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General Information

Location: PISA ITA
ICAO/IATA: LIRP / PSA
Lat/Long: N43° 40.97', E010° 23.73'
Elevation: 6 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 997 ft (991 ft AGL)

Sunrise: 0651 Z
Sunset: 1600 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 148 ft
Surface Type: asphalt
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 472 ft

Runway: 22L
Length x Width: 9820 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 843 ft

Runway: 22R
Length x Width: 8976 ft x 148 ft

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Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, Centerline

Communication Information

Pisa Tower: 122.100
Pisa Tower: 23.410 Military
Pisa Tower: 25.780 Military
Pisa Tower: 119.100
Pisa Ground: 120.075
Pisa Approach: 126.075
Pisa Approach: 124.275
Pisa Approach: 33.840 Military
Pisa Approach: 23.305 Military
Pisa Radar: 126.075
Pisa Radar: 124.275

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1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. GENERAL

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

For ACFT wake turbulence CAT H:

- Take-offs have to be performed on RWY 22L or RWY 22R only.
- Landings have to be performed on RWY 04L or RWY 04R only.

Traffic may be subject to delay.

1.1.2. NIGHTTIME RESTRICTIONS

Between 2300-0600LT take-offs have to be performed on RWY 22L or RWY 22R. Landings have to be performed on RWY 04L or RWY 04R.

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.

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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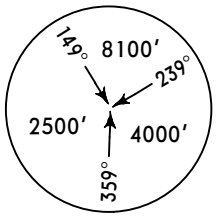
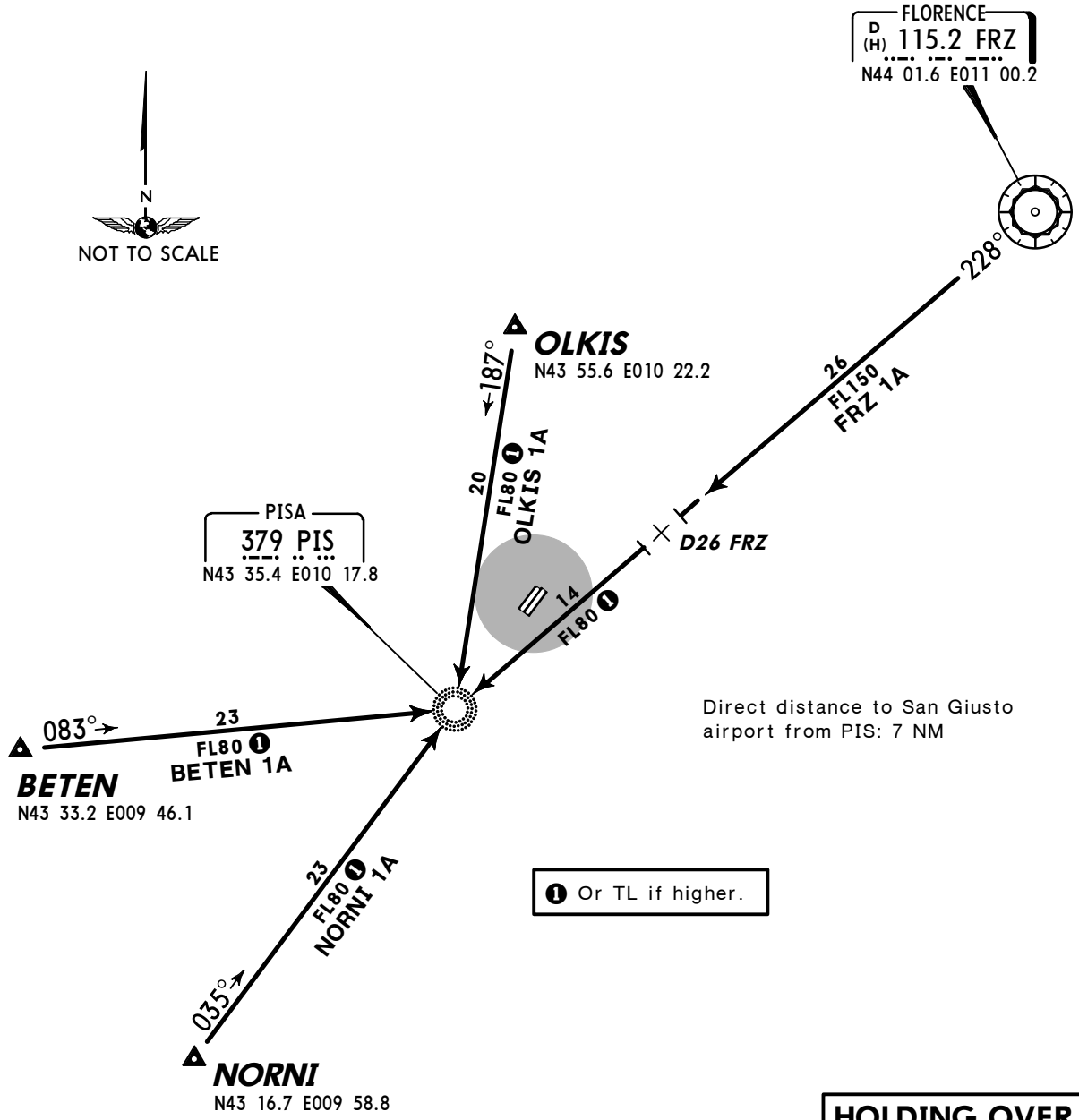
Apt Elev 6′	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′



MSA
PIS NDB

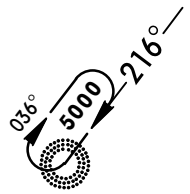
BETEN 1A *[BETE1A]*, FRZ 1A
NORNI 1A *[NORN1A]*, OLKIS 1A *[OLKI1A]*
ARRIVALS
BASED ON PIS NDB



Direct distance to San Giusto airport from PIS: 7 NM

❶ Or TL if higher.

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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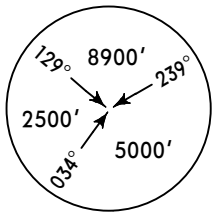
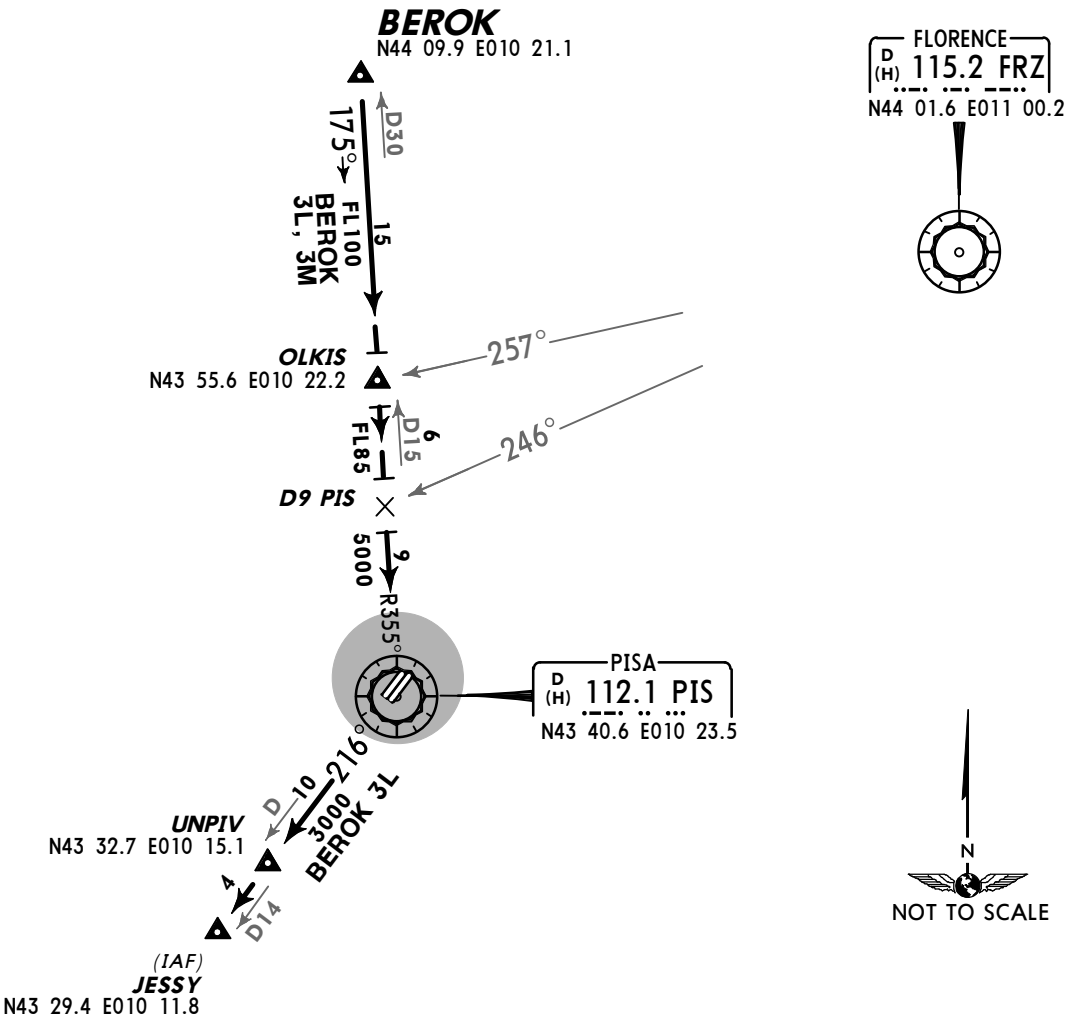
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Traffic from NW above FL190 will be cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared). 2. Traffic from NW at or below FL190 will be cleared via M-729 - IDONA - BETEN - JESSY (or UNPIV as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).



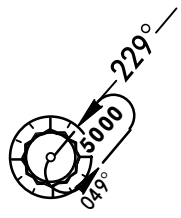
MSA
PIS VOR

BEROK 3L *[BERO3L]*, BEROK 3M *[BERO3M]*
ARRIVALS
BASED ON PIS VOR

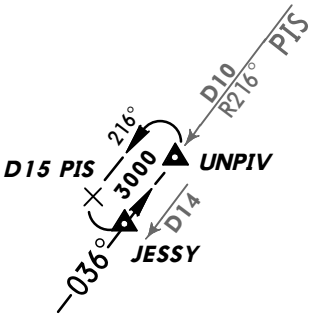


HOLDINGS OVER

PIS



UNPIV



STAR	ROUTING
BEROK 3L	On PIS R-355 inbound via OLKIS to PIS, PIS R-216 to UNPIV (or JESSY as cleared).
BEROK 3M	On PIS R-355 inbound via OLKIS to PIS.

CHANGES: FRZ STARs withdrawn.

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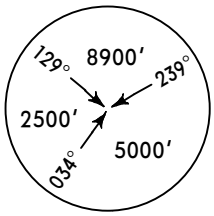
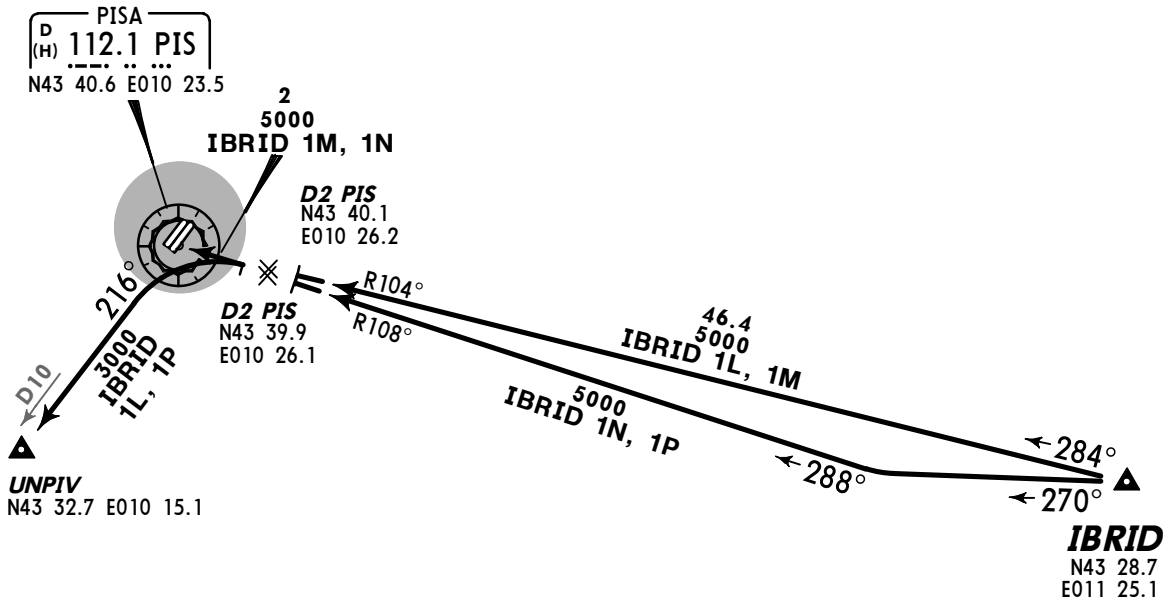
Apt Elev
6'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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 - JESSY (or UNPIV as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).

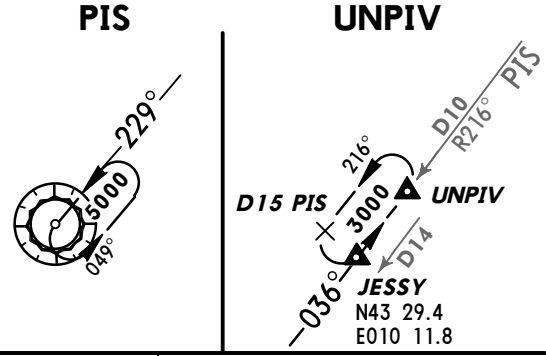


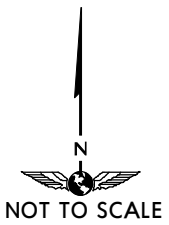
MSA
PIS VOR

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



HOLDINGS OVER





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: Transition altitude.

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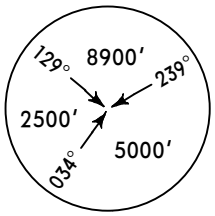
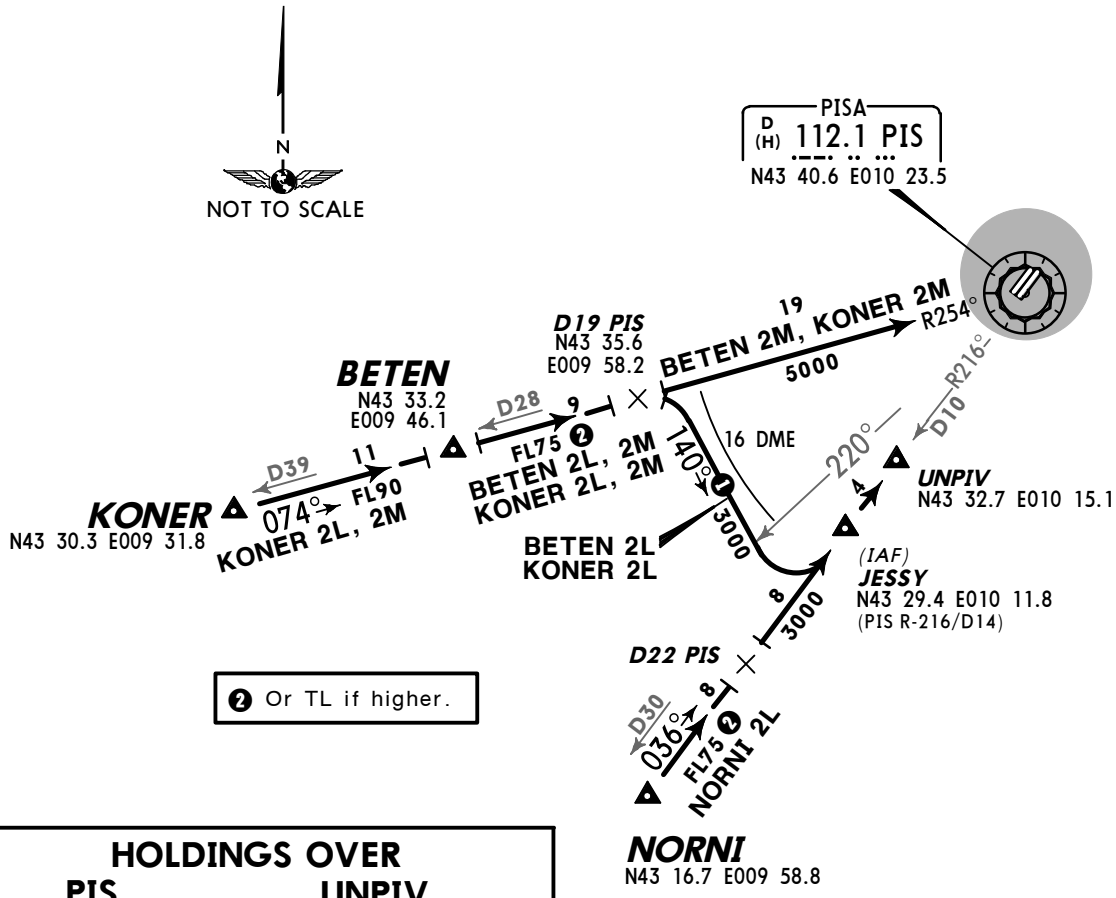
Apt Elev 6′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Traffic from NW above FL190 will be cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared). 2. Traffic from NW at or below FL190 will be cleared via M-729 - IDONA - BETEN - JESSY (or UNPIV as cleared) or L-50 - UNITA - KONER - BETEN - UNPIV (or JESSY as cleared).



MSA
PIS VOR

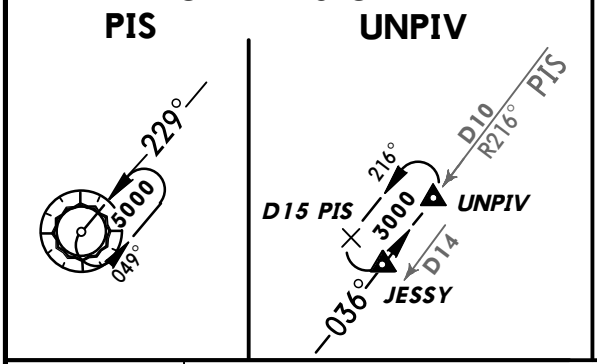
BETEN 2L *[BETE2L]*, BETEN 2M *[BETE2M]*
KONER 2L *[KONE2L]*, KONER 2M *[KONE2M]*
NORNI 2L *[NORN2L]*
ARRIVALS
BASED ON PIS VOR

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



❷ Or TL if higher.

HOLDINGS OVER



STAR	ROUTING
BETEN 2L	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 2M	On PIS R-254 inbound to PIS.
KONER 2L	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 2M	On PIS R-254 inbound to PIS.
NORNI 2L	On PIS R-216 inbound to UNPIV (or JESSY as cleared).

CHANGES: Transition altitude, STARs renumbered & revised.

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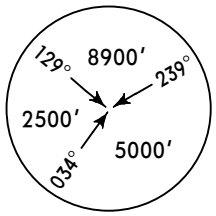
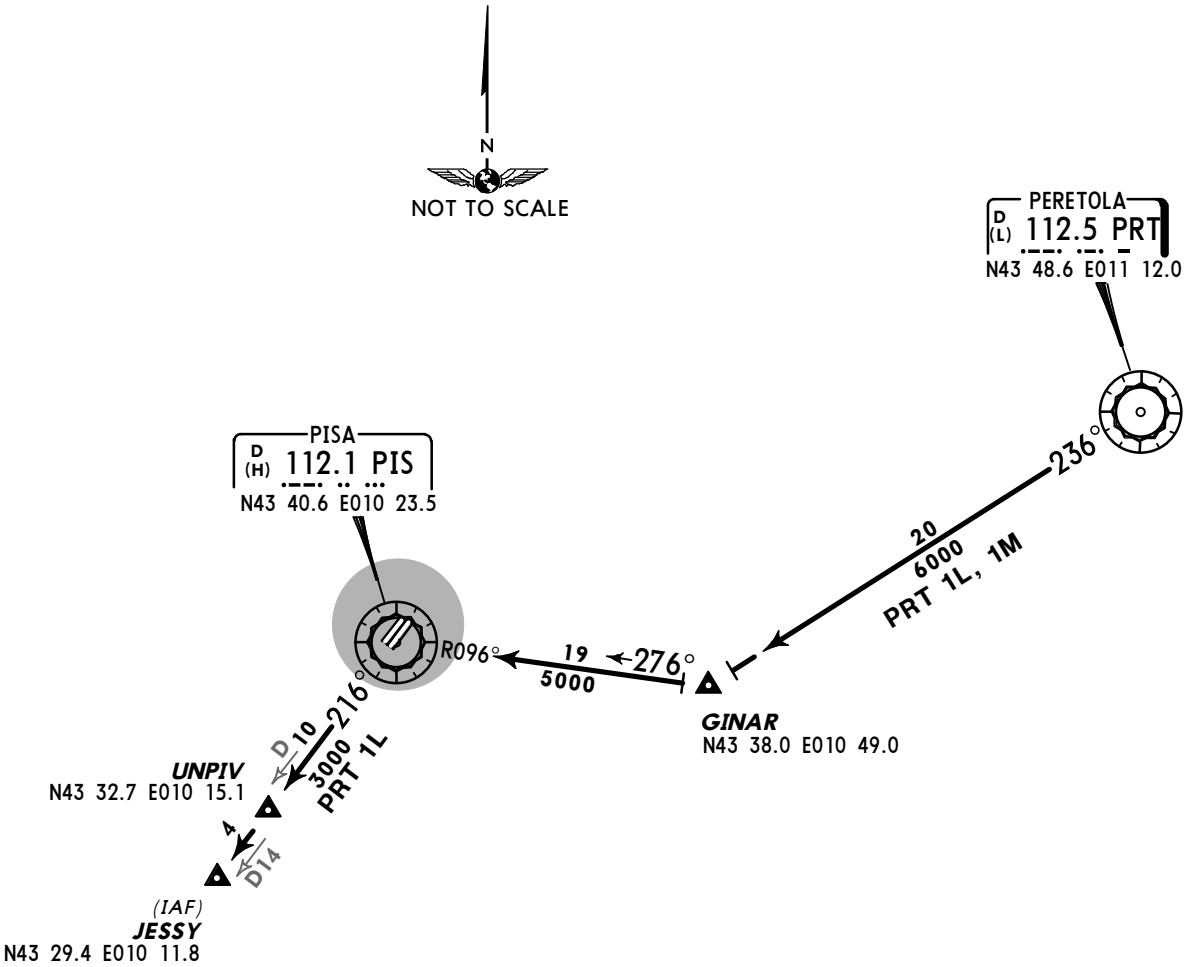


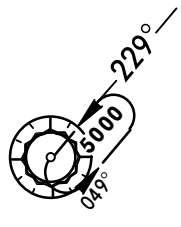
MSA
PIS VOR

PRT 1L, PRT 1M
ARRIVALS
BASED ON PIS VOR

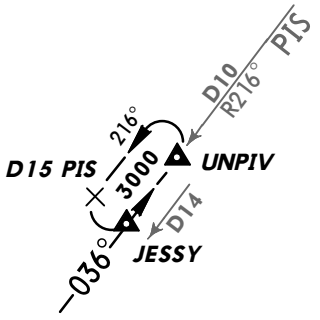


HOLDINGS OVER

PIS



UNPIV



STAR	ROUTING
PRT 1L	On PRT R-236 to GINAR, intercept PIS R-096 inbound to PIS, PIS R-216 to UNPIV (or JESSY as cleared).
PRT 1M	On PRT R-236 to GINAR, intercept PIS R-096 inbound to PIS.

CHANGES: New procedures at this airport.

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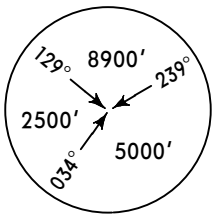
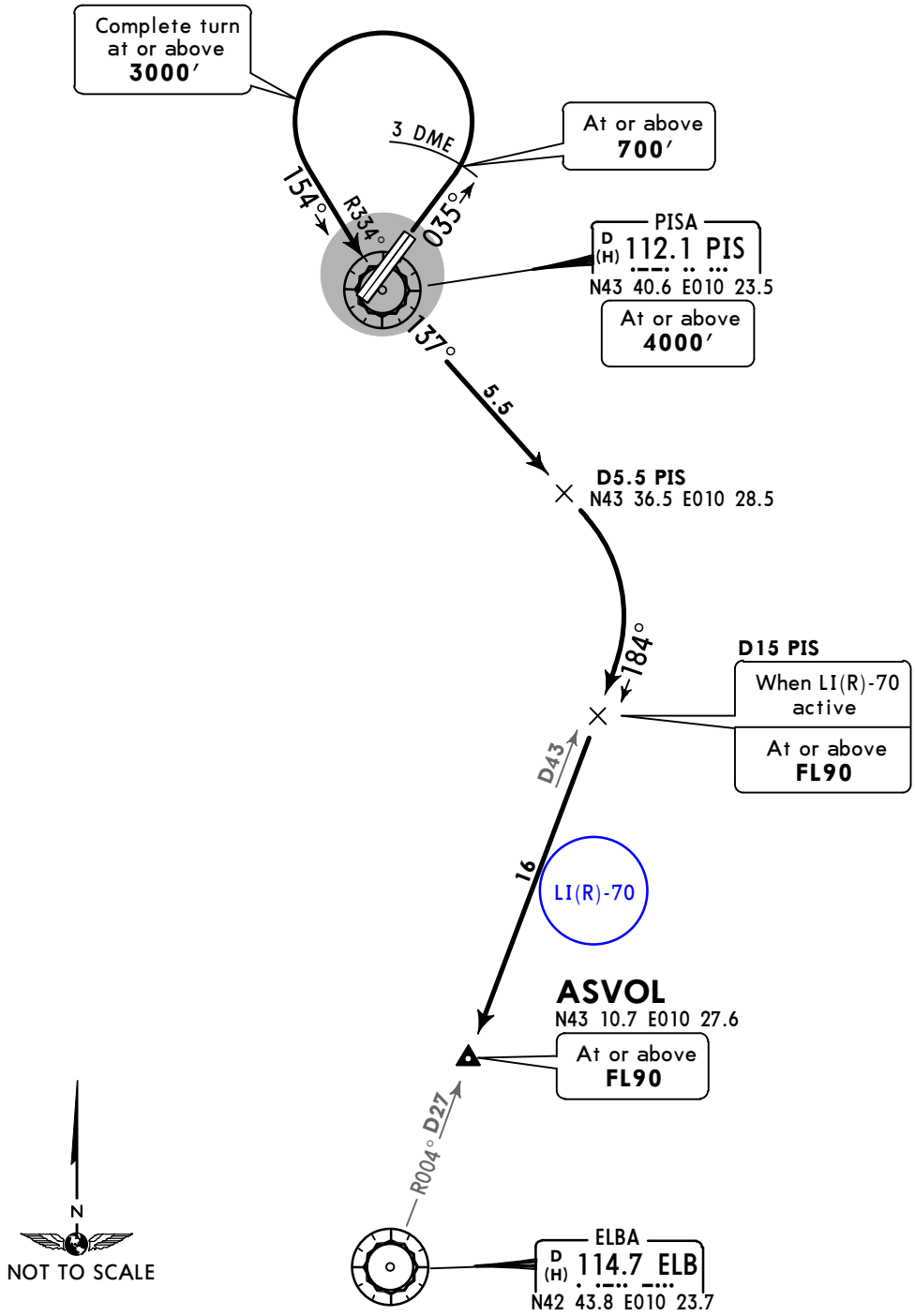
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

ASVOL 5A [ASVO5A]
RWYS 04L/R DEPARTURE



This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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 PIS R-334 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ASVOL.

CHANGES: None.

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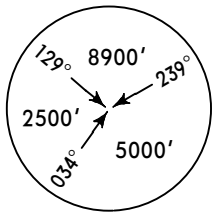
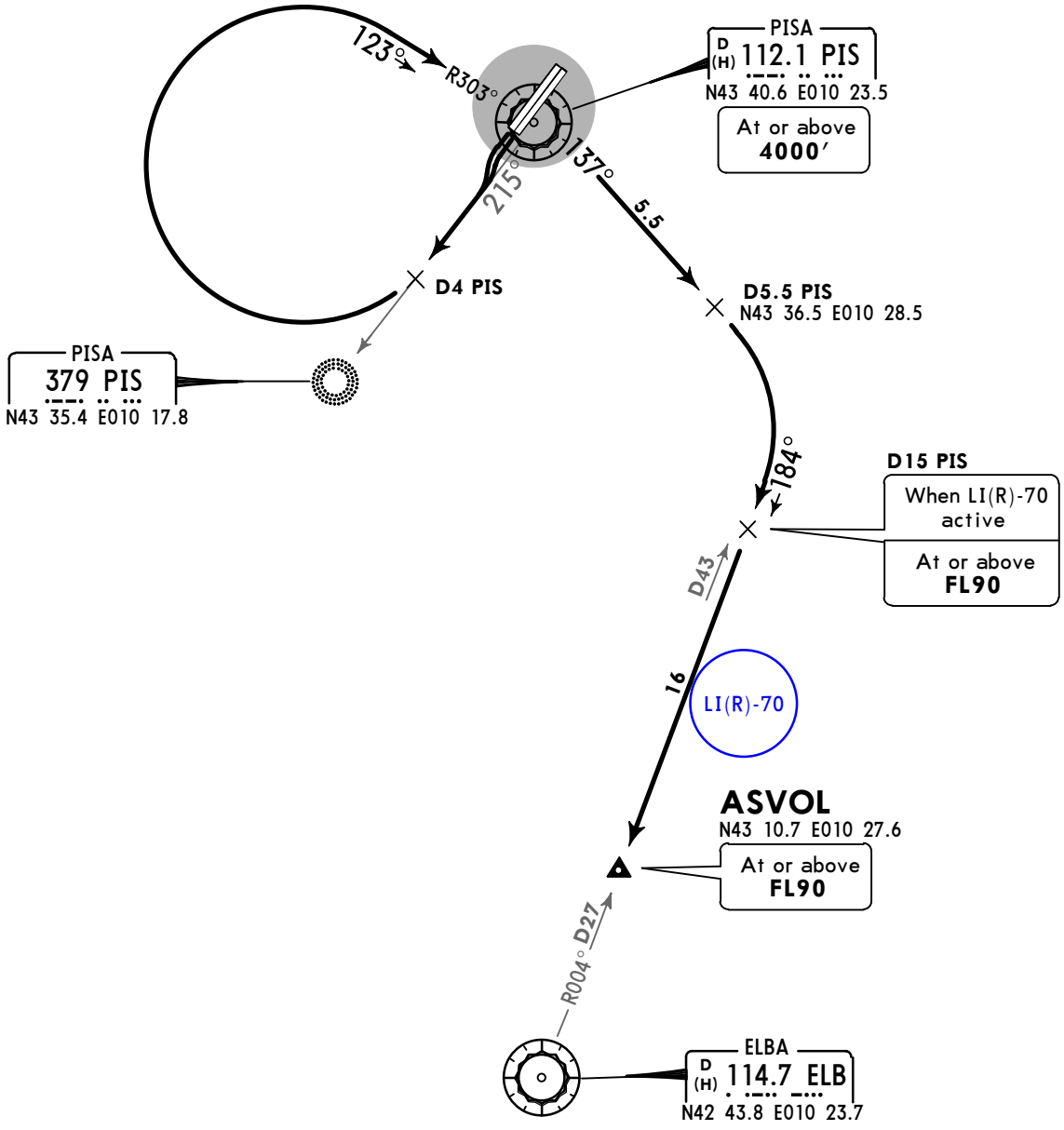
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′



MSA
PIS VOR

ASVOL 5C [ASVO5C]
RWYS 22L/R DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%) until passing 3000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

N
NOT TO SCALE

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, intercept PIS R-303 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ASVOL.

CHANGES: SID ASVOL 5B renamed 5C.

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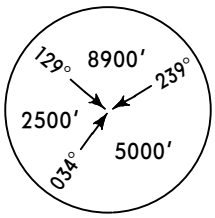
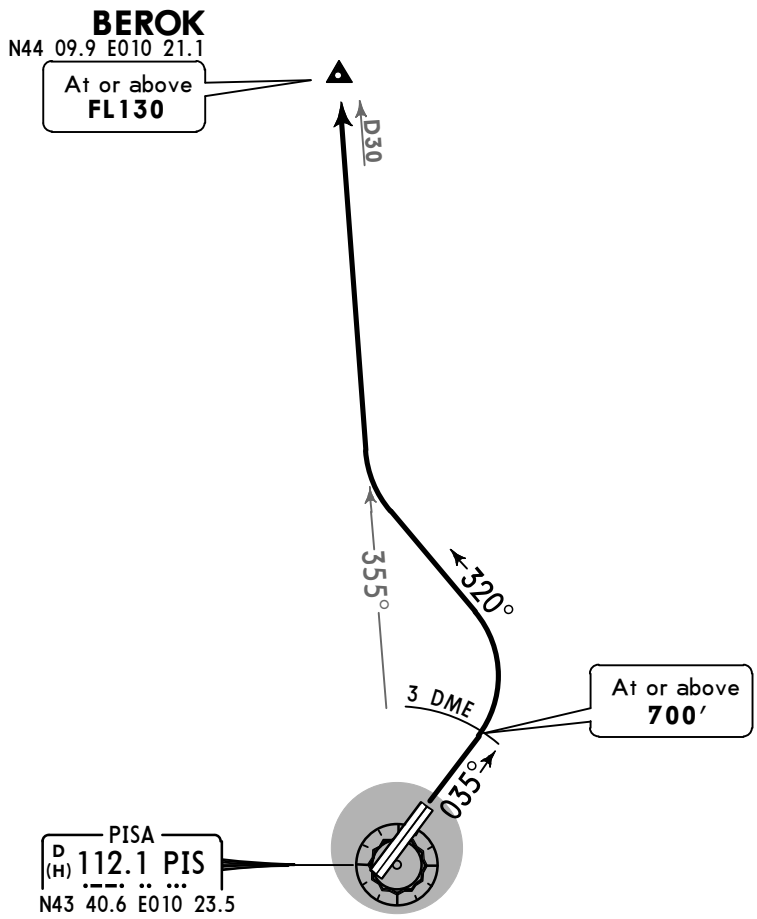
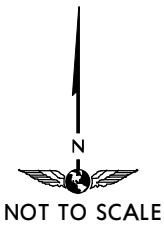
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

BEROK 7A [BERO7A]
RWYS 04L/R DEPARTURE





NOT TO SCALE

This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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: BEROK SID renumbered & revised; chart reindexed.

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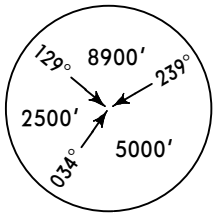
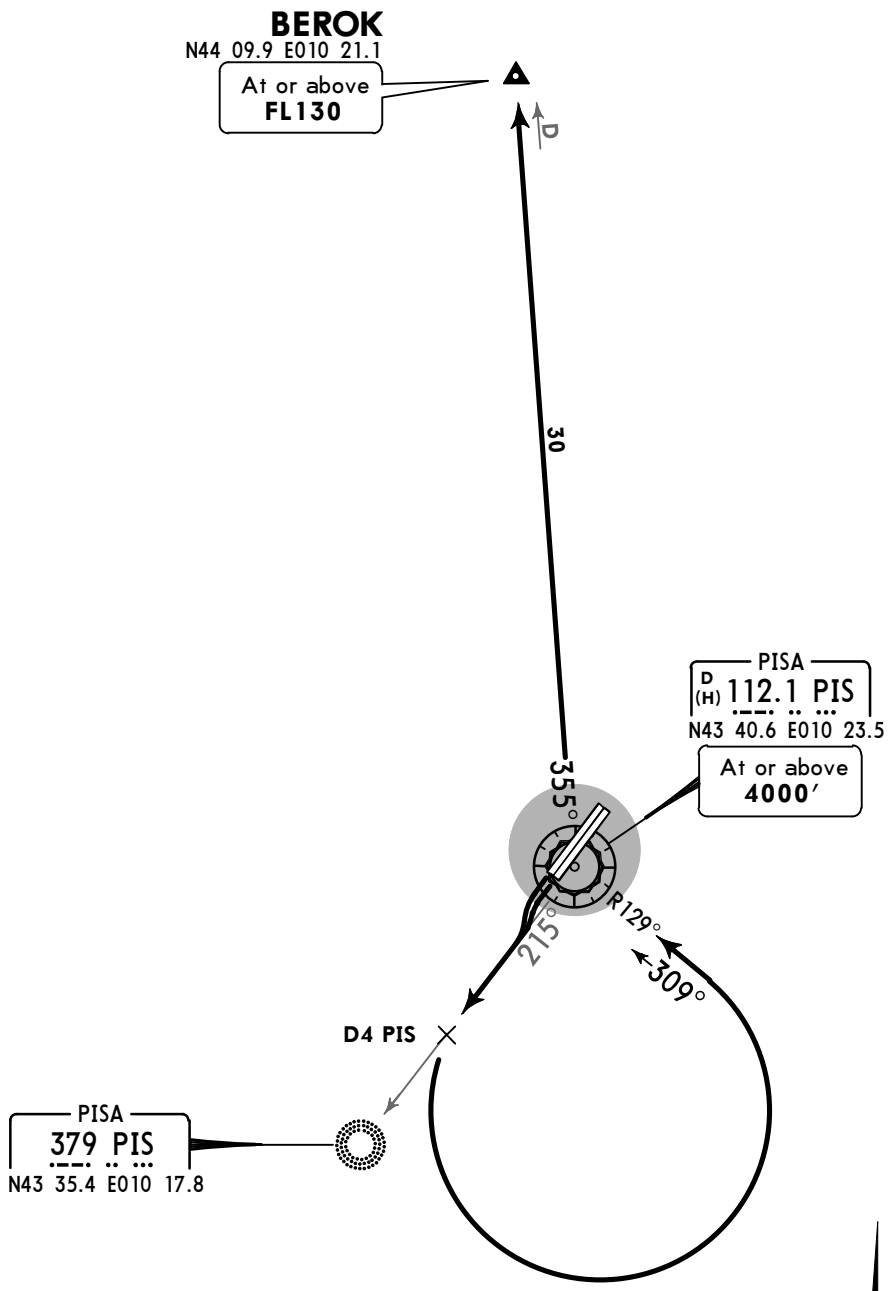
Apt Elev	Trans level: By ATC Trans alt: 6000′
6′	



MSA
PIS VOR

BEROK 7C [BERO7C]
RWYS 22L/R DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%) until passing FL90
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

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: BEROK SID renumbered & revised; chart reindexed.

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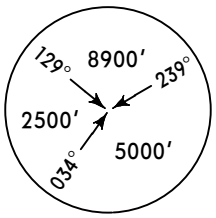
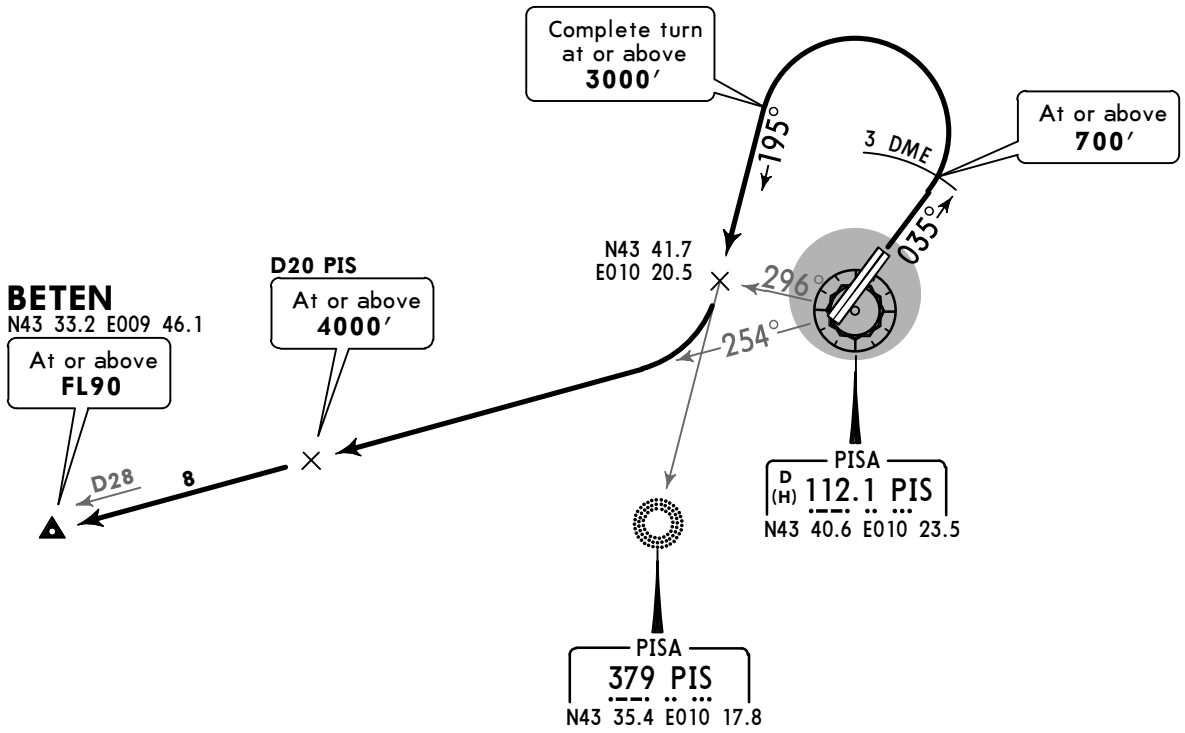
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

BETEN 7A [BETE7A]
RWYS 04L/R DEPARTURE
BY ATC



This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

N

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, intercept 195° bearing towards PIS Lctr, when passing PIS R-296 turn RIGHT, intercept PIS R-254 to BETEN.

CHANGES: BETEN SID renumbered & revised; chart reindexed.

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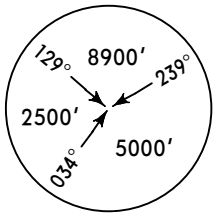
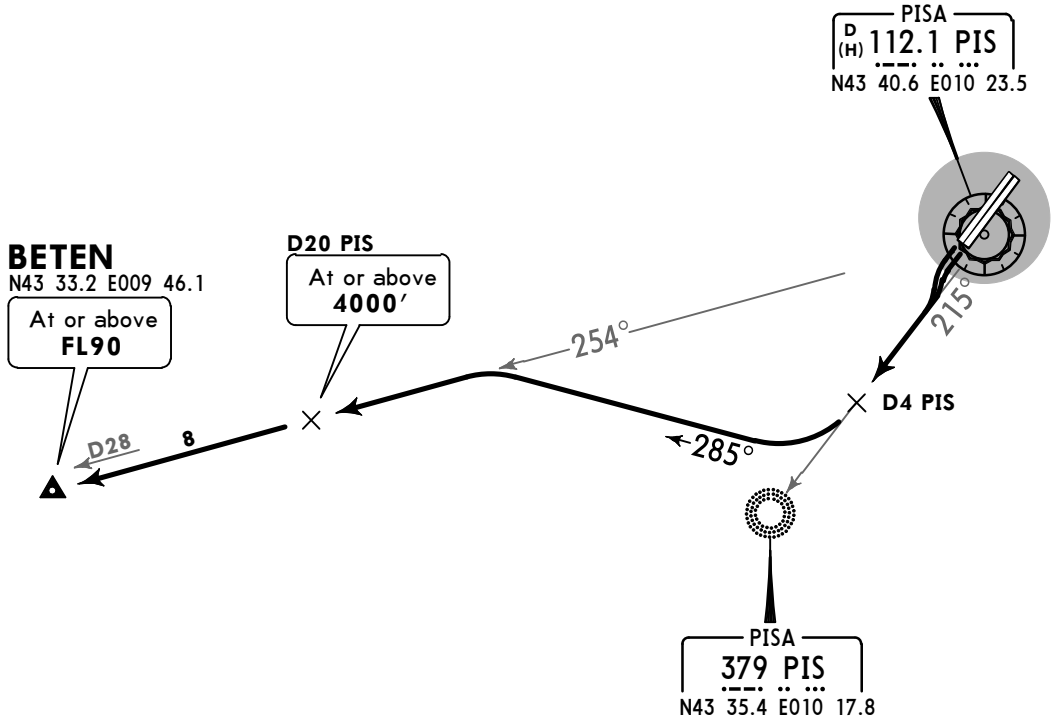
Apt Elev	Trans level: By ATC Trans alt: 6000′
6′	



MSA
PIS VOR

BETEN 7C [BETE7C]
RWYS 22L/R DEPARTURE
BY ATC



This SID requires a minimum climb gradient of
304′ per NM (5%) until passing FL90
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

N
NOT TO SCALE

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: BETEN SID renumbered & revised; chart reindexed.

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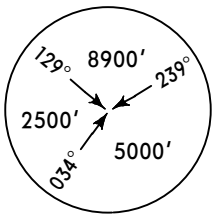
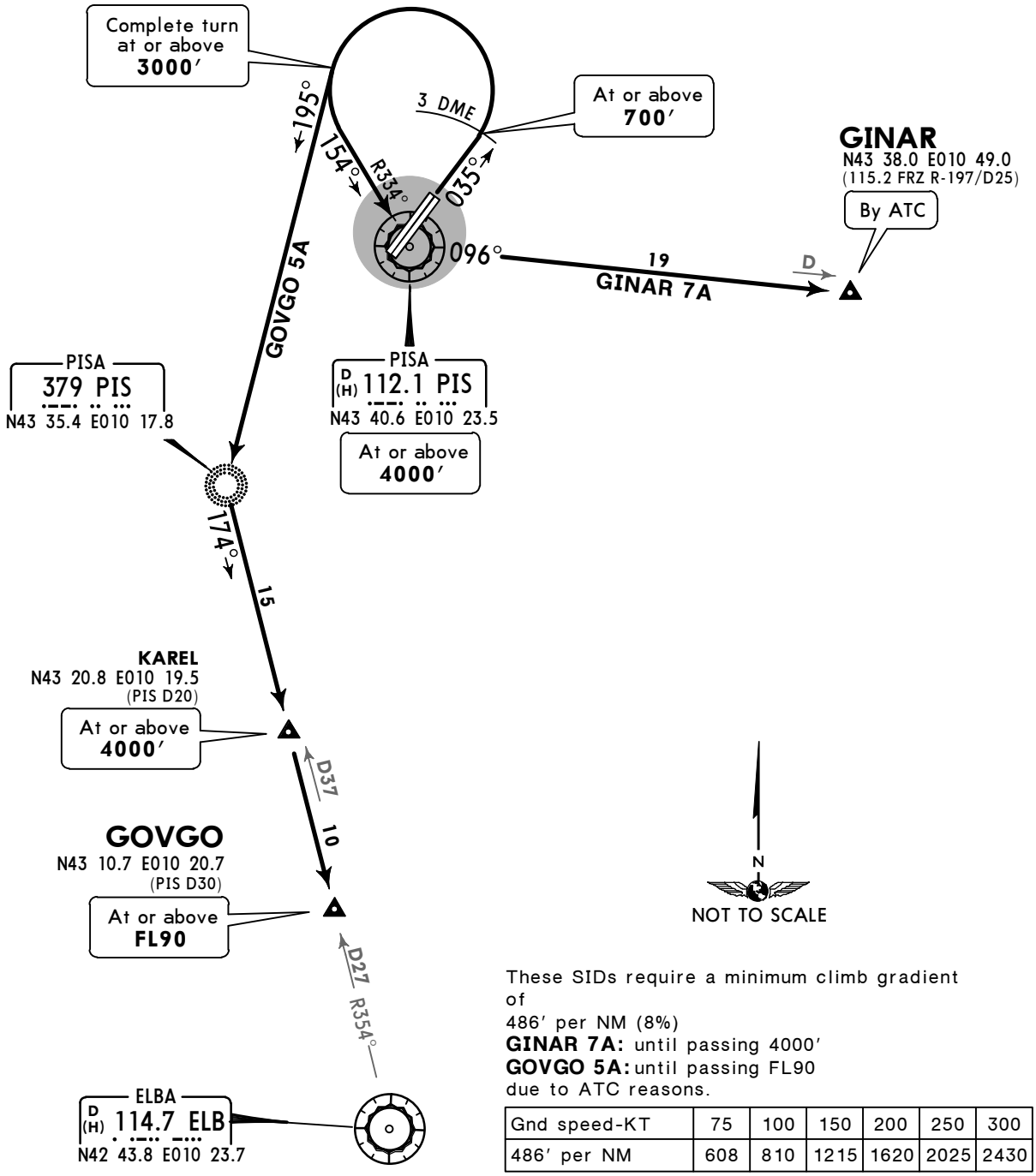
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

GINAR 7A [GINA7A]
GOVGO 5A [GOVG5A]
RWYS 04L/R DEPARTURES



These SIDs require a minimum climb gradient of
486′ per NM (8%)
GINAR 7A: until passing 4000′
GOVGO 5A: until passing FL90
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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.

SID	ROUTING
GINAR 7A BY ATC	At PIS 3 DME turn LEFT, intercept PIS R-334 inbound to PIS, PIS R-096 to GINAR.
GOVGO 5A	At PIS 3 DME turn LEFT, intercept 195° bearing to PIS Lctr, 174° bearing (ELB R-354 inbound) to GOVGO.

CHANGES: None.

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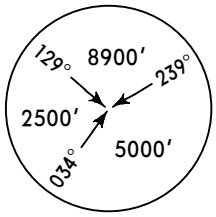
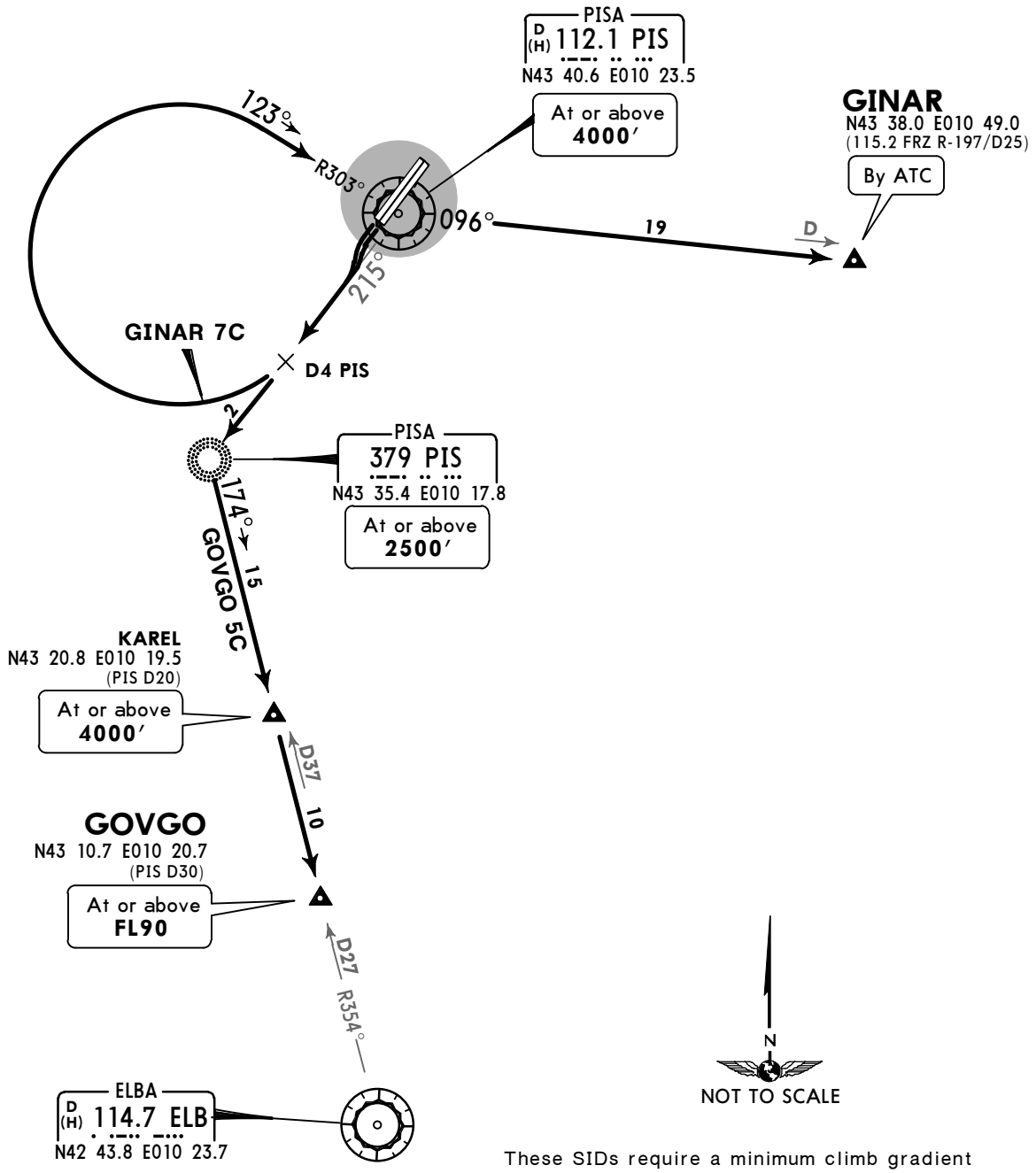
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′



MSA
PIS VOR

GINAR 7C [GINA7C]
GOVGO 5C [GOVG5C]
RWYS 22L/R DEPARTURES



These SIDs require a minimum climb gradient of
304′ per NM (5%) until passing 3000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

Execute turns with MAX 250 KT.

SID	INITIAL CLIMB/ROUTING
GINAR 7C BY ATC	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-096 to GINAR.
GOVGO 5C	As soon as practicable intercept PIS R-215 (215° bearing) to PIS Lctr, 174° bearing (ELB R-354 inbound) to GOVGO.

CHANGES: SID GOVGO 5B renamed 5C.

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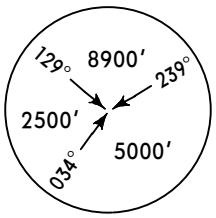
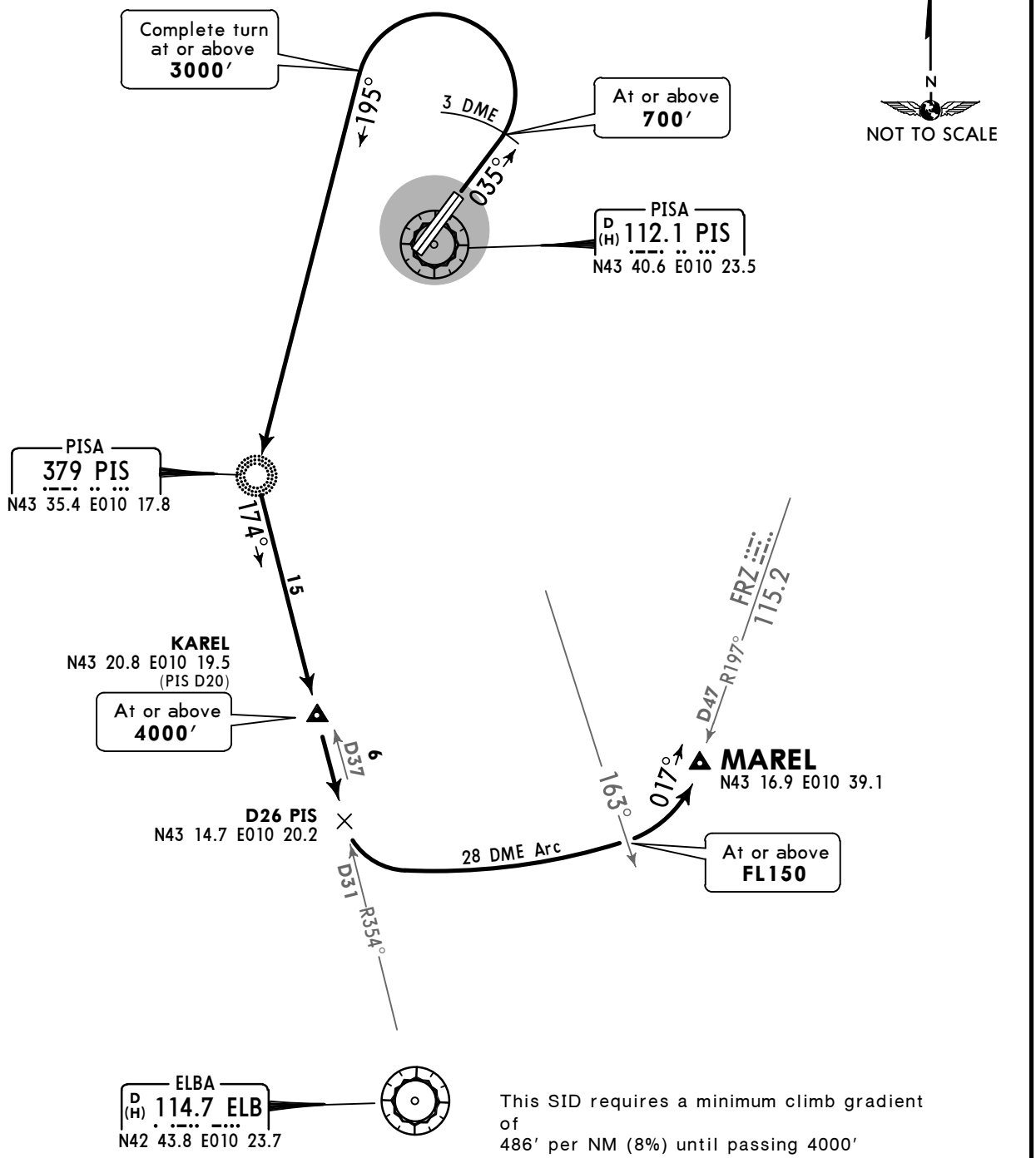
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

MAREL 7A [MARE7A]
RWYS 04L/R DEPARTURE



This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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 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-197 inbound to MAREL.

CHANGES: MAREL SID renumbered & revised; chart reindexed.

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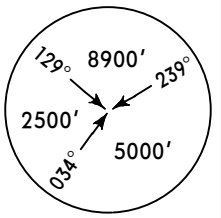
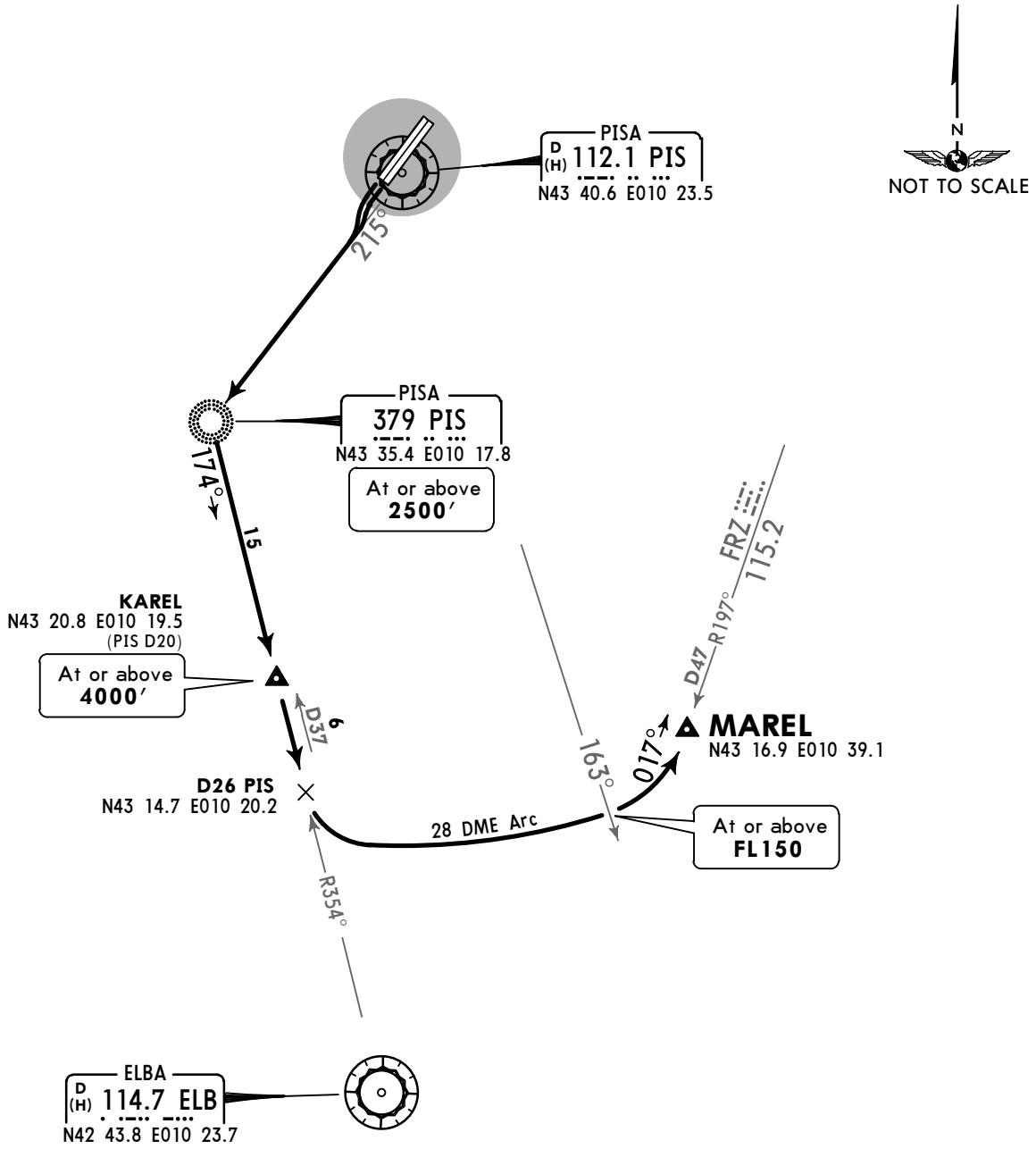
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′



MSA
PIS VOR

MAREL 7C [MARE7C]
RWYS 22L/R DEPARTURE



Direct distance from San Giusto airport to PIS Lctr 7 NM

This SID requires a minimum climb gradient of
425′ per NM (7%) due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	531	708	1063	1417	1771	2125

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R-215 (215° 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-197 inbound to MAREL.

CHANGES: MAREL SID renumbered & revised; chart reindexed.

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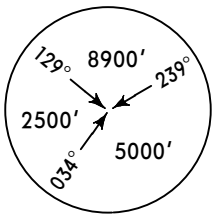
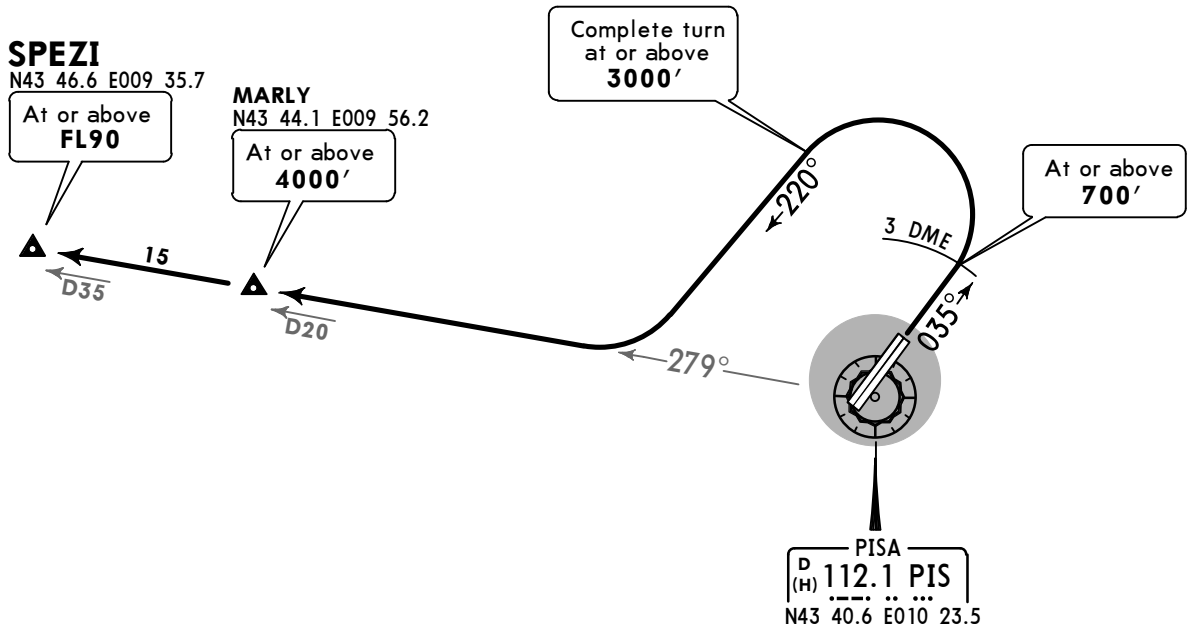
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS VOR

SPEZI 7A [SPEZ7A]
RWYS 04L/R DEPARTURE



This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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: SPEZI SID renumbered & revised; chart reindexed.

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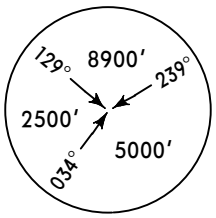
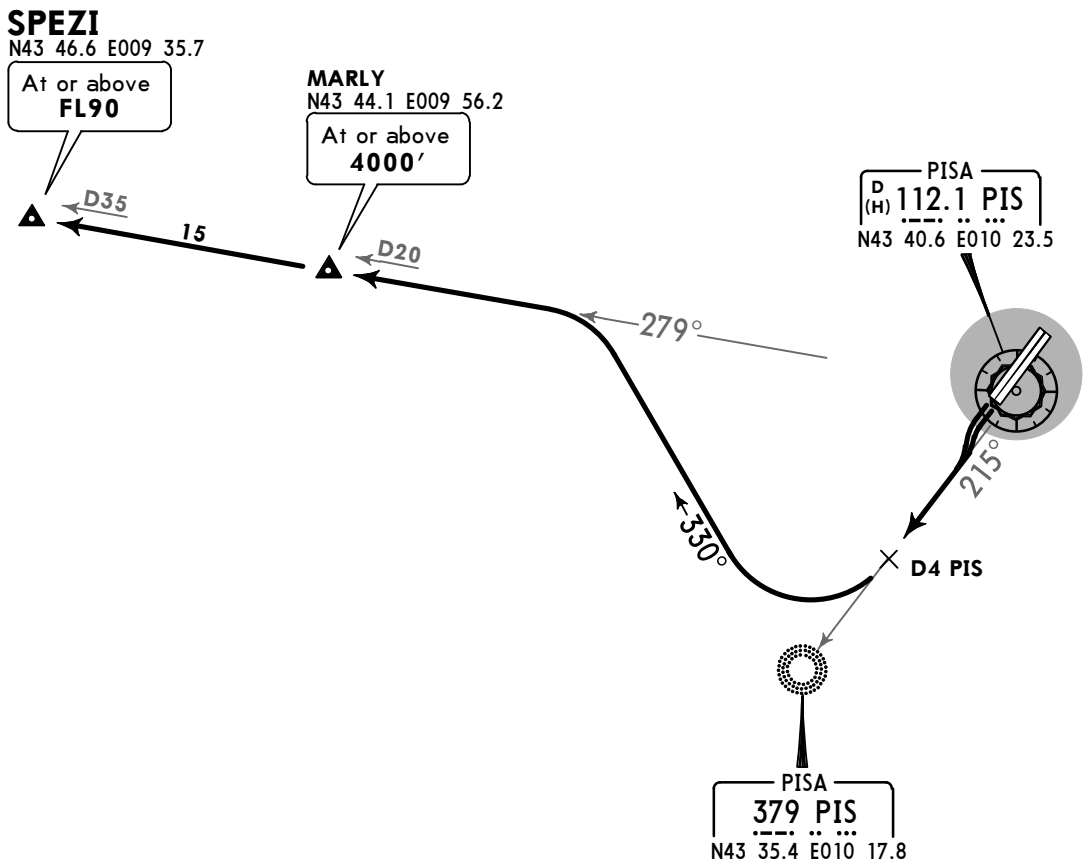
Apt Elev	Trans level: By ATC Trans alt: 6000′
6′	



MSA
PIS VOR

SPEZI 7C [SPEZ7C]
RWYS 22L/R DEPARTURE



This SID requires a minimum climb gradient of
304′ per NM (5%) until passing 3000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520

NOT TO SCALE

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, 330° track, intercept PIS R-279 via MARLY to SPEZI.

CHANGES: SPEZI SID renumbered & revised.

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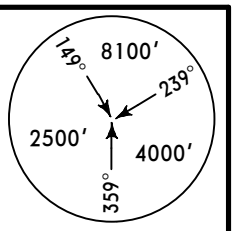
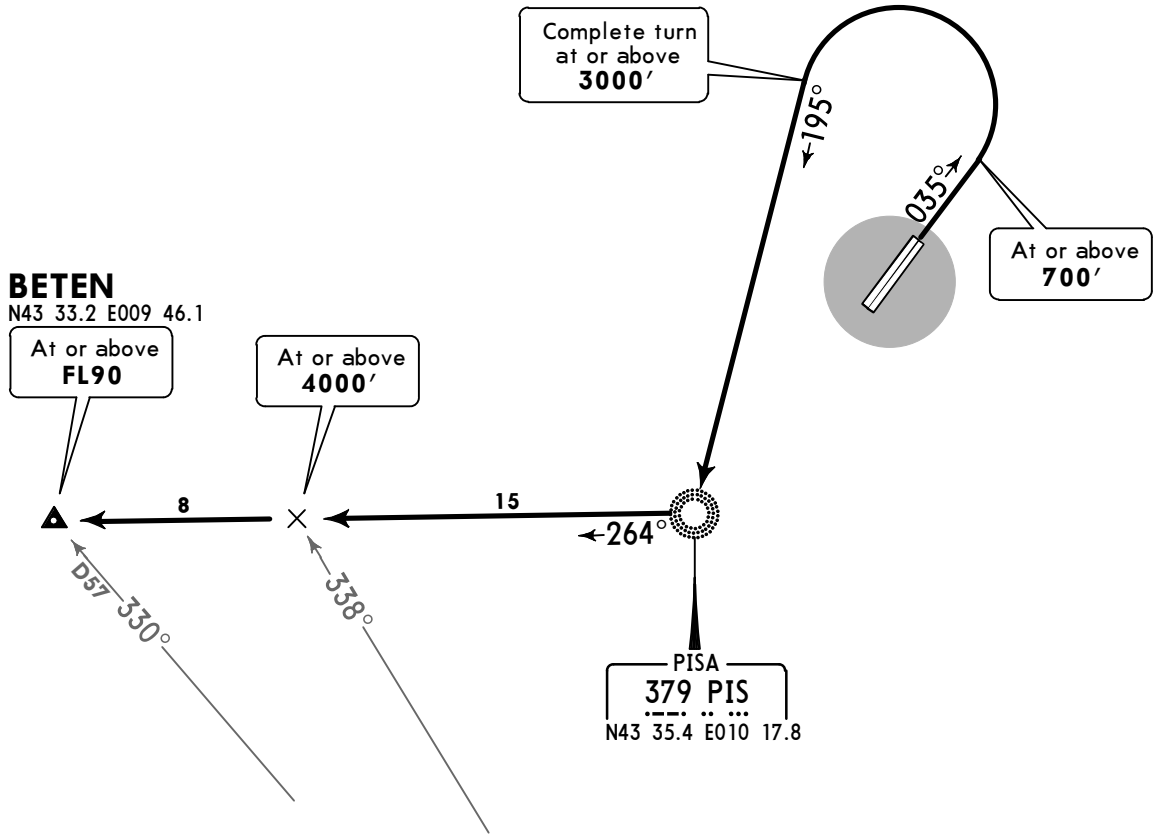
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



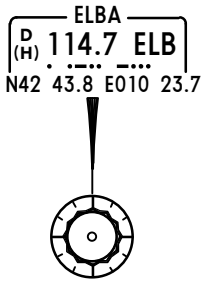
MSA
PIS NDB

BETEN 7E [BETE7E]
RWYS 04L/R DEPARTURE
BY ATC
TO BE USED WHEN PIS VOR UNSERVICEABLE



NOT TO SCALE

Direct distance from San Giusto airport to PIS 7 NM



This SID requires a minimum climb gradient of
486′ per NM (8%) until passing 4000′
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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: New chart (BETEN SID renumbered & revised; chart reindexed).

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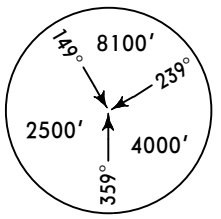
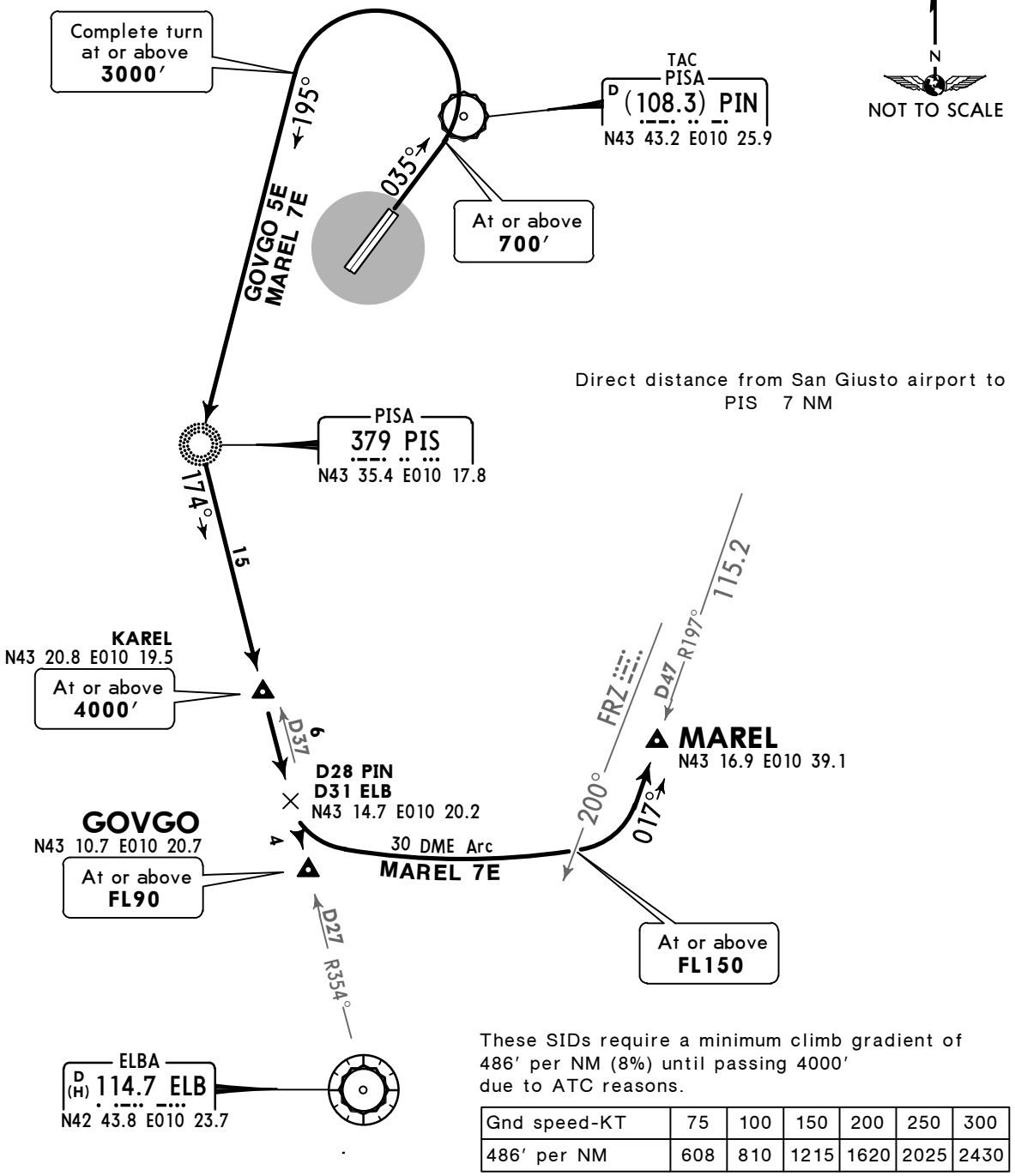
Apt Elev 6′	Trans level: By ATC Trans alt: 6000′ Minimum climb gradient does not take in consideration presence of close-in obstacles.



MSA
PIS NDB

GOVGO 5E [GOVG5E]
MAREL 7E [MARE7E]
RWYS 04L/R DEPARTURES
TO BE USED WHEN PIS VOR UNSERVICEABLE

NOT TO SCALE



These SIDs require a minimum climb gradient of 486′ per NM (8%) until passing 4000′ due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

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 700′, turn LEFT, intercept 195° bearing to PIS, 174° bearing (ELB R-354 inbound).

SID	ROUTING
GOVGO 5E	To GOVGO.
MAREL 7E	Via KAREL to D28 PIN (D31 ELB), turn LEFT, along PIN 30 DME arc, when passing FRZ R-200 turn LEFT, intercept FRZ R-197 inbound to MAREL.

CHANGES: New chart (SIDs renumbered, established, revised; chart reindexed).

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LIRP/PSA

Apt Elev 6′
N43 41.0 E010 23.7

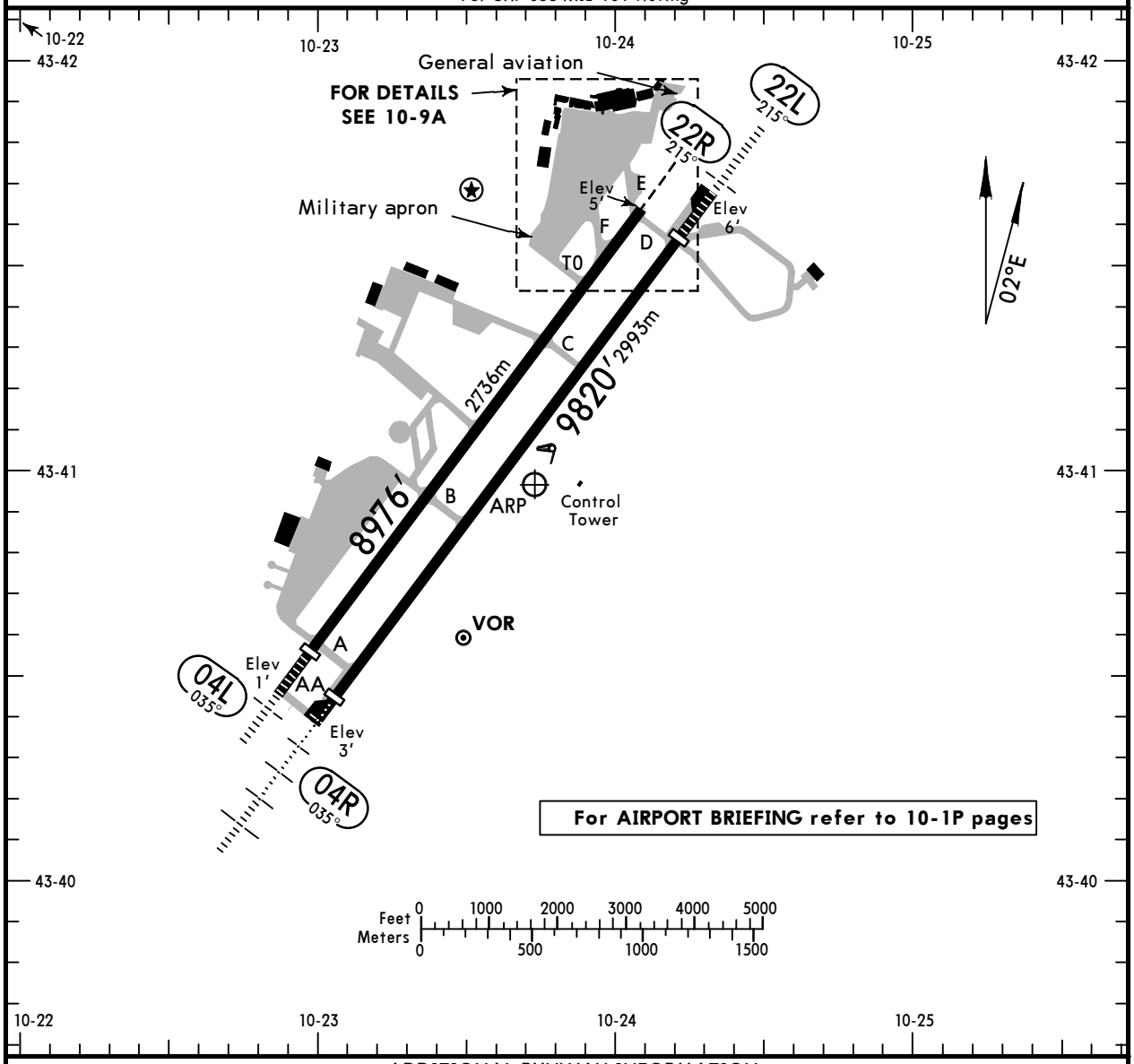
JEPPESEN

18 DEC 15 (10-9)

PISA, ITALY
SAN GIUSTO

*PISA Ground	Tower	
120.075	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°)	9347′2849m	8247′2514m		151′ 46m
22L	HIRL (60m) CL (30m) HIALS PAPI(3.0°)	8976′2736m			

Standard

TAKE-OFF

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

CHANGES: Taxiway AA established.

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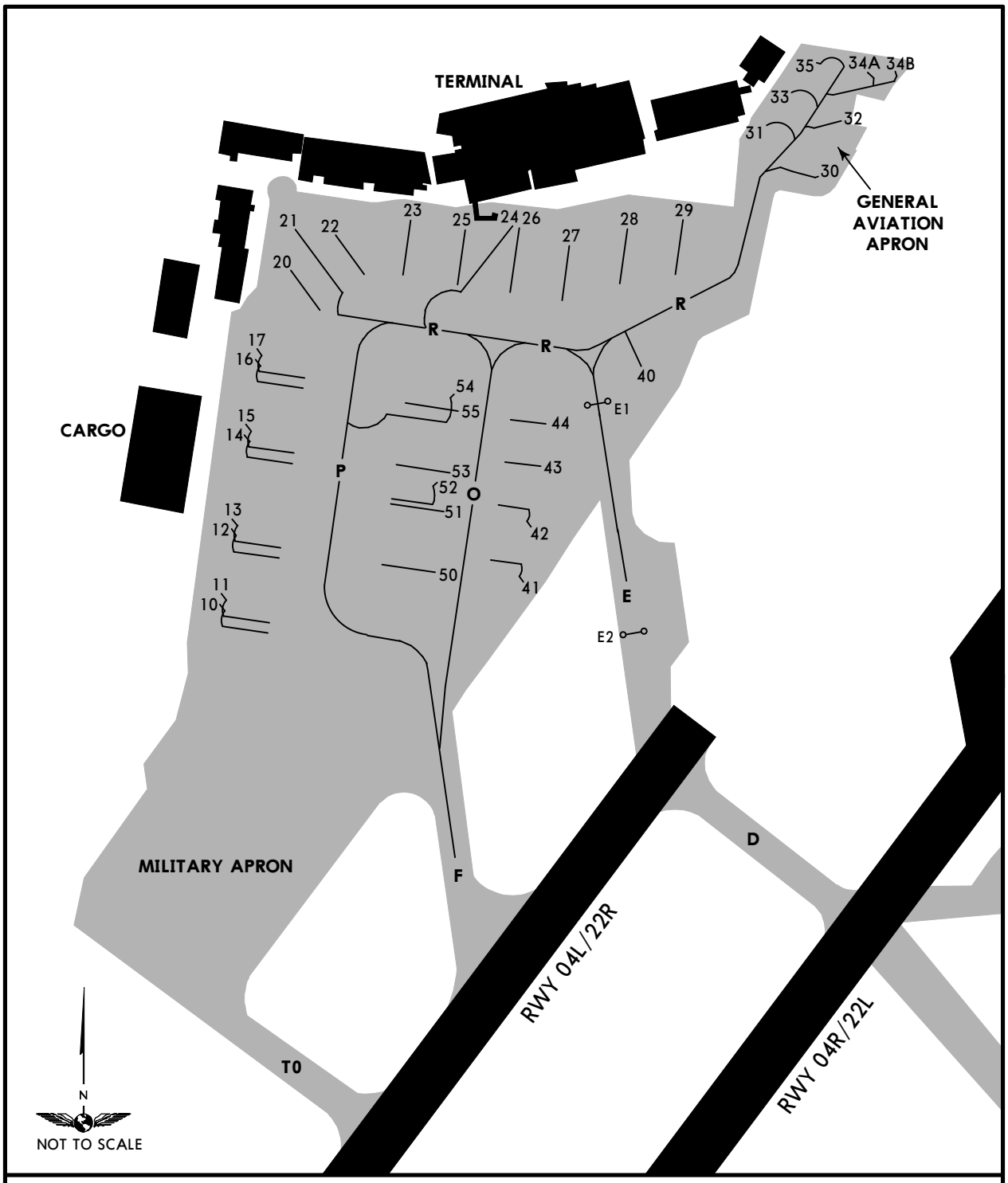

INS COORDINATES

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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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (11-1)

PISA, ITALY
ILS Z or LOC Z Rwy 04R

PISA Approach (R)		PISA Tower		*Ground
124.275	126.075	119.1	122.1	120.075

For UHF see MIL-101 listing

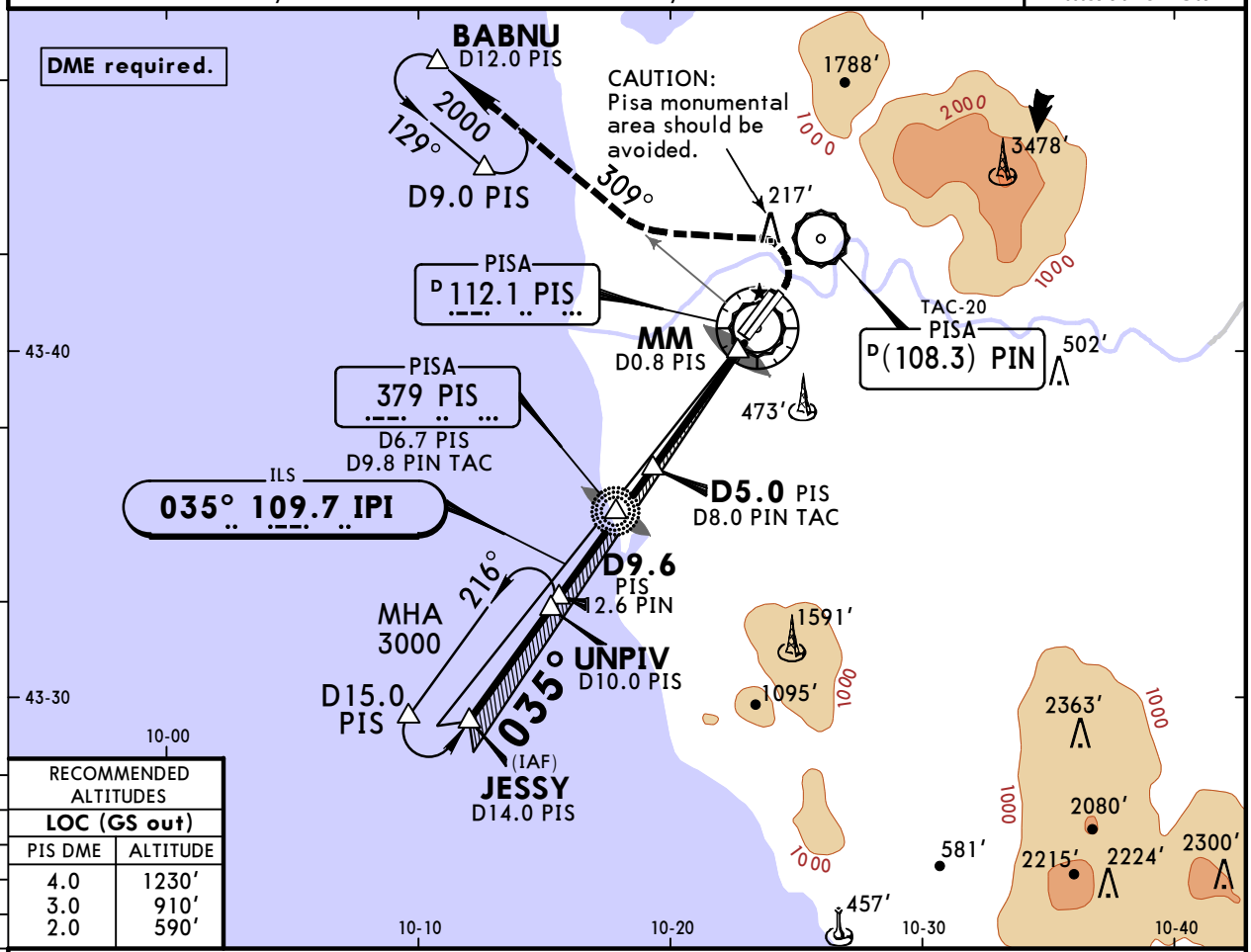
BRIEFING STRIP ™

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

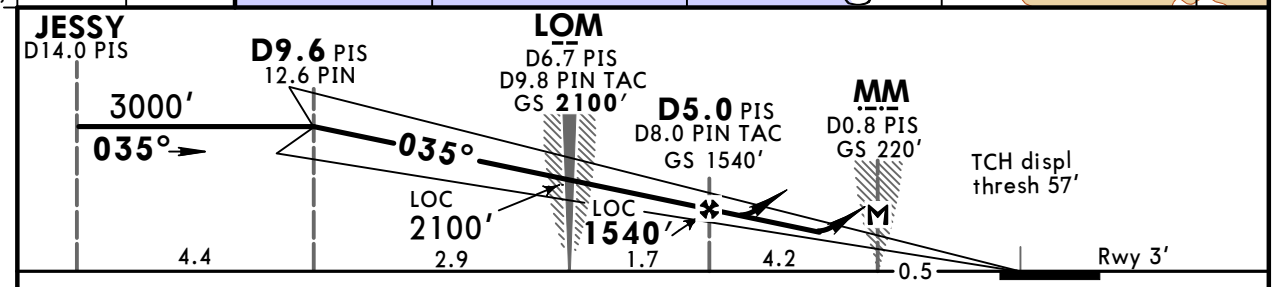
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT (MAX 230 KT), intercept and follow R-309 to BABNU climbing to 2000′ and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

MSA PIS VOR: 129° 8900′; 239° 5000′; 034° 2500′



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		LOC (GS out)	
DA(H)	A: **345′** (342′) B: **357′** (354′)	C: **365′** (362′) 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	**870′** (864′)	2400m
175	**870′** (864′)	3600m

PANS OPS

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (11-2)

PISA, ITALY
ILS Y or LOC Y Rwy 04R

PISA Approach (R)	PISA Tower	*Ground
124.275 126.075	119.1 122.1	120.075

For UHF see MIL-101 listing

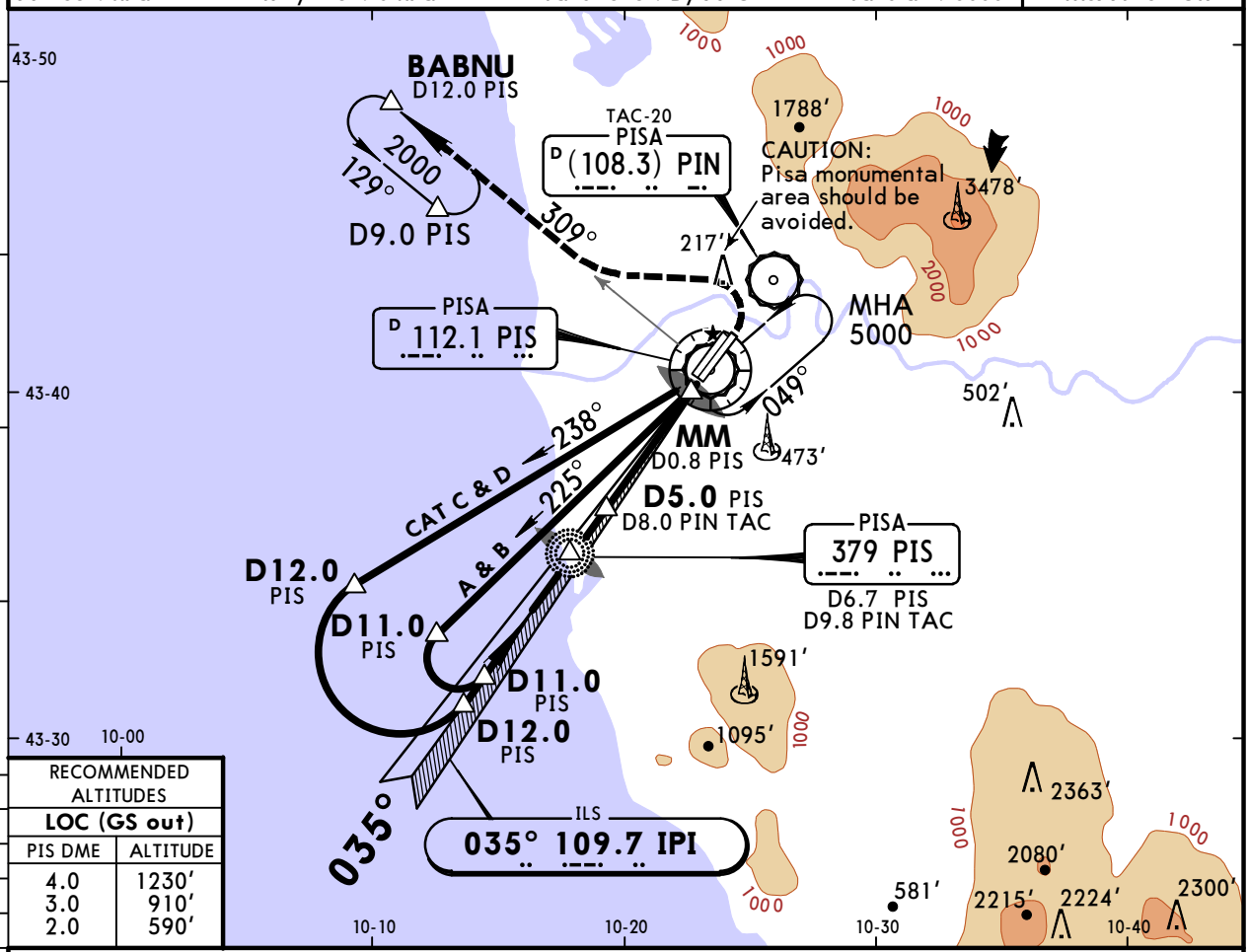
BRIEFING STRIP

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

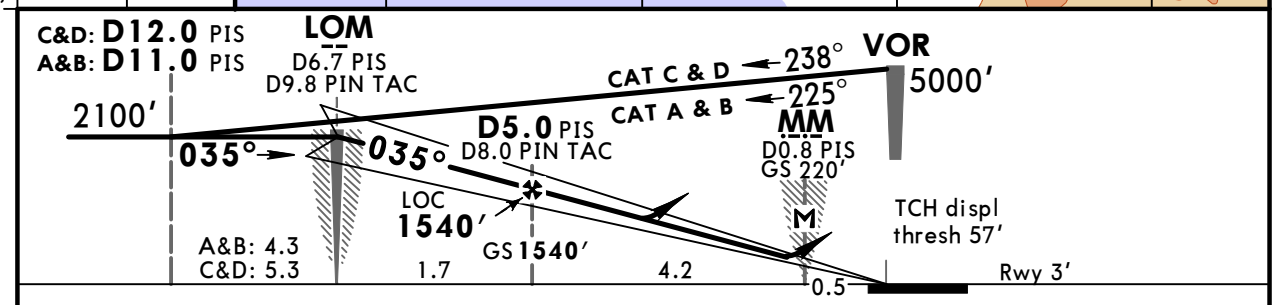
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT (MAX 230 KT), intercept and follow R-309 PIS to BABNU climbing to 2000′ and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

MSA PIS VOR: 129° 8900′, 239° 2500′, 034° 5000′



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

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′)	

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	870′(864′)	2400m
175	870′(864′)	3600m

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (11-3)

PISA, ITALY
ILS X or LOC X Rwy 04R

PISA Approach (R)		PISA Tower		*Ground
124.275	126.075	119.1	122.1	120.075

For UHF see MIL-101 listing

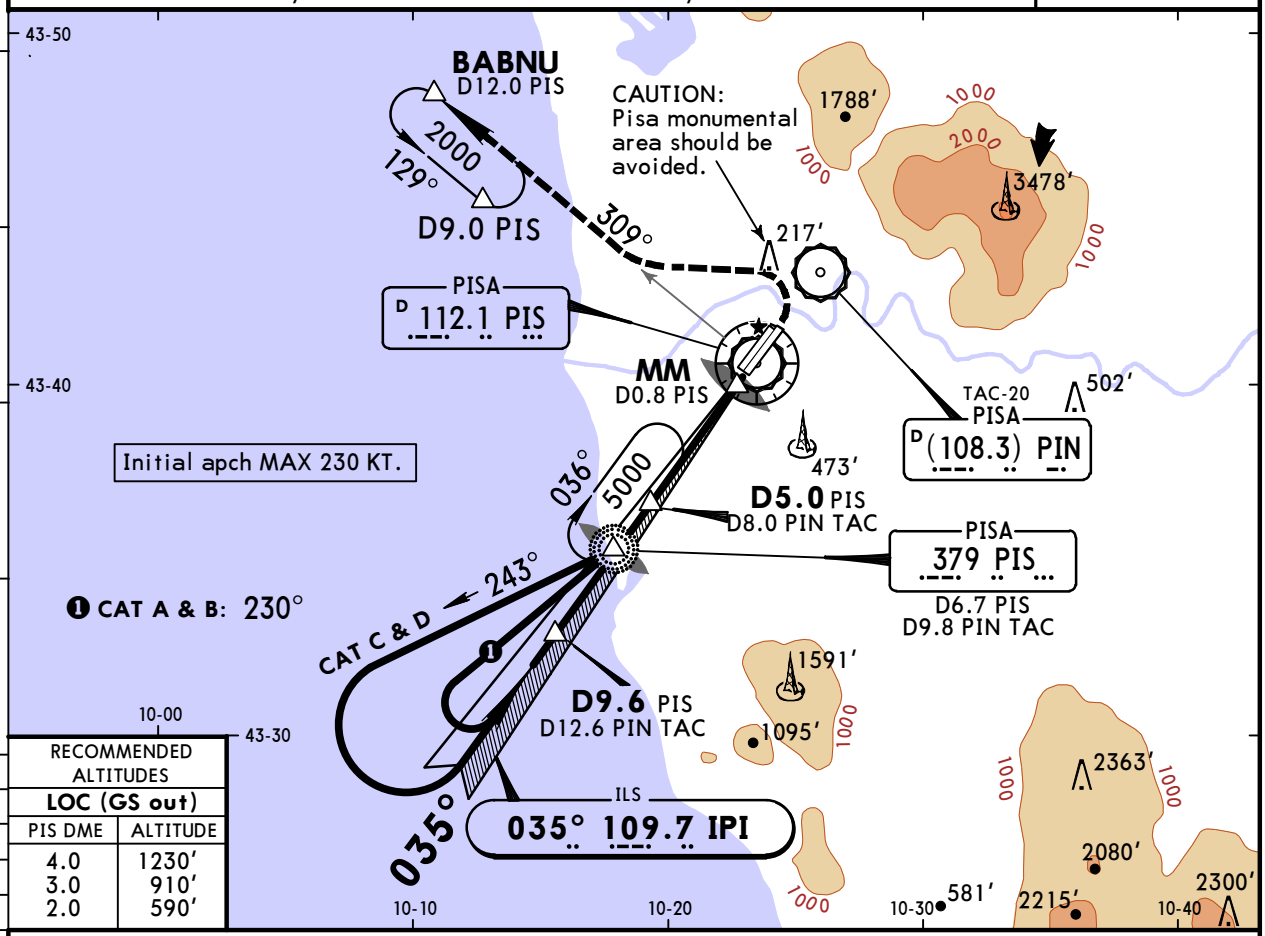
BRIEFING STRIP ™

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

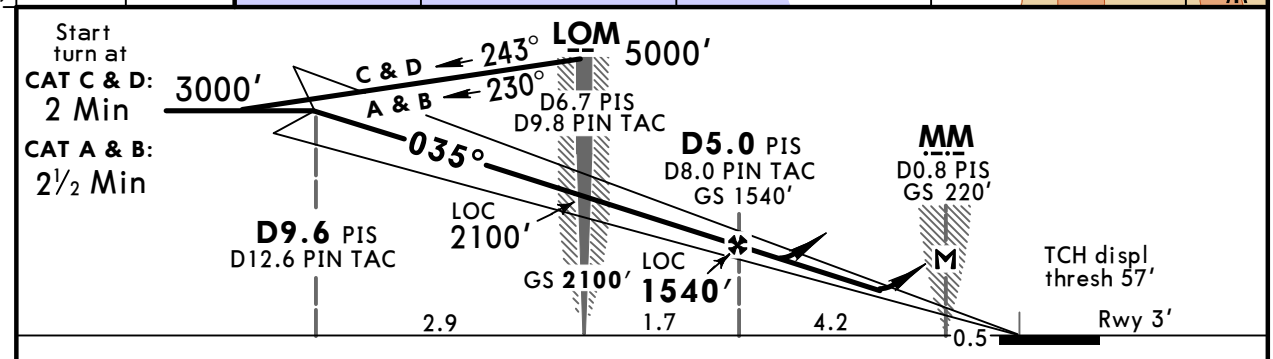
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT (MAX 230 KT), intercept and follow R-309 to BABNU climbing to 2000′ and hold.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA PIS Lctr: 149° 8100′, 239°, 2500′, 4000′, 359°



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′

PANS OPS

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	870′(864′)	2400m
175	870′(864′)	3600m

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 NOV 15 (13-1)

PISA, ITALY
VOR Z Rwy 04L

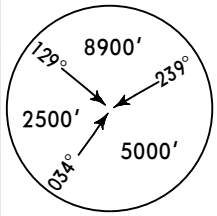
PISA Approach (R)		PISA Tower		*Ground
124.275	126.075	119.1	122.1	120.075

For UHF see MIL-101 listing

BRIEFING STRIP ™

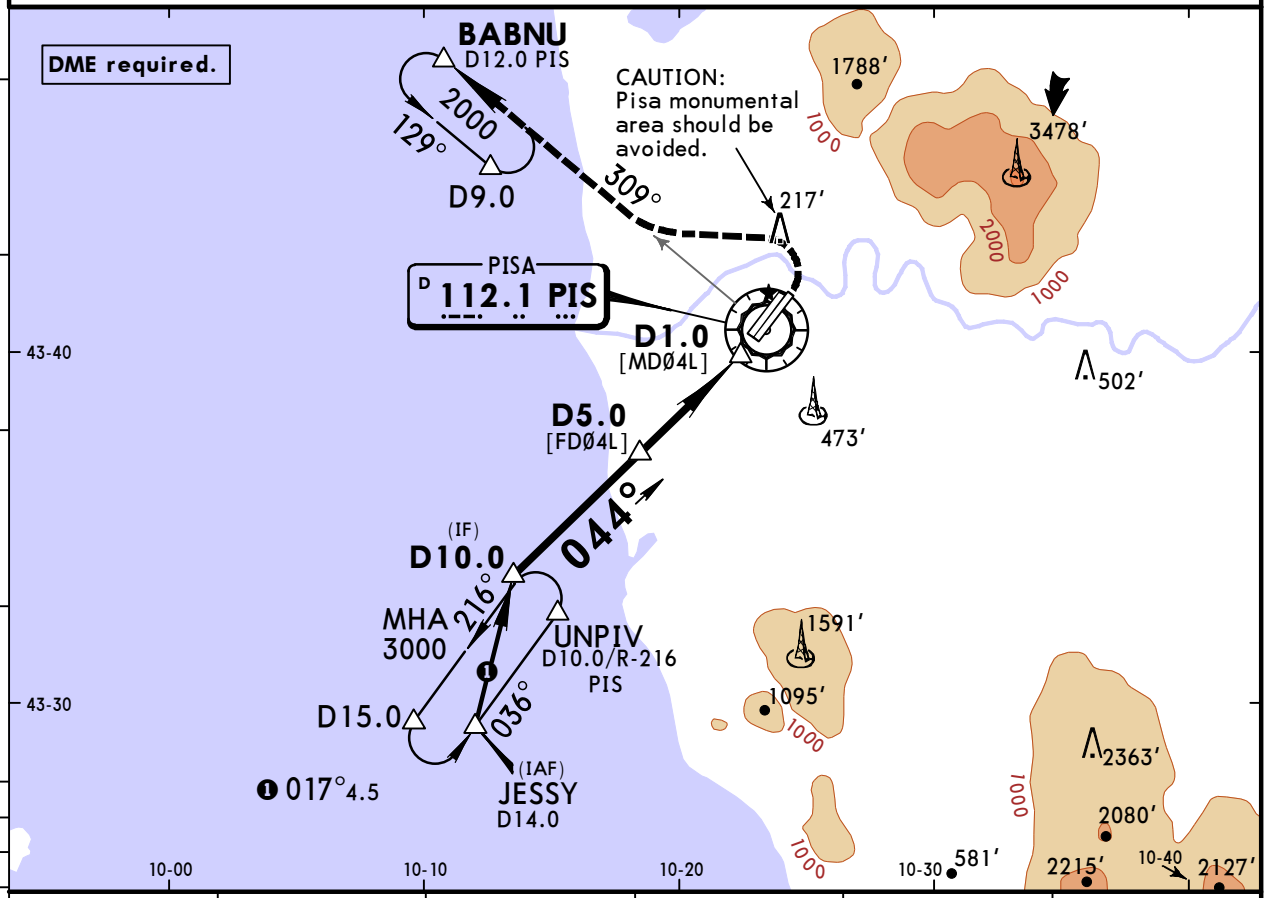
VOR PIS	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 6′
112.1	044°	D5.0 1600′ (1599′)	450′ (449′)	Rwy 1′

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

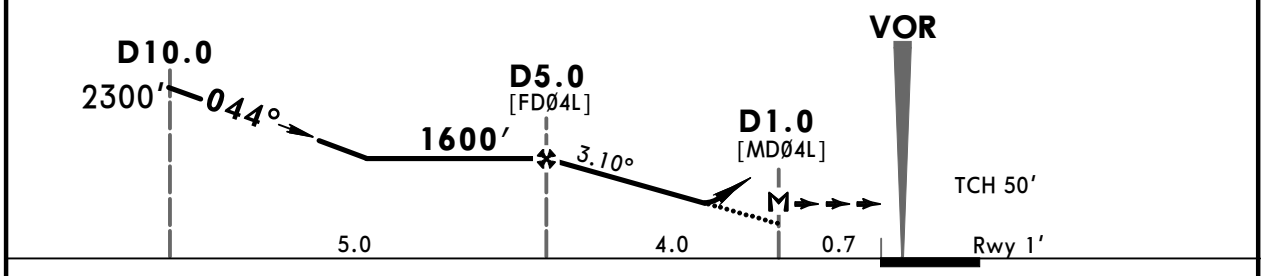


MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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	870′ (864′)	2400m
175	870′ (864′)	3600m

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 NOV 15 (13-2)

PISA, ITALY
VOR Y Rwy 04L

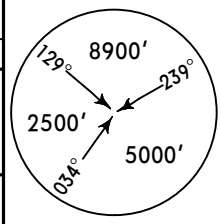
PISA Approach (R)	PISA Tower	*Ground
124.275 126.075	119.1 122.1	120.075

For UHF see MIL-101 listing

BRIEFING STRIP ™

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

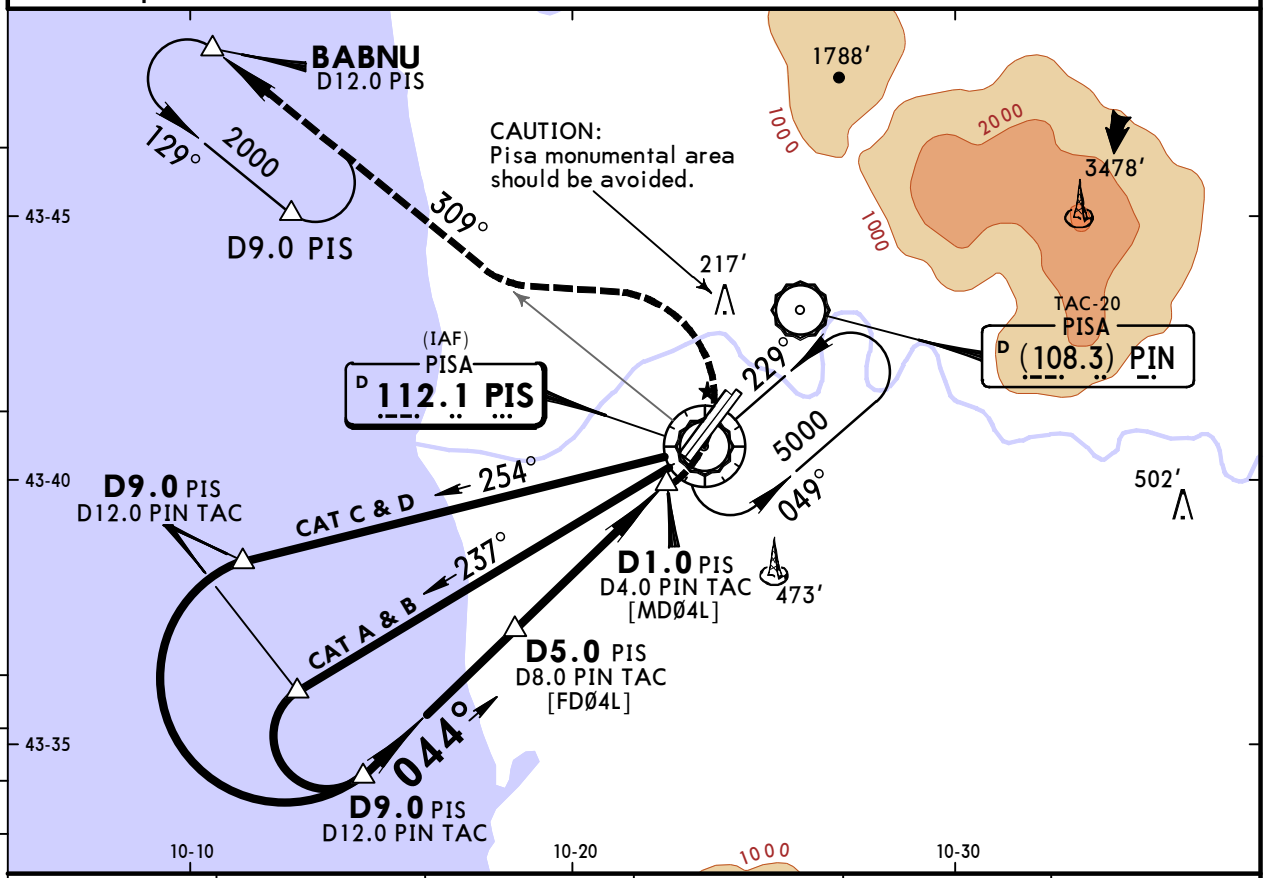
MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 PIS to BABNU climbing to 2000′ and hold.



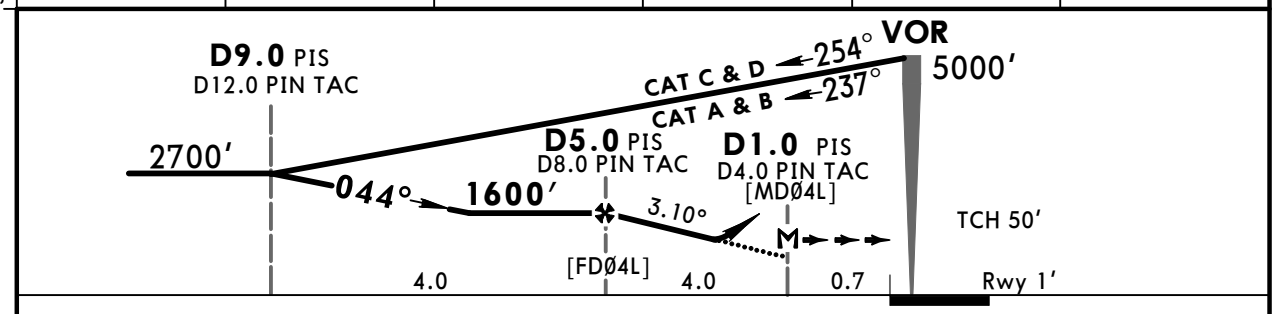
MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required.



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	870′(864′)	2400m
175	870′(864′)	3600m

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (13-3)

PISA, ITALY
VOR Z Rwy 04R

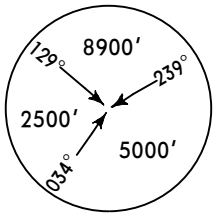
PISA Approach (R)		PISA Tower		*Ground
124.275	126.075	119.1	122.1	120.075

For UHF see MIL-101 listing

BRIEFING STRIP ™

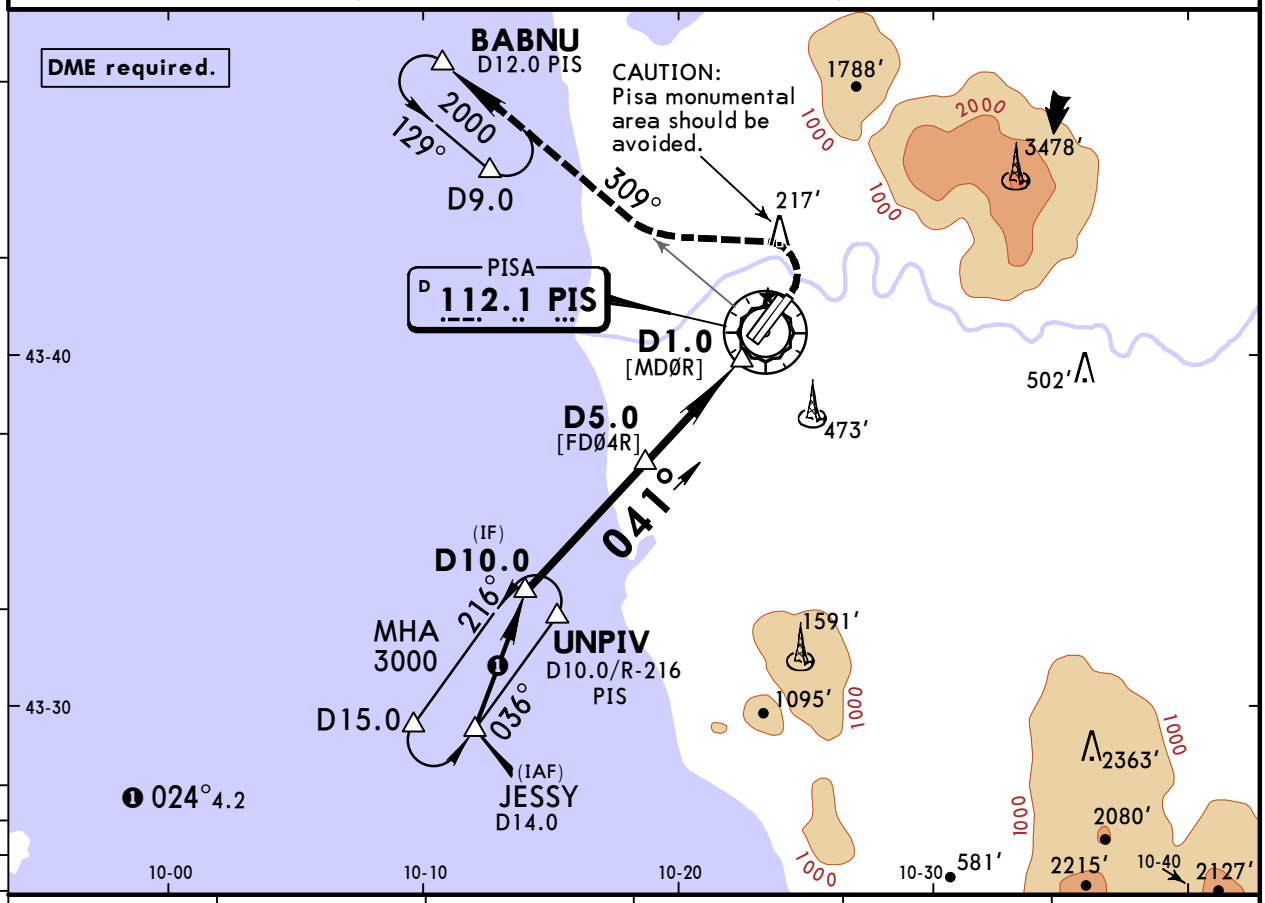
VOR	Final	Minimum Alt	DA(H)	Apt Elev 6′
PIS	Apch Crs	D5.0		
112.1	041°	1600′ (1597′)	450′ (447′)	Rwy 3′

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

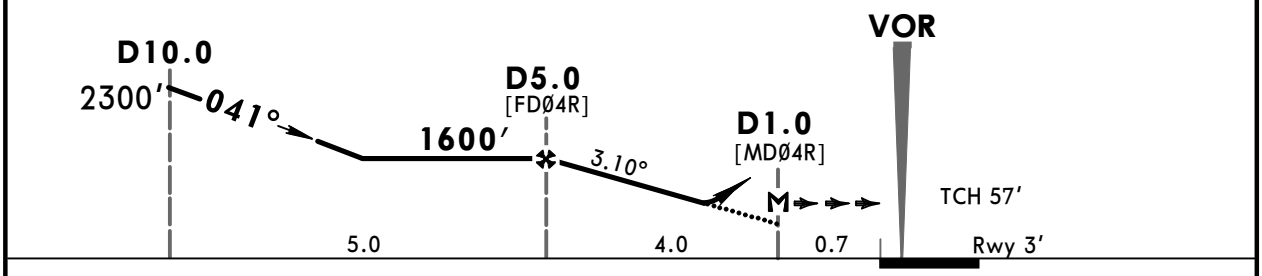


MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	760′ (754′)	1500m
B			135	760′ (754′)	1600m
C		CMV 2100m	175	870′ (864′)	2400m
D			175	870′ (864′)	3600m

CIRCLE-TO-LAND

Not authorized West of rwy

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (13-4)

PISA, ITALY
VOR Y Rwy 04R

BRIEFING STRIP ™

PISA Approach (R)	PISA Tower	*Ground
124.275 126.075	119.1 122.1	120.075

For UHF see MIL-101 listing

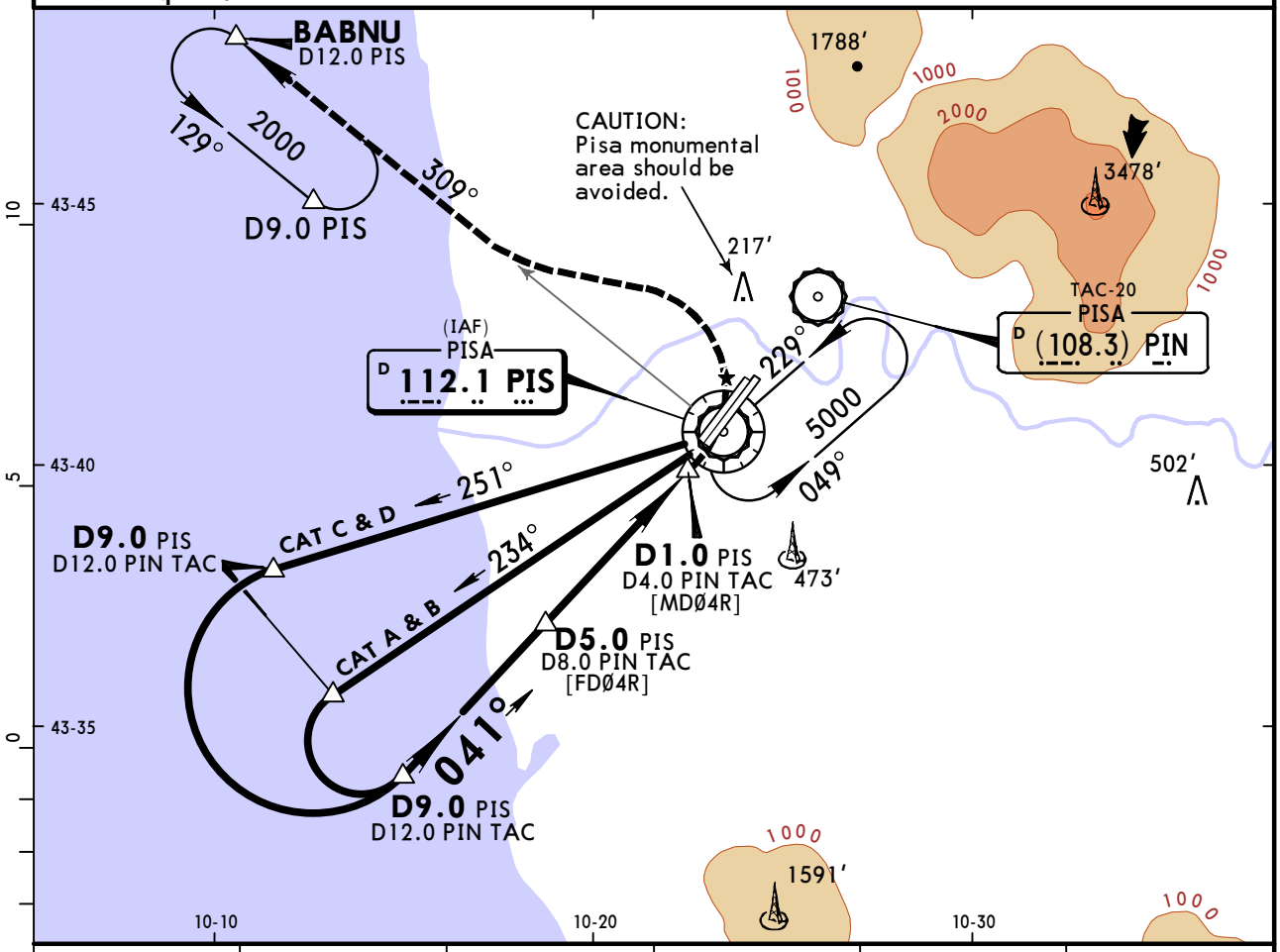
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 6′
PIS 112.1	041°	D5.0 PIS 1600′ (1597′)	450′ (447′)	Rwy 3′

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

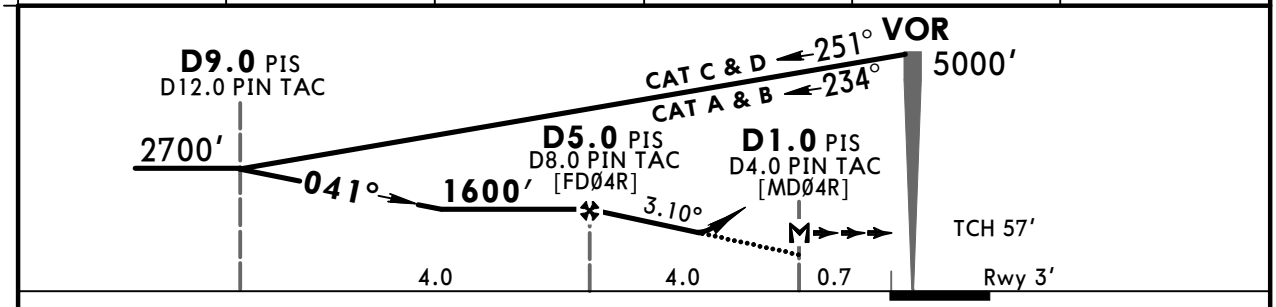
MSA PIS VOR: 129° 8900′; 239° 2500′; 034° 5000′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required.



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

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	870′ (864′)	2400m
175	870′ (864′)	3600m

PANS OPS

CHANGES: Circling minimums.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (16-1)

PISA, ITALY
Lctr Rwy 04L

BRIEFING STRIP™

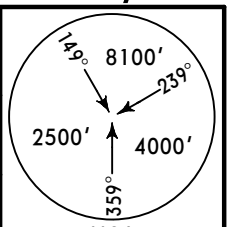
PISA Approach (R)	PISA Tower	*Ground
124.275 126.075	119.1 122.1	120.075

For UHF see MIL-101 listing

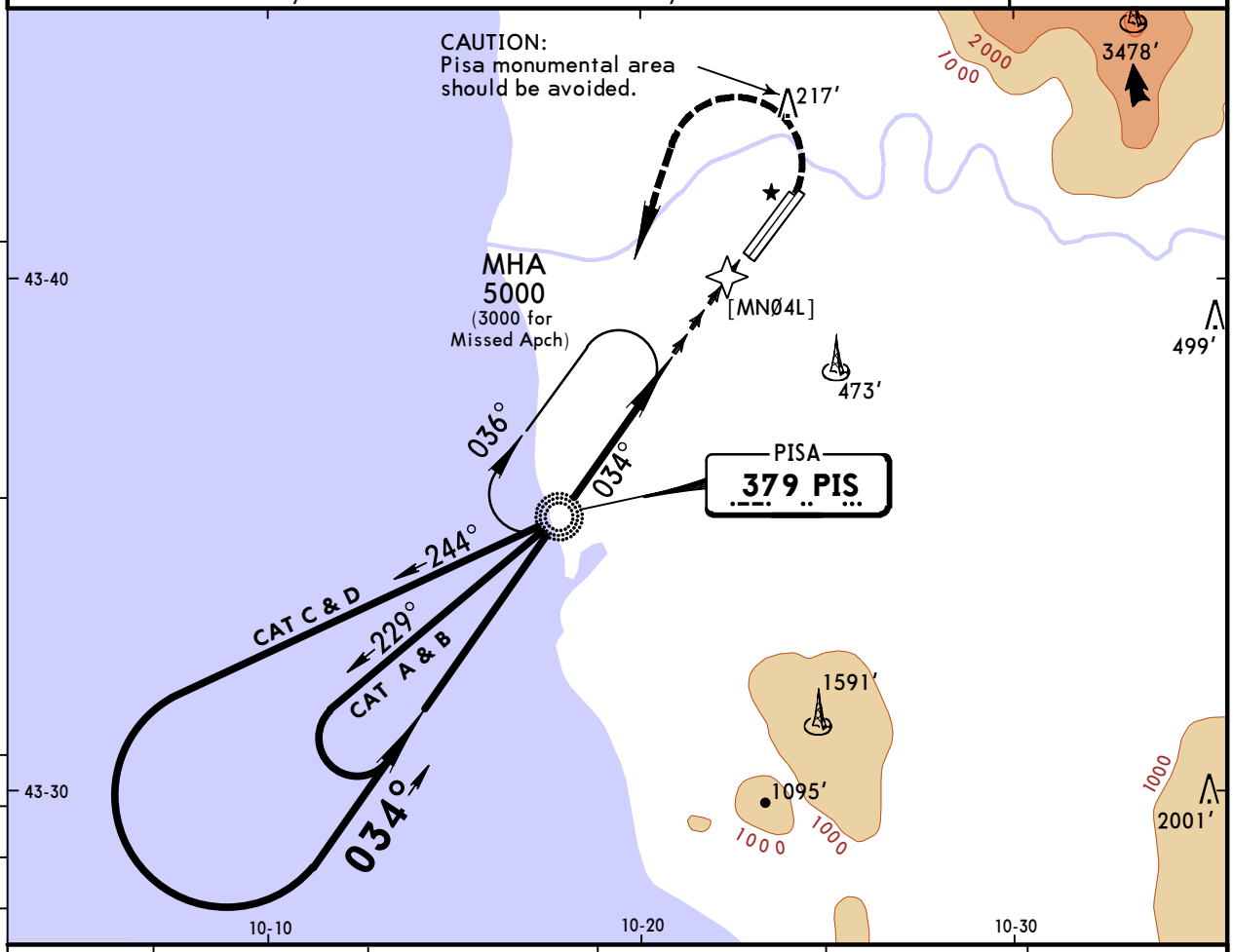
Lctr PIS	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev 6'
379	034°	2000' (1999')	820' (819')	Rwy 1'

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

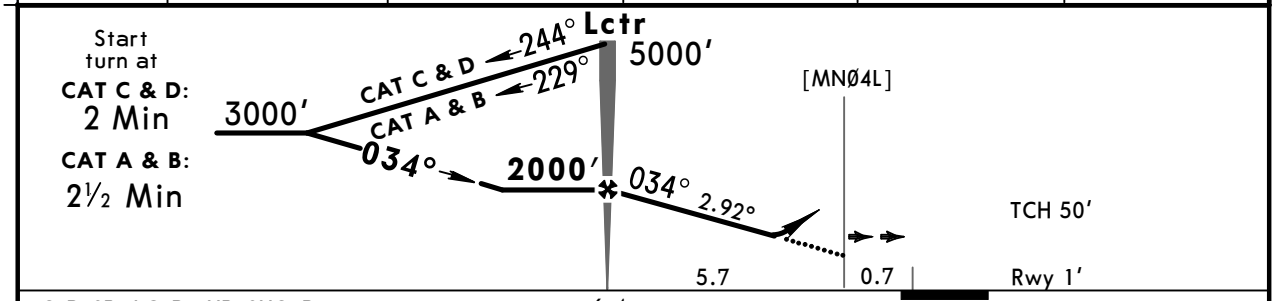
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'



MSA
PIS Lctr



Dist to MNØ4L	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1790'	1480'	1170'	860'	550'



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: None.

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LIRP/PSA
SAN GIUSTO

JEPPESEN

13 NOV 15 (16-2)

PISA, ITALY
Lctr Rwy 04R

PISA Approach (R)	PISA Tower	*Ground
124.275 126.075	119.1 122.1	120.075

For UHF see MIL-101 listing

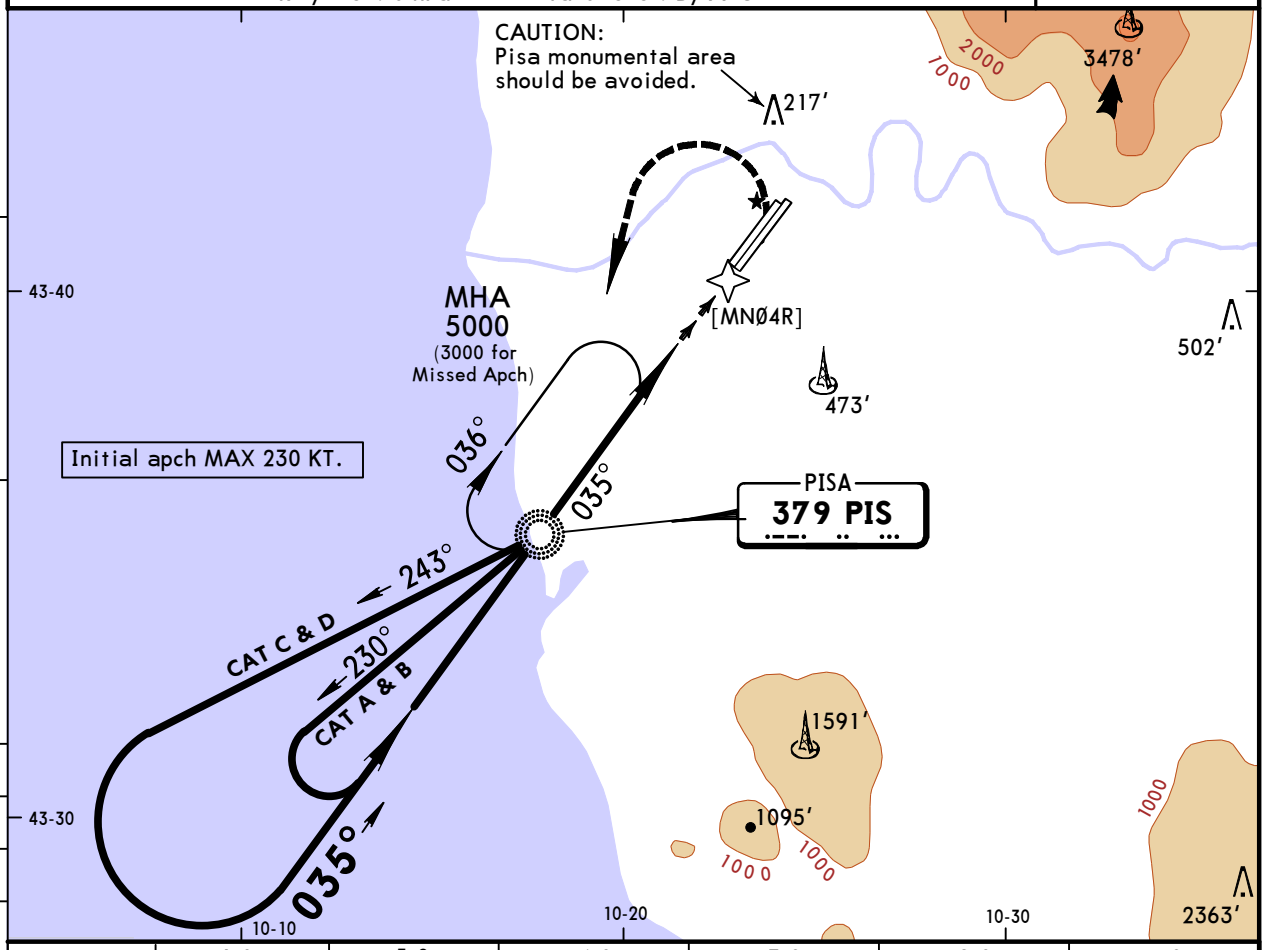
BRIEFING STRIP ™

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

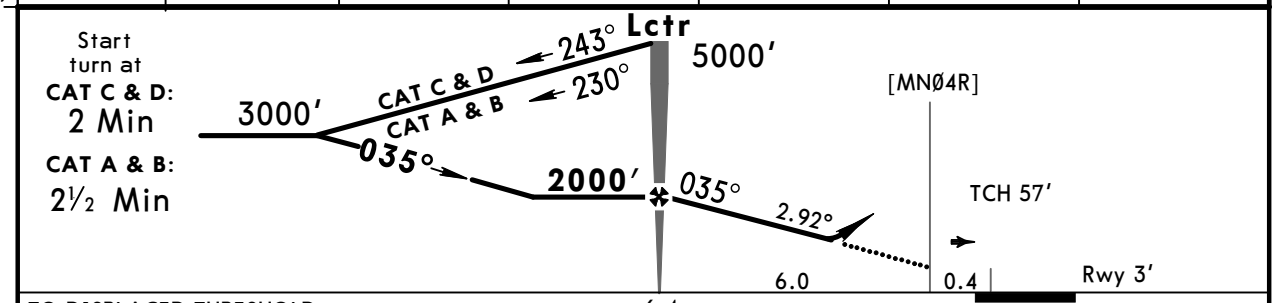
MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000′ and hold.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

MSA PIS Lctr: 149° 8100′; 239°; 2500′; 4000′; 359°



Dist to MNØ4R	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2000′	1690′	1380′	1070′	760′	450′



TO DISPLACED THRESHOLD

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	870′ (864′)	2400m
175	870′ (864′)	3600m

CHANGES: Circling minimums.

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Chart changes since cycle 26-2015

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