

## CHECK LIST OF PAGES

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TAKE OFF	TKOF MINIMA			
	RWY	B	C	D
	04L	0-400	0-400	0-400
	22R	0-400	0-400	0-400
	04R	0-400	0-400	0-400
	22L	0-400	0-400	0-400

ILS 04 R PAPA		B		C		D	
	CAT 1	360	(360) R800	370	(370) R800	380	(380) R800
	GP U/S	450	(450) R1000	450	(450) R1000	450	(450) R1400
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

ILS 04 R SIERRA		B		C		D	
	CAT 1	360	(360) R800	370	(370) R800	380	(380) R800
	GP U/S	450	(450) R1000	450	(450) R1000	450	(450) R1400
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

ILS 04 R TANGO		B		C		D	
	CAT 1	360	(360) R800	370	(370) R800	380	(380) R800
	GP U/S	450	(450) R1000	450	(450) R1000	450	(450) R1400
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

VORDME 04 L		B		C		D	
	VOR DME	500	(500) R1500	500	(500) R2000	500	(500) R2000
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

VORDME 04 R		B		C		D	
	VOR DME	500	(500) R1200	500	(500) R1200	500	(500) R1600
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

L 04 L		B		C		D	
	L	820	(820) R1500	820	(820) R2000	820	(820) R2000
	CIRC	900	(900) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

L 04 R		B		C		D	
	L	600	(600) R1200	760	(760) R1400	760	(760) R1800
	CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600
	MAX IAS 175						

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**ARRIVAL INFO****1****AD HOURS**

H24

**ATIS**

NIL

**NOISE ABATEMENT****Reverse thrust**

Use of reverse thrust higher than idle forbidden except for safety reasons.

**Engine test**

Between 2200-0500 (summer 2100-0400), and from 1300-1500 (summer 1200-1400), engine test are forbidden, except for ACFT to be used immediatly, and cleared by Civil aviation office.

**TAXI PROCEDURES**

NIL

**PARKING PROCEDURES**

SEE SEPARATE CHART.

**OTHER INFORMATION**

- RWY 04L/22R normally used as taxiway, exceptionally as RWY.
- All arriving traffic may be subject to delay due to departing traffic under «slot time» restriction.

**STARs**

No STAR text published.

**Circling procedure****MAX IAS 175** for all aircraft types.**Missed approach**

Pisa monumental area should be avoided.

**Caution**

Do not confuse lighted highway with RWY 22L.

**ATS communications facilities**

GND FREQ available:

- MON - SAT 0700-1200 (summer 0600-1100) and 1300-1900 (summer 1200-1800)
- SUN and HOL: not AVBL

**RWY preferential use**

RWY 04R is preferential RWY for landing, except :

1. with tailwind component exceeding 10 kt ,
2. on pilot's request, for safety reasons due to performance of ACFT (delay to be expected),
3. for ATC purposes

**ARRIVAL INFO****2****COMMUNICATION FAILURE**

ICAO STANDARD, and in addition:

- Designated radio aid: PIS L (or JESSY).
- When a vector has been received which has taken the ACFT off the STAR, pilots shall return to such procedure in the shortest way, and maintain the last assigned FL, or climb to MHA if below.

**ADDITIONAL COMPANY INFO****Company frequency**

131.775 : Charlie Pisa (0530-2230) not continuously attended.

**Caution**

On approach charts, ILS Sierra 04R, L 04R and L 04L MSA values and DME distance circles are based on different radio aids.

**Use of APU**

- Use of APU shall be limited to max 30 min after landing.

**RVR Reading**

Transmissometer position from DISPL THR :

RWY	TDZ	MID	END
04R	310 m (1017 ft)	1468 m (4817 ft)	2287m (7504 ft)
22L	300 m (984 ft)	1119 m (3671 ft)	2277 m (7471 ft)

Changes: NIL.

DEPARTURE INFO	1
<b>ATIS</b> NIL	
<b>START-UP PROCEDURES</b> TWR : Pisa      119.100-122.100 GND : Pisa      121.600  - Contact TWR for start-up clearance 10 min prior to start engines.	
<b>TAXI PROCEDURES</b> NIL.	
<b>NOISE ABATEMENT</b> - Apply Noise Abatement TKOF technique as per Airplane Operations Manual. <b>Use of RWY</b> - RWY 22L is preferential RWY for take off, except : <ol style="list-style-type: none"> <li>1. with tailwind component exceeding 10 kt ,</li> <li>2. on pilot's request, for safety reasons due to performance of ACFT (delay to be expected),</li> <li>3. for ATC purposes</li> </ol>	
<b>APU</b> - On apron is forbidden to hold APU and engine apparatus running longer than the necessary time for execution of start-up procedure before departure. <b>Engine run-up</b> - Each engine run-up is subject to previous clearance by Civil authority in accordance with military operations. - The established area to perform engine run-up is intersection A between THR 04L and THR 04R, except for particular requirements. - Engine run-up are allowed between 0800-2200 LT (summer 0700-2100 LT). No restriction for execution of commercial flights that can not be otherwise carried out. <b>Engine test</b> - Between 2200-0500 (summer 2100-0400), and from 1300-1500 (summer 1200-1400), engine test are forbidden, except for ACFT to be used immediatly, and cleared by Civil aviation office.	
<b>OTHER INFORMATION</b> <b>Departures RWY 04L/R (PIS VOR inoperative)</b> Due to obstacles located North (Pisa city) and north East (hills) of AD, <b>MAX IAS 230</b> and Mnm bank angle 25° or rate of turn 2.15°/sec during initial turn. TODA limited as follows: RWY 04R: 3067m (CWY 74m). RWY 04L: 2529m (CWY 41m). <b>Training flights</b> - Training activity is subject to previous agreement from military and civil authority. - This activity is allowed every day between 0800-2200 LT (summer 0700-2100 LT), and subject to armed force priority requirements, and commercial scheduled air traffic.	

Changes: Departures RWYs 04L/R

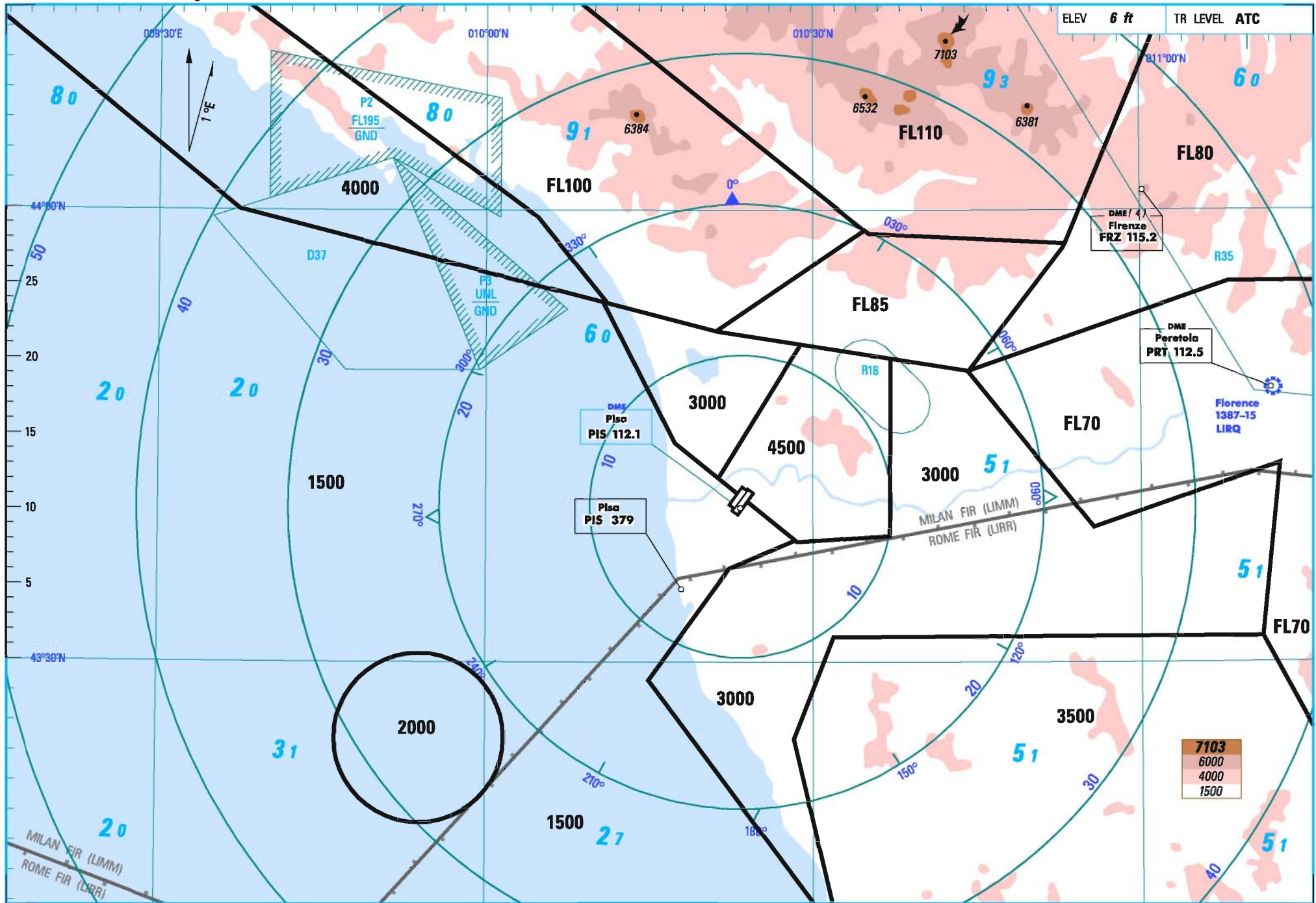
DEPARTURE INFO	2
<b>COMMUNICATION FAILURE</b> ICAO STANDARD, and in addition : - When under radar vectoring, if a vector has been received which has taken the ACFT off the SID, return to such a route in the shortest way.	
<b>ADDITIONAL COMPANY INFO</b> <b>Company frequency</b> 131.775 : Charlie Pisa (0530-2230) not continuously attended. <b>Use of APU</b> - Use of APU shall be limited to max 15 min before start-up.	

Changes: NIL.



Changes: WPT OLKIS iso SIPLOS, STARs BEROK renamed 2 iso 1.

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Changes: Obstacles.

MINIMUM RADAR ALTITUDES

LIRP/PSA

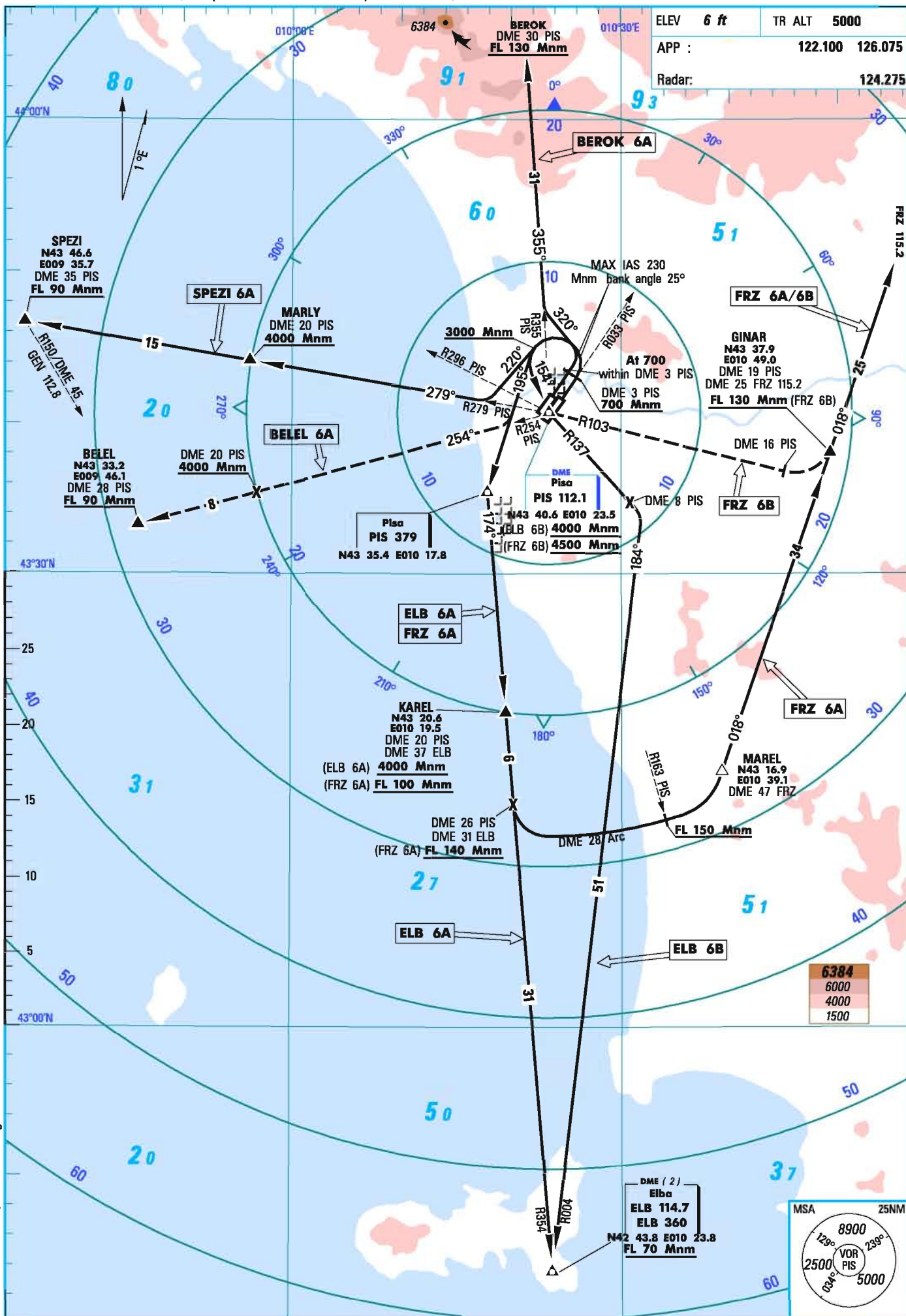
05 JUL 07

PISA

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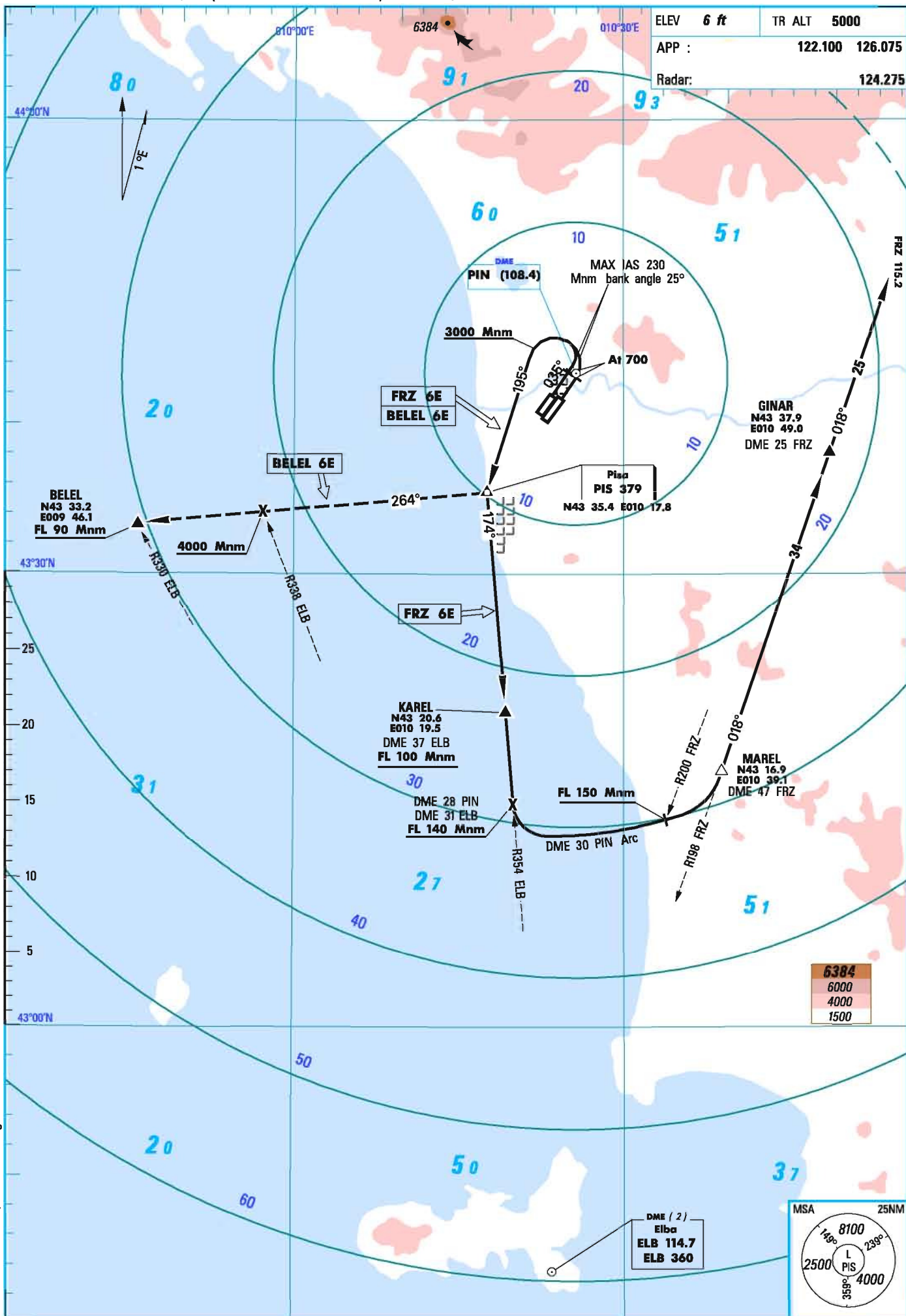




DEPARTURES RWYs 04L/R (PIS VOR INOPERATIVE)

LIRP/PSA

PISA  
18 DEC 08 v4







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SIDs RWY 04 L/R (VOR OPERATIVE) 1

RWY 04 L/R (035°)

ALL SIDs

- Due to obstacles located North (Pisa city) and North East (hills) of AD, MAX IAS 230 and Mnm bank angle 25° or rate of turn 2.15°/sec during initial turn.

- Mnm climb gradient according to SID text, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
7.4	450	1200	1400	1600	1800	2100

INITIAL CLIMB	ROUTING	Climb restrictions
	<div>04L: On 035° to 700, within DME 3 PIS,...</div> <div>04R: On 035° to intercept R033 PIS to DME 3 PIS,...</div>	Cross DME 3 PIS at 700 Mnm.
SID	ROUTING	Climb restrictions
BELEL 6A ① ③	... LT (complete turn at 3000 Mnm) on 195° to intercept R254 PIS to BELEL.	Cross DME 20 PIS at 4000 Mnm, BELEL at FL 90 Mnm.
BEROK 6A ②	... LT on 320° to intercept R355 PIS to BEROK.	Cross BEROK at FL 130 Mnm.
ELB 6A ③	... LT (complete turn at 3000 Mnm) on 195° to PIS L, LT on 174° (R354) to ELB.	Cross KAREL at 4000 Mnm, ELB at FL 70 Mnm.
ELB 6B ③	... LT (complete turn at 3000 Mnm) on 154° to PIS VOR, then on R137 PIS to DME 8 PIS, RT on 184° (R004) to ELB.	Cross PIS at 4000 Mnm, ELB at FL 70 Mnm.
FRZ 6A ④	... LT (complete turn at 3000 Mnm) on 195° to PIS L, LT on 174° (R354 ELB) to DME 26 PIS, LT on DME 28 Arc to intercept R198 FRZ to FRZ.	Cross KAREL at FL 100 Mnm, DME 26 PIS at FL 140 Mnm, DME 28 Arc/R163 PIS at FL 150 Mnm.
FRZ 6B ① ②	... LT (complete turn at 3000 Mnm) on 154° to PIS VOR, then on R103 PIS to DME 16 PIS, LT on 018° (R198) to FRZ.	Cross PIS at 4500 Mnm, GINAR at FL 130 Mnm.
SPEZI 6A ③	... LT (complete turn at 3000 Mnm) on 220° to intercept R279 PIS to SPEZI.	Cross MARLY at 4000 Mnm, SPEZI at FL 90 Mnm.

① ATC discretion only.

② Mnm climb gradient 7.4% (450 ft/NM) to FL 120.

③ Mnm climb gradient 7.4% (450 ft/NM) to 4000.

④ Mnm climb gradient 7.4% (450 ft/NM) to FL 130.

Changes: NIL

SIDs RWY 04 L/R

SIDs RWY 04 L/R

RWY 04L/ R (035°)

ALL SIDs

- Due to obstacles located North (Pisa city) and North East (hills) of AD:
  - 1 TODA 04L: 2529m
  - TODA 04R: 3067m
- 2 **MAX IAS 230** and Mnm bank angle 25° or rate of turn 2.15°/sec during initial turn.
- Mnm climb gradient according to SID text, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
7.4	450	1200	1400	1600	1800	2100

INITIAL CLIMB	ROUTING	Climb restrictions
	On 035° to <b>700</b> , LT on 195° to PIS L, then...	
SID	ROUTING	Climb restrictions
<b>FRZ 6E</b> ③	...LT on 174° (R354 ELB) to DME 28 PIN (or DME 31 ELB), LT on DME 30 PIN Arc to intercept R198 FRZ to FRZ.	Cross KAREL at <b>FL 100 Mnm</b> , DME 28 PIN/ DME 31 ELB at <b>FL 140 Mnm</b> , DME 30 PIN Arc/R200 FRZ at <b>FL 150 Mnm</b> .
<b>BELEL 6E</b> ① ②	... RT on 264° to BELEL.	Cross R338 ELB at <b>4000 Mnm</b> . BELEL at <b>FL 90 Mnm</b> .

- ① ATC discretion only.
- ② Mnm climb gradient 7.4% (450 ft/NM) to **4000**.
- ③ Mnm climb gradient 7.4% (450 ft/NM) to **FL 110**.

LIRP/PSA

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PISA

6

Changes: New SIDs

SIDs RWY 22 L/R

3

RWY 22 L/R (215°)

ALL SIDs

- MAX IAS 250 during initial turn.

- Mnm climb gradient according to SID text, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
5.5	334	900	1000	1200	1400	1500
6.5	395	1000	1200	1400	1600	1800

SID	ROUTING	Climb restrictions
BELEL 6C ① ②	As soon as praticable, join R215 PIS to DME 4 PIS, RT on 285° to intercept R254 PIS to BELEL.	Cross DME 20 PIS at 4000 Mnm, Cross BELEL at FL 90 Mnm
BEROK 6C ③	As soon as praticable, join R215 PIS to DME 4 PIS, LT on 309° (R129) to PIS, RT on R355 PIS to BEROK.	Cross PIS at 5500 Mnm, BEROK at FL 130 Mnm.
ELB 6C ④	As soon as praticable, join R215 PIS to PIS L, LT on 174° (R354)to ELB.	Cross PIS L at 2500 Mnm Cross KAREL at 4000 Mnm Cross ELB at FL 70 Mnm
FRZ 6C ⑤	As soon as praticable, join R215 PIS to PIS L, LT on 174° to DME 26 PIS, LT on DME 28 Arc to intercept R198 FRZ to FRZ.	Cross PIS L at 2500 Mnm Cross DME 26 PIS at FL 110 Mnm Cross DME 28 Arc/R163 PIS at FL 130 Mnm
FRZ 6D ① ⑥	As soon as praticable, join R215 PIS to DME 4 PIS, RT on 123° (R303) to PIS, LT on R103 PIS to DME 16 PIS, LT on 018° (R198) to FRZ.	Cross PIS at 5500 Mnm Cross GINAR at FL 130 Mnm
SPEZI 6C ②	As soon as praticable, join R215 PIS to DME 4 PIS, RT on 330° to intercept R279 PIS to SPEZI.	Cross MARLY at 4000 Mnm, Cross SPEZI at FL 90 Mnm.

① ATC discretion only.

② Mnm climb gradient 5.5% (334 ft/NM) to 3500.

③ Mnm climb gradient 5.5% (334 ft/NM) to FL 100.

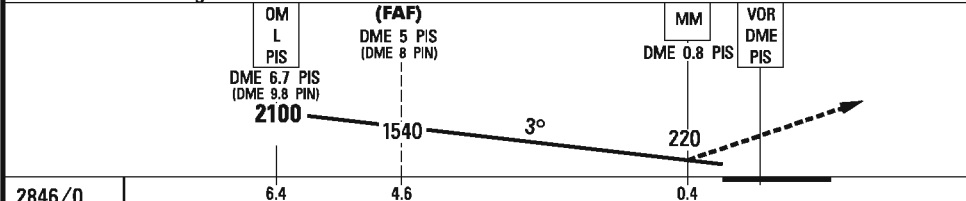
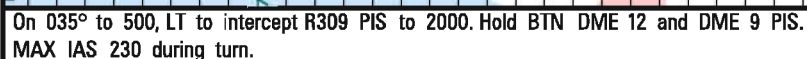
④ Mnm climb gradient 6.5% (395 ft/NM) to 3500.

⑤ Mnm climb gradient 6.5% (395 ft/NM) to FL 110.

⑥ Mnm climb gradient 6.5% (395 ft/NM) to FL 120.

Changes: NIL

SIDs RWYs 22 L/R	
LIRP/PSA	
PISA	
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CAT 1		360	(360) R800	370	(370) R800	380	(380) R800
GP U/S		450	(450) R1000	450	(450) R1000	450	(450) R1400
CIRC		800	(800) 1600	900	(900) 2400	900	(900) 3600
MAX IAS 175							

APP:	122.100	126.075
Radar:		124.275
TWR:	119.100	122.100
GND:		121.600
See Arrival Info		
OM-MAPT	GS	120 140 160
3°	Time	3'00 2'34 2'15
5.2%	fpm	650 750 850

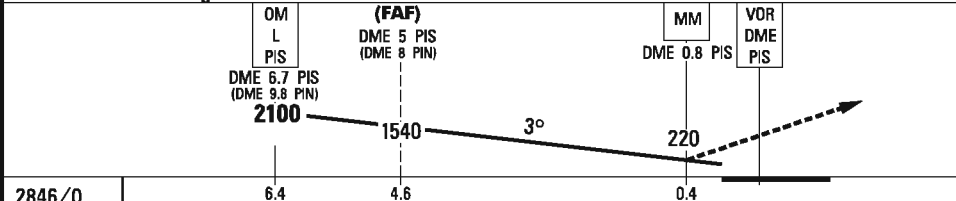
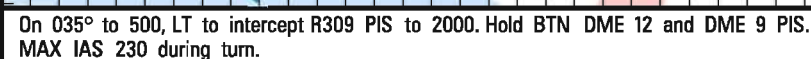
TR LEVEL	ATC
TR ALT	5000
MSA	25NM

VOR PIS 5000

Radial lines: 129°, 239°, 034°

Distance: 2500

**Changes: Renumbered**



CAT 1		360	(360) R800	370	(370) R800	380	(380) R800
GP U/S		450	(450) R1000	450	(450) R1000	450	(450) R1400
CIRC		800	(800) 1600	900 <input type="checkbox"/>	(900) 2400	900 <input type="checkbox"/>	(900) 3600
<b>1</b> MAX IAS 175							

**APP:** 122.100 126.075

**Radar:** 124.275

**TWR:** 119.100 122.100

**GND:** 121.600

**1 See Arrival Info**

OM-Mapt	GS	120	140	160
3°	Time	3'00	2'34	2'15
5.2%	fpm	650	750	850

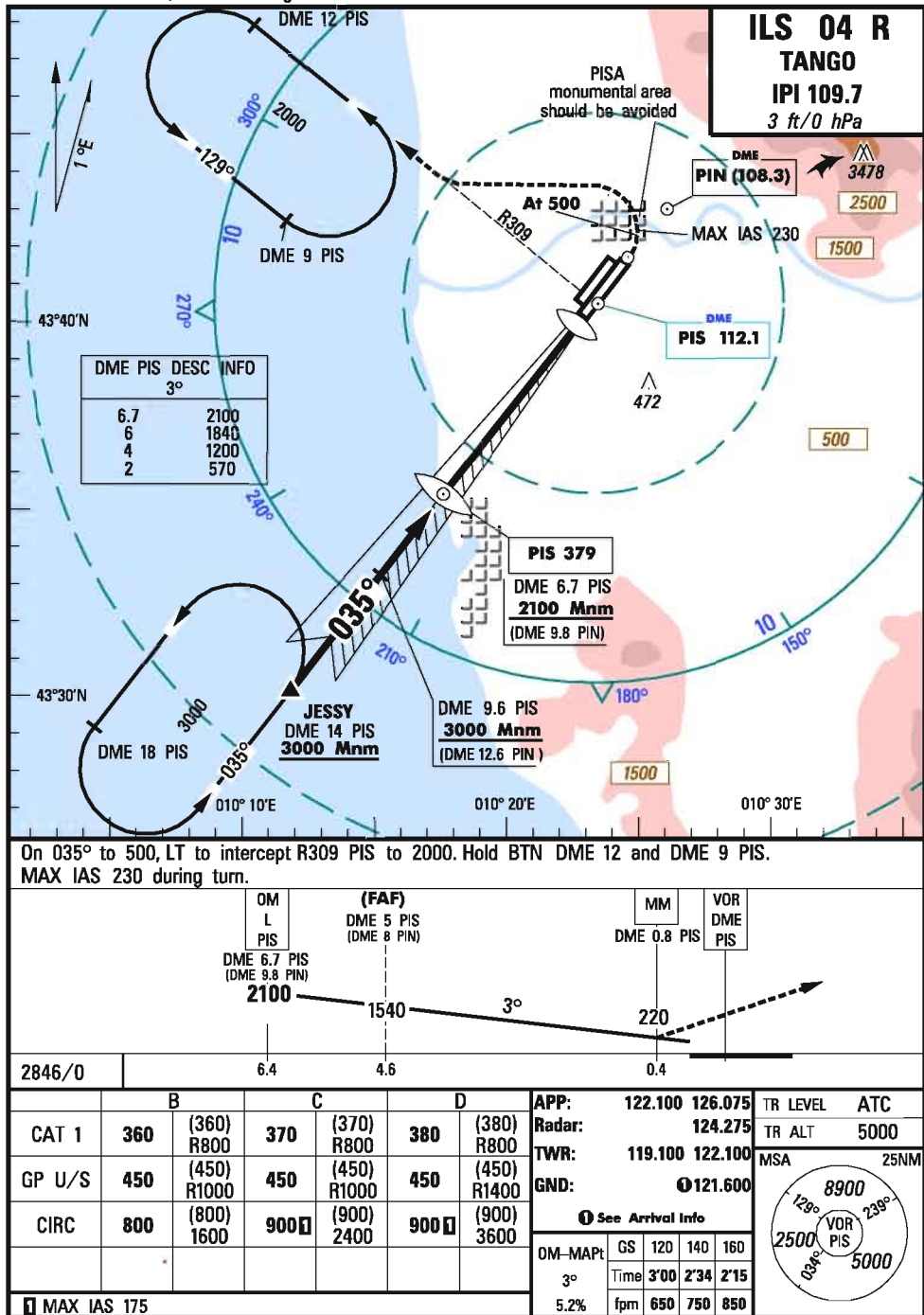
TR LEVEL	ATC
TR ALT	5000

MSA 25NM

**Changes: Renumbered**

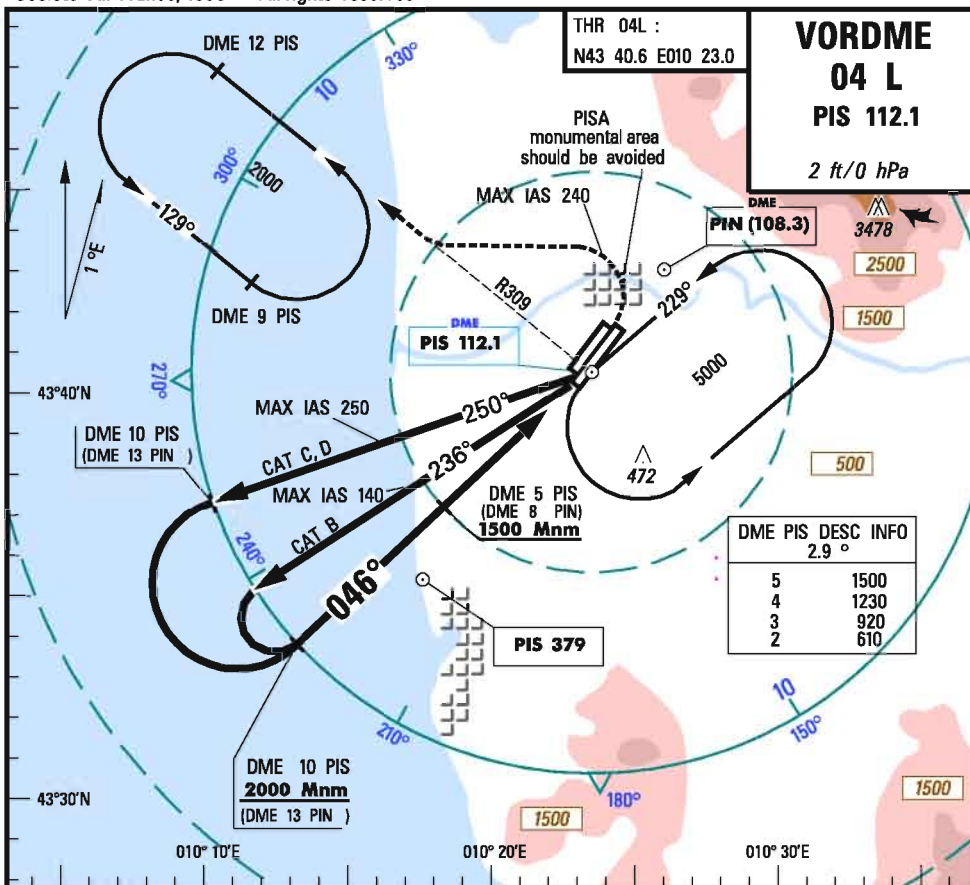
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18 DEC 08



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LT to intercept R309 PIS to 2000. Hold BTN DME 12 and DME 9 PIS. MAX IAS 240 during turns.

Final approach offset  
from RWY by 10 (FAF)  
DME 5 PIS  
(DME 8 PIN)DME 1 PIS  
MAPtVOR  
DME  
PIS

1500

2.9 

2488/0

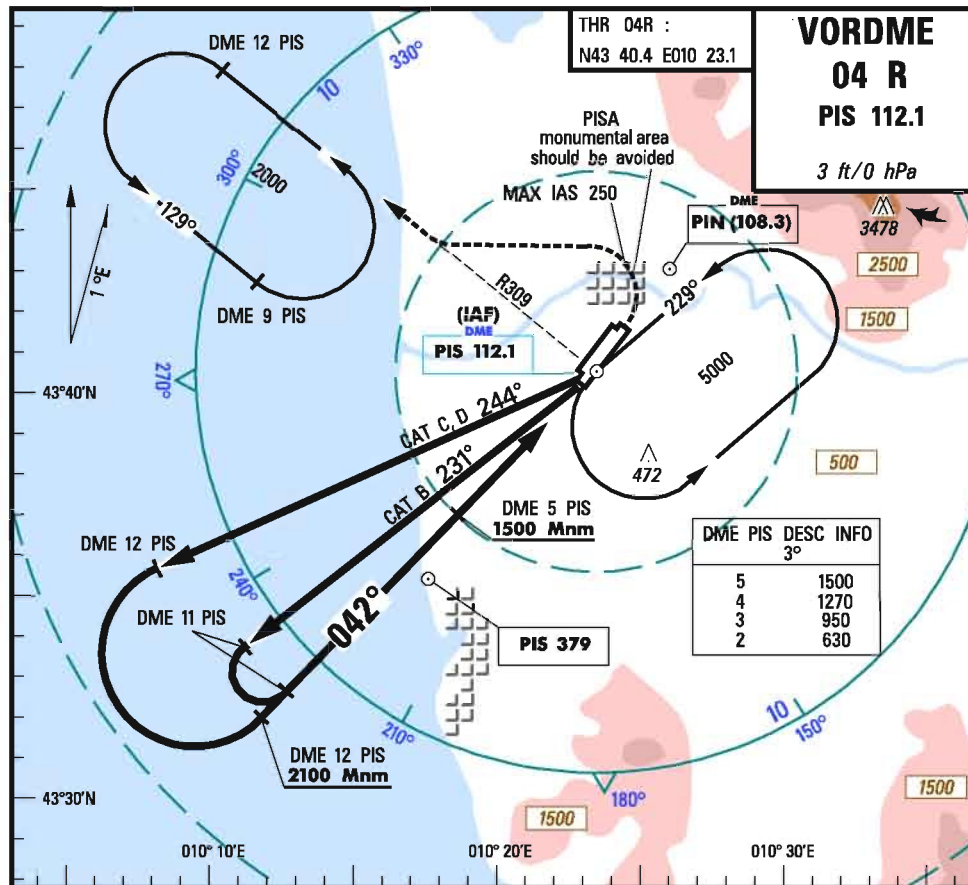
4.8

0.8

	B	C	D	APP:	122.100	126.075	TR LEVEL	ATC
VOR	500	(500)	(500)	Radar:	124.275	124.275	TR ALT	5000
DME	500	R1500	500	TWR:	119.100	122.100	MSA	25NM
CIRC	800	(800)	900	GND:	�121.600	�121.600		
		1600	(900)					
		2400	900					
		3600						
� See Arrival Info								
FAF-MAPt	GS	120	140	160				
2.9�	Time	2'00	1'43	1'30				
5.1%	fpm	600	700	800				

  MAX IAS 175

Changes: Renumbered



LT to intercept R309 PIS to 2000. Hold BTN DME 12 and DME 9 PIS. MAX IAS 250 during turns.

Final approach offset  
from RWY by 6 (FAF)  
DME 5 PISDME 1 PIS  
MAPtVOR  
DME  
PIS

1500

3 

2846/0

4.6

0.6

	B	C	D	APP (R):	122.100	126.075	TR LEVEL	ATC
VOR	500	(500)	(500)	Radar:	124.275	124.275	TR ALT	5000
DME	500	R1200	500	TWR:	119.100	122.100	MSA	25NM
CIRC	800	(800)	900	GND:	�121.600	�121.600		
		1600	(900)					
		2400	900					
		3600						
� See Arrival Info								
FAF-MAPt	GS	120	140	160				
3�	Time	2'00	1'43	1'30				
5.2%	fpm	600	750	850				

  MAX IAS 175

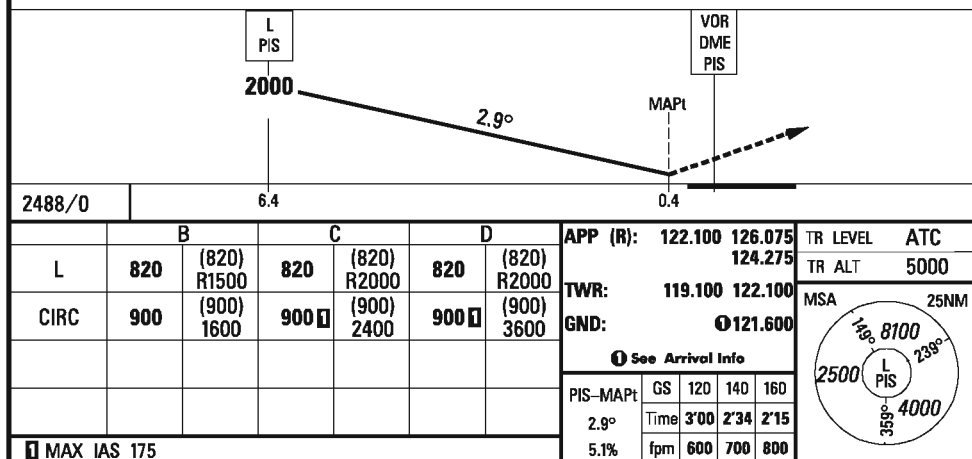
Changes: Renumbered

LRP/PSA

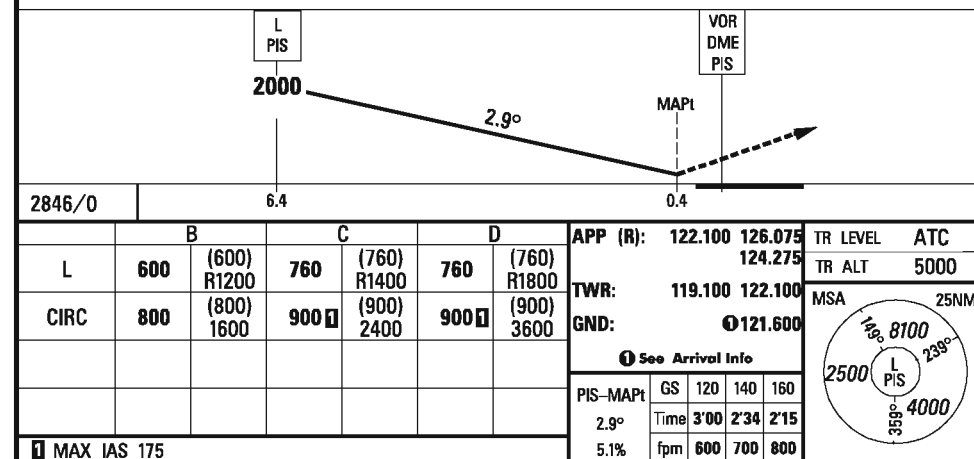
18 DEC 08

PISA

8



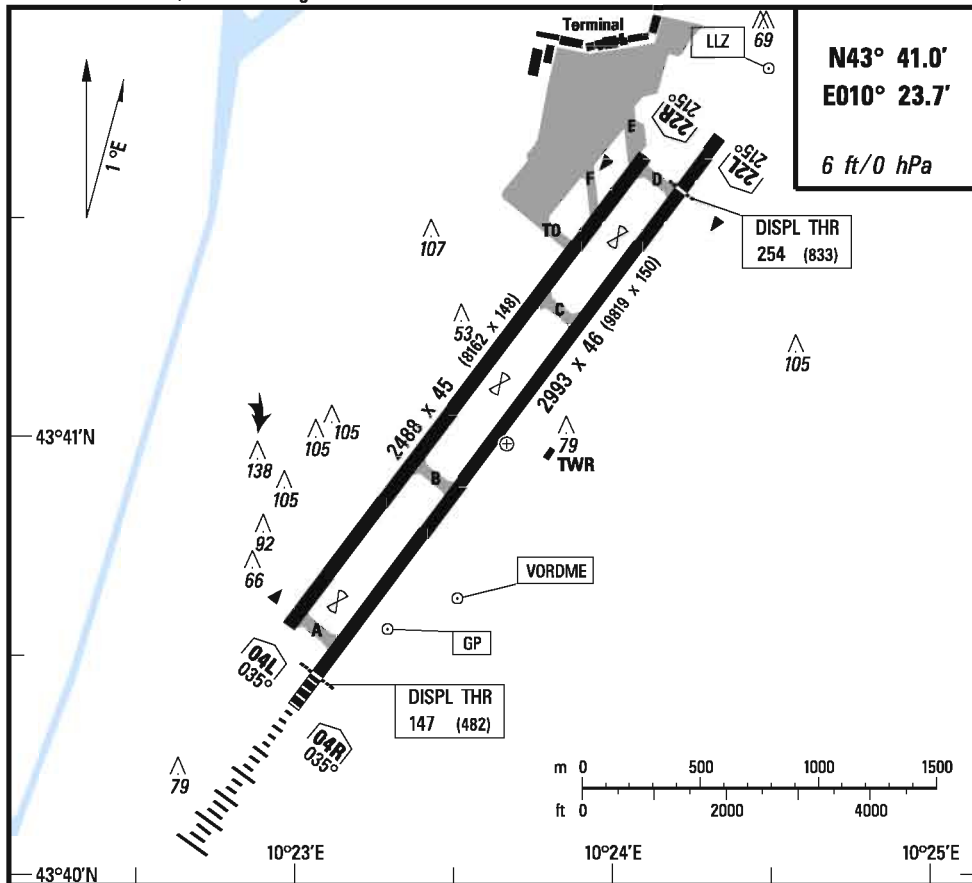
**Changes: Renumbered**



**Changes: Renumbered**

LIRP/PSA

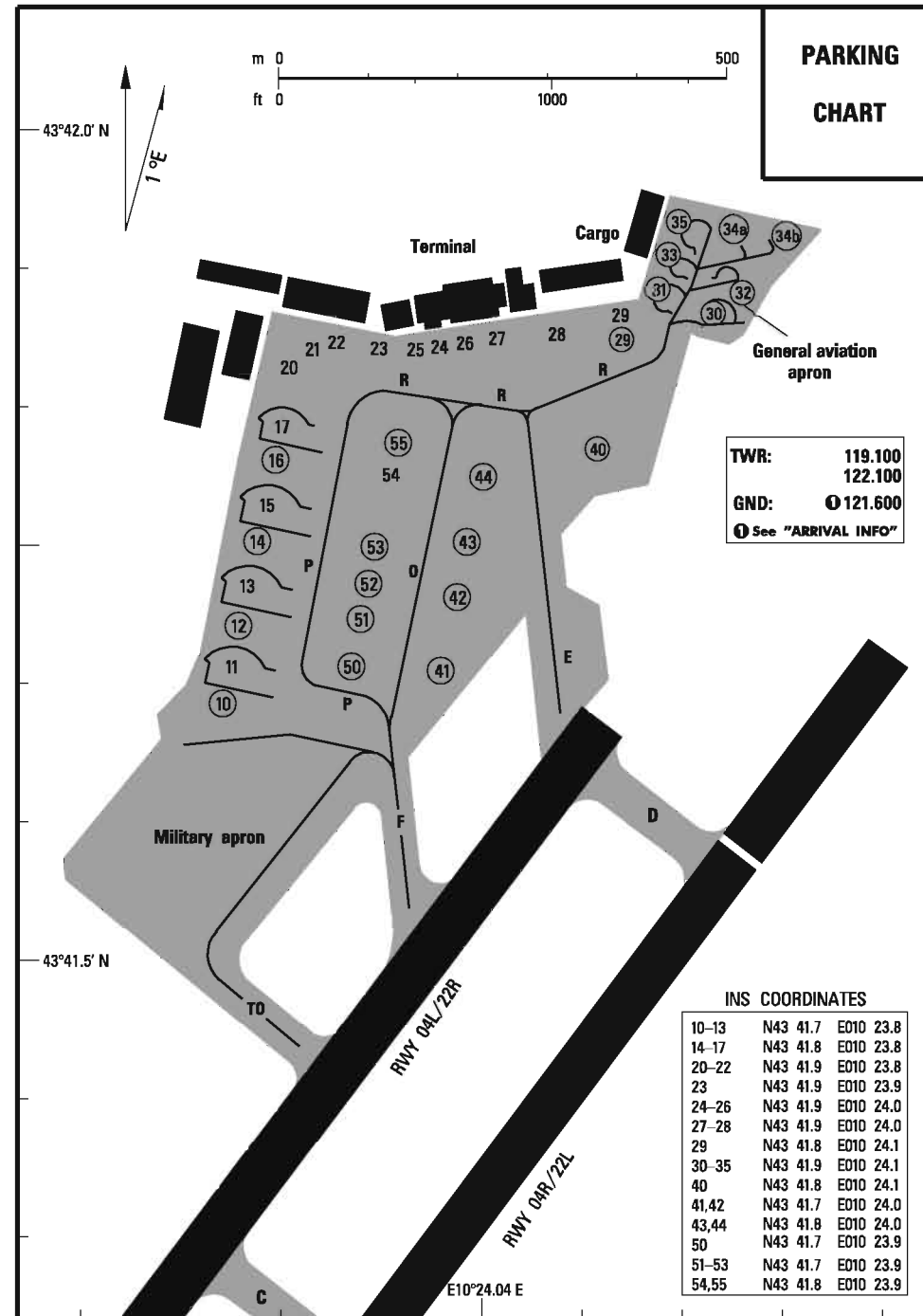
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18 DEC 08



RWY	ELEV (ft)	SLOPE %	SUR FACE	LIMITATIONS (m)		DIMENSIONS (m)		RVR	LIGHTING					VISUAL SLOPE
				TORA	LDA	SWY	CWY		RWY	RCL	TDZ	ALS	THR	
04L	7	0	A				278 ①		H60	H30				
22R	5	0	A				357 ②		H60	H30				
04R	3	0	C		2846		378	3	H60	H30		P1	H	PL/3°
22L	6	0	C		2739		145	3	H60	H30			H	PL/3°

TKOF MINIMA				COMPANY INFO	GROUND FREQUENCIES:  TWR: 119.100 122.100  GND: 121.600  1 See "ARRIVAL INFO"
RWY	B	C	D		
04L	0-400	0-400	0-400		
22R	0-400	0-400	0-400		
04R	0-400	0-400	0-400		
22L	0-400	0-400	0-400	REMARKS  1 CWY 41m (SID when PIS VOR U/S)  2 CWY 74m (SID when PIS VOR U/S)	

Changes: CWY 04 L/R, renumbered



INS COORDINATES			
10-13	N43 41.7	E010 23.8	
14-17	N43 41.8	E010 23.8	
20-22	N43 41.9	E010 23.8	
23	N43 41.9	E010 23.9	
24-26	N43 41.9	E010 24.0	
27-28	N43 41.9	E010 24.0	
29	N43 41.8	E010 24.1	
30-35	N43 41.9	E010 24.1	
40	N43 41.8	E010 24.1	
41,42	N43 41.7	E010 24.0	
43,44	N43 41.8	E010 24.0	
50	N43 41.7	E010 23.9	
51-53	N43 41.7	E010 23.9	
54,55	N43 41.8	E010 23.9	

Changes: Renumbered

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