



**TRNC
AIS**

**AIRAC
AIP**

**Amendment 01
09 FEB 2023**

TURKISH REPUBLIC OF NORTHERN CYPRUS MINISTRY OF PUBLIC WORKS AND TRANSPORTATION DIRECTORATE OF CIVIL AVIATION DEPARTMENT
ERCAN TRNC (via MERSİN 10 TÜRKİYE)
PHONE : +90 (392) 231 41 69 FAX : +90 (392) 231 46 20 AFS : LCENYAYX via LTACERCX E-MAIL: arxiv.havacilik@gov.ct.tr

YÜRÜRLÜK TARİHİ: 23 MART 2023 / EFFECTIVE DATE: 23 MAR 2023

**AIRAC HAVACILIK BİLGİ YAYINI DÜZELTMESİ NO: 01/23
AIRAC AMENDMENT NR: 01/23 TO AERONAUTICAL INFORMATION PUBLICATION.**

**Aşağıdaki sayfaları çıkartınız.
Destroy the following pages.**

**Aşağıdaki sayfaları yerleştiriniz.
Insert the following pages.**

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| AD 2 LCEN-4 | 01 FEB 18 |
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| AD 2 LCEN IAC-7A | 23 MAR 23 |
| AD 2 LCEN IAC-8 | 23 MAR 23 |

İPTAL EDİLEN NOTAM'LAR / NOTAMs CANCELLED :

'K' SERİSİ : 0131/22.

SERIES 'N' : 0158/22.

SON/THE END

AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LCEN LEFKOŞA/ERCAN INTERNATIONAL****LCEN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 350856N-0332959E |
| 2 | Direction and distance from (city) | 27 km |
| 3 | Elevation/Reference temperature/ Mean low temperature | 402 FT / 39° C / 5° C |
| 4 | Geoid Undulation at AD ELEV PSN | 90 FT |
| 5 | MAG VAR/Annual change | 4° E (2012) |
| 6 | AD Administration, address, tele- phone, telefax, telex, AFS | Civil Aviation Department Ercan Airport via Mersin 10 TÜRKİYE Tel : +90 392 231 47 03, +90 392 600 51 00 Fax : +90 392 231 46 20 AFS : LCENYDYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | NIL |

LCEN AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office (ARO) | H24 |
| 6 | MET Briefing Office | H24 Tel : +90 392 231 46 58 Fax : +90 392 228 42 50 |
| 7 | ATS | H24 |
| 8 | Fueling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | - |
| 12 | Remarks | NIL |

LCEN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|--|--|
| 1 | Apron surface and strength | Apron 1: Surface: Concrete Strength: PCN 99/R/B/W/T Apron 2: Surface: Concrete Strength: PCN 100/R/D/X/T |
| 2 | Taxiway width, surface and strength | TWYA: Width: 23 M Surface: Asphalt Strength: PCN 80/F/C/XT TWY B: Width: 24 M Surface: Concrete Strength: PCN 80/F/C/X/T TWY's C, D, E, F, G, H, J, K : Width: 23 M Surface: Concrete Strength: PCN 99 /R/B/W/T |
| 3 | Altimeter Check Point location and elevation | Apron 1: 114 M Apron 2: 114 M |
| 4 | VOR checkpoints | - |
| 5 | INS checkpoints | - |
| 6 | Remarks | NIL |

LCEN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiing Guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines, aircraft stand markings and nose-in guidance available at Apron. Push-back service is provided for all stands. |
| 2 | RWY and TWY markings and LGT | All RWYs: Designation, Edge, THR, Centerline, TDZ. Aiming Point markings available. TWYs: Edge, Centerline (for TWYs: A, B, G, H, J, K) Holding Positions (for TWYs: A, B, G, H, J, K) markings available. For LGT see Item 2.15 |
| 3 | Stop bars and Runway guard lights | Stop bars: Available at TWYs A, B, G, H, J and K. Runway Guard Lights : Available at TWYs A, G, H, J and K. |
| 4 | Other runway protection measures | - |
| 5 | Remarks | NIL |

LCEN AD 2.10 AERODROME OBSTACLES

| Obstacle Type | Coordinates | Elevation at top (FT) | Height (FT) | Obstacle Lighting | Type and color of lighting |
|---------------|------------------------|-----------------------|-------------|-------------------|----------------------------|
| Terrain | 350749.03N 0332800.51E | 502 | - | - | - |

LCEN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|--|-----------|
| 1 | Associated MET Office | Available |
| 2 | Hours of service MET Office outside hours | H24 |

LCEN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---------------------------------|
| 3 | Office responsible for TAF preparation Periods of validity | Available 9-18 hours |
| 4 | Type of landing forecast Interval of issuance | TREND-H24 |
| 5 | Briefing/consultation provided | Personnel briefing |
| 6 | Flight documentation Language(s) used | TU-EN |
| 7 | Charts and other information available for briefing or consultation | S, U85, U70, U50, U30 |
| 8 | Supplementary equipment available for pro- viding information | Telefax, self briefing terminal |
| 9 | ATS units provided with information | ERCAN ACC, ERCAN APP, ERCAN TWR |
| 10 | Additional information (limitation of service, etc.) | NIL |

LCEN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY End Coordinates THR Geoid Undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---------------------------|----------------------|-----------------------------|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 11L | 111.69° | 2755X45 | PCN 80 F/C/X/T RWY: Composite SWY: Asphalt | 350935N 0332915E - - | THR 116.7 M / 383 FT |
| 29R | 291.70° | 2755X45 | PCN 80F/C/X/T RWY: Composite SWY: Asphalt | 350902N 0333056E - - | THR 108.5 M / 356 FT |
| 11R | 111.69° | 3000X45 | PCN 99 R/B/W/T RWY: Concrete SWY: - | 350916.13N 0332951.21E - 90 FT | THR 116.7 M / 383 FT |
| 29L | 291.70° | 3000X45 | PCN 99 R/B/W/T RWY: Concrete SWY: - | 350839.99N 0333141.25E - 90 FT | THR 99.2 M / 325 FT |

| Slope of RWY- SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA (M) | Arresting System | OFZ | Remarks |
|-------------------------|--------------------------|--------------------------|----------------------------|-------------|---------------------|-----|---------|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 0.3% | 60X45 | - | 2875X300 | - | - | - | NIL |
| 0.7% | 60X45 | - | 2875X300 | - | - | - | |
| 0.6% | - | - | 3120X210 | 240X150 | - | - | |
| 0.6% | - | - | 3120X210 | 240X150 | - | - | |

LCEN AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|-------------|-------------|-------------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 11L | 2755 | 2755 | 2815 | 2755 | NIL |
| 29R | 2755 | 2755 | 2815 | 2755 | |
| 11R | 3000 | 3000 | 3000 | 3000 | |
| 29L | 3000 | 3000 | 3000 | 3000 | |

LCEN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT color WBAR | VASIS (MEHT) PAPI | TDZ, LGT LEN | RWY Centre Line LGT Length, spacing, color, INTST | RWY edge LGT LEN, spacing color INTST | RWY End LGT color WBAR | SWY LGT LEN (M) color | Remarks |
|-------------------|--|--------------------------|---------------------------------|--------------------|--|--|------------------------------------|-----------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11L | - | Green | PAPI (Left) 3.5° | - | - | 2755 M, 50 M Color coded White LIH | Red | - | NIL |
| 29R | PrecisionApp Calvert System 900 M CAT I LIH | Green | PAPI (Left) 3° | - | - | 2755 M, 50 M Color coded White LIH | Red | - | |
| 11R | PrecisionApp Barette System 900 M CAT I LIH | Green | PAPI (Left) 3.5° 16 FT | - | - | 3000 M, 60 M Color coded White/Yellow LIH | Red | - | |
| 29L | PrecisionApp Barette System 900 M CAT I LIH | Green | PAPI (Left) 3° 16 FT | - | - | 3000 M, 60 M Color coded White/Yellow LIH | Red | - | |

LCEN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN W,G H24 |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: LGTD |
| 3 | TWY edge and centre line lighting | Edge: TWY's A, B, G, H, J, K Centerline: TWY's G, H, J, K |
| 4 | Secondary power supply/switch-over time | 12 seconds |
| 5 | Remarks | NIL |

LCEN AD 2.16 HELICOPTER LANDING AREA - NIL

LCEN AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|--|
| 1 | Designation and lateral limits | ECN CTR centered 350858N-0332913E radius 10 NM |
| 2 | Vertical limits | SFC to 2000 FT/AMSL |
| 3 | Airspace classification | - |
| 4 | ATS unit call sign Language(s) | ERCAN TWR TU, EN |
| 5 | Transition altitude | 6000 FT |
| 6 | Remarks | Make circling approach north of aerodrome |

LCEN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|-----------|---|--------------------|------------|
| 1 | 2 | 3 | 4 | 5 |
| TWR | ERCAN | 120.450 MHZ 120.375 MHZ 120.250 MHZ | H24 | *Emergency |
| APP | ERCAN | 127.750 MHZ 119.775 MHZ *121.5 MHZ | H24 | |
| SAR | ERCAN RCC | 121.5 MHZ 243.0 MHZ 2182 KHZ | H24 | |
| ATIS | ERCAN | 118.350 MHZ | H24 | |

LCEN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|------|---------------------|-----------------------|---|--|------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ** VOR/DME | ECN | 117.0 MHZ CH117X | H24 | 350924N 0332929E | 40 M | Coverage 250NM |
| * LLZ 29R ILS CAT 1 | IECR | 108.3 MHZ | H24 | 350938N 0332907E | - | |
| GP | | 334.1 MHZ | H24 | 350909.6N 0333046.3E | - | 3° RDH: 55 FT |
| DME | IECR | CH20X | H24 | 350909.6N 0333046.3E | 110 M | |
| <p>* Due to boundary ECN RWY 29R IECR ILS/DME unusable outside 10 degrees left side of LLZ centerline (90 HZ sector II) and beyond 11 NM (90 HZ-150 HZ sector I) of LLZ antenna for CAT 1 operations)</p> <p>** ECN VOR/DME unusable within the following areas:</p> <ol style="list-style-type: none">1. BTN R090 - R105 beyond 15 NM;2. BTN R106 - R125 beyond 10 NM;3. BTN R126 - R300 | | | | | | |

LCEN AD 2.20 YEREL TRAFİK DÜZENLEMELERİ

Meydan Kullanma Tedbirleri

1.MOTOR TESTİ İÇİN UYULMASI GEREKEN KURALLAR:

Havalimanında motor testi yapan uçakların uyması gereken kurallar:

a) Motor testi yapmadan önce Ercan TWR 120.450 MHz frekansından temas kurulacaktır.

b) Motor Test işlemleri Motor Test alanında yapılacaktır, park pozisyonlarında kesinlikle motor testi veya yüksek güçte motor çalıştırma yapılmayacaktır. Motor testi kontrol Kulesinden alınacak izin doğrultusunda yalnızca motor test alanında yapılacaktır.

c) Herhangi bir nedenle Motor Test Alanında motor testi yapılamaması durumunda test işlemleri ATC ünitesi koordinesiyle A-B taksi yolunda veya pist üzerinde yapılabilecektir.

d) Motor Testi yapılacak yerde tüm emniyet tedbirini almak ve motor test çalışması yapmadan önce ilgili FOD kontrolü yapmak ilgili şirketin sorumluluğundadır.

2.EĞİTİM VE TEST UÇUŞLARI

Yoğun trafik nedeniyle eğitim ve test amaçlı iniş-kalkış çalışmalarına, meydan turu, alet alçalması ve touch and go ön izin alınarak yapılabilir.

LCEN AD 2.20 LOCAL TRAFFIC REGULATIONS

Limitations on Use of Aerodrome

1.RULES FOR ENGINE TEST:

The rules for the aircraft having an engine test at the airport are as follows:

a) Prior to engine testing two-way communication shall be established with ERCAN TWR on frequency 120.450 MHz.

b) Engine testing shall be performed at the Motor Test Area. It is forbidden to test engines and to start-up the motors in high- speed at parking position, pilots must get permission from TWR and can do the test only at the motor testing area.

c) In case the engine testing could not be conducted within the Motor Test Area, due to any reason, the engine test operations shall be held within the portion of TWY A and TWY B and on the Runway in coordination with the ATC.

d) Taking all safety measures and controlling FOD before engine test activity on related areas is under the responsibility of the respective companies.

2. TRAINING and TEST FLIGHTS

Due to heavy traffic, all kind of landing and take-off activities of training and test purpose including traffic patterns, instrument landing and touch-and-go are accepted with permission in advance.

3.BÜYÜK GÖVDELİ UÇAK OPERASYONU

Ercan Havalimanının referans kodu ICAO Annex 14 Cilt 1 Tablo 1-1 kapsamında 4C olup, geniş gövdeli A330 uçakların kullanımı ve park ayarlamaları için önceden izin alınması koşuluyla kabul edilebilir.

4.YER HAREKETLERİ

ATC tarafından verilen talimatlar hassasiyetle yerine getirilmelidir. RTF aktarımları net, anlaşılır, kısa ve öz olmalıdır.

5.MEYDAN KULLANMA TEDBİRLERİ

-Kullanış şekli: ATC ünitelerince aksi bildirilmedikçe 11L pistine meydan turu Kuzeyden olacaktır.

-Düşük görüş şartlarında ihtiyaç duyulması halinde follow-me hizmeti verilmekte olup, yönlendirme ATC tarafından yapılacaktır.

6.KALKIŞLAR

Pilotlar ilk temaslarını şu şekilde yapacaklardır:

a) Çağrı adı + Stand Pozisyonu + ATIS bilgisini aldıklarını teyit eden Kod.

b) Push-back ve motor çalıştırma müsaadesini almış trafik, en geç 1 dakika içerisinde push-back'e başlamalıdır. Aksi takdirde ATC tarafından muhtemel motor çalıştırma zamanı verilecektir.

c) Pilotlar Kalkış için piste girene kadar gerekli kontrolleri tamamlamış ve pist içindeki kontrollerini minimuma indirmiş olmalıdırlar. Pilotların müsaadelere 10 saniye içerisinde reaksiyon göstermesi beklenir; aksi takdirde ATC pist işgalini engellemek için söz konusu uçağa

d) Kalkış için piste giriş müsaadesi verilen bir uçak, kalkış kleransıya birlikte derhal kalkışa hazır olmalıdır. Bu koşulu karşılayamayacak olan uçağın pilotu, piste giriş müsaadesini takiben durumu ilgili ATC unitesine bildirmekle yükümlüdür.

3.WIDE BODY AIRCRAFT OPERATIONS

Ercan Airport reference number is 4C in the scope of ICAO annex 14 volume 1 table 1-1, can only be accepted for parking and use of a wide body A330 aircraft with a permission beforehand.

4.GROUND MOVEMENT

The instructions given by ATC should be implemented in a timely and proper manner. RTF communications should be short, precise, clear and comprehensive.

5.LIMITATIONS ON USE OF AERODROME

- Available to: Unless the ATC unit have not declared otherwise, the flight course for RWY 11L shall be from North.

- if needed, follow-me service will be provided in low visibility conditions, guidance will be done by ATC.

6.DEPARTURES

Pilots shall contact with Clearance Delivery as follows;

a)Call sign + Stand Position + Code confirming ATIS message received

b)Traffic granted with push-back and engine start-up permissions must start push-back within 1 minute at the latest, otherwise estimated start-up time shall be instructed by ATC

c)Pilots must have accomplished all required cockpit checks for take-off before entering RWY, and hence restrained their final checks only to minimum for take-off when entered the RWY. Pilots are deemed to react to the take-off clearances within 10 seconds at the latest. Otherwise ATC, in order to prevent the redundant RWY occupation, has the authority to withdraw the aircraft from the take-off course and re-direct it to the end of departure sequence.

d) Pilots, granted line up clearance, must be ready to depart immediately after they receive take off clearance. Pilot-in command who is unable to comply with this requirement shall notify the relevant ATC unit, just after receiving the line-up clearance.

LCEN AD 2.21 NOISE ABATEMENT PROCEDURES - NIL

LCEN AD 2.22 FLIGHT PROCEDURES

RWY 11L için RNP uygulayan uçaklar için muhabere kaybi usulleri:

1) FAF'ta (EN104) veya FAF'ı (EN104) geçince:

Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

Radio Failure Procedures executing RNP for RWY 11L:

1) At or after FAF (EN104):

Continue Approach. Execute the RNP procedure and land.

2) FAF'tan (EN104) önce:

a) 5500 FT ve üzerinde:

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. EN103 (IF) noktasını geçişi takiben 5500 FT e alçalışta veya 5500 FT muhafaza edilerek direkt ECN VOR a devam edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 5500 FT altında:

Yanlamasına RNAV (GNSS) usulü takip edilir. 5500 FT irtifaya tırmanılır ve 5500 FT muhafaza edilerek direkt ECN VOR'a devam edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

2) Before FAF (EN104):

a) At or above 5500 Feet:

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed EN103 (IF) proceed direct to ECN VOR descending/maintaining 5500 Feet. Execute Instrument Approach Procedure (IAP) and land.

b) Below 5500 Feet:

Following the RNAV (GNSS) procedure laterally, climb and maintain 5500 Feet. Then, proceed direct to ECN VOR. Execute Instrument Approach Procedure (IAP) and land.

LCEN AD 2.23 ADDITIONAL INFORMATION

Kalkış uçuş güzergahında hiçbir mania bulunmadığından havalimanı A tipi mania planları yayımlanmamıştır.

Because of there are no obstacles on the departure flight route, the aerodrome type A obstacle plans have not been published.

LCEN AD 2.24 CHARTS RELATED TO ERCAN AERODROME

| | |
|--|------------------|
| Aerodrome Chart | AD 2 LCEN ADC |
| Parking Chart | AD 2 LCEN PRKG |
| Standard Instrument Departure Chart (SID) RWY 11L/29R | AD 2 LCEN SID-1 |
| Standard Instrument Departure Chart (SID) RWY 11R/29L | AD 2 LCEN SID-2 |
| Standard Instrument Arrival Chart (STAR) RWY 29L/29R | AD 2 LCEN STAR-1 |
| Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 29R | AD 2 LCEN STAR-2 |
| Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 29L | AD 2 LCEN STAR-3 |
| Instrument Approach Chart VOR RWY 29R | AD 2 LCEN IAC-1 |
| Instrument Approach Chart VOR/DME 1 RWY 29R | AD 2 LCEN IAC-2 |
| Instrument Approach Chart VOR/DME 2 RWY 29R | AD 2 LCEN IAC-3 |
| Instrument Approach Chart VOR/DME 3 RWY 29R | AD 2 LCEN IAC-4 |
| Instrument Approach Chart ILS/DME RWY 29R | AD 2 LCEN IAC-5 |
| Instrument Approach Chart RNP RWY 11L | AD 2 LCEN IAC-6 |
| Instrument Approach Chart RNP RWY 11L | AD 2 LCEN IAC-6A |
| Instrument Approach Chart RNP RWY 11R | AD 2 LCEN IAC-7 |
| Instrument Approach Chart RNP RWY 11R | AD 2 LCEN IAC-7A |
| Instrument Approach Chart VOR/DME 1 RWY 29L | AD 2 LCEN IAC-8 |
| Minimum Radar Vectoring Altitude Chart | AD 2 LCEN MRVC |

AIP
TRNC

AD 2 LCEN ADC
23 MAR 23

AERODROME
CHART
ICAO

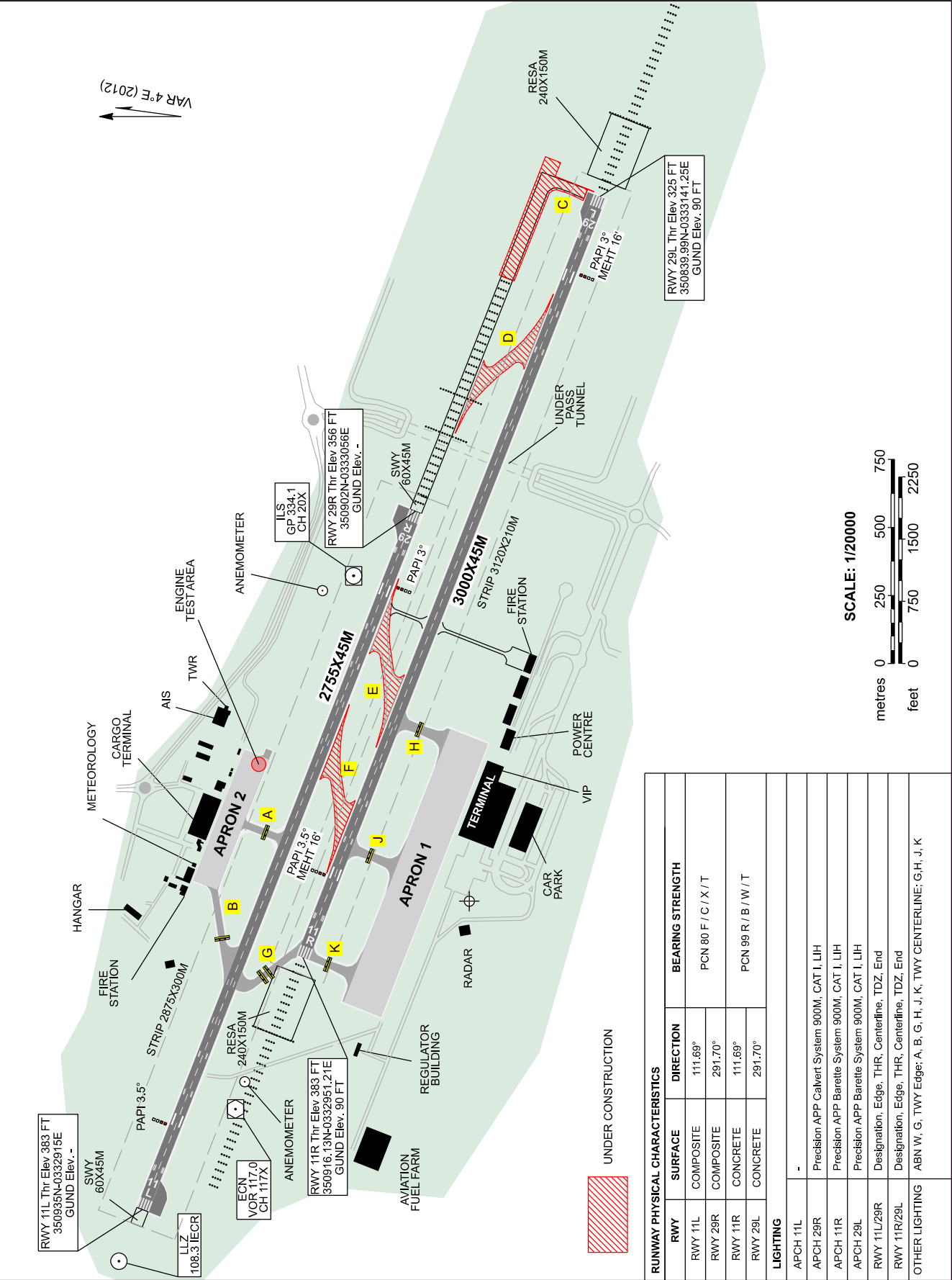
35°08'56"N
033°29'59"E

AD ELEV
402 FT

TWR : 120.450 - 120.250 - 120.375

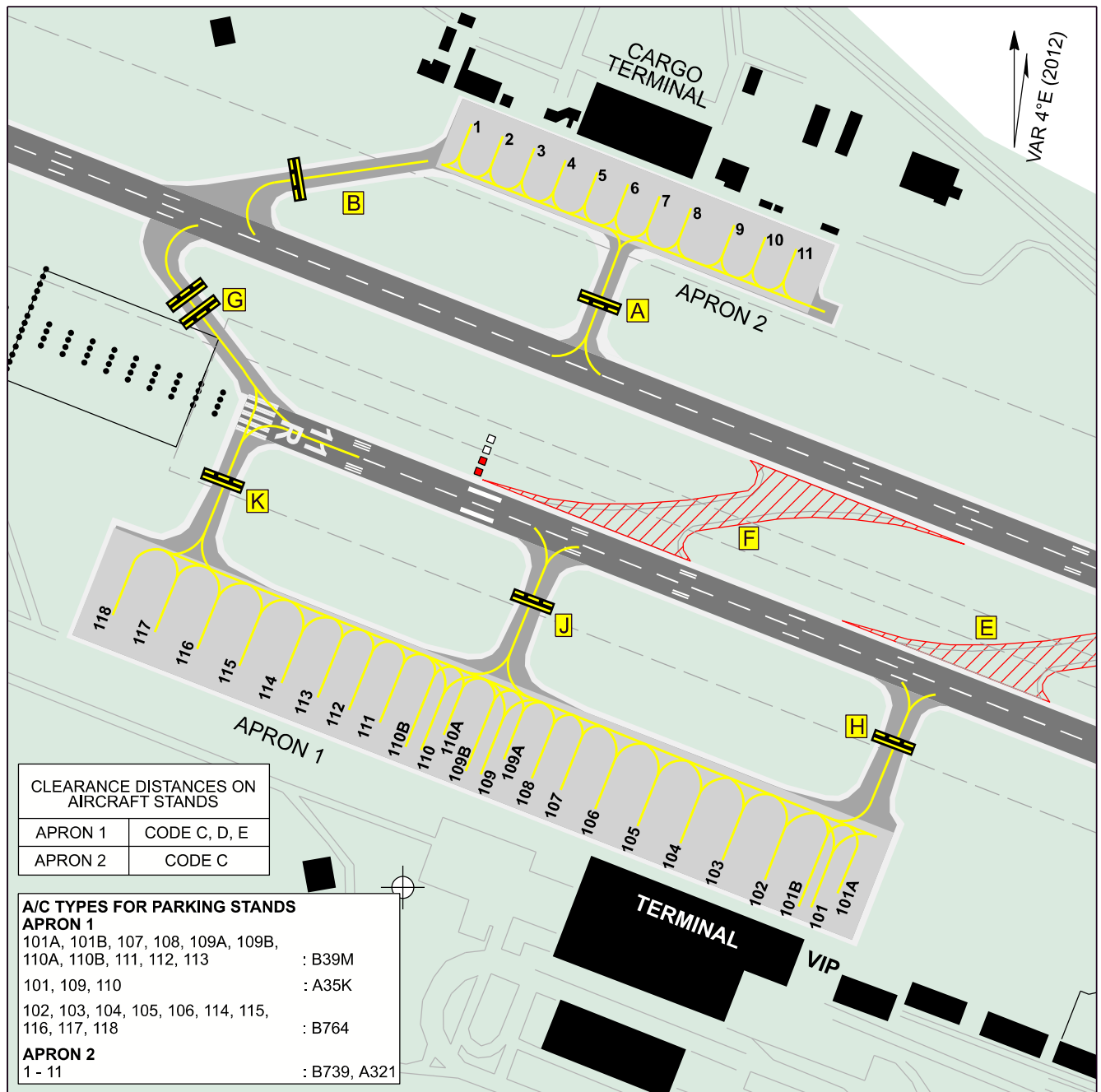
LEFKOŞA/
ERCAN

CHANGE: NEW RWY, CHART REVISED



AIRCRAFT
PARKING/DOCKING
CHART - ICAOELEVATION
APRON 1 : 114M
APRON 2 : 114M

TWR : 120.450 - 120.250 - 120.375

LEFKOŞA/
ERCAN

INS COORDINATES FOR AIRCRAFT STANDS

| APRON 1 | | | APRON 2 | | |
|---------|--------------------------------|-----|--------------------------------|--|--|
| 101A | 35°08'55.67"N - 033°30'21.89"E | 113 | 35°09'03.98"N - 033°29'54.94"E | | |
| 101 | 35°08'55.11"N - 033°30'20.45"E | 114 | 35°09'04.55"N - 033°29'53.02"E | | |
| 101B | 35°08'55.17"N - 033°30'19.86"E | 115 | 35°09'05.27"N - 033°29'50.84"E | | |
| 102 | 35°08'56.33"N - 033°30'18.06"E | 116 | 35°09'05.98"N - 033°29'48.66"E | | |
| 103 | 35°08'57.05"N - 033°30'15.86"E | 117 | 35°09'06.70"N - 033°29'46.48"E | | |
| 104 | 35°08'57.77"N - 033°30'13.66"E | 118 | 35°09'07.41"N - 033°29'44.29"E | | |
| 105 | 35°08'58.50"N - 033°30'11.46"E | 1 | 35°09'22.65"N - 033°30'19.86"E | | |
| 106 | 35°08'59.22"N - 033°30'09.26"E | 2 | 35°09'23.18"N - 033°30'18.27"E | | |
| 107 | 35°09'00.08"N - 033°30'07.49"E | 3 | 35°09'23.70"N - 033°30'16.67"E | | |
| 108 | 35°09'00.57"N - 033°30'06.00"E | 4 | 35°09'24.43"N - 033°30'14.45"E | | |
| 109A | 35°09'01.37"N - 033°30'04.54"E | 5 | 35°09'24.96"N - 033°30'12.84"E | | |
| 109 | 35°09'00.72"N - 033°30'03.36"E | 6 | 35°09'25.50"N - 033°30'11.22"E | | |
| 109B | 35°09'00.85"N - 033°30'02.56"E | 7 | 35°09'26.03"N - 033°30'09.61"E | | |
| 110A | 35°09'02.39"N - 033°30'01.46"E | 8 | 35°09'26.56"N - 033°30'07.99"E | | |
| 110 | 35°09'01.74"N - 033°30'00.28"E | 9 | 35°09'27.09"N - 033°30'06.38"E | | |
| 110B | 35°09'01.86"N - 033°29'59.48"E | 10 | 35°09'27.62"N - 033°30'04.77"E | | |
| 111 | 35°09'02.93"N - 033°29'58.13"E | 11 | 35°09'28.15"N - 033°30'03.16"E | | |
| 112 | 35°09'03.46"N - 033°29'56.54"E | | | | |

APRON SURFACE

APRON 1 : CONCRETE

APRON 2 : CONCRETE

APRON STRENGTH

APRON 1 : PCN 99 R / B / W / T

APRON 2 : PCN 100 R / D / X / T

TWYs SURFACE

A : ASPHALT

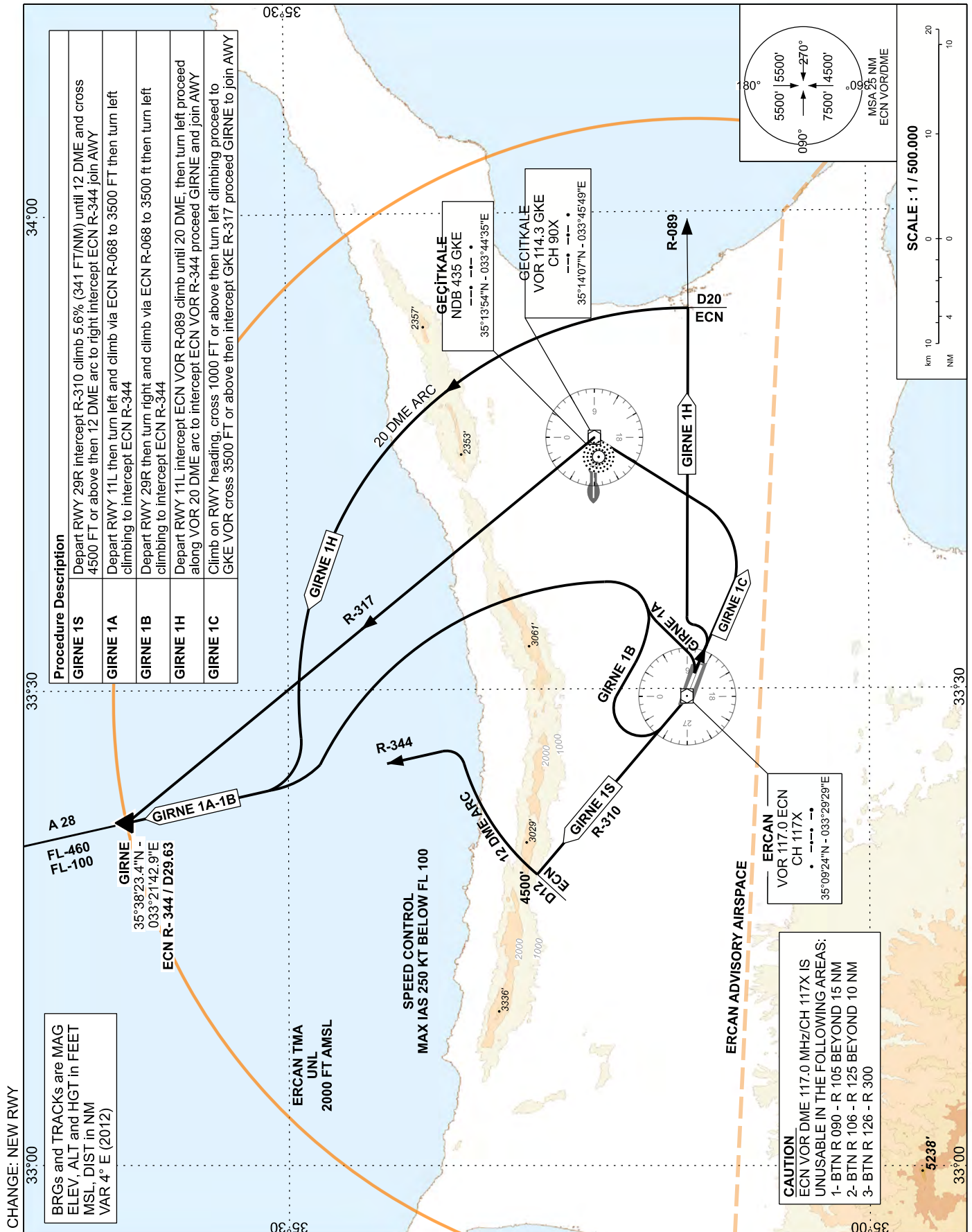
OTHER TWYs : CONCRETE

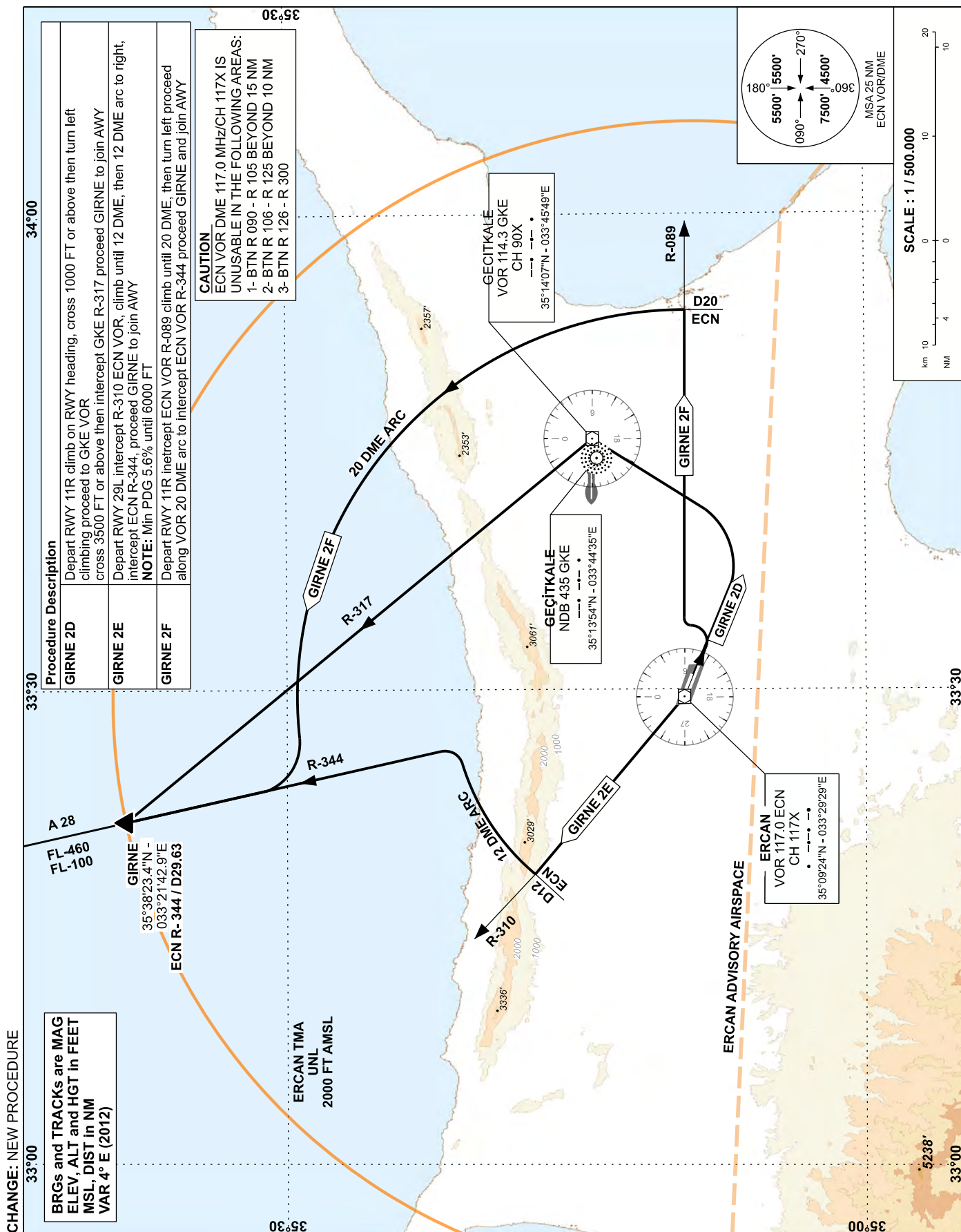
TWYs STRENGTH

A, B : PCN 80 F / C / X / T

OTHER TWYs : PCN 99 R / B / W / T

CHANGE: CHART REVISED

STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAOTRANSITION ALTITUDE
6000 FTAPP : 127.750
TWR : 120.450 - 120.250 - 120.375LEFKOŞA/ERCAN
INTERNATIONAL
RWY 11L/29R

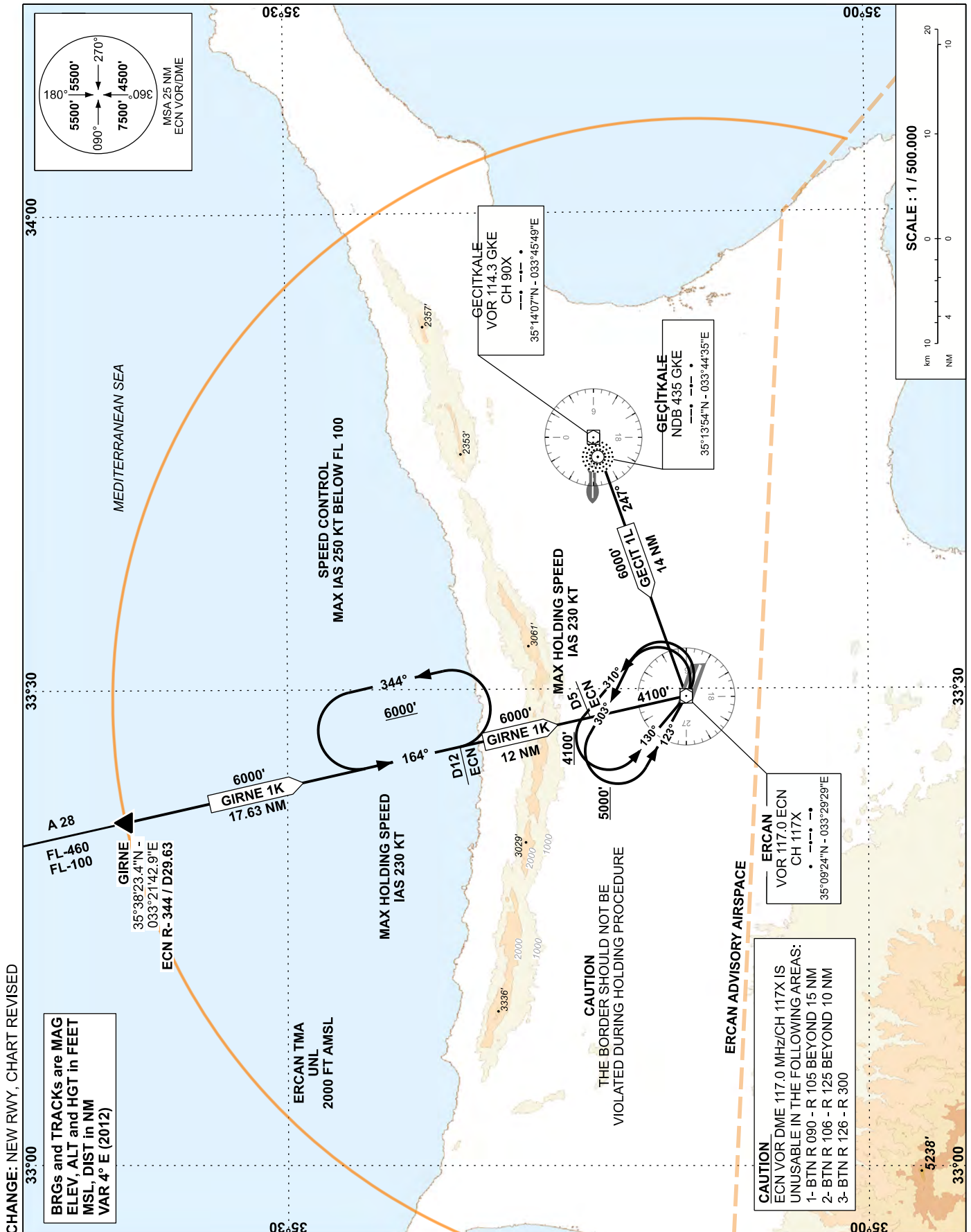
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAOTRANSITION ALTITUDE
6000 FTAPP : 127.750
TWR : 120.450 - 120.250 - 120.375LEFKOŞA/ERCAN
INTERNATIONAL
RWY 11R/29L

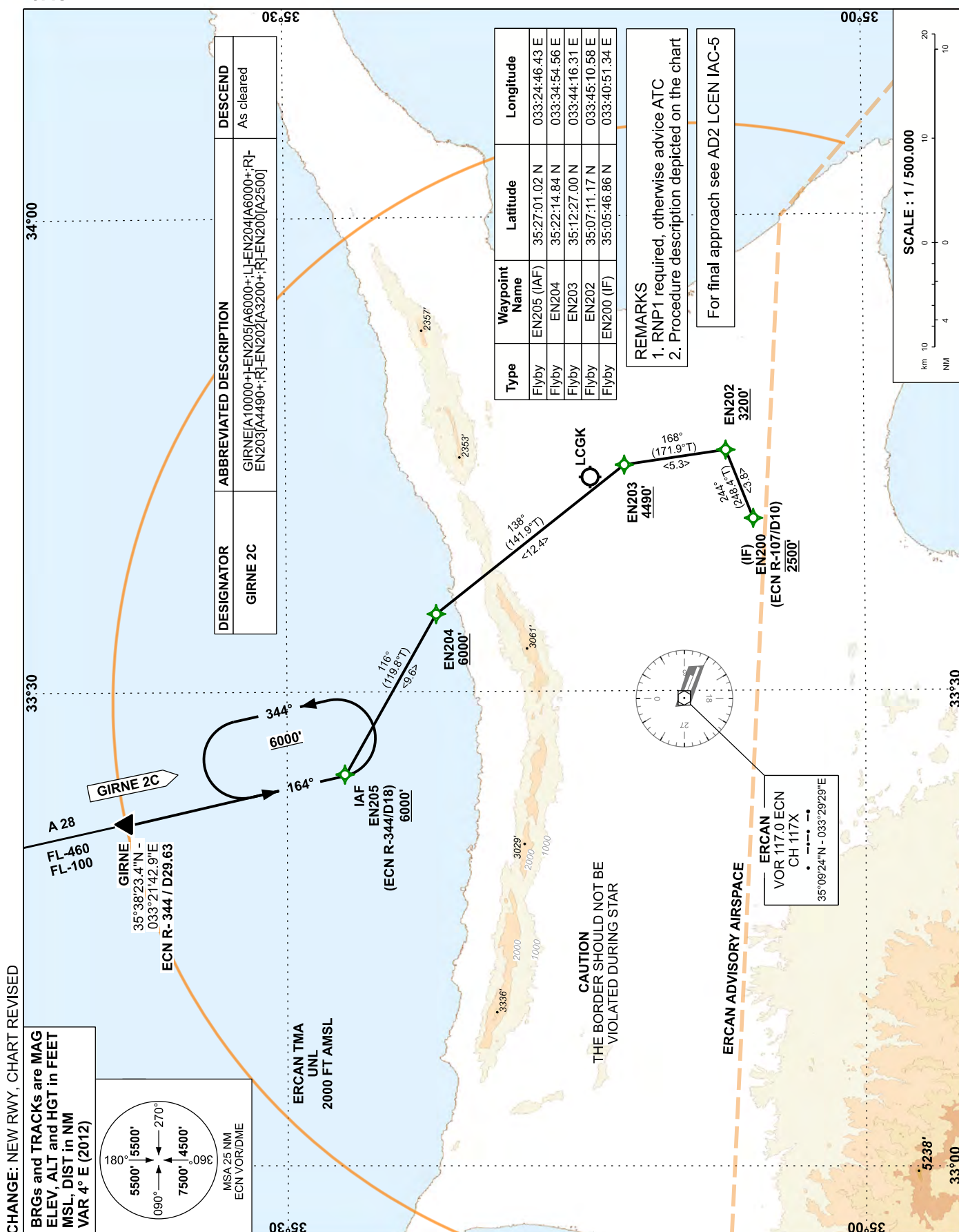
STANDARD ARRIVAL
CHART INSTRUMENT (STAR)
ICAO

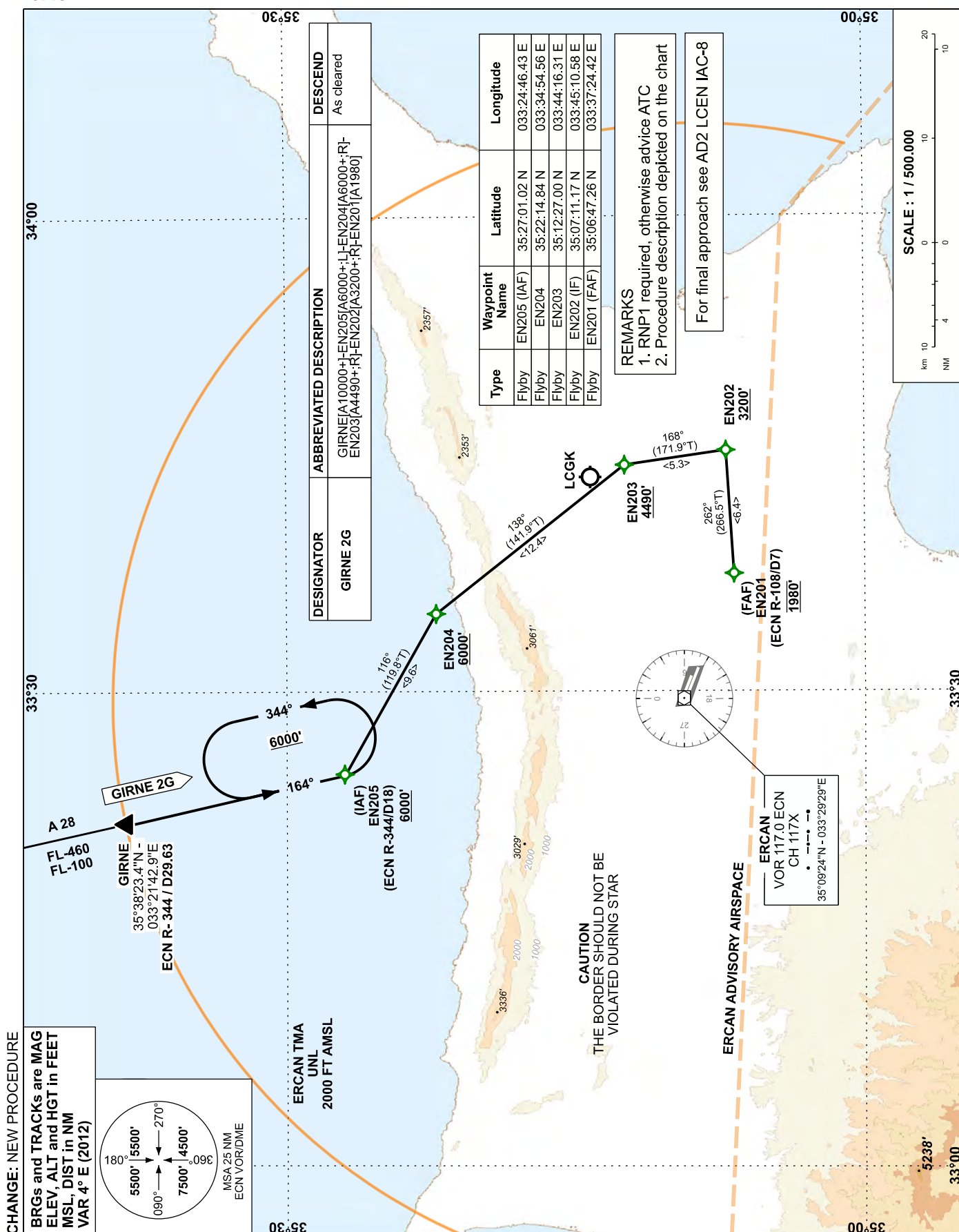
TRANSITION ALTITUDE
6000 FT

APP : 127.750
TWR : 120.450 - 120.250 - 120.375

LEFKOŞA/ERCAN
INTERNATIONAL
RWY 29L/29R



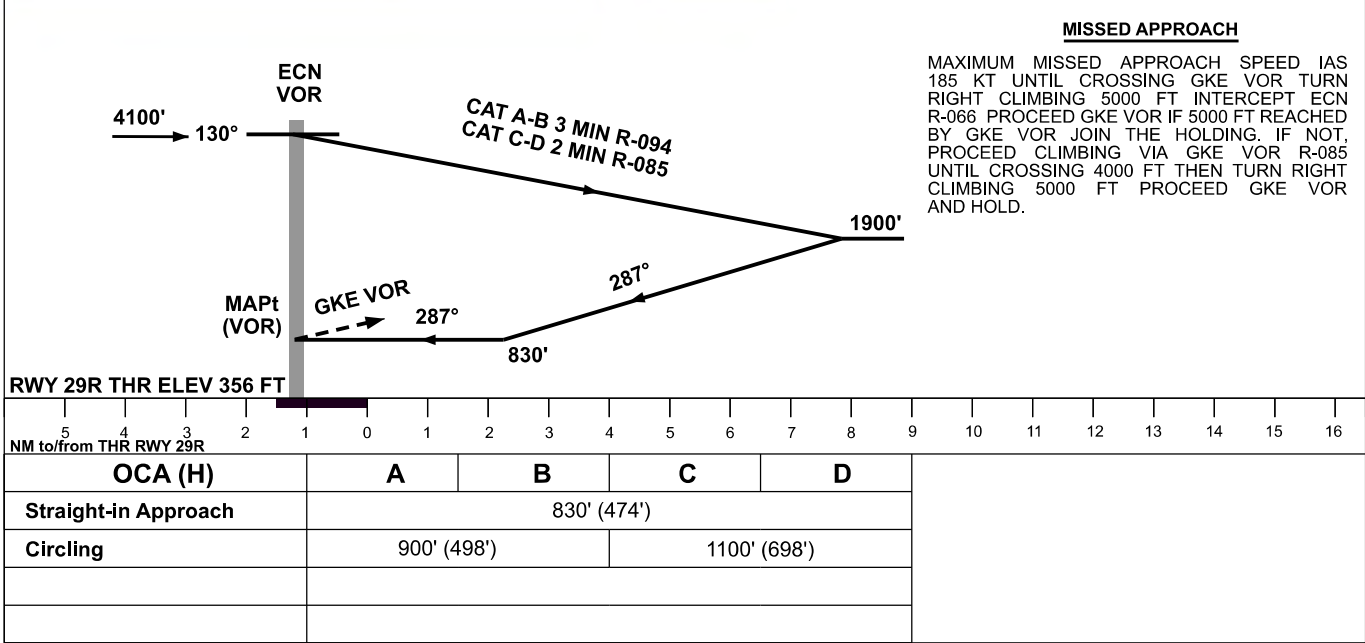
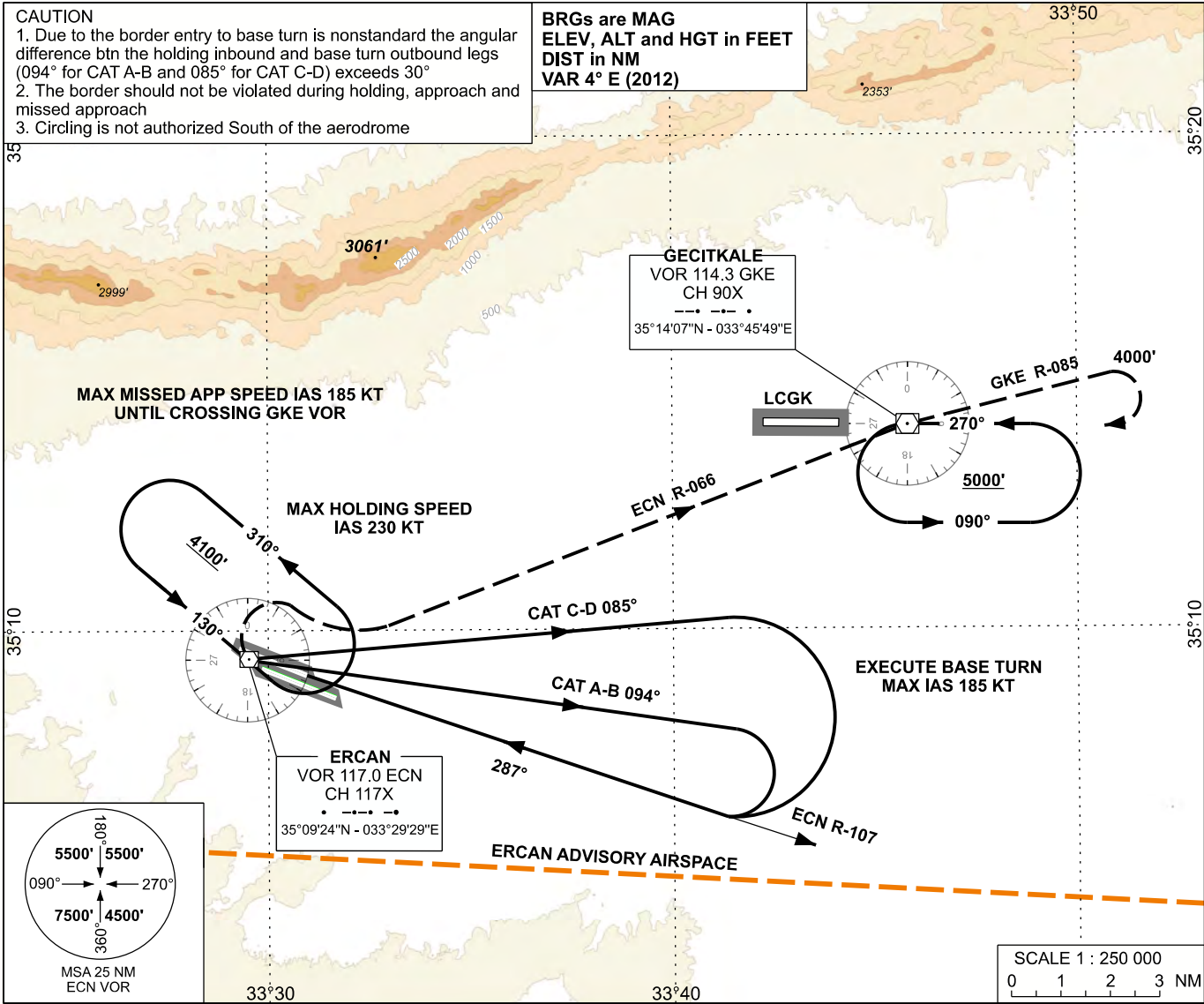
STANDARD ARRIVAL
CHART INSTRUMENT (STAR)
ICAOTRANSITION ALTITUDE
6000 FTAPP : 127.750
TWR : 120.450 - 120.250 - 120.375LEFKOŞA/ERCAN
INTERNATIONAL
RNAV (GNSS) RWY 29R

STANDARD ARRIVAL
CHART INSTRUMENT (STAR)
ICAOTRANSITION ALTITUDE
6000 FTAPP : 127.750
TWR : 120.450 - 120.250 - 120.375LEFKOŞA/ERCAN
INTERNATIONAL
RNAV (GNSS) RWY 29L

INSTRUMENT
APPROACH
CHART - ICAO

| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

LEFKOŞA/ERCAN
VOR
RWY 29R

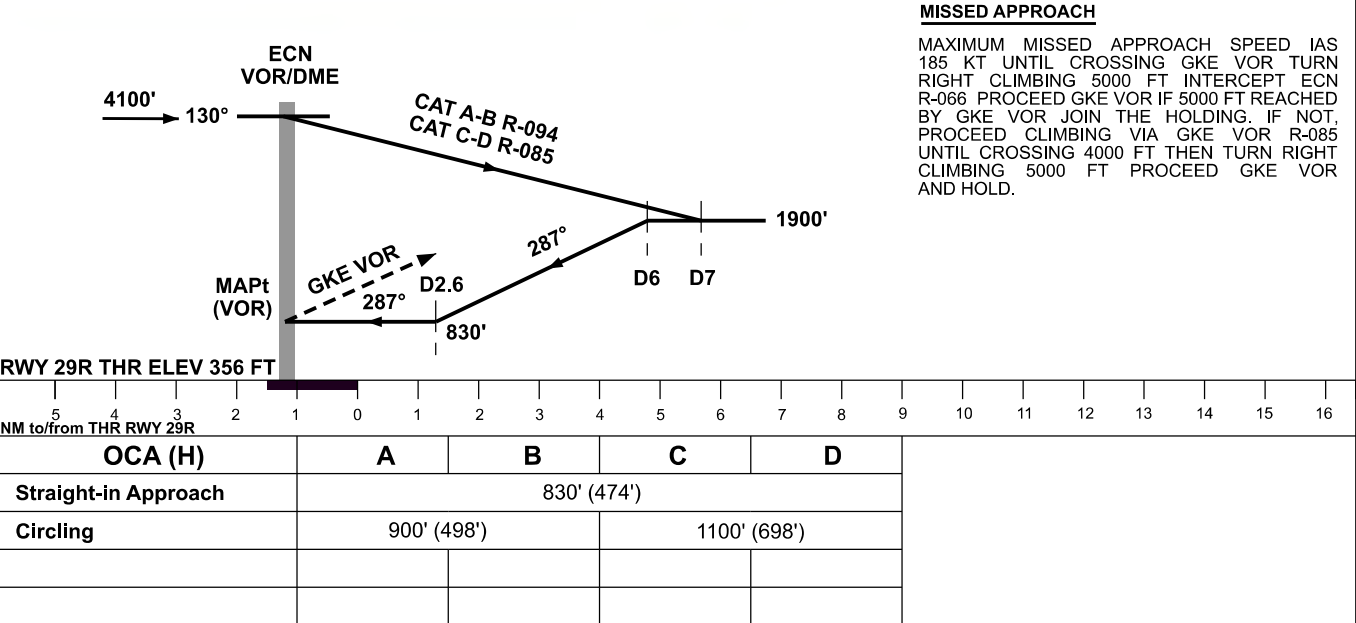
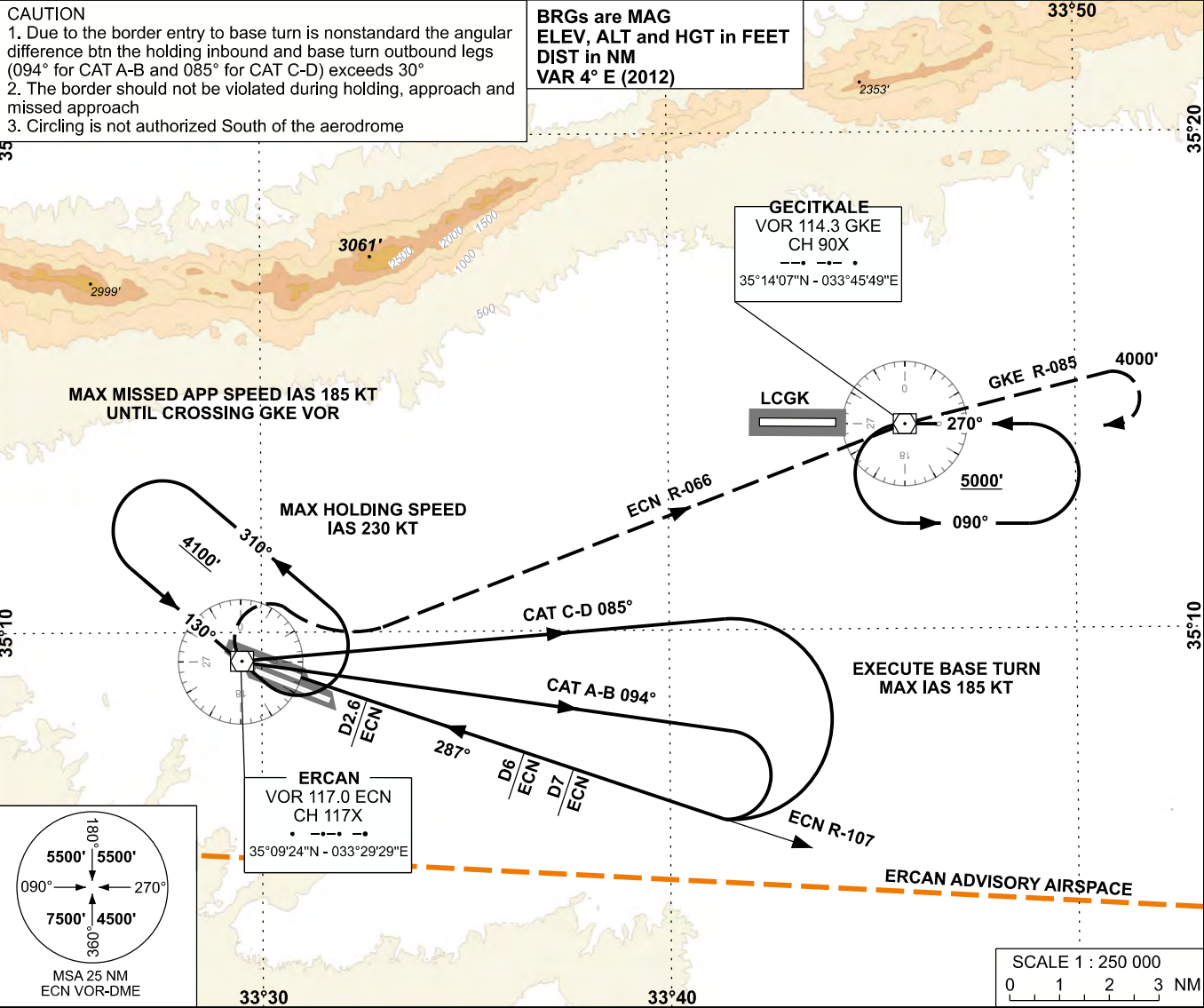


CHANGE: RWY NAME, CHART REVISED

LEFKOŞA/ERCAN
VOR/DME 1
RWY 29R

| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

INSTRUMENT
APPROACH
CHART - ICAO

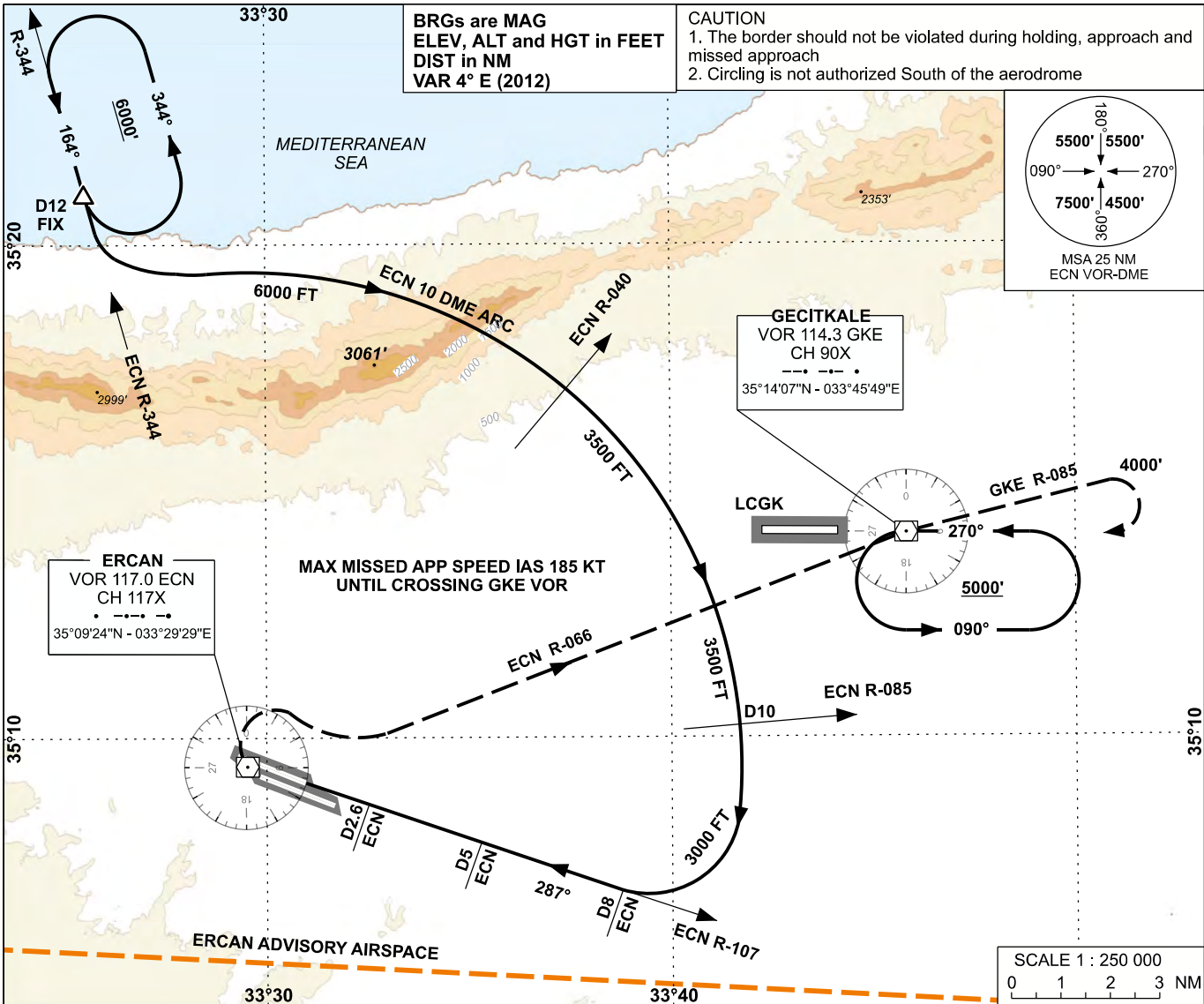


CHANGE: RWY NAME, CHART REVISED

INSTRUMENT
APPROACH
CHART - ICAO

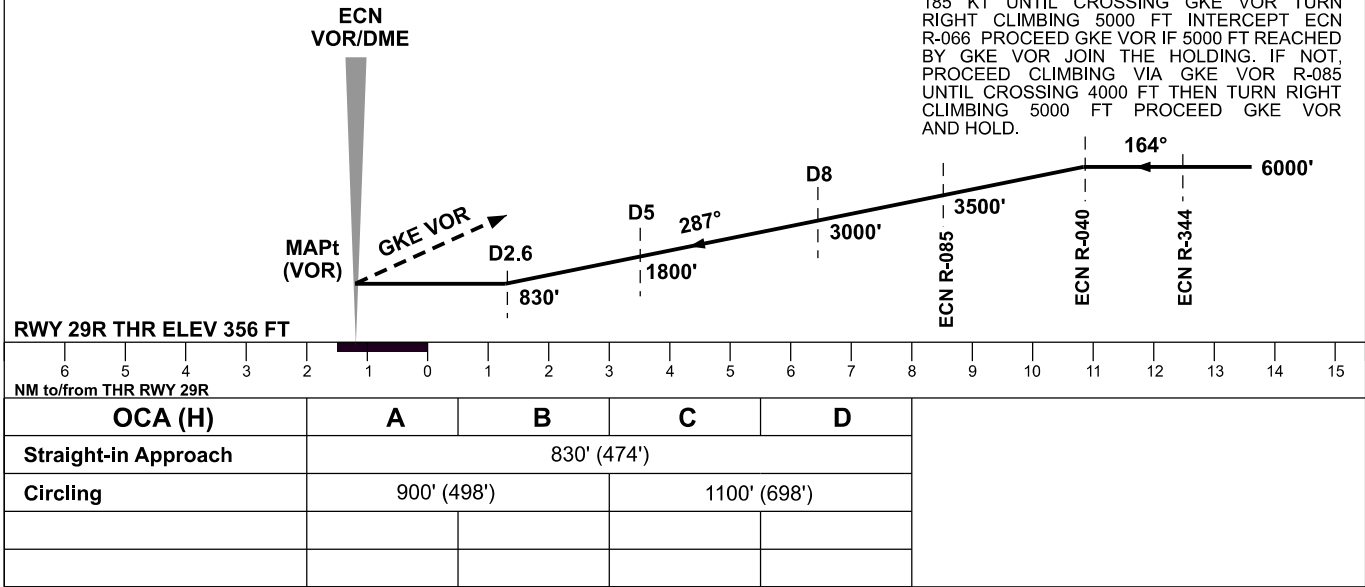
| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

LEFKOŞA/ERCAN
VOR/DME 2
RWY 29R



MISSED APPROACH

MAXIMUM MISSED APPROACH SPEED IAS 185 KT UNTIL CROSSING GKE VOR TURN RIGHT CLIMBING 5000 FT INTERCEPT ECN R-066 PROCEED GKE VOR IF 5000 FT REACHED BY GKE VOR JOIN THE HOLDING. IF NOT, PROCEED CLIMBING VIA GKE VOR R-085 UNTIL CROSSING 4000 FT THEN TURN RIGHT CLIMBING 5000 FT PROCEED GKE VOR AND HOLD.



CHANGE: RWY NAME, CHART REVISED

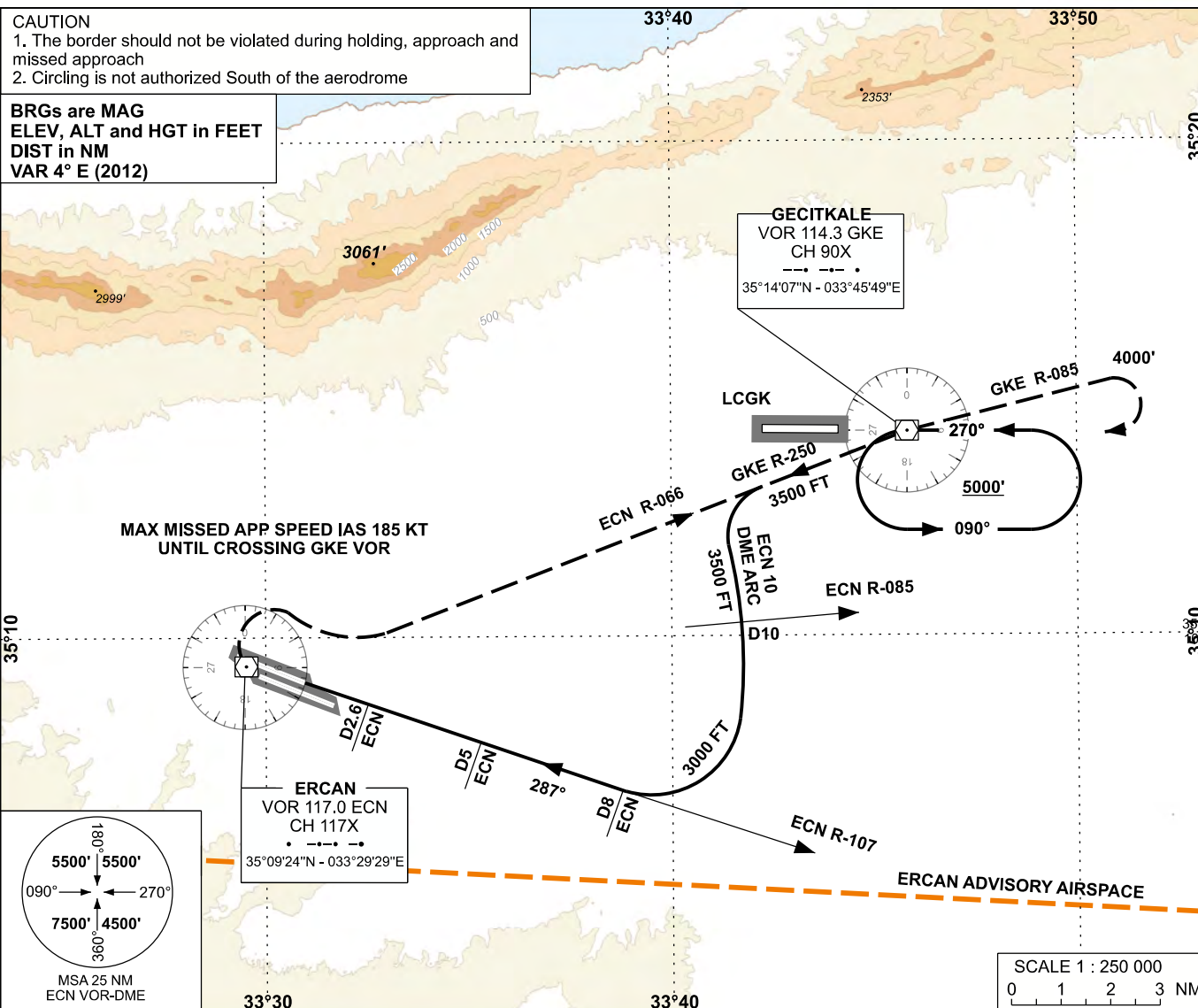
LEFKOŞA/ERCAN
VOR/DME 3
RWY 29R

| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

INSTRUMENT
APPROACH
CHART - ICAO

CAUTION
1. The border should not be violated during holding, approach and missed approach
2. Circling is not authorized South of the aerodrome

BRGs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 4° E (2012)

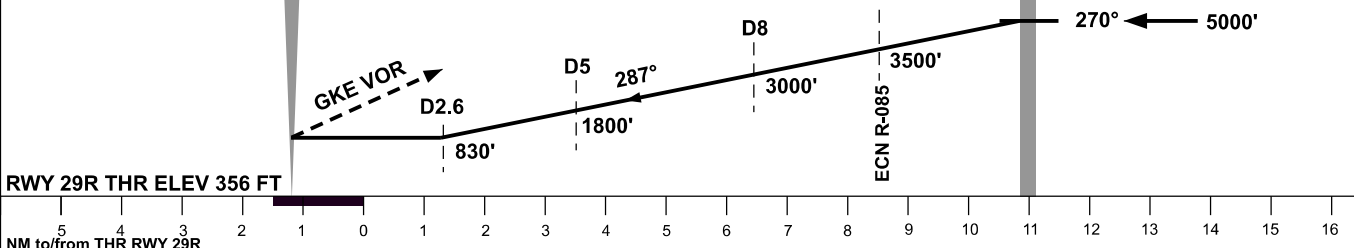


MISSED APPROACH

**ECN
VOR/DME**

MAXIMUM MISSED APPROACH SPEED IAS 185 KT UNTIL CROSSING GKE VOR TURN RIGHT CLIMBING 5000 FT INTERCEPT ECN R-066 PROCEED GKE VOR IF 5000 FT REACHED BY GKE VOR JOIN THE HOLDING. IF NOT, PROCEED CLIMBING VIA GKE VOR R-085 UNTIL CROSSING 4000 FT THEN TURN RIGHT CLIMBING 5000 FT PROCEED GKE VOR AND HOLD.

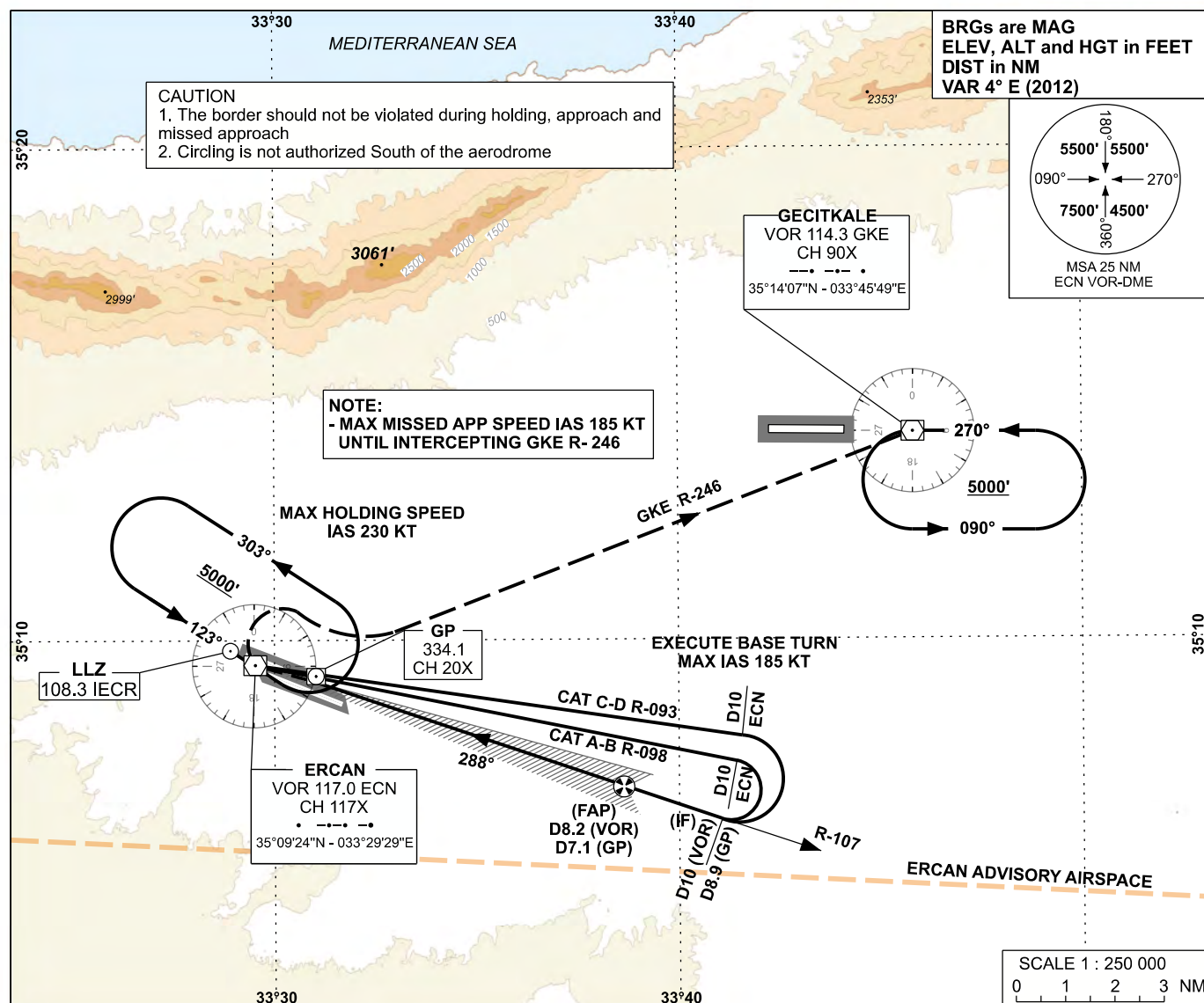
**GKE
VOR/DME**



| OCA (H) | A | B | C | D |
|----------------------|-------------|---|--------------|---|
| Straight-in Approach | 830' (474') | | | |
| Circling | 900' (498') | | 1100' (698') | |
| | | | | |
| | | | | |

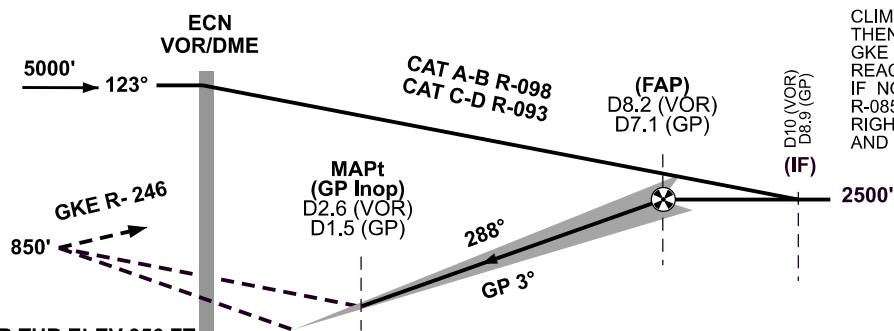
INSTRUMENT
APPROACH
CHART - ICAO

| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

LEFKOŞA/ERCAN
ILS/DME
RWY 29R

MISSED APPROACH

CLIMB TO 850 FT ON RWY HEADING THEN RIGHT CLIMBING PROCEED TO GKE VOR ON GKE VOR R-246. IF 5000 FT REACHED BY GKE VOR JOIN THE HOLDING. IF NOT, PROCEED CLIMBING VIA GKE VOR R-085 UNTIL CROSSING 3900 FT THEN TURN RIGHT CLIMBING 5000 FT PROCEED GKE VOR AND HOLD.



CHANGE: GKE RADIAL

| NM to/from THR RWY 29R | | | | | |
|------------------------|--|-------------|---|--------------|---|
| OCA (H) | | A | B | C | D |
| Straight-in Approach | | 556' (200') | | | |
| GP Inoperative | | 830' (474') | | | |
| Circling | | 900' (498') | | 1100' (698') | |

NOTES:

- INTERCEPT GP AT 8.2 DME (VOR) 7.1 DME (GP)
- ILS RDH 55 FT

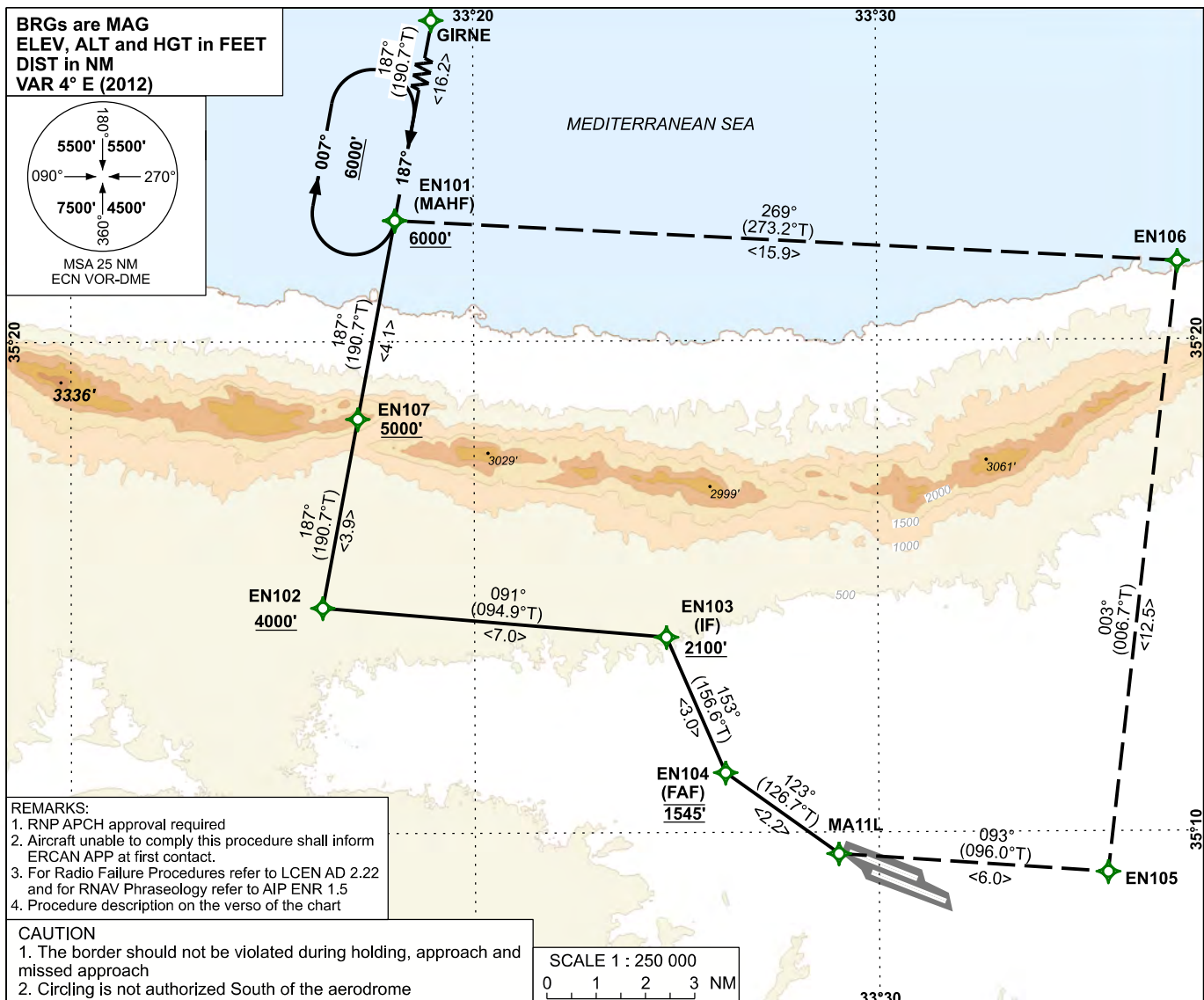
AIP
TRNC

AD 2 LCEN IAC - 6
23 MAR 23

**INSTRUMENT
APPROACH
CHART - ICAO**

| | | | |
|------|-----------------------------|--------------------------------|--------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE 6000 FT | |
| ATIS | 118.350 | | |

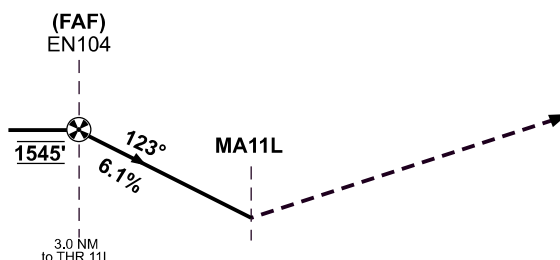
**LEFKOŞA/ERCAN
RNP
RWY 11L**



MISSED APPROACH

CLIMB TO 6000 FT FROM MA11L TURN LEFT
INBOUND TO EN105, THEN TURN LEFT TO EN106,
THEN TURN LEFT TO EN101 AND JOIN THE HOLDING.

MA11L [K200-;L]-EN105[K220-;L]-EN106[K220-;L]-EN101 (MAHF)



RWY 11L THR ELEV 383 FT

| | | | | | | | | | |
|------------------------|--|--|--|--|--|---------|------|------|------|
| NM to/from THR RWY 11L | | | | | Timing not authorized for defining the MAPt. | | | | |
| OCA (H) | | | | | DIST to THR | 2 | 1 | | |
| LNAV | | | | | ALTITUDE | 1175 | 805 | | |
| Circling | | | | | GS (Ground Speed) | kt | 80 | 100 | 120 |
| | | | | | FAF-THR (3.0 NM) | MIN:SEC | 2:15 | 1:48 | 1:30 |
| | | | | | Rate of Descent (6.1%) | FT/MIN | 494 | 618 | 741 |

CIVIL AVIATION DEPARTMENT

AIRAC AMDT 01/23

1. LEFKOŞA/ERCAN AIRPORT RNP APCH PROCEDURE DESCRIPTION for RWY 11L

| Fix | Path descriptor | Waypoint Name | Flyover | Course°M (°T) | Turn direction | Altitude (Ft) | Speed limit (IAS) | Vertical angle | Navigation performance |
|------|-----------------|---------------|---------|----------------|----------------|---------------|-------------------|----------------|------------------------|
| IAF | IF | GIRNE | --- | — | — | FL100 | 250- | --- | RNP APCH |
| | TF | EN101 | --- | 187 (190.7) | — | +6000 | --- | --- | RNP APCH |
| | TF | EN107 | - | 187 (190.7) | --- | +5000 | --- | --- | RNP APCH |
| | TF | EN102 | - | 187 (190.7) | L | +4000 | 210- | --- | RNP APCH |
| IF | TF | EN103 | - | 091 (094.9) | R | +2100 | 185- | --- | RNP APCH |
| FAF | TF | EN104 | --- | 153 (156.6) | L | @1545 | 185- | -3.5 | RNP APCH |
| MAPt | TF | MA11L | Y | 123 (126.7) | L | --- | 200- | --- | RNP APCH |
| | TF | EN105 | --- | 093 (096.7) | L | --- | 220- | --- | RNP APCH |
| | TF | EN106 | --- | 003 (006.7) | L | --- | 220- | --- | RNP APCH |
| MAHF | TF | EN101 | --- | 269 (273.2) | --- | +6000 | --- | --- | RNP APCH |

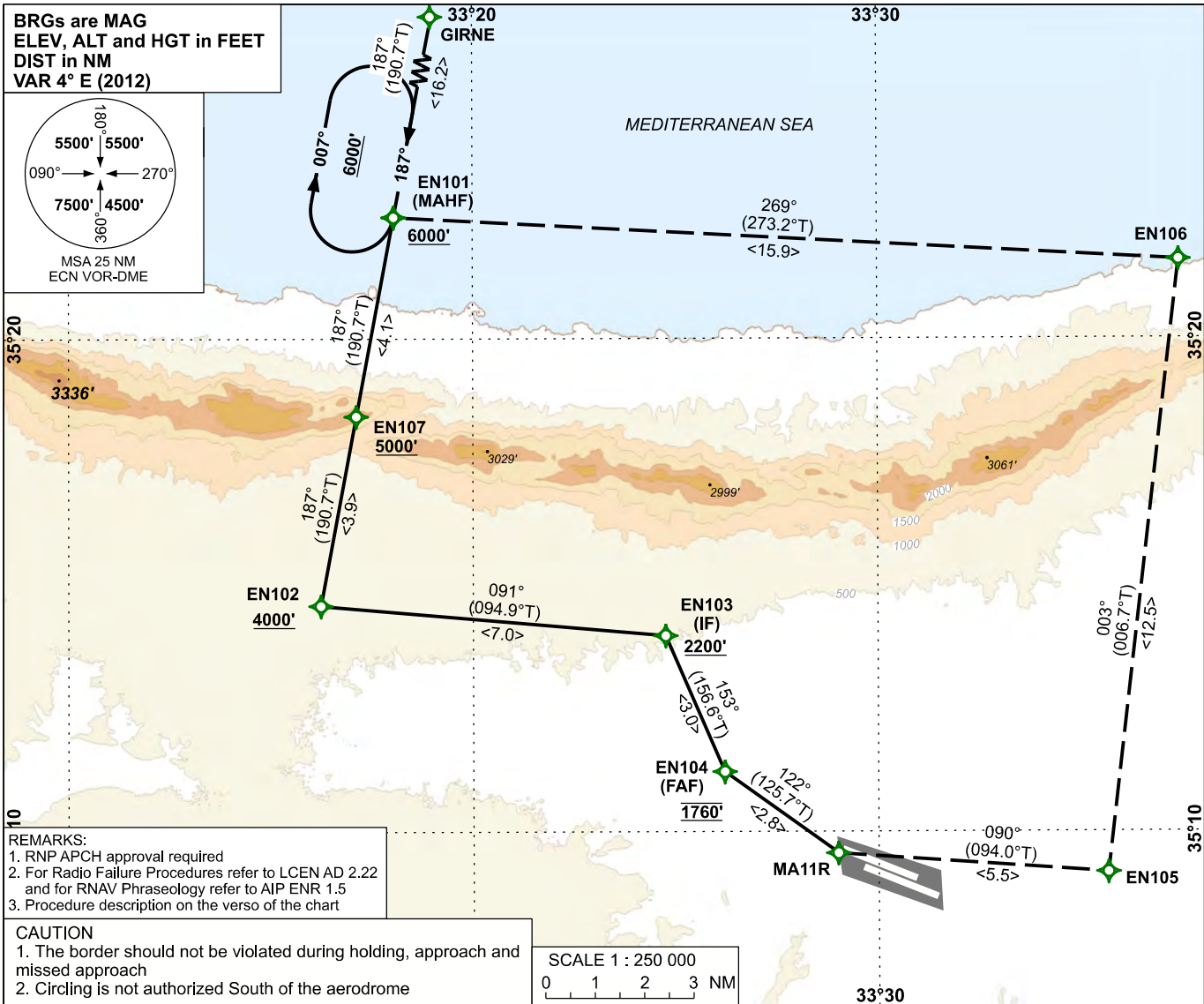
2. Waypoint list

| Type | Waypoint Name | Latitude | Longitude |
|-------|---------------|--------------|---------------|
| Flyby | GIRNE (IAF) | 35:38:23.40N | 033:21:42.90E |
| Flyby | EN101 | 35:22:27.22N | 033:18:02.23E |
| Flyby | EN107 | 35:18:24.97N | 033:17:06.56E |
| Flyby | EN102 | 35:14:34.58N | 033:16:13.71E |
| Flyby | EN103 (IF) | 35:13:57.94N | 033:24:44.69E |
| Flyby | EN104 (FAF) | 35:11:12.35N | 033:26:11.78E |
| Flyby | MA11L | 35:09:51.79N | 033:28:23.58E |
| Flyby | EN105 | 35:09:09.63N | 033:35:39.78E |
| Flyby | EN106 | 35:21:34.82N | 033:37:27.44E |
| Flyby | EN101 (MAHF) | 35:22:27.22N | 033:18:02.23E |

INSTRUMENT
APPROACH
CHART - ICAO

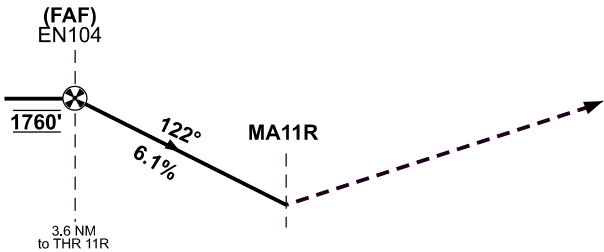
| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

LEFKOŞA/ERCAN
RNP
RWY 11R



MISSED APPROACH

CLIMB TO 6000 FT FROM MA11R TURN LEFT
INBOUND TO EN105, THEN TURN LEFT TO EN106,
THEN TURN LEFT TO EN101 AND JOIN THE HOLDING.
MA11R [K200-;L]-EN105[K220-;L]-EN106[K220-;L]-EN101 (MAHF)



RWY 11R THR ELEV 383 FT

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|-------------|--|--|---|--|--|--------------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <div>NM to/from THR RWY 11R</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OCA (H) | | | | A | | | B | | | C | | | D | | | | | | | | | | | | | | | | | | | | |
| Straight-in Approach | | | | 830' (447') | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Circling | | | | 900' (498') | | | | | | 1100' (698') | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1. LEFKOŞA/ERCAN AIRPORT RNP APCH PROCEDURE DESCRIPTION for RWY 11R

| Fix | Path descriptor | Waypoint Name | Flyover | Course°M (°T) | Turn direction | Altitude (Ft) | Speed limit (IAS) | Vertical angle | Navigation performance |
|------|-----------------|---------------|---------|----------------|----------------|---------------|-------------------|----------------|------------------------|
| IAF | IF | GIRNE | --- | — | — | FL100 | 250- | --- | RNP APCH |
| | TF | EN101 | --- | 187 (190.7) | — | +6000 | --- | --- | RNP APCH |
| | TF | EN107 | - | 187 (190.7) | --- | +5000 | --- | --- | RNP APCH |
| | TF | EN102 | - | 187 (190.7) | L | +4000 | 210- | --- | RNP APCH |
| IF | TF | EN103 | - | 091 (094.9) | R | +2100 | 185- | --- | RNP APCH |
| FAF | TF | EN104 | --- | 153 (156.6) | L | @1545 | 185- | -3.5 | RNP APCH |
| MAPt | TF | MA11R | Y | 123 (126.7) | L | --- | 200- | --- | RNP APCH |
| | TF | EN105 | --- | 093 (096.7) | L | --- | 220- | --- | RNP APCH |
| | TF | EN106 | --- | 003 (006.7) | L | --- | 220- | --- | RNP APCH |
| MAHF | TF | EN101 | --- | 269 (273.2) | --- | +6000 | --- | --- | RNP APCH |

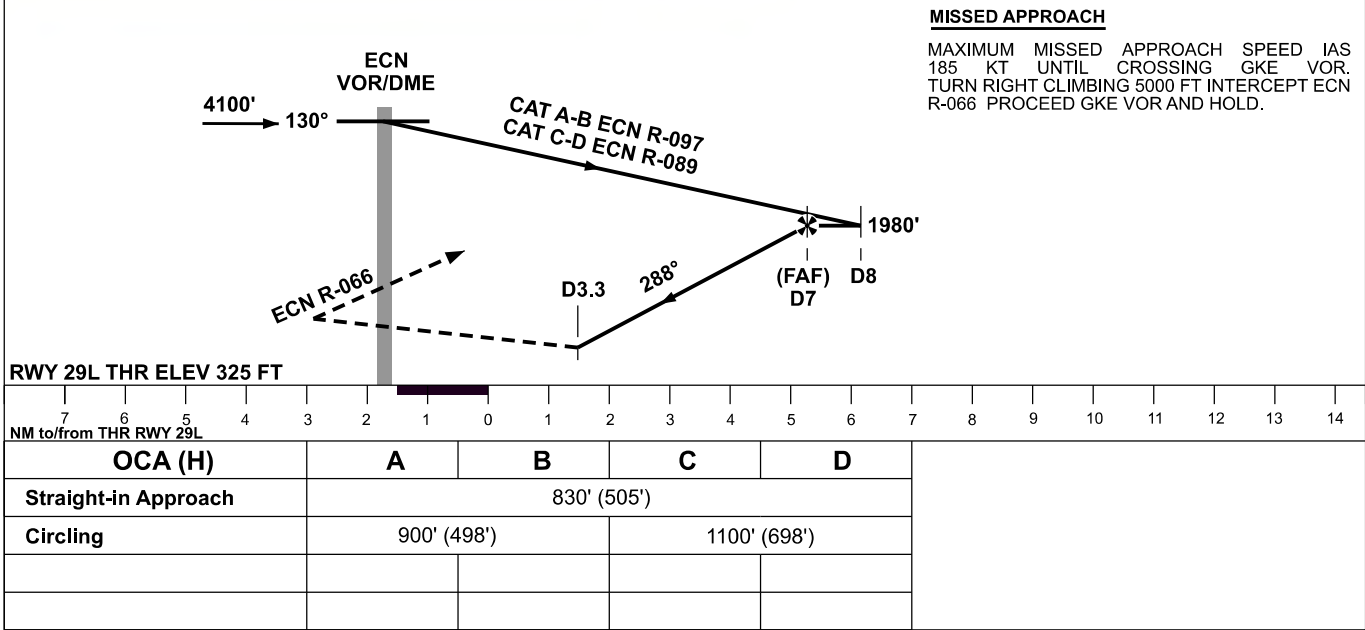
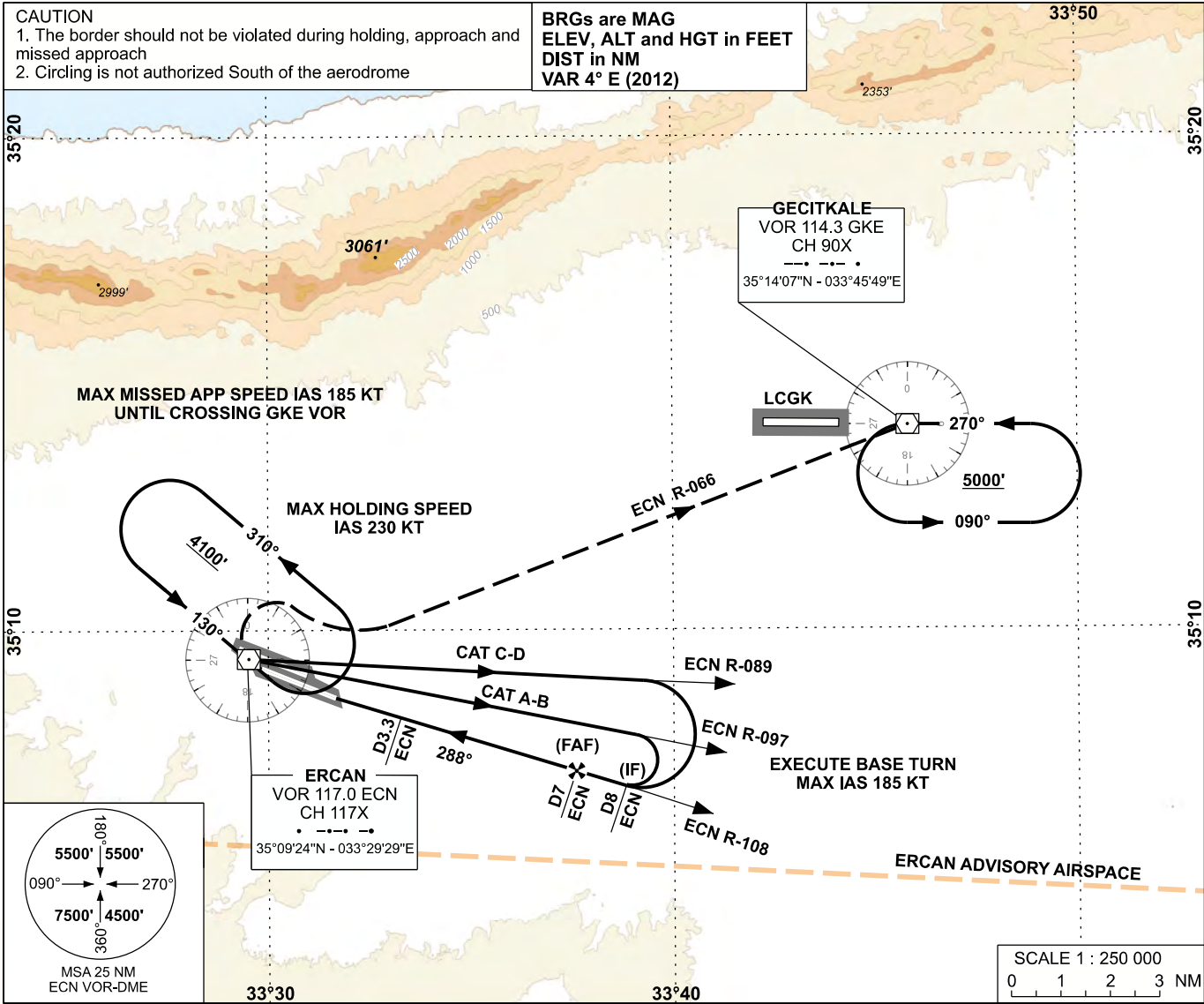
2. Waypoint list

| Type | Waypoint Name | Latitude | Longitude |
|-------|---------------|--------------|---------------|
| Flyby | GIRNE (IAF) | 35:38:23.40N | 033:21:42.90E |
| Flyby | EN101 | 35:22:27.22N | 033:18:02.23E |
| Flyby | EN107 | 35:18:24.97N | 033:17:06.56E |
| Flyby | EN102 | 35:14:34.58N | 033:16:13.71E |
| Flyby | EN103 (IF) | 35:13:57.94N | 033:24:44.69E |
| Flyby | EN104 (FAF) | 35:11:12.35N | 033:26:11.78E |
| Flyby | MA11R | 35:09:33.00N | 033:28:59.77E |
| Flyby | EN105 | 35:09:09.63N | 033:35:39.78E |
| Flyby | EN106 | 35:21:34.82N | 033:37:27.44E |
| Flyby | EN101 (MAHF) | 35:22:27.22N | 033:18:02.23E |

INSTRUMENT
APPROACH
CHART - ICAO

| | | | |
|------|-----------------------------|---------------------|---------|
| APP | 127.750 | AD ELEV | 402 FT |
| TWR | 120.450 - 120.250 - 120.375 | TRANSITION ALTITUDE | 6000 FT |
| ATIS | 118.350 | | |

LEFKOŞA/ERCAN
VOR/DME 1
RWY 29L



CHANGE: NEW PROCEDURE