

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LICJ

Terminal Charts For LICJ

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: PALERMO ITA
ICAO/IATA: LICJ / PMO
Lat/Long: N38° 10.92', E013° 05.97'
Elevation: 65 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: Yes
Beacon: Yes

Sunrise: 0344 Z
Sunset: 1833 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 123.875

Raisi Tower: 119.050

Raisi Ground: 121.625 MF

Palermo Approach: 118.650

Palermo Approach: 120.200

Palermo Radar: 120.200

Palermo Radar: 118.650

LICJ/PMO
PUNTA RAISI

10 JAN 14

JEPPesen

10-1P

PALERMO, ITALY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 123.87

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. USE OF APU

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

1.2.2. ENGINE RUN-UPS

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

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

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

Engine tests are restricted to one at a time.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be activated when

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

No operations allowed with RVR less than 400m.

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

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

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

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

1.4. RWY OPERATIONS

1.4.1. RWY 02

HJ available for landing in VMC only.

HN not available for landing.

1.5. TAXI PROCEDURES

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

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

Apron TWY R MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

ACFT is allowed to leave or enter the ACFT stand only if the pilot has the marshaller in sight.

Stand 302 available for helicopters.

1.7. OTHER INFORMATION

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

Birds.

RWYs 20 and 25 right-hand circuit.

LICJ/PMO
PUNTA RAISI

JEPPESEN
10 JAN 14 (10-1P1)

PALERMO, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.1. RWY OPERATIONS

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

2.2. TAXI PROCEDURES

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

2.3. OTHER INFORMATION

2.3.1. COMMUNICATIONS FAILURE

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

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

Landing on:

RWY 02 via TWY T;
RWY 07 via TWY A;
RWY 20 via TWY G;
RWY 25 via TWY E.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

On receiving instructions for push-back, pilot shall start manoeuvring without delay.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. POWER BACK

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

3.3. OTHER INFORMATION

3.3.1. COMMUNICATIONS FAILURE

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

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

LICJ/PMO
PUNTA RAISI

JEPPesen
22 MAY 15 (10-1R)

PALERMO, ITALY

Eff 28 May RADAR MINIMUM ALTITUDES

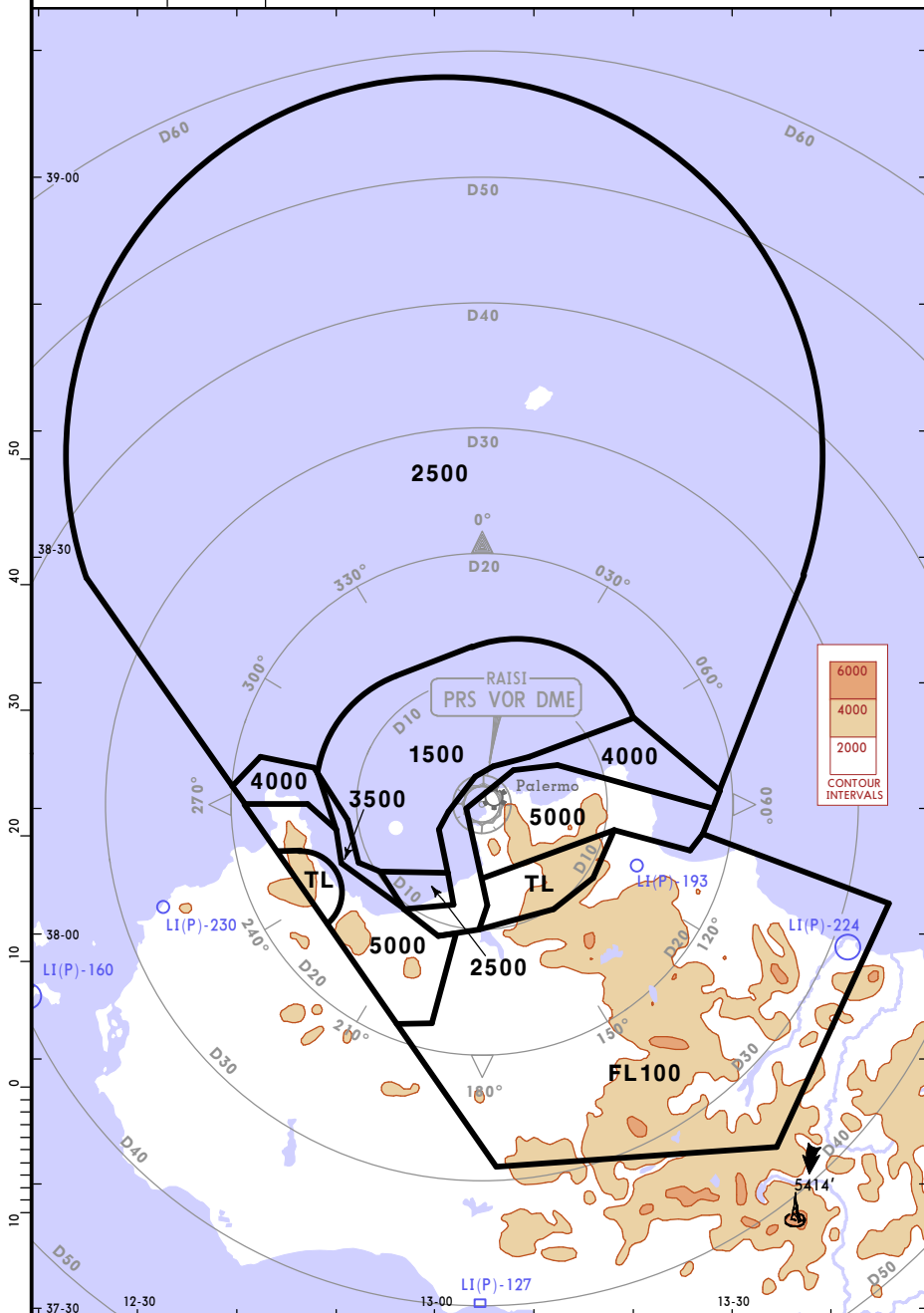
PALERMO
Radar
120.2

Apt Elev
65'

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

1. Altitudes are based on Palermo QNH.

2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna. 3. Outside these areas the normal minimum enroute level will be used. 4. Chart only to be used for cross-checking of altitude while under RADAR control.



CHANGES: Sector added.

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LICJ/PMO
PUNTA RAISI

JEPPESEN
14 OCT 11 10-2 Eff 20 Oct

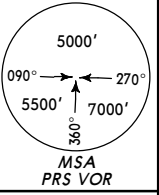
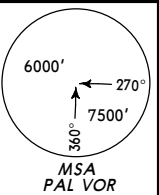
PALERMO, ITALY
RNAV STAR

ATIS 123.87	Apt Elev 65'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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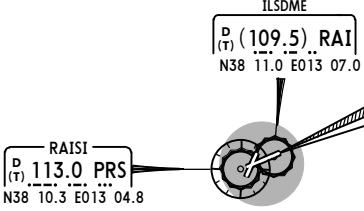
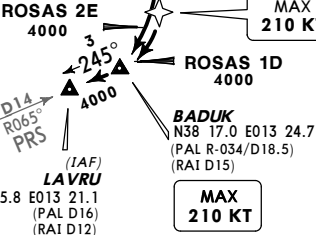
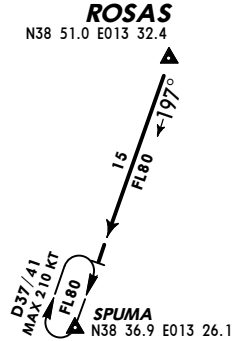
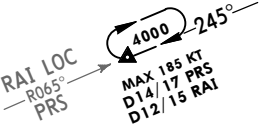
ROSAS 1D [ROSA1D]
RNAV ARRIVAL
BY ATC
BASED ON PRS

ROSAS 2E [ROSA2E]
RNAV ARRIVAL
BASED ON PAL

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



HOLDING OVER
LAVRU



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

LICJ/PMO
PUNTA RAISI

JEPPesen
14 OCT 11 (10-2A) Eff 20 Oct

PALERMO, ITALY
STAR

ATIS
123.87

Apt Elev
65'

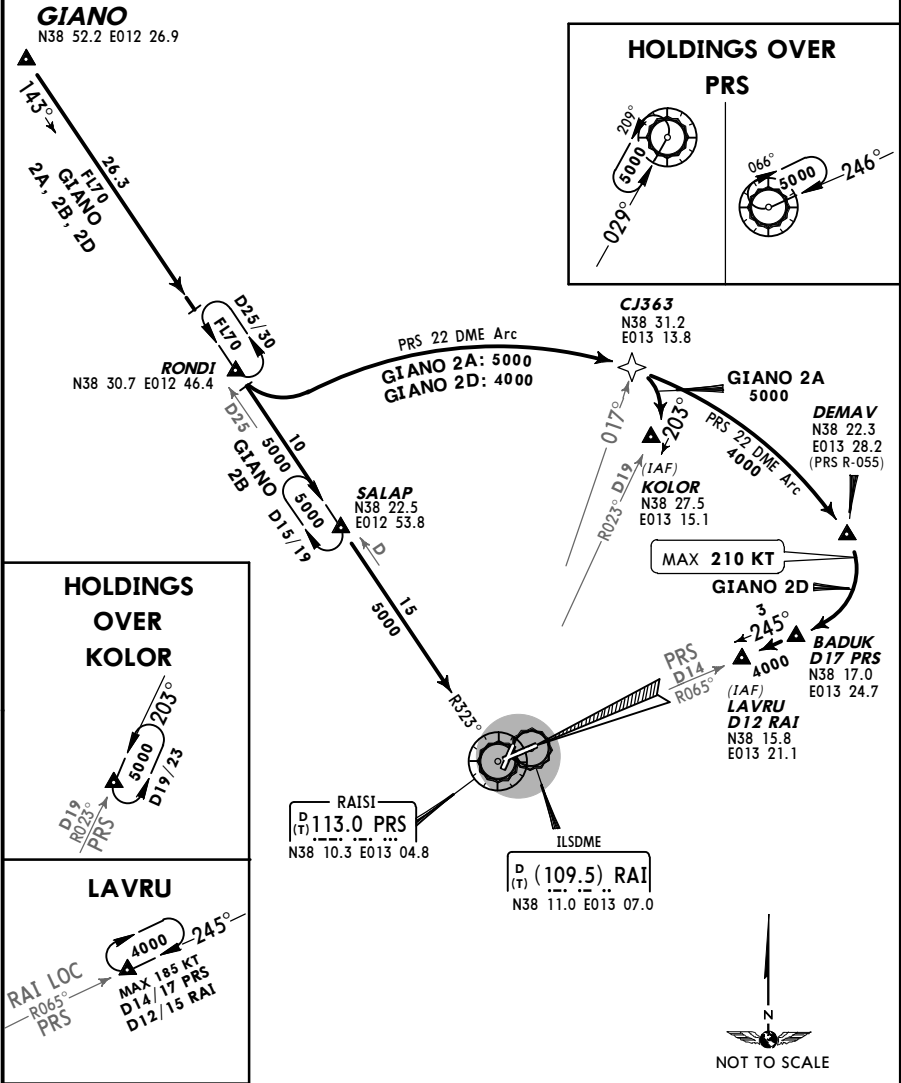
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

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

5000'

090°
5500'
270°
360°
7000'

MSA
PRS VOR



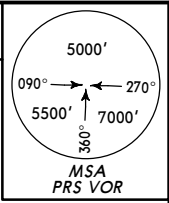
STAR	ROUTING
GIANO 2A	Intercept PRS R-323 inbound to ROND1, turn LEFT, along PRS 22 DME arc, to CJ363 turn RIGHT to KOLOR.
GIANO 2B	Intercept PRS R-323 inbound via ROND1 and SALAP to PRS.
GIANO 2D	Intercept PRS R-323 inbound to ROND1, turn LEFT, along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.

LICJ/PMO
PUNTA RAISI

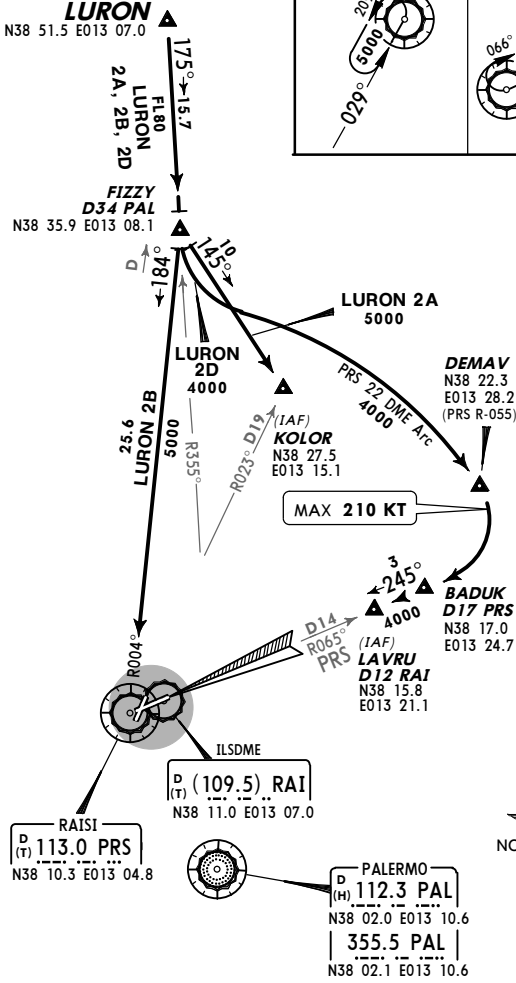
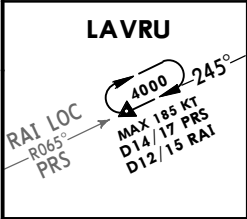
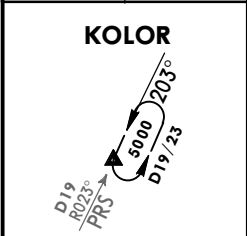
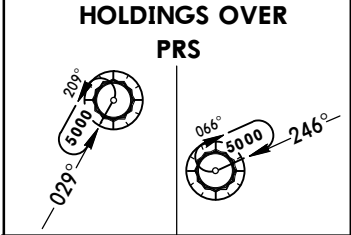
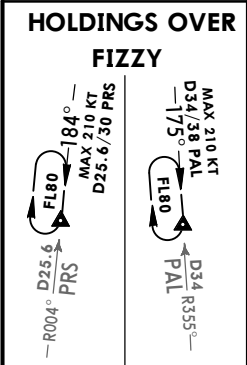
JEYPESEN
14 OCT 11 (10-2B) Eff 20 Oct

PALERMO, ITALY
STAR

ATIS 123.87	Apt Elev 65'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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LURON 2A [LURO2A]
LURON 2B [LURO2B], LURON 2D [LURO2D]
ARRIVALS



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

LICJ/PMO
PUNTA RAISI

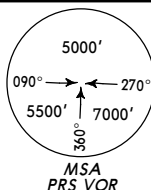
JEPPESEN
14 OCT 11 (10-2C) Eff 20 Oct

PALERMO, ITALY
STAR

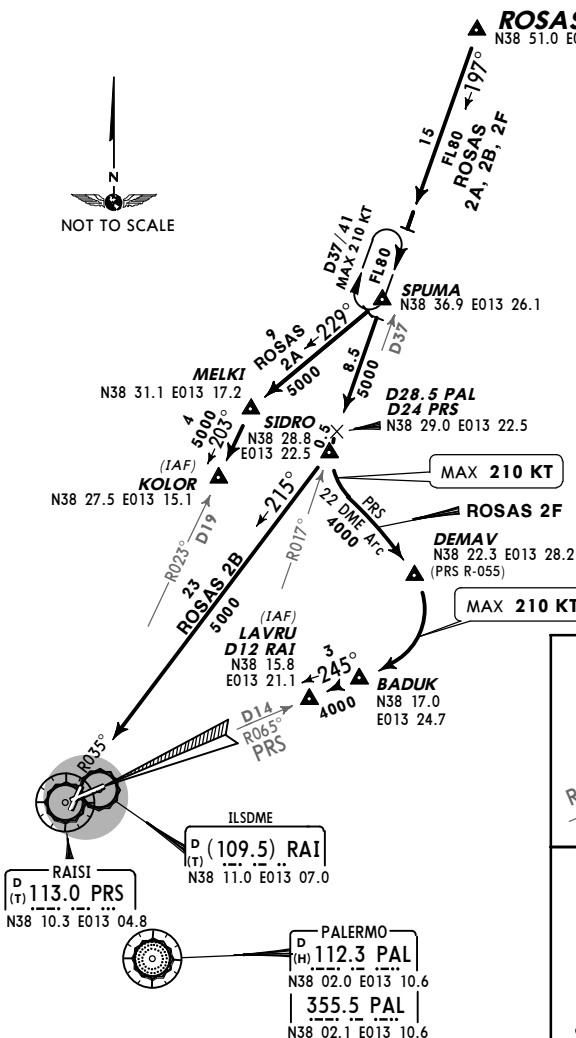
ATIS
123.87

Apt Elev
65'

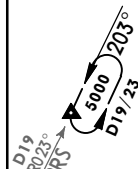
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



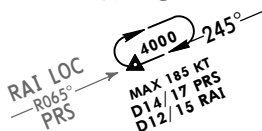
ROSAS 2A [ROSA2A] ROSAS 2B [ROSA2B], ROSAS 2F [ROSA2F] ARRIVALS



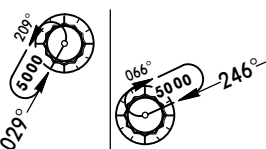
HOLDING
OVER
KOLOR



HOLDINGS OVER
LAVRU



PRS



STAR

ROUTING

ROSAS 2A

Intercept PAL R-017 inbound to SPUMA, turn RIGHT, 229° track to MELKI, turn LEFT, intercept PRS R-023 inbound to KOLOR.

ROSAS 2B

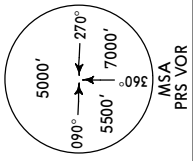
Intercept PAL R-017 inbound via SPUMA to SIDRO, turn RIGHT, intercept PRS R-035 inbound to PRS.

ROSAS 2F

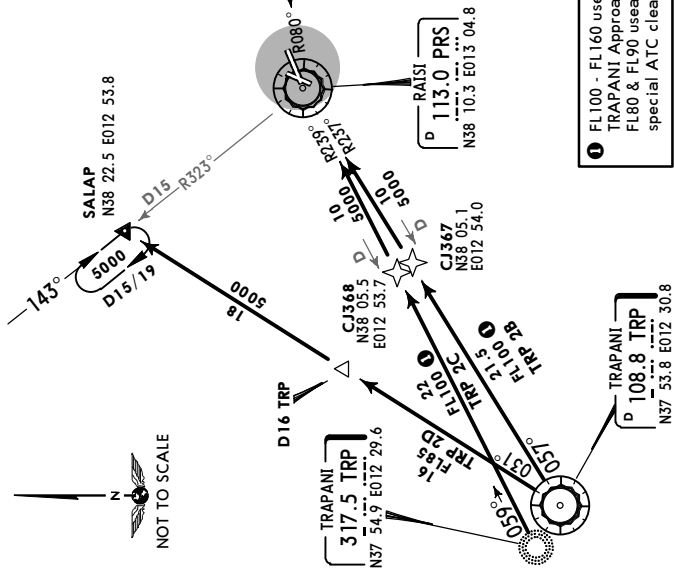
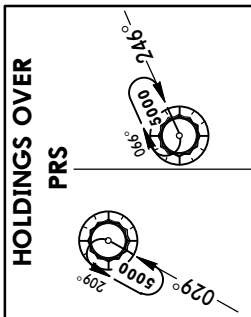
Intercept PAL R-017 inbound via SPUMA to D28.5 PAL, turn LEFT along PRS 22 DME arc to DEMAV, turn RIGHT to BADUK, then to LAVRU.

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

STAR



PELEN 2B [PELE2B]
TRP 2B, TRP 2C, TRP 2D
ARRIVALS
BY ATC



STAR	ROUTING
PELEN 2B	Intercept PRS R-080 inbound via CJ369 and CJ371 to PRS.
TRP 2B	On TRP R-057 (PRS R-237 inbound) via CJ367 to PRS.
TRP 2C	On 059° bearing from TRP NDB (PRS R-239 inbound) via CJ368 to PRS.
TRP 2D	On TRP R-031 to SALAP.

1 FL100 - FL160 useable subject to TRAPANI Approach clearance. FL80 & FL90 useable only with special ATC clearance.

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LICJ/PMO
PUNTA RAISI

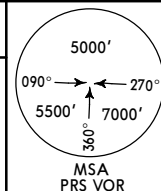
JEPPesen
22 JAN 16 10-2E Eff 4 Feb

PALERMO, ITALY
STAR

ATIS
123.87

Apt Elev
65'

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



KAPIL 3C [KAP3C]
TRANSITION

KAPIL 2B [KAPI2B]
BY ATC

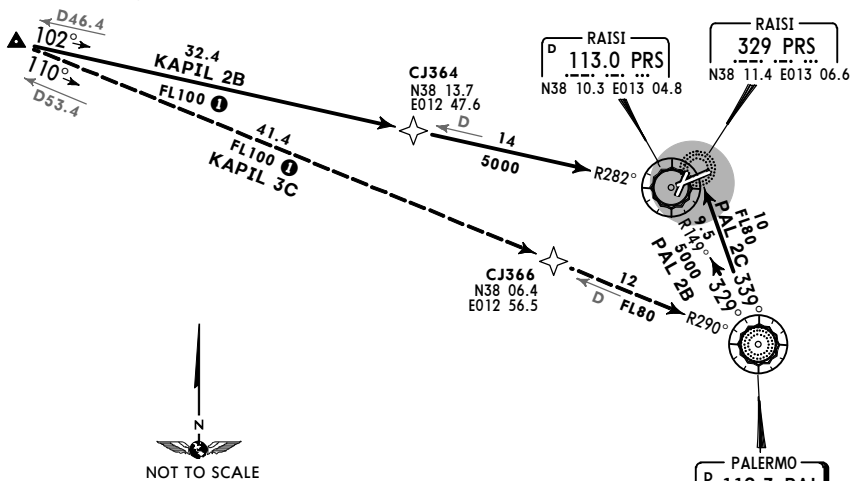
PAL 2B, PAL 2C

ARRIVALS

① FL100 - FL160 useable subject to TRAPANI Approach clearance.
FL80 & FL90 useable only with special ATC clearance.

KAPIL

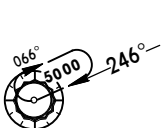
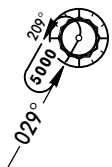
N38 21.4 E012 07.6



HOLDINGS OVER

PRS VORDME

PRS Lctr



TRANSITION	ROUTING
KAPIL 3C	Intercept PAL R-290 inbound via CJ366 to PAL.
STAR	ROUTING
KAPIL 2B	Intercept PRS R-282 inbound via CJ364 to PRS.
PAL 2B	On PAL R-329 (PRS R-149 inbound) to PRS.
PAL 2C	On PAL R-339 to PRS Lctr.

LICJ/PMO
PUNTA RAISI

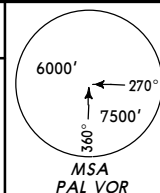
JEPPesen
14 OCT 11 (10-2F) Eff 20 Oct 1

PALERMO, ITALY
STAR

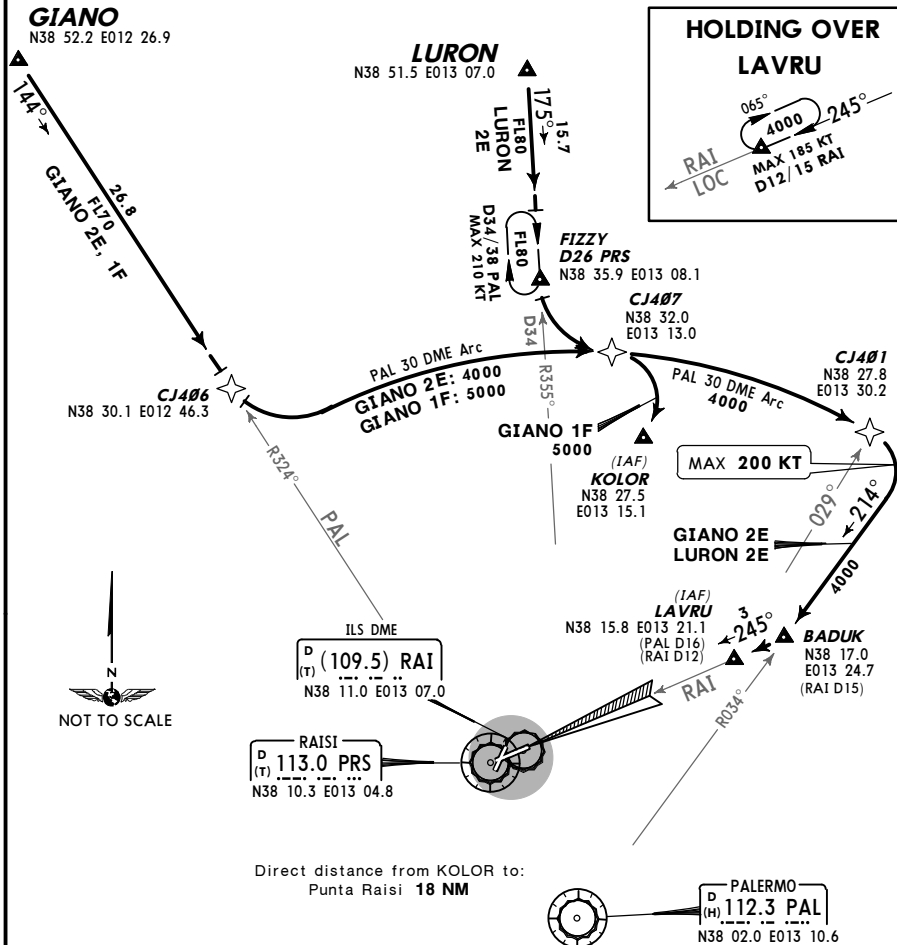
ATIS
123.87

Apt Elev
65'

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



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



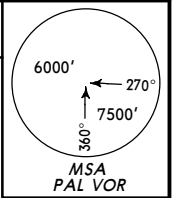
STAR	ROUTING
GIANO 2E	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.
GIANO 1F	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ407, turn RIGHT to KOLOR.
LURON 2E	Intercept PAL R-355 inbound to FIZZY, turn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

LICJ/PMO
PUNTA RAISI

JEPPesen
14 OCT 11 (10-2G) Eff 20 Oct

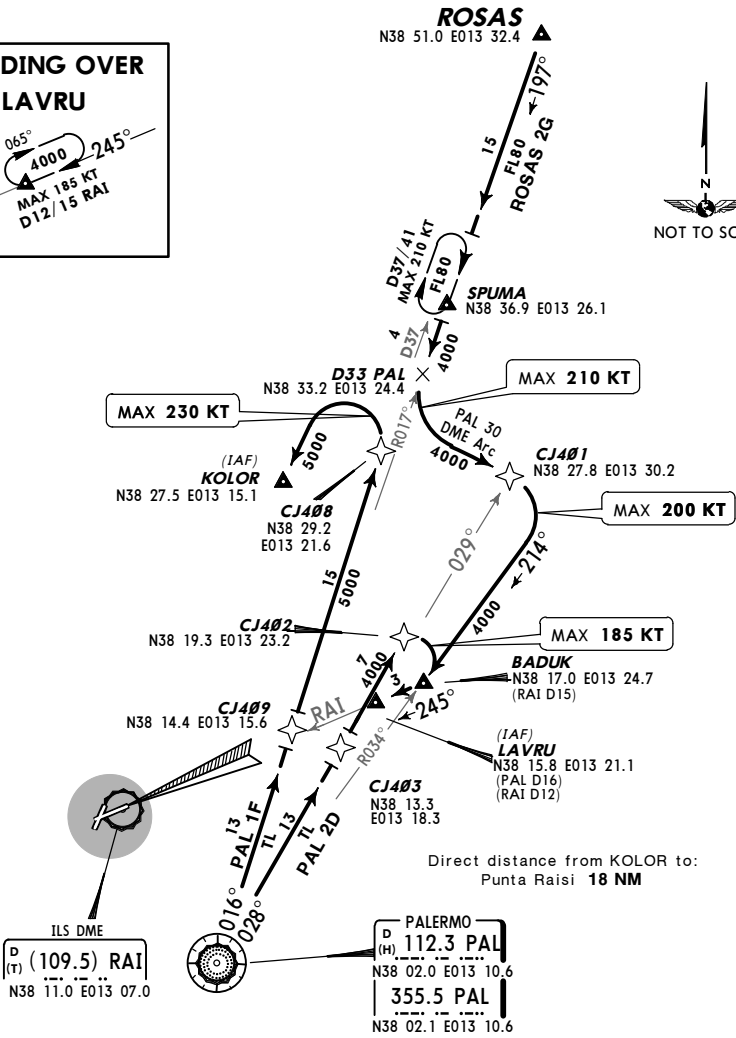
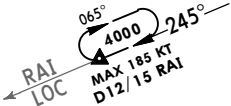
PALERMO, ITALY
STAR

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



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

HOLDING OVER
LAVRU



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

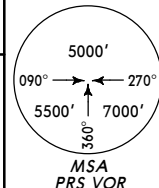
LICJ/PMO
PUNTA RAISI

JEPPESSEN
19 NOV 10 10-3

PALERMO, ITALY
RNAV SID

Apt Elev
65'

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

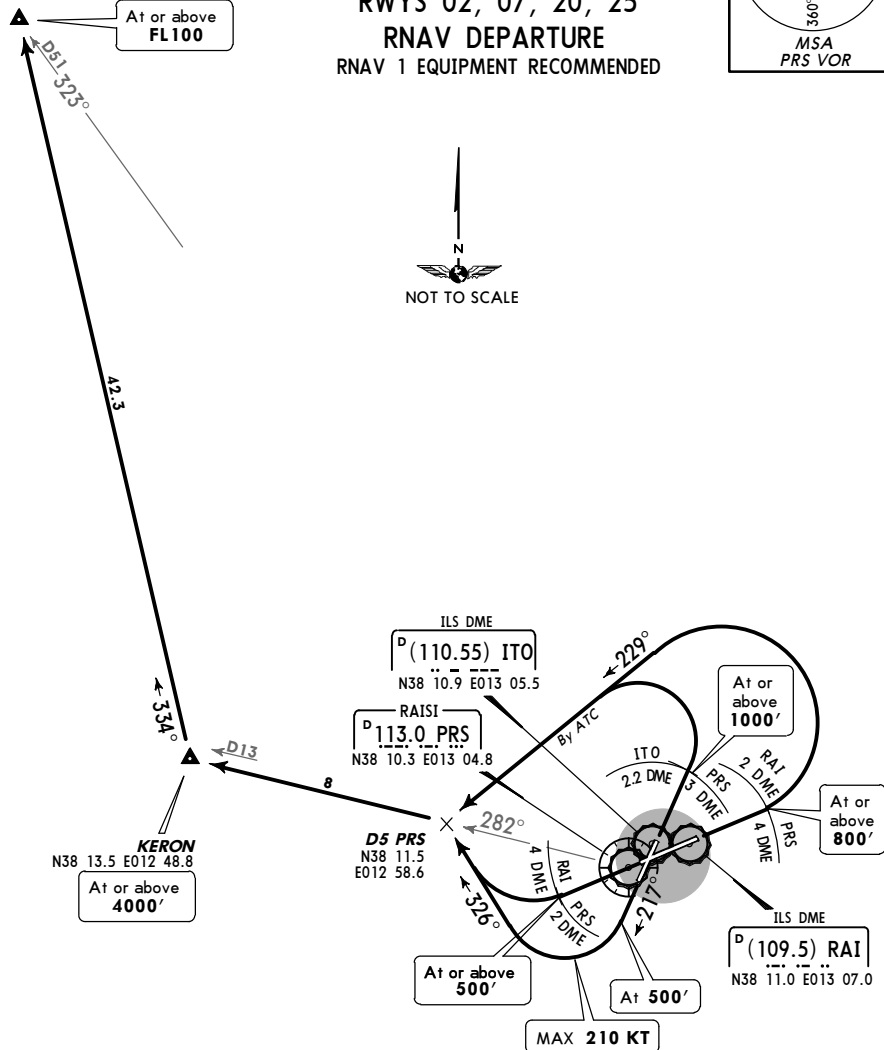


GIANO

N38 52.2 E012 26.9

At or above
FL100

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



This SID requires minimum climb gradients of

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

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

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

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

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

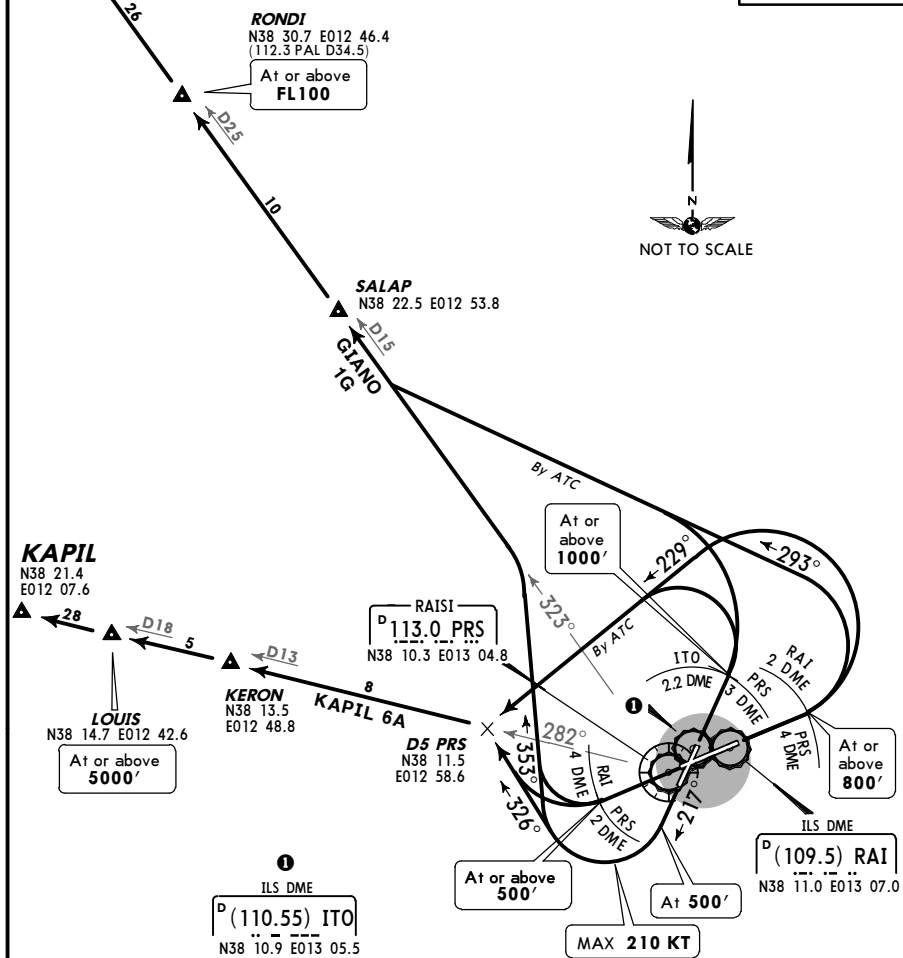
LICJ/PMO
PUNTA RAISI

JEPPESSEN
19 NOV 10 (10-3A)

PALERMO, ITALY
SID

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

5000'
090° 270°
5500' 7000'
360°
MSA
PRS VOR



These SIDs require minimum climb gradients of

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

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

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

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

RWY

INITIAL CLIMB

02 On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.

07 On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.

20 Climb on 217° track to 500', turn RIGHT, follow assigned SID.

25 On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

SID

ROUTING

GIANO 1G Intercept PRS R-323 via SALAP and RONDI to GIANO.

KAPIL 6A Intercept PRS R-282 via KERON and LOUIS to KAPIL.

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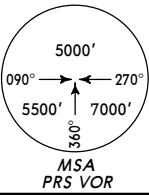
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LICJ/PMO
PUNTA RAISI

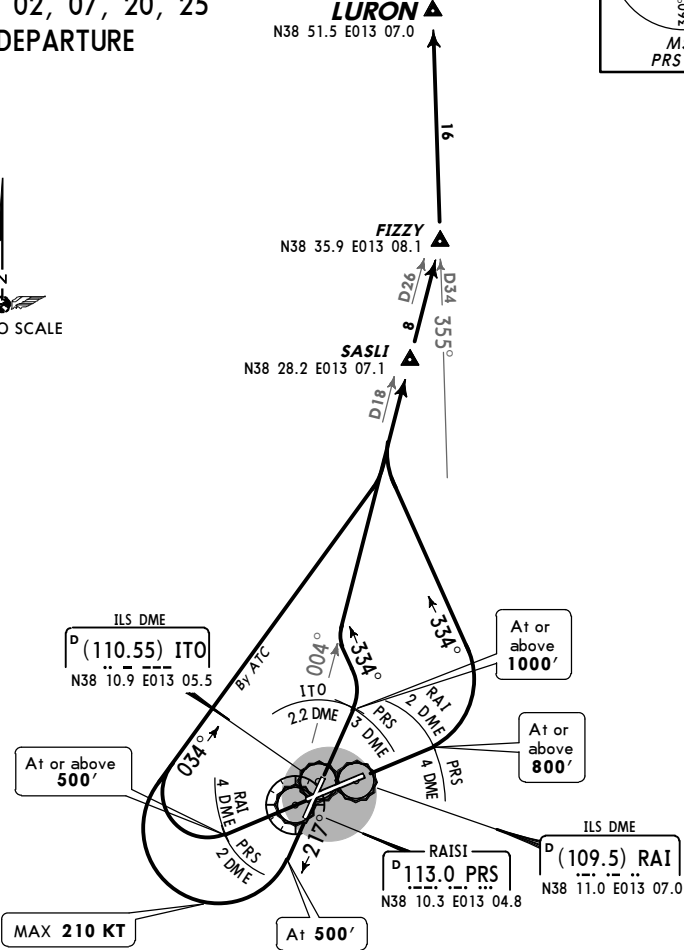
JEPPESSEN
19 NOV 10 (10-3D)

PALERMO, ITALY
SID

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

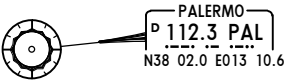


LURON 1H [LURO1H]
RWYS 02, 07, 20, 25
DEPARTURE



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

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



RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-004 via SASLI to FIZZY, intercept PAL R-355 to LURON.	

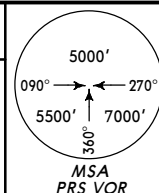
LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3E)

PALERMO, ITALY
SID

Apt Elev
65'

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

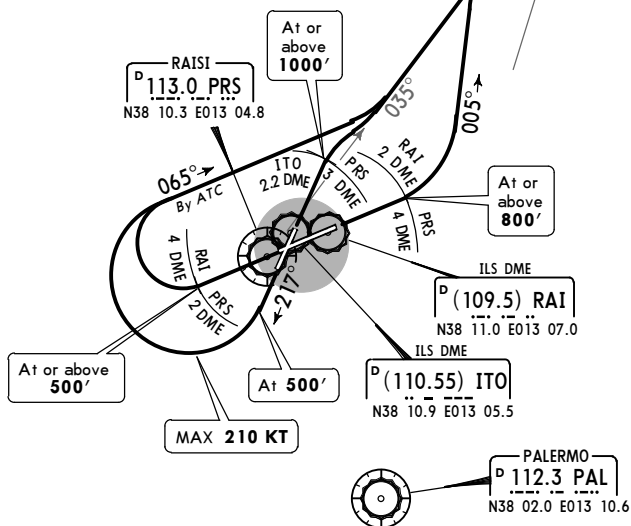


LURON 1P [LUR01P]
RWYS 02, 07, 20, 25
DEPARTURE

LURON
N38 51.5 E013 07.0

D34 PAL
N38 34.2 E013 24.8

SIDRO
N38 28.8 E013 22.5



This SID requires minimum climb gradients of

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

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

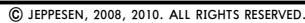
Rwy 20: 529' per NM (8.7%) until leaving 1000'.

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

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

CHANGES: SID LURON 1P established; SID transferred.

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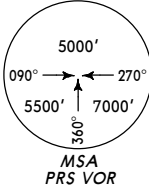
LICJ/PMO
PUNTA RAISI

JEPPESSEN
19 NOV 10 10-3G

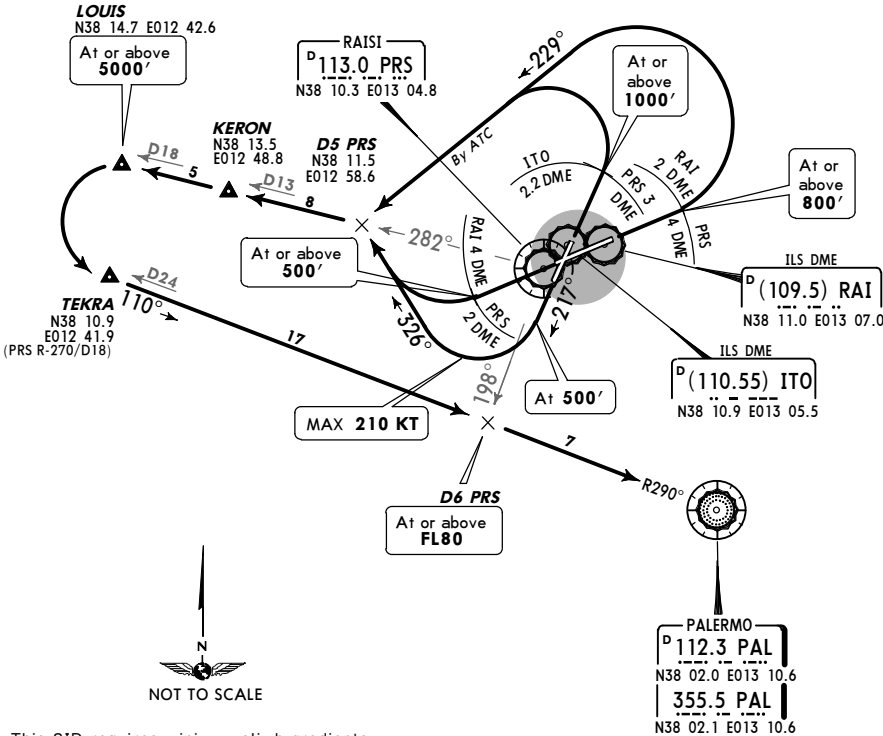
PALERMO, ITALY
SID

Apt Elev
65'

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



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



This SID requires minimum climb gradients of

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

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

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

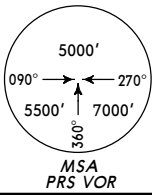
ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

LICJ/PMO
PUNTA RAISI

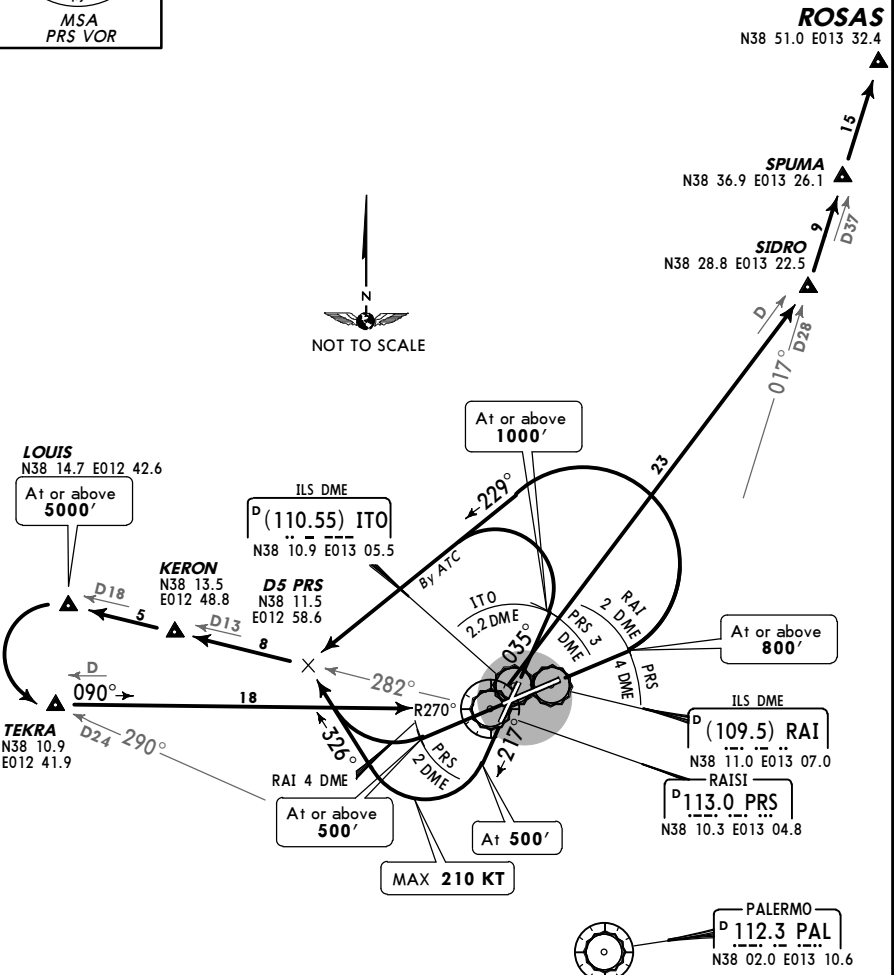
JEPPesen
19 NOV 10 (10-3J)

PALERMO, ITALY
SID



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

ROSAS 7A [ROSA7A]
RWYS 02, 07, 20, 25 DEPARTURE



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

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

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

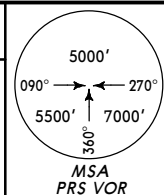
ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035 to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

LICJ/PMO
PUNTA RAISI

JEPPESSEN
19 NOV 10 10-3K

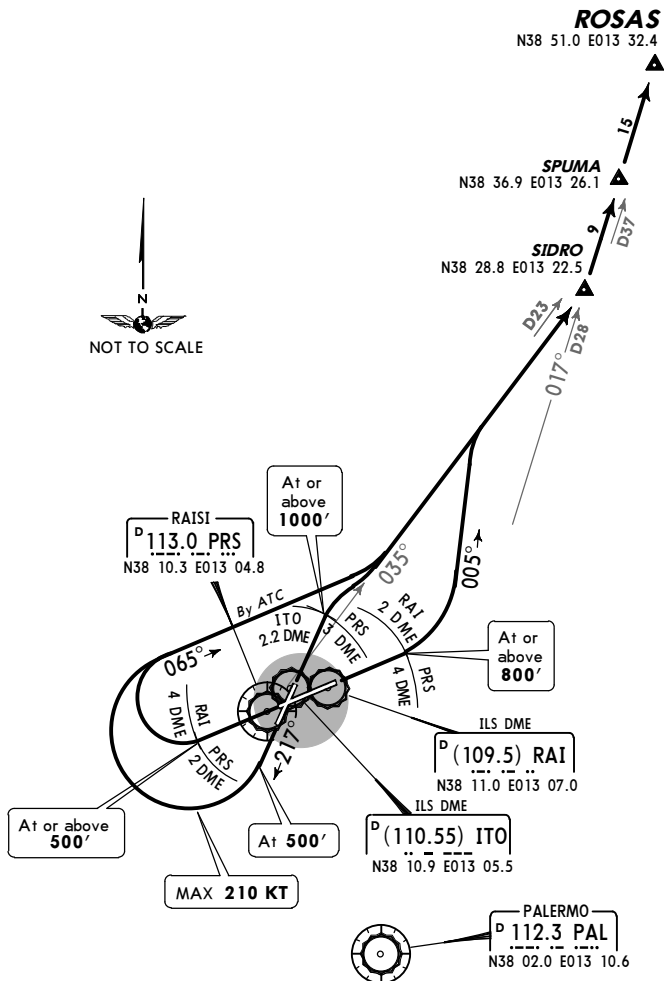
PALERMO, ITALY
SID



Apt Elev
65'

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

ROSAS 7B [ROSA7B]
RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

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

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

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

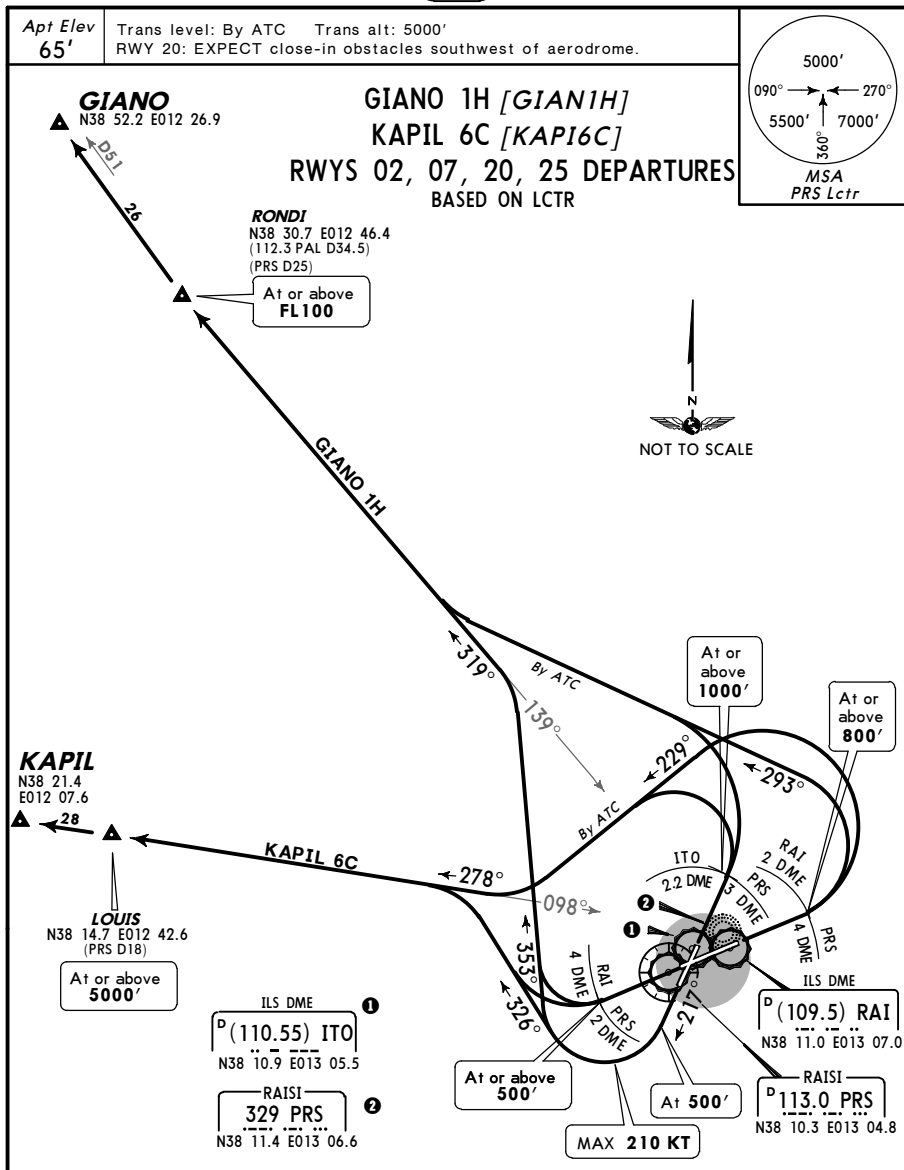
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

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

LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3M)

PALERMO, ITALY
SID



These SIDs require minimum climb gradients of

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

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

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

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

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

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

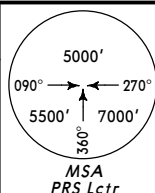
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Apt Elev
65'

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

LURON 1J [LURO1J]
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTR

LURON
N38 51.5 E013 07.0



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

ILS DME
D (109.5) RAI
N38 11.0 E013 07.0



FIZZY
N38 35.9 E013 08.1
(PRS D26)

TILSI
N38 26.9 E013 08.8

LOUIS
N38 14.7 E012 42.6
(PRS D18)

At or above
5000'

TEKRA
N38 10.9
E012 41.9
(PRS D18)

RAISI
329 PRS
... ..
N38 11.4 E013 06.6

RAISI
D 113.0 PRS
N38 10.3 E013 04.8

PALERMO
 D 112.3 PAL
 N38 02.0 E013 10.6

This SID requires minimum climb gradients of

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

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

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

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

RWY	INITIAL CLIMB
-----	---------------

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

ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS
Lctr, 034° bearing, intercept PAL R-355 via TILSI and FIZZY to LURON.

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

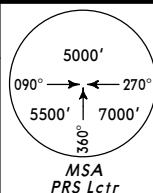
LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3Q)

PALERMO, ITALY
SID

Apt Elev
65'

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



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

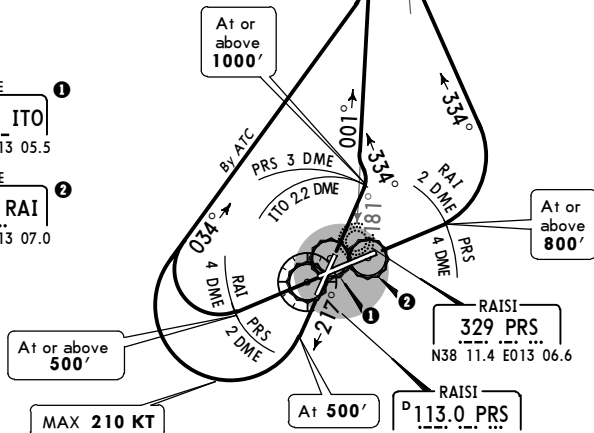
LURON
N38 51.5 E013 07.0

FIZZY
N38 35.9 E013 08.1
(PRS D26)



ILS DME
D (110.55) ITO
N38 10.9 E013 05.5

ILS DME
D (109.5) RAI
N38 11.0 E013 07.0



This SID requires minimum climb gradients of

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

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

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

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



PALERMO
D 112.3 PAL
N38 02.0 E013 10.6

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

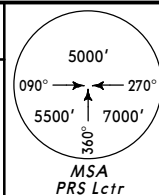
LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3S)

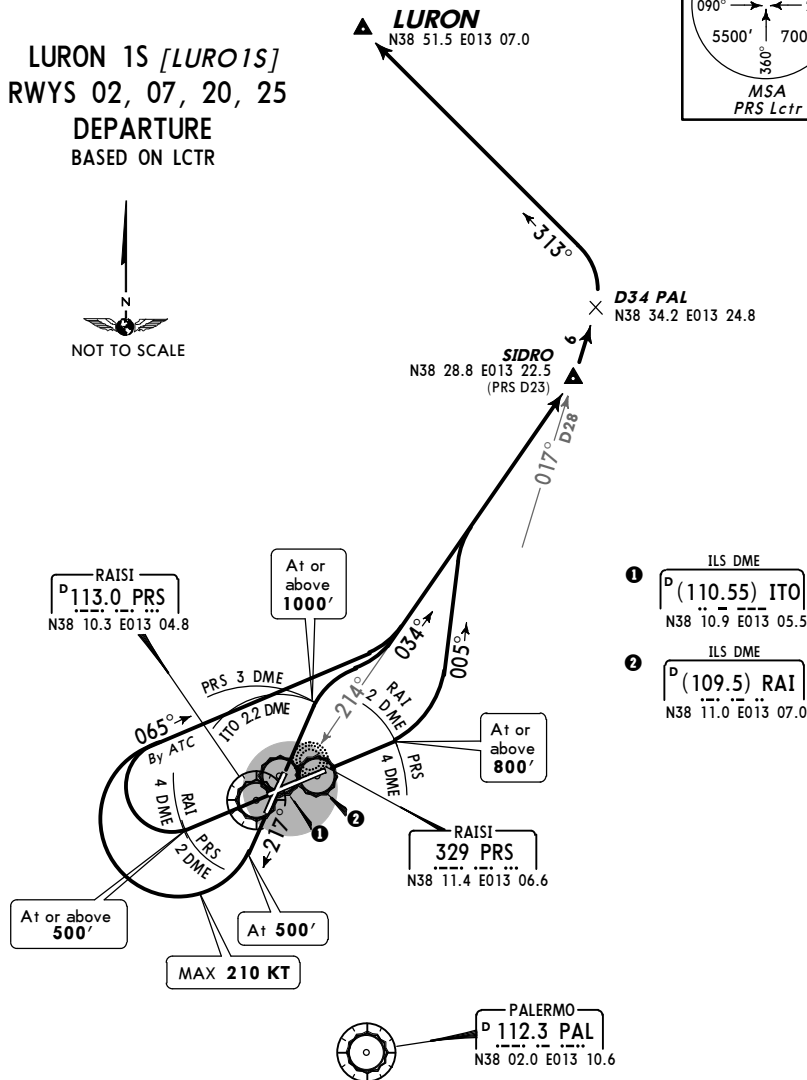
PALERMO, ITALY
SID

Apt Elev
65'

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



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



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

This SID requires minimum climb gradients of

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

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

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

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

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

SID

— PALERMO —
 P 112.3 PAL
 N38 02.0 E013 10.6



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

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

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

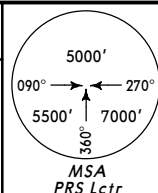
LICJ/PMO
PUNTA RAISI

JEPPESEN
19 NOV 10 (10-3U)

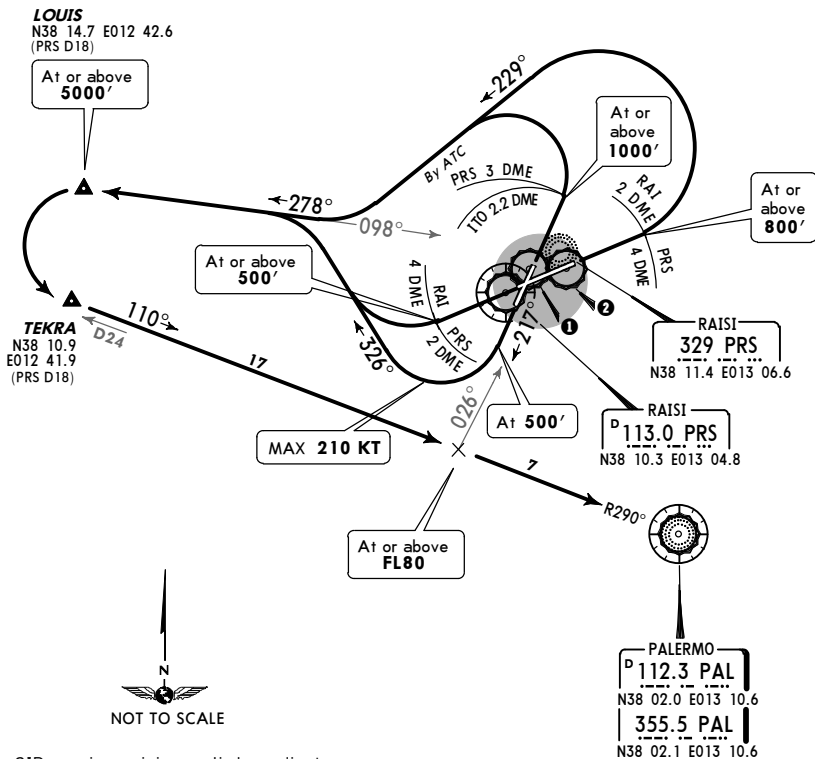
PALERMO, ITALY
SID

Apt Elev
65'

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



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



This SID requires minimum climb gradients of

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

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

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

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

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

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

PALERMO
D 112.3 PAL
N38 02.0 E013 10.6
355.5 PAL
N38 02.1 E013 10.6

RWY

INITIAL CLIMB

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

ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.

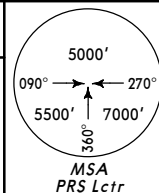
LICJ/PMO
PUNTA RAISI

JEPPESEN
19 NOV 10 (10-3V)

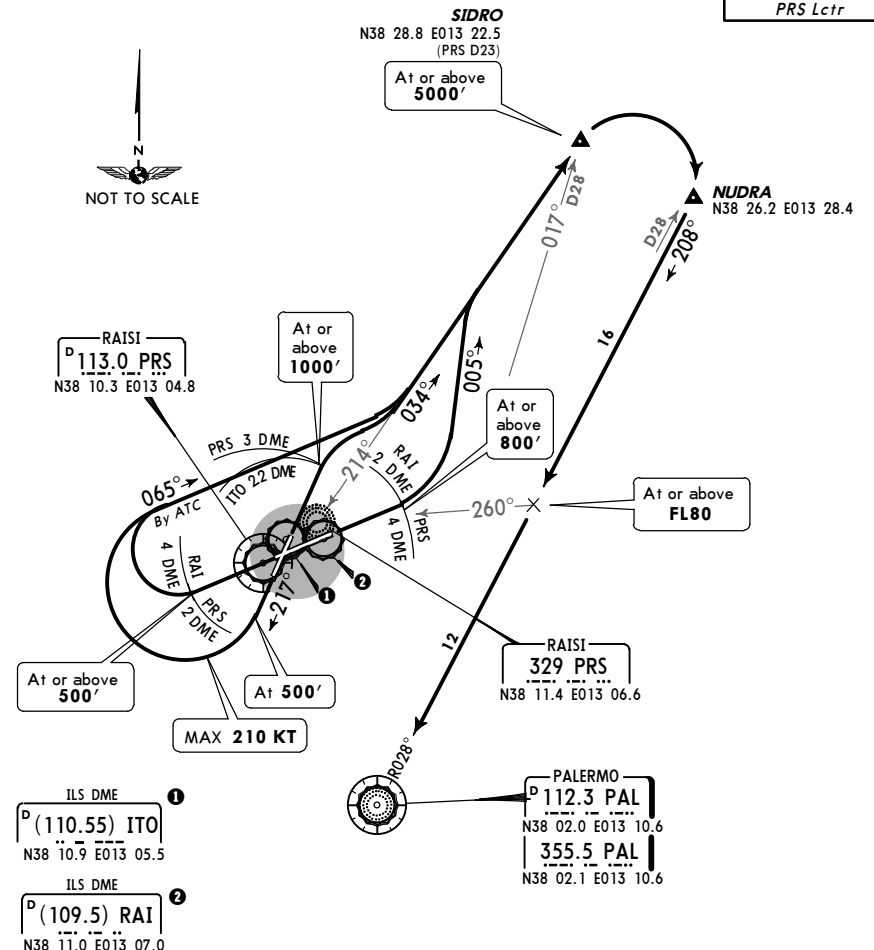
PALERMO, ITALY
SID

Apt Elev
65'

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



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



This SID requires minimum climb gradients of

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

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

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

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

RWY

INITIAL CLIMB

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

ROUTING

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

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

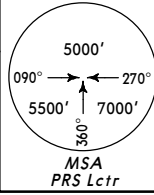
LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3W)

PALERMO, ITALY
SID

Apt Elev
65'

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



ROSAS 7C [ROSA7C]
RWYS 02, 07, 20, 25 DEPARTURE
BASED ON LCTR

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

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

LOUIS
N38 14.7 E012 42.6
(PRS D18)

At or above
5000'



ROSAS ▲
N38 51.0 E013 32.4

SPUMA ▲
N38 36.9 E013 26.1

SIDRO ▲
N38 28.8 E013 22.5
(PRS D23)

TEKRA
N38 10.9
E012 41.9
(PRS D18)

At or above
500'

At 500'

RAISI
329 PRS
N38 11.4 E013 06.6

RAISI
P 113.0 PRS
N38 10.3 E013 04.8

PALERMO
P 112.3 PAL
N38 02.0 E013 10.6



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

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

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

ROUTING

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

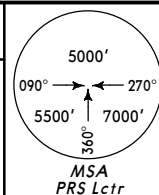
LICJ/PMO
PUNTA RAISI

JEPPesen
19 NOV 10 (10-3X1)

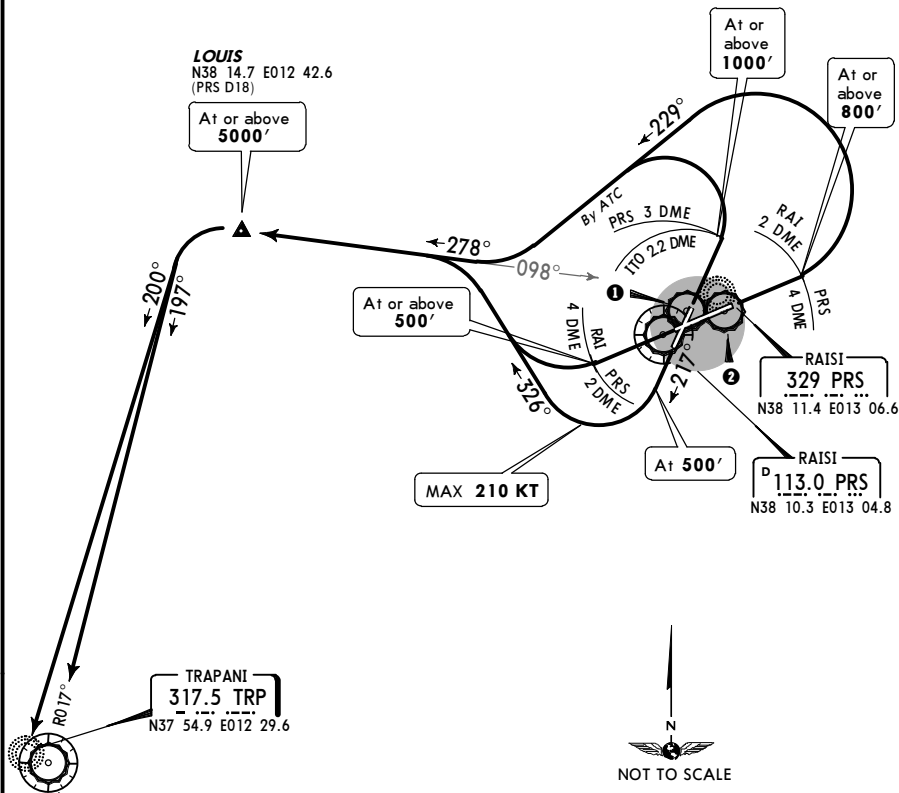
PALERMO, ITALY
SID

Apt Elev
65'

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



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



This SID requires minimum climb gradients of

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

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

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

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

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

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

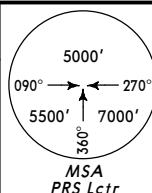
LICJ/PMO
PUNTA RAISI

 **JEPPESSEN**
19 NOV 10 **(10-3X2)**

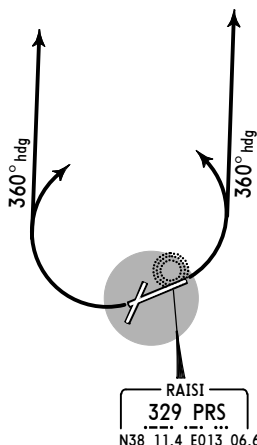
PALERMO, ITALY
DEPARTURE

Apt Elev
65'

Trans level: By ATC Trans alt: 5000'



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



RWY 07 - NORTHBOUND

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

RWY 25 - NORTHBOUND

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

RWY 07 - SOUTH-, EAST- AND WESTBOUND

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

RWY 25 - SOUTH-, EAST- AND WESTBOUND

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

LICJ/PMO
PUNTA RAISI

 **JEPPesen**
13 MAY 11 10-4

PALERMO, ITALY
NOISE

NOISE ABATEMENT

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

RUNWAY USAGE

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

RUN-UP TESTS

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

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

Engine tests are restricted to one at a time.

REVERSE THRUST

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

AUXILIARY POWER UNITS (APUs)

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

LICJ/PMO

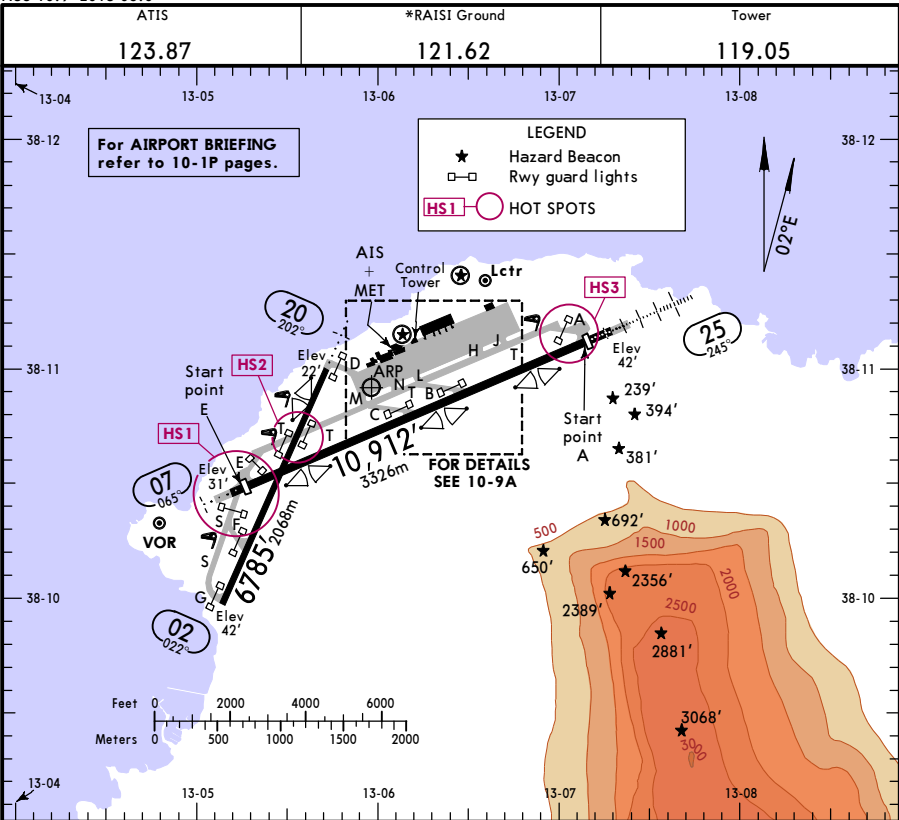
Apt Elev 65'
N38 10.9 E013 06.0

JEPPesen

22 JAN 16 10-9 Eff 4 Feb

PALERMO, ITALY

PUNTA RAISI



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
02	HIRL (60m) CL (30m) PAPI-L (3.0°)						148'
20	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°)	RVR			5785' 1763m		45m
07	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°)	RVR	10,512' 3204m				197'
25	HIRL (60m) CL (30m) HIALS PAPI (3.0°)	RVR	10,233' 3119m	9283' 2829m		1	60m

- 1 TAKE-OFF RUN AVAILABLE
RWY 07: From rwy head 2 10,912' (3326m) start point E 10,512' (3204m)
RWY 25: From rwy head 2 10,912' (3326m) start point A 9941' (3030m)
- 2 On request after previous back-track.

HOT SPOTS

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

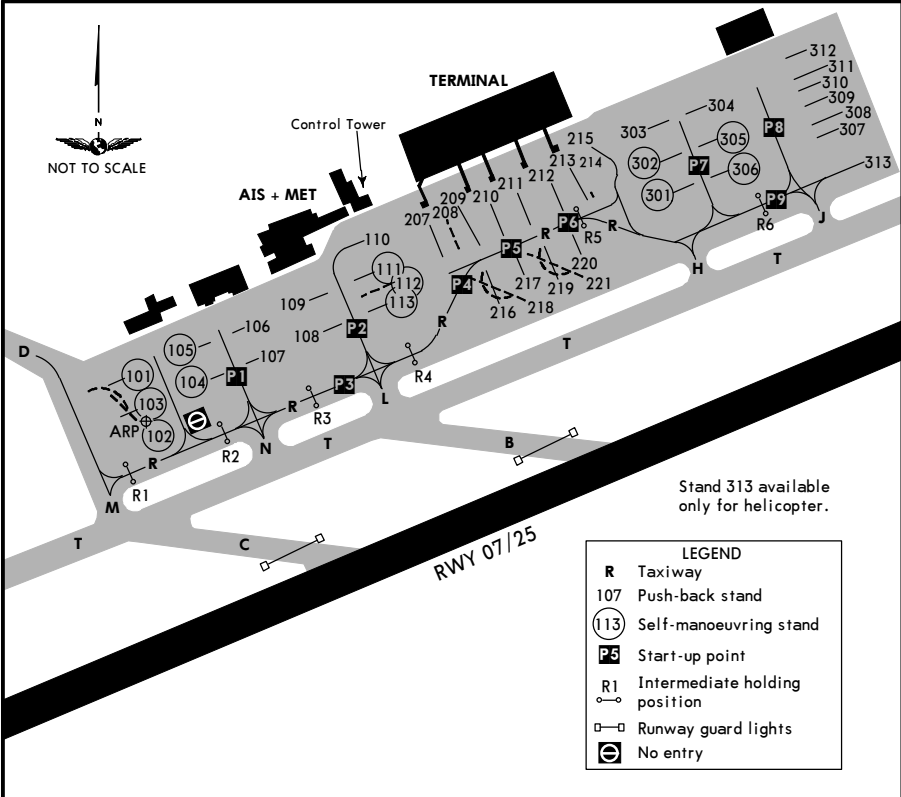
- HS1 Do not cross the runway unless cleared by Tower. Execute caution when vacating RWY 02/20 on twy F, holding position S ahead in 574' /175m.
- HS2 Do not cross the runway unless cleared by Tower.

Standard		TAKE-OFF	
		RCLM (DAY only) or RL	NIL (DAY only)
A			
B			
C	400m		500m
D			

LICJ/PMO

JEPPESSEN
22 JAN 16 **(10-9A)** **Eff 4 Feb**

PALERMO, ITALY
PUNTA RAISI



INS COORDINATES

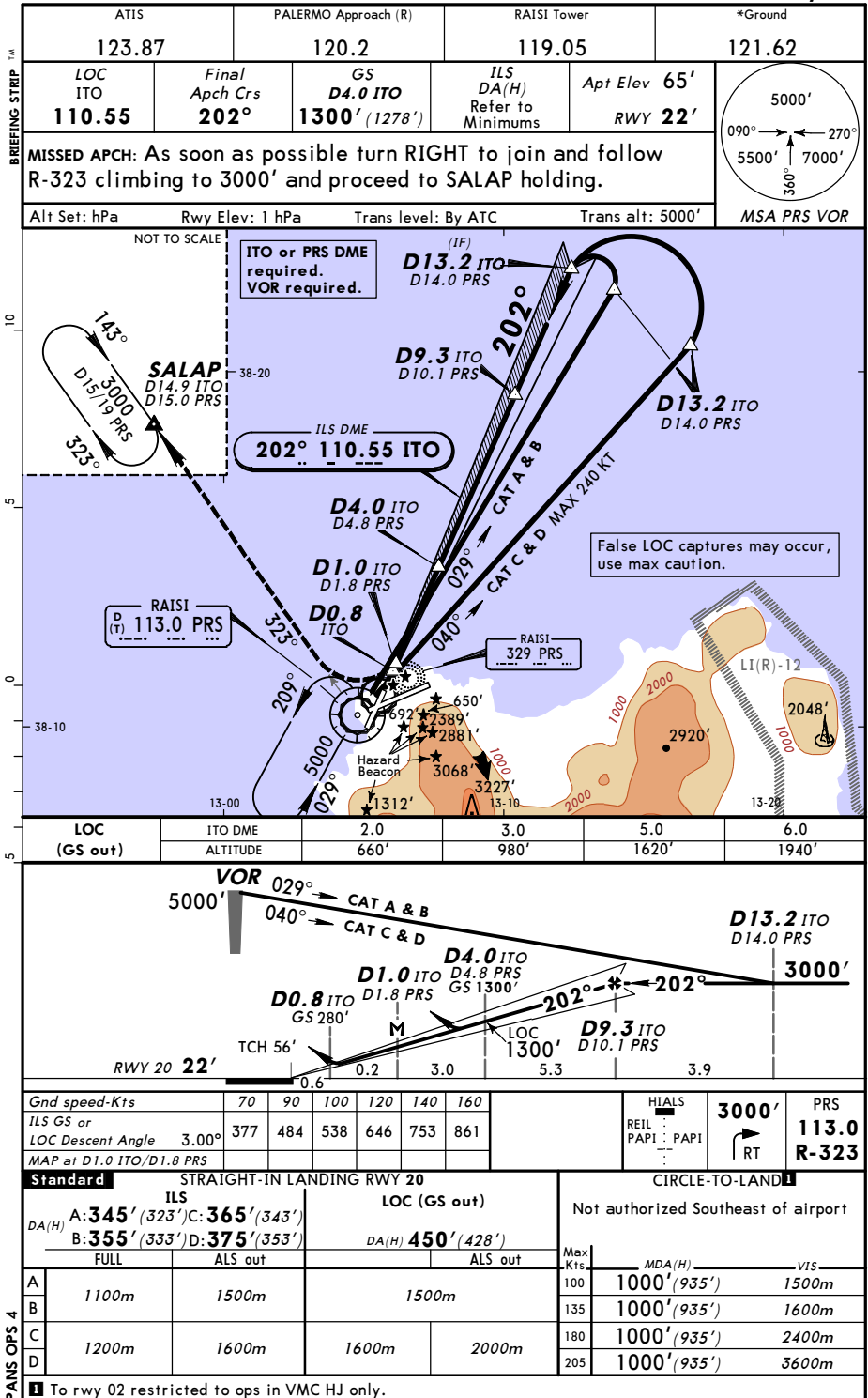
STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N38 10.9 E013 05.9	301	N38 11.1 E013 06.5
103	N38 11.0 E013 05.9	302, 303	N38 11.2 E013 06.5
104, 105	N38 11.0 E013 06.0	304 thru 306	N38 11.2 E013 06.6
106 thru 109	N38 11.0 E013 06.1	307 thru 311	N38 11.2 E013 06.7
110, 111	N38 11.1 E013 06.2	312	N38 11.3 E013 06.7
112	N38 11.0 E013 06.3	313	N38 11.2 E013 06.8
113	N38 11.0 E013 06.2		
207 thru 210	N38 11.1 E013 06.3		
211, 212	N38 11.1 E013 06.4		
213 thru 215	N38 11.2 E013 06.4		
216 thru 219	N38 11.0 E013 06.4		
220	N38 11.1 E013 06.4		
221 Stop 1	N38 11.1 E013 06.5		
221 Stop 2	N38 11.1 E013 06.4		

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'	<i>MSA PRS VOR</i>
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LICJ/PMO
PUNTA RAISI

JEPPesen
1 OCT 10 (11-2)

PALERMO, ITALY
ILS Y Rwy 20

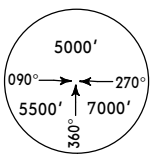


LICJ/PMO
PUNTA RAISI

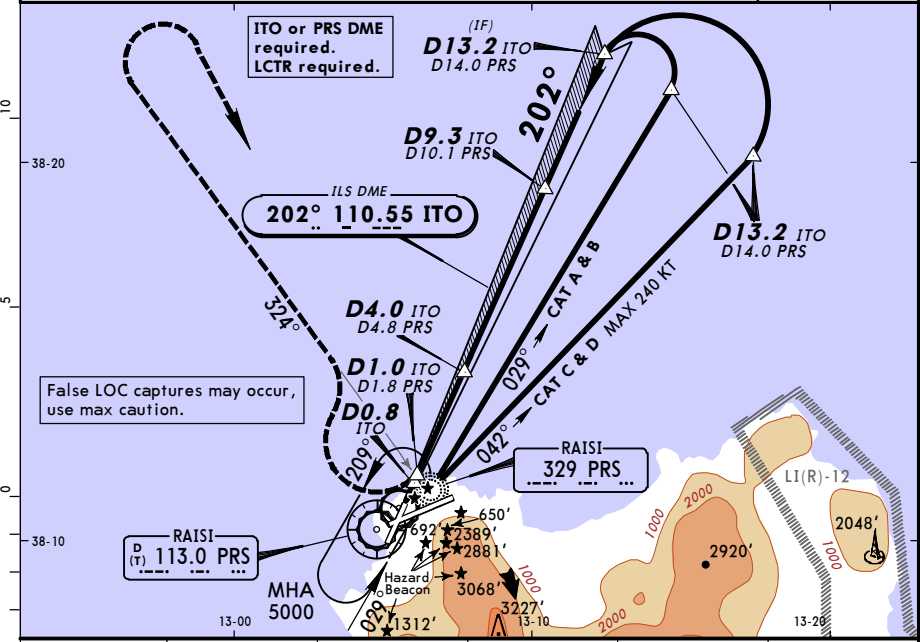
JEPPesen
1 OCT 10 (11-3)

PALERMO, ITALY
ILS X Rwy 20

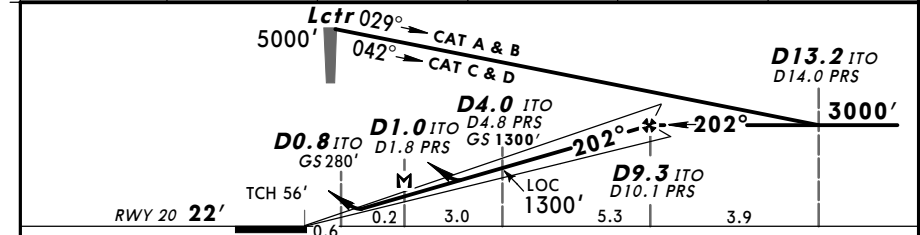
ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC ITO 110.55	Final Apch Crs 202°	GS D4.0 ITO 1300' (1278')	ILS DA(H) Refer to Minimums Apt Elev 65' RWY 22'
MISSED APCH: As soon as possible turn RIGHT onto 324° from Lctr climbing to 5000', then turn RIGHT to Lctr.			
Alt Set: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



MSA
PRS Lctr



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



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

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

To Rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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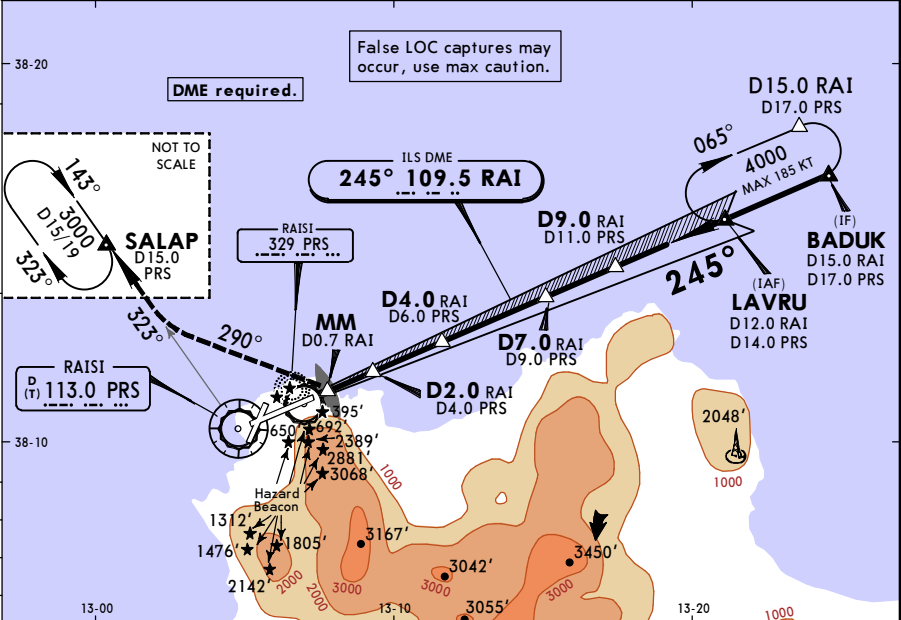
PANS OPS 4

LICJ/PMO
PUNTA RAISI

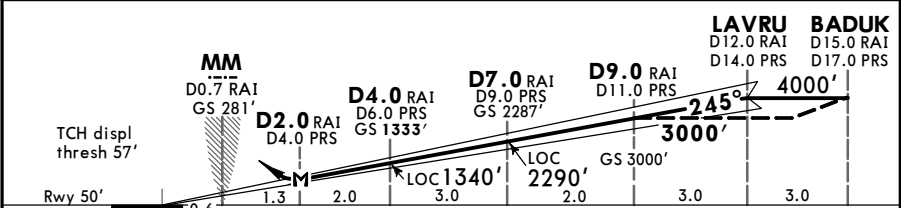
JEPPesen
14 AUG 15 **11-4** Eff 20 Aug

PALERMO, ITALY
ILS Z Rwy 25

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1333' (1283')	ILS DA(H) 500' (450')	Apt Elev 65' Rwy 50'		
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'	MSA PRS VOR



LOC (GS out)	RAI DME ALTITUDE	2.0	3.0	4.0	5.0	6.0
		695'	1013'	1333'	1651'	1969'



0.6											
Gnd speed-Kts	70	90	100	120	140	160			HIALS PAPI PAPI		
ILS GS or									290° RT		
LOC Descent Angle	3.00°	372	478	531	637	743	849				
MAP at D2.0 RAI/D4.0 PRS											

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

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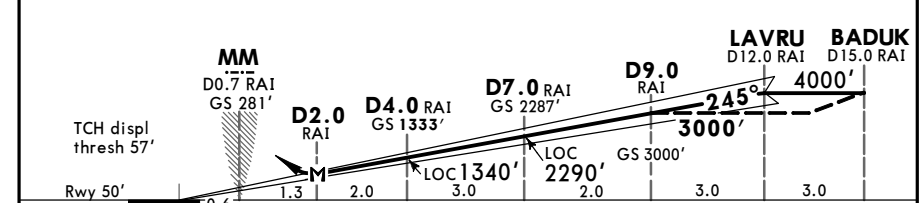
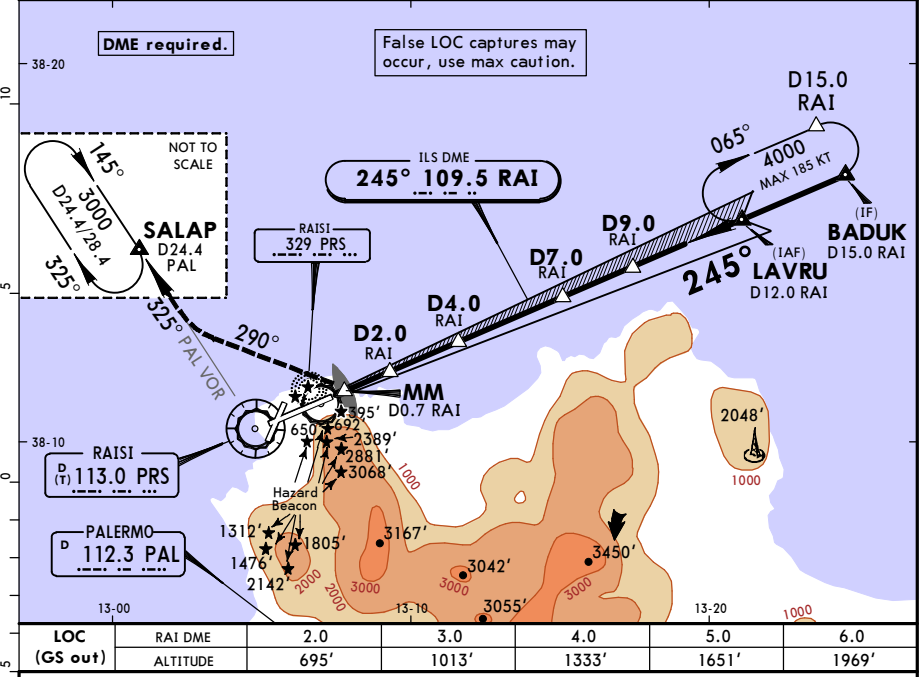
ANS OPS

LICJ/PMO
PUNTA RAISI

JEPPesen
14 AUG 15 (11-7) Eff 20 Aug

PALERMO, ITALY
ILS W Rwy 25

BRIEFING STRIP ™	ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
	LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1333'(1283')	ILS DA(H) 500'(450')	Apt Elev 65' Rwy 50'		5000' 090°→←270° 5500'↑7000' 360°	
	MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-325 PAL, climbing to 3000' and proceed to SALAP holding.							
	Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC			
							MSA PRS VOR	



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.0 RAI								

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

BRIEFING-STRIP TM

5

PANS OPS 4

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

5.5.5.

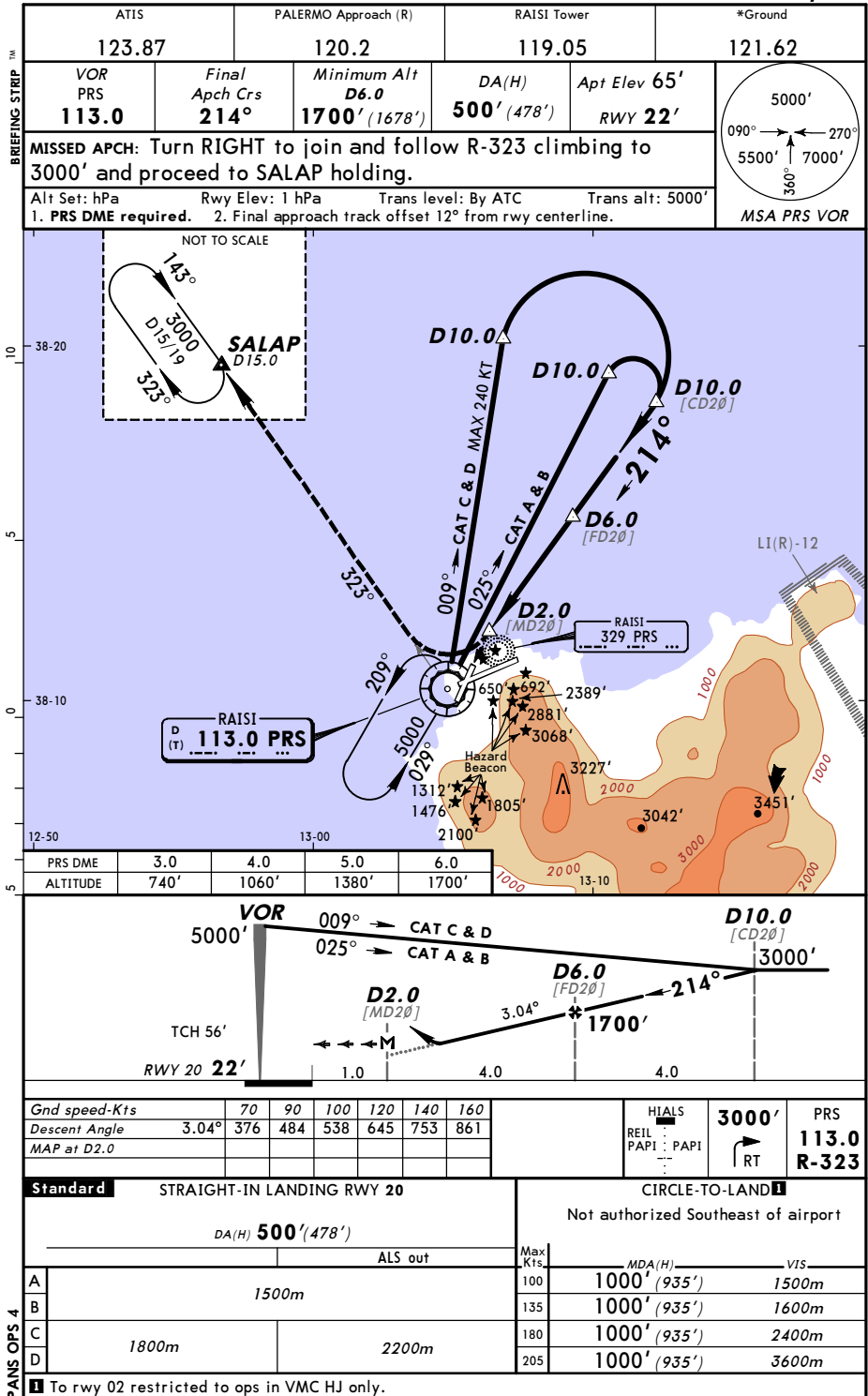
PANS OPS 4

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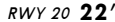
LICJ/PMO
PUNTA RAISI

JEPPESSEN
1 OCT 10 (13-3)

PALERMO, ITALY
VOR Z Rwy 20



BREIFING-STIP™



PANS OPS 4



Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

PALERMO, (PUNTA RAISI - LICJ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LICJ