

DOC.8168-ED.5-2006 AMDT 4

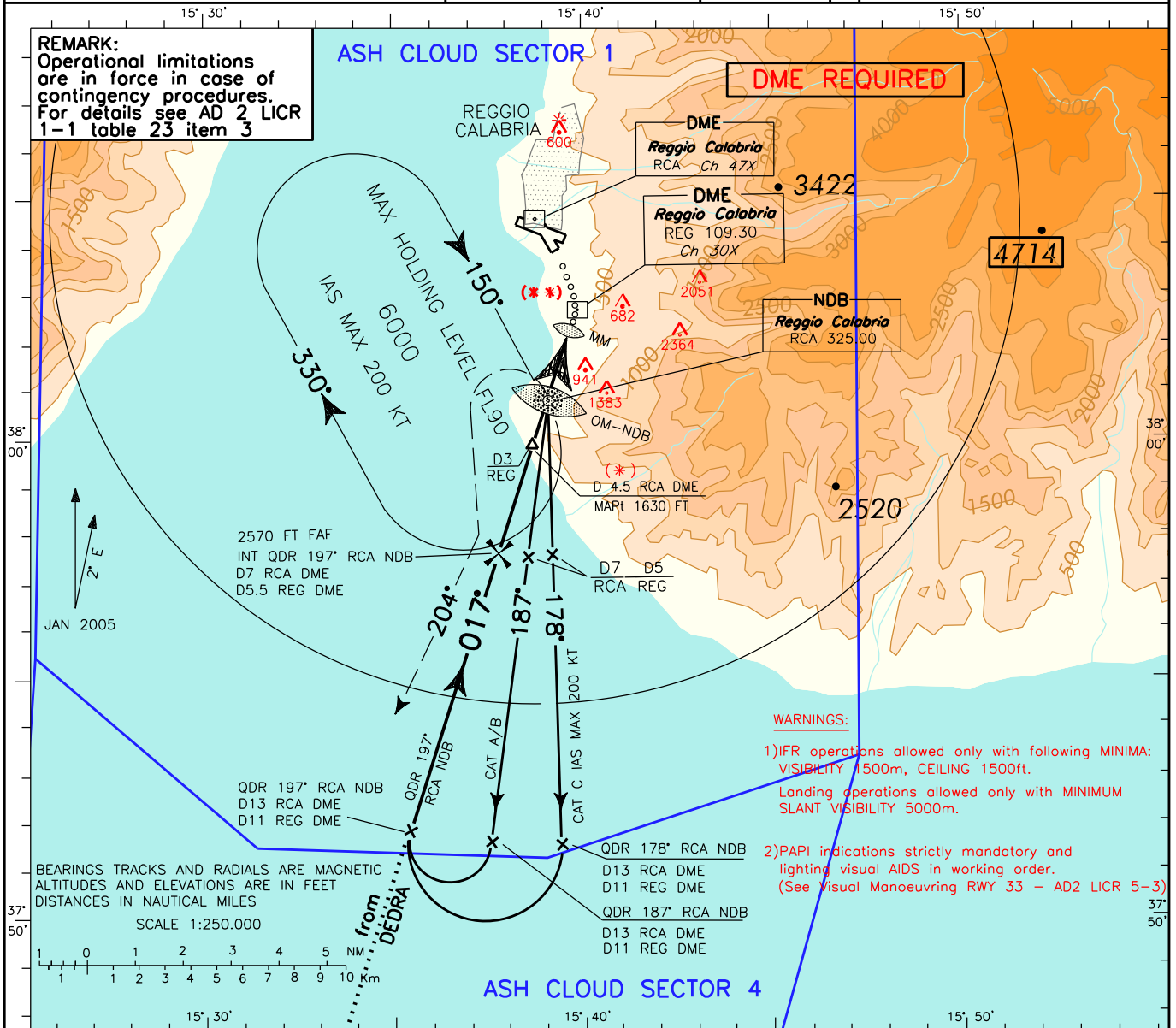
WARNING:
(017°) is instrument final approach track not aligned with runway 33 longitudinal axis.

APP *Reggio Approach* 120.275
TWR *Reggio Tower* 118.250

AD ELEV 95

LICR
REGGIO CALABRIA
CONTINGENCY
NDB - F

REMARK:
Operational limitations are in force in case of contingency procedures. For details see AD 2 LICR 1-1 table 23 item 3



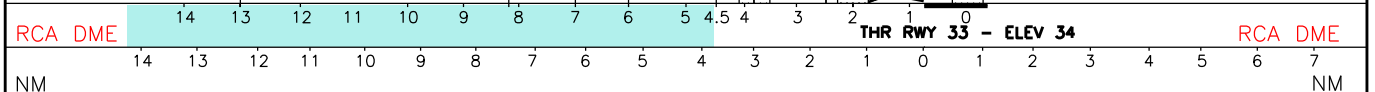
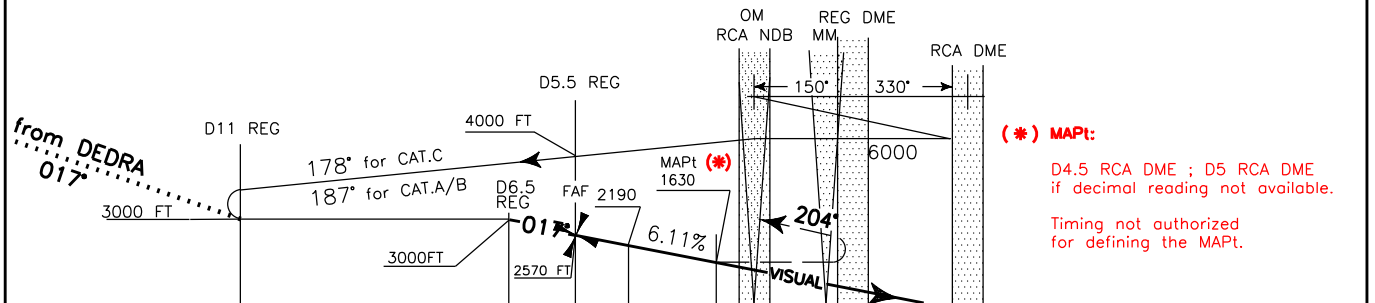
CHANGE: NEW "REG" DME IMPLEMENTED

- WARNINGS:**
- 1) IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing operations allowed only with MINIMUM SLANT VISIBILITY 5000m.
 - 2) PAPI indications strictly mandatory and lighting visual AIDS in working order. (See Visual Manoeuvring RWY 33 - AD2 LICR 5-3)

TRANSITION ALT 7000

MISSED APPROACH: Turn left as soon as possible to intercept QDR 204° RCA NDB climbing to 6000 ft. Passing through 4000 ft turn left to RCA NDB.

REMARK: Missed approach turn speed restricted to 200 kt max



LANDING MINIMA		FT per MIN	GS	FAF-MAPT	MAPt-THR	DIST RCA	ALT(HGT)	MNM SECT ALT
CATEGORY	A - B - C							
OCA (OCH)	1630 (1535)	370	60	2 : 35	4 : 06	7 DME	2570(2475)	NDB
CIRCLING RW 33 AFTER NDB/OM	(**) ON PRESCRIBED TRACK ONLY (See Chart)	495	80	1 : 57	3 : 04	5 DME	1800(1705)	RCA
		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)	

