

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON FRI 0700-1442±**Airport Information****RFF:** CAT 7**Fuel:** AVBL O/R 0500-2200±, other times PN not later than 2100±.**PCN:** RWY 13R/31L: 53/F/A/W/T**Customs:** O/R.**Operation****Low Visibility Procedures**

OPS limited to one ACFT at the time on manoeuvring area when VIS below 1200m.

When VIS below 700m LDG prohibited.

When VIS below 800m TKOF prohibited.

RWY Restriction

TKOF and LDG RWY 13R/31L are allowed with MAX 8KT of tail wind component.

RWY strip not ICAO conform, therefore TKOF/LDG approved with MAX crosswind component according AFM, reduced by following percentage:

- RWY dry: 15%,
- RWY wet/contaminated: 20%

TWY Restrictions

TWY L width 22m / 72ft.

TWY C, F width 18m / 59ft.

TWY B, J, K, T, U width 15m / 49ft.

TWY B MAX wingspan 24m / 79ft.

Parallel TWY AVBL as RWY 13L/31R for MIL use only.

TWY E CLSD while RWY 31L is in use.

In case of strong winds ACFT will be allowed to park on stands 301-304 and 309 upon pilot request, regardless of horizontal markings (MAX wingspan 31m/102ft). Following procedures will be applied:

- Arrivals: follow-me mandatory, wait at Gate 2.
- Departure: Push-back is required except from stand area 309. Start-up preferred on apron TWY CL.

Taxi/Parking

All CIV ACFT must use Gate 2 to enter APN and Gate 1 to exit APN.

Taxi from/to Civil Apron with extreme caution, due to lack of apron management services.

Warnings**TRA LOC/GP/DME MAINT:** WED 1100-1200±.**ITRA ILS/LOC RWY 31L:** Backcourse not usable.**TRA DME:** Final approach mode not usable.**TRP VOR/DME MAINT:** FRI 1400-1500±, in VMC only, HOL excluded.**TRP NDB MAINT:** TUE 1100-1200±.**PAL VOR/DME MAINT:** 1st MON every month 0900-1030±.**PAL NDB limitations:** At 25NM sector 095°/170° MRA 11000ft.

GENERAL

PAN VOR/DME MAINT:

VOR: 1st TUE every month 0900-1100 \pm .

DME: 1st MON every month 0900-1100 \pm .

PAN VOR/DME unusable within 20 NM:

R090-R100 below 8000ft.

R100-160 below 14000ft.

R160-240 below 8000ft.

R240-300 below 5000ft.

R300-090 below 2000ft.

RDL 156 below 9000ft.

PAN VOR/DME unusable between 20 and 40 NM:

R070-090 below 6000ft.

R090-100 below 10000ft.

R100-120 below 14000ft.

R120-156.

R157-260 below 14000ft.

R260-310 below 8000ft.

R310-070 below 4000ft.

PRS VOR/DME MAINT: 1st TUE every month 0745-0845 \pm .**PRS VOR/DME unusable within 10 NM:**

R090-130 below 11000ft.

PRS VOR/DME unusable at 25 NM:

R060-090 below 9000ft.

R130-170 below 18000ft.

R170-220 below 10000ft.

R220-270 below 8000ft.

R270-060 below 3000ft.

Birds in vicinity of AD.

ARRIVAL

Communication

Report to TWR when ACFT has completely stopped on stand.

COM Failure

If IFR and VMC, select transponder on code 7600.

If possible maintaining in VMC, proceed to:

- MORUX or VETUR point at last assigned ALT and start descent inbound IAF (MORUX at 3000ft for RWY13R and VETUR at 4000ft for RWY 31L) if pilot is able to maintain VMC and has received and read back a clearance to such FIX LIMITS, or;
- TRP VOR/DME at last assigned ALT if pilot has NOT received and read back a CLR to MORUX or VETUR point. Start descent to initial VOR-Y instrumental procedure ALT (5000ft) or maintain the assigned ALT and proceed to MORUX or VETUR point via TRP VOR/DME then start descent according to known RWY-in-use procedures.

Descend following the HLDG pattern checking, if possible, RWY in use basing on APL observation and reach the published initial APCH PROC ALT and leave FIX LIMIT at the last EAT received and read back or the closest one. If any EAT has been received and confirmed leave FIX LIMIT at ETA or closest to it according to FPL.

ARRIVAL

If VFR and IFR in VMC:

- Request LDG CLR overflying RWY at 500ft AGL with all ACFT lights on.
- Climb to 1000ft at the end of the RWY, perform turn to join downwind and look for visual signals (light or pyrotechnic signals) from Control TWR.

If IFR and IMC, select transponder on code 7600.

Proceed to fly to:

- MORUX point at 3000ft (RWY 13R) or VETUR point at 4000ft (RWY 31L), if pilot has received and read back to such FIX LIMITS, or;
- TRP VOR/DME at last assigned ALT if pilot has NOT received and read back a CLR to MORUX or VETUR point. Start descent to initial VOR-Y INSTR PROC ALT (5000ft) or maintain the assigned ALT and proceed to MORUX or VETUR point via TRP VOR/DME then start descent according to known RWY-in-use PROC.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

DEPARTURE**Take-off Minima**

RWY		13R/31L	
All ACFT	ft - m/km	0 - 800V	-

Departure Procedure

Noise Abatement Procedure: See CRAR.

Start-up / Push-back

ACFT parked on stands 305-309 located near terminal building shall leave parking stand with MNM breakaway thrust.

TPS-LICT

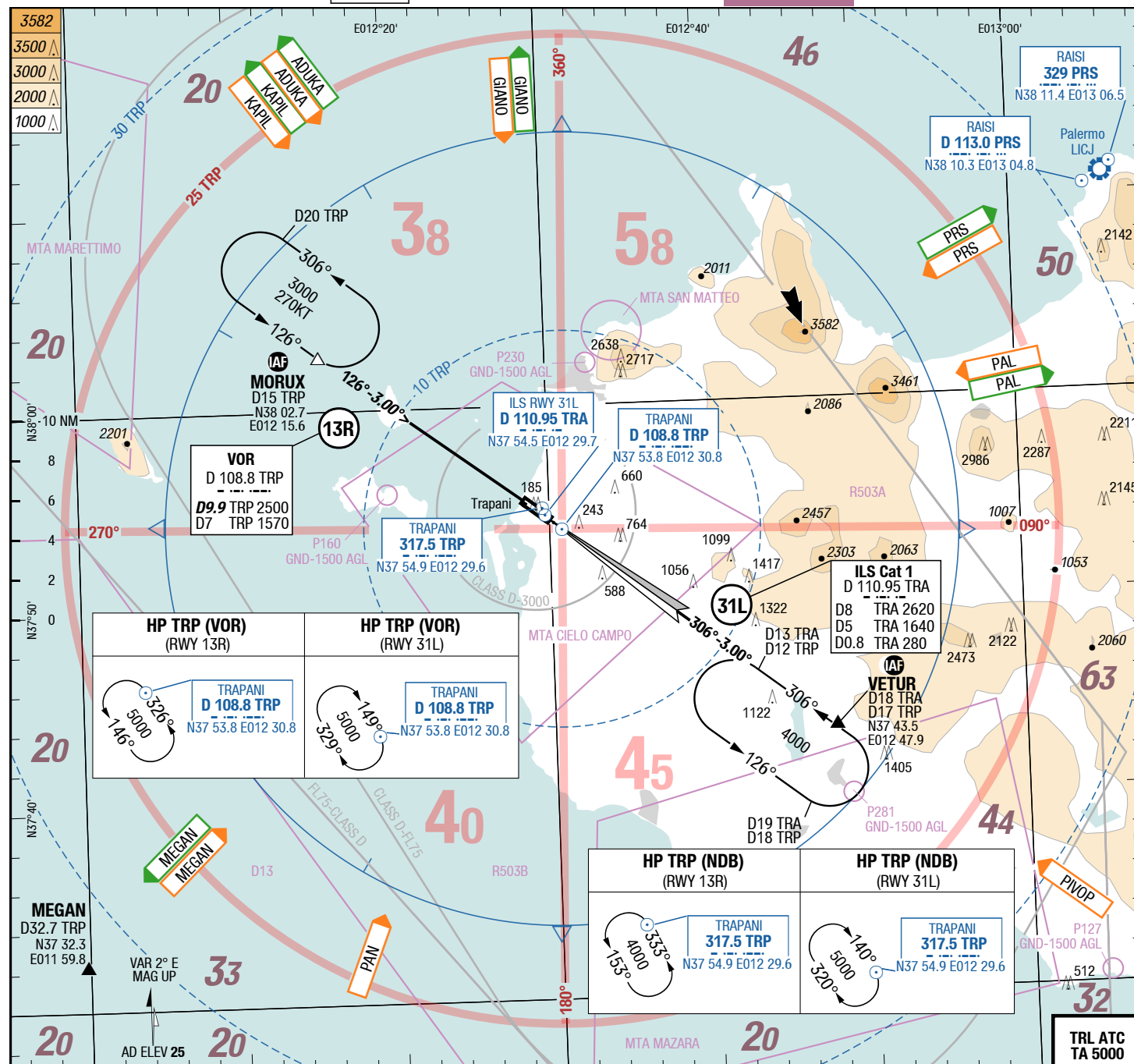
AFC

AFC

AFC

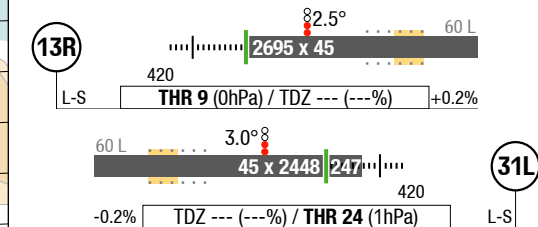
AFC

2-10



RAD	119.950	0700-2100‡, O/T by ATC	
	122.800	0700-2100‡, O/T by ATC	
APP	119.950		122.800
TWR	119.700		122.100

Landing RWY system:



Changes: FREQ, APL, SUAs, OBST, Editorial

14-SEP-2017
TPS-LICT

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AGC

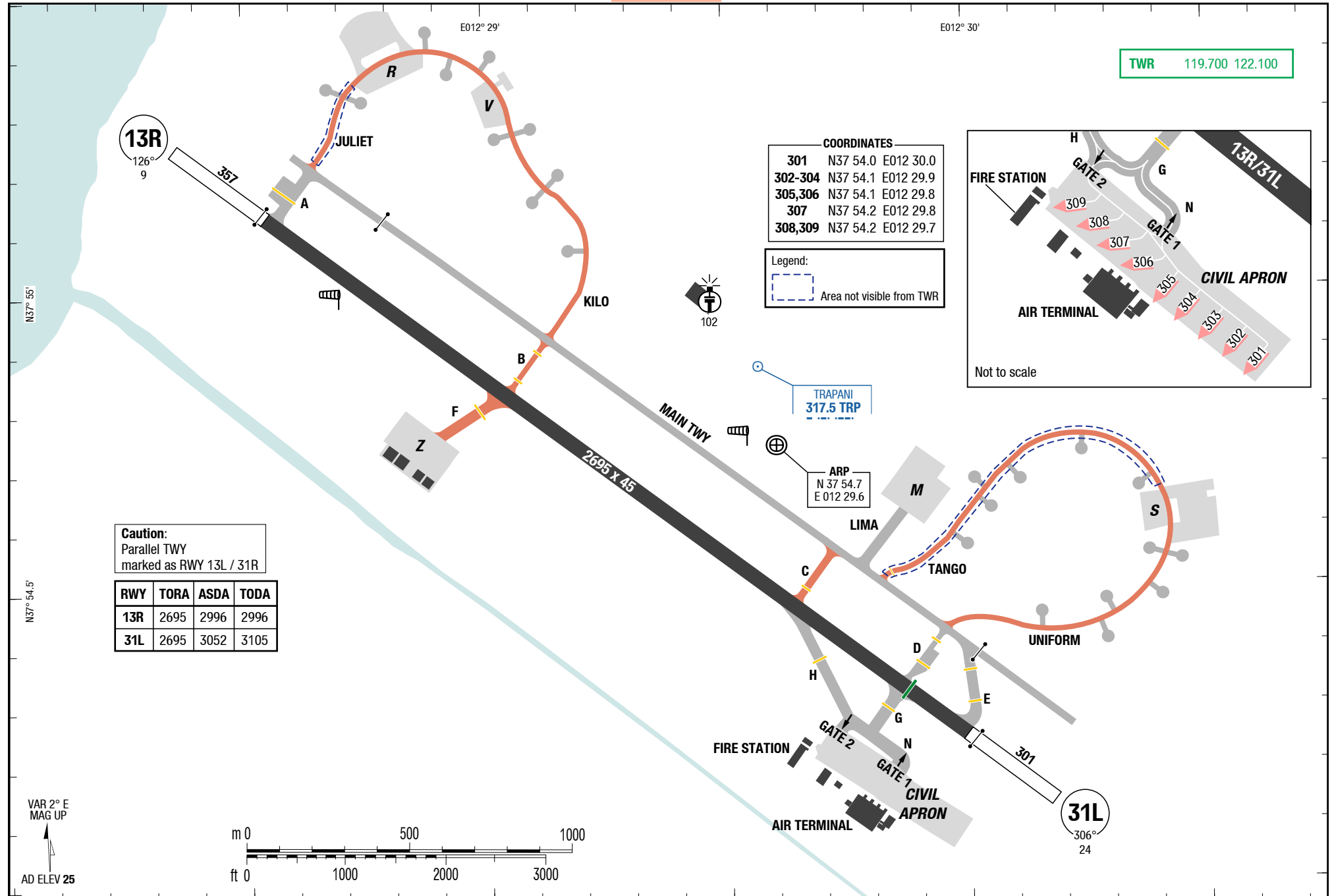
AGC

AGC

Birgi MIL Trapani Italy

AGC

3-20



Changes: RWY with

TPS-LICT

MEGAN 1D/1G/1H

4-10

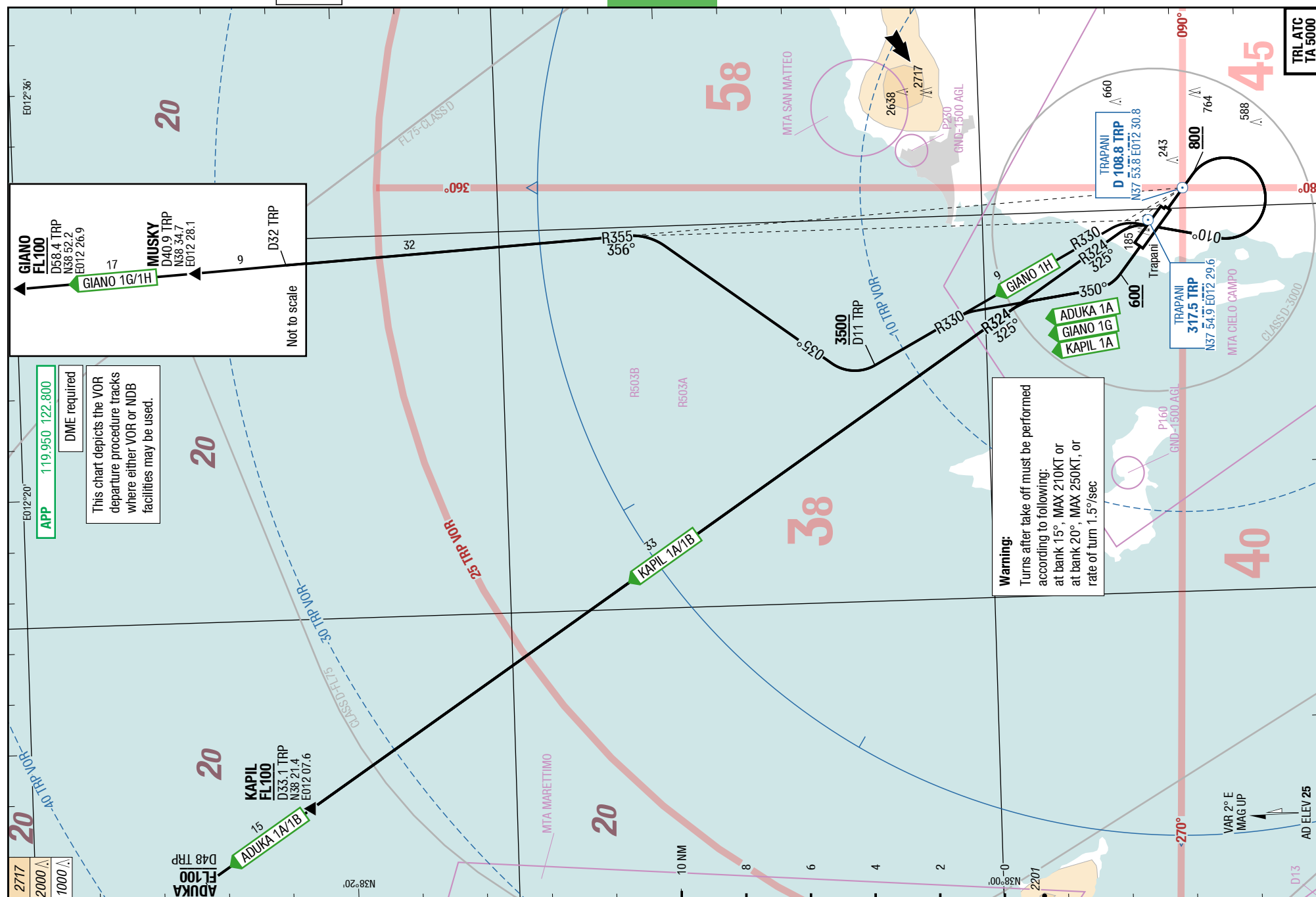
ADUKA / GIANO / KAPIL

SID

SID

MEGAN 1D/1G/1H

ADUKA / GIANO / KAPIL



Changes: FREQ, SUAs, OBST, Editorial

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TPS-LICT

SID

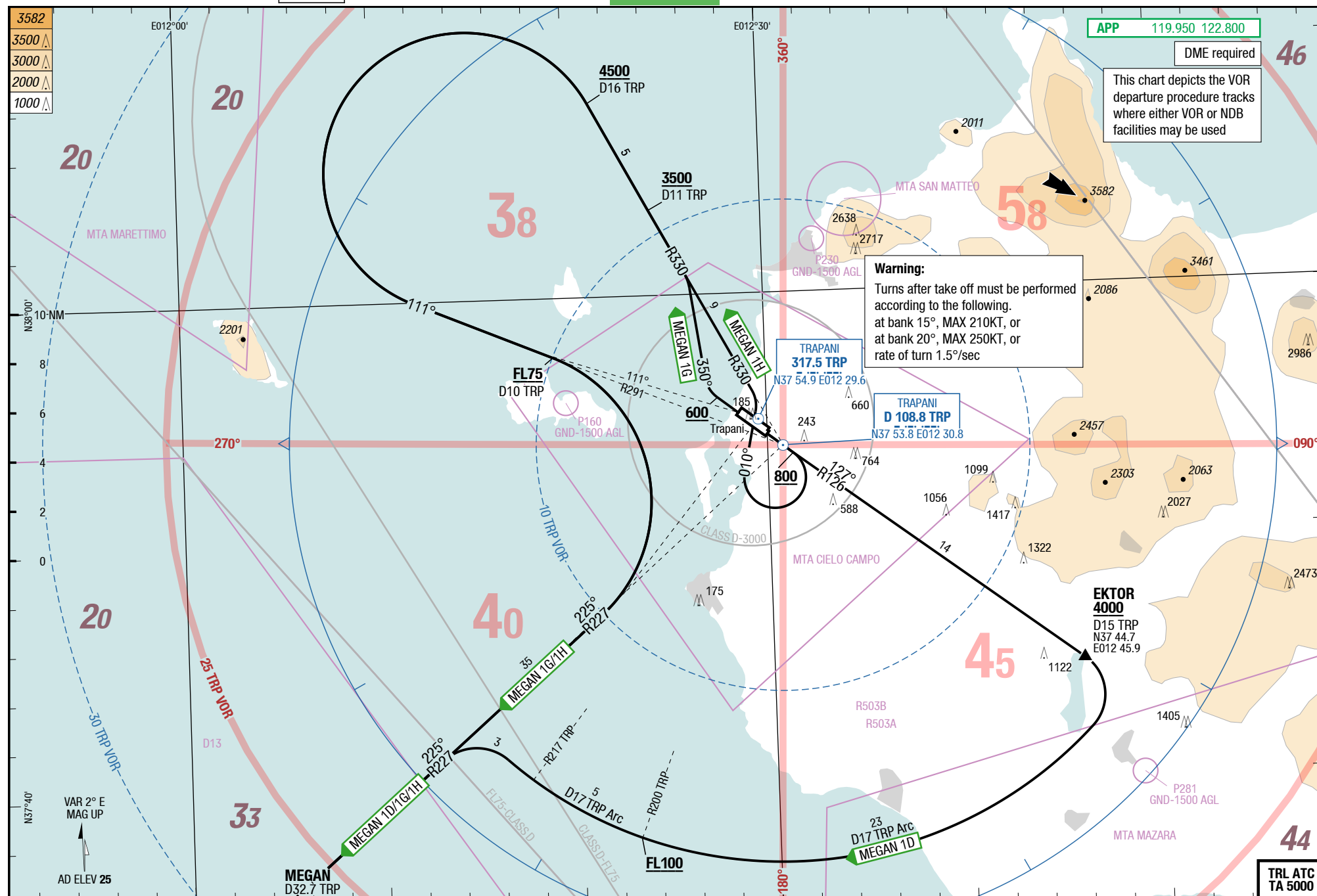
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MEGAN 1D/1G/1H

4-20

MEGAN 1D/1G/1H

MEGAN 1D/1G/1H



Changes: FREQ, SUAs, OBST, Editorial

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14-SEP-2017

TPS-LICT

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NIL

PAL / PRS

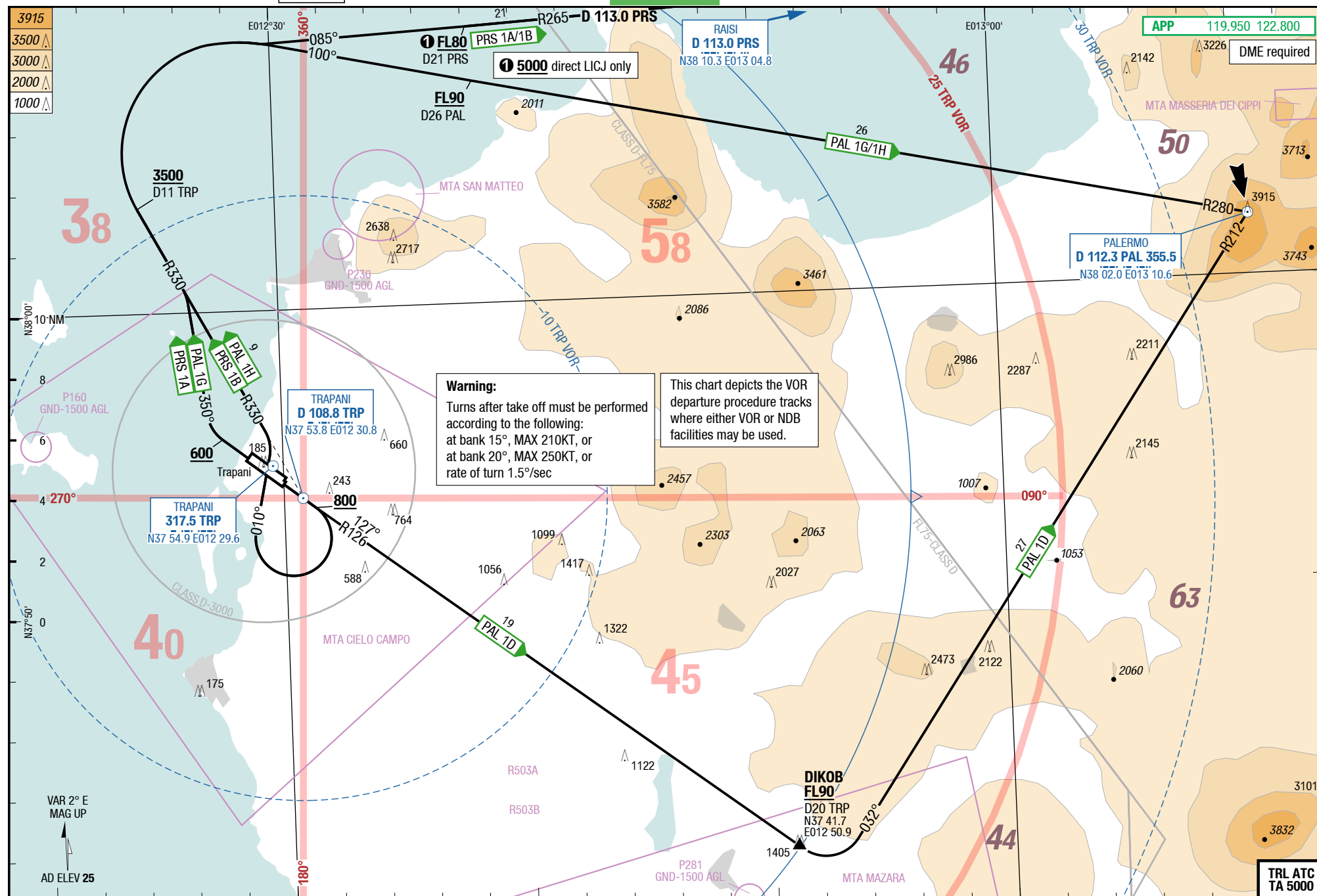
SID

SID

Birgi MIL Trapani Italy

NIL

PAL / PRS



Changes: FREQ, SUAs, OBST, Editorial

14-SEP-2017

TPS-LICT

5-10

ADUKA / GIANO / KAPIL

ADUKA 1B / GIANO 1H / KAPIL 1B / ADUKA 1A / GIANO 1G / KAPIL 1A

RWYs 13R (126°) / 31L (306°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
ADUKA 1B 5.0% to 1500 119.950 ①	at MNM 800 RT 010° intercept R324 / QDR 325 TRP to KAPIL - ADUKA	KAPIL MNM FL100 ADUKA MNM FL100
GIANO 1H 5.0% to 1500 119.950 ①	at MNM 800 RT 010° intercept R330 / QDR 330 TRP - at D11 TRP RT 035° intercept R355 / QDR 356 TRP to GIANO	D11 TRP MNM 3500 GIANO MNM FL100
KAPIL 1B 5.0% to 1500 119.950 ①	at MNM 800 RT 010° intercept R324 / QDR 325 TRP to KAPIL	KAPIL MNM FL100
	Runway 31L	
ADUKA 1A 6.0% to FL75 119.950 ①②	at MNM 600 RT 350° intercept R324 / QDR 325 TRP to KAPIL - ADUKA	KAPIL MNM FL100 ADUKA MNM FL100
GIANO 1G 6.0% to FL75 119.950 ①②	at MNM 600 RT 350° intercept R330 / QDR 330 TRP - at D11 TRP RT 035° intercept R355 / QDR 356 TRP to GIANO	D11 TRP MNM 3500 GIANO MNM FL100
KAPIL 1A 6.0% to FL75 119.950 ①②	at MNM 600 RT 350° intercept R324 / QDR 325 TRP to KAPIL	KAPIL MNM FL100

① Execute turns after TKOF with MAX IAS 210KT, bank angle 15° or MAX IAS 250KT, bank angle 20° or rate of turn 1.5°/sec.

② Climb gradient due to ATC

TPS-LICT

5-20

MEGAN 1D/1G/1H

MEGAN 1D / MEGAN 1H / MEGAN 1G

RWYs 13R (126°) / 31L (306°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
MEGAN 1D 5.0% to 1500 119.950 ①	at MNM 800 intercept R126 / QDR 127 TRP - at EKTOR RT follow D17 TRP arc - crossing R217 / QDR 217 TRP LT intercept R227 / QDR 225 TRP to MEGAN	EKTOR MNM 4000 crossing R200 TRP MNM FL100
MEGAN 1H 5.0% to 1500 119.950 ①	at MNM 800 RT 010° intercept R330 / QDR 330 TRP - at D16 TRP LT intercept R291 inbound / QDM 111 TRP - at D10 TRP RT intercept R227 / QDR 225 TRP to MEGAN	D11 TRP MNM 3500 D16 TRP MNM 4500 D10 TRP MNM FL75
	Runway 31L	
MEGAN 1G 6.0% to FL75 119.950 ①②	at MNM 600 RT 350° intercept R330 / QDR 330 TRP - at D16 TRP LT intercept R291 inbound / QDM 111 TRP - at D10 TRP RT intercept R227 / QDR 225 TRP to MEGAN	D11 TRP MNM 3500 D16 TRP MNM 4500 D10 TRP MNM FL75

① Execute turns after TKOF with MAX IAS 210KT, bank angle 15° or MAX IAS 250KT, bank angle 20° or rate of turn 1.5°/sec.

② Climb gradient due to ATC

TPS-LICT

5-30

PAL / PRS

PALERMO 1D / PALERMO 1H / RAISI 1B / PALERMO 1G / RAISI 1A

RWYs 13R (126°) / 31L (306°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13R	
PALERMO 1D PAL 1D 7.0% to FL85 119.950 ①②	at MNM 800 intercept R126 / QDR 127 TRP - at DIKOB LT intercept R212 PAL to PAL	DIKOB MNM FL90
PALERMO 1H PAL 1H 5.0% to 1500 119.950 ①	at MNM 800 RT 010° intercept R330 / QDR 330 TRP - at D11 TRP RT intercept R280 PAL to PAL	D11 TRP MNM 3500 D26 PAL MNM FL90
RAISI 1B PRS 1B 5.0% to 1500 119.950 ①③	at MNM 800 RT 010° intercept R330 / QDR 330 TRP - at D11 TRP RT intercept R265 PRS to PRS	D11 TRP MNM 3500 D21 PRS MNM FL80
	Runway 31L	
PALERMO 1G PAL 1G 6.0% to FL75 119.950 ①②	at MNM 600 RT 350° intercept R330 / QDR 330 TRP - at D11 TRP RT intercept R280 PAL to PAL	D11 TRP MNM 3500 D26 PAL MNM FL90
RAISI 1A PRS 1A 6.0% to FL75 119.950 ①②③	at MNM 600 RT 350° intercept R330 / QDR 330 TRP - at D11 TRP RT intercept R265 PRS to PRS	D11 TRP MNM 3500 D21 PRS MNM FL80

- ① Execute turns after TKOF with MAX IAS 210KT, bank angle 15° or MAX IAS 250KT, bank angle 20° or rate of turn 1.5°/sec.
- ② Climb gradient due to ATC
- ③ D21 PRS MNM 5000 for DEST LICJ only

TPS-LICT

STARs (VOR)

STARs (VOR/NDB)

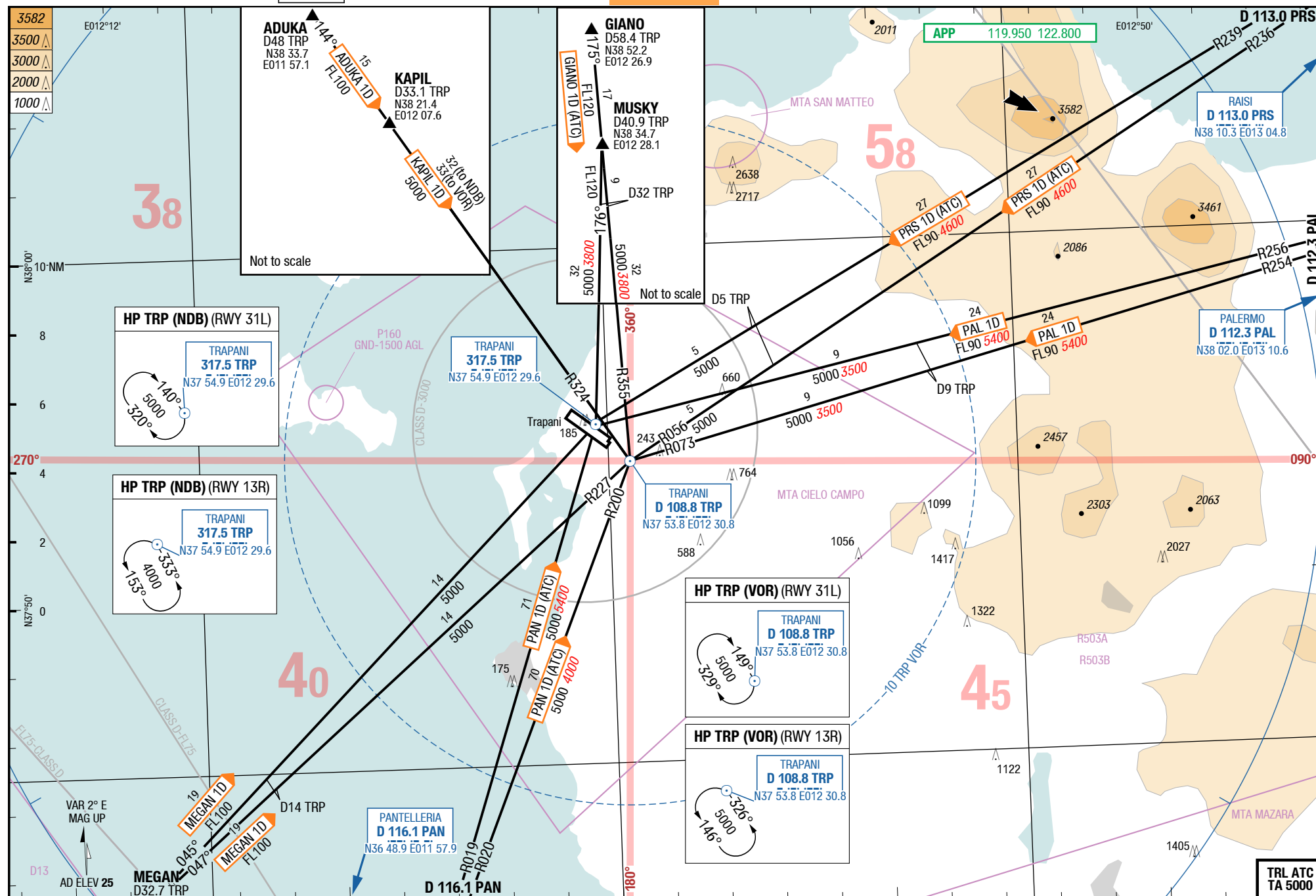
STAR

STAR

STARs (VOR)

STARs (VOR/NDB)

6-10



Changes: FREQ, SUAs, OBST, Editorial

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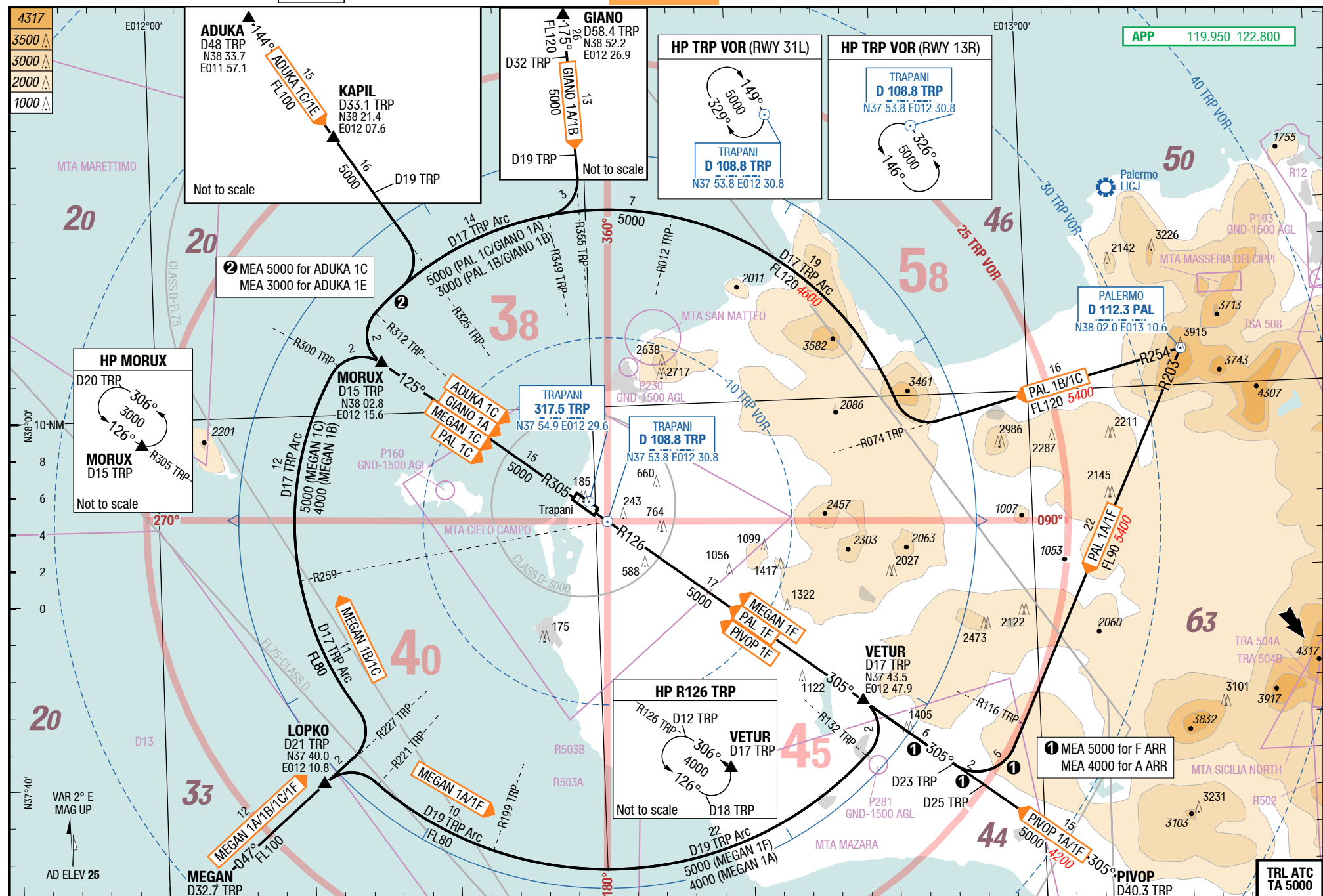
TPS-LICT

STARs (VOR)

STAR

STAR

STARs (VOR)



Changes: FREQ, SUAs, OBST, Editorial

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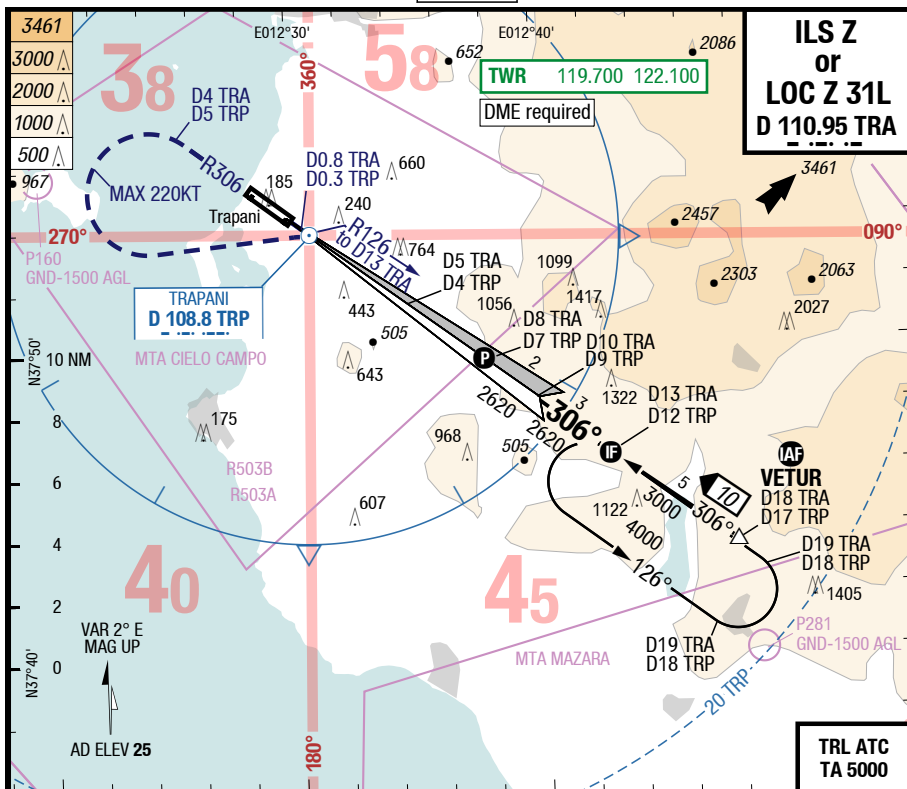
TPS-LICT

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IAC

7-10

ILS Z or LOC Z 31L



31L		Cat 1 DME ¹⁾	Cat 1 DME APL U/S ²⁾	LOC DME	LOC DME APL U/S	Circling ³⁾
C	ft - m/km ft	240 - 1.2R 260	240 - 1.6R 260	620 - 2.4V 640	620 - 2.8V 640	1020 - 4.8V 1040
D	ft - m/km ft	250 - 1.2R 270	250 - 1.6R 270	620 - 2.8V 640	620 - 3.2V 640	1020 - 4.8V 1040

1) With EVS RVR 800m
2) With EVS RVR 1.1km
3) S and SW of RWY only

Changes: MIN

19-OCT-2017

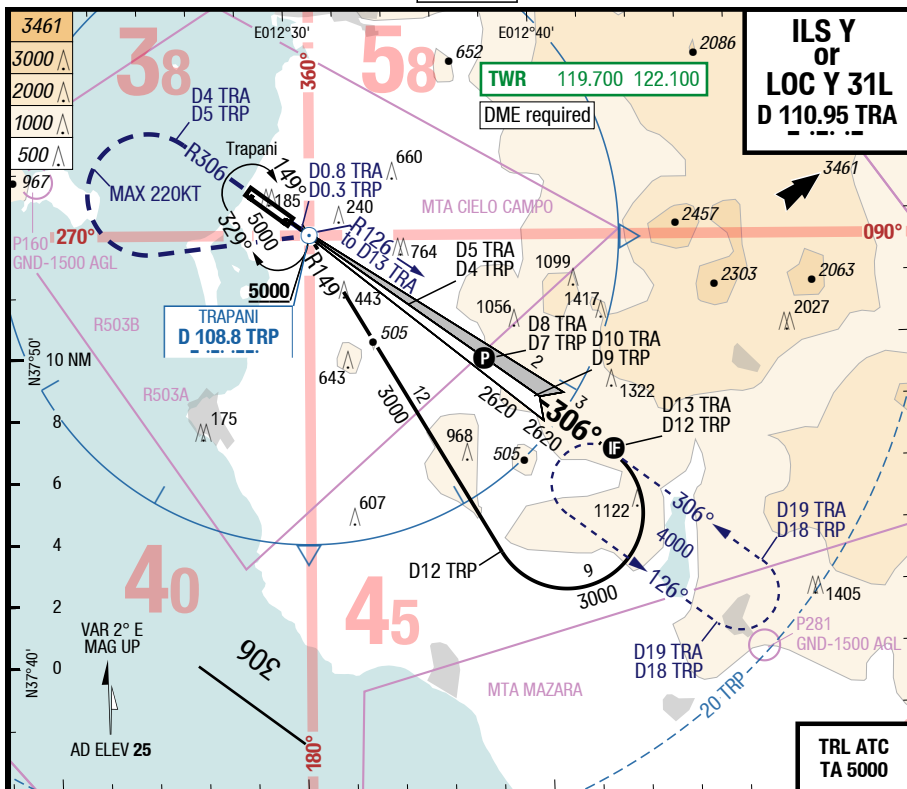
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TPS-LICT

7-20

ILS Y or LOC Y 31L



31L		Cat 1 DME 1)	Cat 1 DME APL U/S 2)	LOC DME	LOC DME APL U/S	Circling 3)
C	ft - m/km ft	240 - 1.2R 260	240 - 1.6R 260	620 - 2.4V 640	620 - 2.8V 640	1020 - 4.8V 1040
D	ft - m/km ft	250 - 1.2R 270	250 - 1.6R 270	620 - 2.8V 640	620 - 3.2V 640	1020 - 4.8V 1040

1) With EVS RVR 800m
2) With EVS RVR 1.1km
3) S and SW of RWY only

Changes: MIN

19-OCT-2017

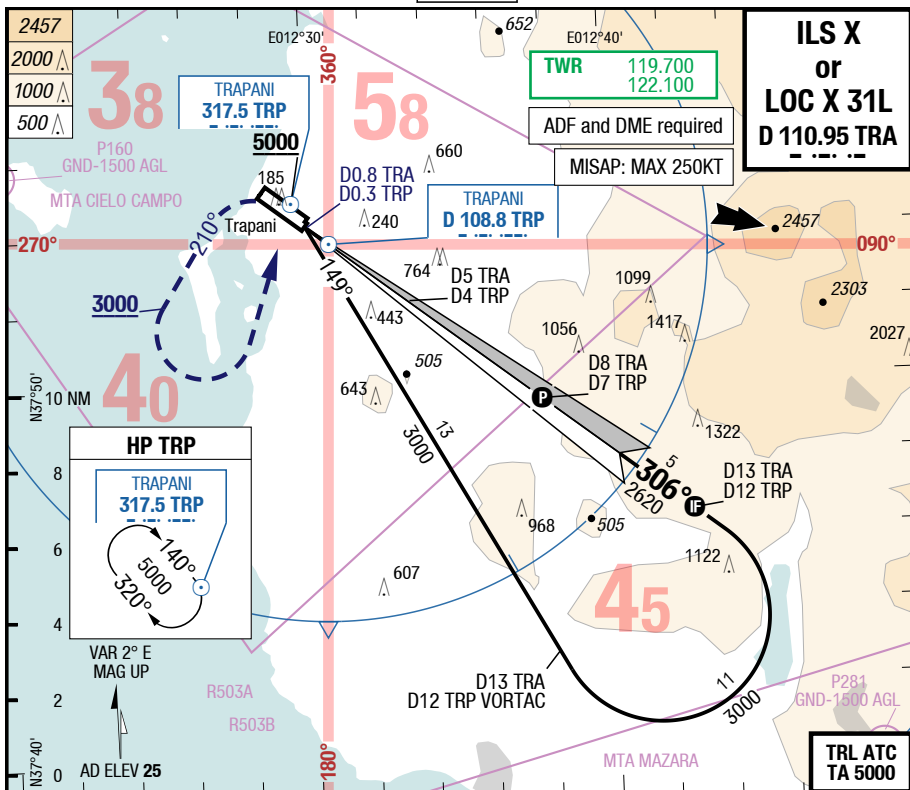
TPS-LICT

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IAC

7-30

ILS X or LOC X 31L



31L		Cat 1 DME ¹⁾	Cat 1 DME ¹⁾	LOC DME	LOC DME	Circling ³⁾
		APL U/S ²⁾	APL U/S ²⁾	APL U/S	APL U/S	
C	ft - m/km ft	240 - 1.2R 260	240 - 1.6R 260	620 - 2.4V 640	620 - 2.8V 640	1020 - 4.8V 1040
D	ft - m/km ft	250 - 1.2R 270	250 - 1.6R 270	620 - 2.8V 640	620 - 3.2V 640	1020 - 4.8V 1040

1) With EVS RVR 800m
2) With EVS RVR 1.1km
3) S and SW of RWY only

Changes: MIN

19-OCT-2017

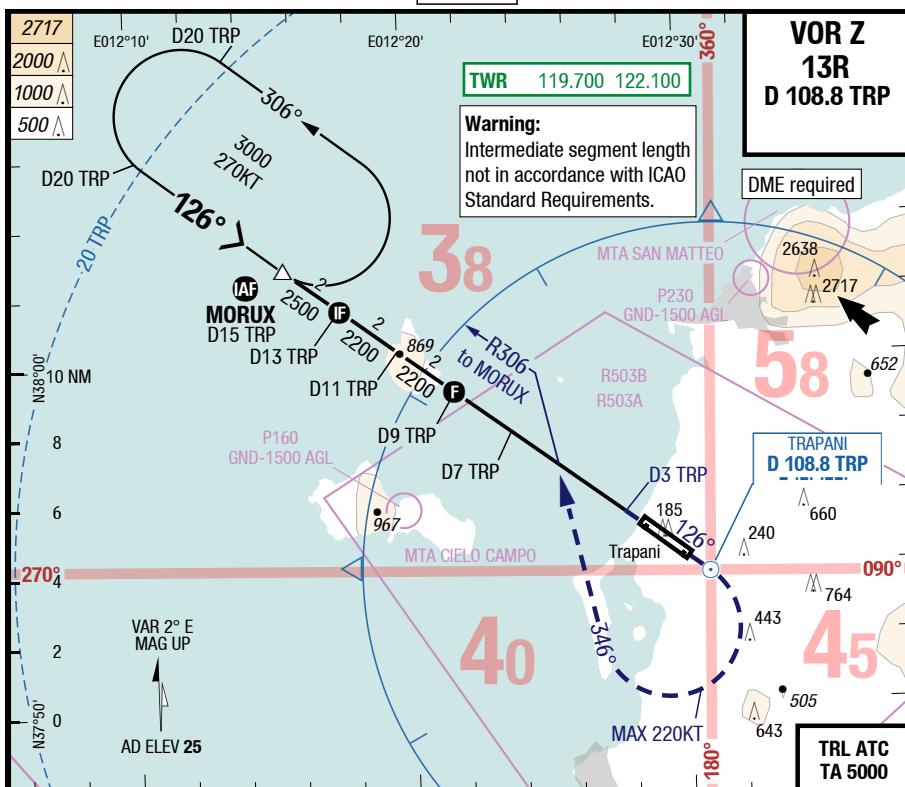
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TPS-LICT

7-40

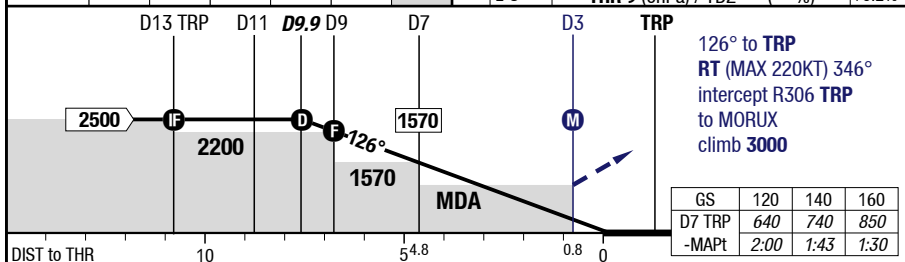
VOR Z 13R



3.00° D TRP	9.9	8	6	5	4	
	2500	1890	1260	940	620	

13R
L-S

82.5°
2695 x 45
60 L
420
THR 9 (0hPa) / TDZ --- (---%) +0.2%

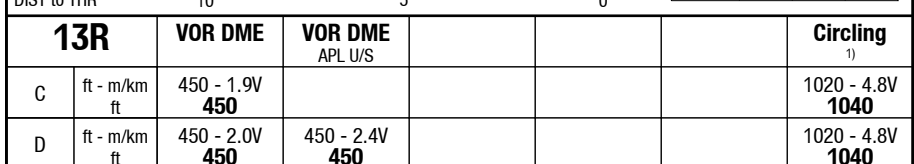


13R	VOR DME	VOR DME APL U/S			Circling 1)
C	ft - m/km ft	450 - 1.9V 450			1020 - 4.8V 1040
D	ft - m/km ft	450 - 2.0V 450			1020 - 4.8V 1040

1) S and SW of RWY only

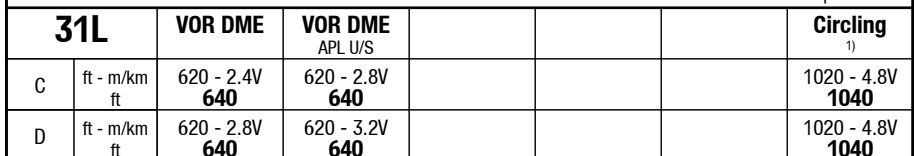
Changes: MIN

VOR Y 13R



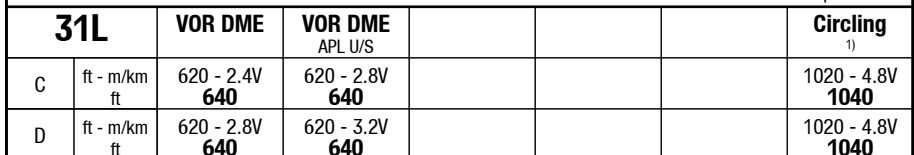
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VOR Z 31L



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Changes: MIN



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Changes: MIN

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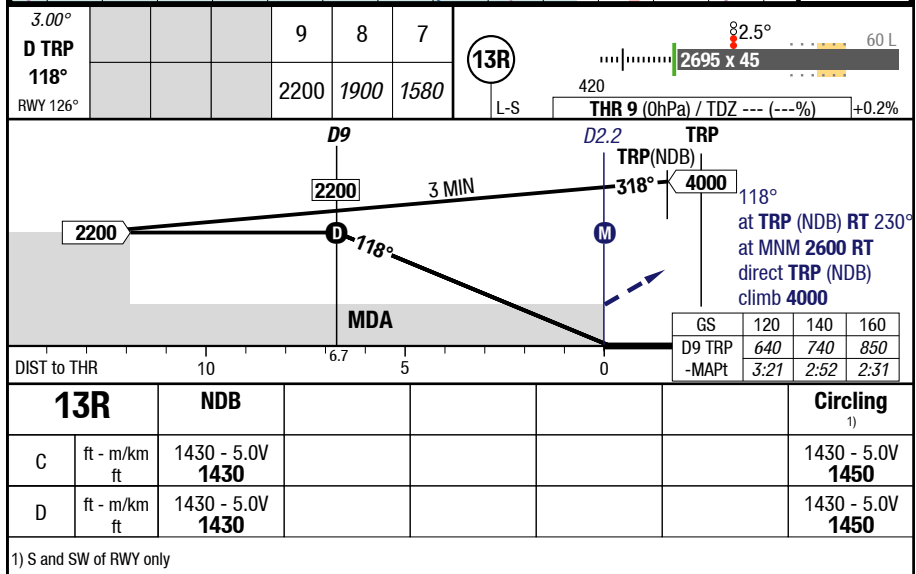
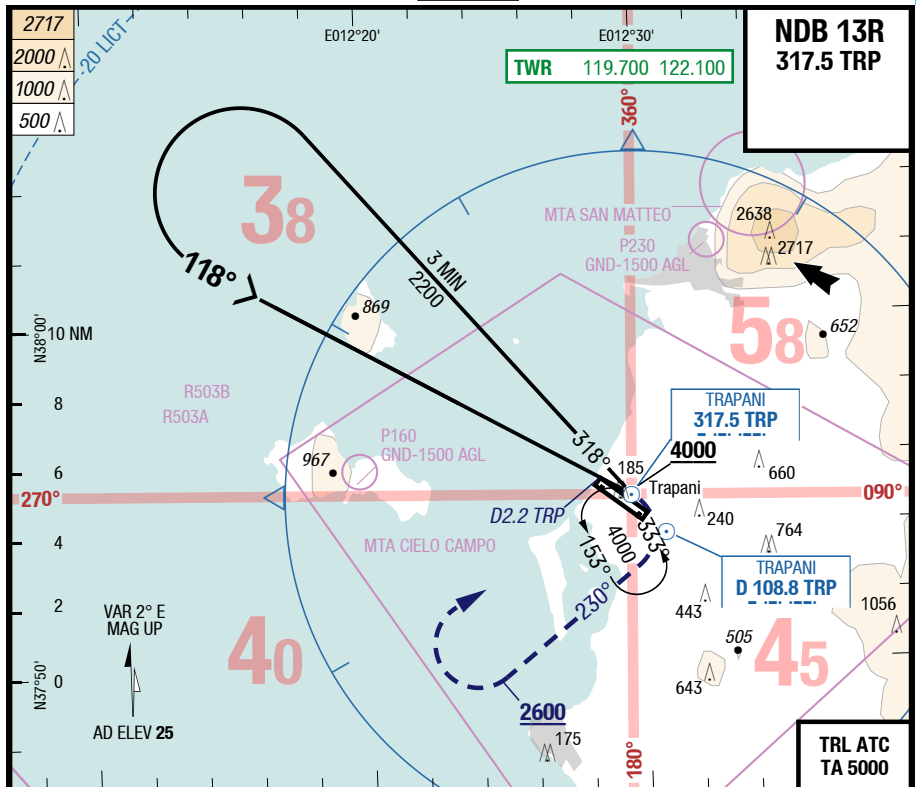
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IAC

TPS-LICT

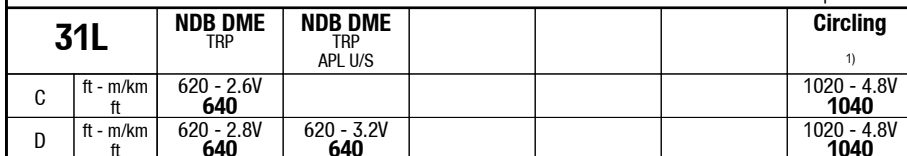
7-80

NDB 13R



Changes: MIN

NDB 31L



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Changes: MIN