

# Section 8 Cyprus



## Air Transport Infrastructure: Cyprus

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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.

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

<b>Air Carrier</b>	<b>Aircraft Type</b>	<b>Ownership Status</b>
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)**

<b>Airline</b>	<b>code</b>	<b>Country</b>	<b>Share of scheduled capacity (Mar 05)</b>
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**

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

\*Airport

### 8.3 Civil Aviation Structure

#### 8.3.1 Aviation Safety Regulation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p><b>Organisation responsible for the following activities:</b></p> </div> <div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p style="text-align: center;">“Flight safety of civil airline operations”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div> <div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p style="text-align: center;">“Civil aircraft approved design, production and maintenance organisations”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div> <div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">“Flight crew and engineer licensing; Control of aircraft registration”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div>	<div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <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> </div> <div style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <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> </div> <div style="border: 1px solid black; padding: 10px;"> <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> </div>
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<p>“Airworthiness of commercial and general aviation aircraft”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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><b>Organisation responsible for the following activities:</b></p>	
<p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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>

### 8.3.3 Economic Regulation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>Organisation responsible for the following activities:</b> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> <li>• Landing / Use of runway</li> <li>• Parking and Handling</li> <li>• Passenger Charge”</li> </ul> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div> <div style="border: 1px solid black; padding: 5px;"> <p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul> </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Council of Ministers</p> <p>Government funded</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <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> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <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> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Cyprus Tourism Authority</p> <p>The Tourism authority s government funded</p> <p>The State</p> </div>
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<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<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

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <b>Organisation responsible for the following activity:</b> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> “Air Accident Investigation” </div> <ul style="list-style-type: none"> <li>▪ Corresponding organisation funding mechanism?</li> <li>▪ Corresponding supervision?</li> </ul>	<div style="border: 1px solid black; padding: 10px; min-height: 150px;"> <p>Accident and Incident Investigation Board</p> <p>Government funded</p> <p>Supervised by the Ministry of Communication and Works</p> </div>
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## 8.4 Larnaca Airport

### 8.4.1 Basic Airport Information

<b>Airport Name</b>	<input style="width: 95%;" type="text" value="Larnaca Airport"/>		
<b>Airport Address</b>	<input style="width: 95%;" type="text" value="Larnaca Airport&lt;br/&gt;P. O Box 3001, Larnaca&lt;br/&gt;CYPRUS&lt;br/&gt;Tel: 357 24 816130, Fax 357 24 304707"/>		
<b>Website Address</b>	<input style="width: 95%;" type="text"/>		
<b>IATA Code</b>	<input style="width: 45%;" type="text" value="LCA"/>	<b>ICAO Code</b>	<input style="width: 45%;" type="text" value="LCLK"/>
<b>Managing Director / Chief Executive</b>	<input style="width: 95%;" type="text" value="Mr Antonis Lemesianos"/>		

<b>IATA Slot Coordination Level</b>	<input style="width: 55%;" type="text" value="Level 2"/>
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<b><u>Air Traffic Control &amp; Navigation</u></b>	
<b>ATC Coverage (local or area control, who provides service)</b>	<input style="width: 65%;" type="text" value="Local, Government"/>
<b>NDB</b>	<input style="width: 65%;" type="text" value="Yes"/>
<b>DME</b>	<input style="width: 65%;" type="text" value="Yes"/>
<b>VOR</b>	<input style="width: 65%;" type="text" value="Yes"/>
<b>Other</b>	<input style="width: 65%;" type="text" value="ILS, CAT I"/>

<b><u>Fire Fighting</u></b>	
<b>Fire Fighting Category</b>	<input style="width: 65%;" type="text" value="Cat 8 (A330-200)"/>
<b>Maximum Aircraft Size</b>	<input style="width: 65%;" type="text" value="B747-400"/>

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<b>Key airport contacts</b>	
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**

<b>Current ownership structure of the airport</b>
Public. Soon to be awarded to a concessionaire on a BOT (Build, Operate, Transfer) method for a period of 25 years.

<b>Current management structure at the airport</b>
Department of Civil Aviation.

<b>Number of employees working for the airport operator</b>
700 employees in 2005.

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<b>Ground handling service provision at the airport</b>
<p>The airport operator provides: Baggage handling, a/c loading / unloading, freight, passenger and freight transportation, marshalling, a/c cleaning.</p> <p>The airport operator provides most of the ramp handling activities.</p> <p>Private companies provide passenger handling, catering, refuelling, flight documentation.</p>

<b>Brief history of the airport, highlighting major events</b>
<p>Larnaca Airport opened on 8/2/1975. (It was formerly an airfield used by RAF until end of WW II).</p> <p>From 1984 – 1995 Passenger terminal buildings were progressively extended to cater for increased demand.</p> <p>The runway was extended at various stages. The latest extension occurred in 1999 from 2700m to 3000m.</p> <p>The airport will be put out to BOT (Build, Operate, Transfer) for 25 years to a private company.</p> <p>As soon as the concessionaire takes over, a new terminal building will be constructed to accommodate 7 million passengers per year.</p>

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### 8.4.3 Financial Issues

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

<b>Airport traffic history</b>			
<b>Historic Traffic</b>			
	<b>Passengers</b>	<b>ATMs</b>	<b>Freight (Metric tonnes)</b>
<b>2000</b>	4,880,344	41,917	32,077
<b>2001</b>	5,304,151	46,190	30,869
<b>2002</b>	4,972,758	45,448	29,478
<b>2003</b>	4,804,471	45,010	30,607
<b>2004</b>	4,910,856	46,670	36,108
Source: Airport			
<b>Traffic Breakdown (2004)</b>			
	<b>Passengers</b>	<b>ATM's</b>	
Scheduled	3,338,667	32,257	
Non - Scheduled	1,572,189	14,413	
Source: Airport			
<b>Passenger Traffic Top Ten destinations (2004)</b>			
<b>Country</b>	<b>Passenger Numbers</b>		
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.aprt	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	MLP	2
Aerosvit Airlines	Odessa	ODS	1

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<b>Airline</b>	<b>Dest. Airport</b>	<b>Dest. Airport code</b>	<b>Flights per week</b>
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.



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**Current Runway Capacity**

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

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

#### 8.4.6 Terminal and cargo facilities

##### Terminal Capacity

	<b>Terminal</b>		
<b>Name of Terminal</b>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Departing Passengers per hour</b>	1700	<input type="text"/>	<input type="text"/>
<b>Arriving Passengers per hour</b>	1700	<input type="text"/>	<input type="text"/>
<b>Transfer Passengers per hour</b>	100	<input type="text"/>	<input type="text"/>
<b>Annual Capacity</b>	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.

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**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

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

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

**Cargo Capacity**

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

**Other Facilities**

<b>Aircraft Maintenance / Engineering Facilities</b>
Cyprus Airways has maintenance facilities and a hangar that can accommodate up to A310 sized aircraft.
<b>Refuelling facilities</b>
Jet A1 refuelling is by bowser.
<b>Winter Operating facilities</b>
There are no winter operating facilities due to the airports warm climate and coastal position.

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#### 8.4.7 Infrastructure development

##### **Infrastructure Development**

<b>Major works in the last 5 years</b>
<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>
<b>Future Approved works</b>
<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>
<b>Long term development plan (master plan) for the airport</b>
<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>

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#### 8.4.8 Environment

<b>Environmental Policy</b>
<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>

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#### 8.4.9 Accessibility

<b>Road Access (private vehicle)</b>
Larnaca city is 4 km from the airport. Road access is by motorway.
<b>Car Parking</b>
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.
<b>Public Transport Access - Rail</b>
None
<b>Public Transport Access – Bus and Coach</b>
There is a local bus service.
<b>Public Transport Access - Taxi</b>
A number of individual taxi owners operate at the airport.
<b>Access for Persons of Reduced Mobility</b>
PRM are handled by the local handling agents.

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#### **8.4.10 Key Issues**

<b>Key issues for the airport over the next 5 years</b>
<p>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.</p>

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**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

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Central area of check in



Entrance to departures passport control area

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Departures passport control area



Departures security check area

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Departures concourse – airside retail area



Departures concourse – gate area

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Airside passenger entrance to arrivals concourse



Arrivals passport and immigration area

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Arrivals baggage reclaim area



Arrivals customs area

## 8.5 Paphos Airport

### 8.5.1 Basic Airport Information

<b>Airport Name</b>	<input style="width: 95%;" type="text" value="Paphos Airport"/>		
<b>Airport Address</b>	<input style="width: 95%;" type="text" value="Paphos International Airport"/> 8320 Paphos		
<b>Website Address</b>	<input style="width: 95%;" type="text"/>		
<b>IATA Code</b>	<input style="width: 45%;" type="text" value="PFO"/>	<b>ICAO Code</b>	<input style="width: 45%;" type="text" value="LCPH"/>
<b>Managing Director / Chief Executive</b>	<input style="width: 95%;" type="text" value="Mrs Androula Christodoulou"/>		

<b>IATA Slot Coordination Level</b>	<input style="width: 95%;" type="text" value="Level 1"/>
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

<u><b>Air Traffic Control &amp; Navigation</b></u>	
<b>ATC Coverage (local or area control, who provides service)</b>	<input style="width: 95%;" type="text" value="Approach control is local provided by the Aerodrome"/>
<b>NDB</b>	<input style="width: 95%;" type="text" value="Yes"/>
<b>DME</b>	<input style="width: 95%;" type="text" value="Yes"/>
<b>VOR</b>	<input style="width: 95%;" type="text" value="Yes"/>
<b>Other</b>	<input style="width: 95%;" type="text" value="ILS, CAT 1"/>

<u><b>Fire Fighting</b></u>	
<b>Fire Fighting Category</b>	<input style="width: 95%;" type="text" value="Level 8 (B747 size)"/>
<b>Maximum Aircraft Size</b>	<input style="width: 95%;" type="text" value="B747"/>

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

### 8.5.2 Airport Ownership and Management

<b>Current ownership structure of the airport</b>
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).

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

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

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<b>Ground handling service provision at the airport</b>
<p>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.</p> <p>Private companies provide passenger handling, catering, refuelling, flight documentation.</p>

<b>Brief history of the airport, highlighting major events</b>
<p>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.</p>

### 8.5.3 Financial Issues

<b>Financial performance</b>
<p><b>Revenue:</b></p> <p>Aeronautical = € 11,318,063  Non Aeronautical = € 2,905,184  Duty Free = € 6,742,749</p> <p>Total Revenue = € 20,965,996</p> <p><b>Expenditure:</b></p> <p>Total Expenditure = € 13,173,367</p> <p><b>Operating Profit:</b></p> <p>Operating Profit before tax = € 7,792,629</p>

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<b>User charges</b>	
Charges are regulated and any increase must be justified and approved by parliament.	
<b><u>Landing Charges:</u></b>	
<b>International Flights:</b>	
<b>Aircraft weight (Metric tonnes) (MTOW)</b>	<b>Charge per metric tonne or part thereof</b>
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.)	
<b>Domestic Flights:</b>	
50% of the landing fees detailed for International flights.	
<b>Reductions:</b>	
A rebate on landing fees will be granted depending on the number of landings made by each airline.	
<b>Annual number of landings performed by each airline</b>	<b>Percentage rebate on landing fees</b>
0-150	0%
151-250	25%
251-350	30%
351 and over	35%
<b><u>Passenger Coaching charges:</u></b>	
To carry passengers and crew to and from the aircraft parking area, the following charges will be imposed:	
<b>Number of arriving or departing passengers</b>	<b>Fee</b>
Up to 50	€ 43.2
Over 50 – an additional fee for every 50 or part thereof	€ 20.7
<b><u>Parking Charges:</u></b>	
15% of the landing fee for parking an aircraft for a period of 12 hours or part thereof.	
<b><u>Passenger Service Charges:</u></b>	
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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<b>Section 8 – Paphos Airport</b>	

#### 8.5.4 Airport Traffic

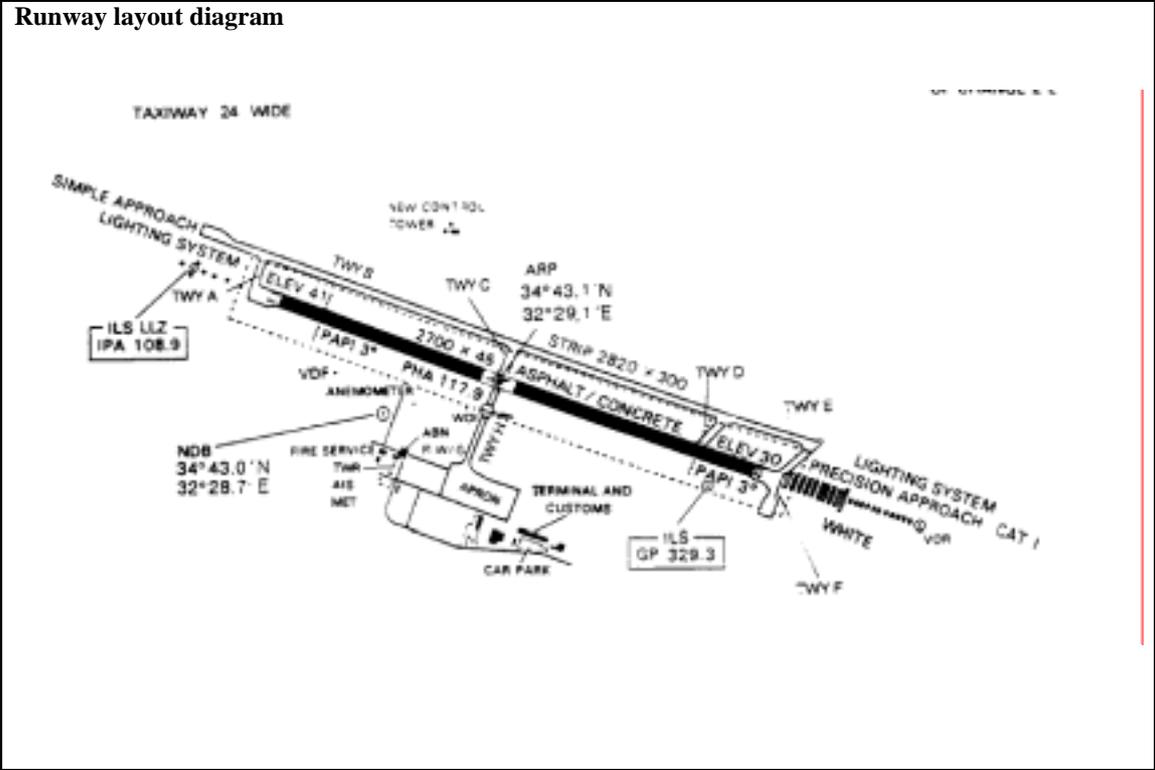
<b>Airport traffic history</b>			
<b>Historic Traffic</b>			
	<b>Passengers</b>	<b>ATMs</b>	<b>Freight (Metric tonnes)</b>
<b>2000</b>	1,384,555	11,167	1,396
<b>2001</b>	1,539,296	12,194	1,044
<b>2002</b>	1,587,057	12,148	1,472
<b>2003</b>	1,678,566	13,348	1,118
<b>2004</b>	1,763,017	13,629	1,074
Source: Airport			
<b>Traffic Breakdown (2004)</b>			
	<b>Passengers</b>	<b>ATM's</b>	
Scheduled	484,305	5,258	
Non - Scheduled	1,195,116	8,371	
Source: Airport			
<b>Passenger Traffic Top Ten destinations (2004)</b>			
<b>Country</b>	<b>Passenger Numbers</b>		
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			

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<b>Current Flight Programme</b>			
<b>2005 Scheduled Flights:</b>			
<b>Airline</b>	<b>Dest. Airport</b>	<b>Dest. Airport Code</b>	<b>Flts. Per week</b>
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			

<b>Future Traffic Forecast</b>
Not available

8.5.5 Runway information



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<b>Section 8 – Paphos Airport</b>	

**Current Runway Capacity**

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

<b>Multi-runway operating procedures</b>
None
<b>Factors limiting Runway capacity</b>
Taxiways and terminal capacity.

**8.5.6 Terminal and cargo facilities**

**Terminal Capacity**

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

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

**Terminal Facilities (Passenger)**

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

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<b>Retail Facilities</b>
<p>2 x restaurants          6 x rental car positions          1 x exchange          1 x shop</p>

<b>Further detail on terminal passenger facilities</b>
<p>Note the departure and arrival terminals are in separate buildings.</p>

**Cargo Capacity**

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

**Other Facilities**

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

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### 8.5.7 Infrastructure development

#### **Infrastructure Development**

<b>Major works in the last 5 years</b>
In 1999 the arrivals hall was extended and in 2000 the departures hall was extended and a new control tower constructed.
<b>Future Approved works</b>
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.
<b>Long term development plan (master plan) for the airport</b>
Not available - will be produced by the new owners once ownership is transferred in Dec 2005.

### 8.5.8 Environment

<b>Environmental Policy</b>
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.

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### 8.5.9 Accessibility

<b>Road Access (private vehicle)</b>
Paphos town is 13km from the airport via a two lane motorway.
<b>Car Parking</b>
220 spaces for both public and staff.
<b>Public Transport Access - Rail</b>
None
<b>Public Transport Access – Bus and Coach</b>
Local bus service to Paphos town.
<b>Public Transport Access - Taxi</b>
All local taxi companies can operate from the airport.
<b>Access for Persons of Reduced Mobility</b>
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).

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### 8.5.10 Key Issues

<b>Key issues for the airport over the next 5 years</b>
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.

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**8.5.11 Airport photographs**



Entrance to departures terminal



View of car park

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Departures check-in concourse



Further view of departures check in area showing possible queue depth

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Departures – passport control area



Departures security check area

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Departures concourse – main waiting area and cafeteria



Detail of departures gates area

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Airside entrance to arrivals terminal



Second airside entrance to arrivals terminal

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Arrivals passport and immigration check area



Arrivals baggage reclaim area

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Entrance to customs check area



Arrivals meeting area and rental car area



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



Vehicles to load Passengers of Reduced Mobility onto aircraft