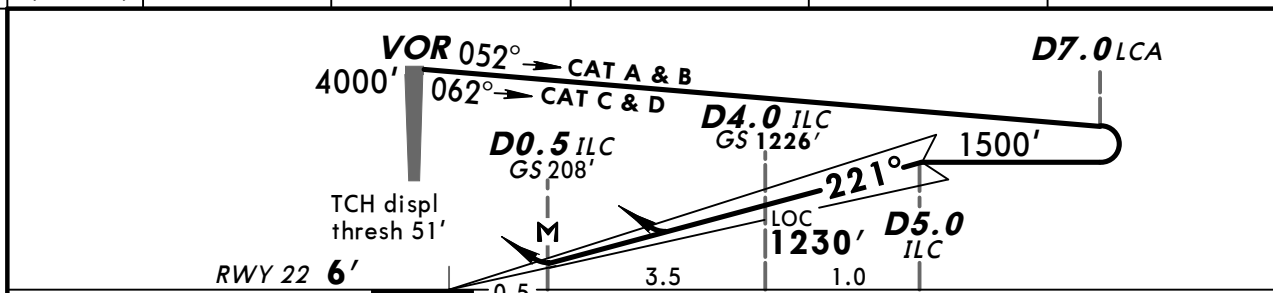


BRIEFING STRIP

ATIS		LARNACA Approach		LARNACA Tower		Ground		
126.55		121.2		121.2		119.4		
LOC ILC 110.3	Final Aptch Crs 221°	GS D4.0 ILC 1226' (1220')	ILS DA(H) Refer to Minimums	Apt Elev 11'				
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				
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'

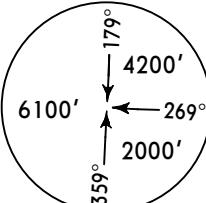


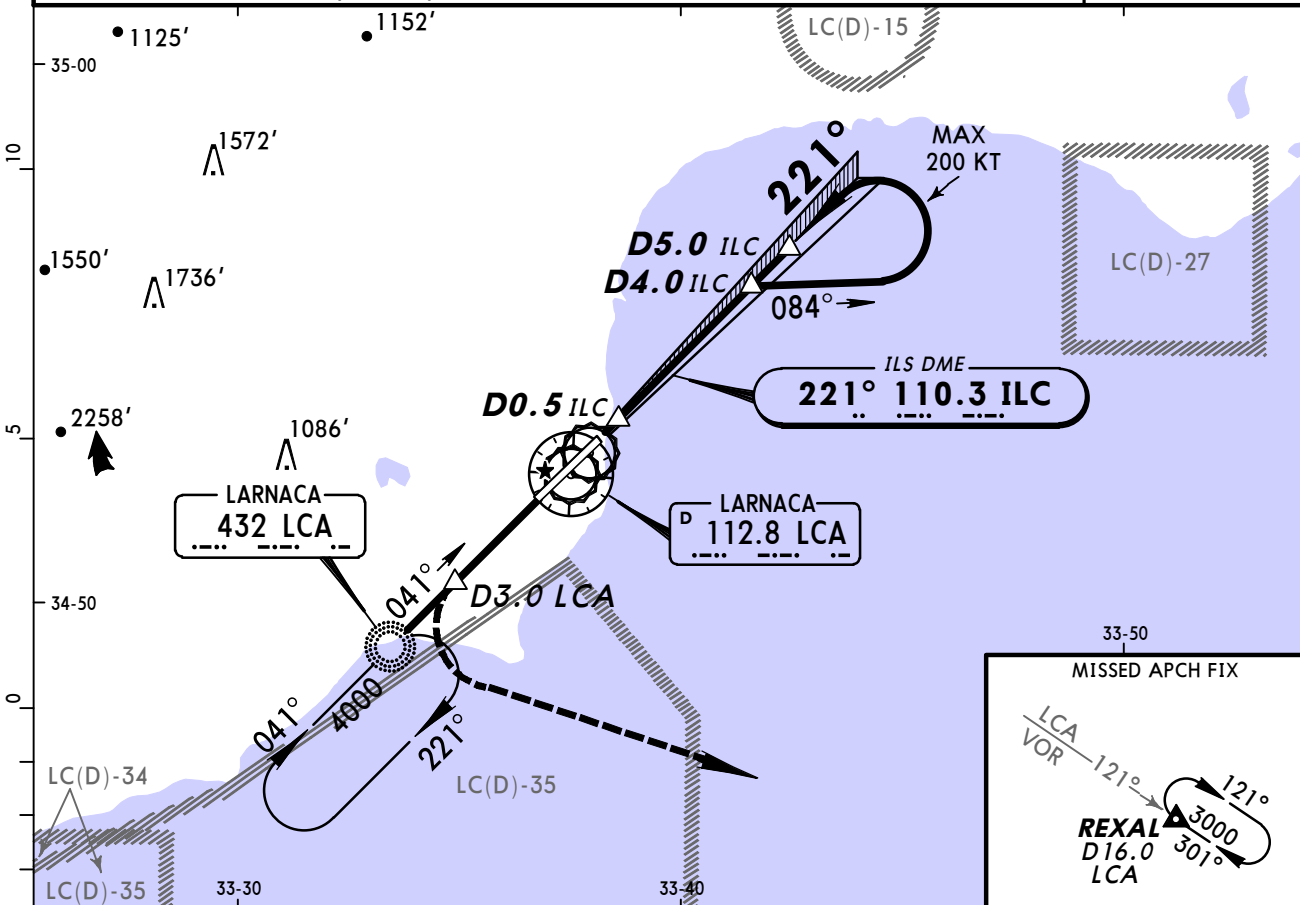
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI: ...	D3.0 LCA ↑
ILS GS or LOC Descent Angle 2.75°	340	438	486	584	681	778		
MAP at D0.5 ILC								

Standard		STRAIGHT-IN LANDING RWY 22 ILS		LOC (GS out)		CIRCLE-TO-LAND	
		DA(H)ABC: 206' (200') D: 210' (204')		DA(H) 370' (364')		Not authorized Northwest of airport	
		FULL/Limited	ALS out		ALS out	Max Kts.	MDA(H) VIS
A						100	440' (429') 1500m
B						135	750' (739') 1600m
C	RVR 1000m	RVR 1200m		RVR 1500m	RVR 1700m	180	1350' (1339') 2400m
D						205	1500' (1489') 3600m

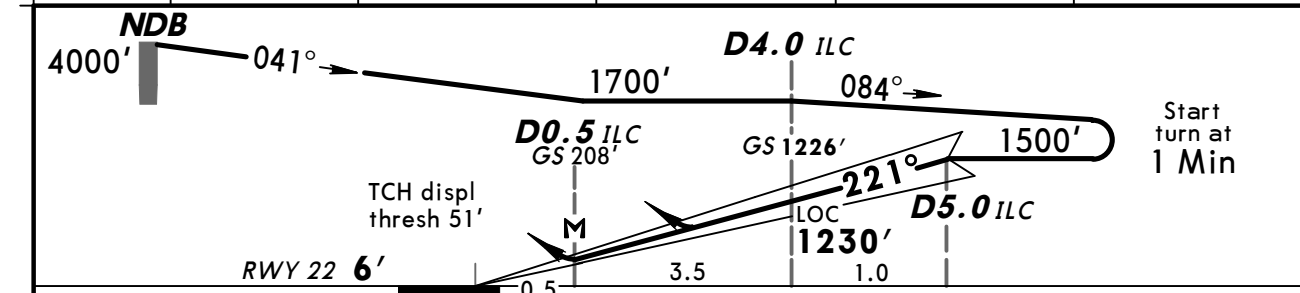
PANS OPS

BRIEFING STRIP

ATIS 126.55		LARNACA Approach 121.2		LARNACA Tower 121.2		Ground 119.4	
LOC ILC 110.3	Final Apch Crs 221°	GS D4.0 ILC 1226' (1220')	ILS DA(H) Refer to Minimums	Apt Elev 11'			
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 NDB		



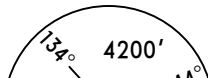
LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350'	650'	940'	1230'



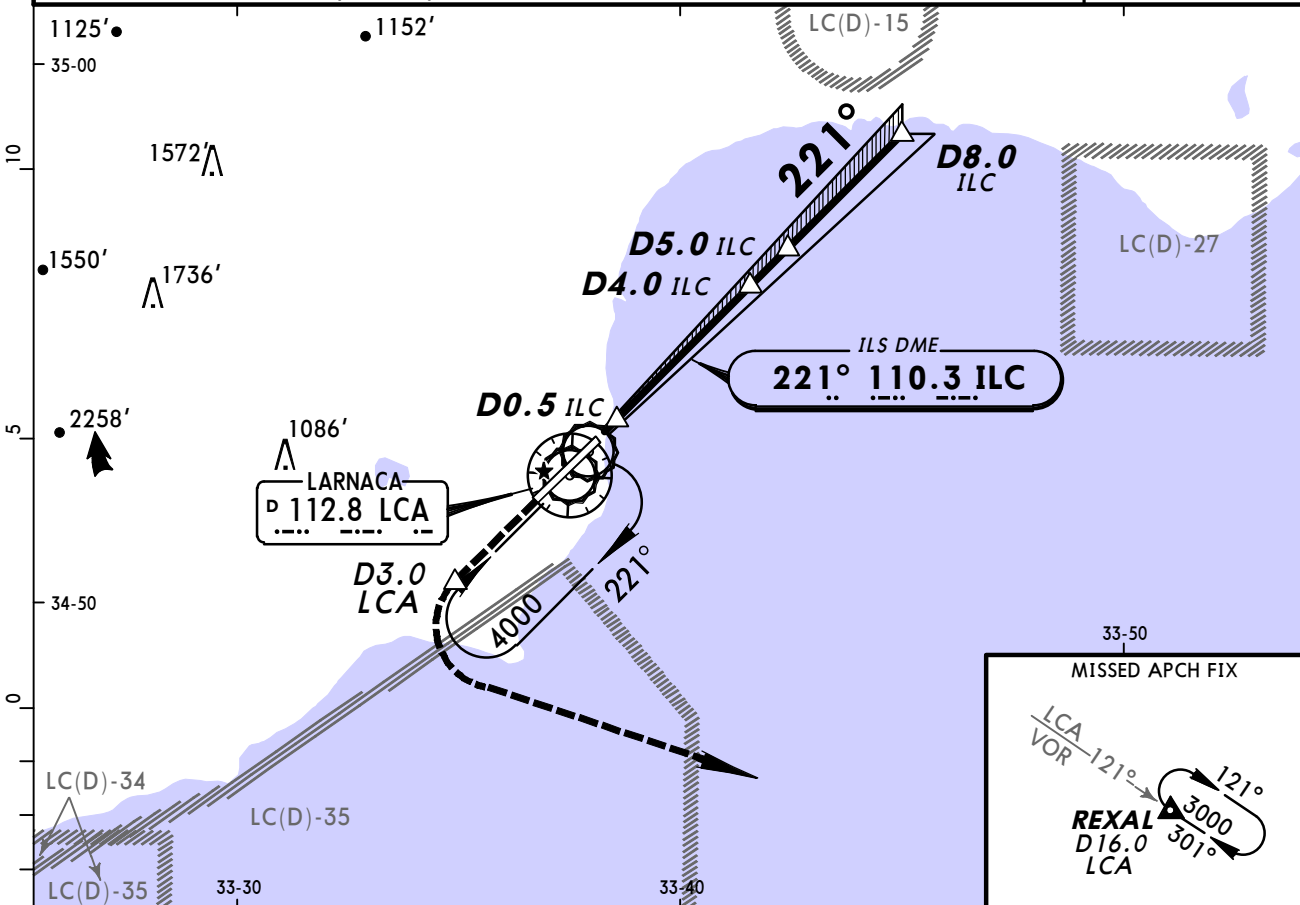
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : ... ↑	
ILS GS or LOC Descent Angle 2.75°	340	438	486	584	681	778		
MAP at D0.5 ILC								

Standard STRAIGHT-IN LANDING RWY 22 ILS				CIRCLE-TO-LAND			
DA(H)ABC: 206' (200') D: 210' (204')		DA(H) 370' (364')		Not authorized Northwest of airport			
FULL/Limited		ALS out		Max Kts		MDA(H) VIS	
A		RVR 1000m		100		440' (429') 1500m	
B		RVR 1200m		135		750' (739') 1600m	
C		RVR 1500m		180		1350' (1339') 2400m	
D		RVR 1700m		205		1500' (1489') 3600m	

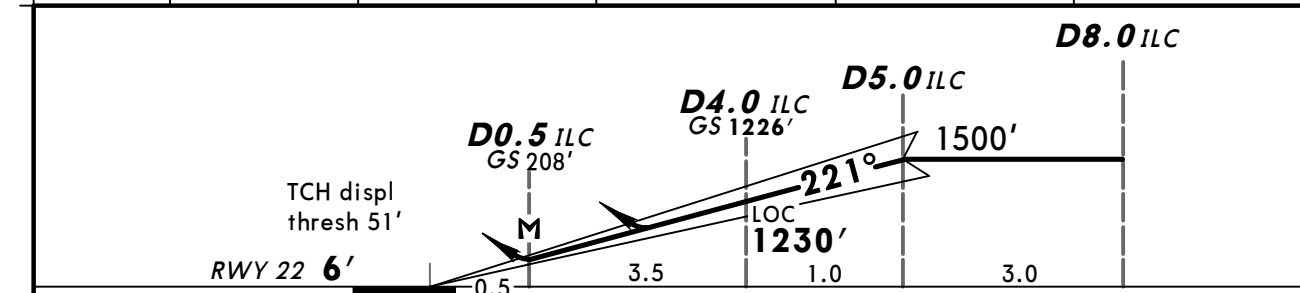
BRIEFING STRIP™

ATIS		LARNACA Approach		LARNACA Tower		Ground
126.55		121.2		121.2		119.4
LOC ILC 110.3	Final Apch Crs 221°	GS D4.0 ILC 1226' (1220')	ILS DA(H) 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



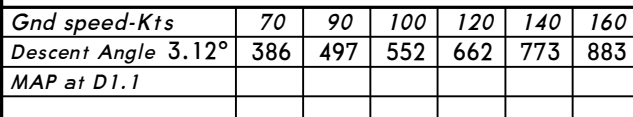
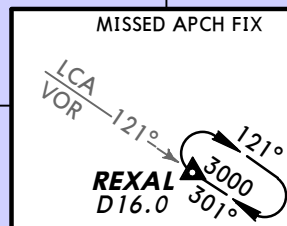
LOC (GS out)	ILC DME	1.0	2.0	3.0	4.0
	ALTITUDE	350'	650'	940'	1230'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI:	D3.0 LCA ↑
ILS GS or LOC Descent Angle 2.75°	340	438	486	584	681	778		
MAP at D0.5 ILC								

Standard		STRAIGHT-IN LANDING RWY 22 ILS		CIRCLE-TO-LAND	
		LOC (GS out)		Not authorized Northwest of airport	
DA(H)ABC: 206' (200') D: 210' (204')		DA(H) 370' (364')			
FULL/Limited		ALS out			
A				Max Kts	MDA(H) VIS
B				100	440' (429') 1500m
C	RVR 1000m	RVR 1200m	RVR 1500m	135	750' (739') 1600m
D			RVR 1700m	180	1350' (1339') 2400m
				205	1500' (1489') 3600m

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



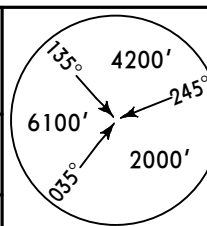
HIALS
PAPI

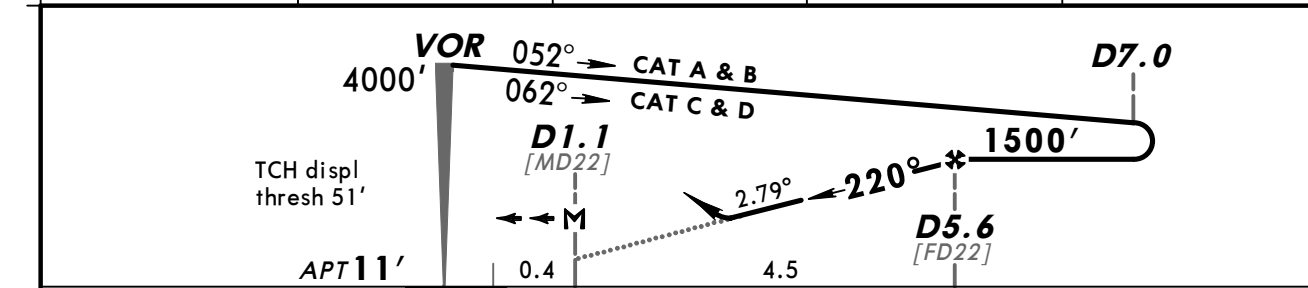
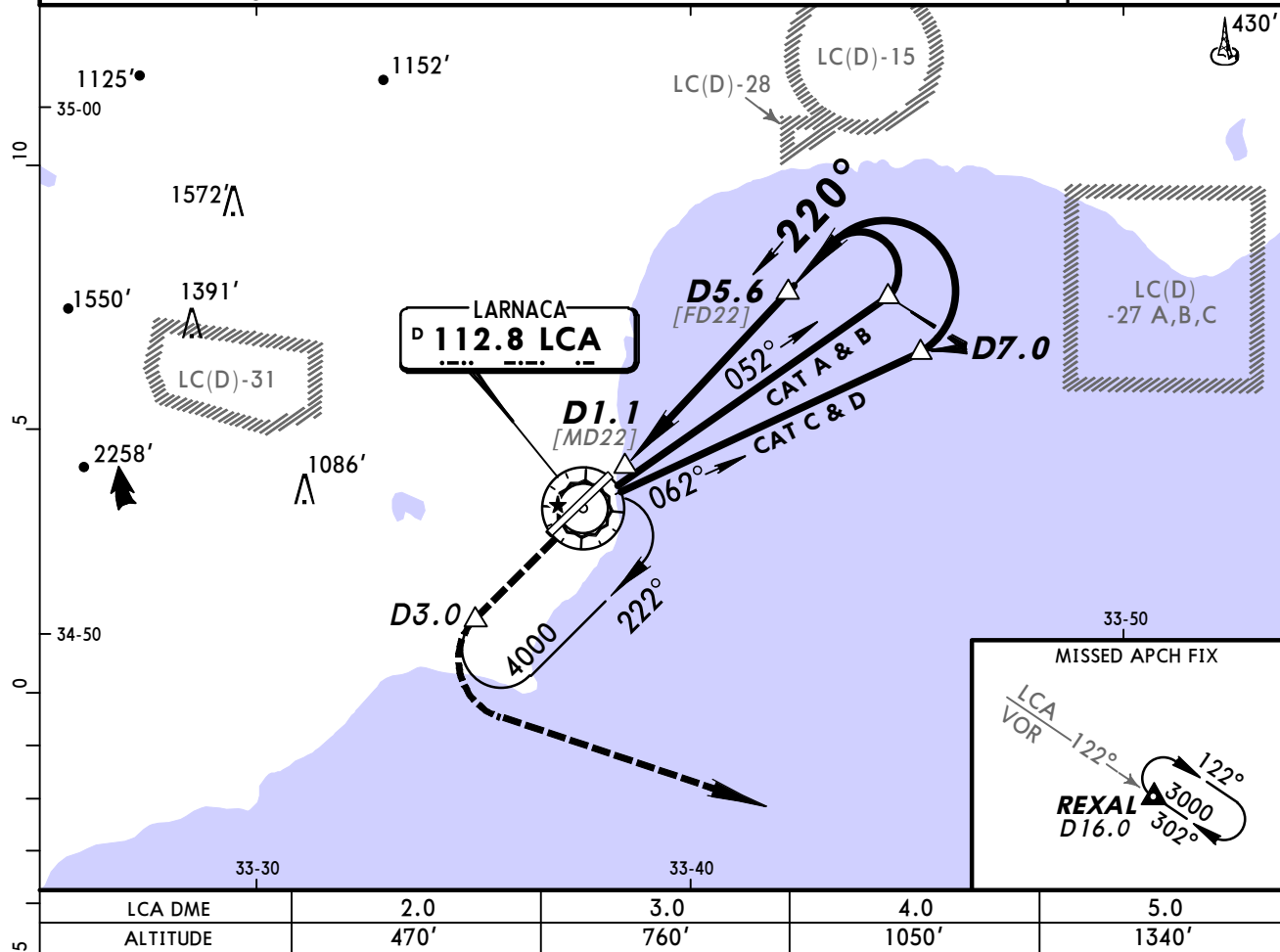
D3.0

CIRCLE-TO-LAND
Not authorized
northwest of airport

DA(H) 410 (399')			Max Kts	MDA(H)	VIS
ALS out					
A	RVR 1100m	RVR 1500m	100	440' (429')	1500m
B			135	750' (739')	1600m
C		RVR 1800m	180	1350' (1339')	2400m
D			205	1500' (1489')	3600m

BRIEFING STRIP

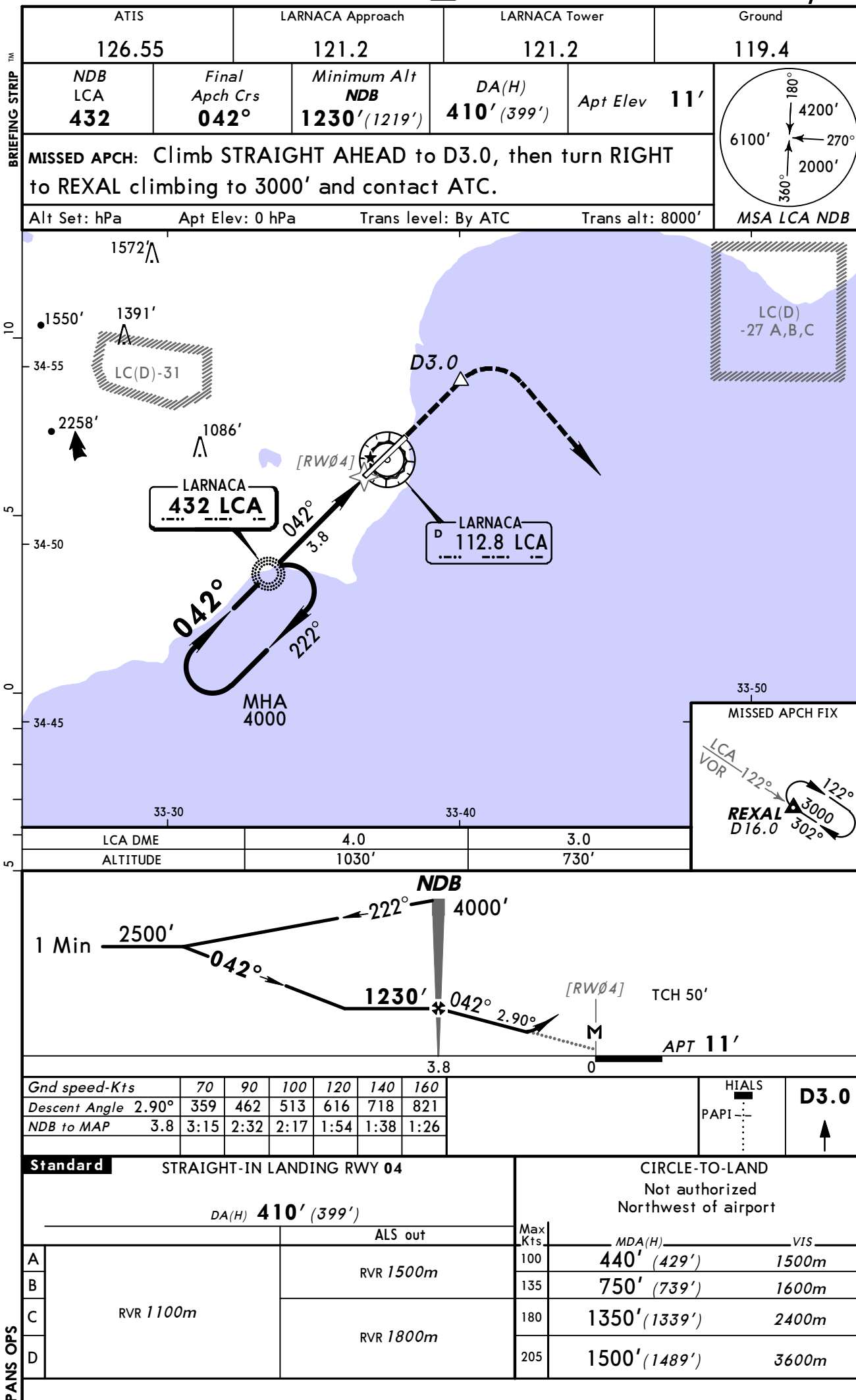
ATIS 126.55		LARNACA Approach 121.2		LARNACA Tower 121.2		Ground 119.4	
VOR LCA 112.8	Final Apch Crs 220°	Minimum Alt D5.6 1500' (1489')	DA(H) 370' (359')	Apt Elev 11'			
MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn LEFT to REXAL climbing to 3000' and contact ATC.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC			
MAX 200 KT during base turn.				Trans alt: 8000'		MSA LCA VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : ...	D3.0 ↑
Descent Angle 2.79°	345	444	494	592	691	790		
MAP at D1.1								

Standard STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND Not authorized Northwest of airport			
DA(H) 370' (359')				Max Kts			
ALS out				MDA(H) VIS			
A	RVR 1400m			100	440' (429')	1500m	
				135	750' (739')	1600m	
	RVR 1600m			180	1350' (1339')	2400m	
				205	1500' (1489')	3600m	

PANS OPS



LARNACA, (LARNACA INTL - LCLK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LCLK