

GENERAL**Operational Hours****ATS Hours:** 0500-2300‡**AD ADMIN Hours:** 0430-2200‡, other times only for SKED flights on delay**Airport Information****RFF:** CAT 8**Fuel:** 0500-2100‡, O/T REQ by e-mail only, send REQ at least 2HR before daily service.**PCN:** RWY 09/27: 90/F/A/W/T**Customs:** 0500-2200‡, other times only for SKED flights on delay**Operation****Traffic Note**

Between 2200-0500 SKED flights on delay are allowed.

Low Visibility Procedures

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

ARR

Use TWY B and F to vacate RWY.

After RWY vacated follow-me mandatory.

Inform TWR in case unable to vacate via TWY B.

DEP

ACFT shall leave APN after follow-me up to TWY E and then to CAT II holding point.

Enter RWY 09 through TWY A after TWR clearance and backtrack on RWY.

In case of aborted TKOF:

Vacate RWY via TWY A then TWY E and wait for follow-me.

Report to TWR:

- reaching RWY holding point.
- ILS sensitive area vacated.
- reaching stand.

TWY Restriction

TWY C MAX code letter C ACFT.

Taxi/Parking

ARR: Use TWY B and F to vacate RWY.

DEP: Use TWY E to vacate APN.

Follow-me on APN is mandatory.

INBD ACFT wait for follow-me on intersection between TWY and APN.

OUBD ACFT follow-me mandatory from stand until beginning TWY.

TWY E will be preferably used to vacate the APN.

TWY B will be preferably used to vacate the RWY.

TWY F will be preferably used to enter the APN.

TWY G:

- Code letter B and C ACFT allowed on tow only.
- Code letter D and E ACFT prohibited.

Movement of code letter D and E ACFT from parking area to THR 27 authorized only through TWY A-E.

GENERAL

Taxiing from TWY B to TWY S direction THR 09 is prohibited.

Taxiing from TWY F to TWY S direction THR 27 is prohibited to code letter D and E ACFT.

Taxiing from TWY B to TWY S direction THR 27 is without center light guidance.

Code letter E ACFT is allowed to taxi only via TWY A, E, B and F.

Code letter E ACFT backtrack manoeuvre in turn pad area THR RWY 09 may require a steering angle greater than 45°.

Visual Docking Guidance System (VDGS) AVBL at stands 17 and 19.

APU: Use limited to 20min after ATA and 60min before STD.

Warning

RCH VOR/DME: MAINT 1st FRI each month 0730-0900±.

RON NDB: MAINT 1st THU each month 0800-1100±.

ARRIVAL**Communication****COM Failure in Manoeuvring Area**

Vacate RWY and the sensitive area via TWY B, then F and wait for follow-me.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

Non-standard GP Intercept Position on RWY 09

GP intercepts RWY 09 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2474m / 8117ft.

DEPARTURE**Take-off Minima**

RWY		09	
All ACFT	ft - m/km	0 - 200R	LVTO up to aircraft code C (MAX wingspan 36m and MAX outer edge of main gear wheel span 9m)
		0 - 400R/400V	-
RWY		27	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication**COM Failure in Manoeuvring Area**

Continue on the assigned route to clearance limit and wait for follow-me.

DEPARTURE

Departure Procedure

Start-up/Push-back

Start-up clearance provided only after "aircraft ready" communication is received by AD Operator to ATC.

Noise Abatement Procedure: See CRAR for TKOF on RWY 09

De-Icing

0430-2200± 01 NOV-30 APR.

Effective 01-MAR-2018

22-FEB-2018

TRS-LIPQ

Italy Trieste Ronchi dei Legionari

AGC
AFC

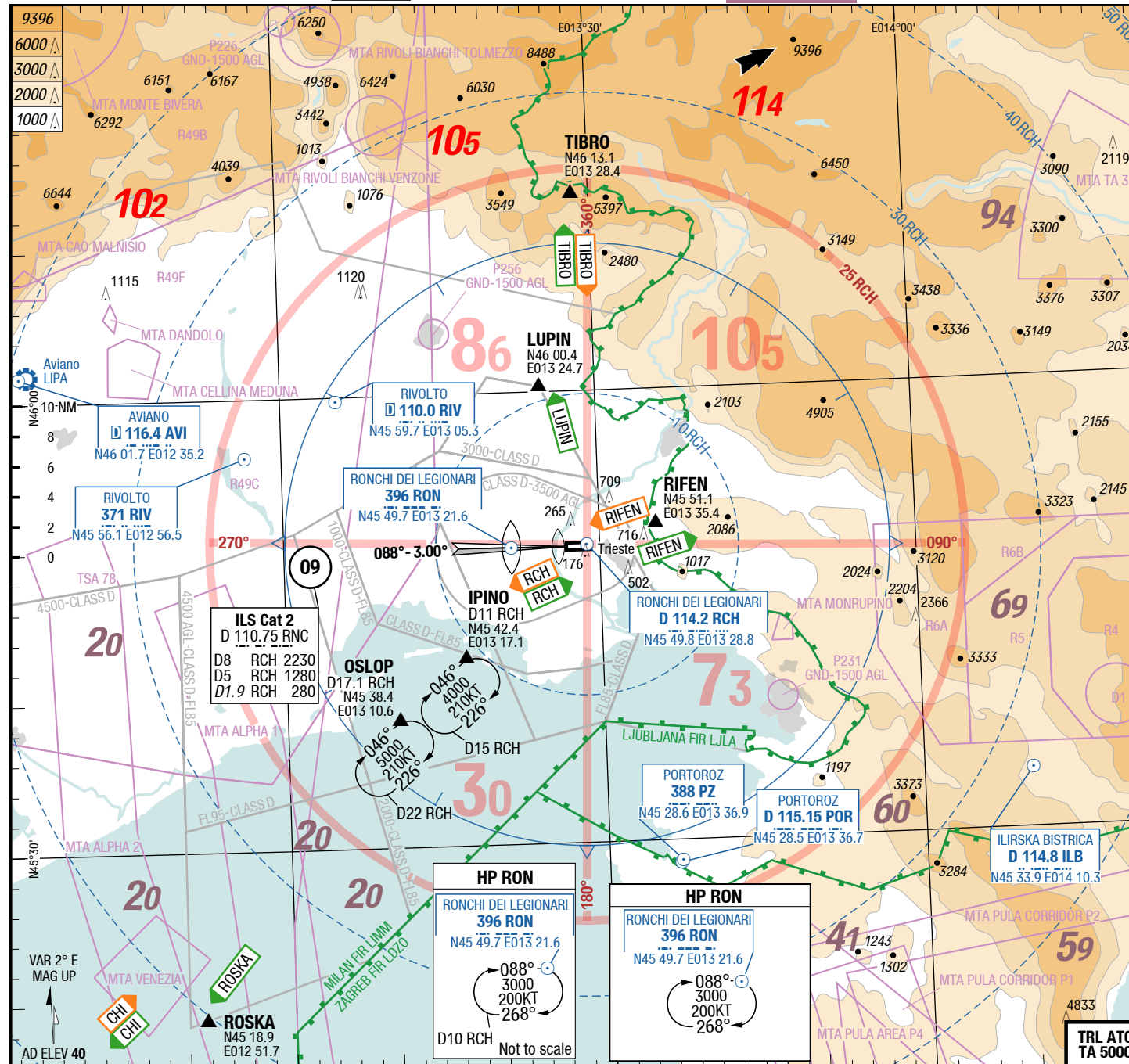
AFC

AFC

Ronchi dei Legionari Trieste Italy

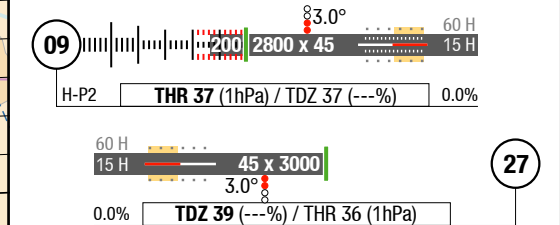
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2-10



Ronchi RAD	119.175 0800-1700+
Padova ACC	120.725 125.900 128.575
Ronchi APP	119.175 0500-2300+ 2300-0500+ DLA SKED FLT only
Ronchi TWR	130.200 0500-2300+ 2300-0500+ DLA SKED FLT only

Landing RWY system:



Changes: Nil



Effective 01-MAR-2018

22-FEB-2018

TRS-LIPQ

Italy Trieste Ronchi dei Legionari

NIL
LVC

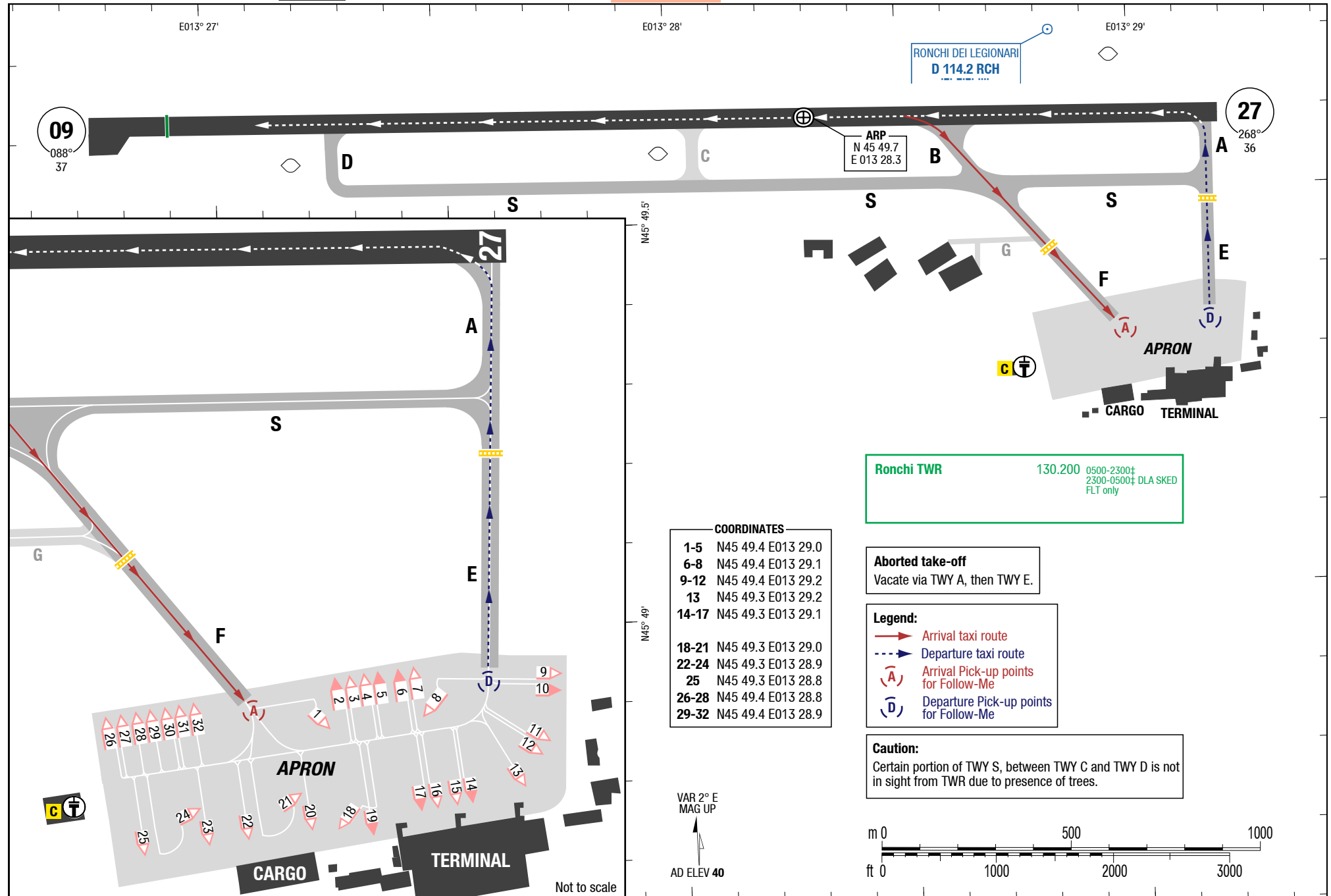
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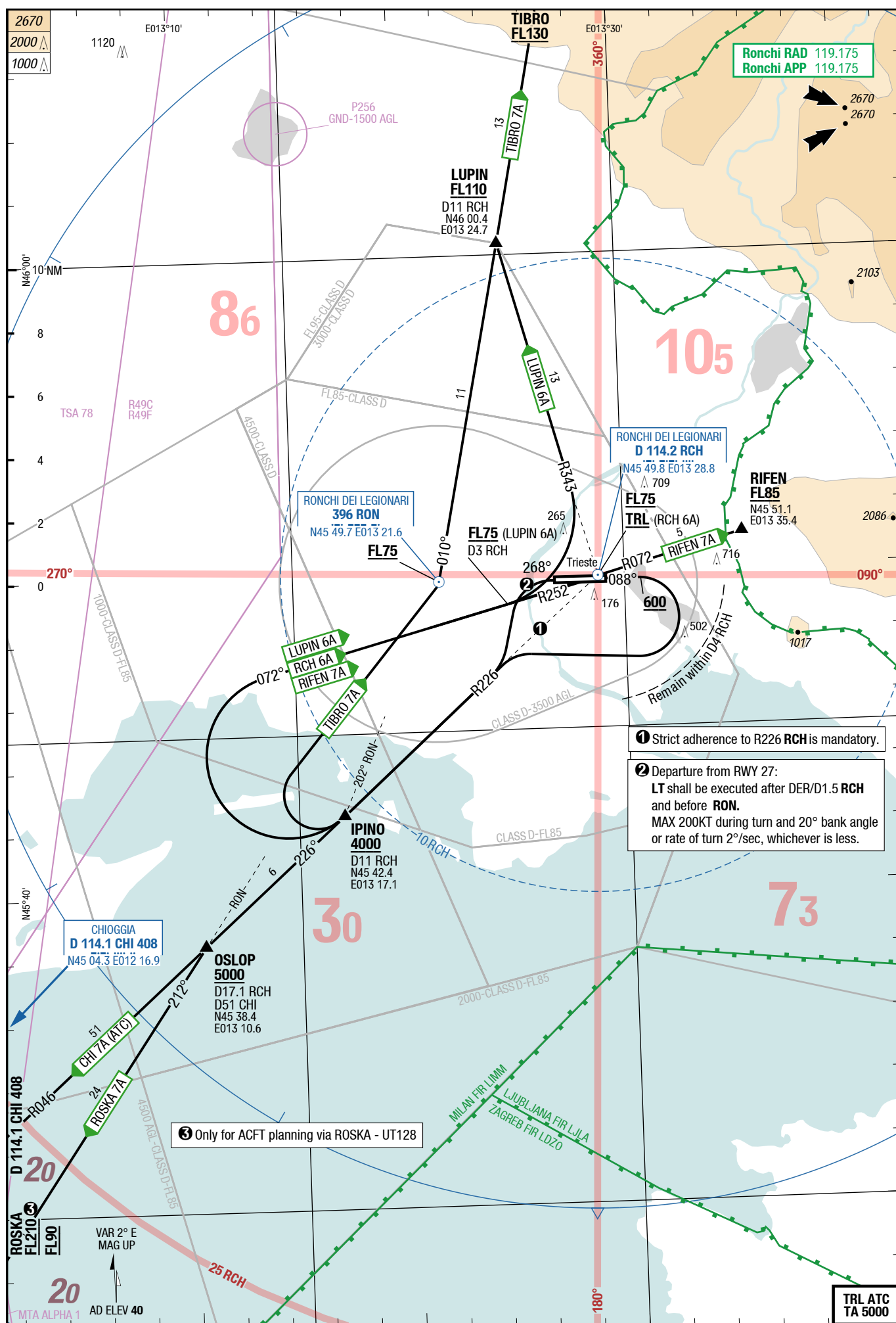
Ronchi dei Legionari Trieste Italy

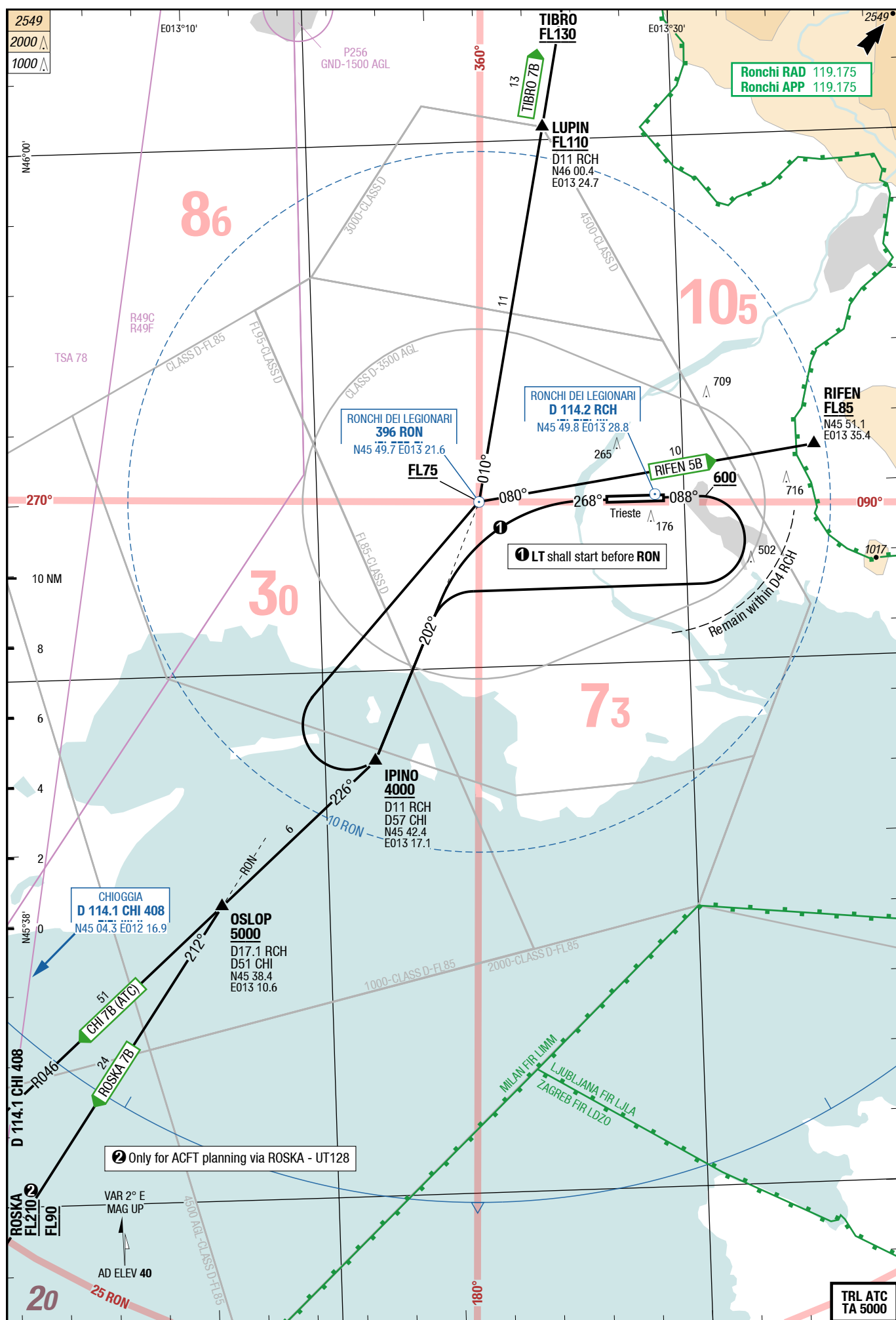
NIL
LVC

3-30



Changes: Note, Editorial





10-AUG-2017

TRS-LIPQ

Italy **Trieste** Ronchi dei Legionari

SIDs RWY 27 (By ATC)

4-30

SIDs RWY 09 (By ATC)

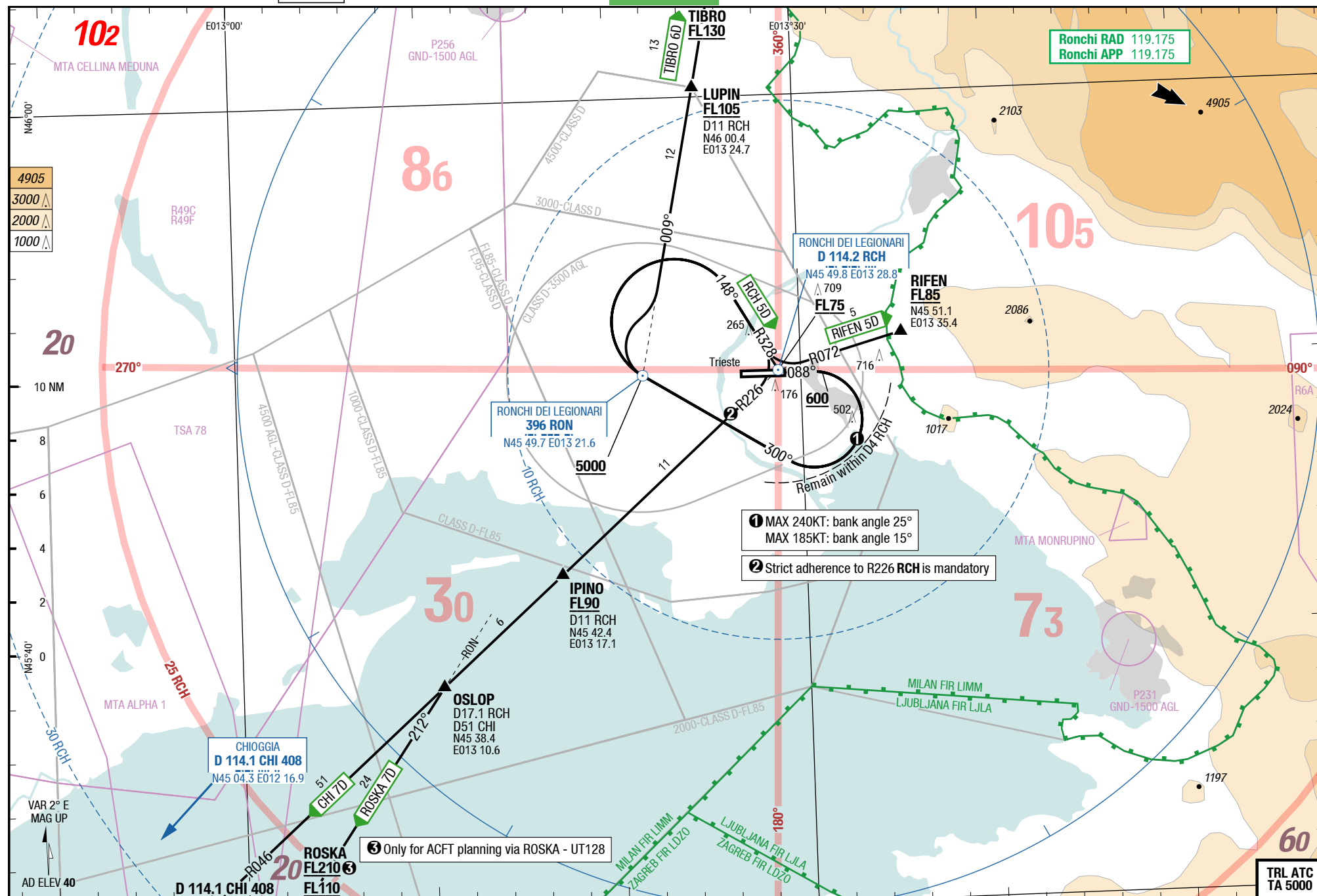
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Ronchi dei Legionari **Trieste** Italy

SIDs RWY 27 (By ATC)

SIDs RWY 09 (By ATC)



Effective 17-AUG-2017

10-AUG-2017

TRS-LIPQ

Italy Trieste Ronchi dei Legionari

Ronchi dei Legionari Trieste Italy

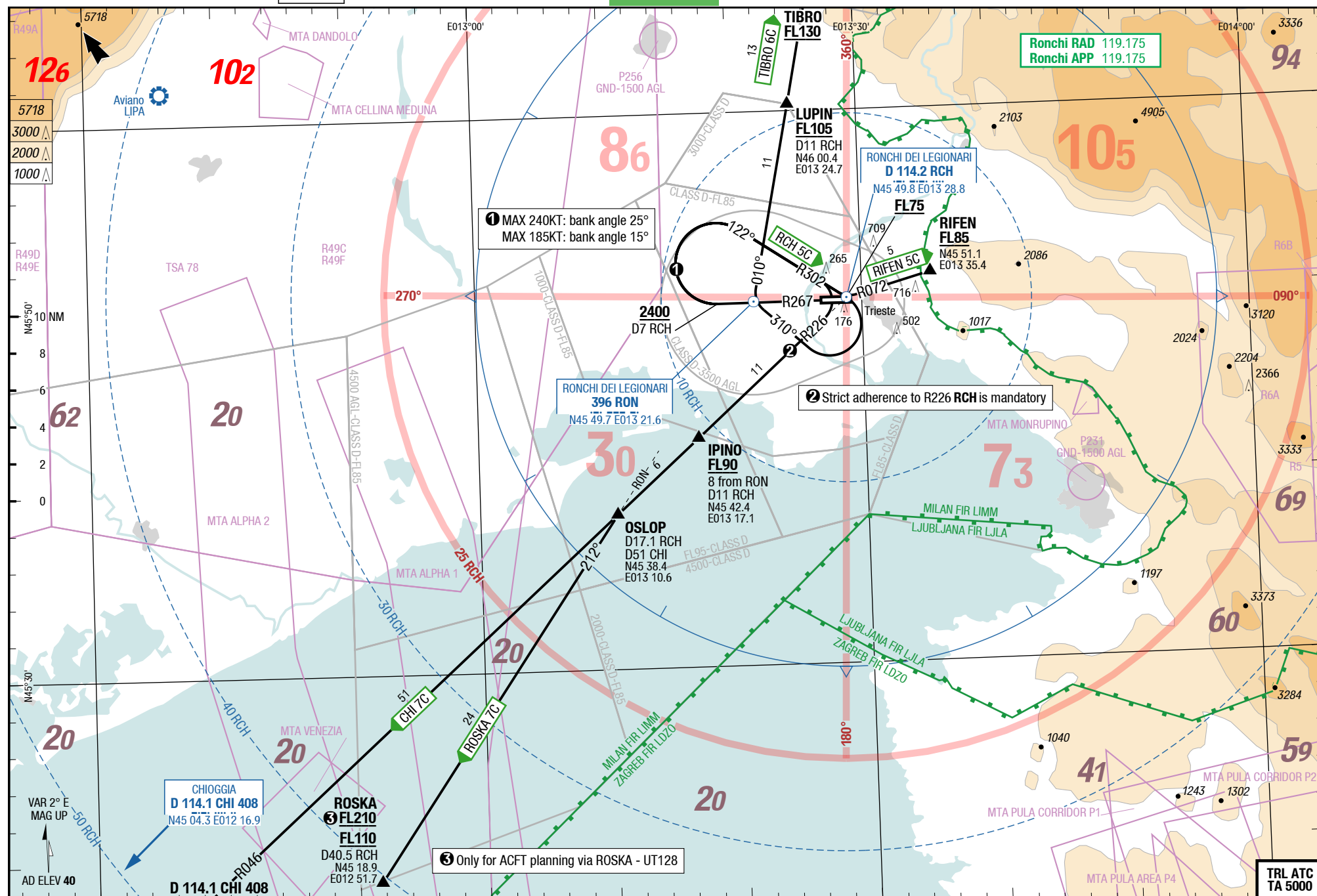
4-40

SIDs RWY 27 (By ATC)

SID

SID

SIDs RWY 27 (By ATC)



Changes: ASP, Track, SUAs, OBST, AD ELEV

CHIOGGIA 7A / LUPIN 6A / RIFEN 7A / RONCHI DEI LEGIONARI 6A / ROSKA 7A / TIBRO 7A

RWY 09 (088°)

	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 09	
CHIOGGIA 7A CHI 7A (ATC) 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - OSLOP - CHI	IPINO MNM 4000 OSLOP MNM 5000
LUPIN 6A 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH inbound - at D3 RCH LT intercept R343 RCH to LUPIN	IPINO MNM 4000 R252/D3 RCH MNM FL75 LUPIN MNM FL110
RIFEN 7A 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH to RCH - R072 RCH to RIFEN	IPINO MNM 4000 RCH MNM FL75 RIFEN MNM FL85
RONCHI DEI LEGIONARI 6A RCH 6A 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH to RCH	IPINO MNM 4000 RCH MNM TRL
ROSKA 7A 5.0% to 4000 119.175 ①	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - OSLOP - LT intercept QDR 212 RON to ROSKA	IPINO MNM 4000 OSLOP MNM 5000 ROSKA MNM FL90
TIBRO 7A 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 010 RON to LUPIN - TIBRO	IPINO MNM 4000 RON MNM FL75 LUPIN MNM FL110 TIBRO MNM FL130

① MNM climb gradient 7.0% for ACFT planning via ROSKA - UT128, MNM FL210 at ROSKA

TRS-LIPQ

5-20

SIDs

CHIOGGIA 7A / LUPIN 6A / RIFEN 7A / RONCHI DEI LEGIONARI 6A / ROSKA 7A / TIBRO 7A

RWY 27 (268°)

	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 27	
CHIOGGIA 7A CHI 7A (ATC) 5.0% to 4000 119.175	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - OSLOP - CHI	IPINO MNM 4000 OSLOP MNM 5000
LUPIN 6A 5.0% to 4000 119.175	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH inbound - at D3 RCH LT intercept R343 RCH to LUPIN	IPINO MNM 4000 R252/D3 RCH MNM FL75 LUPIN MNM FL110
RIFEN 7A 5.0% to 4000 119.175	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH to RCH - R072 RCH to RIFEN	IPINO MNM 4000 RCH MNM FL75 RIFEN MNM FL85
RONCHI DEI LEGIONARI 6A RCH 6A 5.0% to 4000 119.175	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT intercept R252 RCH to RCH	IPINO MNM 4000 RCH MNM TRL
ROSKA 7A 5.0% to 4000 119.175 ①	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - OSLOP - LT intercept QDR 212 RON to ROSKA	IPINO MNM 4000 OSLOP MNM 5000 ROSKA MNM FL90
TIBRO 7A 5.0% to 4000 119.175	LT (after DER/D1.5 RCH and before RON , MAX 200KT and 20° bank angle or 2°/sec rate of turn, whichever is less) intercept R226 RCH to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 010 RON to LUPIN - TIBRO	IPINO MNM 4000 RON MNM FL75 LUPIN MNM FL110 TIBRO MNM FL130

① MNM climb gradient 7.0% for ACFT planning via ROSKA - UT128, MNM FL210 at ROSKA

TRS-LIPQ

5-30

SIDs (VOR RCH U/S)

CHIOGGIA 7B / RIFEN 5B / ROSKA 7B / TIBRO 7B

RWYs 09 (088°) / 27 (268°)

	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 09	
CHIOGGIA 7B CHI 7B (ATC) 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDR 202 RON to IPINO - RT intercept R046 CHI to OSLOP - CHI	IPINO MNM 4000 OSLOP MNM 5000
RIFEN 5B 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDR 202 RON to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 080 RON to RIFEN	IPINO MNM 4000 RON MNM FL75 RIFEN MNM FL85
ROSKA 7B 5.0% to 4000 119.175 ①	at MNM 600 RT (remain within D4 RCH) intercept QDR 202 RON to IPINO - RT intercept R046 CHI inbound - at OSLOP LT intercept QDR 212 RON to ROSKA	IPINO MNM 4000 OSLOP MNM 5000 ROSKA MNM FL90
TIBRO 7B 5.0% to 4000 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDR 202 RON to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 009 RON to LUPIN - TIBRO	IPINO MNM 4000 RON MNM FL75 LUPIN MNM FL110 TIBRO MNM FL130
	Runway 27	
CHIOGGIA 7B CHI 7B (ATC) 5.0% to 4000 119.175	LT (before RON) intercept QDR 202 RON to IPINO - RT intercept R046 CHI to OSLOP - CHI	IPINO MNM 4000 OSLOP MNM 5000
RIFEN 5B 5.0% to 4000 119.175	LT (before RON) intercept QDR 202 RON to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 080 RON to RIFEN	IPINO MNM 4000 RON MNM FL75 RIFEN MNM FL85
ROSKA 7B 5.0% to 4000 119.175 ①	LT (before RON) intercept QDR 202 RON to IPINO - RT intercept R046 CHI inbound - at OSLOP LT intercept QDR 212 RON to ROSKA	IPINO MNM 4000 OSLOP MNM 5000 ROSKA MNM FL90
TIBRO 7B 5.0% to 4000 119.175	LT (before RON) intercept QDR 202 RON to IPINO - passing IPINO or crossing 4000 RT to RON - QDR 010 RON to LUPIN - TIBRO	IPINO MNM 4000 RON MNM FL75 LUPIN MNM FL110 TIBRO MNM FL130

① MNM climb gradient 7.0% for ACFT planning via ROSKA - UT128, MNM FL210 at ROSKA

TRS-LIPQ

5-40

SIDs RWY 09 (By ATC)

CHIOGGIA 7D / RIFEN 5D / RONCHI DEI LEGIONARI 5D / ROSKA 7D / TIBRO 6D
RWY 09 (088°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
CHIOGGIA 7D CHI 7D 5.0% to FL75 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDM 300 RON to RON - RT intercept R328 RCH to RCH - R226 RCH to IPINO - OSLOP - R046 CHI to CHI	RON MNM 5000 RCH MNM FL75 IPINO MNM FL90
RIFEN 5D 5.0% to FL75 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDM 300 RON to RON - RT intercept R328 RCH to RCH - R072 RCH to RIFEN	RON MNM 5000 RCH MNM FL75 RIFEN MNM FL85
RONCHI DEI LEGIONARI 5D RCH 5D 5.0% to FL75 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDM 300 RON to RON - RT intercept R328 RCH to RCH	RON MNM 5000 RCH MNM FL75
ROSKA 7D 5.0% to FL75 119.175 ①	at MNM 600 RT (remain within D4 RCH) intercept QDM 300 RON to RON - RT intercept R328 RCH to RCH - R226 RCH to IPINO - OSLOP - LT intercept QDR 212 RON to ROSKA	RON MNM 5000 RCH MNM FL75 IPINO MNM FL90 ROSKA MNM FL110
TIBRO 6D 6.1% to FL105 119.175	at MNM 600 RT (remain within D4 RCH) intercept QDM 300 RON to RON - RT intercept QDR 009 RON to LUPIN - TIBRO	RON MNM 5000 LUPIN MNM FL105 TIBRO MNM FL130

① MNM climb gradient 5.1% for ACFT planning via ROSKA - UT128, MNM FL210 at ROSKA

TRS-LIPQ

5-50

SIDs RWY 27 (By ATC)

CHIOGGIA 7C / RIFEN 5C / RONCHI DEI LEGIONARI 5C / ROSKA 7C / TIBRO 6C
RWY 27 (268°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
CHIOGGIA 7C CHI 7C 7.0% to R267/D7 RCH 6.0% to FL75 119.175	R267 RCH - at D7 RCH RT intercept R302 RCH to RCH - R226 RCH to IPINO - OSLOP - R046 CHI to CHI	R267/D7 RCH MNM 2400 RCH MNM FL75 IPINO MNM FL90
RIFEN 5C 7.0% to R267/D7 RCH 6.0% to FL75 119.175	R267 RCH - at D7 RCH RT intercept R302 RCH to RCH - R072 RCH to RIFEN	R267/D7 RCH MNM 2400 RCH MNM FL75 RIFEN MNM FL85
RONCHI DEI LEGIONARI 5C RCH 5C 7.0% to R267/D7 RCH 6.0% to FL75 119.175	R267 RCH - at D7 RCH RT intercept R302 RCH to RCH	R267/D7 RCH MNM 2400 RCH MNM FL75
ROSKA 7C 7.0% to R267/D7 RCH 6.0% to FL75 119.175 ①	R267 RCH - at D7 RCH RT intercept R302 RCH to RCH - R226 RCH to IPINO - OSLOP - LT intercept QDR 212 RON to ROSKA	R267/D7 RCH MNM 2400 RCH MNM FL75 IPINO MNM FL90 ROSKA MNM FL110
TIBRO 6C 7.0% to R267/D7 RCH 6.0% to FL75 119.175	R267 RCH - at D7 RCH RT intercept R302 RCH to RCH - RT intercept QDM 310 RON to RON - QDR 010 RON to LUPIN - TIBRO	R267/D7 RCH MNM 2400 RCH MNM FL75 LUPIN MNM FL105 TIBRO MNM FL130

① After R267/D7 RCH, MNM climb gradient 5.5% to FL210 for ACFT planning via ROSKA - UT128. MNM FL210 at ROSKA

TRS-LIPQ

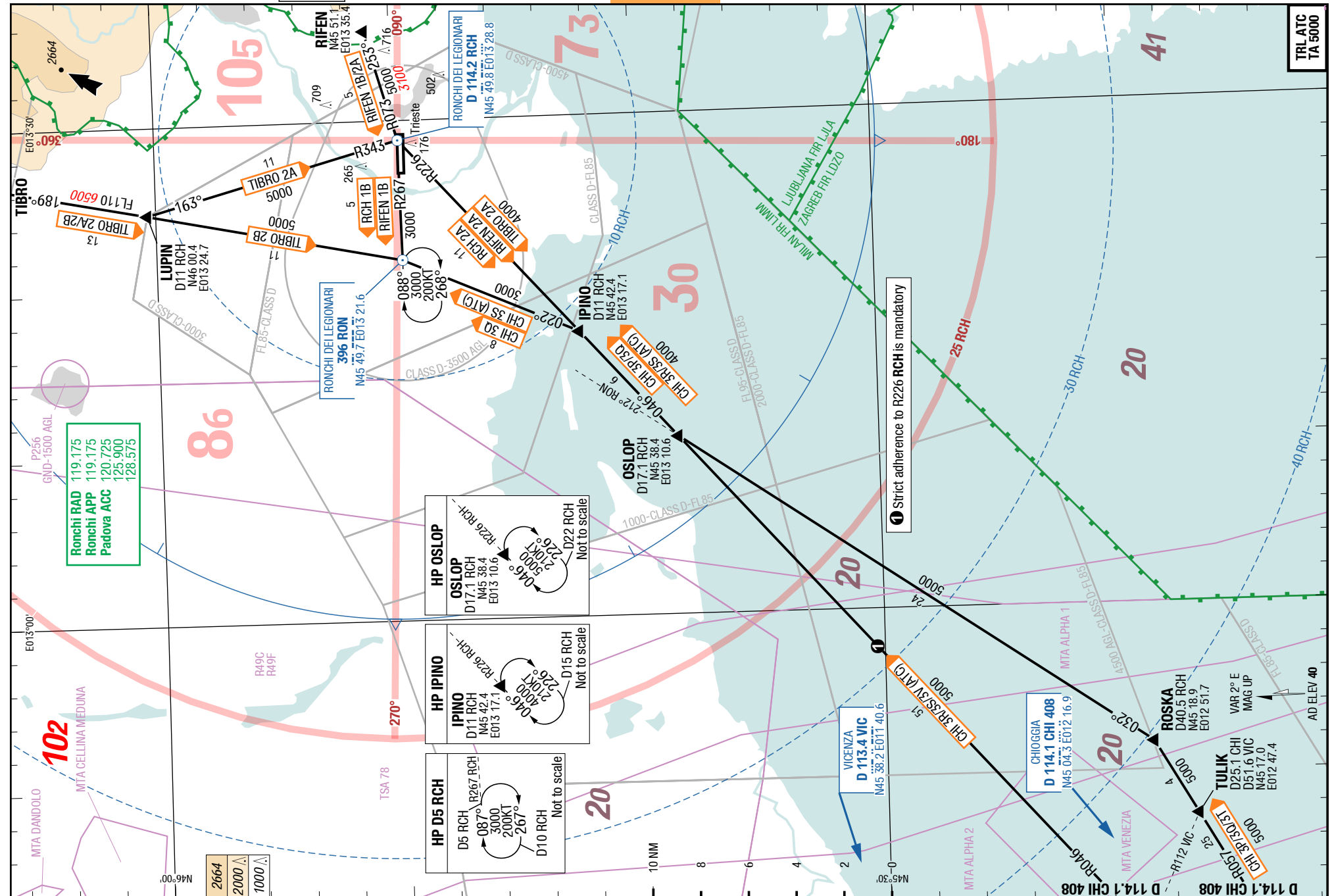
STARs

STAR

STAR

NIL

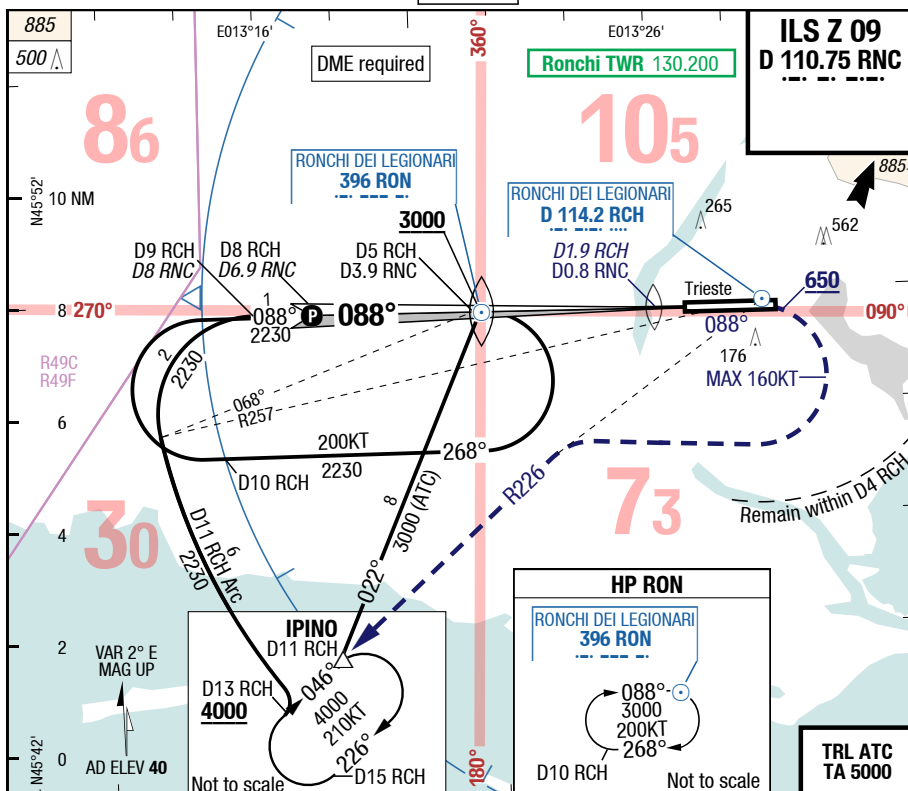
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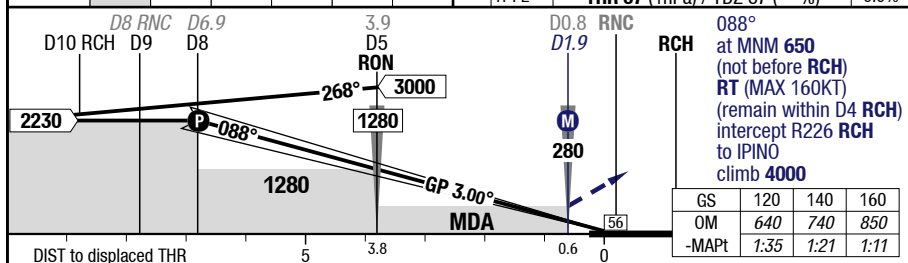
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7-10

ILS Z 09



LOC 3.00° D RCH	8	7	6	4	3	<div><div><div>09</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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09		Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 3.0% ¹⁾	Cat 1 DME GA 2.5% ¹⁾	LOC DME	Circling S of AD only ²⁾
C	ft - m/km ft	100 - 300R 102 RA	150 - 450R 148 RA	200 - 550R/800V 240	240 - 550R/800V 270	450 - 1.4 480	1160 - 2.4V 1200
D	ft - m/km ft	110 - 300R 103 RA ³⁾	170 - 450R 169 RA	210 - 550R/800V 250	250 - 550R/800V 280	450 - 1.4 480	1160 - 3.6V 1200

1) With EVS RVR 350m/ VIS 550m

3) If not conducting autoland RVR 350m required

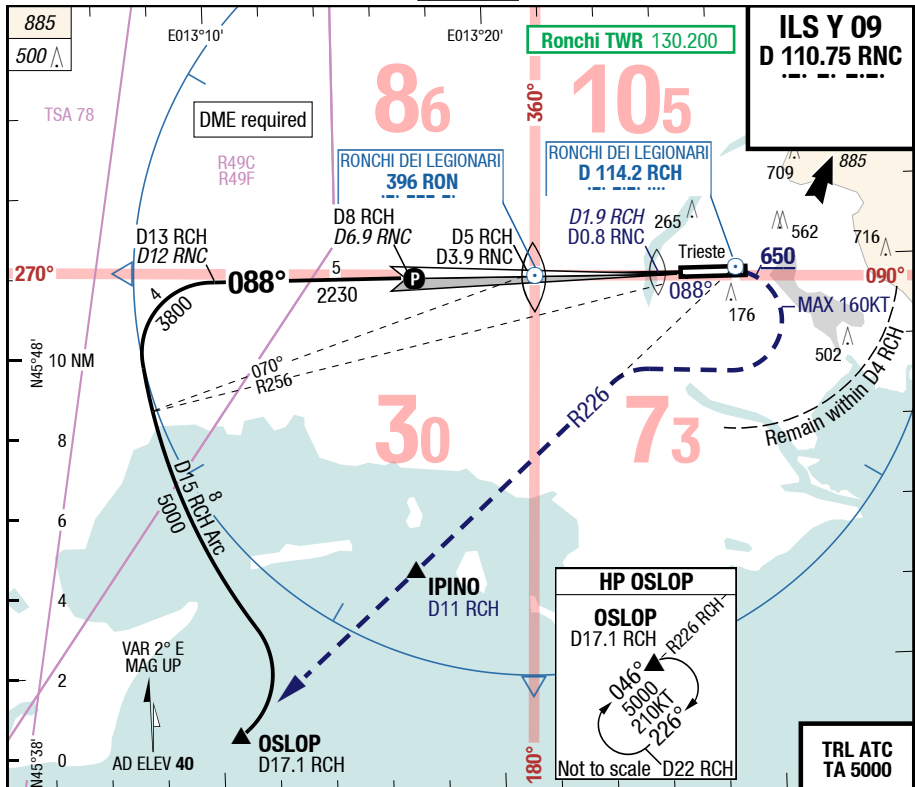
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Changes: APL, TDZE, MIN, SUA's, OBST, AD ELEV, Editorial

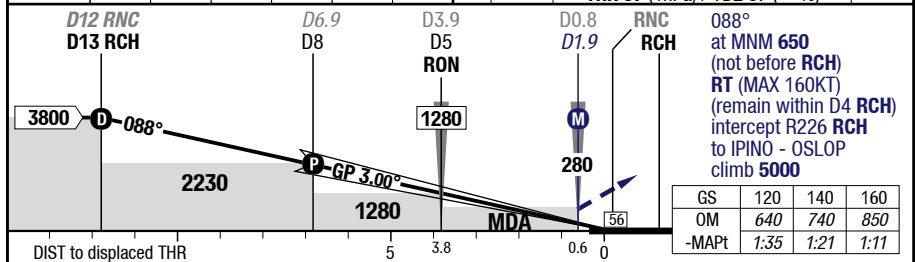
TRS-LIPQ

7-20

ILS Y 09



LOC 3.00°	13	11	9	7	4	3	09	83.0°	60 H	15 H
D RCH	3800	3180	2550	1910	960	640	H-P2	THR 37 (1hPa) / TDZ 37 (---%)	0.0%	



09		Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 3.0% ¹⁾	Cat 1 DME GA 2.5% ¹⁾	LOC DME	Circling S of AD only ²⁾
C	ft - m/km ft	100 - 300R 102 RA	150 - 450R 148 RA	200 - 550R/800V 240	240 - 550R/800V 270	450 - 1.4 480	1160 - 2.4V 1200
D	ft - m/km ft	110 - 300R 103 RA ³⁾	170 - 450R 169 RA	210 - 550R/800V 250	250 - 550R/800V 280	450 - 1.4 480	1160 - 3.6V 1200

1) With EVS RVR 350m/ VIS 550m

3) If not conducting autoland RVR 350m required

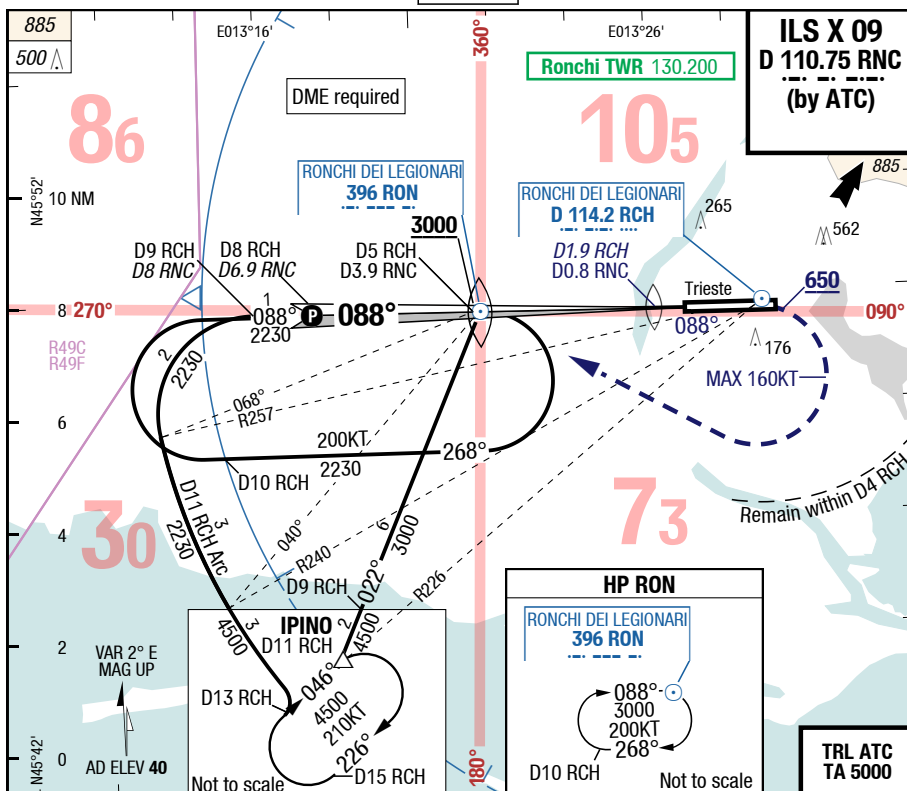
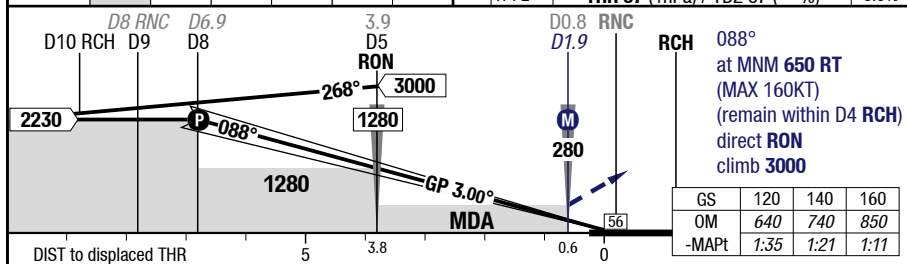
2) Remain within D4.0 RCH

Changes: APL, TDZE, MIN, SUAs, OBST, AD ELEV, Editorial

TRS-LIPQ

7-30

ILS X 09 (by ATC)

[illegible]

09		Cat 2 DME GA 3.0% 1)	Cat 2 DME GA 2.5% 1)	Cat 1 DME GA 3.0% 1) 2)	Cat 1 DME GA 2.5% 1) 2)	LOC DME 1)	Circling S of AD only 3)
C	ft - m/km ft	100 - 300R 102 RA	150 - 450R 148 RA	200 - 550R/800V 240	240 - 550R/800V 270	450 - 1.4 480	1160 - 2.4V 1200
D	ft - m/km ft	110 - 300R 103 RA 4)	170 - 450R 169 RA	210 - 550R/800V 250	250 - 550R/800V 280	450 - 1.4 480	1160 - 3.6V 1200

1) At ATC discretion only

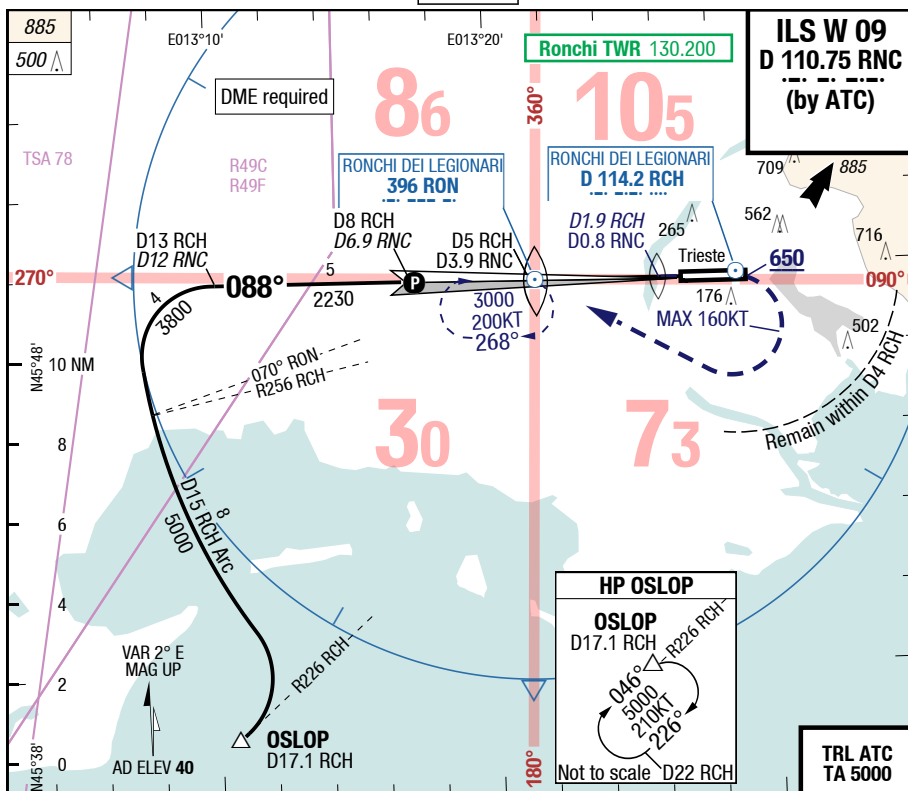
2) With EVS RVR 350m/ VIS 550m

3) Remain within D4.0 RCH

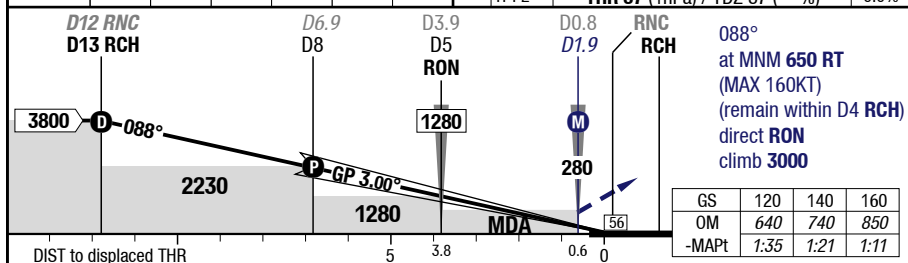
4) If not conducting autoland RVR 350m required

7-40

ILS W 09 (by ATC)



LOC 3.00° D RCH	13	11	9	7	4	3	
	3800	3180	2550	1910	960	640	



09		Cat 2 DME GA 3.0% 1)	Cat 2 DME GA 2.5% 1)	Cat 1 DME GA 3.0% 1) 2)	Cat 1 DME GA 2.5% 1) 2)	LOC DME 1)	Circling S of AD only 3)
C	ft - m/km ft	100 - 300R 102 RA	150 - 450R 148 RA	200 - 550R/800V 240	240 - 550R/800V 270	450 - 1.4 480	1160 - 2.4V 1200
D	ft - m/km ft	110 - 300R 103 RA 4)	170 - 450R 169 RA	210 - 550R/800V 250	250 - 550R/800V 280	450 - 1.4 480	1160 - 3.6V 1200

1) At ATC discretion only		
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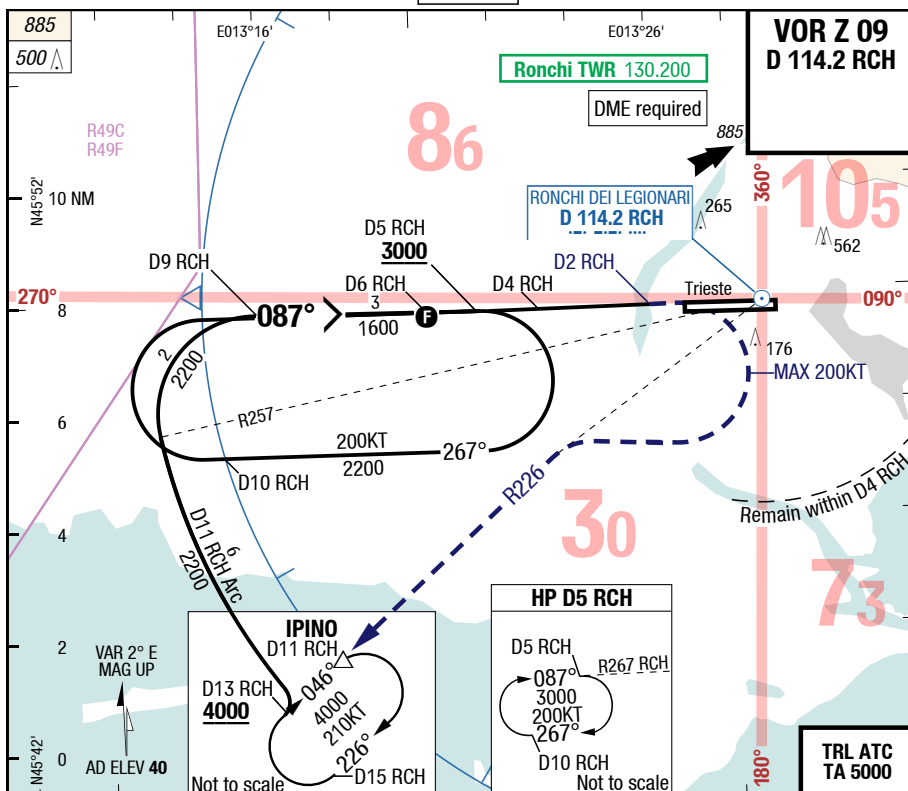
2) With EVS RVR 350m/ VIS 550m

3) Remain within D4.0 RCH

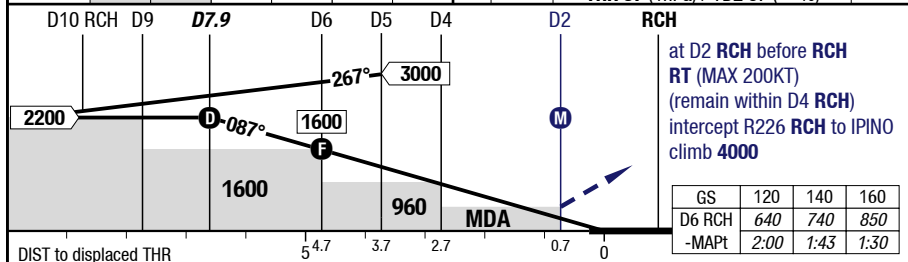
4) If not conducting autoland RVR 350m required

7-50

VOR Z 09



3.00°			7.9	7	5	3	
D RCH 087°			2200	1920	1280	640	
RWY 088°							H-P2 THR 37 (1hPa) / TDZ 37 (---%) 0.0%



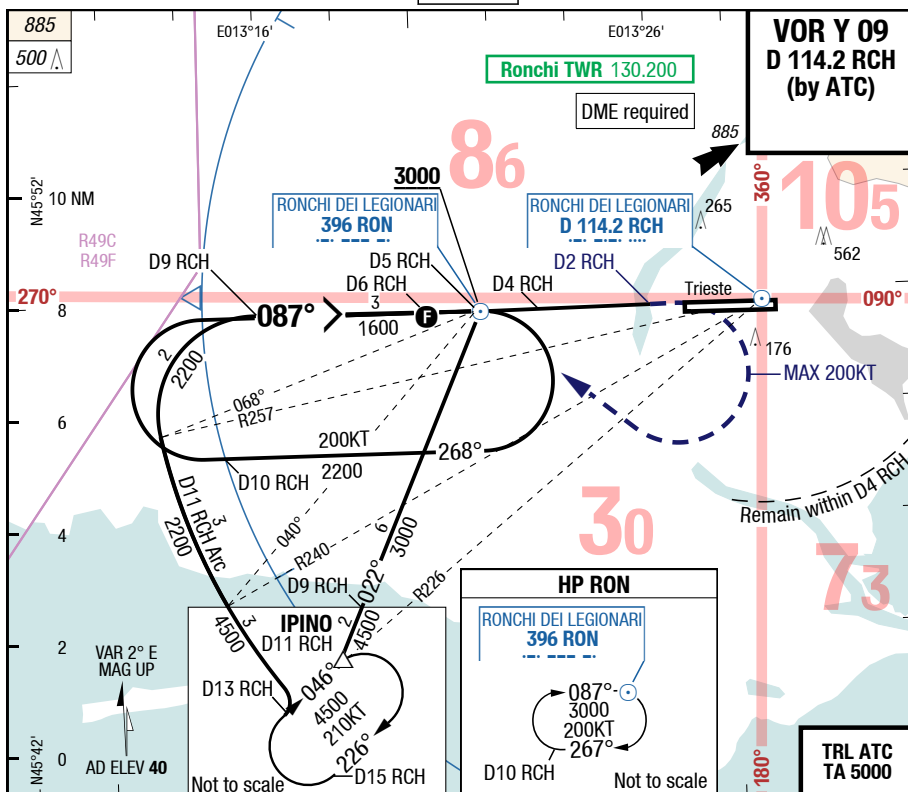
09		VOR DME					Circling S of AD only ¹⁾
C	ft - m/km ft	470 - 1.5 500					1160 - 2.4V 1200
D	ft - m/km ft	470 - 1.5 500					1160 - 3.6V 1200

1) Remain within D 4.0 RCH

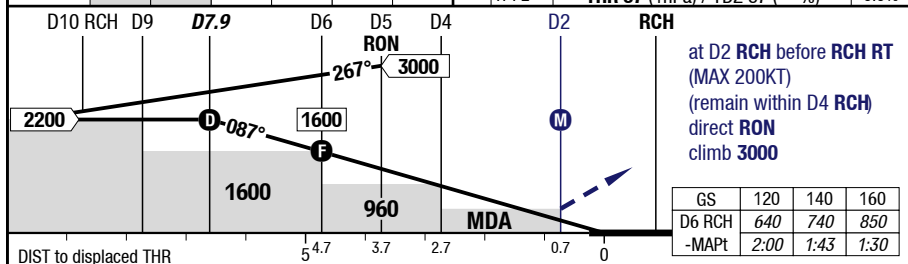
Changes: Completely revised

7-60

VOR Y 09 (by ATC)



3.00°			7.9	7	5	3	<div style="display: flex; align-items: center;"> <div style="margin-left: 10px;"> <p>8.3.0°</p> <p>60 H</p> <p>15 H</p> </div> </div>
D RCH 087°							
RWY 088°			2200	1920	1280	640	<div style="display: flex; align-items: center;"> <div style="margin-left: 10px;"> <p>H-P2</p> <p>THR 37 (1hPa) / TDZ 37 (---%)</p> <p>0.0%</p> </div> </div>



09		VOR DME					Circling S of AD only ¹⁾
C	ft - m/km ft	470 - 1.5 500					1160 - 2.4V 1200
D	ft - m/km ft	470 - 1.5 500					1160 - 3.6V 1200

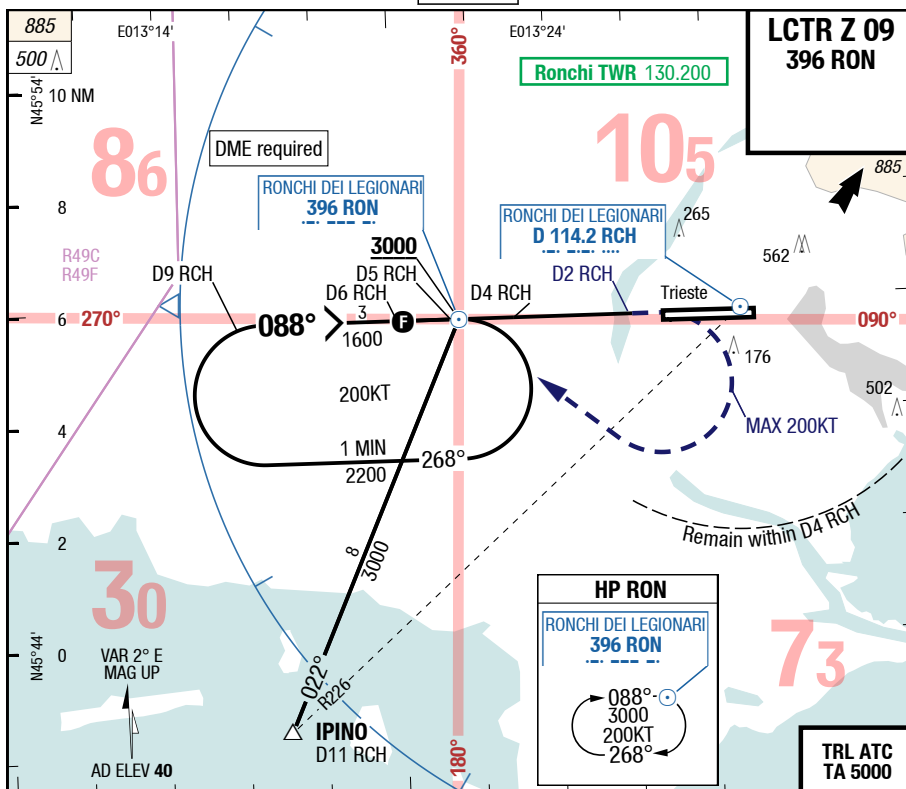
1) Remain within D 4.0 RCH

Changes: APL, TDZE, MIN, SUAs, OBST, AD ELEV, Editorial

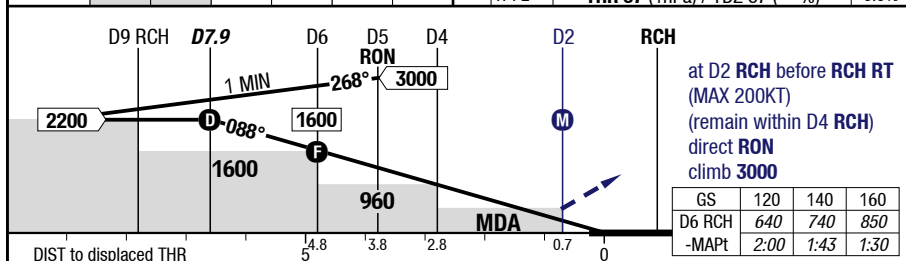
TRS-LIPQ

7-70

LCTR Z 09



3.00° D 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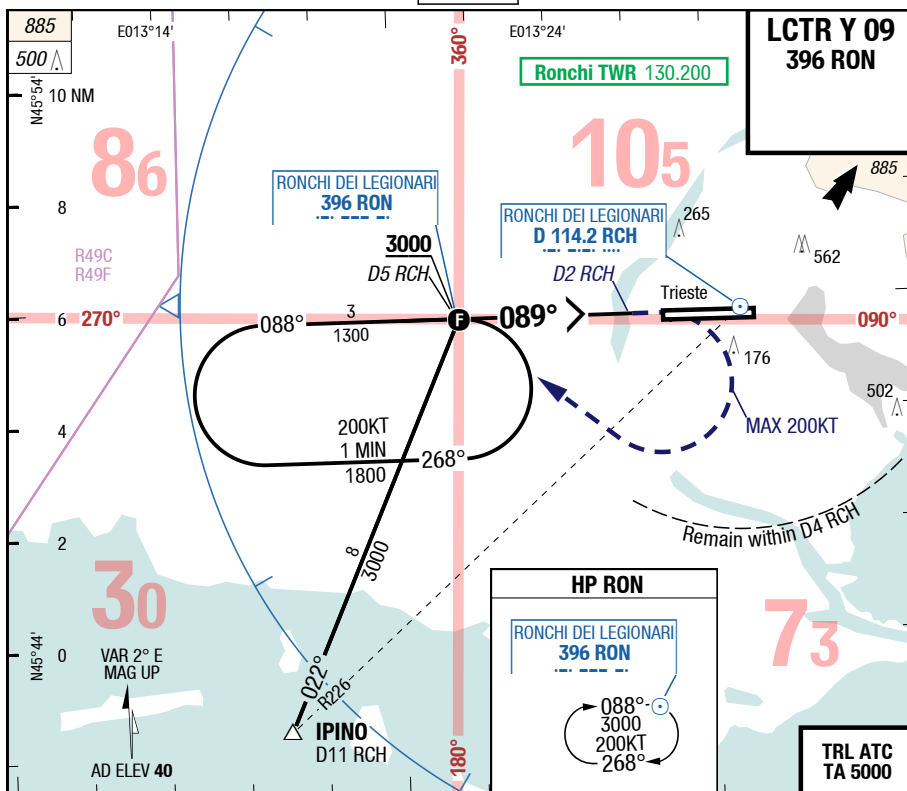
09		LCTR DME RCH					Circling S of AD only ¹⁾
C	ft - m/km ft	570 - 1.9 600					1160 - 2.4V 1200
D	ft - m/km ft	570 - 1.9 600					1160 - 3.6V 1200

1) Remain within D4.0 RCH

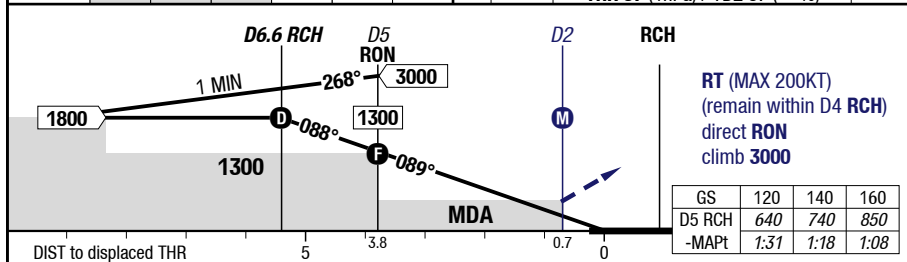
TRS-LIPQ

7-80

LCTR Y 09



3.00°					6.6	6	4		83.0°	60 H	15 H
D RCH											
089°											
RWY 088°					1800	1610	970				
									H-P2	THR 37 (1hPa) / TDZ 37 (---%)	0.0%



09	LCTR				Circling S of AD only ¹⁾
C	ft - m/km ft	820 - 2.4 850			1160 - 2.4V 1200
D	ft - m/km ft	820 - 2.4 850			1160 - 3.6V 1200

1) Remain within D4.0 RCH

Changes: APL, TDZE, MIN, SUAs, OBST, AD ELEV, Editorial

Effective 17-AUG-2017

10-AUG-2017

TRS-LIPQ

Italy Trieste Ronchi dei Legionari

NIL

MRC

MRC

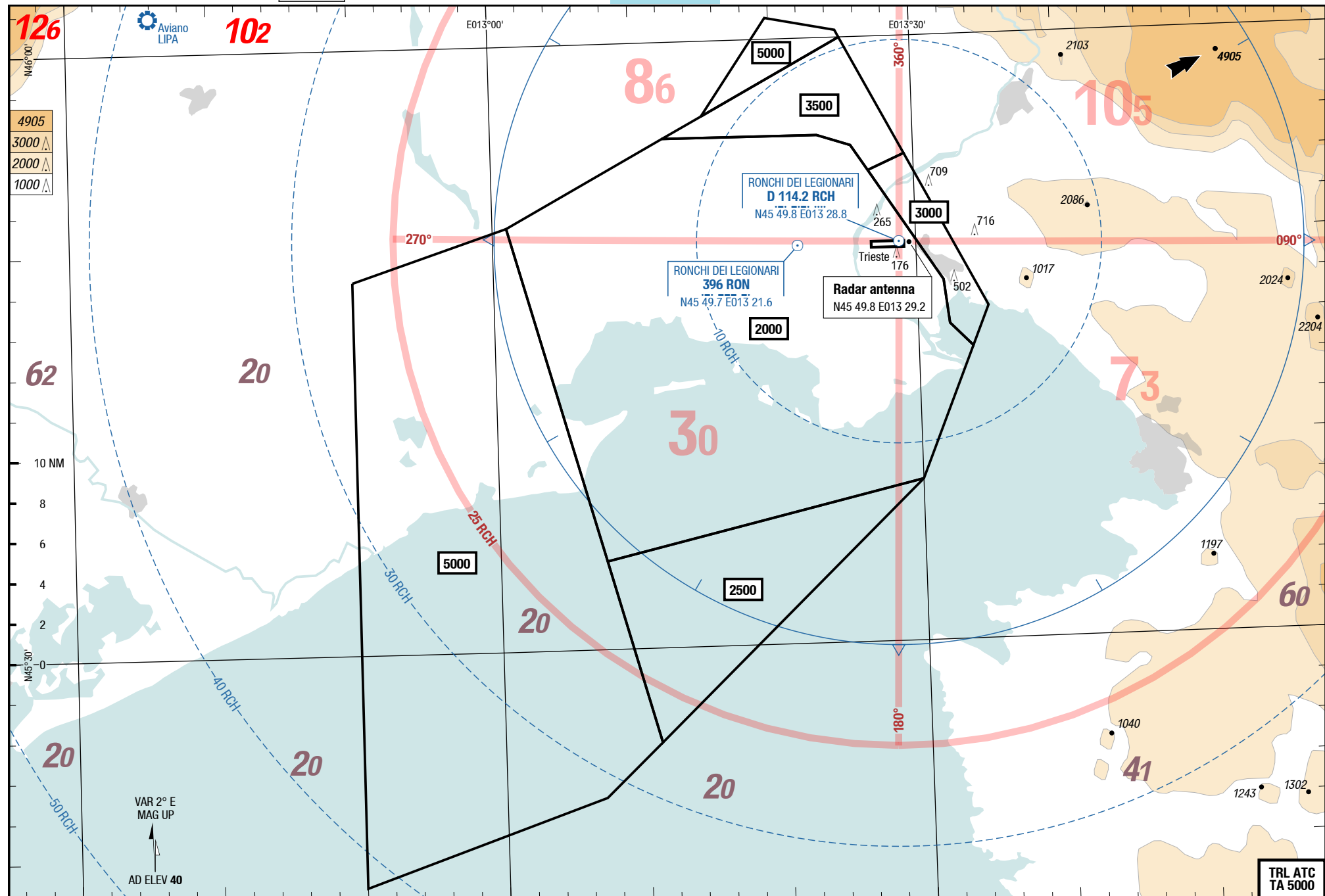
MRC

Ronchi dei Legionari Trieste Italy

NIL

MRC

8-10



Changes: OBST, AD ELEV

TRL ATC
TA 5000

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