

GENERAL**Operational Hours**

ATS Hours: 0600-2200‡, other times 3 days PPR before ETA.

AD ADMIN Hours: 0530-2230‡

Airport Information

RFF: CAT 7

Fuel: 0500-2130‡, non-SKED flights O/R at least 2HR PN

PCN: RWY 02/20: 46/F/B/W/T

Customs: O/R 24HR PN

Operation**Low Visibility Procedure**

LVP in force when RVR is at or below 550m and cloud base is below 200ft.

RWY 02 is suitable for DEP with RVR not below 400m.

ARR ACFT: Report when ILS sensitive area is vacated (identified by the end of alternate green/yellow CLL) and when the assigned stand has been reached.

Follow-me AVBL O/R.

All weather OPS

Movement of one ACFT only at a time.

TWY A, C, D entry/exit RWY.

RWY Restriction

Crosswindlimits as stated in the AOM shall be reduced by 15% for all conditions.

Landing on RWY 02 or TKOF on RWY 20 allowed on during daylight hours only (from 30min before sunrise until 30min after sunset) with VIS equal to or greater than 1500m.

TWY Restrictions

TWY C, B width 18m / 59ft.

TWY A width 11m / 36ft.

TWY D width 10m / 33ft.

TWY B and C MAX wingspan 36m / 118ft.

TWY A MAX wingspan 24m / 79ft.

TWY B AVBL for RWY 02/20 exit only.

During TKOF and LDG ACFT are not allowed at holding positions of TWY A and B.

Taxi/Parking

Follow-me O/R by TWR.

Warnings

IPR ILS RWY 20 limitations: Beyond 17NM MRA 2500ft. Back beam not usable.

IPR DME limitations at 25NM:

120°-310° MRA 6000ft.

310°-120° MRA 2500ft.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

In case of radio failure the reporting point to descend for landing is SUXIL.

COM Failure in Manoeuvring Area

Vacate RWY and wait for follow-me.

Arrival Procedure

Noise Abatement Procedure: See CRAR Italy.

DEPARTURE

Take-off Minima

RWY		02	
A, B, C	ft - m/km	0 - 400R/400V	-
D		Not applicable	-

RWY		20	
A, B, C	ft - m/km	0 - 1.5V	HJ only
D		Not applicable	-

Communication

COM Failure in Manoeuvring Area

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

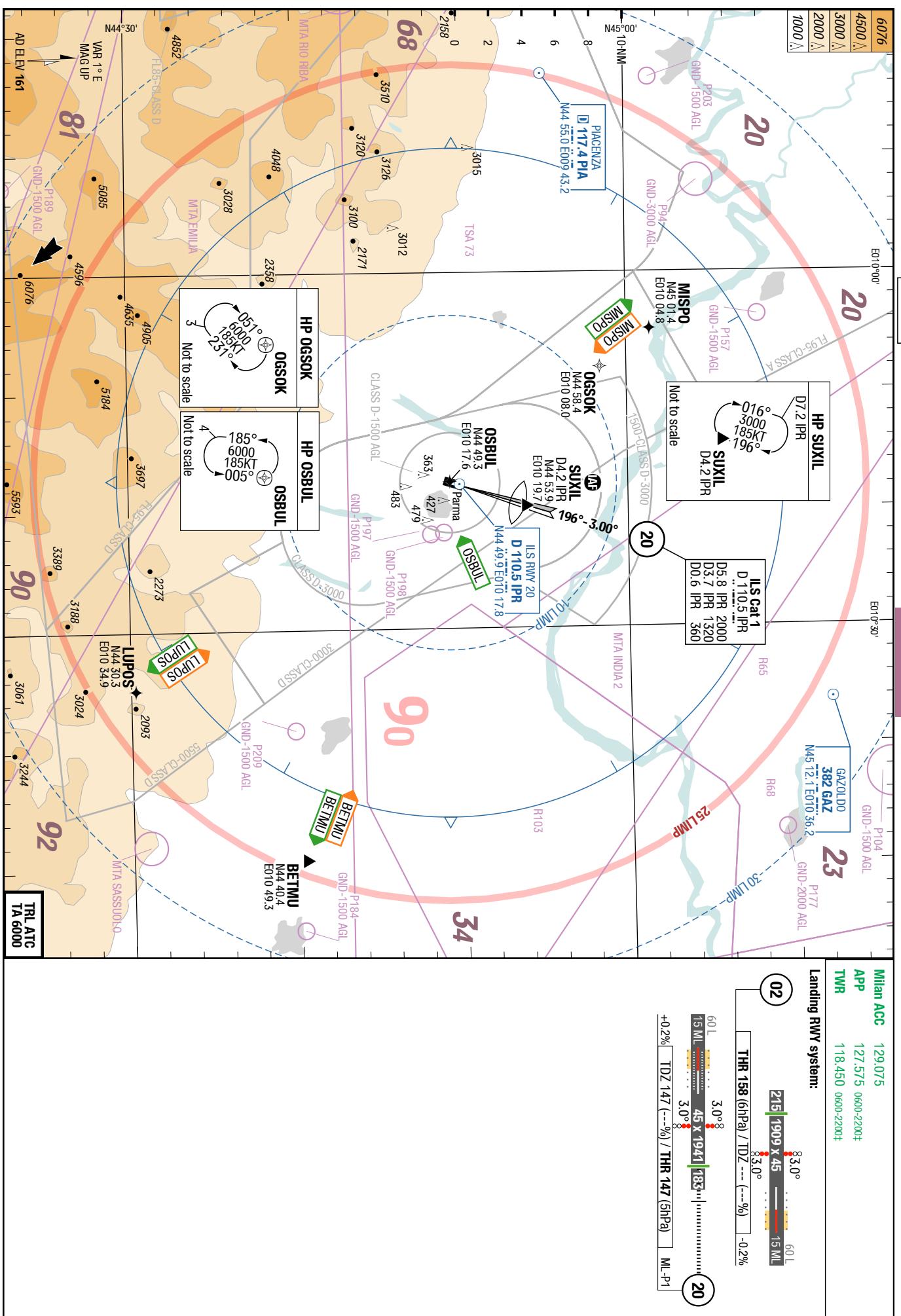
Departure Procedure

Start-up: REQ start-up on TWR 10min prior ready to ENG start.

Noise Abatement Procedure: See CRAR Italy and in addition;
Use ICAO Standard NADP 1.

De-Icing

AVBL 0530-2130‡



N44° 50'

N44° 49.5'

TWR 118.450 0600-2200‡

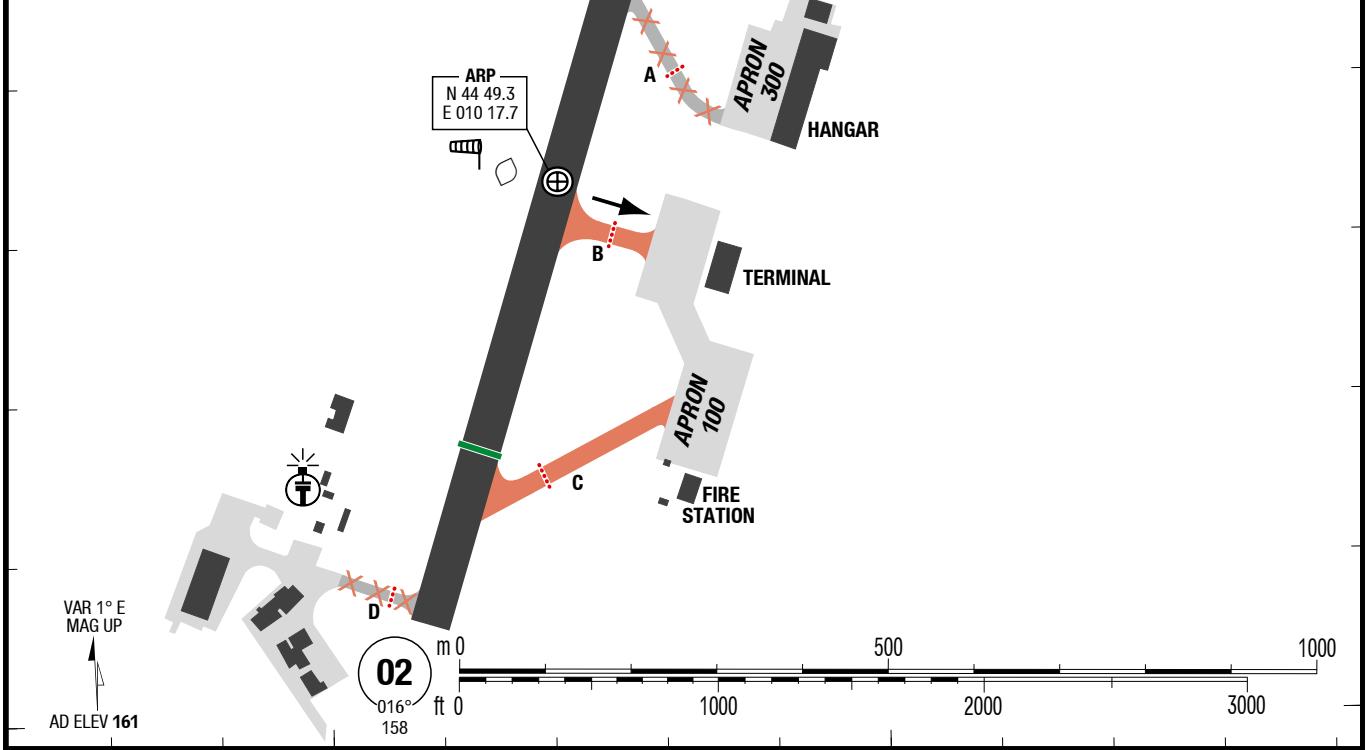
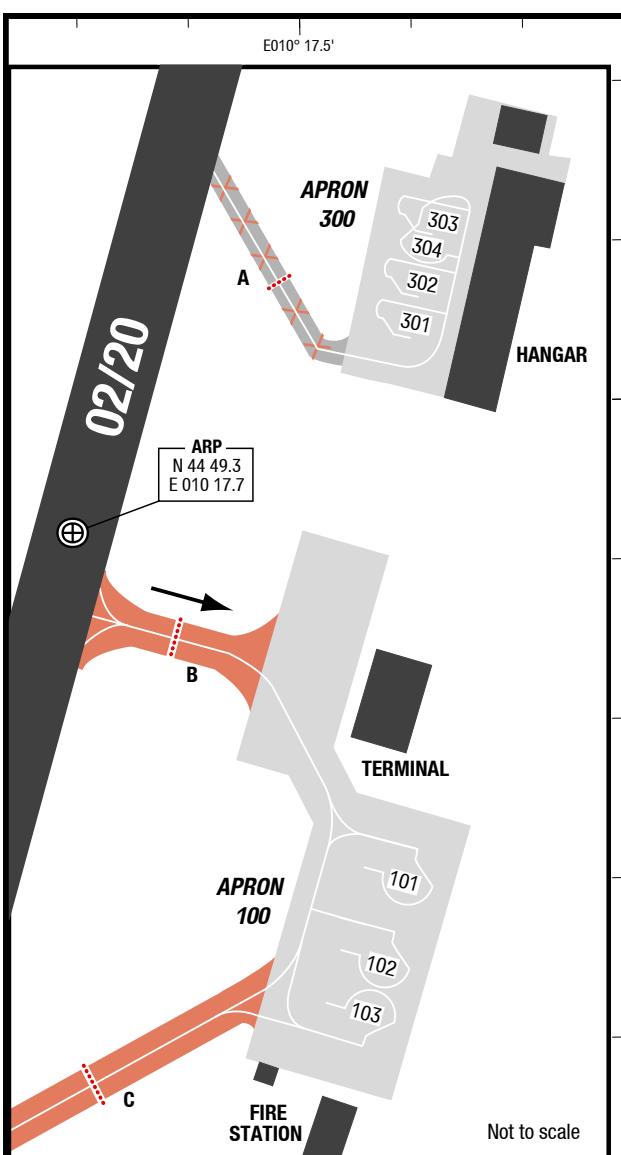
E010° 18'

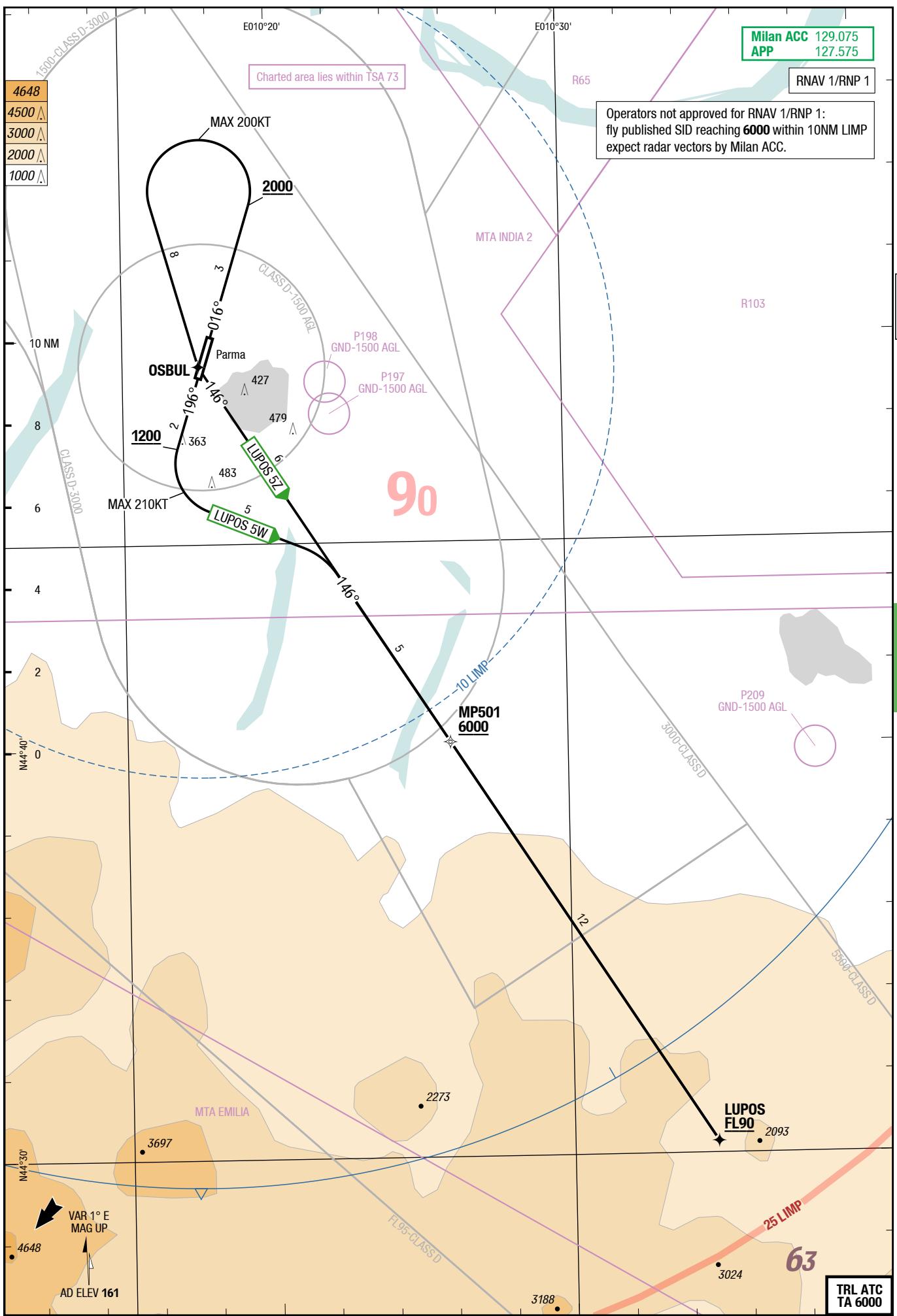
E010° 17.5'

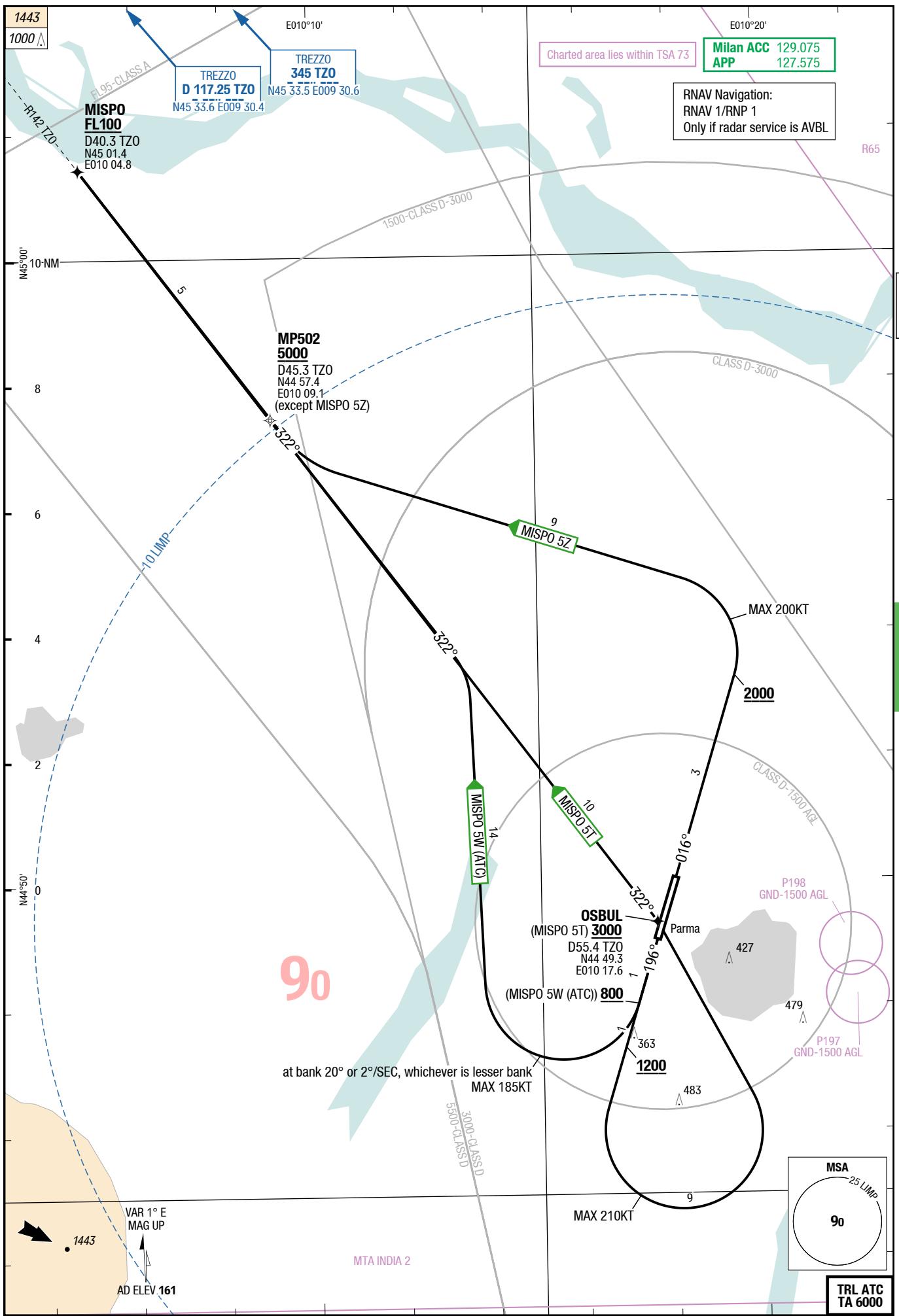
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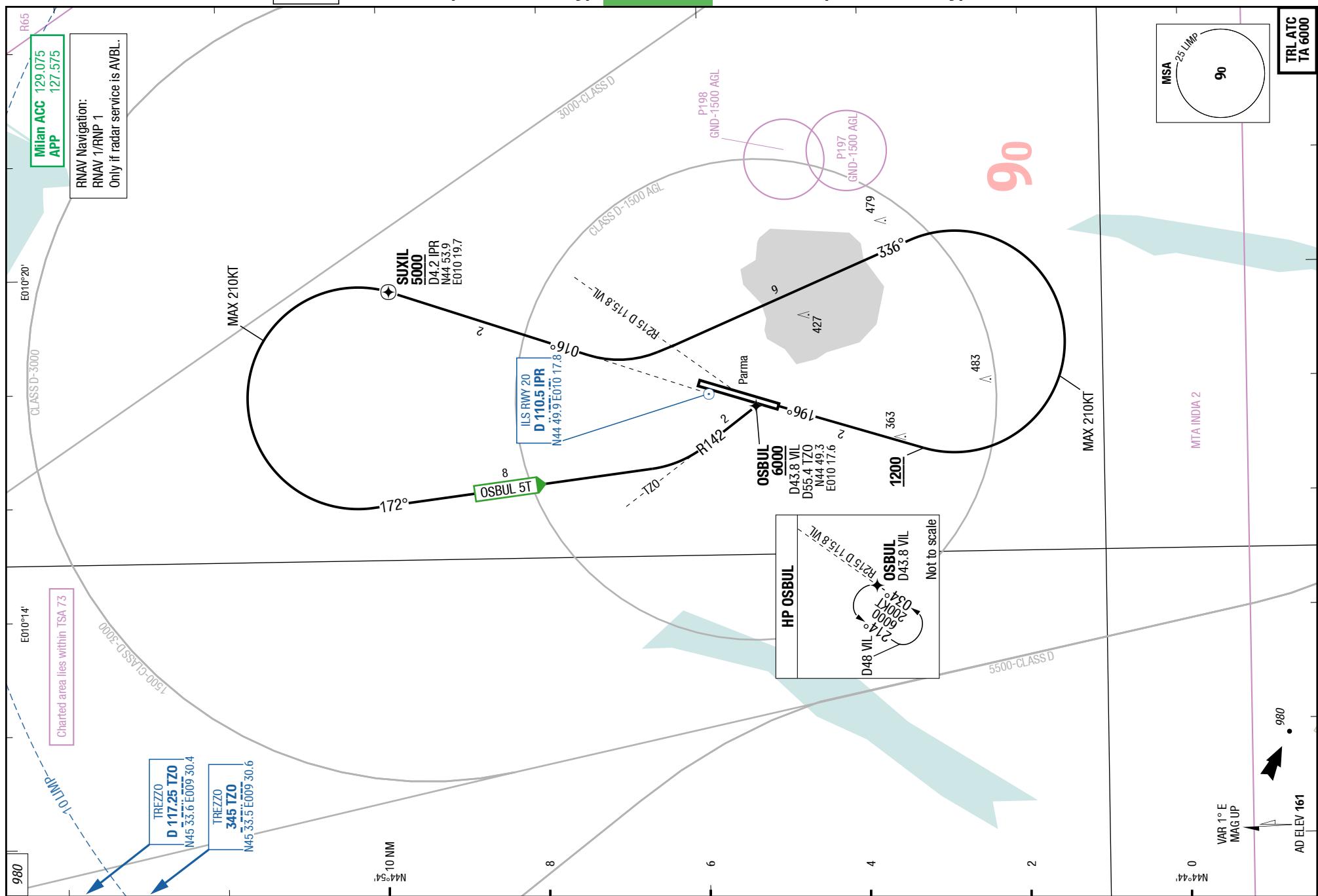
196°

147









Effective 21-JUN-2018

14-JUN-2018

PMF-LIMP

4-40

Italy Parma

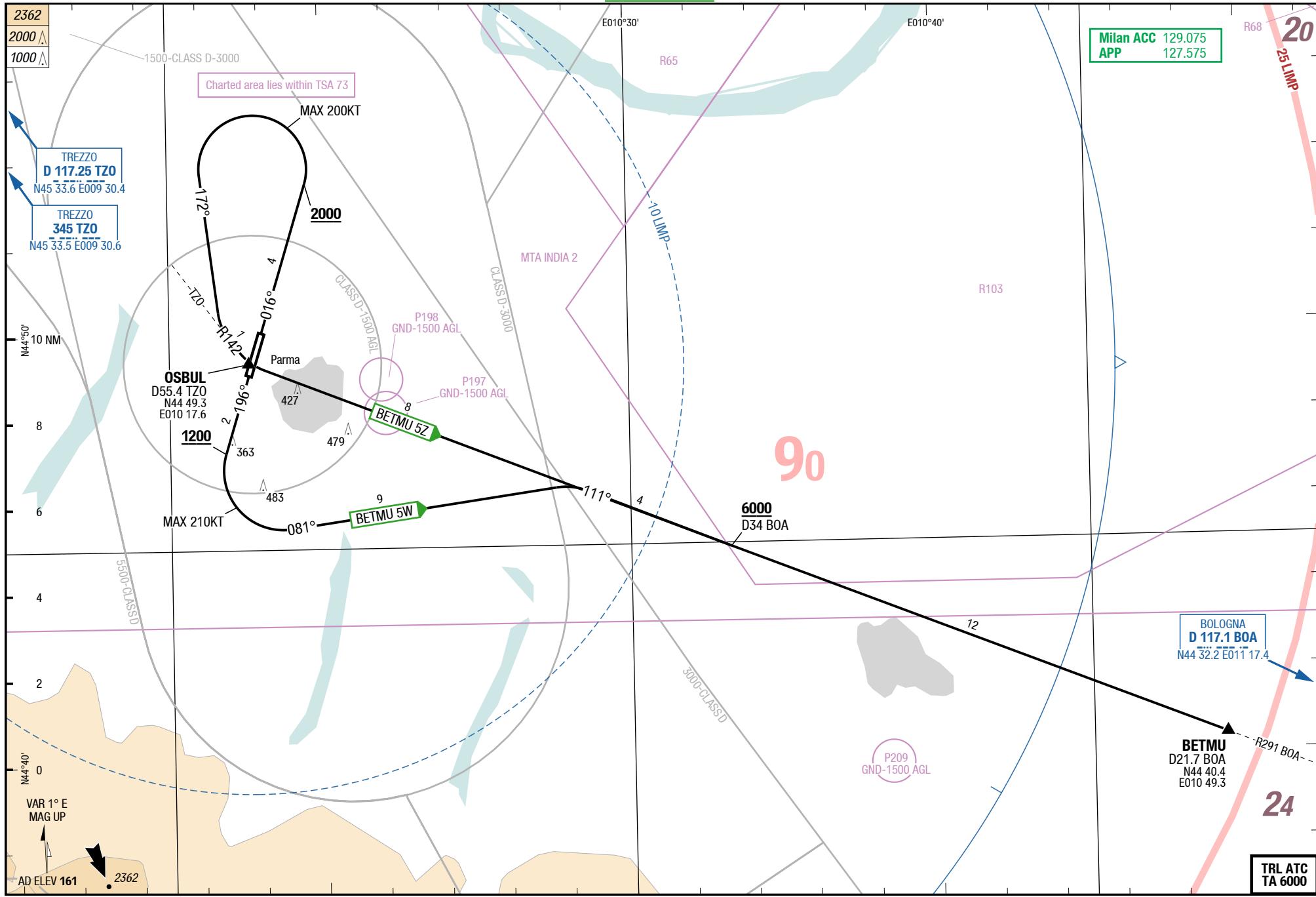
BETMU 5W/5Z (ATC)

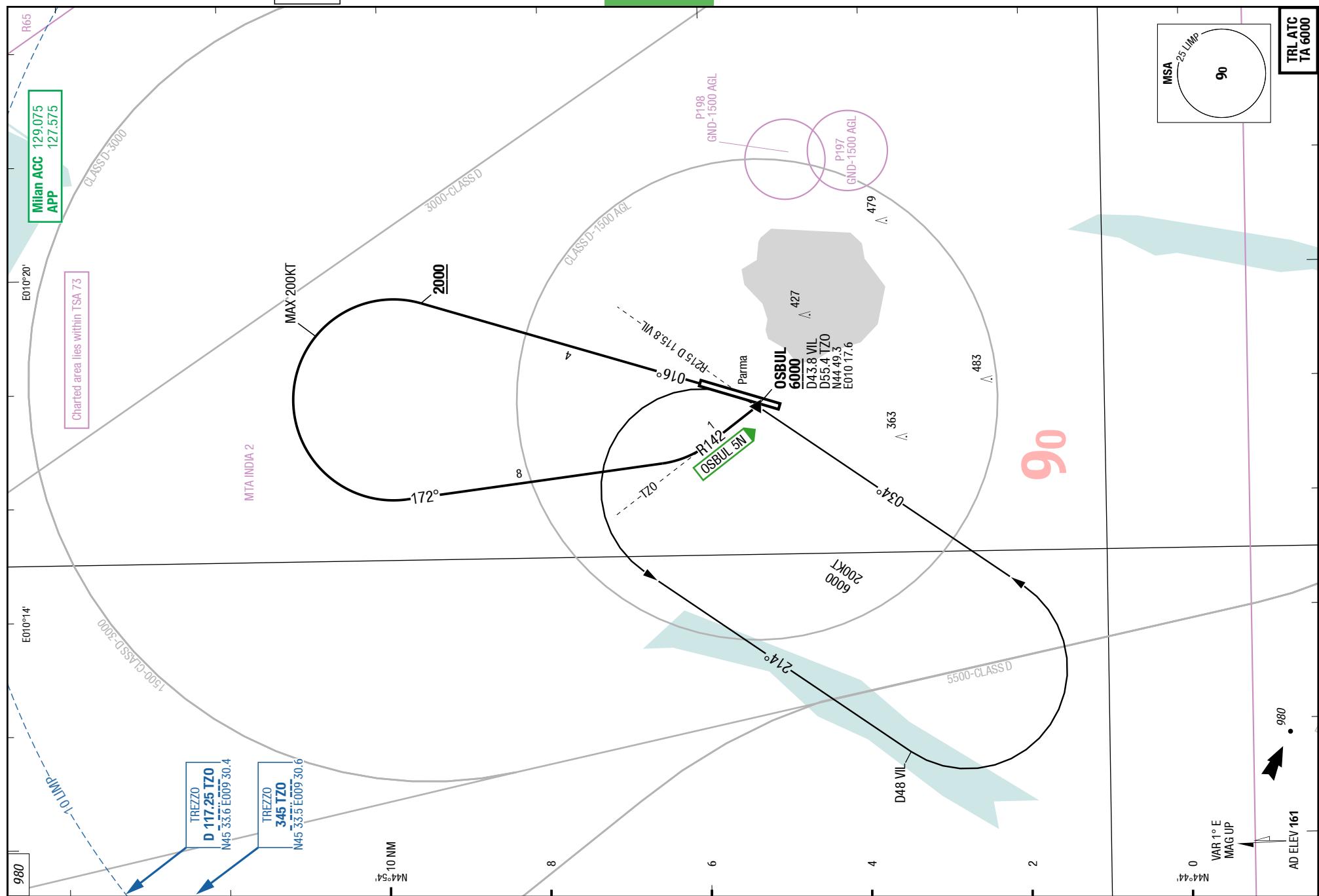
SID

SID

Parma Italy

BETMU 5W/5Z (ATC)





PMF-LIMP

5-10

LUPOS 5W/5Z RNAV

LUPOS 5W / LUPOS 5Z

RWYs 02 (016°) / 20 (196°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
LUPOS 5Z 8.0% to 6000 127.575 ②③	016° [A2000+ ;L] - DCT OSBUL [K200+] - MP501 - LUPOS	MP501 MNM 6000 LUPOS MNM FL90
	Runway 20	
LUPOS 5W 8.0% to 6000 127.575 ①②③	196° [A1200+] - 146° MP501 [K210-] - LUPOS	MP501 MNM 6000 LUPOS MNM FL90

- ① Close in obstacles penetrating OIS 2.5% exist and are not considered for climb gradients.
- ② RNAV 1/RNP 1
- ③ Operators not approved for RNAV 1/RNP 1: fly published SID reaching 6000ft within 10NM LIMP expect radar vectors by Milan ACC.

PMF-LIMP

5-20

MISPO 5T/5W/5Z (RNAV Overlay)

MISPO 5T / MISPO 5W / MISPO 5Z

RWYs 02 (016°) / 20 (196°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
MISPO 5Z 8.0% to 6000 127.575 ①	at MNM 2000 LT (MAX 200KT) intercept R142 (QDM 322) TZ0 to MISPO FMS 016° [A2000+] - 322° MISPO [K200-]	MISPO MNM FL100 MISPO MNM FL100
	Runway 20	
MISPO 5T 8.0% to 6000 127.575 ①②	at MNM 1200 LT (MAX 210KT) to OSBUL - RT intercept R142 (QDM 322) TZ0 to MP502 - MISPO FMS 196° [A1200+ ;L] - DCT OSBUL [K210-] - MP502 - MISPO	OSBUL MNM 3000 MP502 MNM 5000 MISPO MNM FL100 OSBUL MNM 3000 MP502 MNM 5000 MISPO MNM FL100
MISPO 5W (ATC) 8.0% to 6000 127.575 ①②	at MNM 800 RT (at bank 20° or 2°/SEC, whichever is lesser bank/MAX 185KT) intercept R142 (QDM 322) TZ0 to MP502 - MISPO FMS 196° [A800+ ;R] - 322° MP502 [K185-] - MISPO	MP502 MNM 5000 MISPO MNM FL100 MP502 MNM 5000 MISPO MNM FL100

① RNAV Navigation: RNAV 1/RNP 1 only if radar service is AVBL.

② Close in obstacles penetrating OIS 2.5% exist and are not considered for climb gradients.

PMF-LIMP

5-30

OSBUL 5T (RNAV Overlay)

OSBUL 5T

RWY 20 (196°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
OSBUL 5T 8.0% to 6000 127.575 ①②	at MNM 1200 LT (MAX 210KT) 336° - RT intercept 016° IPR LOC BC to SUXIL - LT (MAX 210KT) 172° - LT intercept R142 (QDR 142) TZ0 to OSBUL - climb in HLDG until reaching MEA for next AWY segment or FL cleared by Milano ACC FMS 196° [A1200+ ;L] - 336° INTCPT [K210-] - 016° <u>SUXIL</u> [K210- ;L] - 172° INTCPT [K210-] - 142° OSBUL [K210-]	SUXIL MNM 5000 OSBUL MNM 6000 SUXIL MNM 5000 OSBUL MNM 6000

① Close in obstacles penetrating OIS 2.5% exist and are not considered for climb gradients.

② RNAV Navigation: RNAV 1/RNP 1 only if radar service is AVBL.

PMF-LIMP

5-40

BETMU 5W/5Z (ATC)

BETMU 5Z / BETMU 5W

RWYs 02 (016°) / 20 (196°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
BETMU 5Z 8.0% to 6000 127.575	at MNM 2000 LT (MAX 200KT) 172° - LT intercept R142 (QDR 142) TZ0 to OSBUL - LT intercept R291 BOA to BETMU	R291/D34 BOA MNM 6000
BETMU 5W 8.0% to 6000 127.575 ①	at MNM 1200 LT (MAX 210KT) 081° - RT intercept R291 BOA to BETMU	R291/D34 BOA MNM 6000

① Close in obstacles penetrating OIS 2.5% exist and are not considered for climb gradients.

23-MAR-2017

PMF-LIMP

5-50

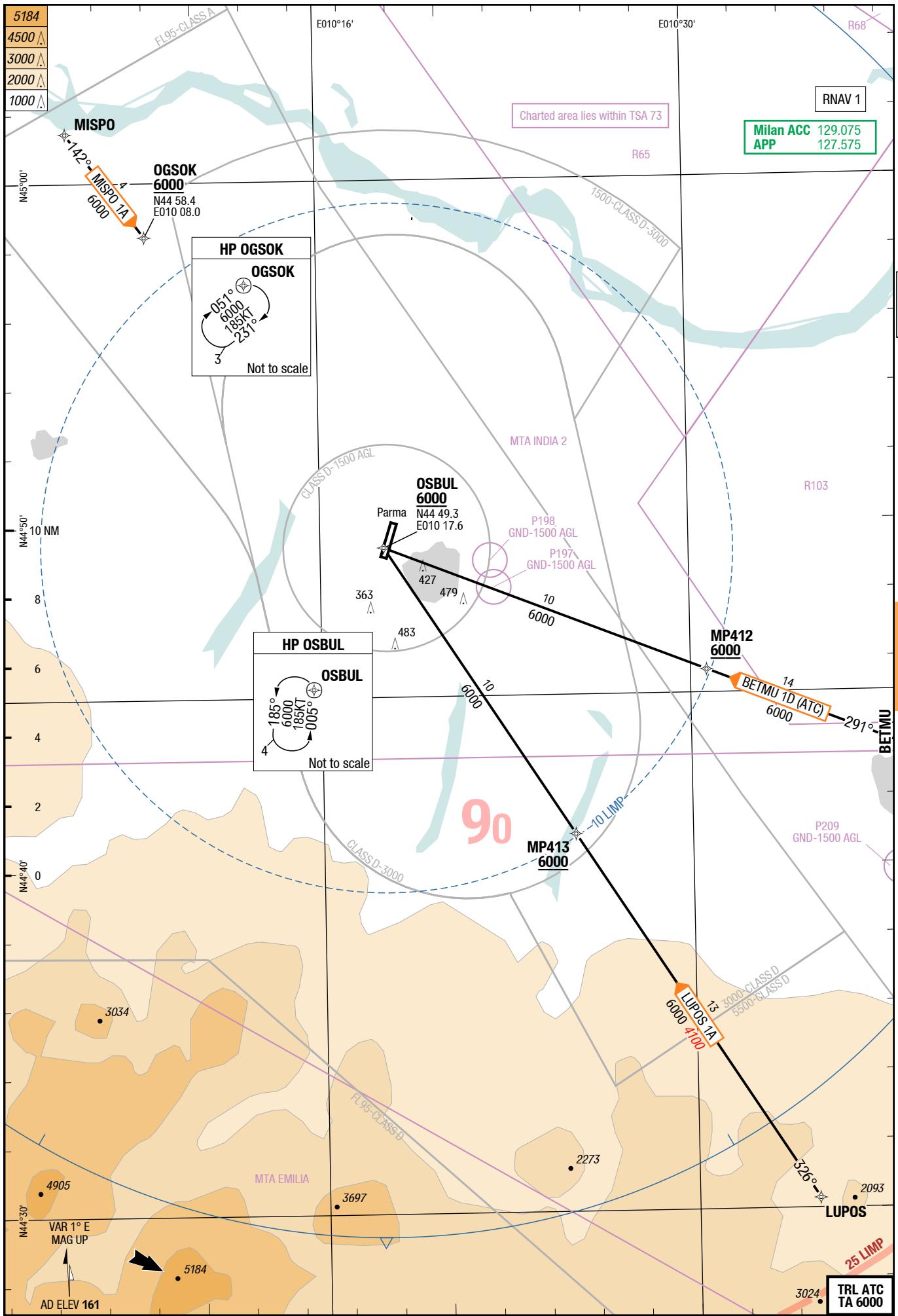
OSBUL 5N

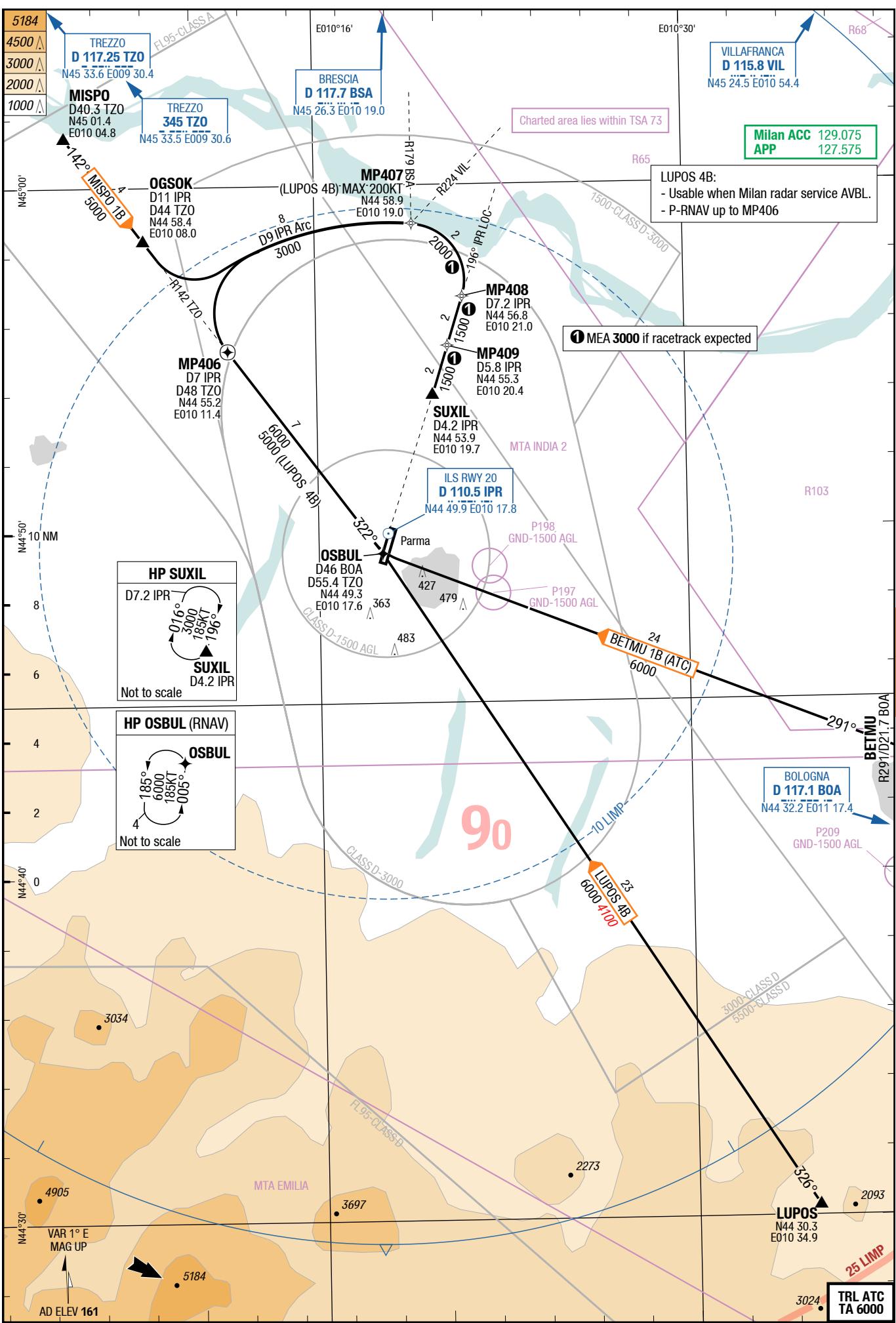
OSBUL 5N

RWY 02 (016°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
OSBUL 5N 8.0% to 6000 127.575	at MNM 2000 LT (MAX 200KT) 172° - LT intercept R142 (QDR 142) TZ0 to OSBUL - climb in HLDG until reaching MEA for next AWY segment or FL cleared by Milano ACC	OSBUL MNM 6000

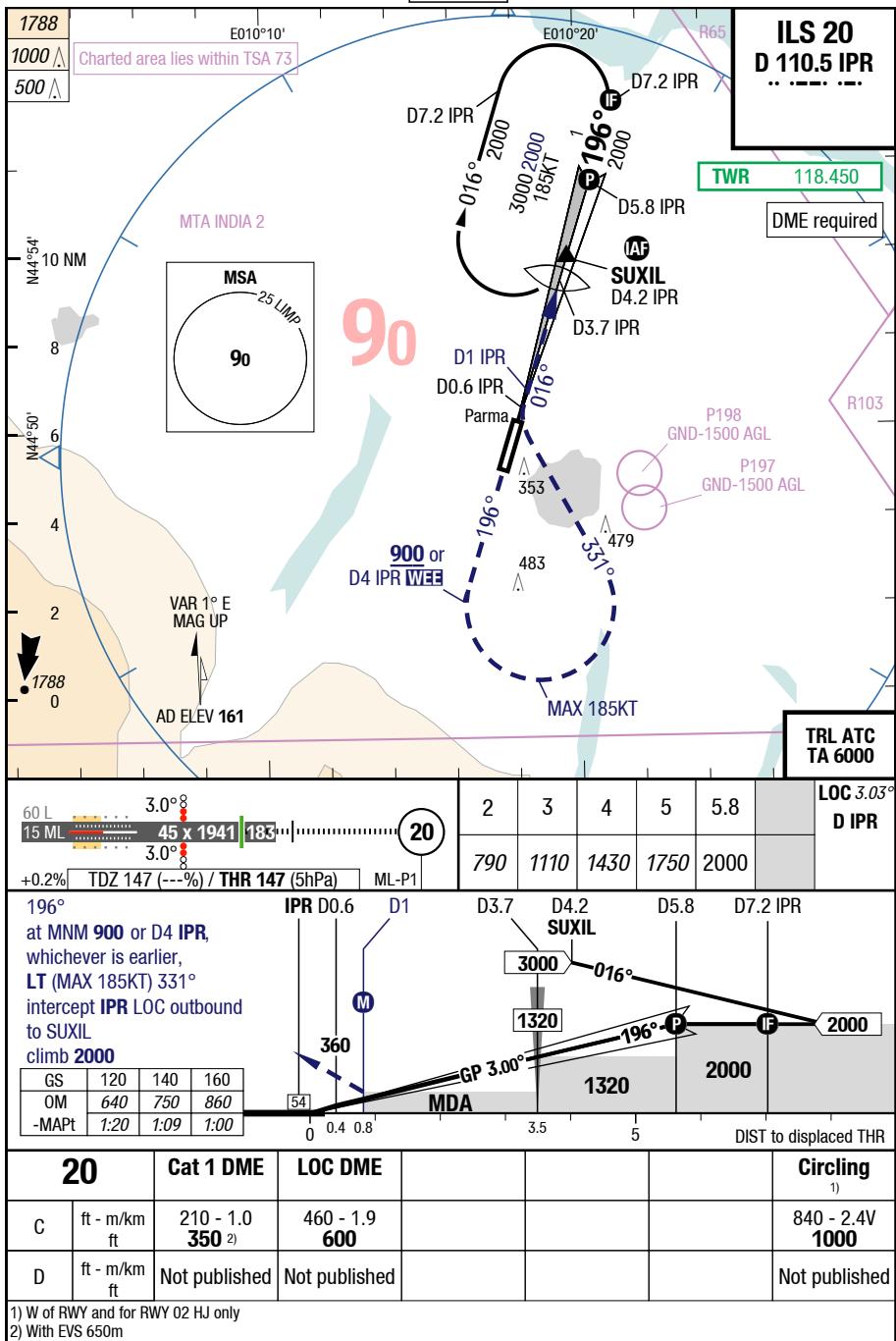




PMF-LIMP

7-10

ILS 20



Changes: MCA, OBCT, GUA-

Changes: MSA, 0

