

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** 0400-2200 $\pm$ . Other times 24HR PN between 0700-1500 $\pm$ .**PCN:** RWY 02/20: 79/F/A/W/T

RWY 07/25: 120/F/A/W/T

**Operation****Low Visibility Procedures**

Low visibility procedures are not AVBL.

RWY 25 is preferential for LDG.

No OPS allowed when RVR is below 550m.

If RVR is 1500m or below:

- only 1 ACFT on movement area is allowed at a time.
- report to TWR when:  
ACFT has reached RWY HLDG point  
ACFT has reached the stand.

**RWY Restriction:** RWY 02: HJ in VMC only; HN not AVBL for LDG.**Taxi/Parking**

During taxi OPS pilots are requested to keep transponder off or stand-by.

Marshaller is mandatory for parking.

Use of stand taxilanes to enter/exit from stands is allowed only with marshaller in sight.

Follow-me is:

- AVBL O/R
- mandatory on APN when RVR is below 550m.

**Engine Run-up Areas**

ENG run-ups must be carried out in the manoeuvring area far from flight OPS.

From 2000-0600 $\pm$  and from 1300-1600 $\pm$  ENG tests of all ACFT are forbidden except for those immediate use.

On APN, ENG tests are only allowed after approval by APN Service with idle PWR ENG and not for more than 30min.

ENG test are restricted to one at a time.

**Warnings****PALERMO RADAR MAINT:** 2nd WED of the month 0500-0900 $\pm$ .**PAL VOR/DME MAINT:** 1st MON of each month 0900-1030 $\pm$ .**PRS TVOR/DME MAINT:** 1st TUE of each month 0745-0845 $\pm$ .**TRP VOR/DME MAINT:** FRI 1400-1500 $\pm$ , in VMC only. HOL excluded.**TRP NDB MAINT:** TUE 1100-1200 $\pm$ , in VMC only. HOL excluded.

## GENERAL

**PRS TVOR/DME** unusable:

R090-R130 within and beyond 10NM.

R060-R090 below 9000ft at 25NM.

R130-R170 below 18000ft at 25 NM.

R170-R220 below 10000ft at 25NM.

R220-R270 below 8000ft at 25NM.

R270-R060 below 3000ft at 25NM.

Beyond 25NM.

**PRS NDB** unusable:

095°-170° below 11000ft MRA at 25NM.

High terrain S of AD. Expect turbulence.

Expect windshears mostly originated by winds from 150°-270° with 10-20KT at GND and from SW direction above 15KT at 1500m / 4921ft.

Birds on the manoeuvring area and surroundings, but not in APCH.

## ARRIVAL

## Communication

**COM Failure**

In case of COM failure, the designated radio aid is PRS VOR.

In case of PRS VOR failure:

- The point designated for LDG is KOLOR.
- PROC designated to descend to APCH is ILS Z RWY 20.
- MISAP: Turn right HDG north climbing to 5000ft, reaching 5000ft turn right bound to KOLOR.

**COM Failure on Ground**

Vacate RWY as indicated and wait for follow-me in order to be guided to the stand:

- via TWY E for LDG RWY 25
- via TWY A for LDG RWY 07
- via TWY T for LDG RWY 02
- via TWY G for LDG RWY 20

## Arrival Procedure

**Noise Abatement Procedure:** See CRAR.

**Reverse**

From 2200-0500± the use of the reverse thrust at PWR higher than idle is allowed only in the event of safety or operational reasons.

**APU**

Use of APU restricted to 20min after arrival.

**Non-standard GP Intercept Position on RWY 20**

GP intercepts RWY 20 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 1737m / 5697ft.

**RWY 25**

GP intercepts RWY 25 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2788m / 9145ft.

**ARRIVAL****Warnings**

**ILS RWY 25 MAINT:** LOC: 1st WED each month 0745-0845±.  
GP: 1st THU each month.

**ILS RWY 20 MAINT:** LOC: 1st FRI each month 0745-0845±.

**DEPARTURE****Take-off Minima**

RWY		02/20, 07/25	
All ACFT	ft - m/km	0 - 500R/500V	-

**Communication****COM Failure on Ground**

Continue until clearance limit and wait for follow-me.

**Departure Procedure****Noise Abatement Procedure**

Use of APU restricted to MAX 60min before EOBT.

PWR back only exceptional approved and only after APN approval.

**DEP Note**

ACFT may turn left before reaching LOUIS (LURON 5A, ROSAS 5A, PAL 5A) or right before reaching SIDRO (PAL 6B) provided that 5000ft ALT have been passed climbing, ATC unit has been advised and appropriate CLR has been received.

Anyway R199 PRS VOR/DME or R077 PRS VOR/DME shall be crossed at FL80 or above.

**PMO-LICJ**

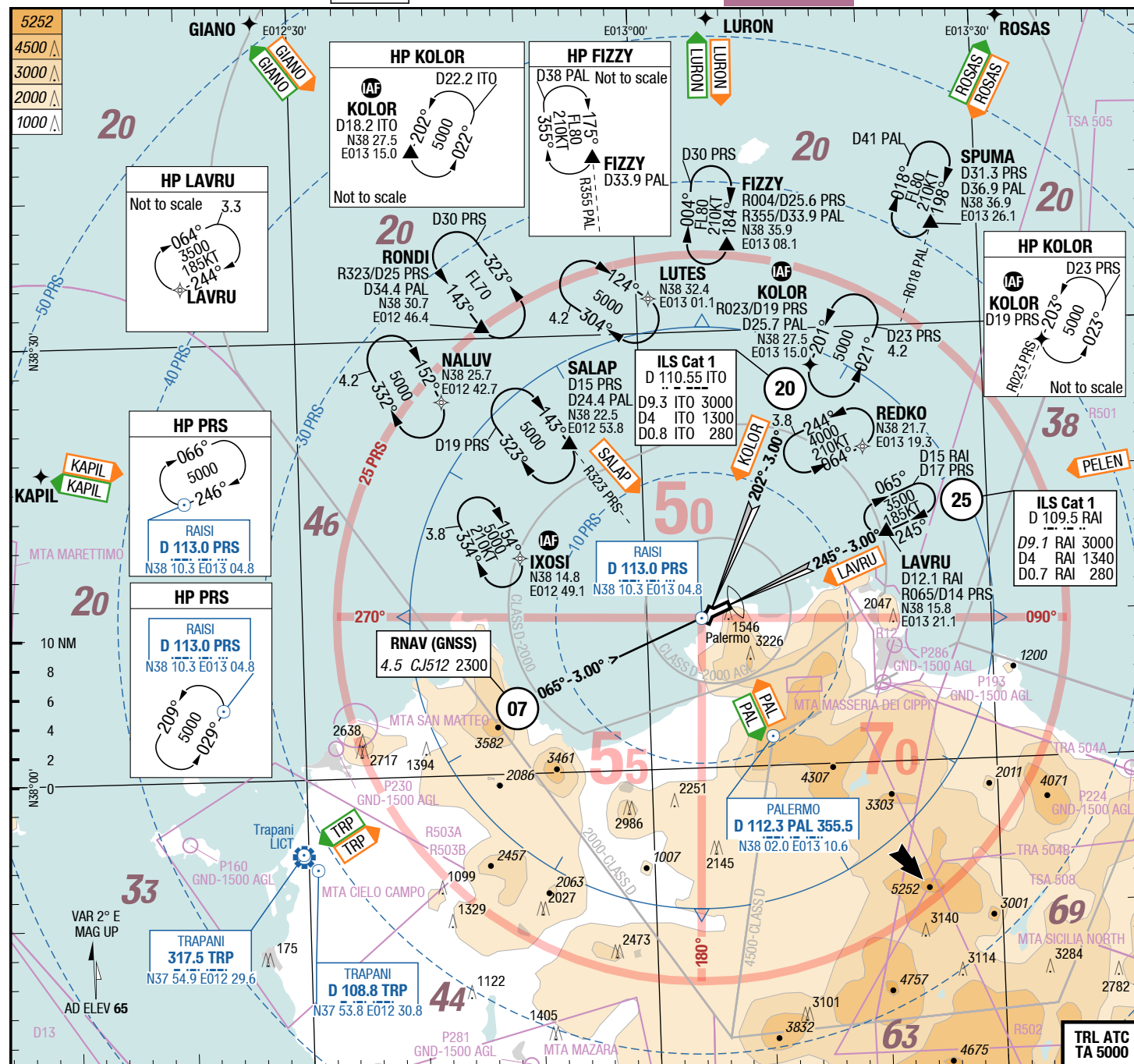
**AFC**

# AFC

# AFC

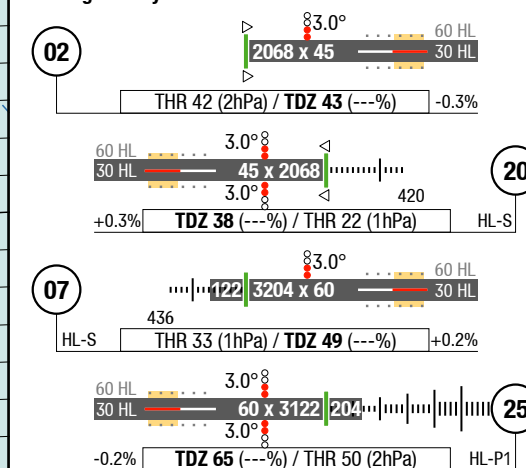
**AFC**

2-10



ATIS	123.875
RAD/APP	120.200
	118.650 ATC
Raisi TWR	119.050
Raisi GND	121.625 0600-2200z

**Landing RWY system:**



Changes: Navaid , APL, PROC, IAF, HLDG, APCH boxes

Effective 26-APR-2018

19-APR-2018

PMO-LICJ

Italy Palermo Punta Raisi

AGC

AGC

AGC

Punta Raisi Palermo Italy

AGC

3-20



Effective 26-APR-2018

19-APR-2018

PMO-LICJ

Italy **Palermo** Punta Raisi

LVC RWYs 07/25

LVC RWYs 02/20

LVC

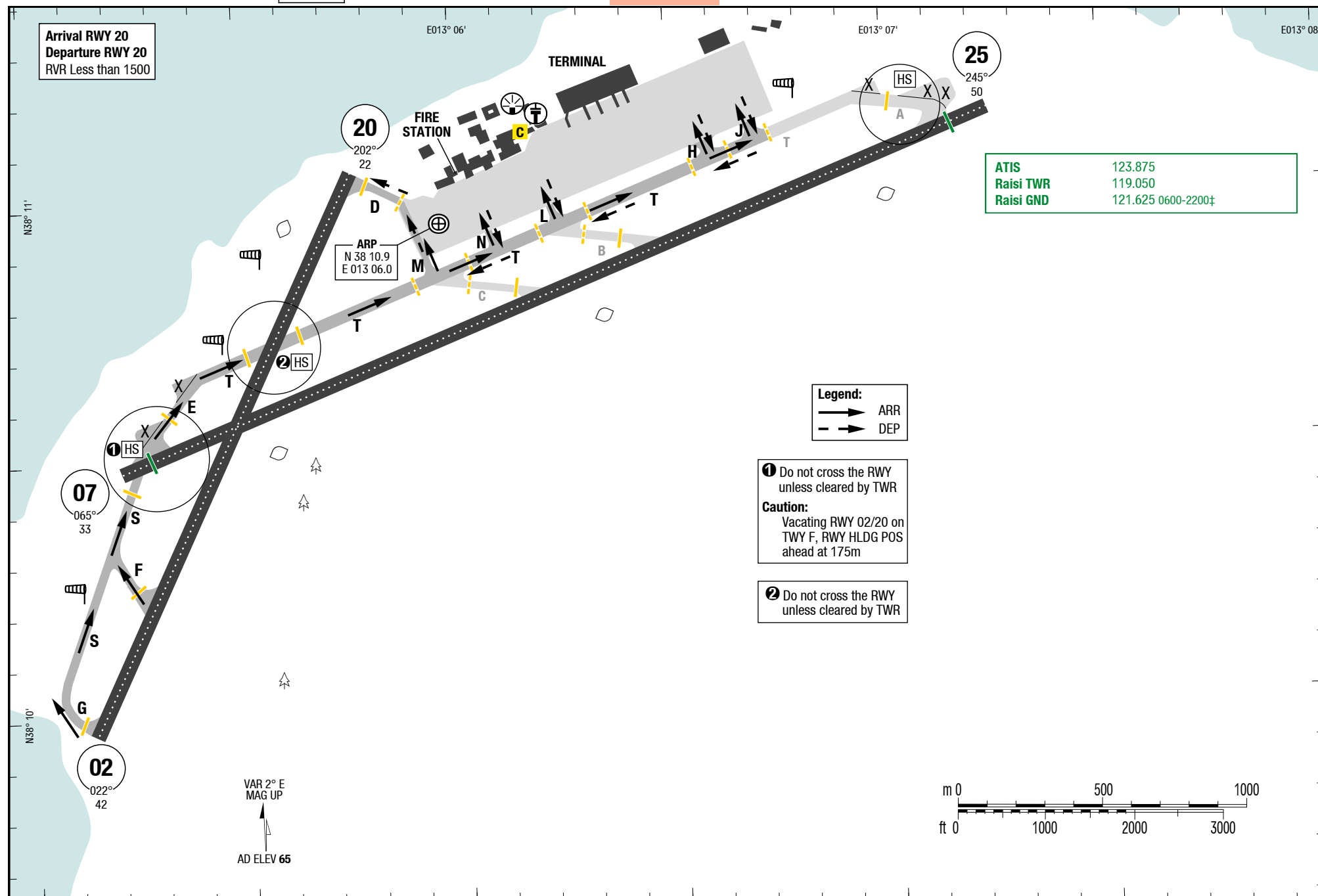
LVC

Punta Raisi **Palermo** Italy

LVC RWYs 07/25

LVC RWYs 02/20

3-30



Changes: new

Effective 26-APR-2018

19-APR-2018

PMO-LICJ

Italy **Palermo** Punta Raisi

LVC

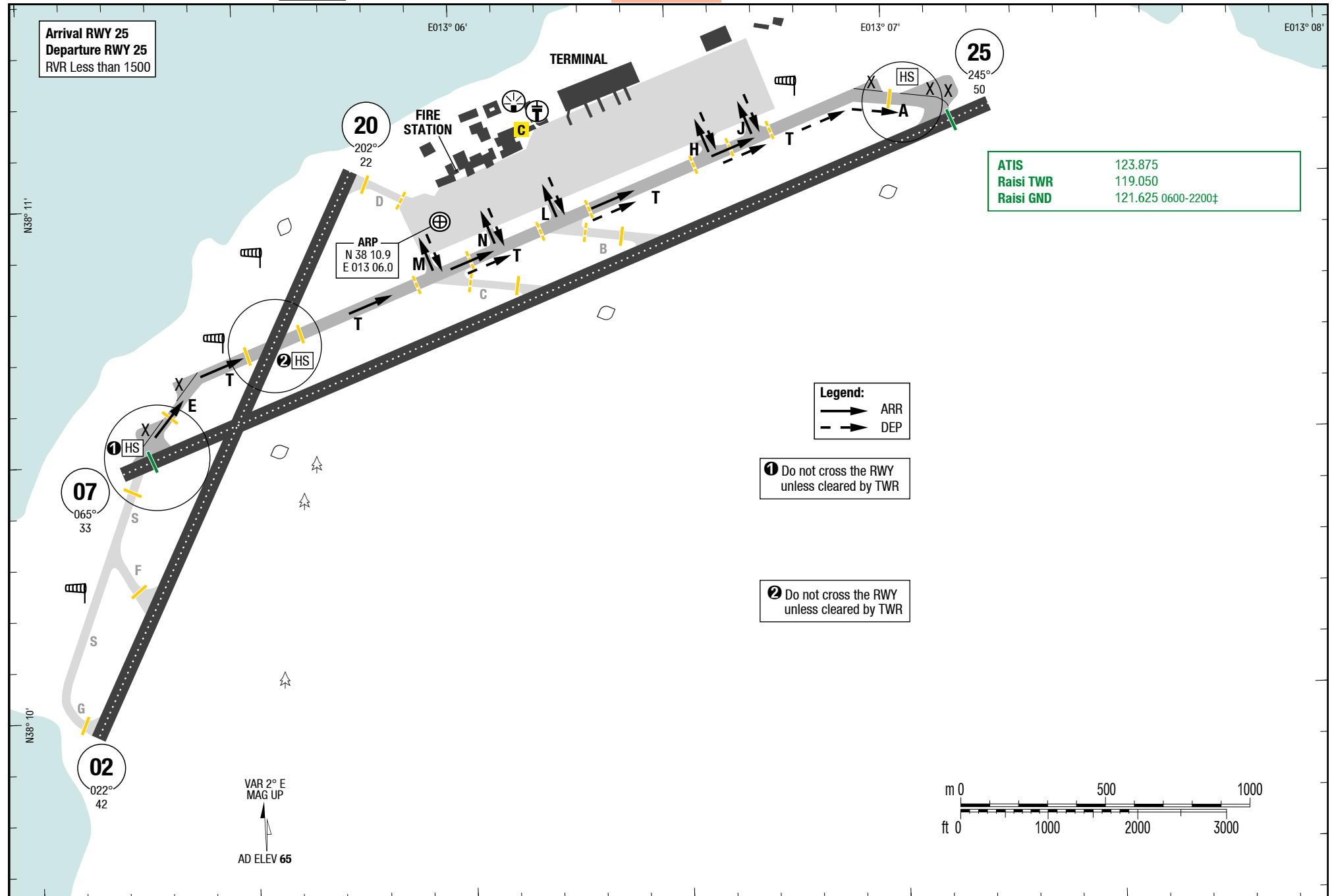
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3-40

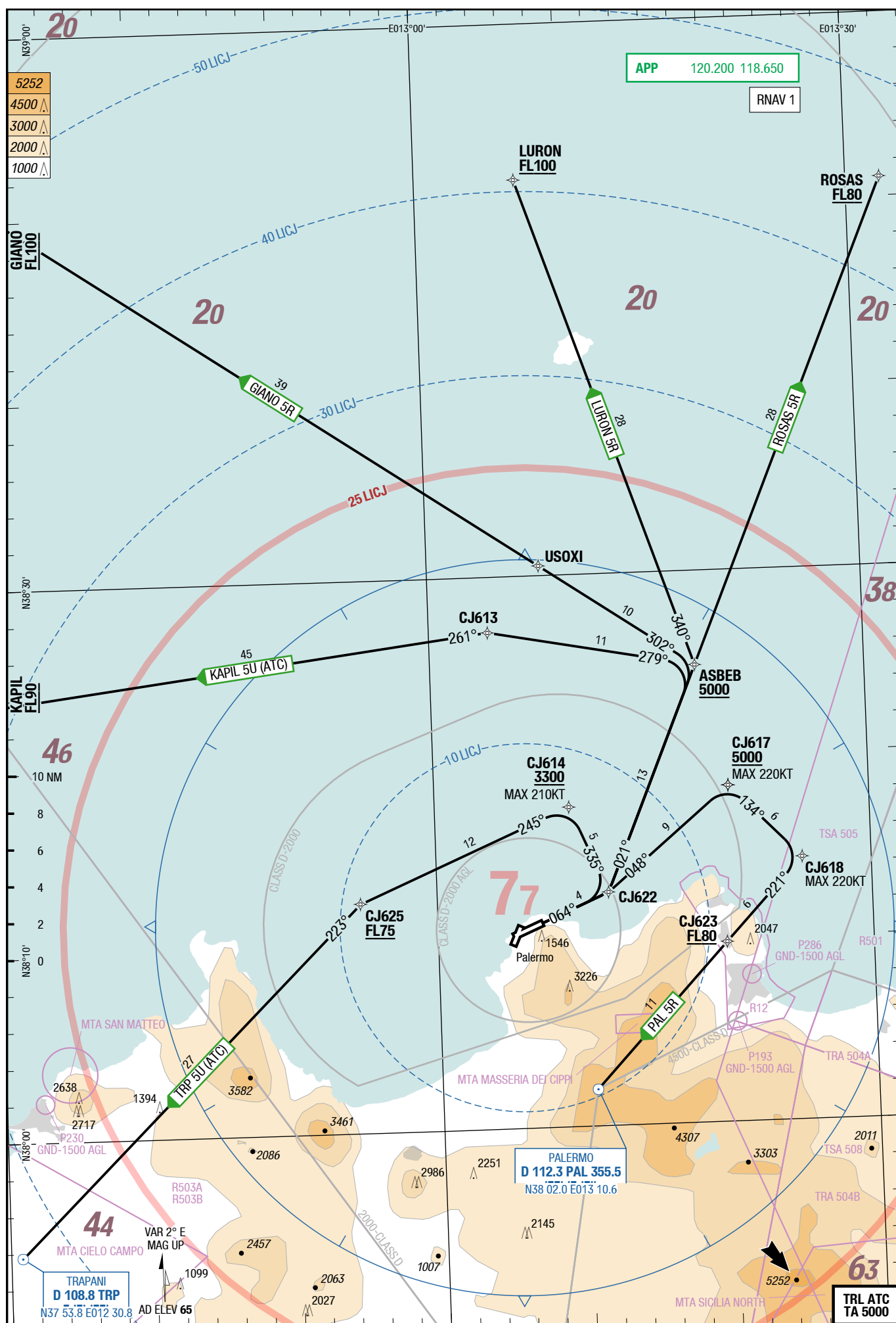
LVC RWYs 07/25

LVC RWYs 07/25



Changes: new





19-APR-2018

**PMO-LICJ**

Italy **Palermo** Punta Raisi

SID

SID

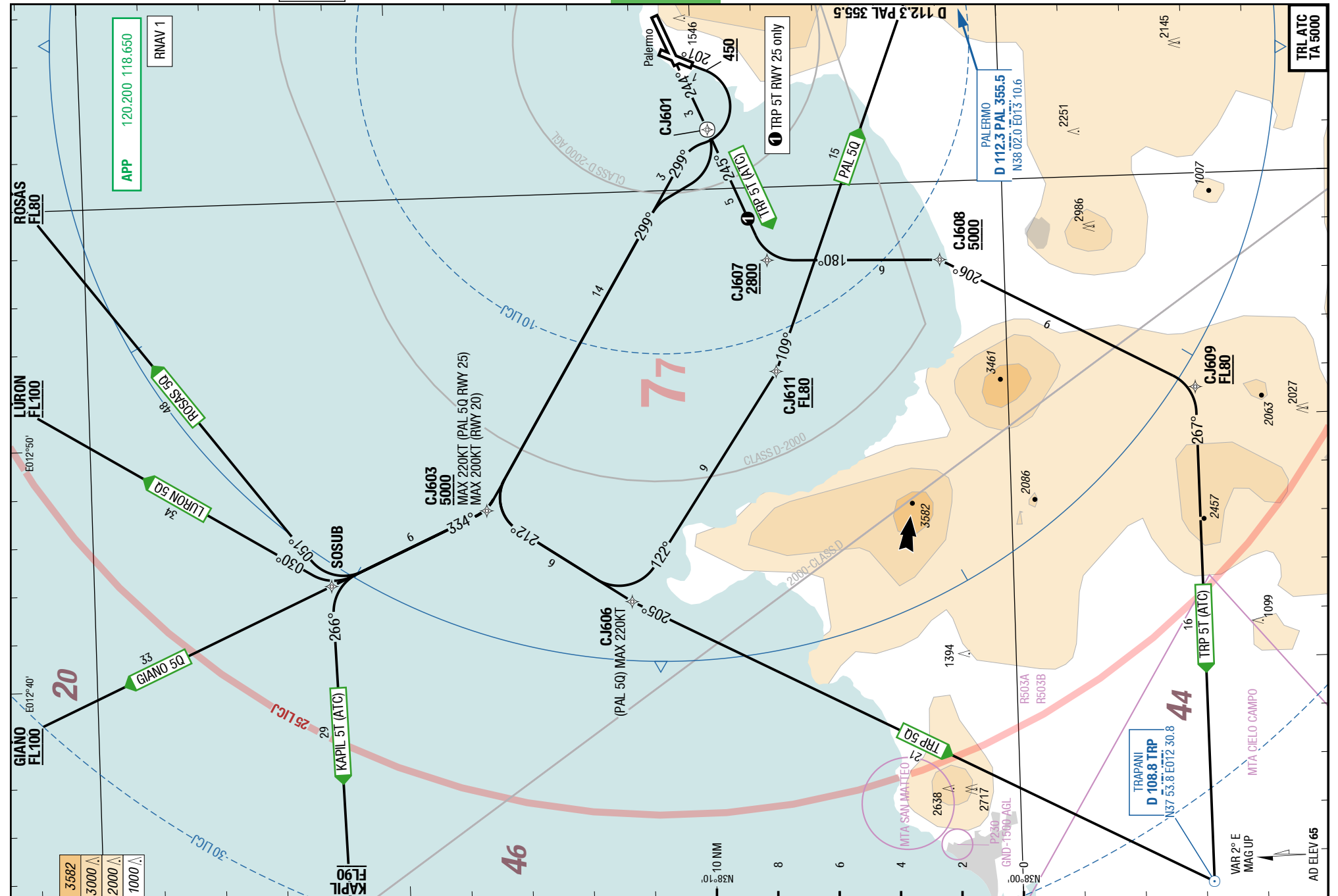
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NIL

## RNAV SIDs RWYs 20/25

4-30

## RNAV SIDs RWYs 20/25



Changes: new

**PMO-LICJ**

SIDs RWY 07

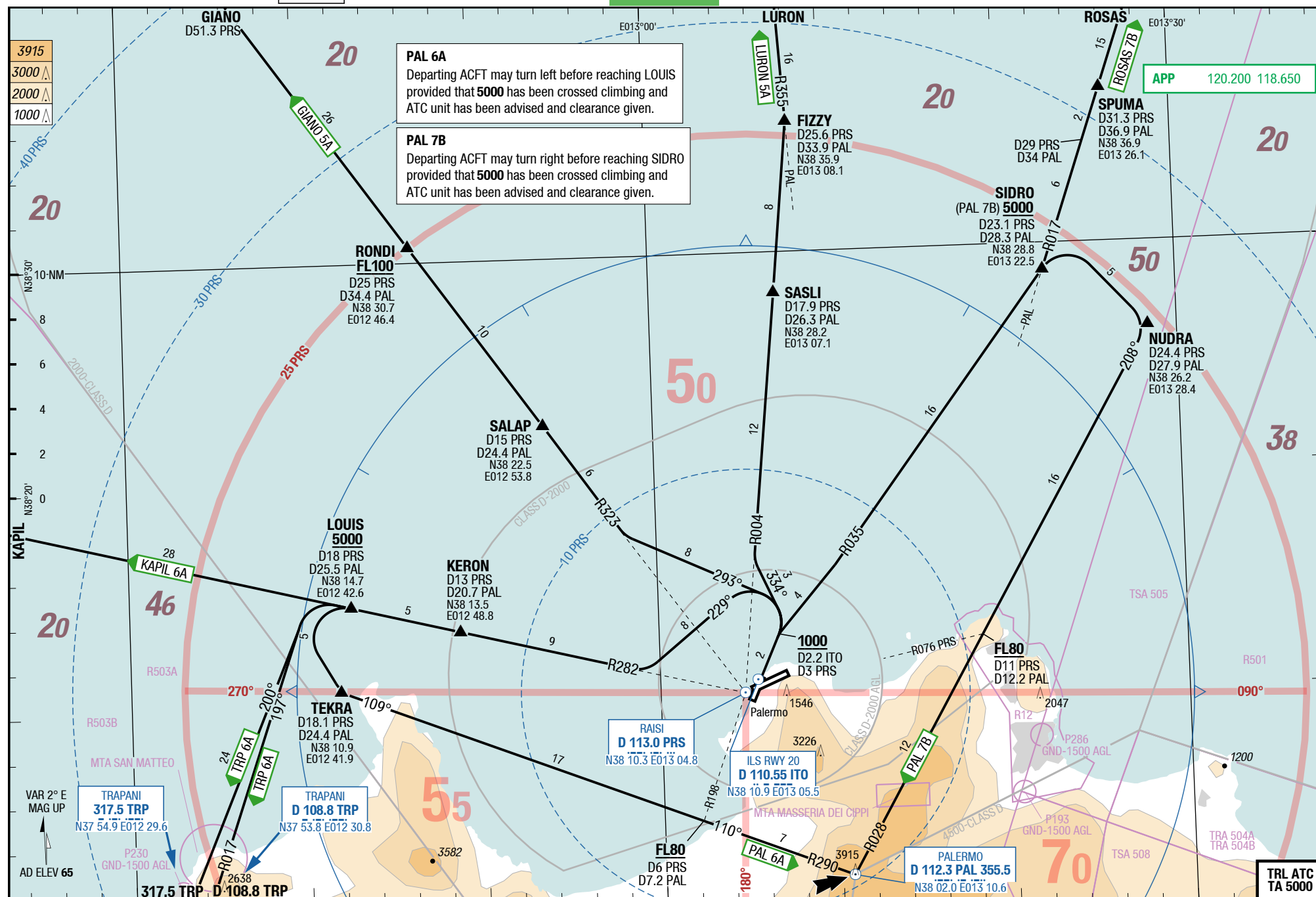
## SIDs RWY 02

SID

SID

SIDs RWY 07

## SIDs RWY 02



Changes: PROC, Page Number

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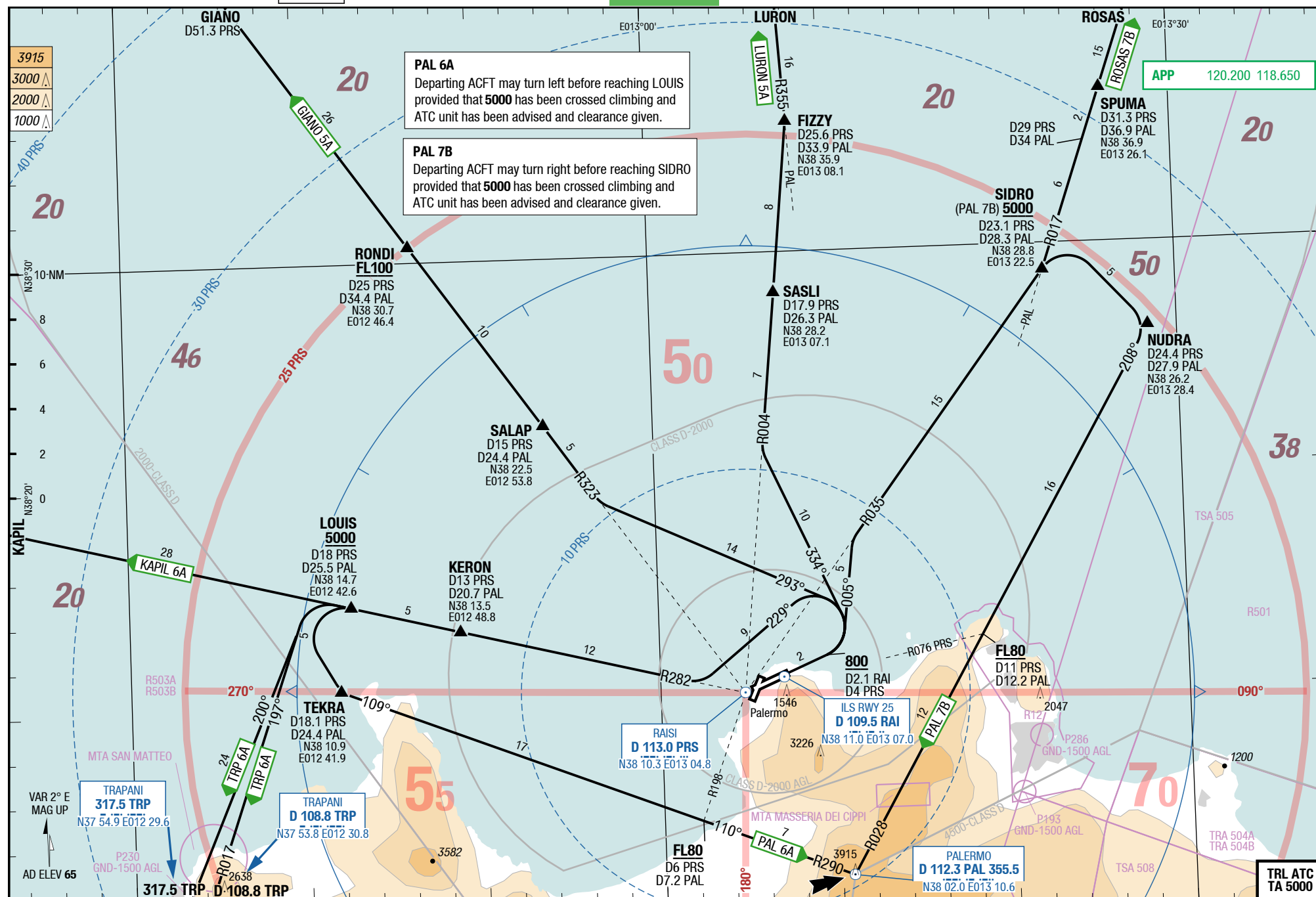
**PMO-LICJ**

## SIDs RWY 07

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## SIDs RWY 07



Changes: PROC, Page Number

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**PMO-LICJ**

## SIDs RWY 25

## SIDs RWY 20

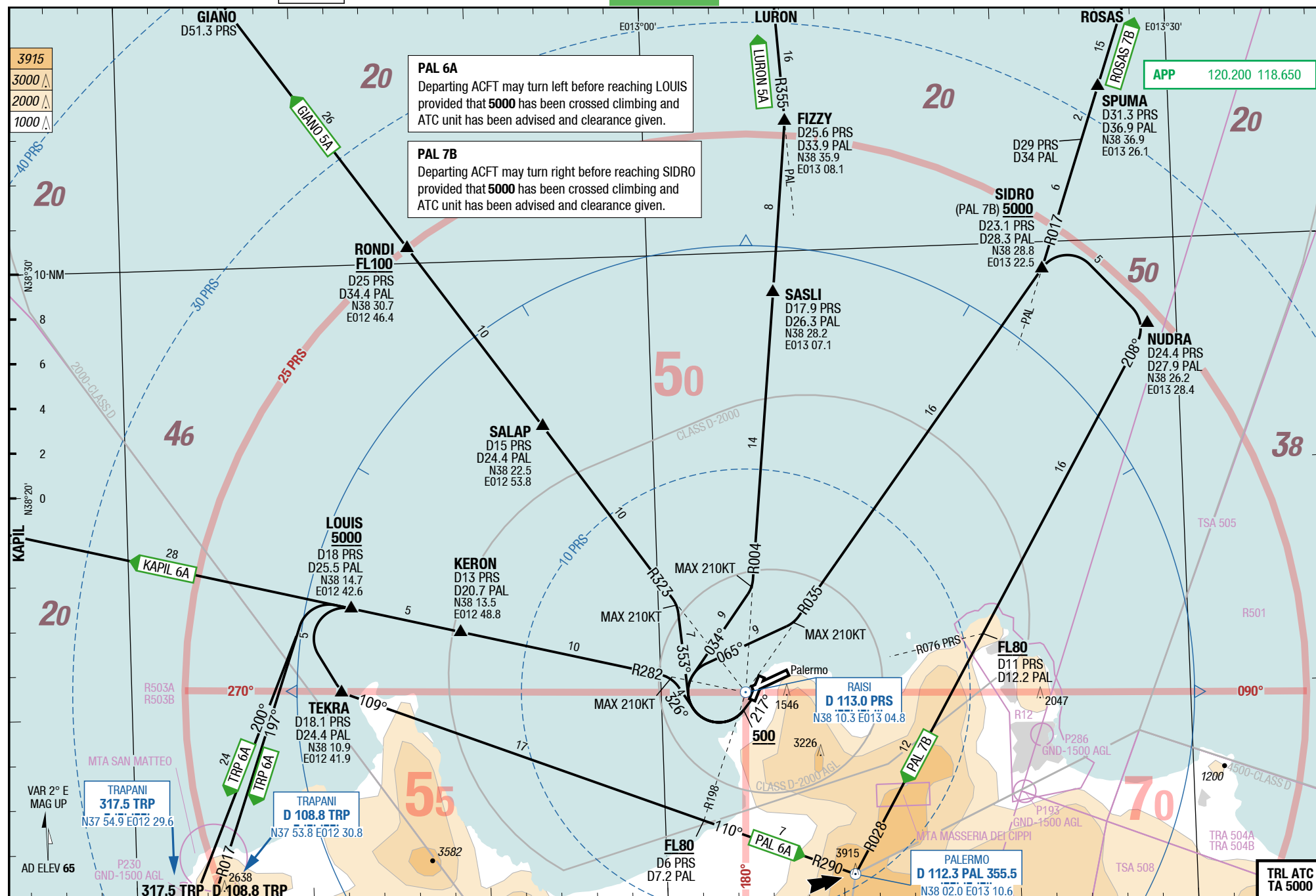
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SIDs RWY 25

## SIDs RWY 20

4-70



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**PMO-LICJ**

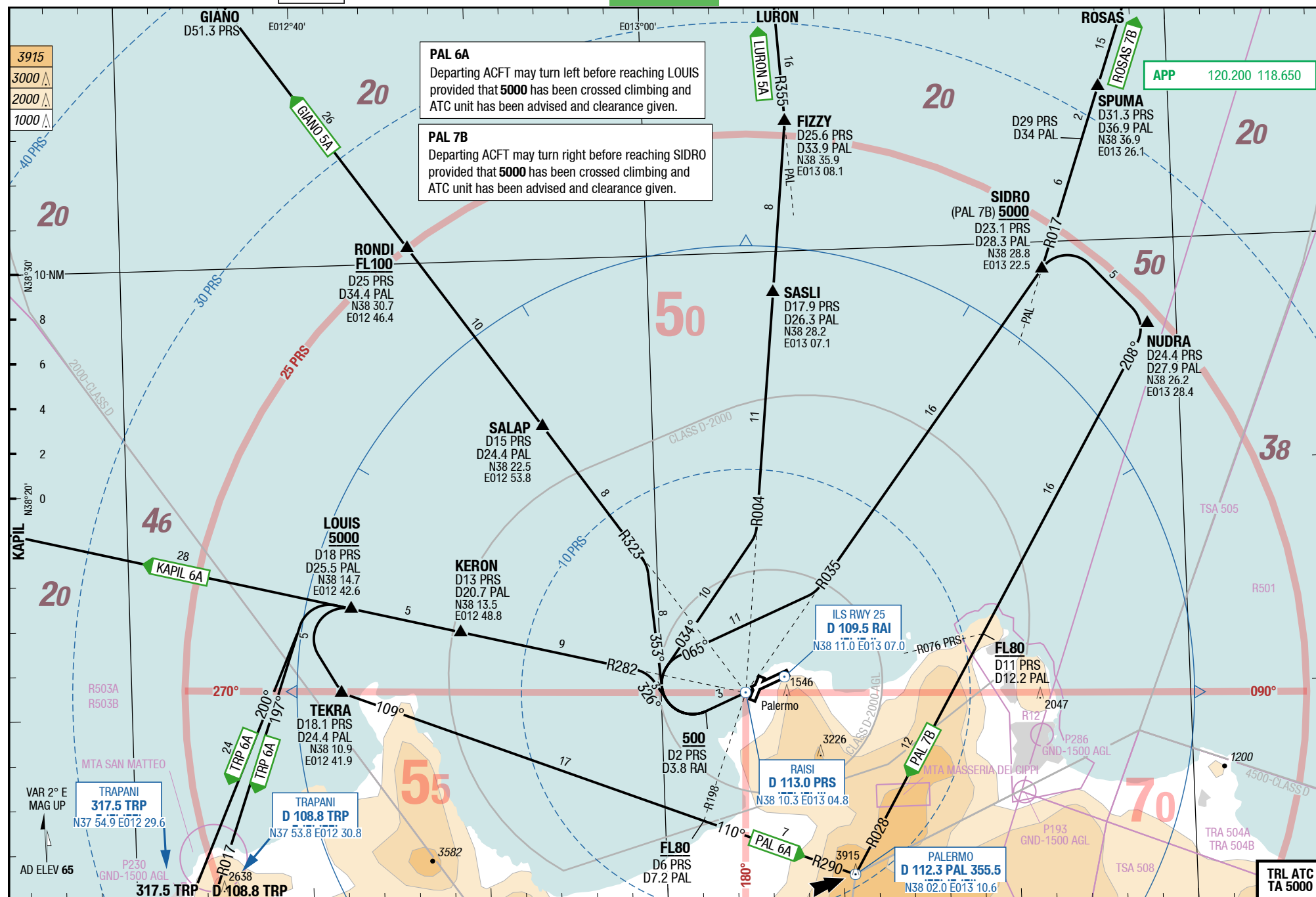
## SIDs RWY 25

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## SIDs RWY 25

4-80



Changes: PROC, Page Number

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19-APR-2018

PMO-LICJ

5-10

RNAV SIDs RWY 02

SIDPT

**GIANO 5S / KAPIL 5W / LURON 5S / PALERMO 5S / ROSAS 5S / TRAPANI 5W**  
**RWY 02 (022°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>GIANO 5S</b> 6.0% to 1500 <b>120.200</b>	021° CJ619 - USOXI - GIANO	GIANO MNM <b>FL100</b>
<b>KAPIL 5W</b> (ATC) 6.0% to 1500 <b>120.200</b>	021° CJ619 - CJ613 - KAPIL	KAPIL MNM <b>FL90</b>
<b>LURON 5S</b> 6.0% to 1500 <b>120.200</b>	021° CJ619 - USOXI - LURON	LURON MNM <b>FL100</b>
<b>PALERMO 5S</b> <b>PAL 5S</b> 6.0% <b>120.200</b>	021° CJ619 - CJ617 [K220-] - CJ618 [K220-] - CJ623 - PAL	CJ617 MNM <b>5000</b> CJ623 MNM <b>FL80</b>
<b>ROSAS 5S</b> 6.0% to 1500 <b>120.200</b>	021° CJ619 - ROSAS	ROSAS MNM <b>FL80</b>
<b>TRAPANI 5W</b> <b>TRP 5W</b> (ATC) 7.5% <b>120.200</b>	021° <u>CJ619</u> [L] - DCT CJ616 [K210-] - CJ621 - TRP	CJ619 MNM <b>2200</b> CJ616 MNM <b>5000</b> CJ621 MNM <b>FL80</b>

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5-20

RNAV SIDs RWY 07

SIDPT

**GIANO 5R / KAPIL 5U / LURON 5R / PALERMO 5R / ROSAS 5R / TRAPANI 5U**  
**RWY 07 (065°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>GIANO 5R</b> 6.0% <b>120.200</b>	064° CJ622 - ASBEB - USOXI - GIANO	ASBEB MNM <b>5000</b> GIANO MNM <b>FL100</b>
<b>KAPIL 5U</b> (ATC) 6.0% <b>120.200</b>	064° CJ622 - ASBEB - CJ613 - KAPIL	ASBEB MNM <b>5000</b> KAPIL MNM <b>FL90</b>
<b>LURON 5R</b> 6.0% <b>120.200</b>	064° CJ622 - ASBEB - LURON	ASBEB MNM <b>5000</b> LURON MNM <b>FL100</b>
<b>PALERMO 5R</b> <b>PAL 5R</b> 6.6% <b>120.200</b>	064° CJ622 - CJ617 [K220-] - CJ618 [K220-] - CJ623 - PAL	CJ617 MNM <b>5000</b> CJ623 MNM <b>FL80</b>
<b>ROSAS 5R</b> 6.0% <b>120.200</b>	064° CJ622 - ASBEB - ROSAS	ASBEB MNM <b>5000</b> ROSAS MNM <b>FL80</b>
<b>TRAPANI 5U</b> <b>TRP 5U</b> (ATC) 6.0% <b>120.200</b>	064° CJ622 - CJ614 [K210-] - CJ625 - TRP	CJ614 MNM <b>3300</b> CJ625 MNM <b>FL75</b>

**GIANO 5Q / KAPIL 5T / LURON 5Q / PALERMO 5Q / ROSAS 5Q / TRAPANI 5Q**  
**RWYs 20 (202°) / 25 (245°)**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>GIANO 5Q</b> 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - SOSUB - GIANO	CJ603 MNM <b>5000</b> GIANO MNM <b>FL100</b>
<b>KAPIL 5T</b> (ATC) 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - SOSUB - KAPIL	CJ603 MNM <b>5000</b> KAPIL MNM <b>FL90</b>
<b>LURON 5Q</b> 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - SOSUB - LURON	CJ603 MNM <b>5000</b> LURON MNM <b>FL100</b>
<b>PALERMO 5Q</b> <b>PAL 5Q</b> 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - CJ606 [K220-] - CJ611 - PAL	CJ603 MNM <b>5000</b> CJ611 MNM <b>FL80</b>
<b>ROSAS 5Q</b> 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - SOSUB - ROSAS	CJ603 MNM <b>5000</b> ROSAS MNM <b>FL80</b>
<b>TRAPANI 5Q</b> <b>TRP 5Q</b> 8.7% to 1000 5.0% <b>120.200</b>	201° [A450+] - 299° CJ603 [K200-] - CJ606 - TRP	CJ603 MNM <b>5000</b>
	<b>Runway 25</b>	
<b>GIANO 5Q</b> 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 - SOSUB - GIANO	CJ603 MNM <b>5000</b> GIANO MNM <b>FL100</b>
<b>KAPIL 5T</b> (ATC) 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 - SOSUB - KAPIL	CJ603 MNM <b>5000</b> KAPIL MNM <b>FL90</b>

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RNAV SIDs RWYs 20/25

SIDPT

LURON 5Q / PALERMO 5Q / ROSAS 5Q / TRAPANI 5Q / TRAPANI 5T

RWY 25 (245°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>LURON 5Q</b> 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 - SOSUB - LURON	CJ603 MNM <b>5000</b> LURON MNM <b>FL100</b>
<b>PALERMO 5Q</b> <b>PAL 5Q</b> 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 [K220-] - CJ606 [K220-] - CJ611 - PAL	CJ603 MNM <b>5000</b> CJ611 MNM <b>FL80</b>
<b>ROSAS 5Q</b> 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 - SOSUB - ROSAS	CJ603 MNM <b>5000</b> ROSAS MNM <b>FL80</b>
<b>TRAPANI 5Q</b> <b>TRP 5Q</b> 5.0% <b>120.200</b>	244° <u>CJ601</u> - 299° CJ603 - CJ606 - TRP	CJ603 MNM <b>5000</b>
<b>TRAPANI 5T</b> <b>TRP 5T</b> (ATC) 6.6% <b>120.200</b>	244° <u>CJ601</u> - CJ607 - CJ608 - CJ609 - TRP	CJ607 MNM <b>2800</b> CJ608 MNM <b>5000</b> CJ609 MNM <b>FL80</b>

**GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A**

RWY 02 (022°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
<b>GIANO 5A</b> 7.5% <b>120.200</b>	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>LT</b> 293° - intercept R323 <b>PRS</b> to SALAP - RONDI - GIANO	D3 <b>PRS</b> MNM <b>1000</b> RONDI MNM <b>FL100</b>
<b>KAPIL 6A</b> 7.5% <b>120.200</b>	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - LOUIS - KAPIL	D3 <b>PRS</b> MNM <b>1000</b> LOUIS MNM <b>5000</b>
<b>LURON 5A</b> 7.5% <b>120.200</b>	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>LT</b> 334° - intercept R004 <b>PRS</b> to SASLI - at FIZZY <b>LT</b> intercept R355 <b>PAL</b> to LURON	D3 <b>PRS</b> MNM <b>1000</b>
<b>PALERMO 6A</b> <b>PAL 6A</b> 7.5% <b>120.200</b> ①	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> to TEKRA - intercept R290 <b>PAL</b> to <b>PAL</b> / QDM 110 <b>PAL</b> to <b>PAL</b>	D3 <b>PRS</b> MNM <b>1000</b> LOUIS MNM <b>5000</b> R198/D6 <b>PRS</b> MNM <b>FL80</b>
<b>PALERMO 7B</b> <b>PAL 7B</b> 7.5% <b>120.200</b> ②	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>RT</b> intercept R035 <b>PRS</b> to SIDRO - <b>RT</b> direct NUDRA intercept R028 <b>PAL</b> to <b>PAL</b> / QDM 208 <b>PAL</b> to <b>PAL</b>	D3 <b>PRS</b> MNM <b>1000</b> SIDRO MNM <b>5000</b> R076/D11 <b>PRS</b> MNM <b>FL80</b>
<b>ROSAS 7B</b> 7.5% <b>120.200</b>	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>RT</b> intercept R035 <b>PRS</b> to SIDRO - intercept R017 <b>PAL</b> to SPUMA - ROSAS	D3 <b>PRS</b> MNM <b>1000</b>
<b>TRAPANI 6A</b> <b>TRP 6A</b> 7.5% <b>120.200</b>	at D3 <b>PRS</b> (D2.2 <b>ITO</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> intercept R017 <b>TRP</b> to <b>TRP</b> / QDM 200 <b>TRP</b> to <b>TRP</b>	D3 <b>PRS</b> MNM <b>1000</b> LOUIS MNM <b>5000</b>

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

**GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A**

RWY 07 (065°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>GIANO 5A</b> 6.1% <b>120.200</b>	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 293° - intercept R323 <b>PRS</b> to SALAP - RONDÌ - GIANO	D4 <b>PRS</b> MNM <b>800</b> RONDÌ MNM <b>FL100</b>
<b>KAPIL 6A</b> 6.1% <b>120.200</b>	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - LOUIS - KAPIL	D4 <b>PRS</b> MNM <b>800</b> LOUIS MNM <b>5000</b>
<b>LURON 5A</b> 6.1% <b>120.200</b>	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 334° - intercept R004 <b>PRS</b> to SASLI - at FIZZY <b>LT</b> intercept R355 <b>PAL</b> to LURON	D4 <b>PRS</b> MNM <b>800</b>
<b>PALERMO 6A</b> <b>PAL 6A</b> 6.1% <b>120.200</b> ①	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> to TEKRA - intercept R290 <b>PAL</b> to <b>PAL</b> / QDM 110 <b>PAL</b> to <b>PAL</b>	D4 <b>PRS</b> MNM <b>800</b> LOUIS MNM <b>5000</b> R198/D6 <b>PRS</b> MNM <b>FL80</b>
<b>PALERMO 7B</b> <b>PAL 7B</b> 6.1% <b>120.200</b> ②	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 005° - intercept R035 <b>PRS</b> to SIDRO - <b>RT</b> direct NUDRA intercept R028 <b>PAL</b> to <b>PAL</b> / QDM 208 <b>PAL</b> to <b>PAL</b>	D4 <b>PRS</b> MNM <b>800</b> SIDRO MNM <b>5000</b> R076/D11 <b>PRS</b> MNM <b>FL80</b>
<b>ROSAS 7B</b> 6.1% <b>120.200</b>	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 005° - intercept R035 <b>PRS</b> to SIDRO - intercept R017 <b>PAL</b> to SPUMA - ROSAS	D4 <b>PRS</b> MNM <b>800</b>
<b>TRAPANI 6A</b> <b>TRP 6A</b> 6.1% <b>120.200</b>	at D4 <b>PRS</b> (D2.1 <b>RAI</b> ) <b>LT</b> 229° - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> intercept R017 <b>TRP</b> to <b>TRP</b> / QDM 200 <b>TRP</b> to <b>TRP</b>	D4 <b>PRS</b> MNM <b>800</b> LOUIS MNM <b>5000</b>

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

**GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A**

RWY 20 (202°)

	GS	120	150	180	210	240	270
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
<b>GIANO 5A</b> 8.7% to 1000 <b>120.200</b>	217° - at MNM <b>500 RT</b> 353° (MAX 210KT) - intercept R323 <b>PRS</b> to SALAP - RONDİ - GIANO	RONDİ MNM <b>FL100</b>
<b>KAPIL 6A</b> 8.7% to 1000 <b>120.200</b>	217° - at MNM <b>500 RT</b> 326° (MAX 210KT) - intercept R282 <b>PRS</b> to KERON - LOUIS - KAPIL	LOUIS MNM <b>5000</b>
<b>LURON 5A</b> 8.7% to 1000 <b>120.200</b>	217° - at MNM <b>500 RT</b> 034° (MAX 210KT) - intercept R004 <b>PRS</b> to SASLI - at FIZZY <b>LT</b> intercept R355 <b>PAL</b> to LURON	
<b>PALERMO 6A</b> <b>PAL 6A</b> 8.7% to 1000 <b>120.200</b> ①	217° - at MNM <b>500 RT</b> 326° (MAX 210KT) - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> to TEKRA - intercept R290 <b>PAL</b> to <b>PAL</b> / QDM 110 <b>PAL</b> to <b>PAL</b>	LOUIS MNM <b>5000</b> R198/D6 <b>PRS</b> MNM <b>FL80</b>
<b>PALERMO 7B</b> <b>PAL 7B</b> 8.7% to 1000 <b>120.200</b> ②	217° - at MNM <b>500 RT</b> 065° (MAX 210KT) - intercept R035 <b>PRS</b> to SIDRO - <b>RT</b> direct NUDRA - intercept R028 <b>PAL</b> to <b>PAL</b> / QDM 208 <b>PAL</b> to <b>PAL</b>	SIDRO MNM <b>5000</b> R076/D11 <b>PRS</b> MNM <b>FL80</b>
<b>ROSAS 7B</b> 8.7% to 1000 <b>120.200</b>	217° - at MNM <b>500 RT</b> 065° (MAX 210KT) - intercept R035 <b>PRS</b> to SIDRO - intercept R017 <b>PAL</b> to SPUMA - ROSAS	
<b>TRAPANI 6A</b> <b>TRP 6A</b> 8.7% to 1000 <b>120.200</b>	217° - at MNM <b>500 RT</b> 326° (MAX 210KT) - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> intercept R017 <b>TRP</b> to <b>TRP</b> / QDM 200 <b>TRP</b> to <b>TRP</b>	LOUIS MNM <b>5000</b>

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

19-APR-2018

PMO-LICJ

5-80

SIDs RWY 25

SIDPT

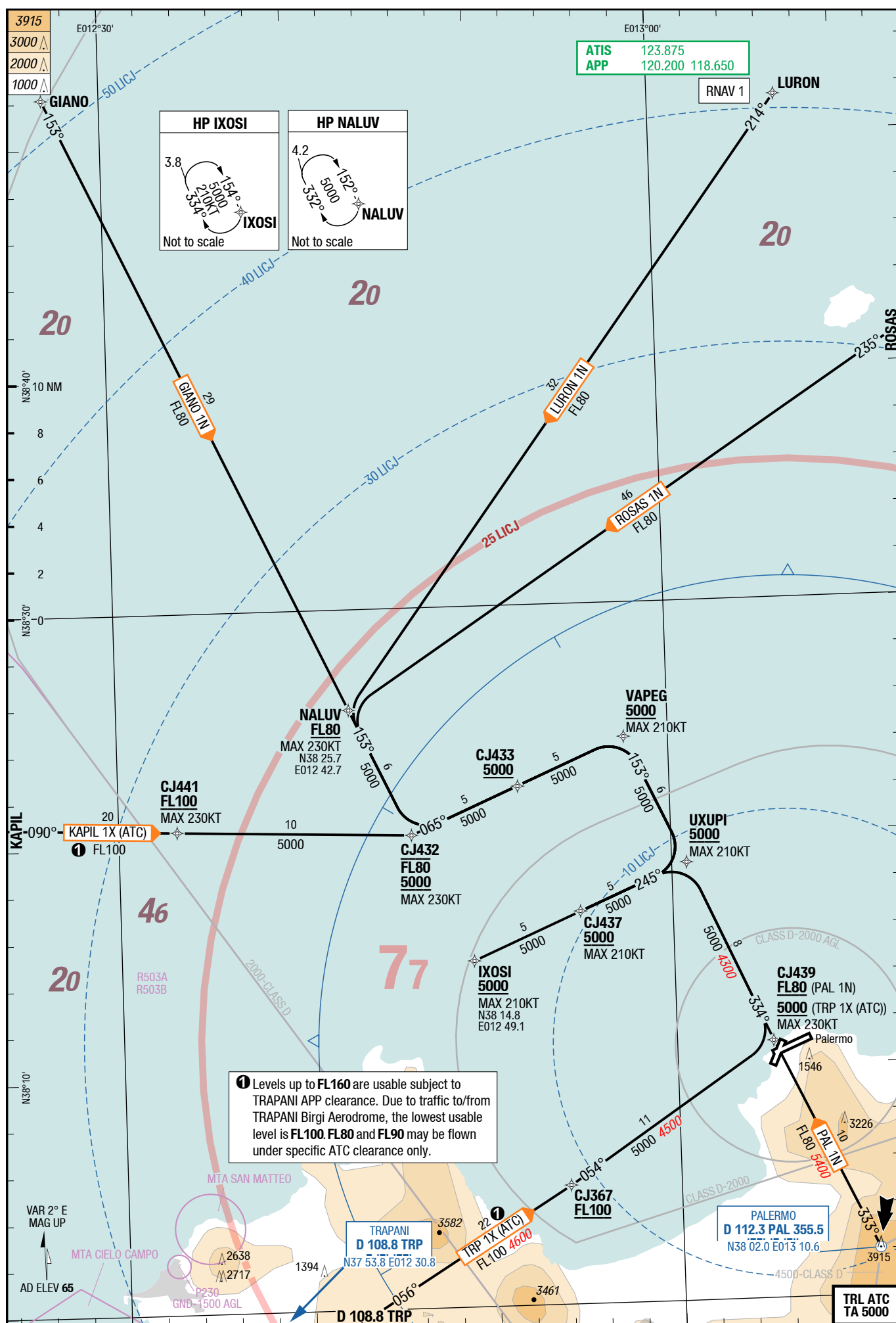
**GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A**

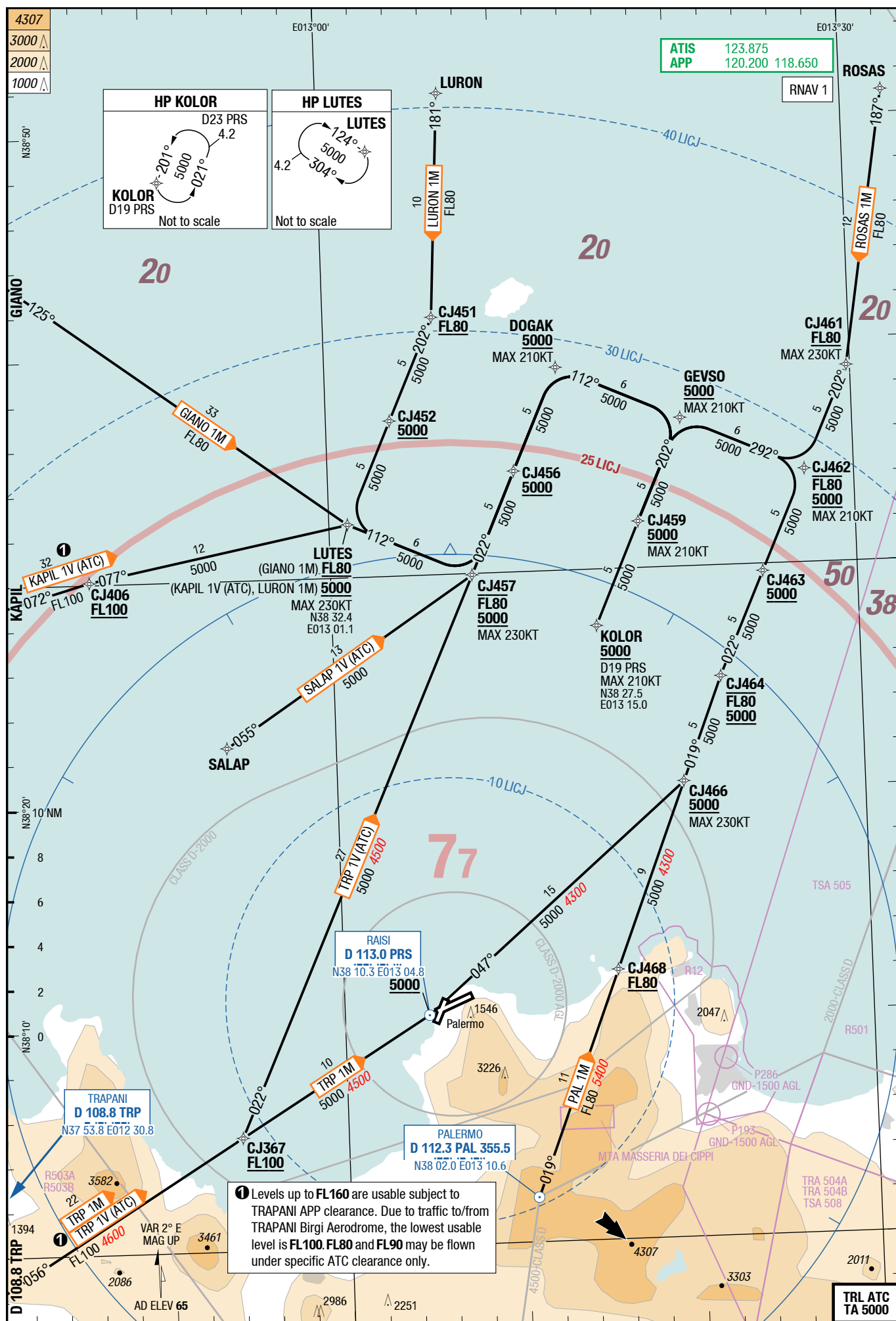
RWY 25 (245°)

DESIGNATOR	ROUTING	ALTITUDES
<b>GIANO 5A</b> <b>120.200</b>	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 353° - intercept R323 <b>PRS</b> to SALAP - ROND1 - GIANO	D2 <b>PRS</b> MNM <b>500</b> ROND1 MNM <b>FL100</b>
<b>KAPIL 6A</b> <b>120.200</b>	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 326° - intercept R282 <b>PRS</b> to KERON - LOUIS - KAPIL	D2 <b>PRS</b> MNM <b>500</b> LOUIS MNM <b>5000</b>
<b>LURON 5A</b> <b>120.200</b>	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 034° - intercept R004 <b>PRS</b> to SASLI - at FIZZY <b>LT</b> intercept R355 <b>PAL</b> to LURON	D2 <b>PRS</b> MNM <b>500</b>
<b>PALERMO 6A</b> <b>PAL 6A</b> <b>120.200</b> ①	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 326° - intercept R282 <b>PRS</b> to KERON - at LOUIS <b>LT</b> to TEKRA - intercept R290 <b>PAL</b> to <b>PAL</b> / QDM 110 <b>PAL</b> to <b>PAL</b>	D2 <b>PRS</b> MNM <b>500</b> LOUIS MNM <b>5000</b> R198/D6 <b>PRS</b> MNM <b>FL80</b>
<b>PALERMO 7B</b> <b>PAL 7B</b> <b>120.200</b> ②	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 065° - intercept R035 <b>PRS</b> to SIDRO - <b>RT</b> direct NUDRA - intercept R028 <b>PAL</b> to <b>PAL</b> / QDM 208 <b>PAL</b> to <b>PAL</b>	D2 <b>PRS</b> MNM <b>500</b> SIDRO MNM <b>5000</b> R076/D11 <b>PRS</b> MNM <b>FL80</b>
<b>ROSAS 7B</b> <b>120.200</b>	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 065° - intercept R035 <b>PRS</b> to SIDRO - intercept R017 <b>PAL</b> to SPUMA - ROSAS	D2 <b>PRS</b> MNM <b>500</b>
<b>TRAPANI 6A</b> <b>TRP 6A</b> <b>120.200</b>	at D2 <b>PRS</b> (D3.8 <b>RAI</b> ) <b>RT</b> 326° - intercept R282 <b>PRS</b> to KERON at LOUIS <b>LT</b> intercept R017 <b>TRP</b> to <b>TRP</b> / QDM 200 <b>TRP</b> to <b>TRP</b>	D2 <b>PRS</b> MNM <b>500</b> LOUIS MNM <b>5000</b>

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.





**PMO-LICJ**



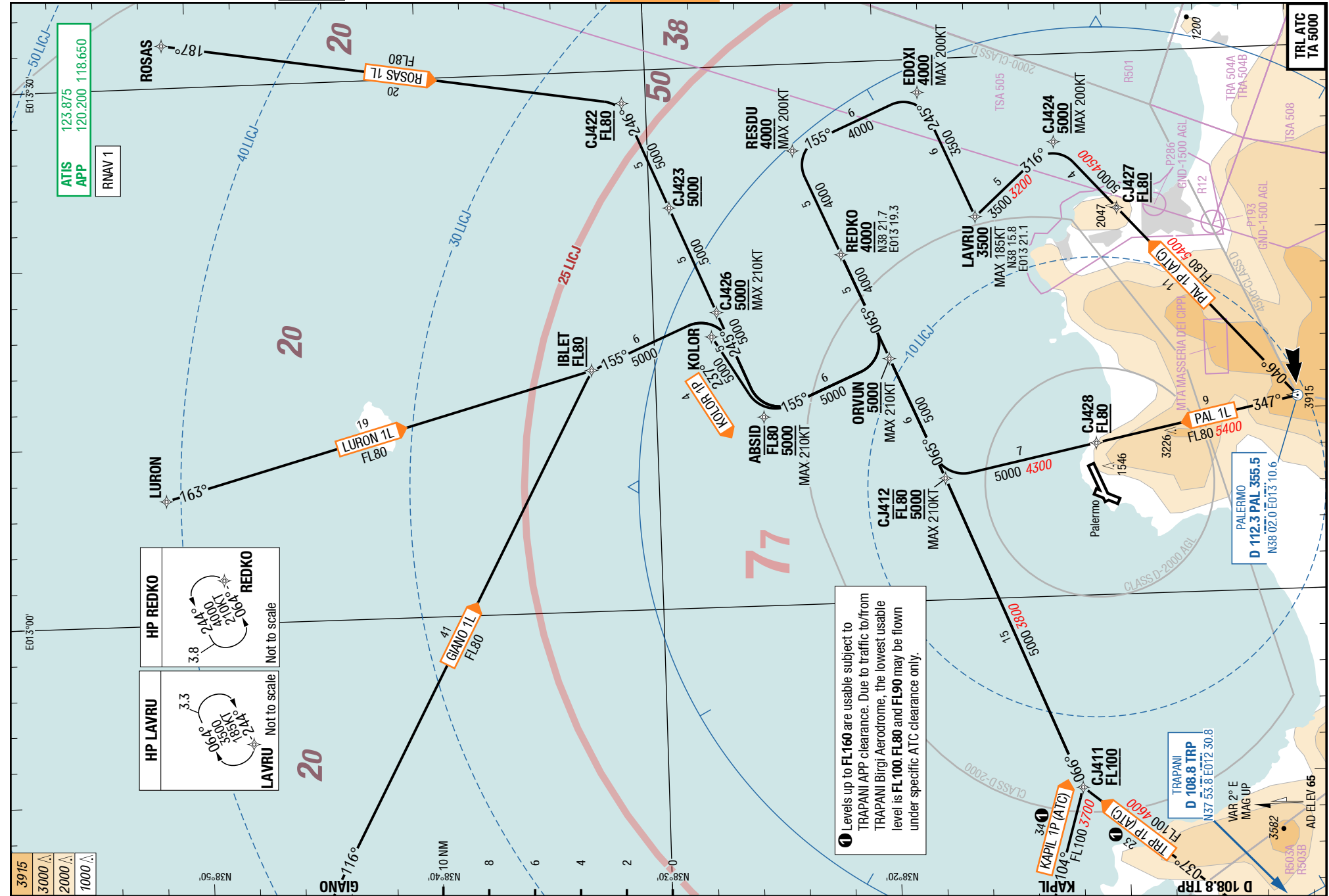
## RNAV STARs 25

# STAR

# STAR

NIL

## RNAV STARs 25



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Changes: New

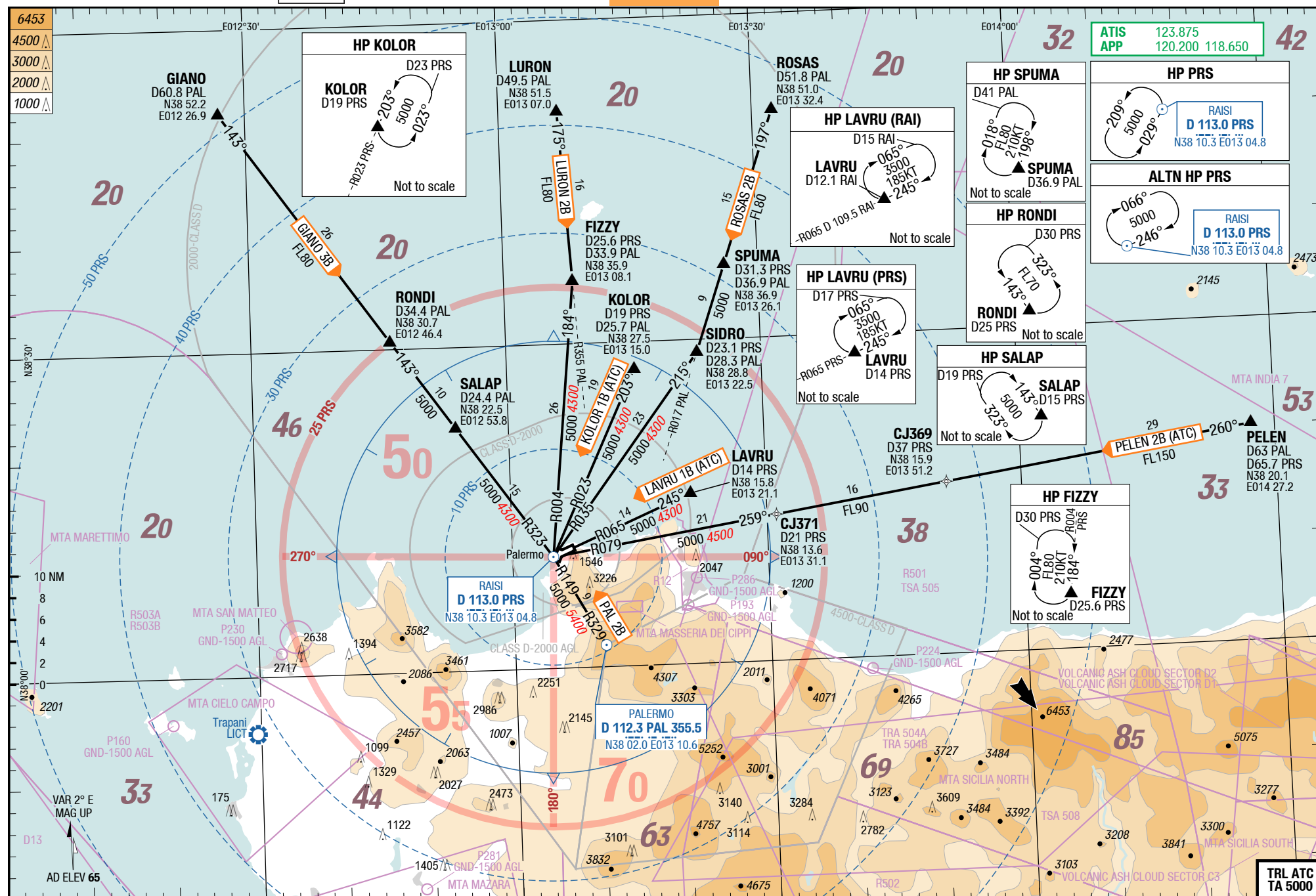
**PMO-LICJ**

## STARs Bravo

# STAR

# STAR

## STARs Bravo



Changes: PROC, NAVAID, Page Number, PROC renumbered, HLDG

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Effective 26-APR-2018

19-APR-2018

PMO-LICJ

Italy Palermo Punta Raisi

6-60

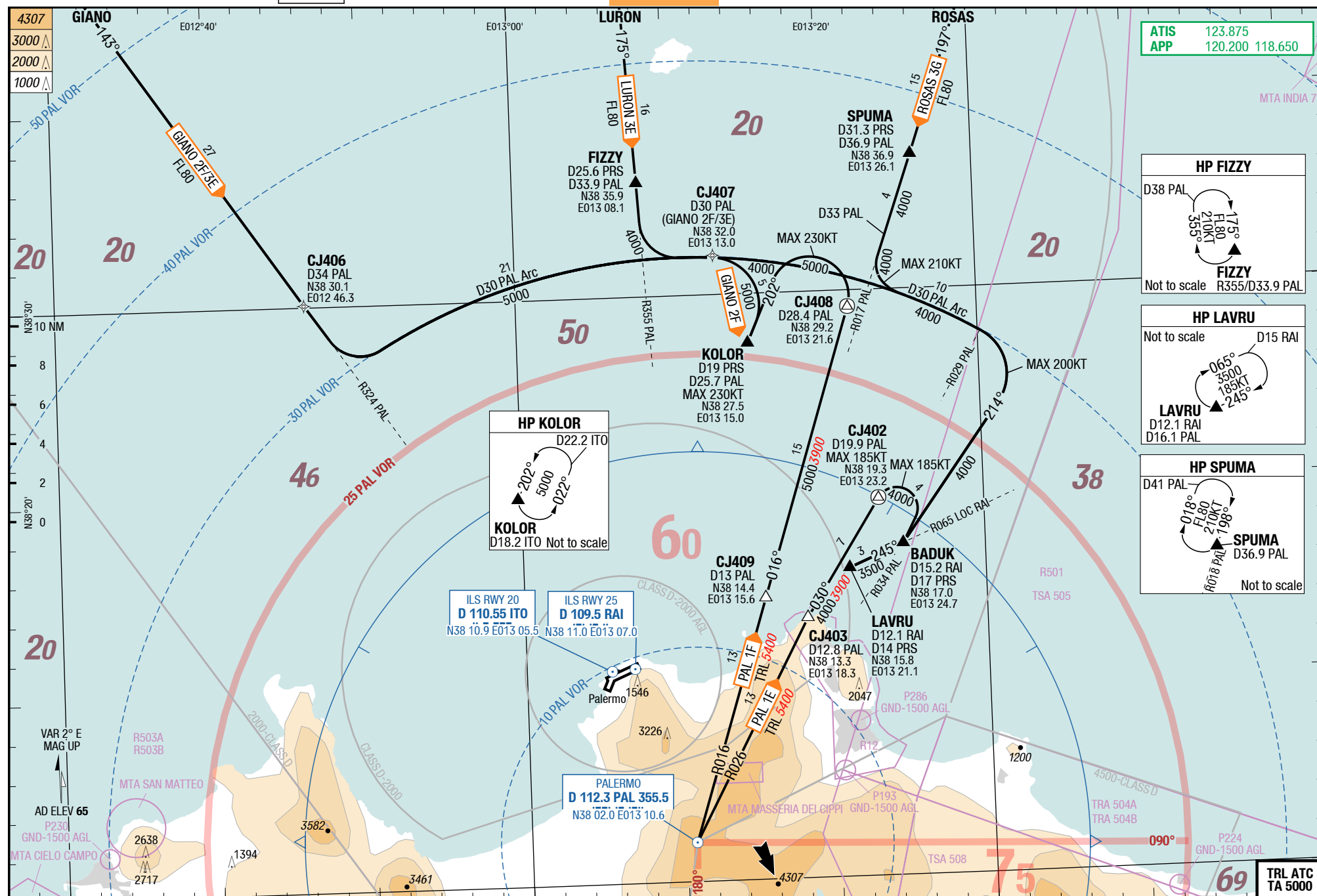
STARs Echo/Foxtrot/Golf

STAR

STAR

Punta Raisi Palermo Italy

STARs Echo/Foxtrot/Golf

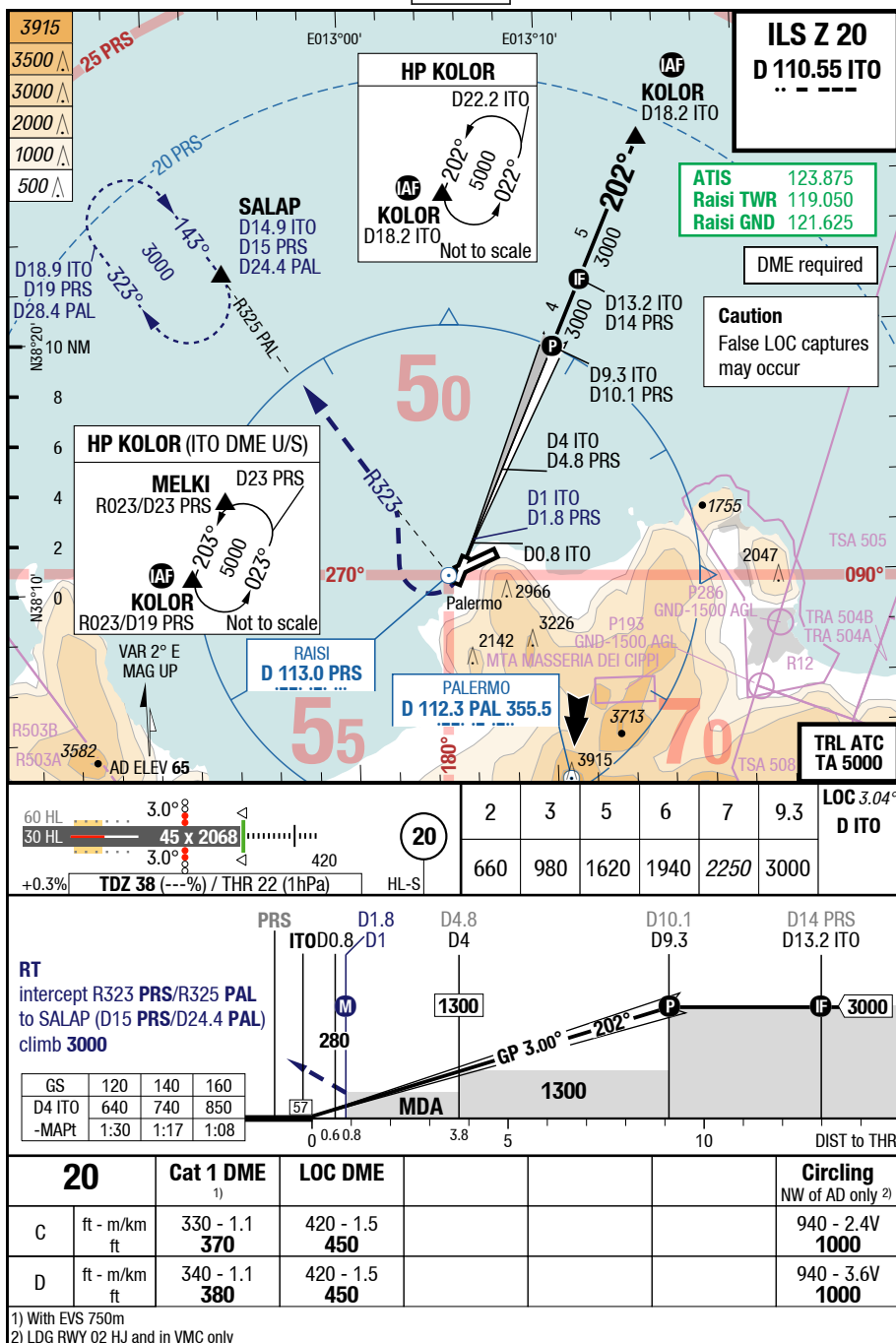


Changes: MSA, PROC, NAVAID, Page Number, chart title

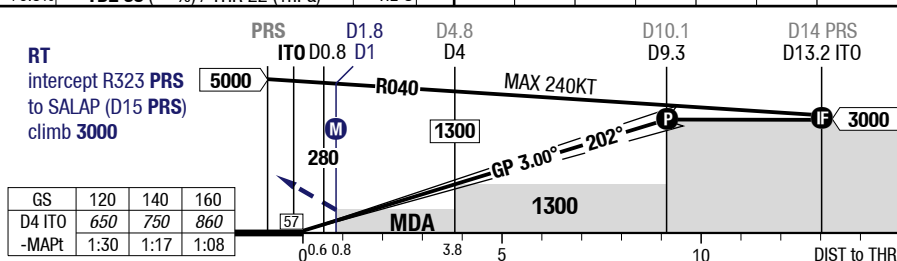
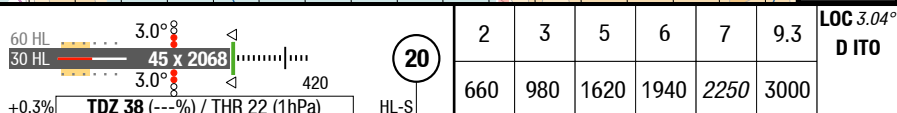
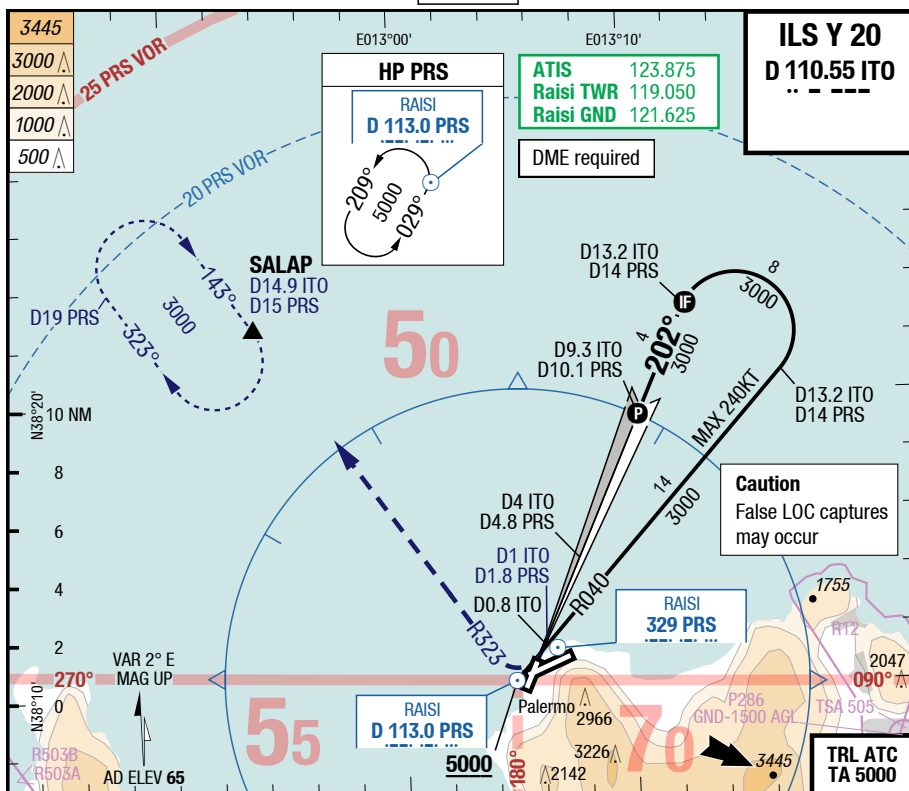
PMO-LICJ

7-10

ILS Z 20



7-20



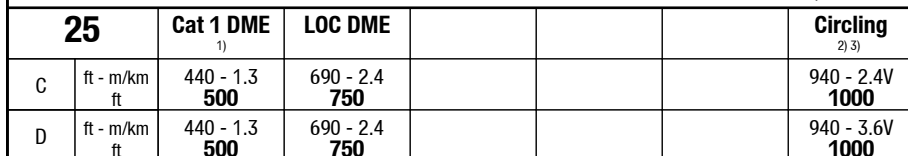
20		Cat 1 DME 1)	LOC DME				Circling NW of AD only 2)
C	ft - m/km ft	330 - 1.1 370	420 - 1.5 450				940 - 2.4V 1000
D	ft - m/km ft	340 - 1.1 380	420 - 1.5 450				940 - 3.6V 1000

	..
1) With EVS 750m	

2) LDG RWY 02 HJ and in VMC only

Changes: MIN

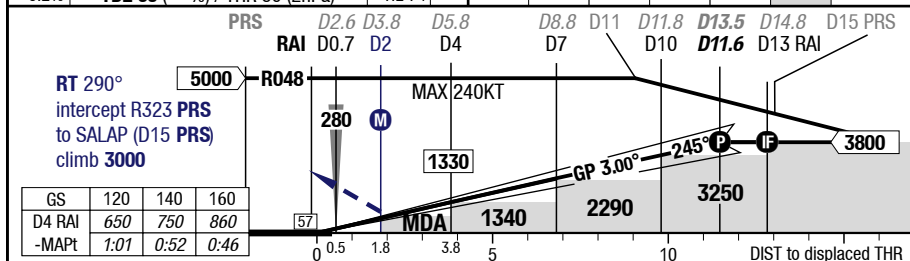
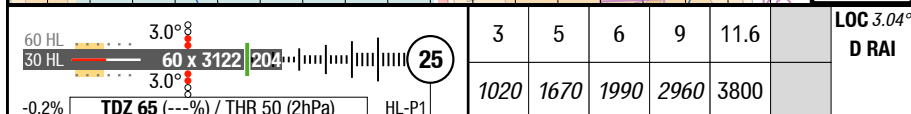
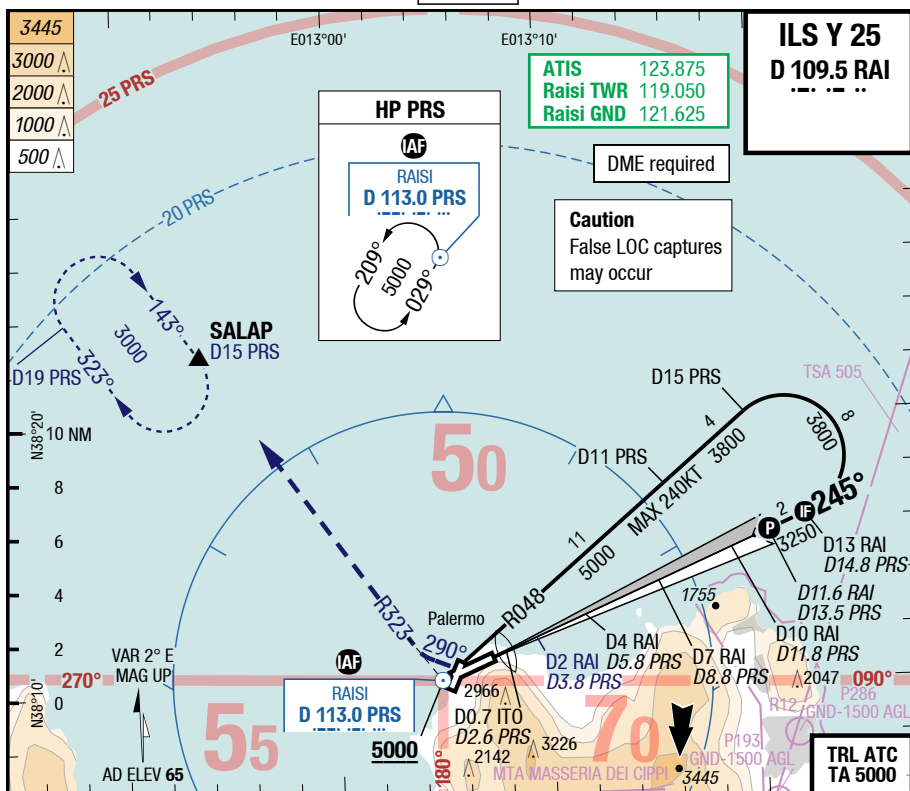
**ILS Z 25**



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**7-40**

**ILS Y 25**



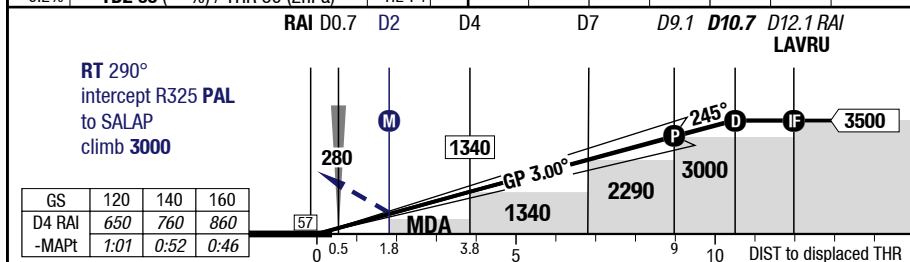
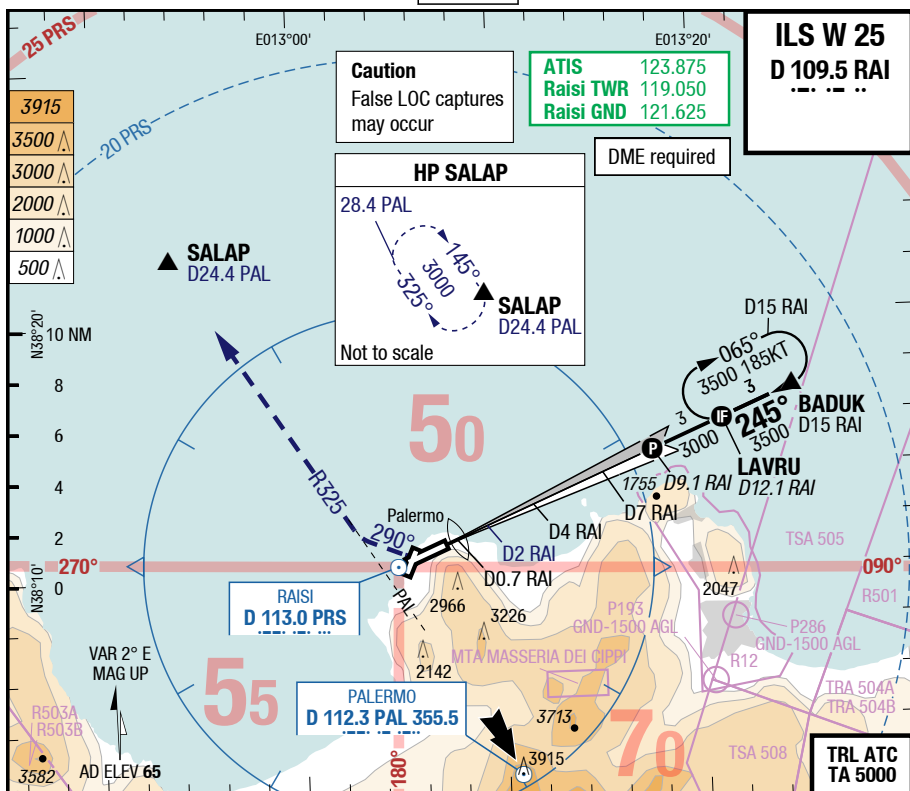
<b>25</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b> 2) 3)
C	ft - m/km ft	440 - 1.3 <b>500</b>	690 - 2.4 <b>750</b>				940 - 2.4V <b>1000</b>
D	ft - m/km ft	440 - 1.3 <b>500</b>	690 - 2.4 <b>750</b>				940 - 3.6V <b>1000</b>

1) With EVS 900m	
------------------	--

2) LDG RWY 02 HJ and in VMC only

3) NW of AD only

**7-50**

**ILS W 25**

<b>25</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b> 2) 3)
C	ft - m/km ft	440 - 1.3 <b>500</b>	690 - 2.4 <b>750</b>				940 - 2.4V <b>1000</b>
D	ft - m/km ft	440 - 1.3 <b>500</b>	690 - 2.4 <b>750</b>				940 - 3.6V <b>1000</b>

1) With EVS 900m	
------------------	--

2) LDG RWY 02 HJ and in VMC only

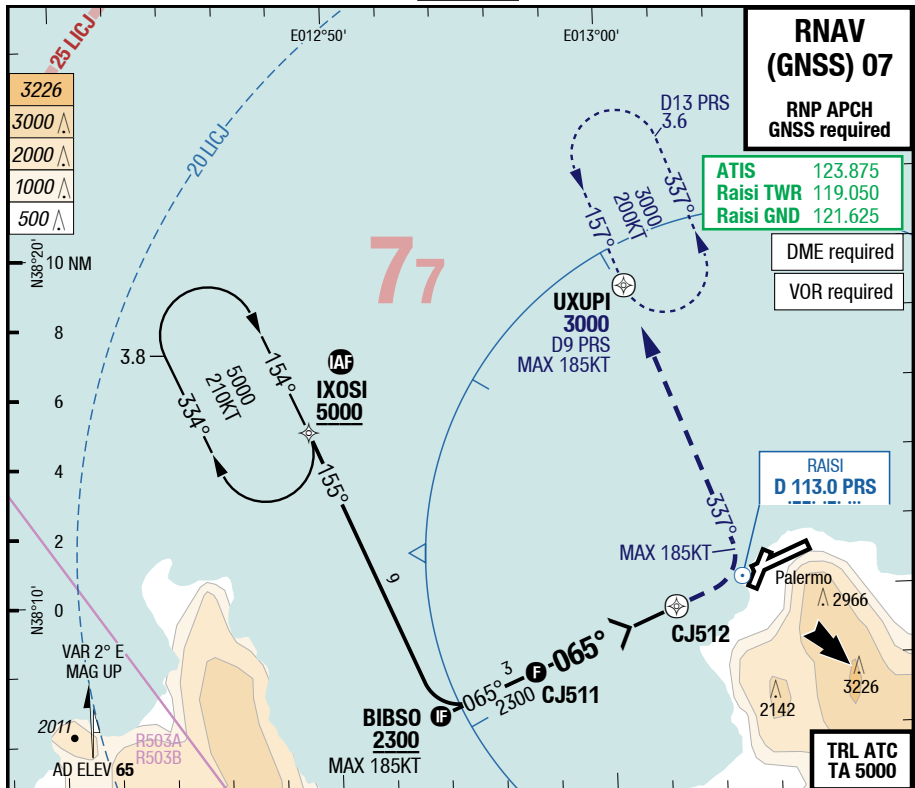
3) NW of AD only

Changes: ALT, DIST ALT table, Profile

## PMO-LICJ

7-70

## RNAV (GNSS) 07



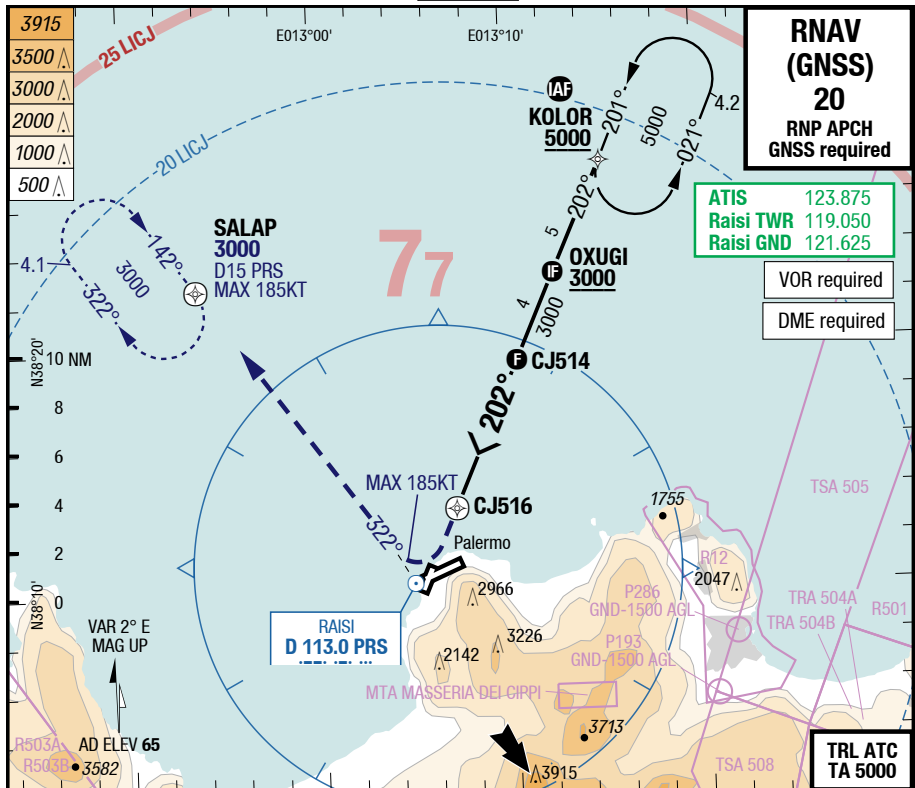
07		RNAV GNSS				Circling
		LNAV				NW of AD only 1)
C	ft - m/km ft	840 - 2.4 880				940 - 2.4V 1000
D	ft - m/km ft	840 - 2.4 880				940 - 3.6V 1000

1) LDG RWY 02 HJ and in VMC only

## PMO-LICJ

7-80

## RNAV (GNSS) 20



60 HL 3.0° 8  
30 HL 45 x 2068  
+0.3% TDZ 38 (---%) / THR 22 (1hPa)

20

1	2	3	4	5	6.6	3.00°
1230	1550	1870	2190	2510	3000	<b>CJ516</b>

CJ516

6.6  
CJ51410.5 CJ516  
OXUGI

**RT (MAX 185KT)**  
322° to SALAP  
climb 3000

GS	120	140	160
CJ514	640	740	850
-MAPt	3:17	2:49	2:28



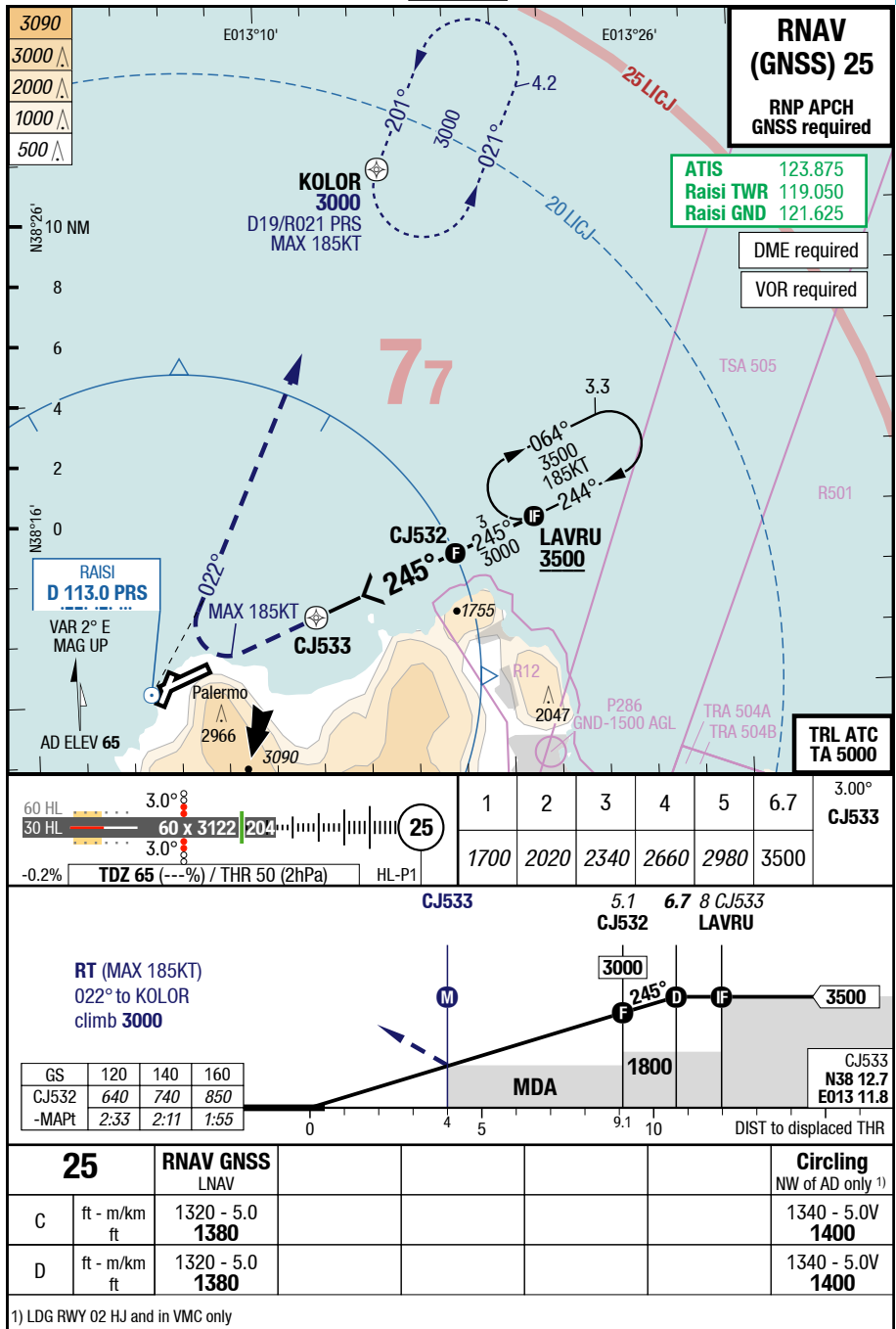
20	RNAV GNSS	LNAV 1)	Circling	NW of AD only 2)
C	ft - m/km ft	880 - 2.4 910	940 - 2.4V 1000	
D	ft - m/km ft	880 - 2.4 910	940 - 3.6V 1000	

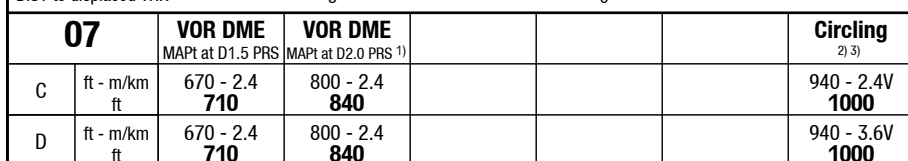
1) Timing to determine MAPt NA  
2) LDG RWY 02 HJ and in VMC only

## PMO-LICJ

7-90

## RNAV (GNSS) 25



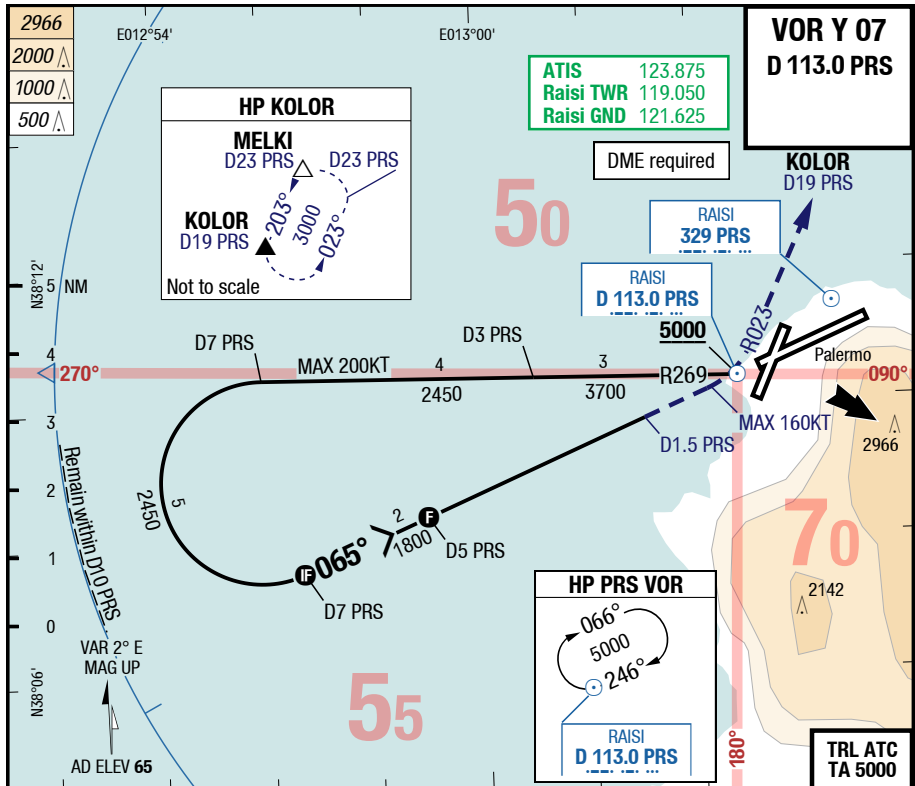


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PMO-LICJ

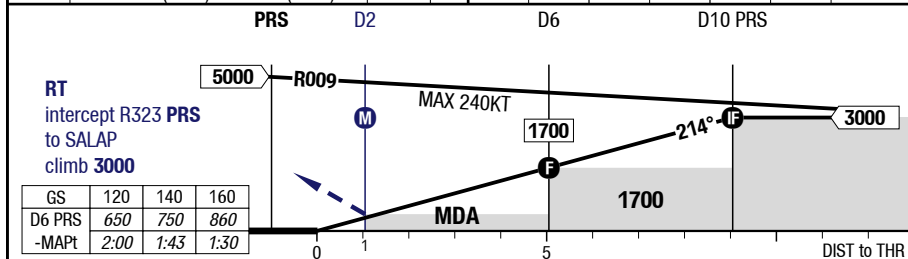
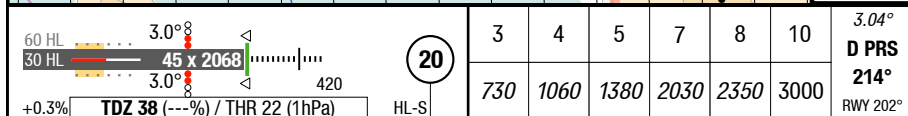
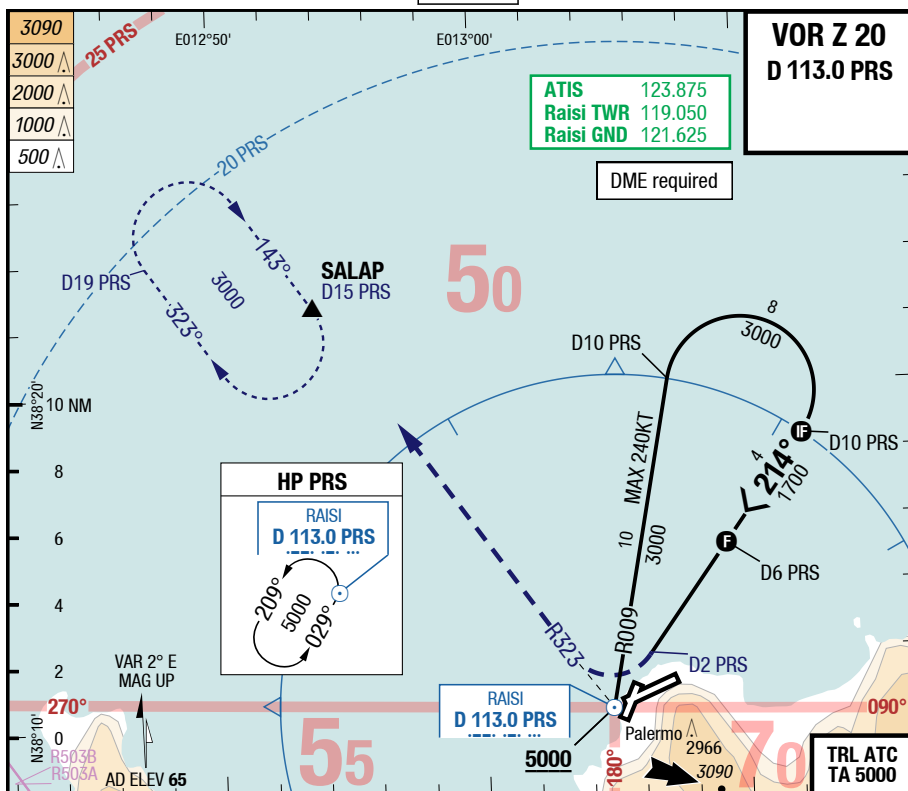
7-120

VOR Y 07



07		VOR DME MAPt at D1.5 PRS	VOR DME MAPt at D2.0 PRS 1)	Circling 2) 3)	
C	ft - m/km ft	670 - 2.4 710	800 - 2.4 840	940 - 2.4V 1000	
D	ft - m/km ft	670 - 2.4 710	800 - 2.4 840	940 - 3.6V 1000	

1) no decimal DME reading  
2) LDG RWY 02 HJ and in VMC only  
3) NW of AD only



20		VOR DME					Circling NW of AD only 1)
C	ft - m/km ft	470 - 1.8 500					940 - 2.4V 1000
D	ft - m/km ft	470 - 1.8 500					940 - 3.6V 1000

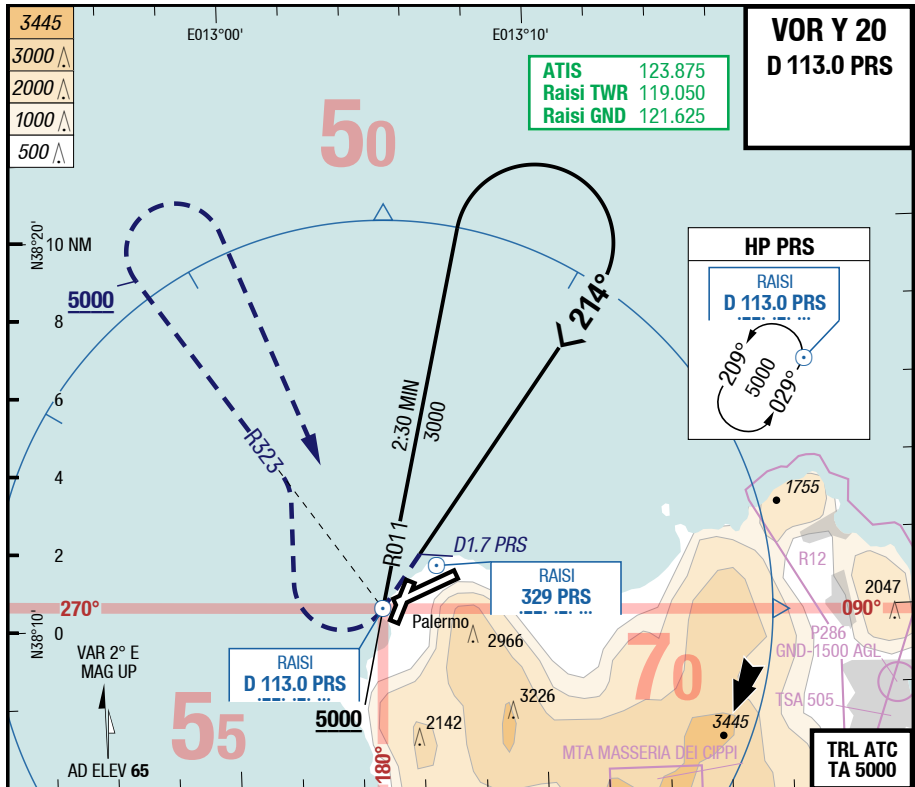
1) LDG RWY 02 HJ and in VMC only

Changes: MIN

PMO-LICJ

7-140

VOR Y 20



60 HL 3.0° 8  
30 HL 45 x 2068  
+0.3% TDZ 38 (---%) / THR 22 (1hPa)

20

4	5	6	7	8	10.1
1040	1360	1680	2000	2320	3000

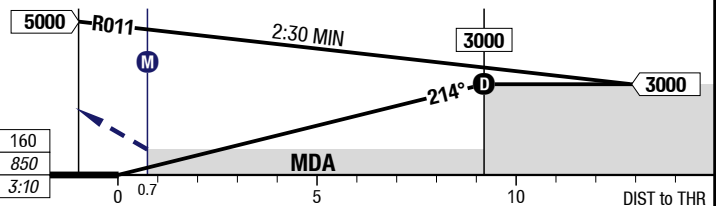
3.00°  
**D PRS**  
**214°**  
RWY 202°

PRS D1.7 (ABM PRS NDB)

D10.1 PRS

direct PRS VOR RT  
intercept R323 PRS  
at MNM 5000 RT  
direct PRS  
maintain 5000

GS	120	140	160
D10.1 PRS	640	740	850
-MAPt	4:14	3:37	3:10



20	VOR						Circling 1) 2)
C	ft - m/km ft	850 - 3.4 890					940 - 3.4V 1000
D	ft - m/km ft	850 - 3.4 890					940 - 3.6V 1000

- 1) LDG RWY 02 HJ and in VMC only  
2) NW of AD only