

19-JUL-2018

PSA-LIRP**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0700-1900‡**AD OPS Hours**

0500-2200‡;

Planning of SKED, charter flights is allowed.

2200-2300‡;

Planning of the arrival of flights whose departure is SKED for the morning.

2200-0500‡;

Prior operators PN to be forwarded as soon as possible, the following operations are assured:

- delayed SKED flights, delayed SKED charter flights.
- ferry flights performed with ACFT to be immediately reemployed for public air transportation needs.
- slot already assigned

State, EMERG and humanitarian flights will be assured H24.

Night Restriction

2200-0500‡

RWY 22L: TKOF

RWY 04R: LDG

Exceptions:

- tail wind exceeding 10kt.
- PIC O/R.

Airport Information**RFF:** CAT 8**Fuel:** H24, between 2200-0430‡ with 2HR PN.**PCM:** RWY 04L/22R: 90/F/A/W/T, RWY 04R/22L: 112/F/D/W/T**Customs:** 0500-2300‡**Operation****Preferential RWY**

RWY 04L/22R is normally used as TWY and can be activated only if RWY 04R/22L is closed. This event will be announced by NOTAM and it is subject to the following condition:

MAX cross wind factor allowed for each type of ACFT reduced by:

- 15% when RWY is dry
- 20% when RWY is wet or contaminated

Transponder OPS

For details on Transponder Mode S Operation see CRAR.

Low Visibility Procedure

When RVR or horizontal VIS is 400m - 1200m only one ACFT is allowed in the movement area.

Follow-me is AVBL O/R when RVR is less than 1500m.

Follow-me is mandatory when RVR is less than 550m.

TWY Restriction

TWY AA, A-F MAX wingspan 65m / 213ft.

TWY T0 is AVBL up to code letter D ACFT (MAX wingspan 41m / 134ft).

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AOI

AOI

GENERAL**TWY R Restrictions**

- from stand 21-27 MAX wingspan 65m / 213ft.
- from stand 28-29 MAX wingspan 36m / 118ft.
- from stand 29-30 MAX wingspan 28.5m / 93.5ft.
- from stand 30-39 MAX wingspan 21.5m / 70.5ft.

Taxi/Parking

Marshaller is mandatory on APN for ARR and DEP ACFT and for ENG start-up operation.

RWY 04L/22R is used as TWY when **RWY 04R/22L** is in use.

Heavy four-engined ACFT shall taxi on all TWYs and taxilanes with outer engines at idle power.

APU: Use of APU permitted for start-up procedure only. (MAX 60min)

Noise Abatement Procedure

DEP: RWY 22L/R is mandatory for TKOF of ACFT with wake turbulence category H.

ARR: RWY 04R/L is mandatory for LDG of ACFT with wake turbulence category H.

2200-0500‡:

Exceptions:

- tail wind exceeding 10kt.
- PIC O/R.

Engine Run-up Areas

- Only allowed between 0500-2200‡
- MAX PWR ENG run-up subject to prior ATC CLR
- ENG run-ups shall be performed at the THR RWY 04L, except particular request.
- It is prohibited to perform run-ups on civil APN.

Warnings

PIS VOR/DME MAINT: 3rd WED of each month between 0800-1000‡.

PIS NDB MAINT: 3rd THU of each month between 0900-1000‡.

PIS NDB: limitation at 25NM, R320-R160, 8000ft.

PRT VOR/DME MAINT: 1st and 3rd WED of each month between 0400-0530‡.

PIN DME MAINT: 1st and 3rd FRI of each month 0700-1100‡.

Be aware of high intensity highway lights, bearing 200° length 650m, D2.6 PIS VOR.

Birds in vicinity of AD.

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

HLDG point or the radio aid designated to descend for LDG are:

- Point UNPIV, when VOR/DME on board equipment is AVBL.
- **PIS L** in other cases.

ARRIVAL**COM Failure in Manoeuvring Area**

Vacate RWY and wait for follow me at the following TWYs:

- TWY D for RWY 04R
- TWY AA for RWY 22L
- TWY F for RWY 04L
- TWY AA for RWY 22R

Arrival Procedure

Reverse: Do not use more than idle reverse if possible.

Noise Abatement Procedure: See CRAR.

Non-standard GP interception position on RWY 04R

GP intercepts RWY 04R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2517m / 8259ft.

DEPARTURE**Take-off Minima**

RWY		04R	
All ACFT	ft - m/km	0 - 200R/200V	-
RWY		22L	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		04L/22R	
All ACFT	ft - m/km	0 - 400V	-

Communication**COM Failure in Manoeuvring Area**

Continue strictly on the assigned taxi route to the CLR limit and wait for follow-me.

Departure Procedure

Noise Abatement Procedure: See CRAR for TKOF RWY 04R/L.

ATC Slot, Clearance

REQ start-up on TWR 5min before ready to start ENGs.

De-Icing

AVBL 0400-2300‡

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2-10

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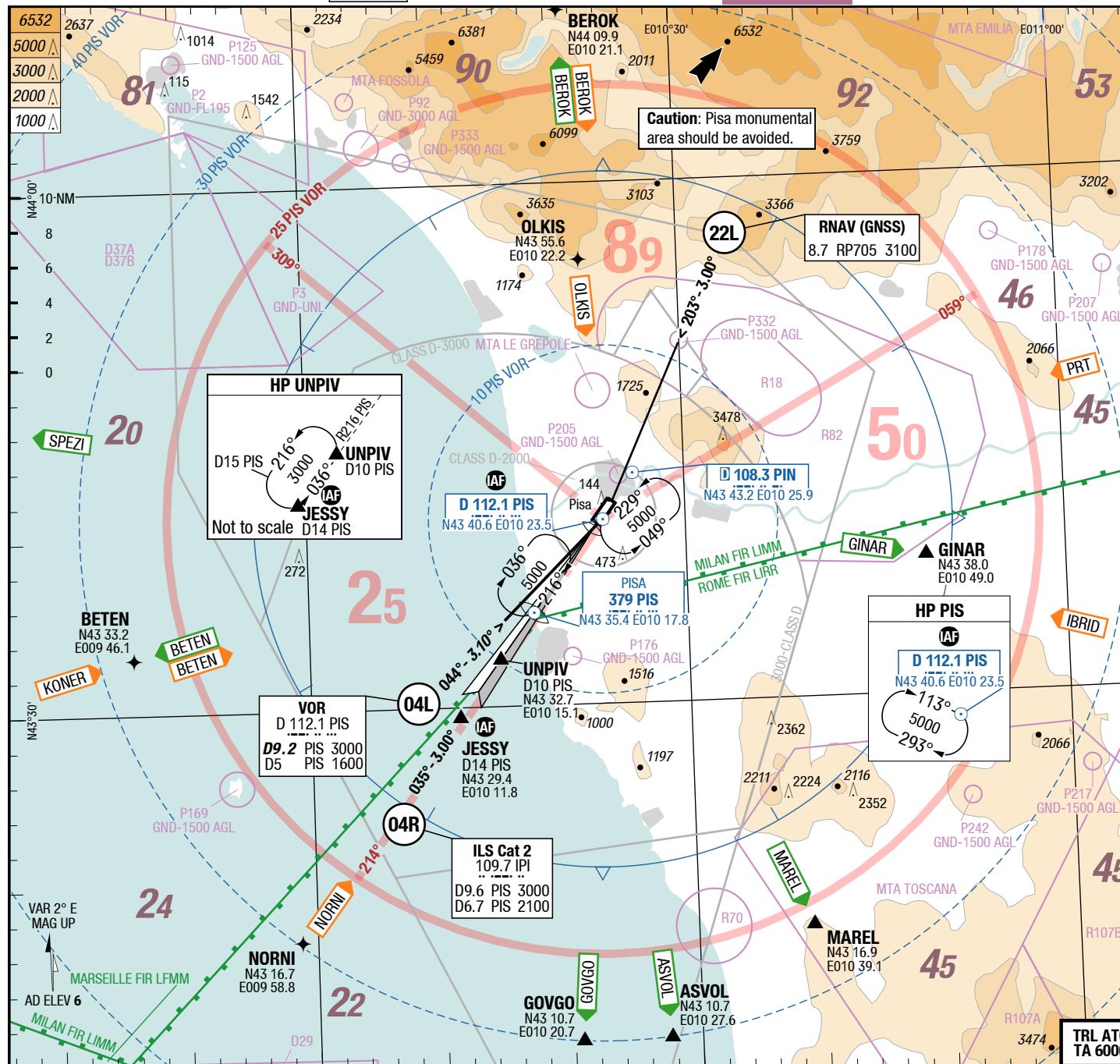
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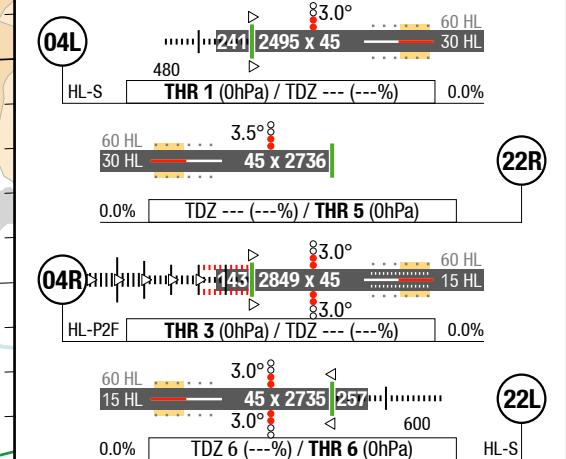
AFC

AFC



APP	124.275	126.075	by ATC
TWR	119.100	122.100	by ATC
GND	120.075	MON-SAT 0700-1200‡, 1300-1900‡	

Landing RWY system:



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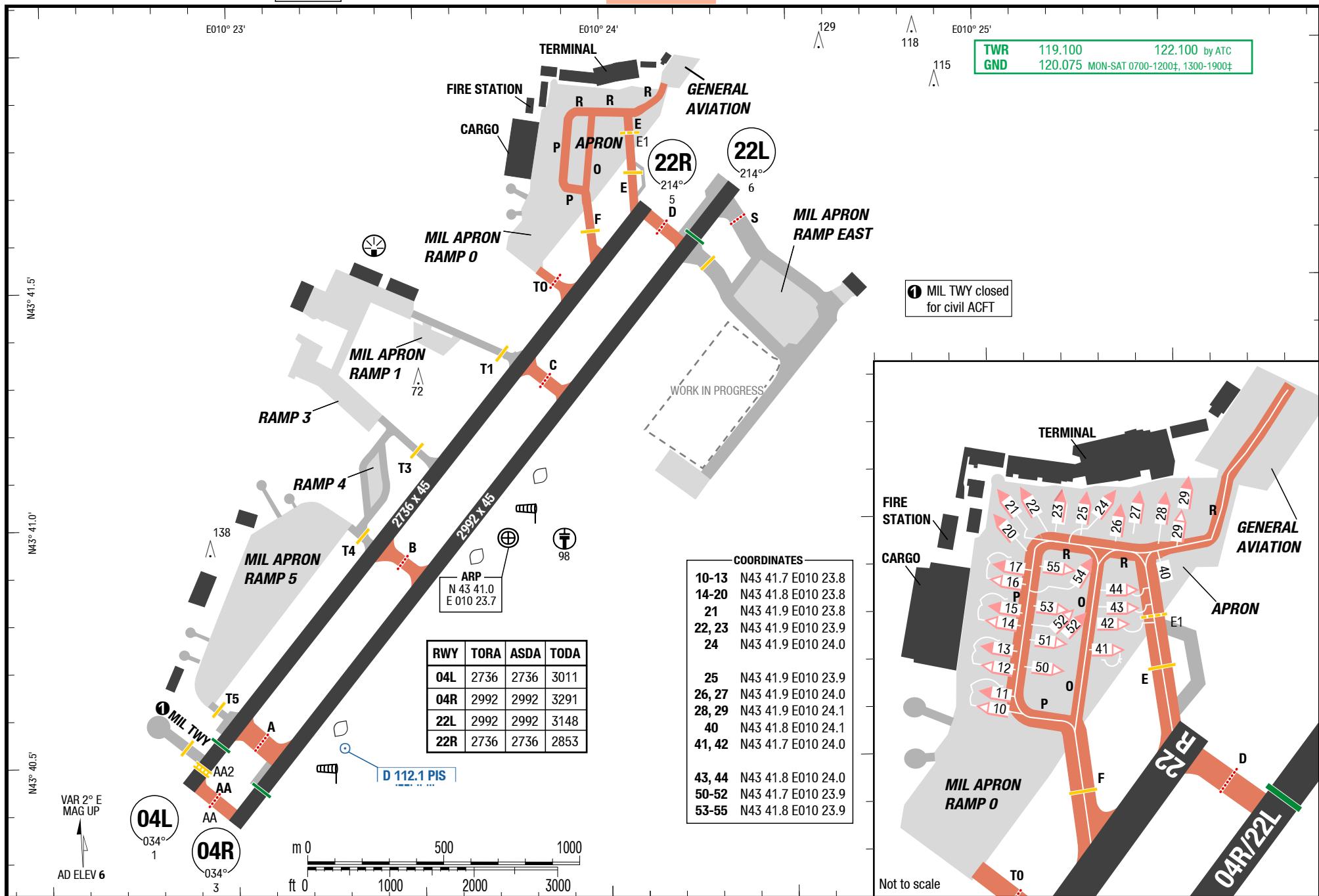
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3-20



Changes: Nil

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4-10

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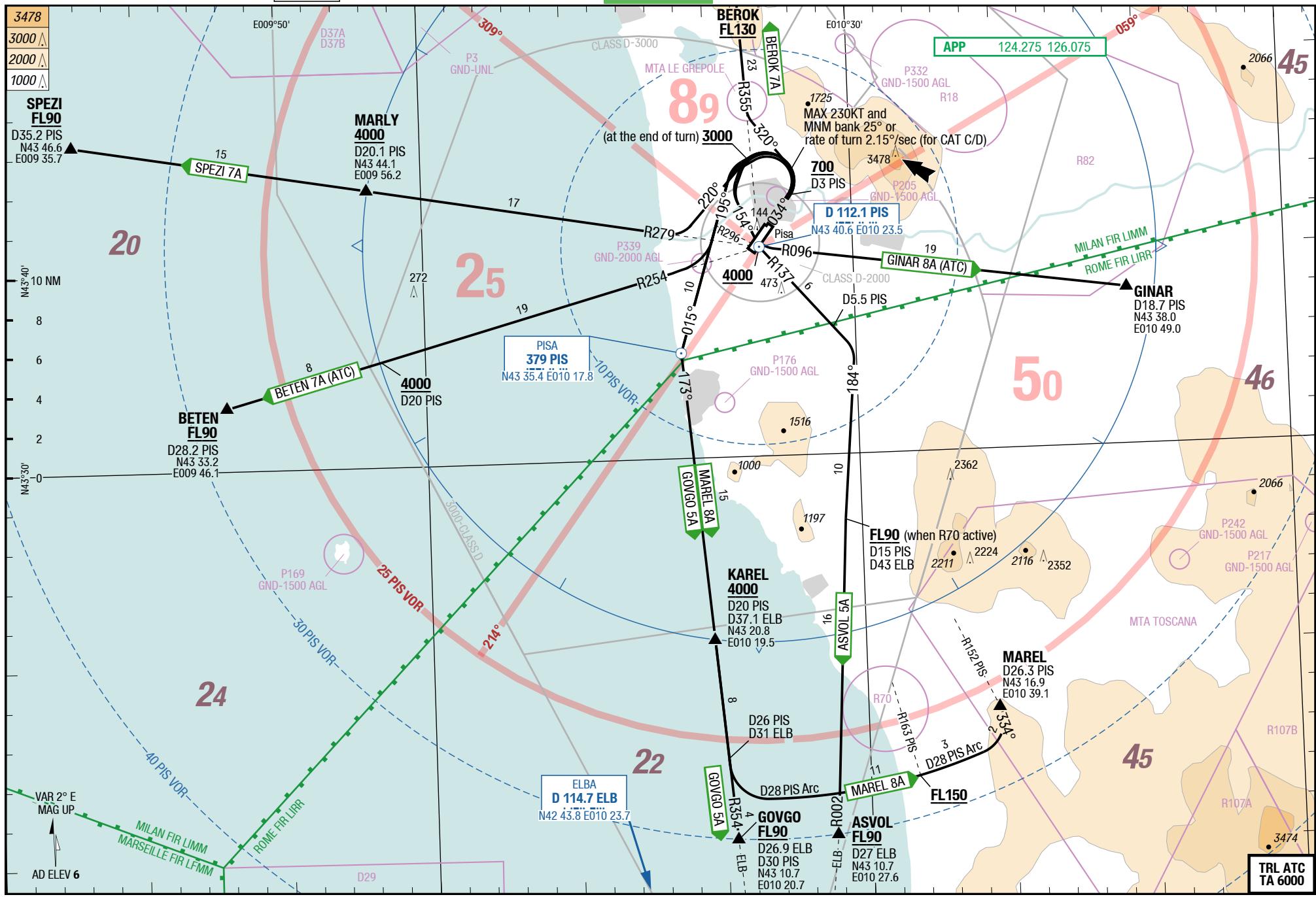
SIDs RWYs 22L/R

SIDs RWYs 04L/R

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SIDs RWYs 22L/R

SIDs RWYs 04L/R



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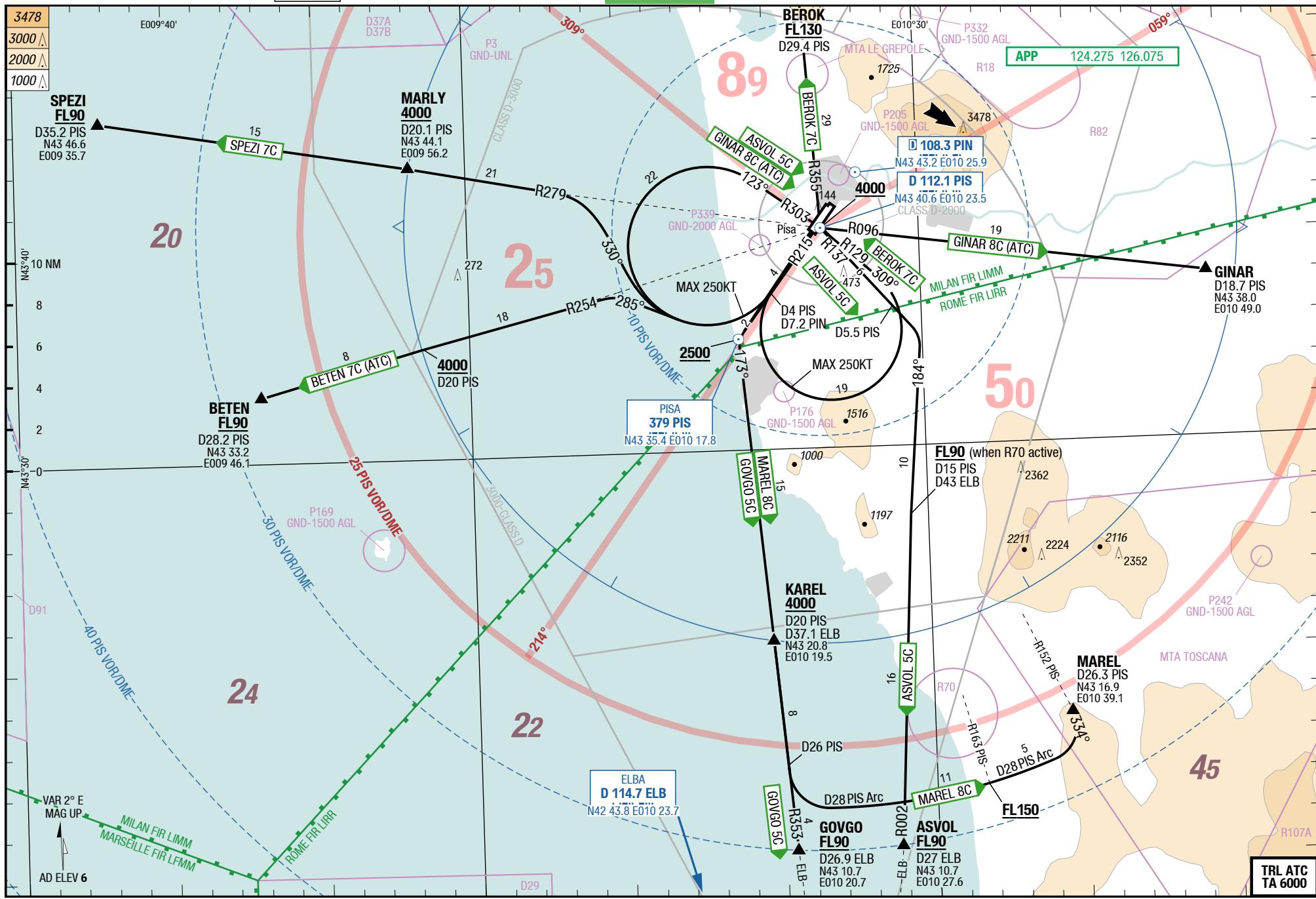
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4-20

SIDs RWYs 22L/R

SIDs RWYs 22L/R



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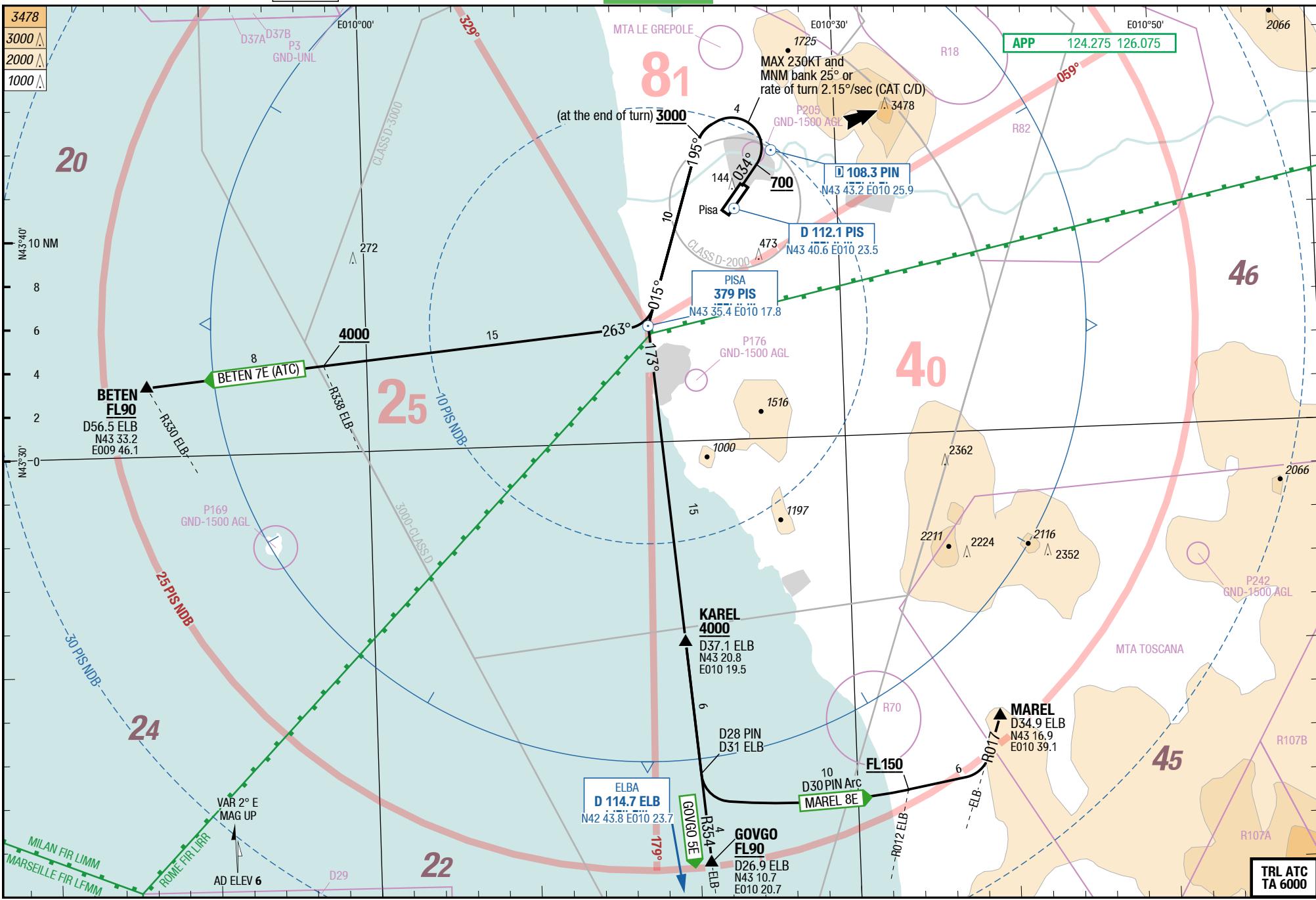
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4-30 SIDs RWYs 04L/R (VOR PIS INOP)



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5-10

SIDs RWYs 04L/R

ASVOL 5A / BEROK 7A / BETEN 7A / GINAR 8A / GOVGO 5A / MAREL 8A / SPEZI 7A

RWYs 04L/R (034°)

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

DESIGNATOR	ROUTING	ALTITUDES
Runway 04L/04R		
ASVOL 5A 8.0% to 4000 124.275 ①②	at D3 PIS LT 154° (R334 PIS) to PIS VOR - R137 PIS - at D5.5 PIS RT intercept R002 ELB inbound to ASVOL	D3 PIS MNM 700 LT end MNM 3000 PIS VOR MNM 4000 D15 PIS (D43 ELB) MNM FL90 (when R70 active) ASVOL MNM FL90
BEROK 7A 8.0% to 4000 124.275 ①②	at D3 PIS LT 320° intercept R355 PIS to BEROK	D3 PIS MNM 700 BEROK MNM FL130
BETEN 7A (ATC) 8.0% to 4000 124.275 ①②	at D3 PIS LT 195° - crossing R296 PIS RT intercept R254 PIS to BETEN	D3 PIS MNM 700 LT end MNM 3000 D20 PIS MNM 4000 BETEN MNM FL90
GINAR 8A (ATC) 8.0% to 4000 124.275 ①②	at D3 PIS LT 154° (R334 PIS) to PIS VOR - R096 PIS to GINAR	D3 PIS MNM 700 LT end MNM 3000 PIS VOR MNM 4000
GOVGO 5A 8.0% to FL90 124.275 ①②	at D3 PIS LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB inbound) to KAREL - GOVGO	D3 PIS MNM 700 LT end MNM 3000 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8A 8.0% to 4000 124.275 ①②	at D3 PIS LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB inbound) - KAREL - at D26 PIS (D31 ELB) LT follow D28 PIS Arc - crossing R163 PIS LT 334° to MAREL (R152 PIS)	D3 PIS MNM 700 LT end MNM 3000 KAREL MNM 4000 R163 PIS MNM FL150
SPEZI 7A 8.0% to 4000 124.275 ①②	at D3 PIS LT 220° - RT intercept R279 PIS to MARLY - SPEZI	D3 PIS MNM 700 LT end MNM 3000 MARLY MNM 4000 SPEZI MNM FL90

① Departure turn MAX 230KT, MNM 25° bank or rate of turn 2.15°/sec (CAT C/D).

② Climb gradient due to obstacles and ATC.

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5-20

SIDs RWYs 22L/R

ASVOL 5C / BEROK 7C / BETEN 7C / GINAR 8C / GOVGO 5C / MAREL 8C / SPEZI 7C

RWYs 22L/R (214°)

	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 22L/22R		
ASVOL 5C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) intercept R303 PIS to PIS VOR - R137 PIS - at D5.5 PIS RT intercept R004 ELB inbound to ASVOL	PIS VOR MNM 4000 D15 PIS (D43 ELB) MNM FL90 (when R70 active) ASVOL MNM FL90
BEROK 7C 5.0% to FL90 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) LT (MAX 250KT) intercept R129 PIS to PIS VOR - R355 PIS to BEROK	PIS VOR MNM 4000 BEROK MNM FL130
BETEN 7C (ATC) 5.0% to FL90 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) 285° intercept R254 PIS to BETEN	D20 PIS MNM 4000 BETEN MNM FL90
GINAR 8C (ATC) 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) intercept R303 PIS to PIS VOR - R096 PIS to GINAR	PIS VOR MNM 4000
GOVGO 5C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) to PIS NDB - QDR 173 PIS (R354 ELB inbound) to KAREL - GOVGO	PIS NDB MNM 2500 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8C 7.0% to PIS NDB 5.0% to FL150 124.275 ①	intercept R215 PIS (QDM 215 PIS) to PIS NDB - QDR 173 PIS (R354 ELB inbound) - KAREL - at D26 PIS LT follow D28 PIS Arc - crossing R163 PIS LT 334° to MAREL (R152 PIS)	PIS NDB MNM 2500 KAREL MNM 4000 R163 PIS MNM FL150
SPEZI 7C 5.0% to 3000 124.275 ①	intercept R215 PIS (QDM 215 PIS) - at D4 PIS (D7.2 PIN) RT (MAX 250KT) 330° intercept R279 PIS to MARLY - SPEZI	MARLY MNM 4000 SPEZI MNM FL90

① Climb gradient due to obstacles and ATC.

PSA-LIRP**5-30****SIDs RWYs 04L/R (VOR PIS INOP)****BETEN 7E / GOVGO 5E / MAREL 8E**

RWYs 04L/R (034°)

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

DESIGNATOR	ROUTING	ALTITUDES
		Runway 04L/04R
BETEN 7E (ATC) 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 263 PIS to BETEN	LT end MNM 3000 R338 ELB MNM 4000 BETEN MNM FL90
GOVGO 5E 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB) to KAREL - GOVGO	LT end MNM 3000 KAREL MNM 4000 GOVGO MNM FL90
MAREL 8E 8.0% to 4000 124.275 ①②	at MNM 700 LT intercept QDM 195 PIS to PIS NDB - QDR 173 PIS (R354 ELB) - KAREL - at D28 PIN (D31 ELB) LT follow D30 PIN Arc - crossing R012 ELB LT intercept R017 ELB to MAREL	LT end MNM 3000 KAREL MNM 4000 R012 ELB MNM FL150

① Departure turn MAX 230 KT, MNM 25° bank or rate of turn 2.15°/sec (CAT C/D).

② Climb gradient due to obstacles and ATC.

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6-10

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RNAV STARs LCTR

RNAV STARs VOR

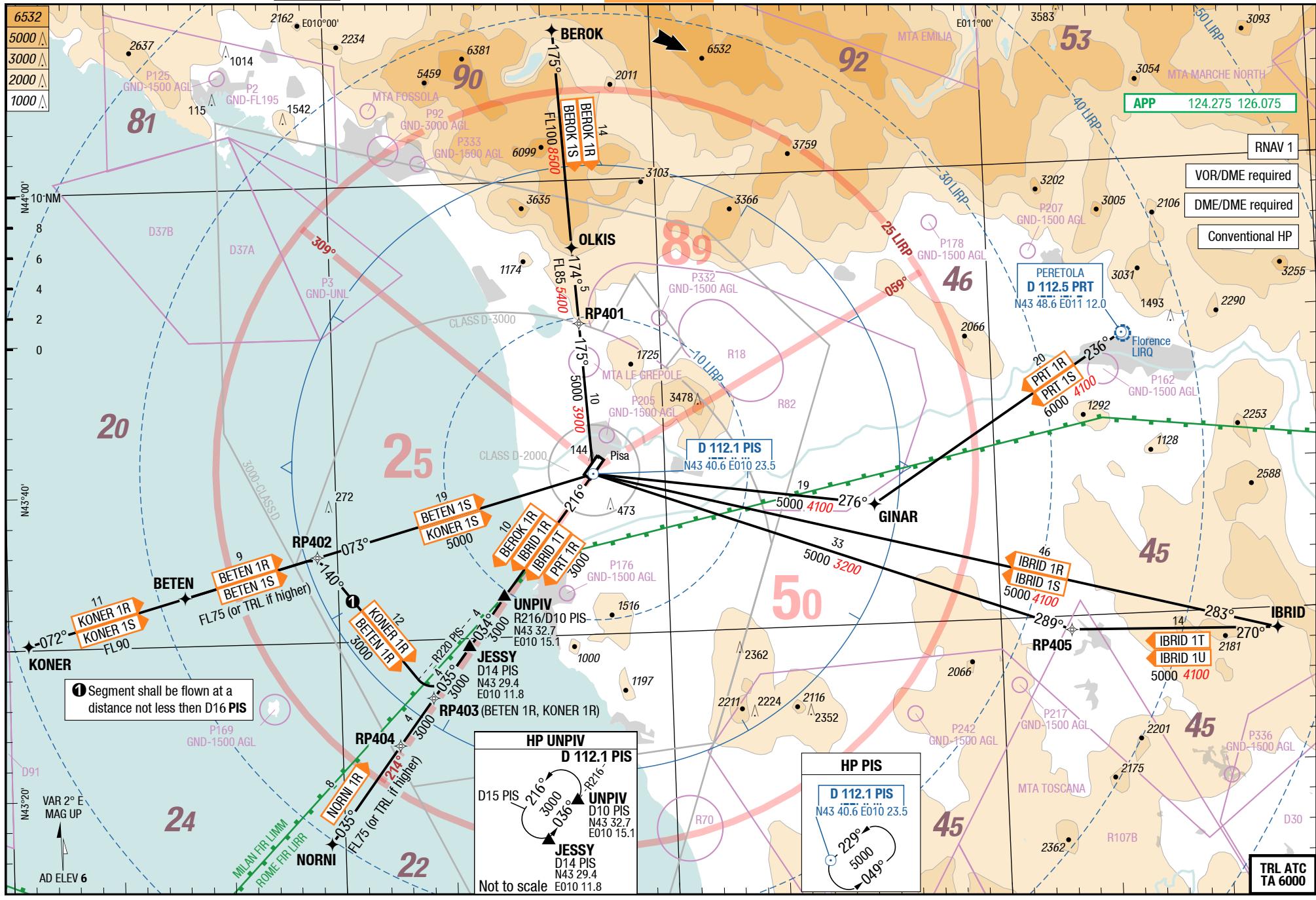
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RNAV STARs LCTR

RNAV STARs VOR



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STAR

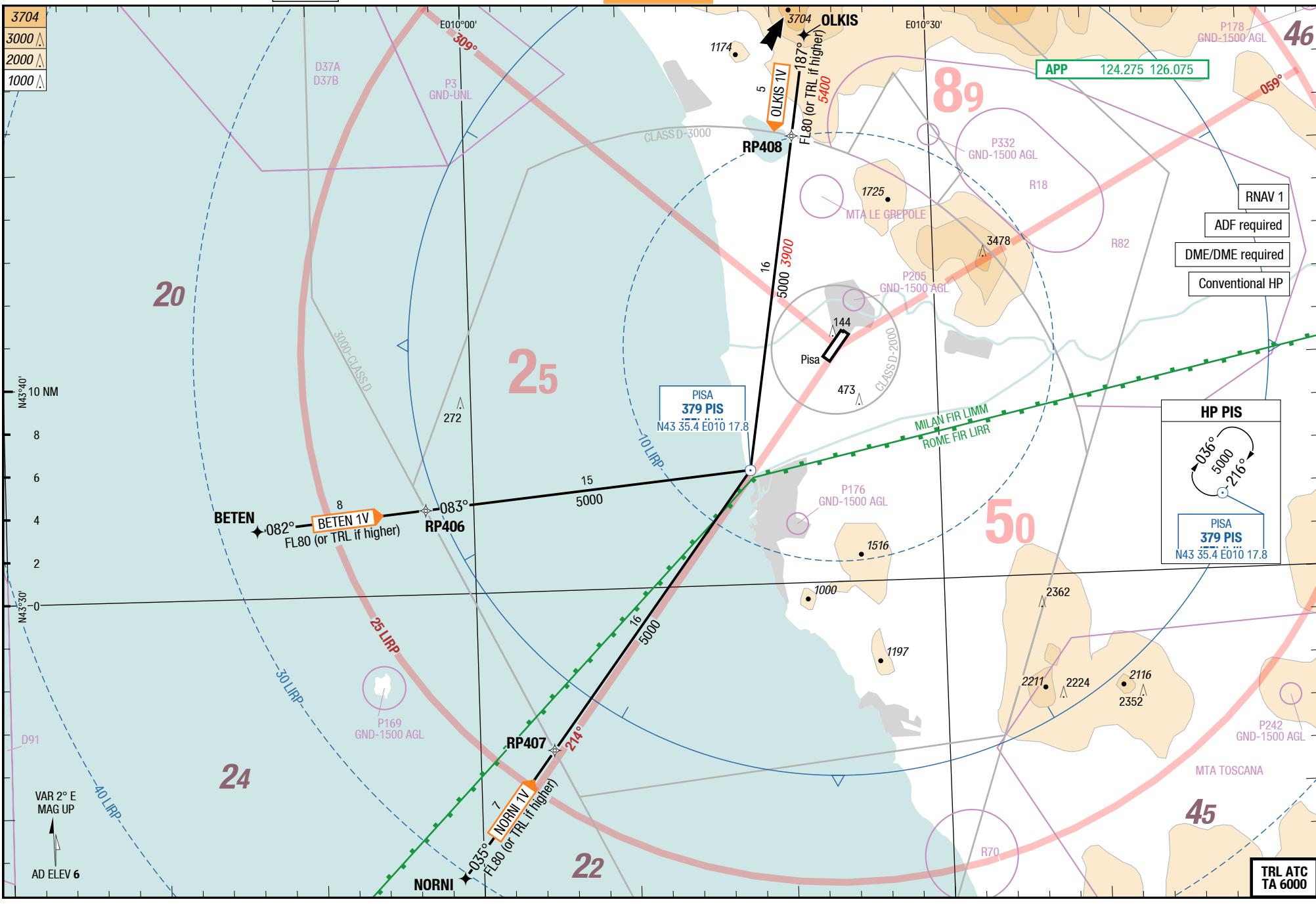
STAR

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6-20

RNAV STARs LCTR

RNAV STARs LCTR



Changes: FREQ, ASP, SUAs, OBST

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PSA-LIRP

6-30

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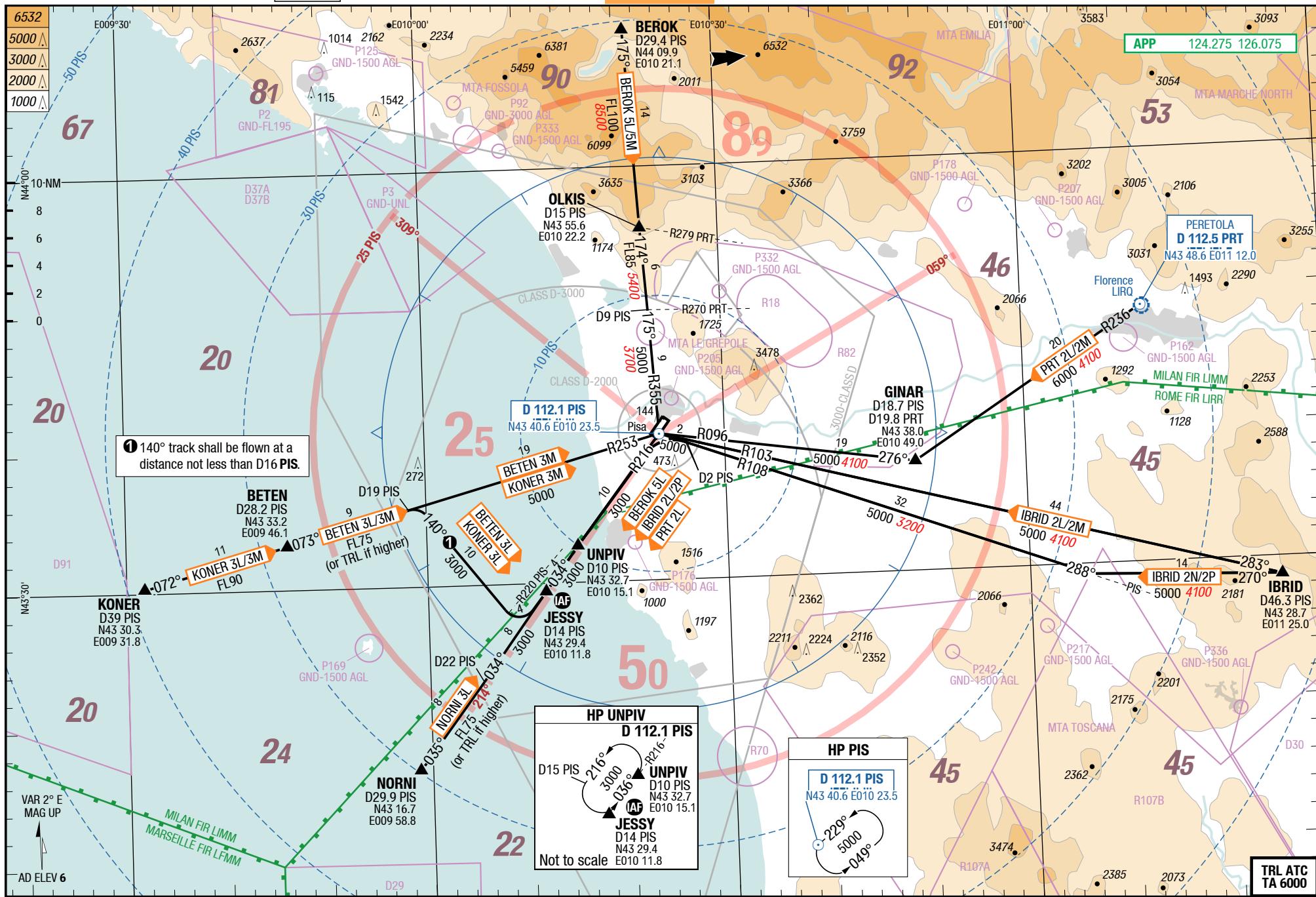
STARs LCTR

STARs VOR

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STARs LCTR

STARs VOR



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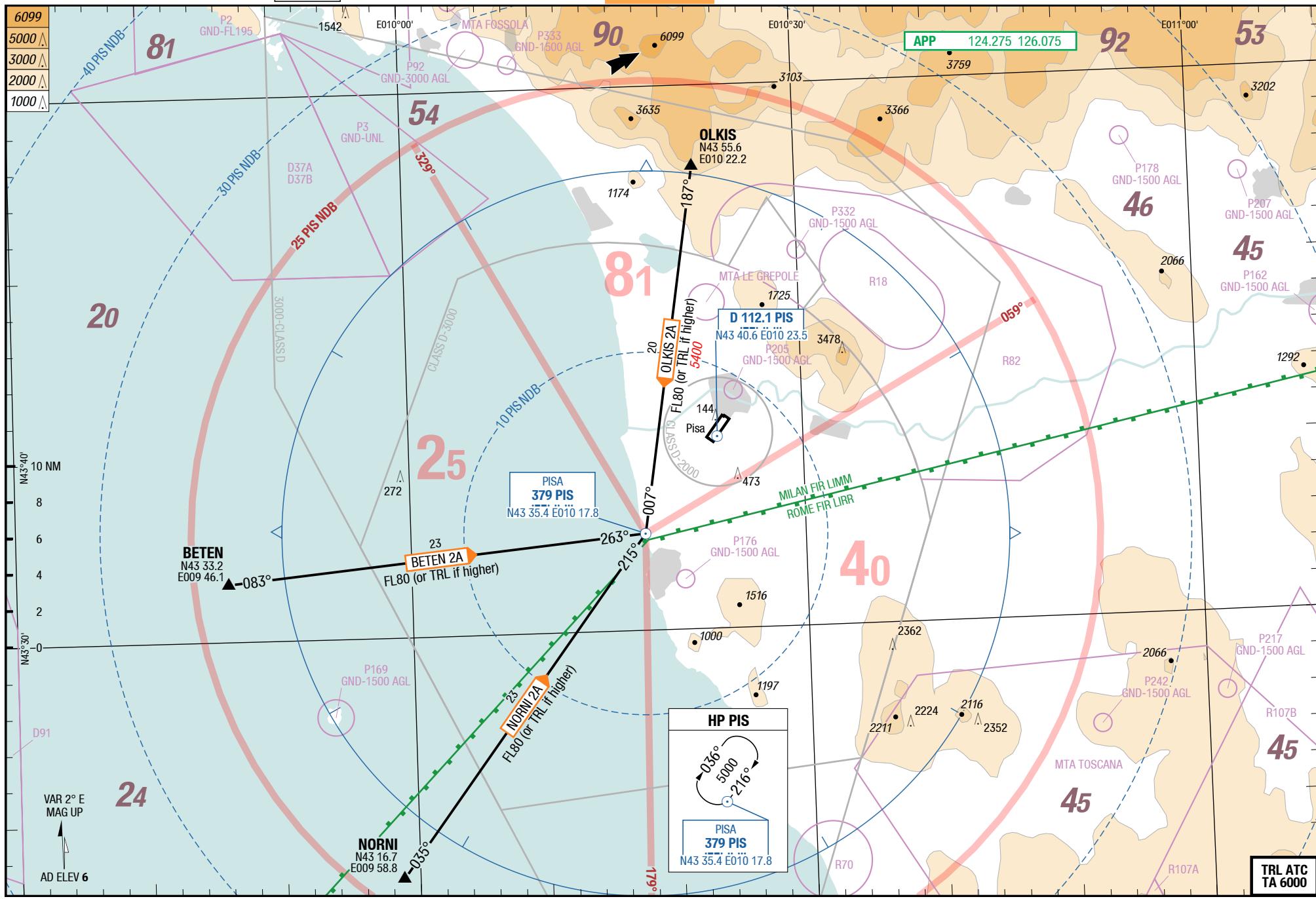
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STARs LCTR

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STARs LCTR

6-40

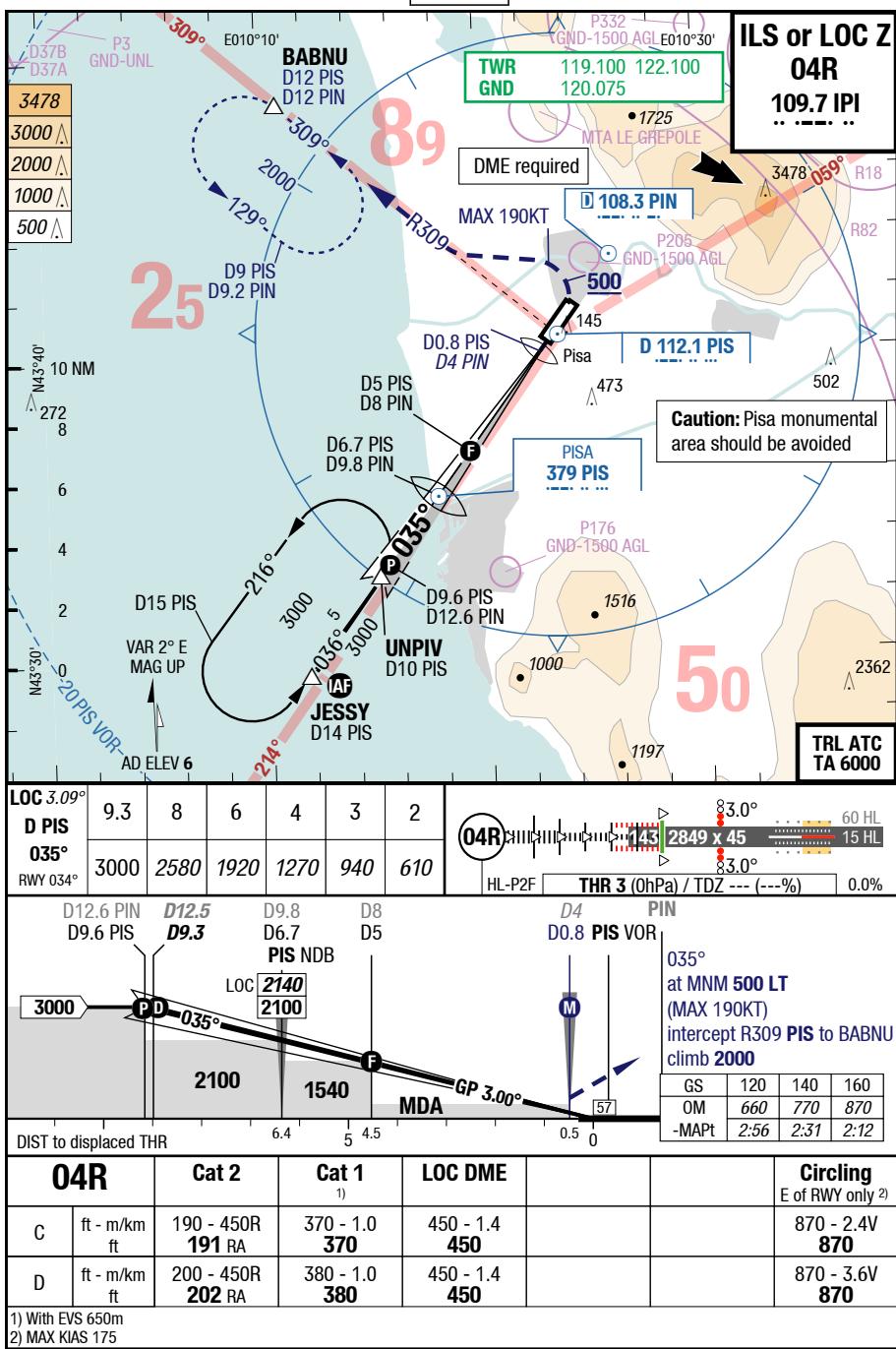


Changes: FREQ, PROC, ASP, Track, MGA, OBST, SUAs

PSA-LIRP

7-10

ILS or LOC Z 04R



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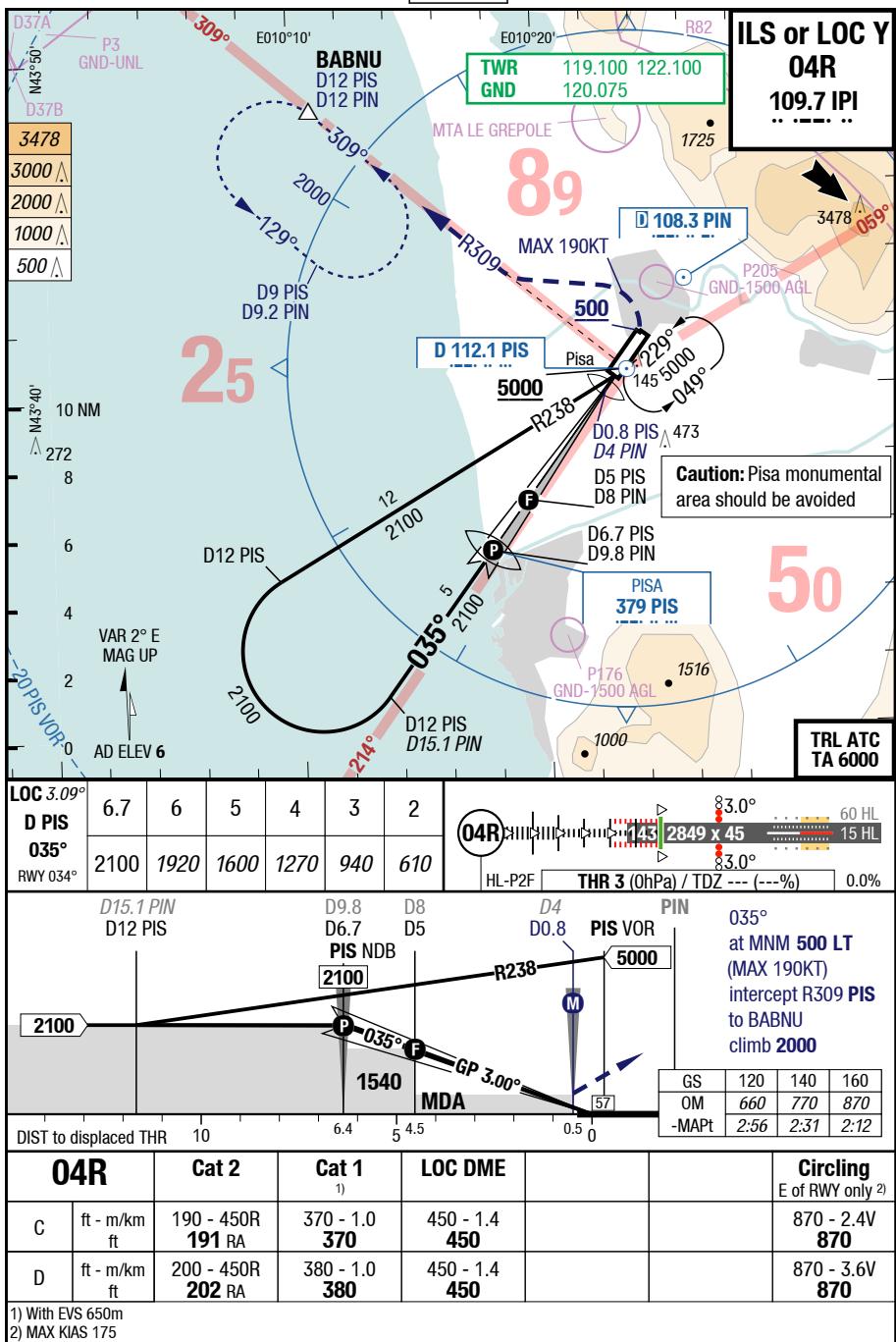
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PSA-LIRP

7-20

ILS or LOC Y 04R

IAC



Changes: APL, QFU, OBST

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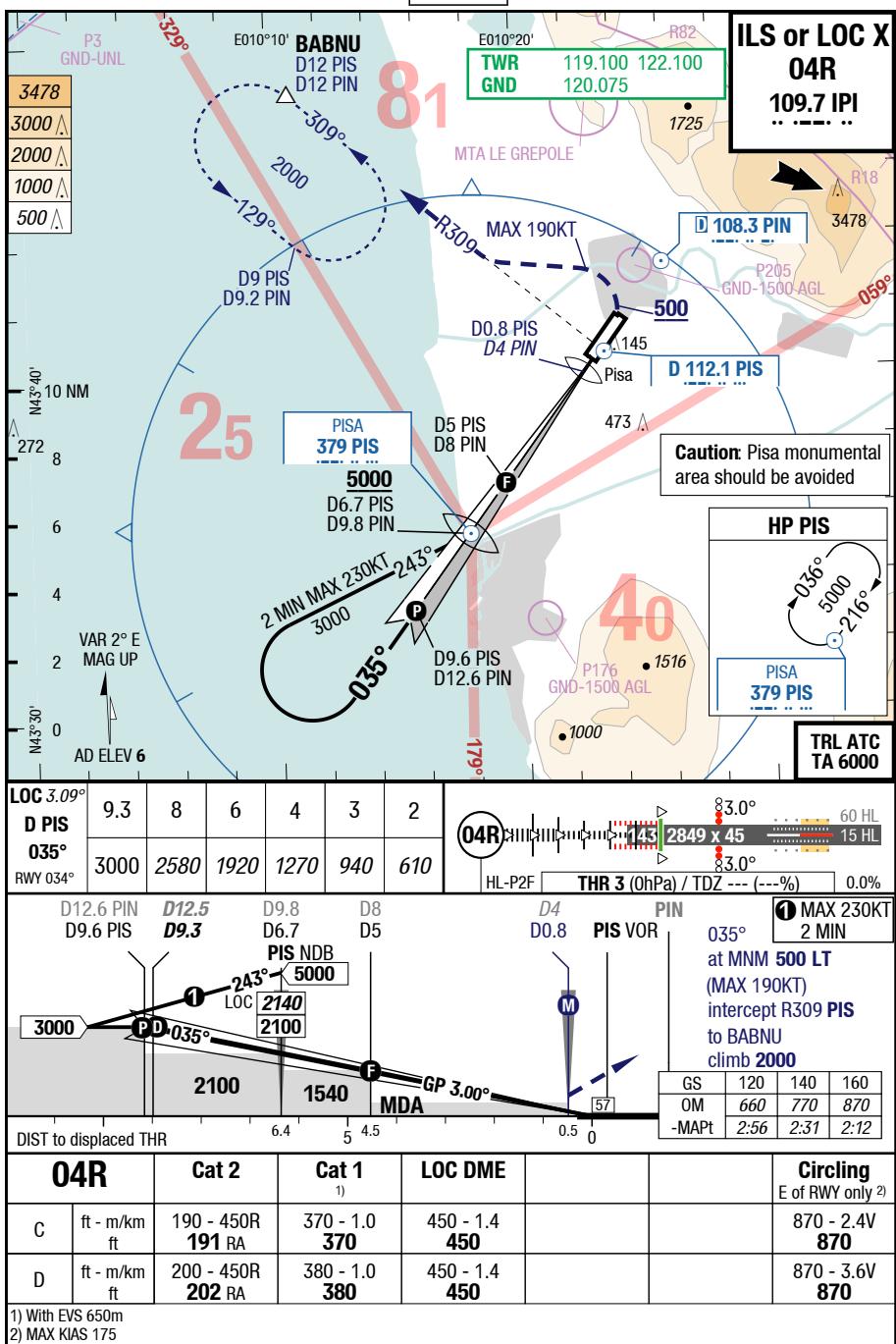
19-APR-2018

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PSA-LIRP

7-30

ILS or LOC X 04R

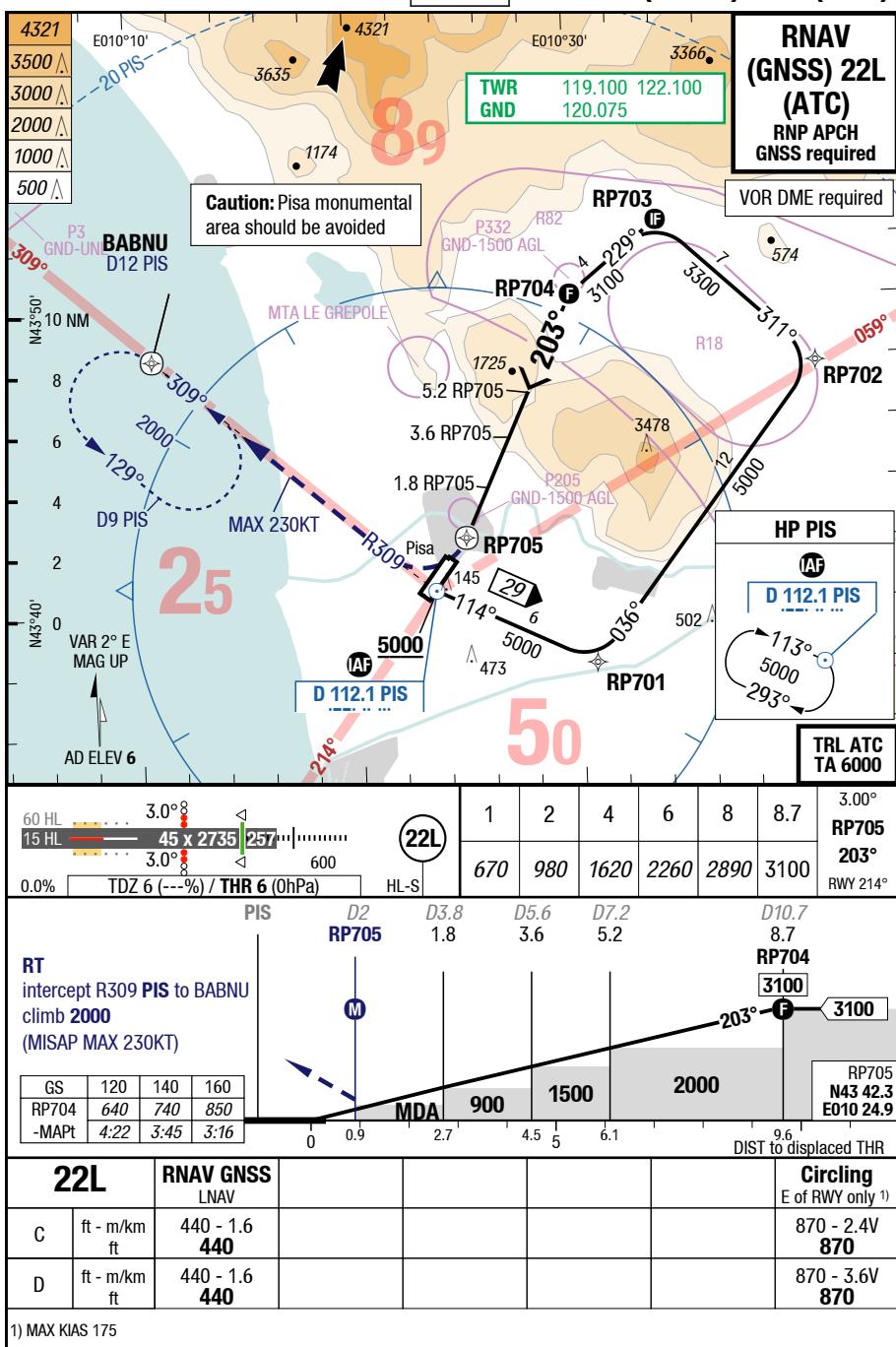


Changes: APL, QFU, OBST

PSA-LIRP

7-50

RNAV (GNSS) 22L (ATC)

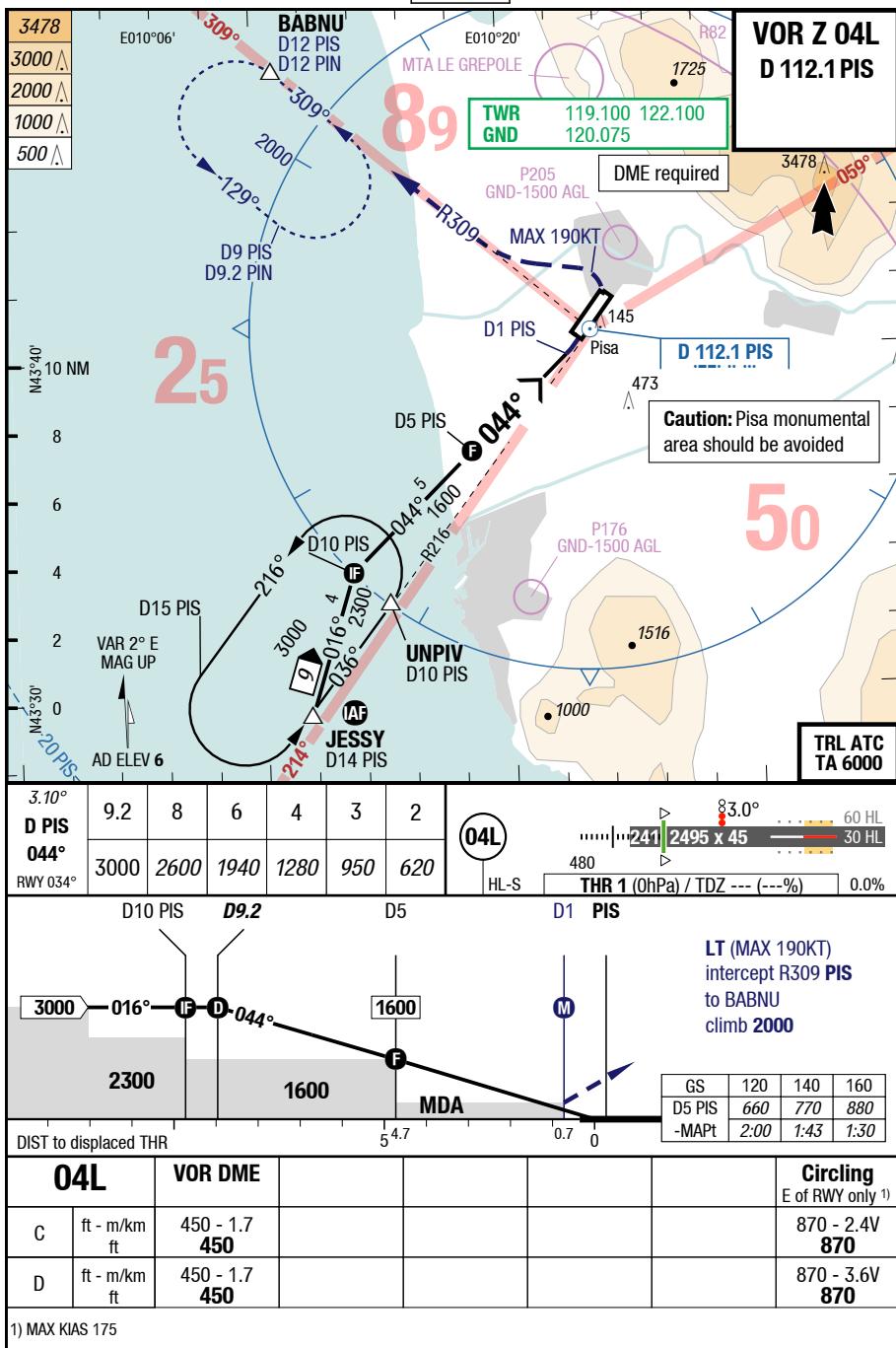


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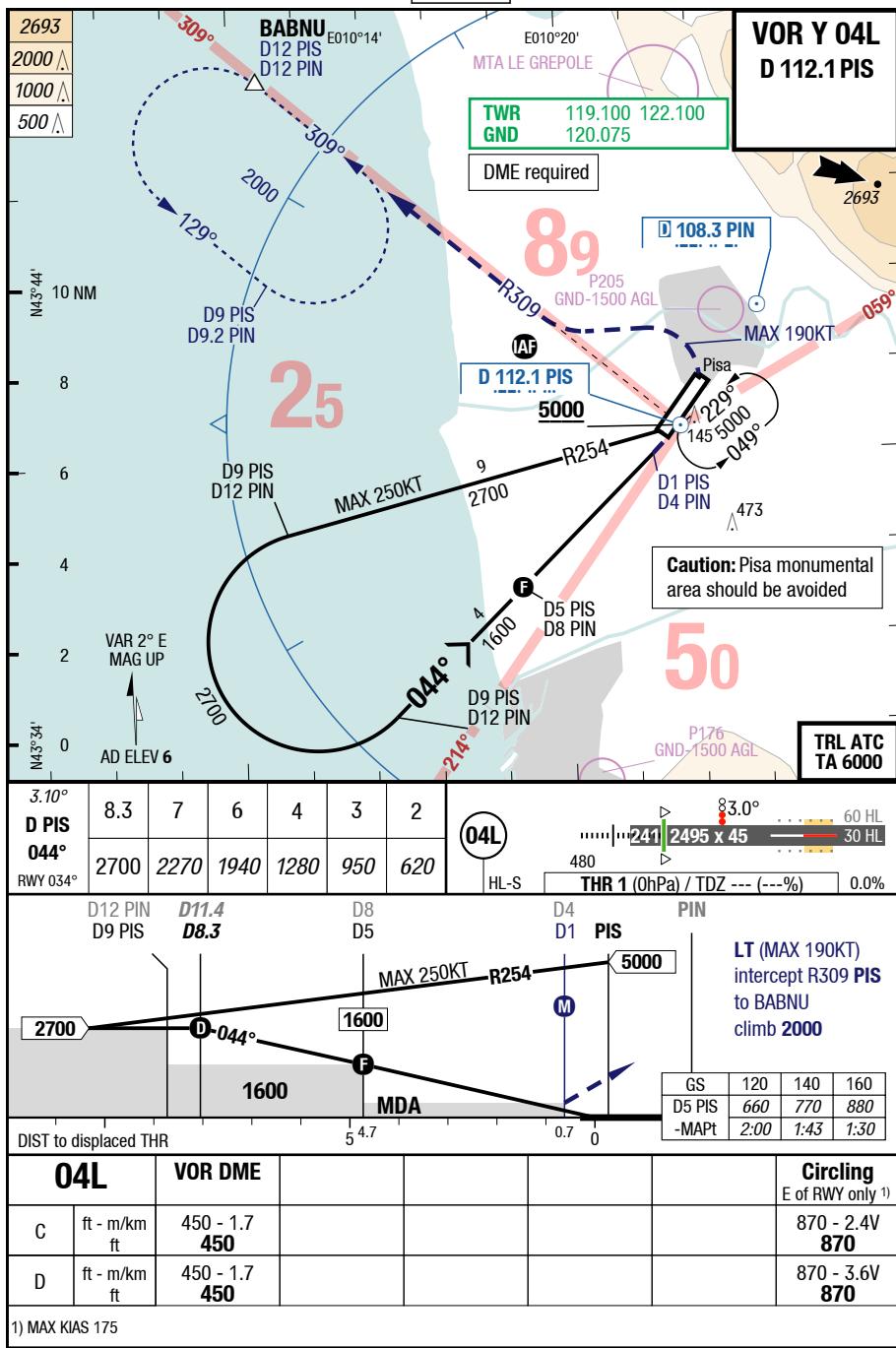
7-70

VOR Z 04L



7-80

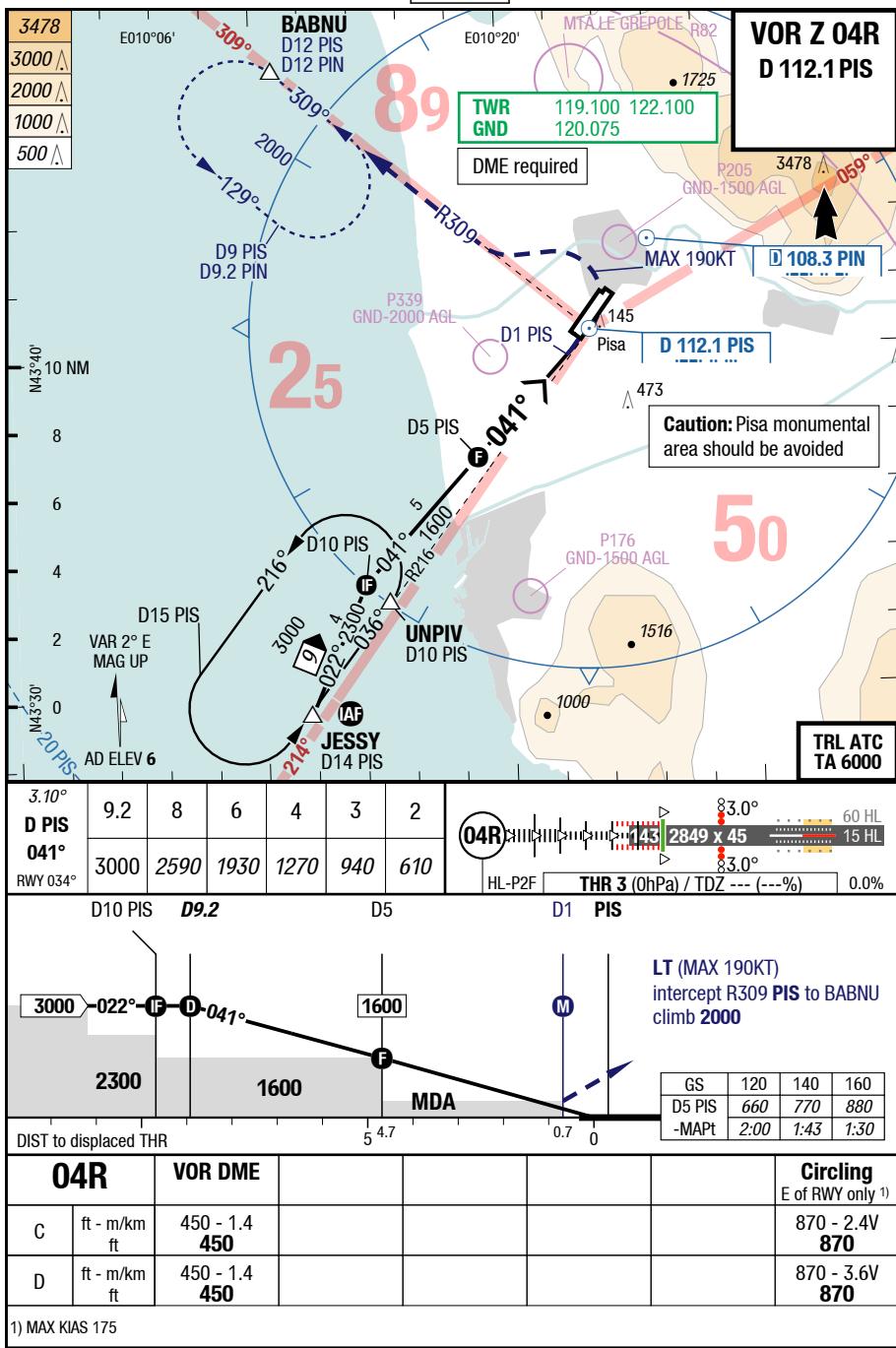
VOR Y 04L



PSA-LIRP

7-90

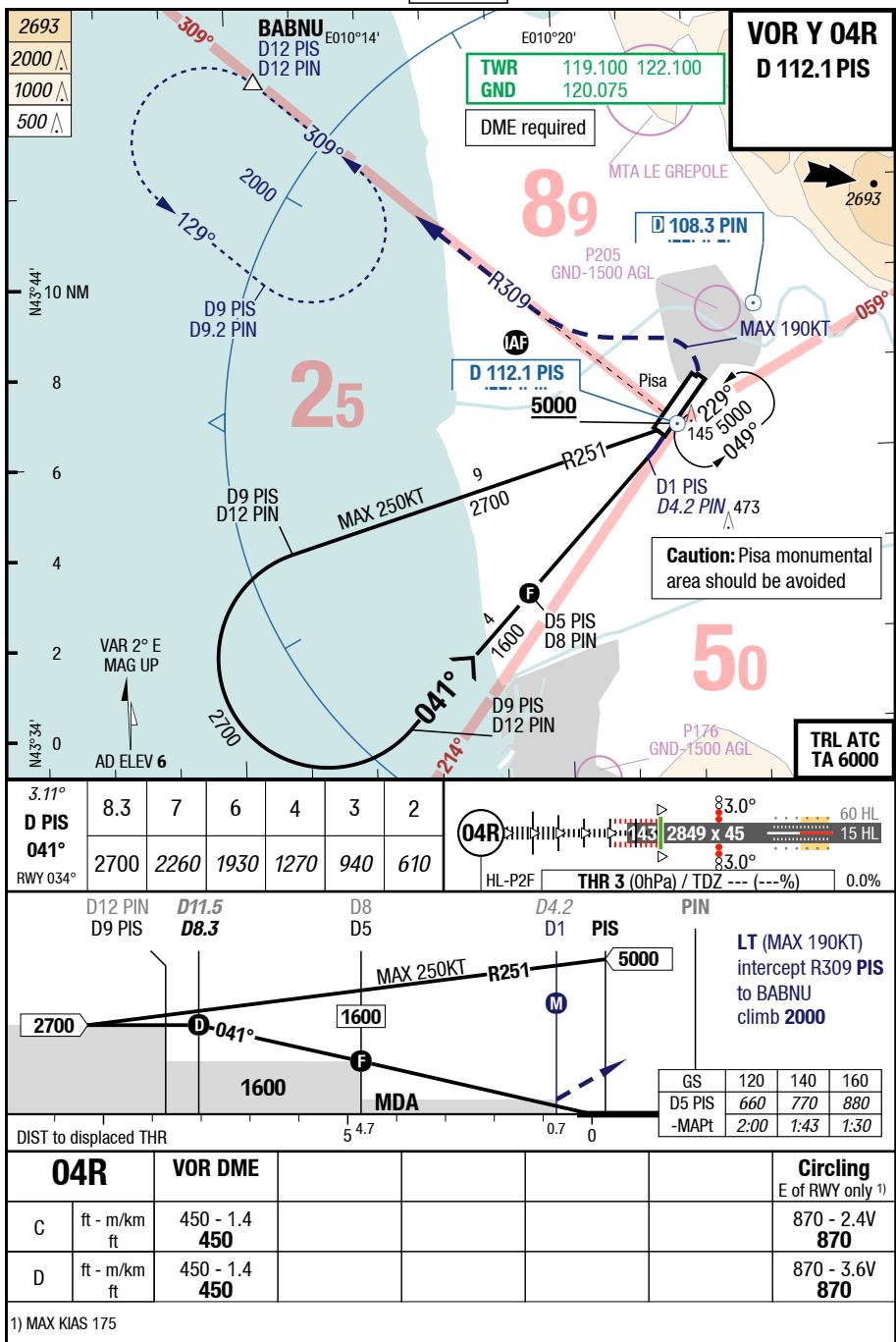
VOR Z 04R



PSA-LIRP

7-100

VOR Y 04R



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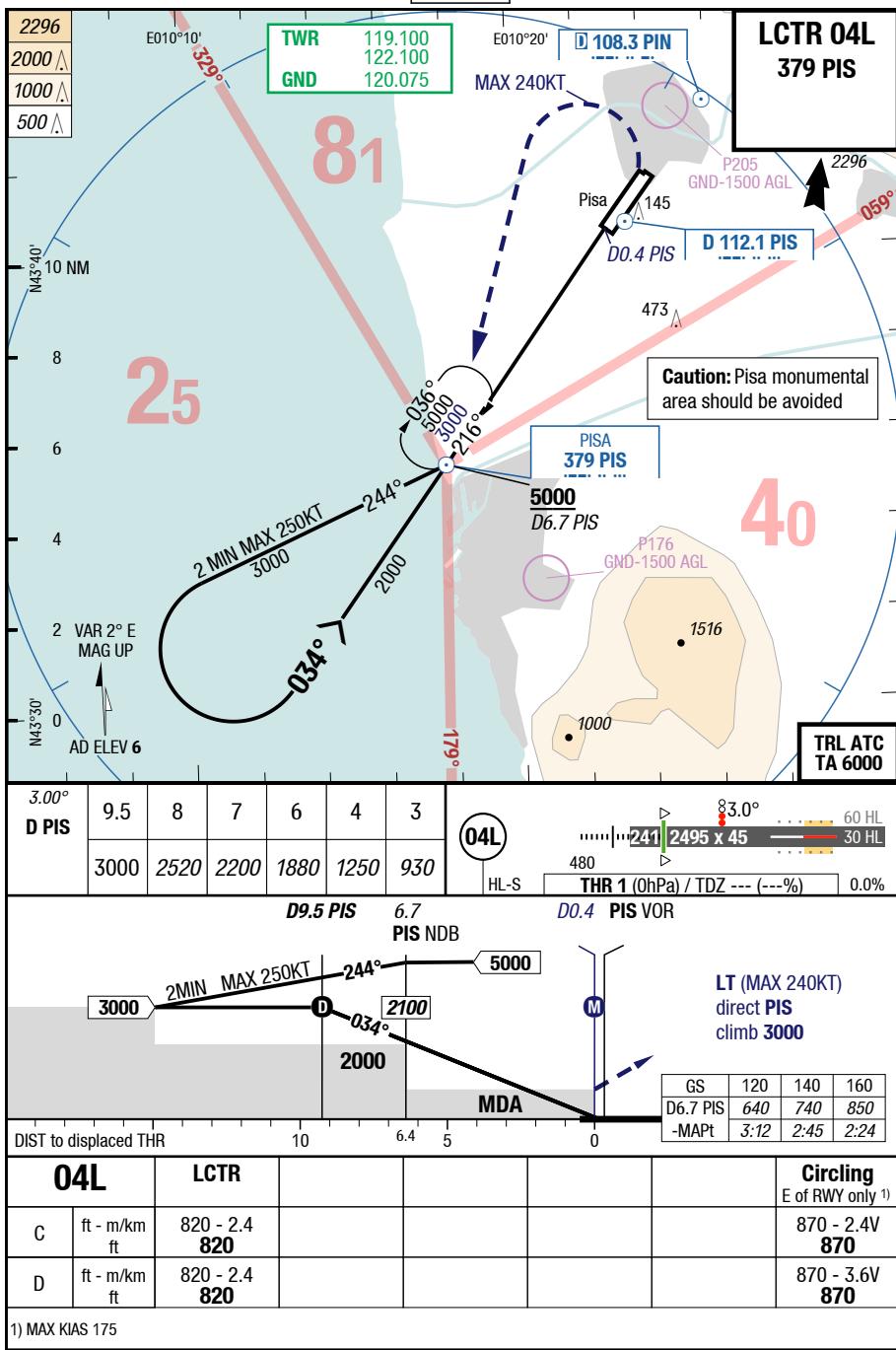
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IAC

PSA-LIRP

7-110

LCTR 04L



Changes: QFU, OBST

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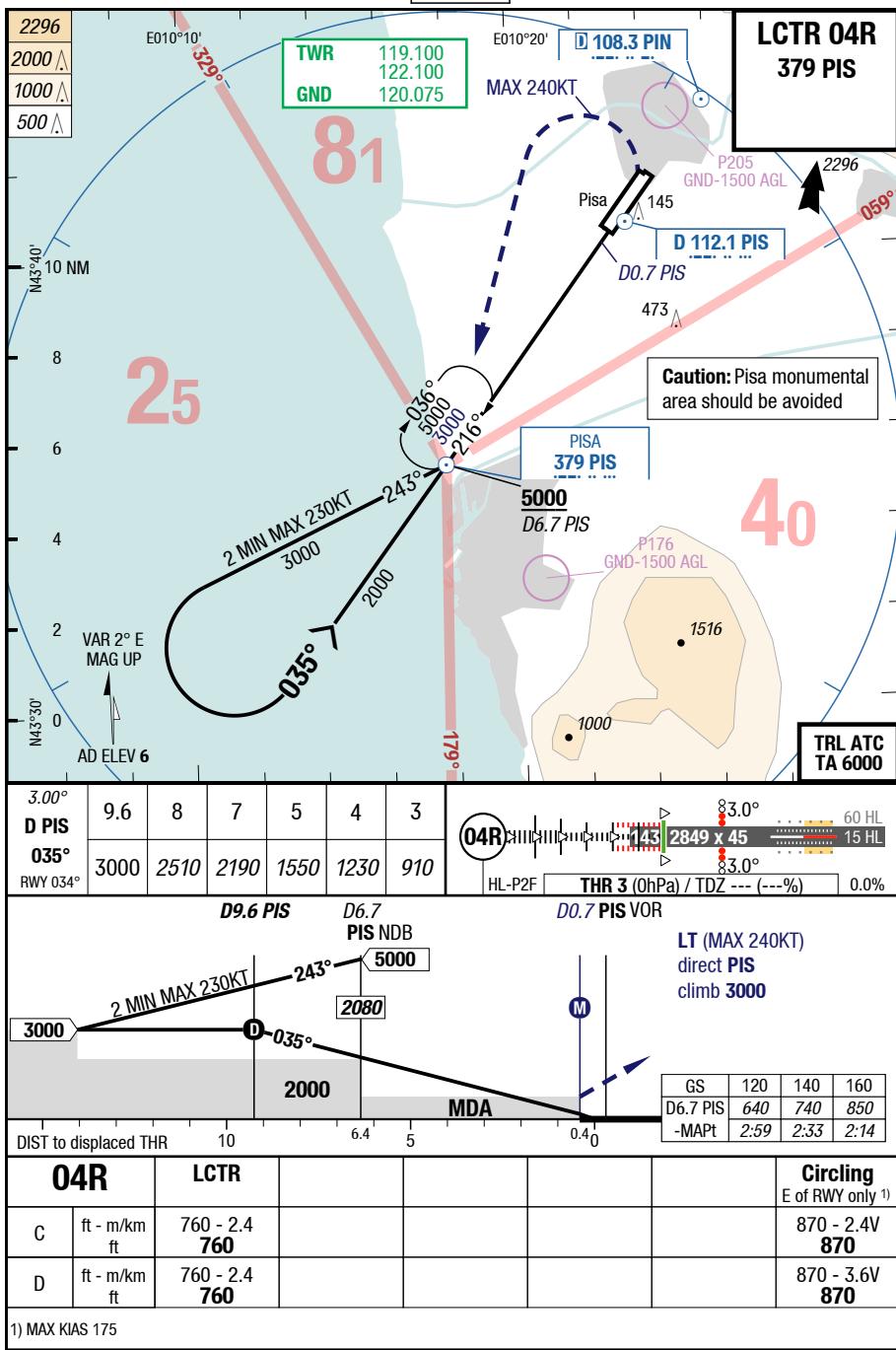
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PSA-LIRP

7-120

LCTR 04R



1) MAX KIAS 175

Changes: APL, QFU, OBST