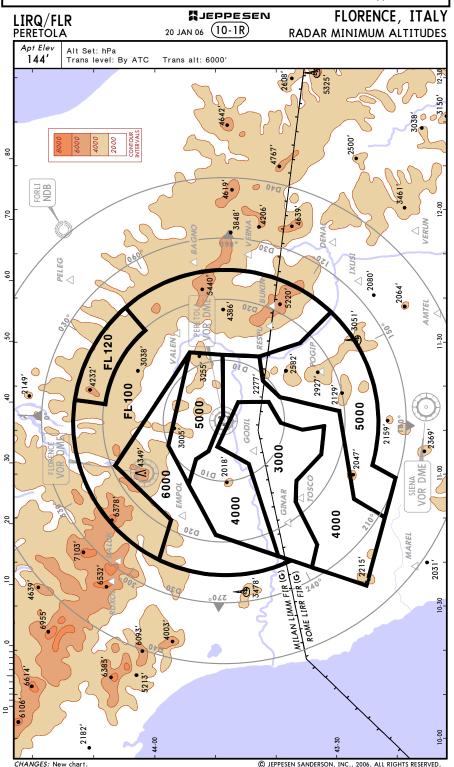
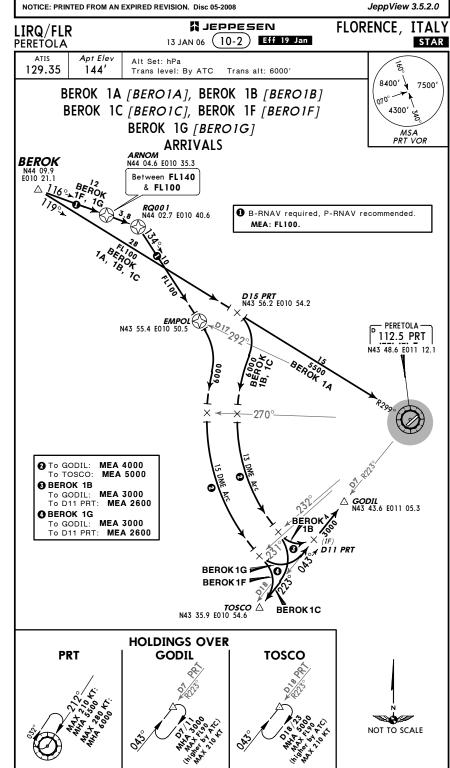
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CHANGES: STARs transfd from chart 10-2A; BEROK 1F, 1G rvsd.

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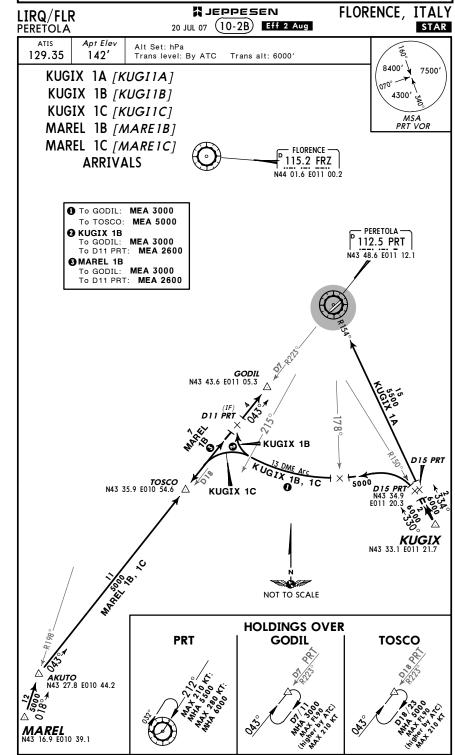
FLORENCE, ITALY **¾** JEPPESEN LIRQ/FLR 13 JAN 06 (10-2A) Eff 19 Jan STAR PERETOLA Apt Elev Alt Set: hPa 129.35 144' Trans level: By ATC Trans alt: 6000 BOA 2A, FRZ 1A FRZ 1B, FRZ 1C, FRZ 1D 8400' 7500 **ARRIVALS** 4300 MSA PRT VOR - BOLOGNA -D112.2 BOA - FLORENCE -N44 32.2 E011 17.4 D 115.2 FRZ N44 01.6 E011 00.2 D15 BOA At FL110 LASEB N43 59.4 E011 13.4 N43 48.9 E010 54.2 **←** 270° 112.5 PRT N43 48.6 E011 12.1 FRZ 1B FRZ 1C DÍ I PRT **TOSCO** N43 35.9 E010 54.6 NOT TO SCALE **HOLDINGS OVER** PRT 1 To GODIL: MEA 4000 To TOSCO: MEA 5000 @FRZ 1B To GODIL: MEA 3000 To D11 PRT: MEA 2600

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CHANGES: STARs revised & transferred.

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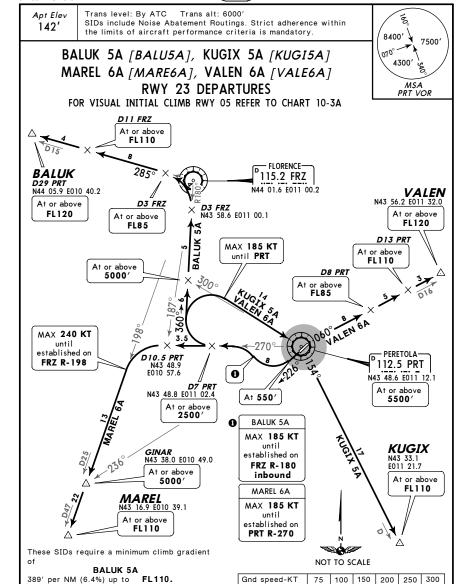
JeppView 3.5.2.0 FLORENCE, ITALY MJEPPESEN LIRQ/FLR 20 JUL 07 (10-2C) Eff 2 Aug STAR PERETOLA Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000' 129.35 142' PIS 1A, PIS 1B, PIS 1C VALEN 1A [VALE1A] **ARRIVALS TOSCO** HOLDINGS OVER GODIL PRT

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CHANGES: None.

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FLORENCE, ITALY M JEPPESEN LIRQ/FLR PERETOLA (10-3)Eff 23 Nov 17 NOV 06



648 972 1296 1620 1944 389' per NM 389' per NM (6.4%) up to 5000'. SID ROUTING **BALUK 5A** Climb on 226° track to 550', turn RIGHT immediately, intercept PRT R-270 to D7 PRT, turn RIGHT, intercept FRZ R-180 inbound to D3 FRZ, turn LEFT, intercept FRZ R-285 to BALUK KUGIX 5A Climb on 226° track to 550', turn RIGHT immediately, intercept PRT R-270 to D7 PRT, turn RIGHT to PRT, PRT R-154 to KUGIX. Climb on 226° track to 550', turn RIGHT immediately, intercept PRT R-270, MAREL 6A when crossing FRZ R-187, but not further than D10.5 PRT turn LEFT, intercept FRZ R-198 via GINAR to MAREL Climb on 226° track to 550', turn RIGHT immediately, intercept PRT R-270 to

D7 PRT, turn RIGHT to PRT, PRT R-060 to VALEN.

KUGIX 5A, MAREL 6A, VALEN 6A

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LIRQ/FLR PERETOLA X JEPPESEN

10-3A) Eff 23 Nov

FLORENCE, ITALY

Apt Elev 142' Trans level: By ATC Trans alt: 6000'

17 NOV 06

1. Meteorological minima: Ceiling 3000' Ground visibility 5000m

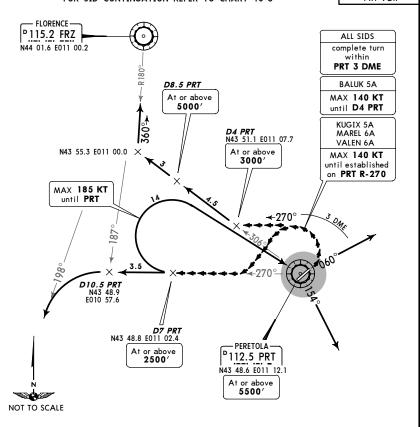
- During take-off and initial climb pilots are responsible to provide own separation from obstacles and to choose the routing and climb gradient according to ICAO Annex 6 prescriptions.
- 3. Due to ground elevation and obstacles up to 2549' sited north and east within 3 NM from ARP, take-off and initial climb must be performed during daylight hours only.

RWY 05 VISUAL INITIAL CLIMB PROCEDURE

ONLY FOR CIVILIAN ACFT CERTIFICATED
ACCORDING TO ICAO ANNEX 16 CHAPTER III
AND

FOR PISTON-ENGINED CIVILIAN ACFT PROVIDED WITH NOISE CERTIFICATION FOR SID CONTINUATION REFER TO CHART 10-3





If cleared via **SID BALUK 5A** these procedures require a minimum climb gradient of

462' per NM (7.6%) to join D4 PRT at **3000'.**

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309

INITIAL CLIMB

If cleared via SID BALUK 5A

As soon as possible turn LEFT within PRT 3 DME, 270° track, intercept PRT R-306, intercept FRZ R-180 inbound, then join the assigned SID.

If cleared via SID KUGIX 5A, MAREL 6A or VALEN 6A:

As soon as possible turn LEFT within PRT 3 DME, intercept PRT R-270 to D7 PRT, then join the assigned SID.

CHANGES: Chart reindexed (SIDs withdrawn).

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LIRQ/FLR S OCT 99 10-4

FLORENCE, ITALY

NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC (Z)
WINTER: LT minus 1 HOUR = UTC (Z)

RUNWAY USAGE

From 0600LT or SR-30 till SS \pm 30 take-off of aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2 will be equitably shared between RWY 05 and RWY 23 according TWR instruction, under appropriate meteorological conditions for either take-off direction and subordinately to flight safety needs.

NIGHTTIME RESTRICTIONS

Between 2300-0600LT it is mandatory for landing aircraft to use all runway length before taxi to apron.

REVERSE THRUST

Reverse propulsion over flight manual minima regulations is forbidden except for safety needs.

RUN-UP TESTS

Between 1400-1600LT and 2300-0600LT engine tests are forbidden except for aircraft to be used immediately cleared by civil aviation office.

AUXILIARY POWER UNITS

Auxiliary power units may not be used until 60 minutes prior departure and after 20 minutes after landing except for exceptional needs cleared by civil aviation office.

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JEPPIES EN

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LIRQ/FLR FLORENCE, ITALY M JEPPESEN Apt Elev 142' 20 JUL 07 (10-9) **PERETOLA** N43 48.5 E011 12.2 ATIS FLORENCE Tower 129.35 118.3 122.1 11-13 (1) 282' 11-12 3 223' 282' €3^{220′} Rwy guard lights available. - 43-49 43-49 **Emergency Stand** 303' Apron 300 172' AIS+MET FOR PARKING 294 **POSITIONS** SEE 10-9A Apron 200 Apron 100 180′ 200 .43-48 43-48 (3 11-12 11-13 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -Glide Slope RWY Threshold RL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR 4774' 1455m 3874' 1181m 5266'1605m 2 23 RL (60m) CL (15m) REIL PAPI-L (4.0°) 5492'1674m 3 30m 3205' 977m

- PAPI offset 5° towards East. WARNING: Usable only in the final part of the circling. Obstacle clearance surface affected by obstacle beyond 1.2 NM/2.2 km from thresh rwy 23.
- 2 Includes 148'/45m beyond RWY end 23.
- 1 Includes 374'/114m beyond RWY end 05.

LOW VISIBILITY PROCEDURES (LVP)

LVP issued by the Italian Civil Aviation Authority ENAC, summarized as follows:

- Landing operations with RVR less than 550m are not allowed.
- Low visibility take-off operations are activated with RVR less than 400m and if the operator and crew are certified for low visibility operations according to the rules of the country, as follows:
- a) Only one movement at a time will be authorized.
- b) Follow-me mandatory for ground movement until runway entrance.
- Take-off permitted only with visibility equal to or above 800m in case of failure of rwy lights power supply units.

JAR-OPS TAKE-OFF I							
		Rwy 05					
	LVP must be in force						
			NIL				
	RL	RL	(DAY only)				
A B	250m	400m	800m	VMC only			
С							
D	NOT APPLICABLE						
0	Operators applying U.S. Ops Specs: CL required below 300m.						

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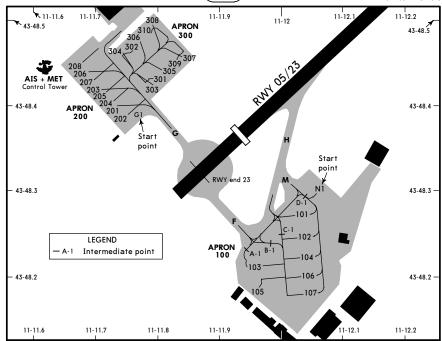
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LIRQ/FLR SIPPESEN FLORENCE, ITALY
20 JUL 07 (10-9A) PERETOLA



INS COORDINATES

STAND No.	STAND No. COORDINATES		COORDINATES		
Emergency Stand			APRON 300		
APRON 100		301	N43 48.4 E011 11.8		
101	N43 48.3 E011 12.0	302 303	N43 48.5 E011 11.8 N43 48.4 E011 11.8		
102	N43 48.2 E011 12.0	304	N43 48.4 EUTI 11.8		
103	N43 48.2 E011 11.9	305	N43 48.4 E011 11.8		
104 105	N43 48.2 E011 12.0 N43 48.2 E011 11.9	306 307	N43 48.5 E011 11.8 N43 48.5 E011 11.9		
106, 107	N43 48.2 E011 12.0	308	N43 48.5 E011 11.8		
1	APRON 200	309	N43 48.4 E011 11.8		
201 thru 208	N43 48.4 E011 11.7	310	N43 48.5 E011 11.8		

SPECIAL REQUIREMENTS FOR RWY 23

Landings are permitted under following conditions:

- ceiling 3000'; vis equal or above 5 km
- daytime only;
- no tail wind component;
- snow/slush/water operations not allowed;
- direct approach not allowed for all aircraft;
- training operations with passengers on board are prohibited;
- operators have to issue and use a mandatory circling procedure specific for rwy 23 and for each type of aircraft;
- landing operations must be performed only by pilots in command as P.F. (Pilot flying) provided with qualification on rwy 23 achieved by a training flight without passengers on board including at least an approach for rwy 05, two circlings for rwy 23 with a go around from final position and a full-stop landing. Qualification is valid 6 months and is renewed by a landing for rwy 23 as pilot in command or using a flight simulator approved by Italian Civil Aviation Authority
- command or using a flight simulator approved by Italian Civil Aviation Authority ENAC; all engines operating, no damages to the brakes, to the flight controls and to the
- CHANGES: Parking stands.

reverse system if available.

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FLORENCE, ITALY JEPPESEN LIRQ/FLR (11-1)•ILS Z or •ILS Y Rwv 05 PERETOLA ATIS *FLORENCE Radar (APP) FLORENCE Approach 129.35 125.82 125.82 118.3 122.1 ILS LOC Final GS Apt Elev 142' DA(H) IFZ Apch Crs D4.0 IFZ Refer to 047° 1400'(1277') 110.3 **RWY 123** 8400' Minimums 7500 MISSED APCH: TURN RIGHT (ILS Z: MAX 130 KT, ILS Y: MAX 160 KT) as soon as practicable to intercept and follow R-168 PRT 4300' climbing to 5500'. Leaving 3200' (not further than D15.0 PRT) turn RIGHT to VOR and join holding at 5500'. MSA PRT VOR Trans level: By ATC Alt Set: hPa Rwy Elev: 4 hPa Trans alt: 6000' MHA 5500 VOR DME required. MAX 210 KT MHA 6000 43-50 1493' **MAX 280 KT** ຝ **D0.7** IFZ 2018 D1.0 IFZ **D2.0** IFZ - PERETOLA-ILS DME D 112.5 PRT 047° 110.3 IFZ O CAT A & B O CAT C 3 2.0 047° 2600 D11.0 IFZ
D11.0 PRT D13.0 IFZ 43-40 D13.0 PRT D15.0 IFZ (IAF) D15.0 PRT **D11.0** IFZ TOSCO D15.0 D11.0 PRT At or above **1** Desc grad 5.6% PRT 5000' till (IF) 1385' 10-50 11-00 11-20 LOC IFZ DME 6.0 5.0 4.0 3.0 2.0 (GS out) ALTITUDE 2030 1080 **D7.8** IFZ ILS Z = 217° VOR 5500 **D11.0** IFZ D11.0 PRT D4. 0 iFZ D2.0 D1.7 D0. 7 iFZ **6** MAX 185 KT 2600 TCH displ 1400 RWY 05 123' 90 100 120 140 160 Gnd speed-Kts 70 Refer to ILS GS 3.00° or API • PAPI 377 484 538 646 753 861 Missed Apc LOC Descent Gradient 5.2% MAP at ILS Z: D1.0 IFZ/ILS Y: D2.0 IFZ JAR-OPS STRAIGHT-IN LANDING RWY 05
ILS | LOC (GS out) CIRCLE-TO-LAND Not authorized Northwest of rwy A:705'(582' MDA(H) AB: 840'(717') DA(H) B:717'(594' Rwy 23 💵 C: 890'(767' Rwy 05 C:**725**′(602′) FULL ALS out ALS out 100 1200'(1058') 1500m 1200'(1058') 5.0 km RVR 1000m RVR 1200m RVR 1500m 135 2500'(2358') 1600m 2500'(2358') 5.0 km RVR 1000m 3000'(2858') 2400m 3000'(2858') 5.0 km RVR 1200m RVR 2000m NOT APPLICABLE D NOT APPLICABLE

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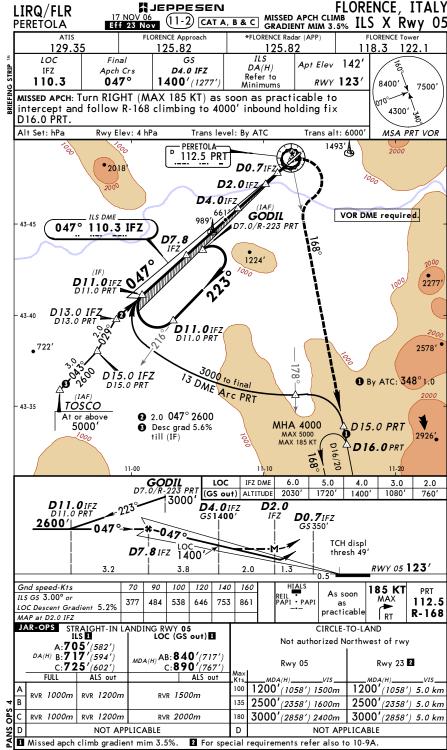
1 For special requirements refer also to 10-9A.

CHANGES: Apt elev. Procedure. MDA(H)

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FLORENCE, ITALY JEPPESEN LIRQ/FLR 18 NOV 05 (13-1) ●VOR Z or ❷VOR Y Rwy 05 PERETOLA Eff 24 Nov ATIS *FLORENCE Radar (APP) FLORENCE Approach 129.35 125.82 125.82 118.3 122.1 VOR Final Minimum Alt MDA(H) Apt Elev 144' PRT Apch Crs **GODIL** Refer to 043° Minimums 112.5 2300' (2177' RWY 123 8400' 7500 MISSED APCH: TURN RIGHT (VOR Z : MAX 130 KT, VOR Y: MAX 160 KT) as soon as practicable to intercept and follow R-168 4300' climbing to 5500'. Leaving 3200' (not further than D15.0) turn RIGHT to VOR and join holding at 5500'. MSA PRT VOR Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. Racetrack restricted to MAX 210 KT. 2. Final apch track offset 4° from RCL. MHA 5500 (with MAX 210 KT) DME required. O CAT A & B MHA 6000 (with MAX 280 KT) O CAT C 43-50 493 PERETOLA-A 112.5 PRT 2018 D2.0 D5.0 GODIL D7.0 MHA 3000 MAX 210 KT 2277 D11.0 43-40 D15.0 2582' D11.0 NOT TO SCALE PRT DME 7.0 6.0 3.0 5.0 4.0 ALTITUDE 2300' 1990 1670 1360 VOR Z - 214° VOR D11.0 **GODIL** VOR Y - 209° MAX 185 KT 3000' 3000' **D5.0** -043° D4.0 D2.0 TCH displ 2300 thresh 49'1 1670 1.0 1360 RWY 05 123' 2.0 Gnd speed-Kts 70 90 100 120 140 160 Refer to Descent gradient 5.24% or API • PAPI 372 478 531 637 743 Missed Apch Descent angle MAP at D2.0 JAR-OPS STRAIGHT-IN LANDING RWY 05 CIRCLE-TO-LAND Not authorized Northwest of rwy Rwy 05 Rwy 23 💵 AB: 1000'(877') C: 1100'(977') ALS out 1200'(1056') 5.0 km 1200'(1056') 1500m RVR 1500m 135 2500'(2356') 1600m 2500'(2356') 5.0 km 180 3000'(2856') 2400m 3000'(2856') 5.0 km RVR 2000m NOT APPLICABLE NOT APPLICABLE For special requirements refer also to 10-9A.

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FLORENCE, ITALY NI JEPPESEN LIRQ/FLR 18 NOV 05 CAT A, B & C GRADIENT MIM 3.5% VOR X RWY 05 **PERETOLA** FLORENCE Approach *FLORENCE Radar (APP) FLORENCE Tower 129.35 125.82 125.82 118.3 122. VOR Final Minimum Alt MDA(H)Apt Elev 144' GODIL PRT Apch Crs Refer to 043° 112.5 2300'(2177' Minimums RWY 123' 8400' 7500 MISSED APCH: Turn RIGHT (MAX 185 KT) as soon as practicable to intercept and follow R-168 climbing to 4000' inbound holding fix D16.0. 4300' Rwv Elev: 4 hPa Alt Set: hPa Trans level: By ATC 1. DME required. 2. Final approach track offset 4° from Rwy centerline. MSA PRT VOR PERETOLA-♨ 112.5 PRT 1493 2018 D2.0 43-45 D11.0 2277 43-40 722 2582 1 By ATC: 348°1.0 43-35 D15.0 MHA 4000 MAX 5000 2927 MAX 185 KT D16/20 **₽D16.0** 168 11-00 PRT DME 7.0 6.0 5.0 3.0 ALTITUDE 2300' 1990 1670' 1360' 1040 GODIL D7.0 VOR D11.0 D5.0 2600'-043° [50 VOR] **D4.0** 2300 [4ØVOR] D2.0 [MDØ5] [TCH displ 1670 thresh 49'] 1360 4.0 2.0 1.0 2.0 RWY 05 123' Gnd speed-Kts 70 90 100 120 140 160 185 KT PRT As soon Descent gradient 5.24% or MAX 372 478 531 637 743 112.5 849 PAPI • PAPI Descent angle [3.00° practicable R-168 RT MAP at D2.0 JAR-OPS STRAIGHT-IN LANDING RWY 05 CIRCLE-TO-LAND Missed apch climb gradient mim 3.5% Not authorized Northwest of rwy Rwy 05 Rwy 23 1 AB: 1000'(877') C: 1100'(977' 1200'(1056') 1500m 1200'(1056') 5.0 km RVR 1500m 2500'(2356') 1600m 2500'(2356') 5.0 km RVR 2000m 3000'(2856') 2400m 3000'(2856') 5.0 km NOT APPLICABLE D NOT APPLICABLE ■ For special requirements refer also to 10-9A. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

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