

NORKI 1A (A discrezione ATC)

NORKI – RDL 315 PES VOR (TR 135°) per PES VOR.

MEL/MEA: NORKI – RDL 315/20NM PES VOR/DME: FL 120; RDL 315/20NM PES VOR/DME – RDL 315/10NM PES VOR/DME: FL75; RDL 315/10NM PES VOR/DME – PES VOR: 4000 FT.

ANC 1A (A discrezione ATC)

ANC VOR – RDL 334 PES VOR (TR 154°) per PES VOR.

MEL/MEA: ANC VOR – RDL 334/30NM PES VOR/DME: FL 90; RDL 334/30NM PES VOR/DME – RDL 334/14NM PES VOR/DME: FL 70; RDL 334/14NM PES VOR/DME – PES VOR: 4000 FT.

ANC 1C (A discrezione ATC)

ANC VOR – RDL 334 PES VOR (TR 154°) fino a 17NM PES DME, quindi virare a sinistra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 029 PES VOR virare a destra fino ad intercettare e seguire RDL 037 PES VOR (TR 217°) per il punto BAKAL.

MEL/MEA: ANC VOR – RDL 334/30NM PES VOR/DME: FL 90; RDL 334/30NM PES VOR/DME – RDL 334/17NM PES VOR/DME: FL 70; RDL 334/17NM PES VOR/DME – ARC 15NM PES DME – INT ARC 15NM PES DME/RDL 357 PES VOR: 5000 FT; INT ARC 15NM PES DME/RDL 357 PES VOR – ARC 15NM PES DME – BAKAL: 2000 FT.

NUTRO 1A (A discrezione ATC)

NUTRO – RDL 357 PES VOR (TR 177°) per PES VOR.

MEL/MEA: NUTRO – RDL 357/24NM PES VOR/DME: FL 70; RDL 357/24NM PES VOR/DME – RDL 357/17NM PES VOR/DME: 5000 FT; RDL 357/17NM PES VOR/DME – PES VOR: 4000 FT.

NUTRO 1C

NUTRO – RDL 357 PES VOR (TR 177°) fino a 17NM PES DME, quindi virare a sinistra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 029 PES VOR virare a destra fino ad intercettare e seguire RDL 037 PES VOR (TR 217°) per il punto BAKAL.

MEL/MEA: NUTRO – RDL 357/24NM PES VOR/DME: FL 70; RDL 357/24NM PES VOR/DME – RDL 357/17NM PES VOR/DME: 5000 FT; RDL 357/17NM PES VOR/DME – ARC 15NM PES DME – BAKAL: 2000 FT.

ARPIK 1A (A discrezione ATC)

ARPIK – RDL 054 PES VOR (TR 234°) per PES VOR.

MEL/MEA: ARPIK – RDL 054/24NM PES VOR/DME: FL 75; RDL 054/24NM PES VOR/DME – RDL 054/18NM PES VOR/DME: 5000 FT; RDL 054/18NM PES VOR/DME – PES VOR: 4000 FT.

ARPIK 1C

ARPIK – RDL 054 PES VOR (TR 234°) fino a 18NM PES DME, quindi virare a destra su rotta 269° fino ad intercettare e seguire RDL 037 PES VOR (TR 217°) per il punto BAKAL.

MEL/MEA: ARPIK – RDL 054/24NM PES VOR/DME: FL 75; RDL 054/24NM PES VOR/DME – RDL 054/18NM PES VOR/DME: 5000 FT; RDL 054/18NM PES VOR/DME – BAKAL: 2000 FT.

POLYP 1A (A discrezione ATC)

POLYP – RDL 085 PES VOR (TR 265°) per PES VOR.

MEL/MEA: POLYP – RDL 085/24NM PES VOR/DME: FL 75; RDL 085/24NM PES VOR/DME – RDL 085/17NM PES VOR/DME: 5000 FT; RDL 085/17NM PES VOR/DME – PES VOR: 4000 FT.

POLYP 1C

POLYP – RDL 085 PES VOR (TR 265°) fino a 17NM PES DME, quindi virare a destra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 045 PES VOR virare a sinistra fino ad intercettare e seguire RDL 037 PES VOR (TR 217°) per il punto BAKAL.

MEL/MEA: POLYP – RDL 085/24NM PES VOR/DME: FL 75; RDL 085/24NM PES VOR/DME – RDL 085/17NM PES VOR/DME: 5000 FT; RDL 085/17NM PES VOR/DME – ARC 15NM PES DME – BAKAL: 2000 FT.

AME 1A (A discrezione ATC)

AME NDB – RDL 125 PES VOR (o QDR 305° AME NDB) per PES VOR.

MEL/MEA: AME NDB – RDL 125/14NM PES VOR/DME: FL 105; RDL 125/14NM PES VOR/DME – RDL 125/8NM PES VOR/DME: 5000 FT; RDL 125/8NM PES VOR/DME – PES VOR: 4000 FT.

ANEDA 1A

ANEDA – RDL 246 PES VOR (TR 066°) per PES VOR.

MEL/MEA: ANEDA – RDL 246/9NM PES VOR/DME: FL 100; RDL 246/9NM PES VOR/DME – PES VOR: 4000 FT.

NORKI 1A (ATC discretion)

NORKI – RDL 315 PES VOR (TR 135°) bound to PES VOR.

ANC 1A (ATC discretion)

ANC VOR – RDL 334 PES VOR (TR 154°) bound to PES VOR.

ANC 1C (ATC discretion)

ANC VOR – RDL 334 PES VOR (TR 154°) until 17NM PES DME, then turn left until intercepting and following ARC 15NM PES DME; intercepting RDL 029 PES VOR turn right until intercepting and following RDL 037 PES VOR (TR 217°) bound to BAKAL point.

NUTRO 1A (ATC discretion)

NUTRO – RDL 357 PES VOR (TR 177°) bound to PES VOR.

NUTRO 1C

NUTRO – RDL 357 PES VOR (TR 177°) until 17NM PES DME, then turn left until intercepting and following ARC 15NM PES DME; intercepting RDL 029 PES VOR turn right until intercepting and following RDL 037 PES VOR (TR 217°) bound to BAKAL point.

ARPIK 1A (ATC discretion)

ARPIK – RDL 054 PES VOR (TR 234°) bound to PES VOR.

ARPIK 1C

ARPIK – RDL 054 PES VOR (TR 234°) until 18NM PES DME, then turn right on track 269° until intercepting and following RDL 037 PES VOR (TR 217°) bound to BAKAL point.

POLYP 1A (ATC discretion)

POLYP – RDL 085 PES VOR (TR 265°) bound to PES VOR.

POLYP 1C

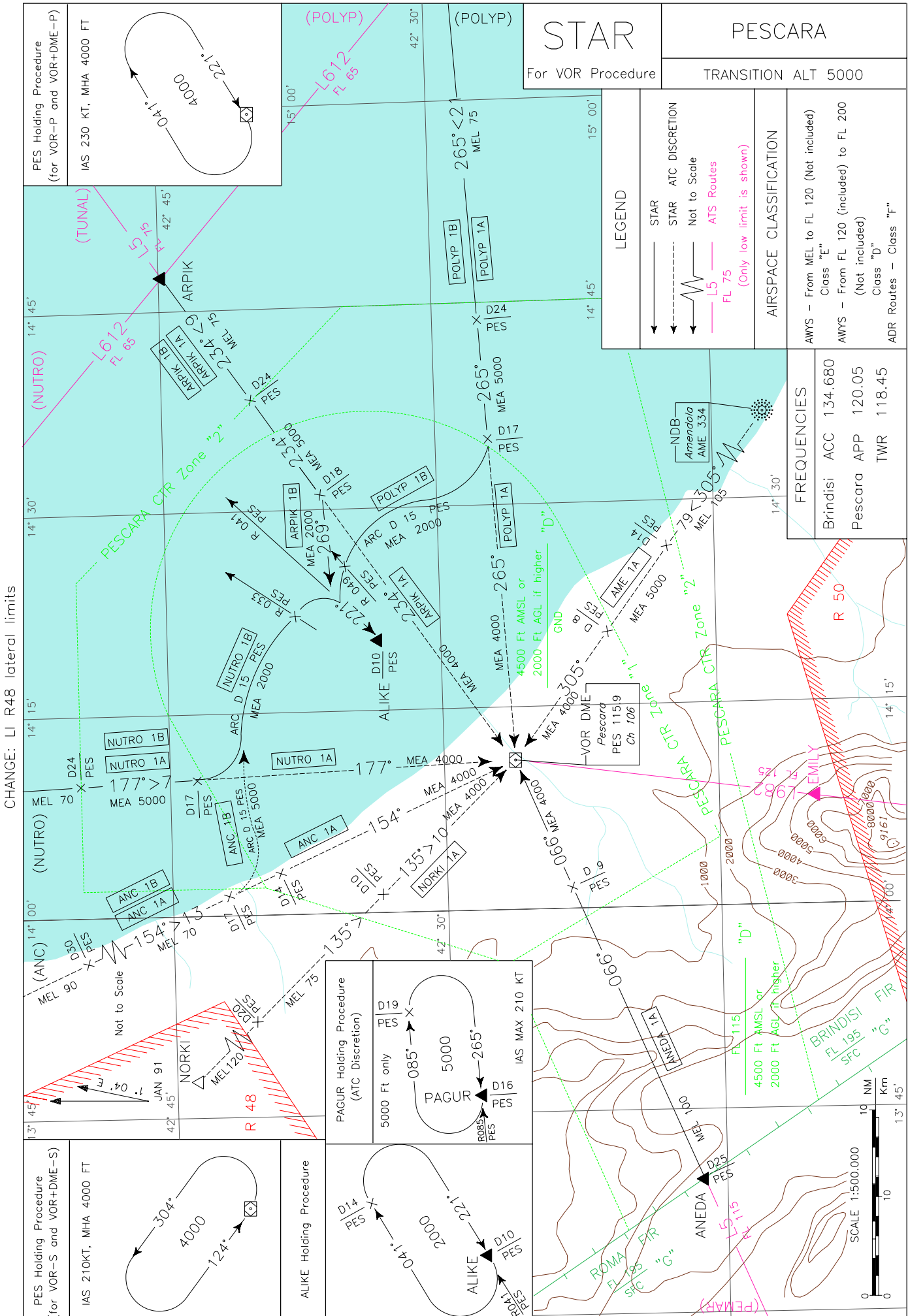
POLYP – RDL 085 PES VOR (TR 265°) until 17NM PES DME, then turn right until intercepting and following ARC 15NM PES DME; intercepting RDL 045 PES VOR turn left until intercepting and following RDL 037 PES VOR (TR 217°) bound to BAKAL point.

AME 1A (ATC discretion)

AME NDB – RDL 125 PES VOR (o QDR 305° AME NDB) – bound to PES VOR.

ANEDA 1A

ANEDA – RDL 246 PES VOR (TR 066°) bound to PES VOR.



PES Holding Procedure
(for VOR-P and VOR+DME-P)
IAS 230 KT, MHA 4000 FT

STAR
For VOR Procedure

PESCARA
TRANSITION ALT 5000

LEGEND

- STAR
- STAR ATC DISCRETION
- Not to Scale
- ATS Routes
- FL 75 (Only low limit is shown)

AIRSPACE CLASSIFICATION

AMYS - From MEL to FL 120 (Not included)
Class "E"
AMWS - From FL 120 (included) to FL 200 (Not included)
Class "D"
ADR Routes - Class "F"

FREQUENCIES

Brindisi ACC	134.680
Pescara APP	120.05
TWR	118.45

CHANGE: LI R48 lateral limits

PES Holding Procedure
(for VOR-S and VOR+DME-S)
IAS 210KT, MHA 4000 FT

ALIKE Holding Procedure

PAGUR Holding Procedure
(ATC Discretion)
5000 Ft only

IAS MAX 210 KT

NORKI 1A (A discrezione ATC)

NORKI – RDL 315 PES VOR (TR 135°) per PES VOR.

MEL/MEA: NORKI – RDL 315/20NM PES VOR/DME: FL 120; RDL 315/20NM PES VOR/DME – RDL 315/10NM PES VOR/DME: FL75; RDL 315/10NM PES VOR/DME – PES VOR: 4000 FT.

ANC 1A (A discrezione ATC)

ANC VOR – RDL 334 PES VOR (TR 154°) per PES VOR.

MEL/MEA: ANC VOR – RDL 334/30NM PES VOR/DME: FL 90; RDL 334/30NM PES VOR/DME – RDL 334/14NM PES VOR/DME: FL 70; RDL 334/14NM PES VOR/DME – PES VOR: 4000 FT.

ANC 1B (A discrezione ATC)

ANC VOR – RDL 334 PES VOR (TR 154°) fino a 17NM PES DME, quindi virare a sinistra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 033 PES VOR virare a destra fino ad intercettare e seguire RDL 041 PES VOR (TR 221°) per il punto ALIKE.

MEL/MEA: ANC VOR – RDL 334/30NM PES VOR/DME: FL 90; RDL 334/30NM PES VOR/DME – RDL 334/17NM PES VOR/DME: FL 70; RDL 334/17NM PES VOR/DME – ARC 15NM PES DME – INT ARC 15NM PES DME/RDL 357 PES VOR: 5000 FT; INT ARC 15NM PES DME/RDL 357 PES VOR – ARC 15NM PES DME – ALIKE: 2000 FT.

NUTRO 1A (A discrezione ATC)

NUTRO – RDL 357 PES VOR (TR 177°) per PES VOR.

MEL/MEA: NUTRO – RDL 357/24NM PES VOR/DME: FL 70; RDL 357/24NM PES VOR/DME – RDL 357/17NM PES VOR/DME: 5000 FT; RDL 357/17NM PES VOR/DME – PES VOR: 4000 FT.

NUTRO 1B

NUTRO – RDL 357 PES VOR (TR 177°) fino a 17NM PES DME, quindi virare a sinistra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 033 PES VOR virare a destra fino ad intercettare e seguire RDL 041 PES VOR (TR 221°) per il punto ALIKE.

MEL/MEA: NUTRO – RDL 357/24NM PES VOR/DME: FL 70; RDL 357/24NM PES VOR/DME – RDL 357/17NM PES VOR/DME: 5000 FT; RDL 357/17NM PES VOR/DME – ARC 15NM PES DME – ALIKE: 2000 FT.

ARPIK 1A (A discrezione ATC)

ARPIK – RDL 054 PES VOR (TR 234°) per PES VOR.

MEL/MEA: ARPIK – RDL 054/24NM PES VOR/DME: FL 75; RDL 054/24NM PES VOR/DME – RDL 054/18NM PES VOR/DME: 5000 FT; RDL 054/18NM PES VOR/DME – PES VOR: 4000 FT.

ARPIK 1B

ARPIK – RDL 054 PES VOR (TR 234°) fino a 18NM PES DME, quindi virare a destra su rotta 269° fino ad intercettare e seguire RDL 041 PES VOR (TR 221°) per il punto ALIKE.

MEL/MEA: ARPIK – RDL 054/24NM PES VOR/DME: FL 75; RDL 054/24NM PES VOR/DME – RDL 054/18NM PES VOR/DME: 5000 FT; RDL 054/18NM PES VOR/DME – ALIKE: 2000 FT.

POLYP 1A (A discrezione ATC)

POLYP – RDL 085 PES VOR (TR 265°) per PES VOR.

MEL/MEA: POLYP – RDL 085/24NM PES VOR/DME: FL 75; RDL 085/24NM PES VOR/DME – RDL 085/17NM PES VOR/DME: 5000 FT; RDL 085/17NM PES VOR/DME – PES VOR: 4000 FT.

POLYP 1B

POLYP – RDL 085 PES VOR (TR 265°) fino a 17NM PES DME, quindi virare a destra fino ad intercettare e seguire ARC 15NM PES DME; intercettando RDL 049 PES VOR virare a sinistra fino ad intercettare e seguire RDL 041 PES VOR (TR 221°) per il punto ALIKE.

MEL/MEA: POLYP – RDL 085/24NM PES VOR/DME: FL 75; RDL 085/24NM PES VOR/DME – RDL 085/17NM PES VOR/DME: 5000 FT; RDL 085/17NM PES VOR/DME – ARC 15NM PES DME – ALIKE: 2000 FT.

AME 1A (A discrezione ATC)

AME NDB – RDL 125 PES VOR (o QDR 305° AME NDB) per PES VOR.

MEL/MEA: AME NDB – RDL 125/14NM PES VOR/DME: FL 105; RDL 125/14NM PES VOR/DME – RDL 125/8NM PES VOR/DME: 5000 FT; RDL 125/8NM PES VOR/DME – PES VOR: 4000 FT.

ANEDA 1A

ANEDA – RDL 246 PES VOR (TR 066°) per PES VOR.

MEL/MEA: ANEDA – RDL 246/9NM PES VOR/DME: FL 100; RDL 246/9NM PES VOR/DME – PES VOR: 4000 FT.

NORKI 1A (ATC discretion)

NORKI – RDL 315 PES VOR (TR 135°) bound to PES VOR.

ANC 1A (ATC discretion)

ANC VOR – RDL 334 PES VOR (TR 154°) bound to PES VOR.

ANC 1B (ATC discretion)

ANC VOR – RDL 334 PES VOR (TR 154°) until 17NM PES DME, then turn left until intercepting and following ARC 15NM PES DME; intercepting RDL 033 PES VOR turn right until intercepting and following RDL 041 PES VOR (TR 221°) bound to ALIKE point.

NUTRO 1A (ATC discretion)

NUTRO – RDL 357 PES VOR (TR 177°) bound to PES VOR.

NUTRO 1B

NUTRO – RDL 357 PES VOR (TR 177°) until 17NM PES DME, then turn left until intercepting and following ARC 15NM PES DME; intercepting RDL 033 PES VOR turn right until intercepting and following RDL 041 PES VOR (TR 221°) bound to ALIKE point.

ARPIK 1A (ATC discretion)

ARPIK – RDL 054 PES VOR (TR 234°) bound to PES VOR.

ARPIK 1B

ARPIK – RDL 054 PES VOR (TR 234°) until 18NM PES DME, then turn right on track 269° until intercepting and following RDL 041 PES VOR (TR 221°) bound to ALIKE point.

POLYP 1A (ATC discretion)

POLYP – RDL 085 PES VOR (TR 265°) bound to PES VOR.

POLYP 1B

POLYP – RDL 085 PES VOR (TR 265°) until 17NM PES DME, then turn right until intercepting and following ARC 15NM PES DME; intercepting RDL 049 PES VOR turn left until intercepting and following RDL 041 PES VOR (TR 221°) bound to ALIKE point.

AME 1A (ATC discretion)

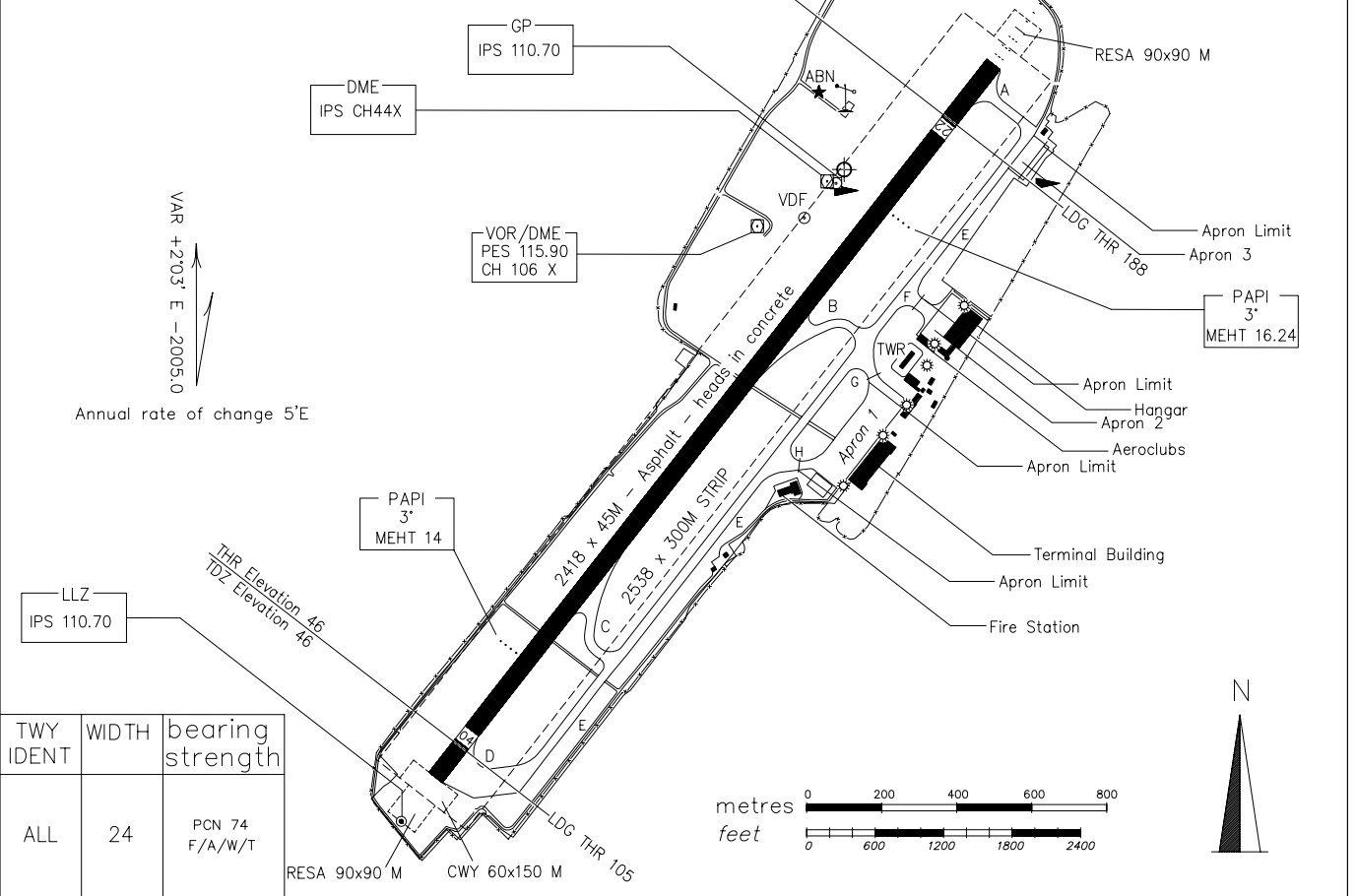
AME NDB – RDL 125 PES VOR (o QDR 305° AME NDB) – bound to PES VOR.

ANEDA 1A

ANEDA – RDL 246 PES VOR (TR 066°) bound to PES VOR.

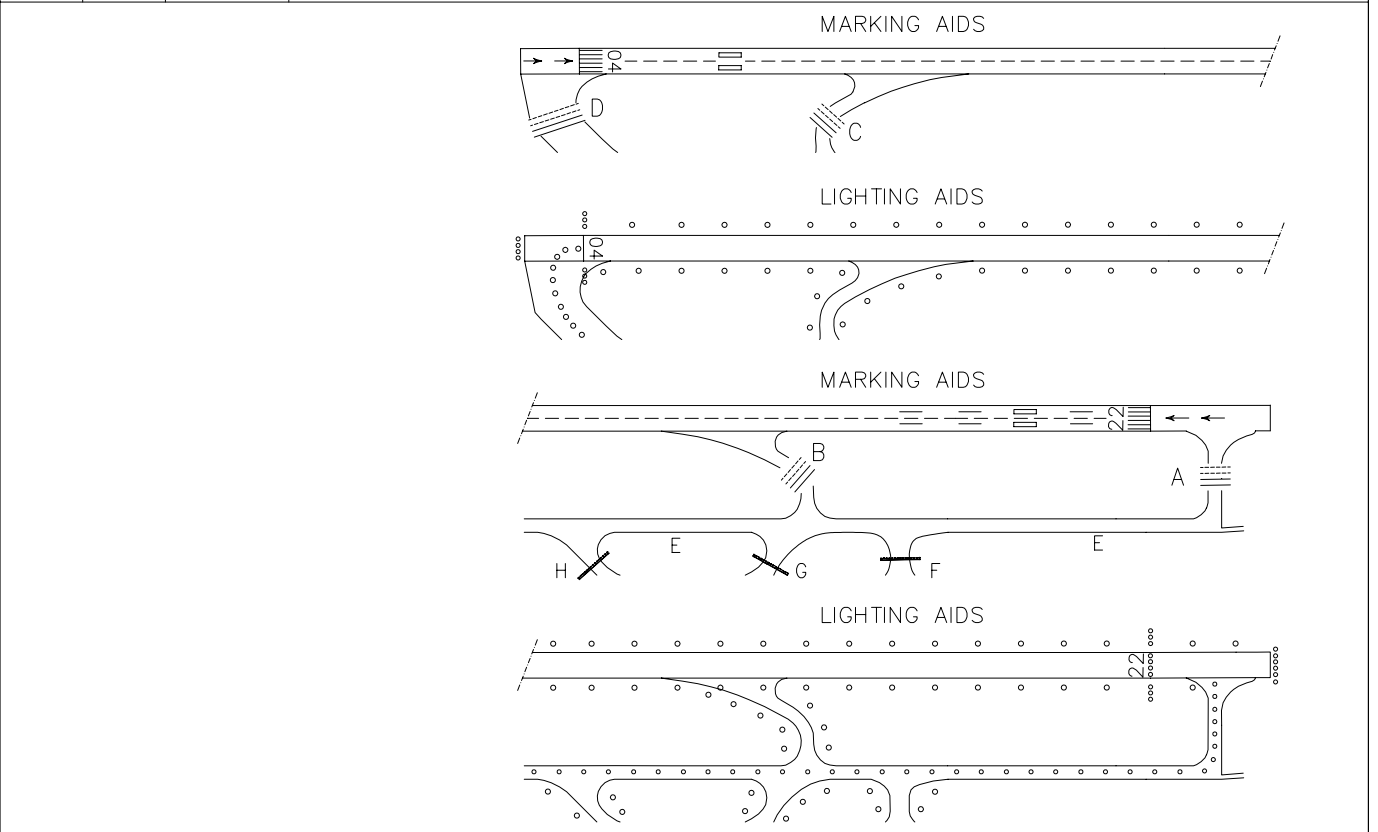
Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 118.45	AD ELEV 48	PESCARA	
		APRON ELEV 35		
		L I B P	42°26'14" N	014°11'14" E

RWY	QFU	THR	bearing strength
04	36°	N 42°25'24.08" E 014°10'29.21"	PCN 74 F/B/W/T
22	216°	N 42°26'18.74" E 014°11'25.78"	



CHANGE: APRON LIMIT IDENTIFICATION

TWY IDENT	WIDTH	bearing strength
ALL	24	PCN 74 F/A/W/T



AIP Italia

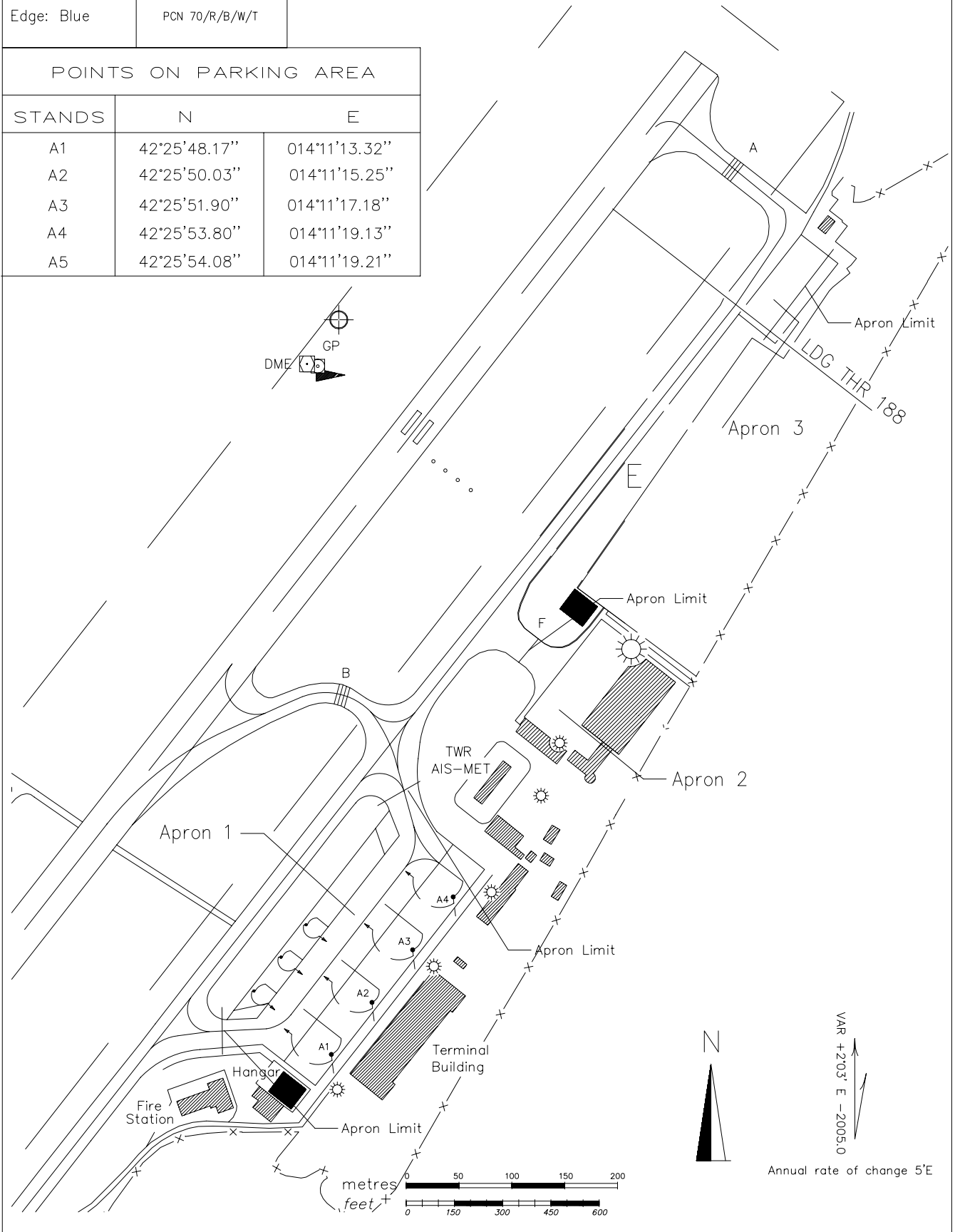
AIRCRAFT PARKING DOCKING CHART AGA 2-34.4.7

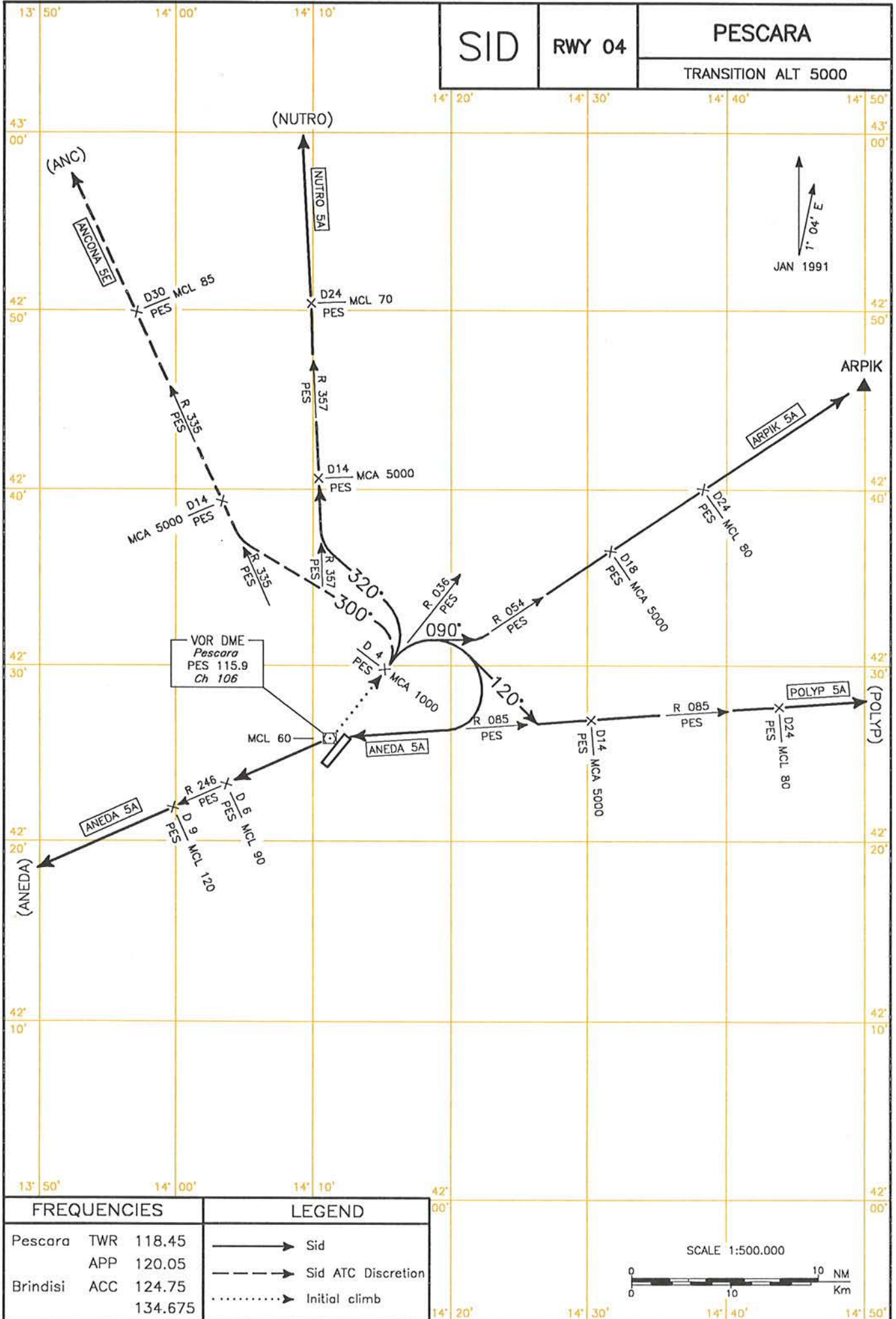
Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 118.45	AD ELEV 48	PESCARA	
		APRON ELEV 35		

APRON	
lighting	bearing strength
Edge: Blue	PCN 70/R/B/W/T

POINTS ON PARKING AREA		
STANDS	N	E
A1	42°25'48.17"	014°11'13.32"
A2	42°25'50.03"	014°11'15.25"
A3	42°25'51.90"	014°11'17.18"
A4	42°25'53.80"	014°11'19.13"
A5	42°25'54.08"	014°11'19.21"

CHANGE: APRON LIMIT IDENTIFICATION





PROCEDURA DI SALITA INIZIALE RWY 04

Dopo il decollo, procedere su RDL 036 PES VOR fino ad attraversare 1000 FT (da raggiungere non oltre 4 NM PES DME), quindi seguire la SID assegnata.
Gradiente minimo di salita: 300 FT/NM (5%)

DESCRIZIONE DELLE SID

Eseguita la procedura di salita iniziale:

ANEDA 5A

Virare a destra per PES VOR/DME, ANEDA.

MCL: PES VOR/DME FL 60, RDL 246/6NM PES VOR/DME FL 90, RDL 246/9NM PES VOR/DME FL 120.

NUTRO 5A

Virare a sinistra prua 320° per intercettare e seguire RDL 357 PES VOR per NUTRO.

MCA/MCL: RDL 357/14NM PES VOR/DME 5000 FT, RDL 357/24NM PES VOR/DME FL 70.

ARPIK 5A

Virare a destra prua 090° per intercettare e seguire RDL 054 PES VOR per ARPIK.

MCA/MCL: RDL 054/18NM PES VOR/DME 5000 FT, RDL 054/24NM PES VOR/DME FL 80.

POLYP 5A

Virare a destra prua 120° per intercettare e seguire RDL 085 PES VOR per POLYP.

MCA/MCL: RDL 085/14NM PES VOR/DME 5000 FT, RDL 085/24NM PES VOR/DME FL 80.

ANCONA 5E (solo a discrezione ATC)

Virare a sinistra prua 300° per intercettare e seguire RDL 335 PES VOR per ANC VOR/DME.

MCA/MCL: RDL 335/14NM PES VOR/DME 5000 FT, RDL 335/30NM PES VOR/DME FL 85.

INITIAL CLIMB PROCEDURE RWY 04

After take-off proceed on RDL 036 PES VOR until leaving 1000 FT, (not farther than 4 NM PES DME), then follow the assigned SID.

Minimum climb gradient: 300 FT/NM (5%)

SID DESCRIPTION

Initial climb procedure completed:

ANEDA 5A

Turn right to PES VOR/DME, ANEDA.

NUTRO 5A

Turn left heading 320° to join RDL 357 PES VOR to NUTRO.

ARPIK 5A

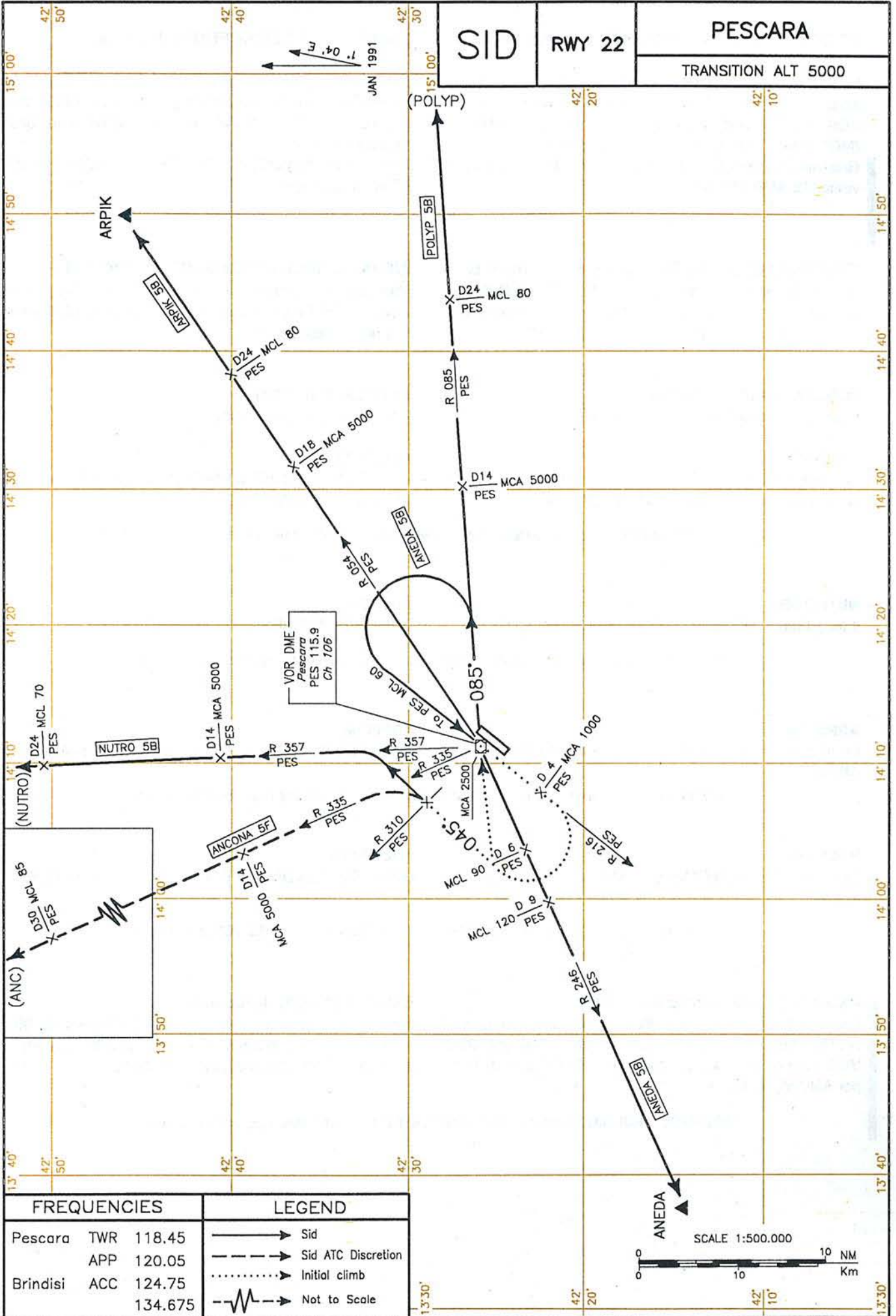
Turn right heading 090° to join RDL 054 PES VOR to ARPIK.

POLYP 5A

Turn right heading 120° to join RDL 085 PES VOR to POLYP.

ANCONA 5E (ATC discretion only)

Turn left heading 300° to join RDL 335 PES VOR to ANC VOR/DME.



PROCEDURA DI SALITA INIZIALE RWY 22

Dopo il decollo, procedere su RDL 216 PES VOR fino ad attraversare 1000 FT (da raggiungere non oltre 4 NM PES DME), quindi virare a destra per PES VOR/DME (MCA 2500 FT) e seguire la SID assegnata.

Gradiente minimo di salita: 300 FT/NM (5%). Durante la virata IAS MAX 200 KT.

INITIAL CLIMB PROCEDURE RWY 22

After take-off, proceed on RDL 216 PES VOR until leaving 1000 FT (not farther than 4 NM PES DME), then turn right to PES VOR/DME (MCA 2500 FT) and follow the assigned SID.

Minimum climb gradient: 300 FT/NM (5%). IAS MAX 200 KT during the turn.

PROCEDURA DI SALITA INIZIALE NUTRO 5 B

Dopo il decollo, procedere su RDL 216 PES VOR fino ad attraversare 1000 FT (da raggiungere non oltre 4 NM PES DME), quindi virare a destra con prua 045°.

INITIAL CLIMB PROCEDURE NUTRO 5 B

After take-off, proceed on RDL 216 PES VOR until leaving 1000 FT (not farther than 4 NM PES DME), then turn right heading 045°.

DESCRIZIONE DELLE SID

Eseguita la procedura di salita iniziale:

SID DESCRIPTION

Initial climb procedure completed:

ANEDA 5B

Lasciare PES VOR DME su RDL 085 PES VOR, quindi virare a sinistra per PES VOR/DME, ANEDA.

ANEDA 5B

Leave PES VOR/DME on RDL 085 PES VOR, then turn left back to PES VOR/DME, ANEDA.

MCL: PES VOR/DME FL 60, RDL 246/6NM PES VOR/DME FL 90, RDL 246/9NM PES VOR/DME FL 120.

NUTRO 5B

Intercettare e seguire RDL 357 PES VOR per NUTRO.

NUTRO 5B

To join RDL 357 PES VOR to NUTRO.

MCA/MCL: RDL 357/14NM PES VOR/DME 5000 FT, RDL 357/24NM PES VOR/DME FL 70.

ARPIK 5B

Lasciare PES VOR/DME su RDL 054 PES VOR per ARPIK.

ARPIK 5B

Leave PES VOR/DME on RDL 054 PES VOR to ARPIK.

MCA/MCL: RDL 054/18NM PES VOR/DME 5000 FT, RDL 054/24NM PES VOR/DME FL 80.

POLYP 5B

Lasciare PES VOR/DME su RDL 085 PES VOR per POLYP.

POLYP 5B

Leave PES VOR/DME on RDL 085 PES VOR to POLYP.

MCA/MCL: RDL 085/14NM PES VOR/DME 5000 FT, RDL 085/24NM PES VOR/DME FL 80.

ANCONA 5F (solo a discrezione ATC)

Eseguita la procedura di salita iniziale come per la SID NUTRO 5B, con prua 045° attraversando RDL 310 PES VOR virare a sinistra per intercettare RDL 335 PES VOR per ANC VOR/DME.

ANCONA 5F (ATC discretion only)

Initial climb procedure completed as for NUTRO 5B SID, on heading 045° crossing RDL 310 PES VOR turn left to join RDL 335 PES VOR to ANC VOR/DME.

MCA/MCL: RDL 335/14NM PES VOR/DME 5000 FT, RDL 335/30NM PES VOR/DME FL 85.

ICAO - INSTRUMENT APPROACH CHART

REMARK: Final approach track not aligned with RWY axis.

APP Pescara Approach TWR Pescara Tower
120.05 118.45

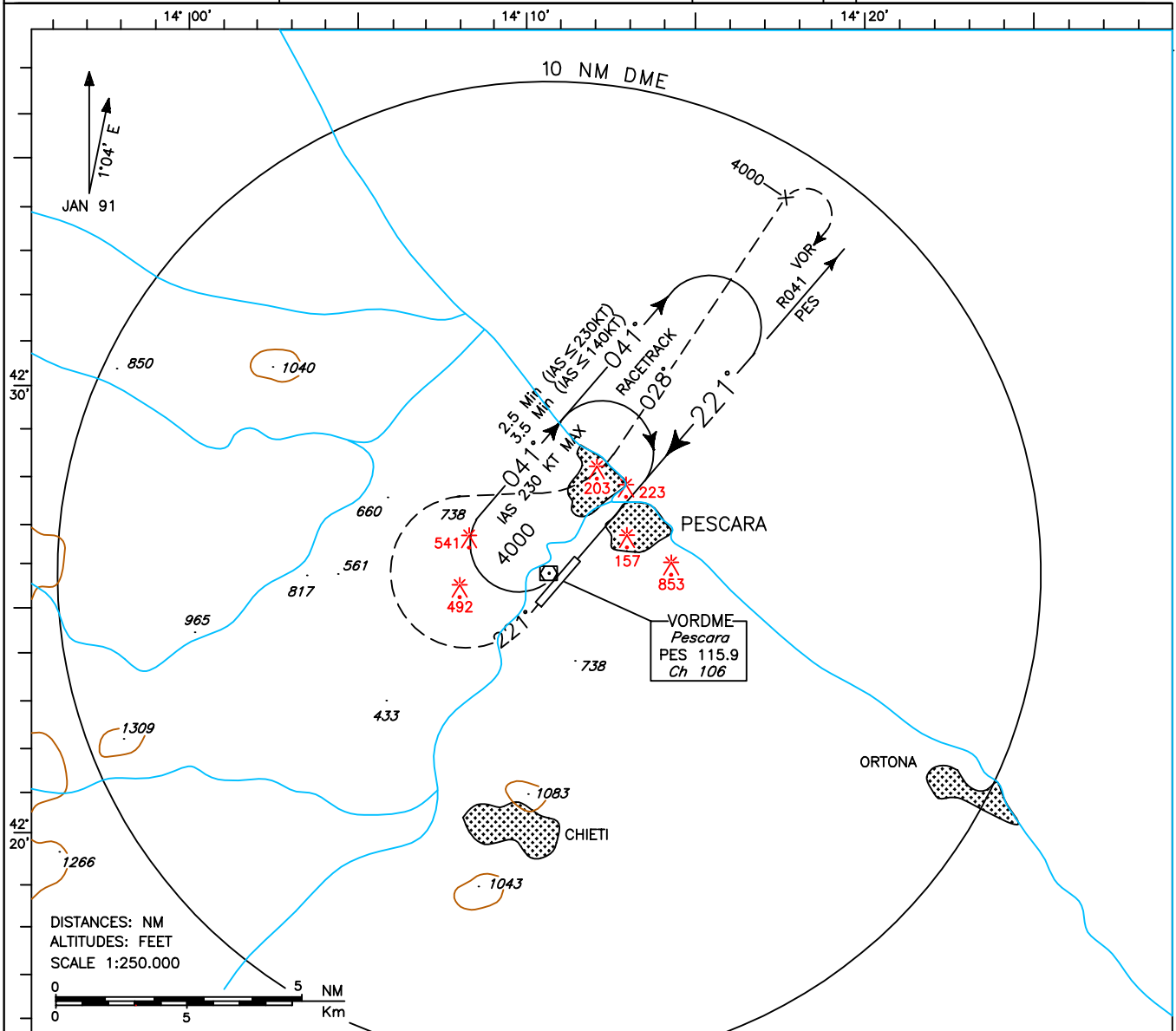
AD ELEV 48

L
B
P
PESCARA
VOR-P

RWY 22

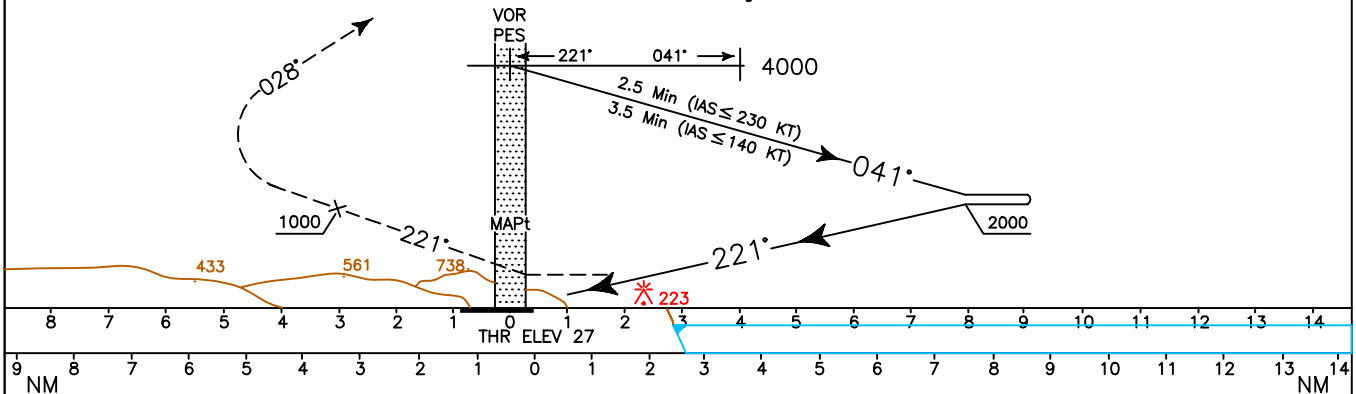
DOC. 8168-ED.3-1986

CHANGE: OBS ALT.



TRANSITION ALT 5000

MISSED APPROACH: Proceed on track 221° and climb to 4000 Ft. Crossing 1000 Ft turn right to join RDL 028 PES VOR. Reaching 4000 Ft turn right to PES VOR. First M.A. right turn restricted to 230 KT IAS MAX.

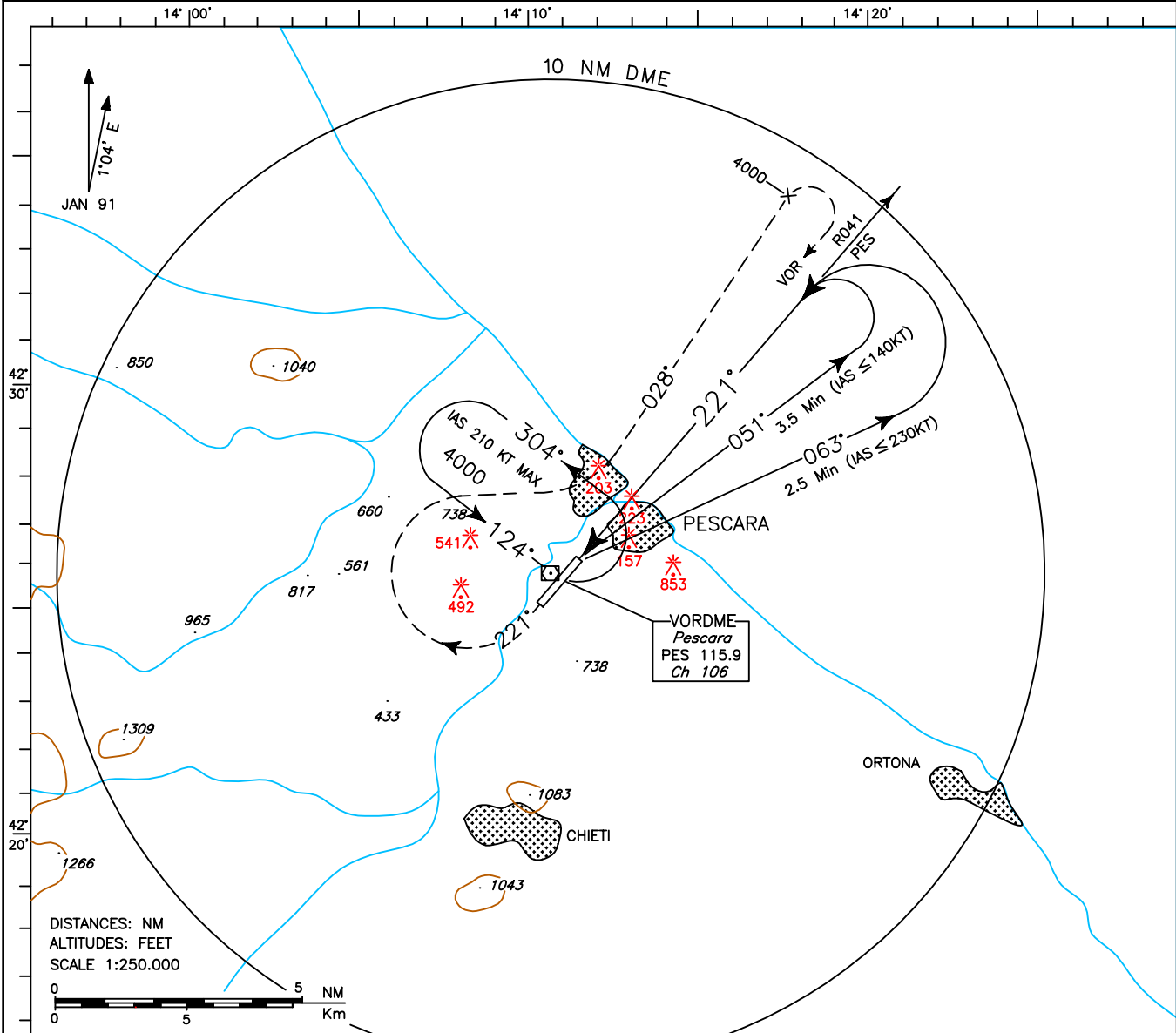


OCA (OCH)		A	B	C	D	CIRCLING SECTOR	MNM SECT ALT	
STRAIGHT IN APPROACH	VOR	750 (723)						VOR
CIRCLING		1100 (1052)	1200 (1152)	1300 (1252)				

ICAO - INSTRUMENT APPROACH CHART

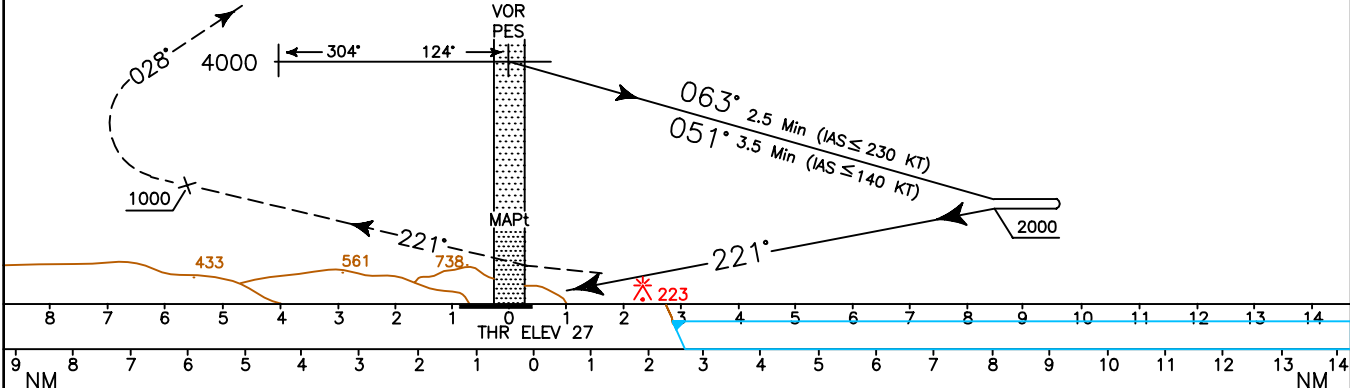
REMARK: Inbound holding track not aligned with outbound base turn procedure. REMARK: Final approach track not aligned with RWY axis.	APP Pescara Approach	TWR Pescara Tower	AD ELEV	L B P	PESCARA
	120.05	118.45	48		VOR-S

DOC. 8168-ED.3-1986
CHANGE: OBS ALT



TRANSITION ALT 5000

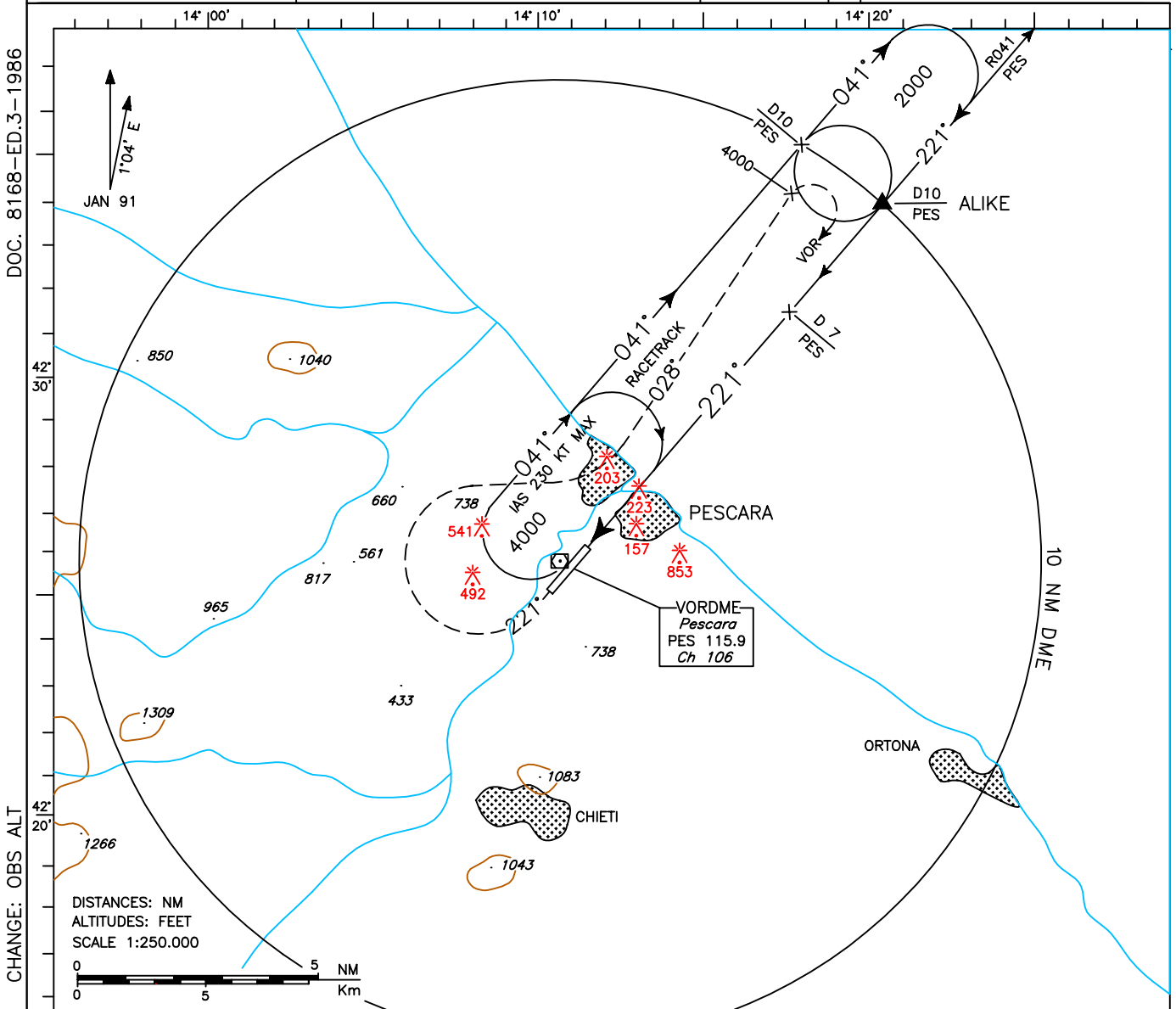
MISSED APPROACH: Proceed on track 221° and climb to 4000 Ft. Crossing 1000 Ft turn right to join RDL 028 PES VOR. Reaching 4000 Ft turn right to PES VOR. First M.A. right turn restricted to 230 KT IAS MAX.



OCA (OCH)		A	B	C	D	CIRCLING SECTOR	MNM SECT ALT VOR PES
STRAIGHT IN APPROACH	VOR	750 (723)					
CIRCLING		1100 (1052)	1200 (1152)	1300 (1252)			

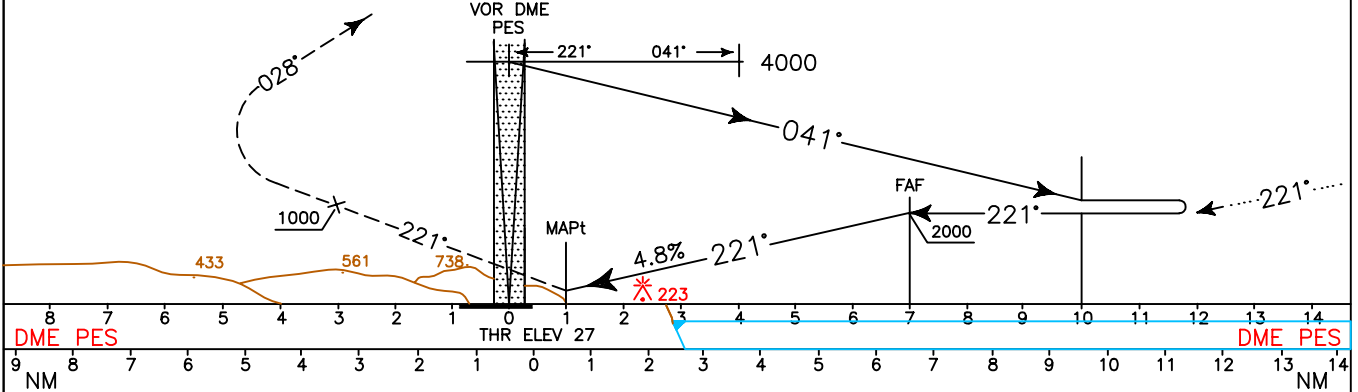
ICAO - INSTRUMENT APPROACH CHART

REMARK: Final approach track not aligned with RWY axis.	APP Pescara Approach	TWR Pescara Tower	AD ELEV	L P B	PESCARA
	120.05	118.45	48		



TRANSITION ALT 5000

MISSED APPROACH: Proceed on track 221° and climb to 4000 Ft. Crossing 1000 Ft turn right to join RDL 028 PES VOR. Reaching 4000 Ft turn right to PES VOR. First M.A. right turn restricted to 230 KT IAS MAX.



OCA (OCH)		A	B	C	D	CIRCLING SECTOR	DIST	ALT(HGT)	FT PER MIN	GS	FAF-MAP 6 NM	MNM SECT ALT VOR DME PES
STRAIGHT IN APPROACH	VOR+DME	700 (673)										
							5DME	1420(1393)	485	100	3 : 36	11600
							4DME	1130(1103)	585	120	3 : 00	
							3DME	840 (813)	680	140	2 : 34	
							2DME	550 (523)	780	160	2 : 15	
	CIRCLING	1100 (1052)	1200 (1152)	1300 (1252)								

ICAO - INSTRUMENT APPROACH CHART

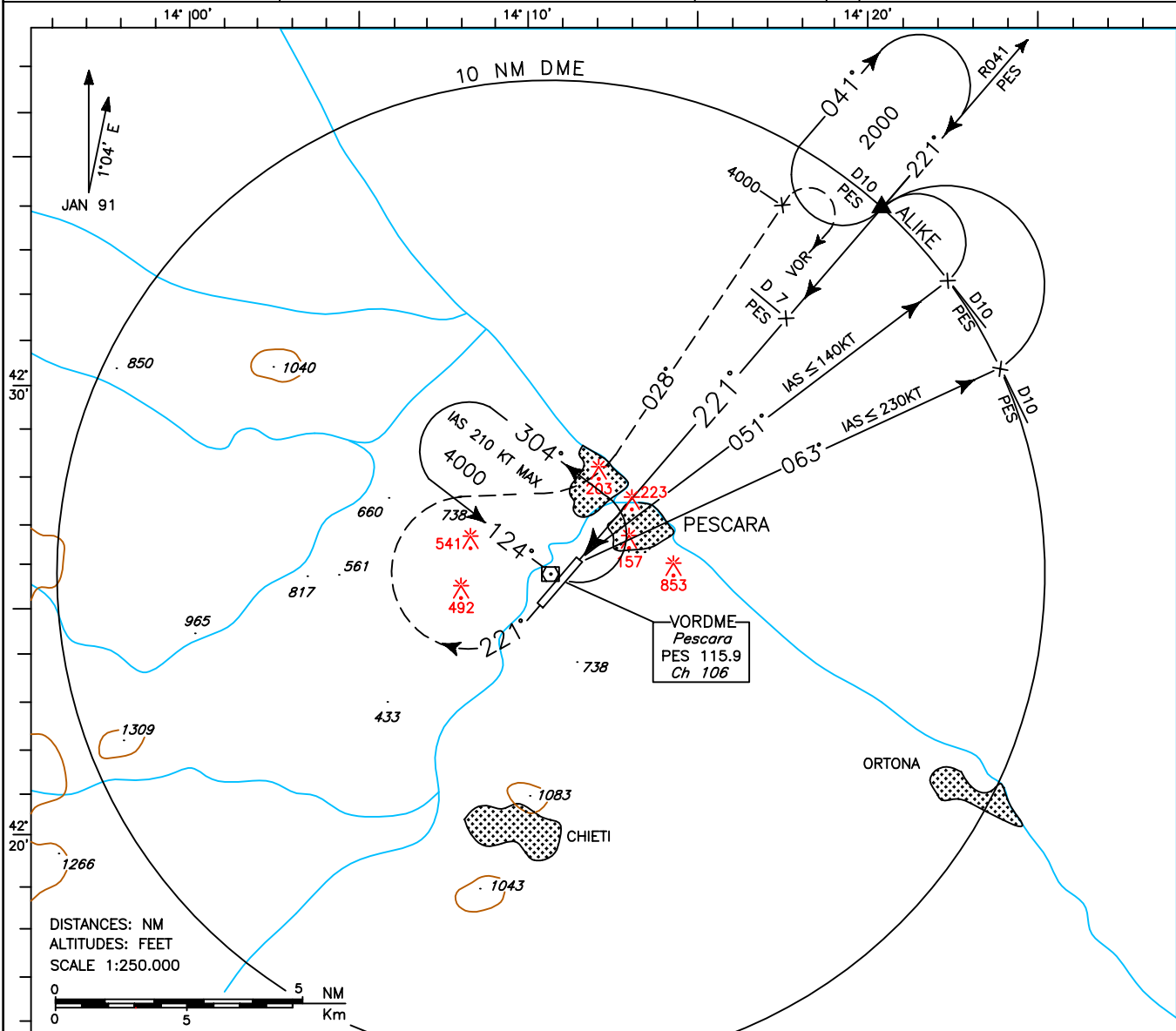
REMARK: Inbound holding track not aligned with outbound base turn procedure.
 REMARK: Final approach track not aligned with RWY axis.

APP Pescara Approach TWR Pescara Tower
 120.05 118.45

AD ELEV 48

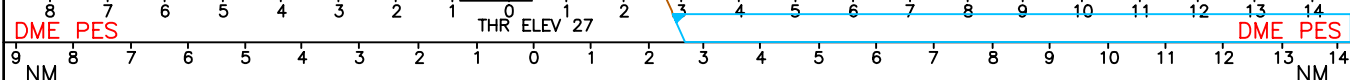
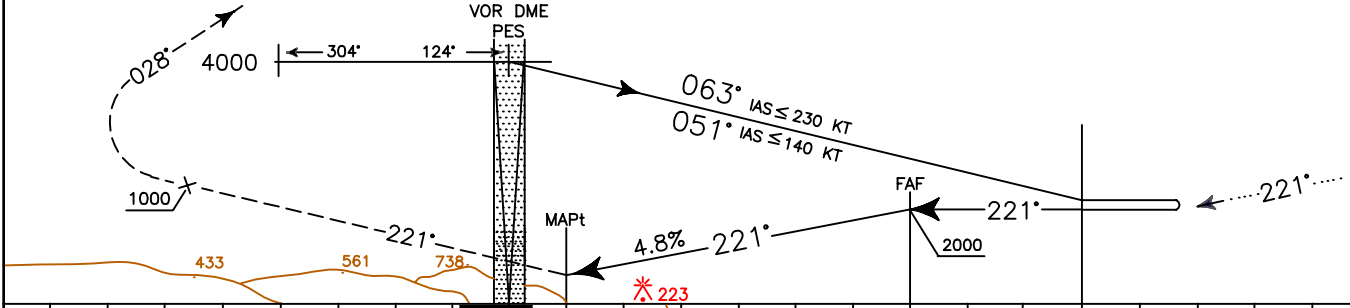
L
B
P PESCARA
 VOR+DME-S RWY 22

DOC. 8168-ED.3-1986
 CHANGE: OBS ALT



TRANSITION ALT 5000

MISSED APPROACH: Proceed on track 221° and climb to 4000 Ft. Crossing 1000 Ft turn right to join RDL 028 PES VOR. Reaching 4000 Ft turn right to PES VOR. First M.A. right turn restricted to 230 KT IAS MAX.



OCA (OCH)		A	B	C	D	CIRCLING SECTOR	DIST	ALT(HGT)	FT PER MIN	GS	FAF-MAP 6 NM	MNM SECT ALT VOR DME PES
STRAIGHT IN APPROACH	VOR+DME	700 (673)										
							6DME	1710(1683)	390	80	4 : 30	
							5DME	1420(1393)	485	100	3 : 36	
							4DME	1130(1103)	585	120	3 : 00	
							3DME	840 (813)	680	140	2 : 34	
							2DME	550 (523)	780	160	2 : 15	
	CIRCLING	1100 (1052)	1200 (1152)	1300 (1252)								

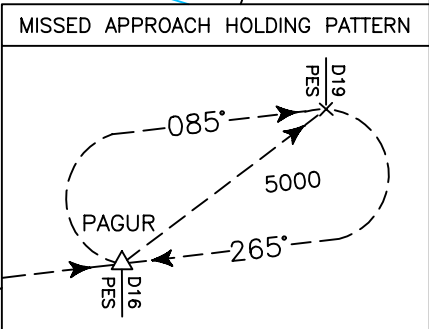
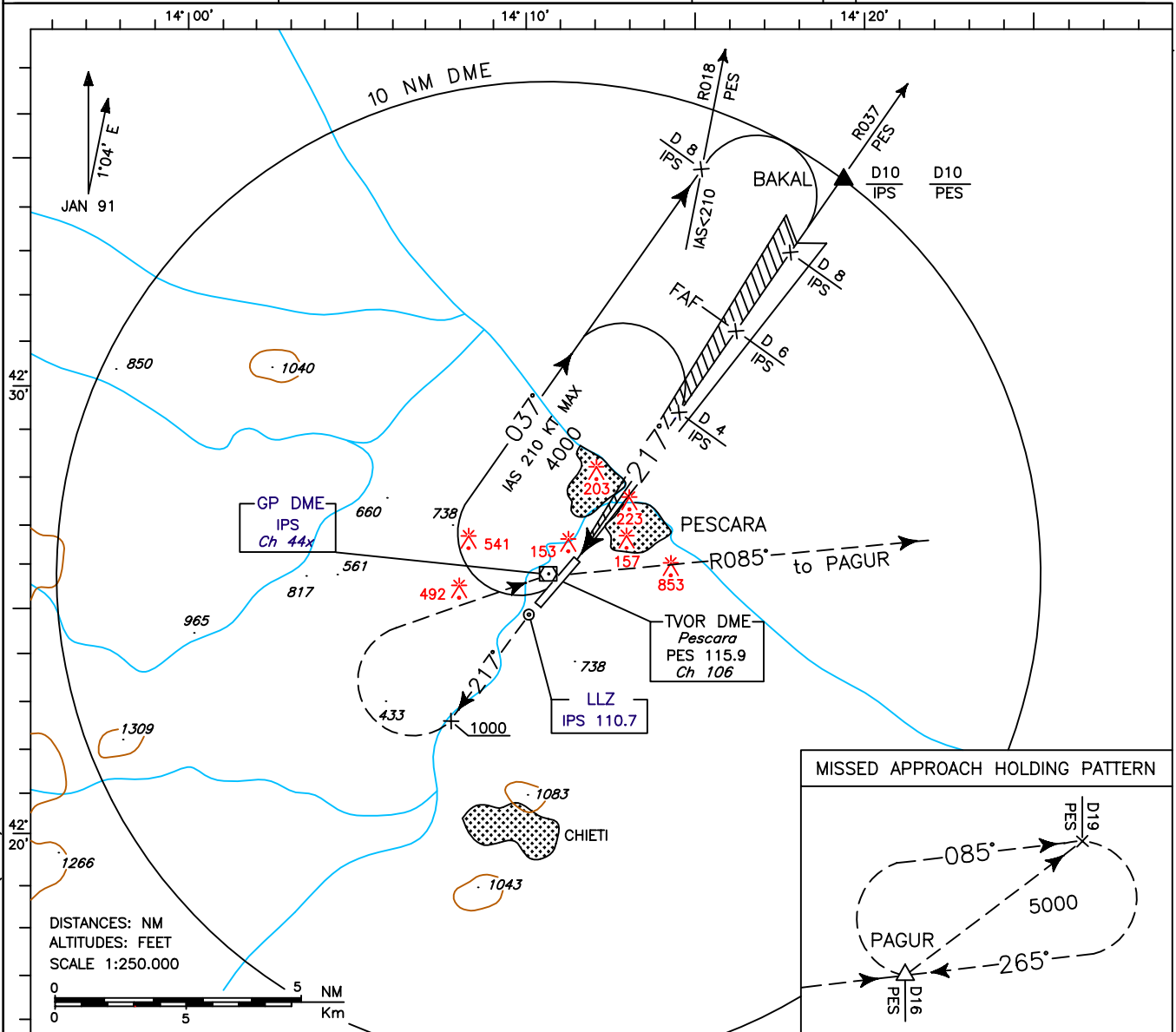
ICAO - INSTRUMENT APPROACH CHART

APP *Pescara Approach* TWR *Pescara Tower*
 120.05 118.45

AD ELEV
 48

L
 ILS+DME-P RWY 22

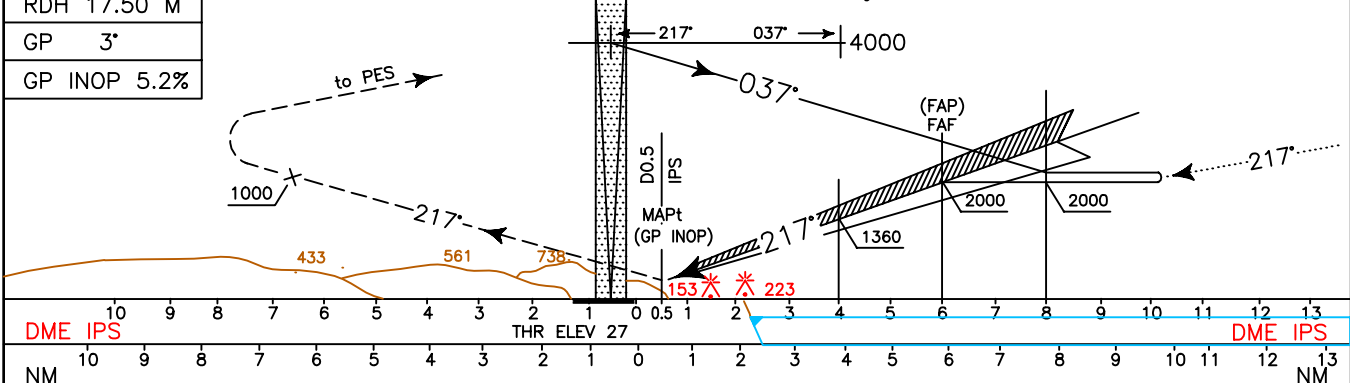
CHANGE: OCA (OCH) values and OBS. ALT



TRANSITION ALT 5000

RDH 17.50 M
 GP 3°
 GP INOP 5.2%

MISSED APPROACH: Proceed on track 217° and climb to 5000 Ft. Passing 1000 Ft and not before D3 after PES VOR turn right to PES VOR to leave on RDL 085 inbound to PAGUR point. First M.A. right turn restricted to 180 KT IAS MAX.



STRAIGHT IN APPROACH	OCA (OCH)				CIRCLING SECTOR	DIST	ALT(HGT)	FT PER MIN	GS	FAF-MAP 5.5 NM	MNM SECT ALT VOR DME PES
	A	B	C	D							
ILS+DME	245 (218)	253 (226)	261 (234)	272 (245)		4DME	1360(1330)	425	80	4 : 07	
GP INOP	500 (473)					3DME	1040(1020)	535	100	3 : 18	
CIRCLING	1100 (1052)	1200 (1152)	1300 (1252)			2DME	720 (700)	640	120	2 : 45	
					1DME	400 (380)	745	140	2 : 21		
					0.5DME	240 (220)	850	160	2 : 04		

N° 261/1

AV

1 NOV 2001 (11/01)

ICAO - INSTRUMENT APPROACH CHART

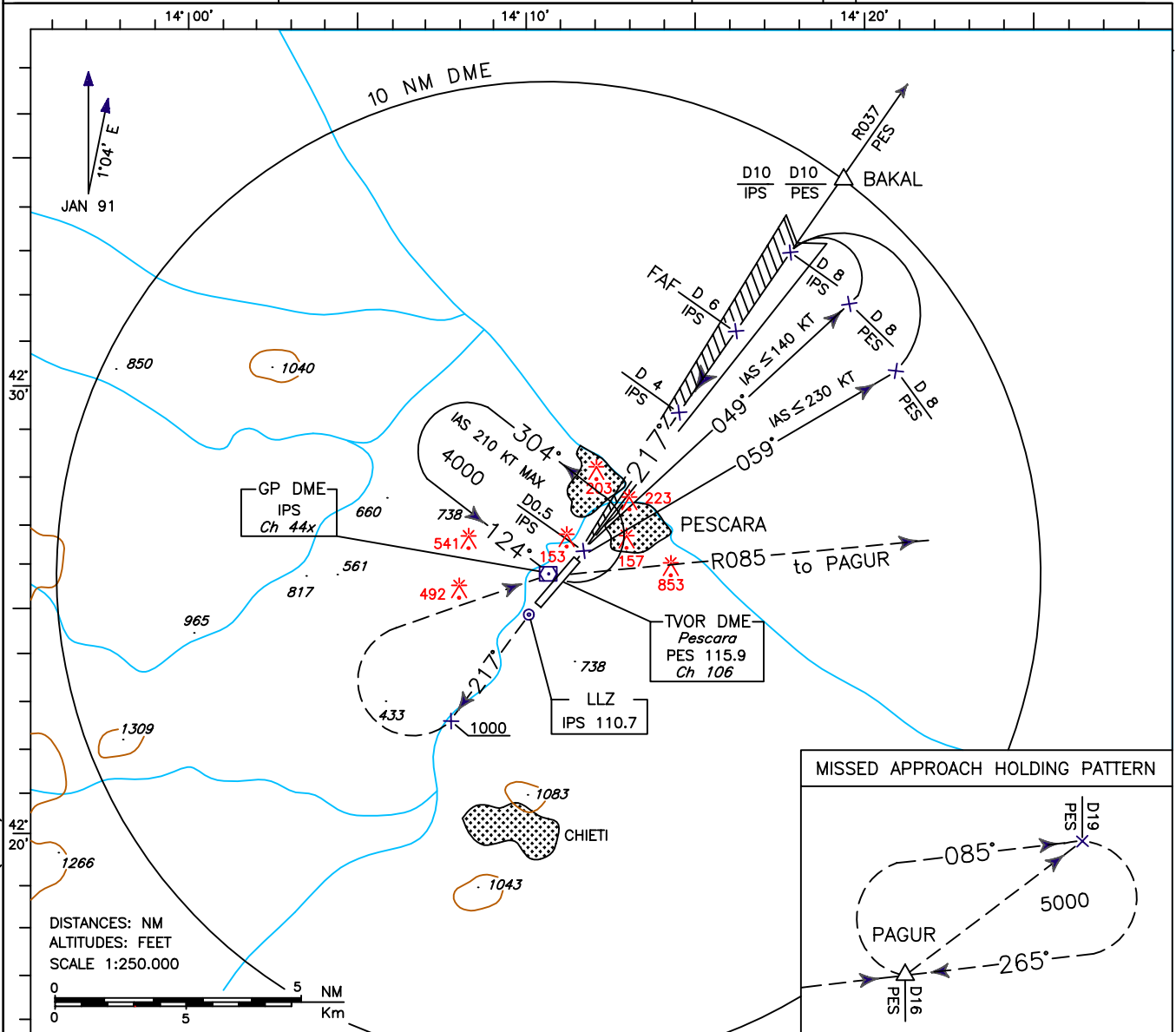
REMARK: Inbound holding track not aligned with outbound base turn procedure.

APP *Pescara Approach* TWR *Pescara Tower*
120.05 118.45

AD ELEV 48

L I B P PESCARA
ILS+DME-S RWY 22

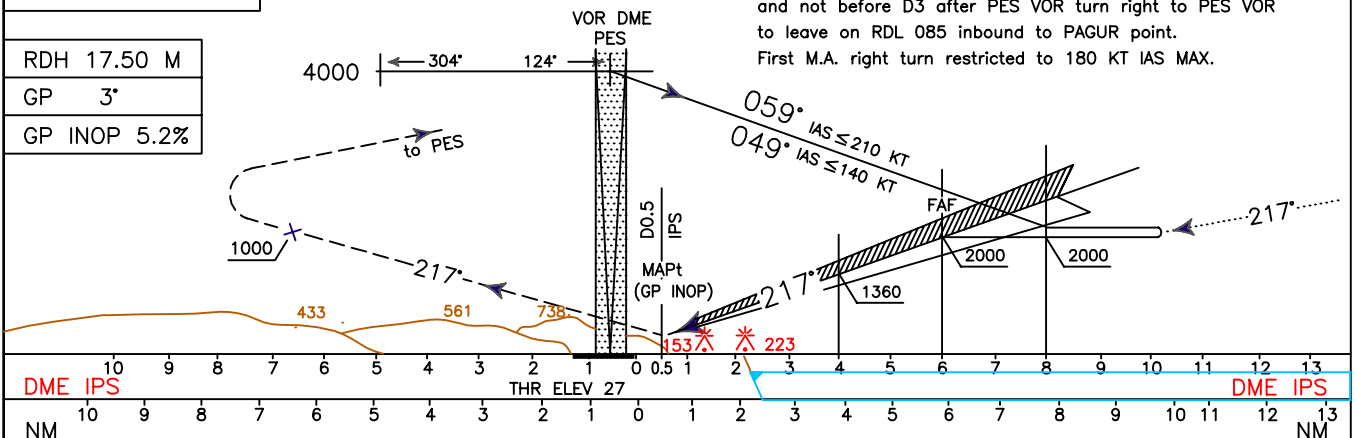
CHANGE: OCA (OCH) values and OBS ALT



TRANSITION ALT 5000

RDH 17.50 M
GP 3°
GP INOP 5.2%

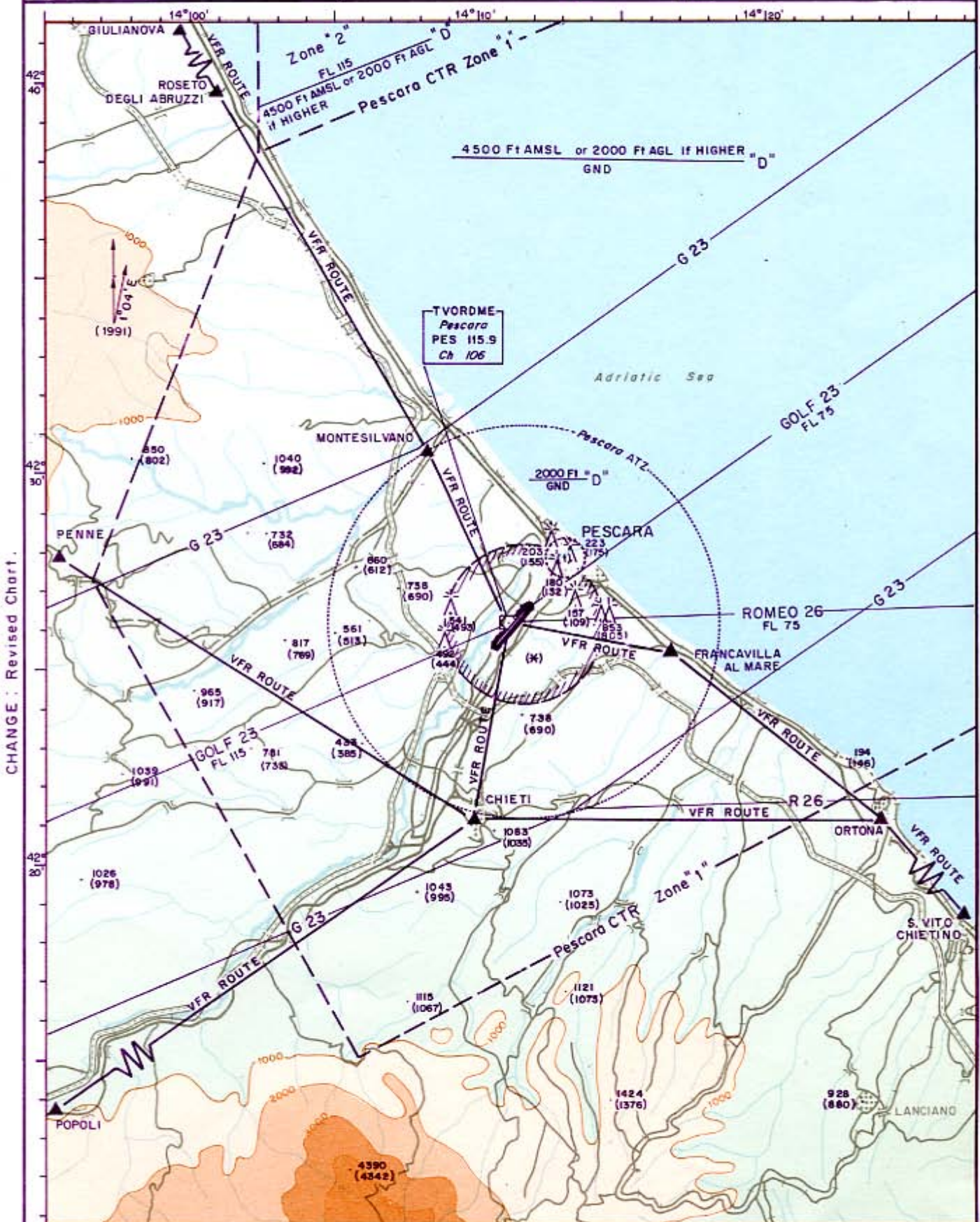
MISSED APPROACH: Proceed on track 217° and climb to 5000 Ft. Passing 1000 Ft and not before D3 after PES VOR turn right to PES VOR to leave on RDL 085 inbound to PAGUR point. First M.A. right turn restricted to 180 KT IAS MAX.



STRAIGHT IN APPROACH	OCA (OCH)				CIRCLING SECTOR	DIST	ALT(HGT)	FT PER MIN	GS	FAF-MAP 5.5 NM	MNM SECT ALT VOR DME PES
	A	B	C	D							
ILS+DME	245 (218)	253 (226)	261 (234)	272 (245)		4DME	1360(1330)	425	80	4 : 07	
GP INOP	500 (473)					3DME	1040(1020)	535	100	3 : 18	
						2DME	720 (700)	640	120	2 : 45	
					1DME	400 (380)	745	140	2 : 21		
CIRCLING	1100 (1052)	1200 (1152)	1300 (1252)		0.5DME	240 (220)	850	160	2 : 04		

ICAO - VISUAL APPROACH CHART

SCALE 1:250.000	APP Pescara Approach 120.050	AD ELEV	L I B	PESCARA
	TWR Pescara Tower 118.45	48		
	FIS Brindisi Info 131.20			



CHANGE: Revised Chart.

AIRSPACE CLASSIFICATION		(*) Parachuting activity - 6000 Ft AMSL (See also AIP - RAC 5-6-3.1) (1) Overflying interdicted below 1500 Ft (See AIP RAC 5-8-1/5-8-5) ▲ - VFR reporting point.	TRANSITION ALT 5000 Ft
AWYS - From MEL to FL 120 (Not included) Class "E" - From FL 120 (included) to FL 200 (Not included) Class "D" ADR Routes Class "F" Only low limit of AWY/ADR/ATS is shown.			Bearings are magnetic Elev and alt in Ft AMSL HGT in Ft above AD elev