

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.

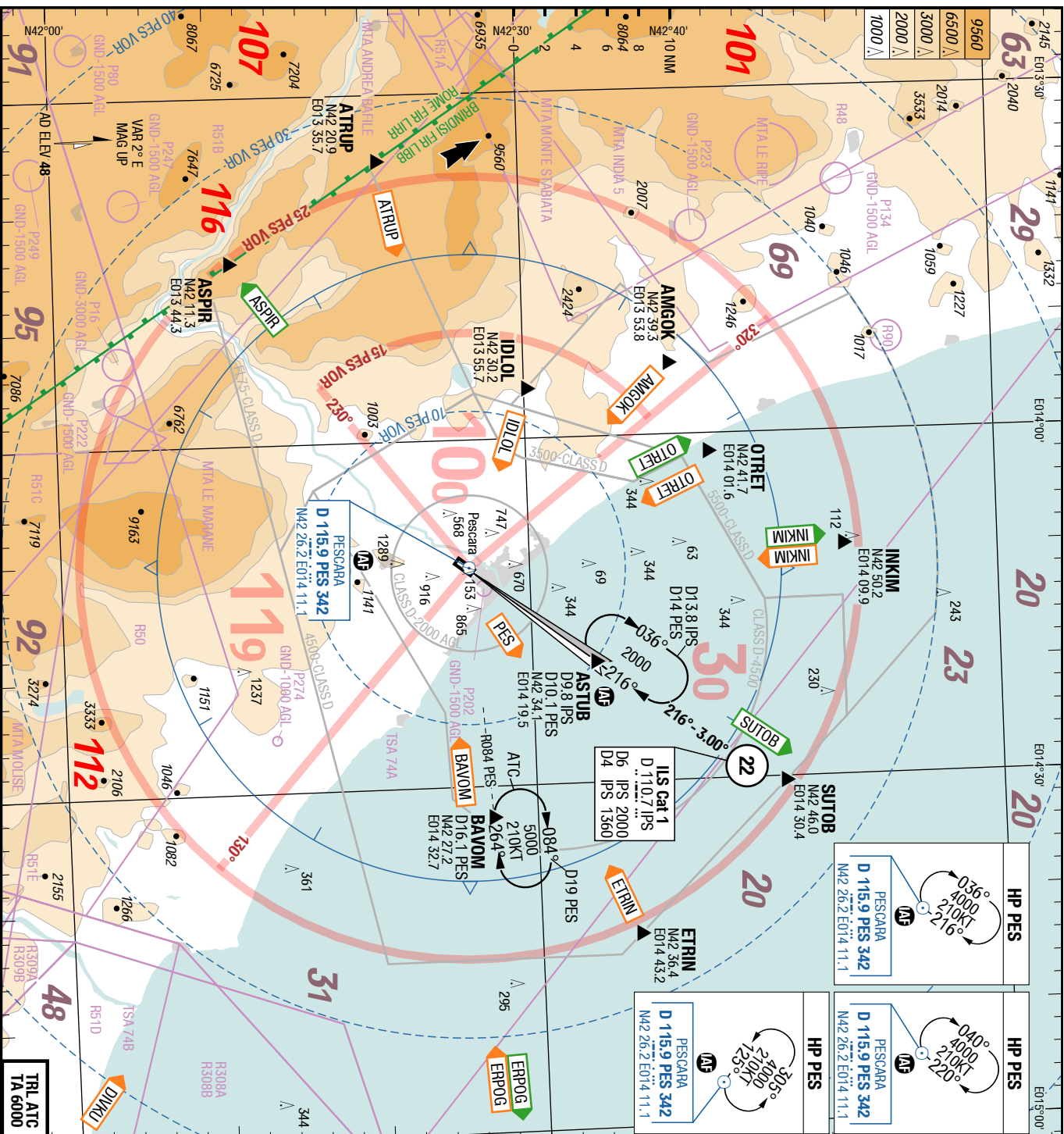
Departure Procedure

Noise Abatement Procedure: See CRAR Italy.

De-Icing

AVBL.

2-10



Landing RWY system:

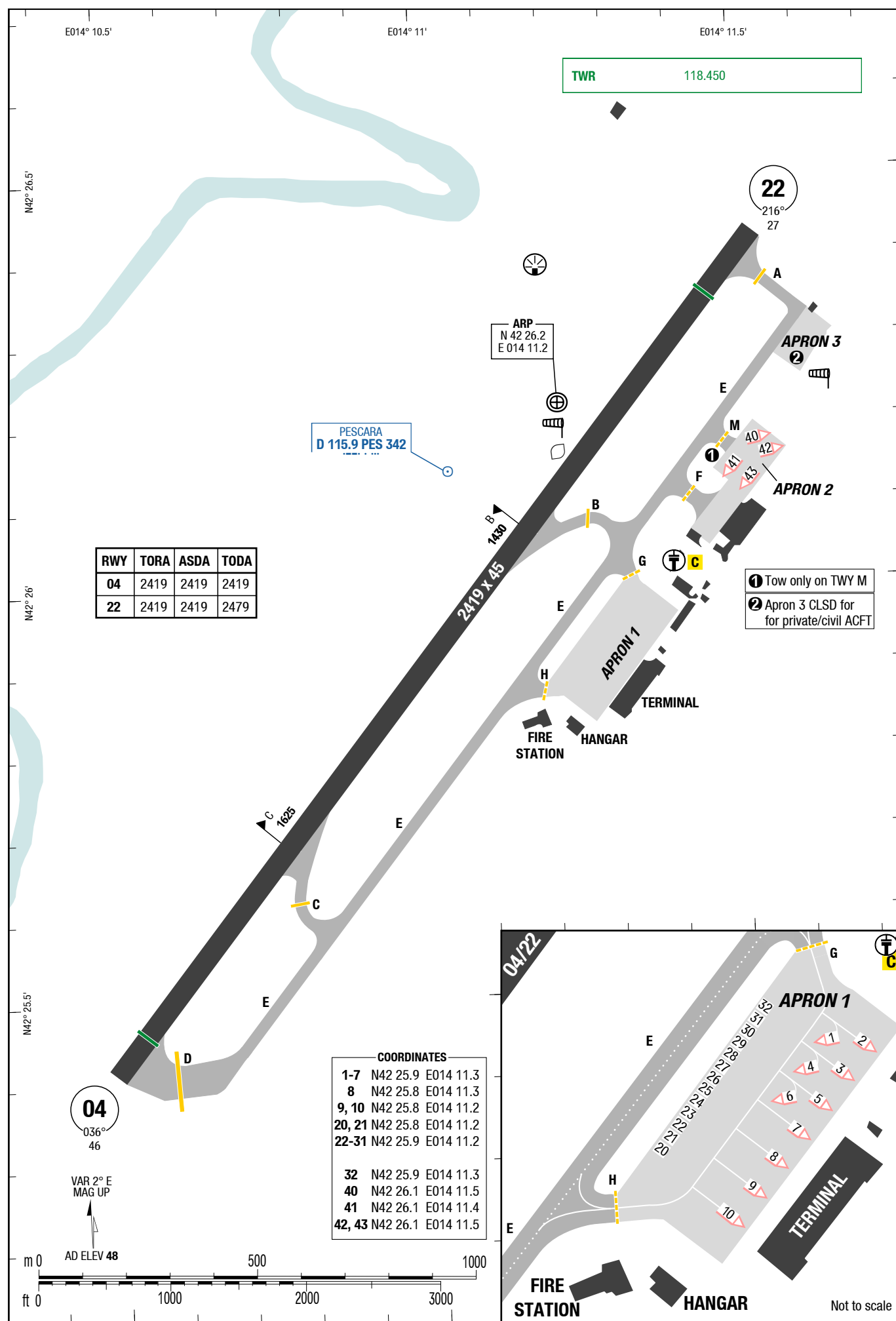
04

HL-NS 360 THR 46 (2hPa) / TDZ 46 (---%) -0.2%

60 HL 15 HL 3.0° 45 x 2231 188 450 3.0° 22

+0.2% TDZ 34 (---%) / THR 27 (1hPa) HL-S

Changes: Parkingstand



Effective 01-FEB-2018

25-JAN-2018

PSR-LIBP

Italy Pescara

NIL

RVR less than 800m

LVC

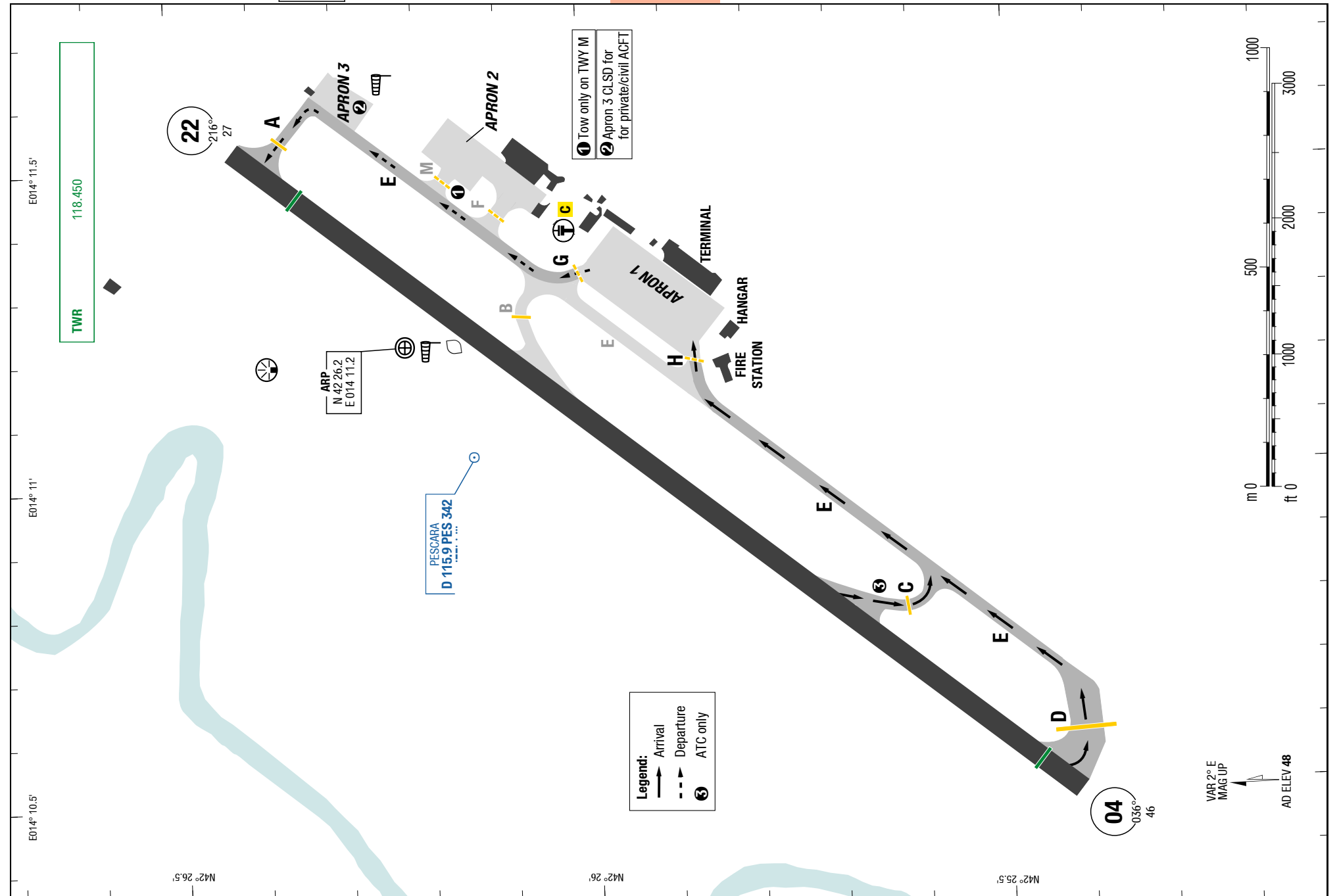
LVC

Pescara Italy

NIL

RVR less than 800m

3-30



Changes: New

Effective 02-MAR-2017

23-FEB-2017

PSR-LIBP

4-10

Italy Pescara

SIDs RWY 22 VOR

SIDs RWY 04 VOR

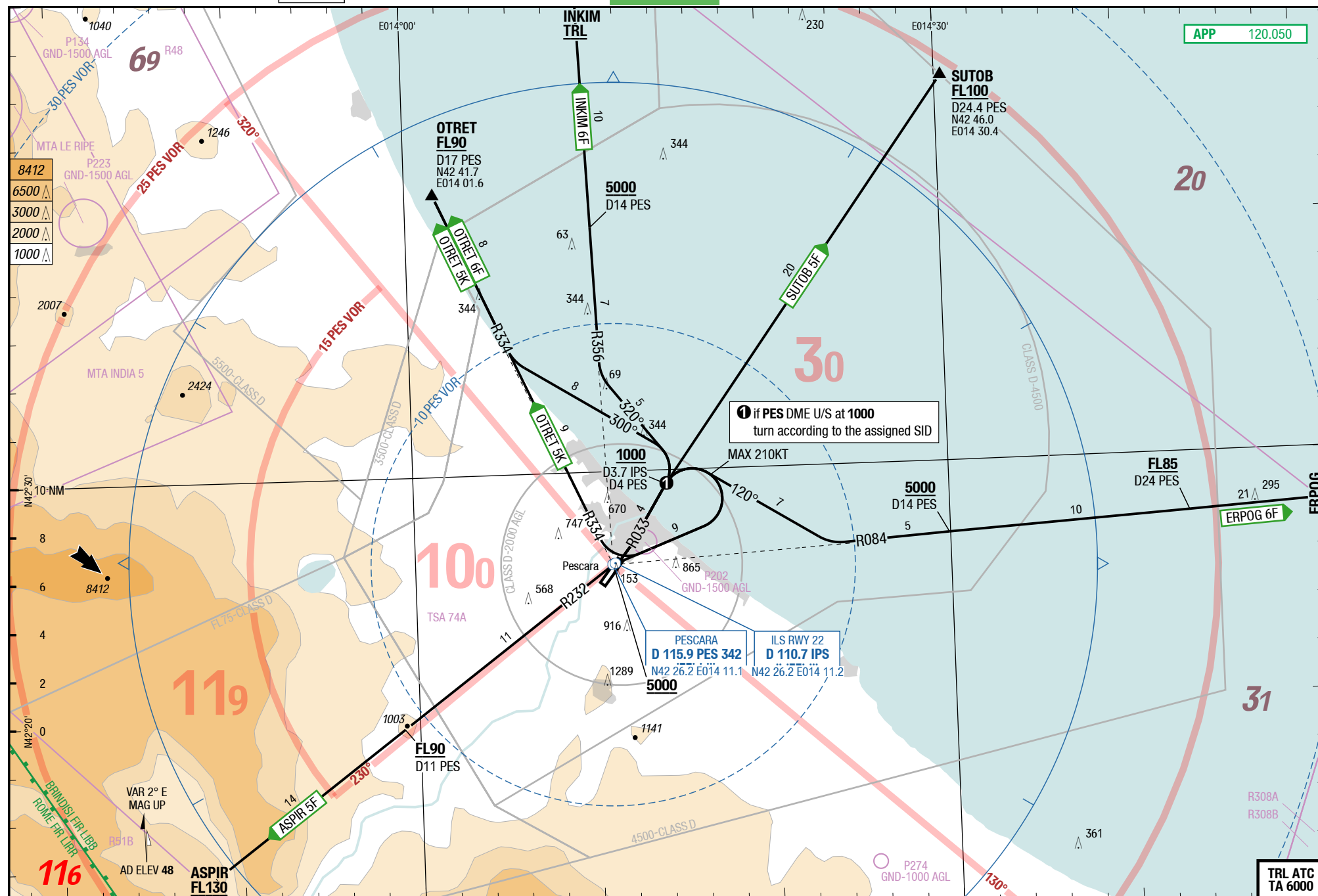
SID

SID

Pescara Italy

SIDs RWY 22 VOR

SIDs RWY 04 VOR



PSR-LIBP

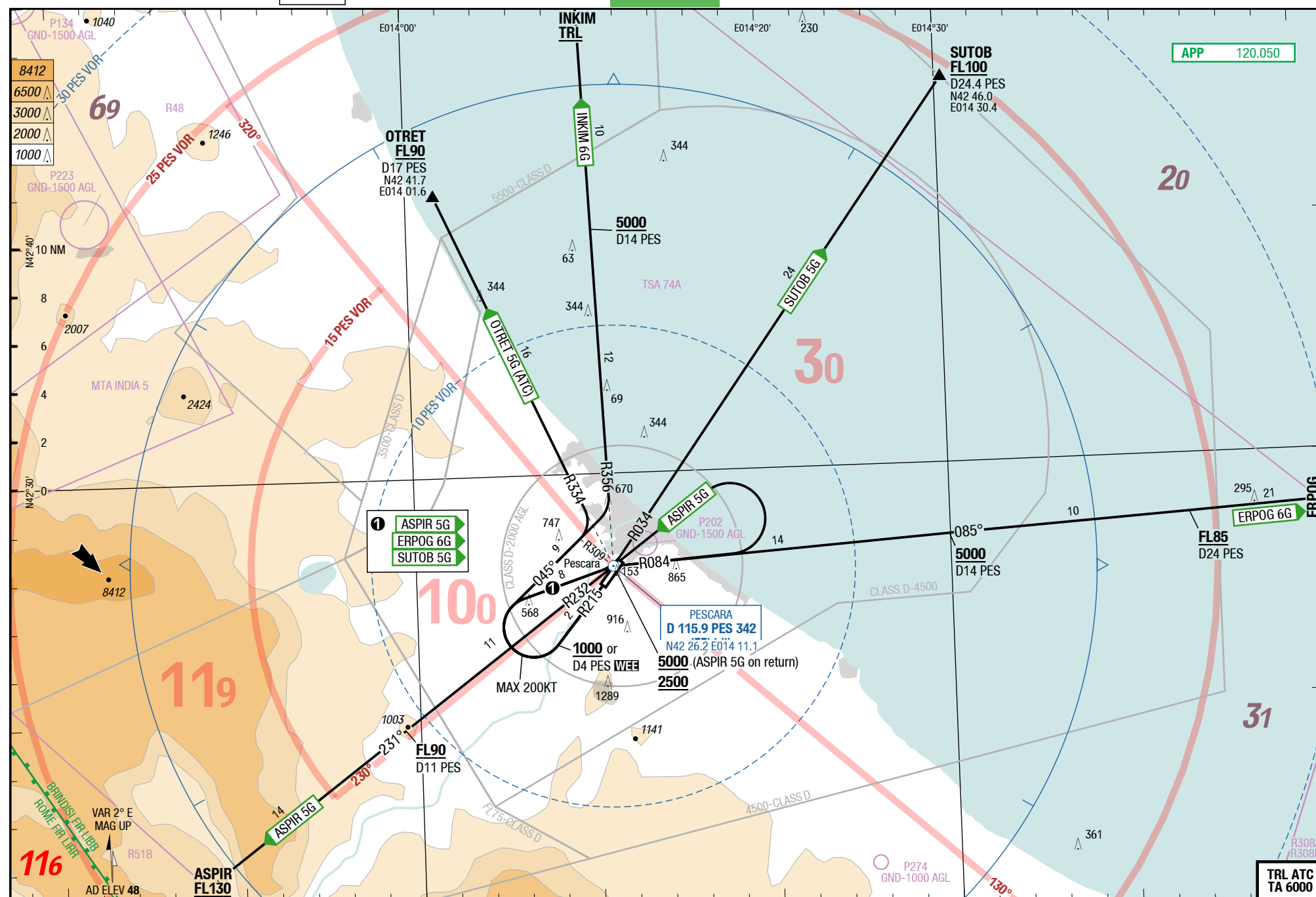
SIDs RWY 22 VOR

SID

SID

SIDs RWY 22 VOR

4-20



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

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PSR-LIBP

SIDs RWY 22 NDB

SIDs RWY 04 NDB

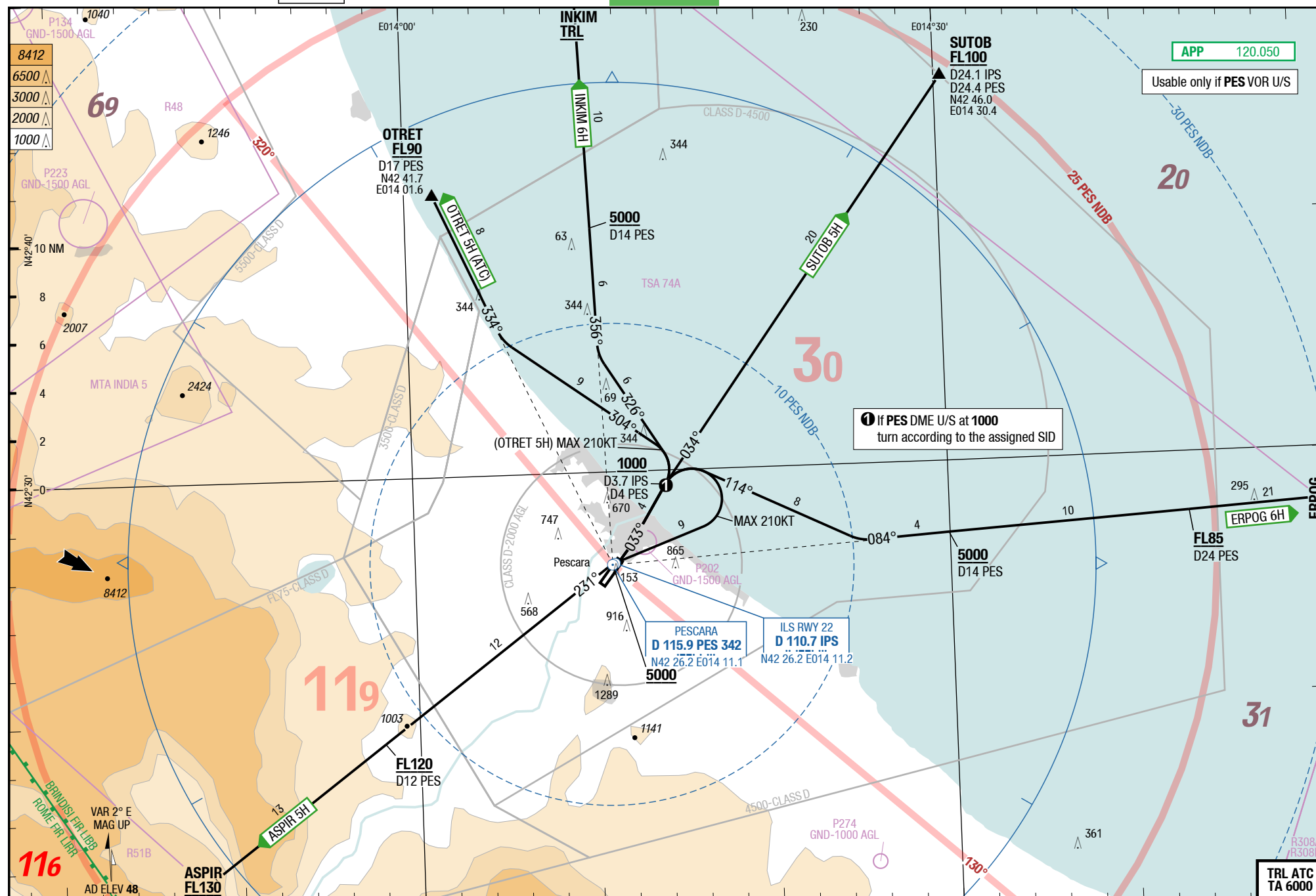
SID

SID

SIDs RWY 22 NDB

SIDs RWY 04 NDB

4-30



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

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Effective 02-MAR-2017

23-FEB-2017

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4-40

Italy Pescara

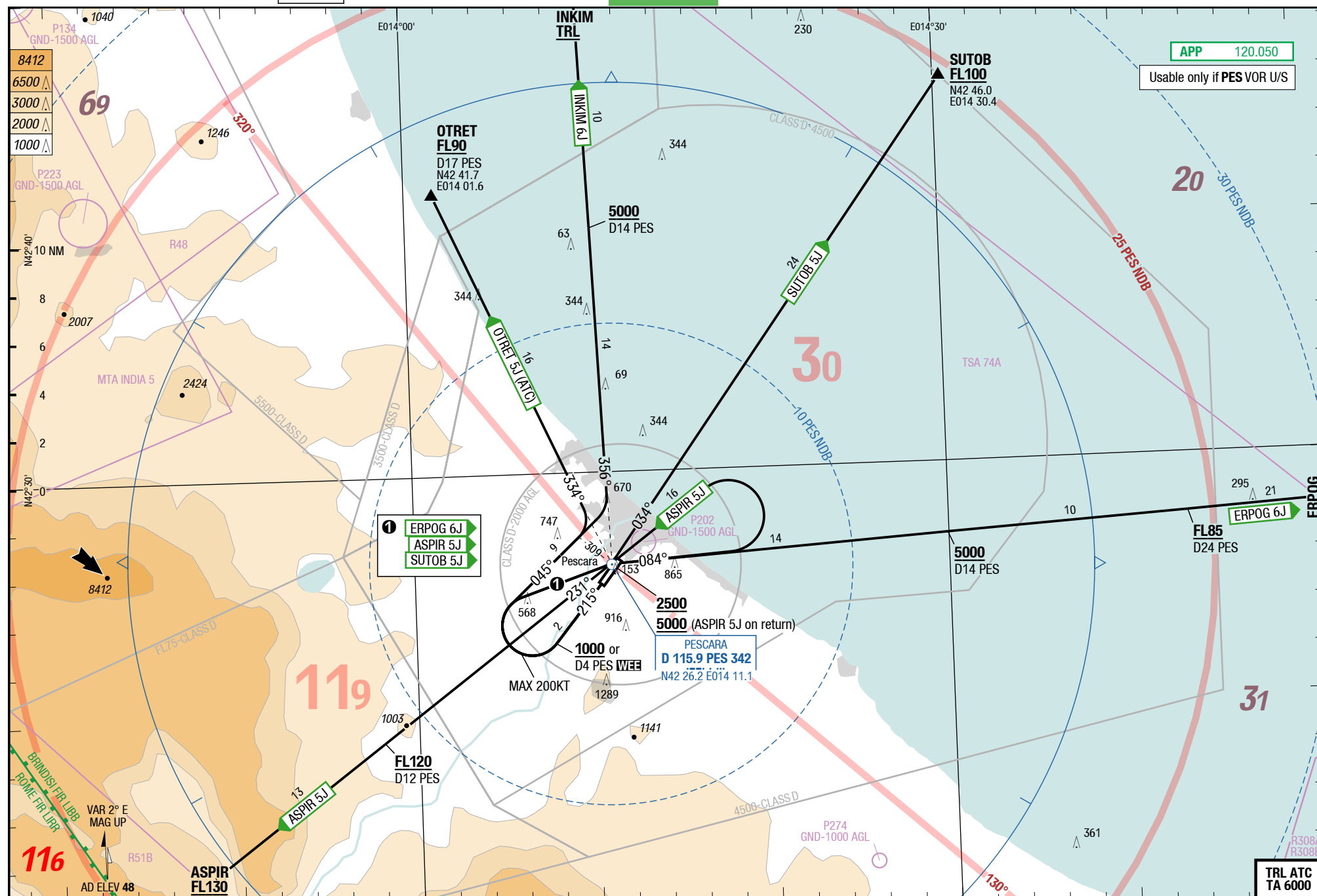
SIDs RWY 22 NDB

SID

SID

Pescara Italy

SIDs RWY 22 NDB



Changes: TA, ALT, ASP, PROC renamed, PROC renumbered, SUAs

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

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	
ASPIR 5H 6.5% to FL100 120.050 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
ERPOG 6H 5.0% 120.050 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
INKIM 6H 5.0% 120.050 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
OTRET 5H (ATC) 5.0% 120.050 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
SUTOB 5H 5.0% 120.050 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	
ASPIR 5J 5.0% 120.050	215° - at MNM 1000 or D4 PES , whichever is earlier, RT (MAX 200KT) direct PES - QDR 084 PES - LT direct PES - QDR 231 PES to ASPIR	PES MNM 2500 PES MNM 5000 (on return) D12 PES MNM FL120 ASPIR MNM FL130
ERPOG 6J 5.0% 120.050	215° - at MNM 1000 or D4 PES , whichever is earlier, RT (MAX 200KT) direct PES - QDR 084 PES to ERPOG	PES MNM 2500 D14 PES MNM 5000 D24 PES MNM FL85
INKIM 6J 5.0% 120.050	215° - at MNM 1000 or D4 PES , whichever is earlier, RT (MAX 200KT) 045° - intercept QDR 356 PES to INKIM	D14 PES MNM 5000 INKIM MNM TRL
OTRET 5J (ATC) 5.0% 120.050	215° - at MNM 1000 or D4 PES , whichever is earlier, RT (MAX 200KT) 045° - crossing QDR 309 PES LT intercept QDR 334 PES to OTRET	OTRET MNM FL90
SUTOB 5J 5.0% 120.050	215° - at MNM 1000 or D4 PES , whichever is earlier, RT (MAX 200KT) direct PES - QDR 034 PES to SUTOB	PES MNM 2500 SUTOB MNM FL100

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23-FEB-2017

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6-10

Italy Pescara

STARs VADKI

STARs ASTUB

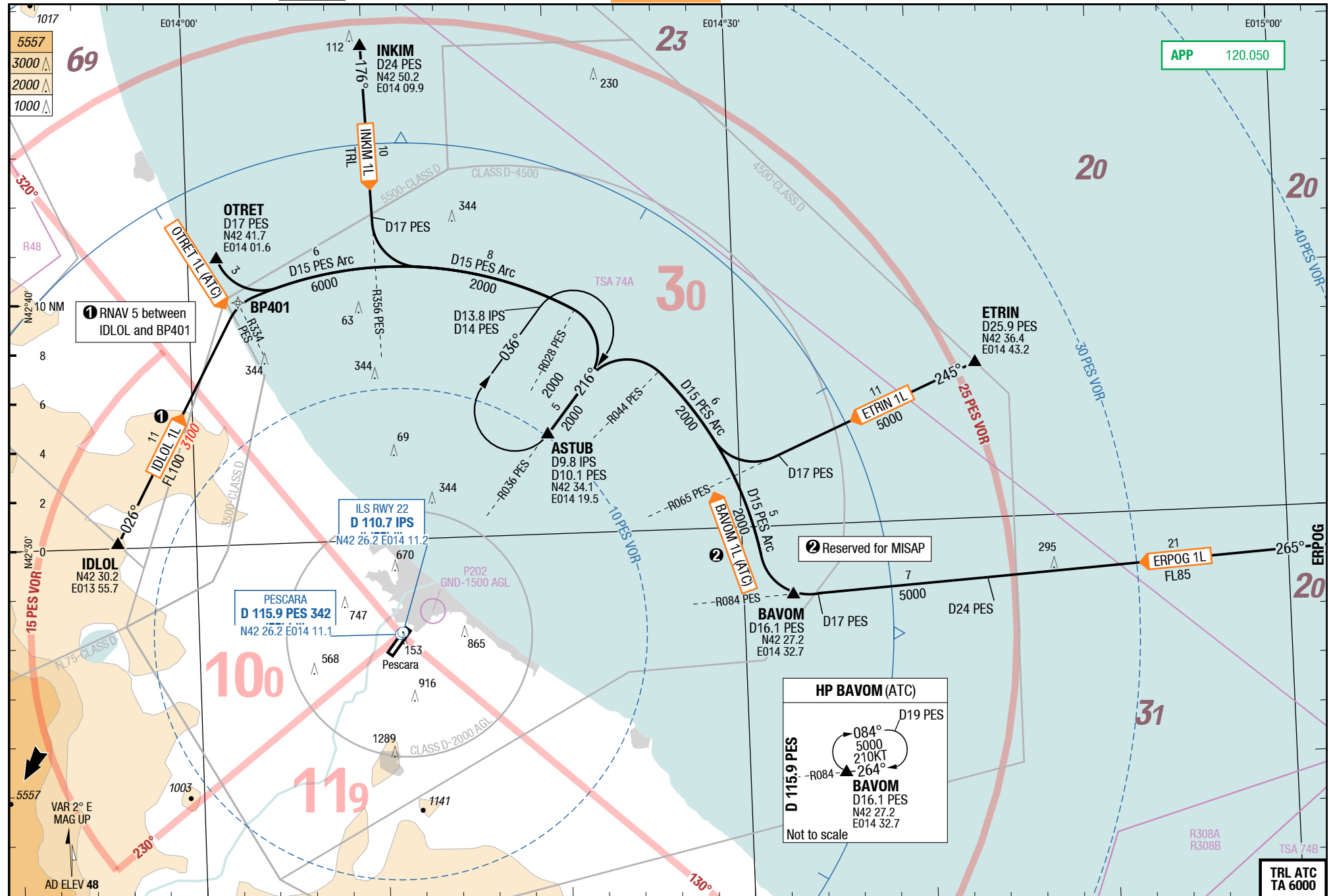
STAR

STAR

Pescara Italy

STARs VADKI

STARs ASTUB



Changes: new

Effective 02-MAR-2017

23-FEB-2017

PSR-LIBP

6-20

Italy Pescara

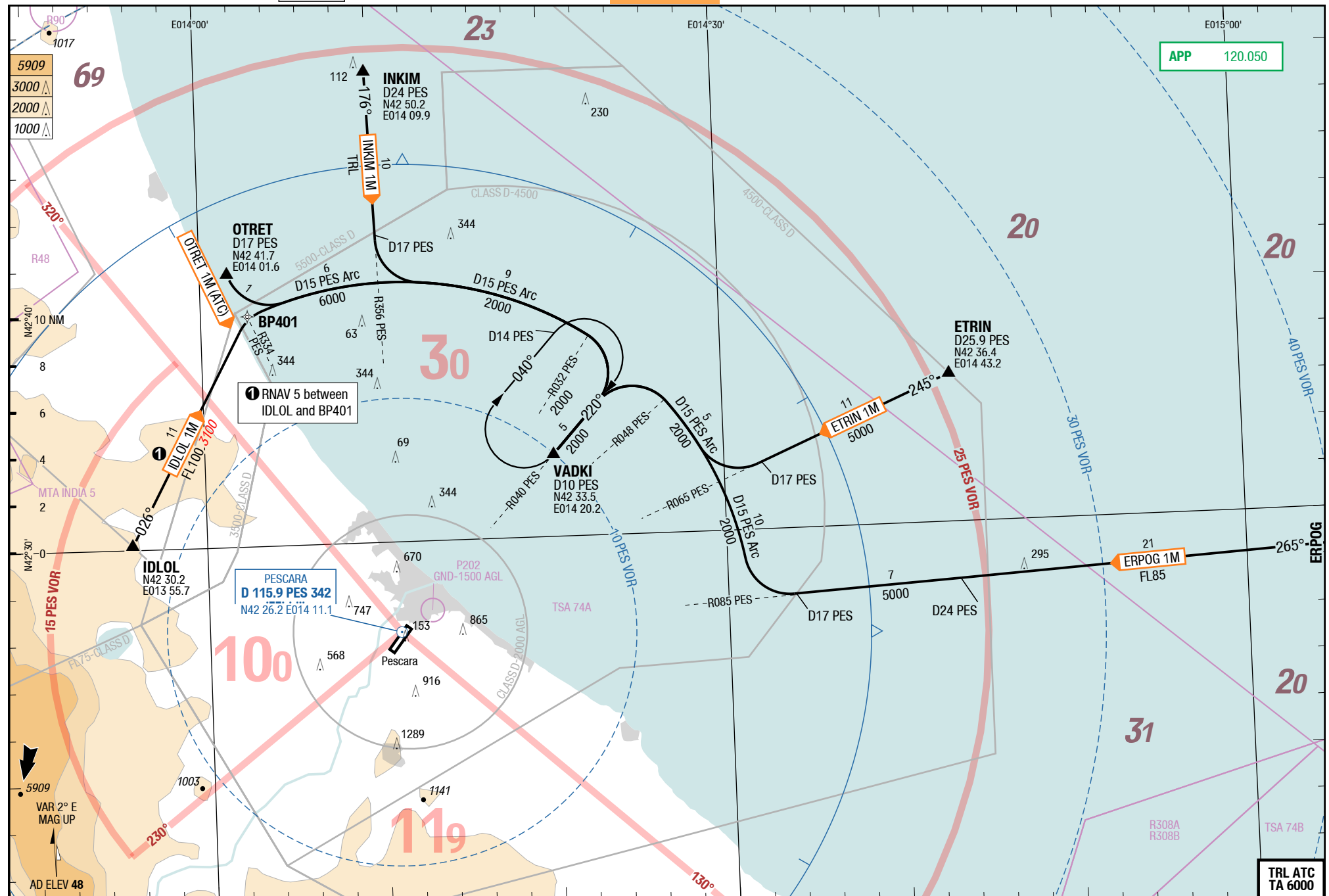
STARs VADKI

STAR

STAR

Pescara Italy

STARs VADKI



Changes: new

Effective 02-MAR-2017

23-FEB-2017

PSR-LIBP

6-30

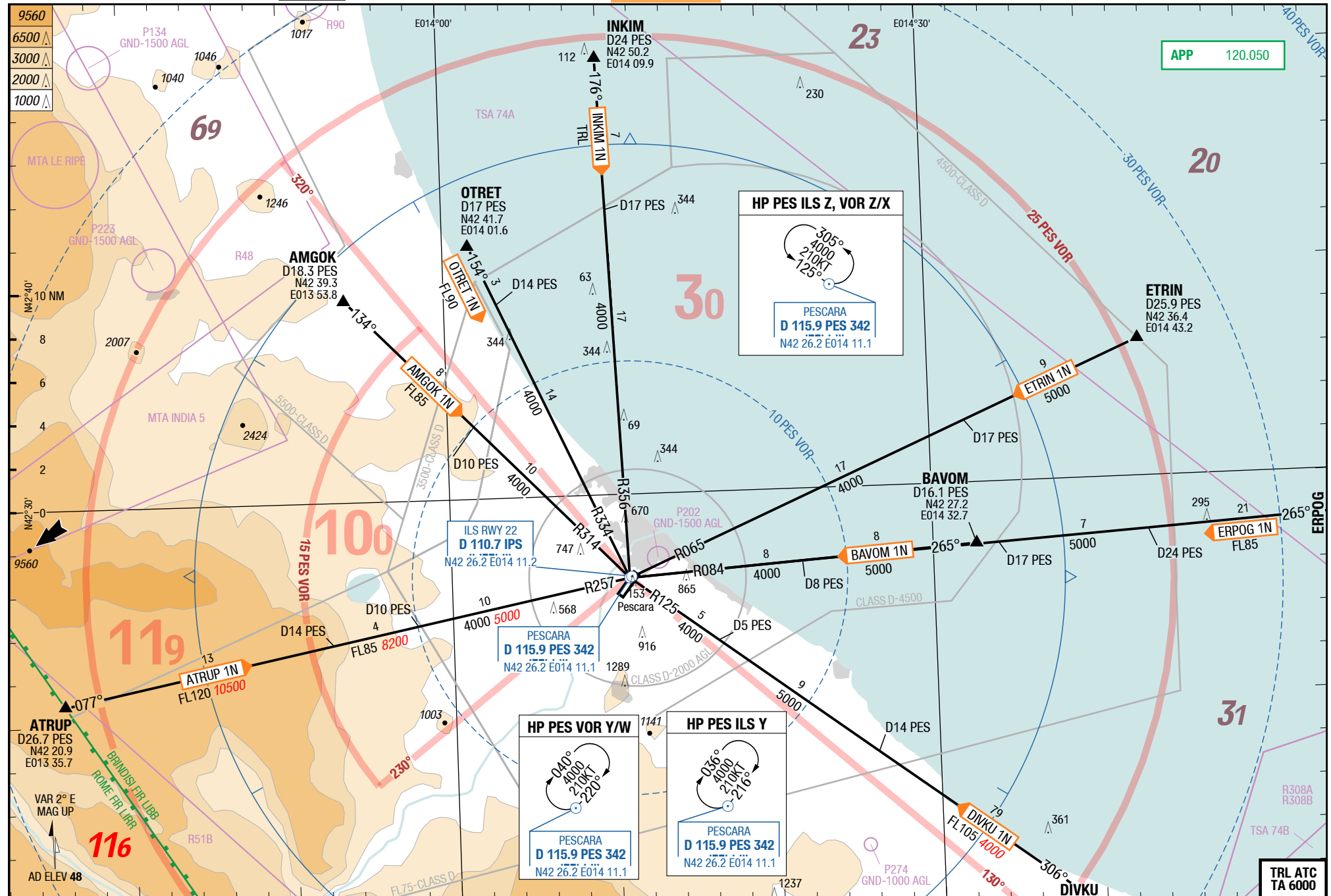
Italy Pescara
STARs (NDB)
STARs VOR (ATC)

STAR

STAR

Pescara Italy
STARs (NDB)

STARs VOR (ATC)



Changes: chart title, TA, OBST, PROC renumbered

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23-FEB-2017

PSR-LIBP

6-40

Italy Pescara

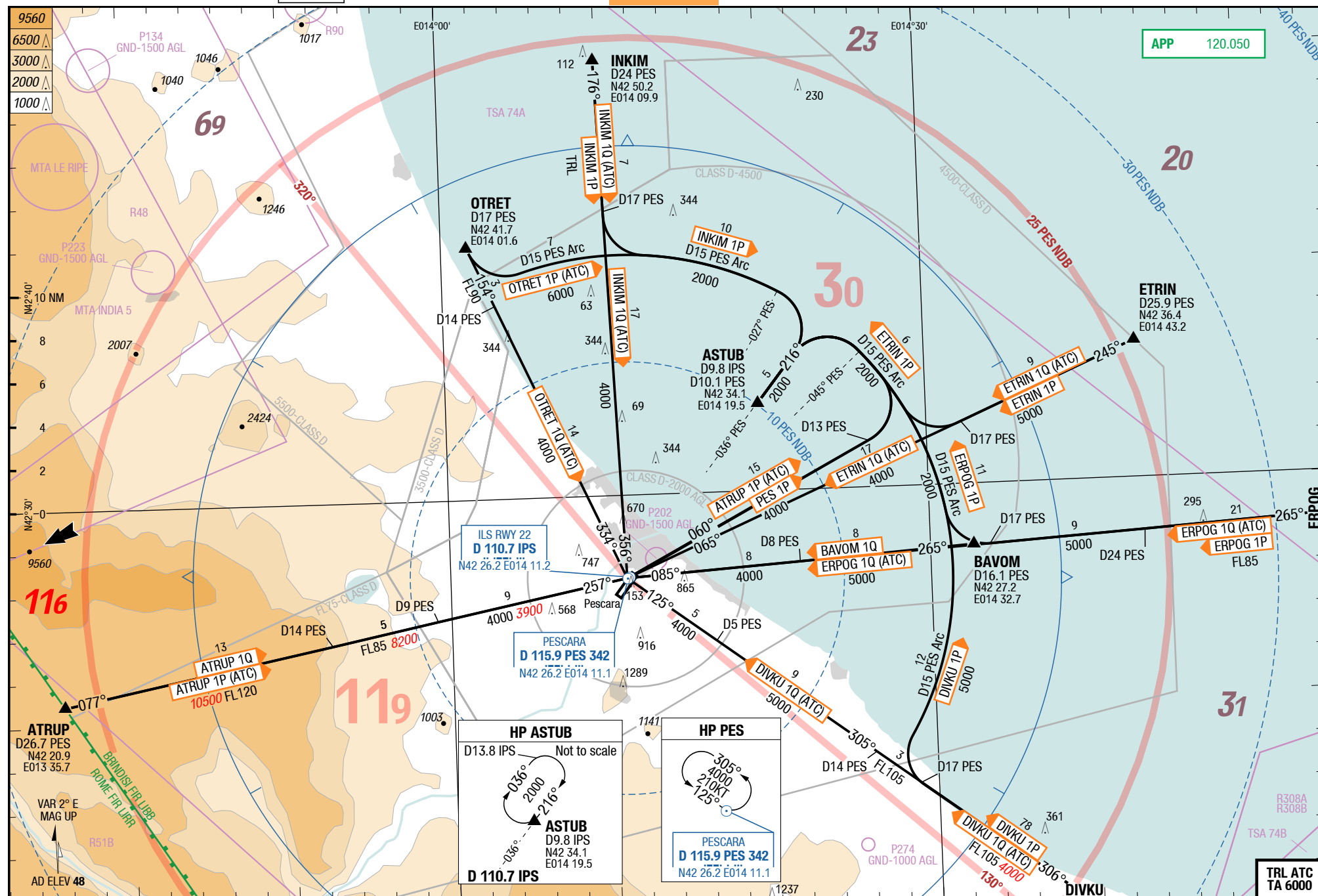
STARs (NDB)

STAR

STAR

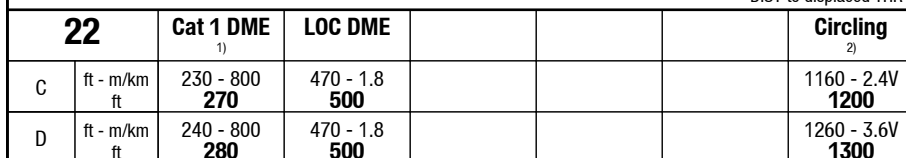
Pescara Italy

STARs (NDB)



Changes: TA, PROC renubered, OBST

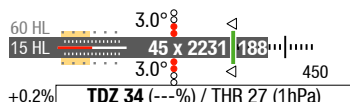
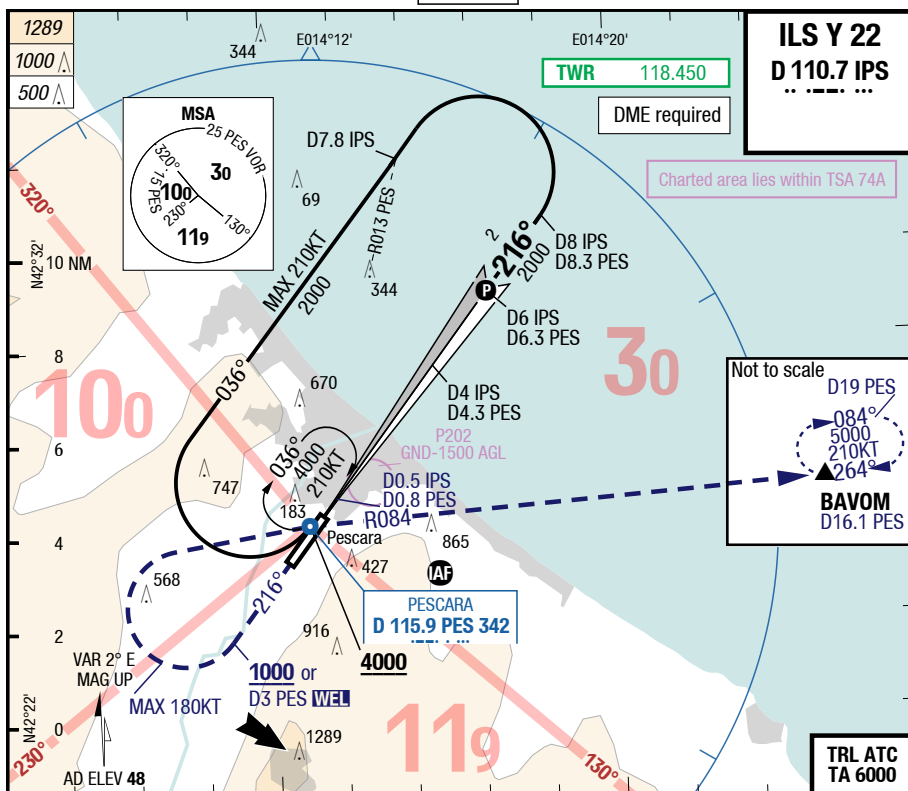
ILS Z 22
D 110.7 IPS



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7-20

ILS Y 22



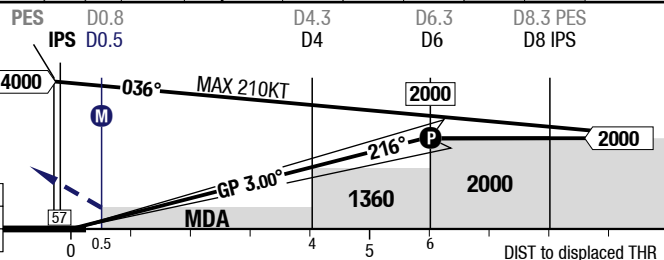
22

2	3	5	6		LOC 3.00° D IPS
720	1040	1680	2000		

216°
at MNM 1000 or D3 PES,
whichever is later,
RT (MAX 180KT) to PES
R084 PES to BAVOM
climb 5000

DME IPS reads zero at displ. THR

GS	120	140	160
D6 IPS	640	740	850
-MAPt	2:45	2:22	2:04

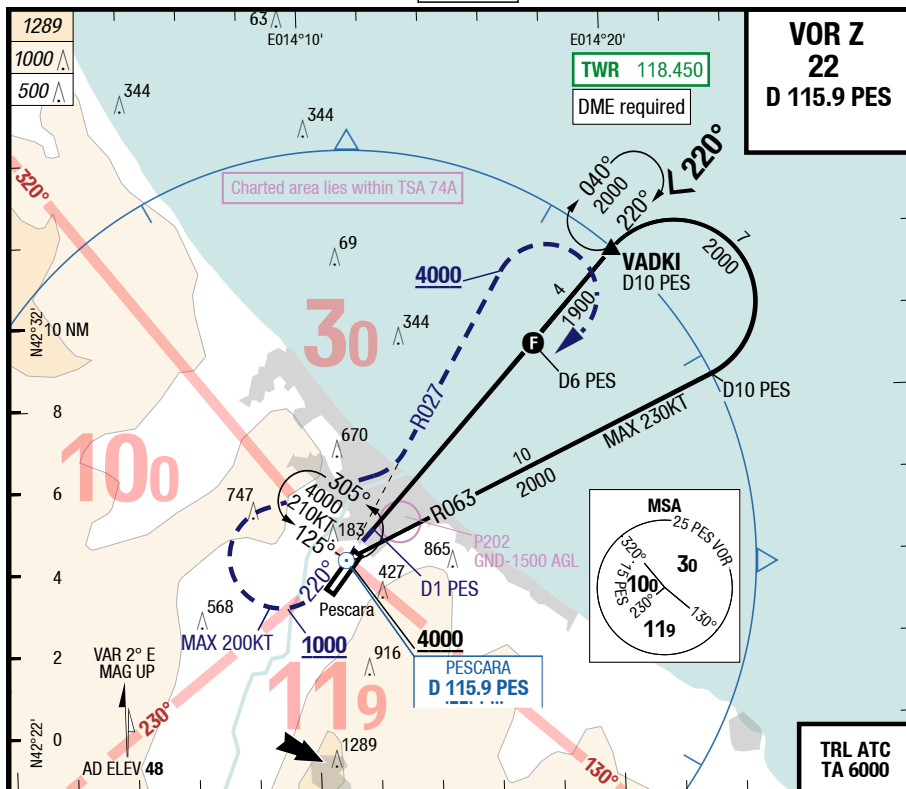


22	Cat 1 DME 1)	LOC DME			Circling 2)
C	ft - m/km ft 230 - 800 270	470 - 1.8 500			1160 - 2.4V 1200
D	ft - m/km ft 240 - 800 280	470 - 1.8 500			1260 - 3.6V 1300

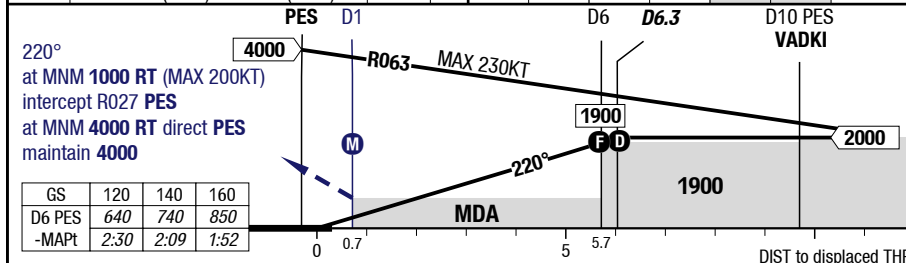
1) With EVS 550m, wo EVS use STD

2) NW of RWY only

Changes: WPT ASTUB removed, MSA, TA, APL, OBST, Editorial



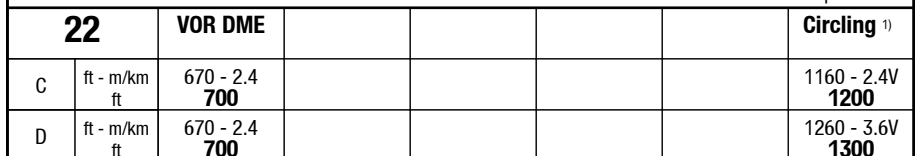
60 HL	3.0°	45 x 2231	188	3	4	5	6.3	3.00°
15 HL	3.0°		450	940	1260	1580	2000	D PES
+0.2%		TDZ 34 (---%) / THR 27 (1hPa)	HL-S					220°
								RWY 216°



22	VOR DME						Circling ¹⁾
C	ft - m/km ft	670 - 2.4 700					1160 - 2.4V 1200
D	ft - m/km ft	670 - 2.4 700					1260 - 3.6V 1300

1) NW of RWY only

VOR Y 22

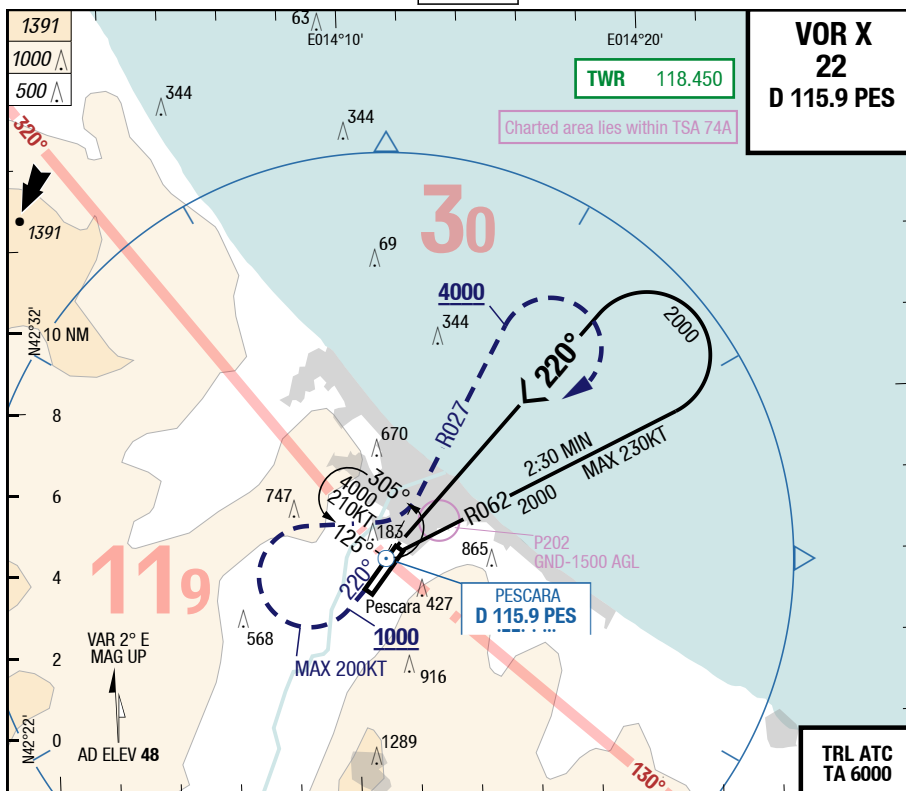


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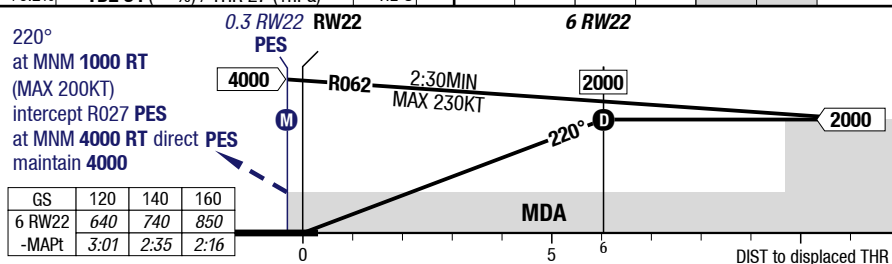
PSR-LIBP

7-50

VOR X 22



60 HL	3.0°	8						3.0°
15 HL	45 x 2231	188						RW22
								220°
+0.2%	TDZ 34	(--%) / THR 27 (1hPa)	HL-S	3	4	5	6	RWY 216°
				1040	1350	1670	2000	

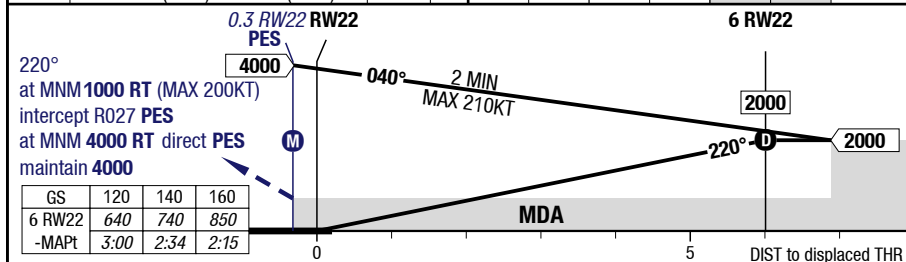
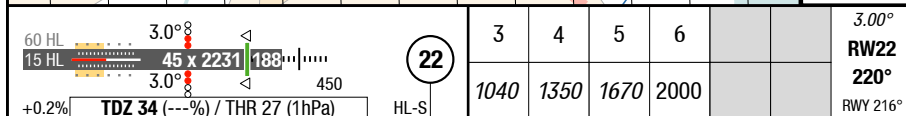
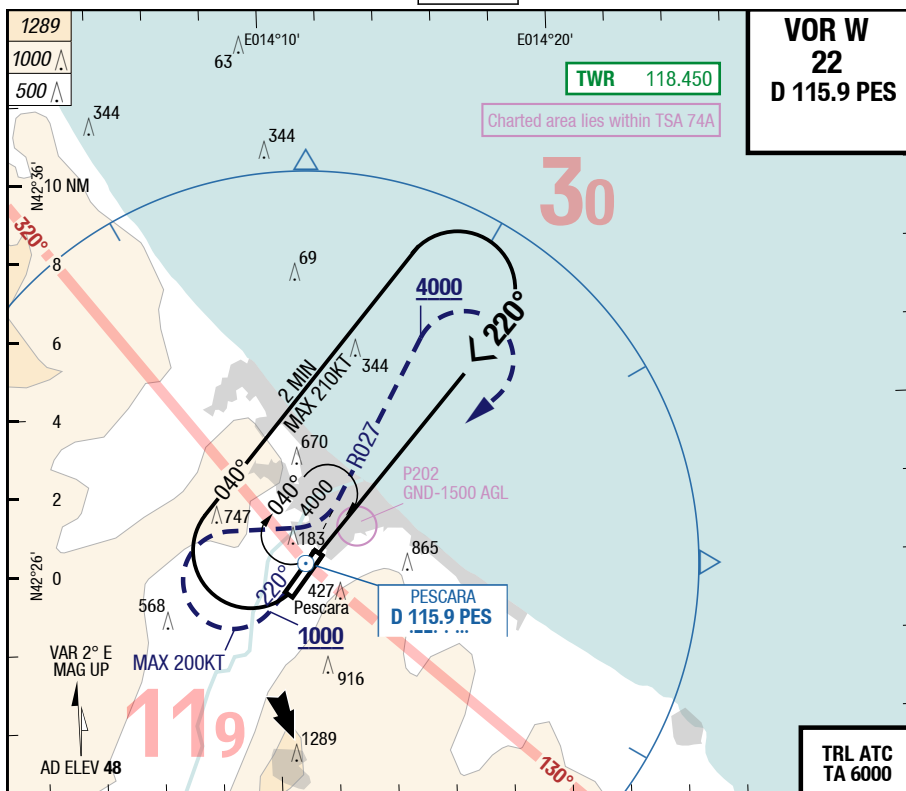


22	VOR					Circling NW of RWY only
C	ft - m/km ft	720 - 2.4 750				1160 - 2.4V 1200
D	ft - m/km ft	720 - 2.4 750				1260 - 3.6V 1300

PSR-LIBP

7-60

VOR W 22



22		VOR		Circling	
				NW of RWY only	
C	ft - m/km ft	720 - 2.4 750		1160 - 2.4V 1200	
D	ft - m/km ft	720 - 2.4 750		1260 - 3.6V 1300	