

**PILOT-IN-COMMAND QUALIFICATIONS AND FLIGHT LIMITATIONS**

A. An operator intending to use REGGIO CALABRIA airport shall qualify the commander assigned on a flight to/from that airport as follows:

**1. Aircraft with seating capacity up to 9 passengers:**

Ground informative session.

**2. Aircraft with seating capacity of more than 9 passengers:**

a. Ground informative session and an actual approach and landing in day as a pilot at flying controls, under the supervision of a T.R.E./C.R.E. (Type Rating Examiner/Class Rating Examiner) in order to acquire qualification for day approach.

b. Ground informative session and an actual night approach and night landing as a pilot at flying controls, under the supervision of a T.R.E./C.R.E. (Type Rating Examiner/Class Rating Examiner) in order to acquire qualification for night and day approach.

During the ground informative session the commander shall acquire an appropriate knowledge about the airport features, the relevant flight procedures and the orographical features near the airport.

At the local D.C.A. (Airport Civil Aviation Authority) a video tape is available as a support for the acquisition of all the information essential for the airport reconnaissance.

**3. In addition following conditions shall be met:**

3.1 The commander to be qualified shall have go to at least 500 hours flight as commander on the type of aircraft to be used.

3.2 During the qualification flight the commander of the flight shall seat on the left side of the cockpit, while the check-pilot shall seat on the right side.

3.3 The qualification remains valid for 6 months provided that at least one landing and one take-off have been performed at REGGIO CALABRIA in this term.

3.4 The qualification remains valid for 12 months instead of 6 months if at least 10 landings and 10 take-offs have been performed by the commander at REGGIO CALABRIA in the last 12 months after the qualification.

3.5 For the operator's T.R.E./C.R.E. (Type Rating Examiner/Class Rating Examiner) the ground informative session will suffice as qualification.

B. Following limitations for IFR and VFR flights are in force.

**1. Maximum crosswind components allowed:**

a. For rwy 15 by DAY and NIGHT, for rwy 33 by DAY only:  
20 KT in dry conditions, 10 KT in wet conditions.

b. For rwy 33 by NIGHT:

Wind sector from 330° to 060°, 15 KT in dry conditions, 10 KT in wet conditions;  
wind sector from 240° to 330°, 10 KT both in dry and wet conditions.

**2. Landing for rwy 15:**

a. Dry rwy:

Landing not allowed in case of tailwind component higher than 5 KT unless more restrictive limitations are required by the flight manual for specific aircraft.

b. Wet or contaminated rwy:

Landing not allowed in case of any tailwind component.

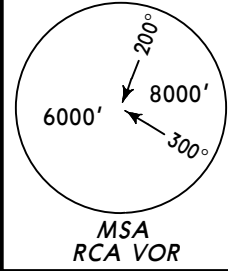
**3. Following any (visual or instrument) approach, the aircraft shall overfly the first barrette of the curved approach path at 750' AMSL, with stabilized final speed and landing configuration.**

Remark: CAT A aircraft performing a visual approach to rwy 33 are exempted from overflying the first barrette of the curved approach path at 750' AMSL and can report on final according to their own standard operational circuit.

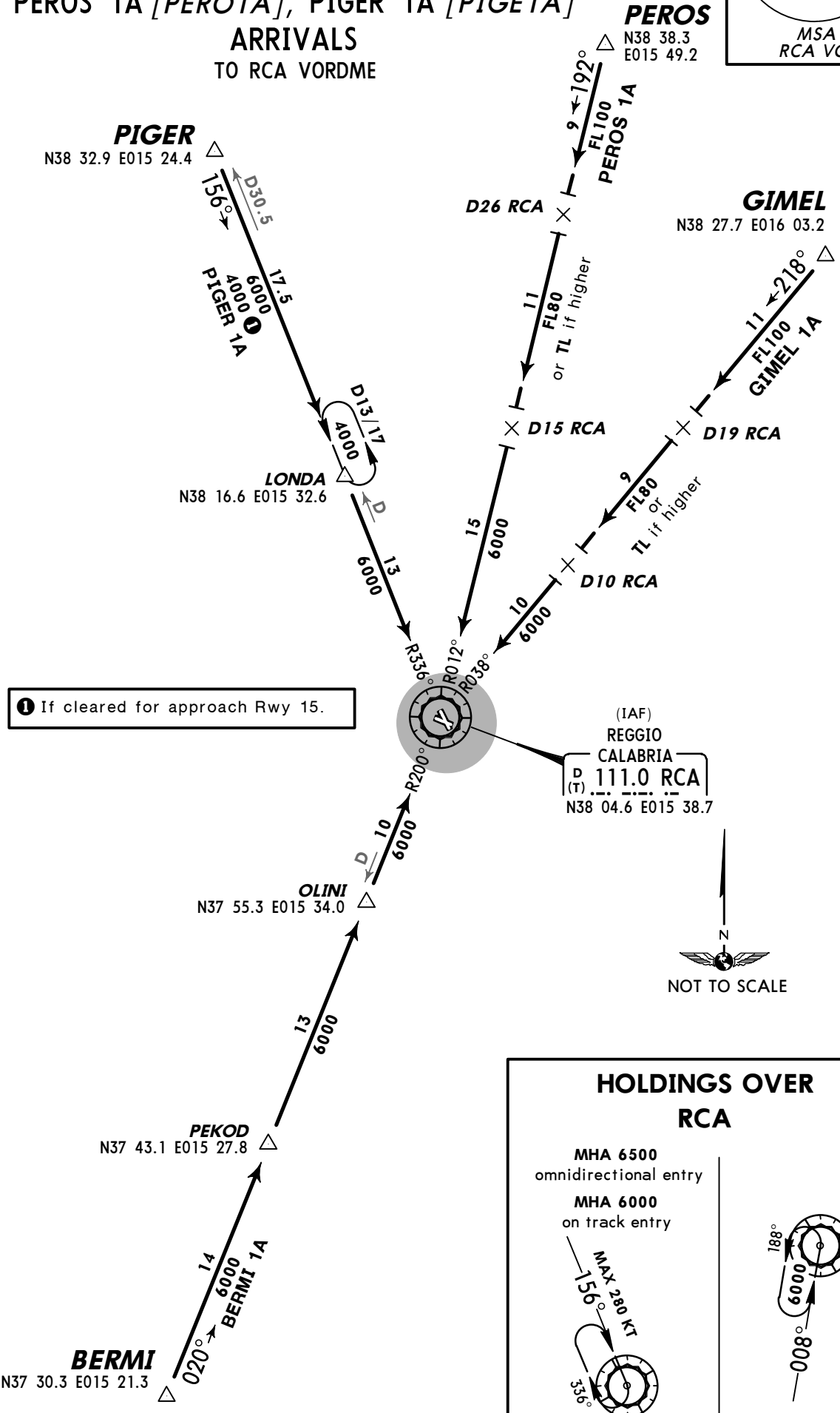
Moreover no training activity is allowed on airline operations on the aerodrome, with the exception of the one provided for the qualification. In any case the commander in charge of the flight shall seat on the left side of the cockpit, while the check-pilot shall seat on the right side of the cockpit.

Apt Elev  
96'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'



**BERMI 1A [BERM1A], GIMEL 1A [GIME1A]  
PEROS 1A [PERO1A], PIGER 1A [PIGE1A]  
ARRIVALS  
TO RCA VORDME**



1 If cleared for approach Rwy 15.

(IAF)  
REGGIO CALABRIA  
D 111.0 RCA  
(T)  
N38 04.6 E015 38.7



**HOLDINGS OVER RCA**

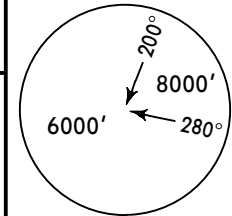
MHA 6500 omnidirectional entry

MHA 6000 on track entry

CHANGES: STARs established and transferred.

Apt Elev  
96'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'

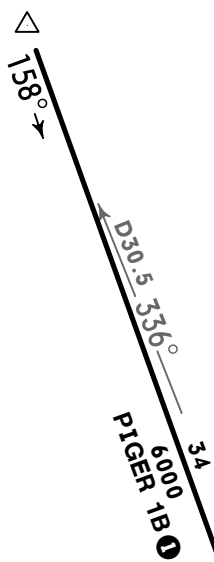


MSA  
RCA NDB

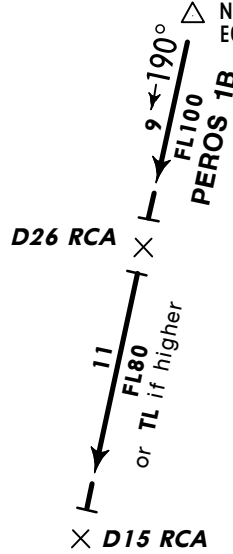
BERMI 1B [BERM1B] ①, PEROS 1B [PERO1B]  
PIGER 1B [PIGE1B] ①

ARRIVALS  
TO RCA NDB

PIGER  
N38 32.9 E015 24.4



PEROS  
N38 38.3  
E015 49.2



D26 RCA

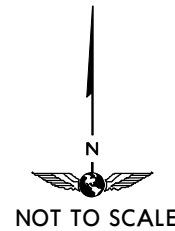
FL80  
or TL if higher

D15 RCA

18  
6000

REGGIO CALABRIA  
D 111.0 RCA  
(T) N38 04.6 E015 38.7

REGGIO CALABRIA  
325 RCA  
N38 00.8 E015 39.0

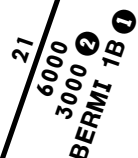


- ① By ATC.
- ② Only for direct approach Rwy 33.

DEDRA  
D34 CTF  
N37 51.3 E015 34.9



D14



CATANIA  
P 116.25 CTF  
N37 27.9 E015 03.7

BERMI  
N37 30.3  
E015 21.3

AGEKO  
N37 31.0 E015 26.0

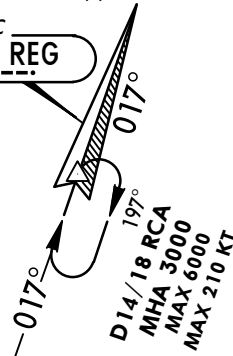


HOLDINGS OVER

DEDRA

LOC DME approach

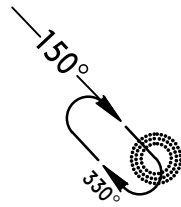
LOC \*109.3 REG



MHA 3000  
MAX 6000  
MAX 210 KT

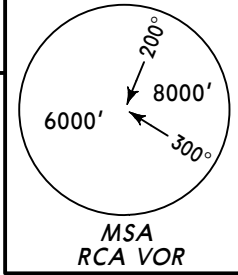
RCA NDB

MHA 6000  
MHA 6500  
MAX 280 KT

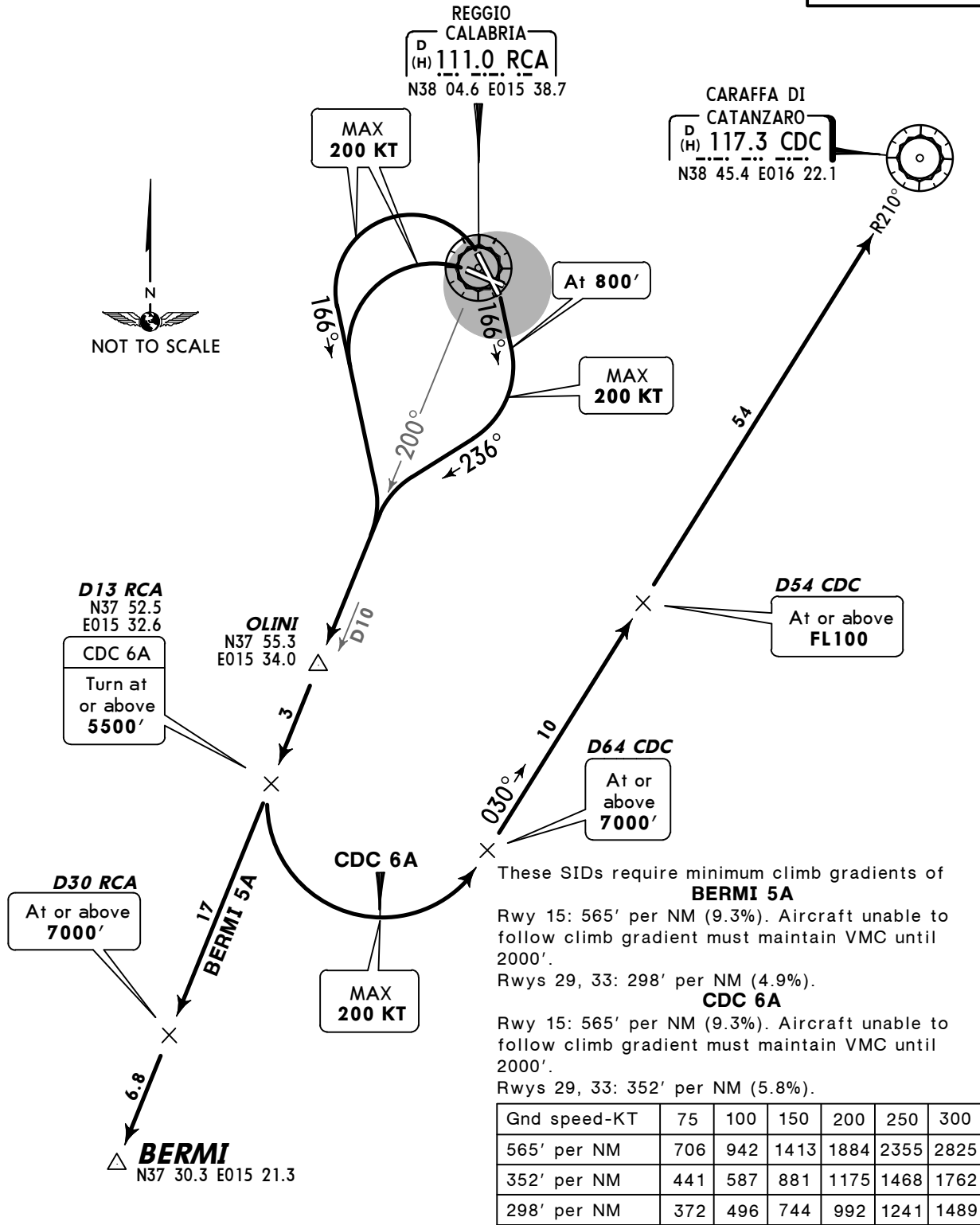
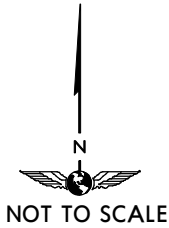


Apt Elev  
95'

Trans level: By ATC Trans alt: 7000'  
Ceiling 1500' - VIS 5000m.



**BERMI 5A [BERM5A], CDC 6A  
RWYS 15, 29, 33 DEPARTURES**



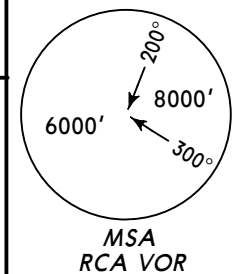
Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
352' per NM	441	587	881	1175	1468	1762
298' per NM	372	496	744	992	1241	1489

SID	RWY	ROUTING
BERMI 5A	15	Climb on 166° track to 800', turn RIGHT, 236° track, intercept RCA R-200 via OLINI to BERMI.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept RCA R-200 via OLINI to BERMI.
CDC 6A	15	Climb on 166° track to 800', turn RIGHT, 236° track, intercept RCA R-200 via OLINI to D13 RCA, turn LEFT, intercept CDC R-210 inbound to CDC.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept RCA R-200 via OLINI to D13 RCA, turn LEFT, intercept CDC R-210 inbound to CDC.

CHANGES: Rwy 15 initial climb & climb gradient revised.

Apt Elev  
95'

Trans level: By ATC Trans alt: 7000'  
Ceiling 1500' - VIS 5000m.



**PIGER 6A [PIGE6A]  
PIGER 6D [PIGE6D]  
RWYS 15, 29, 33  
DEPARTURES**

**PIGER**  
N38 32.9 E015 24.4

At or above  
FL100

**LONDA**  
N38 16.6 E015 32.6

PIGER 6A  
At or above  
4000'

REGGIO CALABRIA  
D (H) 111.0 RCA  
N38 04.6 E015 38.7

PIGER 6D  
At 6000'  
By ATC  
At or above  
FL110

MAX  
200 KT

At 800'

MAX  
200 KT

**OLINI**  
N37 55.3 E015 34.0

**D13 RCA**  
N37 52.5 E015 32.6  
At or above  
5500'

MAX  
200 KT



These SIDs require minimum climb gradients of  
**PIGER 6A**

Rwy 15: 565' per NM (9.3%). Aircraft unable to follow climb gradient must maintain VMC until 2000'.

Rwys 29, 33: 298' per NM (4.9%).

**PIGER 6D**

Rwy 15: 565' per NM (9.3%). Aircraft unable to follow climb gradient must maintain VMC until 2000'.

Rwys 29, 33: 352' per NM (5.8%).

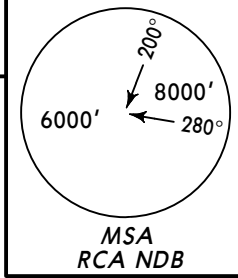
Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
352' per NM	441	587	881	1175	1468	1762
298' per NM	372	496	744	992	1241	1489

SID	RWY	ROUTING
<b>PIGER 6A</b>	<b>15</b>	Climb on 166° track to 800', turn RIGHT, 016° track, intercept RCA R-336 via LONDA to PIGER.
	<b>29</b>	Turn RIGHT as soon as possible, 016° track, intercept RCA R-336 via LONDA to PIGER.
	<b>33</b>	Intercept RCA R-336 via LONDA to PIGER.
<b>PIGER 6D</b>	<b>15</b>	Climb on 166° track to 800', turn RIGHT, 236° track, intercept RCA R-200 via OLINI to D13 RCA, turn LEFT, intercept RCA R-177 inbound to RCA, turn LEFT, RCA R-336 via LONDA to PIGER.
	<b>29, 33</b>	Turn LEFT as soon as possible, 166° track, intercept RCA R-200 via OLINI to D13 RCA, turn LEFT, intercept RCA R-177 inbound to RCA, turn LEFT, RCA R-336 via LONDA to PIGER.

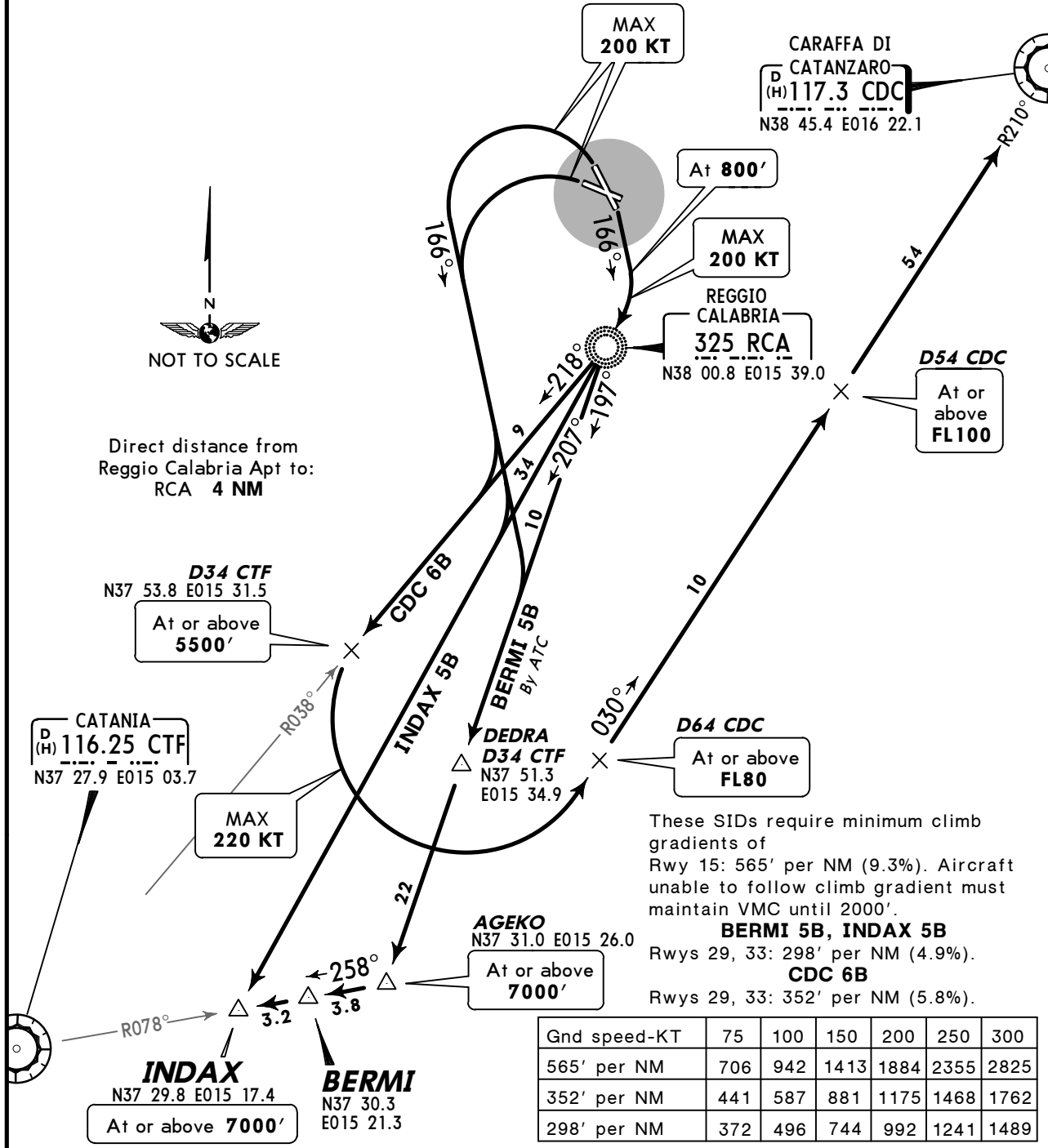
CHANGES: Rwy 15 initial climb & climb gradient revised.

Apt Elev  
95'

Trans level: By ATC Trans alt: 7000'  
Ceiling 1500' - VIS 5000m.



**BERMI 5B [BERM5B], CDC 6B**  
**INDAX 5B [INDA5B]**  
**RWYS 15, 29, 33 DEPARTURES**  
TO BE USED WHEN RCA VOR UNSERVICEABLE

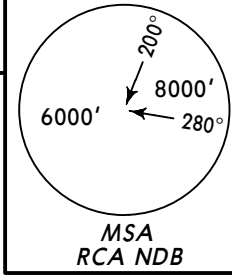


SID	RWY	ROUTING
BERMI 5B By ATC	15	Climb on 166° track to 800', turn RIGHT to RCA, 197° bearing via DEDRA to AGEKO, turn RIGHT, intercept CTF R-078 inbound to BERMI.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept 197° bearing from RCA via DEDRA to AGEKO, turn RIGHT, intercept CTF R-078 inbound to BERMI.
CDC 6B	15	Climb on 166° track to 800', turn RIGHT to RCA, 218° bearing (CTF R-038 inbound) to D34 CTF, turn LEFT, intercept CDC R-210 inbound to CDC.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept 218° bearing from RCA (CTF R-038 inbound) to D34 CTF, turn LEFT, intercept CDC R-210 inbound to CDC.
INDAX 5B	15	Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing to INDAX.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept 207° bearing from RCA to INDAX.

CHANGES: Crossing at D64 CDC.

Apt Elev  
95'

Trans level: By ATC Trans alt: 7000'  
Ceiling 1500' - VIS 5000m.



**PIGER**  
N38 32.9 E015 24.4  
At or above  
FL100

**PIGER 7B [PIGE7B]  
PIGER 6C [PIGE6C]  
RWYS 15, 29, 33  
DEPARTURES**  
TO BE USED WHEN  
RCA VOR UNSERVICEABLE



Direct distance from  
Reggio Calabria Apt to:  
RCA 4 NM

PIGER 7B  
RWY 15  
Turn at 4000'

PIGER 7B  
RWY 29, 33  
Turn at 4000'  
in any case not  
before passing  
207° brg from RCA

CATANIA  
D(H) 116.25 CTF  
N37 27.9 E015 03.7

These SIDs require minimum climb  
gradients of  
Rwy 15: 565' per NM (9.3%).  
Aircraft unable to follow climb  
gradient must maintain VMC until  
2000'.  
Rwys 29, 33: 352' per NM (5.8%).

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
352' per NM	441	587	881	1175	1468	1762

REGGIO  
CALABRIA  
**325 RCA**  
N38 00.8 E015 39.0

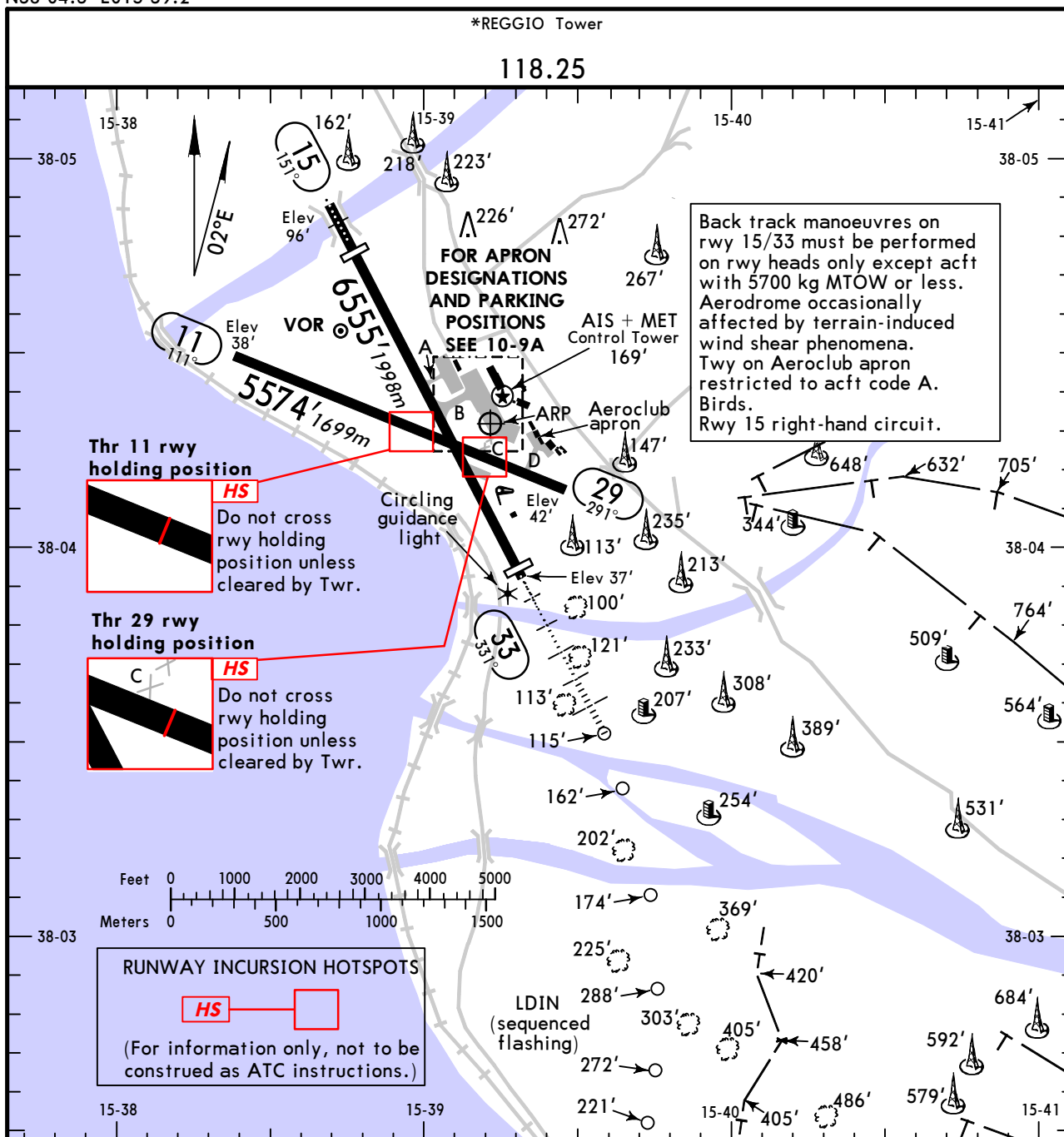
PIGER 7B  
RWY 15  
On return  
at 6000'  
higher level  
by ATC

PIGER 7B  
RWYS 29, 33  
At 6000'  
higher level  
by ATC

PIGER 6C  
RWY 15  
On return  
At 6000'  
By ATC  
At or above  
FL110

PIGER 6C  
RWYS 29, 33  
At 6000'  
By ATC  
At or above  
FL110

SID	RWY	ROUTING
PIGER 7B	15	Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing, at 4000' turn LEFT, intercept 360° bearing to RCA, 338° bearing to PIGER.
	29, 33	Turn LEFT as soon as possible, 166° track, at 4000', in any case not before passing 207° bearing from RCA turn LEFT, intercept 360° bearing to RCA, 338° bearing to PIGER.
PIGER 6C	15	Climb on 166° track to 800', turn RIGHT to RCA, 218° bearing (CTF R-038 inbound) to D34 CTF, turn LEFT, intercept 360° bearing to RCA, turn LEFT, 338° bearing to PIGER.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept 218° bearing from RCA (CTF R-038 inbound) to D34 CTF, turn LEFT, intercept 360° bearing to RCA, turn LEFT, 338° bearing to PIGER.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11		NA		NA	148'
29	HIRL (60m)	NA			45m
15	HIRL (60m) ALS PAPI(3.25°)	5722' 1744m			148'
33	HIRL (60m) HIALS SFL LDIN PAPI(3.5°) ①	6378' 1944m			45m

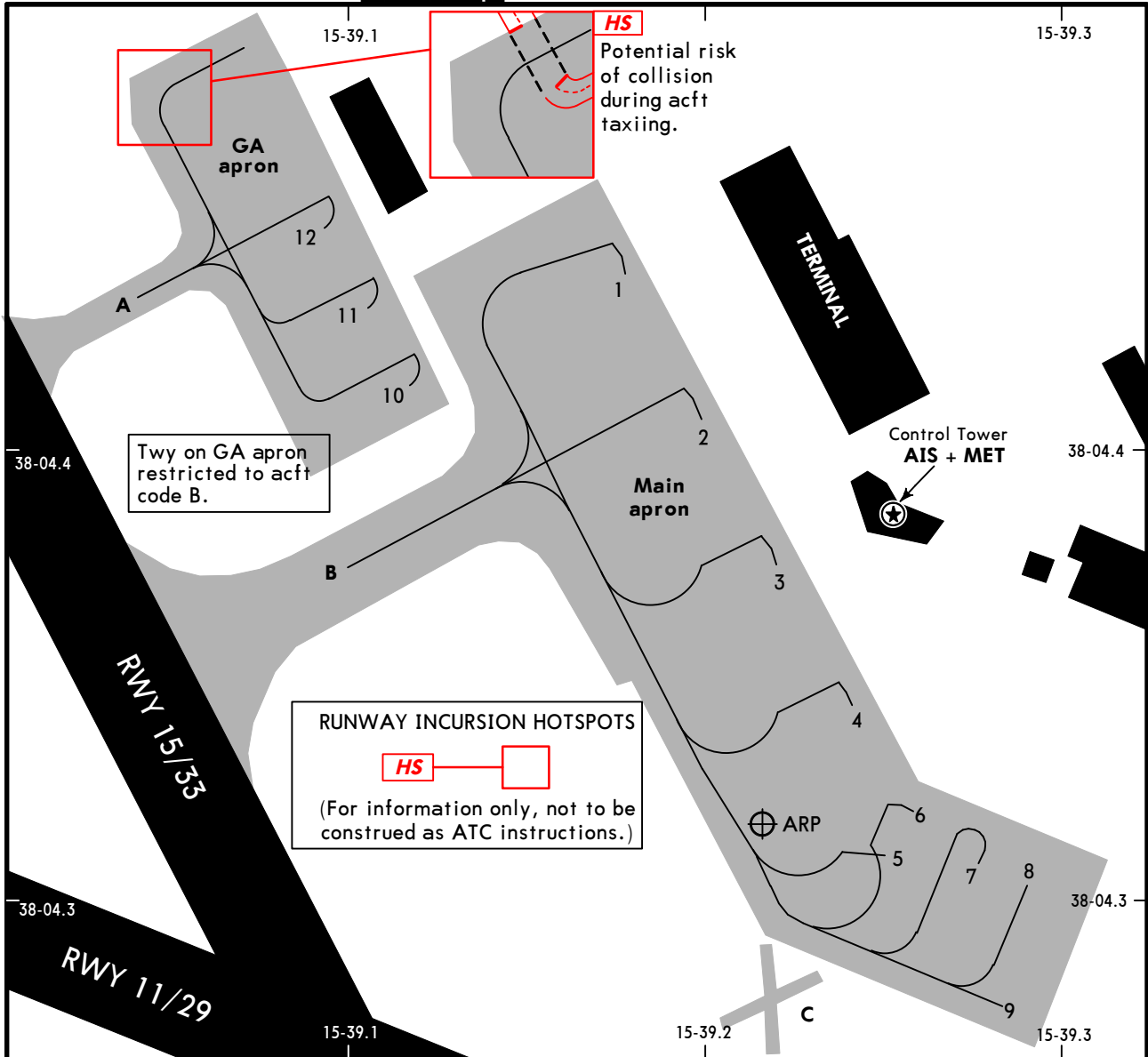
① PAPI axis offset 5° from rwy centerline and only usable with LDIN system and HIALS.

Standard

TAKE-OFF

	Rwy 11	Rwy 15/29/33
A		RCLM (DAY only) or RL
B	PROHIBITED	NIL (DAY only)
C		ceil 1500' - 5000m
D		NOT APPLICABLE





**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N38 04.4 E015 39.2	11, 12	N38 04.4 E015 39.1
2	N38 04.3 E015 39.2		
3 thru 8	N38 04.3 E015 39.3		
9	N38 04.2 E015 39.3		
10	N38 04.4 E015 39.2		



STRAIGHT-IN RWY		A	B	C	D
15	VOR	<b>1100'</b> (1016')	<b>1100'</b> (1016')	<b>1100'</b> (1016')	NOT APPLICABLE
		ceil 1500' - <b>5000m</b>	ceil 1500' - <b>5000m</b>	ceil 1500' - <b>5000m</b>	

CIRCLE-TO-LAND to RWY 15, 33		100 KT	135 KT	180 KT	D
LOC A, LOC C, NDB B ❶		<b>1630'</b> (1535')	<b>1630'</b> (1535')	<b>1630'</b> (1535')	NOT APPLICABLE
		ceil 1500' - 5000m	ceil 1500' - 5000m	ceil 1500' - 5000m	
After VOR 15 ❷		<b>1500'</b> (1405')	<b>1500'</b> (1405')	<b>1500'</b> (1405')	NOT APPLICABLE
		ceil 1500' - 5000m	ceil 1500' - 5000m	ceil 1500' - 5000m	

❶ To RWY 15: VFR and daylight only.

To RWY 33: On prescribed track only (see inset on relevant procedure chart).

❷ WARNING: In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1).

**TAKE-OFF RWY 15, 29, 33 ❸**

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	ceil 1500' - 5000m	
C		
D	NOT APPLICABLE	

❸ Take-off from RWY 11 PROHIBITED.

# LICR/REG REGGIO CALABRIA

10 SEP 10  
Eff 23 Sep

(11-1)

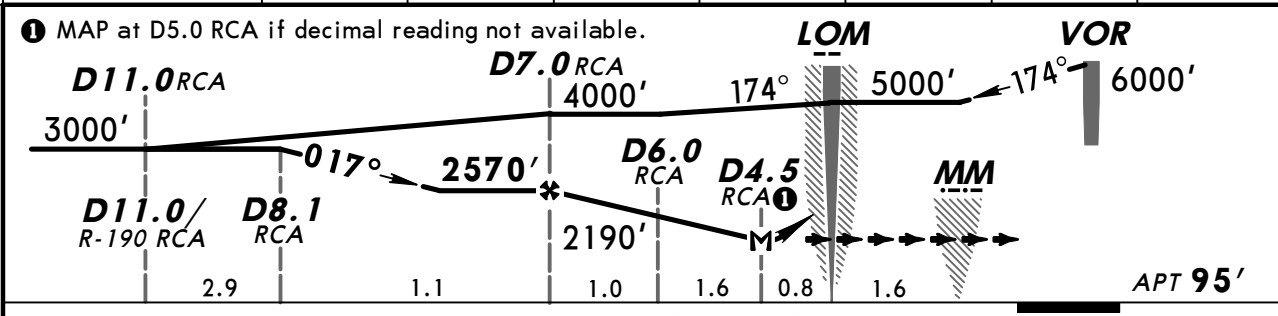
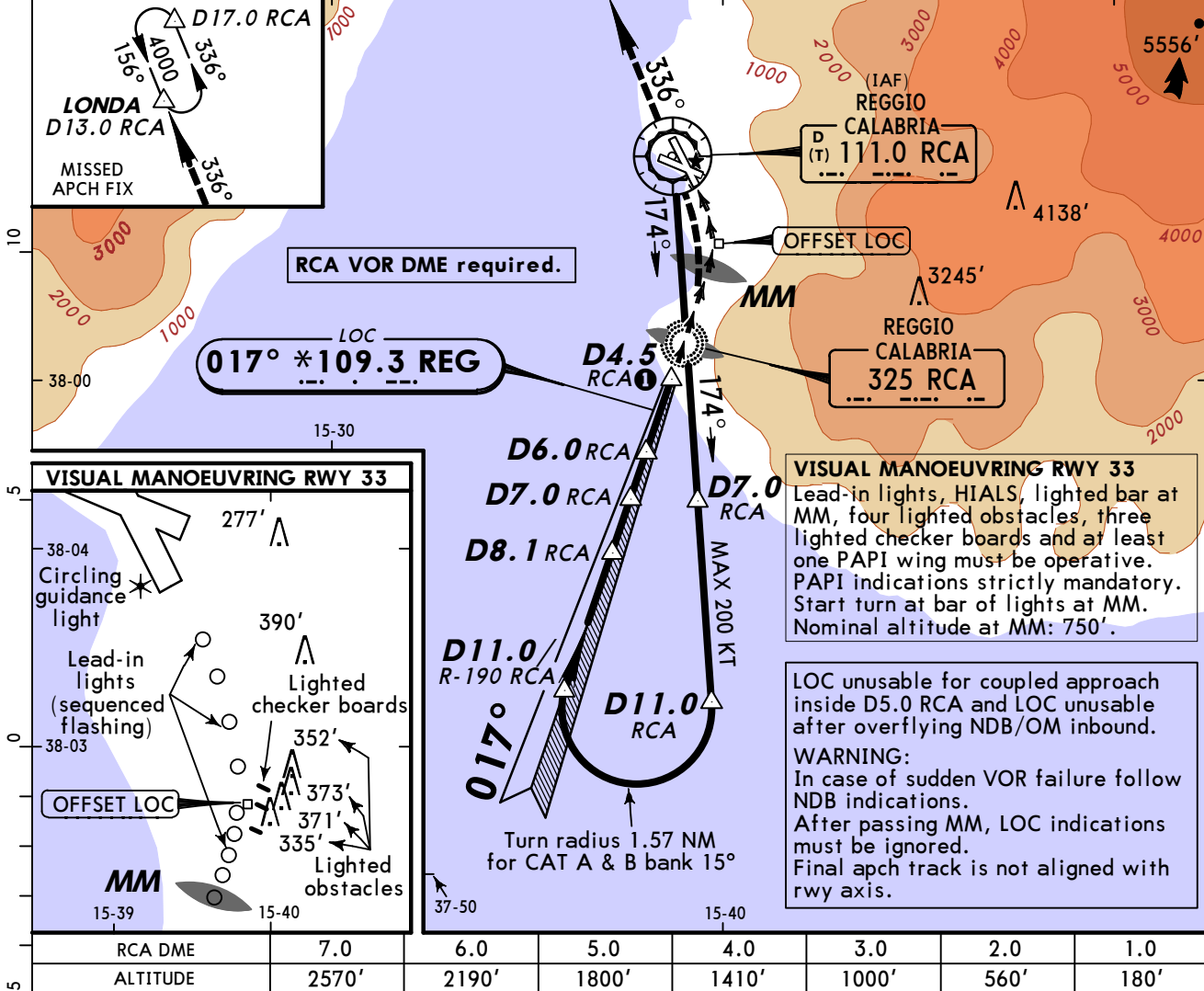
CAT A, B & C

# REGGIO CALABRIA, ITALY LOC A

*REGGIO Approach 120.27			*REGGIO Tower 118.25		<p>MSA RCA VOR</p>
LOC REG <b>*109.3</b>	Final Apch Crs <b>017°</b>	Minimum Alt <b>D7.0 RCA</b> 2570' (2475')	MDA(H) <b>1630'</b> (1535')	Apt Elev <b>95'</b>	

**MISSED APCH:** Proceed to NDB, then climb to 4000' and turn LEFT direct to VOR to be reached not above 3000'. Then proceed on R-336 RCA to LONDA to be reached at 4000'.

Alt Set: hPa      Apt Elev: 3 hPa      Trans level: By ATC      Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	RCA	not above	RCA
Descent angle	3.50°	434	557	619	743	867		325	3000'	111.0
MAP at D4.5 RCA									LT	

<b>Standard</b>	<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND to RWY 15/33 to be reached not above 3000'. Then proceed on R-336 RCA to LONDA to be reached at 4000'.
	Max Kts	MDA(H)	
	A 100	<b>1630'</b> (1535')	1500' - 5000m
	B 135		
C 180	NOT APPLICABLE		

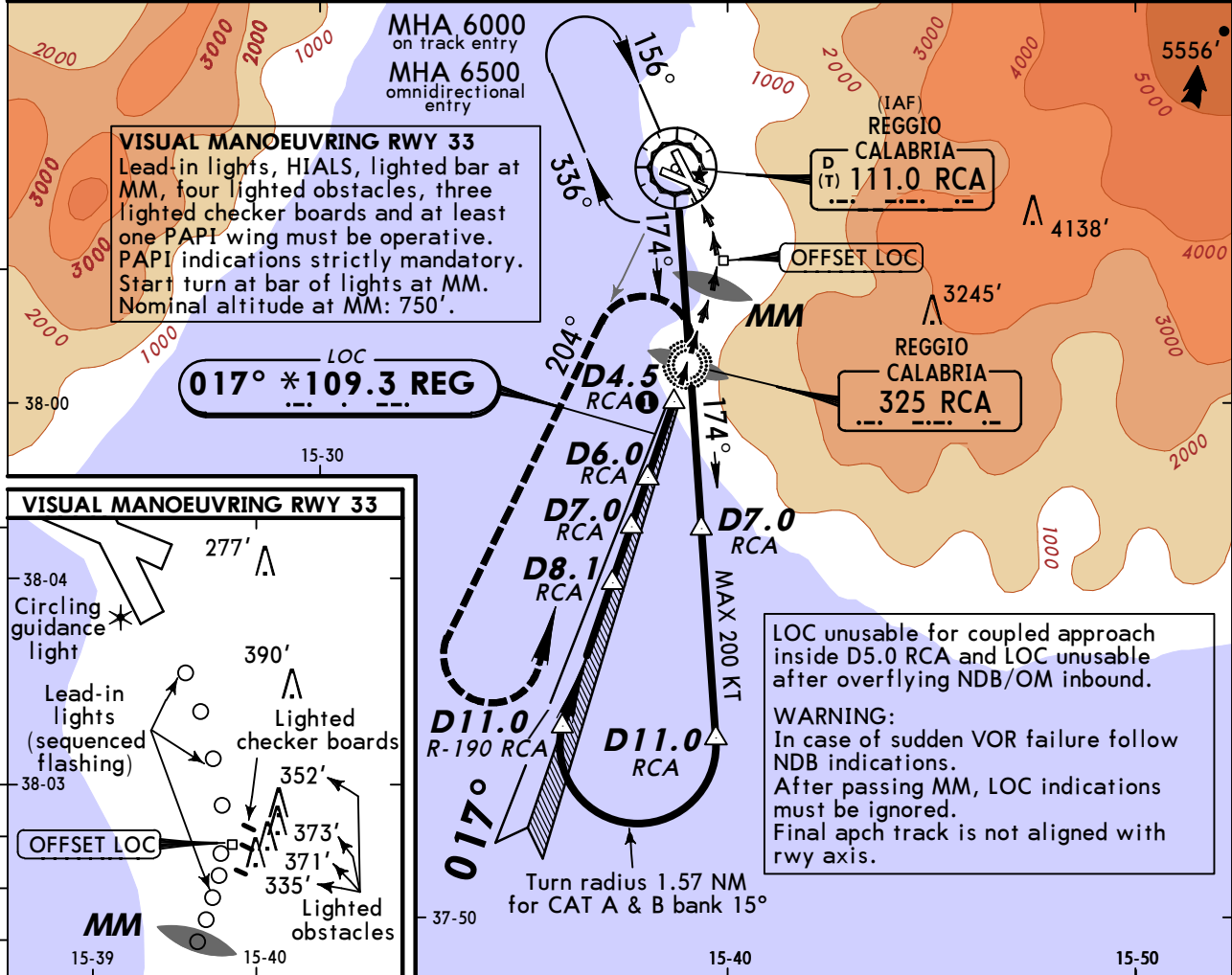
**TO RWY 15:** VFR and daylight only. **TO RWY 33:** On prescribed track only (see visual manoeuvring inset).

CHANGES: Printing sequence.

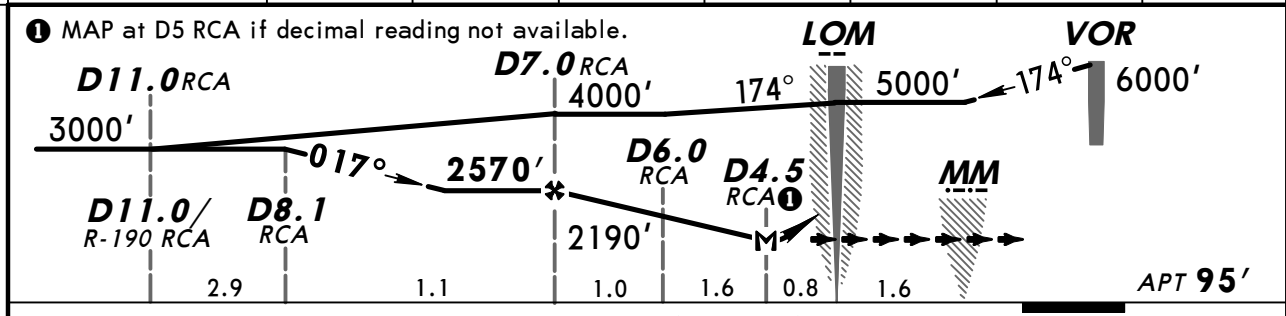
PANS OPS 4

LICR/REG REGGIO CALABRIA 6 MAR 09 Eff 12 Mar (11-2) CAT A, B & C N REGGIO CALABRIA, ITALY LOC C

*REGGIO Approach 120.27			*REGGIO Tower 118.25		
LOC REG *109.3	Final Apch Crs 017°	Minimum Alt D7.0 RCA 2570' (2475')	MDA(H) 1630' (1535')	Apt Elev 95'	
<b>MISSED APCH:</b> Proceed to NDB. Turn LEFT to intercept R-204 RCA climbing to 6500'. Passing 3700' turn LEFT to VOR.					
Alt Set: hPa		Apt Elev: 3 hPa		Trans level: By ATC	
RCA VOR DME required.		Trans alt: 7000'			



RCA DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2570'	2190'	1800'	1410'	1000'	560'	180'

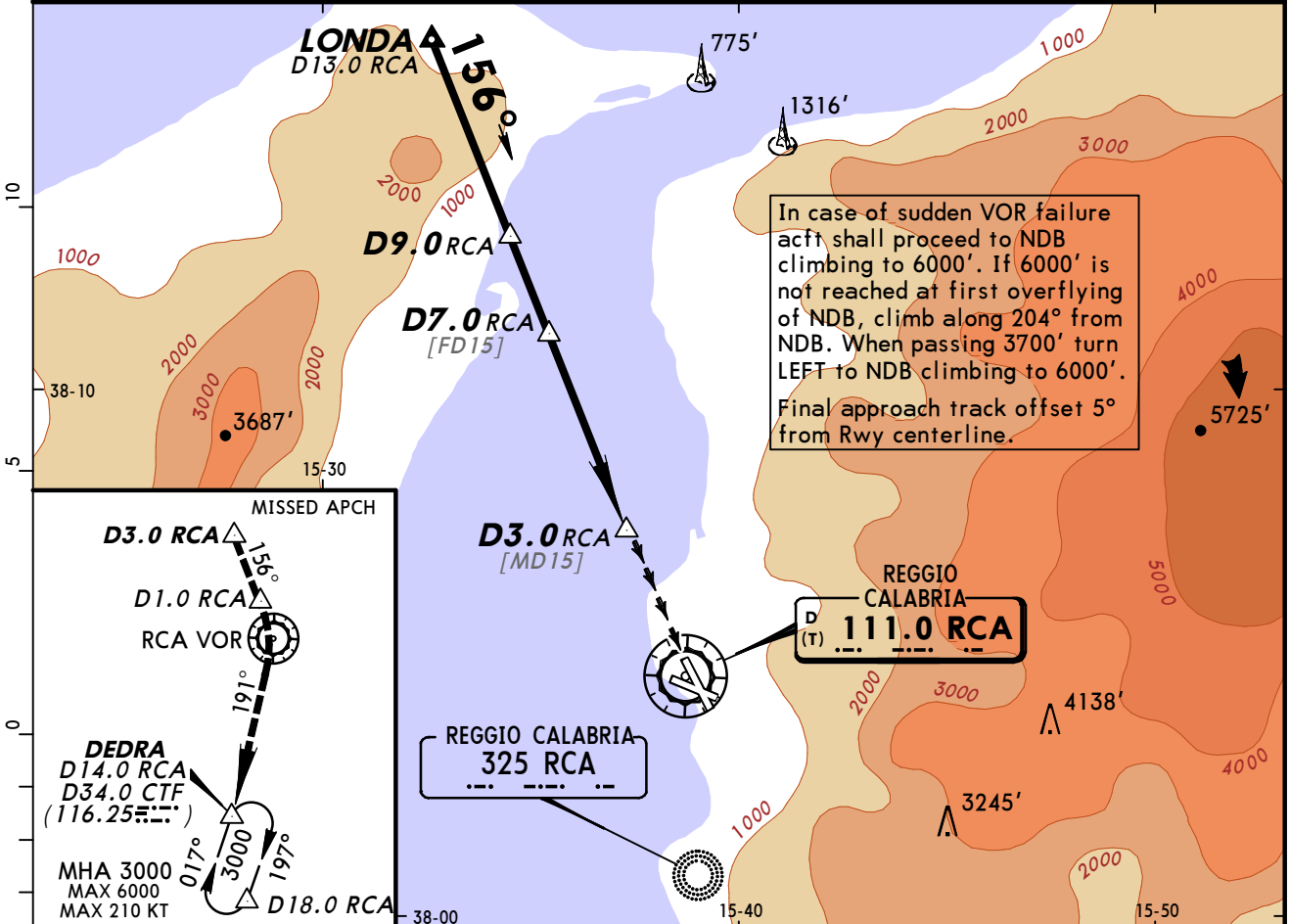


Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	RCA 325	3700'	RCA 111.0
Descent Gradient 6.1%	432	556	618	741	865	988		LT	←	R-204

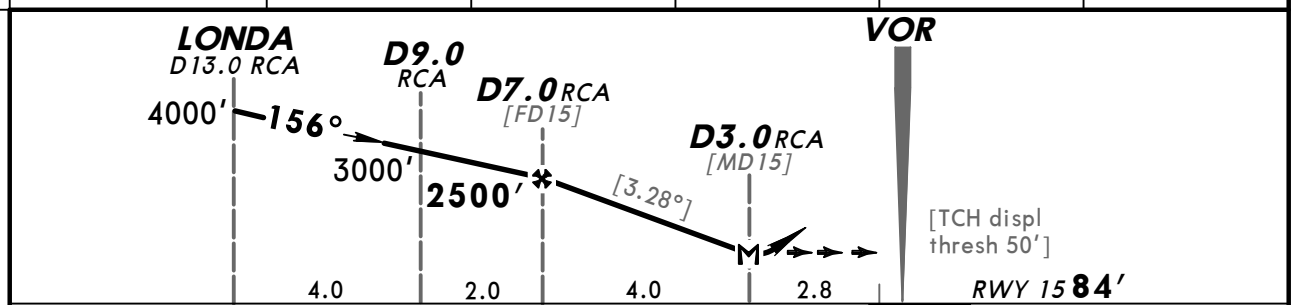
PANS OPS 4	<b>Standard</b>		<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND to RWY 15/33 Not authorized East of airport MDA(H) _____ CEIL-VIS _____
	A	100	1630' (1535')	1500' - 5000m	
	B	135			
	C	180			
	D	NOT APPLICABLE			

CHANGES: Chart reindexed. Apt elev. Notes. Minimums.

*REGGIO Approach 120.27				*REGGIO Tower 118.25	
VOR RCA <b>111.0</b>	Final Apch Crs <b>156°</b>	Minimum Alt <b>D7.0 RCA</b> 2500' (2416')	DA(H) <b>1100' (1016')</b>	Apt Elev <b>95'</b>	
<b>MISSED APCH:</b> Proceed on track 156° to D1.0 RCA, then turn RIGHT (MAX 200 KT) to join R-191 RCA climbing to 3000' direct to DEDRA holding to be reached at 3000'.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 7000'
<b>DME required.</b>					MSA RCA VOR



RCA DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2140'	1800'	1450'	1100'	760'



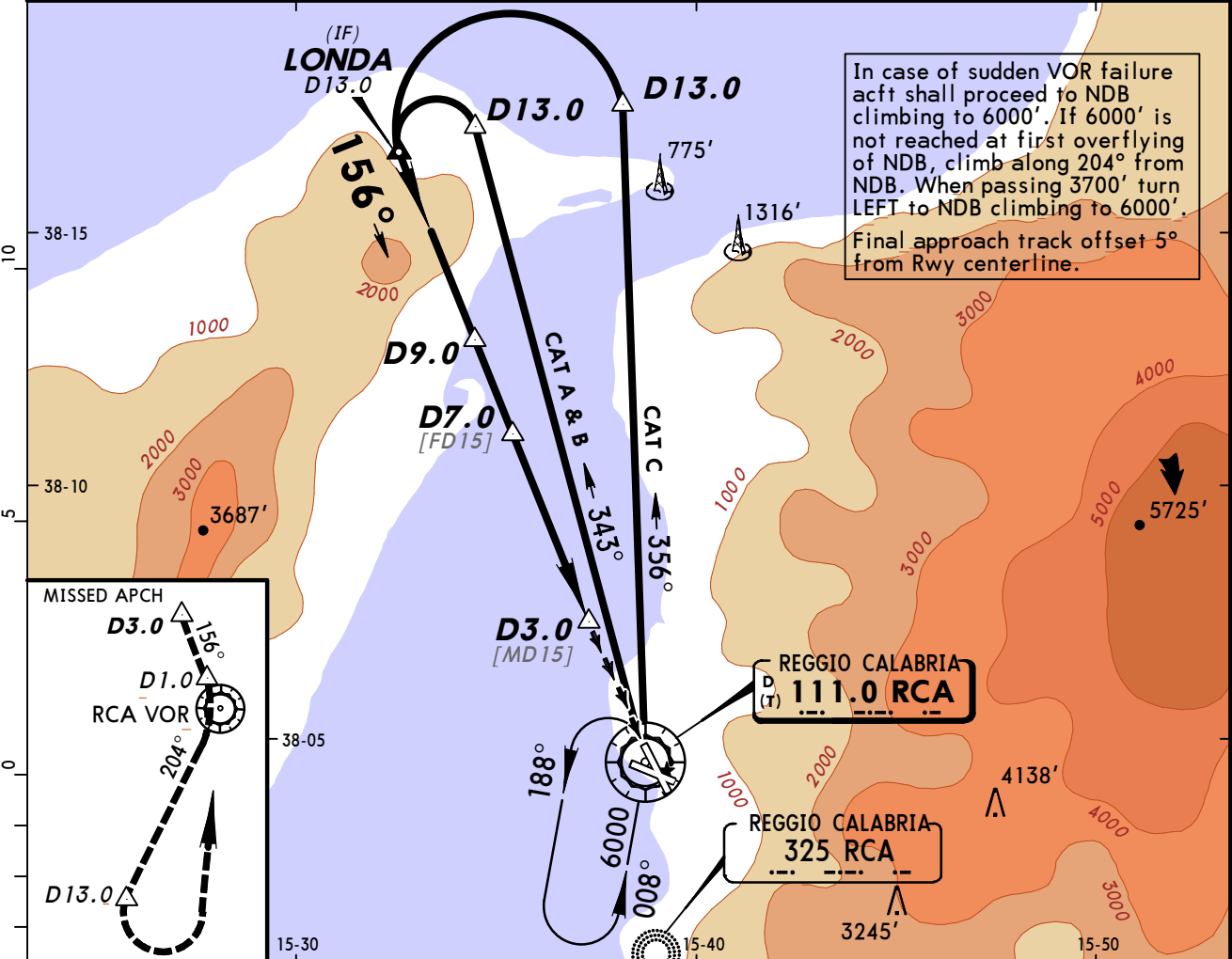
Gnd speed-Kts	70	90	100	120	140	160	ALS	PAPI: PAPI PAPI: PAPI PAPI: PAPI	D1.0 RCA on 156° 200 KT MAX on 111.0 R-191
Descent angle	3.28°	406	522	580	696	813	929		
MAP at D3.0 RCA									

PANS OPS 4	<b>Standard</b>	STRAIGHT-IN LANDING RWY 15		<b>CEILING REQUIRED</b>	CIRCLE-TO-LAND to RWY 15/33
		DA(H) <b>1100' (1016')</b>		ALS out	Not authorized East of airport
	A			Max Kts	MDA(H) _____ CEIL-VIS _____
	B	1500'- VIS 5000m		100	1500' (1405')
C			135	1500'- 5000m	
D	NOT APPLICABLE		180	NOT APPLICABLE	

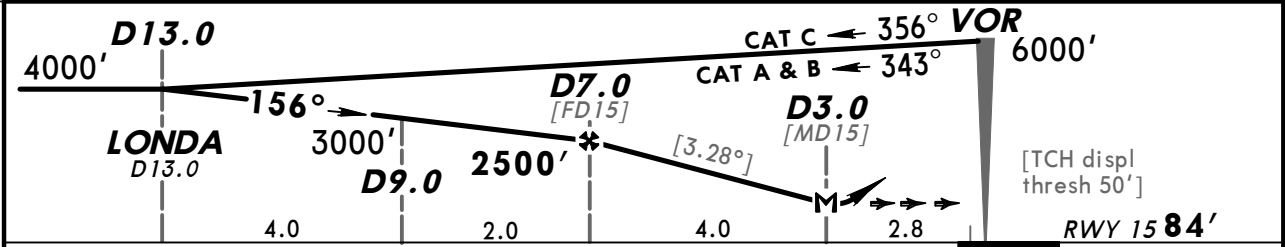
**WARNING:** In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1).

BRIEFING STRIP™

*REGGIO Approach 120.27			*REGGIO Tower 118.25		
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95'	RWY 84'
<b>MISSED APCH:</b> Proceed on track 156° to D1.0, then turn RIGHT to join R-204 climbing to 6000'. At D13.0 (3700' or above) turn LEFT to reach VOR at 6000'. MAX 200 KT during turns.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 7000'	MSA RCA VOR	



RCA DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2140'	1800'	1450'	1100'	760'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI : PAPI ...	D1.0 on 156°	200 KT MAX RT	RCA on 111.0 R-204	
Descent angle	3.28°	406	522	580	696	813					929
MAP at D3.0											

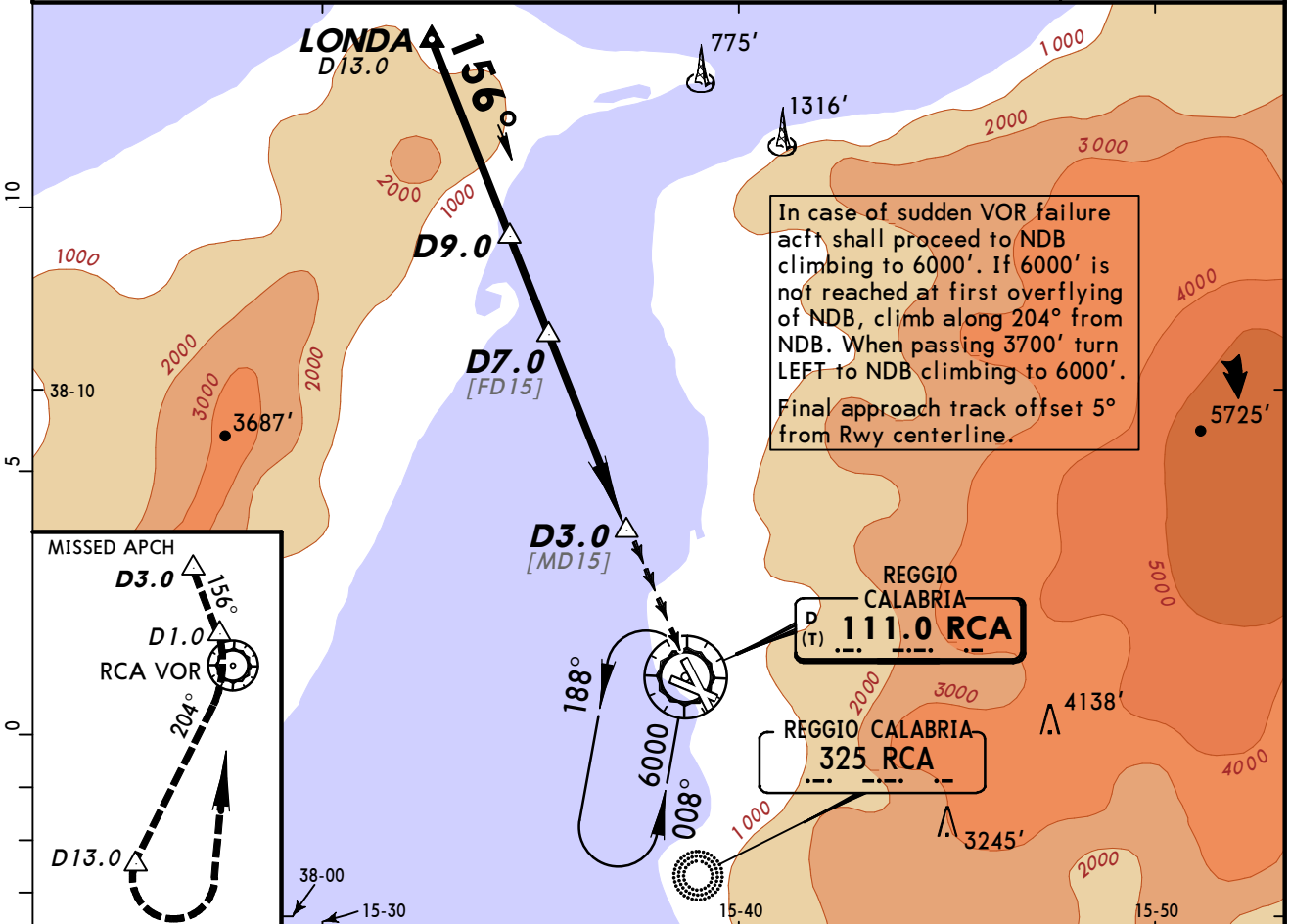
<b>Standard</b>	STRAIGHT-IN LANDING RWY 15	<b>CEILING REQUIRED</b>	CIRCLE-TO-LAND to RWY 15/33
	DA(H) 1100' (1016')	ALS out	Not authorized East of airport
A		100	MDA(H) _____ CEIL-VIS _____
B	1500'- VIS 5000m	135	1500' (1405') 1500'- 5000m
C		180	
D	NOT APPLICABLE	D	NOT APPLICABLE

**WARNING:** In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1).

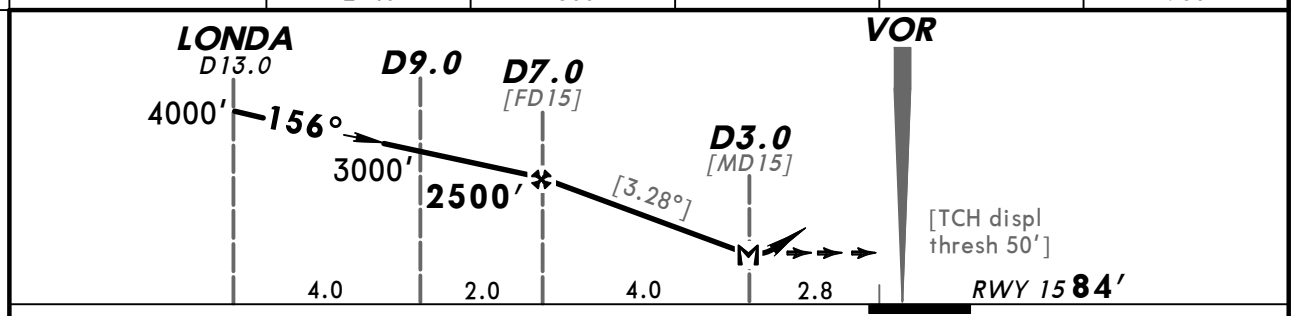
PANS OPS 4



*REGGIO Approach 120.27				*REGGIO Tower 118.25	
VOR RCA <b>111.0</b>	Final Apch Crs <b>156°</b>	Minimum Alt <b>D7.0</b> 2500' (2416')	DA(H) <b>1100' (1016')</b>	Apt Elev <b>95'</b>	RWY <b>84'</b>
<b>MISSED APCH:</b> Proceed on track 156° to D1.0, then turn RIGHT to join R-204 climbing to 6000'. At D13.0 (3700' or above) turn LEFT to reach VOR at 6000'. MAX 200 KT during turns.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		
DME required.					MSA RCA VOR



RCA DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2140'	1800'	1450'	1100'	760'

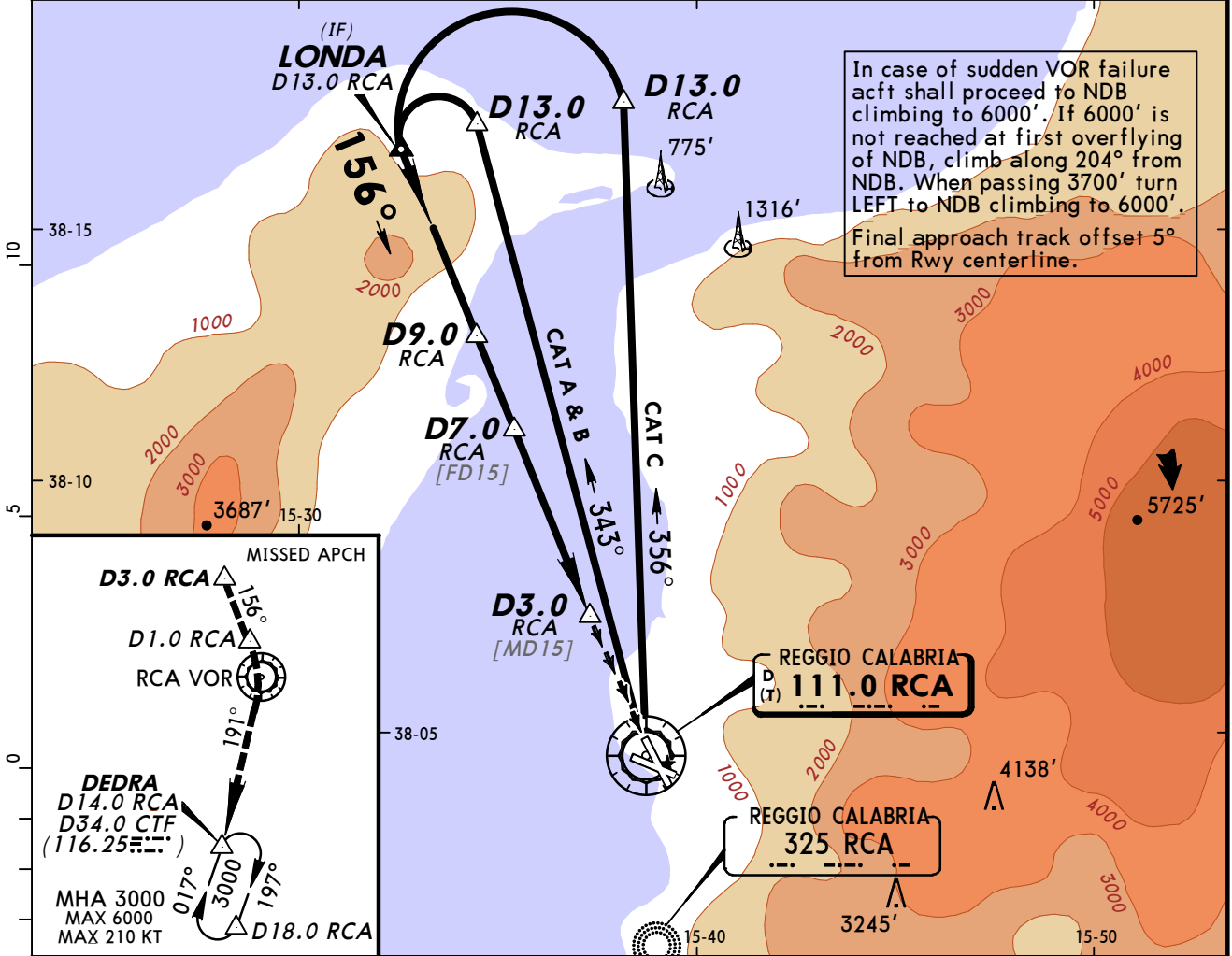


Gnd speed-Kts	70	90	100	120	140	160	ALS	PAPI: PAPI PAPI: PAPI PAPI: PAPI	D1.0 on 156° 200 KT MAX on 111.0 RT on R-204
Descent angle	3.28°	406	522	580	696	813	929		
MAP at D3.0									

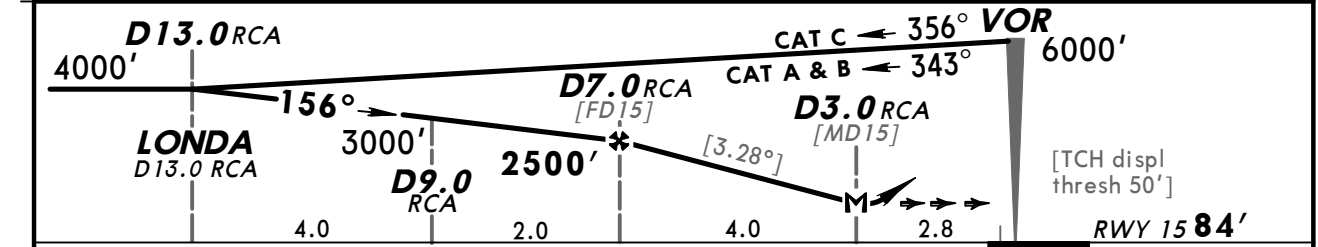
PANS OPS 4	<b>Standard</b>	STRAIGHT-IN LANDING RWY 15	<b>CEILING REQUIRED</b>	CIRCLE-TO-LAND to RWY 15/33
		DA(H) <b>1100' (1016')</b>		Not authorized East of airport
		ALS out	Max Kts	MDA(H) _____ CEIL-VIS _____
	A	1500' - VIS 5000m	100	
B		135	1500' (1405')	1500' - 5000m
C		180		
D	NOT APPLICABLE	D	NOT APPLICABLE	

**WARNING:** In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1).

*REGGIO Approach 120.27			*REGGIO Tower 118.25		
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 RCA 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95'	RWY 84'
<b>MISSED APCH:</b> Proceed on track 156° to D1.0 RCA, then turn RIGHT (MAX 200 KT) to join R-191 RCA climbing to 3000' direct to DEDRA holding to be reached at 3000'.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 7000'		
DME required.					MSA RCA VOR



RCA DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2140'	1800'	1450'	1100'	760'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI : PAPI ...	D1.0 RCA on 156°	200 KT MAX on 111.0 RT R-191	
Descent angle	3.28°	406	522	580	696	813				929
MAP at D3.0 RCA										

<b>Standard</b>	STRAIGHT-IN LANDING RWY 15 <b>CEILING REQUIRED</b>		CIRCLE-TO-LAND to RWY 15/33	
DA(H) 1100' (1016')		Not authorized East of airport		
ALS out		Max Kts	MDA(H) _____ CEIL-VIS _____	
A		100		
B	1500'- VIS 5000m	135	1500' (1405') 1500'- 5000m	
C		180		
D	NOT APPLICABLE	D	NOT APPLICABLE	

**WARNING:** In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1).

CHANGES: Apt elev. Minimums.

PANS OPS 4



**LICR/REG**  
**REGGIO CALABRIA**

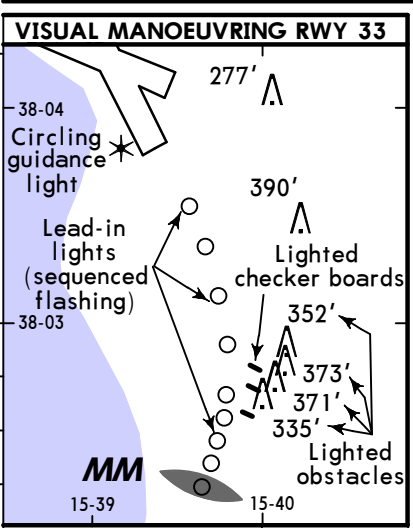
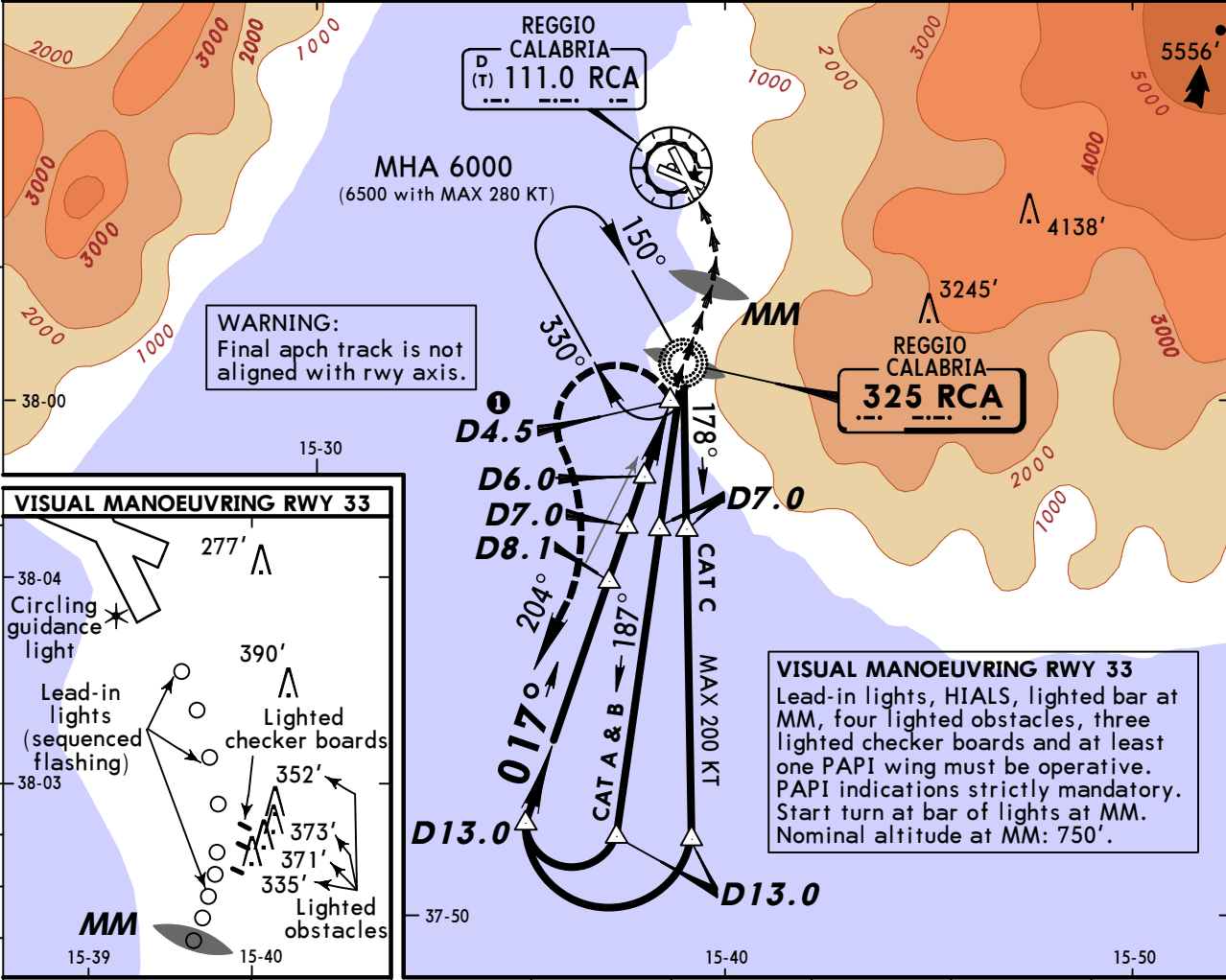
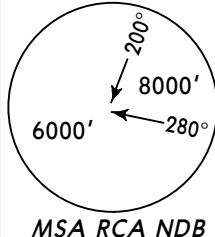
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(16-1)

CAT A, B & C

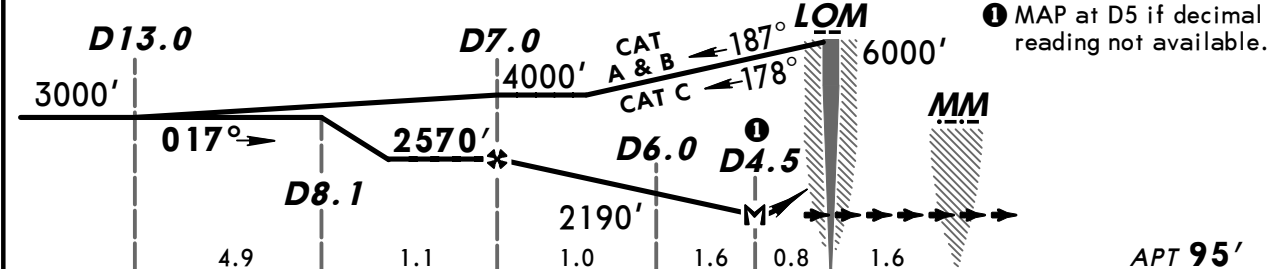
**REGGIO CALABRIA, ITALY**  
**NDB B**

*REGGIO Approach				*REGGIO Tower		
120.27				118.25		
NDB RCA <b>325</b>	Final Apch Crs <b>017°</b>	Minimum Alt D7.0 <b>2570'</b> (2475')	MDA(H) <b>1630'</b> (1535')	Apt Elev <b>95'</b>		
<b>MISSED APCH:</b> Turn LEFT as soon as possible to intercept 204° from NDB climbing to 6000'. Passing 4000' turn LEFT to NDB.						
Alt Set: hPa		Apt Elev: 3 hPa		Trans level: By ATC		Trans alt: 7000'
<b>DME required.</b>						



**VISUAL MANOEUVRING RWY 33**  
Lead-in lights, HIALS, lighted bar at MM, four lighted obstacles, three lighted checker boards and at least one PAPI wing must be operative. PAPI indications strictly mandatory. Start turn at bar of lights at MM. Nominal altitude at MM: 750'.

RCA DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2570'	2190'	1800'	1410'	1000'	560'	180'



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	As soon as possible	4000'	204° from RCA 325
Descent Gradient 6.1%	432	556	618	741	865	988				
MAP at D4.5										

PANS OPS 4	<b>Standard</b>		<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND to RWY 15/33	
	Not authorized East of airport				MDA(H) _____ CEIL-VIS _____	
	Max Kts	A	B	C	<b>1630'</b> (1535')	1500' - 5000m

**TO RWY 15:** VFR and daylight only. **TO RWY 33:** On prescribed track only (see visual manoeuvring inset).  
CHANGES: Apt elev. Minimums.

(APP)

LICR

Elev 95'/29m

N38 04.3

E015 39.2

2.1 NM S Reggio di Calabria

REGGIO APPROACH 120.27

(TWR)

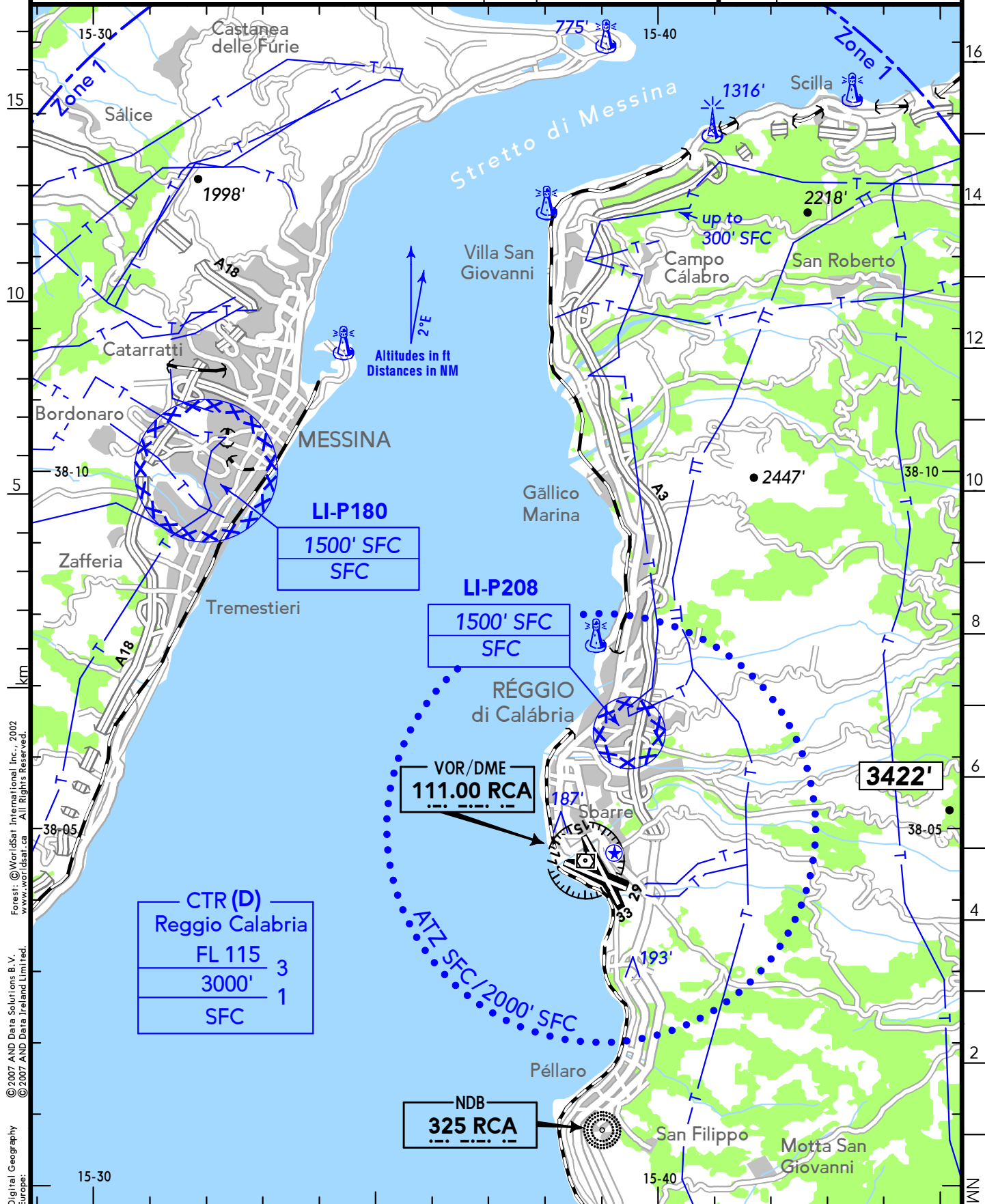
REGGIO TOWER 118.25 (it, en)

RWY

ILS

RWY

ILS



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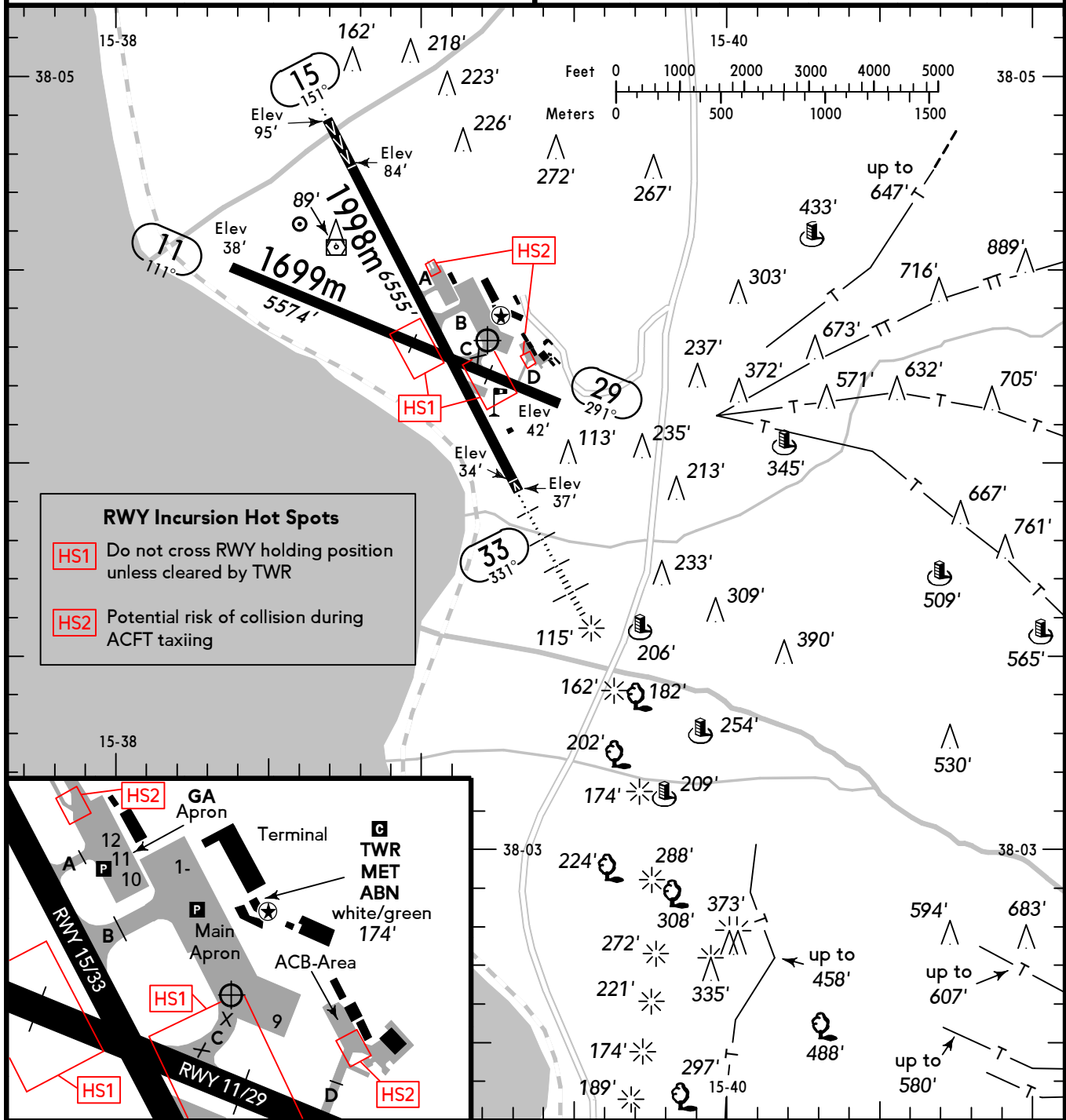
CHANGES: Airspace - OBST - Topography.



(FIS)

BRINDISI INFORMATION

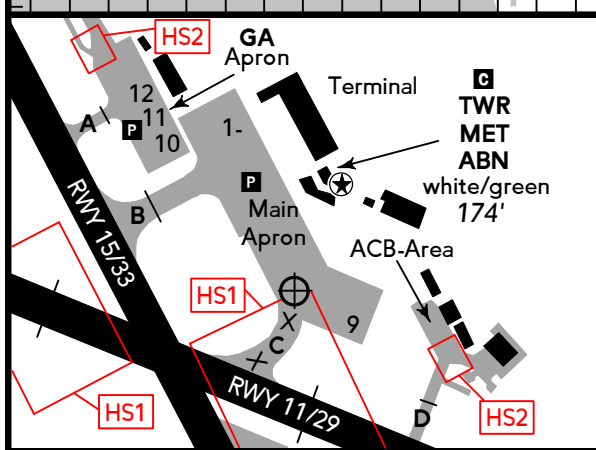
129.57



**RWY Inursion Hot Spots**

**HS1** Do not cross RWY holding position unless cleared by TWR

**HS2** Potential risk of collision during ACFT taxiing



TAXI

ABN - ALS 15/33 - PAPI 15 (3.25°), 33 (3.5°) - THRL 15/33 - RL - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11	1699 x 45 Asphalt ①	NA	NA	THR 11 to 575m: PCN 46/F/B/W/T	
29	1699 x 45 Asphalt ①	1699	NA	575m to THR 29: PCN 81/F/B/W/T	
15	1998 x 45 Asphalt ①	1998	1744	PCN 44/F/B/W/T ②	
33	1998 x 45 Asphalt ①	1998	1944		

① Heads concrete      ② Between THRs.

NOTE: GA ACFT arriving to AD, except for local and scheduled traffic, shall require a previous permission, 24hrs in advance.

**CAUTION:** OBST in vicinity of AD.

CHANGES: Hot Spots added - Apron - Parking Stands - Buildings - Holding Positions - OBST - Topography - Lighting - Text.

**RWY Restrictions**

RWY 15/33 is normally used.

| RWY 11 closed, RWY head 11 AVBL only for LDG and TKOF VFR HEL, during daylight.

RWY 29 landing prohibited.

RWY 15 RH circuit.

Bird concentration on manoeuvring area.

**General Flight Procedures**

| Aerodrome occasionally affected by terrain-induced wind-shear phenomena, mostly originated by northern winds accelerated by the channeling effect provided by the mountains overlooking Messina Strait.

Due to APCH trajectories and AD characteristics associated with experienced wind-shear and turbulence phenomena during APP and final caused by orographic environment, following operational limitations to VFR flights in force:

- 1) Maximum cross-wind components allowed, for RWY 15 by day and by night, for RWY 33 by day only:
  - 20 KT in dry conditions;
  - 10 KT in wet conditions.
  
- 2) Landing for RWY 15:
  - dry RWY: landing not allowed in case of tailwind component higher than 5 KT unless more restrictive limitations are required by the flight manual for specific ACFT;
  - wet or contaminated RWY: landing not allowed in case of any tailwind component.

| Following any (visual or instrument) approach, the aircraft shall overfly the first barrette of the curved approach path at 750', with stabilized final speed and landing configuration.