List of pages in this Trip Kit

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Airport Information For LICJ
Terminal Charts For LICJ
Revision Letter For Cycle 01-2017
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: 0623 Z
Sunset: 1610 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
Palermo Approach: 118.650
Palermo Approach: 120.200
Palermo Radar: 120.200
Palermo Radar: 118.650
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 mar- shaller in sight.
Stand 302 available for helicopters.

1.7. OTHER INFORMATION
APT frequently affected by terrain-induced wind shear phenomena, mostly origi-nated 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.
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.
Alt Set: hPa  Trans level: By ATC  Trans alt: 5000’

1. 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.

2. Outside these areas the normal minimum enroute level will be used.

3. Chart only to be used for cross-checking of altitude while under RADAR control.

PUNTA RAISI
PALERMO, ITALY

PALERMO Radar
120.2

Apt Elev 65’

CHANGES:
Sector added.

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

### 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**

**NOT TO SCALE**

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**STAR**  
**ROUTING**

**ROSAS 1D**  
ROSAS - SPUMA - CJ361 (K210-) - BADUK (K210-) - LAVRU (K185-).

**ROSAS 2E**  
ROSAS - SPUMA - CJ404 (K210-) - BADUK (K210-) - LAVRU (K200-).

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**CHANGES:** RNAV STAR ROSAS 1E renumbered 2E; CJ372 redesignated BADUK.

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ARRIVALS

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

GIANO
N38 52.2 E012 26.9

ATIS
123.87

Apt Elev
65’

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

HOLDINGS OVER
PRS

Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc, to
CJ363 turn RIGHT to KOLOR.

Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc to
DEMAV, turn RIGHT to BADUK, then to LAVRU.

GIANO 2A
GIANO 2D
DEMAV
N38 22.3 E013 28.2

HOLDINGS OVER
KOLOR

Intercept PRS R-323 inbound via RONDI and SALAP to PRS.

MAX 210 KT

GIANO 2A
GIANO 2D

BADUK
D17 PRS
N38 17.0 E013 24.7

LAVRU

NOT TO SCALE

START

GIANO 2A

Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc, to
CJ363 turn RIGHT to KOLOR.

GIANO 2B

Intercept PRS R-323 inbound via RONDI and SALAP to PRS.

GIANO 2D

Intercept PRS R-323 inbound to RONDI, turn LEFT, along PRS 22 DME arc to
DEMAV, turn RIGHT to BADUK, then to LAVRU.

CHANGES: STAR GIANO 1D renumbered 2D; CJ372 redesignated BADUK.
LURON 2A [LURO2A]
LURON 2B [LURO2B], LURON 2D [LURO2D]
ARIVALS

HOLDINGS OVER FIZZY

HOLDINGS OVER PRS

CHANGES: STAR LURON 1D renumbered 2D; CJ372 redesignated BADUK.
**ARRIVALS**

**ROSAS 2A [ROSA2A]**

**ROSAS 2B [ROSA2B]**, **ROSAS 2F [ROSA2F]**

**NOT TO SCALE**

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

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

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.

**HOLDINGS OVER**

**KOLOR**

**HOLDINGS OVER**

**LAVRU**

**CHANGES:** STAR ROSAS 2A renumb. 2F & revised; STAR PELEN 2B transferred.
PELEN 2B [PELE2B]

TRP 2B, TRP 2C, TRP 2D

ARRIVALS

BY ATC

NOT TO SCALE

HOLDINGS OVER

PRS

ARRIVALS

TRAPANI Approach clearance.

special ATC clearance.

FL100 - FL160 useable subject to

FL80 & FL90 useable only with

special ATC clearance.

CHANGES: Ballnote 1 revised; ballnote 2 withdrawn.

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KAPIL 3C [KAP3C]
TRANSITION
KAPIL 2B [KAPI2B]
BY ATC
PAL 2B, PAL 2C
ARRIVALS

HOLDINGS OVER
PRS VORDME
PRS Lctr

TRANSITION
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.
**ARRIVALS BASED ON PAL**

**GIANO 2E** [GIAN2E]

**GIANO 1F** [GIAN1F]

**LURON 2E** [LUR02E]

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**STAR**

### 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.

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**CHANGES:** Chart reindexed; STARS GIANO & LURON 1E renumb. 2E and revised.

**NOT TO SCALE**

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**PRINTED FROM JEPPESEN FOR WINDOWS 5.3.0.0 ON 14 JAN 2017; TERMINAL CHART DATA CYCLE 01-2017; NOTICE: AFTER 26 JAN 2017, 0000Z, THIS CHART MAY NO LONGER BE VALID.**
**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.

**Changes:** Chart reindexed; STARS renumbered & revised.

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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'.

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
<td>Gnd speed-KT</td>
<td>75</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
<td>Gnd speed-KT</td>
<td>75</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>20</td>
<td>Climb on 217° track to 500', turn RIGHT, follow assigned SID.</td>
<td>Gnd speed-KT</td>
<td>75</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
<td>Gnd speed-KT</td>
<td>75</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
</tbody>
</table>

**ROUTING**

Intercept PRS R-282 over KERON (4000') - GIANO (FL100').
INTERCEPT PRS R-323 via SALAP and RONDI to GIANO.

INTERCEPT PRS R-282 via KERON and LOUIS to KAPIL.

RWY 02: On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned 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'.

INITIAL CLIMB

On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

CLIMB ON 217° track to 500', turn RIGHT, follow assigned SID.

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

= SID GIANO 1G renumbered & redesignated 1G; chart reindexed.
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'.

DEPARTURE
BY ATC

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

ROUTEING

Intercept PRS R-303, then via MUSKY to GIANO.

CHANGES: SID GIANO 1J established; SID transferred.
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'.

INITIAL CLIMB

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<td>661</td>
<td>881</td>
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<td>2203</td>
<td>2643</td>
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<tr>
<td>456' per NM</td>
<td>570</td>
<td>760</td>
<td>1139</td>
<td>1519</td>
<td>1899</td>
<td>2279</td>
</tr>
<tr>
<td>371' per NM</td>
<td>463</td>
<td>618</td>
<td>927</td>
<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035, 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.
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'**.

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</table>

**Initial Climb**

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

**Changes**: SID LURON 08 renumbered & redesignated 1H; chart reindexed.
LURON 1P [LURO1P]  
RWYS 02, 07, 20, 25  
DEPARTURE

In the diagram:
- **LURON** is the departure point.
- **PRS** is the point at 1000’.
- **RAI** is the point at 500’.
- **ITO** is the point at 800’.
- **SID** is the point at 1120.5’.
- **PAL** is the point at 1123’.
- **PRS VOR** is the point at 113.0’.

**Initial Climb**:
- Ry 02: 456’ per NM (7.5%).
- Ry 07: 371’ per NM (6.1%).
- Ry 20: 529’ per NM (8.7%) until leaving 1000’.

**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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LURON 1Q [LUR01Q]
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'.

INITIAL CLIMB

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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 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.

CHANGES: SID LURON 1Q established; SID transferred.
**Apt Elev 65’**

Trans level: By ATC

Trans alt: 5000’

RWY 20: EXPECT close-in obstacles southwest of aerodrome.

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**PAL 6A**

**RWYS 02, 07, 20, 25 DEPARTURE**

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**NOT TO SCALE**

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

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### RWY

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<th>ROUTING</th>
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<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
<td>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.</td>
</tr>
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<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
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<td>20</td>
<td>Climb on 217° track to 500’, turn RIGHT, follow assigned SID.</td>
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<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
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**CHANGES:** Chart reindexed.

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This SID requires minimum climb gradients of:
- Rwy 02: 456’ per NM (7.5%).
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**INITIAL CLimb**
- Rwy 02: On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
- Rwy 07: On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
- Rwy 20: On runway heading to PRS 3 DME (RAI 2 DME), turn LEFT, follow assigned SID.
- Rwy 25: On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

**ROUTING**
- Intercept PRS R-035 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.
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'.

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
<td>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.</td>
</tr>
<tr>
<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Climb on 217° track to 500', turn RIGHT, follow assigned SID.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
<td></td>
</tr>
</tbody>
</table>

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

CHANGES: SID ROSAS 6A renumbered 7A; chart reindexed.
RWYS 02, 07, 20, 25 DEPARTURE

This SID requires minimum climb gradients of

Gnd speed-KT

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

INITIAL CLIMB

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>529’ per NM</td>
<td>661</td>
<td>881</td>
<td>1322</td>
<td>1762</td>
<td>2203</td>
<td>2643</td>
</tr>
<tr>
<td>07</td>
<td>456’ per NM</td>
<td>570</td>
<td>760</td>
<td>1139</td>
<td>1519</td>
<td>1899</td>
<td>2279</td>
</tr>
<tr>
<td>20</td>
<td>371’ per NM</td>
<td>463</td>
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<td>1139</td>
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<td>2279</td>
</tr>
</tbody>
</table>

ROUTING

Intercept PRS R-035 to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

CHANGES: SID ROSAS 6B renumbered 7B; chart reindexed.
This SID requires minimum climb gradients of:
  Rwy 02: 466' per NM (7.5%),
  Rwy 07: 371' per NM (6.1%),
  Rwy 20: 529' per NM (8.7%) until leaving 1000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
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<td>1235</td>
<td>1544</td>
<td>1853</td>
</tr>
</tbody>
</table>

**RWY**

- **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, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.

**CHANGES:** Chart reindexed.
GIANO 1H [GIAN1H]  
KAPIL 6C [KAPI6C]  
RWYS 02, 07, 20, 25 DEPARTURES  
BASED ON LCTR

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'.

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

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

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

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</table>

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

**ROUTING**

Intercept 303° bearing from PRS to D33 PRS, turn RIGHT via MUSKY to GIANO.

**CHANGES:** SID GIANO 1K established; SID transferred.
LURON 1J [LURO1J]
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'.

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<th>Gnd speed-KT</th>
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INITIAL CLIMB

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
</tr>
<tr>
<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
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<td>Climb on 217° track to 500', turn RIGHT, follow assigned SID.</td>
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<tr>
<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
</tr>
</tbody>
</table>

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.
LURON 1K [LUR01K]
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'.

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<tr>
<th>Gnd speed-KT</th>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
</tr>
<tr>
<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
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<td>20</td>
<td>Climb on 217° track to 500', turn RIGHT, follow assigned SID.</td>
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<tr>
<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
</tr>
</tbody>
</table>

INTERCEPT 001° bearing from PRS to FIZZY, intercept PAL R-355 to LURON.

CHANGES: SID LURON 6D renumbered & redesignated 1K; chart reindexed.
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'.

**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 2.2 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.

**CHANGES:** SID LURON 1S established; departures transferred.
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'.

### INITIAL CLIMB

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
</tr>
<tr>
<td>07</td>
<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
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<td>25</td>
<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
</tr>
</tbody>
</table>

### 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 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.
This SID requires minimum climb gradients of:

<table>
<thead>
<tr>
<th>RWY</th>
<th>Climb gradient</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>456' per NM (7.5%)</td>
</tr>
<tr>
<td>07</td>
<td>371' per NM (6.1%)</td>
</tr>
<tr>
<td>20</td>
<td>529' per NM (8.7%) until leaving 1000'</td>
</tr>
</tbody>
</table>

### Gnd speed-KT

- 75
- 100
- 125
- 150
- 200
- 250
- 300

### Gnd speed-KT per NM

- 570
- 661
- 881
- 1322
- 1762
- 2203
- 2643

- 456
- 570
- 760
- 1139
- 1519
- 1899
- 2279

- 371
- 463
- 618
- 927
- 1235
- 1544
- 1853

### INITIAL CLIMB

<table>
<thead>
<tr>
<th>RWY</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
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<td>On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.</td>
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<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
</tr>
</tbody>
</table>

### 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.

### CHANGES:

- New chart (SID transferred).
At or above FL80
At or above 5000’

**PAL 7D**

**RWYS 02, 07, 20, 25 DEPARTURE**

**BASED ON LCTR**

**PRS D23**

At or above 1000’

At or above 800’

At or above 500’

MAX 210 KT

**ILS DME**

(PR5 D23)

**SIDRO**

N38 28.8 E013 22.5

**RAI**

N38 11.0 E013 04.8

**RAI**

N38 11.4 E013 06.6

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’.

**PWY**

**INITIAL CLIMB**

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.</td>
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<tr>
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<td>On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.</td>
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</table>

**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.
**ROSA7C**

**RWYS 02, 07, 20, 25 DEPARTURE**

**BASED ON LCTR**

---

**INITIAL CLIMB**

**RWY**

**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.

---

**CHANGES:** New chart (SID renumbered & transferred).
New chart (SID renumbered & transferred).

Apt Elev 65'

Trans level: By ATC Trans alt: 5000'

RWY 20: EXPECT close-in obstacles southwest of aerodrome.

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'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
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<th>150</th>
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<td>1235</td>
<td>1544</td>
<td>1853</td>
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</tbody>
</table>

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

INTERCEPT
Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

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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'.

GW 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, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.

CHANGES: New chart (SID transferred).
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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.
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.
**For AIRPORT BRIEFING refer to 10-1P pages.**

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Usable Lengths</th>
<th>Landing Beyond</th>
<th>Take-Off</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>10,912' (3326m)</td>
<td>RVR 5785' 1763m</td>
<td>148' 45m</td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>10,512' (3204m)</td>
<td>RVR 10,233' 5119m</td>
<td>197' 60m</td>
<td></td>
</tr>
</tbody>
</table>

1. **TAKE-OFF RUN AVAILABLE**
   - **RWY 07:** From rwy head start point E 10,912' (3326m) to 10,512' (3204m) | RVR 9941' (3030m)
   - **RWY 25:** From rwy head start point A 9881' (3030m) to 10,912' (3326m)

2. **On request after previous back-track.**

### HOT SPOTS

- 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.

### STANDARD TAKE-OFF

- **A**
  - RCLM (DAY only) or RL
  - 400m

- **B**
  - NIL (DAY only)
  - 500m
**MISSING APCH:** As soon as possible turn RIGHT on R-323 PRS VOR (R-325 PAL VOR) climbing to 3000' and proceed to SALAP holding.

**MISSING APCH WITH COMM FAILURE:** Turn RIGHT to 360° climbing to 5000', then turn RIGHT to KOLOR.

---

**Changes:**
- Minimums.
- License: Jeppesen, 1999, 2010. All rights reserved.
MISSED APCH: As soon as possible turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.

Alt Set: hPa     Rwy Elev: 1 hPa     Trans level: By ATC     Trans alt: 5000'

False LOC captures may occur, use max caution.
MISSED APCH: As soon as possible turn RIGHT onto 324° from Lctr climbing to 5000', then turn RIGHT to Lctr.
As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.

False LOC captures may occur, use max caution.

Invalid LOC captures may occur, use max caution.

DME required.
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.

As soon as possible turn RIGHT onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.

False LOC captures may occur, use max caution.
**MISSED APCH:** As soon as possible turn RIGHT onto 290° to join 360° from Lctr climbing to 5000', then turn RIGHT to Lctr.

As soon as possible turn RIGHT onto 290° to join 360° from Lctr climbing to 5000', then turn RIGHT to Lctr.

**PANS OPS**

To rwy 02 restricted to ops in VMC HJ only.

**CHANGES:**
- DME note withdrawn. Altitudes.
- Effectual date 20 Aug.
- MSA PRS Lctr
- Alt Set: hPa
- Rwy Elev: 2 hPa
- Trans level: By ATC
- Trans alt: 5000'

**VIS**

- **FULL/Limited**
  - A: 1400m
  - B: 1000m
  - C: 800m
  - D: 600m

- **ALS out**
  - A: 1500m
  - B: 1000m
  - C: 800m
  - D: 600m

**ILS GS or LOC Descent Angle**

- 3.0°

**MAP at D2.0 RAI**

- TCH displ thresh 57'

**Gnd speed-Kts**

- 70 90 100 120 140 160

**HIALS (IF)**

- 2048'

**RT**

- 290°

**ILS GS or LOC**

- 281'

**Hazard**

- 695'

**False LOC captures may occur, use max caution.**
MISSED APCH: Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000' and proceed to KOLOR holding.

For aircraft with decimal DME reading.
**MISSED APCH:** Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000' and proceed to KOLOR holding.

Alt Set: hPa
Rwy Elev: 2 hPa
Trans level: By ATC
Trans alt: 5000'

**STRAIGHT-IN LANDING RWY 07**

With decimal DME reading

<table>
<thead>
<tr>
<th>Rwy</th>
<th>ALS in</th>
<th>ALS out</th>
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</thead>
<tbody>
<tr>
<td>07</td>
<td>DA(H) 710' (677')</td>
<td>DA(H) 840' (807')</td>
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</table>

**CIRCLE-TO-LAND**

Not authorized Southeast of airport

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA(H)</th>
<th>VIS</th>
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<tbody>
<tr>
<td>100</td>
<td>1000' (935')</td>
<td>1500m</td>
</tr>
<tr>
<td>135</td>
<td>1000' (935')</td>
<td>1600m</td>
</tr>
<tr>
<td>180</td>
<td>1000' (935')</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>1000' (935')</td>
<td>3600m</td>
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</table>

**CHANGES:** Minimums.
PALERMO, ITALY

PUNTA RAISI 13-3

ATIS 123.87
PALERMO Approach (R) 120.2
RAISI Tower 119.05
#Ground 121.62

VOR PRS 113.0
Final Apch Crs 214°
Minimum Alt D6.0 1700' (1678')
DA(H) 500' (478')
Apt Elev 65'

MISSED APCH: Turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.

BRIEFING STRIP

Gnd speed-Kts 70 90 100 120 140 160
Descent Angle 3.04° 376 484 538 645 753 861

HIALS 3000' PRS 113.0

STRAIGHT-IN LANDING RWY 20

CIRCLE-TO-LAND

Not authorized Southeast of airport

To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.
BRIEFING STRIP

PALERMO, ITALY

VOR Y Rwy 20

VOR
PRS
113.0
Final
Apch Crs
214°
Minimum Alt
No FAF
MDA(H)
890' (868')
Apt Elev
65'

MISA PRS VOR

RAISI

D 113.0 PRS

Missed Apch: Proceed to VOR turn RIGHT to join and follow R-323 climbing to 5000', then turn RIGHT to VOR.

Alt Set: hPa
Rwy Elev: 1 hPa
Trans level: By ATC
Trans alt: 5000'
Final approach track offset 12° from rwy centerline.

Standard STRAIGHT-IN LANDING RWY 20

CAT C & D: 2 1/2 Min
CAT A & B: 4 Min

MDA(H) 890' (868')

Not authorized Southeast of airport

To rwy 02 restricted to ops in VMC HJ only.
# Chart changes since cycle 27-2016

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

<table>
<thead>
<tr>
<th>ACT</th>
<th>PROCEDURE IDENT</th>
<th>INDEX</th>
<th>REV DATE</th>
<th>EFF DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PALERMO, (PUNTA RAISI - LICJ)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LICJ