

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0800±- end of evening civil twilight; from beginning of morning civil twilight to end of evening civil twilight O/R PN 24HR.**Airport Information****RFF:** CAT 6**Fuel:** From beginning of morning civil twilight to end of evening civil twilight O/R PN 24HR**PCN:** RWY 03/21: 49/F/B/W/U**Customs:** H24, PN required**Operation****Traffic Notes**

In case of MIL activity, hold over GRO VOR - BOL VOR - ELB VOR or will be instructed to hold over AMPUN point.

PPR with 24HR PN.

Low Visibility Procedure

LVP in force when RVR below 800m.

Only one movement at a time is allowed on the manoeuvring area.

LDG ACFT report RWY vacated and stand reached at APN.

DEP ACFT report entering RWY and airborne.

During taxiing confirm by read back all received CLRs about INT and TWYs to be used for taxiing and report all crossed PSN.

TWY Restrictions

TWY A, C, D width 12m / 39ft.

TWY K CLSD.

TWY L (between APN 1 and APN 2) CLSD.

TWY B, F, M not AVBL for FOD sensitive ACFT.

Taxi/Parking

Use caution when taxiing to/from APN due to presence of a mobile gate at beginning of TWY P. Start-up ENG and/or use of APU and taxiing are allowed only when the gate is completely open.

TWY B - E: Taxi with caution due to lack of ICAO standard markings.

Warnings**PAPI** not harmonized with THR PSN.**RAD service** not AVBL: SAT, SUN, HOL and 10 AUG.**GRO DVOR MAINT:** 3rd THU each month 1400-1500±.

TWY T horizontal markings not compliant with ICAO standard.

Possible mowing works around manoeuvring area.

Birds in vicinity of AD.

ARRIVAL**Communication**

Report in sight the THR PSN identified by yellow disks marking the arresting cables.

COM Failure

In case of radio failure, the radio aid designated to descend for LDG is GRO VOR.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

VFR Traffic Pattern: RWY 03 right-hand circuit.

DEPARTURE**Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

GRS-LIRS

AGC
AFC

AFC

AFC

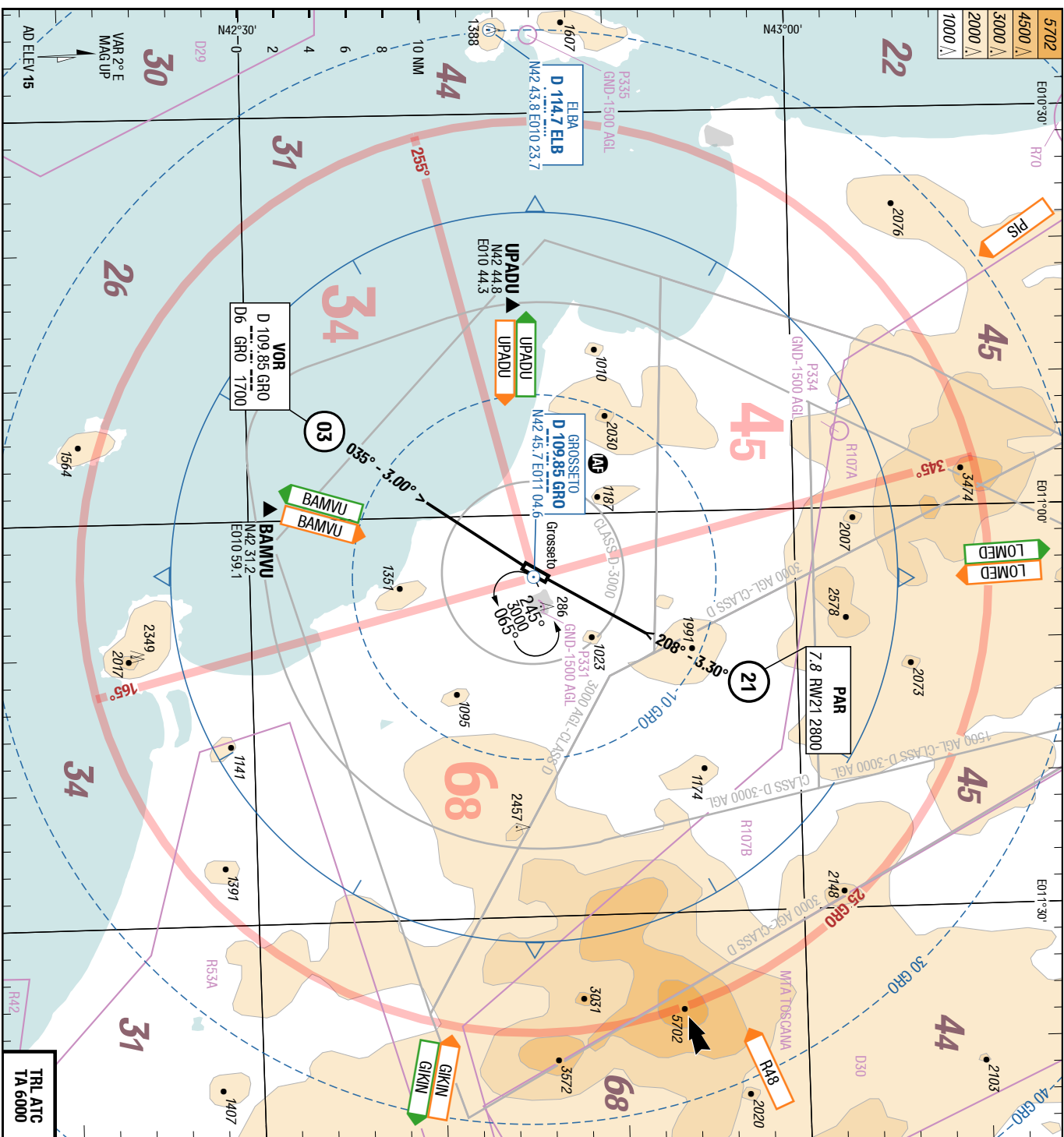


AGC
AFC



AGC
AFC

2-10



RAD	124.525	Mon-Thru 0700-1530h Fri 0700-1100h ⁺
APP	124.525	
GCA	123.300	
TWR	128.100	

Landing RWY system:

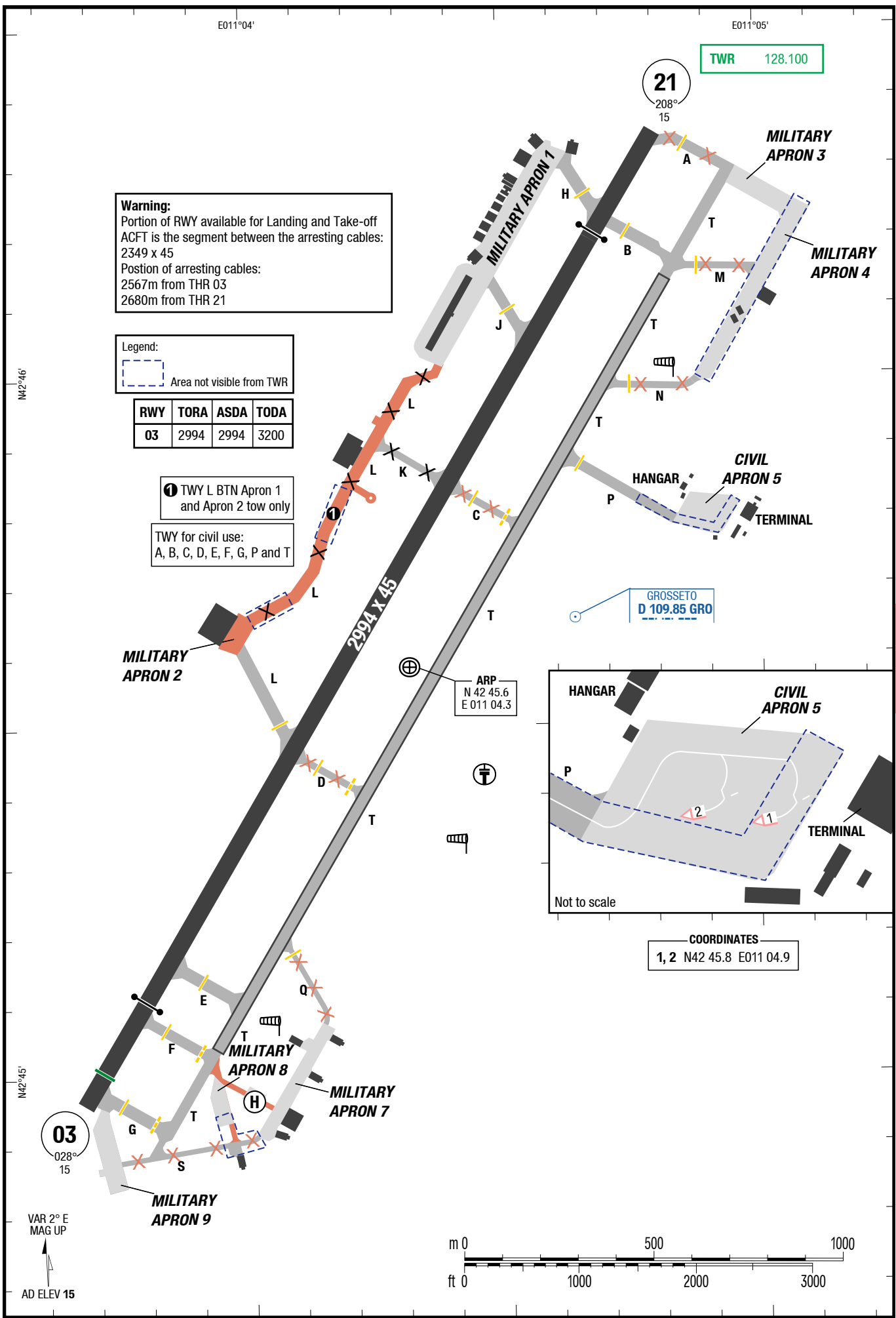
Figure 1: Schematic representation of the DAD1 gene structure and the DAD1 protein. The top part shows the gene structure with exons as boxes and introns as lines with arrows indicating the direction of transcription. The bottom part shows the DAD1 protein structure with domains as boxes and residues as lines. The protein is 60 HL (highly conserved) and 30 HL (less conserved). The DAD1 protein is not homologized with TUN.

	PAP ¹ not harmonized with THR
HL-P1	THR 15 (1hp2) / TDZ --- (---%) 0.0%

PAP1 not harmonized with THR

60 HL
30 HL
45 x 2994
3.3°
0.0% TDZ --- (---%) / THR 15 (1hPa)

Changes: HLDG POS



GRS-LIRS

4-10

SIDs RWY 21

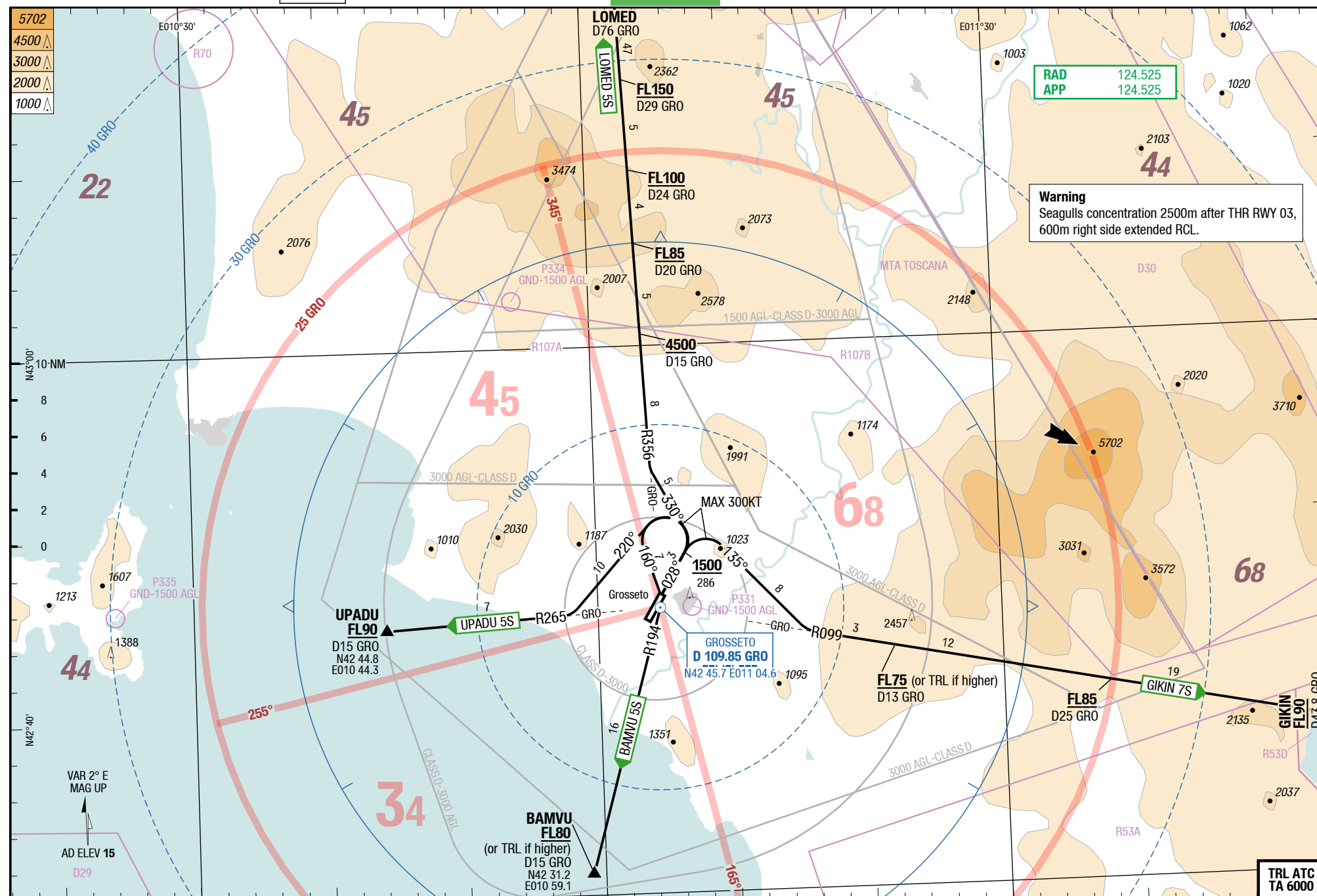
SIDs RWY 03

SID

SID

SIDs RWY 21

SIDs RWY 03



Changes: PROC renamed, WPT

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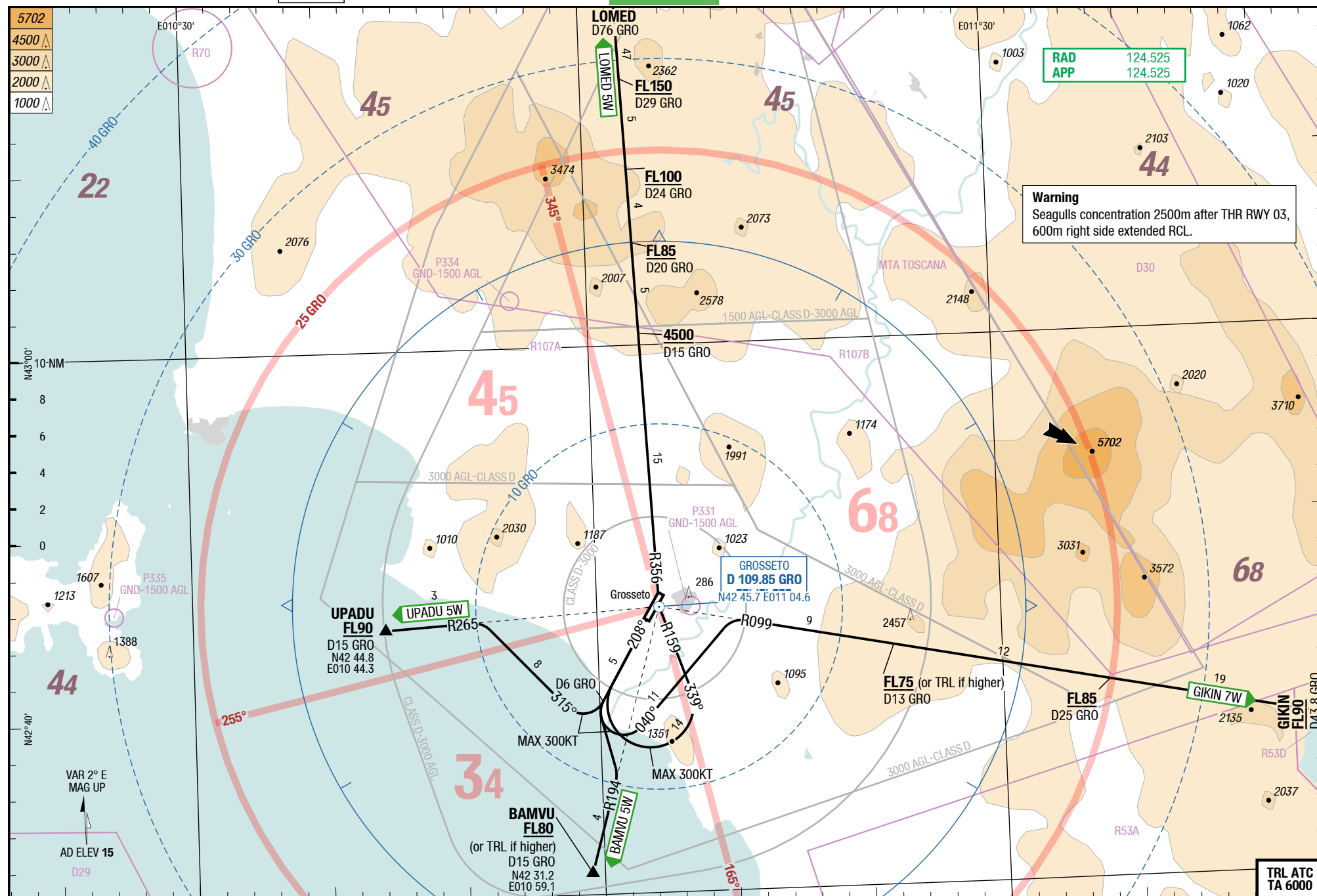
26-APR-2018
GRS-LIRS

4-20

Italy Grosseto
SIDs RWY 21

SID
SID

Grosseto Italy
SIDs RWY 21



Changes: PROC renamed, WPT

26-APR-2018

GRS-LIRS

5-10

Italy Grosseto

SIDs RWY 03

SIDPT

BAMVU 5S / GIKIN 7S / LOMED 5S / UPADU 5S

RWY 03 (028°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
BAMVU 5S 7.5% to FL80 124.525 ①	at MNM 1500 LT (MAX 300KT) 160° - intercept R194 GRO to BAMVU	R194/D15 GRO MNM FL80 or TRL if higher
GIKIN 7S 8.7% to FL75 124.525 ①	at MNM 1500 RT (MAX 300KT) 135° - intercept R099 GRO to GIKIN	R099/D13 GRO MNM FL75 or TRL if higher R099/D25 GRO MNM FL85 GIKIN MNM FL90
LOMED 5S 7.5% to FL140 124.525 ①	at MNM 1500 LT (MAX 300KT) 330° - intercept R356 GRO to LOMED	R356/D15 GRO MNM 4500 R356/D20 GRO MNM FL85 R356/D24 GRO MNM FL100 R356/D29 GRO MNM FL150
UPADU 5S 7.5% to FL90 124.525 ①	at MNM 1500 LT (MAX 300KT) 220° - intercept R265 GRO to UPADU	UPADU MNM FL90

① Warning : Seagulls concentration 2500m after THR RWY 03, 600m right side extended RCL.

Changes: PROC renamed, WPT

26-APR-2018

GRS-LIRS

5-20

Italy Grosseto

SIDs RWY 21

SIDPT

BAMVU 5W / GIKIN 7W / LOMED 5W / UPADU 5W

RWY 21 (208°)

	GS	120	150	180	210	240	270
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
BAMVU 5W 8.5% to FL80 124.525	at D6 GRO LT (MAX 300KT) intercept R194 GRO to BAMVU	BAMVU MNM FL80 or TRL if higher
GIKIN 7W 6.3% to FL75 124.525 ①	at D6 GRO LT (MAX 300KT) 040° - intercept R099 GRO to GIKIN	R099/D13 GRO MNM FL75 or TRL if higher R099/D25 GRO MNM FL85 GIKIN MNM FL90
LOMED 5W 6.5% to FL140 124.525 ①	at D6 GRO LT (MAX 300KT) 339° to GRO - R356 GRO to LOMED	R356/D15 GRO MNM 4500 R356/D20 GRO MNM FL85 R356/D24 GRO MNM FL100 R356/D29 GRO MNM FL150
UPADU 5W 6.5% to FL90 124.525	at D6 GRO RT (MAX 300KT) 315° - intercept R265 GRO to UPADU	UPADU MNM FL90

① Warning: Seagulls concentration 2500m after THR RWY 03, 600m right side of extended RCL.

GRS-LIRS

NIL

STARs RWY 03

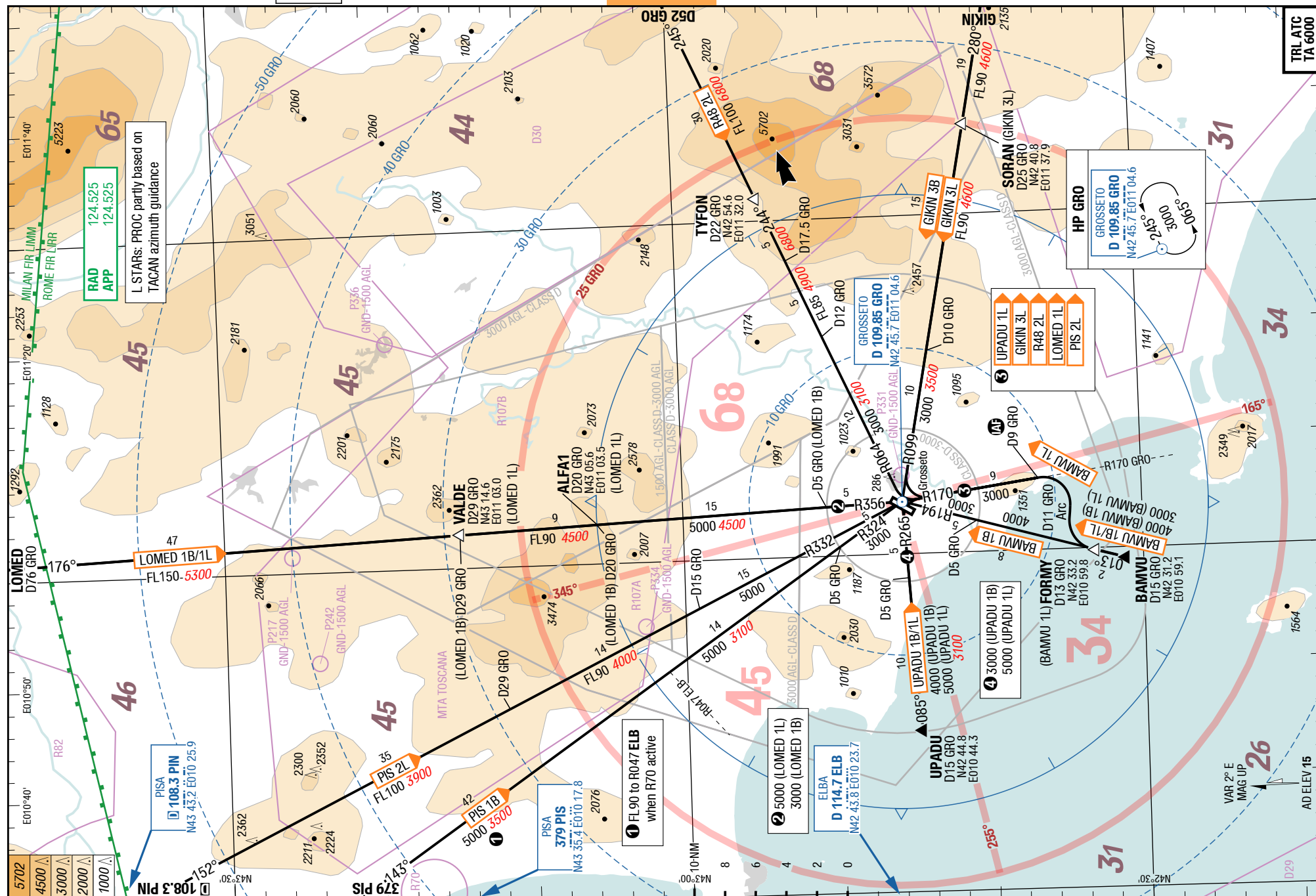
STAR

STAR

NIL

STARs RWY 03

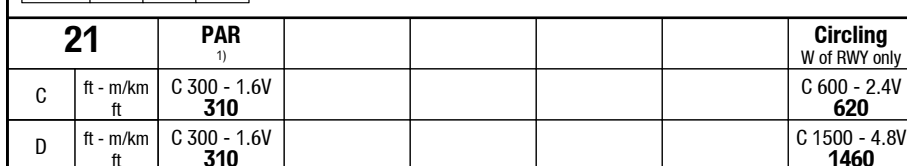
6-10



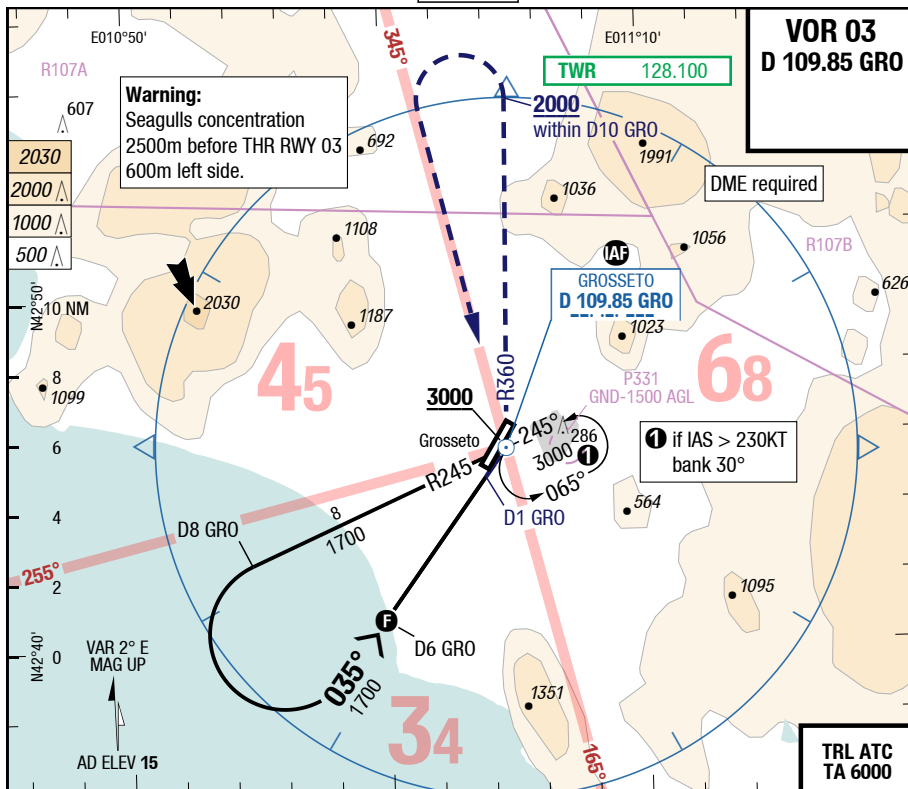
Changes: PROC renamed, WPT , SUAs

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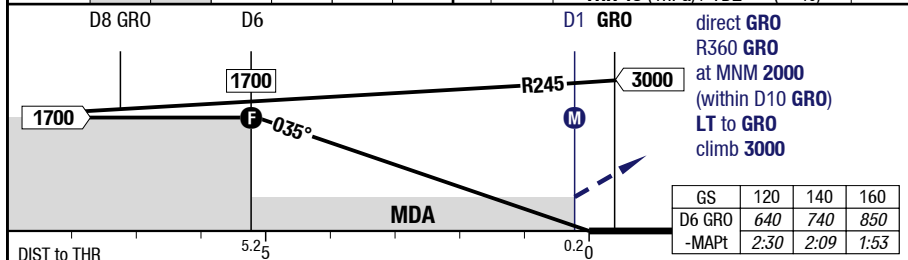
PAR 21



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3.00°			6	5	4	3		83.0°	60 HL	
D GRO								2898 x 45	30 HL	
035°										
RWY 028°			1700	1390	1070	750				



03	VOR DME	PAR 1)	PAR APL U/S 2)	SRA	Circling W of RWY only
C	ft - m/km ft	C 600 - 1.6V 520	C 300 - 1.2V 270	C 300 - 1.6V 270	C 600 - 1.6V 520
D	ft - m/km ft	C 600 - 1.6V 520	C 300 - 1.2V 270	C 300 - 1.6V 270	C 600 - 1.6V 520

1) With EVS VIS 800m
2) With EVS VIS 1.1km