

GENERAL**Operational Hours****ATS Hours:** 0500-2300±**AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7**Fuel:** 0500-1900±, other times O/R between 0500-1900±.
Refuelling with PAX on board prohibited.**PCN:** RWY 15/33: 44/F/B/W/T
RWY 11/29: 46/F/B/W/T THR 11 - 575m / 1890ft
81/F/B/W/T 575m / 1890ft - THR 29**Customs:** 0430-2300±**Operation****Requirements for Operators**

Special PIC qualification necessary.

The main peculiarities of the airport are:

- RWY 33 LDG after circling APCH requires a prescribed track that leads to RWY alignment at an height lower than 300ft AAL (unstabilized approach);
- in strong winds, maintaining the prescribed track could induce high bank angles;
- the orographical condition and the presence of a depression (down-up slope) on RWY 15/33 could generate optical illusions;
- due to a hill located S of the AD, TKOF, MISAP and balked LDG on RWY 15 require particular caution.

Operators are authorized to operate to/from LICR AD under following conditions:

1.COMMERCIAL AIR TRANSPORT (CAT)

Operators must:

- have obtained an approval by their Competent Authority to perform unstabilized approaches in accordance with Part CAT.OP.MPA.115; and
- have categorized Reggio Calabria airport as Category C in accordance with AMC 1 ORO.FC.105 (b) (2); (c); and
- have established specific training programme for PIC qualification, including a briefing and a visit to the AD as an observer and/or undertaking training instruction in a suitable FSTD (REMARK); and
- ensure that the PIC has a level of experience in accordance with AMC1 ORO.FC.200(a), i.e. an experience of at least 100h and 10 sectors within a consolidation period of 120 consecutive days or 150 flight HRs and flown 20 sectors (no time limit) on the ACFT type, following completion of the type rating or command course, and the associated line flying under supervision (LIFUS); and
- keep on board evidence of the above mentioned requirements and PIC qualification in accordance with the training programme as in point c); and
- upon request of the Airport Authority, provide evidence that the training programme has been approved/accepted by their Competent Authority, including contingency and recency procedures.

REMARK

For PIC holder of an ATPL and a valid TRE or TRI certificate on type of ACFT (with at least 50HRs of flight instruction as a TRI), a briefing is sufficient. For all PICs, training activity shall be recorded and kept by the operator in accordance with the applicable operative requirements.

2.NON COMMERCIAL OPS WITH COMPLEX AIRPLANE (NCC)

NCC operators are allowed to operate if they fulfill the above mentioned CAT OPS requirements.

GENERAL**3. RENEWAL OF THE QUALIFICATION**

In order to maintain the qualification to operate on Reggio Calabria airport, PIC involved in CAT or NCC operations must perform, at least a TKOF, an APCH and LDG within a period of 12 months

4. ENAC INSPECTIONS

ENAC will sample check operators compliance to the above mentioned conditions.

Low Visibility Procedure

IFR ARR OPS are not allowed when the VIS is below 1500m or:

- on APCH the CEIL is below 1500ft.
- on LDG, the slant VIS is below 5km.

IFR DEP OPS are not allowed when the VIS is below 5km or CEIL is below 1500ft.

Preferential RWY: RWY 15/33

RWY Restrictions

RWY 11: CLSD.

RWY 29: TKOF only.

RWY 33 MAX cross-wind components allowed:

- Day: 20KT in dry CONDS, 10KT in wet CONDS.
- Night: wind sector 330°-060° 15KT in dry CONDS, 10KT in wet CONDS.
wind sector 240°-330° 10KT in dry and wet CONDS.

RWY 15 wind limitation:

- A 33% reduction from the MAX demonstrated wind component published on the Aircraft Flight Manual/Aircraft Operating Manual (AFM/AOM) for each ACFT type shall be applied.

180°-turns on RWY 15/33 must be performed on RWY heads only, except ACFT with MAX TKOF weight 5.7t / 12500lbs or less.

TWY Restrictions

TWY A width 15m / 49ft.

TWY D width 10m / 33ft.

TWY C CLSD.

Warnings

RCA VOR/DME MAINT: 1st THU each month 1300-1600±.

RCA NDB MAINT: 1st FRI each month 1200-1500±.

REG DME MAINT: 1st TUE each month 0800-1100±.

Presence men and EQPT on maneuvering area due to grass cutting. Maneuvering area will be vacated with at least 10min PPR.

Birds in vicinity of AD.

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

Designated radio aid for descent is RCA VOR/DME. If RCA VOR/DME is unserviceable use RCA NDB.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

VFR Traffic Pattern: RWY 15 right-hand circuit.

DEPARTURE**Take-off Minima**

RWY		15/33, 29	
A, B, C	ft - m/km	c1500 - 5.0V	-
D		Not Applicable	-
RWY		11	
All ACFT	ft - m/km	Not authorized	-

Departure Procedure**Start-up**

During parachute activity all ACFT in parking areas must contact TWR before starting ENG's. Start point on RWY 33 only AVBL during daylight.

Noise Abatement Procedure: See CRAR for take-off on RWY 15/33.

ATC Slot, Clearance

REQ start-up CLR from TWR 10min before ready to start ENG's.

Flight Contingency Procedures in case of Volcanic Ash Cloud

In order to prevent dangerous effects on safety of OPS of ACFT due to presence of volcanic ash cloud during eruption of Mount Etna, contingency PROCs have been implemented. To ensure a flexible management of airspace concerned and of relevant traffic, airspace within which volcanic phenomena is defined by sectors and with operational limitations in case of ash cloud as follows:

SECTOR A1

- ICP/SID: PIGER 6D/6A/7B/6C suspended
- HLDG: LONDA suspended
- STAR: PIGER 1A/1B/1X suspended
- IAC: LOC D, VOR U RWY 15, VOR T RWY 15 suspended. VOR V RWY 15 AVBL only for direct APCH from PEROS and from GIMEL

SECTOR A2

- All ICP/SID, IAC and STAR not AVBL

SECTOR A3

- ICP/SID: CDC 6A/6B, PIGER 6D/6C, BERMI 5A/5B, INDAX 5B, suspended
- STAR: BERMI 1A/1B suspended
- IAC: LOC D, LOC E, NDB F suspended

SECTOR B1

- ICP/SID: BERMI 5A/5B, INDAX 5B, suspended
- STAR: BERMI 1A/1B suspended

SECTOR B2

- ICP/SID: BERMI 5A/5B, INDAX 5B, suspended
- STAR: BERMI 1A/1B suspended

PROC, when applicable, are activated by NOTAM.

Effective 19-JUL-2018

12-JUL-2018

REG-LICR

2-10

Italy Reggio Calabria

Volcanic Ash Cloud Sectors

AFC

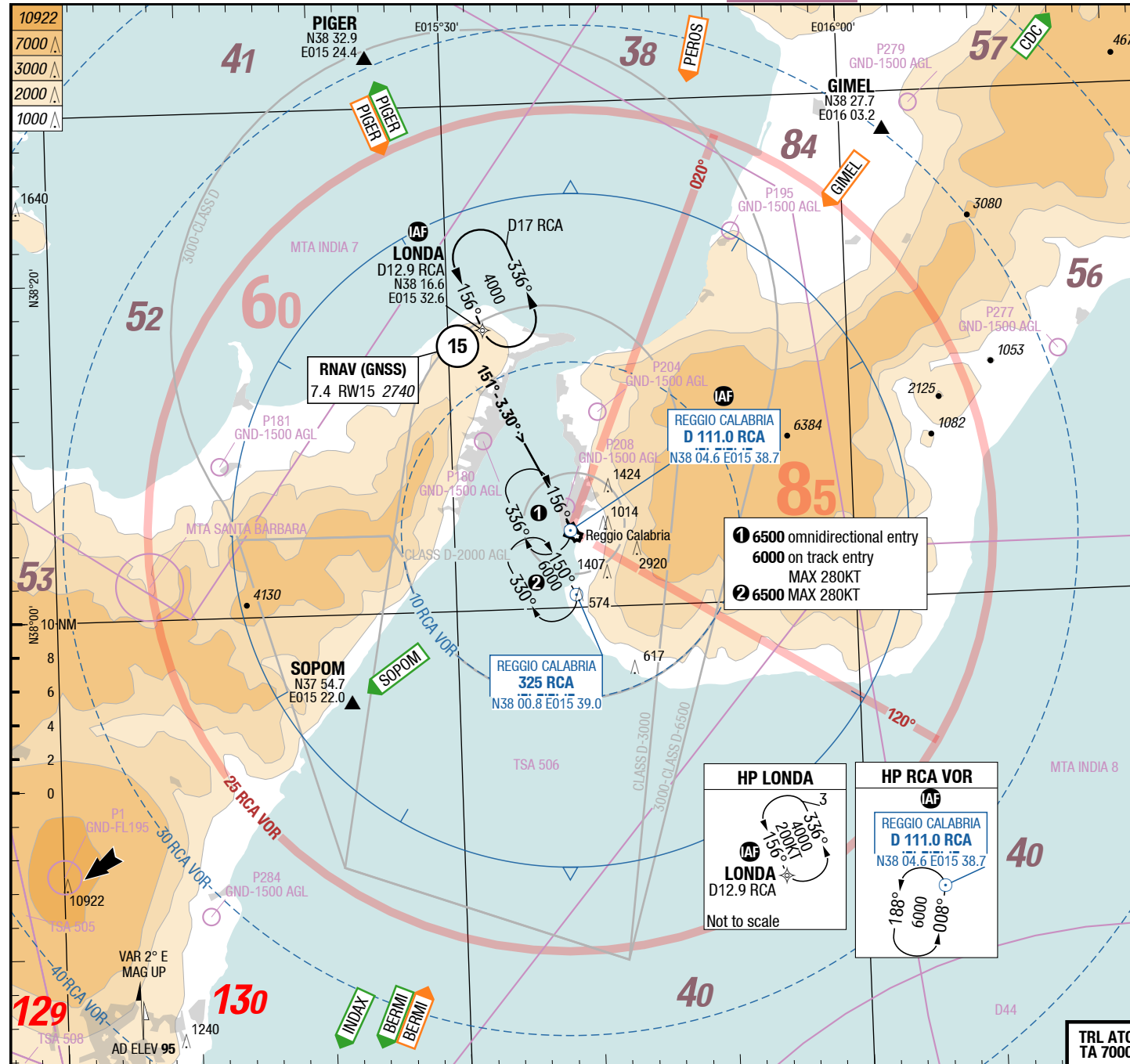
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AFC

Reggio Calabria Italy

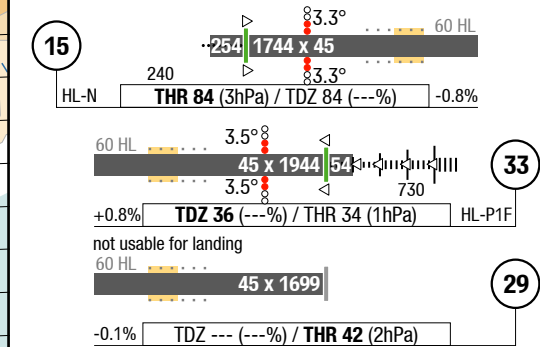
Volcanic Ash Cloud Sectors

AFC



Roma ACC 133.250
APP 120.275 0500-2300+
TWR 118.250 0500-2300+

Landing RWY system:



Changes: MSA, SUAs, HLDG, APCH boxes

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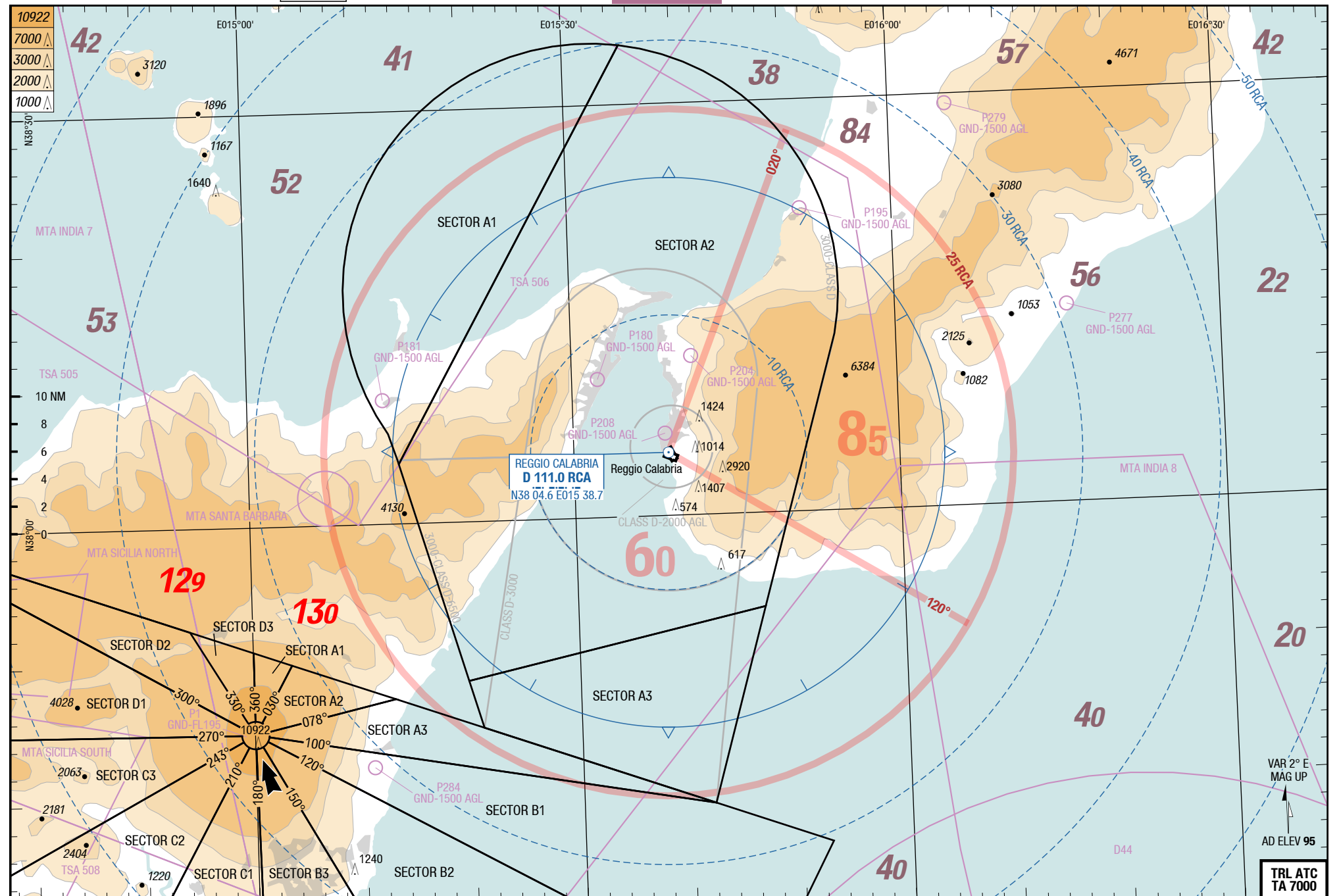
2-20

Volcanic Ash Cloud Sectors

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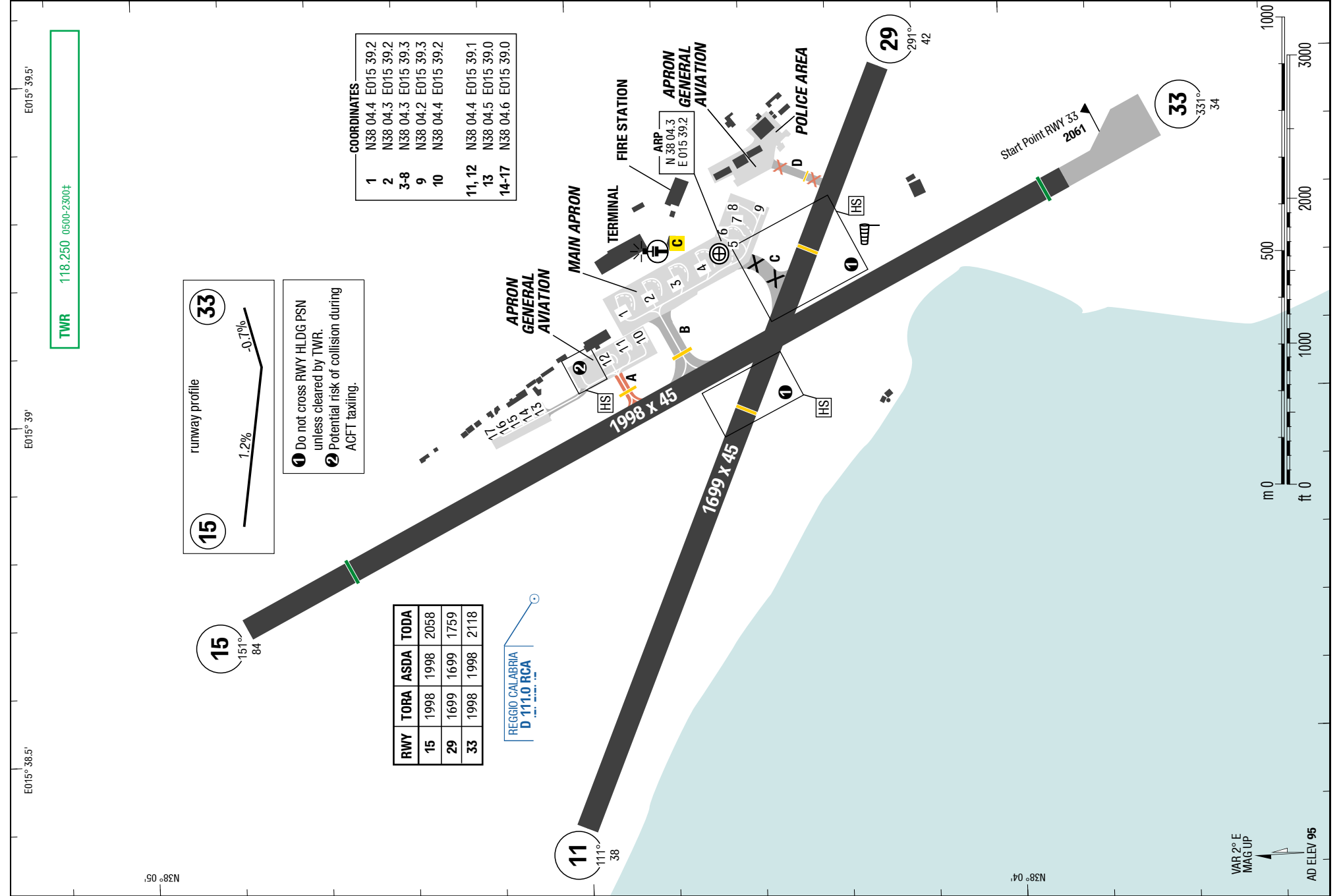
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Volcanic Ash Cloud Sectors

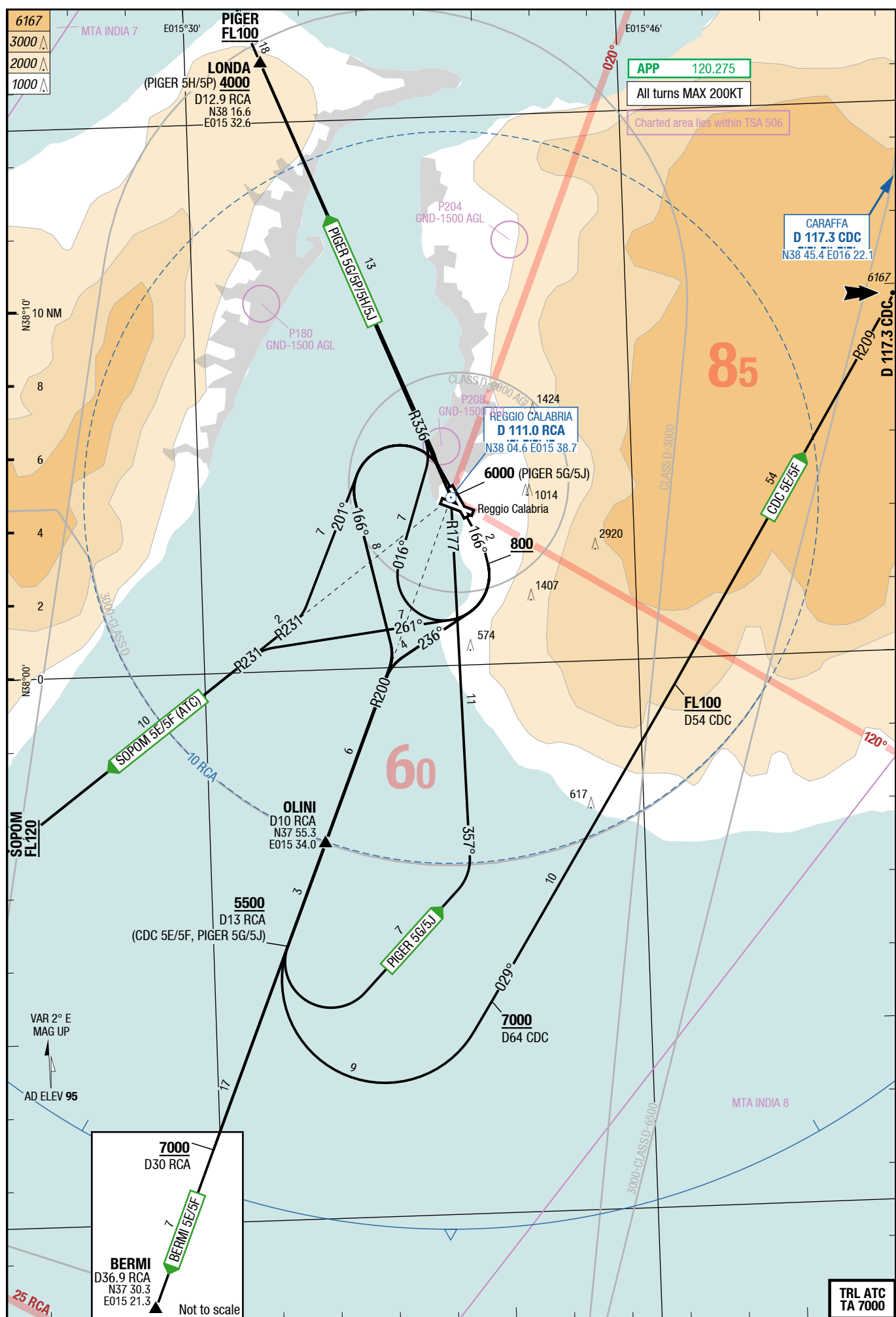


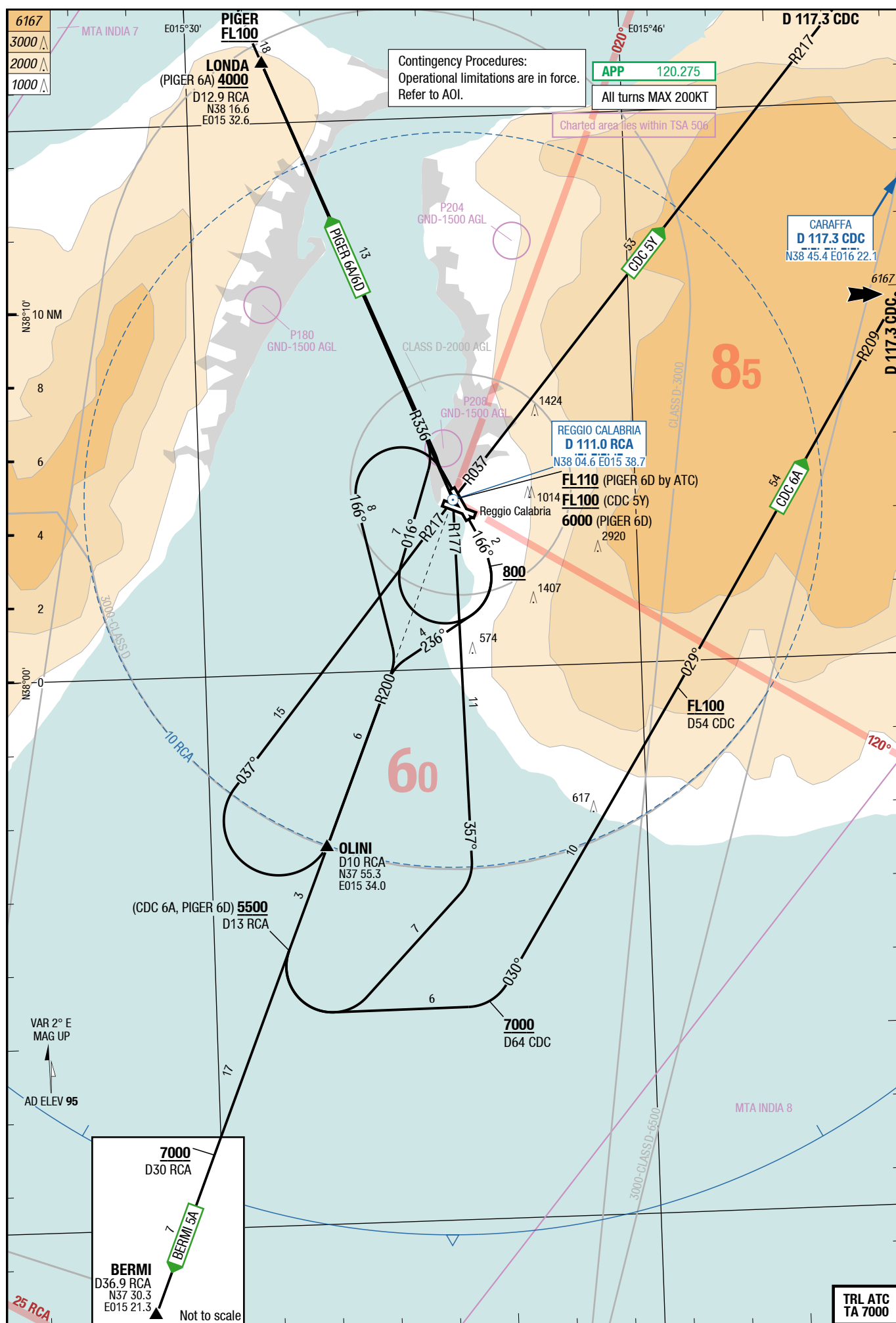
Changes: MSA, SUAs

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Reggio Calabria Italy
SIDS VOR RCA (Contingency) RWYs 15/33
SIDS VOR RCA RWYs 15/33





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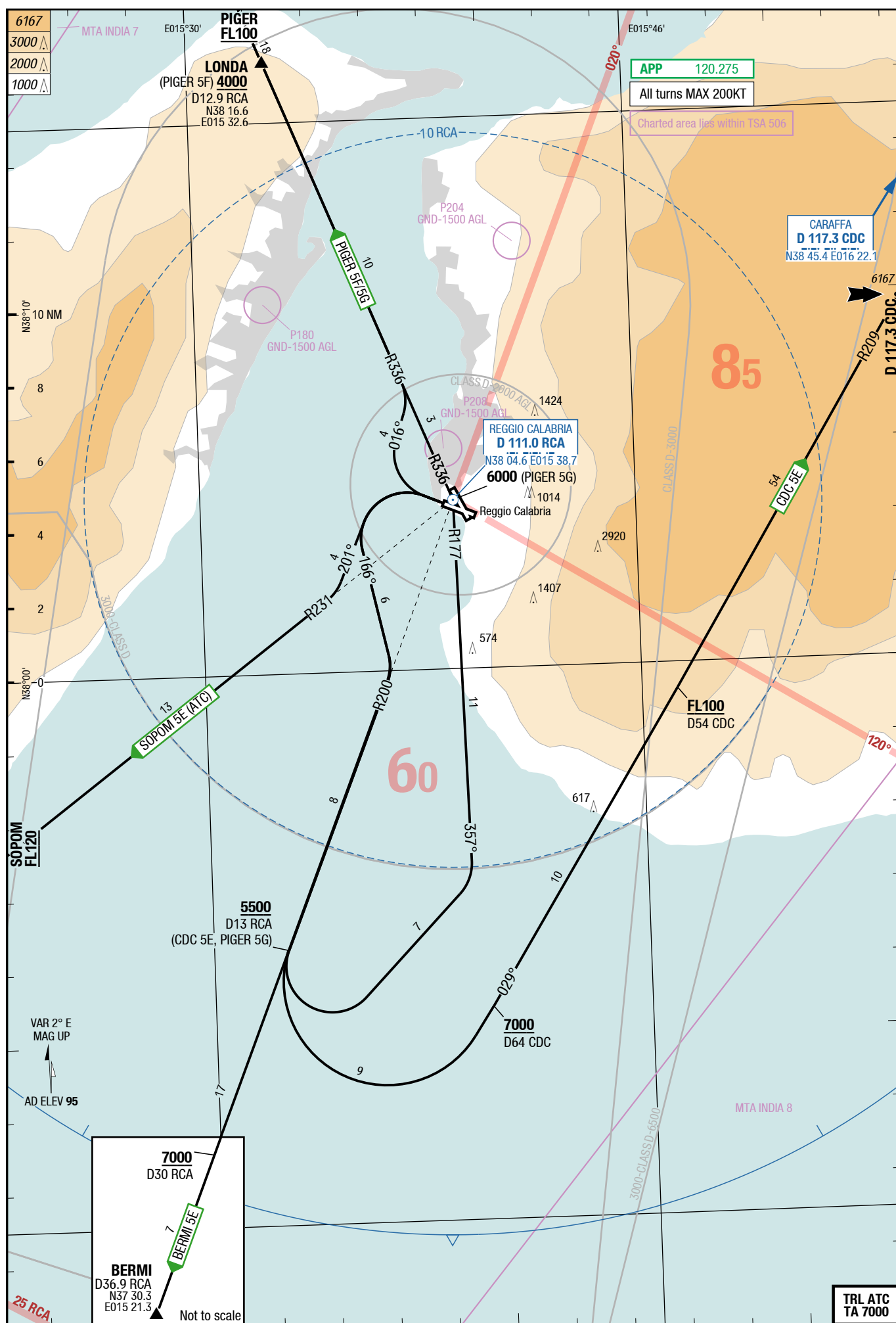
4-30

Italy Reggio Calabria
SIDs VOR RCA (Contingency) RWY 29
SIDs VOR RCA RWY 29

SID

SID

Reggio Calabria Italy
SIDs VOR RCA (Contingency) RWY 29
SIDs VOR RCA RWY 29



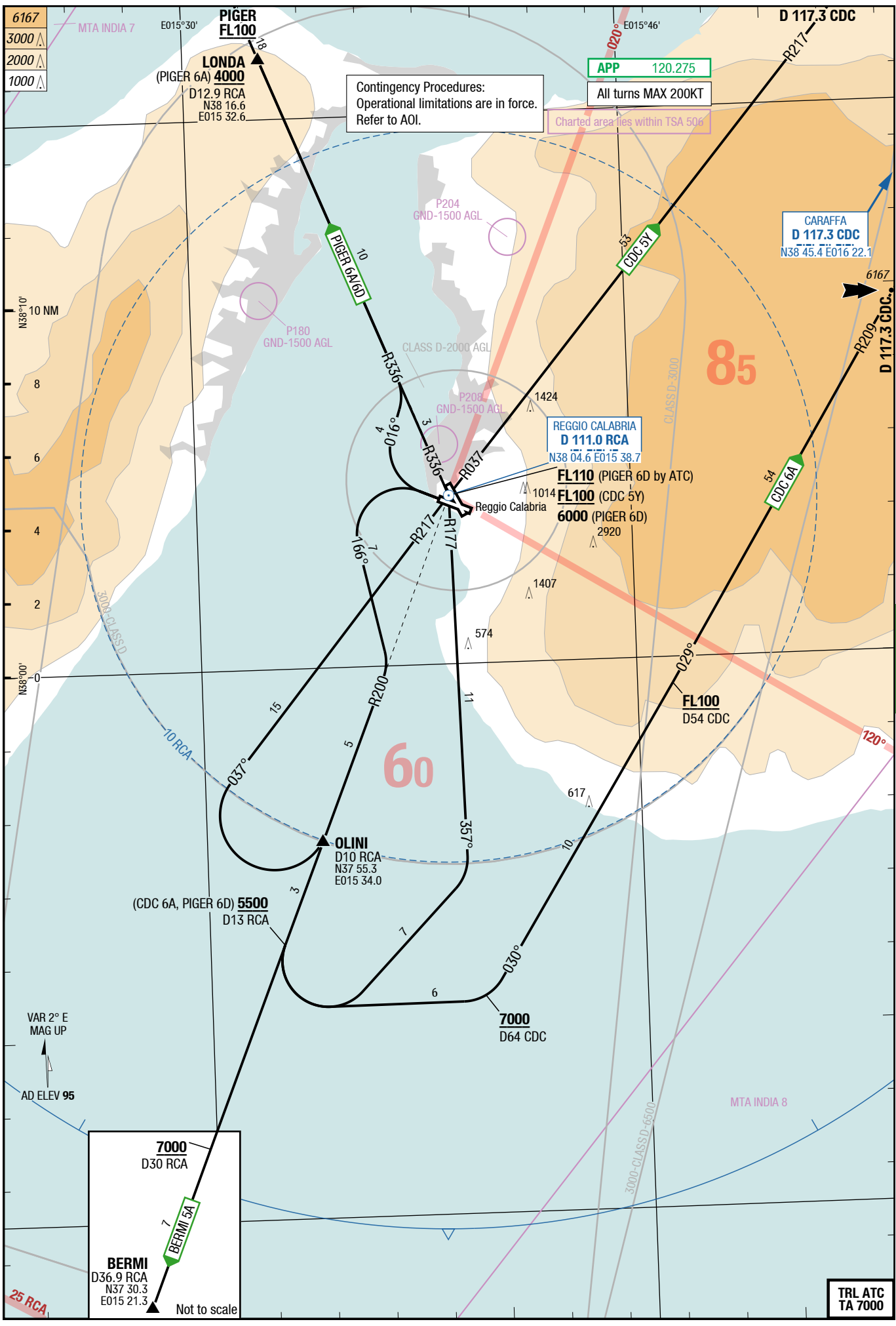
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4-40

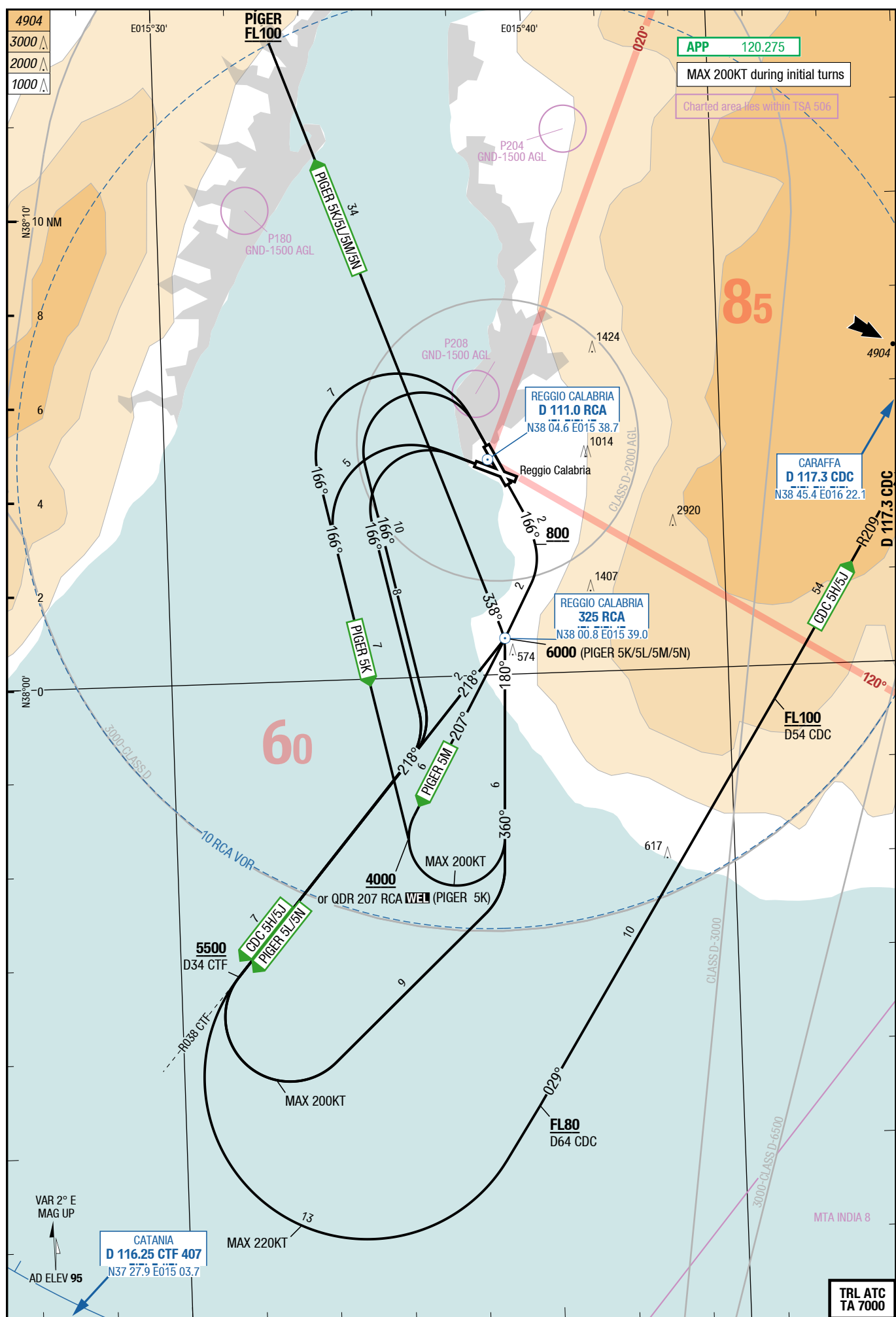
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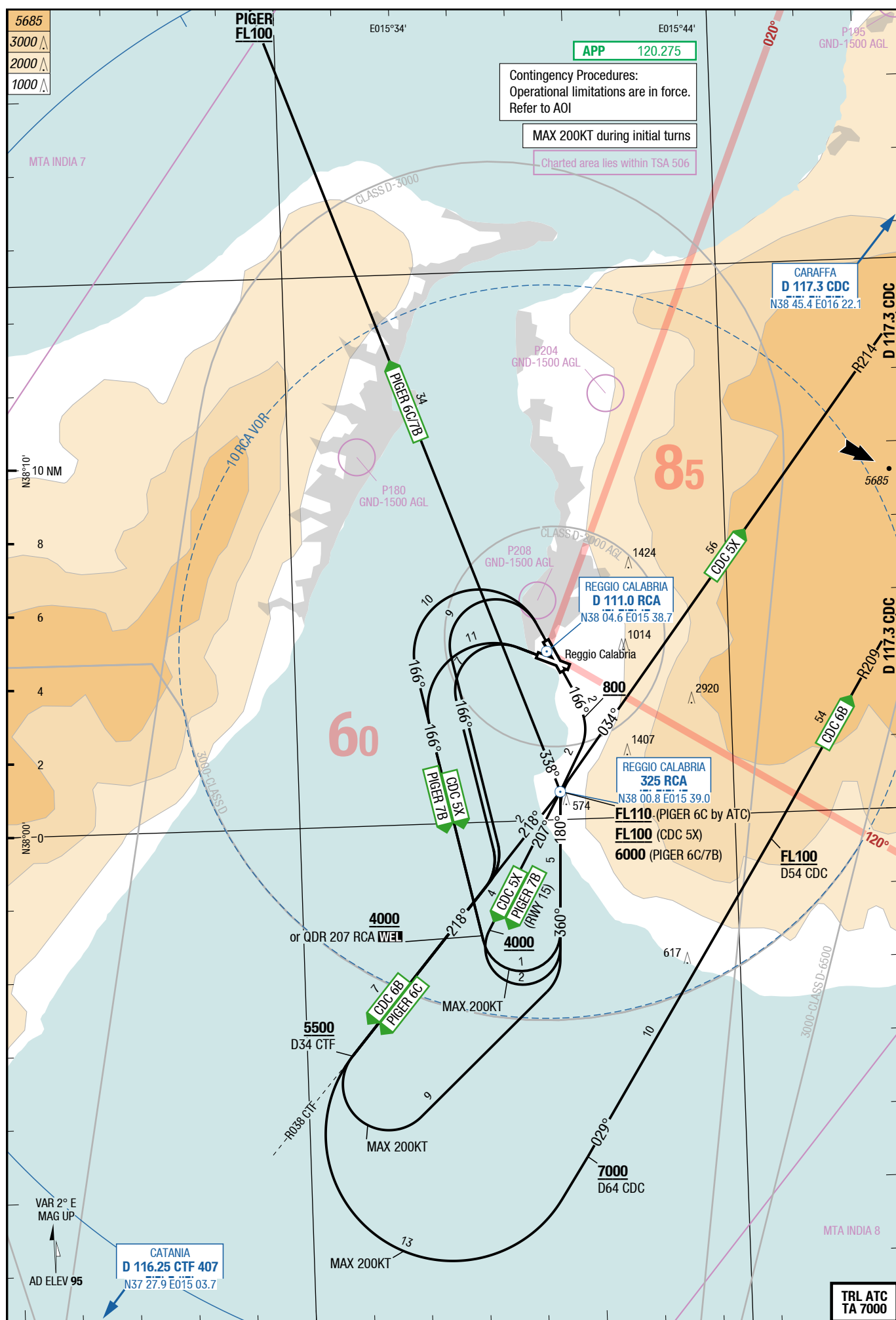
Italy
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Reggio Calabria Italy
SIDS VOR RCA (Contingency) RWY 29



Changes: New





12-JUL-2018
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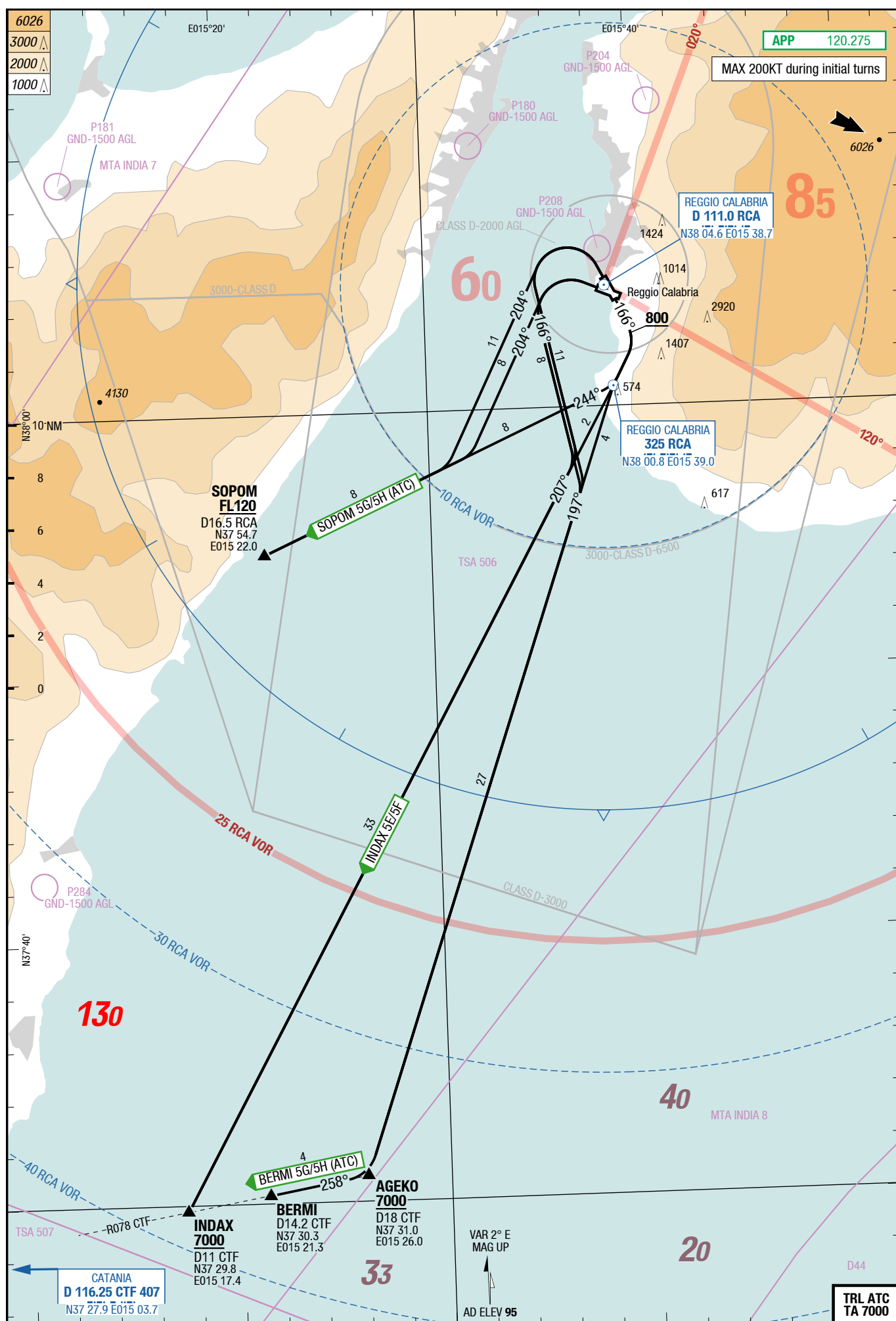
4-70

Italy Reggio Calabria
SIDs South NDB RCA (Contingency)
SIDs South NDB RCA

SID

SID

Reggio Calabria Italy
SIDs South NDB RCA (Contingency)
SIDs South NDB RCA



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Italy Reggio Calabria

SID

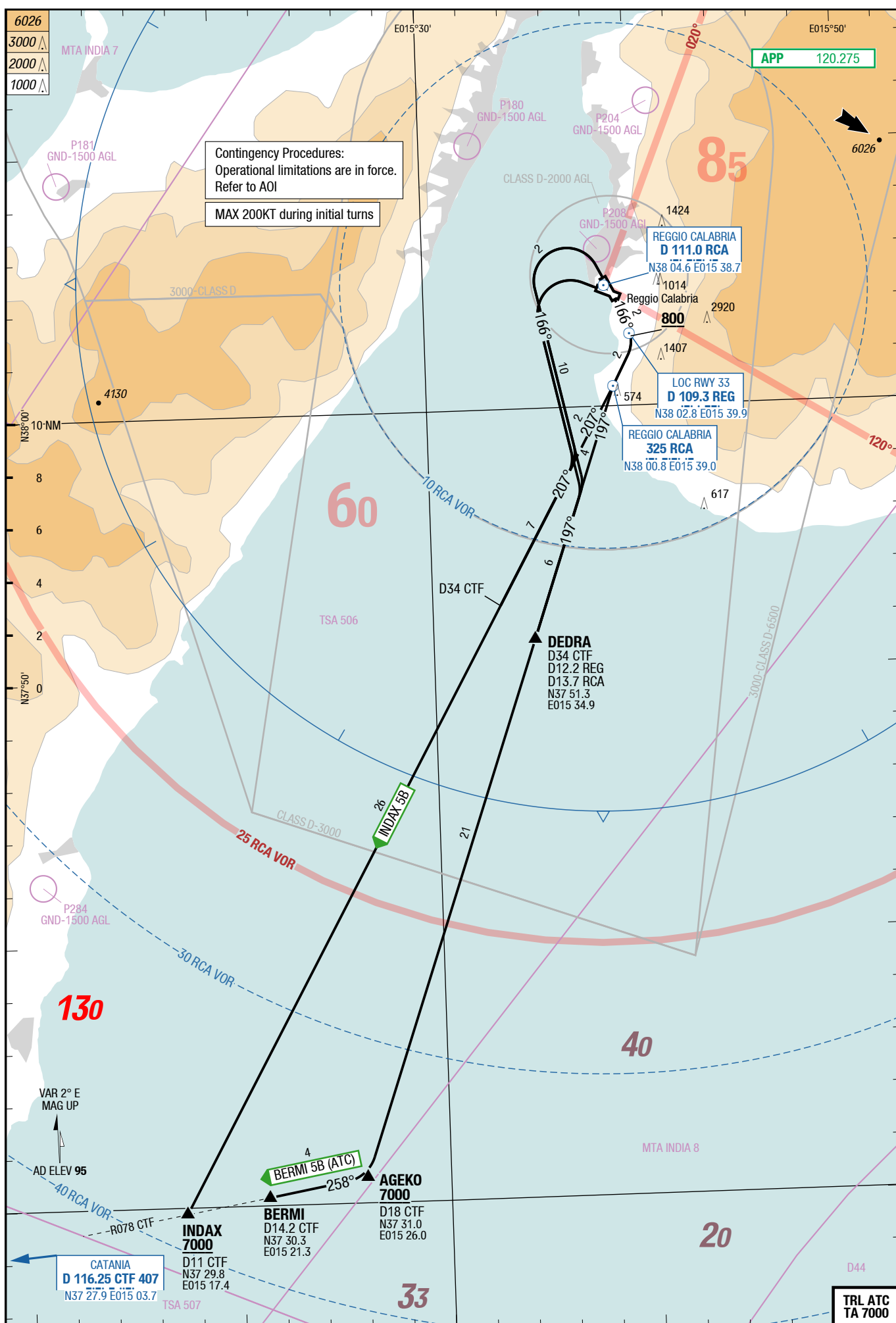
SID

Reggio Calabria Italy

SIDs South NDB RCA (Contingency)

4-80

SIDs South NDB RCA (Contingency)



12-JUL-2018

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5-10

SIDs VOR RCA RWYs 15/33

BERMI 5F / CARAFFA 5F / PIGER 5H / PIGER 5J / SOPOM 5F / BERMI 5E

RWYs 15 (151°) / 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BERMI 5F 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - BERMI	D30 RCA MNM 7000
CARAFFA 5F CDC 5F 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 5H 9.3% 120.275 ①②③	166° - at MNM 800 RT 016° - LT intercept R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
PIGER 5J 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 PIGER MNM FL100
SOPOM 5F (ATC) 9.3% 120.275 ①②③	166° - at MNM 800 RT 261° - LT intercept R231 RCA to SOPOM	SOPOM MNM FL120
	Runway 33	
BERMI 5E 5.0% 120.275 ①③	LT 166° - RT intercept R200 RCA to BERMI	D30 RCA MNM 7000

① Allowed only with visibility 5000m and ceiling 1500ft.

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

③ All turns MAX 200KT

Changes: chart title, Track, Editorial

12-JUL-2018

REG-LICR

5-20

SIDs VOR RCA RWYs 15/33

CARAFFA 5E / PIGER 5G / PIGER 5P / SOPOM 5E

RWY 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
CARAFFA 5E CDC 5E 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 5G 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 PIGER MNM FL100
PIGER 5P 5.0% 120.275 ①	R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
SOPOM 5E (ATC) 8.5% 120.275 ①②	LT 201° - RT intercept R231 RCA to SOPOM	SOPOM MNM FL120

① Allowed only with visibility 5000m and ceiling 1500ft.

② All turns MAX 200KT

Changes: chart title, Track, Editorial

12-JUL-2018

REG-LICR

5-30

SIDs VOR RCA (Contingency) RWYs 15/33

BERMI 5A / CARAFFA 5Y / CARAFFA 6A / PIGER 6A / PIGER 6D

RWYs 15 (151°) / 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BERMI 5A 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - BERMI	D30 RCA MNM 7000
CARAFFA 5Y CDC 5Y 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - RT 037° to RCA - intercept R217 CDC to CDC	RCA MNM FL100
CARAFFA 6A CDC 6A 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6A 9.3% 120.275 ①②③	166° - at MNM 800 RT 016° - LT intercept R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
PIGER 6D 9.3% 120.275 ①②③	166° - at MNM 800 RT 236° - LT intercept R200 RCA to OLINI - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100
	Runway 33	
BERMI 5A 5.0% 120.275 ①③	LT 166° - RT intercept R200 RCA to OLINI - BERMI	D30 RCA MNM 7000

① Allowed only with visibility 5000m and ceiling 1500ft.

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

③ All turns MAX 200KT

Changes: chart title, Track, Editorial

12-JUL-2018

REG-LICR

5-40

SIDs VOR RCA (Contingency) RWYs 15/33

CARAFFA 5Y / CARAFFA 6A / PIGER 6A / PIGER 6D

RWY 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
CARAFFA 5Y CDC 5Y 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - RT 037° to RCA - intercept R217 CDC to CDC	RCA MNM FL100
CARAFFA 6A CDC 6A 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6A 5.0% 120.275 ①	R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
PIGER 6D 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100

① Allowed only with visibility 5000m and ceiling 1500ft.

② All turns MAX 200KT

Changes: chart title, Track, Editorial

12-JUL-2018

REG-LICR

5-50

SIDs VOR RCA RWY 29

BERMI 5E / CARAFFA 5E / PIGER 5F / PIGER 5G / SOPOM 5E

RWY 29 (291°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
BERMI 5E 5.0% 120.275 ①②	LT 166° - RT intercept R200 RCA to BERMI	D30 RCA MNM 7000
CARAFFA 5E CDC 5E 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 5F 5.0% 120.275 ①②	RT 016° - LT intercept R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
PIGER 5G 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 PIGER MNM FL100
SOPOM 5E (ATC) 8.5% 120.275 ①②	LT 201° - RT intercept R231 RCA to SOPOM	SOPOM MNM FL120

① Allowed only with visibility 5000m and ceiling 1500ft

② All turns MAX 200KT

Changes: New

12-JUL-2018

REG-LICR

5-60

SIDs VOR RCA (Contingency) RWY 29

BERMI 5A / CARAFFA 5Y / CARAFFA 6A / PIGER 6A / PIGER 6D

RWY 29 (291°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
BERMI 5A 5.0% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - BERMI	D30 RCA MNM 7000
CARAFFA 5Y CDC 5Y 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - RT 037° to RCA - intercept R217 CDC to CDC	RCA MNM FL100
CARAFFA 6A CDC 6A 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - at D13 RCA LT intercept R209 CDC to CDC	D13 RCA MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6A 5.0% 120.275 ①②	RT 016° - LT intercept R336 RCA to LONDA - PIGER	LONDA MNM 4000 PIGER MNM FL100
PIGER 6D 5.8% 120.275 ①②	LT 166° - RT intercept R200 RCA to OLINI - at D13 RCA LT intercept R177 RCA to RCA - R336 RCA to LONDA - PIGER	D13 RCA MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100

① All turns MAX 200KT

② Allowed only with visibility 5000m and ceiling 1500ft

Changes: New

12-JUL-2018

REG-LICR

5-70

SIDs North NBD RCA

CARAFFA 5H / CARAFFA 5J / PIGER 5K / PIGER 5L / PIGER 5M / PIGER 5N

RWYs 15 (151°) / 29 (291°) / 33 (331°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
Runway 15		
CARAFFA 5H CDC 5H 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM FL80 D54 CDC MNM FL100
PIGER 5M 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 207 RCA - at MNM 4000 LT (MAX 200KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100
PIGER 5N 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 PIGER MNM FL100
Runway 29		
CARAFFA 5J CDC 5J 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM FL80 D54 CDC MNM FL100
PIGER 5K 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100
PIGER 5L 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDR 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 PIGER MNM FL100
Runway 33		
CARAFFA 5J CDC 5J 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM FL80 D54 CDC MNM FL100

① Allowed only with visibility 5000m and 1500ft.

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

PIGER 5K / PIGER 5L

RWY 33 (331°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
PIGER 5K 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100
PIGER 5L 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDR 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 PIGER MNM FL100

① Allowed only with visibility 5000m and 1500ft.

12-JUL-2018

REG-LICR

5-90

SIDs North NDB RCA (Contingency)

CARAFFA 5X / CARAFFA 6B / PIGER 6C / PIGER 7B

RWYs 15 (151°) / 29 (291°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
Runway 15		
CARAFFA 5X CDC 5X 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 207 RCA - at MNM 4000 LT intercept QDM 360 RCA to RCA - QDR 034 RCA - intercept R214 CDC to CDC	RCA MNM FL100
CARAFFA 6B CDC 6B 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6C 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100
PIGER 7B 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 207 RCA - at MNM 4000 LT intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100
Runway 29		
CARAFFA 5X CDC 5X 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200 KT) intercept QDM 360 RCA to RCA - QDR 034 RCA to intercept R214 CDC to CDC	RCA MNM FL100
CARAFFA 6B CDC 6B 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6C 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100

① Allowed only with visibility 5000m and 1500ft.

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

Changes: Track, Editorial

12-JUL-2018

REG-LICR

5-100

SIDs North NDB RCA (Contingency)

PIGER 7B / CARAFFA 5X / CARAFFA 6B / PIGER 6C

RWYs 29 (291°) / 33 (331°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
PIGER 7B 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200 KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100
	Runway 33	
CARAFFA 5X CDC 5X 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200 KT) intercept QDM 360 RCA to RCA - QDR 034 RCA to intercept R214 CDC to CDC	RCA MNM FL100
CARAFFA 6B CDC 6B 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept R209 CDC to CDC	D34 CTF MNM 5500 D64 CDC MNM 7000 D54 CDC MNM FL100
PIGER 6C 5.8% 120.275 ①	LT (MAX 200KT) 166° intercept QDR 218 RCA / R038 CTF - at D34 CTF LT (MAX 220KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	D34 CTF MNM 5500 RCA at 6000 RCA MNM FL110 (ATC) PIGER MNM FL100
PIGER 7B 5.8% 120.275 ①	LT (MAX 200KT) 166° - at MNM 4000 or QDR 207 RCA , whichever is later, LT (MAX 200 KT) intercept QDM 360 RCA to RCA - QDR 338 RCA to PIGER	RCA at 6000 PIGER MNM FL100

① Allowed only with visibility 5000m and 1500ft.

BERMI 5G / BERMI 5H / INDAX 5E / INDAX 5F / SOPOM 5G / SOPOM 5H

RWYs 15 (151°) / 29 (291°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
Runway 15		
BERMI 5H (ATC) 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 197 RCA to AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5F 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 207 RCA to INDAX	INDAX MNM 7000
SOPOM 5H (ATC) 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 244 RCA to SOPOM	SOPOM MNM FL120
Runway 29		
BERMI 5G (ATC) 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 197 RCA to AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5E 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 207 RCA to INDAX	INDAX MNM 7000
SOPOM 5G (ATC) 9.2% 120.275 ①	LT (MAX 200KT) 204° - RT intercept QDR 244 RCA to SOPOM	SOPOM MNM FL120

① Allowed only with visibility 5000m and ceiling 1500ft

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

12-JUL-2018

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5-120

SIDs South NDB RCA

SIDPT

BERMI 5G / INDAX 5E / SOPOM 5G

RWY 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BERMI 5G (ATC) 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 197 RCA to AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5E (ATC) 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 207 RCA to INDAX	INDAX MNM 7000
SOPOM 5G (ATC) 9.2% 120.275 ①	LT (MAX 200KT) 204° - RT intercept QDR 244 RCA to SOPOM	SOPOM MNM FL120

① Allowed only with visibility 5000m and ceiling 1500ft

Changes: New

12-JUL-2018

REG-LICR

5-130

SIDs South NDB RCA (Contingency)

BERMI 5B / INDAX 5B

RWYs 15 (151°) / 29 (291°) / 33 (331°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BERMI 5B (ATC) 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 197° RCA to DEDRA - AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5B 9.3% 120.275 ①②	166° - at MNM 800 RT (MAX 200KT) direct RCA - QDR 207° RCA to D34 CTF - INDAX	INDAX MNM 7000
	Runway 29	
BERMI 5B (ATC) 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 197° RCA to DEDRA - AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5B 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 207° RCA to D34 CTF - INDAX	INDAX MNM 7000
	Runway 33	
BERMI 5B (ATC) 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 197° RCA to DEDRA - AGEKO - RT intercept R078 CTF inbound to BERMI	AGEKO MNM 7000
INDAX 5B 5.0% 120.275 ①	LT (MAX 200KT) 166° - RT intercept QDR 207° RCA to D34 CTF - INDAX	INDAX MNM 7000

① Allowed only with visibility 5000m and ceiling 1500ft.

② If unable to comply with climb gradient, maintain VMC until passing 2000ft.

Changes: Editorial

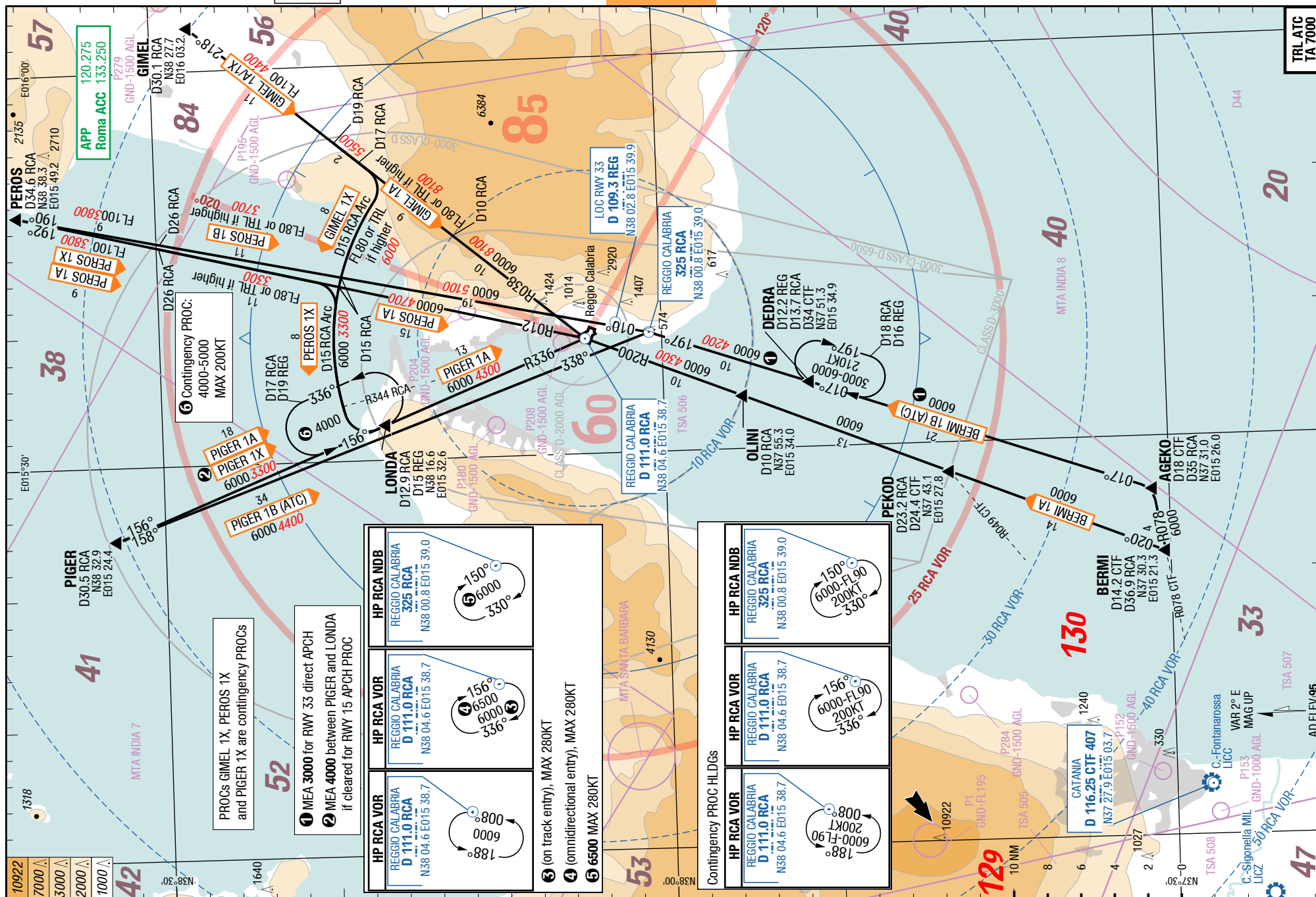
REG-LICR

STARs

STAR

STARs

6-10



Changes: MSA, SUAs, Editorial

© Lido 2018

09-AUG-2018

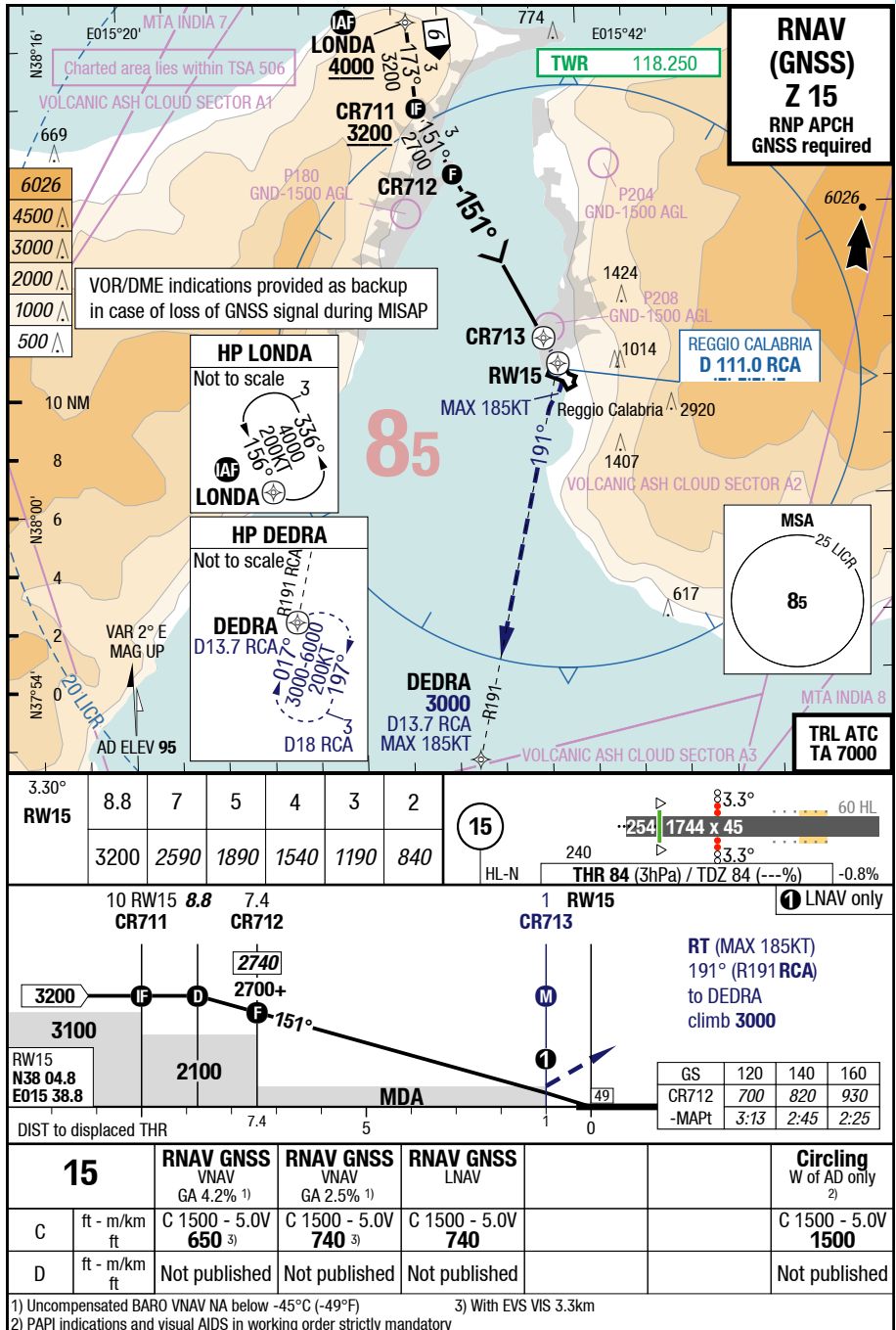
REG-LICR

Italy Reggio Calabria

IAC

7-10

RNAV (GNSS) Z 15



Changes: SUAs, Note

09-AUG-2018

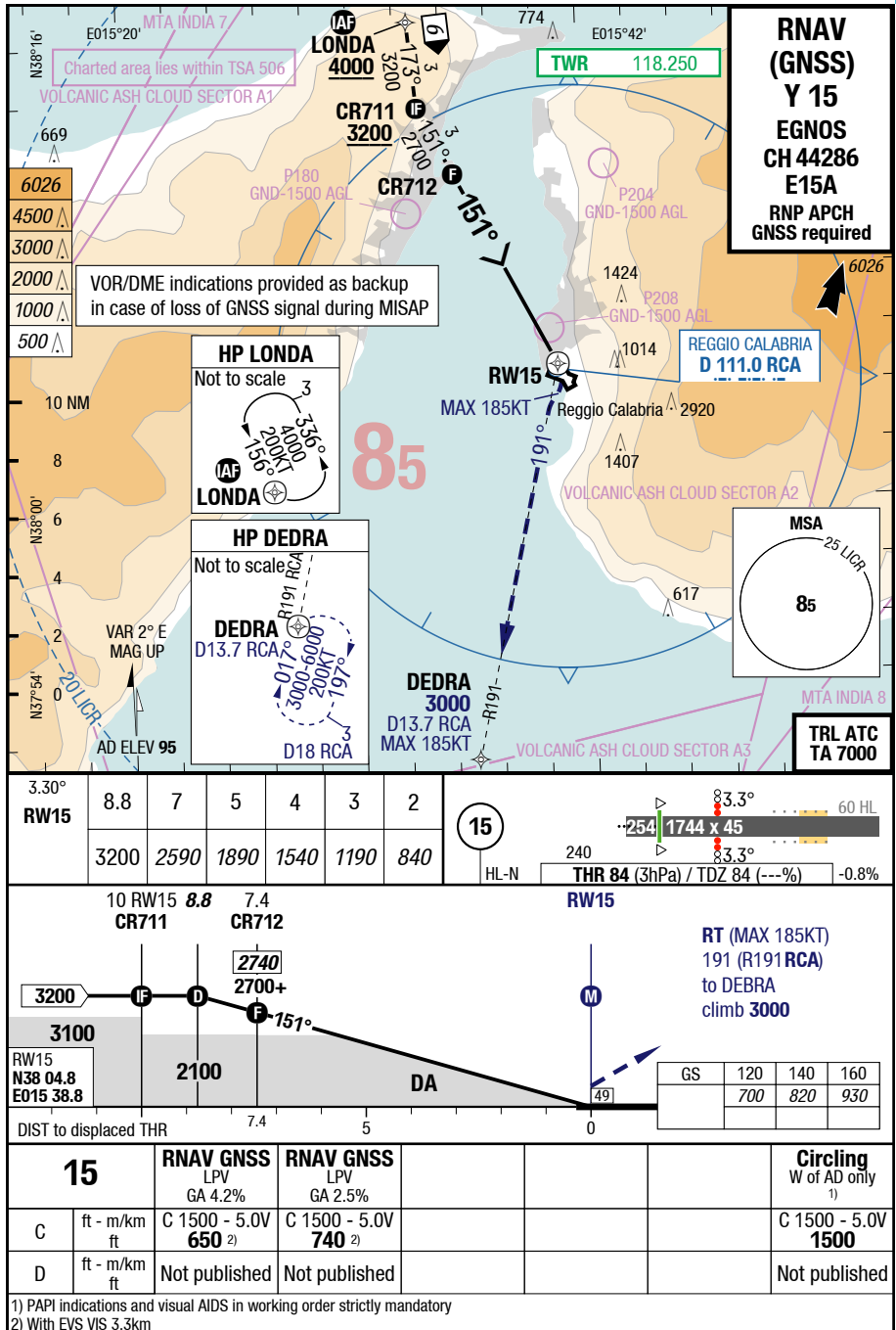
REG-LICR

Italy Reggio Calabria

IAC

7-20

RNAV (GNSS) Y 15



Changes: SUAs, Note

REG-LICR



RNAV (GNSS) G Circling

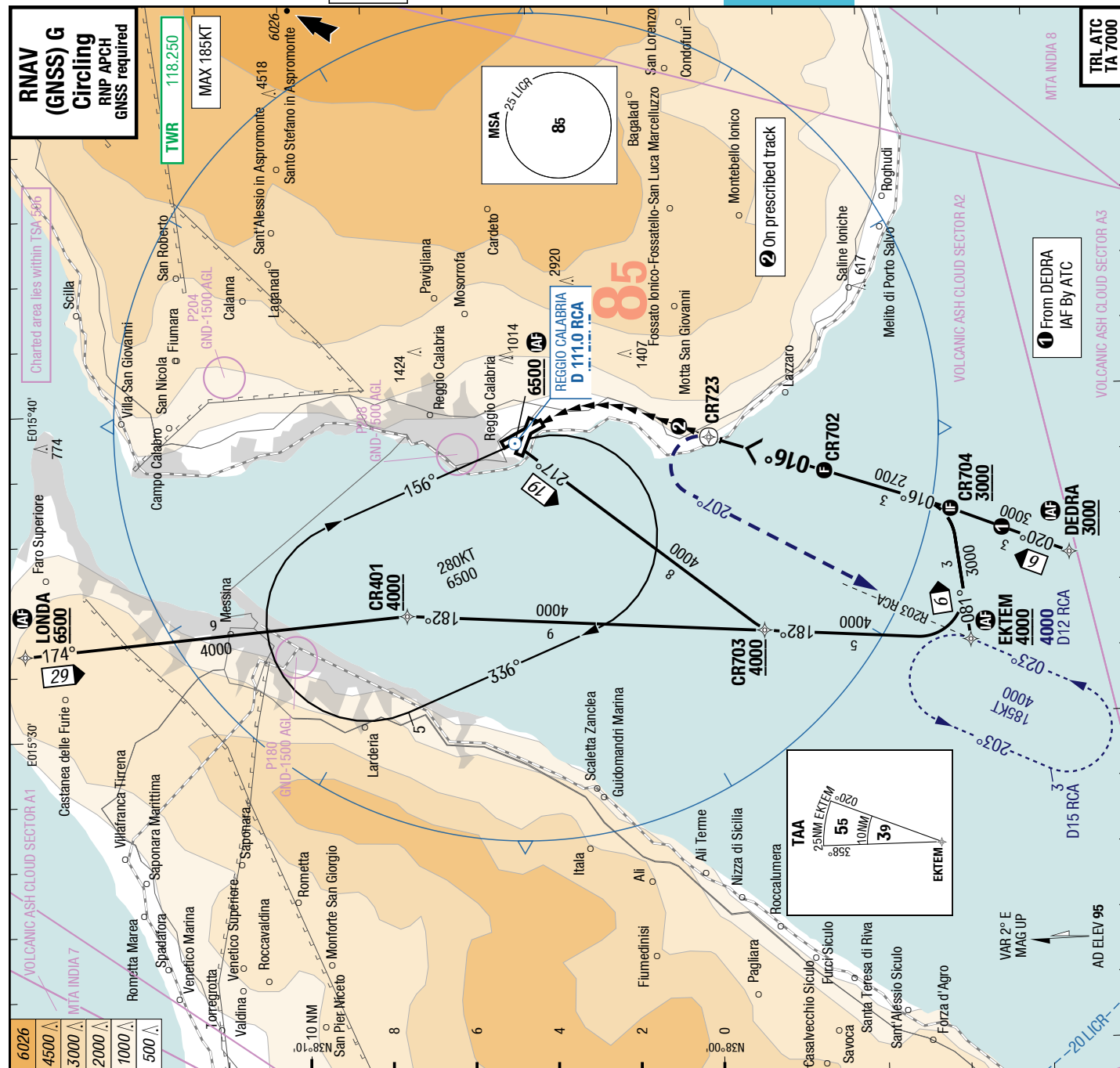
IAC

IAC

NIL

RNAV (GNSS) G Circling

7-30

[illegible]

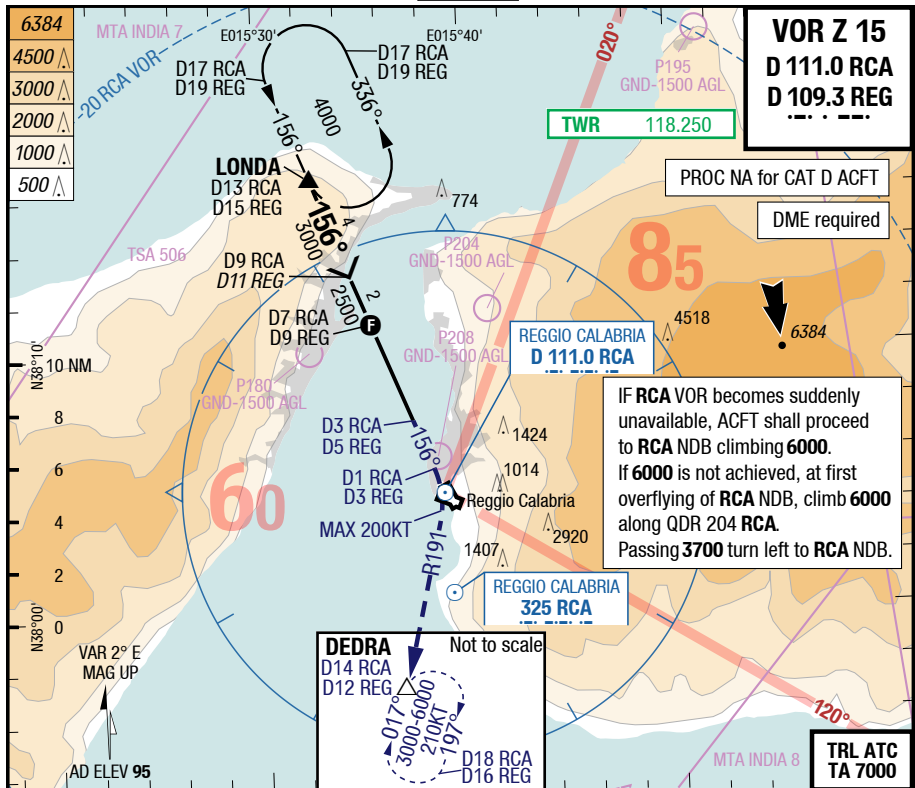
1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HI only

Changes: Track, SUAs, Note

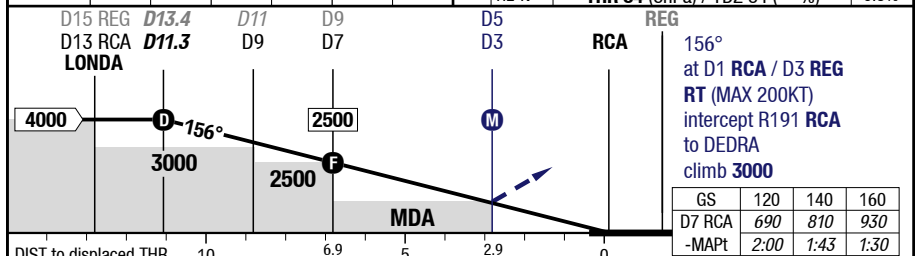
REG-LICR

7-50

VOR Z 15



3.25° D RCA 156° RWY 151°	11.3	8	6	5	4	3	<div><div>15</div><div>HL-N</div><div><div><div>8.3°</div><div>60 HL</div></div><div><div>254</div><div>1744 x 45</div></div><div><div>240</div><div>8.3°</div></div><div><div>THR 84 (3hPa) / TDZ 84 (---%)</div><div>-0.8%</div></div></div></div>
	4000	2850	2140	1800	1450	1100	



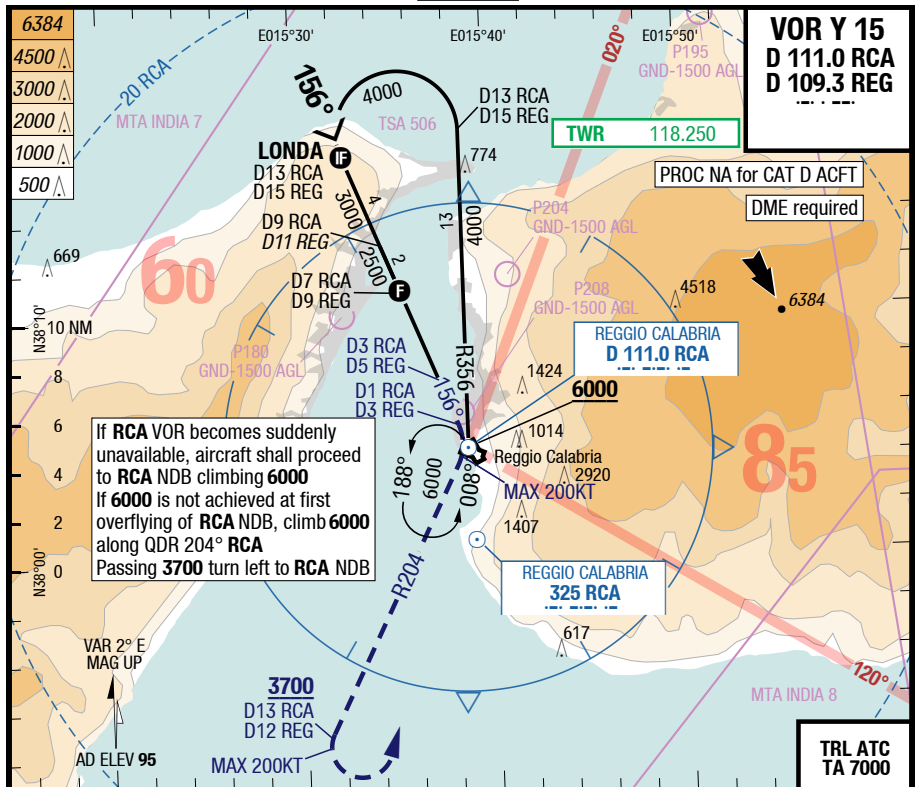
15		VOR DME				Circling ^{1) 2)}
C	ft - m/km ft	C 1500 - 5.0V 1100				C 1500 - 5.0V 1500
D	ft - m/km ft	Not published				Not published

1) PAPI indications and visual AIDS in working order strictly mandatory
2) W of AD only

REG-LICR

7-60

VOR Y 15



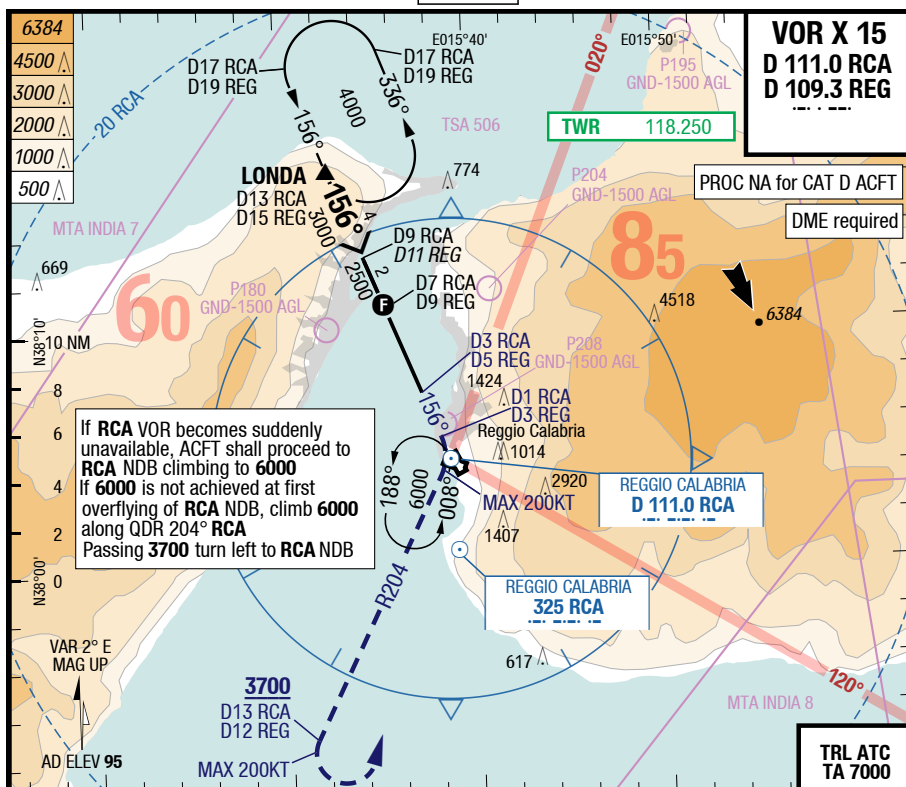
3.25° D RCA 156° RWY 151°	11.3	8	6	5	4	3	15	HL-N	240	8.3° 1744 x 45 8.3°	60 HL												
	4000	2850	2140	1800	1450	1100						THR 84 (3hPa) / TDZ 84 (---%)	-0.8%										
<div><div><div>D15 REG D13 RCA LONDA</div><div>D13.4 D11.3</div><div>D11 D9</div><div>D9 D7</div><div>D5 D3</div><div>RCA</div></div><div><div>4000</div><div>D</div><div>156°</div><div>2500</div><div>M</div><div>6000</div></div><div><div>3000</div><div>2500</div><div>MDA</div></div><div><div>at D1 RCA / D3 REG RT (MAX 200KT) intercept R204 RCA at D13 RCA / D12 REG NMN 3700 LT (MAX 200KT) direct RCA VOR climb 6000</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D7 RCA</td><td>690</td><td>810</td><td>930</td></tr><tr><td>-MAPT</td><td>2:00</td><td>1:43</td><td>1:30</td></tr></table></div></div></div>												GS	120	140	160	D7 RCA	690	810	930	-MAPT	2:00	1:43	1:30
GS	120	140	160																				
D7 RCA	690	810	930																				
-MAPT	2:00	1:43	1:30																				
DIST to displaced THR 10 6.9 5 2.9 0																							
15 VOR DME Circling 1) 2)																							
C	ft - m/km ft	C 1500 - 5.0V 1100								C 1500 - 5.0V 1500													
D	ft - m/km ft	Not published								Not published													

1) PAPI indications and visual AIDS in working order strictly mandatory
2) W of AD only

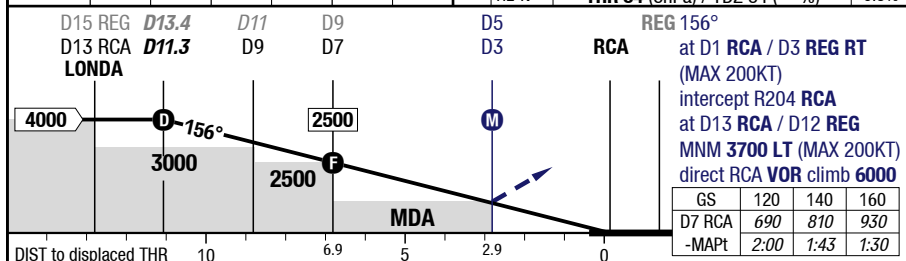
REG-LICR

7-70

VOR X 15



3.25°	11.3	8	6	5	4	3	<div> <div>15</div> <div>HL-N</div> <div> <div> <div>240</div> <div> <div>THR 84 (3hPa) / TDZ 84 (---%)</div> <div>-0.8%</div> </div> </div> </div> </div>
D RCA 156° RWY 151°	4000	2850	2140	1800	1450	1100	



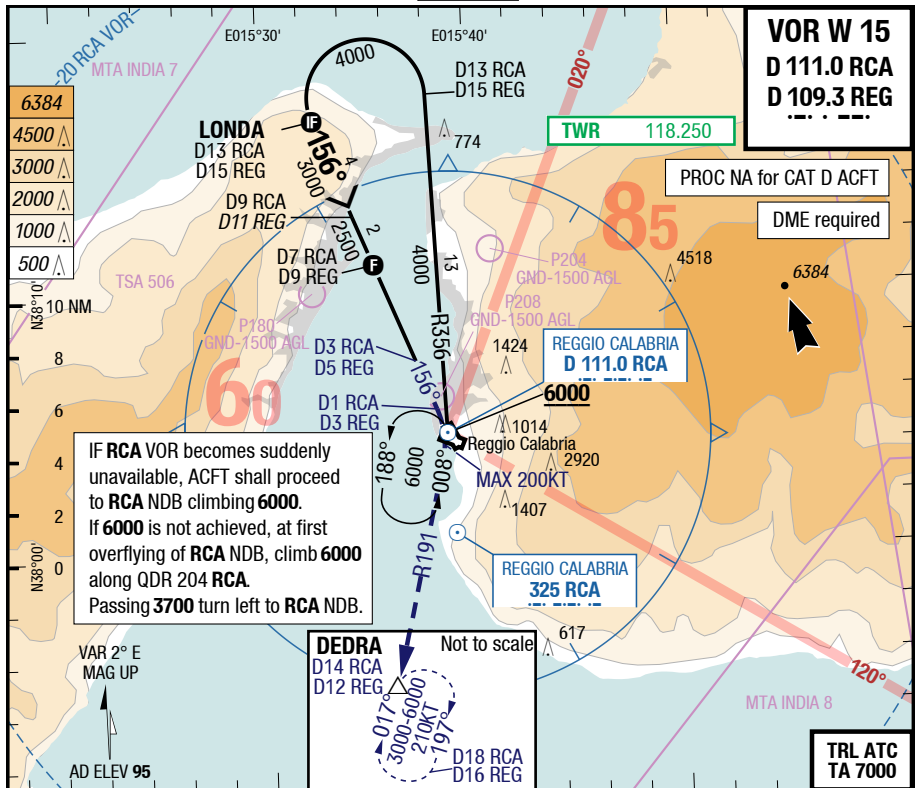
15		VOR DME				Circling 1) 2)
C	ft - m/km ft	C 1500 - 5.0V 1100				C 1500 - 5.0V 1500
D	ft - m/km ft	Not published				Not published

- 1) PAPI indications and visual AIDS in working order strictly mandatory
- 2) W of AD only

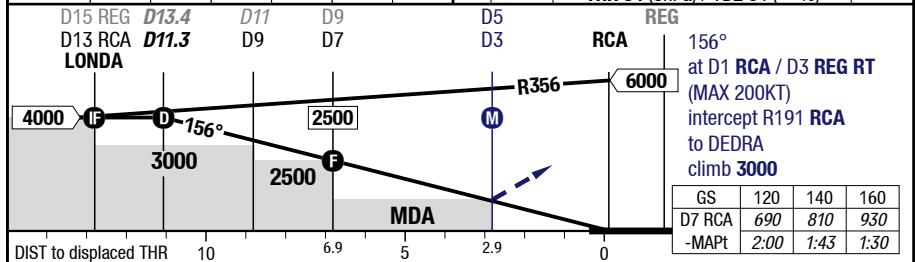
REG-LICR

7-80

VOR W 15



3.25°	11.3	8	6	5	4	3	<div> <div>15</div> <div>HL-N</div> <div> <div> <div>8.3°</div> <div>60 HL</div> </div> <div> <div>254</div> <div>1744 x 45</div> </div> <div> <div>240</div> <div>8.3°</div> </div> <div> <div>THR 84 (3hPa) / TDZ 84 (---%)</div> <div>-0.8%</div> </div> </div> </div>
D RCA 156° RWY 151°	4000	2850	2140	1800	1450	1100	



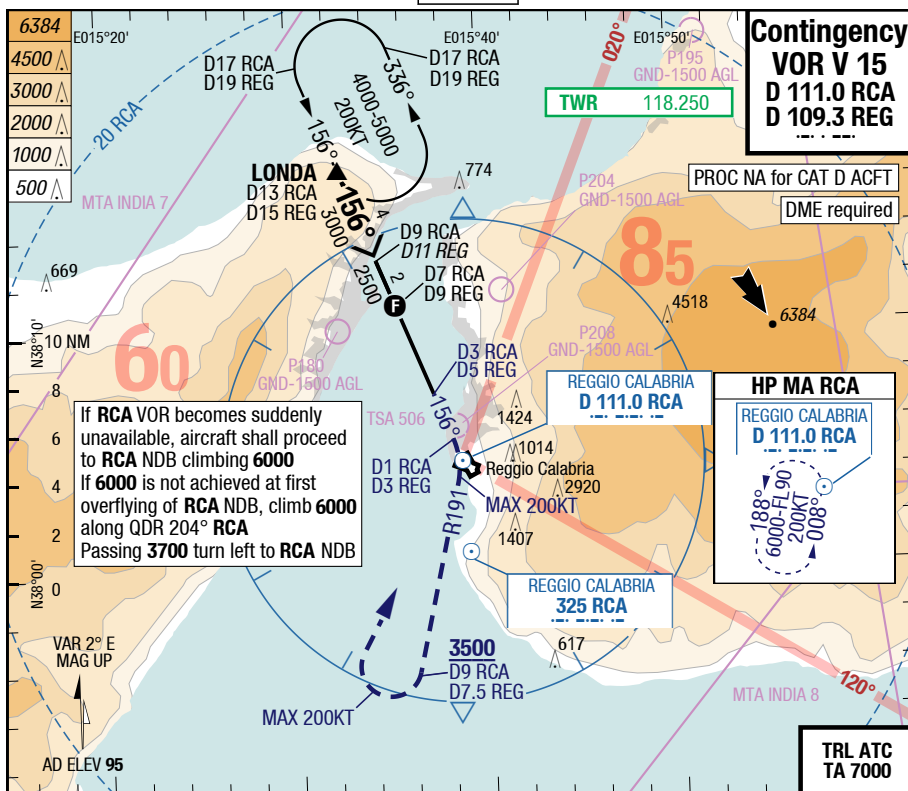
15		VOR DME					Circling ^{1) 2)}
C	ft - m/km ft	C 1500 - 5.0V 1100					C 1500 - 5.0V 1500
D	ft - m/km ft	Not published					Not published

1) PAPI indications and visual AIDS in working order strictly mandatory
2) W of AD only

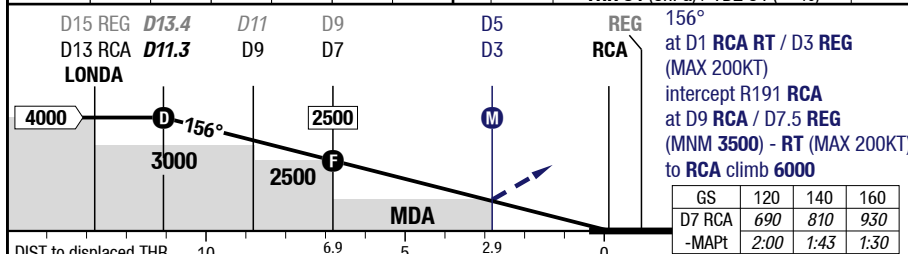
REG-LICR

7-90

Contingency VOR V 15



3.25°	11.3	8	6	5	4	3	<div> <div>15</div> <div>HL-N</div> <div> <div> <div>254</div> <div>1744 x 45</div> <div>83.3°</div> <div>60 HL</div> </div> <div> <div>240</div> <div>THR 84 (3hPa) / TDZ 84 (---%)</div> <div>-0.8%</div> </div> </div> </div>
D RCA 156° RWY 151°	4000	2850	2140	1800	1450	1100	



Dist to displaced min		10	5	0			
15/33						<div>Circling P-TRK to RWY 33 1) 2) 3)</div>	<div>Circling to RWY 15 1) 4)</div>
C	ft - m/km ft					C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft					Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

Changes: MSA, Page Number, MIN, SUAs

12-JUL-2018

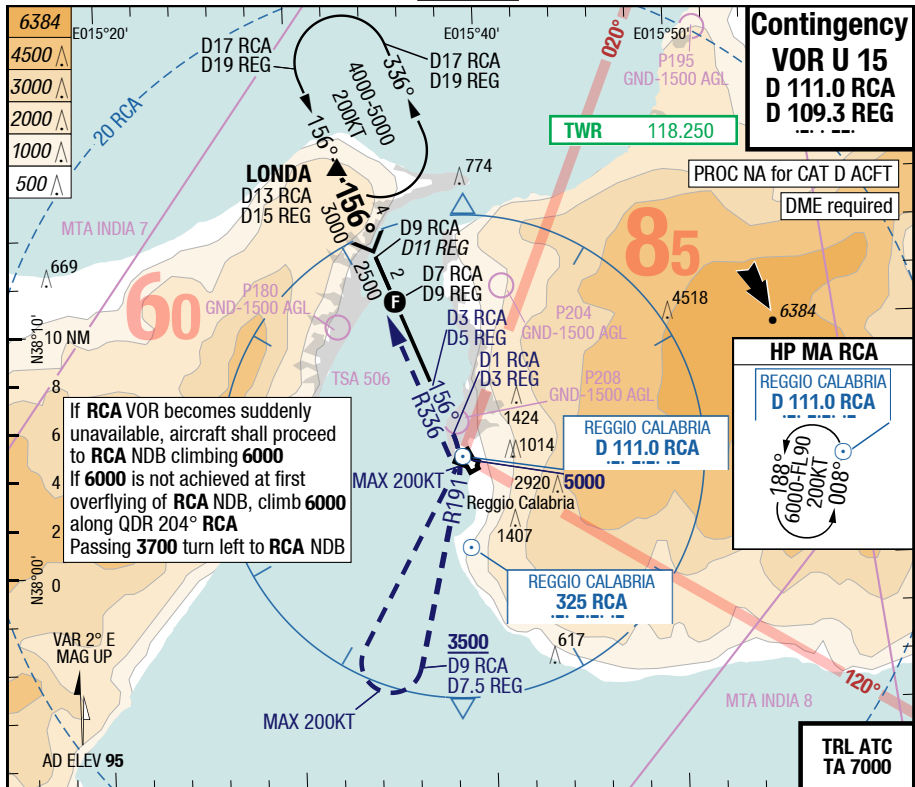
Italy Reggio Calabria

IAC

REG-LICR

7-100

Contingency VOR U 15



3.25°		11.3	8	6	5	4	3	<div><div>15</div><div>HL-N</div><div><div><div>254</div><div>1744 x 45</div><div>8.3.3°</div></div><div>60 HL</div><div><div>240</div><div>THR 84 (3hPa) / TDZ 84 (---%)</div><div>-0.8%</div></div></div></div>
D RCA 156°	RWY 151°	4000	2850	2140	1800	1450	1100	
D15 REG D13 RCA LONDA		D11 D9		D9 D7		D5 D3		REG 156° RCA
		at D1 RCA / D3 REG RT (MAX 200KT) intercept R191 RCA at D9 RCA / D7.5 REG (MNM 3500) RT (MAX 200KT) to RCA VOR at 5000 R336 RCA to LONDA maintain 5000						
		GS 120 140 160						
		D7 RCA -MAPt 690 810 930						
		2:00 1:43 1:30						
DIST to displaced THR		10	6.8	5	2.8	0		
15/33								<div>Circling P-TRK to RWY 33 1) 2) 3)</div>
								<div>Circling to RWY 15 1) 4)</div>
C	ft - m/km ft							C 1500 - 2.4V 1630
D	ft - m/km ft							Not published

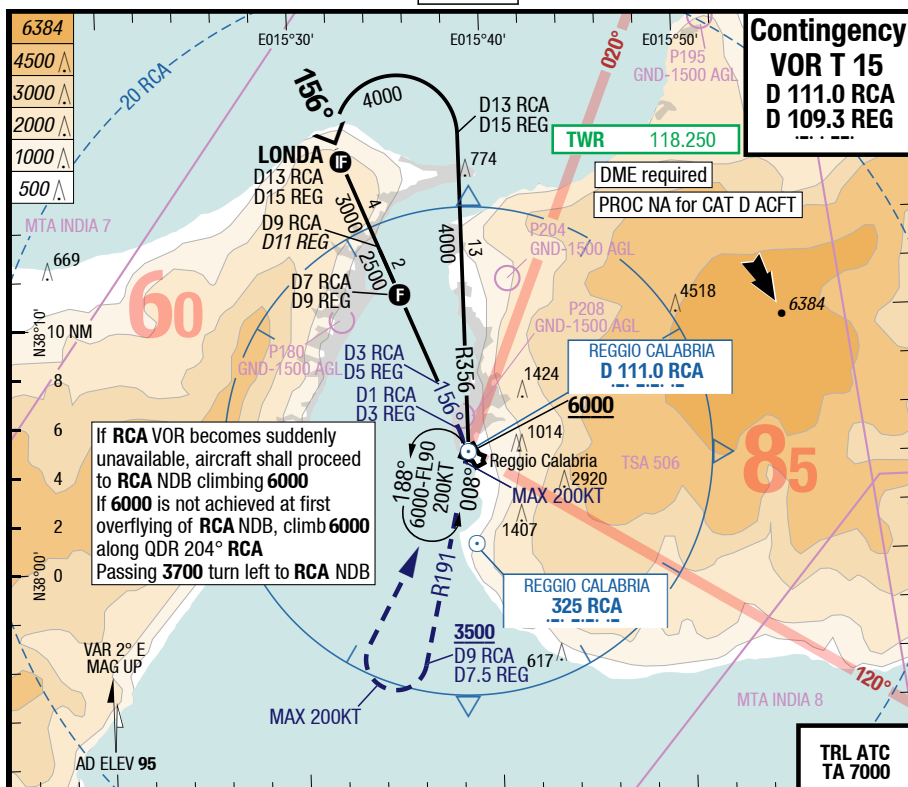
1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

Changes: MSA, Page Number, MIN, SUAs

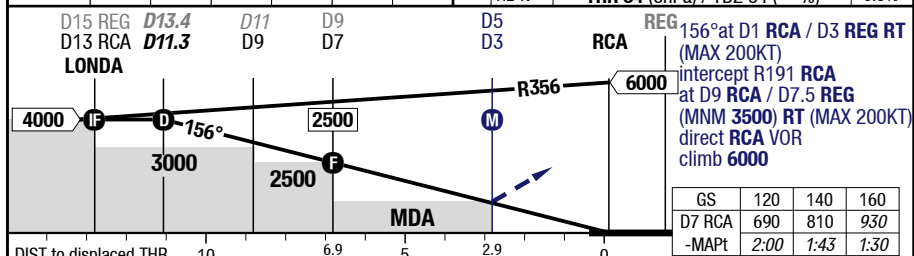
REG-LICR

7-110

Contingency VOR T 15



3.25°	11.3	8	6	5	4	3	<div> <div>15</div> <div>HL-N</div> <div> <div> <div>83.3°</div> <div>60 HL</div> </div> <div> <div>254</div> <div>1744 x 45</div> <div>83.3°</div> </div> <div> <div>240</div> <div>THR 84 (3hPa) / TDZ 84 (---%)</div> <div>-0.8%</div> </div> </div> </div>
D RCA 156° RWY 151°	4000	2850	2140	1800	1450	1100	



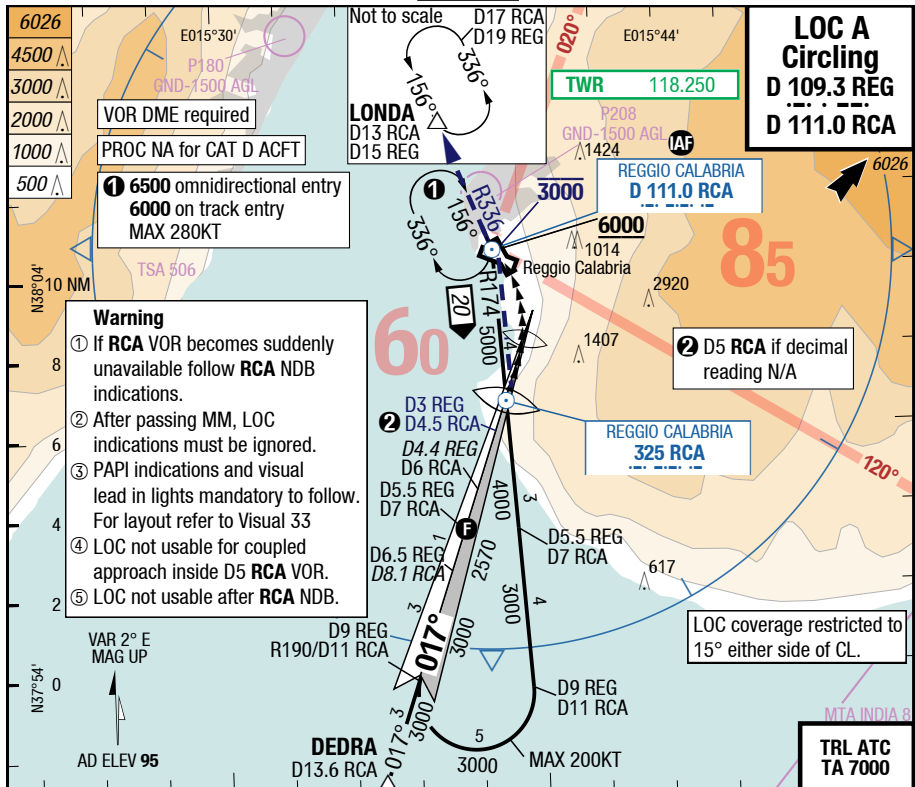
Dist to displaced min		10	5	0			
15/33						<div>Circling P-TRK to RWY 33 1) 2) 3)</div>	<div>Circling to RWY 15 1) 4)</div>
C	ft - m/km ft					C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft					Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

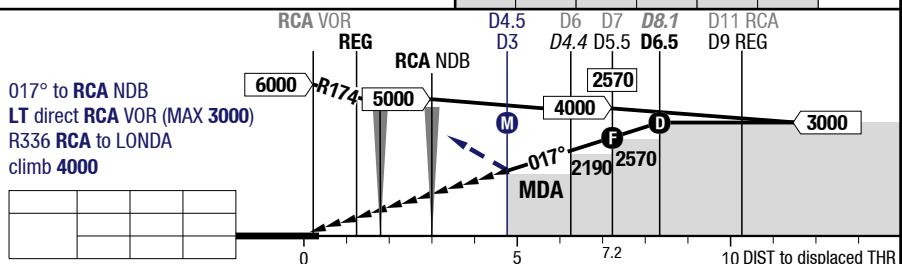
REG-LICR

7-120

LOC A Circling



See AFC for RWY information
and approach light system.



15/33

Circling P-TRK
to RWY 33
1) 2) 3)

Circling
to RWY 15
1) 4)

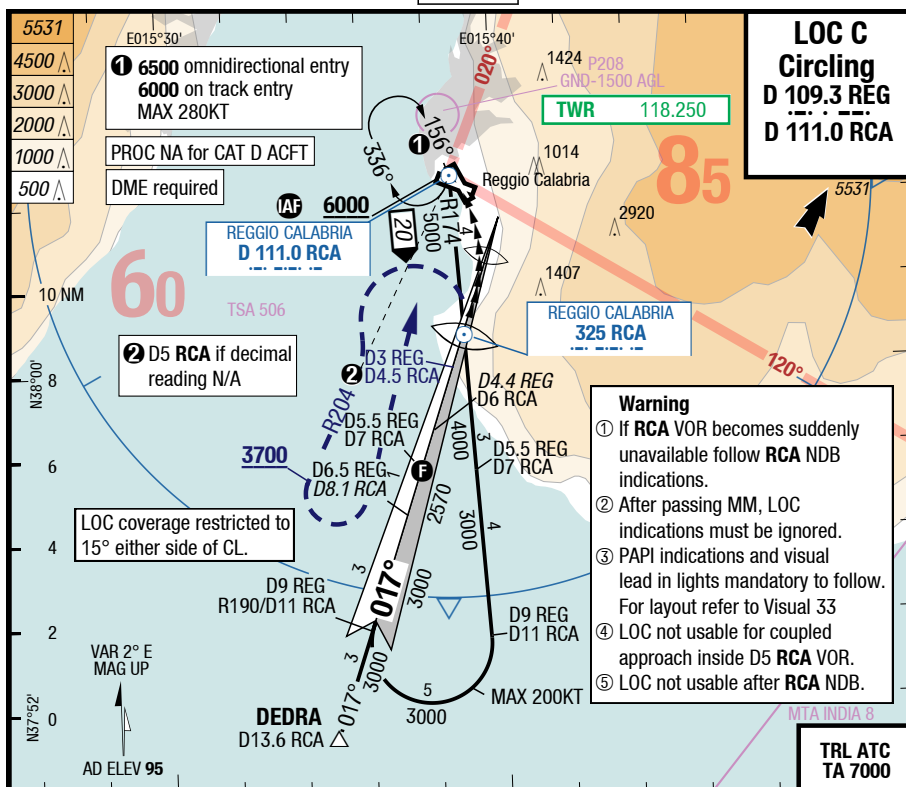
C	ft - m/km ft					C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft					Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

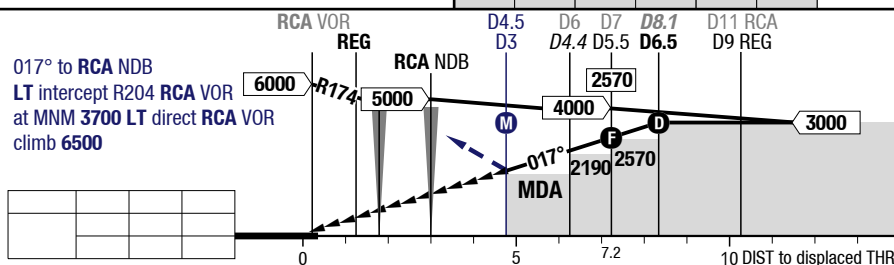
REG-LICR

7-130

LOC C Circling



See AFC for RWY information
and approach light system.



15/33

Circling P-TRK
to RWY 33
1) 2) 3)

Circling
to RWY 15
1) 4)

C	ft - m/km ft
D	ft - m/km ft

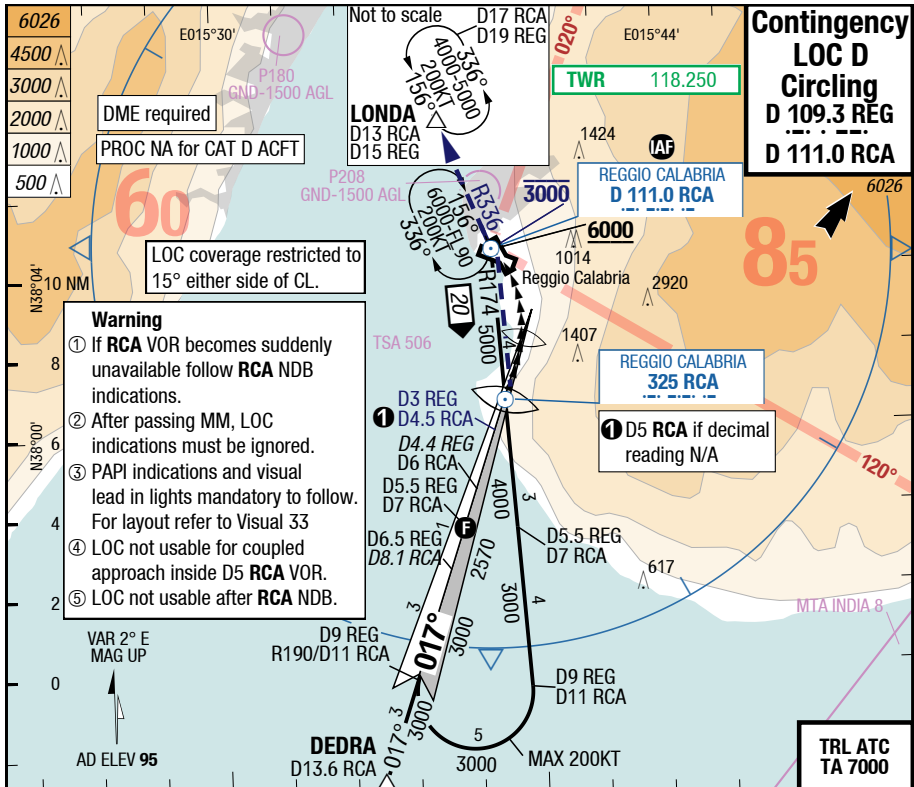
C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

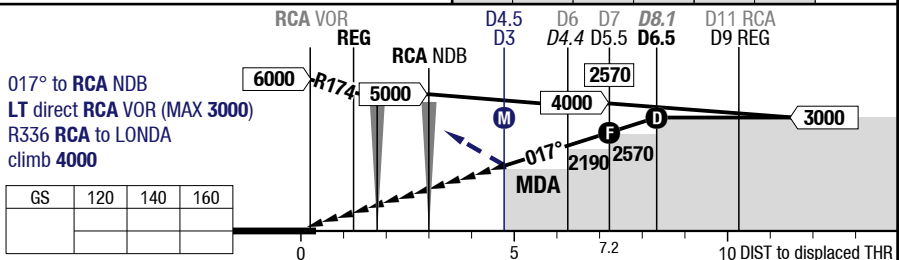
REG-LICR

7-140

Contingency LOC D Circling



See AFC for RWY information
and approach light system.



15/33

Circling P-TRK
to RWY 33
1) 2) 3)

Circling
to RWY 15
1) 4)

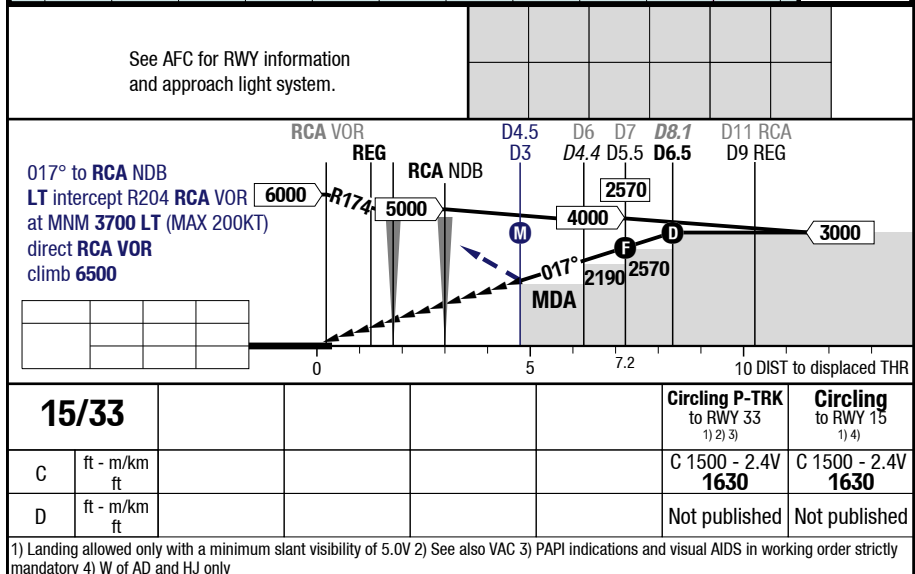
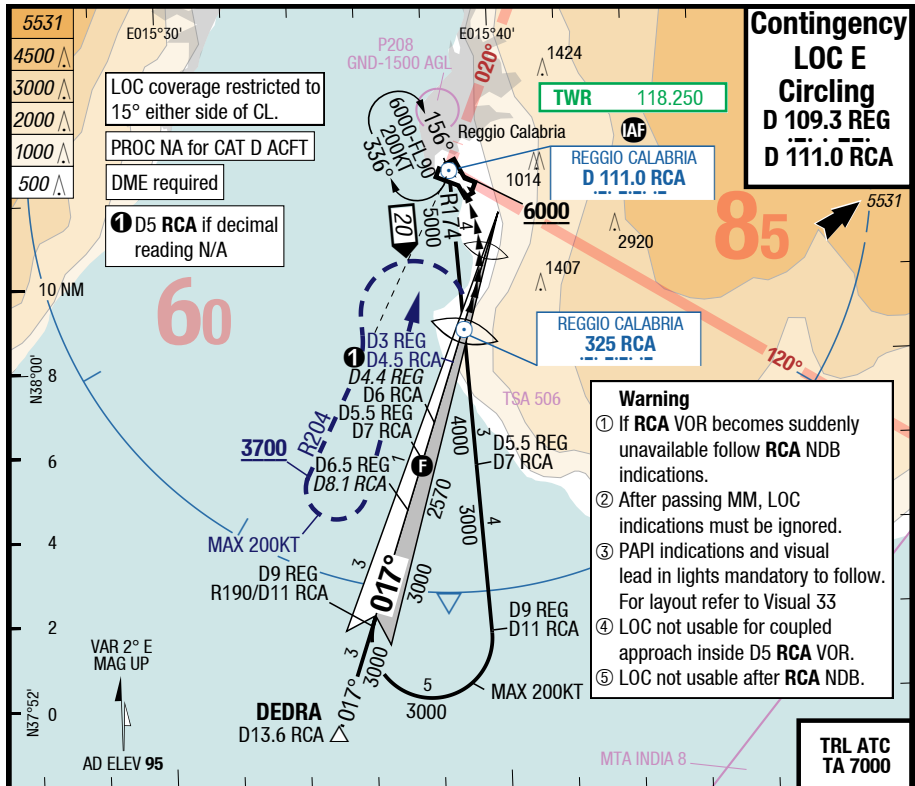
C	ft - m/km ft				C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft				Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

REG-LICR

7-150

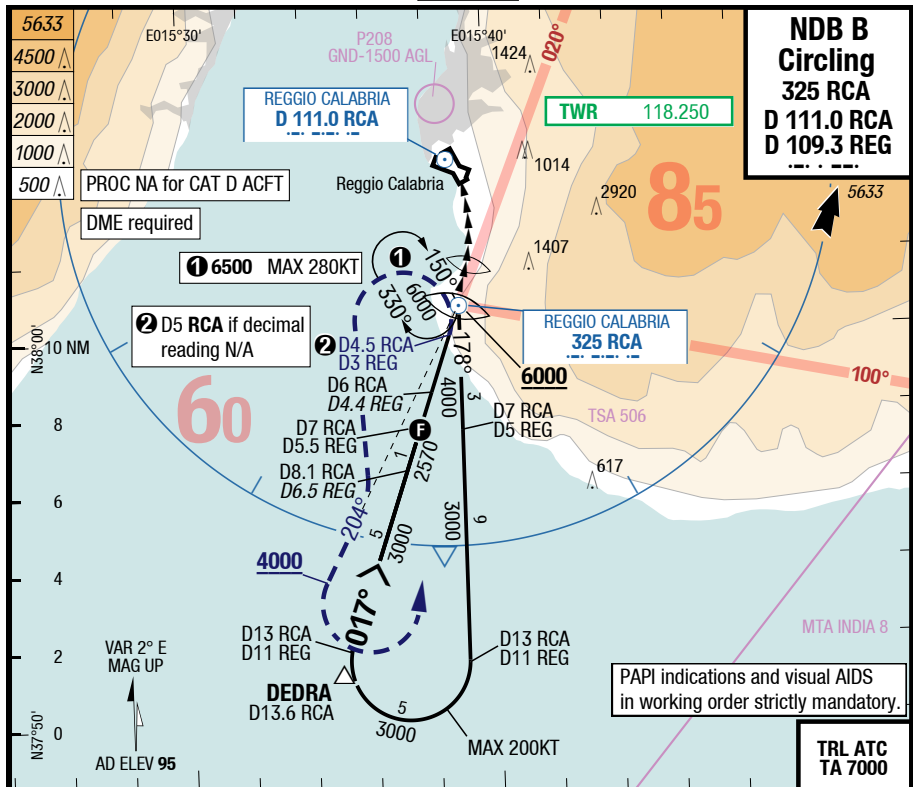
Contingency LOC E Circling



REG-LICR

7-160

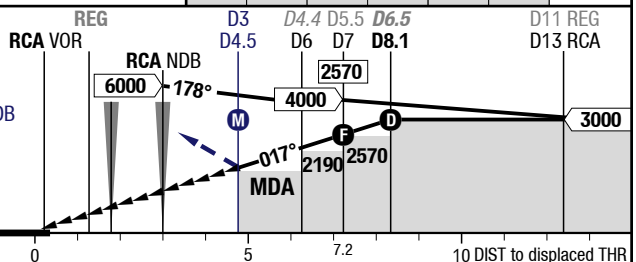
NDB B Circling



See AFC for RWY information
and approach light system.

LT

intercept QDR 204 RCA
at MNM 4000 LT direct RCA NDB
climb 6000



15/33

Circling P-TRK
to RWY 33
1) 2) 3)

Circling
to RWY 15
1) 4)

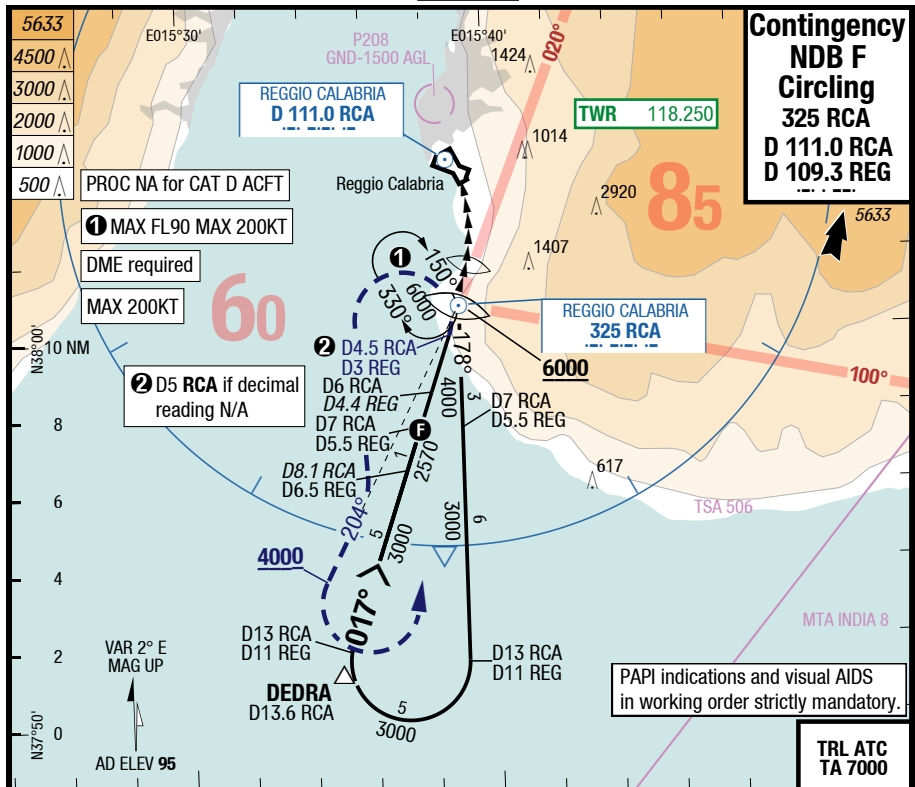
C	ft - m/km ft					C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft					Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

REG-LICR

7-170

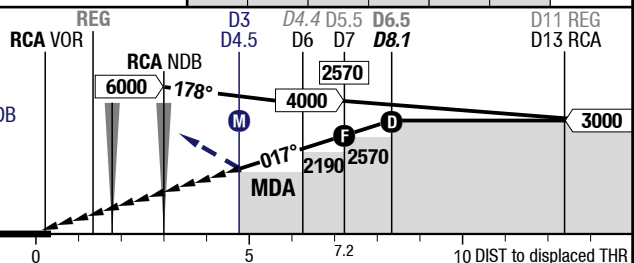
Contingency NDB F Circling



See AFC for RWY information
and approach light system.

LT (MAX 200KT)
intercept QDR 204 RCA
at MNM 4000 LT direct RCA NDB
climb 6000

GS	120	140	160



15/33

Circling P-TRK
to RWY 33
1) 2) 3)

Circling
to RWY 15
1) 4)

C	ft - m/km ft					C 1500 - 2.4V 1630	C 1500 - 2.4V 1630
D	ft - m/km ft					Not published	Not published

1) Landing allowed only with a minimum slant visibility of 5.0V 2) See also VAC 3) PAPI indications and visual AIDS in working order strictly mandatory 4) W of AD and HJ only

REG-LICR

7-180

Visual 33

Visual 33

