(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LICJ
Terminal Charts For LICJ
Revision Letter For Cycle 15-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

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: 0401 Z
Sunset: 1827 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

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

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.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

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.

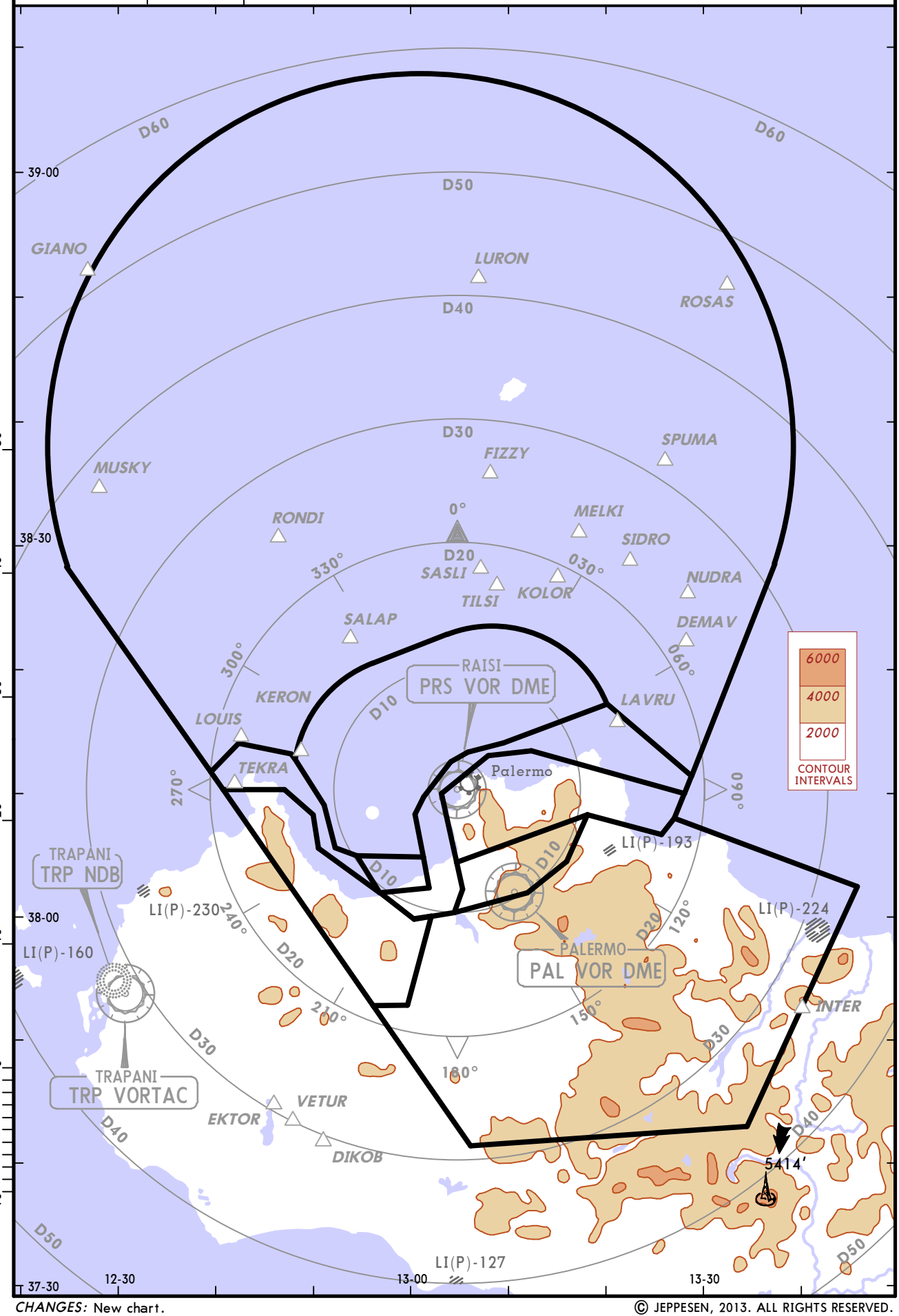
3.2. OTHER INFORMATION

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.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

PALERMO Radar 120.2	*Apt Elev* 65′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Altitudes are based on Palermo QNH. 2. Minimum altitudes provide at least 1000′ obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna. 3. Outside these areas the normal minimum enroute level will be used. 4. Chart only to be used for cross-checking of altitude while under RADAR control.



CHANGES: New chart.

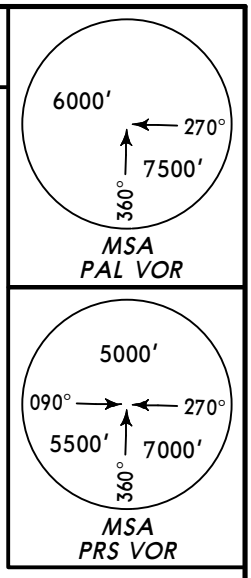
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

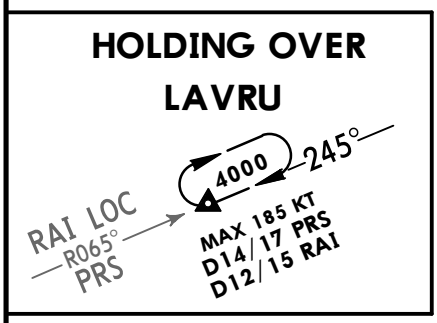
ATIS	Apt Elev	
123.87	65′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

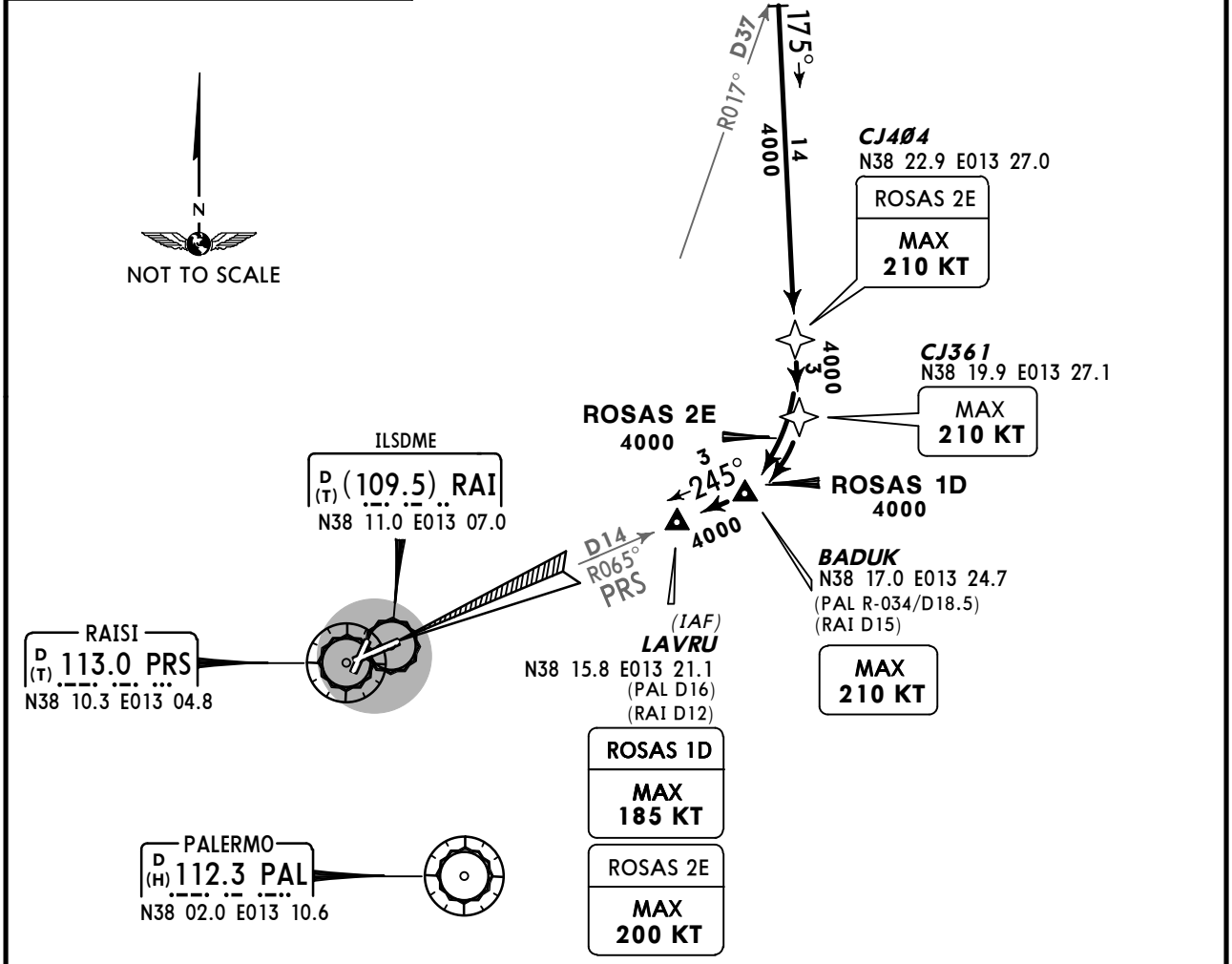
ROSAS 1D *[ROSA1D]*
RNAV ARRIVAL
BY ATC
BASED ON PRS

ROSAS 2E *[ROSA2E]*
RNAV ARRIVAL
BASED ON PAL

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







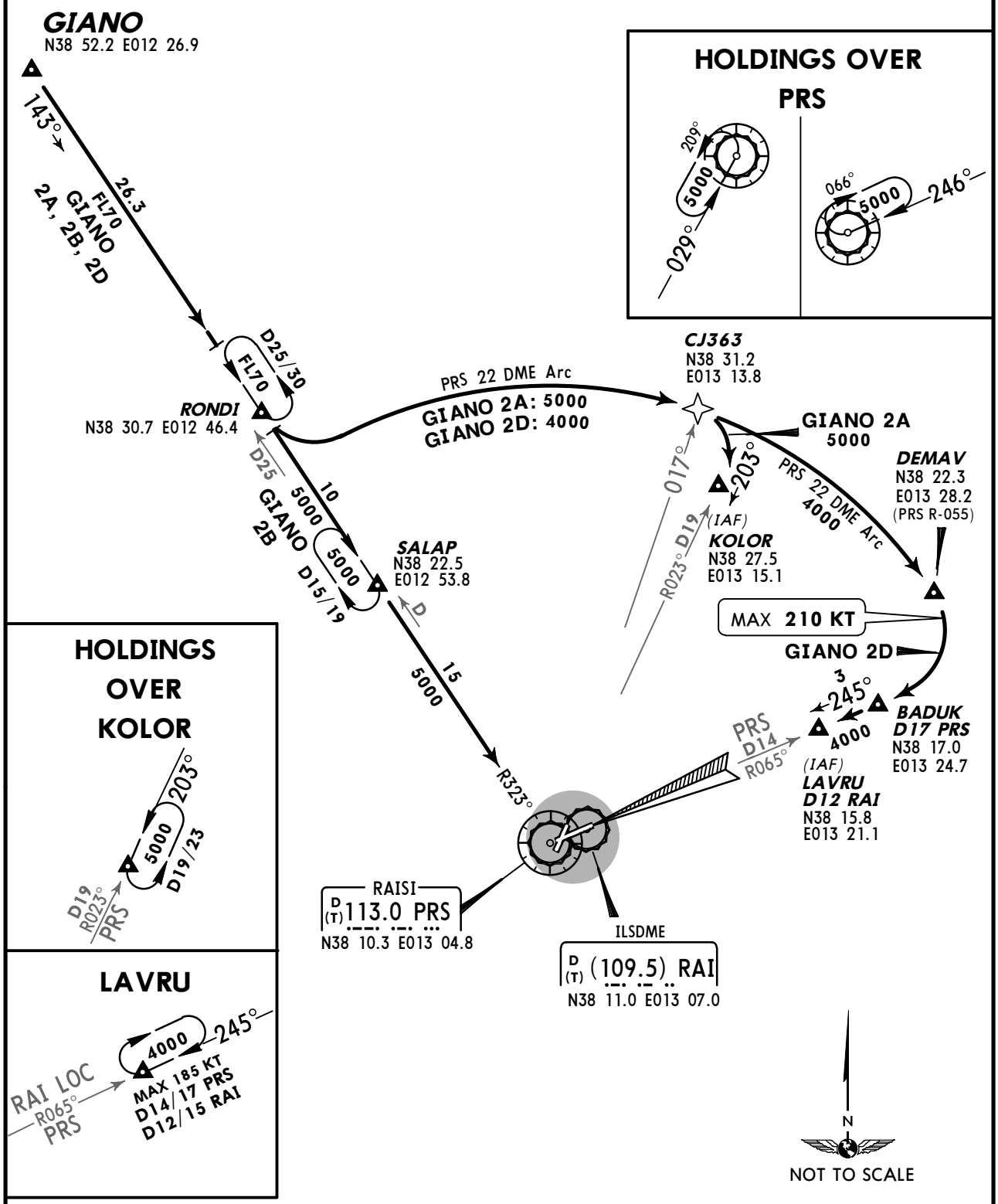
STAR	ROUTING
ROSAS 1D	ROSAS - SPUMA - CJ361 (K210-) - BADUK (K210-) - LAVRU (K185-).
ROSAS 2E	ROSAS - SPUMA - CJ404 (K210-) - BADUK (K210-) - LAVRU (K200-).

CHANGES: RNAV STAR ROSAS 1E renumbered 2E; CJ372 redesignated BADUK.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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

GIANO 2A *[GIAN2A]*, GIANO 2B *[GIAN2B]* GIANO 2D *[GIAN2D]* ARRIVALS



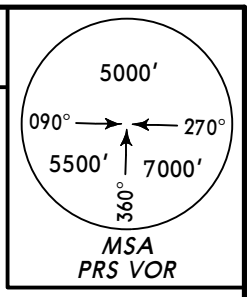
STAR	ROUTING
GIANO 2A	Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc, to CJ363 turn RIGHT to KOLOR.
GIANO 2B	Intercept PRS R-323 inbound via RONDI and SALAP to PRS.
GIANO 2D	Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.

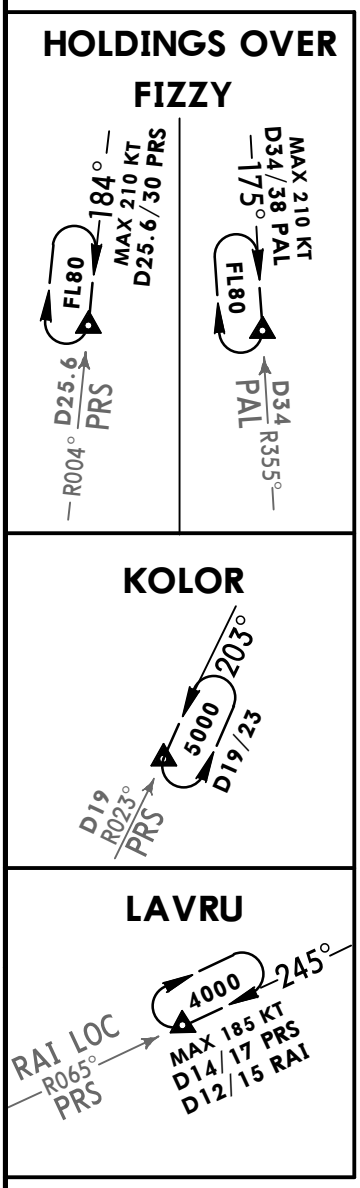
CHANGES: STAR GIANO 1D renumbered 2D; CJ372 redesignated BADUK.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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

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





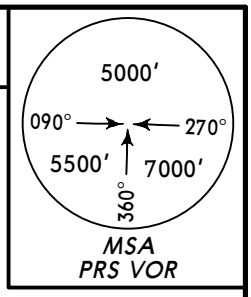
STAR	ROUTING
LURON 2A	Intercept PAL R-355 inbound to FIZZY, turn LEFT, 145° track to KOLOR.
LURON 2B	Intercept PAL R-355 inbound to FIZZY, turn RIGHT, intercept PRS R-004 inbound to PRS.
LURON 2D	Intercept PAL R-355 inbound to FIZZY, turn LEFT, along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then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

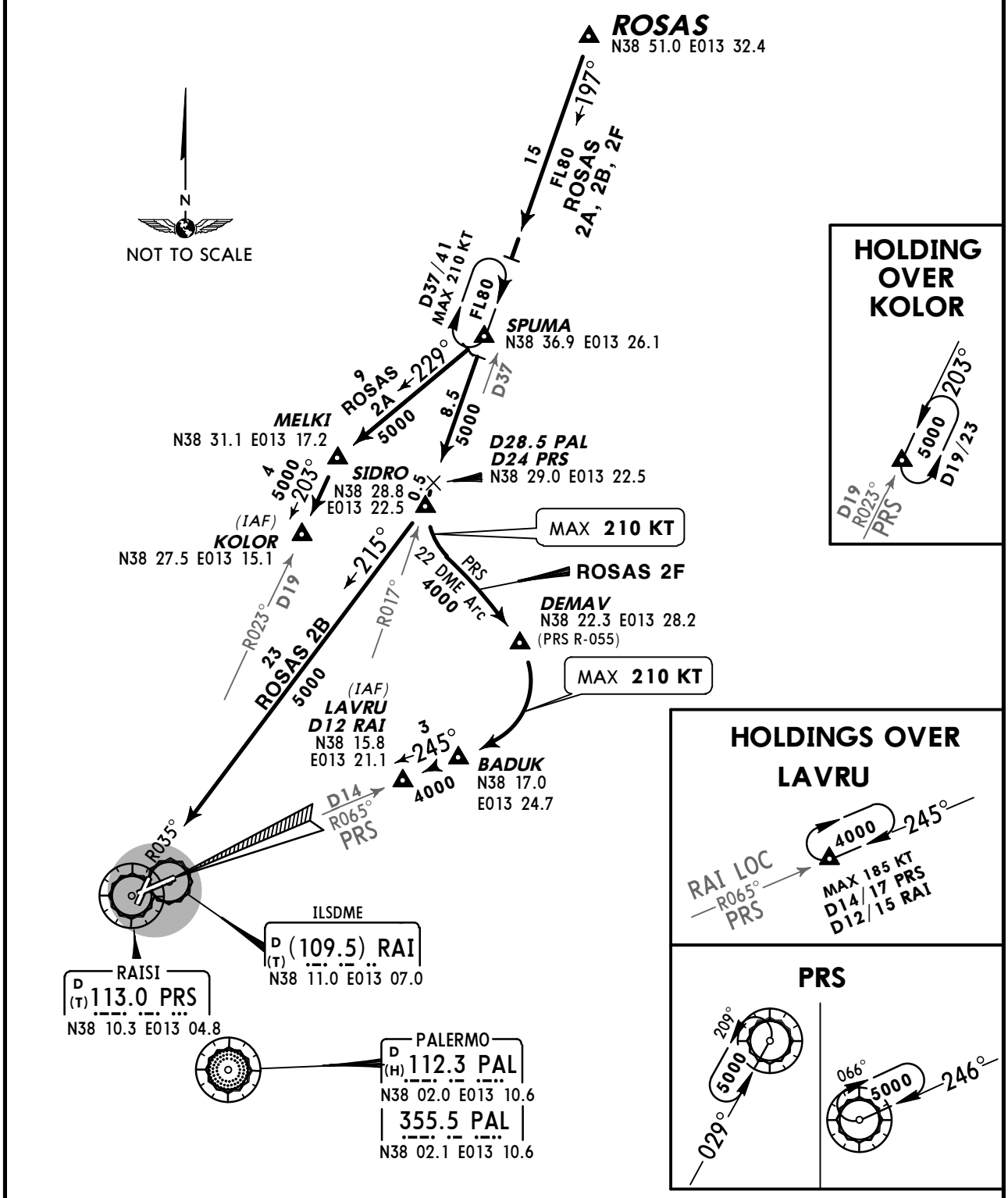
CHANGES: STAR LURON 1D renumbered 2D; CJ372 redesignated BADUK.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

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

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



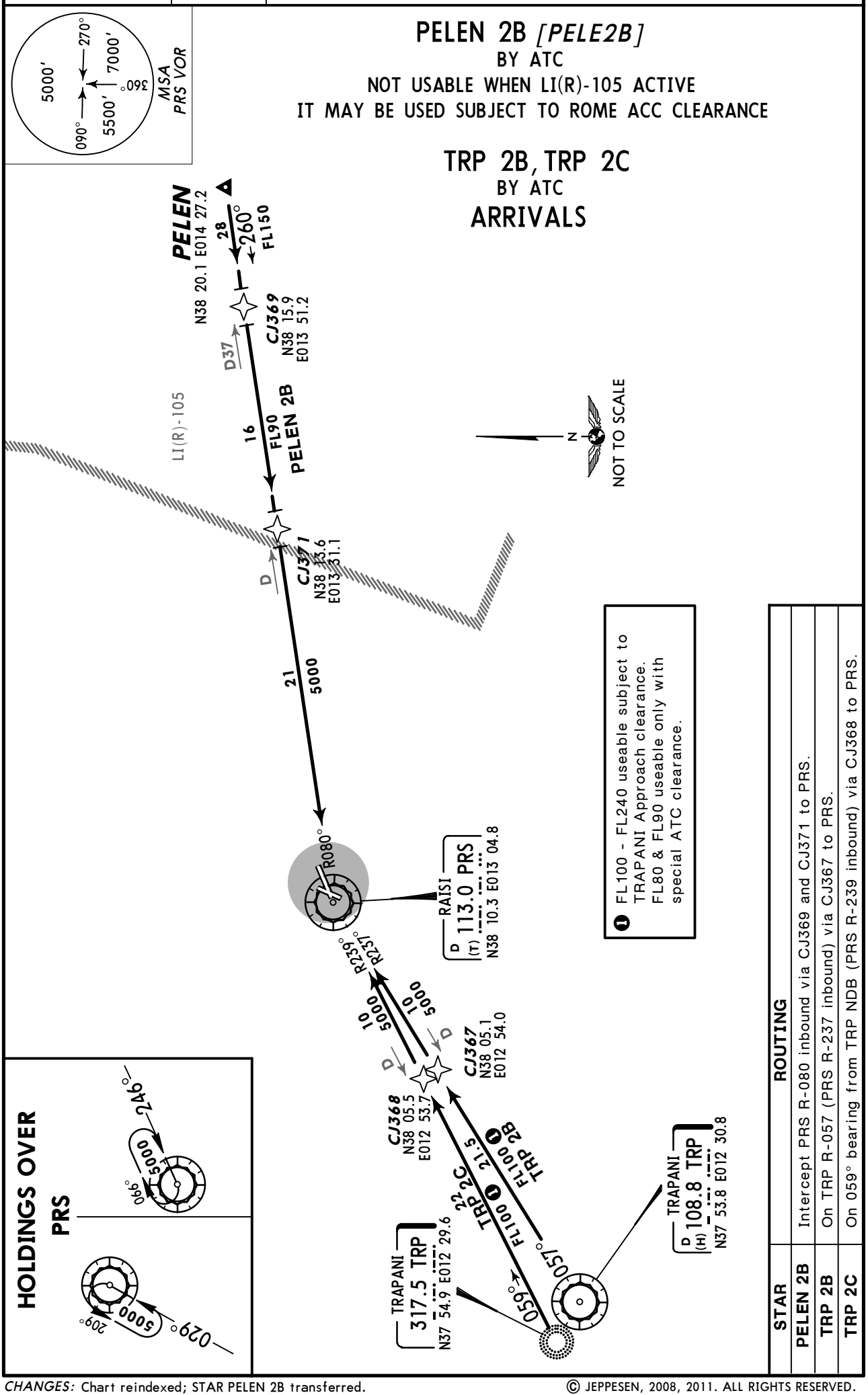


STAR	ROUTING
ROSAS 2A	Intercept PAL R-017 inbound to SPUMA, turn RIGHT, 229° track to MELKI, turn LEFT, intercept PRS R-023 inbound to KOLOR.
ROSAS 2B	Intercept PAL R-017 inbound via SPUMA to SIDRO, turn RIGHT, intercept PRS R-035 inbound to PRS.
ROSAS 2F	Intercept PAL R-017 inbound via SPUMA to D28.5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

CHANGES: STAR ROSAS 1F renumb. 2F & revised; STAR PELEN 2B transferred.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

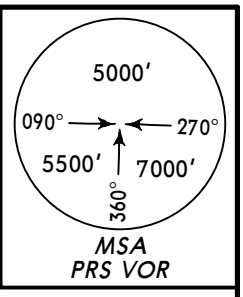
ATIS	Apt Elev	
123.87	65′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



CHANGES: Chart reindexed; STAR PELEN 2B transferred.

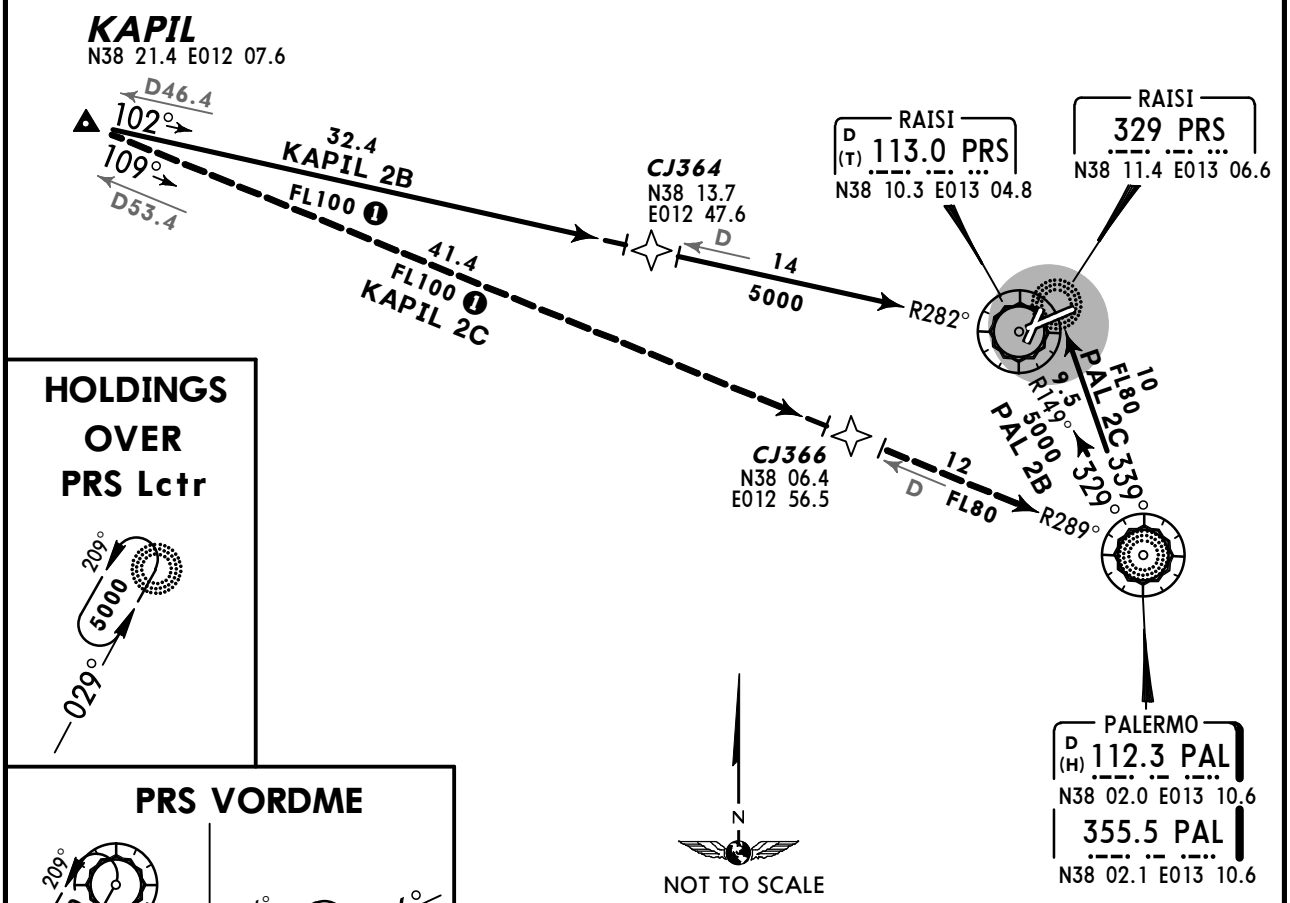
© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

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



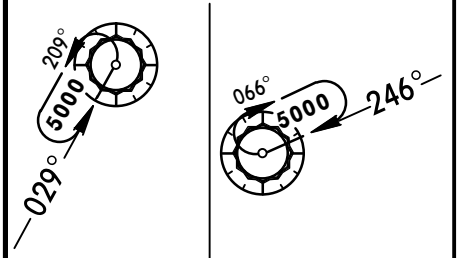
KAPIL 2C *[KAP2C]*
TRANSITION
KAPIL 2B *[KAPI2B]*
BY ATC
PAL 2B, PAL 2C
ARRIVALS

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



HOLDINGS OVER PRS Lctr

PRS VORDME

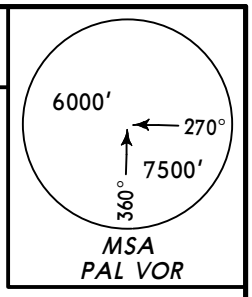


TRANSITION	ROUTING
KAPIL 2C	Intercept PAL R-289 inbound via CJ366 to PAL.
STAR	
KAPIL 2B	Intercept PRS R-282 inbound via CJ364 to PRS.
PAL 2B	On PAL R-329 (PRS R-149 inbound) to PRS.
PAL 2C	On PAL R-339 to PRS Lctr.

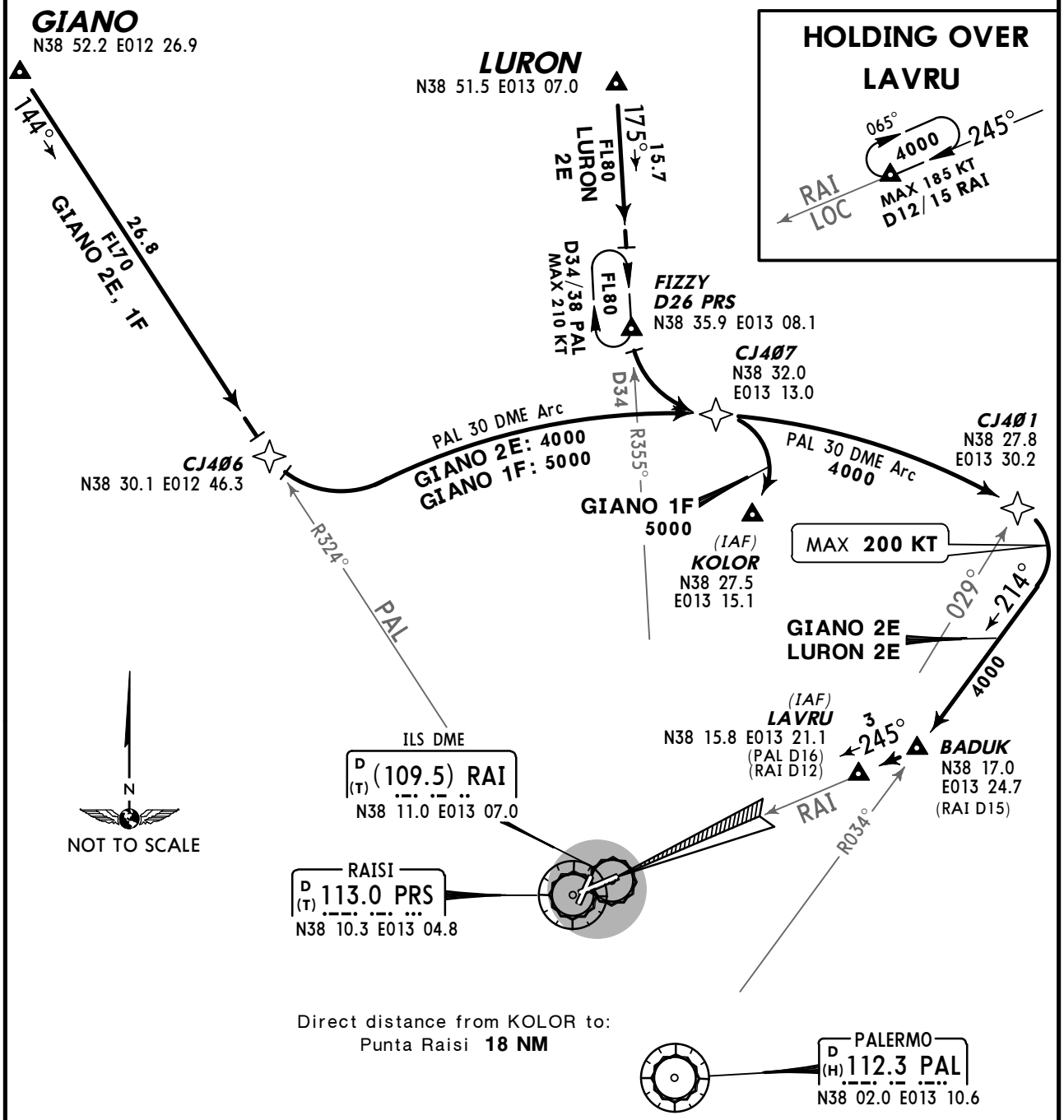
CHANGES: Chart reindexed; TRP STARS transferred.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

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



GIANO 2E *[GIAN2E]*
GIANO 1F *[GIAN1F]*
LURON 2E *[LURO2E]*
ARRIVALS
BASED ON PAL



HOLDING OVER LAVRU

Direct distance from KOLOR to:
Punta Raisi **18 NM**

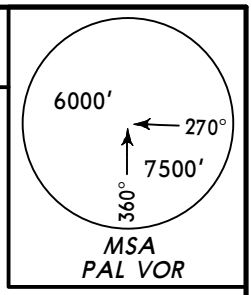
STAR	ROUTING
GIANO 2E	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.
GIANO 1F	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ407, turn RIGHT to KOLOR.
LURON 2E	Intercept PAL R-355 inbound to FIZZY, turn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

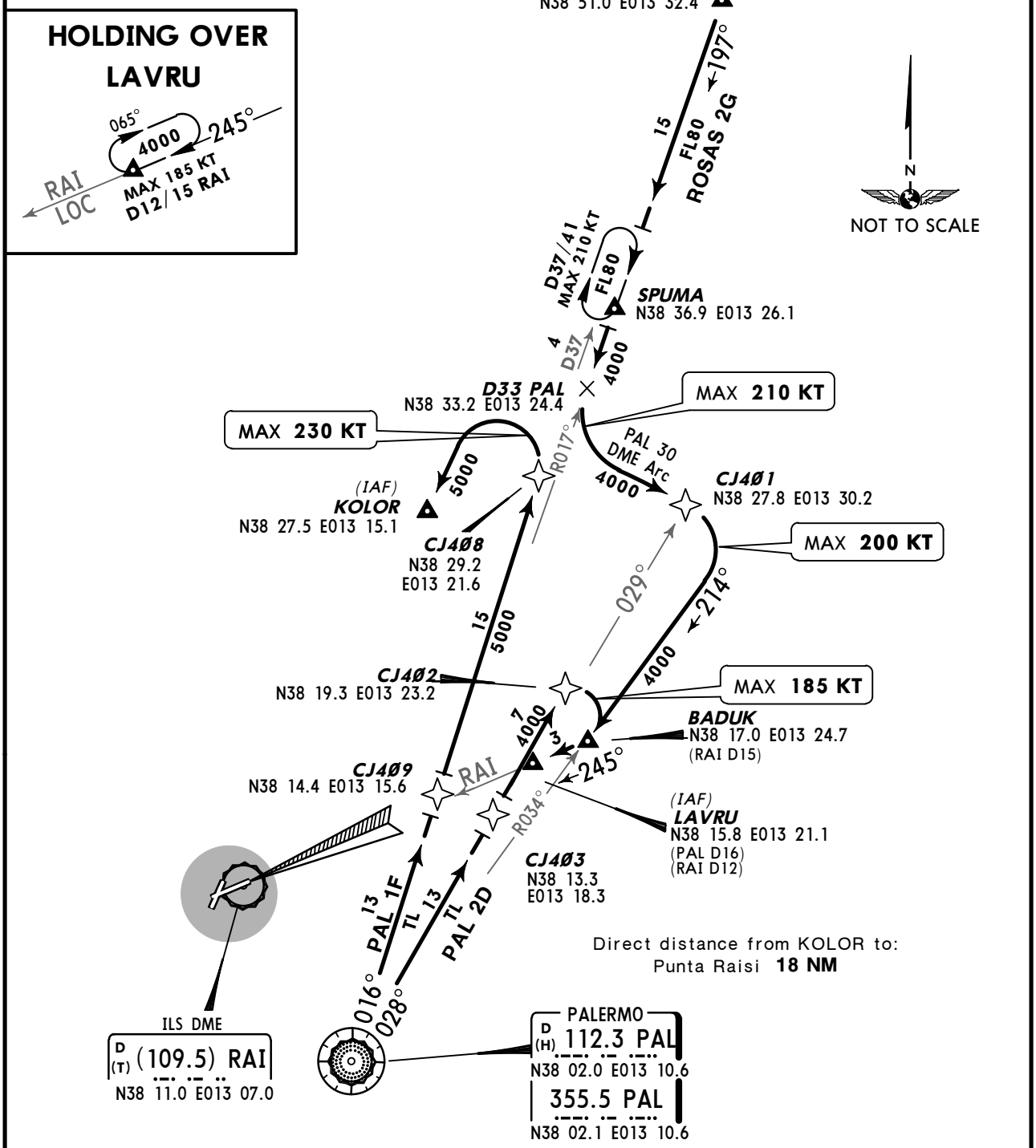
CHANGES: Chart reindexed; STARs GIANO & LURON 1E renumb. 2E and revised.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

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

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



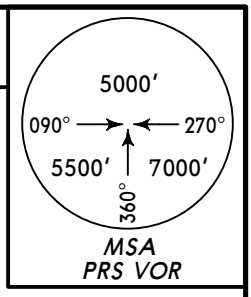


STAR	ROUTING
PAL 2D	On PAL R-028 via CJ403 to CJ402, turn RIGHT to BADUK, then to LAVRU.
PAL 1F	On PAL R-016 to CJ408, turn LEFT to KOLOR.
ROSAS 2G	Intercept PAL R-017 inbound via SPUMA to D33 PAL, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT to BADUK, then to LAVRU.

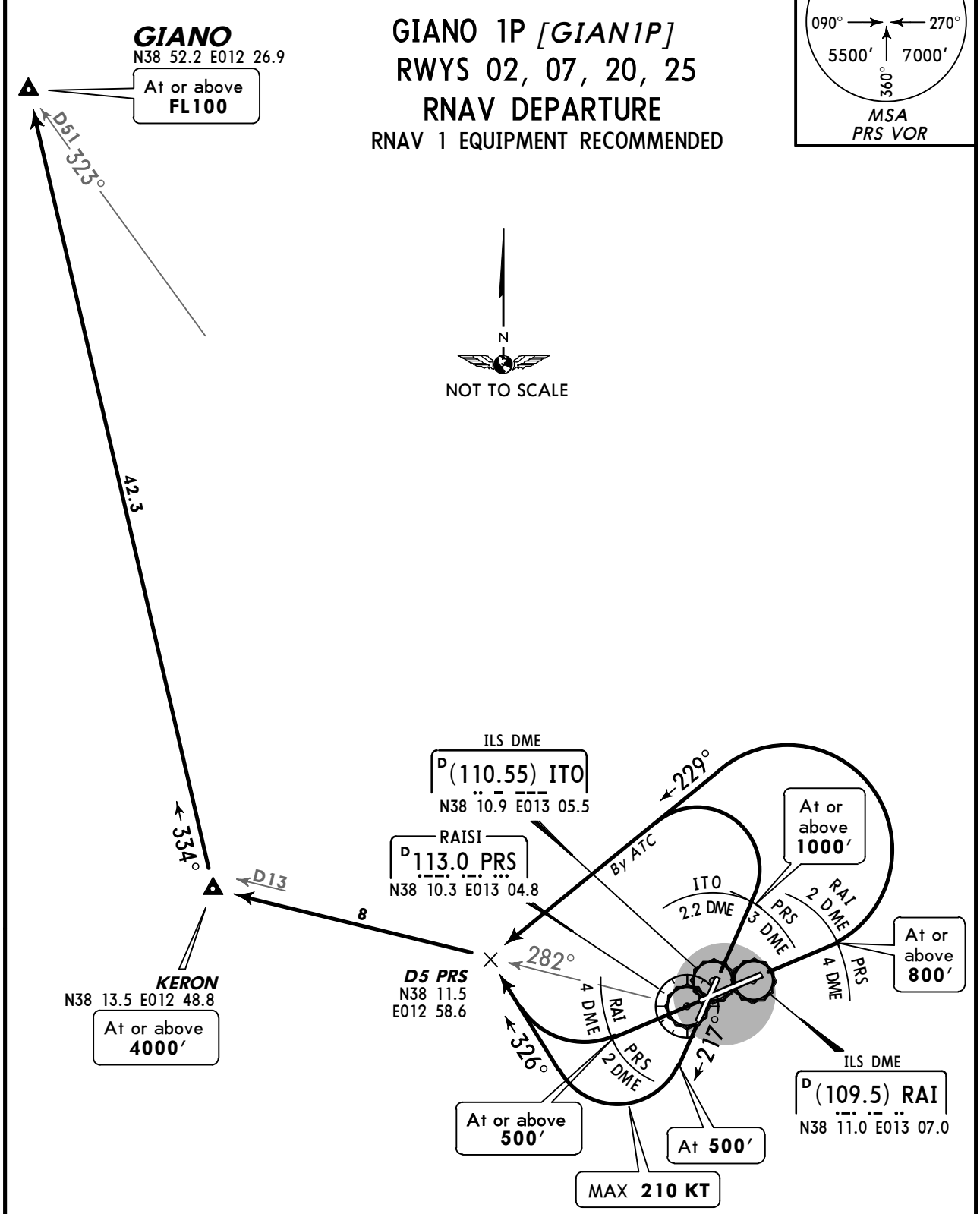
CHANGES: Chart reindexed; STARs renumbered & revised.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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



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

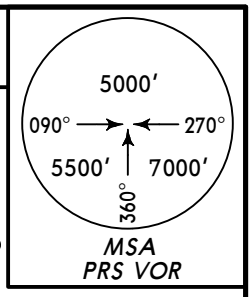
Intercept PRS R-282 over KERON **(4000′+)** - GIANO **(FL100+).**

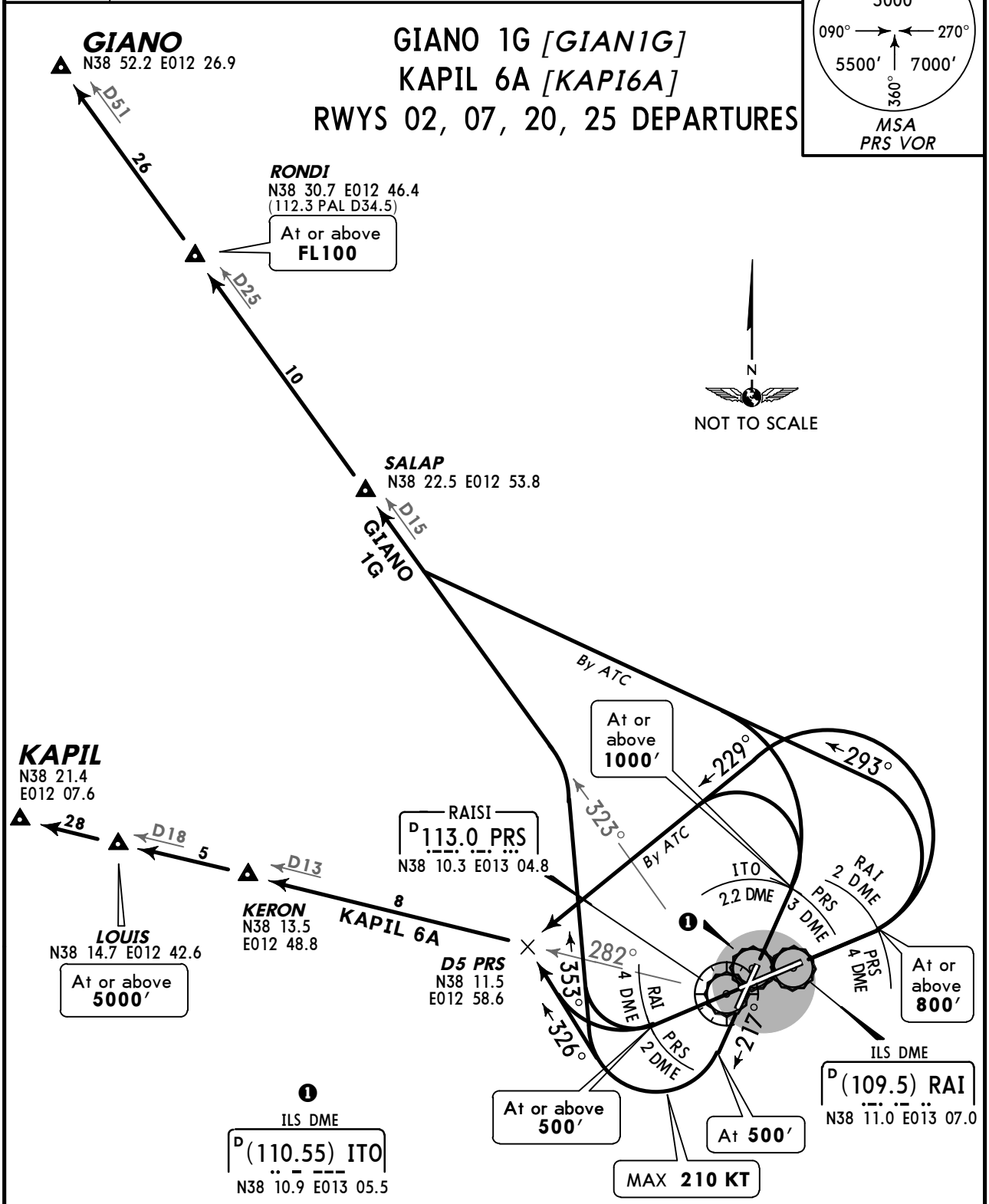
CHANGES: RNAV SID GIANO 1P established; SIDs transferred.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

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

GIANO 1G *[GIAN1G]*
KAPIL 6A *[KAPI6A]*
RWYS 02, 07, 20, 25 DEPARTURES





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

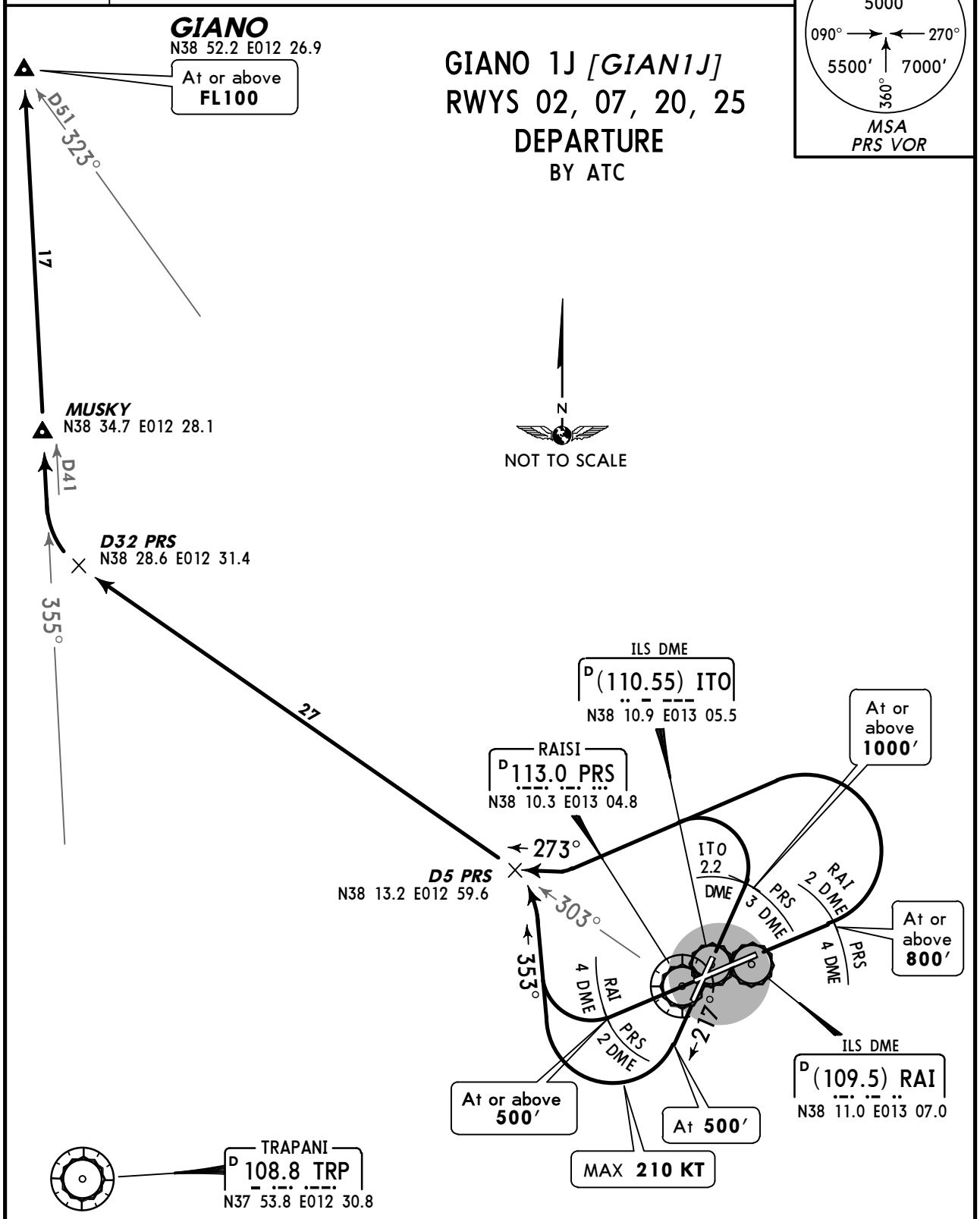
RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to **500′,** turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow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

SID	ROUTING
GIANO 1G	Intercept PRS R-323 via SALAP and RONDI to GIANO.
KAPIL 6A	Intercept PRS R-282 via KERON and LOUIS to KAPIL.

CHANGES: SID GIANO 6A renumbered & redesignated 1G; chart reindexed.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

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



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

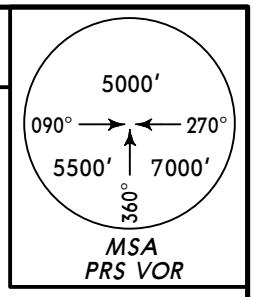
Intercept PRS R-303, then via MUSKY to GIANO.

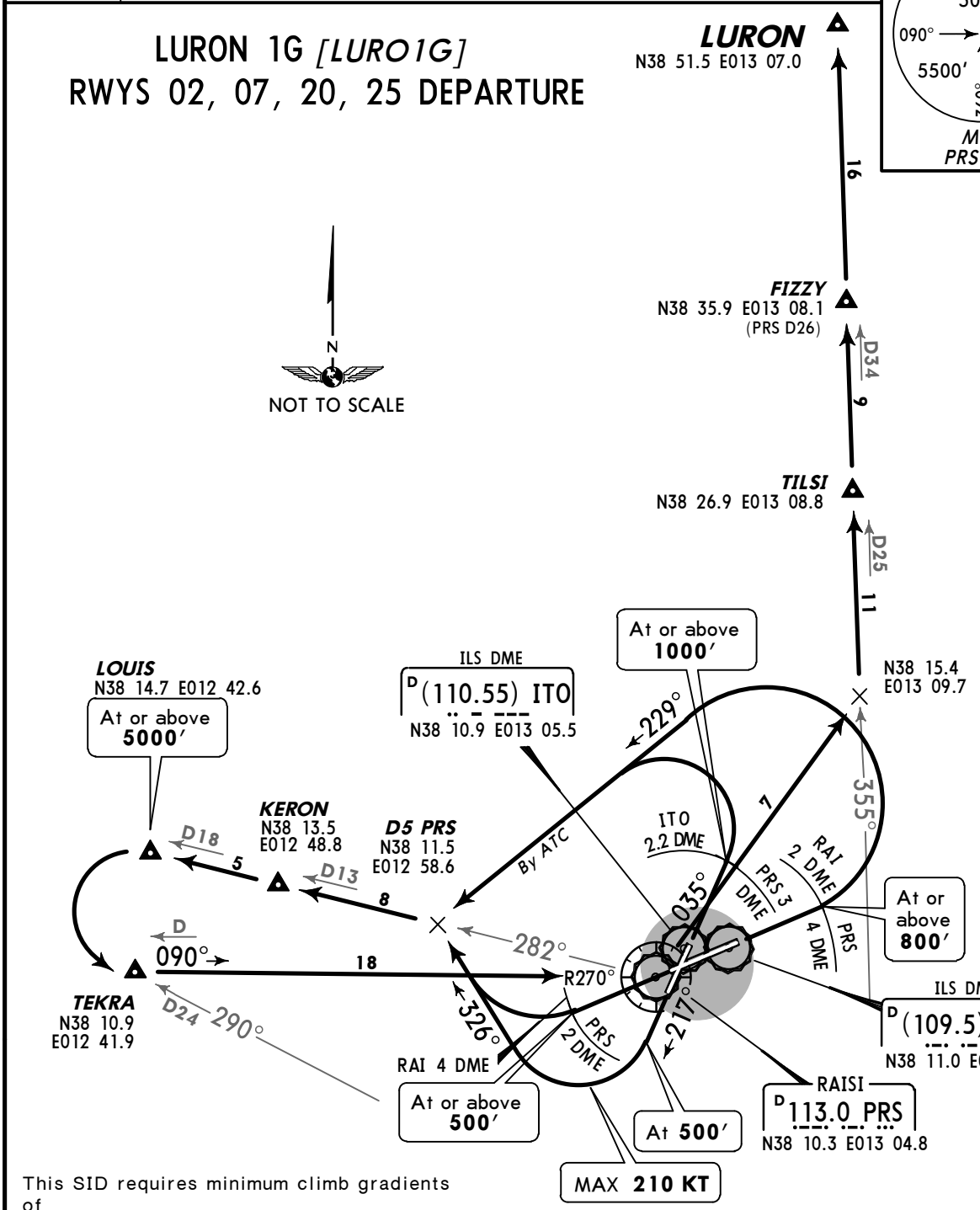
CHANGES: SID GIANO 1J established; SID transferred.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

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

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.

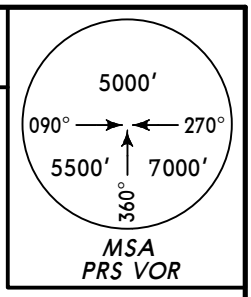
ROUTING

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.

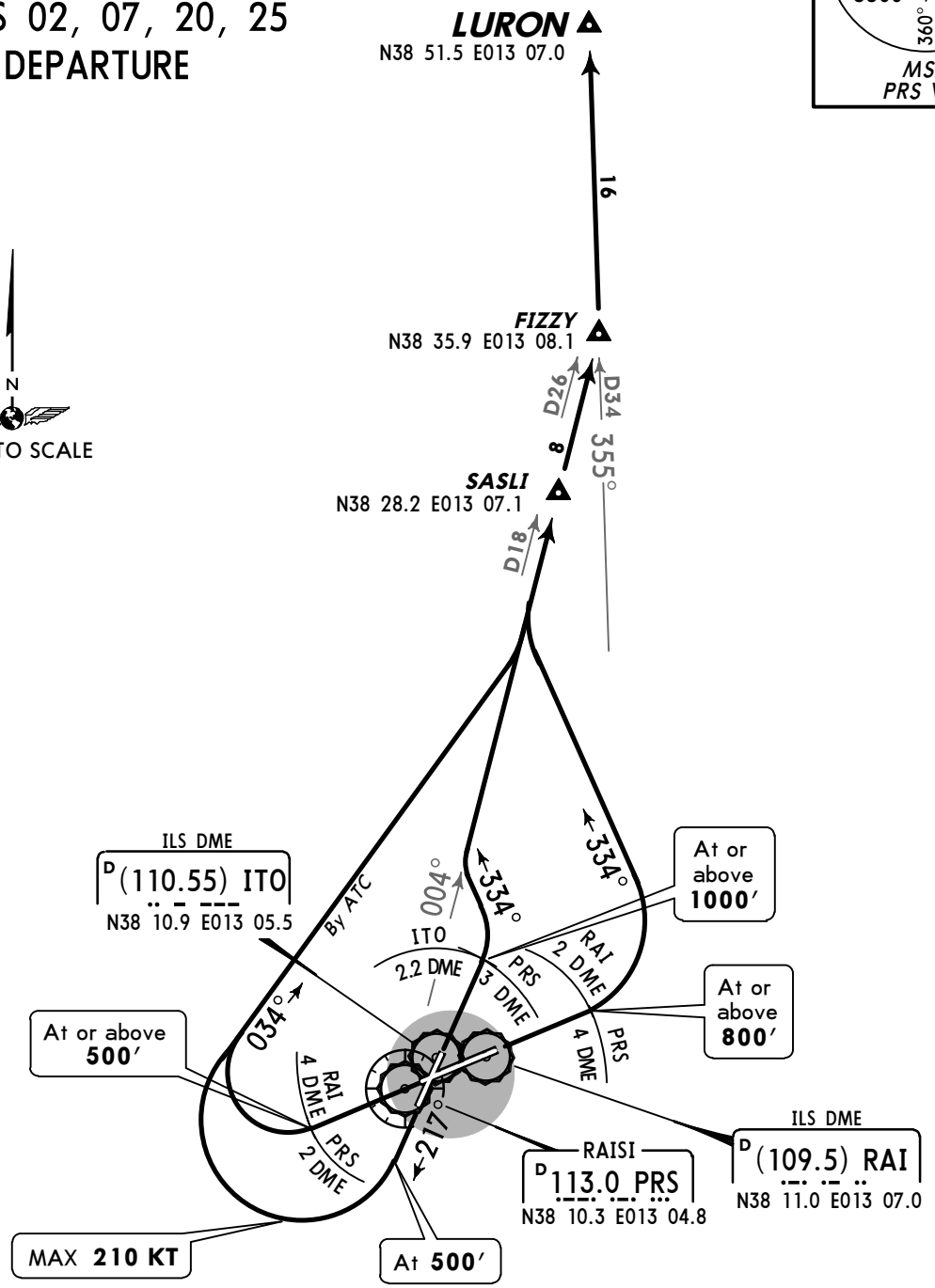
CHANGES: SID LURON 6A renumbered & redesignated 1G; chart reindexed.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

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

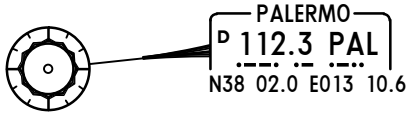


LURON 1H *[LURO1H]*
RWYS 02, 07, 20, 25
DEPARTURE



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.

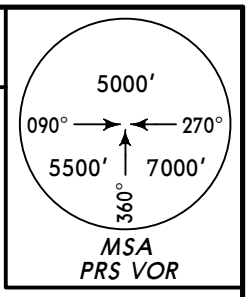
ROUTING

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

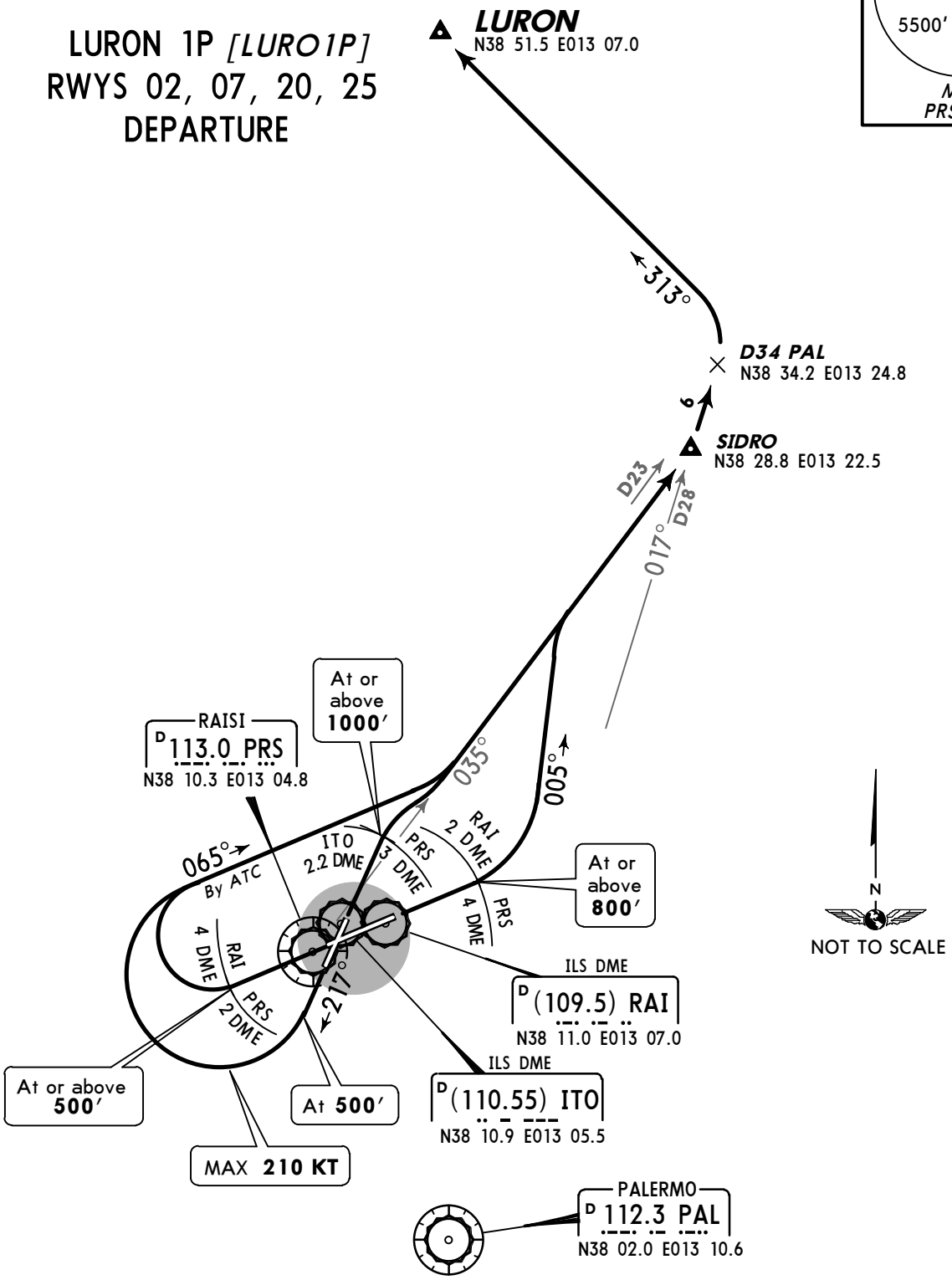
CHANGES: SID LURON 6B renumbered & redesignated 1H; chart reindexed.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

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



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

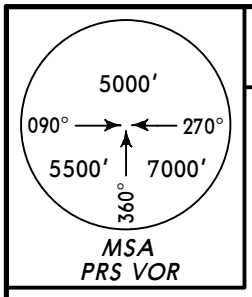
RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to **500′,** turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow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

ROUTING

Intercept PRS R-035 to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.

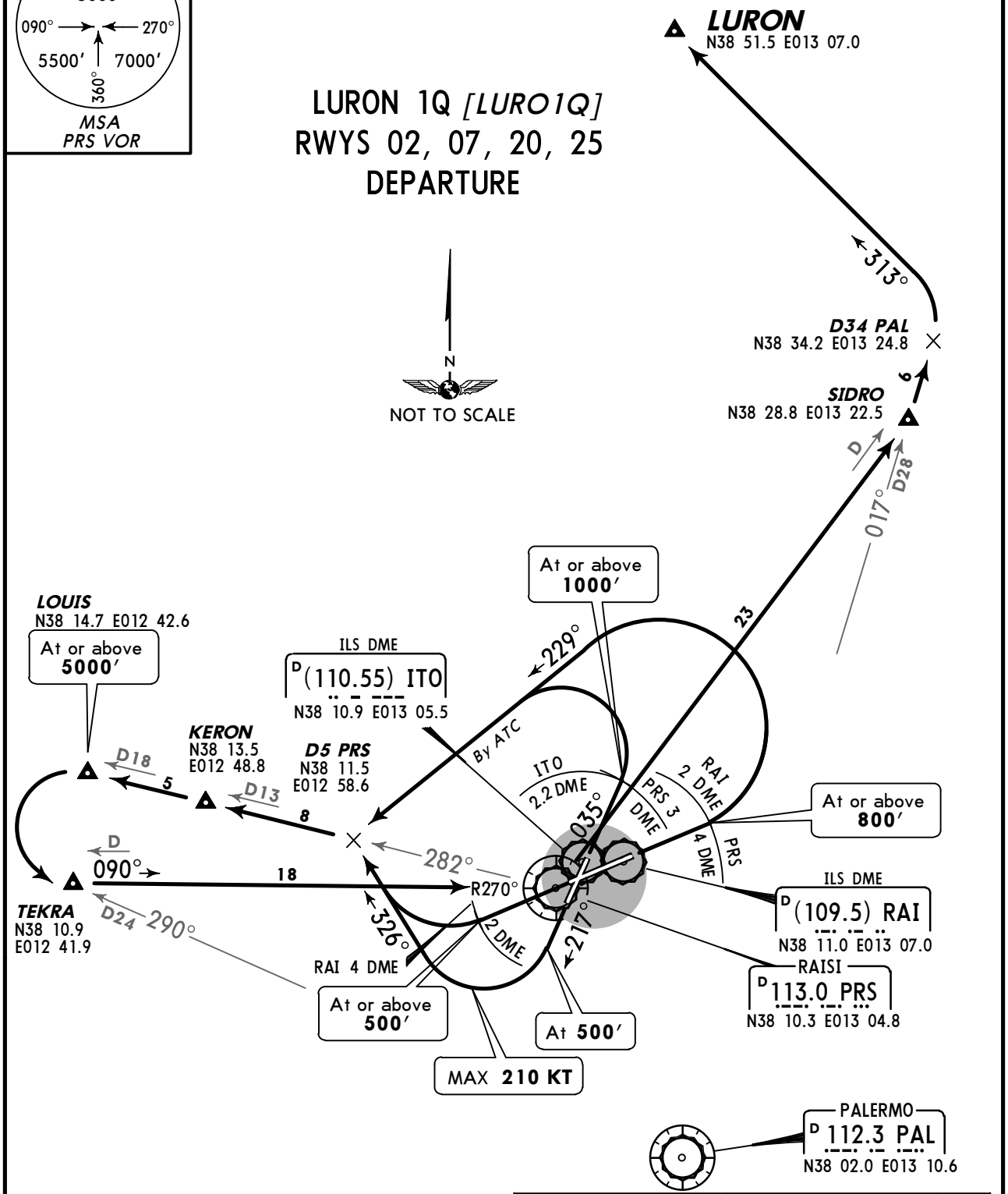
CHANGES: SID LURON 1P established; SID transferred.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.



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

LURON 1Q *[LURO1Q]*
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.

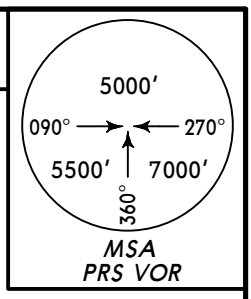
ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035 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.

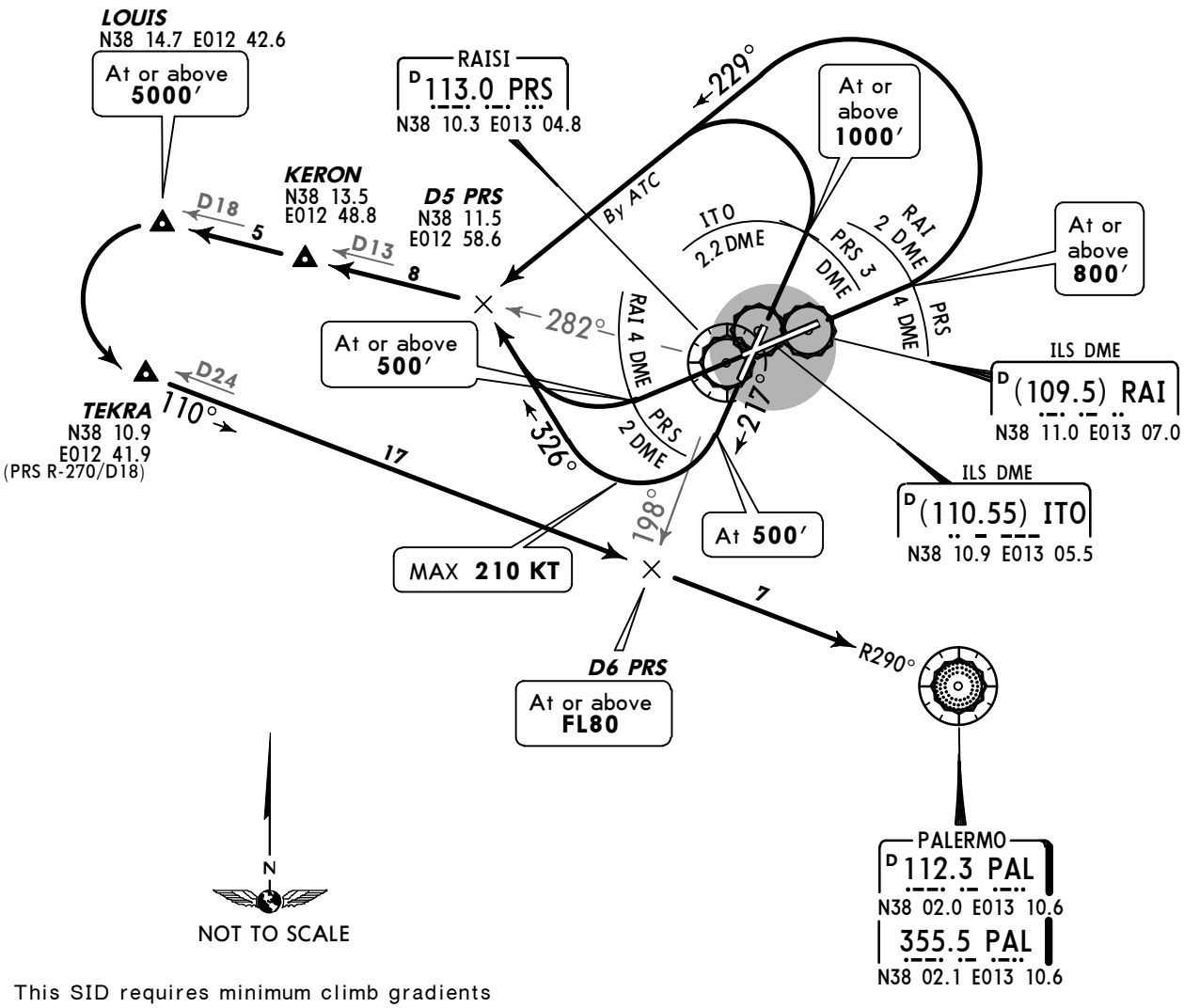
CHANGES: SID LURON 1Q established; SID transferred.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

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.

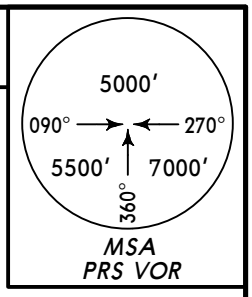
ROUTING

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.

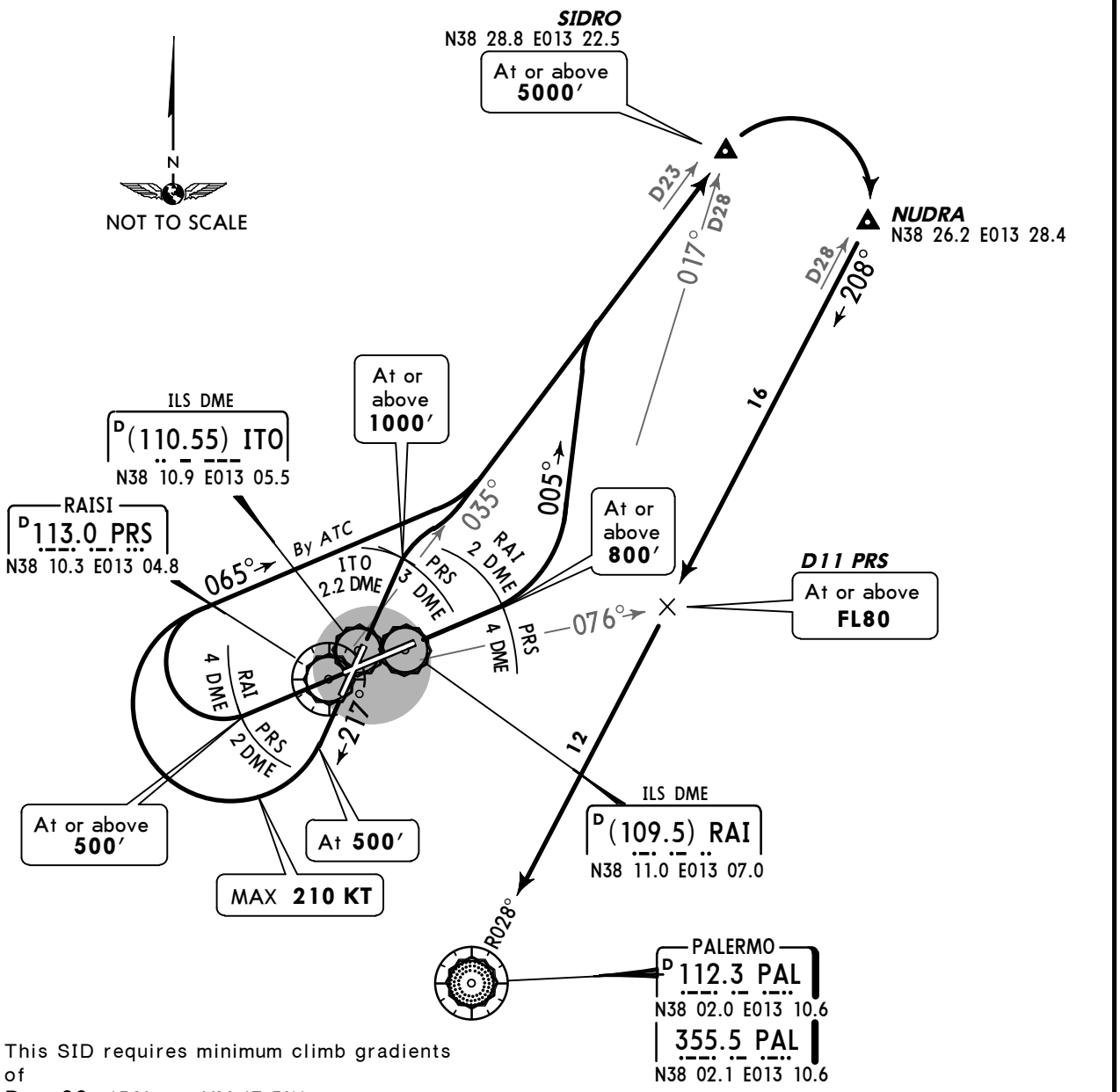
CHANGES: Chart reindexed.

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

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

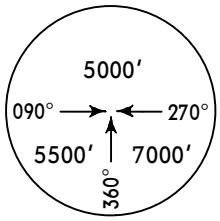
RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to **500′,** turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow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

CHANGES: Chart reindexed.

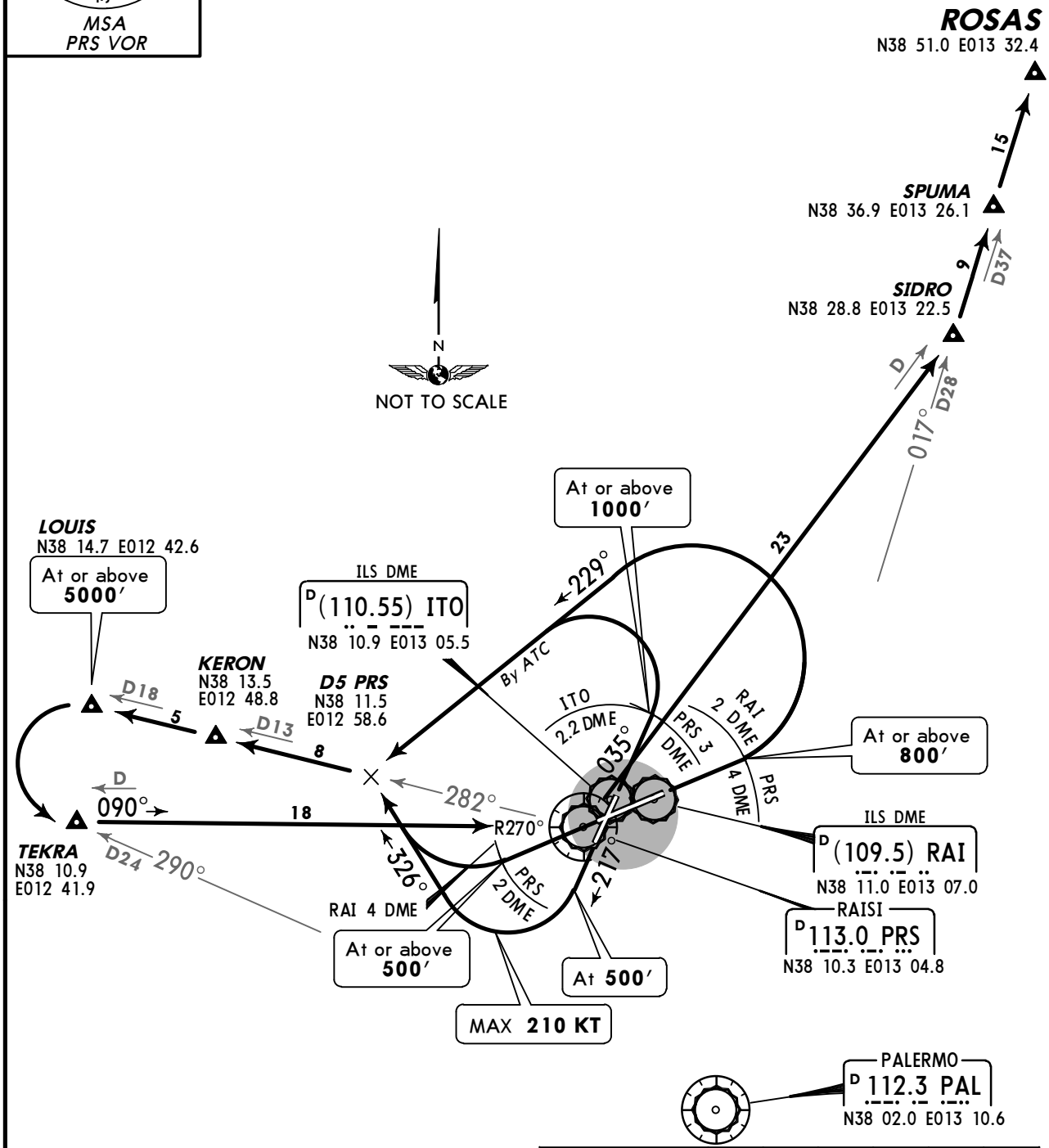
© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.



MSA
PRS VOR

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

ROSAS 7A *[ROSA7A]*
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.

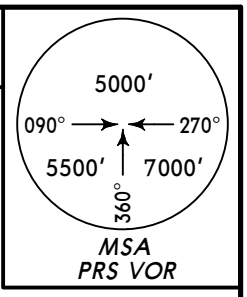
ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035 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.

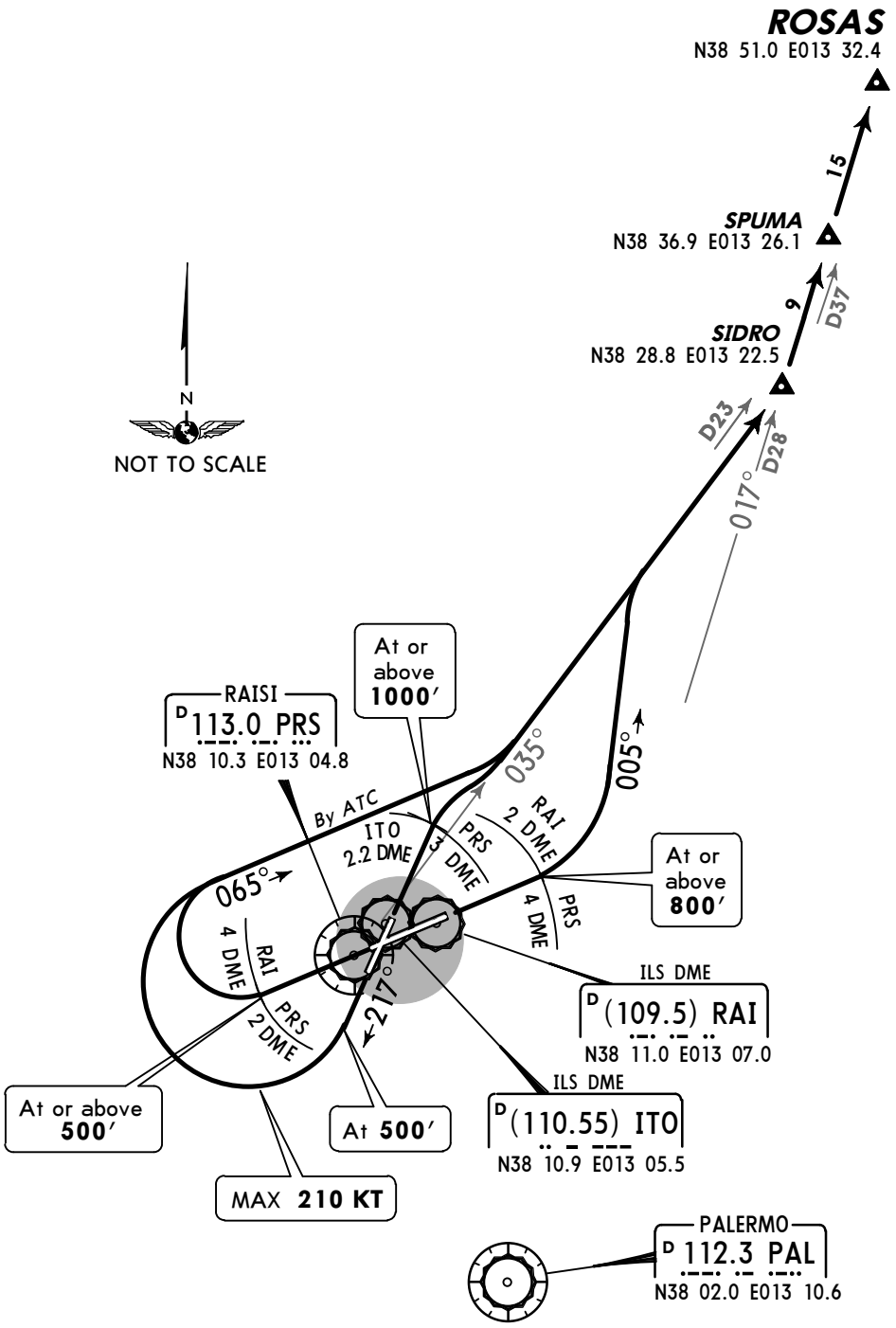
CHANGES: SID ROSAS 6A renumbered 7A; chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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 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.

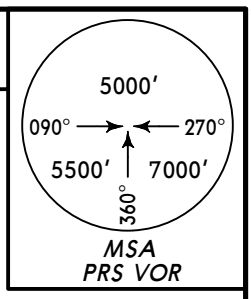
ROUTING

Intercept PRS R-035 to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

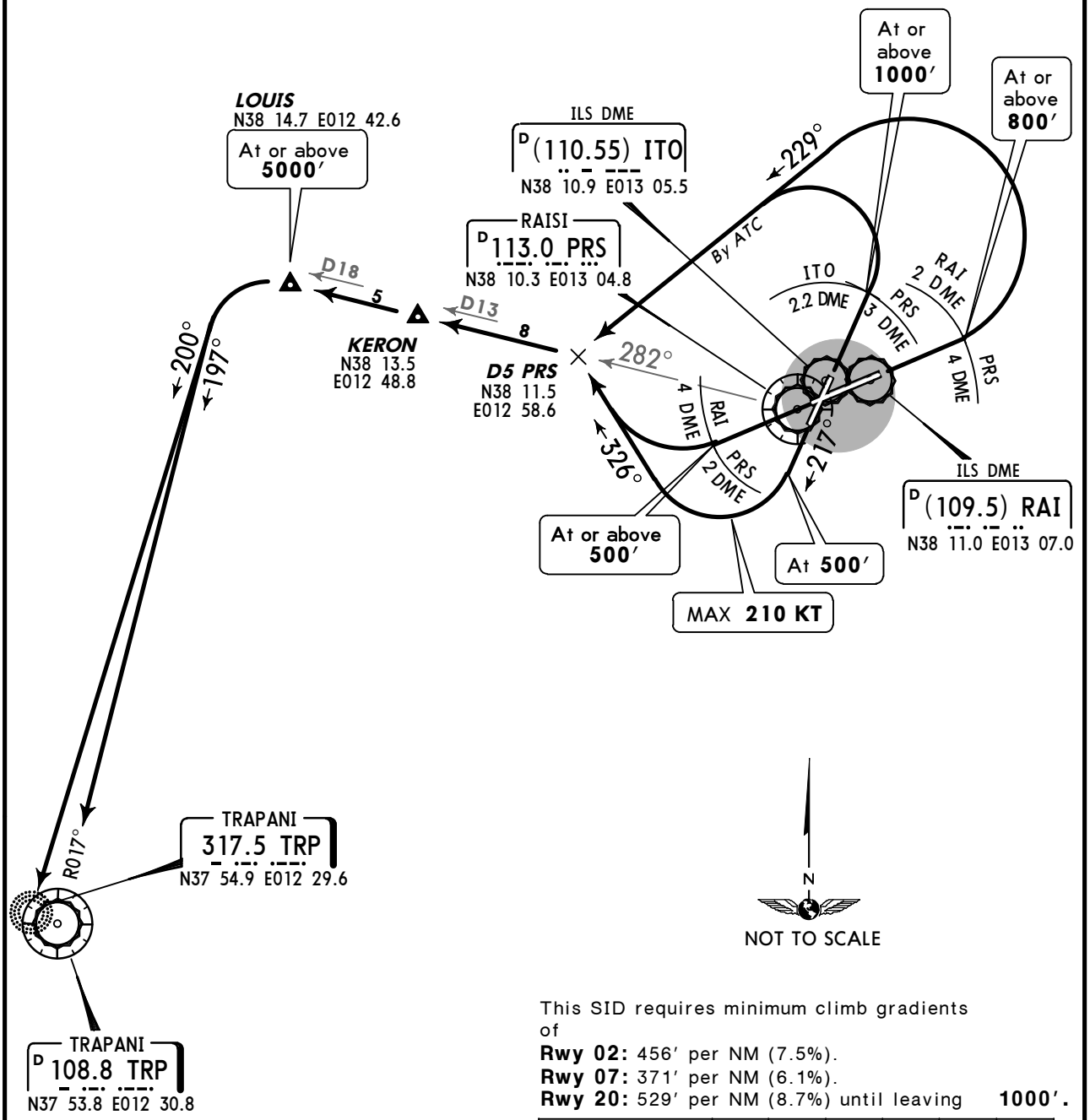
CHANGES: SID ROSAS 6B renumbered 7B; chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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.

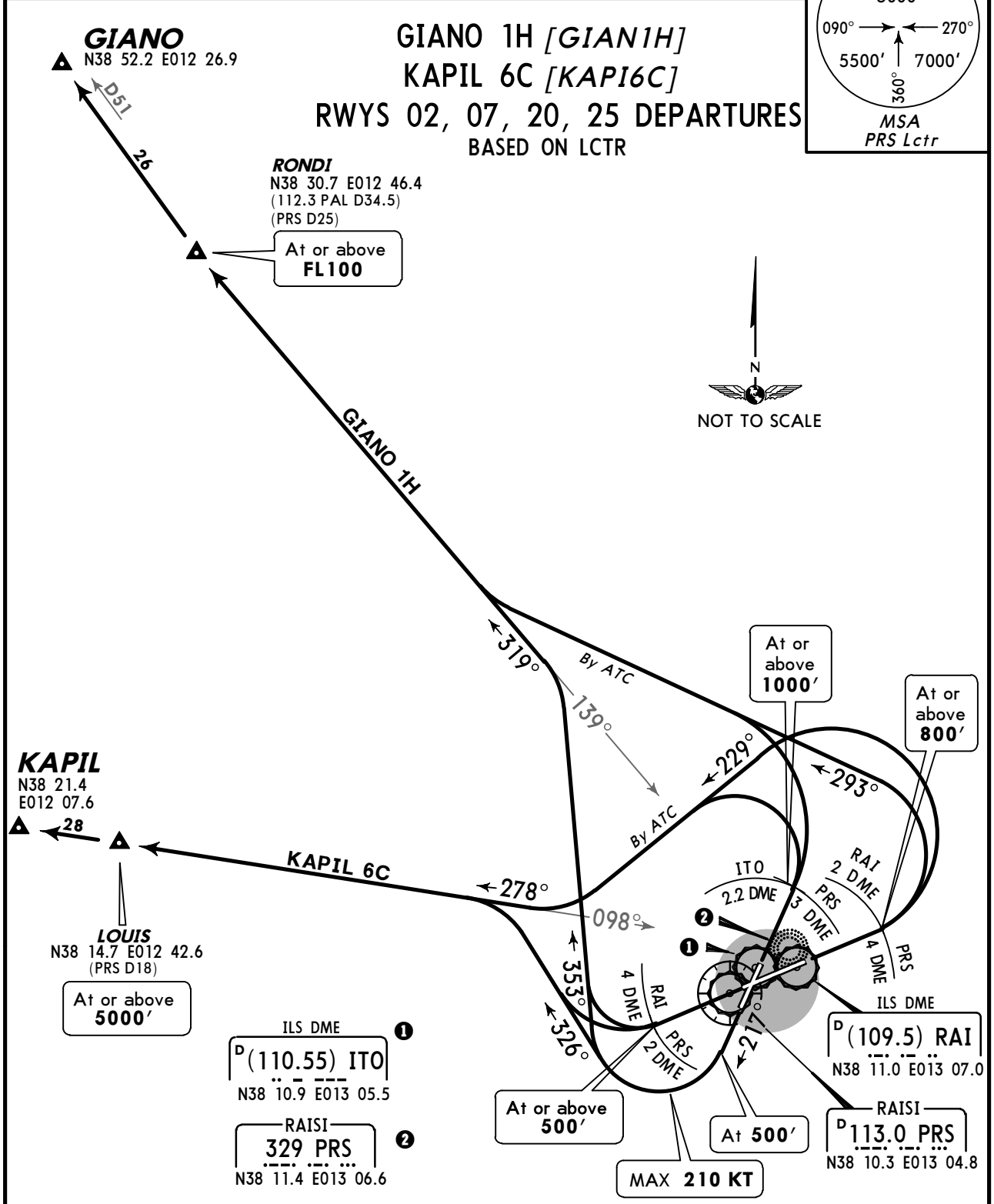
ROUTING

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

CHANGES: Chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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

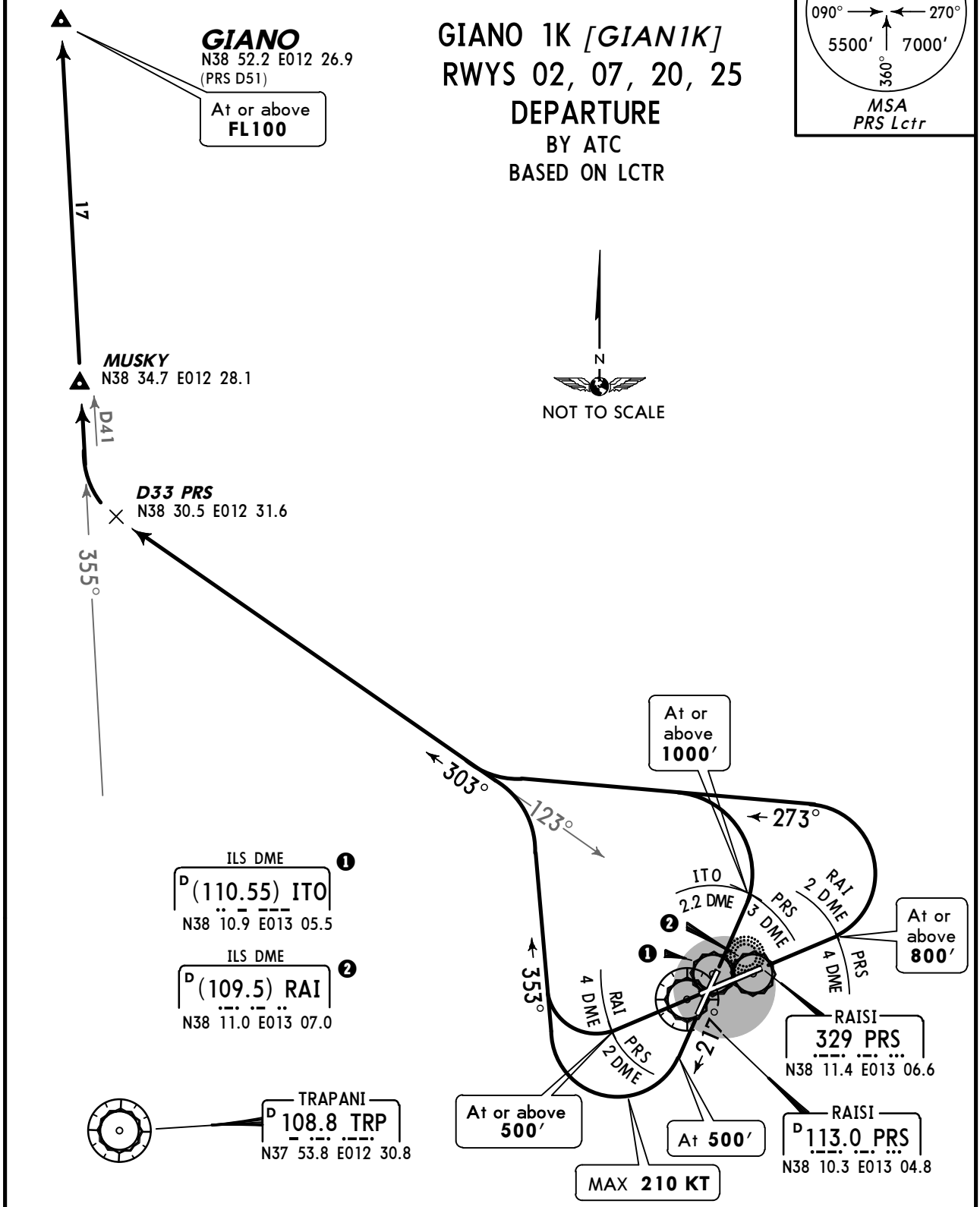
RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to **500′,** turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow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

CHANGES: SID GIANO 6C renumbered & redesignated 1H; chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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



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

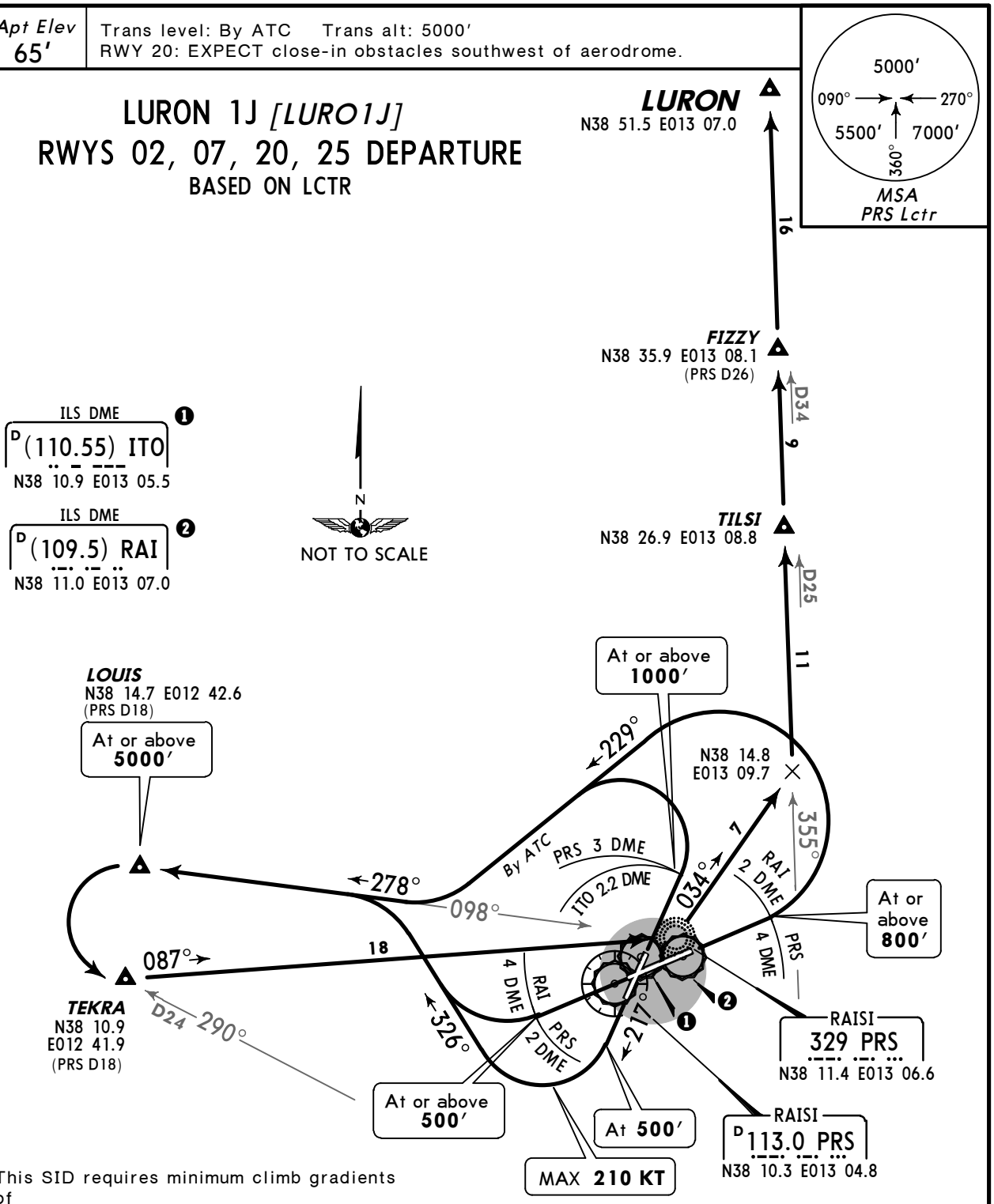
Intercept 303° bearing from PRS to D33 PRS, turn RIGHT via MUSKY to GIANO.

CHANGES: SID GIANO 1K established; SID transferred.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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 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.

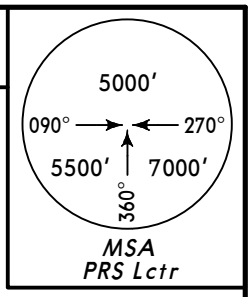
ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT 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.

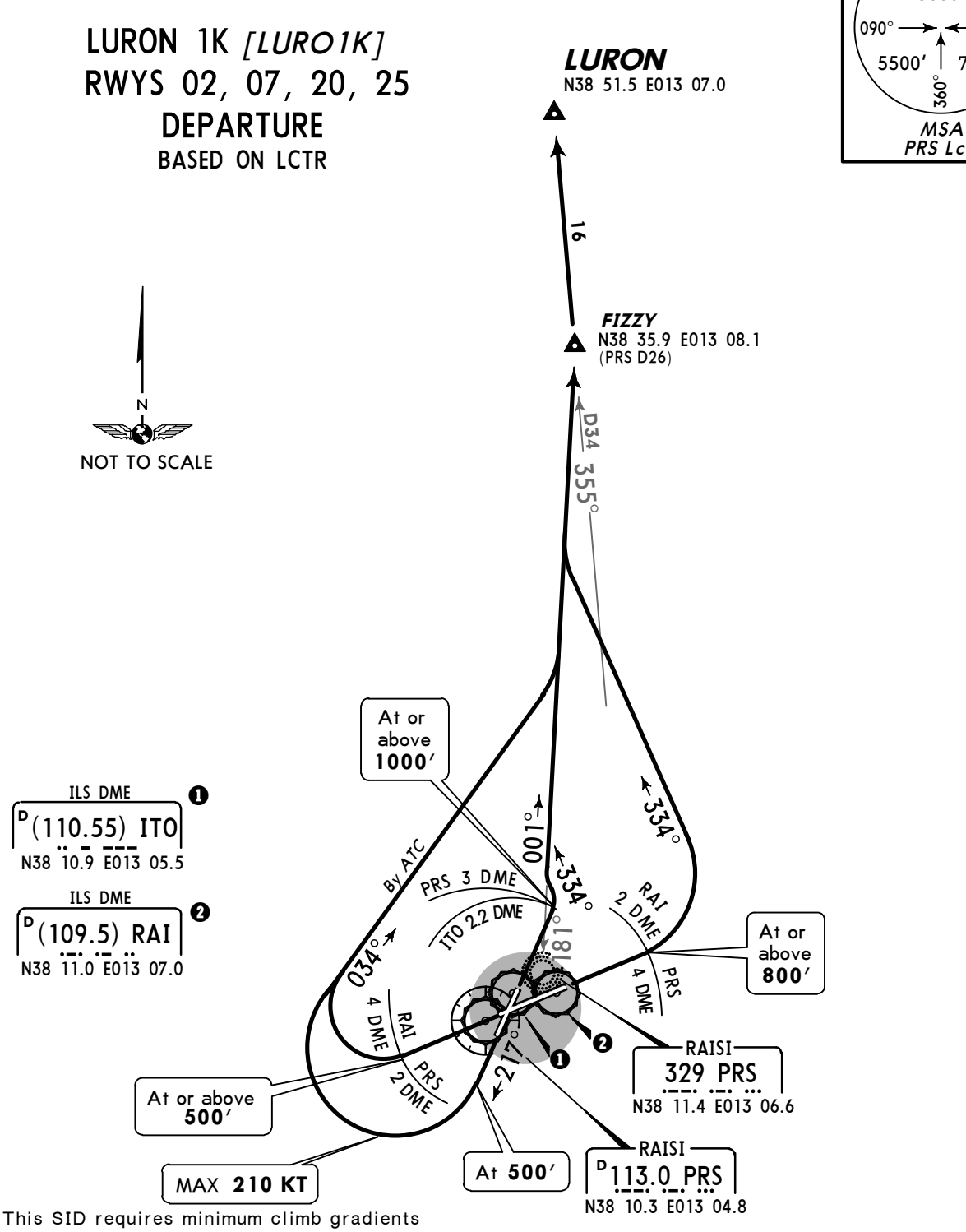
CHANGES: SID LURON 6C renumbered & redesignated 1J; chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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

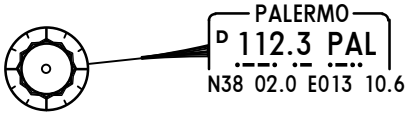


LURON 1K *[LURO1K]*
RWYS 02, 07, 20, 25
DEPARTURE
BASED ON LCTR



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.

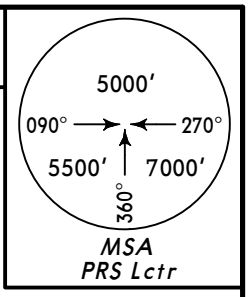
ROUTING

Intercept 001° bearing from PRS to FIZZY, intercept PAL R-355 to LURON.

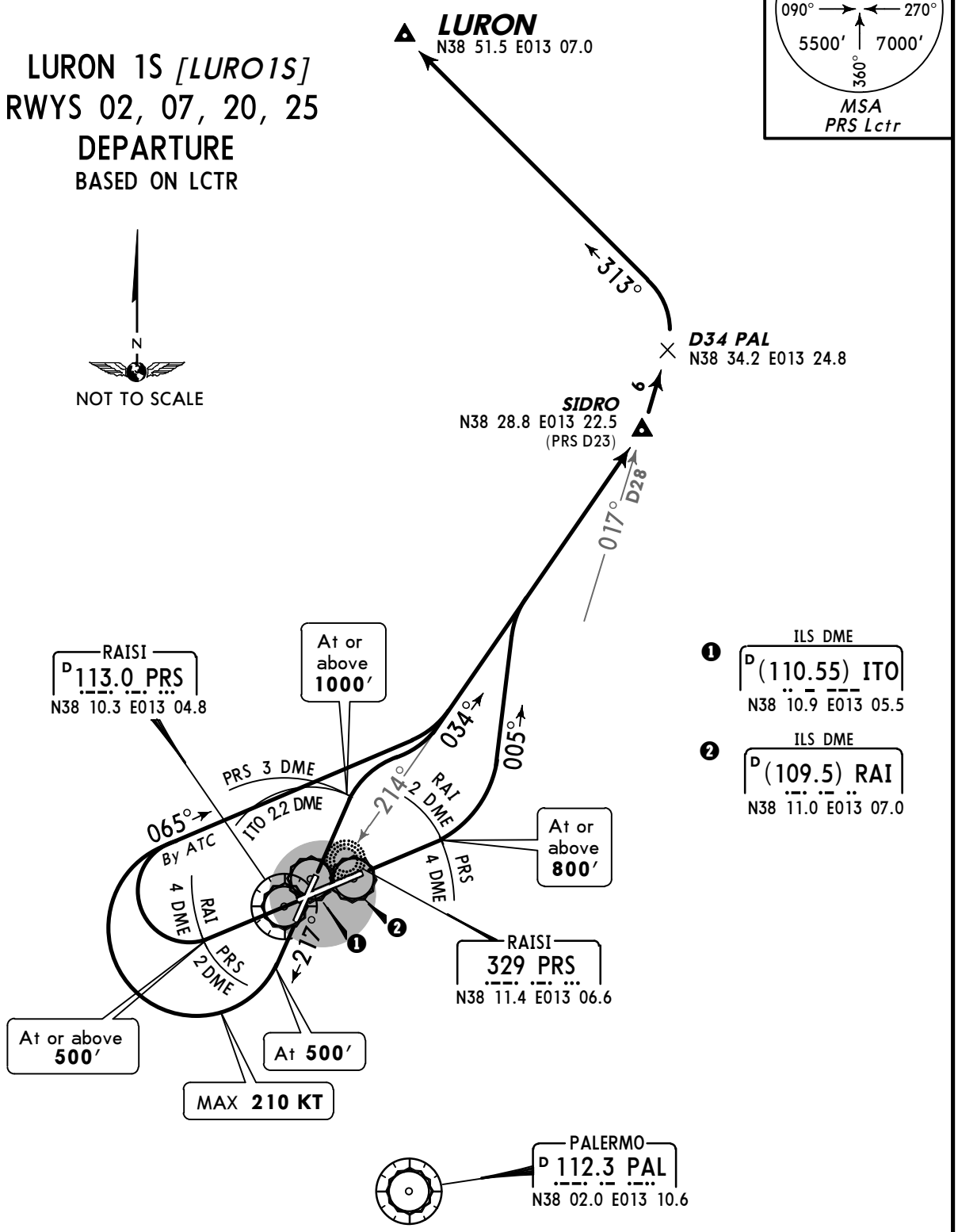
CHANGES: SID LURON 6D renumbered & redesignated 1K; chart reindexed.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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



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.

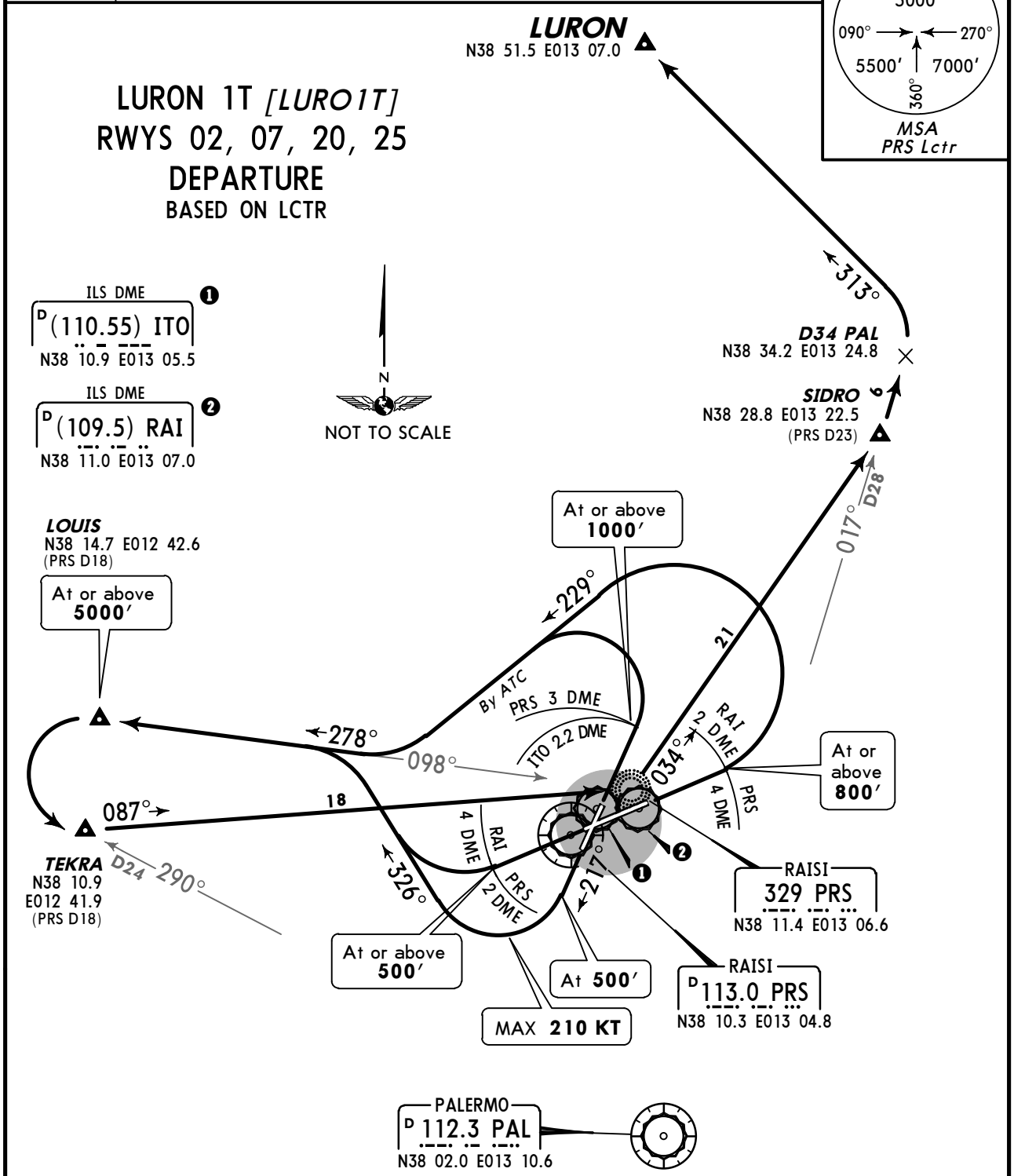
ROUTING

Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.

CHANGES: SID LURON 1S established; departures transferred.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

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



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.

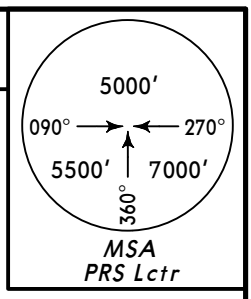
ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT 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.

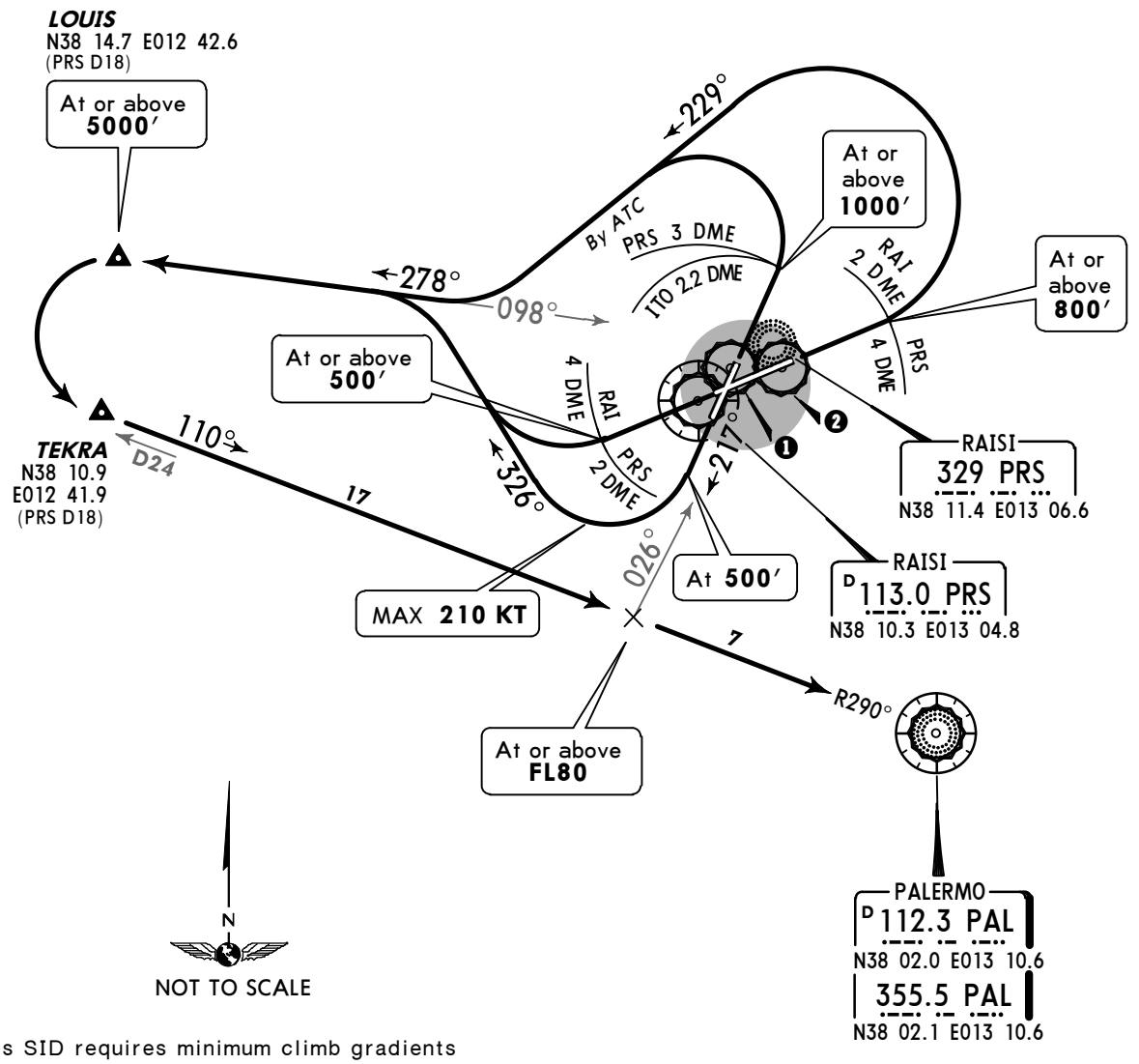
CHANGES: New chart (SID established).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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 ❶
D(110.55) ITO
N38 10.9 E013 05.5

ILS DME ❷
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.

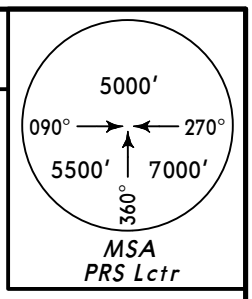
ROUTING

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.

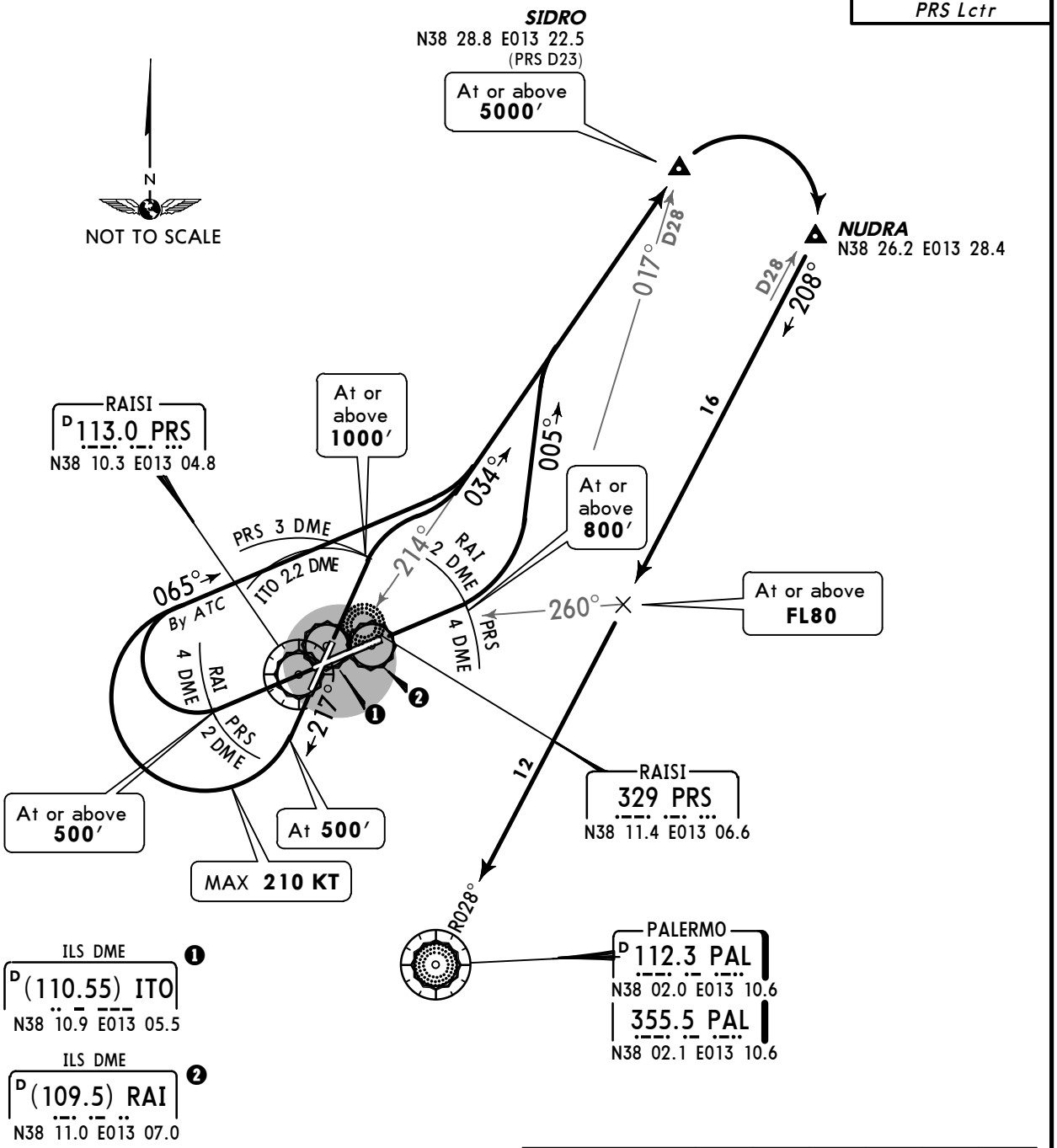
CHANGES: New chart (SID transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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.

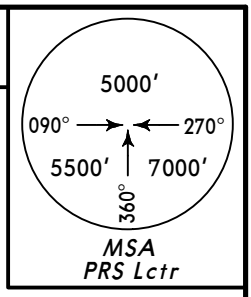
ROUTING

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.

CHANGES: New chart (SID transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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 LCTR

ROSAS
N38 51.0 E013 32.4

SPUMA
N38 36.9 E013 26.1

SIDRO
N38 28.8 E013 22.5
(PRS D23)

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

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

N
NOT TO SCALE

LOUIS
N38 14.7 E012 42.6
(PRS D18)

At or above 5000′

At or above 1000′

229°
By ATC
PRS 3 DME
ITO 2.2 DME
278°
098°
087°
TEKRA
N38 10.9
E012 41.9
(PRS D18)
18
21
15
9
D37
D28
017°
034°
RAI 2 DME
PRS 4 DME
RAI 4 DME
PRS 2 DME
326°
217°
At or above 800′
At or above 500′
At 500′
MAX 210 KT
RAISI
329 PRS
N38 11.4 E013 06.6
RAISI
D113.0 PRS
N38 10.3 E013 04.8
PALERMO
D112.3 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.

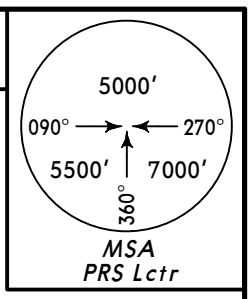
ROUTING

Intercept 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.

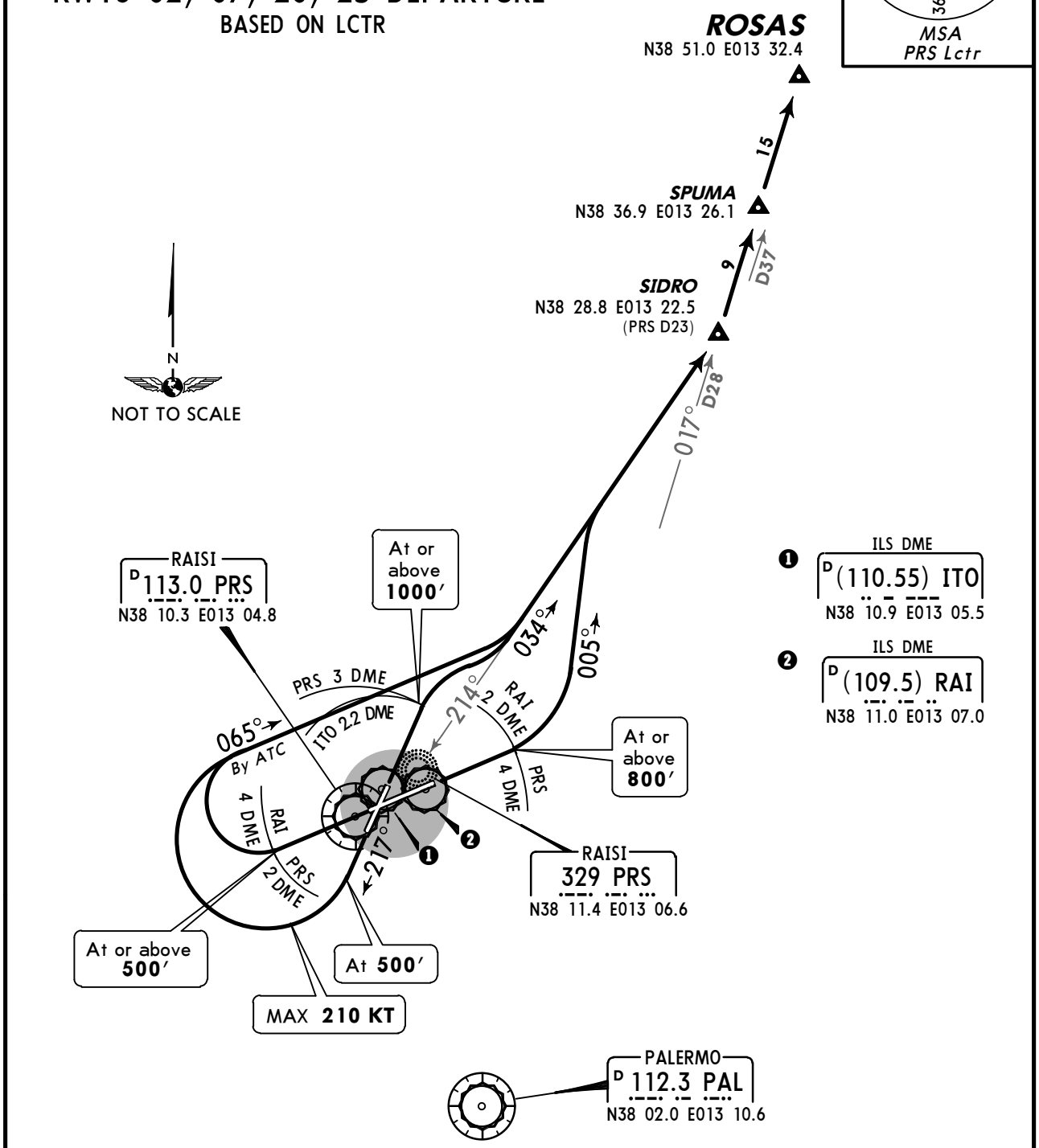
CHANGES: New chart (SID renumbered & transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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.

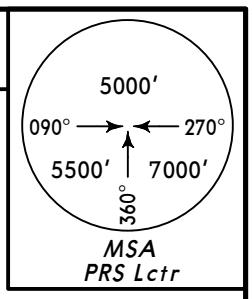
ROUTING

Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

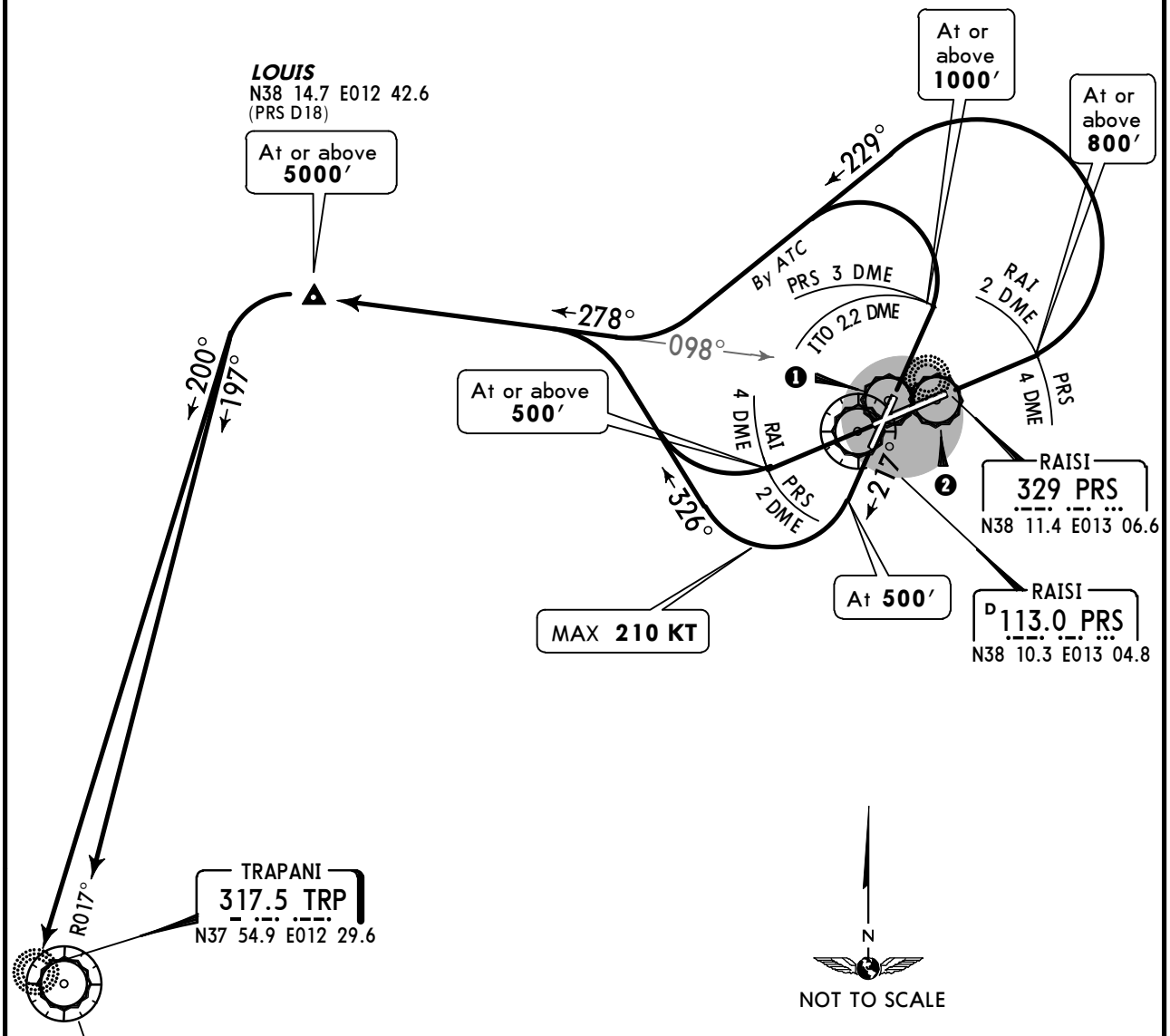
CHANGES: New chart (SID renumbered & transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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



TRAPANI
D 108.8 TRP
N37 53.8 E012 30.8

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

❷ 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.

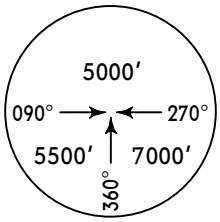
ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.

CHANGES: New chart (SID transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

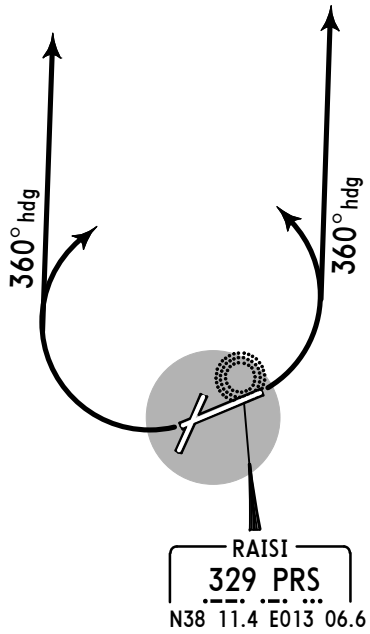
Apt Elev 65′	Trans level: By ATC Trans alt: 5000′

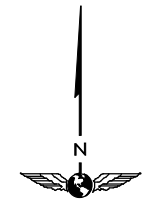


MSA
PRS Lctr

RWYS 07, 25 DEPARTURES

TO BE USED WHEN PRS VOR UNSERVICABLE





NOT TO SCALE

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.

CHANGES: New chart (departures transferred).

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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

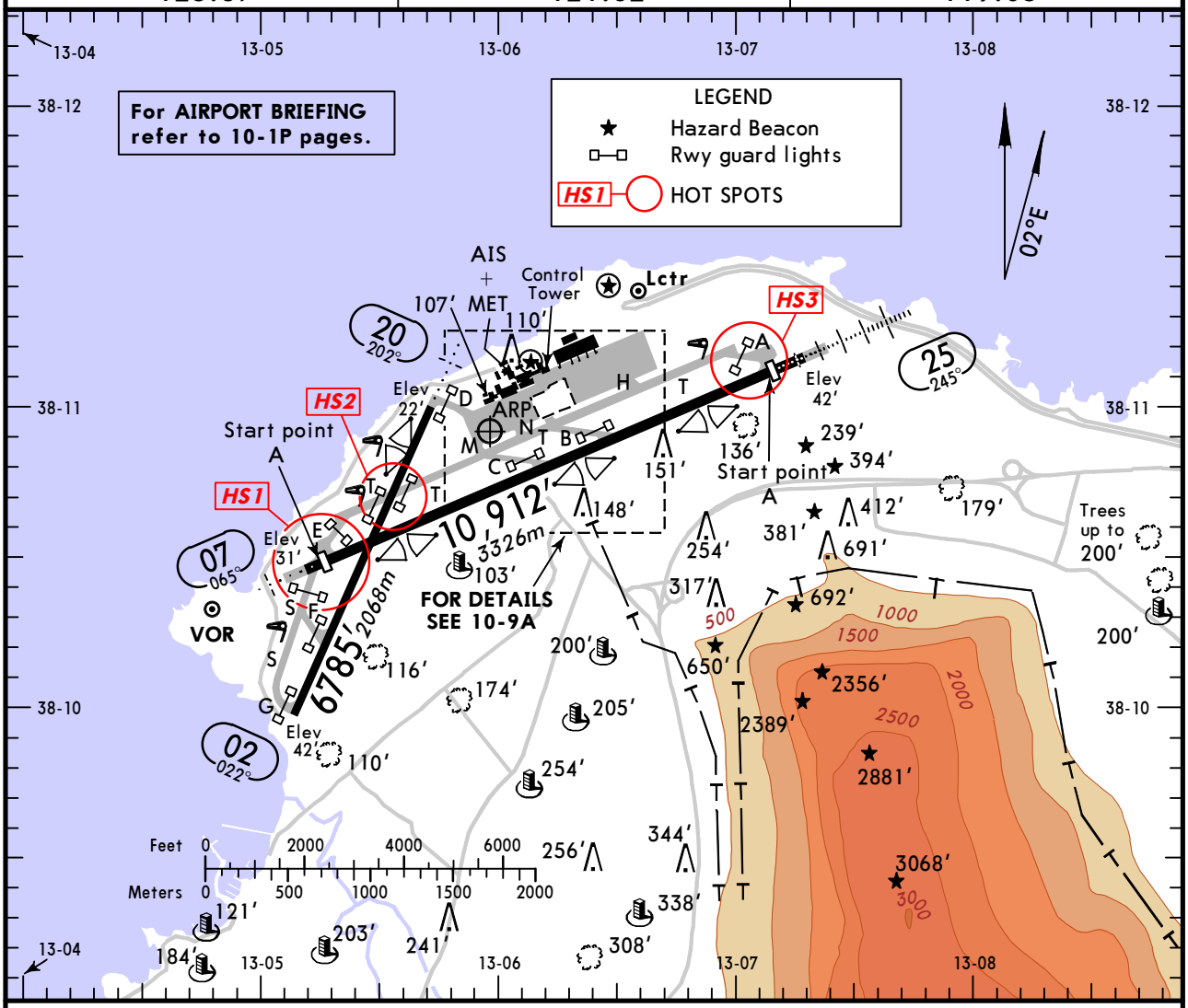
Power back is normally forbidden on apron. In some cases a request must be submitted to Apron Service on 131.57. If approved, power-back manoeuvring must be executed with minimum power engine, just for the start-up and the following movement.

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.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

ATIS	*RAISI Ground	Tower
123.87	121.62	119.05



ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE
RWY 07: From rwy head 10,912′(3326m)
start point A ❷ 10,512′(3204m)
RWY 25: From rwy head 10,912′(3326m)
start point A ❷ 9941′(3030m)

❷ 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.

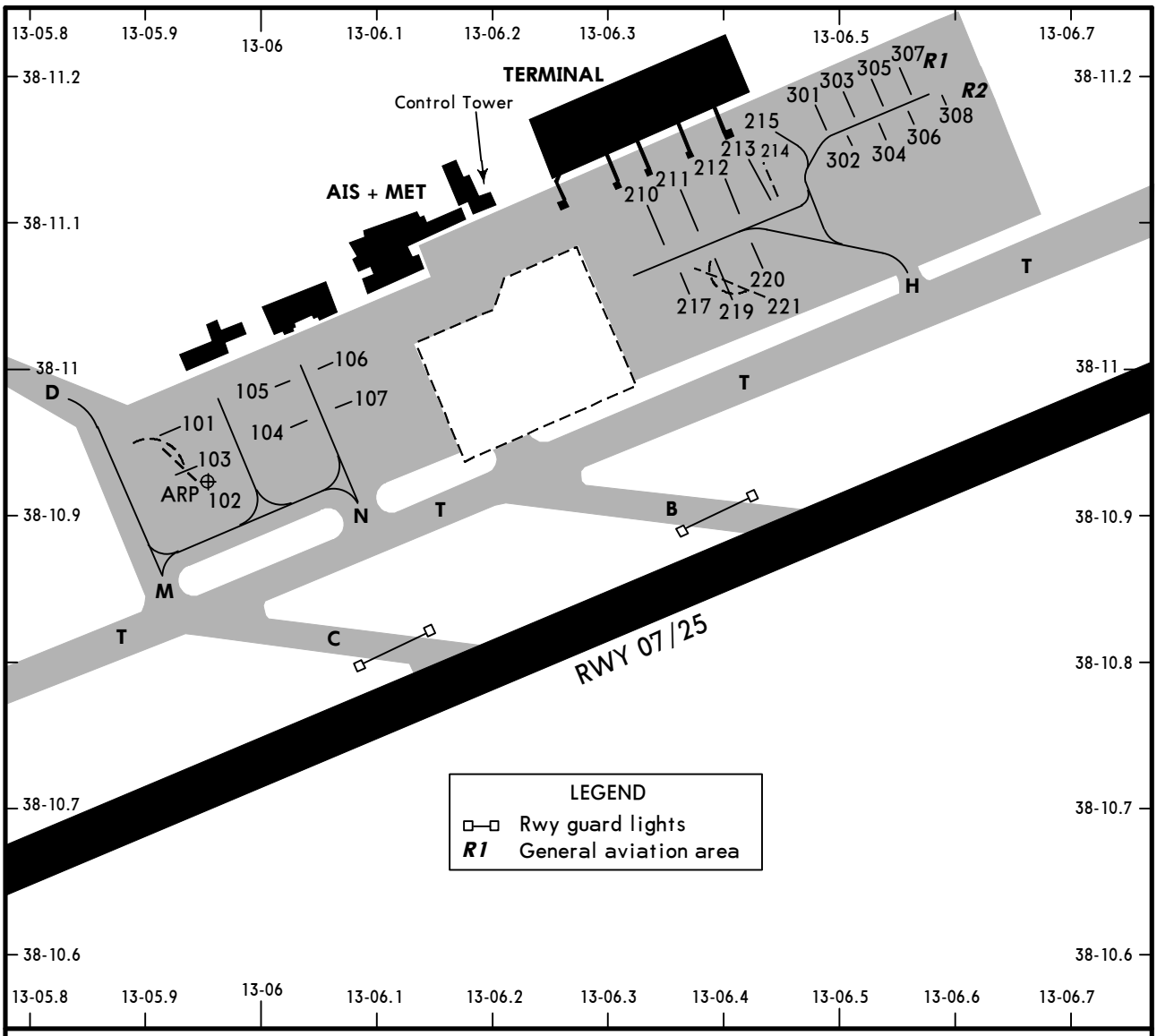
Standard

TAKE-OFF

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

CHANGES: Apron. Twys. Construction areas.

© JEPPESEN, 1999, 2013. ALL RIGHTS RESERVED.



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		

CHANGES: Apron. Twys. Construction areas. Stands.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

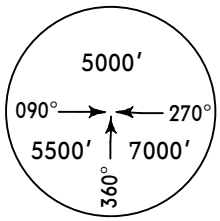
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

BRIEFING STRIP ™

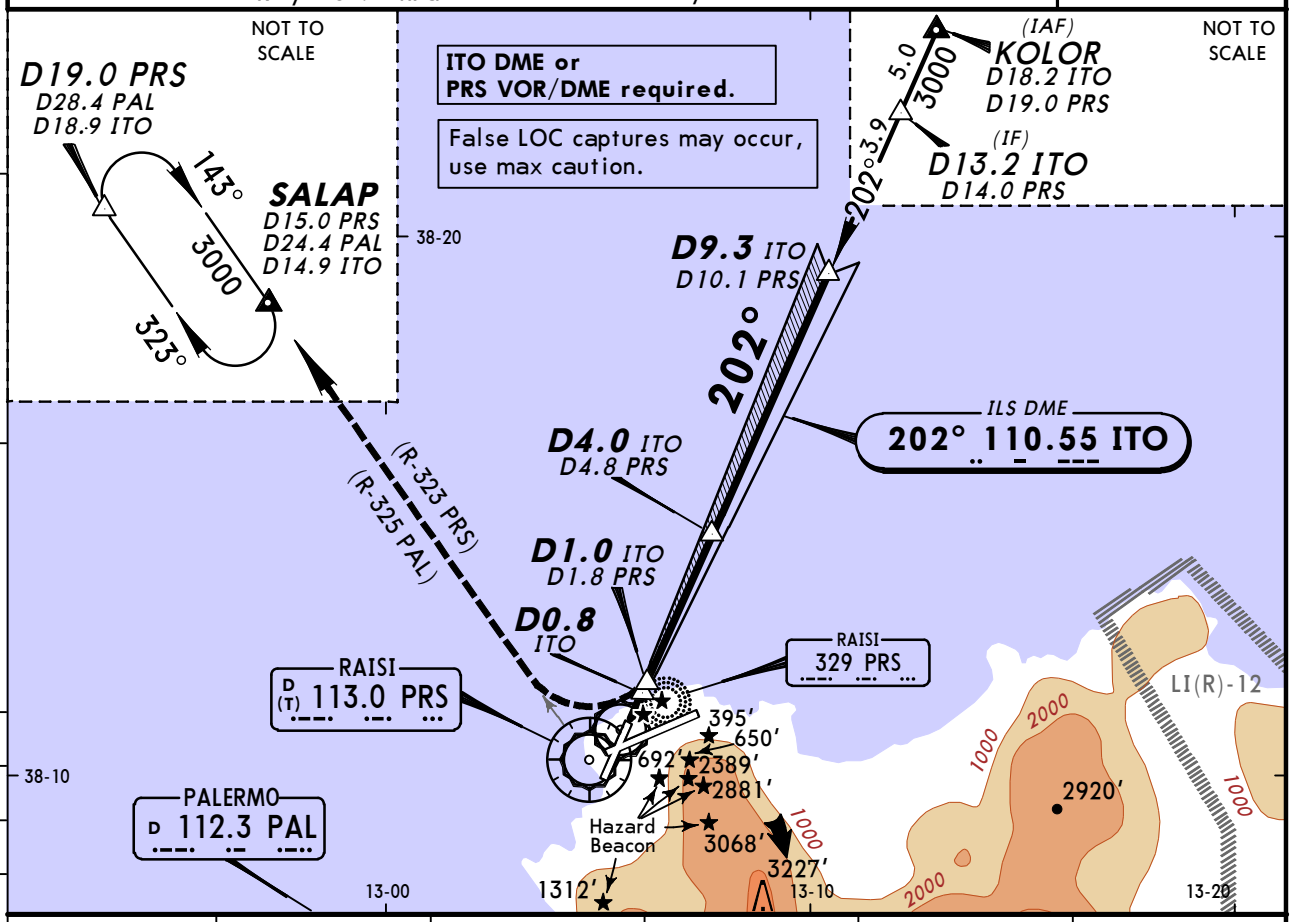
LOC ITO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65′
110.55	202°	D4.0 ITO 1300′ (1278′)	Refer to Minimums	RWY 22′

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.

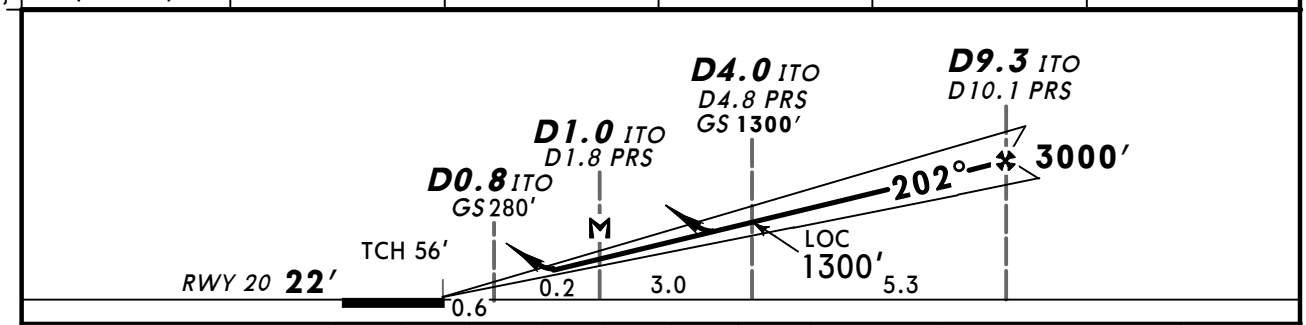
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′



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
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

3000′ RT

PRS	PAL
113.0 or	112.3
R-323	R-325

Standard STRAIGHT-IN LANDING RWY 20

	ILS		LOC (GS out)	
DA(H)	A: 345′ (323′) C: 365′ (343′)		DA(H) 450′ (428′)	
	B: 355′ (333′) D: 375′ (353′)			
	FULL	ALS out		ALS out
A	1100m	1500m	1500m	
B				
C	1200m	1600m	1600m	2000m
D				

CIRCLE-TO-LAND [1]
Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

PANS OPS 4

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

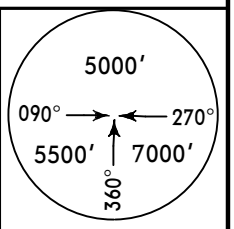
BRIEFING STRIP ™

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

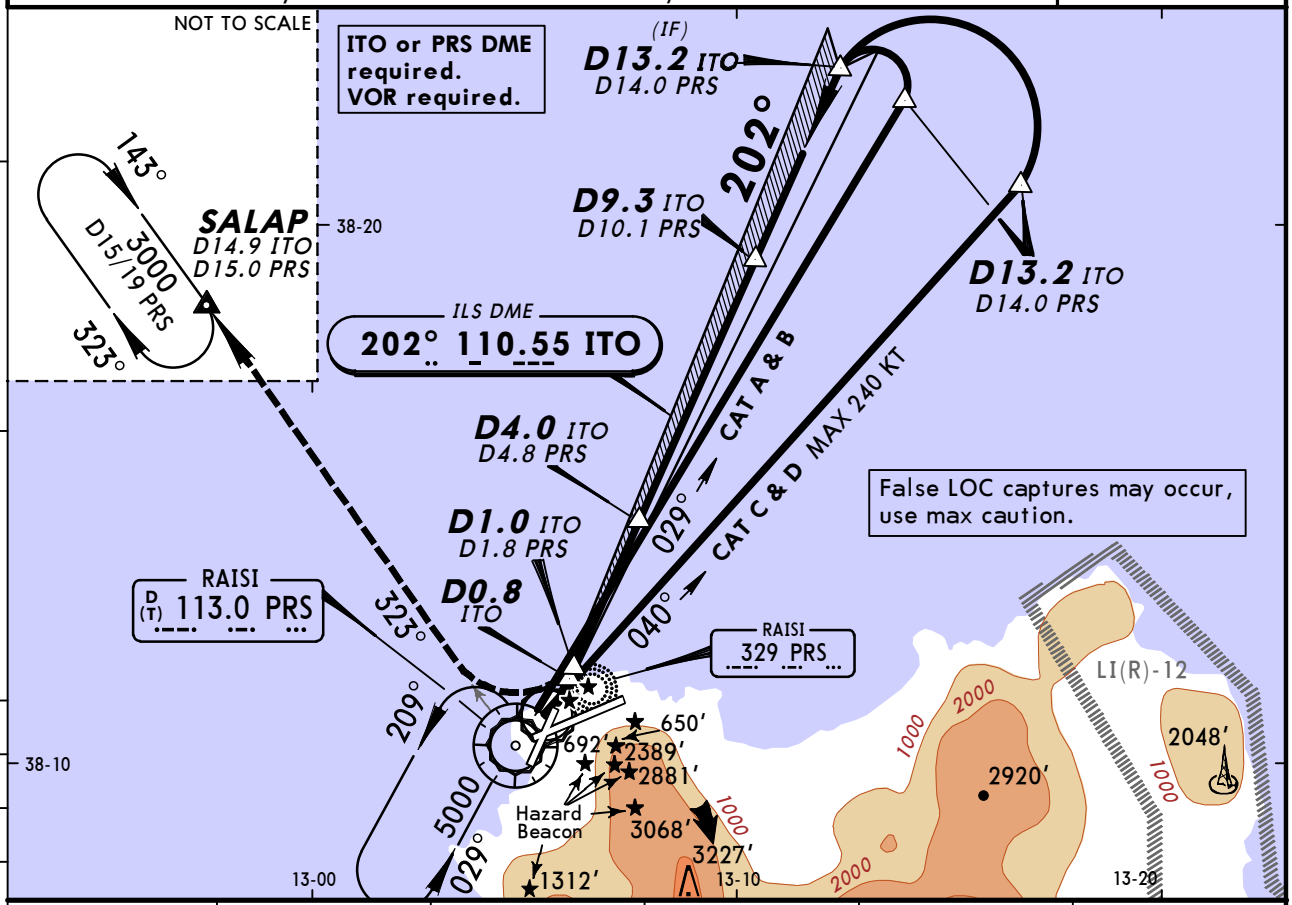
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65′
ITO 110.55	202°	D4.0 ITO 1300′ (1278′)	Refer to Minimums	RWY 22′

MISSED APCH: As soon as possible turn RIGHT to join and follow R-323 climbing to 3000′ and proceed to SALAP holding.

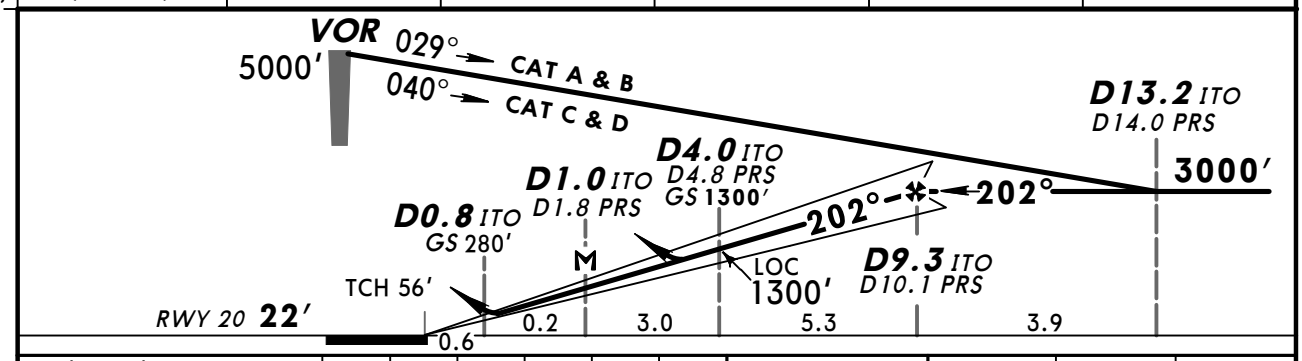
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′



MSA PRS VOR



LOC (GS out)	ITO DME	2.0	3.0	5.0	6.0
	ALTITUDE	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

3000′
RT

PRS
113.0
R-323

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 20

	ILS DA(H)		LOC (GS out) DA(H) 450′ (428′)	
	A: 345′ (323′)	C: 365′ (343′)		
	B: 355′ (333′)	D: 375′ (353′)		
	FULL	ALS out		ALS out
A	1100m	1500m	1500m	
B				
C	1200m	1600m	1600m	2000m
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

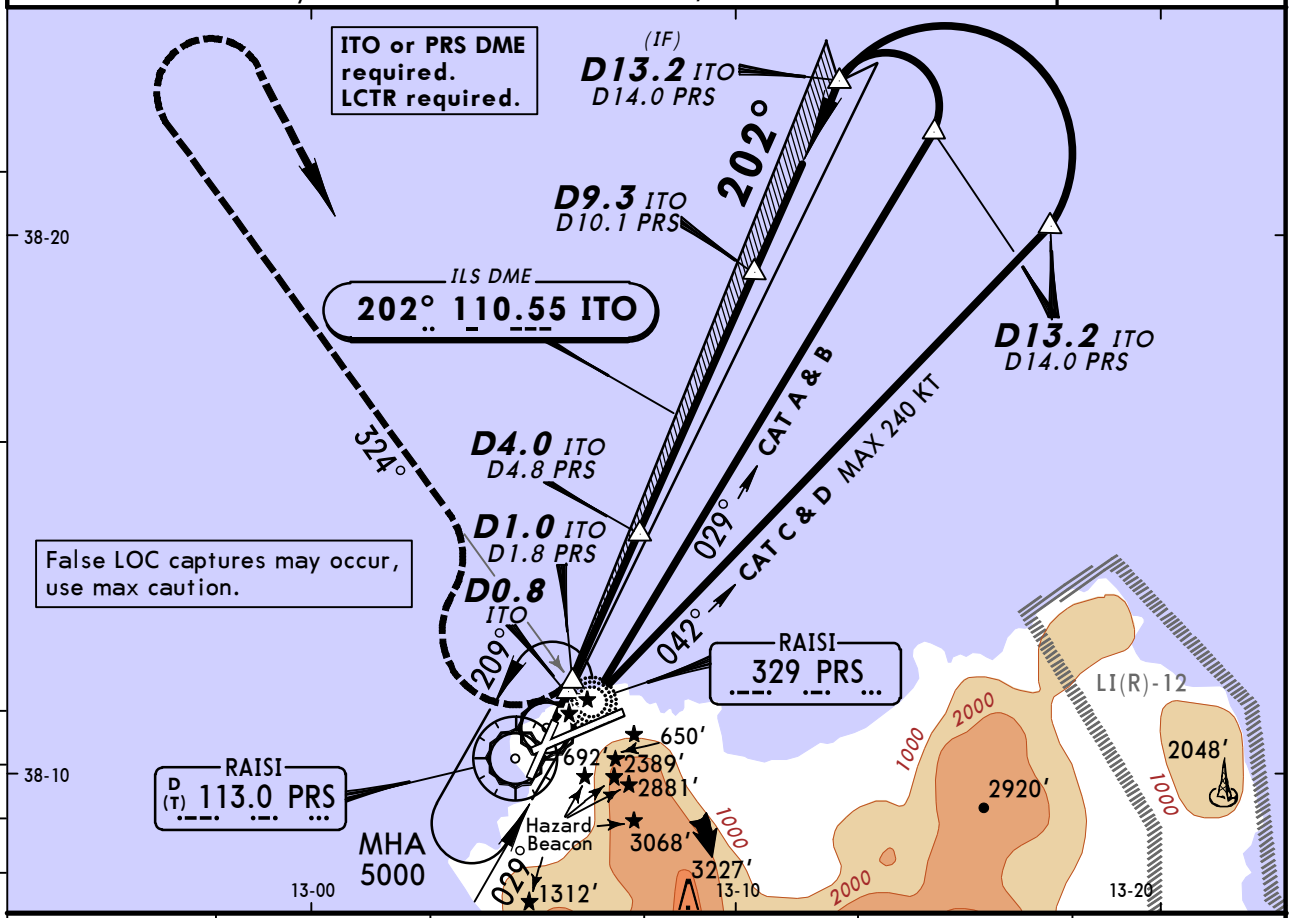
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

LOC ITO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65′
110.55	202°	D4.0 ITO 1300′(1278′)	Refer to Minimums	RWY 22′

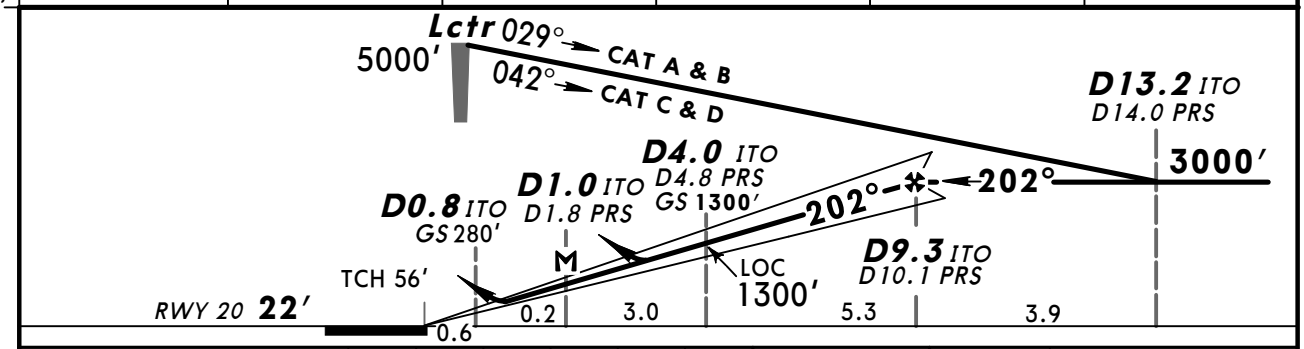
MISSED APCH: As soon as possible turn RIGHT onto 324° from Lctr climbing to 5000′, then turn RIGHT to Lctr.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

5000′
090° 270°
5500′ 7000′
360°
MSA
PRS Lctr



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
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′ onto RT

324° from PRS 329

Standard STRAIGHT-IN LANDING RWY 20

	ILS		LOC (GS out)	
DA(H)	A:345′(323′) C:365′(343′) B:355′(333′) D:375′(353′)		DA(H) 450′(428′)	
	FULL	ALS out		ALS out
A	1100m	1500m	1500m	
B				
C	1200m	1600m	1600m	2000m
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′(935′)	1500m
135	1000′(935′)	1600m
180	1000′(935′)	2400m
205	1000′(935′)	3600m

[1] To rwy 02 restricted to ops in VMC HJ only.

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

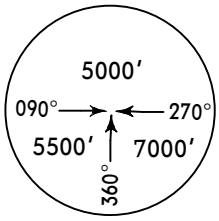
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

BRIEFING STRIP ™

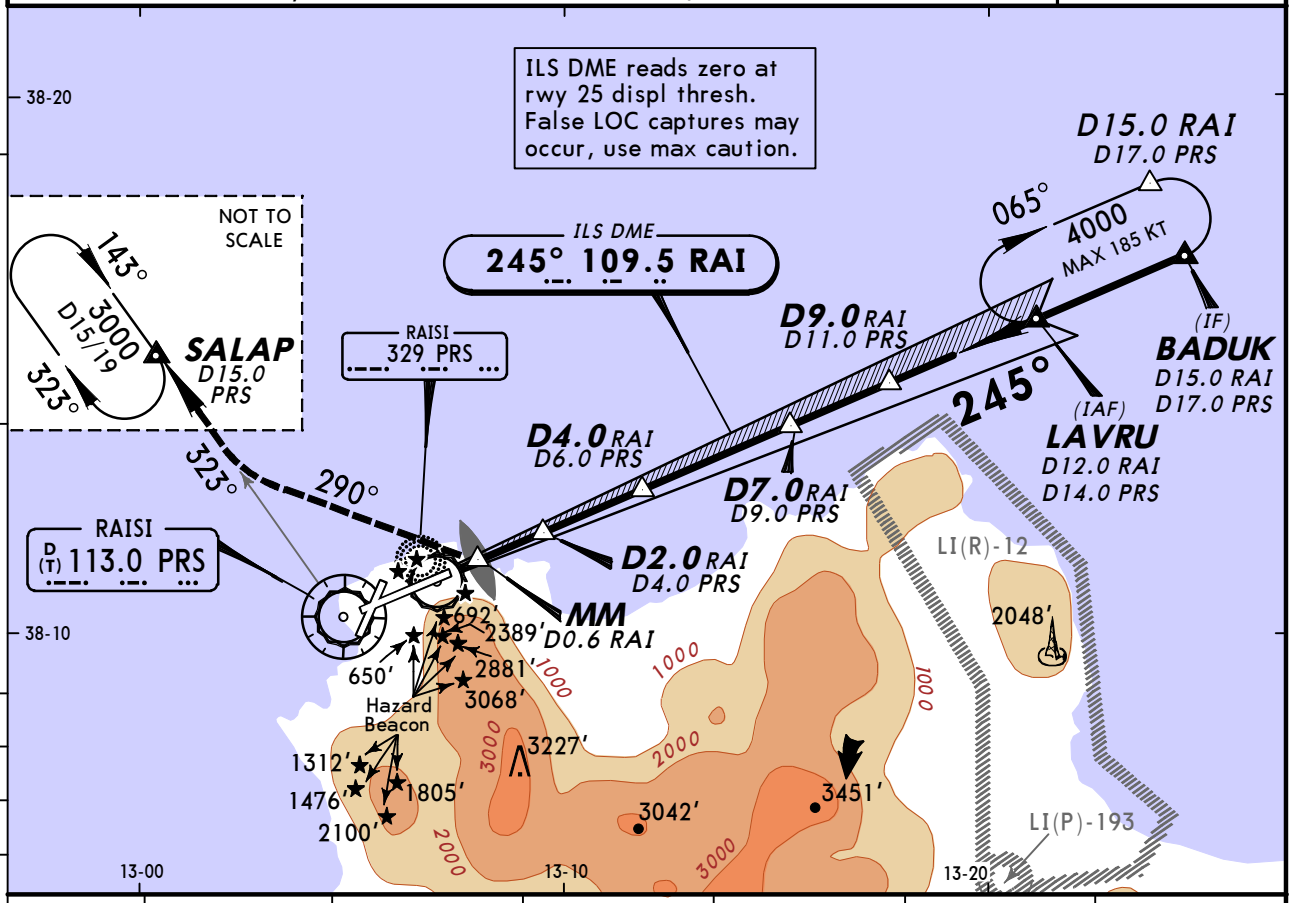
LOC RAI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65'
109.5	245°	D4.0 RAI 1382' (1232')	500' (450')	RWY 50'

MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.

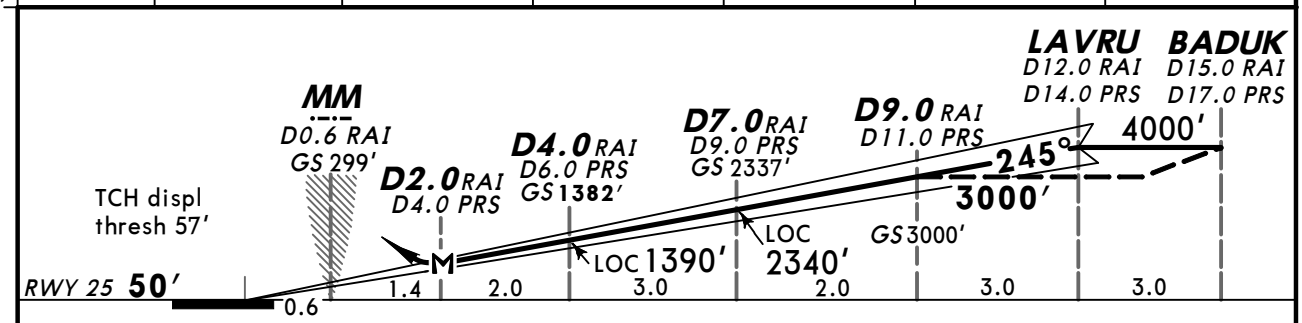
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'



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							

HIALS
PAPI PAPI

290°
RT

Standard STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 500' (450') FULL	ILS DA(H) 500' (450') ALS out	LOC (GS out) DA(H) 750' (700')	LOC (GS out) DA(H) 750' (700') ALS out
A	1400m	1500m	1500m	
B				
C		2100m	2400m	
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000' (935')	1500m
135	1000' (935')	1600m
180	1000' (935')	2400m
205	1000' (935')	3600m

[1] To rwy 02 restricted to ops in VMC HJ only.

PANS OPS 4

CHANGES: IF.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

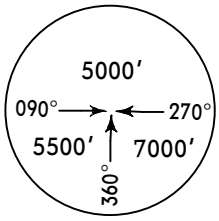
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

BRIEFING STRIP ™

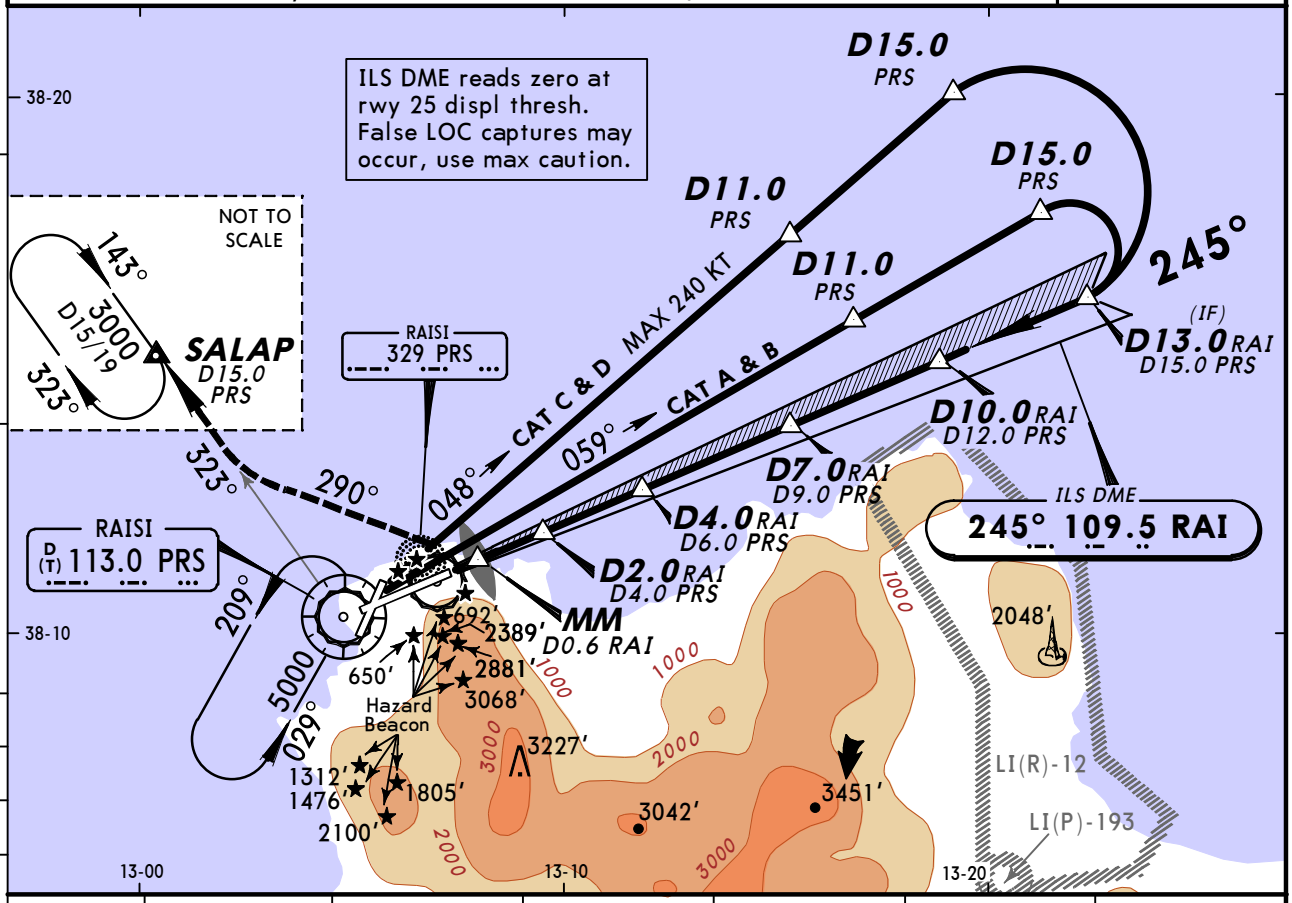
LOC RAI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65′
109.5	245°	D4.0 RAI 1382′ (1232′)	500′ (450′)	RWY 50′

MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000′ and proceed to SALAP holding.

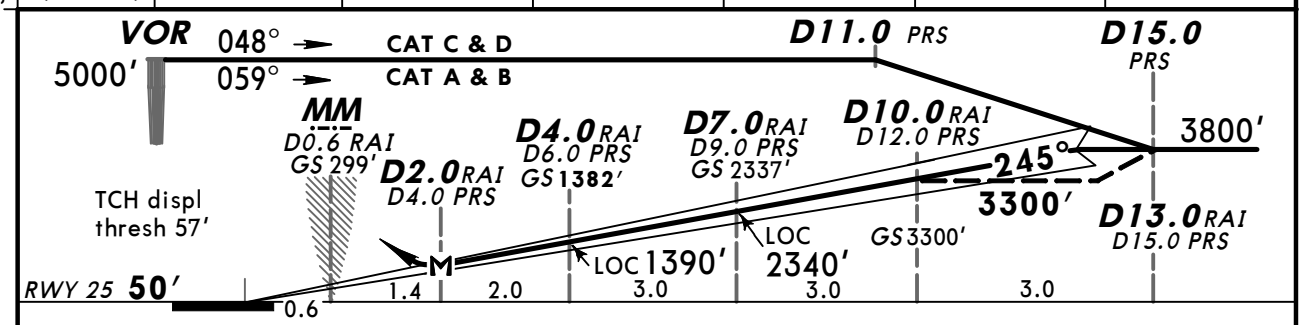
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′



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							

HIALS
PAPI PAPI

290° RT

Standard STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 500′ (450′) FULL	ILS DA(H) 500′ (450′) ALS out	LOC (GS out) DA(H) 750′ (700′)	LOC (GS out) DA(H) 750′ (700′) ALS out
A	1400m	1500m	1500m	
B				
C		2100m	2400m	
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

PANS OPS 4

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

LICJ/PMO
PUNTA RAISI

JEPPESEN
14 OCT 11 (11-6) Eff 20 Oct

PALERMO, ITALY
ILS X Rwy 25

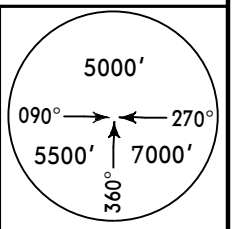
BRIEFING STRIP ™

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

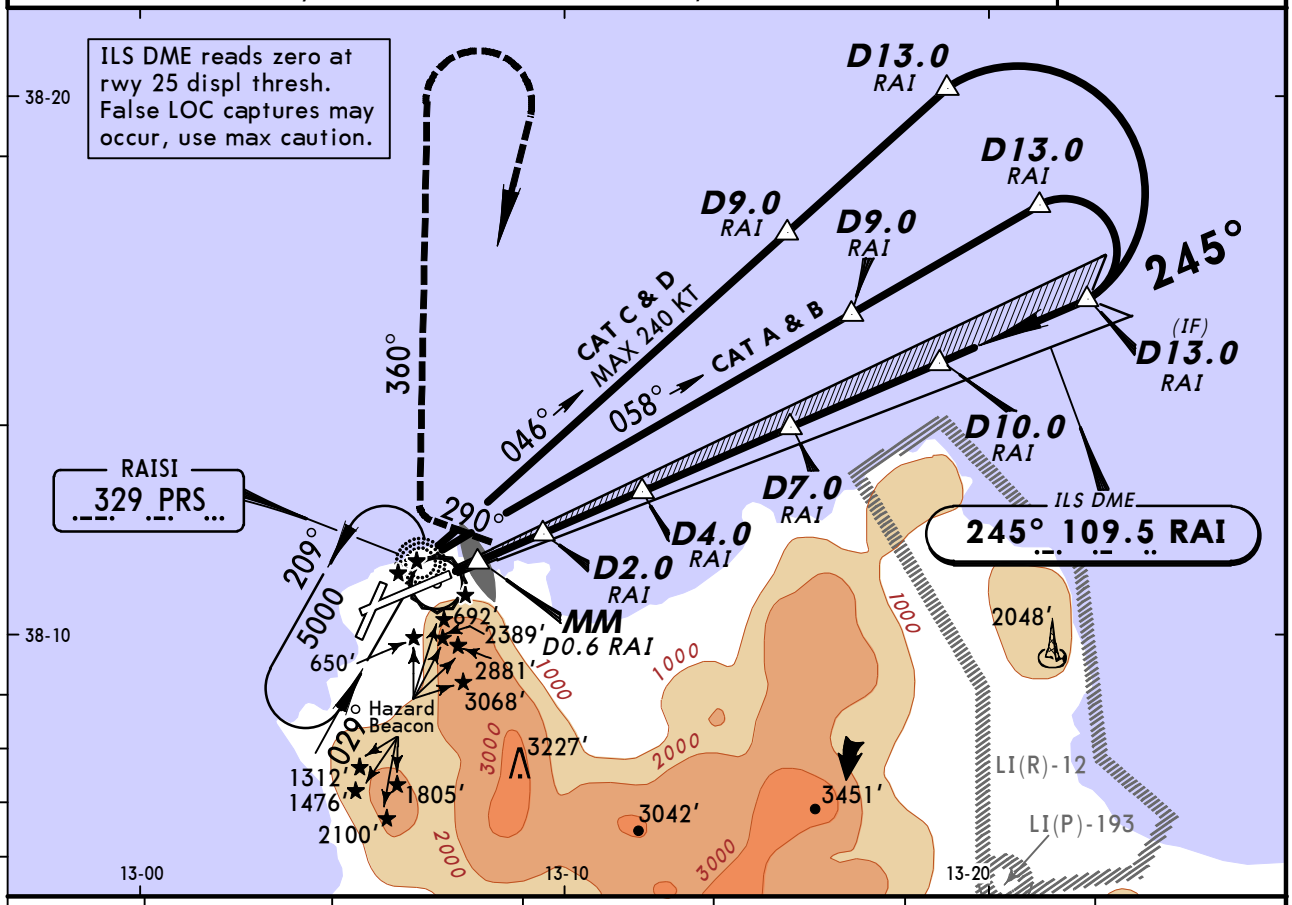
LOC RAI	Final Apch Crs	GS D4.0 RAI	ILS DA(H)	Apt Elev / RWY
109.5	245°	1382′ (1332′)	500′ (450′)	65′ / 50′

MISSED APCH: As soon as possible turn RIGHT onto 290° to join 360° from Lctr climbing to 5000′, then turn RIGHT to Lctr.

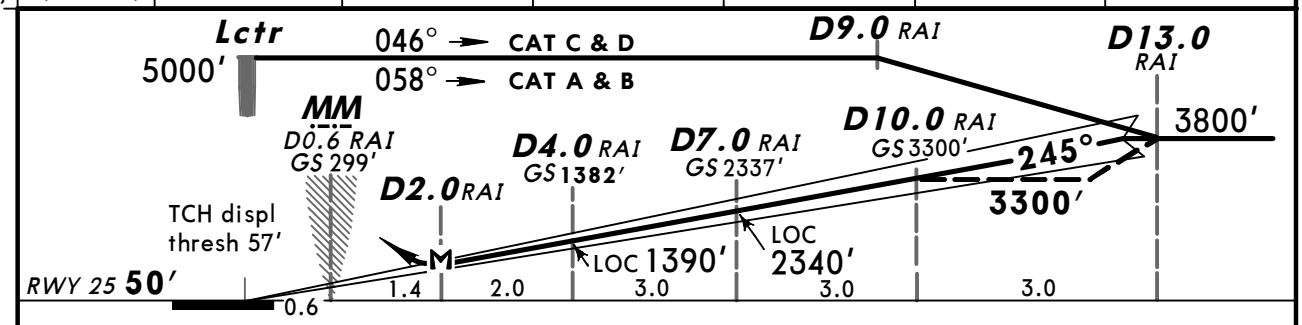
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 5000′



MSA PRS Lctr



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							

HIALS
PAPI PAPI

290° RT

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 500′ (450′) FULL	ILS DA(H) 500′ (450′) ALS out	LOC (GS out) DA(H) 750′ (700′)	LOC (GS out) DA(H) 750′ (700′) ALS out
A	1400m	1500m	1500m	
B				
C		2100m	2400m	
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

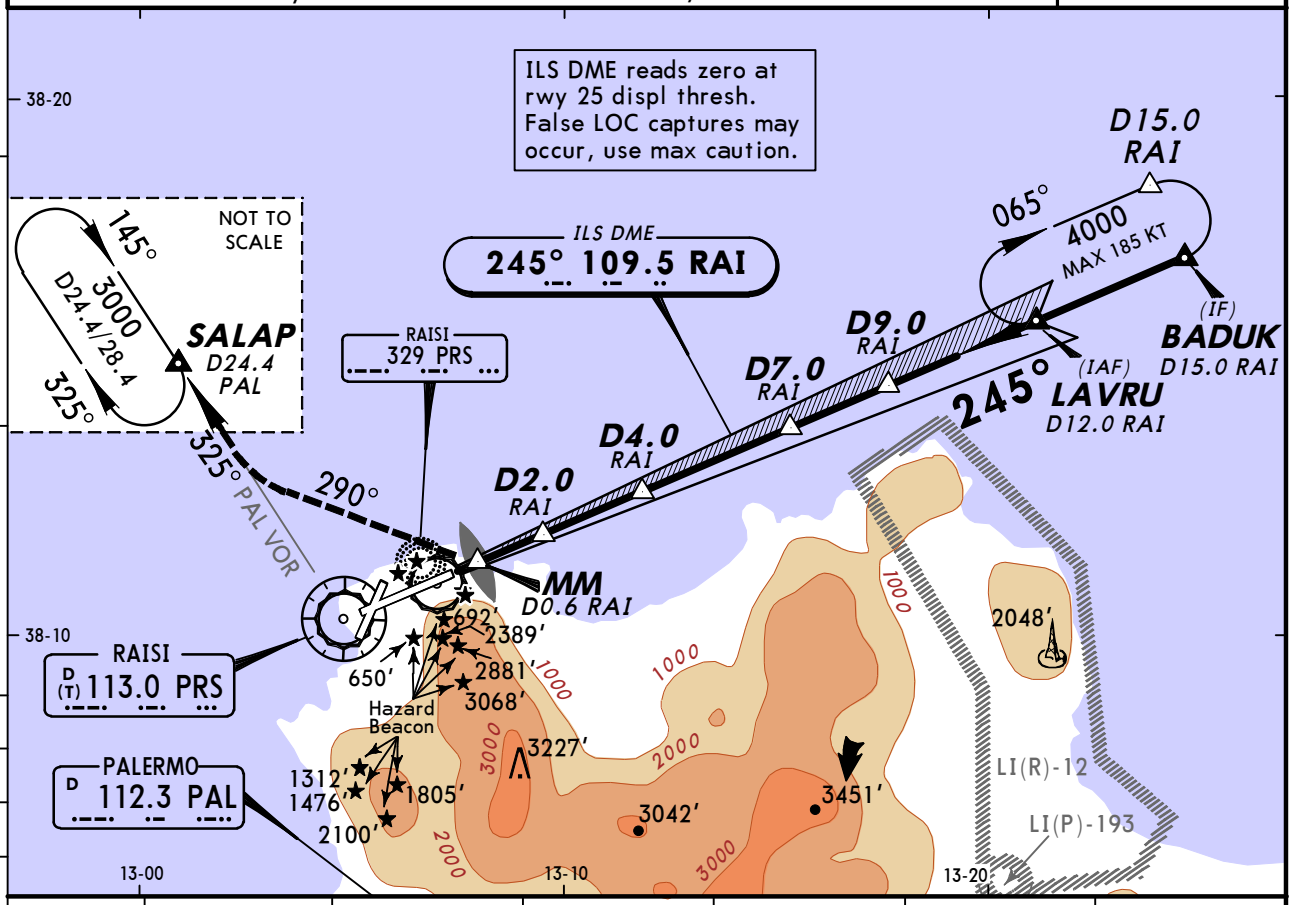
BRIEFING STRIP ™

LOC RAI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 65'
109.5	245°	D4.0 RAI 1382' (1332')	500' (450')	RWY 50'

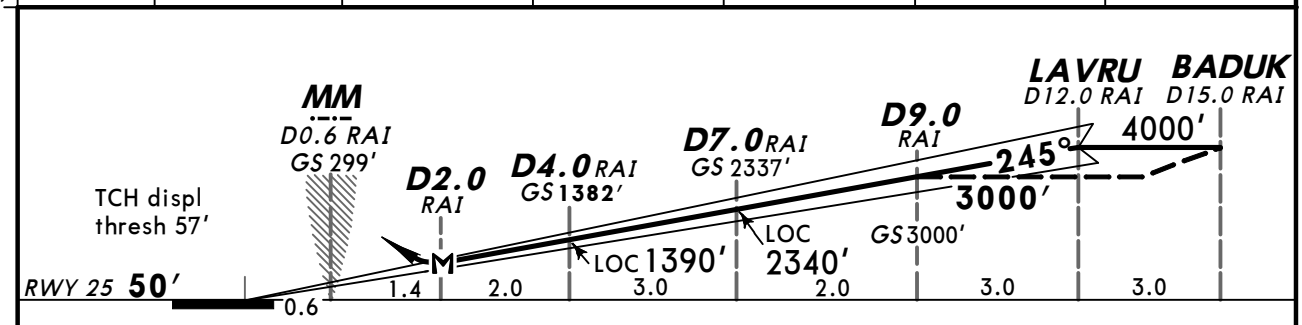
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-325 PAL, climbing to 3000' and proceed to SALAP holding.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'

MSA PRS VOR: 5000' (090°–270°); 5500' (360°); 7000'



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							

HIALS PAPI PAPI

290° RT

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 500' (450') FULL	ILS DA(H) 500' (450') ALS out	LOC (GS out) DA(H) 750' (700')	LOC (GS out) DA(H) 750' (700') ALS out
A	1400m	1500m	1500m	
B				
C		2100m	2400m	
D				

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000' (935')	1500m
135	1000' (935')	1600m
180	1000' (935')	2400m
205	1000' (935')	3600m

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: IF.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

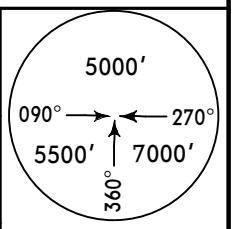
BRIEFING STRIP ™

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

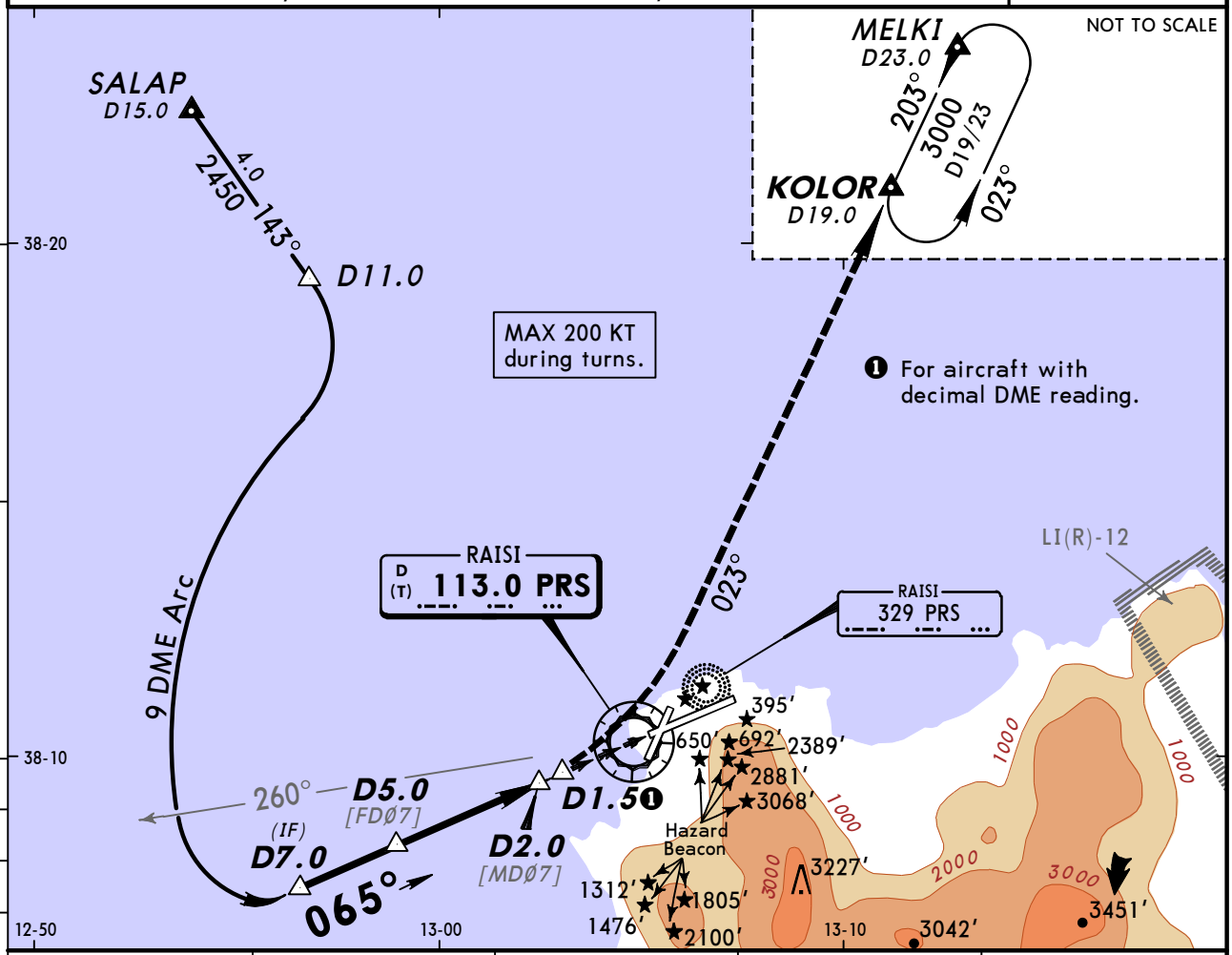
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 65′
PRS 113.0	065°	D5.0 1800′ (1767′)	(CONDITIONAL) 710′ (677′)	RWY 33′

MISSED APCH: Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000′ and proceed to KOLOR holding.

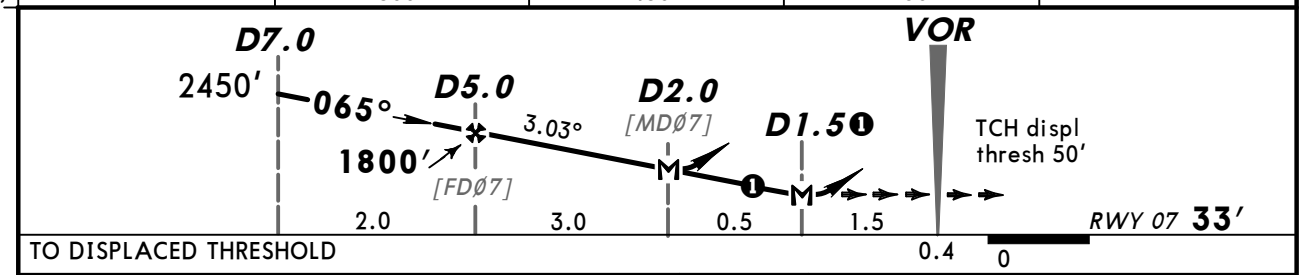
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′



MSA PRS VOR



PRS DME	5.0	4.0	3.0	2.0
ALTITUDE	1800′	1480′	1160′	840′



TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.0/MAP at D1.5 ❶						

HIALS
PAPI

3000′ LT

160 KT MAX

PRS 113.0 R-023

Standard STRAIGHT-IN LANDING RWY 07

With decimal DME reading			
DA(H) 710′ (677′)		DA(H) 840′ (807′)	
	ALS out		ALS out
A	1500m		
B			
C	2400m		
D			

CIRCLE-TO-LAND ❶

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

PANS OPS 4

❶ To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

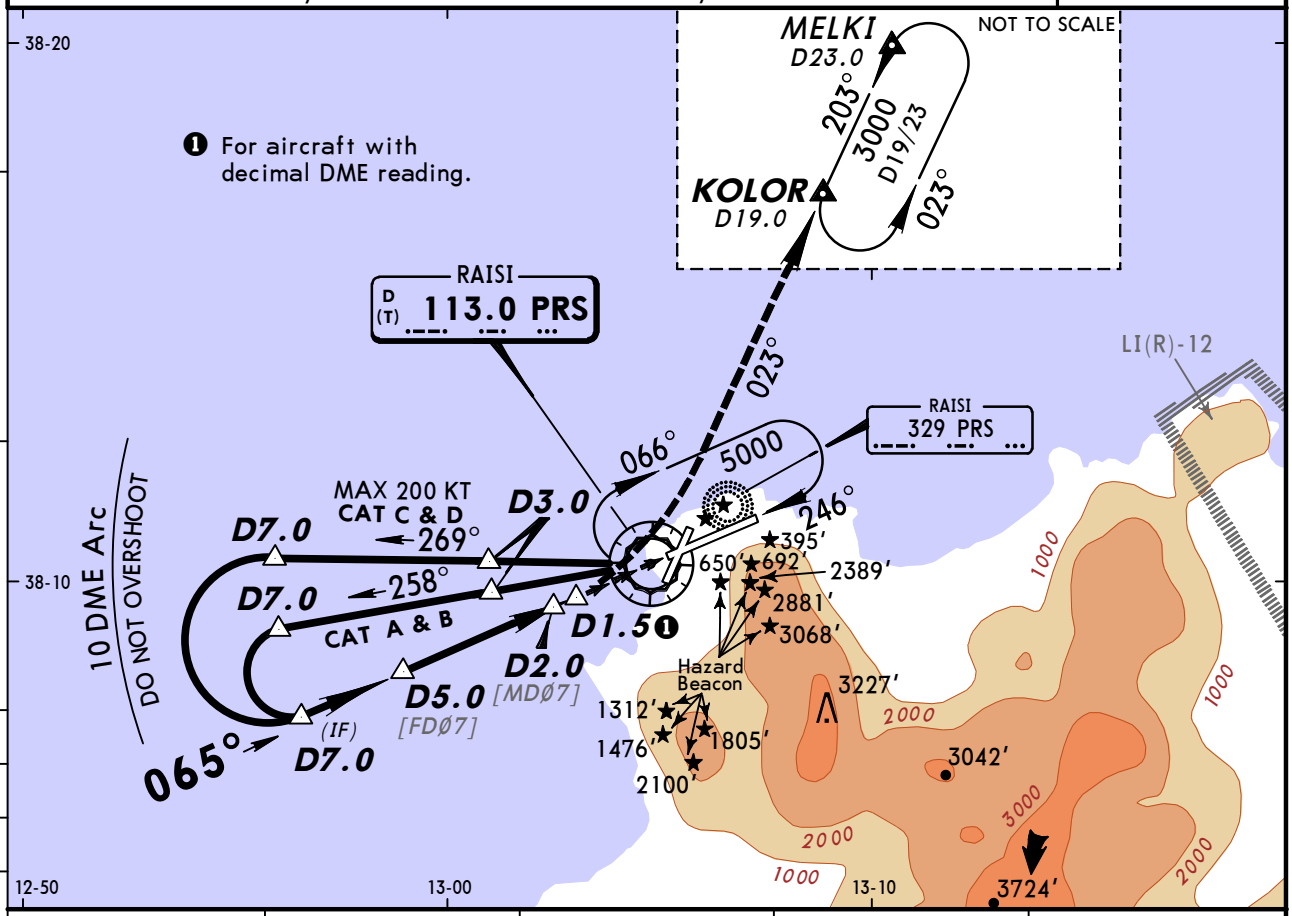
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 65′
PRS 113.0	065°	D5.0 1800′ (1767′)	(CONDITIONAL) 710′ (677′)	RWY 33′

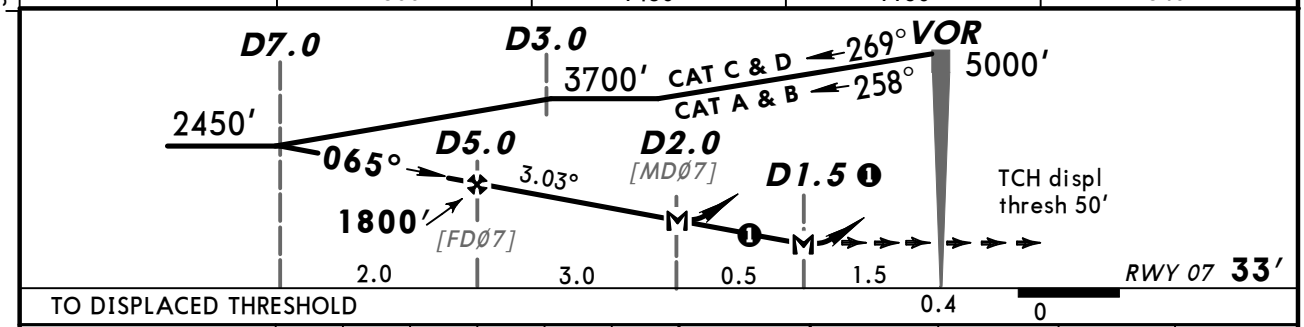
MISSED APCH: Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000′ and proceed to KOLOR holding.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′

MSA PRS VOR: 5000′; 090° 5500′; 270° 7000′; 360°



PRS DME	5.0	4.0	3.0	2.0
ALTITUDE	1800′	1480′	1160′	840′



TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.0/MAP at D1.5❶						

HIALS; PAPI; 3000′ LT; 160 KT MAX; PRS 113.0 R-023

Standard STRAIGHT-IN LANDING RWY 07

With decimal DME reading			
DA(H) 710′ (677′)		DA(H) 840′ (807′)	
	ALS out		ALS out
A	1500m		
B			
C	2400m		
D			

CIRCLE-TO-LAND ❶

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	1500m
135	1000′ (935′)	1600m
180	1000′ (935′)	2400m
205	1000′ (935′)	3600m

PANS OPS 4

❶ To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

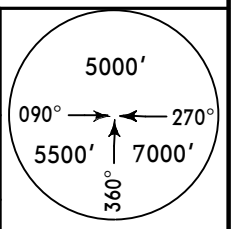
BRIEFING STRIP ™

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

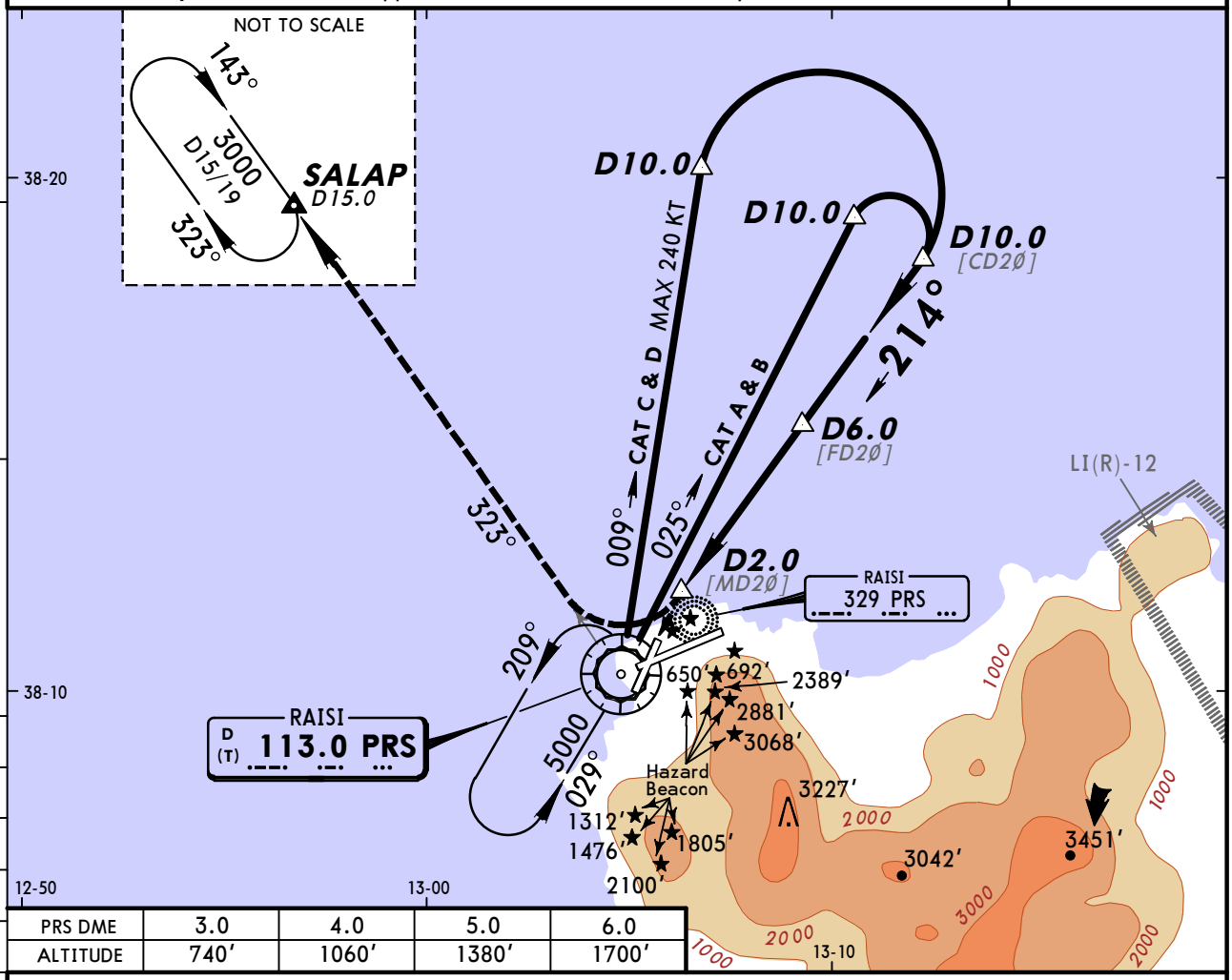
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 65′
PRS 113.0	214°	D6.0 1700′ (1678′)	500′ (478′)	RWY 22′

MISSED APCH: Turn RIGHT to join and follow R-323 climbing to 3000′ and proceed to SALAP holding.

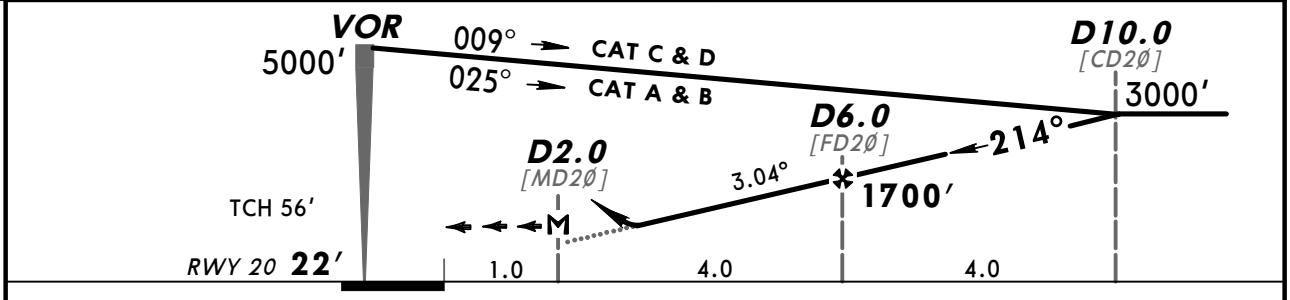
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′
1. **PRS DME required.** 2. Final approach track offset 12° from rwy centerline.



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
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D2.0							

HIALS
REIL
PAPI PAPI

3000′
RT

PRS
113.0
R-323

Standard STRAIGHT-IN LANDING RWY 20

DA(H) 500′(478′)

		ALS out	Max Kts	MDA(H)	VIS
A	1500m		100	1000′ (935′)	1500m
B			135	1000′ (935′)	1600m
C	1800m	2200m	180	1000′ (935′)	2400m
D			205	1000′ (935′)	3600m

CIRCLE-TO-LAND 1
Not authorized Southeast of airport

1 To rwy 02 restricted to ops in VMC HJ only.

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

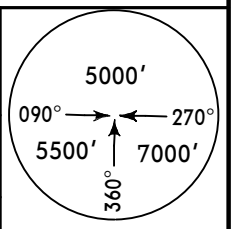
ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62

BRIEFING STRIP ™

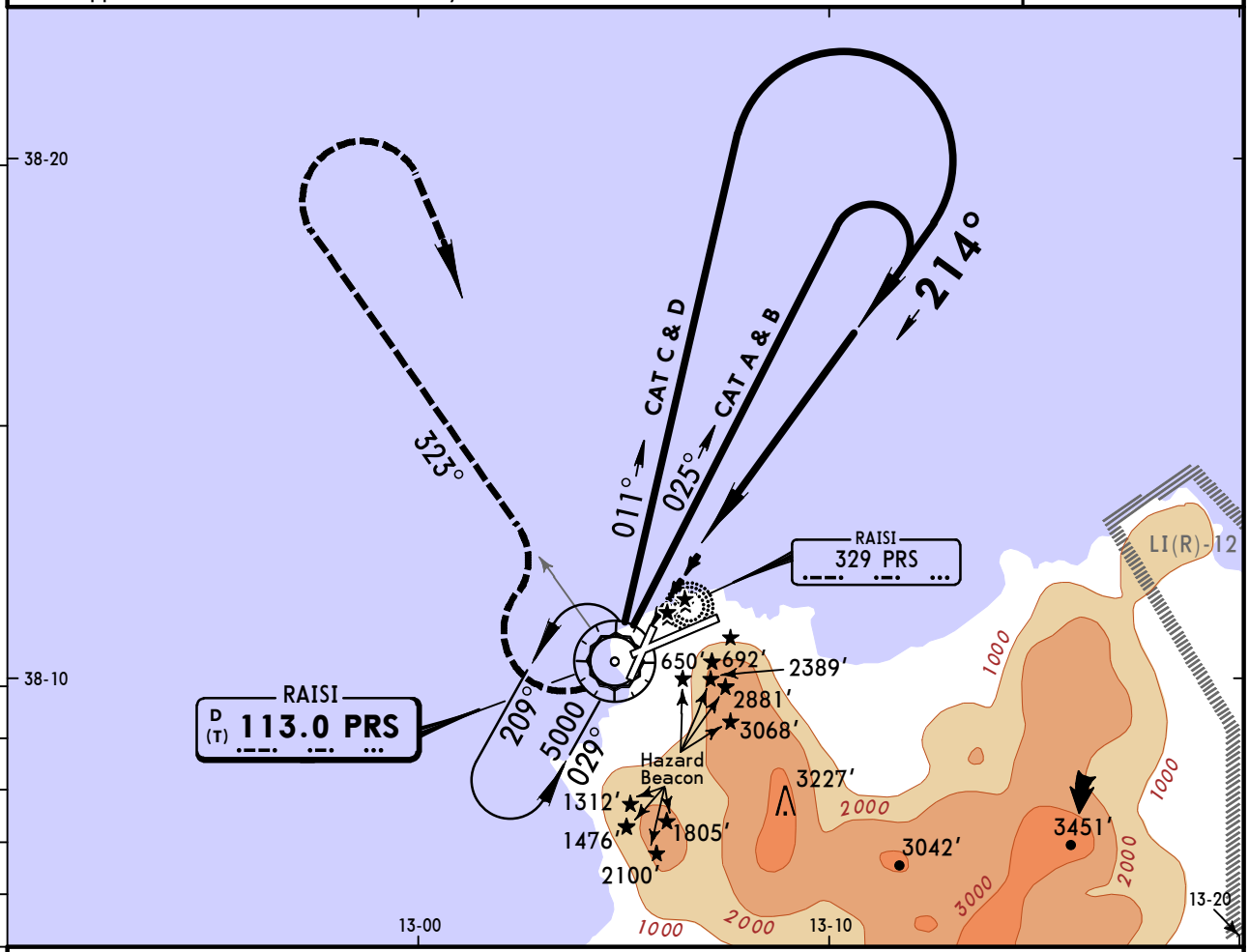
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 65′
PRS 113.0	214°	No FAF	890′ (868′)	RWY 22′

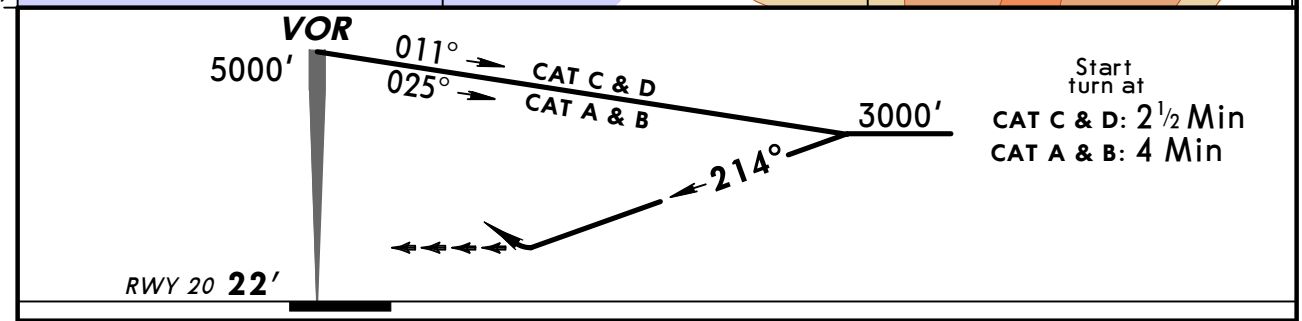
MISSED APCH: Proceed to VOR turn RIGHT to join and follow R-323 climbing to 5000′, then turn RIGHT to VOR.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′
Final approach track offset 12° from rwy centerline.



MSA PRS VOR





Start turn at
CAT C & D: 2½ Min
CAT A & B: 4 Min

							HIALS REIL PAPI PAPI	5000′ RT	PRS 113.0 R-323

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 20

MDA(H) 890′ (868′)

		ALS out
A	3800m	4200m
B		
C	4000m	4400m
D		

CIRCLE-TO-LAND [1]

Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
100	1000′ (935′)	4200m
135		
180	1000′ (935′)	4400m
205		

[1] To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 14-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PALERMO, (PUNTA RAISI - LICJ)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LICJ