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.
BERMI 1A [BERM1A], GIMEL 1A [GIME1A]
PEROS 1A [PERO1A], PIGER 1A [PIGE1A]

ARRIVALS
TO RCA VORDME

HOLDINGS OVER RCA

CHANGES: STARs established and transferred.
**BERMI 1B [BERM1B], PEROS 1B [PERO1B], PIGER 1B [PIGE1B]**

ARRIVALS TO RCA NDB

- **PIGER**
  - N38 32.9 E015 24.4

- **PEROS**
  - N38 38.3 E015 49.2

- **DEandra**
  - D34 CTF
    - N37 51.3 E015 34.9

**HOLDINGS OVER**

- **BERMI**
  - N37 30.3 E015 21.3

- **AGEDO**
  - N37 31.0 E015 26.0

- **RCA NDB**
  - **LOC DME approach**
    - MHA 6000
    - MHA 6500
    - MAX 200 KT

**NOT TO SCALE**

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

**CHANGES:** New chart.
RIDCR/REG
REGGIO CALABRIA

Apt Elev 95’
Trans level: By ATC Trans alt: 7000’
Ceiling 1500’ - VIS 5000m.

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

CHANGES: Rwy 15 initial climb & climb gradient revised.
PIGER 6A [PIGE6A]
PIGER 6D [PIGE6D]

RWYS 15, 29, 33 DEPARTURES

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%).

CHANGES: Rwy 15 initial climb & climb gradient revised.
**BERMI 5B [BERM5B], CDC 6B**
**INDEX 5B [INDA5B]**

**RWYS 15, 29, 33 DEPARTURES**
**TO BE USED WHEN RCA VOR UNSERVICEABLE**

---

**RIDING APARTMENT**
95' Trans level: By ATC Trans alt: 7000' Ceiling 1500' - VIS 5000m.

---

**CHANGES:**

**SID**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BERMI 5B By ATC</td>
<td>15</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>29, 33</td>
<td>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.</td>
</tr>
<tr>
<td>CDC 6B</td>
<td>15</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>29, 33</td>
<td>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.</td>
</tr>
<tr>
<td>INDAX 5B</td>
<td>15</td>
<td>Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing to INDAX.</td>
</tr>
<tr>
<td></td>
<td>29, 33</td>
<td>Turn LEFT as soon as possible, 166° track, intercept 207° bearing from RCA to INDAX.</td>
</tr>
</tbody>
</table>
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

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%).

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIGER 7B</td>
<td>15</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>29, 33</td>
<td>Turn LEFT as soon as possible, 166° track, at 4000’, in any case not before passing 207° brg from RCA turn LEFT, intercept 360° bearing to RCA, 338° bearing to PIGER.</td>
</tr>
<tr>
<td>PIGER 6C</td>
<td>15</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>29, 33</td>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>565’ per NM</td>
<td>706</td>
<td>942</td>
<td>1413</td>
<td>1884</td>
<td>2355</td>
<td>2825</td>
</tr>
<tr>
<td>352’ per NM</td>
<td>441</td>
<td>587</td>
<td>881</td>
<td>1175</td>
<td>1468</td>
<td>1762</td>
</tr>
</tbody>
</table>

CHANGES: None.
Back track manoeuvres on rwy 15/33 must be performed on rwy heads only except acft with 5700 kg MTOW or less. Aerodrome occasionally affected by terrain-induced wind shear phenomena.

Twy on Aeroclub apron restricted to acft code A. Birds.

Rwy 15 right-hand circuit.

**RUNWAY INCURSION HOTSPOTS**

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

**ADDITIONAL RUNWAY INFORMATION**

### RWY

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Threshold</td>
<td>Glide Slope</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>NA</td>
<td>NA</td>
<td></td>
<td>148'</td>
</tr>
<tr>
<td>29</td>
<td>HIRL (60m)</td>
<td>NA</td>
<td></td>
<td>45m</td>
</tr>
<tr>
<td>15</td>
<td>HIRL (60m)</td>
<td>ALS PAPI (3.25°)</td>
<td>5722' 1744m</td>
<td>148'</td>
</tr>
<tr>
<td>33</td>
<td>HIRL (60m)</td>
<td>HIALS SFL LDIN PAPI (3.5°)</td>
<td>6378' 1944m</td>
<td>45m</td>
</tr>
</tbody>
</table>

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

**Standard**

<table>
<thead>
<tr>
<th>TAKE-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy 11</td>
</tr>
<tr>
<td>Rwy 15/29/33</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROHIBITED</td>
<td></td>
<td></td>
<td>NOT APPLICABLE</td>
</tr>
</tbody>
</table>

**CHANGES:** Hot spots added. Parking positions transferred to 10-9A.
Potential risk of collision during acft taxiing.

Twy on GA apron restricted to acft code B.

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

INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N38 04.4 E015 39.2</td>
<td>11, 12</td>
<td>N38 04.4 E015 39.1</td>
</tr>
<tr>
<td>2</td>
<td>N38 04.3 E015 39.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 thru 8</td>
<td>N38 04.3 E015 39.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>N38 04.2 E015 39.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>N38 04.4 E015 39.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### STRAIGHT-IN RWY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>VOR</td>
<td></td>
<td></td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td></td>
<td>1100' (1016')</td>
<td>1100' (1016')</td>
<td>1100' (1016')</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td></td>
</tr>
</tbody>
</table>

### CIRCLE-TO-LAND to RWY 15, 33

<table>
<thead>
<tr>
<th>LOC A, LOC C, NDB B 1</th>
<th>100 KT</th>
<th>135 KT</th>
<th>180 KT</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOR 15</td>
<td>1630' (1535')</td>
<td>1630' (1535')</td>
<td>1630' (1535')</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td></td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td></td>
</tr>
<tr>
<td>After VOR 15 2</td>
<td>1500' (1405')</td>
<td>1500' (1405')</td>
<td>1500' (1405')</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td></td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td>ceil 1500' - 5000m</td>
<td></td>
</tr>
</tbody>
</table>

1 To RWY 15: VFR and daylight only.
To RWY 33: On prescribed track only (see inset on relevant procedure chart).
2 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 3

<table>
<thead>
<tr>
<th></th>
<th>RCLM (DAY only)</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>ceil 1500' - 5000m</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>NOT APPLICABLE</td>
<td></td>
</tr>
</tbody>
</table>

3 Take-off from RWY 11 PROHIBITED.
**REGGIO Approach**

120.27

**REGGIO Tower**

118.25

**MISSING 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'

**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'.

LOC unusable for coupled approach inside D5.0 RCA and LOC unusable after overflying NDB/OM inbound.

WARNING: In case of sudden VOR failure follow NDB indications. After passing MM, LOC indications must be ignored. Final apch track is not aligned with rwy axis.

**STANDARD**

**CIRCUIT TO LAND**

Not authorized East of airport

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>Not above MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>135</td>
</tr>
<tr>
<td>B</td>
<td>1630' (1535')</td>
</tr>
<tr>
<td>C</td>
<td>180</td>
</tr>
<tr>
<td>D</td>
<td>NOT APPLICABLE</td>
</tr>
</tbody>
</table>

**CHANGES:** Printing sequence.
**REGGIO Approach**

- LOC REG *
- Final Apch Crs 017°
- Minimum Alt D7.0 RCA 2570' (2475')
- MDA(H) 1630' (1535')
- Apt Elev 95'

**REGGIO Tower**

- 118.25

### MISSED APCH

Proceed to NDB. Turn LEFT to intercept R-204 RCA climbing to 6500'. Passing 3700' turn LEFT to VOR.

### RCA VOR DME required.

**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'.

**WARNING:**

In case of sudden VOR failure follow NDB indications. After passing MM, LOC indications must be ignored. Final apch track is not aligned with rwy axis.

**CHANGES:** Chart reindexed. Apt elev. Notes. Minimums.
**BRIEFING STRIP**

**VOR**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.0</td>
<td>156°</td>
<td>2500' (2416')</td>
<td>1100' (1016')</td>
<td>95'</td>
</tr>
</tbody>
</table>

**RWY**

- **156°**
- **84'**

**MSSED APCH:** 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.

In case of sudden VOR failure act shall proceed to NDB climbing to 6000'. If 6000' is not reached at first overflying of NDB climb along 204° from NDB. When passing 3700' turn LEFT to NDB climbing to 6000'. Final approach track offset 5° from Rwy centerline.

**CASUALTY OUT**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALS PAPI</td>
<td>PAPI</td>
<td>PAPI</td>
<td>PAPI</td>
<td>PAPI</td>
<td>PAPI</td>
<td>PAPI</td>
</tr>
<tr>
<td>MAP at D3.0 RCA</td>
<td>4000'</td>
<td>3000'</td>
<td>2500'</td>
<td>[3.28°]</td>
<td>2500'</td>
<td>[3.28°]</td>
</tr>
</tbody>
</table>

**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**

<table>
<thead>
<tr>
<th>VOR RCA</th>
<th>Final Apch Crs</th>
<th>Minimum Alt D7.0</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.0</td>
<td>156°</td>
<td>2500' (2416')</td>
<td>1100'</td>
<td>95'</td>
</tr>
</tbody>
</table>

**Missed Approach:** 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.

---

**REGGIO Tower**

<table>
<thead>
<tr>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.0</td>
<td>84'</td>
</tr>
</tbody>
</table>

---

**In case of sudden VOR failure acft shall proceed to NDB climbing to 6000'. If 6000' is not reached at first overflying of NDB, climb along 204° from NDB. When passing 3700' turn LEFT to NDB climbing to 6000'. Final approach track offset 5° from Rwy centerline.**

---

**NOTES:**
- Gnd speed-Kts: 70 90 100 120 140 160
- Alts: 2140' 1800' 1450' 1100' 760'
- MSA RCA VOR: 111.0
- RCA DME: 6.0 5.0 4.0 3.0 2.0
- Alt Set: hPa
- Rwy Elev: 3 hPa
- Trans level: By ATC
- Trans alt: 7000'

**CAMPS 4.1:**
- 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**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch CRS</th>
<th>Minimum Alt</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.0</td>
<td>156°</td>
<td>2500' (2416')</td>
<td>1100' (1016')</td>
<td>95'</td>
</tr>
</tbody>
</table>

**REGGIO Tower**

| | 118.25 |

**MISSEd APCh:** 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'  
**DME required.**

---

**MISSED APCH:**

1. Proceed on track 156° to D1.0, then turn RIGHT to join R-204 climbing to 6000'.
2. At D13.0 (3700' or above) turn LEFT to reach VOR at 6000'.
3. If 6000' is not reached at first overflying of NDB, climb along 204° from NDB. When passing 3700' turn LEFT to NDB climbing to 6000'.
4. Final approach track offset 5° from Rwy centerline.

---

**In case of sudden VOR failure acft shall proceed to NDB climbing to 6000'. If 6000' is not reached at first overflying of NDB, climb along 204° from NDB. When passing 3700' turn LEFT to NDB climbing to 6000'.**

**Final approach track offset 5° from Rwy centerline.**

---

**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.
**REGGIO Approach**

<table>
<thead>
<tr>
<th>Altitude (Ft)</th>
<th>4000'</th>
<th>3000'</th>
<th>2500'</th>
<th>2000'</th>
<th>1500'</th>
<th>1000'</th>
<th>500'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gnd Speed (Kts)</td>
<td>406</td>
<td>522</td>
<td>580</td>
<td>696</td>
<td>813</td>
<td>929</td>
<td>------</td>
</tr>
<tr>
<td>MAP at D3.0 RCA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>------</td>
</tr>
<tr>
<td>Descent Angle</td>
<td>3.28°</td>
<td>4.0</td>
<td>2.0</td>
<td>4.0</td>
<td>2.8</td>
<td>------</td>
<td>------</td>
</tr>
</tbody>
</table>

**Standard**

<table>
<thead>
<tr>
<th>STRAIGHT-IN LANDING RWY 15</th>
<th>CEILING REQUIRED</th>
<th>CIRCLE-TO-LAND to RWY 15/331</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(H)</td>
<td>1100' (1016')</td>
<td>Not authorized East of airport</td>
</tr>
</tbody>
</table>

---

**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.
**REGGIO Approach**

<table>
<thead>
<tr>
<th>NDB</th>
<th>RCA</th>
<th>Final</th>
<th>Apch Crs</th>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>D7.0</td>
<td>017°</td>
<td>2570' (2475')</td>
<td>1630' (1535')</td>
<td>95'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REGGIO Tower**

<table>
<thead>
<tr>
<th>Trans level</th>
<th>Trans alt</th>
</tr>
</thead>
<tbody>
<tr>
<td>By ATC</td>
<td>7000'</td>
</tr>
</tbody>
</table>

**MISS APCH:** 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

**WARNING:** Final apch track is not aligned with rwy axis.

---

**VISUAL MANOEUVRING RWY 33**

- Lead-in lights (sequenced flashing)
- Lighted obstacles
- Lighted checker boards
- Lighted obstacles

**MAP at D5 if decimal reading not available.**

**CEILING REQUIRED**

- CIRCLE-TO-LAND
- MAX 280 KT
- VISUAL MANEUVRING 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'.

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>98</td>
<td>180</td>
<td>2190'</td>
<td>280</td>
<td>352</td>
</tr>
</tbody>
</table>

**Lighting-**

- Refer to Airport Chart
- As soon as possible

**LT**

**MSA RCA NDB**

**CHANGES:** Apt elev. Minimums.

**NOT AUTHORIZED EAST OF AIRPORT**

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

**REGGIO CALABRIA**

**ITALY**

---

**RWY Incursion Hot Spots**

- **HS1**: Do not cross RWY holding position unless cleared by TWR
- **HS2**: Potential risk of collision during ACFT taxiing

---

**RWY No**

- **11**
- **29**
- **15**
- **33**

**Dimension (m) - Surface**

- 1699 x 45 Asphalt
- 1998 x 45 Asphalt

**TORA (m)**

- NA
- 1998

**LDA (m)**

- NA
- 1998

**Strength**

- TH11 to 575m: PCN 46/F/B/W/T
- 575m to TH29: PCN 81/F/B/W/T
- PCN 44/F/B/W/T

---

**Lights**

- Heads concrete
- Between THR.

**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.

---

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.