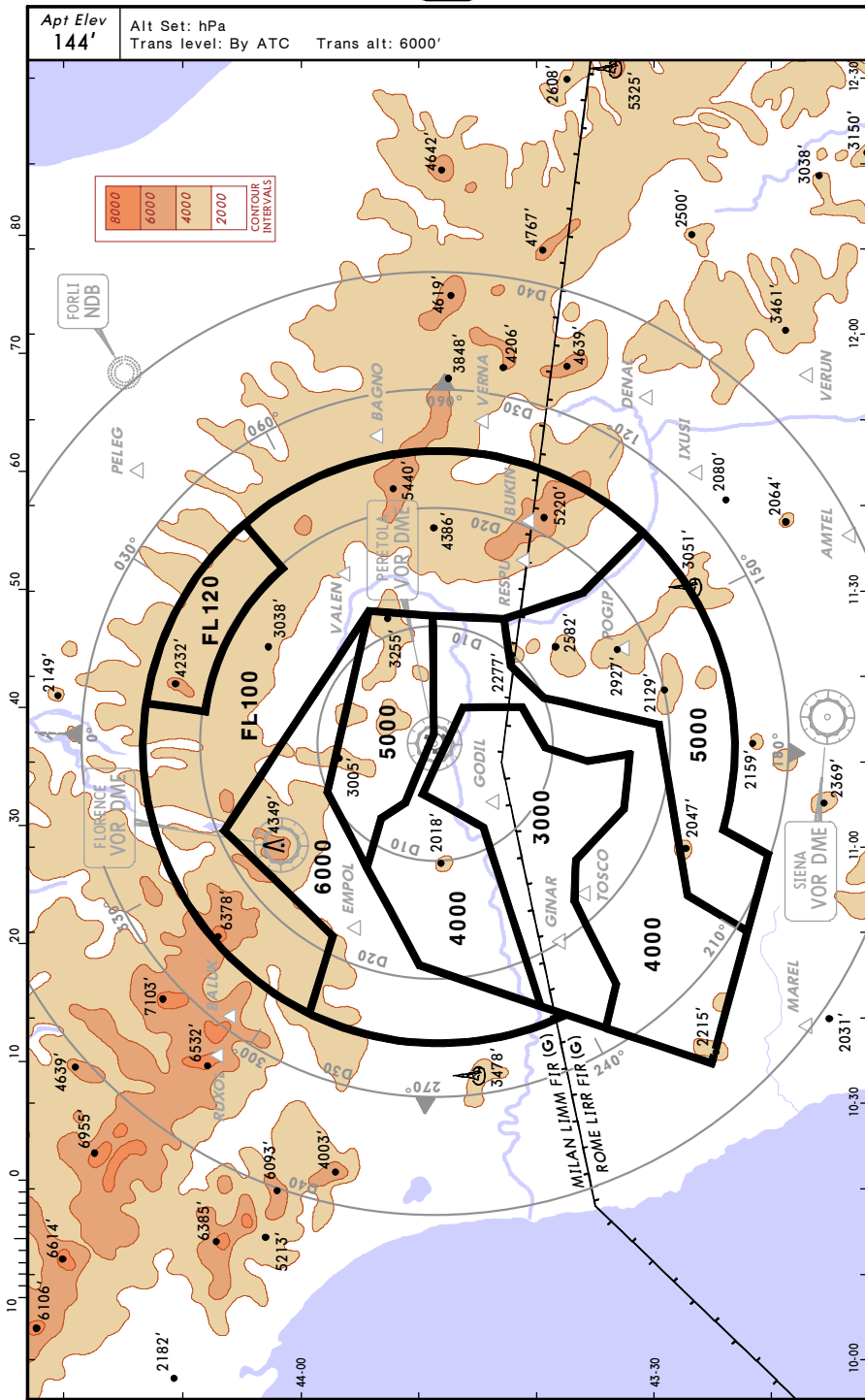


LIRQ/FLR  
PERETOLA

JEPPESEN

20 JAN 06 (10-1R)

FLORENCE, ITALY  
RADAR MINIMUM ALTITUDES



CHANGES: New chart.

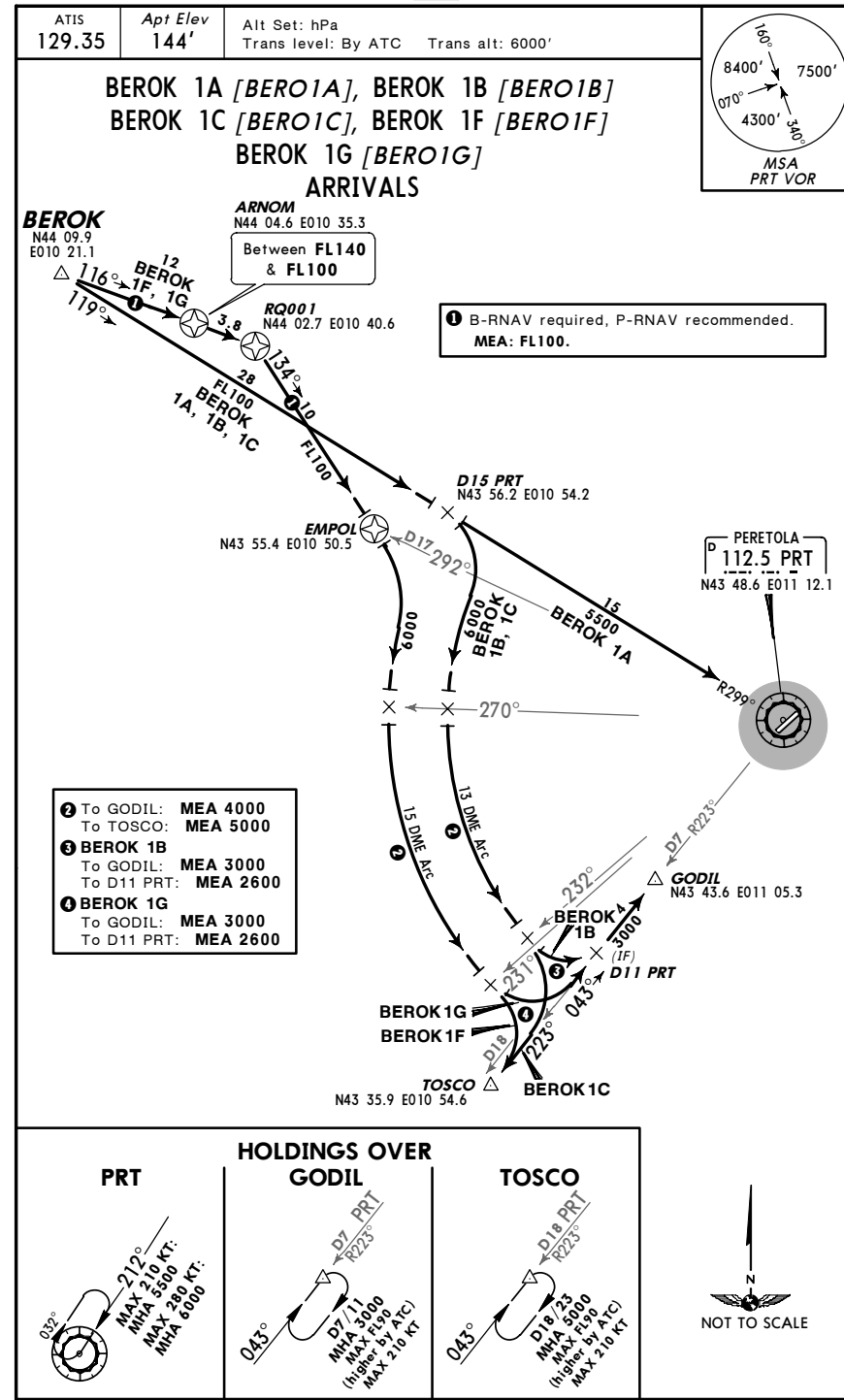
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13 JAN 06 (10-2) Eff 19 Jan

FLORENCE, ITALY  
STAR



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

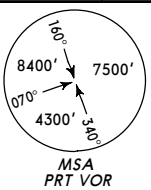
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**LIRQ/FLR**  
**PERETOLA**

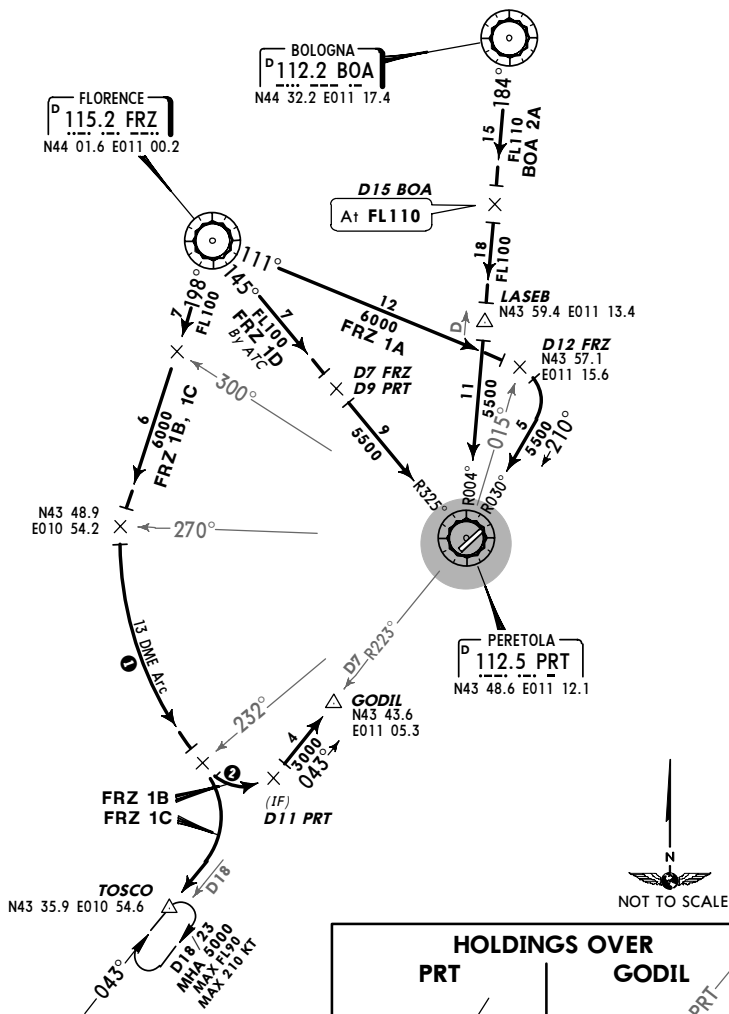
**JEPPESEN** **FLORENCE, ITALY**

13 JAN 06 **(10-2A)** **Eff 19 Jan** **STAR**

ATIS **129.35** **Apt Elev 144'**  
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



**BOA 2A, FRZ 1A**  
**FRZ 1B, FRZ 1C, FRZ 1D**  
**ARRIVALS**



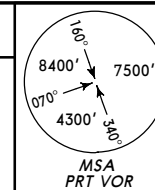
- ① To GODIL: MEA 4000  
To TOSCO: MEA 5000
- ② FRZ 1B  
To GODIL: MEA 3000  
To D11 PRT: MEA 2600

**LIRQ/FLR**  
**PERETOLA**

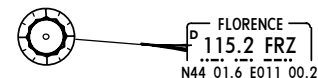
**JEPPESEN** **FLORENCE, ITALY**

20 JUL 07 **(10-2B)** **Eff 2 Aug** **STAR**

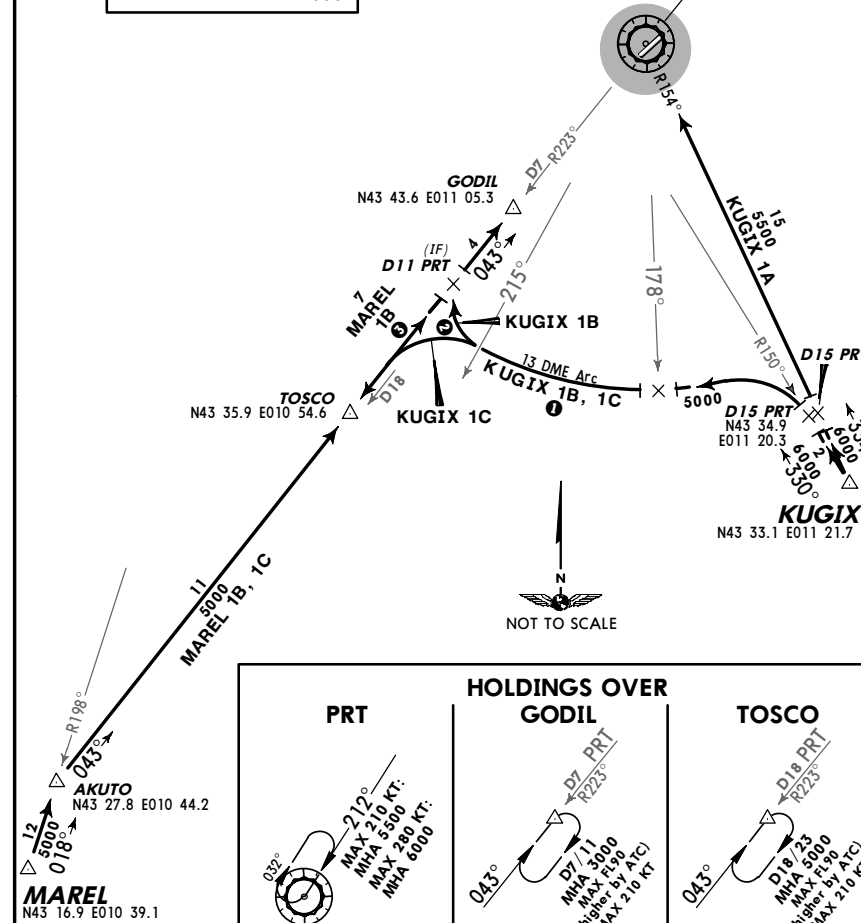
ATIS **129.35** **Apt Elev 142'**  
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



**KUGIX 1A [KUG11A]**  
**KUGIX 1B [KUG11B]**  
**KUGIX 1C [KUG11C]**  
**MAREL 1B [MARE1B]**  
**MAREL 1C [MARE1C]**  
**ARRIVALS**



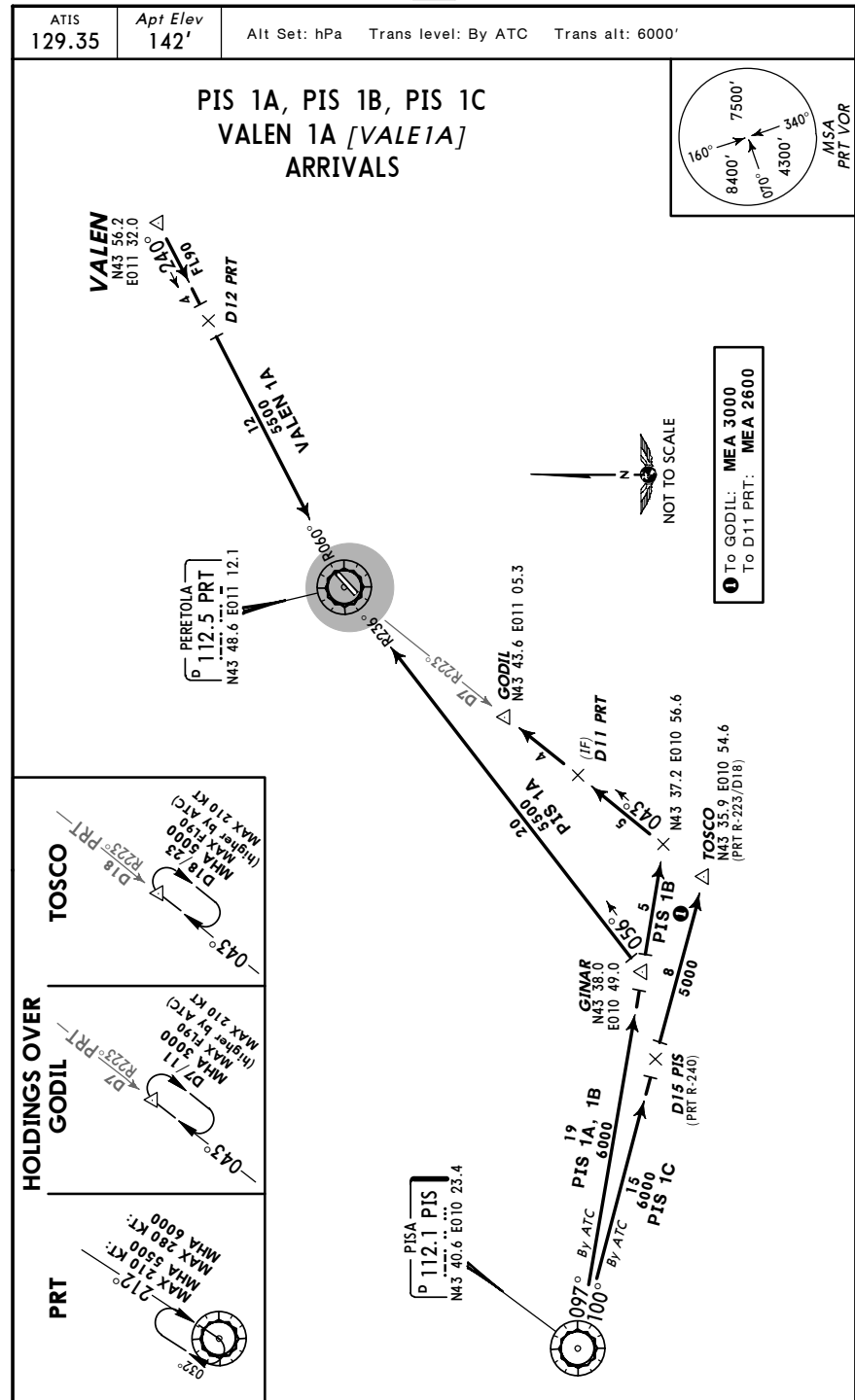
- ① To GODIL: MEA 3000  
To TOSCO: MEA 5000
- ② KUGIX 1B  
To GODIL: MEA 3000  
To D11 PRT: MEA 2600
- ③ MAREL 1B  
To GODIL: MEA 3000  
To D11 PRT: MEA 2600



LIRQ/FLR  
PERETOLA

JEPPESEN  
20 JUL 07 10-2C Eff 2 Aug

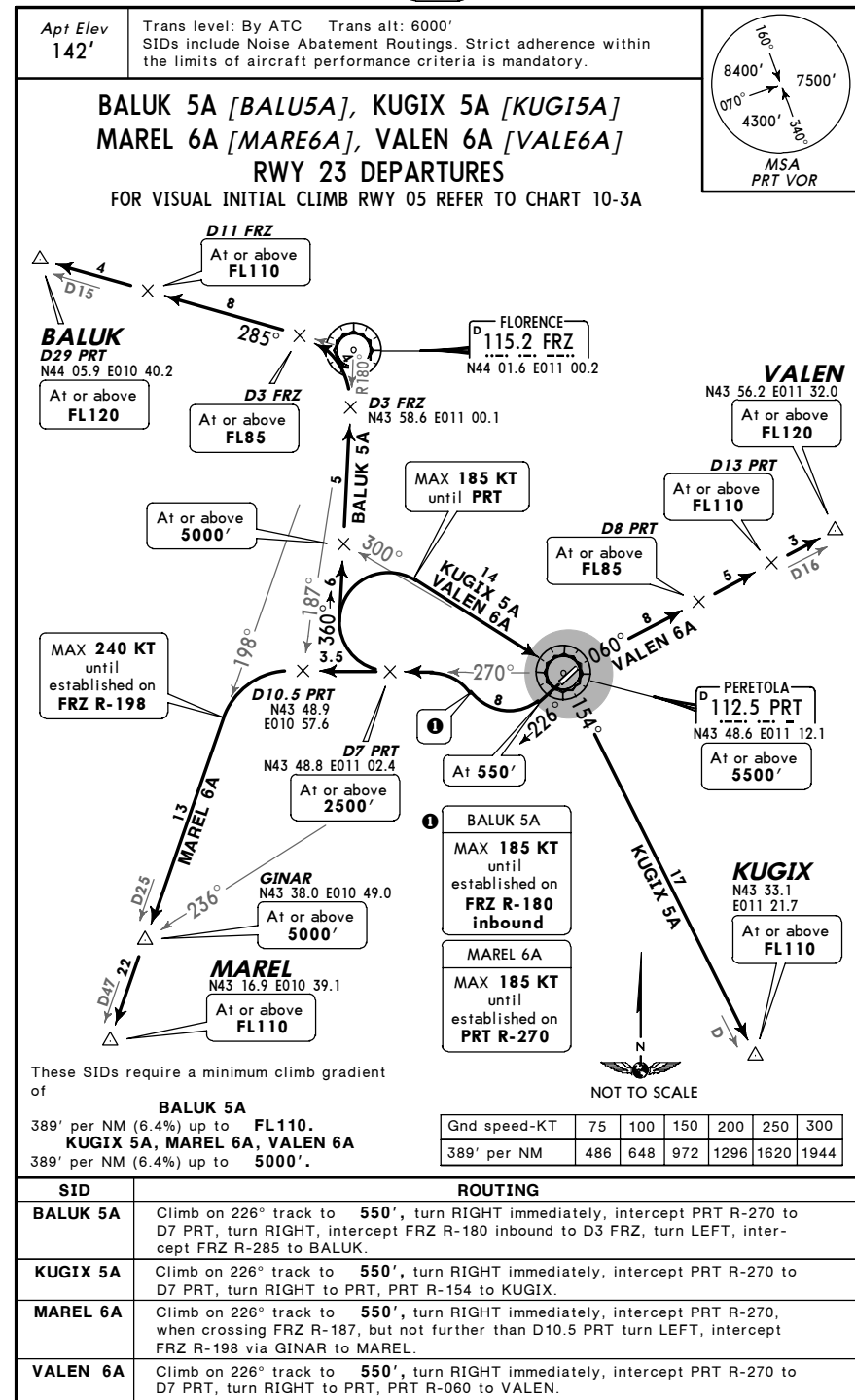
FLORENCE, ITALY  
STAR



LIRQ/FLR  
PERETOLA

JEPPESEN  
17 NOV 06 10-3 Eff 23 Nov

FLORENCE, ITALY  
SID



LIRQ/FLR  
PERETOLA

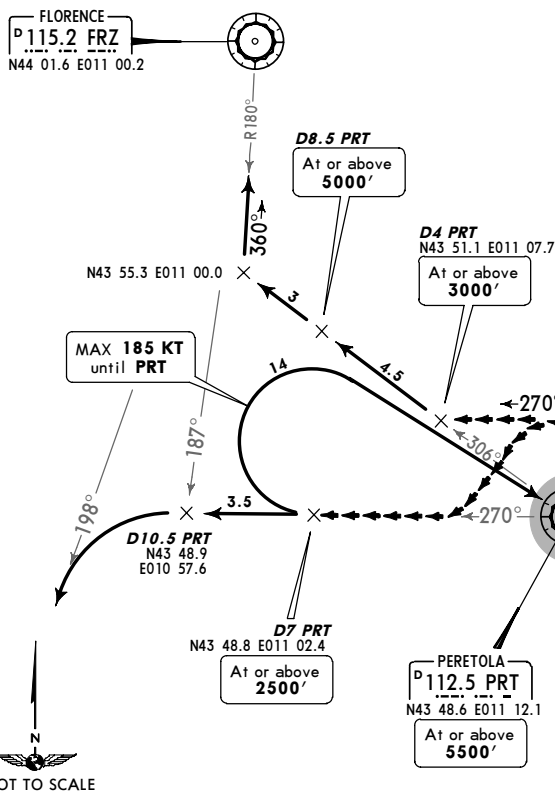
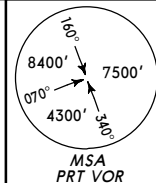
JEPPESEN  
17 NOV 06 (10-3A) Eff 23 Nov

FLORENCE, ITALY  
DEPARTURE

Apt Elev  
142'

- Trans level: By ATC Trans alt: 6000'
1. Meteorological minima: Ceiling 3000' Ground visibility 5000m
  2. 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-ENGINE CIVILIAN ACFT  
PROVIDED WITH NOISE CERTIFICATION  
FOR SID CONTINUATION REFER TO CHART 10-3



|   |
|---|
| ALL SIDS  |
| complete turn within                                    |
| <b>PRT 3 DME</b>  |
| BALUK 5A  |
| MAX <b>140 KT</b> until <b>D4 PRT</b>                   |
| KUGIX 5A  |
| MAREL 6A  |
| VALEN 6A  |
| MAX <b>140 KT</b> until established on <b>PRT R-270</b> |

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.

LIRQ/FLR  
PERETOLA

JEPPESEN  
8 OCT 99 (10-4)

FLORENCE, ITALY  
NOISE

**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 +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.

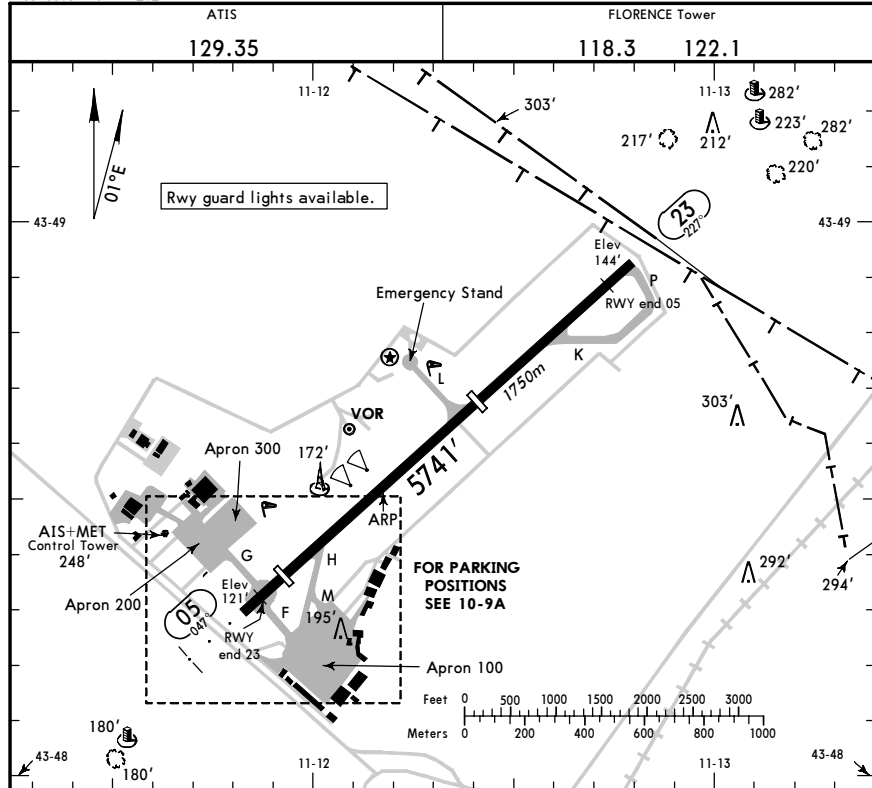
**RUN-UP TESTS**

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.

LIRQ/FLR  
Apt Elev 142'  
N43 48.5 E011 12.2  
20 JUL 07 (10-9)  
FLORENCE, ITALY  
PERETOLA



#### ADDITIONAL RUNWAY INFORMATION

| RWY |    |          |          |       |                 |             | USABLE LENGTHS |             | TAKE-OFF    | WIDTH         |     |
|-----|----|----------|----------|-------|-----------------|-------------|----------------|-------------|-------------|---------------|-----|
|     |    |          |          |       |                 |             | Threshold      | Glide Slope |             |               |     |
| 05  |    | RL (60m) | CL (15m) | HIALS | REIL            | PAPI (3.0°) | RVR            | 4774' 1455m | 3874' 1181m | 5266' 1605m ② | 98' |
|     | 23 | RL (60m) | CL (15m) | REIL  | PAPI-L (4.0°) ① |             |                | 3205' 977m  |             | 5492' 1674m ③ | 30m |

① 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.

③ 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

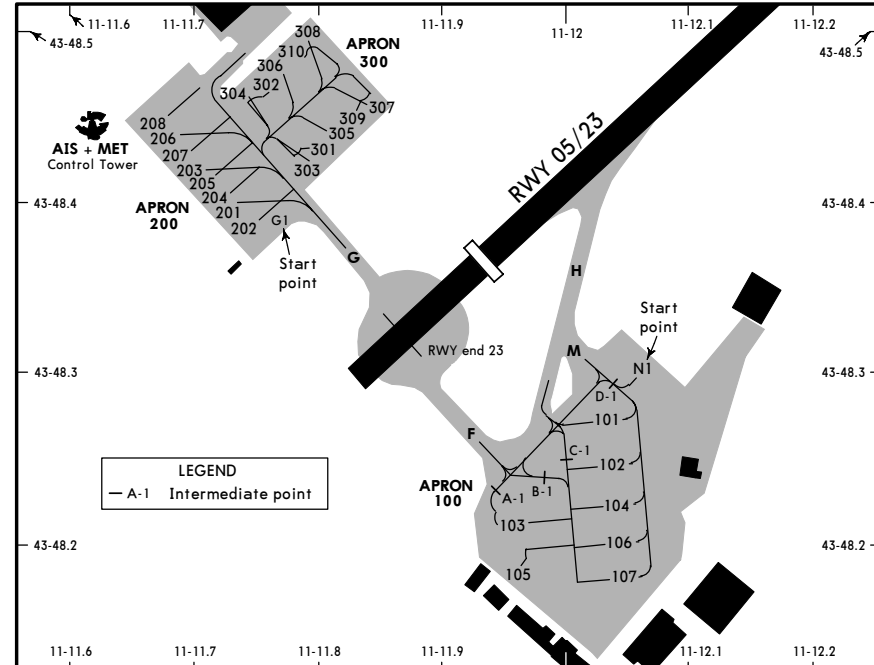
|   | Rwy 23               |      |                | Rwy 05   |
|---|----------------------|------|----------------|----------|
|   | LVP must be in force |      |                |          |
| A | RL                   | RL   | NIL (DAY only) |          |
| B | 250m                 | 400m | 800m           | VMC only |
| C |                      |      |                |          |
| D | NOT APPLICABLE       |      |                |          |

① Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: None.

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



#### INS COORDINATES

| STAND No.       | COORDINATES        | STAND No. | COORDINATES        |
|-----------------|--------------------|-----------|--------------------|
| Emergency Stand | N43 48.7 E011 12.2 | 301       | N43 48.4 E011 11.8 |
| 101             | N43 48.3 E011 12.0 | 302       | N43 48.5 E011 11.8 |
| 102             | N43 48.2 E011 12.0 | 303       | N43 48.4 E011 11.8 |
| 103             | N43 48.2 E011 11.9 | 304       | N43 48.5 E011 11.7 |
| 104             | N43 48.2 E011 12.0 | 305       | N43 48.4 E011 11.8 |
| 105             | N43 48.2 E011 11.9 | 306       | N43 48.5 E011 11.8 |
| 106, 107        | N43 48.2 E011 12.0 | 307       | N43 48.5 E011 11.9 |
|                 |                    | 308       | N43 48.5 E011 11.8 |
|                 |                    | 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 ENAC;
- all engines operating, no damages to the brakes, to the flight controls and to the reverse system if available.

CHANGES: Parking stands.

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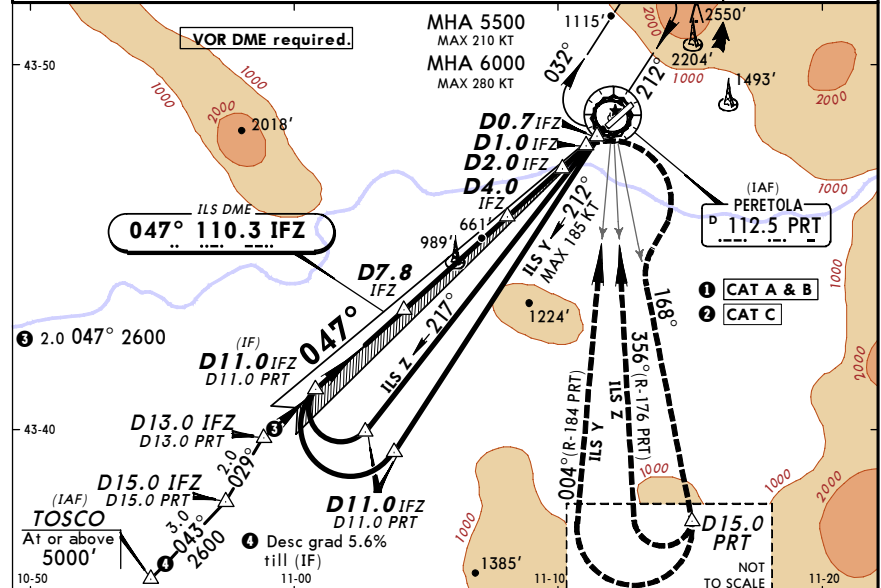
LIRQ/FLR  
PERETOLA

JEPPesen  
17 NOV 06  
Eff 23 Nov (11-1)

FLORENCE, ITALY  
ILS Z or ILS Y Rwy 05

|  |        |                 |                   |                     |                       |                  |                |       |
|--|--------|-----------------|-------------------|---------------------|-----------------------|------------------|----------------|-------|
| BREFING STRIP  | ATIS   |                 | FLORENCE Approach |                     | *FLORENCE Radar (APP) |                  | FLORENCE Tower |       |
|  | 129.35 |                 | 125.82            |                     | 125.82                |                  | 118.3          | 122.1 |
|  | LOC    | Final           | GS                | ILS                 | Apt Elev              | 142'             |                |       |
|  | IFZ    | Apch Crs        | D4.0 IFZ          | DA(H)               | Refer to              |                  |                |       |
|  | 110.3  | 047°            | 1400' (1277')     | Minimums            | RWY 123'              |                  |                |       |
| 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 climbing to 5500'. Leaving 3200' (not further than D15.0 PRT) turn RIGHT to VOR and join holding at 5500'. |        |                 |                   |                     |                       |                  |                |       |
| Alt Set: hPa   |        | Rwy Elev: 4 hPa |                   | Trans level: By ATC |                       | Trans alt: 6000' |                |       |

MSA  
PRT VOR



|          |          |       |       |       |       |      |
|----------|----------|-------|-------|-------|-------|------|
| LOC      | IFZ DME  | 6.0   | 5.0   | 4.0   | 3.0   | 2.0  |
| (GS out) | ALTITUDE | 2030' | 1720' | 1400' | 1080' | 760' |
|          |          |       |       |       |       |      |

|  |     |     |     |     |     |     |
|--|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts                          | 70  | 90  | 100 | 120 | 140 | 160 |
| ILS GS 3.00° or                        | 377 | 484 | 538 | 646 | 753 | 861 |
| LOC Descent Gradient 5.2%              |     |     |     |     |     |     |
| MAP at ILS Z: D1.0 IFZ/ILS Y: D2.0 IFZ |     |     |     |     |     |     |

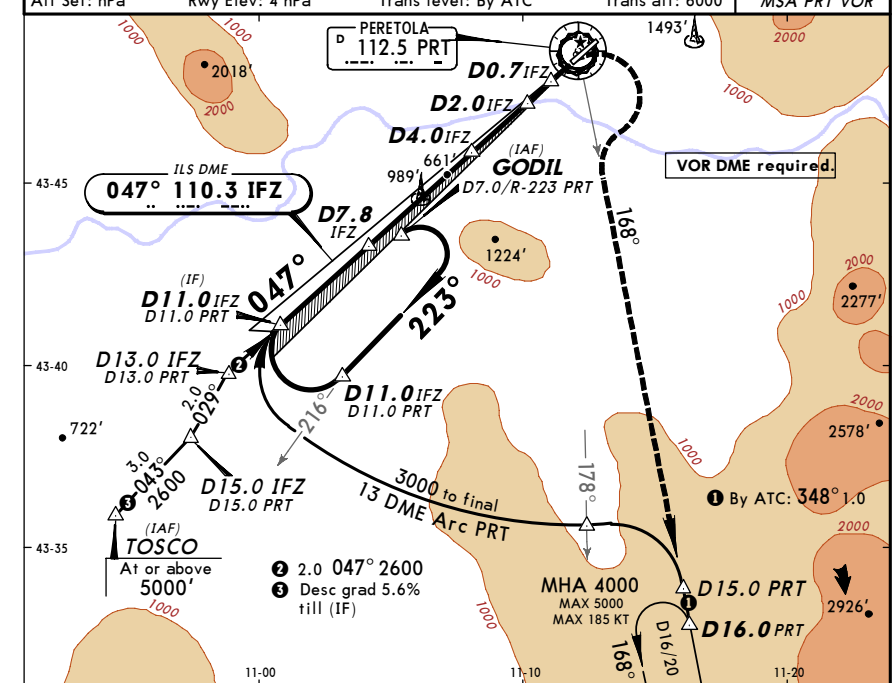
| JAR-OPS STRAIGHT-IN LANDING RWY 05 |  |  |  | CIRCLE-TO-LAND                  |  |        |  |
|------------------------------------|--|--|--|---------------------------------|--|--------|--|
| ILS                                |  |  |  | Not authorized Northwest of rwy |  |        |  |
| A: 705' (582')                     |  |  |  | Rwy 05                          |  | Rwy 23 |  |
| DA(H) B: 717' (594')               |  |  |  |                                 |  |        |  |
| C: 725' (602')                     |  |  |  |                                 |  |        |  |
| MDA(H) AB: 840' (717')             |  |  |  |                                 |  |        |  |
| C: 890' (767')                     |  |  |  |                                 |  |        |  |
| FULL                               |  |  |  |                                 |  |        |  |
| ALS out                            |  |  |  |                                 |  |        |  |
| Max Kts                            |  |  |  |                                 |  |        |  |
| 100                                |  |  |  |                                 |  |        |  |
| 1200' (1058') 1500m                |  |  |  |                                 |  |        |  |
| 135                                |  |  |  |                                 |  |        |  |
| 2500' (2358') 1600m                |  |  |  |                                 |  |        |  |
| 180                                |  |  |  |                                 |  |        |  |
| 3000' (2858') 2400m                |  |  |  |                                 |  |        |  |
| NOT APPLICABLE                     |  |  |  |                                 |  |        |  |
| NOT APPLICABLE                     |  |  |  |                                 |  |        |  |

LIRQ/FLR  
PERETOLA

JEPPesen  
17 NOV 06  
Eff 23 Nov (11-2) CAT A, B & C

FLORENCE, ITALY  
MISSED APCH CLIMB GRADIENT MIM 3.5%  
ILS X Rwy 05

| ATIS   |                   | FLORENCE Approach |                                      | *FLORENCE Radar (APP) |      | FLORENCE Tower   |       |
|--|-------------------|-------------------|--------------------------------------|-----------------------|------|------------------|-------|
| 129.35   |                   | 125.82            |                                      | 125.82                |      | 118.3            | 122.1 |
| LOC<br>IFZ   | Final<br>Apch Crs | GS<br>D4.0 IFZ    | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev              | 142' |                  |       |
| 110.3  | 047°              | 1400' (1277')     |                                      | RWY 123'              |      |                  |       |
| 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 PRT. |                   |                   |                                      |                       |      |                  |       |
| Alt Set: hPa   |                   | Rwy Elev: 4 hPa   |                                      | Trans level: By ATC   |      | Trans alt: 6000' |       |



|              |  |          |          |       |       |       |       |      |
|--------------|--|----------|----------|-------|-------|-------|-------|------|
| <b>GODIL</b> |  | LOC      | IFZ DME  | 6.0   | 5.0   | 4.0   | 3.0   | 2.0  |
|              |  | (GS out) | ALTITUDE | 2030' | 1720' | 1400' | 1080' | 760' |
|              |  |          |          |       |       |       |       |      |
| RWY 05 123'  |  |          |          |       |       |       |       |      |

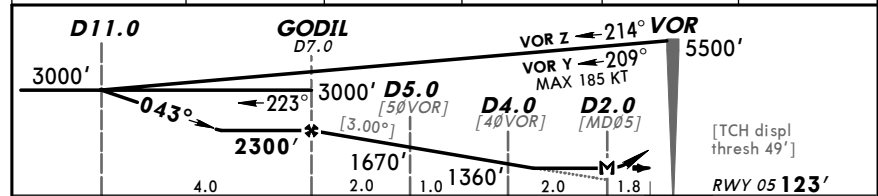
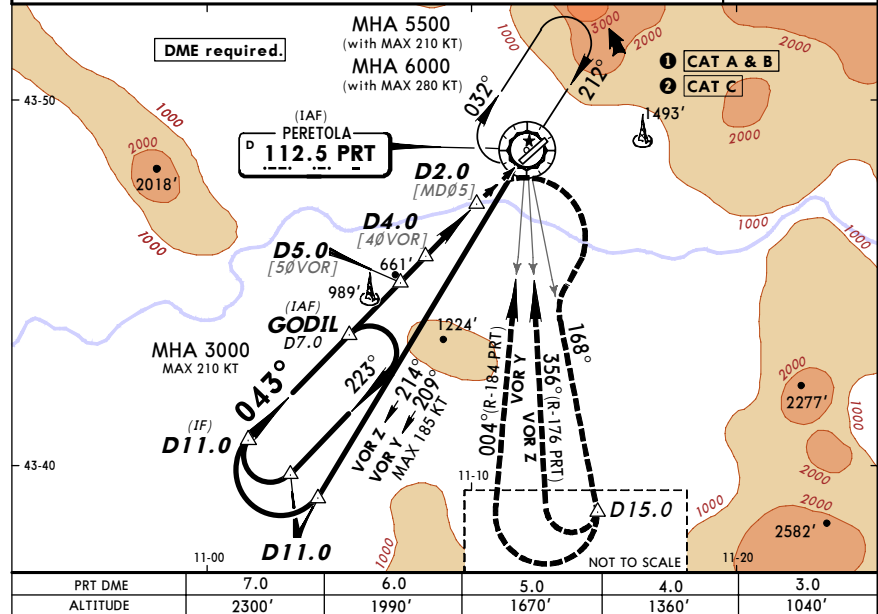
|                           |     |     |     |     |     |     |
|---------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts             | 70  | 90  | 100 | 120 | 140 | 160 |
| ILS GS 3.00° or           | 377 | 484 | 538 | 646 | 753 | 861 |
| LOC Descent Gradient 5.2% |     |     |     |     |     |     |
| MAP at D2.0 IFZ           |     |     |     |     |     |     |

| JAR-OPS STRAIGHT-IN LANDING RWY 05 |  |  |  | CIRCLE-TO-LAND                  |  |        |  |
|------------------------------------|--|--|--|---------------------------------|--|--------|--|
| ILS                                |  |  |  | Not authorized Northwest of rwy |  |        |  |
| A: 705' (582')                     |  |  |  | Rwy 05                          |  | Rwy 23 |  |
| DA(H) B: 717' (594')               |  |  |  |                                 |  |        |  |
| C: 725' (602')                     |  |  |  |                                 |  |        |  |
| MDA(H) AB: 840' (717')             |  |  |  |                                 |  |        |  |
| C: 890' (767')                     |  |  |  |                                 |  |        |  |
| FULL                               |  |  |  |                                 |  |        |  |
| ALS out                            |  |  |  |                                 |  |        |  |
| Max Kts                            |  |  |  |                                 |  |        |  |
| 100                                |  |  |  |                                 |  |        |  |
| 1200' (1058') 1500m                |  |  |  |                                 |  |        |  |
| 135                                |  |  |  |                                 |  |        |  |
| 2500' (2358') 1600m                |  |  |  |                                 |  |        |  |
| 180                                |  |  |  |                                 |  |        |  |
| 3000' (2858') 2400m                |  |  |  |                                 |  |        |  |
| NOT APPLICABLE                     |  |  |  |                                 |  |        |  |
| NOT APPLICABLE                     |  |  |  |                                 |  |        |  |



LIRQ/FLR  
PERETOLA  
18 NOV 05  
Eff 24 Nov  
FLORENCE, ITALY  
VOR Z or VOR Y Rwy 05

| ATIS  |                          | FLORENCE Approach                     |                                | *FLORENCE Radar (APP) |          | FLORENCE Tower |             |
|---|--------------------------|---------------------------------------|--------------------------------|-----------------------|----------|----------------|-------------|
| 129.35  |                          | 125.82                                |                                | 125.82                |          | 118.3          | 122.1       |
| VOR<br>PRT<br>112.5   | Final<br>Apt Crs<br>043° | Minimum Alt<br>GODIL<br>2300' (2177') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 144'         | RWY 123' |                |             |
| MISSED APCH: Turn RIGHT (VOR Z : MAX 130 KT, VOR Y: MAX 160 KT) as soon as practicable to intercept and follow R-168 climbing to 5500'. Leaving 3200' (not further than D15.0) turn RIGHT to VOR and join holding at 5500'. |                          |                                       |                                |                       |          |                | MSA PRT VOR |
| Alt Set: hPa 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.  |                          |                                       |                                |                       |          |                |             |



| Gnd speed-Kts                                      | 70  | 90  | 100 | 120 | 140 | 160 | HIALS |      |
|--|-----|-----|-----|-----|-----|-----|-------|------|
| Descent gradient 5.24% or<br>Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | REIL  | PAPI |
| MAP at D2.0  |     |     |     |     |     |     | ---   | ---  |

| JAR-OPS STRAIGHT-IN LANDING RWY 05         |  |  |  | CIRCLE-TO-LAND                                   |                     |                      |  |
|--|--|--|--|--|---------------------|----------------------|--|
| MDA(H)<br>AB: 1000' (877') C: 1100' (977') |  |  |  | Not authorized Northwest of rwy<br>Rwy 05 Rwy 23 |                     |                      |  |
| ALS out                                    |  |  |  | Max Kts  |                     |                      |  |
| A  |  |  |  | 100  | MDA(H) VIS          | MDA(H) VIS           |  |
| B  |  |  |  | 135  | 1200' (1056') 1500m | 1200' (1056') 5.0 km |  |
| C  |  |  |  | 180  | 2500' (2356') 1600m | 2500' (2356') 5.0 km |  |
| D  |  |  |  |  | 3000' (2856') 2400m | 3000' (2856') 5.0 km |  |
| NOT APPLICABLE                             |  |  |  | NOT APPLICABLE                                   |                     |                      |  |

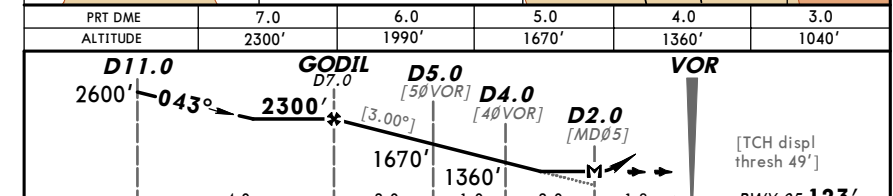
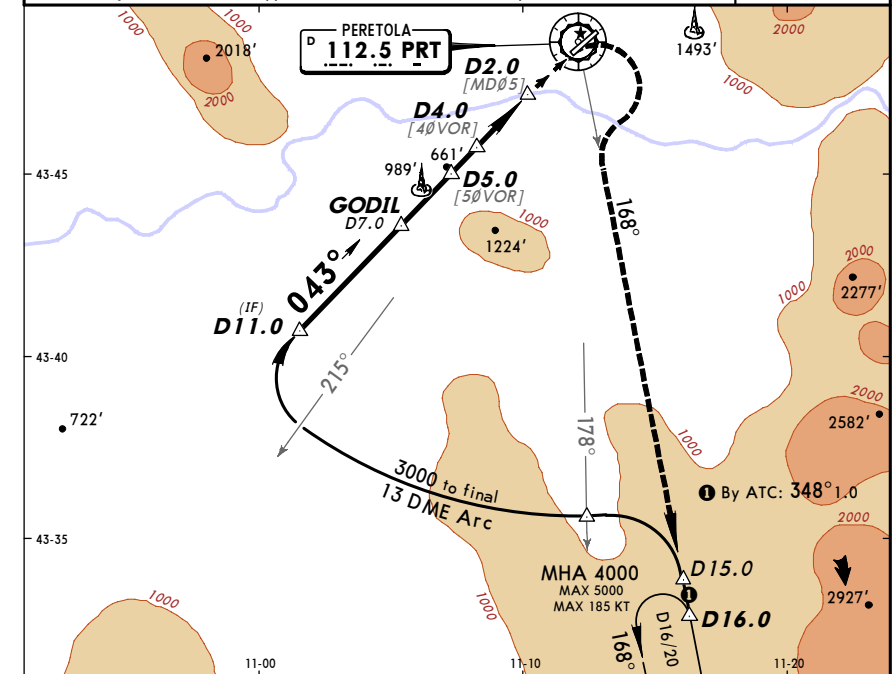
For special requirements refer also to 10-9A.

CHANGES: Communications. Procedure.

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LIRQ/FLR  
PERETOLA  
18 NOV 05  
Eff 24 Nov  
FLORENCE, ITALY  
VOR X Rwy 05

| ATIS   |                          | FLORENCE Approach                     |                                | *FLORENCE Radar (APP) |          | FLORENCE Tower |             |
|--|--------------------------|---------------------------------------|--------------------------------|-----------------------|----------|----------------|-------------|
| 129.35   |                          | 125.82                                |                                | 125.82                |          | 118.3          | 122.1       |
| VOR<br>PRT<br>112.5  | Final<br>Apt Crs<br>043° | Minimum Alt<br>GODIL<br>2300' (2177') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 144'         | RWY 123' |                |             |
| 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. |                          |                                       |                                |                       |          |                | MSA PRT VOR |
| Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'  |                          |                                       |                                |                       |          |                |             |
| 1. DME required. 2. Final approach track offset 4° from Rwy centerline.  |                          |                                       |                                |                       |          |                |             |



| Gnd speed-Kts                                      | 70  | 90  | 100 | 120 | 140 | 160 | HIALS |      |
|--|-----|-----|-----|-----|-----|-----|-------|------|
| Descent gradient 5.24% or<br>Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | REIL  | PAPI |
| MAP at D2.0  |     |     |     |     |     |     | ---   | ---  |

| JAR-OPS STRAIGHT-IN LANDING RWY 05         |  |  |  | CIRCLE-TO-LAND                                   |                     |                      |  |
|--|--|--|--|--|---------------------|----------------------|--|
| MDA(H)<br>AB: 1000' (877') C: 1100' (977') |  |  |  | Not authorized Northwest of rwy<br>Rwy 05 Rwy 23 |                     |                      |  |
| ALS out                                    |  |  |  | Max Kts  |                     |                      |  |
| A  |  |  |  | 100  | MDA(H) VIS          | MDA(H) VIS           |  |
| B  |  |  |  | 135  | 1200' (1056') 1500m | 1200' (1056') 5.0 km |  |
| C  |  |  |  | 180  | 2500' (2356') 1600m | 2500' (2356') 5.0 km |  |
| D  |  |  |  |  | 3000' (2856') 2400m | 3000' (2856') 5.0 km |  |
| NOT APPLICABLE                             |  |  |  | NOT APPLICABLE                                   |                     |                      |  |

For special requirements refer also to 10-9A.

CHANGES: Communications. Procedure.

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