

FLR-LIRQ

1-10

AOI

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GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:**

- Planning of SKED and charter flights 0500-2259‡.
- HR 2300-0500‡ PN forwarded ASAP.
- State, EMERG and humanitarian flights: H24

Airport Information**RFF:** CAT 6**Fuel:** 0500-2100‡ other times 2HR PN within operating HRs**PCN:** RWY 05/23: 84/F/A/W/T**Customs:** 0330-2330‡ other times as AD OPS Hours**Operation****Low Visibility Procedure**

LVP in use when RVR at or below 550m and CEIL is below 200ft.

OPS limited to one ACFT at a time when all or part of the maneuvering area cannot be visually monitored.

ARR:

Vacate RWY via TWY H when directed to APN 100 and via TWY G when directed to APN 200/300.

Report to the TWR when ILS sensitive area has been vacated (identified by the end of the green/yellow color coded TWY center line lights) and when the assigned stand has been reached.

DEP:

When leaving APN 100 enter RWY via TWY F and when leaving APN 200/300 enter RWY via TWY G. In case of an rejected TKOF, vacate RWY only via TWY H.

Follow-me AVBL O/R.

In case of failure of RWY light PWR supply units, TKOF permitted only with VIS equal or above 800m.

RWY Restrictions

For TKOF RWY 23, 114m / 374ft are AVBL beyond RWY-end RWY 05.

For TKOF RWY 05, 45m / 147ft are AVBL beyond RWY-end RWY 23.

TWY Restrictions

TWY M width 21m / 69ft.

TWY H, K width 18m / 59ft.

TWY L, P width 17m / 56ft.

TWY G width 15m / 49ft.

Taxi/Parking

Follow-me only for taxi to stands, except when LVP in force.

ACFT vacating RWY via TWY H direct to stands 101-107, follow TWY B and then TWY A in counterclockwise direction.

ACFT vacating RWY via TWY F direct to stands 101-107, follow TWY A in counterclockwise direction.

ACFT leaving APN 100 direct to holding point M, follow TWY A in counterclockwise direction.

ACFT leaving APN 100 direct to holding point H or F, follow TWY A, then TWY B in counterclockwise direction.

APU

APN 100: Use of APU only permitted for the time required to perform ENG start.

APN 200/300: Use of APU restricted to 30min after ARR and 30min prior DEP.

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GENERAL**Warnings**

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

PRT VOR/DME unusable at 25NM:

- R000-050 below 13000ft.
- R050-140 below 8000ft.
- R140-210 below 5000ft.
- R270-310 below 7000ft.
- R310-360 below 8000ft.

MAINT: 1st and 3rd WED of each month 0400-0530‡.

IFZ DME-P limitations at 25NM:

- R000-R050 not usable.
- R050-R140 10000ft MRA.
- R140-R270 5000ft MRA.
- R270-R310 7000ft MRA.
- R310-R360 10000ft MRA.

IFZ LOC RWY 05 limitations:

- At 17NM 4500ft MRA.
- At 25 NM 5000ft MRA.

AD frequently affected by wind shear phenomena, mostly originated by winds with 5-20KT and NE direction. More often occurring in DEC and JAN.

Birds in vicinity of AD.

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

If PRT VOR/DME unusable, the reporting point designated to descend is GONGA, according to the planned arrival route.

After LDG:

Wait on RWY for follow-me.

During LVP:

Vacate RWY via TWY H and wait on first segment for follow-me.

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ARRIVAL**Arrival Procedure**

Entry PROC: Report DIST on final at first contact with TWR.

RWY 23: Direct APCH prohibited.

Circling RWY 23

LDG RWY 23 with following additional conditions:

- HJ only.
- MNM VIS 5000m and ceiling 3000ft.
- no tailwind component.
- no snow/slush/water OPS allowed.
- LDG OPS must be performed only by pilot in command as PF (pilot flying) provided with qualification on RWY 23 achieved by a training flight without PAX on board including at least an APCH for RWY 05, two circling for RWY 23 as PIC or using an by ENAC approved flight simulator.
- All ENG's operating, no damages to brakes, flight controls and to the reverse system if AVBL.
- Warning: RWY 23 PAPI usable only in final part of circling. Obstacle surface affected by obstacle beyond 1.2NM from THR.

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

DEPARTURE**Take-off Minima**

RWY		23	
A, B, C	ft - m/km	0 - 250R/250V	-
D		Not applicable	-

RWY		05	
A, B, C	ft - m/km	c3000 - 5.0V	HJ only
D		Not applicable	-

Communication**COM Failure**

Continue strictly on the assigned taxi route to your taxi clearance limit and wait for the arrival of the follow-me vehicle in order to be guided back to the stand.

Departure Procedure**Start-up / Push-back**

When 'ACFT ready' status is communicated by APN, contact TWR to obtain push-back / taxi instructions and traffic information.

Visual Climb PROC

Obstacle separation as well as terrain clearance are pilots responsibility during initial climb-out.

De-Icing

AVBL O/R.

Effective 26-APR-2018

19-APR-2018

FLR-LIRQ

Italy Florence Peretola

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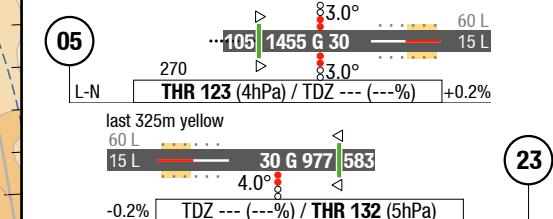
Peretola **Florence Italy**

AGC
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2-10

ATIS	129.350
Firenze RAD	125.825 0600-2200 ‡
Roma ACC	124.200
Padova ACC	134.750
	128.575
Milano ACC	129.075
Firenze APP	125.825
Firenze TWR	118.300 122.100
APN info	131.575 0530-2200 ‡

Landing RWY system:



Effective 26-APR-2018

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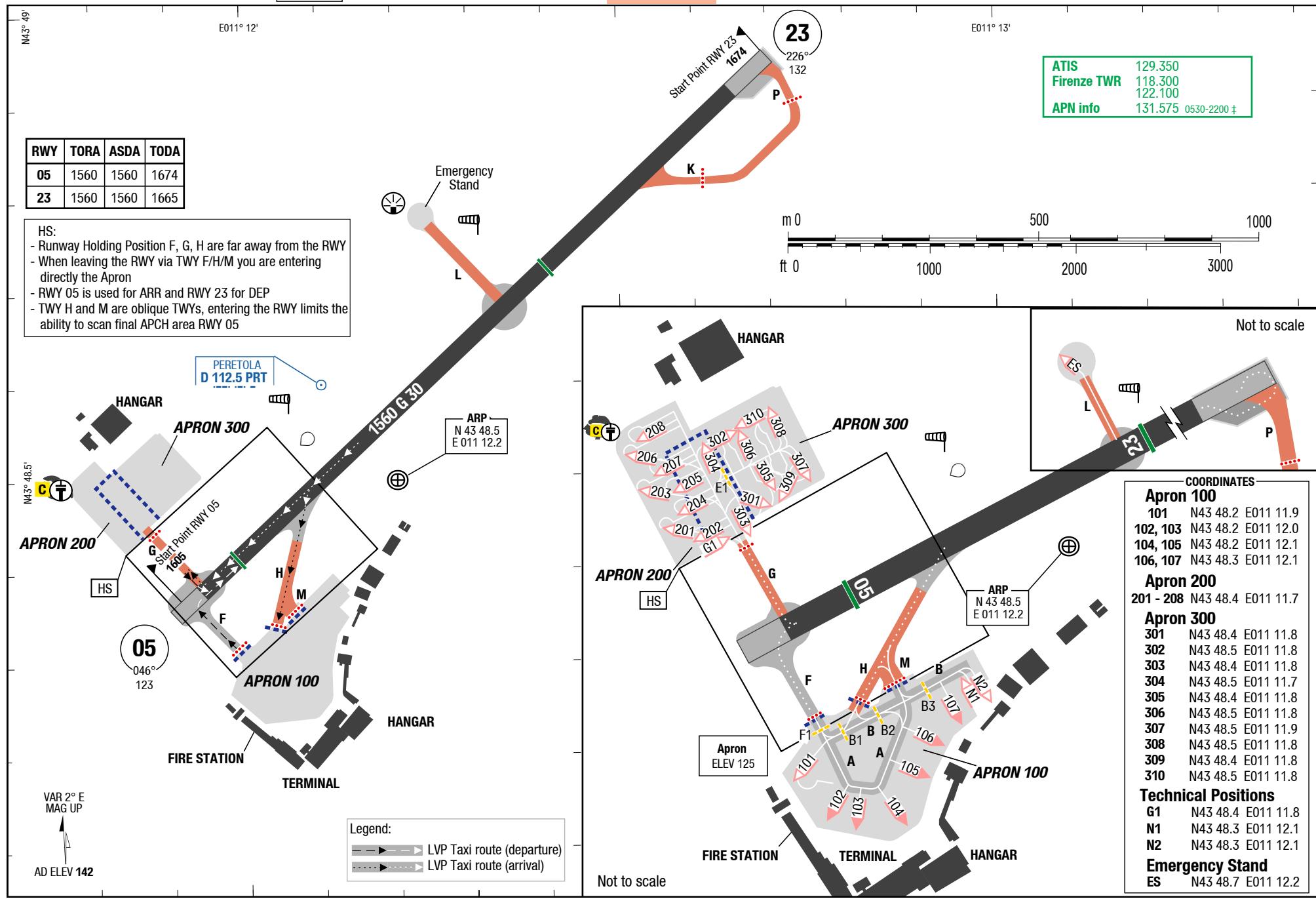
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3-20



Changes: TWY

19-APR-2018/UFN

19-APR-2018

FLR-LIRQ

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Tempo RNAV SIDs 5M

4-08

Tempo RNAV SIDs 5F/5G

SID

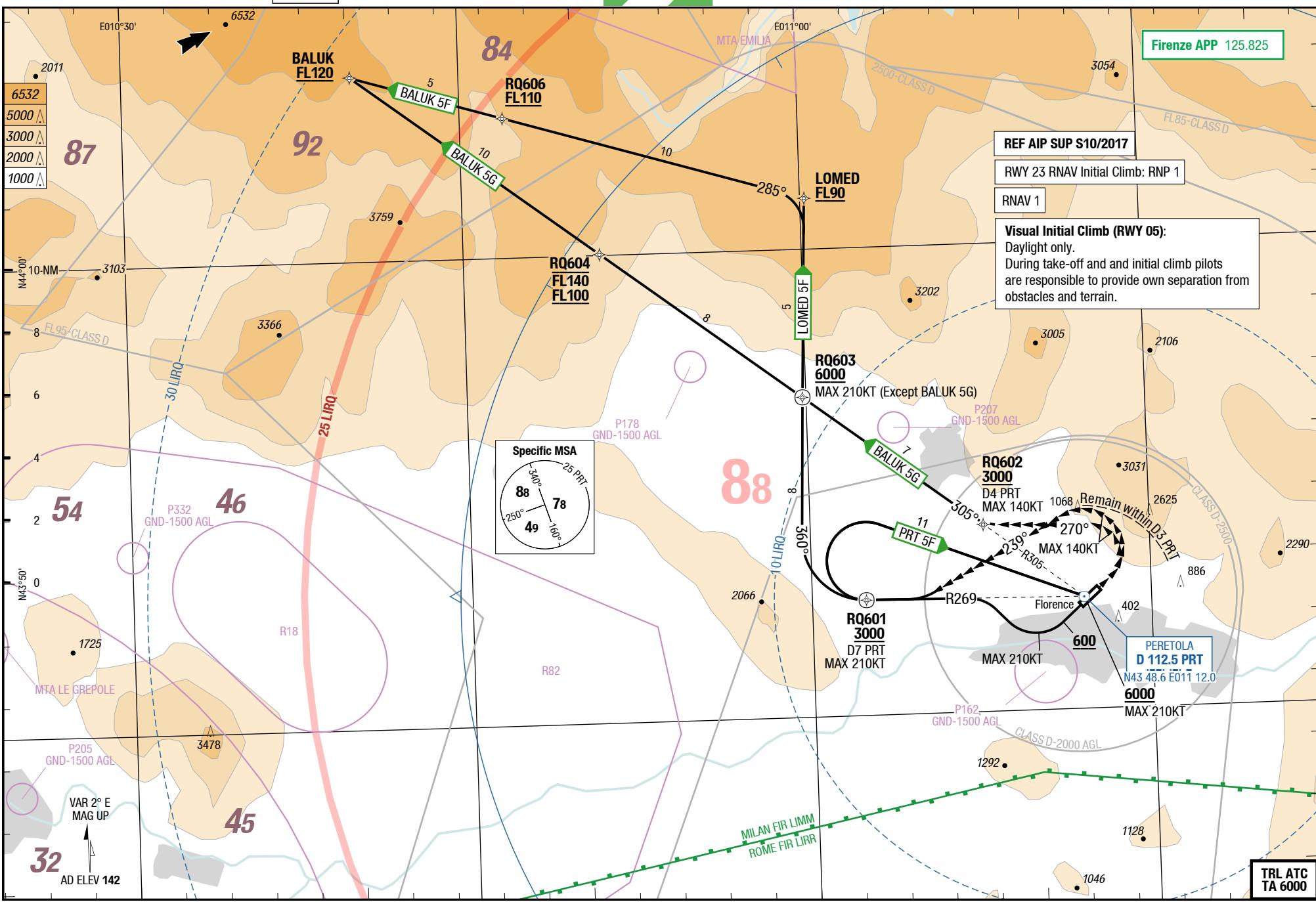
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Tempo RNAV SIDs 5M

Tempo RNAV SIDs 5F/5G

Firenze APP 125.825



19-APR-2018/UFN

19-APR-2018

FLR-LIRQ

4-09

Tempo RNAV SIDs 5M

Peretola **Florence Italy**

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SD

Tempo RNAV SIDs 5M

Visual Initial Climb (RWY 05):
Daylight only.
During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

Specific MSA

Altitude (ft)	Radius (NM)	Max Speed (kt)
25 PRT	25	210
78	78	210
49	49	210
88	88	210
250°	250	210
340°	340	210

PERETOLA D 112.5 PRT
N43 48.6 E011 12.0
MAX 210KT

Not to scale

Changes: Note, SUAs

19-APR-2018

FLR-LIRQ

Italy Florence Peretola

RNAV SIDs 5M

RNAV SIDs 5F/5G

4-10

SID

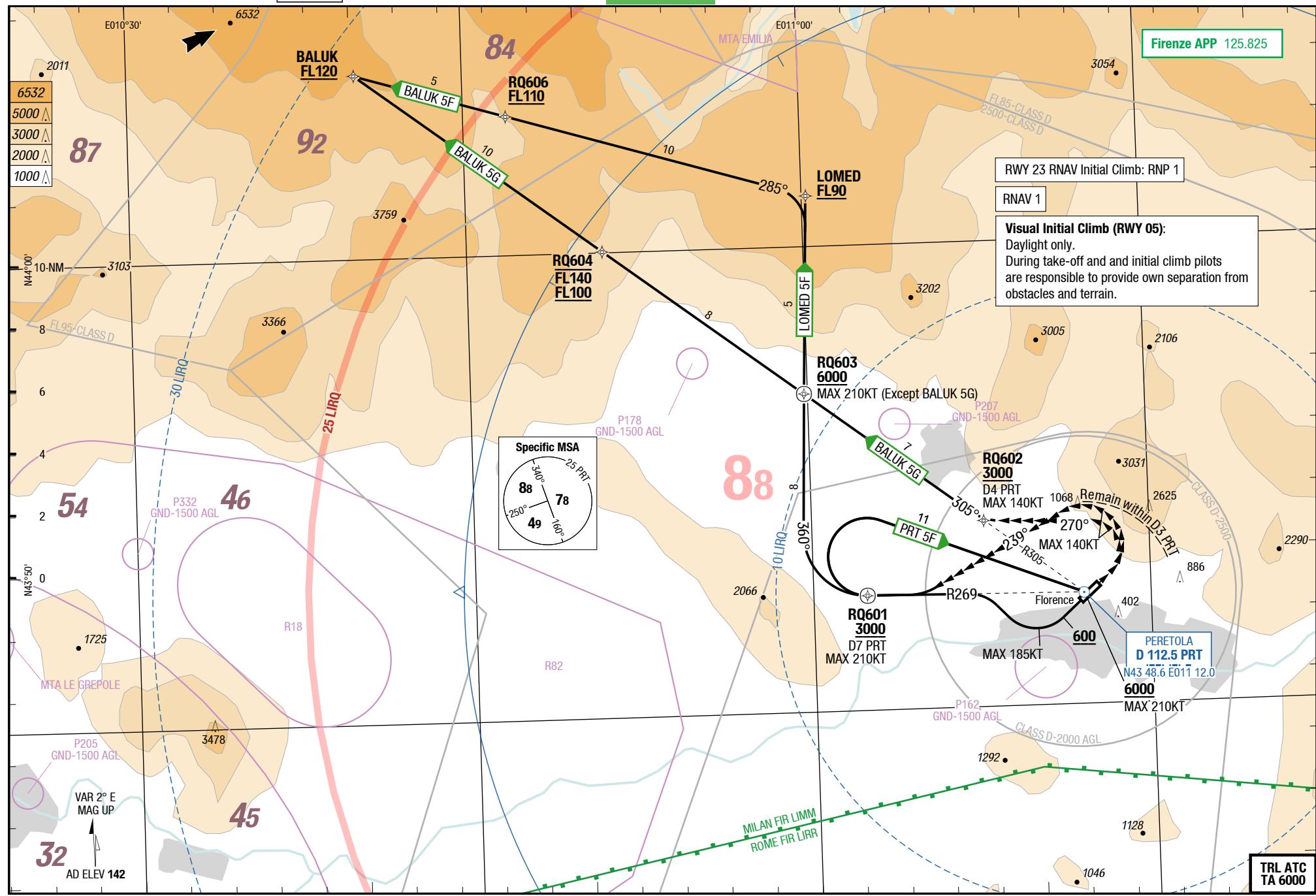
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Peretola Florence Italy

RNAV SIDs 5M

RNAV SIDs 5F/5G

Firenze APP 125.825



19-APR-2018

FLR-LIRQ

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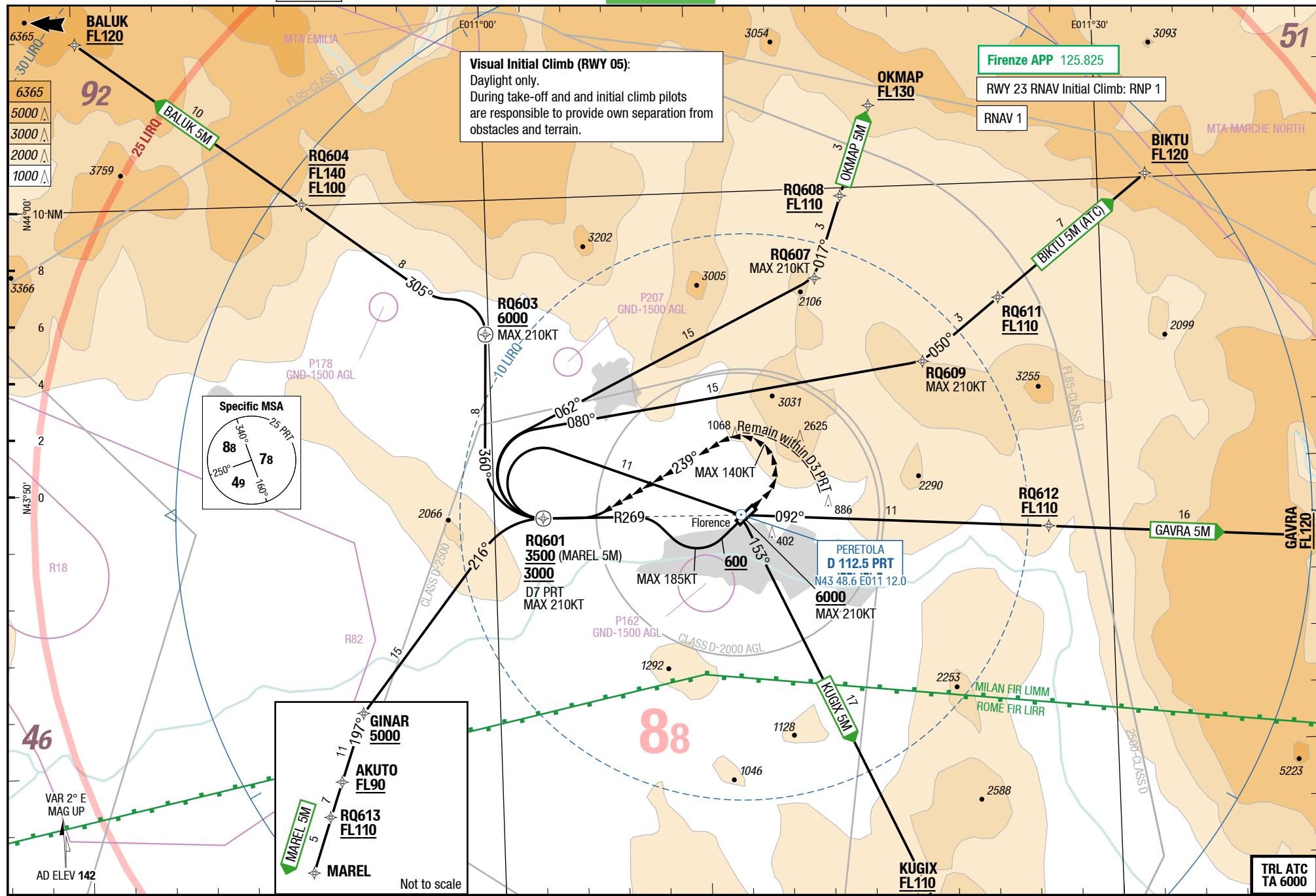
4-20

SID

SID

RNAV SIDs 5M

RNAV SIDs 5M



09-NOV-2017/UFN

02-NOV-2017

FLR-LIRQ

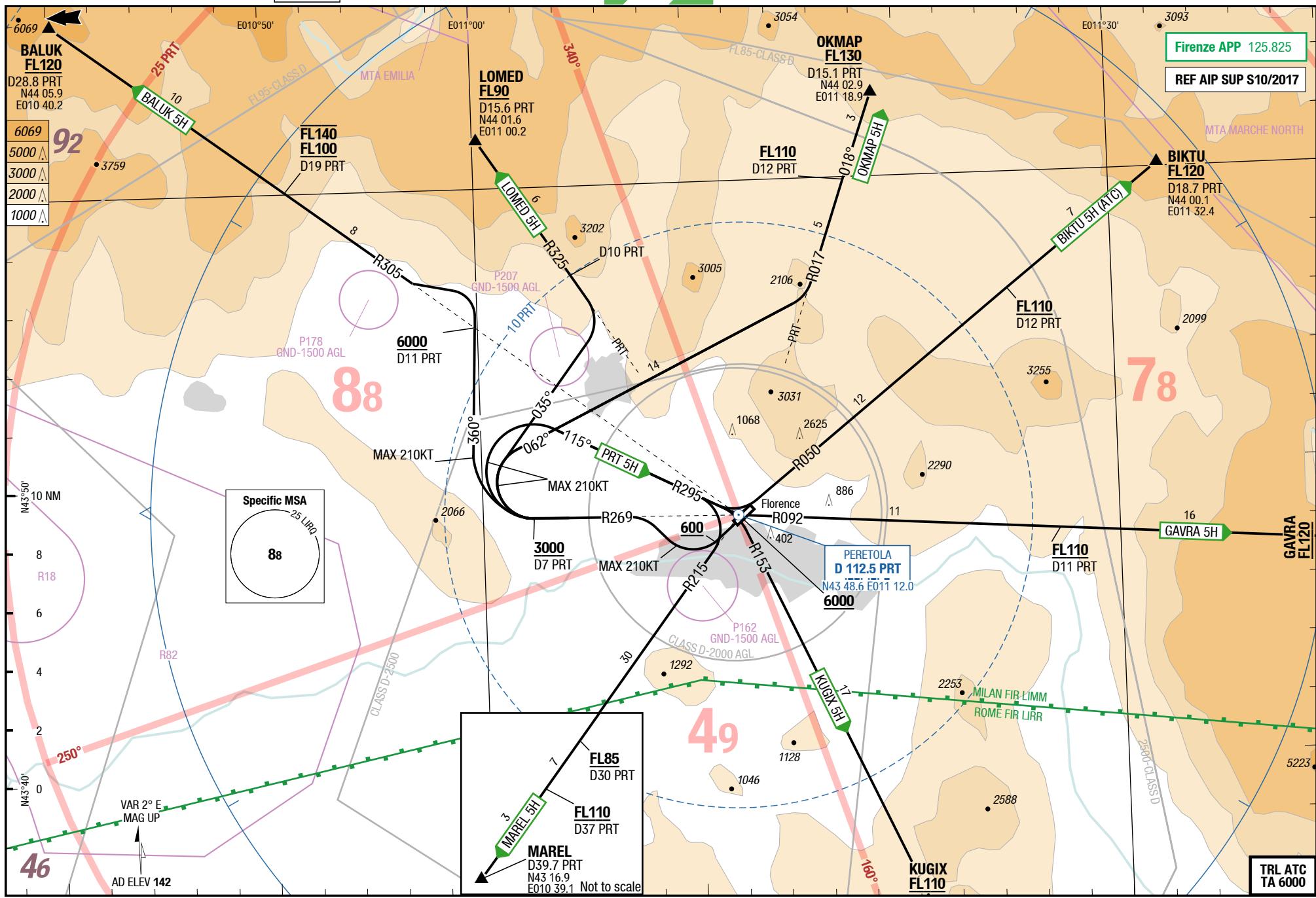
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4-28

Tempo SIDs RWY 23

Tempo SID RWY 23



Effective 09-NOV-2017

02-NOV-2017

FLR-LIRQ

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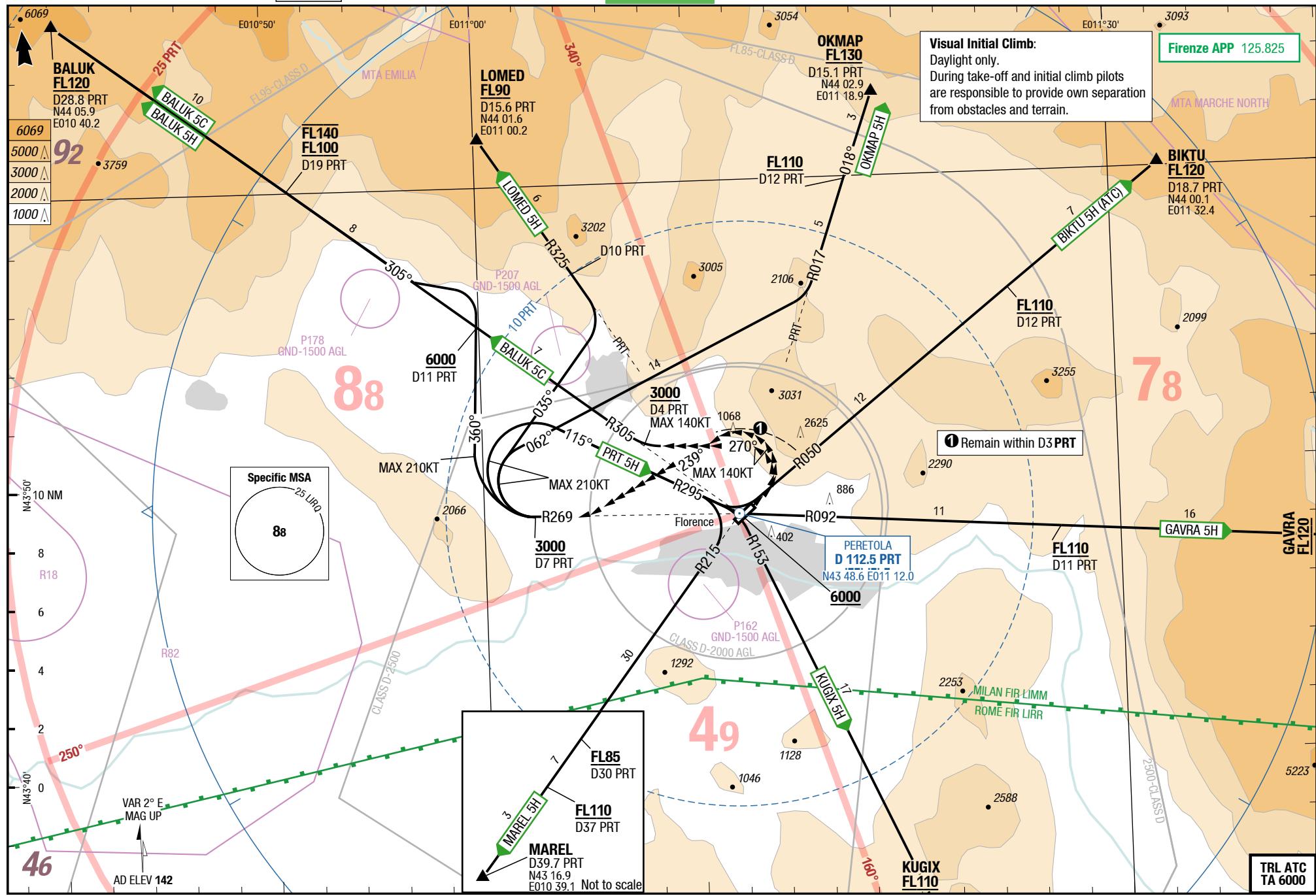
SIDs RWY 05

Peretola **Florence** Italy

SIDs RWY 05

4-30

- 6069 -



Changes: Completely revised

Effective 09-NOV-2017

02-NOV-2017

FLR-LIRQ

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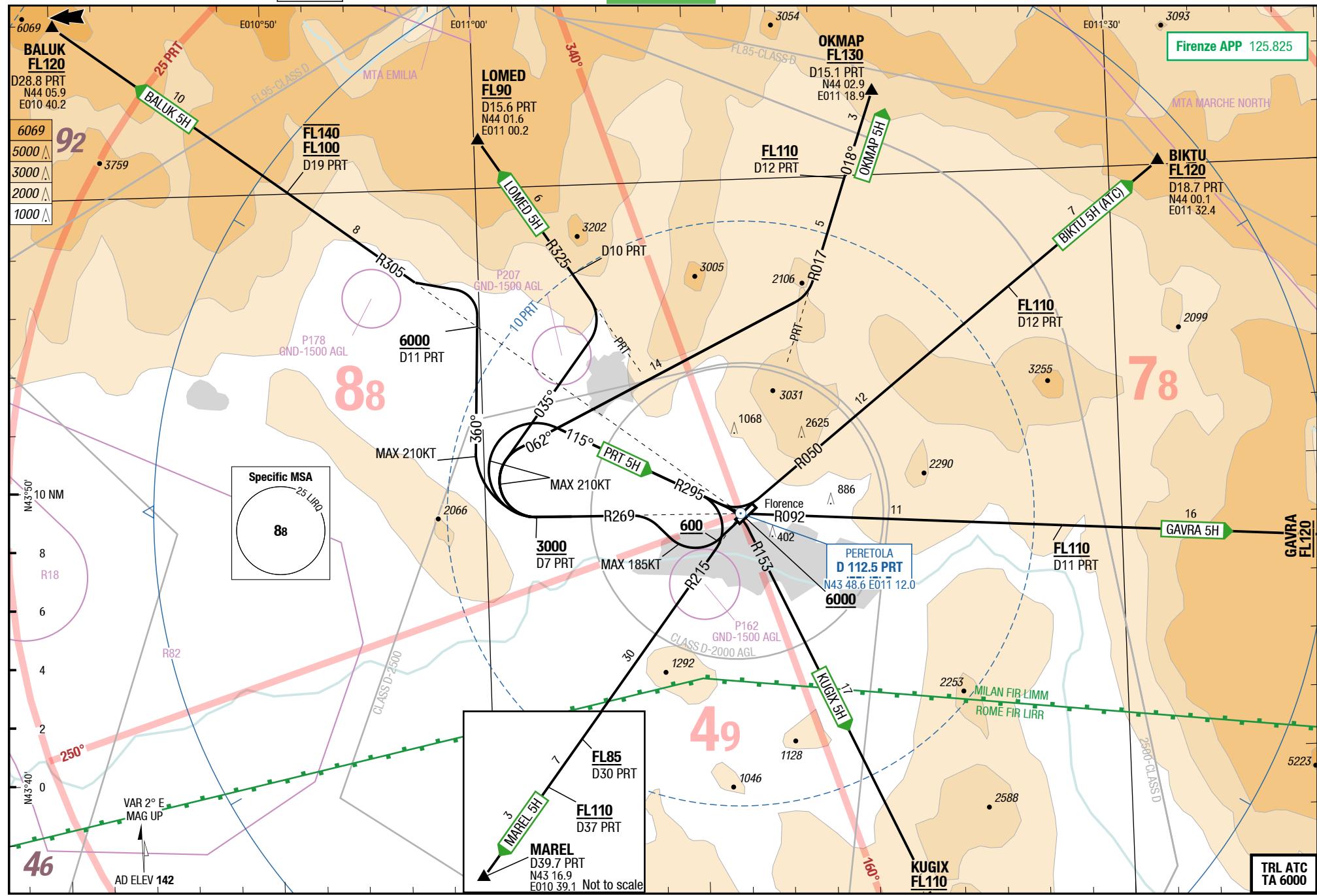
4-40

SIDs RWY 23

12

12

SIDs RWY 23



5-08

Tempo RNAV SIDs 5F/5G

BALUK 5F / BALUK 5G / LOMED 5F / PERETOLA 5F

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5F 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° RQ603 [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120
BALUK 5G 7.6% to FL100 125.825 ①	LT 270°, as soon as practicable, (MAX 140KT, remain within D3 PRT) intercept R305 PRT to RQ602 (R305/D4 PRT) (MAX 140KT), then continue RNAV with FMS route FMS RQ602 [K140-] - RQ603 - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
LOMED 5F 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° RQ603 [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000
	Runway 23	
BALUK 5F 7.1% to FL100 125.825 ②	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - RQ601 [K210-] - 360° RQ603 [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

② RNAV Initial Climb: RNP 1

5-09

Tempo RNAV SIDs 5F/5G

LOMED 5F / PERETOLA 5F

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
LOMED 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ**5-10****RNAV SIDs 5F/5G**

SIDPT

BALUK 5F / BALUK 5G / LOMED 5F / PERETOLA 5F

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5F 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120
BALUK 5G 7.6% to FL100 125.825 ①	LT 270°, as soon as practicable, (MAX 140KT, remain within D3 PRT) intercept R305 PRT to RQ602 (R305/D4 PRT) (MAX 140KT), then continue RNAV with FMS route FMS RQ602 [K140-] - RQ603 - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
LOMED 5F 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000
	Runway 23	
BALUK 5F 7.1% to FL100 125.825 ②	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ; K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED - RQ606 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90 RQ606 MNM FL110 BALUK MNM FL120

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

② RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ**5-20****RNAV SIDs 5F/5G****LOMED 5F / PERETOLA 5F**

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800
							2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
LOMED 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - LOMED	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 LOMED MNM FL90
PERETOLA 5F PRT 5F 7.1% 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route after RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-]	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000

① RNAV Initial Climb: RNP 1

5-28

Tempo RNAV SIDs 5M

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M / OKMAP 5M

RWY 05 (046°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5M 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° RQ603 [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110
OKMAP 5M 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from OBST and terrain

5-29

Tempo RNAV SIDs 5M

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 080° <u>RQ609</u> [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ**5-30****RNAV SIDs 5M****BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M / OKMAP 5M**

RWY 05 (046°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800
							2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5M 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 360° RQ603 [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 080° RQ609 [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110
OKMAP 5M 7.1% 125.825 ①	LT 239°, as soon as practicable, (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route FMS RQ601 [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① Visual Initial Climb: Daylight only. During take-off and initial climb pilots are responsible to provide own separation from OBST and terrain

19-APR-2018

FLR-LIRQ**5-40****RNAV SIDs 5M**

SIDPT

BALUK 5M / BIKTU 5M / GAVRA 5M / KUGIX 5M / MAREL 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800
							2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 360° <u>RQ603</u> [K210-] - RQ604 - BALUK	RQ601 (R269/D7 PRT) MNM 3000 RQ603 MNM 6000 RQ604 between FL100 and FL140 BALUK MNM FL120
BIKTU 5M (ATC) 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 080° <u>RQ609</u> [K210-] - RQ611 - BIKTU	RQ601 (R269/D7 PRT) MNM 3000 RQ611 MNM FL110 BIKTU MNM FL120
GAVRA 5M 7.1% to FL100 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - RQ612 - GAVRA	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 RQ612 MNM FL110 GAVRA MNM FL120
KUGIX 5M 7.1% to 6000 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - DCT PRT [K210-] - KUGIX	RQ601 (R269/D7 PRT) MNM 3000 PRT MNM 6000 KUGIX MNM FL110
MAREL 5M 7.1% to 6000 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 216° GINAR - AKUTO - RQ613 - MAREL	RQ601 (R269/D7 PRT) MNM 3500 GINAR MNM 5000 AKUTO MNM FL90 RQ613 MNM FL110

① RNAV Initial Climb: RNP 1

OKMAP 5M

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
OKMAP 5M 7.1% 125.825 ①	at MNM 600 RT (MAX 210KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K210-] - <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ**5-50****RNAV SIDs 5M****OKMAP 5M**

RWY 23 (226°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800
							2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
OKMAP 5M 7.1% 125.825 ①	at MNM 600 RT (MAX 185KT) intercept R269 PRT to RQ601 (R269/D7 PRT) (MAX 210KT), then continue RNAV with FMS route from RQ601 FMS 226° [A600+ ;K185-] - <u>RQ601</u> [K210-] - 062° RQ607 [K210-] - RQ608 - OKMAP	RQ601 (R269/D7 PRT) MNM 3000 RQ608 MNM FL110 OKMAP MNM FL130

① RNAV Initial Climb: RNP 1

19-APR-2018

FLR-LIRQ**5-60****SIDs RWY 05**

SIDPT

BALUK 5C / BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H

RWY 05 (046°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BALUK 5C 7.6% to FL100 125.825 ①	as soon as possible LT 270° (MAX 140KT, remain within D3 PRT) - intercept R305 PRT (MAX 140KT) to BALUK	R305/D4 PRT MNM 3000 R305/D11 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BALUK 5H 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° - intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90

① Visual initial climb: Daylight only. During take off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

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Tempo SIDs RWY 23

BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H / MAREL 5H / OKMAP 5H
RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° - intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90
MAREL 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° - intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130

MAREL 5H / OKMAP 5H / PERETOLA 5H

RWY 05 (046°)

	GS	120	150	180	210	240	270
	7.1%	ft/MIN	900	1100	1300	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
MAREL 5H 7.1% to 6000 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130
PERETOLA 5H PRT 5H 7.1% 125.825 ①	as soon as possible LT 239° (MAX 140KT, remain within D3 PRT) - intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

① Visual initial climb: Daylight only. During take off and initial climb pilots are responsible to provide own separation from obstacles and terrain.

BALUK 5H / BIKTU 5H / GAVRA 5H / KUGIX 5H / LOMED 5H / MAREL 5H / OKMAP 5H
RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BALUK 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 360° - intercept R305 PRT to BALUK	R269/D7 PRT MNM 3000 crossing R305 PRT MNM 6000 R305/D19 PRT between FL100 and FL140 BALUK MNM FL120
BIKTU 5H (ATC) 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R050 PRT to BIKTU	R269/D7 PRT MNM 3000 PRT MNM 6000 R050/D12 PRT MNM FL110 BIKTU MNM FL120
GAVRA 5H 7.1% to FL100 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R092 PRT to GAVRA	R269/D7 PRT MNM 3000 PRT MNM 6000 R092/D11 PRT MNM FL110 GAVRA MNM FL120
KUGIX 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R153 PRT to KUGIX	R269/D7 PRT MNM 3000 PRT MNM 6000 KUGIX MNM FL110
LOMED 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 035° intercept R325 PRT to LOMED	R269/D7 PRT MNM 3000 LOMED MNM FL90
MAREL 5H 7.1% to 6000 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT inbound PRT - intercept R215 PRT to MAREL	R269/D7 PRT MNM 3000 PRT MNM 6000 R215/D30 PRT MNM FL85 R215/D37 PRT MNM FL110
OKMAP 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) 062° - intercept R017 PRT to OKMAP	R269/D7 PRT MNM 3000 R017/D12 PRT MNM FL110 OKMAP MNM FL130

PERETOLA 5H

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
PERETOLA 5H PRT 5H 7.1% 125.825	at MNM 600 RT (MAX 210KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

PERETOLA 5H

RWY 23 (226°)

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
PERETOLA 5H PRT 5H 7.1% 125.825	at MNM 600 RT (MAX 185KT) intercept R269 PRT to R269/D7 PRT - RT (MAX 210KT) intercept R295 PRT to PRT	R269/D7 PRT MNM 3000 PRT MNM 6000

Effective 09-NOV-2017

02-NOV-2017

FLR-LIRQ

6-10

Italy Florence Peretola

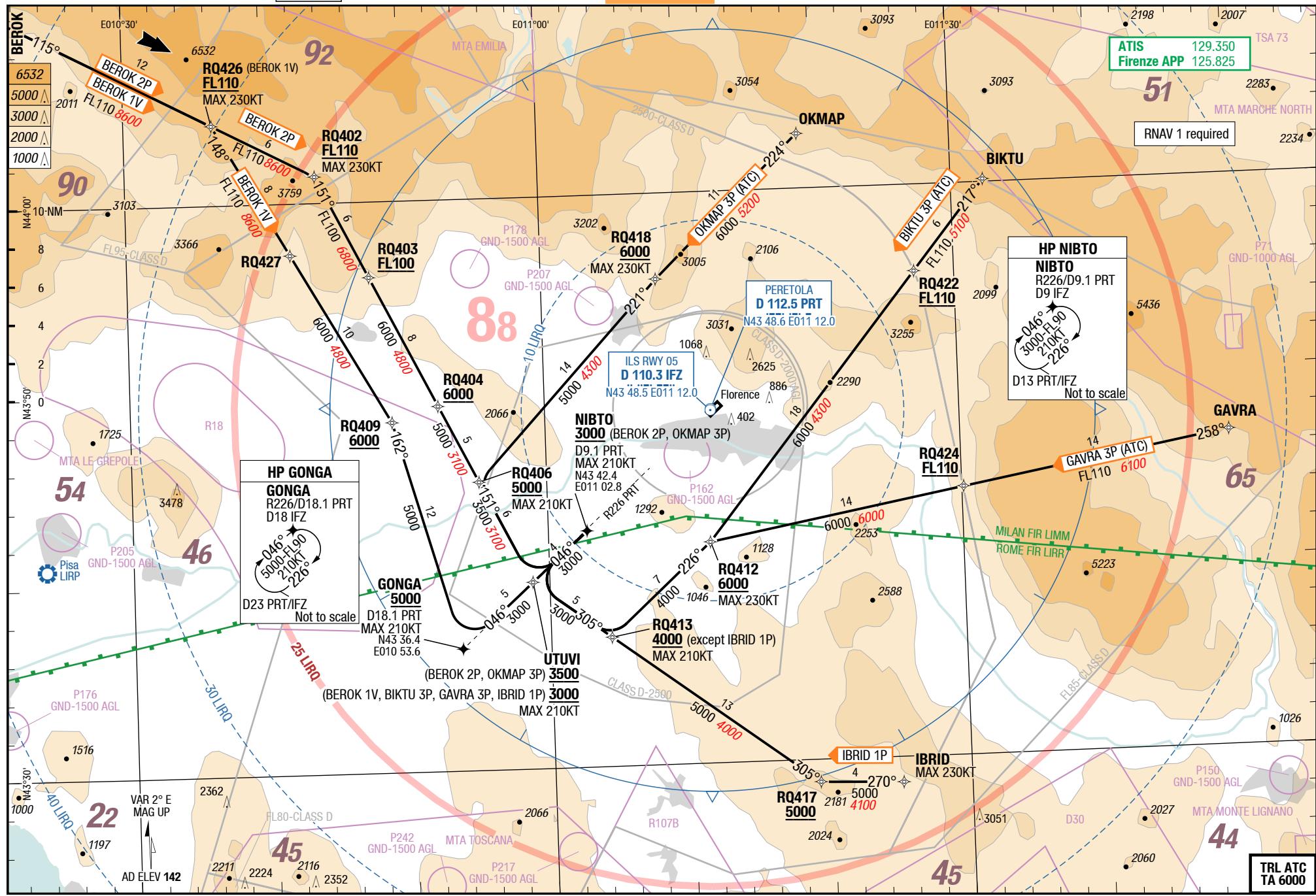
R

B

RNAV STARs P/V

Peretola Florence Italy

RNAV STARs P/W



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02-NOV-2017

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Italy Florence Peretola

Peretola Florence Italy

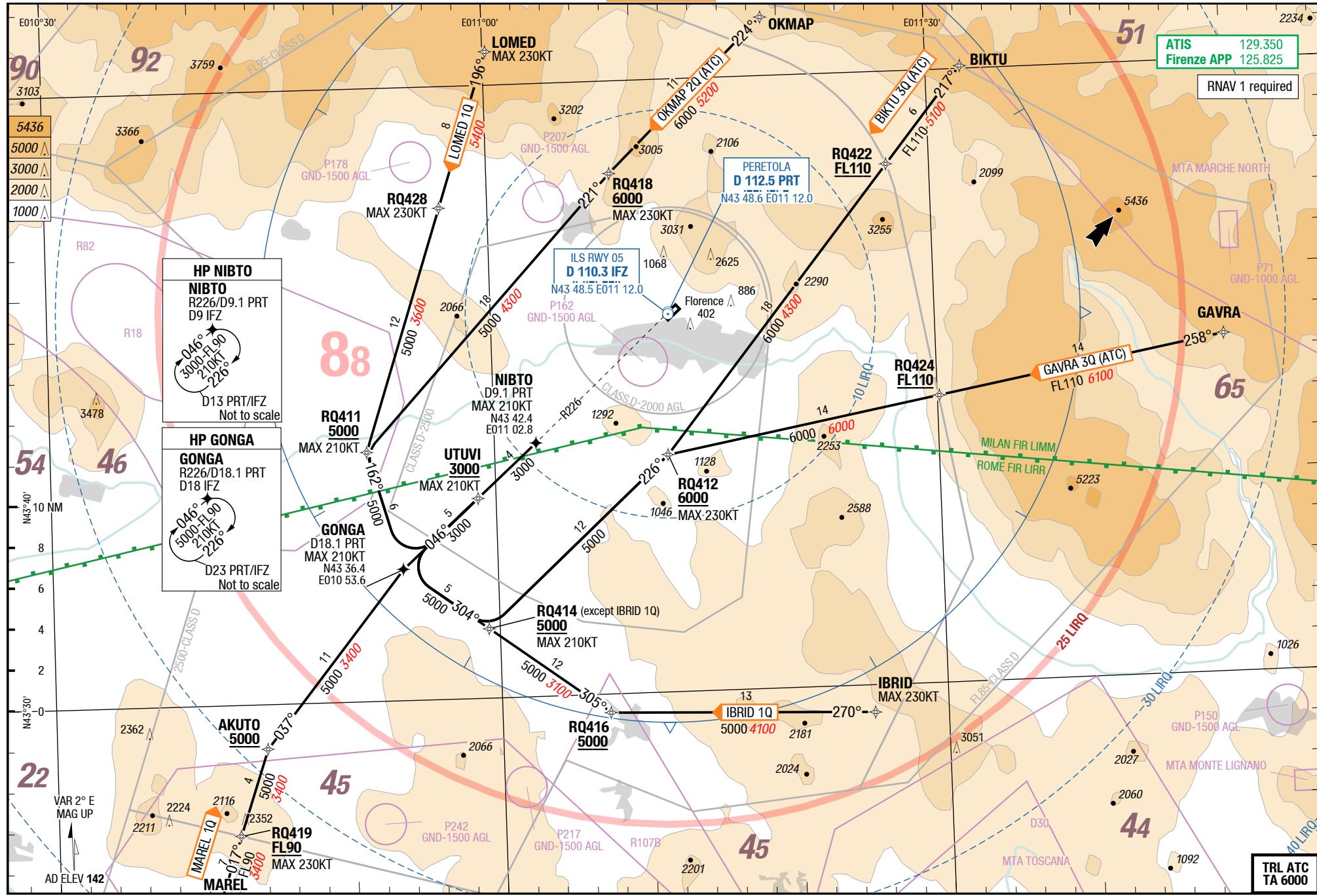
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RNAV STARs Q

STAR

STAR

RNAV STARs Q



Effective 13-SEP-2018

06-SEP-2018

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STAR

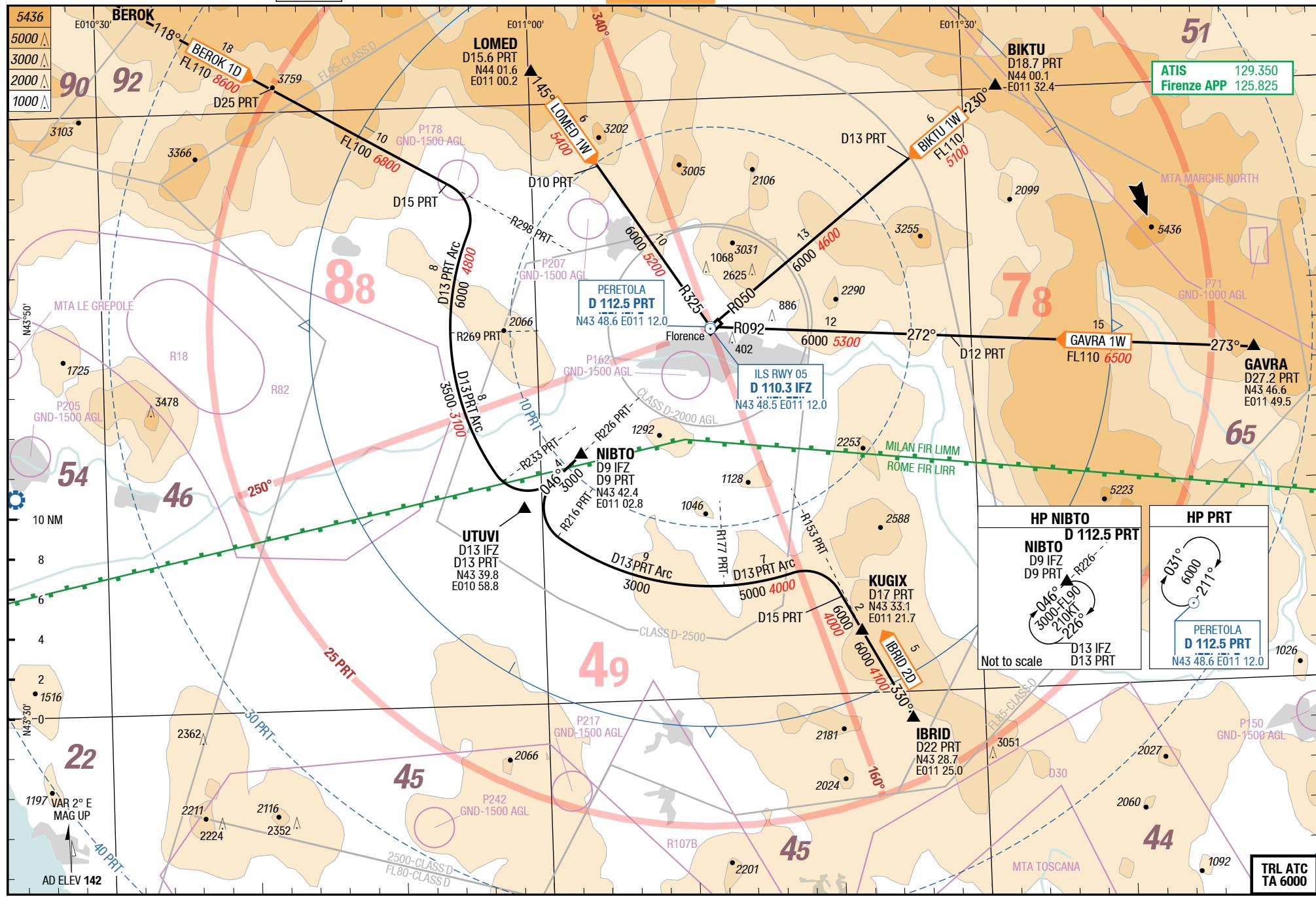
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Peretola Florence Italy

STARs 1D/1W

STARs 1D/1W

6-30



Effective 13-SEP-2018

06-SEP-2018

FLR-LIRQ

Italy Florence Peretola

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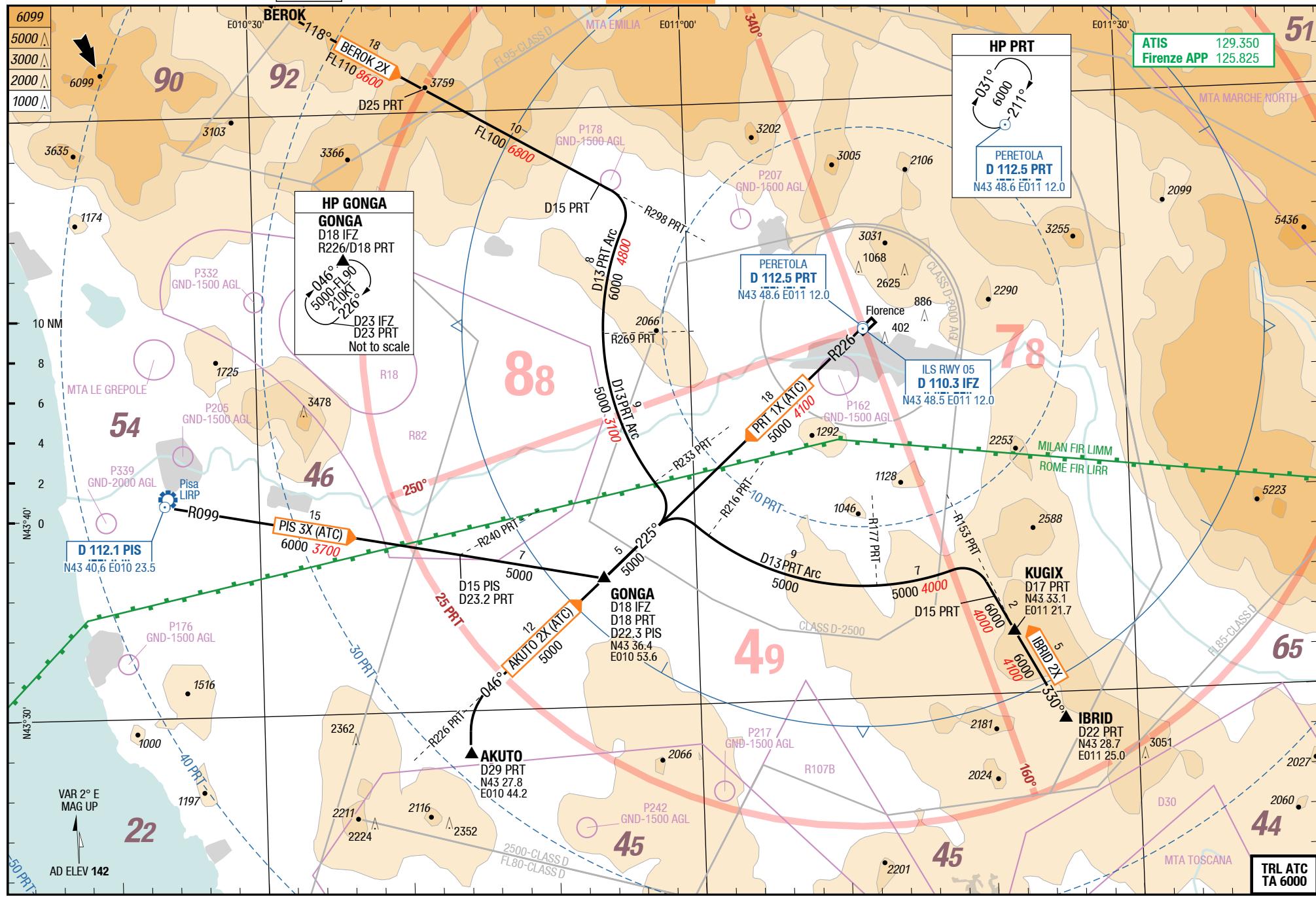
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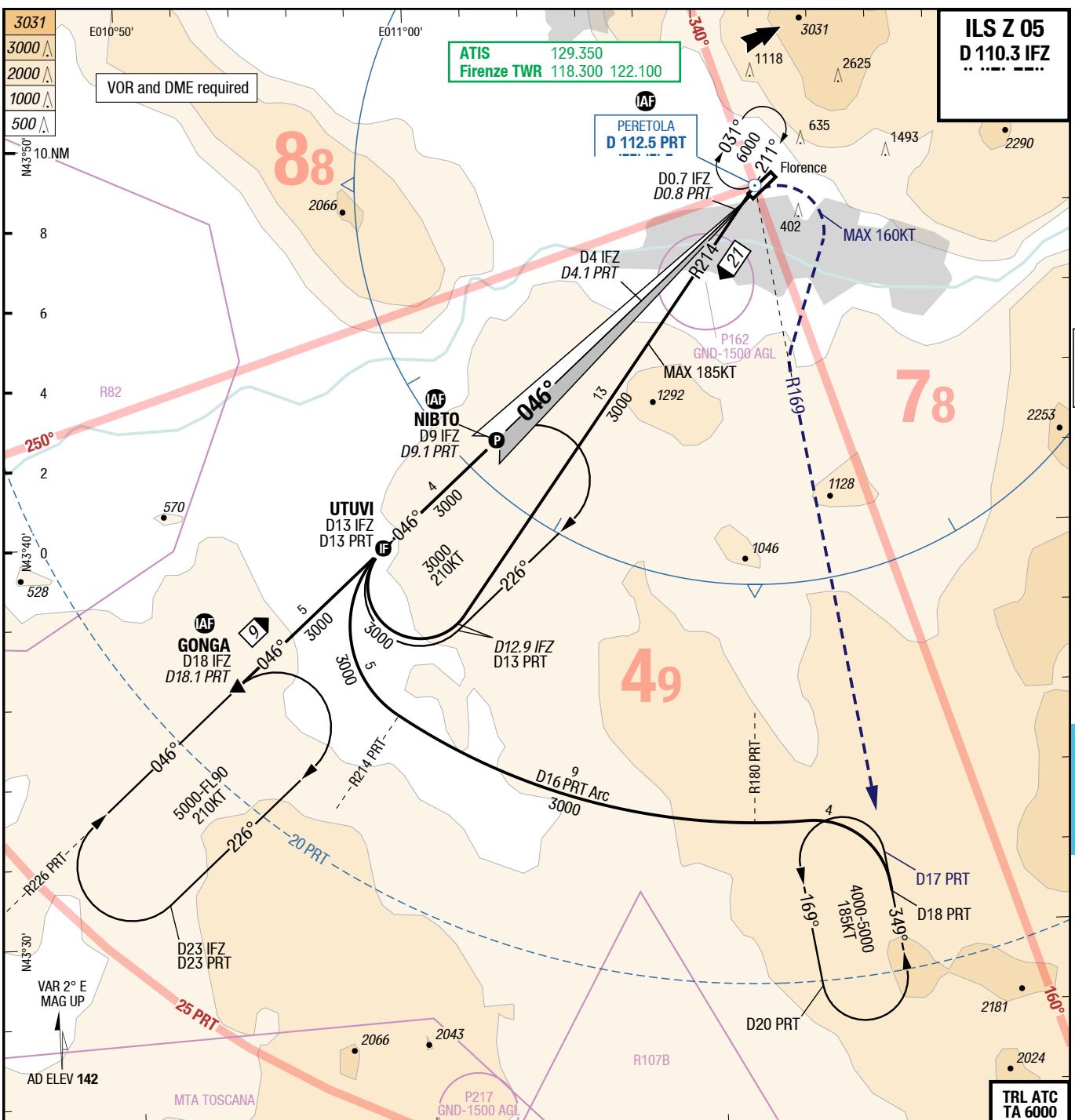
Peretola Florence Italy

6-40

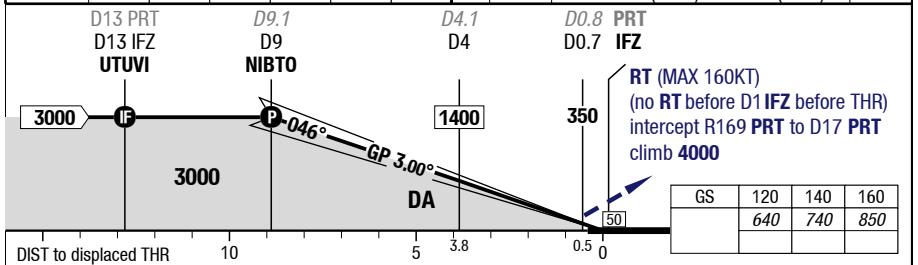
STARs X

STARs X



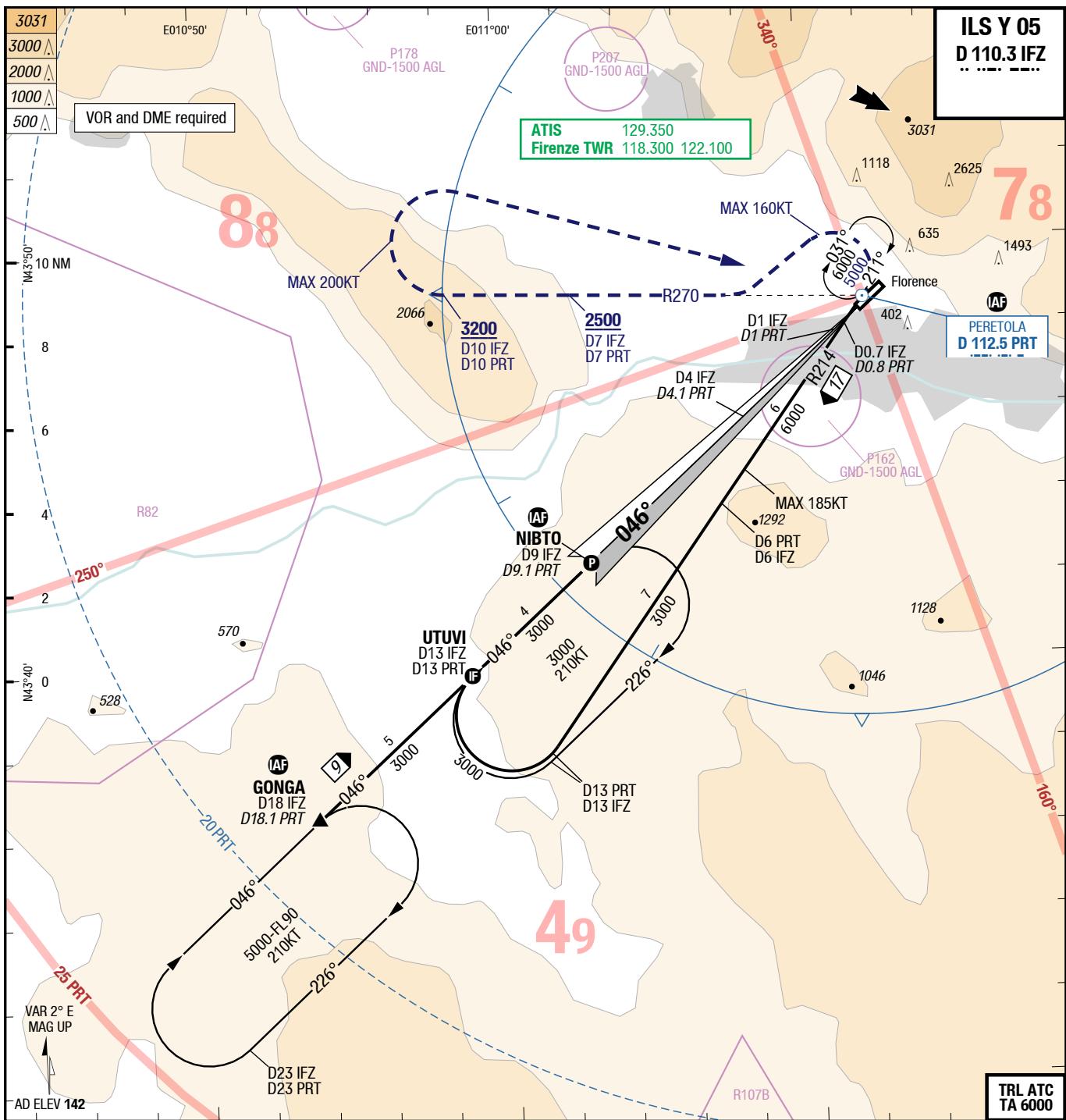


D IFZ	9	8	7	6	5	3	05	83.0° 60 L 105 1455 G 30 270 83.0° THR 123 (4hPa) / TDZ --- (+0.2%)
	3000	2680	2360	2040	1720	1080		



05		Cat 1 DME GA 3.5%	Cat 1 DME GA 2.5%					Circling 1)
C	ft - m/km ft	510 - 2.1 630 2)	720 - 2.4 840 3)					C 3000 - 5.0V 3050
D	ft - m/km ft	Not published	Not published					Not published
1) SE of RWY and HJ only								3) With EVS 1.6km, wo EVS use STD
2) With EVS 1.4km, wo EVS use STD								

Changes: APL, OBST, SUAS



D IFZ	9	8	7	6	5	3	05	83.0°	60 L
	3000	2680	2360	2040	1720	1080			
	1-N	270	...108	1455 G 30	83.0°	15 L	THR 123 (4hPa) / TD77 --- (---%)	+0.2%	

D13 PRT
D13 IFZ
UTUVI

D9.1
D9
NIBTO

D4.1
D4

D1 **D0.8 PRT**
D1 **D0.7 IFZ** LT (MAX 160KT)
(no LT before D1 IFZ before THR)
intercept R270 PRT -
D7 PRT (MNM 2500) -
at D10 PRT (MNM 3200)
RT (MAX 200KT) direct PRT
climb **5000**

3000 **F** **P** 046°

1400

350

50

DA

GP 3.00°

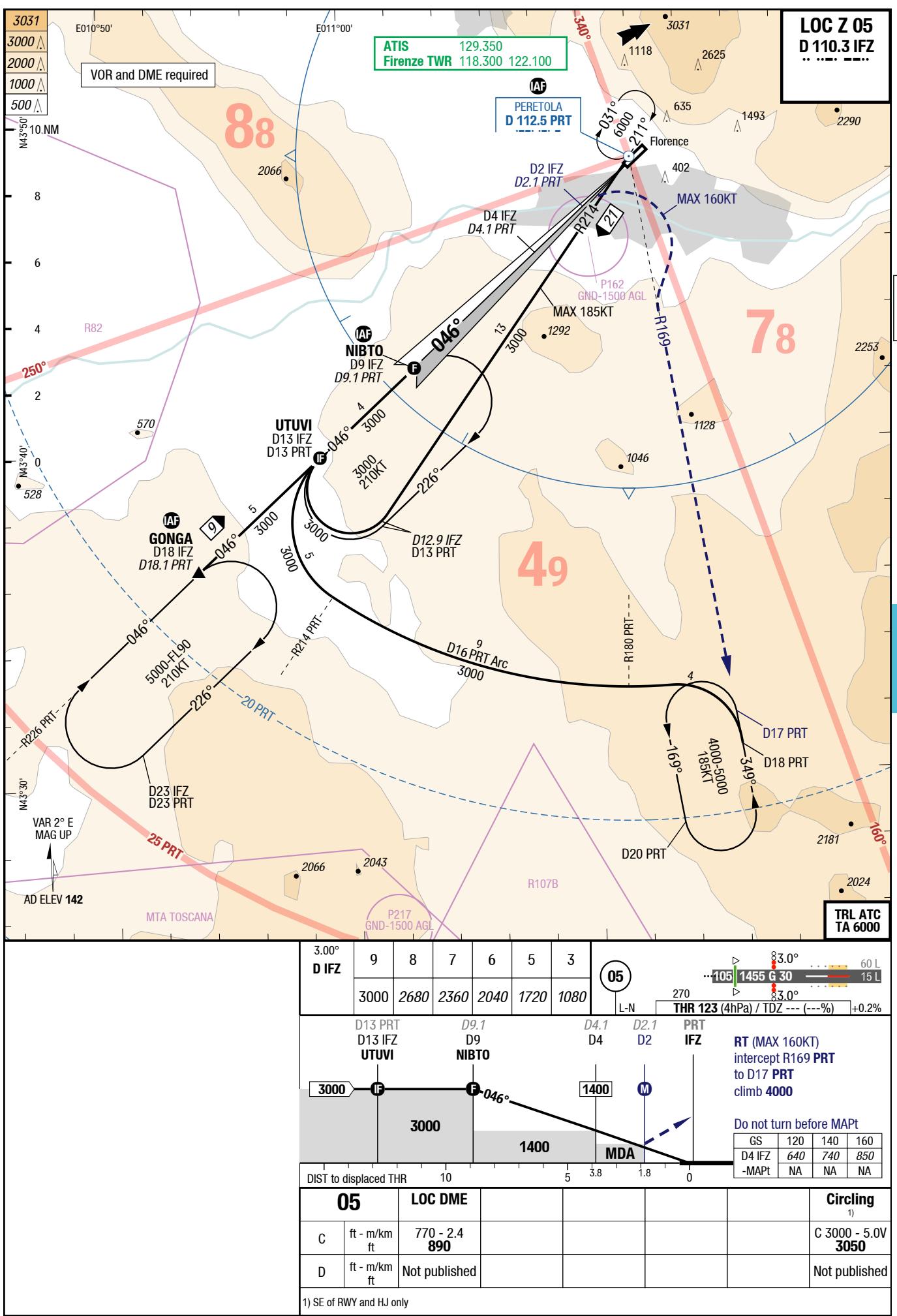
3000

DIST to displaced THR 10 5 3.8 0.8 0.5 0

GS	120	140	160
	640	740	850

05		Cat 1 DME GA 3.7%				Circling 1)
C	ft - m/km ft	500 - 2.1 620 2)				C 3000 - 5.0V 3050
D	ft - m/km ft	Not published				Not published

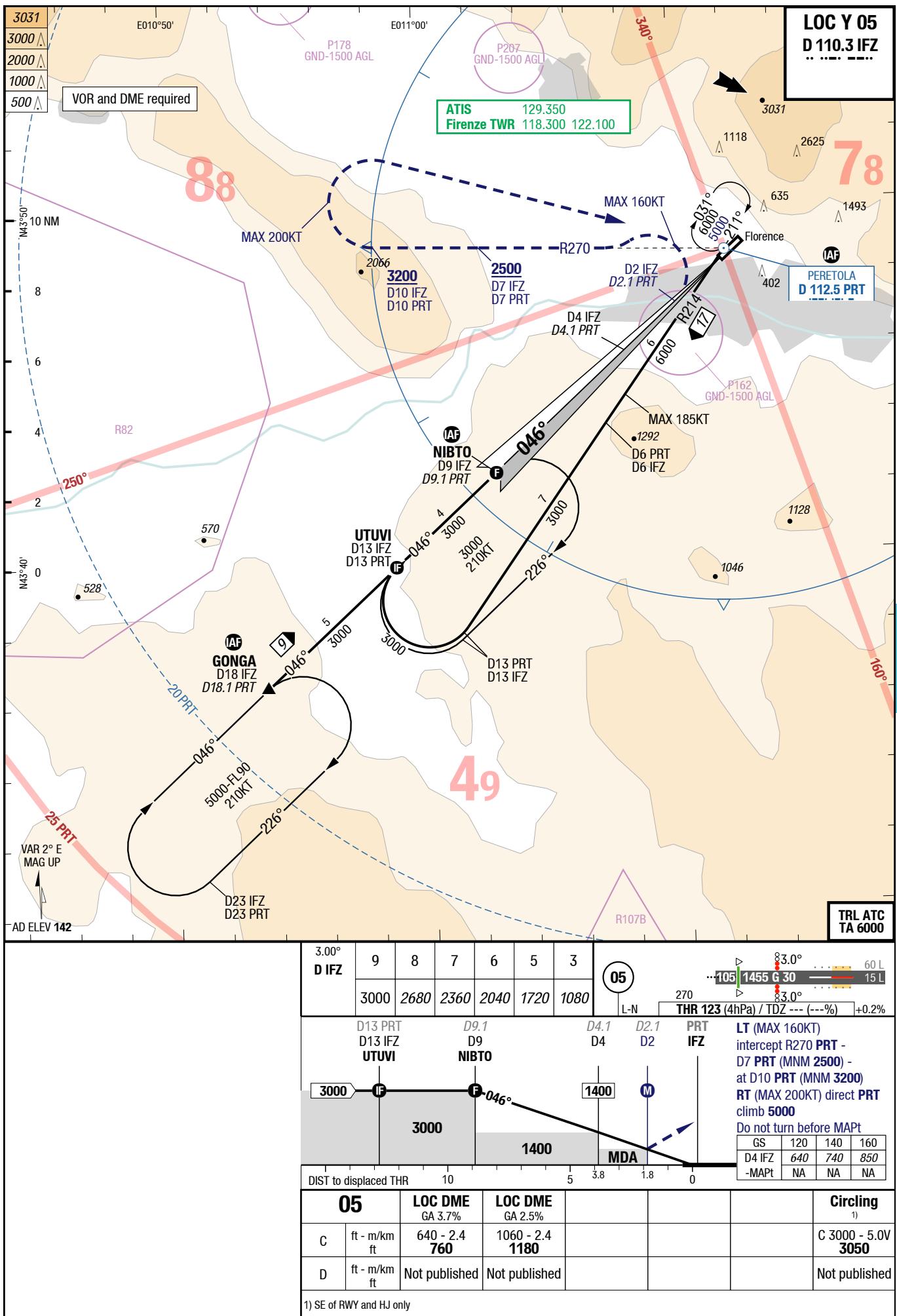
Changes: APL, OBST, SUAS



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IAC

Peretola Florence Italy



7-50

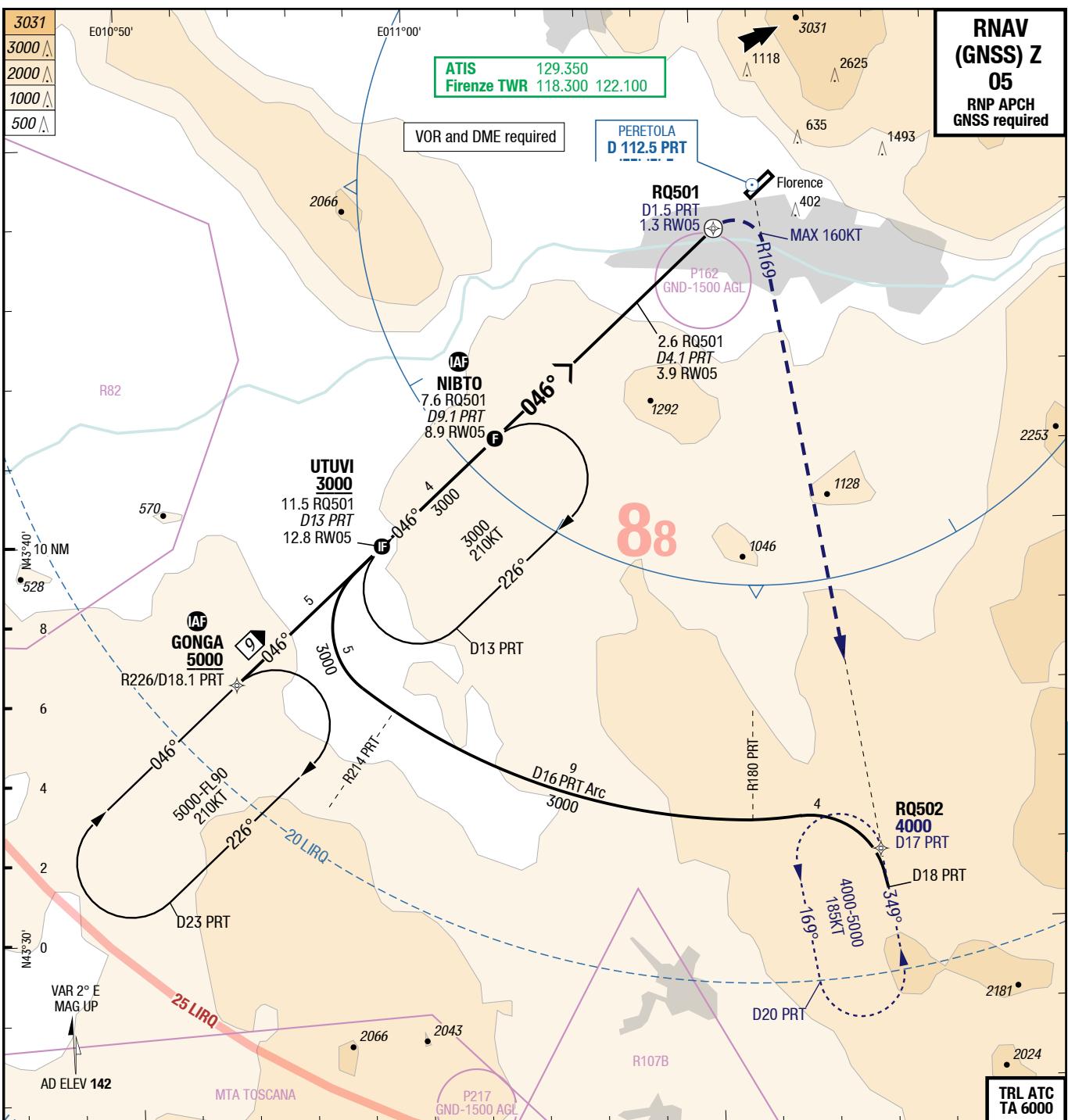
Italy Florence Peretola
RNAV (GNSS) Y 05

IAC
IAC

Peretola Florence Italy
RNAV (GNSS) Y 05

RNAV (GNSS) Z 05
RNP APCH
GNSS required

Changes: MSA, APL, OBST, SUAs, Editorial



3.0° RQ501	7.6	6	5	4	3	2	05	83.0°	60 L
	3000	2480	2170	1850	1530	1210	L-N	270	15 L
D13 PRT 11.5 RQ501 UTUVI	7.6	6	5	4	3	2	D13 PRT	83.0°	60 L
NIBTO 3000	7.6	7.6	7.6	7.6	7.6	7.6	NIBTO 3000	270	15 L
RQ501 N43 47.5 E011 10.6	1350	1240	1400	1400	1400	1400	RQ501 1455 G 30	THR 123 (4hPa) / TDZ --- (-%) +0.2%	THR 123 (4hPa) / TDZ --- (-%) +0.2%
DIST to displaced THR	10	8.9	5	3.9	1.3	0	M	83.0°	83.0°
05	RNAV GNSS VNAV 1)	RNAV GNSS LNAV					1 LNAV only		
C	ft - m/km ft	820 - 2.4 940 2)	820 - 2.4 940 3)						
D	ft - m/km ft	Not published	Not published						

**RT (MAX 160KT)
intercept R169 PRT
to RQ502 climb 4000**

Circling SE of RWY only HJ only

GS 120 140 160

NIBTO 640 740 850

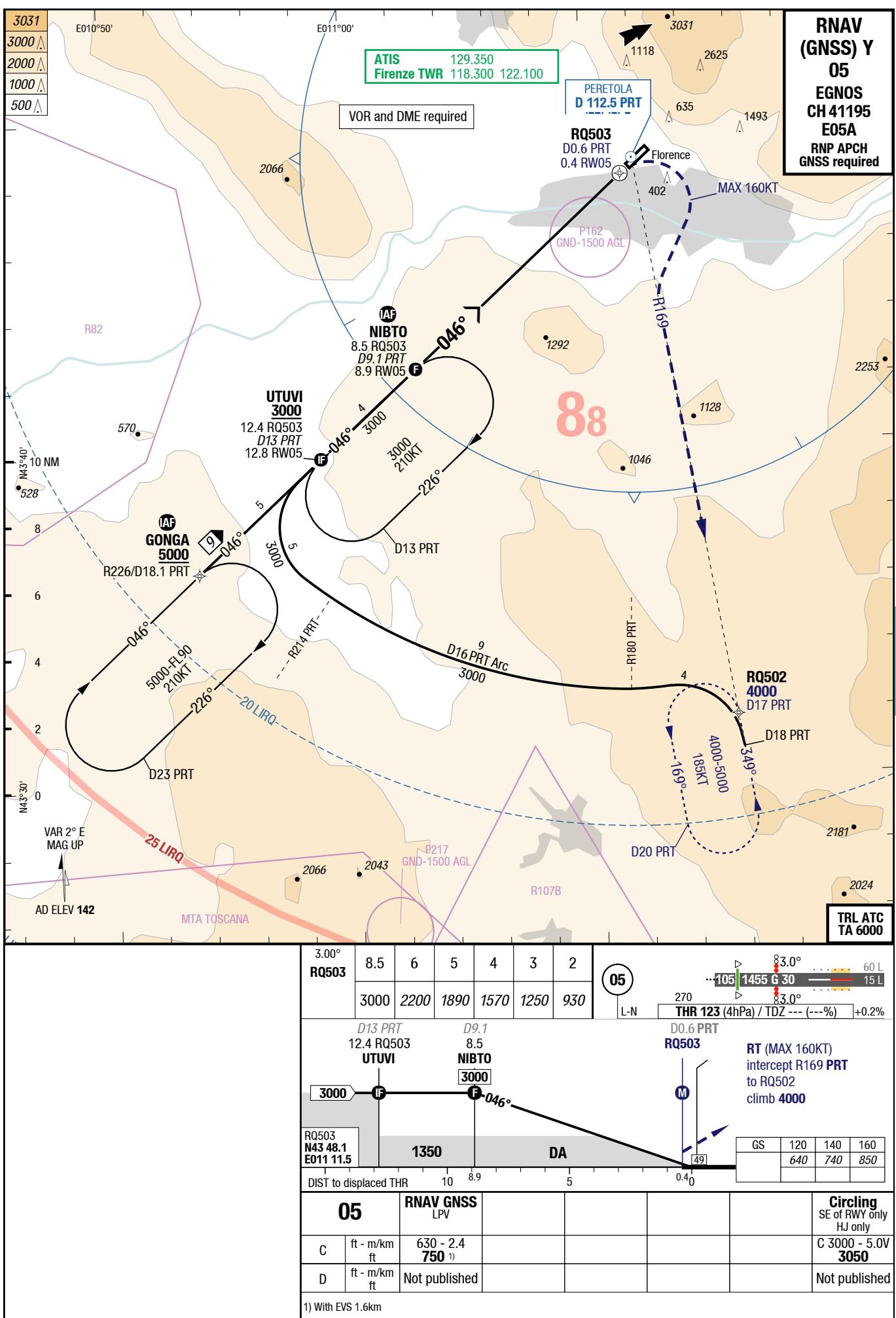
-MAPt 3.49 3.16 2.51

C 3000 - 5.0V 3050

Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 2) With EVS 1.6km 3) Timing to determine MAPt NA

Changes: MSA, APL, OBST, SUAs, Editorial



Effective 09-NOV-2017

02-NOV-2017

FLR-LIRQ

Italy Florence Peretola   **Peretola Florence Italy**

The logo consists of the letters 'NIL' in a bold, black, sans-serif font inside a white rectangular box with a black border. To the right of the box is a black right-pointing arrowhead. Below the box, the letters 'MRC' are written in a large, bold, black, sans-serif font.

Peretola **Florence** Italy

MRC

8-10

Chart only to be used for cross-checking of ALTs assigned when vectored by Firenze QNH.

ALTs established on Firenze QNH.

TRL ATC TA 6000

Changes: Navaid FRZ, TOPO