

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LICJ

Terminal Charts For LICJ

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Palermo Ita
IATA Code: PMO
Lat/Long: N38° 10.9' E013° 06.0'
Elevation: 65 ft

Airport Use: Public
Magnetic Variation: 2.4°E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 0433 Z
Sunset: 1743 Z,

Runway Information

Runway: 02
Length x Width: 6785 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 43 ft
Lighting: Edge, Centerline

Runway: 07
Length x Width: 10912 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 49 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 400 ft

Runway: 20
Length x Width: 6785 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 25
Length x Width: 10912 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 65 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 679 ft

Communication Information

ATIS 123.875
Raisi Tower 119.05
Raisi Ground Control 121.625 MF
Palermo Approach Control 118.65
Palermo Approach Control 120.2
Palermo Radar 118.65
Palermo Radar 120.2

1. GENERAL

1.1. ATIS

ATIS 123.87

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. USE OF APU**

APU must be turned on not more than 60 minutes from EOBT and it must be turned off not more than 20 minutes after ATA.

1.2.2. ENGINE RUN-UPS

Engine run-ups must be carried out on the maneuvering area far from flight operations.

From 2100 to 0700 LT and from 1400 to 1700 LT engine tests of all ACFT are forbidden except for those of immediate use.

On apron engine tests are only allowed after approval by Apron Service with idle power engine and for not more than 30 minutes.

Engine tests are restricted to one at a time.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be activated when

- the reported RVR value at TDZ is equal to or less than 550m.
- cloud base is below 200' according to the meteorological local report.
- the rapid deterioration of weather conditions recommends so.

No operations allowed with RVR less than 400m.

Pilots will be informed by RTF and/or ATIS when LVP are in force.

In case of poor visibility conditions a reduced APT capacity can be expected due to the required increase in spacing between arriving ACFT and the restrictions applied on ground movements.

Whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from TWR, only one movement at a time is allowed.

Follow-me assistance will be available on pilot's request.

1.4. RWY OPERATIONS**1.4.1. RWY 02**

HJ available for landing in VMC only.

HN not available for landing.

1.5. TAXI PROCEDURES

During taxiing operations pilots are requested to keep the transponder off or stand-by.

| Apron TWY East of TWY H MAX wingspan 118'/36m.

| Apron TWY between TWYs N and H MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

| On stands 201 thru 307 push-back required.

| Stand 302 available for helicopters.

1.7. OTHER INFORMATION

APT frequently affected by terrain induced wind shear phenomena, mostly originated by winds having an intensity of 10 - 20 KT and a 150° - 270° direction at ground level, and an intensity of more than 15 KT and SW direction at 5000'/1500m.

Birds.

RWYs 20 and 25 right-hand circuit.

2. ARRIVAL

2.1. RWY OPERATIONS

From 2300 to 0600LT landing ACFT shall use the entire length of the RWY to reach the apron.

2.2. TAXI PROCEDURES

In case of marshalling assistance not available, arriving ACFT must stop on the TWY before entering the parking area.

2.3. OTHER INFORMATION

2.3.1. COMMUNICATIONS FAILURE

Whenever an ACFT operating on the maneuvering area experiences a communications failure, it shall comply with the following:

Vacate the RWY as indicated and wait for the arrival of the follow-me car in order to be guided to the assigned stand.

Landing on:

RWY 02 via TWY T

RWY 07 via TWY A

RWY 20 via TWY G

RWY 25 via TWY E

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. POWER BACK

Power back is normally forbidden on apron. In some cases a request must be submitted to Apron Service through Handler on 440.6. If approved, power-back maneuvering must be executed with minimum power engine, just for the start-up and the following movement.

3.2. OTHER INFORMATION

3.2.1. COMMUNICATIONS FAILURE

Whenever an ACFT operating on the maneuvering area experiences a communications failure, it shall comply with the following:

Continue on the assigned taxi route to the clearance limit position, paying particular attention to avoid any diversion, and wait for the arrival of the follow-me car in order to be guided back to the assigned stand.

ATIS
123.87

Apt Elev
65'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

ROSAS 1D [ROSA1D]

RNAV ARRIVAL

BY ATC

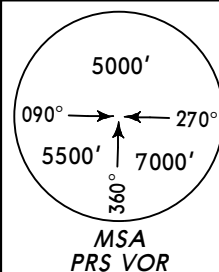
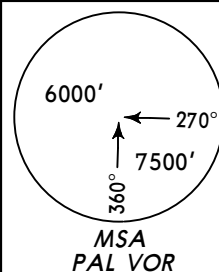
BASED ON PRS

ROSAS 2E [ROSA2E]

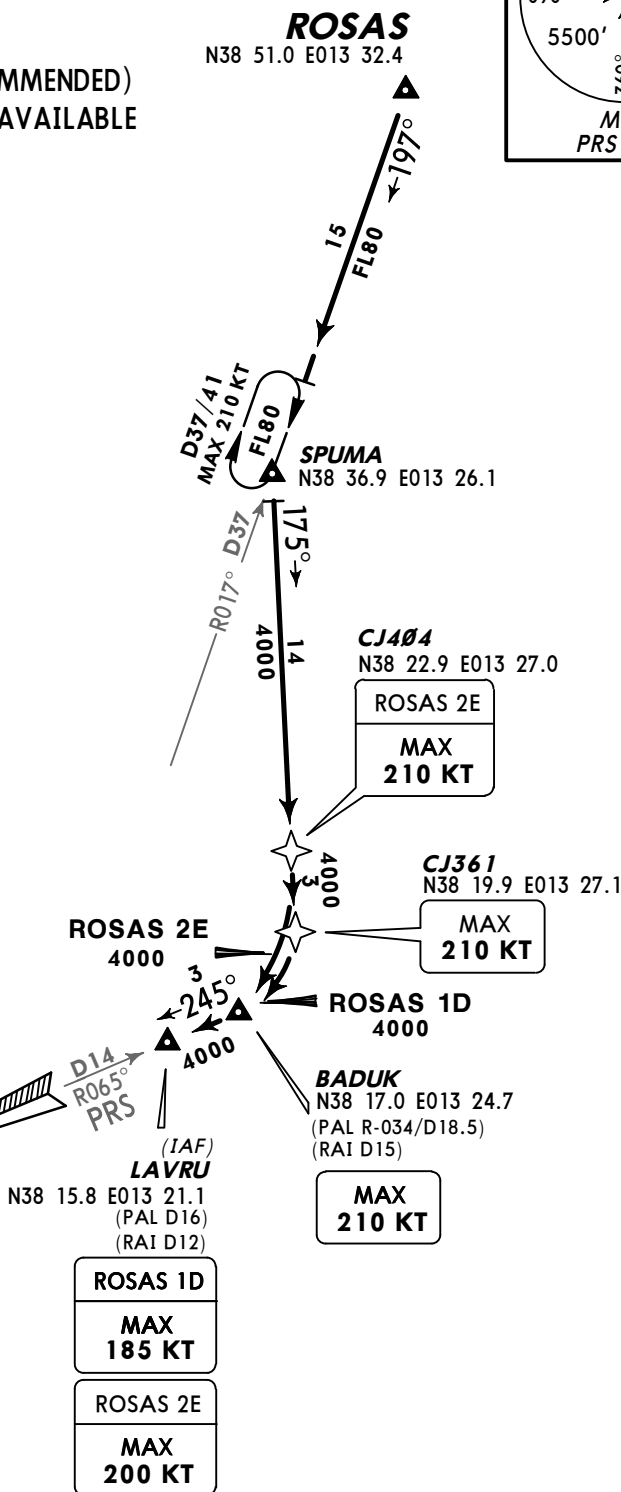
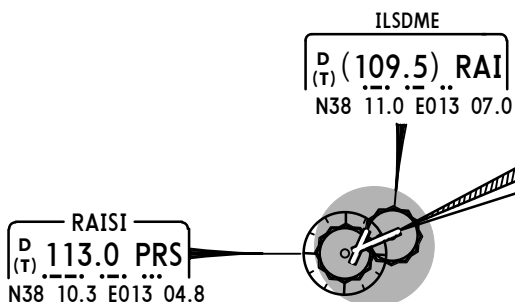
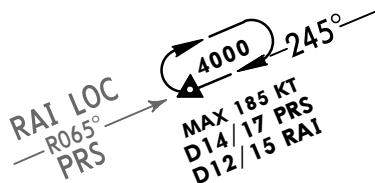
RNAV ARRIVAL

BASED ON PAL

B-RNAV (P-RNAV RECOMMENDED)
WHEN RADAR SERVICE AVAILABLE



HOLDING OVER
LAVRU

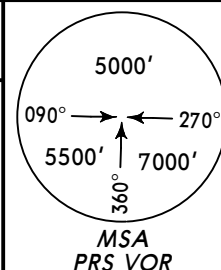


STAR

ROUTING

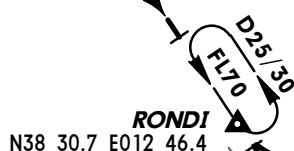
ROSAS 1D ROSAS - SPUMA - CJ361 (K210-) - BADUK (K210-) - LAVRU (K185-).

ROSAS 2E ROSAS - SPUMA - CJ404 (K210-) - BADUK (K210-) - LAVRU (K200-).

ATIS
123.87Apt Elev
65'Alt Set: hPa
Trans level: By ATC Trans alt: 5000'GIANO 2A [GIAN2A], GIANO 2B [GIAN2B]
GIANO 2D [GIAN2D]
ARRIVALS

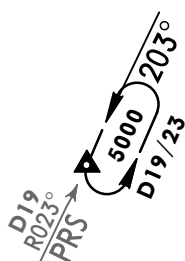
GIANO

N38 52.2 E012 26.9

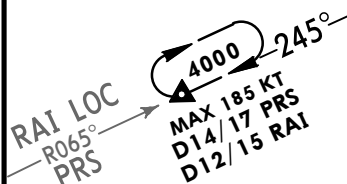
RONDI
N38 30.7 E012 46.4PRS 22 DME Arc
GIANO 2A: 5000
GIANO 2D: 4000SALAP
N38 22.5 E012 53.8CJ363
N38 31.2 E013 13.8GIANO 2A
5000DEMAV
N38 22.3 E013 28.2
(PRS R-055)

MAX 210 KT

GIANO 2D

BADUK
D17 PRS
N38 17.0 E013 24.7(IAF)
LAVRU
D12 RAI
N38 15.8 E013 21.1HOLDINGS
OVER
KOLOR

LAVRU

RAISI
D (T) 113.0 PRS
N38 10.3 E013 04.8

ILSDME

D (T) (109.5) RAI
N38 11.0 E013 07.0

STAR

ROUTING

GIANO 2A

Intercept PRS R-323 inbound to ROND, turn LEFT, along PRS 22 DME arc, to CJ363 turn RIGHT to KOLOR.

GIANO 2B

Intercept PRS R-323 inbound via ROND and SALAP to PRS.

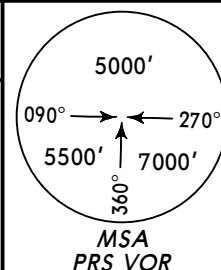
GIANO 2D

Intercept PRS R-323 inbound to ROND, turn LEFT, along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.

ATIS
123.87

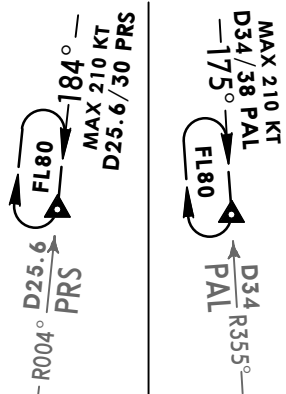
Apt Elev
65'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

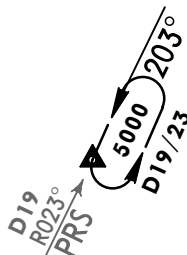


LURON 2A [LURO2A]
LURON 2B [LURO2B], LURON 2D [LURO2D]
ARRIVALS

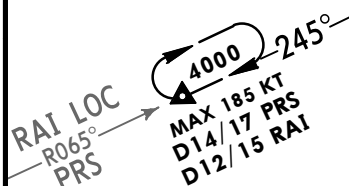
HOLDINGS OVER
FIZZY



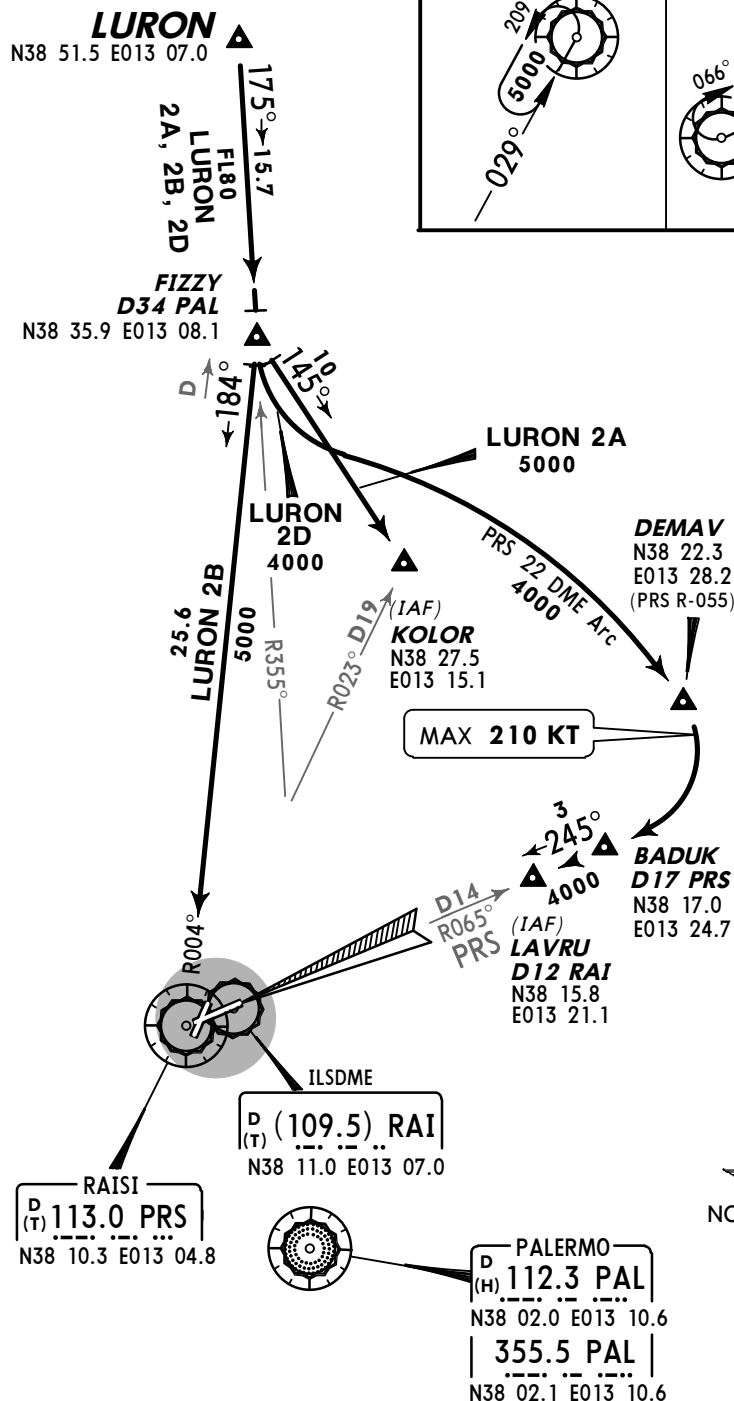
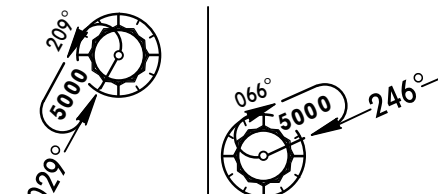
KOLOR



LAVRU



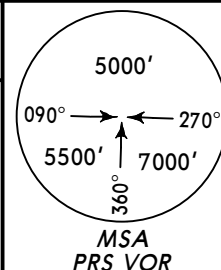
HOLDINGS OVER
PRS



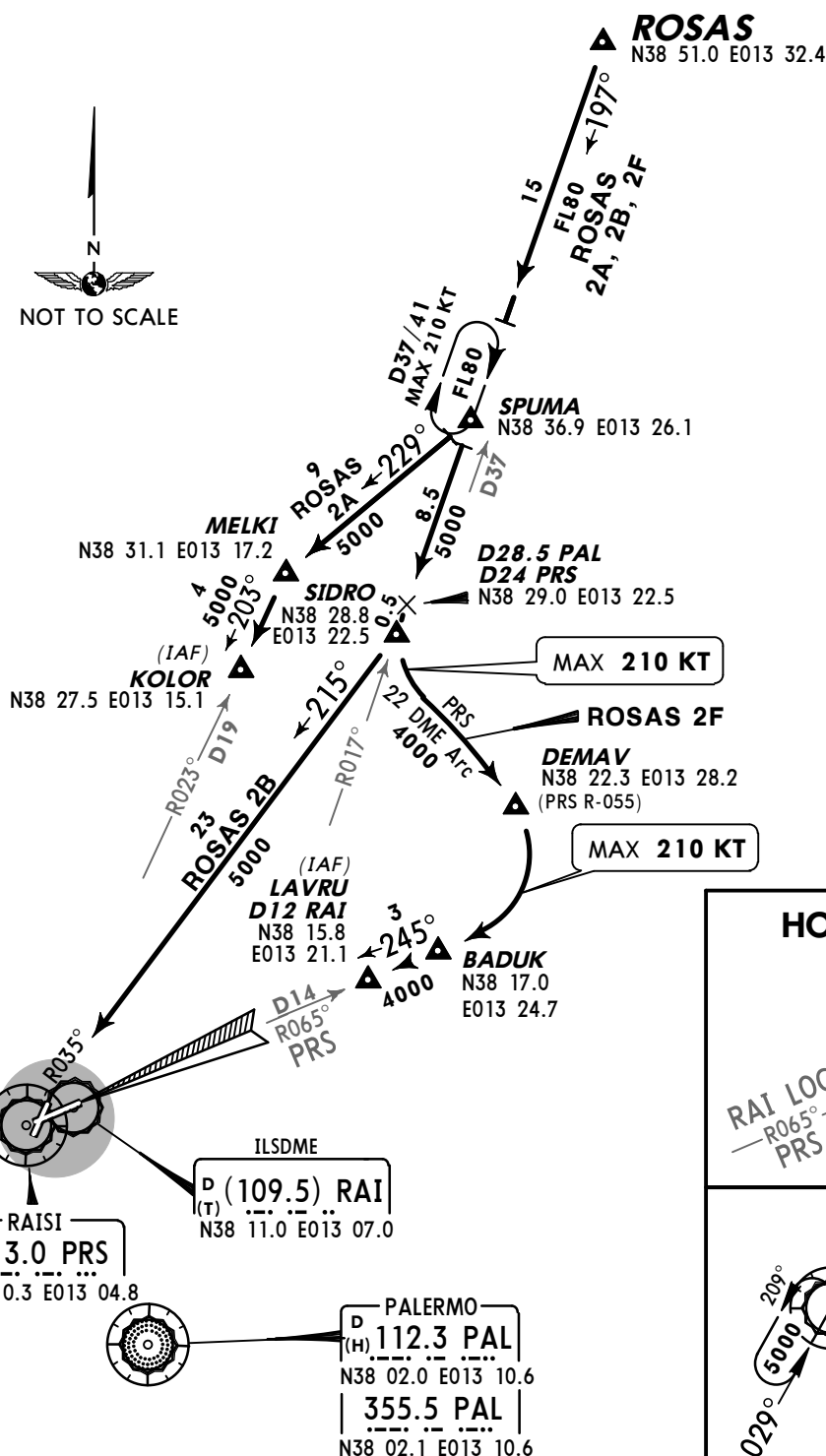
STAR

ROUTING

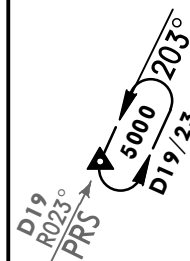
LURON 2A	Intercept PAL R-355 inbound to FIZZY, turn LEFT, 145° track to KOLOR.
LURON 2B	Intercept PAL R-355 inbound to FIZZY, turn RIGHT, intercept PRS R-004 inbound to PRS.
LURON 2D	Intercept PAL R-355 inbound to FIZZY, turn LEFT, along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.

ATIS
123.87Apt Elev
65'Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

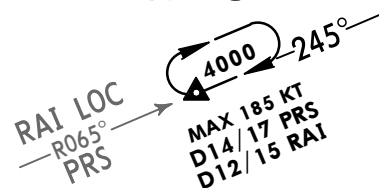
ROSAS 2A [ROSA2A] ROSAS 2B [ROSA2B], ROSAS 2F [ROSA2F] ARRIVALS



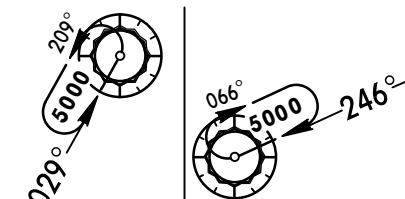
HOLDING OVER KOLOR



HOLDINGS OVER LAVRU



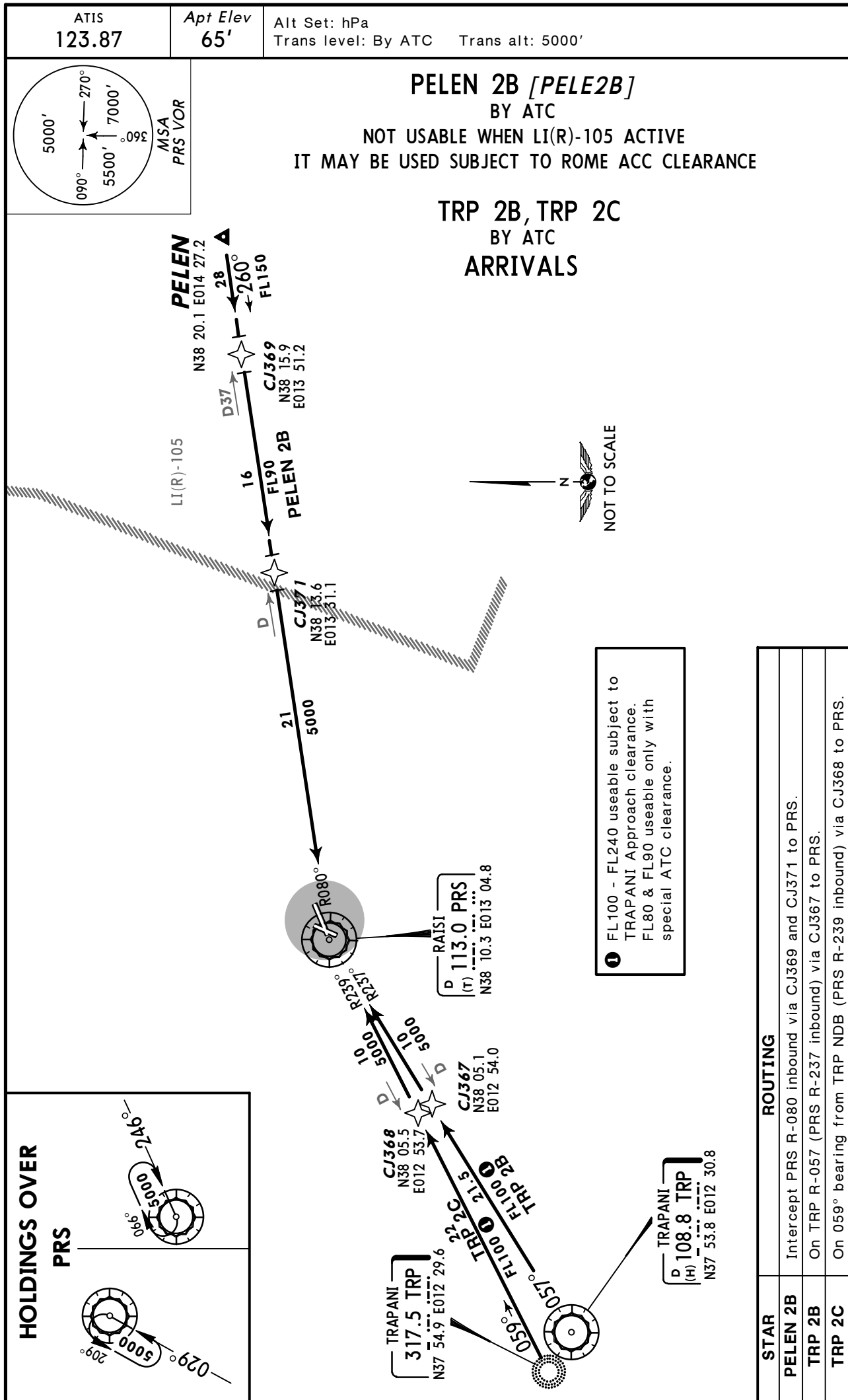
PRS

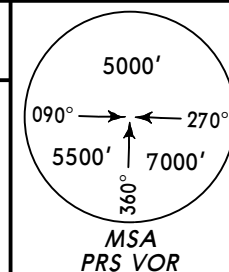


STAR

ROUTING

ROSAS 2A	Intercept PAL R-017 inbound to SPUMA, turn RIGHT, 229° track to MELKI, turn LEFT, intercept PRS R-023 inbound to KOLOR.
ROSAS 2B	Intercept PAL R-017 inbound via SPUMA to SIDRO, turn RIGHT, intercept PRS R-035 inbound to PRS.
ROSAS 2F	Intercept PAL R-017 inbound via SPUMA to D28.5 PAL, turn LEFT along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.



ATIS
123.87Apt Elev
65'Alt Set: hPa
Trans level: By ATC Trans alt: 5000'KAPIL 2C [KAP2C]
TRANSITIONKAPIL 2B [KAPI2B]
BY ATC

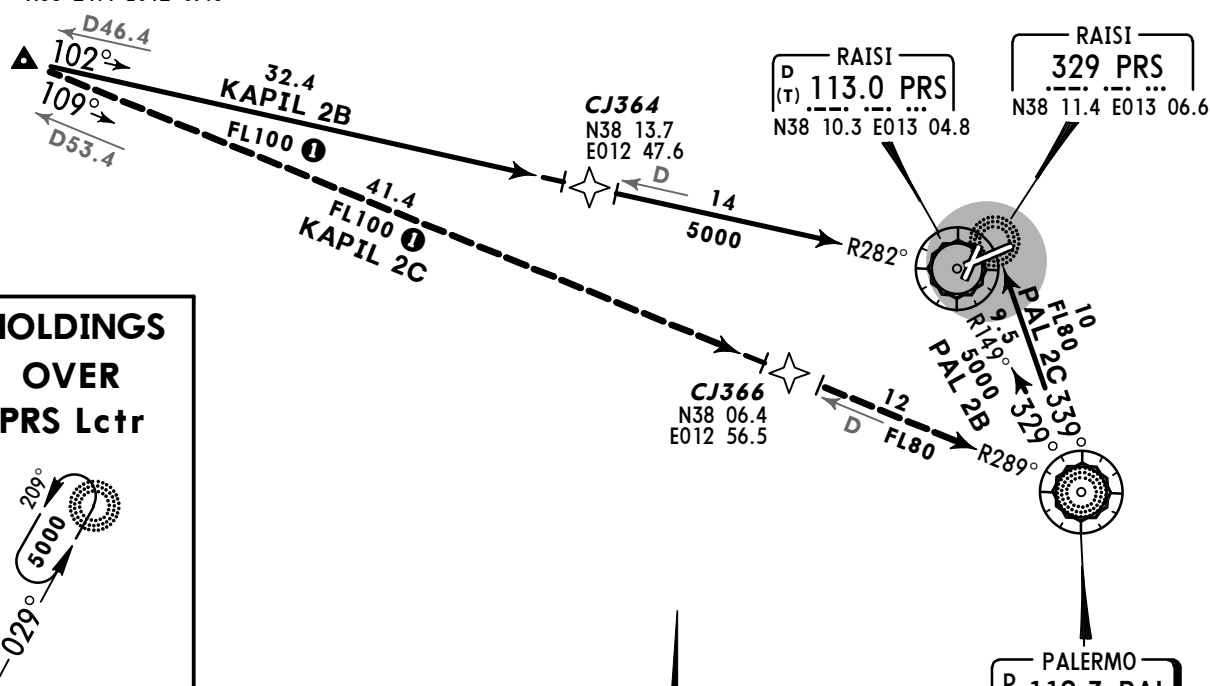
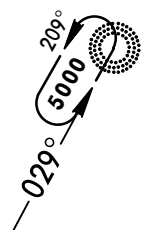
PAL 2B, PAL 2C

ARRIVALS

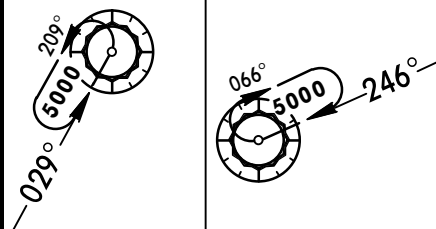
- ① FL100 - FL240 useable subject to TRAPANI Approach clearance.
FL80 & FL90 useable only with special ATC clearance.

KAPIL

N38 21.4 E012 07.6

HOLDINGS
OVER
PRS Lctr

PRS VORDME



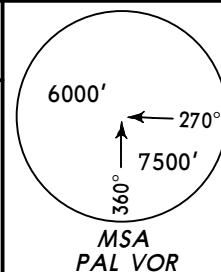
TRANSITION	ROUTING
KAPIL 2C	Intercept PAL R-289 inbound via CJ366 to PAL.
STAR	
KAPIL 2B	Intercept PRS R-282 inbound via CJ364 to PRS.
PAL 2B	On PAL R-329 (PRS R-149 inbound) to PRS.
PAL 2C	On PAL R-339 to PRS Lctr.

STAR	ROUTING
GIANO 2E	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.
GIANO 1F	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ407, turn RIGHT to KOLOR.
LURON 2E	Intercept PAL R-355 inbound to FIZZY, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.

ATIS
123.87

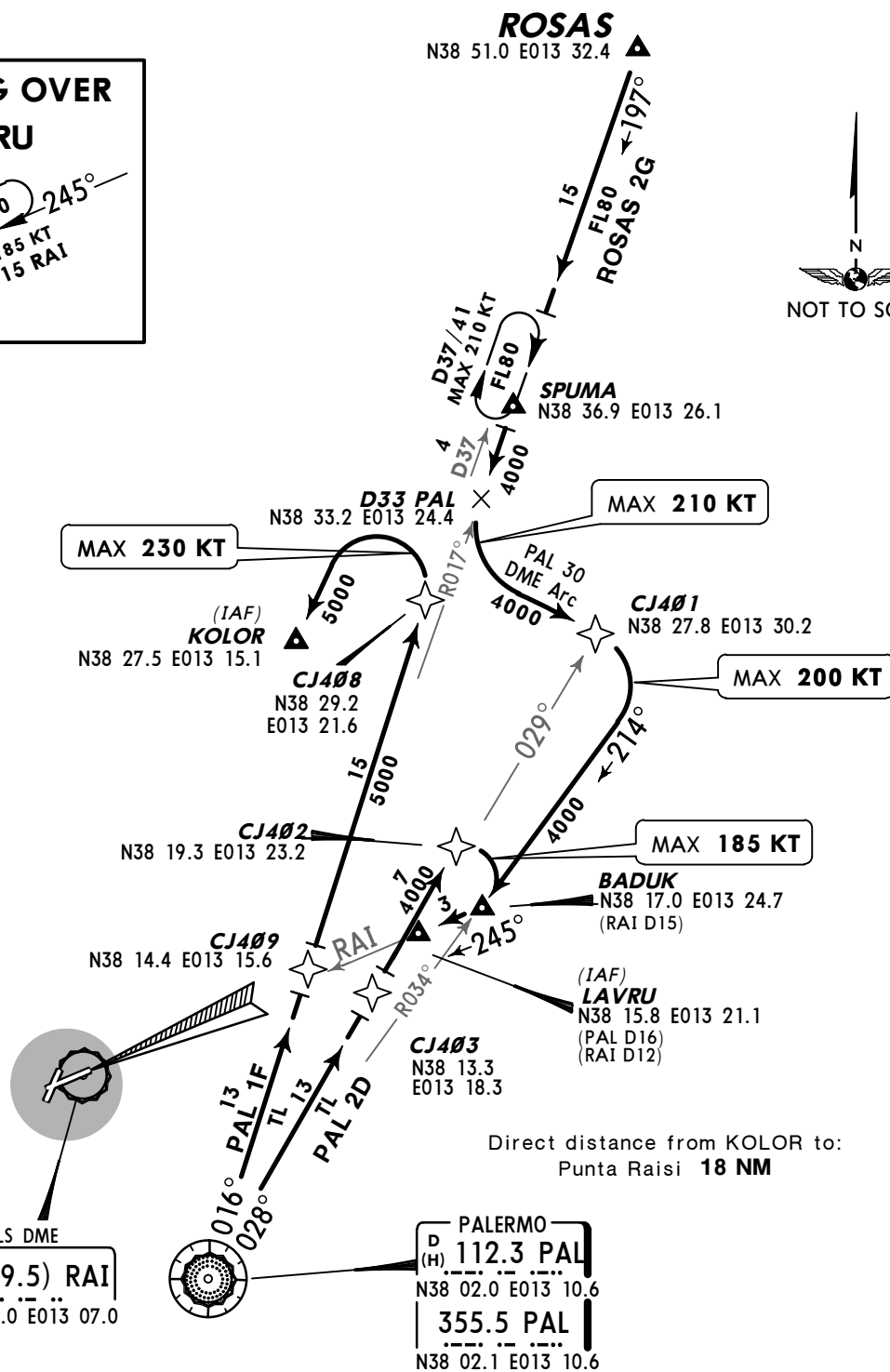
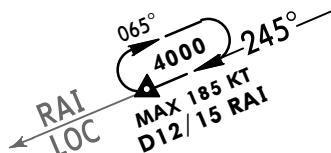
Apt Elev
65'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



PAL 2D, PAL 1F
ROSAS 2G [ROSA2G]
ARRIVALS
BASED ON PAL

HOLDING OVER
LAVRU



STAR

ROUTING

PAL 2D

On PAL R-028 via CJ403 to CJ402, turn RIGHT to BADUK, then to LAVRU.

PAL 1F

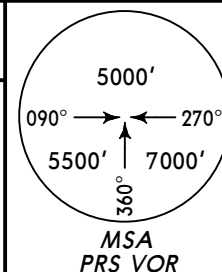
On PAL R-016 to CJ408, turn LEFT to KOLOR.

ROSAS 2G

Intercept PAL R-017 inbound via SPUMA to D33 PAL, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT to BADUK, then to LAVRU.

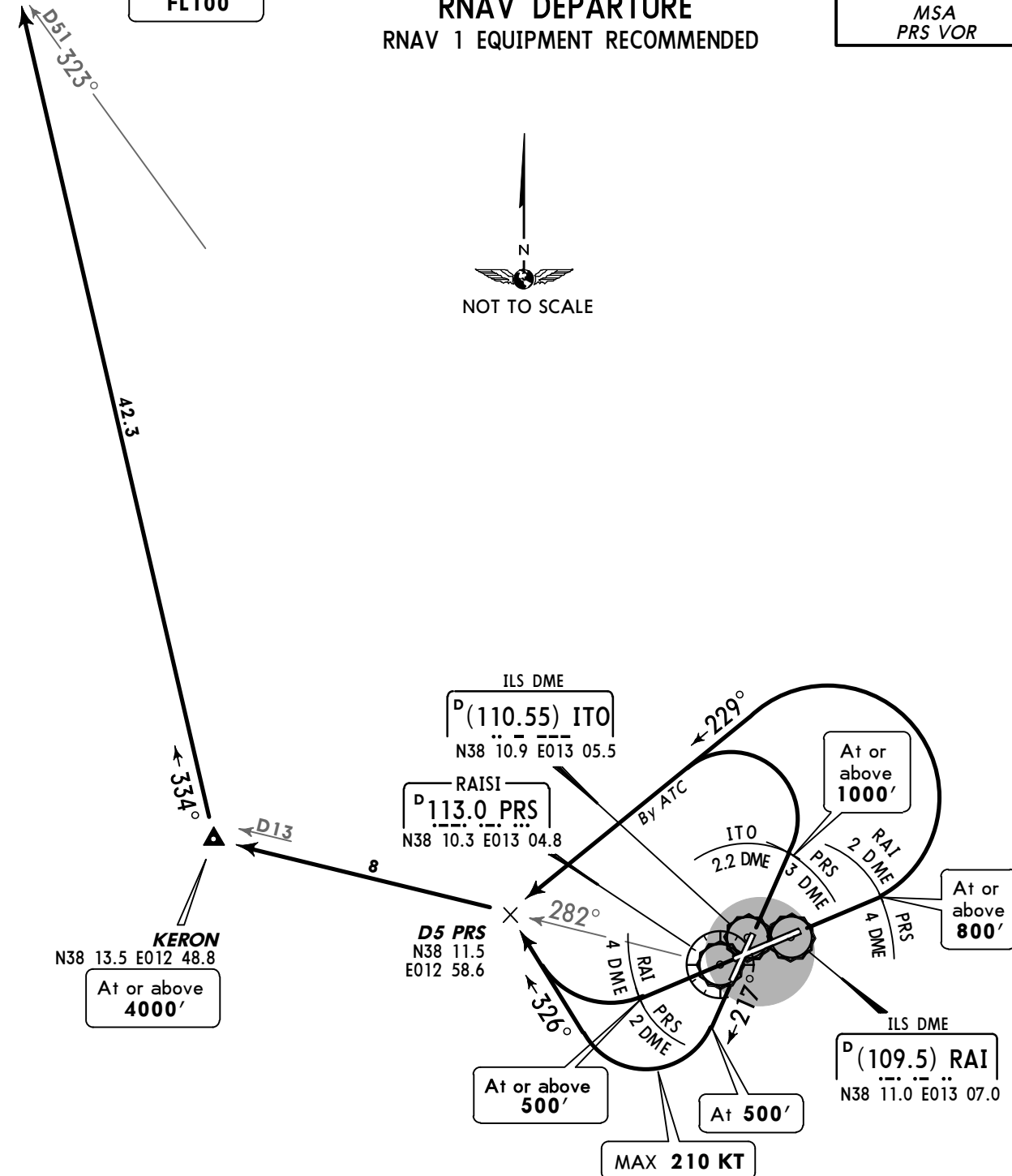
Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



GIANO
N38 52.2 E012 26.9
At or above
FL100

GIANO 1P [GIAN1P]
RWYS 02, 07, 20, 25
RNAV DEPARTURE
RNAV 1 EQUIPMENT RECOMMENDED



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

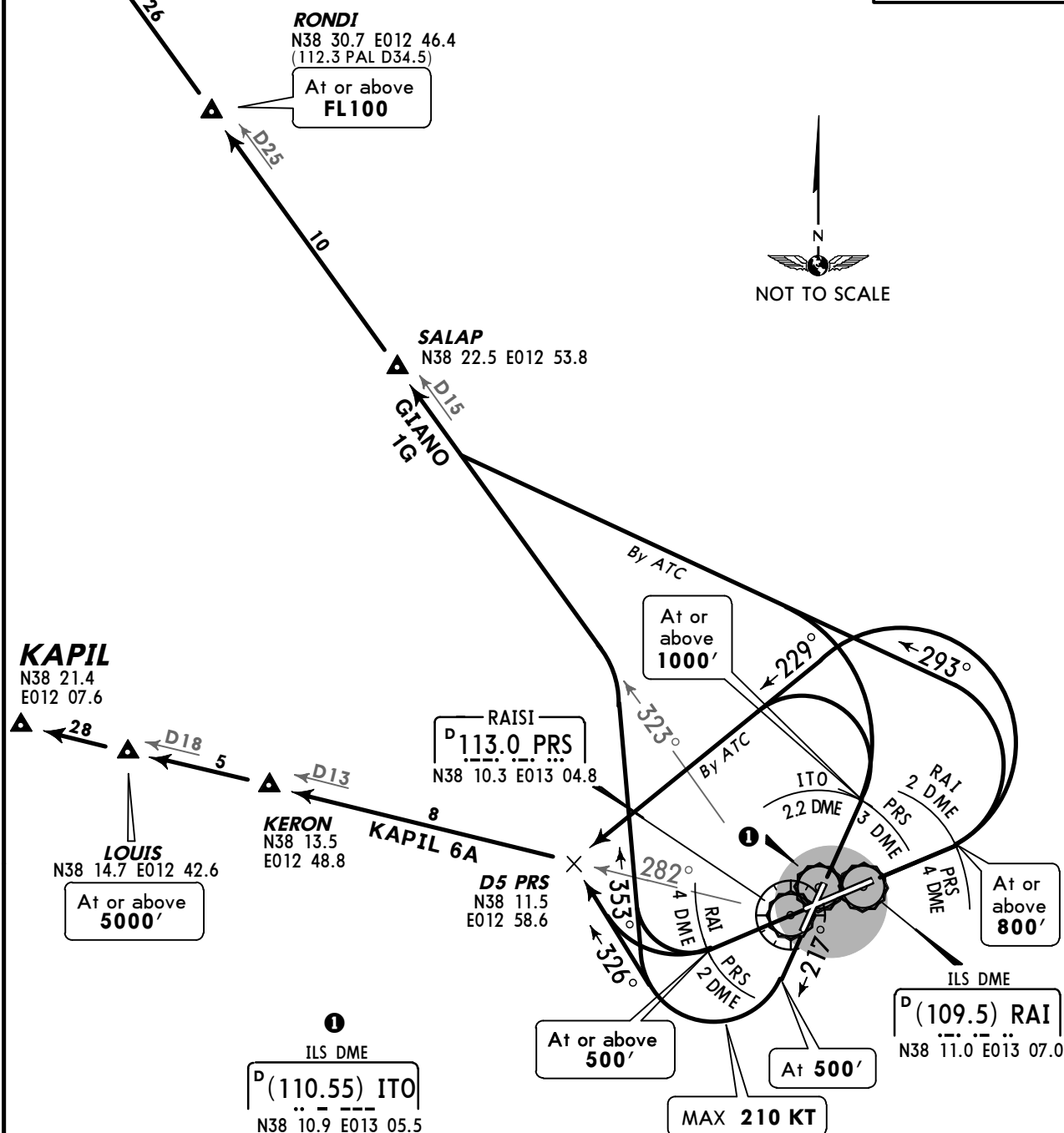
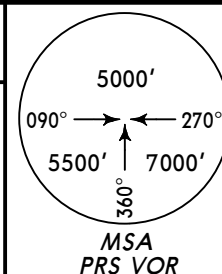
Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-282 over KERON (4000'+) - GIANO (FL100+).	

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



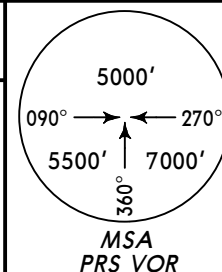
Rwy 02: 456' per NM (7.5%).
Rwy 07: 371' per NM (6.1%).
Rwy 20: 529' per NM (8.7%) until leaving **1000'.**

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
SID	ROUTING
GIANO 1G	Intercept PRS R-323 via SALAP and RONDI to GIANO.
KAPIL 6A	Intercept PRS R-282 via KERON and LOUIS to KAPIL.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



GIANO
N38 52.2 E012 26.9

At or above
FL100

GIANO 1J [GIAN1J]
RWYS 02, 07, 20, 25
DEPARTURE
BY ATC

D51 323°
17

MUSKY
N38 34.7 E012 28.1

D41

D32 PRS
N38 28.6 E012 31.4

355°

27



ILS DME

P (110.55) ITO
N38 10.9 E013 05.5

RAISI
P 113.0 PRS
N38 10.3 E013 04.8

D5 PRS
N38 13.2 E012 59.6

273°
303°
353°

ITO 2.2
DME 3 DME

RAI 2 DME
PRS 4 DME

At or above
1000'

At or above
800'

ILS DME
P (109.5) RAI
N38 11.0 E013 07.0

At or above
500'

At 500'

MAX 210 KT



TRAPANI
P 108.8 TRP
N37 53.8 E012 30.8

This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY

INITIAL CLIMB

- 02** On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
- 07** On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
- 20** Climb on 217° track to 500', turn RIGHT, follow assigned SID.
- 25** On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

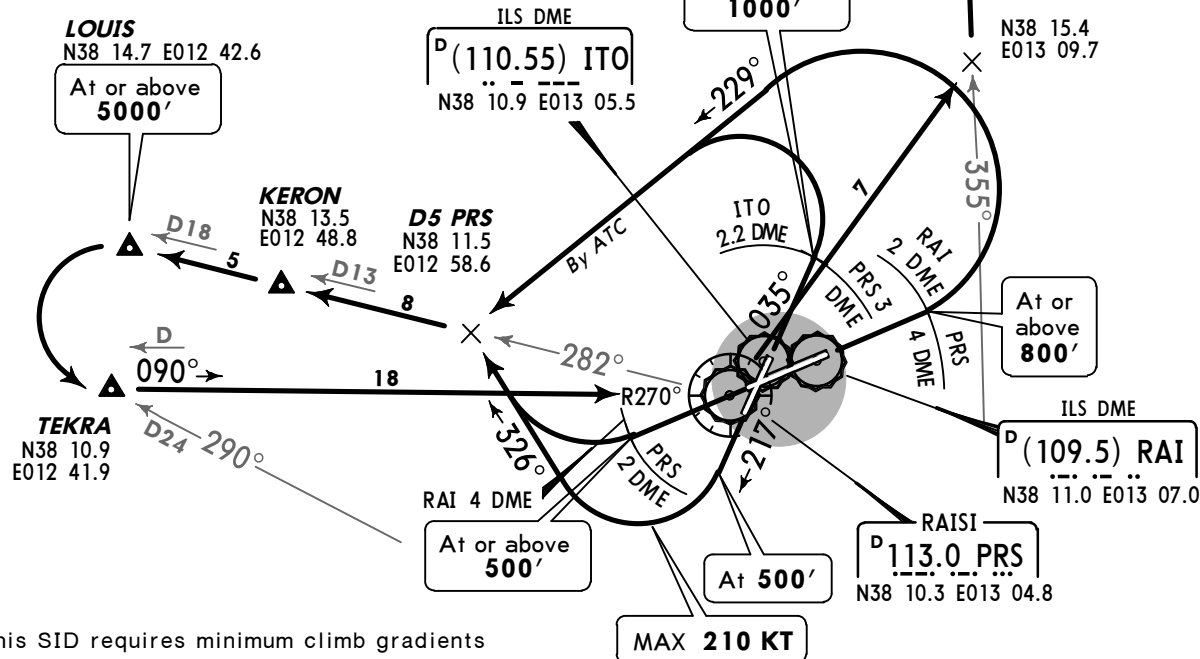
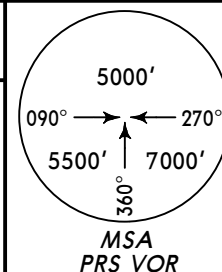
ROUTING

Intercept PRS R-303, then via MUSKY to GIANO.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

LURON 1G [LURO1G] RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

PALERMO
D 112.3 PAL
N38 02.0 E013 10.6



RWY

INITIAL CLIMB

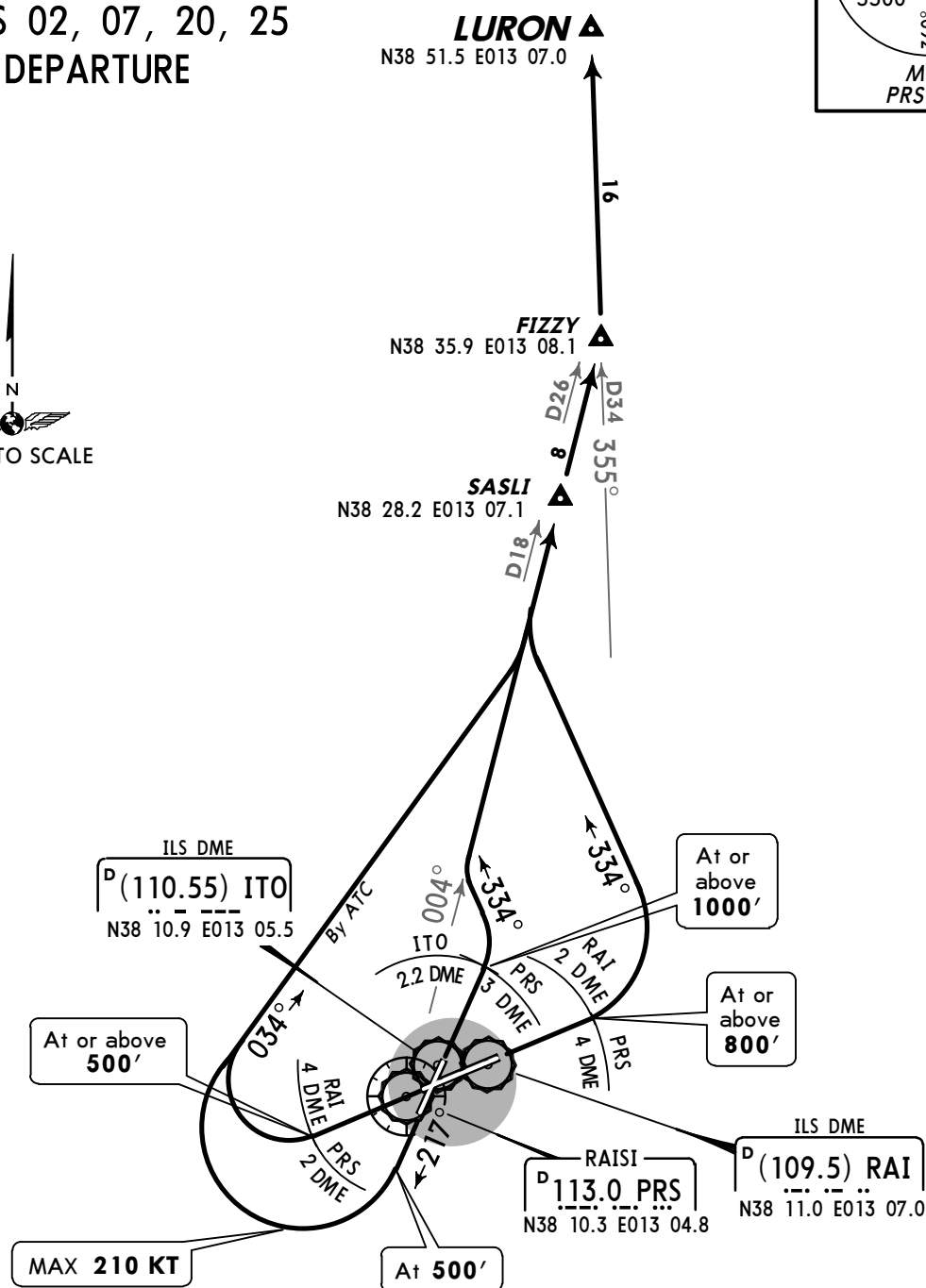
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

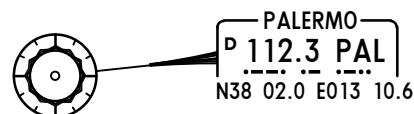
Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035, intercept PAL R-355 via TILSI and FIZZY to LURON.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.



NOT TO SCALE



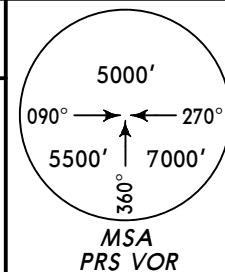
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853



Intercept PRS R-004 via SASLI to FIZZY, intercept PAL R-355 to LURON.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

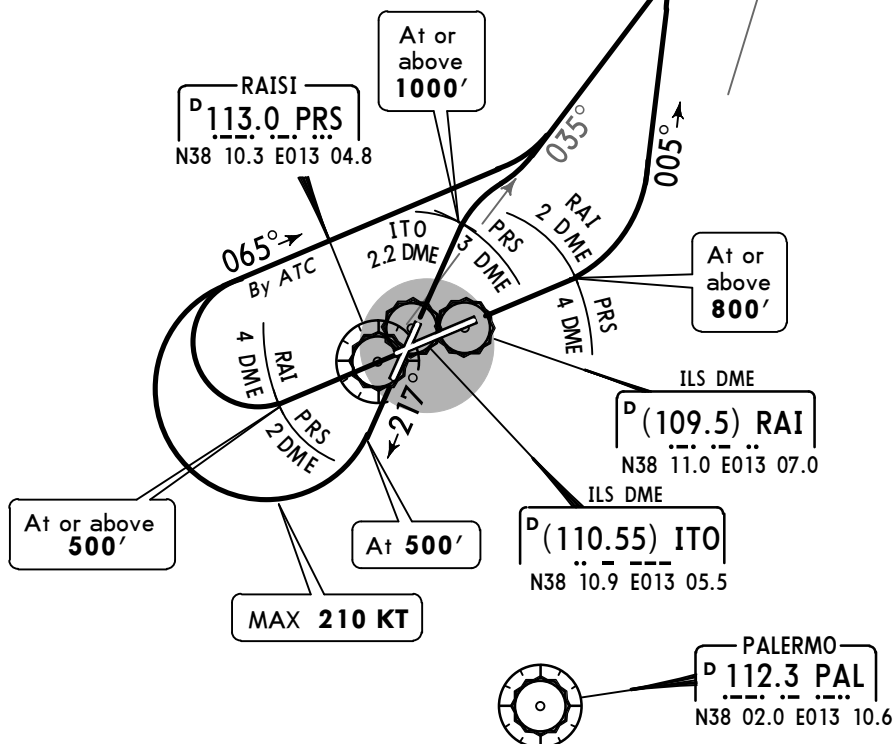


LURON 1P [LURO1P]
RWYS 02, 07, 20, 25
DEPARTURE

LURON
N38 51.5 E013 07.0

D34 PAL
N38 34.2 E013 24.8

SIDRO
N38 28.8 E013 22.5



This SID requires minimum climb gradients of

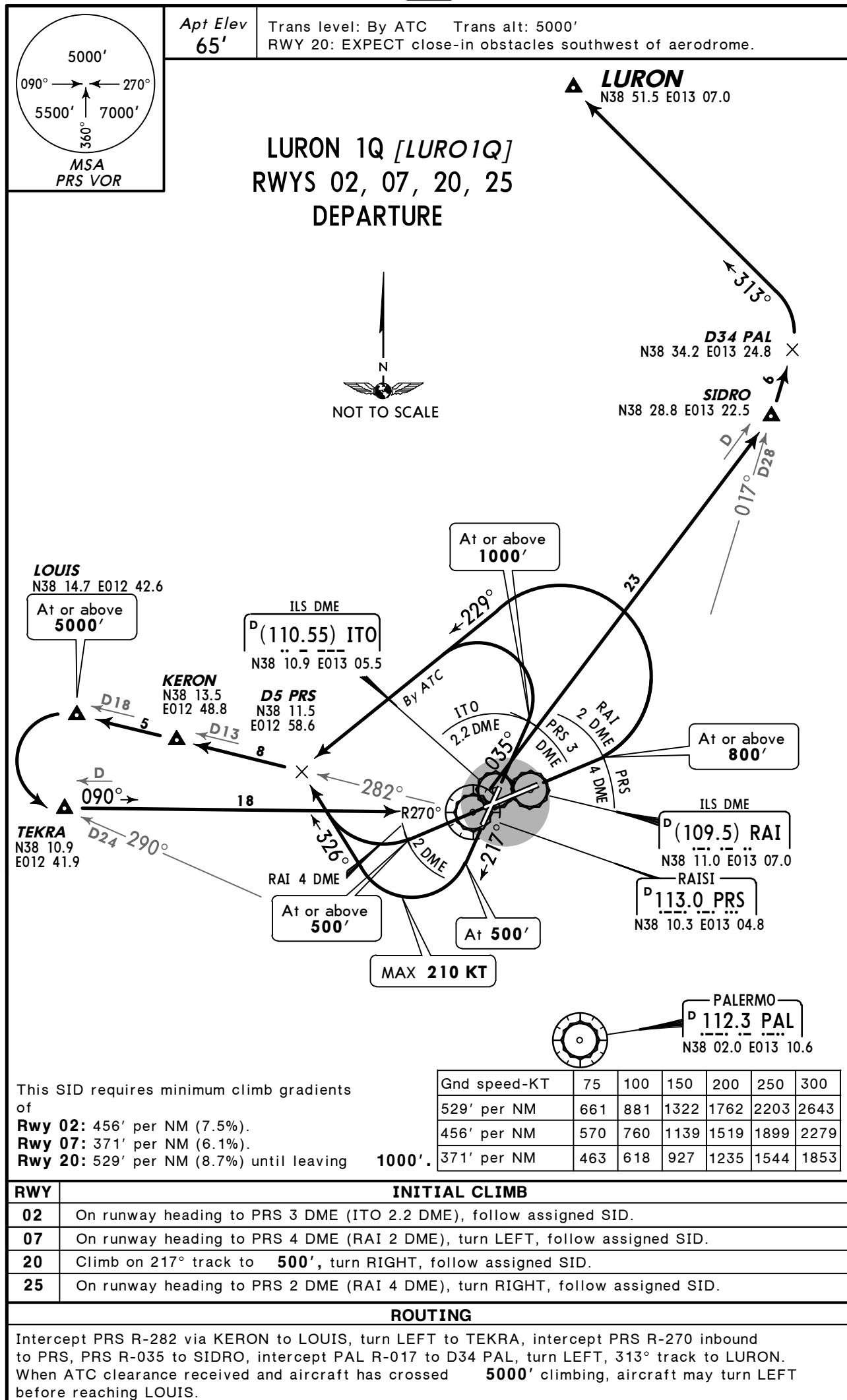
Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving **1000'**.

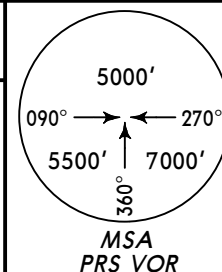
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-035 to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.	

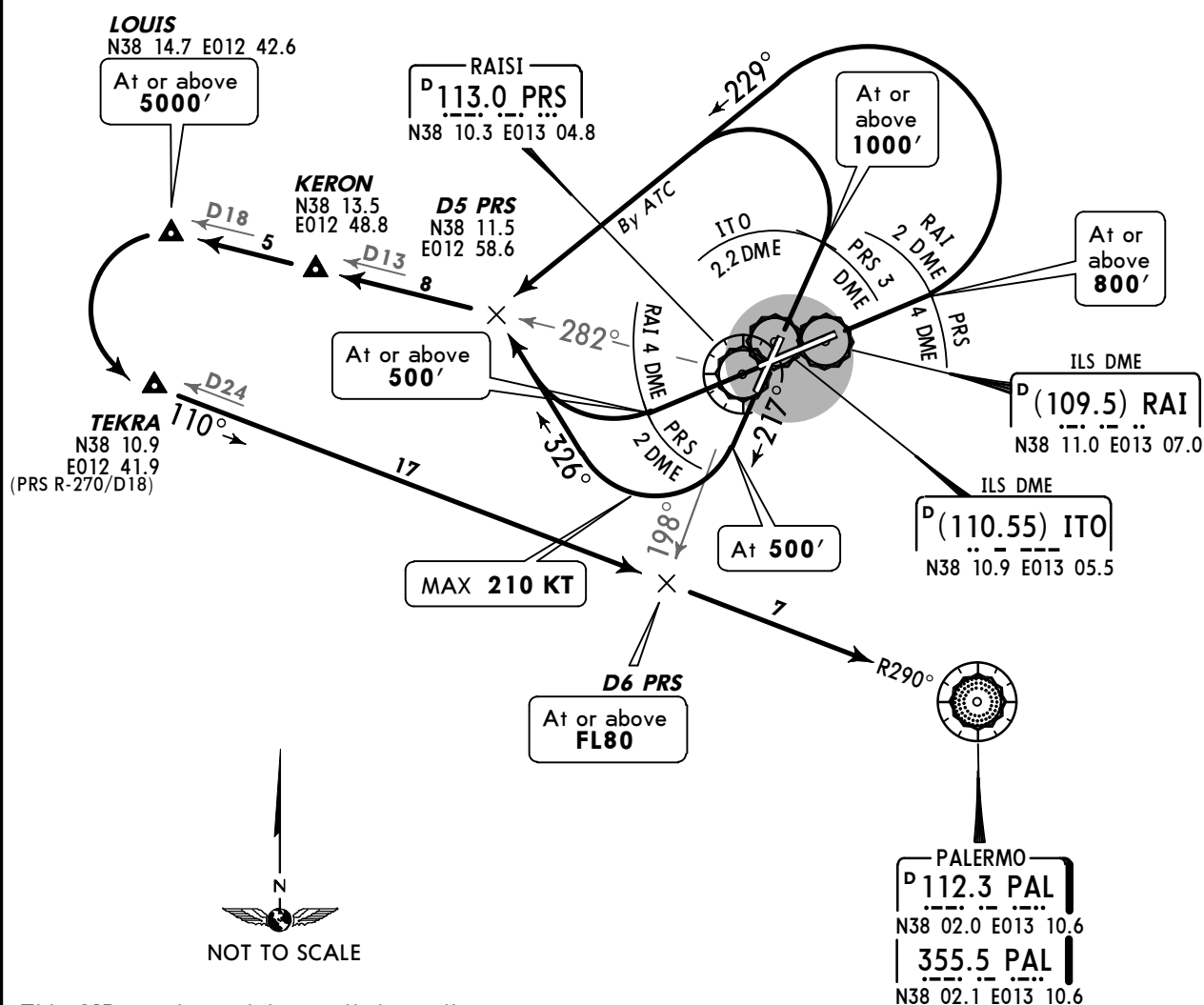


Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



PAL 6A RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

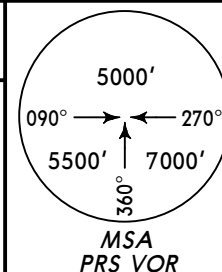
ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.

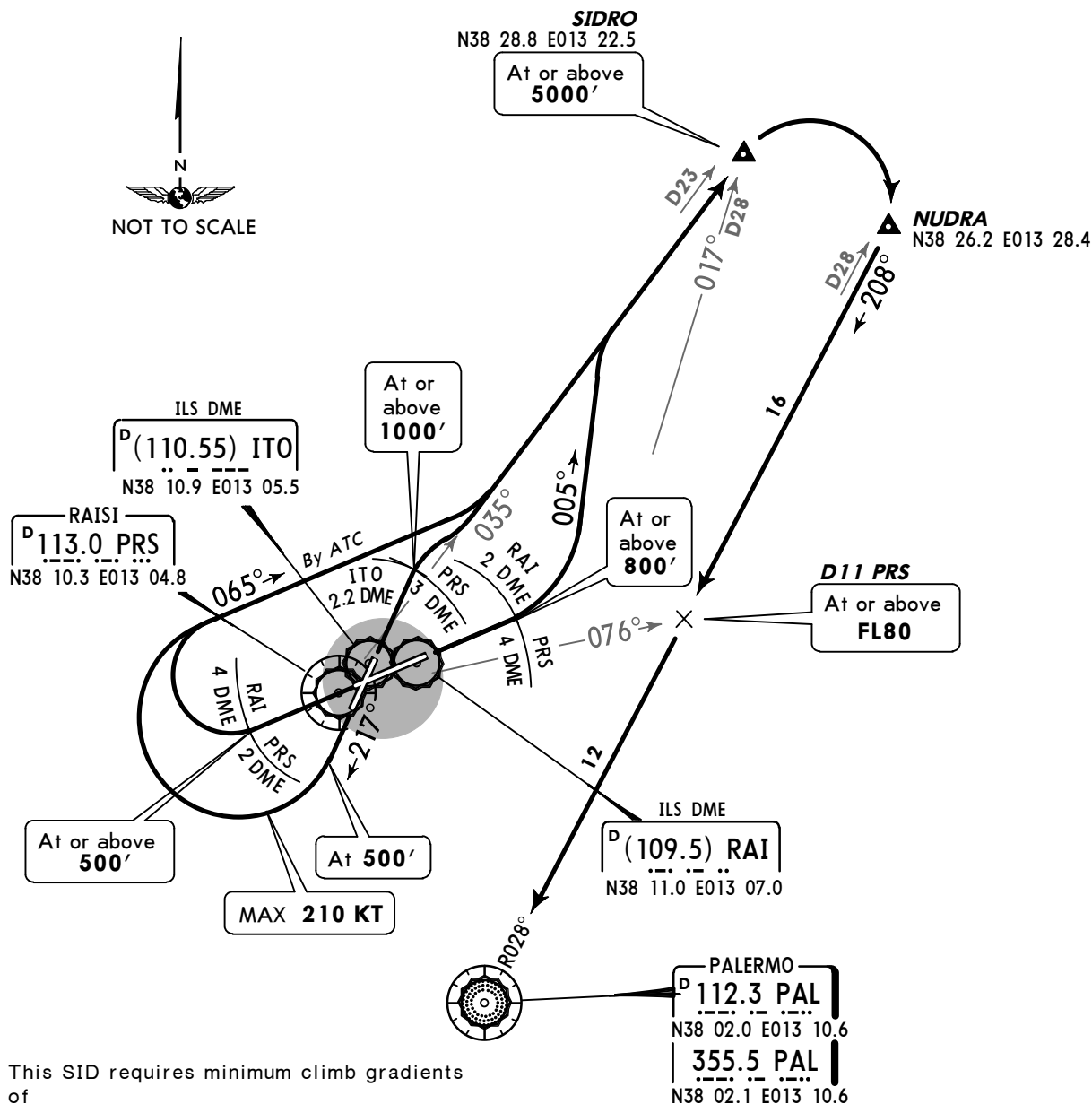
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



PAL 7B RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

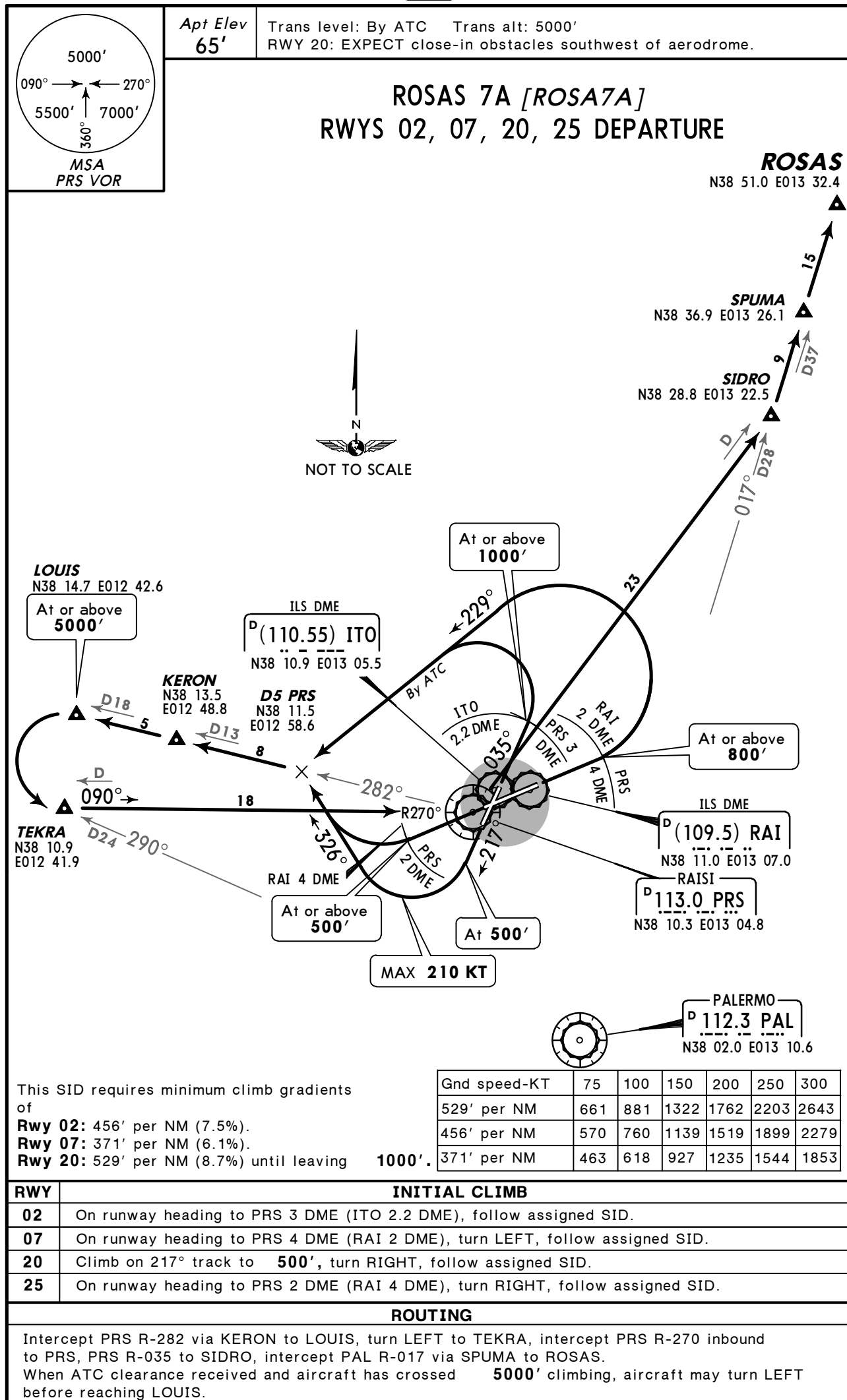
Rwy 20: 529' per NM (8.7%) until leaving 1000'.

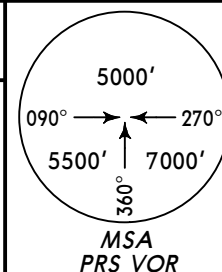
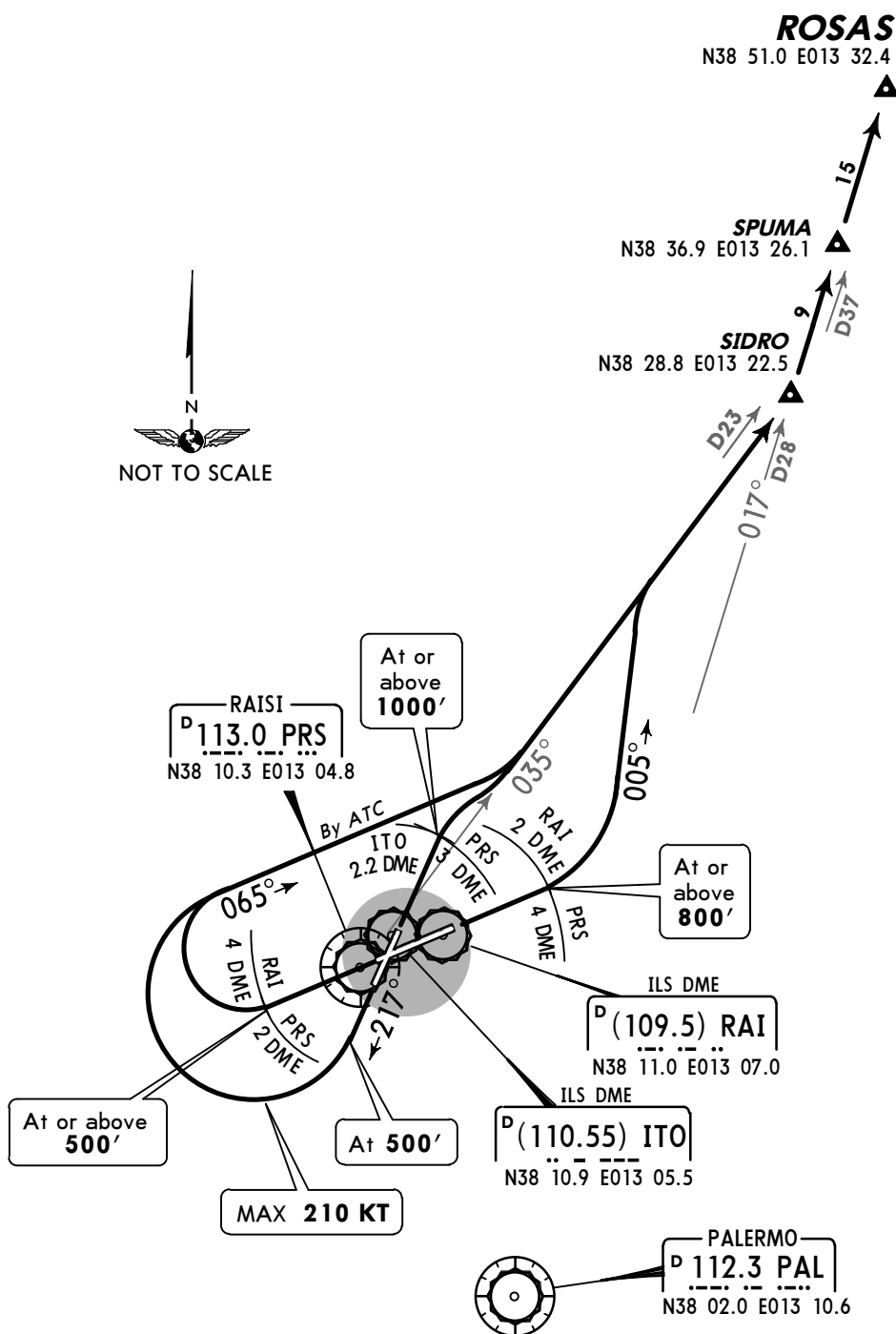
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

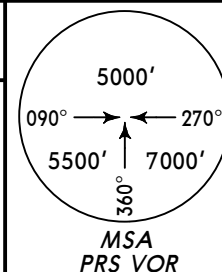
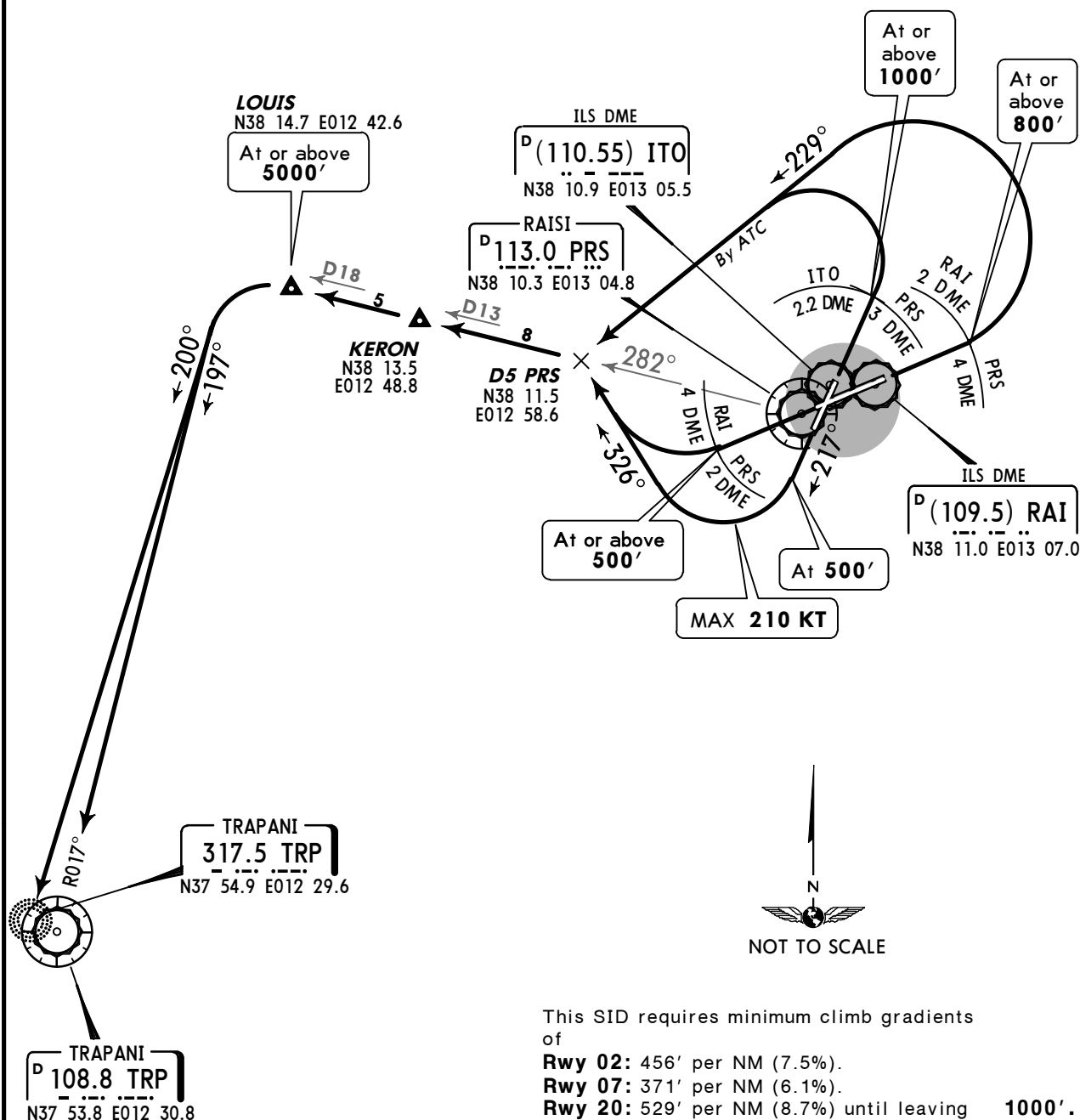
Intercept PRS R-035 to SIDRO, turn RIGHT, intercept PAL R-028 inbound via NUDRA to PAL.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn RIGHT before reaching SIDRO.



Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.**ROSAS 7B [ROSA7B]**
RWYS 02, 07, 20, 25 DEPARTUREThis SID requires minimum climb gradients
of**Rwy 02:** 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-035 to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.	

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.TRP 6A
RWYS 02, 07, 20, 25 DEPARTURE

This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

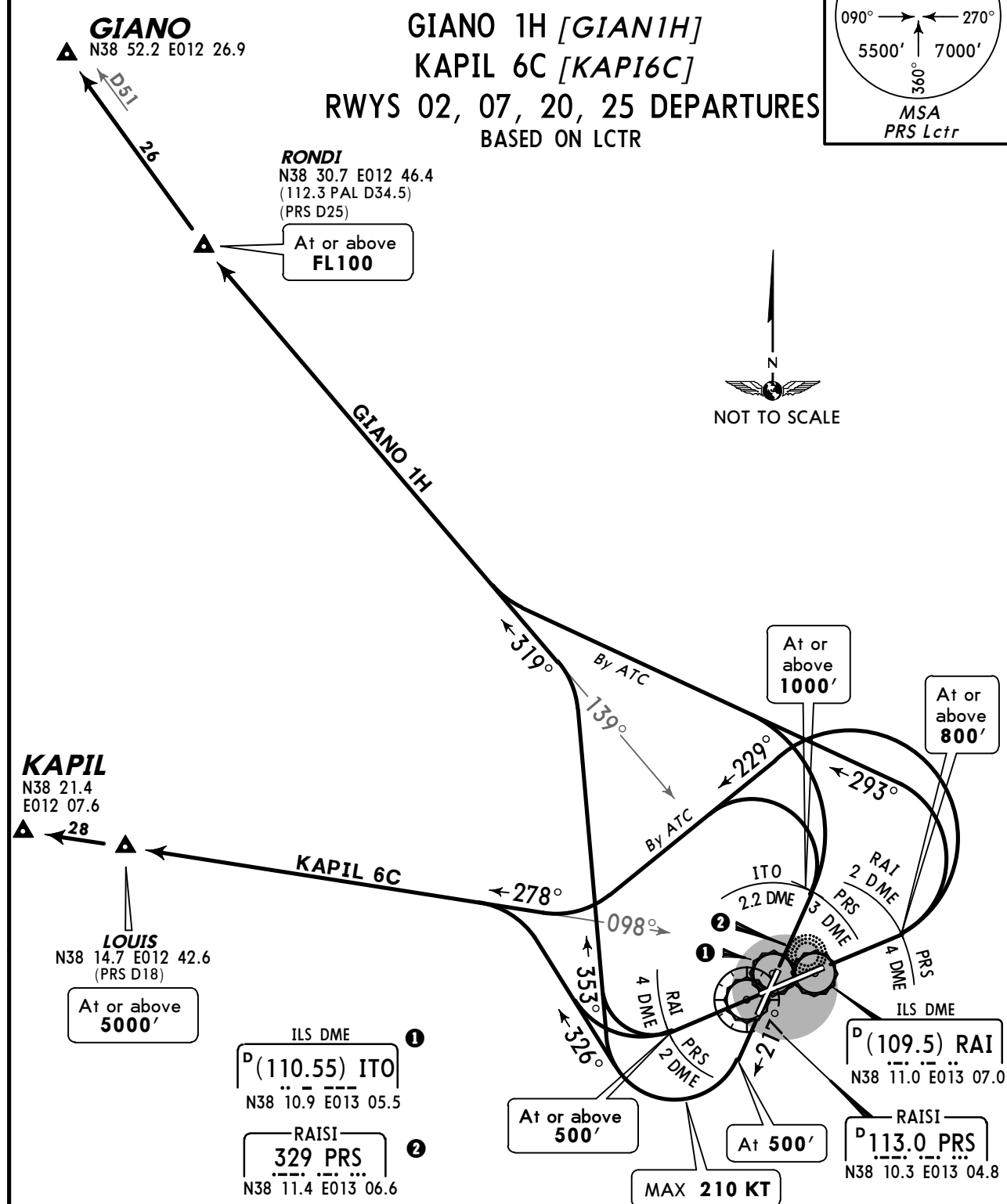
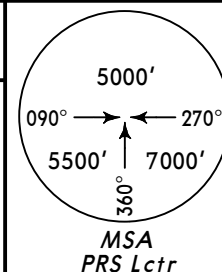
RWY

INITIAL CLIMB

02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

These SIDs require minimum climb gradients of

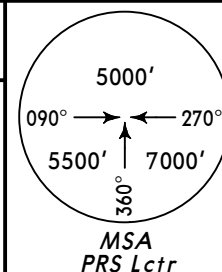
Rwy 02: 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
SID	ROUTING
GIANO 1H	Intercept 319° bearing from PRS to RONDI, then to GIANO.
KAPIL 6C	Intercept 278° bearing from PRS to LOUIS, then to KAPIL.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



GIANO
N38 52.2 E012 26.9
(PRS D51)

At or above
FL100

GIANO 1K [GIAN1K]
RWYS 02, 07, 20, 25
DEPARTURE
BY ATC
BASED ON LCTR

17

MUSKY
N38 34.7 E012 28.1

D41

D33 PRS
N38 30.5 E012 31.6

355°



ILS DME ①
D(110.55) ITO
N38 10.9 E013 05.5

ILS DME ②
D(109.5) RAI
N38 11.0 E013 07.0



TRAPANI
D 108.8 TRP
N37 53.8 E012 30.8

303°

123°

273°

353°

4 DME

RAI

2 DME

PRS

4 DME

RAI

2 DME

PRS

4 DME

RAI

2 DME

PRS

RAISI
329 PRS
N38 11.4 E013 06.6

RAISI
D 113.0 PRS
N38 10.3 E013 04.8

At or above
500'

At **500'**

MAX 210 KT

This SID requires minimum climb gradients of

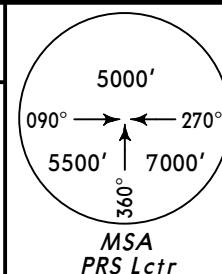
Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 303° bearing from PRS to D33 PRS, turn RIGHT via MUSKY to GIANO.	

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.**LURON 1J [LURO1J]**
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTRILS DME
①
D (110.55) ITO
N38 10.9 E013 05.5ILS DME
②
D (109.5) RAI
N38 11.0 E013 07.0**LOUIS**
N38 14.7 E012 42.6
(PRS D18)At or above
5000'**TEKRA**
N38 10.9 E012 41.9
(PRS D18)**LURON**
N38 51.5 E013 07.0**FIZZY**
N38 35.9 E013 08.1
(PRS D26)**TILSI**
N38 26.9 E013 08.8At or above
1000'N38 14.8
E013 09.7At or above
800'**RAISI**
329 PRS
N38 11.4 E013 06.6**RAISI**
D 113.0 PRS
N38 10.3 E013 04.8

MAX 210 KT

This SID requires minimum climb gradients
of**Rwy 02:** 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

PALERMO
D 112.3 PAL
N38 02.0 E013 10.6**RWY****INITIAL CLIMB**

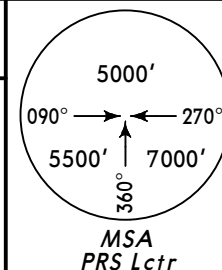
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS Lctr, 034° bearing, intercept PAL R-355 via TILSI and FIZZY to LURON.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



LURON 1K [LURO1K]
RWYS 02, 07, 20, 25
DEPARTURE
BASED ON LCTR

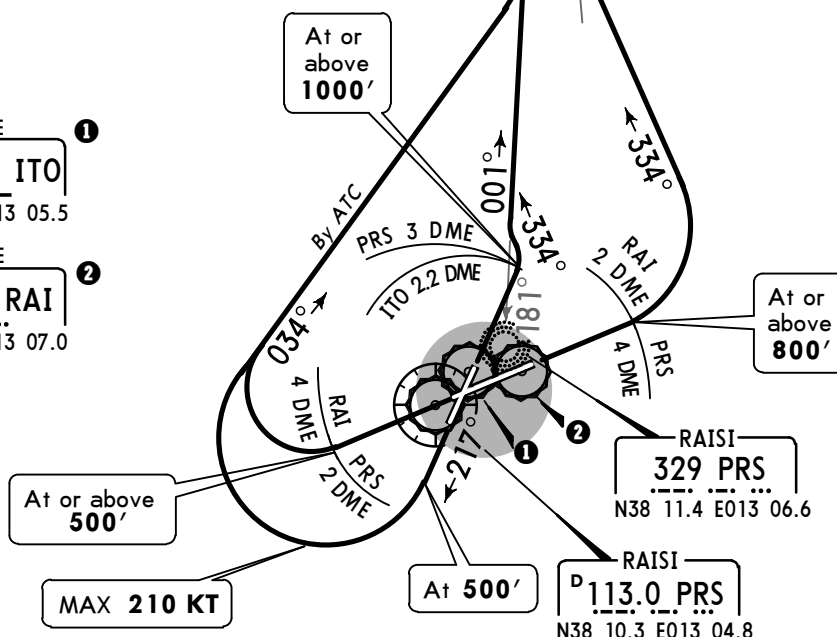


LURON
N38 51.5 E013 07.0

FIZZY
N38 35.9 E013 08.1
(PRS D26)

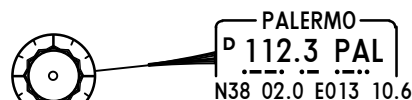
ILS DME
D(110.55) ITO
N38 10.9 E013 05.5

ILS DME
D(109.5) RAI
N38 11.0 E013 07.0



This SID requires minimum climb gradients of
Rwy 02: 456' per NM (7.5%).
Rwy 07: 371' per NM (6.1%).
Rwy 20: 529' per NM (8.7%) until leaving 1000'.

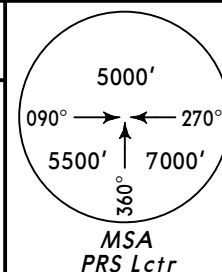
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853



RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 001° bearing from PRS to FIZZY, intercept PAL R-355 to LURON.	

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



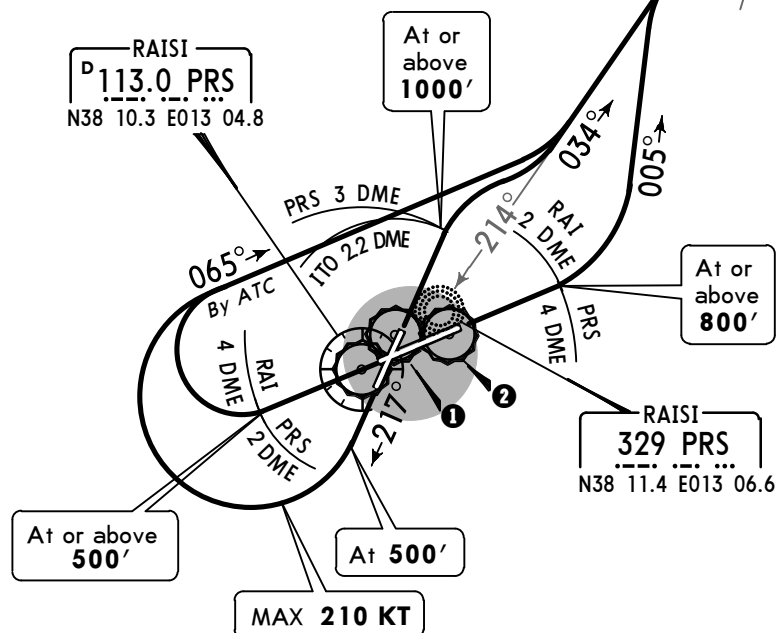
LURON 1S [LURO1S]
RWYS 02, 07, 20, 25
DEPARTURE
BASED ON LCTR



LURON
N38 51.5 E013 07.0

D34 PAL
N38 34.2 E013 24.8

SIDRO
N38 28.8 E013 22.5
(PRS D23)



- 1 ILS DME
D (110.55) ITO
N38 10.9 E013 05.5
- 2 ILS DME
D (109.5) RAI
N38 11.0 E013 07.0

PALERMO
D 112.3 PAL
N38 02.0 E013 10.6

This SID requires minimum climb gradients of

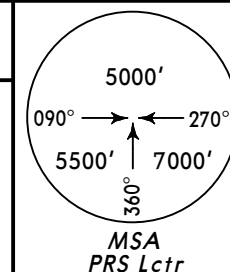
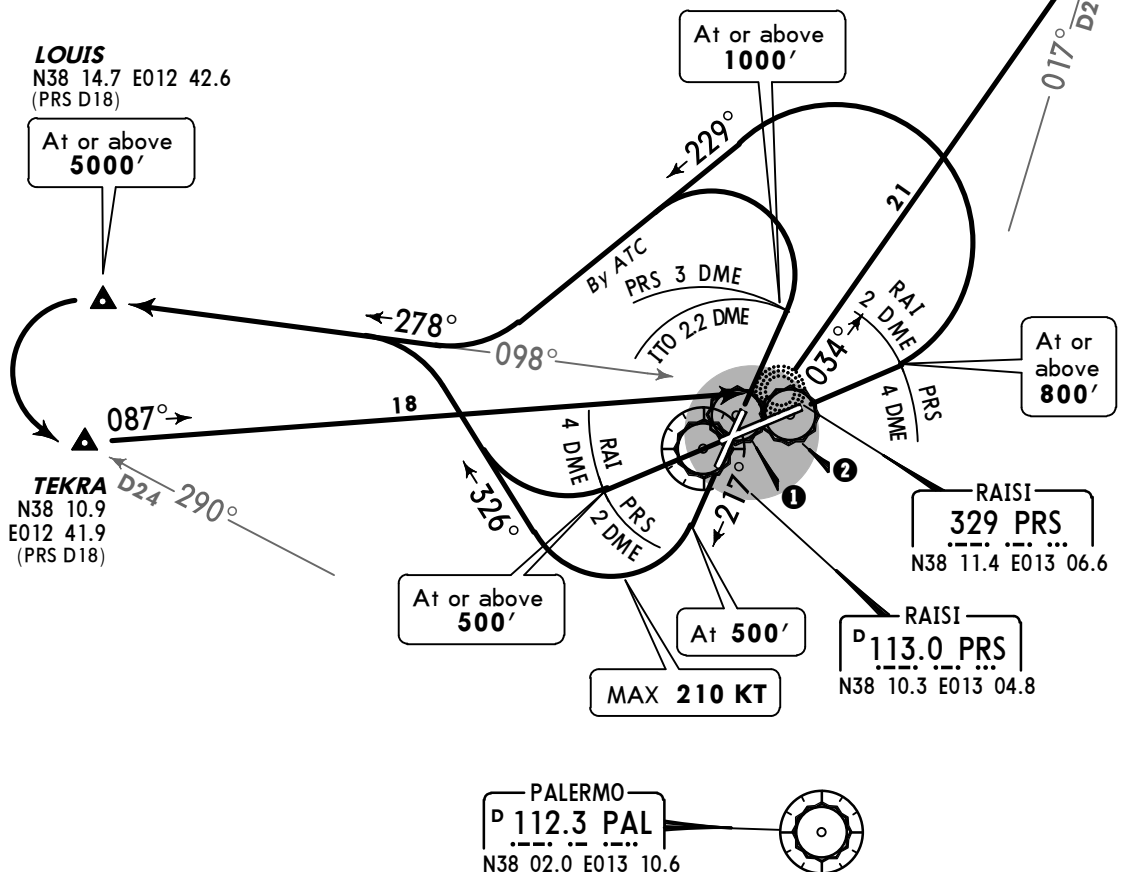
Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.	

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.**LURON 1T [LURO1T]**
RWYS 02, 07, 20, 25
DEPARTURE
BASED ON LCTRILS DME
①
D (110.55) ITO
N38 10.9 E013 05.5ILS DME
②
D (109.5) RAI
N38 11.0 E013 07.0**LOUIS**
N38 14.7 E012 42.6
(PRS D18)At or above
5000'**TEKRA**
N38 10.9 E012 41.9
(PRS D18)PALERMO
D 112.3 PAL
N38 02.0 E013 10.6This SID requires minimum climb gradients
of**Rwy 02:** 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY**INITIAL CLIMB**

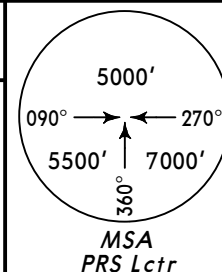
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

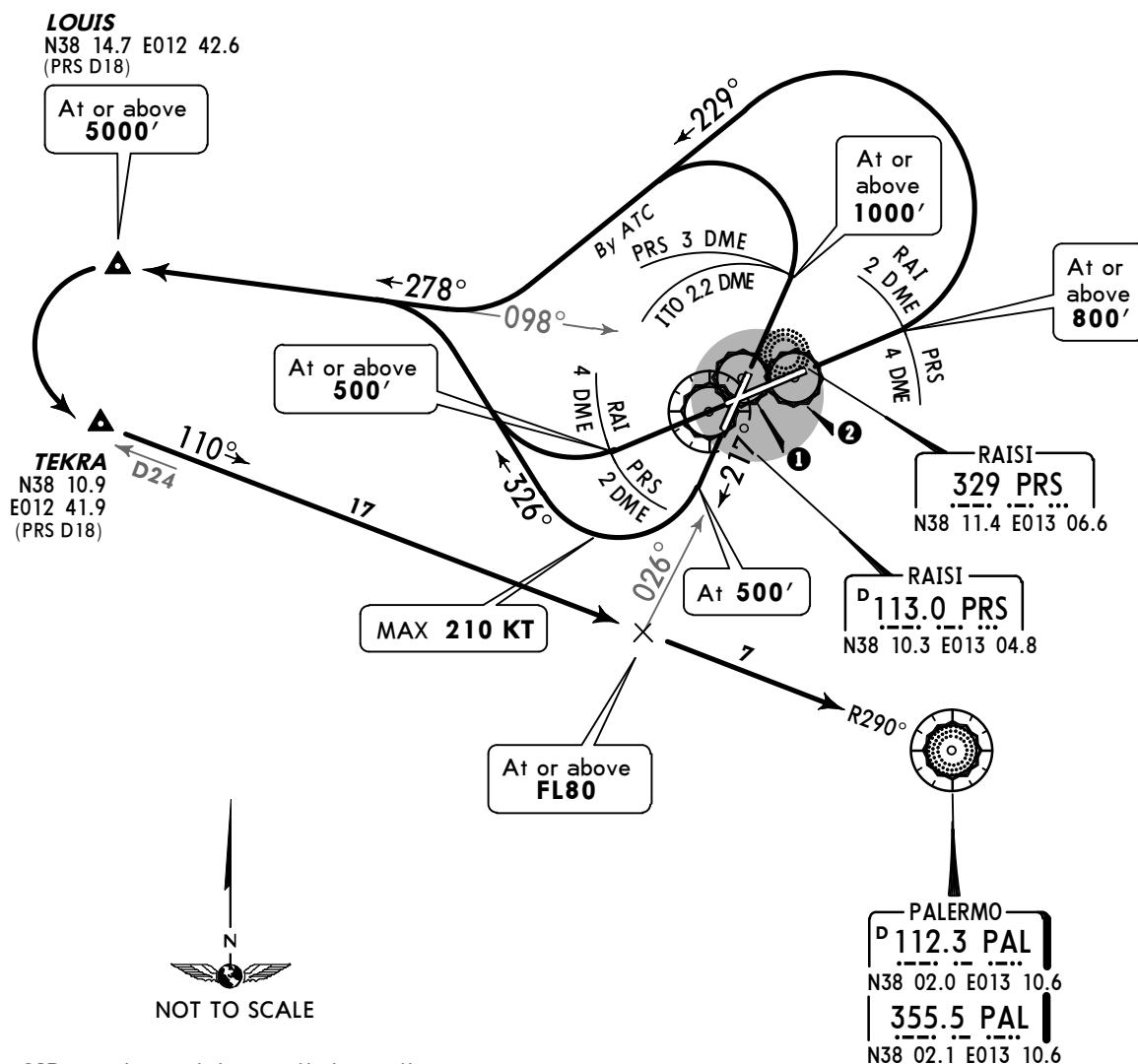
Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS Lctr, 034° bearing to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON. When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



PAL 6C RWYS 02, 07, 20, 25 DEPARTURE BASED ON LCTR



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

ILS DME ①
D(110.55) ITO
N38 10.9 E013 05.5

ILS DME ②
D(109.5) RAI
N38 11.0 E013 07.0

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

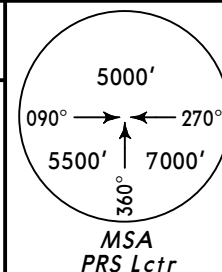
ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.

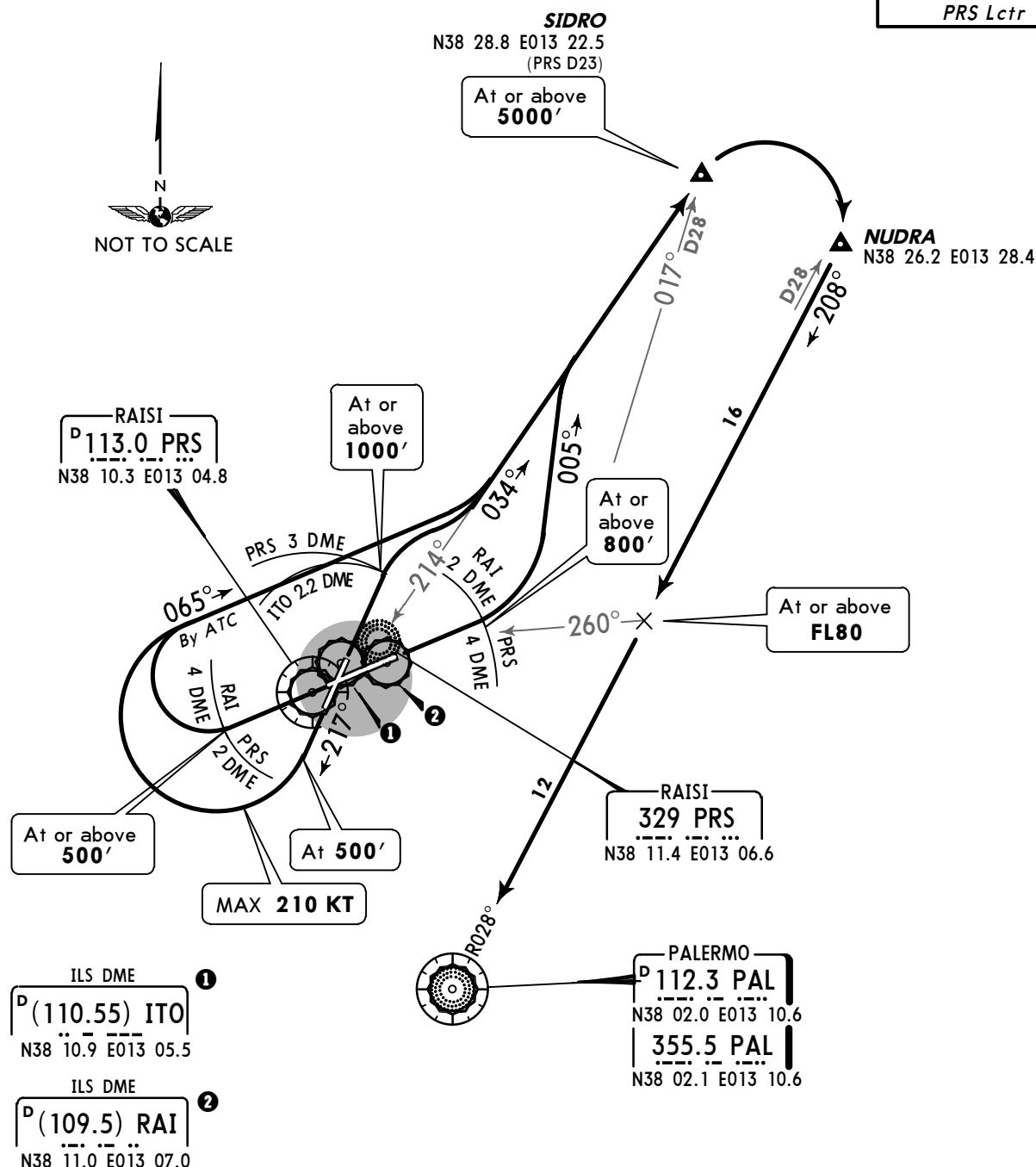
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



PAL 7D RWYS 02, 07, 20, 25 DEPARTURE BASED ON LCTR



This SID requires minimum climb gradients of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

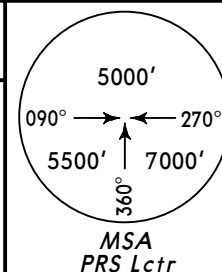
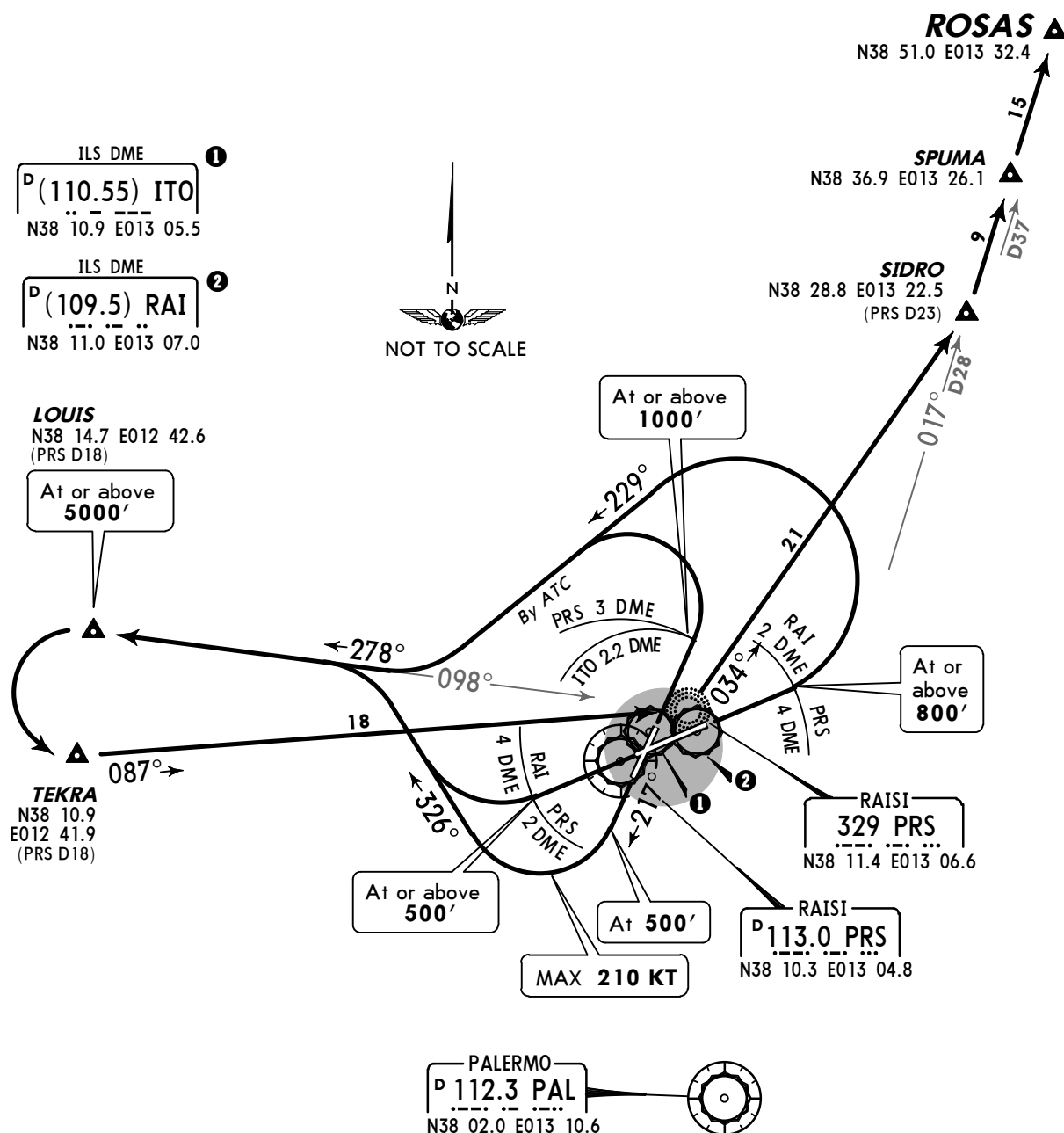
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

ROUTING

Intercept 034° bearing from PRS to SIDRO, turn RIGHT, intercept PAL R-028 inbound via NUDRA to PAL.

When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn RIGHT before reaching SIDRO.

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.**ROSAS 7C [ROSA7C]**
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTRThis SID requires minimum climb gradients
of**Rwy 02:** 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY**INITIAL CLIMB**

- | | |
|-----------|--|
| 02 | On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID. |
| 07 | On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID. |
| 20 | Climb on 217° track to 500' , turn RIGHT, follow assigned SID. |
| 25 | On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID. |

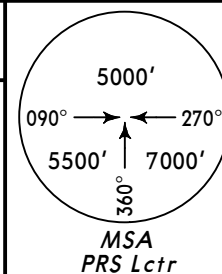
ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS Lctr, 034° bearing to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

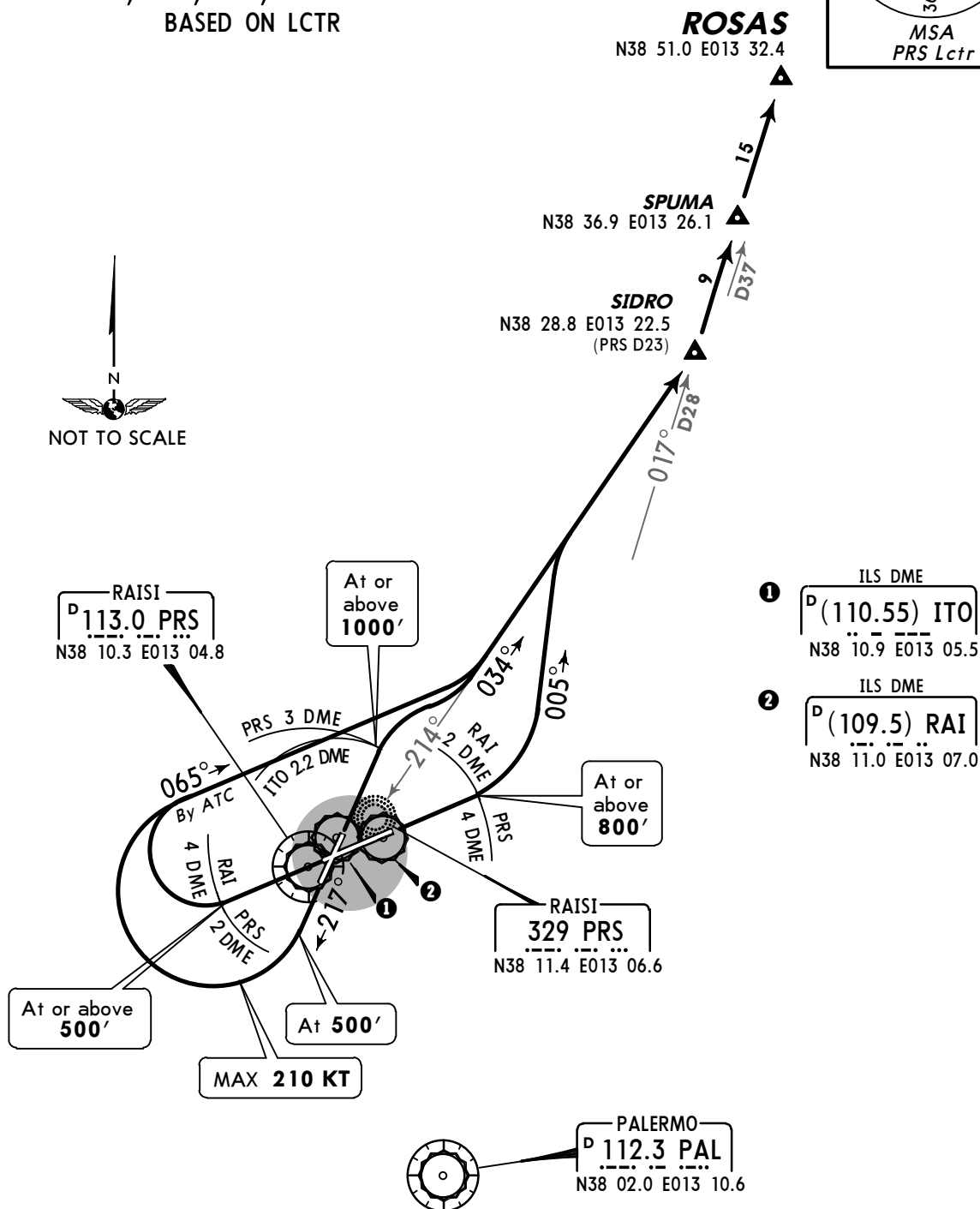
When ATC clearance received and aircraft has crossed **5000'** climbing, aircraft may turn LEFT before reaching LOUIS.

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



ROSAS 7D [ROSA7D]
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTR



This SID requires minimum climb gradients of

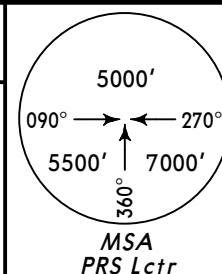
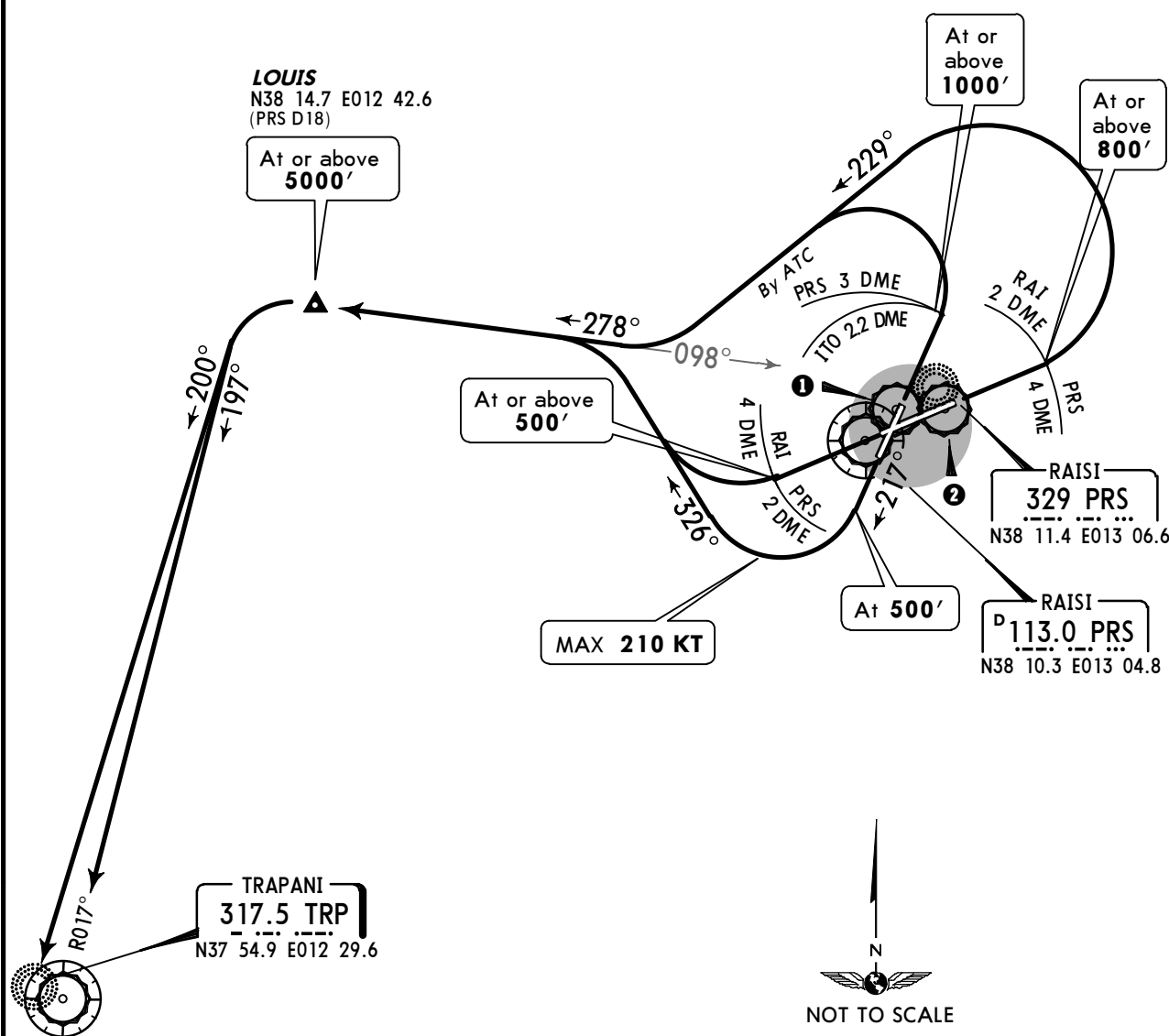
Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500' , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.	

Apt Elev
65'Trans level: By ATC Trans alt: 5000'
RWY 20: EXPECT close-in obstacles southwest of aerodrome.**TRP 6C**
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTR

This SID requires minimum climb gradients of

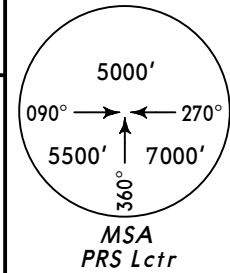
Rwy 02: 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

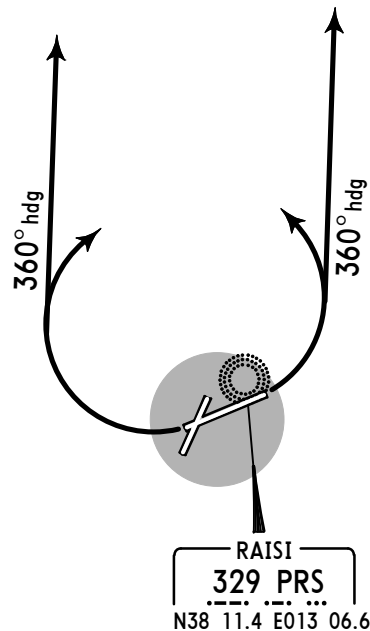
RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 278° bearing from PRS to LOUIS, turn LEFT, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.	

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'



RWYS 07, 25 DEPARTURES
TO BE USED WHEN PRS VOR UNSERVICABLE



RWY 07 - NORTHBOUND

Turn LEFT, climb enroute to **FL** (or altitude) cleared by ATC.

RWY 25 - NORTHBOUND

Turn RIGHT, climb enroute to **FL** (or altitude) cleared by ATC.

RWY 07 - SOUTH-, EAST- AND WESTBOUND

Turn LEFT, 360° heading, climb to **5000'**, return to PRS Lctr, cross at or above **FL70**, reach MEA within CTR as cleared by ATC.

RWY 25 - SOUTH-, EAST- AND WESTBOUND

Turn RIGHT, 360° heading, climb to **5000'**, return to PRS Lctr, cross at or above **FL70**, reach MEA within CTR as cleared by ATC.

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

RUNWAY USAGE

Between 2300-0600LT landing aircraft shall use the entire length of the RWY in order to reach the apron.

RUN-UP TESTS

Engine run-ups must be carried out in the manoeuvring area far from flight operations. Between 2100-0700LT and between 1400-1700LT engine tests of all aircraft are forbidden except for those of immediate use.

On apron, engine tests are only allowed after approval by Apron Service with idle power engine and for not more than 30 minutes.

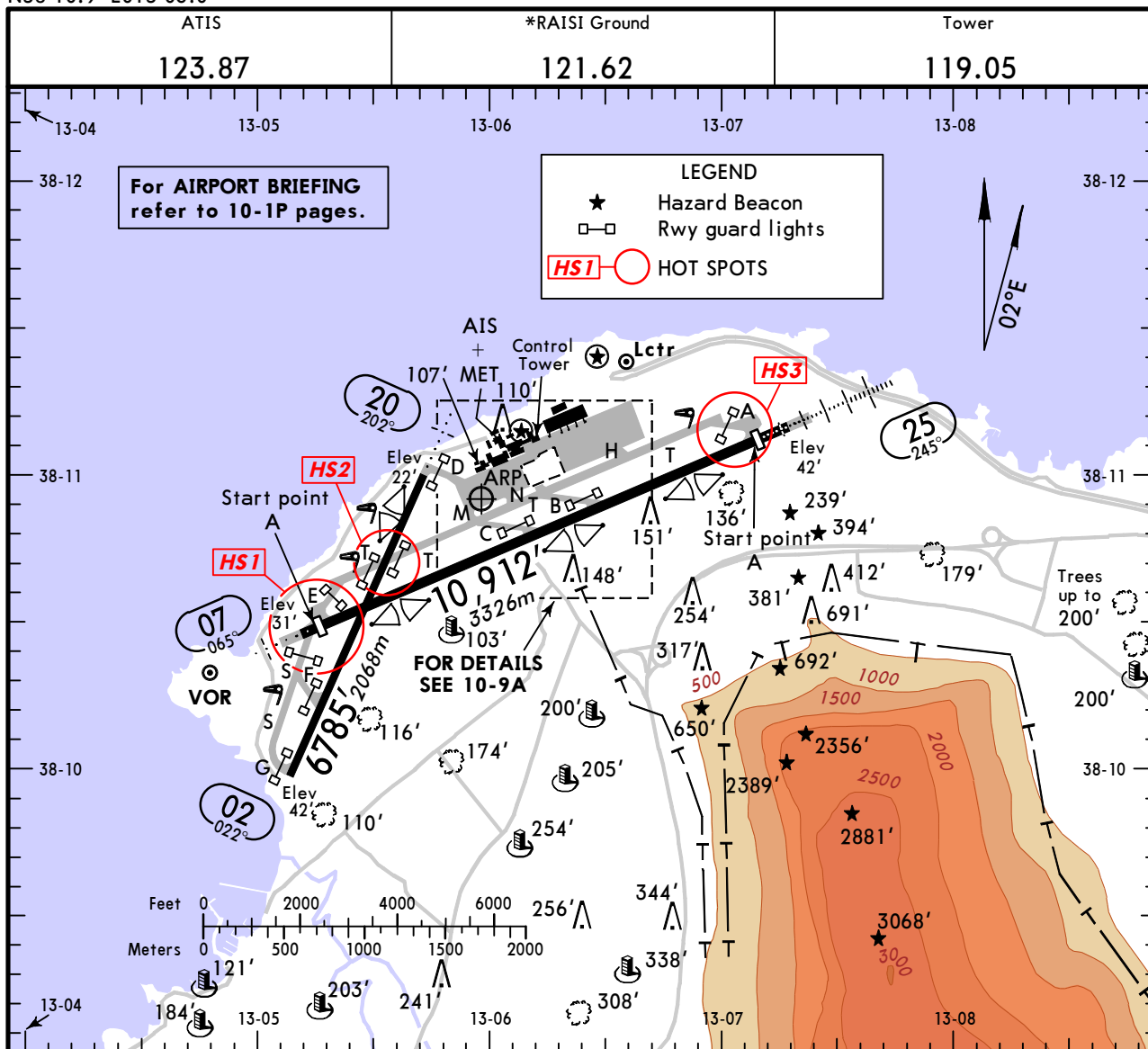
Engine tests are restricted to one at a time.

REVERSE THRUST

Power back is normally forbidden on apron. In some cases a request must be submitted to Apron Service on 131.57. If approved, power-back manoeuvring must be executed with minimum power engine, just for the start-up and the following movement.

AUXILIARY POWER UNITS (APUs)

APU must be turned on not before 60 minutes from estimated off-block time and it must be turned off not more than 20 minutes after arrival.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
02	HIRL (60m) CL (30m) PAPI-L (3.0°)						148'
20	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°)	RVR			5785' 1763m		45m
07	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°)	RVR	10,512' 3204m			1	197'
25	HIRL (60m) CL (30m) HIALS PAPI (3.0°)	RVR	10,233' 3119m	9283' 2830m			60m

1 TAKE-OFF RUN AVAILABLE

RWY 07: From rwy head 10,912' (3326m) RWY 25: From rwy head 10,912' (3326m)
 start point A 2 10,512' (3204m) start point A 2 9941' (3030m)

2 On request.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 HS2

Do not cross the runway unless cleared by Tower.

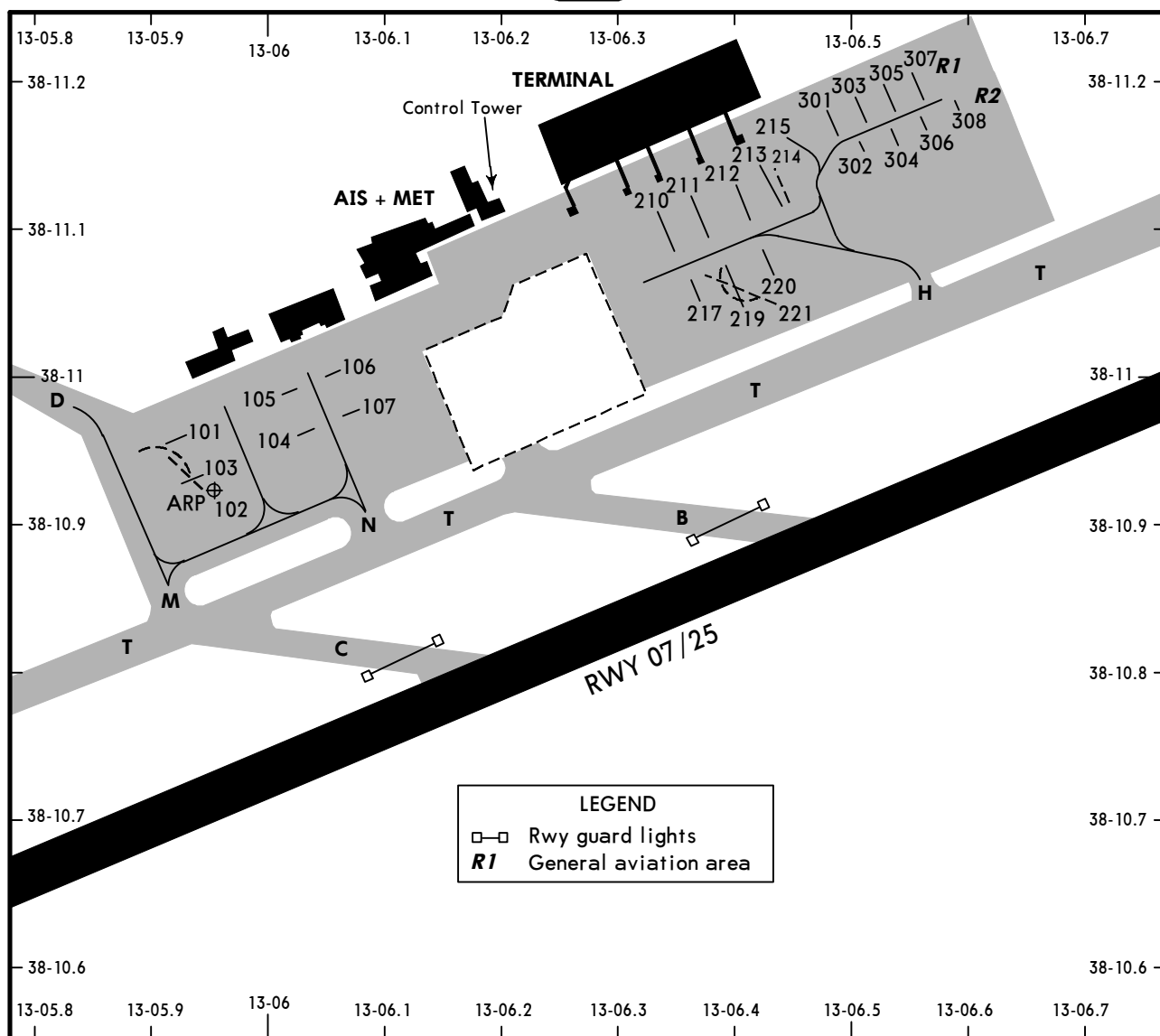
HS3

Follow strictly the taxiway center line.

Standard

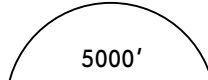
TAKE-OFF

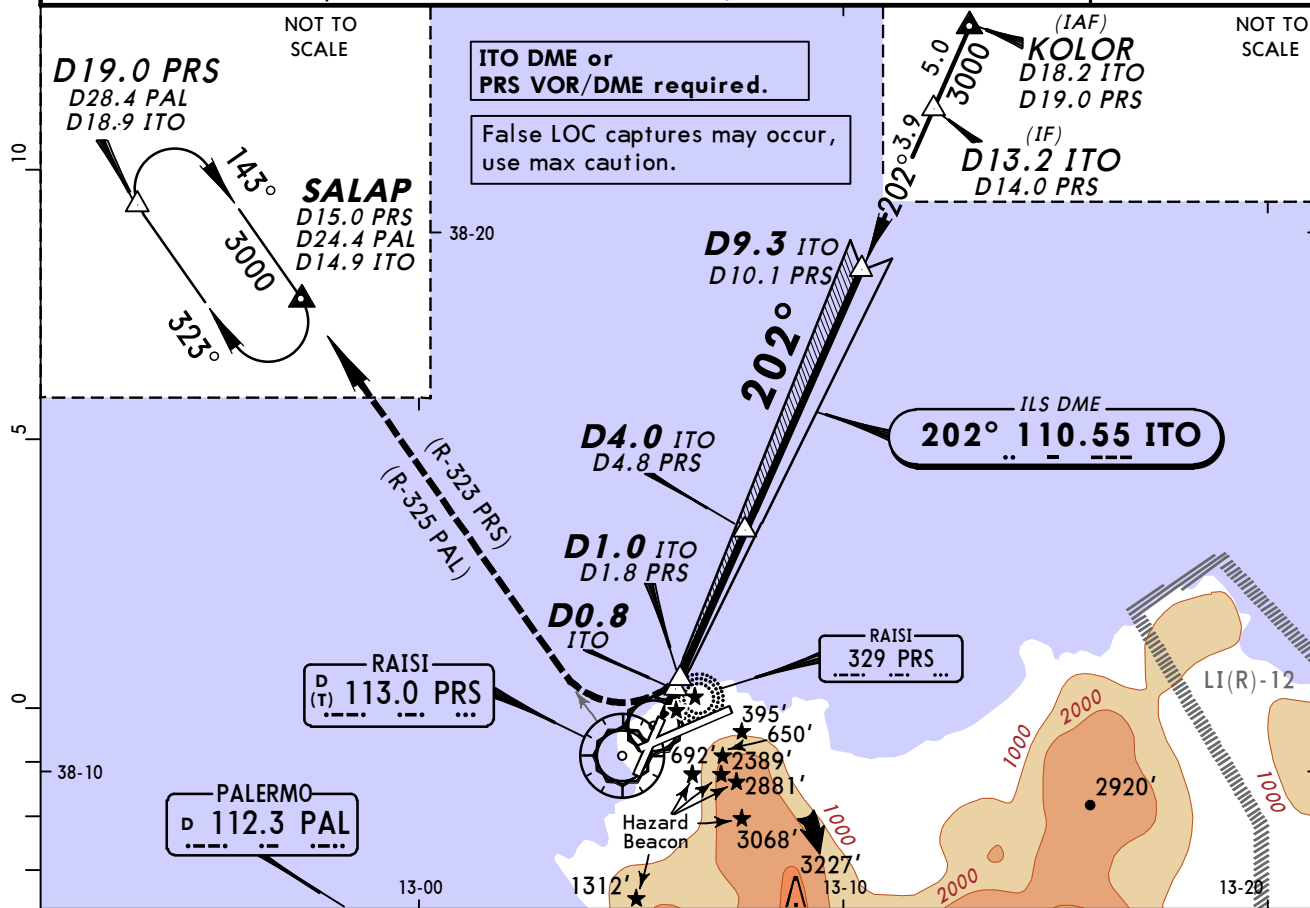
	RCLM (DAY only) or RL	NIL (DAY only)
A		
B		
C	400m	500m
D		



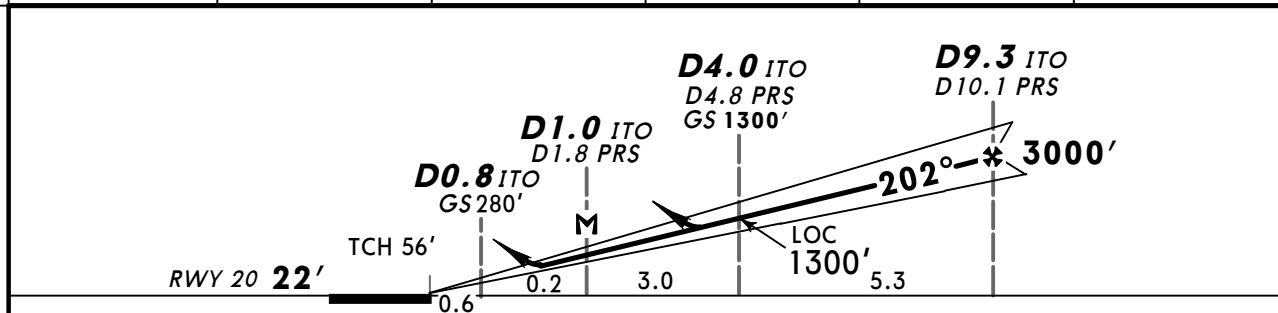
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N38 10.9 E013 05.9	301	N38 11.2 E013 06.5
103	N38 11.0 E013 05.9	302	N38 11.1 E013 06.5
104, 105	N38 11.0 E013 06.0	303	N38 11.2 E013 06.5
106, 107	N38 11.0 E013 06.1	304	N38 11.1 E013 06.6
210	N38 11.1 E013 06.3	305	N38 11.2 E013 06.5
211, 212	N38 11.1 E013 06.4	306	N38 11.2 E013 06.6
213 thru 215	N38 11.2 E013 06.4	307	N38 11.2 E013 06.5
217, 219	N38 11.0 E013 06.4	308	N38 11.2 E013 06.6
220	N38 11.1 E013 06.4		
221	N38 11.1 E013 06.5		

BRIEFING STRIP	ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
	LOC ITO 110.55	Final Apch Crs 202°	GS D4.0 ITO 1300' (1278')	ILS DA(H) Refer to Minimums	Apt Elev 65' RWY 22'			
	MISSED APCH: As soon as possible turn RIGHT on R-323 PRS VOR (R-325 PAL VOR) climbing to 3000' and proceed to SALAP holding.							
	MISSED APCH WITH COMM FAILURE: Turn RIGHT to 360° climbing to 5000', then turn RIGHT to KOLOR.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 5000'	
								MSA PRS VOR



LOC (GS out)	ITO DME	2.0	3.0	5.0	6.0
	ALTITUDE	660'	980'	1620'	1940'



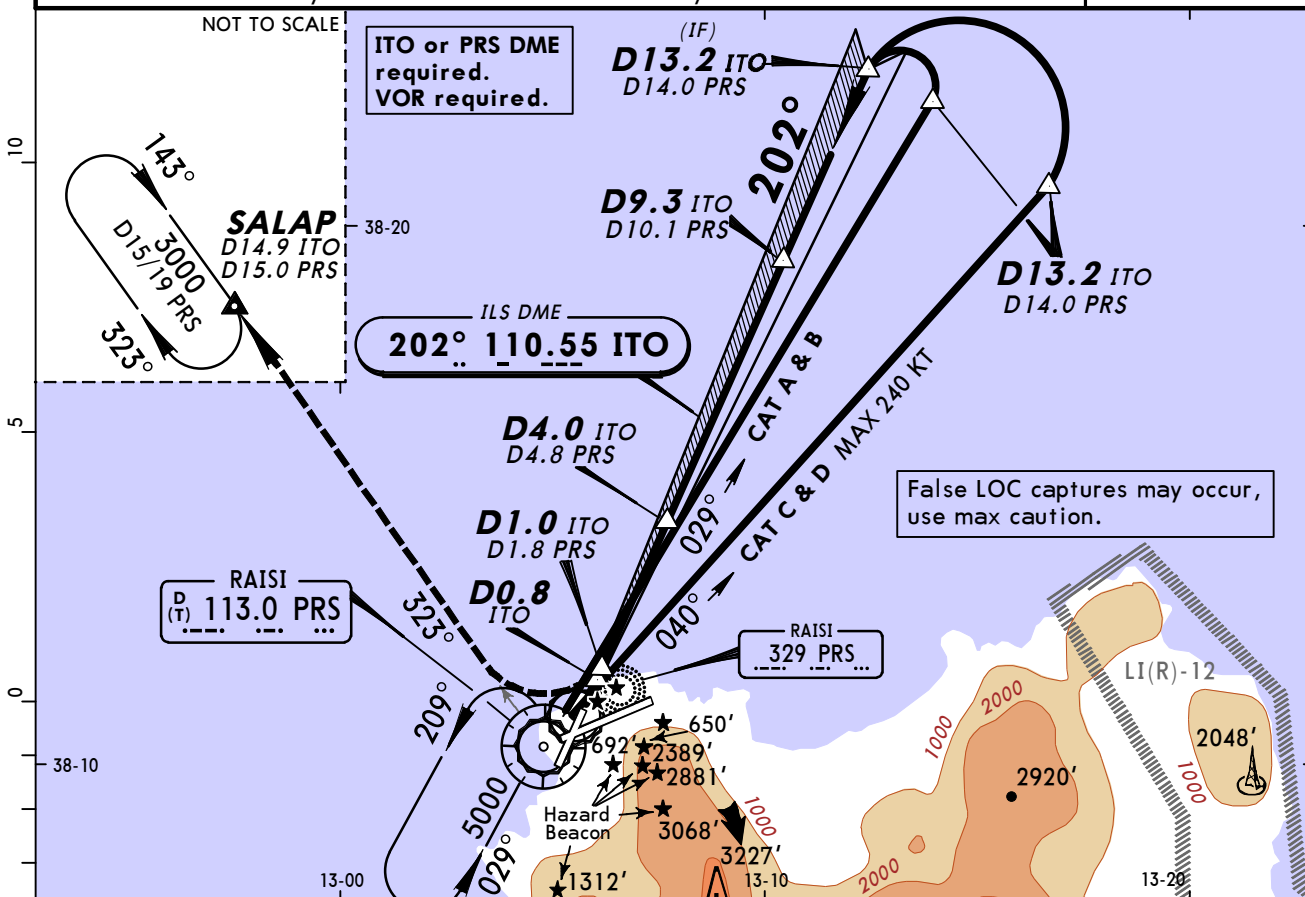
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI PAPI : PAPI	3000'	PRS	PAL
ILS GS or	377	484	538	646	753	861			113.0 or 112.3	R-323 R-325
LOC Descent Angle 3.00°										
MAP at D1.0 ITO/D1.8 PRS										

PANS OPS 4	STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized Southeast of airport	
	A: 345' (323') C: 365' (343') B: 355' (333') D: 375' (353')		DA(H) 450' (428')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A	1100m	1500m	1500m		100	1000' (935') 1500m
B					135	1000' (935') 1600m
C	1200m	1600m	1600m	2000m	180	1000' (935') 2400m
D					205	1000' (935') 3600m

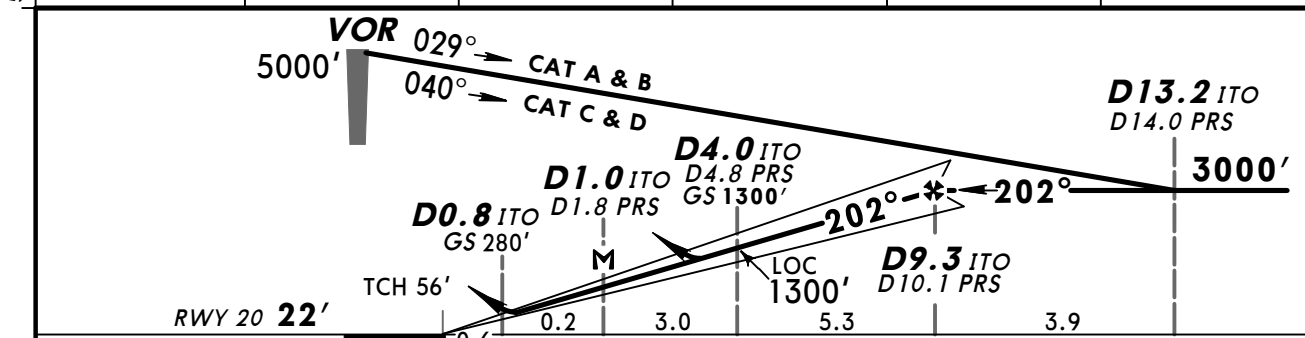
To rwy 02 restricted to ops in VMC HJ only.

BRIEFING STRIP

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
LOC ITO 110.55	Final Apch Crs 202°	GS D4.0 ITO 1300' (1278')	ILS DA(H) Refer to Minimums	Apt Elev 65' RWY 22'			
MISSED APCH: As soon as possible turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 5000'	
						MSA PRS VOR	



LOC (GS out)	ITO DME ALTITUDE	2.0	3.0	5.0	6.0
		660'	980'	1620'	1940'

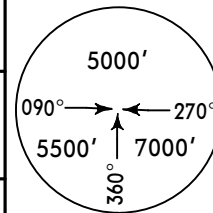


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI		3000'	PRS 113.0 R-323
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861			RT	
MAP at D1.0 ITO/D1.8 PRS										

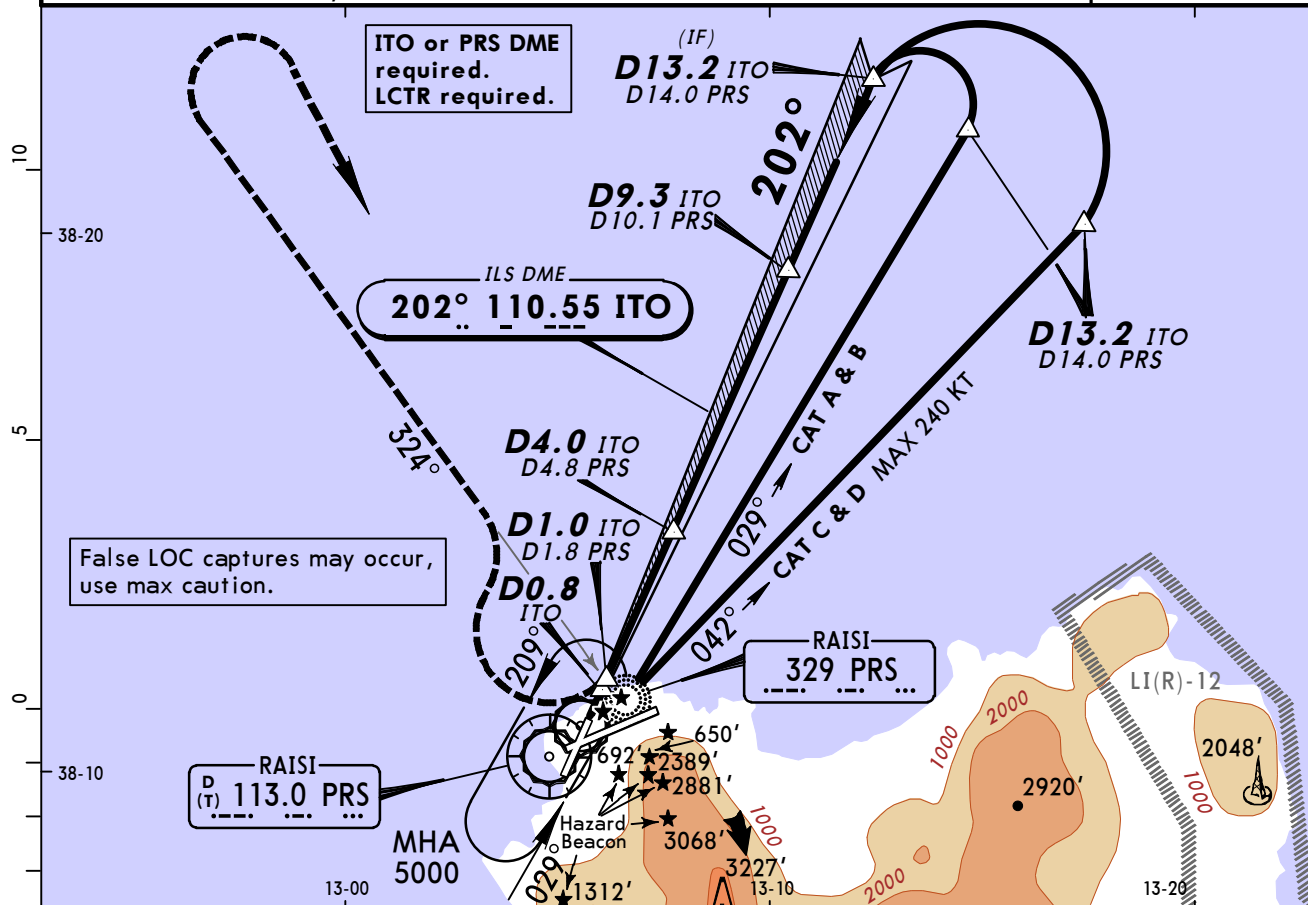
STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
ILS A: 345' (323') C: 365' (343') B: 355' (333') D: 375' (353')		LOC (GS out) DA(H) 450' (428')		Not authorized Southeast of airport	
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A	1100m	1500m	1500m	100	1000' (935') 1500m
B				135	1000' (935') 1600m
C	1200m	1600m	1600m	180	1000' (935') 2400m
D			2000m	205	1000' (935') 3600m

To rwy 02 restricted to ops in VMC HJ only.

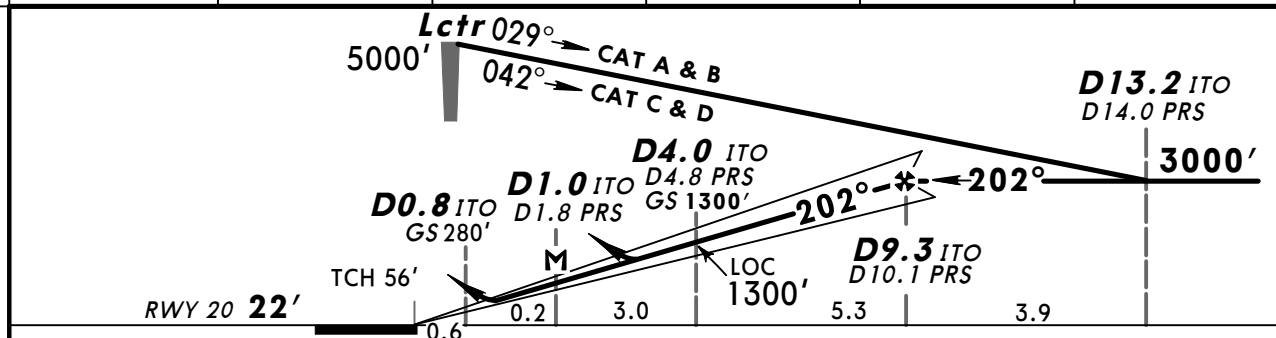
ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC ITO 110.55	Final Apch Crs 202°	GS D4.0 ITO 1300' (1278')	ILS DA(H) Refer to Minimums Apt Elev 65' RWY 22'
MISSED APCH: As soon as possible turn RIGHT onto 324° from Lctr climbing to 5000', then turn RIGHT to Lctr.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'



MSA
PRS Lctr



LOC (GS out)	ITO DME ALTITUDE	2.0	3.0	5.0	6.0
		660'	980'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 ITO/D1.8 PRS						

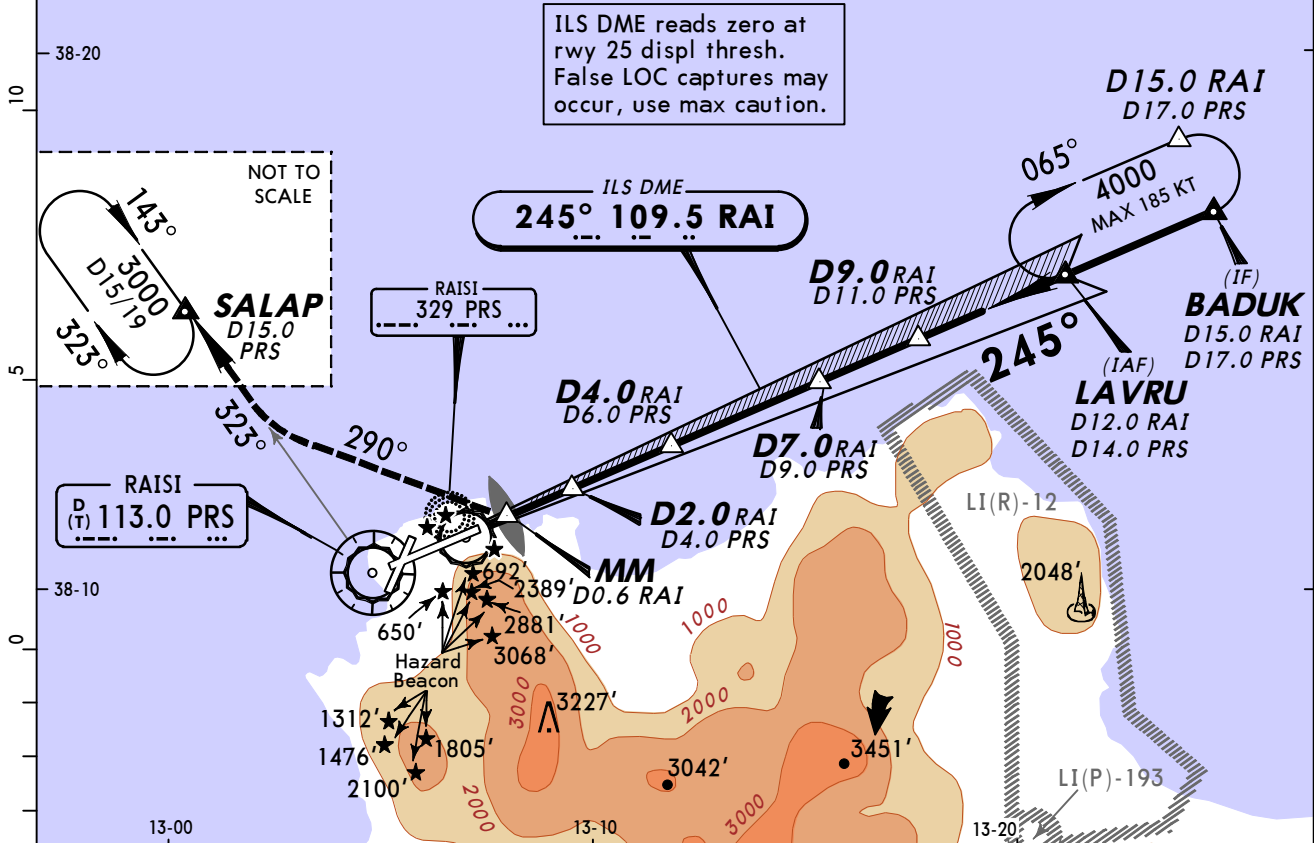
HIALS REIL : PAPI : PAPI	5000' : 324° onto from RT PRS 329
--------------------------------	---

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Southeast of airport	
A: 345' (323') C: 365' (343')		DA(H) 450' (428')			
B: 355' (333') D: 375' (353')					
	FULL	ALS out	ALS out	Max Kts	MDA(H) VIS
A	1100m	1500m	1500m	100	1000' (935') 1500m
B				135	1000' (935') 1600m
C	1200m	1600m	1600m	180	1000' (935') 2400m
D			2000m	205	1000' (935') 3600m

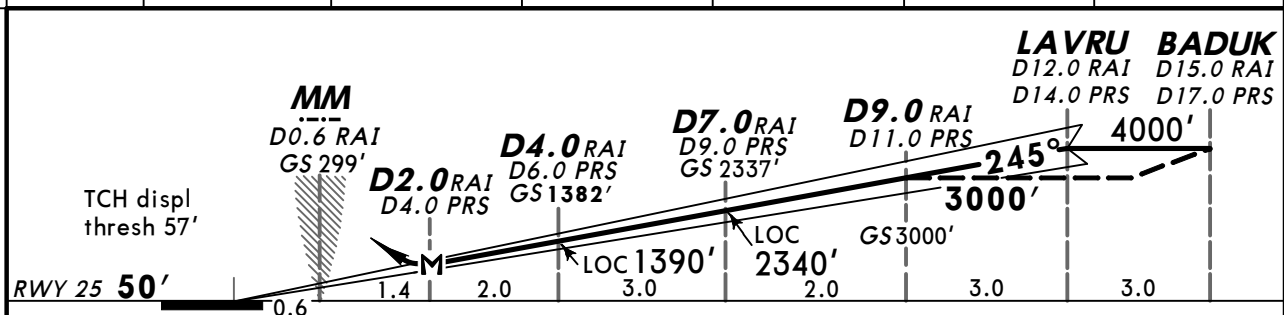
To rwy 02 restricted to ops in VMC HJ only.

BRIEFING STRIP

ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1382' (1232')	ILS DA(H) 500' (450')
Apt Elev 65' RWY 50'			
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA PRS VOR



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	750'	1070'	1390'	1700'	2020'

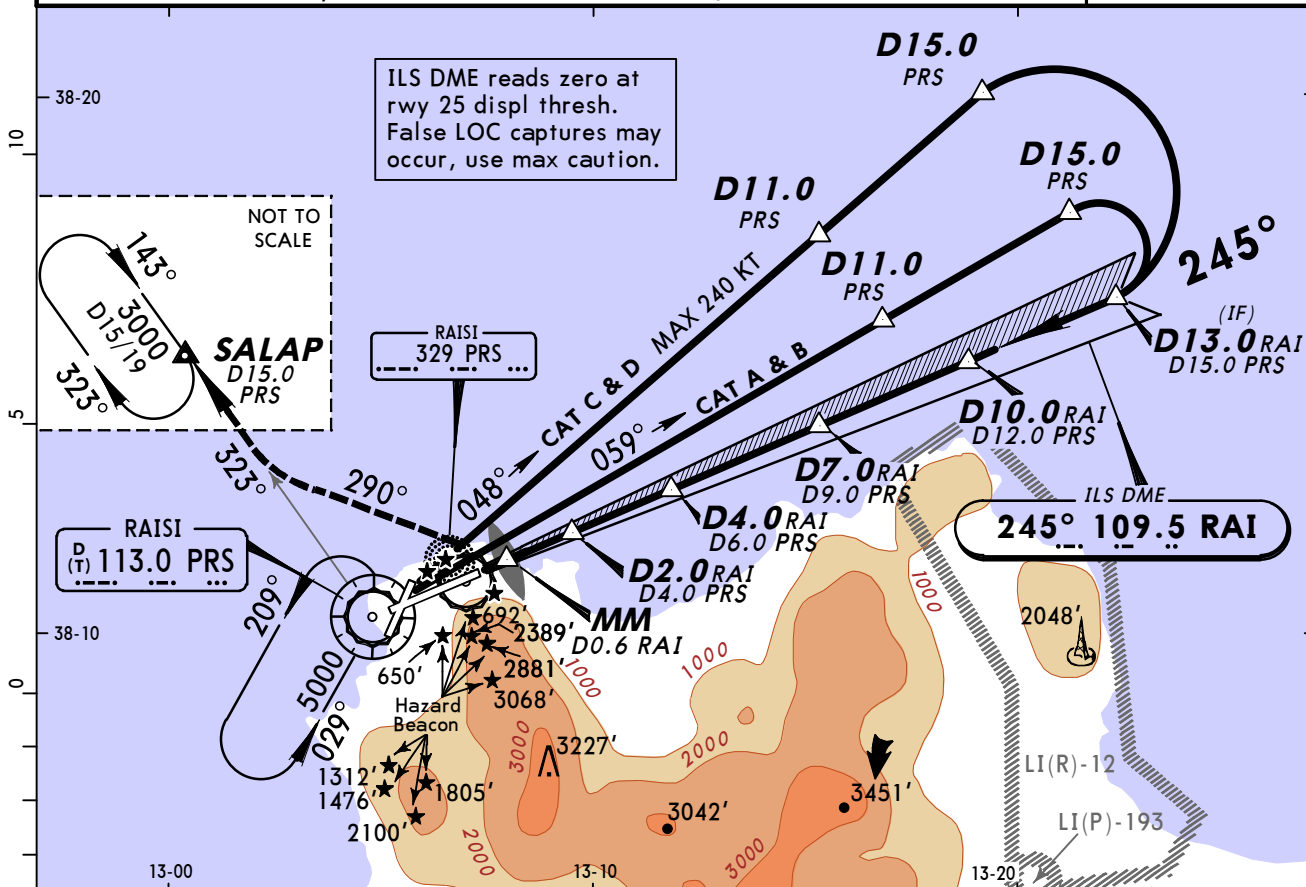


Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D2.0 RAI/D4.0 PRS						

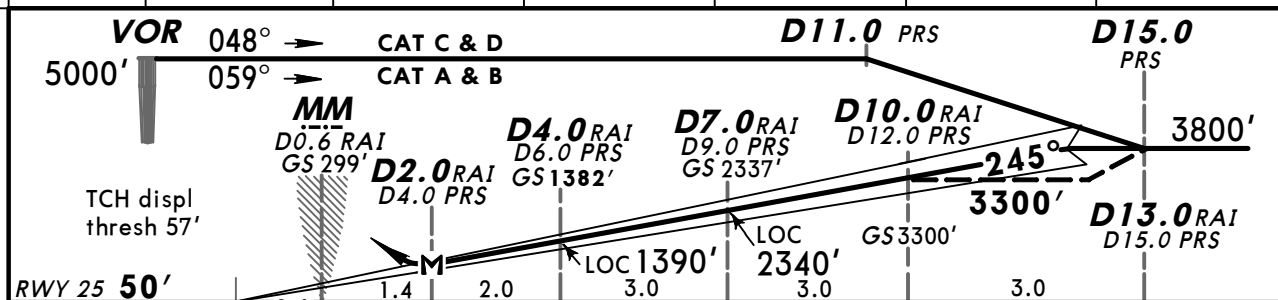
PANS OPS 4	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND 1			
	ILS		LOC (GS out)		Not authorized Southeast of airport			
	DA(H) 500' (450')		DA(H) 750' (700')					
	FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A					100	1000' (935')	1500m	
B		1500m		1500m	135	1000' (935')	1600m	
C	1400m				180	1000' (935')	2400m	
D		2100m		2400m	205	1000' (935')	3600m	

To rwy 02 restricted to ops in VMC HJ only.

ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1382' (1232')	ILS DA(H) 500' (450')
Apt Elev 65' RWY 50'			
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA PRS VOR



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	750'	1070'	1390'	1700'	2020'

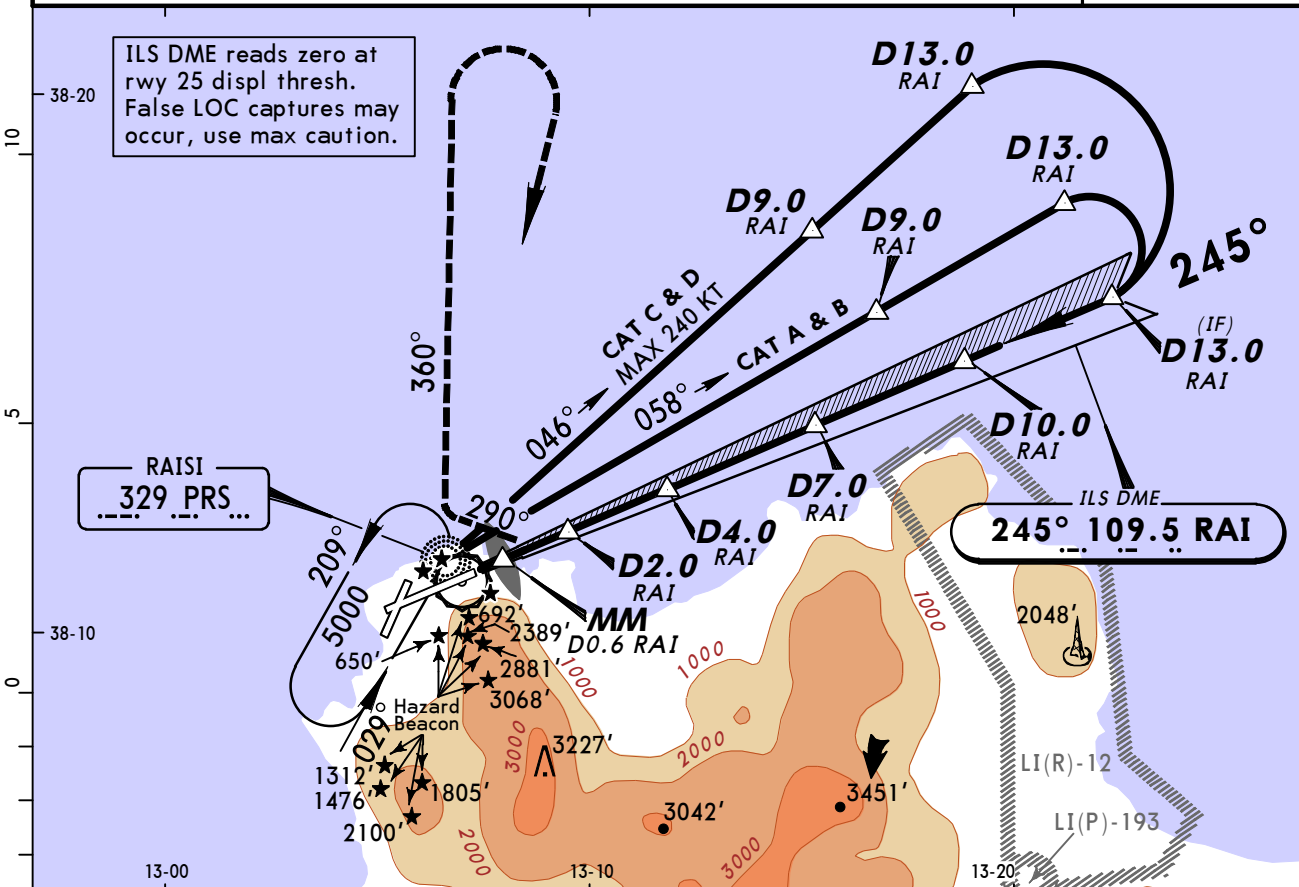
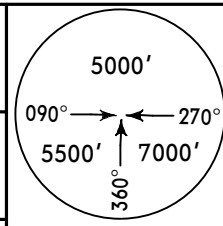


Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D2.0 RAI/D4.0 PRS						

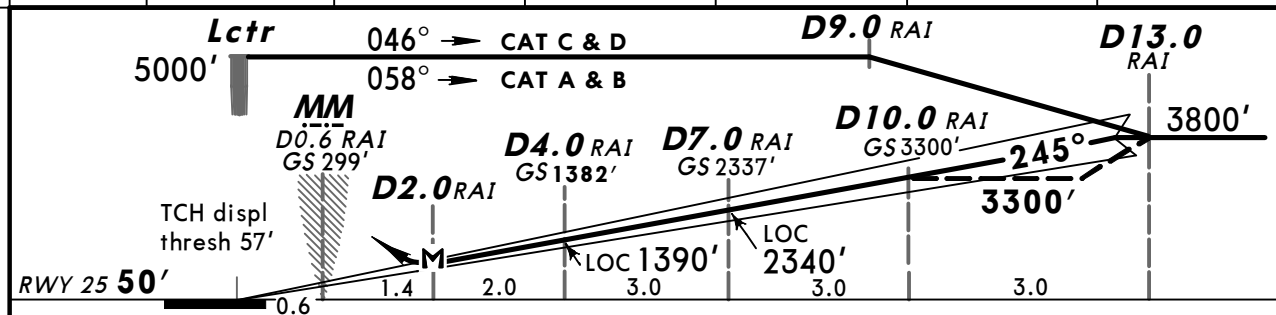
STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		Not authorized Southeast of airport	
DA(H) 500' (450')		DA(H) 750' (700')			
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A				100	1000' (935') 1500m
B	1500m		1500m	135	1000' (935') 1600m
C				180	1000' (935') 2400m
D	2100m		2400m	205	1000' (935') 3600m

To rwy 02 restricted to ops in VMC HJ only.

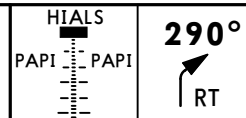
ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1382' (1332')	ILS DA(H) 500' (450')
		Apt Elev 65'	RWY 50'
MISSED APCH: As soon as possible turn RIGHT onto 290° to join 360° from Lctr climbing to 5000', then turn RIGHT to Lctr.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	750'	1070'	1390'	1700'	2020'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D2.0 RAI						



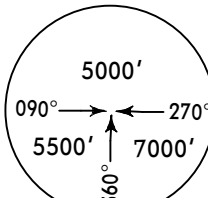
PANS OPS 4	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND 1		
	ILS		LOC (GS out)		Not authorized Southeast of airport		
	DA(H) 500' (450')		DA(H) 750' (700')				
	FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	1000' (935')	1500m
B		1500m		1500m	135	1000' (935')	1600m
C	1400m			2400m	180	1000' (935')	2400m
D		2100m		2400m	205	1000' (935')	3600m

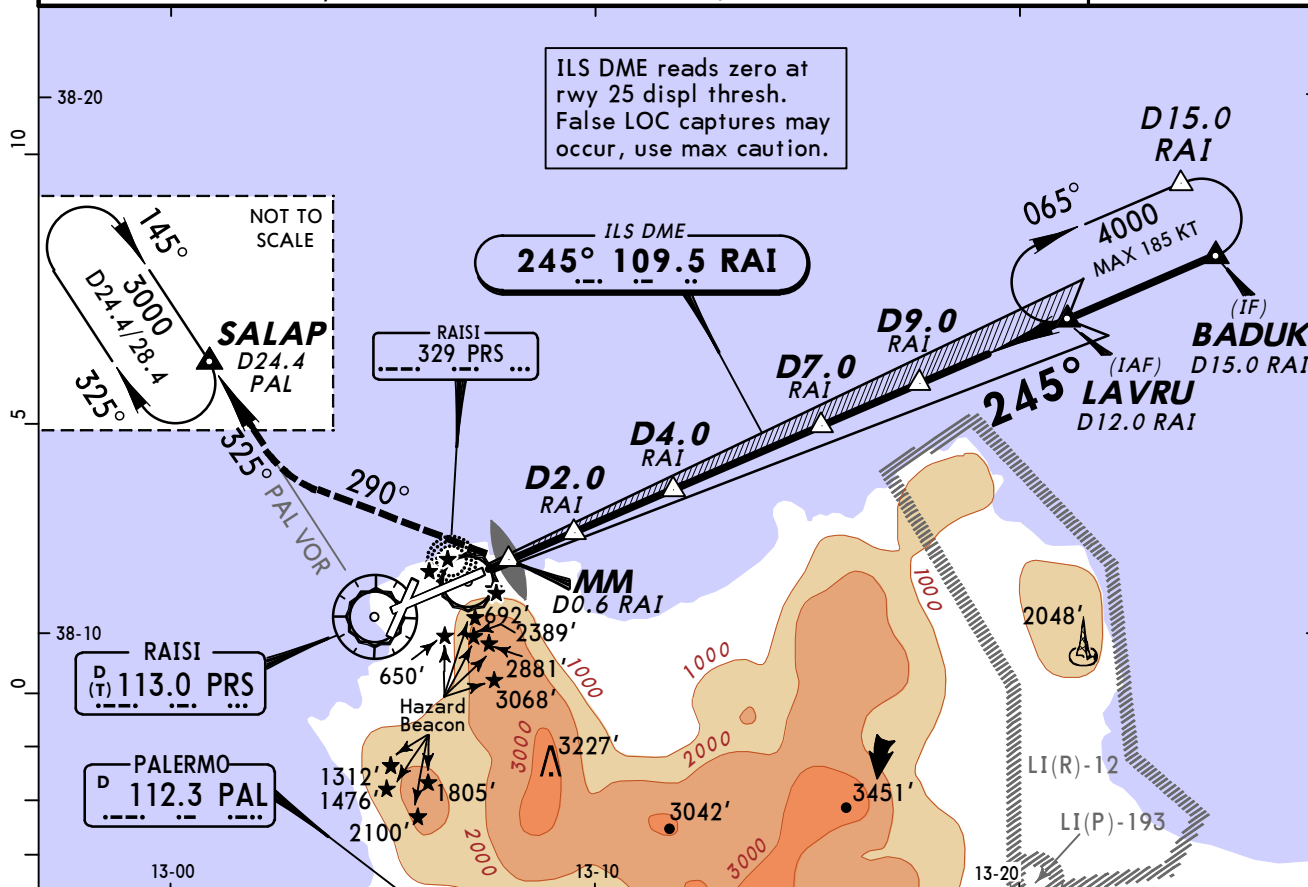
To rwy 02 restricted to ops in VMC HJ only.

CHANGES: None.

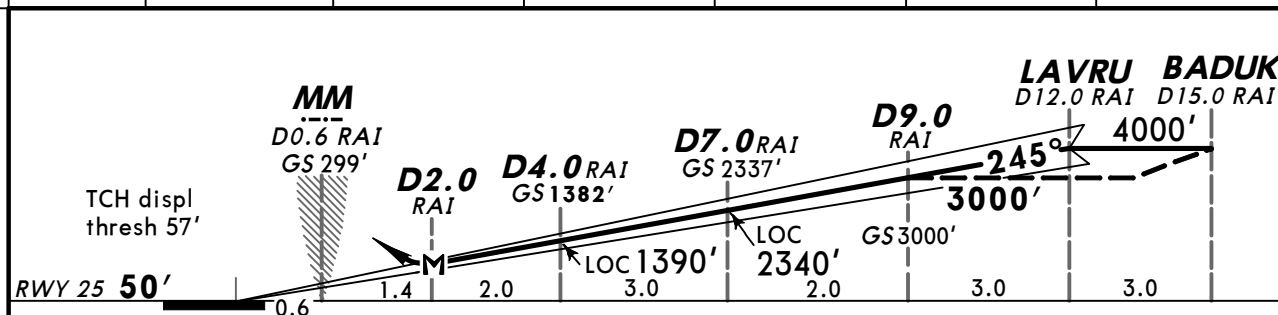
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BRIEFING STRIP™

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1382' (1332')	ILS DA(H) 500' (450')	Apt Elev 65' RWY 50'		
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-325 PAL, climbing to 3000' and proceed to SALAP holding.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		
				Trans alt: 5000'		MSA PRS VOR



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	750'	1070'	1390'	1700'	2020'



Gnd speed-Kts	70	90	100	120	140	160	</
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STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND 1		
ILS		LOC (GS out)		Not authorized Southeast of airport		
DA(H) 500' (450')		DA(H) 750' (700')		Max Kts	MDA(H)	VIS
FULL	ALS out		ALS out			
A				100	1000' (935')	1500m
B	1400m	1500m	1500m	135	1000' (935')	1600m
C				180	1000' (935')	2400m
D	2100m	2400m	2400m	205	1000' (935')	3600m

To rwy 02 restricted to ops in VMC HJ only.

CHANGES: IF.

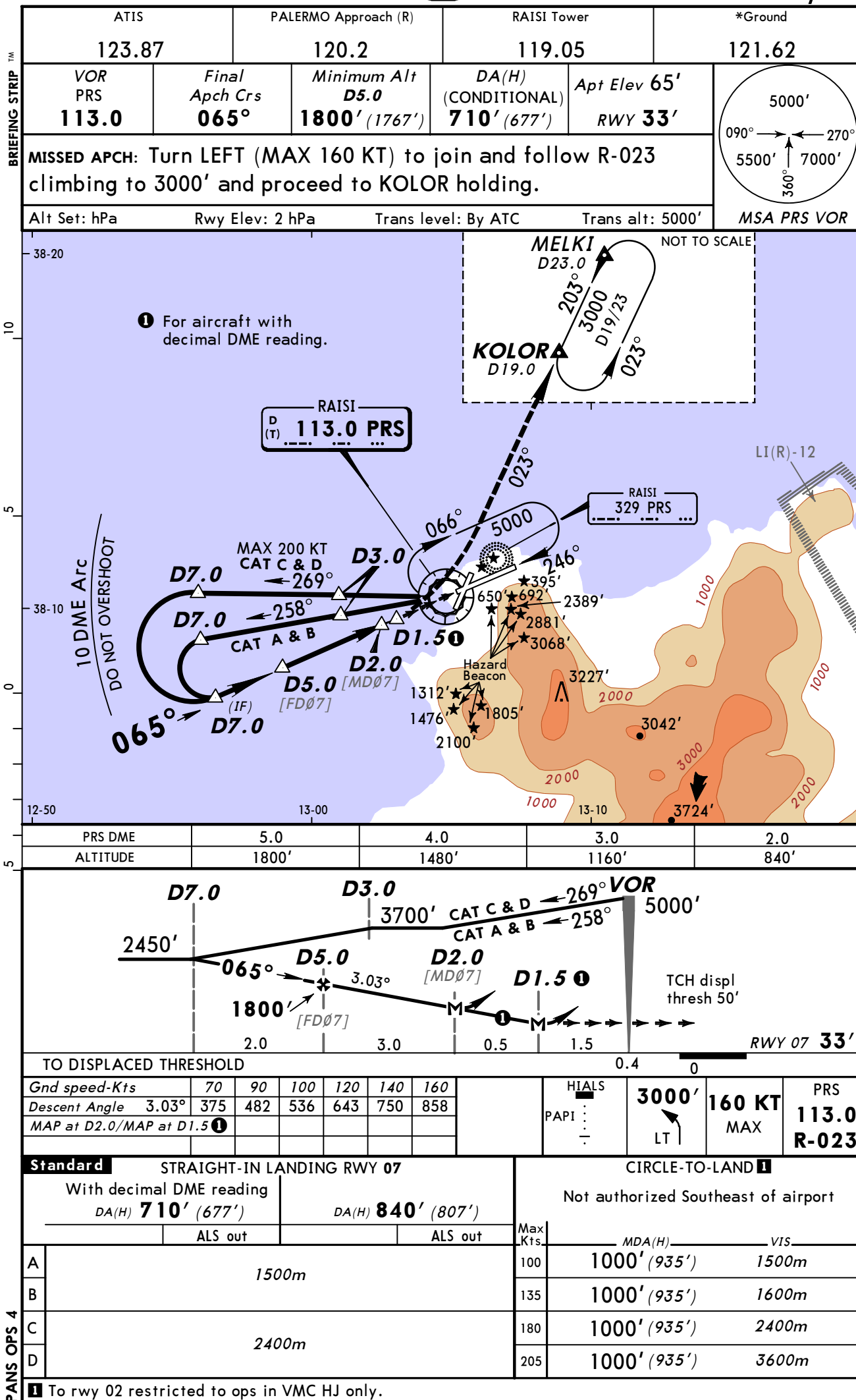
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BRIEFING STRIP™

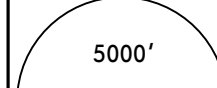
**Standard**

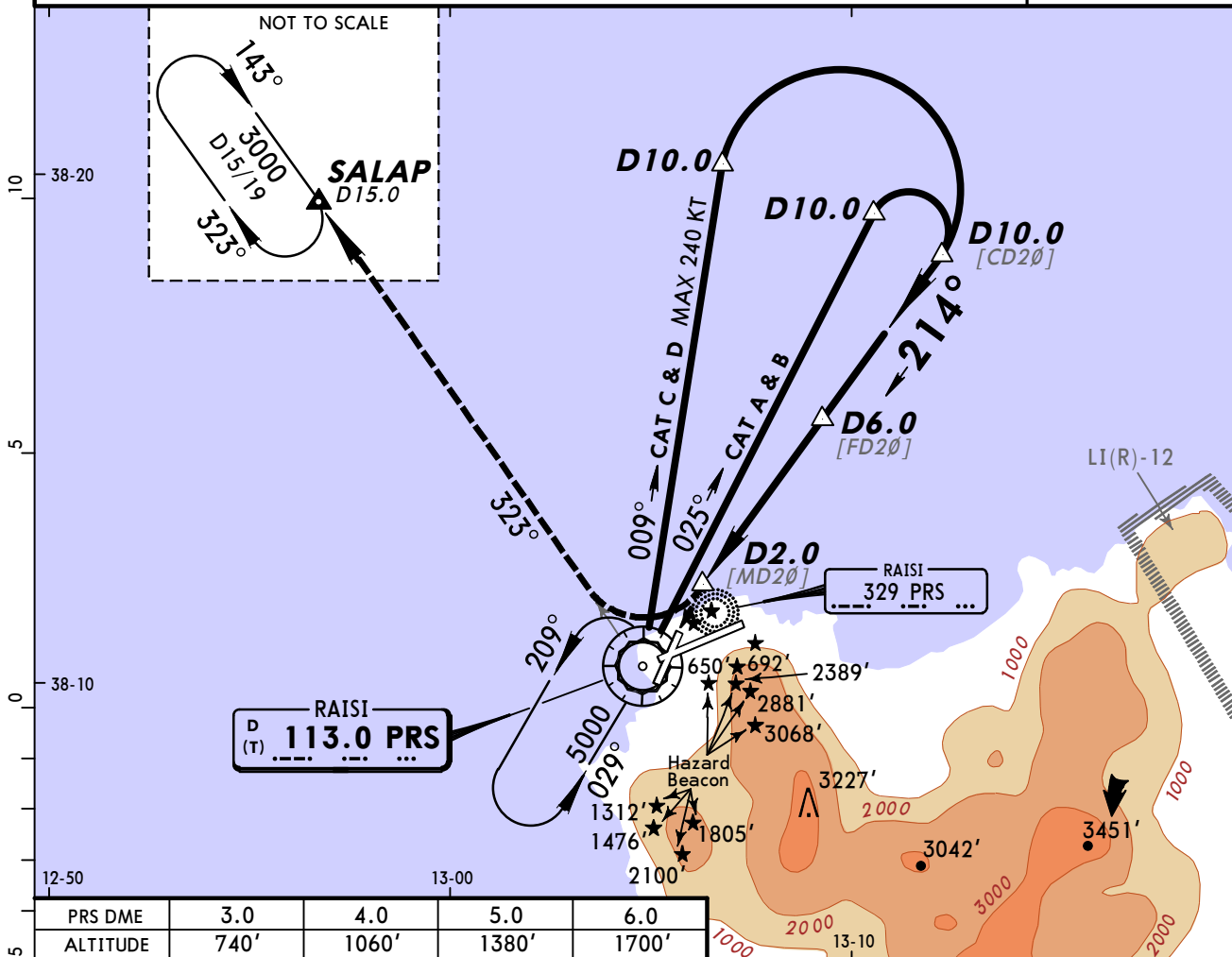
PANS OPS 4

CHANGES: Minimums.

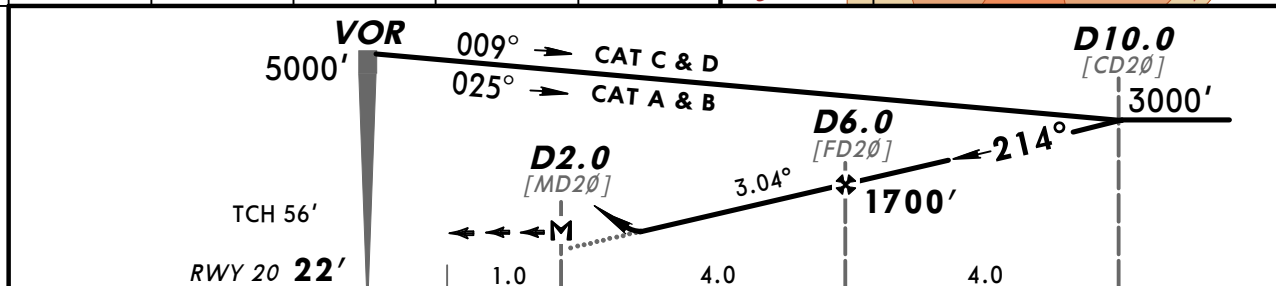


BRIEFING STRIP

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
VOR PRS 113.0	Final Apch Crs 214°	Minimum Alt D6.0 1700' (1678')	DA(H) 500' (478')	Apt Elev 65' RWY 22'			
MISSED APCH: Turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
1. PRS DME required.		2. Final approach track offset 12° from rwy centerline.		Trans alt: 5000'		MSA PRS VOR	



PRS DME	3.0	4.0	5.0	6.0
ALTITUDE	740'	1060'	1380'	1700'



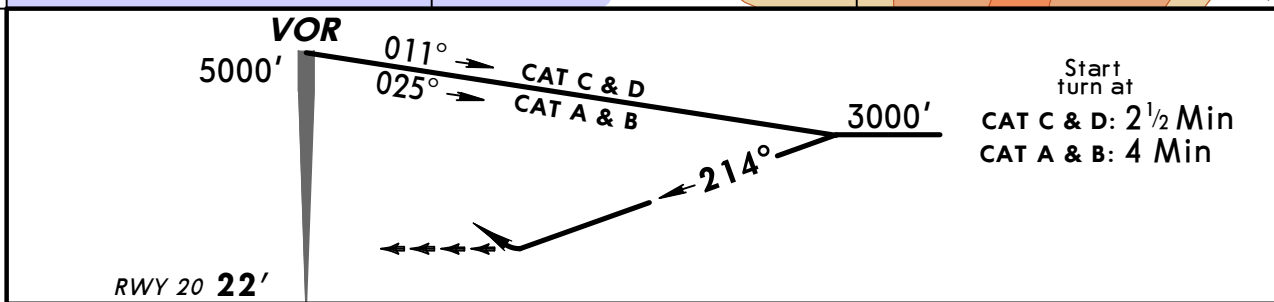
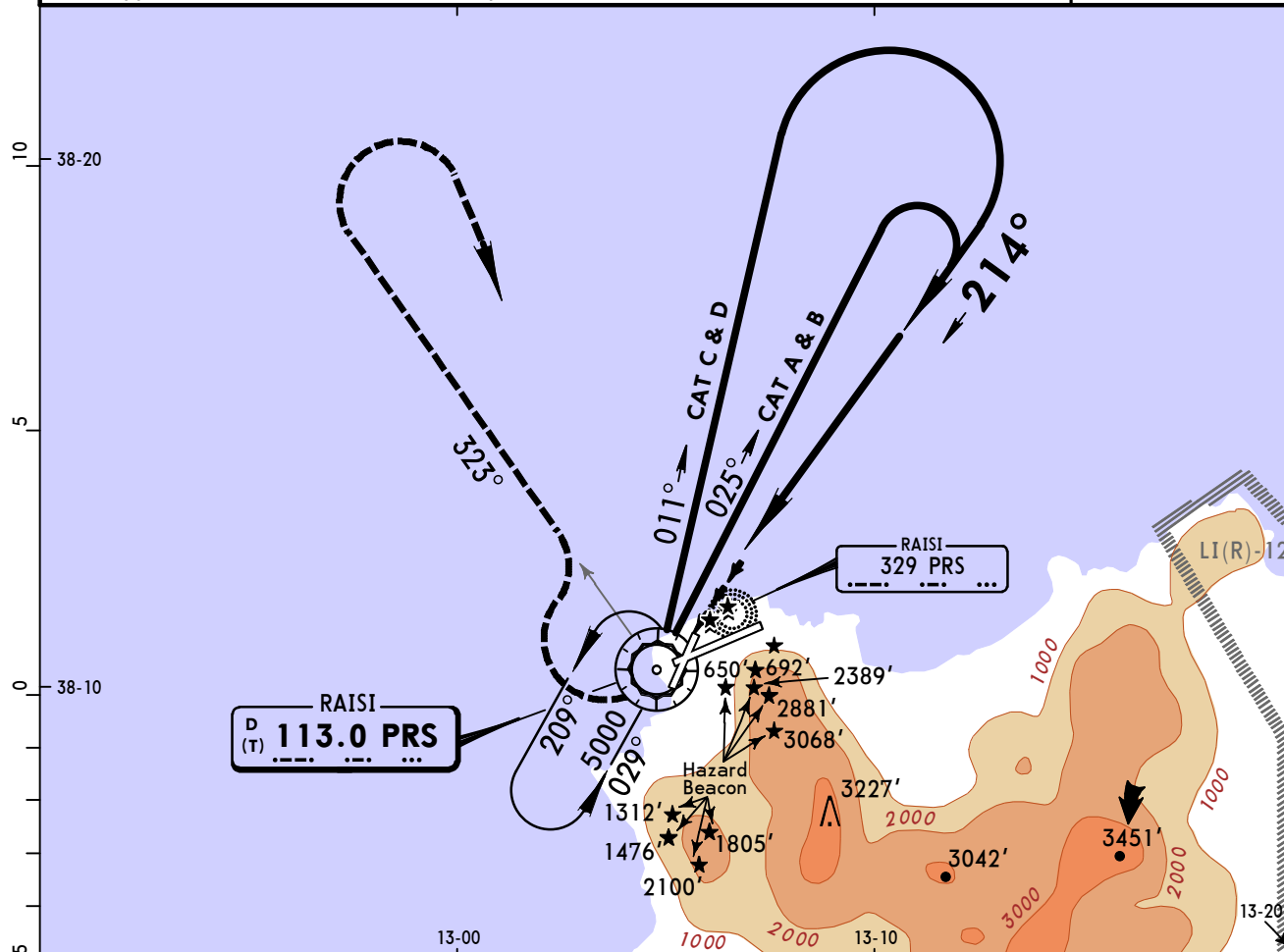
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI : PAPI 3000' RT	PRS 113.0 R-323
Descent Angle	3.04°	376	484	538	645	753		
MAP at D2.0								

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
DA(H) 500' (478')				Not authorized Southeast of airport			
ALS out				Max Kts	MDA(H)	VIS	
A	1500m			100	1000' (935')	1500m	
B				135	1000' (935')	1600m	
C	1800m			180	1000' (935')	2400m	
D		2200m		205	1000' (935')	3600m	

To rwy 02 restricted to ops in VMC HJ only.

BRIEFING STRIP™

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
VOR PRS 113.0	Final Apch Crs 214°	Minimum Alt No FAF	MDA(H) 890' (868')	Apt Elev 65' RWY 22'			
MISSED APCH: Proceed to VOR turn RIGHT to join and follow R-323 climbing to 5000', then turn RIGHT to VOR.							MSA PRS VOR
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 5000'	
Final approach track offset 12° from rwy centerline.							



						HIALS REIL PAPI	5000'	PRS 113.0 R-323
							RT	

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
MDA(H) 890' (868')				Not authorized Southeast of airport	
ALS out				Max Kts.	
A	3800m	4200m		100	MDA(H) 1000' (935') VIS 4200m
B				135	
C	4000m	4400m		180	MDA(H) 1000' (935') VIS 4400m
D				205	

To rwy 02 restricted to ops in VMC HJ only.

Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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PALERMO, (PUNTA RAISI - LICJ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LICJ