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JEPPESEN
JeppView for Windows

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General Information

Location: PISA ITA
ICAO/IATA: LIRP / PSA
Lat/Long: N43° 40.97', E010° 23.73'
Elevation: 6 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 997 ft (991 ft AGL)

Sunrise: 0603 Z
Sunset: 1602 Z

Runway Information

Runway: 04L
Length x Width: 8976 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 790 ft

Runway: 04R
Length x Width: 9816 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 469 ft

Runway: 22L
Length x Width: 9816 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 843 ft

Runway: 22R
Length x Width: 8976 ft x 148 ft

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Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, Centerline

Communication Information

ATIS: 130.065
Pisa Tower: 119.105
Pisa Tower: 122.100
Pisa Tower: 23.410 Military
Pisa Tower: 25.780 Military
Pisa Ground: 120.080
Pisa Approach: 124.280
Pisa Approach: 126.080
Pisa Approach: 33.840 Military
Pisa Approach: 23.305 Military
Pisa Emergency: 24.340 Military

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1. GENERAL

1.1. ATIS

ATIS 130.065

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

1.1.2. and 1.1.3. will not be applied in following circumstances:

- Tailwind component exceeding 10 KT;
- For safety reasons due to performance of ACFT;
- In case of LVP in force, traffic may be subject to delays to permit application of these procedures;
- Provisions about NADP 1, RWY 03R/L step climb, intersection take-off B and mandatory RWY 21L/R take-off; not affected are military, State, humanitarian ACFT and SAR flights.

1.2.2. NIGHTTIME RESTRICTIONS

Between 2200-0700LT RWY 21L/R is mandatory for take-off, RWY 03R/L is mandatory for landing.

1.2.3. USE OF RWY

RWY 21L/R is mandatory for take-off of ACFT wake turbulence CAT H. Between 0700-2200LT RWY 21L/R is mandatory for take-off in absence of inbound traffic and flight activity over the field.

RWY 03R/L full length departure is mandatory, take-off is allowed from intersection take-off B RWY 03R only if TWY A is closed.

RWY 03R/L is mandatory for landing of ACFT wake turbulence CAT H.

1.2.4. RUN-UP TESTS

Low-idle engine tests do not require ATC authorization, but a prior request must be submitted to the aerodrome operator in compliance with procedure PO MOV 20 of the Pisa APT Manual.

High-power engine tests (up to max power) are allowed only between 0600-2300LT, upon prior request to the aerodrome operator in compliance with procedure PO MOV 20 of the Pisa APT Manual. Coordination with the 46th Air Brigade Base Operations Center by APT operator and ATC authorization is required. Crews must take all possible measures to minimize noise impact on the city.

Engine tests at higher power settings (up to max power) are permitted only at RWY THR 03L, unless otherwise specified by the 46th Air Brigade - Base Operations Center and notified by ATC.

ACFT orientation will be determined by technical staff based on weather and operational considerations, with ATC Unit informed accordingly.

1.2.5. AUXILIARY POWER UNITS (APUs)

On apron it is forbidden to hold APU and engine running any longer than the time which is necessary for execution of start-up procedure before departure (MAX 60 minutes).

1.2.6. REVERSE THRUST

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force when:

- RVR is less than 550m; and/or
- ceiling is below 200' according to local meteorological report; and/or
- the deterioration of weather conditions recommends so.

Pilots will be informed by RTF when LVP are in force.

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1. GENERAL

Remark:

Even with clouds and RVR values above the established values, TWR may activate the LVP:

- a pilot report indicates a bad weather condition;
- there is an explicit pilot request to activate LVP or to perform a CAT II approach with marginal values of RVR/cloud base (except the approach requested for training).

As reported in the points above, in order to not penalize the traffic sequence, the activation of the LVP may also take place on pilots request for the specific flight.

The message "LVP in progress" will be communicated by ATC on frequency to the concerned flight only.

CAT II Operations for Training

Practice CAT II approaches and landings with RVR/cloud base values higher than those for LVP activation will be subject to traffic conditions in place or foreseen.

In order to guarantee ILS signal protection, pilots shall request in advance to ATC the permission containing also the explicit indication that the request has training purposes.

1.3.2. GROUND MOVEMENT

In case of poor visibility conditions a reduced APT capacity can be expected due to restrictions applied on ground movements.

Whenever LVP are in force the LVP chart must be followed.

- Follow-me assistance is always available on request and, instead mandatory with RVR below 550m.
- Follow-me assistance is mandatory with RVR below 1500m for any movement to/from ramp zero, instead are suspended with RVR below 550m.
- In case of aborted take-off paths prescribed for arriving ACFT must be followed.
- Only one movement at a time is allowed on movement area with RVR below 800m.

Mandatory Reports

In reduced visibility conditions all pilots shall report to TWR:

- During taxiing before departure:
  - reaching RHP;
  - abeam TWY D, unless otherwise instructed by TWR.
- During taxiing after landing:
  - safely landed;
  - RWY vacated, as soon as RHP E has been crossed;
  - TWY F, unless otherwise instructed by TWR;
  - reached the stand.

1.3.3. CONTINGENCIES

Stop Bar Failure

Only one movement at a time in the movement area when RVR is below 1500m.

Landing allowed up to CAT I approach minimums and take-off when RVR is equal or more than 400m.

RVR Failure

Landing allowed up to CAT I approach minimums and take-off with visibility equal or more than 400m.

1.3.4. RADIO FAILURE ON THE MANEUVERING AREA

Departing ACFT

Continue along taxi route as instructed until the clearance limit.

Wait for Follow-me car assistance to return to the apron.

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1. GENERAL

Arriving ACFT
Vacate RWY and sensitive area. Wait for Follow-me car assistance to continue taxiing.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

RWY 03L/21R is used as TWY when RWY 03R/21L is active for flight operations.

In order to avoid jet blast damage heavy four-engined ACFT shall taxi on all TWYs with outer engines at idle power.

TWY H available for ACFT up to ICAO code D with MAX wingspan 157.5'/48m.

TWYs A, B, C, D, E, F and G available for ACFT up to ICAO code E with MAXwingspan 213'/65m.

TWYs P and R between stands 20 to 27 MAX wingspan 200'/61m.

TWY V from stand 85 to TWY T0 MAX wingspan 157.5'/48m.

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

TWY O MAX wingspan 118'/36m.

Apron TWY E MAX wingspan 118'/36m (apron TWY E MAX wingspan 200'/61m, if stands 40 and 42 thru 44 not available).

1.4.2. ORDERLY MOVEMENT OF ACFT ON APRONS

According to the civil apron and ramp zero layout, only one push-back per time is allowed on each apron and some push-back maneuvers blocks taxi to/from otherstands as listed below. In this case, pilots will be instructed to maintain TWY F/G or the stand itself until the conditions to continue a safe taxiing will be granted.

Movements in Progress	Suitable Movements	
Pushing back towards R6	Entry for stands:	10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 41, 42, 43, 44, 50, 51, 52, 53, 54, 55
	Exit (self-maneuvering) from stands:	10, 12, 14, 16, 41, 50, 51, 52, 53, 55
Pushing back towards R2	Entry for stands:	10, 11, 12, 13, 14, 15, 41, 42, 43, 44, 50, 51, 52, 53
	Exit (self-maneuvering) from stands:	10, 12, 14, 41, 50, 51, 52, 53

Military joint use apron ramp zero: according to ramp zero layout, only one movement per time is allowed. In this case, pilots will be instructed to maintain TWYG/H or the stand itself until the conditions to continue a safe taxiing will be granted.

Marshaller assistance is mandatory for all ARR/DEP ACFT and for engine start-up operations.

Note: ATS unit assigns priority to push back or apron taxiing operations according to Toscana Aeroporti SpA condition approving or delaying those operations in order to achieve an expedite and orderly flow of air traffic entering or leaving monoeuvring area.

Pilots, both for start-up operations and taxi, must strictly follow apron markings.

Civil apron is only suitable for ACFT with MAX wingspan of 200'/61m.

In absence of planned handling services assistance, crews must contact their handler.

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1. GENERAL

1.4.3. ACFT MOVEMENTS ON APRONS

Taxiing operations on apron shall take place with engines at minimum power.

Pilots ensure the separation by sight between taxiing ACFT and between taxiing ACFT and obstruction; in case of pushing back and towing operation, separation is ensured by operator of the maneuver.

1.5. RWY OPERATIONS

RWY 03R/21L and RWY 03L/21R cannot be used simultaneously. The choice of the RWY is not allowed on pilot's request. There are three operational scenarios.

The main scenario provides:

- RWY 03R/21L as active RWY;
- RWY 03L/21R as main taxi route;
- TWY A, B, C, D, E, F, G, H operational.

The alternative scenario provides:

- RWY 03L/21R as active RWY (see ' Limitation on using RWY 03L/21R for Take-off and Landing Operations);
- RWY 03R/21L as main taxi route;
- TWY A, B, C, D, E, F, G, H operational.

The contingent scenario provides:

- RWY 03L/21R as active runway (see 'Limitation on using RWY 03L/21R for Take-off and Landing Operations');
- RWY 03R/21L closed;
- TWY A, B, C, D, E closed.

Switch from different scenarios RWY 03R/21L to RWY 03L/21R and vice versa requires some time during which both RWYs will not be available. This event will be announced by NOTAM for aerodrome closure. During the entire RWY 03L/21R operating period, the crews will be informed by a NOTAM and TWR will instruct the civil ACFT to wait, as general rule, at RWY holding position F, G or H.

Limitation on using RWY 03L/21R for Take-off and Landing Operations

- Maximum cross wind factor allowed for each type of ACFT reduced by:
  - 15% when RWY is dry;
  - 20% when RWY is wet.
- Take-offs and landings are not allowed in case of contaminated RWY;
- Restrictions on RWY use for take-offs and landings will be announced by NOTAM.

1.5.1. MAIN SCENARIO

Elements to identify the active RWY (03R/21L)

- activation of approach lighting systems corresponding to the active RWY. Only one approach lighting system at a time will be illuminated;
- ILS RWY 03R turned on, if available;
- activation of flashing lights along the approach corresponding to the active RWY and activation of RWY THR Identification Lights (RTIL), when available;
- activation of stop-bars, when available;
- RWY in use as communicated by MetReport in ATIS message or by RTF;
- clearance limits for landing, take off, vectoring and taxiing as marked by ATS unit (clear to land RWY 03R/21L, clear for take-off RWY 03R/21L, vectoring for ILS procedure RWY 03R, clear for RNP procedure RWY 21L, ecc.).

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1. GENERAL

APT's Operativity

Aerodrome operative minima associated with the availability of equipment in the main scenario are:

- instrument approach operations:

  CAT II: RVR TDZ greater than or equal to 300m;
  CAT I: RVR TDZ greater than or equal to 550m;
  APV: RVR TDZ greater than or equal to 600m;
  NPA: RVR TDZ/CMV greater than or equal to 750m.

- departure operations:

  LVTO: RVR greater than 200m.

1.5.2. ALTERNATIVE SCENARIO

Elements to identify the active RWY (03L/21R)

- published NOTAM;
- activation of approach lighting systems corresponding to the active RWY and activation of RWY THR Identification Lights (RTIL), when available, even during daytime. Only one approach lighting system at a time will be illuminated;
- ILS RWY 03R turned off, although efficient;
- RWY in use as communicated by MetReport in ATIS message or by RTF;
- clearance limits for landing, take-off, vectoring and taxiing as marked by ATS unit (clear to land RWY 03L/21R, clear for take-off RWY 03L/21R, vectoring for RNP procedure RWY 03L, clear for RNP 03L procedure circling RWY 21R, ecc.);
- the RWY visual range (RVR) is provided only on request as it is not representative of the RWY 03L/21R.

APT's Operativity

Aerodrome operative minima associated with the availability of equipment in the alternative scenario are:

- instrument approach operations:

  APV: VIS greater than or equal to 400m;
  NPA: VIS greater than or equal to 500m.
  Circling to land: VIS greater than or equal to 1500m.

- departure operations:

  Low Visibility Departure: VIS greater than or equal to 550m.

Part of some military aprons fall within the active strip of RWY, therefore ground operations are limited with temporary closure systems and any mobile obstacles are removed.

1.5.3. CONTINGENT SCENARIO

Elements to identify the active RWY (03L/21R)

- published NOTAM;
- activation of approach lighting systems corresponding to the active RWY and activation of RWY THR Identification Lights (RTIL), when available, even during daytime. Only one approach lighting system at a time will be illuminated;
- ILS RWY 03R turned off, although efficient;
- RWY in use as communicated by MetReport in ATIS message or by RTF;
- clearance limits for landing, take-off, vectoring and taxiing as marked by ATS unit (clear to land RWY 03L/21R, clear for take-off RWY 03L/21R, vectoring for ILS procedure RWY 03L, clear for RNP 03L procedure circling RWY 21R, ecc.);
- the RVR is provided only on request as it is not representative of the RWY 03L/21R;
- TWY lights on RWY 03R/21L switched off;
- TWY A, B, C, D, E available and sign switched off.

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1. GENERAL

APT's operativity

Aerodrome operative minima associated with the availability of equipment in the alternative scenario are:

- instrument approach operations:

  APV: VIS greater than or equal to 400m;
  NPA: VIS greater than or equal to 500m.
  Circling to land: VIS greater than or equal to 1500m.

- departure operations:

  Low Visibility Departure: VIS greater than or equal to 550m.

Part of some military aprons fall within the active strip of RWY, therefore ground operations are limited with temporary closure systems and any mobile obstacles are removed. In this scenario, RWY 03L is normally used for landings and RWY 21R for take-offs; TWR may decide otherwise for safety reasons related to ACFT performance, meteorological conditions or other ATC considerations.

In the absence of suitable turn pad area to carry out the back track:

- if weather condition costrain to use RWY 21R for landings, landings for ACFT with an ICAO code higher than C will not be allowed;
- if weather condition costrain to use RWY 03L for take-offs, take-offs for ACFT with an ICAO Code higher than C will not be allowed.

1.5.4. SPECIAL OPERATIONAL PRACTICE FOR MINIMUM RWY OCCUPANCY

ACFT with a wheelbase greater than 62'/18.8m (distance between the nose gear and the geometric center of the main landing gear), must request tractor assistance for towing along the RWY 22L turn pad.

The request must be made to

- ATS unit as soon as possible via RTF, for arriving ACFT.
- APT operator/assigned handler prior to engine start-up clearance, for departing ACFT.

ACFT may be subject to delay to avoid APT congestion.

1.6. OTHER INFORMATION

CAUTION: Birds.

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2. ARRIVAL

2.1. SPEED CONTROL

Speed limits are publsihed on STAR and IAC.

When speed limits are not published, or vectored ACFT for a pilot interpreted approach:

- 250 KT at or below FL100;
- 210 KT:
  - starting the base turn;
  - at 15NM from TDZ.
- 190 KT at 12NM from TDZ;
- 160 KT at 5NM from TDZ.

Furthermore Pisa APP may request pilots:

- to adjust speed in a specific manner during the intermediate approach;
- speed adjustment of not more than plus or minus 20 KT until a minimum distance of 4NM from the RWY THR.

2.2. CAT II OPERATIONS

RWY 03R approved for CAT II operations.

2.3. RWY OPERATIONS

Due to the close distance between the RWYs, every ACFT shall vacate the active RWY reaching the corresponding 'RWY vacated sign', positioned about 197'/60m after each RWY holding position.

ACFT landing on RWY 21L/R should be aware of highway with high intensity yellow lights, located along 200°, with a length of about 2133'/650m within R-065 and R-080 PIS at D2.6 PIS. Do not confuse with a RWY.

2.4. RADIO FAILURE ON THE MANEUVERING AREA

After landing ACFT will vacate the RWY and wait for the arrival of the Follow-me car in order to be guided to the stand at the following TWY:

- TWY E for RWY 03R;
- TWY A for RWY 21L;
- TWY G for RWY 03L;
- TWY A for RWY 21R.

2.5. TAXI PROCEDURES

2.5.1. ORDERLY MOVEMENT OF ACFT ON APRONS

Taxi clearance until maneuvering area border (end of apron).

Entrance maneuvering route and stand allocation as established by Toscana Aeroporti S.p.A.

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2. ARRIVAL

2.5.2. ACFT MOVEMENTS ON APRONS

ATS unit will assign exiting gate from maneuvering area (TWY F, G or H) and it will report stand assigned by Toscana Aeroporti. Crew will follow the route listed below to connect the entrance TWY to their stand:

Entrance Maneuvering Route (Self-maneuvering Stands)			
Entrance TWY (assigned by ATS unit)	**Type**	**Stand**	**Taxiing via**
F	Airplane	10 thru 17, 20, 50 thru 55	F-R-P
		21 thru 29	F-R
		41 thru 44	F-R-O
	Helicopter	40	F-R
		41	not applicable
G	Airplane	10 thru 17, 20, 50 thru 55	G-P
		21 thru 25	G-P-R
		26 thru 29	G-O-R
		41 thru 44	G-O
		71 thru 77, 81 thru 85	G-V
	Helicopter	40	not applicable
		41	G-O
H	Airplane	10 thru 17, 20, 50 thru 55	H-V-P
		21 thru 25	H-V-P-R
		26 thru 29	H-V-O-R
		41 thru 44	H-V-O
		71 thru 77, 81 thru 85	H-V
	Helicopter	40	not applicable
		41	H-V-O

2.6. PARKING INFORMATION

On stands 11, 13, 15, 17, 20 thru 29, 52, 54, 71, 72 and 73 push-back required.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

According to noise abatement procedure, departure RWY can be established only before taxi therefore pilots should brief both RWY take-off directions during the pre-flight briefing.

RWY 03R/L take-off, except for safety reason, shall be performed in accordance to ICAO DOC 8168 NADP 1 with thrust reduction at 1500'.

Departure from RWY 03R/L shall follow initial climb procedure and at D2.0 PIS ACFT shall be at or above 1600', at D3.0 PIS at or above 2400'. If unable to comply, pilots must warn ATC before requesting start-up clearance and that departures will be planned to take-off from RWY 21L/R. Therefore RWY 21L/R departures may be subject to delay.

3.2. RWY OPERATIONS

To avoid frequency congestion when RWY 03R/L is in use, pilots should refrain from asking for RWY 21L/R for departure to ATC. Departing traffic may be expedited by suggesting a departure RWY different from the one in use according to inbound traffic and flight activity over the field.

If a different RWY from the one in use for departure is necessary for safety reason, pilots must advice PISA TWR/GND when ready to start-up.

If crew needs to run before take-off checks once aligned to the RWY, they must inform TWR in advance before receiving line-up clearance.

3.3. START-UP AND TAXI PROCEDURES

3.3.1. GENERAL

Departing ACFT will receive start-up clearance from ATS unit in compliance to EOBT/CTOT only after 'ACFT READY' notification by APT operator.

"ACFT ready" means:

- Doors and holds are closed.
- Compulsory documentation provided to handler.
- ACFT Safe Area clear from vehicles, equipment and ground personnel.
- ACFT is to be considered actually ready for taxi (self-maneuvering stand) or push-back tractor is connected (nose-in stand).

Pilots must collect AIRCRAFT READY status by handler before request start-up clearance (and [push-back if applicable).

3.3.2. ORDERLY MOVEMENTS OF ACFT ON APRONS

Push-back instructions and/or exiting maneuvering route according to what established by Toscana Aeroporti S.p.A.

TWY allocation to enter on maneuvering area.

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3. DEPARTURE

3.3.3. ACFT MOVEMENT ON APRONS

ATS unit will assign exiting gate from aprons (TWY F, G or H) when crew request taxi. Crew will follow the route listed below to connect their stand to exiting TWY assigned:

Exiting Maneuvering Route (Self-maneuvering Stands)			
Exiting TWY (assigned by ATS unit)	**Type**	**Stand**	**Taxiing via**
F	Airplane	10, 12, 14, 16	P-R-F
		41, 50 thru 53, 55	O-R-F
		42 thru 44	F
	Helicopter	40	R-F
		41	not applicable
G	Airplane	10, 12, 14, 16	P-G
		41, 50 thru 53, 55	O-G
		42 thru 44	F-R-O-G
		75, 81 thru 85	V-G
	Helicopter	40	not applicable
		41	O-G
H	Airplane	10, 12, 14, 16	P-V-H
		41, 50 thru 53, 55	O-V-H
		42 thru 44	F-R-O-V-H
		75, 81 thru 85	V-H
	Helicopter	40	not applicable
		41	O-V-H

Exiting Maneuvering Route (Pushed-back Stands)			
Exiting TWY (assigned by ATS unit)	**Type**	**Push-back Release and Start-up Point**	**Taxiing via**
F	Airplane	P1	not applicable
		P4	P-R-F
		R2, R6	R-F
G		P1	P-G
		P4	not applicable
		R2 ,R6	R-O-G
		Y1 not for start-up	towing via V-G
		Y2, Y3, Y4, Y5, Y6	V-G
H		P1, P4	not applicable
		R2, R6	R-O-V-H
		Y1 not for start-up	not applicable
		Y2, Y3, Y4	V-H

3.4. RADIO FAILURE ON THE MANEUVERING AREA

ACFT shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

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LIRP/PSA
SAN GIUSTO

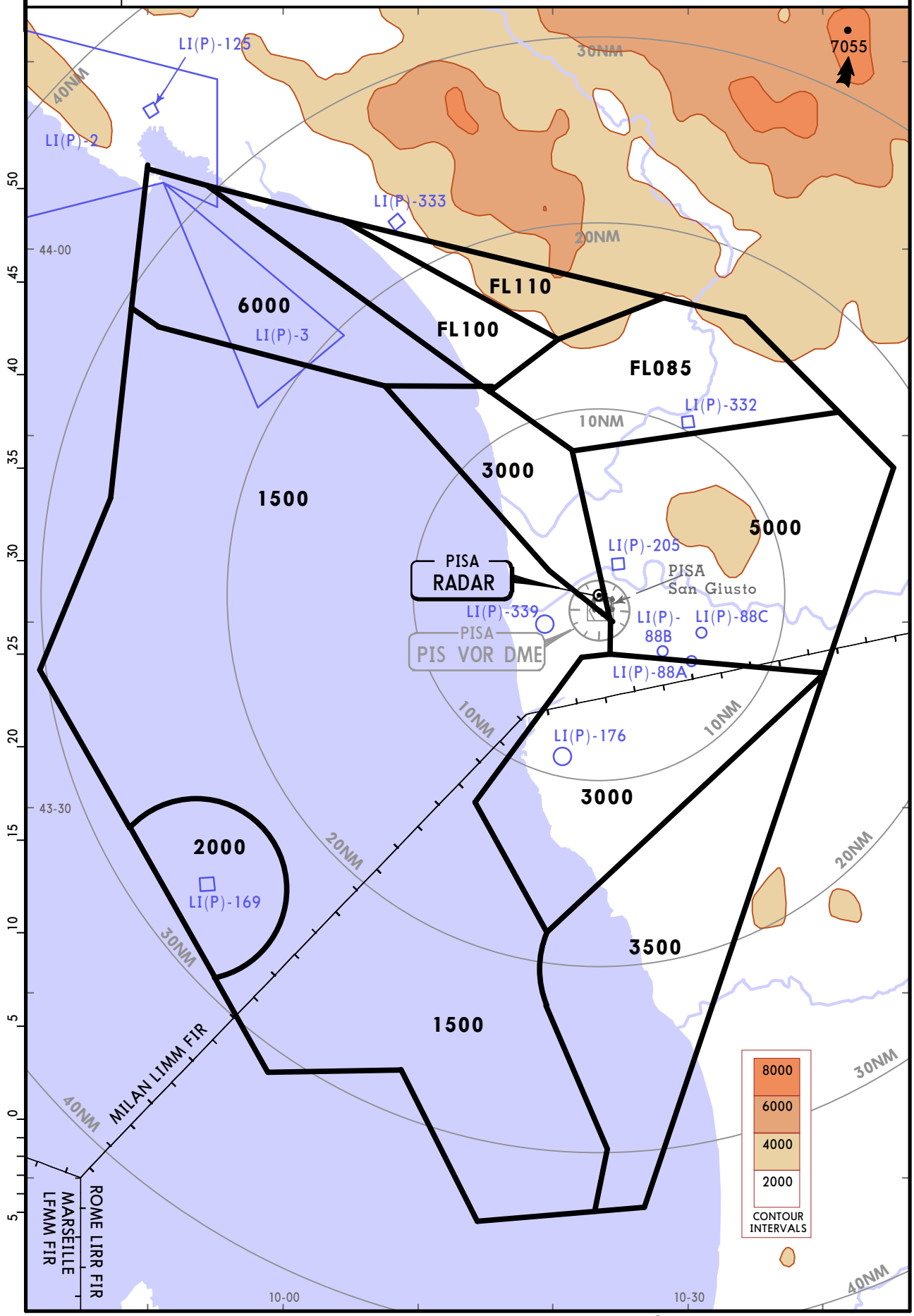
JEPPESEN

25 OCT 24 (10-1R) Eff 31 Oct

PISA, ITALY
RADAR MINIMUM ALTITUDES

Apt Elev
6

Alt Set: hPa Trans level: By ATC Trans alt: 6000
1. Altitudes are established on PISA QNH.
2. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
3. Minimum altitudes ensure at least 1000 clearance over the highest obstacle within sector and within:
- 3 NM of the sector boundary up to 20 NM from RADAR antenna;
- 5 NM of the sector boundary beyond 20 NM from RADAR antenna.



CHANGES: Sectors & altitudes revised, chart redrawn.

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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.065	6	RNAV 1 GNSS

ELB 1D [ELB1D]
MAREL 1D [MARE1D]
RNAV ARRIVALS
(RWYS 03L/R)

LOST COMMS ▼ LOST COMMS ▼
Descend to JESSY.
LOST COMMS ▲ LOST COMMS ▲

❸ For RNAV without holding functionality.

9000

RP54Ø
MAX 210 KT
4000

UBHAM
MAX 210 KT
4000

RP546
MAX 220 KT
4000

(Fly-over for holding)
JESSY
MAX 210 KT
4000

MAX 210 KT
MHA 4000

RP53Ø
MAX
210 KT
FL070
4000

3.8 NM
5.0 NM ❸

SIZOF
MAX 210 KT
4000

RP556
MAX 220 KT
FL100
FL080 ❶❷

VACEC
MAX 220 KT
6000

RP525
MAX 210 KT
4000

FORWI
MAX 240 KT
FL130
FL110

RP662
MAX 240 KT
FL110
FL080

MAREL
FL160
FL110

GOVGO
MAX 250 KT
FL140
FL110

ELBA
114.7 ELB
FL180
FL110

NOT TO SCALE

4000
2000
CONTOUR INTERVALS

ARP

LI(R)-70

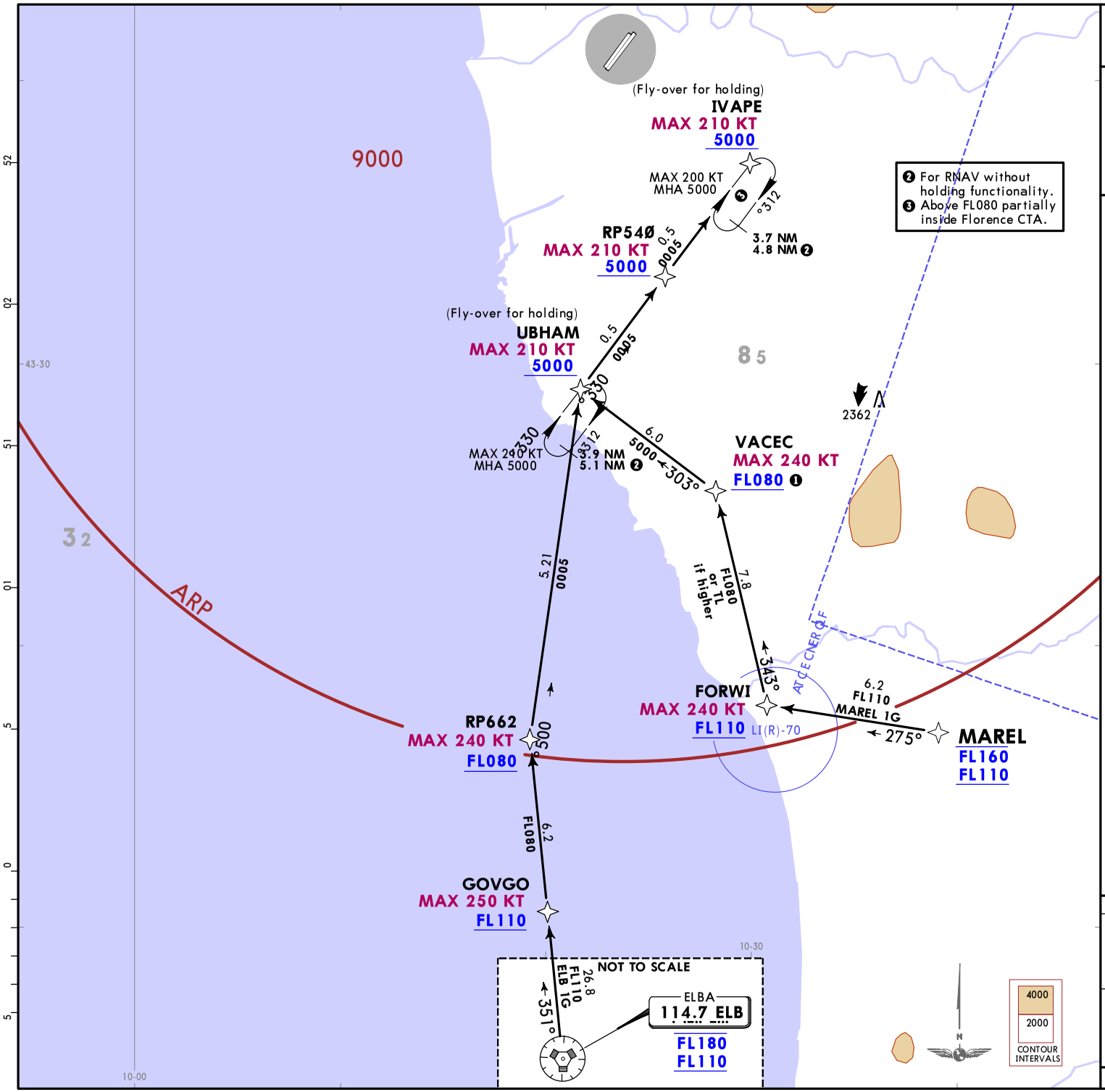
STAR	ROUTING
ELB 1D	ELB (FL180-; FL110+) - GOVGO (K250-; FL140-; FL110+) - RP662 (K240-; FL110-; FL080+) - RP556 (K220-; FL100-; FL080+❶) - VACEC (K220-; 6000+) - RP546 (K220-; 4000+) - RP54Ø (K210-; 4000+) - UBHAM (K210-; 4000+) - RP53Ø (K210-; FL070-; 4000+) - RP525 (K210-; 4000+) - SIZOF (K210-; 4000+) - JESSY ((K210-; 4000+).
MAREL 1D	MAREL (FL160-; FL110+) - FORWI (K240-; FL130-; FL110+) - RP556 (K220-; FL100-; FL080+❷) - VACEC (K220-; 6000+) - RP546 (K220-; 4000+) - RP54Ø (K210-; 4000+) - UBHAM (K210-; 4000+) - RP53Ø (K210-; FL070-; 4000+) - RP525 (K210-; 4000+) - SIZOF K210-; 4000+) - JESSY ((K210-; 4000+).

❶ 6000+ by ATC
❷ FL110+ if LI(R)-70 is active

CHANGES: RWY designation.

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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.065	6	RNAV 1 GNSS

ELB 1G [ELB1G]
MAREL 1G [MARE1G]
RNAV ARRIVALS
(RWY 21L)

LOST COMMS ▼ LOST COMMS ▼
Descend to JESSY when missing RNAV equipment. Descend to UBHAM when RWY 21L/R in-use.
TS QL MMOC
LOST COMMS ▲ LOST COMMS ▲
LOST COMMS

STAR	ROUTING
ELB 1G	ELB (FL180-; FL110+) - GOVGO (K250-; FL110+) - RP662 (K240-; FL080+) - UBHAM (K210-; 5000+) - RP54Ø (K210-; 5000+) - IVAPE (K210-; 5000+).
MAREL 1G	MAREL (FL160-; FL110+) - FORWI (K240-; FL110+) - VACEC (K240-; FL080+❶) - UBHAM (K210-; 5000+) - RP54Ø (K210-; 5000+) - IVAPE (K210-; 5000+).

❶ FL110+ if LI(R)-70 is active

CHANGES: RWY designation, ballnote 3 revised.

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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.065	6	RNAV 1 GNSS

KONER 1D [KONE1D]
MIVKI 1D [MIVK1D]
RNAV ARRIVALS
(RWYS 03L/R)

STAR	ROUTING
KONER 1D	KONER (FL110+) - RP567 (K250-; FL110+) - RP562 (K240-; FL130-; FL110+) - RP456 (K220; FLFL100-; FL080+) - RP451 ((K220-; 6000+) - RP446 (K220; 4000+) - RP44Ø (K210-; 4000+) - RP435 (K210-; 4000+) - RP43Ø (K210-; FL070-; 4000+) - RP425 (K210-; 4000+) - SIZOF (K210-; 4000+) - JESSY (K210-; 4000+).
MIVKI 1D	MIVKI (FL120+) - GIPIX (FL120+) - ACCUR (FL110+) - IZBOC (FL080+) - PETWA (FL080+❶) - RP472 (FL080+❶) - RP467 (K250-; FL080+❶) - RP462 (K240-; FL130+; FL080❶) - RP456 (K220-; FL100-; FL080+❶) - RP451 (K220-; 6000+) - RP446 (K220-; 4000+) - RP44Ø (K210-; 4000+) - RP435 (K210-; 4000+) - RP43Ø (K210-; FL070-; 4000+) - RP425 (K210-; 4000+) - SIZOF K210-; 4000+) - JESSY (K210-; 4000+).

❶ 6000+ by ATC

LOST COMMS Descend to JESSY. LOST COMMS

MIVKI FL120
162°
10.0
FL120
MIVKI 1D

GIPIX FL120
FL110
3.0
ACCUR FL110
7.0
FL080

IZBOC FL080
224°
5.5
FL080❶

PETWA ❶ FL080
235°
5.4
FL080❶

RP472 ❶ FL080
213°
5.0
FL080❶

RP467
MAX 250 KT
❶ FL080
5.0

RP462
MAX 240 KT
FL130
❶ FL080

RP456
MAX 220 KT
KONER 1D:
FL100
FL080
MIVKI 1D:
FL100
❶ FL080

RP446
MAX 220 KT
4000
123°
6.0
4000

RP451
MAX 220 KT
6000
5.0
4000

RP44Ø
MAX 210 KT
4000
5.0
4000
213°

RP435
MAX 210 KT
4000
5.0

RP43Ø
MAX 210 KT
FL070
4000
5.0
4000

RP425
MAX 210 KT
4000
123°
6.0
4000

JESSY
MAX 210 KT
4000
(Fly-over for holding)
MAX 210 KT
MHA 4000
213°
3.8 NM
5.0 NM❷
5.0
4000
033°

SIZOF
MAX 210 KT
4000

033°
6.0
6000
5.0

RP562
MAX 240 KT
FL130
FL110
5.0
6.0

RP567
MAX 250 KT
FL110
8.6
FL110
KONER 1D

070°
KONER
FL110

NOT TO SCALE

❷ For RNAV without holding functionality.

ARP

9000

6011

KONER 1D [KONE1D]
MIVKI 1D [MIVK1D]
RNAV ARRIVALS
(RWYS 03L/R)

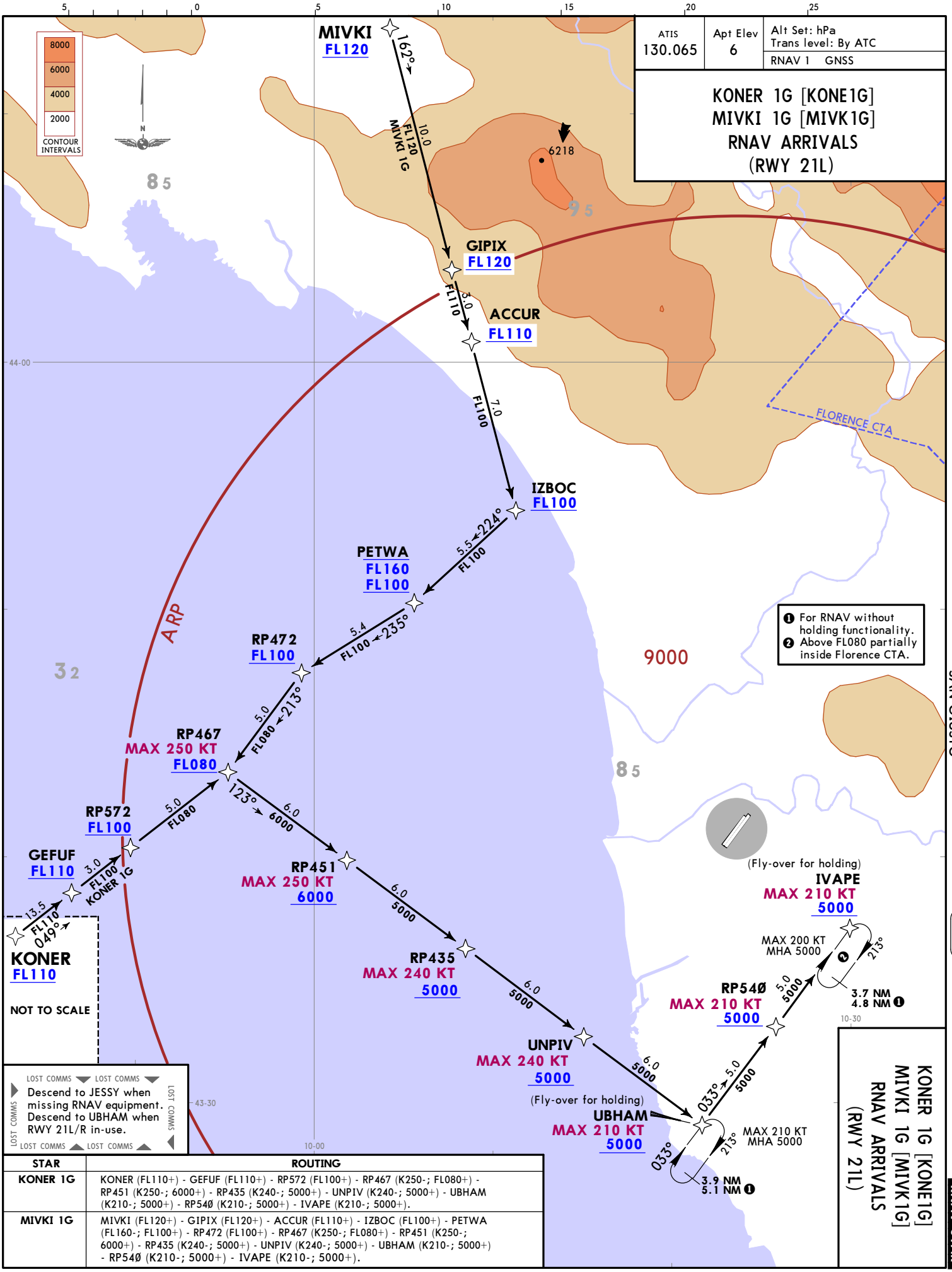
CHANGES: RWY designation.
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CHANGES: RWY designation, ballnote 2 revised.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
130.065	6	RNAV 1 GNSS

KONER 1G [KONE1G]
MIVKI 1G [MIVK1G]
RNAV ARRIVALS
(RWY 21L)



❶ For RNAV without holding functionality.
❷ Above FL080 partially inside Florence CTA.

LOST COMMS ▼ LOST COMMS ▼
Descend to JESSY when missing RNAV equipment. Descend to UBHAM when RWY 21L/R in-use.
LOST COMMS ▲ LOST COMMS ▲
LOST COMMS ◀ LOST COMMS ▶

STAR	ROUTING
KONER 1G	KONER (FL110+) - GEFUF (FL110+) - RP572 (FL100+) - RP467 (K250-; FL080+) - RP451 (K250-; 6000+) - RP435 (K240-; 5000+) - UNPIV (K240-; 5000+) - UBHAM (K210-; 5000+) - RP540 (K210-; 5000+) - IVAPE (K210-; 5000+).
MIVKI 1G	MIVKI (FL120+) - GIPIX (FL120+) - ACCUR (FL110+) - IZBOC (FL100+) - PETWA (FL160-; FL100+) - RP472 (FL100+) - RP467 (K250-; FL080+) - RP451 (K250-; 6000+) - RP435 (K240-; 5000+) - UNPIV (K240-; 5000+) - UBHAM (K210-; 5000+) - RP540 (K210-; 5000+) - IVAPE (K210-; 5000+).

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LIRP/PSA
SAN GIUSTO
13 MAR 26
10-2C
Eff 19 Mar
JEPPESEN
KONER 1G [KONE1G]
MIVKI 1G [MIVK1G]
RNAV ARRIVALS
(RWY 21L)
PISA, ITALY
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC DME required.
130.065	6	

ELB 1N [ELB1N]
MAREL 1N [MARE1N]
PRT 1N [PRT1N]
ARRIVALS
(RWYS 03L/R)
BY ATC

LOST COMMS ▼ LOST COMMS ▼
Descend to JESSY.
LOST COMMS ▲ LOST COMMS ▲

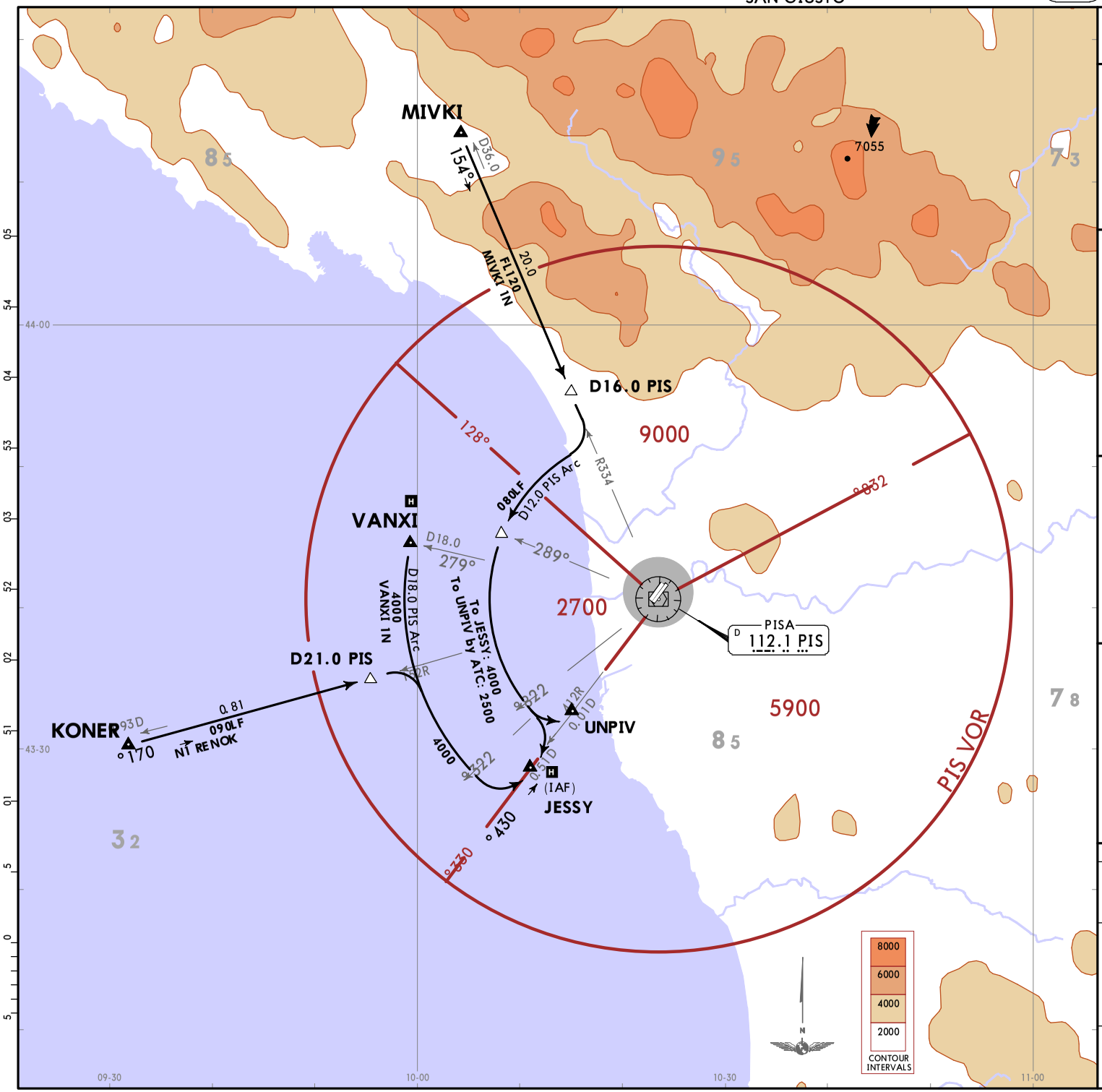


STAR	ROUTING
ELB 1N	Intercept ELB R356 or PIS R176 inbound to D21.0 PIS, turn LEFT, along D18.0 PIS arc, when passing PIS R203 turn RIGHT, intercept PIS R214 inbound to JESSY.
MAREL 1N	Intercept PIS R151 inbound to D21.0 PIS, turn LEFT, along D18.0 PIS arc, when passing PIS R203 turn RIGHT, intercept PIS R214 inbound to JESSY.
PRT 1N	Intercept PRT R253/PIS R073 inbound to D21.0 PIS, turn LEFT, along D18.0 PIS arc, when passing PIS R203 turn RIGHT, intercept PIS R214 inbound to JESSY.

CHANGES: RWY designation.

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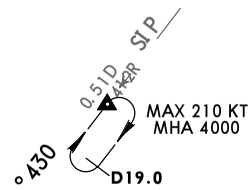


ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC DME required.
130.065	6	

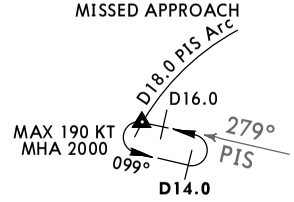
KONER 1N [KONE1N]
MIVKI 1N [MIVK1N]
VANXI 1N [VANX1N]
ARRIVALS
(RWYS 03L/R)
BY ATC

LOST COMMS ▼ LOST COMMS ▼
Descend to JESSY.
LOST COMMS ▲ LOST COMMS ▲

JESSY



VANXI
MISSED APPROACH

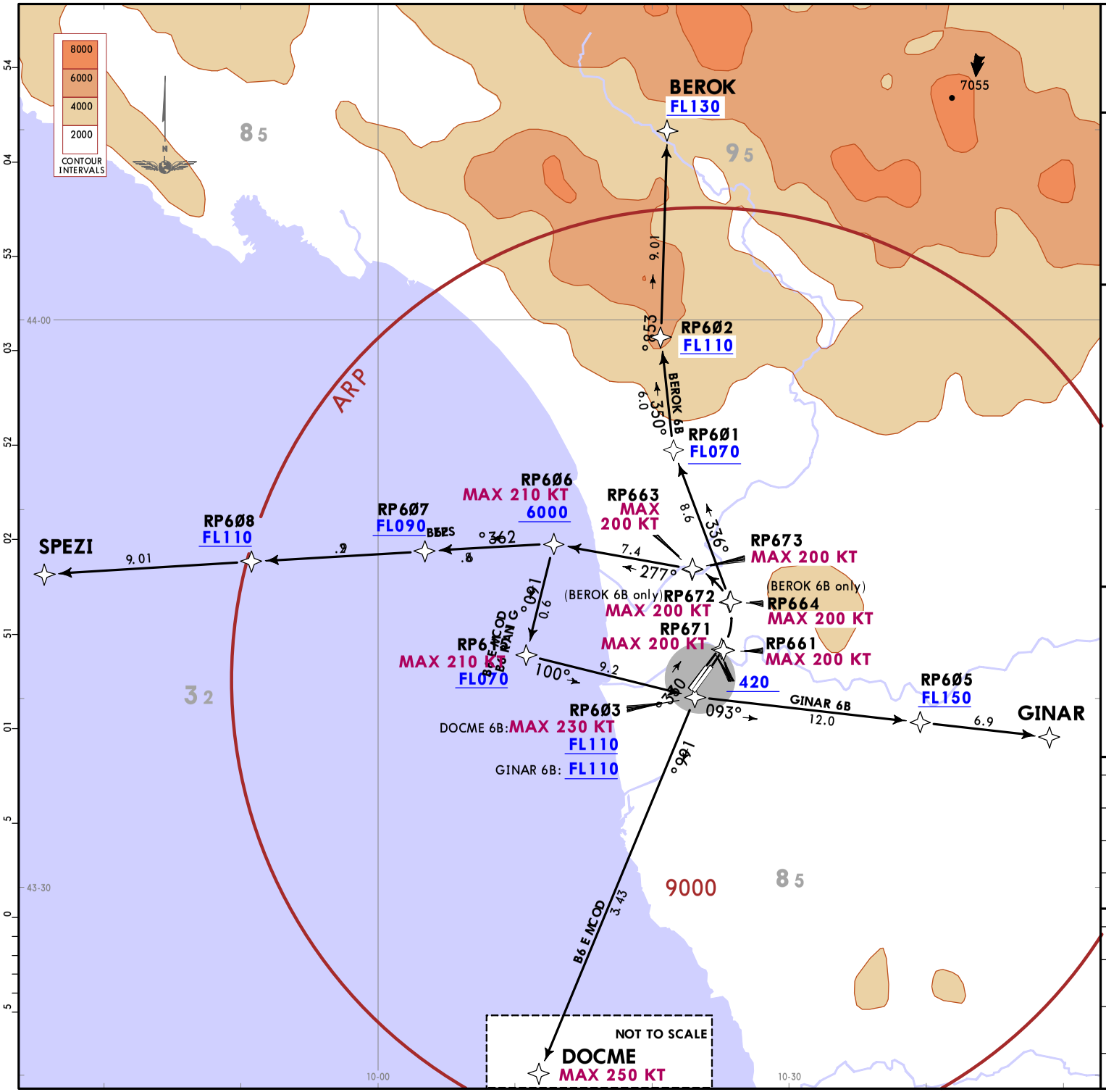


STAR	ROUTING
KONER 1N	Intercept PIS R251 inbound to D21.0 PIS, turn RIGHT, along D18.0 PIS arc, when passing PIS R223 turn LEFT, intercept PIS R214 inbound to JESSY.
MIVKI 1N	Intercept PIS R334 inbound to D16.0 PIS, turn RIGHT, along D12.0 PIS arc, when passing PIS R228 turn RIGHT, intercept PIS R214 to JESSY. By ATC: when passing PIS R228, turn LEFT, intercept PIS R214 inbound to UNPIV.
VANXI 1N reserved to missed approach	Turn LEFT, along D18.0 PIS arc, when passing PIS R223 turn LEFT, intercept PIS R214 inbound to JESSY.

CHANGES: RWY designation.

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Apt Elev	
6	Trans alt: 6000
	To RP6Ø1, RP6Ø6: RNP 1 RF required From RP6Ø1, RP6Ø6: RNAV 1
	Initial climb gradient does not take into account close-in obstacles lower than 200, MOC included, above DER.

BEROK 6B [BERO6B]
DOCME 6B [DOCM6B]
GINAR 6B [GINA6B]
SPEZI 6B [SPEZ6B]
RNAV DEPARTURES
(RWYS 03L/R)

These SIDs require minimum climb gradients of
BEROK 6B, GINAR 6B: 9.0% (547 FT/NM) until FL110.
DOCME 6B: 9.0% (547 FT/NM) until 6000, then 6.6% (401 FT/NM) until FL110.
SPEZI 6B: 9.0% (547 FT/NM) until FL090.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

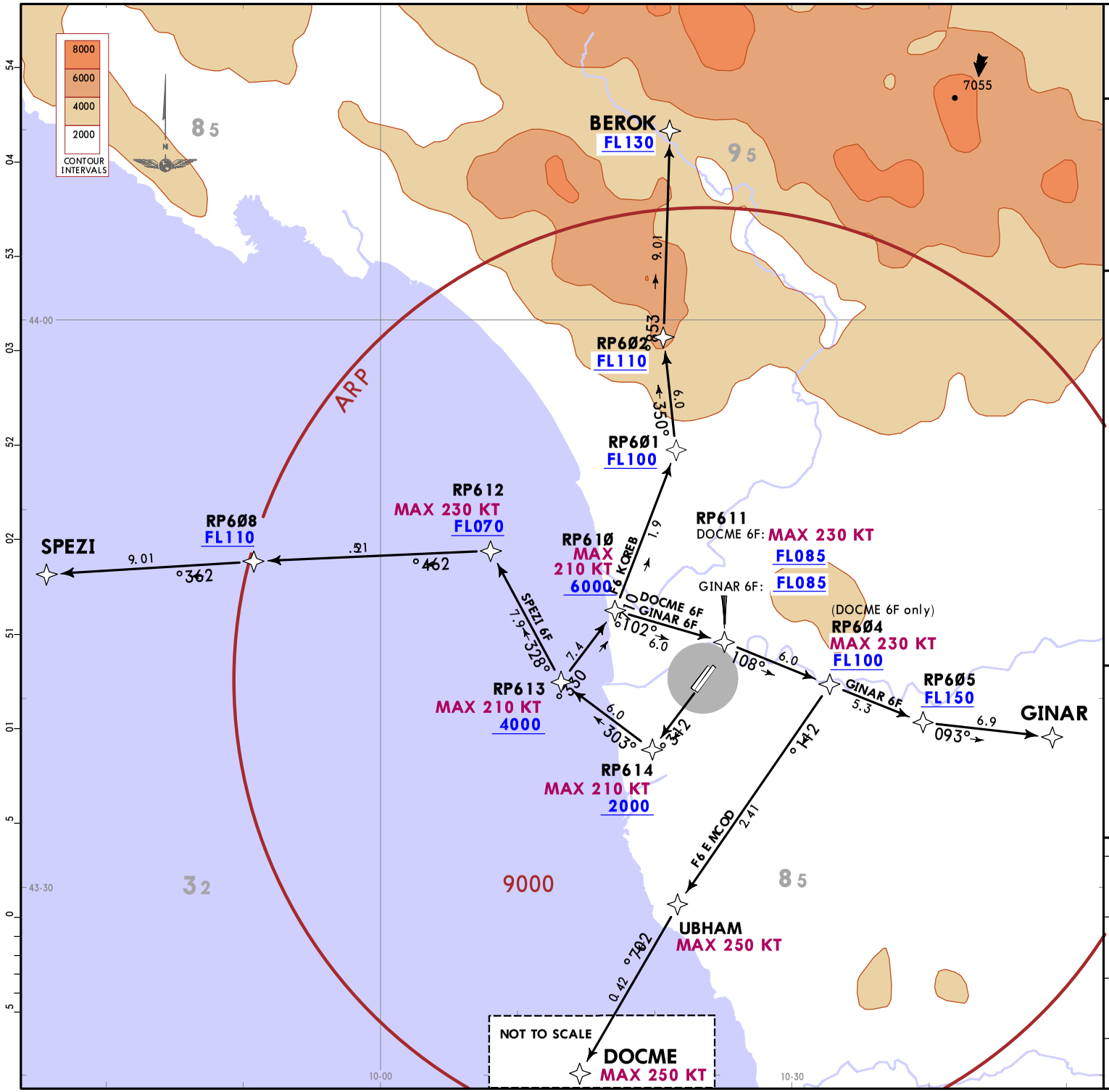
RWY	INITIAL CLIMB
03L to RP6Ø1	(420+) - RP671 (K200-) - RP672 (K200-) - RP6Ø1 (FL070+) .
03L to RP6Ø6	(420+) - RP671 (K200-) - RP673 (K200-) - RP6Ø6 (K210-; 6000+) .
03R to RP6Ø1	(420+) - RP661 (K200-) - RP664 (K200-) - RP6Ø1 (FL070+) .
03R to RP6Ø6	(420+) - RP661 (K200-) - RP663 (K200-) - RP6Ø6 (K210-; 6000+) .

SID	ROUTING
BEROK 6B	RP6Ø1 (FL070+) - RP6Ø2 (FL110+) - BEROK (FL130+).
DOCME 6B	RP6Ø6 (K210-; 6000+) - RP615 (K210-; FL070+) - RP6Ø3 (K230-; FL110+) - DOCME (K250-).
GINAR 6B	RP6Ø6 (K210-; 6000+) - RP615 (K210-; FL070+) - RP6Ø3 (FL110+) - RP6Ø5 (FL150+) - GINAR.
SPEZI 6B	RP6Ø6 (K210-; 6000+) - RP6Ø7 (FL090+) - RP6Ø8 (FL110+) - SPEZI.

CHANGES: RWY designation, AKUTO RNAV SID withdrawn, DOCME RNAV SID established, initial climb revised.

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Apt Elev	
6	Trans alt: 6000
	RNAV 1
	Initial climb gradient does not take into account close-in obstacles lower than 200, MOC included, above DER.

BEROK 6F [BERO6F]
DOCME 6F [DOCM6F]
GINAR 6F [GINA6F]
SPEZI 6F [SPEZ6F]
RNAV DEPARTURES
(RWYS 21L/R)

These SIDs require minimum climb gradients of
BEROK 6F: 9.0% (547 FT/NM) until FL100.
DOCME 6F: 9.0% (547 FT/NM) until 2000, then 7.0% (426 FT/NM) until FL100.
GINAR 6F: 9.0% (547 FT/NM) until FL150.
SPEZI 6F:9.0% (547 FT/NM) until FL090.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

SID	ROUTING
BEROK 6F	(500+) - RP614 (K210-; 2000+) - RP613 (K210-; 4000+) - RP610 (K210-; 6000+) - RP601 (FL100+) - RP602 (FL110+) - BEROK (FL130+).
DOCME 6F	(500+) - RP614 (K210-; 2000+) - RP613 (K210-; 4000+) - RP610 (K210-; 6000+) - RP611 (K230-; FL085+) - RP604 (K230-; FL100+) - UBHAM (K250-)- DOCME (K250-).
GINAR 6F	(500+) - RP614 (K210-; 2000+) - RP613 (K210-; 4000+) - RP610 (K210-; 6000+) - RP611 (FL085+) - RP605 (FL150+) - GINAR.
SPEZI 6F	(500+) - RP614 (K210-; 2000+) - RP613 (K210-; 4000+) - RP612 (K230-; FL070+) - RP608 (FL110+) - SPEZI.

CHANGES: RWY designation.

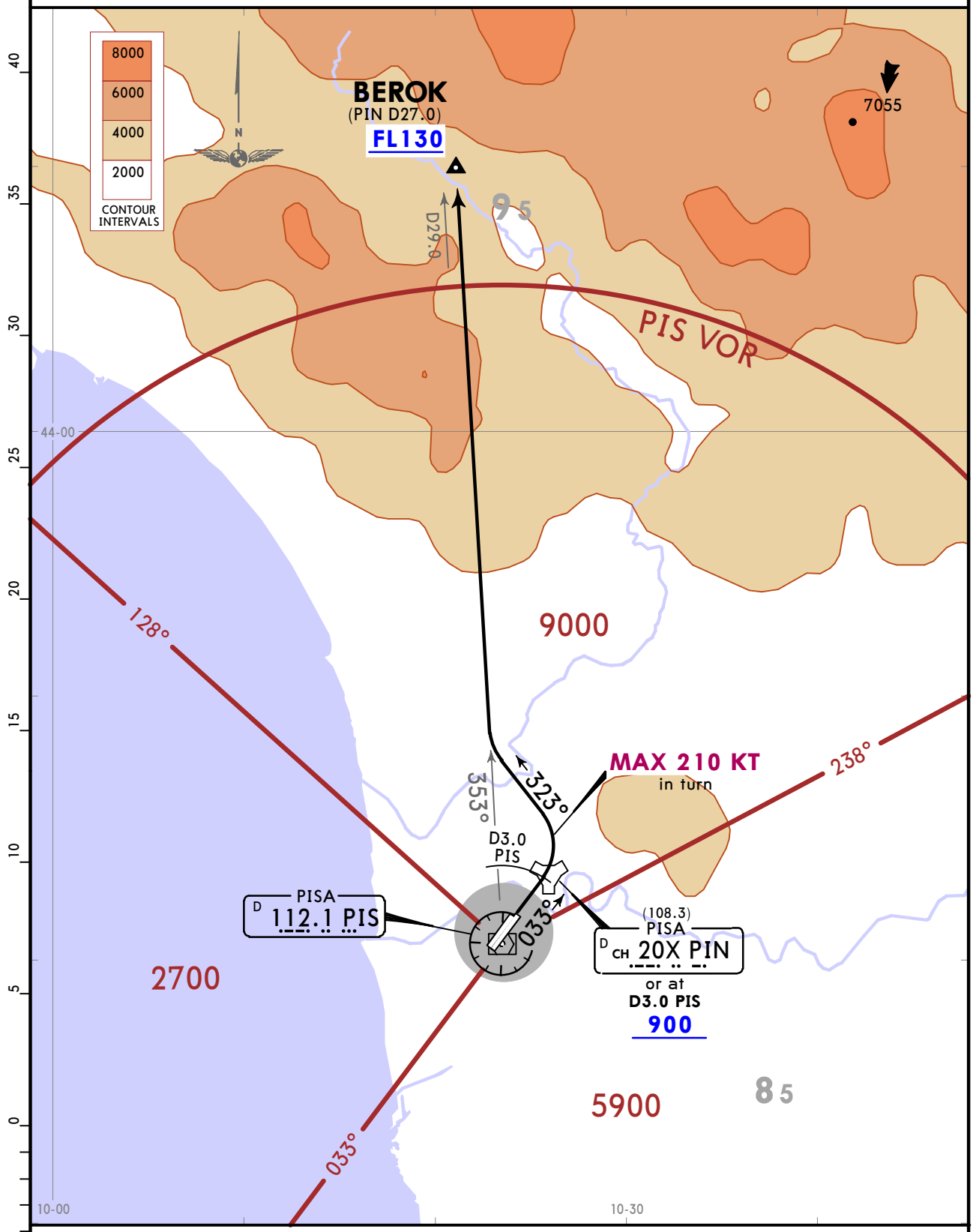
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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

BEROK 8A [BERO8A]
DEPARTURE
(RWYS 03L/R)
BY ATC



This SID requires a minimum climb gradient of 9.0% (550 FT/NM) until passing FL110.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

ROUTING

Climb on runway heading to PIN or D3.0 PIS, turn LEFT, 323° track, intercept PIS R353 to BEROK.

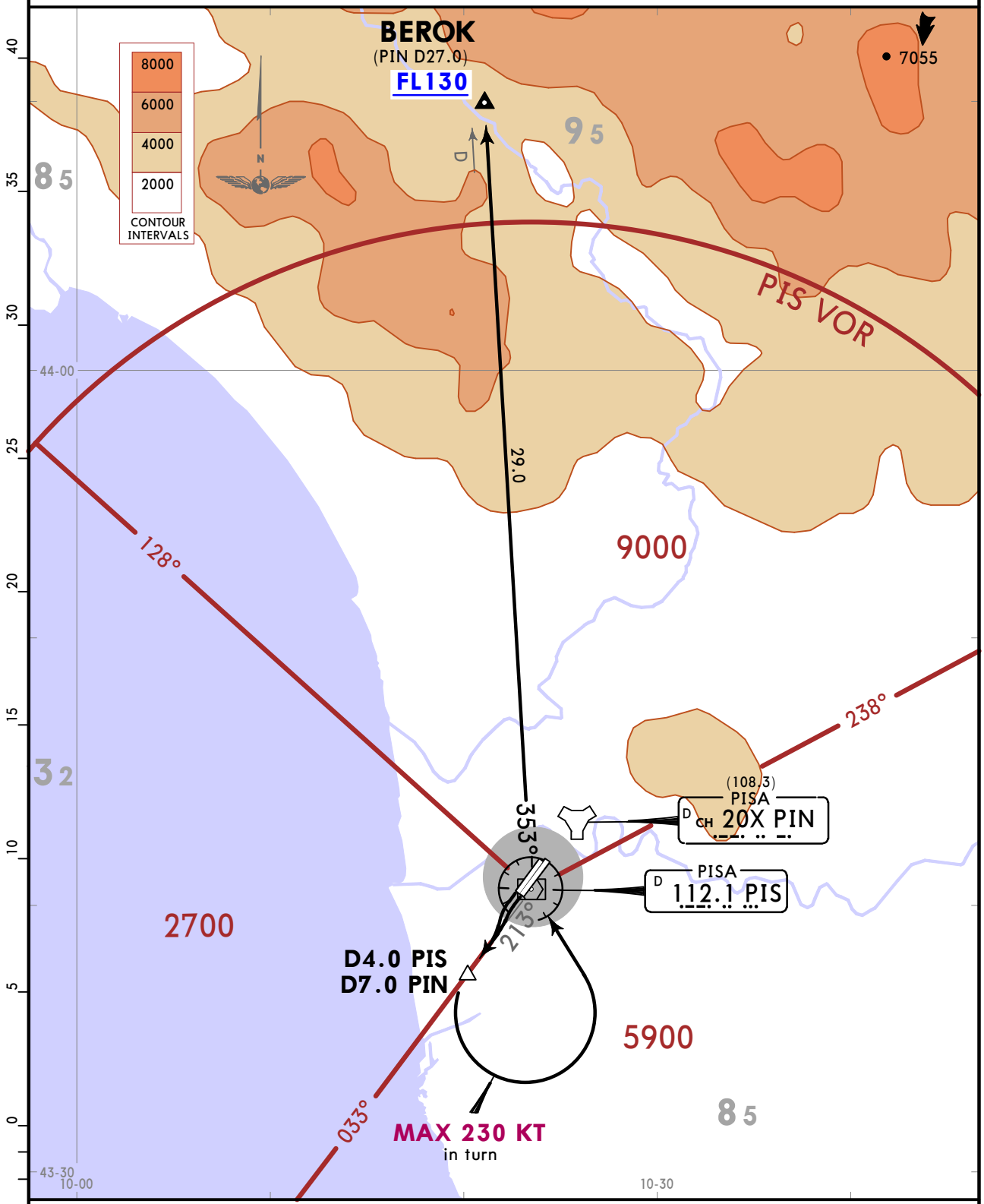
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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

BEROK 8C [BERO8C]
DEPARTURE
(RWYS 21L/R)
BY ATC



This SID requires a minimum climb gradient of 9.0% (550 FT/NM) until passing FL080 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

ROUTING

As soon as practicable intercept PIS R213 to D4.0 PIS or D7.0 PIN, turn LEFT to PIS, PIS R353 to BEROK.

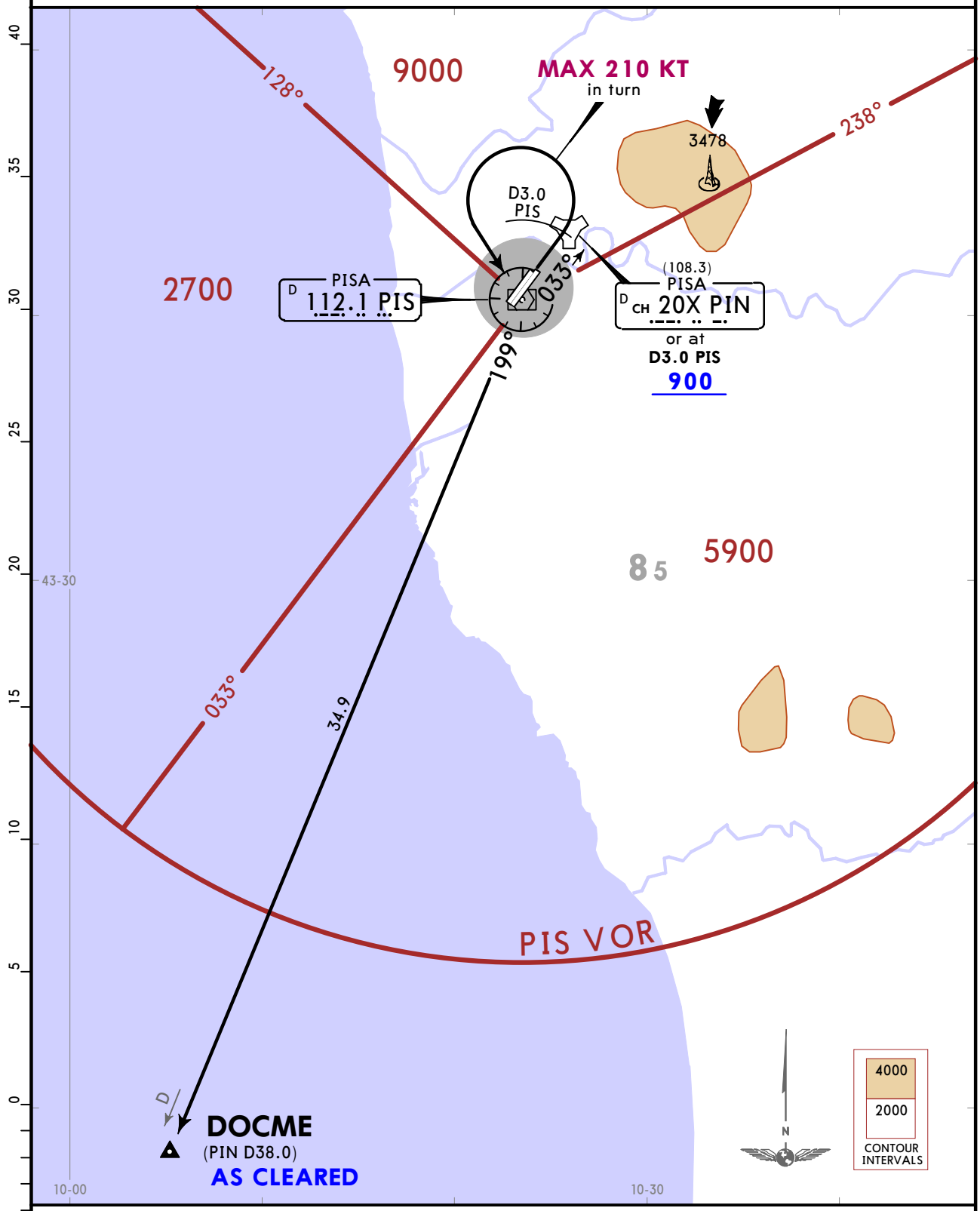
CHANGES: RWY designation.

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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

DOCME 5A [DOCM5A]
DEPARTURE
(RWYS 03L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL080 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

Climb on runway heading to PIN or D3.0 PIS, turn LEFT to PIS, PIS R199 to DOCME.

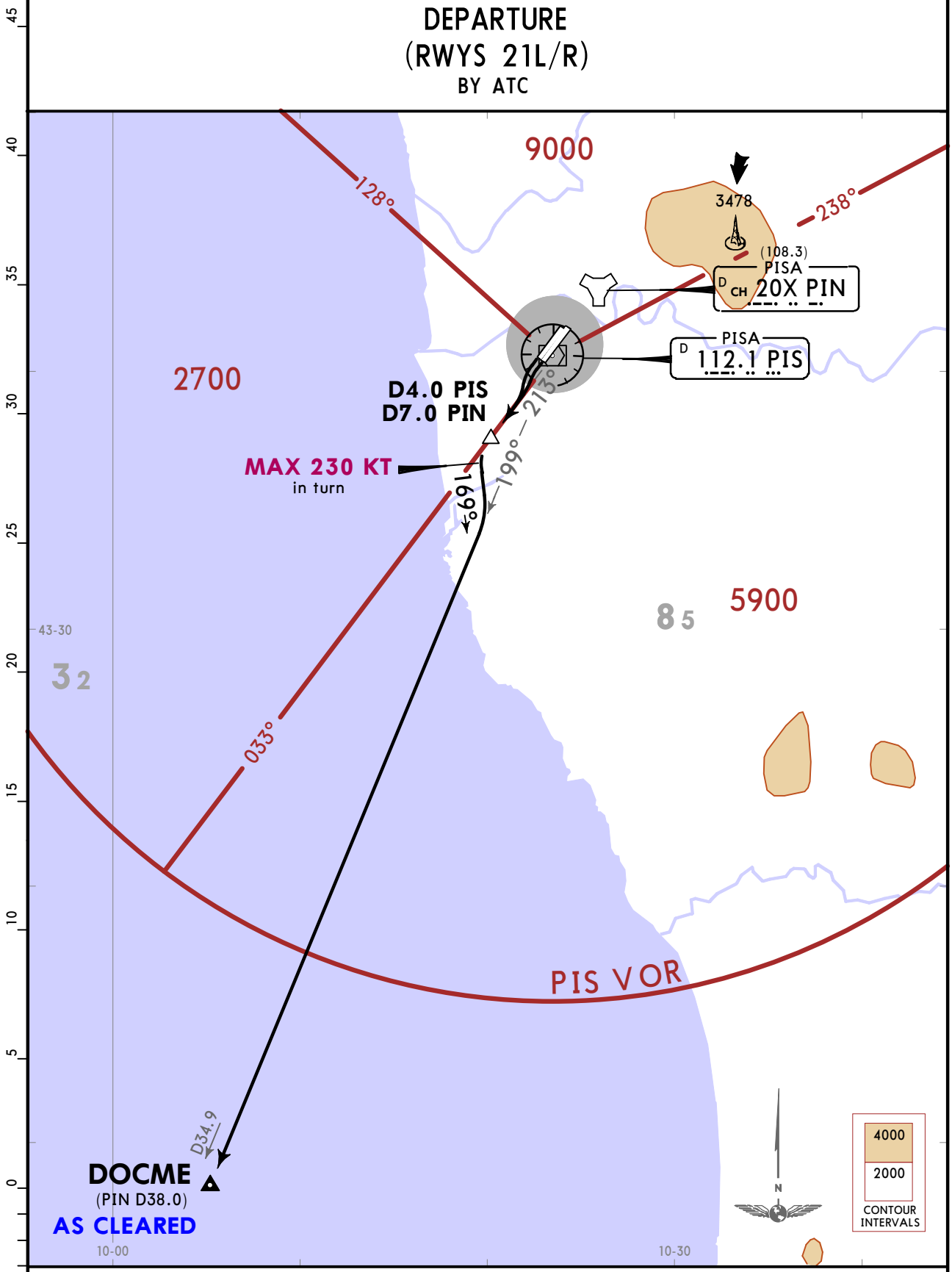
CHANGES: RWY designation.

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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

DOCME 5C [DOCM5C]
DEPARTURE
(RWYS 21L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL110 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

As soon as practicable intercept PIS R213, at D4.0 PIS or D7.0 PIN turn LEFT, 169° track, intercept PIS R199 to DOCME.

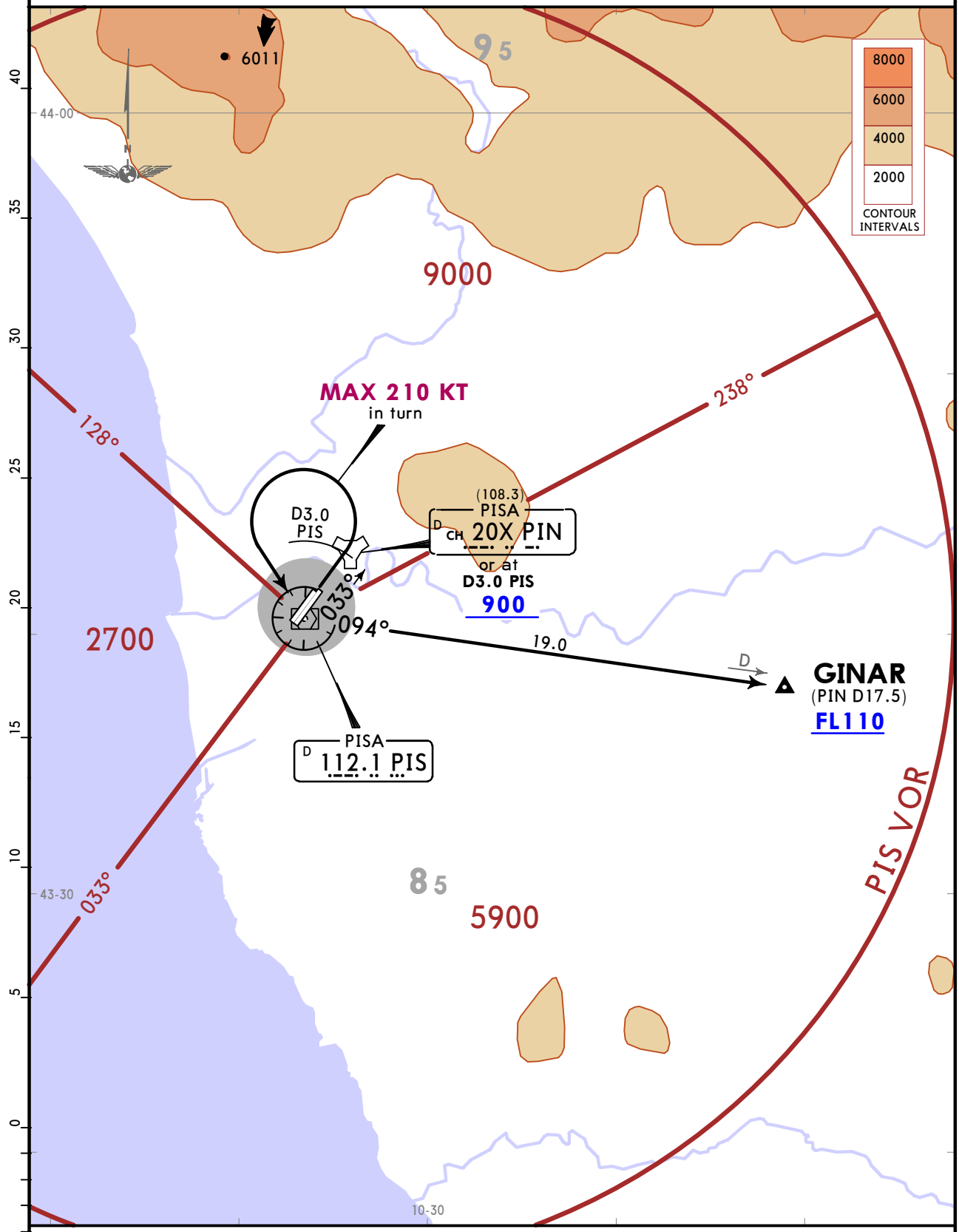
CHANGES: RWY designation.

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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

GINAR 9A [GINA9A]
DEPARTURE (RWYS 03L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL080 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

Climb on runway heading to PIN or D3.0 PIS, turn LEFT to PIS, PIS R094 to GINAR.

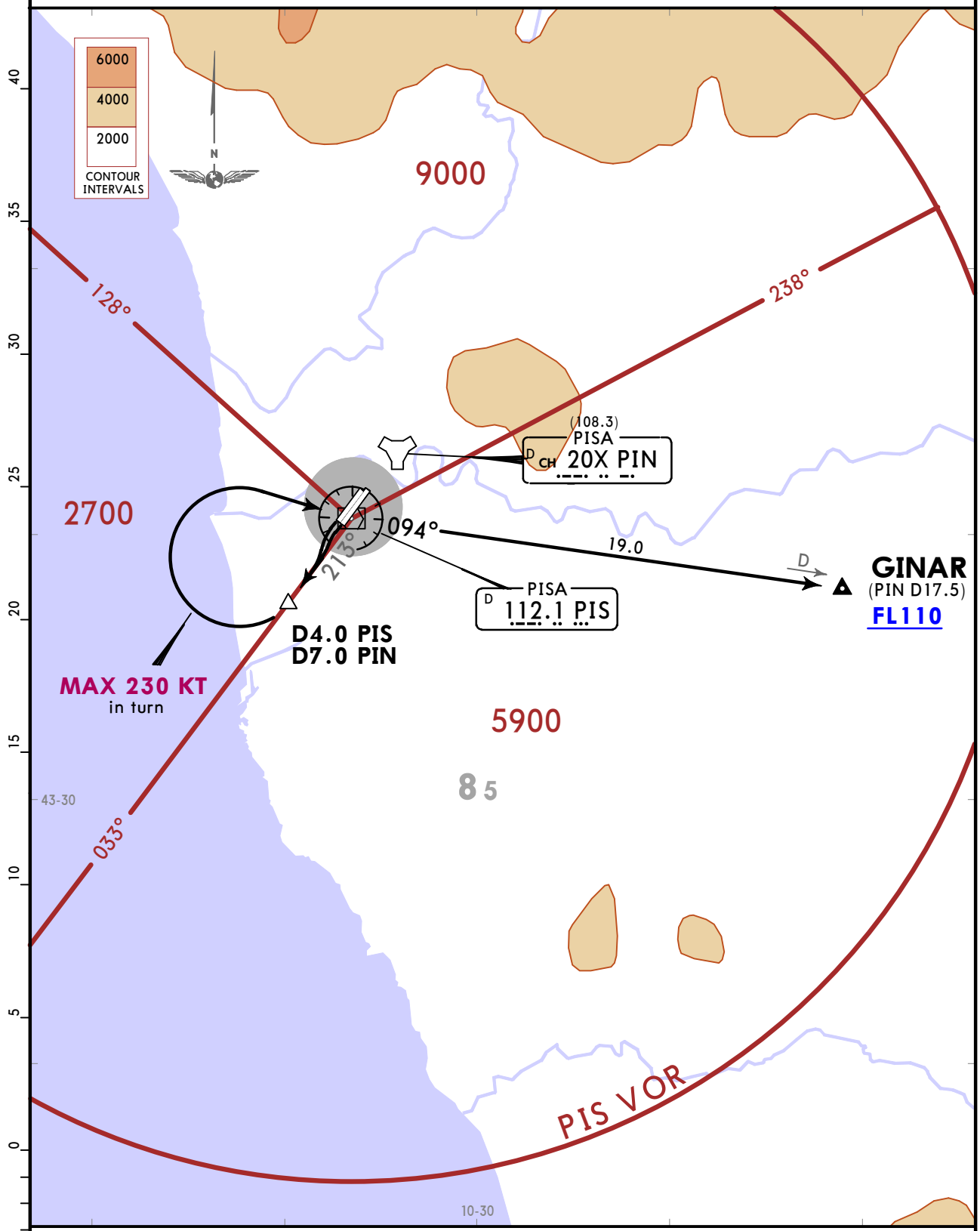
CHANGES: RWY designation.

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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

GINAR 9C [GINA9C]
DEPARTURE (RWYS 21L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL080 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

As soon as practicable intercept PIS R213 to D4.0 PIS or to D7.0 PIN, turn RIGHT to PIS, PIS R094 to GINAR.

CHANGES: RWY designation.

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SPEZI 8A [SPEZ8A] DEPARTURE (RWYS 03L/R) BY ATC

Apt Elev 6

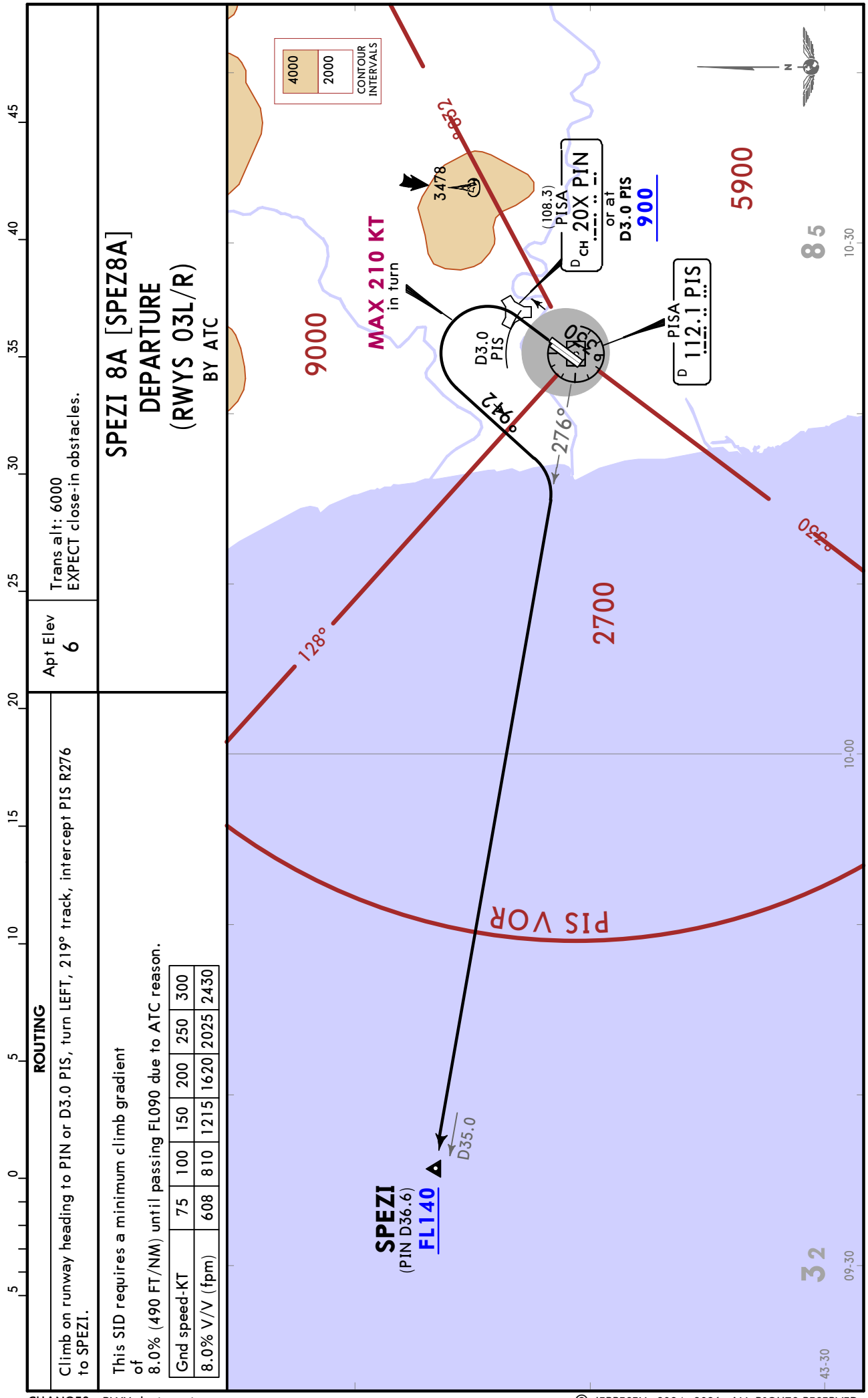
Trans alt: 6000
EXPECT close-in obstacles.

ROUTING

Climb on runway heading to PIN or D3.0 PIS, turn LEFT, 219° track, intercept PIS R276 to SPEZI.

This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL090 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430



CHANGES: RWY designation.

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SPEZI 8C [SPEZ8C] DEPARTURE (RWYS 21L/R) BY ATC

Apt Elev 6

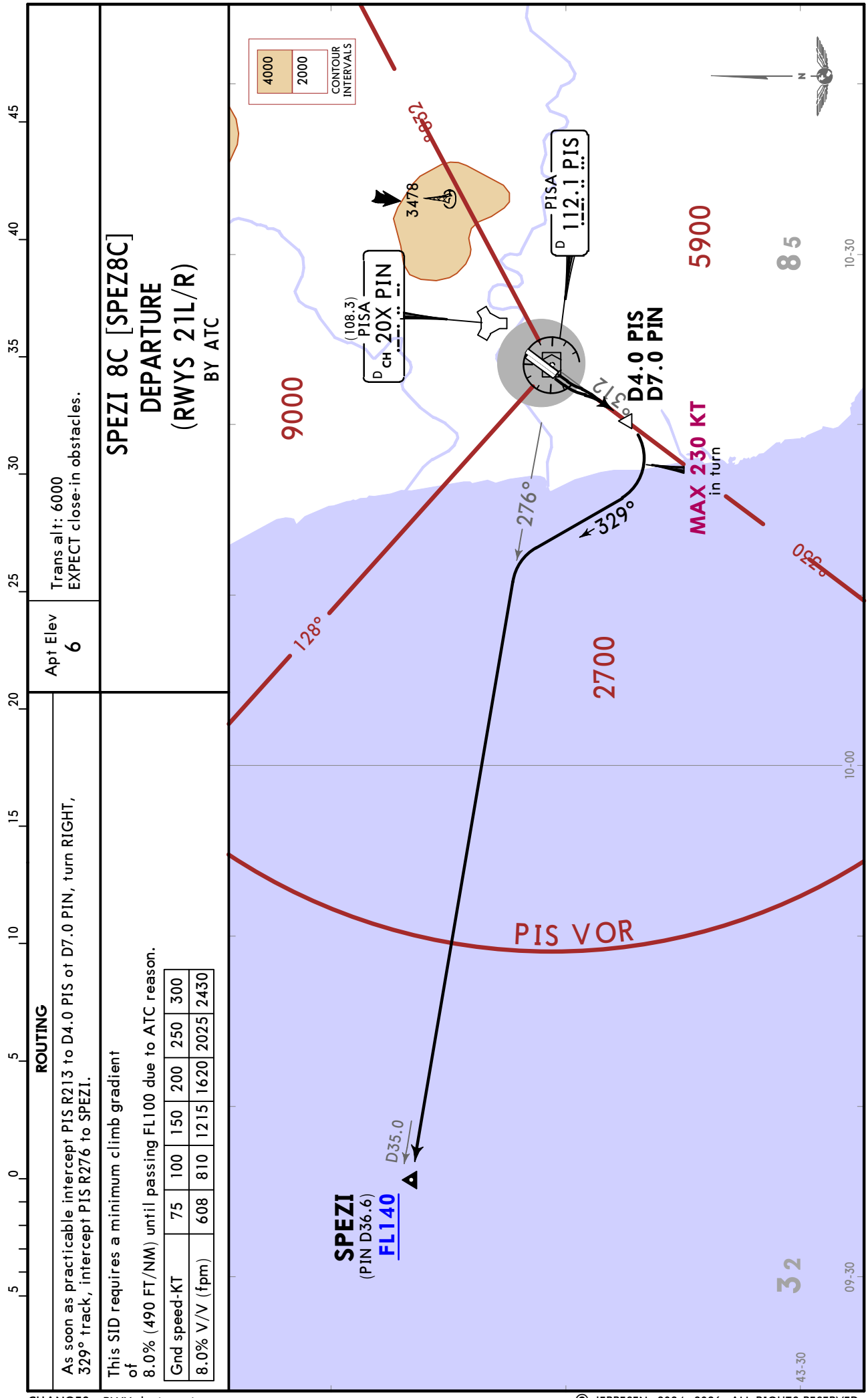
Trans alt: 6000
EXPECT close-in obstacles.

ROUTING

As soon as practicable intercept PIS R213 to D4.0 PIS or D7.0 PIN, turn RIGHT, 329° track, intercept PIS R276 to SPEZI.

This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing FL100 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430



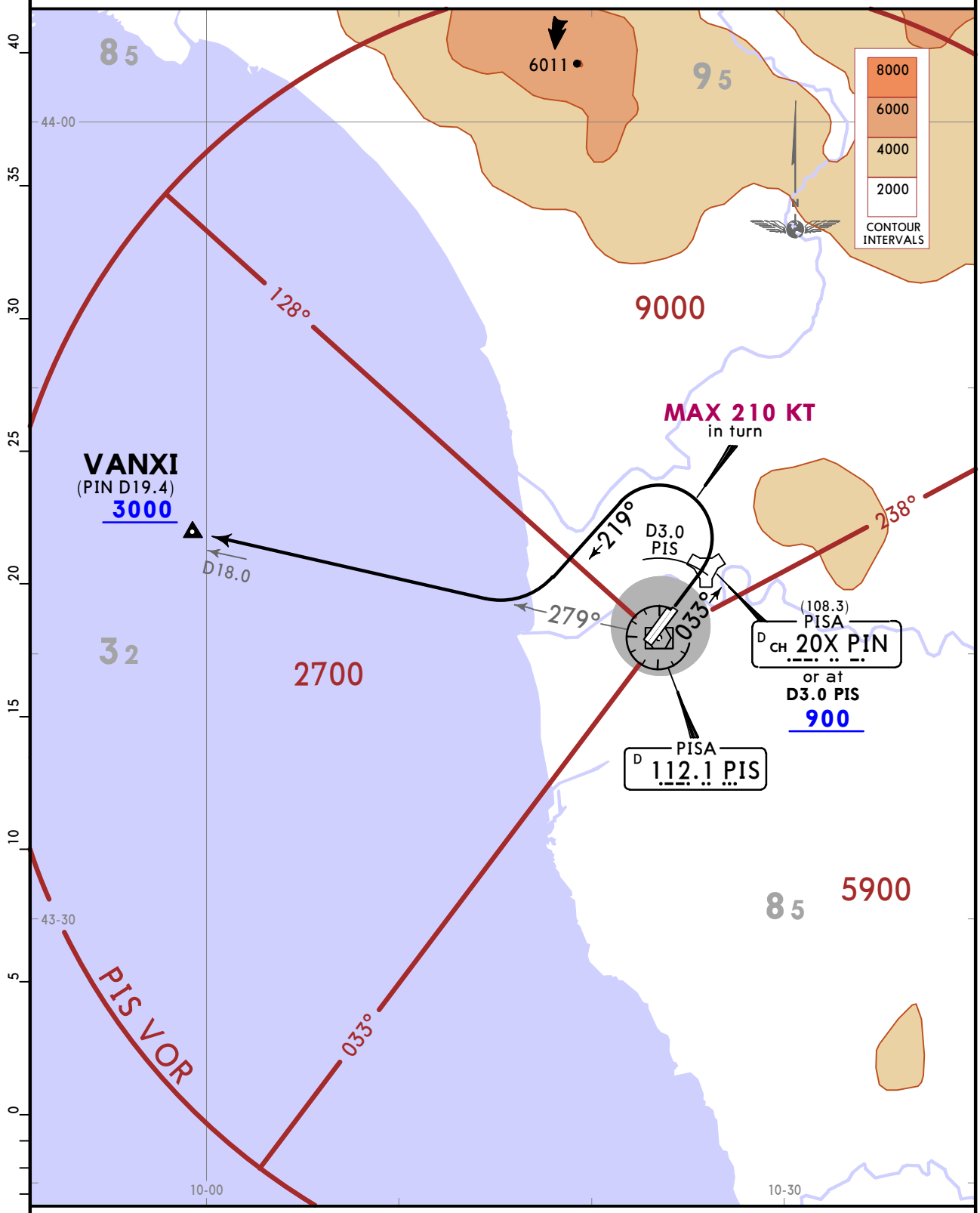
CHANGES: RWY designation.

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Apt Elev	Trans alt: 6000
6	EXPECT close-in obstacles.

VANXI 5A [VANX5A]
DEPARTURE
(RWYS 03L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing 2000 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

Climb on runway heading to PIN or D3.0 PIS, turn LEFT, 219° track, intercept PIS R279 to VANXI.

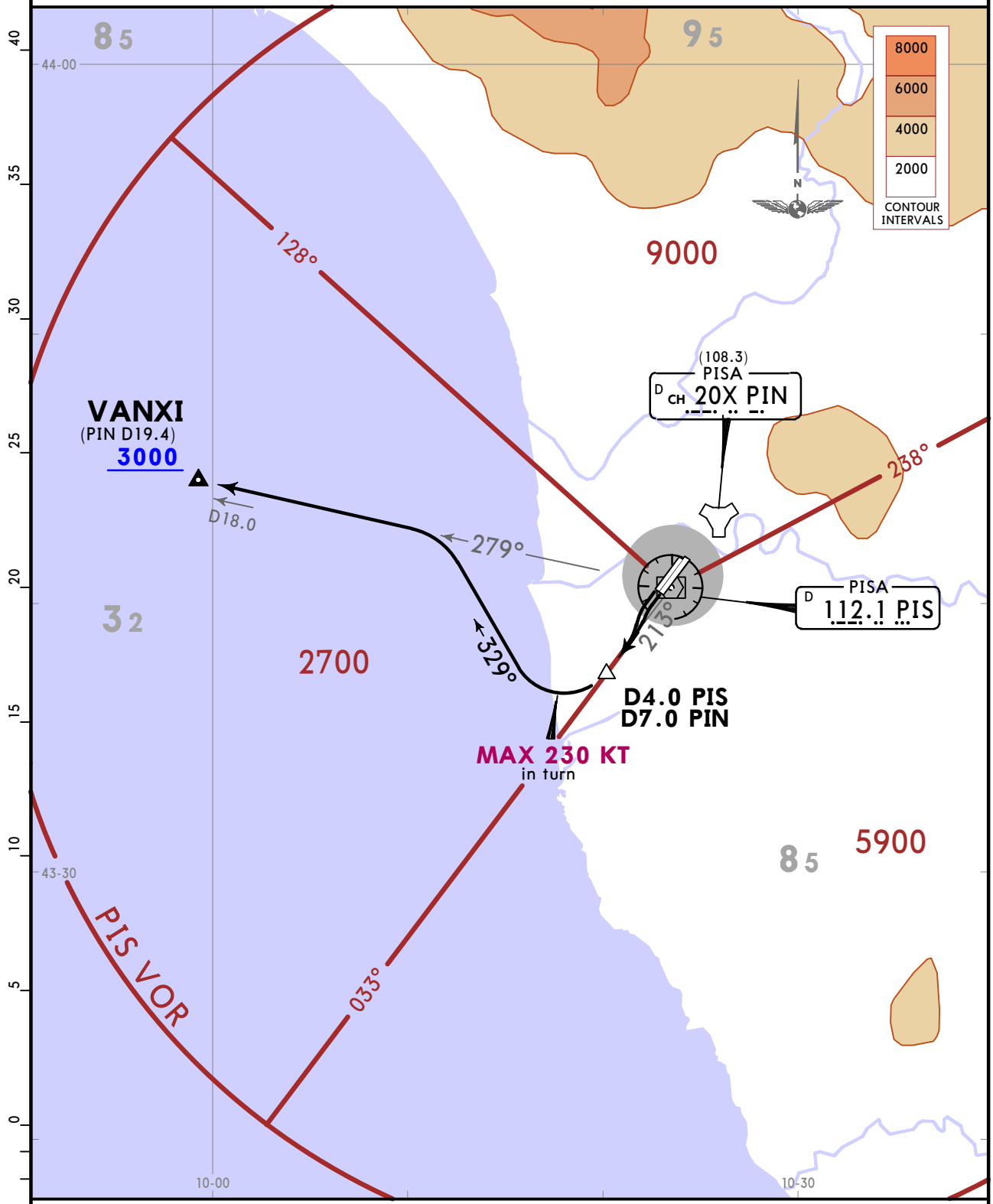
CHANGES: RWY designation.

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Apt Elev	
6	Trans alt: 6000 EXPECT close-in obstacles.

VANXI 5C [VANX5C]
DEPARTURE
(RWYS 21L/R)
BY ATC



This SID requires a minimum climb gradient of 8.0% (490 FT/NM) until passing 2000 due to ATC reason.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

ROUTING

As soon as practicable intercept PIS R213 to D4.0 PIS or D7.0 PIN, turn RIGHT, 329° track, intercept PIS R279 to VANXI.

CHANGES: RWY designation.

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LIRP/PSA

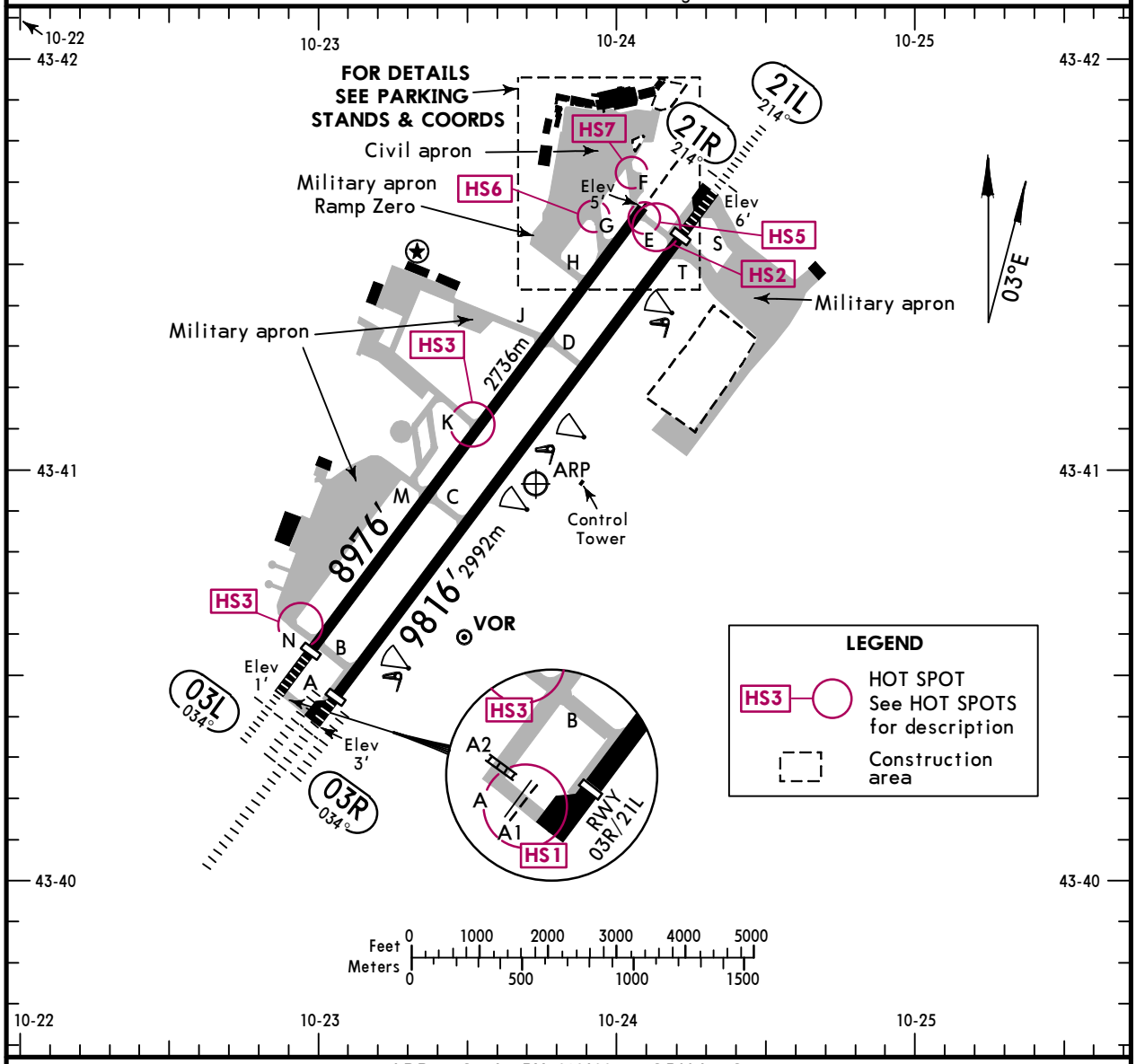
Apt Elev 6′
N43 41.0 E010 23.7

JEPPESEN
13 MAR 26 (10-9) Eff 19 Mar

PISA, ITALY
SAN GIUSTO

ATIS	*PISA Ground	Tower
130.065	120.080	118.755

For UHF see MIL-101 listing



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
03L	HIRL (60m) CL (30m) HIALS REIL PAPI-L(3.0°)	8186′2495m		❶	148′ 45m
21R	HIRL (60m) CL (30m) PAPI-R (3.5°)				
03R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI(3.0°) RVR	9347′2849m	8314′2534m	❶	148′ 45m
21L	HIRL (60m) CL (15m) HIALS PAPI(3.0°) RVR	8973′2735m			

❶ TAKE-OFF RUN AVAILABLE

RWY 03L:
From rwy head 8976′ (2736m)
twy B int 8054′ (2455m)

RWY 03R:
From rwy head 9816′ (2992m)
twy B int 8871′ (2704m)

RWY 21L:
From rwy head 9816′ (2992m)
twy E int 8875′ (2705m)

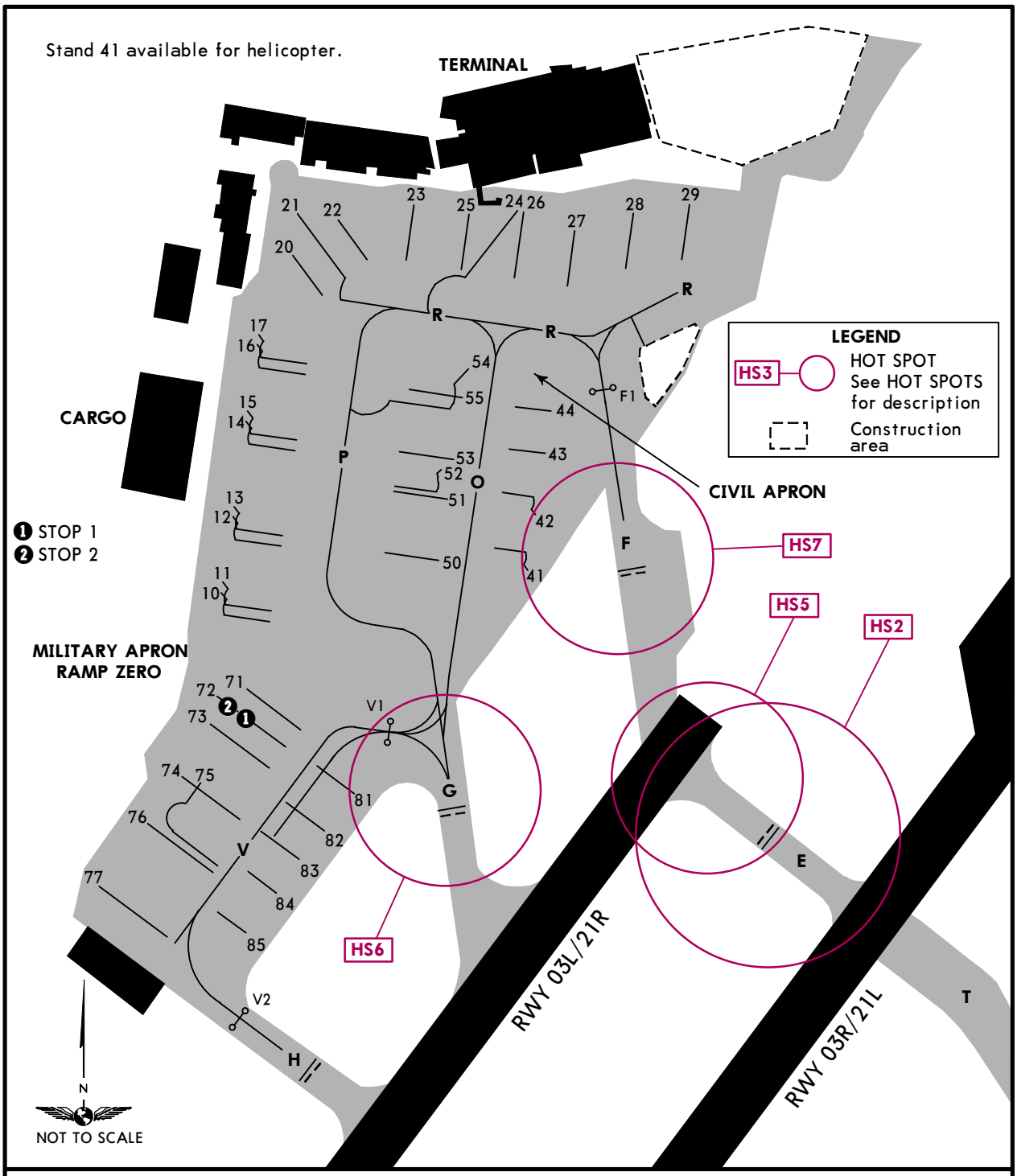
Standard TAKE-OFF

	Rwy 03R/21L Low Visibility Take-off		All Rwys	
	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	RVR 200m	RVR 300m	400m	500m

CHANGES: Rwy designators, twy designators, HOT SPOTS.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
10 thru 13	N43 41.7 E010 23.8	50 thru 52	N43 41.7 E010 23.9
14 thru 17, 20	N43 41.8 E010 23.8	53 thru 55	N43 41.8 E010 23.9
21	N43 41.9 E010 23.8	71	N43 41.7 E010 23.8
22, 23	N43 41.9 E010 23.9	72 STOP1	N43 41.6 E010 23.8
24	N43 41.9 E010 24.0	72 STOP2	N43 41.7 E010 23.8
25	N43 41.9 E010 23.9	73 thru 75	N43 41.6 E010 23.8
26, 27	N43 41.9 E010 24.0	76, 77	N43 41.6 E010 23.7
28 thru 29	N43 41.9 E010 24.1	81 thru 83	N43 41.6 E010 23.9
41, 42	N43 41.7 E010 24.0	84	N43 41.6 E010 23.8
43, 44	N43 41.8 E010 24.0	85	N43 41.5 E010 23.8

CHANGES: Rwy designators, twy designators, HOT SPOTS.

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HOT SPOTS

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

RWY 03R/21L ACTIVE:

HS1 CAUTION: Risk of Rwy incursion. During LVP operations RHP A2 represents taxi clearance limit, positioned about 771'/235m before Rwy 03R along std taxi route.

HS2 CAUTION: Risk of Rwy incursion. Short taxi route between civil apron and RHP E Rwy 21L. Pilots should exercise caution when approaching Twy E. Opposite Rwy operations are common.

HS3 CAUTION: Possible landing / take-off of military helicopters. Pilots should exercise caution and look out for possible traffic.

RWY 03L/21R ACTIVE:

HS3 CAUTION: Possible landing / take-off of military helicopters. Pilots should exercise caution and look out for possible traffic.

HS5 CAUTION: Risk of Rwy incursion when Rwy 03L/21R is active. Rwy crossing from Twy F to G and vice versa must be authorized on Twr frequency only.

HS6 CAUTION: Risk of Rwy incursion when Rwy 03L/21R is active. Short taxi route between apron and RHP G Rwy 21R. Pilots should exercise caution when approaching Twy G.

HS7 CAUTION: Risk of Rwy incursion when Rwy 03L/21R is active. Short taxi route between apron and RHP F Rwy 21R. Pilots should exercise caution when approaching Twy F.

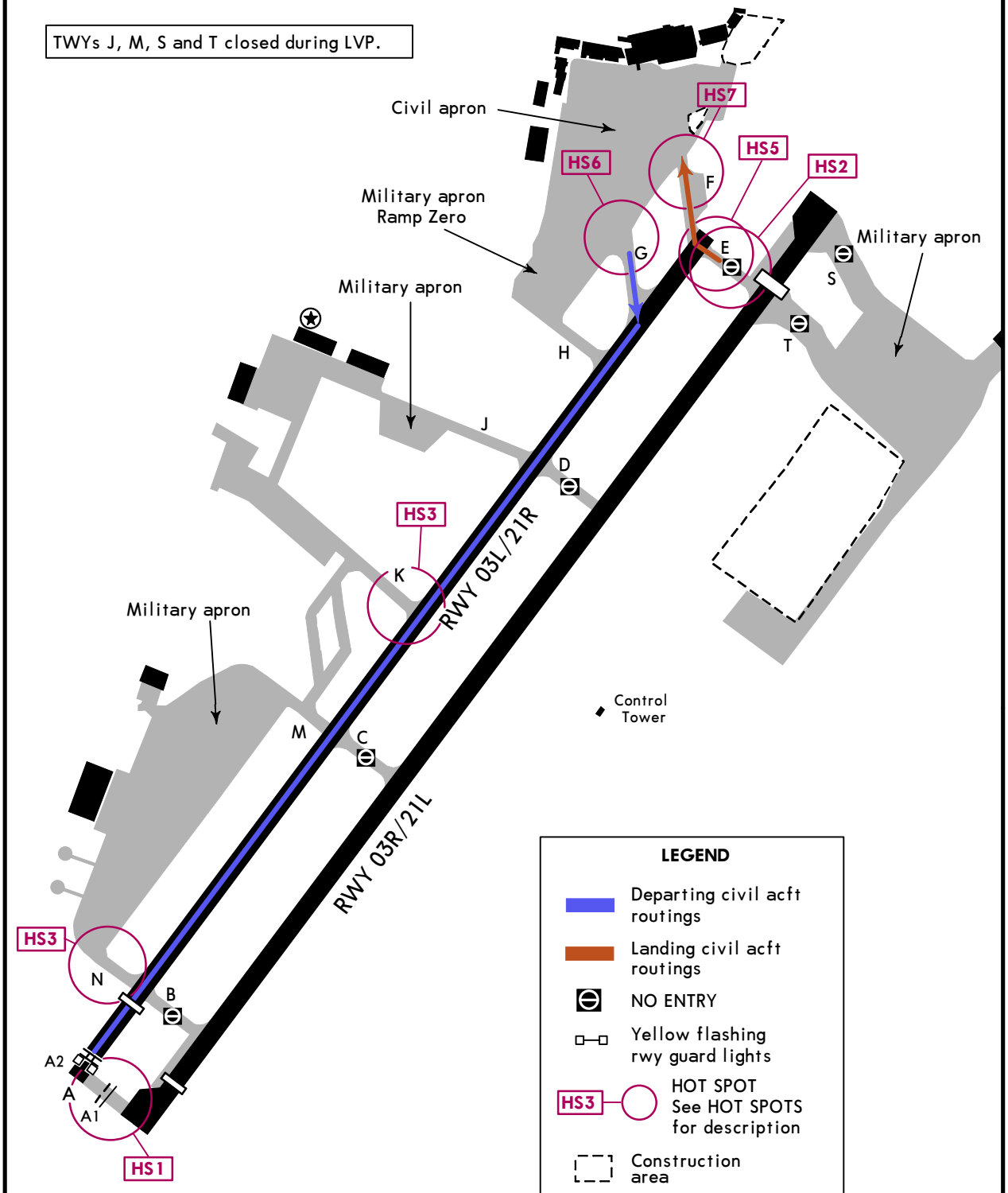
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ATIS	*PISA Ground	Tower
130.065	120.075	118.755

For UHF see MIL-101 listing

TAXI ROUTES FOR CIVIL AFCT RWY 03R
FOR APPROVED OPERATORS ONLY



CHANGES: Rwy, RHP and twy designation changed, HS4 redesignated HS2.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26
Eff 19 Mar
11-1

PISA, ITALY
ILS or LOC Rwy 03R

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

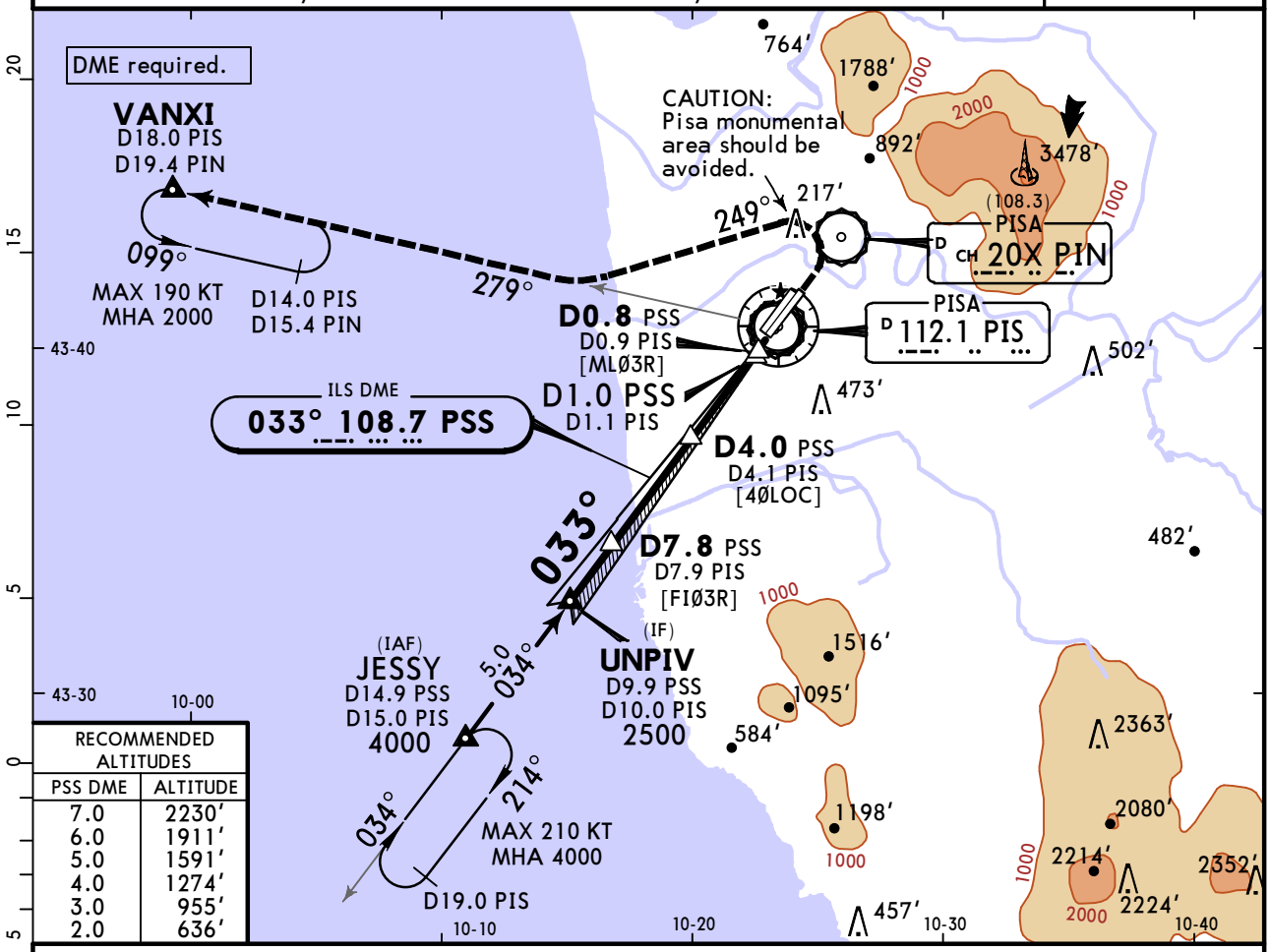
BRIEFING STRIP

LOC PSS	Final Apch Crs	D7.8 PSS	ILS DA(H) Refer to Minimums	Apt Elev 6′ Rwy 3′
108.7	033°	2500′ (2497′)		

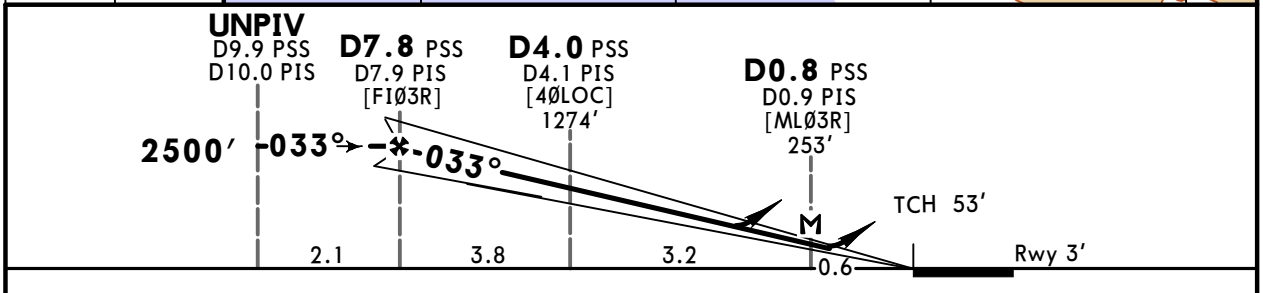
MISSED APCH: Proceed on rwy heading to 400′, then turn LEFT on 249° (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-279 to VANXI climbing to 2000′ and hold.

MSA PIS VOR: 128° 9000 238° 2700 5900 033°

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



RECOMMENDED ALTITUDES	
PSS DME	ALTITUDE
7.0	2230′
6.0	1911′
5.0	1591′
4.0	1274′
3.0	955′
2.0	636′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 PSS/D0.9 PIS							

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

ILS
DA(H)
C: 230′ (227′)
AB: 203′ (200′) D: 240′ (237′)

LOC (GS out)
CDFA
2 DA/MDA(H) 400′ (397′)

CIRCLE-TO-LAND
Not authorized West of rwy

	ILS TDZ or CL out	ILS ALS out	LOC (GS out) TDZ or CL out	LOC (GS out) ALS out
A	R550m	1 R550m	R1200m	R1100m
B				R1500m
C				R1800m
D				

Max KT	CIRCLE-TO-LAND MDA(H)	
100	760′ (754′)	V1500m
135	760′ (754′)	V1600m
175	870′ (864′)	V2400m
175	870′ (864′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (11-1A) Eff 19 Mar

PISA, ITALY
CAT II ILS Rwy 03R

ATIS	PISA Approach		PISA Tower		*Ground
130.065	124.280	126.080	118.755	122.1	120.080

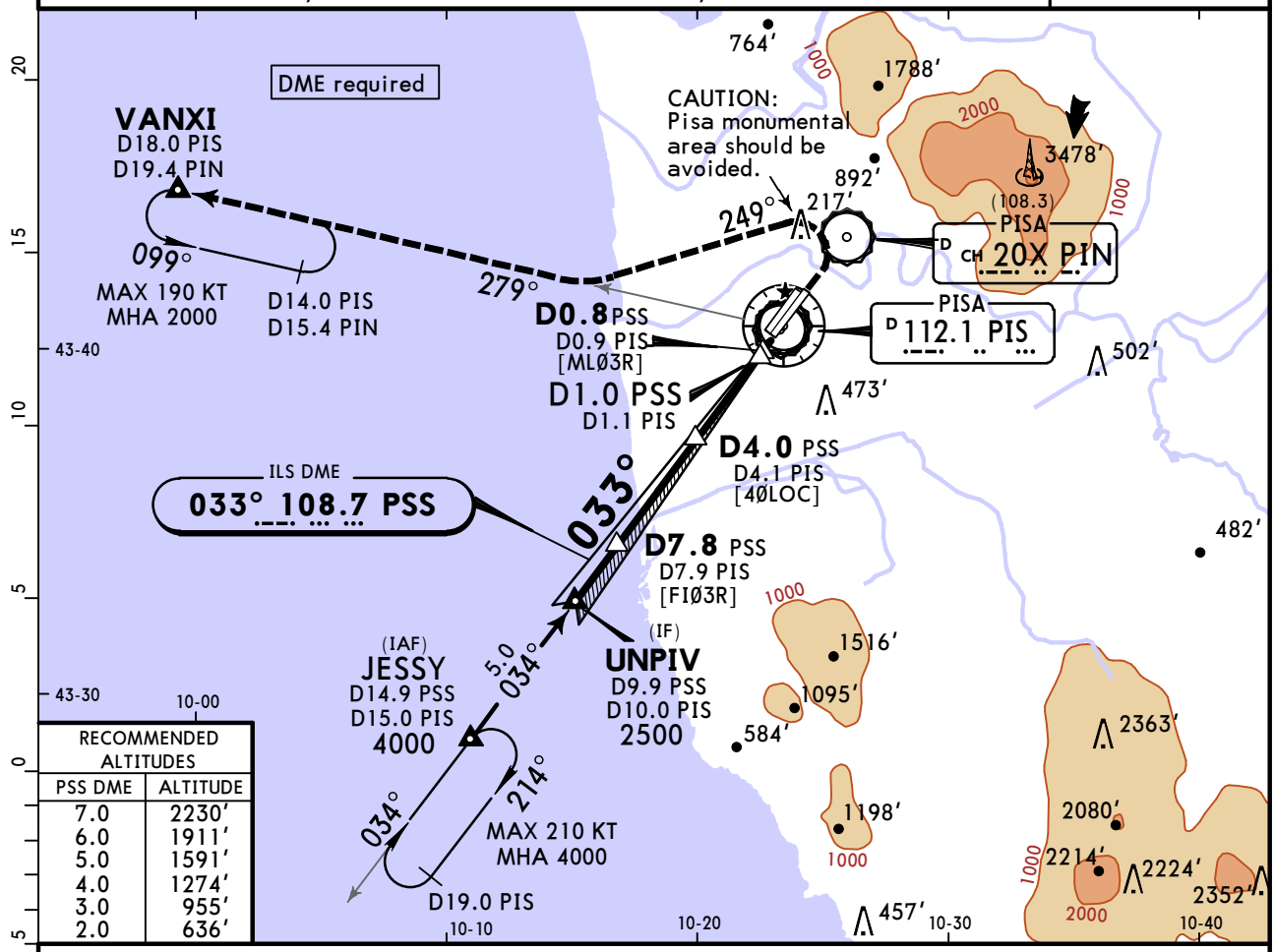
BRIEFING STRIP

LOC PSS	Final Apch Crs	D7.8 PSS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 6′ Rwy 3′
108.7	033°	2500′ (2497′)		

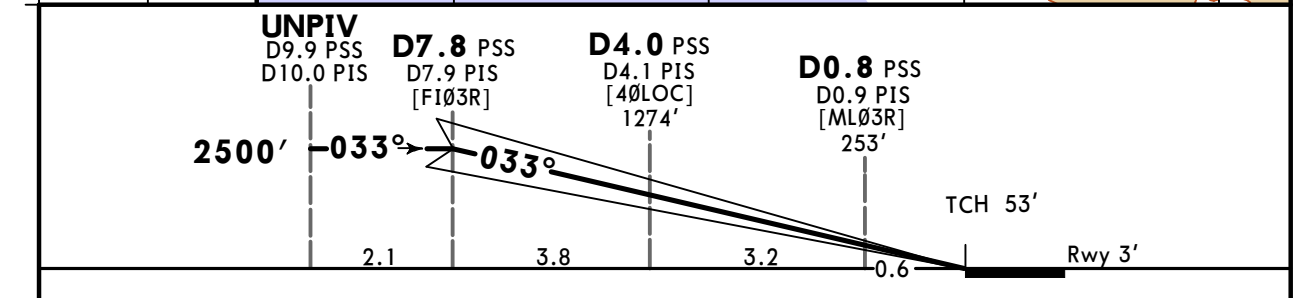
MISSED APCH: Proceed on rwy heading to 400′, then turn LEFT on 249° (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-279 to VANXI climbing to 2000′ and hold.

MSA PIS VOR: 9000 (128°–238°), 2700, 5900 (238°–033°)

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



RECOMMENDED ALTITUDES	
PSS DME	ALTITUDE
7.0	2230′
6.0	1911′
5.0	1591′
4.0	1274′
3.0	955′
2.0	636′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

Refer to Missed Apch above

PANS OPS

Std/State

STRAIGHT-IN LANDING
CAT II ILS

AB	C	D
RA 107′	**RA 143′**	**RA 155′**
DA(H) **107′** (104′)	DA(H) **143′** (140′)	DA(H) **154′** (151′)
R300m	R400m	R450m

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (12-1) Eff 19 Mar

PISA, ITALY
RNP Rwy 03L

BRIEFING STRIP™

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

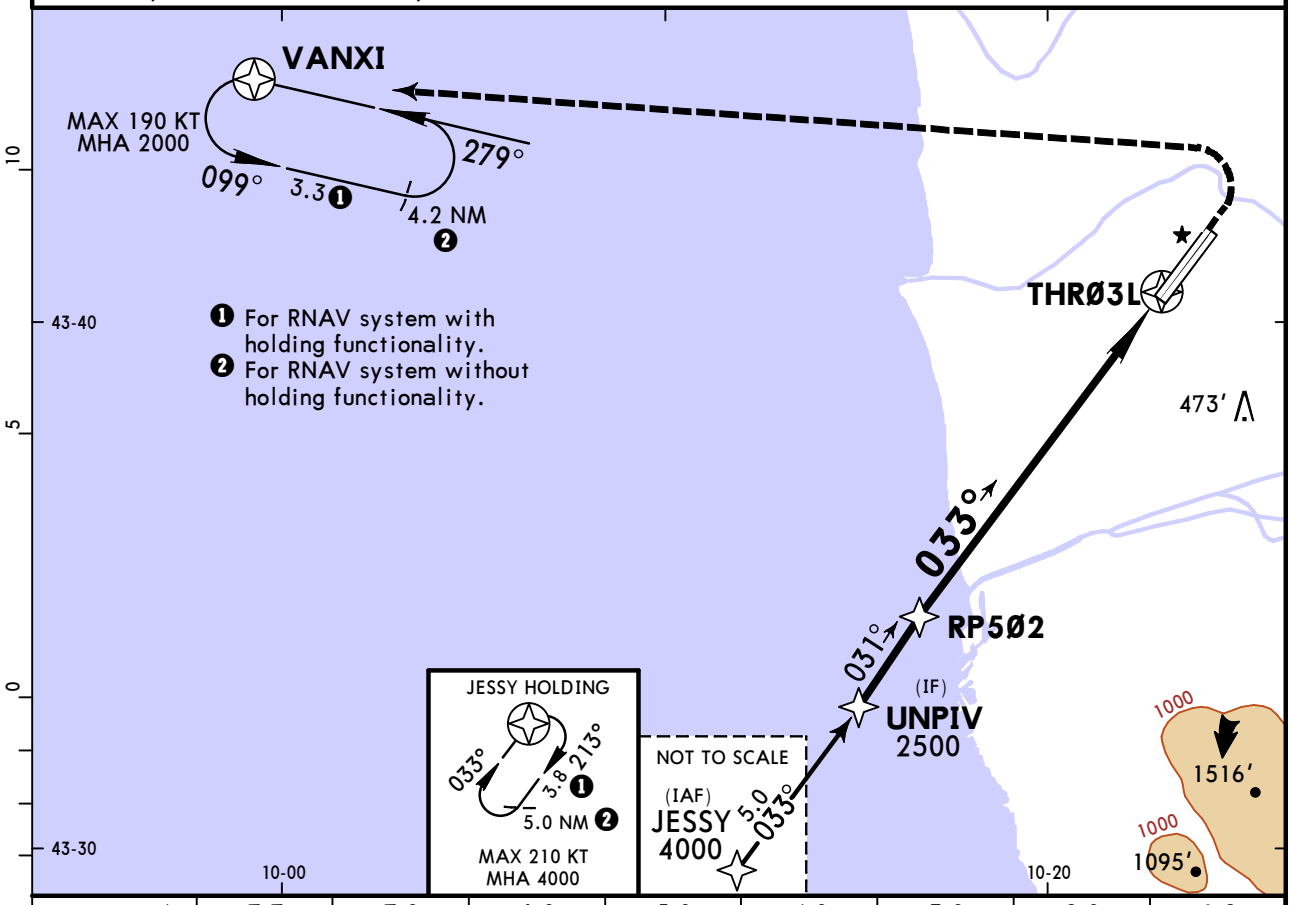
RNAV	Final Apch Crs 033°	RP5Ø2 2500′ (2499′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 6′ Rwy 1′

9000
MSA ARP

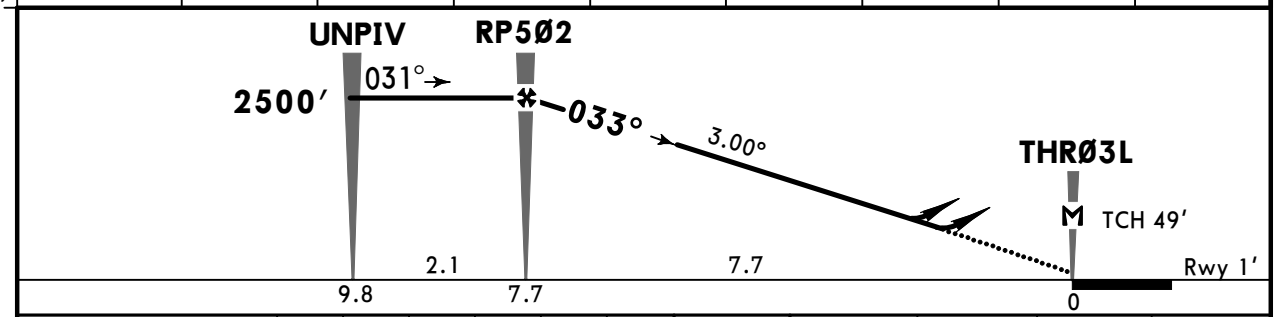
MISSED APCH: Proceed on rwy hdg climbing to 2000′.
At 450′ turn LEFT (MAX 190 KT) direct to VANXI holding.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized below -25°C or above +50°C.



DIST to THRØ3L	7.7	7.0	6.0	5.0	4.0	3.0	2.0	1.2
ALTITUDE	2500′	2290′	1980′	1660′	1340′	1020′	700′	450′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THRØ3L							

HIALS
PAPI
REIL

450′

190 KT MAX

VANXI LT

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV A: 268′ (267′) C: 328′ (327′) DA(H) B: 278′ (277′) D: 338′ (337′)		LNAV CDFA ❶ DA/MDA(H) 450′ (444′)	
		ALS out		ALS out
A	R900m	R1300m	R1500m	
B				
C	R1100m	R1500m	R1700m	R2100m
D				

CIRCLE-TO-LAND
Not authorized West of rwy

Max KT	MDA(H)	
100	760′ (754′)	V1500m
135	760′ (754′)	V1600m
175	870′ (864′)	V2400m
175	870′ (864′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (12-2) Eff 19 Mar

PISA, ITALY
RNP Rwy 03R

BRIEFING STRIP™

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

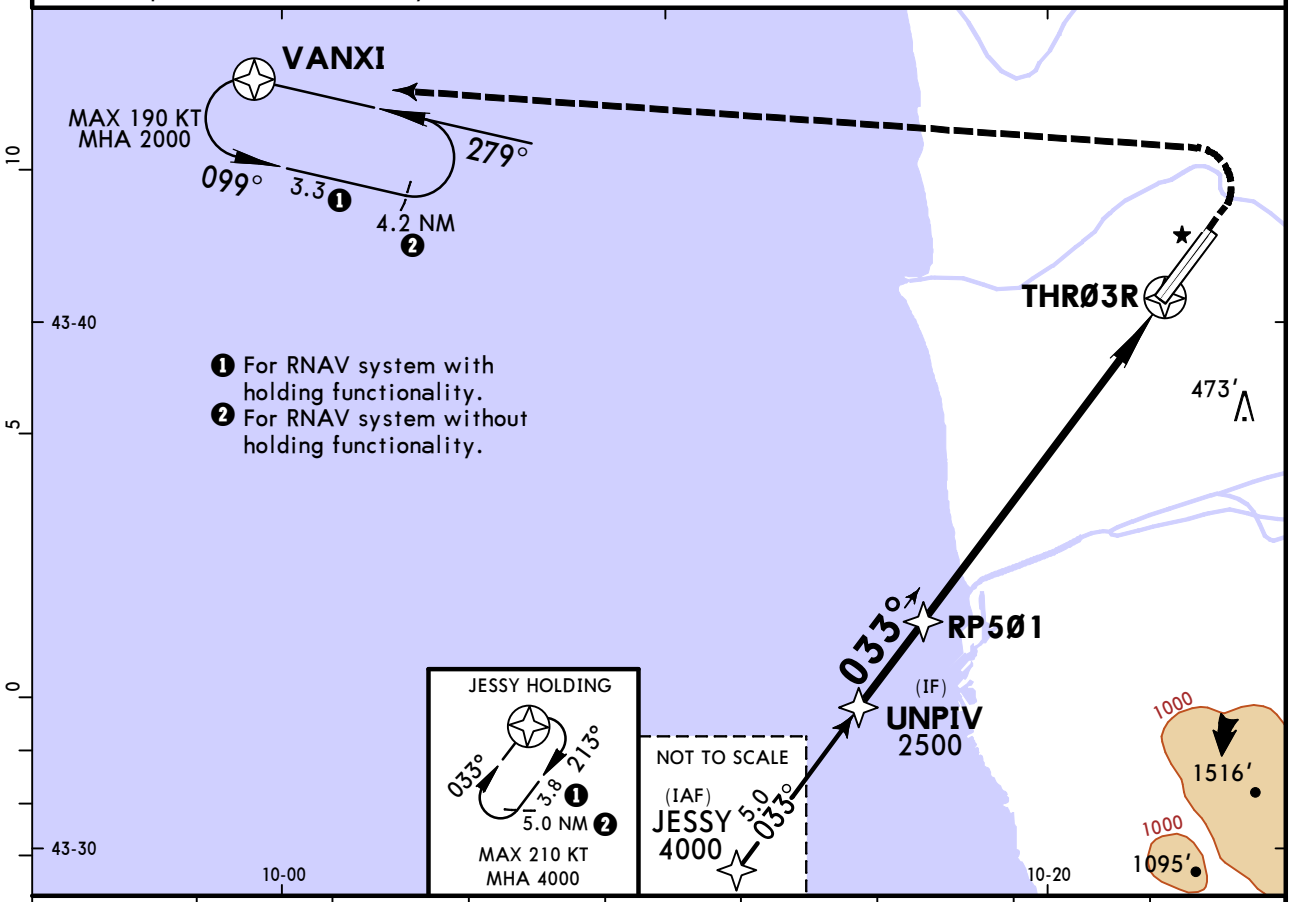
RNAV	Final Apch Crs 033°	RP5Ø1 2500′ (2497′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 6′ Rwy 3′

9000
MSA ARP

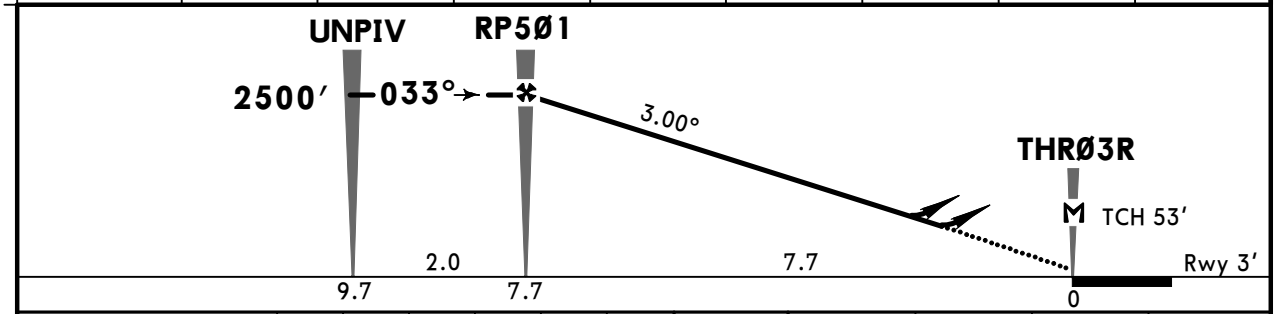
MISSED APCH: Proceed on rwy hdg climbing to 2000′.
At 450′ turn LEFT (MAX 190 KT) direct to VANXI holding.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized below -25°C or above +50°C.



DIST to THRØ3R	7.7	7.0	6.0	5.0	4.0	3.0	2.0	1.2
ALTITUDE	2500′	2290′	1980′	1660′	1340′	1020′	700′	450′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THRØ3R							

HIALS
PAPI
REIL

450′

190 KT MAX

VANXI LT

Std/State STRAIGHT-IN LANDING

LNAV/VNAV
A: **270′** (267′) C: **330′** (327′)
DA(H) B: **280′** (277′) D: **340′** (337′)

LNAV
CDFA
2 DA/MDA(H) **450′** (444′)

CIRCLE-TO-LAND
Not authorized West of rwy

	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R600m	1 R600m	R1300m	R1400m	R1500m
B				
C	R800m	R1500m		R2100m
D				

Max KT	MDA(H)	
100	760′ (754′)	V1500m
135	760′ (754′)	V1600m
175	870′ (864′)	V2400m
175	870′ (864′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (12-3) Eff 19 Mar

PISA, ITALY
RNP Z Rwy 21L

BRIEFING STRIP™

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

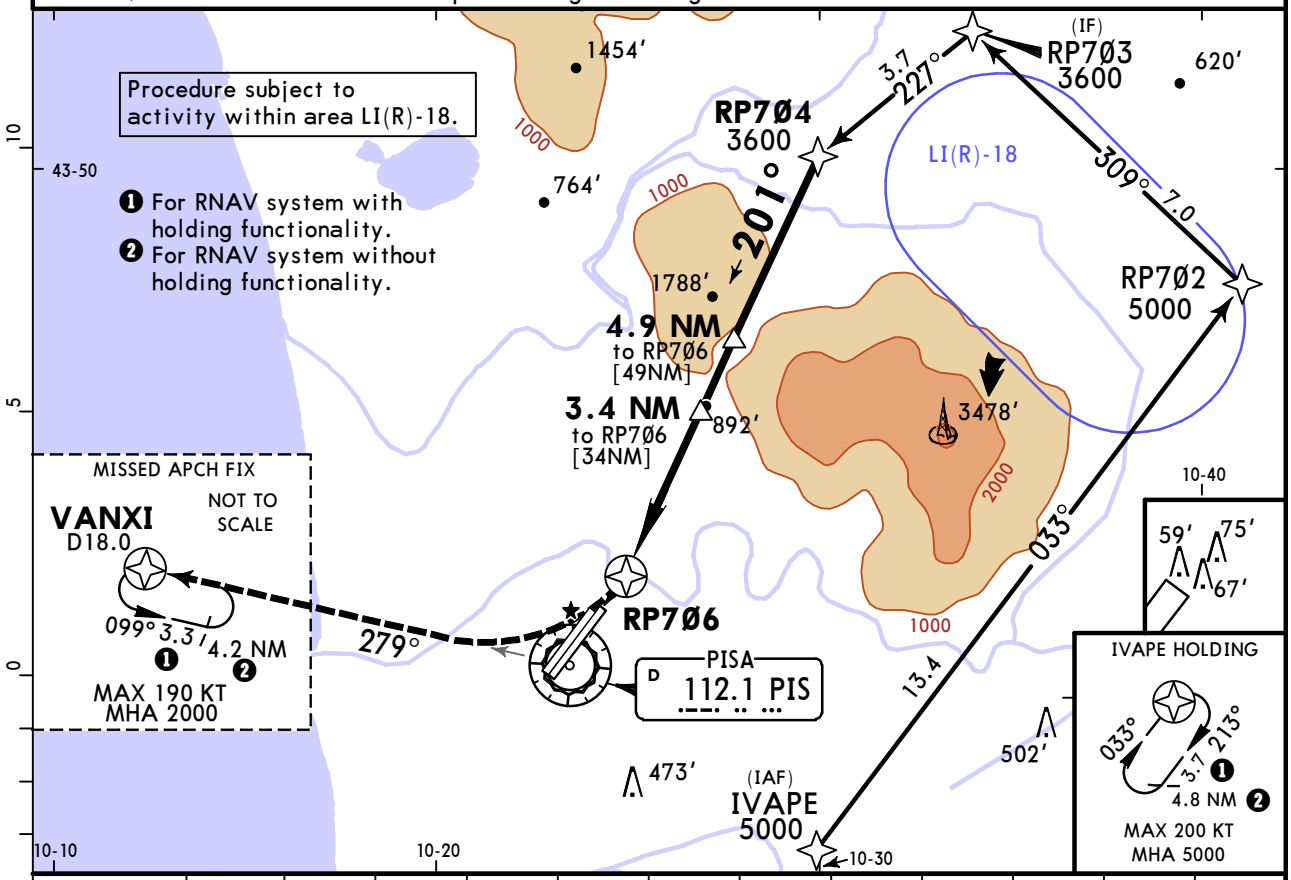
RNAV	Final Apch Crs	RP7Ø4	DA/MDA(H)	Apt Elev 6′
	201°	3600′ (3594′)	540′ (534′)	Rwy 6′

9000
MSA ARP

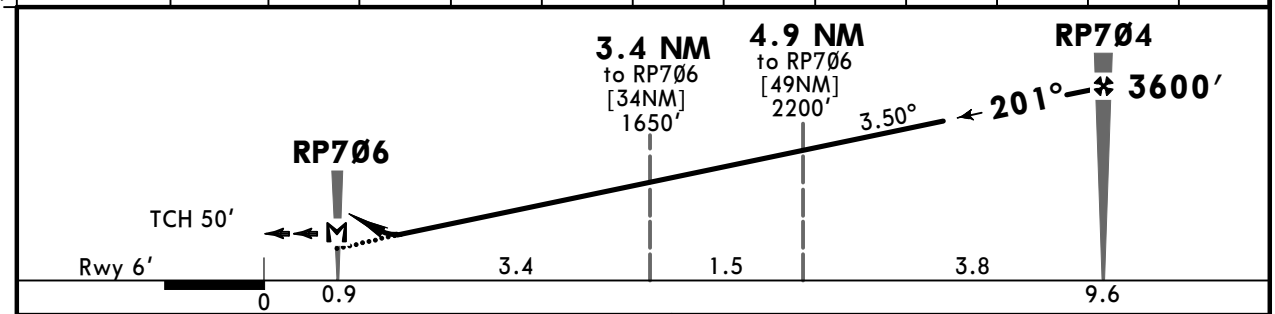
MISSED APCH: As soon as practicable, turn RIGHT (MAX 210 KT) on 279° climbing to 2000′ to VANXI and hold.

RNP apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. Final apch offset 12° from rwy centerline. 2. Radar monitoring not assured between RP7Ø2 and RP7Ø3. 3. WARNING: Obstacles penetrating visual segment surface area.



DIST to RP7Ø6	0.4	0.7	1.7	2.7	3.4	3.7	4.7	4.9	5.7	6.7	7.7	8.7
ALTITUDE	540′	660′	1030′	1395′	1650′	1765′	2130′	2200′	2500′	2865′	3235′	3600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RP7Ø6							

HIALS
PAPI PAPI

210 KT MAX

as soon as practicable

RT on 279°

Std/State STRAIGHT-IN LANDING
LNAV
CDFA
1 DA/MDA(H) 540′ (534′)
ALS out

CIRCLE-TO-LAND
Not authorized West of rwy

			Max KT	MDA(H)	
A	R1500m		100	760′ (754′)	V1500m
B			135	760′ (754′)	V1600m
C	R2000m	R2400m	175	870′ (864′)	V2400m
D			175	870′ (864′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (12-4) Eff 19 Mar

PISA, ITALY
RNP Y Rwy 21L

BRIEFING STRIP™

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

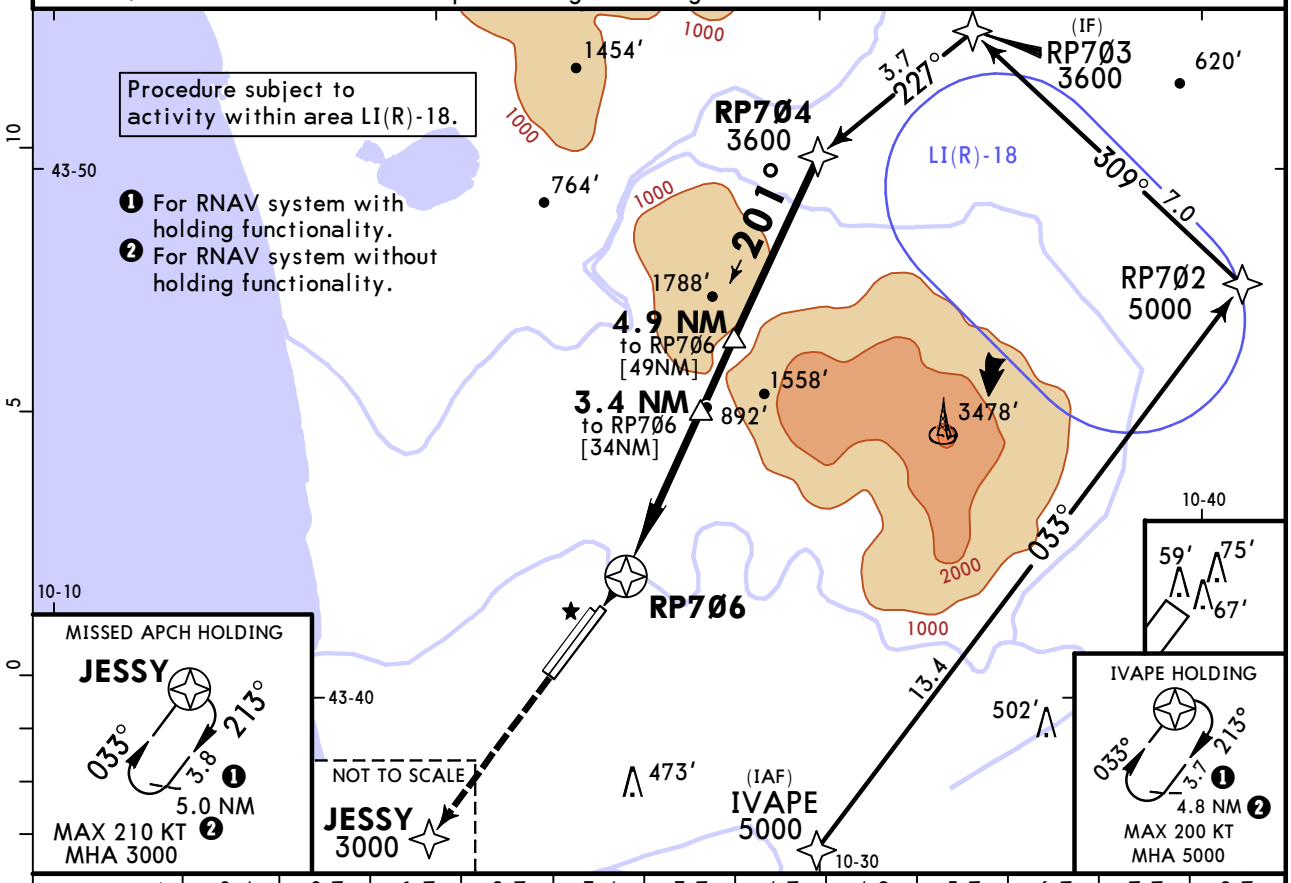
RNAV	Final Apch Crs	RP7Ø4	DA/MDA(H)	Apt Elev 6′
	201°	3600′ (3594′)	540′ (534′)	Rwy 6′

MISSED APCH: Climbing to 3000′ proceed direct to JESSY holding.

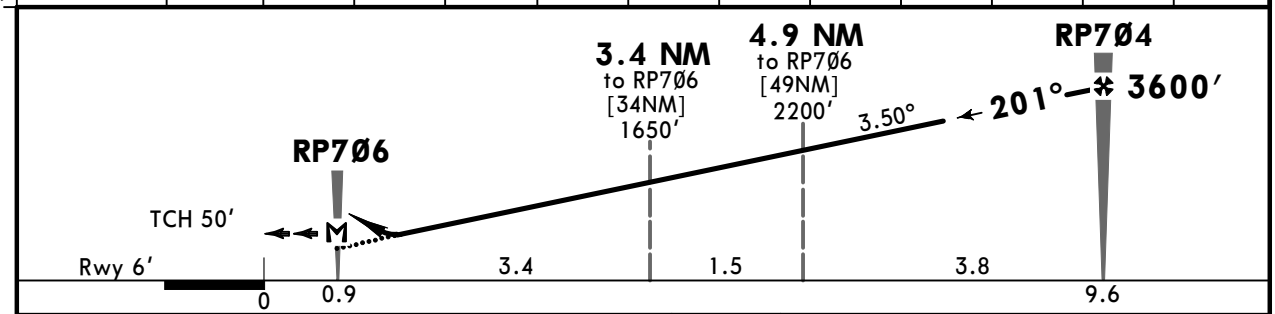
9000
MSA ARP

RNP apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′

1. Final apch offset 12° from rwy centerline. 2. Radar monitoring not assured between RP7Ø2 and RP7Ø3. 3. WARNING: Obstacles penetrating visual segment surface area.



DIST to RP7Ø6	0.4	0.7	1.7	2.7	3.4	3.7	4.7	4.9	5.7	6.7	7.7	8.7
ALTITUDE	540′	660′	1030′	1395′	1650′	1765′	2130′	2200′	2500′	2865′	3235′	3600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RP7Ø6							

HIALS
PAPI PAPI
3000′
D
JESSY

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA
1 DA/MDA(H) 540′ (534′)
ALS out

CIRCLE-TO-LAND
Not authorized West of rwy

			Max KT	MDA(H)	
A	R1500m		100	760′ (754′)	V1500m
B			135	760′ (754′)	V1600m
C	R2000m	R2400m	175	870′ (864′)	V2400m
D			175	870′ (864′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (13-1) Eff 19 Mar

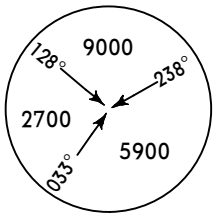
PISA, ITALY
VOR Z Rwy 03L

BRIEFING STRIP

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

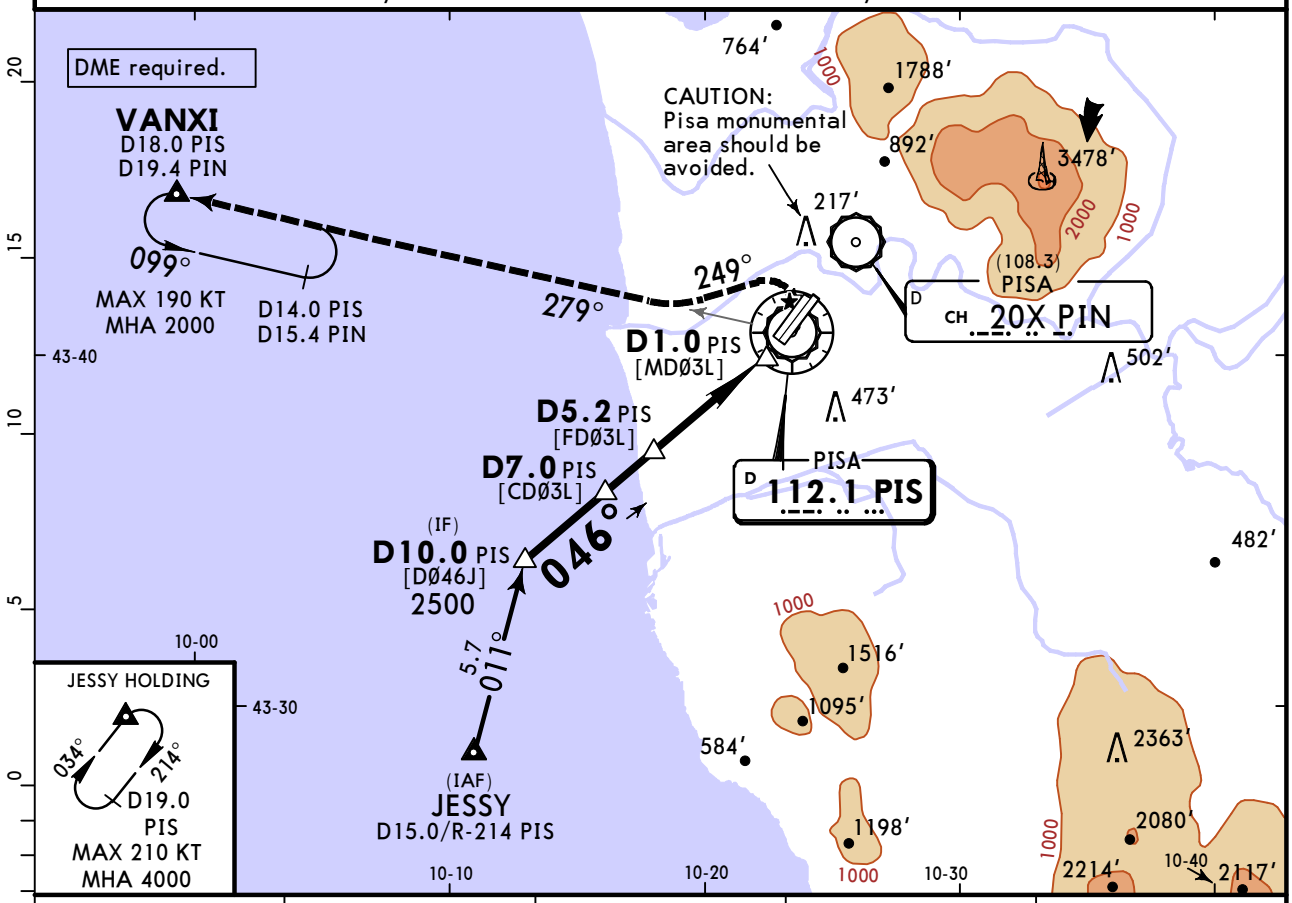
VOR PIS	Final Apch Crs	D5.2 PIS	DA/MDA(H)	Apt Elev 6′
112.1	046°	1600′ (1599′)	440′ (439′)	Rwy 1′

MISSED APCH: Turn LEFT (MAX 190 KT) on 249° to join and follow R-279 PIS to VANXI climbing to 2000′ and hold.

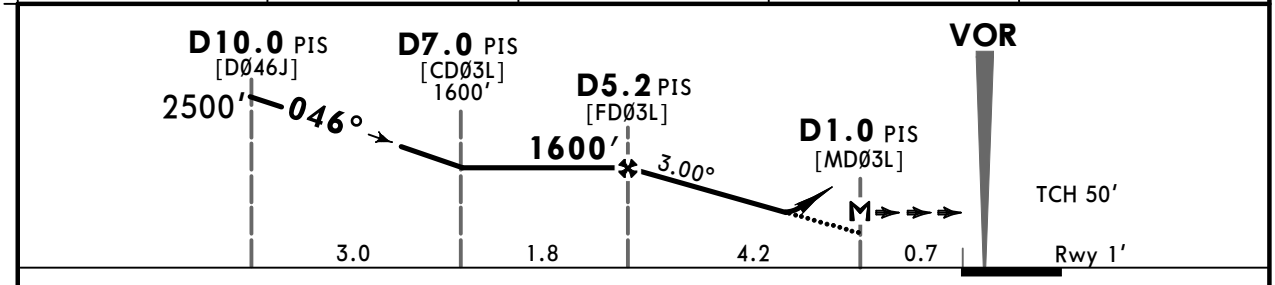


MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



PIS DME	5.0	4.0	3.0	2.0
ALTITUDE	1540′	1223′	904′	586′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 PIS							

HIALS
REIL
PAPI

190 KT MAX on 249°
LT

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 440′ (439′)

ALS out

A	R1500m	
B		
C	R1600m	R2000m
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max KT	MDA(H)	
100	760′ (754′)	V1500m
135	760′ (754′)	V1600m
175	870′ (864′)	V2400m
175	870′ (864′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26 (13-2) Eff 19 Mar

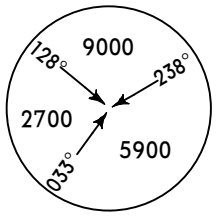
PISA, ITALY
VOR Z Rwy 03R

BRIEFING STRIP

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080	118.755 122.1	120.080

VOR PIS	Final Apch Crs	D5.2 PIS	DA/MDA(H)	Apt Elev 6′
112.1	040°	1600′ (1597′)	440′ (437′)	Rwy 3′

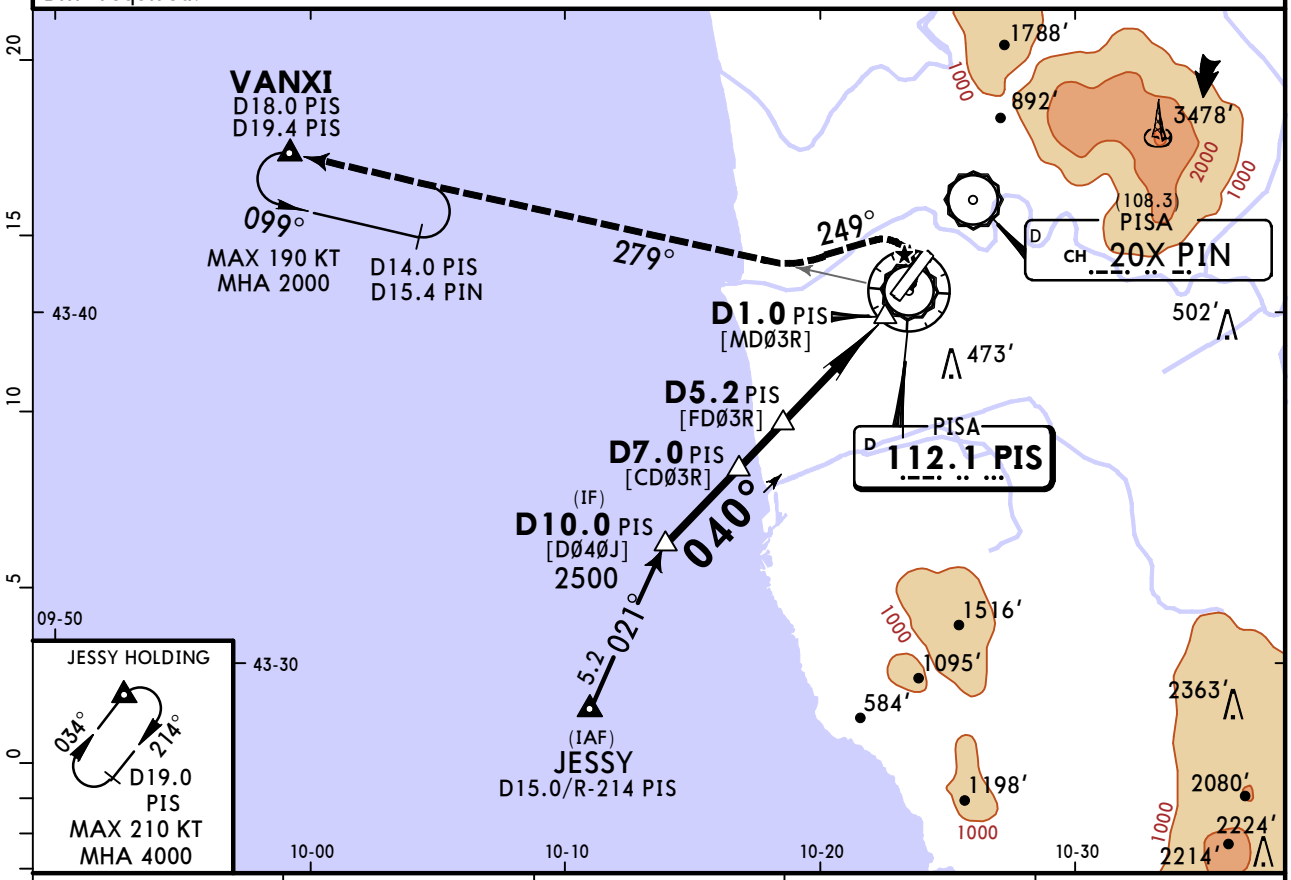
MISSED APCH: Turn LEFT (MAX 190 KT) on 249° to join and follow R-279 PIS to VANXI climbing to 2000′ and hold.



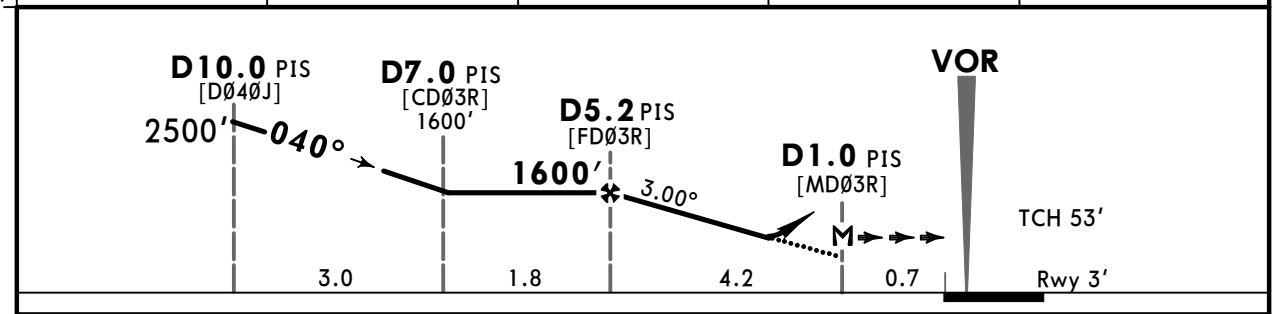
MSA PIS VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

DME required.



PIS DME	5.0	4.0	3.0	2.0
ALTITUDE	1540′	1223′	905′	586′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 PIS							

HIALS-II
PAPI
190 KT MAX on LT 249°

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 440′ (437′)

	TDZ or CL out	ALS out
A	R1300m	R1500m
B		
C		R2000m
D		

CIRCLE-TO-LAND

Not authorized West of rwy

Max KT	MDA(H)	
100	760′ (754′)	V1500m
135	760′ (754′)	V1600m
175	870′ (864′)	V2400m
175	870′ (864′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designator.

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LIRP/PSA
SAN GIUSTO

JEPPESEN
13 MAR 26
Eff 19 Mar
14-1

PISA, ITALY
HI-TACAN Z Rwy 03L/R

ATIS	PISA Approach	PISA Tower	*Ground
130.065	124.280 126.080 233.050	118.755 234.100	120.080

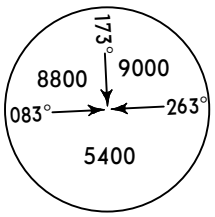
BRIEFING STRIP™

TACAN PIN CH 20X (108.30)	Final Apch Crs 034°	D8.0 PIN Rwy 03L 1500 (1499′) Rwy 03R 1500 (1497′)	Refer to Minimums	Apt Elev 6′ Rwy 03L 1′ Rwy 03R 3′

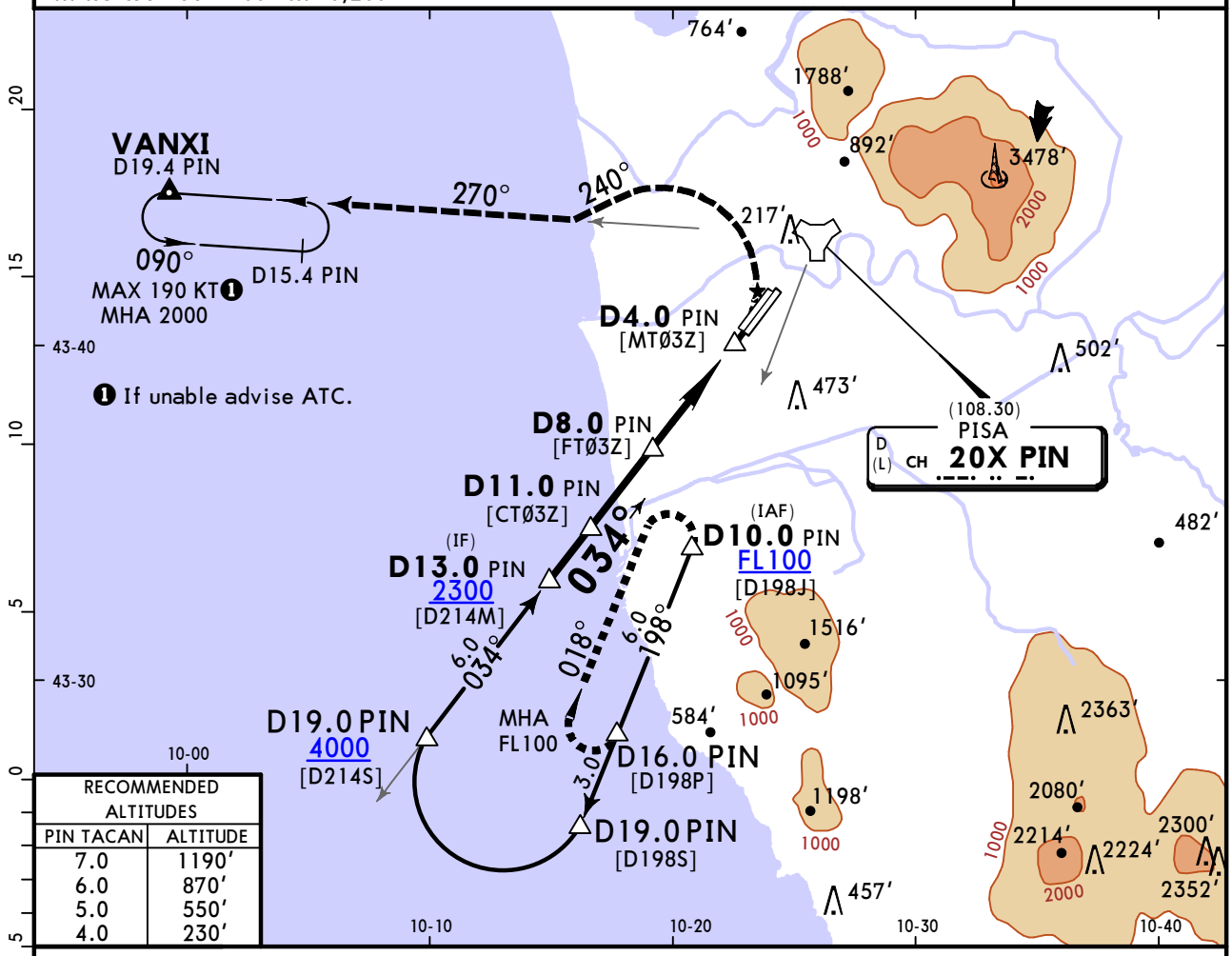
MISSED APCH: At MAP turn LEFT (MAX 240 KT) on track 240° climbing to 2000′ to join and follow R-270 PIN TACAN outbound to VANXI holding.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′

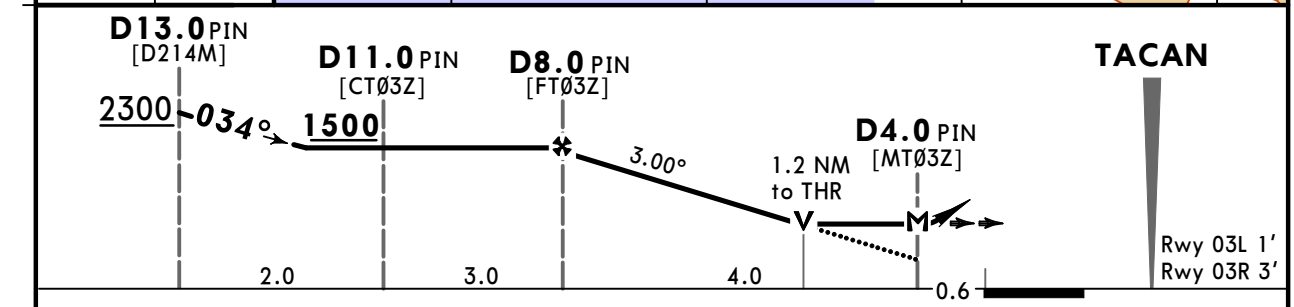
EMERG SAFE ALT 100 NM 10,200′



MSA PIN TACAN



RECOMMENDED ALTITUDES	
PIN TACAN	ALTITUDE
7.0	1190′
6.0	870′
5.0	550′
4.0	230′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D4.0 PIN						

Rwy 03L HIALS PAPI REIL
Rwy 03R HIALS-II PAPI PAPI
240 KT MAX LT on 240°

Military

STRAIGHT-IN LANDING

	RWY 03L MDA(H) 440′ (439′)		RWY 03R MDA(H) 440′ (437′)	
		ALS out		ALS out
A	500′ - V1.6 km	500′ - V2.0 km	500′ - V1.3 km	500′ - V2.0 km
B				
C				
D				
E				

CIRCLE-TO-LAND
Not authorized West of rwy

Max KT	MDA(H)	
100	760′ (754′)	800′ - V3.5 km
135		
175	870′ (864′)	900′ - V4.0 km
185	1570′ (1564′)	1600′ - V5.0 km

MIPS MIL

CHANGES: Rwy designation.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PISA, (SAN GIUSTO - LIRP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRP