

## 1. GENERAL

### 1.1. OPERATIONS

#### 1.1.1. PREFERENTIAL RUNWAY

RWY 22L for take-off.

RWY 04R for landing. This procedure is not applicable:

- with tail wind component exceeding 10 KT;
- on pilots request, for safety reasons due to performance of ACFT; in this case the ACFT will be subject to delay;
- for ATC purposes.

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUN-UP TESTS

Each engine run-up of civil ACFT is subject to previous clearance by Societa Aeroporto Toscano OPS Office, in accordance with Base Operation Center (BOC) of 46<sup>th</sup> Brigata Aerea.

It is absolutely forbidden to perform engine run-up on civil apron.

The established area to perform engine run-up is TWY A between THR 04L and THR 04R, except for particular requirement to appraise and coordinate each time. Run-up of engine is allowed between 0900-2300LT.

Engine run-up is not subject to restrictions of time for execution of commercial flights, rescue, emergency, humanitarian, fire fighting, State flights that can not be otherwise carried out.

#### 1.2.2. AUXILIARY POWER UNITS (APUs)

On apron it is forbidden to hold APU and engine running not longer than the time which is necessary for execution of start-up procedure before departure.

#### 1.2.3. REVERSE THRUST

Within safety limits, thrust reverse performances must be minimized at every landing.

### 1.3. TAXI PROCEDURES

TWY R between stands 30 to 35 MAX wingspan 79'/24m.

TWY O MAX wingspan 118'/36m.

TWY R between stands 28 and 29 MAX wingspan 118'/36m.

TWY A, B, C, D, E, F and P MAX wingspan 213'/65m.

TWY R between stands 21 to 27 MAX wingspan 213'/65m.

TWY E MAX wingspan 171'/52m.

TWY E MAX wingspan 213'/65m, if stands 40 and 44 are not available.

## 2. ARRIVAL

### 2.1. RWY OPERATIONS

ACFT landing on RWY 22L should be aware of highway with high intensity yellow lights, located along 200°, with a length of about 2133'/650m within R-065 & R-080 PIS at D2.6 PIS. Do not confuse with a RWY.

### 2.2. TAXI PROCEDURES

All arriving traffic may be subject to delay action due to departing traffic under "slot" time restriction.

### 2.3. PARKING INFORMATION

On stands 11, 13, 15, 17, 20 thru 29 and 54 push-back required.

AREA  
PISA  
ITALY

10-1VA

18 FEB 11



Due to heavy MIL training activity within Pisa CTR pilots must contact the appropriate control unit and report all data concerning their flight in order to receive traffic information.

Inbound and outbound flights to/from Pisa ATZ must follow routes and heights shown on 10-1V.

Crossing of CTR (D) Pisa 1, W of AD shall be carried out following the shoreline at MAX 1000' SFC. Pisa TWR may occasionally request holding over the REPs shown on 10-1V. Different routings may be assigned on request or on ATC discretion.

Due to congestion of Air/Ground communications and in order to safeguard flight operations in Pisa CTR, all ACFT not interesting Pisa CTR have to avoid PISA APPROACH/RADAR 124.27 except in urgent situations.

Pilots bound to Firenze (Peretola) AD or planning to cross CTR (D) Firenze 1 shall establish and maintain contact with Firenze APP to receive traffic information and clearance to cross CTR (D) Firenze 1 before leaving holding points GALCIANA (NW2), PONTASSIEVE (E1) and BARBERINO VAL D'ELSA (S1).

If such clearance has been postponed, hold over this points mentioned above to avoid IFR APCH/DEP zones and/or AD traffic circuit of Firenze (Peretola) AD.

**Reporting Point Definitions**

1NM WEST S.CASCIANO (S2)	187°/10	"PRT" VOR/DME
BARBERINO VAL D'ELSA (S1)	182°/17	"PRT" VOR/DME
CASOLE D'ELSA	299°/10	"SIE" VOR/DME
CASTIGLIONCELLO	176°/16	"PIS" VOR/DME
GALCIANA (NW2)	306°/8	"PRT" VOR/DME
LORENZANA	142°/11	"PIS" VOR/DME
MARINA DI PISA	269°/5	"PIS" VOR/DME
NORD PISTOIA (NW1)	301°/15	"PRT" VOR/DME
PESCIA	281°/23	"PRT" VOR/DME
POGGIBONSI	184°/21	"PRT" VOR/DME
PONTASSIEVE (E1)	100°/11	"PRT" VOR/DME
PONTEDERA	249°/26	"PRT" VOR/DME
VIAREGGIO	330°/13	"PIS" VOR/DME

LIRP/PSA  
SAN GIUSTO

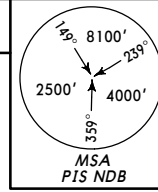
6 JAN 12

10-2

Eff 12 Jan

PISA, ITALY  
STAR

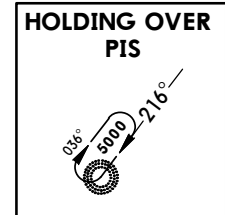
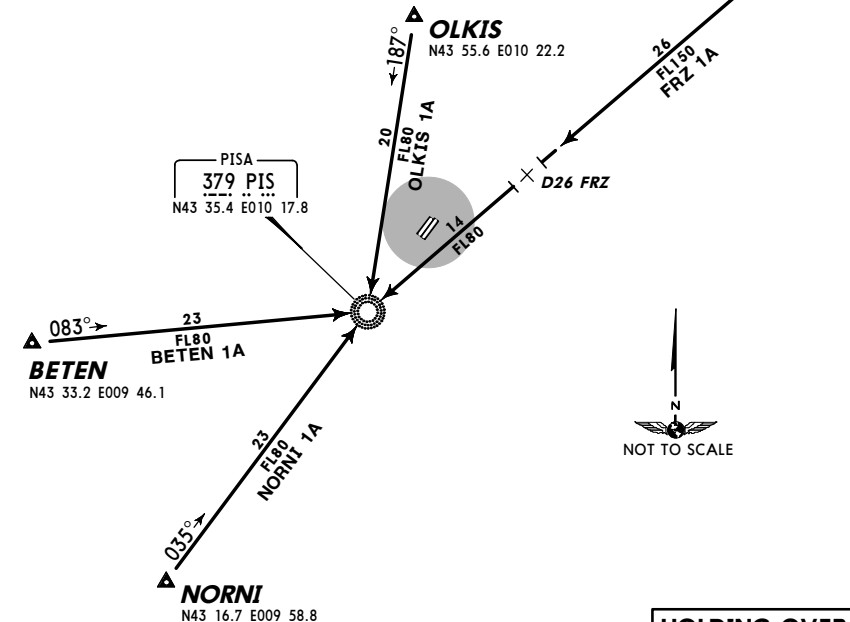
Apt Elev 6' Alt Set: hPa Trans level: By ATC Trans alt: 5000'



**BETEN 1A [BETE1A], FRZ 1A  
NORNI 1A [NORN1A], OLKIS 1A [OLKI1A]  
ARRIVALS  
BASED ON PIS NDB**

Direct distance from PIS to:  
San Giusto Apt 7 NM

FLORENCE  
D(H) 115.2 FRZ  
N44 01.6 E011 00.2

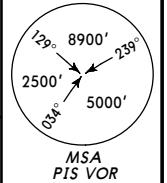


STAR	ROUTING
BETEN 1A	On 083° bearing to PIS.
FRZ 1A	On FRZ R-228 (228° bearing) to PIS.
NORNI 1A	On 035° bearing to PIS.
OLKIS 1A	On 187° bearing to PIS.

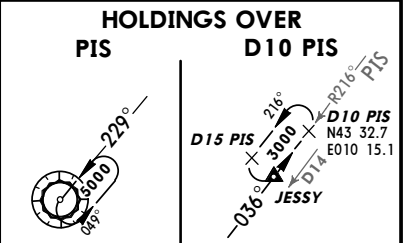
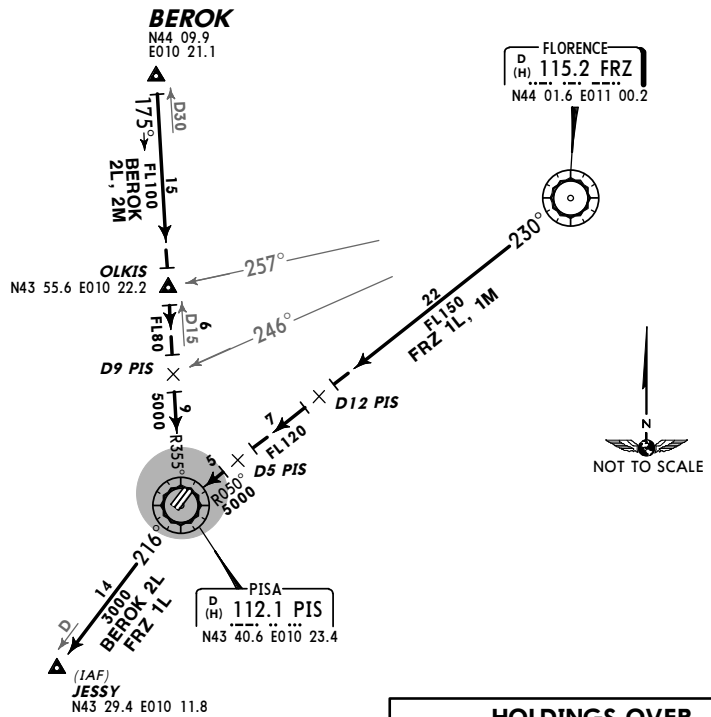
CHANGES: STARs established & transferred.

Apt Elev  
6'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. Traffic from NW above FL190 will be cleared to proceed via  
GEN - BEROK - PIS - (JESSY).  
2. Traffic from NW at or below FL190 will be cleared via  
M729 - IDONA - BETEN- JESSY or  
L50 - UNITA - KONER - BETEN - JESSY.



**BEROK 2L [BERO2L], BEROK 2M [BERO2M]  
FRZ 1L, FRZ 1M  
ARRIVALS  
BASED ON PIS VOR**

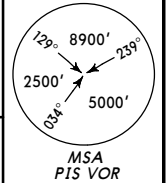


STAR	ROUTING
<b>BEROK 2L</b>	On PIS R-355 inbound via OLKIS to PIS, PIS R-216 to JESSY.
<b>BEROK 2M</b>	On PIS R-355 inbound via OLKIS to PIS.
<b>FRZ 1L</b>	On PIS R-050 inbound to PIS, PIS R-216 to JESSY.
<b>FRZ 1M</b>	On PIS R-050 inbound to PIS.

CHANGES: STARs revised & transferred.

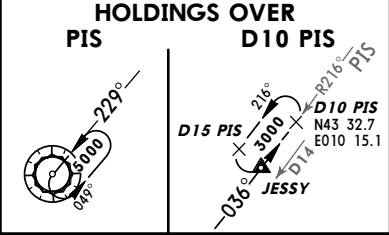
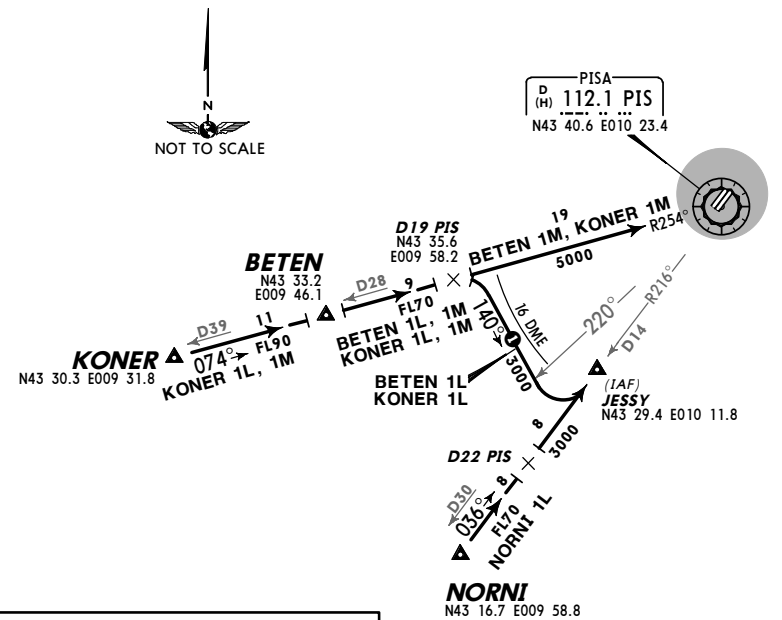
Apt Elev  
6'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. Traffic from NW above FL190 will be cleared to proceed via  
GEN - BEROK - PIS - (JESSY).  
2. Traffic from NW at or below FL190 will be cleared via  
M729 - IDONA - BETEN- JESSY or  
L50 - UNITA - KONER - BETEN - JESSY.



**BETEN 1L [BETE1L], BETEN 1M [BETE1M]  
KONER 1L [KONE1L], KONER 1M [KONE1M]  
NORNI 1L [NORN1L]  
ARRIVALS  
BASED ON PIS VOR**

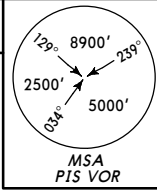
140° track shall be flown not less than PIS 16 DME.



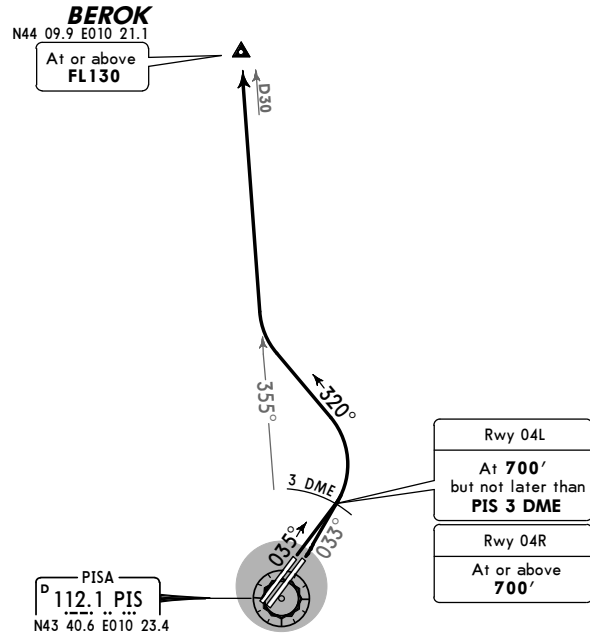
STAR	ROUTING
<b>BETEN 1L</b>	On PIS R-254 inbound to D19 PIS, turn RIGHT, 140° track, when passing PIS R-220 turn LEFT to JESSY.
<b>BETEN 1M</b>	On PIS R-254 inbound to PIS.
<b>KONER 1L</b>	On PIS R-254 inbound via BETEN to D19 PIS, turn RIGHT, 140° track, when passing PIS R-220 turn LEFT to JESSY.
<b>KONER 1M</b>	On PIS R-254 inbound to PIS.
<b>NORNI 1L</b>	On PIS R-216 inbound to JESSY.

CHANGES: New chart (STARs established, revised & transferred).

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**BEROK 6A [BERO6A]**  
RWYS 04L/R DEPARTURE  
FOR SIDS IN CASE OF PIS VOR U/S  
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of 450' per NM (7.4%) until passing **FL120** due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

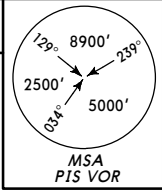


CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

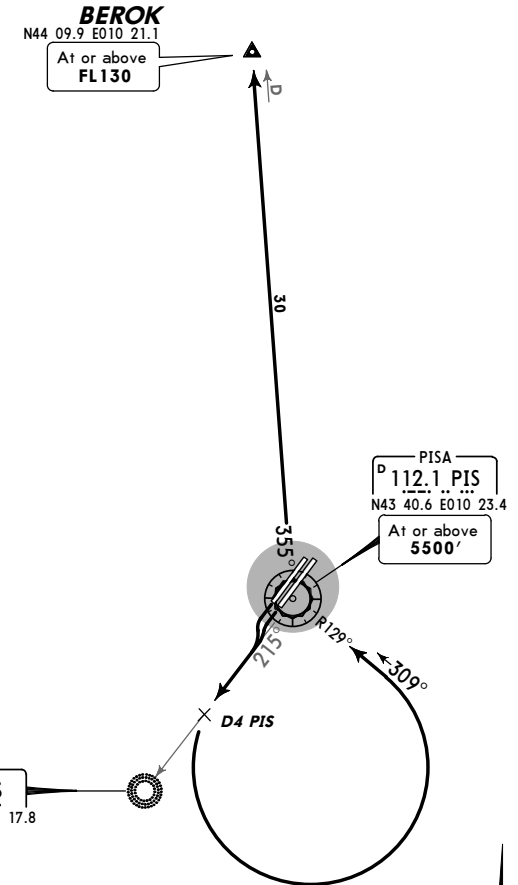
RWY	INITIAL CLIMB/ROUTING
04L	Climb on runway heading, at <b>700'</b> , but not later than PIS 3 DME turn LEFT, 320° track, intercept PIS R-355 to BEROK.
04R	As soon as practicable intercept PIS R-033 to PIS 3 DME, turn LEFT, 320° track, intercept PIS R-355 to BEROK.

CHANGES: Chart reindexed.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**BEROK 6C [BERO6C]**  
RWYS 22L/R DEPARTURE  
FOR SIDS IN CASE OF PIS VOR U/S  
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of 334' per NM (5.5%) until passing **FL100** due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

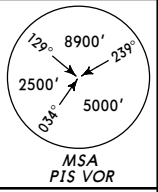


Execute turns with MAX 250 KT.

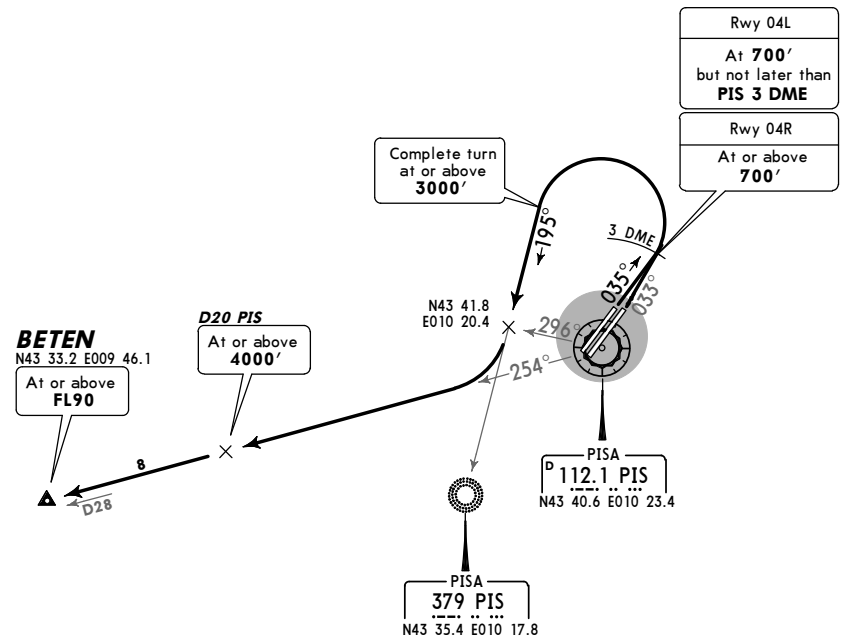
RWY	INITIAL CLIMB/ROUTING
	As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn LEFT, intercept PIS R-129 inbound to PIS, PIS R-355 to BEROK.

CHANGES: Chart reindexed.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**BETEN 6A [BETE6A]**  
RWYS 04L/R DEPARTURE  
By ATC  
FOR SIDS IN CASE OF PIS VOR U/S  
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of 450' per NM (7.4%) until passing 4000' due to obstacles and for ATC reasons.

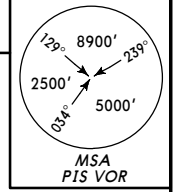
Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

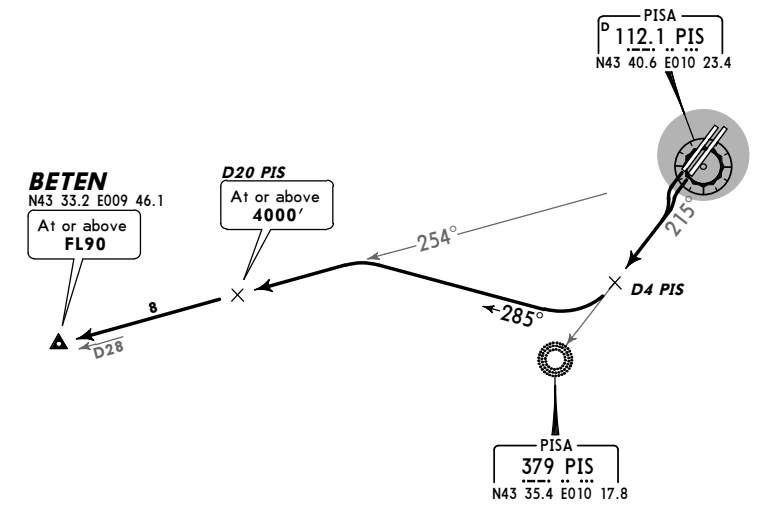
RWY	INITIAL CLIMB/ROUTING
04L	Climb on runway heading, at 700', but not later than PIS 3 DME turn LEFT, intercept 195° bearing towards PIS Lctr, when passing PIS R-296 turn RIGHT, intercept PIS R-254 to BETEN.
04R	As soon as practicable intercept PIS R-033 to PIS 3 DME, turn LEFT, intercept 195° bearing towards PIS Lctr, when passing PIS R-296 turn RIGHT, intercept PIS R-254 to BETEN.

CHANGES: SID BELEL 6A replaced by BETEN 6A; chart reindexed.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**BETEN 6C [BETE6C]**  
RWYS 22L/R DEPARTURE  
By ATC  
FOR SIDS IN CASE OF PIS VOR U/S  
REFER TO CHARTS 10-3K & 10-3L



This SID requires a minimum climb gradient of 334' per NM (5.5%) until passing 3500' due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

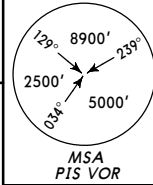
Execute turns with MAX 250 KT.

RWY	INITIAL CLIMB/ROUTING
04L	As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, 285° track, intercept PIS R-254 to BETEN.

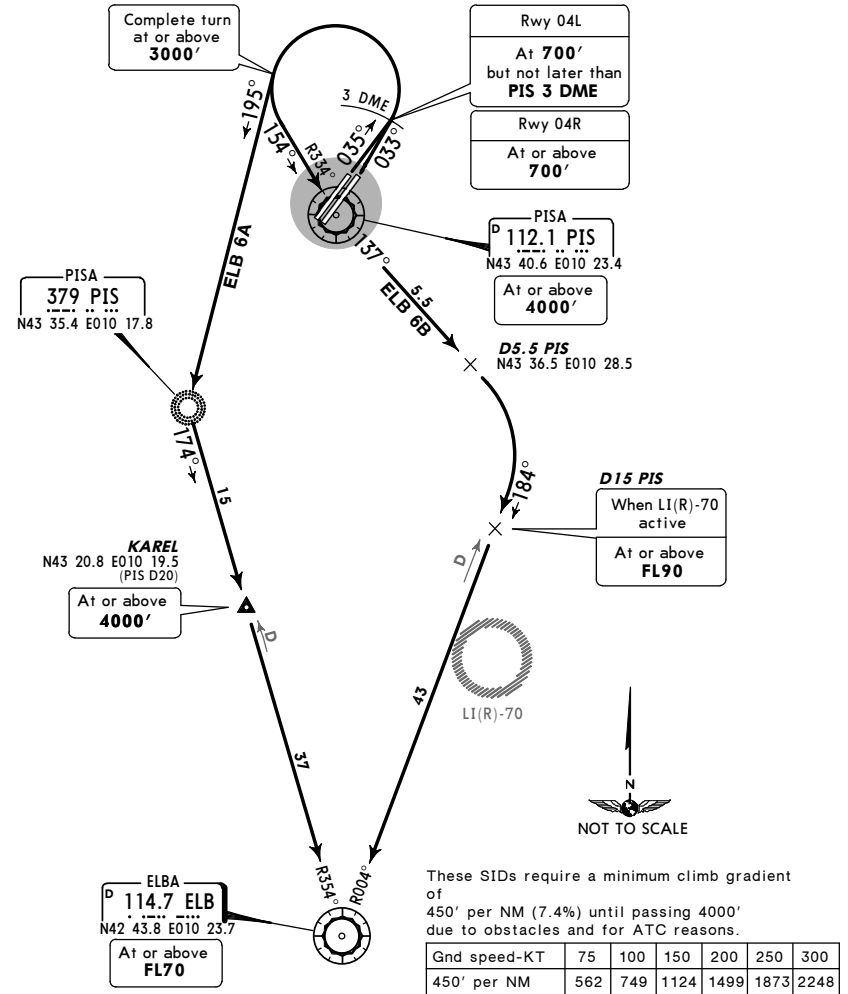
CHANGES: SID BELEL 6C replaced by BETEN 6C; chart reindexed.

Apt Elev  
6'

Trans level: By ATC Trans alt: 5000'  
1. Minimum climb gradient does not take in consideration presence of close-in obstacles.  
2. Emergency safe altitude within 100 NM of San Giusto apt 9200'.

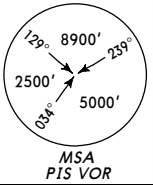


**ELB 6A, ELB 6B**  
**RWYS 04L/R DEPARTURES**  
FOR SIDS IN CASE OF PIS VOR U/S REFER TO CHARTS 10-3K & 10-3L

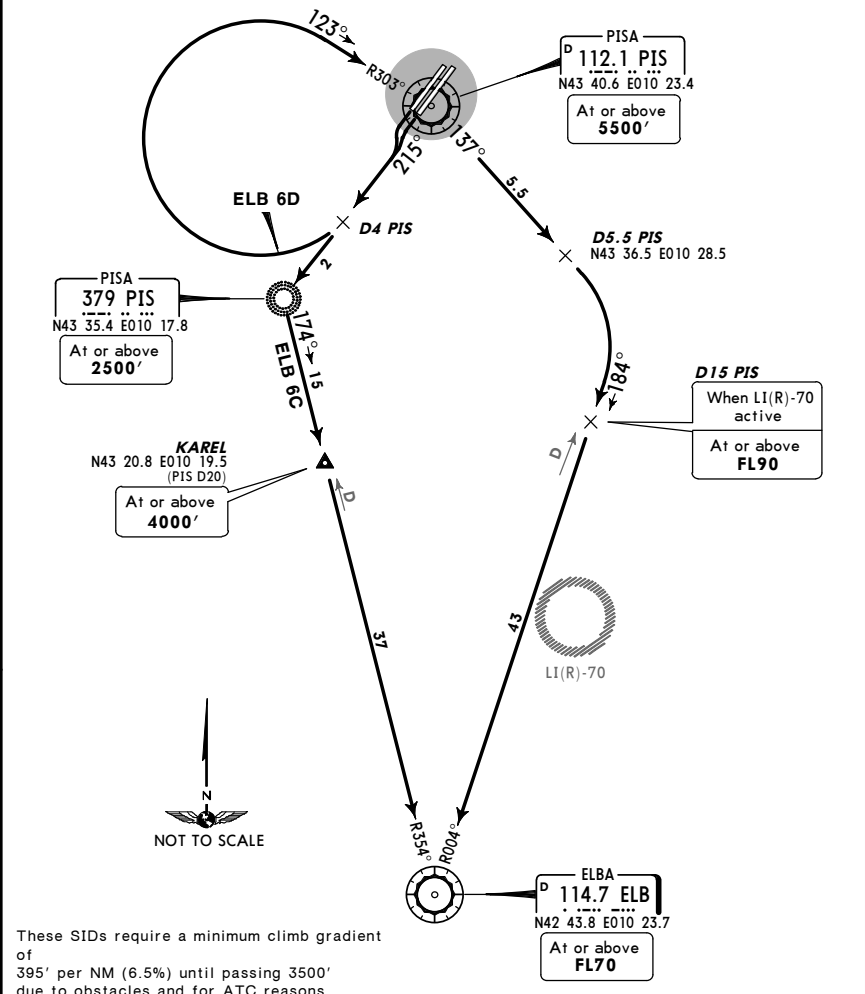


Apt Elev  
6'

Trans level: By ATC Trans alt: 5000'  
1. Minimum climb gradient does not take in consideration presence of close-in obstacles.  
2. Emergency safe altitude within 100 NM of San Giusto apt 9200'.



**ELB 6C, ELB 6D**  
**RWYS 22L/R DEPARTURES**  
FOR SIDS IN CASE OF PIS VOR U/S REFER TO CHARTS 10-3K & 10-3L



CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

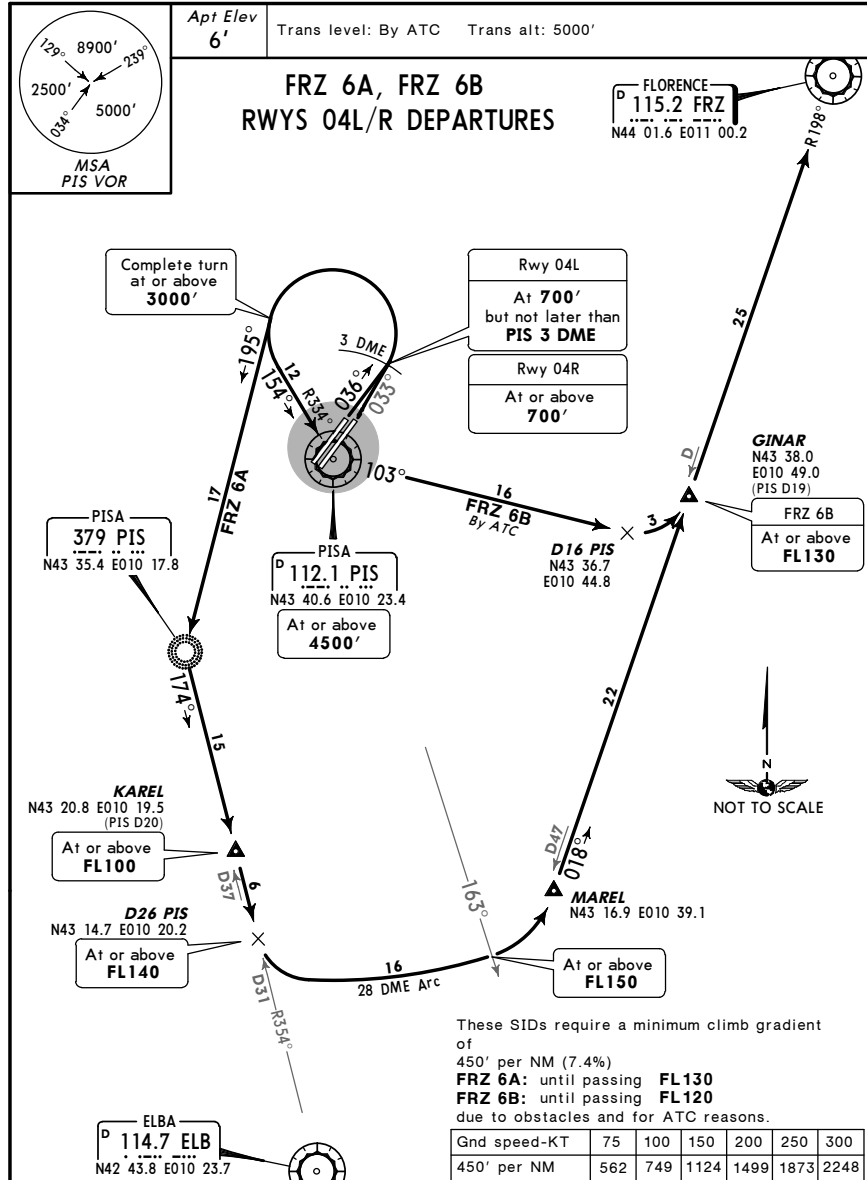
Execute turns with MAX 250 KT.

RWY	INITIAL CLIMB
04L	Climb on runway heading, at 700', but not later than PIS 3 DME turn LEFT.
04R	As soon as practicable intercept PIS R-033 to PIS 3 DME, turn LEFT.
SID	ROUTING
ELB 6A	Intercept 195° bearing to PIS Lctr, 174° bearing (ELB R-354 inbound) to ELB.
ELB 6B	Intercept PIS R-334 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ELB.

SID	ROUTING
ELB 6C	As soon as practicable intercept PIS R-215 (215° bearing) to PIS Lctr, 174° bearing (ELB R-354 inbound) to ELB.
ELB 6D	As soon as practicable intercept PIS R-215 (215° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, intercept PIS R-303 inbound to PIS, PIS R-137 to D5.5 PIS, turn RIGHT, intercept ELB R-004 inbound to ELB.

CHANGES: Restrictions & crossing at D15 PIS established.

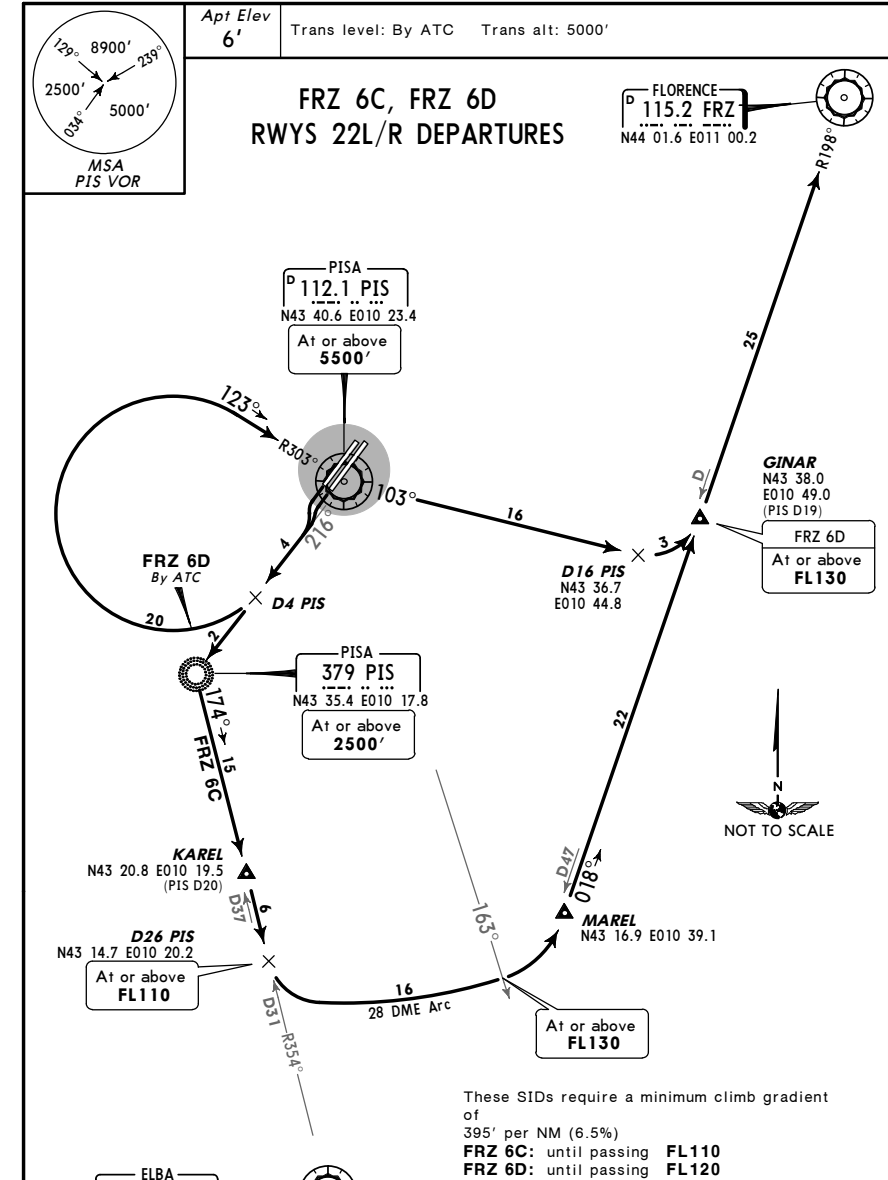
CHANGES: Restrictions & crossing at D15 PIS established.



CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

RWY	INITIAL CLIMB
04L	Climb on runway heading, at 700', but not later than PIS 3 DME turn LEFT.
04R	As soon as practicable intercept PIS R-033 to PIS 3 DME, turn LEFT.
SID	ROUTING
FRZ 6A	Turn LEFT, intercept 195° bearing to PIS Lctr, 174° bearing (ELB R-354 inbound) via KAREL to D26 PIS, turn LEFT, along PIS 28 DME arc, when passing PIS R-163 turn LEFT, intercept FRZ R-198 inbound via MAREL and GINAR to FRZ.
FRZ 6B By ATC	Turn LEFT, intercept PIS R-334 inbound to PIS, PIS R-103 to D16 PIS, turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.

CHANGES: MSA.

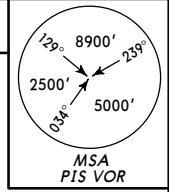


Execute turns with MAX 250 KT.

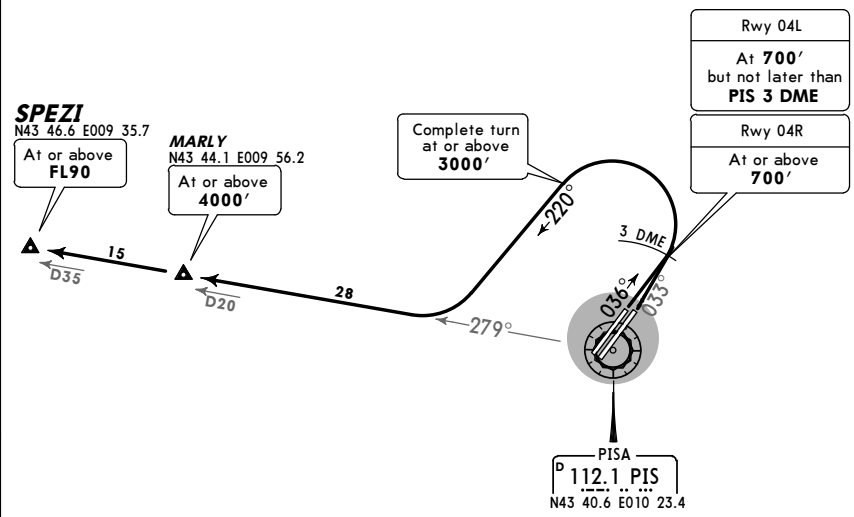
SID	ROUTING
FRZ 6C	As soon as practicable intercept PIS R-216 (216° bearing) to PIS Lctr, 174° bearing (ELB R-354 inbound) to D26 PIS, turn LEFT, along PIS 28 DME arc, when passing PIS R-163 turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.
FRZ 6D By ATC	As soon as practicable intercept PIS R-216 (216° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, intercept PIS R-303 inbound to PIS, PIS R-103 to D16 PIS, turn LEFT, intercept FRZ R-198 inbound via GINAR to FRZ.

CHANGES: MSA.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**SPEZI 6A [SPEZ6A]  
RWYS 04L/R DEPARTURE**



This SID requires a minimum climb gradient of 450' per NM (7.4%) until passing 4000' due to obstacles and for ATC reasons.

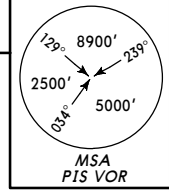
Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248



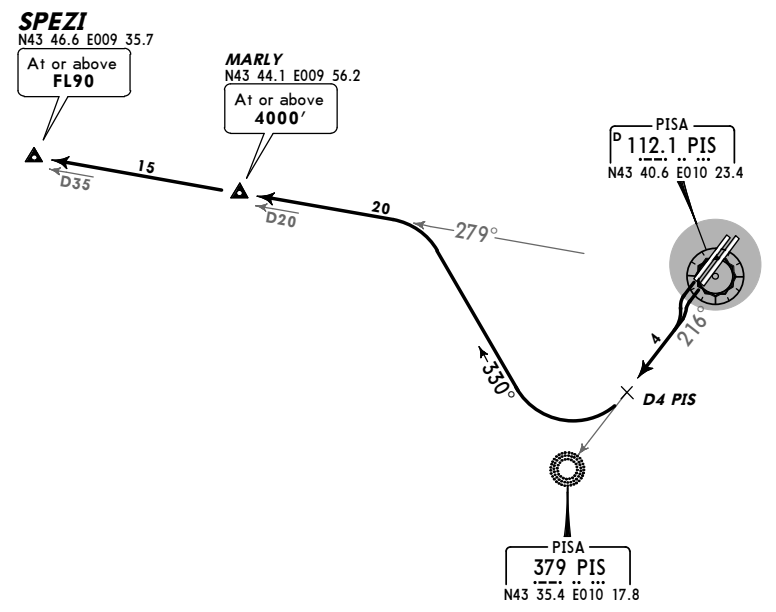
CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

RWY	INITIAL CLIMB/ROUTING
04L	Climb on runway heading, at 700', but not later than PIS 3 DME turn LEFT, 220° track, intercept PIS R-279 via MARLY to SPEZI.
04R	As soon as practicable intercept PIS R-033 to PIS 3 DME, turn LEFT, 220° track, intercept PIS R-279 via MARLY to SPEZI.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'



**SPEZI 6C [SPEZ6C]  
RWYS 22L/R DEPARTURE**



This SID requires a minimum climb gradient of 334' per NM (5.5%) until passing 3500' due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671



Execute turns with MAX 250 KT.

RWY	INITIAL CLIMB/ROUTING
22L/22R	As soon as practicable intercept PIS R-216 (216° bearing towards PIS Lctr) to D4 PIS, turn RIGHT, 330° track, intercept PIS R-279 via MARLY to SPEZI.



Apt Elev 6' Trans level: By ATC Trans alt: 5000'

**BETEN 6E [BETE6E]**  
RWYS 04L/R DEPARTURE  
By ATC  
TO BE USED WHEN PIS VOR UNSERVICEABLE

Complete turn at or above 3000'

At or above 700'

At or above 4000'

At or above FL90

PISA 379 PIS  
N43 35.4 E010 17.8

BETEN  
N43 33.2 E009 46.1

ELBA 114.7 ELB  
N42 43.8 E010 23.7

MSA PIS NDB

NOT TO SCALE

This SID requires a minimum climb gradient of 450' per NM (7.4%) until passing 4000' due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

**INITIAL CLIMB/ROUTING**

Climb on runway heading to 700', turn LEFT, intercept 195° bearing to PIS, turn RIGHT, 264° bearing to BETEN.

CHANGES: SID BELEL 6E replaced by BETEN 6E.

Apt Elev 6' Trans level: By ATC Trans alt: 5000'

**FRZ 6E**  
RWYS 04L/R DEPARTURES  
TO BE USED WHEN PIS VOR UNSERVICEABLE

Complete turn at or above 3000'

At or above 700'

At or above FL100

At or above FL140

At or above FL150

PISA 379 PIS  
N43 35.4 E010 17.8

ELBA 114.7 ELB  
N42 43.8 E010 23.7

KAREL  
N43 20.8 E010 19.5

D28 PIN  
N43 14.7 E010 20.1

MAREL  
N43 16.9 E010 39.1

GINAR  
N43 38.0 E010 49.0

FRZ  
N44 01.6 E011 00.2

MSA PIS NDB

NOT TO SCALE

This SID requires a minimum climb gradient of 450' per NM (7.4%) until passing FL110 due to obstacles and for ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

CAT C & D:  
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

**INITIAL CLIMB/ROUTING**

Climb on runway heading to 700', turn LEFT, intercept 195° bearing to PIS, 174° bearing (ELB R-354 inbound) via KAREL to D28 PIN, turn LEFT, along PIN 30 DME arc, when passing FRZ R-200 turn LEFT, intercept FRZ R-198 inbound via MAREL and GINAR to FRZ.

CHANGES: None.

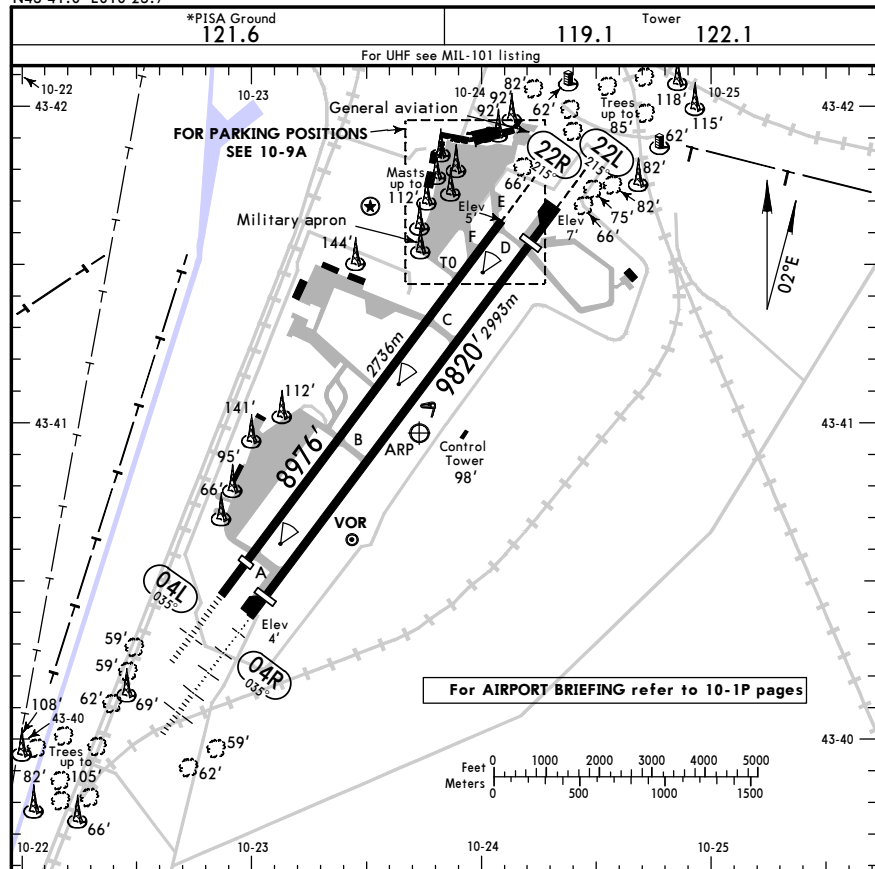
LIRP/PSA

Apt Elev 6'  
N43 41.0 E010 23.7

9 MAR 12 (10-9)

PISA, ITALY

SAN GIUSTO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
04L	HIRL (60m) CL (30m) HIALS REIL PAPI-L(3.0°)	8186'	2495m		148'
22R	HIRL (60m) CL (30m) PAPI-R (3.5°)				45m
04R	HIRL (60m) CL (30m) HIALS TDZ PAPI(3.0°) RVR	9337'	2846m	8237'	251m
22L	HIRL (60m) CL (30m) PAPI(3.0°)	8986'	2739m		46m

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

CHANGES: Minimums.

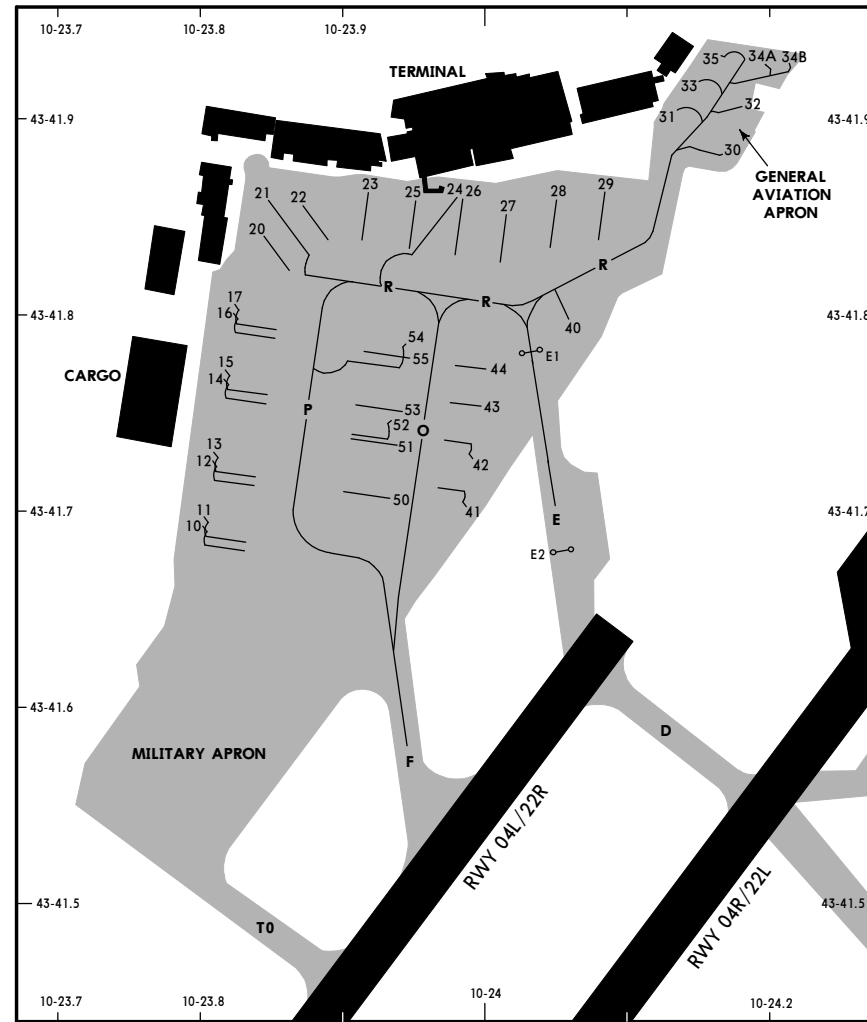
LIRP/PSA

9 MAR 12

N

PISA, ITALY

SAN GIUSTO



STAND No.	COORDINATES	STAND No.	COORDINATES
10 thru 13	N43 41.7 E010 23.8	34A	N43 41.9 E010 24.1
14 thru 17, 20	N43 41.8 E010 23.8	34B, 35	N43 41.9 E010 24.2
21	N43 41.9 E010 23.8	40	N43 41.8 E010 24.1
22, 23	N43 41.9 E010 23.9	41, 42	N43 41.7 E010 24.0
24 thru 27	N43 41.9 E010 24.0	43, 44	N43 41.8 E010 24.0
28	N43 41.9 E010 24.1	50 thru 52	N43 41.7 E010 23.9
29	N43 41.8 E010 24.1	53 thru 55	N43 41.8 E010 23.9
30	N43 41.9 E010 24.2		
31	N43 41.9 E010 24.1		
32, 33	N43 41.9 E010 24.2		

CHANGES: None.

LIRP/PSA  
SAN GIUSTO

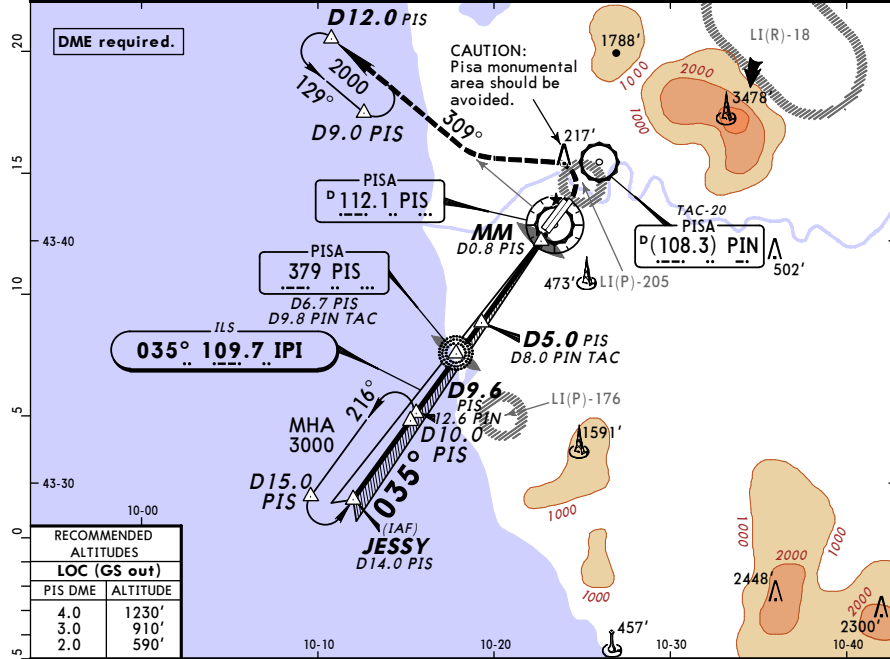
6 JAN 12 (11-1) Eff 12 Jan

PISA, ITALY  
ILS Z Rwy 04R

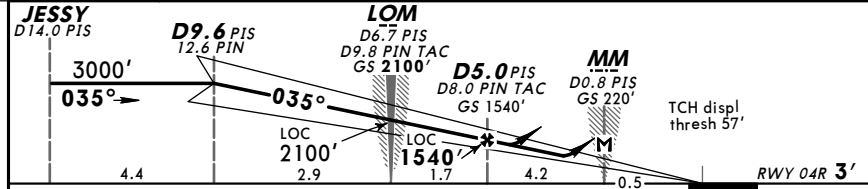
PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6
For UHF see MIL-101 listing				
LOC IPI	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 6' RWY 3'
109.7	035°	2100' (2097')		

MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT (MAX 230 KT), intercept and follow R-309 to D12.0 PIS climbing to 2000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' MSA PIS VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
PIS DME	ALTITUDE
4.0	1230'
3.0	910'
2.0	590'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	500'
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		PAPI	PAPI
MAP at MM/DO.8 PIS									

	STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND	
	ILS LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) A: 345' (342') B: 357' (354') D: 376' (373')	C: 365' (362')	DA(H) 450' (447')	
	FULL/Limited	ALS out	ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m	Max Kts 100 MDA(H) 760' (754') VIS 1500m
B	RVR 900m	RVR 1500m	RVR 1500m	135 760' (754') 1600m
C	RVR 1000m	RVR 1700m	CMV 2100m	175 760' (754') 2400m
D	RVR 1000m	RVR 1700m	CMV 2100m	175 760' (754') 3600m

CHANGES: Chart reindexed. Procedure. Minimums.

LIRP/PSA  
SAN GIUSTO

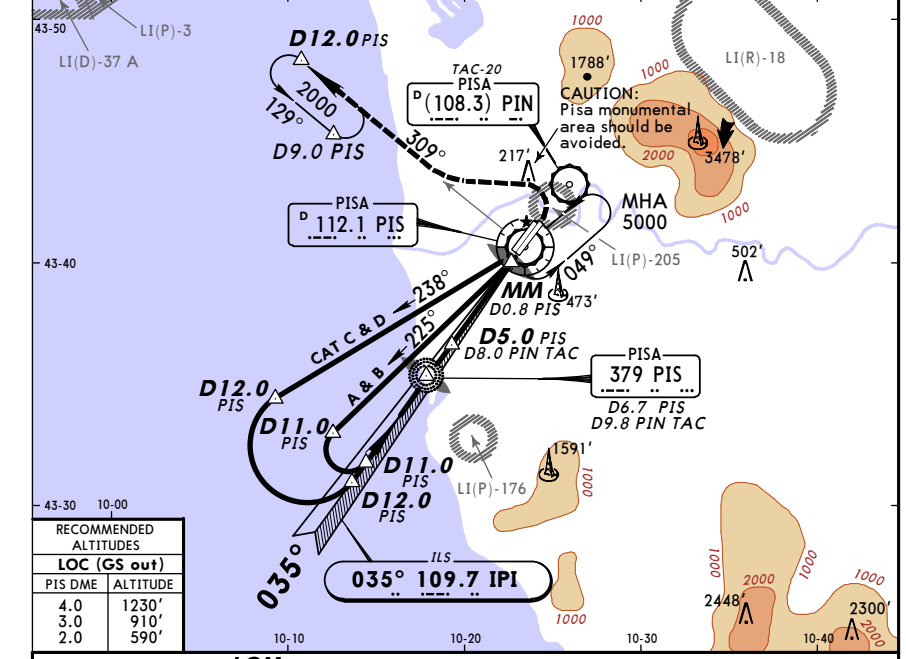
6 JAN 12 (11-2) Eff 12 Jan

PISA, ITALY  
ILS Y Rwy 04R

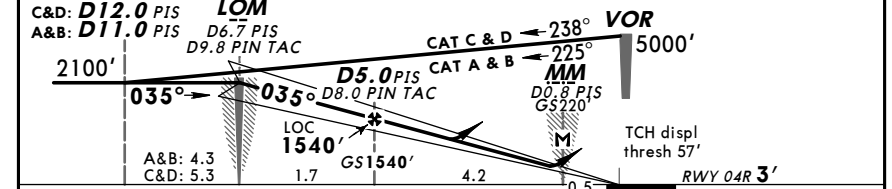
PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6
For UHF see MIL-101 listing				
LOC IPI	Final Apch Crs	GS D5.0 PIS	ILS DA(H) Refer to Minimums	Apt Elev 6' RWY 3'
109.7	035°	1540' (1537')		

MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT (MAX 230 KT), intercept and follow R-309 PIS to D12.0 PIS climbing to 2000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' MSA PIS VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
PIS DME	ALTITUDE
4.0	1230'
3.0	910'
2.0	590'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	500'	230 KT MAX	PIS 112.1
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		PAPI	PAPI	LT	R-309
MAP at MM/DO.8 PIS											

	STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND	
	ILS LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) A: 345' (342') B: 357' (354') D: 376' (373')	C: 365' (362')	DA(H) 450' (447')	
	FULL/Limited	ALS out	ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m	Max Kts 100 MDA(H) 760' (754') VIS 1500m
B	RVR 900m	RVR 1500m	RVR 1500m	135 760' (754') 1600m
C	RVR 1000m	RVR 1700m	CMV 2100m	175 760' (754') 2400m
D	RVR 1000m	RVR 1700m	CMV 2100m	175 760' (754') 3600m

CHANGES: Chart reindexed. Procedure title. Minimums.

LIR/PSA  
SAN GIUSTO

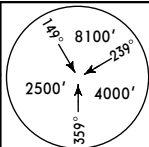
6 JAN 12 (11-3) Eff 12 Jan

PISA, ITALY  
ILS X Rwy 04R

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

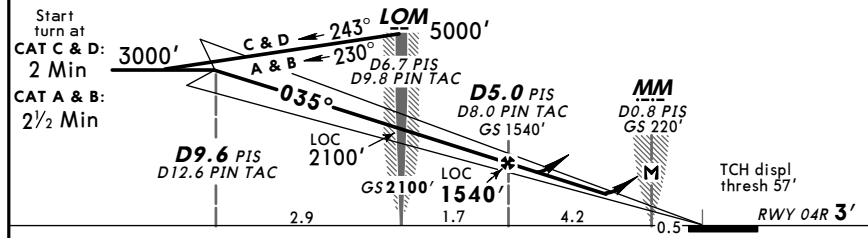
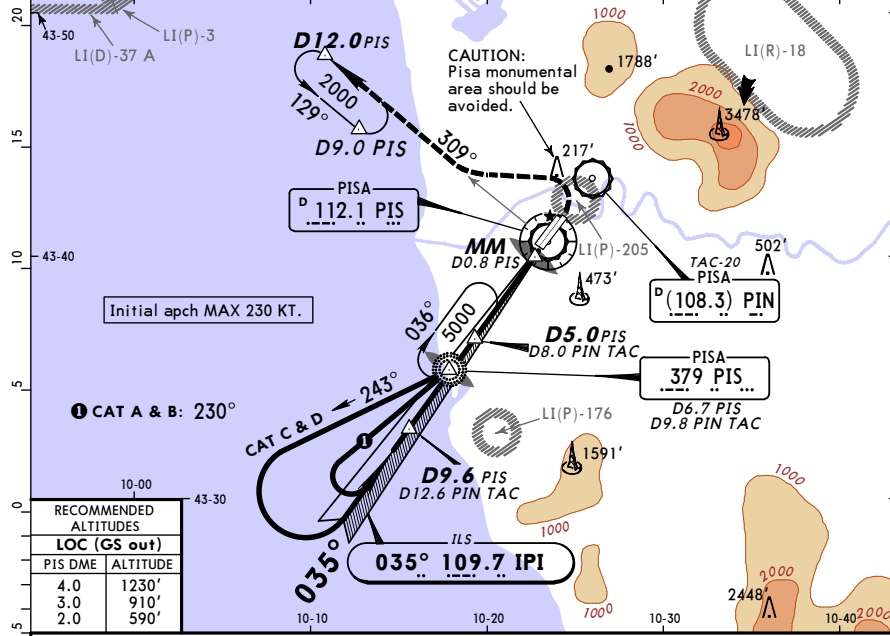
For UHF see MIL-101 listing

LOC IPI	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 6'
109.7	035°	2100' (2097')		RWY 3'



MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT (MAX 230 KT), intercept and follow R-309 to D12.0 PIS climbing to 2000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' MSA PIS Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 500'
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at MM/DO.8 PIS							

Standard STRAIGHT-IN LANDING RWY 04R				CIRCLE-TO-LAND			
ILS LOC (GS out)		DA(H) A: 345' (342') C: 365' (362') B: 357' (354') D: 376' (373')		DA(H) 450' (447')			
FULL/Limited		ALS out		ALS out		Max Kts	
A	RVR 900m	RVR 1500m	RVR 1500m	100	760' (754')	1500m	
B	RVR 900m	RVR 1500m	RVR 1500m	135	760' (754')	1600m	
C	RVR 1000m	RVR 1700m	RVR 1400m	175	760' (754')	2400m	
D	RVR 1000m	RVR 1700m	CMV 2100m	175	760' (754')	3600m	

CHANGES: Chart reindexed. Procedure title. Minimums.

LIR/PSA  
SAN GIUSTO

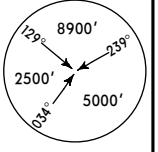
6 JAN 12 (13-1) Eff 12 Jan

PISA, ITALY  
VOR Z Rwy 04L

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6

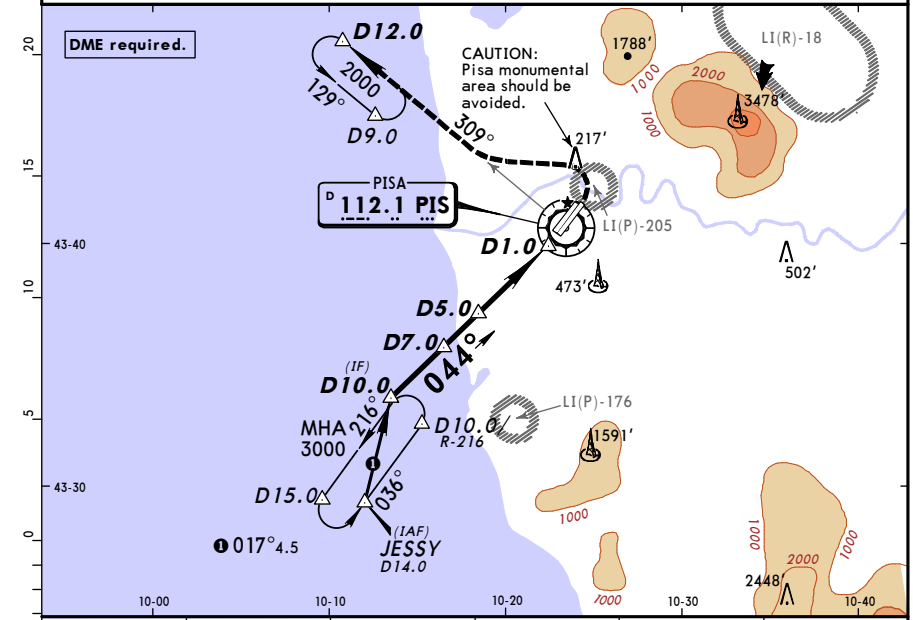
For UHF see MIL-101 listing

VOR PIS	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 6'
112.1	044°	1600' (1599')	450' (449')	RWY 1'

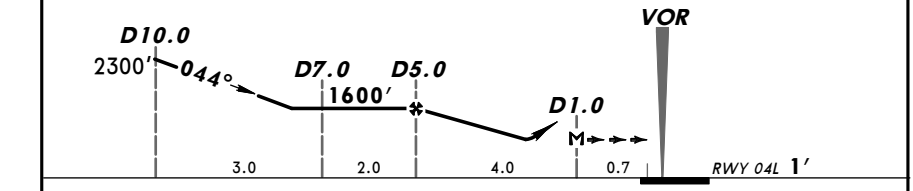


MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 to D12.0 climbing to 2000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	as soon as practicable	LT	PIS 112.1 R-309
Descent Angle 3.10°	384	494	548	658	768	878				
MAP at D1.0										

Standard STRAIGHT-IN LANDING RWY 04L				CIRCLE-TO-LAND			
DA(H) 450' (449')		ALS out		Max Kts		MDA(H) VIS	
A	RVR 1500m	RVR 1500m	100	760' (754')	1500m		
B	RVR 1500m	RVR 1500m	135	760' (754')	1600m		
C	RVR 1700m	CMV 2100m	175	760' (754')	2400m		
D	RVR 1700m	CMV 2100m	175	760' (754')	3600m		

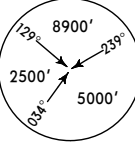
CHANGES: New procedure.

LIRP/PSA  
SAN GIUSTO

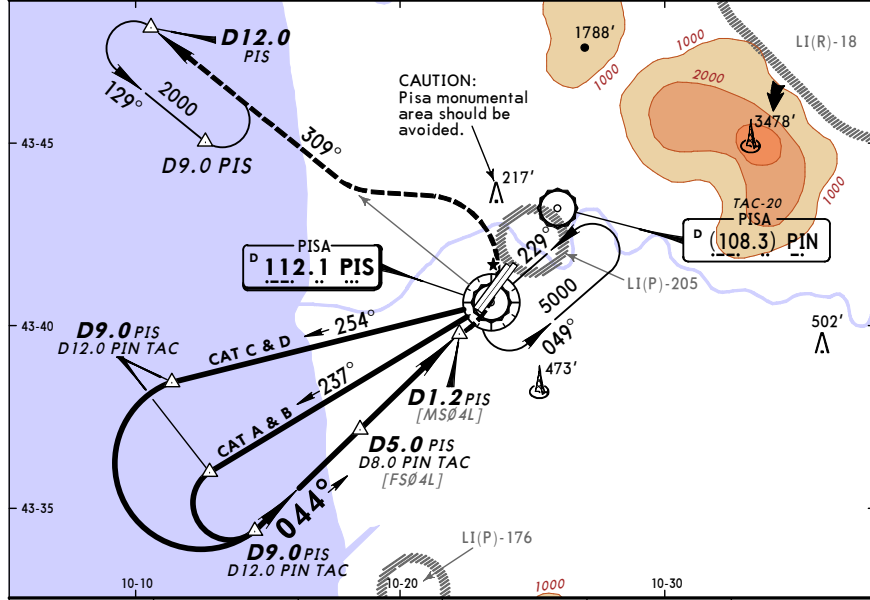
6 JAN 12 (13-2) Eff 12 Jan

PISA, ITALY  
VOR Y Rwy 04L

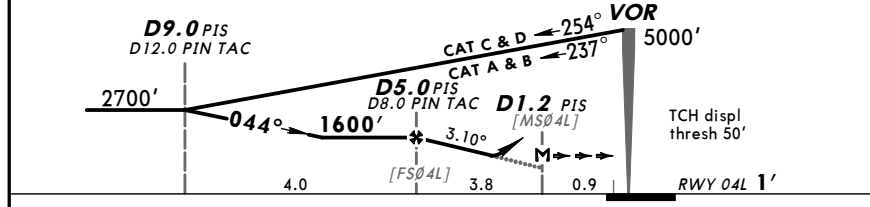
PISA Approach (R) 124.27 126.07		PISA Tower 119.1 122.1		*Ground 121.6
For UHF see MIL-101 listing				
VOR PIS 112.1	Final Apch Crs 044°	Minimum Alt D5.0 PIS 1600' (1599')	DA(H) 450' (449')	Apt Elev 6' RWY 1'



MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 PIS to D12.0 PIS climbing to 2000' and hold.  
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'  
WARNING: Final approach track not aligned with rwy axis.



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D1.2 PIS						

Standard STRAIGHT-IN LANDING RWY 04L		CIRCLE-TO-LAND	
DA(H) 450' (449')		DA(H) 450' (449')	
ALS out		ALS out	
A	RVR 1500m	Max Kts 100	MDA(H) 760' (754') VIS 1500m
B		135	760' (754') 1600m
C	RVR 1700m	175	760' (754') 2400m
D	CMV 2100m	175	760' (754') 3600m

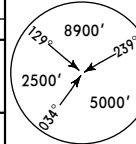
CHANGES: Chart reindexed. Procedure. Minimums.

LIRP/PSA  
SAN GIUSTO

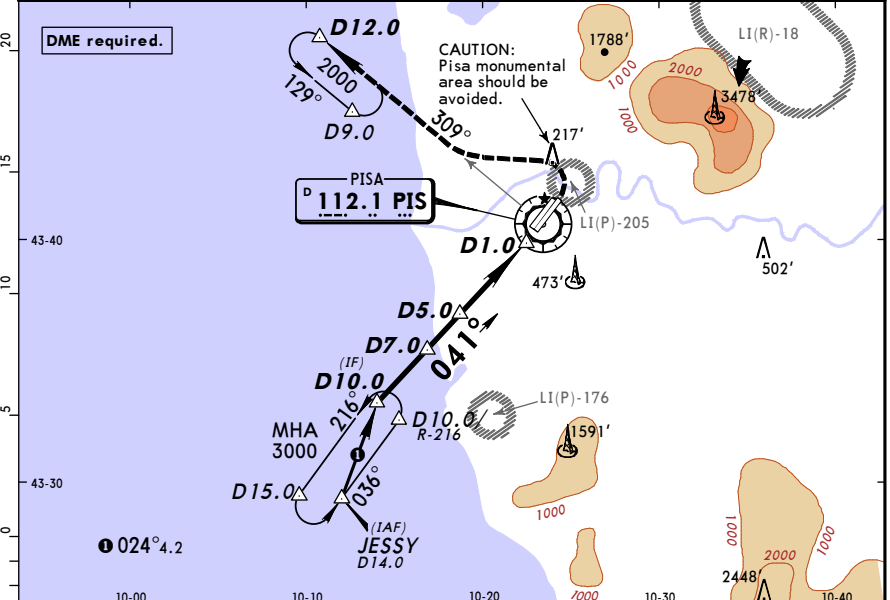
6 JAN 12 (13-3) Eff 12 Jan

PISA, ITALY  
VOR Z Rwy 04R

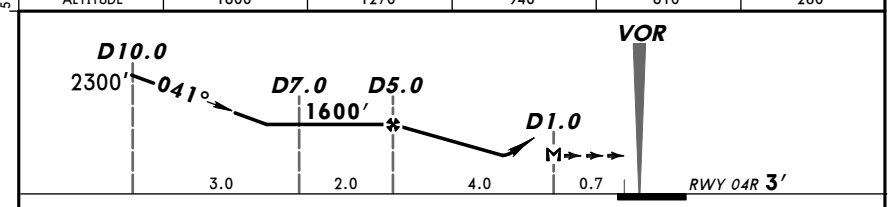
PISA Approach (R) 124.27 126.07		PISA Tower 119.1 122.1		*Ground 121.6
For UHF see MIL-101 listing				
VOR PIS 112.1	Final Apch Crs 041°	Minimum Alt D5.0 1600' (1597')	DA(H) 450' (447')	Apt Elev 6' RWY 3'



MISSED APCH: As soon as practicable turn LEFT to intercept and follow R-309 to D12.0 climbing to 2000' and hold.  
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D1.0						

Standard STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND	
DA(H) 450' (447')		DA(H) 450' (447')	
ALS out		ALS out	
A	RVR 1400m	Max Kts 100	MDA(H) 760' (754') VIS 1500m
B		135	760' (754') 1600m
C		175	760' (754') 2400m
D	CMV 2100m	175	760' (754') 3600m

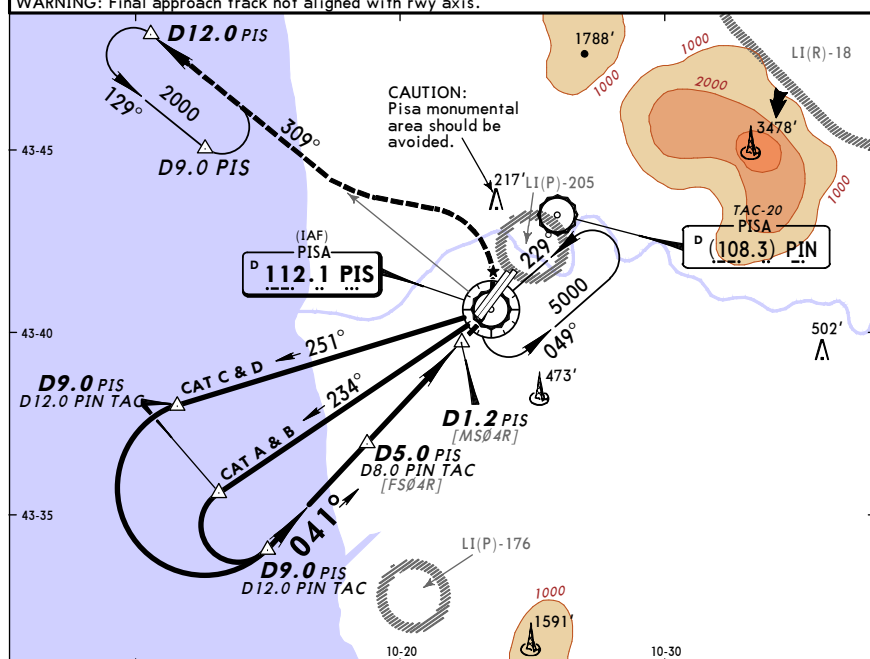
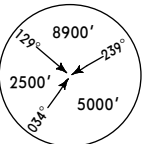
CHANGES: New procedure.

LIRP/PSA  
SAN GIUSTO

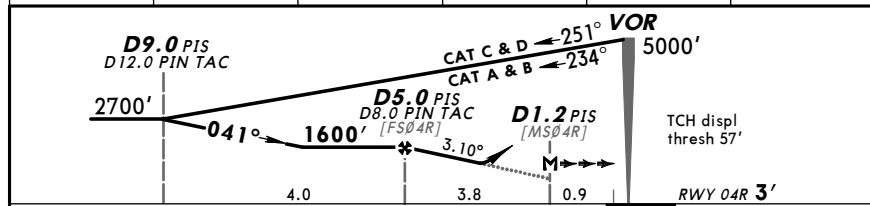
6 JAN 12 (13-4) Eff 12 Jan

PISA, ITALY  
VOR Y Rwy 04R

PISA Approach (R) 124.27 126.07		PISA Tower 119.1 122.1		*Ground 121.6	
For UHF see MIL-101 listing					
VOR PIS 112.1	Final Apch Crs 041°	Minimum Alt D5.0 PIS 1600' (1597')	DA(H) 450' (447')	Apt Elev 6'	RWY 3'
MISSED APCH: As soon as practicable turn LEFT, intercept and follow R-309 to D12.0 PIS climbing to 2000' and hold.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'					
WARNING: Final approach track not aligned with rwy axis.					



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PIS
Descent Angle 3.10°	384	494	548	658	768	878	as soon as practicable	112.1 R-309
MAP at D1.2 PIS								

Standard STRAIGHT-IN LANDING RWY 04R			CIRCLE-TO-LAND		
DA(H) 450' (447')					
A	ALS out	Max Kts	MDA(H)	VIS	
B	RVR 1500m	100	760' (754')	1500m	
C	RVR 1400m	135	760' (754')	1600m	
D		175	760' (754')	2400m	
	CMV 2100m	175	760' (754')	3600m	

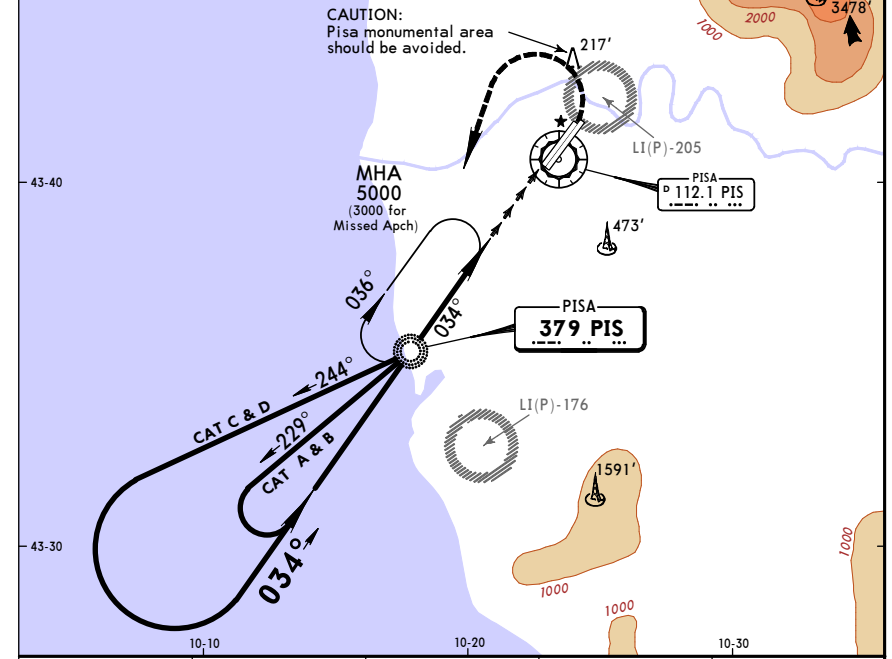
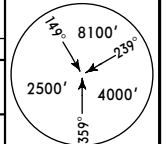
CHANGES: Chart reindexed. Procedure. Minimums.

LIRP/PSA  
SAN GIUSTO

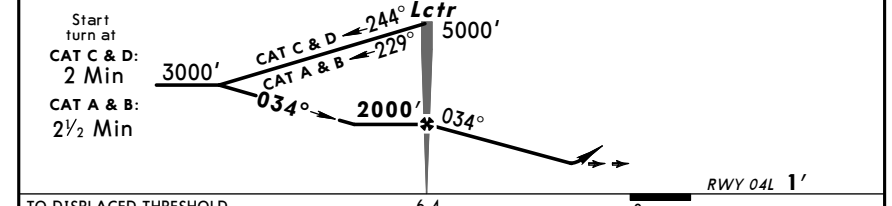
6 JAN 12 (16-1) Eff 12 Jan

PISA, ITALY  
Lctr Rwy 04L

PISA Approach (R) 124.27 126.07		PISA Tower 119.1 122.1		*Ground 121.6	
For UHF see MIL-101 listing					
Lctr PIS 379	Final Apch Crs 034°	Minimum Alt Lctr 2000' (1999')	DA(H) 820' (819')	Apt Elev 6'	RWY 1'
MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000' and hold.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'					



PIS DME	6.0	5.0	4.0	3.0
ALTITUDE	1790'	1480'	1170'	860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PIS
Descent Angle 2.92°	362	465	517	620	723	826	as soon as practicable	240 KT MAX 3000' PIS 379
MAP at D1.2 PIS								

Standard STRAIGHT-IN LANDING RWY 04L			CIRCLE-TO-LAND		
DA(H) 820' (819')					
A	ALS out	Max Kts	MDA(H)	VIS	
B	RVR 1500m	100	890' (884')	1500m	
C	RVR 1400m	135	890' (884')	1600m	
D		175	890' (884')	2400m	
	CMV 2400m	175	890' (884')	3600m	

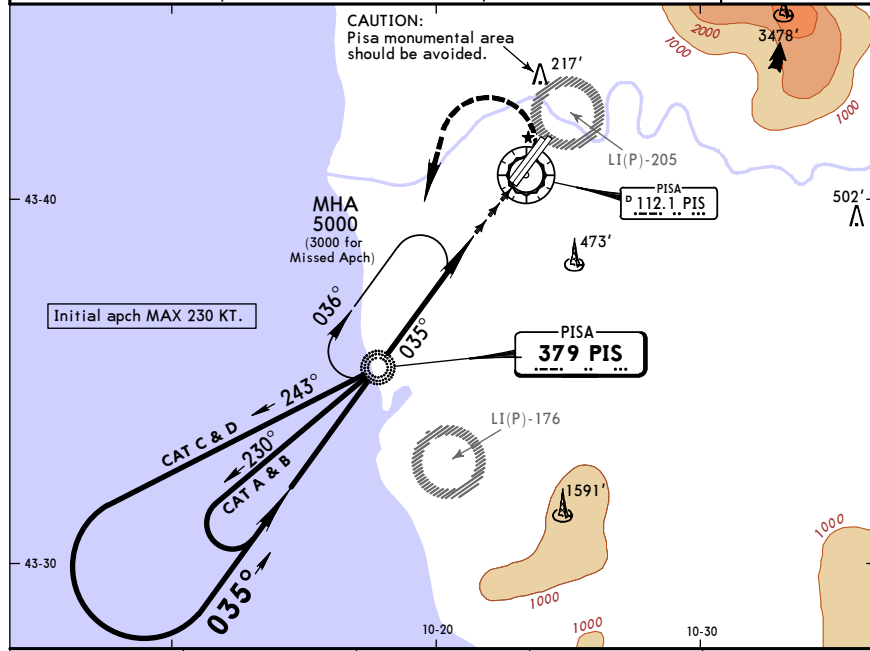
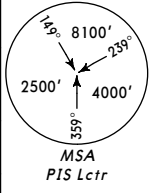
CHANGES: Procedure.

**LIRP/PSA  
SAN GIUSTO**

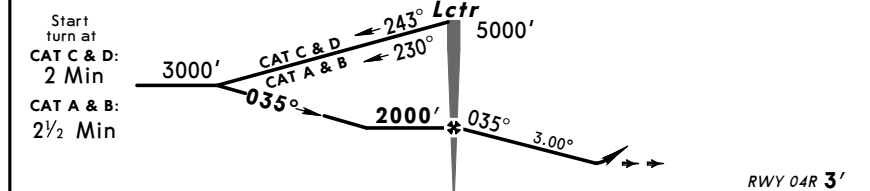
6 JAN 12 (16-2) Eff 12 Jan

**PISA, ITALY  
Lctr Rwy 04R**

PISA Approach (R)		PISA Tower		*Ground
124.27	126.07	119.1	122.1	121.6
For UHF see MIL-101 listing				
Lctr PIS <b>379</b>	Final Apch Crs <b>035°</b>	Minimum Alt Lctr <b>2000'</b> (1997')	DA(H) Refer to Minimums	Apt Elev 6' RWY 3'
<b>MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000' and hold.</b>				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	



PIS DME	6.0	5.0	4.0	3.0
ALTITUDE	1790'	1480'	1170'	860'



TO DISPLACED THRESHOLD						6.4	0	RWY 04R 3'
Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as practicable
Descent Angle 2.92°	362	465	517	620	723	826	PAPI	240 KT MAX LT
								3000'
								PIS 379

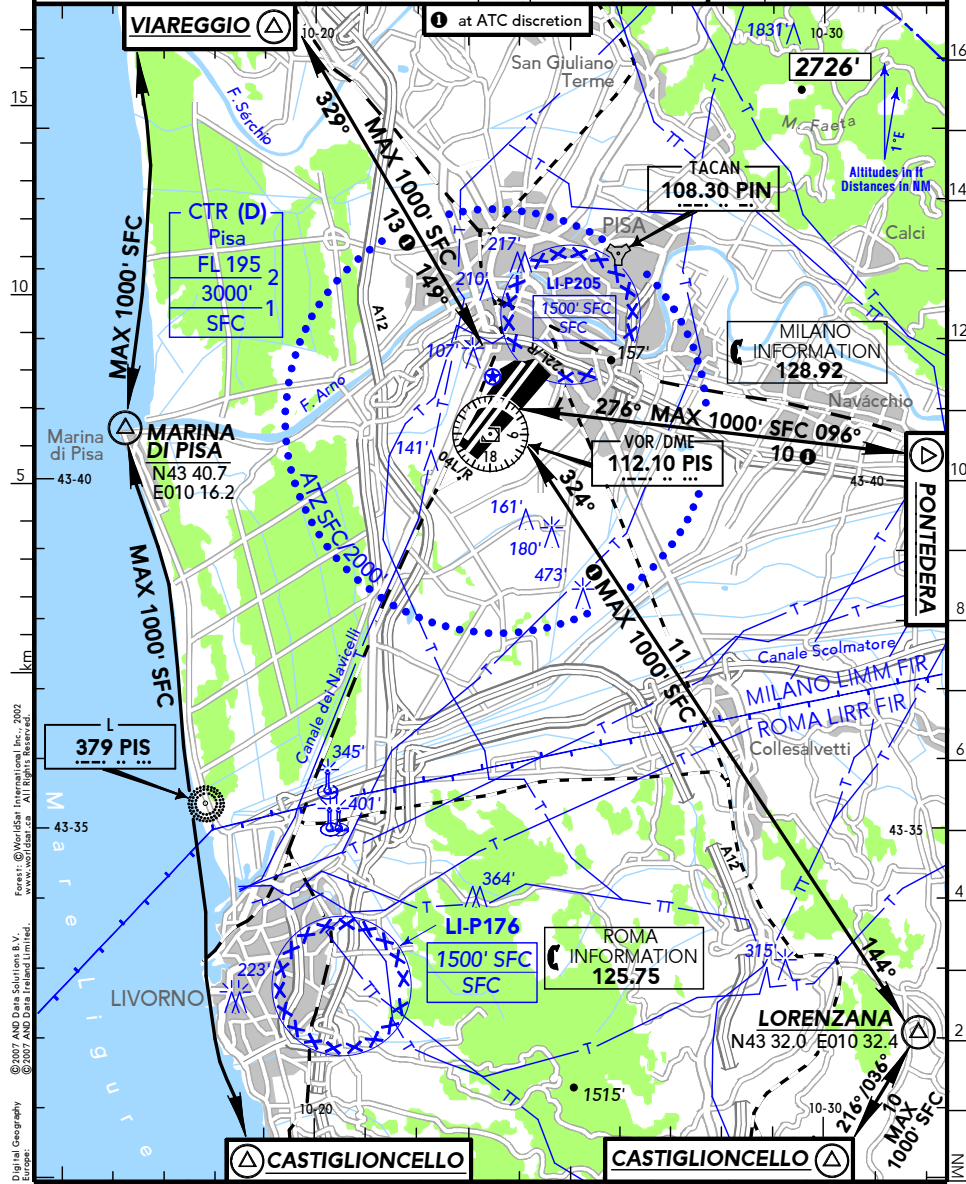
PANS OPS 4	Standard STRAIGHT-IN LANDING RWY 04R			CIRCLE-TO-LAND		
	DA(H)	AB: 600' (597')	CD: 760' (757')	Max Kts	MDA(H)	VIS
		ALS out				
	A			100	760' (754')	1500m
B	RVR 1500m		135	760' (754')	1600m	
C			175	890' (884')	2400m	
D	CMV 2400m		175	890' (884')	3600m	

CHANGES: Procedure.

12 JUN 09 (19-1)

**PISA  
SAN GIUSTO  
ITALY**

(APP)	PISA APPROACH (R)		Elev 6'2m	
	126.07 (it, en)	124.27 (it, en)	N43 41.0	E010 23.7
(TWR)	PISA TOWER		119.10 122.10 (it, en)	
GROUND	121.60			
RWY	04R	109.70	IPI	035°
ILS				



CHANGES: AD ELEV - COM - ILS - VAR - Airspace - REPs & Routes - OBST  
- Spot ELEV - Topography.

**PISA**  
**SAN GIUSTO**  
**ITALY**

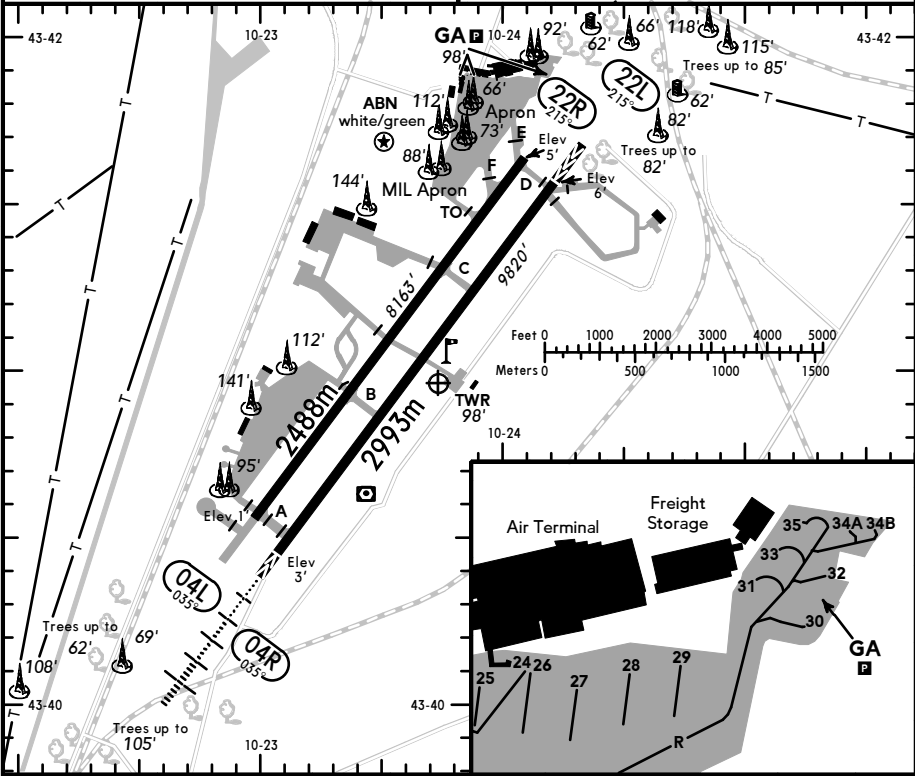
19-2 12 JUN 09



GROUND 121.60

(FIS)

MILANO INFORMATION 128.92



ABN - IBN - ALS 04R - PAPI 04R/22L - THRL 04R/22L - RL - RCLL - TWYL - APRON - LDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R	2993 x 46 Concrete/ Asphalt	2993	2846.5	LCN 90	
22L		2993	2739		
04L	2488 x 45 Asphalt	2488	2488	SIWL 45	
22R					

NOTE:  
 See also PISA 10-1V.

**CAUTION:**  
 When LDG on RWY 22L, pilots should be aware of a portion of highway Pisa-Florence with high intensity yellow light which is located along 200°, with a length of about 650m at 2.6NM from "PIS" VOR/DME within 065° - 080°. This part of highway shall not be confused with a RWY.

If not otherwise directed and tail wind is less than 10 KT, RWY 22L is preferential for TKOF, RWY 04R for LDG.

Night VFR not allowed EXC HEL.