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Revision Letter For Cycle 13-2014
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Notebook

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General Information

Location: Pisa Ita
IATA Code: PSA
Lat/Long: N43° 41.0' E010° 23.7'
Elevation: 6 ft

Airport Use: Public
Magnetic Variation: 2.2°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: No
Beacon: No
Pattern Altitude: 991 ft AGL

Sunrise: 0337 Z
Sunset: 1904 Z,

Runway Information

Runway: 04L
Length x Width: 8976 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 790 ft

Runway: 04R
Length x Width: 9820 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 483 ft

Runway: 22L
Length x Width: 9820 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, Centerline
Displaced Threshold: 834 ft

Runway: 22R
Length x Width: 8976 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5 ft

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Lighting: Edge, Centerline

Communication Information

Pisa Tower 122.1
Pisa Tower 119.1
Pisa Tower 25.78 Military
Pisa Tower 23.41 Military
Pisa Ground Control 121.6
Pisa Approach Control 126.075
Pisa Approach Control 124.275
Pisa Approach Control 33.84 Military
Pisa Approach Control 23.305 Military
Pisa Radar 126.075
Pisa Radar 124.275

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. GENERAL

NAP for ACFT wake turbulence CAT H must be applied H24.

1.1.2. NIGHTTIME RESTRICTIONS

Between 2300-0600LT RWY 22L is available for take-off, RWY 04R is available for landing.

These procedures are not applicable with:
- Tailwind component exceeding 10 KT;
- On pilots request, for safety reason due to performance of ACFT, in this case the ACFT will be subject to delay. Within safety limits, reverse thrust performances must be minimized at every landing.

All arriving traffic may be subject to delay action due to departing traffic under slot time restriction.

1.1.3. RUN-UP TESTS

Each engine run-up of civil ACFT is subject to previous clearance by Societa Aeroporto Toscano OPS Office, in accordance with Base Operation Center (BOC) of 46th Brigata Aerea.

It is absolutely forbidden to perform engine run-up on civil apron.

The established area to perform engine run-up is THR 04L, except for particular requirement to appraise and coordinate each time. Run-up of engine is allowed between 0900-2300LT.

Engine run-up is not subject to restrictions of time for execution of commercial flights, rescue, emergency, humanitarian, fire fighting, State flights that cannot be otherwise carried out.

1.1.4. AUXILIARY POWER UNITS (APUs)

On apron it is forbidden to hold APU and engine running any longer than the time which is necessary for execution of start-up procedure before departure.

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

When RVR value or VIS is between 400m and 1200m, due to lack of stopbars, only one ACFT at a time can be allowed in the movement area. Vehicular traffic shall be minimized.

1.3. TAXI PROCEDURES

TWY R between stands 30 to 35 MAX wingspan 95'/29m.
TWY O MAX wingspan 118'/36m.
TWY R between stands 28 and 29 MAX wingspan 118'/36m.
Apron TWY E MAX wingspan 171'/52m.
TWY R between stands 21 to 27 MAX wingspan 171'/52m.
Apron TWY E MAX wingspan 213'/65m, if stands 40, 42, 43 and 44 not available.
TWYs A, B, C, D, E, F and P MAX wingspan 213'/65m.
TWY R MAX wingspan 213'/65m, if stand 40 not available.

1.4. OTHER INFORMATION

CAUTION: Birds.

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2. ARRIVAL

2.1. RWY OPERATIONS

ACFT landing on RWY 22L should be aware of highway with high intensity yellow lights, located along 200°, with a length of about 2133'/650m within R-065 & R-080 PIS at D2.6 PIS. Do not confuse with a RWY.

2.2. PARKING INFORMATION

On stands 11, 13, 15, 17, 20 thru 29, 52 and 54 push-back required.

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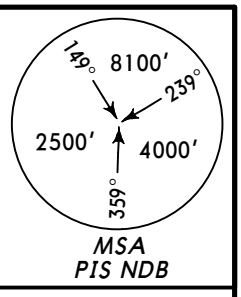
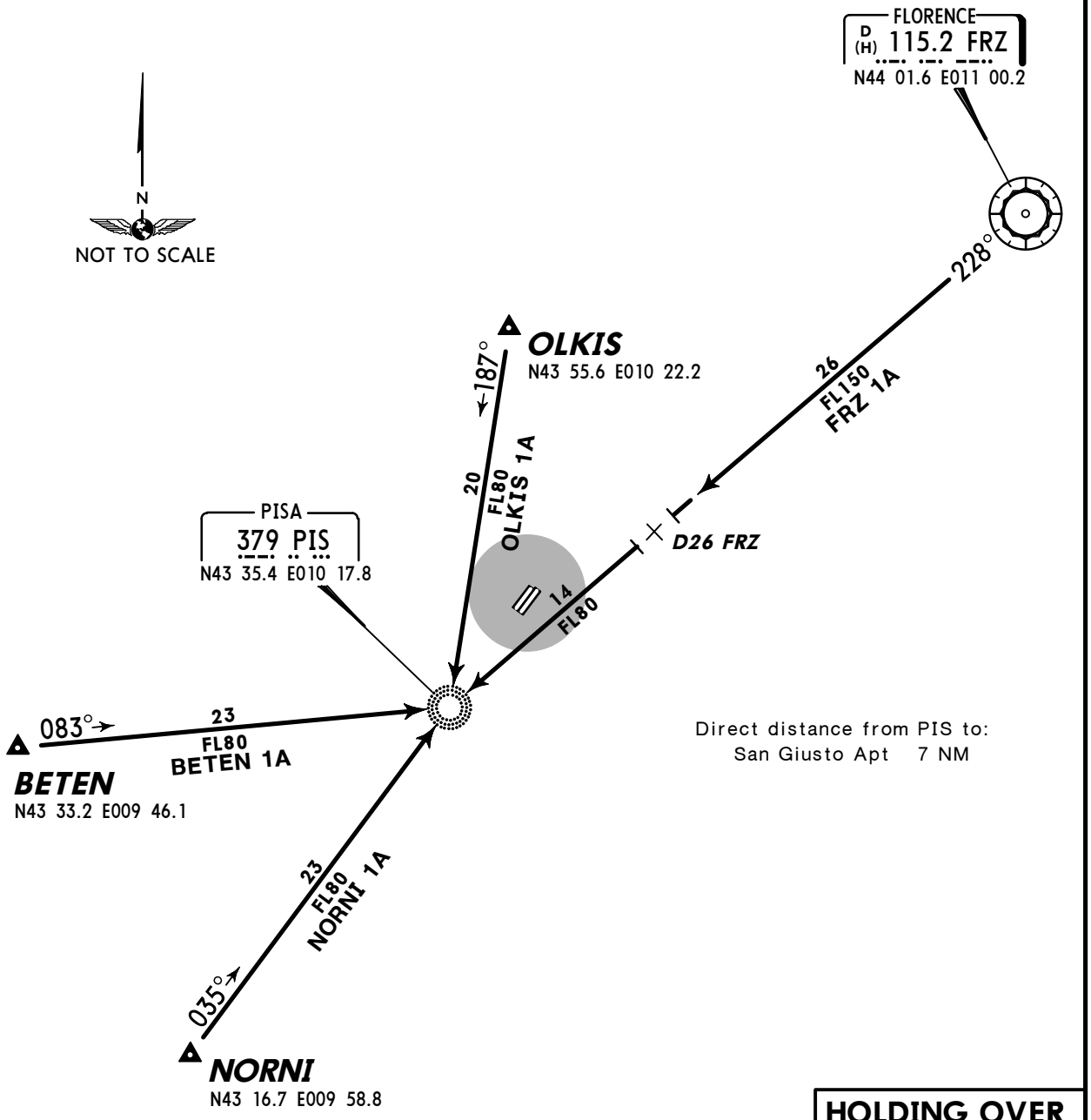
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



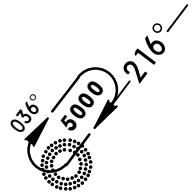
BETEN 1A *[BETE1A]*, FRZ 1A NORNI 1A *[NORN1A]*, OLKIS 1A *[OLKI1A]* ARRIVALS

BASED ON PIS NDB



Direct distance from PIS to:
San Giusto Apt 7 NM

HOLDING OVER PIS



STAR	ROUTING
BETEN 1A	On 083° bearing to PIS.
FRZ 1A	On FRZ R-228 (228° bearing) to PIS.
NORNI 1A	On 035° bearing to PIS.
OLKIS 1A	On 187° bearing to PIS.

CHANGES: None.

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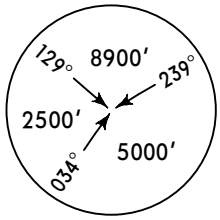
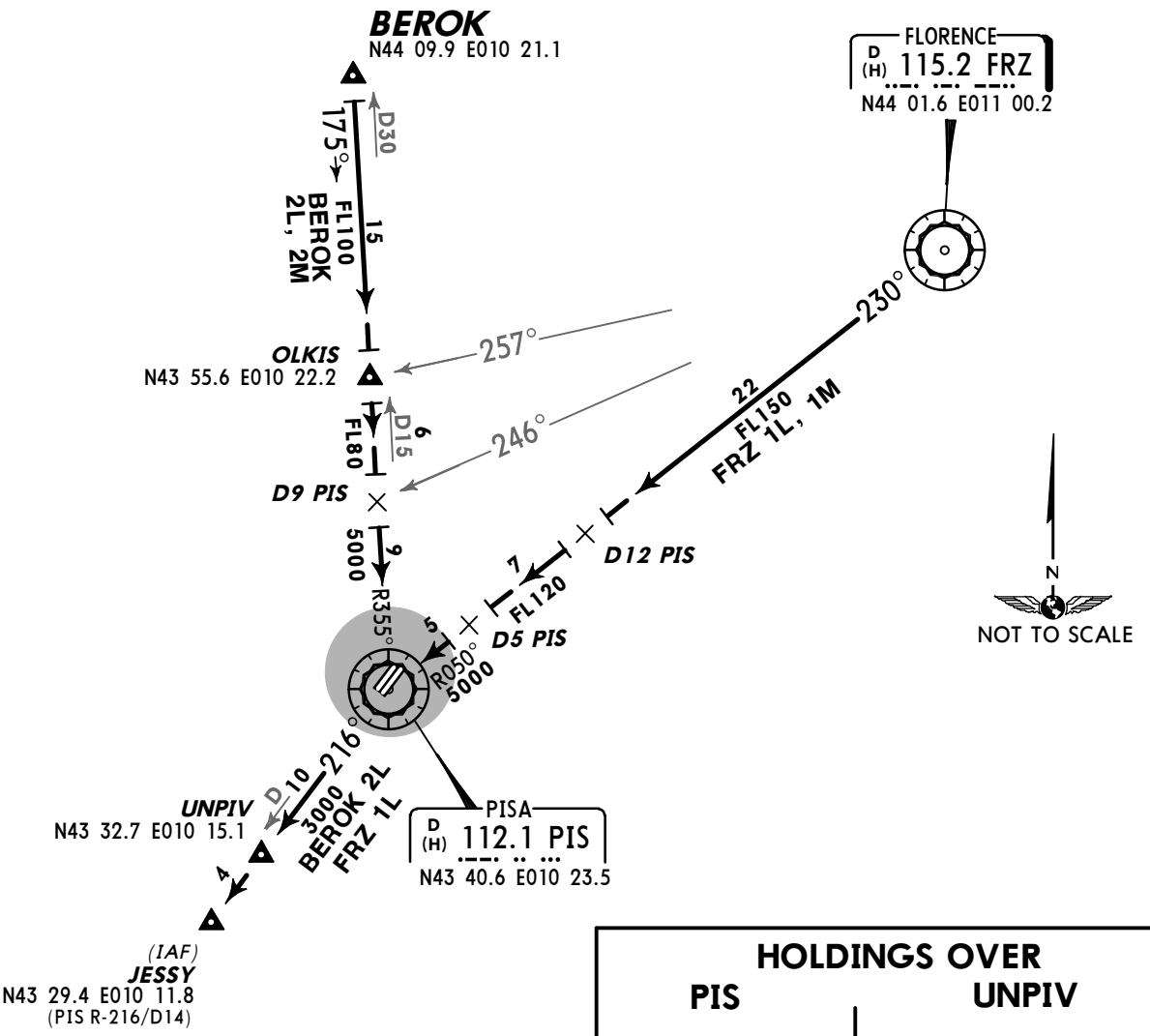
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Traffic from NW above FL190 will be cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared). 2. Traffic from NW at or below FL190 will be cleared via M-729 - IDONA - BETEN - UNPIV (or JESSY as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).



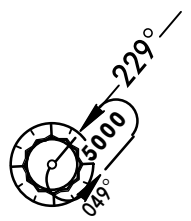
MSA
PIS VOR

BEROK 2L *[BERO2L]*, BEROK 2M *[BERO2M]*
FRZ 1L, FRZ 1M
ARRIVALS
BASED ON PIS VOR

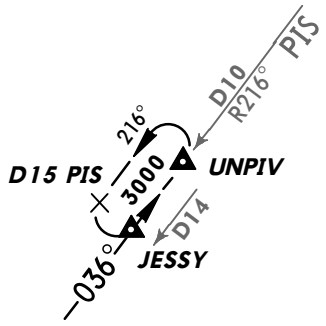


HOLDINGS OVER

PIS



UNPIV



STAR	ROUTING
BEROK 2L	On PIS R-355 inbound via OLKIS to PIS, PIS R-216 to UNPIV (or JESSY as cleared).
BEROK 2M	On PIS R-355 inbound via OLKIS to PIS.
FRZ 1L	On PIS R-050 inbound to PIS, PIS R-216 to UNPIV (or JESSY as cleared).
FRZ 1M	On PIS R-050 inbound to PIS.

CHANGES: STARs BEROK 2L & FRZ 1L revised.

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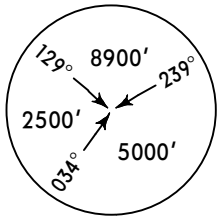
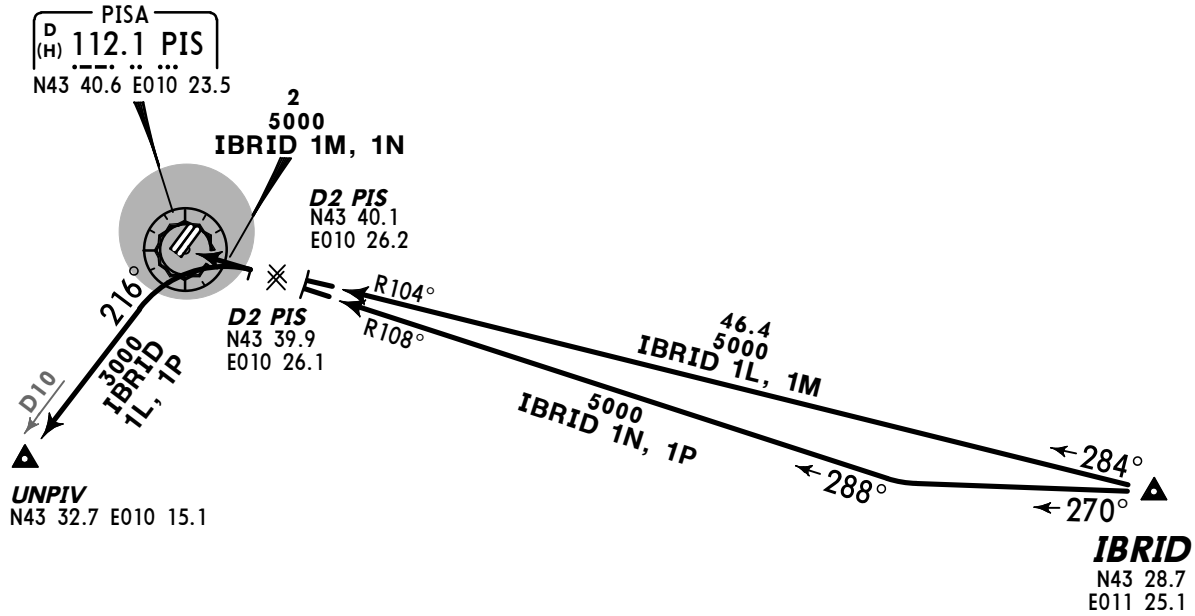
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Traffic from NW above FL190 will be cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared). 2. Traffic from NW at or below FL190 will be cleared via M-729 - IDONA - BETEN - UNPIV (or JESSY as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).



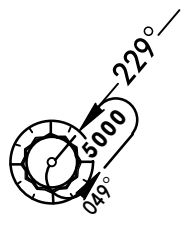
MSA
PIS VOR

IBRID 1L *[IBRI1L]*, IBRID 1M *[IBRI1M]*
IBRID 1N *[IBRI1N]*, IBRID 1P *[IBRI1P]*
ARRIVALS
BASED ON PIS VOR

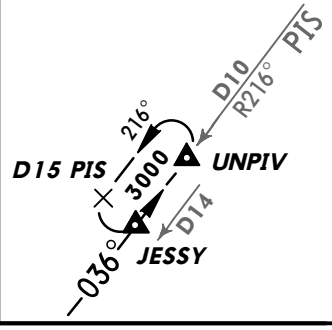


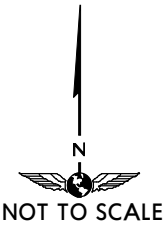
HOLDINGS OVER

PIS



UNPIV





NOT TO SCALE

STAR	ROUTING
IBRID 1L	On PIS R-104 inbound towards PIS, at D2 PIS turn LEFT, intercept PIS R-216 to UNPIV.
IBRID 1M	On PIS R-104 inbound to PIS.
IBRID 1N	On 270° track, intercept PIS R-108 inbound to PIS.
IBRID 1P	On 270° track, intercept PIS R-108 inbound towards PIS, at D2 PIS turn LEFT, intercept PIS R-216 to UNPIV.

CHANGES: STARs transferred; IBRID STARs established.

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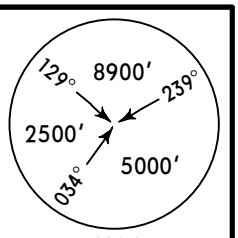
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Traffic from NW above FL190 will be cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared). 2. Traffic from NW at or below FL190 will be cleared via M-729 - IDONA - BETEN - UNPIV (or JESSY as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).

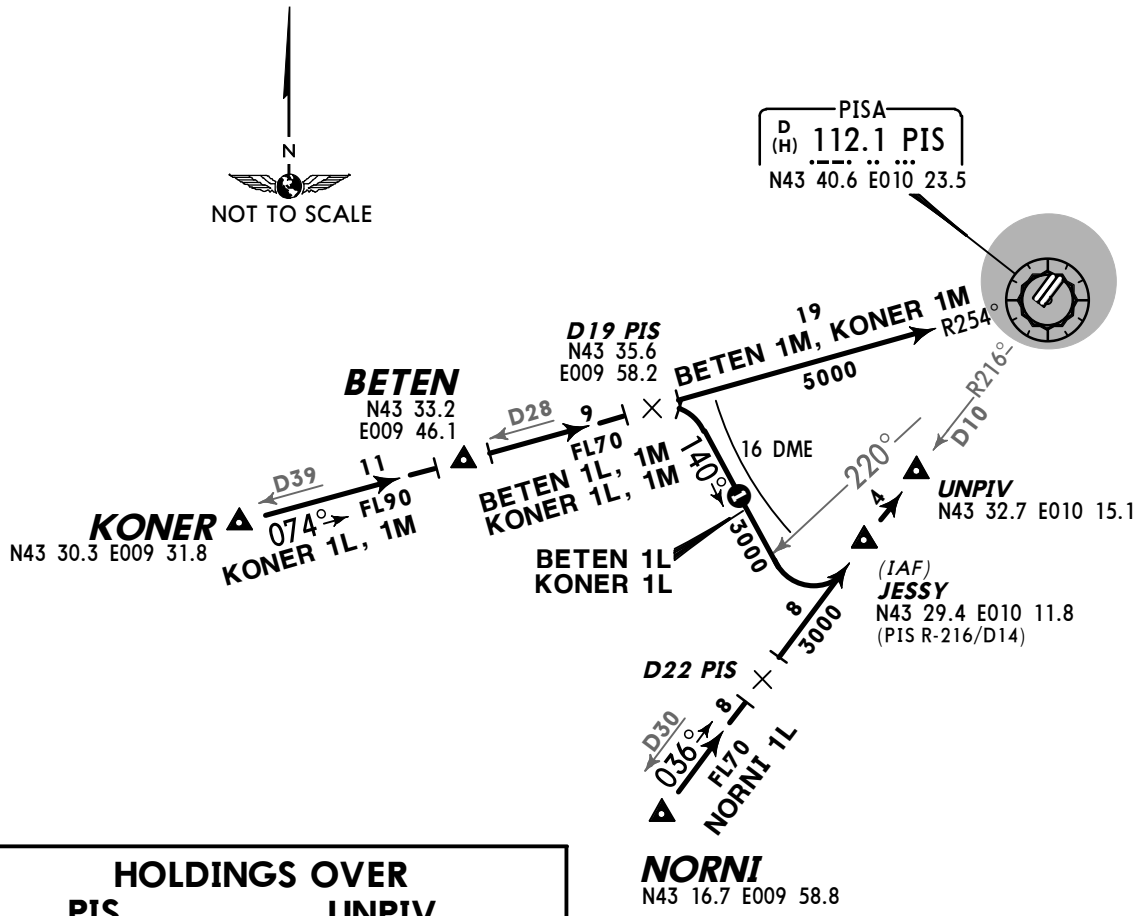


MSA
PIS VOR

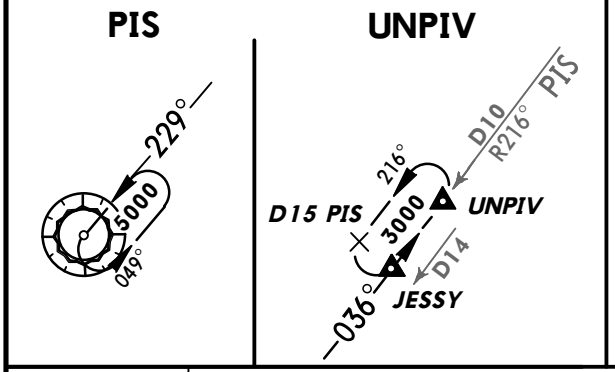
BETEN 1L [BETE1L], BETEN 1M [BETE1M]
KONER 1L [KONE1L], KONER 1M [KONE1M]
NORNI 1L [NORN1L]
ARRIVALS

BASED ON PIS VOR

❶ 140° track shall be flown not less than PIS 16 DME.



HOLDINGS OVER



STAR	ROUTING
BETEN 1L	On PIS R-254 inbound to D19 PIS, turn RIGHT, 140° track, when passing PIS R-220 turn LEFT to UNPIV (or JESSY as cleared).
BETEN 1M	On PIS R-254 inbound to PIS.
KONER 1L	On PIS R-254 inbound via BETEN to D19 PIS, turn RIGHT, 140° track, when passing PIS R-220 turn LEFT to UNPIV (or JESSY as cleared).
KONER 1M	On PIS R-254 inbound to PIS.
NORNI 1L	On PIS R-216 inbound to UNPIV (or JESSY as cleared).

CHANGES: New chart (chart reindexed).

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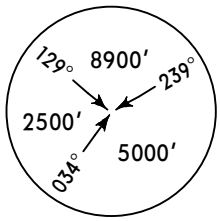
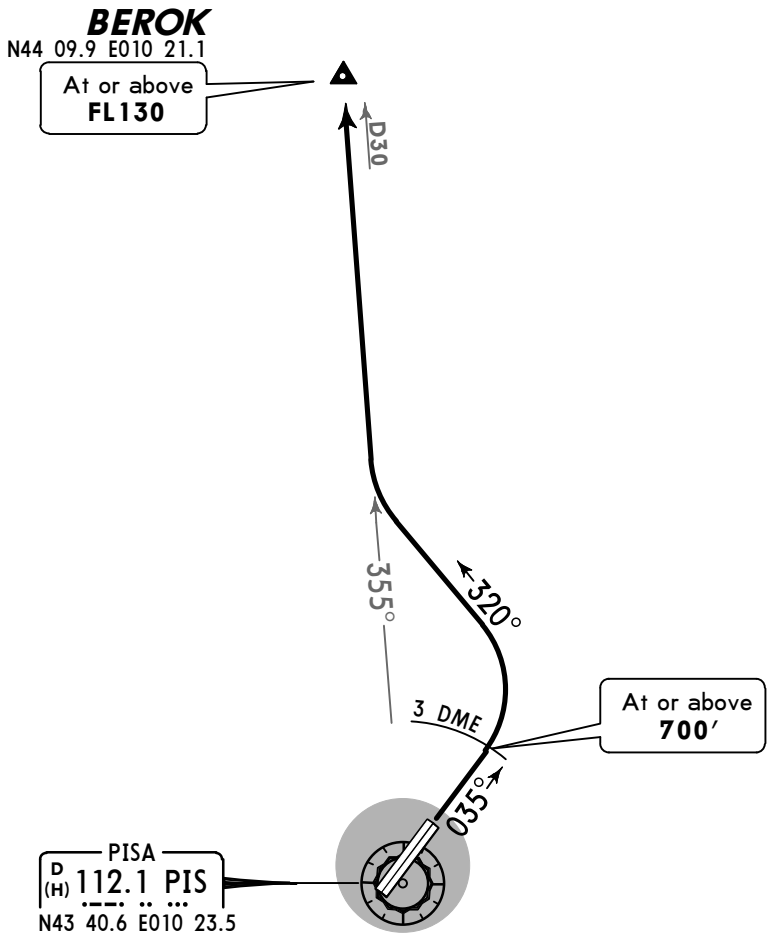
Apt Elev	Trans level: By ATC Trans alt: 5000′
6′	



MSA
PIS VOR

BEROK 6A *[BERO6A]*
RWYS 04L/R DEPARTURE
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L



NOT TO SCALE

This SID requires a minimum climb gradient of
450′ per NM (7.4%) until passing FL120
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to PIS 3 DME, turn LEFT, 320° track, intercept PIS R-355 to BEROK.

CHANGES: Initial climb.

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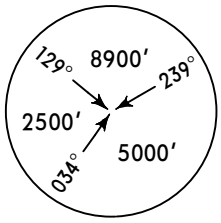
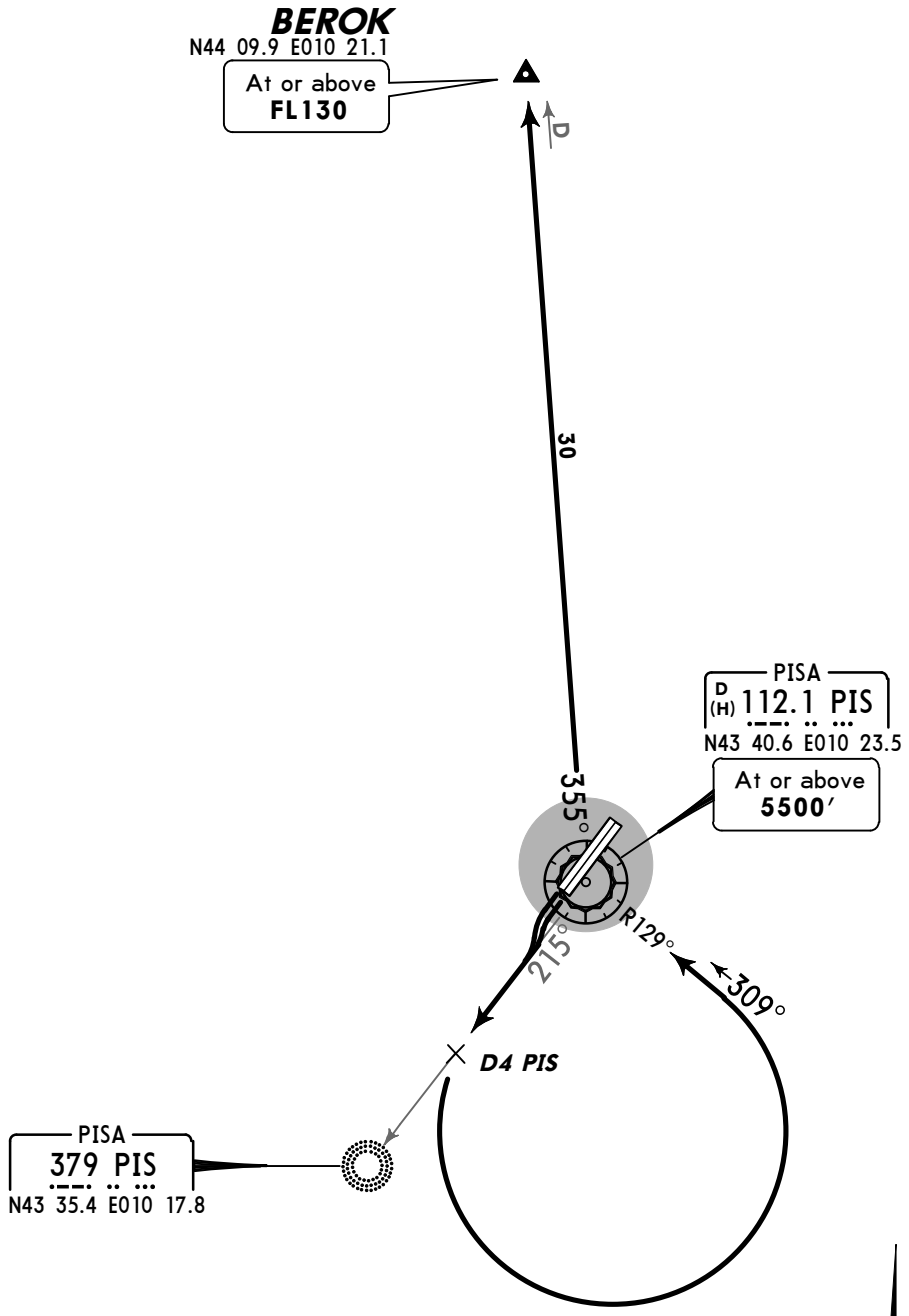
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′

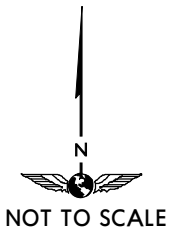


BEROK 6C *[BERO6C]*
RWYS 22L/R DEPARTURE
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of
334′ per NM (5.5%) until passing FL100 due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671



Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn LEFT, intercept PIS R-129 inbound to PIS, PIS R-355 to BEROK.

CHANGES: None.

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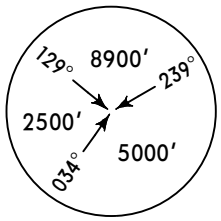
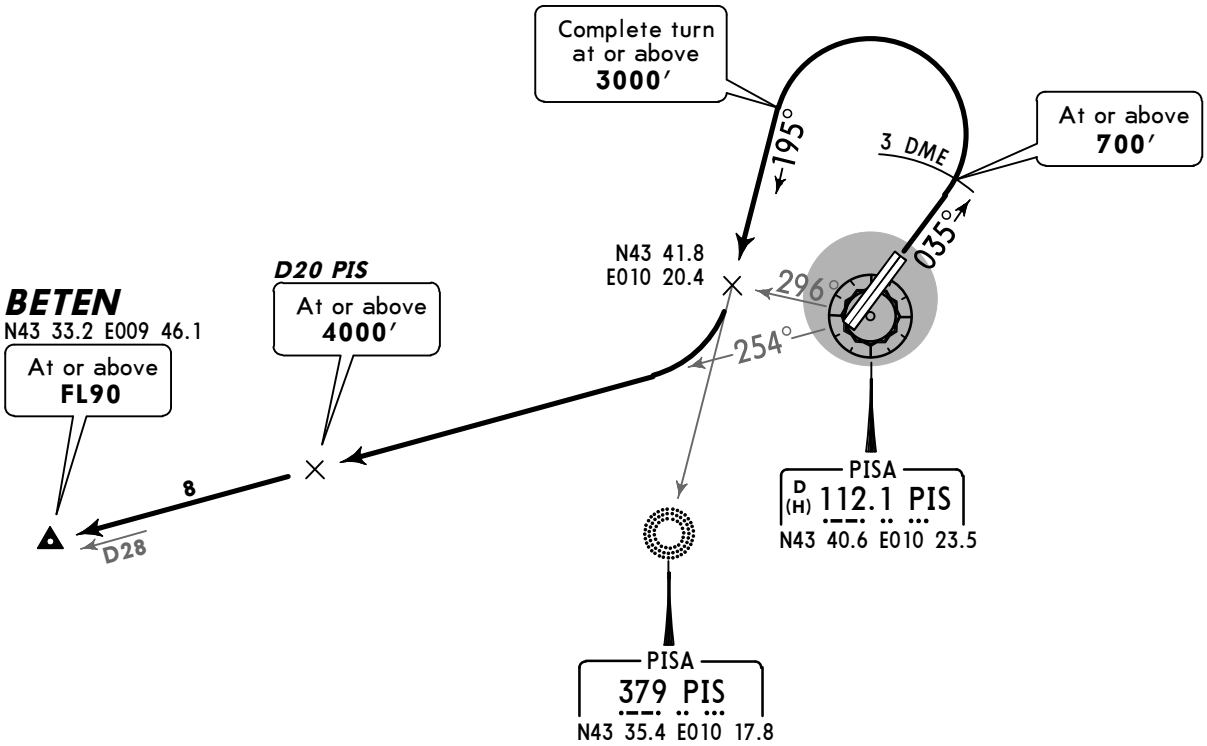
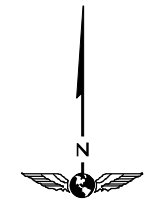
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′



MSA
PIS VOR

BETEN 6A *[BETE6A]*
RWYS 04L/R DEPARTURE
By ATC
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L





NOT TO SCALE

This SID requires a minimum climb gradient of
450′ per NM (7.4%) until passing 4000′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to PIS 3 DME, turn LEFT, intercept 195° bearing towards PIS Lctr, when passing PIS R-296 turn RIGHT, intercept PIS R-254 to BETEN.

CHANGES: Initial climb.

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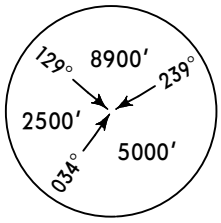
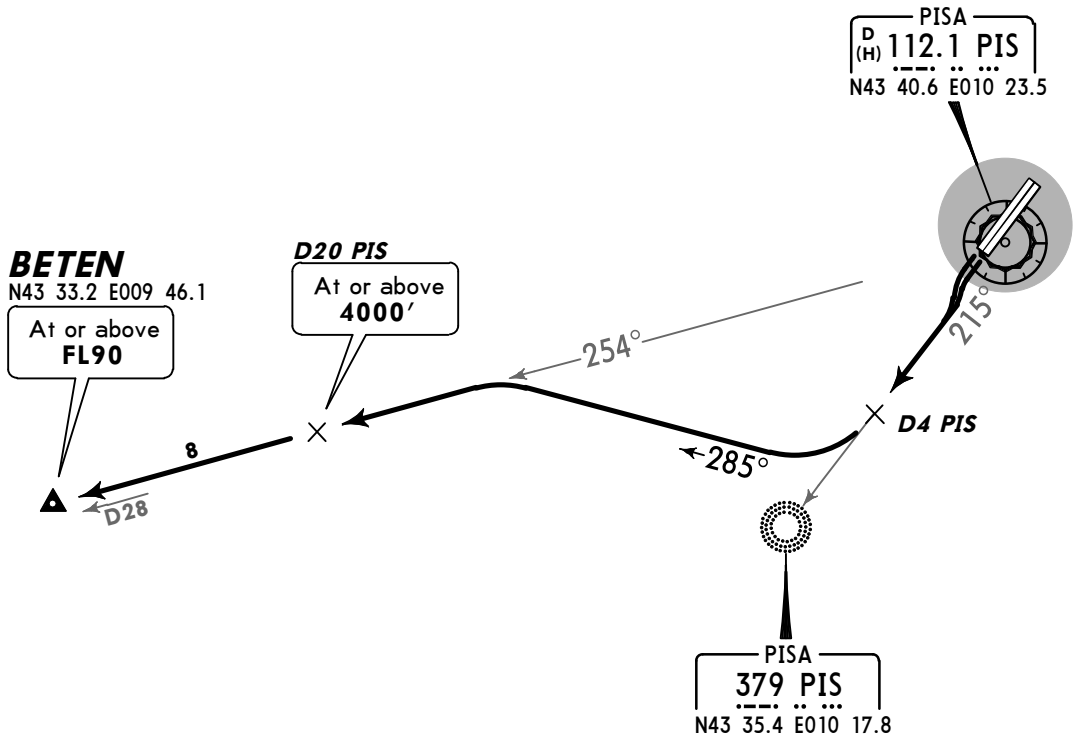
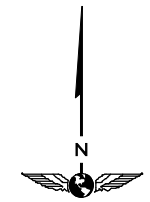
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′



MSA
PIS VOR

BETEN 6C *[BETE6C]*
RWYS 22L/R DEPARTURE
By ATC
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L





NOT TO SCALE

This SID requires a minimum climb gradient of
334′ per NM (5.5%) until passing 3500′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, 285° track, intercept PIS R-254 to BETEN.

CHANGES: None.

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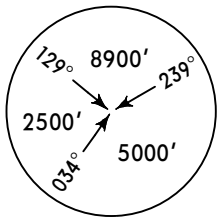
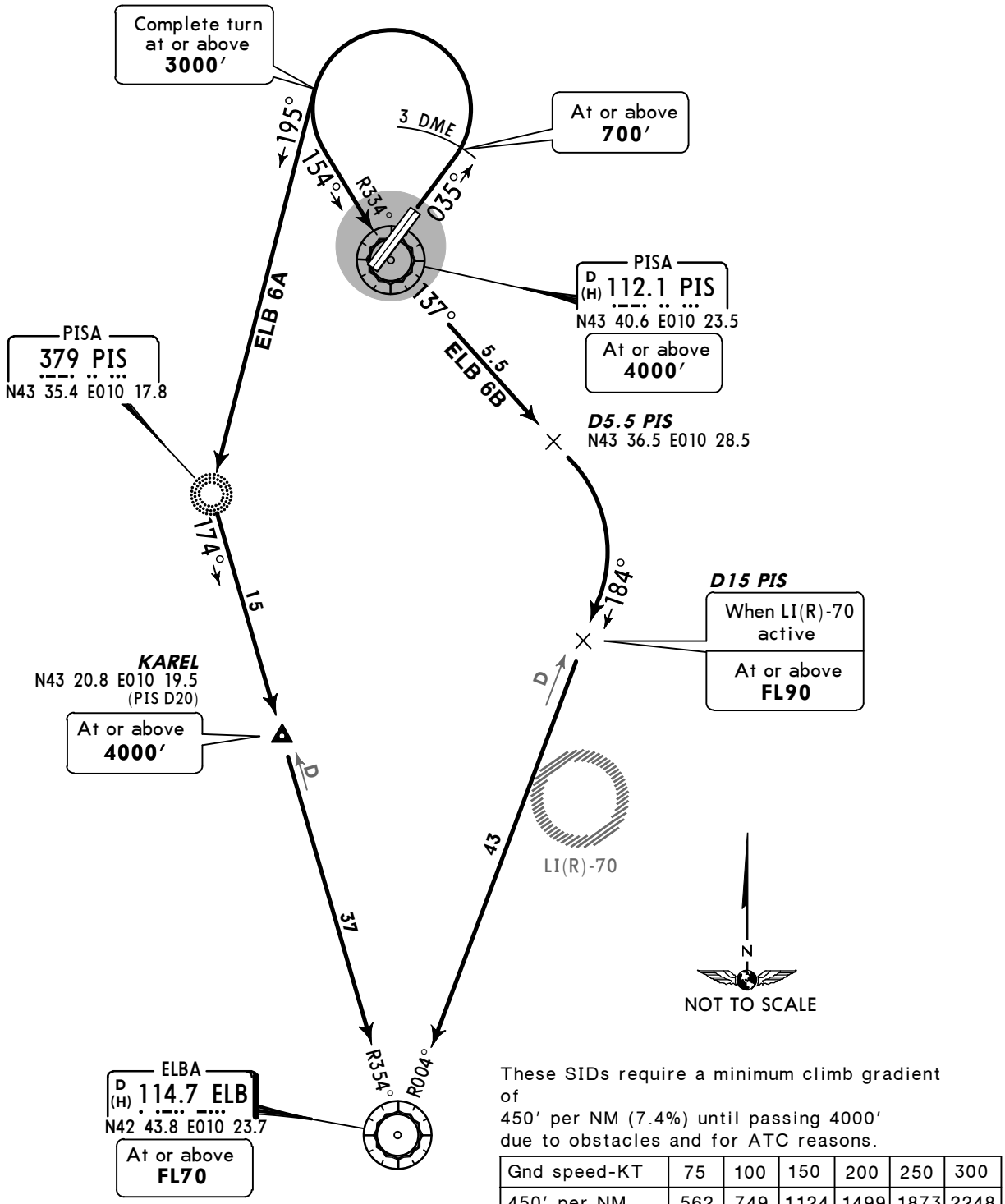
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′ 1. Minimum climb gradient does not take in consideration presence of close-in obstacles. 2. Emergency safe altitude within 100 NM of San Giusto apt 9200′.



MSA
PIS VOR

ELB 6A, ELB 6B
RWYS 04L/R DEPARTURES

FOR SIDS IN CASE OF PIS VOR U/S REFER TO CHARTS 10-3K & 10-3L



These SIDs require a minimum climb gradient of
450′ per NM (7.4%) until passing 4000′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB

Climb on runway heading to PIS 3 DME, turn LEFT.

SID	ROUTING
ELB 6A	Intercept 195° bearing to PIS Lctr, 174° bearing (ELB R-354 inbound) to ELB.
ELB 6B	Intercept PIS R-334 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ELB.

CHANGES: Initial climb.

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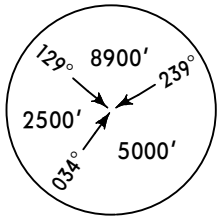
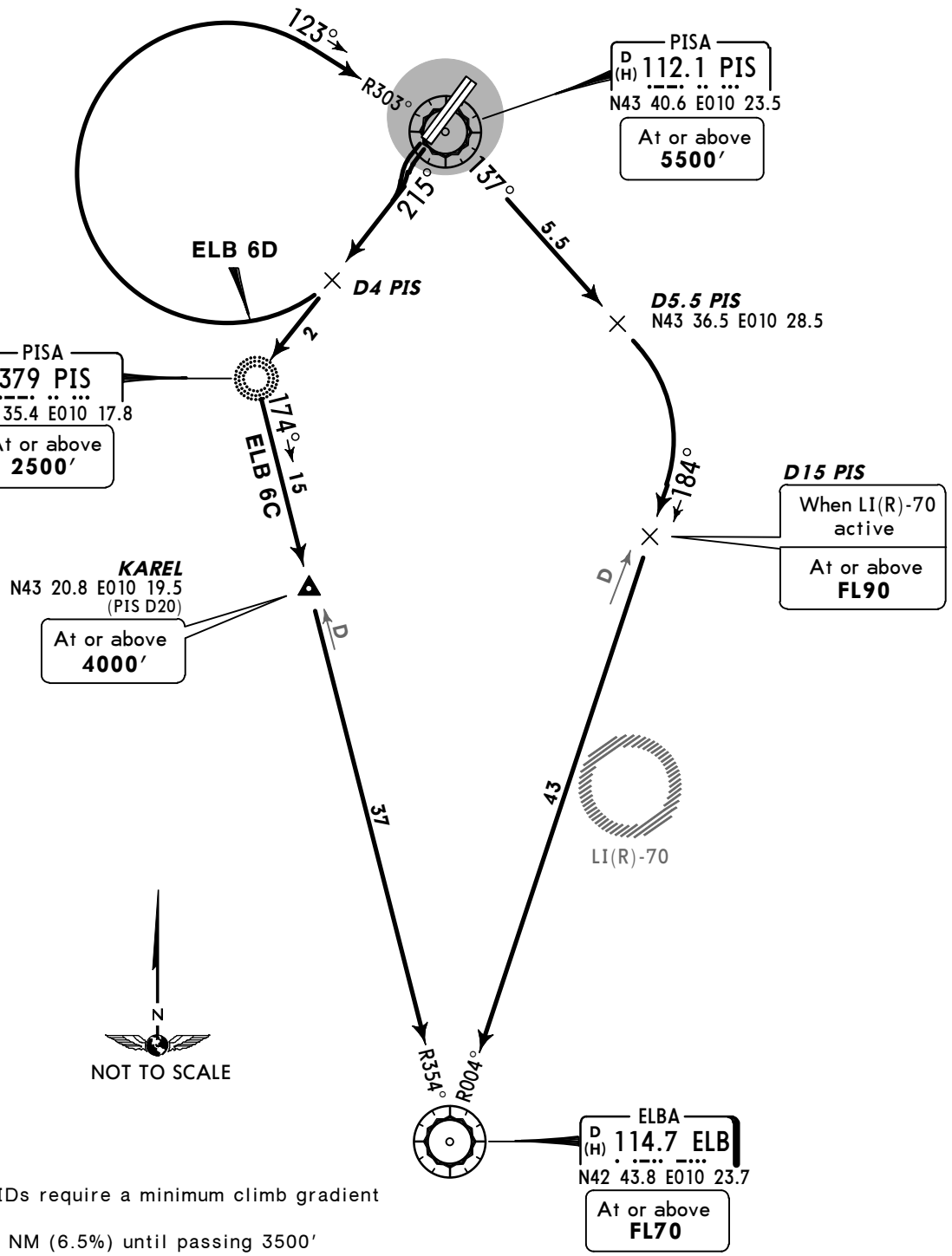
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′ 1. Minimum climb gradient does not take in consideration presence of close-in obstacles. 2. Emergency safe altitude within 100 NM of San Giusto apt 9200′.



MSA
PIS VOR

ELB 6C, ELB 6D
RWYS 22L/R DEPARTURES

FOR SIDS IN CASE OF PIS VOR U/S REFER TO CHARTS 10-3K & 10-3L



These SIDs require a minimum climb gradient of
395′ per NM (6.5%) until passing 3500′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975

Execute turns with MAX 250 KT.

SID	ROUTING
ELB 6C	As soon as practicable intercept PIS R-215 (215° bearing) to PIS Lctr, 174° bearing (ELB R-354 inbound) to ELB.
ELB 6D	As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, intercept PIS R-303 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ELB.

CHANGES: None.

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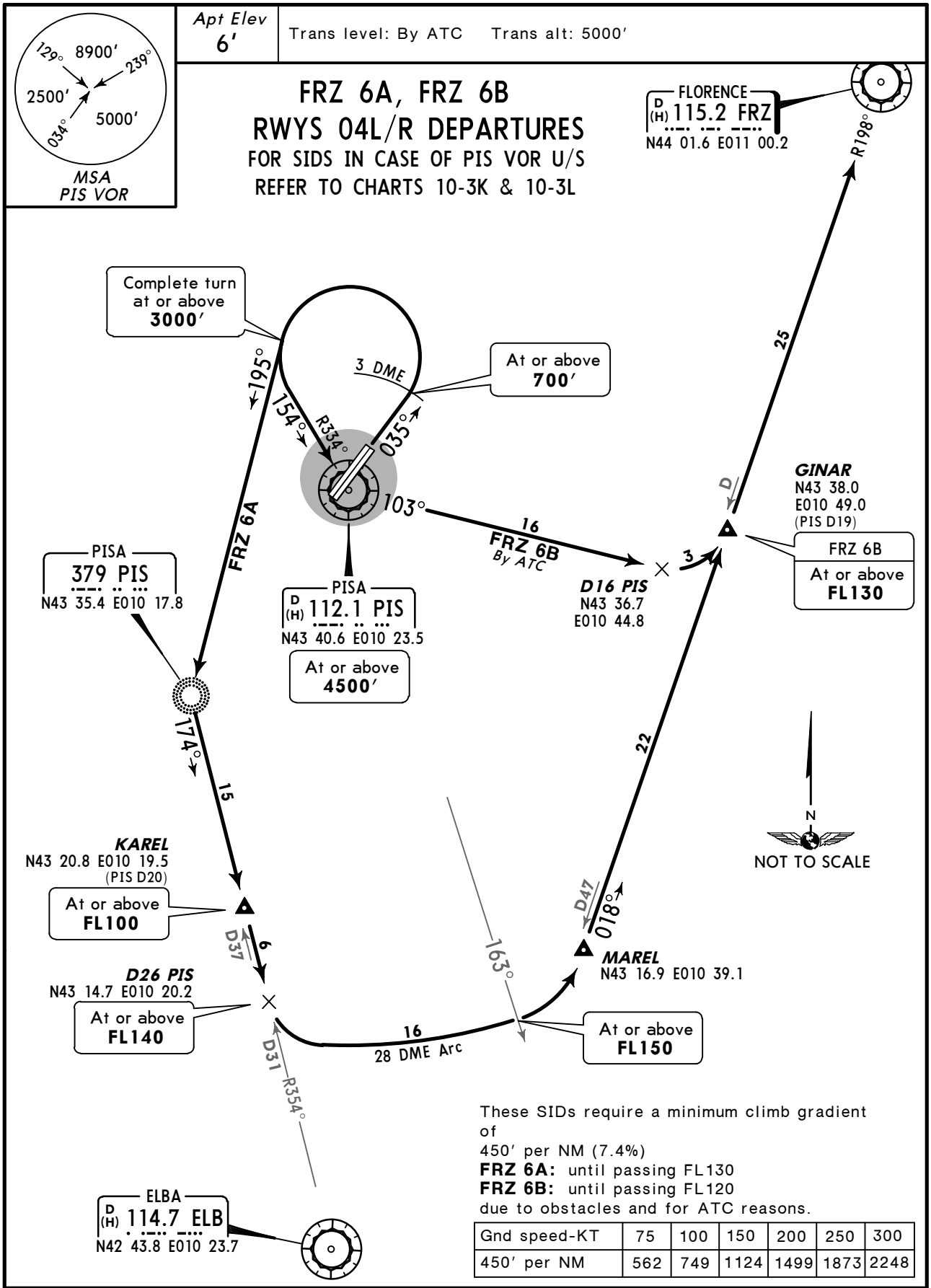

These SIDs require a minimum climb gradient of
450′ per NM (7.4%)
FRZ 6A: until passing FL130
FRZ 6B: until passing FL120
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB

Climb on runway heading to PIS 3 DME, turn LEFT.

SID	ROUTING
FRZ 6A	Turn LEFT, intercept 195° bearing to PIS Lctr, 174° bearing (ELB R-354 inbound) via KAREL to D26 PIS, turn LEFT, along PIS 28 DME arc, when passing PIS R-163 turn LEFT, intercept FRZ R-198 inbound via MAREL and GINAR to FRZ.
FRZ 6B By ATC	Turn LEFT, intercept PIS R-334 inbound to PIS, PIS R-103 to D16 PIS, turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.

CHANGES: Initial climb.

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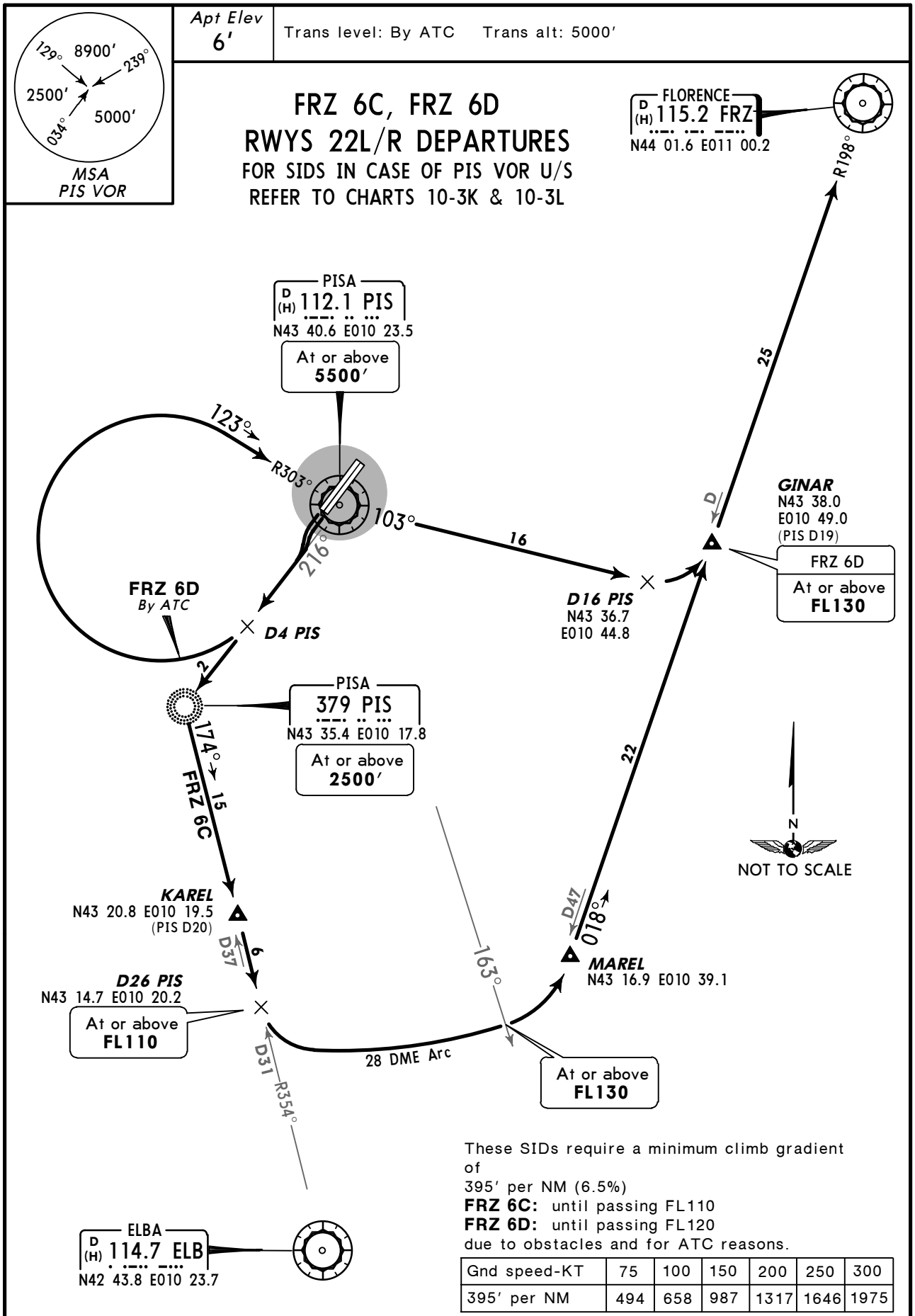

These SIDs require a minimum climb gradient of
395′ per NM (6.5%)
FRZ 6C: until passing FL110
FRZ 6D: until passing FL120
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975

Execute turns with MAX 250 KT.

SID	ROUTING
FRZ 6C	As soon as practicable intercept PIS R-216 (216° bearing) to PIS Lctr, 174° bearing (ELB R-354 inbound) to D26 PIS, turn LEFT, along PIS 28 DME arc, when passing PIS R-163 turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.
FRZ 6D By ATC	As soon as practicable intercept PIS R-216 (216° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, intercept PIS R-303 inbound to PIS, PIS R-103 to D16 PIS, turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.

CHANGES: None.

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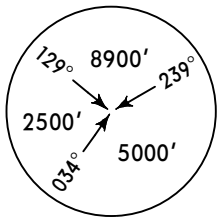
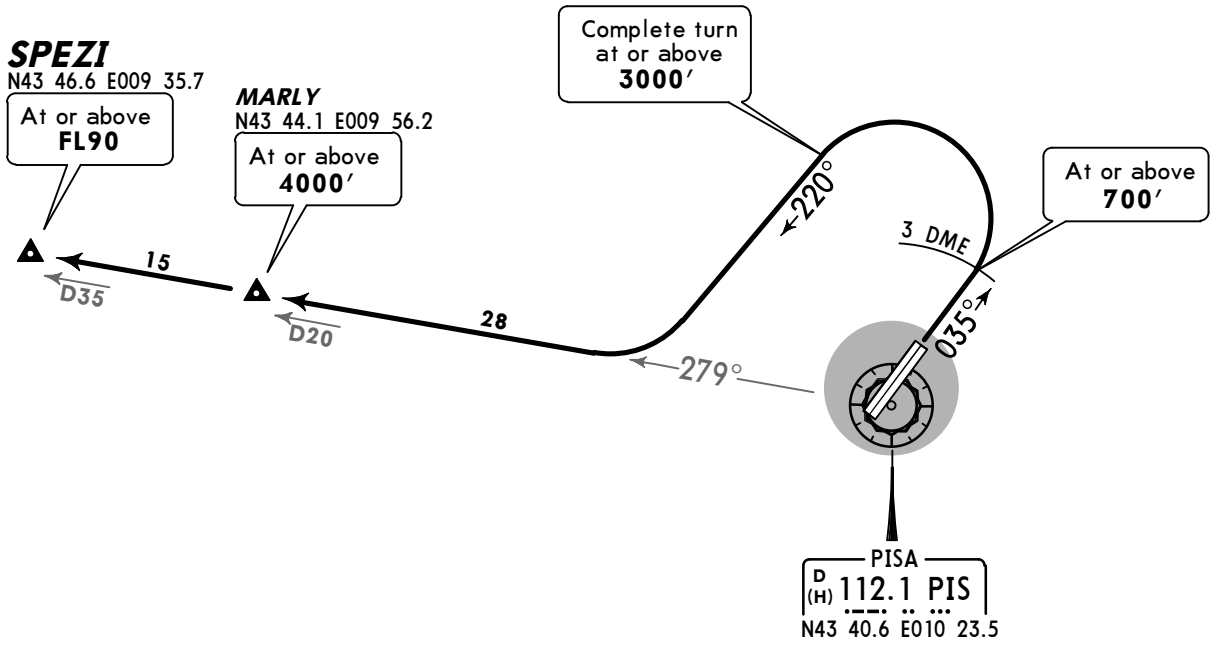
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′



MSA
PIS VOR

SPEZI 6A *[SPEZ6A]*
RWYS 04L/R DEPARTURE
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of
450′ per NM (7.4%) until passing 4000′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

NOT TO SCALE

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to PIS 3 DME, turn LEFT, 220° track, intercept PIS R-279 via MARLY to SPEZI.

CHANGES: Initial climb.

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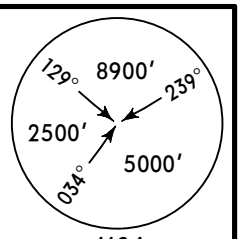
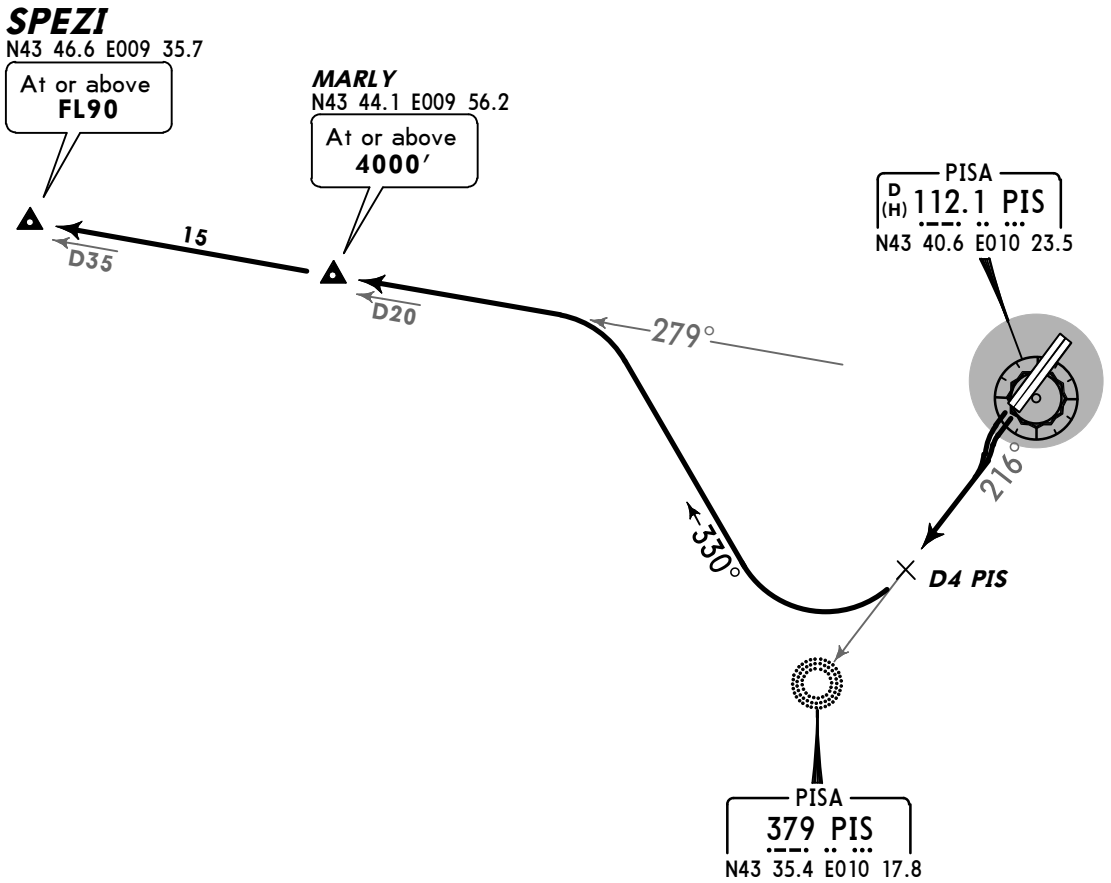
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′



SPEZI 6C *[SPEZ6C]*
RWYS 22L/R DEPARTURE
FOR SIDS IN CASE OF PIS VOR U/S
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of
334′ per NM (5.5%) until passing 3500′
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R-216 (216° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, 330° track, intercept PIS R-279 via MARLY to SPEZI.

CHANGES: None.

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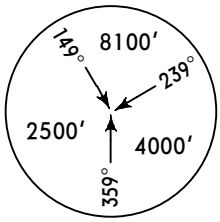
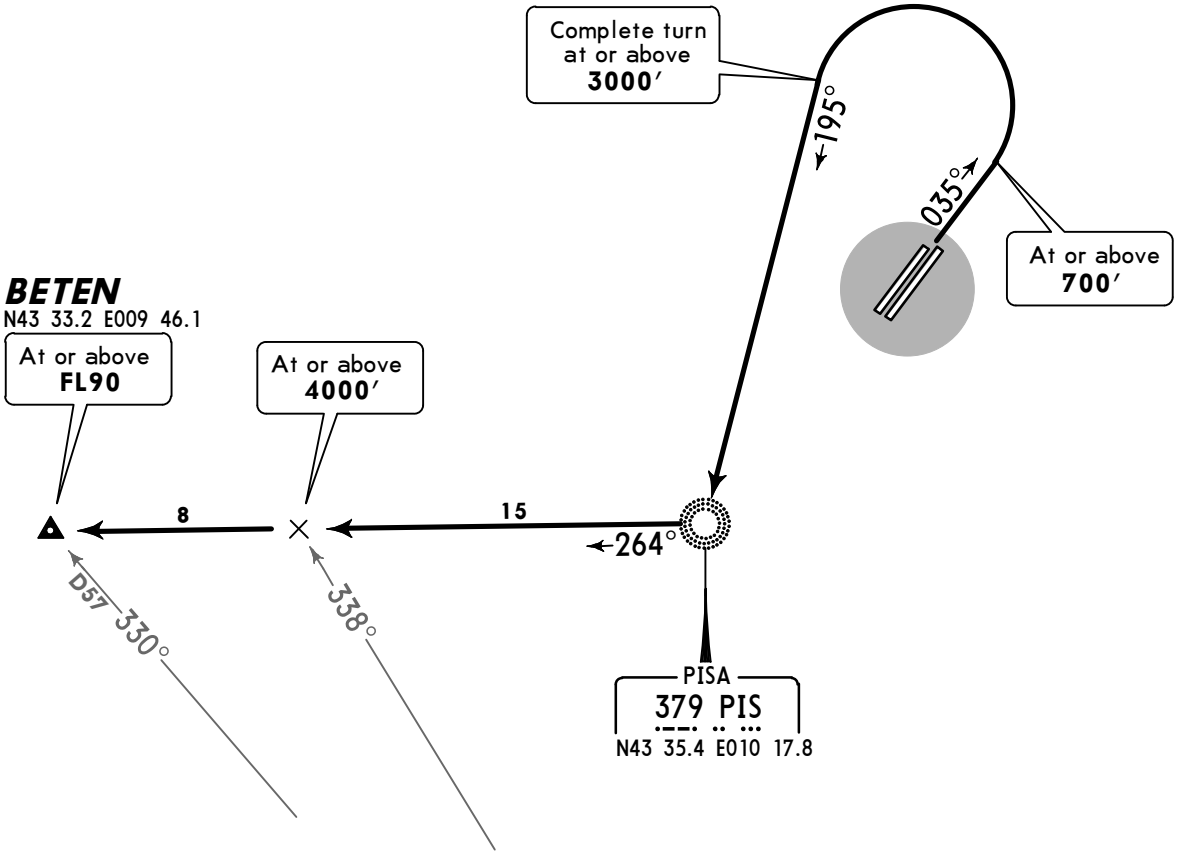
Apt Elev 6′	Trans level: By ATC Trans alt: 5000′

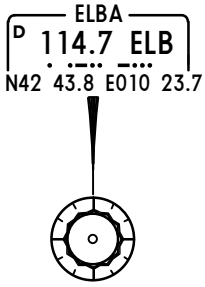


MSA
PIS NDB

BETEN 6E *[BETE6E]*
RWYS 04L/R DEPARTURE
By ATC
TO BE USED WHEN PIS VOR UNSERVICEABLE



NOT TO SCALE



This SID requires a minimum climb gradient of
450′ per NM (7.4%) until passing **4000′**
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to **700′**, turn LEFT, intercept 195° bearing to PIS, turn RIGHT, 264° bearing to BETEN.

CHANGES: SID BELEL 6E replaced by BETEN 6E.

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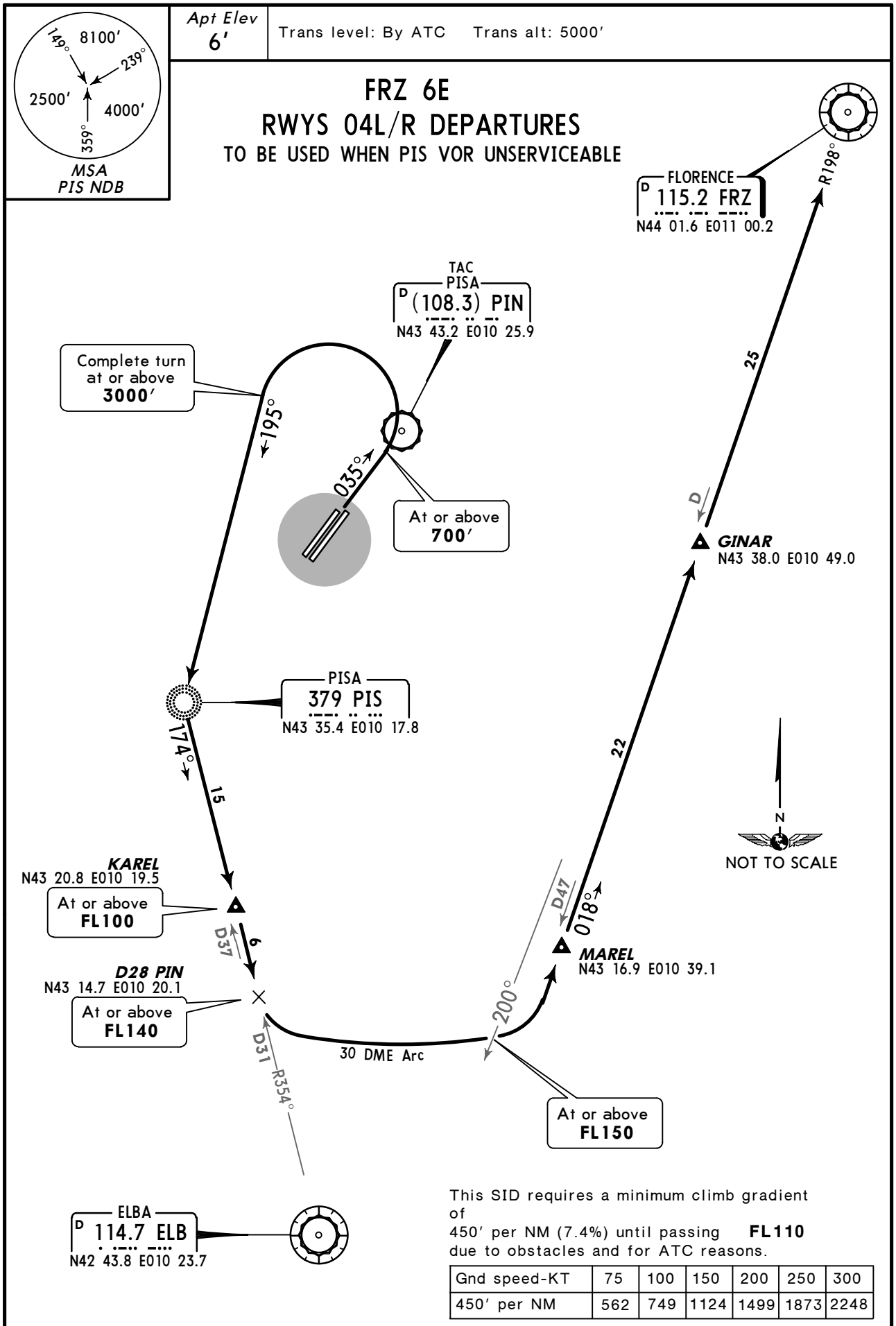

This SID requires a minimum climb gradient of
450′ per NM (7.4%) until passing **FL110**
due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to **700′**, turn LEFT, intercept 195° bearing to PIS, 174° bearing (ELB R-354 inbound) via KAREL to D28 PIN, turn LEFT, along PIN 30 DME arc, when passing FRZ R-200 turn LEFT, intercept FRZ R-198 inbound via MAREL and GINAR to FRZ.

CHANGES: None.

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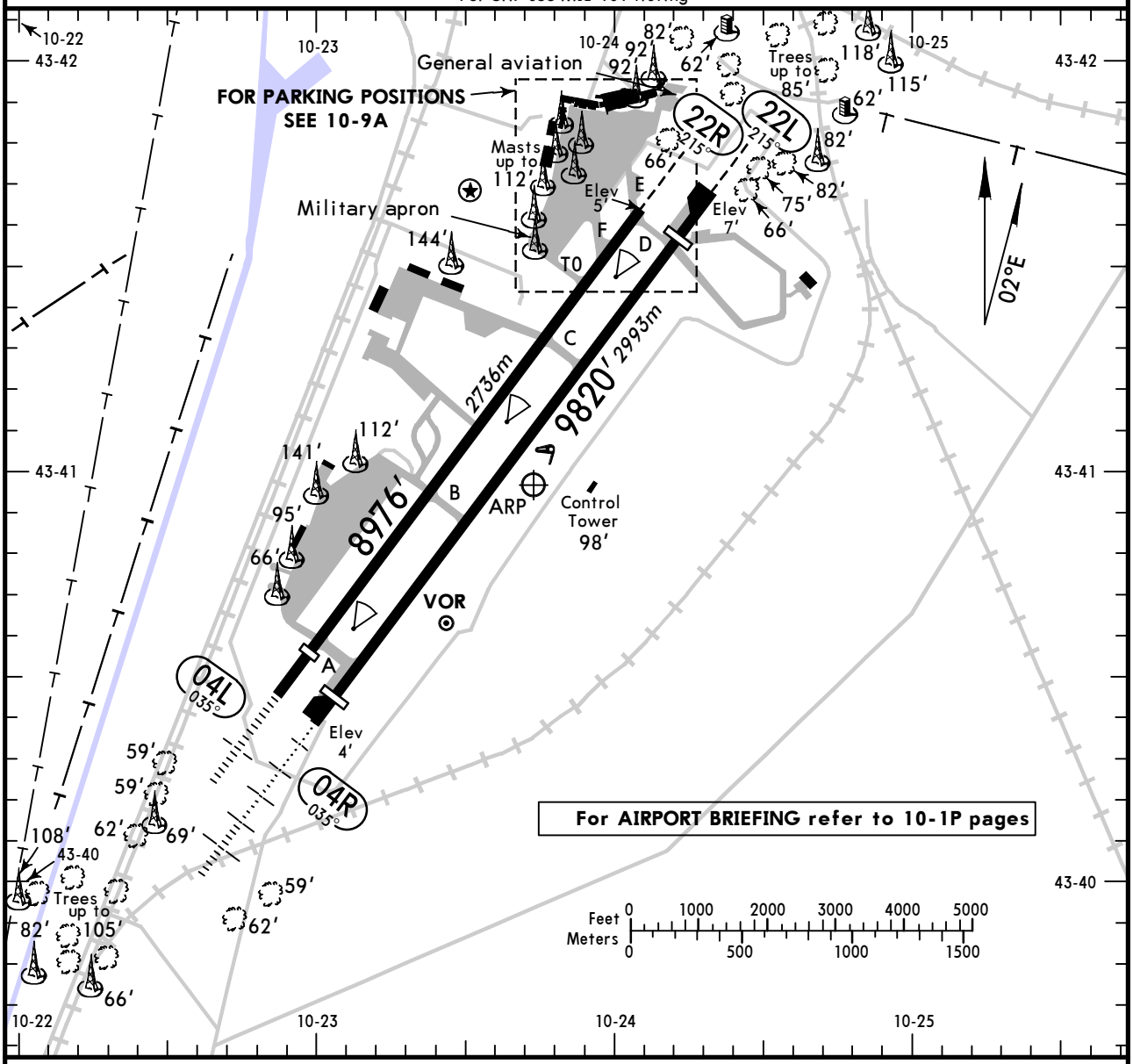
*PISA Ground	Tower	
121.6	119.1	122.1

For UHF see MIL-101 listing



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL *(60m)* CL *(30m)* HIALS REIL PAPI-L(3.0°)	8186′ *2495m*			148′ *45m*
22R	HIRL *(60m)* CL *(30m)* PAPI-R (3.5°)				
04R	HIRL *(60m)* CL *(30m)* HIALS TDZ PAPI(3.0°) RVR	9337′ *2846m*	8237′ *2511m*		151′ *46m*
22L	HIRL *(60m)* CL *(30m)* PAPI(3.0°)	8986′ *2739m*			

Standard

TAKE-OFF

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

CHANGES: Minimums.

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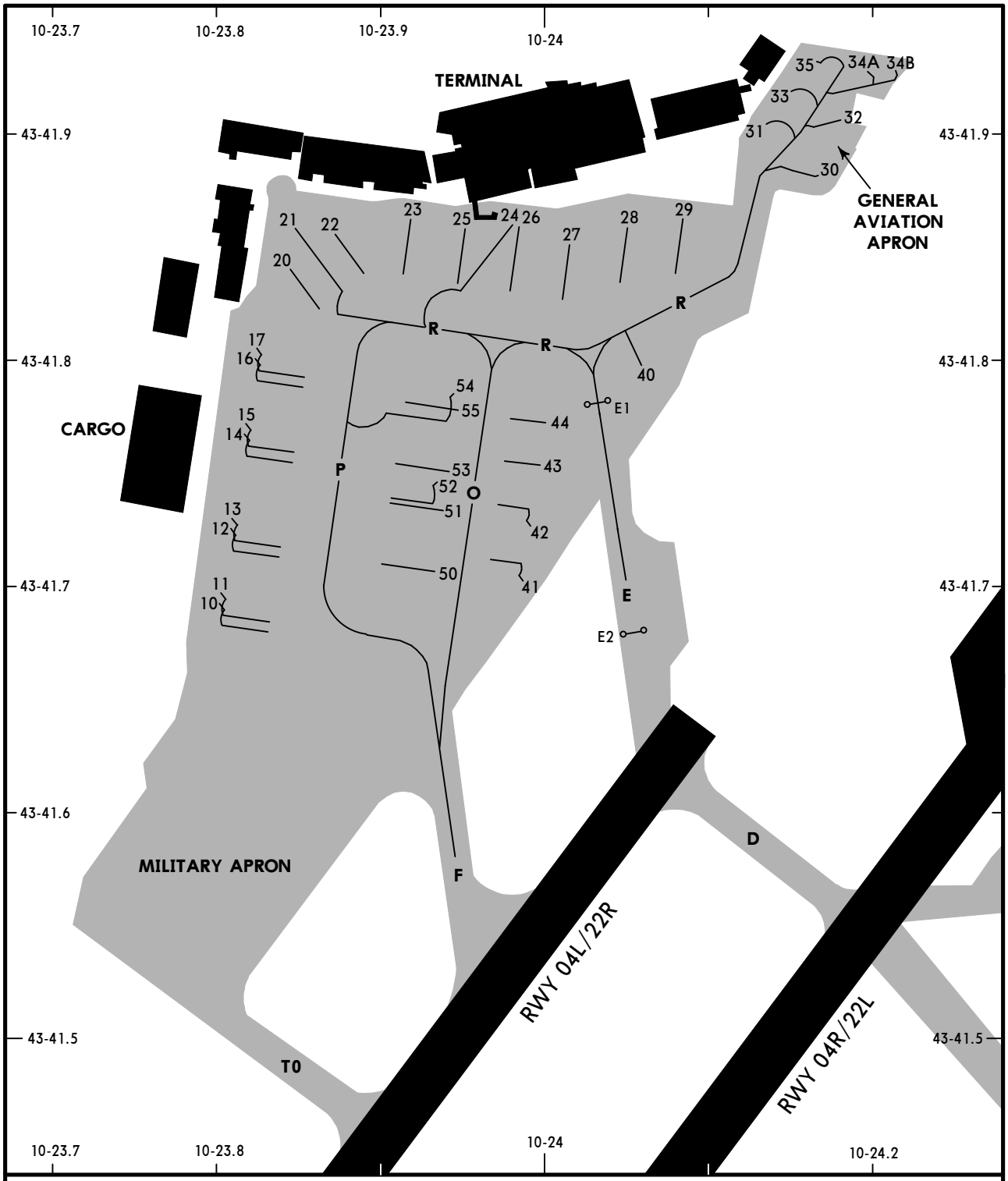

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
10 thru 13	N43 41.7 E010 23.8	34A	N43 41.9 E010 24.1
14 thru 17, 20	N43 41.8 E010 23.8	34B, 35	N43 41.9 E010 24.2
21	N43 41.9 E010 23.8	40	N43 41.8 E010 24.1
22, 23	N43 41.9 E010 23.9	41, 42	N43 41.7 E010 24.0
24 thru 27	N43 41.9 E010 24.0	43, 44	N43 41.8 E010 24.0
28	N43 41.9 E010 24.1	50 thru 52	N43 41.7 E010 23.9
29	N43 41.8 E010 24.1	53 thru 55	N43 41.8 E010 23.9
30	N43 41.9 E010 24.2		
31	N43 41.9 E010 24.1		
32, 33	N43 41.9 E010 24.2		

CHANGES: None.

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PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

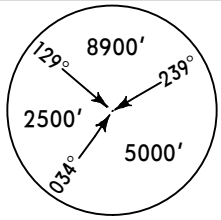
For UHF see MIL-101 listing

BRIEFING STRIP ™

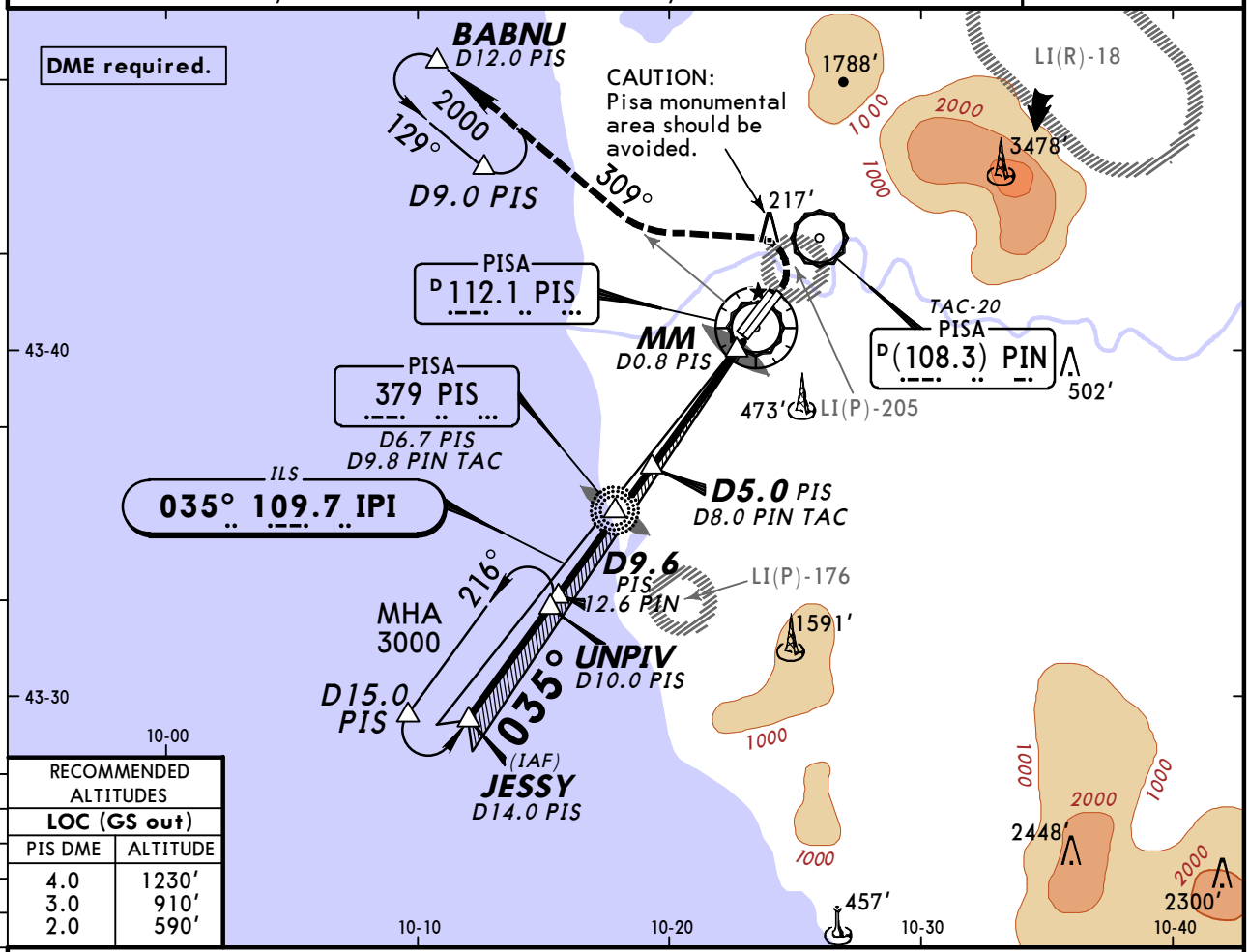
LOC IPI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 6′
109.7	035°	2100′ (2097′)	Refer to Minimums	RWY 3′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT (MAX 230 KT), intercept and follow R-309 to BABNU climbing to 2000′ and hold.

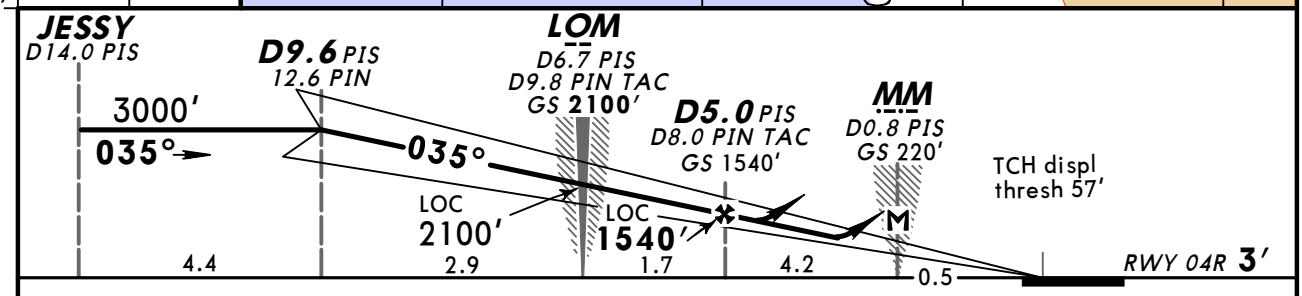
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′



MSA PIS VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
PIS DME	ALTITUDE
4.0	1230′
3.0	910′
2.0	590′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 PIS						

HIALS
PAPI PAPI
500′

Standard STRAIGHT-IN LANDING RWY 04R

ILS DA(H) A: 345′ (342′) B: 357′ (354′) C: 365′ (362′) D: 376′ (373′)

LOC (GS out) DA(H) 450′ (447′)

PANS OPS

	FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C	RVR 1000m	RVR 1700m		CMV 2100m
D				

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′ (754′)	1500m
135	760′ (754′)	1600m
175	760′ (754′)	2400m
175	760′ (754′)	3600m

CHANGES: Proc title. Procedure fixes.

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PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

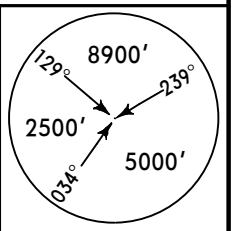
For UHF see MIL-101 listing

BRIEFING STRIP ™

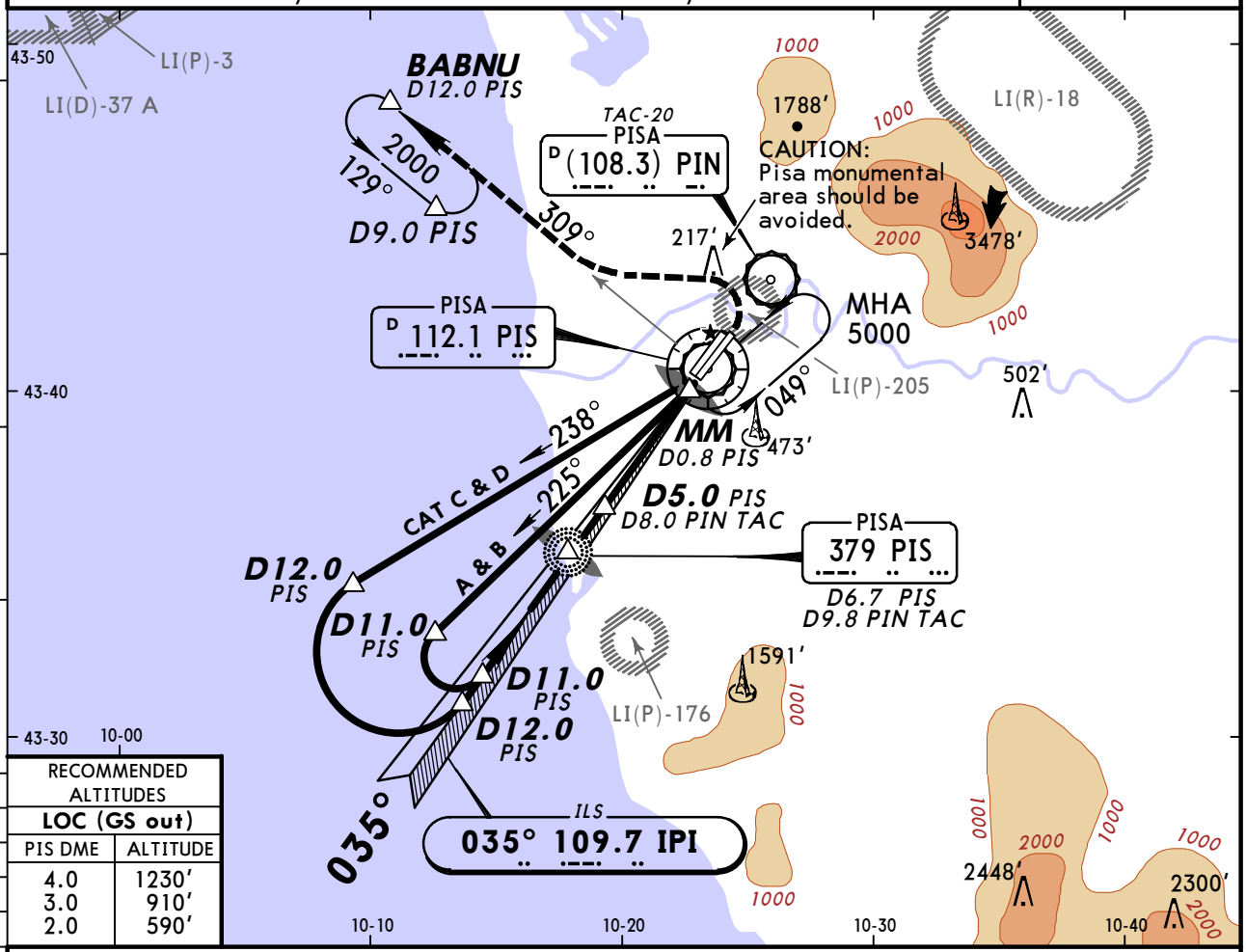
LOC	Final	GS	ILS	Apt Elev 6′
IPI	Apch Crs	D5.0 PIS	DA(H)	RWY 3′
109.7	035°	1540′(1537′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT (MAX 230 KT), intercept and follow R-309 PIS to BABNU climbing to 2000′ and hold.

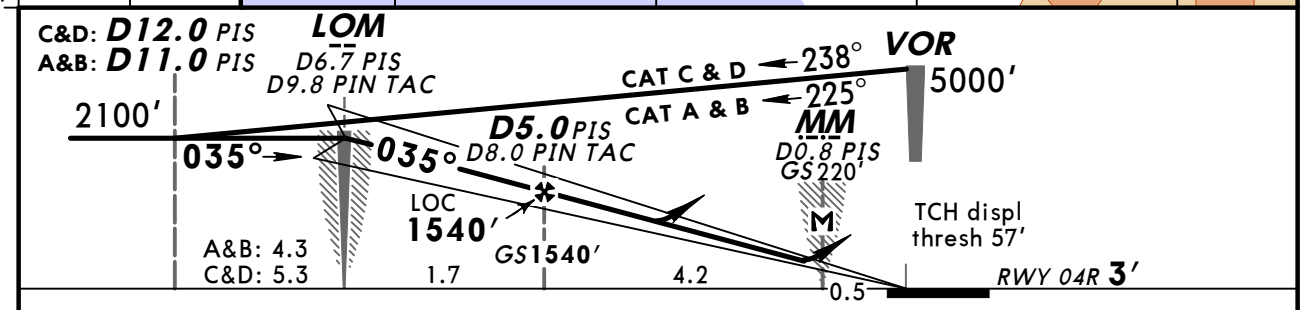
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA PIS VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
PIS DME	ALTITUDE
4.0	1230′
3.0	910′
2.0	590′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 PIS						

HIALS
PAPI PAPI

500′

230 KT MAX
LT

PIS 112.1 R-309

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04R

ILS	LOC (GS out)
DA(H) A: 345′(342′) C: 365′(362′) B: 357′(354′) D: 376′(373′)	DA(H) 450′(447′)

	FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C	RVR 1000m	RVR 1700m		CMV 2100m
D				

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′(754′)	1500m
135	760′(754′)	1600m
175	760′(754′)	2400m
175	760′(754′)	3600m

CHANGES: Procedure title. Missed approach fix.

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PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

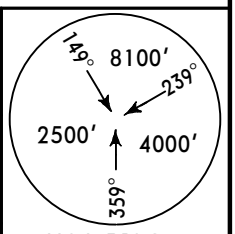
For UHF see MIL-101 listing

BRIEFING STRIP ™

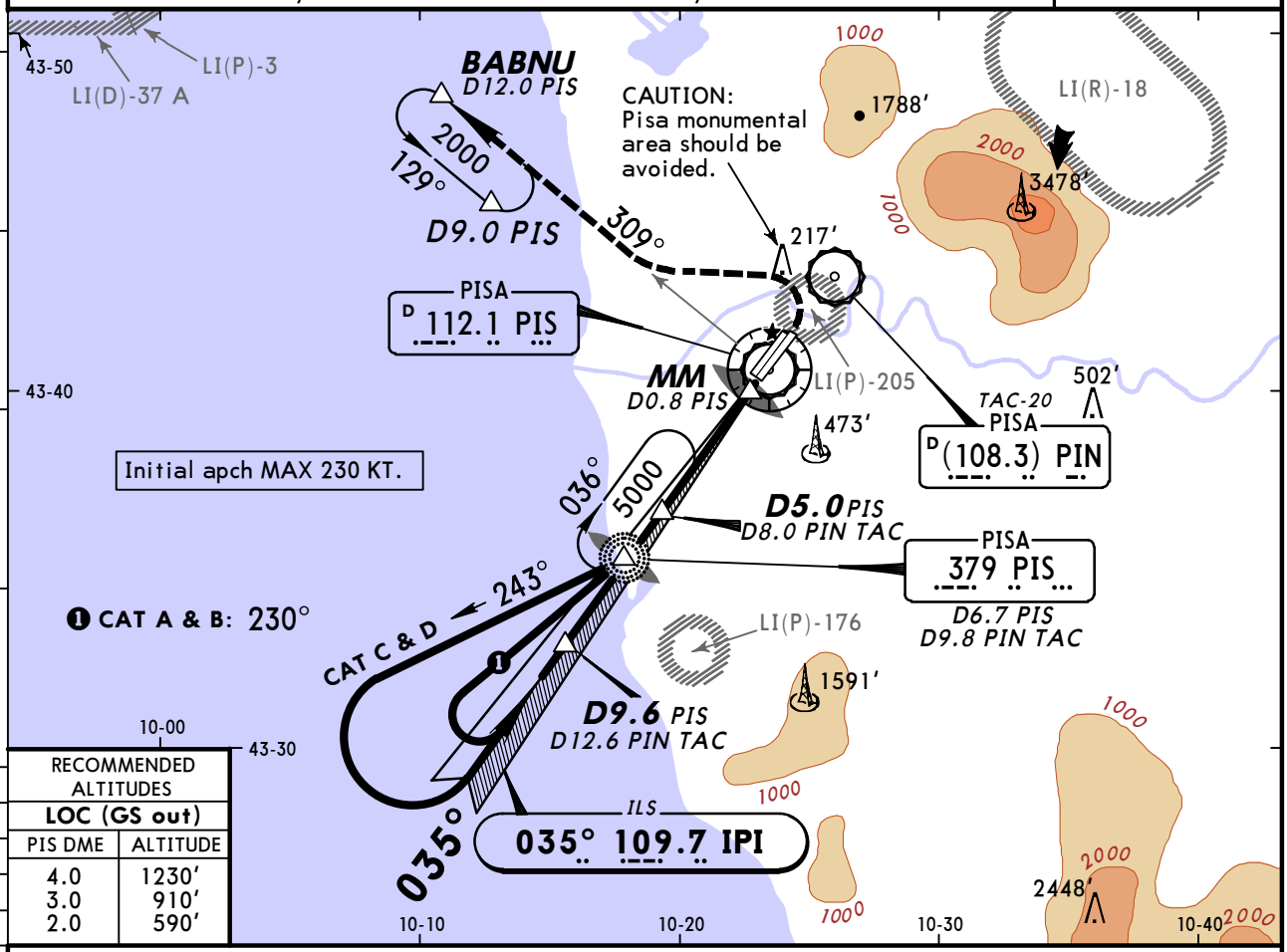
LOC IPI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 6'
109.7	035°	2100' (2097')	Refer to Minimums	RWY 3'

MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT (MAX 230 KT), intercept and follow R-309 to BABNU climbing to 2000' and hold.

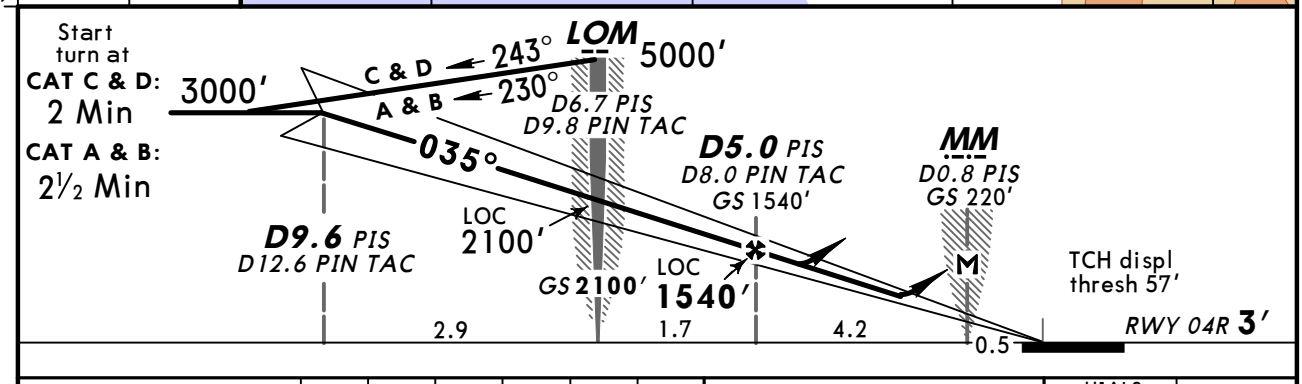
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'



MSA PIS Lctr



RECOMMENDED ALTITUDES	
LOC (GS out)	
PIS DME	ALTITUDE
4.0	1230'
3.0	910'
2.0	590'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 PIS						

HIALS
PAPI PAPI
500'

Standard STRAIGHT-IN LANDING RWY 04R

ILS DA(H)	LOC (GS out) DA(H)
A: 345' (342') C: 365' (362')	450' (447')
B: 357' (354') D: 376' (373')	

	FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C	RVR 1000m	RVR 1700m		CMV 2100m
D				

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760' (754')	1500m
135	760' (754')	1600m
175	760' (754')	2400m
175	760' (754')	3600m

PANS OPS

CHANGES: Proc title. Missed approach fix.

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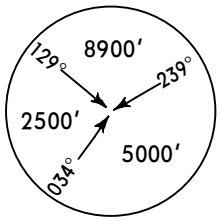
BRIEFING STRIP

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

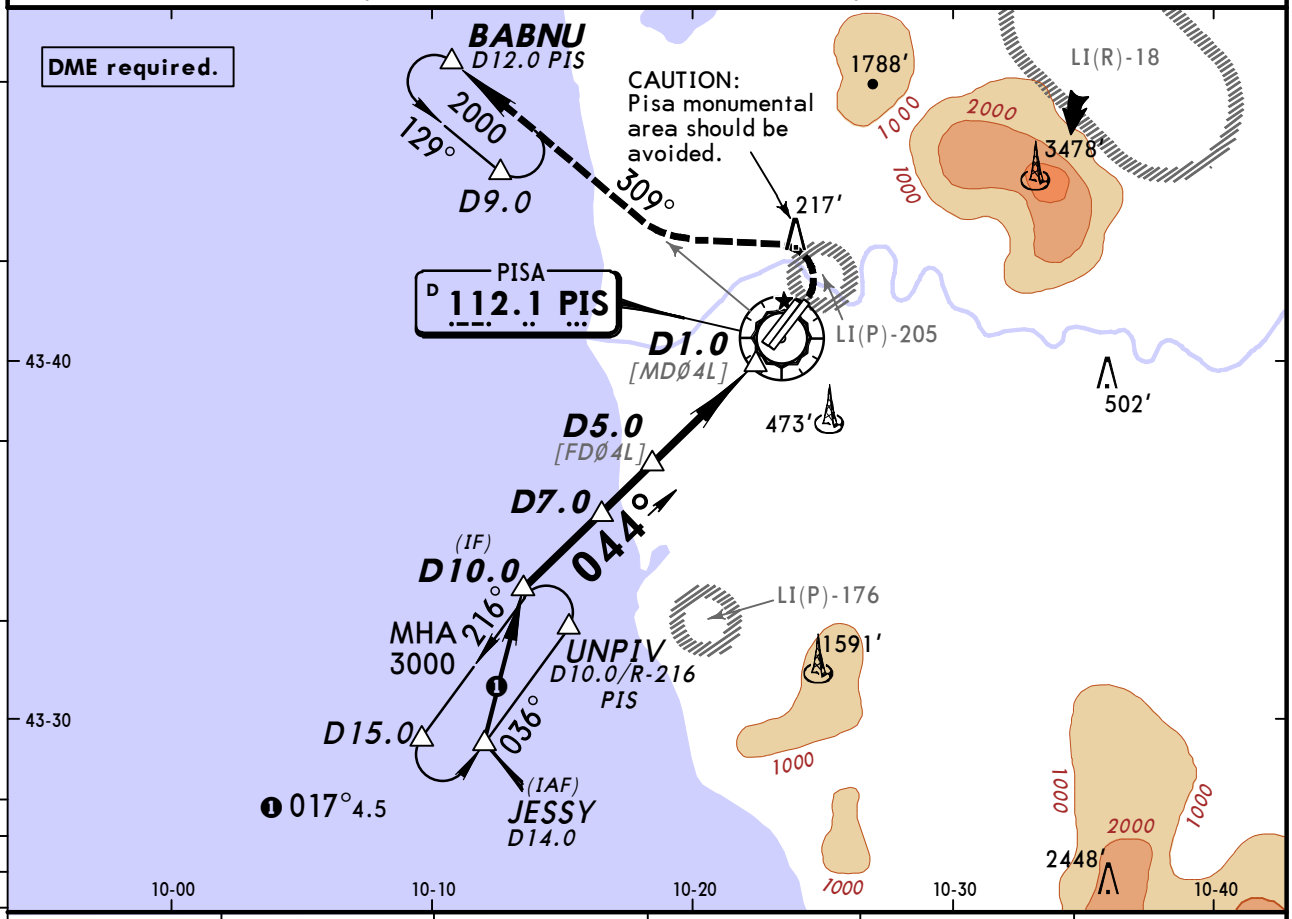
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
PIS 112.1	044°	D5.0 1600′ (1599′)	450′ (449′)	Apt Elev 6′ / RWY 1′

MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 to BABNU climbing to 2000′ and hold.

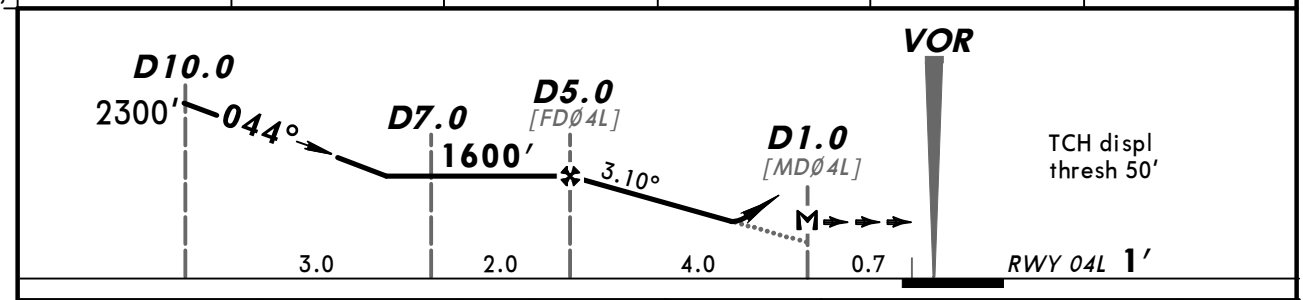


MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600′	1270′	940′	610′	280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0							

HIALS
REIL
PAPI

as soon as practicable

LT

PIS
112.1
R-309

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04L**

DA(H) **450′** (449′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′ (754′)	1500m
135	760′ (754′)	1600m
175	760′ (754′)	2400m
175	760′ (754′)	3600m

CHANGES: Missed approach fix. Descent Angle.

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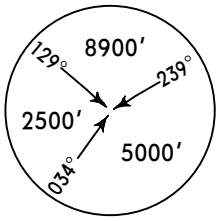
BRIEFING STRIP TM

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
PIS 112.1	044°	D5.0 PIS 1600′ (1599′)	450′ (449′)	Apt Elev 6′ / RWY 1′

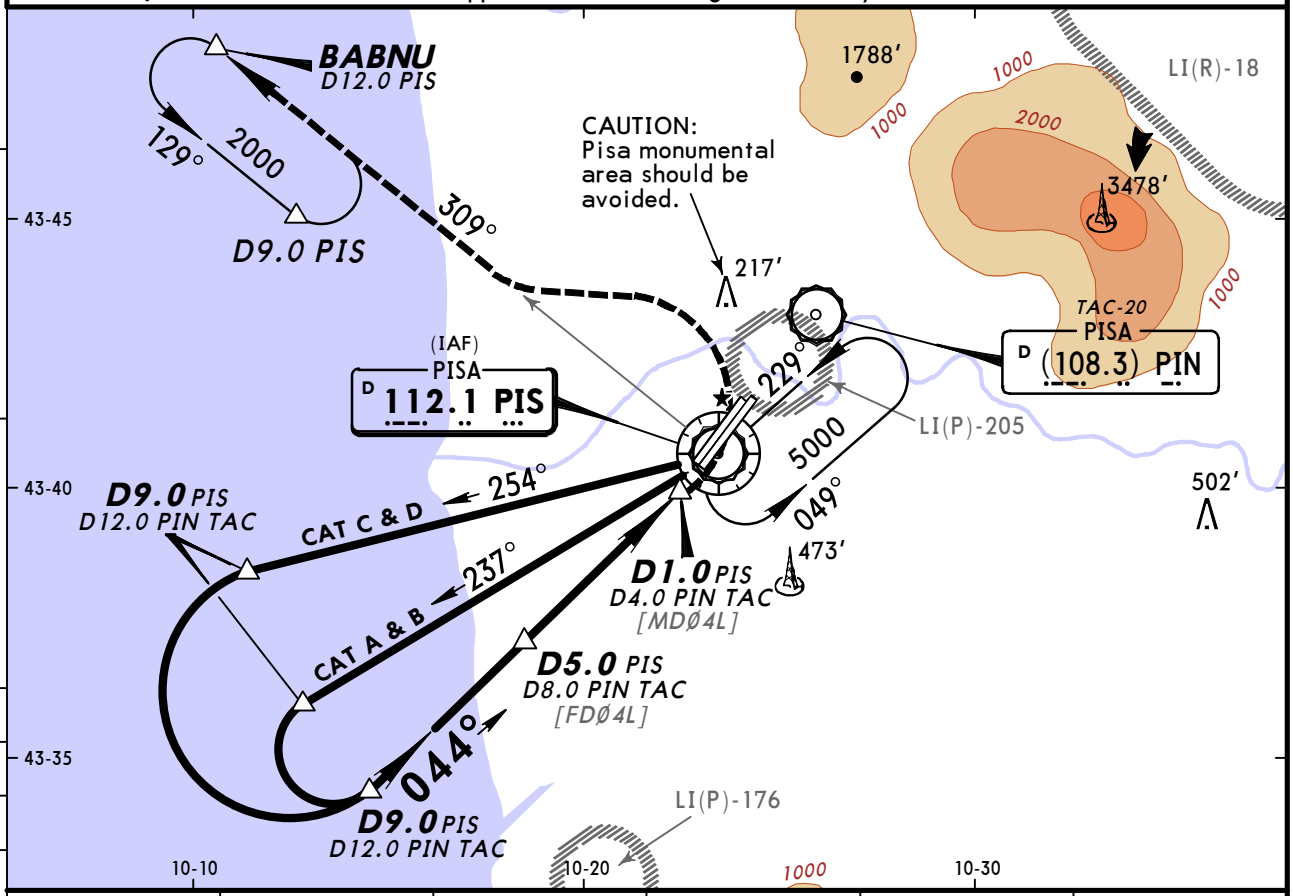
MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 PIS to BABNU climbing to 2000′ and hold.



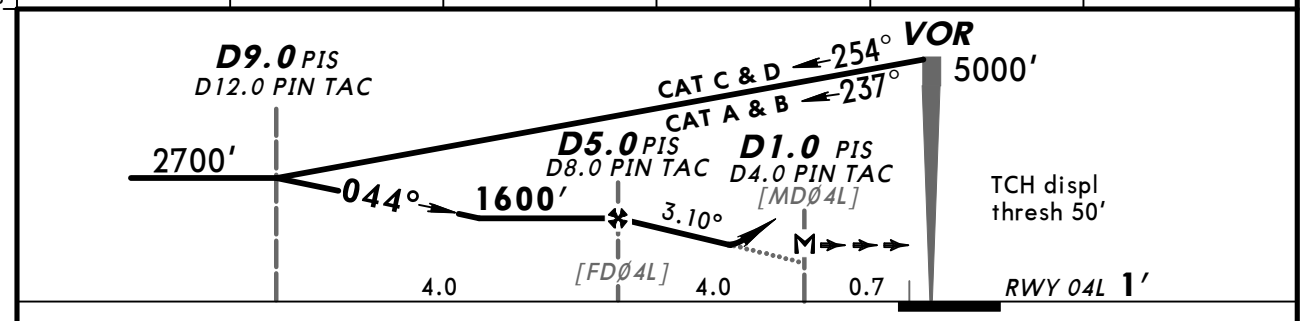
MSA PIS VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. WARNING: Final approach track not aligned with rwy axis.



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600′	1270′	940′	610′	280′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D1.0 PIS/D4.0 PIN TAC						

HIALS
REIL
PAPI

as soon as practicable

LT

PIS
112.1
R-309

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04L**

DA(H) **450′** (449′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′ (754′)	1500m
135	760′ (754′)	1600m
175	760′ (754′)	2400m
175	760′ (754′)	3600m

CHANGES: Missed approach fix. Descent Angle.

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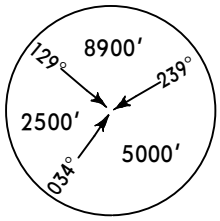
BRIEFING STRIP

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

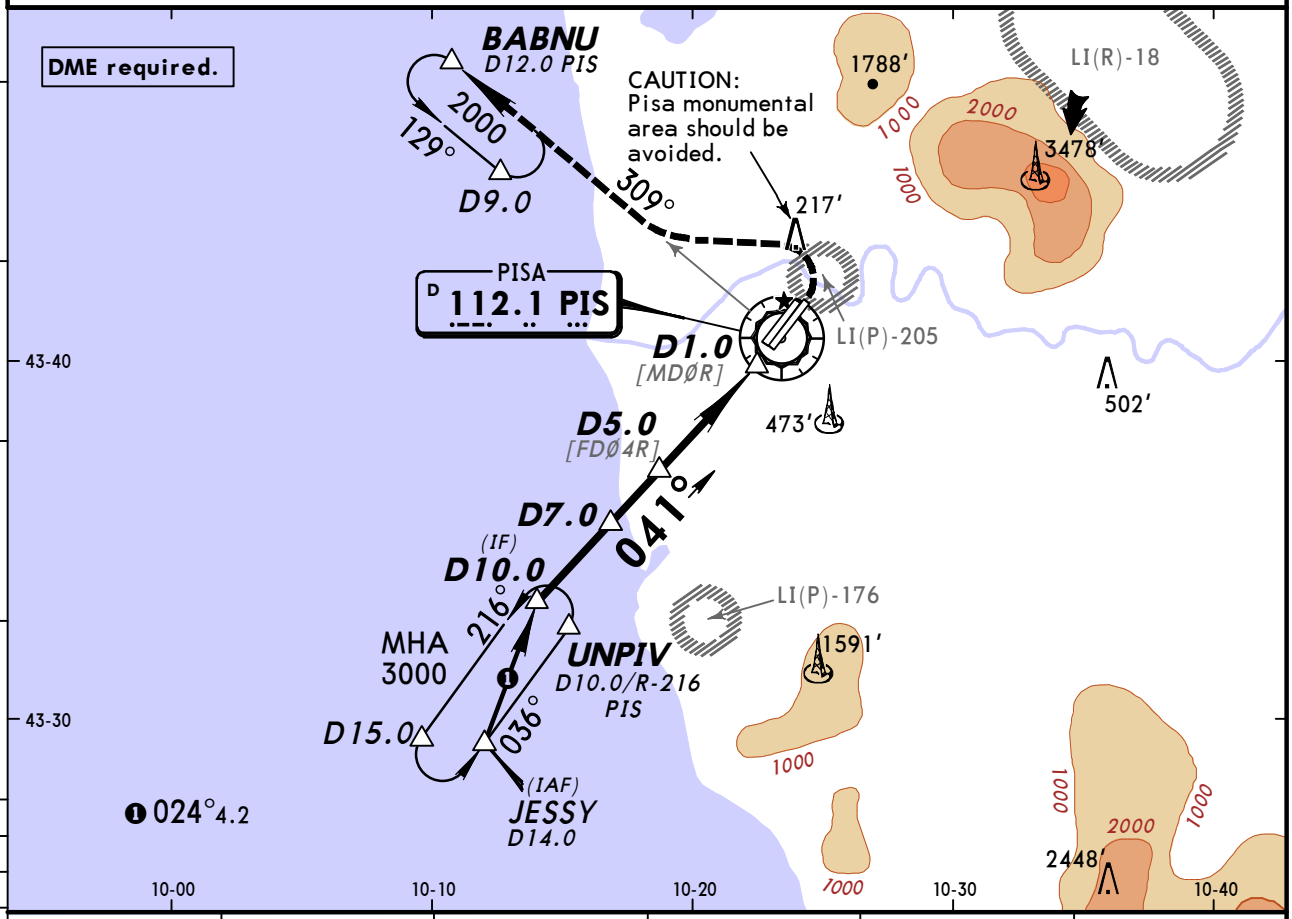
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
PIS 112.1	041°	D5.0 1600′ (1597′)	450′ (447′)	Apt Elev 6′ / RWY 3′

MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 to BABNU climbing to 2000′ and hold.

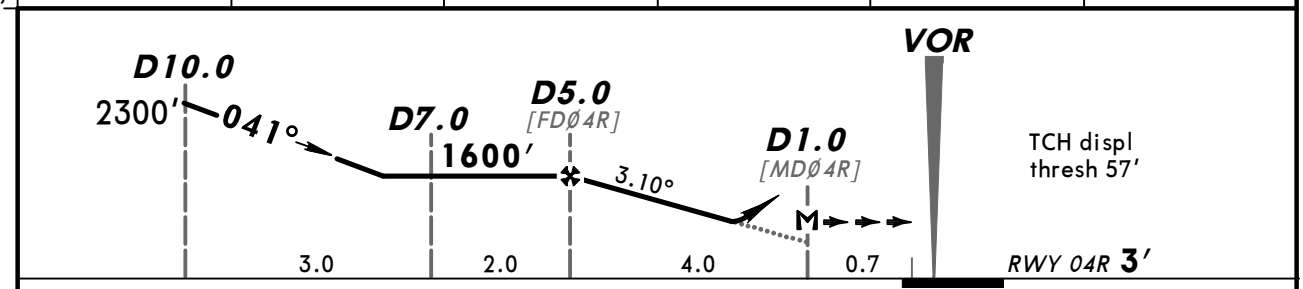


MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600′	1270′	940′	610′	280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0							

HIALS
PAPI PAPI

as soon as practicable

LT

PIS
112.1
R-309

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

DA(H) **450′** (447′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′ (754′)	1500m
135	760′ (754′)	1600m
175	760′ (754′)	2400m
175	760′ (754′)	3600m

CHANGES: Missed approach fix. Descent Angle.

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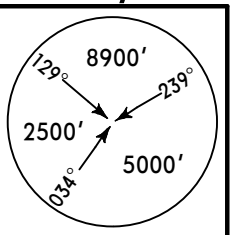
BRIEFING STRIP

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
PIS 112.1	041°	D5.0 PIS 1600′ (1597′)	450′ (447′)	Apt Elev 6′ / RWY 3′

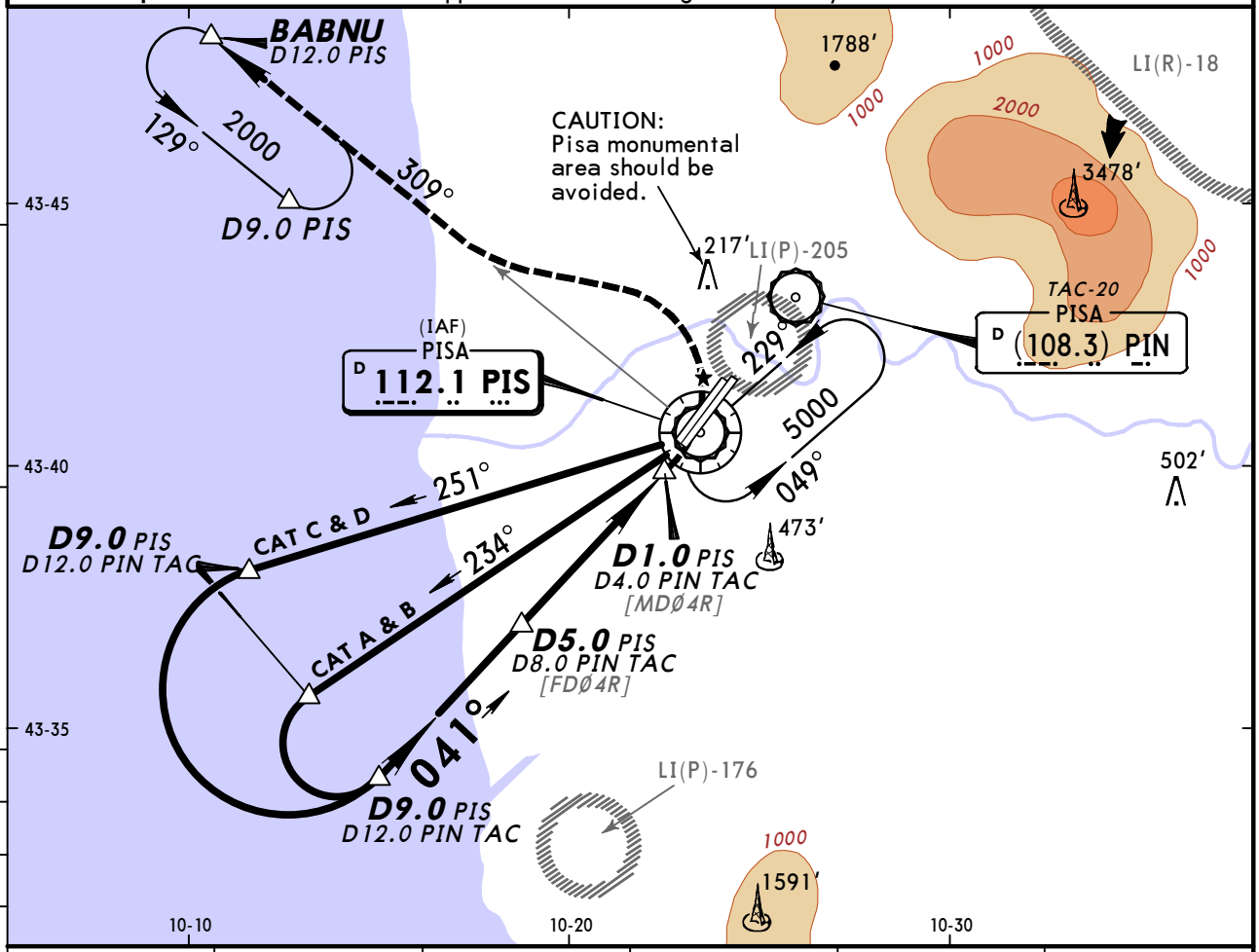
MISSED APCH: As soon as practicable turn LEFT, intercept and follow R-309 to BABNU climbing to 2000′ and hold.



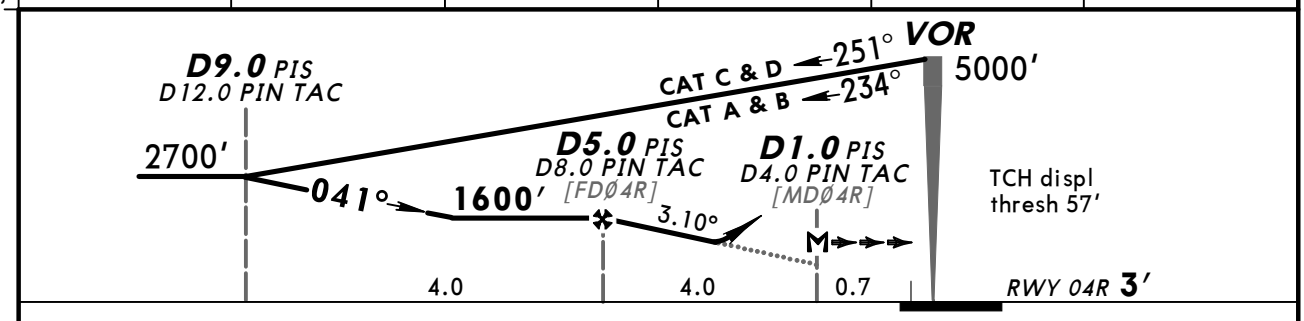
MSA PIS VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. WARNING: Final approach track not aligned with rwy axis.



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600′	1270′	940′	610′	280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 PIS/D4.0 PIN TAC							

HIALS — PAPI PAPI — as soon as practicable — LT — PIS 112.1 R-309

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

DA(H) **450′** (447′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	760′(754′)	1500m
B			135	760′(754′)	1600m
C		CMV 2100m	175	760′(754′)	2400m
D			175	760′(754′)	3600m

CIRCLE-TO-LAND

Not authorized West of rwy

CHANGES: Missed approach fix. Descent Angle.

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BRIEFING STRIP ™

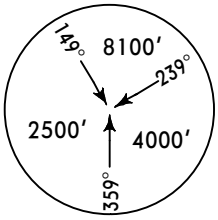
PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

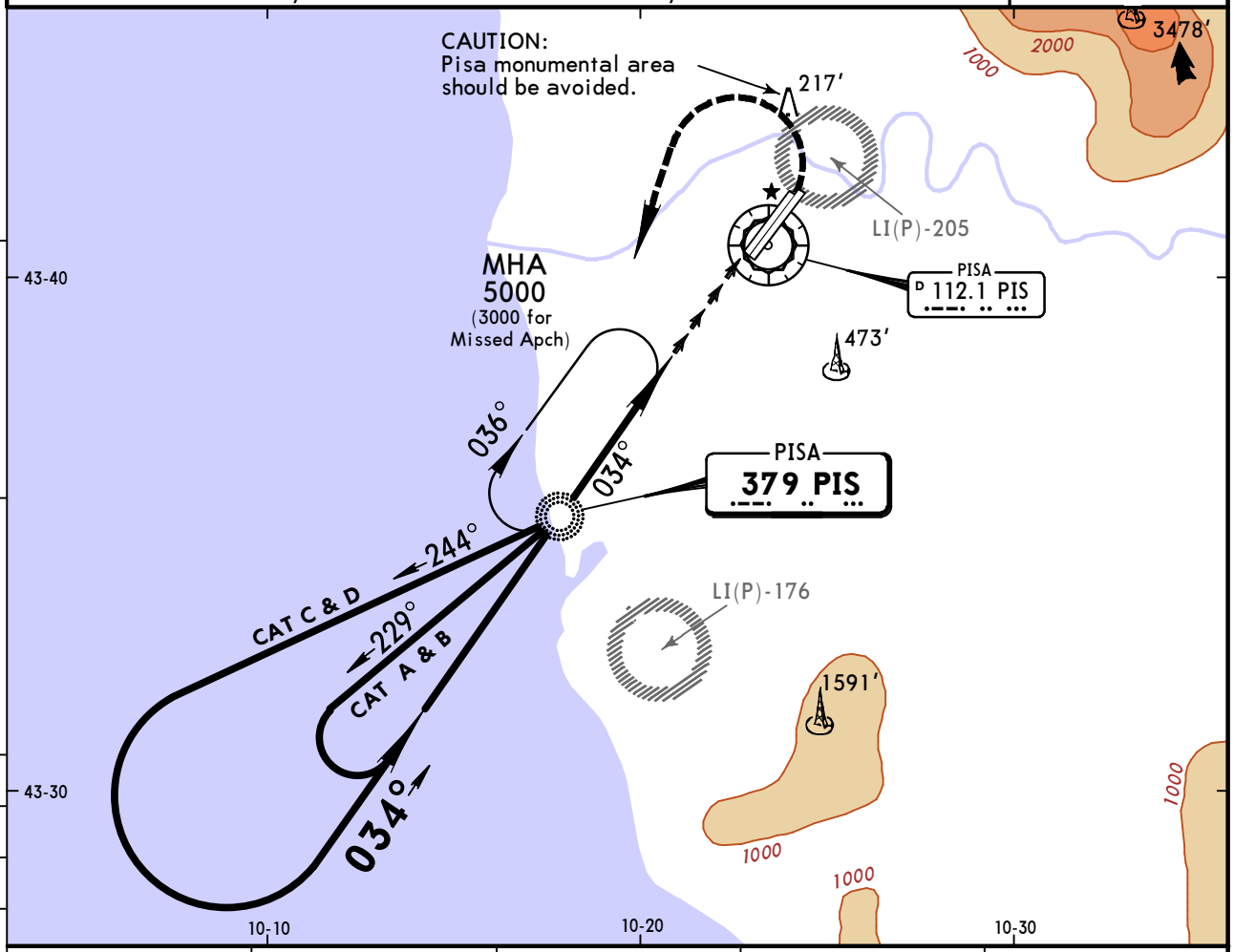
Lctr PIS	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev / RWY
379	034°	2000′ (1999′)	820′ (819′)	6′ / 1′

MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000′ and hold.

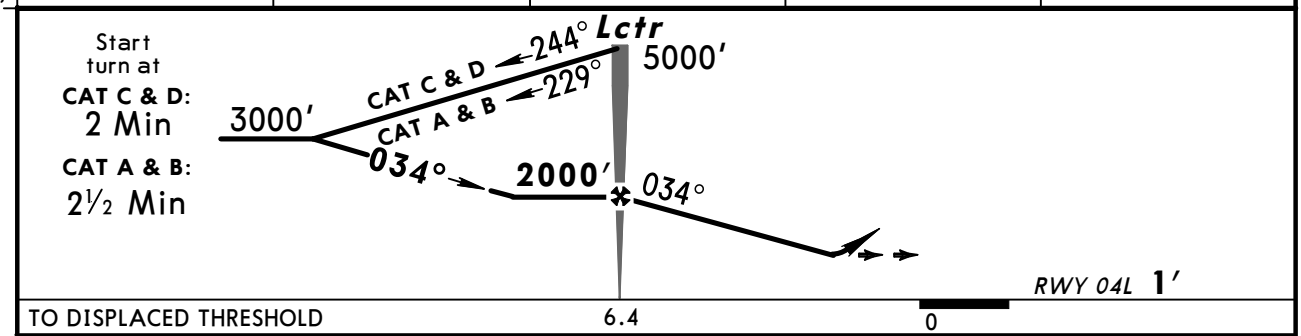
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
PIS Lctr



PIS DME	6.0	5.0	4.0	3.0
ALTITUDE	1790′	1480′	1170′	860′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.92°	362	465	517	620	723	826

HIALS
REIL
PAPI

as soon as practicable

240 KT MAX
LT

3000′

PIS 379

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04L**

DA(H) **820′** (819′)

	ALS out
A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	890′ (884′)	1500m
135	890′ (884′)	1600m
175	890′ (884′)	2400m
175	890′ (884′)	3600m

CHANGES: Circling restriction established.

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BRIEFING STRIP ™

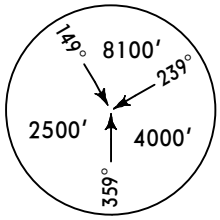
PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

For UHF see MIL-101 listing

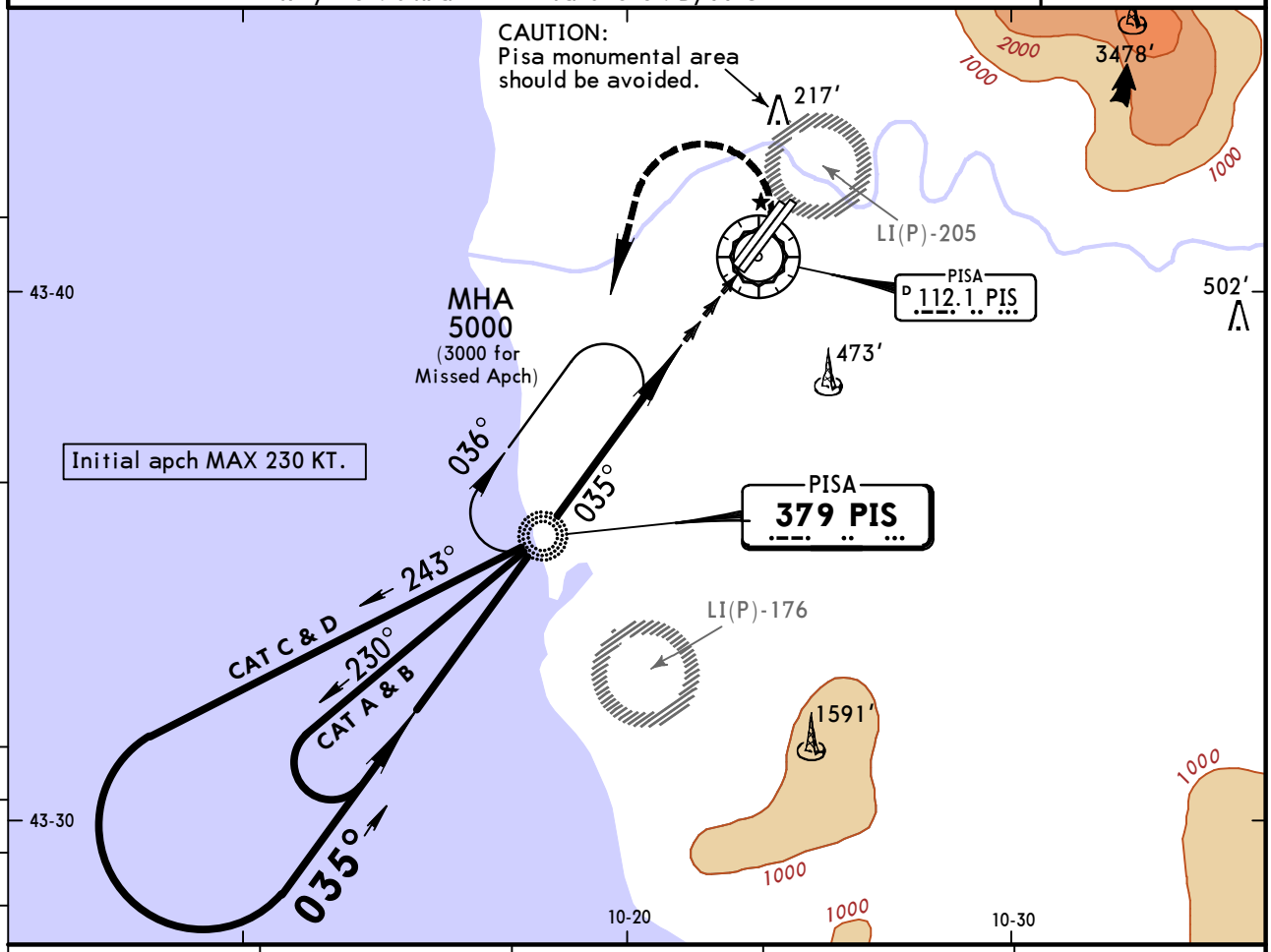
Lctr	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev 6′
PIS 379	035°	2000′ (1997′)	Refer to Minimums	RWY 3′

MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000′ and hold.

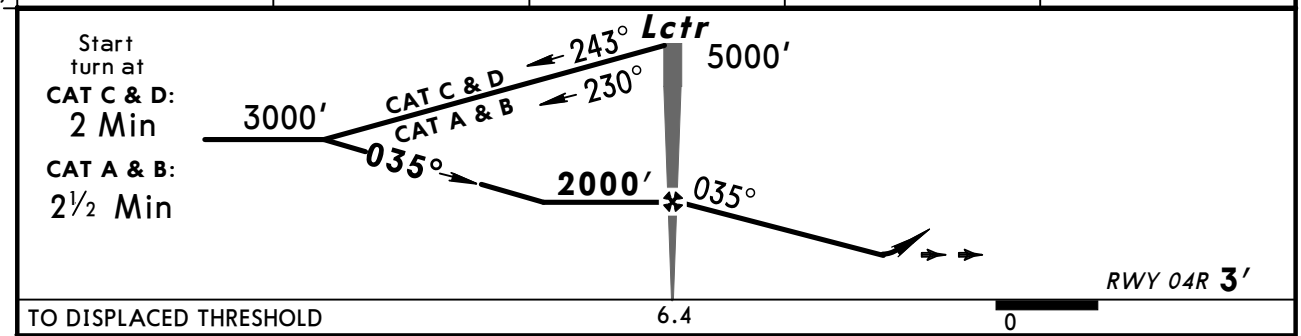
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
PIS Lctr



PIS DME	6.0	5.0	4.0	3.0
ALTITUDE	1790′	1480′	1480′	860′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.92°	362	465	517	620	723	826

HIALS
PAPI PAPI

as soon as practicable

240 KT MAX
LT

3000′

PIS 379

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

DA(H) AB: **600′** (597′) CD: **760′** (757′)

ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	760′ (754′)	1500m
135	760′ (754′)	1600m
175	890′ (884′)	2400m
175	890′ (884′)	3600m

CHANGES: Circling restriction established.

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JeppView for Windows

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PISA, (SAN GIUSTO - LIRP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRP