

PEG-LIRZ

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** 0600-2200‡**Airport Information****RFF:** CAT 7 H24**Fuel:** 0600-2000‡, other times O/R 2HR PN**PCN:** RWY 01/19: 80/F/A/W/T**Operation****Low Visibility Procedures**

LVP in force when RVR at or below 550m and/or CEIL below 200ft.

LVTO will be suspended when RVR below 400m.

During LVP, only one ACFT at a time is allowed on manoeuvring area.

Follow-me AVBL O/R.

LDG RWY 01:

- Vacate RWY via TWY C.
- Report RWY vacated.
- Report when assigned stand has been reached.

TKOF:

- Enter RWY 01 via TWY A.
- Enter RWY 19 via TWY B and then TWY C.

**RWY Restriction**

RWY 19 LDG prohibited during night.

**TWY Restriction**

TWY A width 18m / 59ft; MAX wingspan 36m / 118ft.

Follow-me is mandatory when taxiing via TWY T during night.

Follow-me is mandatory when taxiing via TWY T during day time except for based ACFT.

**Taxi/Parking**

Self-manoeuvring allowed at all stands under marshallers supervision only.

**GENERAL**

**Warnings**

**IPE DME** limitations at 10NM:

- R090-140 MRA 6000ft
- R140-170 MRA 2200ft
- R170-210 MRA 4000ft
- R210-280 MRA 2200ft
- R280-090 MRA 4500ft

**IPE DME** limitations at 25NM:

- R180-205 MRA 6000ft

**IPE LOC** limitations at 25NM MRA 6000ft

**PRU VOR/DME** limitations at 25NM:

- R020-130 MRA 12000ft
- R130-020 MRA 8000ft

**PRU NDB** limitations at 25NM:

- 000°-210° MRA 12000ft
- 210°-300° MRA 10000ft
- 300°-360° unusable

Exercise caution when TKOF and LDG on RWY 01/19 due to agricultural works on movement area.

**ARRIVAL**

**Arrival Procedure**

**Noise Abatement Procedure:** See CRAR.

**DEPARTURE**

**Take-off Minima**

| RWY      |           | 01            |   |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 400R/400V | - |
| RWY      |           | 19            |   |
| All ACFT | ft - m/km | 0 - 400V      | - |

**Departure Procedure**

**Intersection TKOF**

Start point INT TKOF A.

INT TKOF are usable only on pilots request or on TWR request, previous pilots agreement.

**De-Icing**

AVBL.

05-JUL-2018

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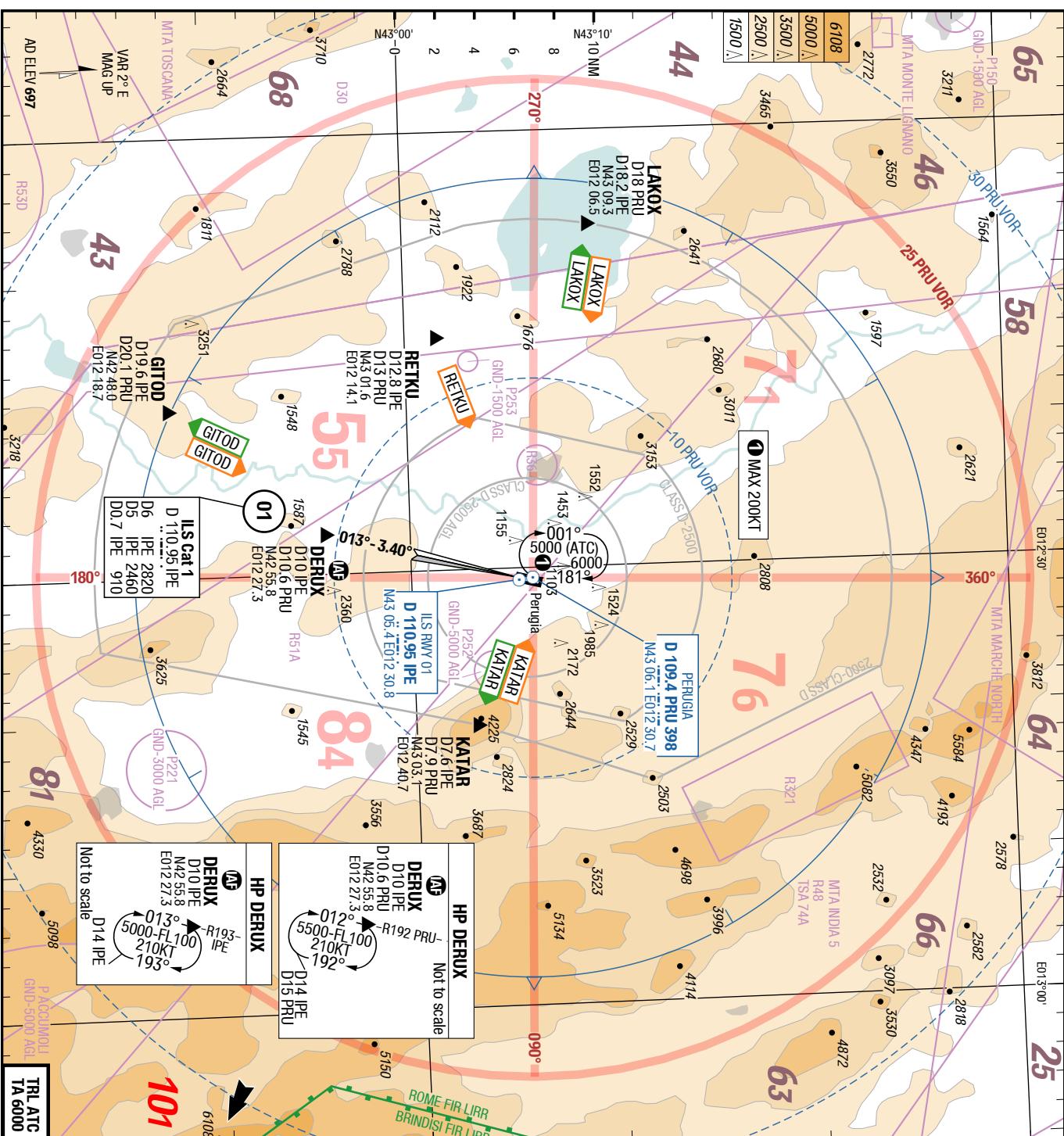
|  | APP | 125.600 | 0600-2200‡ |
|--|-----|---------|------------|
|  | TWR | 118.100 | 0600-2200‡ |

## Landing RWY system:

|    |      |     |             |          |
|----|------|-----|-------------|----------|
| 01 | HL-S | 420 | 667 / 24hPa | TDZ ---% |
|    |      |     | 2199 x 45   | +0.5%    |

60 HL .....  
 45 x 2199  
 PAPI daylight only 4.0°  
 -0.5% TDZ ---% 667 / 25hPa +0.5%

19



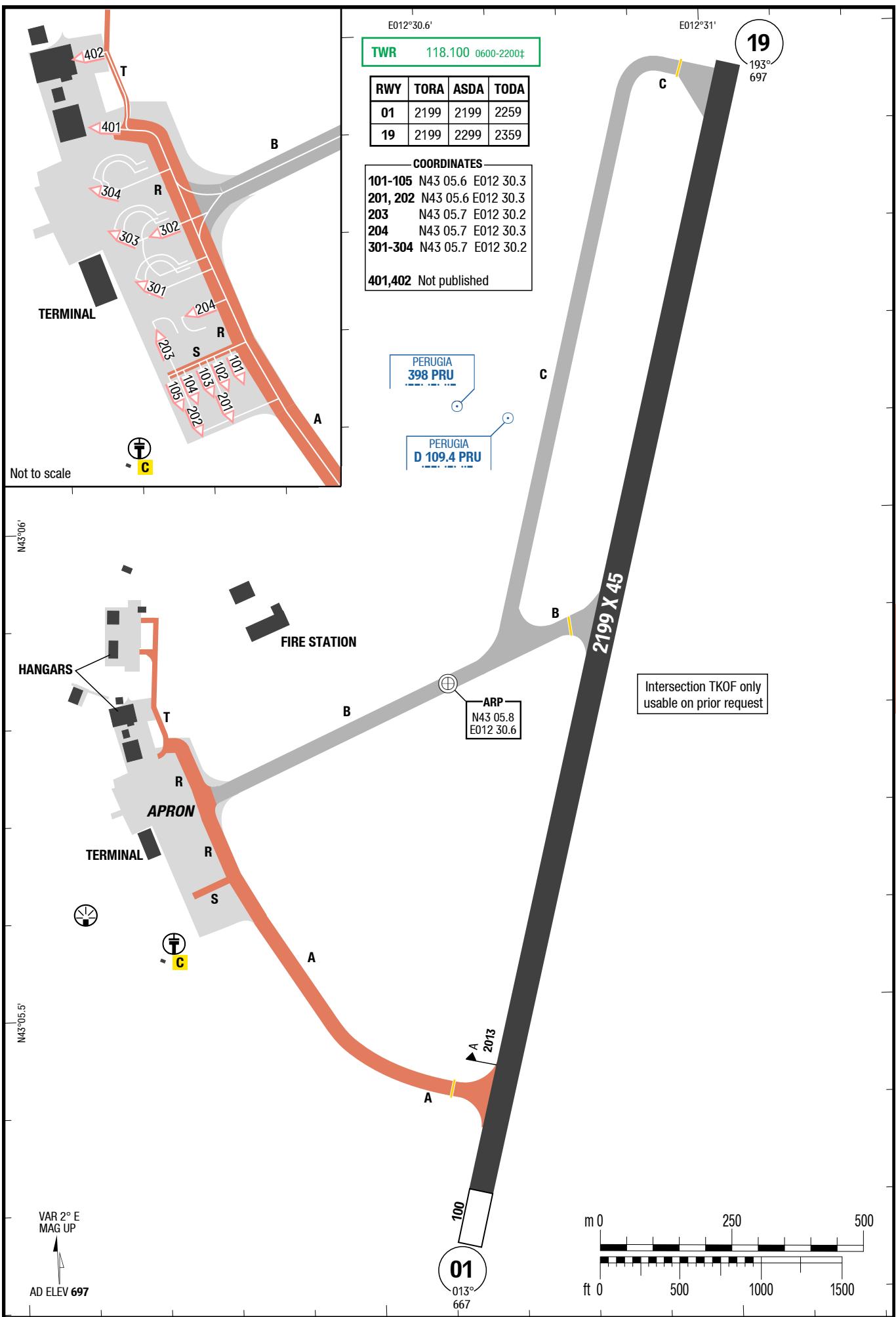
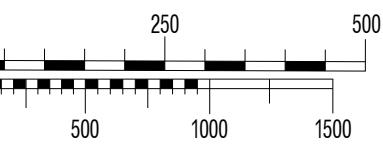
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**Effective 10-NOV-2016**

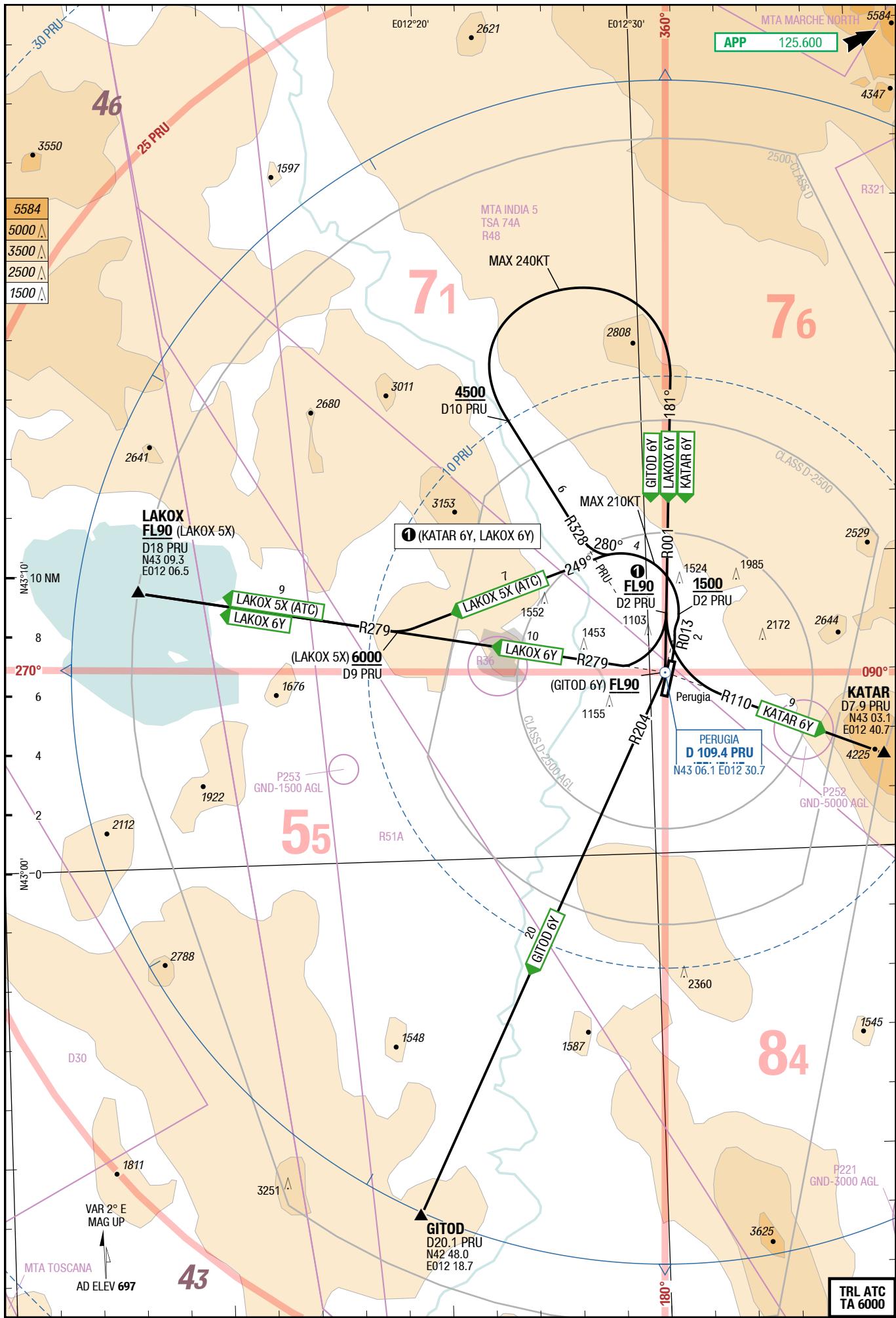
**PEG-LIRZ**

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SDS RWY 01 (via PRU NDB) ▶

**SID**

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SIDs RWY 01 (via PRU VOR)  
SID RWY 01 (via PRU NDB)



## PEG-LIRZ

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SIDs RWY 01 (via PRU NDB)

SID

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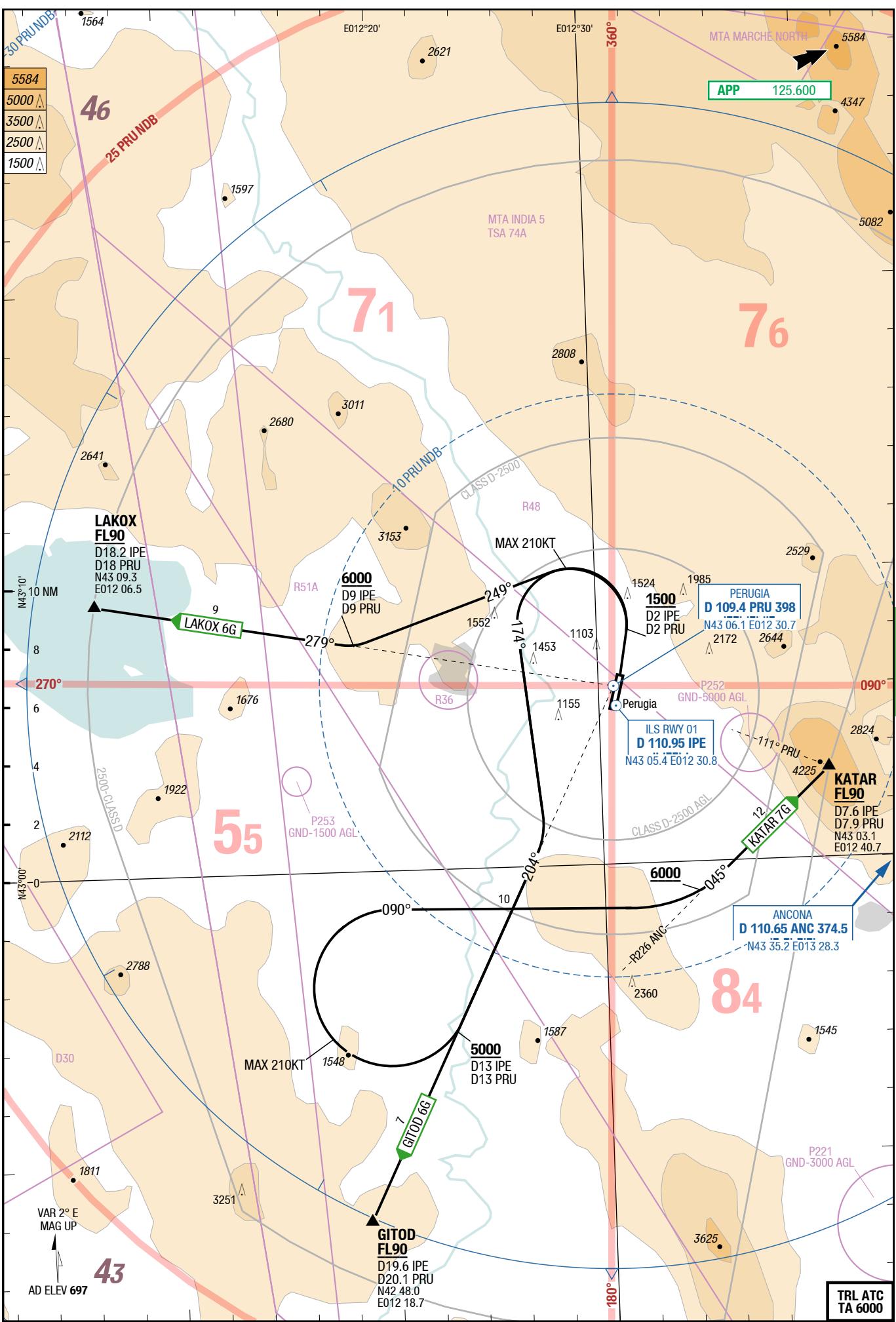
SIDs RWY 01 (via PRU NDB)

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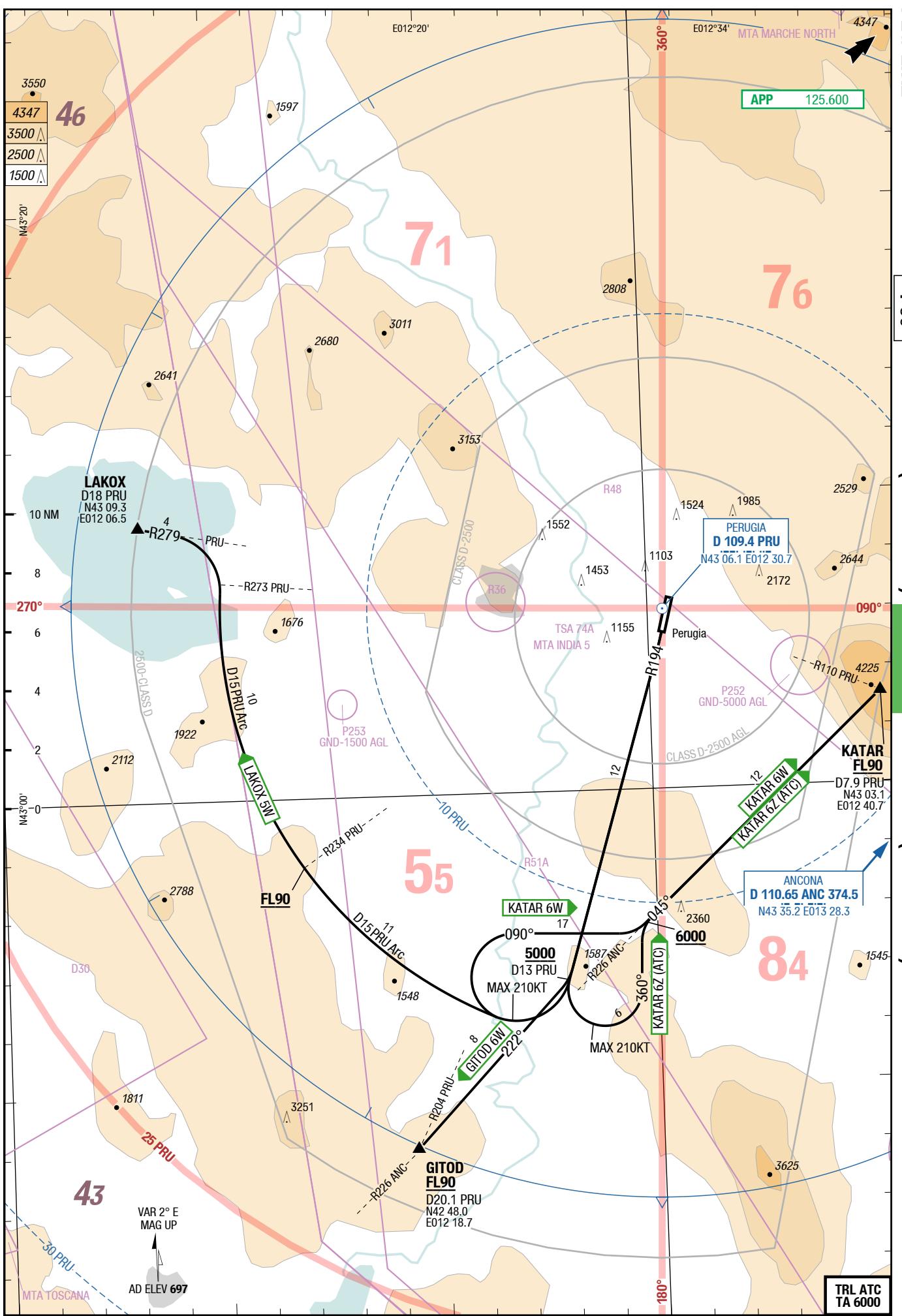
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## Changes: OBST, Editorial



14-APR-2016

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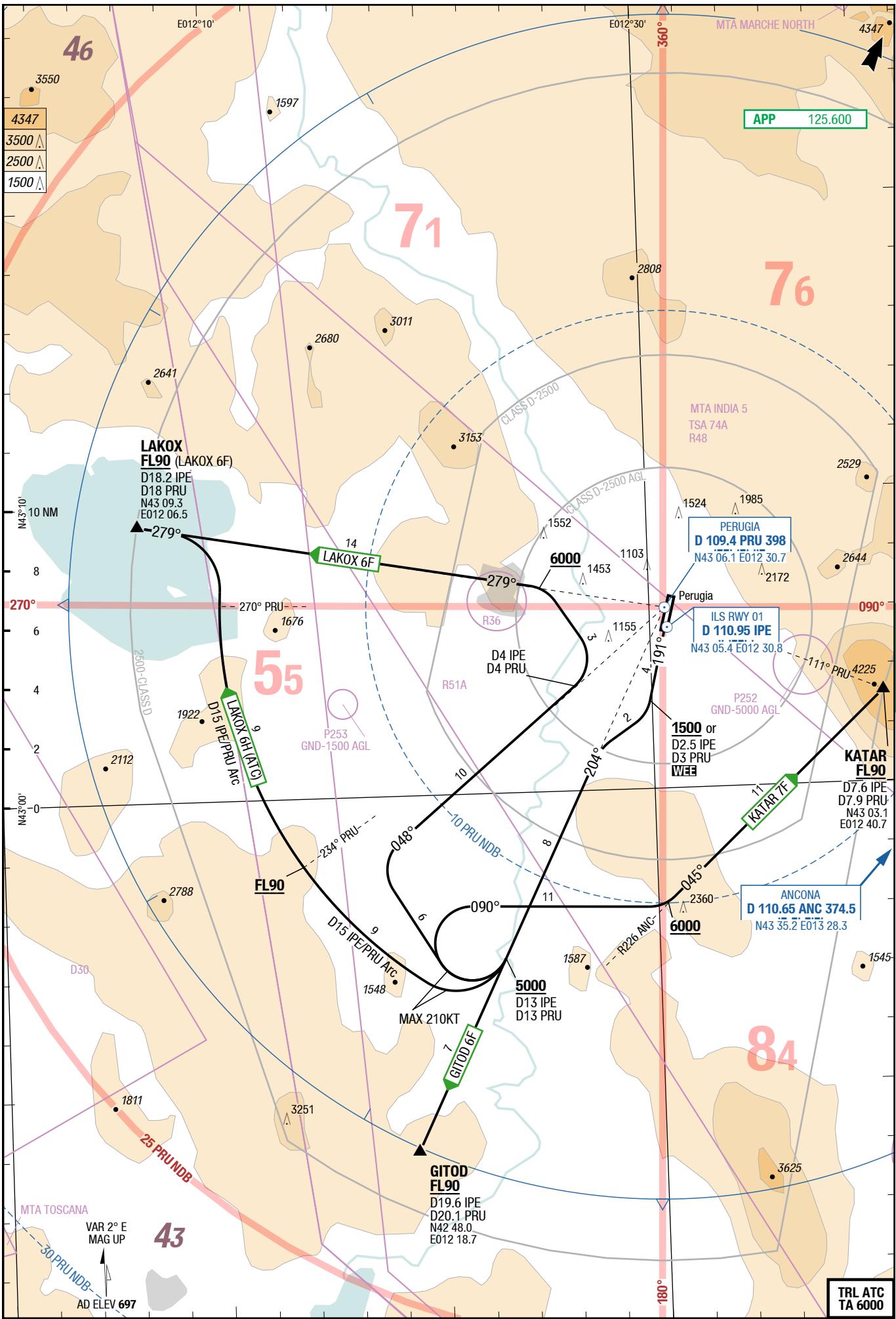
SIDs RWY 19 (via PRU NDB)

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SIDs RWY 19 (via PRUNDB)

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**GITOD 6Y / KATAR 6Y / LAKOX 5X / LAKOX 6Y**

RWY 01 (013°)

|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
|------|--------|------|------|------|------|------|------|
| 7.0% | ft/MIN | 900  | 1100 | 1300 | 1500 | 1800 | 2000 |
| 8.3% | ft/MIN | 1100 | 1300 | 1600 | 1800 | 2100 | 2300 |

| DESIGNATOR  | ROUTING   | ALTITUDES   |
|---|---|---|
|   | <b>Runway 01</b>  |   |
| <b>GITOD 6Y</b><br>8.3% to 1500<br>7.0% to 6000<br><b>125.600</b> | LT intercept R013 <b>PRU</b> - at D2 <b>PRU LT</b> (MAX 210KT) 280°<br>intercept R328 <b>PRU</b> - at D10 <b>PRU RT</b> (MAX 240KT) intercept<br>R001 <b>PRU</b> to <b>PRU</b> - R204 <b>PRU</b> to GITOD                         | R013/D2 <b>PRU MNM 1500</b><br>D10 <b>PRU MNM 4500</b><br><b>PRU MNM FL90</b>         |
| <b>KATAR 6Y</b><br>8.3% to 1500<br>7.0% to 6000<br><b>125.600</b> | LT intercept R013 <b>PRU</b> - at D2 <b>PRU LT</b> (MAX 210KT) 280°<br>intercept R328 <b>PRU</b> - at D10 <b>PRU RT</b> (MAX 240KT) intercept<br>R001 <b>PRU</b> inbound - at D2 <b>PRU LT</b> intercept R110 <b>PRU</b> to KATAR | R013/D2 <b>PRU MNM 1500</b><br>D10 <b>PRU MNM 4500</b><br>R001/D2 <b>PRU MNM FL90</b> |
| <b>LAKOX 5X</b><br>(ATC)<br>8.3% to 6000<br><b>125.600</b>        | LT intercept R013 <b>PRU</b> - at D2 <b>PRU LT</b> (MAX 210KT) 249°<br>intercept R279 <b>PRU</b> to LAKOX   | R013/D2 <b>PRU MNM 1500</b><br>D9 <b>PRU MNM 6000</b><br>LAKOX MNM <b>FL90</b>        |
| <b>LAKOX 6Y</b><br>8.3% to 1500<br>7.0% to 6000<br><b>125.600</b> | LT intercept R013 <b>PRU</b> - at D2 <b>PRU LT</b> (MAX 210KT) 280°<br>intercept R328 <b>PRU</b> - at D10 <b>PRU RT</b> (MAX 240KT) intercept<br>R001 <b>PRU</b> inbound - at D2 <b>PRU RT</b> intercept R279 <b>PRU</b> to LAKOX | R013/D2 <b>PRU MNM 1500</b><br>D10 <b>PRU MNM 4500</b><br>R001/D2 <b>PRU MNM FL90</b> |

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SIDs RWY 01 (via PRU NDB)

## GITOD 6G / KATAR 7G / LAKOX 6G

RWY 01 (013°)

|  | GS   | 120    | 150  | 180  | 210  | 240  | 270  |
|--|------|--------|------|------|------|------|------|
|  | 8.3% | ft/MIN | 1100 | 1300 | 1600 | 1800 | 2100 |

| DESIGNATOR  | ROUTING  | ALTITUDES   |
|---|--|---|
|   | Runway 01  |   |
| <b>GITOD 6G</b><br>8.3% to 5000<br><b>125.600</b> | at D2 <b>IPE</b> or D2 <b>PRU LT</b> (MAX 210KT) 174° intercept QDR 204<br><b>PRU</b> to GITOD   | D2 <b>IPE/D2 PRU</b><br>MNM 1500<br>D13 <b>IPE/D13 PRU</b><br>MNM 5000<br>GITOD MNM FL90<br><br><b>Initial climb 5000</b>                             |
| <b>KATAR 7G</b><br>8.3% to 5000<br><b>125.600</b> | at D2 <b>IPE</b> or D2 <b>PRU LT</b> (MAX 210KT) 174° intercept QDR 204<br><b>PRU</b> - at D13 <b>IPE</b> or D13 <b>PRU RT</b> (MAX 210KT) 090° intercept R226 <b>ANC</b> inbound to KATAR | D2 <b>IPE/D2 PRU</b><br>MNM 1500<br>D13 <b>IPE/D13 PRU</b><br>MNM 5000<br>R226 <b>ANC</b> MNM 6000<br>KATAR MNM FL90<br><br><b>Initial climb 5000</b> |
| <b>LAKOX 6G</b><br>8.3% to 5000<br><b>125.600</b> | at D2 <b>IPE</b> or D2 <b>PRU LT</b> (MAX 210KT) 249° intercept QDR 279<br><b>PRU</b> to LAKOX   | D2 <b>IPE/D2 PRU</b><br>MNM 1500<br>D9 <b>IPE/D9 PRU</b><br>MNM 6000<br>LAKOX MNM FL90<br><br><b>Initial climb 5000</b>                               |

14-APR-2016

**PEG-LIRZ****5-30****SIDs RWY 19 (via PRU VOR)****GITOD 6W / KATAR 6W / KATAR 6Z / LAKOX 5W**

RWY 19 (193°)

|  | GS   | 120    | 150 | 180 | 210  | 240  | 270  |
|--|------|--------|-----|-----|------|------|------|
|  | 5.8% | ft/MIN | 800 | 900 | 1100 | 1300 | 1500 |

| DESIGNATOR   | ROUTING   | ALTITUDES  |
|--|---|--|
|  | <b>Runway 19</b>  |  |
| <b>GITOD 6W</b><br>5.8% to 5000<br><b>125.600</b>          | <b>RT intercept R194 PRU - at D13 PRU RT</b> intercept R226 <b>ANC</b> to GITOD   | D13 <b>PRU MNM 5000</b><br>GITOD <b>MNM FL90</b>                             |
| <b>KATAR 6W</b><br>5.8% to 5000<br><b>125.600</b>          | <b>RT intercept R194 PRU - at D13 PRU RT (MAX 210KT) 090°</b><br>intercept R226 <b>ANC</b> inbound to KATAR                                 | D13 <b>PRU MNM 5000</b><br>R226 <b>ANC MNM 6000</b><br>KATAR <b>MNM FL90</b> |
| <b>KATAR 6Z</b><br>(ATC)<br>5.8% to 5000<br><b>125.600</b> | <b>RT intercept R194 PRU - at D13 PRU LT (MAX 210KT) 360°</b><br>intercept R226 <b>ANC</b> inbound to KATAR                                 | D13 <b>PRU MNM 5000</b><br>R226 <b>ANC MNM 6000</b><br>KATAR <b>MNM FL90</b> |
| <b>LAKOX 5W</b><br>5.8% to 5000<br><b>125.600</b>          | <b>RT intercept R194 PRU - at D13 PRU RT (MAX 210KT) follow</b><br>D15 <b>PRU arc - crossing R273 PRU LT intercept R279 PRU to</b><br>LAKOX | D13 <b>PRU MNM 5000</b><br>R234 <b>PRU MNM FL90</b>                          |

14-APR-2016

**PEG-LIRZ****5-40****SIDs RWY 19 (via PRU NDB)****GITOD 6F / KATAR 7F / LAKOX 6F / LAKOX 6H**

RWY 19 (193°)

|  | GS   | 120    | 150 | 180  | 210  | 240  | 270  |
|--|------|--------|-----|------|------|------|------|
|  | 6.4% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 |

| DESIGNATOR   | ROUTING   | ALTITUDES   |
|--|---|---|
|  | Runway 19   |   |
| <b>GITOD 6F</b><br>6.4% to 5000<br><b>125.600</b>          | 191° - at <b>1500</b> or D2.5 IPE (D3 PRU), whichever is earlier, <b>RT</b><br>intercept QDR 204 <b>PRU</b> to GITOD  | D13 IPE (D13 PRU)<br>MNM <b>5000</b><br>GITOD MNM <b>FL90</b><br><br><b>Initial climb 5000</b>  |
| <b>KATAR 7F</b><br>6.4% to 5000<br><b>125.600</b>          | 191° - at <b>1500</b> or D2.5 IPE (D3 PRU), whichever is earlier, <b>RT</b><br>intercept QDR 204 <b>PRU</b> - at D13 IPE (D13 PRU) <b>RT</b> (MAX 210KT)<br>090° intercept R226 <b>ANC</b> inbound to KATAR   | D13 IPE (D13 PRU)<br>MNM <b>5000</b><br>R226 ANC MNM <b>6000</b><br>KATAR MNM <b>FL90</b><br><br><b>Initial climb 5000</b>              |
| <b>LAKOX 6F</b><br>6.4% to 5000<br><b>125.600</b>          | 191° - at <b>1500</b> or D2.5 IPE (D3 PRU), whichever is earlier, <b>RT</b><br>intercept QDR 204 <b>PRU</b> - at D13 IPE (D13 PRU) <b>RT</b> (MAX 210KT)<br>intercept QDM 048 <b>PRU</b> - at D4 IPE (D4 PRU) <b>LT</b> intercept QDR<br>279 <b>PRU</b> to LAKOX    | D13 IPE (D13 PRU)<br>MNM <b>5000</b><br>QDR 279 <b>PRU</b> MNM<br><b>6000</b><br>LAKOX MNM <b>FL90</b><br><br><b>Initial climb 5000</b> |
| <b>LAKOX 6H</b><br>(ATC)<br>6.4% to 5000<br><b>125.600</b> | 191° - at <b>1500</b> or D2.5 IPE (D3 PRU), whichever is earlier, <b>RT</b><br>intercept QDR 204 <b>PRU</b> - at D13 IPE (D13 PRU) <b>RT</b> (MAX 210KT)<br>follow D15 IPE/PRU arc - crossing QDR 270 <b>PRU</b> <b>LT</b> intercept<br>QDR 279 <b>PRU</b> to LAKOX | D13 IPE (D13 PRU)<br>MNM <b>5000</b><br>QDR 234 <b>PRU</b><br>MNM <b>FL90</b><br><br><b>Initial climb 5000</b>                          |

Effective 10-NOV-2016

03-NOV-2016

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STARs RWY 01 (via PRU NDB)

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STARs RWY 01 (via PRU VOR)

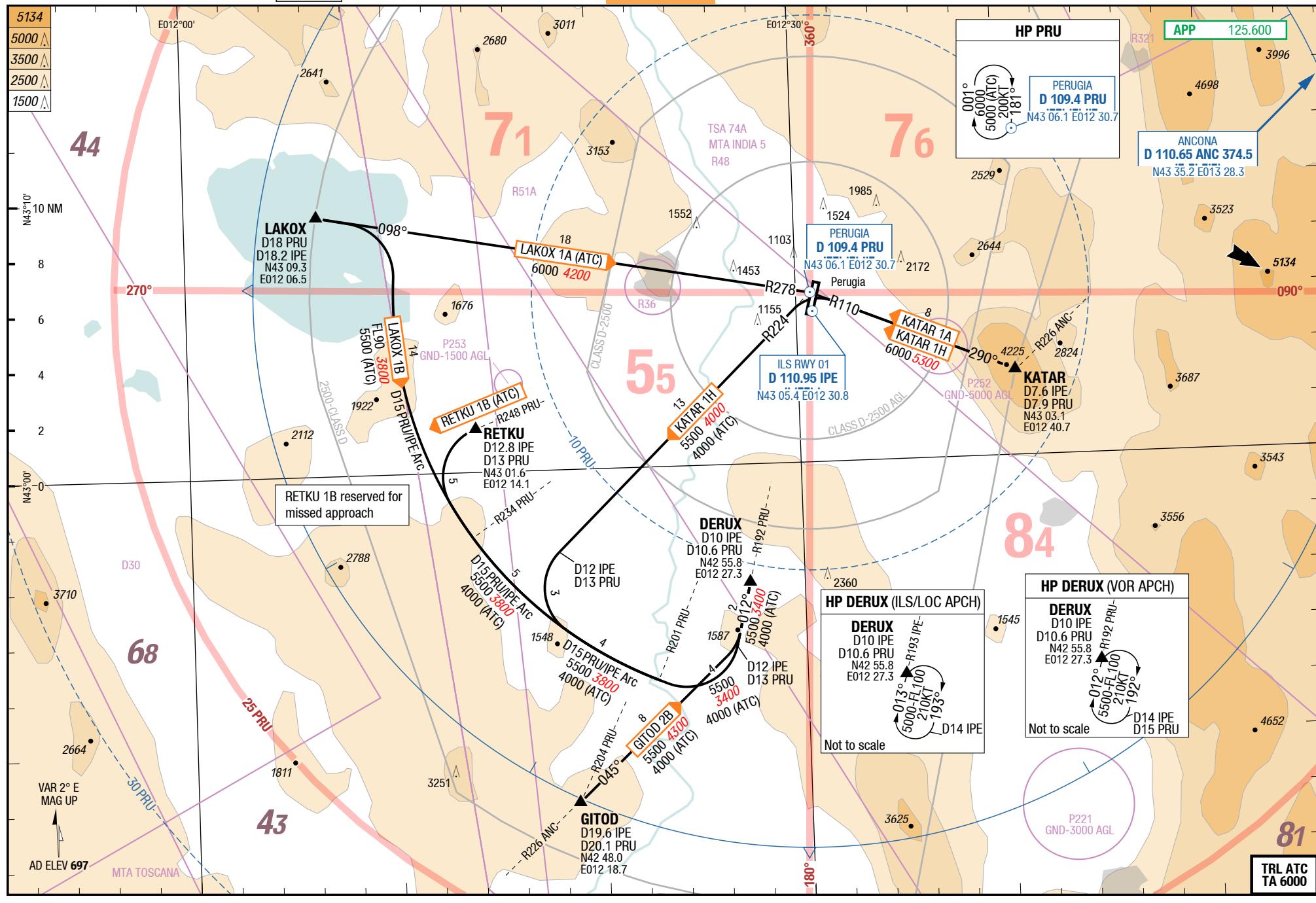
STAR

STAR

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STARs RWY 01 (via PRU NDB)

STARs RWY 01 (via PRU VOR)



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03-NOV-2016

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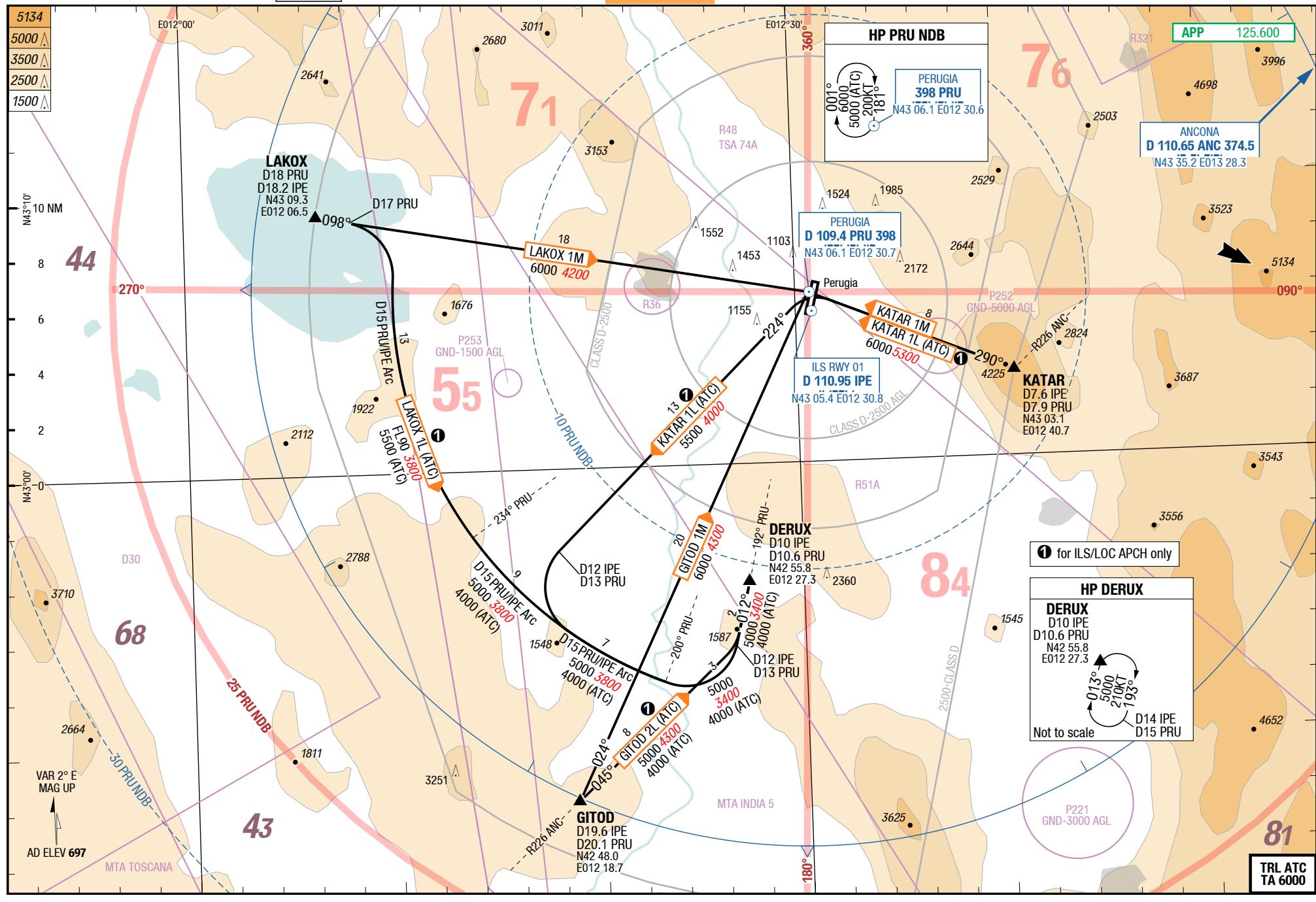
6-20

## **STARs RWY 01 (via PRU NDB)**

STAR

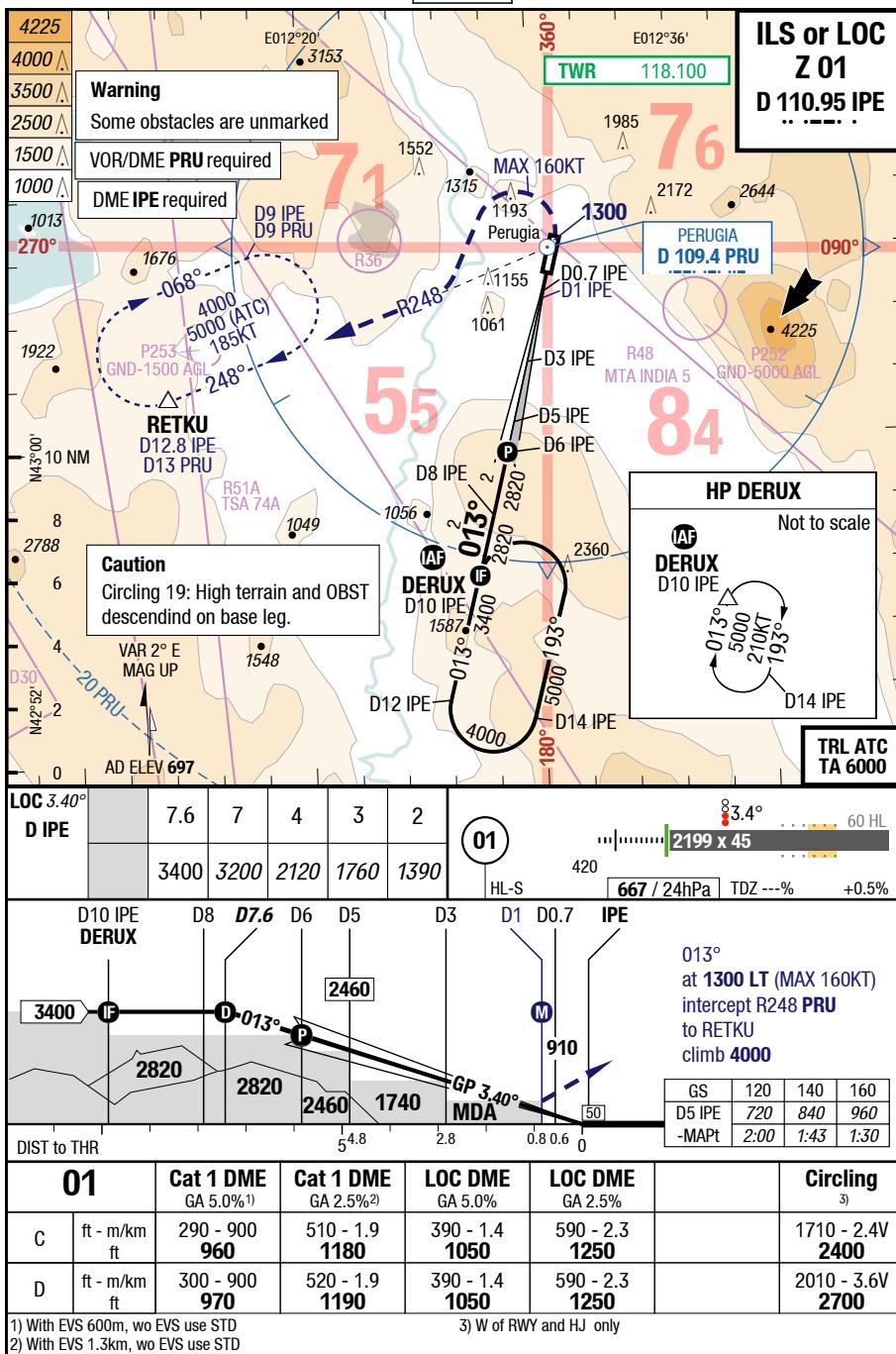
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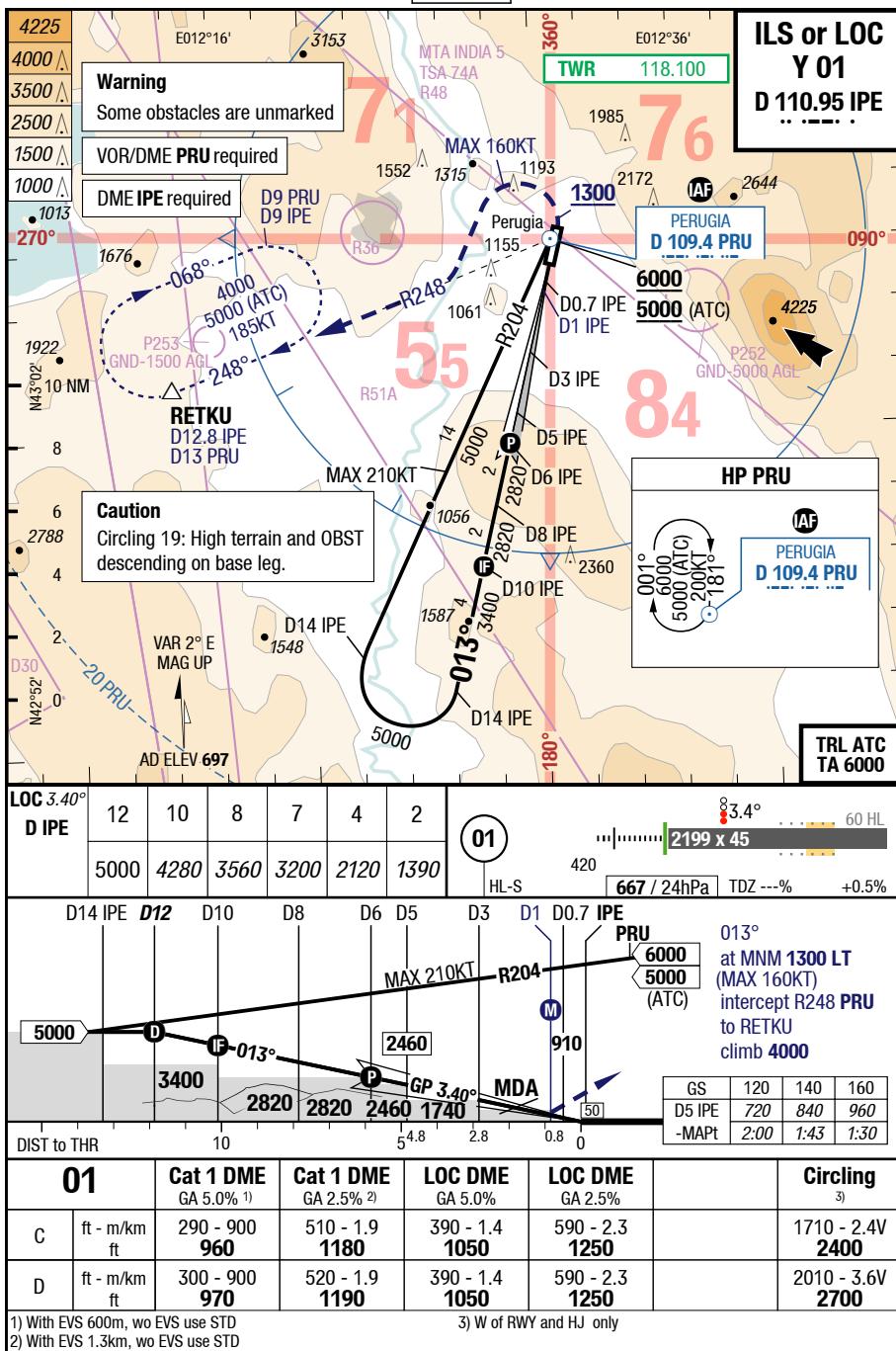
7-10

ILS or LOC Z 01



7-20

ILS or LOC Y 01



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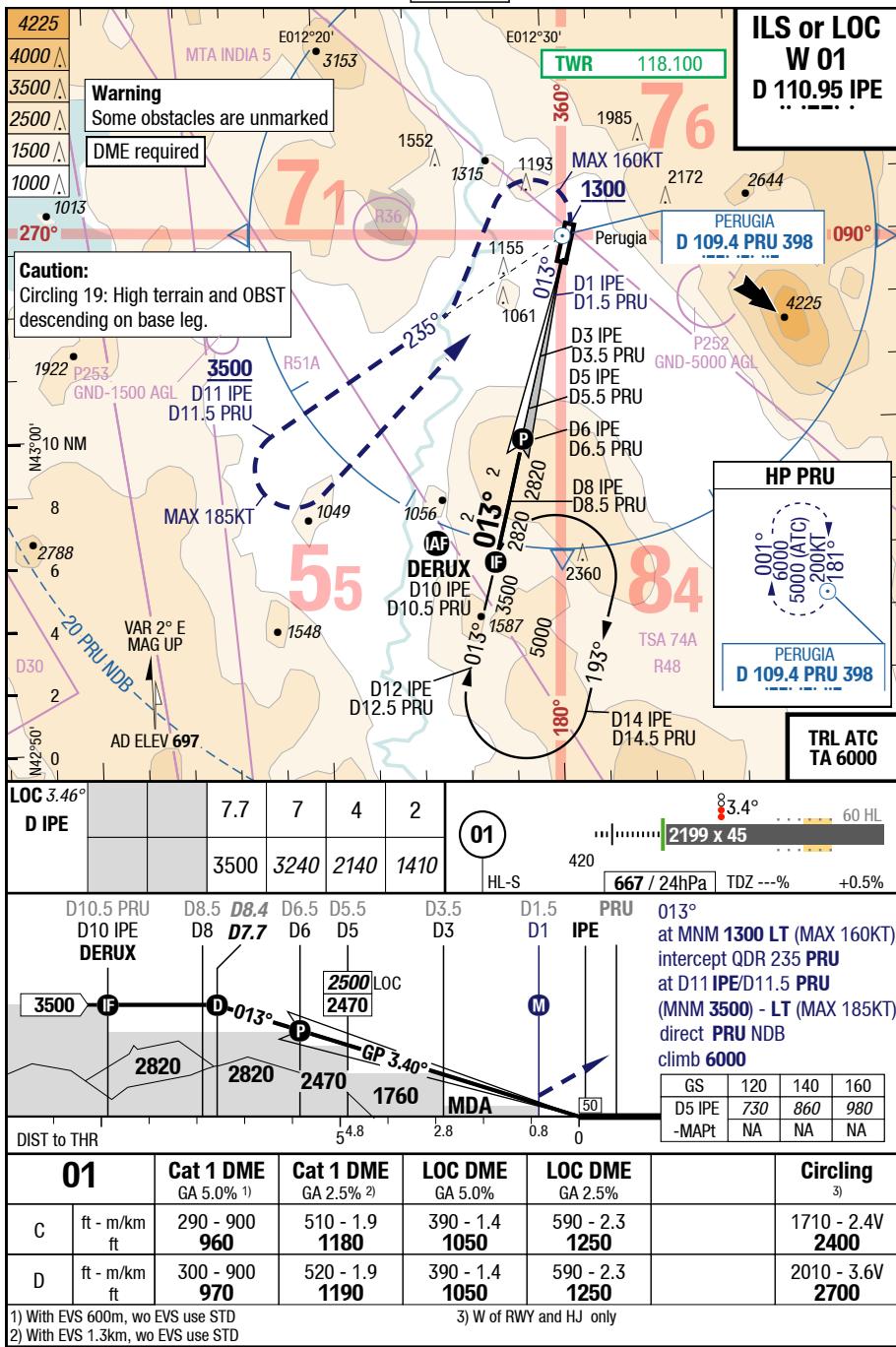
PEG-LIRZ

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IAC

7-30

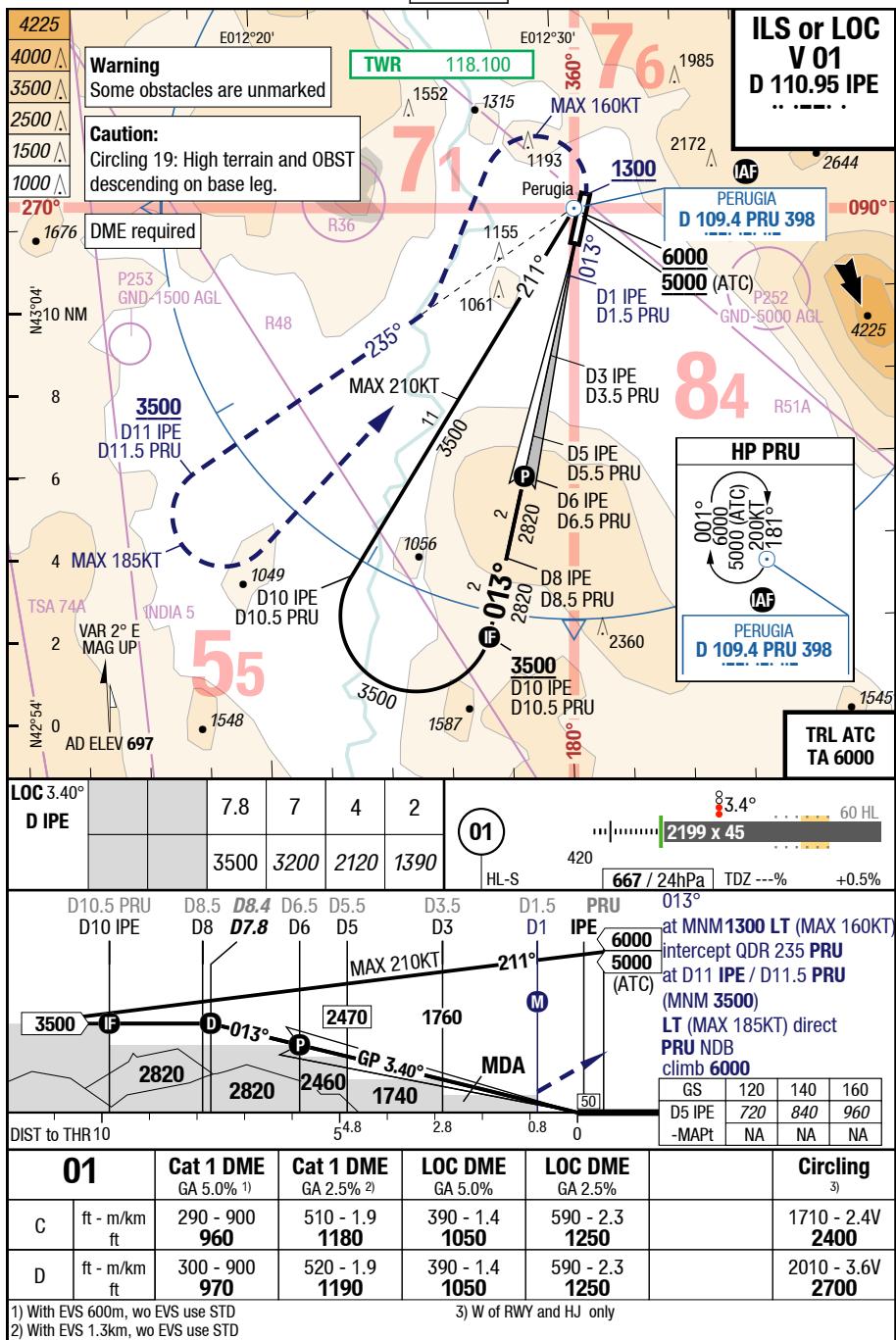
ILS or LOC W 01



Changes: HLDG, Editorial

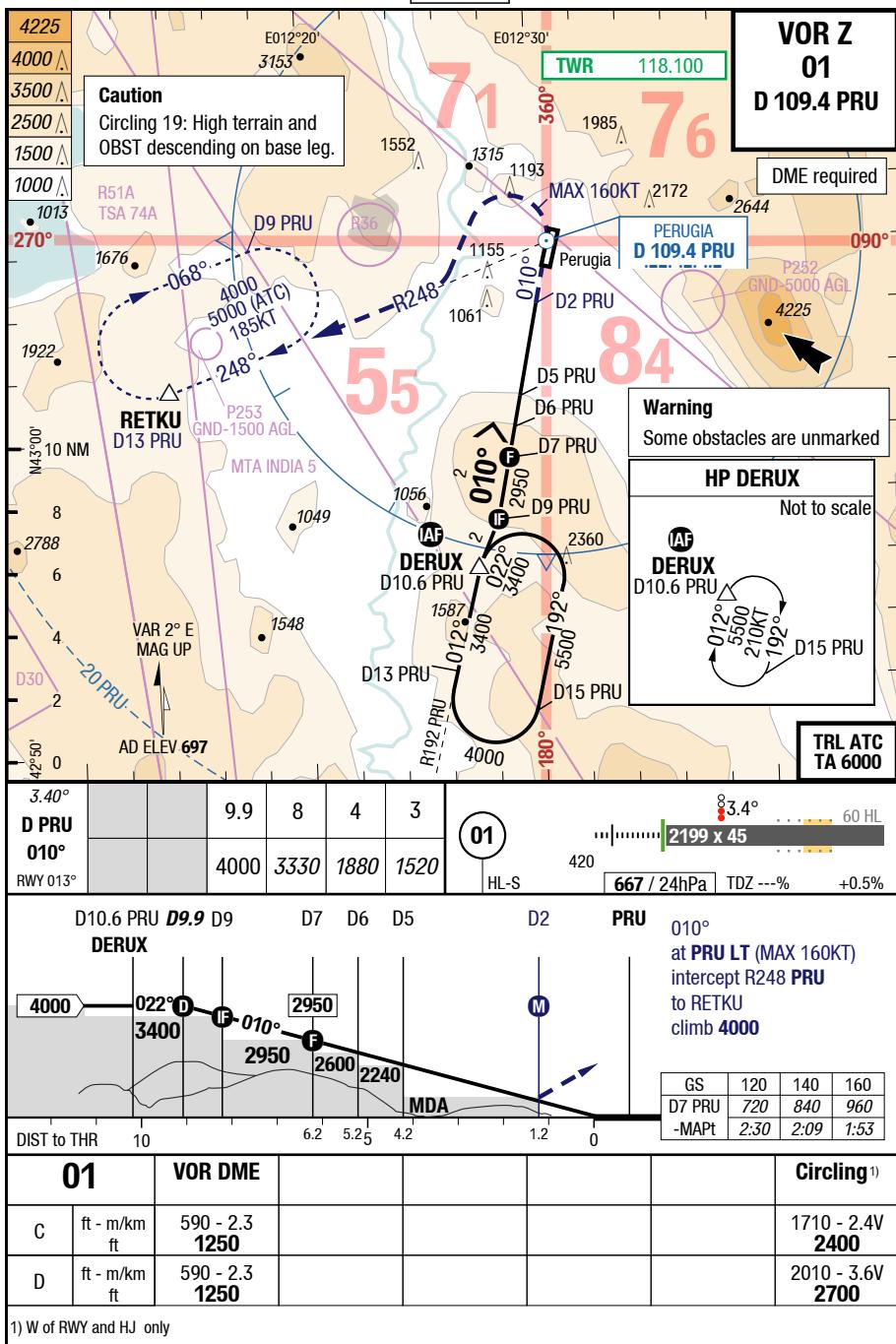
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ILS or LOC V 01



VOR Z 01

7-50



VOR Y 01

7-60

