

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0700-1900±**AD OPS Hours**

0500-2200±:

Planning of SKED, charter flights is allowed.

2200-2300±:

Planning of the arrival of flights whose departure is SKED for the morning.

2200-0500±:

Prior operators PN to be forwarded as soon as possible, the following operations are assured:

- delayed SKED flights, delayed SKED charter flights.
- ferry flights performed with ACFT to be immediately reemployed for public air transportation needs.
- slot already assigned

State, EMERG and humanitarian flights will be assured H24.

Night Restriction

2200-0500±

RWY 22L: TKOF

RWY 04R: LDG

Exceptions:

- tail wind exceeding 10kt.
- PIC O/R.

Airport Information**RFF:** CAT 8**Fuel:** H24, between 2200-0430± with 2HR PN.**PCN:** RWY 04L/22R: 90/F/A/W/T, RWY 04R/22L: 112/F/D/W/T**Customs:** 0500-2300±**Operation****Preferential RWY**

RWY 04L/22R is normally used as TWY and can be activated only if RWY 04R/22L is closed. This event will be announced by NOTAM and it is subject to the following condition:

MAX cross wind factor allowed for each type of ACFT reduced by:

- 15% when RWY is dry
- 20% when RWY is wet or contaminated

Transponder OPS

For details on Transponder Mode S Operation see CRAR.

Low Visibility Procedure

When RVR or horizontal VIS is 400m - 1200m only one ACFT is allowed in the movement area.

Follow-me is AVBL O/R when RVR is less than 1500m.

Follow-me is mandatory when RVR is less than 550m.

TWY Restriction

TWY AA, A-F MAX wingspan 65m / 213ft.

TWY T0 is AVBL up to code letter D ACFT (MAX wingspan 41m / 134ft).

GENERAL**TWY R Restrictions**

- from stand 21-27 MAX wingspan 65m / 213ft.
- from stand 28-29 MAX wingspan 36m / 118ft.
- from stand 29-30 MAX wingspan 28.5m / 93.5ft.
- from stand 30-39 MAX wingspan 21.5m / 70.5ft.

Taxi/Parking

Marshaller is mandatory on APN for ARR and DEP ACFT and for ENG start-up operation.

RWY 04L/22R is used as TWY when RWY 04R/22L is in use.

Heavy four-engined ACFT shall taxi on all TWYs and taxilanes with outer engines at idle power.

APU: Use of APU permitted for start-up procedure only. (MAX 60min)

Noise Abatement Procedure

DEP: RWY 22L/R is mandatory for TKOF of ACFT with wake turbulence category H.

ARR: RWY 04R/L is mandatory for LDG of ACFT with wake turbulence category H.

2200-0500±:

Exemptions:

- tail wind exceeding 10kt.
- PIC O/R.

Engine Run-up Areas

- Only allowed between 0500-2200±
- MAX PWR ENG run-up subject to prior ATC CLR
- ENG run-ups shall be performed at the THR RWY 04L, except particular request.
- It is prohibited to perform run-ups on civil APN.

Warnings

PIS VOR/DME MAINT: 3rd WED of each month between 0800-1000±.

PIS NDB MAINT: 3rd THU of each month between 0900-1000±.

PIS NDB: limitation at 25NM, R320-R160, 8000ft.

PRT VOR/DME MAINT: 1st and 3rd WED of each month between 0400-0530±.

PIN DME MAINT: 1st and 3rd FRI of each month 0700-1100±.

Be aware of high intensity highway lights, bearing 200° length 650m, D2.6 PIS VOR.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

HLDG point or the radio aid designated to descend for LDG are:

- Point UNPIV, when VOR/DME on board equipment is AVBL.
- **PIS L** in other cases.

ARRIVAL

COM Failure in Manoeuvring Area

Vacate RWY and wait for follow me at the following TWYs:

- TWY D for RWY 04R
- TWY AA for RWY 22L
- TWY F for RWY 04L
- TWY AA for RWY 22R

Arrival Procedure

Reverse: Do not use more than idle reverse if possible.

Noise Abatement Procedure: See CRAR.

Non-standard GP interception position on RWY 04R

GP intercepts RWY 04R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2517m / 8259ft.

DEPARTURE

Take-off Minima

RWY		04R	
All ACFT	ft - m/km	0 - 200R/200V	-
RWY		22L	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		04L/22R	
All ACFT	ft - m/km	0 - 400V	-

Communication

COM Failure in Manoeuvring Area

Continue strictly on the assigned taxi route to the CLR limit and wait for follow-me.

Departure Procedure

Noise Abatement Procedure: See CRAR for TKOF RWY 04R/L.

ATC Slot, Clearance

REQ start-up on TWR 5min before ready to start ENGs.

De-icing

AVBL 0400-2300†

Effective 16-AUG-2018

09-AUG-2018

PSA-LIRP

Italy Pisa San Giusto

AGC

AFC

AFC

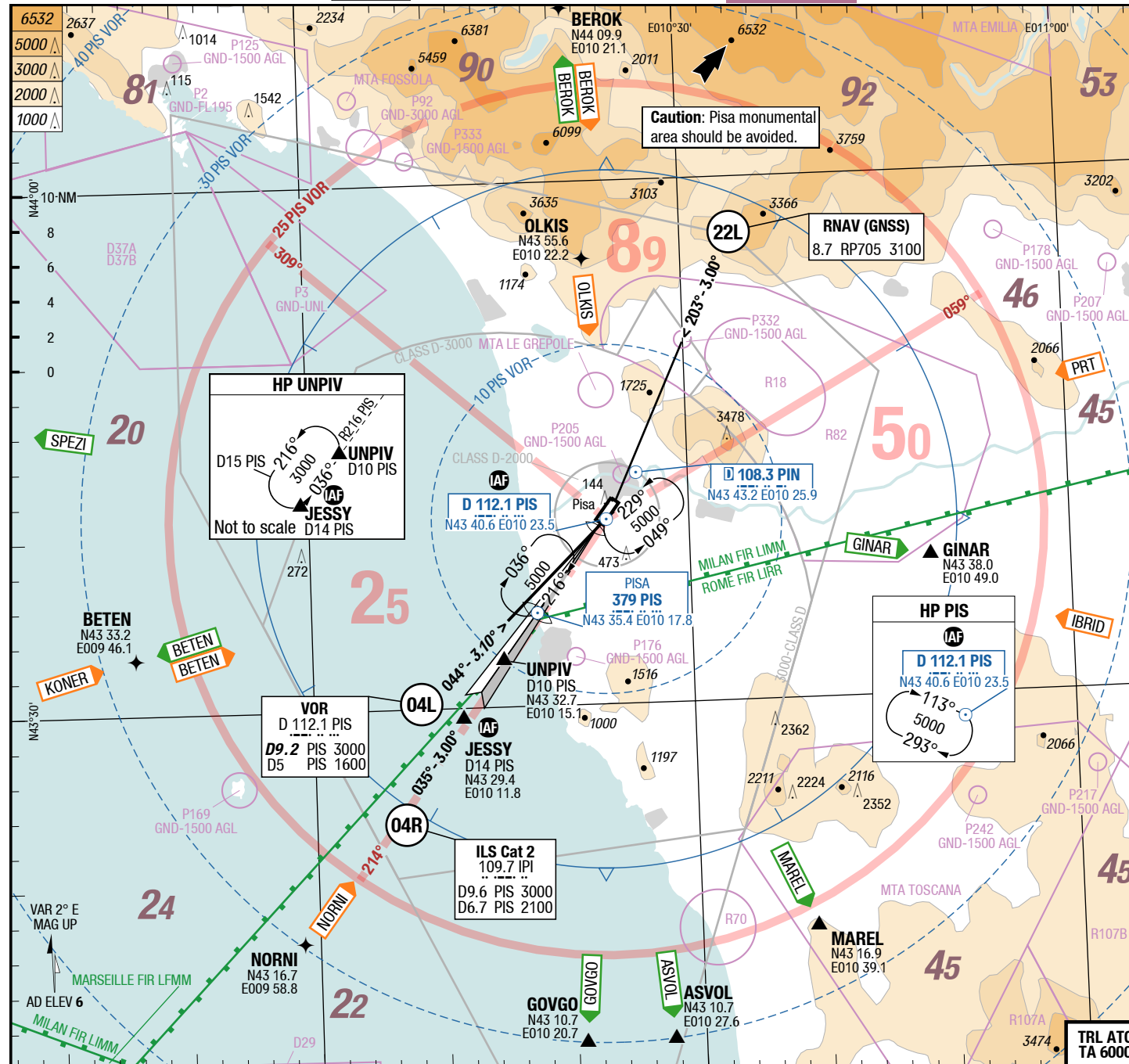
AFC

San Giusto Pisa Italy

AGC

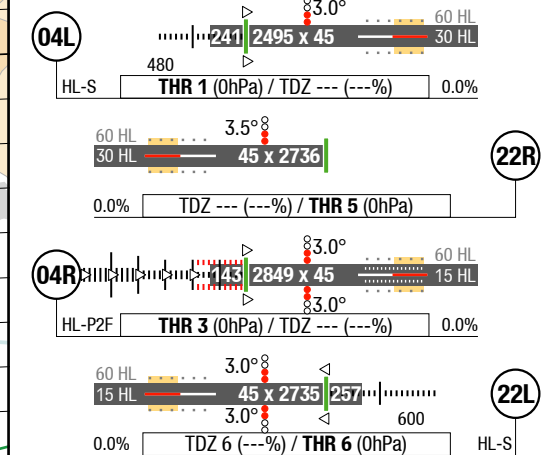
AFC

2-10



APP 124.275 126.075 by ATC
TWR 119.100 122.100 by ATC
GND 120.075 MON-SAT 0700-1200z, 1300-1900z

Landing RWY system:



Changes: FREQ

09-AUG-2018

PSA-LIRP

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AGC

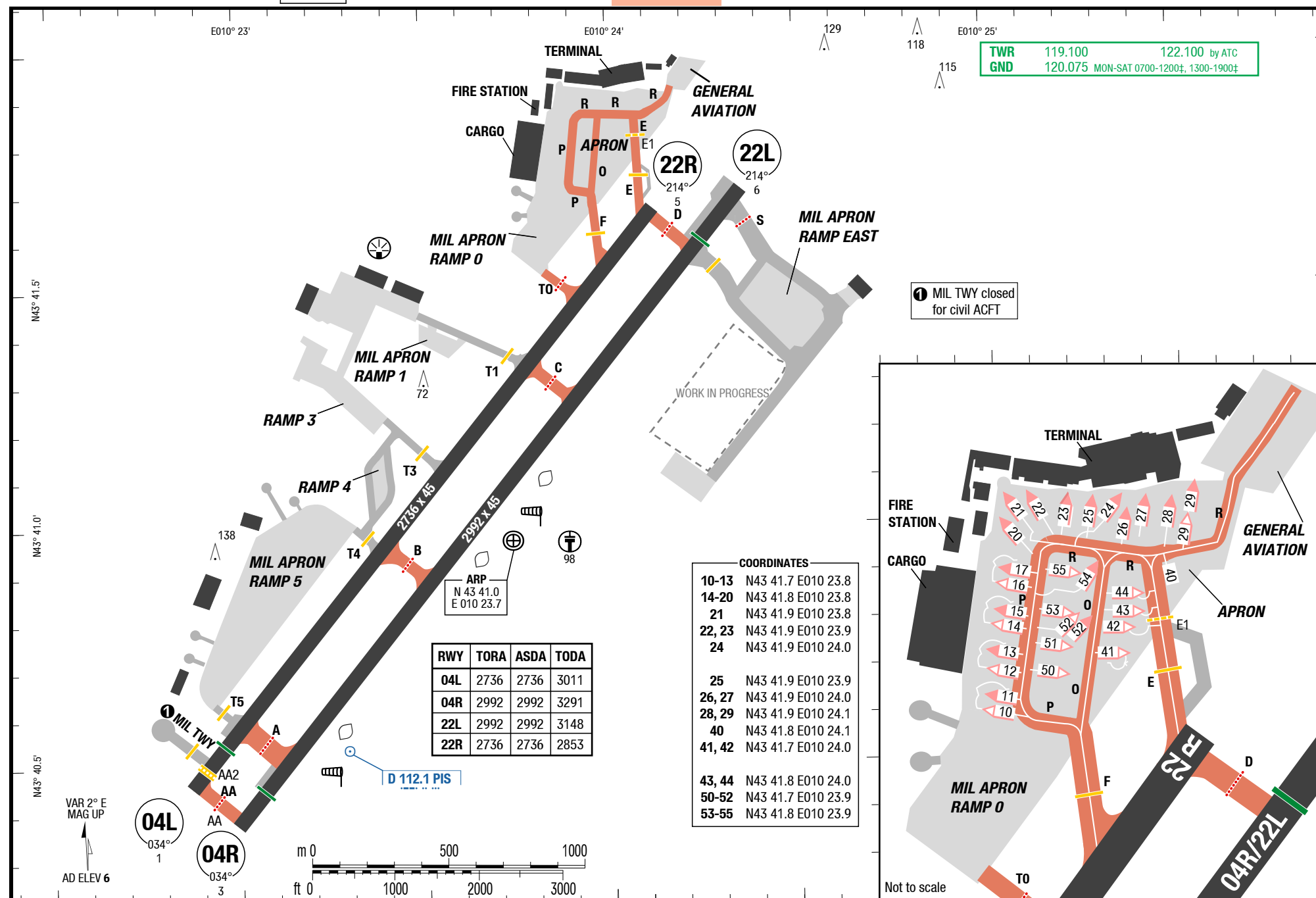
AGC

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AGC

AGC

3-20



Changes: Nil

PSA-LIRP

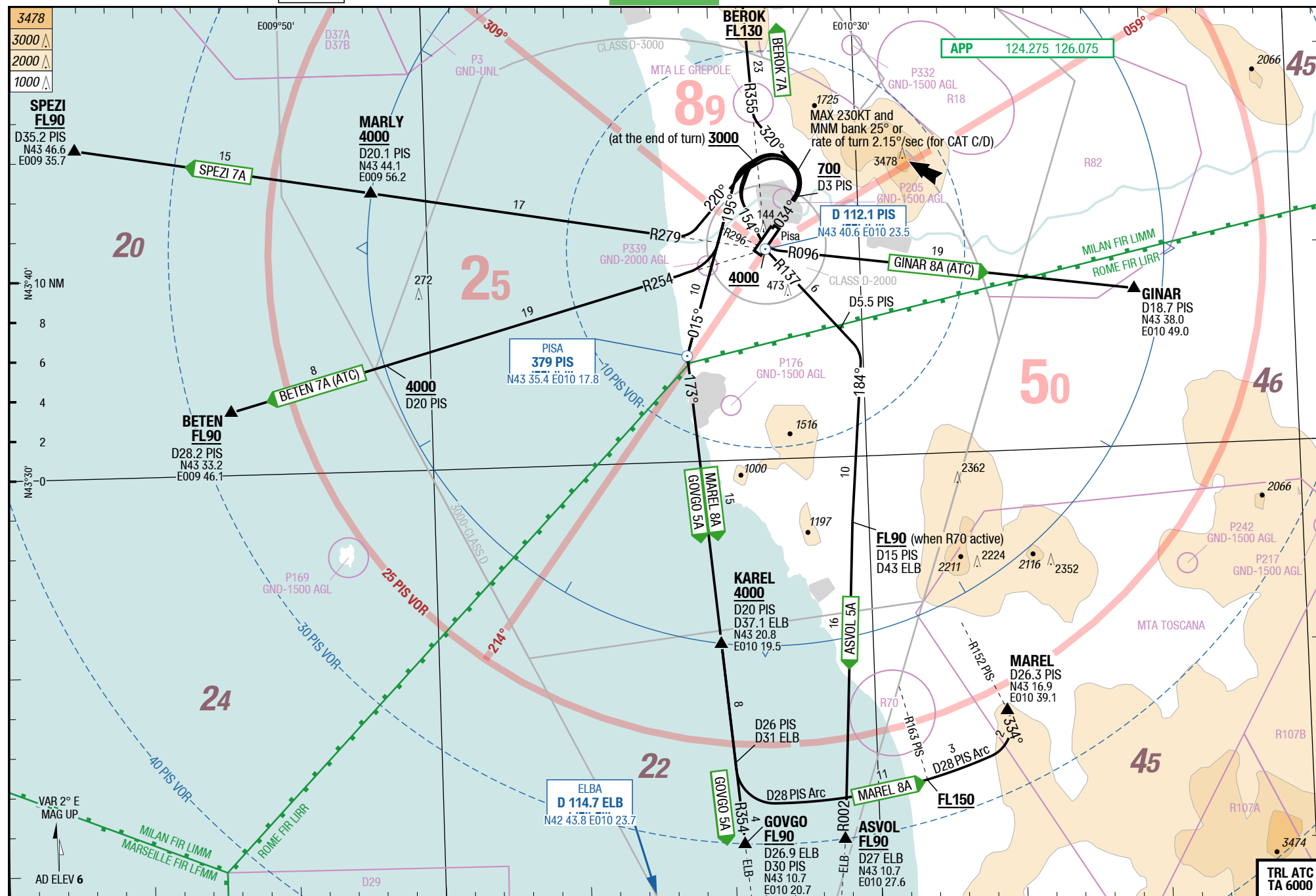
SIDs RWYs 04L/R

SID

SID

SIDs RWYs 04L/R

4-10



Changes: Track

TRL ATC
TA 6000

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PSA-LIRP

SIDs RWYs 22L/R

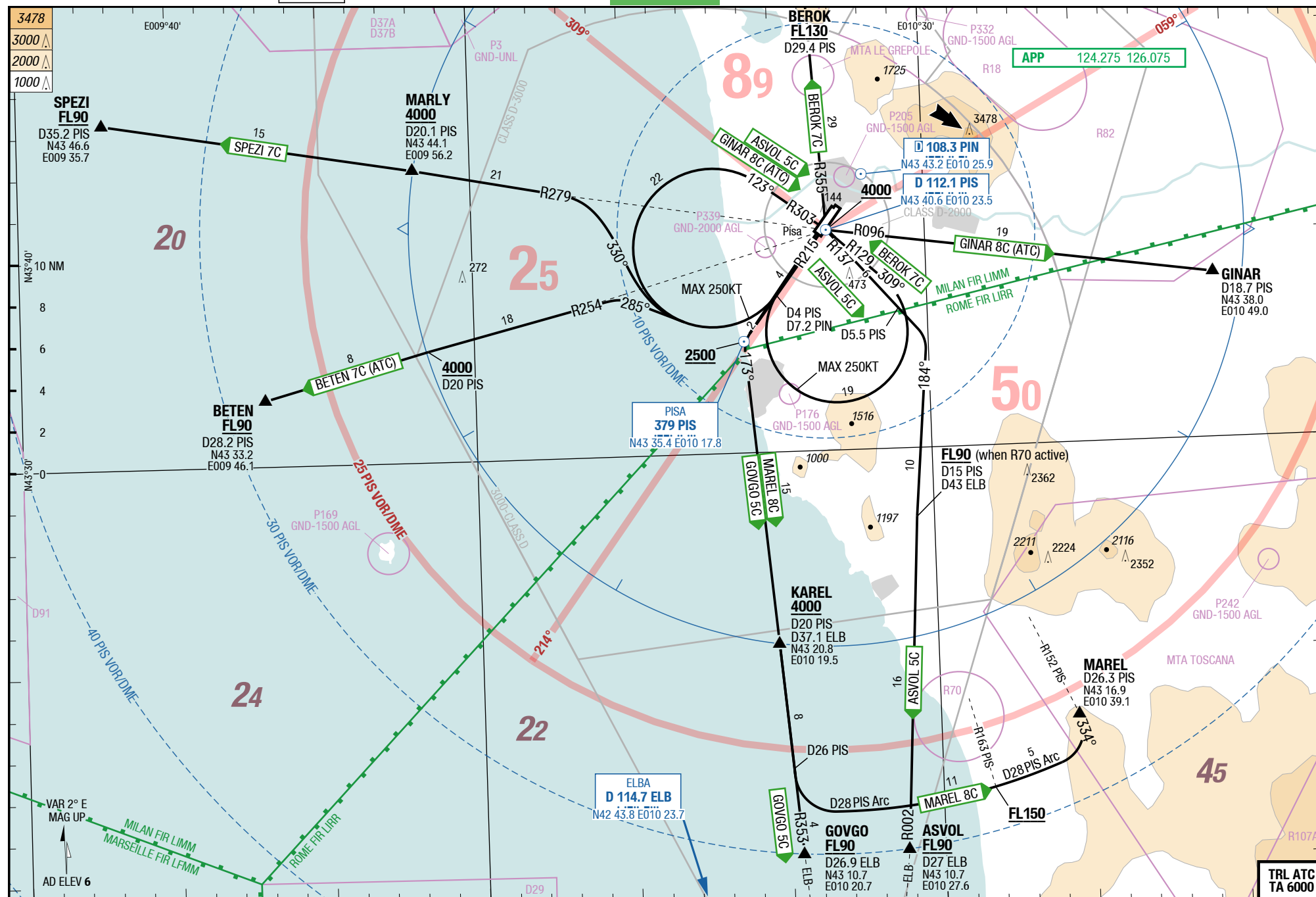
SID

SID

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SIDs RWYs 22L/R

4-20



Changes: Track

TRL ATC
TA 6000

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19-APR-2018

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(NIL)

SID

SID

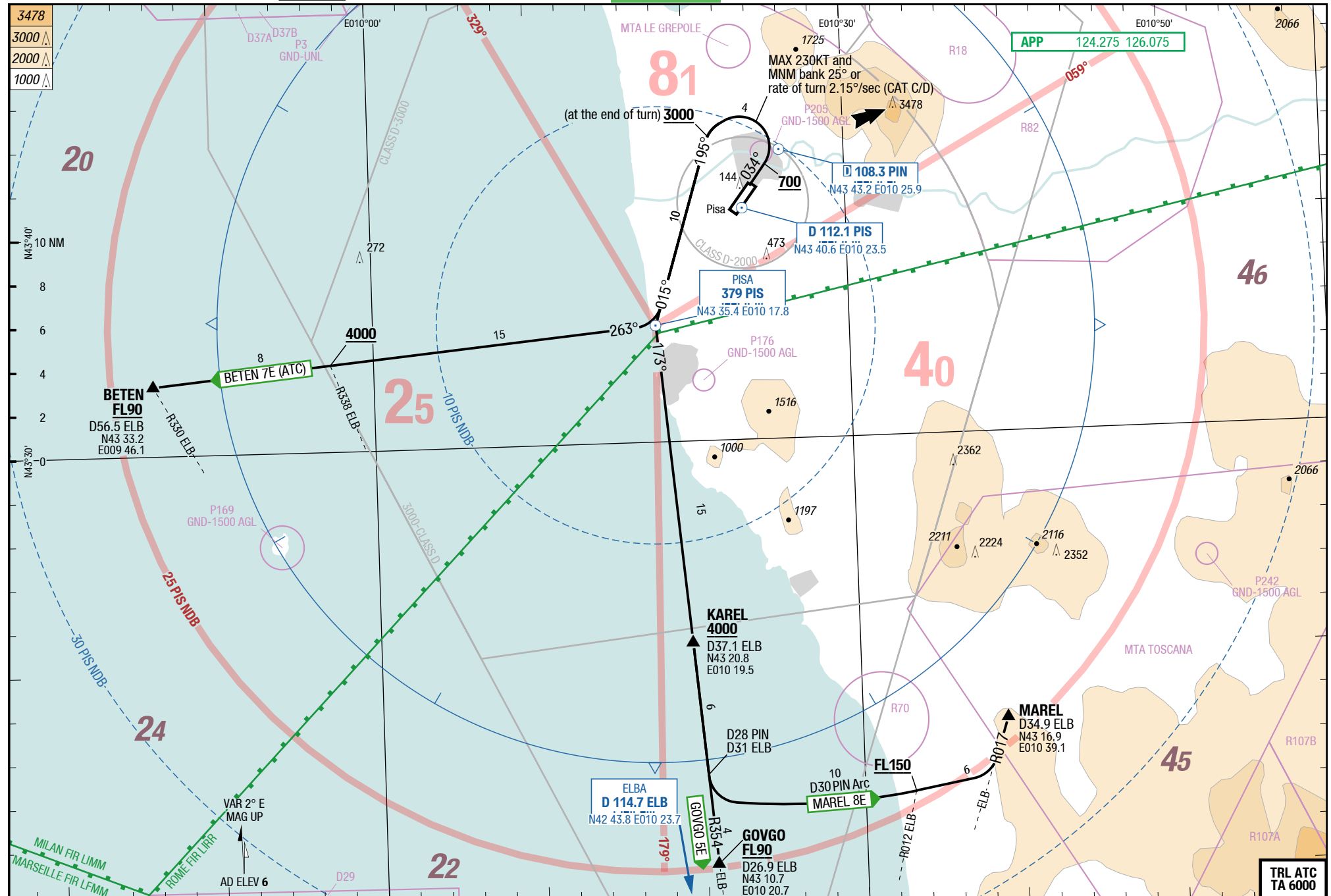
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(NIL)

SIDs RWYs 04L/R (VOR PIS INOP)

4-30

SIDs RWYs 04L/R (VOR PIS INOP)



Changes: Track, ASP, FREQ, PROC renumbered, SUAs, OBST

ASVOL 5A / BEROK 7A / BETEN 7A / GINAR 8A / GOVGO 5A / MAREL 8A / SPEZI 7A
RWYs 04L/R (034°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
ASVOL 5A 8.0% to 4000 124.275 ①②	at D3 PIS LT 154° (R334 PIS) to PIS VOR - R137 PIS - at D5.5 PIS RT intercept R002 ELB inbound to ASVOL	D3 PIS MNM 700 LT end MNM 3000 PIS VOR MNM 4000 D15 PIS (D43 ELB) MNM FL90 (when R70 active) ASVOL MNM FL90
BEROK 7A 8.0% to 4000 124.275 ①②	at D3 PIS LT 320° intercept R355 PIS to BEROK	D3 PIS MNM 700 BEROK MNM FL130
BETEN 7A (ATC) 8.0% to 4000 124.275 ①②	at D3 PIS LT 195° - crossing R296 PIS RT intercept R254 PIS to BETEN	D3 PIS MNM 700 LT end MNM 3000 D20 PIS MNM 4000 BETEN MNM FL90
GINAR 8A (ATC) 8.0% to 4000 124.275 ①②	at D3 PIS LT 154° (R334 PIS) to PIS VOR - R096 PIS to GINAR	D3 PIS MNM 700 LT end MNM 3000 PIS VOR MNM 4000
GOVGO 5A 8.0% to FL90 124.275 ①②	at D3 PIS LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB inbound) to KAREL - GOVGO	D3 PIS MNM 700 LT end MNM 3000 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8A 8.0% to 4000 124.275 ①②	at D3 PIS LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB inbound) - KAREL - at D26 PIS (D31 ELB) LT follow D28 PIS Arc - crossing R163 PIS LT 334° to MAREL (R152 PIS)	D3 PIS MNM 700 LT end MNM 3000 KAREL MNM 4000 R163 PIS MNM FL150
SPEZI 7A 8.0% to 4000 124.275 ①②	at D3 PIS LT 220° - RT intercept R279 PIS to MARLY - SPEZI	D3 PIS MNM 700 LT end MNM 3000 MARLY MNM 4000 SPEZI MNM FL90

① Departure turn MAX 230KT, MNM 25° bank or rate of turn 2.15°/sec (CAT C/D).

② Climb gradient due to obstacles and ATC.

PSA-LIRP

5-20

SIDs RWYs 22L/R

ASVOL 5C / BEROK 7C / BETEN 7C / GINAR 8C / GOVGO 5C / MAREL 8C / SPEZI 7C
RWYs 22L/R (214°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L/22R	
ASVOL 5C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) intercept R303 PIS to PIS VOR - R137 PIS - at D5.5 PIS RT intercept R004 ELB inbound to ASVOL	PIS VOR MNM 4000 D15 PIS (D43 ELB) MNM FL90 (when R70 active) ASVOL MNM FL90
BEROK 7C 5.0% to FL90 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) LT (MAX 250KT) intercept R129 PIS to PIS VOR - R355 PIS to BEROK	PIS VOR MNM 4000 BEROK MNM FL130
BETEN 7C (ATC) 5.0% to FL90 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) 285° intercept R254 PIS to BETEN	D20 PIS MNM 4000 BETEN MNM FL90
GINAR 8C (ATC) 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) intercept R303 PIS to PIS VOR - R096 PIS to GINAR	PIS VOR MNM 4000
GOVGO 5C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) to PIS NDB - QDR 173 PIS (R354 ELB inbound) to KAREL - GOVGO	PIS NDB MNM 2500 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8C 7.0% to PIS NDB 5.0% to FL150 124.275 ①	intercept R215 PIS (QDM 215 PIS) to PIS NDB - QDR 173 PIS (R354 ELB inbound) - KAREL - at D26 PIS LT follow D28 PIS Arc - crossing R163 PIS LT 334° to MAREL (R152 PIS)	PIS NDB MNM 2500 KAREL MNM 4000 R163 PIS MNM FL150
SPEZI 7C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) 330° intercept R279 PIS to MARLY - SPEZI	MARLY MNM 4000 SPEZI MNM FL90

① Climb gradient due to obstacles and ATC.

19-APR-2018

PSA-LIRP

5-30

SIDs RWYs 04L/R (VOR PIS INOP)

SIDPT

BETEN 7E / GOVGO 5E / MAREL 8E

RWYs 04L/R (034°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
BETEN 7E (ATC) 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 263 PIS to BETEN	LT end MNM 3000 R338 ELB MNM 4000 BETEN MNM FL90
GOVGO 5E 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB) to KAREL - GOVGO	LT end MNM 3000 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8E 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB) - KAREL - at D28 PIN (D31 ELB) LT follow D30 PIN Arc - crossing R012 ELB LT intercept R017 ELB to MAREL	LT end MNM 3000 KAREL MNM 4000 R012 ELB MNM FL150

① Departure turn MAX 230 KT, MNM 25° bank or rate of turn 2.15°/sec (CAT C/D).

② Climb gradient due to obstacles and ATC.

PSA-LIRP

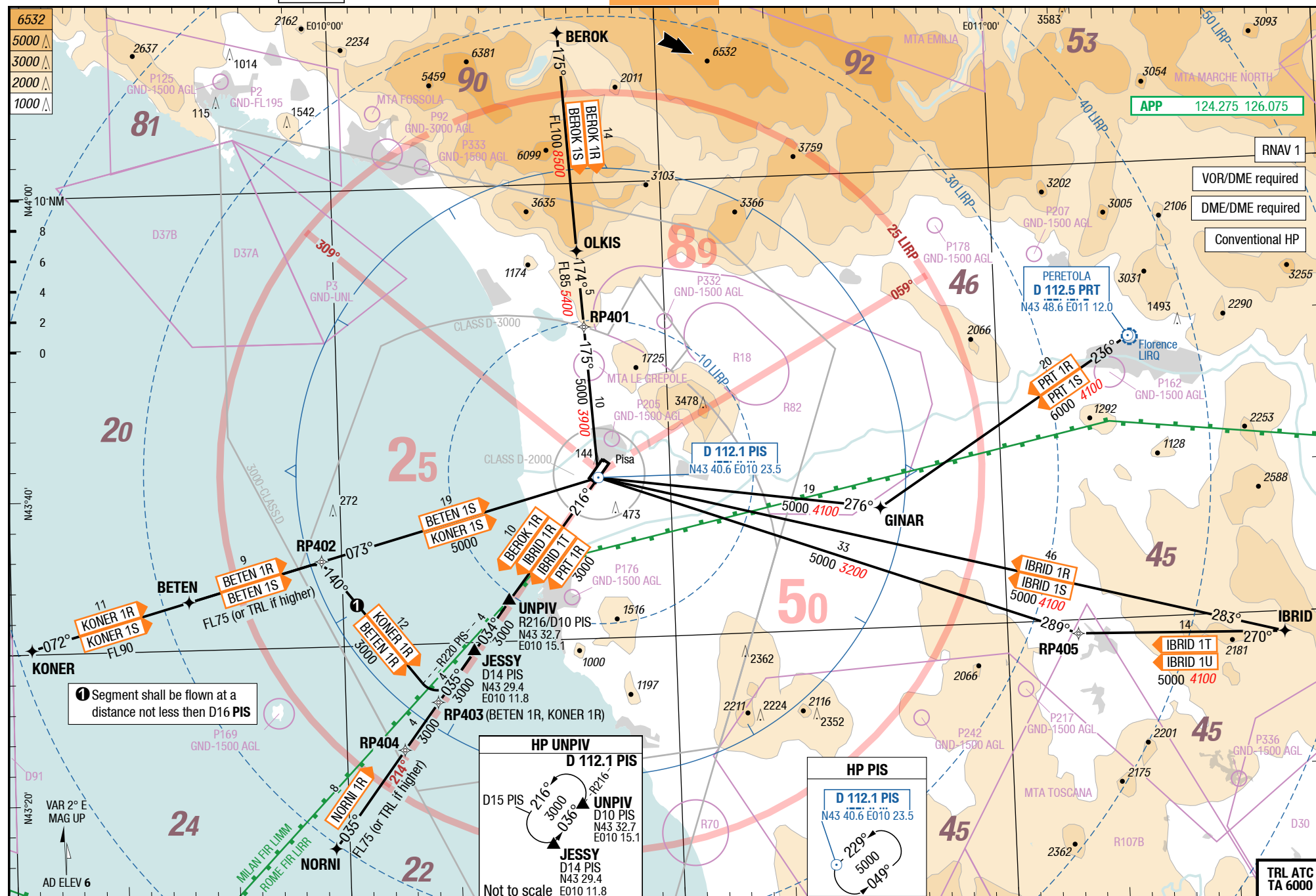
RNAV STARs VOR

STAR

STAR

RNAV STARs VOR

6-10



Changes: FREQ, ASP, MGA, OBST, SUAs

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19-APR-2018

PSA-LIRP

6-20

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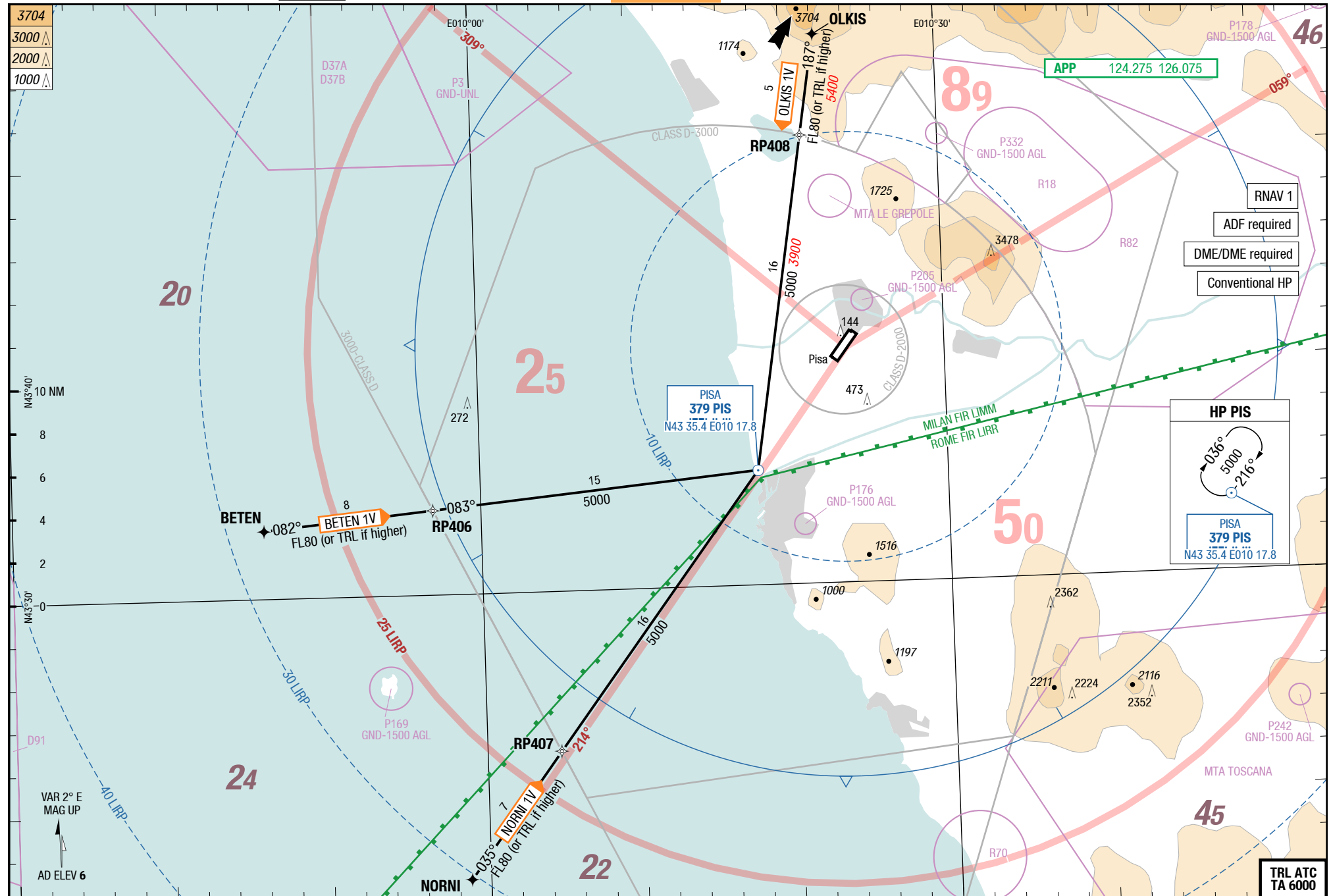
RNAV STARs LCTR

STAR

STAR

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RNAV STARs LCTR



Changes: FREQ, ASP, SUAs, OBST

Effective 26-APR-2018

19-APR-2018

PSA-LIRP

6-30

Italy Pisa San Giusto

STARs LCTR

STARs VOR

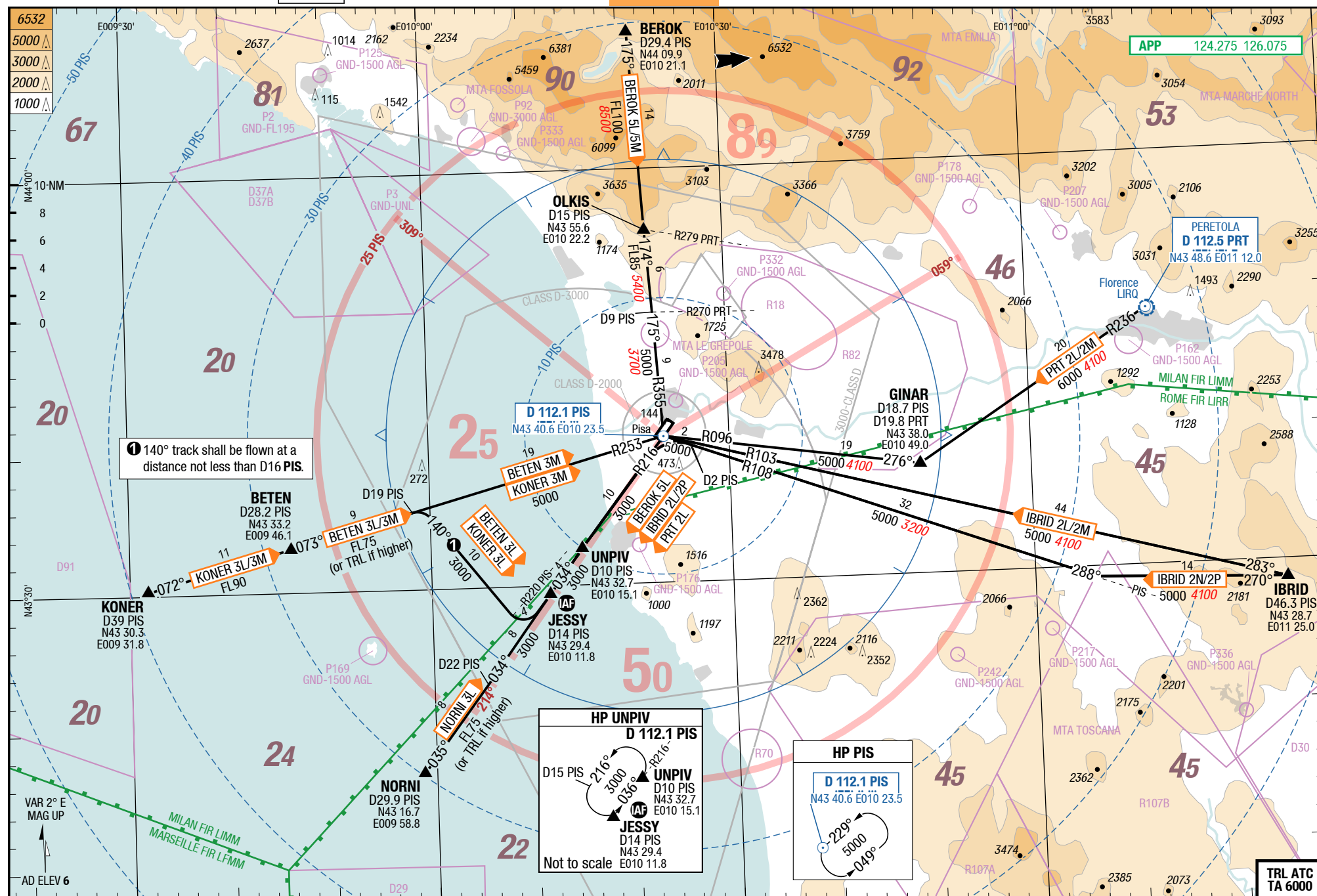
STAR

STAR

San Giusto Pisa Italy

STARs LCTR

STARs VOR



Changes: ASP, Track, FREQ, OBST, PROC renumbered, SUAs

Effective 26-APR-2018

19-APR-2018

PSA-LIRP

6-40

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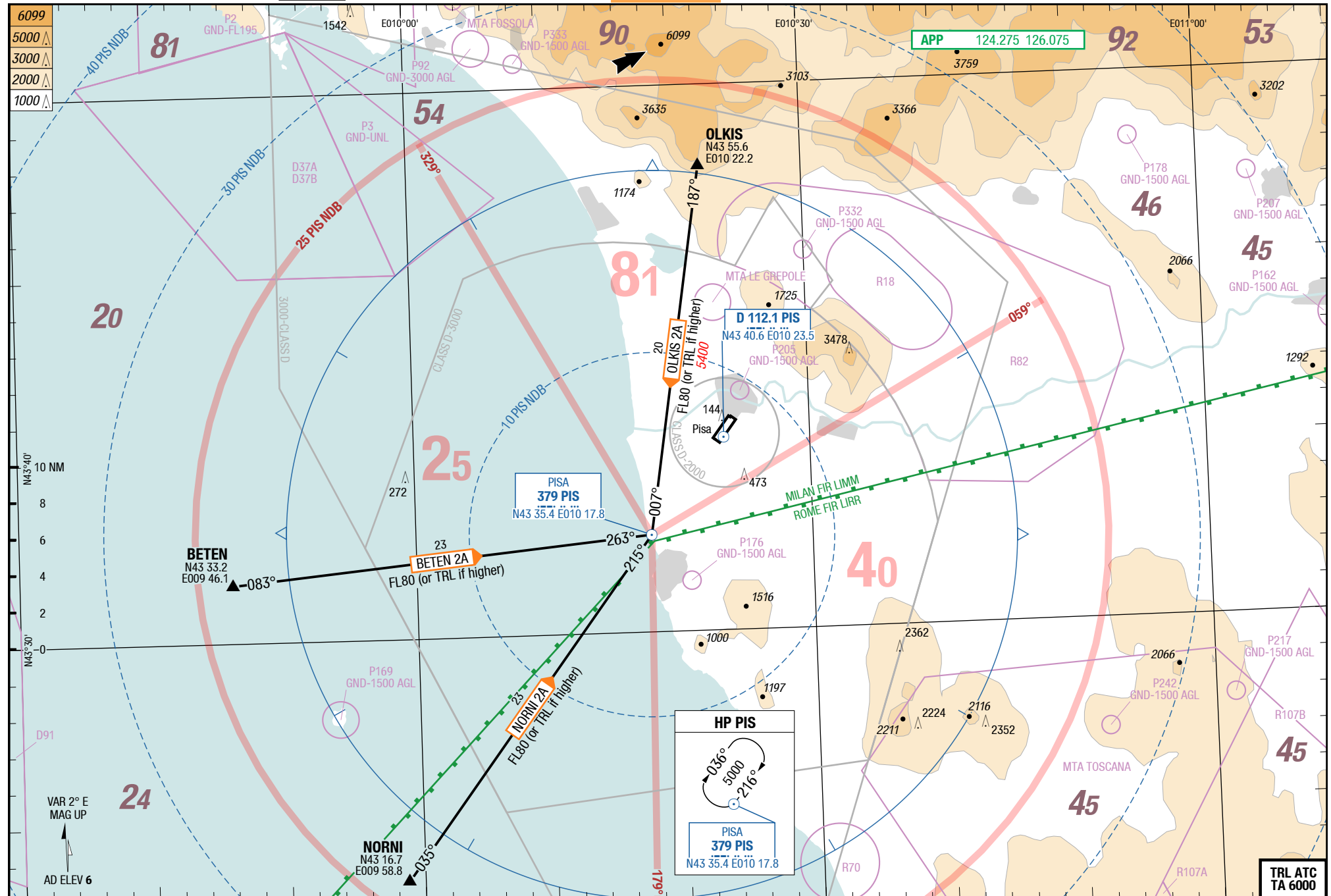
STARs LCTR

STAR

STAR

San Giusto Pisa Italy

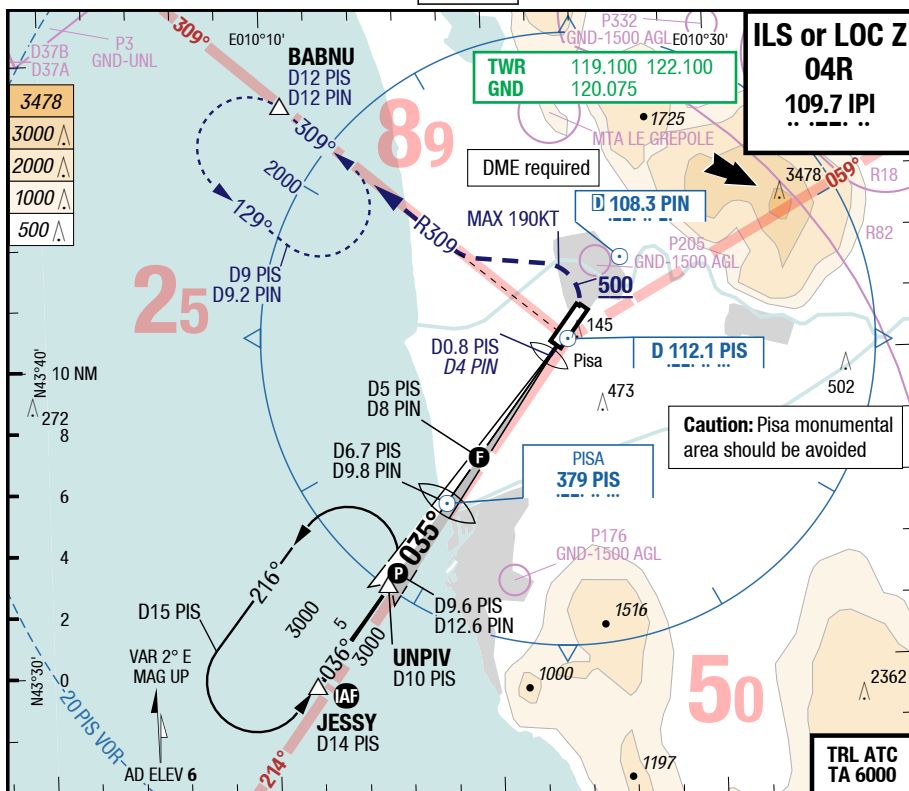
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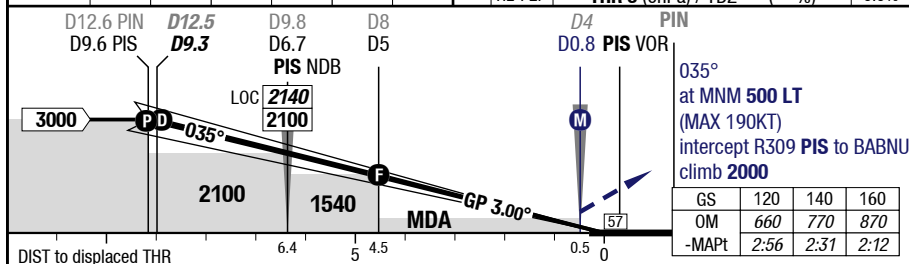
Changes: FREQ, PROC, ASP, Track, MGA, OBST, SUAs

PSA-LIRP

7-10

ILS or LOC Z 04R

LOC 3.09°	9.3	8	6	4	3	2	
D PIS							
035°							
RWY 034°	3000	2580	1920	1270	940	610	HL-P2F THR 3 (0hPa) / TDZ --- (---%) 0.0%



04R		Cat 2	Cat 1 1)	LOC DME		Circling E of RWY only 2)
C	ft - m/km ft	190 - 450R 191 RA	370 - 1.0 370	450 - 1.4 450		870 - 2.4V 870
D	ft - m/km ft	200 - 450R 202 RA	380 - 1.0 380	450 - 1.4 450		870 - 3.6V 870

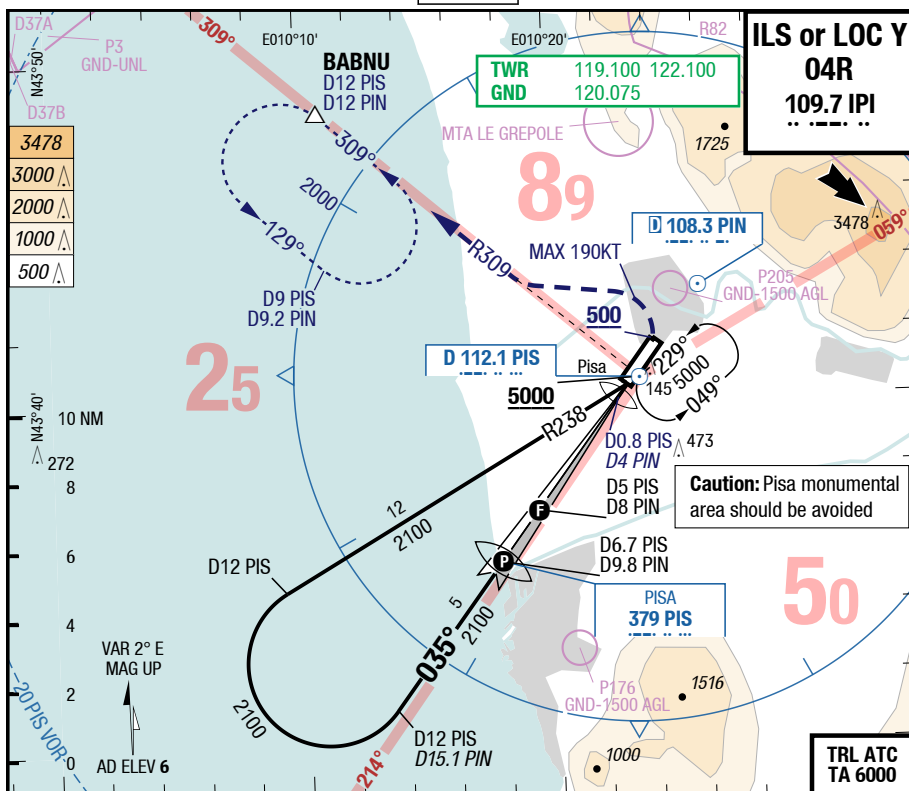
1) With EVS 650m	2) With EVS 650m
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2) MAX KIAS 175

Changes: APL, OBST, QFU

PSA-LIRP

7-20

ILS or LOC Y 04R

LOC 3.09°

D PIS 035° RWY 034°	6.7	6	5	4	3	2	(04R) HL-PZF THR 3 (OhPa) / TDZ --- (---%) 0.0% 83.0° 143 2849 x 45 83.0° 60 HL 15 HL
	2100	1920	1600	1270	940	610	

D15.1 PIN
D12 PIS

D9.8 D6.7
PIS NDB
2100

D8 D5

D4 D0.8
PIS VOR
5000

GP 3.00°
MDA

Climb: 035° at MNM 500 LT (MAX 190KT) intercept R309 PIS to BABNU climb 2000

	GS	120	140	160
OM	660	770	870	
-MAPt	2:56	2:31	2:12	

Distances (km): 10, 6.4, 5, 4.5, 0.5, 0

Altitudes (ft): 2100, 1540, 57

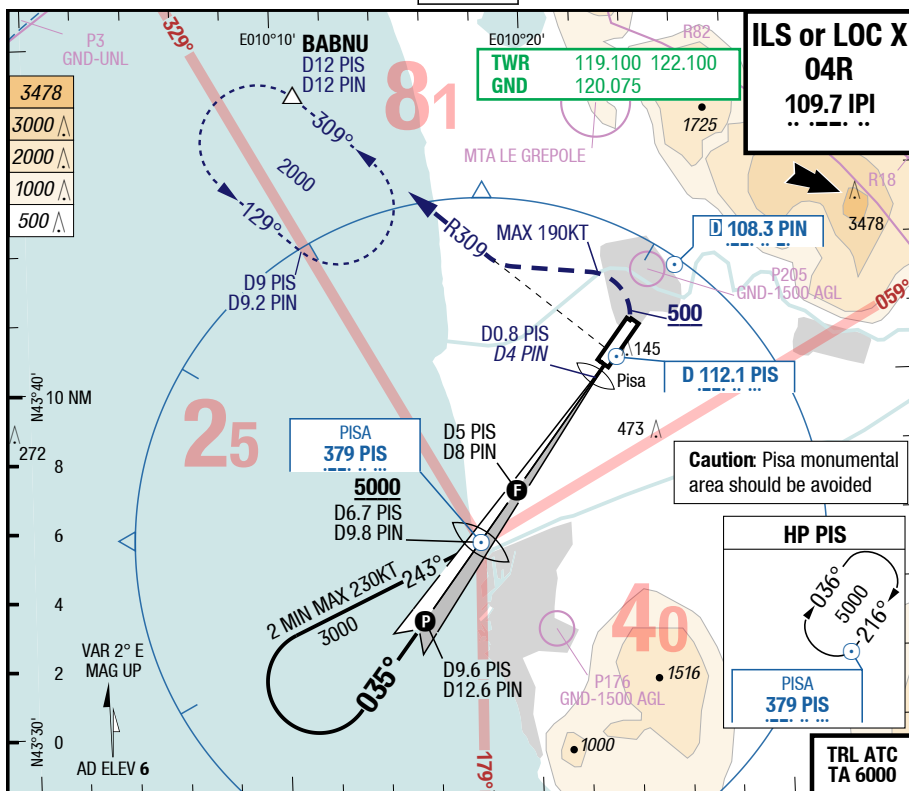
LOC DME

	Cat 2	Cat 1	LOC DME	Circling
C	190 - 450R 191 RA	370 - 1.0 370	450 - 1.4 450	870 - 2.4V 870
D	200 - 450R 202 RA	380 - 1.0 380	450 - 1.4 450	870 - 3.6V 870

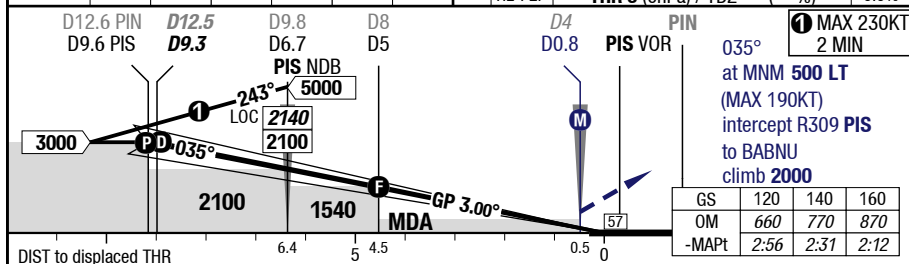
1) With EVS 650m
2) MAX KIAS 175

PSA-LIRP

7-30

ILS or LOC X 04R

LOC 3.09°	9.3	8	6	4	3	2	
D PIS 035° RWY 034°	3000	2580	1920	1270	940	610	



04R		Cat 2	Cat 1 1)	LOC DME		Circling E of RWY only 2)
C	ft - m/km ft	190 - 450R 191 RA	370 - 1.0 370	450 - 1.4 450		870 - 2.4V 870
D	ft - m/km ft	200 - 450R 202 RA	380 - 1.0 380	450 - 1.4 450		870 - 3.6V 870

1) With EVS 650m	2) With EVS 650m
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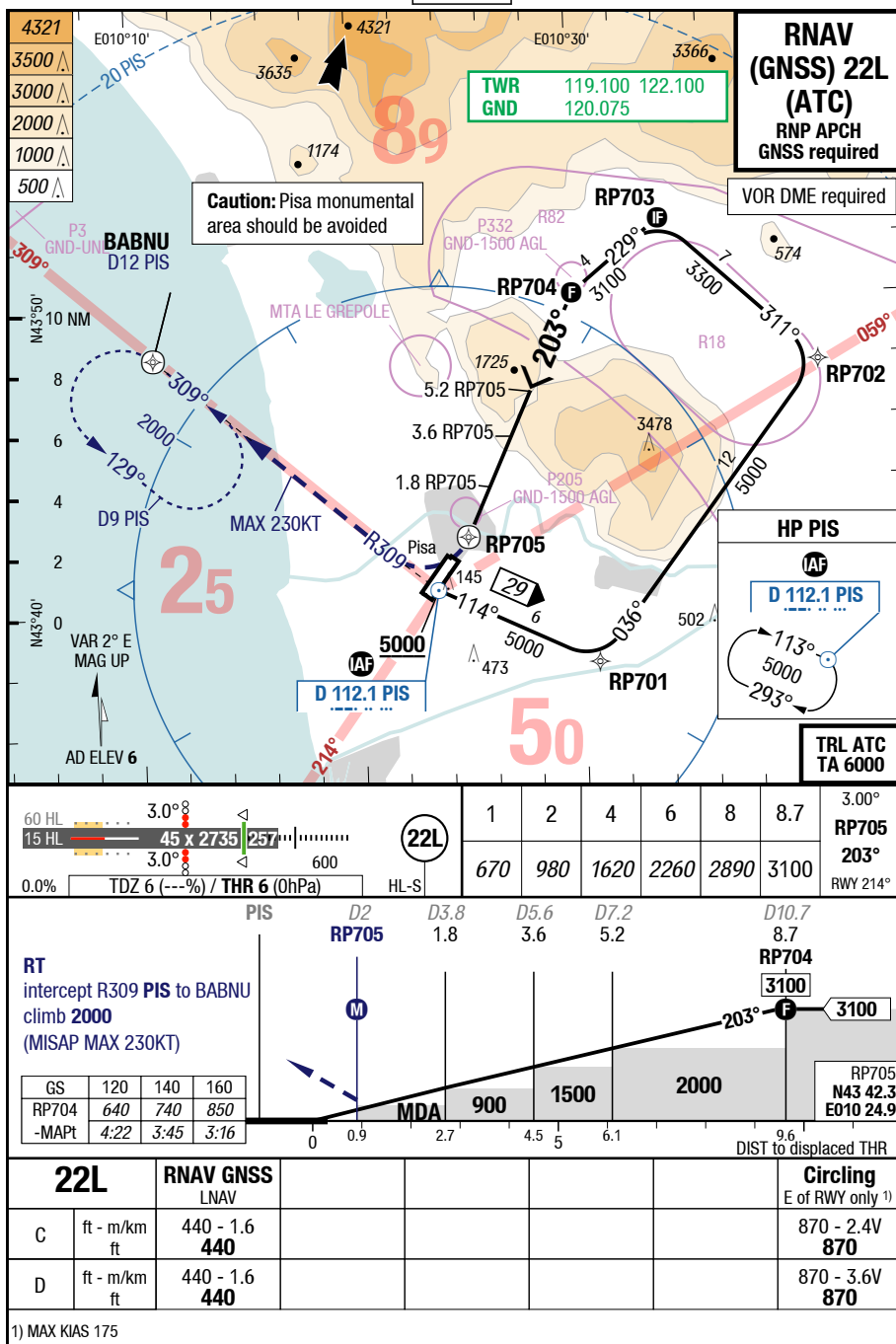
2) MAX KIAS 175

Changes: APL, QFU, OBST

PSA-LIRP

7-50

RNAV (GNSS) 22L (ATC)

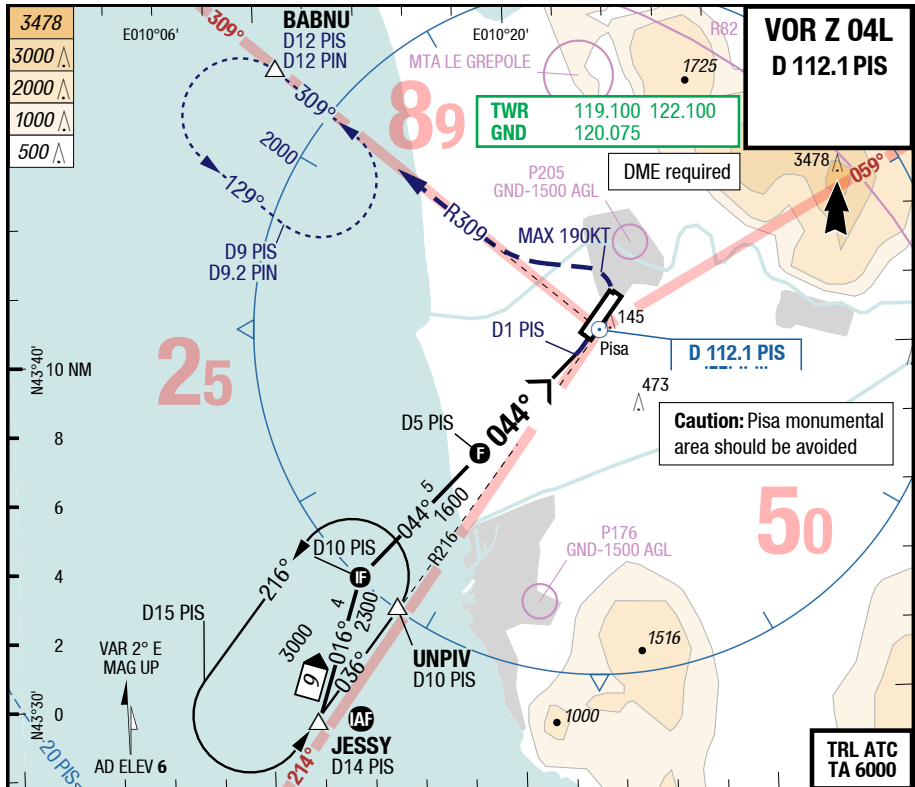


19-APR-2018

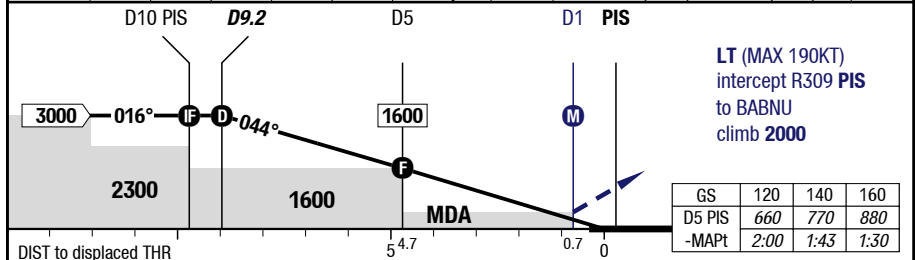
PSA-LIRP

7-70

VOR Z 04L



3.10° D PIS 044° RWY 034°	9.2	8	6	4	3	2	04L	83.0°	60 HL	30 HL	0.0%
	3000	2600	1940	1280	950	620	HL-S	241	2495 x 45		
								THR 1 (OhPa) / TDZ			



04L	VOR DME					Circling E of RWY only ¹⁾
C	ft - m/km ft	450 - 1.7 450				870 - 2.4V 870
D	ft - m/km ft	450 - 1.7 450				870 - 3.6V 870

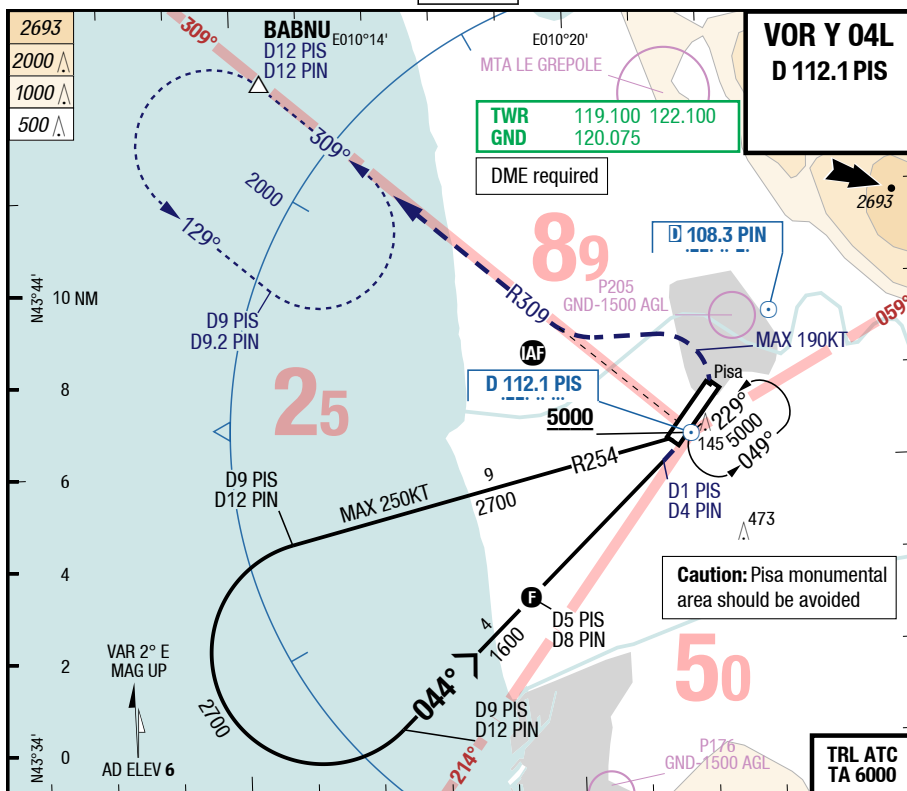
1) MAX KIAS 175

Changes: QFU, OBST

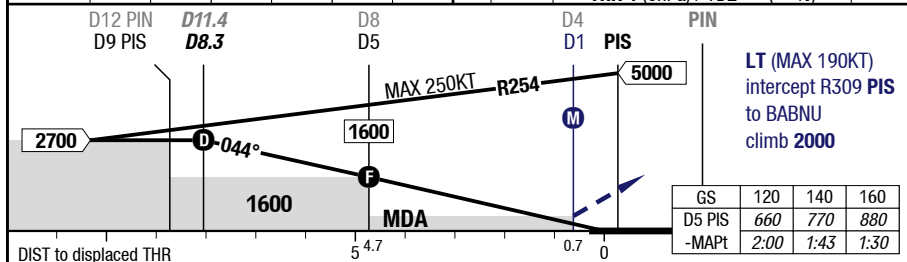
PSA-LIRP

7-80

VOR Y 04L



3.10° D PIS 044° RWY 034°	8.3	7	6	4	3	2	<div> <div>04L</div> <div>HL-S</div> </div>	<div> <div> <div>3.0°</div> <div>83.0°</div> </div> <div> <div>60 HL</div> <div>30 HL</div> </div> </div>
	2700	2270	1940	1280	950	620		



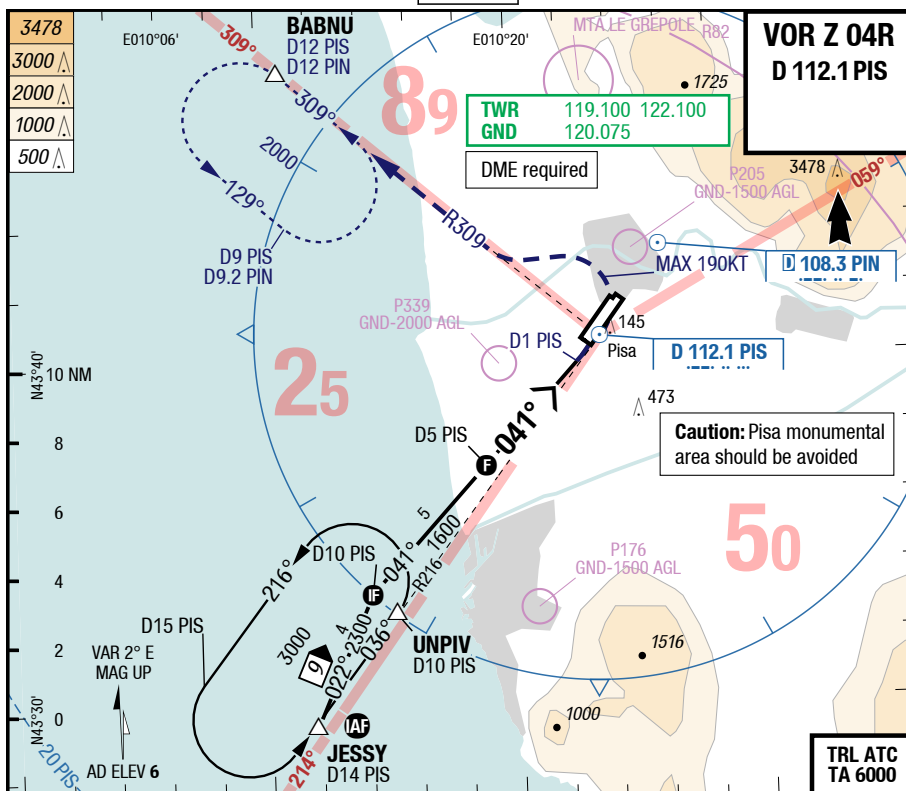
04L		VOR DME					Circling E of RWY only 1)
C	ft - m/km ft	450 - 1.7 450					870 - 2.4V 870
D	ft - m/km ft	450 - 1.7 450					870 - 3.6V 870

1) MAX KIAS 175

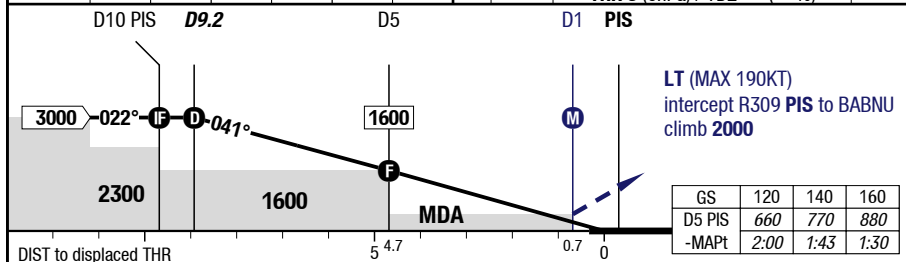
Changes: QFU, OBST

7-90

VOR Z 04R



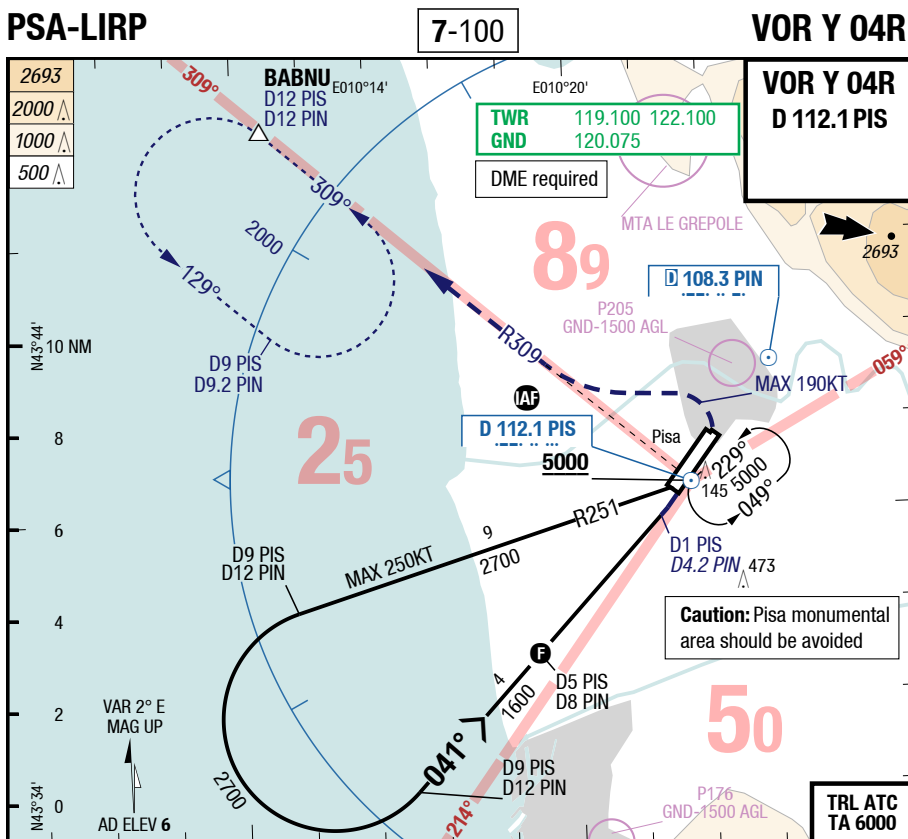
3.10° D PIS 041° RWY 034°	9.2	8	6	4	3	2	
	3000	2590	1930	1270	940	610	



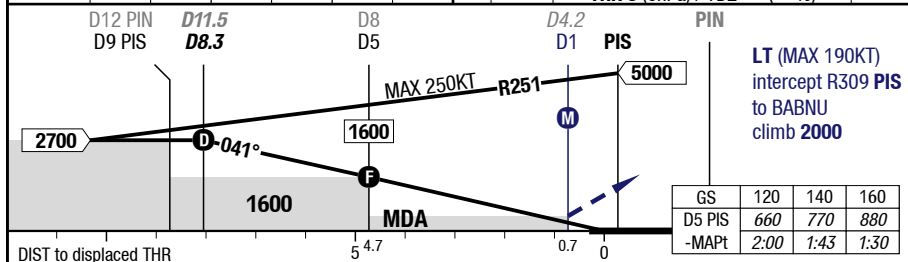
04R		VOR DME					Circling E of RWY only 1)
C	ft - m/km ft	450 - 1.4 450					870 - 2.4V 870
D	ft - m/km ft	450 - 1.4 450					870 - 3.6V 870

1) MAX KIAS 175

Changes: Navaid , DIST ALT table



3.11° D PIS 041° RWY 034°	8.3	7	6	4	3	2	
	2700	2260	1930	1270	940	610	



04R		VOR DME					Circling E of RWY only 1)
C	ft - m/km ft	450 - 1.4 450					870 - 2.4V 870
D	ft - m/km ft	450 - 1.4 450					870 - 3.6V 870

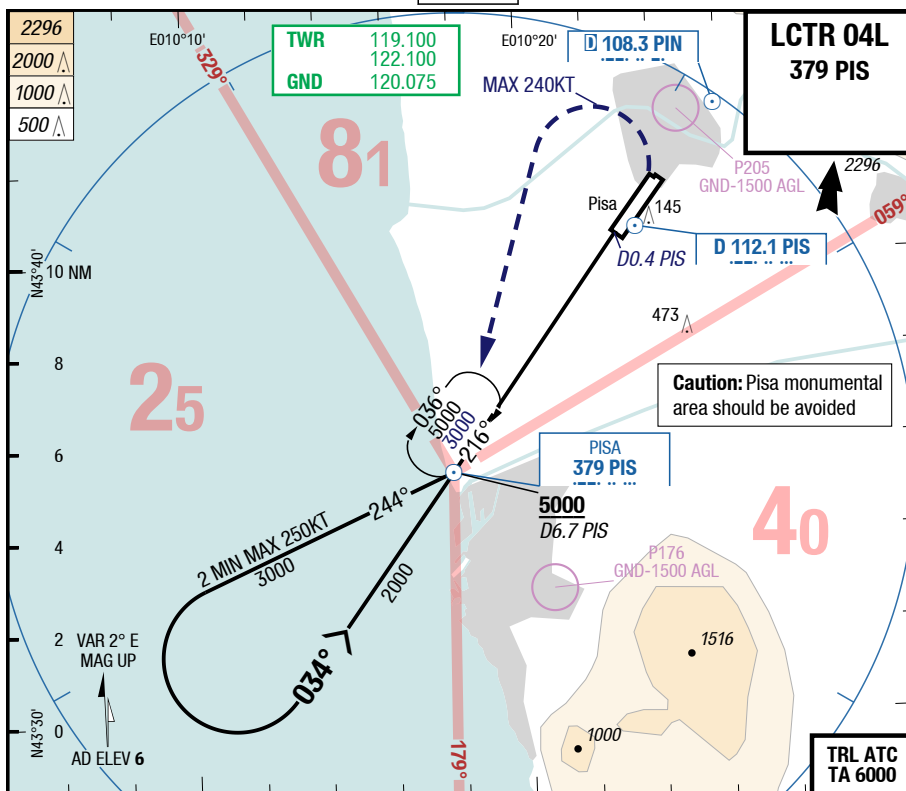
1) MAX KIAS 175

Changes: Nil

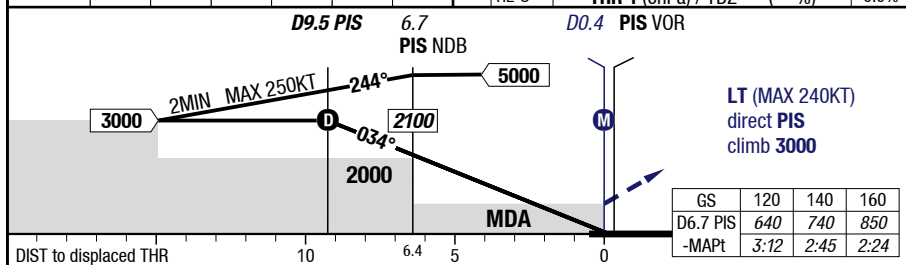
PSA-LIRP

7-110

LCTR 04L



3.00° D PIS	9.5	8	7	6	4	3	
	3000	2520	2200	1880	1250	930	



04L		LCTR					Circling E of RWY only ¹⁾
C	ft - m/km ft	820 - 2.4 820					870 - 2.4V 870
D	ft - m/km ft	820 - 2.4 820					870 - 3.6V 870

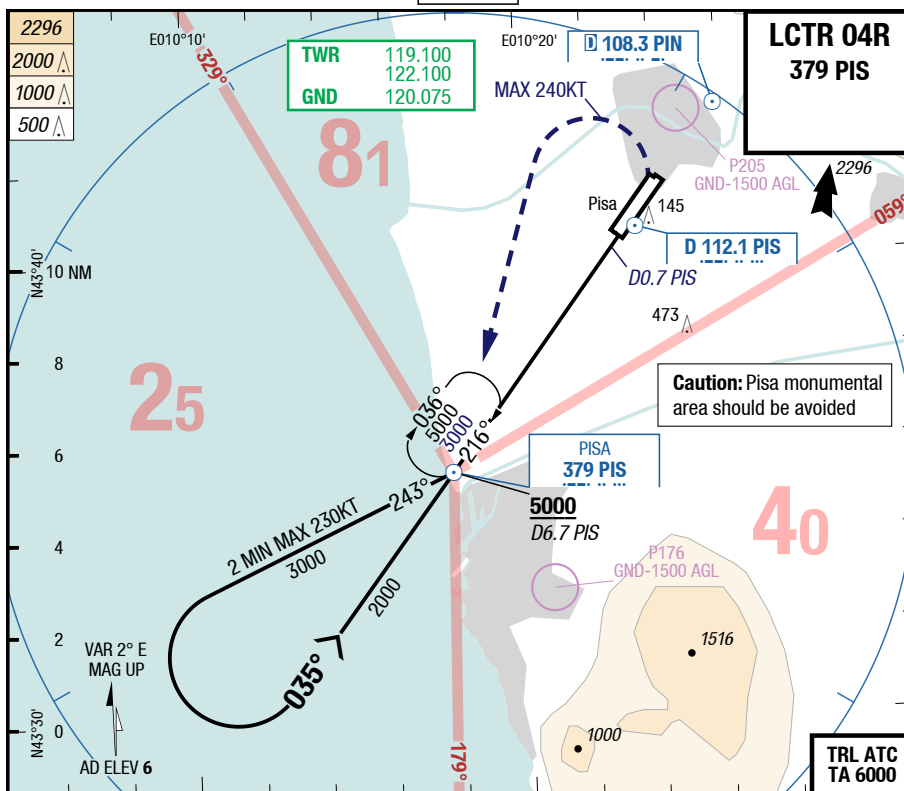
1) MAX KIAS 175

Changes: QFU, OBST

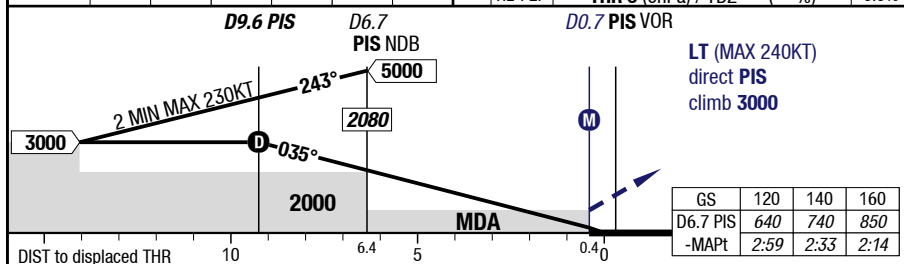
PSA-LIRP

7-120

LCTR 04R



3.00° D PIS 035° RWY 034°	9.6	8	7	5	4	3	
	3000	2510	2190	1550	1230	910	



04R		LCTR					Circling E of RWY only 1)
C	ft - m/km ft	760 - 2.4 760					870 - 2.4V 870
D	ft - m/km ft	760 - 2.4 760					870 - 3.6V 870

1) MAX KIAS 175

Changes: APL, QFU, OBST