
RWY 23 DEPARTURES

FOR VISUAL INITIAL CLIMB RWY OS REFER TO CHART 10-3A

SID BALUK 5A established.

These SIDs require a minimum climb gradient of:

BALUK 5A 389’ per NM (6.4%) up to FL110.
KUGIX 5A, MAREL 6A, VALEN 6A 389’ per NM (6.4%) up to 5000’.

SID ROUTING

BALUK 5A Climb on 226° track to 550’, turn RIGHT immediately, intercept PRT R-270 to D7 PRT, turn RIGHT, intercept FRZ R-180 to D3 FRZ, establish on FRZ R-198 to BALUK.

KUGIX 5A Climb on 226° track to 550’, turn RIGHT immediately, intercept PRT R-270 to D7 PRT, turn RIGHT to PRT, PRT R-154 to KUGIX.

MAREL 6A Climb on 226° track to 550’, turn RIGHT immediately, intercept PRT R-270, when crossing FRZ R-187, but not further than D10.5 PRT turn LEFT, intercept FRZ R-198 via GINAR to MAREL.

VALEN 6A Climb on 226° track to 550’, turn RIGHT immediately, intercept PRT R-270 to D7 PRT, turn RIGHT to PRT, PRT R-090 to VALEN.

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CHANGES: None.
RWY 05 VISUAL INITIAL CLIMB PROCEDURE
ONLY FOR CIVILIAN ACFT CERTIFICATED
ACCORDING TO ICAO ANNEX 16 CHAPTER III

1. Meteorological minima: Ceiling 3000'  Ground visibility 5000m
2. During take-off and initial climb pilots are responsible to provide own separation from obstacles and to choose the routing and climb gradient according to ICAO Annex 6 prescriptions.
3. Due to ground elevation and obstacles up to 2549' sited north and east within 3 NM from ARP, take-off and initial climb must be performed during daylight hours only.

Trans level: By ATC  Trans alt: 6000'
1. If cleared via SID BALUK 5A these procedures require a minimum climb gradient of 462' per NM (7.6%) to join D4 PRT at 3000'.

INITIAL CLIMB

If cleared via SID KUGIX 5A, MAREL 6A or VALEN 6A:
As soon as possible turn LEFT within PRT 3 DME, 270° track, intercept PRT R-306, intercept FRZ R-180 inbound, then join the assigned SID.

If cleared via SID BALUK 5A:
As soon as possible turn LEFT within PRT 3 DME, 270° track, intercept PRT R-306, intercept FRZ R-180 inbound, then join the assigned SID.

RUNWAY USAGE
From 0600LT or SR-30 till SS +30 take-off of aircraft licensed according to ICAO Annex 16, Volume 1, Chapter 2 will be equitably shared between RWY 05 and RWY 23 according TWR instruction, under appropriate meteorological conditions for either take-off direction and subordinately to flight safety needs.

NOISE ABATEMENT

RUN-UP TESTS
Between 1400-1600LT and 2300-0600LT engine tests are forbidden except for aircraft to be used immediately cleared by civil aviation office.

AUXILIARY POWER UNITS
Auxiliary power units may not be used until 60 minutes prior departure and after 20 minutes after landing except for exceptional needs cleared by civil aviation office.

PROVIDED WITH NOISE CERTIFICATION
FOR SID CONTINUATION REFER TO CHART 10-3
LOW VISIBILITY PROCEDURES (LVP)

LVP issued by the Italian Civil Aviation Authority ENAC, summarized as follows:
- Landing operations with RVR less than 550m are not allowed.
- Low visibility take-off operations are activated with RVR less than 400m and if the operator and crew are certified for low visibility operations according to the rules of the country, as follows:
  a) Only one movement at a time will be authorized.
  b) Follow-me mandatory for ground movement until runway entrance.
- Take-off permitted only with visibility equal to or above 800m in case of failure of runway lights power supply units.

JAR-OPS

<table>
<thead>
<tr>
<th>Rwy 23</th>
<th>TAKE-OFF</th>
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<tbody>
<tr>
<td>RC</td>
<td>250m</td>
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<tr>
<td>BL</td>
<td>400m</td>
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<tr>
<td>NL (DAY only)</td>
<td>800m</td>
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<tr>
<td>VMC only</td>
<td></td>
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</tbody>
</table>

NOT APPLICABLE

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

CHANGES: None.

SPECIAL REQUIREMENTS FOR Rwy 23

Landings are permitted under following conditions:
- ceiling 3000'; vis equal or above 5 km
- daytime only;
- no tail wind component;
- snow/slush/water operations not allowed;
- training operations with passengers on board are prohibited;
- operators have to issue and use a mandatory circling procedure specific for rwy 23 and for each type of aircraft;
- landing operations are performed only by pilots in command as P.F. (Pilot flying) provided with qualification on rwy 23 achieved by a training flight without passengers on board including at least an approach for rwy 05, two circlings for rwy 23 with a go around from final position and a full-stop landing.
Qualification is valid 6 months and is renewed by a landing for rwy 23 as pilot in command or using a flight simulator approved by Italian Civil Aviation Authority ENAC;
- all engines operating, no damages to the brakes, to the flight controls and to the reverse system if available.

CHANGES: Parking stands.
MISSED APCH: Turn RIGHT (VOR Z : MAX 130 KT, VOR Y: MAX 185 KT) as soon as practicable to intercept and follow R-168 climbing to 4000' inbound holding fix D16.0. Leaving 3200' (not further than D15.0) turn RIGHT (MAX 185 KT) as soon as practicable to intercept and follow R-168 climbing to 5500'.

MDA (H): refers to Minimums

Gnd speed-Kts

Descent gradient 5.24 % or
Descent angle (3.00 %)

For special requirements refer also to 10-9A.

Challenges: Communications Procedure.