

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:**

- Planning of SKED and charter flights 0500-2259±.
- HR 2300-0500± PN forwarded ASAP.
- State, EMERG and humanitarian flights: H24

Airport Information**RFF:** CAT 6**Fuel:** 0500-2100± other times 2HR PN within operating HRs**PCN:** RWY 05/23: 84/F/A/W/T**Customs:** 0330-2330± other times as AD OPS Hours**Operation****Low Visibility Procedure**

LVP in use when RVR at or below 550m and CEIL is below 200ft.

OPS limited to one ACFT at a time when all or part of the maneuvering area cannot be visually monitored.

ARR:

Vacate RWY via TWY H when directed to APN 100 and via TWY G when directed to APN 200/300.

Report to the TWR when ILS sensitive area has been vacated (identified by the end of the green/yellow color coded TWY center line lights) and when the assigned stand has been reached.

DEP:

When leaving APN 100 enter RWY via TWY F and when leaving APN 200/300 enter RWY via TWY G.

In case of an rejected TKOF, vacate RWY only via TWY H.

Follow-me AVBL O/R.

In case of failure of RWY light PWR supply units, TKOF permitted only with VIS equal or above 800m.

RWY Restrictions

For TKOF RWY 23, 114m / 374ft are AVBL beyond RWY-end RWY 05.

For TKOF RWY 05, 45m / 147ft are AVBL beyond RWY-end RWY 23.

TWY Restrictions

TWY M width 21m / 69ft.

TWY H, K width 18m / 59ft.

TWY L, P width 17m / 56ft.

TWY G width 15m / 49ft.

Taxi/Parking

Follow-me only for taxi to stands, except when LVP in force.

ACFT vacating RWY via TWY H direct to stands 101-107, follow TWY B and then TWY A in counterclockwise direction.

ACFT vacating RWY via TWY F direct to stands 101-107, follow TWY A in counterclockwise direction.

ACFT leaving APN 100 direct to holding point M, follow TWY A in counterclockwise direction.

ACFT leaving APN 100 direct to holding point H or F, follow TWY A, then TWY B in counterclockwise direction.

APU

APN 100: Use of APU only permitted for the time required to perform ENG start.

APN 200/300: Use of APU restricted to 30min after ARR and 30min prior DEP.

GENERAL**Warnings**

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

PRT VOR/DME unusable at 25NM:

- R000-050 below 13000ft.
- R050-140 below 8000ft.
- R140-210 below 5000ft.
- R270-310 below 7000ft.
- R310-360 below 8000ft.

MAINT: 1st and 3rd WED of each month 0400-0530±.

IFZ DME-P limitations at 25NM:

- R000-R050 not usable.
- R050-R140 10000ft MRA.
- R140-R270 5000ft MRA.
- R270-R310 7000ft MRA.
- R310-R360 10000ft MRA.

IFZ LOC RWY 05 limitations:

- At 17NM 4500ft MRA.
- At 25 NM 5000ft MRA.

AD frequently affected by wind shear phenomena, mostly originated by winds with 5-20KT and NE direction. More often occurring in DEC and JAN.

Birds in vicinity of AD.

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

If PRT VOR/DME unusable, the reporting point designated to descend is GONGA, according to the planned arrival route.

After LDG:

Wait on RWY for follow-me.

During LVP:

Vacate RWY via TWY H and wait on first segment for follow-me.

ARRIVAL**Arrival Procedure**

Entry PROC: Report DIST on final at first contact with TWR.

RWY 23: Direct APCH prohibited.

Circling RWY 23

LDG RWY 23 with following additional conditions:

- HJ only.
- MNM VIS 5000m and ceiling 3000ft.
- no tailwind component.
- no snow/slush/water OPS allowed.
- LDG OPS must be performed only by pilot in command as PF (pilot flying) provided with qualification on RWY 23 achieved by a training flight without PAX on board including at least an APCH for RWY 05, two circling for RWY 23 as PIC or using an by ENAC approved flight simulator.
- All ENG's operating, no damages to brakes, flight controls and to the reverse system if AVBL.
- Warning: RWY 23 PAPI usable only in final part of circling. Obstacle surface affected by obstacle beyond 1.2NM from THR.

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

DEPARTURE**Take-off Minima**

RWY		23	
A, B, C	ft - m/km	0 - 250R/250V	-
D		Not applicable	-
RWY		05	
A, B, C	ft - m/km	c3000 - 5.0V	HJ only
D		Not applicable	-

Communication**COM Failure**

Continue strictly on the assigned taxi route to your taxi clearance limit and wait for the arrival of the follow-me vehicle in order to be guided back to the stand.

Departure Procedure**Start-up / Push-back**

When 'ACFT ready' status is communicated by APN, contact TWR to obtain push-back / taxi instructions and traffic information.

Visual Climb PROC

Obstacle separation as well as terrain clearance are pilots responsibility during initial climb-out.

De-Icing

AVBL O/R.

FLR-LIRQ

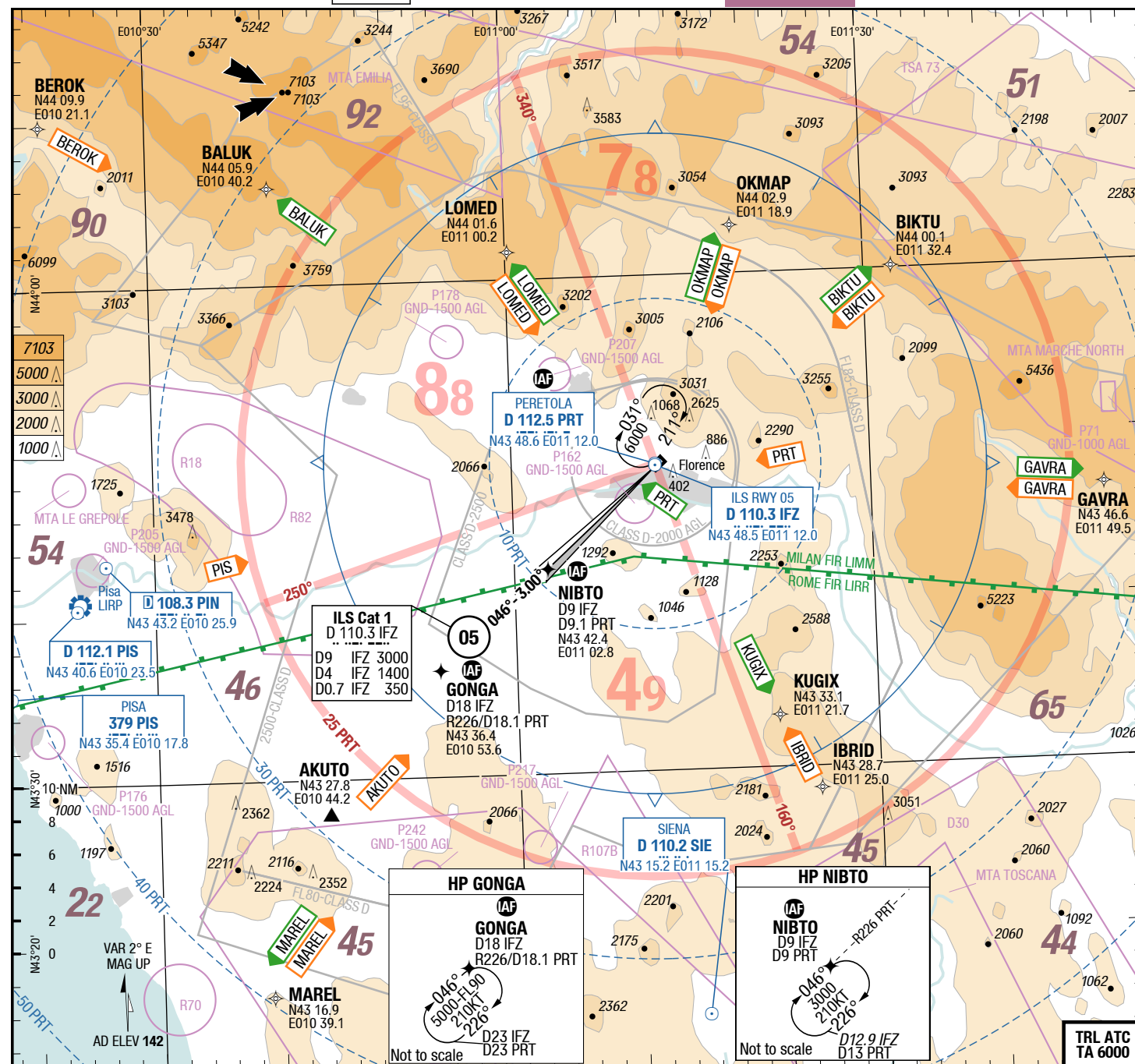
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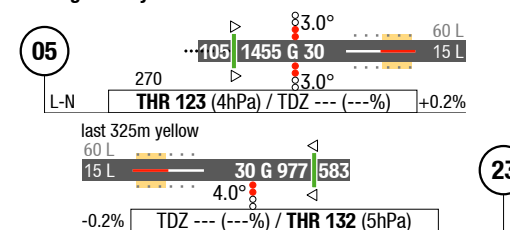
AFC

2-10



ATIS	129.350	
Firenze RAD	125.825	0600-2200 ‡
Roma ACC	124.200	
Padova ACC	134.750	
	128.575	
Milano ACC	129.075	
Firenze APP	125.825	
Firenze TWR	118.300	
	122.100	
APN info	131.575	0530-2200 ‡

Landing RWY system:



Changes: Nil

Effective 26-APR-2018

19-APR-2018

FLR-LIRQ

3-20

Italy Florence Peretola

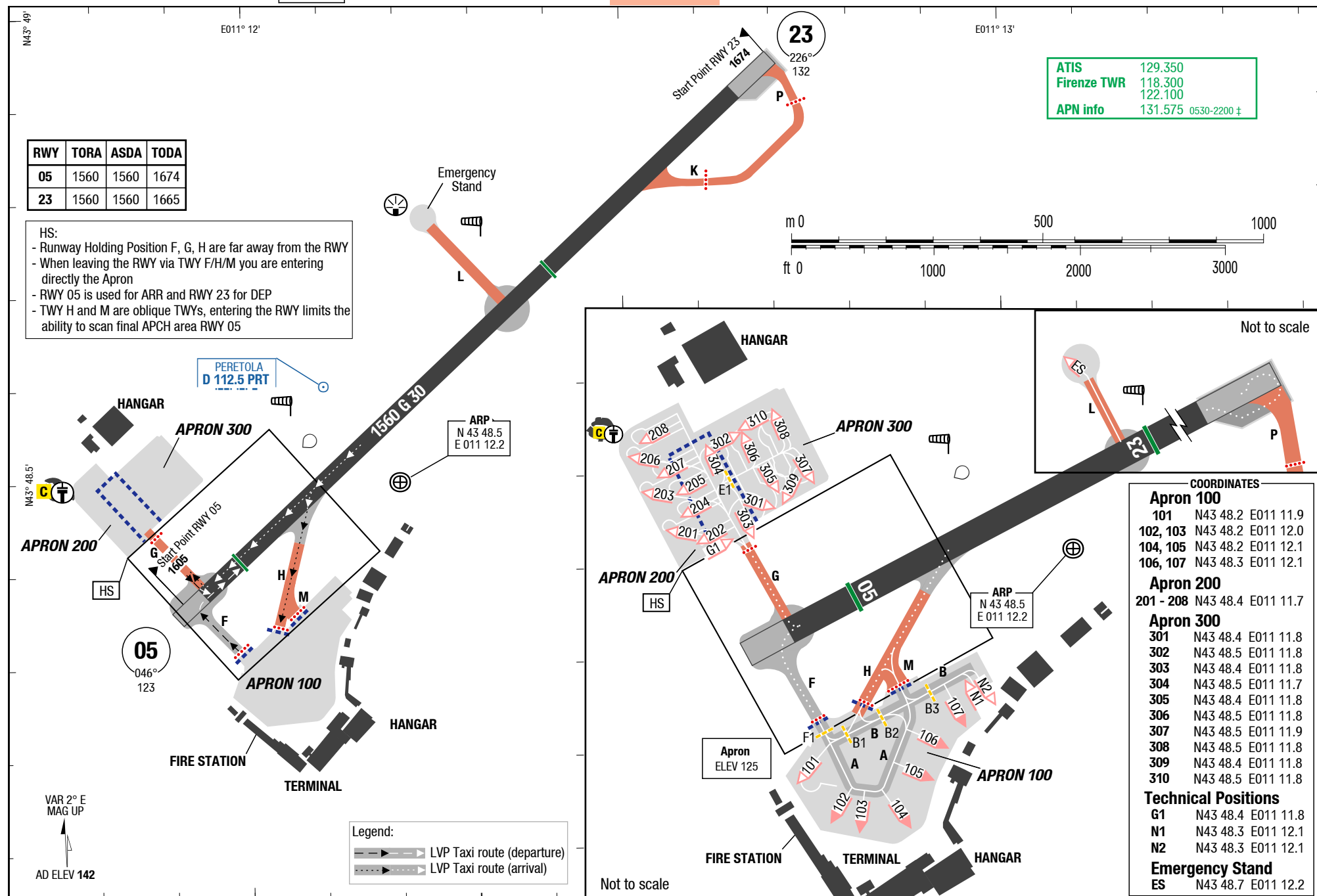
AGC

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Peretola Florence Italy

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Changes: TWY

FLR-LIRQ

Tempo RNAV SIDs 5M

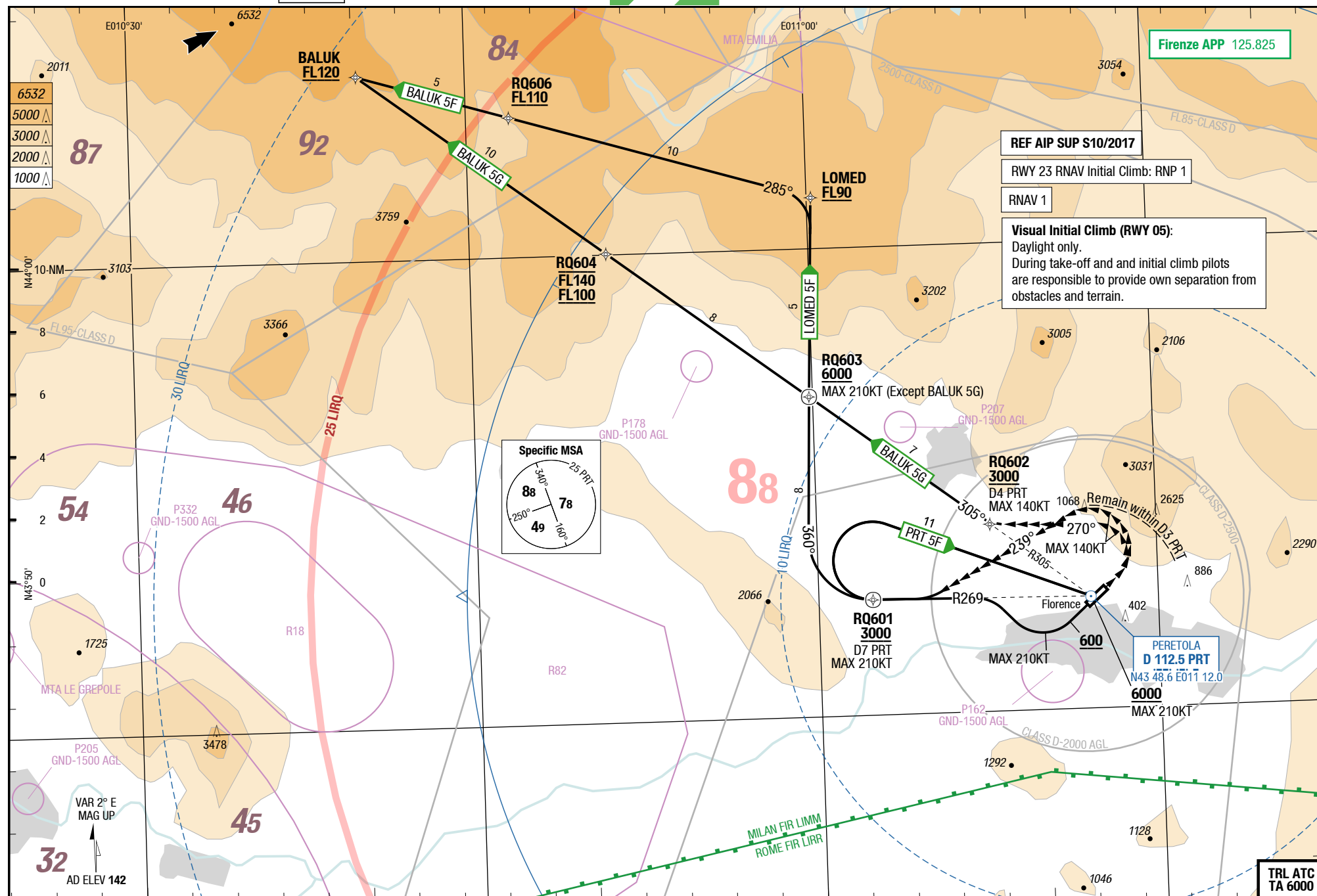
4-08

Tempo RNAV SIDs 5F/5G

SID

Tempo RNAV SIDs 5M

Tempo RNAV SIDs 5F/5G



Changes: SUAs, Note

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19-APR-2018/UFN

19-APR-2018

FLR-LIRQ

4-09

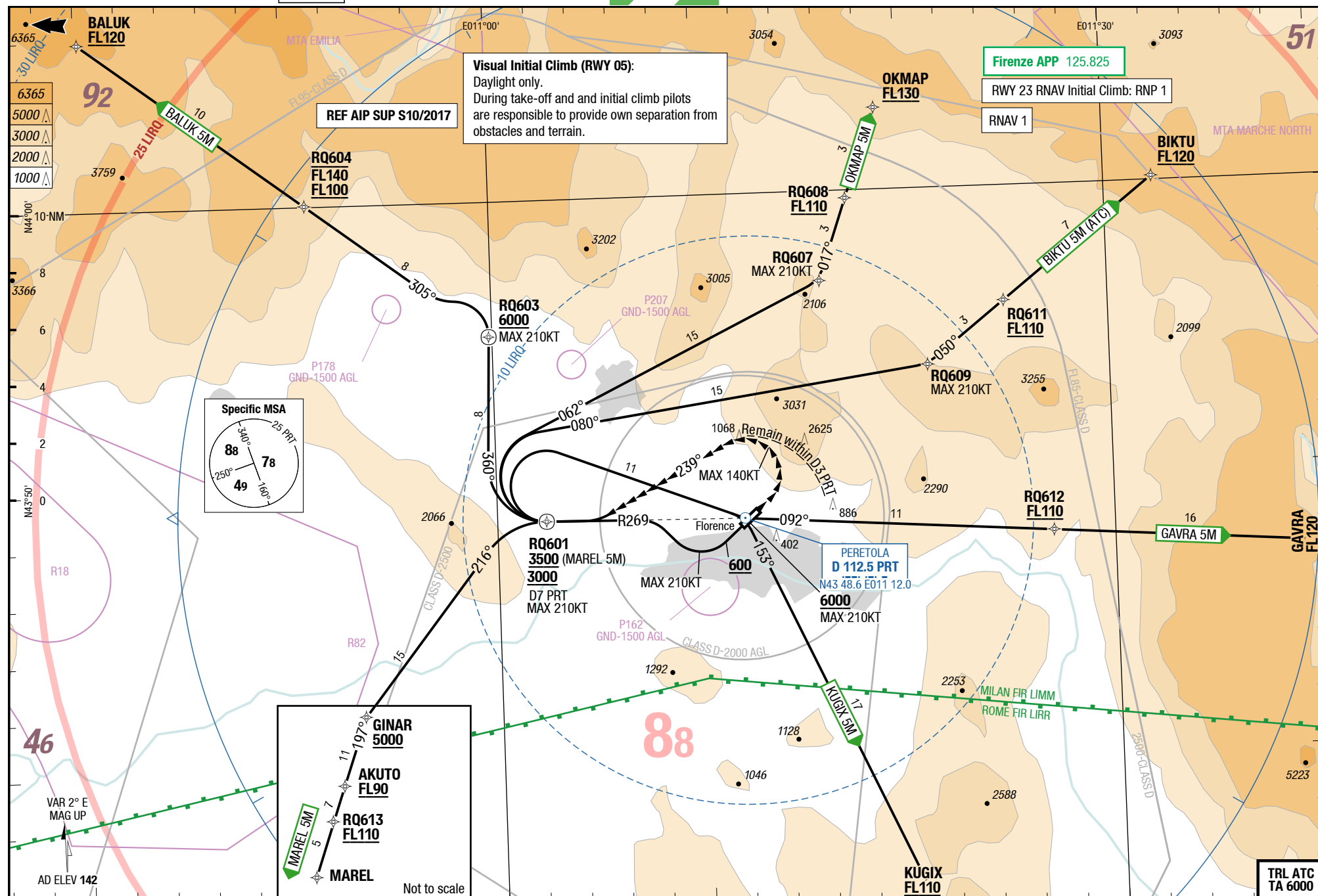
Tempo RNAV SID 5M

SID

SID

Peretola Florence Italy

Tempo RNAV SID 5M



Changes: Note, SUAs

19-APR-2018

FLR-LIRQ

4-10

Italy Florence Peretola

RNAV SIDs 5M

RNAV SIDs 5F/5G

SID

SID

Peretola Florence Italy

RNAV SIDs 5M

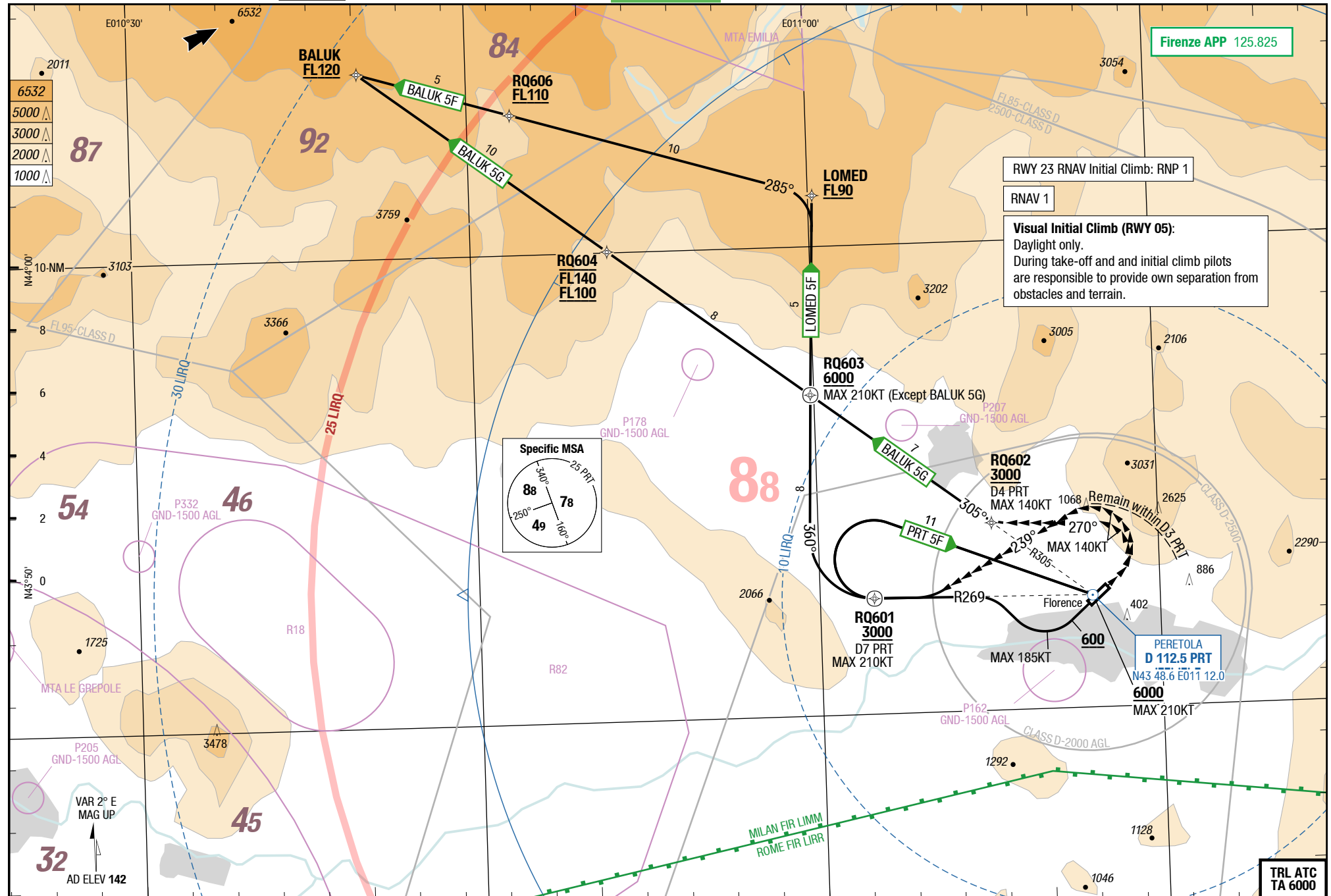
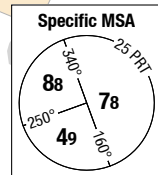
RNAV SIDs 5F/5G

Firenze APP 125.825

RWY 23 RNAV Initial Climb: RNP 1

RNAV 1

Visual Initial Climb (RWY 05):
Daylight only.
During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.



Changes: Note, SUAs

19-APR-2018

FLR-LIRQ

4-20

Italy Florence Peretola

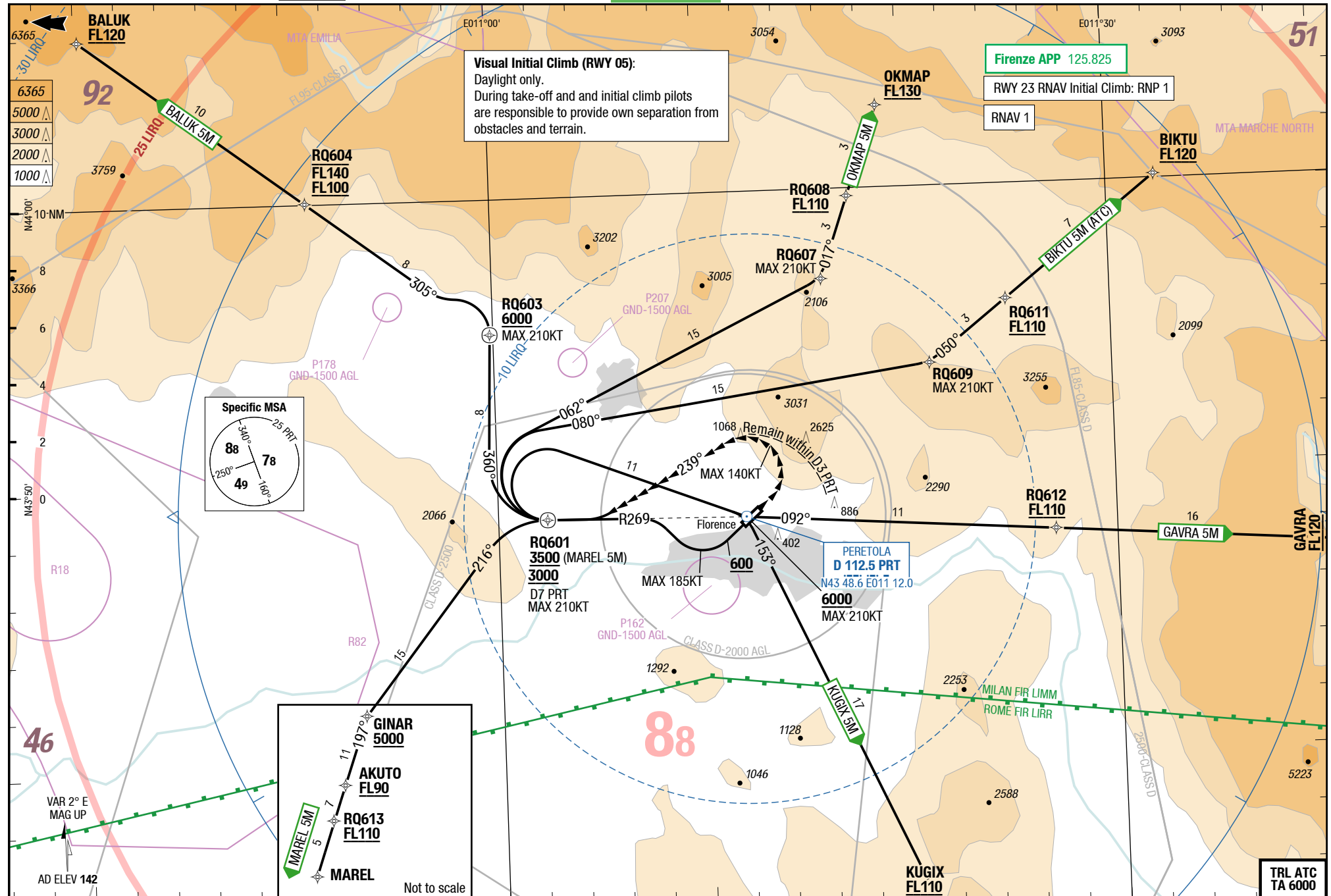
RNAV SIDs 5M

SID

SID

Peretola Florence Italy

RNAV SIDs 5M



Changes: SUAs, Note

FLR-LIRQ

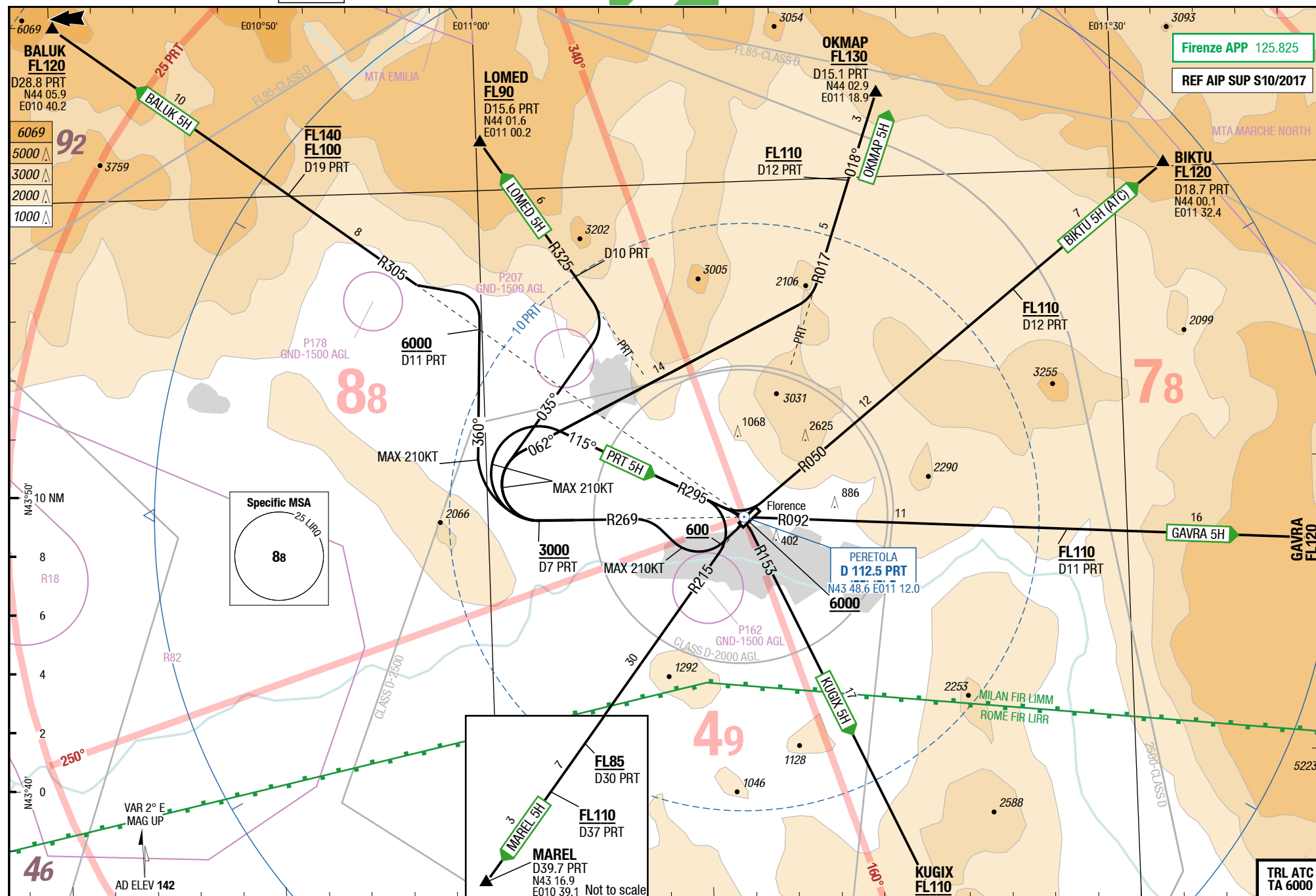
Tempo SIDs RWY 23

Tempo SIDs RWY 23

4-28

Tempo SIDs RWY 23

Tempo SIDs RWY 23



Changes: new

TRL ATC
TA 6000

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Effective 09-NOV-2017

02-NOV-2017

FLR-LIRQ

4-30

Italy Florence Peretola

SIDs RWY 23

SIDs RWY 05

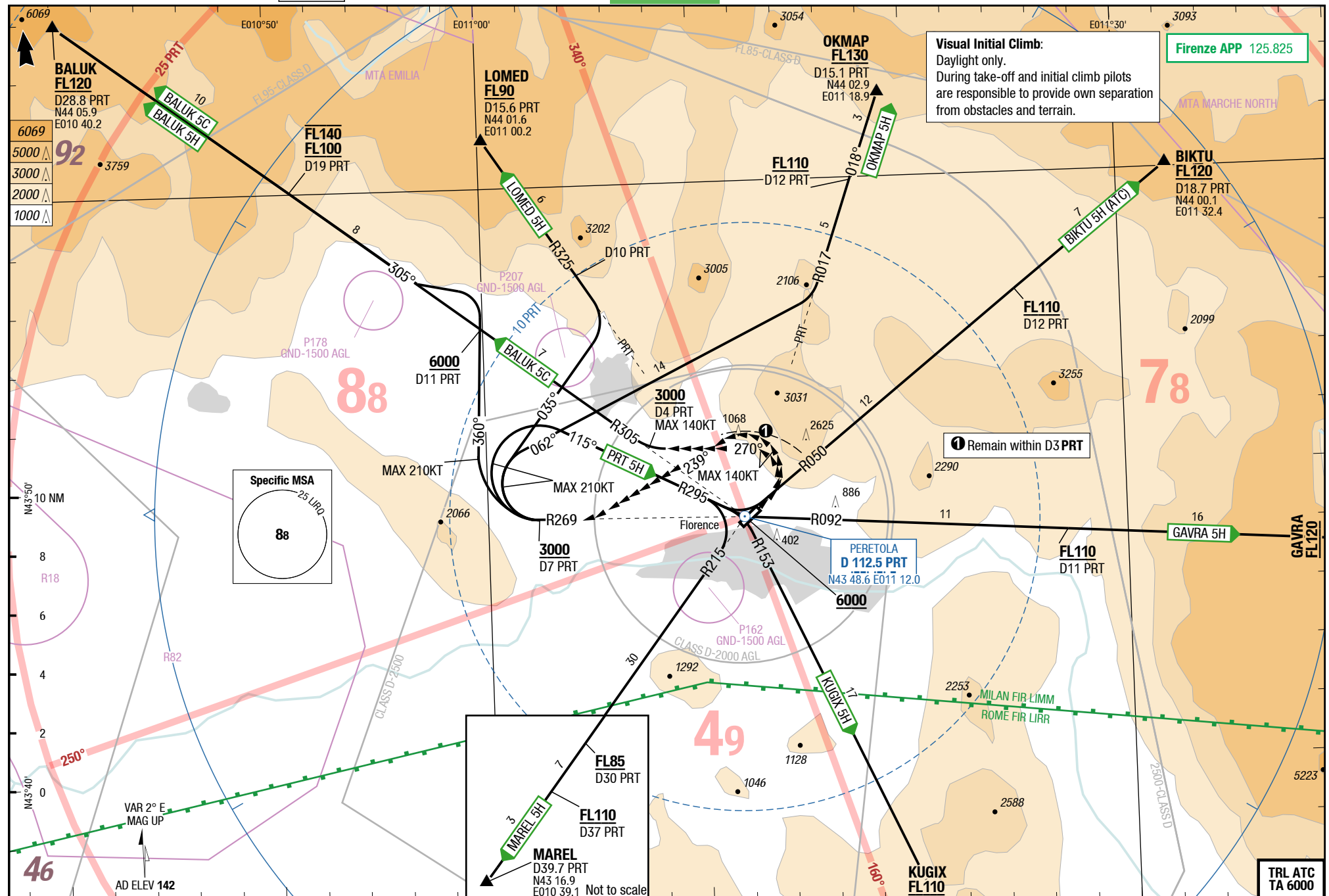
SID

SID

Peretola Florence Italy

SIDs RWY 23

SIDs RWY 05



Changes: Completely revised

FLR-LIRQ

SID

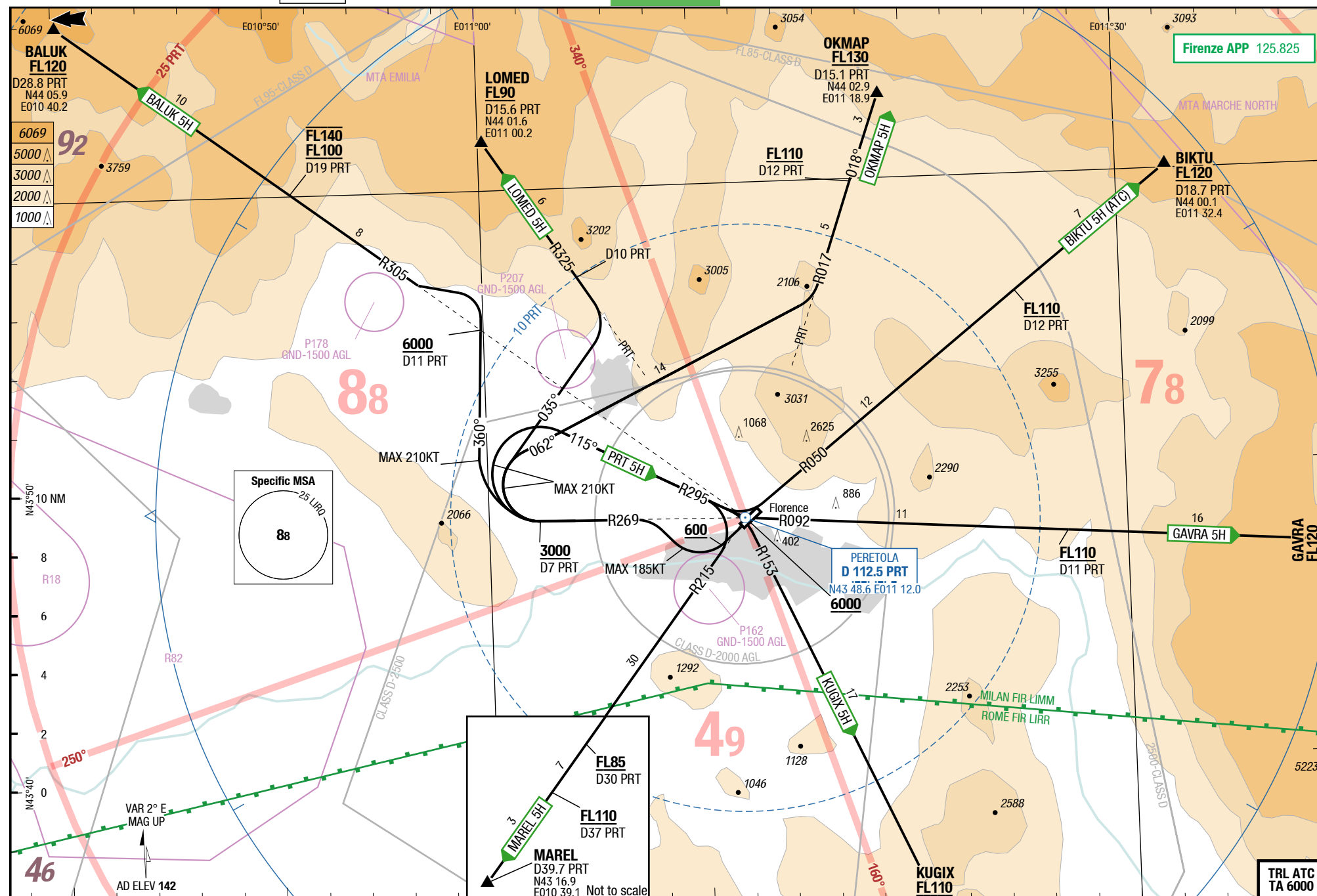
SID

Peretola **Florence** Italy

SIDs RWY 23

4-40

SIDs RWY 23



Changes: Completely revised

TRL ATC
TA 6000

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BALUK 5F / BALUK 5G / LOMED 5F / PERETOLA 5F

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5F 7.1% to FL100 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120
BALUK 5G 7.6% to FL100 125.825 ①	LT 270° , as soon as practicable, (MAX 140KT, remain within D3 PRT) intercept R305 PRT to RQ602 (R305/D4 PRT) (MAX 140KT), then continue RNAV with FMS route FMS <u>RQ602</u> [K140-] - <u>RQ603</u> - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
LOMED 5F 7.1% 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000
	Runway 23	
BALUK 5F 7.1% to FL100 125.825 ②	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

② RNAV Initial Climb: RNP 1

LOMED 5F / PERETOLA 5F

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
LOMED 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ

5-10

RNAV SIDs 5F/5G

BALUK 5F / BALUK 5G / LOMED 5F / PERETOLA 5F

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5F 7.1% to FL100 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120
BALUK 5G 7.6% to FL100 125.825 ①	LT 270° , as soon as practicable, (MAX 140KT, remain within D3 PRT) intercept R305 PRT to RQ602 (R305/D4 PRT) (MAX 140KT), then continue RNAV with FMS route FMS <u>RQ602</u> [K140-] - <u>RQ603</u> - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
LOMED 5F 7.1% 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	LT 239° , as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS <u>RQ601</u> [K210-] DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000
	Runway 23	
BALUK 5F 7.1% to FL100 125.825 ②	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

② RNAV Initial Climb: RNP 1

Changes: Note

LOMED 5F / PERETOLA 5F

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
LOMED 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000

① RNAV Initial Climb: RNP 1

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M / OKMAP 5M

RWY 05 (046°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5M 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA</p>	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX</p>	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL</p>	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110
OKMAP 5M 7.1% 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from OBST and terrain

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ

5-30

RNAV SIDs 5M

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M / OKMAP 5M

RWY 05 (046°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5M 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA</p>	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX</p>	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL</p>	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110
OKMAP 5M 7.1% 125.825 ①	<p>LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route</p> <p>FMS <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP</p>	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from OBST and terrain

19-APR-2018

FLR-LIRQ

5-40

RNAV SIDs 5M

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110

① RNAV Initial Climb: RNP 1

Changes: Note

OKMAP 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
OKMAP 5M 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① RNAV Initial Climb: RNP 1

OKMAP 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
<div>OKMAP 5M</div> <div>7.1%</div> <div>125.825</div> <div>①</div>	<div>at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601</div> <div>FMS</div> <div>226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP</div>	<div>RQ601 (R269/D7 PRT)</div> <div>MNM 3000</div> <div>RQ608 MNM FL110</div> <div>OKMAP MNM FL130</div>

① RNAV Initial Climb: RNP 1

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5-60

SIDs RWY 05

BALUK 5C / BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H

RWY 05 (046°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5C 7.6% to FL100 125.825 ①	as soon as possible LT 270° (MAX 140KT, remain within D3 PRT) - intercept R305 PRT (MAX 140KT) to BALUK	R305/D4 PRT MNM 3000 R305/D11 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BALUK 5H 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° - intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90

① Visual initial climb: Daylight only. During take off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

Changes: Nil

BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H / MAREL 5H / OKMAP 5H
RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° - intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90
MAREL 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° - intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130

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SIDs RWY 05

MAREL 5H / OKMAP 5H / PERETOLA 5H

RWY 05 (046°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
MAREL 5H 7.1% to 6000 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130
PERETOLA 5H PRT 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

① Visual initial climb: Daylight only. During take off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

FLR-LIRQ

5-80

SIDs RWY 23

SIDPT

BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H / MAREL 5H / OKMAP 5H
RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90
MAREL 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° - intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130

PERETOLA 5H

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
PERETOLA 5H PRT 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

PERETOLA 5H

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
PERETOLA 5H PRT 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

02-NOV-2017

FLR-LIRQ

6-10

Italy **Florence** Peretola

RNAV STARs Q

RNAV STARs P/V

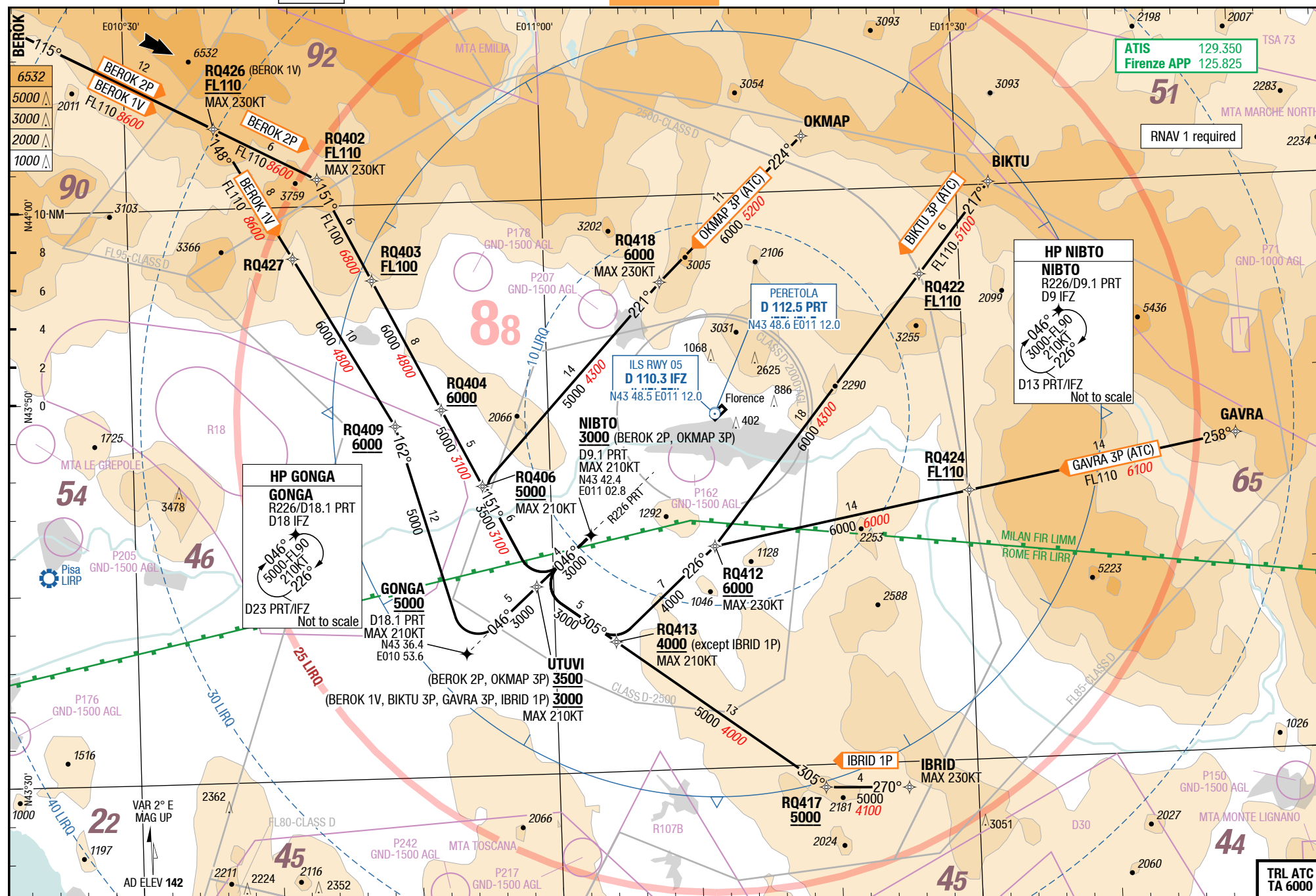
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Peretola **Florence** Italy

RNAV STARs Q

RNAV STARs P/V



Changes: chart layout, PROC, PROC renumbered, SUAs, TOPO

02-NOV-2017

FLR-LIRQ

6-20

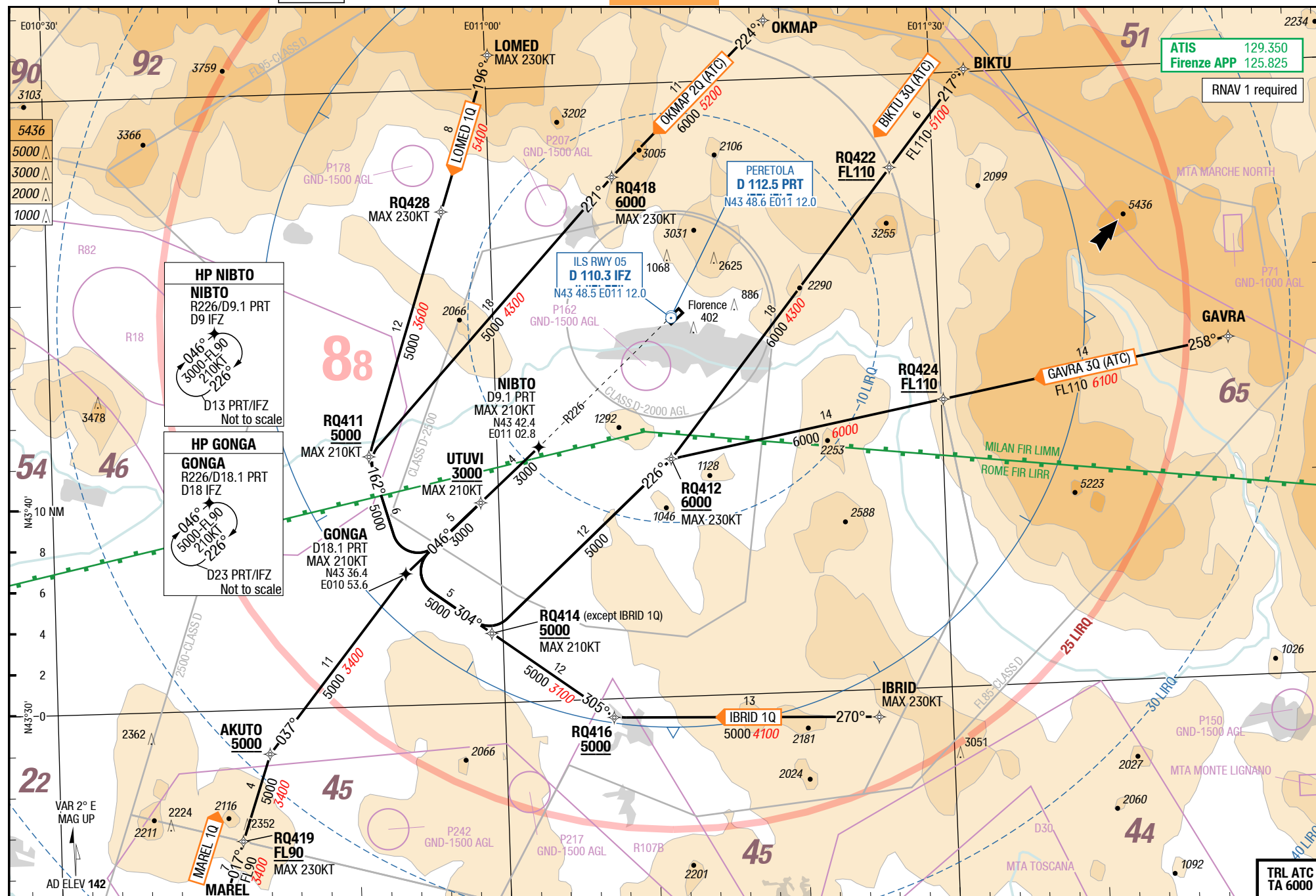
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RNAV STARs Q



Changes: chart layout, PROC, PROC renumbered, SUAs, TOPO

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FLR-LIRQ

6-30

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STARs X

STARs 1D/1W

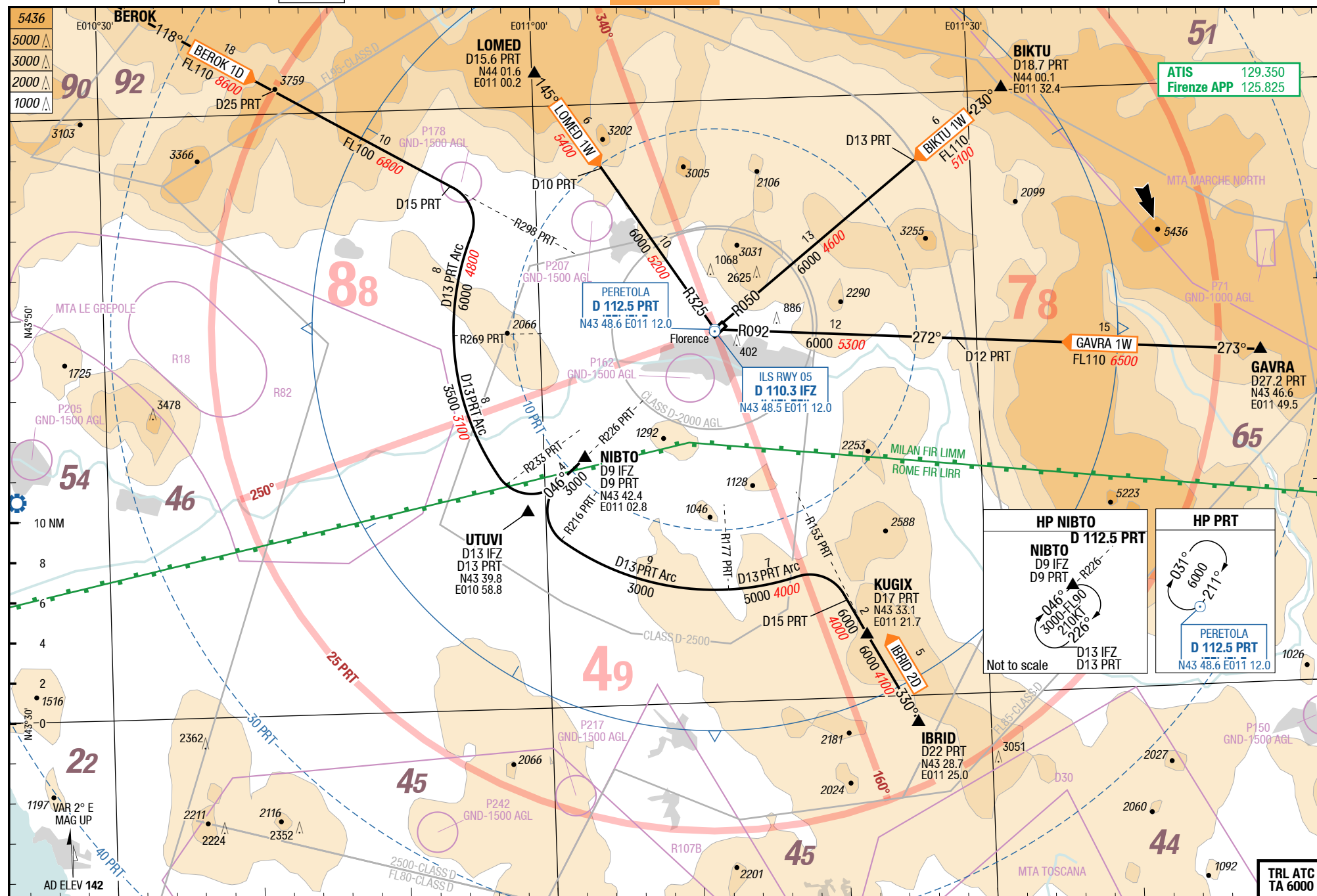
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Peretola Florence Italy

STARs X

STARs 1D/1W



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06-SEP-2018

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STARs X

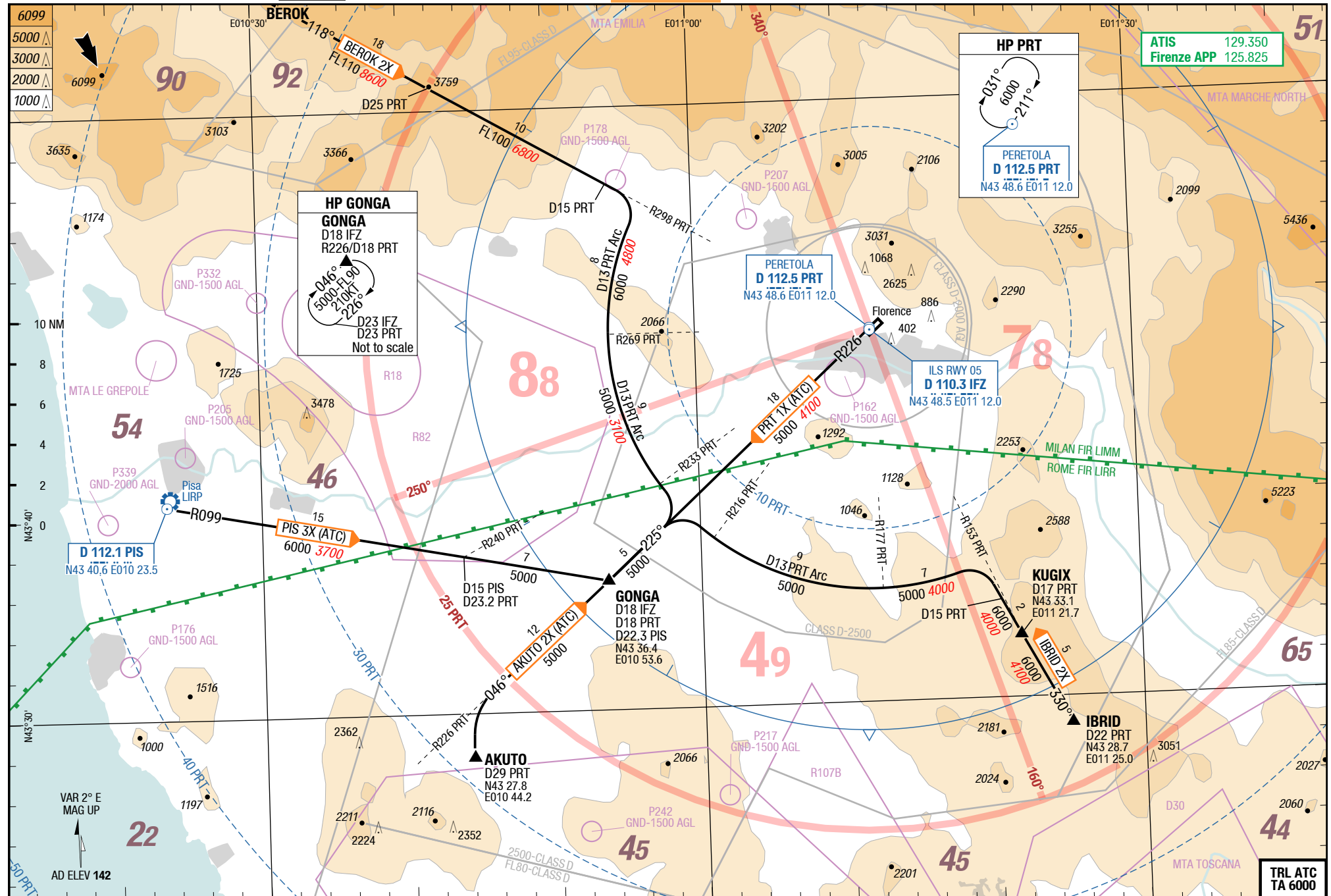
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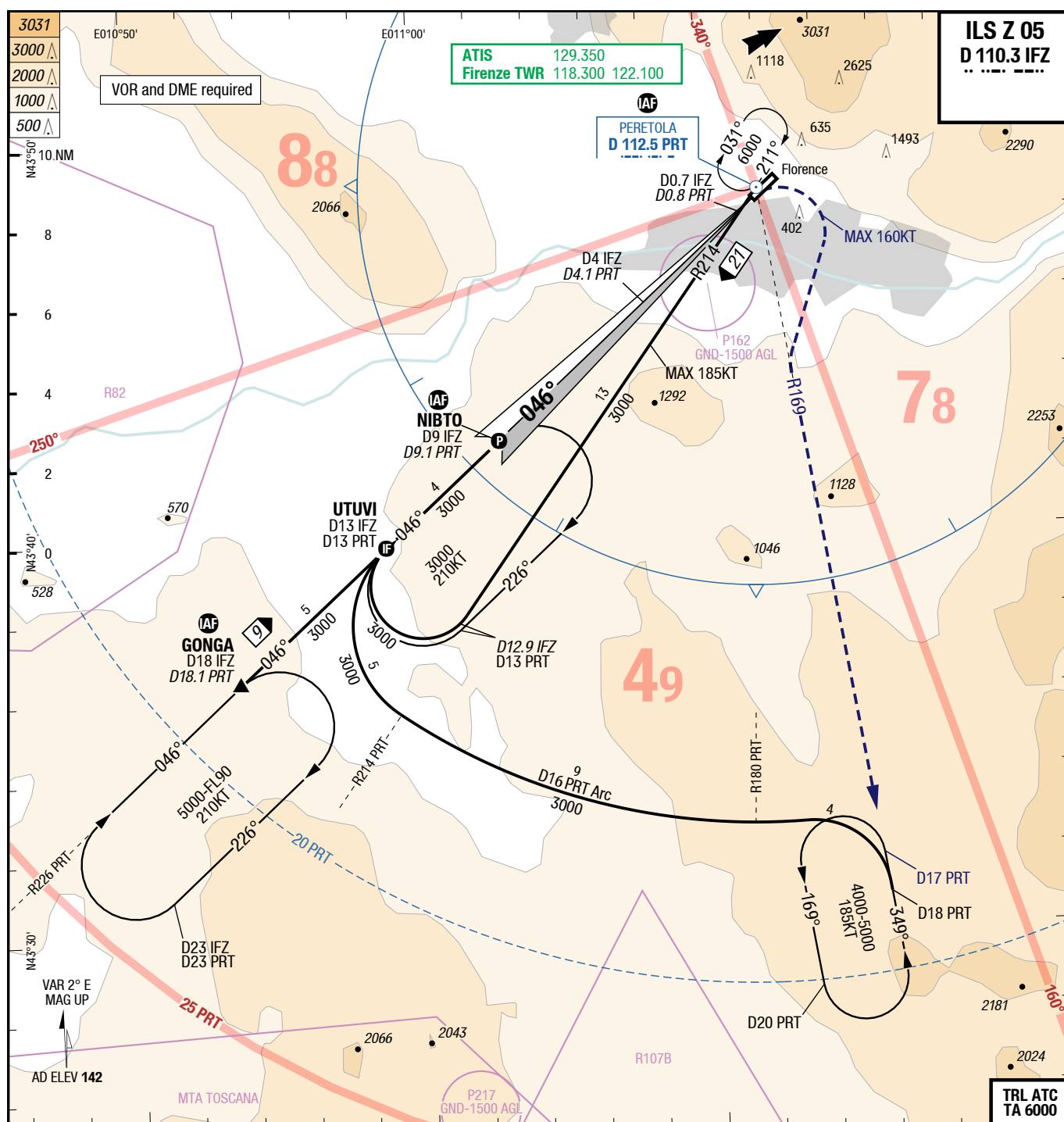
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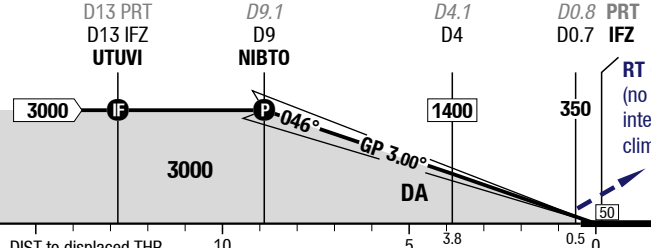
Peretola Florence Italy

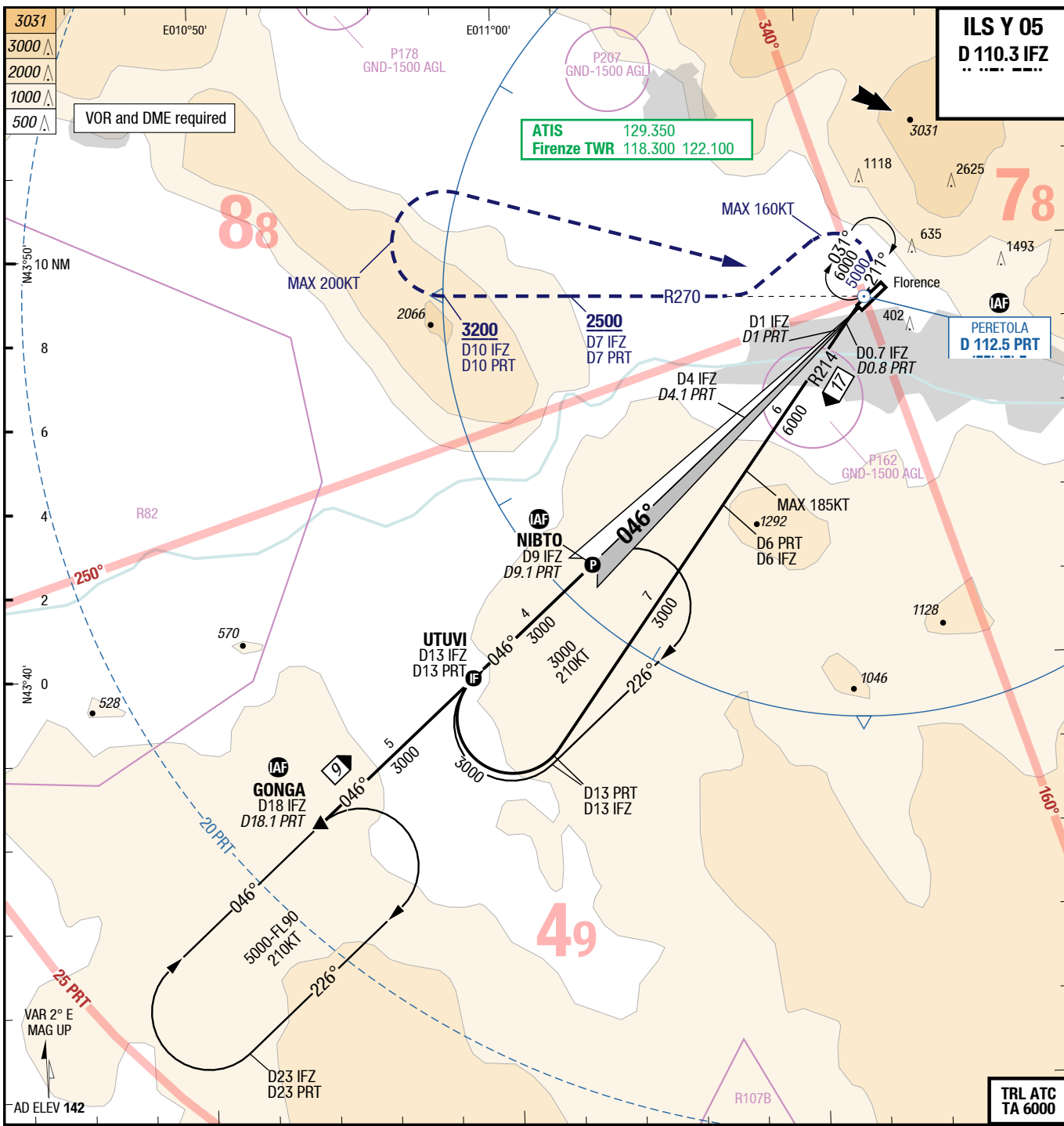
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6-40



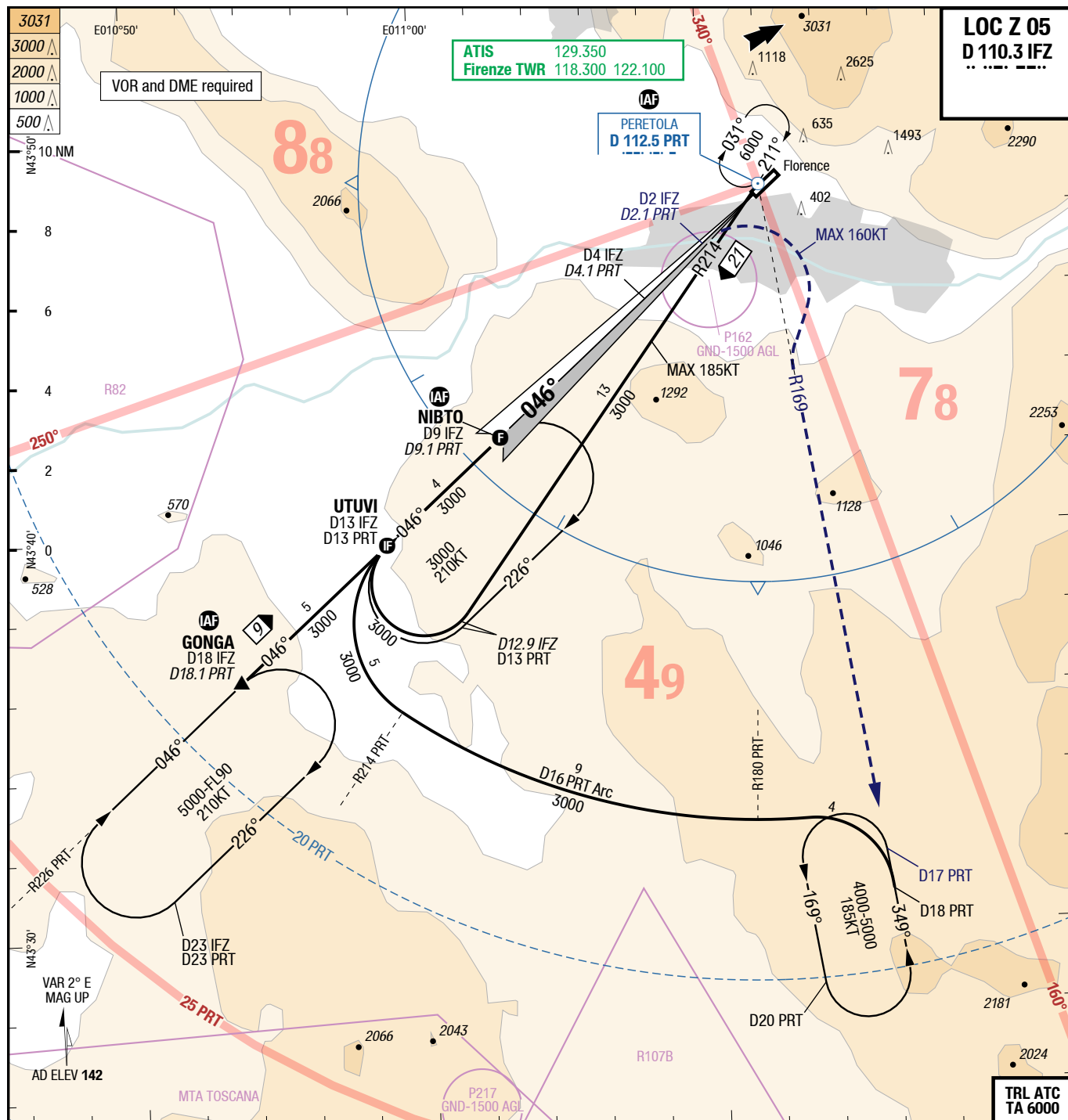


D IFZ	9	8	7	6	5	3	05		60 L 15 L 8.3.0° 8.3.0° 270 THR 123 (4hPa) / TDZ --- (---%) +0.2%																									
	3000	2680	2360	2040	1720	1080																												
																																		
DIST to displaced THR 10 5 3.8 0.5 0																																		
RT (MAX 160KT) (no RT before D1 IFZ before THR) intercept R169 PRT to D17 PRT climb 4000																																		
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>										GS	120	140	160		640	740	850																	
GS	120	140	160																															
	640	740	850																															
<table><tr><td rowspan="2">C</td><td rowspan="2">ft - m/km ft</td><td>Cat 1 DME GA 3.5%</td><td>Cat 1 DME GA 2.5%</td><td></td><td></td><td></td><td></td><td rowspan="2">Circling 1)</td></tr><tr><td>510 - 2.1 630 2)</td><td>720 - 2.4 840 3)</td><td></td><td></td><td></td><td></td><td>C 3000 - 5.0V 3050</td></tr><tr><td>D</td><td>ft - m/km ft</td><td>Not published</td><td>Not published</td><td></td><td></td><td></td><td></td><td>Not published</td></tr></table>										C	ft - m/km ft	Cat 1 DME GA 3.5%	Cat 1 DME GA 2.5%					Circling 1)	510 - 2.1 630 2)	720 - 2.4 840 3)					C 3000 - 5.0V 3050	D	ft - m/km ft	Not published	Not published					Not published
C	ft - m/km ft	Cat 1 DME GA 3.5%	Cat 1 DME GA 2.5%					Circling 1)																										
		510 - 2.1 630 2)	720 - 2.4 840 3)						C 3000 - 5.0V 3050																									
D	ft - m/km ft	Not published	Not published					Not published																										
1) SE of RWY and HJ only 2) With EVS 1.4km, wo EVS use STD 3) With EVS 1.6km, wo EVS use STD																																		



D IFZ	9	8	7	6	5	3	05	L-N	THR 123 (4hPa) / TDZ --- (---%) +0.2%																		
	3000	2680	2360	2040	1720	1080																					
<div><div><div>D13 PRT D13 IFZ UTUVI</div><div>D9.1 D9 NIBTO</div><div>D4.1 D4</div><div>D1 D0.8 PRT D1 D0.7 IFZ</div></div><div><div>3000</div><div>1400</div><div>350</div><div>50</div></div><div><div>GP 3.00°</div><div>DA</div></div><div><div>83.0°</div><div>83.0°</div></div><div><div>105</div><div>1455 G 30</div><div>60 L</div><div>15 L</div></div><div><div>270</div><div>THR 123 (4hPa) / TDZ --- (---%) +0.2%</div></div><div><div>LT (MAX 160KT) (no LT before D1 IFZ before THR intercept R270 PRT - D7 PRT (MNM 2500) - at D10 PRT (MNM 3200) RT (MAX 200KT) direct PRT climb 5000</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table></div></div></div> <tr><td colspan="10"><div><div>05</div><div>Cat 1 DME GA 3.7%</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div>C</div><div>ft - m/km ft</div><div>500 - 2.1 620 2)</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div><div><div>D</div><div>ft - m/km ft</div><div>Not 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	640	740	850																								
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1) SE of RWY and HJ only
2) With EVS 1.4km, wo EVS use STD



FLR-LIRQ

Italy Florence Peretola

7-40

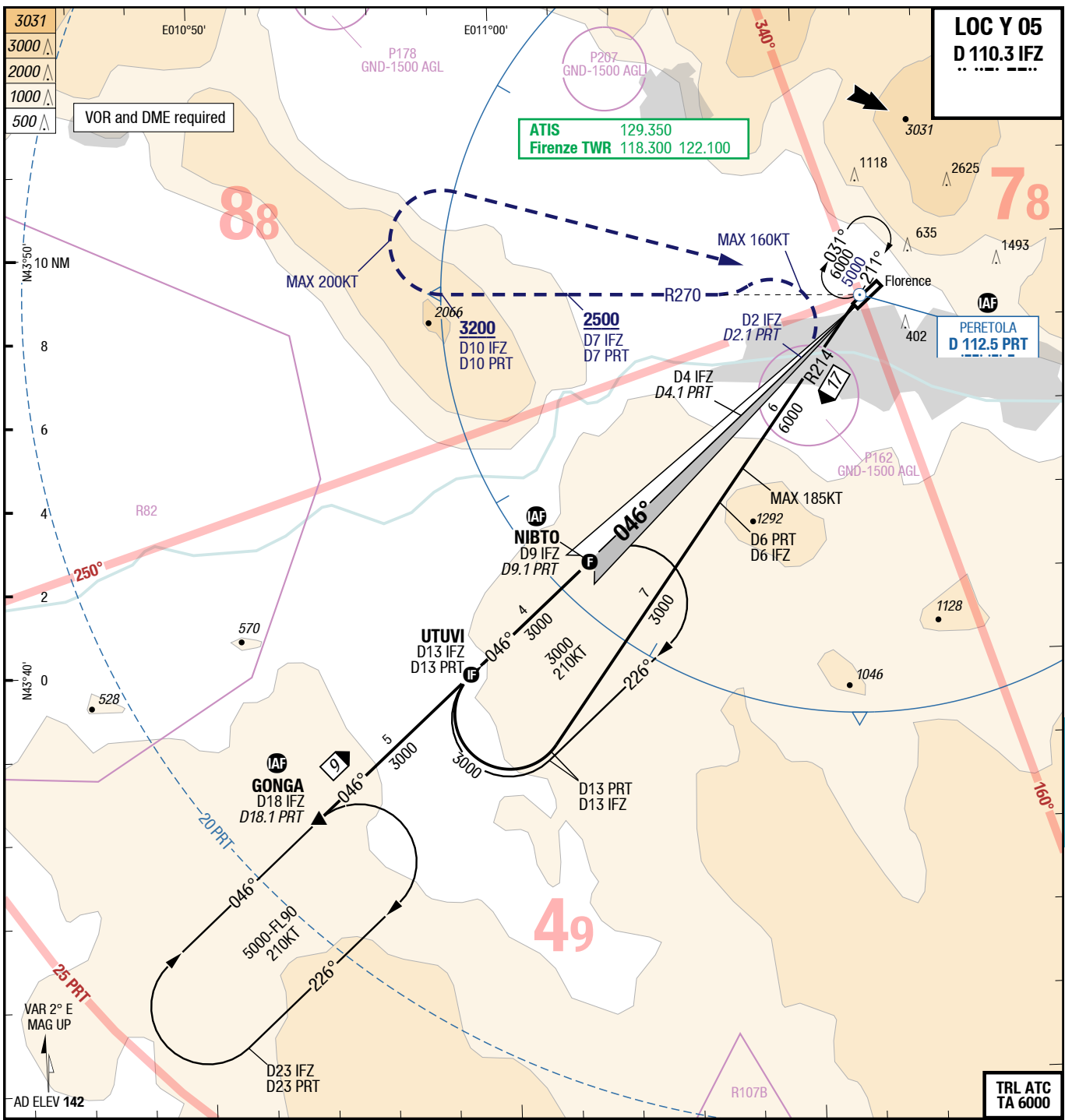
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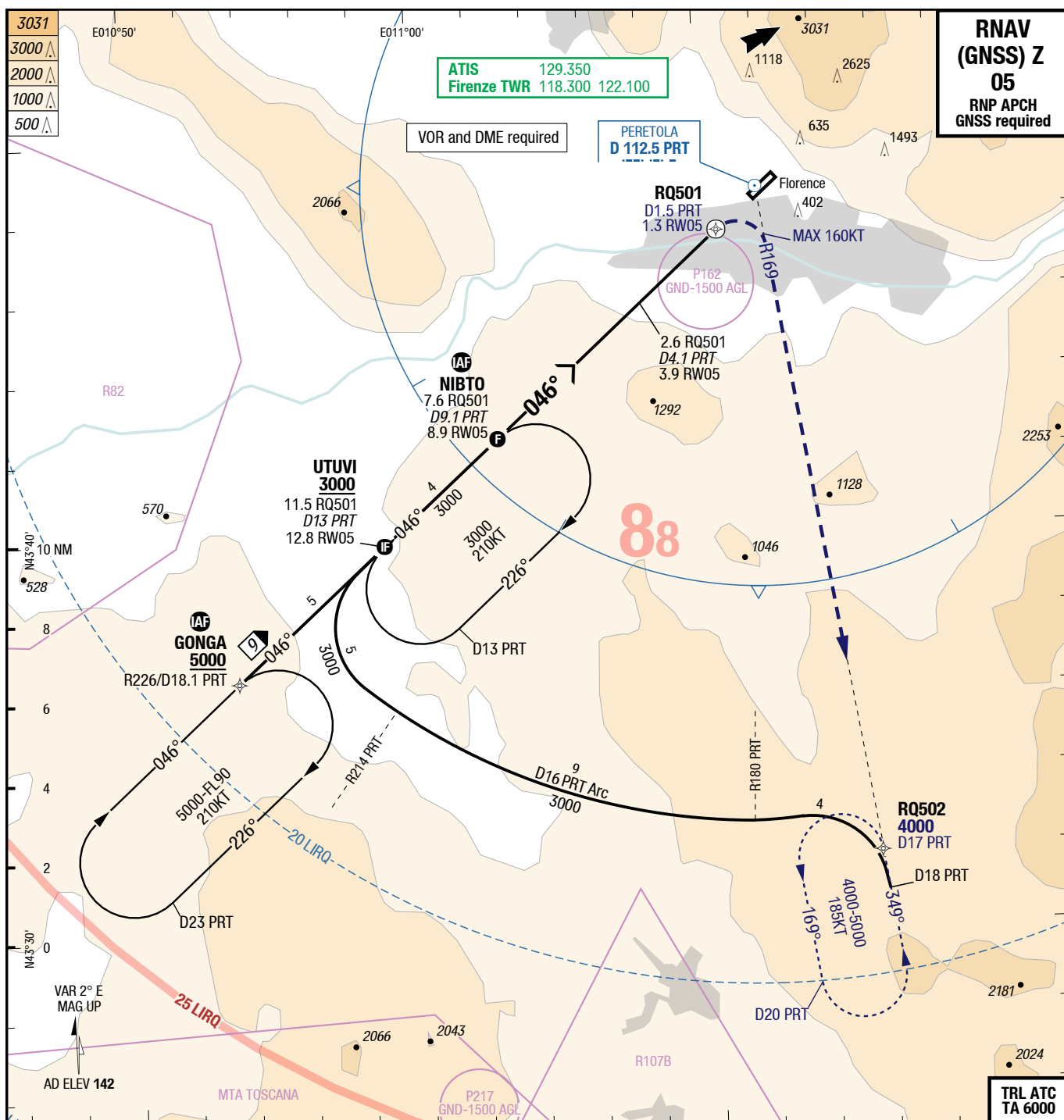
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Peretola Florence Italy



3.00° D IFZ		9	8	7	6	5	3	05		83.0° 105 1455 G 30 83.0° L-N THR 123 (4hPa) / TDZ --- (---%) +0.2%													
		3000	2680	2360	2040	1720	1080																
		D13 PRT D13 IFZ UTUVI	D9.1 D9 NIBTO		D4.1 D4		D2.1 D2		PRT IFZ		LT (MAX 160KT) intercept R270 PRT - D7 PRT (MNM 2500) - at D10 PRT (MNM 3200) RT (MAX 200KT) direct PRT climb 5000 Do not turn before MAPt												
		3000	3000		1400		1400		MDA		<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4 IFZ</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>	GS	120	140	160	D4 IFZ	640	740	850	-MAPt	NA	NA	NA
GS	120	140	160																				
D4 IFZ	640	740	850																				
-MAPt	NA	NA	NA																				
DIST to displaced THR		10		5		3.8		1.8		0													
05		LOC DME GA 3.7%		LOC DME GA 2.5%						Circling 1)													
C		ft - m/km ft		640 - 2.4 760		1060 - 2.4 1180				C 3000 - 5.0V 3050													
D		ft - m/km ft		Not published		Not published				Not published													

1) SE of RWY and HJ only



3000° RQ501

7.6	6	5	4	3	2
3000	2480	2170	1850	1530	1210

05 L-N

THR 123 (4hPa) / TDZ --- (---%) +0.2%

D13 PRT
11.5 RQ501
UTUVI

D9.1
7.6
NIBTO
3000

D4.1
2.6

D1.5 PRT
RQ501

RT (MAX 160KT)
intercept R169 PRT
to RQ502
climb 4000

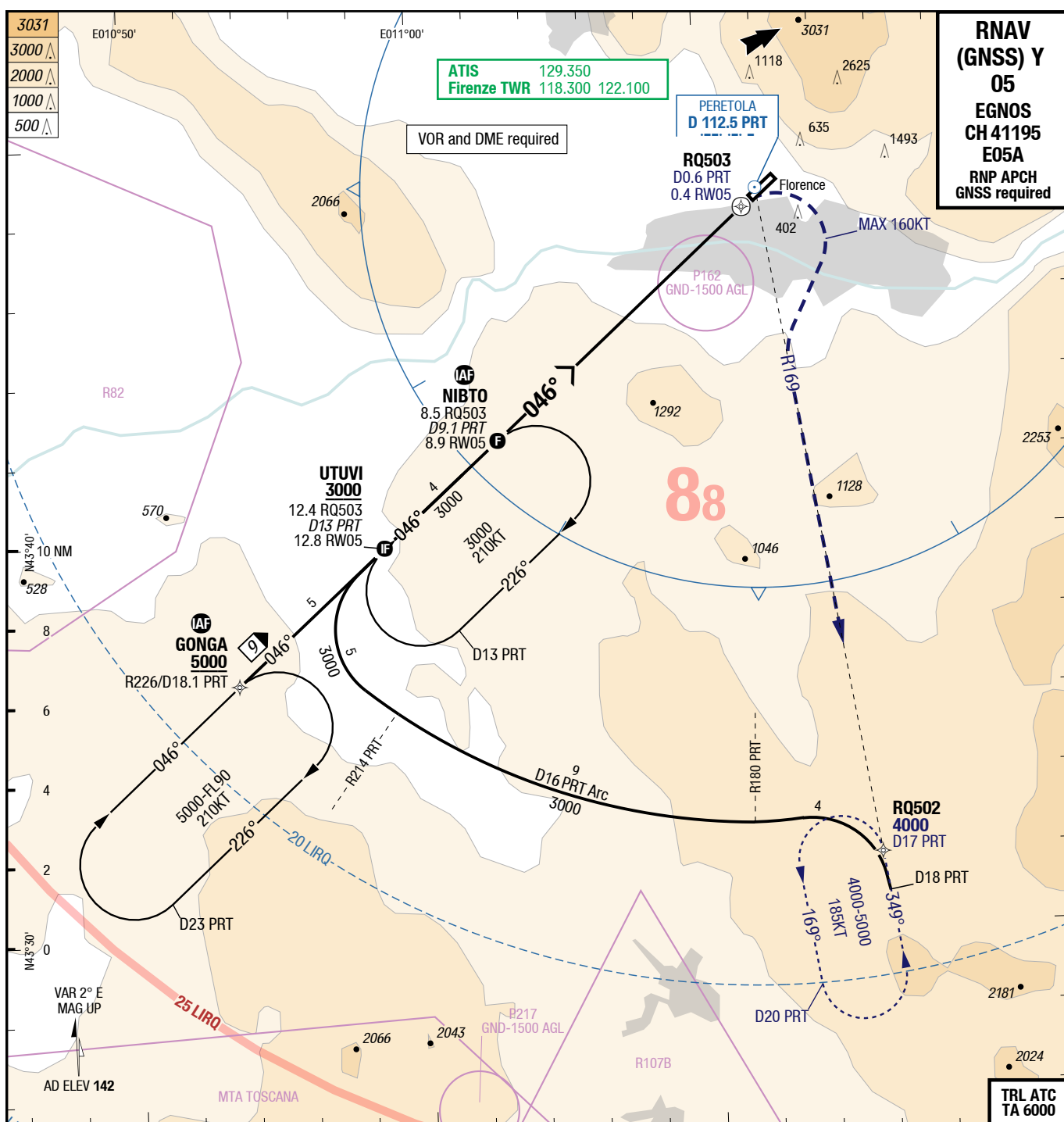
GS	120	140	160
NIBTO	640	740	850
-MAPt	3:49	3:16	2:51

3000 **1350** **1240** **MDA** **49**

DIST to displaced THR 10 8.9 5 3.9 1.3 0

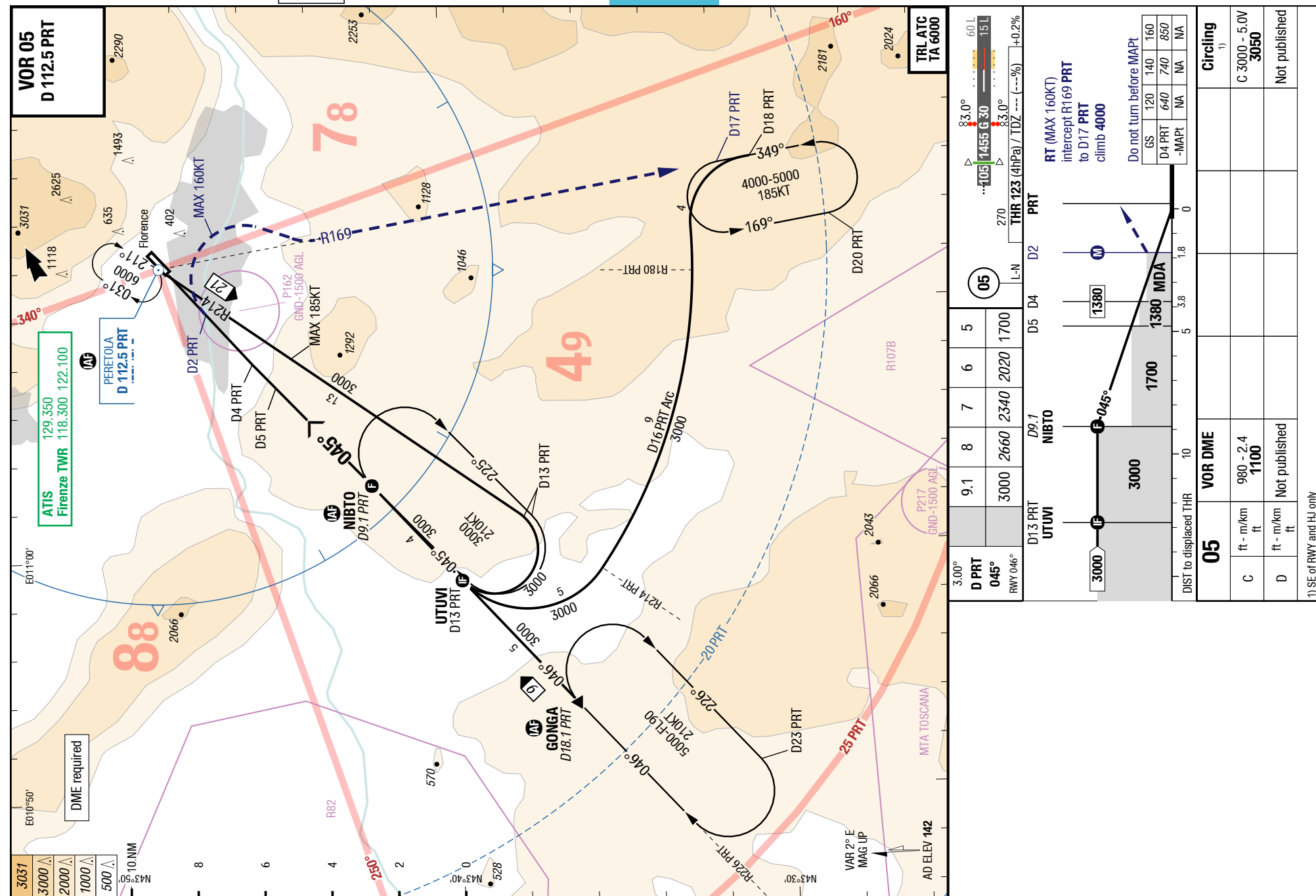
05		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling SE of RWY only HJ only
C	ft - m/km ft	820 - 2.4 940 2)	820 - 2.4 940 3)				C 3000 - 5.0V 3050
D	ft - m/km ft	Not published	Not published				Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 2) With EVS 1.6km 3) Timing to determine MAPt NA



3.00° RQ503	8.5 3000	6 2200	5 1890	4 1570	3 1250	2 930	<div><div>05</div><div>L-N</div></div>	<div><div><div>8.3.0°</div><div>1455 G 30</div><div>8.3.0°</div></div><div><div>60 L</div><div>15 L</div></div></div> <div><div>THR 123 (4hPa) / TDZ --- (---%) +0.2%</div></div>
<div><div><div>D13 PRT 12.4 RQ503 UTUVI</div><div>D9.1 8.5 NIBTO</div><div>D0.6 PRT RQ503</div></div><div><div>3000</div><div>046°</div><div>M</div></div><div><div>RT (MAX 160KT) intercept R169 PRT to RQ502 climb 4000</div></div></div>								
<div><div>RQ503 N43 48.1 E011 11.5</div></div>	<div><div>1350</div><div>DA</div></div>						<div><div>GS</div><div>120</div><div>140</div><div>160</div></div> <div><div>640</div><div>740</div><div>850</div></div>	
<div><div>DIST to displaced THR</div><div>10</div><div>8.9</div><div>5</div><div>0.4</div></div>								
<div>05</div>		<div>RNAV GNSS LPV</div>				<div>Circling SE of RWY only HJ only</div>		
C	ft - m/km ft	630 - 2.4 750 ¹⁾				C 3000 - 5.0V 3050		
D	ft - m/km ft	Not published				Not published		

1) With EVS 1.6km



8-10

