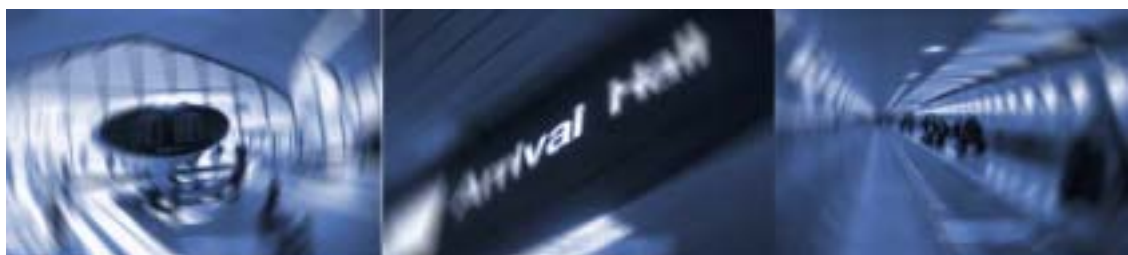


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Abbreviations

Abbreviations

A/C	Aircraft	ICAO	International Civil Aviation Organisation
ADF	Aircraft De-icing Fluid	IFR	Instrument Flight Rules
AFIS	Aeronautical Flight Information Services	IFRS	International Financial Reporting Standards
AIP	Air Information Pamphlet	ILS	Instrument Landing System
AMSL	Above Mean Sea Level	Intl	International
ANS	Air Navigation Services	ISPA	Instrument for Structural Policies for Pre-Accession
ANSP	Air Navigation Service Provider	LCC	Low-Cost Carrier
AOC	Air Operator Certificate	LLZ	Localizer
APP	Approach Control Service	LT	Local Time
ATC	Air Traffic Control	MCW	Ministry of Communications and Works
ATM	Air Traffic Movements	MIL	Military
BIP	Border Inspection Control	MPPA	Million Passengers per Annum
BOT	Build, Operate and Transfer	MTOM	Maximum Take-Off Mass
CAA	Civil Aviation Authority	MTOW	Maximum Take-Off Weight
CCTV	Closed-circuit television	NCASP	National Civil Aviation Security Program
CF	Cohesion Fund	NDB	Non Directional Beacon
CTA	Control Area	NG	New Generation
CTR	Control Zone	PaPi	Precision Approach Path Indicator
CUTE	Common Use Terminal Equipment	PAX	Passengers
DCA	Cyprus Department of Civil Aviation	PCN	Pavement Classification Number
DCS	Departure Control System	PRM	Persons with Reduced Mobility
DME	Distance Measuring Equipment	RAF	Royal Air Force
Dom	Domestic	RET	Rapid Exit Taxiways
EBRD	European Bank for Reconstruction and Development	RWY	Runway
ECAC	European Civil Aviation Conference	SITA	Internationale de Télécommunications Aéronautiques
EIA	Environmental Impact Assessment	SMR	Surface Movement Radar
EIB	European Investment Bank	SRA	Segregated Restricted Area
EPNdB	Effective Perceived Noise Decibel	TMA	Terminal Maneuvering Area
GA	General Aviation	TWR	Tower
GH	Ground Handling	TWY	Taxiway
GND	Ground	UTC	Coordinated Universal Time [Greenwich Mean Time]
GP	Glide Path	VDF	Visual Direction Finder
GPU	Ground Power Unit	VFR	Visual Flight Rules
GSE	Ground Support Equipment	VOR	VHF Omnidirectional Range
GYR	Green/Yellow/Red	WCHC	Wheelchair for Cabin
HBS	Hold Baggage Screening	WTMD	Walk Through Metal Detectors
IATA	International Air Transport Association		

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8.1 General Introduction

8.1.1 Background

Cyprus is a small island of 9,250 sq km in the Mediterranean Sea, south of Turkey. Its terrain consists of a central plain with mountains to the north and south, and scattered but significant plains along the southern coast.

With a history dating back to 7000BC, Cyprus has a rich cultural heritage. The country was settled by the Greeks from around 1000BC and that remains the dominant culture. A number of empires have fought over the island over the years including the Assyrian, Egyptian, Persian, Roman and the Ottoman empires. The country was annexed by Britain in 1914 following the Ottoman Empire's entry into WWI on the side of Germany. In 1923 Turkey relinquished all rights to Cyprus and the island was declared a crown colony in 1925. In 1955 an armed struggle broke out against colonial rule and the country was granted independence in 1960.

Tensions between the Greek Cypriot majority and Turkish Cypriot minority came to a head in 1963, when violence broke out in the capital of Nicosia. Despite the deployment of UN peacekeepers in 1964, sporadic violence continued forcing most Turkish Cypriots into enclaves throughout the island. In 1974, a Greek-sponsored attempt to seize the government was met by military intervention from Turkey, which soon controlled more than a third of the island. In 1983, the Turkish-held area declared itself the "Turkish Republic of Northern Cyprus". The latest round of UN-brokered talks to try to reunite the island ended when the Greek Cypriots rejected the UN settlement plan in a 2004 referendum. Although only the internationally recognized Greek Cypriot-controlled Republic of Cyprus joined the EU in 2004, every Cypriot carrying a Cyprus passport will have the status of a European citizen. EU laws, however, will not apply to north Cyprus. Nicosia continues to oppose EU efforts to establish direct trade and economic links to north Cyprus as a way of encouraging the Turkish Cypriot community to continue to support reunification.



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8.1.2 Economic Overview

The Turkish invasion in 1974 had a severe economic impact on the island. 70 percent of the islands best agricultural areas were lost, the tourist industry lost 65% of the hotel and tourist accommodation, 46% of industrial production was lost, and mining and quarrying lost 56% of production. In addition the loss of the main cargo port and the closure of Nicosia International Airport were also large negative factors.

In spite of this the Cyprus economy has performed strongly since independence. The island has a standard of living that is higher than some existing EU states (GDP per capita is above Greece and Portugal). The average growth rate over the last five years was 3.8%, with inflation at 2.9% and unemployment at 3.4% over the same period.

The EU is Cyprus's largest trading partner (54% and 52% respectively of Cyprus's exports and imports in 2002).

The services sector, and in particular tourism, has been the primary source of the strong economic performance (65% of the population is employed in this sector). Although industry and agriculture still employ close to 30% of the population, their contribution to the GDP is lower (21% for industry, 4% for agriculture) and declining every year. Main exports are clothing, footwear and agricultural produce.

Cyprus Economic Statistics	
Population	730,400 (2003)*
Population Growth	2.1% (2003)*
Surface area of country	9249 sq km (2005)**
Population density	81.6 (1999)**
Urbanization	70%(1999)#
GDP	€12.5 billion (2004)*
GDP per head	€16,433 (2004)*
GDP growth rate	3.7% (2004)*
Unemployment rate	3.2% (2005)*
Inflation rate	3.1% (2005)*
Imports	€4.6billion (2004)*
Exports	€0.95billion (2004)*
External Debt	€10.4billion (2003)#
Internet hosts	5,901 (2004)**
Internet users	210,000(2003)**

Source : * Statistical service of the Republic of Cyprus # OECD, IMF and World Bank

**US Central Intelligence Agency factbook.

Figure 1

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8.2 Main issues in the Air Transport sector

8.2.1 Cyprus Airways

The national airline of Cyprus has struggled to return to profitability since last making a small operating profit in 1999. Over the last five years the airlines losses have steadily worsened culminating in a €74.7m loss on revenues of €354m in 2004. The airline is 69% owned by the state and is the process of introducing a wide range of cost cutting measures aimed at reducing the cost base and returning the airline to profitability. Staff reductions will occur as the airline is currently considered to be overmanned for its size and route structure.

The EU recently approved a government loan of approximately €100m to help the airline through current cash flow problems.

The airline currently operates to mainly European and Middle Eastern destinations with an all Airbus fleet. Routes to Greece and the United Kingdom account for 56% of total capacity, and routes to France, Lebanon, Netherlands, Italy, Germany account for a further 26% of capacity. The airline has a 39% share of scheduled capacity from Cyprus.

8.2.2 Government policies

The government is acting to improve the efficiency and profitability of both the state airline (Cyprus Air) and the two state owned and operated airports. Cyprus Airways has recently received a €52m loan from the government approved by the European Commission to aid its restructuring efforts. The management of the airline has agreed with unions on job reduction targets, withdrawn two aircraft from service, cut loss making routes and improved aircraft utilisation.

The two airports will be privatised using a build operate transfer scheme where a private consortium will rebuild both Larnaca and Paphos airports and then operate them for twenty-five years. This is expected to be formally agreed by December 2005.

8.2.3 Civil Aviation Administration studies

The Civil Aviation Administration (DCA) is responsible for the management of both Larnaca and Paphos airports and as such is responsible for the management of the build operate transfer process.

The DCA is currently heavily committed to the investigation of the August 2005 Helios Airways B737 crash and as such had very little time to supply any additional details as to its activities.

8.2.4 Low cost airline market penetration

There are currently no low cost carriers operating in Cyprus. The majority of air traffic to and from Cyprus is between Cyprus and the UK and Greece. Low cost airlines based in the UK are currently not operating to Cyprus due to the long sector length, and are unlikely to operate to Cyprus in the future. There are no low cost airlines based in Greece or Cyprus.

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The following table presents name, ownership and aircraft type of all Cyprus registered carriers.

Air Carrier	Aircraft Type	Ownership Status
Cyprus Airways	▪ 2 x A319-100, 8 x A320-200, 2 x A330-200	70% State owned
Eurocypria Airlines	▪ 4 x B737-800	Subsidiary of Cyprus Airways (charter airline)
Helios Airways	▪ 2 x B737-800	Private company

Source: JP Fleets

Airline capacity shares in Cyprus (scheduled flights)

Airline	code	Country	Share of scheduled capacity (Mar 05)
Cyprus Airways	CY	Cyprus	39.1%
Kibris Turkish Airlines	YK	Turkey	7.9%
Helios Airways	ZU	Cyprus	7.8%
Olympic Airlines	OA	Greece	7.3%
Aegean Airlines	A3	Greece	7.0%
Britannia Airways	BY	United Kingdom	4.5%
Emirates	EK	United Arab Emirates	3.6%
British Airways	BA	United Kingdom	3.2%
First Choice Airways	DP	United Kingdom	1.9%
Turkish Airlines	TK	Turkey	1.8%
Middle East Airlines	ME	Lebanon	1.7%
Lufthansa German Airlines	LH	Germany	1.3%
Hapag Lloyd Fluggesellschaft	HF	Germany	1.1%
Royal Jordanian	RJ	Jordan	1.0%
Jat Airways	JU	Serbia and Montenegro	1.0%
Egyptair	MS	Egypt	0.9%
Czech Airlines	OK	Czech Republic	0.8%
EL AL Israel Airlines	LY	Israel	0.8%
Aeroflot Russian Airlines	SU	Russian Federation	0.8%
Condor Flugdienst	DE	Germany	0.8%
Tarom	RO	Romania	0.8%
Finnair	AY	Finland	0.7%
Air Malta	KM	Malta	0.6%
Austrian	OS	Austria	0.6%
Gulf Air	GF	Bahrain	0.6%
MALEV Hungarian Airlines	MA	Hungary	0.6%
Aerosvit Airlines	VV	Ukraine	0.5%
Syrian Arab Airlines	RB	Syrian Arab Republic	0.5%
Hemus Air	DU	Bulgaria	0.2%
Eurocypria Airlines	UI	Cyprus	0.2%
Belavia	B2	Belarus	0.2%
LOT - Polish Airlines	LO	Poland	0.2%
Air Moldova	9U	Moldova Republic of	0.1%

Source: OAG

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Cyprus Airports Summary:

2 x International Airports

	Larnaca	Paphos
IATA Code	LCA	PFO
ICAO Code	LCLK	LCPH
Annual Passengers (2004)*	4.9m	1.76m
Annual Freight (tonnes) (2004)*	37,287	1,074
Annual ATM (2004)*	46,670	13,629
Ave. Departures per day (2004)	64	18
Total Revenues (€m) (2004)	€56.7m	€10.3m
Annual Terminal Capacity (2004)	4,500,000	1,500,000
No. of scheduled destinations (2005)*	52	18
No. of Airlines (2005)*	36	9
Runway 1 Length (m) and Width (m)	3000 x 45	2700 x 45
Elevation (metres)	2	12

*Airport

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8.3 Civil Aviation Structure

8.3.1 Aviation Safety Regulation

Organisation responsible for the following activities:	
<p>“Flight safety of civil airline operations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Safety Regulation Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Civil aircraft approved design, production and maintenance organisations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Safety Regulation Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Flight crew and engineer licensing; Control of aircraft registration”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Safety Regulation Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>

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<p>“Airworthiness of commercial and general aviation aircraft”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Safety Regulation Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Regulation of Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>A Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Licensing and Certification of Aerodromes”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>A Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Ministry of Agriculture, Natural Resources and Environment</p> <p>The Ministry is government funded</p> <p>Council of Ministers.</p>

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<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>A Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
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8.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p>	
<p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>A Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>A Unit of the Department of Civil Aviation (DCA).</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>

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8.3.3 Economic Regulation

Organisation responsible for the following activities:	<p>Council of Ministers</p> <p>Government funded</p>
<p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> • Landing / Use of runway • Parking and Handling • Passenger Charge” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Department of Civil Aviation</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Department of Civil Aviation</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>
<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Cyprus Tourism Authority</p> <p>The Tourism authority s government funded</p> <p>The State</p>

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<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Cyprus Tourism Authority</p> <p>The Tourism authority s government funded</p> <p>The State</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Air Transport Licensing Authority</p> <p>The government</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Department of Civil Aviation</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>

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8.3.4 Air Transport Facilitation

<p>Organisation responsible for the following activity:</p>	
<p>“Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Department of Civil Aviation</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>

8.3.5 Air Transport Security

<p>Organisation responsible for the following activity:</p>	
<p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Department of Civil Aviation</p> <p>The DCA is government funded</p> <p>The DCA is under the jurisdiction of the Ministry of Communications and Works (MCW).</p>

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8.3.6 Air Accident Investigation

<p>Organisation responsible for the following activity:</p>	
<p>“Air Accident Investigation”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Accident and Incident Investigation Board</p> <p>Government funded</p> <p>Supervised by the Ministry of Communication and Works</p>

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8.4 Larnaca Airport

8.4.1 Basic Airport Information

Airport Name	Larnaca Airport		
Airport Address	Larnaca Airport P. O Box 3001, Larnaca CYPRUS Tel: 357 24 816130, Fax 357 24 304707		
Website Address			
IATA Code	LCA	ICAO Code	LCLK
Managing Director / Chief Executive	Mr Antonis Lemesianos		

IATA Slot Coordination Level	Level 2
-------------------------------------	----------------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<u>Air Traffic Control & Navigation</u>		<u>Fire Fighting</u>	
ATC Coverage (local or area control, who provides service)	Local, Government	Fire Fighting Category	Cat 8 (A330-200)
NDB	Yes	Maximum Aircraft Size	B747-400
DME	Yes		
VOR	Yes		
Other	ILS, CAT I		

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Key airport contacts	
Iacovos Demetriou Ag. Director, Dept. of Civil Aviation	16 Grivas Digenis Av. Nicosia 1429 Email: director@dca.mcw.gov.cy
Nicos Nicolaou Chief Operations officer Dept. of Civil Aviation	16 Grivas Digenis Av Nicosia 1429 Email: director@dca.mcw.gov.cy
Antonis Lemesianos Airport Manager	P.O Box 33001 Larnaca - Cyprus Tel: 357 24 816130 Fax: 357 24 304707
Persefoni Papadopoulou Senior Air Traffic Control Officer	Larnaca Airport P.O Box 3001 Larnaca – Cyprus Tel: 357 24 802900 Fax: 357 24 802908

8.4.2 Airport Ownership and Management

Current ownership structure of the airport
Public. Soon to be awarded to a concessionaire on a BOT (Build, Operate, Transfer) method for a period of 25 years.
Current management structure at the airport
Department of Civil Aviation.
Number of employees working for the airport operator
700 employees in 2005.

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Ground handling service provision at the airport

The airport operator provides: Baggage handling, a/c loading / unloading, freight, passenger and freight transportation, marshalling, a/c cleaning.

The airport operator provides most of the ramp handling activities.

Private companies provide passenger handling, catering, refuelling, flight documentation.

Brief history of the airport, highlighting major events

Larnaca Airport opened on 8/2/1975. (It was formerly an airfield used by RAF until end of WW II).

From 1984 – 1995 Passenger terminal buildings were progressively extended to cater for increased demand.

The runway was extended at various stages. The latest extension occurred in 1999 from 2700m to 3000m.

The airport will be put out to BOT (Build, Operate, Transfer) for 25 years to a private company.

As soon as the concessionaire takes over, a new terminal building will be constructed to accommodate 7 million passengers per year.

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8.4.3 Financial Issues

Financial performance	
Total Amount Received:	
Aeronautical	€30,600,686
Non Aeronautical	€7,854,755
Duty Free Shop	€18,292,674
Total	€56,685,835
Total Expenditure	€35,616,878
Operating Profit Before Tax	€21,068,958
User charges	
Charges are regulated and any increase must be justified and approved by parliament.	
<u>Landing Charges:</u>	
International Flights:	
Aircraft weight (Metric tonnes) (MTOW)	Charge per metric tonne or part thereof
Up to 50 metric tonnes	€ 3.8
51-150 metric tonnes	€ 4.2
Over 150 metric tonnes	€ 4.8
Minimum charge	€ 24.2
(For landings between the hours of 1800 to 0400 UTC a 20% surcharge is imposed on the above charges.)	
Domestic Flights:	
50% of the landing fees detailed for International flights.	
Reductions:	
A rebate on landing fees will be granted depending on the number of landings made by each airline.	
Annual number of landings performed by each airline	Percentage rebate on landing fees
0-1400	0%
1401-1800	15%
1801-2200	25%
2201-2600	35%
2601 and over	45%
<u>Passenger Coaching charges:</u>	
To carry passengers and crew to and from the aircraft parking area, the following charges will be imposed.	
Number of arriving or departing passengers	Fee
Up to 50	€ 43.2
Over 50 – an additional fee for every 50 or part thereof	€ 20.7
<u>Parking Charges:</u>	
15% of the landing fee for parking an aircraft for a period of 12 hours or part thereof.	
<u>Passenger Service Charges:</u>	
For each passenger departing a fee of € 15.5 is payable to the Government of Cyprus. For departing passengers travelling on a Child, Youth or Student fare, the fee is € 8.6.	

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8.4.4 Airport Traffic

Airport traffic history

Historic Traffic

	Passengers	ATMs	Freight (Metric tonnes)
2000	4,880,344	41,917	32,077
2001	5,304,151	46,190	30,869
2002	4,972,758	45,448	29,478
2003	4,804,471	45,010	30,607
2004	4,910,856	46,670	36,108

Source: Airport

Traffic Breakdown (2004)

	Passengers	ATM's
Scheduled	3,338,667	32,257
Non - Scheduled	1,572,189	14,413

Source: Airport

Passenger Traffic Top Ten destinations (2004)

Country	Passenger Numbers
United Kingdom	1,482,673
Greece	1,003,280
Germany	264,184
Russia	229,756
Sweden	162,550
Lebanon	139,112
France	129,643
Israel	114,096
Netherlands	97,232
Norway	94,907

Source: Airport

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Current Flight Programme

2005 Scheduled Flights:

Airline	Dest. Airport	Dest. Airport code	Flights per week
Cyprus Airways	Amman Intl Apt	AMM	2
Royal Jordanian	Amman Intl Apt	AMM	3
Cyprus Airways	Amsterdam	AMS	6
Helios Airways	Amsterdam	AMS	1
Aegean Airlines	Athens Intl Apt	ATH	27
Cyprus Airways	Athens Intl Apt	ATH	24
Emirates	Athens Intl Apt	ATH	5
Olympic Airlines	Athens Intl Apt	ATH	28
Royal Jordanian	Athens Intl Apt	ATH	1
Cyprus Airways	Bahrain	BAH	1
Gulf Air	Bahrain	BAH	3
Jat Airways	Belgrade	BEG	3
Cyprus Airways	Beirut	BEY	8
Middle East Airlines	Beirut	BEY	7
Helios Airways	Birmingham Intl	BHX	1
Cyprus Airways	Brussels Airport	BRU	3
MALEV Airlines	Budapest	BUD	3
Air Malta	Cairo	CAI	1
Cyprus Airways	Cairo	CAI	2
Egyptair	Cairo	CAI	3
Cyprus Airways	Paris CDG.ap	CDG	4
Cyprus Airways	Damascus	DAM	5
Syrian Arab Airlines	Damascus	DAM	2
Cyprus Airways	Dubai	DXB	1
Emirates	Dubai	DXB	5
Cyprus Airways	Rome Fiumicino Apt	FCO	2
Cyprus Airways	Frankfurt Intl Apt	FRA	5
Lufthansa Airlines	Frankfurt Intl Apt	FRA	5
Finnair	Helsinki	HEL	2
Cyprus Airways	Heraklion	HER	1
Eurocypria Airlines	Heraklion	HER	1
Cyprus Airways	Jeddah	JED	2
Aerosvit Airlines	Kiev Borispol Apt	KBP	2
Air Moldova	Chisinau	KIV	3
Cyprus Airways	Larnaca	LCA	1
Helios Airways	London Gatwick Apt	LGW	1
British Airways	London Heathrow Apt.	LHR	7
Cyprus Airways	London Heathrow Apt.	LHR	14
Helios Airways	London Heathrow Apt.	LHR	4
Helios Airways	London Luton Apt	LTN	5
Cyprus Airways	Manchester Intl Apt	MAN	3
Air Malta	Malta	MLA	2
Belavia	Minsk Intl Apt 2	MSQ	1
Condor Flugdienst	Minsk Intl Apt 2	MUC	1
Cyprus Airways	Milan Malpensa Apt	MXP	2
Aerosvit Airlines	Odessa	ODS	1

Cyprus	8
Section 8 – Larnaca Airport	

Airline	Dest. Airport	Dest. Airport code	Flights per week
Tarom	Bucharest Otopeni Apt	OTP	4
Cyprus Airways	Paphos	PFO	10
Helios Airways	Paphos	PFO	3
Czech Airlines	Prague	PRG	4
Cyprus Airways	Riyadh	RUH	1
Aegean Airlines	Thessaloniki	SKG	7
Cyprus Airways	Thessaloniki	SKG	8
Olympic Airlines	Thessaloniki	SKG	4
Helios Airways	Sofia	SOF	2
Hemus Air	Sofia	SOF	2
Cyprus Airways	London Stansted Apt	STN	2
Aeroflot Airlines	Moscow Sheremetyevo	SVO	4
Cyprus Airways	Moscow Sheremetyevo	SVO	2
Cyprus Airways	Tel Aviv Intl Apt	TLV	4
EL AL Israel Airlines	Tel Aviv Intl Apt	TLV	3
Jat Airways	Tel Aviv Intl Apt	TLV	2
Austrian	Vienna	VIE	3
Cyprus Airways	Vienna	VIE	2
Helios Airways	Warsaw	WAW	2
LOT - Polish Airlines	Warsaw	WAW	1
Cyprus Airways	Zurich Airport	ZRH	3

Source: OAG

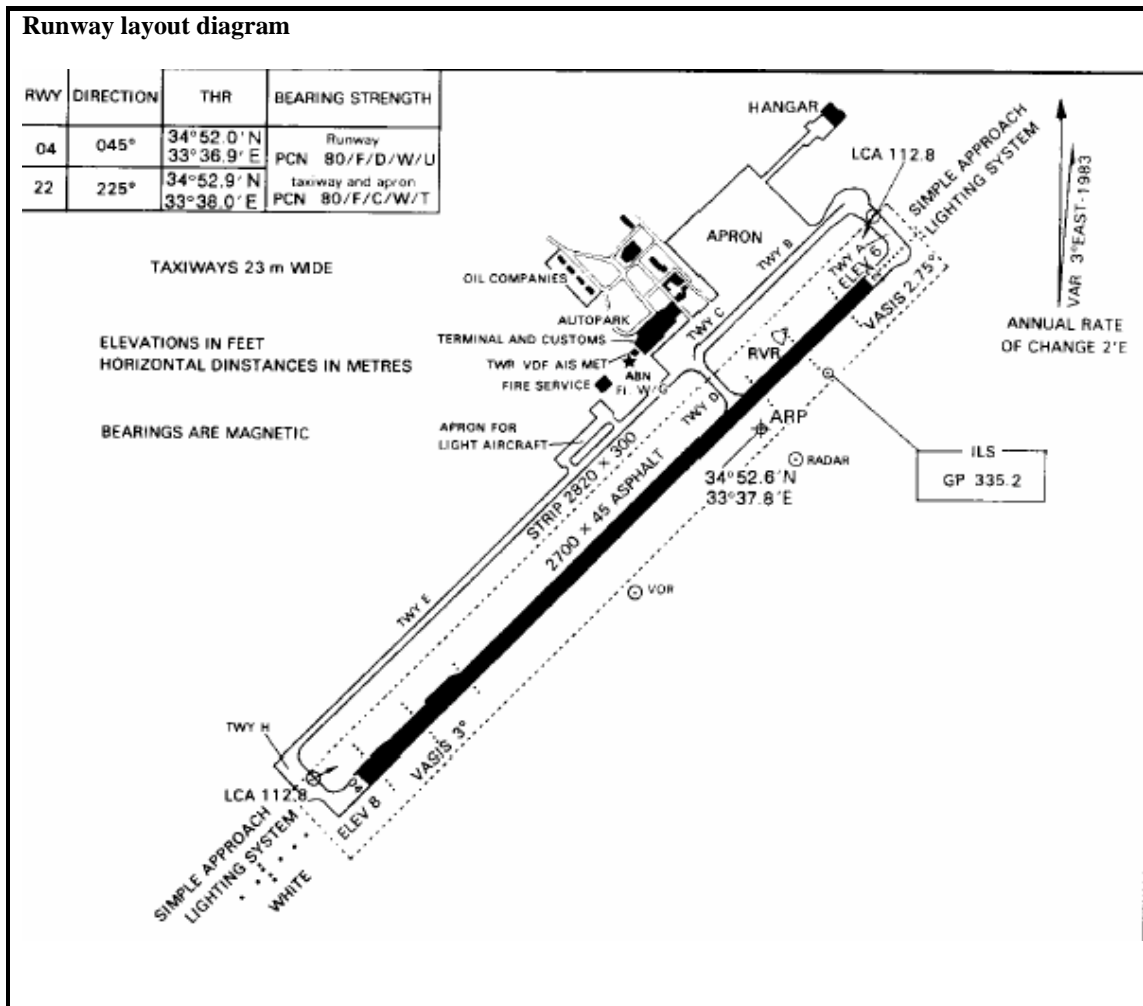
Future Traffic Forecast

A forecast growth rate is not currently available. Growth in the 1990's was high, at around 10% per annum. Since 2000 the growth rate has dropped to around 5%. Due to the nature of traffic at Larnaca Airport (mainly Inbound Tourism) the projection must take into account hotel availability, competition from other destinations etc.

Cyprus	8
Section 8 – Larnaca Airport	

8.4.5 Runway information

Runway layout diagram



Cyprus	8
Section 8 – Larnaca Airport	

Current Runway Capacity

	<u>Runway 1</u>	
Designation	22/04	
Length (m)	3000	
ILS CAT	1	
Number of Peak Hour Departures	10	
Number of Peak Hour Arrivals	10	
Hourly Capacity Under IFR Flight Rules	25	
Average Movement Delay Rate (mins)	N/A	
Annual Movement Capacity		
Runway Operating Hours	24	

Multi-runway operating procedures
N/A
Factors limiting Runway capacity
There are no current factors limiting runway capacity, as airport operations are limited by terminal capacity.

Cyprus	8
Section 8 – Larnaca Airport	

8.4.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Departing Passengers per hour	<input type="text" value="1700"/>	<input type="text"/>	<input type="text"/>
Arriving Passengers per hour	<input type="text" value="1700"/>	<input type="text"/>	<input type="text"/>
Transfer Passengers per hour	<input type="text" value="100"/>	<input type="text"/>	<input type="text"/>
Annual Capacity	<input type="text" value="not available"/>	<input type="text"/>	<input type="text"/>

Methodology for calculation of terminal capacity

Based on terminal areas and the IATA terminal reference manual.

Excess capacity

There is spare capacity in non-peak hours, however during peak hours the terminal requires more capacity than is currently available.

Main bottlenecks for terminal capacity

Access to the terminal and check-in desks are the main bottlenecks.

Cyprus	8
Section 8 – Larnaca Airport	

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	<input type="text" value="23,000"/>	<input type="text"/>	<input type="text"/>
Number of Check in desks	<input type="text" value="48"/>	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Belts	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Number of Departure Gates	<input type="text" value="9"/>	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	<input type="text" value="14"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Claim Units	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>

Number of parking stands

Total of 21 stands available in the below size categories:

Type*	No of Stands
B747 – 400	2
MD11	2
DC10	5
A310	2
A320	10

Access to a/c parking apron is by bus.

*or smaller a/c

Cyprus	8
Section 8 – Larnaca Airport	

Retail Facilities
<p>Banks, Post Office Rental Car (10) Hotel Reservation Cyprus Tourism Organisation Office Information desks Restaurant (2) Gift Shop Duty Free shop (4)</p>

Further detail on terminal passenger facilities
<p>Note: Departure gates are separate areas to the main concourse.</p>

Cyprus	8
Section 8 – Larnaca Airport	

Cargo Capacity

Name of Cargo Facility			
Description	Storage areas are operated by various handling agents		
Annual Cargo Capacity (metric tonnes)	40,000		
Total annual inbound cargo (metric tonnes)	20,000		
Total annual outbound cargo (metric tonnes)	20,000		
Share carried on cargo aircraft (%)	~7%		
Total domestic cargo (metric tonnes)	None		
Total international cargo (metric tonnes)	36,125		
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities

Cyprus Airways has maintenance facilities and a hangar that can accommodate up to A310 sized aircraft.

Refuelling facilities

Jet A1 refuelling is by bowser.

Winter Operating facilities

There are no winter operating facilities due to the airports warm climate and coastal position.

Cyprus	8
Section 8 – Larnaca Airport	

8.4.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
<p>Runway extension (300m towards the west of the airport) and associated taxiways at a cost of EUR 6.9m (end of year 2000).</p> <p>Renovation of check-in area in 2000 at a cost of EUR 2.2m.</p> <p>Construction of a new control tower and fire station (completed in 2001 at a cost of EUR 8.6m).</p> <p>Construction of a new warehouse used by customs at a cost of EUR 2.5m (end of 2001).</p>
Future Approved works
<p>Construction of a new terminal by the BOT (Build Operate Transfer) method. Estimated date of completion 2009, at a cost of EUR 300m (approx). Ownership of the airport to transfer by the end of the 2005 (this should be to Hermes Corporation).</p>
Long term development plan (master plan) for the airport
<p>Although at present Larnaca accommodates more than 4.5 million passengers per year, the master plan in its final phase anticipates 12 million passengers per year. The first phase will accommodate 7.5 million passengers per year with 3600 passengers/hr at peak hours and apron capacity of 44 aircraft.</p>

Cyprus	8
Section 8 – Larnaca Airport	

8.4.8 Environment

Environmental Policy
<p>Larnaca Airport is situated south west of Larnaca City. The ATMs are less than 50,000 / year and noise levels are low due to the fact that approach is over the sea and climb out over land with small populations affected. The low volume of traffic does not create environmental problems.</p>

Cyprus	8
Section 8 – Larnaca Airport	

8.4.9 Accessibility

Road Access (private vehicle)
Larnaca city is 4 km from the airport. Road access is by motorway.
Car Parking
The public car park is for both long term and short stay and has 565 spaces. Staff car park - 700 spaces. Rental car - 194 spaces. Tourist buses - 63 spaces. Taxi – 120 spaces Charges are regulated: 1 hour = € 0.5. 3 hours = € 0.8.
Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
There is a local bus service.
Public Transport Access - Taxi
A number of individual taxi owners operate at the airport.
Access for Persons of Reduced Mobility
PRM are handled by the local handling agents.

Cyprus	8
Section 8 – Larnaca Airport	

8.4.10 Key Issues

Key issues for the airport over the next 5 years

The airport currently has no restrictions on environmental capacity. If traffic growth continues at current rates then environmental issues may arise in the long term.

Cyprus	8
Section 8 – Larnaca Airport	

8.4.11 Airport Photographs



Airport viewed from the car park. Arrivals terminal on the left, departures on the right



Left side of check in area

Cyprus	8
Section 8 – Larnaca Airport	



Central area of check in



Entrance to departures passport control area

Cyprus	8
Section 8 – Larnaca Airport	



Departures passport control area



Departures security check area

Cyprus	8
Section 8 – Larnaca Airport	



Departures concourse – airside retail area



Departures concourse – gate area

Cyprus	8
Section 8 – Larnaca Airport	



Airside passenger entrance to arrivals concourse



Arrivals passport and immigration area

Cyprus	8
Section 8 – Larnaca Airport	



Arrivals baggage reclaim area



Arrivals customs area

Cyprus	8
Section 8 – Paphos Airport	

8.5 Paphos Airport

8.5.1 Basic Airport Information

Airport Name	Paphos Airport		
Airport Address	Paphos International Airport 8320 Paphos		
Website Address			
IATA Code	PFO	ICAO Code	LCPH
Managing Director / Chief Executive	Mrs Androula Christodoulou		

IATA Slot Coordination Level	Level 1
-------------------------------------	----------------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<u>Air Traffic Control & Navigation</u>		<u>Fire Fighting</u>	
ATC Coverage (local or area control, who provides service)	Approach control is local provided by the Aerodrome	Fire Fighting Category	Level 8 (B747 size)
NDB	Yes		
DME	Yes	Maximum Aircraft Size	B747
VOR	Yes		
Other	ILS, CAT 1		

Cyprus	8
Section 8 – Paphos Airport	

Key airport contacts	
Iacovos Demetriou Ag. Director, Dept. of Civil Aviation	16 Grivas Digenis Av. Nicosia 1429 Email: director@dca.mcw.gov.cy
Nicos Nicolaou Chief Operations officer Dept. of Civil Aviation	16 Grivas Digenis Av Nicosia 1429 Email: director@dca.mcw.gov.cy
Androula Christodoulou Airport Manager	Paphos Airport Paphos 8320 Email: achristodoulou@dca.mcw.gov.cy Tel: +357 2680 1800

8.5.2 Airport Ownership and Management

Current ownership structure of the airport
Public, soon to be awarded to a concessionaire jointly with Larnaca on a Build Operate Transfer method for a period of 25 years (Contract award likely by Dec 2005).

Current management structure at the airport
The Department of Civil Aviation is responsible for the overall management of the airport. 5 Administrators 5 Airport Supervisors 20 Airport Assistants

Number of employees working for the airport operator
Approximately 150 full time employees. 5 Administrators 5 Airport Supervisors 20 Airport Assistants 162 Staff and 17 cleaners 52 Seasonal staff

Cyprus	8
Section 8 – Paphos Airport	

Ground handling service provision at the airport

The airport operator provides: Baggage handling, a/c loading / unloading, freight, pax and freight transportation, marshalling, a/c cleaning. The airport operator provides most of the ramp handling activities.

Private companies provide passenger handling, catering, refuelling, flight documentation.

Brief history of the airport, highlighting major events

Airport opened in 1983 as a commercial airport owned by the government.

A new arrivals hall was constructed in 1992.

In 1998 a second runway (3000m) for military use was constructed parallel to the commercial runway.

In 1999 the arrivals hall was extended and in 2000 the departures hall was extended and a new control tower constructed.

8.5.3 Financial Issues

Financial performance

Revenue:

Aeronautical = € 11,318,063

Non Aeronautical = € 2,905,184

Duty Free = € 6,742,749

Total Revenue = € 20,965,996

Expenditure:

Total Expenditure = € 13,173,367

Operating Profit:

Operating Profit before tax = € 7,792,629

Cyprus	8
Section 8 – Paphos Airport	

User charges

Charges are regulated and any increase must be justified and approved by parliament.

Landing Charges:

International Flights:

Aircraft weight (Metric tonnes) (MTOW)	Charge per metric tonne or part thereof
Up to 50 metric tonnes	€ 3.8
51-150 metric tonnes	€ 4.2
Over 150 metric tonnes	€ 4.8
Minimum charge	€ 24.2

(For landings between the hours of 1800 to 0400 UTC a 20% surcharge is imposed on the above charges.)

Domestic Flights:

50% of the landing fees detailed for International flights.

Reductions:

A rebate on landing fees will be granted depending on the number of landings made by each airline.

Annual number of landings performed by each airline	Percentage rebate on landing fees
0-150	0%
151-250	25%
251-350	30%
351 and over	35%

Passenger Coaching charges:

To carry passengers and crew to and from the aircraft parking area, the following charges will be imposed:

Number of arriving or departing passengers	Fee
Up to 50	€ 43.2
Over 50 – an additional fee for every 50 or part thereof	€ 20.7

Parking Charges:

15% of the landing fee for parking an aircraft for a period of 12 hours or part thereof.

Passenger Service Charges:

For each passenger departing a fee of € 15.5 is payable to the Government of Cyprus. For departing passengers travelling on a Child, Youth or Student fare, the fee is € 8.6

Cyprus	8
Section 8 – Paphos Airport	

8.5.4 Airport Traffic

Airport traffic history

Historic Traffic

	Passengers	ATMs	Freight (Metric tonnes)
2000	1,384,555	11,167	1,396
2001	1,539,296	12,194	1,044
2002	1,587,057	12,148	1,472
2003	1,678,566	13,348	1,118
2004	1,763,017	13,629	1,074

Source: Airport

Traffic Breakdown (2004)

	Passengers	ATM's
Scheduled	484,305	5,258
Non - Scheduled	1,195,116	8,371

Source: Airport

Passenger Traffic Top Ten destinations (2004)

Country	Passenger Numbers
United Kingdom	1,283,026
Germany	104,857
Egypt	56,232
Belgium	34,368
Netherlands	32,314
Greece	25,505
France	19,429
Ireland	17,161
Denmark	16,878
Russia	14,755

Source: Airport

Cyprus	8
Section 8 – Paphos Airport	

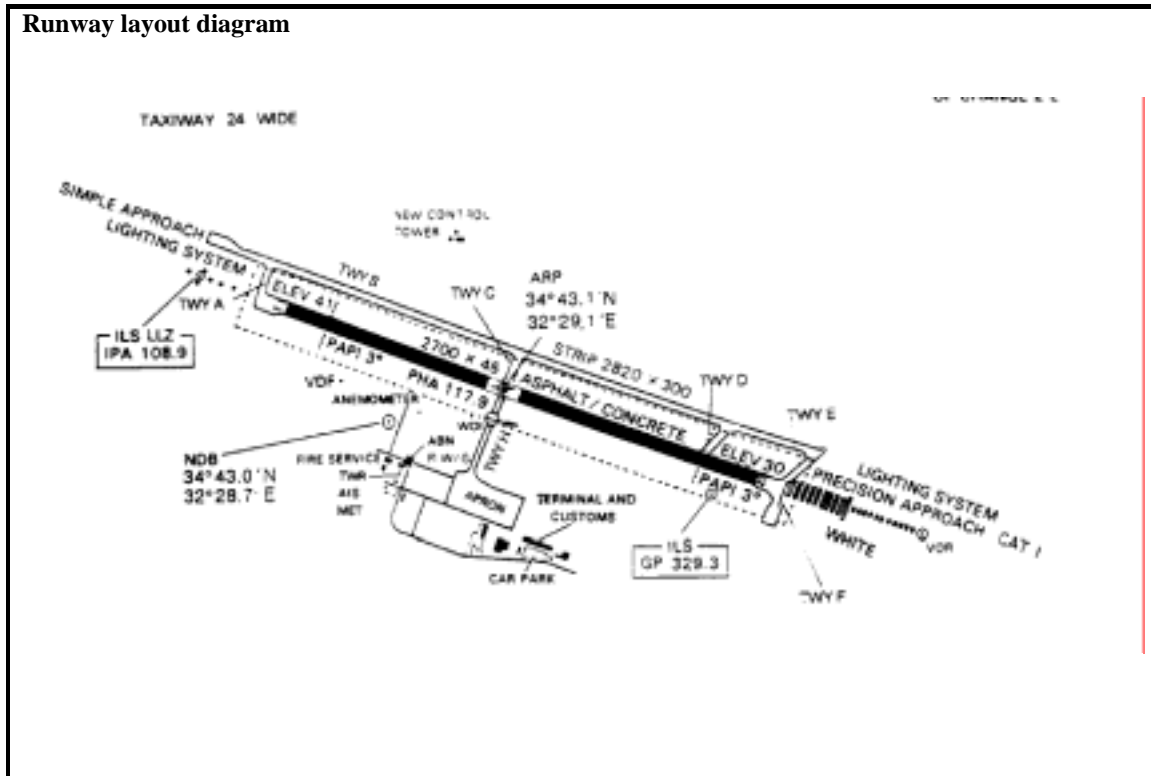
Current Flight Programme			
2005 Scheduled Flights:			
Airline	Dest. Airport	Dest. Airport Code	Flts. Per week
Cyprus Airways	Amsterdam	AMS	1
Cyprus Airways	Athens Intl Apt	ATH	1
First Choice Airways	Birmingham Intl	BHX	1
First Choice Airways	Cardiff	CWL	1
Helios Airways	Dublin	DUB	1
L.T.U. Airways	Dusseldorf	DUS	1
First Choice Airways	Nottingham	EMA	1
Cyprus Airways	Frankfurt	FRA	1
First Choice Airways	Glasgow	GLA	1
Cyprus Airways	Larnaca	LCA	6
Helios Airways	Larnaca	LCA	3
British Airways	London Gatwick Apt	LGW	5
First Choice Airways	London Gatwick Apt	LGW	3
Cyprus Airways	London Heathrow Apt.	LHR	1
Helios Airways	London Luton Apt	LTN	2
First Choice Airways	Manchester	MAN	2
Helios Airways	Manchester	MAN	1
Condor Flugdienst	Munich	MUC	1
Cyprus Airways	London Stansted Apt	STN	1
First Choice Airways	London Stansted Apt	STN	1
Source: OAG			

Future Traffic Forecast
Not available

Cyprus	8
Section 8 – Paphos Airport	

8.5.5 Runway information

Runway layout diagram



Cyprus	8
Section 8 – Paphos Airport	

Current Runway Capacity

	<u>Runway 1</u>	
Designation	<input type="text"/>	<input type="text"/>
Length (m)	<input type="text" value="2700"/>	<input type="text"/>
ILS CAT	<input type="text" value="1"/>	<input type="text"/>
Number of Peak Hour Departures	<input type="text" value="6"/>	<input type="text"/>
Number of Peak Hour Arrivals	<input type="text" value="7"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules	<input type="text" value="25"/>	<input type="text"/>
Average Movement Delay Rate (mins)	<input type="text" value="n/a"/>	<input type="text"/>
Annual Movement Capacity	<input type="text"/>	<input type="text"/>
Runway Operating Hours	<input type="text" value="24"/>	<input type="text"/>

Multi-runway operating procedures
None
Factors limiting Runway capacity
Taxiways and terminal capacity.

Cyprus	8
Section 8 – Paphos Airport	

8.5.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Departing Passengers per hour	800 (estimated)	<input type="text"/>	<input type="text"/>
Arriving Passengers per hour	800 (estimated)	<input type="text"/>	<input type="text"/>
Transfer Passengers per hour	-	<input type="text"/>	<input type="text"/>
Annual Capacity	2,000,000	<input type="text"/>	<input type="text"/>

Methodology for calculation of terminal capacity
Estimated from experience.
Excess capacity
Significantly over capacity in the peak hours.
Main bottlenecks for terminal capacity
Check in, gates, baggage claim and car park are the main bottlenecks.

Cyprus	8
Section 8 – Paphos Airport	

Terminal Facilities (Passenger)

Name of Terminal	Terminal		
	Departure	Arrival	
Terminal Total Floor Area	7,400m ²	2,535m ²	
Number of Check in desks	22		
Number of Self Service Check in machines	-		
Number of Passenger Security Screening Positions	2		
Number of Baggage Belts	2		
Number of Departure Gates	4		
Number of Loading Bridges	-		
Number of Inbound Passport / Immigration Positions		8	
Number of Baggage Claim Units		2	
Number of Commercially Important Passenger Lounges		1	

Number of parking stands

14 Stands

Type*	No of Stands
B747 – 400	1
MD11	4
B767	2
A310	2
A320	5

Access to a/c parking apron is by bus.

*or smaller a/c

Cyprus	8
Section 8 – Paphos Airport	

Retail Facilities
2 x restaurants 6 x rental car positions 1 x exchange 1 x shop

Further detail on terminal passenger facilities
Note the departure and arrival terminals are in separate buildings.

Cyprus	8
Section 8 – Paphos Airport	

Cargo Capacity

Name of Cargo Facility	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Description	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
Via bowser.
Winter Operating facilities
None – weather conditions do not require it.

Cyprus	8
Section 8 – Paphos Airport	

8.5.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years

In 1999 the arrivals hall was extended and in 2000 the departures hall was extended and a new control tower constructed.

Future Approved works

A new terminal building will be constructed by the private consortium – with an annual capacity of 2.8 million passengers per annum. This is estimated to be ready by 2008.

Long term development plan (master plan) for the airport

Not available - will be produced by the new owners once ownership is transferred in Dec 2005.

8.5.8 Environment

Environmental Policy

Paphos Airport is situated south east of Paphos town. The ATMs are less than 14,000 / year and noise levels are low. The low volume of traffic does not create environmental problems.

Cyprus	8
Section 8 – Paphos Airport	

8.5.9 Accessibility

Road Access (private vehicle)
Paphos town is 13km from the airport via a two lane motorway.
Car Parking
220 spaces for both public and staff.
Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
Local bus service to Paphos town.
Public Transport Access - Taxi
All local taxi companies can operate from the airport.
Access for Persons of Reduced Mobility
All facilities are accessible to PRM. Both terminals are on one level and ramps are provided where required. Three special vehicles are available to access aircraft (see photograph section).

Cyprus	8
Section 8 – Paphos Airport	

8.5.10 Key Issues

Key issues for the airport over the next 5 years
Transfer of ownership to a private consortium for the next 25 years and the construction of a new terminal are the main issues for the airport.

Cyprus	8
Section 8 – Paphos Airport	

8.5.11 Airport photographs



Entrance to departures terminal



View of car park

Cyprus	8
Section 8 – Paphos Airport	



Departures check-in concourse



Further view of departures check in area showing possible queue depth

Cyprus	8
Section 8 – Paphos Airport	

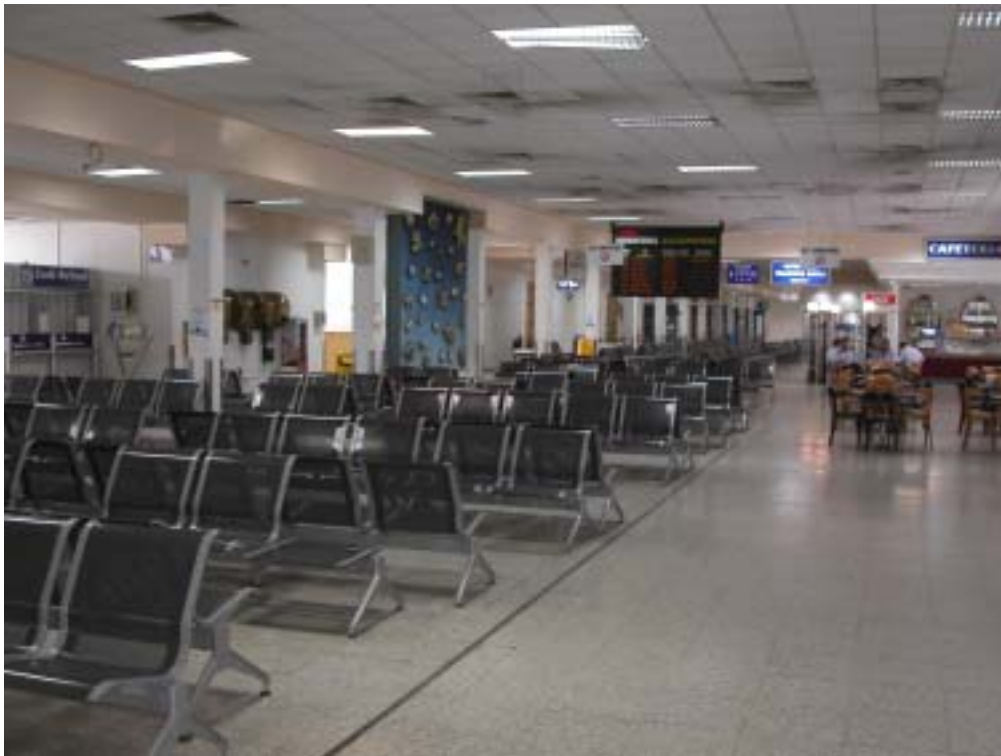


Departures – passport control area



Departures security check area

Cyprus	8
Section 8 – Paphos Airport	



Departures concourse – main waiting area and cafeteria



Detail of departures gates area

Cyprus	8
Section 8 – Paphos Airport	



Airside entrance to arrivals terminal



Second airside entrance to arrivals terminal

Cyprus	8
Section 8 – Paphos Airport	

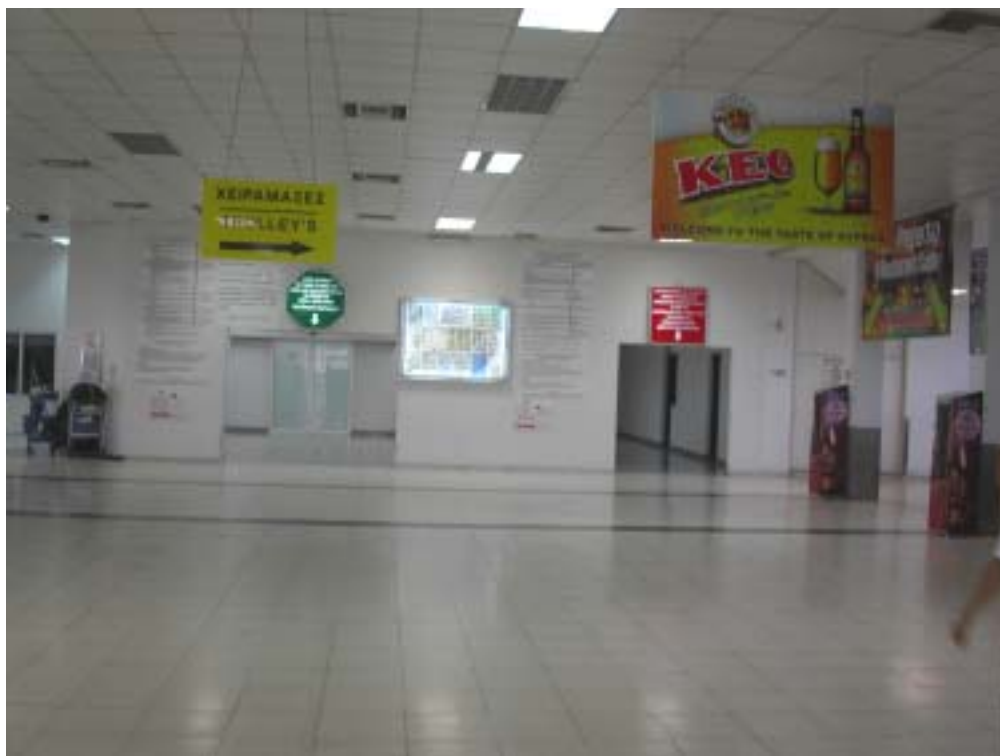


Arrivals passport and immigration check area

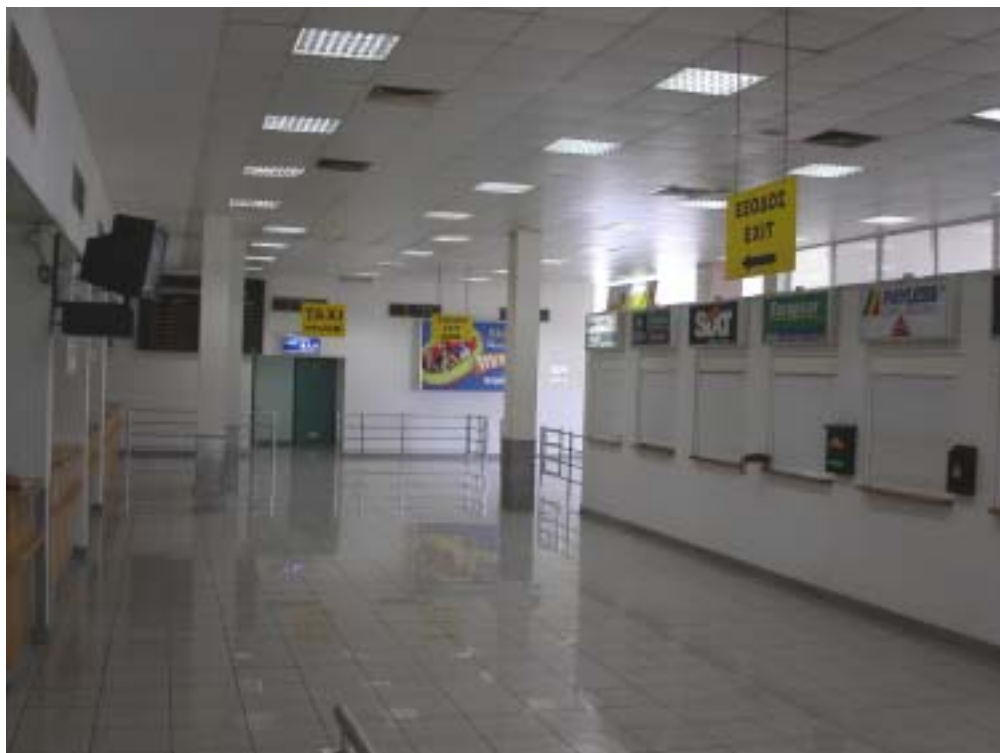


Arrivals baggage reclaim area

Cyprus	8
Section 8 – Paphos Airport	



Entrance to customs check area



Arrivals meeting area and rental car area

Cyprus	8
Section 8 – Paphos Airport	



Land side entrance to arrivals terminal with taxi parking at the front



Vehicles to load Passengers of Reduced Mobility onto aircraft