

**DAAG/ALG**

**HOUARI BOUMEDIENE**

6 MAR 09

**JEPPesen**

**(10-1R)**

Eff 12 Mar

**ALGIERS, ALGERIA**

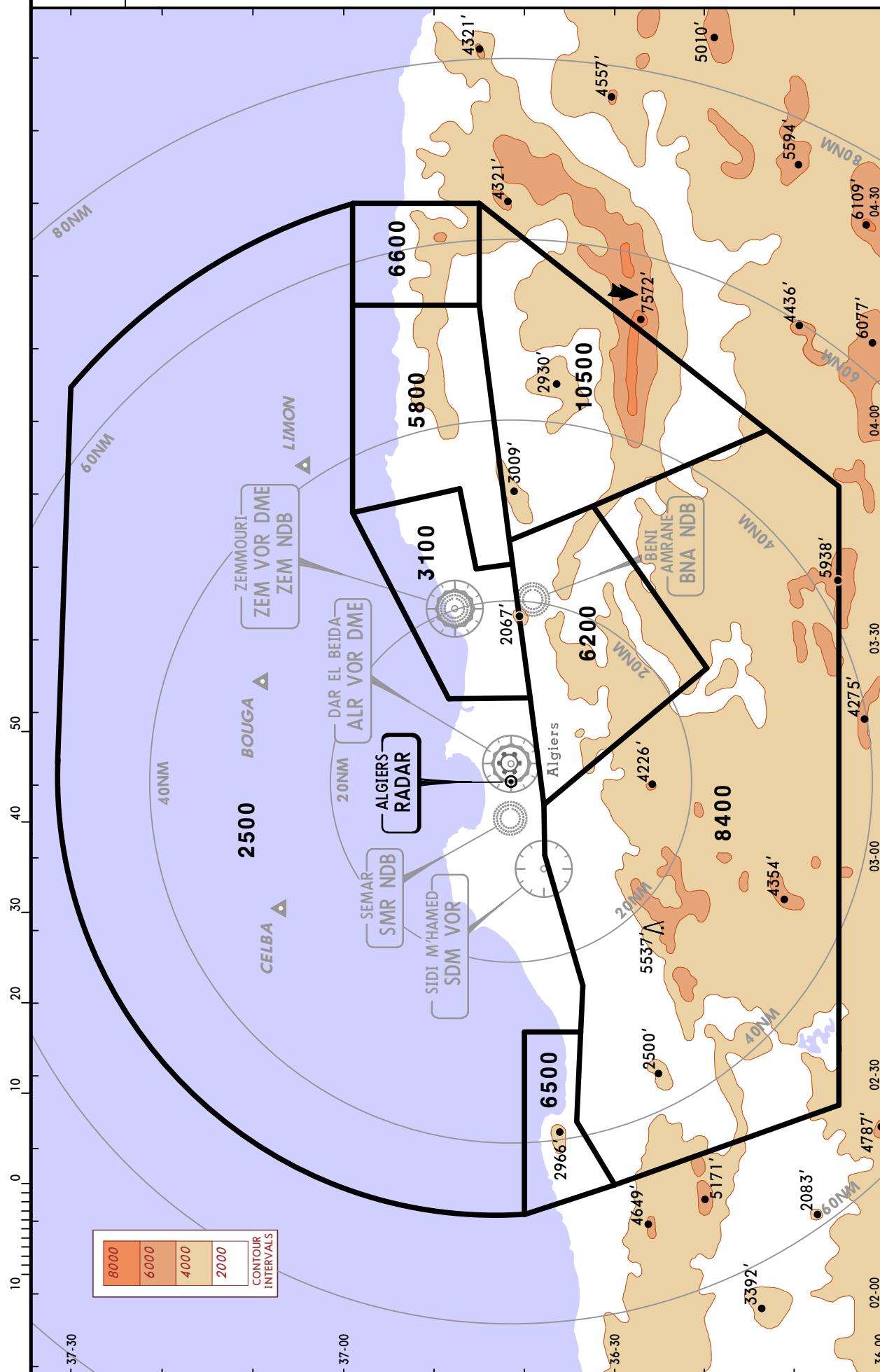
**RADAR MINIMUM ALTITUDES**

Apt Elev  
**82'**

Alt Set: MB

Trans level: By ATC

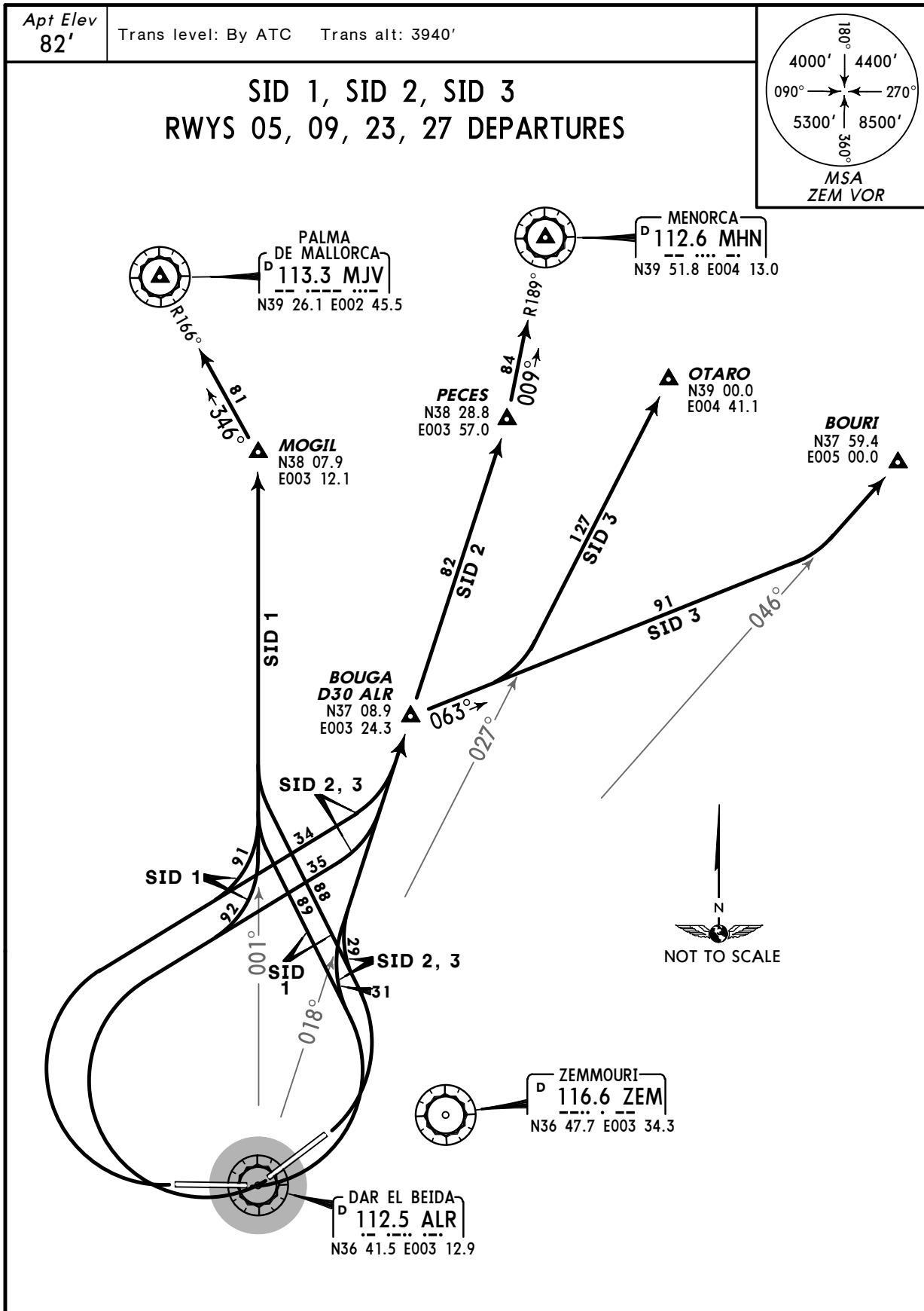
Trans alt: 3940'



**DAAG/ALG**  
**HOUARI BOUMEDIENE**

**JEPPESSEN**  
13 APR 07 **10-3**

**ALGIERS, ALGERIA**  
**SID**



SID	RWY	INITIAL CLIMB/ROUTING
SID 1	05, 09	Turn LEFT, intercept ALR R-001 to MOGIL.
	23, 27	Turn RIGHT, intercept ALR R-001 to MOGIL, then to MJV.
SID 2	05, 09	Turn LEFT, intercept ALR R-018 to PECES, then to MHN.
	23, 27	Turn RIGHT, intercept ALR R-018 to PECES, then to MHN.
SID 3	05, 09	Turn LEFT, intercept ALR R-018 to D30 ALR, turn RIGHT, 063° track, intercept ALR R-027 to OTARO or ALR R-046 to BOURI.
	23, 27	Turn RIGHT, intercept ALR R-018 to D30 ALR, turn RIGHT, intercept ALR R-027 to OTARO or ALR R-046 to BOURI.

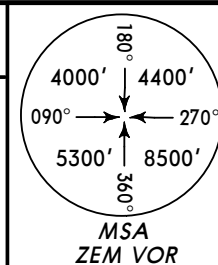
**DAAG/ALG**  
HOUARI BOUMEDIENE

**JEPPesen**  
13 APR 07 **(10-3A)**

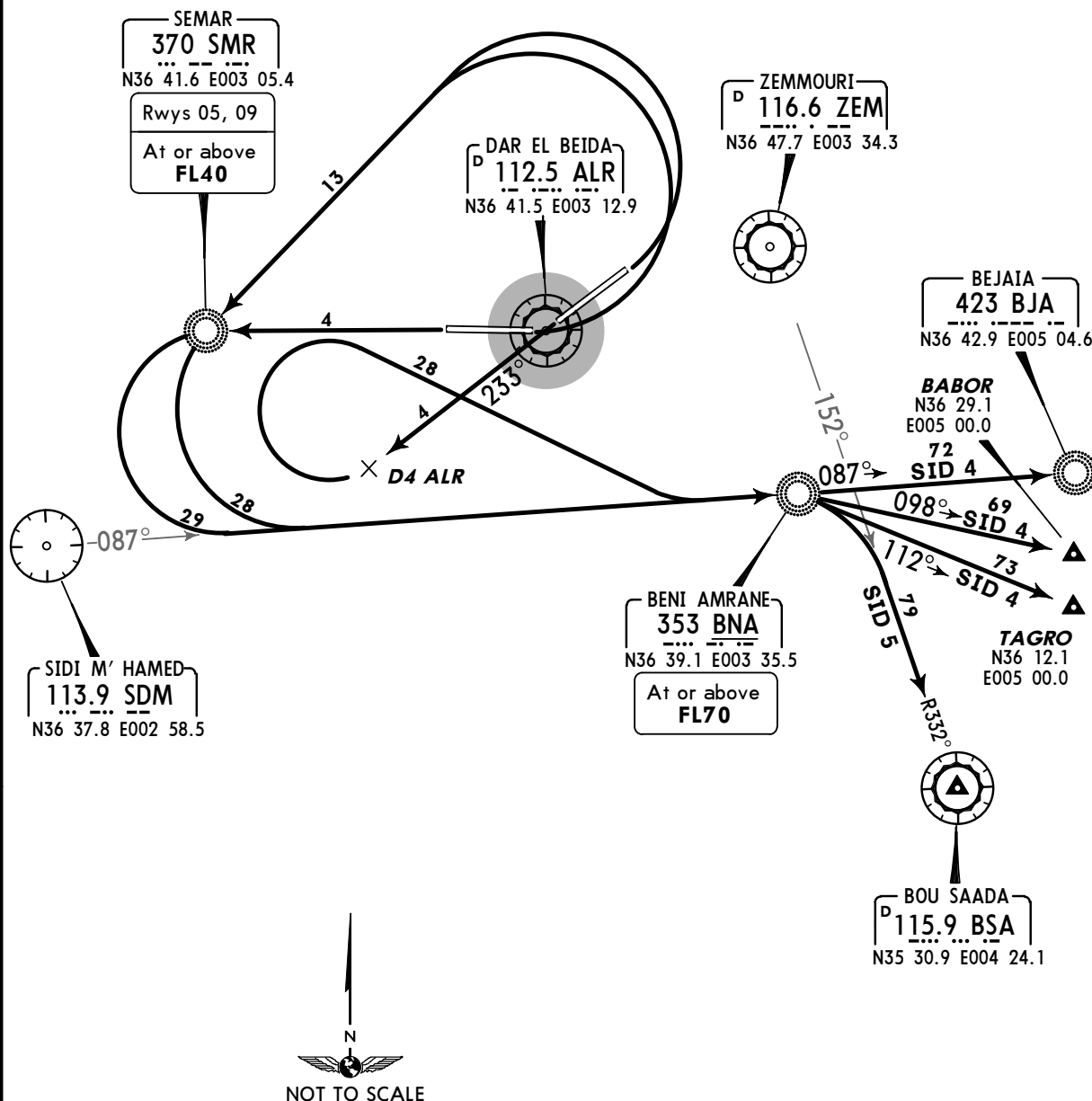
**ALGIERS, ALGERIA**  
**SID**

Apt Elev  
**82'**

Trans level: By ATC Trans alt: 3940'



**SID 4, SID 5**  
**RWYS 05, 09, 23, 27 DEPARTURES**



RWY	INITIAL CLIMB
<b>05, 09</b>	Turn LEFT to SMR, intercept SDM R-087 to BNA.
<b>23</b>	To ALR, ALR R-233 to D4 ALR, turn RIGHT, intercept SDM R-087 to BNA.
<b>27</b>	To SMR, turn LEFT, intercept SDM R-087 to BNA.
SID	ROUTING
<b>SID 4</b>	At BNA to BJA or BABOR or TAGRO.
<b>SID 5</b>	At BNA to BSA.

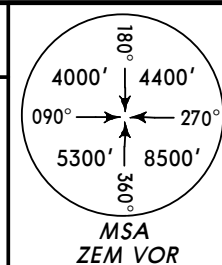
**DAAG/ALG**  
HOUARI BOUMEDIENE

**JEPPESEN**  
13 APR 07 **(10-3B)**

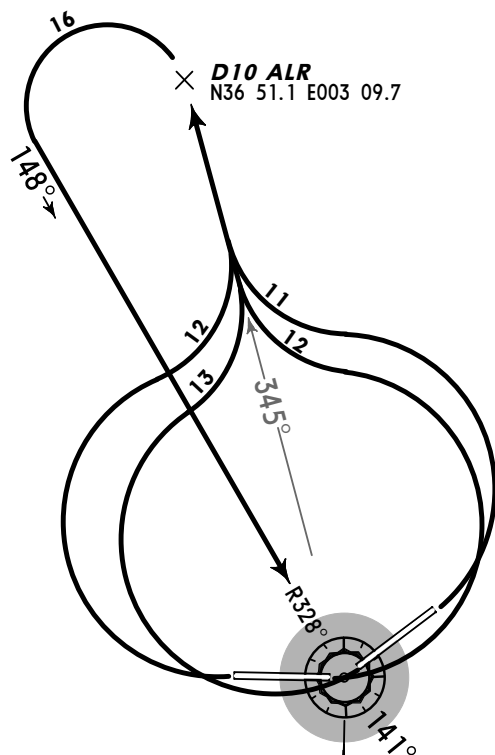
**ALGIERS, ALGERIA**  
**SID**

Apt Elev  
**82'**

Trans level: By ATC Trans alt: 3940'



**SID 6**  
**RWYS 05, 09, 23, 27 DEPARTURE**



**D10 ALR**  
N36 51.1 E003 09.7

**ZEMMOURI**  
D 116.6 ZEM  
N36 47.7 E003 34.3

**DAR EL BEIDA**  
D 112.5 ALR  
N36 41.5 E003 12.9  
At or above  
**FL70**



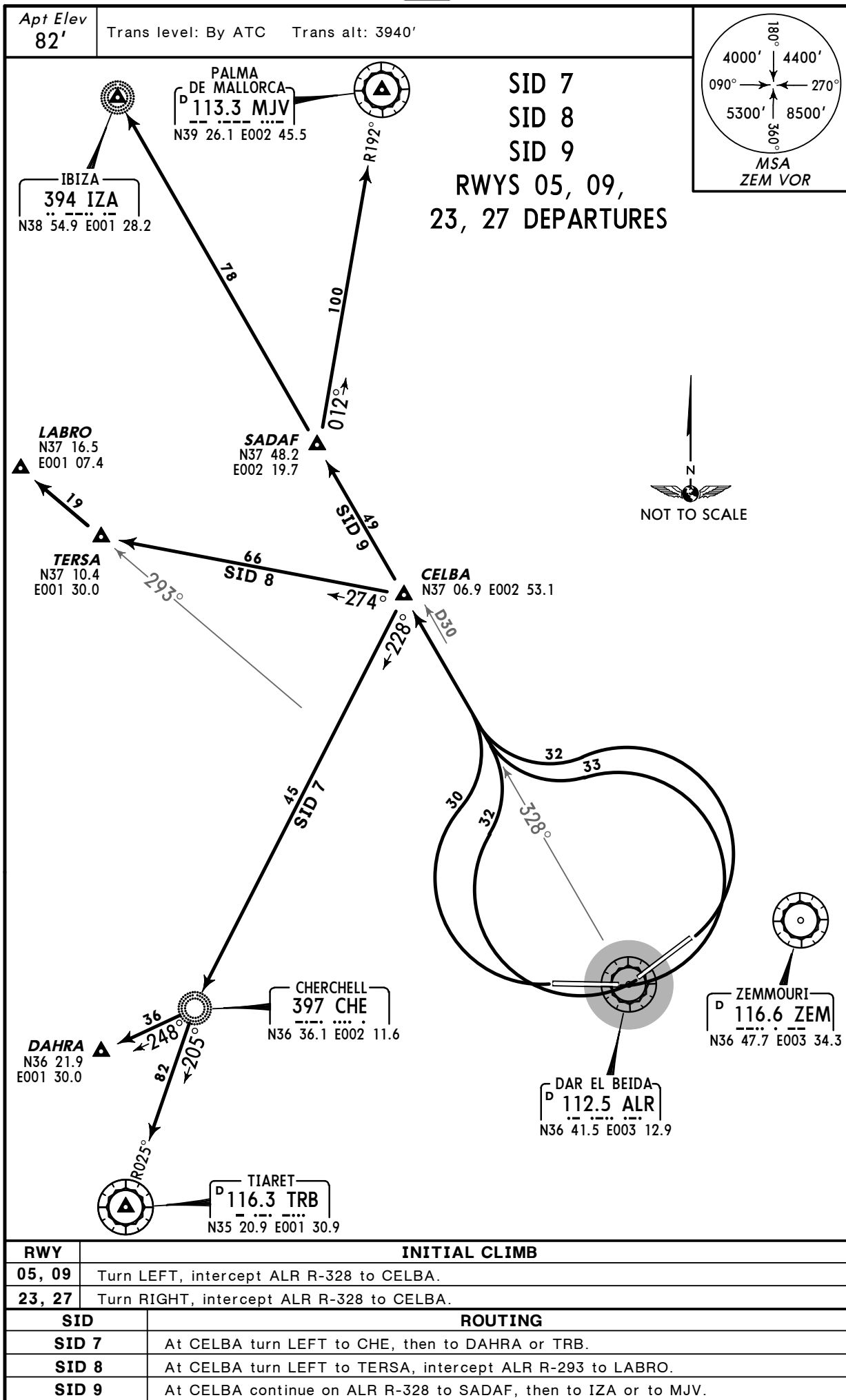
**BOU SAADA**  
D 115.9 BSA  
N35 30.9 E004 24.1

RWY	INITIAL CLIMB/ROUTING
<b>05, 09</b>	Turn LEFT, intercept ALR R-345 to D10 ALR, turn LEFT, intercept ALR R-328 inbound to ALR, ALR R-141 to BSA.
<b>23, 27</b>	Turn RIGHT, intercept ALR R-345 to D10 ALR, turn LEFT, intercept ALR R-328 inbound to ALR, ALR R-141 to BSA.

**DAAG/ALG**  
**HOUARI BOUMEDIENE**

**JEPPESEN**  
13 APR 07 **(10-3C)**

**ALGIERS, ALGERIA**  
**SID**



DAAG/ALG

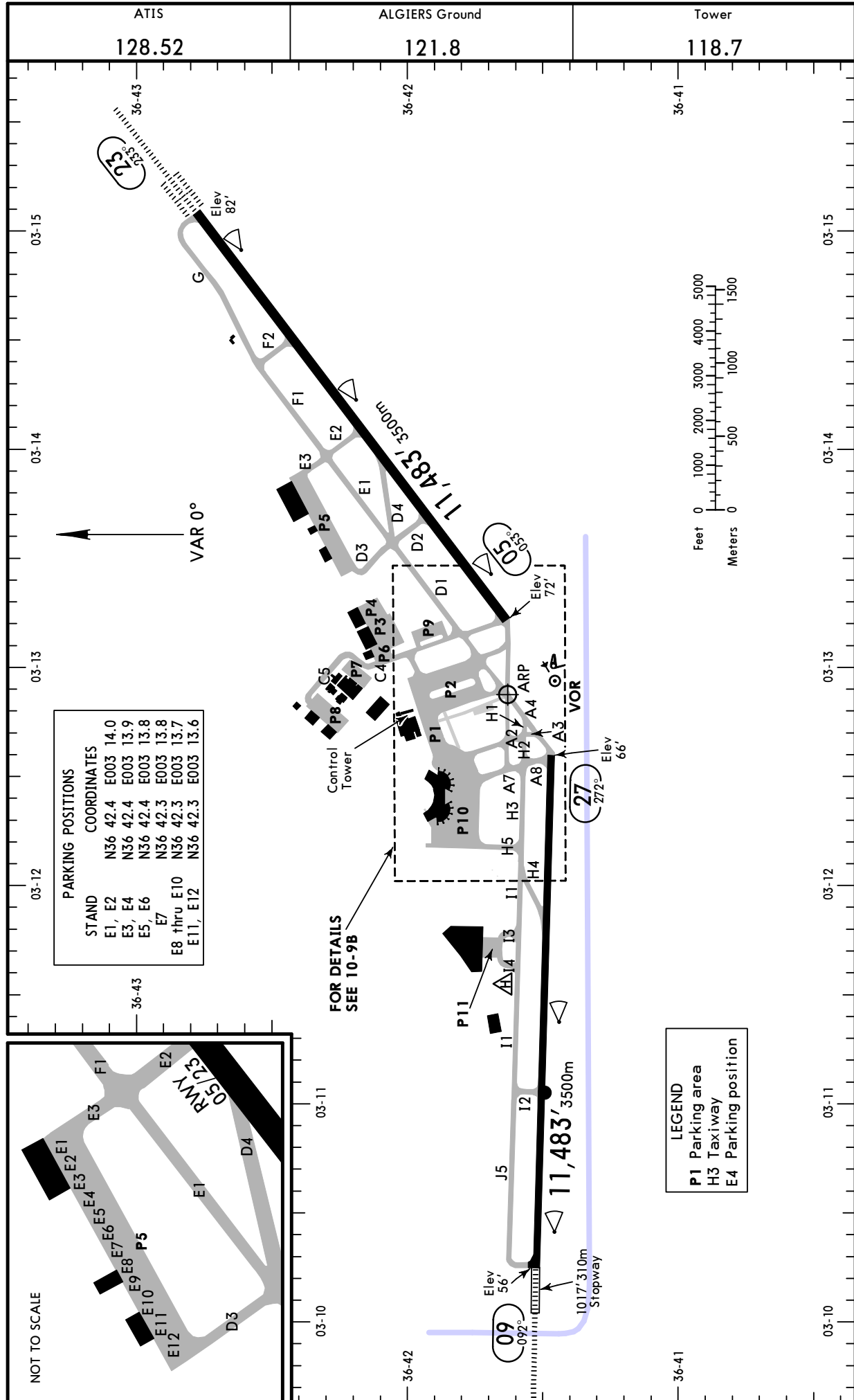
Apt Elev **82'**  
N36 41.6 E003 12.9

JEPPesen

3 JUL 15 (10-9)

ALGIERS, ALGERIA

HOUARI BOUMEDIENE



DAAG/ALG

 **JEPPESEN**  
 3 JUL 15 **(10-9A)**

**ALGIERS, ALGERIA**  
 HOUARI BOUMEDIENE

GENERAL

Birds.

Rwy 23 approved for CAT II/III operations, special aircrew and acft certification required.

In VMC both runways may be used simultaneously (landing rwy 09 with take-off rwy 05 & landing rwy 23 with take-off rwy 27).

Rwy 23 & 27 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
05	HIRL (60m) CL (30m) PAPI-L (3.00°) RVR				197'
23	HIRL (60m) CL (15m) HIALS-II TDZ ❶ HST-D4 RVR		10,335' 3150m		60m
❶ PAPI-L (3.07°)					
09	HIRL (60m) HIALS TDZ PAPI-L (3.03°) HST-H4 RVR		10,499' 3200m		148'
27	HIRL (60m) PAPI-L (3.00°) RVR				45m

TAKE-OFF

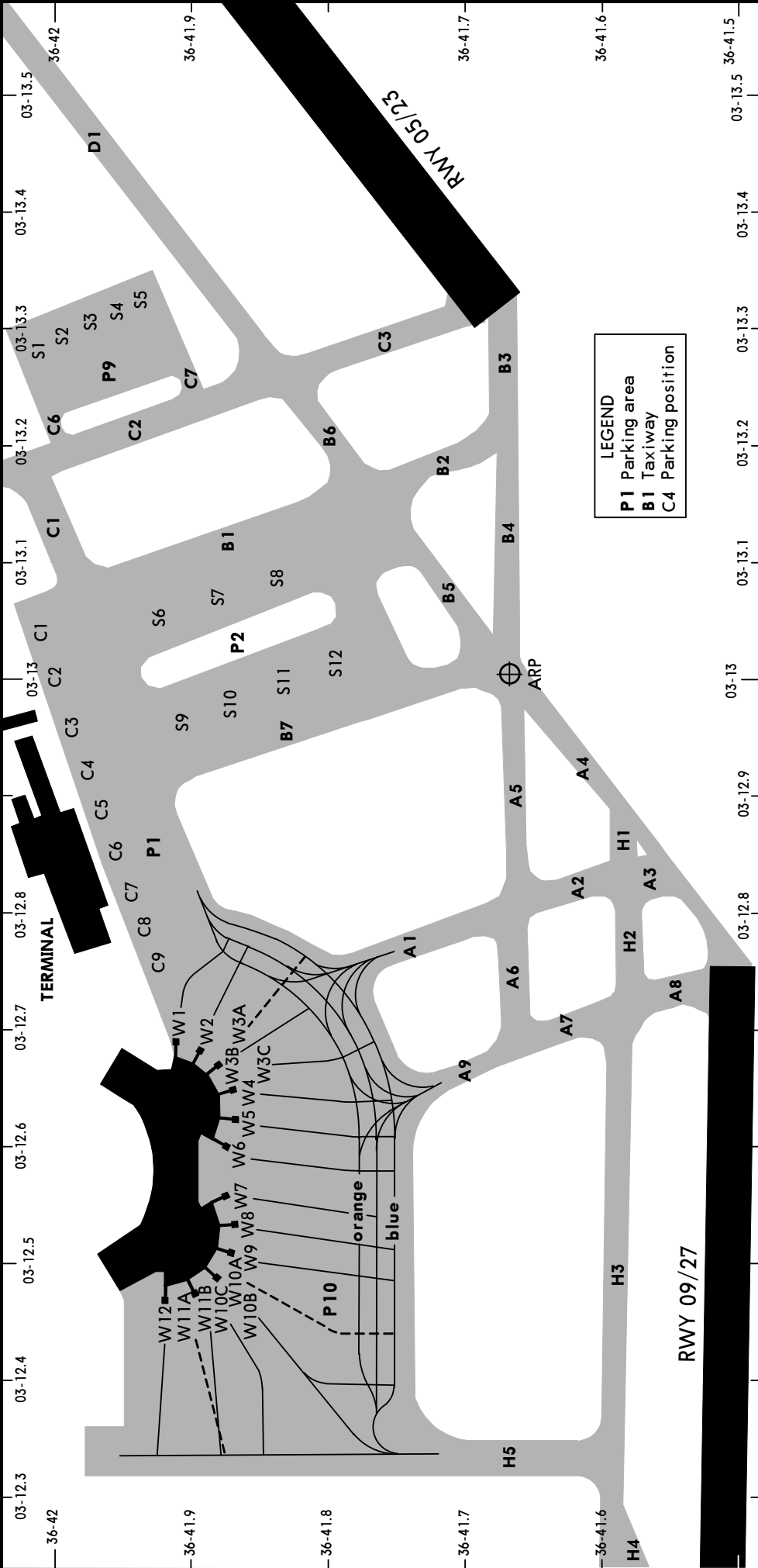
AIR CARRIER (JAA)

	Rwy 05/23 LVP must be in force RL, CL & TDZ, MID, Rollout RVR req	All Rwys RL and CL or RCLM (DAY only)
A		
B	175m	500m
C		
D	200m	

DAAG/ALG

22 AUG 08 **10-9B** Eff 28 Aug

**ALGIERS, ALGERIA**  
HOUARI BOUMEDIENE



CHANGES: Parking stands.



**DAAG/ALG** **JEPPESEN**  
21 NOV 14 **10-9S****Standard**  
**ALGIERS, ALGERIA**  
HOUARI BOUMEDIENE

STRAIGHT-IN RWY		A	B	C	D
<b>05</b>	VOR ①	<b>460'</b> (388')	<b>460'</b> (388')	<b>460'</b> (388')	<b>460'</b> (388')
		<b>2400m</b>	<b>2400m</b>	<b>2400m</b>	<b>2800m</b>
<b>09</b>	ILS	<b>256'</b> (200')	<b>266'</b> (210')	<b>276'</b> (220')	<b>286'</b> (230')
	<i>FULL</i>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>	<b>R550m V800m</b>
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>380'</b> (324')	<b>380'</b> (324')	<b>380'</b> (324')	<b>380'</b> (324')
		<b>1600m</b>	<b>1600m</b>	<b>1600m</b>	<b>2000m</b>
	<i>ALS out</i>	2400m	2400m	2400m	2800m
	VOR ①	<b>460'</b> (404')	<b>460'</b> (404')	<b>460'</b> (404')	<b>460'</b> (404')
		<b>1600m</b>	<b>1600m</b>	<b>2000m</b>	<b>2400m</b>
	<i>ALS out</i>	2400m	2400m	2800m	3200m
	NDB ①	<b>460'</b> (404')	<b>460'</b> (404')	<b>460'</b> (404')	<b>460'</b> (404')
		<b>1600m</b>	<b>1600m</b>	<b>2000m</b>	<b>2400m</b>
	<i>ALS out</i>	2400m	2400m	2800m	3200m
<b>23</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>182'</b> (100')	<b>182'</b> (100')	<b>182'</b> (100')	<b>182'</b> (100')
		<b>RA103' R350m</b>	<b>RA103' R350m</b>	<b>RA103' R350m</b>	<b>RA103' R350m</b>
	ILS	<b>282'</b> (200')	<b>292'</b> (210')	<b>302'</b> (220')	<b>312'</b> (230')
		<b>R800m</b>	<b>R800m</b>	<b>R800m</b>	<b>R800m</b>
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>420'</b> (338')	<b>420'</b> (338')	<b>420'</b> (338')	<b>420'</b> (338')
		<b>2000m</b>	<b>2000m</b>	<b>2000m</b>	<b>2400m</b>
	<i>ALS out</i>	2400m	2400m	2400m	2800m
	VOR ①	<b>490'</b> (408')	<b>490'</b> (408')	<b>490'</b> (408')	<b>490'</b> (408')
		<b>2000m</b>	<b>2000m</b>	<b>2400m</b>	<b>2800m</b>
	<i>ALS out</i>	2400m	2400m	2800m	3200m
<b>27</b>	VOR ①	<b>520'</b> (454')	<b>520'</b> (454')	<b>520'</b> (454')	<b>520'</b> (454')
		<b>2400m</b>	<b>2400m</b>	<b>2800m</b>	<b>3200m</b>

① Continuous Descent Final Approach.

**DAAG/ALG** **JEPPESEN**  
21 NOV 14 **(10-9S1)****Standard**  
**ALGIERS, ALGERIA**  
HOUARI BOUMEDIENE

<b>CIRCLE-TO-LAND ❶</b>	<b>100 KT</b>	<b>135 KT</b>	<b>180 KT</b>	<b>205 KT</b>
	<b>650'</b> (568') V1600m ❷	<b>650'</b> (568') V1600m ❷	<b>850'</b> (768') V3600m	<b>850'</b> (768') V4000m
After apch to Rwy 23	<b>650'</b> (568') V2000m ❷	<b>650'</b> (568') V2000m ❷	<b>850'</b> (768') V4000m	<b>850'</b> (768') V4400m

❶ Not authorized South of airport.

❷ or higher minimums of preceding straight-in approach.

**TAKE-OFF RWY 05, 23**

LVP must be in force RL, CL & TDZ, MID, Rollout RVR req		RL and CL or RCLM (DAY only)
A	175m	500m
B		
C		
D	200m	

**TAKE-OFF RWY 09, 27**

	RL and CL or RCLM (DAY only)
A	500m
B	
C	
D	

**DAAG/ALG**

**JEPPESEN**  
 23 SEP 16 **10-9S1T**
**Standard**  
**ALGIERS, ALGERIA**  
 HOUARI BOUMEDIENE

<b>CIRCLE-TO-LAND ❶</b>	<b>100 KT</b>	<b>135 KT</b>	<b>180 KT</b>	<b>205 KT</b>
After apch to RWY 05 & 27	<b>780'</b> (698') V2400m	<b>780'</b> (698') V2400m	<b>880'</b> (798') V4000m	<b>880'</b> (798') V4400m
After apch to RWY 09	<b>790'</b> (708') V1600m❷	<b>790'</b> (708') V1600m❷	<b>890'</b> (808') V3600m	<b>890'</b> (808') V4000m
After apch to RWY 23	<b>770'</b> (688') V2000m❷	<b>770'</b> (688') V2000m❷	<b>870'</b> (788') V4000m	<b>870'</b> (788') V4400m

❶ Not authorized South of airport.

❷ or higher minimums of preceding straight-in approach.

**TAKE-OFF RWY 05, 23**

LVP must be in force RL, CL & TDZ, MID, Rollout RVR req		RL and CL or RCLM (DAY only)
A	175m	500m
B		
C		
D	200m	

**TAKE-OFF RWY 09, 27**

	RL and CL or RCLM (DAY only)
A	500m
B	
C	
D	

**DAAG/ALG**

**JEPPESEN**  
23 SEP 16 **10-9ST**
**Standard**  
**ALGIERS, ALGERIA**  
**HOUARI BOUMEDIENE**

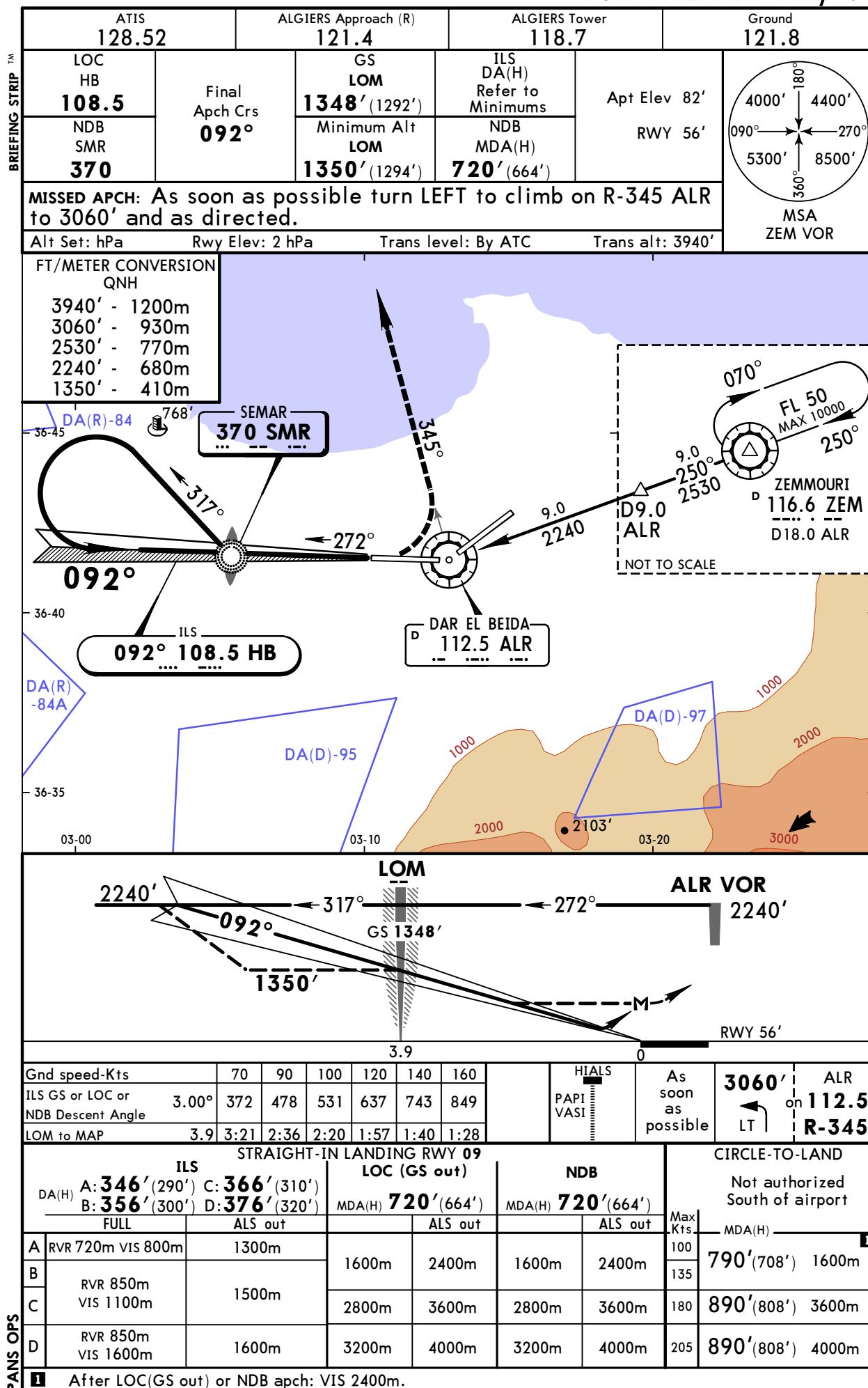
STRAIGHT-IN RWY		A	B	C	D
<b>05</b>	VOR ①	<b>720'</b> (648') <b>2400m</b>	<b>720'</b> (648') <b>2400m</b>	<b>720'</b> (648') <b>3600m</b>	<b>720'</b> (648') <b>4000m</b>
<b>09</b>	ILS	<b>346'</b> (290')	<b>356'</b> (300')	<b>366'</b> (310')	<b>376'</b> (320')
	FULL	<b>R650m V900m</b>	<b>R850m V1100m</b>	<b>R850m V1100m</b>	<b>R850m V1600m</b>
	Limited	R750m V900m	R850m V1100m	R850m V1100m	R850m V1600m
	ALS out	R1400m	R1500m	R1500m	R1600m
	LOC ①	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>2800m</b>	<b>720'</b> (664') <b>3200m</b>
	ALS out	2400m	2400m	3600m	4000m
	VOR ①	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>2800m</b>	<b>720'</b> (664') <b>3200m</b>
	ALS out	2400m	2400m	3600m	4000m
	NDB ①	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>1600m</b>	<b>720'</b> (664') <b>2800m</b>	<b>720'</b> (664') <b>3200m</b>
	ALS out	2400m	2400m	3600m	4000m
<b>23</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>182'</b> (100')	<b>182'</b> (100')	<b>182'</b> (100')	<b>182'</b> (100')
		<b>RA103' R350m</b>	<b>RA103' R350m</b>	<b>RA103' R350m</b>	<b>RA103' R350m</b>
	ILS	<b>282'</b> (200')	<b>292'</b> (210')	<b>302'</b> (220')	<b>312'</b> (230')
		<b>R750m V800m</b>	<b>R750m V800m</b>	<b>800m</b>	<b>800m</b>
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>720'</b> (638') <b>2000m</b>	<b>720'</b> (638') <b>2000m</b>	<b>720'</b> (638') <b>3200m</b>	<b>720'</b> (638') <b>3600m</b>
	ALS out	2400m	2400m	3600m	4000m
	VOR ①	<b>720'</b> (638') <b>2000m</b>	<b>720'</b> (638') <b>2000m</b>	<b>720'</b> (638') <b>3200m</b>	<b>720'</b> (638') <b>3600m</b>
	ALS out	2400m	2400m	3600m	4000m
<b>27</b>	VOR ①	<b>710'</b> (644') <b>2400m</b>	<b>710'</b> (644') <b>2400m</b>	<b>710'</b> (644') <b>3600m</b>	<b>710'</b> (644') <b>4000m</b>

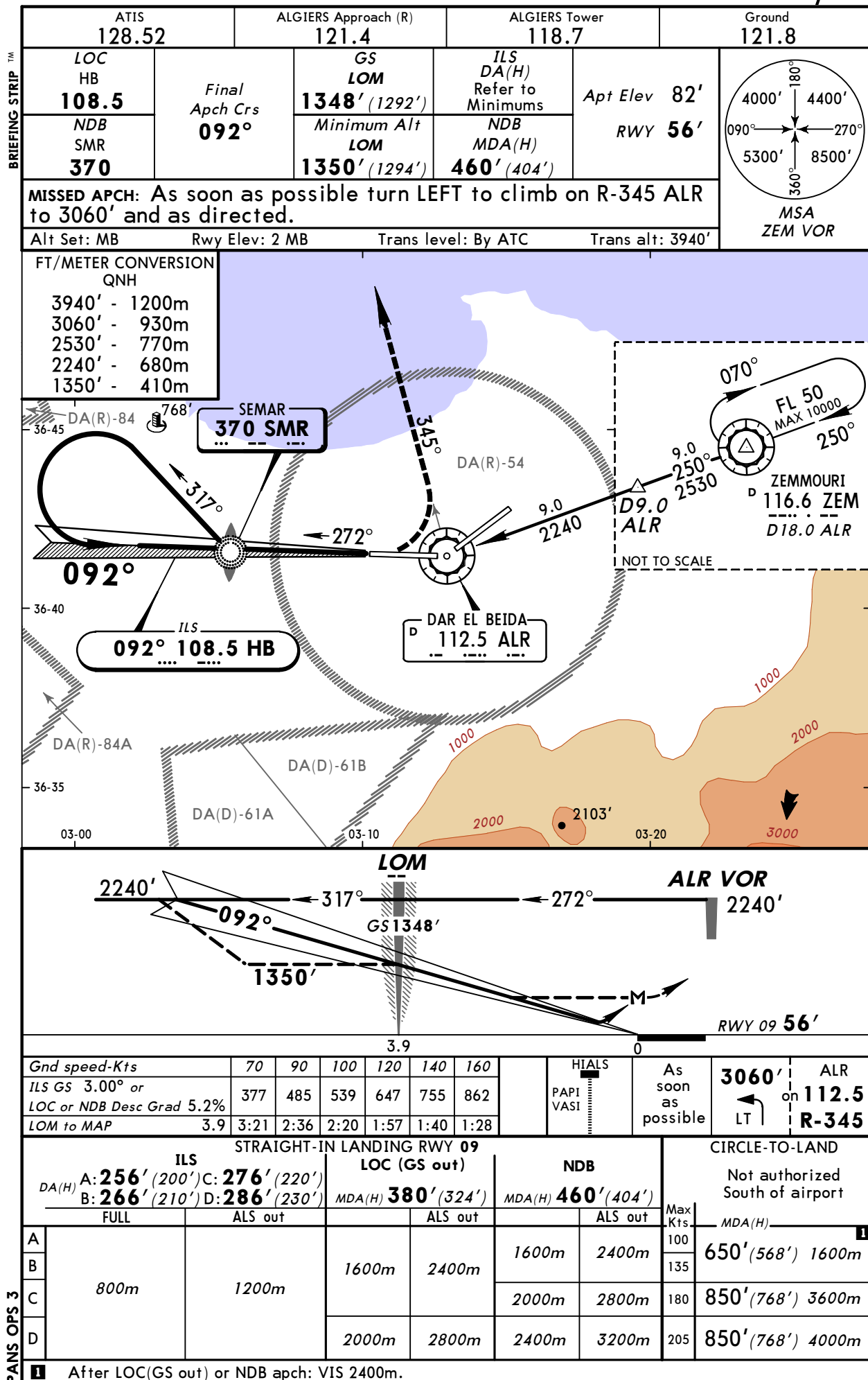
① Continuous Descent Final Approach.

**DAAG/ALG**  
HOUARI BOUMEDIENE

**JEPPesen**  
16 SEP 16 **(11-01)**

**ALGIERS, ALGERIA**  
**VOR DME NDB ILS or**  
**VOR DME NDB Rwy 09**



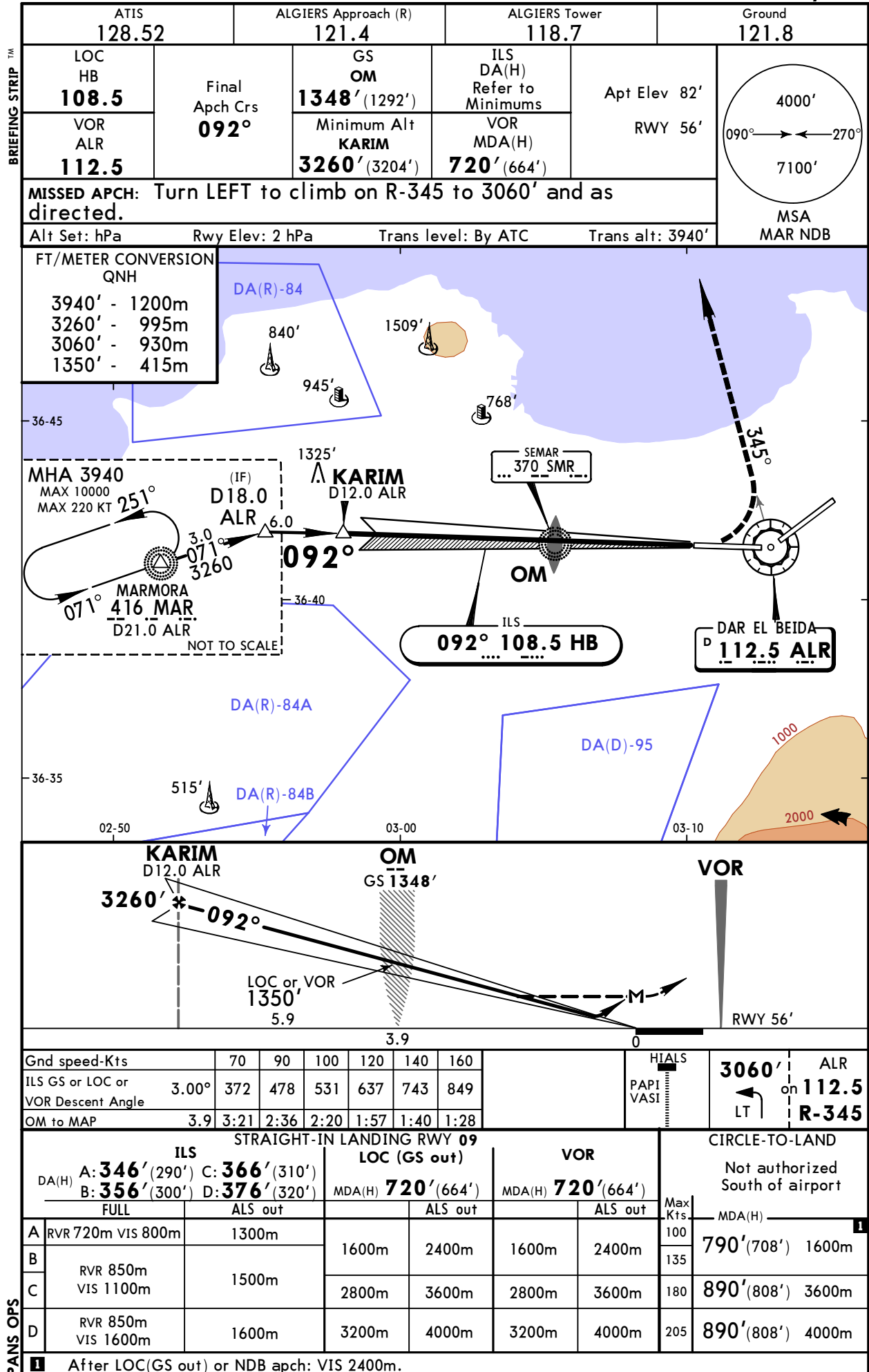
DAAG/ALG  
HOUARI BOUMEDIENEJEPPESEN  
30 JAN 09 (11-1) Eff 12 FebALGIERS, ALGERIA  
VOR DME NDB ILS or  
VOR DME NDB Rwy 09

**DAAG/ALG**  
HOUARI BOUMEDIENE

16 SEP 16

(11-02)

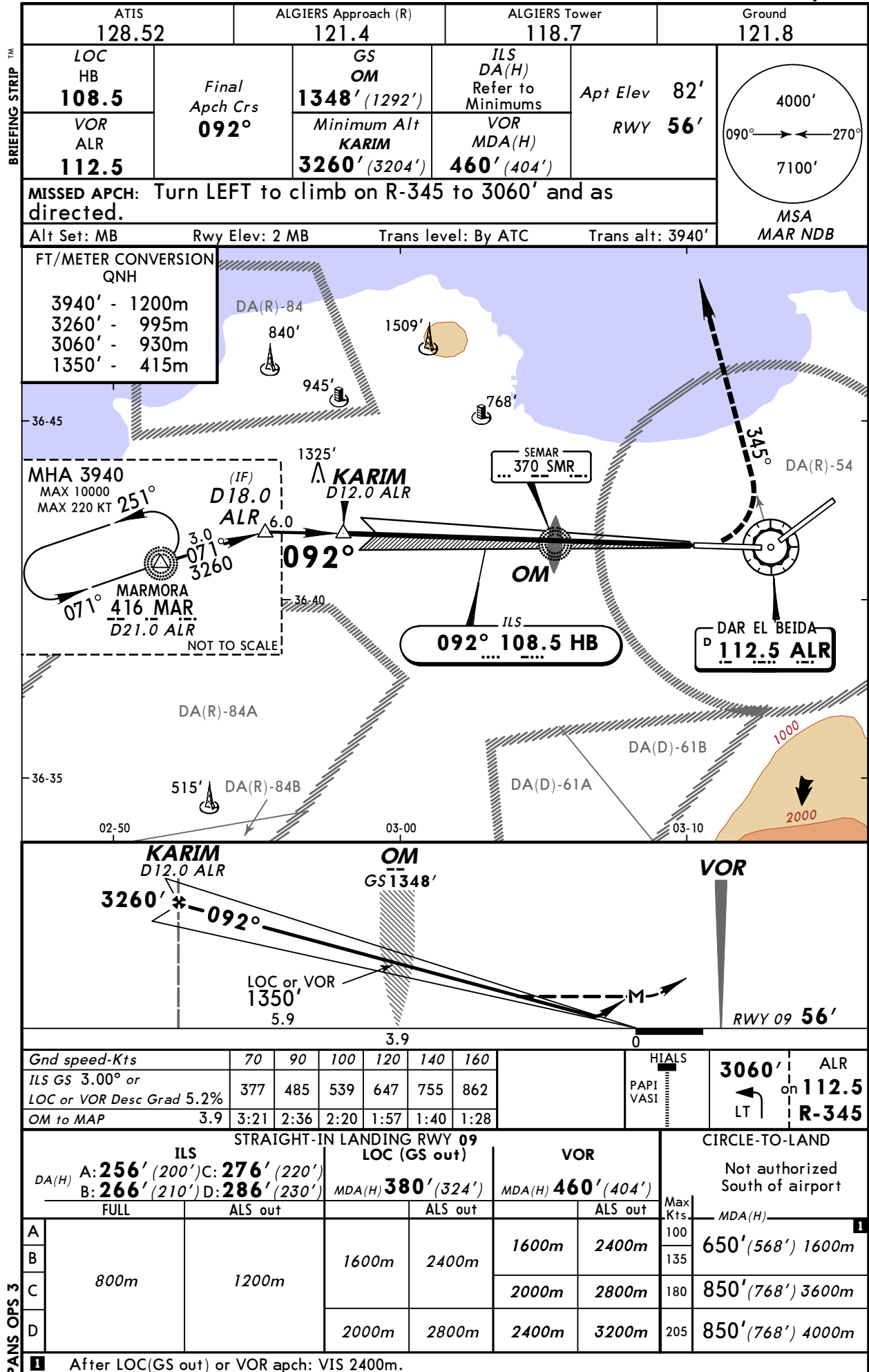
**ALGIERS, ALGERIA**  
NDB VOR DME ILS or  
NDB VOR DME Rwy 09



**DAAG/ALG**  
**HOUARI BOUMEDIENE**

**JEPPesen**  
30 JAN 09 **(11-2)** Eff 12 Feb

**ALGIERS, ALGERIA**  
**NDB VOR DME ILS or**  
**NDB VOR DME Rwy 09**





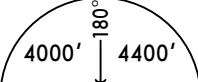
**DAAG/ALG**  
**HOUARI BOUMEDIENE**

16 SEP 16

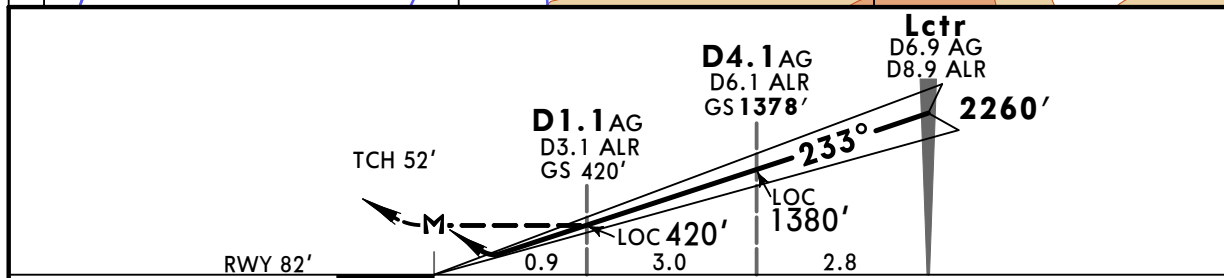
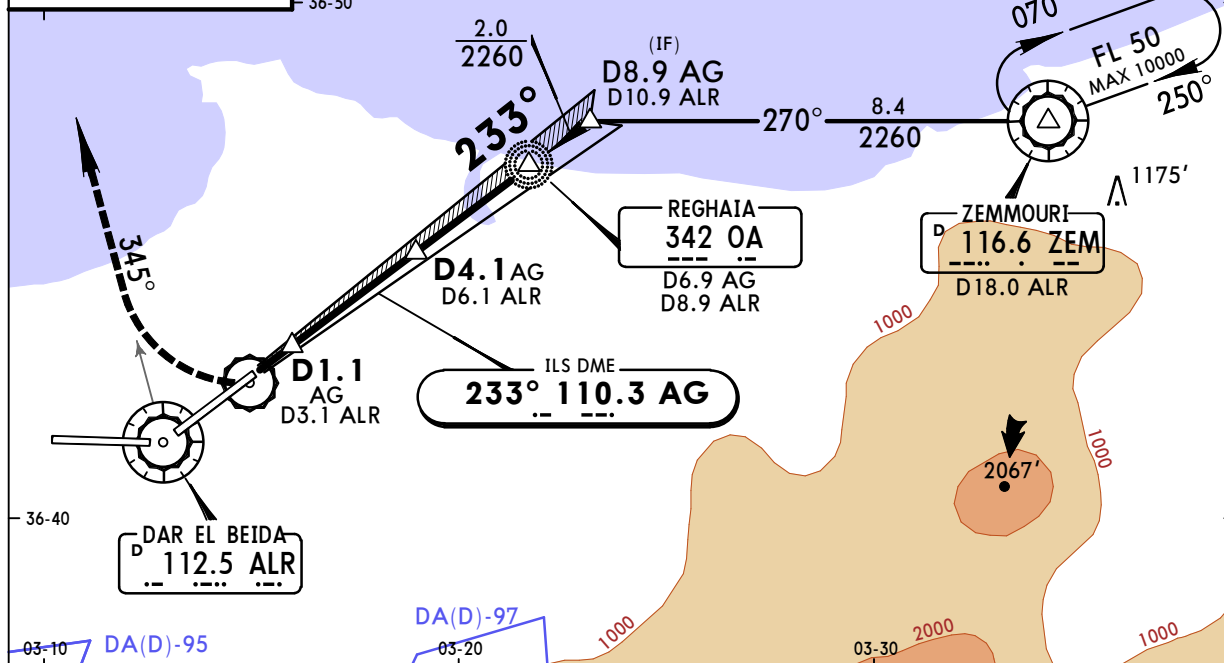
(11-03)

**ALGIERS, ALGERIA**  
**VOR DME ILS Rwy 23**

BRIEFING STRIP

ATIS <b>128.52</b>		ALGIERS Approach (R) <b>121.4</b>		ALGIERS Tower <b>118.7</b>		Ground <b>121.8</b>	
LOC AG <b>110.3</b>	Final Apch Crs <b>233°</b>	GS <b>D4.1 AG</b> <b>1378'</b> (1296')	ILS DA(H) Refer to Minimums	Apt Elev 82'  RWY 82'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC			
MSA ZEM VOR							

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
1380'	420m
480'	145m
420'	128m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		480'	2470'	ALR
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			onto 112.5	R-345
LCTR to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31			RT	

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not authorized South of airport	
DA(H) A: <b>282'</b> (200') C: <b>302'</b> (220') B: <b>292'</b> (210') D: <b>312'</b> (230')			MDA(H) <b>720'</b> (638')				
FULL		TDZ or CL out	ALS out			Max Kts	MDA(H)
A	RVR 750m		1200m	2000m	2400m	100	<b>770'</b> (688') 2000m
B	VIS 800m					135	
C	800m			3200m	3600m	180	<b>870'</b> (788') 4000m
D				3600m	4000m	205	<b>870'</b> (788') 4400m

**1** After LOC(GS out) apch: VIS 2400m.

CHANGES: Temp minimums.

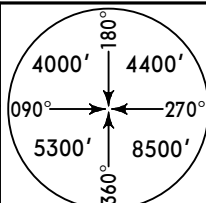
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**DAAG/ALG**  
**HOUARI BOUMEDIENE**

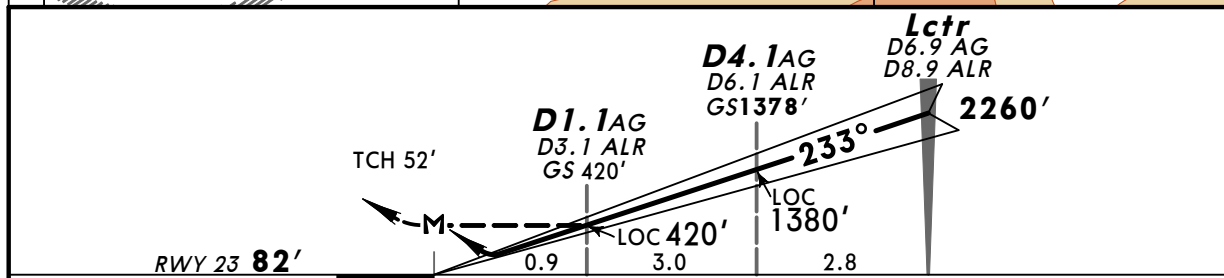
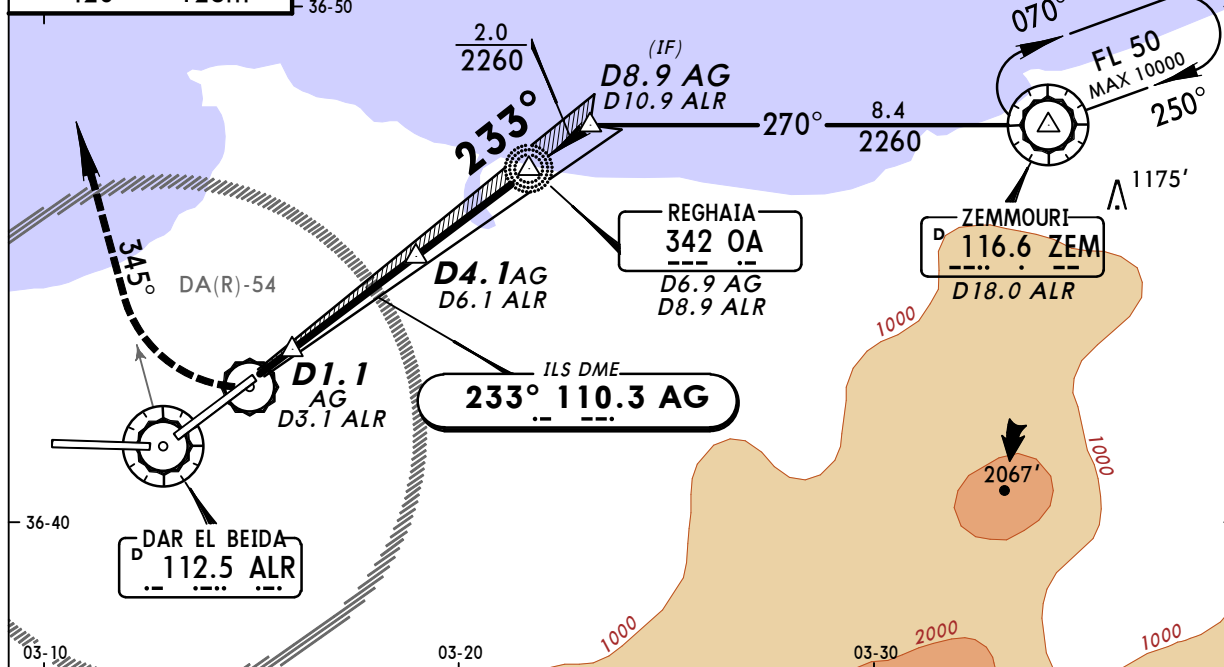
**JEPPESSEN**  
30 JAN 09 **(11-3)** Eff 12 Feb

**ALGIERS, ALGERIA**  
**VOR DME ILS Rwy 23**

BRIEFING STRIP

ATIS <b>128.52</b>		ALGIERS Approach (R) <b>121.4</b>		ALGIERS Tower <b>118.7</b>		Ground <b>121.8</b>	
LOC AG <b>110.3</b>	Final Apch Crs <b>233°</b>	GS <b>D4.1 AG</b> <b>1378' (1296')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>82'</b>  RWY <b>82'</b>			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: MB      Rwy Elev: 3 MB      Trans level: By ATC      Trans alt: 3940'							

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
1380'	420m
480'	145m
420'	128m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		480'	2470'	ALR
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI		↑	↪	onto 112.5
Lctr to MAP	6.7	5:45	4:28	4:01	3:21	2:52				RT	R-345

STRAIGHT-IN LANDING RWY 23				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) A: <b>282'</b> (200') C: <b>302'</b> (220') B: <b>292'</b> (210') D: <b>312'</b> (230')				MDA(H) <b>420'</b> (338')		Not authorized South of airport	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	<b>650'</b> (568') 2000m	
B					135		
C	800m	1200m	2000m	2400m	180	<b>850'</b> (768') 4000m	
D			2400m	2800m	205	<b>850'</b> (768') 4400m	

**1** After LOC(GS out) apch: VIS 2400m.

CHANGES: ATIS added.

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**DAAG/ALG**  
**HOUARI BOUMEDIENE**

30 JAN 09  
Eff 12 Feb

**JEPPESSEN**

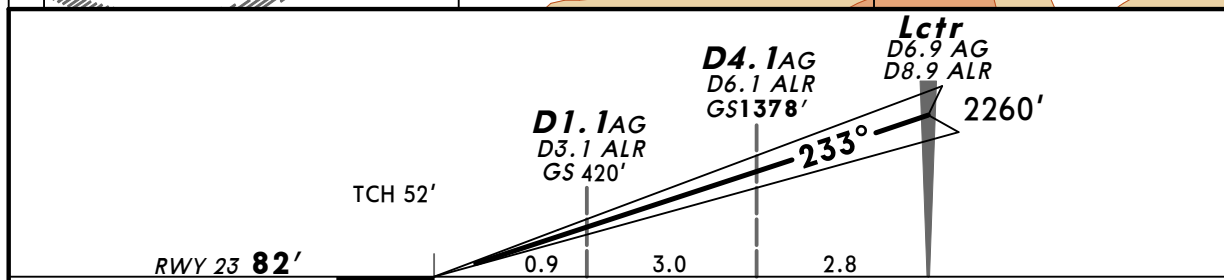
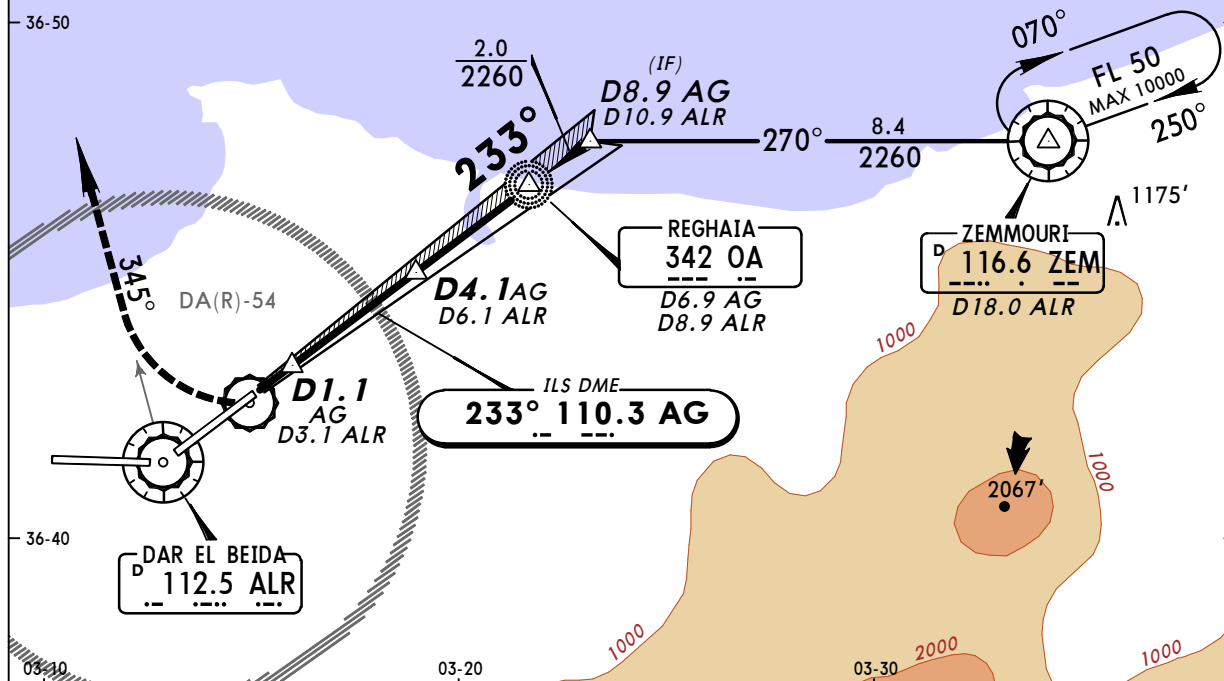
(11-3A)

**ALGIERS, ALGERIA**  
**CAT II VOR DME ILS Rwy 23**

BRIEFING STRIP

ATIS <b>128.52</b>	ALGIERS Approach (R) <b>121.4</b>	ALGIERS Tower <b>118.7</b>	Ground <b>121.8</b>
LOC AG <b>110.3</b>	Final Apch Crs <b>233°</b>	GS <b>D4.1 AG</b> <b>1378'</b> (1296')	CAT II ILS <b>RA 103'</b> DA(H) 182' (100')
		Apt Elev <b>82'</b>	RWY <b>82'</b>
<b>MISSED APCH:</b> Climb <b>STRAIGHT AHEAD</b> to <b>480'</b> , then turn <b>RIGHT</b> onto <b>R-345 ALR</b> , maintain <b>2470'</b> and as directed.			
Alt Set: MB	Rwy Elev: 3 MB	Trans level: By ATC	Trans alt: 3940'
Special Aircrew & Aircraft Certification Required.			MSA <b>ZEM VOR</b>

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	480'	2470'	ALR
GS	3.00°	377	484	538	646	753	861	PAPI			

STRAIGHT-IN LANDING RWY 23											
CAT II ILS											
ABCD											
RA 103'											
DA(H) 182' (100')											

RVR 350m											
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PANS OPS 3

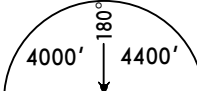
**DAAG/ALG**  
**HOUARI BOUMEDIENE**

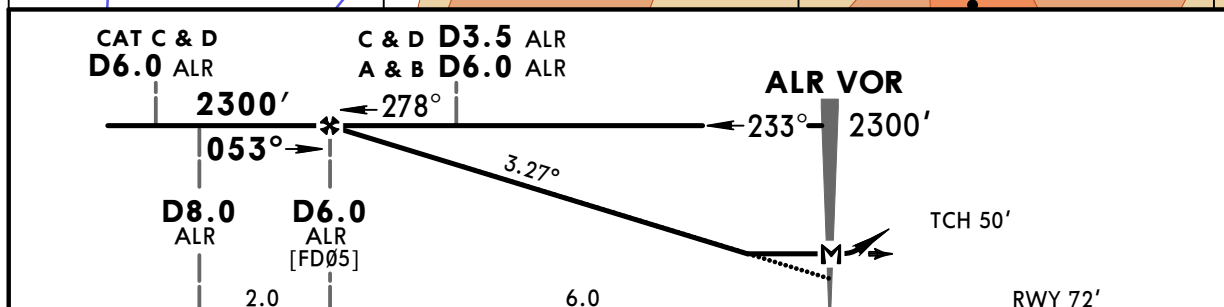
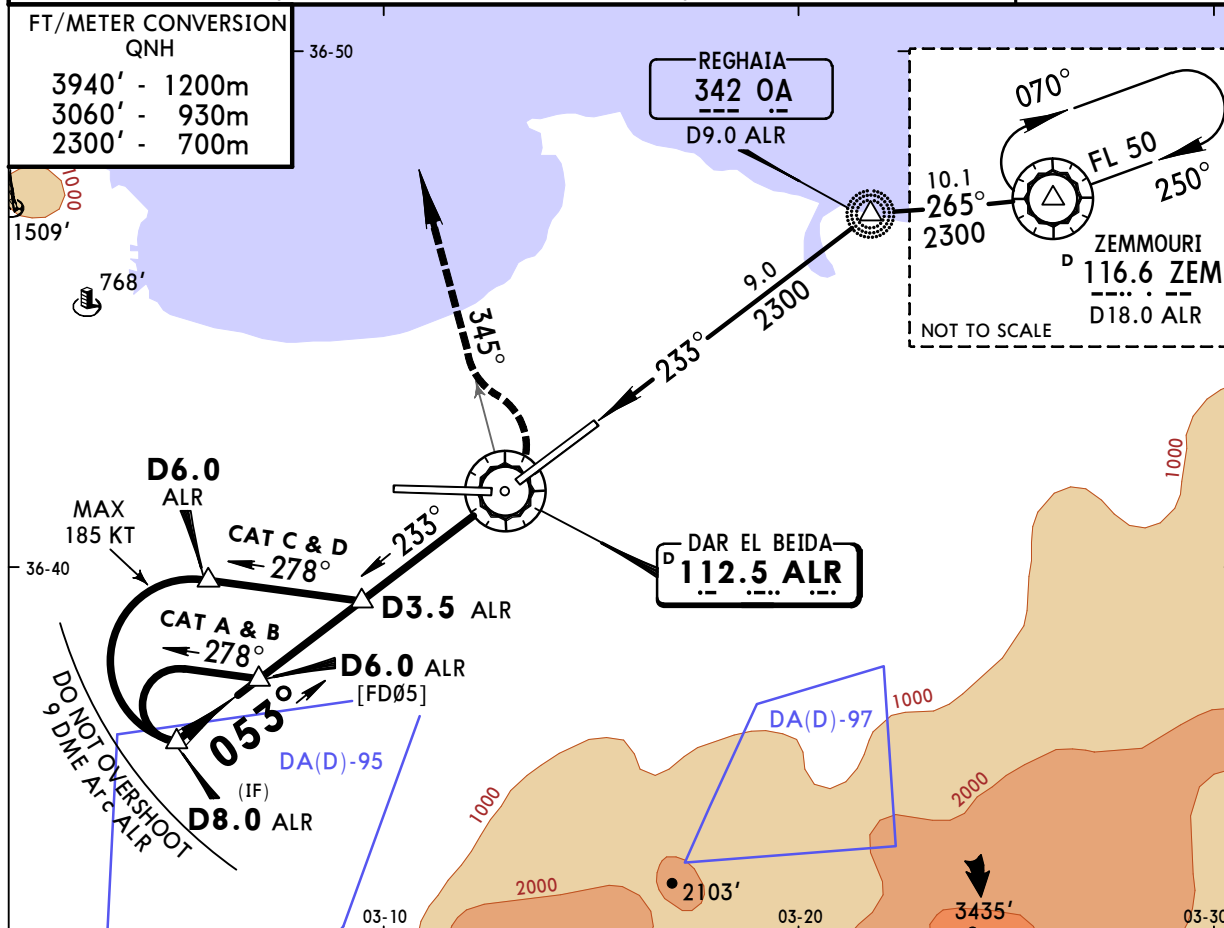
16 SEP 16

(13-01)

**ALGIERS, ALGERIA**  
**VOR DME Rwy 05**

BRIEFING STRIP

ATIS <b>128.52</b>		ALGIERS Approach (R) <b>121.4</b>		ALGIERS Tower <b>118.7</b>		Ground <b>121.8</b>	
VOR ALR <b>112.5</b>	Final Apch Crs <b>053°</b>	Minimum Alt <b>D6.0 ALR</b> <b>2300'</b> (2228')	MDA(H) <b>720'</b> (648')	Apt Elev 82' RWY 72'			
<b>MISSED APCH: Turn LEFT to intercept R-345 ALR, maintain 3060'</b> <b>and as directed.</b>							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 3940'	
							MSA ZEM VOR



Gnd speed-Kts	70	90	100	120	140	160			ALR <b>112.5</b>
Descent Angle 3.27°	405	521	579	694	810	926			<b>R-345</b>
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
MDA(H) <b>720'</b> (648')				Not authorized South of airport			
A				Max Kts			
B	2400m			100	780' (698')		
C	3600m			135	880' (798')		
D	4000m			180	880' (798')		
				205	880' (798')		

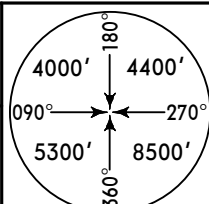
PANS OPS

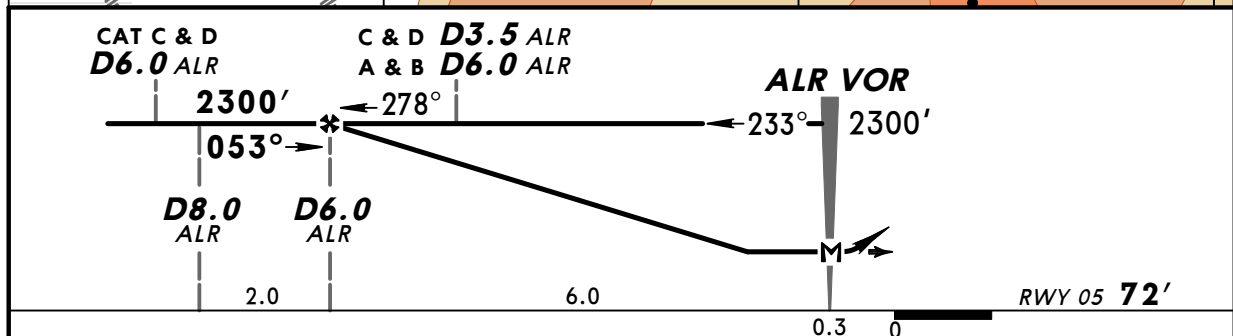
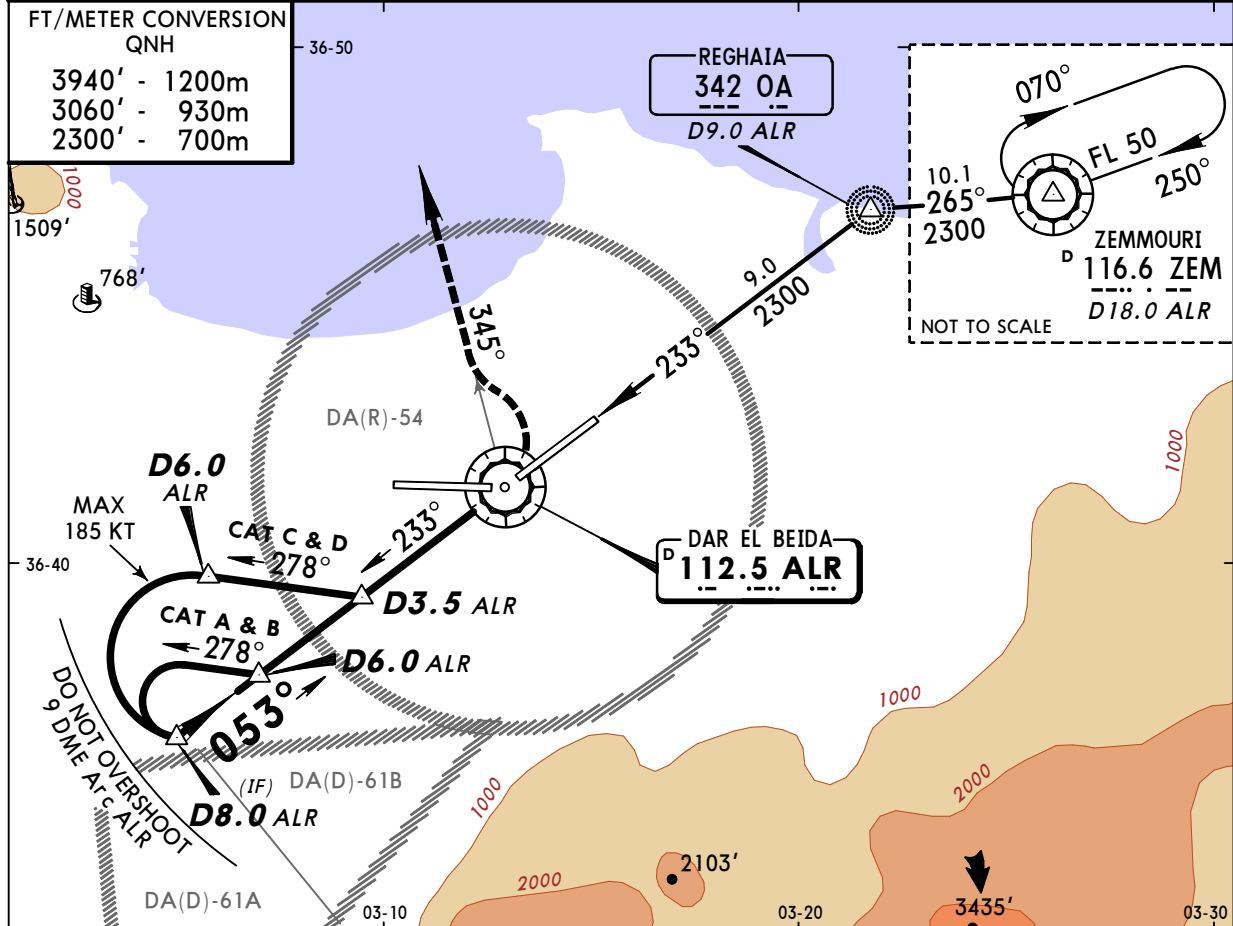
**DAAG/ALG**  
**HOUARI BOUMEDIENE**

**JEPPesen**  
30 JAN 09 **(13-1)** **Eff 12 Feb**

**ALGIERS, ALGERIA**  
**VOR DME Rwy 05**

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 053°	Minimum Alt D6.0 ALR 2300' (2228')	MDA(H) 460' (388')	Apt Elev 82' RWY 72'			
MISSED APCH: Turn LEFT to intercept R-345 ALR, maintain 3060' and as directed.							
Alt Set: MB		Rwy Elev: 3 MB		Trans level: By ATC		Trans alt: 3940'	
							MSA ZEM VOR



Gnd speed-Kts	70	90	100	120	140	160			
Descent Gradient	5.7%	404	520	577	693	808	924		
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
MDA(H) <b>460'</b> (388')				Not authorized South of airport			
A				Max Kts	MDA(H)		
B	2400m			100	650' (568')	2400m	
C				135	850' (768')	3600m	
D	2800m			180	850' (768')	4000m	
				205	850' (768')		

PANS OPS 3

**DAAG/ALG**  
**HOUARI BOUMEDIENE**

16 SEP 16

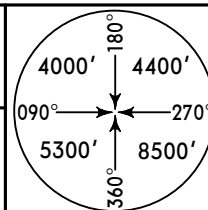
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**JEPPesen**

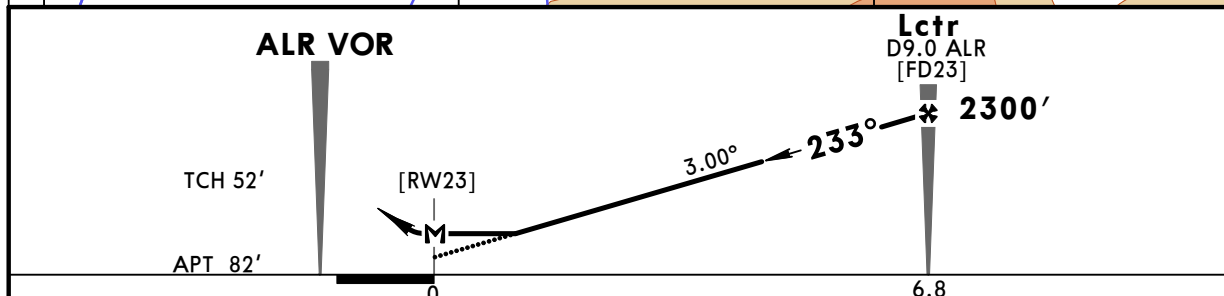
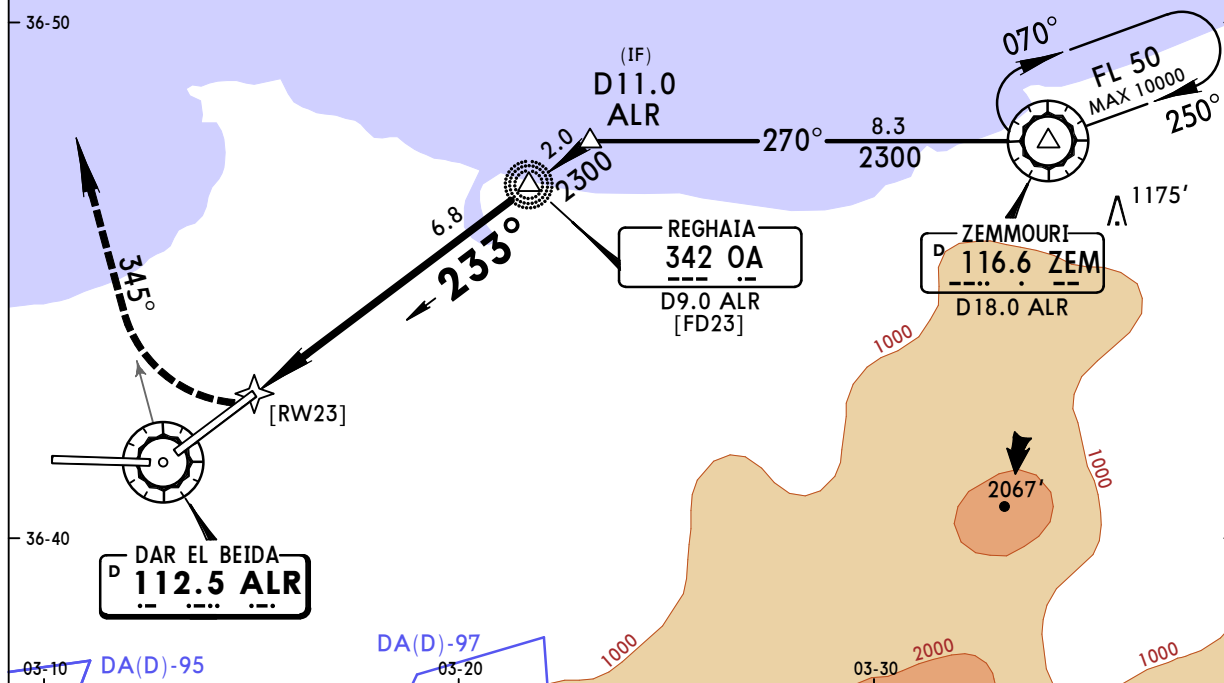
**ALGIERS, ALGERIA**  
**VOR DME Rwy 23**

BRIEFING STRIP

ATIS <b>128.52</b>	ALGIERS Approach (R) <b>121.4</b>	ALGIERS Tower <b>118.7</b>	Ground <b>121.8</b>
VOR ALR <b>112.5</b>	Final Apch Crs <b>233°</b>	Minimum Alt Lctr <b>2300'</b> (2218')	MDA(H) <b>720'</b> (638')
Apt Elev 82'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.			
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 3940'



FT/METER CONVERSION	QNH
3940'	1200m
2470'	750m
2300'	700m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LCTR to MAP	6.8	5:50	4:32	4:05	3:24	2:55

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND Not authorized South of airport			
MDA(H) <b>720'</b> (638')							
ALS out				Max Kts	MDA(H)		
A	2000m	2400m		100	770'	(688')	2400m
B				135			
C	3200m	3600m		180	870'	(788')	4000m
D	3600m	4000m		205	870'	(788')	4400m

PANS OPS

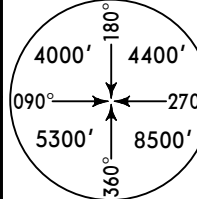


**DAAG/ALG**  
**HOUARI BOUMEDIENE**

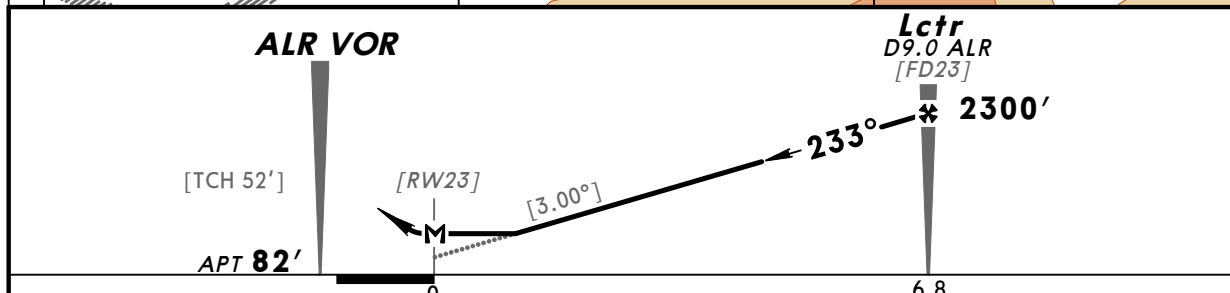
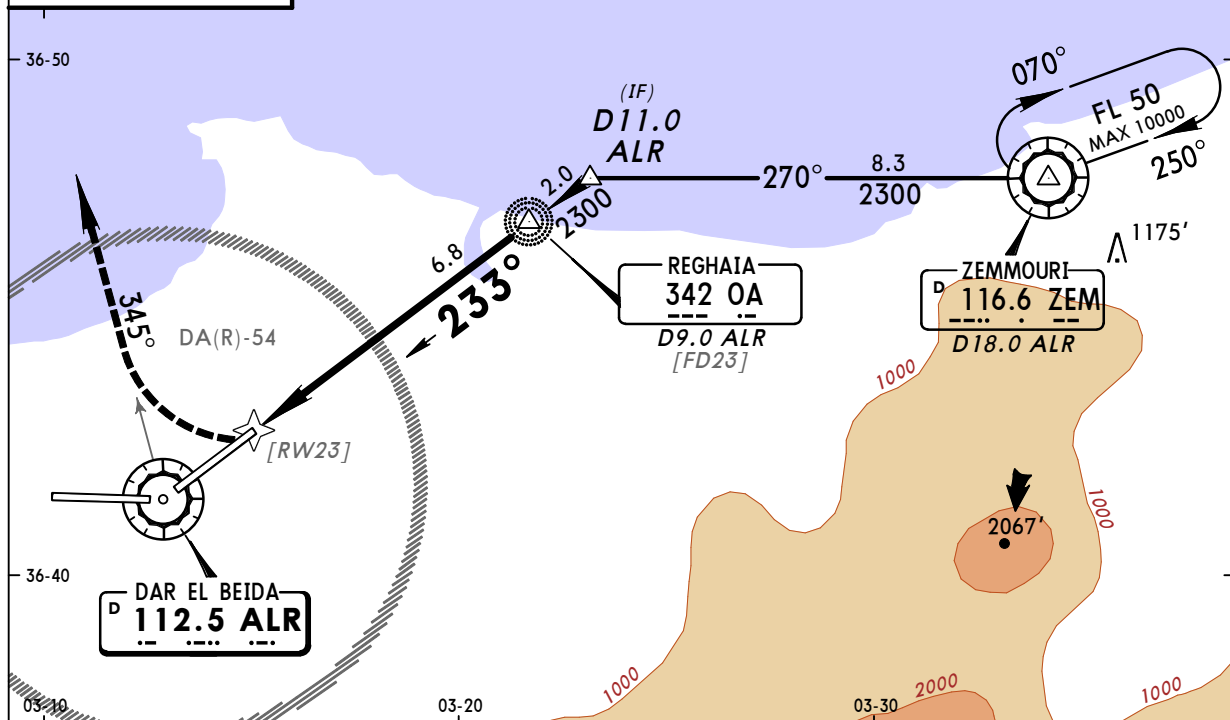
**JEPPesen**  
30 JAN 09 **(13-2)** **Eff 12 Feb**

**ALGIERS, ALGERIA**  
**VOR DME Rwy 23**

BRIEFING STRIP

ATIS		ALGIERS Approach (R)		ALGIERS Tower		Ground	
128.52		121.4		118.7		121.8	
VOR ALR 112.5	Final Apch Crs 233°	Minimum Alt Lctr 2300' (2218')	MDA(H) 490' (408')	Apt Elev 82'			
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: MB		Rwy Elev: 3 MB		Trans level: By ATC			
MSA ZEM VOR							

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2300'	700m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		480'	2470'	ALR
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI		↑	RT	onto 112.5
Lctr to MAP	6.8	5:50	4:32	4:05	3:24	2:55					<b>R-345</b>

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND Not authorized South of airport			
MDA(H) <b>490'</b> (408')							
ALS out				Max Kts	MDA(H)		
A	2000m	2400m		100	650' (568')		2400m
B				135			
C	2400m	2800m		180	850' (768')		4000m
D	2800m	3200m		205	850' (768')		4400m

PANS OPS 3

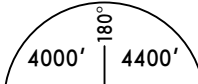
**DAAG/ALG**  
**HOUARI BOUMEDIENE**

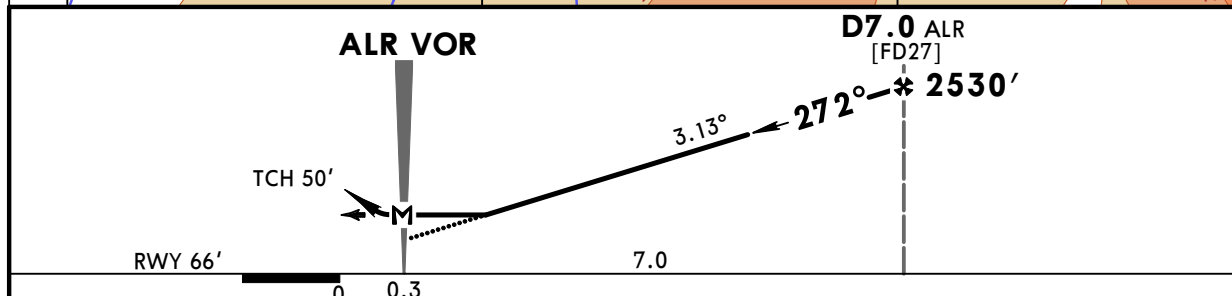
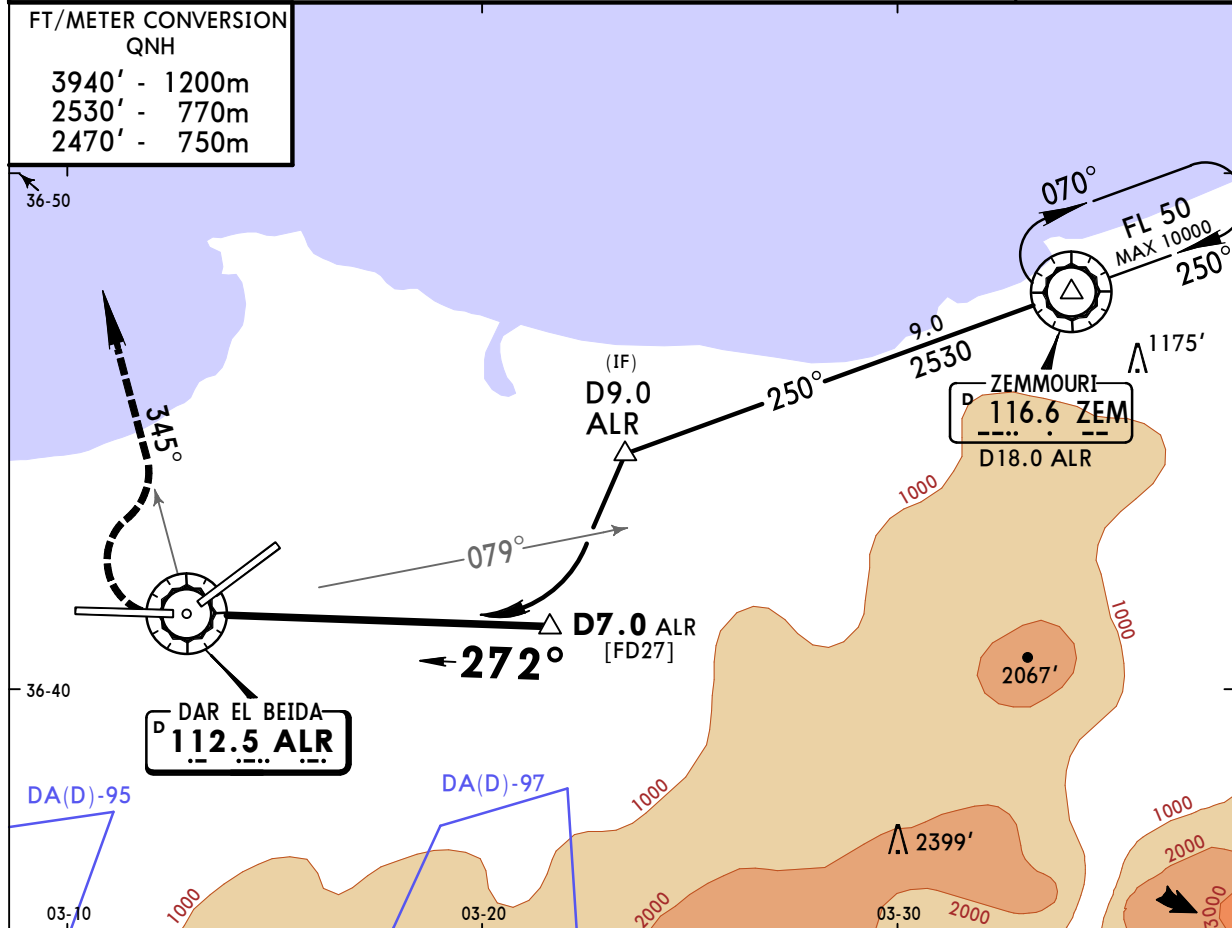
16 SEP 16

(13-03)

**ALGIERS, ALGERIA**  
**VOR DME Rwy 27**

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 272°	Minimum Alt D7.0 ALR 2530' (2464')	MDA(H) 710' (644')	Apt Elev 82' RWY 66'			
MISSED APCH: Climbing turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3940'	
MSA ZEM VOR							



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.13°	388	498	554	665	775	886			
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) <b>710'</b> (644')				Not authorized South of airport			
A				Max Kts			
B	2400m			100	780' (698')		2400m
C	3600m			135	880' (798')		4000m
D	4000m			180	880' (798')		4400m
				205			

PANS OPS



**DAAG/ALG**  
**HOUARI BOUMEDIENE**

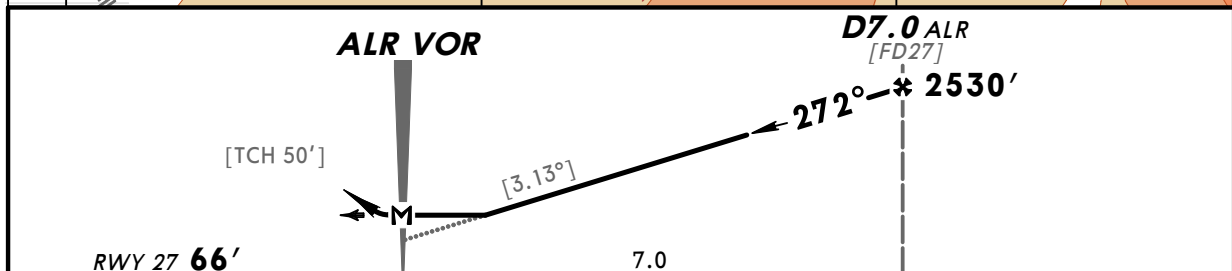
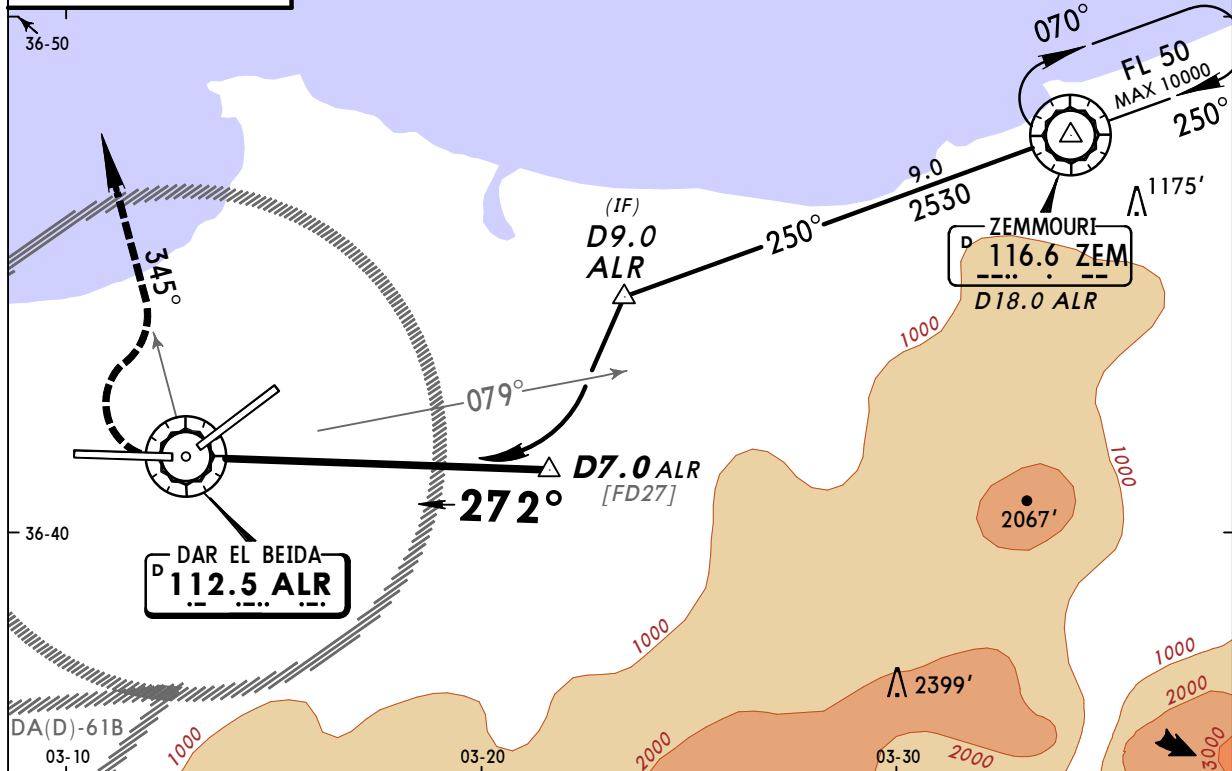
**JEPPESSEN**  
30 JAN 09 **(13-3)** **Eff 12 Feb**

**ALGIERS, ALGERIA**  
**VOR DME Rwy 27**

BRIEFING STRIP

ATIS	ALGIERS Approach (R)		ALGIERS Tower		Ground
128.52	121.4		118.7		121.8
VOR ALR <b>112.5</b>	Final Apch Crs <b>272°</b>	Minimum Alt <b>D7.0 ALR</b> <b>2530'</b> (2464')	MDA(H) <b>520'</b> (454')	Apt Elev <b>82'</b> RWY <b>66'</b>	
<b>MISSED APCH: Climbing turn RIGHT onto R-345 ALR, maintain 2470' and as directed.</b>					
Alt Set: MB	Rwy Elev: 2 MB	Trans level: By ATC		Trans alt: 3940'	MSA ZEM VOR

FT/METER CONVERSION QNH	
3940'	1200m
2530'	770m
2470'	750m



Gnd speed-Kts	70	90	100	120	140	160			
Descent Gradient 5.46% or Descent angle [3.13°]	388	498	554	665	775	886			
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) <b>520'</b> (454')				Not authorized South of airport			
A				Max Kts			
B	2400m			100	650' (568')		
C	2800m			135	2400m		
D	3200m			180	850' (768')		
				205	850' (768')		
					4000m		

PANS OPS 3

CHANGES: ATIS added.

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**LICJ/PMO**  
**PUNTA RAISI****JEPPesen**  
10 JAN 14 **10-1P****PALERMO, ITALY**  
**AIRPORT BRIEFING**

---

**1. GENERAL**

---

**1.1. ATIS**

ATIS 123.87

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. USE OF APU**

APU must be turned on not more than 60 minutes from EOBT and it must be turned off not more than 20 minutes after ATA.

**1.2.2. ENGINE RUN-UPS**

Engine run-ups must be carried out on the manoeuvring area far from flight operations.

From 2100-0700LT and from 1400-1700LT engine tests of all ACFT are forbidden except for those of immediate use.

On apron engine tests are only allowed after approval by Apron Service with idle power engine and for not more than 30 minutes.

Engine tests are restricted to one at a time.

**1.3. LOW VISIBILITY PROCEDURES (LVP)**

LVP will be activated when

- The reported RVR value at TDZ is equal to or less than 550m;
- Cloud base is below 200' according to the meteorological local report;
- The rapid deterioration of weather conditions recommends so.

No operations allowed with RVR less than 400m.

Pilots will be informed by RTF and/or ATIS when LVP are in force.

In case of poor visibility conditions, a reduced APT capacity can be expected due to the required increase in spacing between arriving ACFT and the restrictions applied on ground movements.

Whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from TWR, only one movement at a time is allowed.

Follow-me assistance will be available on pilot's request.

**1.4. RWY OPERATIONS****1.4.1. RWY 02**

HJ available for landing in VMC only.

HN not available for landing.

**1.5. TAXI PROCEDURES**

During taxiing operations, pilots are requested to keep the transponder off or stand-by.

Apron TWY East of TWY H MAX wingspan 118'/36m.

Apron TWY R MAX wingspan 213'/65m.

**1.6. PARKING INFORMATION**

ACFT is allowed to leave or enter the ACFT stand only if the pilot has the marshaller in sight.

Stand 302 available for helicopters.

**1.7. OTHER INFORMATION**

APT frequently affected by terrain-induced wind shear phenomena, mostly originated by winds having an intensity of 10-20 KT and a 150°-270° direction at ground level, and an intensity of more than 15 KT and SW direction at 5000'/1500m.

Birds.

RWYs 20 and 25 right-hand circuit.

**LICJ/PMO**  
**PUNTA RAISI****JEPPESEN**  
10 JAN 14 **10-1P1****PALERMO, ITALY**  
**AIRPORT BRIEFING**

---

## **2. ARRIVAL**

---

### **2.1. RWY OPERATIONS**

From 2300-0600LT landing ACFT shall use the entire length of the RWY to reach the apron.

### **2.2. TAXI PROCEDURES**

In case of marshalling assistance not available, arriving ACFT must stop on the TWY before entering the parking area.

### **2.3. OTHER INFORMATION**

#### **2.3.1. COMMUNICATIONS FAILURE**

Whenever an ACFT operating on the manoeuvring area experiences a communications failure, it shall comply with the following:

Vacate the RWY as indicated and wait for the arrival of the follow-me car in order to be guided to the assigned stand.

**Landing on:**

RWY 02 via TWY T;

RWY 07 via TWY A;

RWY 20 via TWY G;

RWY 25 via TWY E.

---

## **3. DEPARTURE**

---

### **3.1. START-UP, PUSH-BACK & TAXI PROCEDURES**

On receiving instructions for push-back, pilot shall start manoeuvring without delay.

### **3.2. NOISE ABATEMENT PROCEDURES**

#### **3.2.1. POWER BACK**

Power back is normally forbidden on apron. In some cases a request must be submitted to Apron Service through Handler on 440.6. If approved, power-back manoeuvring must be executed with minimum power engine, just for the start-up and the following movement.

### **3.3. OTHER INFORMATION**

#### **3.3.1. COMMUNICATIONS FAILURE**

Whenever an ACFT operating on the manoeuvring area experiences a communications failure, it shall comply with the following:

- Continue on the assigned taxi route to the clearance limit position, paying particular attention to avoid any diversion, and wait for the arrival of the follow-me car in order to be guided back to the assigned stand.

**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
22 MAY 15 **10-1R**

**PALERMO, ITALY**

**Eff 28 May RADAR MINIMUM ALTITUDES**

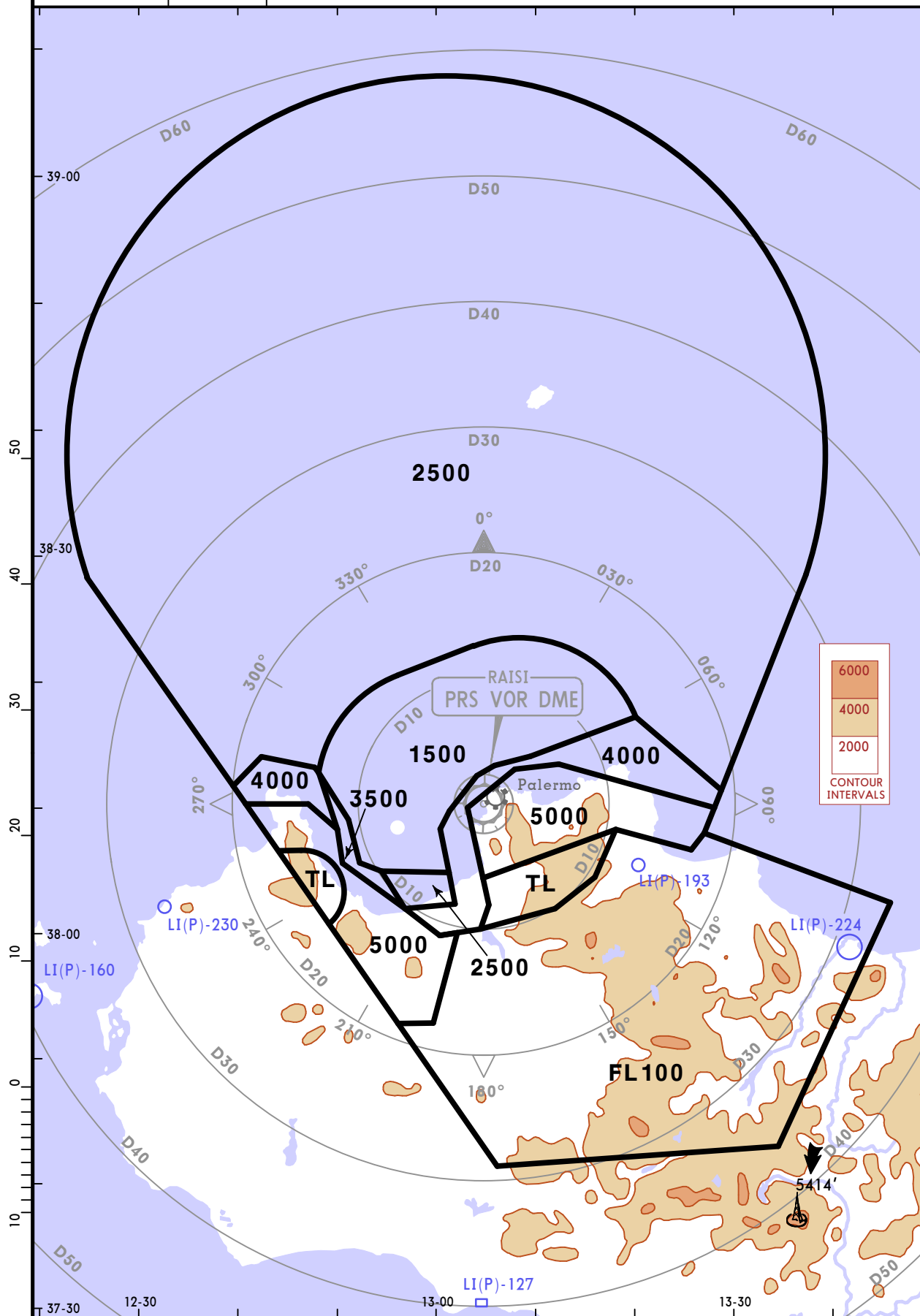
PALERMO  
Radar  
**120.2**

Apt Elev  
**65'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Altitudes are based on Palermo QNH.

2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna. 3. Outside these areas the normal minimum enroute level will be used. 4. Chart only to be used for cross-checking of altitude while under RADAR control.



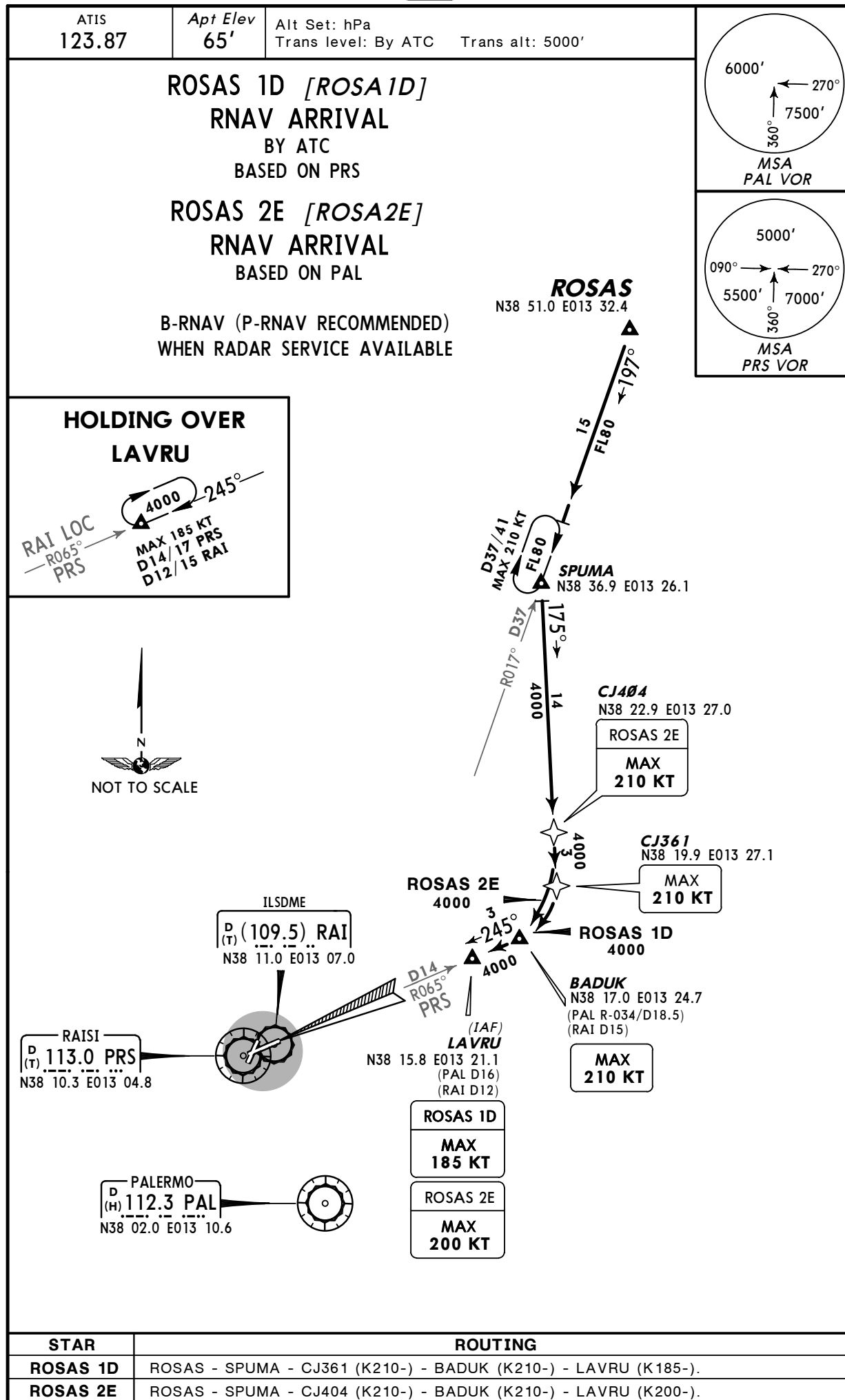
CHANGES: Sector added.

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**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
14 OCT 11 **10-2** **Eff 20 Oct**

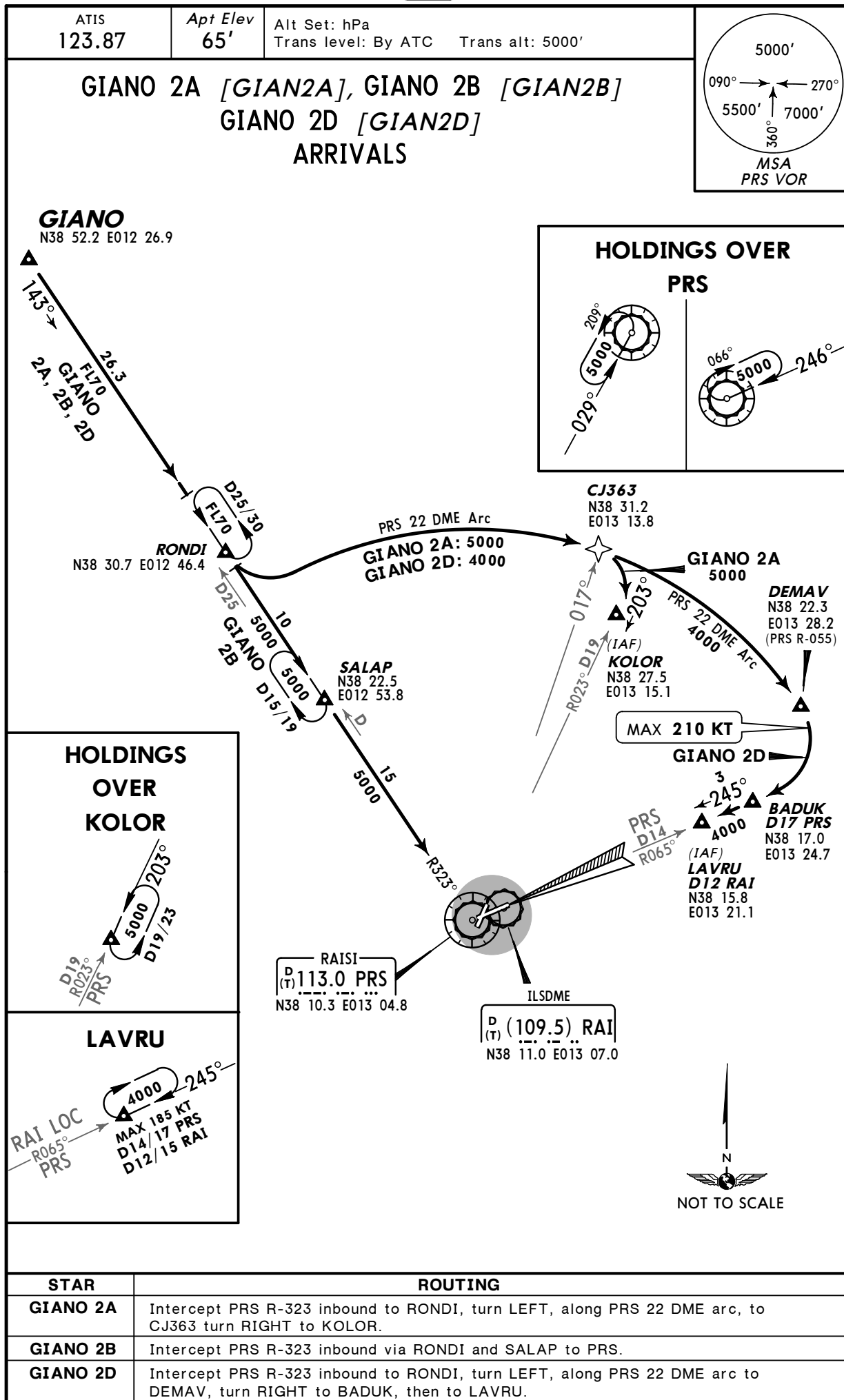
**PALERMO, ITALY**  
**RNAV STAR**



LICJ/PMO  
 PUNTA RAISI

**JEPPESSEN**  
 14 OCT 11 **(10-2A)** Eff 20 Oct

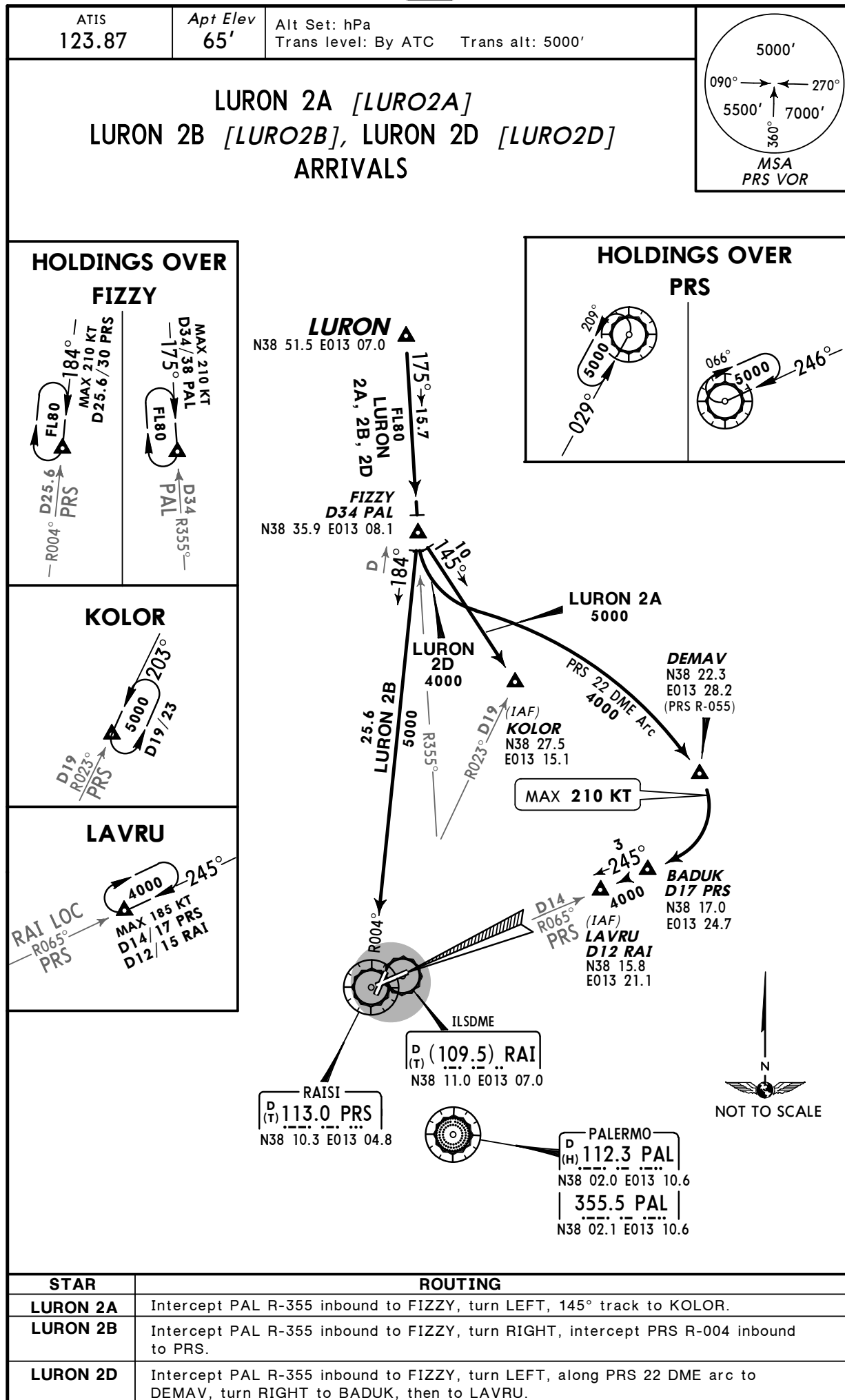
**PALERMO, ITALY**  
**STAR**



**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
14 OCT 11 **10-2B** **Eff 20 Oct**

**PALERMO, ITALY**  
**STAR**



**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
14 OCT 11 **10-2C** **Eff 20 Oct**

## PALERMO, ITALY

**STAR**

ATIS  
**123.87**

Apt Elev  
**65'**

Alt Set: hPa  
 Trans level: By ATC    Trans alt: 5000'

## ROSAS 2A [ROSA2A]

## ROSAS 2B [ROSA2B], ROSAS 2F [ROSA2F]

### ARRIVALS

5000'  
 090° →   ← 270°  
 5500' ↑   ↓ 7000'  
 360°  
 MSA  
 PRS VOR

NOT TO SCALE

**ROSAS**  
N38 51.0 E013 32.4

15  
FL80  
ROSAS  
2A, 2B, 2F

197°

**SPUMA**  
N38 36.9 E013 26.1

8.5  
5000  
D37

229°

**MELKI**  
N38 31.1 E013 17.2

9  
5000  
ROSAS  
2A

203°

**SIDRO**  
N38 28.8 E013 22.5

0.5  
5000  
ROSAS  
2B

203°

**KOLOR**  
N38 27.5 E013 15.1

(IAF)  
D19  
ROSAS  
2B

203°

**D28.5 PAL**  
D24 PRS  
N38 29.0 E013 22.5

8.5  
5000  
D37

229°

**ROSAS 2F**

MAX 210 KT

**DEMAV**  
N38 22.3 E013 28.2  
(PRS R-055)

MAX 210 KT

**LAVRU**  
D12 RAI  
N38 15.8 E013 21.1

(IAF)  
D14  
ROSAS  
2B

203°

**BADUK**  
N38 17.0 E013 24.7

3  
4000  
RAI LOC

245°

**RAISI**  
D (T) 113.0 PRS  
N38 10.3 E013 04.8

**ILSDME**  
D (T) 109.5 RAI  
N38 11.0 E013 07.0

**PALERMO**  
D (H) 112.3 PAL  
N38 02.0 E013 10.6  
**355.5 PAL**  
N38 02.1 E013 10.6

#### HOLDING OVER KOLOR

#### HOLDINGS OVER LAVRU

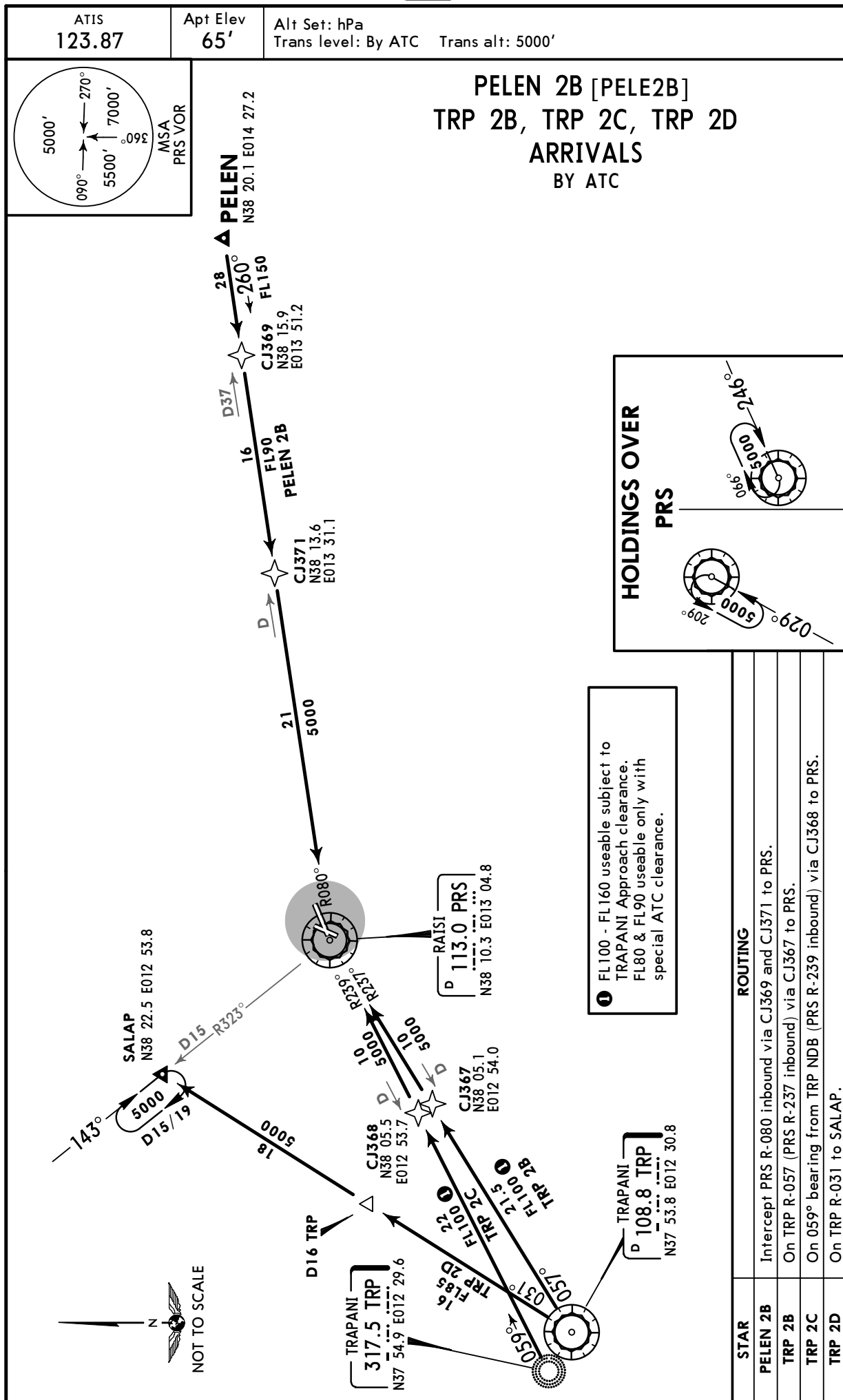
#### PRS



LICJ/PMO  
PUNTA RAISI

**JEPPESEN**  
22 JAN 16 **10-2D** **Eff 4 Feb**

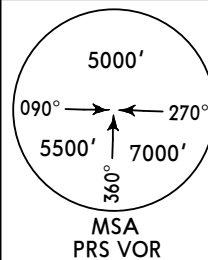
**PALERMO, ITALY**  
**STAR**



**LICJ/PMO**  
**PUNTA RAISI**

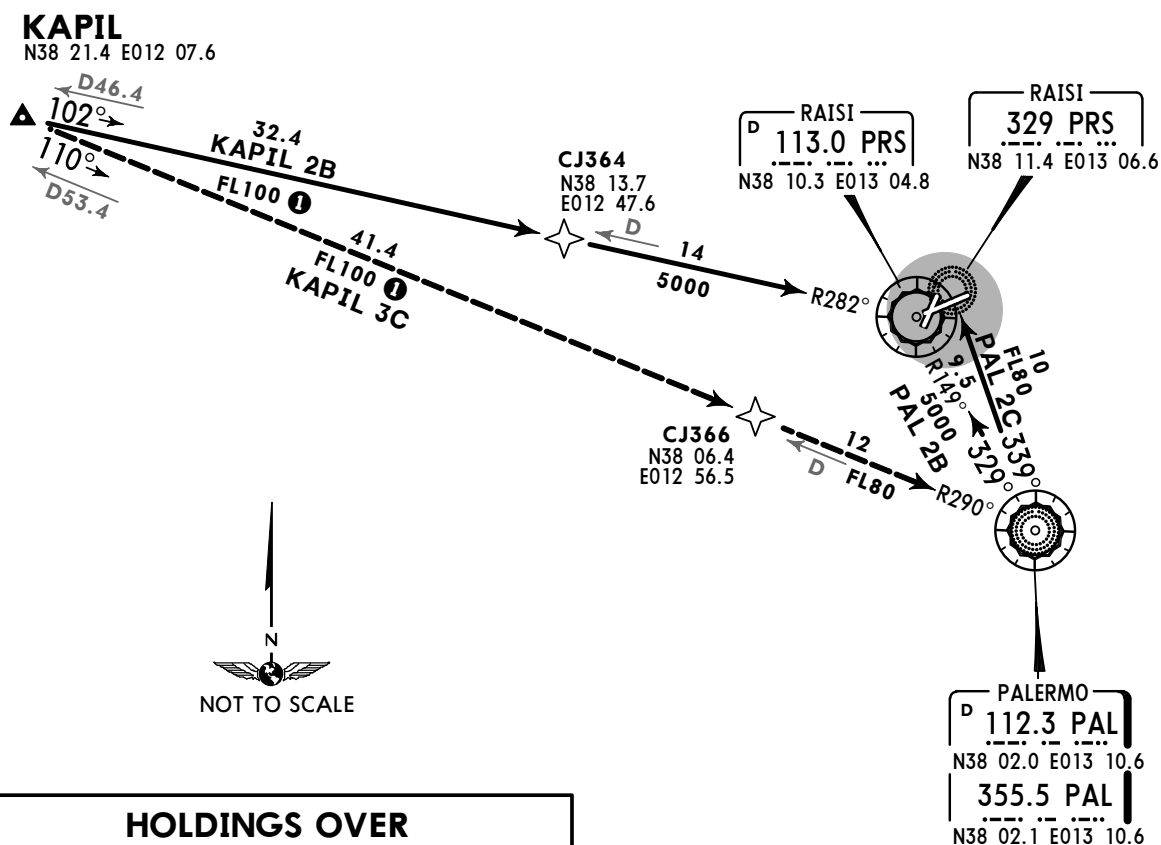
**JEPPESEN**  
22 JAN 16 **10-2E** **Eff 4 Feb**

**PALERMO, ITALY**  
**STAR**

ATIS <b>123.87</b>	Apt Elev <b>65'</b>	Alt Set: hPa Trans level: By ATC    Trans alt: 5000'	
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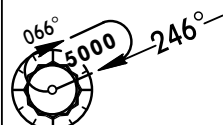
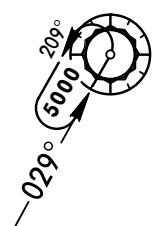
**KAPIL 3C [KAP3C]**  
**TRANSITION**  
**KAPIL 2B [KAPI2B]**  
**BY ATC**  
**PAL 2B, PAL 2C**  
**ARRIVALS**

① FL100 - FL160 useable subject to TRAPANI Approach clearance.  
FL80 & FL90 useable only with special ATC clearance.

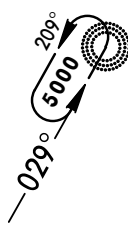


**HOLDINGS OVER**

**PRS VORDME**



**PRS Lctr**

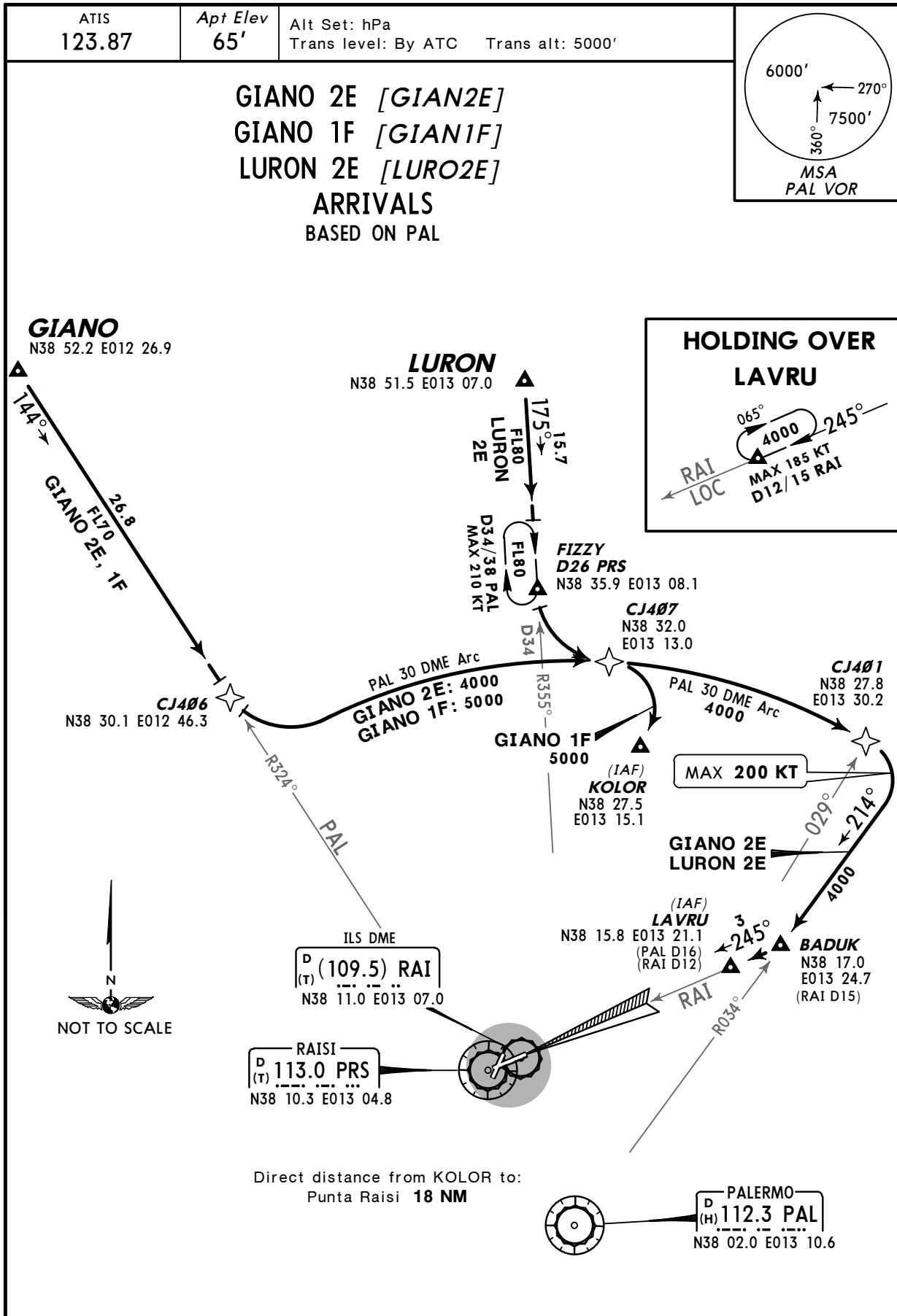


TRANSITION	ROUTING
<b>KAPIL 3C</b>	Intercept PAL R-290 inbound via CJ366 to PAL.
STAR	ROUTING
<b>KAPIL 2B</b>	Intercept PRS R-282 inbound via CJ364 to PRS.
<b>PAL 2B</b>	On PAL R-329 (PRS R-149 inbound) to PRS.
<b>PAL 2C</b>	On PAL R-339 to PRS Lctr.

**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
14 OCT 11 **10-2F** **Eff 20 Oct**

**PALERMO, ITALY**  
**STAR**



STAR	ROUTING
<b>GIANO 2E</b>	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.
<b>GIANO 1F</b>	On 144° track to CJ406, turn LEFT, along PAL 30 DME arc to CJ407, turn RIGHT to KOLOR.
<b>LURON 2E</b>	Intercept PAL R-355 inbound to FIZZY, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT, intercept PAL R-034 inbound to BADUK, then to LAVRU.

**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
14 OCT 11 **(10-2G)** **Eff 20 Oct**

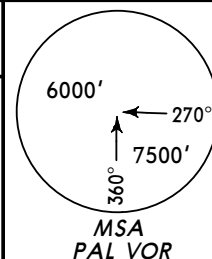
**PALERMO, ITALY**  
**STAR**

ATIS  
**123.87**

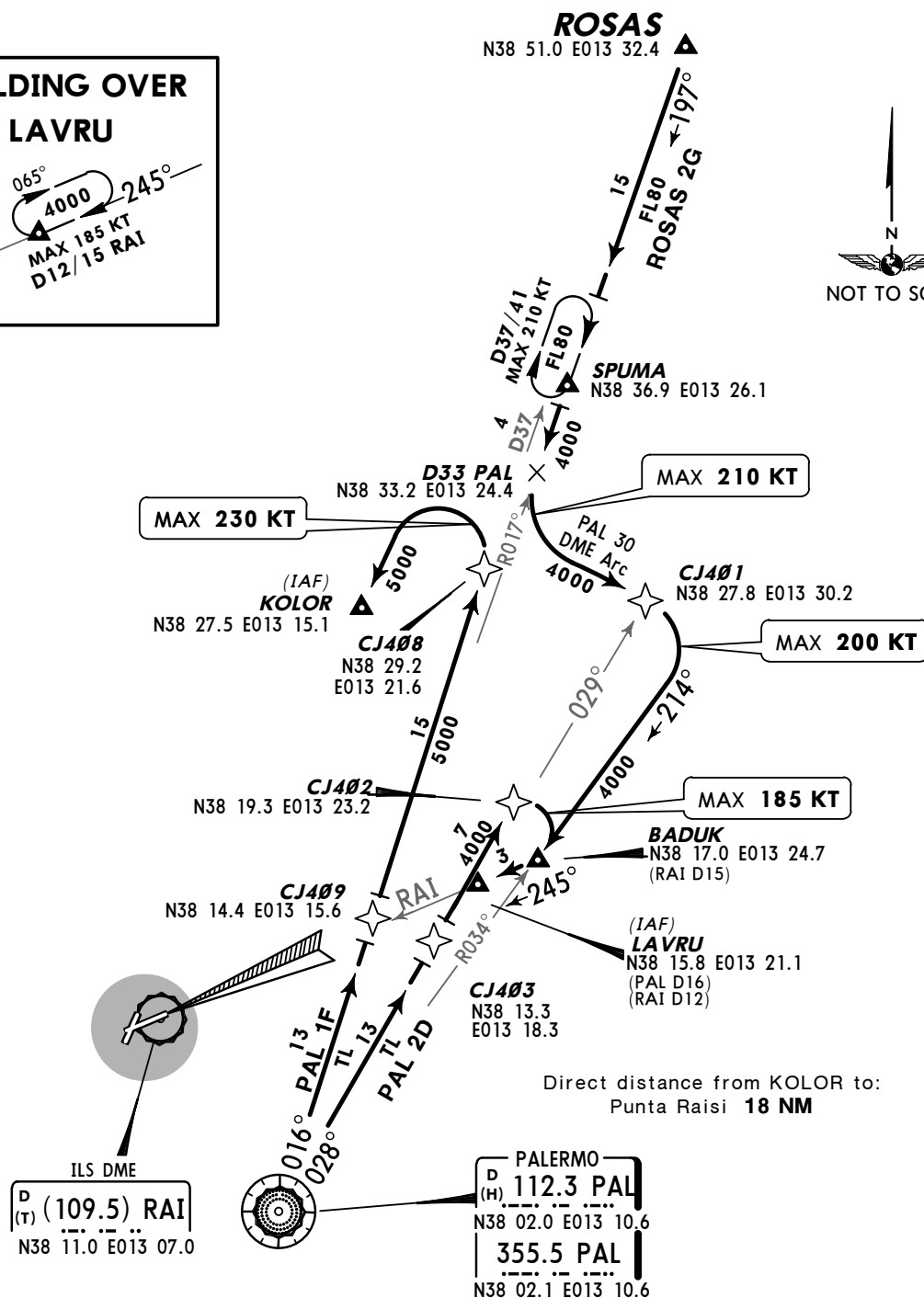
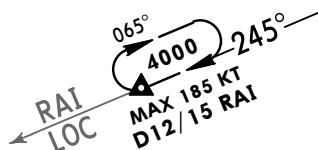
Apt Elev  
**65'**

Alt Set: hPa  
Trans level: By ATC Trans alt: 5000'

**PAL 2D, PAL 1F**  
**ROSAS 2G [ROSA2G]**  
**ARRIVALS**  
**BASED ON PAL**



**HOLDING OVER**  
**LAVRU**



**STAR**

**ROUTING**

<b>PAL 2D</b>	On PAL R-028 via CJ403 to CJ402, turn RIGHT to BADUK, then to LAVRU.
<b>PAL 1F</b>	On PAL R-016 to CJ408, turn LEFT to KOLOR.
<b>ROSAS 2G</b>	Intercept PAL R-017 inbound via SPUMA to D33 PAL, turn LEFT, along PAL 30 DME arc to CJ401, turn RIGHT to BADUK, then to LAVRU.

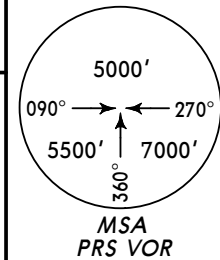
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
19 NOV 10 **10-3**

**PALERMO, ITALY**  
**RNAV SID**

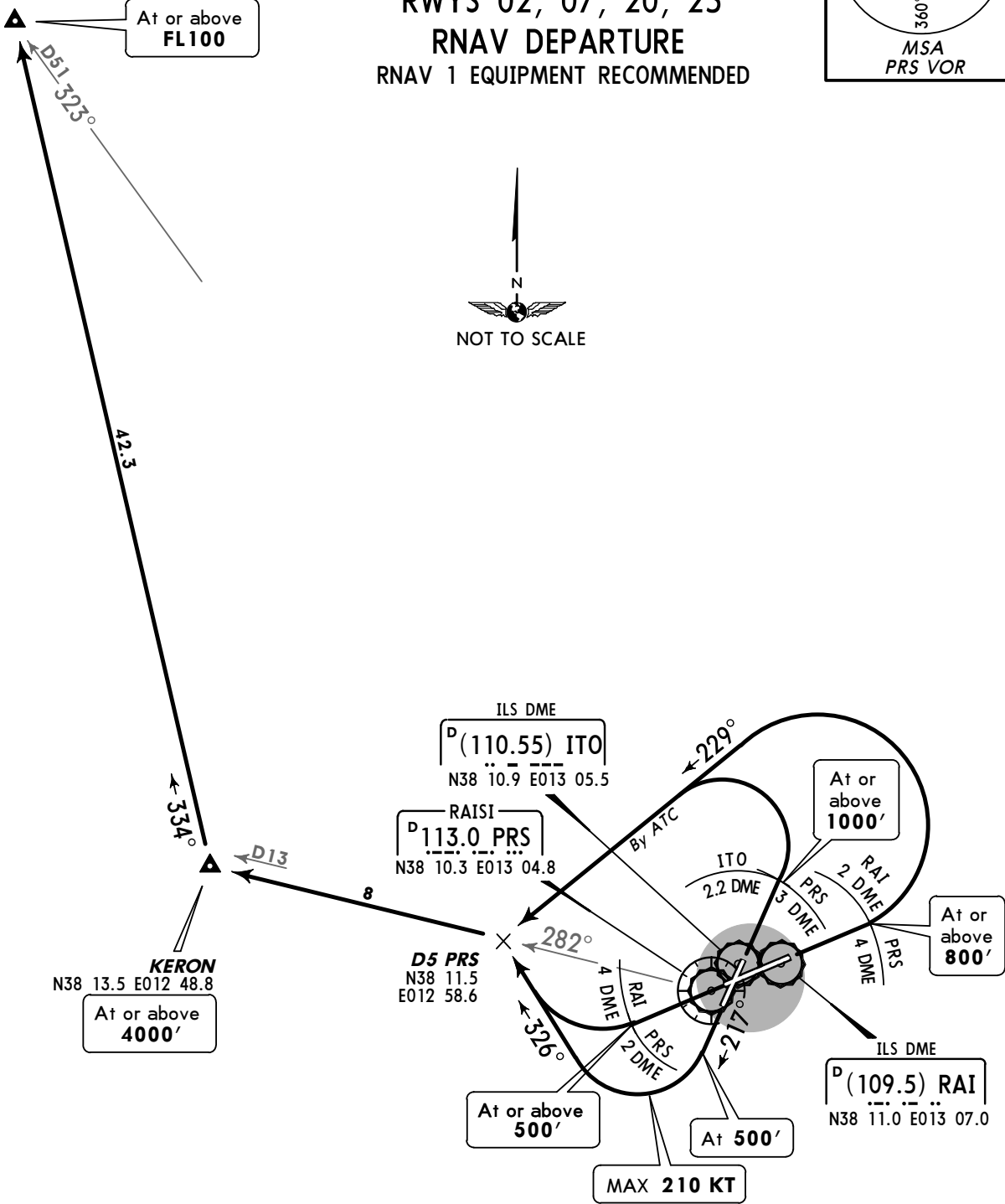
Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**GIANO**  
N38 52.2 E012 26.9  
At or above  
**FL100**

**GIANO 1P [GIANIP]**  
**RWYS 02, 07, 20, 25**  
**RNAV DEPARTURE**  
RNAV 1 EQUIPMENT RECOMMENDED



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-282 over KERON ( <b>4000'+</b> ) - GIANO ( <b>FL100+</b> ).	

LICJ/PMO  
PUNTA RAISI

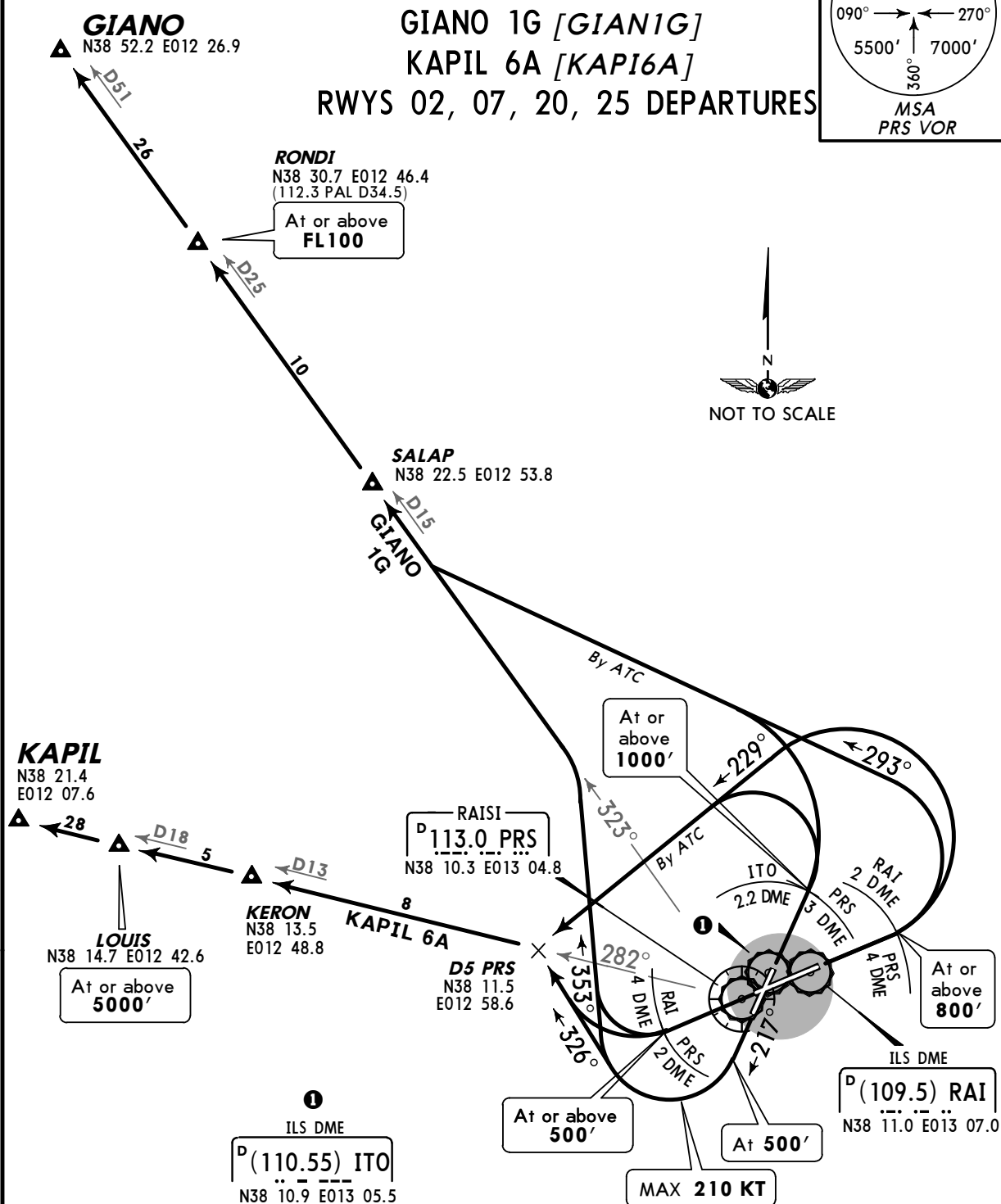
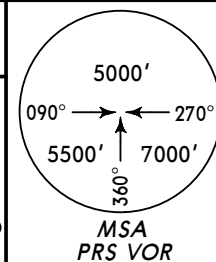
**JEPPESEN**  
19 NOV 10 (10-3A)

## PALERMO, ITALY

**SID**

*Apt Elev*  
**65'**

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



These SIDs require minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
SID	ROUTING
<b>GIANO 1G</b>	Intercept PRS R-323 via SALAP and RONDI to GIANO.
<b>KAPIL 6A</b>	Intercept PRS R-282 via KERON and LOUIS to KAPIL.

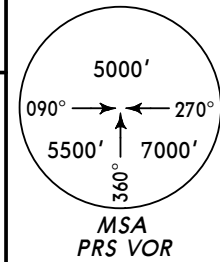
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESSEN**  
19 NOV 10 **(10-3B)**

**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

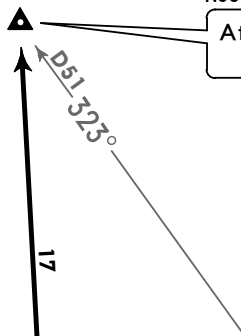
Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**GIANO**  
N38 52.2 E012 26.9

At or above  
**FL100**

**GIANO 1J [GIAN1J]**  
**RWYS 02, 07, 20, 25**  
**DEPARTURE**  
**BY ATC**

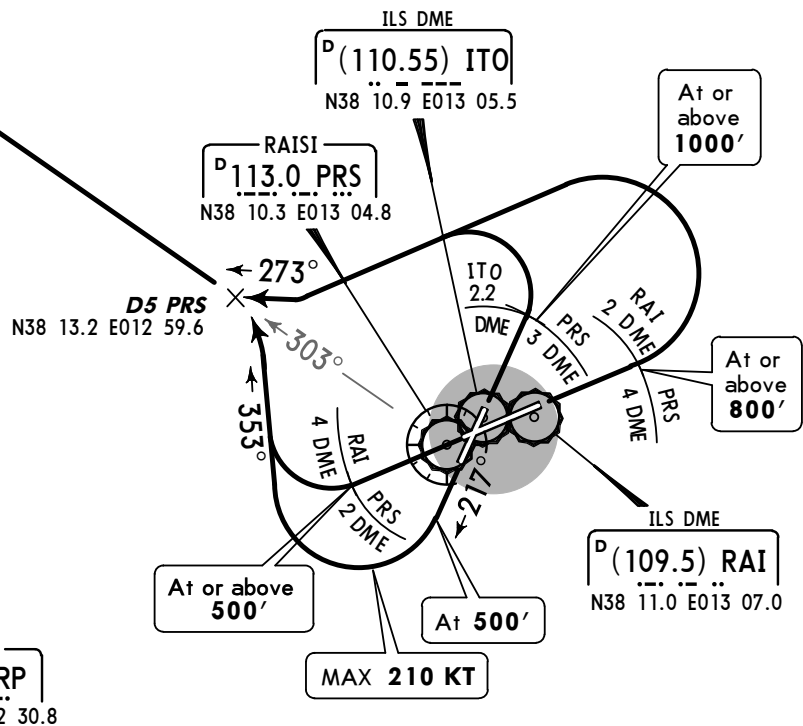
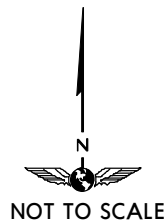


**MUSKY**  
N38 34.7 E012 28.1

D41

**D32 PRS**  
N38 28.6 E012 31.4

355°



**TRAPANI**  
**D 108.8 TRP**  
N37 53.8 E012 30.8

This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

**RWY**

**INITIAL CLIMB**

- 02** On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
- 07** On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
- 20** Climb on 217° track to **500'**, turn RIGHT, follow assigned SID.
- 25** On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

**ROUTING**

Intercept PRS R-303, then via MUSKY to GIANO.

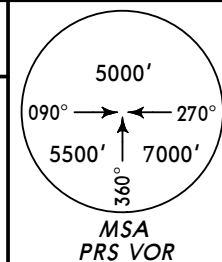
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESSEN**  
19 NOV 10 **(10-3C)**

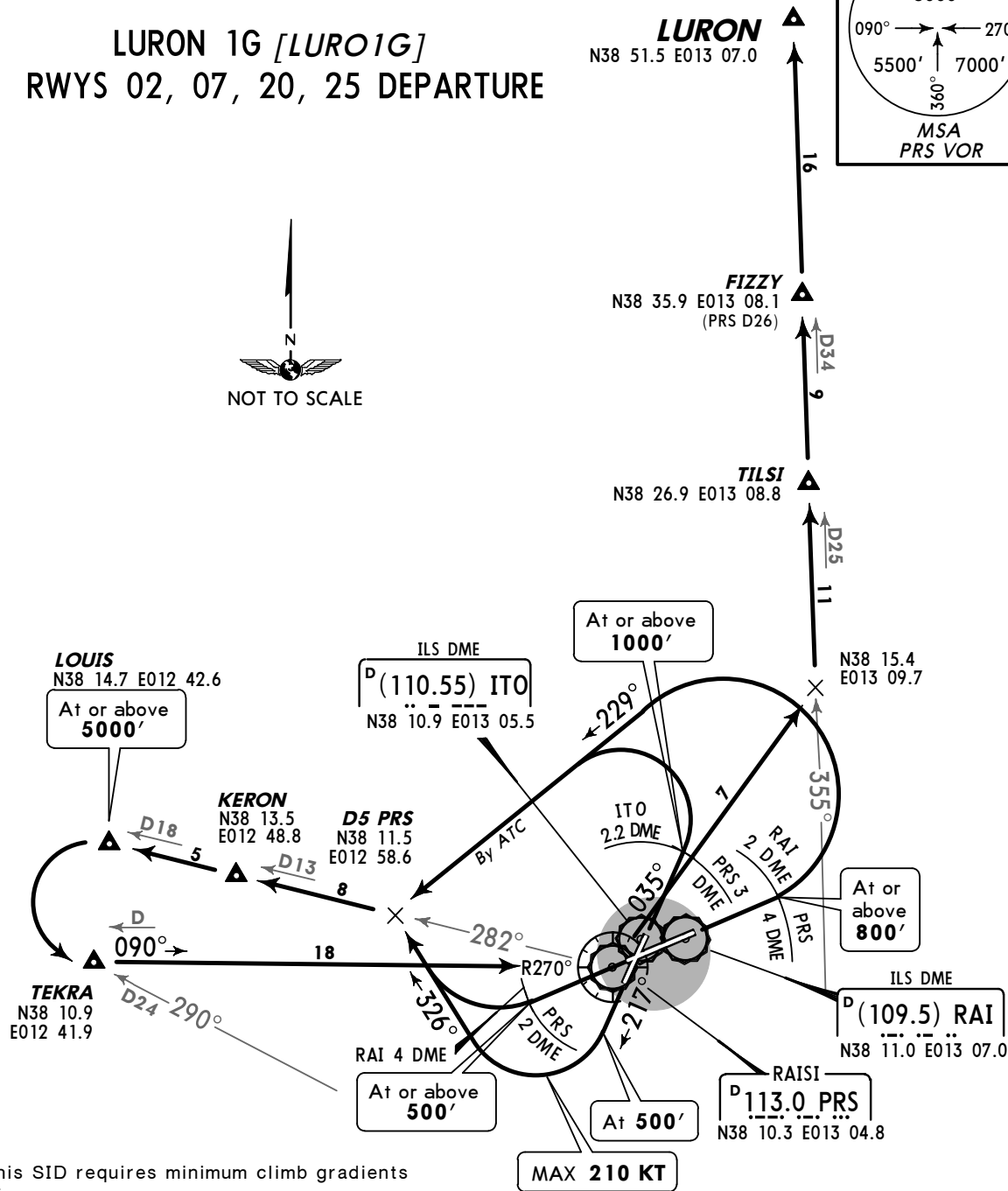
**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**LURON 1G [LURON1G]**  
**RWYS 02, 07, 20, 25 DEPARTURE**



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853



RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS, PRS R-035, intercept PAL R-355 via TILSI and FIZZY to LURON. When ATC clearance received and aircraft has crossed <b>5000'</b> climbing, aircraft may turn LEFT before reaching LOUIS.	



**LICJ/PMO**  
**PUNTA RAISI**

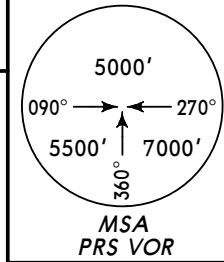
**JEPPESSEN**  
19 NOV 10 (10-3D)

**PALERMO, ITALY**

**SID**

*Apt Elev*  
**65'**

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**LURON 1H [LURO1H]  
RWYS 02, 07, 20, 25  
DEPARTURE**

**LURON** ▲  
N38 51.5 E013 07.0 ▲



ILS DME  
D(110.55) ITO  
N38 10.9 E013 05.5

At or above  
500/

At or  
above  
**1000'**

At or  
above  
**800'**

**MAX 210 KT**

At 500'

RAISI  
D 113.0 PRS  
N38 10.3 E013 04.8

ILS DME  
D (109.5) RAI  
N38 11.0 E013 07.0

This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853



PALERMO  
 D 112.3 PAL  
 N38 02.0 E013 10.6

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-004 via SASLI to FIZZY, intercept PAL R-355 to LURON.	

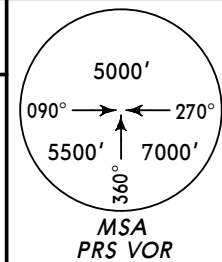
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
19 NOV 10 **(10-3E)**

**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

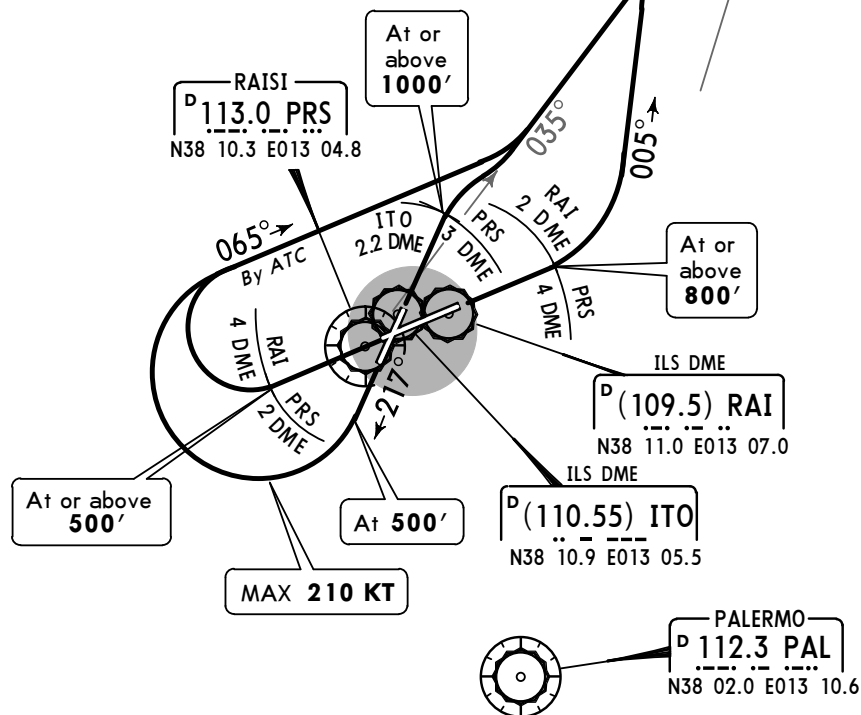


**LURON 1P [LURO1P]**  
**RWYS 02, 07, 20, 25**  
**DEPARTURE**

**LURON**  
N38 51.5 E013 07.0

**D34 PAL**  
N38 34.2 E013 24.8

**SIDRO**  
N38 28.8 E013 22.5



This SID requires minimum climb gradients of

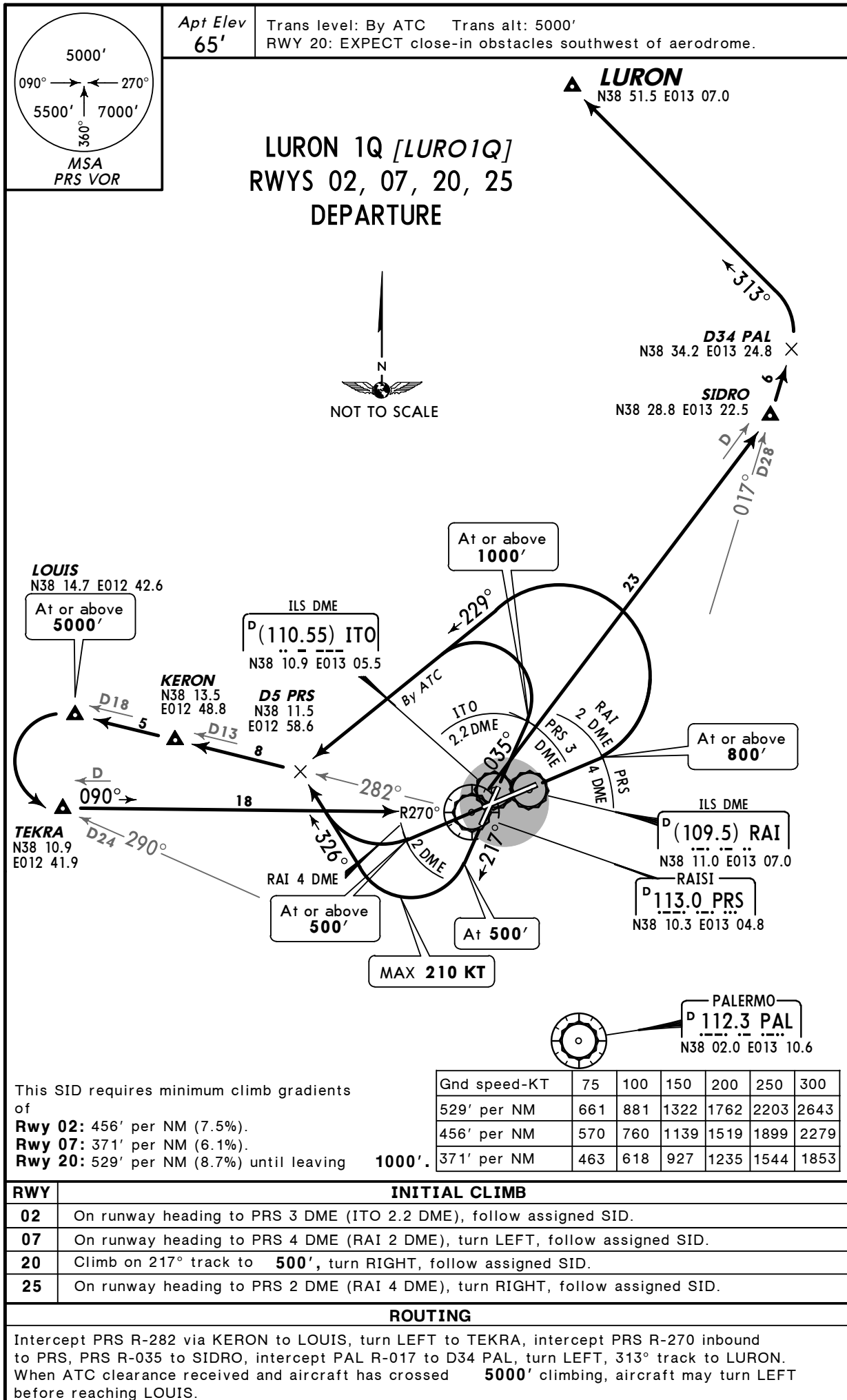
**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-035 to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.	

**LICJ/PMO**  
**PUNTA RAISI**
**JEPPesen**  
 19 NOV 10 **10-3F**
**PALERMO, ITALY**  
**SID**


**LICJ/PMO**  
**PUNTA RAISI**

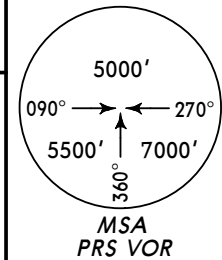
**JEPPESSEN**  
19 NOV 10 (10-3G)

## PALERMO, ITALY

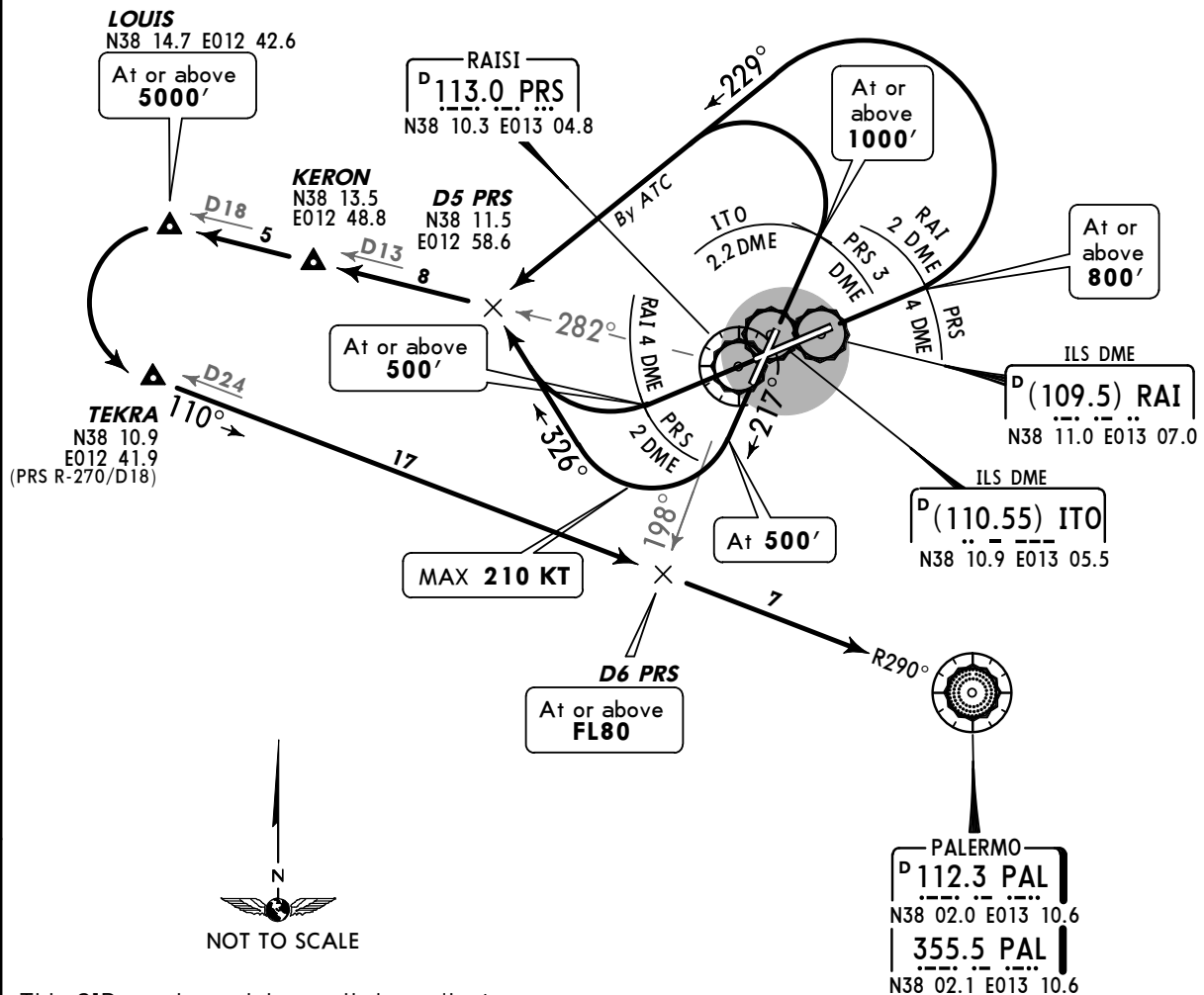
**SID**

*Apt Elev*  
**65'**

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**PAL 6A**  
**RWYS 02, 07, 20, 25 DEPARTURE**



This SID requires minimum climb gradients  
of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

## ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.

When ATC clearance received and aircraft has crossed before reaching LOUIS. **5000'** climbing, aircraft may turn LEFT

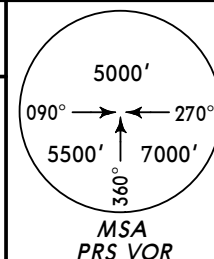
LICJ/PMO  
PUNTA RAISI

**JEPPESEN**  
19 NOV 10 (10-3H)

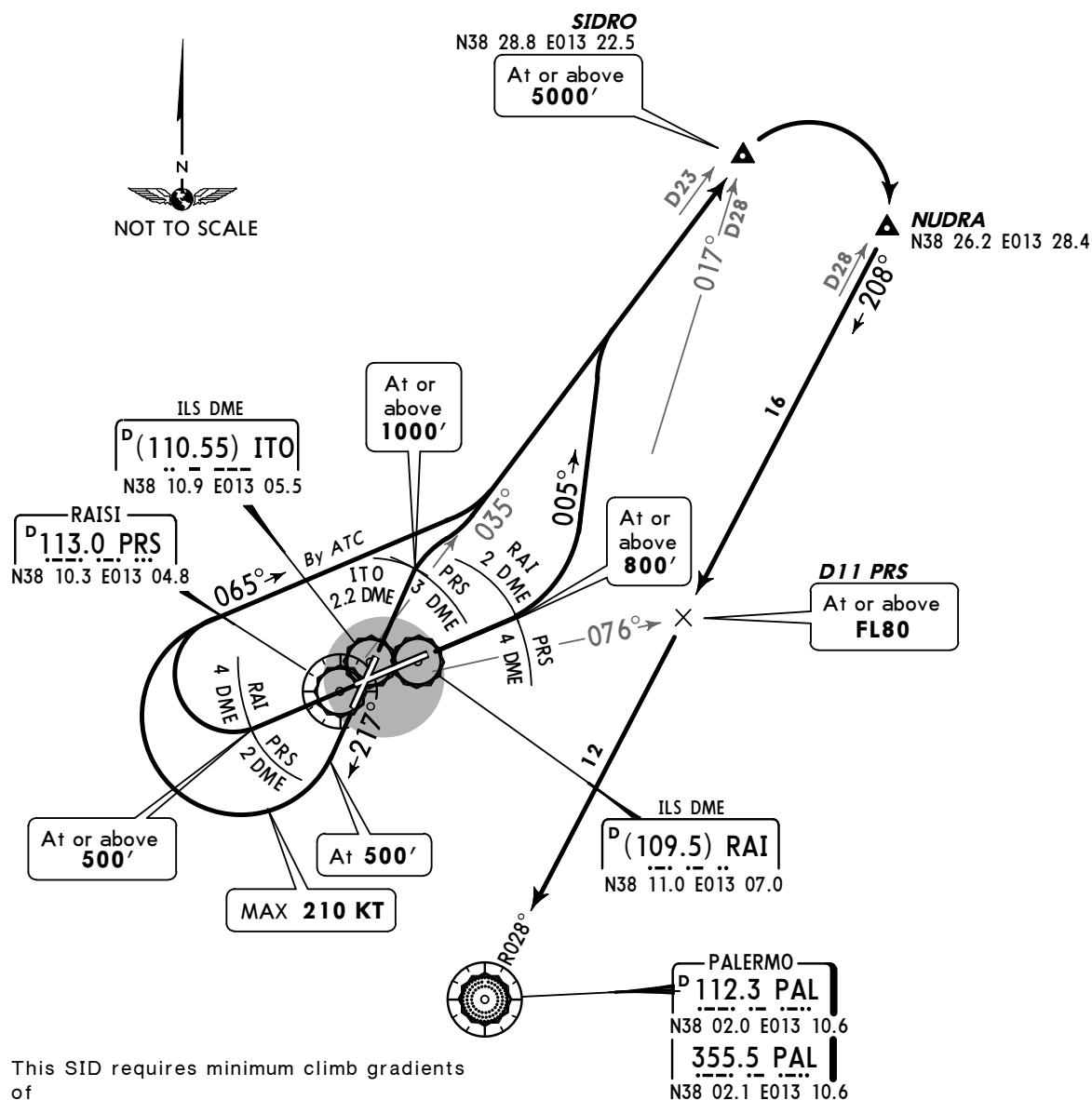
PALERMO, ITALY **SID**

*Apt Elev*  
**65'**

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



PAL 7B  
RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

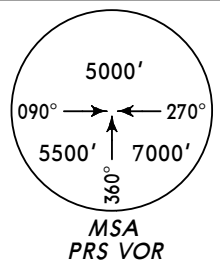
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-035 to SIDRO, turn RIGHT, intercept PAL R-028 inbound via NUDRA to PAL. When ATC clearance received and aircraft has crossed <b>5000'</b> climbing, aircraft may turn RIGHT before reaching SIDRO.	

LICJ/PMO  
PUNTA RAISI

**JEPPESEN**  
19 NOV 10 (10-3J)

**PALERMO, ITALY**

**SID**

*Apt Elev*  
**65'**

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

ROSAS 7A [ROSA7A]  
RWYS 02, 07, 20, 25 DEPARTURE

**ROSAS**

N38 51.0 E013 32.4

**SPUMA**  
N38 36.9 E013 26.1

**SIDRO**  
N38 28.8 E013 22.5

NOT TO SCALE

**LOUIS**  
N38 14.7 E012 42.6

At or above  
**5000'**

**KERON**  
N38 13.5  
E012 48.8

**D5 PRS**  
N38 11.5  
E012 58.6

ILS DME  
D(110.55) ITO  
N38 10.9 E013 05.5

**TEKRA**  
N38 10.9  
E012 41.9

RAI 4 D

At or above  
**500'**

MAX 210 KT

At or above  
**1000'**

At or above  
**800'**

ILS DME

**D (109.5) RAI**  
N38 11.0 E013 07.0

RAISI  
D 113.0 PRS  
N38 10.3 E013 04.8

— PALERMO —

D 112.3 PAL  
N38 02.0 E013 10.6

This SID requires minimum climb gradients  
of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

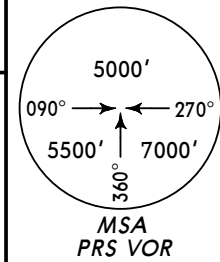
Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

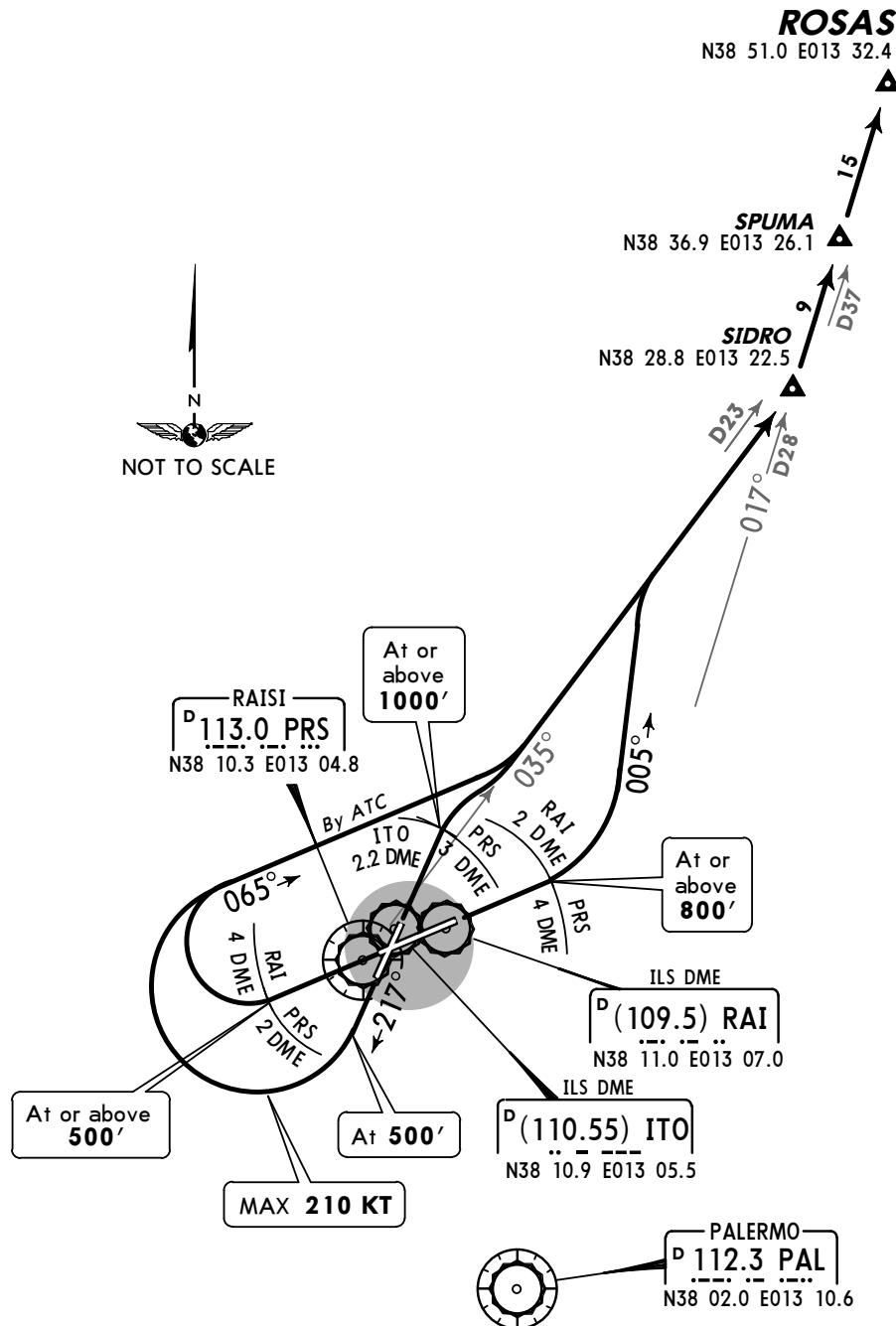
## ROUTING

Intercept PRS R-282 via KERON to LOUIS, turn LEFT to TEKRA, intercept PRS R-270 inbound to PRS. PRS R-035 to SIDRO. intercept PAL R-017 via SPUMA to ROSAS

When ATC clearance received and aircraft has crossed **5000'** climbing, aircraft may turn LEFT before reaching LOUIS.

LICJ/PMO  
PUNTA RAISIJEPPESEN  
19 NOV 10 10-3KPALERMO, ITALY  
SIDApt Elev  
65'Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

# ROSAS 7B [ROSA7B] RWYS 02, 07, 20, 25 DEPARTURE



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-035 to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.	

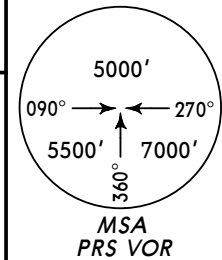
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
19 NOV 10 **10-3L**

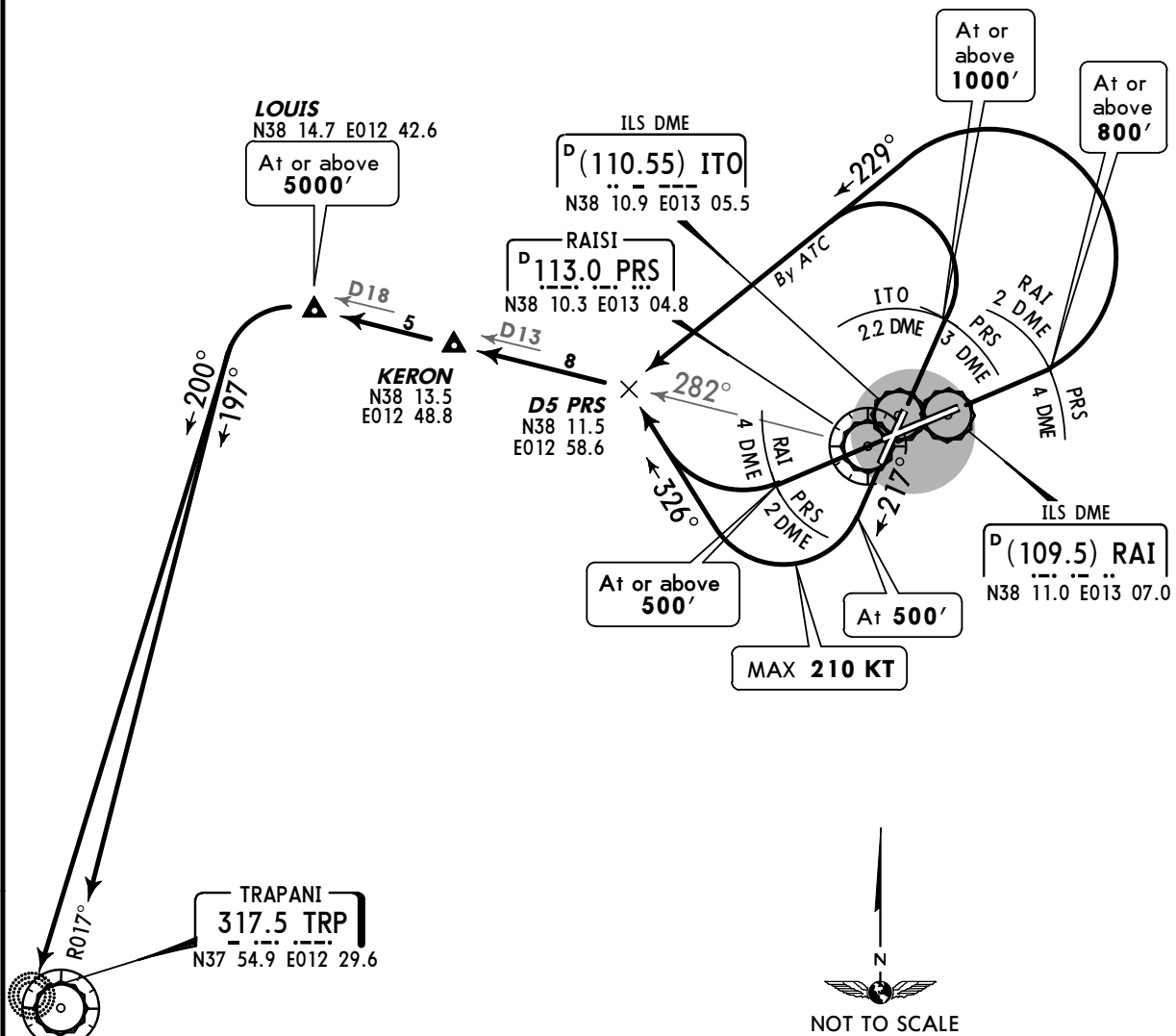
**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**TRP 6A**  
**RWYS 02, 07, 20, 25 DEPARTURE**



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept PRS R-282 via KERON to LOUIS, turn LEFT, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.	



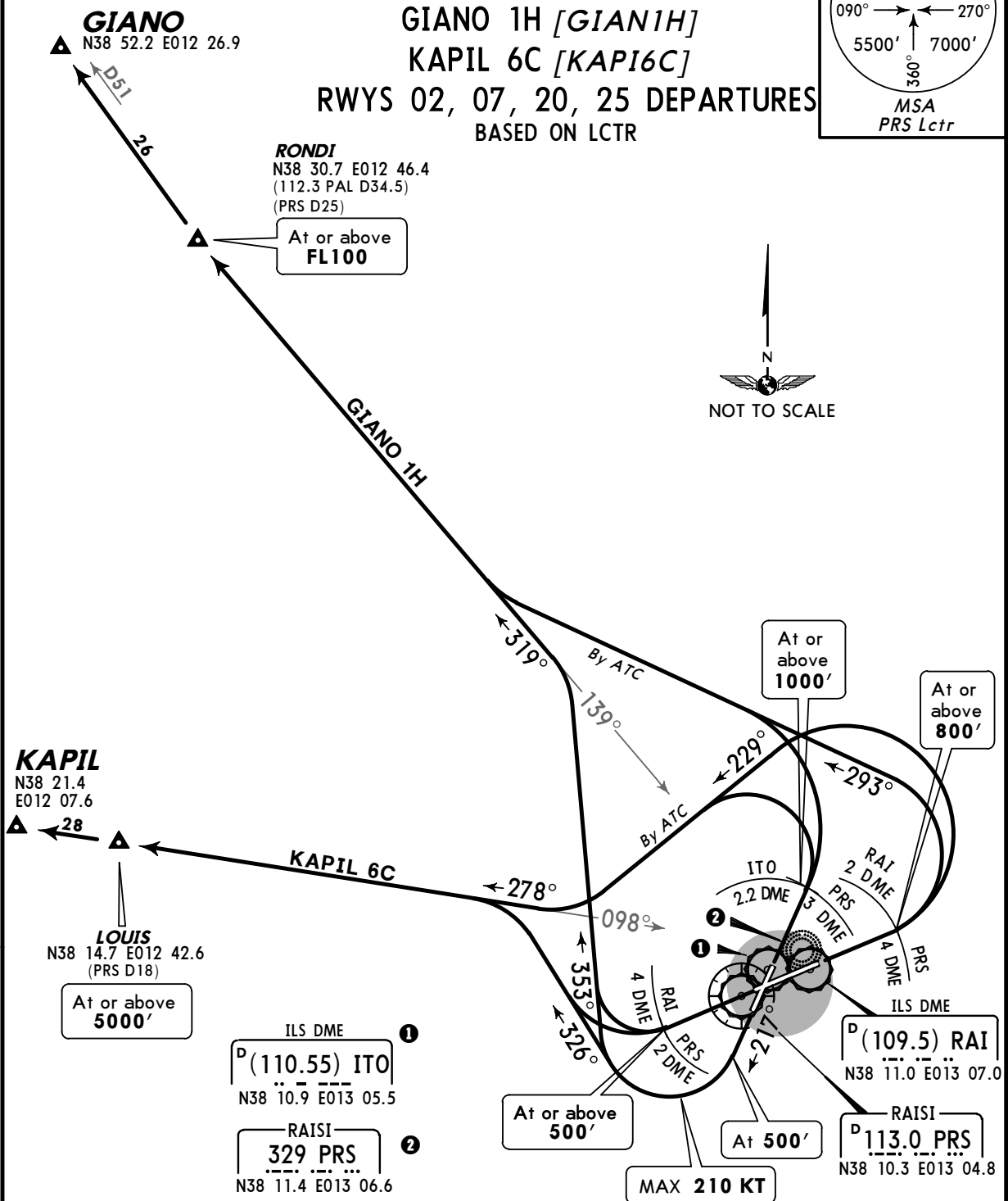
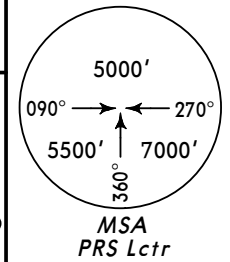
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESSEN**  
19 NOV 10 **(10-3M)**

**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



These SIDs require minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
SID	ROUTING
<b>GIANO 1H</b>	Intercept 319° bearing from PRS to ROND, then to GIANO.
<b>KAPIL 6C</b>	Intercept 278° bearing from PRS to LOUIS, then to KAPIL.

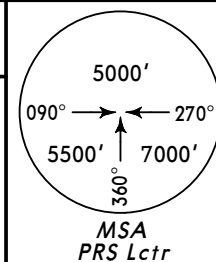
LICJ/PMO  
PUNTA RAISI

**JEPPESEN**  
19 NOV 10 (10-3N)

PALERMO, ITALY **SID**

*Apt Elev*  
65'

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**GIANO**  
N38 52.2 E012 26.9  
(PRS D51)

At or above  
**FL100**

**GIANO 1K** [*GIAN1K*]  
**RWYS 02, 07, 20, 25**

DEPARTURE  
BY ATC  
BASED ON LCTR

**MUSKY**  
N38 34.7 E012 28.1

**D33 PRS**  
N38 30.5 E012 31.6

355

ILS DME

**D (110.55) ITO**  
N38 10.9 E013 05.5

ILS DME

**D (109.5) RAI**  
N38 11.0 E013 07.0

- TRAPANI

<sup>D</sup> 108.8 TRP  
N37 53.8 E012 30.8

At or  
above  
**1000'**

At or above  
**800'**

RAISI  
329 PRS  
N38 11.4 E013 06.6

RAISI  
D 113.0 PRS  
N38 10.3 E013 04.8

**MAX 210 KT**

This SID requires minimum climb gradients  
of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

## ROUTING

Intercept 303° bearing from PRS to D33 PRS, turn RIGHT via MUSKY to GIANO.

LICJ/PMO  
PUNTA RAISIJEPPESEN  
19 NOV 10 (10-3P)PALERMO, ITALY  
SIDApt Elev  
65'Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.LURON 1J [LURO1J]  
RWYS 02, 07, 20, 25 DEPARTURE  
BASED ON LCTRLURON  
N38 51.5 E013 07.0FIZZY  
N38 35.9 E013 08.1  
(PRS D26)TILSI  
N38 26.9 E013 08.8ILS DME  
D(110.55) ITO  
N38 10.9 E013 05.5ILS DME  
D(109.5) RAI  
N38 11.0 E013 07.0LOUIS  
N38 14.7 E012 42.6  
(PRS D18)At or above  
5000'TEKRA  
N38 10.9 E012 41.9  
(PRS D18)At or above  
1000'

N38 14.8 E013 09.7

At or above  
800'RAISI  
329 PRS  
N38 11.4 E013 06.6RAISI  
D113.0 PRS  
N38 10.3 E013 04.8

MAX 210 KT

This SID requires minimum climb gradients  
of

Rwy 02: 456' per NM (7.5%).

Rwy 07: 371' per NM (6.1%).

Rwy 20: 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

PALERMO  
D112.3 PAL  
N38 02.0 E013 10.6

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS Lctr, 034° bearing, intercept PAL R-355 via TILSI and FIZZY to LURON. When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn LEFT before reaching LOUIS.	

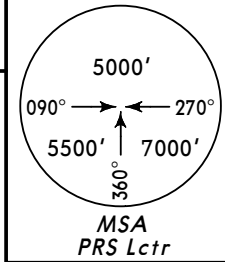
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
19 NOV 10 **(10-3Q)**

**PALERMO, ITALY**  
**SID**

**Apt Elev**  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**LURON 1K [LURO1K]**  
**RWYS 02, 07, 20, 25**  
**DEPARTURE**  
**BASED ON LCTR**

**LURON**

N38 51.5 E013 07.0

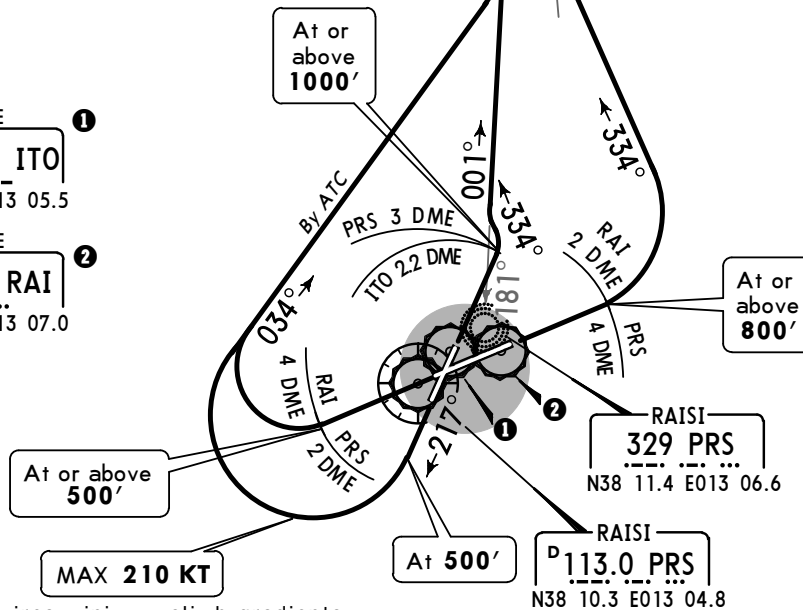
**FIZZY**

N38 35.9 E013 08.1  
(PRS D26)



**ILS DME**  
**D (110.55) ITO**  
N38 10.9 E013 05.5

**ILS DME**  
**D (109.5) RAI**  
N38 11.0 E013 07.0



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853



**PALERMO**  
**D 112.3 PAL**  
N38 02.0 E013 10.6

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 001° bearing from PRS to FIZZY, intercept PAL R-355 to LURON.	

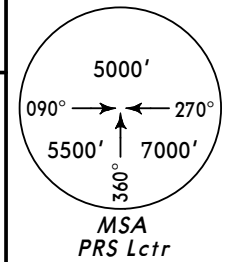
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
19 NOV 10 **(10-3S)**

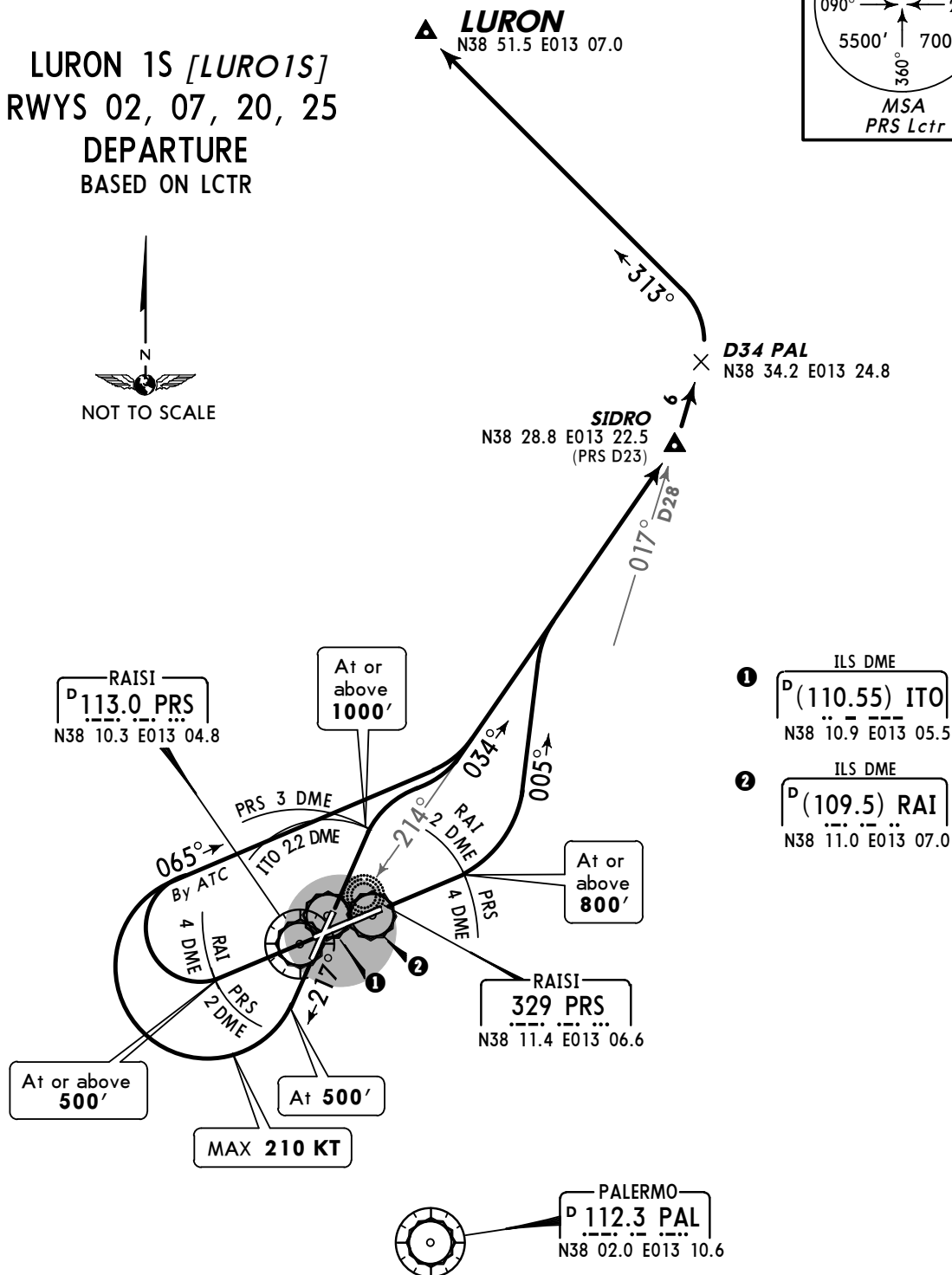
**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**LURON 1S [LURO1S]**  
**RWYS 02, 07, 20, 25**  
**DEPARTURE**  
**BASED ON LCTR**



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON.	

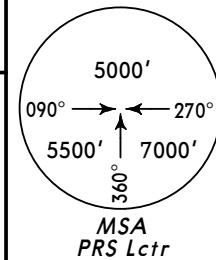
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESSEN**  
19 NOV 10 **(10-3T)**

**PALERMO, ITALY**  
**SID**

**Apt Elev**  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**LURON 1T [LURO1T]**  
**RWYS 02, 07, 20, 25**  
**DEPARTURE**  
**BASED ON LCTR**

**ILS DME**  
**D (110.55) ITO**  
N38 10.9 E013 05.5

**ILS DME**  
**D (109.5) RAI**  
N38 11.0 E013 07.0



**LOUIS**  
N38 14.7 E012 42.6  
(PRS D18)

At or above  
**5000'**

**TEKRA**  
N38 10.9  
E012 41.9  
(PRS D18)

At or above  
**500'**

At or above  
**1000'**

At or above  
**800'**

**RAISI 329 PRS**  
N38 11.4 E013 06.6

**RAISI P 113.0 PRS**  
N38 10.3 E013 04.8

**PALERMO**  
**P 112.3 PAL**  
N38 02.0 E013 10.6

This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS Lctr, 034° bearing to SIDRO, intercept PAL R-017 to D34 PAL, turn LEFT, 313° track to LURON. When ATC clearance received and aircraft has crossed <b>5000'</b> climbing, aircraft may turn LEFT before reaching LOUIS.	

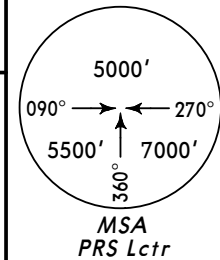
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
19 NOV 10 **(10-3U)**

**PALERMO, ITALY**  
**SID**

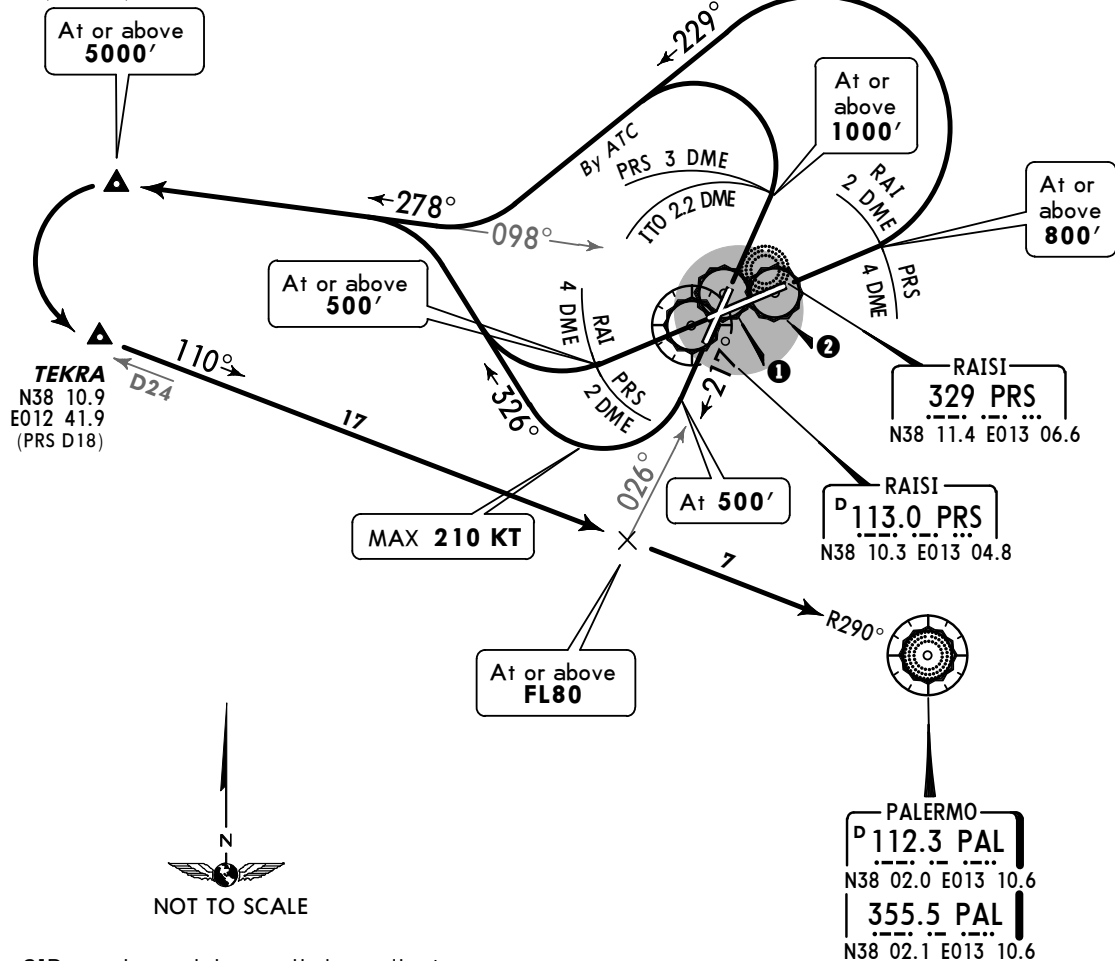
**Apt Elev**  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**PAL 6C**  
**RWYS 02, 07, 20, 25 DEPARTURE**  
**BASED ON LCTR**

**LOUIS**  
N38 14.7 E012 42.6  
(PRS D18)



This SID requires minimum climb gradients of

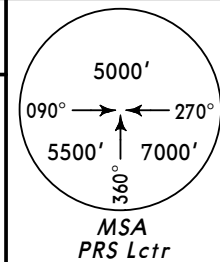
- Rwy 02:** 456' per NM (7.5%).
- Rwy 07:** 371' per NM (6.1%).
- Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

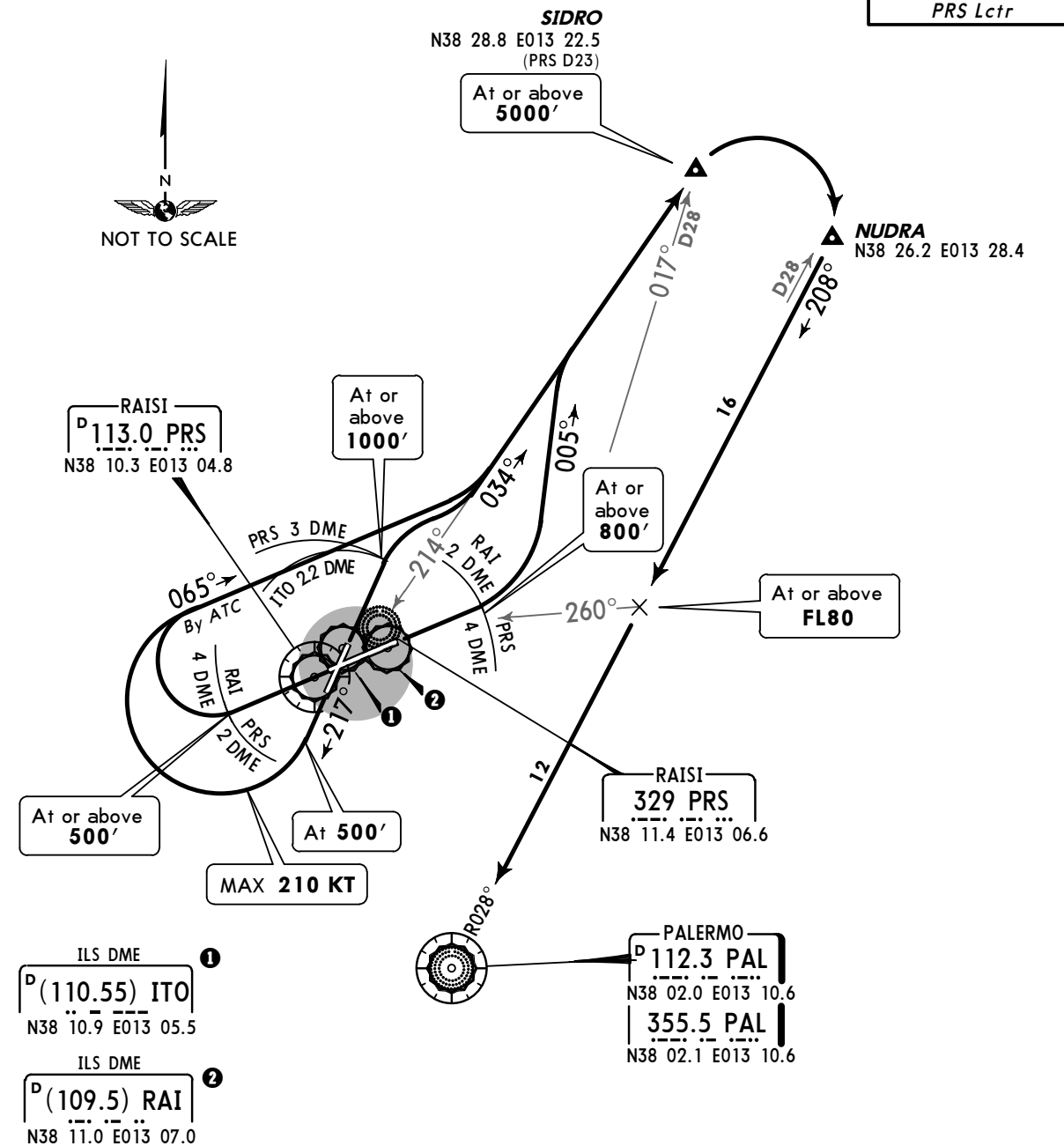
ILS DME ①  
**D (110.55) ITO**  
N38 10.9 E013 05.5

ILS DME ②  
**D (109.5) RAI**  
N38 11.0 E013 07.0

RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept PAL R-290 inbound to PAL.	
When ATC clearance received and aircraft has crossed <b>5000'</b> climbing, aircraft may turn LEFT before reaching LOUIS.	

LICJ/PMO  
PUNTA RAISIJEPPESEN  
19 NOV 10 10-3VPALERMO, ITALY  
SIDApt Elev  
65'Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.

# PAL 7D RWYS 02, 07, 20, 25 DEPARTURE BASED ON LCTR



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).**Rwy 07:** 371' per NM (6.1%).**Rwy 20:** 529' per NM (8.7%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to 500', turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 034° bearing from PRS to SIDRO, turn RIGHT, intercept PAL R-028 inbound via NUDRA to PAL.	
When ATC clearance received and aircraft has crossed 5000' climbing, aircraft may turn RIGHT before reaching SIDRO.	



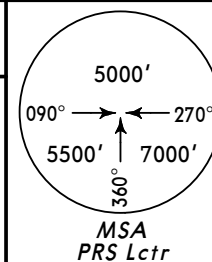
LICJ/PMO  
PUNTA RAISI

**JEPPESEN**  
19 NOV 10 (10-3W)

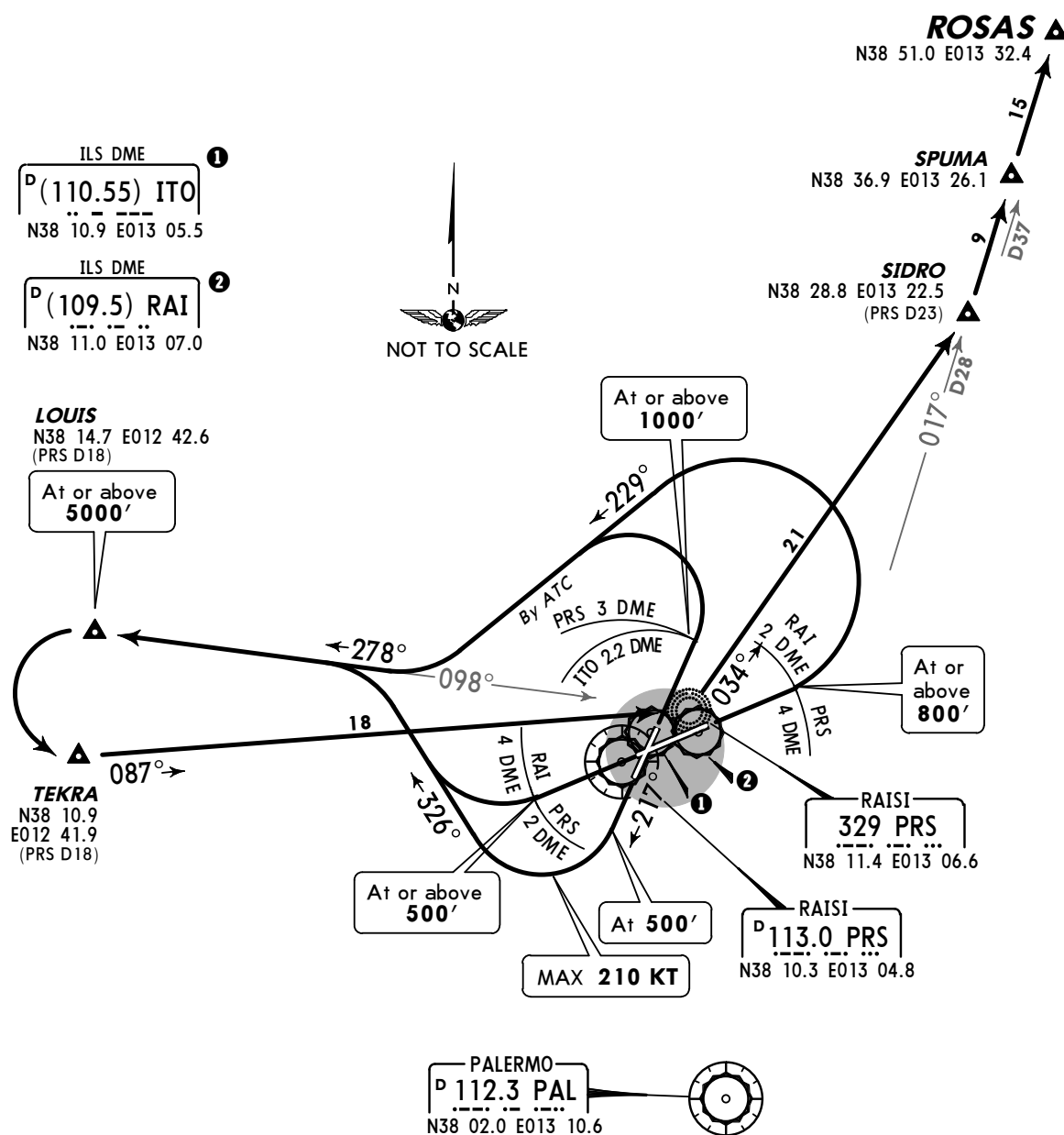
**PALERMO, ITALY**

Apt Elev  
65'

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



ROSAS 7C [ROSA7C]  
RWYS 02, 07, 20, 25 DEPARTURE  
BASED ON LCTR



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

## ROUTING

Intercept 278° bearing from PRS to LOUIS, turn LEFT to TEKRA, intercept 087° bearing to PRS  
Lctr, 034° bearing to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

When ATC clearance received and aircraft has crossed **5000'** climbing, aircraft may turn LEFT before reaching LOUIS.

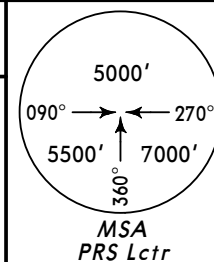
LICJ/PMO  
PUNTA RAISI

**JEPPESSEN**  
19 NOV 10 (10-3X)

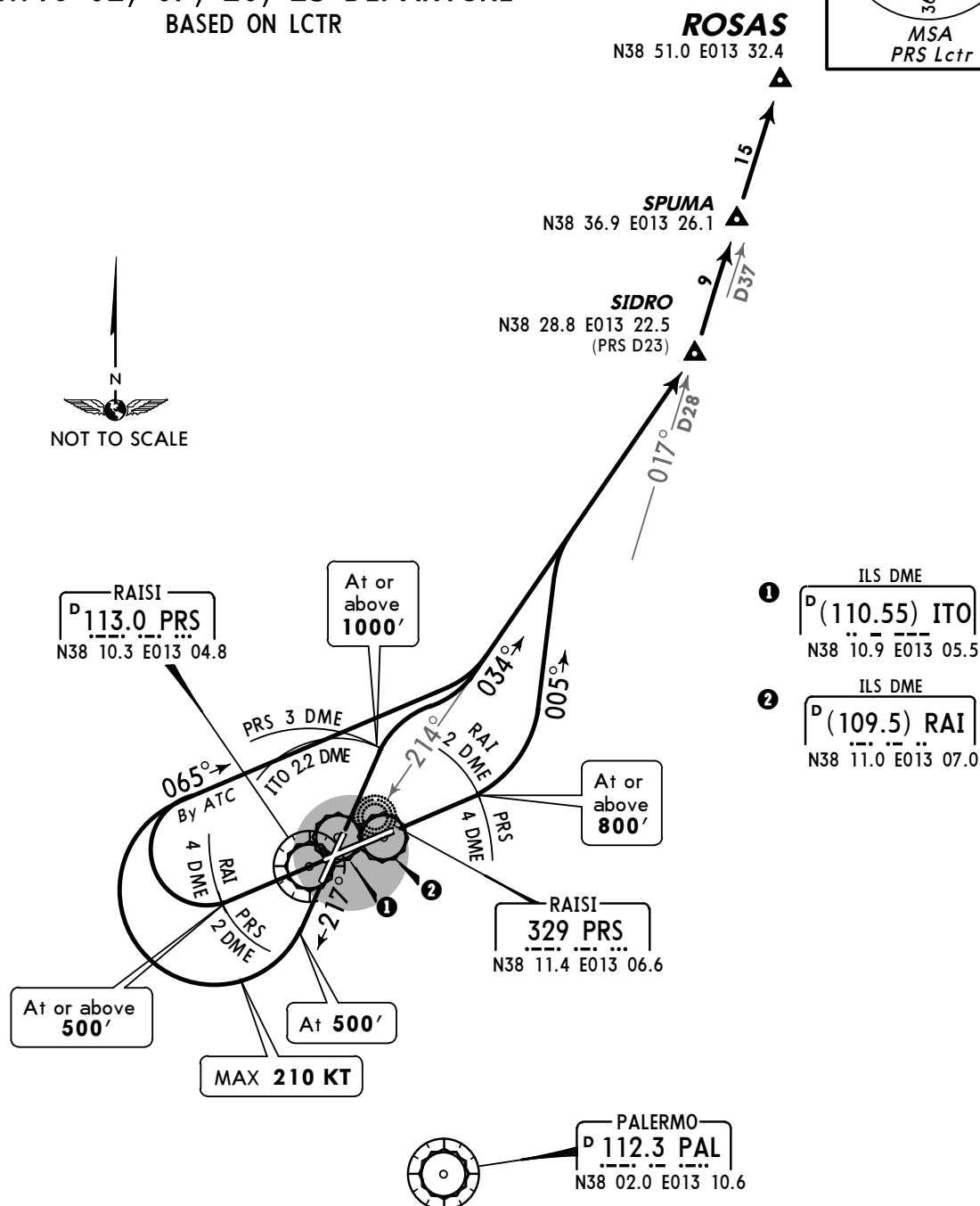
PALERMO, ITALY **SID**

*Apt Elev*  
65'

Trans level: By ATC    Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



ROSAS 7D [ROSA7D]  
RWYS 02, 07, 20, 25 DEPARTURE  
BASED ON LCTR



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

RWY	INITIAL CLIMB
02	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
07	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
20	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
25	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.

## ROUTING

Intercept 034° bearing from PRS to SIDRO, intercept PAL R-017 via SPUMA to ROSAS.

**CHANGES:** New chart (SID renumbered & transferred).

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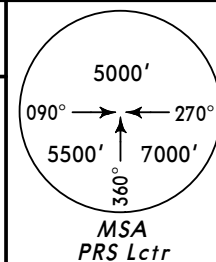
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
19 NOV 10 **(10-3X1)**

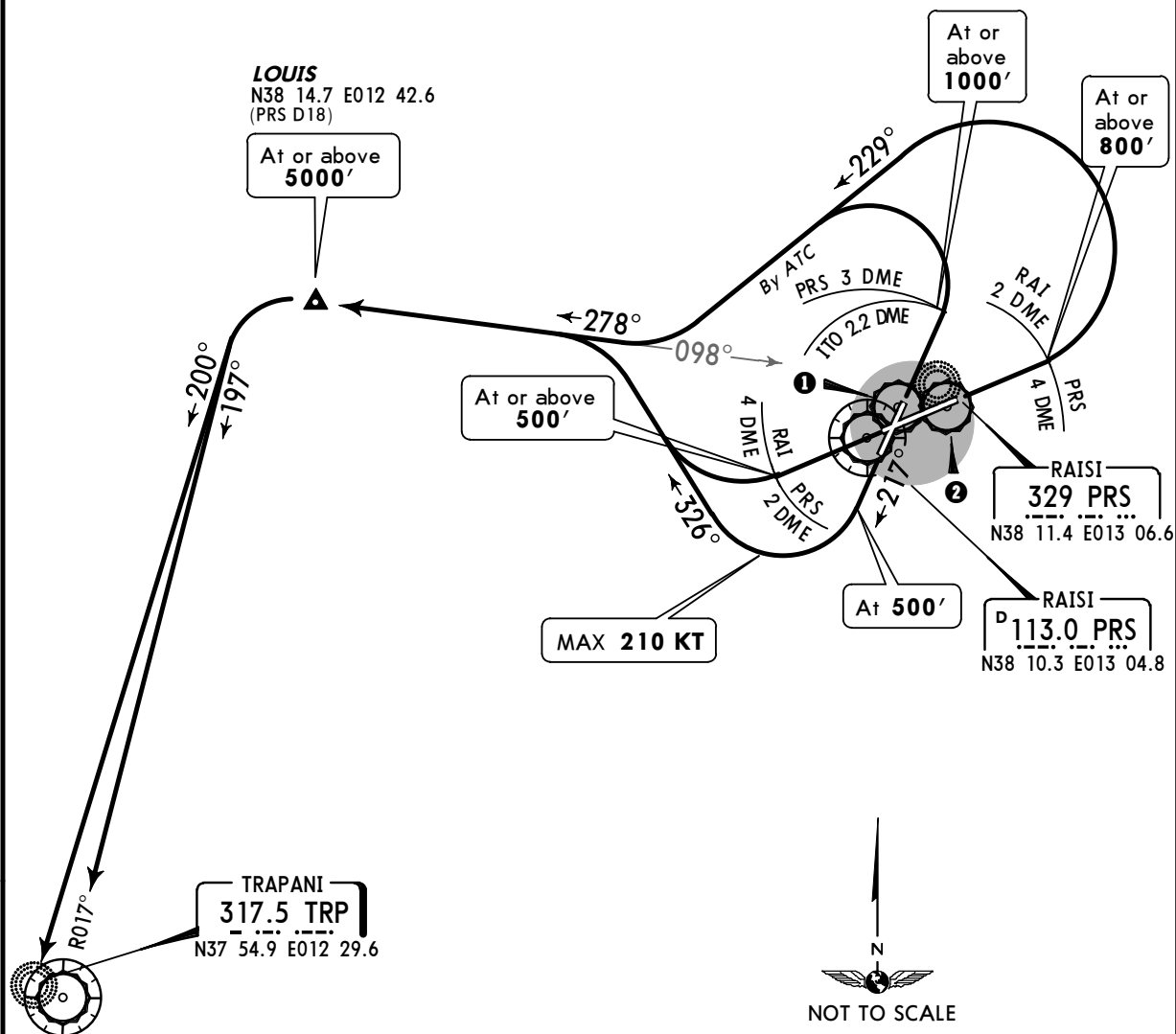
**PALERMO, ITALY**  
**SID**

Apt Elev  
**65'**

Trans level: By ATC Trans alt: 5000'  
RWY 20: EXPECT close-in obstacles southwest of aerodrome.



**TRP 6C**  
**RWYS 02, 07, 20, 25 DEPARTURE**  
**BASED ON LCTR**



This SID requires minimum climb gradients of

**Rwy 02:** 456' per NM (7.5%).

**Rwy 07:** 371' per NM (6.1%).

**Rwy 20:** 529' per NM (8.7%) until leaving **1000'**.

Gnd speed-KT	75	100	150	200	250	300
529' per NM	661	881	1322	1762	2203	2643
456' per NM	570	760	1139	1519	1899	2279
371' per NM	463	618	927	1235	1544	1853

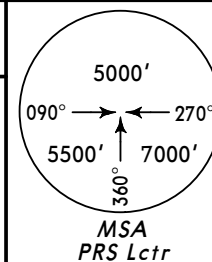
RWY	INITIAL CLIMB
<b>02</b>	On runway heading to PRS 3 DME (ITO 2.2 DME), follow assigned SID.
<b>07</b>	On runway heading to PRS 4 DME (RAI 2 DME), turn LEFT, follow assigned SID.
<b>20</b>	Climb on 217° track to <b>500'</b> , turn RIGHT, follow assigned SID.
<b>25</b>	On runway heading to PRS 2 DME (RAI 4 DME), turn RIGHT, follow assigned SID.
ROUTING	
Intercept 278° bearing from PRS to LOUIS, turn LEFT, intercept TRP R-017 inbound to TRP VORTAC or 200° bearing to TRP NDB.	

**LICJ/PMO**  
**PUNTA RAISI**

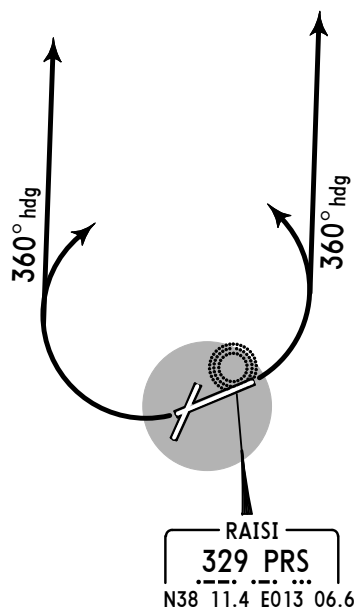
**JEPPESEN**  
 19 NOV 10 **(10-3X2)**

**PALERMO, ITALY**  
**DEPARTURE**

*Apt Elev*  
**65'** Trans level: By ATC Trans alt: 5000'



**RWYS 07, 25 DEPARTURES**  
 TO BE USED WHEN PRS VOR UNSERVICABLE



**RWY 07 - NORTHBOUND**

Turn LEFT, climb enroute to **FL** (or altitude) cleared by ATC.

**RWY 25 - NORTHBOUND**

Turn RIGHT, climb enroute to **FL** (or altitude) cleared by ATC.

**RWY 07 - SOUTH-, EAST- AND WESTBOUND**

Turn LEFT, 360° heading, climb to **5000'**, return to PRS Lctr, cross at or above **FL70**, reach MEA within CTR as cleared by ATC.

**RWY 25 - SOUTH-, EAST- AND WESTBOUND**

Turn RIGHT, 360° heading, climb to **5000'**, return to PRS Lctr, cross at or above **FL70**, reach MEA within CTR as cleared by ATC.

**LICJ/PMO**  
**PUNTA RAISI****JEPPESEN**

13 MAY 11

10-4

**PALERMO, ITALY**  
**NOISE****NOISE ABATEMENT**

<b>SUMMER : LT minus 2 HOURS = UTC (Z)</b>
<b>WINTER : LT minus 1 HOUR = UTC (Z)</b>

**RUNWAY USAGE**

Between 2300-0600LT landing aircraft shall use the entire length of the RWY in order to reach the apron.

**RUN-UP TESTS**

Engine run-ups must be carried out in the manoeuvring area far from flight operations. Between 2100-0700LT and between 1400-1700LT engine tests of all aircraft are forbidden except for those of immediate use.

On apron, engine tests are only allowed after approval by Apron Service with idle power engine and for not more than 30 minutes.

Engine tests are restricted to one at a time.

**REVERSE THRUST**

Power back is normally forbidden on apron. In some cases a request must be submitted to Apron Service on 131.57. If approved, power-back manoeuvring must be executed with minimum power engine, just for the start-up and the following movement.

**AUXILIARY POWER UNITS (APUs)**

APU must be turned on not before 60 minutes from estimated off-block time and it must be turned off not more than 20 minutes after arrival.

**LICJ/PMO**

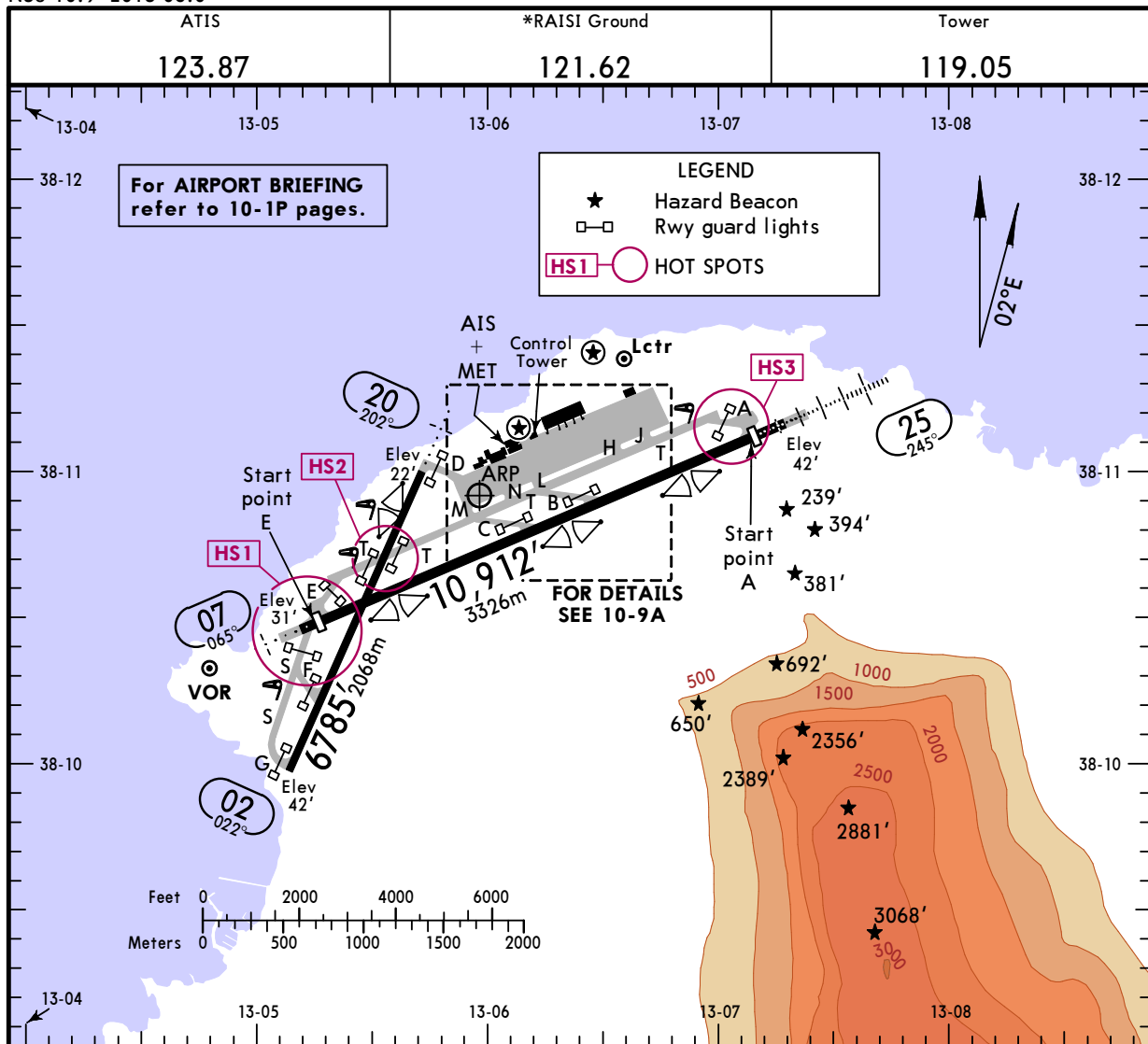
Apt Elev **65'**  
N38 10.9 E013 06.0

**JEPPESSEN**

22 JAN 16 **(10-9)** **Eff 4 Feb**

**PALERMO, ITALY**

**PUNTA RAISI**



ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
02	HIRL (60m) CL (30m) PAPI-L (3.0°)								148'
20	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°) RVR						5785' 1763m		45m
07	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°) RVR					10,512' 3204m		①	197'
25	HIRL (60m) CL (30m) HIALS PAPI (3.0°) RVR					10,233' 3119m	9283' 2829m		60m

① TAKE-OFF RUN AVAILABLE

RWY 07: From rwy head ② 10,912'(3326m)  
start point E 10,512'(3204m)

RWY 25: From rwy head ② 10,912'(3326m)  
start point A 9941'(3030m)

② On request after previous back-track.

### HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1

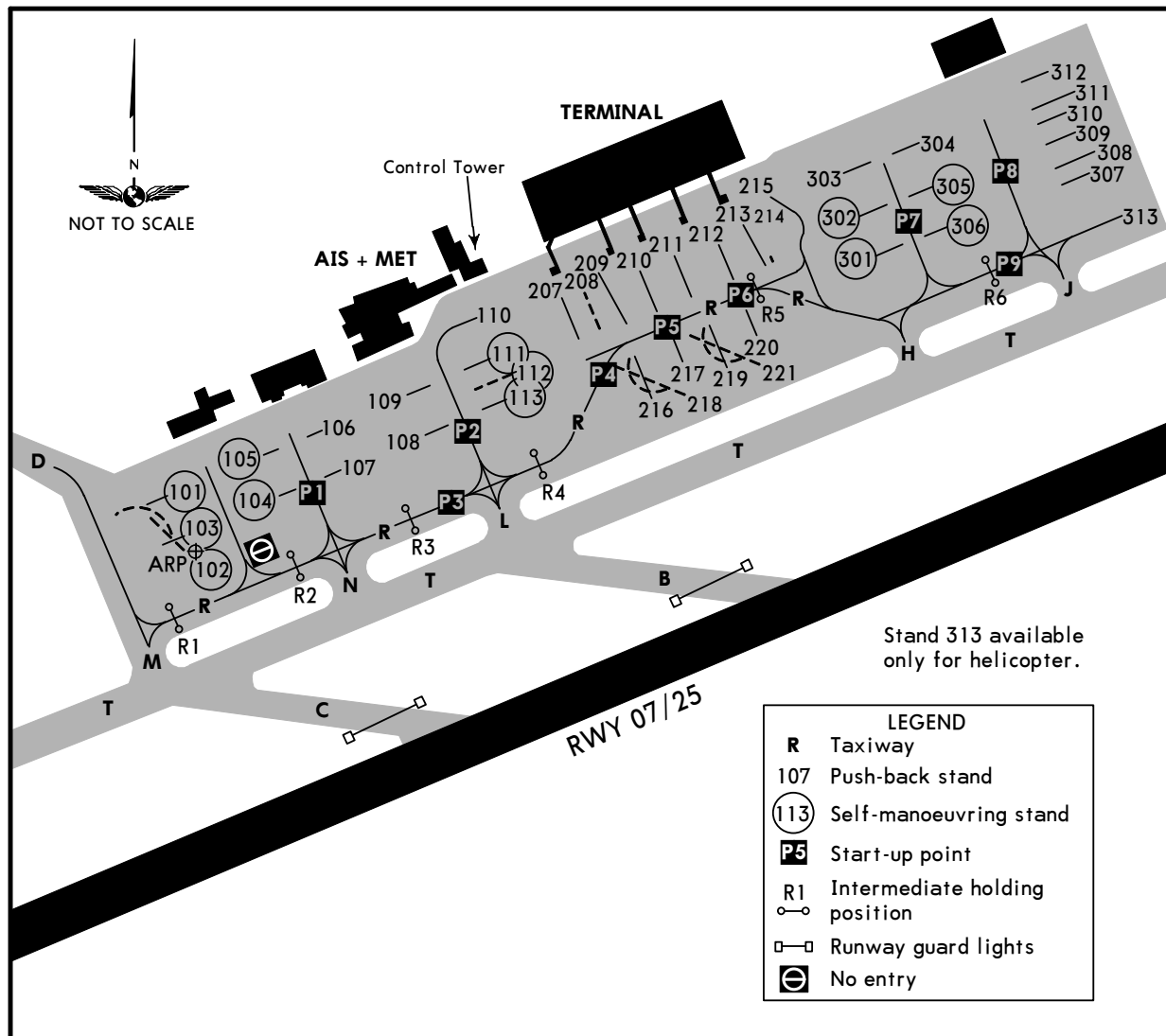
Do not cross the runway unless cleared by Tower. Execute caution when vacating RWY 02/20 on twy F, holding position S ahead in 574'/175m.

HS2

Do not cross the runway unless cleared by Tower.

Standard		TAKE-OFF	
	RCLM (DAY only) or RL		NIL (DAY only)
A			
B			
C	400m		500m
D			

LICJ/PMO

JEPPESEN  
22 JAN 16 (10-9A) Eff 4 FebPALERMO, ITALY  
PUNTA RAISI

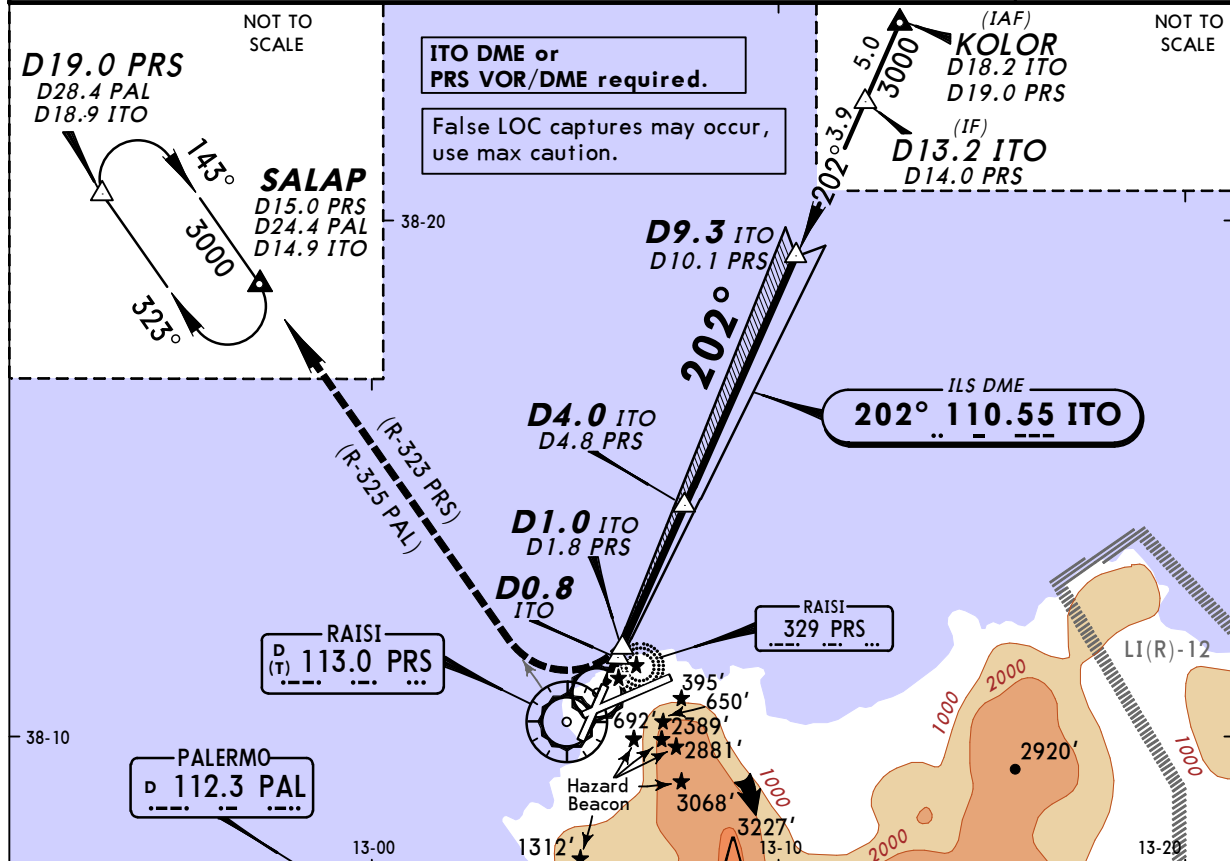
## INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N38 10.9 E013 05.9	301	N38 11.1 E013 06.5
103	N38 11.0 E013 05.9	302, 303	N38 11.2 E013 06.5
104, 105	N38 11.0 E013 06.0	304 thru 306	N38 11.2 E013 06.6
106 thru 109	N38 11.0 E013 06.1	307 thru 311	N38 11.2 E013 06.7
110, 111	N38 11.1 E013 06.2	312	N38 11.3 E013 06.7
112	N38 11.0 E013 06.3	313	N38 11.2 E013 06.8
113	N38 11.0 E013 06.2		
207 thru 210	N38 11.1 E013 06.3		
211, 212	N38 11.1 E013 06.4		
213 thru 215	N38 11.2 E013 06.4		
216 thru 219	N38 11.0 E013 06.4		
220	N38 11.1 E013 06.4		
221 Stop 1	N38 11.1 E013 06.5		
221 Stop 2	N38 11.1 E013 06.4		

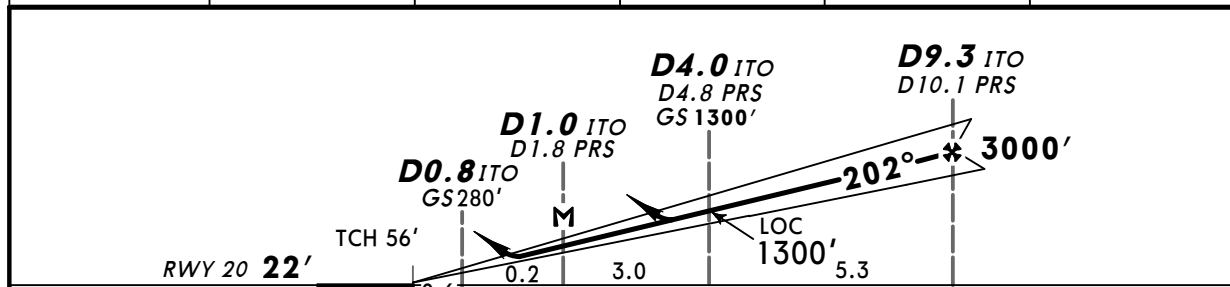
LICJ/PMO  
PUNTA RAISIJEPPESEN  
1 OCT 10 (11-1)PALERMO, ITALY  
ILS Z Rwy 20

BRIEFING STRIP

ATIS 123.87	PALERMO Approach (R) 120.2	RAISI Tower 119.05	*Ground 121.62
LOC ITO 110.55	Final Apch Crs 202°	GS D4.0 ITO 1300' (1278')	ILS DA(H) Refer to Minimums
Apt Elev 65'			RWY 22'
<b>MISSED APCH:</b> As soon as possible turn RIGHT on R-323 PRS VOR (R-325 PAL VOR) climbing to 3000' and proceed to SALAP holding.			
<b>MISSED APCH WITH COMM FAILURE:</b> Turn RIGHT to 360° climbing to 5000', then turn RIGHT to KOLOR.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA PRS VOR



LOC (GS out)	ITO DME ALTITUDE	2.0	3.0	5.0	6.0
		660'	980'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	PRS	PAL
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	REIL : PAPI : PAPI	RT	113.0	112.3
MAP at D1.0 ITO/D1.8 PRS									R-323	R-325

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Southeast of airport	
A: 345' (323') C: 365' (343')		DA(H) 450' (428')			
B: 355' (333') D: 375' (353')					
FULL		ALS out		ALS out	
A	1100m	1500m	1500m	Max Kts	MDA(H) VIS
B				100	1000' (935') 1500m
C	1200m	1600m	1600m	135	1000' (935') 1600m
D			2000m	180	1000' (935') 2400m
				205	1000' (935') 3600m

To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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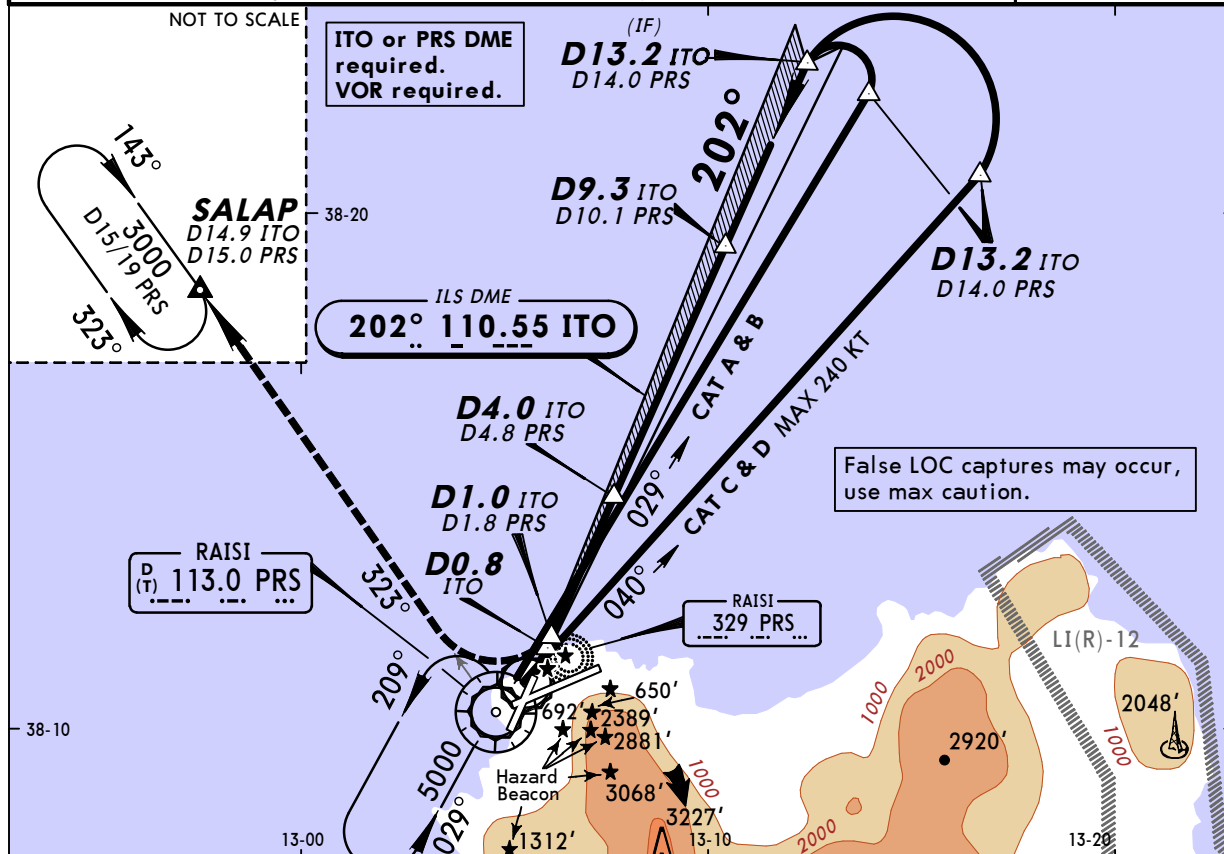
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
1 OCT 10 (11-2)

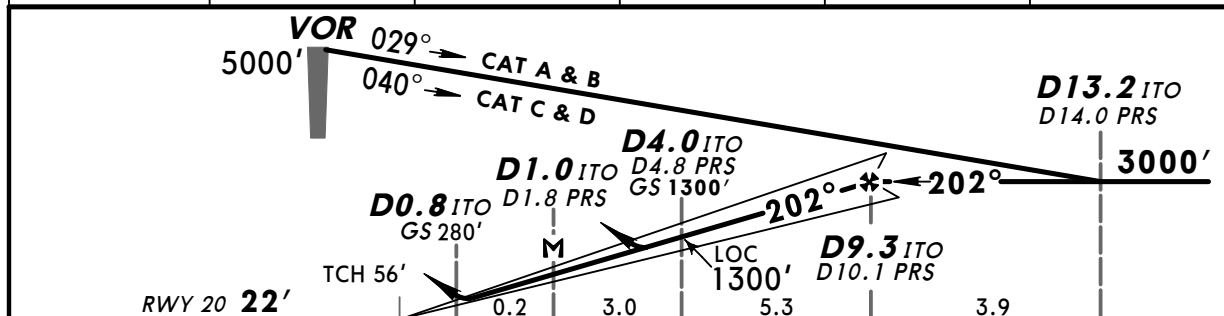
**PALERMO, ITALY**  
**ILS Y Rwy 20**

BRIEFING STRIP

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
LOC ITO <b>110.55</b>	Final Apch Crs <b>202°</b>	GS <b>D4.0 ITO</b> <b>1300'</b> (1278')	ILS DA(H) Refer to Minimums	Apt Elev <b>65'</b> <b>RWY 22'</b>		A circular diagram with a center point. Four arrows point from the center to the circumference at 090°, 270°, 180°, and 000° (labeled as 360°). The altitudes at these points are 5000', 5500', 7000', and 5000' respectively.	
<b>MISSED APCH:</b> As soon as possible turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
				Trans alt: 5000'		MSA PRS VOR	



LOC (GS out)	ITO DME	2.0	3.0	5.0	6.0
	ALTITUDE	660'	980'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI : PAPI RT	<b>3000'</b> <b>PRs 113.0</b> <b>R-323</b>
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D1.0 ITO/D1.8 PRS								

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not authorized Southeast of airport		
A: <b>345'</b> (323') C: <b>365'</b> (343')		DA(H) <b>450'</b> (428')				
B: <b>355'</b> (333') D: <b>375'</b> (353')						
FULL		ALS out		Max Kts	MDA(H)	VIS
A	1100m	1500m	1500m	100	1000' (935')	1500m
B				135	1000' (935')	1600m
C	1200m	1600m	1600m	180	1000' (935')	2400m
D			2000m	205	1000' (935')	3600m

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

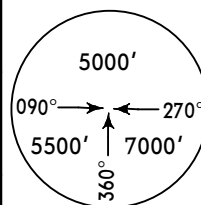
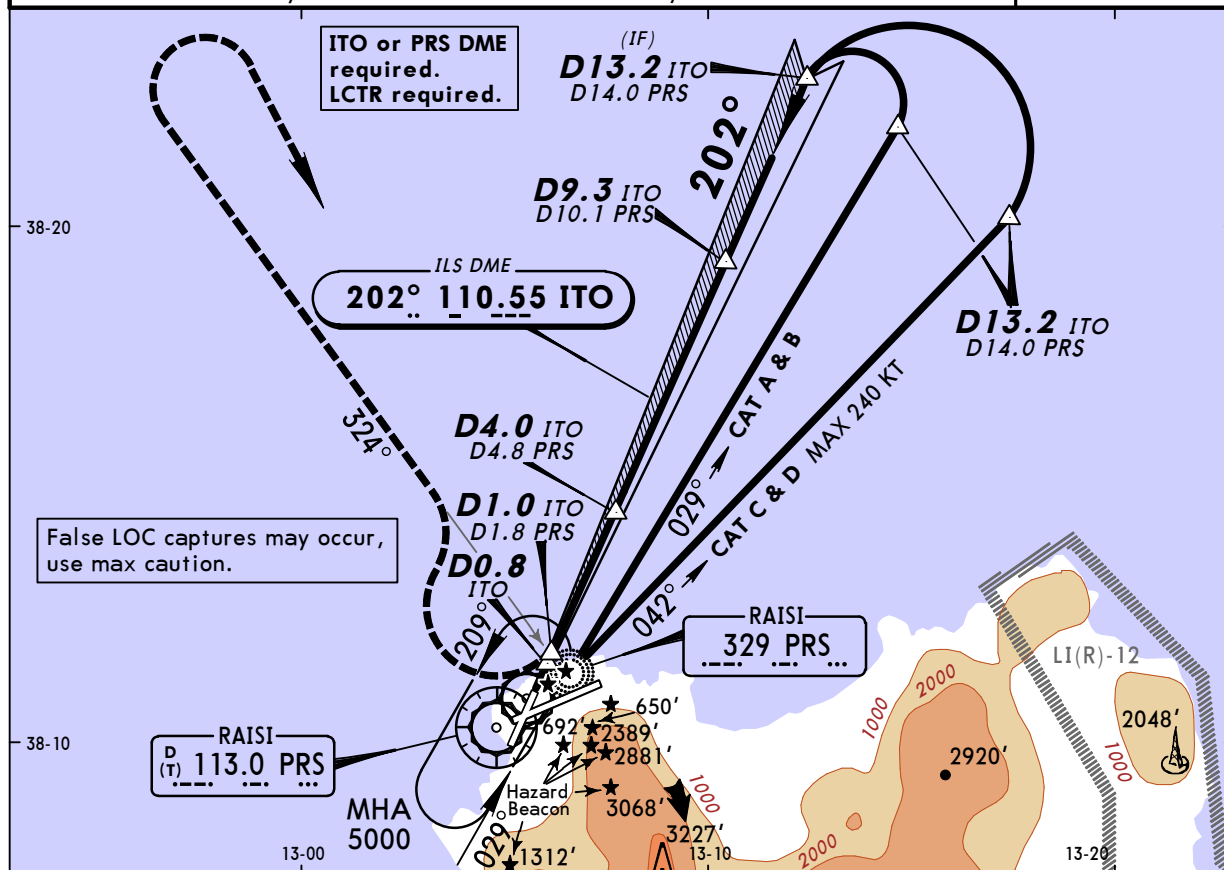
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PANS OPS 4

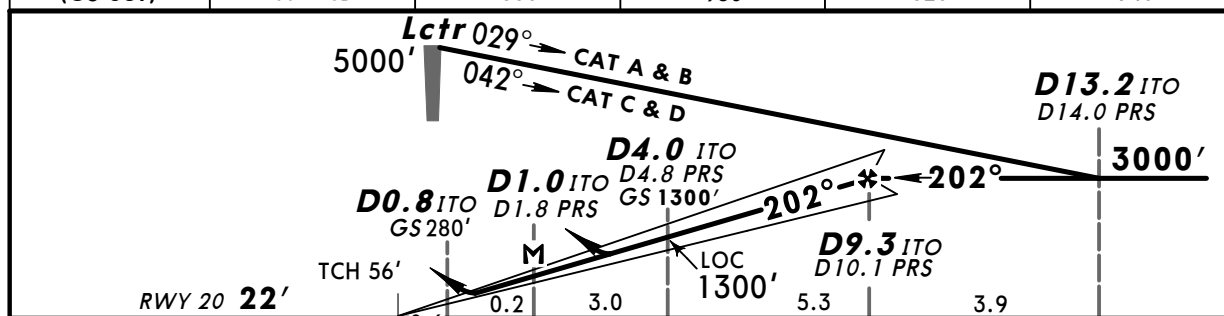
LICJ/PMO  
PUNTA RAISIJEPPESEN  
1 OCT 10 (11-3)PALERMO, ITALY  
ILS X Rwy 20

BRIEFING STRIP

ATIS	PALERMO Approach (R)	RAISI Tower	*Ground
123.87	120.2	119.05	121.62
LOC ITO	Final Apch Crs	GS D4.0 ITO	ILS DA(H) Refer to Minimums
110.55	202°	1300' (1278')	Apt Elev 65' RWY 22'
MISSED APCH: As soon as possible turn RIGHT onto 324° from Lctr climbing to 5000', then turn RIGHT to Lctr.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'

MSA  
PRS Lctr

LOC (GS out)	ITO DME	2.0	3.0	5.0	6.0
	ALTITUDE	660'	980'	1620'	1940'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 ITO/D1.8 PRS						

HIALS  
REIL :  
PAPI : PAPI  
5000' | 324°  
onto  
RT | 329

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		Not authorized Southeast of airport	
DA(H) A: 345' (323') C: 365' (343')		DA(H) 450' (428')			
B: 355' (333') D: 375' (353')					
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A	1100m	1500m	1500m	100	1000' (935') 1500m
B				135	1000' (935') 1600m
C	1200m	1600m	1600m	180	1000' (935') 2400m
D			2000m	205	1000' (935') 3600m

To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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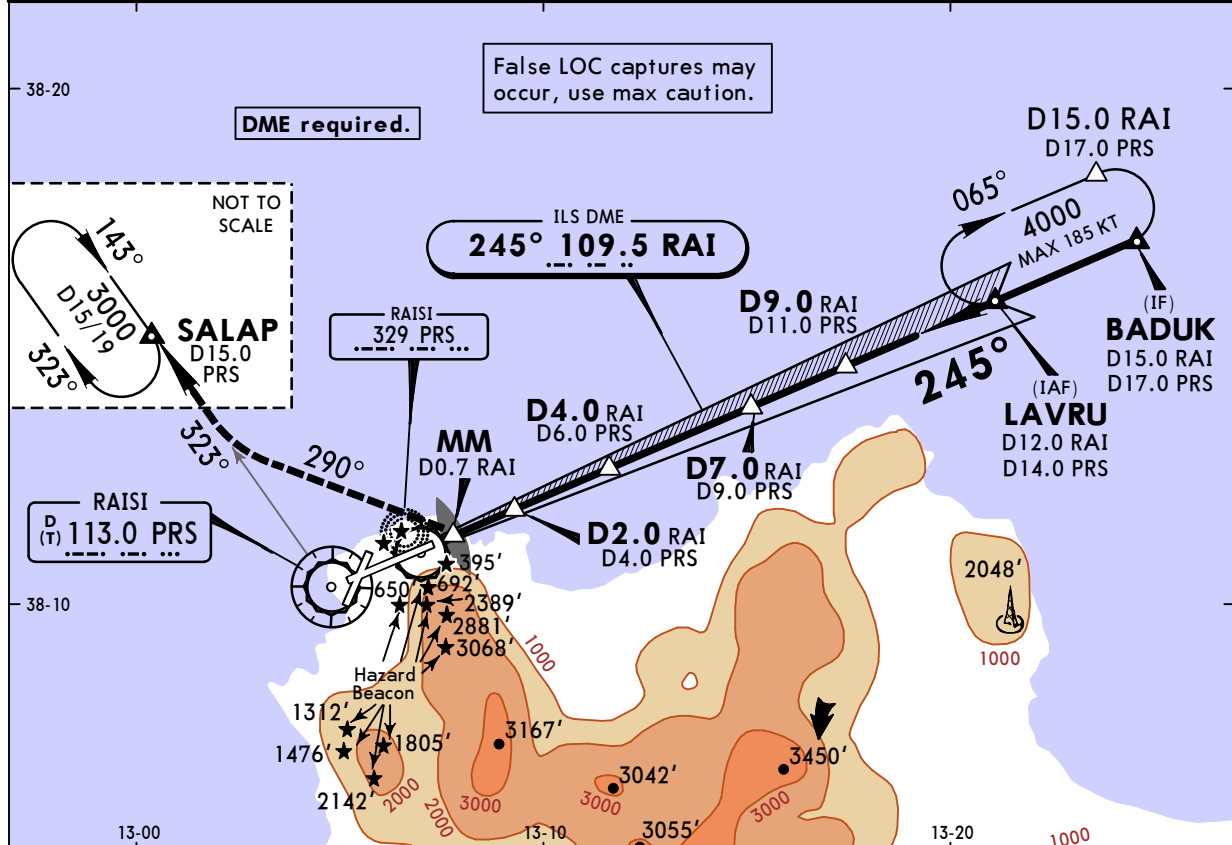
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
14 AUG 15 **11-4** Eff 20 Aug

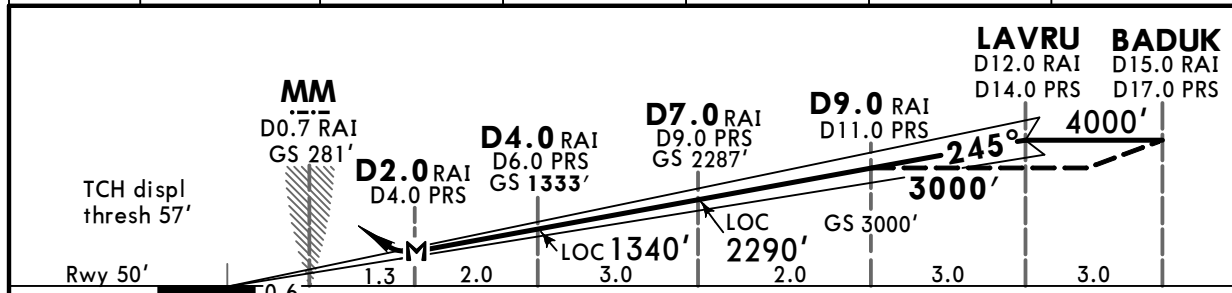
**PALERMO, ITALY**  
**ILS Z Rwy 25**

BRIEFING STRIP

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05	*Ground 121.62
LOC RAI <b>109.5</b>	Final Aptch Crs <b>245°</b>	GS <b>D4.0 RAI</b> 1333' (1283')	ILS DA(H) <b>500'</b> (450')	Apt Elev 65' Rwy 50'	
<b>MISSED APCH:</b> As soon as possible turn <b>RIGHT</b> onto 290° to join and follow R-323, climbing to 3000' and proceed to SALAP holding.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'	MSA PRS VOR



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	695'	1013'	1333'	1651'	1969'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743
MAP at D2.0 RAI/D4.0 PRS						

Standard				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized Southeast of airport			
DA(H) 500' (450')		DA(H) 750' (700')		Max Kts	MDA(H)	VIS	
FULL/Limited	ALS out		ALS out				
A				100	1000' (935')	1500m	
B	1400m	1500m		135	1000' (935')	1600m	
C				180	1000' (935')	2400m	
D	2100m		2400m	205	1000' (935')	3600m	

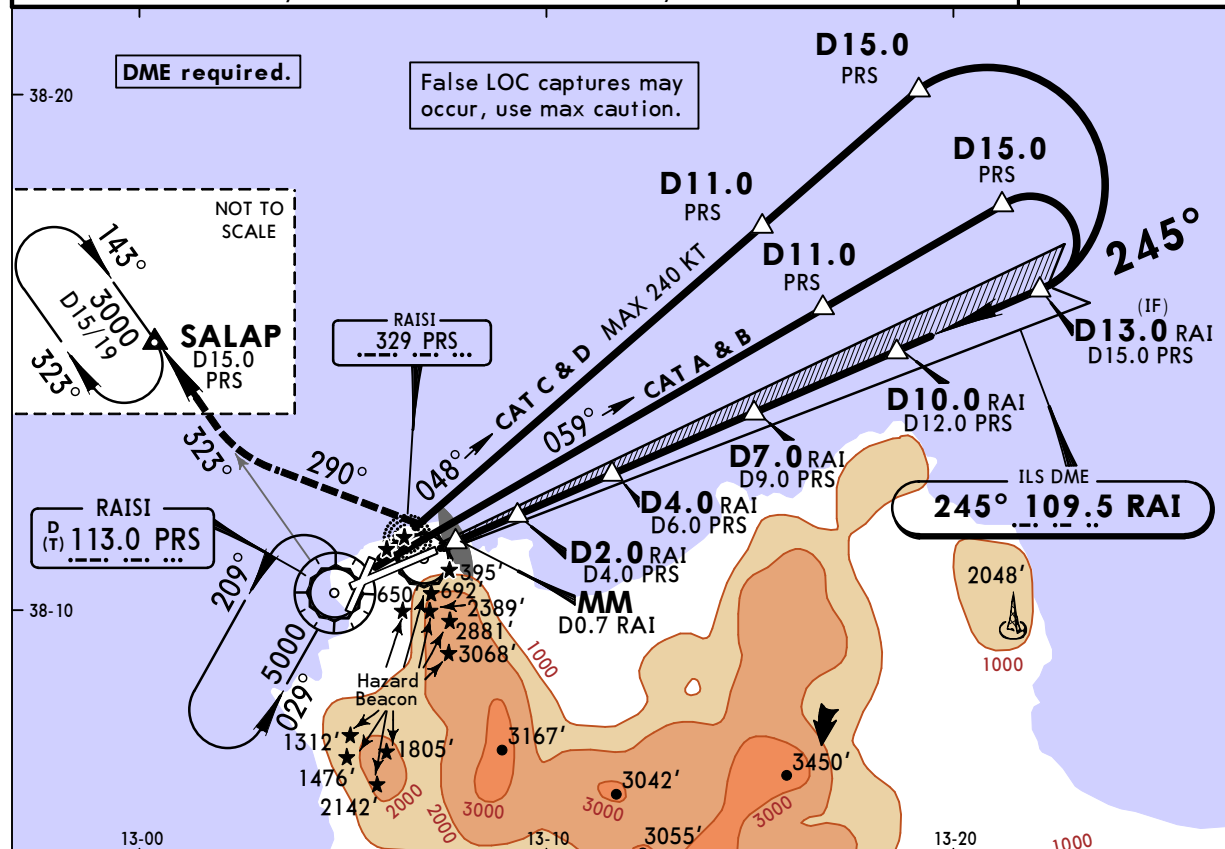
☐ To rwy 02 restricted to ops in VMC HJ only.

LICJ/PMO  
PUNTA RAISI

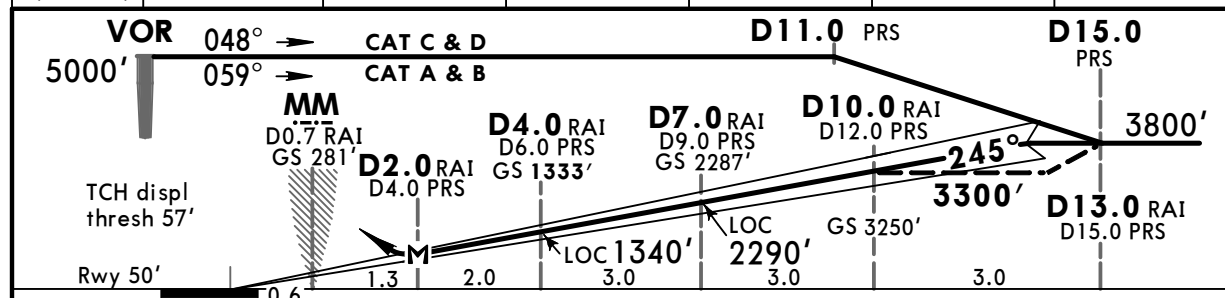
**JEPPESEN**  
14 AUG 15 (11-5) Eff 20 Aug

**PALERMO, ITALY**  
ILS Y Rwy 25

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
LOC RAI <b>109.5</b>	Final Apch Crs <b>245°</b>	GS <b>D4.0 RAI</b> <b>1333'</b> (1283')	ILS DA(H) <b>500'</b> (450')	Apt Elev 65'  Rwy 50'			
<b>MISSED APCH:</b> As soon as possible turn <b>RIGHT</b> onto <b>290°</b> to join and follow <b>R-323</b> , climbing to <b>3000'</b> and proceed to <b>SALAP</b> holding.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'	
MSA PRS VOR							



LOC	RAI DME	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	695'	1013'	1333'	1651'	1969'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0 RAI/D4.0 PRS							

## Standard

STRAIGHT-IN LANDING RWY 25

CIRCLE-TO-LAND 1

ILS			LOC (GS out)		CIRCLE TO LAND		
DA(H) <b>500'</b> (450')			DA(H) <b>750'</b> (700')		Not authorized Southeast of airport		
FULL/Limited		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	1400m	1500m	1500m		100	<b>1000'</b> (935')	1500m
B					135	<b>1000'</b> (935')	1600m
C		2100m	2400m		180	<b>1000'</b> (935')	2400m
D					205	<b>1000'</b> (935')	3600m

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: DME note withdrawn. Altitudes.

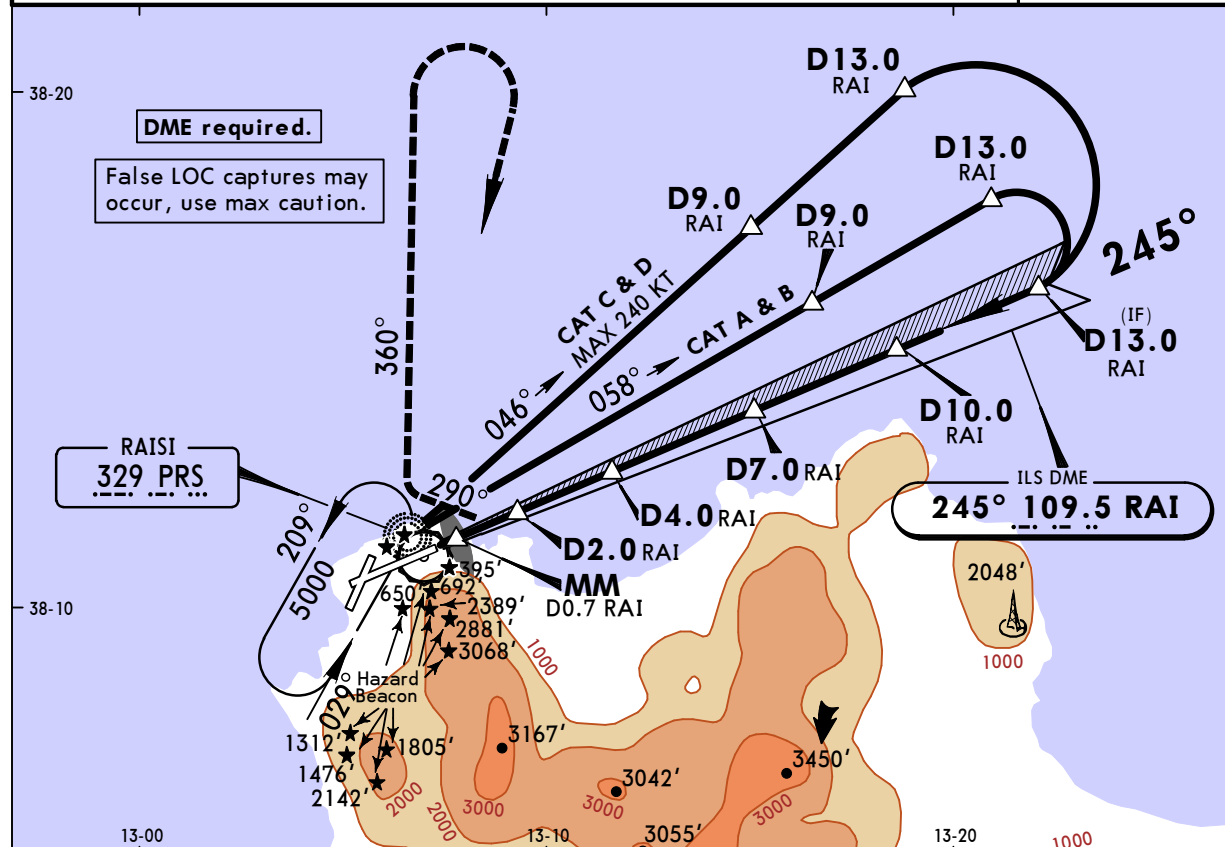
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LICJ/PMO  
PUNTA RAISI

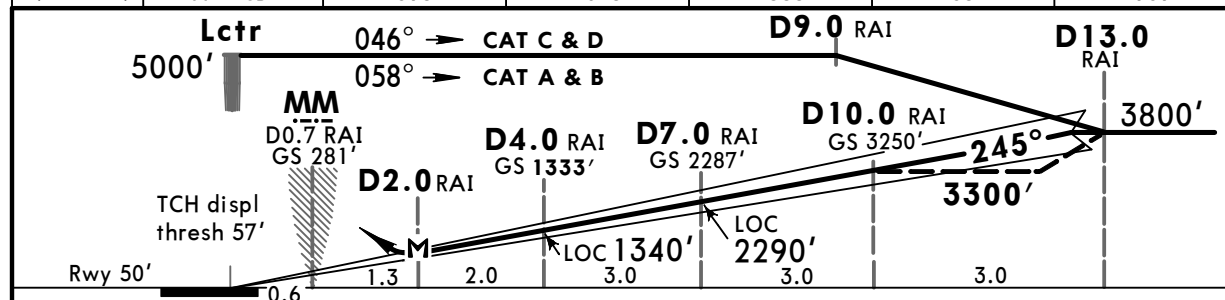
**JEPPESEN**  
14 AUG 15 (11-6) Eff 20 Aug

**PALERMO, ITALY**  
**ILS X Rwy 25**

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
LOC RAI <b>109.5</b>	Final Apch Crs <b>245°</b>	GS <b>D4.0 RAI</b> <b>1333'</b> (1283')	ILS DA(H) <b>500'</b> (450')	Apt Elev 65' Rwy 50'			
<b>MISSED APCH:</b> As soon as possible turn <b>RIGHT</b> onto <b>290°</b> to join <b>360°</b> from Lctr climbing to <b>5000'</b> , then turn <b>RIGHT</b> to Lctr.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'	
MSA PRS Lctr							



LOC	RAI DME	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	695'	1013'	1333'	1651'	1969'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle      3.00°	372	478	531	637	743	849
MAP at D2.0 RAI						

290°  
  
 RT

## Standard

STRAIGHT-IN LANDING RWY 25

CIRCLE-TO-LAND 1

ILS			LOC (GS out)		Not authorized Southeast of airport		
DA(H) <b>500'</b> (450')			DA(H) <b>750'</b> (700')				
FULL/Limited		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	1400m	1500m	1500m		100	<b>1000'</b> (935')	1500m
B					135	<b>1000'</b> (935')	1600m
C		2100m	2400m		180	<b>1000'</b> (935')	2400m
D					205	<b>1000'</b> (935')	3600m

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: DME note withdrawn. Altitudes.

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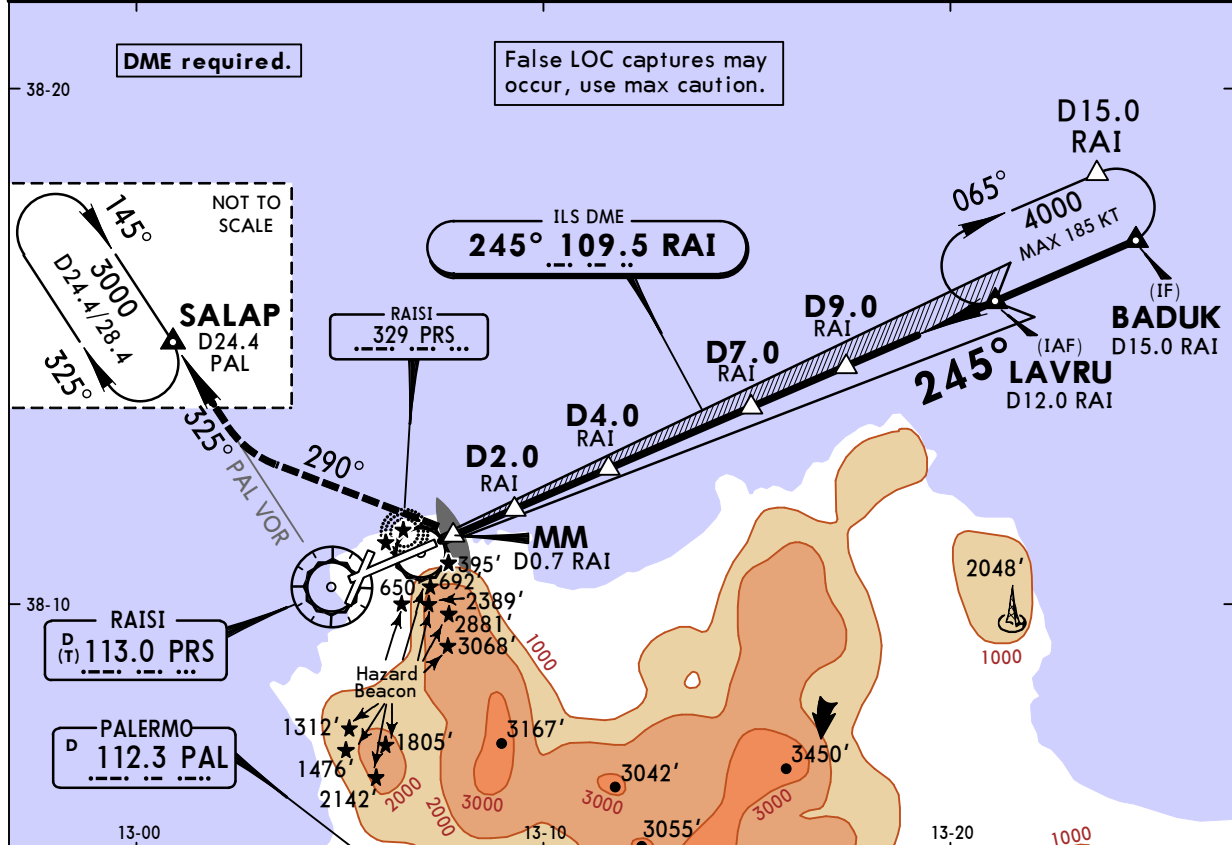
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
14 AUG 15 **11-7** Eff 20 Aug

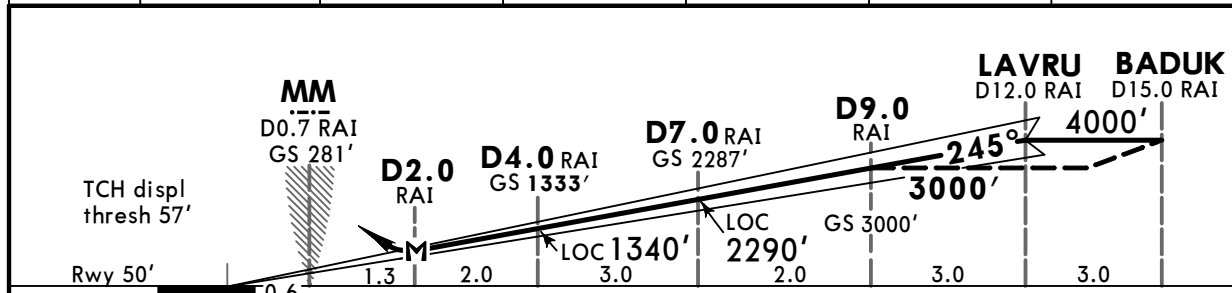
**PALERMO, ITALY**  
**ILS W Rwy 25**

BRIEFING STRIP™

ATIS 123.87		PALERMO Approach (R) 120.2		RAISI Tower 119.05		*Ground 121.62	
LOC RAI 109.5	Final Apch Crs 245°	GS D4.0 RAI 1333'(1283')	ILS DA(H) 500'(450')	Apt Elev 65' Rwy 50'			
MISSED APCH: As soon as possible turn RIGHT onto 290° to join and follow R-325 PAL, climbing to 3000' and proceed to SALAP holding.							MSA PRS VOR
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'	



LOC (GS out)	RAI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	695'	1013'	1333'	1651'	1969'



Gnd speed-Kts	70	90	100	120	140	160		<b>290°</b> RT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.0 RAI								

Standard				CIRCLE-TO-LAND 1			
ILS		LOC (GS out)		Not authorized Southeast of airport			
DA(H) <b>500'</b> (450')		DA(H) <b>750'</b> (700')					
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A				100	1000'(935')	1500m	
B	1400m	1500m	1500m	135	1000'(935')	1600m	
C				180	1000'(935')	2400m	
D	2100m	2400m	2400m	205	1000'(935')	3600m	

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: DME note withdrawn. Altitudes.

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PANS OPS

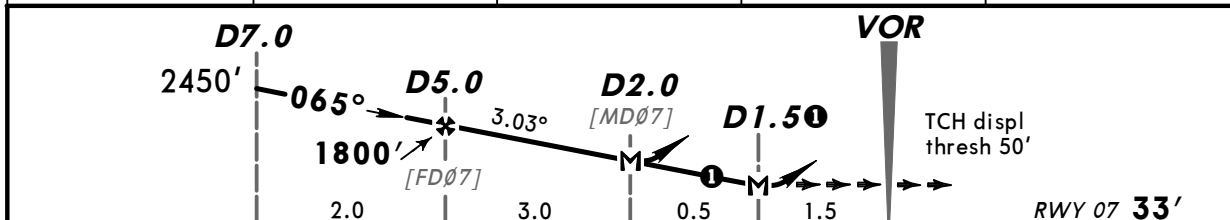
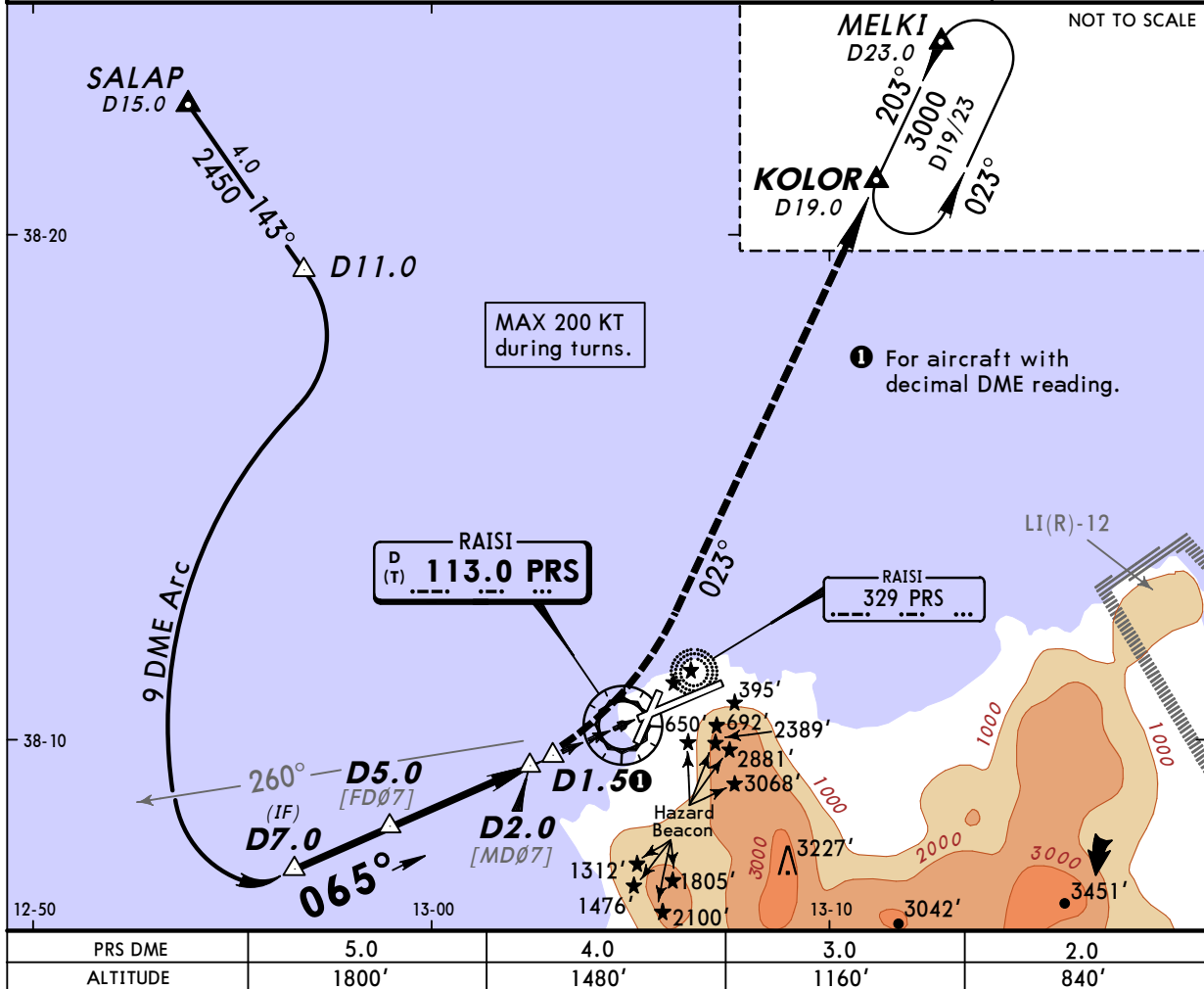
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
1 OCT 10 (13-1)

**PALERMO, ITALY**  
**VOR Z Rwy 07**

BRIEFING STRIP

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
VOR PRS <b>113.0</b>	Final Apch Crs <b>065°</b>	Minimum Alt <b>D5.0</b> <b>1800'</b> (1767')	DA(H) (CONDITIONAL) <b>710'</b> (677')	Apt Elev <b>65'</b> RWY <b>33'</b>			
<b>MISSED APCH: Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000' and proceed to KOLOR holding.</b>							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC			
				Trans alt: 5000'		MSA PRS VOR	



TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at D2.0/MAP at D1.50						

Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
With decimal DME reading		DA(H) <b>710'</b> (677')		DA(H) <b>840'</b> (807')		Not authorized Southeast of airport	
ALS out		ALS out		Max Kts.		MDA(H) VTS	
A 1500m				100		1000' (935') 1500m	
B				135		1000' (935') 1600m	
C 2400m				180		1000' (935') 2400m	
D				205		1000' (935') 3600m	

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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PANS OPS 4

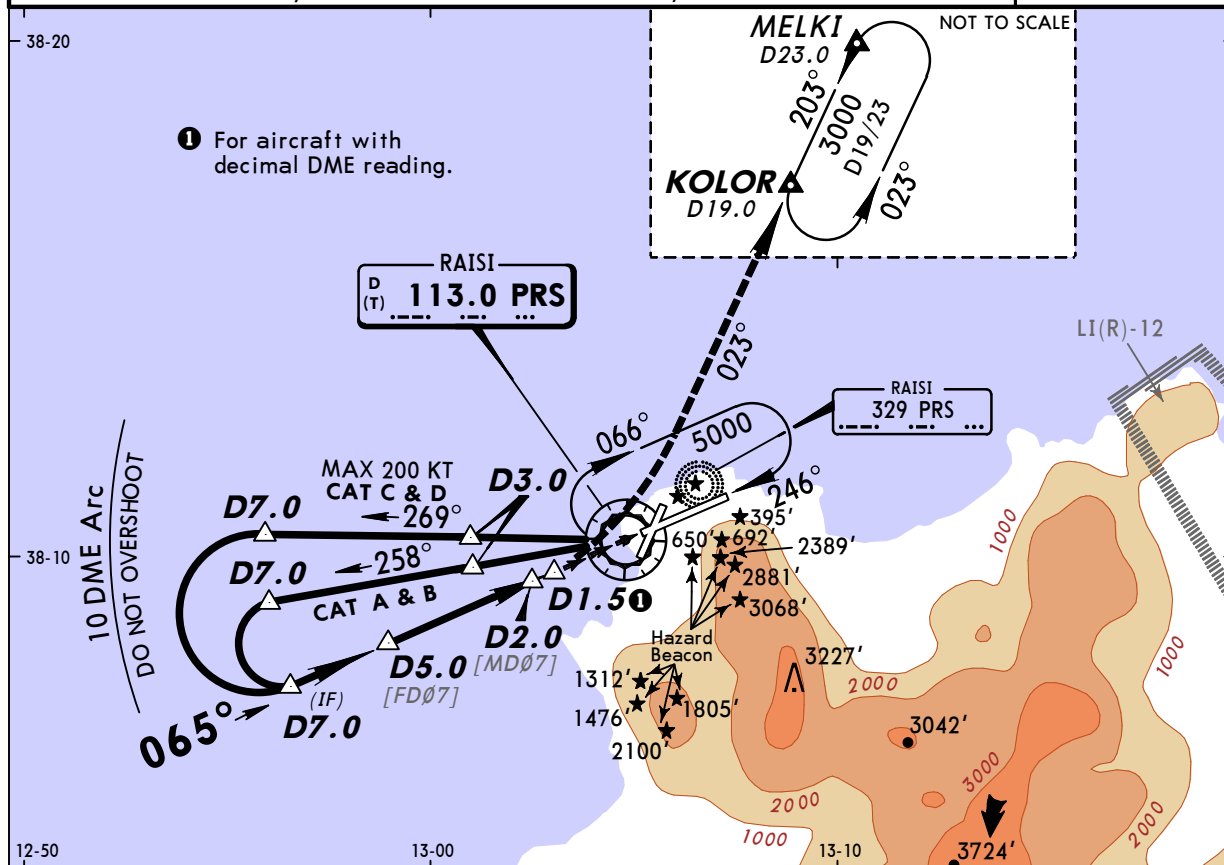
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPesen**  
1 OCT 10 **(13-2)**

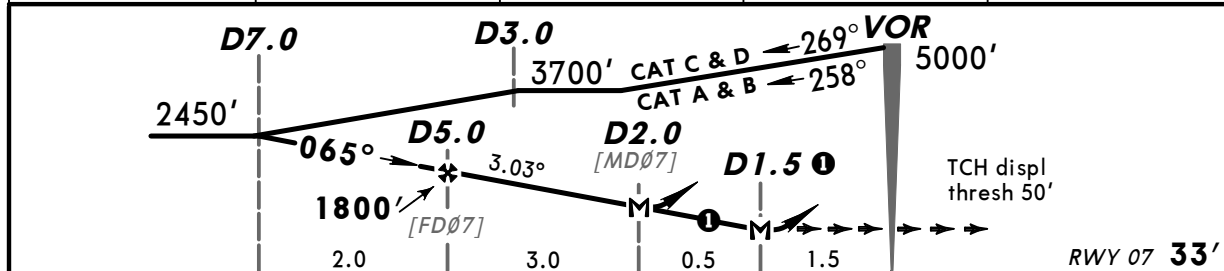
**PALERMO, ITALY**  
**VOR Y Rwy 07**

BRIEFING STRIP

ATIS <b>123.87</b>	PALERMO Approach (R) <b>120.2</b>	RAISI Tower <b>119.05</b>	*Ground <b>121.62</b>
VOR PRS <b>113.0</b>	Final Apch Crs <b>065°</b>	Minimum Alt <b>D5.0</b> <b>1800'</b> (1767')	DA(H) (CONDITIONAL) <b>710'</b> (677')
Apt Elev <b>65'</b> RWY <b>33'</b>			
<b>MISSED APCH: Turn LEFT (MAX 160 KT) to join and follow R-023 climbing to 3000' and proceed to KOLORA holding.</b>			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA PRS VOR



PRS DME	5.0	4.0	3.0	2.0
ALTITUDE	1800'	1480'	1160'	840'



TO DISPLACED THRESHOLD					
Gnd speed-Kts	70	90	100	120	140
Descent Angle 3.03°	375	482	536	643	750
MAP at D2.0/MAP at D1.5					

<b>Standard</b> STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND <b>1</b>		
With decimal DME reading			Not authorized Southeast of airport		
DA(H) <b>710'</b> (677')		DA(H) <b>840'</b> (807')			
ALS out		ALS out	Max Kts	MDA(H)	VIS
A 1500m			100	1000' (935')	1500m
B			135	1000' (935')	1600m
C 2400m			180	1000' (935')	2400m
D			205	1000' (935')	3600m

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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PANS OPS 4

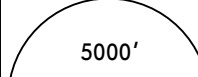


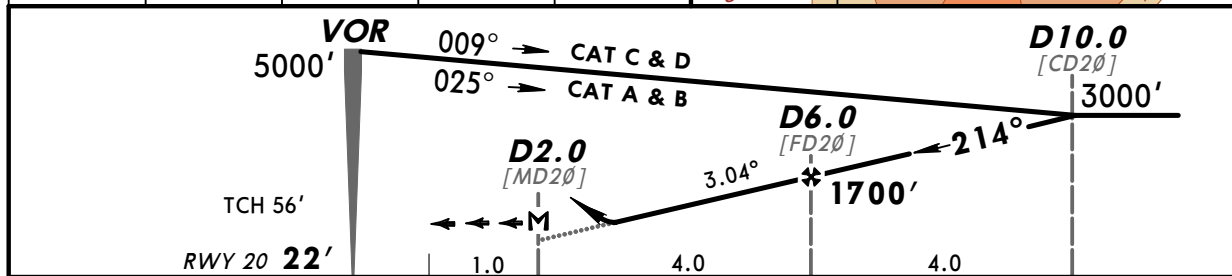
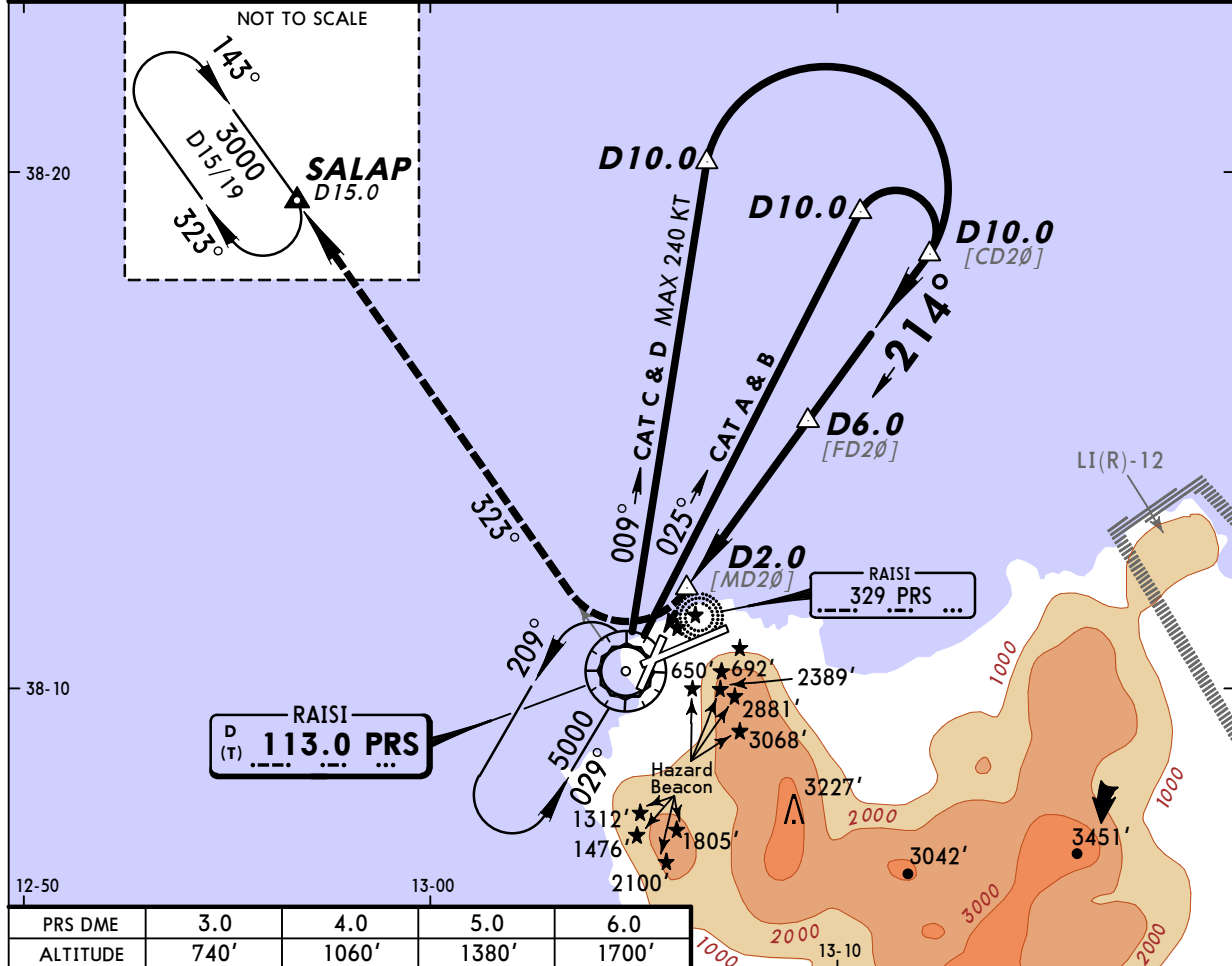
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
1 OCT 10 (13-3)

**PALERMO, ITALY**  
**VOR Z Rwy 20**

BRIEFING STRIP

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
VOR PRS <b>113.0</b>	Final Apch Crs <b>214°</b>	Minimum Alt <b>D6.0</b> <b>1700'</b> (1678')	DA(H) <b>500'</b> (478')	Apt Elev <b>65'</b>  <b>RWY 22'</b>			
MISSED APCH: Turn RIGHT to join and follow R-323 climbing to 3000' and proceed to SALAP holding.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 5000'	
1. PRS DME required. 2. Final approach track offset 12° from rwy centerline.							MSA PRS VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI RT	<b>3000'</b> <b>PRS</b> <b>113.0</b> <b>R-323</b>
Descent Angle	3.04°	376	484	538	645	753		
MAP at D2.0								

Standard			STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND 1		
DA(H) 500'(478')					Not authorized Southeast of airport		
			ALS out		Max Kts	MDA(H)	VIS
A	1500m				100	1000'(935')	1500m
B					135	1000'(935')	1600m
C	1800m		2200m		180	1000'(935')	2400m
D					205	1000'(935')	3600m

**1** To rwy 02 restricted to ops in VMC HJ only.

CHANGES: Minimums.

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PANS OPS 4

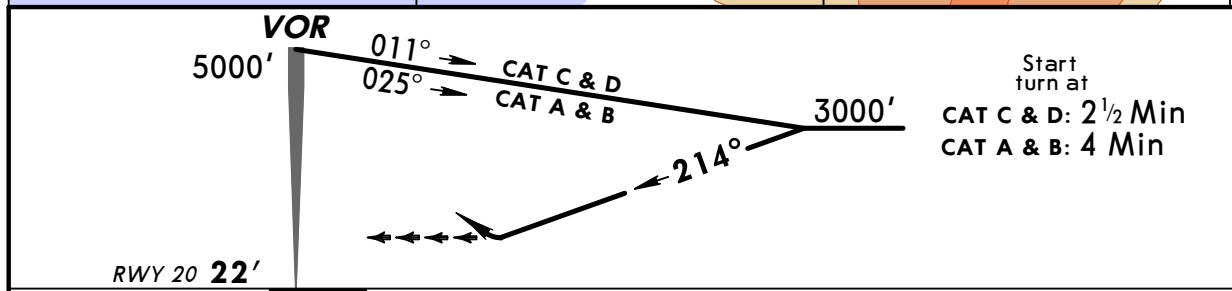
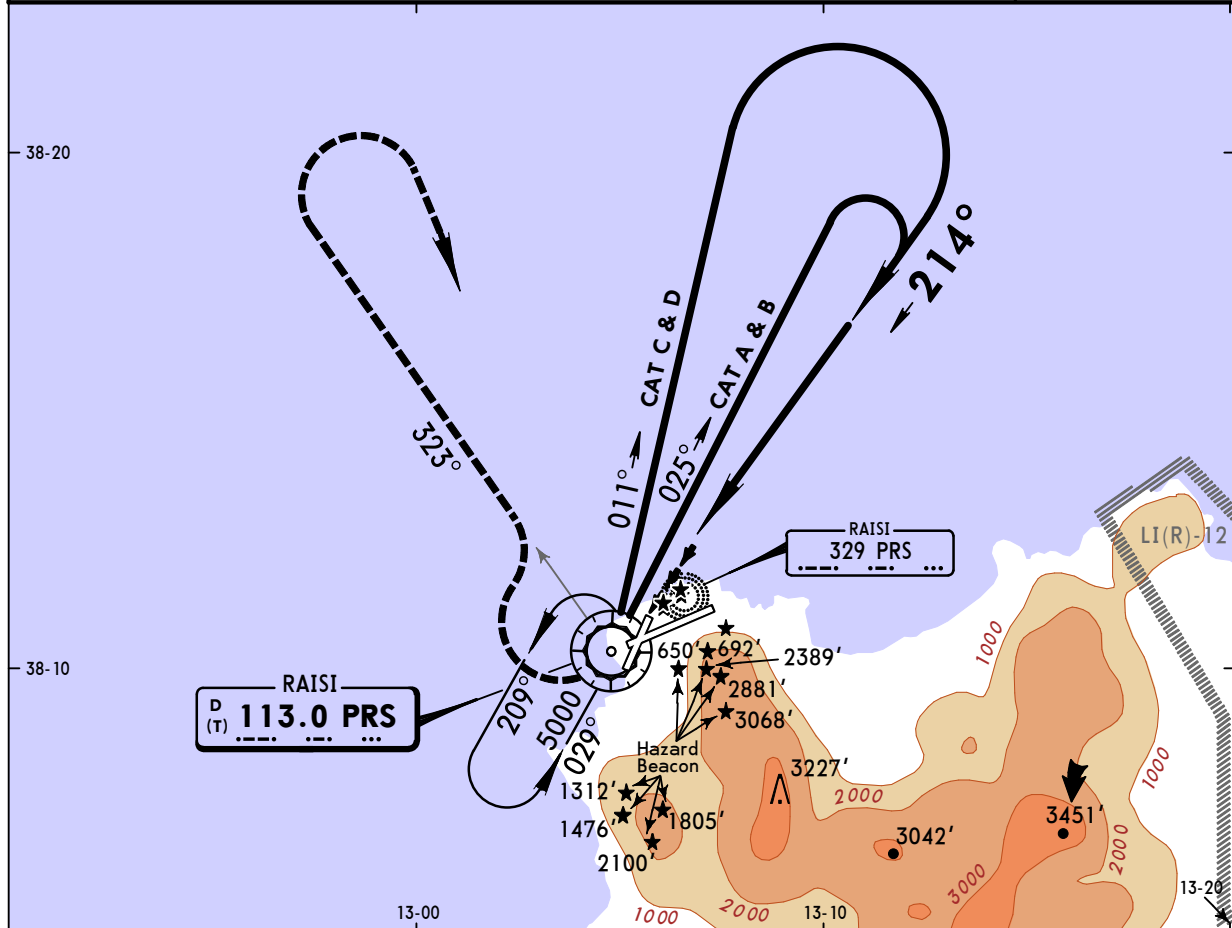
**LICJ/PMO**  
**PUNTA RAISI**

**JEPPESEN**  
1 OCT 10 **(13-4)**

**PALERMO, ITALY**  
**VOR Y Rwy 20**

BRIEFING STRIP

ATIS <b>123.87</b>		PALERMO Approach (R) <b>120.2</b>		RAISI Tower <b>119.05</b>		*Ground <b>121.62</b>	
VOR PRS <b>113.0</b>	Final Apch Crs <b>214°</b>	Minimum Alt No FAF	MDA(H) <b>890' (868')</b>	Apt Elev <b>65'</b> RWY <b>22'</b>			
MISSED APCH: Proceed to VOR turn RIGHT to join and follow R-323 climbing to 5000', then turn RIGHT to VOR.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 5000'	
Final approach track offset 12° from rwy centerline.							MSA PRS VOR



						HIALS REIL : PAPI : PAPI	5000'	PRS <b>113.0</b> <b>R-323</b>
							RT	

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 20				Not authorized Southeast of airport			
MDA(H) <b>890' (868')</b>							
		ALS out		Max Kts			
A	3800m	4200m		100	MDA(H)	VIS	
B				135	1000' (935')	4200m	
C	4000m	4400m		180	1000' (935')	4400m	
D				205			

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CHANGES: Minimums.

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PANS OPS 4