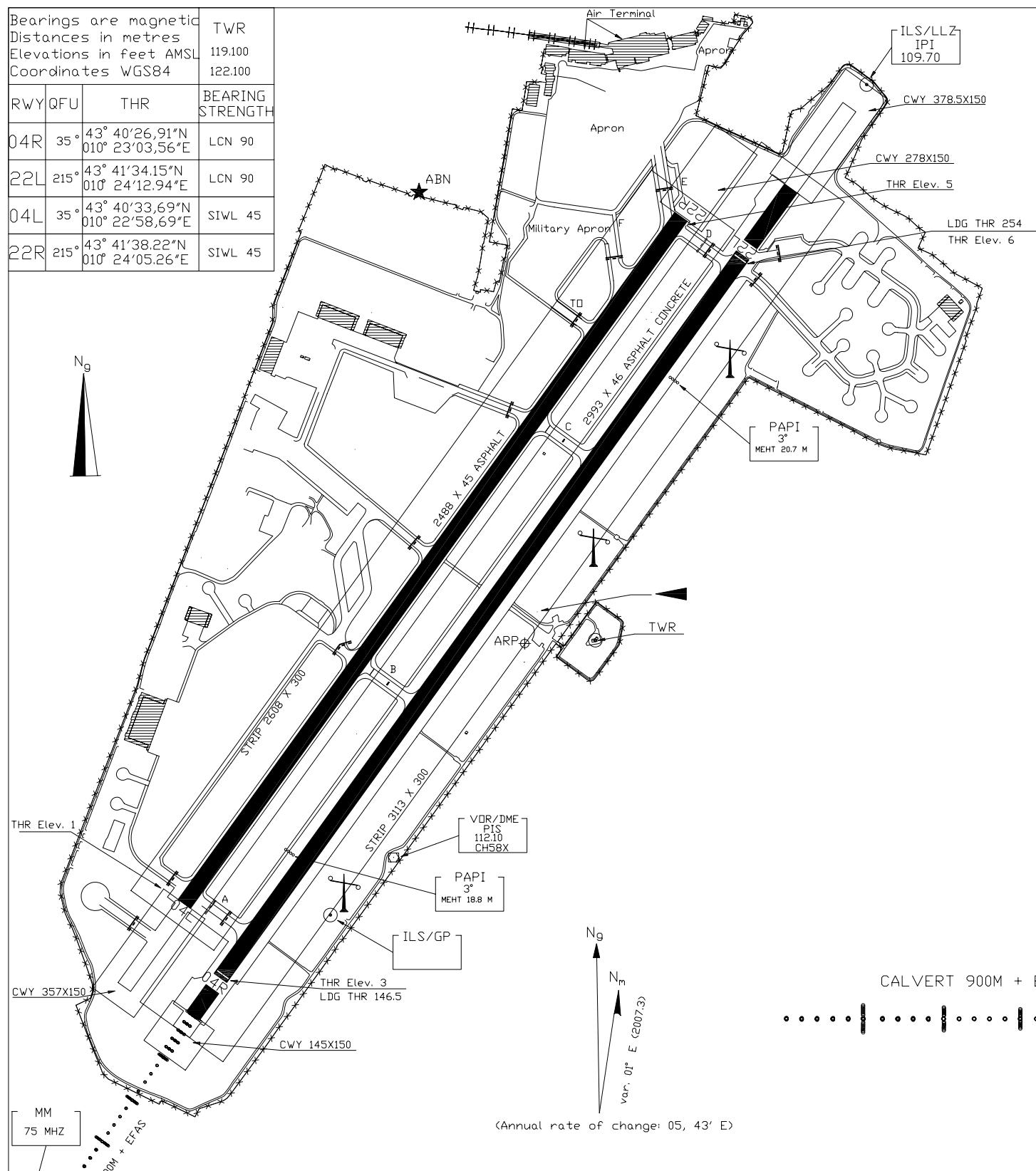


Bearings are magnetic	TWR
Distances in metres	119.100
Elevations in feet AMSL	122.100
Coordinates WGS84	
RWY QFU	THR BEARING STRENGTH

04R	35° 43° 40'26.91"N 01° 23'03.56"E	LCN 90
22L	215° 43° 41'34.15"N 01° 24'12.94"E	LCN 90
04L	35° 43° 40'33.69"N 01° 22'58.69"E	SIWL 45
22R	215° 43° 41'38.22"N 01° 24'05.26"E	SIWL 45

CHANGE: New AD Section - Up-dated chart

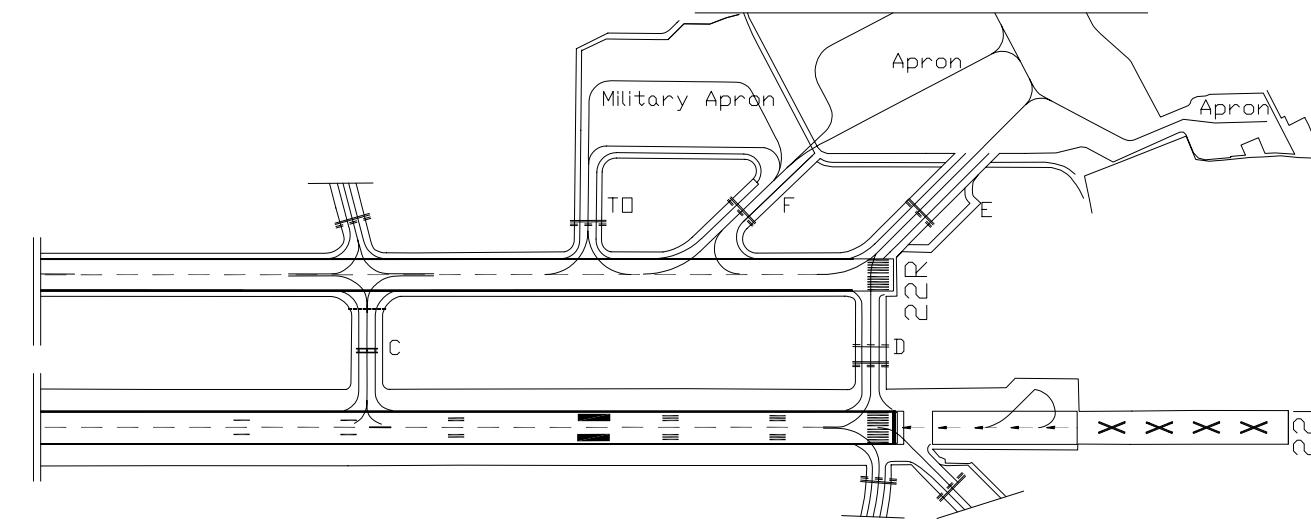
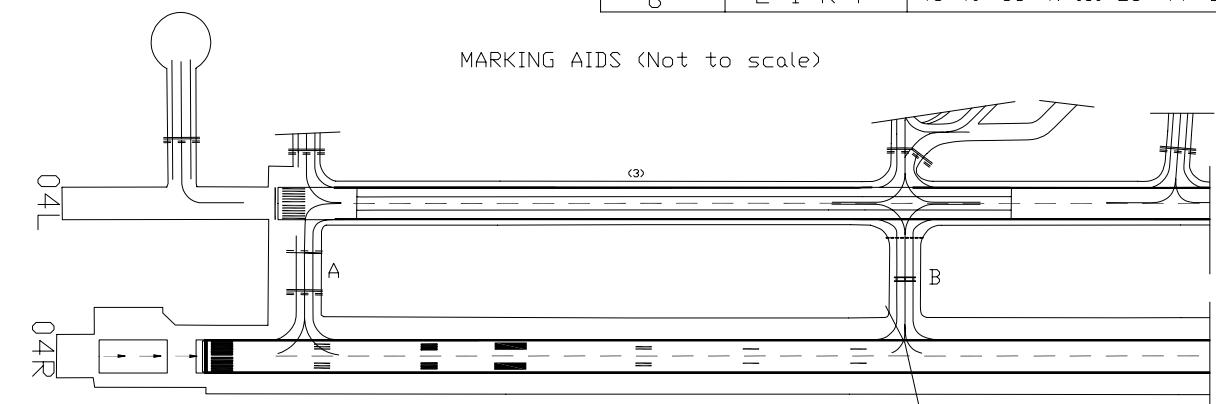


IDENT	WIDTH	SURFACE	BEARING STRENGTH
A	22.5	ASPHALT	3500KG SIWL
B	22.5	ASPHALT	3500KG SIWL
C	22.5	ASPHALT	3500KG SIWL
D	22.5	ASPHALT	3500KG SIWL
E	23	ASPHALT	PCN60/F/B/W/T
F	23	ASPHALT	PCN85/F/B/W/T
T0	23	ASPHALT	PCN85/F/B/V/T

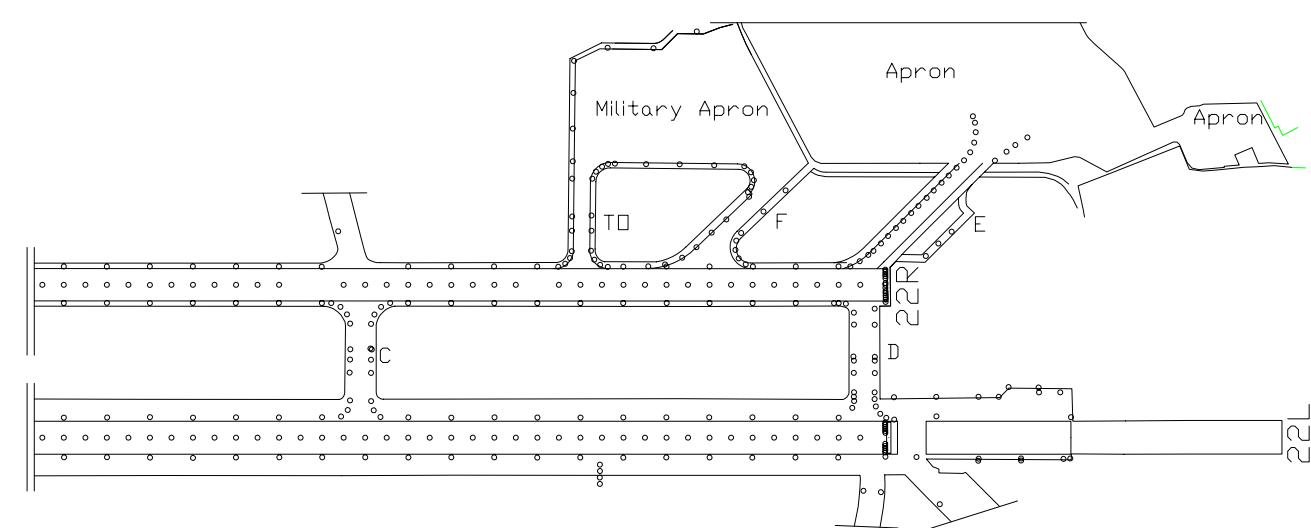
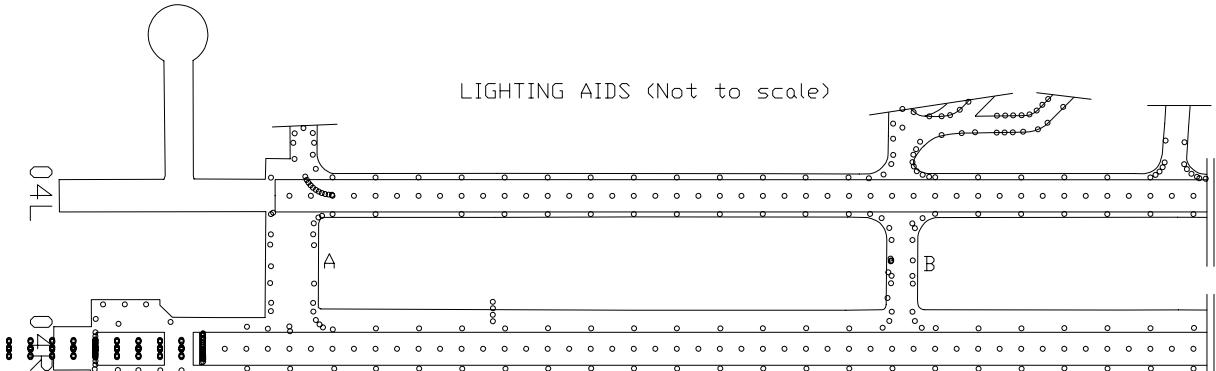
SCALE  
Metres  
Feet

AD ELEV 6	PISA / SAN GIUSTO
APRON ELEV 6	L I R P 43°40' 58" N 010° 23' 44" E

MARKING AIDS (Not to scale)



LIGHTING AIDS (Not to scale)



CHANGE: New AD Section - Apron Lay-out and stands

Bearings are magnetic.  
Distances in metres.  
Elevation in FT AMSL  
Coordinates WGS 84.

TWR	119.10
GND	121.60

## CIVIL AVIATION APRON

Lighting	Bearing strength
Edge: Blue	- STANDs 10, 11, 12, 13, 14, 15, 16, 17 SURFACE CONCRETE PCN 60/R/C/W/T
	- STANDs 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 40 SURFACE CONCRETE PCN 45/R/C/W/T
	- STANDs 41, 42, 43, 44, 50, 51, 52, 53, 54, 55 SURFACE CONCRETE PCN 60/R/C/W/T
	- STANDs 30, 31, 32, 33, 34a, 34b, 35 SURFACE CONCRETE PCN 45/R/C/W/T

MILITARY AVIATION APRON	
Lighting	Bearing strength
Edge: Blue	SURFACE CONCRETE PCN 60/R/C/W/T

VAR 1:21267

E/200610

Annual rate of change 05,43' E

AD ELEV 6	PISA/S.GIUSTO	
APRON ELEV 6	L I R P	43°40'58" N 010°23'44" E

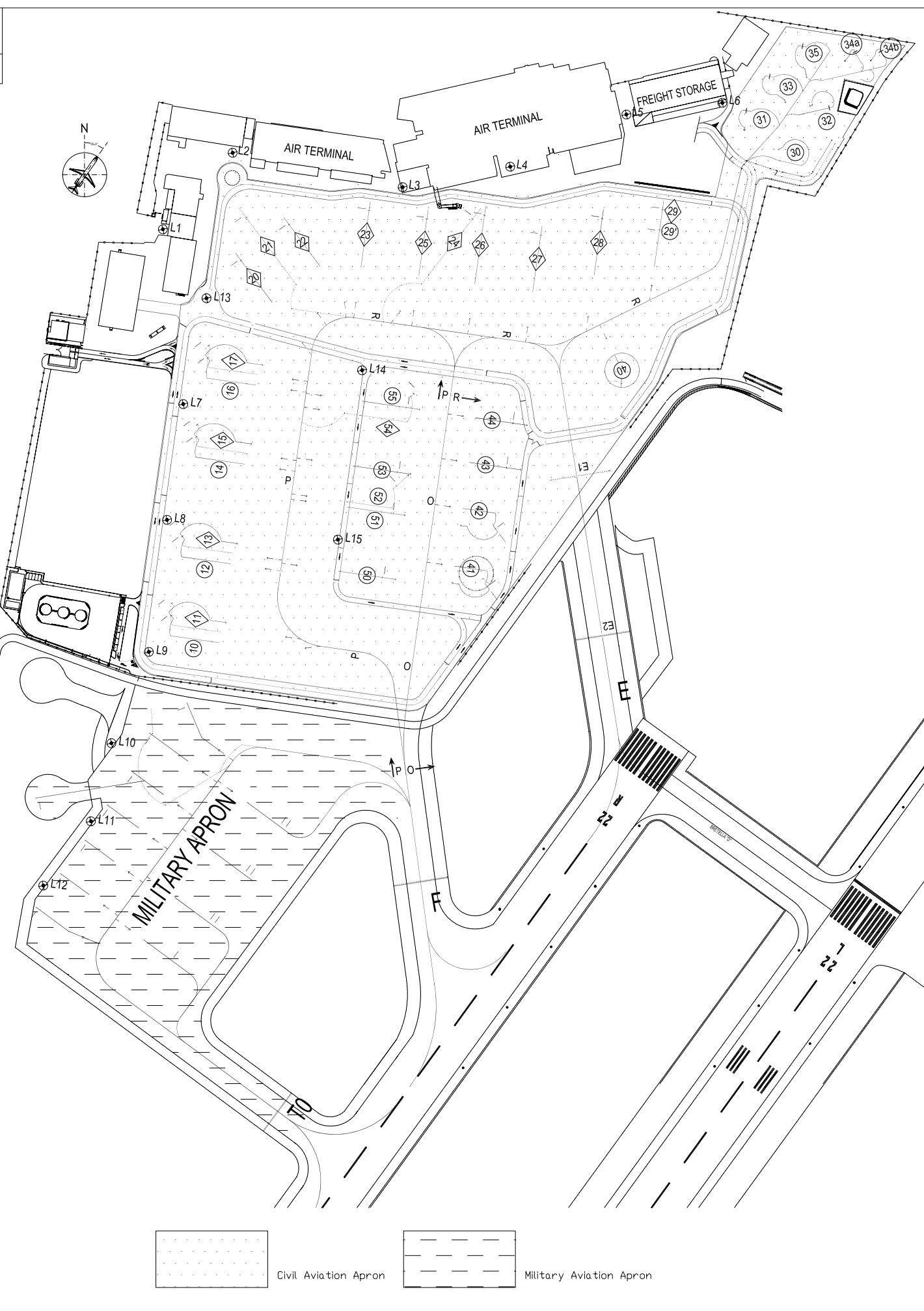
## POINT ON PARKING AREA

## Lattice TWRs Coord. (WGS 84)

N. TWR	COORDINATES
L1	NIL
L2	NIL
L3	NIL
L4	NIL
L5	NIL
L6	NIL
L7	43°41'47.11" - 010°23'48.29"
L8	43°41'44.12" - 010°23'47.64"
L9	43°41'40.70" - 010°23'46.91"
L10	43°41'35.93" - 010°23'46.56"
L11	43°41'33.94" - 010°23'45.74"
L12	43°41'32.30" - 010°23'44.01"
L13	43°41'30.02" - 010°23'59.02"
L14	43°41'27.55" - 010°23'54.67"
L15	43°41'25.09" - 010°23'53.73"

## LEGEND

- Aeroclub Stands
- PUSH BACK
- SELF MANOUVRING
- PUSH BACK/SELF MANOUVRING
- Service Road not lighted and not usable by ACFT



## AIRCRAFT STANDS CHARACTERISTICS

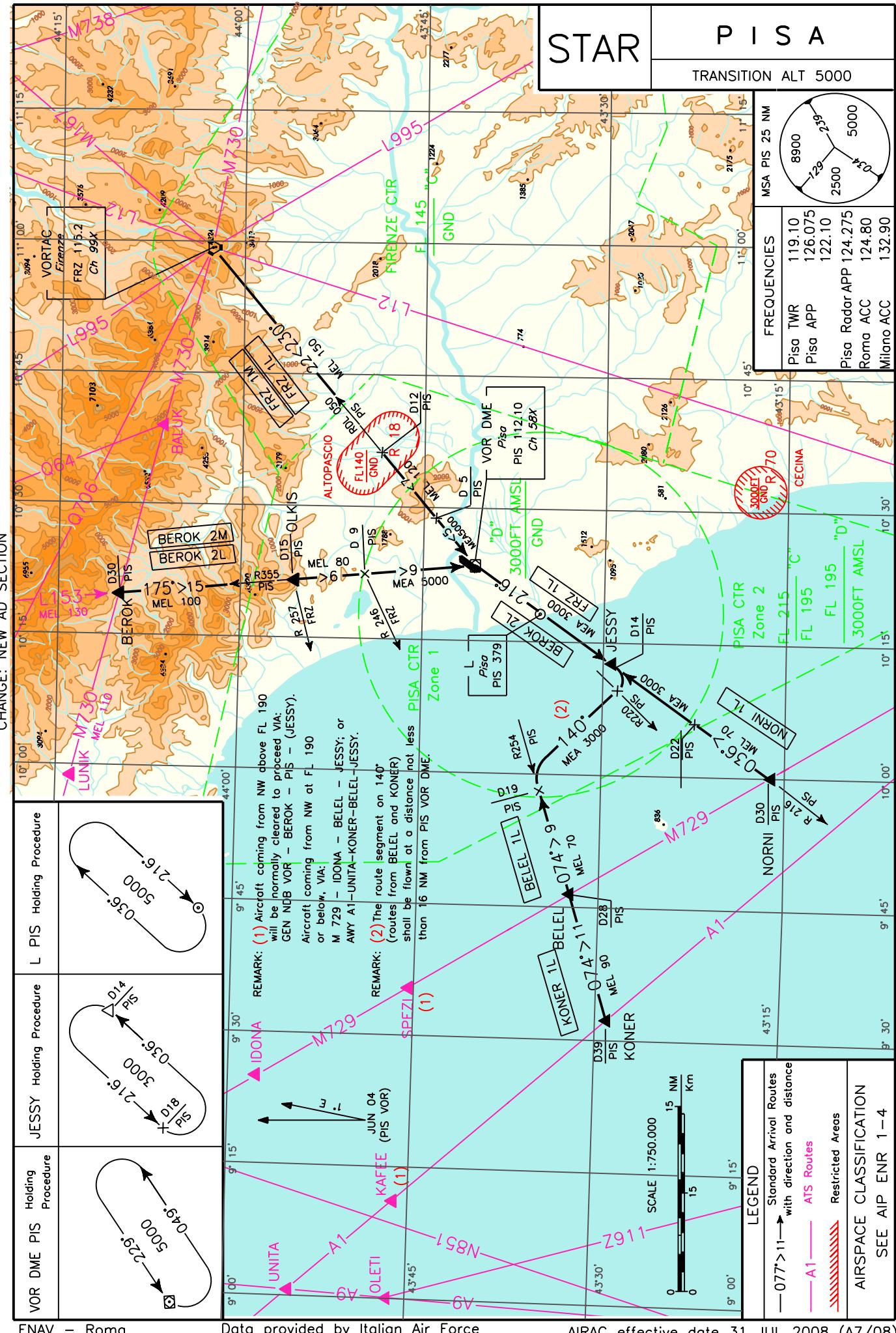
MAIN STANDS																			
TWY E	10	11	12	13	14	15	16	17	20	21	22	23	24	25	26	27	28	29	29'
TWY F	10	11	12	13	14	15	16	17	20	21	22	23	24	25	26	27	28	29	29'
	Acft C	X	Acft C	X	Acft C	X	Acft C	X	Acft C	X	Acft C	Acft C	Acft C	Acft C	Acft C	Acft C	Acft C	Acft C	Acft C
	X	Acft 1	X	Acft 1	X	Acft 1	X	Acft 1	X	Acft E	X	Acft C	Acft 1	Acft C	Acft 2				
		D lim.		D lim.		D lim.		D lim.		D lim.		C lim.	D lim.	C lim.					
	1	Max Length: 54.15 mt	Max Wing Span: 49.80 mt						1	Max Length: 56.00 mt	Max Wing Span: 52.00 mt								
	2	Max Length: 32.50 mt	Max Wing Span: 27.10 mt						2	Max Length: 38.50 mt	Max Wing Span: 28.50 mt								
	3	Max Length: 32.50 mt	Max Wing Span: 27.10 mt						3	Max Length: 52.30 mt	Max Wing Span: 38.06 mt								

MAIN STANDS									
TWY E	40	41	42	43	44	50	51	52	53
TWY F	40	41	42	43	44	50	51	52	53
	Helicopter	Acft 1	Acft 1	Acft 2	Acft 3	Acft 1	Acft 1	Acft 1	Acft 1
		C lim.	C lim.	C lim.	C lim.	C lim.	C lim.	C lim.	C lim.
	1	Max Length: 27.50 mt	Max Wing Span: 27.30 mt			1	Max Length: 38.50 mt	Max Wing Span: 28.50 mt	
	2	Max Length: 36.00 mt	Max Wing Span: 31.20 mt			2	Max Length: 52.30 mt	Max Wing Span: 38.06 mt	
	3	Max Length: 32.50 mt	Max Wing Span: 27.10 mt			3	Max Length: 38.50 mt	Max Wing Span: 36.80 mt	

GENERAL AVIATION STANDS									
TWY E	30	31	32	33	34a/34b	35			
TWY F	30	31	32	33	34a/34b	35			
	BAE 748	LET 410	CESS 560	CESS 560	PIPER	FALC 900			
	G5	CESS 560	CESS 560	CESS 560	PIPER	FALC 900			
	WINGSPAN (mt)	31.25	20.00	17.10	17.10	11.00	20.00		
	LENGTH (mt)	29.40	15.90	15.90	15.90	8.10	21.00		
	1	If Piper PA24 or greater on 34a, 34b not available.							

metres  
feet

0 50 100 150 200 0 100 200 300 400



**BEROK 2M**

BEROK – TR 175° (RDL 355 PIS VOR) – OLKIS – TR 175° (RDL 355 PIS VOR) – PIS VOR/DME.

**BEROK 2M**

BEROK – TR 175° (RDL 355 PIS VOR) – OLKIS – TR 175° (RDL 355 PIS VOR) – PIS VOR/DME.

MEL/MEA: BEROK – OLKIS: FL100; OLKIS – RDL 355/9 NM PIS VOR/DME (INT RDL 355 PIS VOR/RDL 246 FRZ VORTAC): FL80; RDL 355/9NM PIS VOR/DME (INT RDL 355 PIS VOR/RDL 246 FRZ VORTAC) – PIS VOR/DME: 5000FT

**BEROK 2L**

BEROK – TR 175° (RDL 355 PIS VOR) – OLKIS – TR 175° (RDL 355 PIS VOR) – PIS VOR/DME – TR 216° (RDL 216 PIS VOR) – JESSY.

**BEROK 2L**

BEROK – TR 175° (RDL 355 PIS VOR) – OLKIS – TR 175° (RDL 355 PIS VOR) – PIS VOR/DME – TR 216° (RDL 216 PIS VOR) – JESSY.

MEL/MEA: BEROK – OLKIS: FL100; OLKIS – RDL 355/9 NM PIS VOR/DME (INT RDL 355 PIS VOR/RDL 246 FRZ VORTAC): FL80; RDL 355/9NM PIS VOR/DME (INT RDL 355 PIS VOR/RDL 246 FRZ VORTAC) – PIS VOR/DME: 5000FT; PIS VOR/DME – JESSY: 3000FT

**KONER 1L**

KONER – TR 074° (RDL 254 PIS VOR) – BELEL – TR 074° (RDL 254 PIS VOR) fino a 19 NM PIS DME, quindi virare a destra su TR 140°, indi intercettando RDL 220 PIS VOR virare a sinistra per il punto JESSY.

**KONER 1L**

KONER – TR 074° (RDL 254 PIS VOR) – BELEL – TR 074° (RDL 254 PIS VOR) until 19 NM PIS DME, then turn right on TR 140°, then intercepting RDL 220 PIS VOR turn left bound to JESSY point.

MEL/MEA: KONER – BELEL: FL90; BELEL – RDL 254/19 NM PIS VOR/DME: FL70; RDL 254/19 NM PIS VOR/DME – JESSY: 3000FT

**BELEL 1L**

BELEL – TR 074° (RDL 254 PIS VOR) fino a 9 NM PIS DME, quindi virare a destra su TR 140°, indi intercettando RDL 220 PIS VOR virare a sinistra per il punto JESSY.

**BELEL 1L**

BELEL – TR 074° (RDL 254 PIS VOR) until 9 NM PIS DME, then turn right on TR 140°, then intercepting RDL 220 PIS VOR turn left bound to JESSY point .

MEL/MEA: BELEL – RDL 254/19 NM PIS VOR/DME: FL 70; RDL 254/19 NM PIS VOR/DME – JESSY: 3000FT

**NORNI 1L**

NORNI – TR 036° (RDL 216 PIS VOR) – JESSY.

**NORNI 1L**

NORNI – TR 036° (RDL 216 PIS VOR) – JESSY.

MEL/MEA: NORNI – RDL 216/22 NM PIS VOR/DME: FL70; RDL 216/22 NM PIS VOR/DME – JESSY: 3000FT

**FRZ 1M**

FRZ VORTAC – TR 230° (RDL 050 PIS VOR) – PIS VOR/DME.

**FRZ 1M**

FRZ VORTAC – TR 230° (RDL 050 PIS VOR) – PIS VOR/DME.

MEL/MEA: FRZ VORTAC – RDL 050/12 NM PIS VOR/DME: FL150; RDL 050/12 NM PIS VOR/DME – RDL 050/5 NM PIS VOR/DME: FL120; RDL 050/5 NM PIS VOR/DME – PIS VOR/DME: 5000FT

**FRZ 1L**

FRZ VORTAC – TR 230° (RDL 050 PIS VOR) – PIS VOR/DME – TR 216° (RDL 216 PIS VOR) – JESSY.

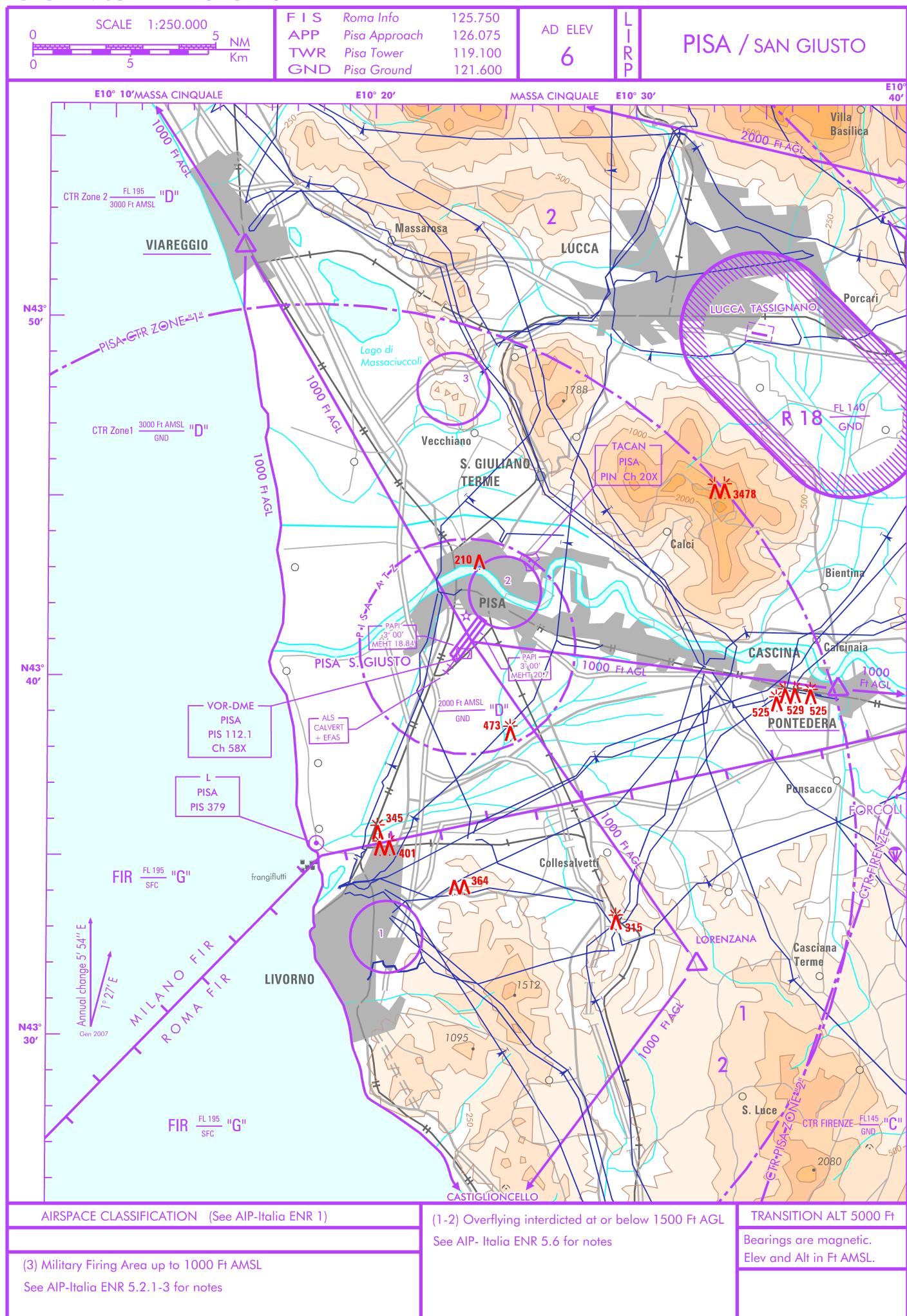
**FRZ 1L**

FRZ VORTAC – TR 230° (RDL 050 PIS VOR) – PIS VOR/DME – TR 216° (RDL 216 PIS VOR) – JESSY.

MEL/MEA: FRZ VORTAC – RDL 050/12 NM PIS VOR/DME: FL150; RDL 050/12 NM PIS VOR/DME – RDL 050/5 NM PIS VOR/DME: FL120; RDL 050/5 NM PIS VOR/DME – PIS VOR/DME: 5000FT; PIS VOR/DME – JESSY: 3000FT

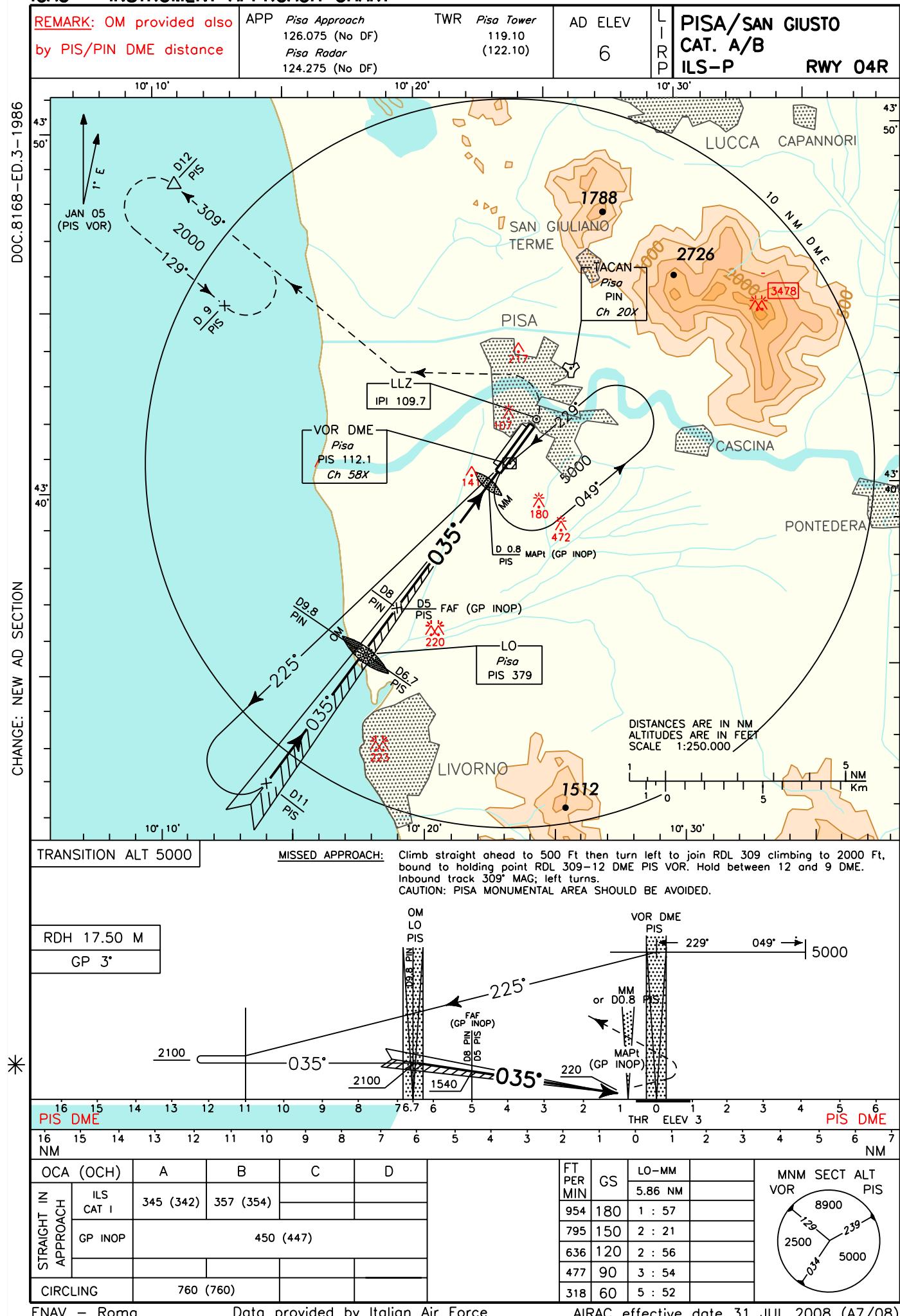
## ICAO - VISUAL APPROACH CHART

AD 2 LIRP 5-1



# ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-3



## ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-5

**REMARK:** OM provided also by PIS/PIN DME distance

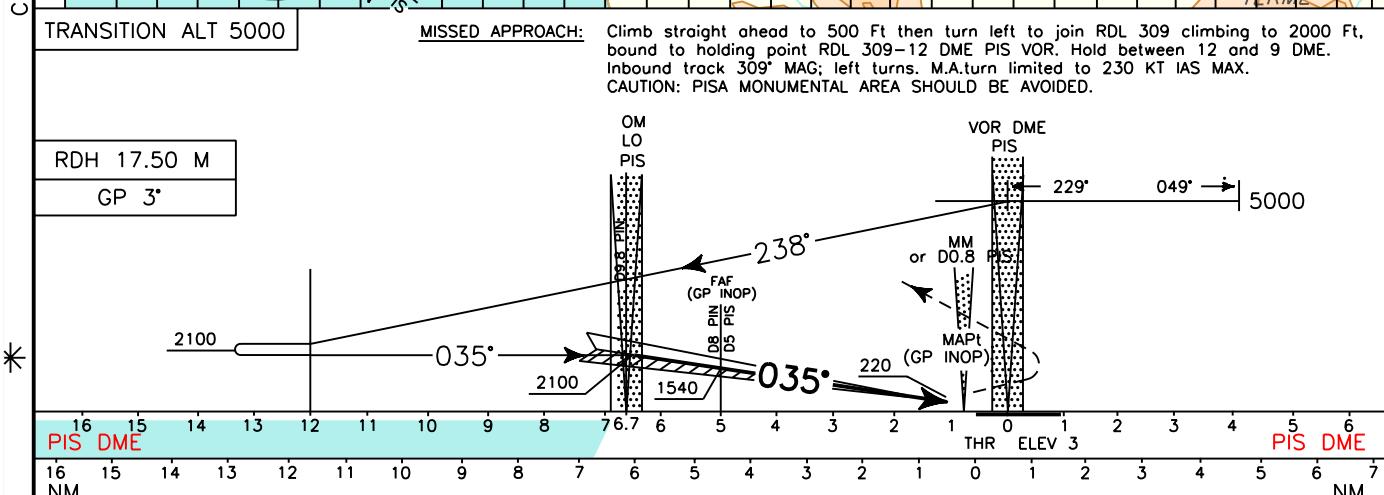
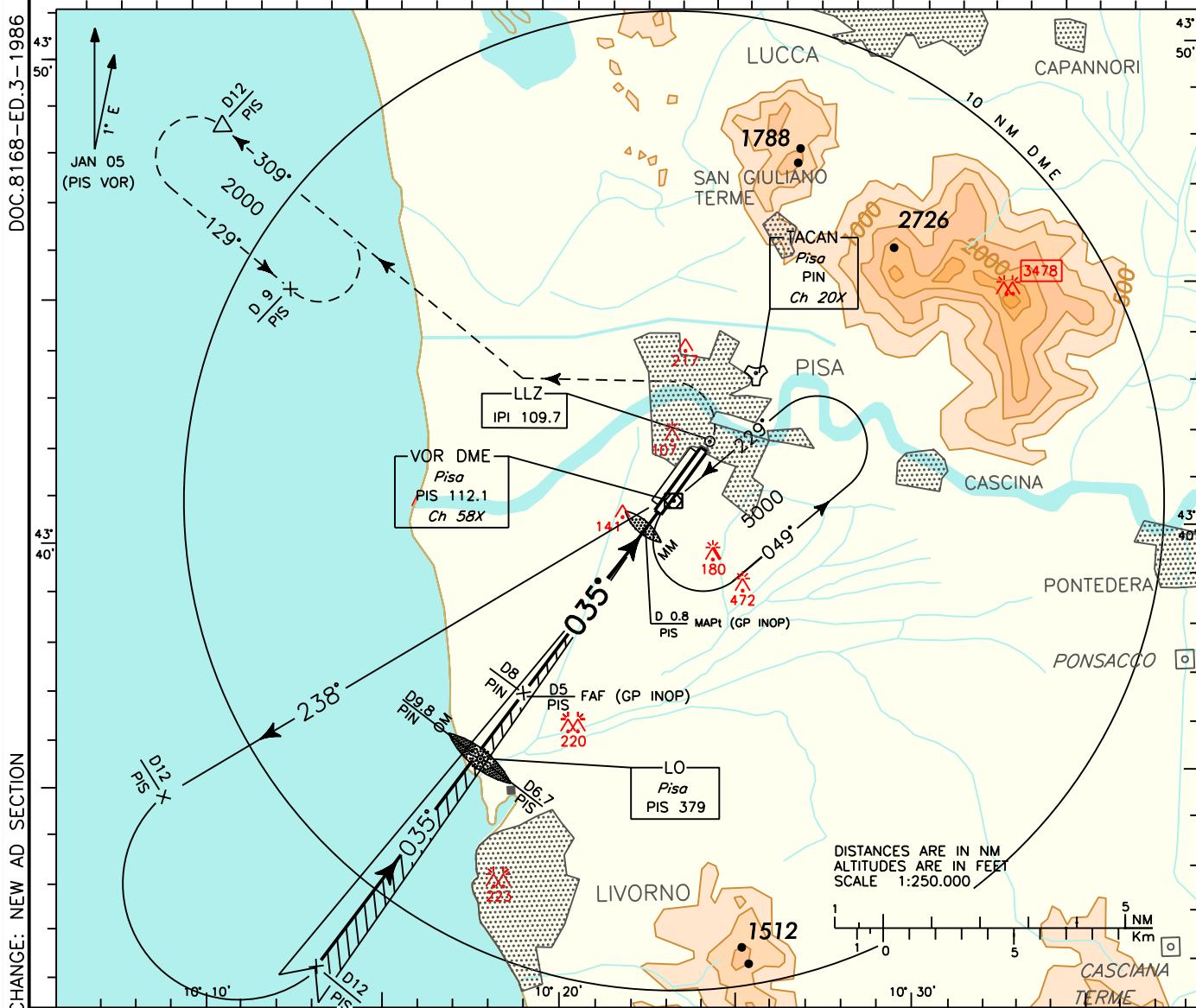
APP Pisa Approach  
126.075 (No DF)  
Pisa Radar  
124.275 (No DF)

TWR Pisa Tower  
119.10 (122.10)

AD ELEV  
6

L  
I  
R  
P

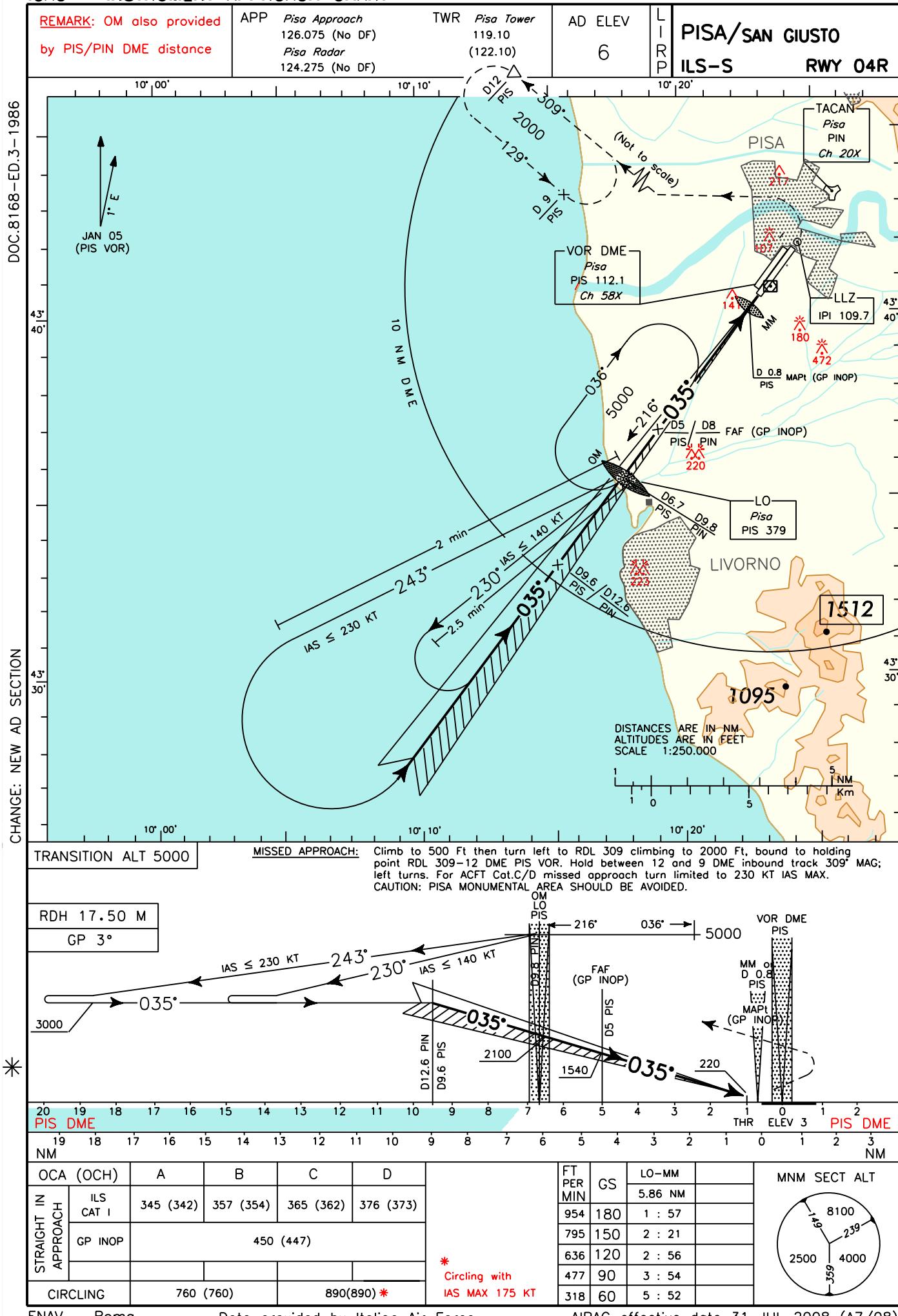
**PISA/SAN GIUSTO**  
**CAT. C/D**  
**ILS-P**

**RWY 04R**

OCA (OCH)	A	B	C	D	* Circling with IAS MAX 175 KT	FT PER MIN	GS	LO-MM	MNM SECT ALT VOR
STRAIGHT IN APPROACH	ILS CAT I			365 (362)	376 (373)	5.86 NM	180 1 : 57	8900 2500 5000	
				450 (447)					
CIRCLING				890(890) *	954	180	2 : 56		
					795	150	3 : 54		
					477	90	5 : 52		

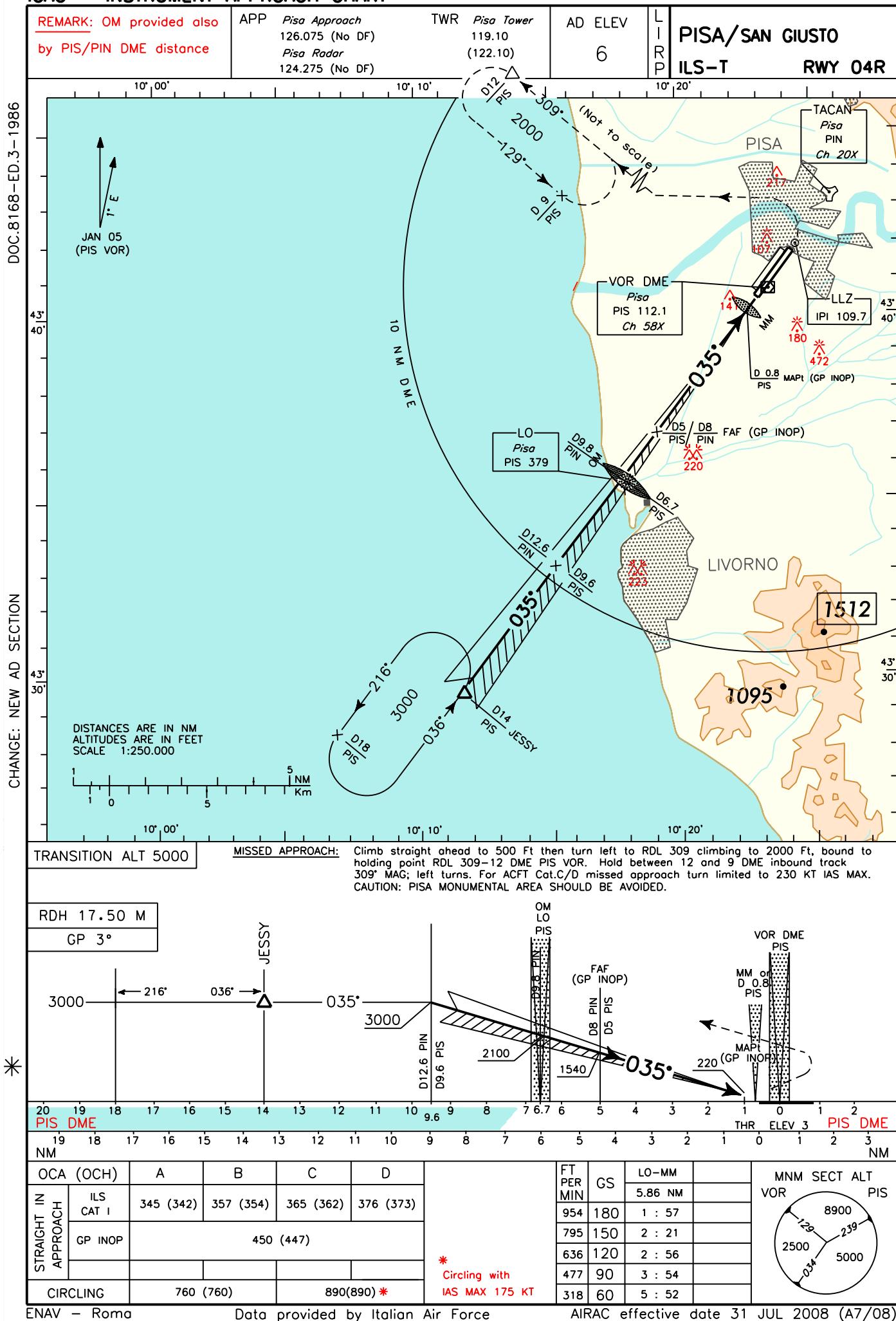
# ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-7



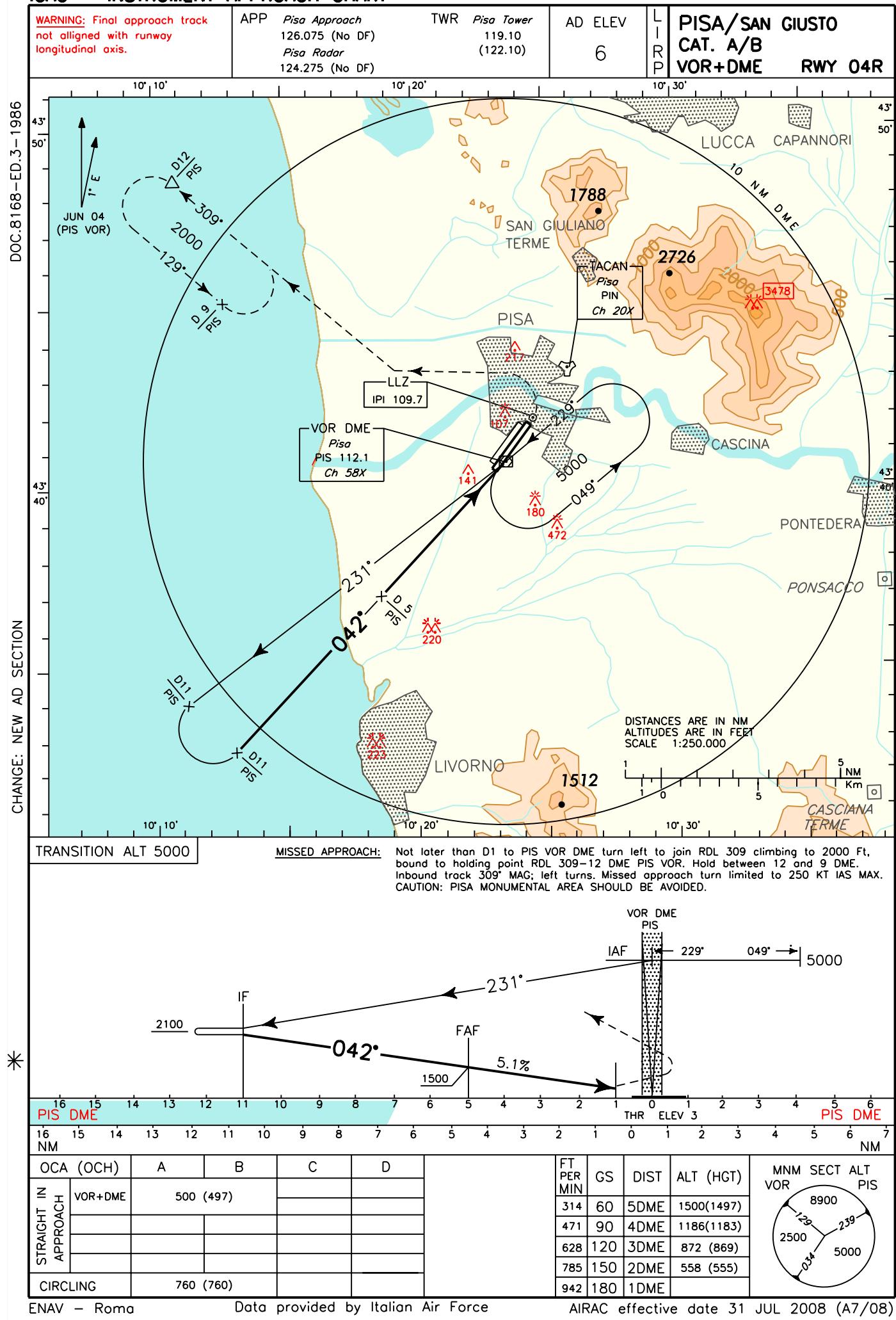
**ICAO - INSTRUMENT APPROACH CHART**

AD 2 LIRP 5-9



**ICAO - INSTRUMENT APPROACH CHART**

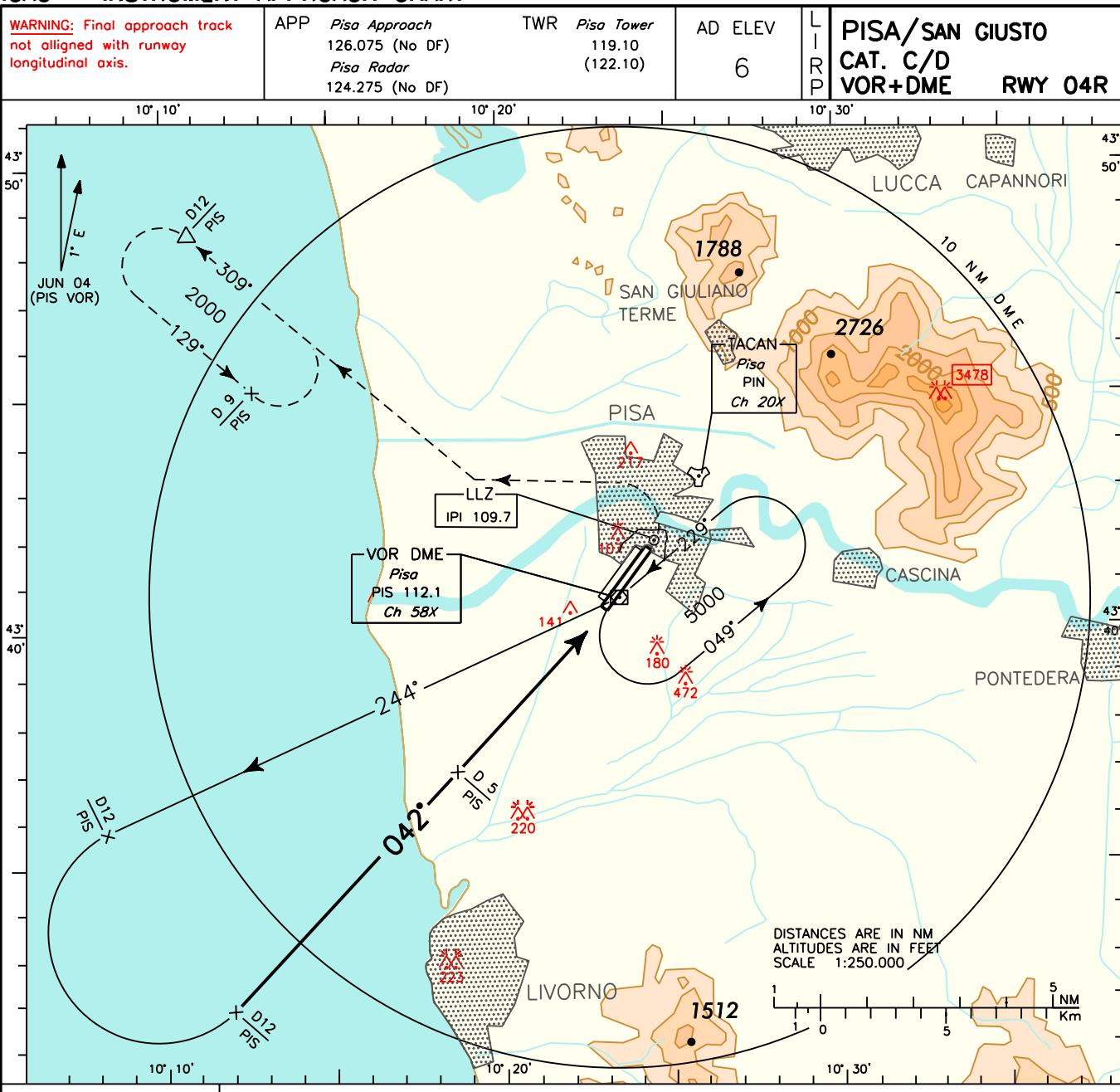
AD 2 LIRP 5-11



# ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-13

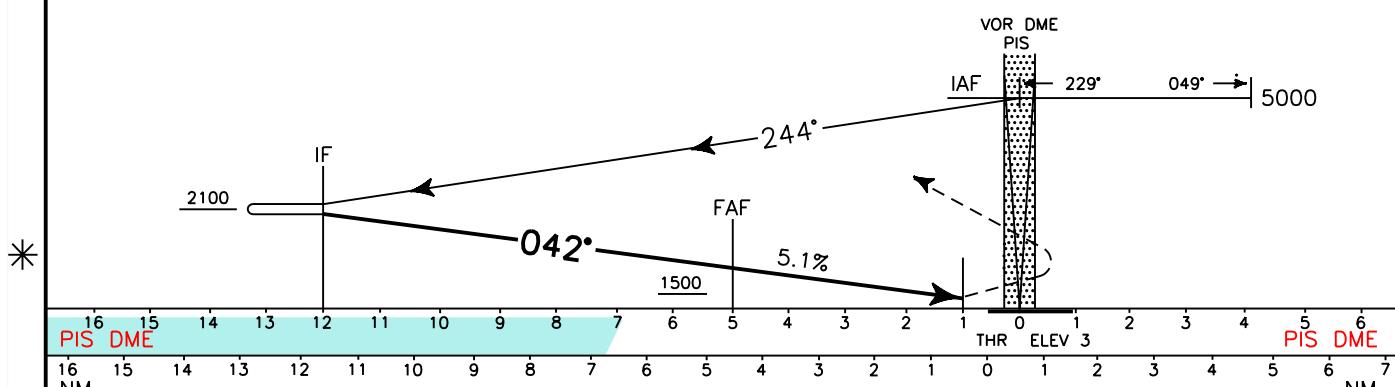
DOC 81168-ED.3-1986



TRANSITION ALT 5000

MISSIED APPROACH:

Not later than D1 to PIS VOR DME turn left to join RDL 309 climbing to 2000 Ft, bound to holding point RDL 309-12 DME PIS VOR. Hold between 12 and 9 DME. Inbound track 309° MAG; left turns. Missed approach turn limited to 250 KT IAS MAX. CAUTION: PISA MONUMENTAL AREA SHOULD BE AVOIDED.

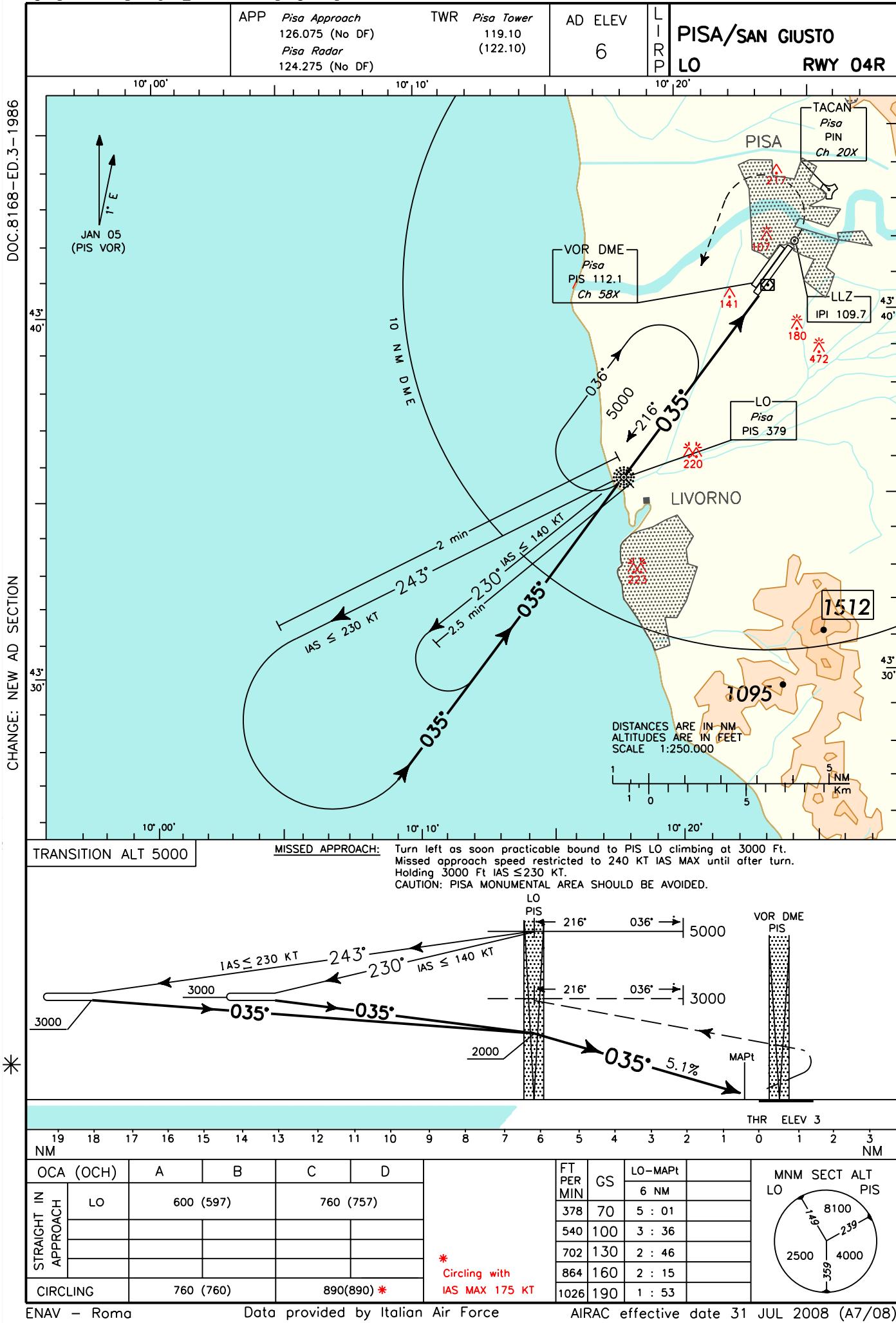


OCA (OCH)	A	B	C	D	FT PER MIN	GS	DIST	ALT (HGT)	MNM SECT ALT VOR
Straight in Approach	VOR+DME			500 (497)	314	60	5DME	1500(1497)	8900
					471	90	4DME	1186(1183)	2500
					628	120	3DME	872 (869)	239
					785	150	2DME	558 (555)	034
Circling				890(890) *	942	180	1DME		5000

\* Circling with IAS MAX 175 KT

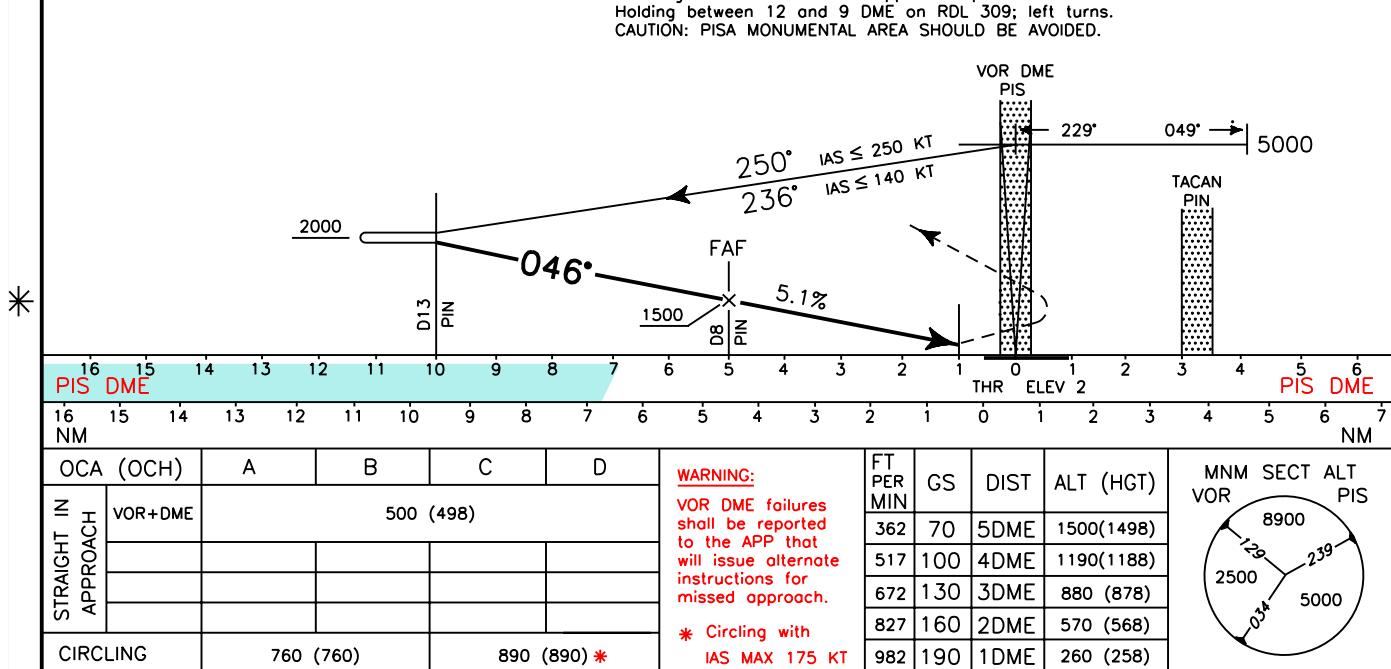
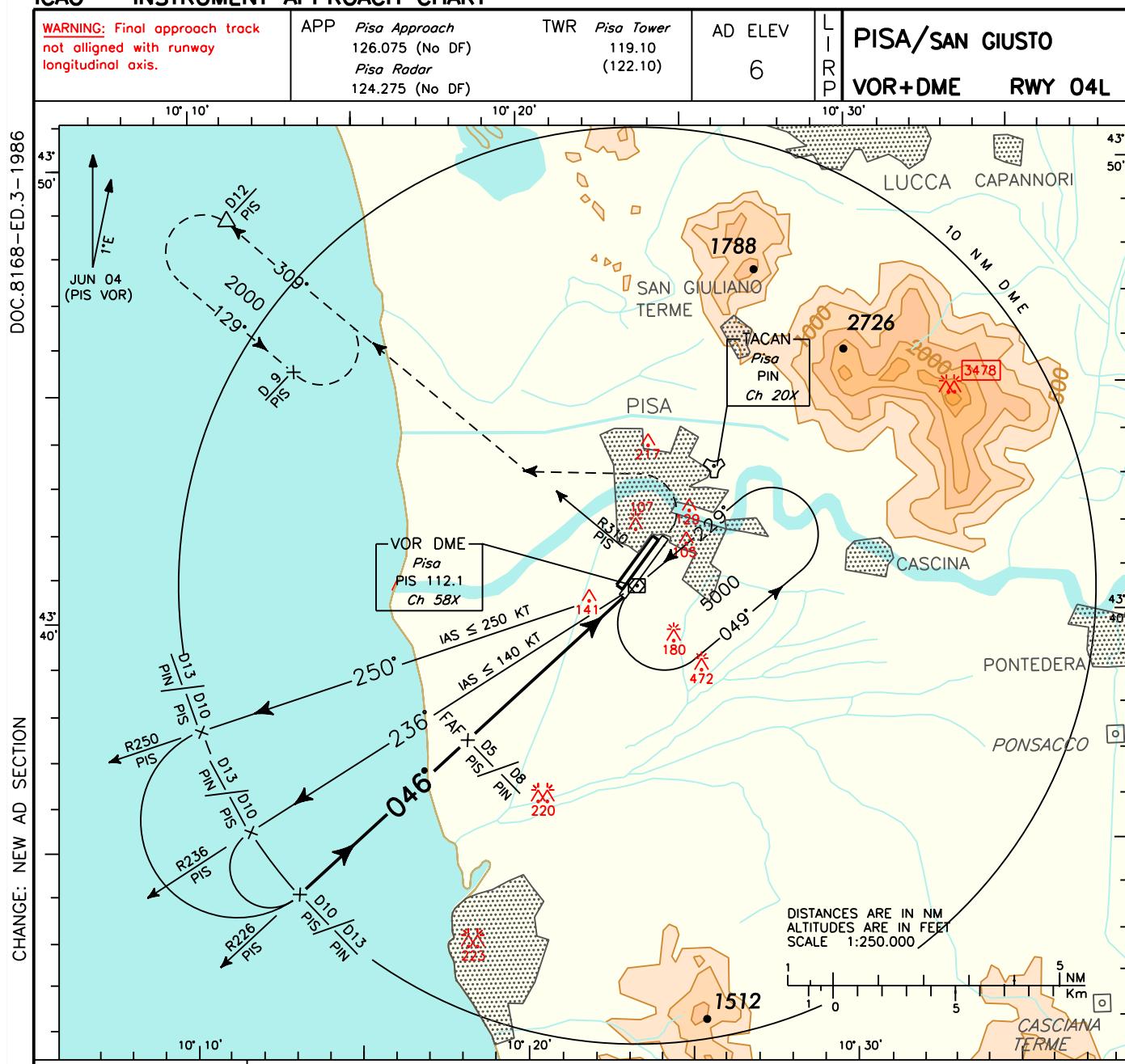
## ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-15



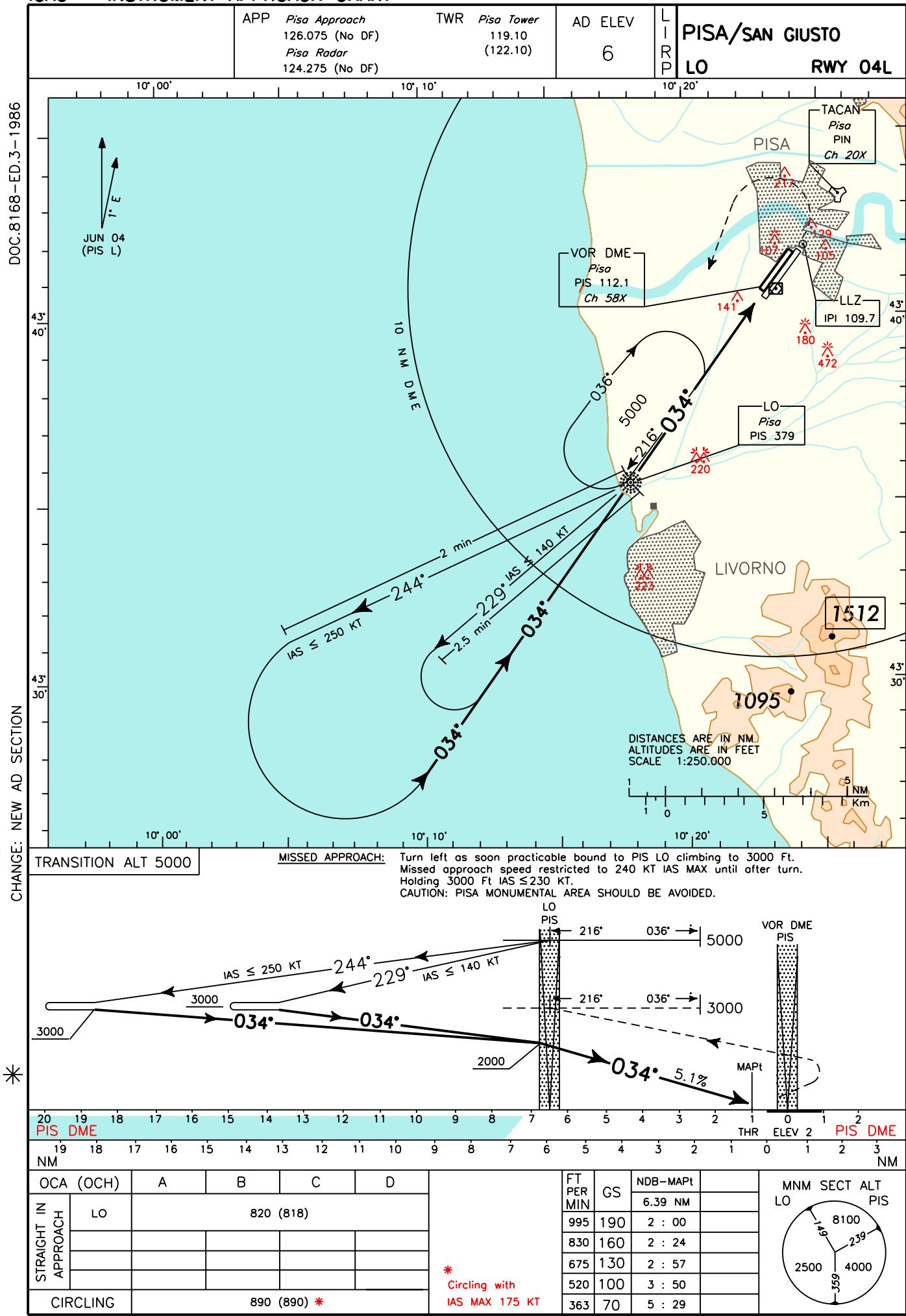
**ICAO – INSTRUMENT APPROACH CHART**

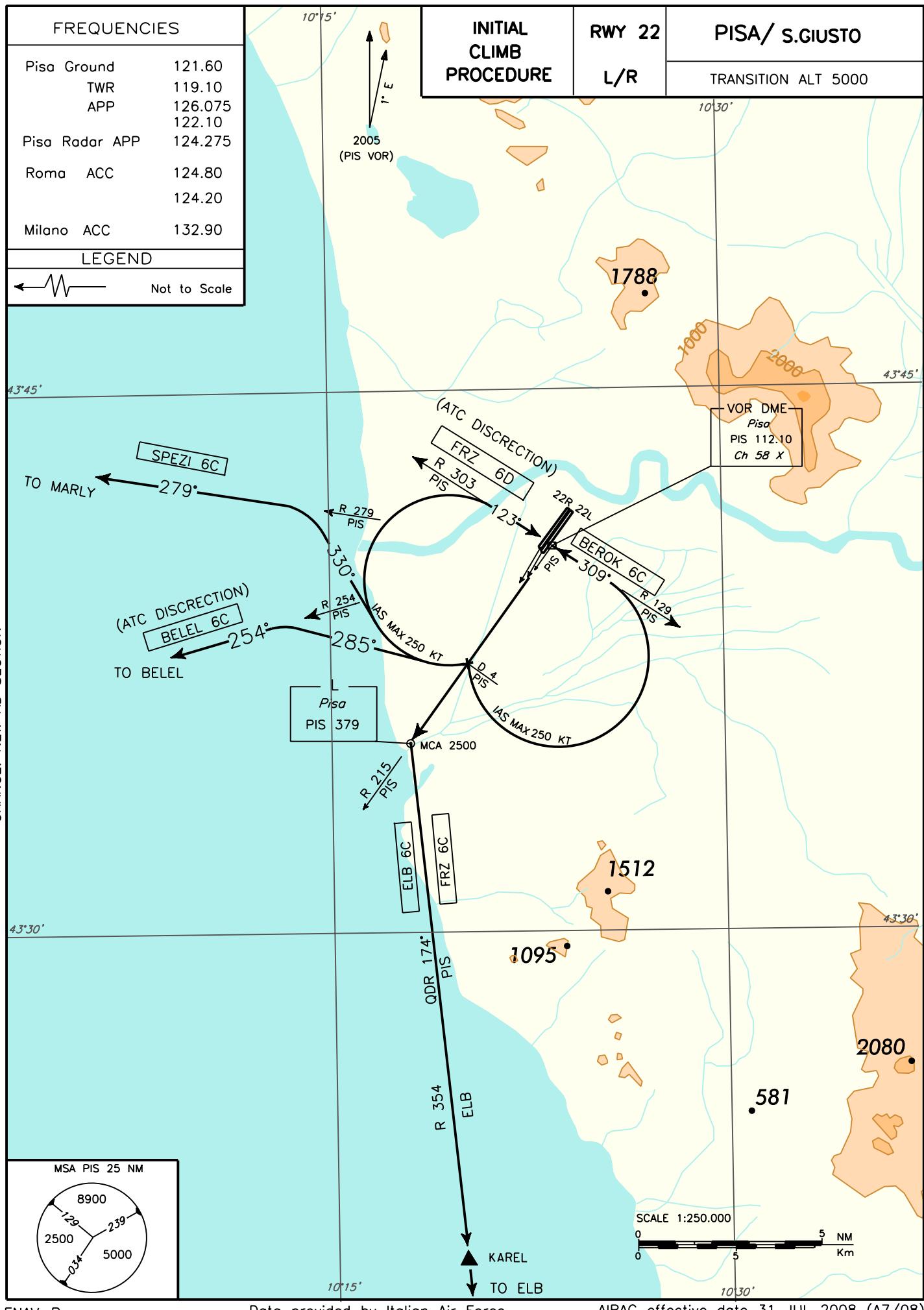
AD 2 LIRP 5-17



## ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRP 5-19





**PROCEDURA DI SALITA INIZIALE RWY 22R/L**

Dopo il decollo, appena possibile, intercettare e seguire RDL 215 PIS VOR (QDM 215° PIS L) per PIS L, quindi:

1. A 4 NM PIS DME virare a destra:  
su rotta 330° se autorizzati sulla SID SPEZI 6C;  
su rotta 285° se autorizzati sulla SID BELEL 6C;  
su rotta 123° se autorizzati sulla SID FRZ 6D.
2. A 4 NM PIS DME virare a sinistra:  
su rotta 309° se autorizzati sulla SID BEROK 6C
3. Continuare per PIS L, da attraversare a 2500FT o al di sopra se autorizzati via SID ELB 6C e FRZ 6C.

Parametri di virata e salita:

- a. Virate in partenza limitate a 250 KT IAS MAX;
- b. gradiente minimo di salita:  
334 FT/NM (5.5%) per le SID BELEL 6C,  
SPEZI 6C e BEROK 6C;  
395 FT/NM (6.5%) per le SID ELB 6C e FRZ 6C/6D.

**NOTA**

Le procedure sopra indicate non esimono i piloti dal garantire il rispetto delle norme previste dall'Annesso 6 ICAO.

**INITIAL CLIMB PROCEDURES RWY 22R/L**

After take-off, as soon as practicable, join RDL 215 PIS VOR (QDM 215° PIS L) inbound to PIS L, then:

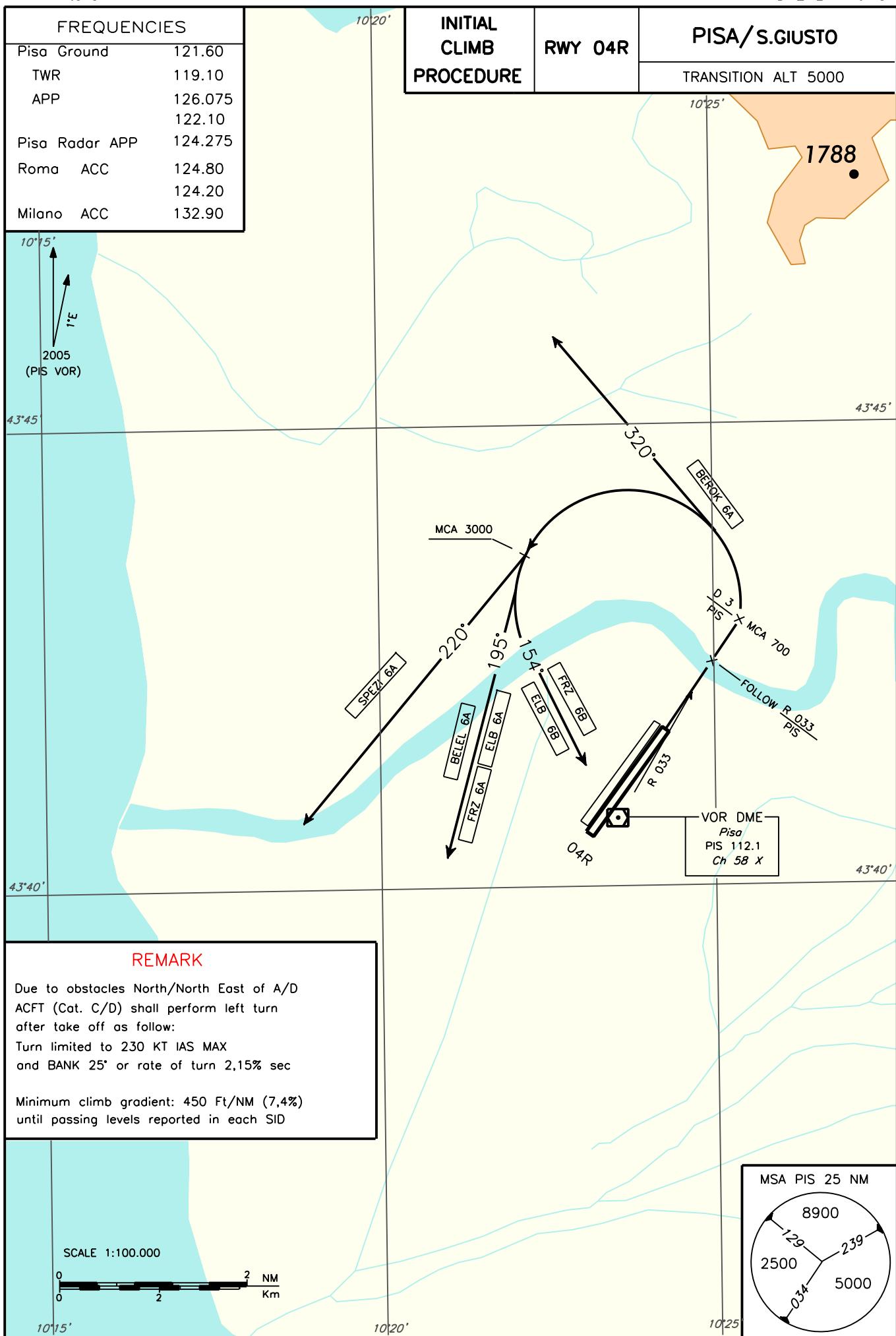
1. At 4 NM PIS DME turn right :  
on track 330° if cleared via SID SPEZI 6C;  
on track 285° if cleared via SID BELEL 6C;  
on track 123° if cleared via SID FRZ 6D.
2. At 4 NM PIS DME turn left:  
on TR 309° if cleared via SID BEROK 6C
3. Proceed to PIS L, to be crossed at 2500 FT or above if cleared via SID ELB 6C and FRZ 6C.

Turn and climb parameters:

- a. Departure turns limited to 250 KT IAS MAX;
- b. Minimum climb gradient:  
334 FT/NM (5.5%) for SID BELEL 6C,  
SPEZI 6C and BEROK 6C;  
395 FT/NM (6.5%) for SID ELB 6C, and FRZ 6C/6D.

**REMARK**

The above listed procedures do not exempt pilots from complying with ICAO Annex 6 Standards.



**PROCEDURA DI SALITA INIZIALE RWY 04R**

Causa ostacoli posti in prossimità della fine pista di decollo a N (Città di Pisa) e a NE (colline) dell'aeroporto, pianificare il decollo per una TODA di 3067M.

Dopo il decollo, appena possibile, intercettare RDL 033 PIS VOR, quindi a 3 NM PIS DME, da attraversare a 700 FT o al di sopra, virare a sinistra per intercettare la SID assegnata.

Adottare un rateo di salita al fine di completare la virata a sinistra a 3000 FT o al di sopra (eccetto per la SID BEROK 6A), quindi procedere:

- a. su rotta 320° se autorizzati, sulla SID BEROK 6A;
- b. su rotta 220°, se autorizzati sulla SID SPEZI 6A;
- c. su rotta 195° se autorizzati via BELEL 6A; ELB 6A o FRZ 6A;
- d. su rotta 154° diretti a PIS VOR/DME, se autorizzati via SID ELB 6B o FRZ 6B.

Parametri di virata e salita :

- a. virata in partenza limitata a 230 KT IAS MAX e minimo angolo di banco 25°, oppure rateo di virata 2.15°/sec.  
(solo per aeromobili CAT. C e D).
- b. gradiente minimo di salita (causa ostacoli e per motivi ATC): 450 FT/NM (7.4%) fino a lasciare i livelli riportati in ciascuna SID.

**NOTA**

Le procedure sopra indicate non esimono i piloti dal garantire il rispetto delle norme previste dall'annesso 6 ICAO.

**INITIAL CLIMB PROCEDURE RWY 04R**

Due to obstacles located near departure end runway, N (Pisa town) and NE (hills) of the aerodrome, planning departure with TODA limited to 3067M.

After take-off, as soon as practicable, join RDL 033 PIS VOR, then at 3 NM PIS DME, to be crossed at 700 FT or above, turn left to join the assigned SID.

Adjust climb rate in order to complete left turn at 3000 FT or above (except for SID BEROK 6A), then proceed:

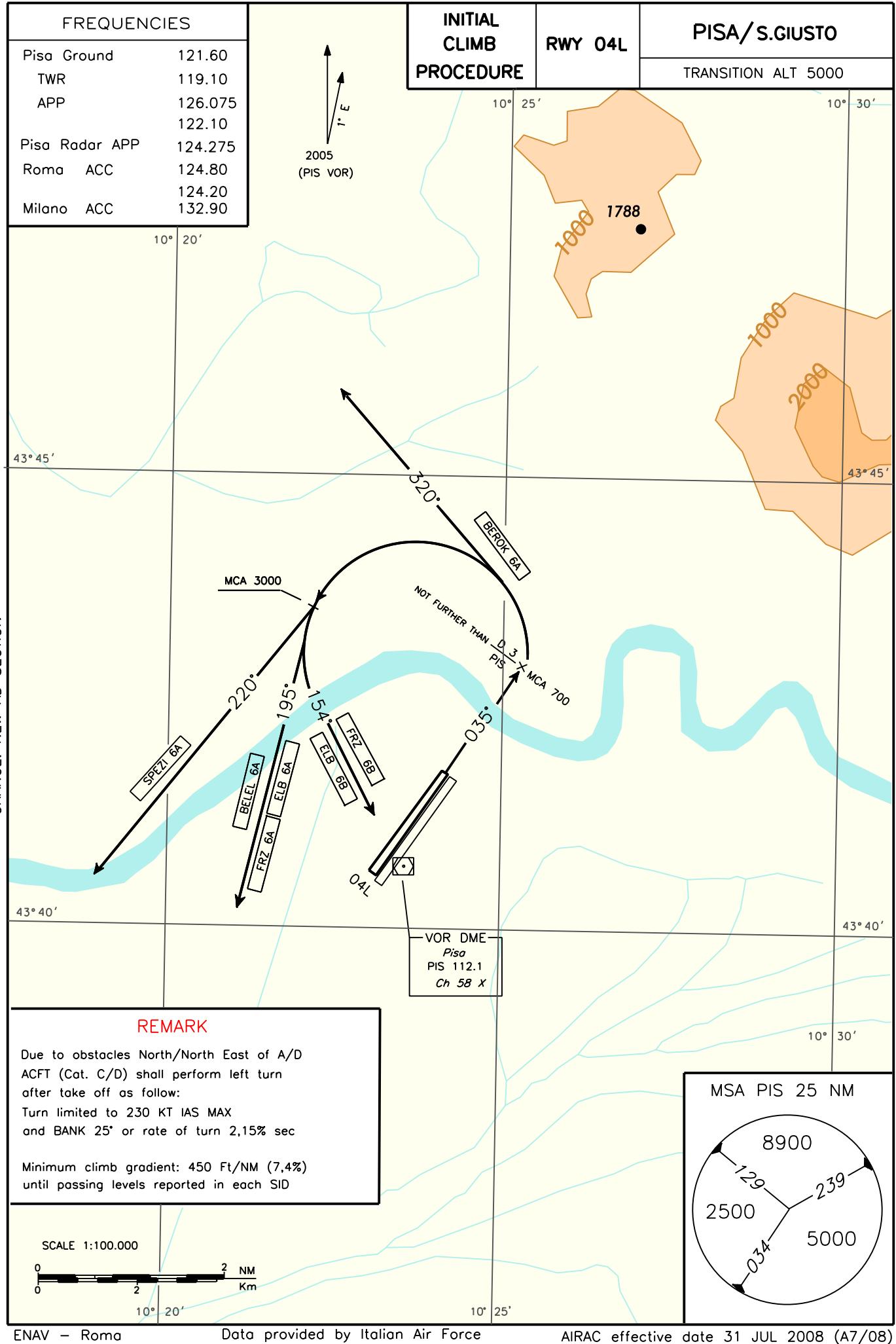
- a. on TR 320°, if cleared via SID BEROK 6A;
- b. on TR 220°, if cleared via SID SPEZI 6A;
- c. on TR 195° if cleared via BELEL 6A; ELB 6A or FRZ 6A;
- d. on TR 154° bound to PIS VOR/DME, if cleared via SID ELB 6B or FRZ 6B.

Turn and climb parameters:

- a. departure turn limited to 230 KT IAS MAX and minimum bank angle 25°, or rate of turn 2.15°/sec.  
(only for aircraft CAT. C and D).
- b. minimum climb gradient (due to obstacles and ATC reasons): 450 FT/NM (7.4%) until passing levels reported in each SID.

**REMARK**

The above listed procedures do not exempt pilots from complying with ICAO Annex 6 Standard.



## PROCEDURA DI SALITA INIZIALE RWY 04L

Causa ostacoli posti in prossimità della fine pista di decollo a N (Città di Pisa) e a NE (colline) dell'aeroporto, pianificare il decollo per una TODA di 2529M.

Dopo il decollo procedere prua pista fino a lasciare 700 FT (non oltre 3 NM PIS DME), quindi virare a sinistra per intercettare la SID assegnata.

Adottare un rateo di salita al fine di completare la virata a sinistra a 3000 FT o al di sopra (eccetto per la SID BEROK 6A), quindi procedere:

- a. su rotta 320° se autorizzati, sulla SID BEROK 6A;
- b. su rotta 220° se autorizzati sulla SID SPEZI 6A;
- c. su rotta 195° se autorizzati via BELEL 6A; ELB 6A o FRZ 6A;
- d. su rotta 154° diretti a PIS VOR/DME, se autorizzati via SID ELB 6B o FRZ 6B;

Parametri di virata e salita :

- a. virata in partenza limitata a 230 KT IAS MAX e minimo angolo di banco 25°, oppure rateo di virata 2.15°/sec.  
(solo per aeromobili CAT. C e D).
- b. gradiente minimo di salita (causa ostacoli e per motivi ATC): 450 FT/NM (7.4%) fino a lasciare i livelli riportati in ciascuna SID.

### NOTA

Le procedure sopra indicate non esimono i piloti dal garantire il rispetto delle norme previste dall'annesso 6 ICAO.

## INITIAL CLIMB PROCEDURE RWY 04L

Due to obstacles located near departure end runway, N (Pisa town) and NE (hills) of the aerodrome, planning departure with TODA limited to 2529M.

After take-off proceed runway heading until passing 700 FT (not beyond 3 NM from PIS DME), turn left to join the assigned SID.

Adjust climb rate in order to complete left turn at 3000 FT or above (except for SID BEROK 6A), then proceed:

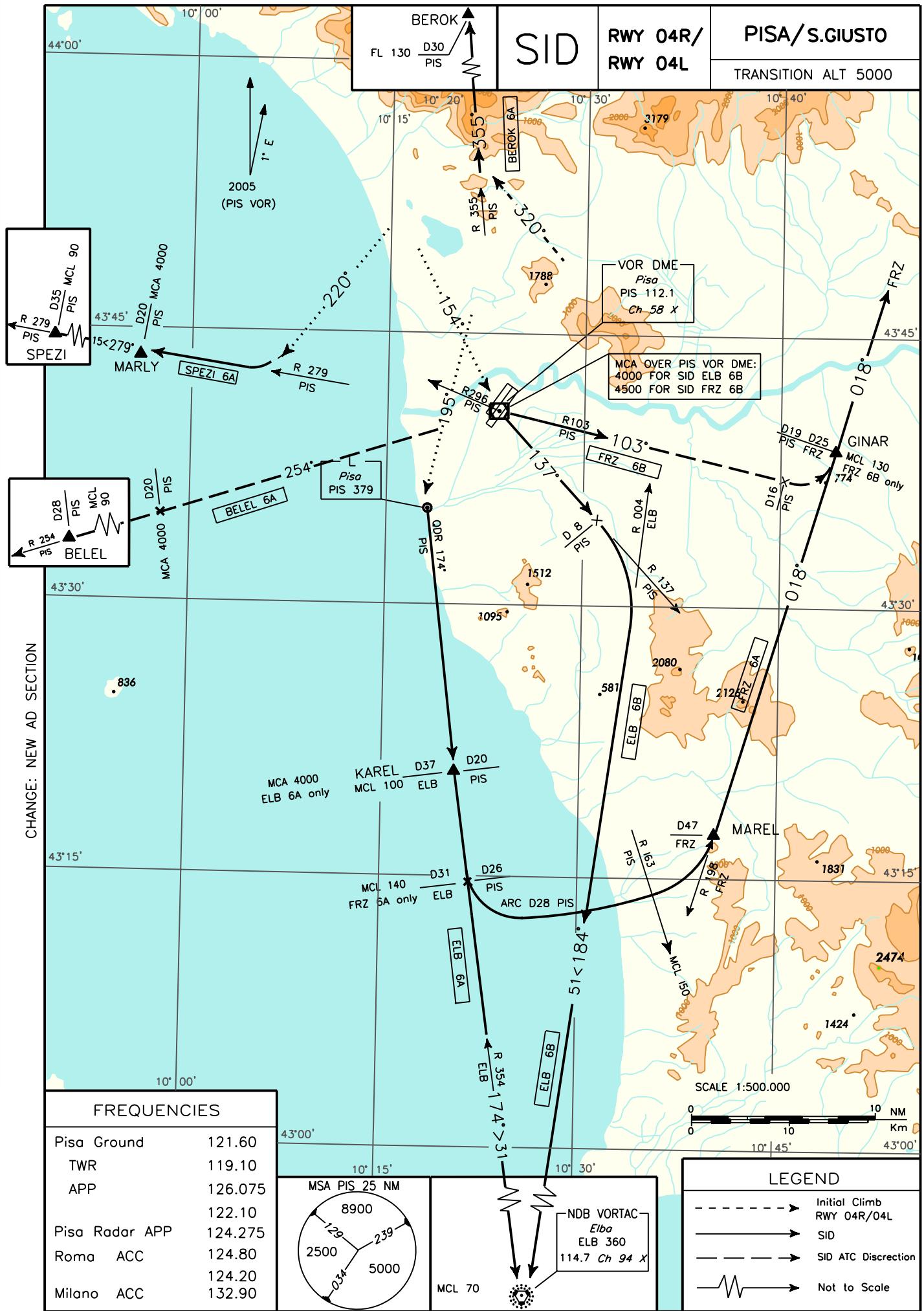
- a. on TR 320°, if cleared via SID BEROK 6A;
- b. on TR 220° if cleared via SID SPEZI 6A;
- c. on TR 195° if cleared via BELEL 6A; ELB 6A or FRZ 6A;
- d. on TR 154° bound to PIS VOR/DME, if cleared via SID ELB 6B or FRZ 6B.

Turn and climb parameters:

- a. departure turn limited to 230 KT IAS MAX and minimum bank angle 25°, or rate of turn 2.15°/sec.  
( only for aircraft CAT. C and D).
- b. minimum climb gradient (due to obstacles and ATC reasons): 450 FT/NM (7.4%) until passing levels reported in each SID.

### REMARK

The above listed procedures do not exempt pilots from complying with ICAO Annex 6 Standard.



**DESCRIZIONE DELLE SID RWY 04R/L**

Eseguita la procedura di salita iniziale:

**FRZ 6A**

Lasciare PIS L su QDR 174° (TR 174°) per il punto KAREL (QDR 174° PIS L/20NM PIS DME o RDL 354/37NM ELB VORTAC).

A 26 NM PIS DME, virare a sinistra per stabilizzarsi su arco 28 NM PIS DME; attraversando RDL 163 PIS VOR, virare a sinistra per intercettare e seguire RDL 198 FRZ VOR (TR 018°) e procedere per MAREL, GINAR quindi FRZ VORTAC.

MCA/MCL: KAREL FL 100; INT QDR 174° PIS L (RDL 354 ELB VOR) / 26 NM PIS DME FL140; INT ARC 28 NM PIS DME/RDL 163 PIS VOR FL 150.

**BELEL 6A (a discrezione ATC)**

Procedere per PIS L, attraversando RDL 296 PIS VOR virare a destra per intercettare e seguire RDL 254 PIS VOR (TR 254°) per il punto BELEL (RDL 254/28 NM PIS VOR/DME).

MCA/MCL: RDL 254/20 NM PIS VOR/DME 4000 FT; BELEL FL 90.

**SPEZI 6A**

Intercettare e seguire RDL 279 PIS VOR (TR 279°) per il punto MARLY, quindi SPEZI (RDL 279/35 NM PIS VOR/DME).

MCA/MCL: MARLY (RDL 279/20 NM PIS VOR/DME) 4000 FT; SPEZI FL 90.

**ELB 6A**

Lasciare PIS L su QDR 174° (RDL 354 ELB VOR) per ELB VORTAC.

MCA/MCL: KAREL (RDL 354/37 NM ELB VORTAC) 4000 FT; ELB VORTAC FL 70.

**ELB 6B**

Lasciare PIS VOR su RDL 137 (TR 137°) e proseguire fino al punto RDL 137/8NM PIS VOR/DME; quindi virare a destra per intercettare e seguire RDL 004 ELB VORTAC (TR 184°) per ELB.

MCA/MCL: PIS VOR/DME 4000 FT; ELB VORTAC FL70.

**FRZ 6B (a discrezione ATC)**

Lasciare PIS VOR su RDL 103 (TR 103°). Sul punto RDL 103/16NM PIS VOR/DME virare a sinistra per intercettare e seguire RDL 198 FRZ VORTAC (TR 018°) per il punto GINAR quindi FRZ VORTAC.

MCA/MCL: PIS VOR 4500 FT; GINAR (RDL 198/25NM FRZ VORTAC) FL 130.

**BEROK 6A**

Intercettare e seguire RDL 355 PIS VOR (TR 355°) per il punto BEROK.

MCA/MCL: BEROK FL 130.

**NOTA**

Causa ostacoli e per motivi ATC, minimo gradiente di salita 450 FT/NM (7.4%) fino a lasciare:

- 4000 FT per le SID SPEZI 6A , BELEL 6A ed ELB 6A/6B;
- FL 120 per le SID BEROK 6A e FRZ 6B;
- FL 130 per la SID FRZ 6A.

**SID DESCRIPTION RWY 04R/L**

Initial climb procedure executed:

**FRZ 6A**

Leave PIS L on QDR 174° (TR 174°) bound to KAREL (QDR 174° PIS L/20 NM PIS DME or RDL 354/37 NM ELB VORTAC).

At 26 NM PIS DME, turn left to join arc 28 NM PIS DME; crossing RDL 163 PIS VOR, turn left to join RDL 198 FRZ VOR (TR 018°) and proceed bound to MAREL, GINAR then FRZ VORTAC.

MCA/MCL: KAREL FL 100; INT QDR 174° PIS L (RDL 354 ELB VOR) / 26 NM PIS DME FL140; INT ARC 28 NM PIS DME/RDL 163 PIS VOR FL 150.

**BELEL 6A (ATC discretion)**

Proceed to PIS L, crossing RDL 296 PIS VOR turn right to join RDL 254 PIS VOR (TR 254°) bound to BELEL (RDL 254/28 NM PIS VOR/DME).

MCA/MCL: RDL 254/20 NM PIS VOR/DME 4000 FT; BELEL FL 90.

**SPEZI 6A**

Join RDL 279 PIS VOR (TR 279°) bound to MARLY, then SPEZI (RDL 279/35 NM PIS VOR/DME).

MCA/MCL: MARLY (RDL 279/20 NM PIS VOR/DME) 4000 FT; SPEZI FL 90.

**ELB 6A**

Leave PIS L on QDR 174° (RDL 354 ELB VOR) bound to ELB VORTAC.

MCA/MCL: KAREL (RDL 354/37 NM ELB VORTAC) 4000 FT; ELB VORTAC FL 70.

**ELB 6B**

Leave PIS VOR on RDL 137 (TR 137°) and proceed until point RDL 137/8NM PIS VOR/DME; then turn right to join RDL 004 ELB VORTAC (TR 184°) bound to ELB.

MCA/MCL: PIS VOR/DME 4000 FT; ELB VORTAC FL70.

**FRZ 6B (ATC discretion)**

Leave PIS VOR on RDL 103 (TR 103°). Over point RDL 103/16NM PIS VOR/DME turn left to join RDL 198 FRZ VORTAC (TR 018°) bound to GINAR then FRZ VORTAC.

MCA/MCL: PIS VOR 4500 FT; GINAR (RDL 198/25NM FRZ VORTAC) FL 130.

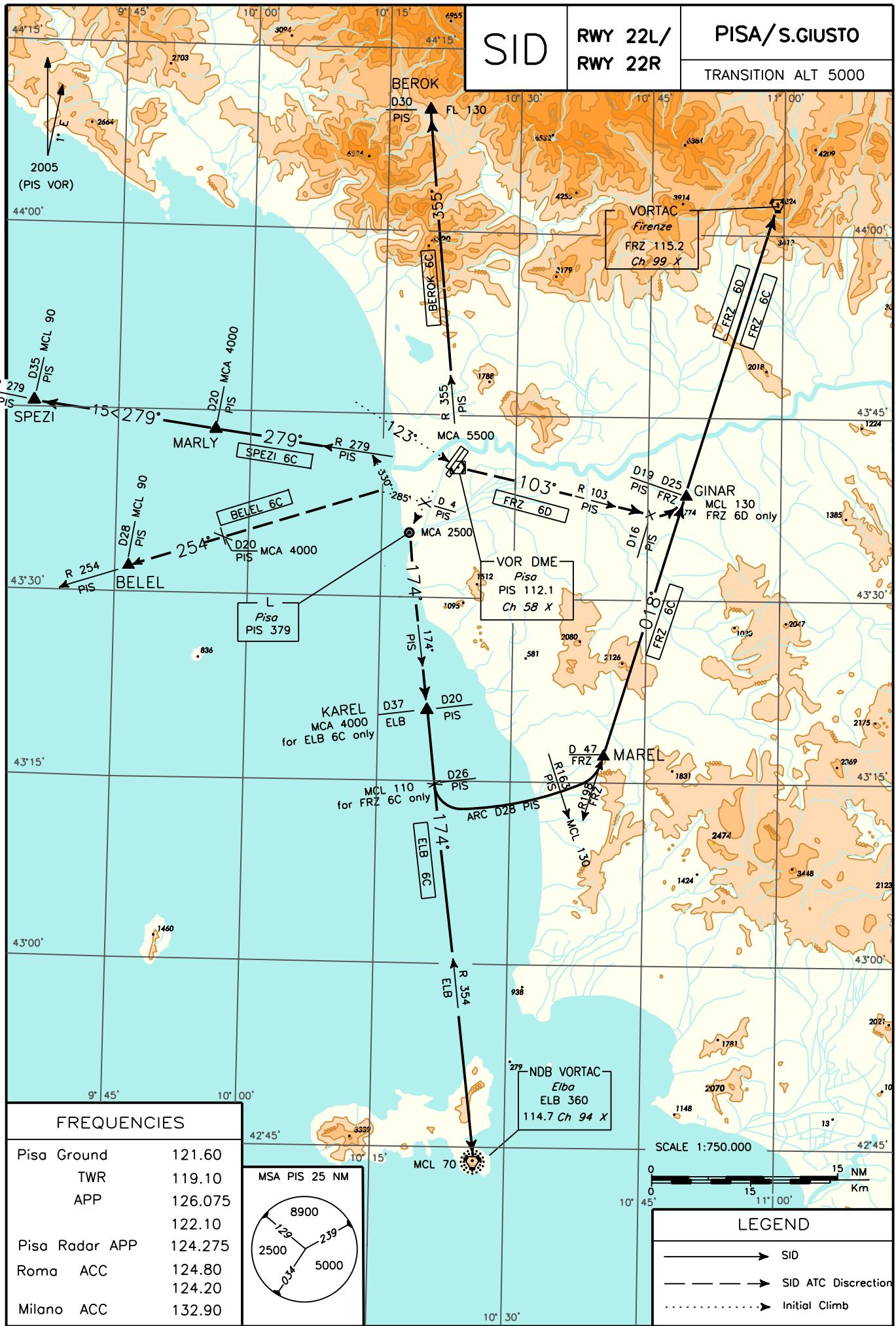
**BEROK 6A**

Join RDL 355 PIS VOR (TR 355°) bound to BEROK.

**REMARK**

Due to obstacles and for ATC reasons, minimum climb gradient 450 FT/NM (7.4%) until passing:

- 4000 FT for SID SPEZI 6A, BELEL 6A and ELB 6A/6B;
- FL 120 for SID BEROK 6A and FRZ 6B;
- FL 130 for SID FRZ 6A.



Eseguita la procedura di salita iniziale:

#### **SPEZI 6C**

Intercettare e seguire RDL 279 PIS VOR (TR 279°) per il punto MARLY, quindi SPEZI (RDL 279/35NM PIS VOR/DME).

MCA/MCL: MARLY 4000 FT; SPEZI FL 90.

#### **ELB 6C**

Lasciare PIS L su QDR 174° (RDL 354 ELB VOR) per ELB VORTAC

MCA/MCL: KAREL (RDL 354/37NM ELB VORTAC) 4000 FT; ELB VORTAC FL 70.

#### **FRZ 6C**

Lasciare PIS L su QDR 174° (RDL 354 ELB VOR). A 26 NM PIS DME virare a sinistra per stabilizzarsi su arco 28 NM PIS DME; attraversando RDL 163 PIS VOR, virare a sinistra per intercettare e seguire RDL 198 FRZ VOR (TR 018°) per GINAR, quindi FRZ VORTAC.

MCA/MCL: INT QDR 174° PIS L (RDL 354 ELB VOR) / 26NM PIS DME FL110; INT ARC 28 NM PIS DME / RDL 163 PIS VOR FL 130.

#### **FRZ 6D (a discrezione ATC)**

Lasciare PIS VOR su RDL 103 (TR 103°). A 16 NM PIS DME, virare a sinistra per intercettare e seguire RDL 198 FRZ VOR (TR 018°) per il punto GINAR quindi FRZ VORTAC.

MCA/MCL: PIS VOR/DME 5500FT; GINAR (RDL 198/25 NM FRZ VORTAC) FL 130.

#### **BELEL 6C (a discrezione ATC)**

Intercettare e seguire RDL 254 PIS VOR (TR 254°) per il punto BELEL (RDL 254/28 NM PIS VOR/DME).

RDL254/20 NM PIS VOR/DME 4000 FT; BELEL FL 90

#### **BEROK 6C**

Lasciare PIS VOR su RDL 355 (TR 355°) per il punto BEROK (RDL 355/30 NM PIS VOR/DME).

MCA/MCL: PIS VOR/DME 5500 FT; BEROK FL130

#### **NOTA:**

Causa ostacoli e per motivi ATC, gradiente minimo di salita:

334 FT/NM (5.5%) fino a lasciare 3500 FT per le SID BELEL 6C e SPEZI 6C.

334 FT/NM (5.5%) fino a lasciare FL 100 per la SID BEROK 6C

395 FT/NM (6.5%) fino a lasciare 3500 FT per la SID ELB 6C

395 FT/NM (6.5%) fino a lasciare FL 110 per la SID FRZ 6C

395 FT/NM (6.5%) fino a lasciare FL 120 per la SID FRZ 6D

Initial climb procedure executed:

#### **SPEZI 6C**

Join RDL 279 PIS VOR (TR 279°) bound to MARLY, then SPEZI (RDL 279/35NM PIS VOR/DME)

MCA/MCL: MARLY 4000 FT; SPEZI FL 90.

#### **ELB 6C**

Leave PIS L on QDR 174° (RDL 354 ELB VOR) bound to ELB VORTAC.

MCA/MCL: KAREL (RDL 354/37NM ELB VORTAC) 4000 FT; ELB VORTAC FL 70.

#### **FRZ 6C**

Leave PIS L on QDR 174° (RDL 354 ELB VOR). At 26 NM PIS DME turn left to join arc 28 NM PIS DME; crossing RDL 163 PIS VOR, turn left to join RDL 198 FRZ VOR (TR 018°) bound to GINAR, then FRZ VORTAC.

MCA/MCL: INT QDR 174° PIS L (RDL 354 ELB VOR) / 26NM PIS DME FL110; INT ARC 28 NM PIS DME / RDL 163 PIS VOR FL 130.

#### **FRZ 6D ( ATC discretion)**

Leave PIS VOR on RDL 103 (TR 103°). At 16 NM PIS DME, turn left to join RDL 198 FRZ VOR (TR 018°) bound to GINAR then FRZ VORTAC.

MCA/MCL: PIS VOR/DME 5500FT; GINAR (RDL 198/25 NM FRZ VORTAC) FL 130.

#### **BELEL 6C (ATC discretion)**

Join RDL 254 PIS VOR (TR 254°) bound to BELEL (RDL 254/28 NM PIS VOR/DME).

RDL254/20 NM PIS VOR/DME 4000 FT; BELEL FL 90

#### **BEROK 6C**

Leave PIS VOR on RDL 355 (TR 355°) bound to BEROK (RDL 355/30 NM PIS VOR/DME).

MCA/MCL: PIS VOR/DME 5500 FT; BEROK FL130

#### **REMARK:**

Due to obstacles and for ATC reasons, minimum climb gradient:

334 FT/NM (5.5%) until passing 3500 FT for SID BELEL 6C e SPEZI 6C.

334 FT/NM (5.5%) until passing FL 100 for SID BEROK 6C

395 FT/NM (6.5%) until passing 3500 FT for SID ELB 6C

395 FT/NM (6.5%) until passing FL 110 for SID FRZ 6C

395 FT/NM (6.5%) until passing FL 120 for SID FRZ 6D