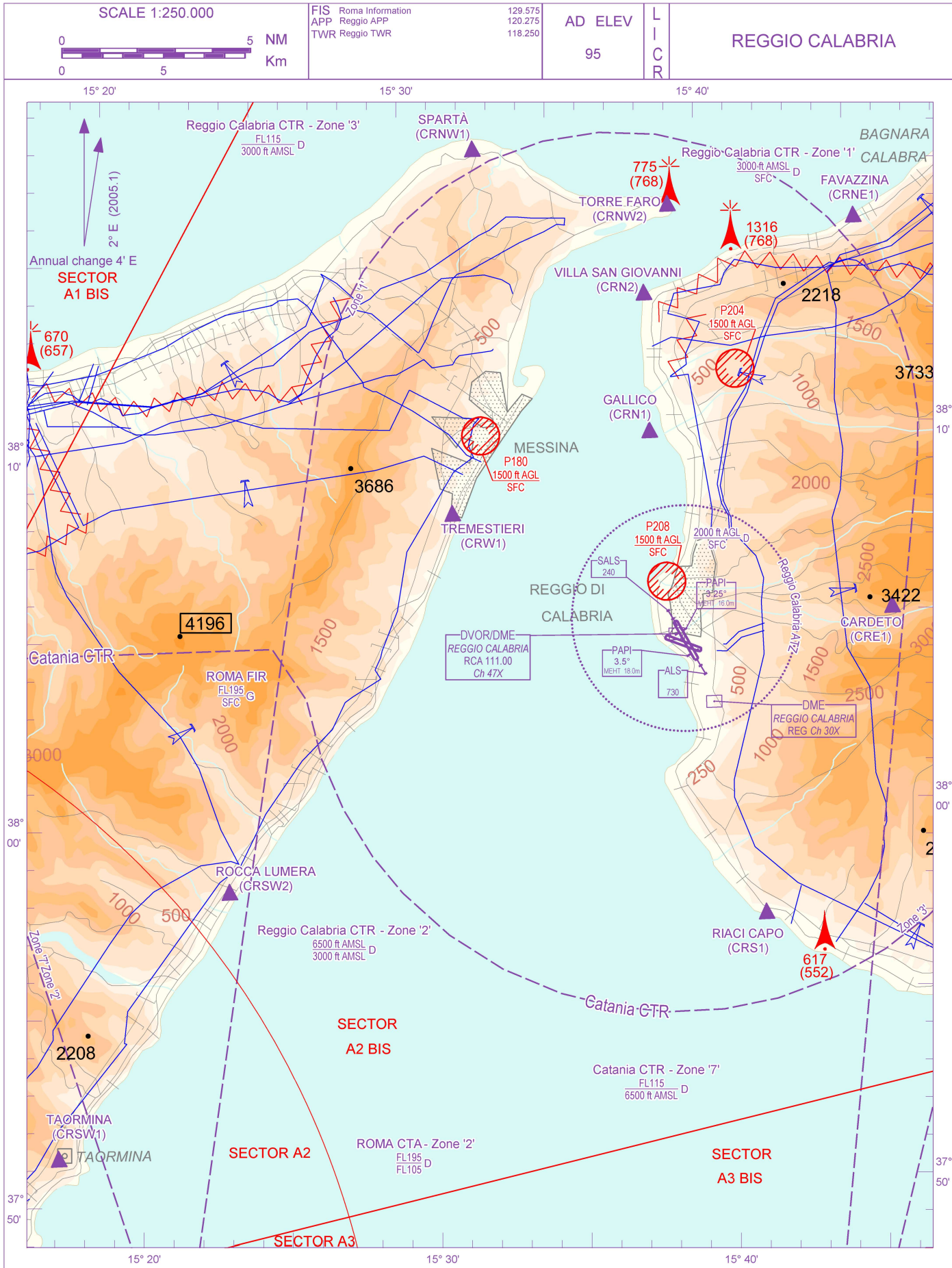


ICAO - VISUAL APPROACH CHART



CHANGE: 'RCA' NDB COMPLETELY WITHDRAWN AND UPDATED CHART

AIRSPACE CLASSIFICATION See AIP ENR 1.4	REMARK	<b>WARNING</b> VOLCANIC ASH CLOUD SECTORS: see ENR 2.1.2 - REGGIO CALABRIA CTR
TRANSITION ALT 7000 FT		
ELEV AND ALT IN FT IF NOT OTHERWISE INDICATED		

Obstructions information updated to ICAO - ANC ITALIA ed. 31/CIGA

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REGGIO CALABRIA RWY 33  
 PRESCRIBED TRACK FOR  
 VISUAL MANOEUVRING RWY 33

Mare Jonio  
 Jonian Sea

THR Elevation 34.2

LEGEND	
* (with star symbol)	Trees
⊙ (with circle symbol)	Pole, Tower, Spire, Antenna
■ (with square symbol)	Building
<b>WARNING:</b>	
Do not follow LOC indications after MM.	

LIGHTING VISUAL AIDS

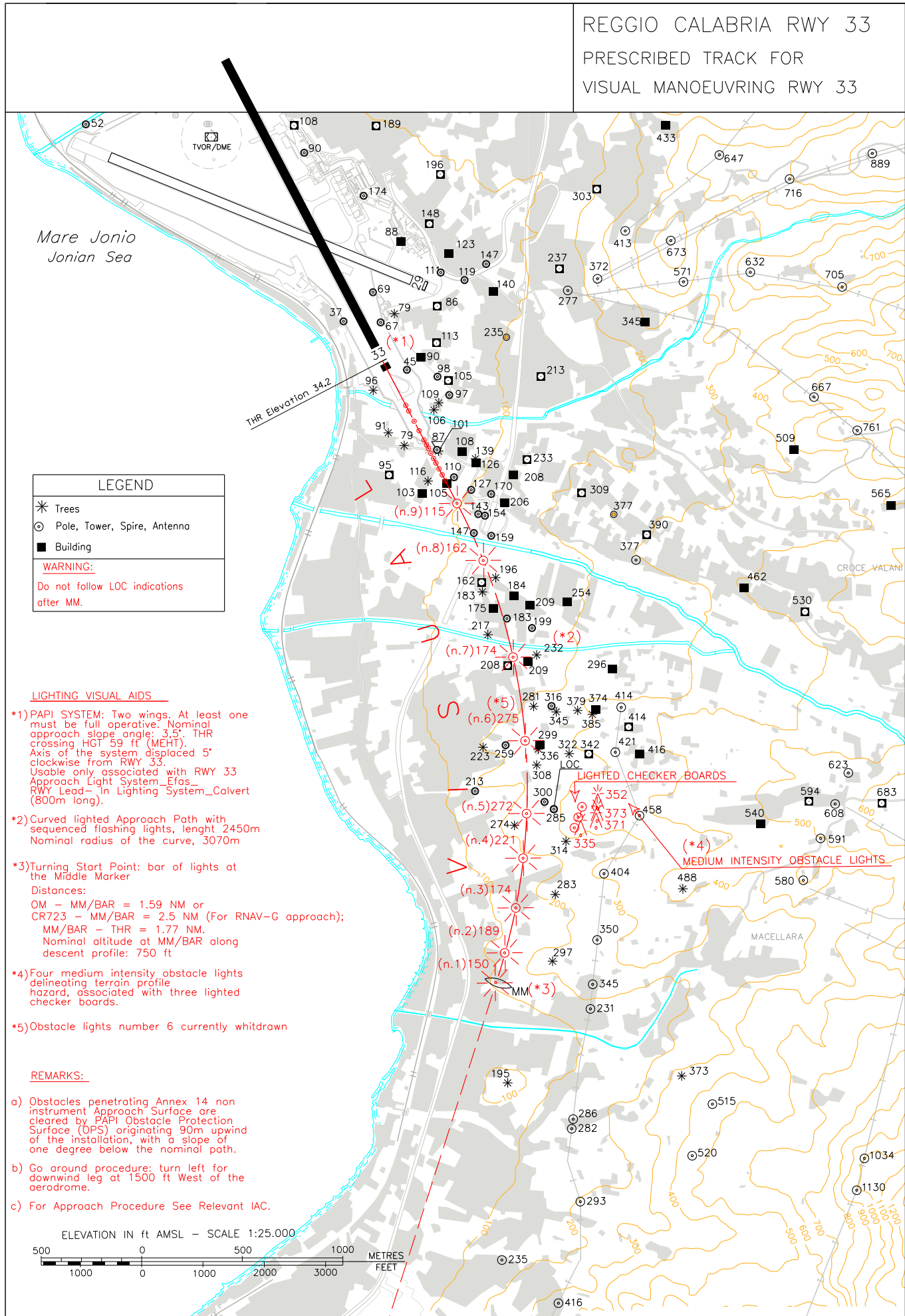
- \*1) PAPI SYSTEM: Two wings. At least one must be full operative. Nominal approach slope angle: 3.5°. THR crossing HGT 59 ft (MEHT). Axis of the system displaced 5° clockwise from RWY 33. Usable only associated with RWY 33 Approach Light System\_Efas\_RWY\_Lead- In Lighting System\_Calvert (800m long).
- \*2) Curved lighted Approach Path with sequenced flashing lights, length 2450m Nominal radius of the curve, 3070m
- \*3) Turning Start Point: bar of lights at the Middle Marker  
 Distances:  
 OM - MM/BAR = 1.59 NM or  
 CR723 - MM/BAR = 2.5 NM (For RNAV-G approach);  
 MM/BAR - THR = 1.77 NM.  
 Nominal altitude at MM/BAR along descent profile: 750 ft
- \*4) Four medium intensity obstacle lights delineating terrain profile hazard, associated with three lighted checker boards.
- \*5) Obstacle lights number 6 currently withdrawn

REMARKS:

- a) Obstacles penetrating Annex 14 non instrument Approach Surface are cleared by PAPI Obstacle Protection Surface (OPS) originating 90m upwind of the installation, with a slope of one degree below the nominal path.
- b) Go around procedure: turn left for downwind leg at 1500 ft West of the aerodrome.
- c) For Approach Procedure See Relevant IAC.



CHANGE: OBSTACLES INFO UPDATED



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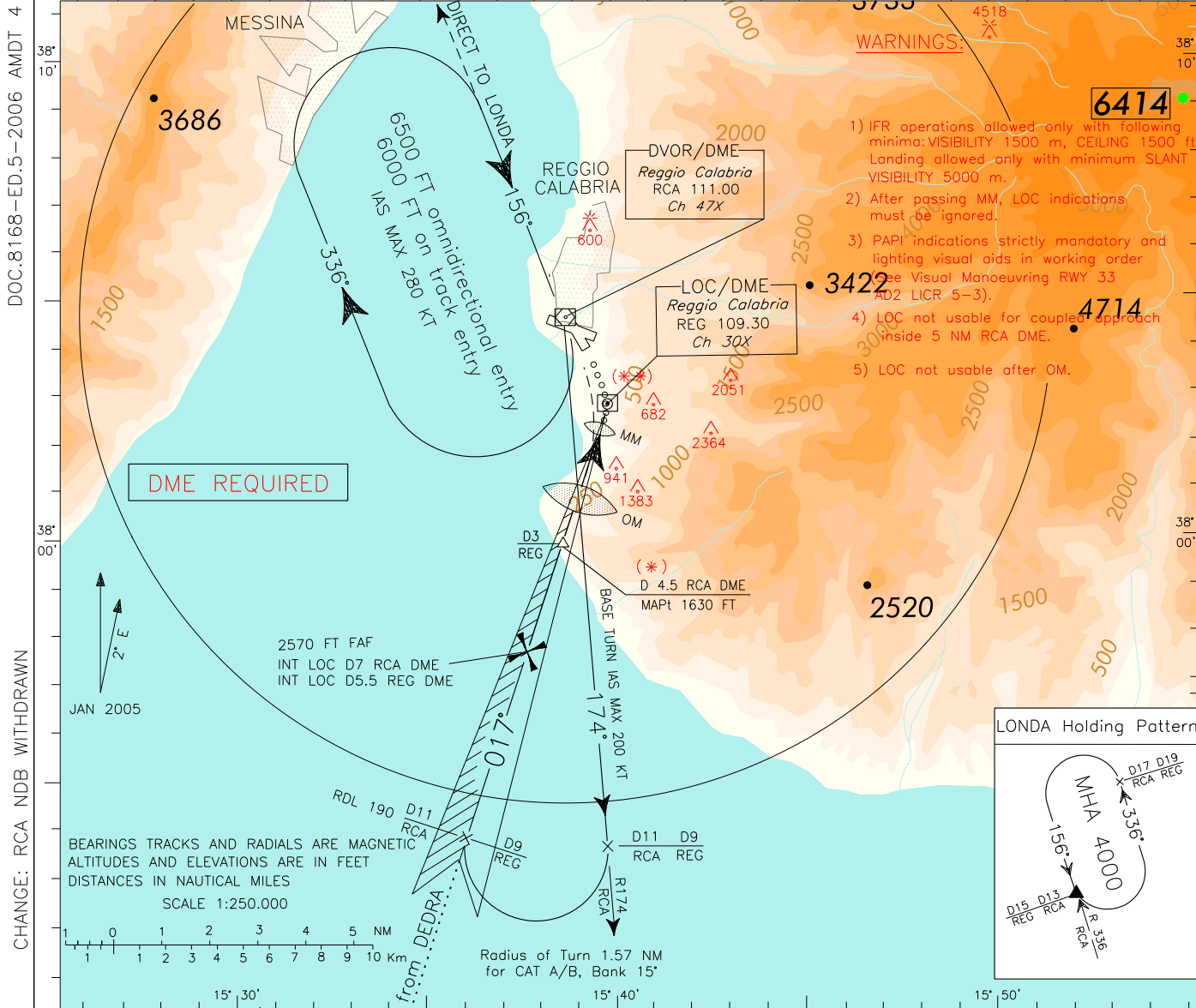
ICAO - INSTRUMENT APPROACH CHART FOR VISUAL MANOEUVRE

**WARNING:**  
(017) is instrument final approach track not aligned with runway 33 longitudinal axis.

APP Reggio APP 120.275  
TWR Reggio TWR 118.250

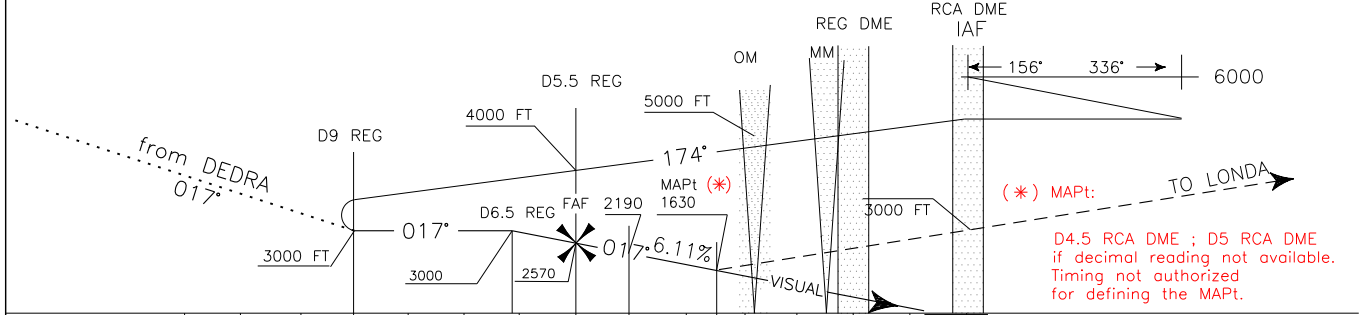
AD ELEV 95  
LICR

REGGIO CALABRIA  
LOC - A



TRANSITION ALT 7000

MISSED APPROACH: Over OM climb to 4000 ft and turn left direct to RCA VOR to be reached not above 3000 ft and then proceed on RDL336 RCA VOR bound to LONDA (to be reached at 4000 ft).



RCA DME	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	RCA DME
NM	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	NM

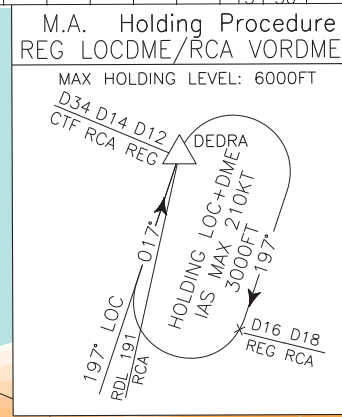
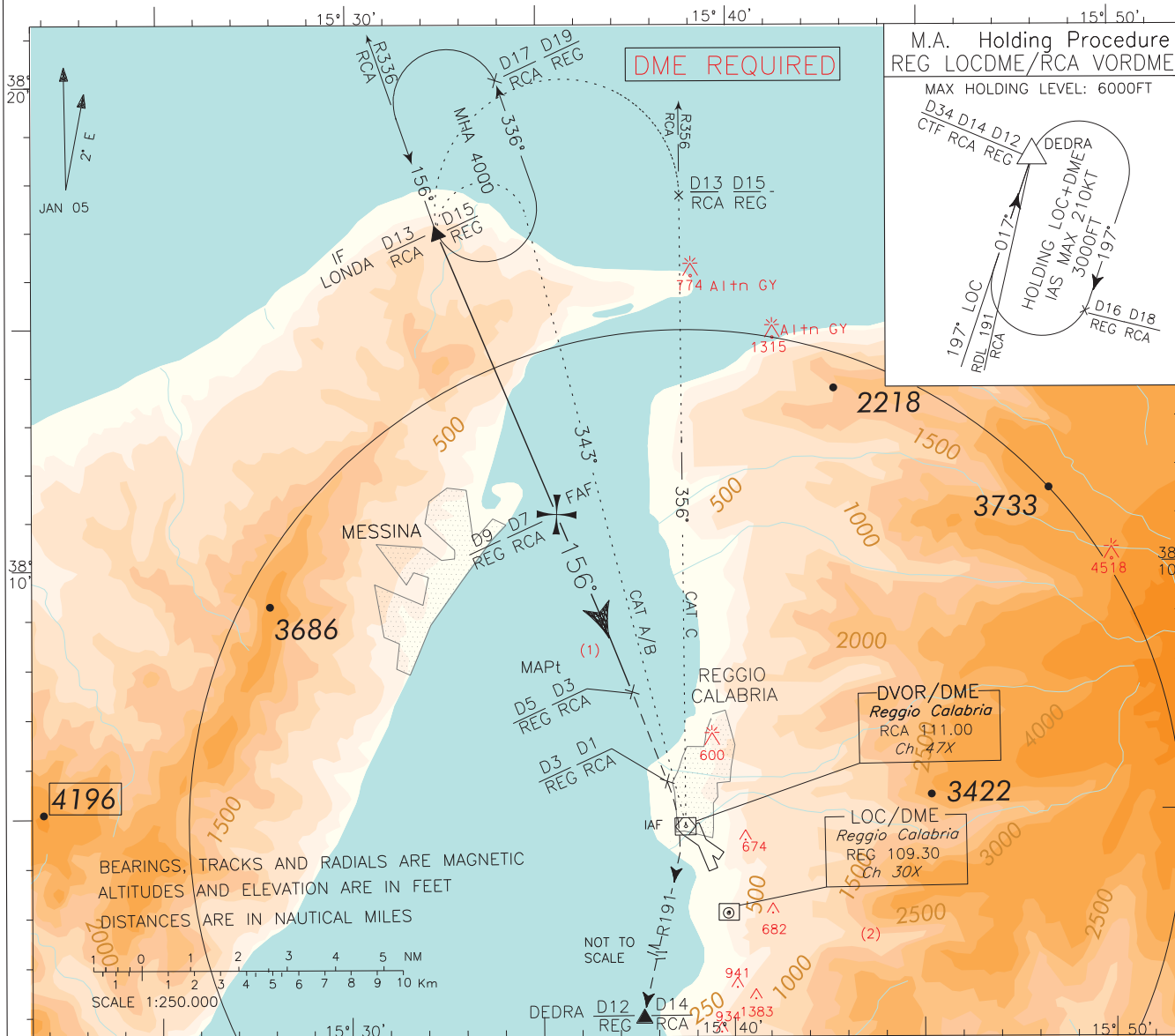
LANDING MINIMA		FT per MIN	GS	FAF-MAPt	MAPt-THR	DIST RCA	ALT(HGT)	MNM SECT ALT VOR RCA
CATEGORY	A - B - C	370	60	2.59 NM	4.1 NM	7 DME	2570(2475)	
OCA (OCH)	1630 (1535)	495	80	1 : 57	3 : 04	5 DME	1800(1705)	
CIRCLING RWY 33 AFTER OM	(**) ON PRESCRIBED TRACK ONLY (See Chart)	620	100	1 : 33	2 : 28	4 DME	1410(1315)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)	745	120	1 : 18	2 : 03	3 DME	1000 (905)	
		865	140	1 : 07	1 : 45	2 DME	560 (465)	
		990	160	0 : 58	1 : 32	1 DME	180 (85)	

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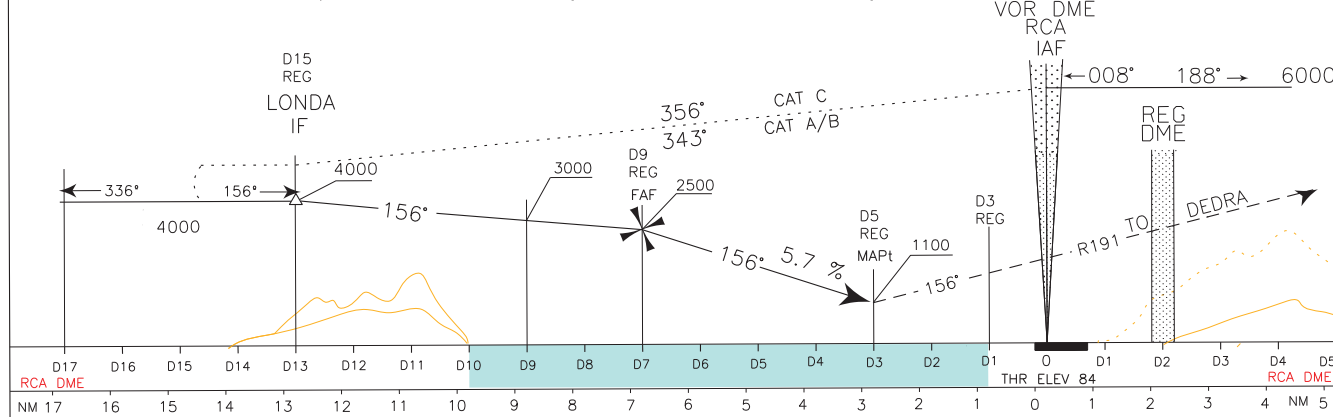
ICAO - INSTRUMENT APPROACH CHART

CHANGE: INITIAL APPROACH SEGMENT FROM RCA VOR ADDED. RCA NDB WITHDRAWN. RENUMBERED PAGE DOC.8168-ED.5-2006 AMDT 4

<p><b>WARNING:</b> In case of circling RWY 33, PAPI indications strictly mandatory and lighting visual AIDS in working order. (See Visual Manoeuvring Rwy 33 - AD2 LICR 5-3)</p>	APP Reggio APP	120.275	AD ELEV	LICR	REGGIO CALABRIA VOR - Z RWY 15
	TWR Reggio TWR	118.250	95		



TRANSITION ALT 7000  
 MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3NM REG DME) then turn right (IAS MAX 200 kt) to join RDL 191 RCA VOR climbing to 3000 ft direct to DEDRA Holding Pattern to be reached at 3000 ft.



<p><b>LANDING MINIMA</b> (see WARNING "1")</p>		<p>REMARK1: Final approach track offset 5.4° from runway centerline. Runway centerline intercepted 2018m from Threshold 15.                  WARNING 1: IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000m.                  WARNING 2: Circling allowed West of the aerodrome only.</p>	GS	FT/MIN	DIST	ALT (HGT)	<p>MNM SECT ALT RCA VOR</p>	
CATEGORY	A - B - C		80	460	6DME	2140 (2056)		
OCA (OCH)	VIS		CEILING	100	580	5DME		1800 (1716)
1100 (1016)	5000 M		1500 FT	120	690	4DME		1450 (1366)
CIRCLING (see WARNING "2")	1500 (1405)		140	810	3DME	1100 (1016)		
			160	920	2DME	760 (676)		

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ICAO - INSTRUMENT APPROACH CHART

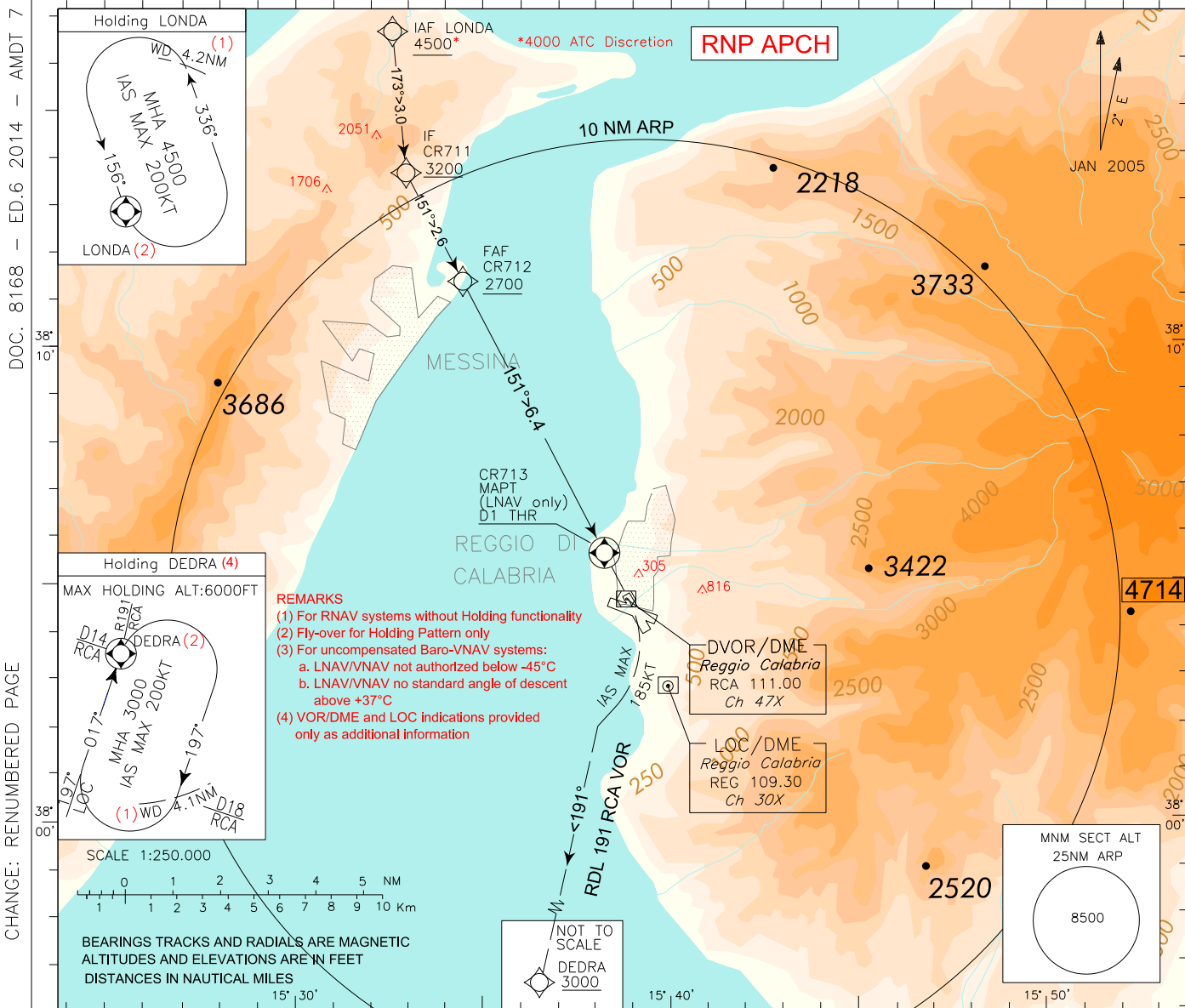
**WARNING 3 :** In case of circling RWY 33, PAPI indications strictly mandatory and lighting visual AIDS in working order.  
(See Visual Manoeuvring Rwy 33 - AD2 LICR 5-3)

APP Reggio APP 120.275  
TWR Reggio TWR 118.250

AD ELEV 95

L  
I  
C  
R

REGGIO CALABRIA  
RNP-Z RWY 15

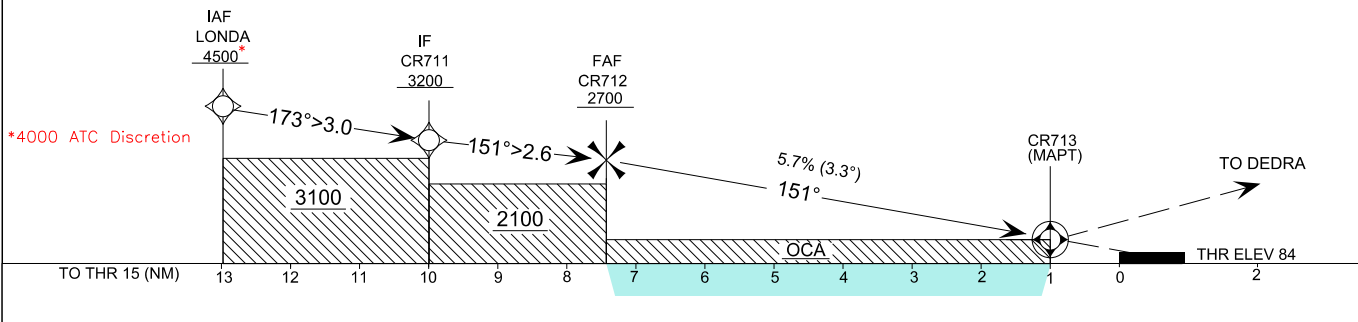


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DOC. 8168 - ED.6 2014 - AMDT 7

TRANSITION ALT 7000  
TCH 15 M

**MISSED APPROACH:** Climbing to 3000FT, turn right (IAS MAX 185KT) on course 191° (RDL 191 RCA VOR) bound to DEDRA missed approach Holding pattern. (4)



LANDING MINIMA (see WARNING 1)		A	B	C	VIS	CEILING	FT PER MIN	GS	FAF - MAPt	RWY15 DIST.	ALT (HGT)	
STRAIGHT IN APPROACH	LNAV / VNAV missed approach climb gradient 4.2%	630 (546)	642 (558)	650 (566)	5000 M	1500 FT						1040
	LNAV / VNAV missed approach climb gradient 2.5%				<b>WARNING 1:</b> IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000 M.							
					<b>WARNING 2:</b> Circling allowed WEST of the aerodrome only.							
								925	160	2 : 24	5.0	1840 (1756)
								810	140	2 : 45	4.0	1490 (1406)
						695	120	3 : 12	3.0	1140 (1056)		
						580	100	3 : 50	2.0	790 (706)		
						465	80	4 : 48				
LNAV		740 (656)										
CIRCLING (see WARNING 2)		1500 (1405)										

**TABULAR DESCRIPTION****RNP Z RWY15 – Instrument Approach procedure**

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA°/ TCH (m)	Navigation Specification
010	IF	LONDA	-	-	-	-	-	+4500*	-	-	RNP APCH
020	TF	CR711	-	173° (174.9°)	-	3.0	-	+3200	-	-	RNP APCH
030	TF	CR712	-	151° (152.7°)	-	2.6	-	+2700	-	-	RNP APCH
040	TF	CR713	Y	151° (152.8°)	-	6.4	-	-	-	3.3°/15	RNP APCH
-	-	RWY15	-	151° (152.8°)	+2.0	-	-	@134(3)	-	-	RNP APCH
050	CF	DEDRA	-	191° (192.9°)	-	-	-	+3000	-185	-	RNP APCH

\*4000ft ATC Discretion

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM) (1)	Timing(min.)/ Waypoint Distance (NM) (2)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HM	LONDA	156 (158.0)	N.A.	- / 4.2	L	4000	-	-200	+2.0	RNP1
HM	DEDRA	017 (019.0)	N.A.	- / 4.1	R	3000	6000	-200	+2.0	RNP1

(1) RNAV system with holding functionality

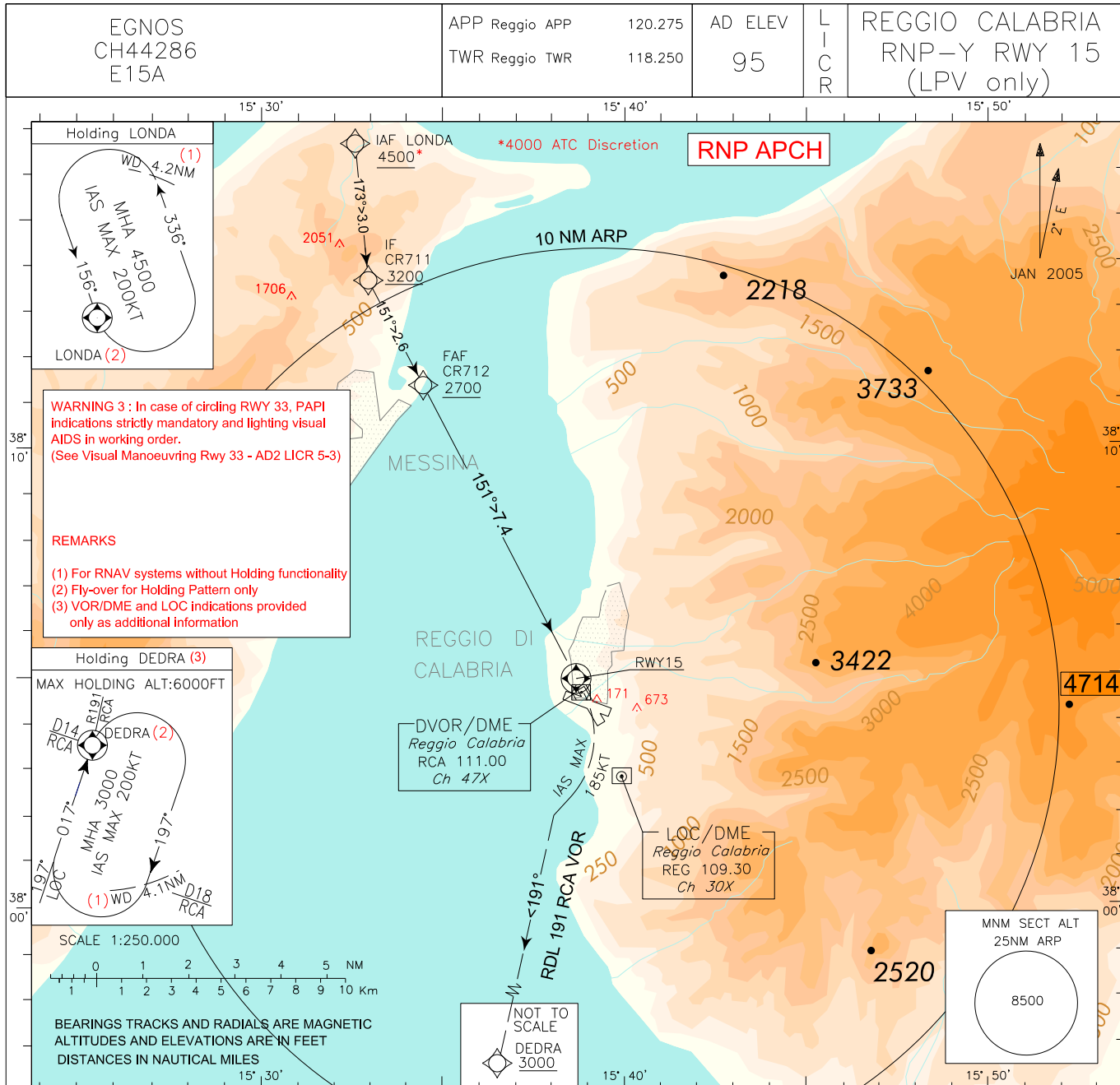
(2) RNAV system without holding functionality

(3) THR Altitude plus TCH; for MA transition the value is according to the minima LNAV or LNAV/VNAV.

**WAYPOINT LIST****RNP Z RWY15**

Waypoint Identifier	Coordinates
CR711	38°13'40.02" N 015°32'58.15" E
CR712	38°11'22.80" N 015°34'27.77" E
CR713	38°05'39.17" N 015°38'11.01" E

ICAO - INSTRUMENT APPROACH CHART



DOC. 8168 - ED.6 2014 - AMDT 7

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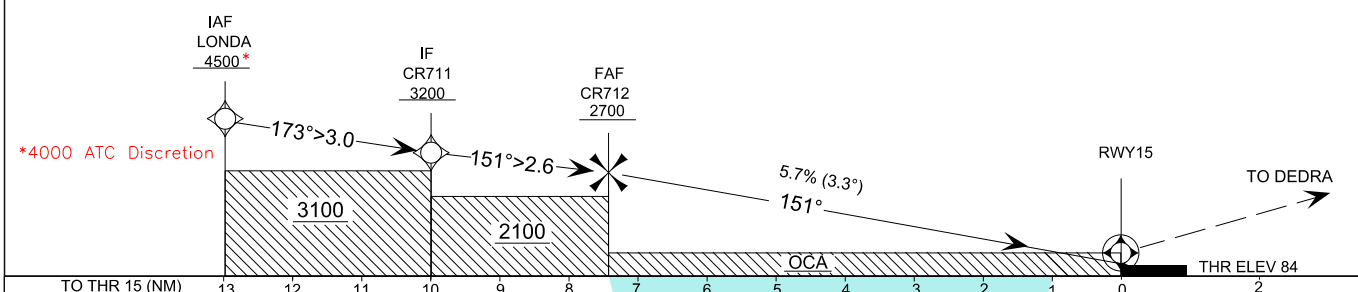
**WARNING 3 :** In case of circling RWY 33, PAPI indications strictly mandatory and lighting visual AIDS in working order. (See Visual Manoeuvring Rwy 33 - AD2 LICR 5-3)

**REMARKS**

(1) For RNAV systems without Holding functionality  
 (2) Fly-over for Holding Pattern only  
 (3) VOR/DME and LOC indications provided only as additional information

TRANSITION ALT 7000  
 TCH 15 M

**MISSED APPROACH:** Climbing to 3000FT, proceed to RWY15 then turn right (IAS MAX 185KT) on course 191° (RDL 191 RCA VOR) bound to DEDRA missed approach (3) Holding pattern.



STRAIGHT IN APPROACH	LANDING MINIMA (see WARNING 1)	A	B	C	VIS	CEILING	FT PER MIN	GS	RWY15		ALT (HGT)	
									FAF - RWY15	RWY15 DIST.		
STRAIGHT IN APPROACH	LPV missed approach climb gradient 4.2%	630 (546)	642 (558)	650 (566)	5000 M	1500 FT	1050	180	7.4 NM	7.0	2540 (2456)	
		630 (546)	642 (558)	650 (566)	5000 M	1500 FT	930	160	2 : 46	6.0	2190 (2106)	
	LPV missed approach climb gradient 2.5%	720 (636)	732 (648)	740 (656)	WARNING 1: IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000 M.			820	140	3 : 10	4.0	1840 (1756)
		720 (636)	732 (648)	740 (656)	WARNING 2: Circling allowed WEST of the aerodrome only.			700	120	3 : 42	3.0	1140 (1056)
		720 (636)	732 (648)	740 (656)	580	100	4 : 26	2.0	790 (706)			
CIRCLING (see WARNING 2)		1500 (1405)				460	80	5 : 33				

**TABULAR DESCRIPTION****RNP Y RWY15 (LPV only) – Instrument Approach procedure**

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA°/ TCH (m)	Navigation Specification
010	IF	LONDA	-	-	-	-	-	+4500*	-	-	RNP APCH
020	TF	CR711	-	173° (174.9°)	-	3.0	-	+3200	-	-	RNP APCH
030	TF	CR712	-	151° (152.7°)	-	2.6	-	+2700	-	-	RNP APCH
040	TF	RWY15	Y	151° (152.8°)	+2.0	-	-	@134(3)	-	3.3°/15	RNP APCH
050	CF	DEDRA	-	191° (192.9°)	-	-	-	+3000	-185	-	RNP APCH

\*4000ft ATC Discretion

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM) (1)	Timing(min.)/ Waypoint Distance (NM) (2)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HM	LONDA	156 (158.0)	N.A.	- / 4.2	L	4500	-	-200	+2.0	RNP1
HM	DEDRA	017 (019.0)	N.A.	- / 4.1	R	3000	6000	-200	+2.0	RNP1

(1) RNAV system with holding functionality

(2) RNAV system without holding functionality

(3) THR Altitude plus TCH; for MA transition the value is according to the minima LPV.

**WAYPOINT LIST****RNP Y RWY15 (LPV only)**

Waypoint Identifier	Coordinates
CR711	38°13'40.02" N 015°32'58.15" E
CR712	38°11'22.80" N 015°34'27.77" E

## SBAS FAS DATA BLOCK LICR RNP Y RWY15 (LPV only)

## Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LICR
Runway	15
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E15A
LTP/FTP Latitude	380445.9780N
LTP/FTP Longitude	0153846.3255E
LTP/FTP Ellipsoidal Height (metres)	66.1
FPAP Latitude	380355.6720N
Delta FPAP Latitude (seconds)	-50.3060
FPAP Longitude	0153919.0405E
Delta FPAP Longitude (seconds)	32.7150
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	3.30
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

## Output data

Data Block	10 12 03 09 0C 0F C8 00 01 35 31 05 34 88 57 10 6B F1 B6 06 95 16 FC 76 FE 96 FF 00 2C 81 4A 01 64 00 C8 AF 24 04 EF 5A
Calculated CRC Value	2404EF5A

## Required Additional Data

ICAO Code	LI
LTP/FTP Orthometric Height (metres)	25.6
FPAP Orthometric Height (metres)	11.2

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## TABULAR DESCRIPTION

### RNP G – Instrument Approach procedure

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	EKTEM	-	-	-	-	-	+4000	-	-	RNP APCH
020	TF	CR704	-	081° (82.8°)	-	3.2	-	+3000	185	-	RNP APCH
010	IF	DEDRA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	CR704	-	020° (021°.8)	-	3.2	-	+3000	185	-	RNP APCH
010	IF	RCA VOR	-	-	-	-	-	+6500	-	-	RNP APCH
020	TF	CR703	-	217° (218.7)	-	7.5	-	+4000	185	-	RNP APCH
030	TF	EKTEM	-	182° (184.0)	-	5.0	-	+4000	185	-	RNP APCH
040	TF	CR704	-	081° (82.8°)	-	3.2	L	+3000	185	-	RNP APCH
050	TF	CR702	-	016° (17.8°)	-	3.2	-	+2700	185	-	RNP APCH
060	TF	CR723	Y	016° (17.8°)	-	2.9	-	-	185	3.5° / -	RNP APCH
070	CF	EKTEM	-	207° (209°)	+2.0	-	L	+4000	185	-	RNP APCH

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM) (1)	Timing(min.)/ Waypoint Distance (NM) (2)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HM	EKTEM	023 (025)	N.A.	3.8	L	4000	-	185	+2.0	RNP1
HM	RCA VOR	156 (158)	N.A.	8.0	R	6500	-	280	+2.0	RNP1

(1) RNAV system with holding functionality

(2) RNAV system without holding functionality

## WAYPOINT LIST

### RNP G

Waypoint Identifier	Coordinates
CR401	38°07'20.79"N 015°33'31.70"E
CR702	37°57'07.19"N 015°37'34.77"E
CR703	37°58'41.62" N 015°32'44.31" E
CR704	37°54'05.56"N 015°36'17.81"E
CR723	37°59'53.47"N 015°38'42.84"E

ICAO - INSTRUMENT APPROACH CHART FOR VISUAL MANOEUVRE

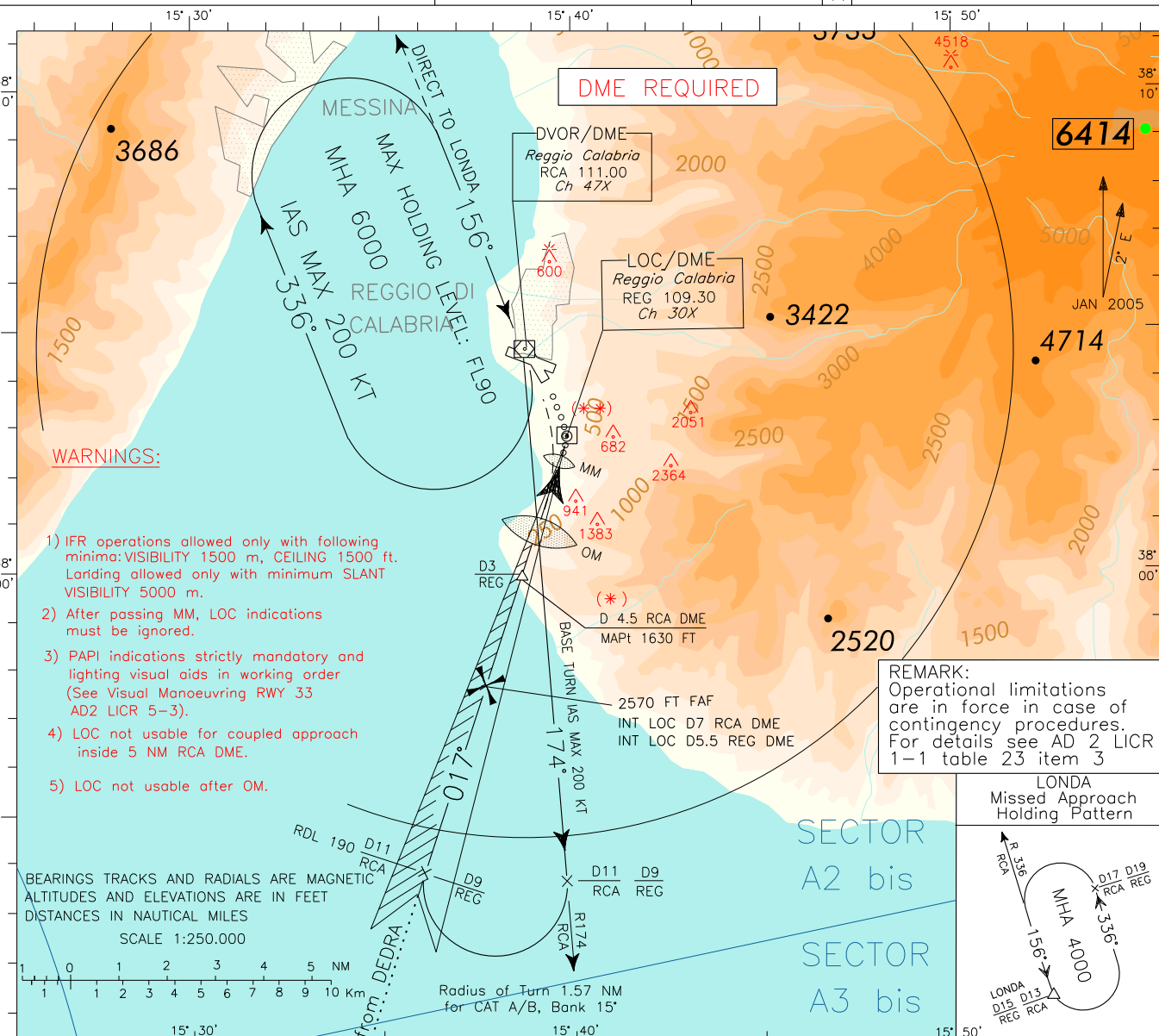
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CHANGE: RCA NDB WITHDRAWN. RENUMBERED PAGE

**WARNING:**  
(017° is instrument final approach track not aligned with runway 33 longitudinal axis.)

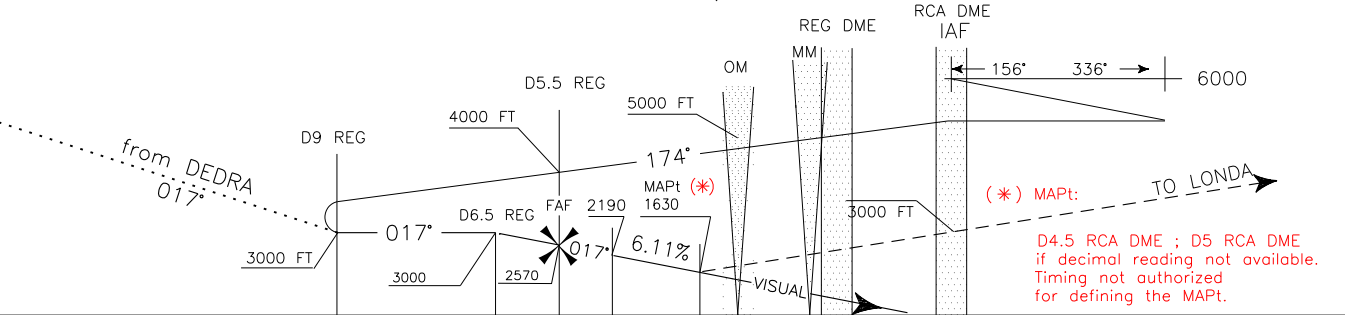
APP Reggio APP	120.275	AD ELEV	95
TWR Reggio TWR	118.250		

LICR  
REGGIO CALABRIA  
CONTINGENCY  
LOC - D



TRANSITION ALT 7000

MISSED APPROACH: Over RCA OM climb to 4000 ft and turn left direct to RCA VOR to be reached not above 3000 ft and then proceed on RDL 336 RCA VOR bound to LONDA (to be reached at 4000 ft).



RCA DME	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	RCA DME
NM	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	NM

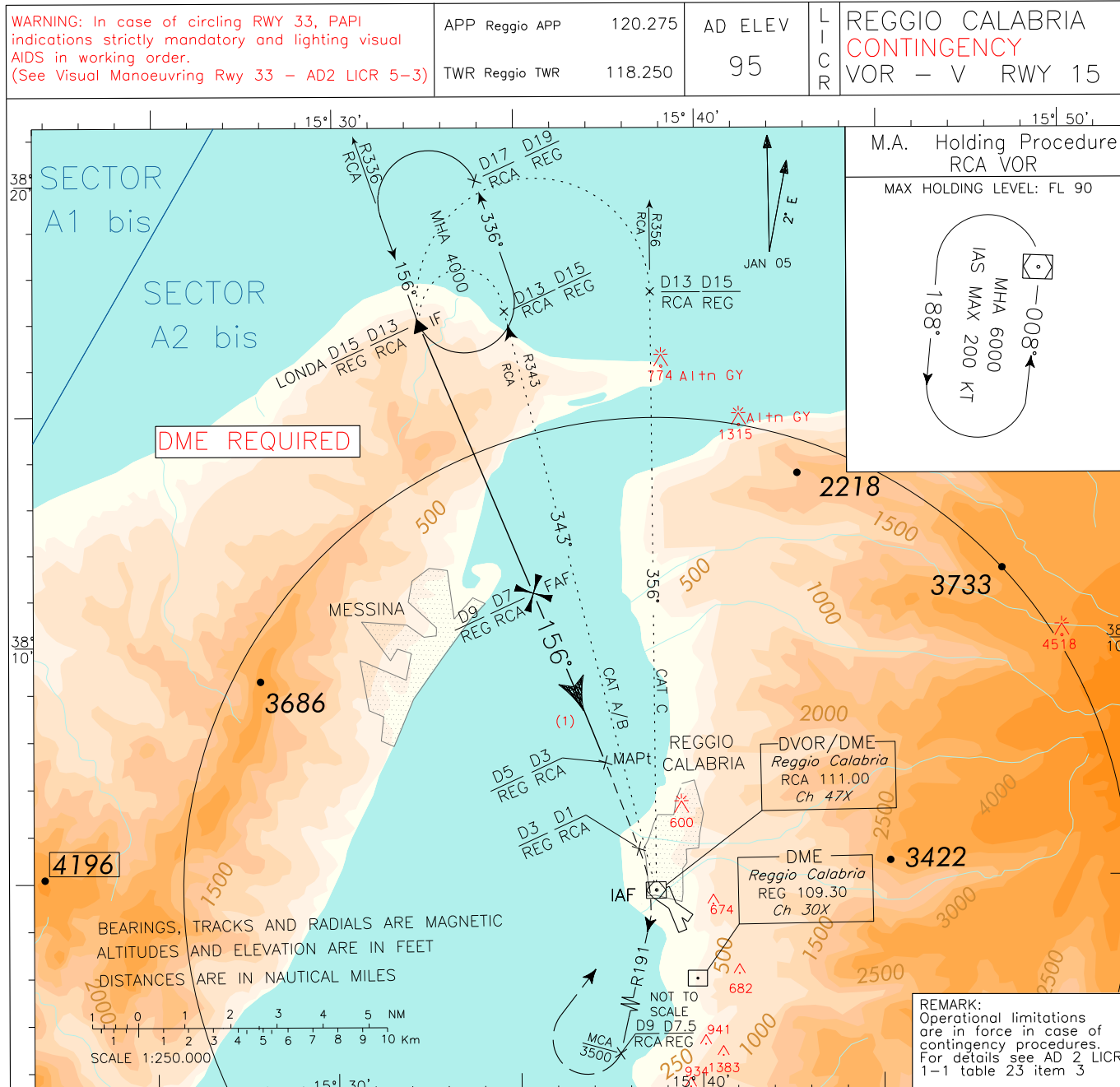
CATEGORY	LANDING MINIMA			FT per MIN	GS	FAF-MAPt	MAPt-THR	DIST RCA	ALT(HGT)	MNM SECT ALT VOR RCA
	A	B	C							
OCA (OCH)	1630 (1535)			370	60	2 : 35	4 : 06	7 DME	2570(2475)	
CIRCLING RWY 33 AFTER OM	(*) (*) ON PRESCRIBED TRACK ONLY (See Chart)			495	80	1 : 57	3 : 04	5 DME	2190(2095)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			620	100	1 : 33	2 : 28	4 DME	1800(1705)	
				745	120	1 : 18	2 : 03	3 DME	1410(1315)	
				865	140	1 : 07	1 : 45	2 DME	1000 (905)	
				990	160	0 : 58	1 : 32	1 DME	560 (465)	
								1 DME	180 (85)	

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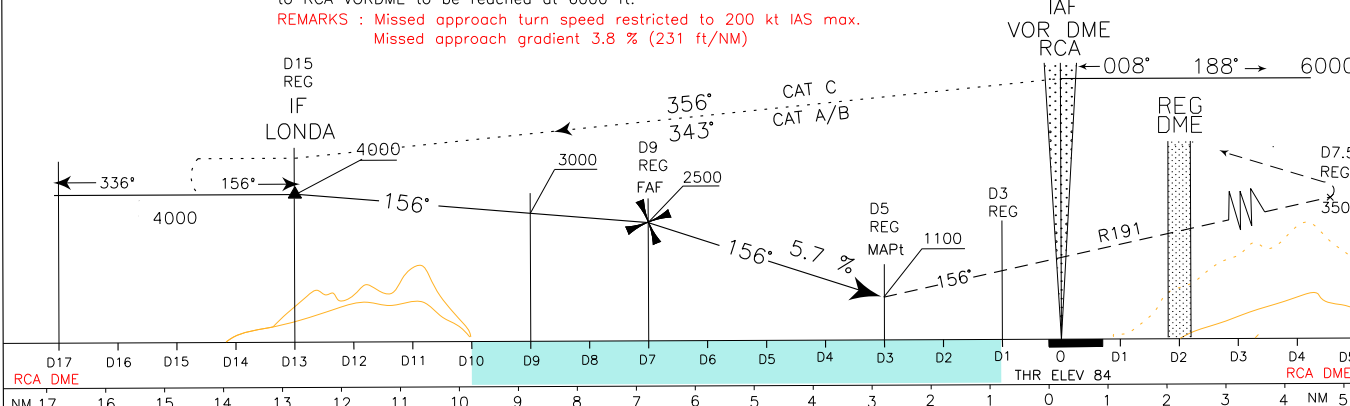
ICAO - INSTRUMENT APPROACH CHART

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CHANGE: INITIAL APPROACH FROM RCA VOR ADDED. RCA NDB WITHDRAWN. RENUMBERED PAGE



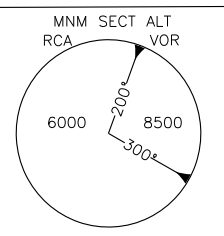
TRANSITION ALT 7000  
MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3 NM REG DME) climbing to 6000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5 NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 6000 ft.  
REMARKS : Missed approach turn speed restricted to 200 kt IAS max.  
Missed approach gradient 3.8 % (231 ft/NM)



LANDING MINIMA (see WARNING "1")		
CATEGORY	A - B - C	
OCA (OCH)	VIS	CEILING
1100 (1016)	5000 M	1500 FT
CIRCLING (see WARNING "2")	1500 (1405)	

REMARK 1: Final approach track offset 5.4° from runway centerline. Runway centerline intercepted 2018m from Threshold 15.  
WARNING 1: IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000m.  
WARNING 2: Circling allowed West of the aerodrome only.

GS	FT/MIN	DIST	ALT (HGT)
80	460	6DME	2140 (2056)
100	580	5DME	1800 (1716)
120	690	4DME	1450 (1366)
140	810	3DME	1100 (1016)
160	920	2DME	760 (676)



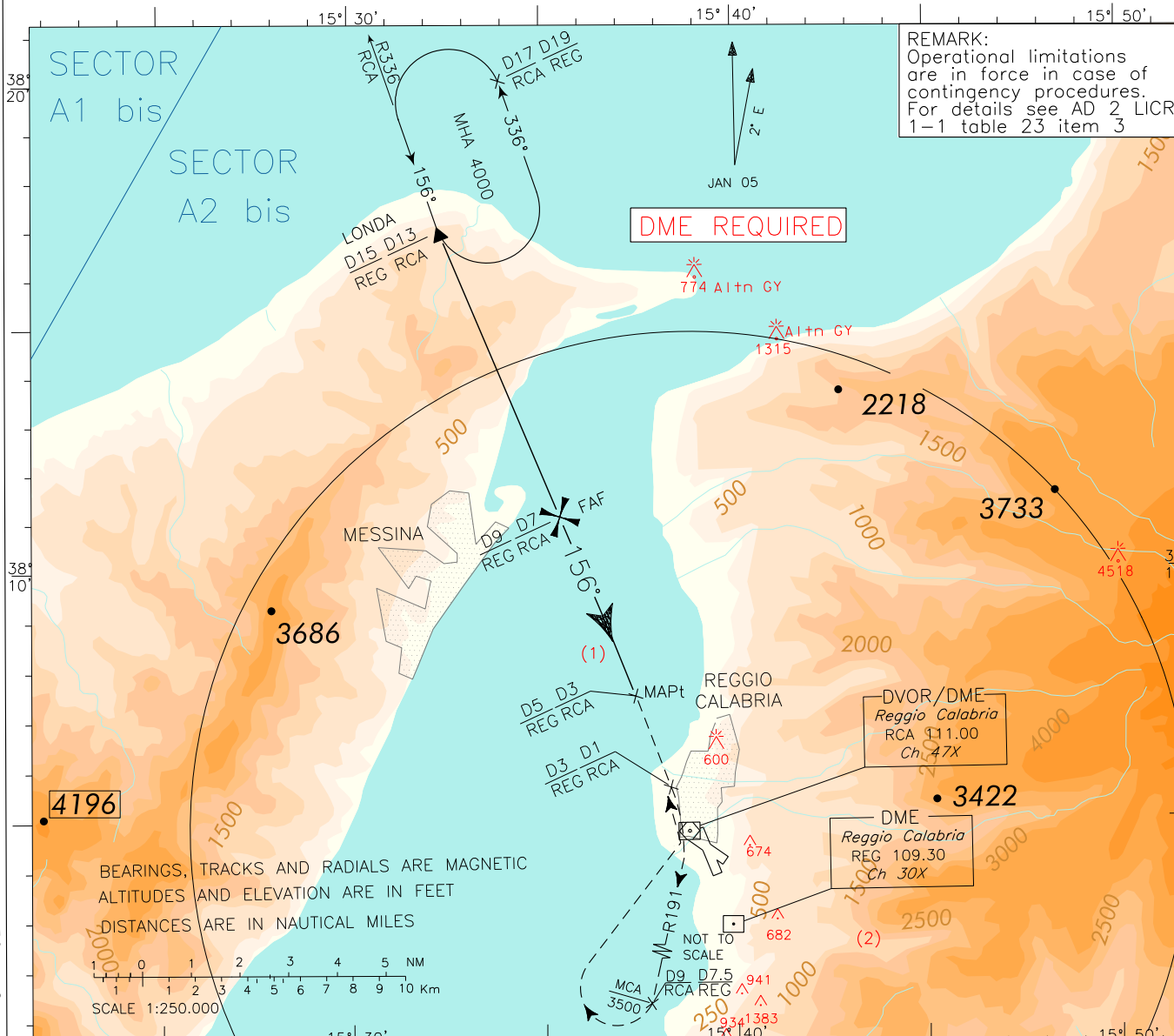
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ICAO - INSTRUMENT APPROACH CHART

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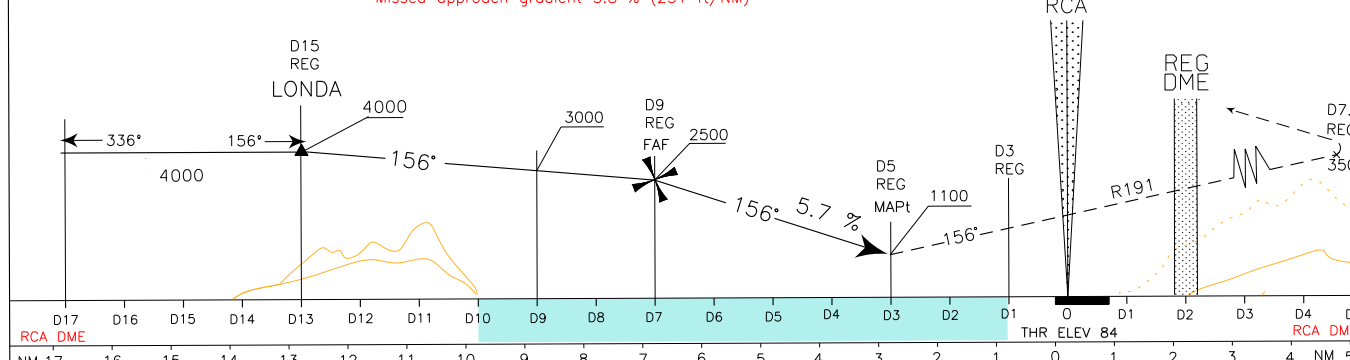
<p><b>WARNING:</b> In case of circling Rwy 33, PAPI indications strictly mandatory and lighting visual AIDS in working order. (See Visual Manoeuvring Rwy 33 - AD2 LICR 5-3)</p>	APP Reggio APP	120.275	AD ELEV	95	<p>REGGIO CALABRIA <b>CONTINGENCY</b> VOR - U Rwy 15</p>
	TWR Reggio TWR	118.250			



**TRANSITION ALT 7000**

**MISSED APPROACH :** Continue on track 156° until 1 NM RCA DME (or 3 NM REG DME) climbing to 5000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 5000 ft, then proceed on RDL 336 to LONDA holding pattern to be reached at 5000 ft.

**REMARKS :** Missed approach turn speed restricted to 200 kt IAS max.  
Missed approach gradient 3.8 % (231 ft/NM)



LANDING MINIMA (see WARNING "1")		REMARK 1: Final approach track offset 5.4° from runway centerline. Runway centerline intercepted 2018m from Threshold 15. WARNING 1: IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000m. WARNING 2: Circling allowed West of the aerodrome only.	GS	FT/MIN	DIST	ALT (HGT)	MNM SECT ALT RCA VOR
CATEGORY	A - B - C		80	460	6DME	2140 (2056)	
OCA (OCH)	VIS CEILING	100	580	5DME	1800 (1716)		
1100 (1016)	5000 M 1500 FT	120	690	4DME	1450 (1366)		
CIRCLING (see WARNING "2")	1500 (1405)	140	810	3DME	1100 (1016)		
		160	920	2DME	760 (676)		

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