

Cyprus ATC Procedures

Manual Of Air Traffic Services

Version 1.6

HvACC
VATSIM

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Document Change Record

No	Date	Subject	Sections Affected	Signatories
1	01/05/21	LCLK AIP Update	2.1,2.2,4.1,5.1	Jason Georgiades
2	03/02/22	LCLK AIP Update	2.1,2.2,3.2,6.1	Alexander Nakopoulos
3	04/02/23	LCLK East subsector	1.1, 5.1	Alexander Nakopoulos
4	10/06/23	General update (new procedures, LOAs and design rework)	1.1, 2.1, 3.1, 4.1, 5.5, 5.6	Alexander Nakopoulos Spyros Stavrakis
5	21/10/23	General update	1.1, 2.2, 3.1, 3.2, 5.1, 5.2	Alexander Nakopoulos

Manual of ATC Traffic Services

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1.1

Nicosia FIR Sectorization and frequencies

LCCC has 6 neighbouring FIRs

- ✓ To the north we have Ankara Control (LTAA_CTR)
- ✓ To the south we have Tel Aviv Control (LLLL_CTR)
- ✓ To the east we have Damascus Control (OSTT_CTR) and Beirut Control (OLBB_CTR)
- ✓ To the west we have Athina Radar (LGGG_CTR) and Cairo Control (HECC_CTR)

The ACC is divided in 6 main sectors/subsectors covering the areas shown in the picture.

LCCC-W_CTR main frequency is **125.500**

LCCC-WL_CTR main frequency is **128.075**

LCCC-E_CTR main frequency is **126.300**

LCCC-EL_CTR main frequency is **127.075**

LCCC-S_CTR main frequency is **128.600**

LCCC-H_CTR main frequency is **129.550**

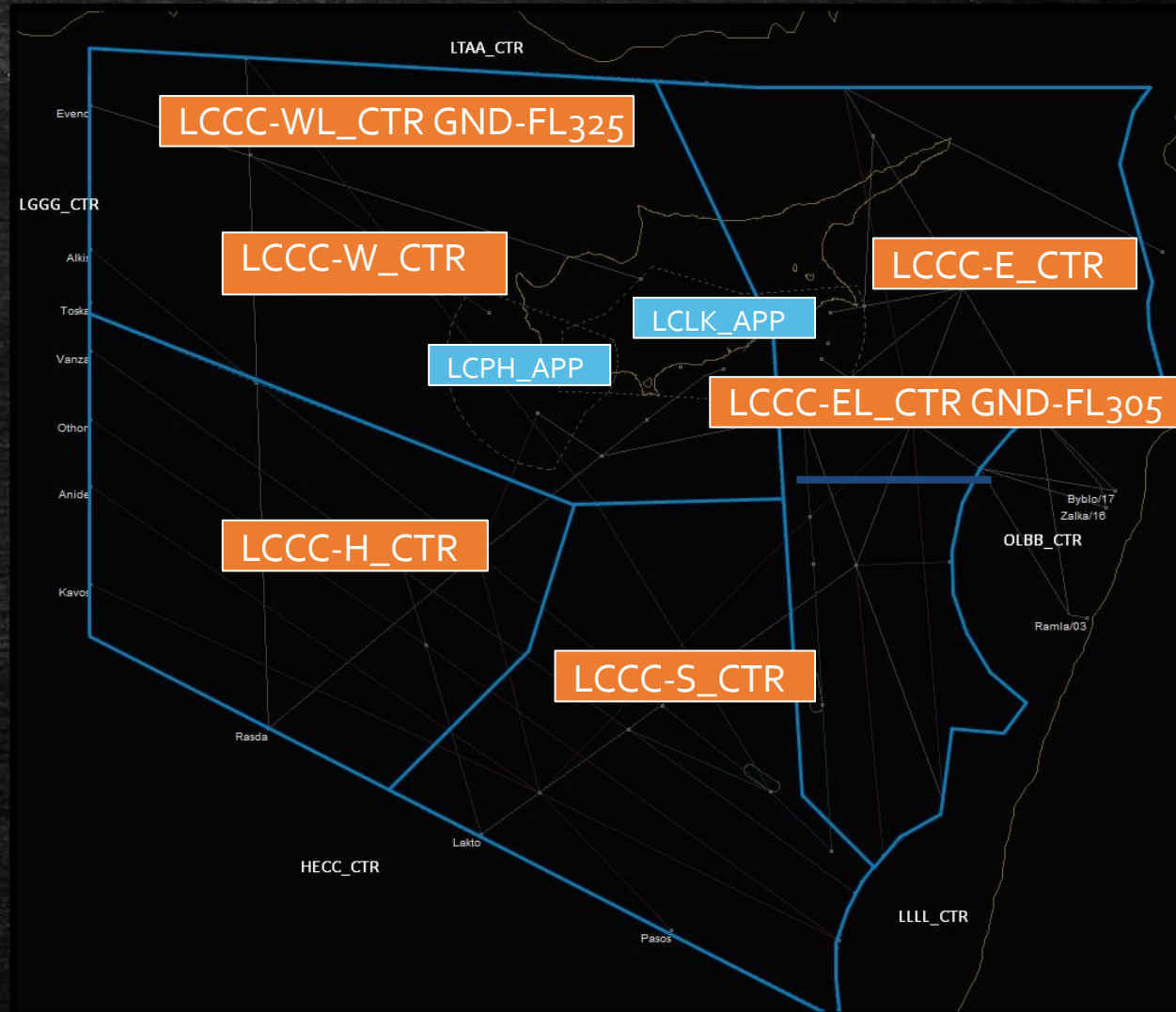
Larnaca Approach (LCLK_APP) GND-FL205

LCLK_APP main frequency is **130.200**

Paphos Approach (LCPH_APP) GND-FL75

LCPH_APP main frequency is **130.625**

LCCC_CTR 124.200
(main frequency)



2.1

Larnaca airport

- Runways in use

Larnaca uses runway 04 and runway 22.

Runway 22 has ILS (priority)/RNP and runway 04 has RNP(priority)/VOR.

- Taxi procedures:

DEPARTURES

Runway 22: Aircraft should taxi via L , Z , C to holding point A (from

Apron1) Aircraft should taxi via C to holding point A (from

Apron2)

Runway 04: Aircraft should taxi via L, U to holding point H (from Apron1)

Aircraft should taxi via C to holding point H (from Apron2)

LCLK has RADAR COVERAGE

LCLK APP & TWR Combined 130.200
LCLK GND & DEL Combined 119.400

LCLK TWR 121.200
LCLK DEL 120.575
(RL backup, used for VATSIM purposes)

2.2

Larnaca airport

ARRIVALS

Runway 22: Aircraft is expected to vacate either via E ,G or H and hold short of C.

Runway 04: Aircraft is expected to vacate either via A or B and hold short of C.

- **SIDs**

For separation, when runway 22 is in use all north/westbound traffic should follow PHA1W departure and when runway 04 is in use all north/westbound traffic should follow BONEK1W departure. The controller should amend the flight plan accordingly.

- **STARs**

For separation, when runway 22 is in use all north/westbound traffic should follow BONEK 1 R arrival and when runway 04 is in use all north/westbound traffic should follow PHA1R/2A arrival. The controller should amend the flight plan accordingly.

Initial Climb Clearance

- For north/westbound traffic
FL200
- For south/eastbound traffic
FL110

❖ Permanent NOTAM

LCLK A1245/20 DEPARTURES RWY22 EXITING NICOSIA FIR VIA TOSKA, ALKIS, EVENO, TOMBITO FOLLOW: 1. PAFOS 1W / PAFOS 1B PHA M31 GENOS DCT TOSKA 2. PAFOS 1W / PAFOS 1B PHA M31 GENOS DCT PEDER DCT EVENO 3. PAFOS 1W / PAFOS 1B PHA M31 GENOS DCT PEDER A16/M855 TOMBITO 4. PAFOS 1W / PAFOS 1B PHA M31 GENOS M42 ALKIS ALL OTHER SIDS ONLY AVAILABLE BY ATC. 24 AUG 14:36 2020 UNTIL PERM. CREATED: 24 AUG 15:02 2020

LCLK A0577/19 FOR FLIGHT PLANNING PURPOSES ALL ARRIVALS TO LCA ENTERING NICOSIA FIR VIA TOSKA, EVENO, TOMBITO MUST ROUTE VIA BONEK FOR THE BONEK1A OR THE BONEK1R ARRIVAL TO RWY22 OR VIA PHA1R OR PHA2A ARRIVAL TO RWY04. ALL OTHER STARS AVAILABLE BY ATC. 13 APR 19:53 2019 UNTIL PERM. CREATED: 13 APR 19:55 2019

**INTERSECTION
DEPARTURES ARE
NOT PERMITTED!
(Light A/C being
the exception)**



Runway 04: Red line shows departures out of Apron 1 and blue line out of Apron 2

Departure from RWY 22

Apron 1 all stand taxi lanes, expect taxi out via TWYs L, Z and C to holding point A.

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



Runway 22: Red line shows departures out of Apron 1 and blue line out of Apron 2

Departure from RWY 04

Apron 1 all stand taxi lanes, expect taxi out via TWYs L and U to holding point H.

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

3.1

Paphos airport

- Runways in use

Paphos uses runway 11 and runway 29.

Runway 29 has ILS and runway 11 has RNP(priority)VOR DME.

- Taxi procedures:

DEPARTURES

Runway 29:

Aircraft should follow ATC instructions to holding point G. Via G aircraft should backtrack and lineup runway 29 or backtrack runway 29 and then exit left on D and join taxiway B to holding point E.

Runway 11:

Aircraft should follow ATC instructions to holding point H. Expect to cross runway 11 and continue taxi via C and join B to holding point A.

Pafos does not provide radar services.
Procedural control ONLY provided.

LCPH APP & TWR Combined 130.625
LCPH GND 120.800

LCLK TWR 119.900
(RL backup, used for VATSIM purposes)

3.2

Paphos airport

ARRIVALS

Runway 29: Aircraft is expected to vacate via H and hold at H2 and then via K to the apron. If unable to vacate via H exit to parallel taxiway B via A to hold at C.

Runway 11: Aircraft is expected to vacate either via G or vacate via D or E to parallel taxiway B.

- SIDs
Standard Departures
- STARs

When runway 11 is in use north/westbound traffic should proceed to TOBAL and follow RNP/VOR S via TOBAL. Southbound/eastbound traffic should proceed to ESERI and follow RNP/VOR Z via ESERI.

When runway 29 is in use all traffic should follow ILS P/RNP either via TOBAL or ESERI/GIPRO/NORDI. **non-RNAV equipped aircraft should fly to PHA and follow ILS X.

Initial Climb Clearance

- For north/westbound traffic
FL120
- For south/eastbound traffic
FL110

**INTERSECTION
DEPARTURES
ARE NOT
PERMITTED!
(light a/c being
the exception)**

❖ Permanent NOTAM

- A) LCPH B) 1110311255 C) PERM
E) FOR FLIGHT PLANNING PURPOSES ALL DEPARTURES EXITING NICOSIA FIR VIA TOSKA, EVENO, TOMBI, ALKIS MUST ROUTE:
1. GENOS M₃₁ MAROS M₆₇ TOSKA
 2. GENOS DCT PEDER DCT EVENO
 3. GENOS DCT PEDER A₁₆/UA₁₆ TOMBI
 4. GENOS M₄₂ ALKIS

4.1

Aerodrome Phraseology Examples (Valid for both LCLK and LCPH)

Departures

- Clearance: CYP311 cleared to Athens via PHA1W departure runway 22, initial climb FL200, squawk 1270
- Taxi: CYP311 taxi to holding point A runway 22, via L, Z and C
- T/O: CYP311, runway 22 cleared for takeoff, wind 220 degrees 11 (one one) knots.
- ID (for LCLK): CYP311, radar contact, continue climb FL200.

Arrivals

- Initial contact: CYP311 Larnaca Approach, descend to 9000ft via the BONEK1R arrival QNH 1013.
- VOR/ILS, VOR/DME clearance (Depending on traffic situation) at or shortly before IAF: Cleared VOR/ILS X, after LCA descend unrestricted.
- RNP clearance at or before IAF : Over (IAF) cleared RNP approach rwy XX , report rwy in sight.
- **Visual APP:** CYP311 at 10 DME from LCA (or at OTESA), descend 2500ft until the overhead, thereafter descend 1500ft for left downwind runway 22, report base/final etc.

4.2

ACC Phraseology

- Initial contact (overflights/departures): CYP311, Nicosia Radar, good evening, identified at/passing FLXXX
- Initial contact (arrivals): CYP311, Nicosia Radar, good evening, identified at FLXXX expect XXXXX arrival, runway XX at XXXX
- As LCPH does not offer radar services, it is paramount to include a termination of radar services during handoffs to the respective approach units: CYP311, radar services terminated, contact Paphos approach on 130.625
- Hand offs to internal sectors: CYP311 contact Nicosia, frequency 126.300 (DO NOT include sector's name e.g Nicosia East)

5.1

Coordination and Transfer of Control

EAST SECTOR LCCC-E_CTR and LCCC-EL_CTR

To	Via	Standing Agreement	Conditions
LCLK (Larnaca)	SOBOS-REXAL-BOSIS-EMEDA-AMAKO	Descending to FL120	Released to LCLK_APP passing FL200 clear of traffic.
LLBG (Ben Gurion)	ZUKKO-MERVA	Descending to FL270	Released to Tel Aviv when crossing airway N71
OLBA (Beirut)	BALMA/KUKLA	Descending to (minimum) FL190	Release to OLBB_CTR passing FL250 (or transfer at cruising level if below FL190)
OSLK (Latakia)	NIKAS	Descending to FL170	Released at NIKAS
LTAA (Larnaca departure)	VESAR	Climbing to FL300	Released for higher at VESAR to LTAA_CTR

5.2

Coordination and Transfer of Control

EAST SECTOR
LCCC-E_CTR and LCCC-EL_CTR

From	Via	Standing Agreement	Conditions
LCLK (Larnaca)	RUDER-EMILI-EMEDA-KOBER	Climbing to FL110	Released to ACC clear of traffic.
LLBG (Ben Gurion)	DAFNA-MERVA	Climbing to FL260	Released by Tel Aviv before the boundary
OLBA (Beirut)	BALMA/KUKLA/ELIKA	Climbing to (maximum) FL180	Release by OLBB_CTR no later than COP
OSLK (Latakia)	NIKAS	Climbing to FL160	Released at NIKAS

5.3

Coordination and Transfer of Control

SOUTH SECTOR
LCCC-S_CTR and/or LCCC-H_CTR

To	Via	Standing Agreement	Conditions
LCLK (Larnaca)	BETID-LCA	Descending to FL210 (<u>Descending to FL120 if LCCC-W or LCCC-L is offline</u>)	Released to LCCC-W or LCCC-L for lower clear of traffic.
LCPH (Paphos)	ESERI	Descending to FL210 (<u>Descending to FL120 if LCCC-W is offline</u>)	Released to LCCC-W or LCCC-L for lower clear of traffic.
LLBG (Ben Gurion)	VELOX	Descending to FL220	Released to Tel Aviv crossing airway N71
	ZUKKO	Descending to FL210	
HECC FIR (Cairo)	LAKTO-PASOS-RASDA	ODD LEVELS for southbound traffic	Released at the boundary

5.4

Coordination and Transfer of Control

SOUTH SECTOR

LCCC-S_CTR and/or LCCC-H_CTR

From	Via	Standing Agreement	Conditions
LCLK (Larnaca)	LAKTO-PASOS-RASDA	Climbing to FL200	Released to LCCC-S for higher clear of traffic.
LCPH (Paphos)	ESERI	Climbing to FL200	Released to LCCC-S for higher clear of traffic.
LLBG (Ben Gurion)	SUVAS	Climbing to FL260	Released by LLLL_CTR before the boundary
HECC FIR (Cairo)	LAKTO-PASOS-RASDA	EVEN LEVELS for northbound traffic	Released at the boundary

5.5

Coordination and Transfer of Control

WEST SECTOR LCCC-W_CTR and LCC-WL_CTR

To	Via	Standing Agreement	Conditions
LCLK (Larnaca)	BONEK-PHA-LUBES	Descending to FL130	Released to LCLK_APP passing FL210 clear of traffic.
LCPH (Paphos)	TOBAL ESERI	Descending to FL130 Descending to FL120	Released to LCPH_APP passing FL210 clear of traffic.
LTAI (Antalya)	TOMBI	Descending FL240	Released to LTAI_APP at the boundary
LGEG (Athina)	EVENO-ALKIS-TOSKA	EVEN LEVELS	At or before Boundary Min. 15nm Separation same track, same level

5.6

Coordination and Transfer of Control

WEST SECTOR

LCCC-W_CTR and LCCC-WL_CTR

From	Via	Standing Agreement	Conditions
LCLK (Larnaca)	BONEK-PHA-LUBES	Climbing to FL200	Released by LCLK_APP after passing 9000ft clear of traffic
LCPH (Paphos)	GENOS ESERI	Climbing to FL120 Climbing to FL110	Released by LCPH_APP after passing 4000ft clear of traffic
LTAI (Antalya)	TOMBI	Climbing FL230	Released by LTAI_APP
LGGG (Athina)	EVENO-ALKIS-TOSKA	ODD LEVELS	At or before Boundary Min. 15nm Separation same track, same level

6.1

Direct Routings (West Sector)

- Direct routings that may take an aircraft north of M601/R19 (e.g. EVENO direct NIKAS) should not be encouraged
- West Sector shall coordinate any direct routings (e.g. to BALMA or KUKLA) with the East Sector before the clearance is issued.
- Traffic with destination OLBA requesting descent prior to LCA should be handed off to East Sector for descent. (FL330 could be given under coordination)
- In case of a pilot's request for a direct routing that may take segment of the flight outside controlled airspace (FL195 or below) the concession of the pilot is required

7.1

Letters Of Agreement (LOAs)

- Our LOAs can be found in our new wiki site following this link:

<https://wiki.hvacc.org>