

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-maneuvring allowed at all stands under marshalls 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.

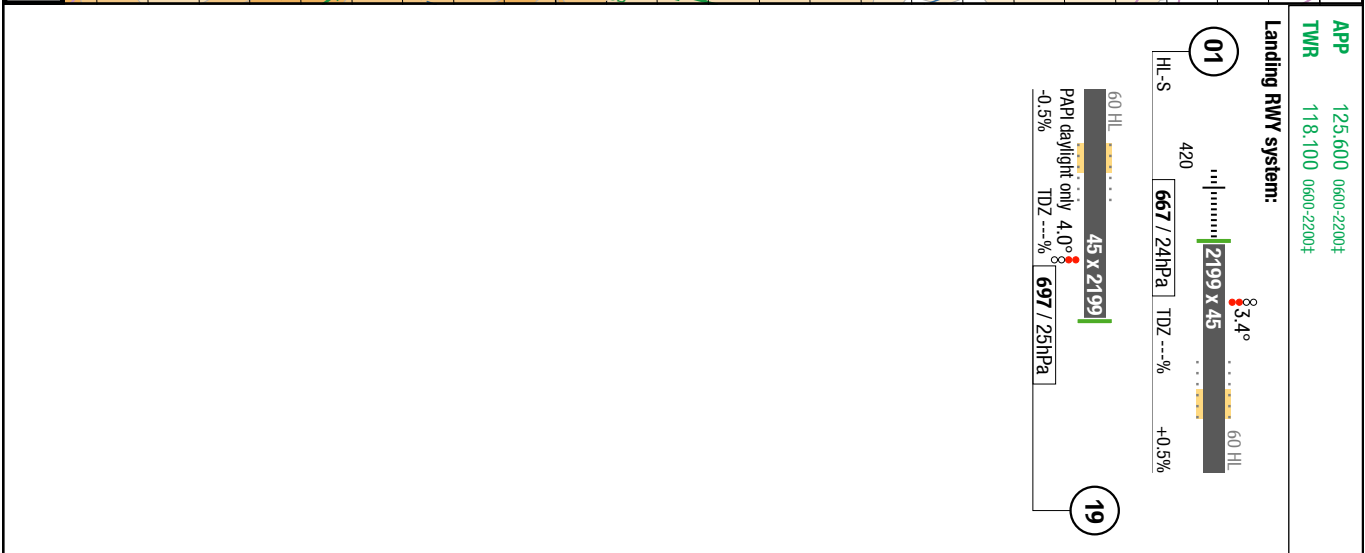
INT TKOF are usable only on pilots request or on TWR request, previous pilots agreement.

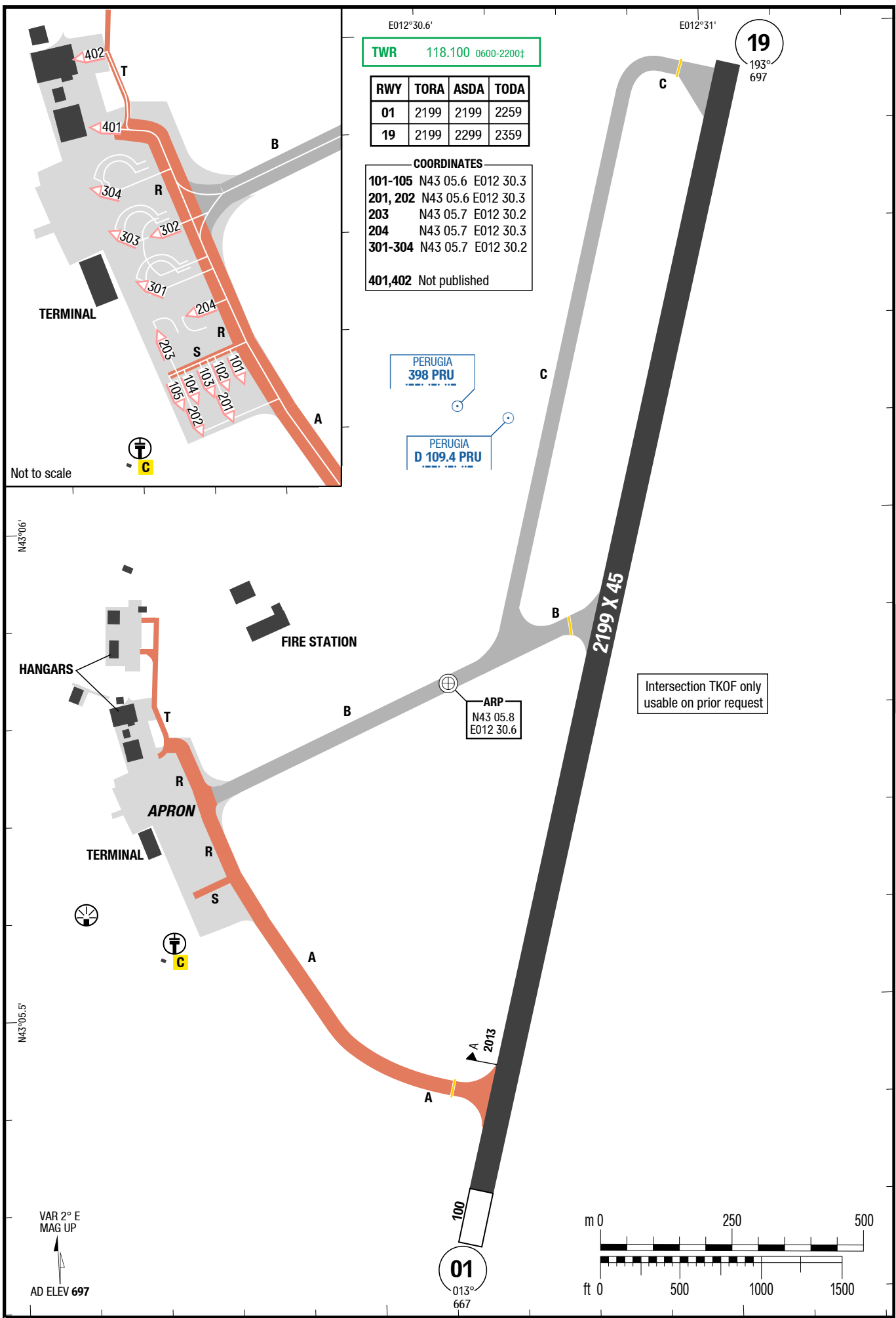
De-Icing

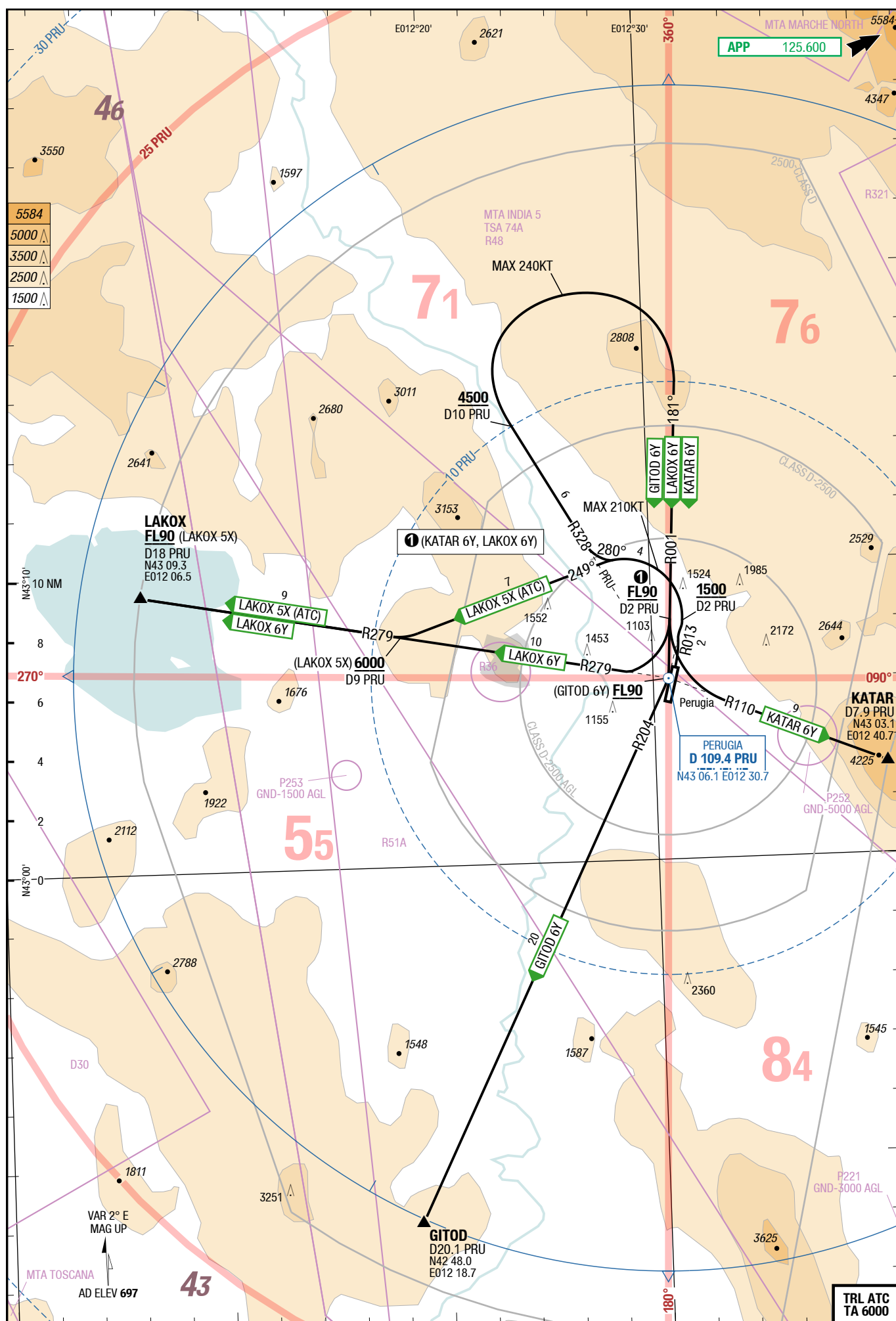
AVBL.

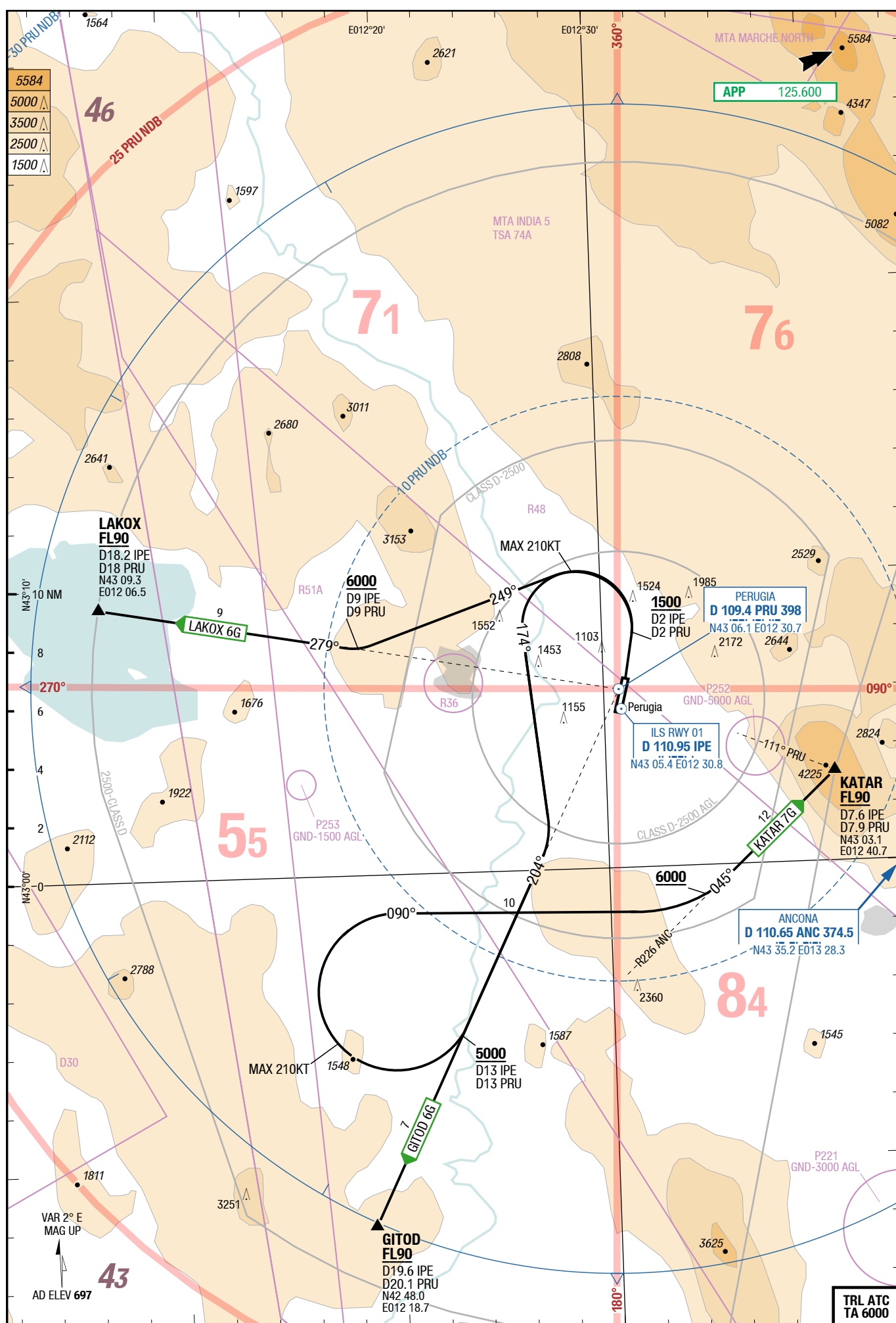
S. Francesco **Perugia** Italy
AGC
AFC

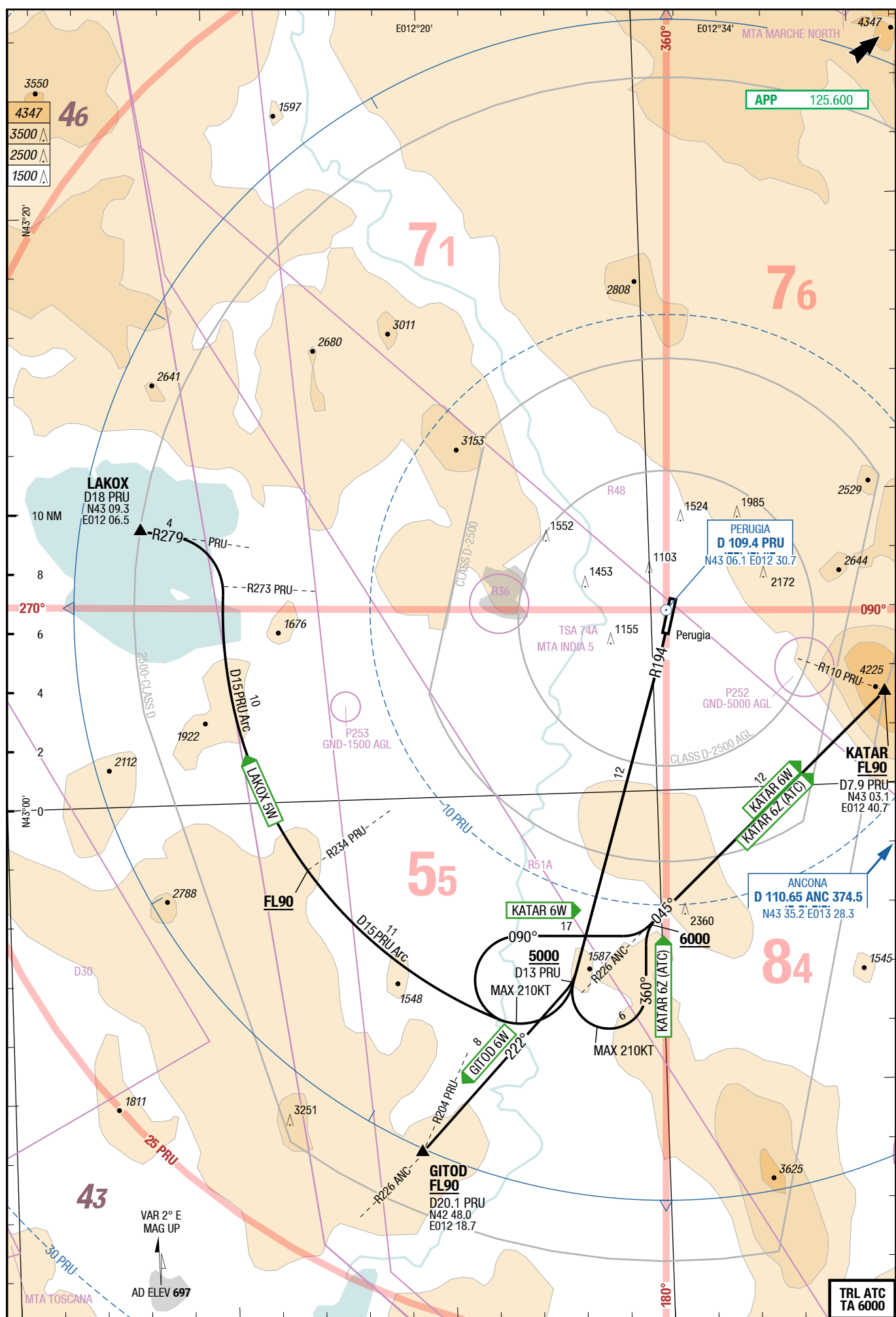
Angela Italy











14-APR-2016

PEG-LIRZ

Italy **Perugia** S.Francesco

4-40

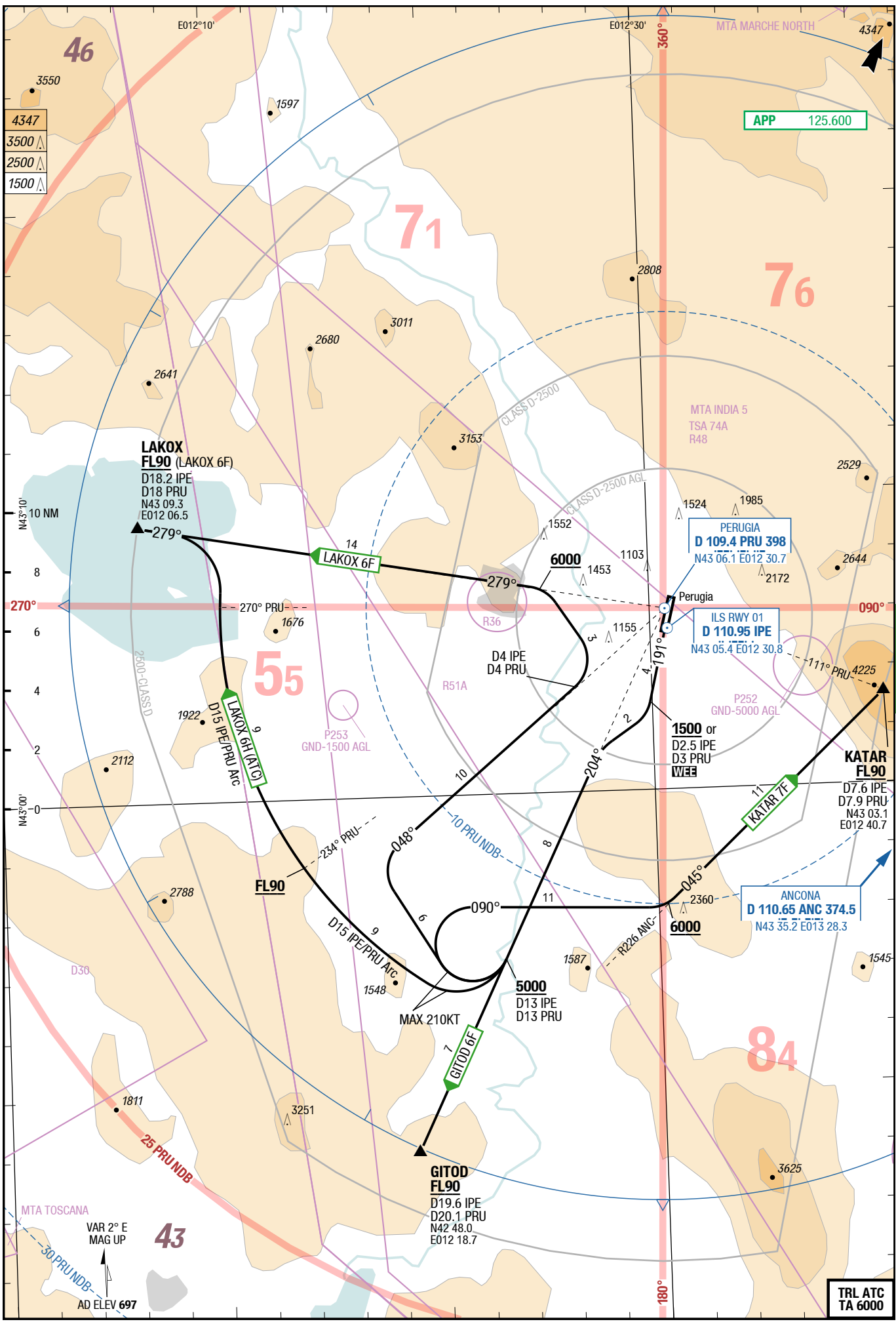
SIDs RWY 19 (via PRU NDB)

SID
SID

S.Francesco **Perugia** Italy

SIDs RWY 19 (via PRU NDB)

TRL ATC
TA 6000



Changes: OBST, Editorial

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

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	2300

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

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	1600

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

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	1800

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

Effective 10-NOV-2016

03-NOV-2016

PEG-LIRZ

Italy Perugia S.Francesco

STARs RWY 01 (via PRU NDB)

STAR

STAR

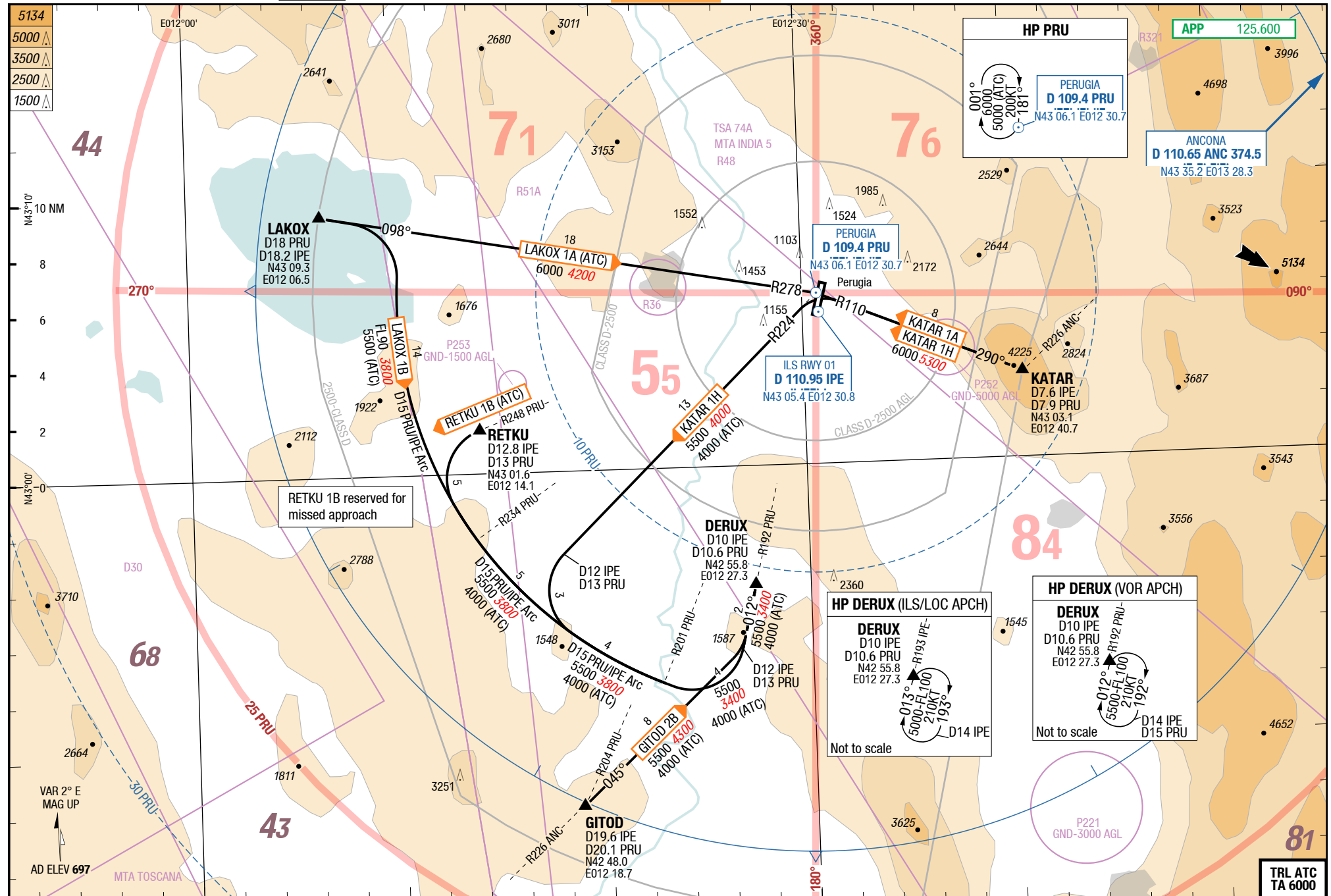
S.Francesco Perugia Italy

STARs RWY 01 (via PRU NDB)

STARs RWY 01 (via PRU VOR)

6-10

STARs RWY 01 (via PRU VOR)



Changes: HLDG, SUAS

PEG-LIRZ

STAR

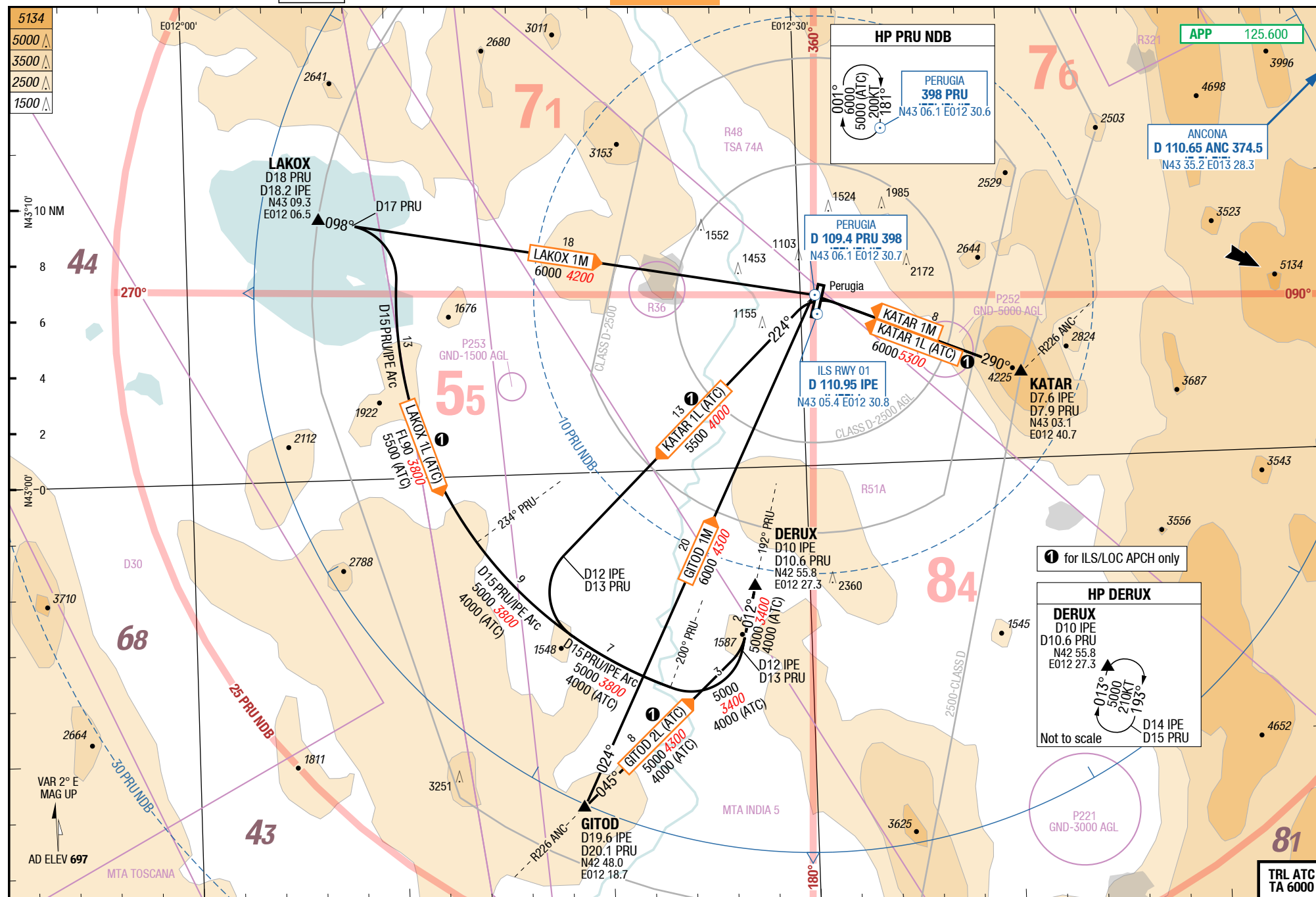
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STARs RWY 01 (via PRU NDB)

6-20

STARs RWY 01 (via PRU NDB)

STARs RWY 01 (via PRU NDB)



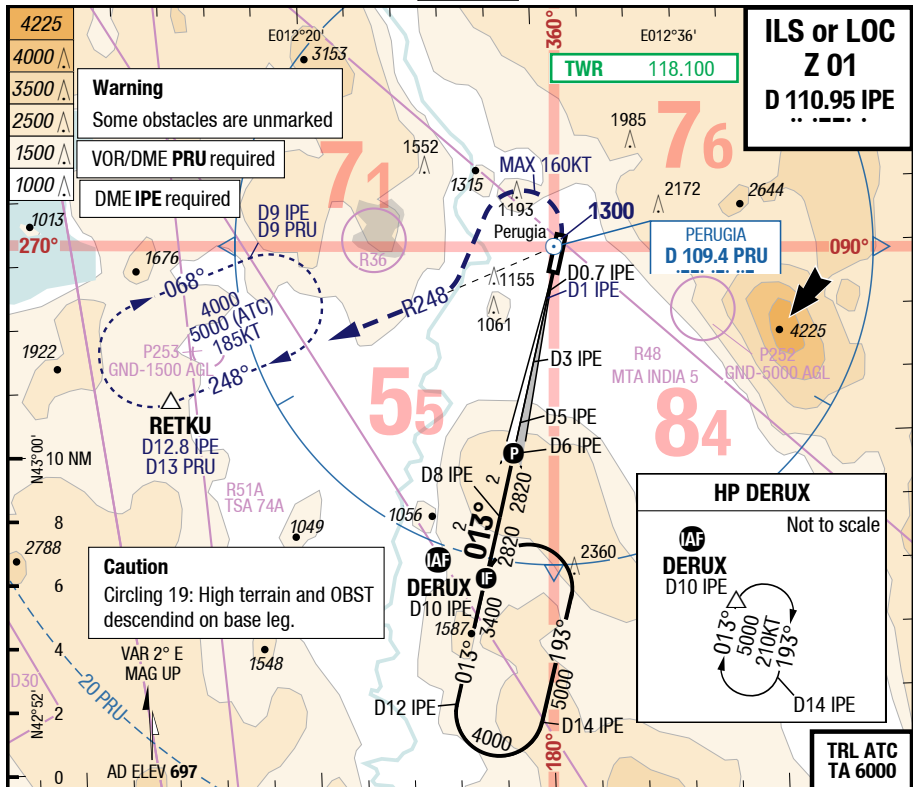
Changes: HLDG, SUAs

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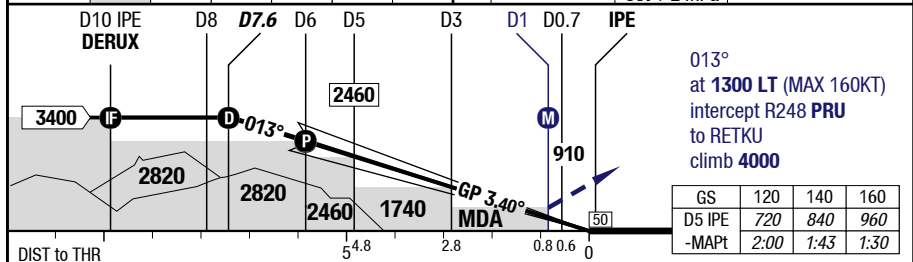
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7-10

ILS or LOC Z 01



LOC 3.40° D IPE		7.6	7	4	3	2	<div>01</div> <div>HL-S</div>	<div> <div>3.4°</div> <div>60 HL</div> </div> <div> <div>2199 x 45</div> <div>420</div> <div>667 / 24hPa</div> <div>TDZ ---%</div> <div>+0.5%</div> </div>
		3400	3200	2120	1760	1390		



01		Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 2.5% ²⁾	LOC DME GA 5.0%	LOC DME GA 2.5%		Circling ³⁾
C	ft - m/km ft	290 - 900 960	510 - 1.9 1180	390 - 1.4 1050	590 - 2.3 1250		1710 - 2.4V 2400
D	ft - m/km ft	300 - 900 970	520 - 1.9 1190	390 - 1.4 1050	590 - 2.3 1250		2010 - 3.6V 2700

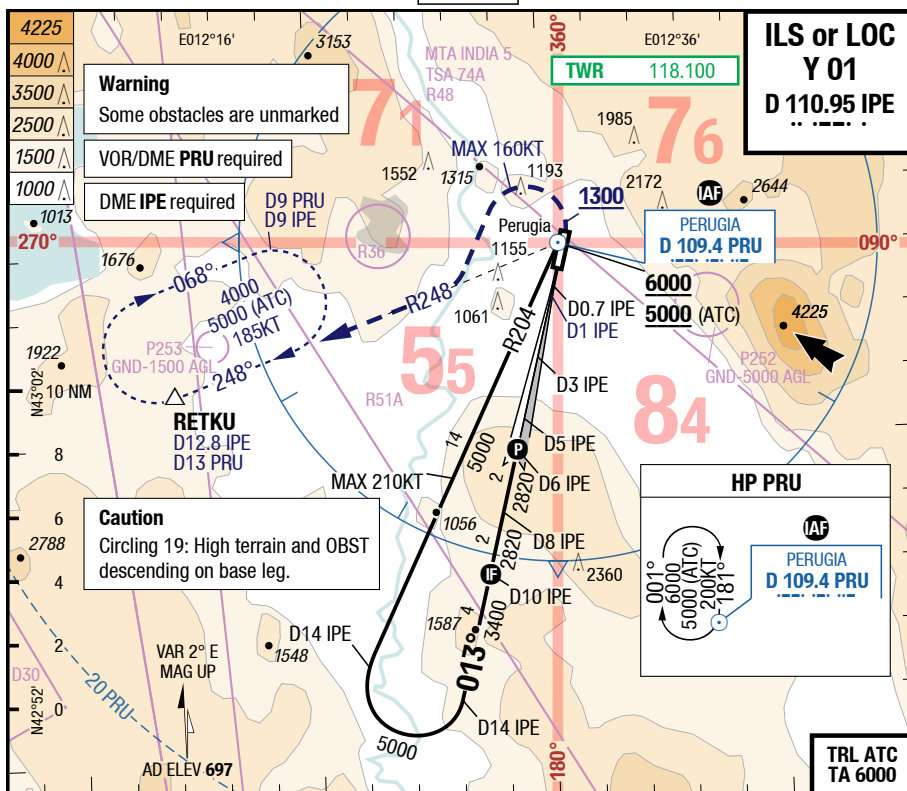
1) With EVS 600m, wo EVS use STD

3) W of RWY and HJ only

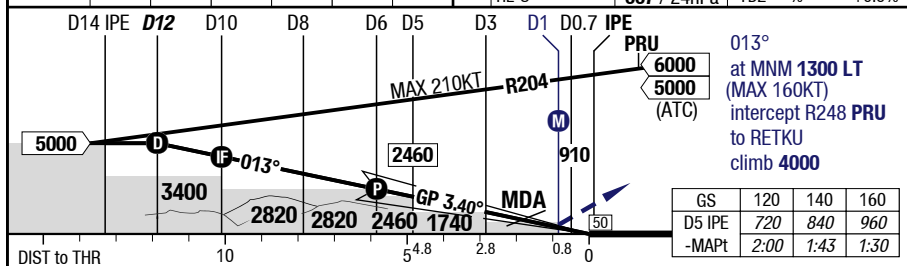
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7-20

ILS or LOC Y 01



LOC 3.40° D IPE	12	10	8	7	4	2	01	HL-S	<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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01		Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 2.5% ²⁾	LOC DME GA 5.0%	LOC DME GA 2.5%	Circling ³⁾
C	ft - m/km ft	290 - 900 960	510 - 1.9 1180	390 - 1.4 1050	590 - 2.3 1250	1710 - 2.4V 2400
D	ft - m/km ft	300 - 900 970	520 - 1.9 1190	390 - 1.4 1050	590 - 2.3 1250	2010 - 3.6V 2700

1) With EVS 600m, wo EVS use STD

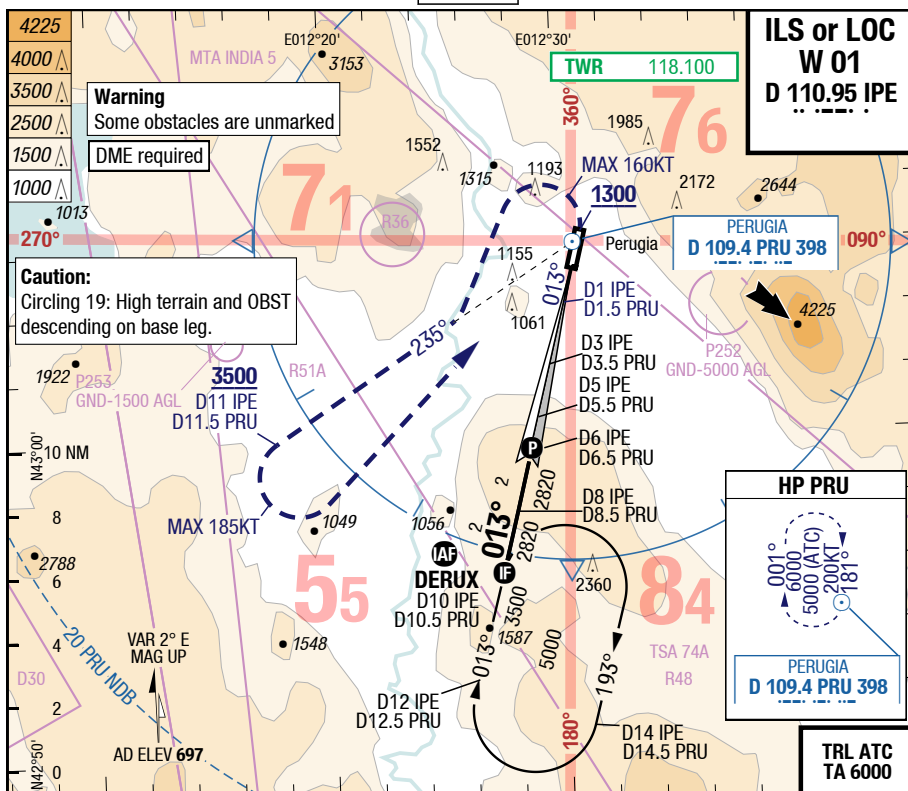
3) W of RWY and HJ only

Changes: HDG, Editorial

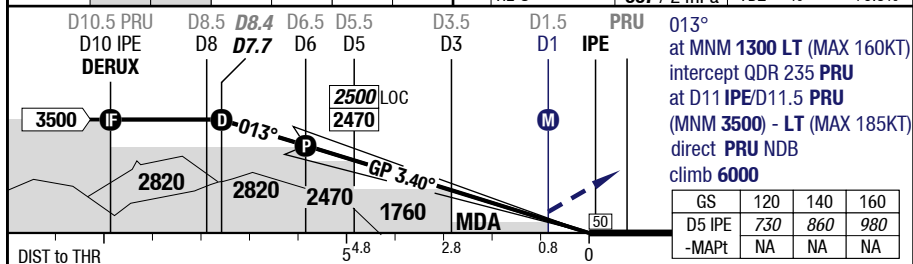
PEG-LIRZ

7-30

ILS or LOC W 01



LOC 3.46° D IPE		7.7	7	4	2	01 HL-S	
		3500	3240	2140	1410		



01		Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 2.5% ²⁾	LOC DME GA 5.0%	LOC DME GA 2.5%	Circling ³⁾
C	ft - m/km ft	290 - 900 960	510 - 1.9 1180	390 - 1.4 1050	590 - 2.3 1250	1710 - 2.4V 2400
D	ft - m/km ft	300 - 900 970	520 - 1.9 1190	390 - 1.4 1050	590 - 2.3 1250	2010 - 3.6V 2700

1) With EVS 600m, wo EVS use STD

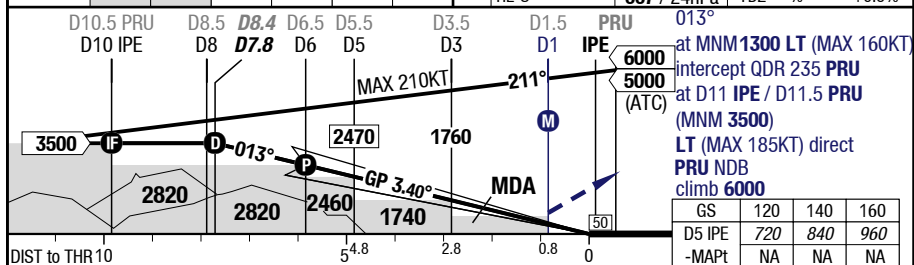
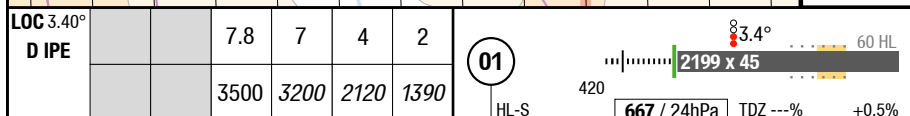
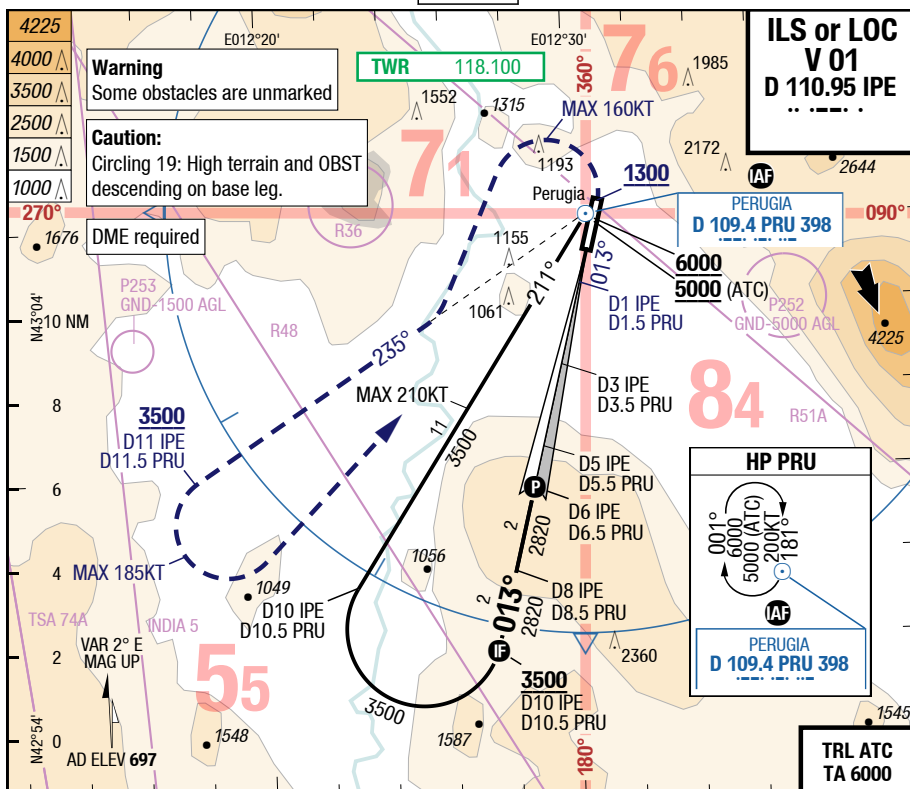
3) W of RWY and HJ only

Changes: HLDG, Editorial

PEG-LIRZ

7-40

ILS or LOC V 01



01		Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 2.5% ²⁾	LOC DME GA 5.0%	LOC DME GA 2.5%		Circling ³⁾
C	ft - m/km ft	290 - 900 960	510 - 1.9 1180	390 - 1.4 1050	590 - 2.3 1250		1710 - 2.4V 2400
D	ft - m/km ft	300 - 900 970	520 - 1.9 1190	390 - 1.4 1050	590 - 2.3 1250		2010 - 3.6V 2700

1) With EVS 600m, wo EVS use STD

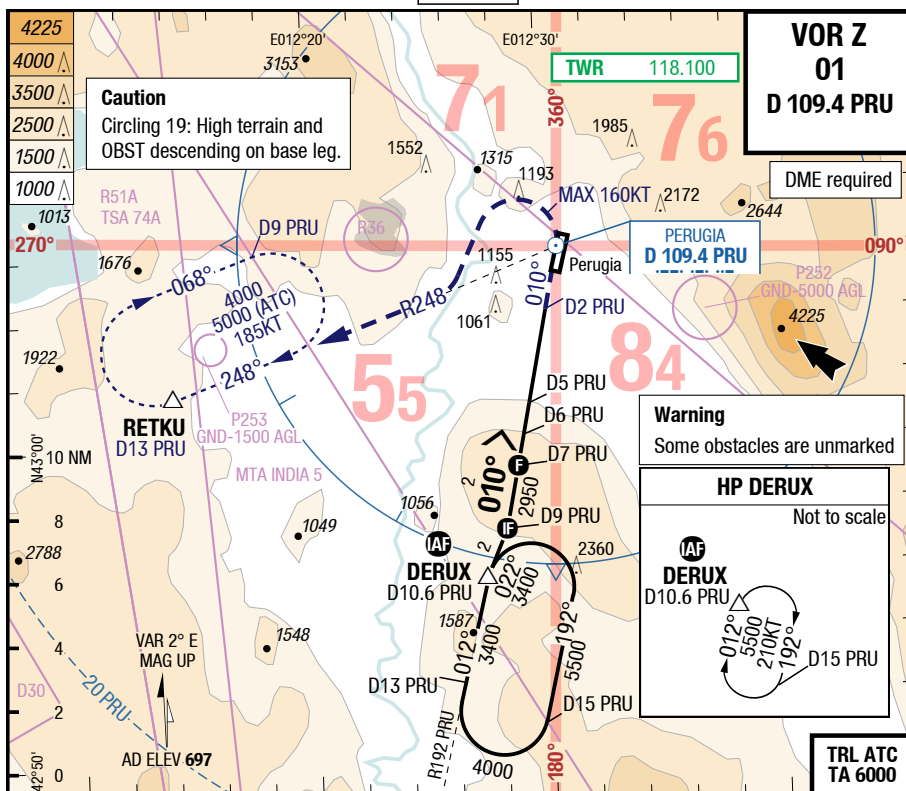
3) W of RWY and HJ only

Changes: HLDG, Editorial

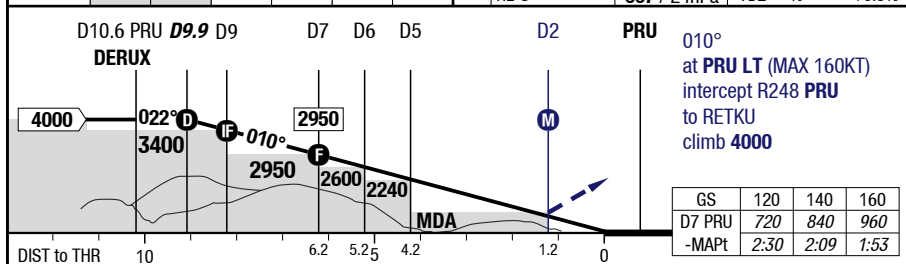
PEG-LIRZ

7-50

VOR Z 01



3.40°			9.9	8	4	3		3.4°	60 HL
D PRU								2199 x 45	
010°			4000	3330	1880	1520		420	
RWY 013°								667 / 24hPa	TDZ ---% +0.5%



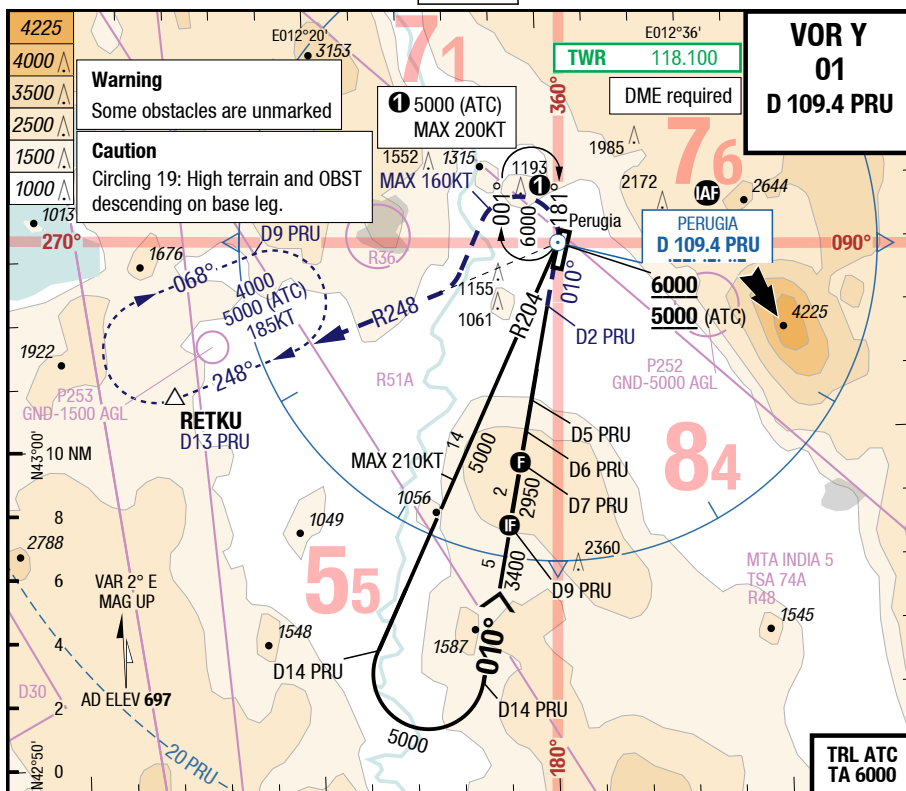
01	VOR DME					Circling ¹⁾
C	ft - m/km ft	590 - 2.3 1250				1710 - 2.4V 2400
D	ft - m/km ft	590 - 2.3 1250				2010 - 3.6V 2700

1) W of RWY and HJ only

PEG-LIRZ

7-60

VOR Y 01

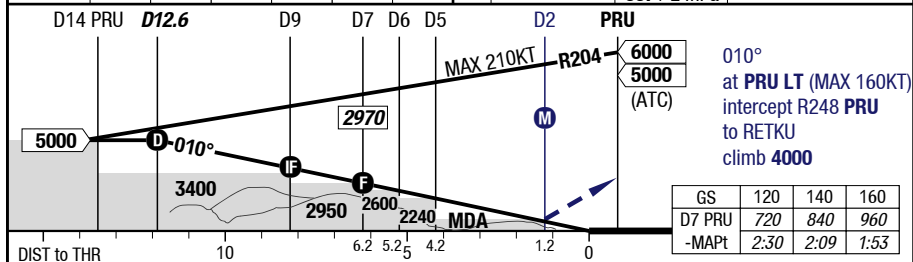


3.40°
D PRU
010°
RWY 013°

12.6	11	10	8	4	3
5000	4410	4050	3330	1880	1520

01
HL-S

3.4° 60 HL
2199 x 45
420
667 / 24hPa TDZ ---% +0.5%



01		VOR DME				Circling ¹⁾
C	ft - m/km ft	590 - 2.3 1250				1710 - 2.4V 2400
D	ft - m/km ft	590 - 2.3 1250				2010 - 3.6V 2700

1) W of RWY and HJ only

Changes: HLDG