

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** 0400-2200‡. Other times 24HR PN between 0700-1500‡.**PCN:** RWY 02/20: 79/F/A/W/T

RWY 07/25: 120/F/A/W/T

Operation**Low Visibility Procedures**

Low visibility procedures are not AVBL.

RWY 25 is preferential for LDG.

No OPS allowed when RVR is below 550m.

If RVR is 1500m or below:

- only 1 ACFT on movement area is allowed at a time.
- report to TWR when:
 - ACFT has reached RWY HLDG point
 - ACFT has reached the stand.

RWY Restriction: RWY 02: HJ in VMC only; HN not AVBL for LDG.**Taxi/Parking**

During taxi OPS pilots are requested to keep transponder off or stand-by.

Marshaller is mandatory for parking.

Use of stand taxilanes to enter/exit from stands is allowed only with marshaller in sight.

Follow-me is:

- AVBL O/R
- mandatory on APN when RVR is below 550m.

Engine Run-up Areas

ENG run-ups must be carried out in the manoeuvring area far from flight OPS.

From 2000-0600‡ and from 1300-1600‡ ENG tests of all ACFT are forbidden except for those immediate use.

On APN, ENG tests are only allowed after approval by APN Service with idle PWR ENG and not for more than 30min.

ENG test are restricted to one at a time.

Warnings**PALERMO RADAR MAINT:** 2nd WED of the month 0500-0900‡.**PAL VOR/DME MAINT:** 1st MON of each month 0900-1030‡.**PRS TVOR/DME MAINT:** 1st TUE of each month 0745-0845‡.**TRP VOR/DME MAINT:** FRI 1400-1500‡, in VMC only. HOL excluded.**TRP NDB MAINT:** TUE 1100-1200‡, in VMC only. HOL excluded.

GENERAL**PRS TVOR/DME unusable:**

R090-R130 within and beyond 10NM.
 R060-R090 below 9000ft at 25NM.
 R130-R170 below 18000ft at 25 NM.
 R170-R220 below 10000ft at 25NM.
 R220-R270 below 8000ft at 25NM.
 R270-R060 below 3000ft at 25NM.
 Beyond 25NM.

PRS NDB unusable:

095°-170° below 11000ft MRA at 25NM.

High terrain S of AD. Expect turbulence.

Expect windshears mostly originated by winds from 150°-270° with 10-20KT at GND and from SW direction above 15KT at 1500m / 4921ft.

Birds on the manoeuvring area and surroundings, but not in APCH.

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

In case of COM failure, the designated radio aid is PRS VOR.

In case of PRS VOR failure:

- The point designated for LDG is KOLOR.
- PROC designated to descend to APCH is ILS Z RWY 20.
- MISAP: Turn right HDG north climbing to 5000ft, reaching 5000ft turn right bound to KOLOR.

COM Failure on Ground

Vacate RWY as indicated and wait for follow-me in order to be guided to the stand:

- via TWY E for LDG RWY 25
- via TWY A for LDG RWY 07
- via TWY T for LDG RWY 02
- via TWY G for LDG RWY 20

Arrival Procedure

Noise Abatement Procedure: See CRAR.

Reverse

From 2200-0500‡ the use of the reverse thrust at PWR higher than idle is allowed only in the event of safety or operational reasons.

APU

Use of APU restricted to 20min after arrival.

Non-standard GP Intercept Position on**RWY 20**

GP intercepts RWY 20 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 1737m / 5697ft.

RWY 25

GP intercepts RWY 25 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2788m / 9145ft.

ARRIVAL**Warnings**

ILS RWY 25 MAINT: LOC: 1st WED each month 0745-0845‡.
GP: 1st THU each month.

ILS RWY 20 MAINT: LOC: 1st FRI each month 0745-0845‡.

DEPARTURE**Take-off Minima**

RWY		02/20, 07/25	
All ACFT	ft - m/km	0 - 500R/500V	-

Communication**COM Failure on Ground**

Continue until clearance limit and wait for follow-me.

Departure Procedure**Noise Abatement Procedure**

Use of APU restricted to MAX 60min before EOBT.

PWR back only exceptional approved and only after APN approval.

DEP Note

ACFT may turn left before reaching LOUIS (LURON 5A, ROSAS 5A, PAL 5A) or right before reaching SIDRO (PAL 6B) provided that 5000ft ALT have been passed climbing, ATC unit has been advised and appropriate CLR has been received.

Anyway R199 PRS VOR/DME or R077 PRS VOR/DME shall be crossed at FL80 or above.

Effective 26-APR-2018

19-APR-2018

PMO-LICJ

Italy Palermo Punta Raisi **Punta Raisi Palermo Italy**

AGC

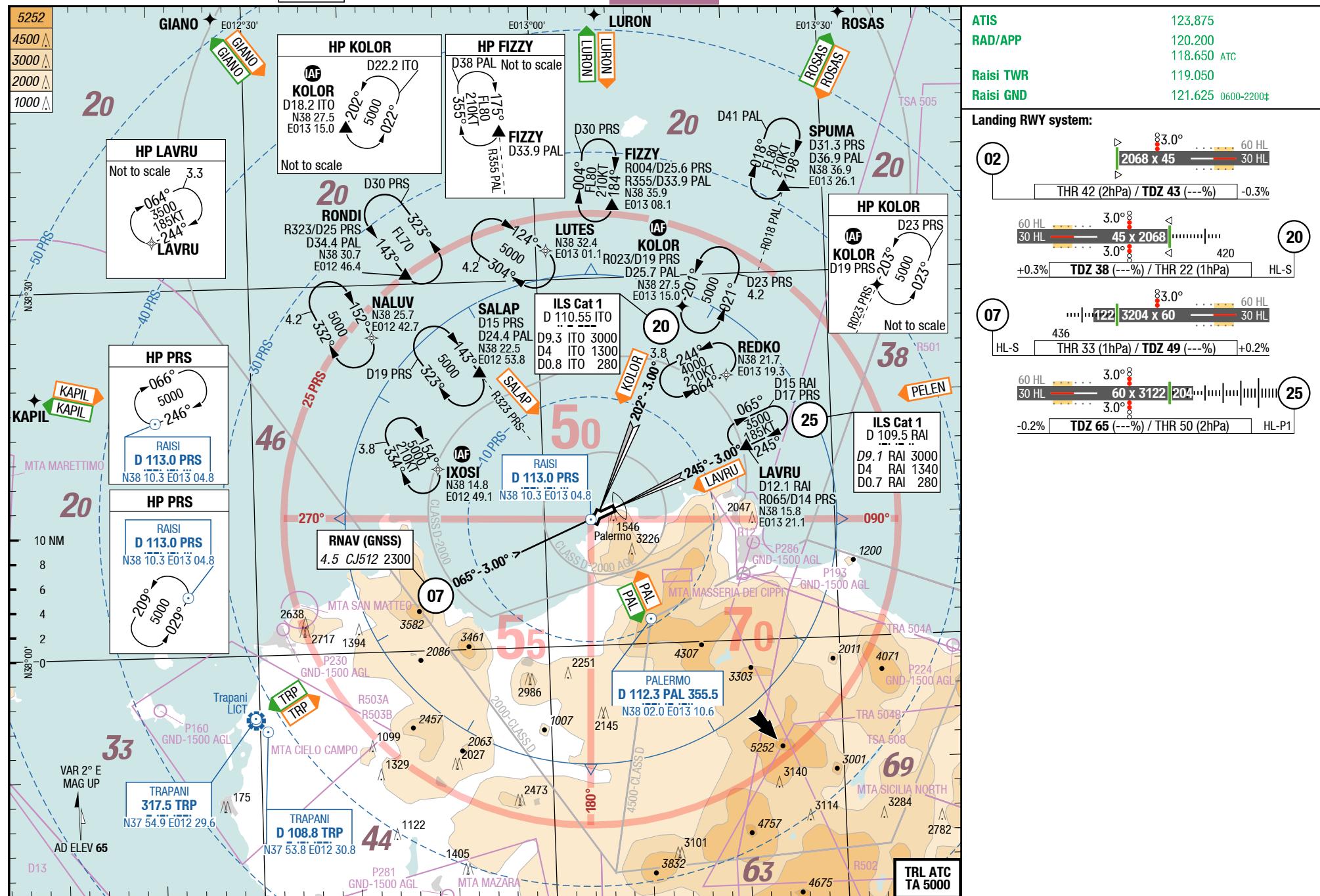
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AFC

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Changes: Navaid , APL, PROC, IAF, HLDG, APCH boxes

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LVC RWYs 07/25

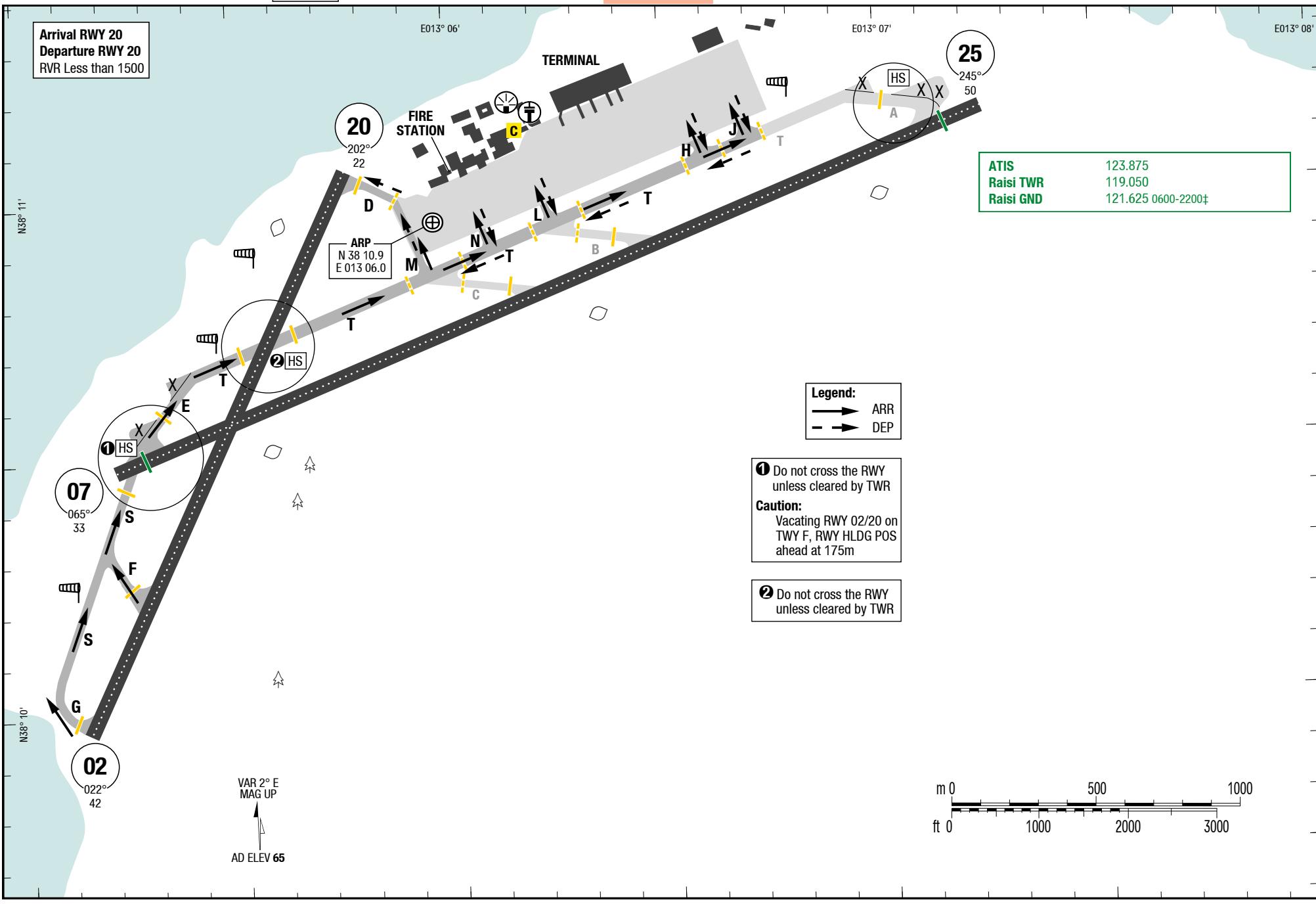
LVC RWYs 02/20

3-30

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LVC RWYs 07/25

LVC RWYs 02/20



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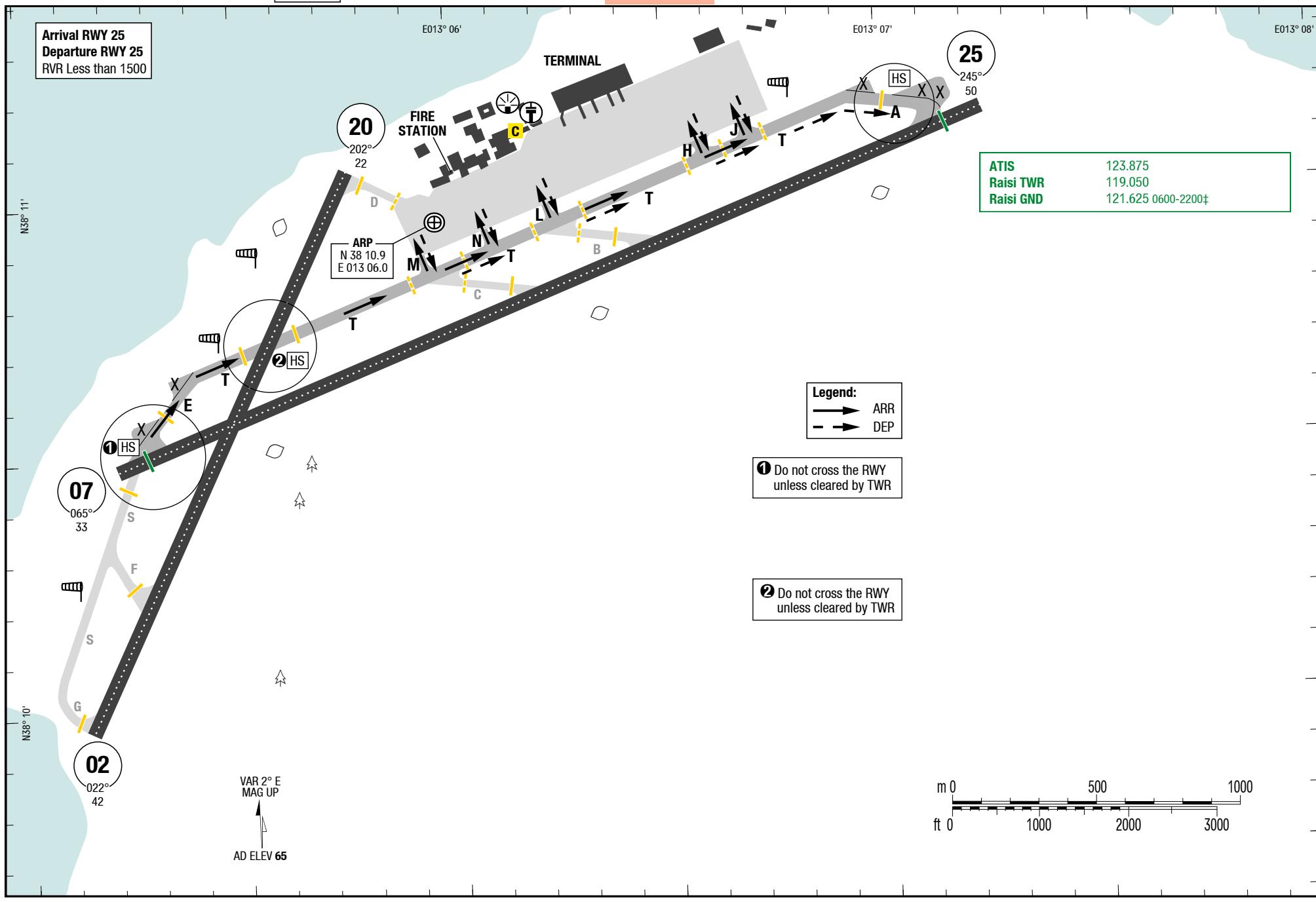
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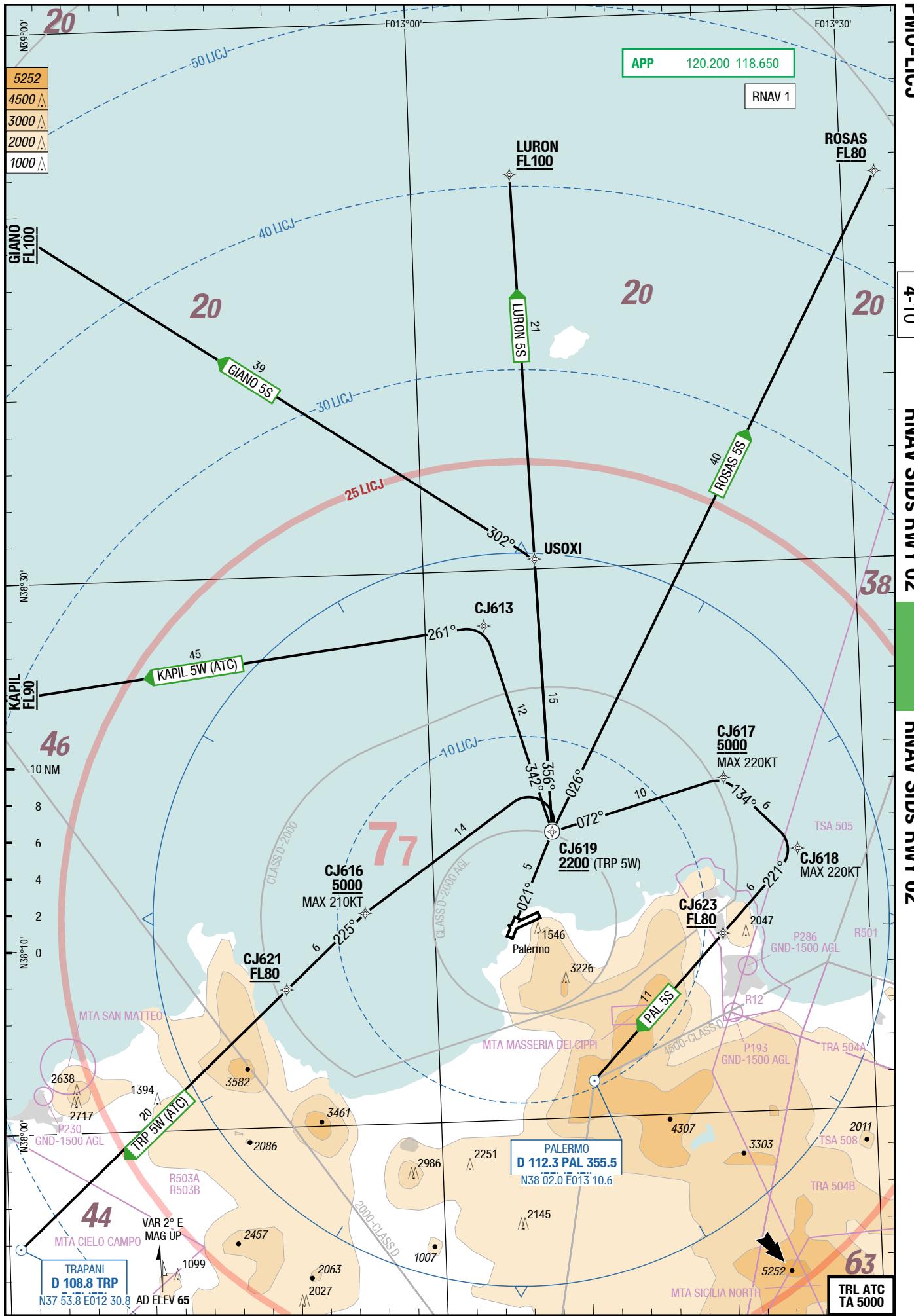
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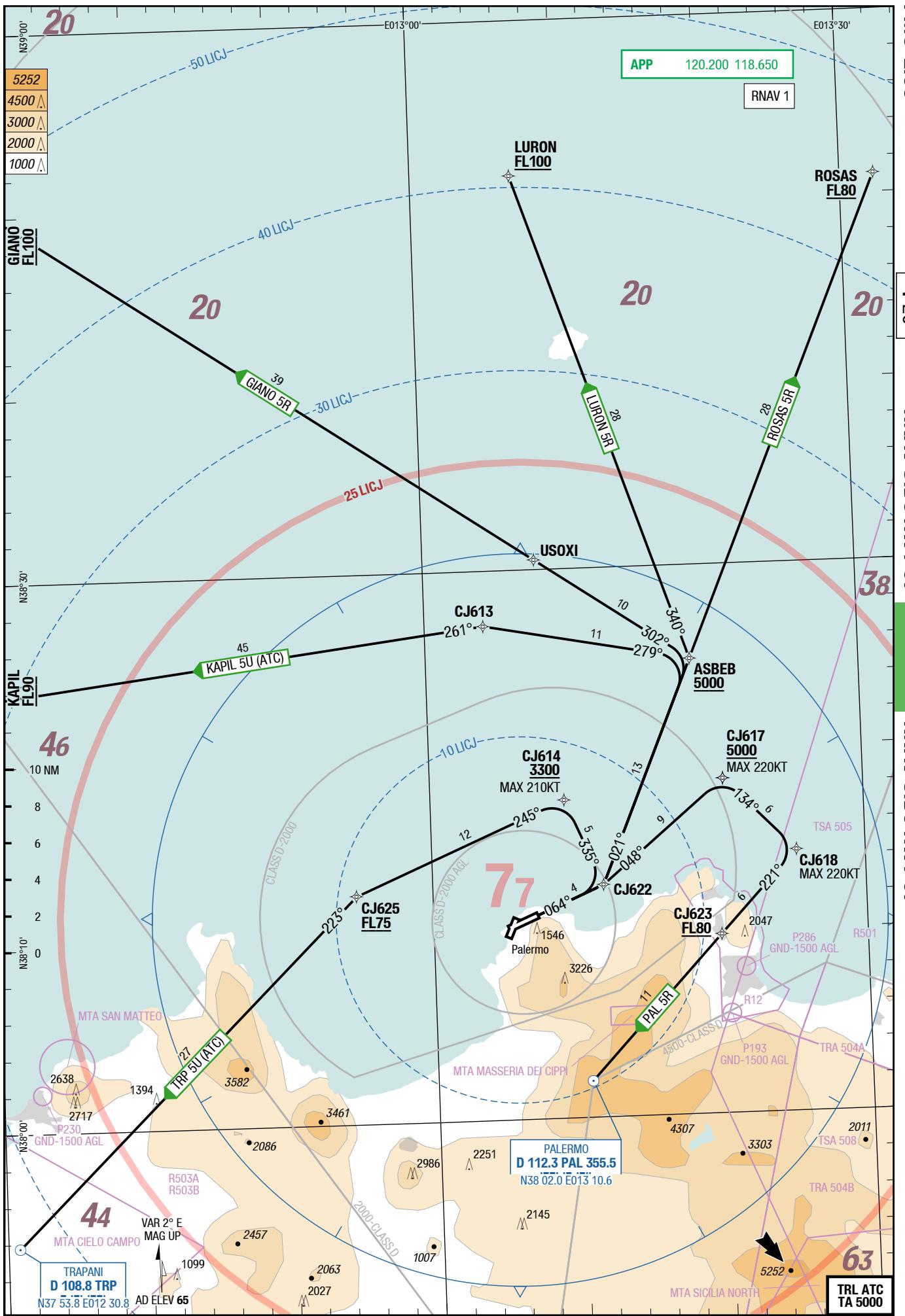
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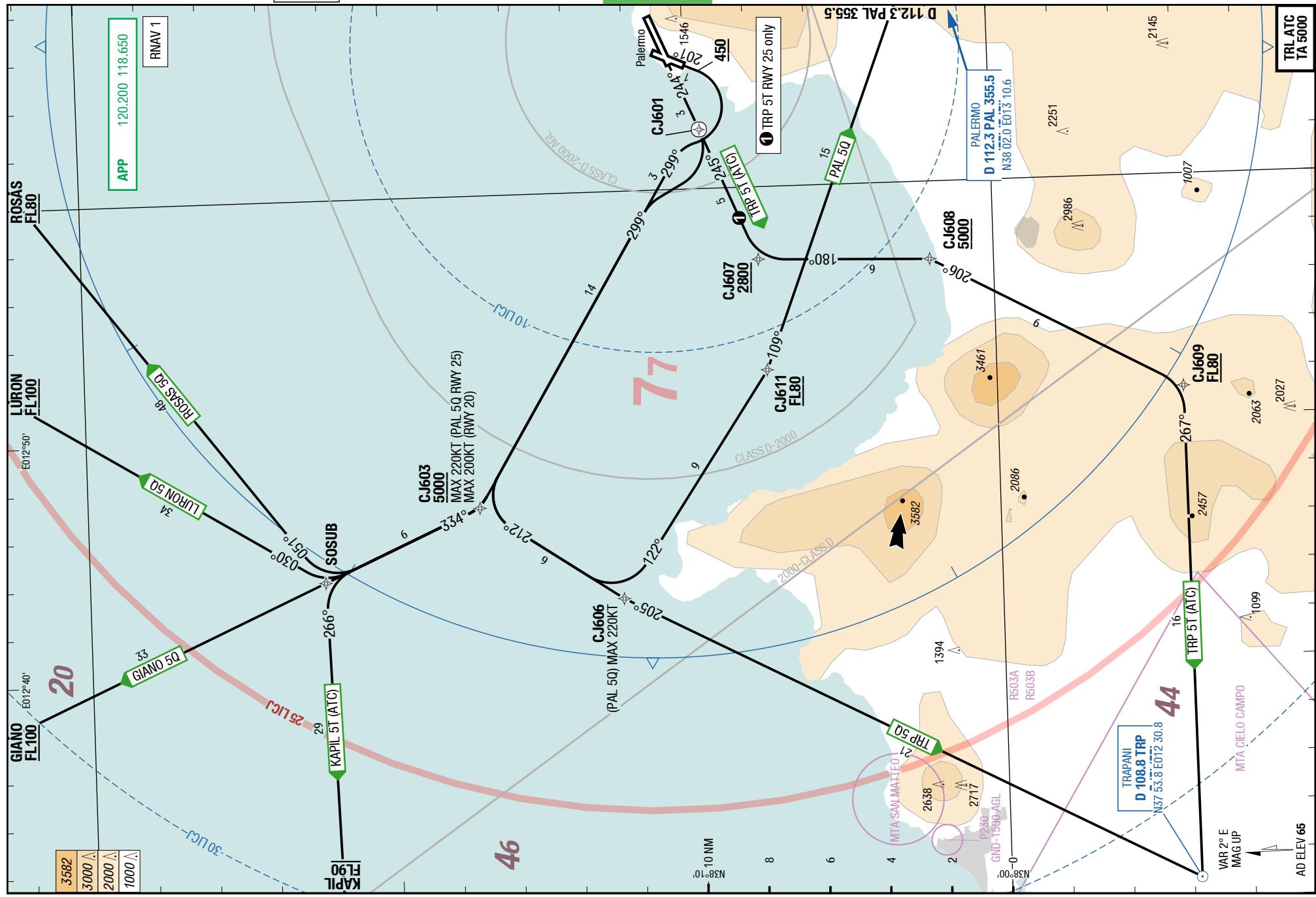
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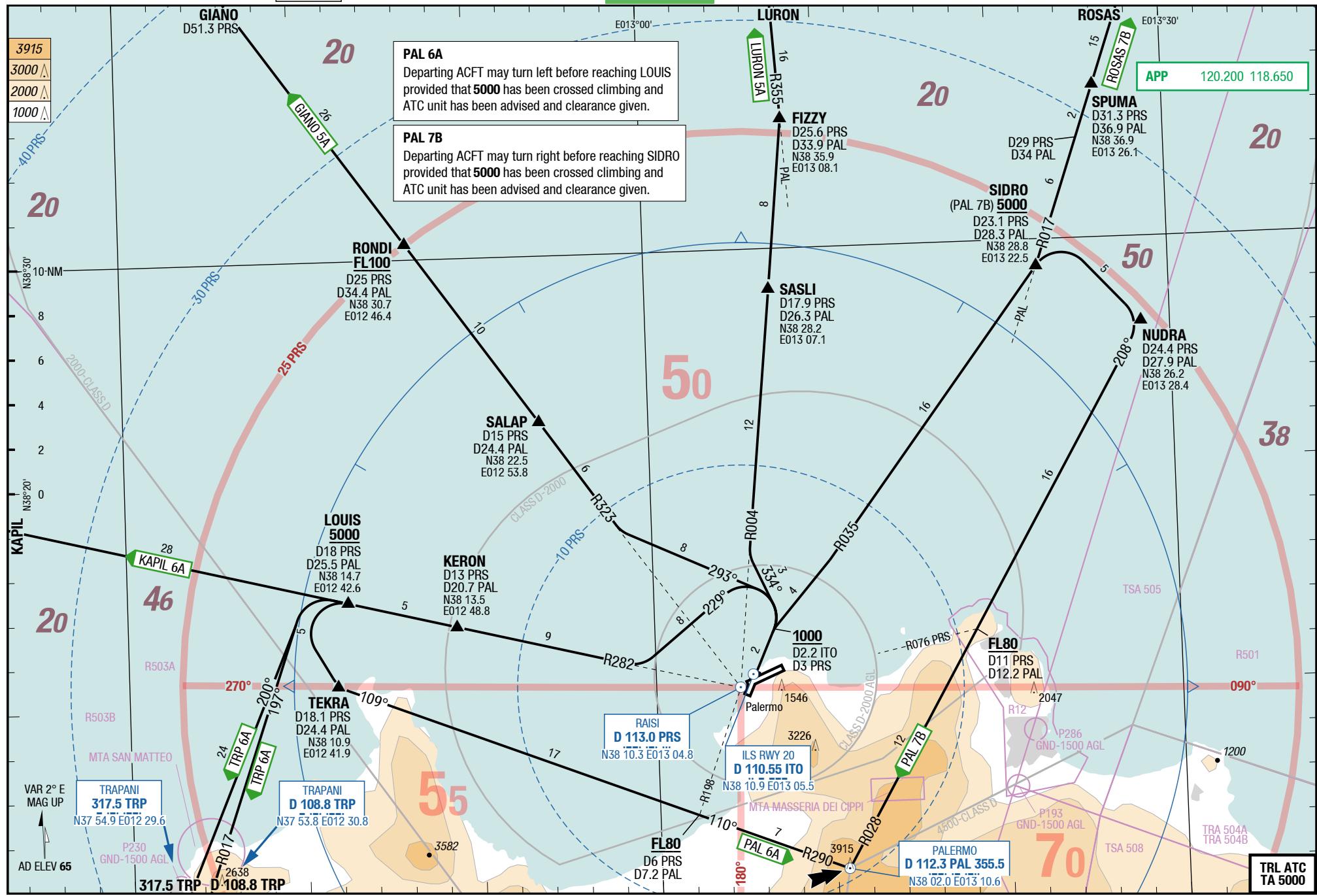








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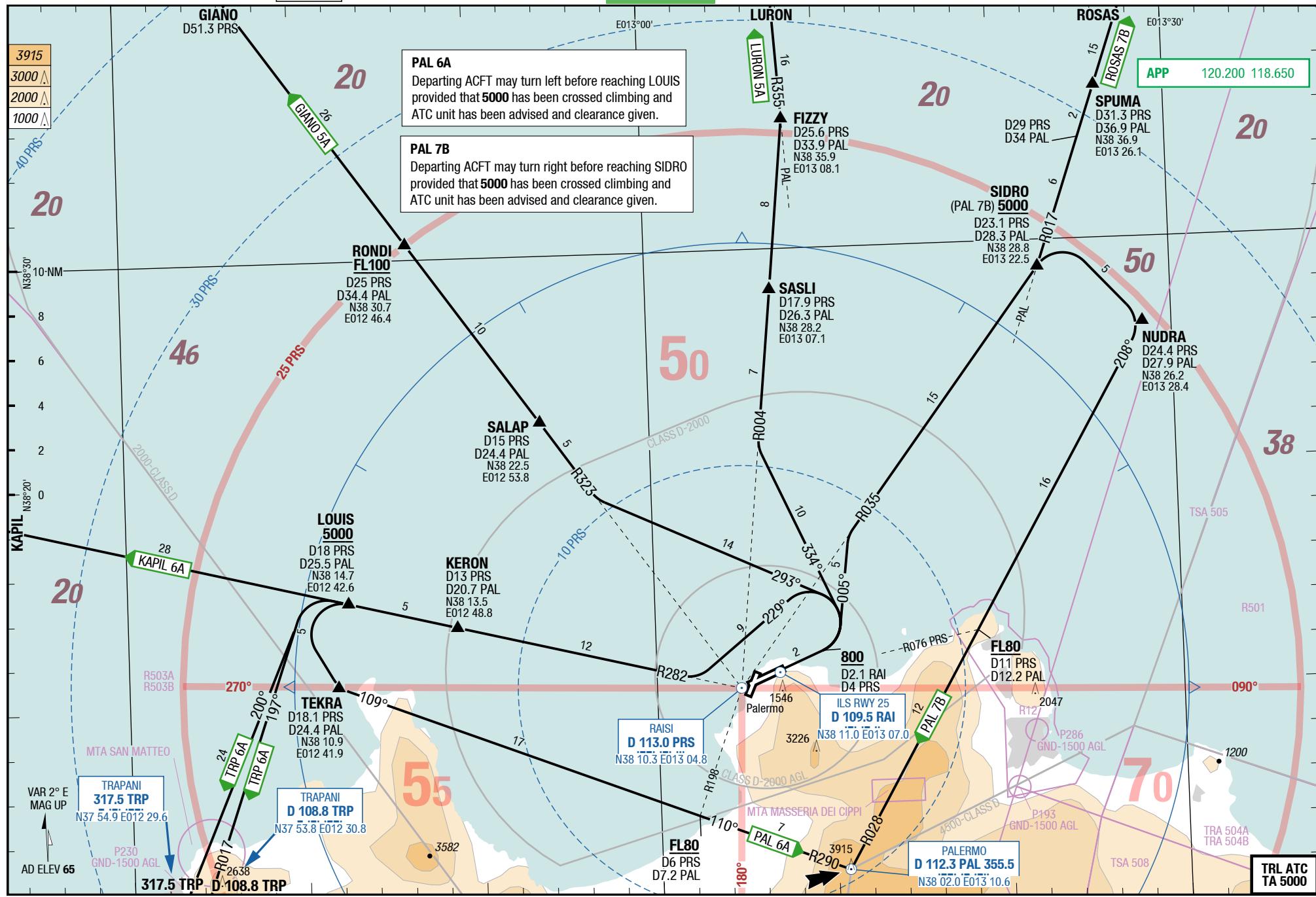
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SIDs RWY 07

SID

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SIDs RWY 25

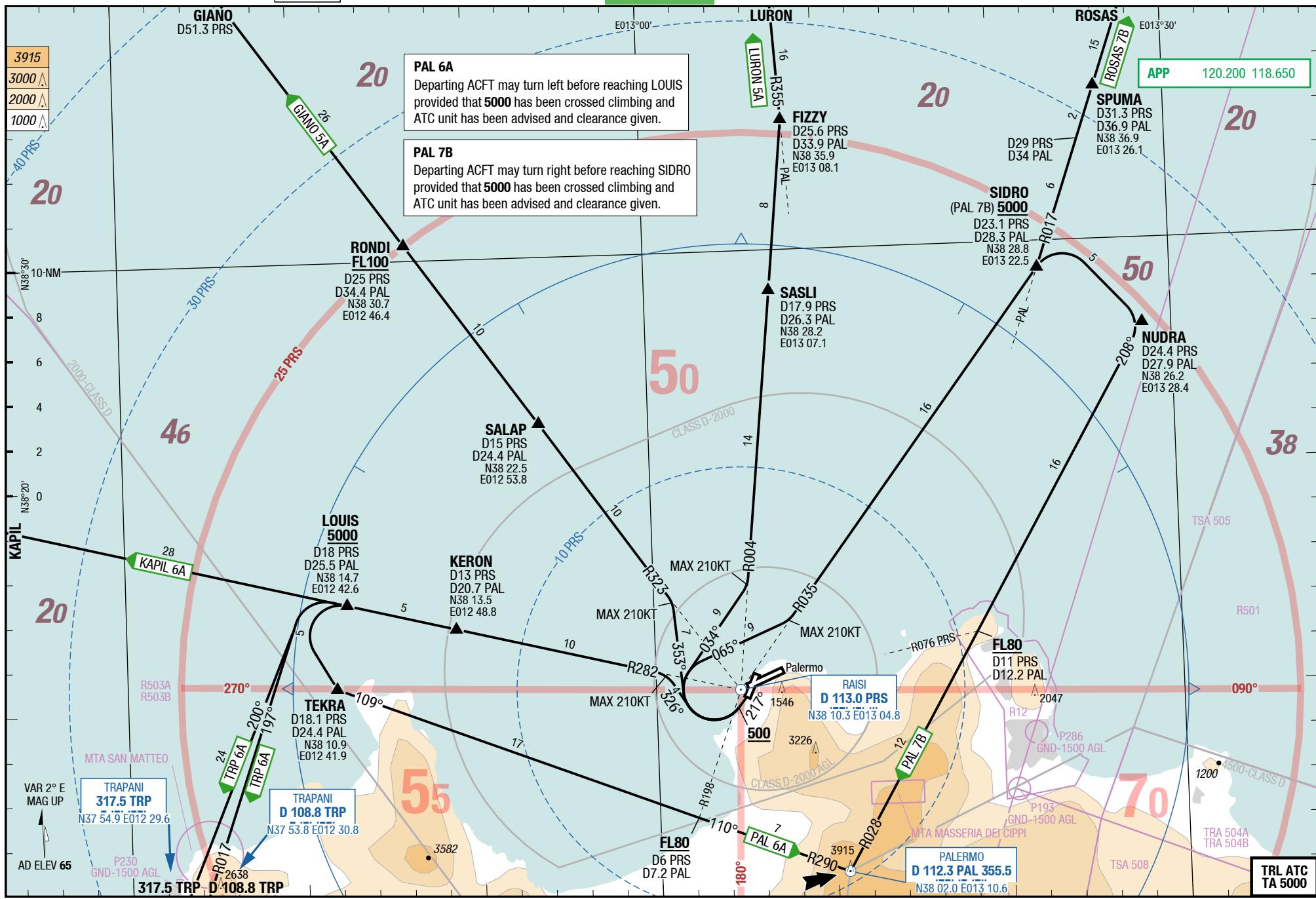
SIDs RWY 20

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SIDs RWY 25

SIDs RWY 20

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4-80

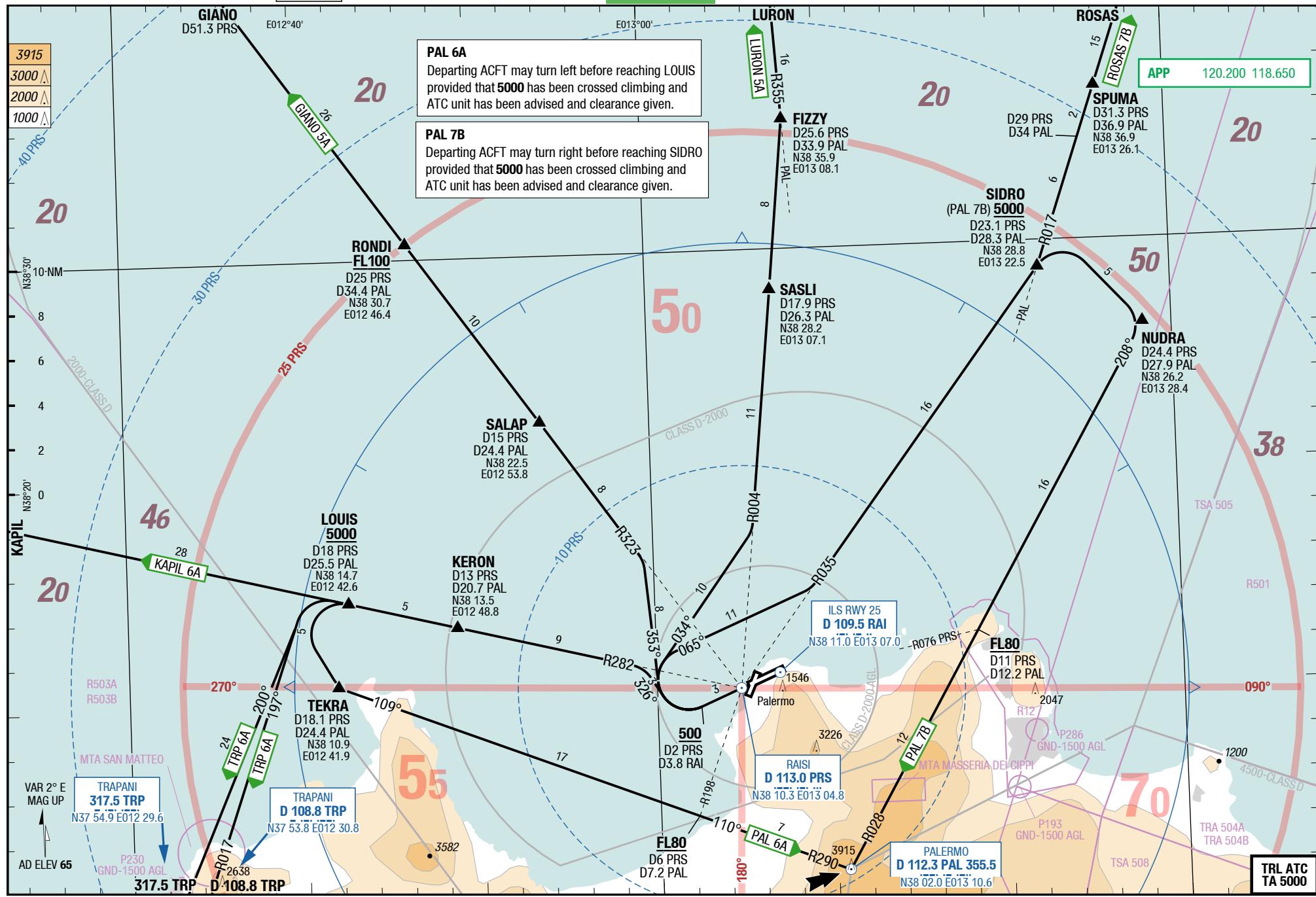
SIDs RWY 25

SID

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SIDs RWY 25



GIANO 5S / KAPIL 5W / LURON 5S / PALERMO 5S / ROSAS 5S / TRAPANI 5W

RWY 02 (022°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
GIANO 5S 6.0% to 1500 120.200	021° CJ619 - USOXI - GIANO	GIANO MNM FL100
KAPIL 5W (ATC) 6.0% to 1500 120.200	021° CJ619 - CJ613 - KAPIL	KAPIL MNM FL90
LURON 5S 6.0% to 1500 120.200	021° CJ619 - USOXI - LURON	LURON MNM FL100
PALERMO 5S PAL 5S 6.0% 120.200	021° CJ619 - CJ617 [K220-] - CJ618 [K220-] - CJ623 - PAL	CJ617 MNM 5000 CJ623 MNM FL80
ROSAS 5S 6.0% to 1500 120.200	021° CJ619 - ROSAS	ROSAS MNM FL80
TRAPANI 5W TRP 5W (ATC) 7.5% 120.200	021° <u>CJ619 [L]</u> - DCT CJ616 [K210-] - CJ621 - TRP	CJ619 MNM 2200 CJ616 MNM 5000 CJ621 MNM FL80

GIANO 5R / KAPIL 5U / LURON 5R / PALERMO 5R / ROSAS 5R / TRAPANI 5U

RWY 07 (065°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
GIANO 5R 6.0% 120.200	064° CJ622 - ASBEB - USOXI - GIANO	ASBEB MNM 5000 GIANO MNM FL100
KAPIL 5U (ATC) 6.0% 120.200	064° CJ622 - ASBEB - CJ613 - KAPIL	ASBEB MNM 5000 KAPIL MNM FL90
LURON 5R 6.0% 120.200	064° CJ622 - ASBEB - LURON	ASBEB MNM 5000 LURON MNM FL100
PALERMO 5R PAL 5R 6.6% 120.200	064° CJ622 - CJ617 [K220-] - CJ618 [K220-] - CJ623 - PAL	CJ617 MNM 5000 CJ623 MNM FL80
ROSAS 5R 6.0% 120.200	064° CJ622 - ASBEB - ROSAS	ASBEB MNM 5000 ROSAS MNM FL80
TRAPANI 5U TRP 5U (ATC) 6.0% 120.200	064° CJ622 - CJ614 [K210-] - CJ625 - TRP	CJ614 MNM 3300 CJ625 MNM FL75

GIANO 5Q / KAPIL 5T / LURON 5Q / PALERMO 5Q / ROSAS 5Q / TRAPANI 5Q

RWYs 20 (202°) / 25 (245°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
Runway 20		
GIANO 5Q 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - SOSUB - GIANO	CJ603 MNM 5000 GIANO MNM FL100
KAPIL 5T (ATC) 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - SOSUB - KAPIL	CJ603 MNM 5000 KAPIL MNM FL90
LURON 5Q 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - SOSUB - LURON	CJ603 MNM 5000 LURON MNM FL100
PALERMO 5Q PAL 5Q 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - CJ606 [K220-] - CJ611 - PAL	CJ603 MNM 5000 CJ611 MNM FL80
ROSAS 5Q 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - SOSUB - ROSAS	CJ603 MNM 5000 ROSAS MNM FL80
TRAPANI 5Q TRP 5Q 8.7% to 1000 5.0% 120.200	201° [A450+] - 299° CJ603 [K200-] - CJ606 - TRP	CJ603 MNM 5000
Runway 25		
GIANO 5Q 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 - SOSUB - GIANO	CJ603 MNM 5000 GIANO MNM FL100
KAPIL 5T (ATC) 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 - SOSUB - KAPIL	CJ603 MNM 5000 KAPIL MNM FL90

LURON 5Q / PALERMO 5Q / ROSAS 5Q / TRAPANI 5Q / TRAPANI 5T

RWY 25 (245°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
LURON 5Q 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 - SOSUB - LURON	CJ603 MNM 5000 LURON MNM FL100
PALERMO 5Q PAL 5Q 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 [K220-] - CJ606 [K220-] - CJ611 - PAL	CJ603 MNM 5000 CJ611 MNM FL80
ROSAS 5Q 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 - SOSUB - ROSAS	CJ603 MNM 5000 ROSAS MNM FL80
TRAPANI 5Q TRP 5Q 5.0% 120.200	244° <u>CJ601</u> - 299° CJ603 - CJ606 - TRP	CJ603 MNM 5000
TRAPANI 5T TRP 5T (ATC) 6.6% 120.200	244° <u>CJ601</u> - CJ607 - CJ608 - CJ609 - TRP	CJ607 MNM 2800 CJ608 MNM 5000 CJ609 MNM FL80

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5-50

SIDs RWY 02

SIDPT

GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A

RWY 02 (022°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
GIANO 5A 7.5% 120.200	at D3 PRS (D2.2 ITO) LT 293° - intercept R323 PRS to SALAP - RONDI - GIANO	D3 PRS MNM 1000 RONDI MNM FL100
KAPIL 6A 7.5% 120.200	at D3 PRS (D2.2 ITO) LT 229° - intercept R282 PRS to KERON - LOUIS - KAPIL	D3 PRS MNM 1000 LOUIS MNM 5000
LURON 5A 7.5% 120.200	at D3 PRS (D2.2 ITO) LT 334° - intercept R004 PRS to SASLI - at FIZZY LT intercept R355 PAL to LURON	D3 PRS MNM 1000
PALERMO 6A PAL 6A 7.5% 120.200 ①	at D3 PRS (D2.2 ITO) LT 229° - intercept R282 PRS to KERON - at LOUIS LT to TEKRA - intercept R290 PAL to PAL / QDM 110 PAL to PAL	D3 PRS MNM 1000 LOUIS MNM 5000 R198/D6 PRS MNM FL80
PALERMO 7B PAL 7B 7.5% 120.200 ②	at D3 PRS (D2.2 ITO) RT intercept R035 PRS to SIDRO - RT direct NUDRA intercept R028 PAL to PAL / QDM 208 PAL to PAL	D3 PRS MNM 1000 SIDRO MNM 5000 R076/D11 PRS MNM FL80
ROSAS 7B 7.5% 120.200	at D3 PRS (D2.2 ITO) RT intercept R035 PRS to SIDRO - intercept R017 PAL to SPUMA - ROSAS	D3 PRS MNM 1000
TRAPANI 6A TRP 6A 7.5% 120.200	at D3 PRS (D2.2 ITO) LT 229° - intercept R282 PRS to KERON - at LOUIS LT intercept R017 TRP to TRP / QDM 200 TRP to TRP	D3 PRS MNM 1000 LOUIS MNM 5000

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

PMO-LICJ

5-60

SIDs RWY 07

GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A

RWY 07 (065°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
GIANO 5A 6.1% 120.200	at D4 PRS (D2.1 RAI) LT 293° - intercept R323 PRS to SALAP - RONDI - GIANO	D4 PRS MNM 800 RONDI MNM FL100
KAPIL 6A 6.1% 120.200	at D4 PRS (D2.1 RAI) LT 229° - intercept R282 PRS to KERON - LOUIS - KAPIL	D4 PRS MNM 800 LOUIS MNM 5000
LURON 5A 6.1% 120.200	at D4 PRS (D2.1 RAI) LT 334° - intercept R004 PRS to SASLI - at FIZZY LT intercept R355 PAL to LURON	D4 PRS MNM 800
PALERMO 6A PAL 6A 6.1% 120.200 ①	at D4 PRS (D2.1 RAI) LT 229° - intercept R282 PRS to KERON - at LOUIS LT to TEKRA - intercept R290 PAL to PAL / QDM 110 PAL to PAL	D4 PRS MNM 800 LOUIS MNM 5000 R198/D6 PRS MNM FL80
PALERMO 7B PAL 7B 6.1% 120.200 ②	at D4 PRS (D2.1 RAI) LT 005° - intercept R035 PRS to SIDRO - RT direct NUDRA intercept R028 PAL to PAL / QDM 208 PAL to PAL	D4 PRS MNM 800 SIDRO MNM 5000 R076/D11 PRS MNM FL80
ROSAS 7B 6.1% 120.200	at D4 PRS (D2.1 RAI) LT 005° - intercept R035 PRS to SIDRO - intercept R017 PAL to SPUMA - ROSAS	D4 PRS MNM 800
TRAPANI 6A TRP 6A 6.1% 120.200	at D4 PRS (D2.1 RAI) LT 229° - intercept R282 PRS to KERON - at LOUIS LT intercept R017 TRP to TRP / QDM 200 TRP to TRP	D4 PRS MNM 800 LOUIS MNM 5000

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A

RWY 20 (202°)

	GS	120	150	180	210	240	270
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
GIANO 5A 8.7% to 1000 120.200	217° - at MNM 500 RT 353° (MAX 210KT) - intercept R323 PRS to SALAP - RONDI - GIANO	RONDI MNM FL100
KAPIL 6A 8.7% to 1000 120.200	217° - at MNM 500 RT 326° (MAX 210KT) - intercept R282 PRS to KERON - LOUIS - KAPIL	LOUIS MNM 5000
LURON 5A 8.7% to 1000 120.200	217° - at MNM 500 RT 034° (MAX 210KT) - intercept R004 PRS to SASLI - at FIZZY LT intercept R355 PAL to LURON	
PALERMO 6A PAL 6A 8.7% to 1000 120.200 ①	217° - at MNM 500 RT 326° (MAX 210KT) - intercept R282 PRS to KERON - at LOUIS LT to TEKRA - intercept R290 PAL to PAL / QDM 110 PAL to PAL	LOUIS MNM 5000 R198/D6 PRS MNM FL80
PALERMO 7B PAL 7B 8.7% to 1000 120.200 ②	217° - at MNM 500 RT 065° (MAX 210KT) - intercept R035 PRS to SIDRO - RT direct NUDRA - intercept R028 PAL to PAL / QDM 208 PAL to PAL	SIDRO MNM 5000 R076/D11 PRS MNM FL80
ROSAS 7B 8.7% to 1000 120.200	217° - at MNM 500 RT 065° (MAX 210KT) - intercept R035 PRS to SIDRO - intercept R017 PAL to SPUMA - ROSAS	
TRAPANI 6A TRP 6A 8.7% to 1000 120.200	217° - at MNM 500 RT 326° (MAX 210KT) - intercept R282 PRS to KERON - at LOUIS LT intercept R017 TRP to TRP / QDM 200 TRP to TRP	LOUIS MNM 5000

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.

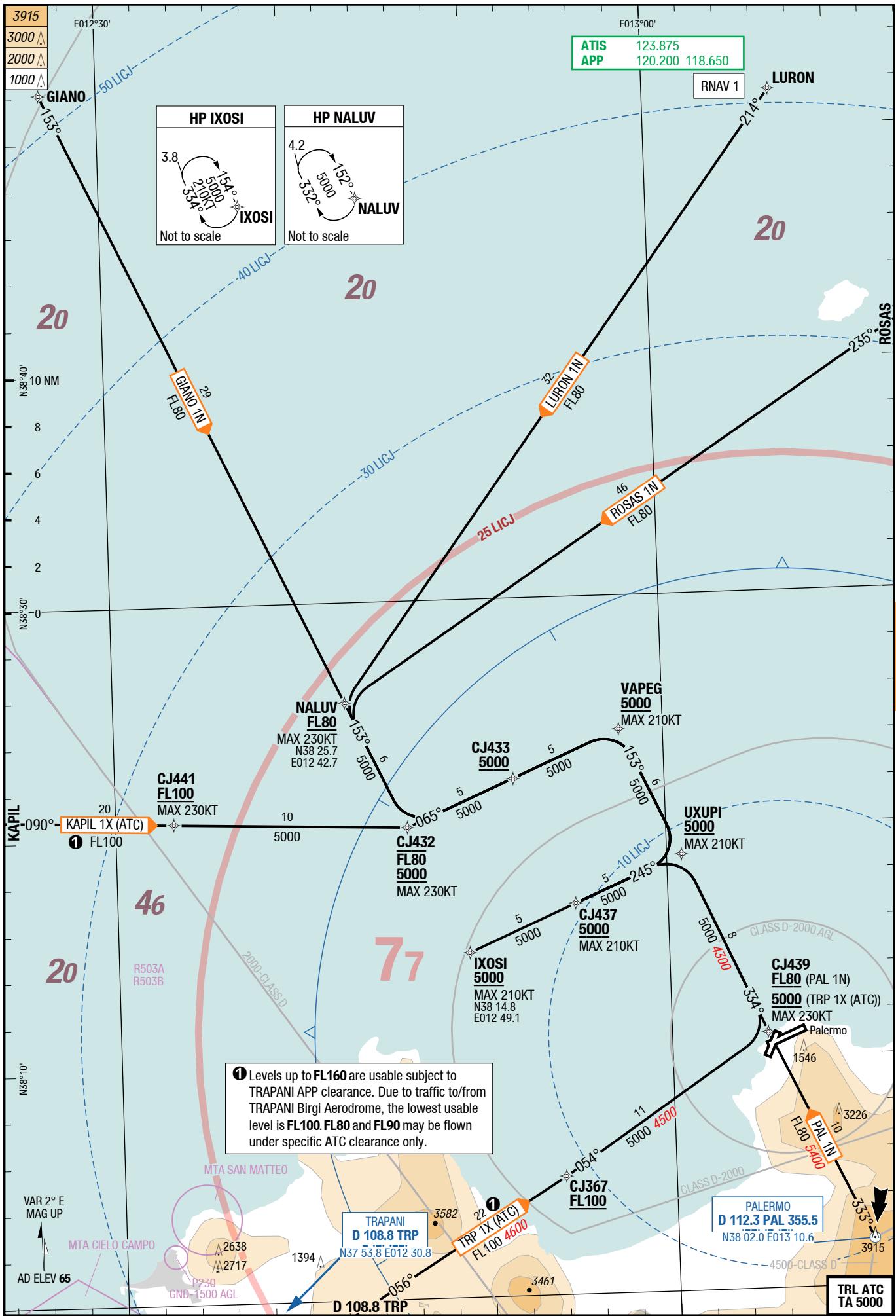
GIANO 5A / KAPIL 6A / LURON 5A / PALERMO 6A / PALERMO 7B / ROSAS 7B / TRAPANI 6A

RWY 25 (245°)

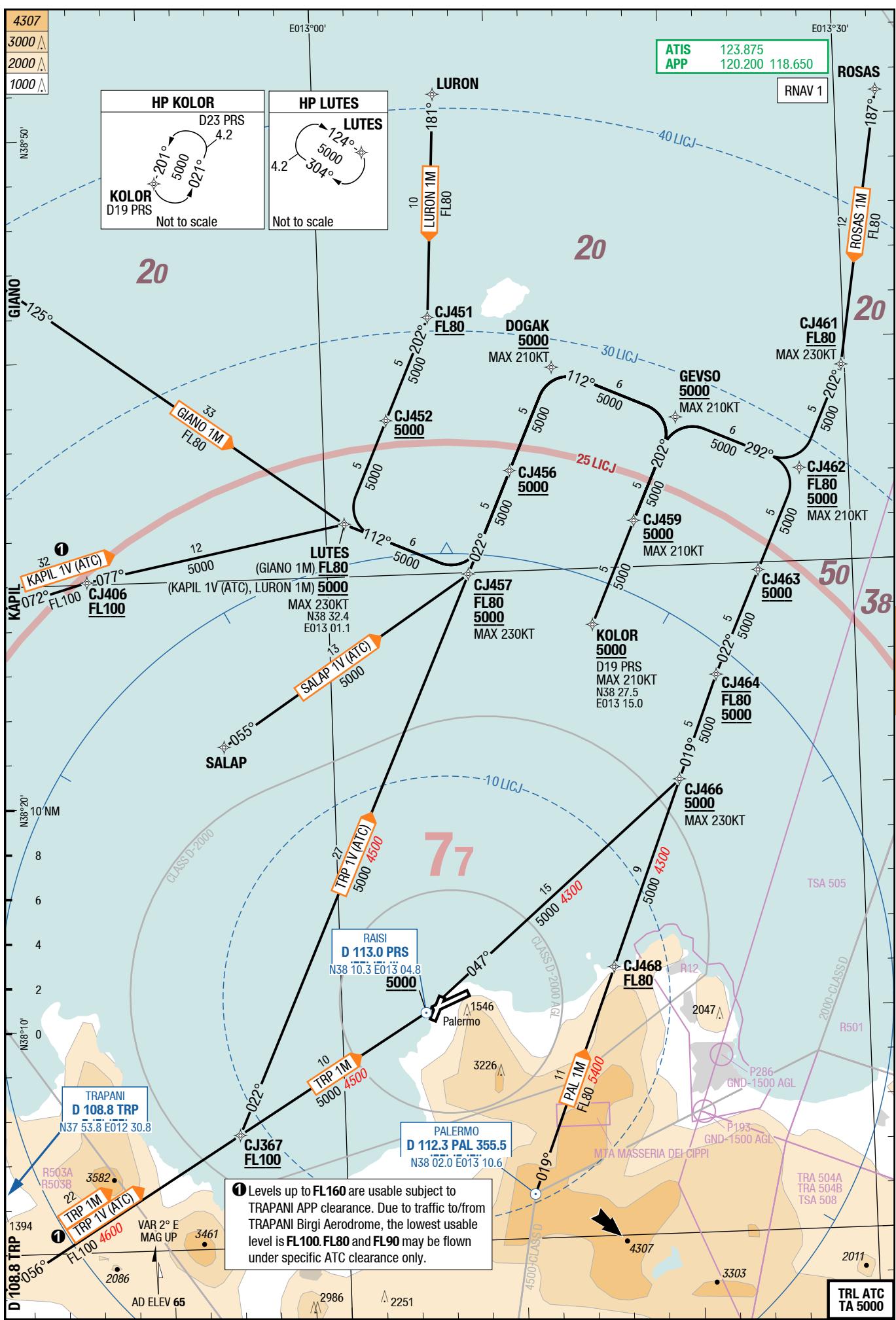
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KAPIL 6A 120.200	at D2 PRS (D3.8 RAI) RT 326° - intercept R282 PRS to KERON - LOUIS - KAPIL	D2 PRS MNM 500 LOUIS MNM 5000
LURON 5A 120.200	at D2 PRS (D3.8 RAI) RT 034° - intercept R004 PRS to SASLI - at FIZZY LT intercept R355 PAL to LURON	D2 PRS MNM 500
PALERMO 6A PAL 6A 120.200 ①	at D2 PRS (D3.8 RAI) RT 326° - intercept R282 PRS to KERON - at LOUIS LT to TEKRA - intercept R290 PAL to PAL / QDM 110 PAL to PAL	D2 PRS MNM 500 LOUIS MNM 5000 R198/D6 PRS MNM FL80
PALERMO 7B PAL 7B 120.200 ②	at D2 PRS (D3.8 RAI) RT 065° - intercept R035 PRS to SIDRO - RT direct NUDRA - intercept R028 PAL to PAL / QDM 208 PAL to PAL	D2 PRS MNM 500 SIDRO MNM 5000 R076/D11 PRS MNM FL80
ROSAS 7B 120.200	at D2 PRS (D3.8 RAI) RT 065° - intercept R035 PRS to SIDRO - intercept R017 PAL to SPUMA - ROSAS	D2 PRS MNM 500
TRAPANI 6A TRP 6A 120.200	at D2 PRS (D3.8 RAI) RT 326° - intercept R282 PRS to KERON at LOUIS LT intercept R017 TRP to TRP / QDM 200 TRP to TRP	D2 PRS MNM 500 LOUIS MNM 5000

① LT before LOUIS approved at MNM 5000 and with ATC clearance.

② RT before SIDRO approved at MNM 5000 and with ATC clearance.



Changes: New

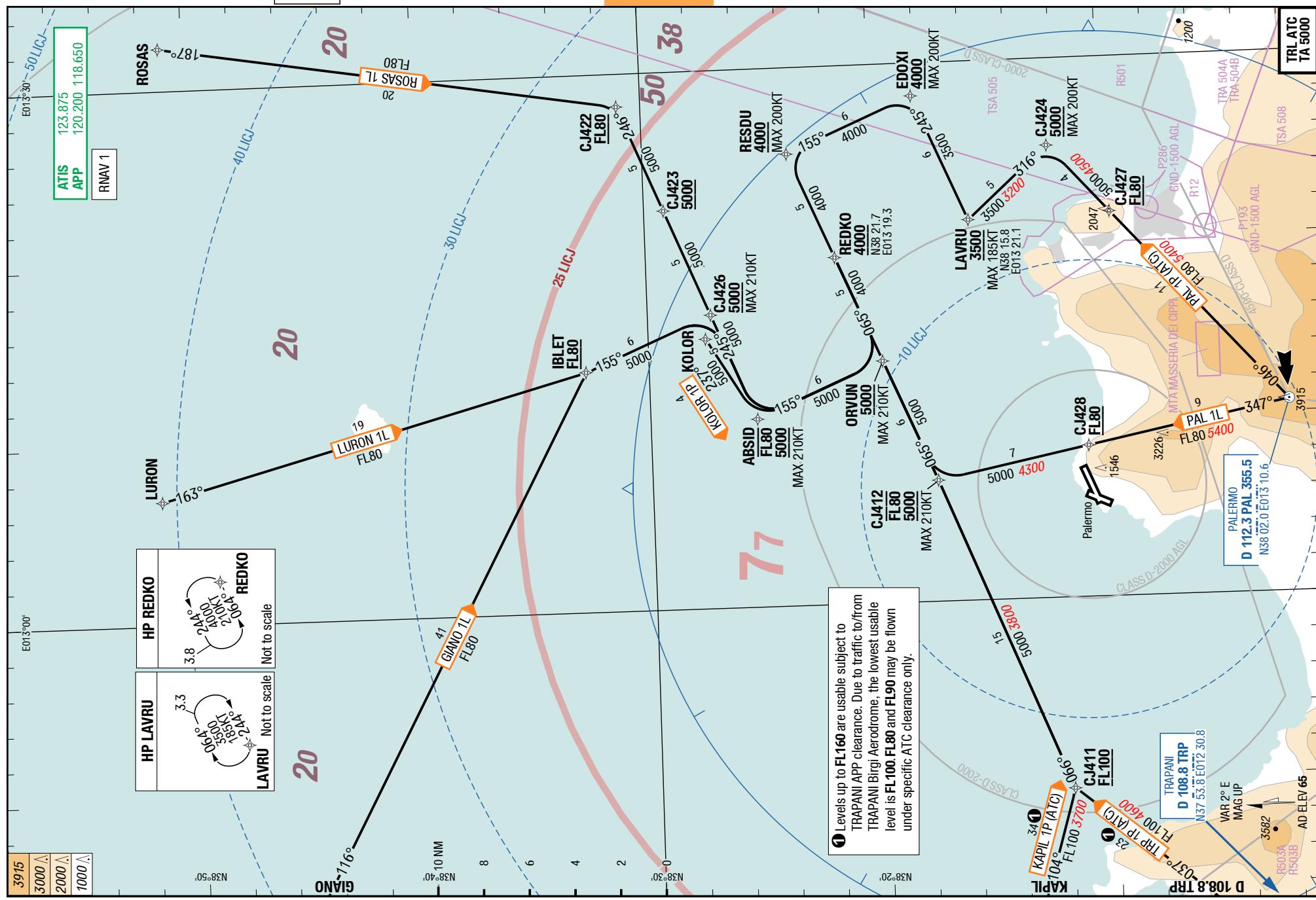


6-30

RNAV STARs 25

STAR

RNAV STARS 25



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STARs Echo/Foxtrot/Golf

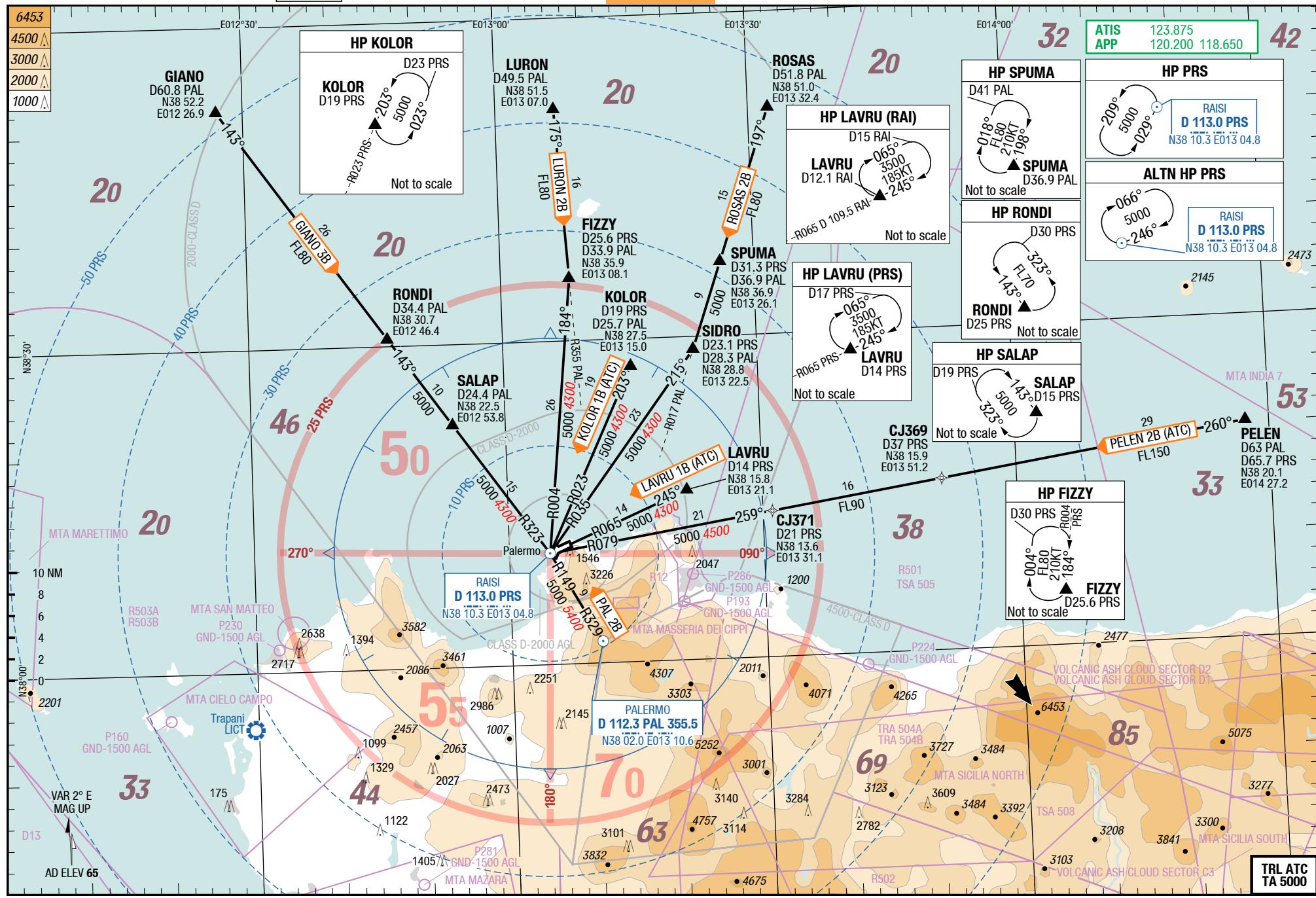
STARs Bravo

Punta Raisi Palermo Italy

STARs Echo/Foxtrot/Golf

STARs Bravo

6-50



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Punta Raisi **Palermo Italy**

PMO-LICJ

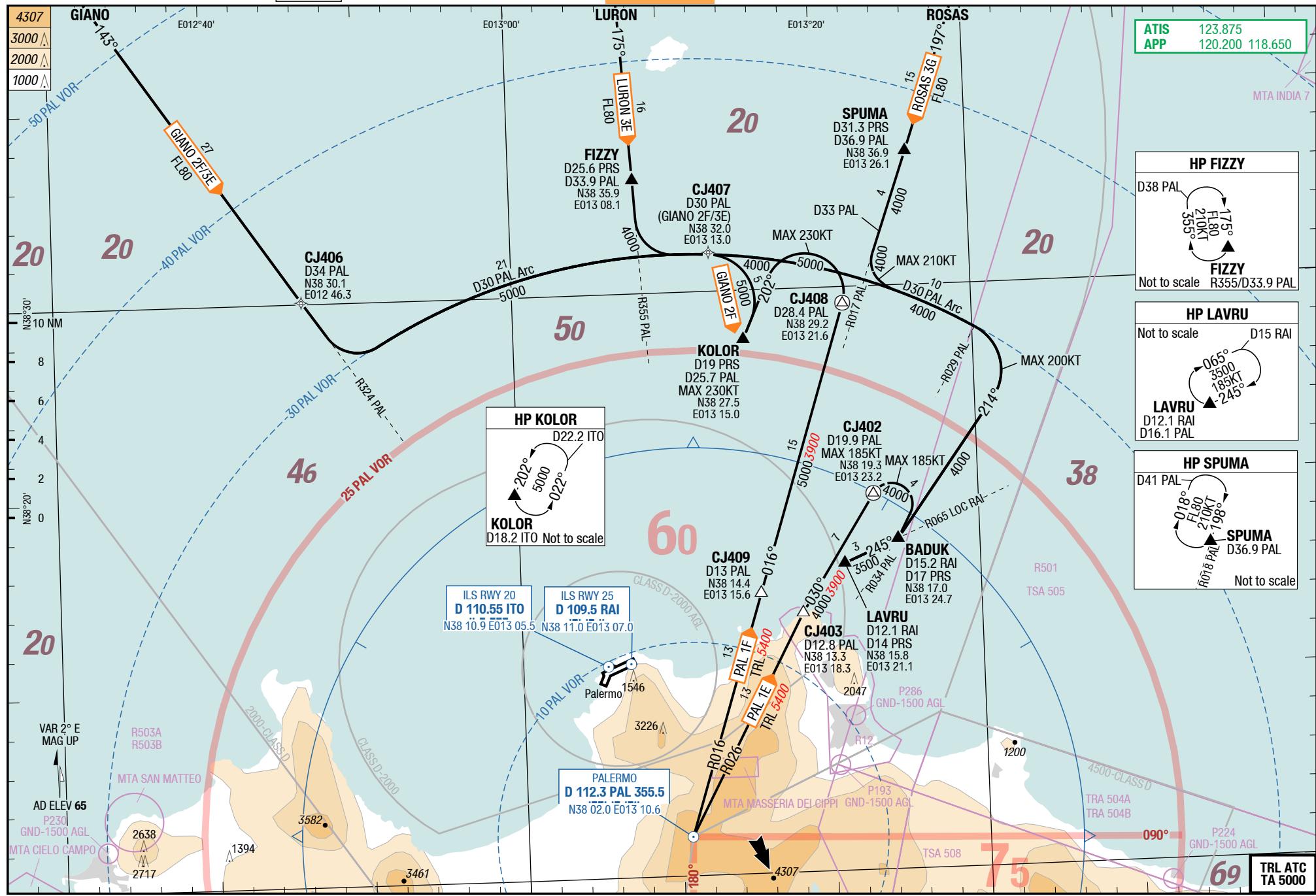
6-60

STARs Echo/Foxtrot/Golf

STAR

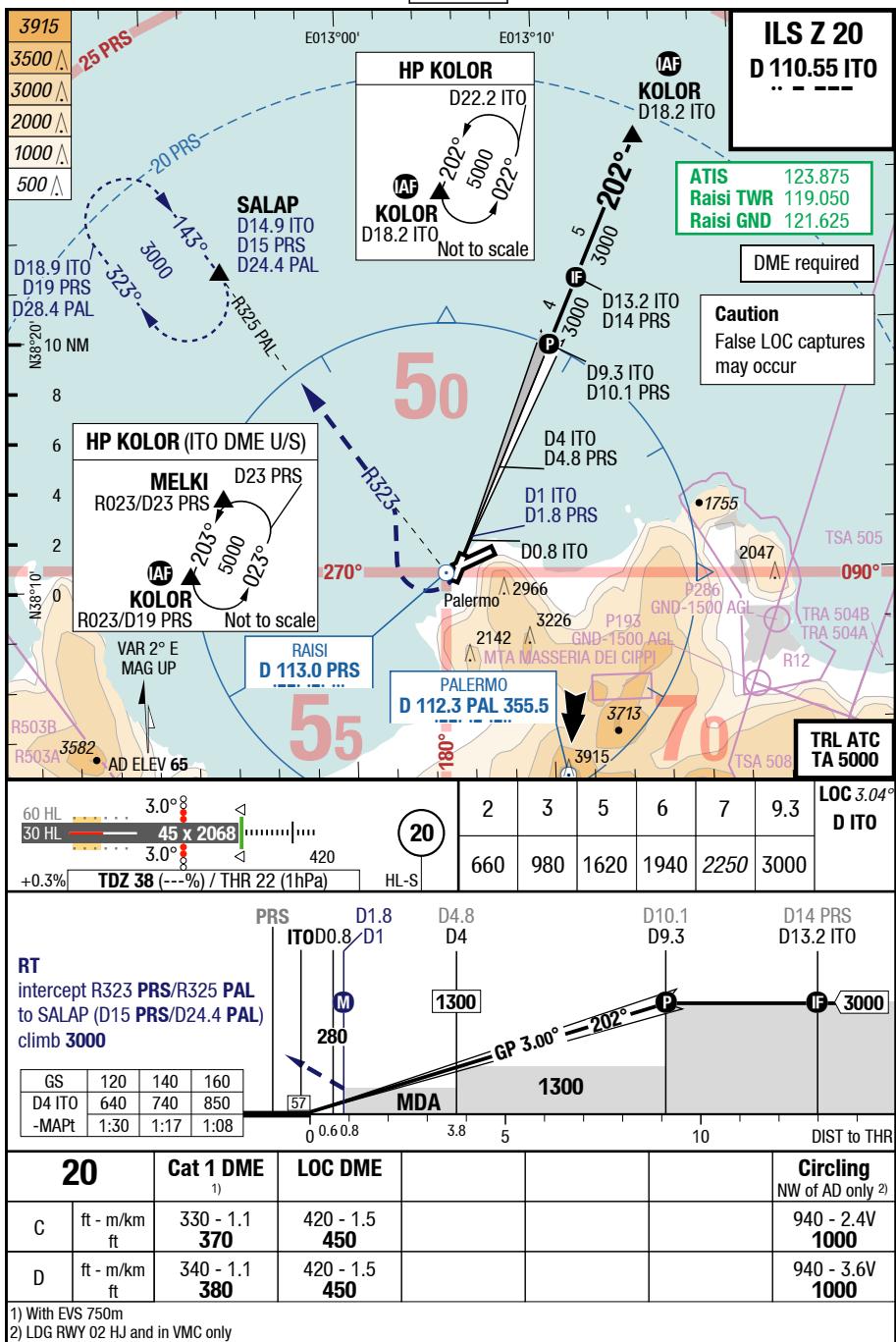
STAB

STARs Echo/Foxtrot/Golf



7-10

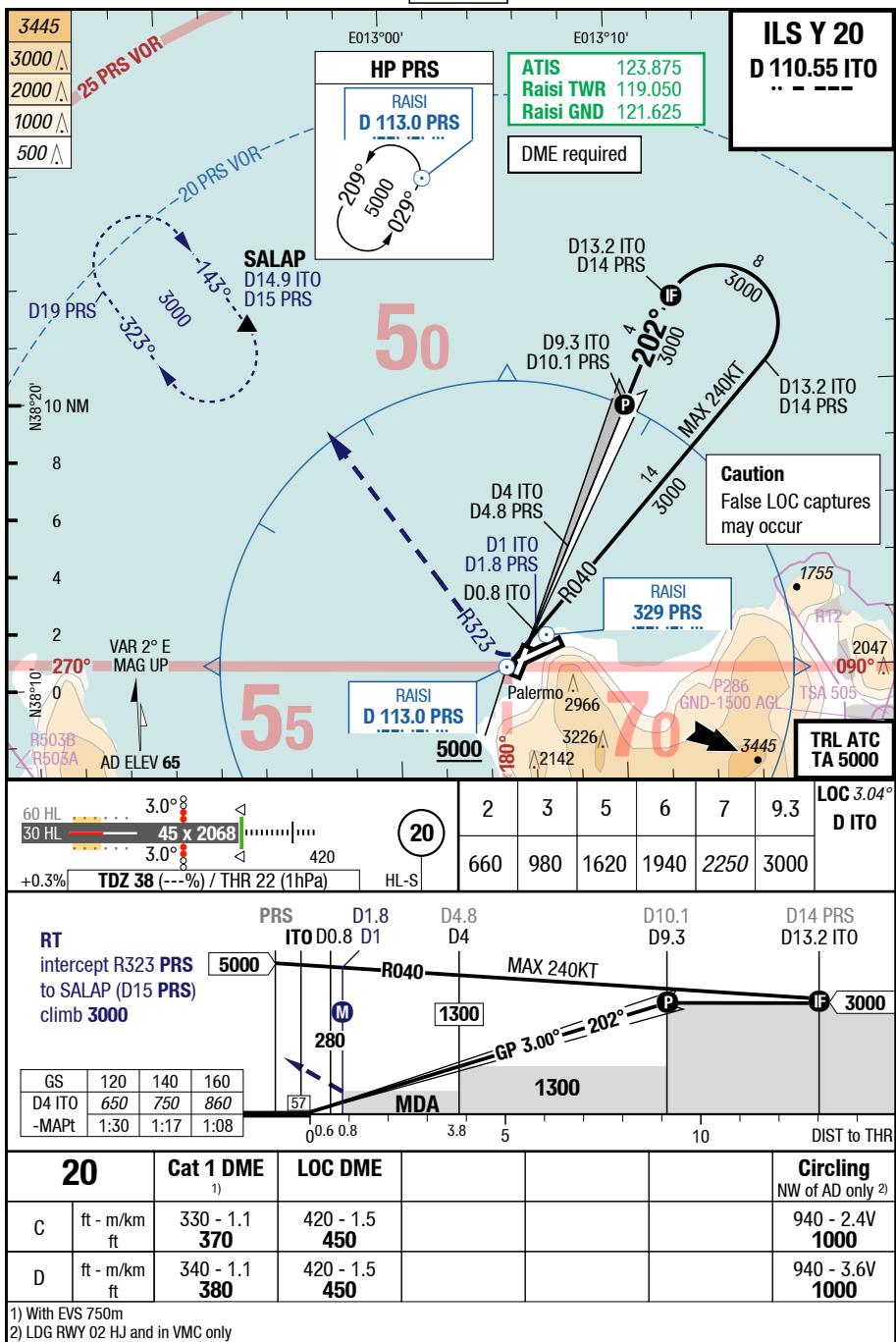
ILS Z 20



PMO-LICJ

7-20

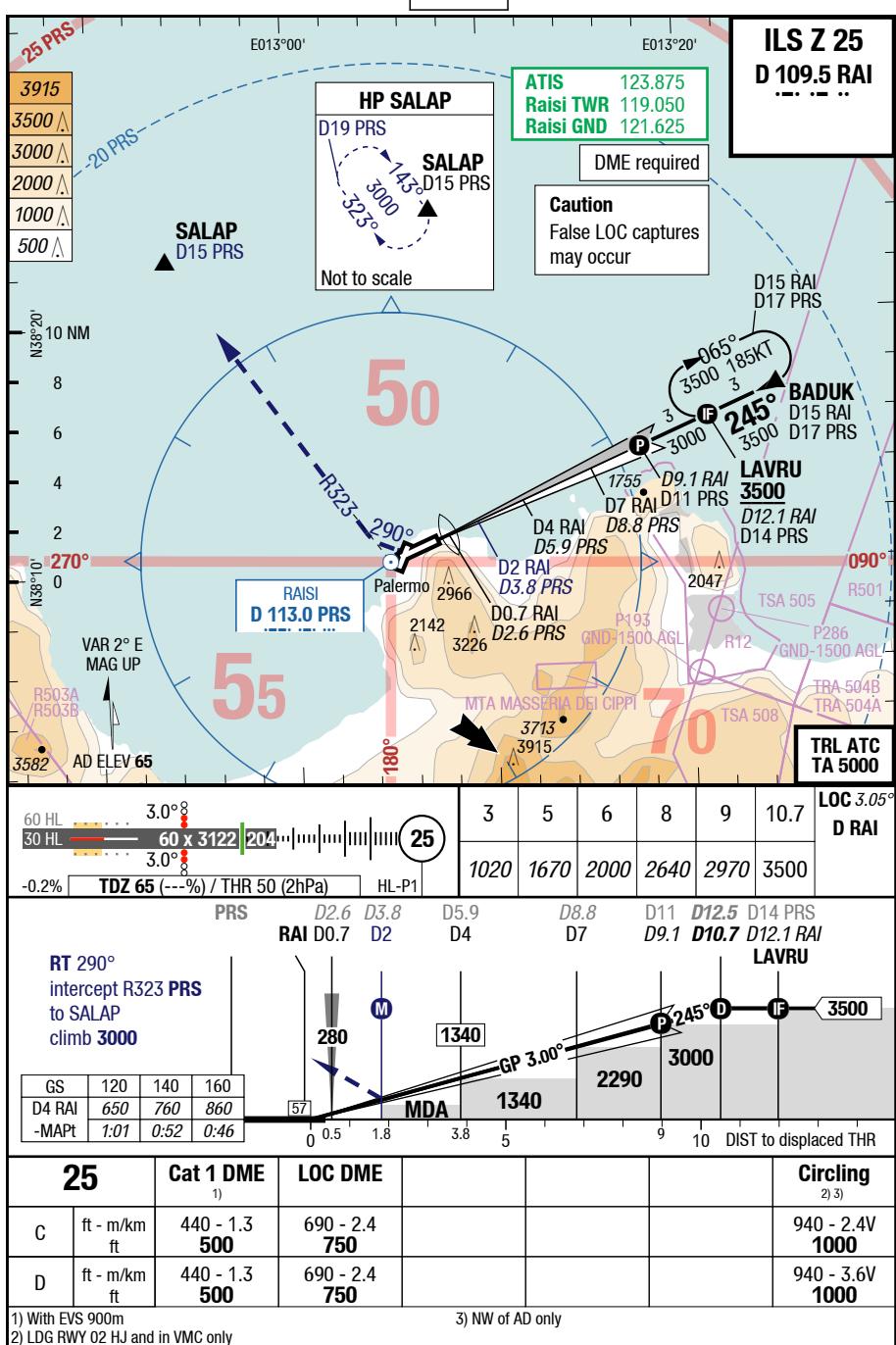
ILS Y 20



Changes: MIN

7-30

ILS Z 25

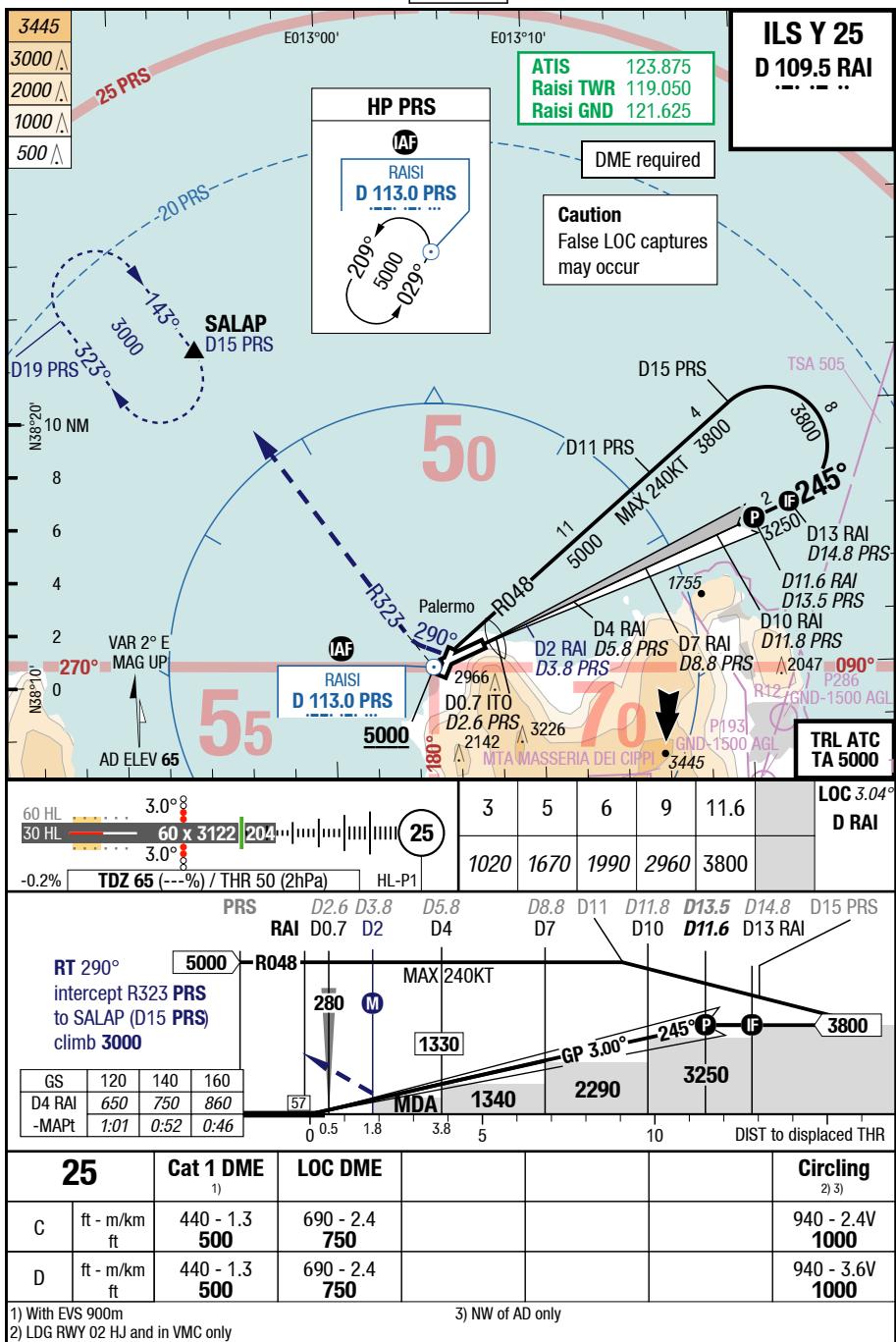


19-APR-2018

PMO-LICJ

7-40

ILS Y 25



1) With EVS 900m

3) NW of AD only

2) LDG RWY 02 HJ and in VMC only

PMO-LICJ

7-50

ILS W 25

Caution
False LOC captures
may occur

ATIS 123.875
Raisi TWR 119.050
Raisi GND 121.625

DME required

HP SALAP
28.4 PAL

SALAP D24.4 PAL

Not to scale

50

55

PALERMO D 112.3 PAL 355.5

RAISI D 113.0 PRS

270°

290°

290°

180°

090°

065°

3500 185KT

D15 RAI

D15 RAI

D15 RAI

D9.1 RAI

D7 RAI

D4 RAI

D2 RAI

D0.7 RAI

1755

2047

2966

3226

2142

3713

3915

MTA MASSERIA DEI CIPPI

TSA 505

P193 GND-1500 AGL

P286 GND-1500 AGL

R501

TSA 508

R504A

R504B

TRL ATC TA 5000

LOC 3.05° D RAI

RT 290°
intercept R325 PAL
to SALAP
climb 3000

RAI D0.7 D2 D4 D7 D9.1 **D10.7** D12.1 RAI
LAVRU

60 HL	3.0° 8								
30 HL	60 x 3122	204							
-0.2%	3.0°								
TDZ 65 (---%) / THR 50 (2hPa)									
HL-P1									
25									
3	5	6	8	9	10.7				
1020	1670	2000	2640	2970	3500				

GS 120 140 160

D4 RAI 650 760 860

-MAPt 1:01 0:52 0:46

MDA

280

1340

GP 3.0°

1340

2290

3000

3500

0 **0.5** **1.8** **3.8** **5** **9** **10** DIST to displaced THR

25

Cat 1 DME
1)

LOC DME

Circling
2) 3)

1) With EVS 900m
2) 1 DG RWY 02 HJ and in VMC only
3) NW of AD only

Changes: ALT_DIST_ALT table, Profile

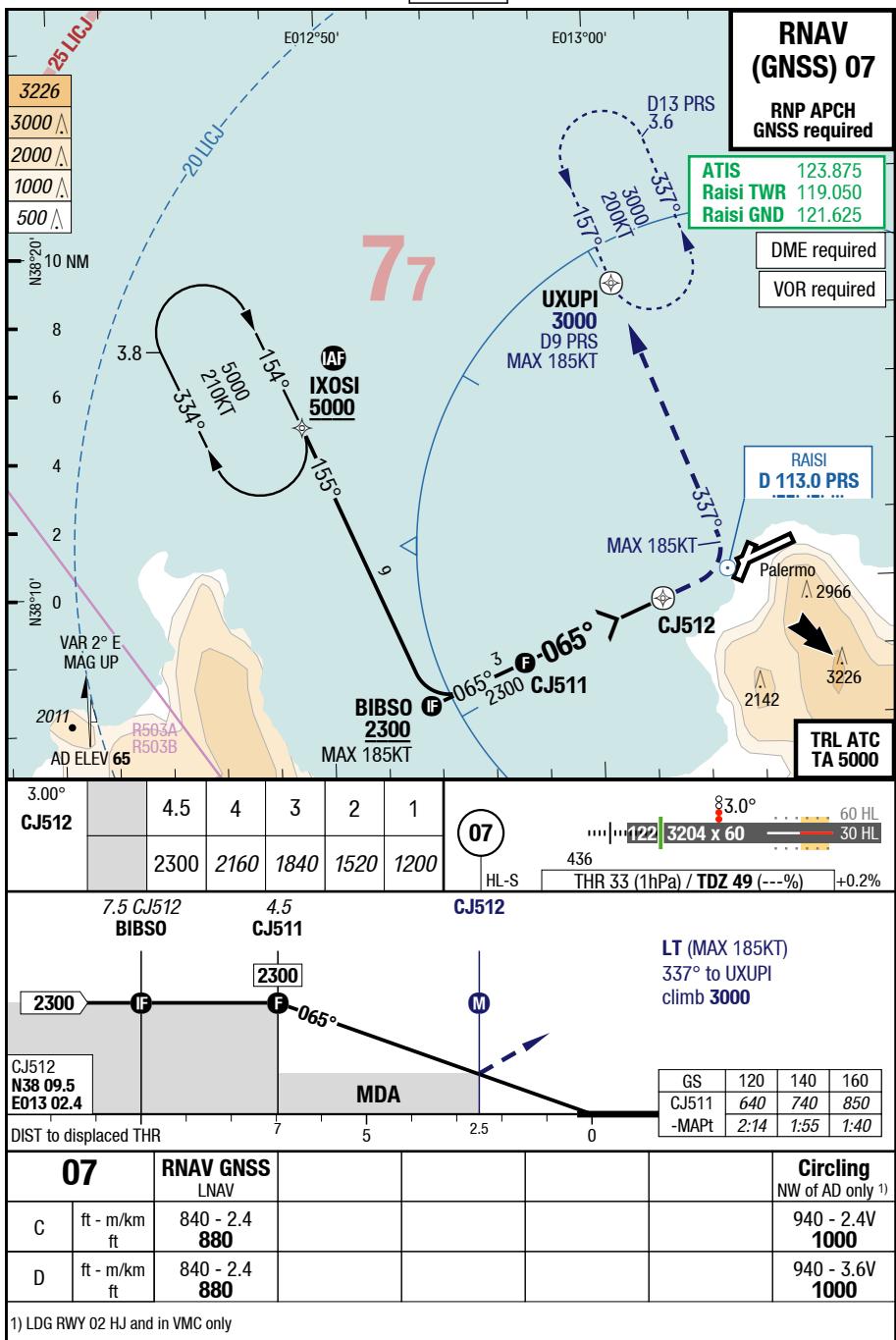
3) NW of AD only

19-APR-2018

PMO-LICJ

7-70

RNAV (GNSS) 07



Changes: New

Effective 26-APR-2018

19-APR-2018

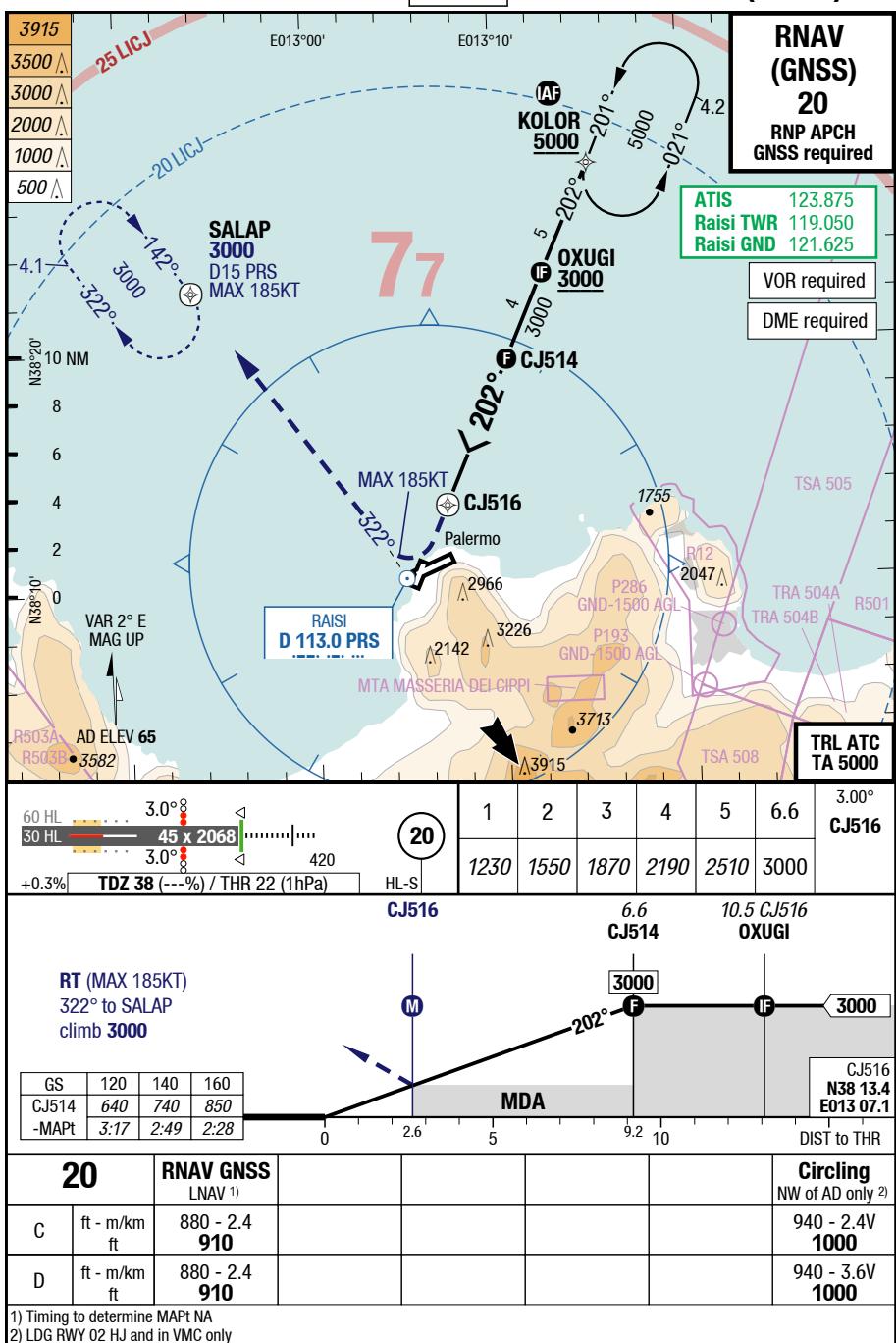
PMO-LICJ

Italy Palermo Punta Raisi

IAC

7-80

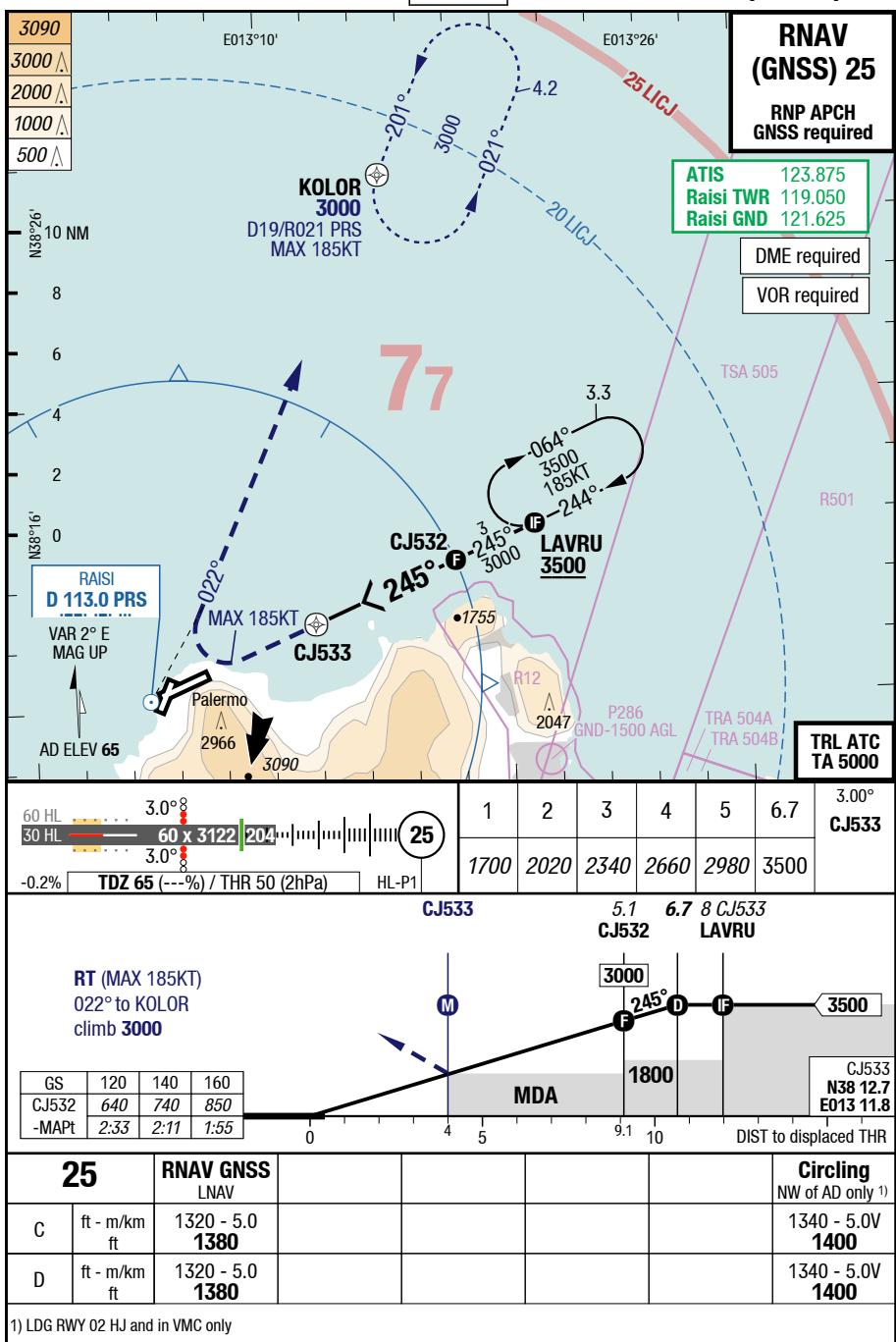
RNAV (GNSS) 20



Changes: New

7-90

RNAV (GNSS) 25

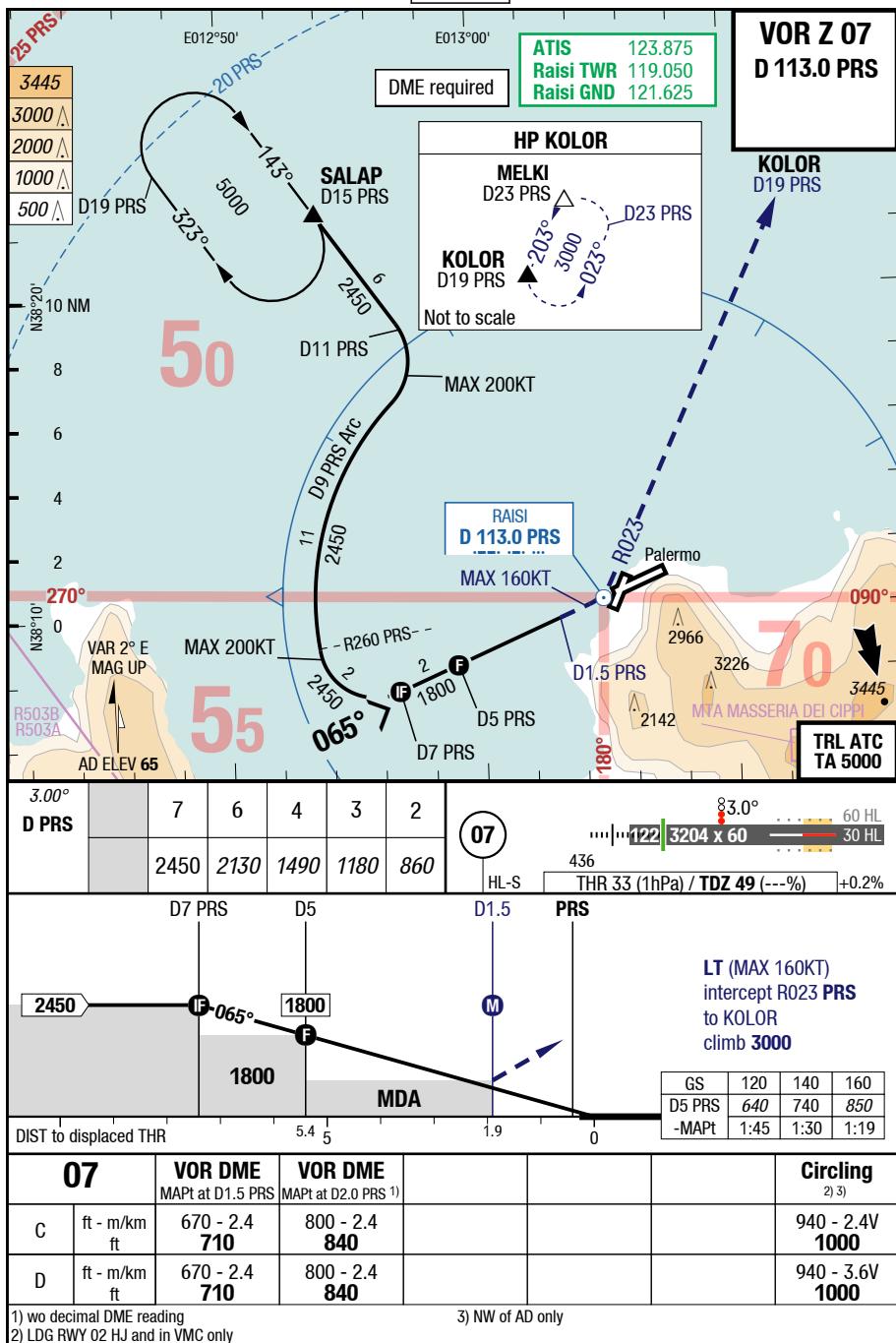


19-APR-2018

PMO-LICJ

7-110

VOR Z 07



19-APR-2018

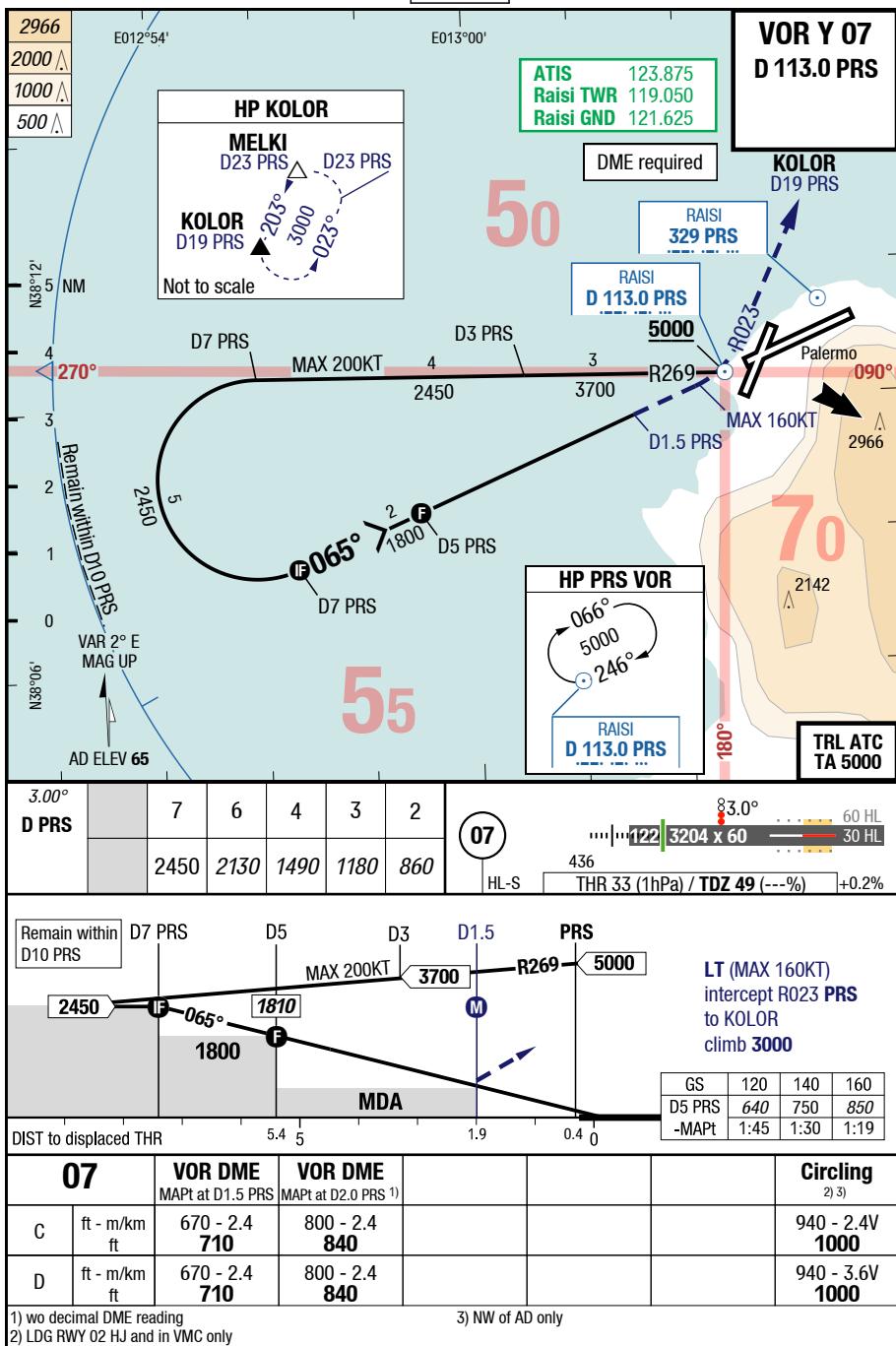
PMO-LICJ

Italy Palermo Punta Raisi

IAC

7-120

VOR Y 07

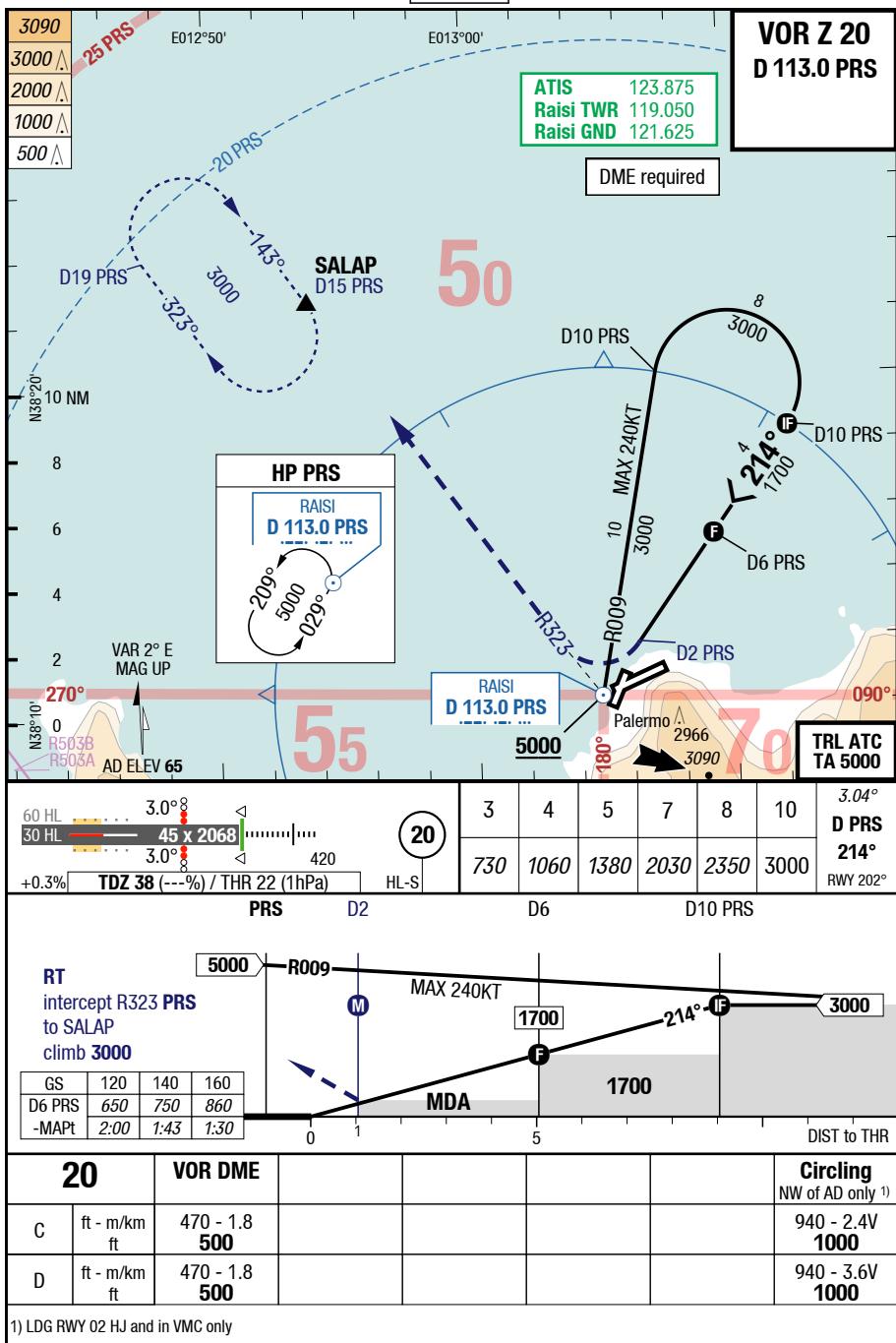


19-APR-2018

PMO-LICJ

7-130

VOR Z 20



Changes: MIN

19-APR-2018

PMO-LICJ

7-140

VOR Y 20

