

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0700-1900‡**Airport Information****RFF:** CAT 8**Fuel:** 0600-2300‡. Refuelling with PAX 24HR PPR.**PCN:** RWY 04/22: 74/F/B/W/T.**Customs:** 0700-1300‡, 1400-2000‡; other times O/R.**Operation****Traffic Notes:** TKOF MIN must be forwarded via FPL.**Low Visibility Procedure**

LVP in force when VIS at or below 550m and/or CEIL below 200ft.

No OPS allowed with VIS below 400m.

TWY B and C not AVBL.

ARR ACFT: vacate RWY via TWY D, report RWY vacated and report to TWR when stand reached.

DEP ACFT: enter RWY via TWY A, in case of aborted TKOF vacate RWY via TWY D.

Follow-me AVBL O/R.

**TWY Restriction**

TWY A AVBL for ACFT code letter D.

| TWY M AVBL by towing only.

**APU:** RESTR to 60min before ETD and 20min after ATA.**Warnings****AME NDB MAINT:** Every MON between 0800-1000‡.**PES VOR/DME, NDB MAINT:****VOR:** 1st THU each month between 0800-1000‡.**DME:** 3rd THU of MAR and SEP between 0800-1000‡.**NDB:** 2nd THU of MAR, JUN, SEP, DEC between 0800-1000‡.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**The designated NAV aid to descend is **PES VOR**.

In manoeuvring area: vacate the RWY and ILS sensitive area, via TWY D and wait for follow-me.

**Arrival Procedure****Noise Abatement Procedure:** See CRAR Italy and in addition;  
Between 2100-0500‡ use full RWY length to reach APN.**Reverse:** Do not use more than idle reverse if possible.

## DEPARTURE

## Take-off Minima

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

## Communication

## COM Failure

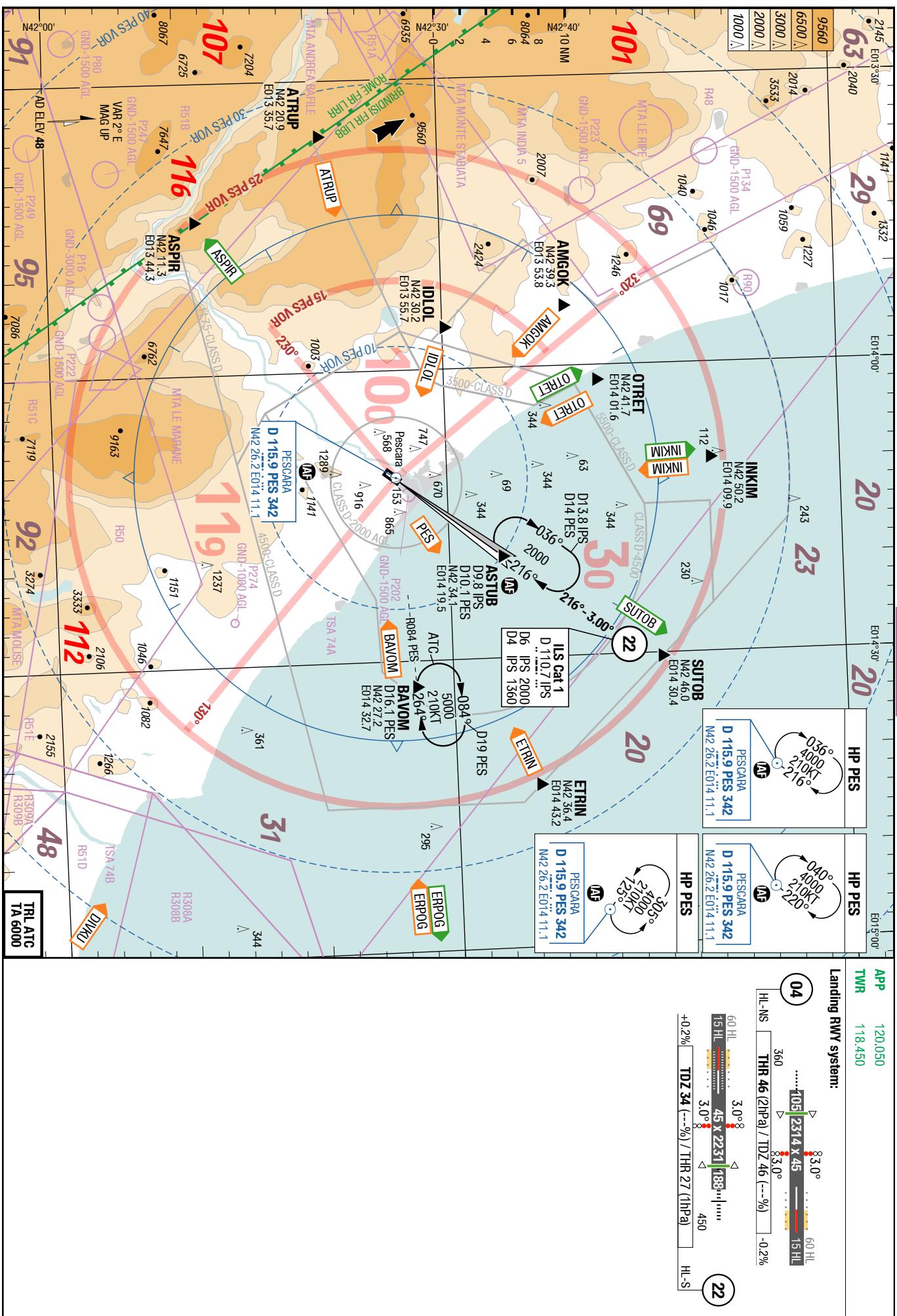
In manoeuvring area: Continue strictly on assigned taxi route to CLR limit and wait for follow-me.

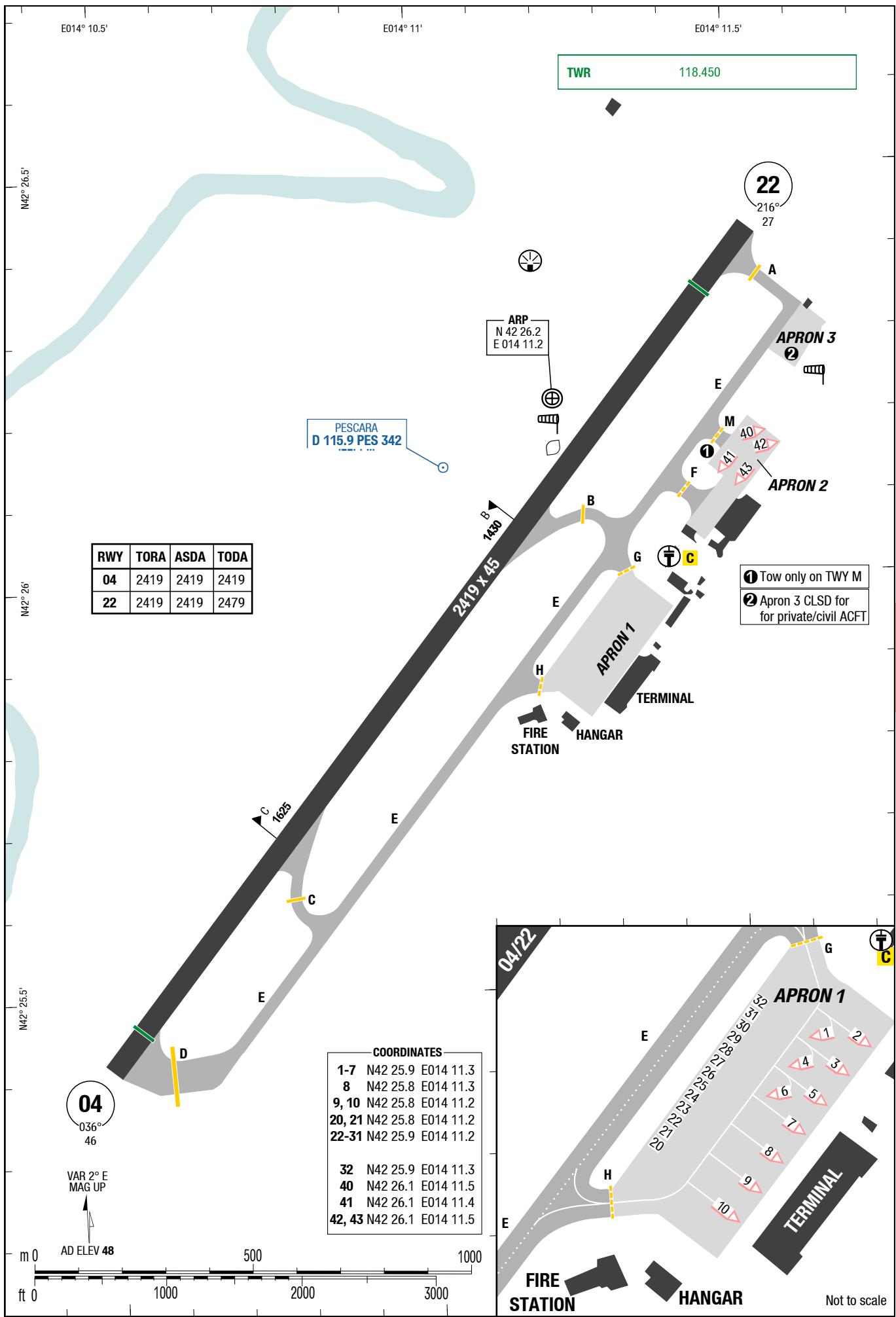
## Departure Procedure

**Noise Abatement Procedure:** See CRAR Italy.

## De-Icing

AVBL.





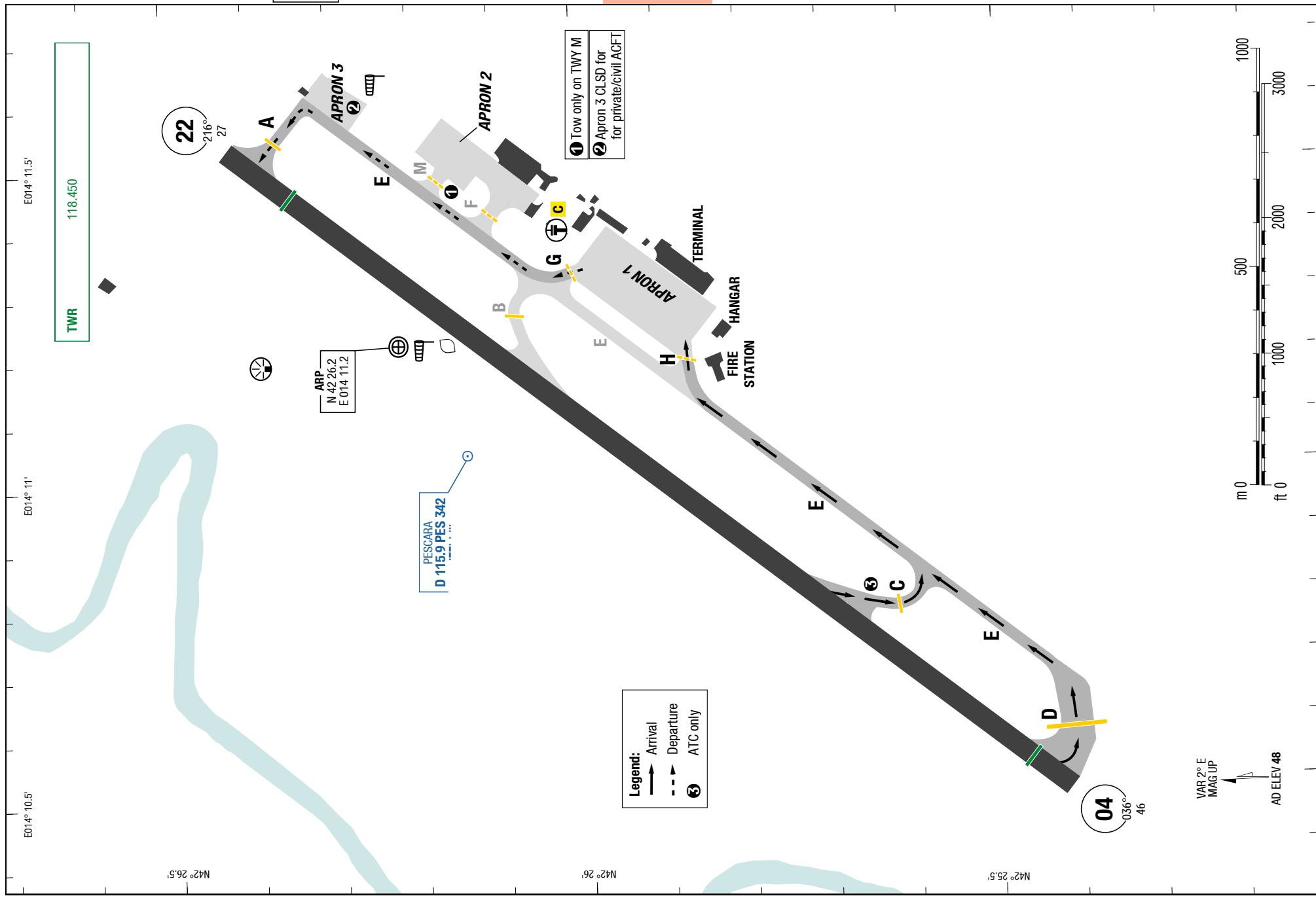
3-30

RVR less than 800m

LVC

LVC

RVR less than 800m



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## PSR-LIBP

4-10

## SIDs RWY 04 VOR

## Italy Pescara

51

## Pescara Italy

SIDs RWY 22 VOR  
**SIDs RWY 04 VOF**

APP 120.050

Changes: PROC renamed, MSA, SUAs, PROC renumbered, OBST

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## PSR-LIBP

## Italy Pescara

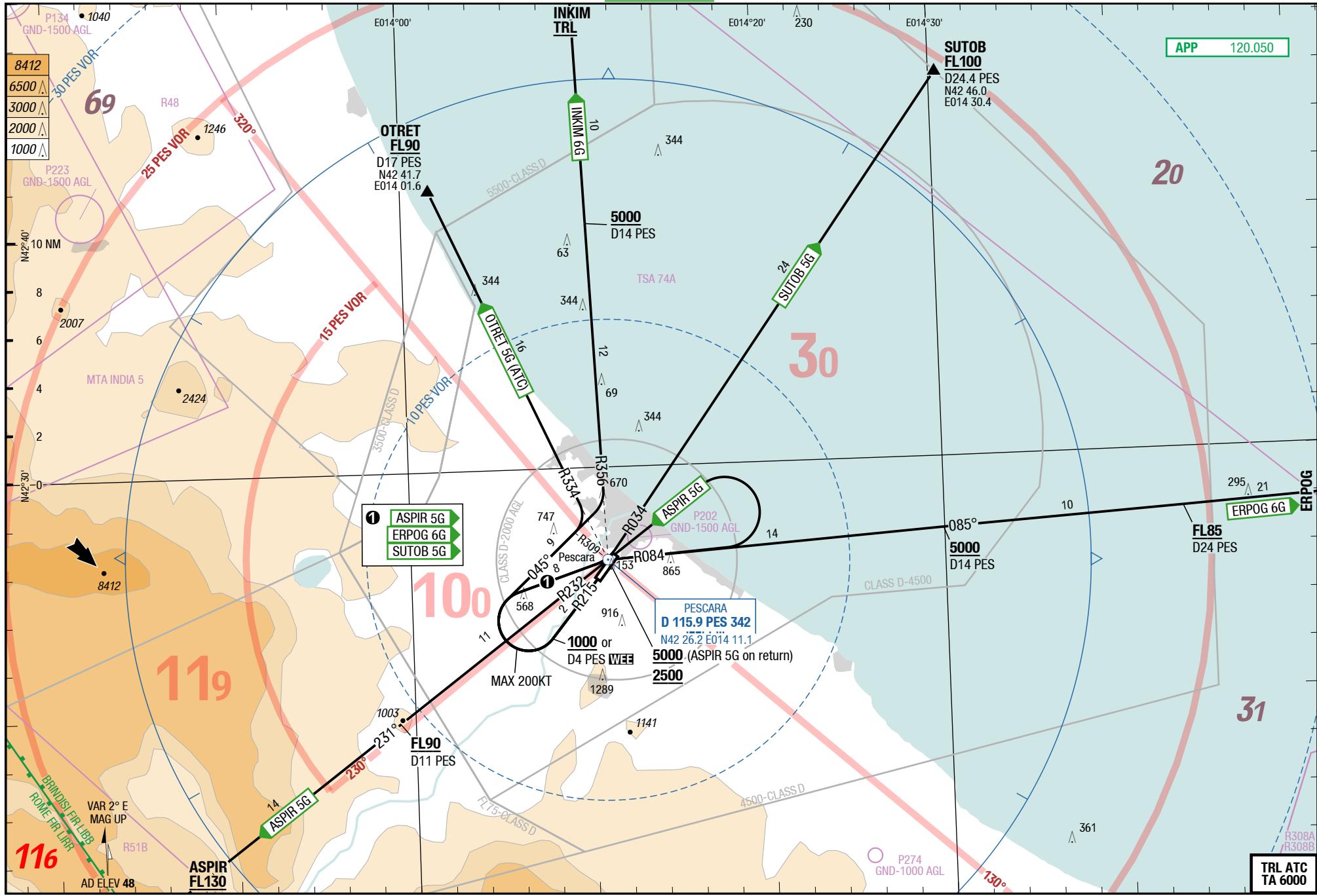
## SIDs RWY 22 VOR

## Pescara Italy

**SIDs RWY 22 VOR**

-20

P134



Changes: PROC renamed, MSA, ALT, TA, OBST, PROC renumbered

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4-30

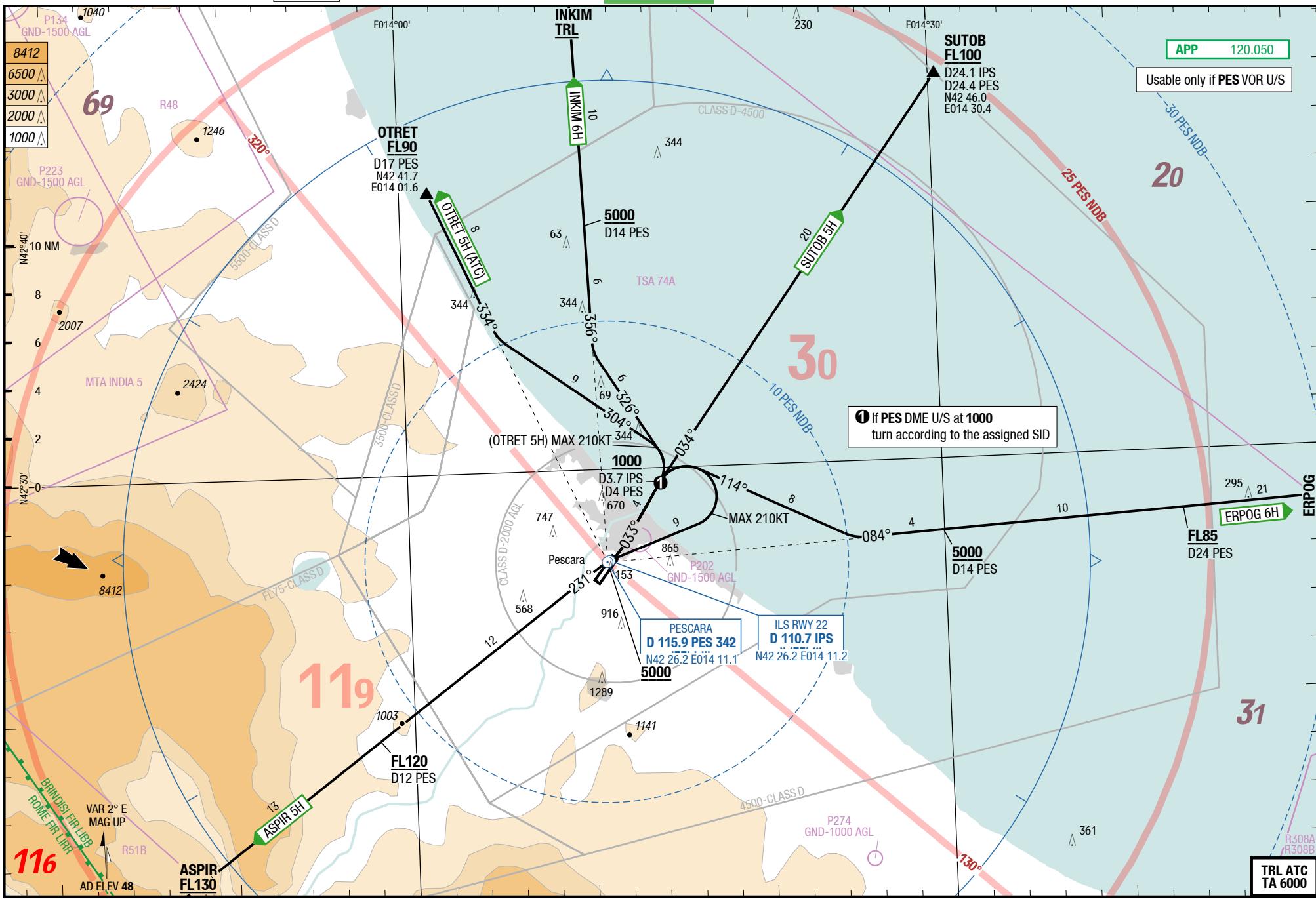
## SIDs RWY 04 NDB

## Italy Pescara

SID

## Pescara Italy

SIDs RWY 22 NDB



Changes: TA, PROC renamed, MSA, ASP, OBST, PROC renumbered

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PSR-LIBP

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Italy Pescara

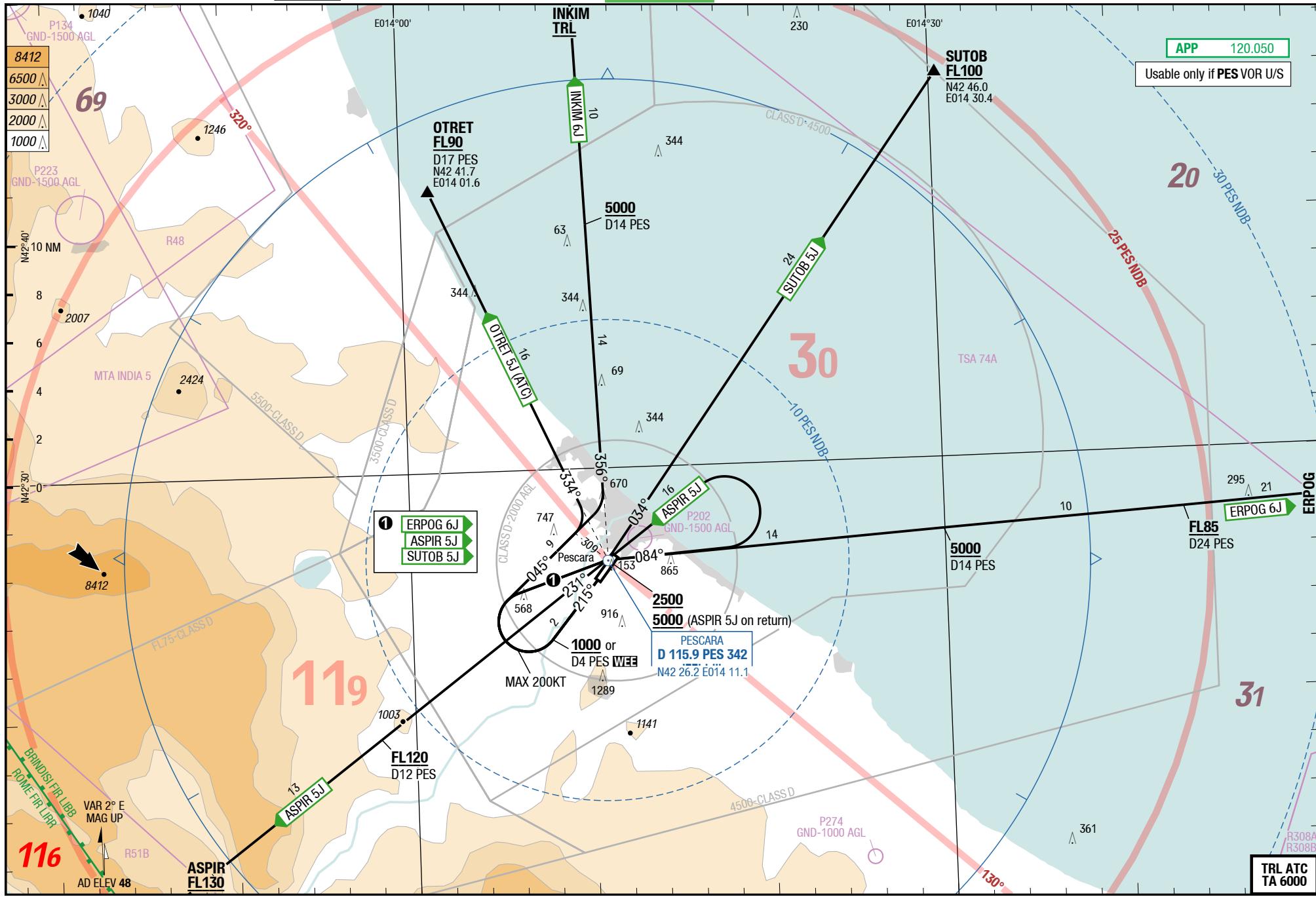
SIDs RWY 22 NDB

SID

SID

Pescara Italy

SIDs RWY 22 NDB



## PSR-LIBP

5-10

## SIDs RWY 04 VOR

ASPIR 5F / ERPOG 6F / INKIM 6F / OTRET 5K / OTRET 6F / SUTOB 5F

RWY 04 (036°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
<b>ASPIR 5F</b> 5.0% <b>120.050</b> ①	R033 PES - at D4 PES / D3.7 IPS RT (MAX 210KT) direct PES - R232 PES to ASPIR	D4 PES / D3.7 IPS MNM 1000 PES MNM 5000 D11 PES MNM FL90 ASPIR MNM FL130
<b>ERPOG 6F</b> 5.0% <b>120.050</b> ①	R033 PES - at D4 PES / D3.7 IPS RT (MAX 210KT) 120° - intercept R084 PES to ERPOG	D4 PES / D3.7 IPS MNM 1000 D14 PES MNM 5000 D24 PES MNM FL85
<b>INKIM 6F</b> 5.0% <b>120.050</b> ①	R033 PES - at D4 PES / D3.7 IPS LT 320° - intercept R356 PES to INKIM	D4 PES / D3.7 IPS MNM 1000 D14 PES MNM 5000 INKIM MNM TRL
<b>OTRET 5K</b> 5.0% <b>120.050</b> ①	R033 PES - at D4 PES / D3.7 IPS RT (MAX 210KT) direct PES - R334 PES to OTRET	D4 PES / D3.7 IPS MNM 1000 PES MNM 5000 OTRET MNM FL90
<b>OTRET 6F</b> 5.0% <b>120.050</b> ①	R033 PES - at D4 PES / D3.7 IPS LT 300° - intercept R334 PES to OTRET	D4 PES / D3.7 IPS MNM 1000 OTRET MNM FL90
<b>SUTOB 5F</b> 5.0% <b>120.050</b> ①	R033 PES to SUTOB	D4 PES / D3.7 IPS MNM 1000 SUTOB MNM FL100

① If PES DME U/S at 1000 turn according to the assigned SID

## ASPIR 5G / ERPOG 6G / INKIM 6G / OTRET 5G / SUTOB 5G

RWY 22 (216°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
<b>ASPIR 5G</b> 5.0% <b>120.050</b>	R215 <b>PES</b> - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT</b> (MAX 200KT) direct <b>PES</b> - R084 <b>PES</b> - LT direct <b>PES</b> - R232 <b>PES</b> to ASPIR	<b>PES</b> MNM <b>2500</b> <b>PES</b> MNM <b>5000</b> (on return) <b>D11 PES</b> MNM <b>FL90</b> <b>ASPIR</b> MNM <b>FL130</b>
<b>ERPOG 6G</b> 5.0% <b>120.050</b>	R215 <b>PES</b> - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT</b> (MAX 200KT) direct <b>PES</b> - R084 <b>PES</b> to ERPOG	<b>PES</b> MNM <b>2500</b> <b>D14 PES</b> MNM <b>5000</b> <b>D24 PES</b> MNM <b>FL85</b>
<b>INKIM 6G</b> 5.0% <b>120.050</b>	R215 <b>PES</b> - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT</b> (MAX 200KT) 045° - intercept R356 <b>PES</b> to INKIM	<b>D14 PES</b> MNM <b>5000</b> <b>INKIM</b> MNM <b>TRL</b>
<b>OTRET 5G</b> (ATC) 5.0% <b>120.050</b>	R215 <b>PES</b> - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT</b> (MAX 200KT) 045° - crossing R309 <b>PES</b> LT intercept R334 <b>PES</b> to OTRET	<b>OTRET</b> MNM <b>FL90</b>
<b>SUTOB 5G</b> 5.0% <b>120.050</b>	R215 <b>PES</b> - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT</b> (MAX 200KT) direct <b>PES</b> - R034 <b>PES</b> to SUTOB	<b>PES</b> MNM <b>2500</b> <b>SUTOB</b> MNM <b>FL100</b>

## PSR-LIBP

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## SIDs RWY 04 NDB

ASPIR 5H / ERPOG 6H / INKIM 6H / OTRET 5H / SUTOB 5H

RWY 04 (036°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
<b>ASPIR 5H</b> 6.5% to FL100 <b>120.050</b> ①	033° - at D4 PES / D3.7 IPS RT (MAX 210KT) direct PES - QDR 231 PES to ASPIR	D4 PES / D3.7 IPS MNM 1000 PES MNM 5000 D12 PES MNM FL120 ASPIR MNM FL130
<b>ERPOG 6H</b> 5.0% <b>120.050</b> ①	033° - at D4 PES / D3.7 IPS RT 114° - intercept QDR 084 PES to ERPOG	D4 PES / D3.7 IPS MNM 1000 D14 PES MNM 5000 D24 PES MNM FL85
<b>INKIM 6H</b> 5.0% <b>120.050</b> ①	033° - at D4 PES / D3.7 IPS LT 326° - intercept QDR 356 PES to INKIM	D4 PES / D3.7 IPS MNM 1000 D14 PES MNM 5000 INKIM MNM TRL
<b>OTRET 5H</b> (ATC) 5.0% <b>120.050</b> ①	033° - at D4 PES / D3.7 IPS LT (MAX 210KT) 304° - intercept QDR 334 PES to OTRET	D4 PES / D3.7 IPS MNM 1000 OTRET MNM FL90
<b>SUTOB 5H</b> 5.0% <b>120.050</b> ①	033° - intercept QDR 033 PES to SUTOB	D4 PES / D3.7 IPS MNM 1000 SUTOB MNM FL100

① If PES DME U/S at 1000 turn according to the assigned SID

## ASPIR 5J / ERPOG 6J / INKIM 6J / OTRET 5J / SUTOB 5J

RWY 22 (216°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
<b>ASPIR 5J</b> 5.0% <b>120.050</b>	215° - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT (MAX 200KT)</b> direct <b>PES</b> - QDR 084 <b>PES</b> - <b>LT</b> direct <b>PES</b> - QDR 231 <b>PES</b> to ASPIR	<b>PES MNM 2500</b> <b>PES MNM 5000</b> (on return) <b>D12 PES MNM FL120</b> <b>ASPIR MNM FL130</b>
<b>ERPOG 6J</b> 5.0% <b>120.050</b>	215° - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT (MAX 200KT)</b> direct <b>PES</b> - QDR 084 <b>PES</b> to ERPOG	<b>PES MNM 2500</b> <b>D14 PES MNM 5000</b> <b>D24 PES MNM FL85</b>
<b>INKIM 6J</b> 5.0% <b>120.050</b>	215° - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT (MAX 200KT) 045°</b> - intercept QDR 356 <b>PES</b> to INKIM	<b>D14 PES MNM 5000</b> <b>INKIM MNM TRL</b>
<b>OTRET 5J</b> (ATC) 5.0% <b>120.050</b>	215° - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT (MAX 200KT) 045°</b> - crossing QDR 309 <b>PES</b> <b>LT</b> intercept QDR 334 <b>PES</b> to OTRET	<b>OTRET MNM FL90</b>
<b>SUTOB 5J</b> 5.0% <b>120.050</b>	215° - at MNM <b>1000</b> or D4 <b>PES</b> , whichever is earlier, <b>RT (MAX 200KT)</b> direct <b>PES</b> - QDR 034 <b>PES</b> to SUTOB	<b>PES MNM 2500</b> <b>SUTOB MNM FL100</b>

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Italy Pescara

STARs VADKI

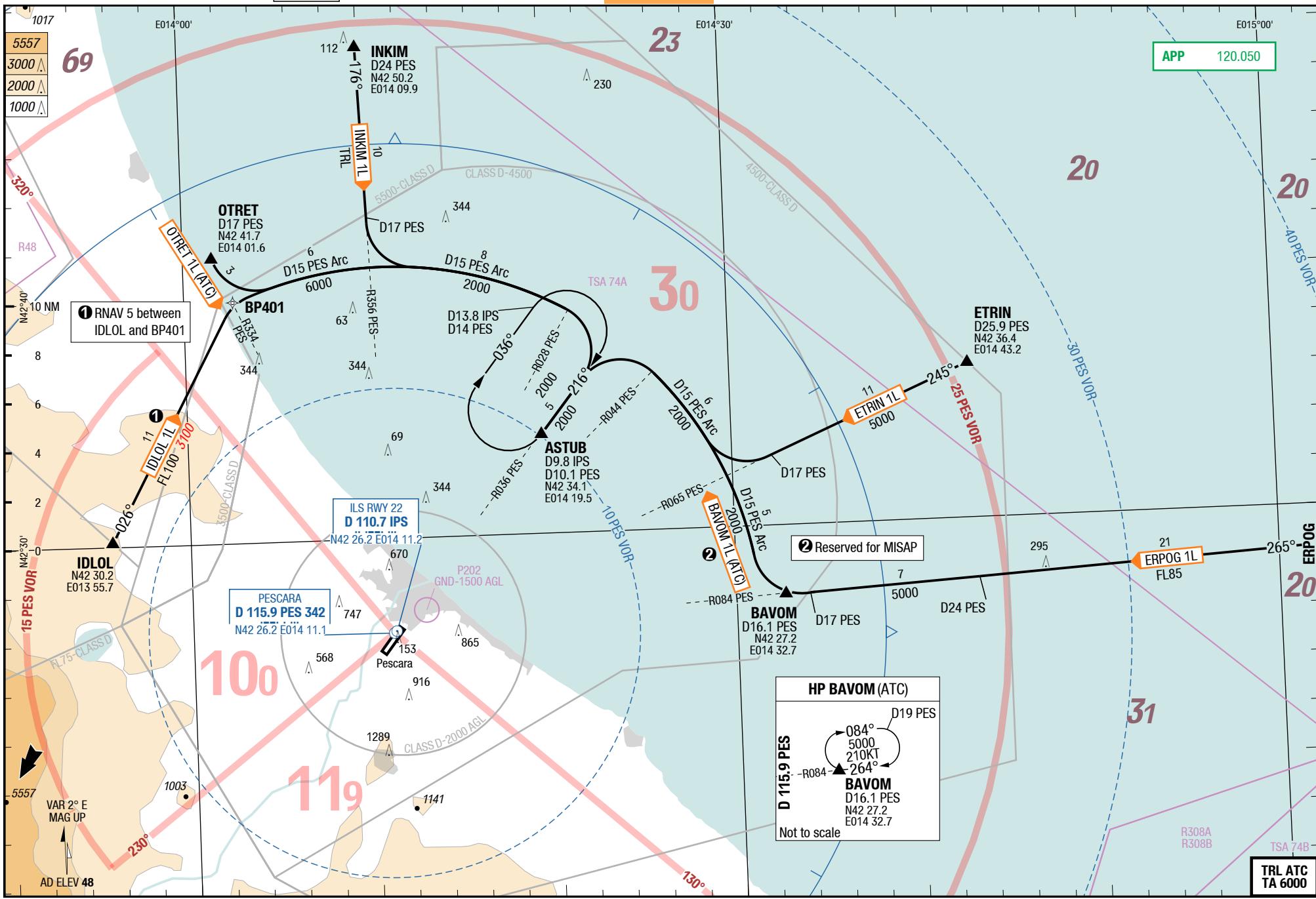
STARs ASTUB

Pescara Italy

STARs VADKI

STARs ASTUB

6-10



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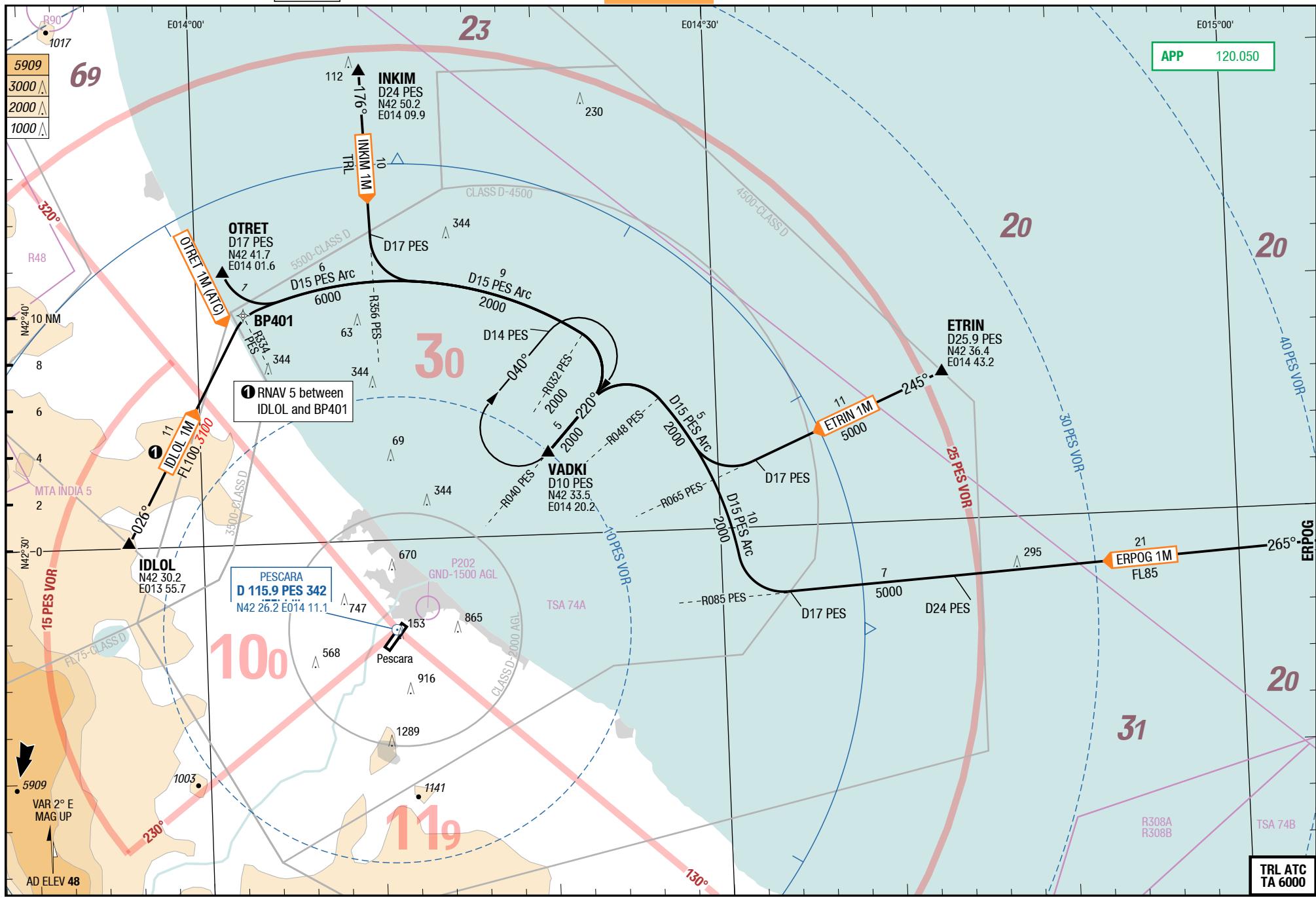
## Italy Pescara

# STARs VADKI

## Pescara Italy

## STARs VADK

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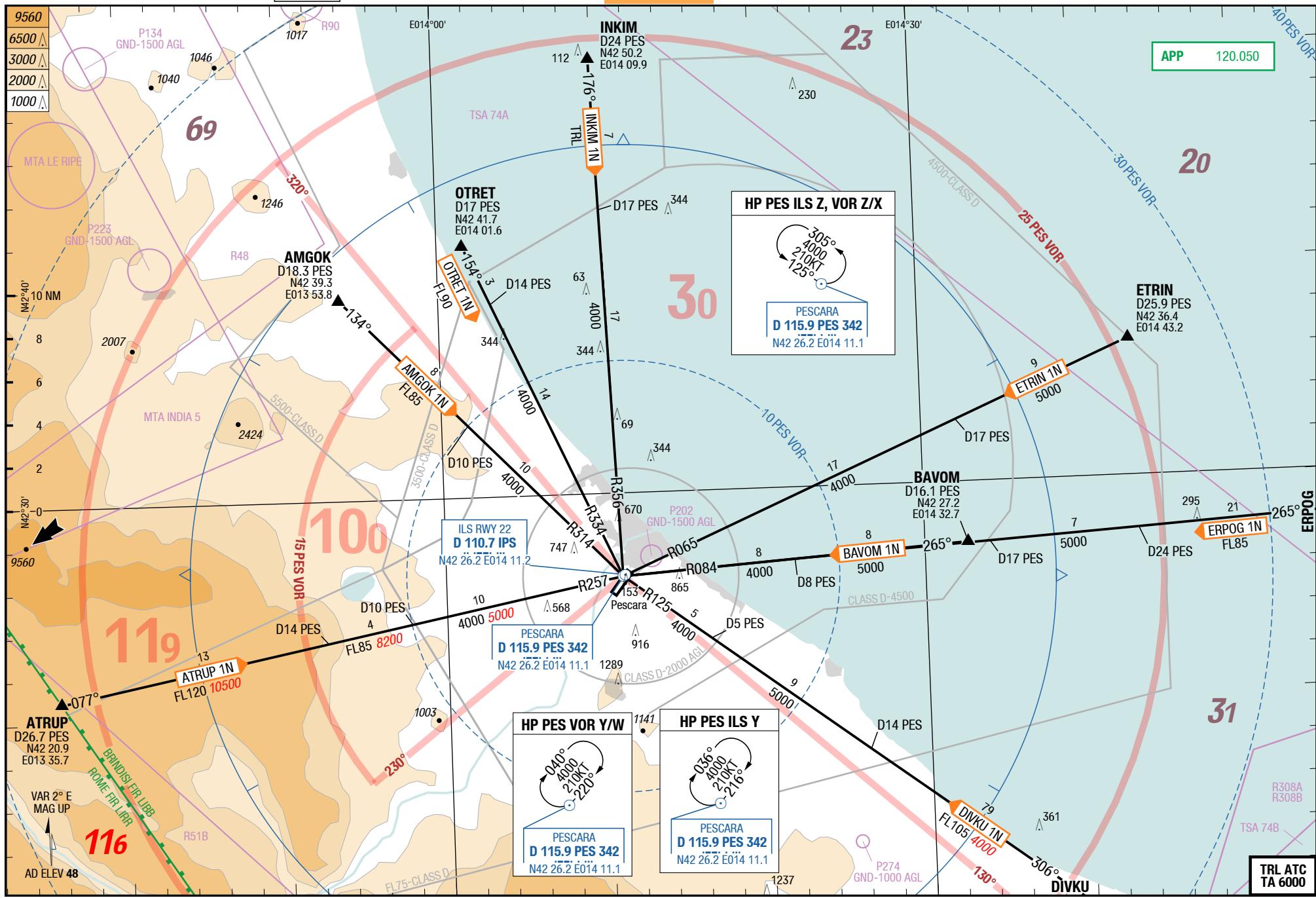
5-30

## STARs VOR (ATC)

## Pescara Italy

**STARS (NDB)**

## STARs VOR (ATC)



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6-40

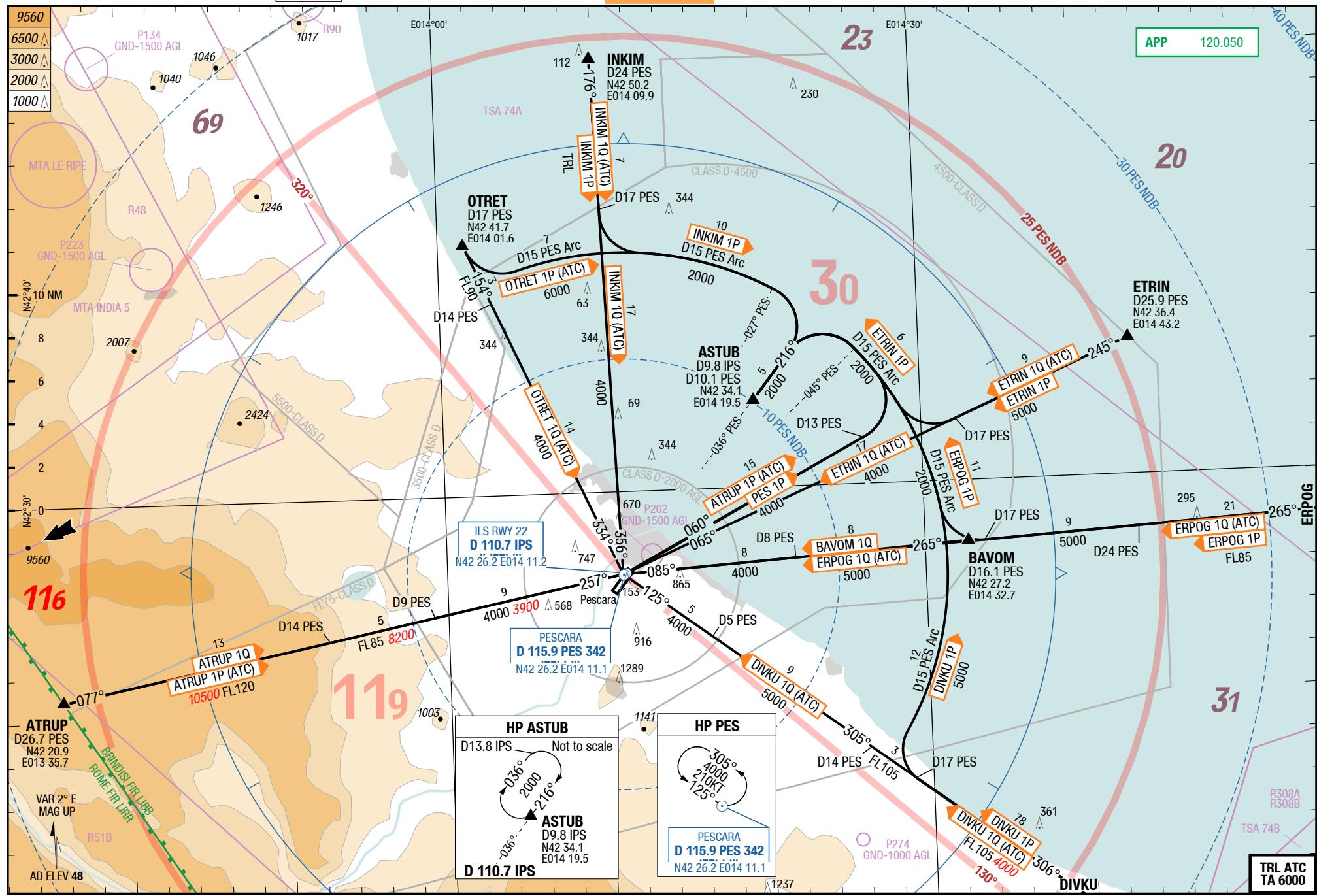
## Italy Pescara

## STARS (NDB)

STAR

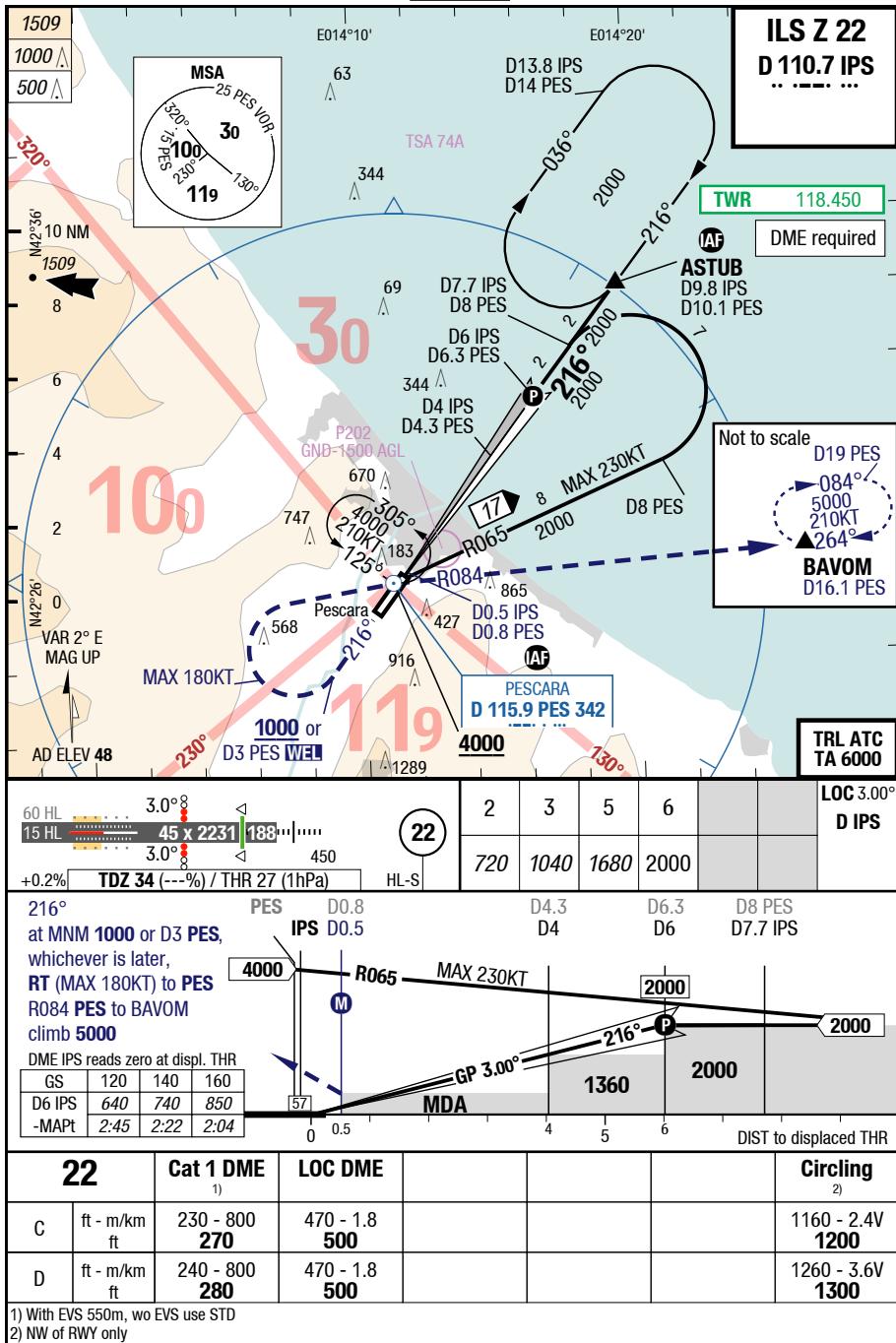
## Pescara Italy

## STARs (NDB)



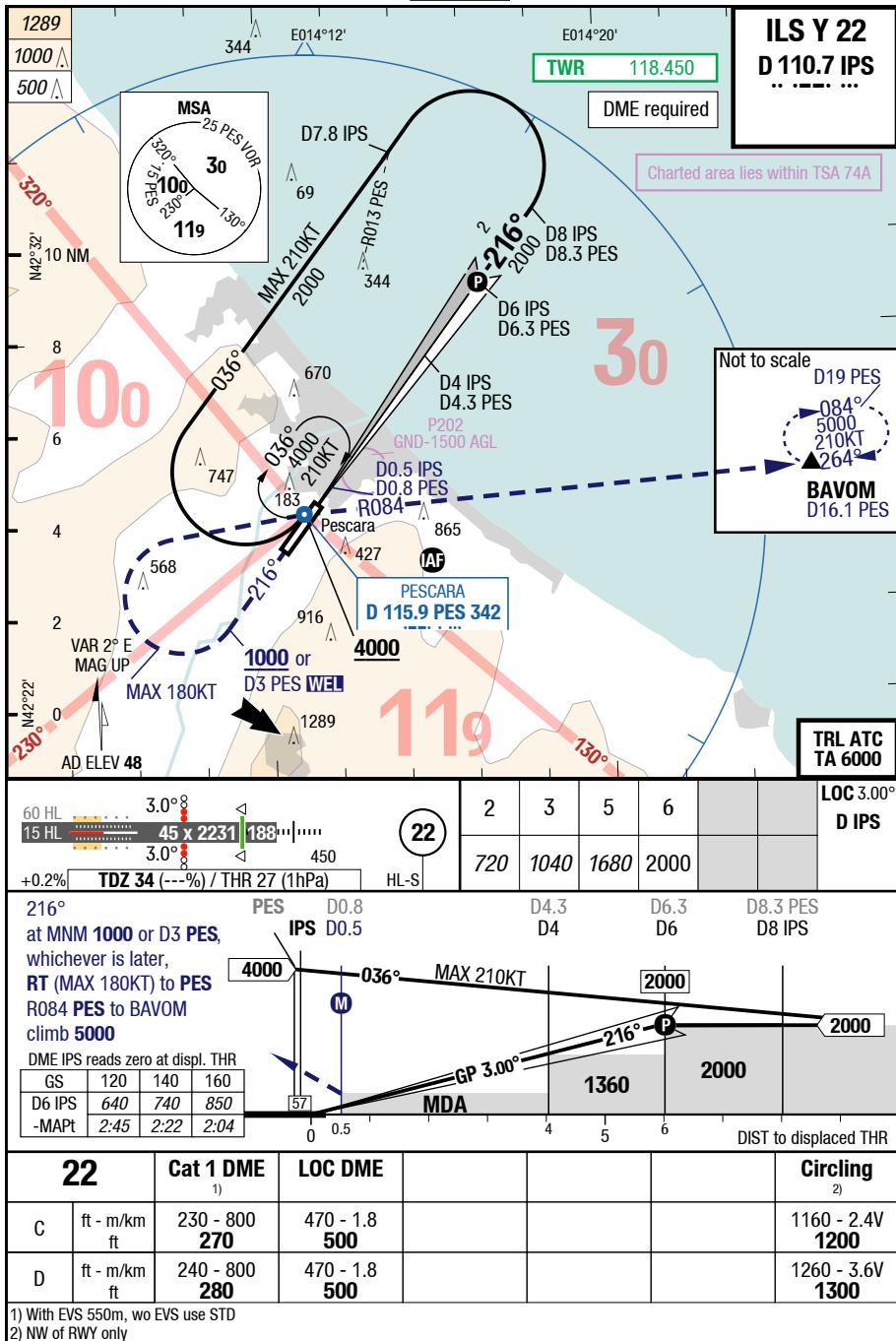
7-10

ILS Z 22



7-20

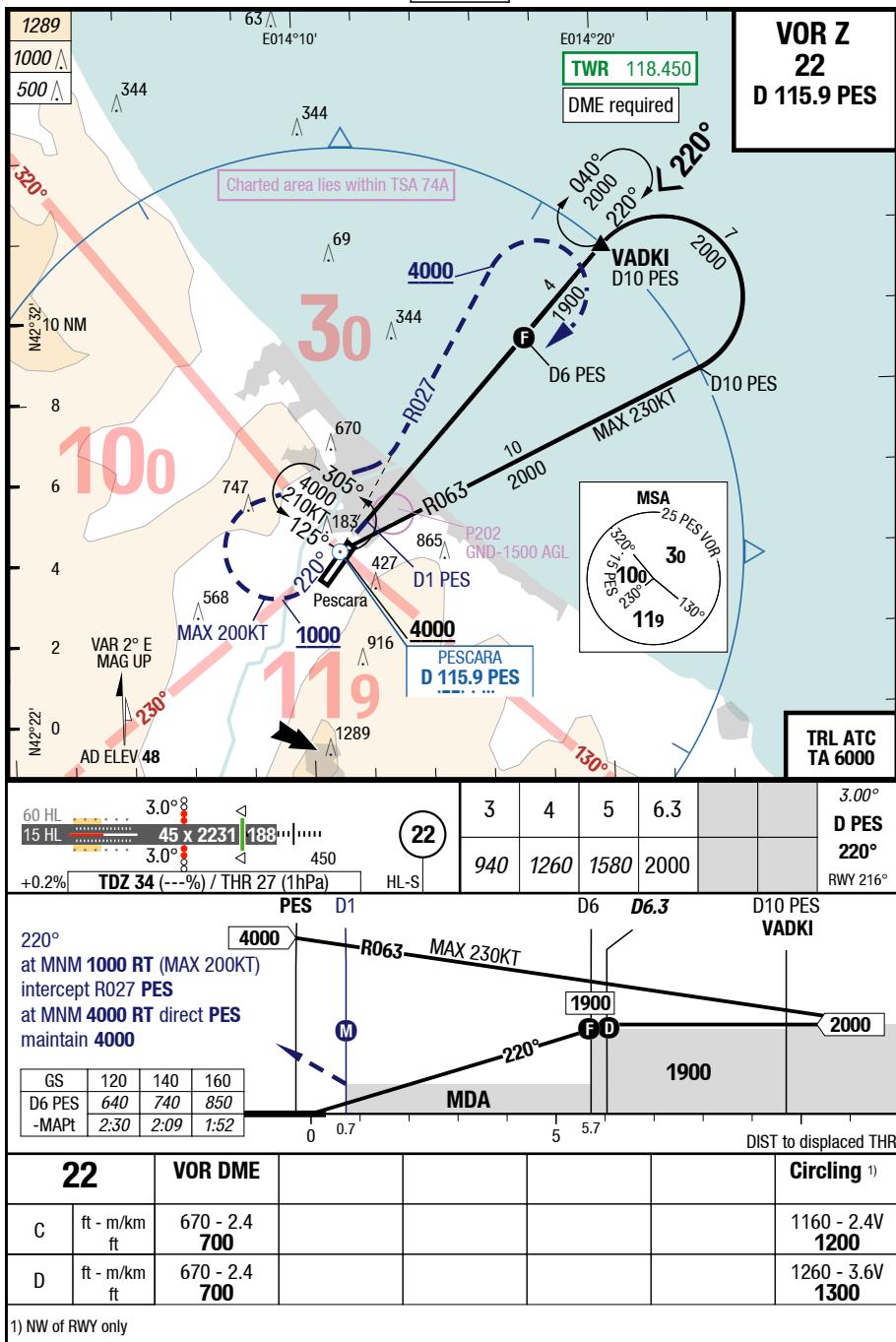
ILS Y 22



## PSR-LIBP

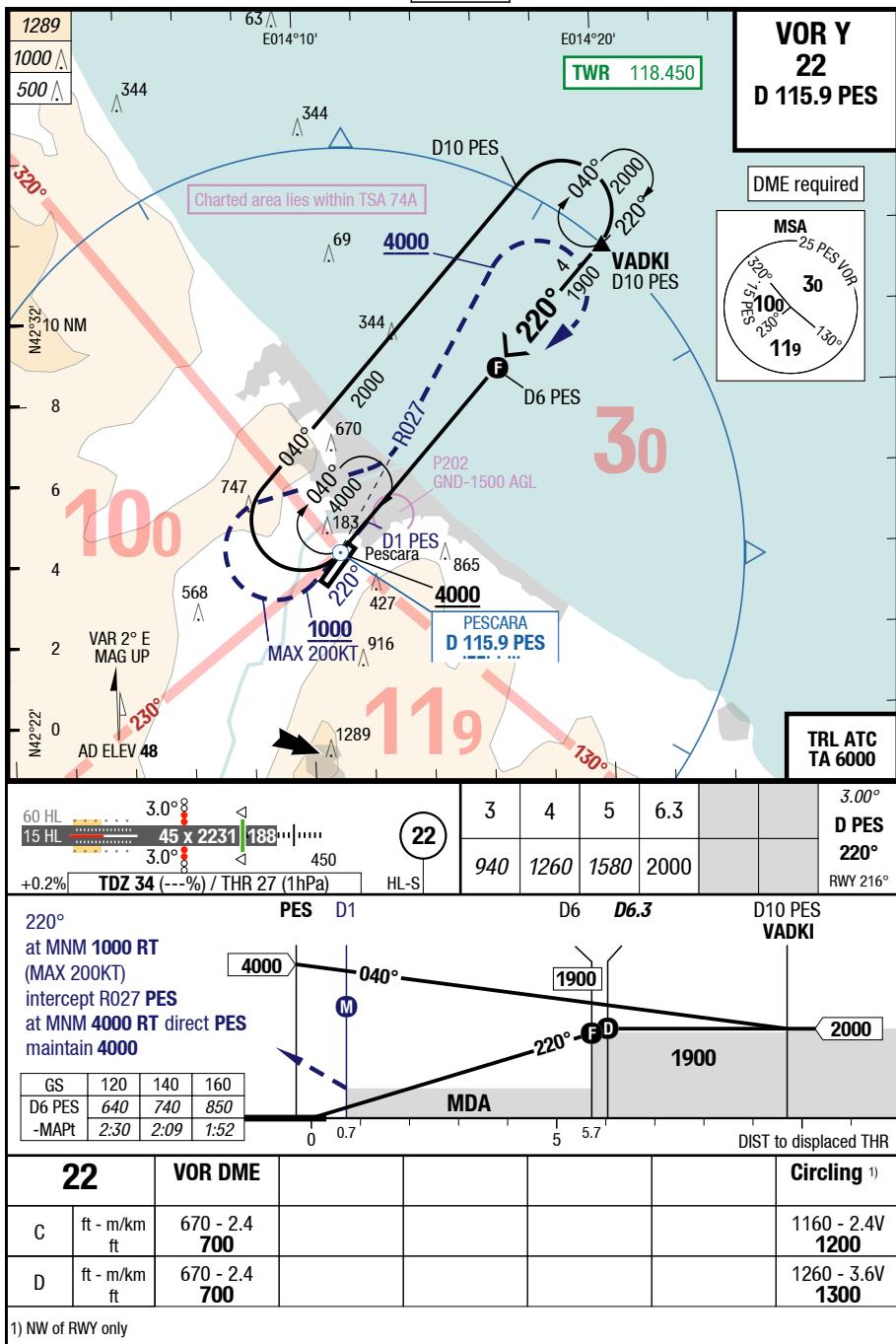
7-30

VOR Z 22



7-40

# VOR Y 22

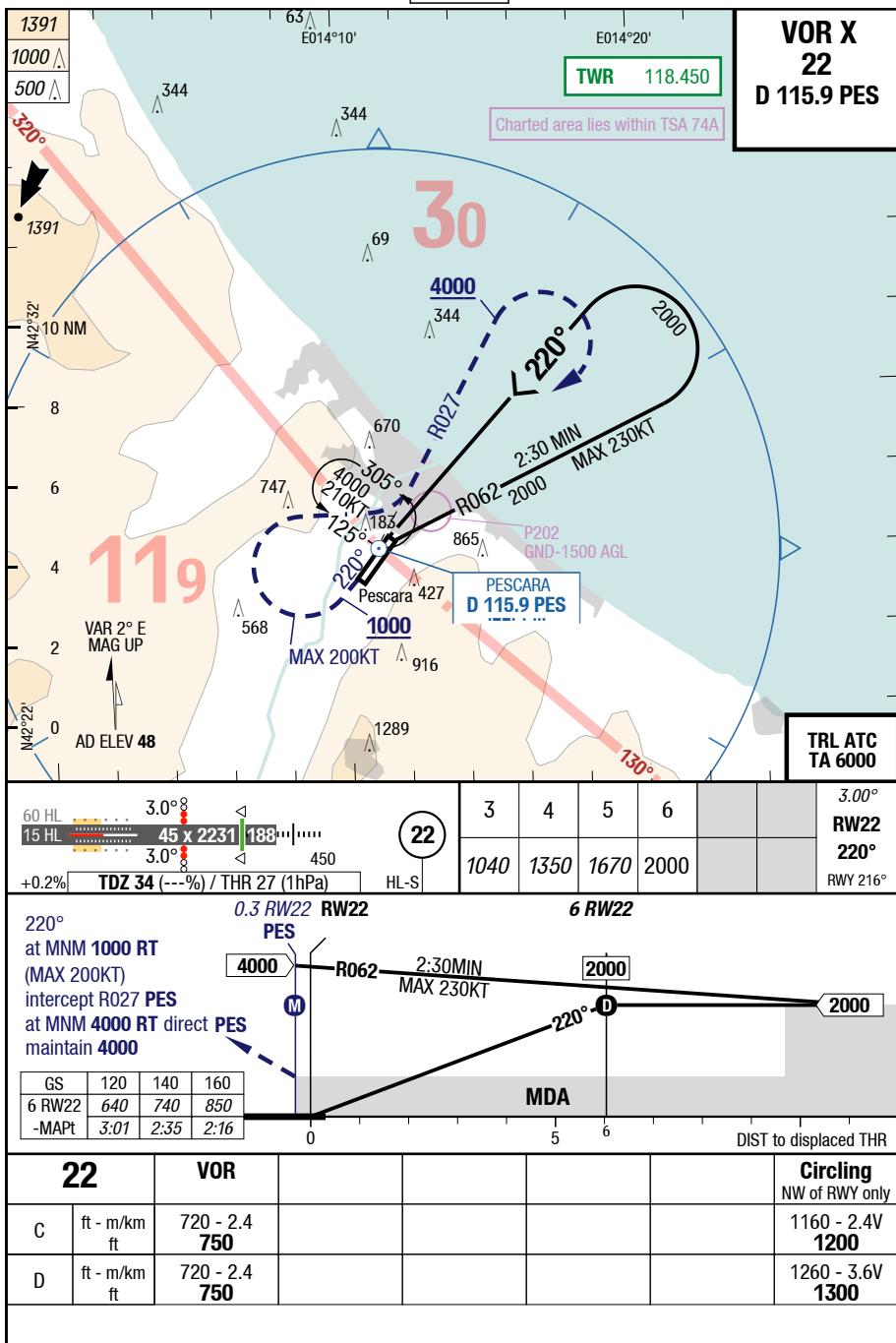


Chennai MCA T4

## PSR-LIBP

7-50

VOR X 22



7-60

# VOR W 22

**VOR W 22 D 115.9 PES**

**TRL ATC TA 6000**

**30**

**119**

**3.00° RW22 220° RWY 216°**

	3	4	5	6			
1040	1350	1670	2000				

**0.3 RW22 RW22 PES**

220° at MNM 1000 RT (MAX 200KT) intercept R027 PES at MNM 4000 RT direct PES maintain 4000

**MDA**

GS	120	140	160
6 RW22	640	740	850
-MAPT	3:00	2:34	2:15

**22** **VOR** **Circling NW of RWY only**

C	ft - m/km	720 - 2.4	750					1160 - 2.4V
D	ft - m/km	720 - 2.4	750					1260 - 3.6V