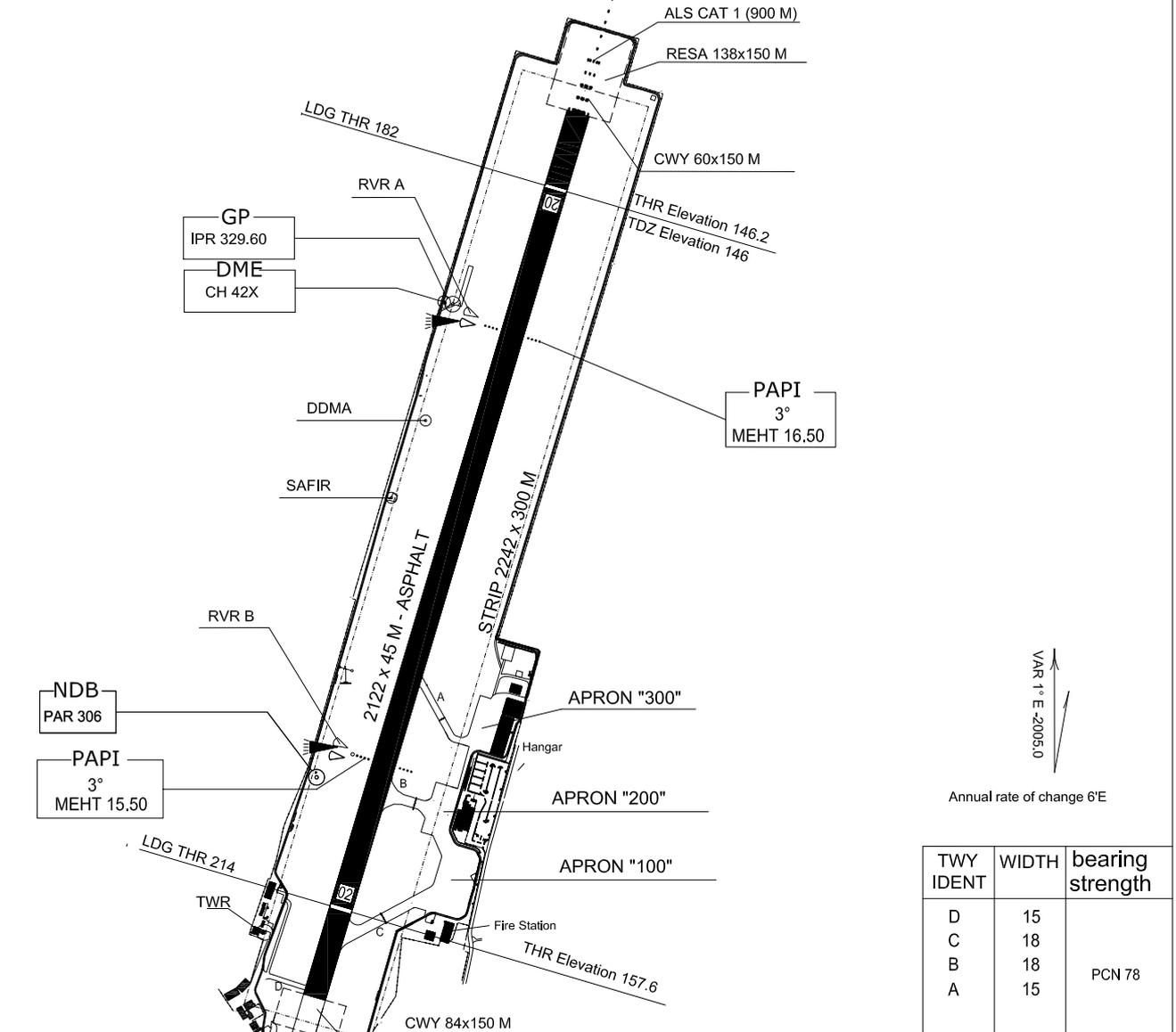


Bearings are magnetic		TWR 118.450	AD ELEV 161	PARMA		
Distances in metres			APRON ELEV 155			
Elevation in FT AMSL			L I M P		44°49'20" N 010°17'43" E	
Coordinates WGS84		bearing strength PCN 78				
RWY	QFU					THR
02	016°					N 44°49'10.18" E 010°17'38.16"
20	196°	N 44°50'03.54" E 010°18'01.63"				

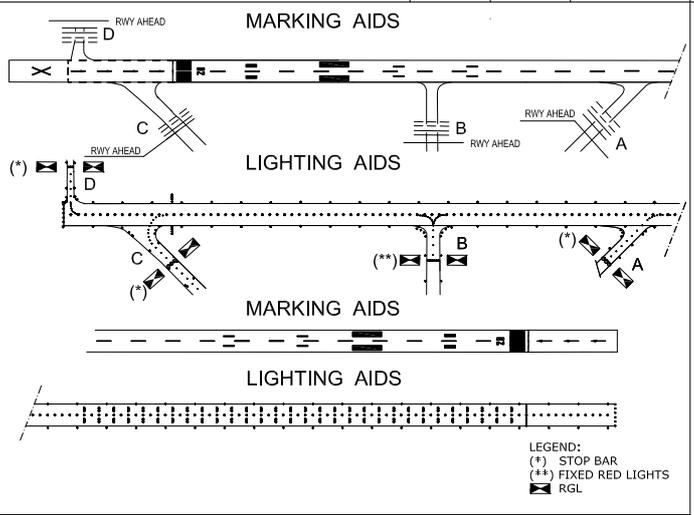
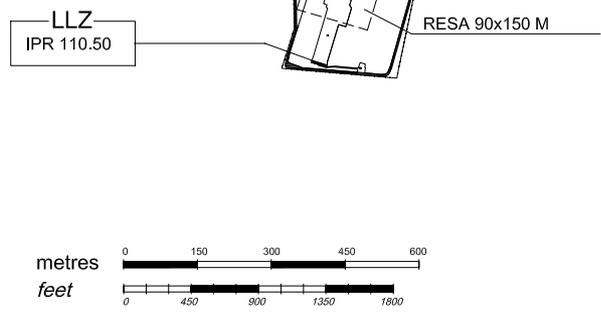
WARNING
 OBSTACLE PROTECTION SURFACE for PAPI 02
 not instrumental and affected by obstacles.

CHANGE: Apron identification and TWY T withdrawn



VAR 1° E -2005.0
 Annual rate of change 6'E

TWY IDENT	WIDTH	bearing strength
D	15	PCN 78
C	18	
B	18	
A	15	



Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 118.450	AD ELEV 161	PARMA	
		APRON ELEV 155		

APRON "100" (stands 101-103)

LIGHTING	BEARING STRENGTH
Edge: Blue	Surface: Mq 14.520 - asphalt Strength: NIL

**APRON "200" (stands 201-202)
General Aviation**

LIGHTING	BEARING STRENGTH
Edge:Blue	Surface: Mq 3.890 Strength: NIL

**APRON "300" (stands 301-304)
General Aviation**

LIGHTING	BEARING STRENGTH
Edge: Blue	Surface: Mq 7.462 Strength: NIL

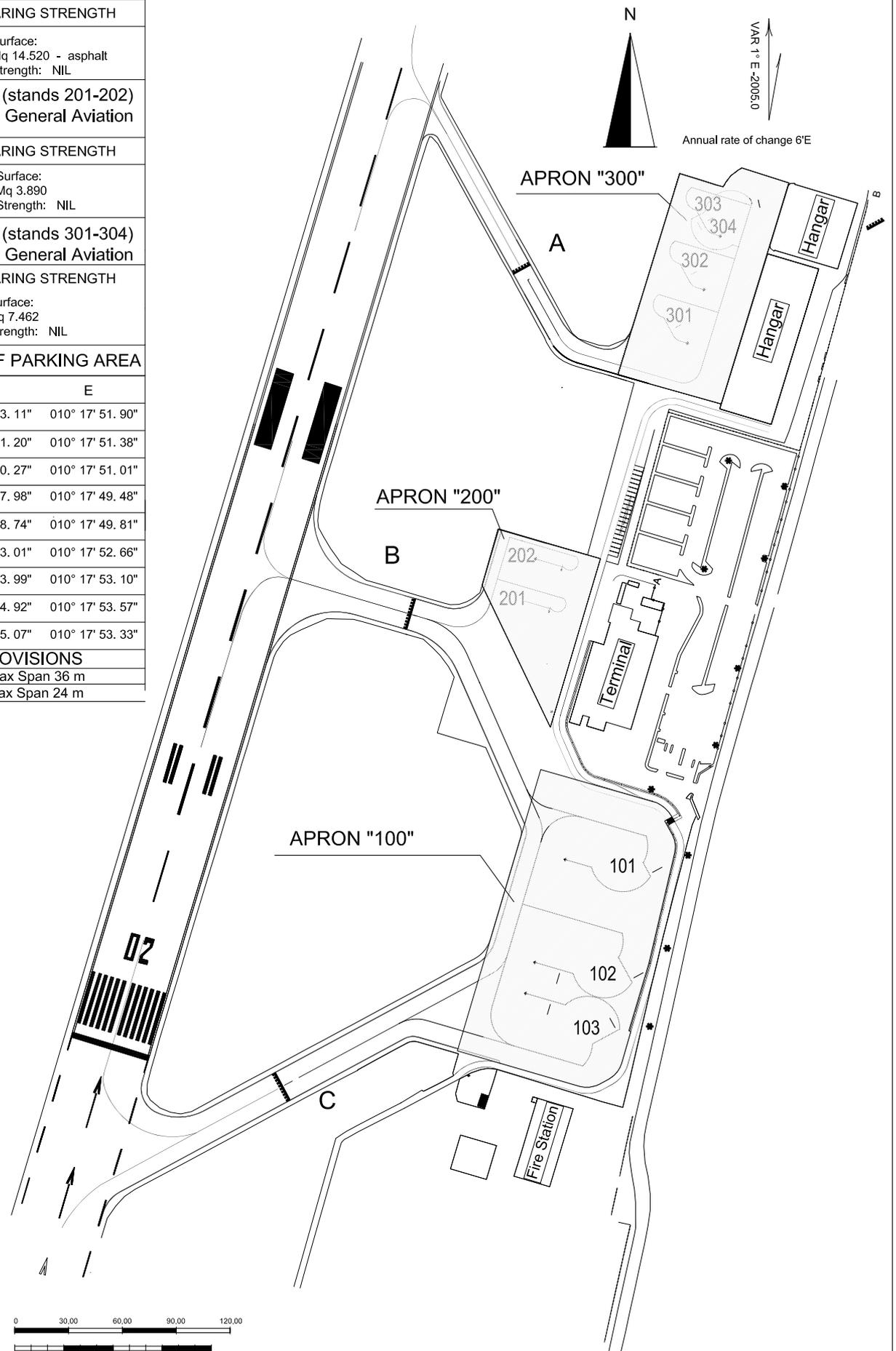
POINTS OF PARKING AREA

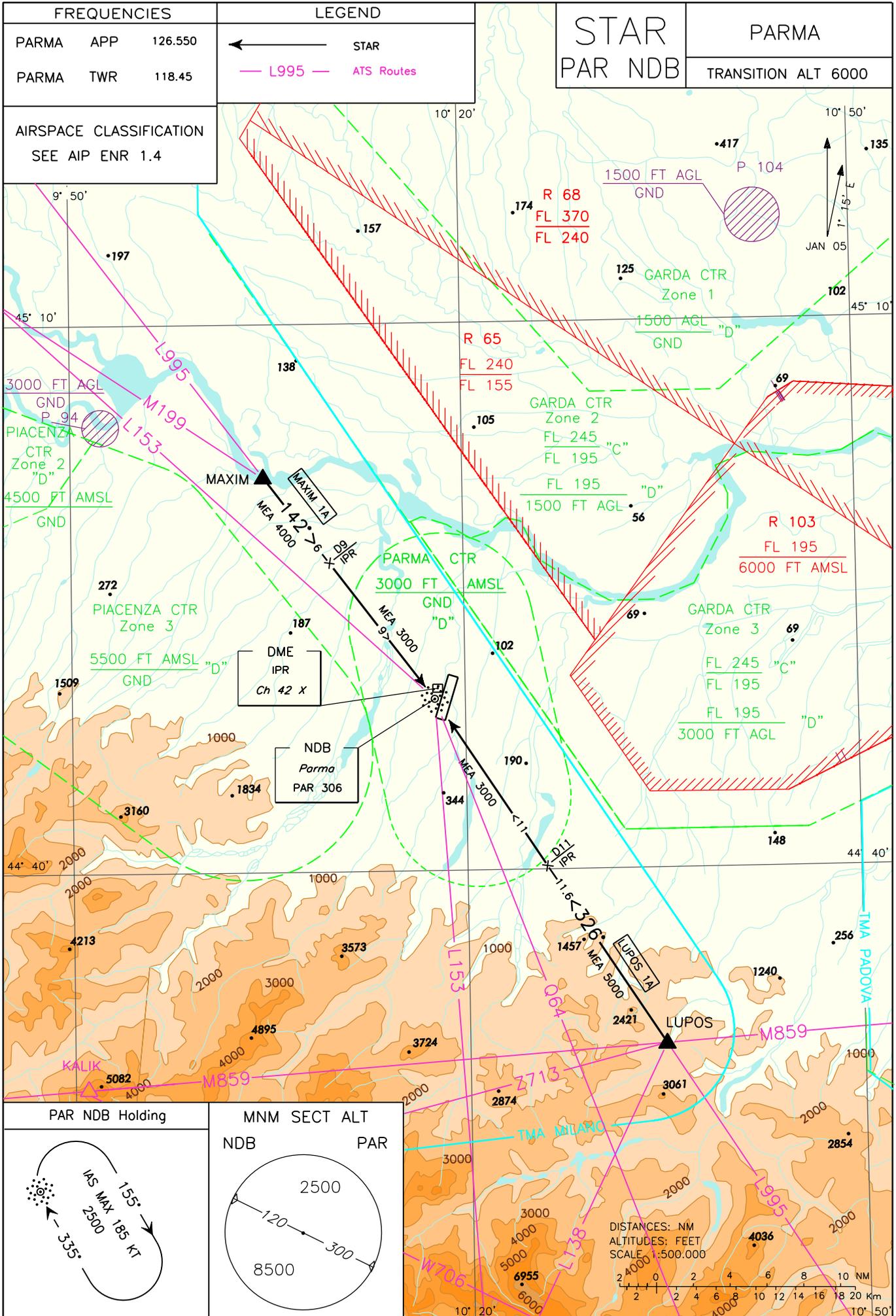
STANDS	N	E
101	44° 49' 13. 11"	010° 17' 51. 90"
102	44° 49' 11. 20"	010° 17' 51. 38"
103	44° 49' 10. 27"	010° 17' 51. 01"
201	44° 49' 17. 98"	010° 17' 49. 48"
202	44° 49' 18. 74"	010° 17' 49. 81"
301	44° 49' 23. 01"	010° 17' 52. 66"
302	44° 49' 23. 99"	010° 17' 53. 10"
303	44° 49' 24. 92"	010° 17' 53. 57"
304	44° 49' 25. 07"	010° 17' 53. 33"

CAA'S PROVISIONS

TWY "B" - "C" : Max Span 36 m
TWY "A" : Max Span 24 m

CHANGE: Stands Coordinates





CHANGE: NEW AD SECTION

LUPOS 1A

LUPOS – TR 326° (QDR 146° PARNDB) – PAR NDB

MEL/MEA: LUPOS - QDR 146° PARNDB /11 NM IPR DME 5000 FT; QDR 146° PARNDB /11NM IPR DME - PAR NDB
3000 FT**MAXIM 1A**

MAXIM – TR 142° (QDR 322° PAR NDB) – PAR NDB

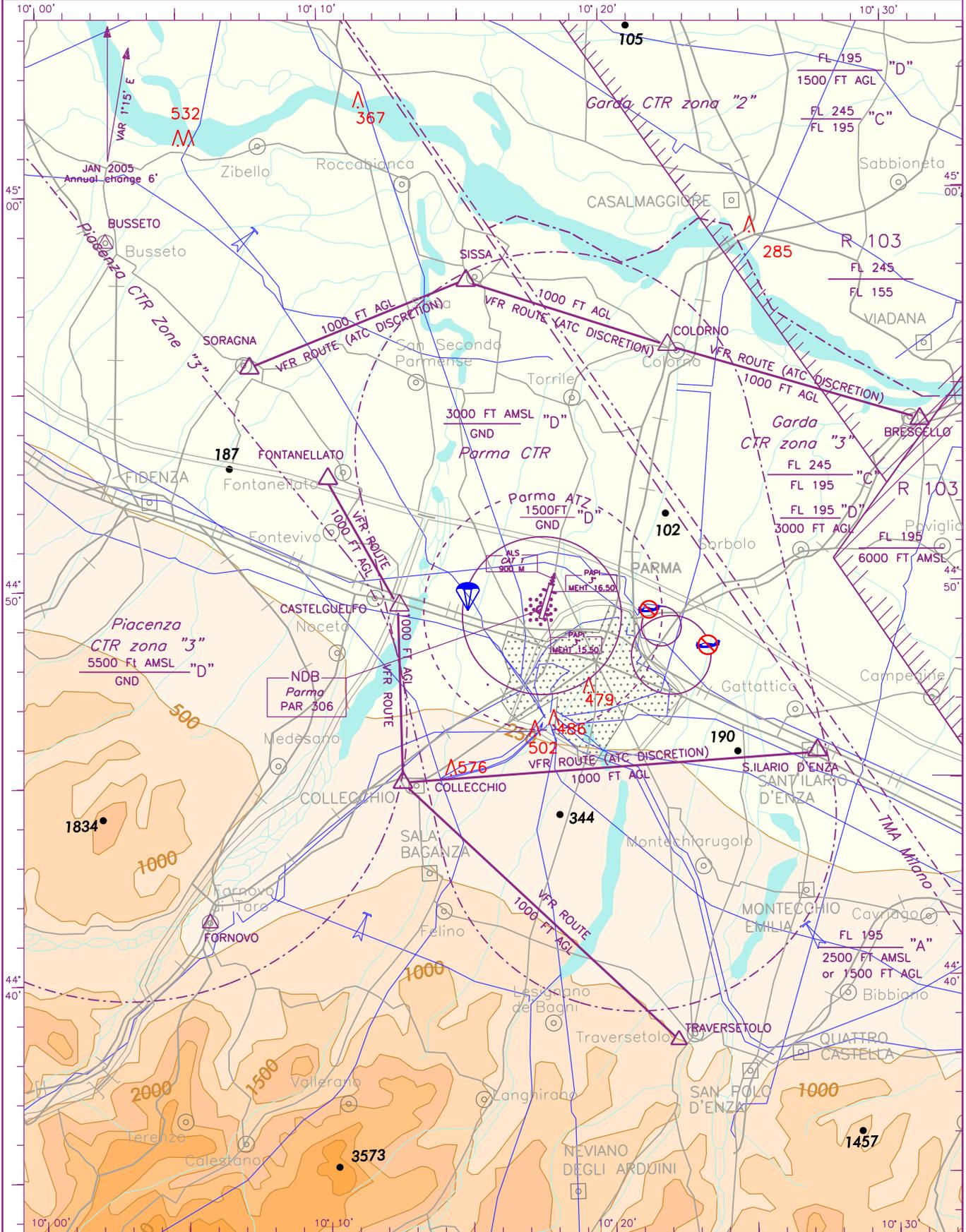
MEL/MEA: MAXIM - QDR 322° PAR NDB /9NM IPR DME 4000FT; QDR 322° PAR NDB /9NM IPR DME - PAR NDB
3000 FT**LUPOS 1A**

LUPOS – TR 326° (QDR 146° PARNDB) – PAR NDB

MAXIM 1A

MAXIM – TR 142° (QDR 322° PAR NDB) – PAR NDB

SCALE 1:250.000 	TWR <i>Parma Tower</i>	118.450	L I M P	PARMA
	FIS <i>Milano Info</i>	128.925		



CHANGE: NEW AD SECTION

AIRSPACE CLASSIFICATION See AIP ENR 1.4 Parachuting activity FL75 (See AIP Italia ENR 5.5.1) Overflying prohibited below 1500ft (See AIP ENR 5.6.1)	-Heights/Altitudes reported on VFR routes are the maximum usable -REMARK: For further information regarding VFR FLT within this area see AIP ENR 6.3-3 "MILANO AREA VFR SECTORS"	TRANSITION ALT 6000 Bearings are magnetic. Elev and Alt in Ft AMSL. power line railroad
--	---	--

ICAO - INSTRUMENT APPROACH CHART

AD 2 LIMP 5-3

REMARK(1):
 Circling for RWY 02 is allowed during daylight time and with visibility equal or more than 1500M.

APP *Parma Approach* TWR *Parma Tower*
 126.550 118.450

AD ELEV
 161

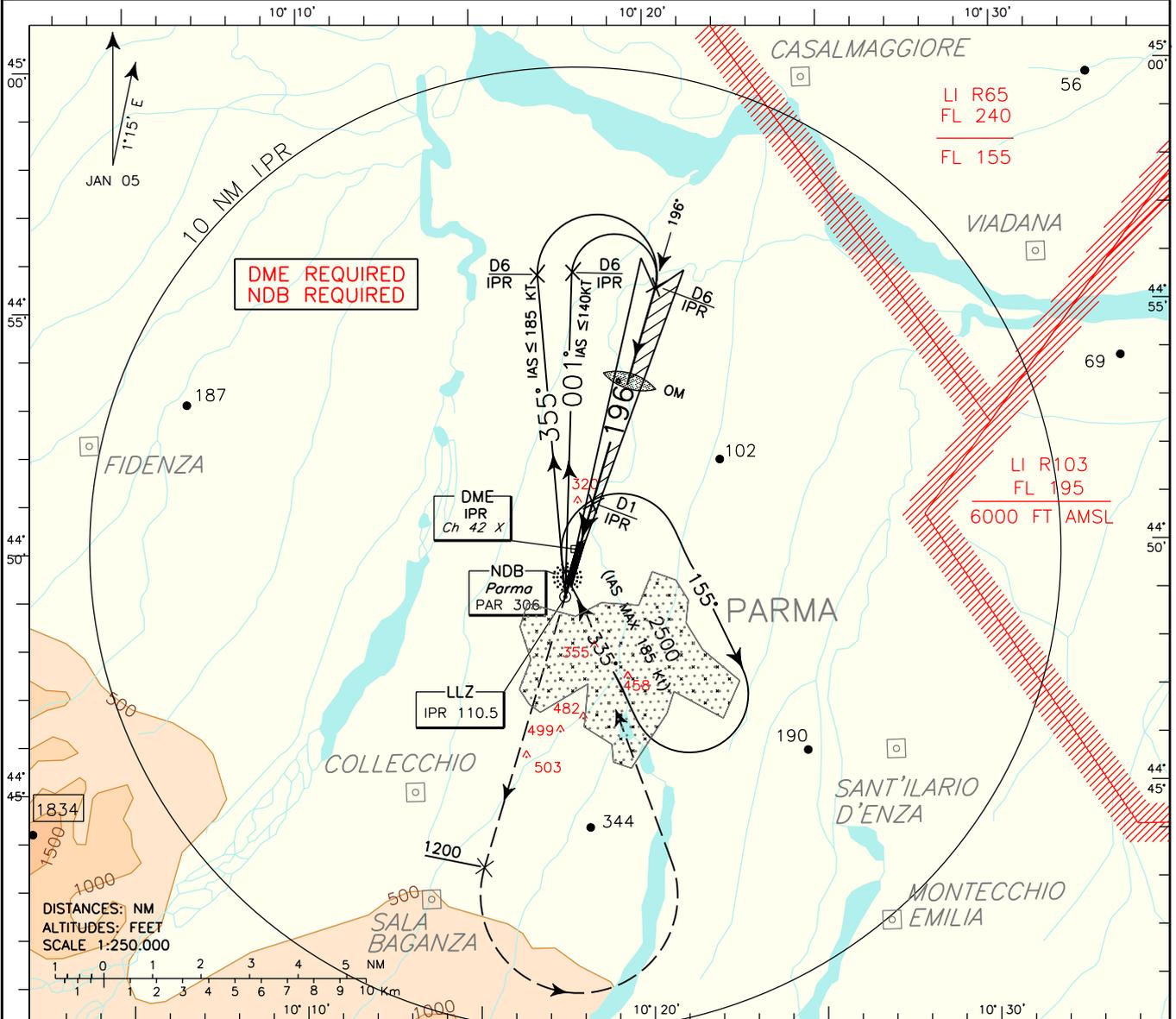
L
 I
 M
 P

PARMA
 ILS

RWY 20

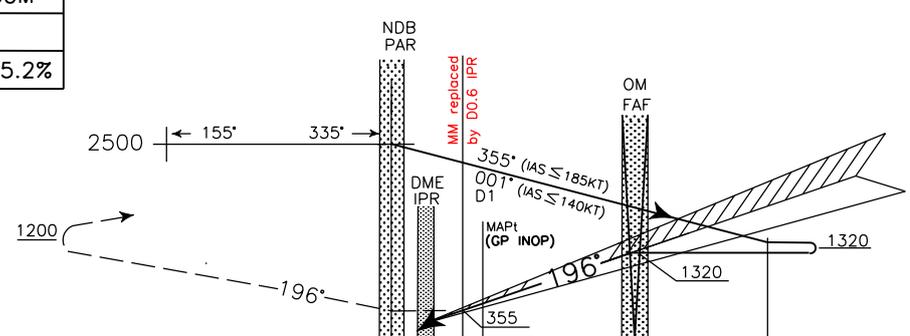
DOC. 8168-ED.4 - 2004 AMD 12

CHANGE: NEW AD SECTION



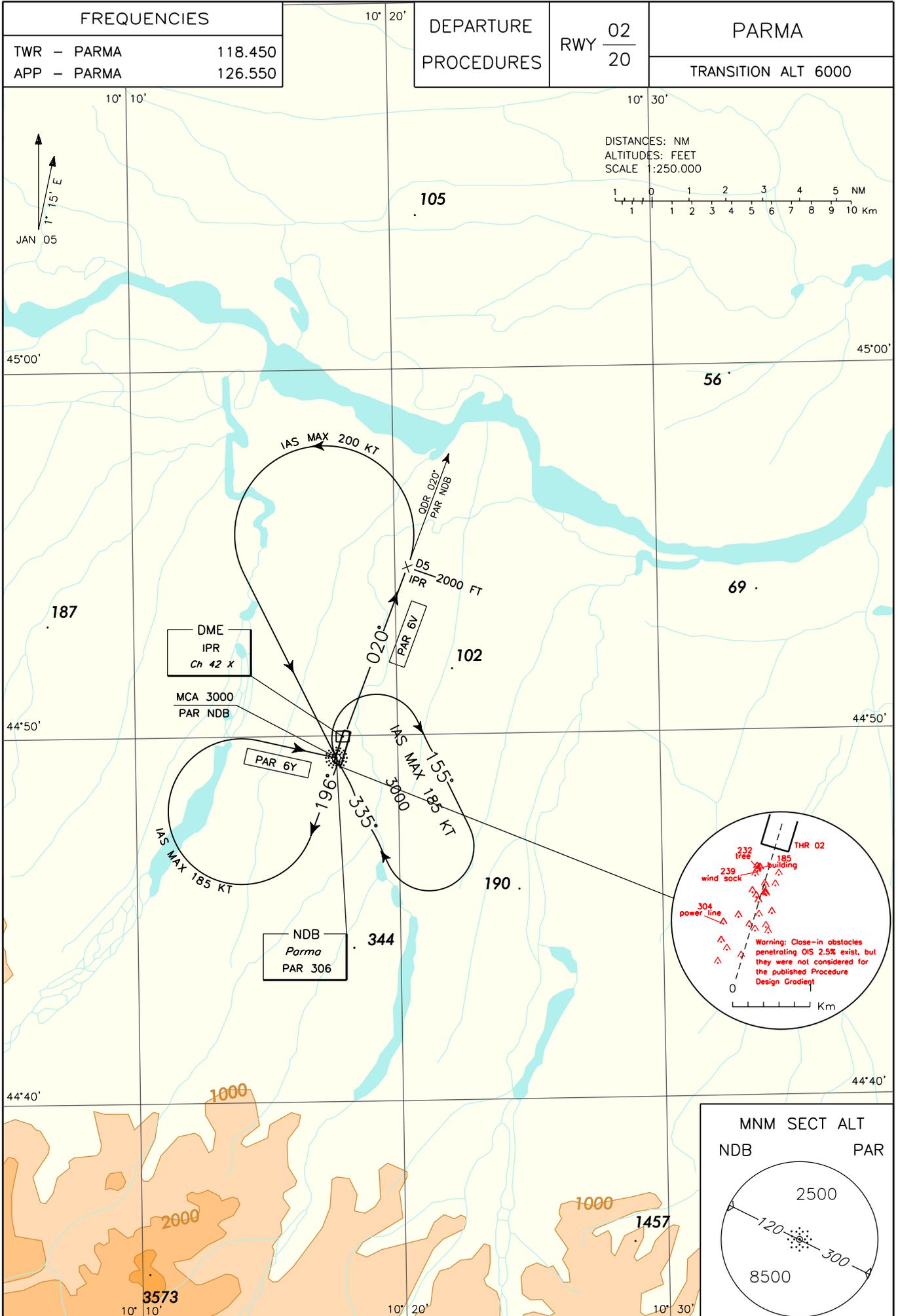
TRANSITION ALT 6000 MISSED APPROACH: Proceed on track 196° and climb to 2500 Ft. Passing 1200 Ft turn left (IAS MAX 185 KT) direct to PAR NDB to be reached at 2500ft.

RDH 16.50M
 GP 3'
 GP INOP 5.2%



DME IPR	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	DME IPR	
NM	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	NM

OCA (OCH)		A	B	C	CIRCLING SECTOR 	FT PER MIN	GS	FAF-MAPt	MAPt-THR	DME IPR	ALT (HGT)	MNM SECT ALT	
STRAIGHT IN APPROACH	ILS	340 (194)	345 (199)	350 (204)			425	80	2 : 02	0 : 36	2	783 (637)	NDB
	GP INOP	600 (454)				530	100	1 : 37	0 : 29	1	464 (318)		
	CIRCLING (1)	850 (689)		1000(839)		635	120	1 : 21	0 : 24				
						740	140	1 : 09	0 : 21				
						845	160	1 : 01	0 : 18				



DESCRIZIONE SID RWY 02**PAR 6V**

Dopo il decollo procedere su QDR 020° PAR NDB. Attraversando 2000FT, non oltre D5 IPR DME, virare a sinistra (IAS MAX 200KT) per PAR NDB da raggiungere a 3000FT o al di sopra, quindi salire in circuito di attesa fino a raggiungere il MEL previsto per il tratto successivo di AWY o altro FL autorizzato da Milano ACC.

NOTE

- 1) **Gradiente minimo di salita: 395FT/NM (6.5%) fino a lasciare 3000FT**
- 2) **IAS MAX 200KT durante la virata**
- 3) **Durante la salita iniziale i piloti dovranno adottare un gradiente minimo di salita conforme a quanto previsto dall'ANNESSO 6 dell'ICAO, per un sicuro sorvolo degli ostacoli e tale gradiente dovrà essere mantenuto in ogni circostanza prevedibile.**

DESCRIZIONE SID RWY 20**PAR 6Y**

Dopo il decollo virare a destra (IAS MAX 185KT) per PAR NDB da raggiungere a 3000FT. Se impossibilitati, dopo PAR NDB procedere su QDR 020° PAR NDB fino a lasciare 2000FT, quindi virare a sinistra per PAR NDB da raggiungere a 3000FT o al di sopra, quindi salire nel circuito di attesa fino a raggiungere il MEL previsto per il tratto successivo di AWY o altro FL autorizzato da Milano ACC.

NOTE

- 1) **Decollo consentito solo di giorno e con visibilità uguale o superiore a 1500 M**
- 2) **IAS MAX 185KT durante la virata**
- 3) **Durante la salita iniziale i piloti dovranno adottare un gradiente minimo di salita conforme a quanto previsto dall'ANNESSO 6 dell'ICAO, per un sicuro sorvolo degli ostacoli e tale gradiente dovrà essere mantenuto in ogni circostanza prevedibile.**

SID DESCRIPTION RWY 02**PAR 6V**

After take-off proceed on QDR 020° PAR NDB. Crossing 2000 FT, not further D5 IPR DME, turn left (IAS MAX 200KT) to PAR NDB to be reached at 3000 FT or above, then climb in the holding pattern until reaching MEL for next AWY segment or FL cleared by Milano ACC.

REMARKS

- 1) **Minimum climb gradient: 395FT/NM (6.5%) until leaving 3000FT**
- 2) **IAS MAX 200KT during turn**
- 3) **During the initial climb pilots shall adopt a minimum climb gradient, in accordance with ICAO ANNEX 6, provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.**

SID DESCRIPTION RWY 20**PAR 6Y**

After take-off turn right (IAS MAX 185KT) to PAR NDB to be reached at 3000 FT. If unable, after PAR NDB, proceed on QDR 020° PAR NDB until leaving 2000 FT, then turn left to PAR NDB to be reached at 3000 FT or above, climb in the holding pattern until reaching MEL for next AWY segment or FL cleared by Milano ACC.

REMARKS

- 1) **Take off allowed during daylight and with visibility equal or more than 1500 M**
- 2) **IAS MAX 185KT during turn**
- 3) **During the initial climb pilots shall adopt a minimum climb gradient, in accordance with ICAO ANNEX 6, provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.**