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Terminal Charts For LICR

Revision Letter For Cycle 23-2019

Change Notices

Notebook

General Information

Location: REGGIO CALABRIA ITA

ICAO/IATA: LICR / REG

Lat/Long: N38° 04.3', E015° 39.2'

Elevation: 95 ft

Airport Use: Public

Daylight Savings: Observed

UTC Conversion: -1:00 = UTC

Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1

Repair Types: Minor Airframe, Minor Engine

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 0551 Z

Sunset: 1539 Z

Runway Information

Runway: 11

Length x Width: 5574 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 38 ft

Lighting: Edge

Runway: 29

Length x Width: 5574 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 42 ft

Lighting: Edge

Runway: 15

Length x Width: 6752 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 84 ft

Lighting: Edge, ALS, REIL

Displaced Threshold: 833 ft

Runway: 33

Length x Width: 6752 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 36 ft

Lighting: Edge, ALS, REIL
Displaced Threshold: 374 ft

Communication Information

Reggio Tower: 118.250
Reggio Approach: 120.275
Rome Radar Radar: 133.250 RCO

LICR/REG

JEPPESEN

REGGIO CALABRIA, ITALY

REGGIO CALABRIA

24 MAY 19

10-1P

AIRPORT BRIEFING

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. REVERSE THRUST

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.2. FLIGHT CREW QUALIFICATION

Reggio Calabria APT presents specific orographical, meteorological and operational peculiarities requiring flight crews qualification. Operator intending to operate in Reggio Calabria APT shall qualify the Pilot-In-Command (PIC) in accordance with the qualification requirements of Regulation (EU) No. 965/2012 and further amendments. From a piloting perspective, in absence of volcanic ash cloud, the main peculiarities of the APT are:

- a) RWY 33 landing after circling approach requires a prescribed track that leads to RWY alignment at an height lower than 300' above aerodrome elevation (unstabilized approach).
- b) In strong winds, maintaining the prescribed track could induce high angles of bank.
- c) The orographical condition and the presence of a depression (down-up slope) on RWY 15/33 could generate optical illusions.
- d) Due to a hill located South of the airfield, take-off, go-around and balked landing from RWY 15 require particular caution.

Due to the above considerations, depending on the type of operations, operators are authorized to operate from/to Reggio Calabria APT provided the following condition are satisfied:

1.2.1. COMMERCIAL AIR TRANSPORT (CAT)

Only operators who fulfill the following requirements are authorized to operate:

- a) Have obtained an approval by their competent authority to perform unstabilized approaches in accordance with CAT.OP.MPA.115; and
- b) Have categorized Reggio Calabria APT as "Category C" in accordance with Acceptable Means Of Compliance 1 ORO.FC.105(b)(2);(c); and
- c) Have established specific training programme for PIC qualification, including a briefing and a visit to the aerodrome as an observer and/or undertaking training instruction in a suitable Flight Simulation Trainer (REMARK 1); and
- d) Ensure that the PIC has a level of experience in accordance with Acceptable Means Of Compliance 1 ORO.FC.200(a) (Crew Composition), i.e. an experience of at least 100h and 10 sectors within a consolidation period of 120 consecutive days or 150 flight hours and flown 20 sectors (no time limit) on the ACFT type, following completion of the type rating or command course and the associated line flying under supervision (LIFUS); and
- e) Keep on board evidence of the above mentioned requirements and PIC qualification in accordance with the training programme as in point c); and
- f) Upon request of the APT authority, provide evidence that the training programme has been approved/accepted by their competent authority, including contingency and recency procedures.

REMARK 1

For PIC holder of an ATPL and valid TRE or TRI certificate on type of ACFT (with at least 50hours of flight instruction as a TRI), a briefing is sufficient. For all PICs, training activity shall be recorded and kept by the operator in accordance with the applicable operative requirements Commission Regulation (EU) No. 965/2012.

REMARK 2

Definition of complex airplane in accordance with Regulation (EC) No. 216/2008 Article 3 (j). For completeness the definition of complex airplane is hereby reproduced. A complex airplane is defined as an airplane:

- with a maximum certificated take-off mass exceeding 5700kg, or
- certificated for a maximum passenger seating configuration of more than 19, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine.

LICR/REG

JEPPESEN

REGGIO CALABRIA, ITALY

REGGIO CALABRIA

24 MAY 19

10-1P1

AIRPORT BRIEFING

1. GENERAL**1.2.2. NON-COMMERCIAL OPERATION WITH COMPLEX AIRPLANE (NCC) (REMARK 2)**

NCC operators are allowed to operate if they fulfill the above mentioned CAT operation requirements.

1.2.3. NON-COMMERCIAL OPERATION WITH NON-COMPLEX AIRPLANE (NCO) (REMARK 2)

Before commencing operations, PICs familiarization with procedure in use and facility's features is recommended through a specific briefing.

A familiarization/information package useful for briefing preparation (videos, applicative software) is provided by the APT authority at the following website: www.licr.it.

1.2.4. RENEWAL OF THE QUALIFICATION

In order to maintain the qualification to operate on Reggio Calabria APT, PIC involved in CAT or NCC operations must perform, at least a take-off, an approach and landing within a period of 12 months (ref. ORO.FC.105(c) and relative AMCs).

1.2.5. ENAC INSPECTIONS

ENAC will sample-check operators compliance to the above mentioned conditions.

1.3. CONTINGENCY PROCEDURES IN CASE OF VOLCANIC ASH CLOUD

For volcanic ash cloud sectors and associated restrictions refer to 10-1Q and 10-1Q1 charts.

1.4. RWY OPERATIONS**1.4.1. PREFERENTIAL RWY SYSTEM**

RWY 15/33 is normally used.

Backtrack maneuvers on RWY 15/33 must be performed on RWY heads only except ACFT with 5700kg MTOW or less.

1.4.2. CROSSWIND LIMITATIONS**RWY33:**

- Daytime: 20 KT in dry conditions/10 KT in wet conditions.
- Nighttime, wind sector 330° to 060°: 15 KT in dry conditions/10 KT in wet conditions.
- Nighttime, wind sector 240° to 330°: 10 KT in all conditions.

RWY15:

- A reduction of 33% of the MAX demonstrated crosswind component for the specific ACFT type shall be applied.

1.5. TAXI PROCEDURES

TWY on GA apron restricted to ACFT code B.

During landing and take-off RWY 15/33 TWY A and B permitted for CAT A only and taxiing on TWY on GA apron is forbidden.

Taxi slowly and idle thrust on main apron TWY.

1.6. OTHER INFORMATION

Birds.

AD occasionally affected by terrain-induced wind shear phenomena.

RWY 15 right-hand 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 sit on the left side of the cockpit, while the check-pilot shall sit on the right side of the cockpit.

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REGGIO CALABRIA, ITALY

REGGIO CALABRIA

26 AUG 16

10-1P2

AIRPORT BRIEFING

2. DEPARTURE

2.1. NOISE ABATEMENT PROCEDURES

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

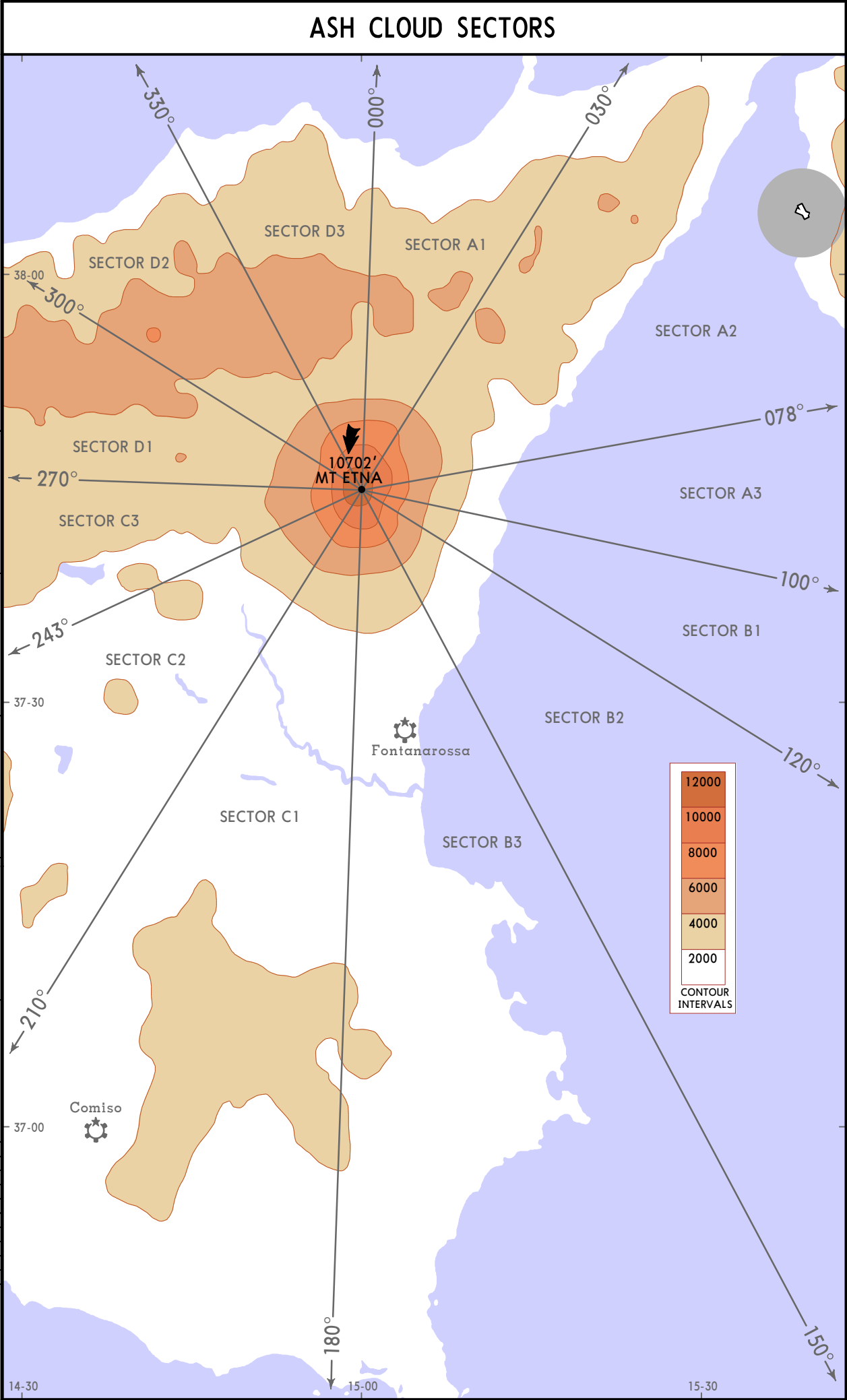
During the initial climb phase, pilots shall maintain the following parameters (only RWY 15/33):

- a) Up to 1500' QFE - Take-off power;
 - Take-off flap;
 - Climb at $V_2 + 10/20$ KT or as limited by body angle.
- b) At 1500' QFE - Reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE.
- c) At 3000' QFE - Accelerate smoothly to enroute climb speed with flap retraction.

LICR/REG
REGGIO CALABRIA

23 NOV 18 10-1Q Eff 6 Dec

JEPPESEN REGGIO CALABRIA, ITALY
OVERVIEW



LICR/REG
REGGIO CALABRIA

JEPPESEN REGGIO CALABRIA, ITALY
 23 NOV 18 **(10-1Q1)** **Eff 6 Dec** **OVERVIEW**
ASH CLOUD SECTORS TEXT**FLIGHT CONTINGENCY PROCEDURES IN CASE OF VOLCANIC ASH CLOUD**

In order to prevent dangerous effects on the safety of ACFT ops to/from Reggio Calabria AD, due to the presence of volcanic ash cloud during the eruption of Etna, the following contingency procedure have been implemented. Such procedures, when applicable, are activated by NOTAM.

DIVISION OF AIRSPACE

To ensure a flexible management of the airspace concerned and of the relevant traffic, the airspace within which the volcanic phenomena will be analysed is defined by lateral and vertical limits of Catania CTR and by sectors (with extent not homogeneous) having origin on coords N 37 44.9 E 015 00.0.

PRESENCE OF ASH CLOUD

If the ash cloud affects and remains within the identified sectors, contingency charts published on purpose have to be taken into account.

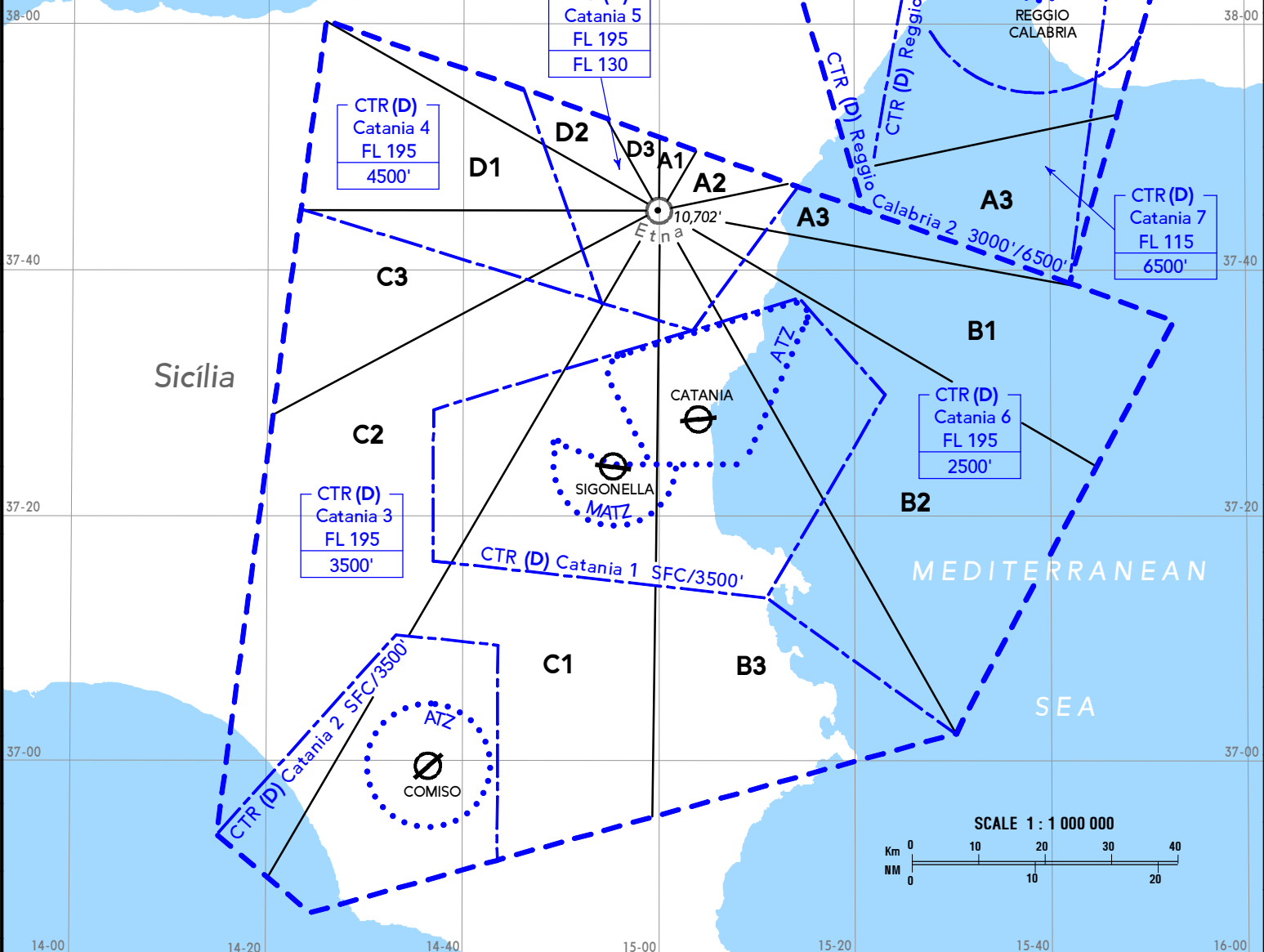
OPERATIONAL LIMITATIONS

- a) Ash cloud in SECTOR A1
 Initial climb procedure/SID PIGER 7D, PIGER 7A, PIGER 8B, PIGER 7C suspended
 Holding LONDA suspended
 STAR PIGER 1A, PIGER 1B, PIGER 1X suspended
 IAP LOC D, VOR U RWY 15, VOR T RWY 15 suspended, VOR V RWY 15 available only for direct approach from PEROS and from GIMEL
- b) Ash cloud in SECTOR A2
 All initial climb procedure/SID, IAP and STAR not available
- c) Ash cloud in SECTOR A3
 Initial climb procedure/SID CDC 6A, PIGER 7D, BERMI 5A, INDAX 5B, BERMI 5B, CDC 6B, PIGER 7C suspended
 STAR BERMI 1A, BERMI 1B suspended
 IAP LOC D, LOC E, NDB F suspended
- d) Ash cloud in SECTOR B1
 Initial climb procedure/SID BERMI 5A, INDAX 5B, BERMI 5B suspended
 STAR BERMI 1A, BERMI 1B suspended
- e) Ash cloud in SECTOR B2
 Initial climb procedure/SID BERMI 5A, INDAX 5B, BERMI 5B suspended
 STAR BERMI 1A, BERMI 1B suspended

VOLCANIC ASH SECTOR	
Sector	Range
A1	000° - 029°
A2	030° - 077°
A3	078° - 099°
B1	100° - 119°
B2	120° - 149°
B3	150° - 179°
C1	180° - 209°
C2	210° - 242°
C3	243° - 269°
D1	270° - 299°
D2	300° - 329°
D3	330° - 359°

ROMA
INFORMATION
129.575

MEDITERRANEAN
SEA



VOLCANIC ASH CLOUD SECTORS

CATANIA
ITALY

10-1WA

09 FEB 18

JEPPESEN

Flight contingency procedures in case of Volcanic Ash Cloud

In order to prevent dangerous effects on the safety of operations of ACFT, both in flight and on the ground, due to the presence of volcanic ash cloud during the eruption of Etna, the airspace of Catania and Reggio Calabria CTRs has been divided in sectors, in order to specify instrument procedures available when a sector (or more than one) is/are interdicted for flight operations.

Due to the impossibility to determinate altitude, direction and/or density of volcanic ash cloud due to variability of the meteorological conditions, all flights must be conducted with MAX attention. All crew will use MAX caution in order to avoid any contact with mentioned phenomena. Unexpected variations as per altitude, direction and/or density of the cloud should be carefully considered taking into account proper issued SIGMET.

VFR traffic is not allowed both within interdicted sector/s and in the airspace underneath. Remaining VFR traffic, both for safety reasons due to presence of the volcanic ash cloud and for the consequent particular managing of IFR traffic within the CTR, may be subject to limitations or delays.

Such procedures, when applicable, are activated by NOTAM.

LICR/REG
REGGIO CALABRIA

23 NOV 18

10-2

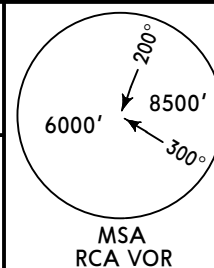
Eff 6 Dec

JEPPESSEN REGGIO CALABRIA, ITALY

STAR

Apt Elev
95'

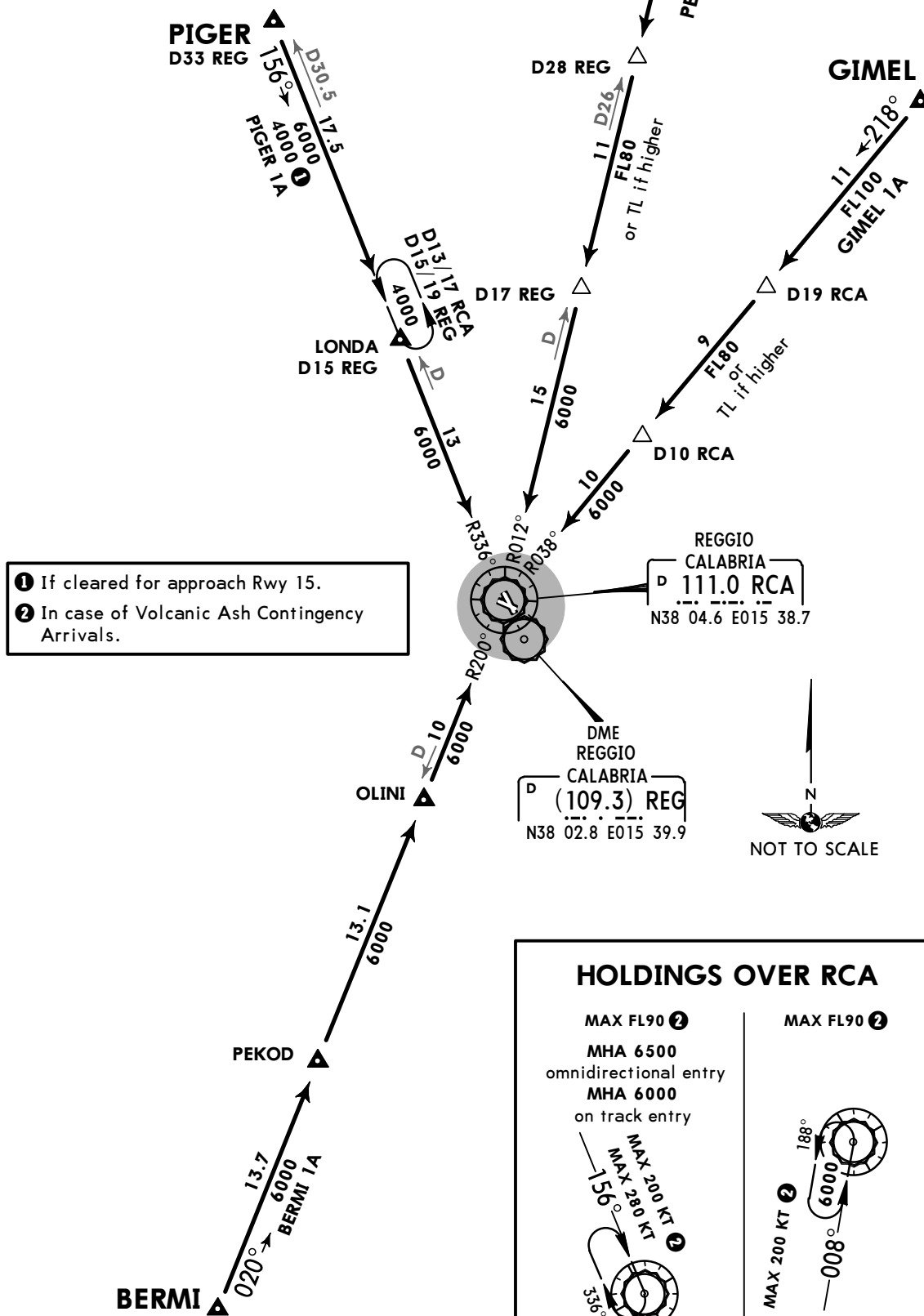
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Operational limitations are in force in case of Volcanic Ash
Cloud Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



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

ARRIVALS

THESE ARE ALSO FLIGHT CONTINGENCY ARRIVAL PROCEDURES
TO BE USED IN CASE OF VOLCANIC ASH CLOUD
(ACTIVE BY NOTAM)



CHANGES: Holding over LONDA.

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LICR/REG
REGGIO CALABRIA

23 NOV 18

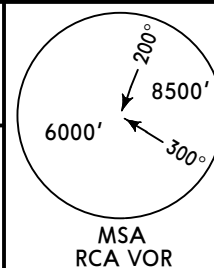
10-2A Eff 6 Dec

JEPPESSEN REGGIO CALABRIA, ITALY

STAR

Apt Elev
95'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Operational limitations are in force in case of Volcanic Ash
Cloud Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.

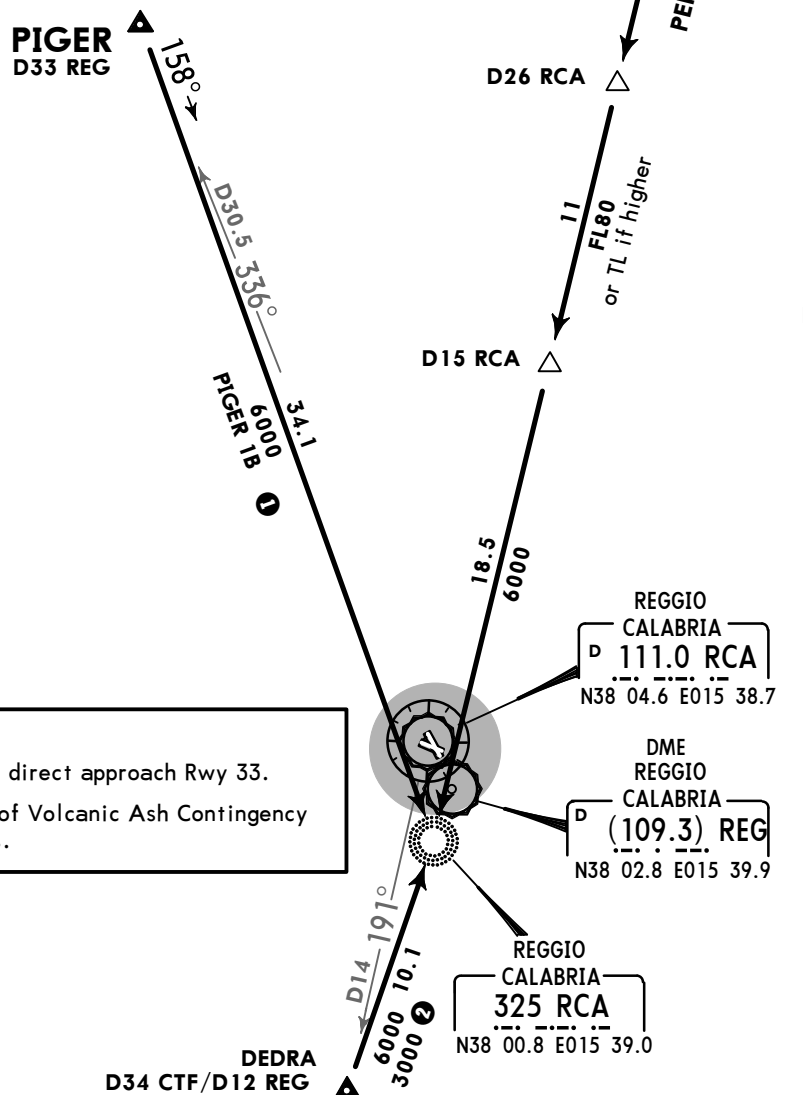


BERMI 1B [BERM1B] ①, PEROS 1B [PERO1B]

PIGER 1B [PIGE1B] ①

ARRIVALS

THESE ARE ALSO FLIGHT CONTINGENCY ARRIVAL PROCEDURES
TO BE USED IN CASE OF VOLCANIC ASH CLOUD
(ACTIVE BY NOTAM)



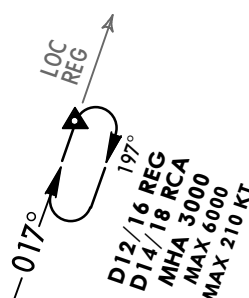
- ① By ATC.
- ② Only for direct approach Rwy 33.
- ③ In case of Volcanic Ash Contingency Arrivals.



HOLDINGS OVER

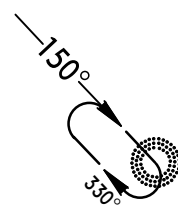
DEDRA

LOC DME approach



RCA NDB

MAX FL90 ③
MHA 6000
MHA 6500
MAX 280 KT
MAX 200 KT ③



LICR/REG
REGGIO CALABRIA

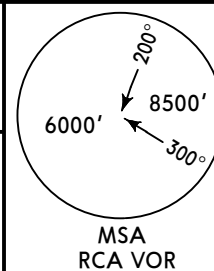
JEPPESSEN
23 NOV 18 10-2B Eff 6 Dec

REGGIO CALABRIA, ITALY

STAR

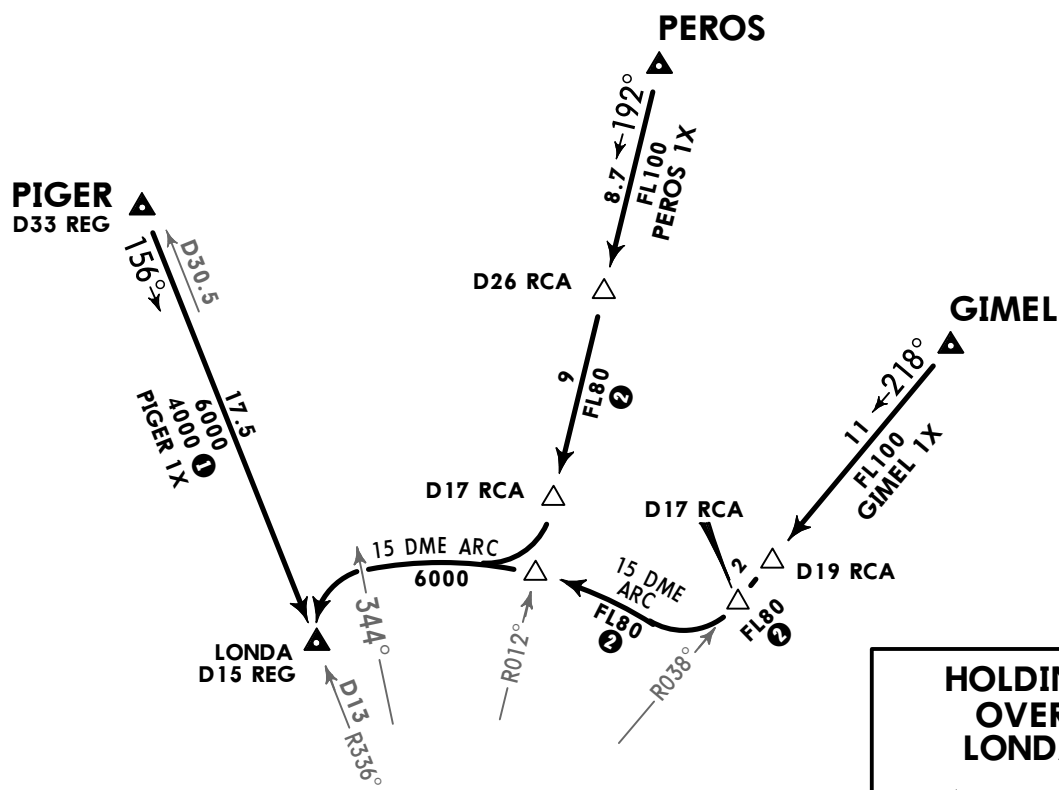
Apt Elev
95'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Operational limitations are in force in case of Volcanic Ash
Cloud Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.

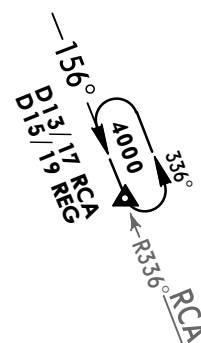


GIMEL 1X [GIME1X]
PEROS 1X [PERO1X], PIGER 1X [PIGE1X]
ARRIVALS

THESE ARE ALSO FLIGHT CONTINGENCY ARRIVAL PROCEDURES
TO BE USED IN CASE OF VOLCANIC ASH CLOUD
(ACTIVE BY NOTAM)



HOLDING
OVER
LONDA



REGGIO
CALABRIA
P 111.0 RCA
N38 04.6 E015 38.7

DME
REGGIO
CALABRIA
P (109.3) REG
N38 02.8 E015 39.9

- 1 If cleared for approach Rwy 15.
- 2 or TL if higher.



STAR	ROUTING
GIMEL 1X	On RCA R-038 inbound to D17 RCA, turn RIGHT along RCA 15 DME arc, when passing RCA R-344 turn LEFT, intercept RCA R-336 inbound to LONDA.
PEROS 1X	On RCA R-012 inbound to D17 RCA, turn RIGHT along RCA 15 DME arc, when passing RCA R-344 turn LEFT, intercept RCA R-336 inbound to LONDA.
PIGER 1X	On RCA R-336 inbound to LONDA.

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REGGIO CALABRIA

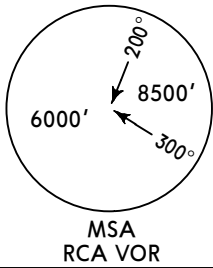
30 MAR 18 (10-3A)

JEPPESSEN REGGIO CALABRIA, ITALY

SID

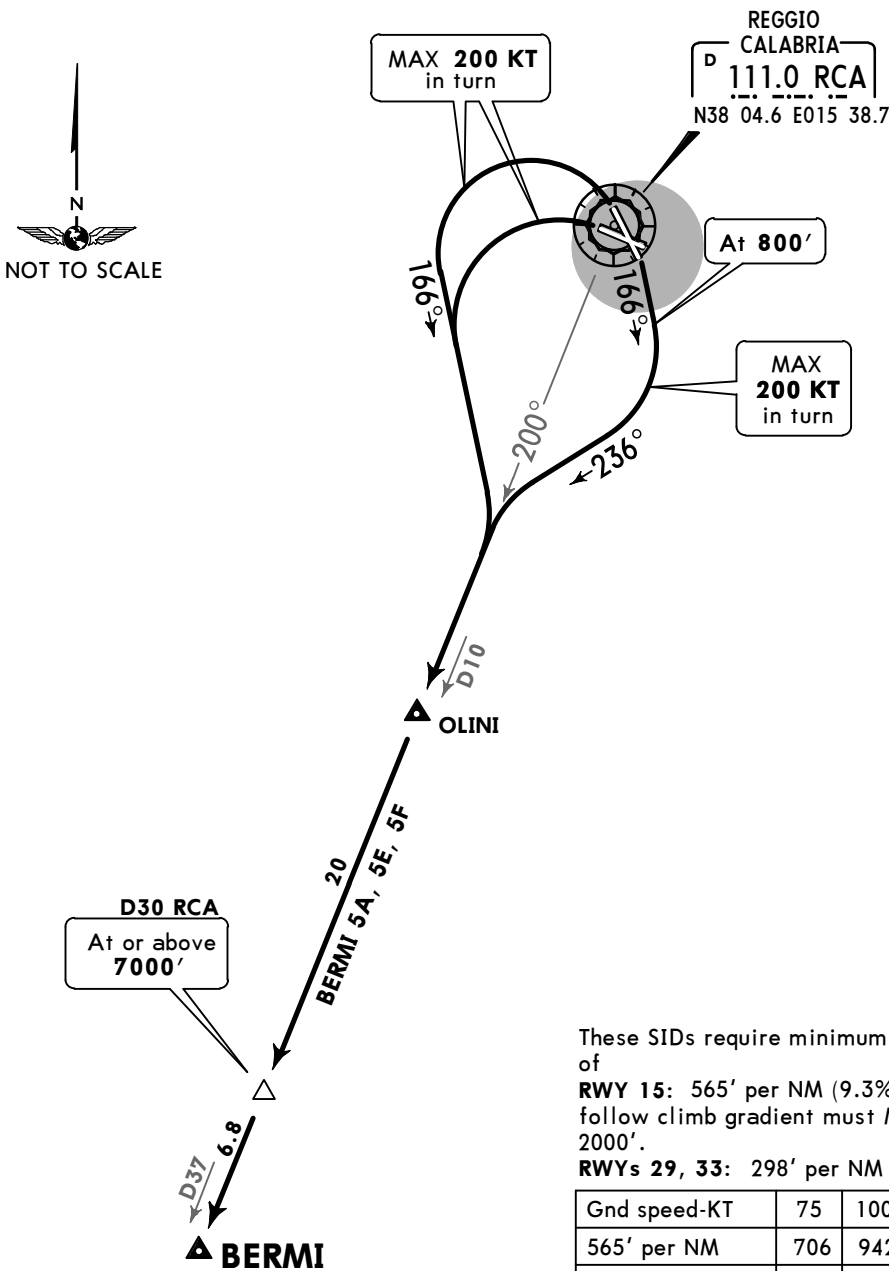
Apt Elev
95'

Trans level: By ATC Trans alt: 7000'
1. Ceiling 1500' - VIS 5000m.
2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



BERMI 5A [BERM5A] ①, BERMI 5E [BERM5E]
BERMI 5F [BERM5F]
DEPARTURES

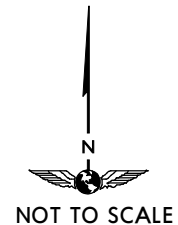
① CONTINGENCY DEPARTURE -
To be used in case of volcanic
ash cloud. (Active by NOTAM)



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: 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
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.
BERMI 5E	29, 33	Turn LEFT as soon as possible, 166° track, intercept RCA R-200 via OLINI to BERMI.
BERMI 5F	15	Climb on 166° track to 800', turn RIGHT, 236° track, intercept RCA R-200 via OLINI to BERMI.



Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
350' per NM	438	583	875	1167	1458	1750
565' per NM	706	942	1413	883	2354	2825

SID	RWY	ROUTING
PIGER 7A	15	Climb on 166° track to 800', turn RIGHT, 016° track, intercept RCA R-336 via LONDA to PIGER.
	29	Turn RIGHT as soon as possible, 016° track, intercept RCA R-336 via LONDA to PIGER.
	33	Intercept RCA R-336 via LONDA to PIGER.
PIGER 7D	15	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.
	29, 33	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.

LICR/REG
REGGIO CALABRIA

23 NOV 18

10-3C Eff 6 Dec

JEPPESSEN REGGIO CALABRIA, ITALY

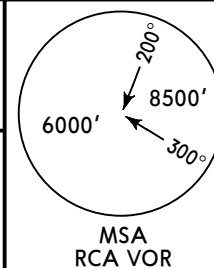
SID

Apt Elev
95'

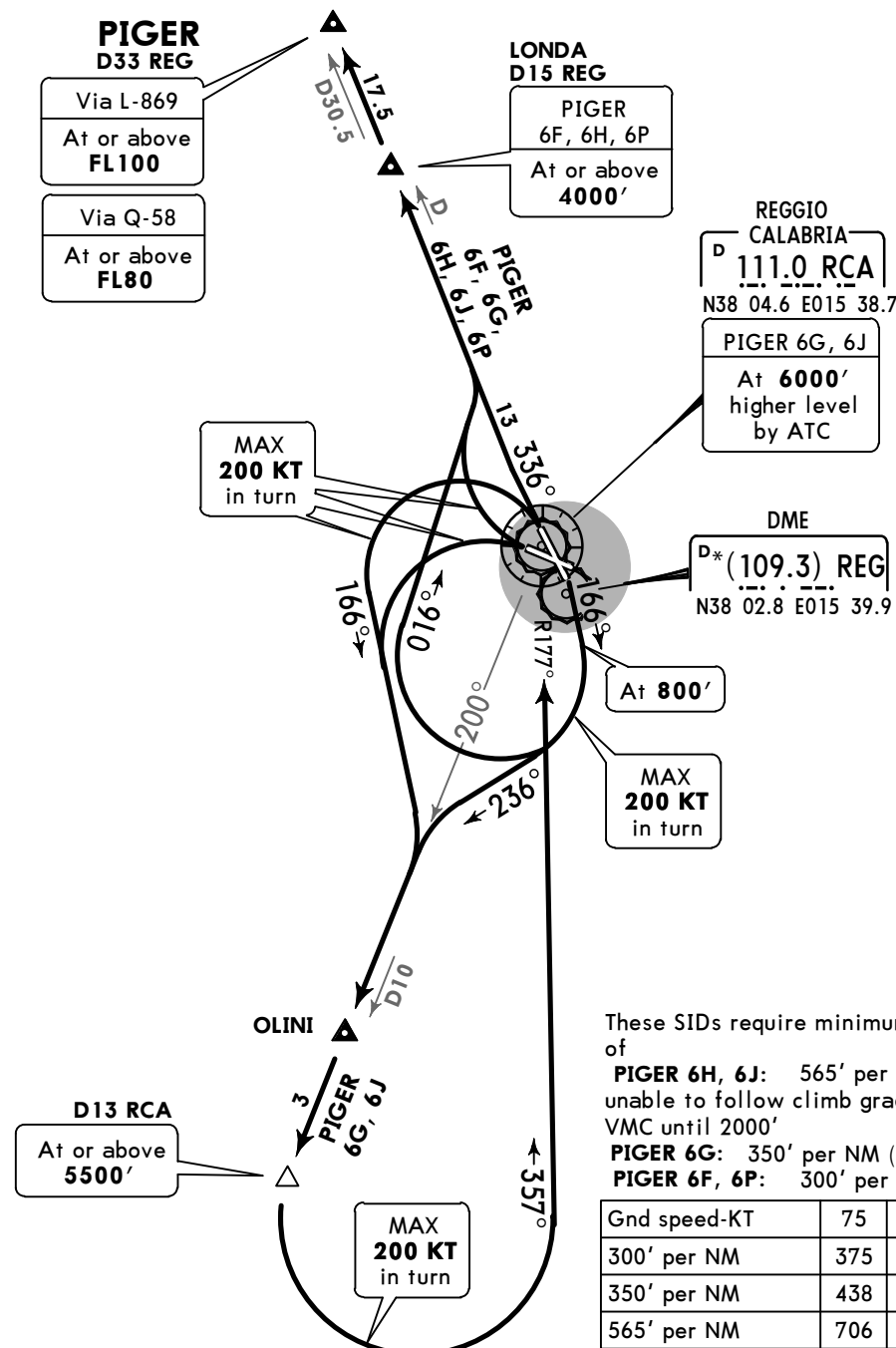
Trans level: By ATC Trans alt: 7000'

1. Ceiling 1500' - VIS 5000m.

2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



**PIGER 6F [PIGE6F], PIGER 6G [PIGE6G]
PIGER 6H [PIGE6H], PIGER 6J [PIGE6J]
PIGER 6P [PIGE6P]
DEPARTURES**



These SIDs require minimum climb gradients of

PIGER 6H, 6J: 565' per NM (9.3%). Aircraft unable to follow climb gradient must MAINTAIN VMC until 2000'

PIGER 6G: 350' per NM (5.76%).

PIGER 6F, 6P: 300' per NM (4.94%).

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
350' per NM	438	583	875	1167	1458	1750
565' per NM	706	942	1413	1883	2354	2825

SID	RWY	ROUTING
PIGER 6F	29	Turn RIGHT as soon as possible, 016° track, intercept RCA R-336 via LONDA to PIGER.
PIGER 6G	29, 33	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.
PIGER 6H	15	Climb on 166° track to 800', turn RIGHT, 016° track, intercept RCA R-336 via LONDA to PIGER.
PIGER 6J		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.
PIGER 6P	33	Intercept RCA R-336 via LONDA to PIGER.

LICR/REG
REGGIO CALABRIA

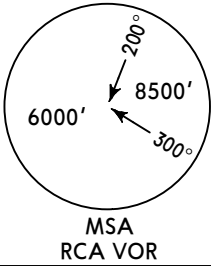
22 FEB 19 10-3D Eff 28 Feb

JEPPESSEN REGGIO CALABRIA, ITALY

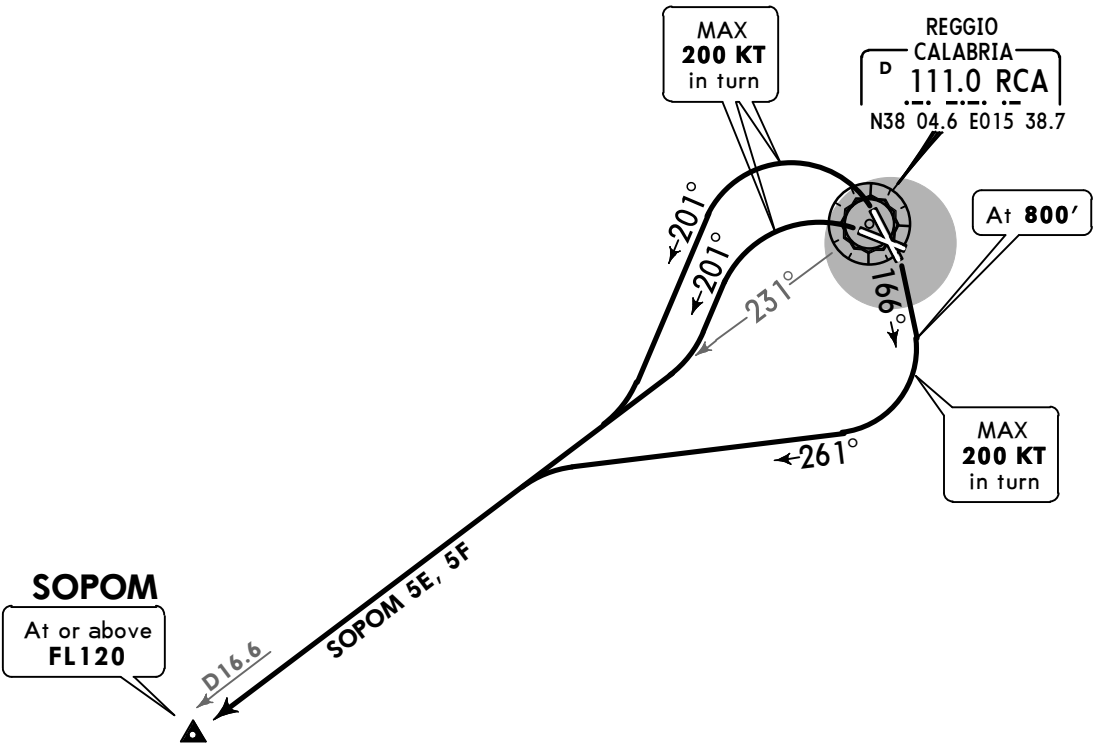
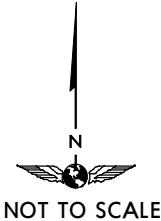
SID

Apt Elev
95'

Trans level: By ATC Trans alt: 7000'
1. Ceiling 1500' - VIS 5000m.
2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



SOPOM 5E [SOP05E], SOPOM 5F [SOP05F]
DEPARTURES
BY ATC



These SIDs require minimum climb gradients
of

SOPOM 5E: 516' per NM (8.5%).

SOPOM 5F: 565' per NM (9.3%).

Aircraft unable to follow climb gradient must
MAINTAIN VMC until 2000'.

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
516' per NM	646	861	1291	1722	2152	2582

SID	RWY	ROUTING
SOPOM 5E	29, 33	Turn LEFT as soon as possible, 201° track, intercept RCA R-231 to SOPOM.
SOPOM 5F	15	Climb on 166° track to 800', turn RIGHT, 261° track, intercept RCA R-231 to SOPOM.

LICR/REG
REGGIO CALABRIA

22 FEB 19

10-3E

Eff 28 Feb

JEPPESSEN REGGIO CALABRIA, ITALY

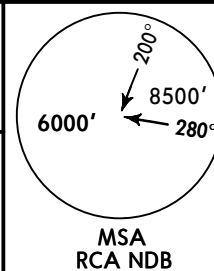
SID

Apt Elev
95'

Trans level: By ATC Trans alt: 7000'

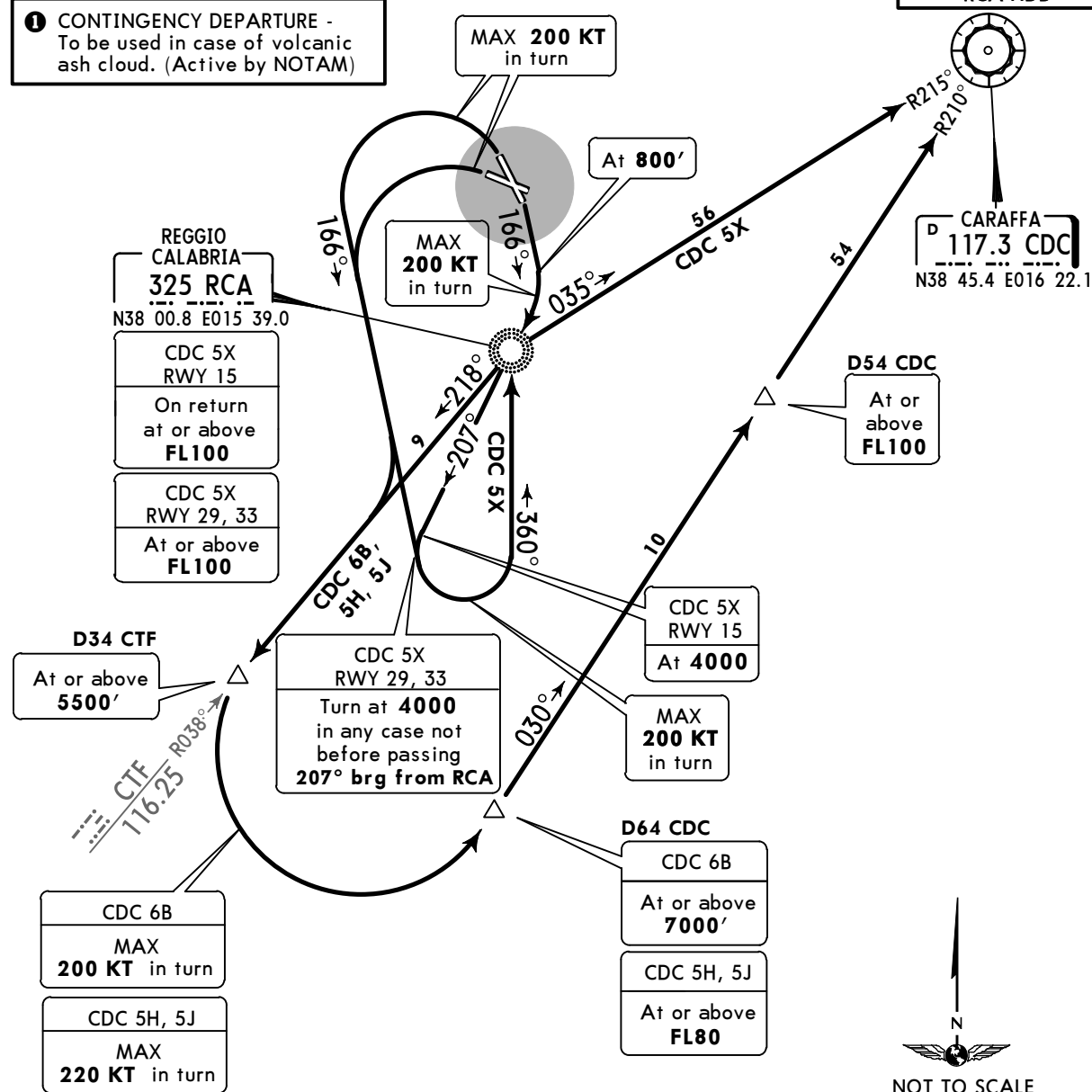
1. Ceiling 1500' - VIS 5000m.

2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



CDC 6B ①, CDC 5H, CDC 5J, CDC 5X ① DEPARTURES

① CONTINGENCY DEPARTURE -
To be used in case of volcanic
ash cloud. (Active by NOTAM)



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

SID	RWY	ROUTING
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.
CDC 5H	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.
CDC 5J	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.
CDC 5X	15	Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing, at 4000' turn LEFT, intercept 360° bearing to RCA, 035° bearing (CDC R-215 inbound) to CDC.
	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, 035° bearing (CDC R-215 inbound) to CDC.

CHANGES: SID CDC 6B speed restriction revised.

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LICR/REG
REGGIO CALABRIA

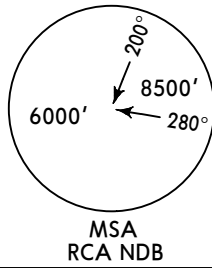
30 MAR 18 10-3F

JEPPESSEN REGGIO CALABRIA, ITALY

SID

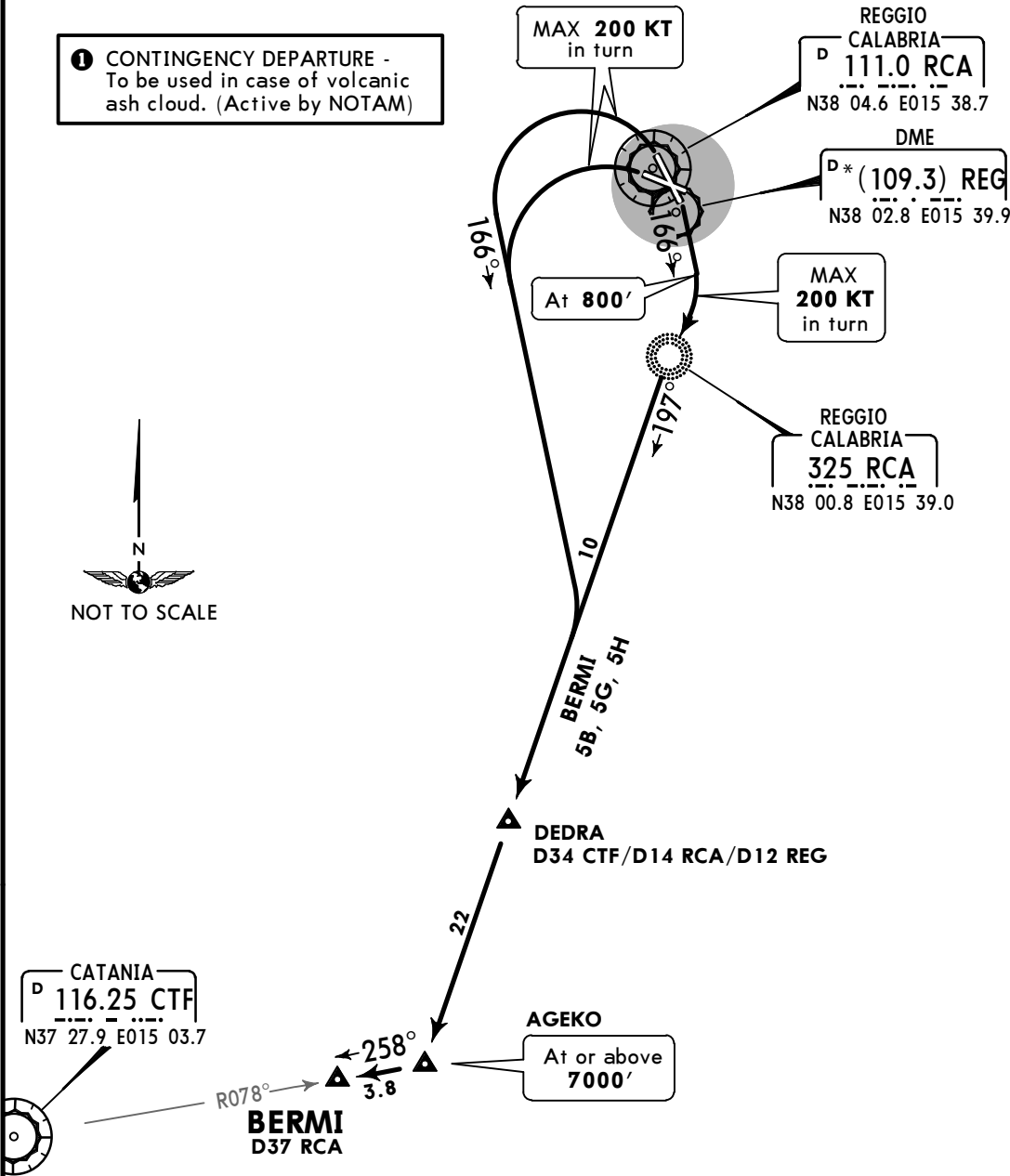
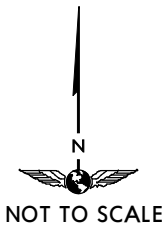
Apt Elev
95'

Trans level: By ATC Trans alt: 7000'
1. Ceiling 1500' - VIS 5000m.
2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



BERMI 5B [BERM5B] ●, BERMI 5G [BERM5G]
BERMI 5H [BERM5H]
DEPARTURES
BY ATC

① CONTINGENCY DEPARTURE -
To be used in case of volcanic
ash cloud. (Active by NOTAM)



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: 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
298' per NM	372	496	744	992	1241	1489

SID	RWY	ROUTING
BERMI 5B	15	Climb on 166° track to 800', turn RIGHT to RCA NDB, 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 NDB via DEDRA to AGEKO, turn RIGHT, intercept CTF R-078 inbound to BERMI.
BERMI 5G	29, 33	Turn LEFT as soon as possible, 166° track, intercept 197° bearing from RCA NDB to AGEKO, turn RIGHT, intercept CTF R-078 inbound to BERMI.
BERMI 5H	15	Climb on 166° track to 800', turn RIGHT to RCA NDB, 197° bearing to AGEKO, turn RIGHT, intercept CTF R-078 inbound to BERMI.

LICR/REG
REGGIO CALABRIA

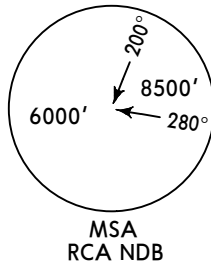
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JEPPESSEN REGGIO CALABRIA, ITALY

SID

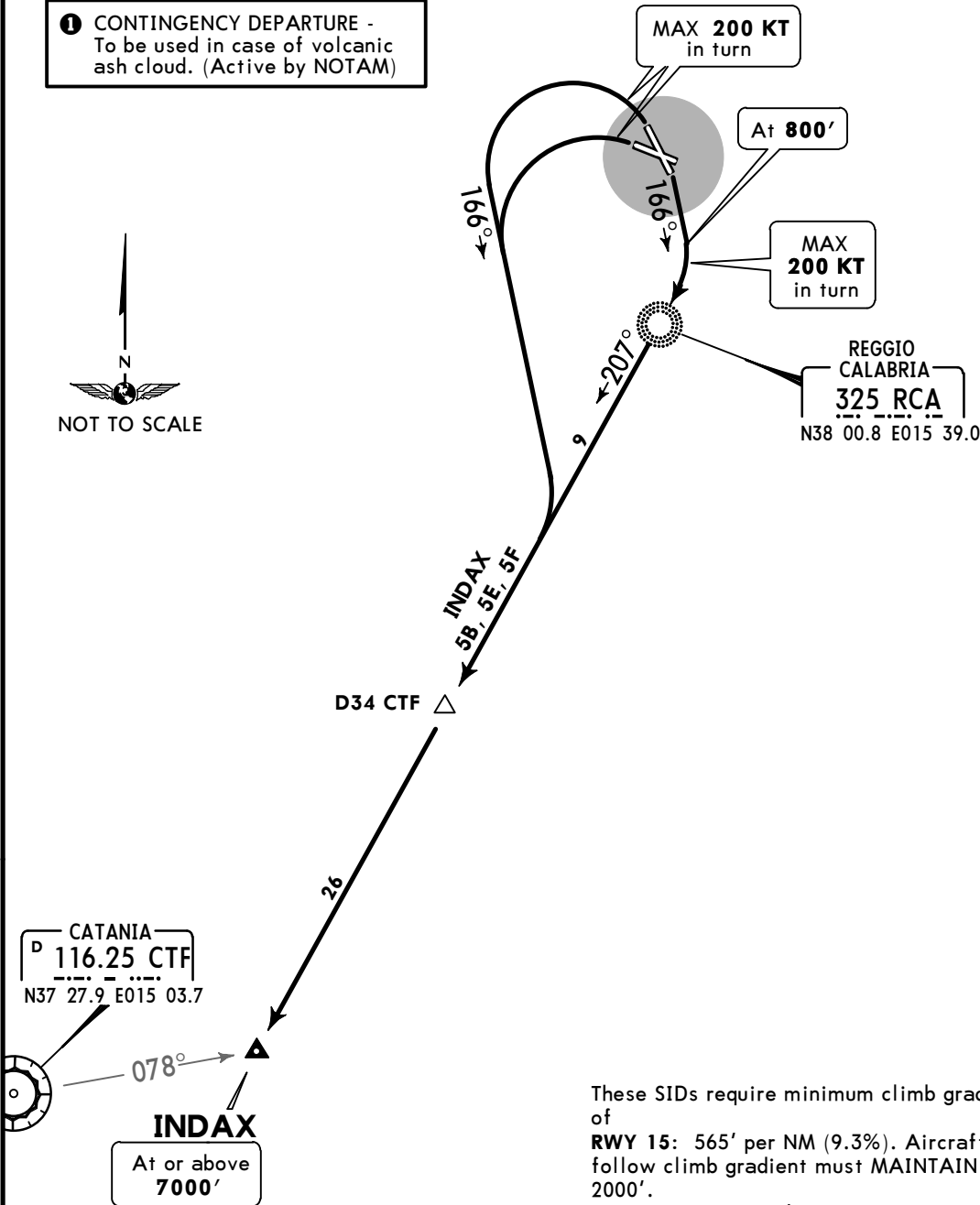
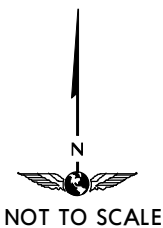
Apt Elev
95'

Trans level: By ATC Trans alt: 7000'
1. Ceiling 1500' - VIS 5000m.
2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



INDAX 5B [INDA5B] ①, INDAX 5E [INDA5E]
INDAX 5F [INDA5F]
DEPARTURES

① CONTINGENCY DEPARTURE -
To be used in case of volcanic
ash cloud. (Active by NOTAM)



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: 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
298' per NM	372	496	744	992	1241	1489

SID	RWY	ROUTING
INDAX 5B	15	Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing via D34 CTF to INDAX.
	29, 33	Turn LEFT as soon as possible, 166° track, intercept 207° bearing from RCA via D34 CTF to INDAX.
INDAX 5E	29, 33	Turn LEFT as soon as possible, 166° track, intercept 207° bearing from RCA to INDAX.
INDAX 5F	15	Climb on 166° track to 800', turn RIGHT to RCA, 207° bearing to INDAX.

LICR/REG REGGIO CALABRIA

22 FEB 19

(10-3H)

Eff 28 Feb

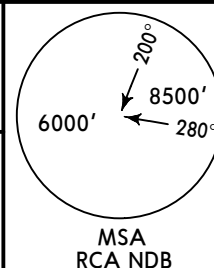
SID

JEPPesen REGGIO CALABRIA, ITALY

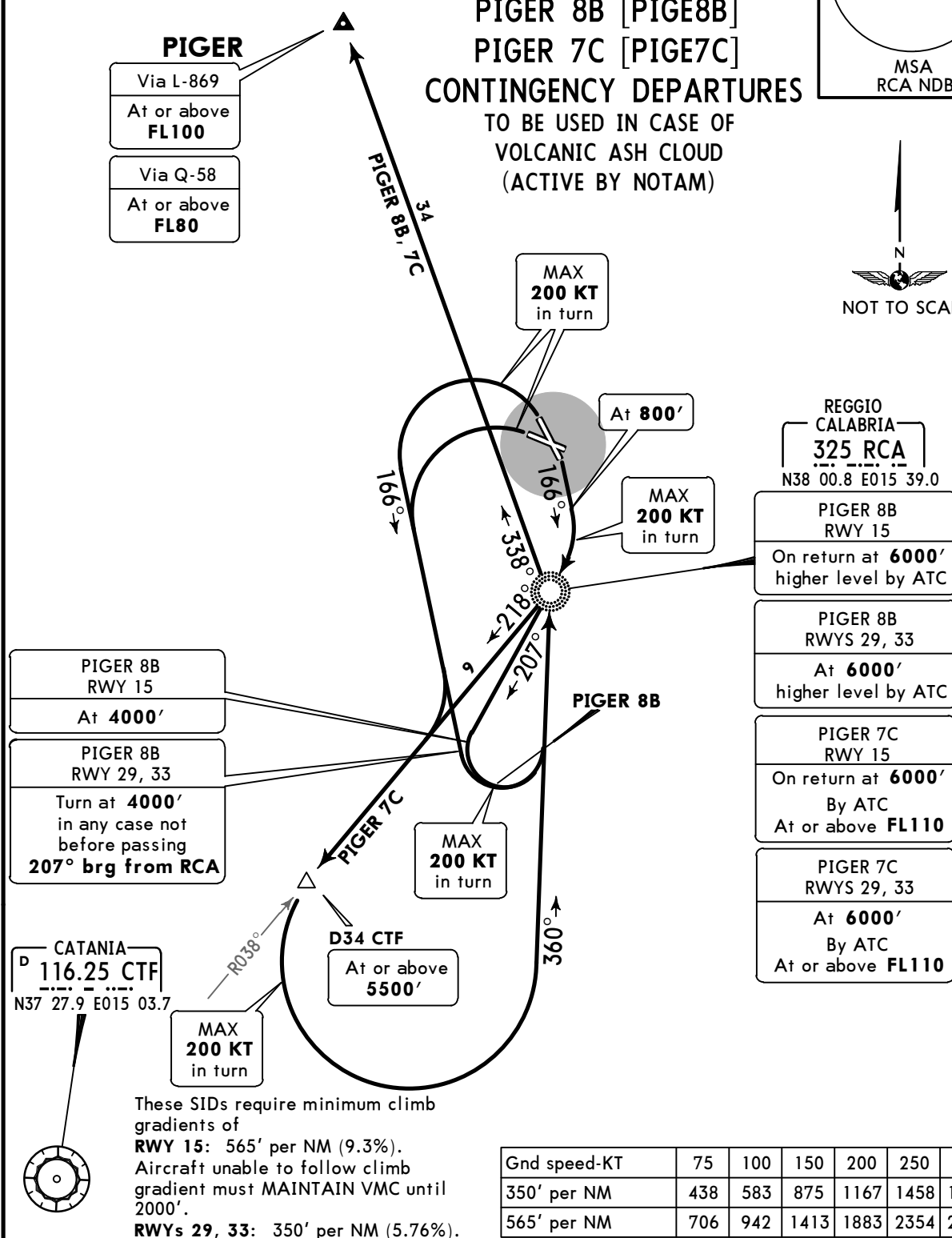
Apt Elev
95'

Trans level: By ATC Trans alt: 7000'

1. Ceiling 1500' - VIS 5000m.

2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.


PIGER 8B [PIGE8B] PIGER 7C [PIGE7C] CONTINGENCY DEPARTURES

TO BE USED IN CASE OF
VOLCANIC ASH CLOUD
(ACTIVE BY NOTAM)


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: 350' per NM (5.76%).

Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
565' per NM	706	942	1413	1883	2354	2825

SID	RWY	ROUTING
PIGER 8B	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 7C	15	Climb on 166° track to 800', turn RIGHT to RCA, 218° bearing (CTF R-038 in-bound) 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.

LICR/REG

REGGIO CALABRIA

22 FEB 19

(10-3J)

Eff 28 Feb

SID

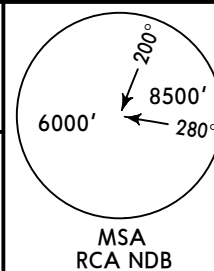
JEPPESSEN REGGIO CALABRIA, ITALY

Apt Elev
95'

Trans level: By ATC Trans alt: 7000'

1. Ceiling 1500' - VIS 5000m.

2. Operational limitations are in force in case of Volcanic Ash Cloud Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



PIGER 6K [PIGE6K]

PIGER 6L [PIGE6L]

PIGER 6M [PIGE6M]

PIGER 6N [PIGE6N]

DEPARTURES

PIGER

Via L-869

At or above

FL100

Via Q-58

At or above

FL80

MAX

200 KT

in turn

At 800'

MAX

200 KT

in turn

REGGIO

CALABRIA

325 RCA

N38 00.8 E015 39.0

PIGER 6M, 6N

On return at **6000'**

higher level by ATC

PIGER 6K, 6L

At **6000'**

higher level by ATC

PIGER 6M

At **4000'**

PIGER 6K

Turn at **4000'**

in any case not

before passing

207° brg from RCA

CATANIA

116.25 CTF

N37 27.9 E015 03.7

D34 CTF

At or above

5500'

MAX

220 KT

in turn

These SIDs require minimum climb gradients

of

PIGER 6K, 6L: 350' per NM (5.76%).

PIGER 6M, 6N: 565' per NM (9.3%).

Aircraft unable to follow climb gradient must MAINTAIN VMC until 2000'.

Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
565' per NM	706	942	1413	1883	2354	2825

SID

RWY

ROUTING

PIGER 6K
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 6L

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.

PIGER 6M
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.

PIGER 6N

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.

CHANGES: None.

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LICR/REG
REGGIO CALABRIA

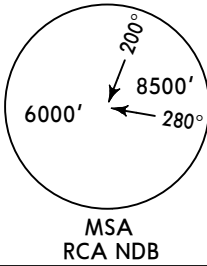
30 MAR 18
10-3K

REGGIO CALABRIA, ITALY

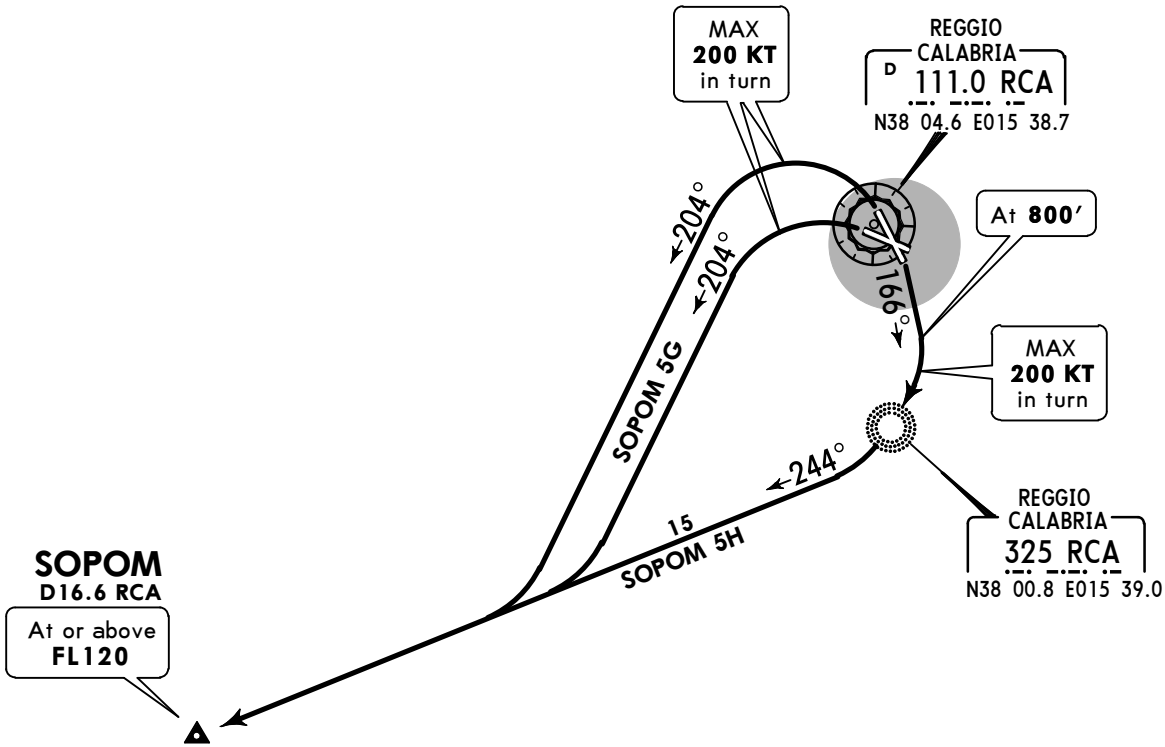
SID

Apt Elev
95'

Trans level: By ATC Trans alt: 7000'
1. Ceiling 1500' - VIS 5000m.
2. Operational limitations are in force in case of Volcanic Ash Cloud
Contingency Procedures, refer to 10-1Q & 10-1Q1 charts.



SOPOM 5G [SOP05G], SOPOM 5H [SOP05H]
DEPARTURES
BY ATC



These SIDs require minimum climb gradients
of

SOPOM 5G: 559' per NM (9.2%).

SOPOM 5H: 565' per NM (9.3%).

Aircraft unable to follow climb gradient must
MAINTAIN VMC until 2000'.

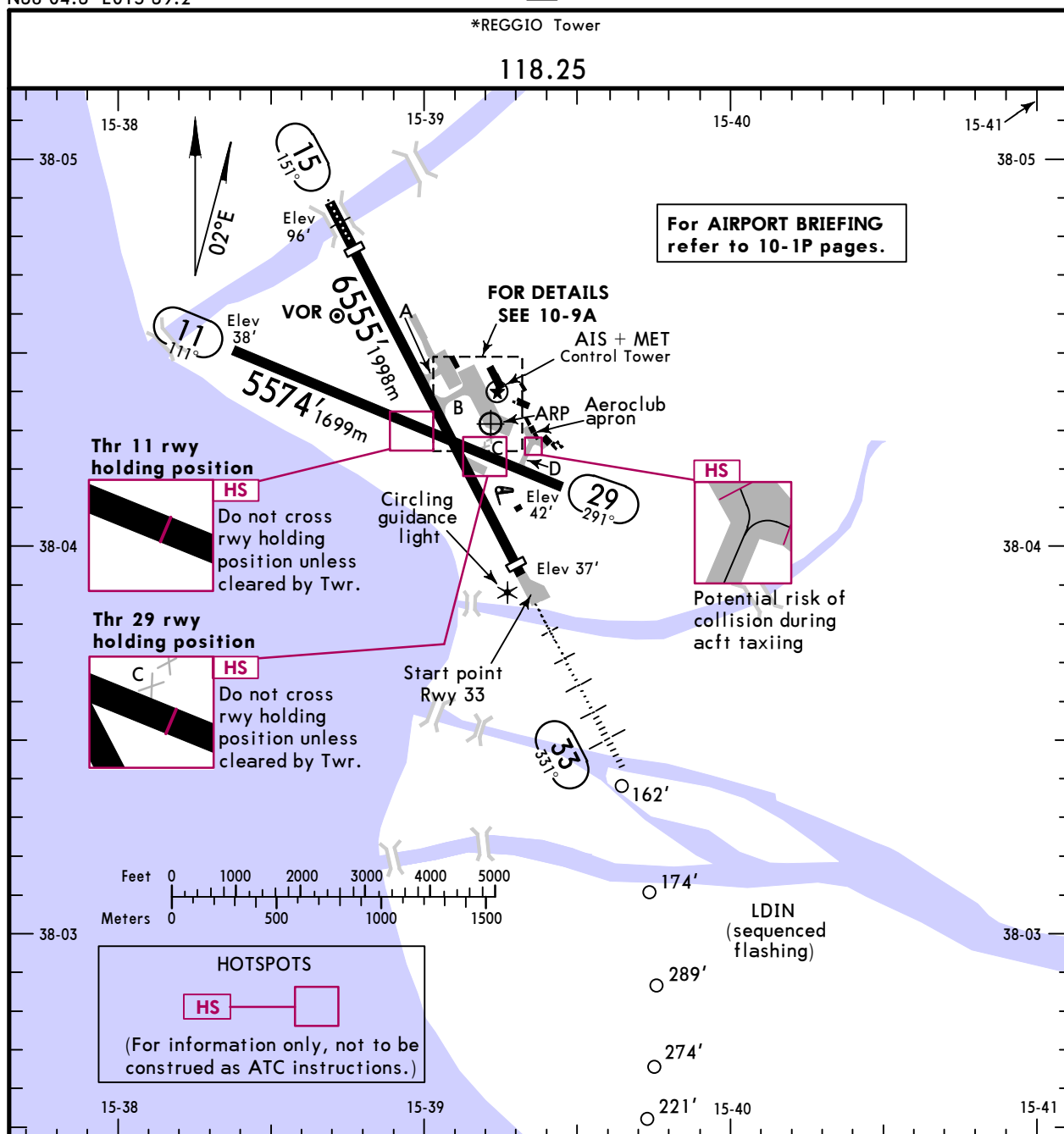
Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825
559' per NM	699	932	1398	1863	2329	2795

SID	RWY	ROUTING
SOPOM 5G	29, 33	Turn LEFT as soon as possible, 204° track, intercept 244° bearing from RCA to SOPOM.
SOPOM 5H	15	Climb on 166° track to 800', turn RIGHT to RCA, 244° bearing to SOPOM.

LICR/REG

Apt Elev **95'**
N38 04.3 E015 39.2

JEPPESSEN REGGIO CALABRIA, ITALY

14 AUG 15 **(10-9)** **Eff 20 Aug**
REGGIO CALABRIA


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11		NA		NA	148'
29	HIRL (60m)	NA			45m
15	HIRL (60m) ALS REIL PAPI(3.25°)	5722' 1744m			148'
33	HIRL (60m) HIALS SFL LDIN REIL PAPI(3.5°) ①	6378' 1944m		②	45m

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

② TAKE-OFF RUN AVAILABLE

RWY 33:

From start point Rwy 33 6762' (2061m)
rwy head 6555' (1998m)

Standard

TAKE-OFF

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

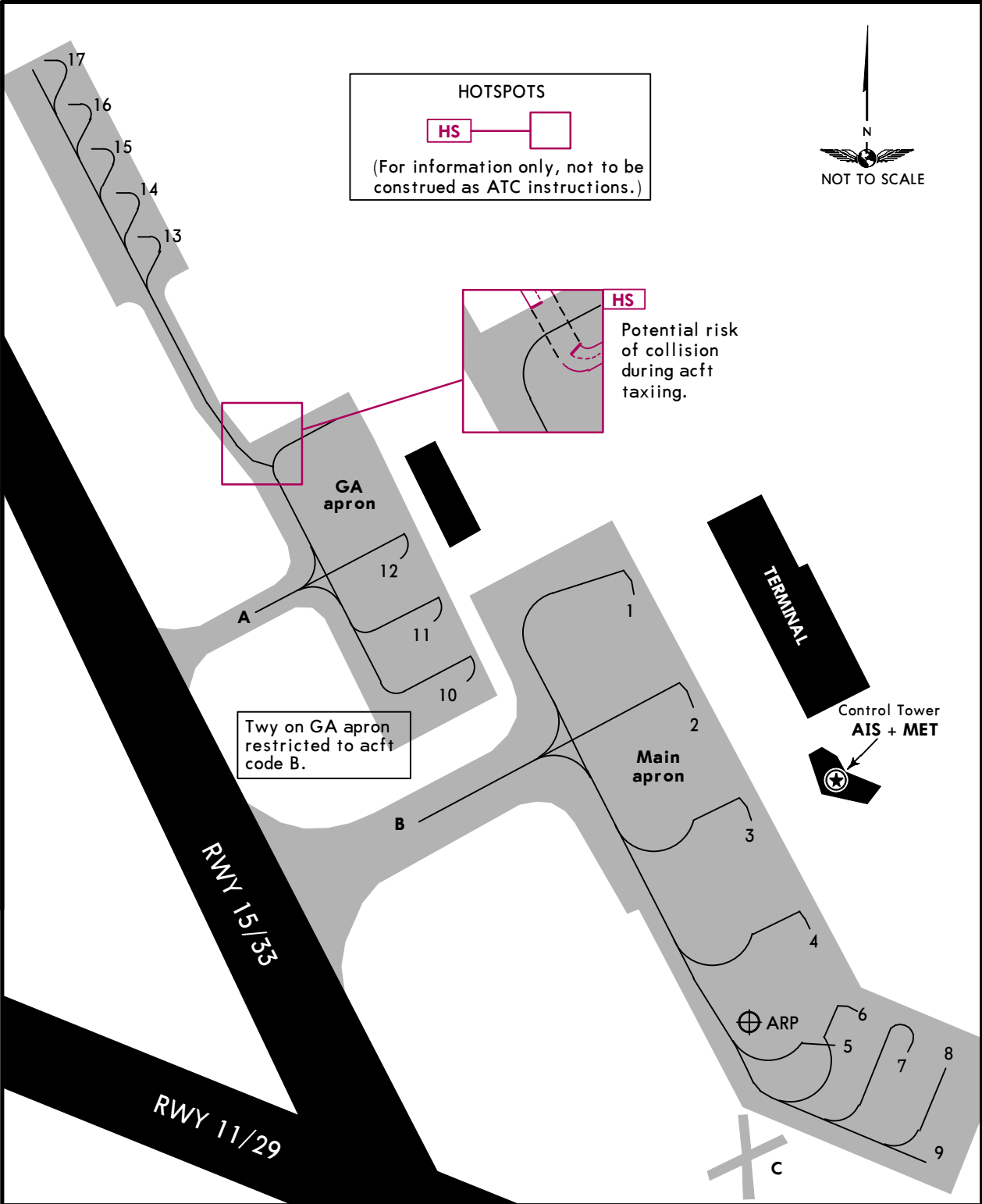
CHANGES: Notes transferred to 10-1P pages.

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LICR/REG

JEPPESEN
14 AUG 15 (10-9A) Eff 20 Aug

REGGIO CALABRIA, ITALY
REGGIO CALABRIA



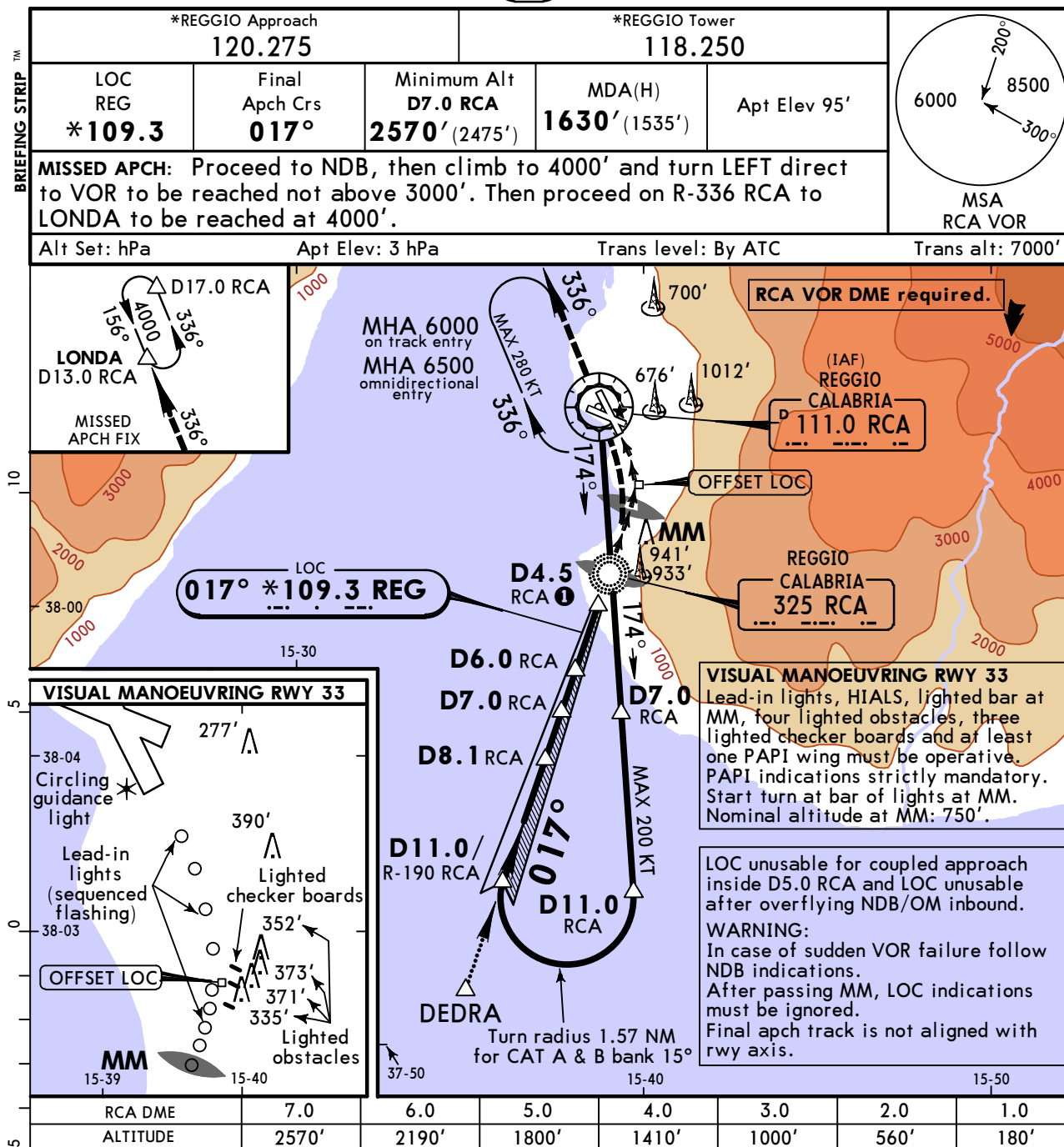
INS COORDINATES

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	13	N38 04.5 E015 39.0
3 thru 8	N38 04.3 E015 39.3	14 thru 17	N38 04.6 E015 39.0
9	N38 04.2 E015 39.3		
10	N38 04.4 E015 39.2		

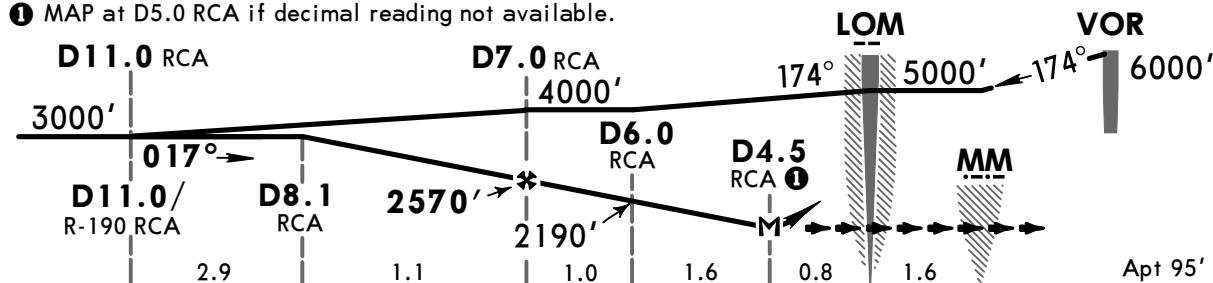
LICR/REG
REGGIO CALABRIA

JEPPESEN REG
20 JUL 18 (11-1) CAT A, B & C

REGGIO CALABRIA, ITALY
B & C LOC A



① MAP at D5.0 RCA if decimal reading not available.



Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	RCA 325	not above	RCA 111.0
Descent angle 3.50°	434	557	619	743	867	991			3000'	
MAP at D4.5 RCA ❶									LT	

Standard

CEILING REQUIRED

CIRCLE-TO-LAND **1**
to RWY 15/33

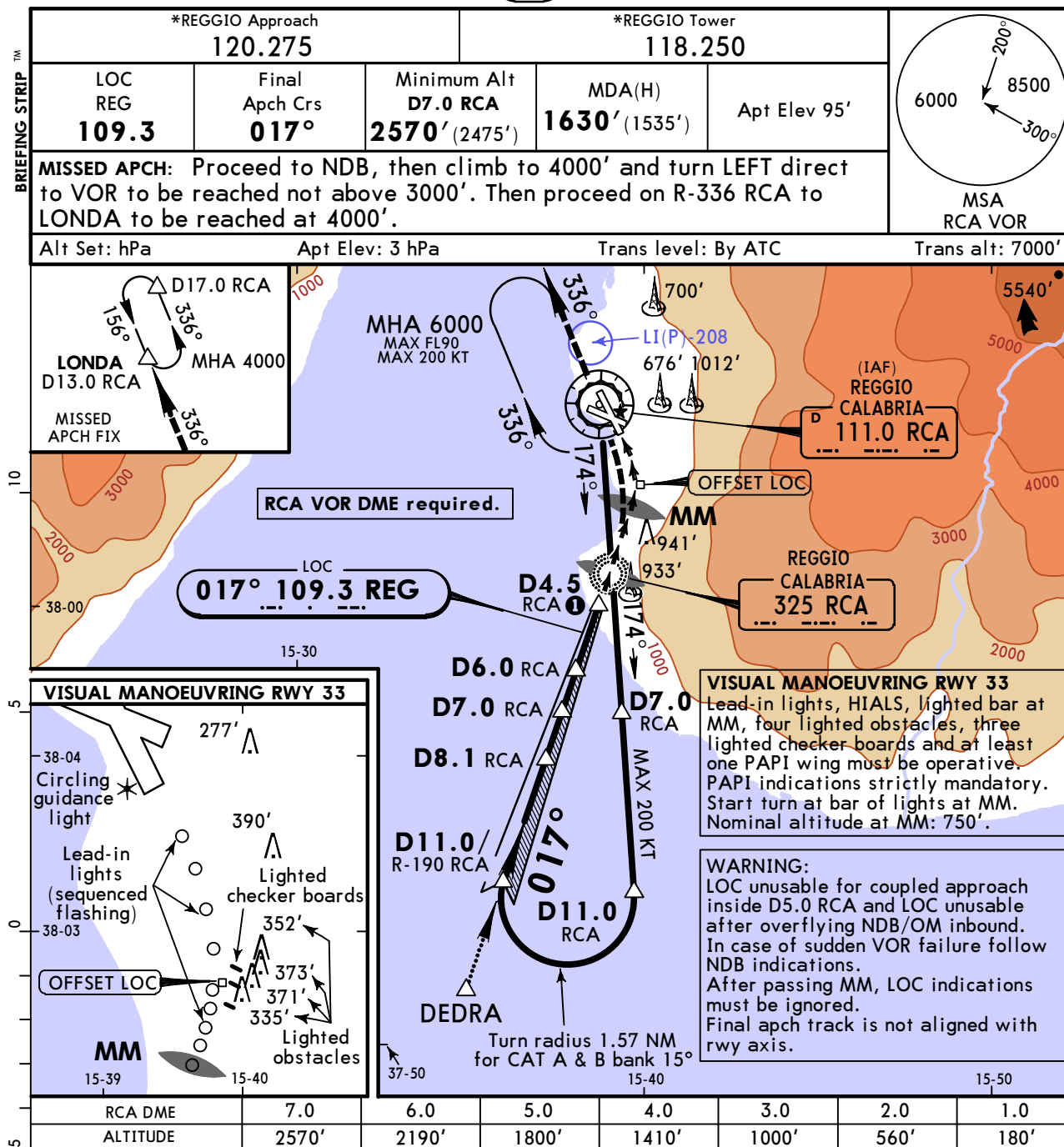
	Max Kts	Not authorized East of airport	
A	100	MDA(H)	CEIL-VIS
B	135	1630' (1535') 1500' - 5000m 2	
C	180		
D		NOT APPLICABLE	

1 TO RWY 15: VFR and daylight only. TO RWY 33: On prescribed track only (see visual manoeuvring inset).
2 SLANT range.

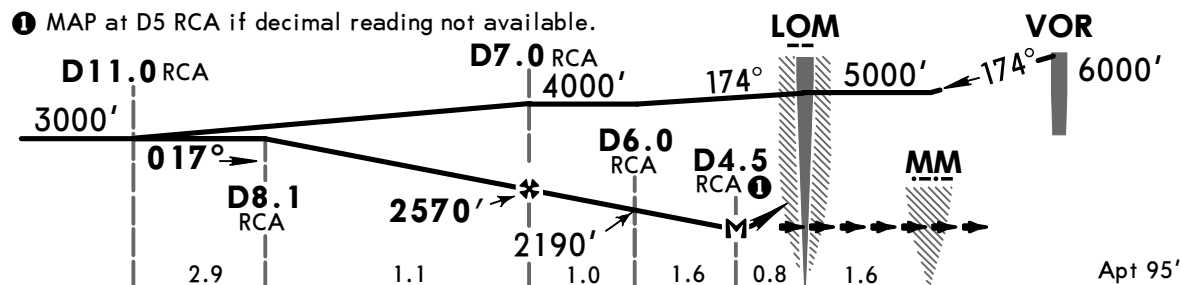
LICR/REG REGGIO CALABRIA

5 APR 19 **11-3** CAT A, B & C

REGGIO CALABRIA, ITALY
CONTINGENCY LOC D



① MAP at D5 RCA if decimal reading not available.



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	RCA 325	not above 3000' LT	RCA 111.0
Descent angle	3.50°	434	557	619	743	867				
MAP at D4.5 RCA ①										

Standard	CEILING REQUIRED		CIRCLE-TO-LAND to RWY 15/33 ①
	Max Kts	Not authorized East of airport	
	A 100	MDA(H)	CEIL-VIS
	B 135	1630' (1535')	1500'- 5000m ②
	C 180		
	D	NOT APPLICABLE	

① TO RWY 15: VFR and daylight only. TO RWY 33: On prescribed track only (see visual manoeuvring inset).

② SLANT range.

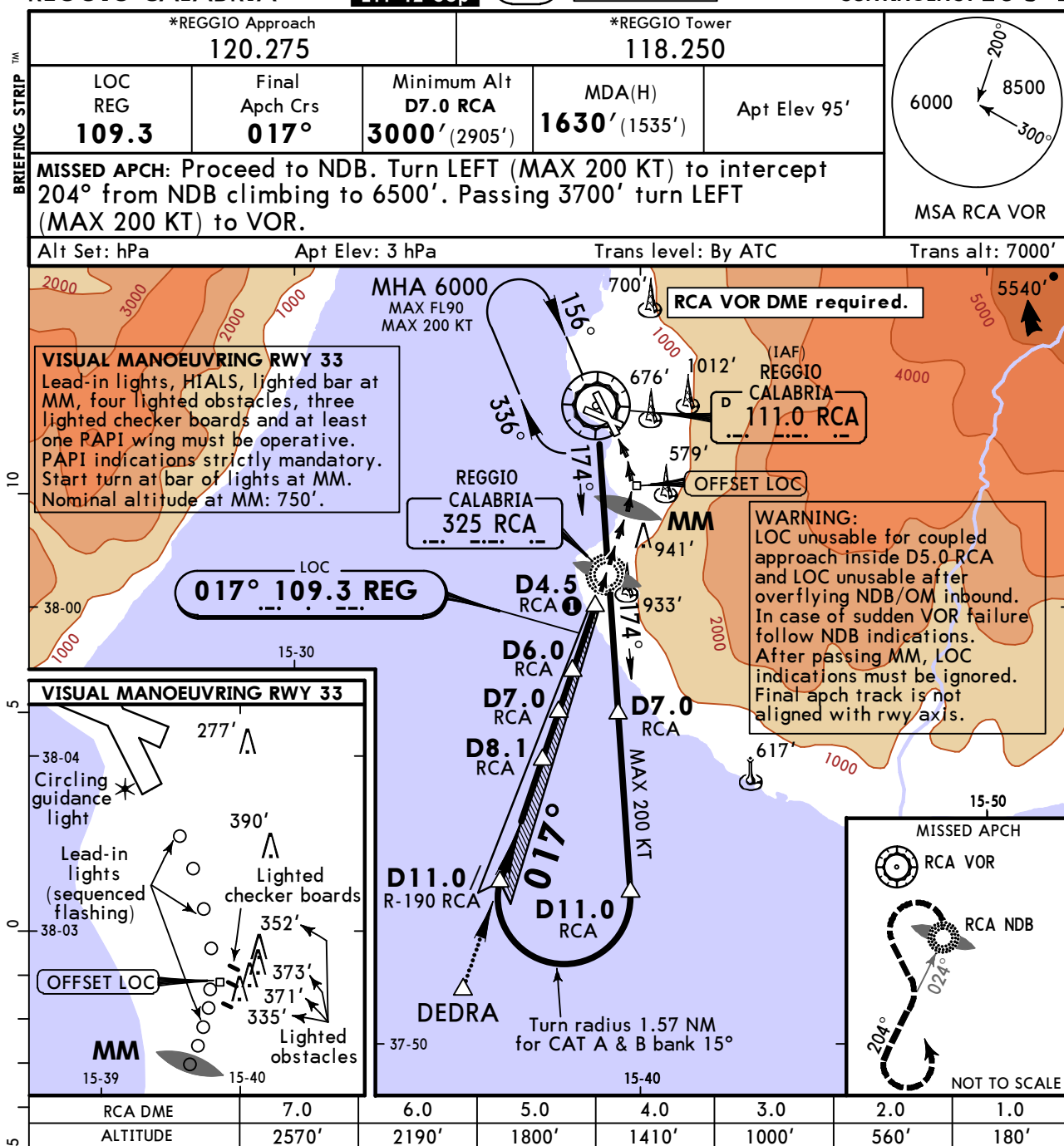
CHANGES: None.

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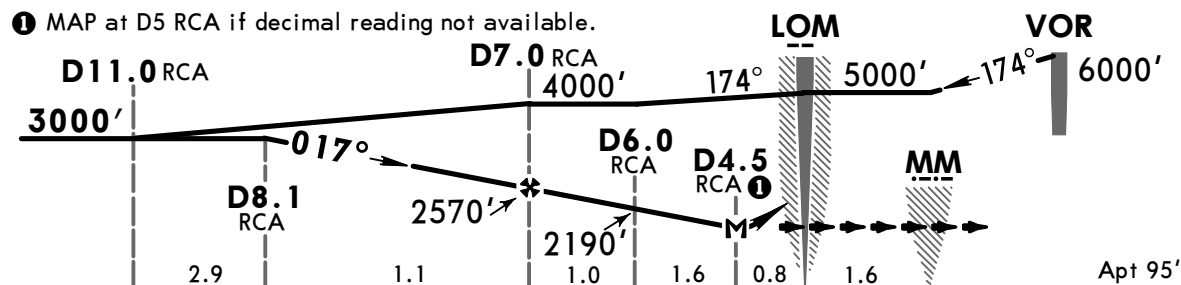
LICR/REG REGGIO CALABRIA

6 SEP 19
Eff 12 Sep 11-4 CAT A, B & C

REGGIO CALABRIA, ITALY CONTINGENCY LOC E



① MAP at D5 RCA if decimal reading not available.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.50°	434	557	619	743	867
MAP at D4.5 RCA ①						

Lighting-Refer to Airport Chart	RCA 325	200 KT MAX on LT	204° from RCA 325
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Standard

CEILING REQUIRED

CIRCLE-TO-LAND

	Max Kts	Not authorized East of airport	CIRCLE-TO-LAND to RWY 15/33 ①
A	100	MDA(H)	CEIL-VIS
B	135	1630' (1535')	1500' - 5000m ②
C	180		
D		NOT APPLICABLE	

① TO RWY 15: VFR and daylight only. TO RWY 33: On prescribed track only (see visual manoeuvring inset).

② SLANT range.

CHANGES: None.

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LICR/REG

REGGIO CALABRIA

6 SEP 19
Eff 12 Sep

12-2

CAT A, B & C

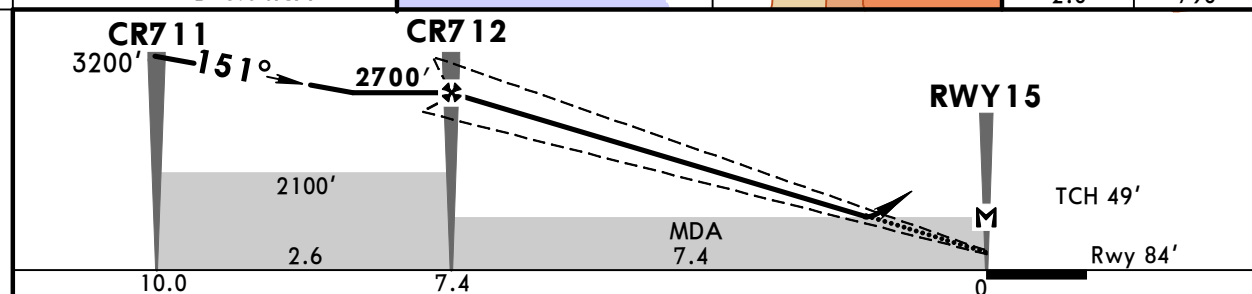
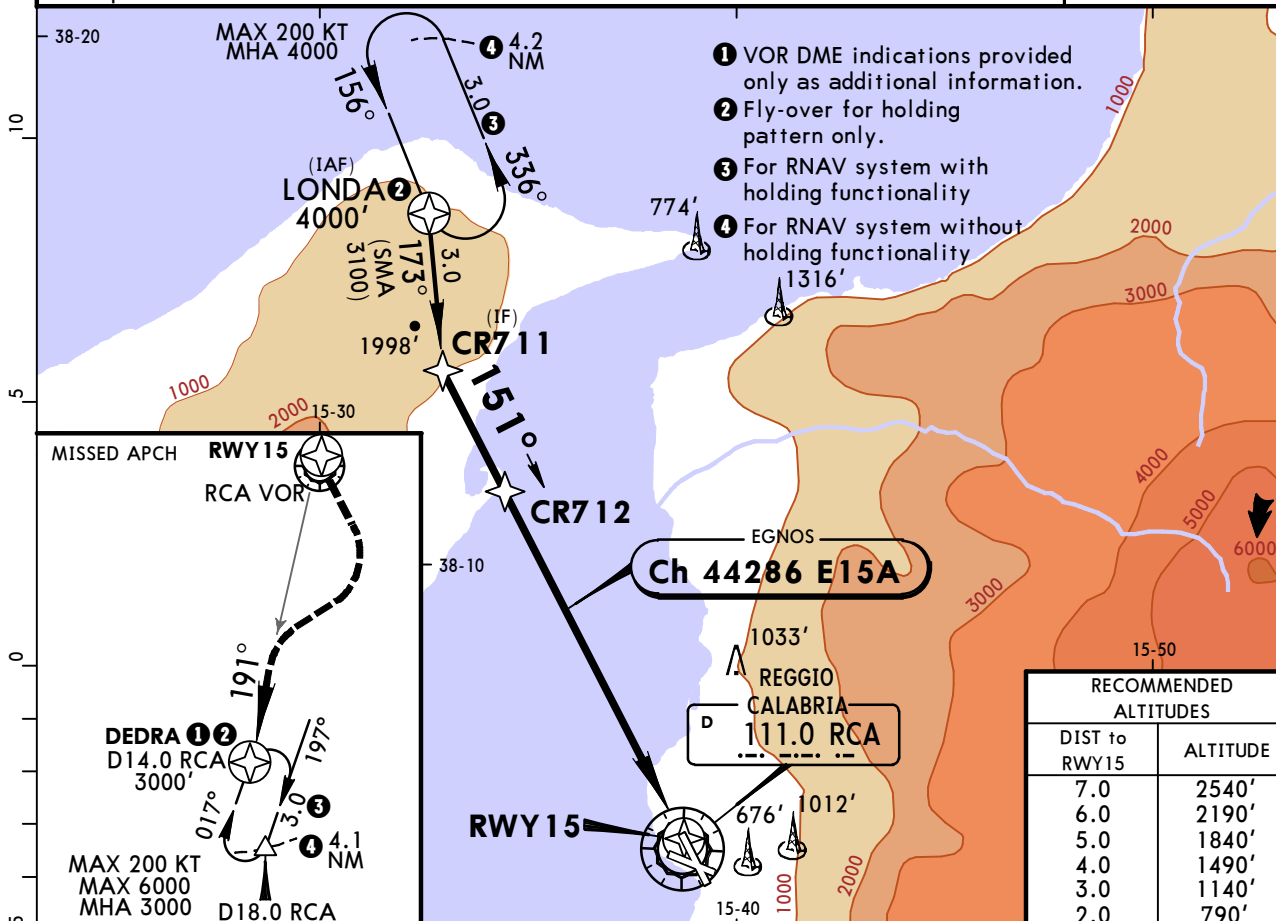
REGGIO CALABRIA, ITALY

RNP Y Rwy 15 (LPV)

BRIEFING STRIP

BRIEFING SHEET

*REGGIO Approach 120.275			*REGGIO Tower 118.250		
EGNOS Ch 44286 E15A	Final Apch Crs 151°	Procedure Alt CR712 2700' (2616')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 95' Rwy 84'	8500 MSA ARP
MISSED APCH: Climb to 3000', proceed to RWY15, then turn RIGHT (MAX 185 KT) on 191° (R-191 RCA) to DEDRA and hold. ①					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 7000'	
RNP apch.					



Gnd speed-Kts	70	90	100	120	140	160	ALS	3000'	185 KT
Descent Angle	3.30°	409	526	584	701	817	PAPI: PAPI	RWY 15	MAX on 191°
MAP at DA									

Standard				CEILING REQUIRED		CIRCLE-TO-LAND to RWY 15/33 1	
LPV CAT I MACG mim 4.2%				LPV CAT I MACG mim 2.5%		Not authorized East of airport	
A: 630' (546')				A: 720' (636')			
DA(H) B: 642' (558')				DA(H) B: 732' (648')			
C: 650' (566')				C: 740' (656')			
ALS out				ALS out		Max Kts	MDA(H) CEIL-VIS
A						100	1500' (1405') 1500'-5000m 2
B	1500'- VIS 5000m 2			1500'- VIS 5000m 2		135	
C						180	
D	NOT APPLICABLE			NOT APPLICABLE		D	NOT APPLICABLE

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). **2** SLANT range.

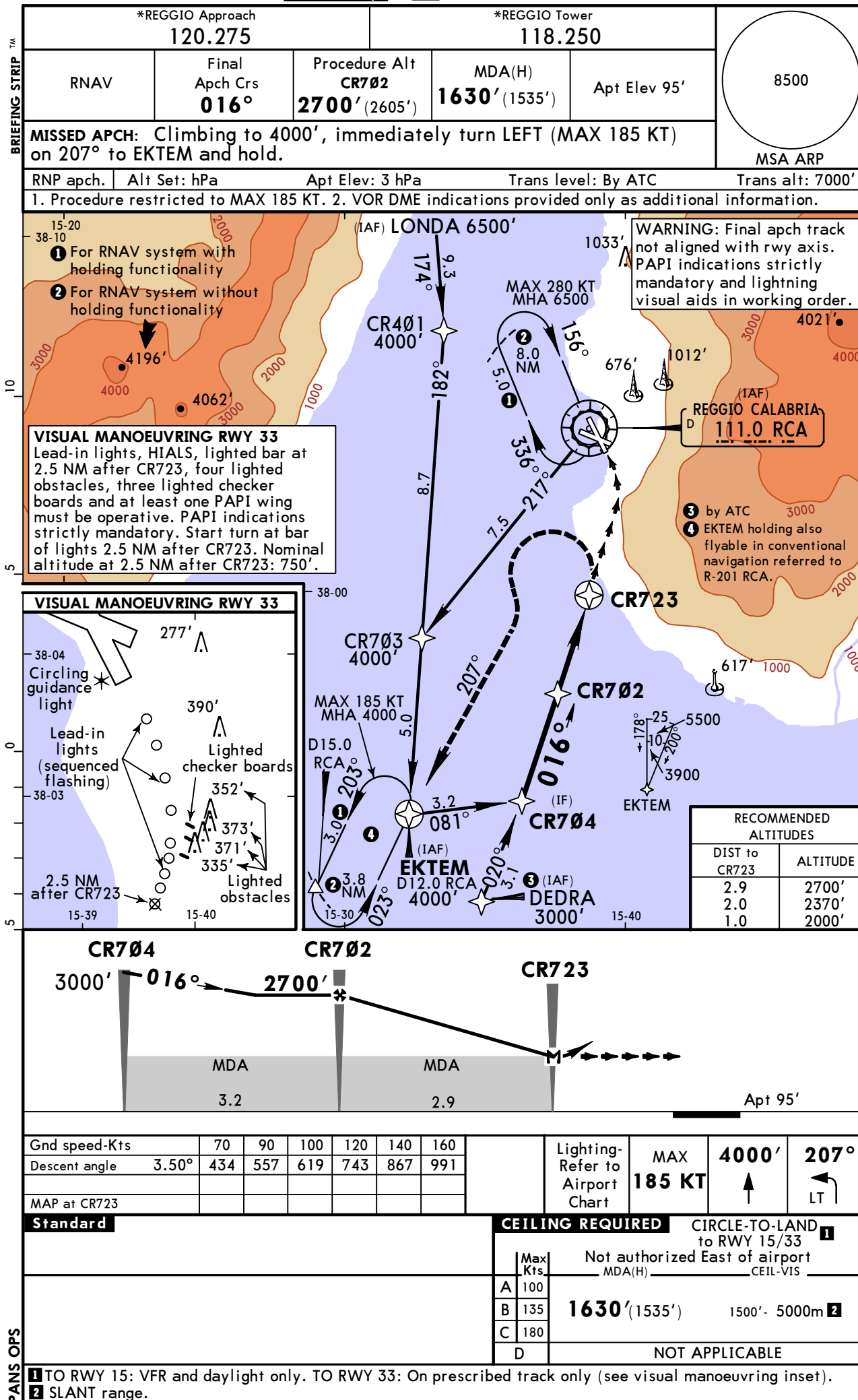
CHANGES: Procedure designation.

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LICR/REG REGGIO CALABRIA

6 SEP 19
Eff 12 Sep 12-3 CAT A, B & C

REGGIO CALABRIA, ITALY
RNP G



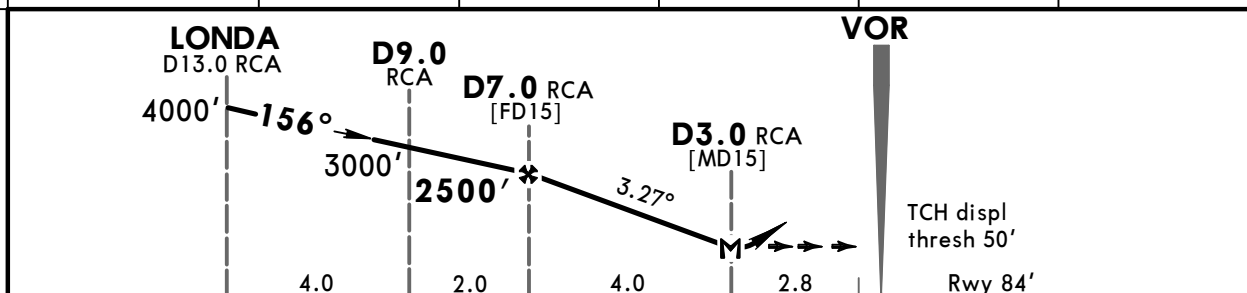
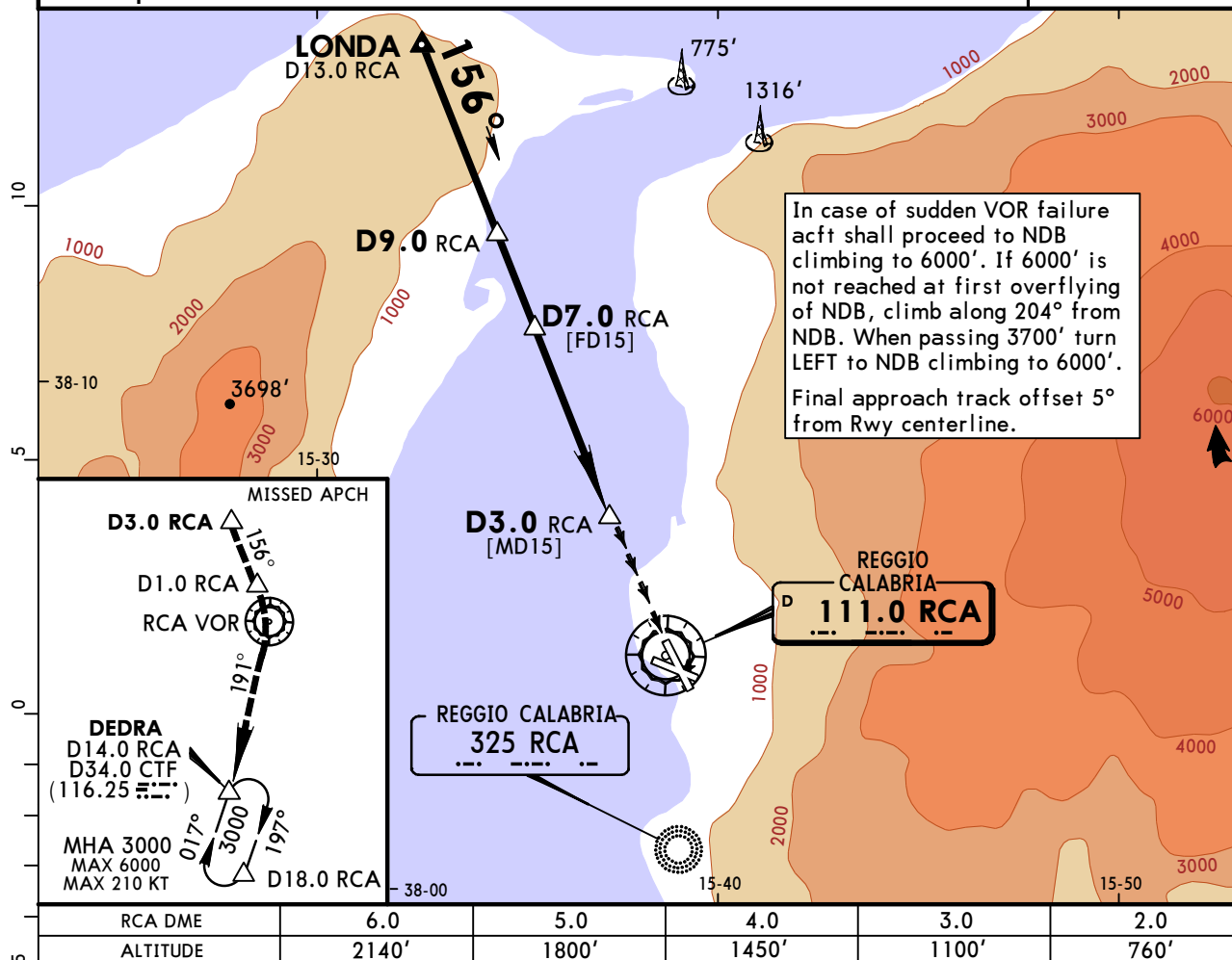
LICR/REG
REGGIO CALABRIA

JEPPESSEN
20 JUL 18 (13-1) CAT A, B & C

REGGIO CALABRIA, ITALY
VOR Z Rwy 15

BRIEFING STRIP™

*REGGIO Approach 120.275			*REGGIO Tower 118.250		
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 RCA 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95' Rwy 84'	 MSA RCA VOR
MISSED 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 DME required.	Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 7000'	



ALS	PAPI	PAPI	D1.0 RCA on 156°	200 KT MAX on 111.0 R-191

Standard		CEILING REQUIRED		CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 15		to RWY 15/33		1	
DA(H) 1100' (1016')		Not authorized East of airport		MDA(H) CEIL-VIS	
ALS out		Max Kts			
		100			
1500' - VIS 5000m 2		135		1500' (1405') 1500' - 5000m 2	
		180			
NOT APPLICABLE		D		NOT APPLICABLE	

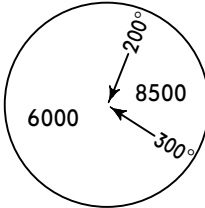
WARNING: In case of circling RWY 33, PAPI indications strictly mandatory and light visual aids in working order (see VISUAL MANOEUVRING RWY 33 on 11-1). **2** SLANT range.

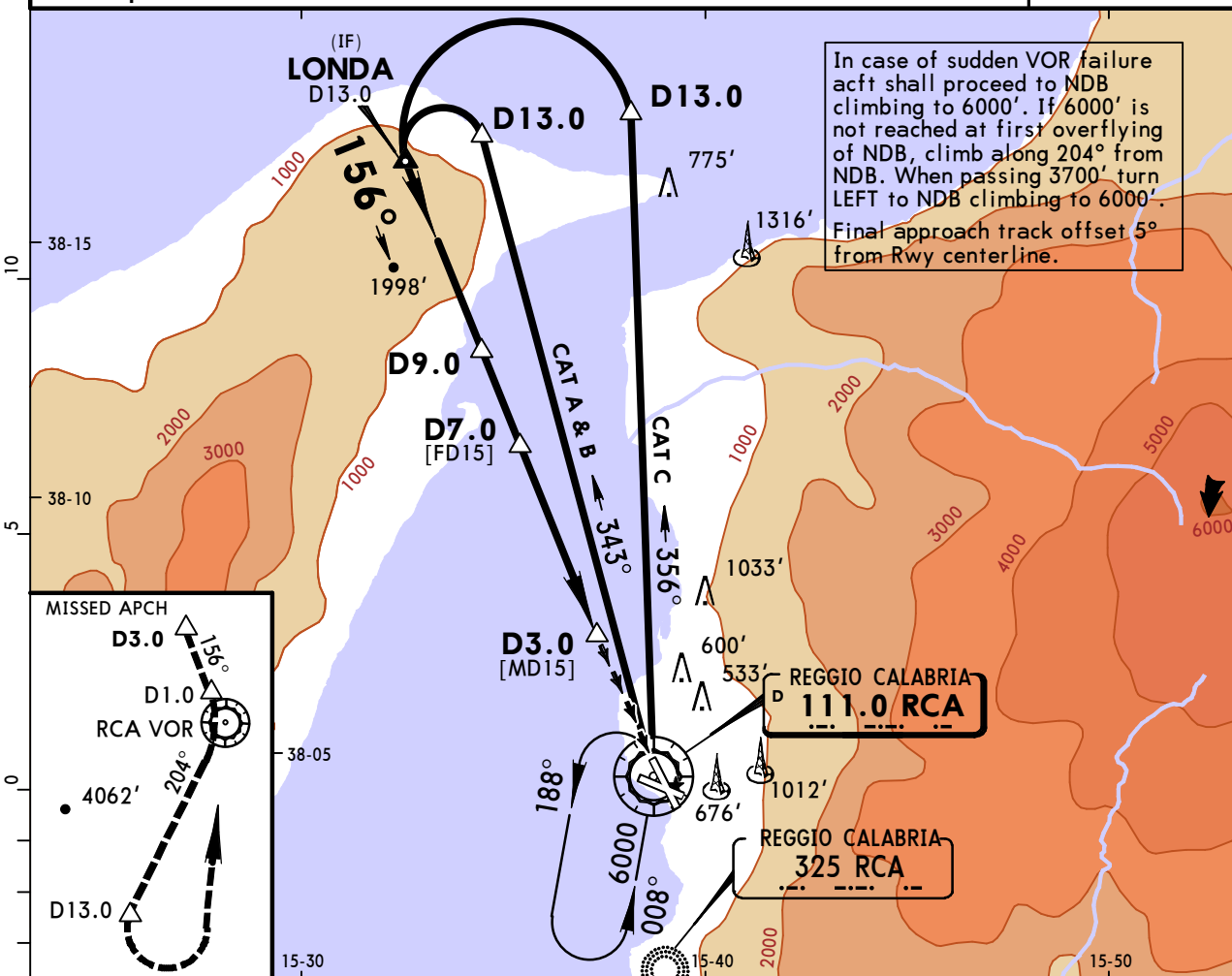
LICR/REG
REGGIO CALABRIA

JEPPESSEN 20 JUL 18 **(13-2)** **CAT A, B & C**

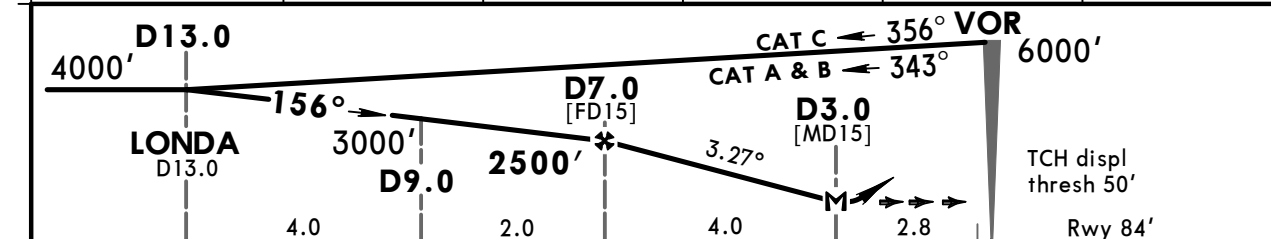
REGGIO CALABRIA, ITALY
VOR Y Rwy 15

BRIEFING STRIP™

*REGGIO Approach 120.275				*REGGIO Tower 118.250	
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95' Rwy 84'	
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 DME required.	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	D1.0	on 156°	200 KT	RCA
Descent angle	3.27°	405	521	579	694	810	926	PAPI: PAPI		MAX	on 111.0
MAP at D3.0										RT	R-204

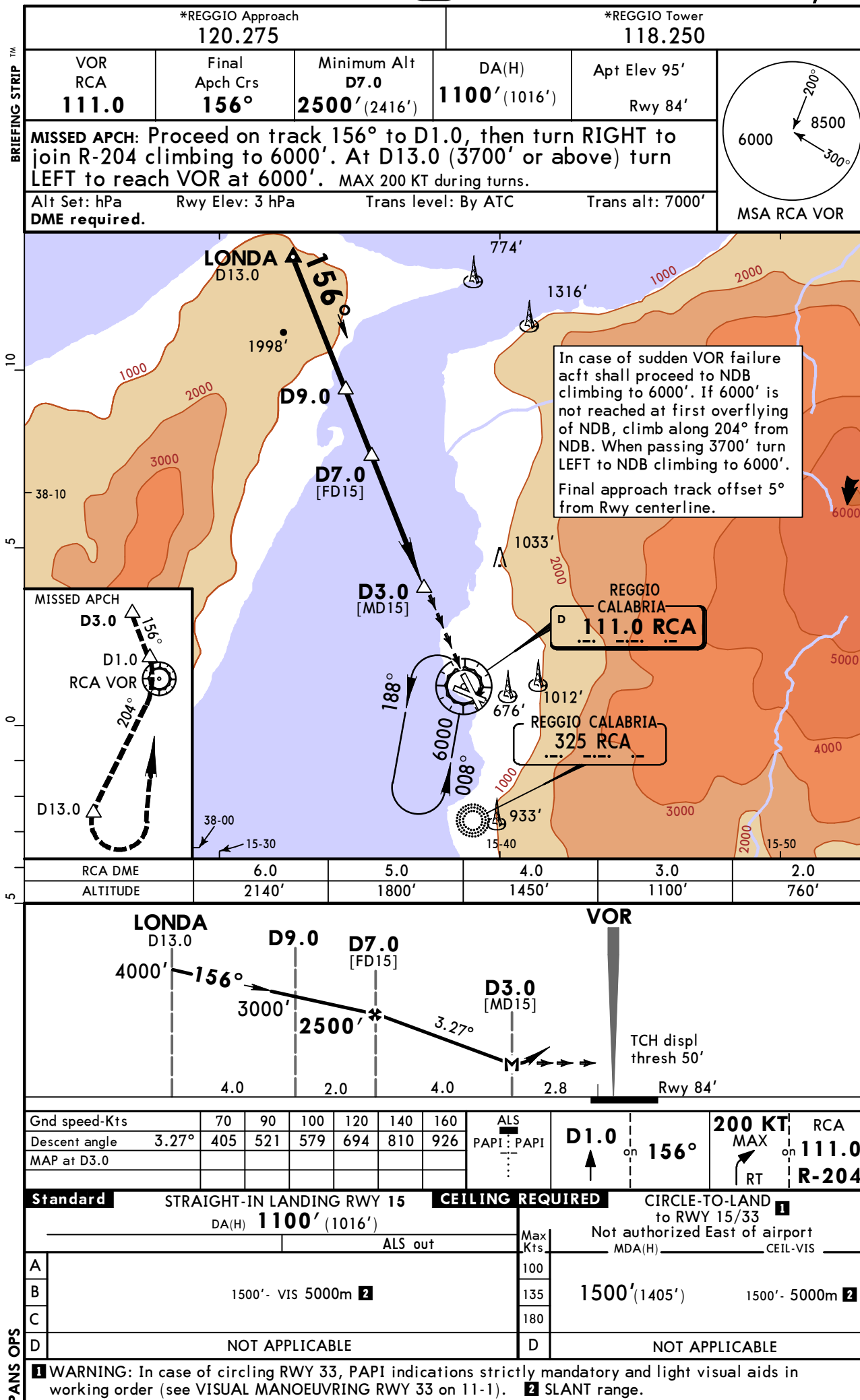
Standard		STRAIGHT-IN LANDING RWY 15		CEILING REQUIRED		CIRCLE-TO-LAND to RWY 15/33	
DA(H) 1100' (1016')		ALS out		Max Kts		Not authorized East of airport	
A		B		100		MDA(H) _____ CEIL-VIS _____	
B		1500' - VIS 5000m 2		135		1500' (1405') 1500' - 5000m 2	
C		NOT APPLICABLE		180			
D		NOT APPLICABLE		D		NOT APPLICABLE	

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). **2 SLANT** range.

LICR/REG REGGIO CALABRIA

20 JUL 18 **(13-3)** CAT A, B & C

REGGIO CALABRIA, ITALY
VOR X Rwy 15



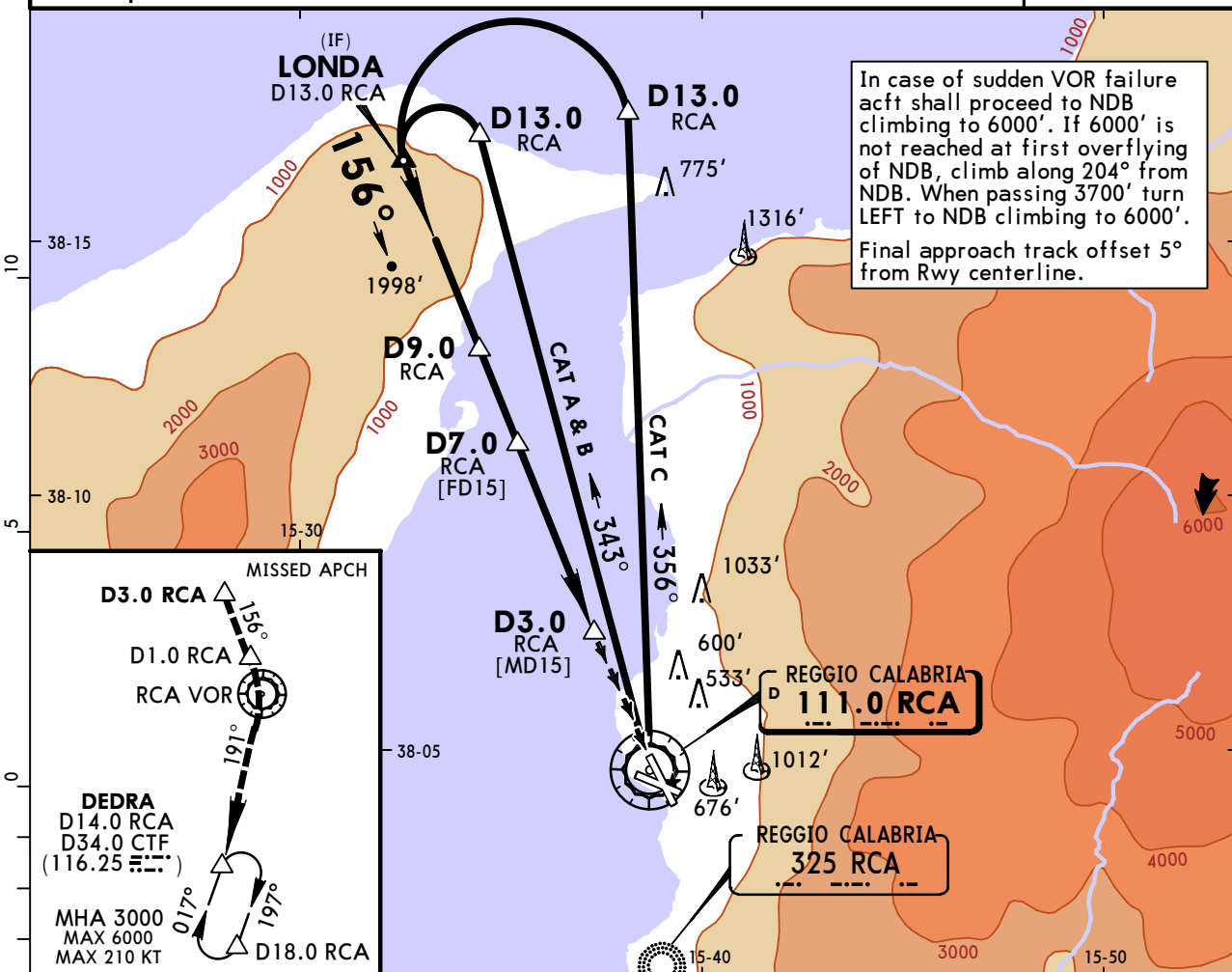
LICR/REG
REGGIO CALABRIA

JEPPESSEN 20 JUL 18 **(13-4)** **CAT A, B & C**

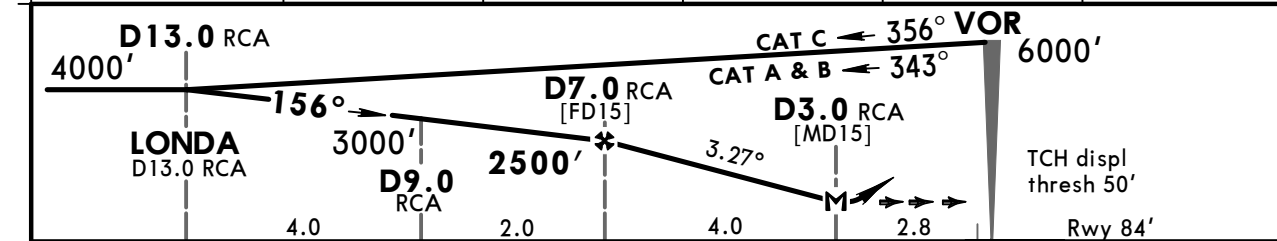
REGGIO CALABRIA, ITALY
VOR W Rwy 15

BRIEFING STRIP™

*REGGIO Approach 120.275			*REGGIO Tower 118.250		
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 RCA 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95' Rwy 84'	 MSA RCA VOR
MISSED 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 DME required.	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 7000'		



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	D1.0 RCA	200 KT	RCA
Descent angle	3.27°	405	521	579	694	810	PAPI: PAPI	on 156°	MAX	on 111.0
MAP at D3.0 RCA								↑	RT	R-191

Standard		STRAIGHT-IN LANDING RWY 15		CEILING REQUIRED	CIRCLE-TO-LAND to RWY 15/33	
DA(H) 1100' (1016')		ALS out		Max Kts	Not authorized East of airport	
A		B		100	MDA(H) _____ CEIL-VIS _____	
B		1500' - VIS 5000m 2		135	1500' (1405') 1500' - 5000m 2	
C		D		180	NOT APPLICABLE	
D		NOT APPLICABLE		D	NOT APPLICABLE	

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). **2** SLANT range.

LICR/REG

REGGIO CALABRIA

JEPPesen

23 NOV 18
Eff 6 Dec

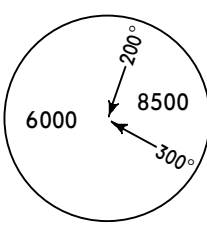
(13-6)

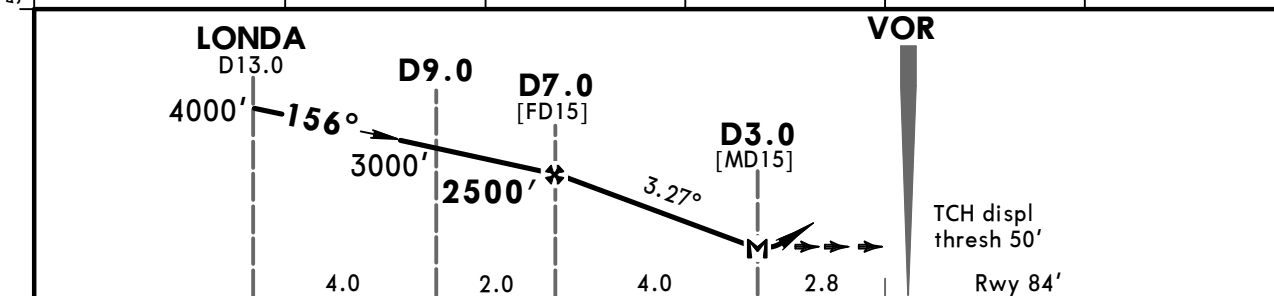
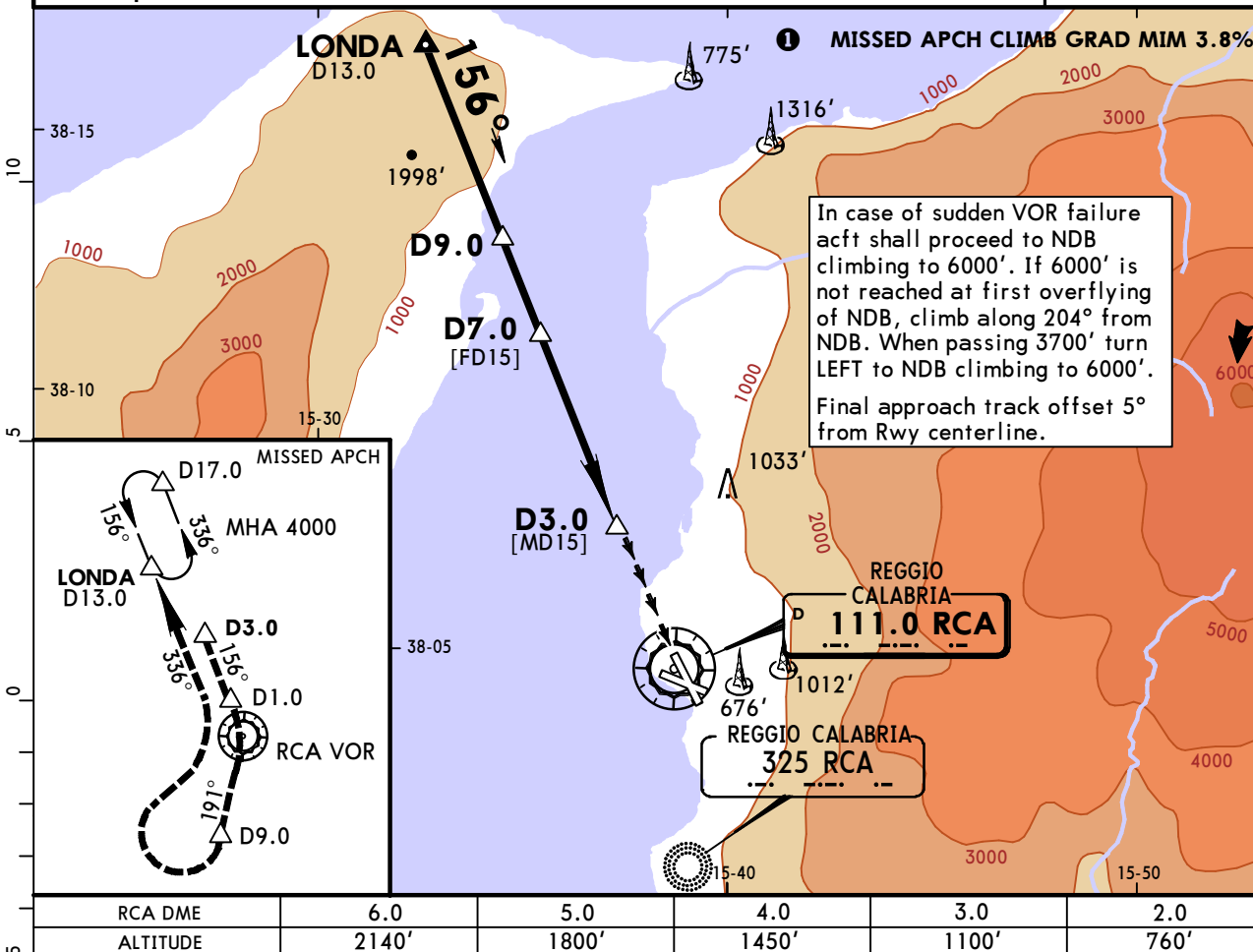
CAT A, B & C

REGGIO CALABRIA, ITALY

VOR U Rwy 15

BRIEFING STRIP™

*REGGIO Approach 120.275				*REGGIO Tower 118.250	
VOR RCA 111.0	Final Apch Crs 156°	Minimum Alt D7.0 2500' (2416')	DA(H) 1100' (1016')	Apt Elev 95' Rwy 84'	 MSA RCA VOR
MISSED APCH: Proceed on track 156° to D1.0 climbing to 5000', then turn RIGHT (MAX 200 KT) to join R-191. At D9.0 to be reached at 3500' or above, turn RIGHT (MAX 200 KT) to reach VOR at 5000'. Then proceed on R-336 to LONDA holding to be reached at 5000'.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		
DME required.					
Trans alt: 7000'					



Gnd speed-Kts	70	90	100	120	140	160	ALS	D1.0 on 156° 200 KT MAX RT RCA 111.0 R-191	
Descent angle	3.27°	405	521	579	694	810	PAPI		
MAP at D3.0									

Standard		STRAIGHT-IN LANDING RWY 15		CEILING REQUIRED		CIRCLE-TO-LAND to RWY 15/33	
		Missed apch climb gradient mim 3.8%				Not authorized East of airport	
		DA(H) 1100' (1016')		Max Kts		MDA(H) _____ CEIL-VIS _____	
A		ALS out		100			
B		1500' - VIS 5000m 2		135		1500' (1405') 1500' - 5000m 2	
C				180			
D		NOT APPLICABLE		D		NOT APPLICABLE	

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). **2** SLANT range.

LICR/REG

REGGIO CALABRIA

JEPPESSEN

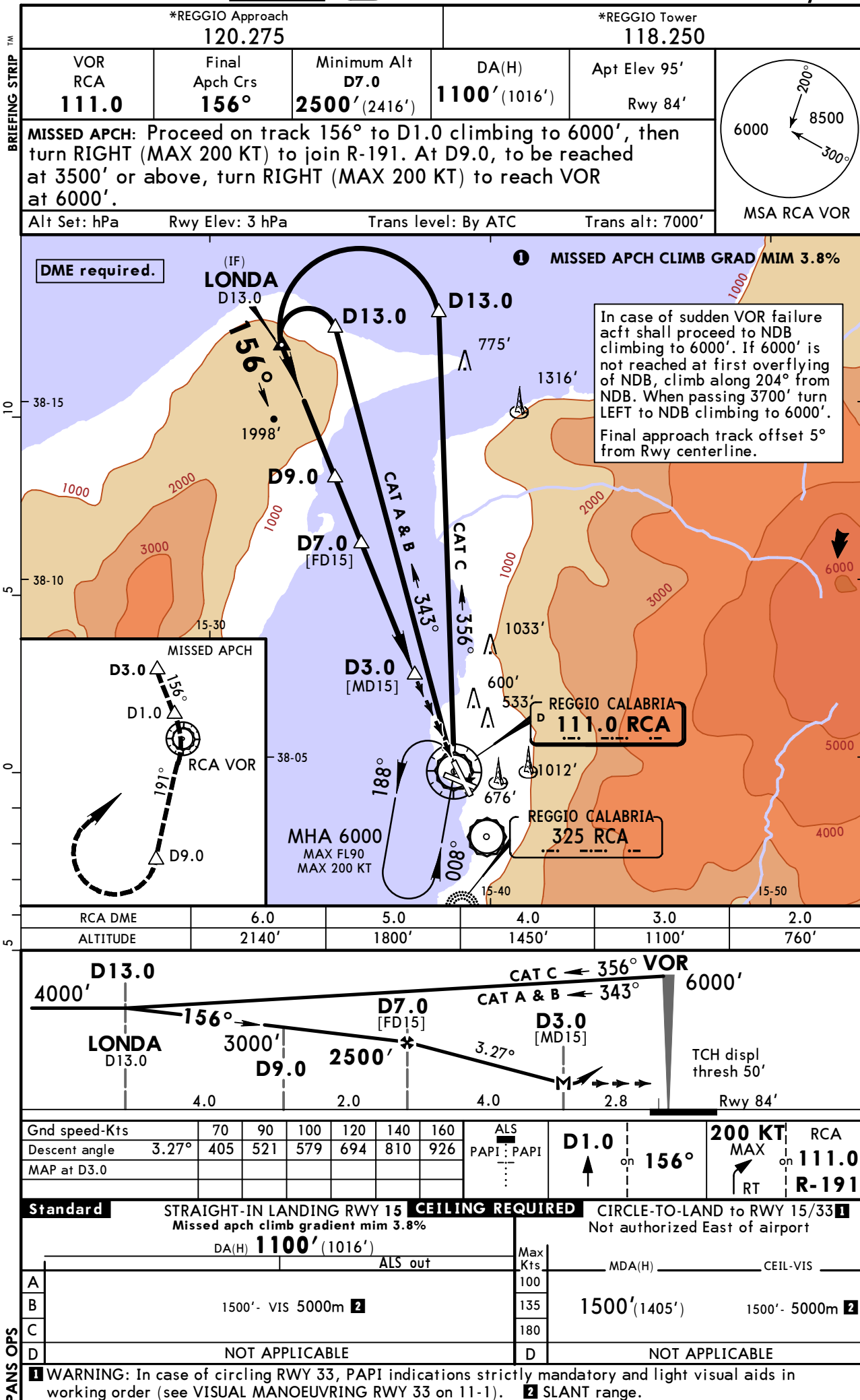
23 NOV 18
Eff 6 Dec

(13-7)

CAT A, B & C

REGGIO CALABRIA, ITALY

CONTINGENCY VOR T Rwy 15



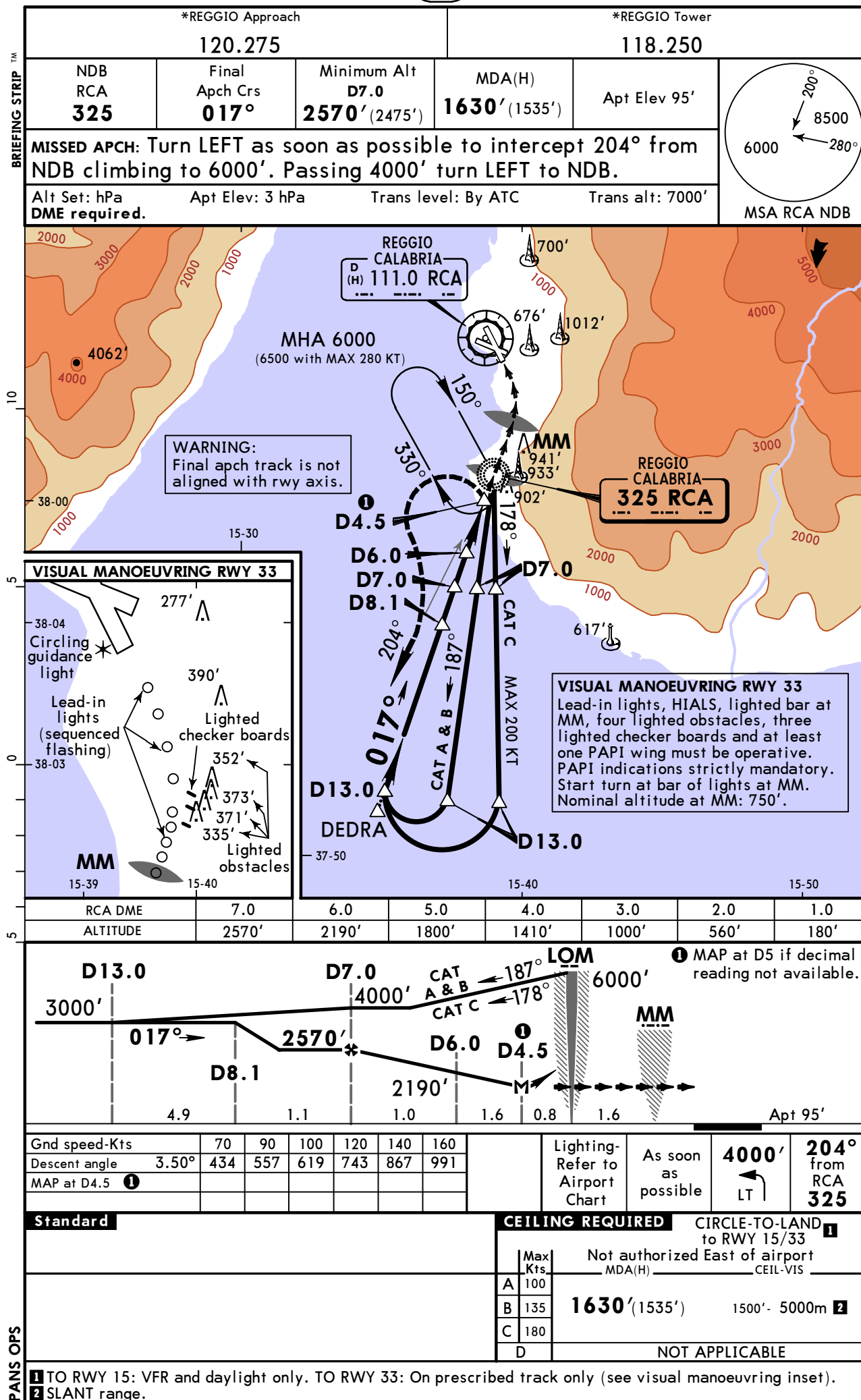
LICR/REG REGGIO CALABRIA

20 JUL 18

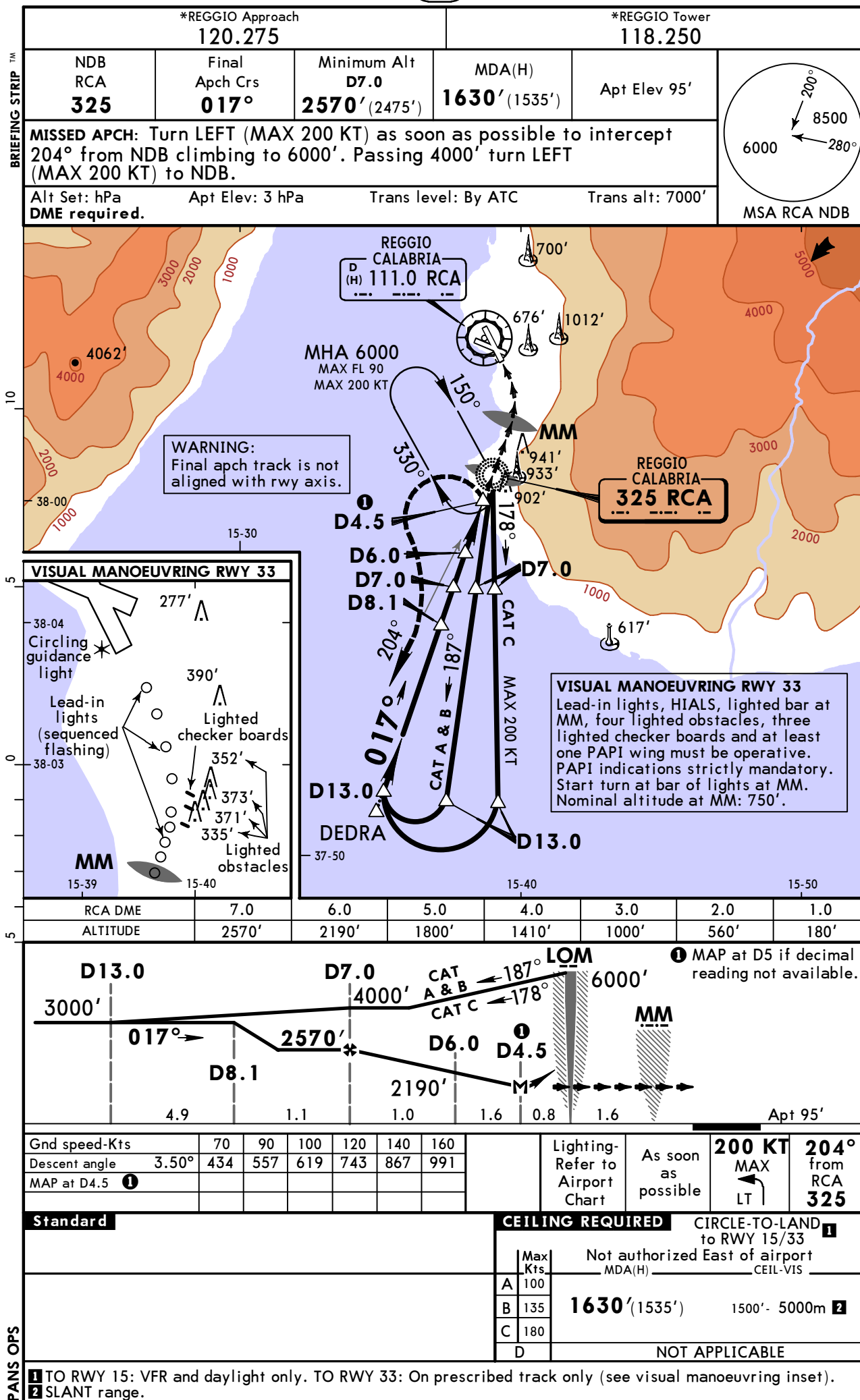
16-1

CAT A, B & C

JEPPESSEN REGGIO CALABRIA, ITALY NDB B



LICR/REG REGGIO CALABRIA

20 JUL 18 **16-2**
CAT A, B & C
REGGIO CALABRIA, ITALY
CONTINGENCY NDB F


LICR

REGGIO CALABRIA

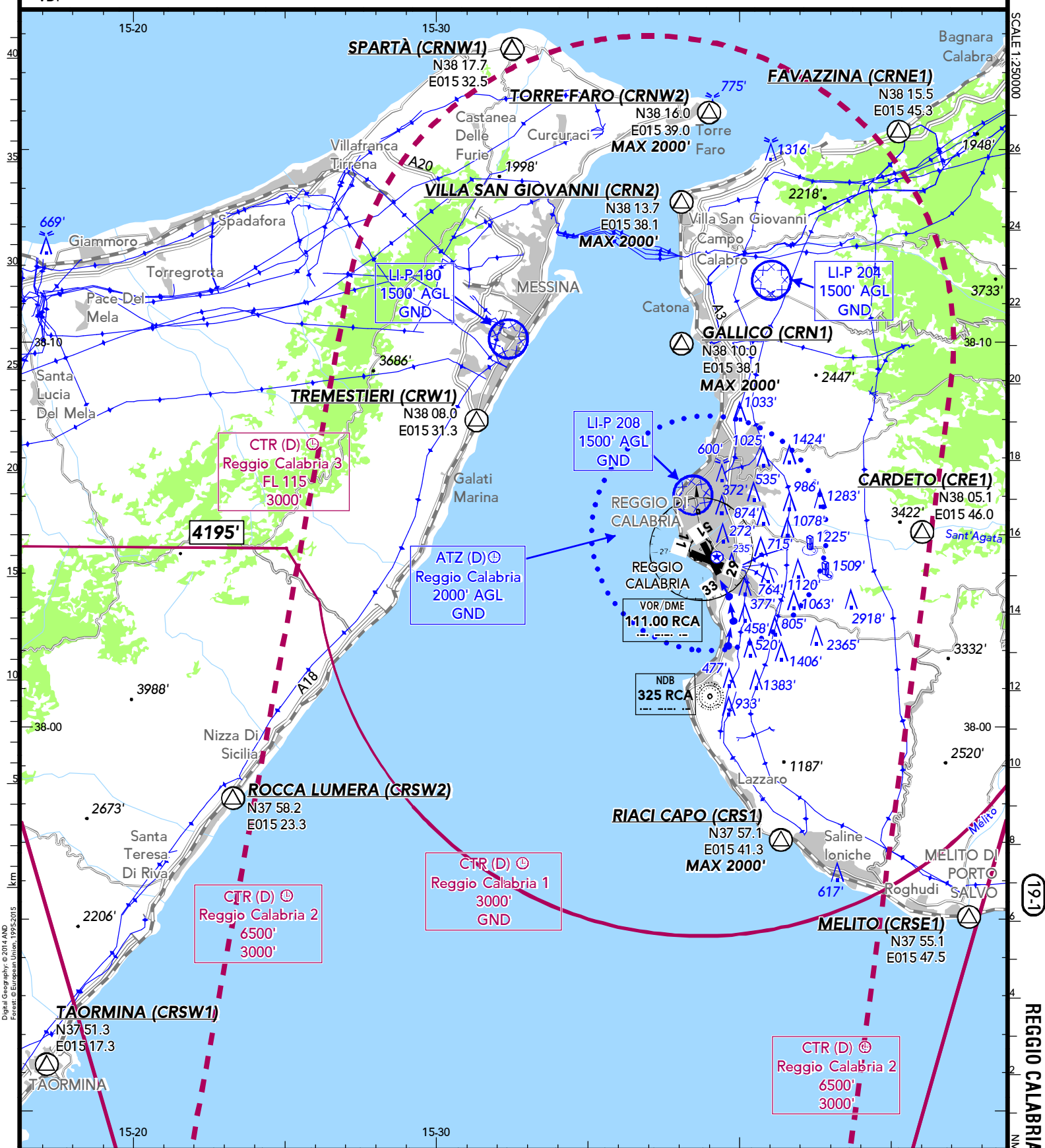
REGGIO CALABRIA

ITALY

28 JUL 17 19-1

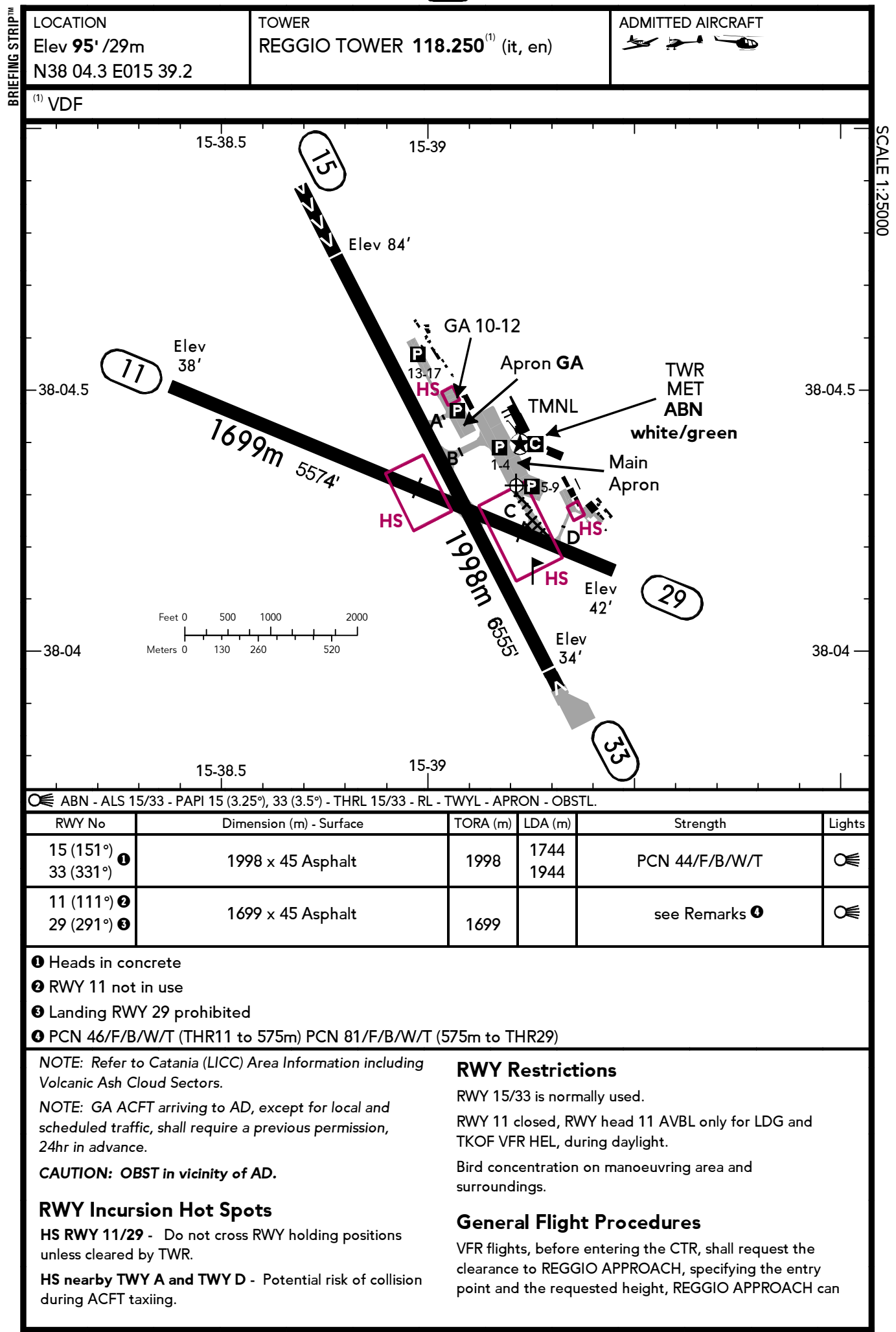
LOCATION	FIS	APPROACH	TOWER
Elev 95' / 29m N38 04.3 E015 39.2	ROMA INFORMATION 129.575	REGGIO APPROACH 120.275 ⁽¹⁾ (it, en)	REGGIO TOWER 118.250 ⁽¹⁾ (it, en)

⁽¹⁾ VDF



CHANGES: New Layout - Airspace - REPs.

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LICR

REGGIO CALABRIA

28 JUL 17

19-3

REGGIO CALABRIA

ITALY

approve the request or modify the clearance (delaying the CTR entry or keeping the ACFT waiting on convenient REP) or direct the flight on appropriate routes and levels.

Depending on the RWY in use, traffic can be requested to wait for traffic circuit entry clearance on REPs VILLA SAN GIOVANNI (CRN2) for RWY15, or on RIACI CAPO (CRS1) for RWY 33.

Unless otherwise authorised by ATC, Stretto di Messina crossing shall take place between REPs FAVAZZINA (CRNE1) and TORRE FARO (CRNW2) MAX 2000'.

Aerodrome occasionally affected by terrain-induced wind-shear phenomena, mostly originated by northern winds accelerated by the channelling effect provided by the mountains overlooking Stretto di Messina.

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

- a. RWY 33 MAX cross-wind components allowed by day:
 - 20 KT in dry conditions;
 - 10 KT in wet conditions.
- b. RWY 15 wind limitation:
 - it shall be applied a 33% reduction from the MAX demonstrated wind component published on the ACFT flight manual/ACFT operating manual.

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.

REGGIO CALABRIA, (REGGIO CALABRIA - LICR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LICR

Chart Change Notices for Country ITA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Noise abatement procedure for initial climb to be determined by operator in accordance with ICAO Doc-8168. Disregard respective initial climb info on Italian ABPs and 10-4s; ATC pages 'State Rules and Procedures - Italy' will be updated with Rev 9 Aug.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For all communication facilities referring to APP control service with call sign MILANO RADAR FREQ 132.700 should be read 132.705.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 21 JUN 18 Frequency Monitoring Code (FMC) Area (G) Milano North-West (Squawk 4610, MONITOR) 134.425 estbld N of CTA (D) Milano Piemonte sector 10, W of E009 00.0, E of E007 25.0 till N of Malpensa ATZ and Milano CTA Grand Paradiso sector 17. FMC Area (G) Milano North-East (Squawk 4611, MONITOR 126.300) estbld E of E009 00.0 within Milano FIS Area, N of Piacenza CTR sector 3 and Parma CTR sector 2 till N of Bergamo CTR. FMC Area (G) Milano North (Squawk 4612, MONITOR 126.750) estbld N of FMC area North-West and North-East till Swiss-Italian border. FMC Area (G) Padova Central (Squawk 4777, MONITOR 124.150) estbld in lateral limits of Padova CTAs (D) sector 7, 8, 9 and sector 11 excluding lateral limits of CTRs of Treviso, Venezia, Bologna and Ronchi. FMC Area (G) Alghero/Olbia (Squawk 5137, MONITOR 125.950) estbld within lateral limits of Sardegna CTA (D) Nord Sardegna sector 7. Vertical limit for all areas: GND - lower limit class A/C/D/E.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Padova shall be requested only to Padova FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Milano shall be requested only to Milano FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Milano TMA completely revised.