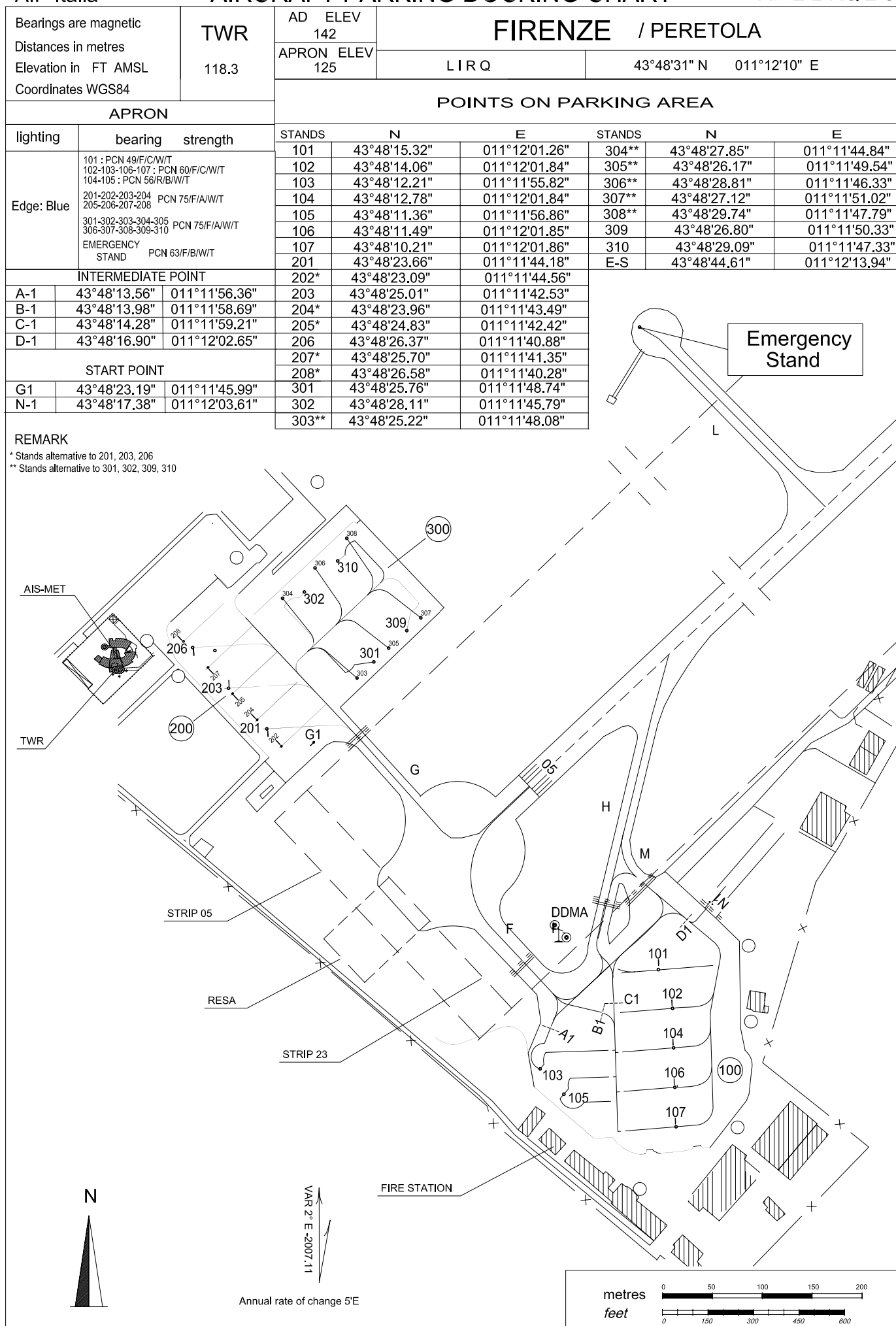
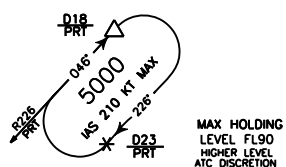


CHANGE: New "PRT" VOR/DME equipment

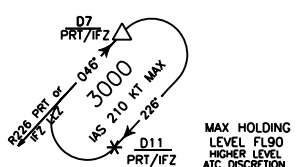


STAR ILS APPROACH

GONGA HOLDING PROCEDURE

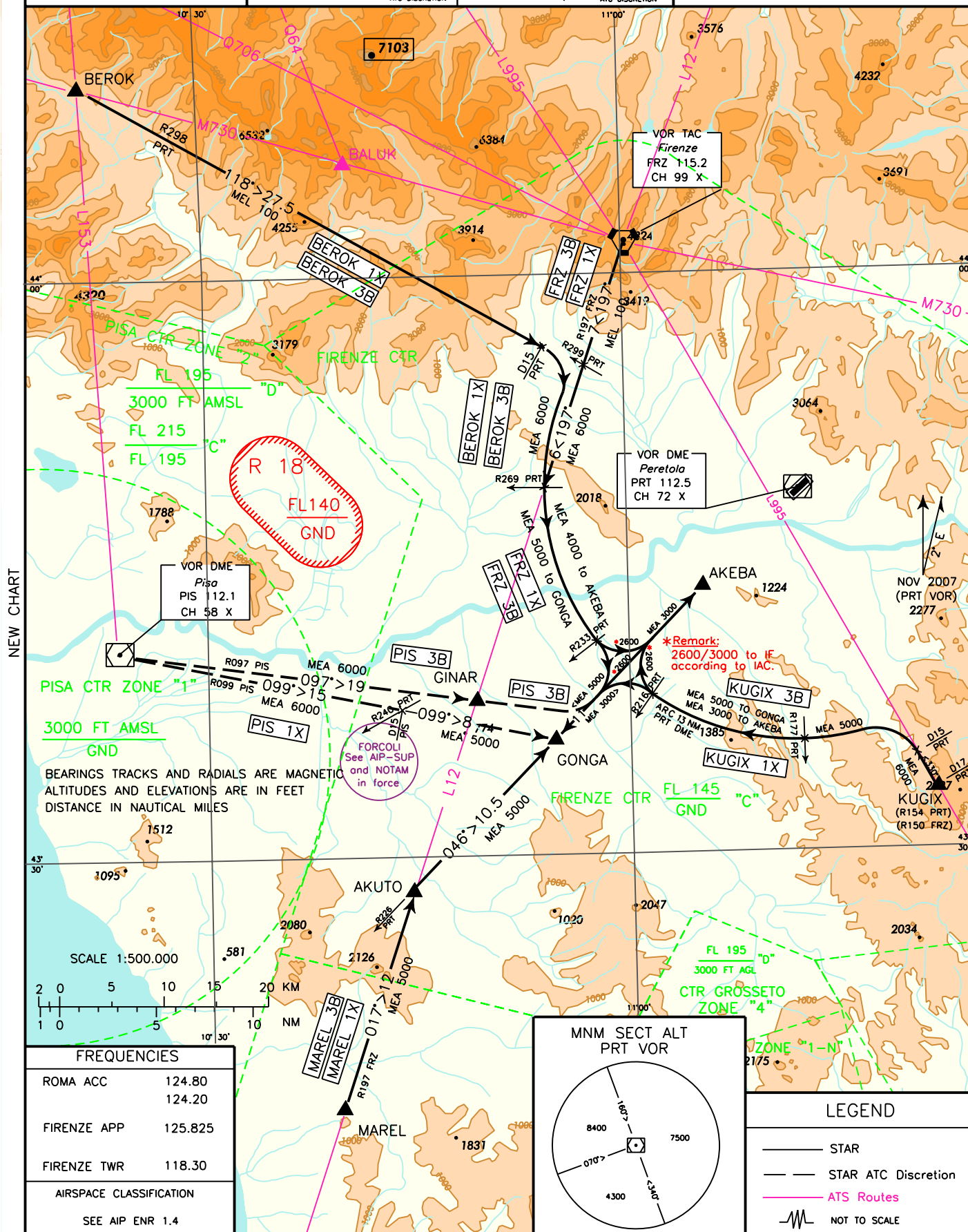


AKEBA HOLDING PROCEDURE



FIRENZE PERETOLA

TRANSITION ALTITUDE 6000



BEROK 3B

BEROK – TR 118° (RDL 298 PRT VOR) fino a 15NM PRT DME, quindi virare a destra fino ad intercettare e seguire ARC 13NM PRT DME; intercettando RDL 233 PRT VOR virare a sinistra fino a intercettare e seguire RDL 226 PRT VOR (TR 046°) per il punto AKEBA.

MEL/MEA: BEROK – RDL 298/15NM PRT VOR/DME: FL100; RDL 298/15NM PRT VOR/DME – INT ARC 13NM PRT DME/RDL 269 PRT VOR: 6000FT; INT ARC 13NM PRT DME/RDL 269 PRT VOR – INT ARC 13NM PRT DME/RDL 233 PRT VOR: 4000FT; INT ARC 13NM PRT DME/RDL 233 PRT VOR – AKEBA: 3000FT

BEROK 1X

BEROK – TR 118° (RDL 298 PRT VOR) fino a 15NM PRT DME, quindi virare a destra fino ad intercettare e seguire ARC 13NM PRT DME; intercettando RDL 233 PRT VOR virare a destra fino ad intercettare e seguire RDL 226 PRT VOR (TR 226°) per il punto GONGA.

MEL/MEA: BEROK – RDL 298/15NM PRT VOR/DME: FL100; RDL 298/15NM PRT VOR/DME – INT ARC 13NM PRT DME/RDL 269 PRT VOR: 6000FT; INT ARC 13NM PRT DME/RDL 269 PRT VOR – GONGA: 5000FT

PIS 3B (a discrezione ATC)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 097° (RDL 097 PIS VOR) fino ad intercettare e seguire RDL 226 PRT VOR (TR 046°) per il punto AKEBA.

MEA: PIS VOR/DME – GINAR: 6000FT; GINAR – AKEBA: 3000FT

PIS 1X (a discrezione ATC)

PIS VOR/DME – TR 099° (RDL 099 PIS VOR) – GONGA.

MEA: PIS VOR/DME – RDL 099/15NM PIS VOR/DME (INT RDL 239 PRT VOR): 6000FT; RDL 099/15NM PIS VOR/DME (INT RDL 239 PRT VOR) – GONGA: 5000FT

MAREL 3B

MAREL – TR 017° (RDL 197 FRZ VORTAC) – AKUTO, quindi virare a destra fino ad intercettare e seguire RDL 226 PRT VOR (TR 046°) per il punto GONGA, quindi AKEBA.

MEA: MAREL – GONGA: 5000FT; GONGA – AKEBA: 3000FT

MAREL 1X

AKUTO – RDL 226 PRT VOR (TR 046°) – GONGA

BEROK 3B

BEROK – TR 118° (RDL 298 PRT VOR) until 15NM PRT DME, then turn right until joining ARC 13 NM PRT DME; intercepting RDL 233 PRT VOR turn left until intercepting and following RDL 226 PRT VOR (TR 046°) bound to AKEBA.

BEROK 1X

BEROK – TR 118° (RDL 298 PRT VOR) until 15NM PRT DME, then turn right until joining ARC 13 NM PRT DME; intercepting RDL 233 PRT VOR turn right until intercepting and following RDL 226 PRT VOR (TR 226°) bound to GONGA.

PIS 3B (ATC discretion)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 097° (RDL 097 PIS VOR) until intercepting and following RDL 226 PRT VOR (TR 046°) bound to AKEBA.

PIS 1X (ATC discretion)

PIS VOR/DME – TR 099° (RDL 099 PIS VOR) – GONGA.

MAREL 3B

MAREL – TR 017° (RDL 197 FRZ VORTAC) – AKUTO, then turn right until intercepting and following RDL 226 PRT VOR (TR 046°) bound to GONGA, then AKEBA.

MAREL 1X

AKUTO – RDL 226 PRT VOR (TR 046°) – GONGA

MEA: AKUTO – GONGA: 5000FT

KUGIX 3B

KUGIX – TR 330° (RDL 150 FRZ VORTAC) fino a 15NM PRT VOR/DME, quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; intercettando RDL 216 PRT VOR virare a destra fino a intercettare e seguire RDL 226 PRT VOR (TR 046°) per AKEBA.

MEA: KUGIX – RDL 150 FRZ VORTAC/15NM PRT DME: 6000FT; RDL 150 FRZ VORTAC/15NM PRT DME – INT ARC 13NM PRT DME/RDL 177 PRT VOR: 5000FT; INT ARC 13 NM PRT DME/RDL 177 PRT VOR – AKEBA: 3000FT

KUGIX 1X

KUGIX – TR 330° (RDL 150 FRZ VORTAC) fino a 15NM PRT DME, quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; intercettando RDL 216 PRT VOR virare a sinistra fino a intercettare e seguire RDL 226 PRT VOR (TR 226°) per GONGA.

MEA: KUGIX – RDL 150 FRZ VORTAC/15NM PRT DME: 6000FT; RDL 150 FRZ VORTAC/15NM PRT DME – GONGA: 5000FT

KUGIX 3B

KUGIX – TR 330° (RDL 150 FRZ VORTAC) until 15NM PRT VOR/DME, then turn left until intercepting and following ARC 13NM PRT DME; intercepting RDL 216 PRT VOR turn right until intercepting and following RDL 226 PRT VOR (TR 046°) bound to AKEBA.

KUGIX 1X

KUGIX – TR 330° (RDL 150 FRZ VORTAC) until 15NM PRT VOR/DME, then turn left until intercepting and following ARC 13NM PRT DME; intercepting RDL 216 PRT VOR turn left to intercept and follow RDL 226 PRT VOR (TR 226°) to GONGA

FRZ 3B

FRZ VOR/TAC – TR 197° (RDL 197 FRZ VORTAC) fino a 13NM FRZ TACAN (INT RDL 269 PRT VOR), quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; intercettando RDL 233 PRT VOR virare a sinistra fino a intercettare e seguire RDL 226 PRT VOR (TR 046°) per il punto AKEBA.

MEL/MEA: FRZ VORTAC – INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR: FL100; INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR – INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR: 6000FT; INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR – INT ARC 13NM PRT DME/RDL 233 PRT VOR: 4000FT; INT ARC 13NM PRT DME/RDL 233 PRT VOR – AKEBA: 3000FT

FRZ 3B

FRZ VORTAC – TR 197° (RDL 197 FRZ VORTAC) until 13NM FRZ TACAN (INT RDL 269 PRT VOR), then turn left until joining ARC 13NM PRT DME; intercepting RDL 233 PRT VOR turn left until intercepting and following RDL 226 PRT VOR (TR 046°) bound to AKEBA.

FRZ 1X

FRZ VOR/TAC – TR 197° (RDL 197 FRZ VORTAC) fino a 13NM FRZ TACAN (INT RDL 269 PRT VOR), quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; intercettando RDL 233 PRT VOR virare a destra fino a intercettare e seguire RDL 226 PRT VOR (TR 226°) per il punto GONGA.

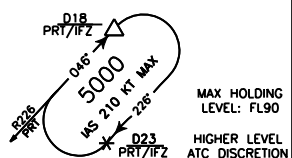
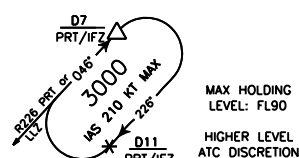
FRZ 1X

FRZ VORTAC – TR 197° (RDL 197 FRZ VORTAC) until 13NM FRZ TACAN (INT RDL 269 PRT VOR), then turn left until joining ARC 13NM PRT DME; intercepting RDL 233 PRT VOR turn right until intercepting and following RDL 226 PRT VOR (TR 226°) bound to GONGA.

MEL/MEA: FRZ VORTAC – INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR: FL100; INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR – INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR: 6000FT; INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR – GONGA: 5000FT

REMARK:

B-RNAV REQUIRED BETWEEN
BEROK AND EMPOL;
AFTER EMPOL CONVENTIONAL
NAVIGATION ON DME ARC.

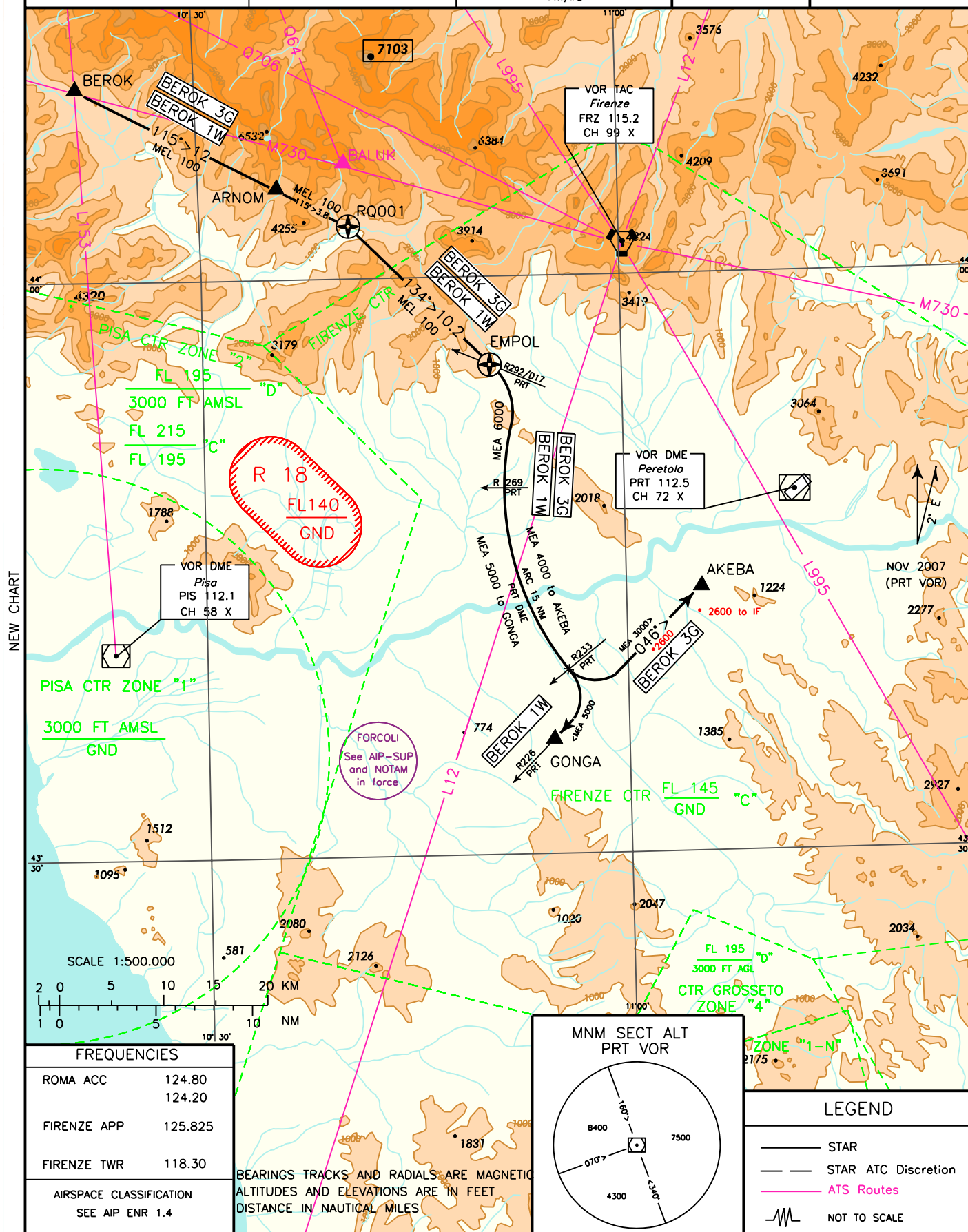
GONGA HOLDING PROCEDURE**AKEBA HOLDING PROCEDURE**

STAR

B-RNAV ILS APPROACH

FIRENZE PERETOLA

TRANSITION ALTITUDE 6000



BEROK 3G

BEROK – TR 115° – RQ001 – TR 134° – EMPOL , quindi virare a destra fino ad intercettare e seguire/*then turn right until joining* ARC 15 NM PRT DME; intercettando/*intercepting* RDL 233 PRT VOR virare a sinistra su/*turn left on* TR 046° (RDL 226 PRT VOR) per il punto/*bound to* AKEBA.

MEL/MEA: BEROK – RQ001 – EMPOL: FL100; EMPOL – INT ARC 15NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC 15NM PRT DME/RDL 269 PRT VOR – INT ARC 15NM PRT DME/RDL 233 PRT VOR: 4000FT; INT ARC 15NM PRT DME/RDL 233 PRT VOR – AKEBA: 3000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BEROK	Y	-	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	ARNOM	Y	115°	-	BTN FL100 and FL140	-	-	-	B-RNAV ⁽¹⁾
TF	RQ001	Y	115°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	EMPOL	Y	134°	R	+FL 100	-	PRT DME ⁽²⁾	PRT 292/17	B-RNAV ^{(1) (3)}
-	-	-	-	-	+6000	-	PRT DME ⁽²⁾	PRT 269/15	Not applicable
-	-	-	-	L	+4000	-	PRT DME ⁽²⁾	PRT 233/15	Not applicable
HM	AKEBA	Y	046°	-	+3000	-	PRT DME ⁽²⁾	IFZ LLZ/7 or PRT 226/7	Not applicable

BEROK 1W

BEROK – TR 115° – RQ001 – TR 134° – EMPOL , quindi virare a destra fino ad intercettare e seguire/*then turn right until joining* ARC 15 NM PRT DME; intercettando/*intercepting* RDL 233 PRT VOR virare a destra su/*turn right on* TR 226° (RDL 226 PRT VOR) per il punto/*bound to* GONGA.

MEL/MEA: BEROK – RQ001 – EMPOL: FL100; EMPOL – INT ARC 15NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC 15NM PRT DME/RDL 269 PRT VOR – GONGA: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BEROK	Y	-	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	ARNOM	Y	115°	-	BTN FL100 and FL140	-	-	-	B-RNAV ⁽¹⁾
TF	RQ001	Y	115°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	EMPOL	Y	134°	R	+FL 100	-	PRT DME ⁽²⁾	PRT 292/17	B-RNAV ^{(1) (3)}
-	-	-	-	-	+6000	-	PRT DME ⁽²⁾	PRT 269/15	Not applicable
-	-	-	-	R	+5000	-	PRT DME ⁽²⁾	PRT 233/15	Not applicable
HM	GONGA	Y	246°	-	+5000	-	PRT DME ⁽²⁾	PRT 226/18	Not applicable

⁽¹⁾ P-RNAV recommended

⁽²⁾ PRT DME required to fly ARC 15 NM PRT DME

⁽³⁾ B-RNAV required between BEROK and EMPOL. After EMPOL conventional navigation on DME ARC

NOTA: La tabella sopra riportata viene fornita a carattere sperimentale e solo per scopi di codifica dei dati. I waypoint sono descritti come “FLY-OVER” al fine di conformarsi agli standard B-RNAV. Questa classificazione non deve essere considerata obbligatoria per la codifica FMS.

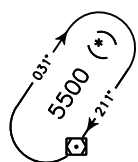
REMARK: The above table is provided on trial basis and for data coding purposes only. Waypoints are reported as “FLY OVER” in order to comply with B-RNAV standard. This classification shall not be regarded as compulsory for FMS coding.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BEROK	N44095601	E010210600
ARNOM	N44043689	E010351943
RQ001	N44024478	E010403348
EMPOL	N43552154	E010503074
TOSCO	N43355714	E010542779
AKEBA	N43434756	E011045327
GONGA	N43432605	E010533726

PRT VOR DME HOLDING PROC.



(*) MHA:

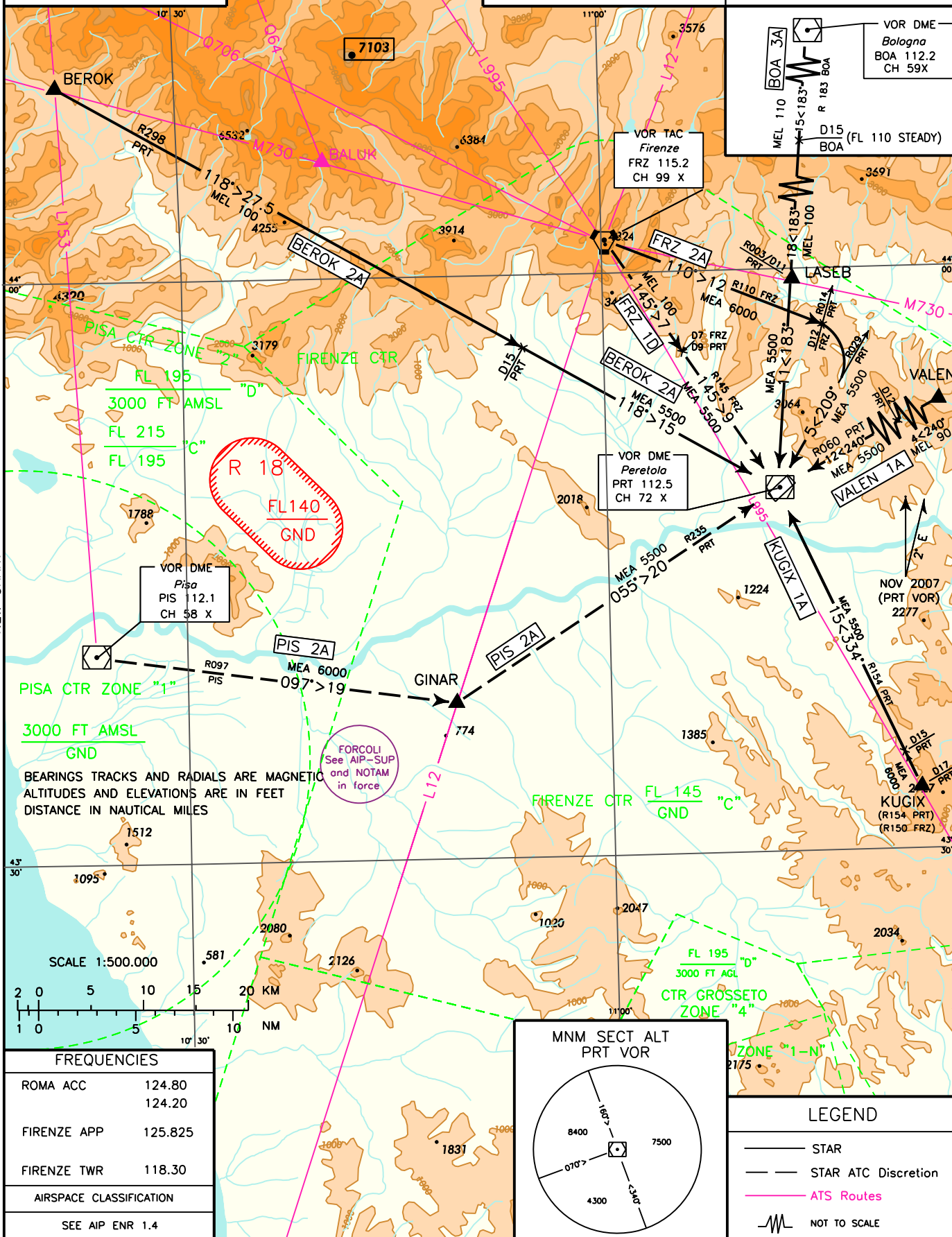
IAS < 210KT 5500FT
IAS < 280KT 6000FTSTAR
PRT VORFIRENZE
PERETOLA

TRANSITION ALTITUDE 6000

VOR DME
Bologna
BOA 112.2
CH 59X

D15 BOA (FL 110 STEADY)

NEW CHART



BEROK 2A

BEROK – TR 118° (RDL 298 PRT VOR) – PRT VOR/DME.

MEL/MEA: BEROK – RDL 298/15NM PRT VOR/DME: FL 100; RDL 298/15NM PRT VOR/DME – PRT VOR/DME: 5500FT

PIS 2A (a discrezione ATC)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 055° (RDL 235 PRT VOR) – PRT VOR/DME.

MEA: PIS VOR/DME – GINAR: 6000FT; GINAR – PRT VOR/DME: 5500FT

BEROK 2A

BEROK – TR 118° (RDL 298 PRT VOR) – PRT VOR/DME.

PIS 2A (ATC discretion)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 055° (RDL 235 PRT VOR) – PRT VOR/DME.

KUGIX 1A

KUGIX – TR 334° (RDL 154 PRT VOR) – PRT VOR/DME

MEA: KUGIX – RDL 154/15NM PRT VOR/DME: 6000FT; RDL 154/15NM PRT VOR/DME – PRT VOR/DME: 5500FT

KUGIX 1A

KUGIX – TR 334° (RDL 154 PRT VOR) – PRT VOR/DME

FRZ 2A

FRZ VOR/TAC – TR 110° (RDL 110 FRZ VORTAC) fino a 12NM FRZ TACAN (INT RDL 014 PRT VOR), quindi virare a destra fino a intercettare e seguire RDL 029 PRT VOR (TR 209°) per PRT VOR/DME.

MEA: FRZ VORTAC – RDL 110/12NM FRZ VORTAC: 6000FT; RDL 110/12NM FRZ VORTAC – PRT VOR/DME: 5500FT

FRZ 2A

FRZ VOR/TAC – TR 110° (RDL 110 FRZ VORTAC) until 12NM FRZ TACAN (INT RDL 014 PRT VOR), then turn right until intercepting and following RDL 029 PRT VOR (TR 209°) bound to PRT VOR/DME.

FRZ 1D (a discrezione ATC)

FRZ VORTAC – TR 145° (RDL 145 FRZ VORTAC o RDL 325 PRT VOR) – PRT VOR/DME.

MEL/MEA: FRZ VORTAC – RDL 145/7NM FRZ VORTAC (RDL 325/9NM PRT VOR/DME): FL100; RDL 145/7NM FRZ VORTAC (RDL 325/9NM PRT VOR/DME) – PRT VOR/DME: 5500FT

FRZ 1D (ATC discretion)

FRZ VORTAC – TR 145° (RDL 145 FRZ VORTAC or RDL 325 PRT VOR) – PRT VOR/DME.

VALEN 1A

VALEN – TR 240° (RDL 060 PRT VOR) – PRT VOR/DME.

MEL/MEA: VALEN – RDL 060/12NM PRT VOR/DME: FL90; RDL 060/12NM PRT VOR/DME – PRT VOR/DME: 5500FT

VALEN 1A

VALEN – TR 240° (RDL 060 PRT VOR) – PRT VOR/DME.

BOA 3A

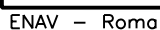
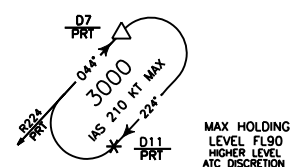
BOA VOR/DME – TR 183° (RDL 183 BOA VOR) – LASEB – TR 183° (RDL 003 PRT VOR) – PRT VOR/DME.

MEL/MEA: BOA VOR/DME – RDL 183/15NM BOA VOR/DME: FL110; RDL 183/15NM BOA VOR/DME – LASEB: FL100; LASEB – PRT VOR/DME: 5500FT

BOA 3A

BOA VOR/DME – TR 183° (RDL 183 BOA VOR) – LASEB – TR 183° (RDL 003 PRT VOR) – PRT VOR/DME.

TRANSITION ALTITUDE 6000



BEROK 1Y

BEROK – TR 118° (RDL 298 PRT VOR) fino a 15NM PRT DME, quindi virare a destra fino ad intercettare e seguire ARC 13NM PRT DME; intercettando RDL 231 PRT VOR virare a sinistra fino a intercettare e seguire RDL 224 PRT VOR (TR 044°) per il punto NIBLI.

MEL/MEA: BEROK – RDL 298/15NM PRT VOR/DME: FL100; RDL 298/15NM PRT VOR/DME – INT ARC 13NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC 13NM PRT DME/RDL 269 PRT VOR – INT ARC 13NM PRT DME/RDL 231 PRT VOR: 4000FT; INT ARC 13NM PRT DME/RDL 231 PRT VOR – NIBLI: 3000FT

BEROK 2C

BEROK – TR 118° (RDL 298 PRT VOR) fino a 15NM PRT DME, quindi virare a destra fino ad intercettare e seguire ARC 13NM PRT DME; intercettando RDL 231 PRT VOR virare a destra fino ad intercettare e seguire RDL 224 PRT VOR (TR 224°) per il punto TOSCO.

MEL/MEA: BEROK – RDL 298/15NM PRT VOR/DME: FL100; RDL 298/15NM PRT VOR/DME – INT ARC 13NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC 13NM PRT DME/RDL 269 PRT VOR – TOSCO: 5000FT

PIS 1Y (a discrezione ATC)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 097° (RDL 097 PRT VOR) fino ad intercettare e seguire RDL 224 PRT VOR (TR 044°) per il punto NIBLI.

MEA: PIS VOR/DME – GINAR: 6000FT; GINAR – INT ARC 13NM PRT DME/RDL224 PRT VOR: 5000FT; INT ARC 13NM PRT DME/RDL224 PRT VOR:NIBLI: 3000FT

PIS 1C (a discrezione ATC)

PIS VOR/DME – TR 100° (RDL 100 PIS VOR) – TOSCO.

MEA: PIS VOR/DME – RDL 100/15NM PIS VOR/DME (INT RDL 240 PRT VOR): 6000FT; RDL 100/15NM PIS VOR/DME (INT RDL 240 PRT VOR) – TOSCO: 5000FT

MAREL 1Y

MAREL TR 017° (RDL 197 FRZ VOR) – AKUTO – RDL 224 PRT VOR (TR 044°) – TOSCO – NIBLI

MEA: MAREL – TOSCO: 5000FT; TOSCO – NIBLI: 3000FT

MAREL 2C

MAREL – TR 017° (RDL 197 FRZ VORTAC) – AKUTO, quindi virare a destra fino ad intercettare e seguire RDL 224 PRT VOR (TR 044°) per il punto TOSCO.

MEA: MAREL – TOSCO: 5000FT

KUGIX 1Y

KUGIX – TR 330° (RDL 150 FRZ VORTAC) fino a 15NM PRT VOR/DME, quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; attraversando RDL 214 PRT VOR virare a destra fino a intercettare e seguire RDL 224 PRT VOR (TR 044°) per NIBLI.

MEA: KUGIX – RDL 150 FRZ VORTAC/15NM PRT DME: 6000FT; RDL 150 FRZ VORTAC/15NM PRT DME – INT ARC 13NM PRT DME/RDL 177 PRT VOR: 5000FT; INT ARC 13 NM PRT DME/RDL 177 PRT VOR – NIBLI: 3000FT

KUGIX 3C

KUGIX – TR 330° (RDL 150 FRZ VORTAC) fino a 15NM PRT DME, quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; attraversando RDL 214 PRT VOR virare a sinistra fino a intercettare e seguire RDL 224 PRT VOR (TR 224°) per TOSCO.

MEA: KUGIX – RDL 150 FRZ VORTAC/15NM PRT DME: 6000FT; RDL 150 FRZ VORTAC/15NM PRT DME – TOSCO: 5000FT

BEROK 1Y

BEROK – TR 118° (RDL 298 PRT VOR) until 15NM PRT DME, then turn right until joining ARC 13 NM PRT DME; intercepting RDL 231 PRT VOR turn left until intercepting and following RDL 224 PRT VOR (TR 044°) bound to NIBLI.

BEROK 2C

BEROK – TR 118° (RDL 298 PRT VOR) until 15NM PRT DME, then turn right until joining ARC 13 NM PRT DME; intercepting RDL 231 PRT VOR turn right until intercepting and following RDL 224 PRT VOR (TR 224°) bound to TOSCO.

PIS 1Y (ATC discretion)

PIS VOR/DME – TR 097° (RDL 097 PIS VOR) – GINAR – TR 097° (RDL 097 PRT VOR) until joining RDL 224 PRT VOR (TR 044°) bound to NIBLI.

PIS 1C (ATC discretion)

PIS VOR/DME – TR 100° (RDL 100 PIS VOR) – TOSCO.

MAREL 1Y

MAREL TR 017° (RDL 197 FRZ VOR) – AKUTO – RDL 224 PRT VOR (TR 044°) – TOSCO – NIBLI

MAREL 2C

MAREL – TR 017° (RDL 197 FRZ VORTAC) – AKUTO, then turn right until intercepting and following RDL 224 PRT VOR (TR 044°) bound to TOSCO.

KUGIX 1Y

KUGIX – TR 330° (RDL 150 FRZ VORTAC) until 15NM PRT VOR/DME, then turn left until intercepting and following ARC 13NM PRT DME; crossing RDL 214 PRT VOR turn right until intercepting and following RDL 224 PRT VOR (TR 044°) bound to NIBLI.

KUGIX 3C

KUGIX – TR 330° (RDL 150 FRZ VORTAC) until 15NM PRT DME, then turn left until intercepting and following ARC 13NM PRT DME; crossing RDL 214 PRT VOR turn left until intercepting and following RDL 224 PRT VOR (TR 224°) bound to TOSCO.

FRZ 1Y

FRZ VOR/TAC – TR 197° (RDL 197 FRZ VORTAC) fino a 13NM FRZ TACAN (INT RDL 269 PRT VOR), quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; attraversando RDL 231 PRT VOR virare a sinistra fino a intercettare e seguire RDL 224 PRT VOR (TR 044°) per il punto NIBLI.

MEL/MEA: FRZ VORTAC – INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR: FL100; INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR – INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR: 6000FT; INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR – INT ARC 13NM PRT DME/RDL 231 PRT VOR: 4000FT; INT ARC 13NM PRT DME/RDL 231 PRT VOR – NIBLI: 3000FT

FRZ 2C

FRZ VOR/TAC – TR 197° (RDL 197 FRZ VORTAC) fino a 13NM FRZ TACAN (INT RDL 269 PRT VOR), quindi virare a sinistra fino a intercettare e seguire ARC 13NM PRT DME; attraversando RDL 231 PRT VOR virare a destra fino a intercettare e seguire RDL 224 PRT VOR (TR 224°) per il punto TOSCO.

MEL/MEA: FRZ VORTAC – INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR: FL100; INT RDL 197 FRZ VORTAC/RDL 299 PRT VOR – INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR: 6000FT; INT RDL 197 FRZ VORTAC/RDL 269 PRT VOR – TOSCO: 5000FT

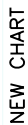
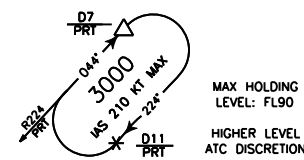
FRZ 1Y


FRZ VORTAC – TR 197° (RDL 197 FRZ VORTAC) until 13NM FRZ TACAN (INT RDL 269 PRT VOR), then turn left until joining ARC 13NM PRT DME; crossing RDL 231 PRT VOR turn left until intercepting and following RDL 224 PRT VOR (TR 044°) bound to NIBLI.

FRZ 2C

FRZ VORTAC – TR 197° (RDL 197 FRZ VORTAC) until 13NM FRZ TACAN (INT RDL 269 PRT VOR), then turn left until joining ARC 13NM PRT DME; crossing RDL 231 PRT VOR turn right until intercepting and following RDL 224 PRT VOR (TR 224°) bound to TOSCO.

TRANSITION ALTITUDE 6000



 STAR
 STAR ATC Discretion
 ATS Routes
 NOT TO SCALE

BEROK 2F

BEROK – TR 115° – RQ001 – TR 134° – EMPOL , quindi virare a destra fino ad intercettare e seguire/*then turn right until joining* ARC 15 NM PRT DME; intercettando/*intercepting* RDL 231 PRT VOR virare a destra su/*turn right on* TR 224° (RDL 224 PRT VOR) per il punto/*bound to* TOSCO.

MEL/MEA: BEROK – RQ001 – EMPOL: FL100; EMPOL – INT ARC 15NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC15NM PRT DME/RDL 269 PRT VOR – TOSCO: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BEROK	Y	-	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	ARNOM	Y	115°	-	BTN FL100 and FL140	-	-	-	B-RNAV ⁽¹⁾
TF	RQ001	Y	115°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	EMPOL	Y	134°	R	+FL 100	-	PRT DME ⁽²⁾	PRT 292/17	B-RNAV ^{(1) (3)}
-	-	-	-	-	+6000	-	PRT DME ⁽²⁾	PRT 269/15	Not applicable
HM	TOSCO	Y	224°	R	+5000	-	-	PRT 224/18	Not applicable

BEROK 1Z

BEROK – TR 115° – RQ001 – TR 134° – EMPOL , quindi virare a destra fino ad intercettare e seguire/*then turn right until joining* ARC 15 NM PRT DME; intercettando/*intercepting* RDL 231 PRT VOR virare a sinistra su/*turn left on* TR 044° (RDL 224 PRT VOR) per il punto/*bound to* NIBLI.

MEL/MEA: BEROK – RQ001 – EMPOL: FL100; EMPOL – INT ARC 15NM PRT DME/RDL 269 PRT VOR: 6000FT ; INT ARC 15NM PRT DME/RDL 269 PRT VOR – INT ARC 15NM PRT DME/RDL 231 PRT VOR: 4000FT; INT ARC 15NM PRT DME/RDL 231 PRT VOR – NIBLI: 3000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BEROK	Y	-	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	ARNOM	Y	115°	-	BTN FL100 and FL140	-	-	-	B-RNAV ⁽¹⁾
TF	RQ001	Y	115°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾
TF	EMPOL	Y	134°	R	+FL 100	-	PRT DME ⁽²⁾	PRT 292/17	B-RNAV ^{(1) (3)}
-	-	-	-	-	+6000	-	PRT DME ⁽²⁾	PRT 269/15	Not applicable
-	-	-	-	L	+4000	-	PRT DME ⁽²⁾	PRT 231/15	Not applicable
HM	NIBLI	Y	044°	-	+3000	-	PRT DME ⁽²⁾	PRT 224/7	Not applicable

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BEROK	N44095601	E010210600
ARNOM	N44043689	E010351943
RQ001	N44024478	E010403348
EMPOL	N43552154	E010503074
TOSCO	N43355714	E010542779
AKEBA	N43434756	E011045327
NIBLI	N43434169	E011050732



ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRQ 5-3

APP *Firenze Approach* 125.825
TWR *Firenze Tower* 118.30
122.10

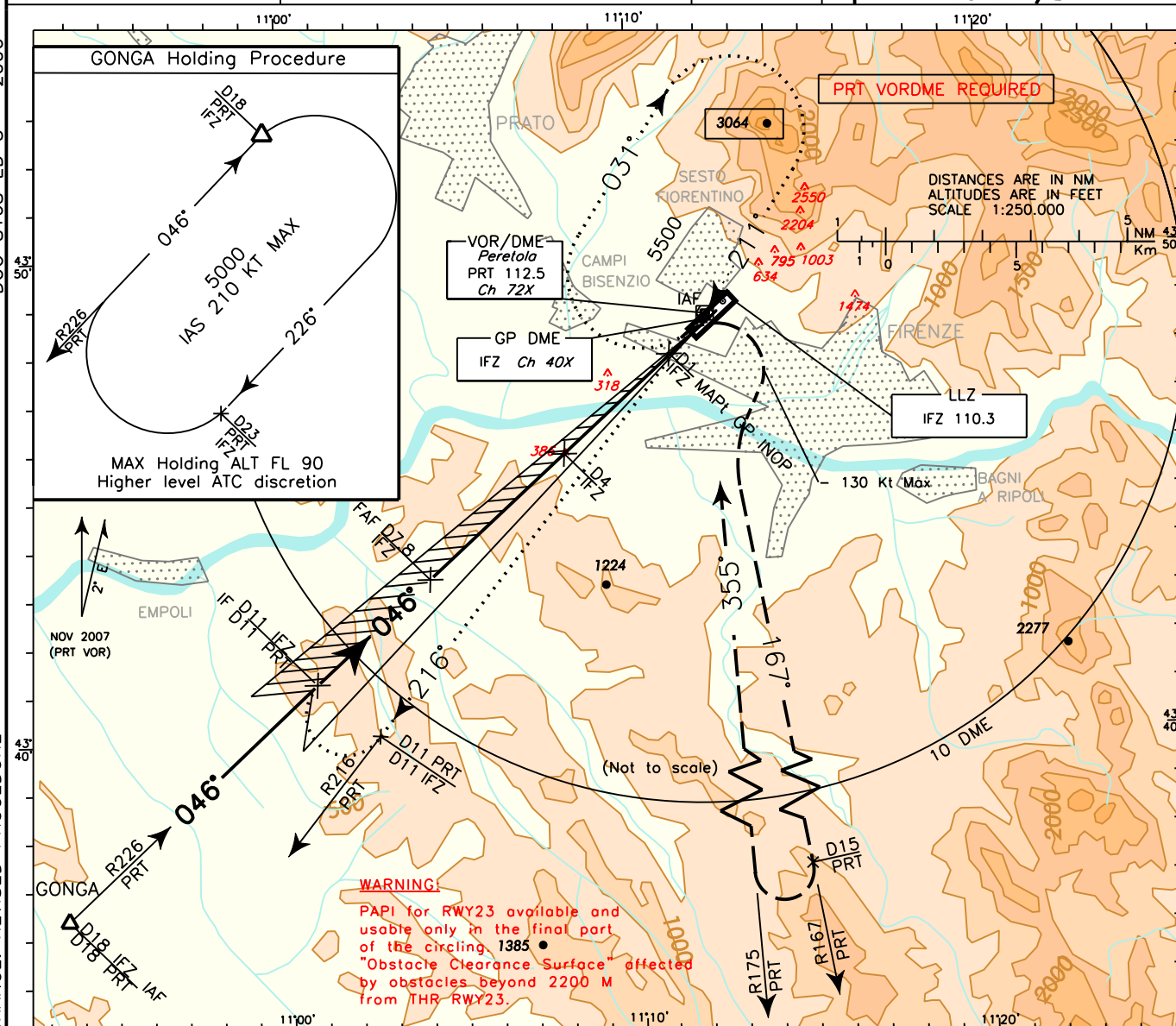
AD ELEV
142

LIRQ

FIRENZE/PERETOLA
ILS Z RWY 05
CAT A/B

DOC 8168 ED 5 - 2006

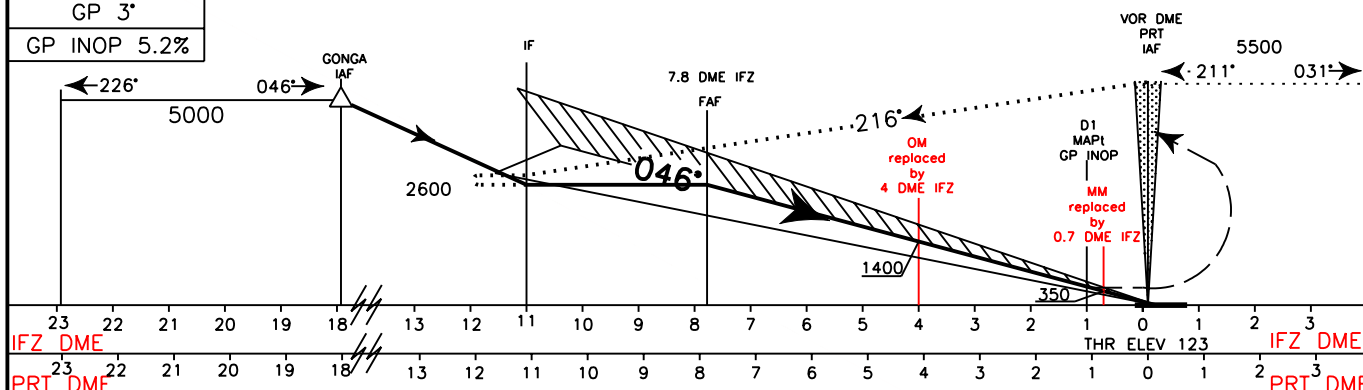
CHANGE: REVISED PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: On MAPt turn right as soon as practicable to intercept and follow RDL 167 PRT VOR/DME climbing to 5500 Ft. Leaving 3200 Ft. (for ATC reasons not further than 15 DME) turn right to PRT VOR. Join holding pattern at 5500 Ft. First turn limited to IAS MAX: 130 KT.

RDH 15 M
GP 3°
GP INOP 5.2%



OCA(OCH)		A	B	C	D	REMARKS:		GS	FT PER MIN	DIST IFZ	ALT(HGT)	MNM SECT ALT	
STRAIGHT IN APPROACH	ILS	705(582)	717(594)					80	425	6 DME	2030(1907)		
	GP INOP	840(717)				1) Circling RWY 05 only. For RWY 23 permitted only between 30' before sunrise and 30' after sunset with visibility ≥ 5Km.		100	530	5 DME	1715(1592)		VOR
CIRCLING only South-East of RWY		1200(1058)	2500(2358)			2) Timing not allowed for defining MAPt		120	635	4 DME	1400(1277)		
								140	740	3 DME	1080(957)		
								160	850	2 DME	760(637)		

ICAO - INSTRUMENT APPROACH CHART

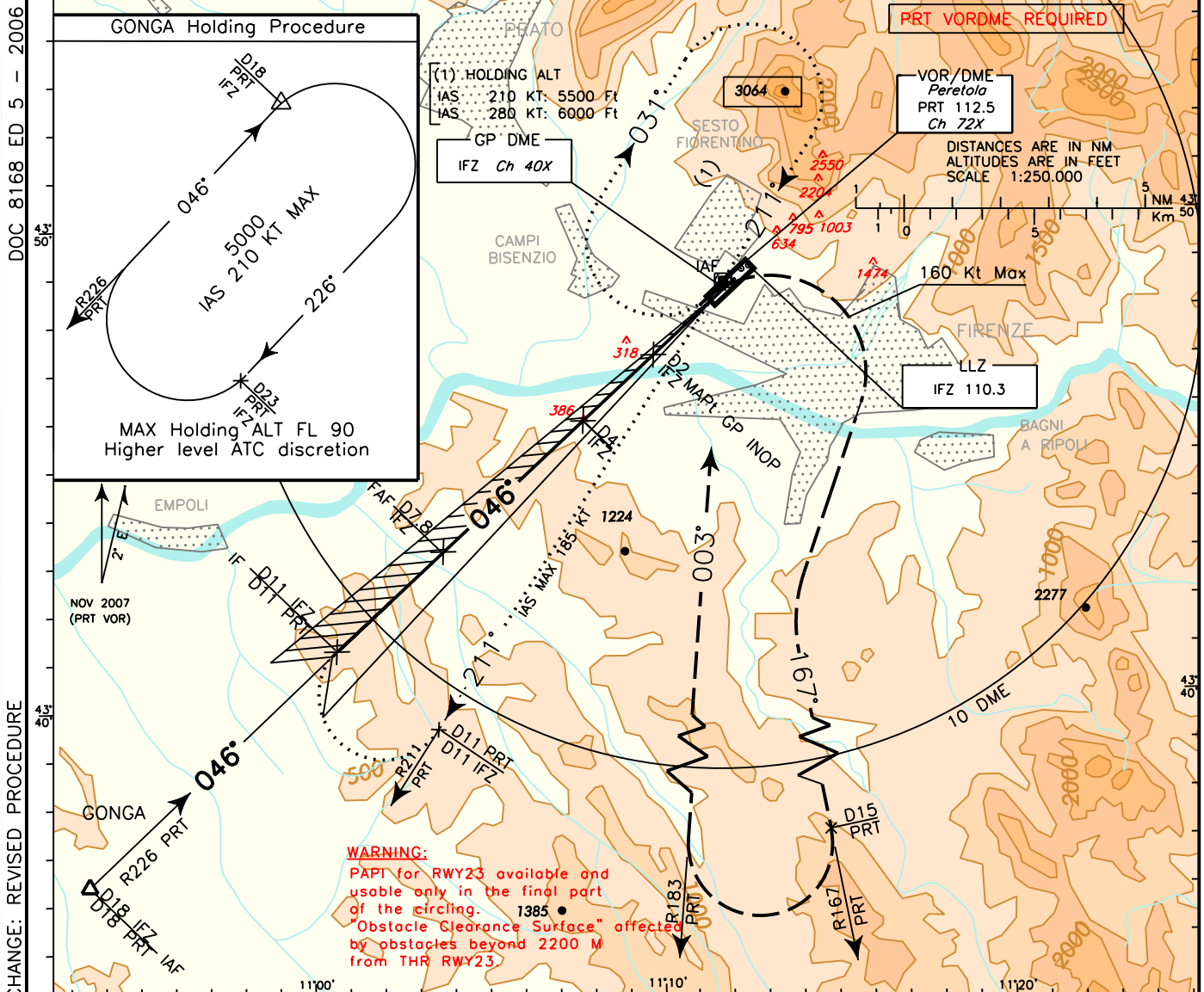
AD 2 LIRQ 5-5

APP *Firenze Approach* 125.825
TWR *Firenze Tower* 118.30
122.10

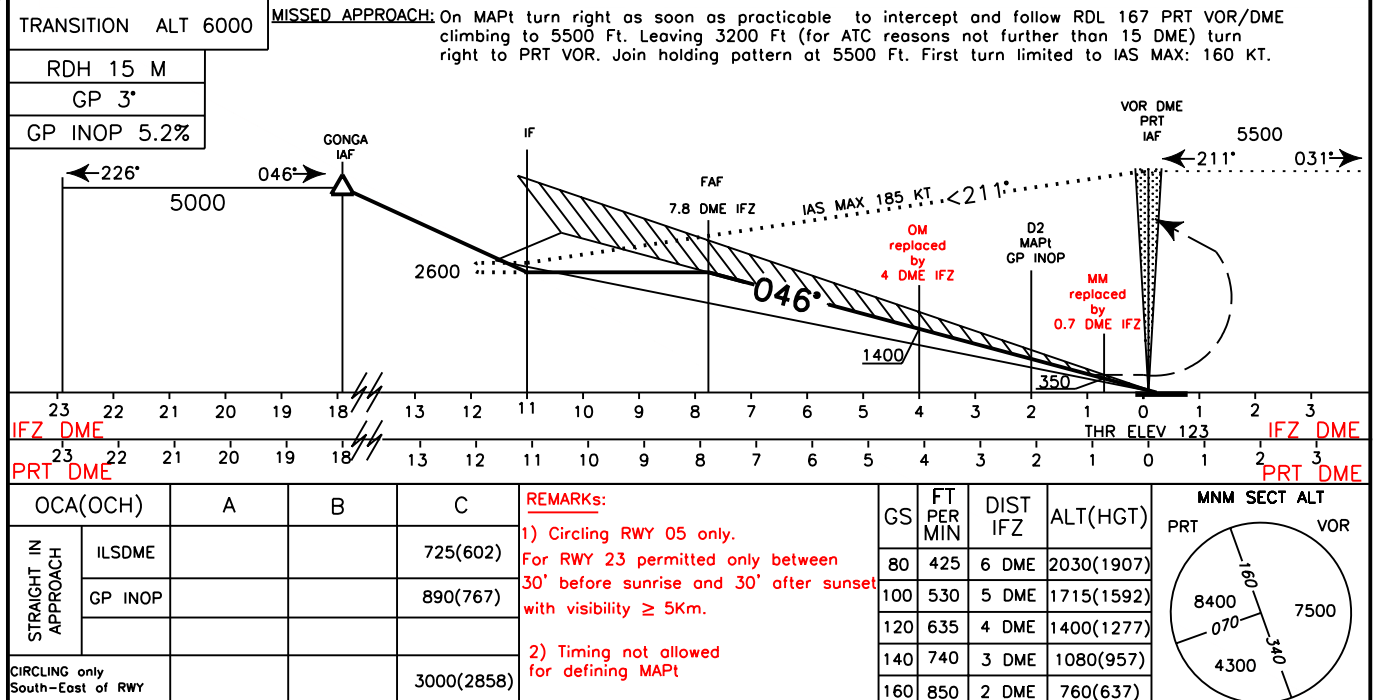
AD ELEV
142

LIRQ

FIRENZE/PERETOLA
ILS Y RWY 05
CAT C



CHANGE: REVISED PROCEDURE



ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRQ 5-7

APP *Firenze Approach* 125.825
TWR *Firenze Tower* 118.30
122.10

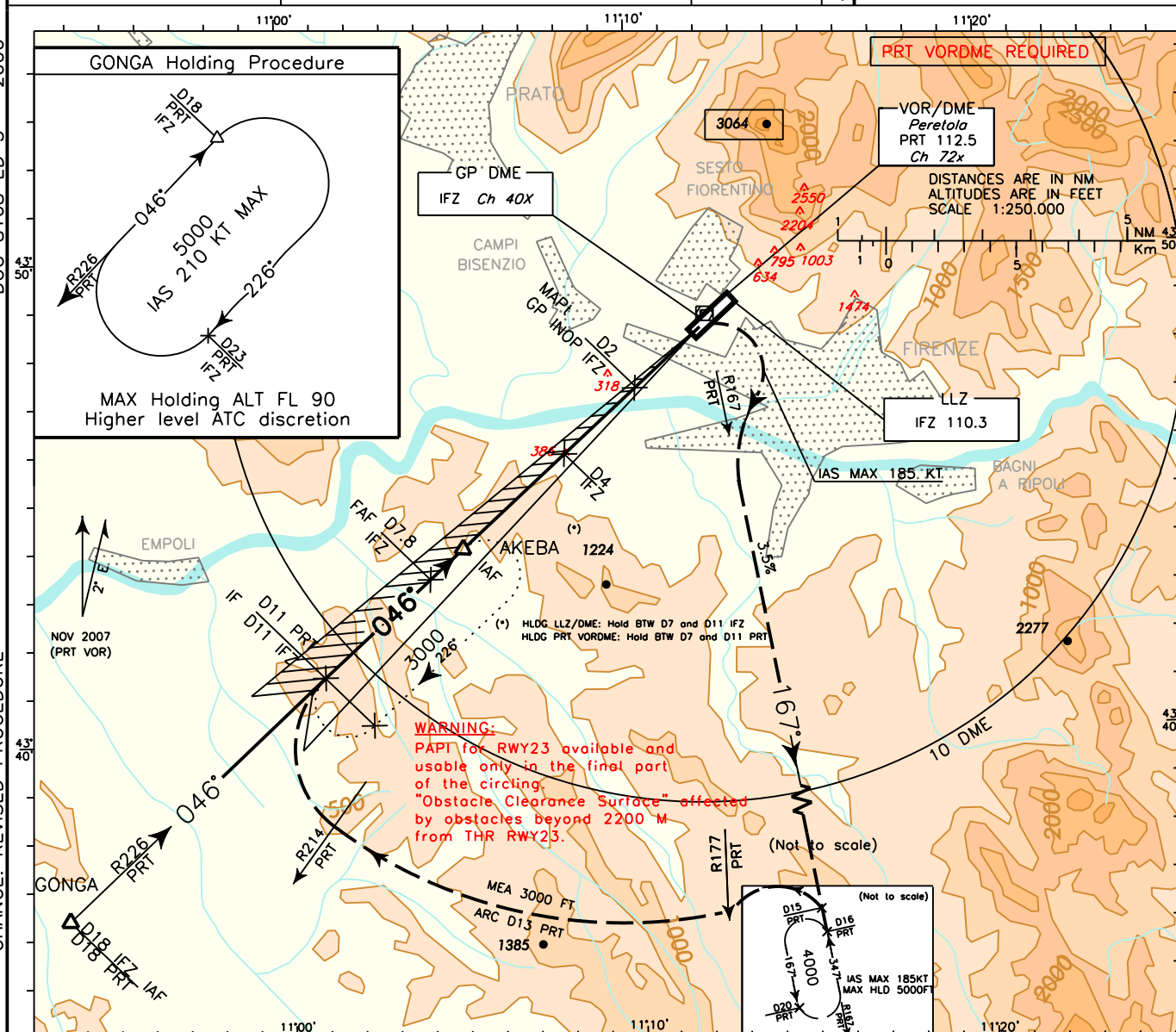
AD ELEV
142

L
I
R
Q

FIRENZE/PERETOLA
ILS X **RWY 05**

DOC 8168 ED 5 - 2006

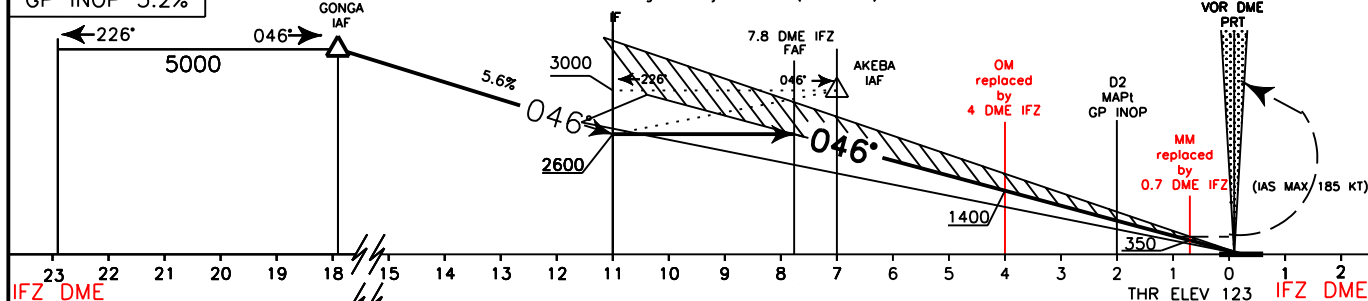
CHANGE: REVISED PROCEDURE



TRANSITION ALT 6000

RDH 15 M
GP 3"
GP INOP 5.2%

MISSED APPROACH: On MAPt turn right as soon as practicable (IAS MAX 185KT) to intercept and follow RDL 167 PRT VOR climbing to 4000FT (MNM climb gradient 3.5%) inbound holding fix R167 PRT/D16 VORDME. Holding pattern between 16 and 20 DME, inbound TR347; left turns, IAS MAX 185KT and MAX holding altitude 5000FT. When cleared by ATC leave holding pattern on R167 PRT VOR (TR347). At 15 DME turn left to join D13 PRT ARC. Crossing R177 PRT VOR descent to 3000FT and crossing R214 PRT VOR turn right to join LLZ (TR 046°).



IFZ DME 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 THR ELEV 123 IFZ DME

PRT DME					PRT DME						
OCA(OCH)		A	B	C	REMARKS: 1) Circling RWY 05 only. For RWY 23 permitted only between 30' before sunrise and 30' after sunset with visibility ≥ 5Km. 2) Timing not allowed for defining MAPt	GS	FT PER MIN	DIST IFZ	ALT(HGT)	MNM SECT ALT	VOR
STRAIGHT IN APPROACH	ILS	705(582)	717(594)	725(602)		80	425	6 DME	2030(1907)		
	GP INOP	840(717)		890(767)		100	530	5 DME	1715(1592)		
						120	635	4 DME	1400(1277)		
						140	740	3 DME	1080(957)		
						160	850	2 DME	760(637)		
CIRCLING only South-East of RWY		1200(1058)	2500(2358)	3000(2858)							

ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRQ 5-9

REMARK:

Inbound track off set 2.70°
from RWY center line.
RWY center line intercepted
4394m before THR05

APP Firenze Approach TWR Firenze Tower

125.825

118.30

122.10

AD ELEV

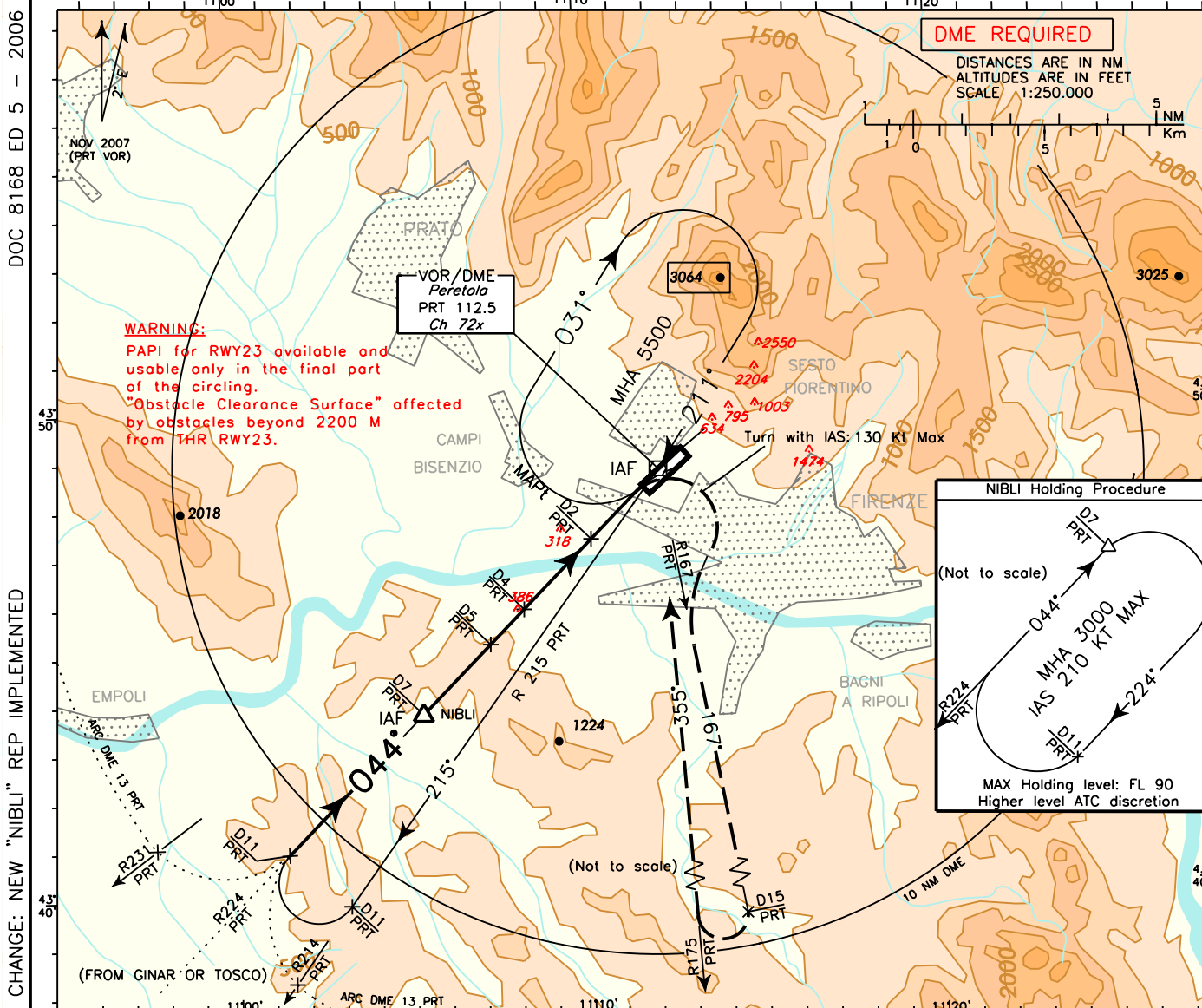
142

LIRQ

FIRENZE/PERETOLA

VOR Z RWY 05

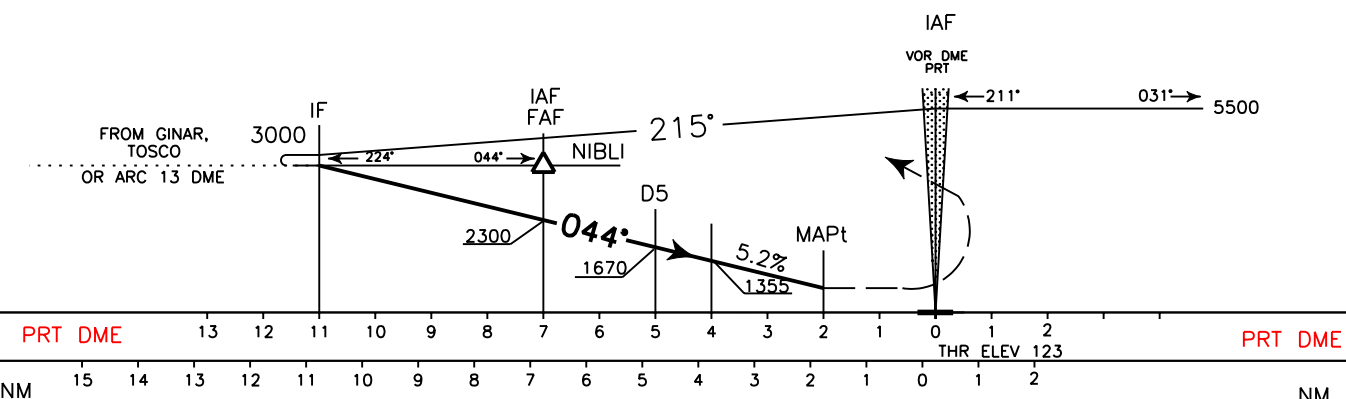
CAT A/B



TRANSITION ALT 6000

MISSED APPROACH:

On MAPt turn right as soon as practicable to intercept and follow RDL 167 PRT VOR/DME climbing to 5500 Ft. Leaving 3200 Ft (not further than 15 DME) turn right to PRT VOR Join holding pattern at 5500 Ft. First turn limited to IAS MAX 130 KT.



OCA(OCH)		A	B	C	REMARKS: 1) Circling RWY 05 only. For RWY 23 permitted only between 30' before sunrise and 30' after sunset with visibility ≥ 5Km. 2) Timing not allowed for defining MAPt	GS	FT PER MIN	DIST	ALT(HGT)	<div>MNM SECT ALT PRT VOR</div>
STRAIGHT IN APPROACH	VOR	1000(880)				80	425	7 DME	2300(2177)	
						100	530	6 DME	1990(1867)	
						120	635	5 DME	1670(1547)	
						140	740	4 DME	1355(1232)	
CIRCLING only South-East of RWY		1200(1060)	2500(2360)			160	850	3 DME	1040(917)	

ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRQ 5-11

REMARK:

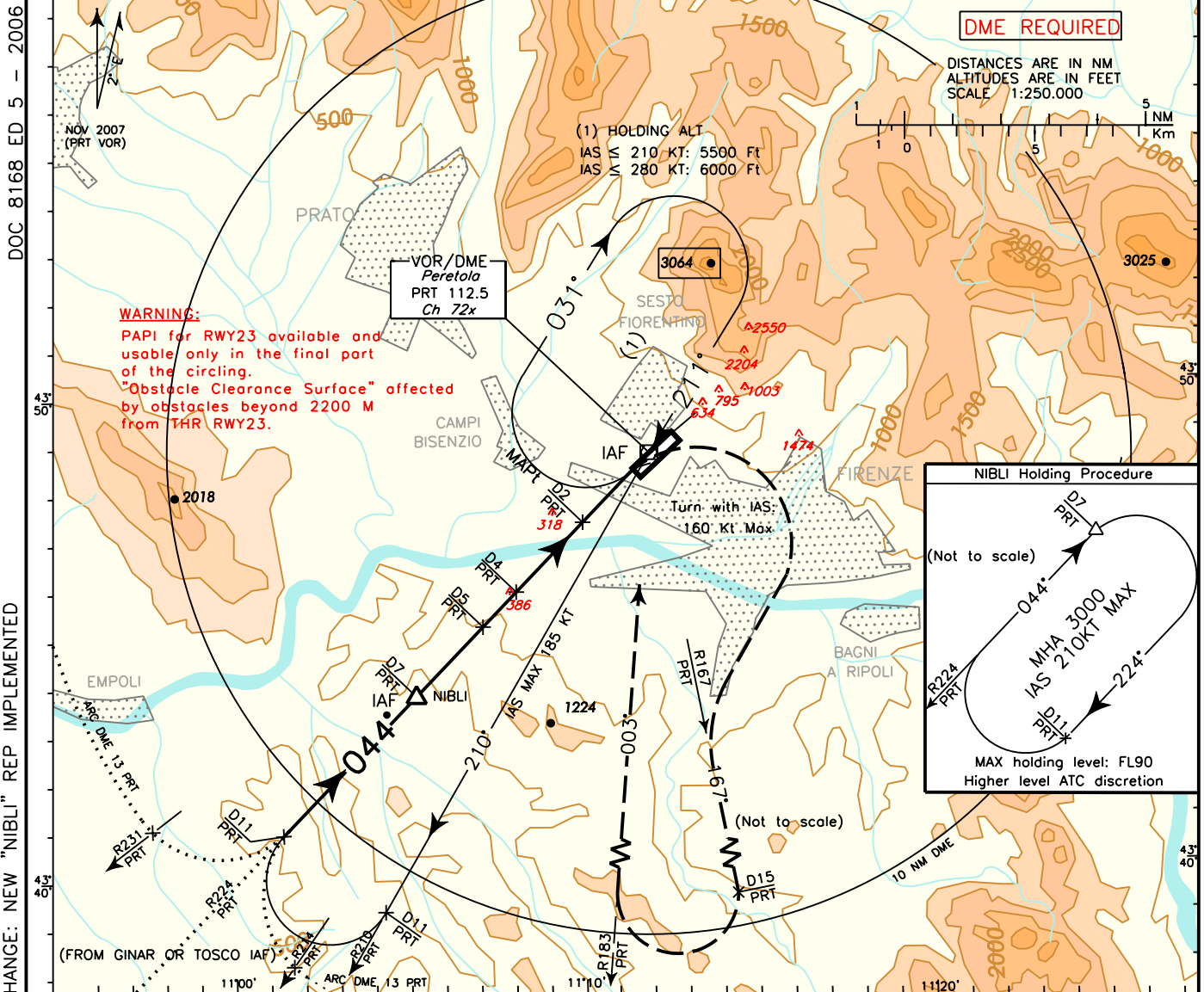
Inbound track off set 2.7°
from RWY center line.
RWY center line intercepted
4394m before THR05

APP Firenze Approach TWR Firenze Tower
125.825 118.30
122.10

AD ELEV
142

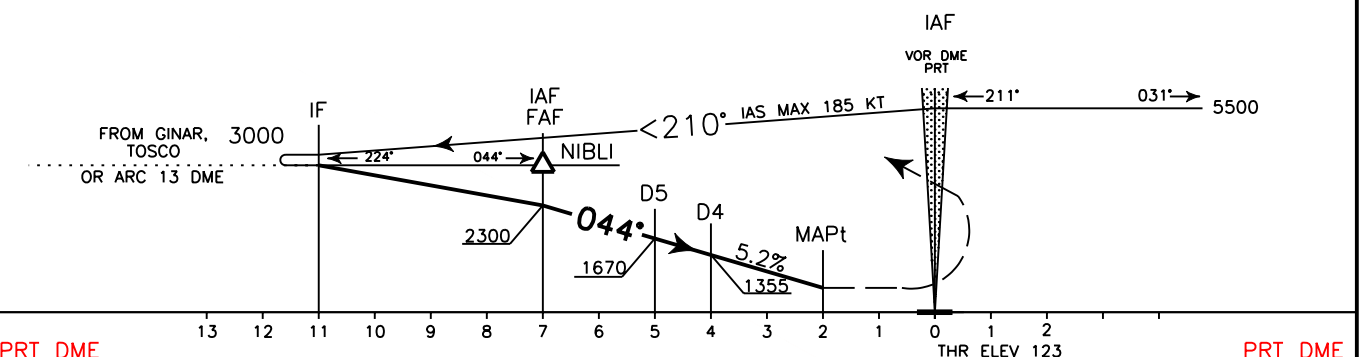
LIRQ

FIRENZE/PERETOLA
VOR Y RWY 05
CAT C



TRANSITION ALT 6000

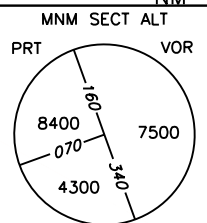
MISSED APPROACH: On MAPt turn right as soon as practicable to intercept and follow RDL 167 PRT VOR/DME climbing to 5500 Ft. Leaving 3200 Ft (not further than 15 DME) turn right to PRT VOR Join holding pattern at 5500 Ft. First turn limited to IAS MAX 160 KT.



PRT DME

PRT DME

NM															NM																																
OCA(OCH)					A					B					C					<div>REMARKS:</div> <div>1) Circling RWY 05 only. For RWY 23 permitted only between 30' before sunrise and 30' after sunset with visibility ≥ 5Km.</div> <div>2) Timing not allowed for defining MAPt</div>										GS		FT PER MIN		DIST		ALT(HGT)		<div>MNM SECT ALT</div> <div>PRT<div><div>160</div><div>8400</div><div>070</div><div>7500</div><div>340</div><div>4300</div></div><div>VOR</div></div>									
STRAIGHT IN APPROACH		VOR								1100(980)					80		425		7 DME											2300(2177)																	
															100		530		6 DME											1990(1867)																	
															120		635		5 DME											1670(1547)																	
															140		740		4 DME											1355(1232)																	
CIRCLING only South-East of RWY															3000(2860)					160		850		3 DME		1040(917)																					



ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRQ 5-13

REMARK:
Inbound track off set 2.70°
from RWY center line.
RWY center line intercepted
4394M before THR 05.

APP *Firenze Approach* 125.825
TWR *Firenze Tower* 118.30
122.10

AD ELEV
142

L
R
Q

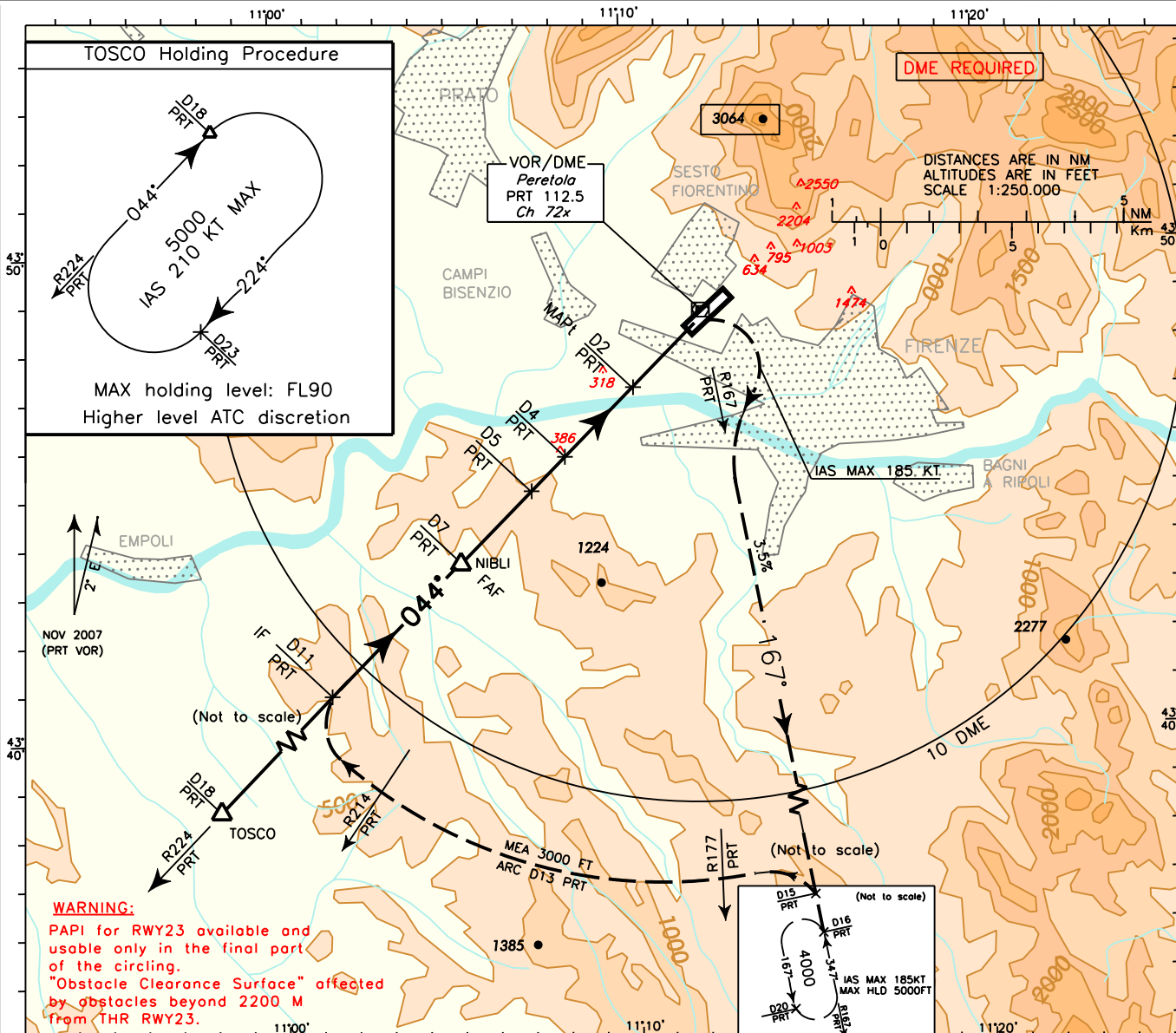
FIRENZE/PERETOLA

VOR X

RWY 05

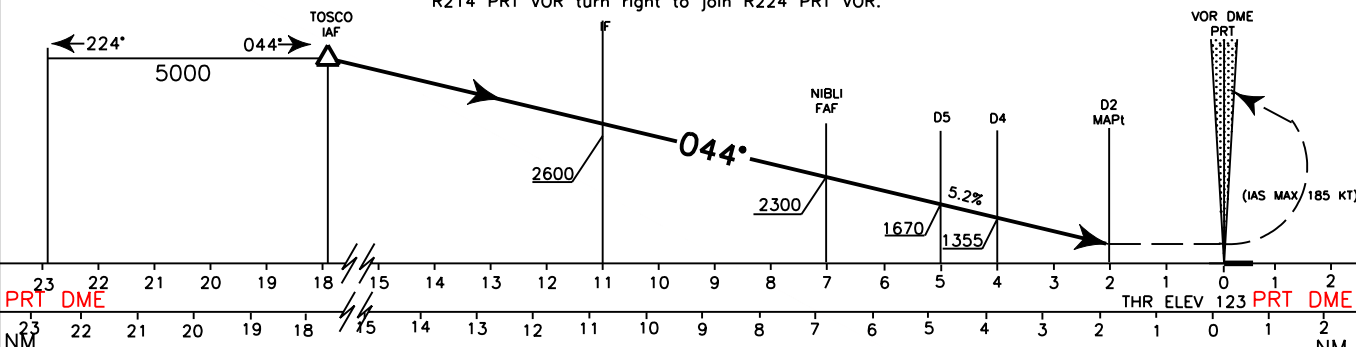
DOC 8168 ED 5 - 2006

CHANGE: NEW "NIBLI" REP IMPLEMENTED



TRANSITION ALT 6000

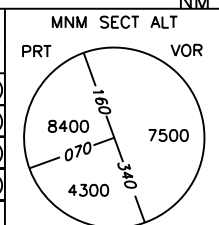
MISSED APPROACH: On MAPt turn right as soon as practicable (IAS MAX 185KT) to intercept and follow RDL 167 PRT VOR climbing to 4000FT (MNM climb gradient 3.5%) inbound holding fix R167 PRT/D16 VORDME. Holding pattern between 16 and 20 DME, inbound TR347°; left turns, IAS MAX 185KT and MAX holding altitude 5000FT. When cleared by ATC leave holding pattern on R167 PRT VOR (TR347°). At 15 DME turn left to join D13 PRT ARC. Crossing R177 PRT VOR descent to 3000FT and crossing R214 PRT VOR turn right to join R224 PRT VOR.

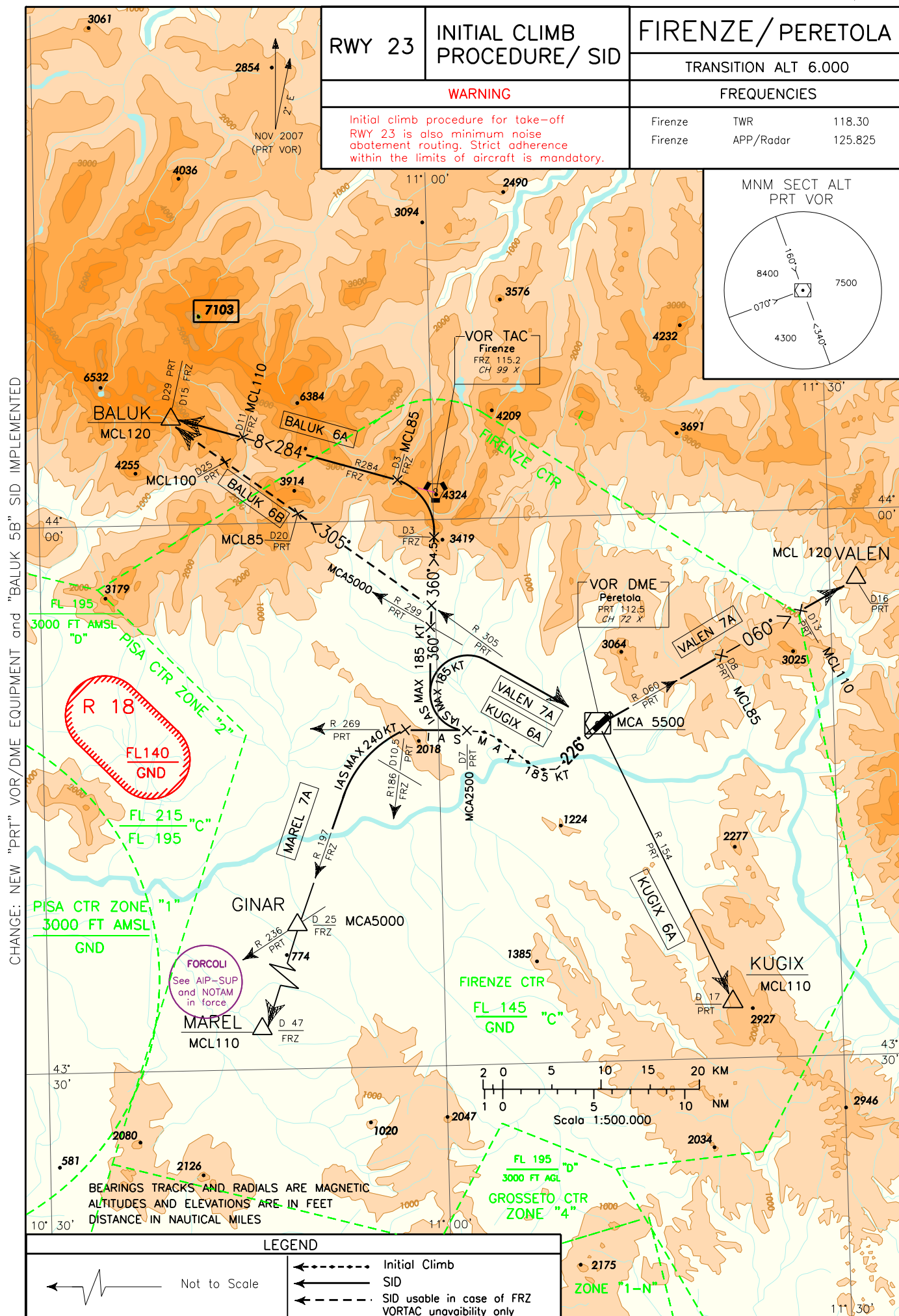


OCA(OCH)	A	B	C
STRAIGHT IN APPROACH	VORDME	1000 (880)	1100(980)
CIRCLING only South-East of RWY	1200(1060)	2500(2360)	3000(2860)

REMARKS:
1) Circling RWY 05 only.
For RWY 23 permitted only between 30' before sunrise and 30' after sunset with visibility ≥ 5Km.
2) Timing not allowed for defining MAPt

GS	FT PER MIN	DIST	ALT(HGT)
80	425	7 DME	2300(2177)
100	530	6 DME	1990(1867)
120	635	5 DME	1670(1547)
140	740	4 DME	1355(1232)
160	850	3 DME	1040(917)





PROCEDURE ANTIRUMORE DI SALITA INIZIALE E SID RWY 23

Disposizione DCA N° 057/24.25 del 10.01.2002 e Disposizione ENAC SRS/160005 del 08.01.2002

PROCEDURA DI SALITA INIZIALE E ROTTA ANTIRUMORE

Dopo il decollo mantenere rotta 226°. Attraversando 550 FT virare a destra immediatamente fino ad intercettare e seguire RDL 269 PRT VOR (TR 269°).

Gradiente minimo di salita: 389 FT/NM (6,4%)

NOTA

E' obbligatorio attenersi strettamente alla procedura entro i limiti delle caratteristiche degli aeromobili.

DESCRIZIONE DELLE SID

Eseguita la procedura di salita iniziale:

BALUK 6A

A D7 PRT DME virare a destra su rotta 360° (RDL 180 FRZ VORTAC). A D3 FRZ TACAN virare a sinistra fino ad intercettare e seguire RDL 284 FRZ VORTAC diretti al punto BALUK.

NOTA:

Gradiente minimo di salita fino a raggiungere FL110: 389 FT/NM (6,4%). IAS MAX 185 KT fino a stabilizzarsi sulla RDL 180 FRZ VORTAC.

MCA/MCL: RDL 269/7NM PRT VOR/DME: 2500FT; INT RDL 180 FRZ VORTAC/RDL 299 PRT VOR: 5000FT;
RDL 284/3NM FRZ VORTAC: FL85; RDL 284/11NM FRZ VORTAC: FL110; BALUK: FL 120

BALUK 6B

A D7 PRT DME virare a destra su rotta 360° (RDL 180 FRZ VORTAC) fino ad intercettare e seguire RDL 305 PRT VOR (TR 305°) diretti al punto BALUK.

NOTA:

Gradiente minimo di salita fino a raggiungere FL120: 389 FT/NM (6,4%). IAS MAX 185 KT fino a stabilizzarsi sulla RDL 305 PRT VOR.

MCA/MCL: RDL 269/7NM PRT VOR/DME: 2500FT; INT RDL 180 FRZ VORTAC/RDL 299 PRT VOR: 5000FT;
RDL 305/20NM PRT VOR/DME: FL85; RDL 305/25NM PRT VOR/DME: FL100; BALUK: FL 120

VALEN 7A

A D7 PRT DME virare a destra per PRT VOR. Lasciare PRT VOR su RDL 060 (TR 060°) per il punto VALEN.

NOTA:

Gradiente di salita minimo fino ad attraversare 5000 FT: 389 FT/NM (6,4%). IAS MAX 185 KT fino a PRT VOR.

MCA/MCL: RDL 269/7NM PRT VOR/DME: 2500FT; PRT VOR: 5500 FT;
RDL 060/8NM PRT VOR/DME: FL85; RDL 060/13NM PRT VOR/DME: FL110; VALEN: FL120

KUGIX 6A

A D7 PRT DME virare a destra per PRT VOR. Lasciare PRT VOR su RDL 154 (TR 154°) per il punto KUGIX.

NOTA:

Gradiente minimo di salita fino ad attraversare 5000 FT: 389 FT/NM (6,4%). IAS MAX 185 KT fino a PRT VOR.

MCA/MCL: RDL 269/7NM PRT VOR/DME: 2500FT; PRT VOR: 5500FT; KUGIX: FL110

MAREL 7A

Attraversando RDL 186 FRZ VORTAC (non oltre D10.5 PRT DME) virare a sinistra fino ad intercettare e seguire RDL197 FRZ VORTAC (TR 197°) per il punto GINAR, quindi MAREL.

NOTA:

Gradiente di salita minimo fino ad attraversare 5000FT: 389 FT/NM (6,4%). IAS MAX 185 KT fino a stabilizzarsi sulla RDL 269 PRT VOR. Mantenere IAS MAX 240 KT fino a stabilizzarsi sulla RDL 197 FRZ VORTAC.

MCA: RDL 269/7NM PRT VOR/DME: 2500FT; GINAR: 5000FT; MAREL: FL110

NOISE ABATEMENT INITIAL CLIMB PROCEDURES AND SID RWY 23

Provision N° 057/24.25 dated 10.01.2002 of Aerodrome Civil Aviation Authority (DCA) and provision SRS/160005 dated 08.01.2002 of Civil Aviation Authority (ENAC)

INITIAL CLIMB PROCEDURE AND NOISE ABATEMENT ROUTING

After take-off maintain track 226°. Passing 550 FT turn right immediately to intercept and follow RDL 269 PRT VOR (TR 269°).

Minimum climb gradient: 389 FT/NM (6,4%)

REMARK

Strict adherence within the limits of aircraft performance is mandatory.

SID DESCRIPTION

Initial climb procedure executed:

BALUK 6A

At D7 PRT DME turn right on TR 360° (RDL 180 FRZ VORTAC). At D3 FRZ TACAN turn left until intercepting and following RDL 284 FRZ VORTAC bound to BALUK.

REMARK:

Minimum climb gradient until reaching FL110: 389 FT/NM (6,4%). IAS MAX 185 KT until establishing on RDL 180 FRZ VORTAC.

BALUK 6B

At D7 PRT DME turn right on TR 360° (RDL 180 FRZ VORTAC) until intercepting and following RDL 305 PRT VOR (TR 305°) bound to BALUK.

REMARK:

Minimum climb gradient until reaching FL120: 389 FT/NM (6,4%). IAS MAX 185 KT until establishing on RDL 305 PRT VOR.

VALEN 7A

At D7 PRT DME turn right inbound PRT VOR. Leave PRT VOR on RDL 060 (TR 060°) bound to VALEN.

REMARK:

Minimum climb gradient until passing 5000 FT: 389 FT/NM (6,4%). IAS MAX 185 KT until PRT VOR.

KUGIX 6A

At D7 PRT DME turn right bound to PRT VOR. Leave PRT VOR on RDL 154 (TR 154°) bound to KUGIX.

REMARK:

Minimum climb gradient until passing 5000 FT: 389 FT/NM (6,4%). IAS MAX 185 KT until PRT VOR.

MAREL 7A

Crossing RDL 186 FRZ VORTAC (not further than D10.5 PRT DME) turn left until intercepting and following RDL197 FRZ VORTAC (TR 197°) bound to GINAR, then MAREL.

REMARK:

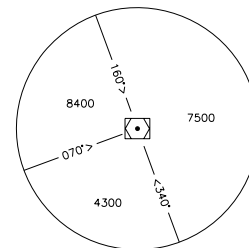
Minimum climb gradient until passing 5000 FT: 389 FT/NM (6,4%). IAS MAX 185 KT until establishing on RDL269 PRT VOR. Maintain IAS MAX 240 KT until establishing on RDL 197 FRZ VORTAC.

RWY 05

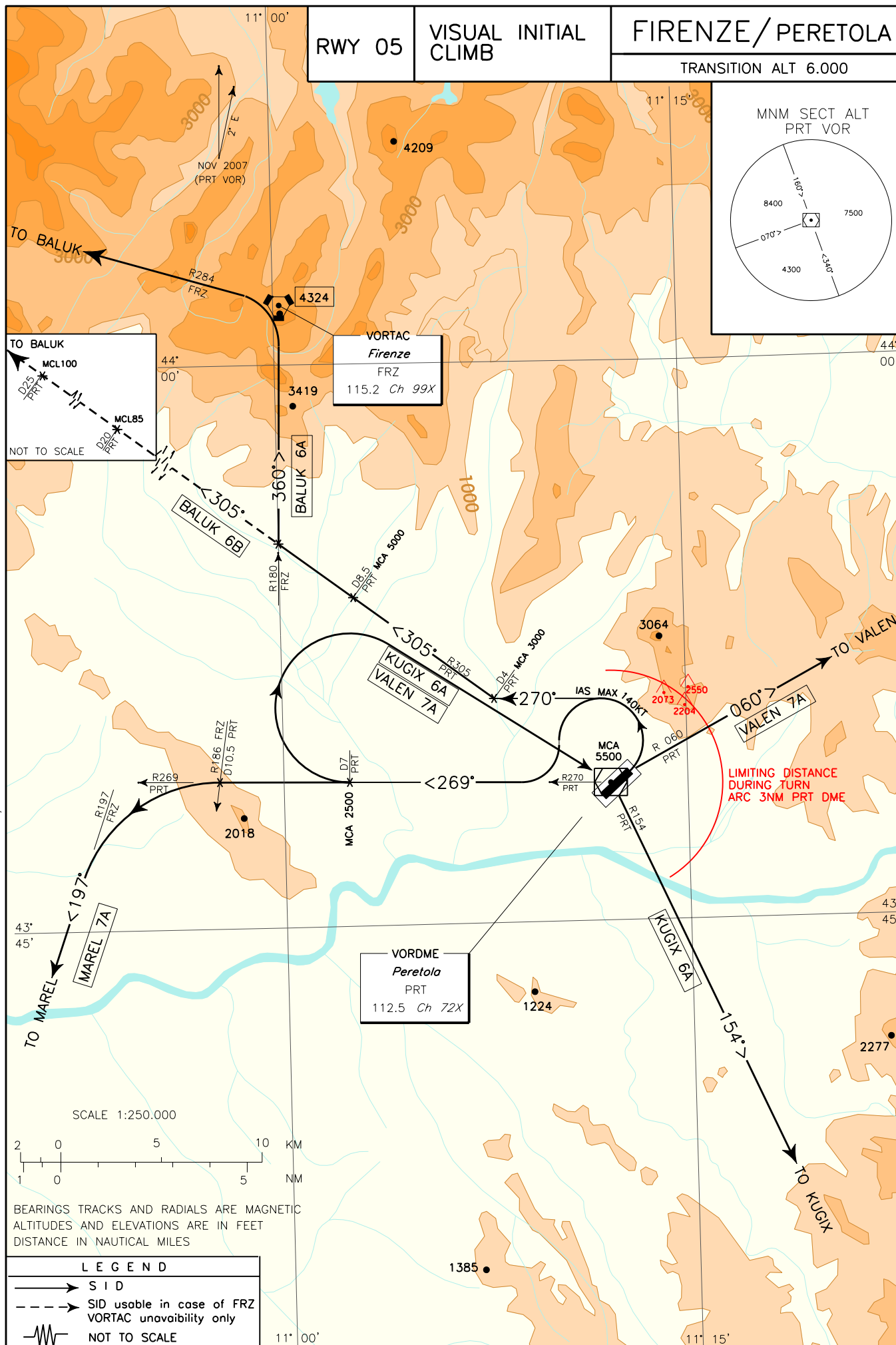
VISUAL INITIAL
CLIMB

FIRENZE/PERETOLA

TRANSITION ALT 6.000

MNM SECT ALT
PRT VOR

CHANGE: NEW "PRT" VOR/DME EQUIPMENT and "BALUK 5B" SID IMPLEMENTED



PROCEDURA DI SALITA INIZIALE A VISTA RWY 05

(Solo per aeromobili civili certificati in accordo all'Annesso 16, Cap. III ICAO e per aeromobili civili dotati di motore convenzionale, muniti di certificazione acustica).

Le minime meteorologiche applicabili sono (come da bollettino locale):

- visibilità: 5 KM;
- ceiling: 3000 FT.

Durante il decollo e la salita iniziale a vista, i piloti sono responsabili della separazione dagli ostacoli, scegliendo la traiettoria di volo ed il rateo di salita in accordo con quanto prescritto dall'Annesso 6 ICAO.

A causa dell'elevazione del terreno ed ostacoli fino a 2549 FT AMSL situati a Nord ed a Est entro le 3 NM dal punto di riferimento aeroportuale, il decollo e la salita iniziale da RWY 05 dovranno avvenire di giorno (HJ \pm 30), a vista e:

se autorizzati via **SID BALUK 6A:**

appena possibile virare a sinistra su TR 269° fino ad intercettare e seguire RDL 305 PRT VOR. Attraversare il punto RDL 305/4NM PRT VOR/DME a 3000 FT o al di sopra ed il punto RDL 305/8.5NM PRT VOR/DME a 5000 FT o al di sopra, quindi procedere lungo la RDL 305 PRT VOR fino ad intercettare e seguire RDL 180 FRZ VORTAC (TR 360°) per inserirsi nella SID.

Note

1. La virata dovrà essere completamente contenuta entro D3 PRT DME.
2. IAS MAX durante la salita iniziale 140 KT fino al punto RDL 305/4NM PRT VOR/DME.
3. Rateo minimo di salita per inserirsi nella SID sul punto RDL 305/4NM PRT VOR/DME a 3000 FT: 462 FT/NM (7,6%).

se autorizzati via **SID BALUK 6B:**

appena possibile virare a sinistra su TR 269° fino ad intercettare e seguire RDL 305 PRT VOR. Attraversare il punto RDL 305/4NM PRT VOR/DME a 3000 FT o al di sopra ed il punto RDL 305/8.5NM PRT VOR/DME a 5000 FT o al di sopra, quindi procedere lungo la RDL 305 PRT VOR per inserirsi nella SID.

Note

1. La virata dovrà essere completamente contenuta entro D3 PRT DME.
2. IAS MAX durante la salita iniziale 140 KT fino al punto RDL 305/4NM PRT VOR/DME.
3. Rateo minimo di salita per inserirsi nella SID sul punto RDL 305/4NM PRT VOR/DME a 3000 FT: 462 FT/NM (7,6%).

Se autorizzati via **SID VALEN 7A/KUGIX 6A/MAREL 7A:**

appena possibile virare a sinistra fino ad intercettare e seguire RDL 269 PRT VOR. Attraversare il punto RDL 269/7NM PRT VOR/DME a 2500 FT o al di sopra, quindi inserirsi nella SID assegnata.

Note

1. La virata dovrà essere completamente contenuta entro D3 PRT DME.
2. IAS MAX durante la salita iniziale: 140 KT fino a stabilizzarsi sulla RDL 269 PRT VOR.

VISUAL INITIAL CLIMB PROCEDURE RWY 05

(Only for civilian aircrafts certificated according to ICAO Annex 16, Cap. III and for piston engines civilian aircraft, provided with noise certification).

Following aerodrome meteorological minima (as reported on local bulletin) shall be applied:

- visibility: 5 KM;
- ceiling: 3000 FT.

During take off and initial climb pilots are responsible to provide own separation from obstacles and to choose the routing and climb gradient according to ICAO Annex 6 prescriptions.

Due to ground elevation and obstacles up to 2549 FT AMSL sited N and E within 3 NM from aerodrome reference point, take off and initial climb from RWY 05 must be performed during daylight only (HJ \pm 30) and under visual conditions as follows:

if cleared via **SID BALUK 6A:**

as soon as possible turn left on TR 269° until intercepting and following RDL 305 PRT VOR. Cross point RDL 305/4NM PRT VOR/DME at 3000 FT or above and point RDL 305/8.5NM PRT VOR/DME at 5000 FT or above, then proceed along RDL 305 PRT VOR until intercepting and following RDL 180 FRZ VORTAC (TR 360°) to join the SID.

Remarks

1. Turn must be completely performed within D3 PRT DME.
2. IAS MAX during initial climb 140KT until point RDL 305/4NM PRT VOR/DME.
3. Minimum climb gradient to join point RDL 305/4NM PRT VOR/DME at 3000 FT: 462 FT/NM (7,6%).

if cleared via **SID BALUK 6B:**

as soon as possible turn left on TR 269° until intercepting and following RDL 305 PRT VOR. Cross point RDL 305/4NM PRT VOR/DME at 3000 FT or above and point RDL 305/8.5NM PRT VOR/DME at 5000 FT or above, then proceed along RDL 305 PRT VOR to join the SID.

Remarks

1. Turn must be completely performed within D3 PRT DME.
2. IAS MAX during initial climb 140KT until point RDL 305/4NM PRT VOR/DME.
3. Minimum climb gradient to join point RDL 305/4NM PRT VOR/DME at 3000 FT: 462 FT/NM (7,6%).

If cleared via **SID VALEN 7A/ KUGIX 6A /MAREL 7A:**

as soon as possible turn left to intercept and follow RDL 269 PRT VOR. Cross point RDL 269/7NM PRT VOR/DME at 2500 FT or above, then join the assigned SID.

Remarks

1. Turn must be completely performed within D3 PRT DME.
2. IAS MAX during initial climb: 140 KT until establishing on RDL 269 PRT VOR.