

LARNACA (LCA/LCLK)

Elevation 11ft

CATEGORY B

AV brief – not required

GENERAL

- Airfield is on the S coast of Cyprus at the western side of Larnaca bay, 3 nm S of Larnaca town.
- No Radar available.

Threats

CFIT

- The terrain rises inland to the N through to SW reaching ~5000ft amsl within 25 nm.
- To the NW the terrain reaches 1,500ft amsl within 8 nm.
- The Troodos mountains are to the W of Larnaca. Highest point Mount Olympus 6,650ft amsl 37 nm to the W.

Special Considerations

- Nicosia FIR/UIR contact procedure from Ankara FIR, see LIDO CRAR summary below:
 - Aircraft inbound to Nicosia FIR from Ankara FIR shall establish radio contact with Nicosia ACC 10min prior to entry, in order to pass call sign, FL and ETA at entry point on FREQ 125.500 for TOMB1 and 126.300 for VESAR and DOREN.
 - Northbound departure - due to lack of contact between Nicosia and Ankara CTL, advance flight information can only be provided to Ankara by relay. Provide flight information at least 10min prior to entering Ankara FIR, to "Ercan CTL" on 126.700 for relay to Ankara.

ROUTE

- Ercan presume to have control within Nicosia airspace, which is incorrect. All revised clearances (climb or descent) within the Ercan/Nicosia disputed airspace should be clarified first with Nicosia.

A32N

- Specific driftdown/depressurisation procedure may be required on routings to LCLK. Check A32N performance manual for guidance.

ALL

ARRIVAL

Diversion Airports

PAFOS	PFO/LCPH	57 nm/260°T	CAT B
ATHENS	ATH/LGAV	503 nm/291°T	CAT A
RHODES	RHO/LGRP	286 nm/288°T	CAT B

IRAKLION	HER/LGIR	416 nm/273°T	CAT B
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- Arrival routings from the NW route via BONEK over the high ground to the LCA VOR. Alternatively, if 04 in use, ATC can route via PHA arrival to RIMEX.
- Crews have reported difficulty in obtaining descent clearances resulting in the aircraft becoming high on the ideal vertical profile.

CAUTION: Descent clearances may be ambiguous. A clearance to descend may require the aircraft to comply with the STAR altitude constraints, prior to initiating the descent. Cross check with ATC in intent of the clearance.

Approach

- Expect procedural approaches from overhead the LCA for either an ILS approach to Rwy 22 or a VOR approach to Rwy 04.
- The ILS Rwy 22 is slightly shallow with a glideslope of 2.75°, creating an unusual visual perspective on final.
- ATC may offer Rwy 04 VOR approach in light tailwind conditions resulting in track mileage reduction and a shorter than expected level segment before the final approach fix.
- When weather conditions allow ATC may offer a visual approach, circuits should be carried out to the south of the airfield.
- Circling minima is higher than 1,000ft above aerodrome level.

WEATHER

- Oct-Mar Unsettled weather with frequent depressions from the W. Heavy Cb not uncommon.
- Apr-Sep Fine weather with little to no rainfall. Low visibility a possibility in the early morning.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT CYPRUS
Handling Agent VHF	131.3
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	A32x – do not use fixed airport equipment, or use GHA mobile equipment for 'prepaid' time only (60mins).