INSTRUMENT APPROACH CHART – ICAO

AERODROME ELEV 697

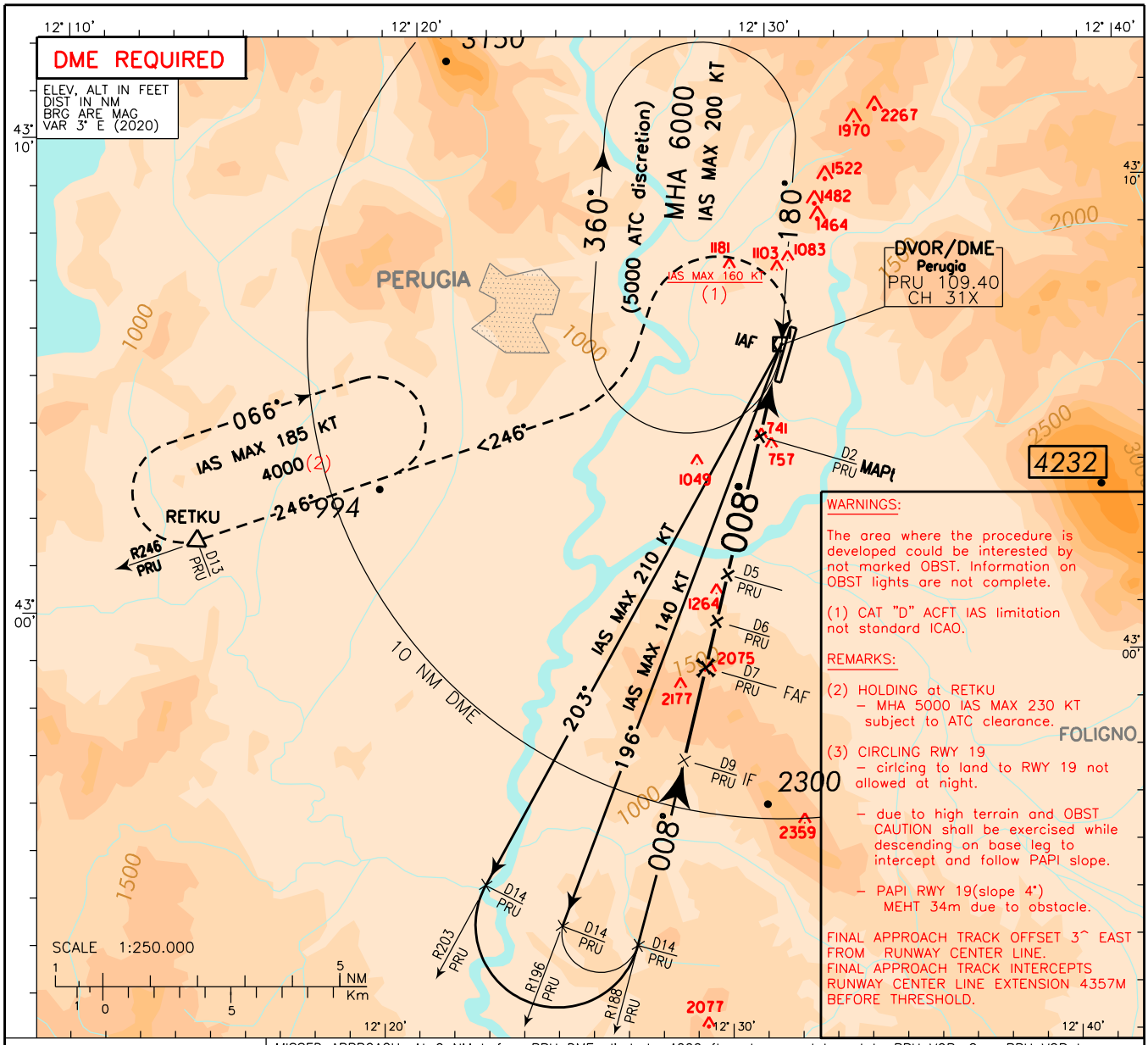
APP	Perugia App	125.600
TWR	Perugia TWR	118.105

PERUGIA/S. Francesco (LIRZ)

VOR Y RWY01

DOC 8168 ED 5 – 2006 – AMDT. 4

CHANGE: PERUGIA TWR FREQUENCY UPDATED



WARNINGS:

The area where the procedure is developed could be interested by not marked OBST. Information on OBST lights are not complete.

(1) CAT "D" ACFT IAS limitation not standard ICAO.

REMARKS:

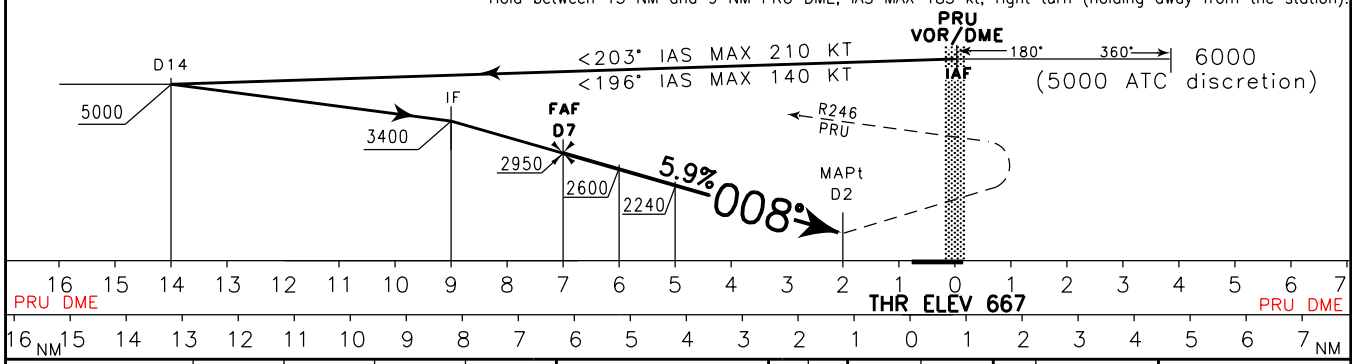
(2) HOLDING at RETKU
– MHA 5000 IAS MAX 230 KT subject to ATC clearance.

(3) CIRCLING RWY 19
– cirlcing to land to RWY 19 not allowed at night.
– due to high terrain and OBST CAUTION shall be exercised while descending on base leg to intercept and follow PAPI slope.
– PAPI RWY 19(slope 4°) MEHT 34m due to obstacle.

FINAL APPROACH TRACK OFFSET 3° EAST FROM RUNWAY CENTER LINE.
FINAL APPROACH TRACK INTERCEPTS RUNWAY CENTER LINE EXTENSION 4357M BEFORE THRESHOLD.

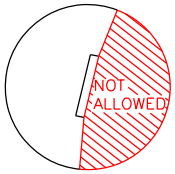
TRANSITION ALT 6000

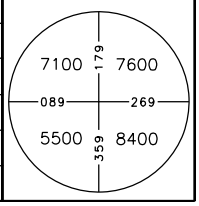
MISSED APPROACH: At 2 NM before PRU DME climb to 4000 ft and proceed bound to PRU VOR. Over PRU VOR turn left (IAS MAX 160 kt) to join RDL 246 PRU VOR bound to RETKU.
Hold between 13 NM and 9 NM PRU DME, IAS MAX 185 kt, right turn (holding away from the station).



OCA (OCH)	A	B	C	D
STRAIGHT IN APPROACH – VOR	1290 (623)			
CIRCLING (3)	1550 (853)	1950 (1253)	2450 (1753)	2750 (2053)

CIRCLING SECTORS



FT PER MIN	GS	FAF–MAPt 5.NM	MAPt–THR 1.2NM	DME	ALT (HGT)
960	160	1:53	0:27	6	2600 (1933)
840	140	2:09	0:31	5	2240 (1573)
720	120	2:30	0:36	4	1880 (1213)
600	100	3:00	0:43	3	1515 (848)
480	80	3:45	0:54	2	1155 (488)

MNM SECT ALT PRU VOR