
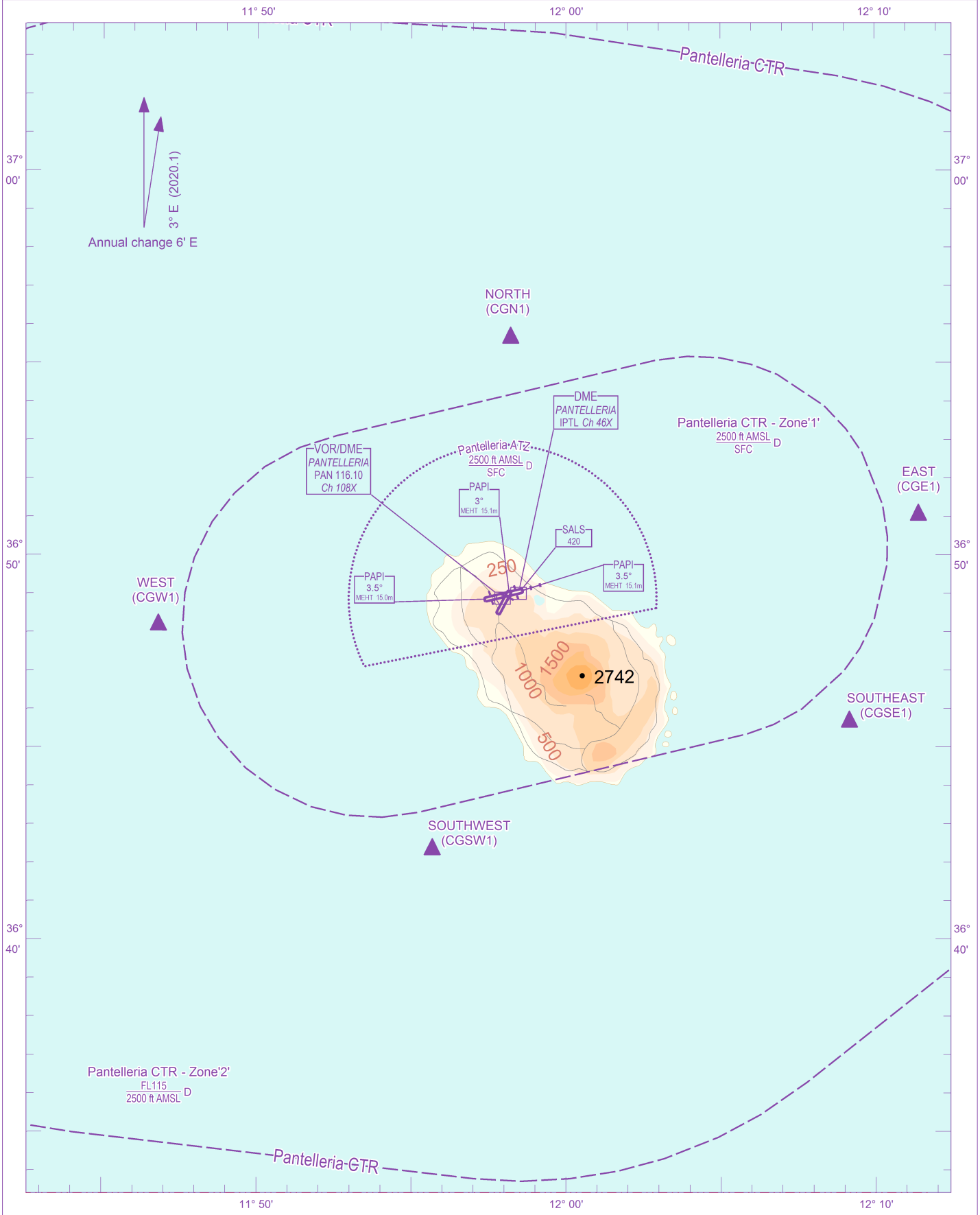


ICAO - VISUAL APPROACH CHART

AD 2 LICG 5-1

| | | | | | |
|--|---|--|-------------------------------|----------------------------|---------------------------|
| <p>SCALE 1:250.000</p>  | <p>FIS Roma Information APP Pantelleria APP TWR Pantelleria TWR</p> | <p>134.125 119.350 122.100 118.450</p> | <p>AD ELEV 629</p> | <p>L I C G</p> | <p>PANTELLERIA</p> |
|--|---|--|-------------------------------|----------------------------|---------------------------|



CHANGE: PAN NDB COMPLETELY WITHDRAWN, MAG VAR AND CHART UPDATED

| | | |
|--|---------------|-----------------------|
| <p>AIRSPACE CLASSIFICATION See AIP ENR 1.4</p> | <p>REMARK</p> | <p>WARNING</p> |
| <p>TRANSITION ALT 5000 FT</p> | | |
| <p>ELEV AND ALT IN FT IF NOT OTHERWISE INDICATED</p> | | |

DOC.8168-ED.5 2006 – AMDT.4

WARNING : Due to orographic and artificial obstacles PAPI indications not usable last 200M before THR

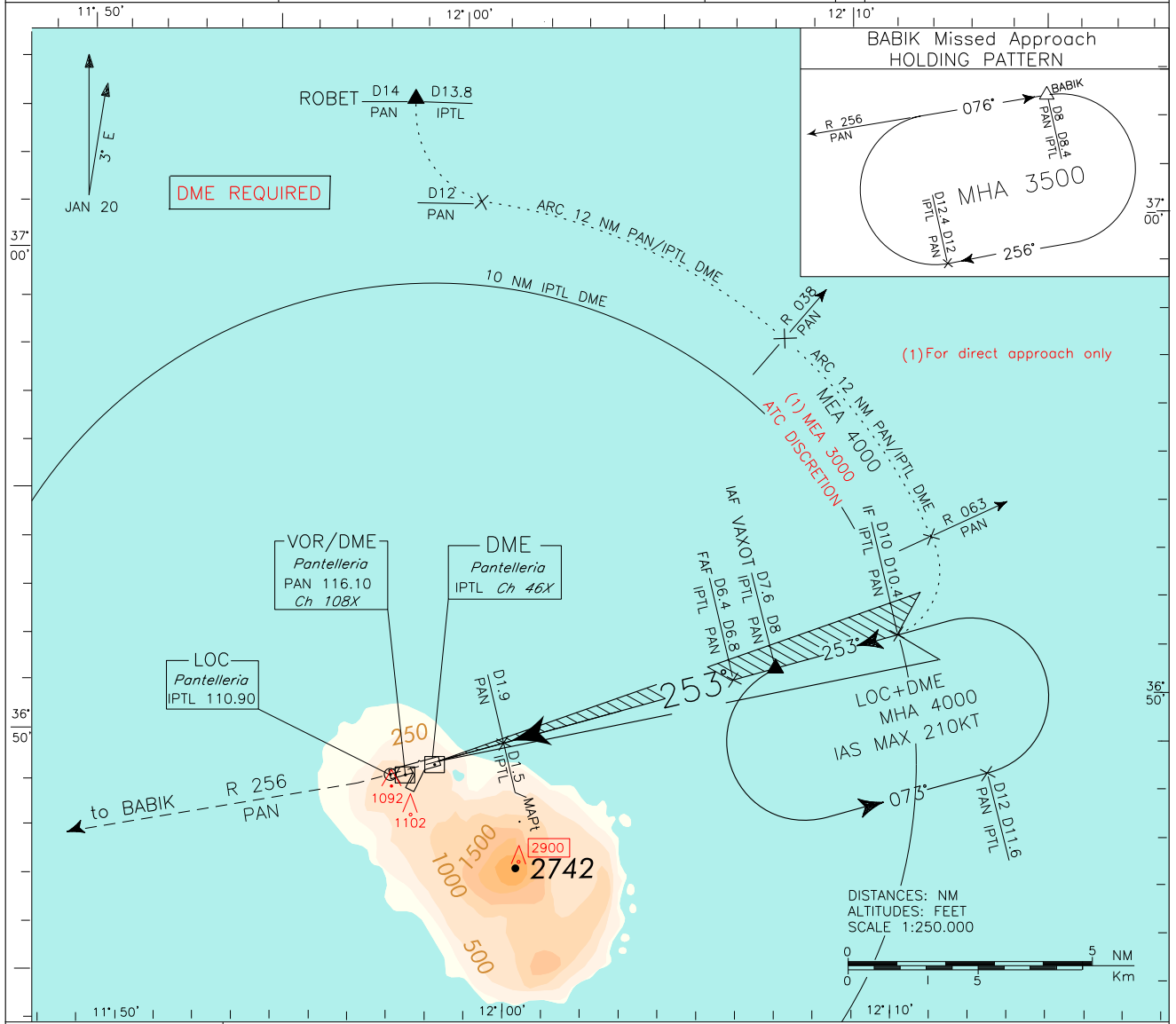
APP Pantelleria APP 119.350
 TWR Pantelleria TWR 118.450
 122.100

AD ELEV 629

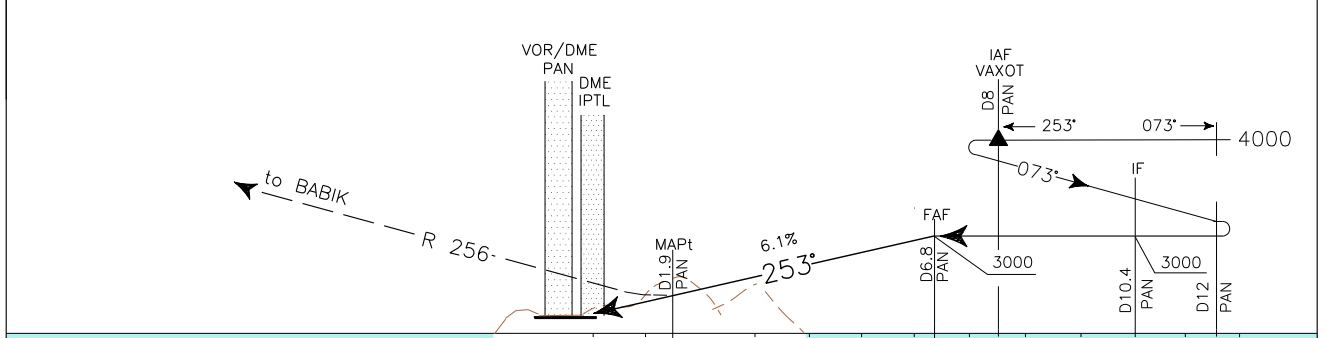
LICG

PANTELLERIA
 LOC-Z RWY 25

CHANGE: MAGNETIC DECLINATION UPDATED; RWY DESIGNATION



TRANSITION ALT 5000 MISSED APPROACH: At 1.5 NM IPTL DME (1.9 NM PAN DME), climbing to 3500 ft proceed on TR 253° to intercept and follow RDL 256 PAN VOR bound to BABIK holding pattern to be reached at 3500 ft.

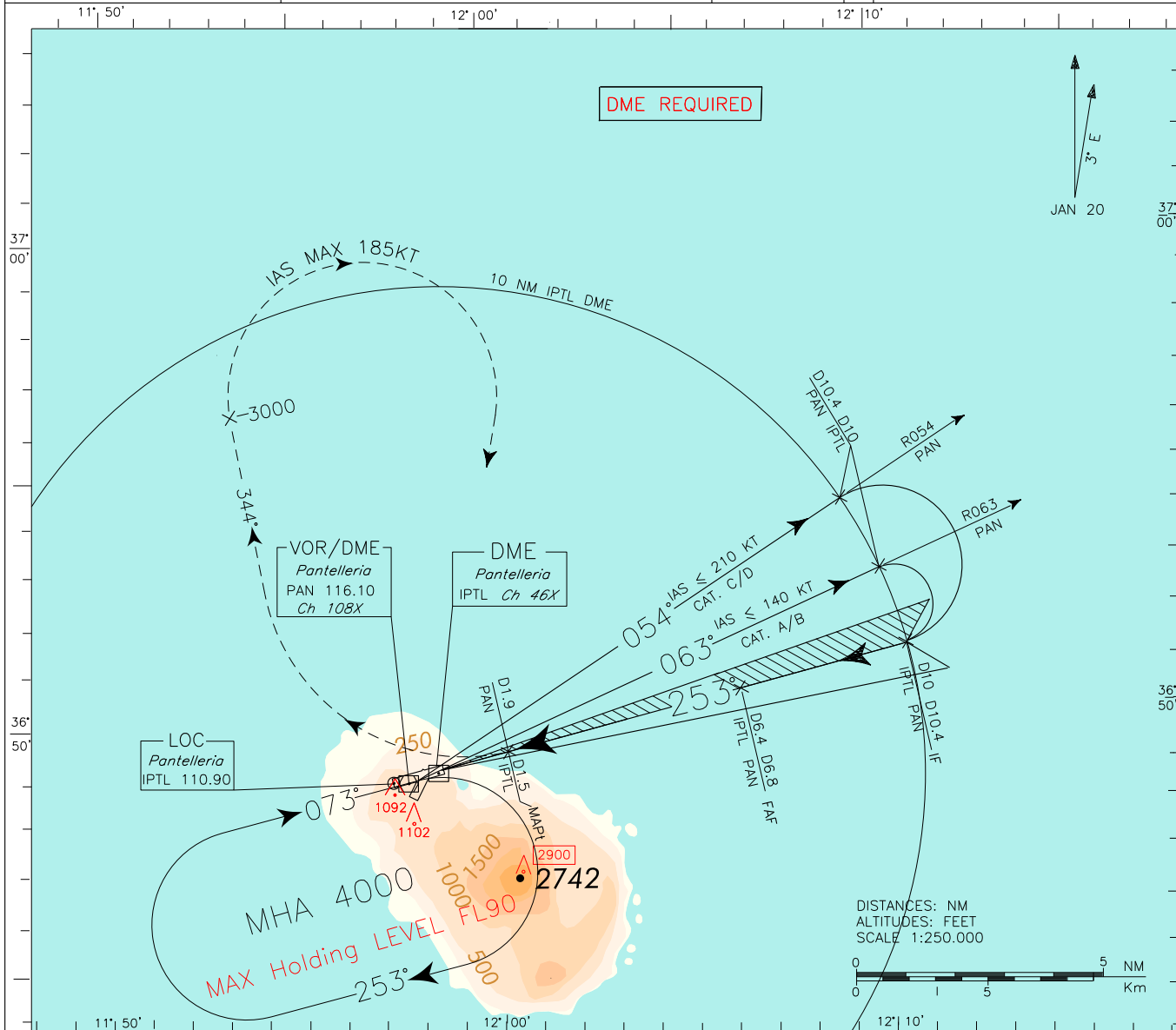


| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--|--|--|--|--|--|--|--|--|--------------|--|----------------------------|--|--|--|--|--|--|--|--|--|
| IPTL DME | | | | | | | | | | THR ELEV 595 | | IPTL DME | | | | | | | | | |
| 10 9 8 7 6 5 4 3 2 1 | | | | | | | | | | | | 1 2 3 4 5 6 7 8 9 10 11 12 | | | | | | | | | |
| NM | | | | | | | | | | | | NM | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|----------------------------|--|--|--|---------------------------|--|--|--|-------------------------------------|--|--|--|------------------|--|--|--|
| STRAIGHT-IN LANDING RWY 25 | | | | CIRCLE TO LAND | | | | CIRCLING SECTORS | | | | MSA 25NM PAN VOR | | | |
| OCA (OCH) A B C D | | | | MAX OCA(H) MDA(H) VIS | | | | GS FT PER MIN | | | | ALT (HGT) | | | |
| LOC 1300 (705) | | | | 2100 (1471) | | | | 80 495 3 : 41 1 : 06 6 2850 (2255) | | | | 3900 | | | |
| ALS OUT | | | | 100 1600 (971) VIS 3000M | | | | 100 620 2 : 56 0 : 53 5 2480 (1885) | | | | | | | |
| A 2250M 2250M | | | | 135 1700 (1071) VIS 3600M | | | | 120 745 2 : 27 0 : 44 4 2110 (1515) | | | | | | | |
| B 2700M 3000M | | | | 180 1700 (1071) VIS 5400M | | | | 140 870 2 : 06 0 : 38 3 1740 (1145) | | | | | | | |
| C 3000M | | | | | | | | 160 990 1 : 50 0 : 33 2 980 (395) | | | | | | | |

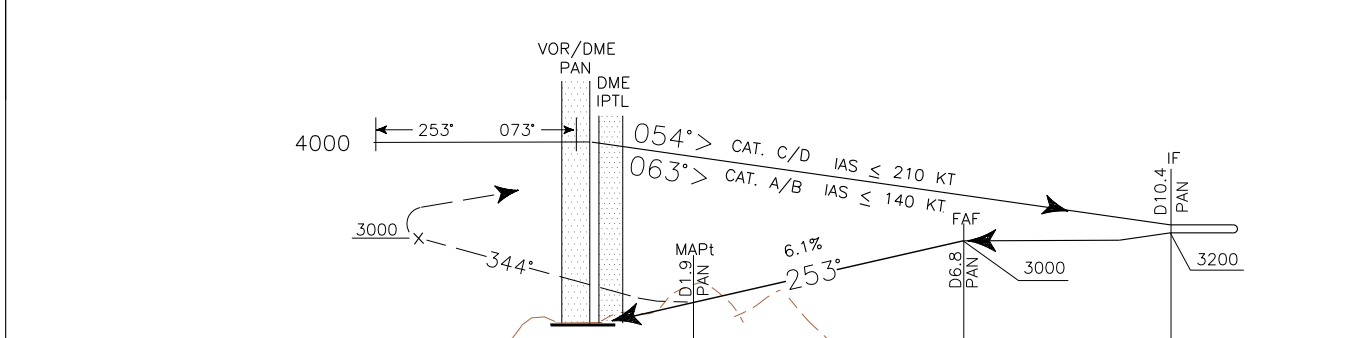
AMD.T.4
DOC.8168-ED.5 2006
CHANGE: HOLDING RESTRICTION UPDATED

| | | | | | | | |
|---|---------------------|--------------------|---------|-----|------|-------------|--------|
| <p>WARNING : Due to orographic and artificial obstacles PAPI indications not usable last 200M before THR</p> | APP Pantelleria APP | 119.350 | AD ELEV | 629 | LICG | PANTELLERIA | |
| | TWR Pantelleria TWR | 118.450 122.100 | | | | LOC-Y | RWY 25 |



TRANSITION ALT 5000

MISSED APPROACH: At 1.5 NM IPTL DME (1.9 NM PAN DME), climbing to 4000 ft turn right on TR 344°. Passing 3000 ft turn right (IAS MAX 185 kt) to PAN VOR to be reached at 4000 ft.



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|--|--|--|--|--|--|--|--|--|-----|------|-----|----|------|----|----|----|----|----|------|----|----|----|-----|-----|-----|----------|--|
| IPTL DME | | | | | | | | | | THR | ELEV | 595 | D1 | D1.5 | D2 | D3 | D4 | D5 | D6 | D6.4 | D7 | D8 | D9 | D10 | D11 | D12 | IPTL DME | |
| 10 | | | | | | | | | | | | | | | | | | | | 10 | | 11 | | 12 | | 13 | | |
| 9 | | | | | | | | | | | | | | | | | | | | 9 | | 10 | | 11 | | 12 | | |
| 8 | | | | | | | | | | | | | | | | | | | | 8 | | 9 | | 10 | | 11 | | |
| 7 | | | | | | | | | | | | | | | | | | | | 7 | | 8 | | 9 | | 10 | | |
| 6 | | | | | | | | | | | | | | | | | | | | 6 | | 7 | | 8 | | 9 | | |
| 5 | | | | | | | | | | | | | | | | | | | | 5 | | 6 | | 7 | | 8 | | |
| 4 | | | | | | | | | | | | | | | | | | | | 4 | | 5 | | 6 | | 7 | | |
| 3 | | | | | | | | | | | | | | | | | | | | 3 | | 4 | | 5 | | 6 | | |
| 2 | | | | | | | | | | | | | | | | | | | | 2 | | 3 | | 4 | | 5 | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | | 2 | | 3 | | 4 | | |
| 0 | | | | | | | | | | | | | | | | | | | | 0 | | 1 | | 2 | | 3 | | |
| 10 | | | | | | | | | | | | | | | | | | | | 10 | | 11 | | 12 | | 13 | | |
| 9 | | | | | | | | | | | | | | | | | | | | 9 | | 10 | | 11 | | 12 | | |
| 8 | | | | | | | | | | | | | | | | | | | | 8 | | 9 | | 10 | | 11 | | |
| 7 | | | | | | | | | | | | | | | | | | | | 7 | | 8 | | 9 | | 10 | | |
| 6 | | | | | | | | | | | | | | | | | | | | 6 | | 7 | | 8 | | 9 | | |
| 5 | | | | | | | | | | | | | | | | | | | | 5 | | 6 | | 7 | | 8 | | |
| 4 | | | | | | | | | | | | | | | | | | | | 4 | | 5 | | 6 | | 7 | | |
| 3 | | | | | | | | | | | | | | | | | | | | 3 | | 4 | | 5 | | 6 | | |
| 2 | | | | | | | | | | | | | | | | | | | | 2 | | 3 | | 4 | | 5 | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | | 2 | | 3 | | 4 | | |
| 0 | | | | | | | | | | | | | | | | | | | | 0 | | 1 | | 2 | | 3 | | |

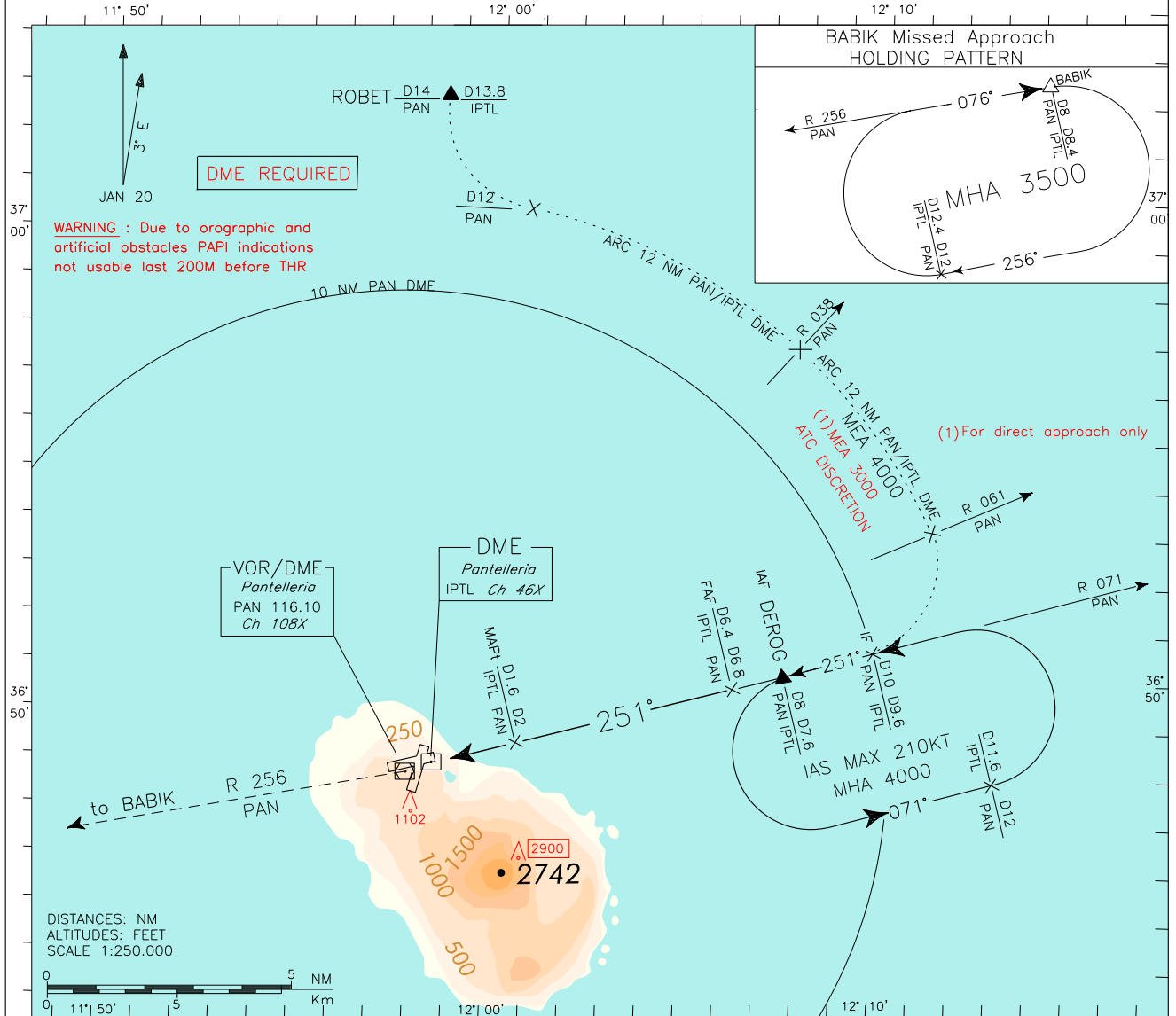
| | | | | | | | | | | | | | | | | | | |
|----------------------------|------------|---|-------|---|----------------|-------------|-------------|-----------|-----|------------------|--------|--------|------------|----------------|-----------------|----------|-----------|------------------|
| STRAIGHT-IN LANDING RWY 25 | | | | | CIRCLE TO LAND | | | | | CIRCLING SECTORS | | GS | FT PER MIN | FAF-MAP 4.9 NM | MAP-THR 1.46 NM | DME IPTL | ALT (HGT) | MSA 25NM PAN VOR |
| OCA (OCH) | A | B | C | D | OCA(H) | MDA(H) | VIS 3000M | 80 | 495 | | | | | | | | | |
| LOC | 1300 (705) | | | | MAX KT | 1600 (971) | 2100 (1471) | VIS 3600M | 100 | 620 | 2 : 56 | 0 : 53 | 5 | 2480 (1885) | | | | |
| A | 2250M | | 2250M | | 100 | 1700 (1071) | | VIS 5400M | 120 | 745 | 2 : 27 | 0 : 44 | 4 | 2110 (1515) | | | | |
| B | 2700M | | 3000M | | 135 | | 205 | | 140 | 870 | 2 : 06 | 0 : 38 | 3 | 1740 (1145) | | | | |
| C | 3000M | | | | 180 | | | | 160 | 990 | 1 : 50 | 0 : 33 | 2 | 1360 (765) | | | | |
| D | | | | | 205 | | | | | | | 1 | 990 (395) | | | | | |

ICAO - INSTRUMENT APPROACH CHART

AD 2 LICG 5-9

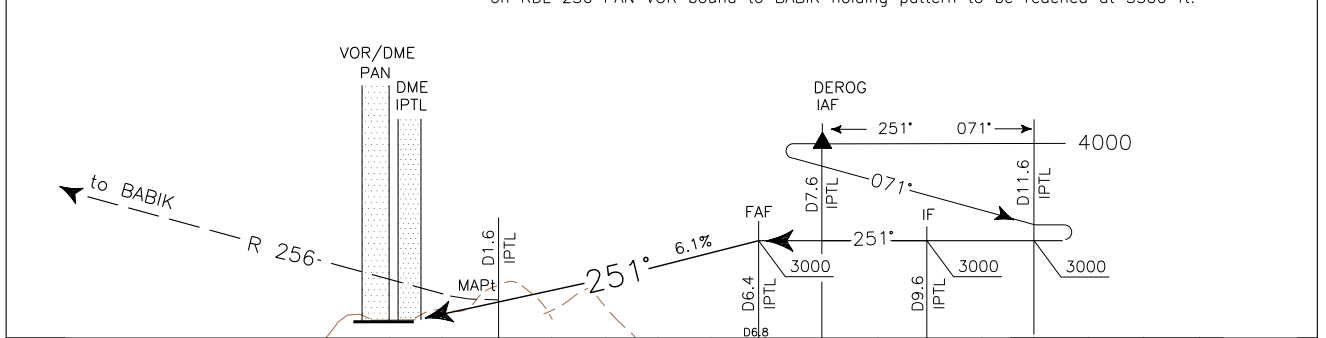
DOC.8168-ED.5 2006 - AMDT. 4
 CHANGE: MAGNETIC DECLINATION UPDATED; RWY DESIGNATION

| | | | | |
|--|---------------------|--------------------|---------|---------------------------------------|
| REMARK: Final approach track off set 2.7' from RWY center line. RWY center line intercepted 2341m before THR25. | APP Pantelleria APP | 119.350 | AD ELEV | LICG PANTELLERIA VOR - Z RWY 25 |
| | TWR Pantelleria TWR | 118.450 122.100 | 629 | |



TRANSITION ALT 5000

MISSED APPROACH: Not later than 2 NM before PAN DME climb to 3500 ft direct to PAN VOR. Then proceed on RDL 256 PAN VOR bound to BABIK holding pattern to be reached at 3500 ft.



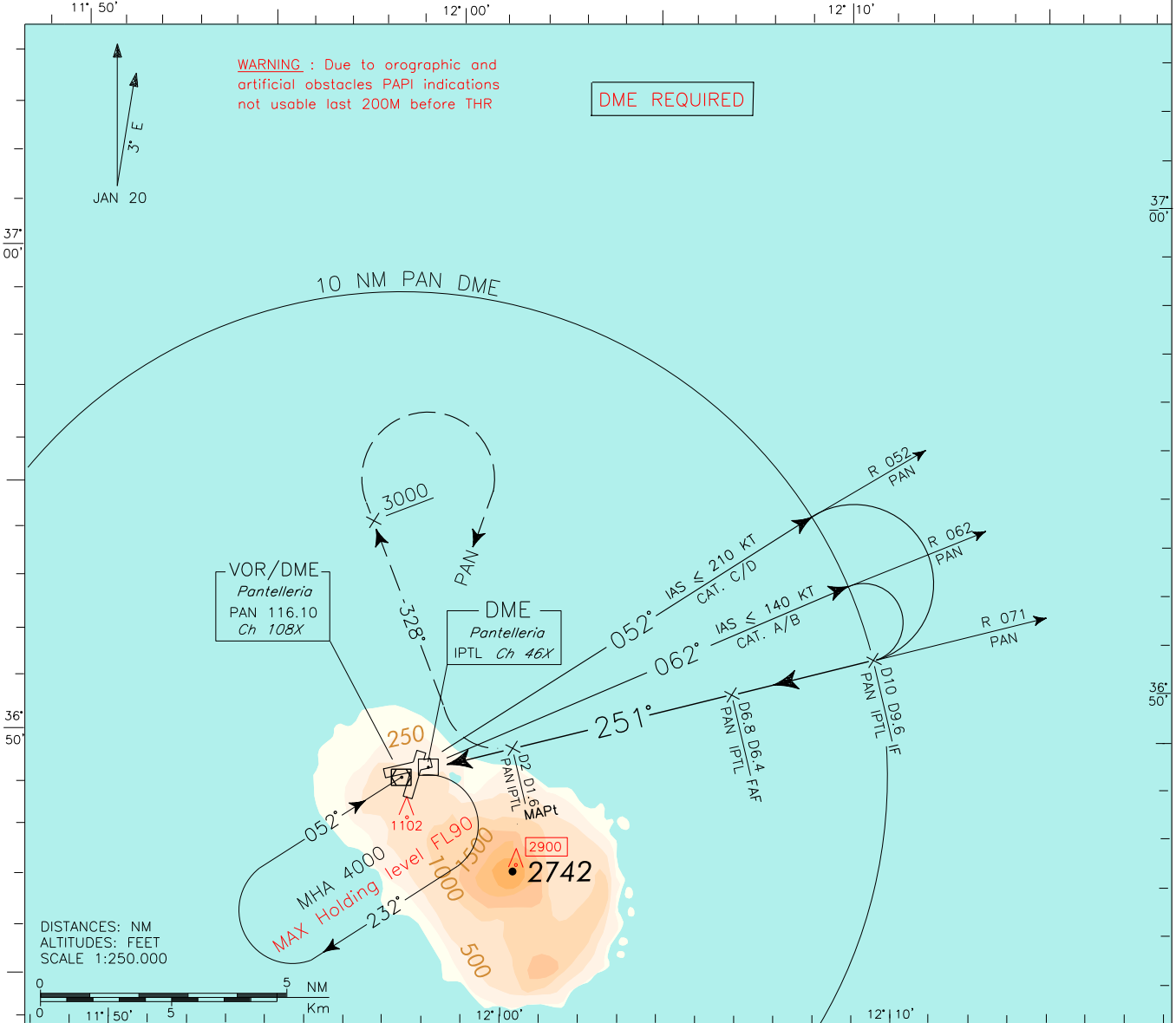
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|--|--------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|---------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| PAN DME | | THR ELEV 595 | D1 | D2 | D3 | D4 | D5 | D6 | D7 | D8 | D9 | D10 | D11 | D12 | D13 | D14 | D15 | PAN DME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 NM | | | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |

| STRAIGHT-IN LANDING RWY 25 | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF-MAPt | MAPt-THR | DME PAN | ALT (HGT) | MSA 25NM PAN VOR |
|----------------------------|------------|----------------|--------|------------------|-------|------------|----------|----------|---------|-----------|------------------|
| OCA(H) | 1600(1005) | MAX KT | OCA(H) | | | | | | | | |
| A | 2250M | 2250M | 100 | 1600 (971) | 3000M | 80 | 500 | 3 : 36 | 1 : 08 | 6 | 2690 (2095) |
| B | 2700M | 3000M | 135 | 2100 (1471) | 3600M | 100 | 620 | 2 : 53 | 0 : 55 | 5 | 2320 (1725) |
| C | 3000M | | 180 | 1700 (1071) | 5400M | 120 | 740 | 2 : 24 | 0 : 46 | 4 | 1940 (1345) |
| D | | | 205 | | | 140 | 870 | 2 : 03 | 0 : 39 | 3 | 1570 (975) |
| | | | | | | 160 | 990 | 1 : 48 | 0 : 34 | 2 | 1200 (605) |
| | | | | | | | | | | 1 | 830 (235) |

DOC.8168 – ED.5 2006 – AMDT.4

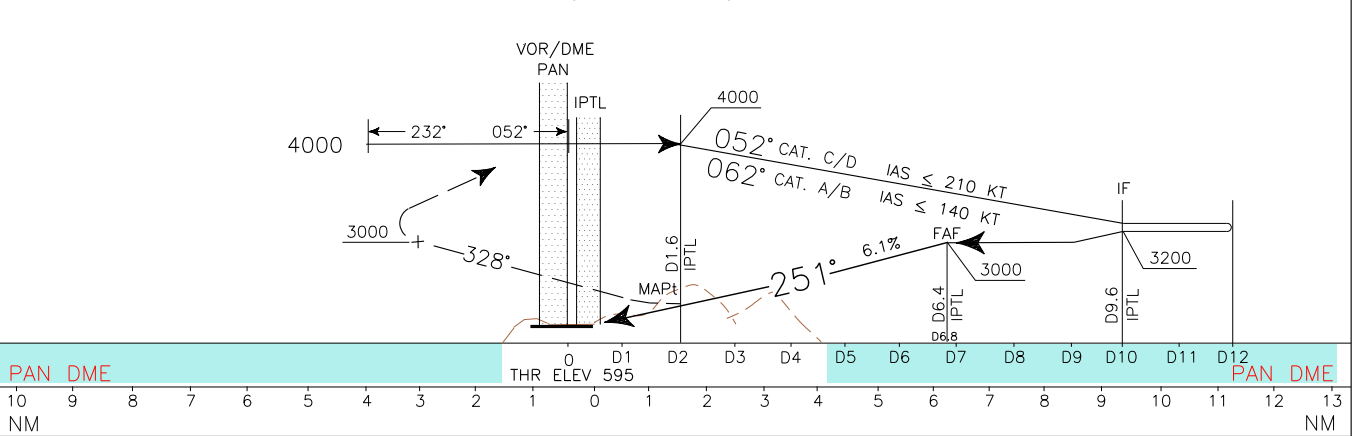
CHANGE: HOLDING RESTRICTION UPDATED

| | | | | |
|---|---------------------|--------------------|---------|-------------------------------------|
| REMARK: Final Approach Track off set 2.7' from RWY center line. RWY center line intercepted 2341 m before THR25. | APP Pantelleria APP | 119.350 | AD ELEV | LICG PANTELLERIA VOR-Y RWY 25 |
| | TWR Pantelleria TWR | 118.450 122.100 | 629 | |



TRANSITION ALT 5000

MISSED APPROACH: Not later than 2 NM before PAN DME climb to 4000 ft turning right on track 328°, then passing 3000 ft turn right to PAN VOR to be reached at 4000 ft.



| STRAIGHT-IN LANDING RWY 25 | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF-MAPT | MAPt-THR | DME PAN | ALT (HGT) | MSA 25NM PAN VOR |
|----------------------------|------------|----------------|------------|------------------|-------|------------|----------|----------|---------|-------------|------------------|
| OCA(H) | MDA(H) | MAX KT | OCA(H) | | | | | | | | |
| 1600(1005) | 1600(1005) | 100 | 1600(971) | 2100(1471) | 3000M | 80 | 500 | 3 : 36 | 1 : 08 | 6 | 2690 (2095) |
| 2250M | 2250M | 135 | 1700(1071) | 2100(1471) | 3600M | 100 | 620 | 2 : 53 | 0 : 55 | 5 | 2320 (1725) |
| | | 180 | | | | 740 | 2 : 24 | 0 : 46 | 4 | 1940 (1345) | |
| 2700M | 3000M | 205 | 1700(1071) | 2100(1471) | 5400M | 120 | 870 | 2 : 03 | 0 : 39 | 3 | 1570 (975) |
| | | 140 | | | | 990 | 1 : 48 | 0 : 34 | 2 | 1200 (605) | |
| 3000M | 3000M | | | | | 160 | 990 | 1 : 48 | 0 : 34 | 1 | 830 (235) |

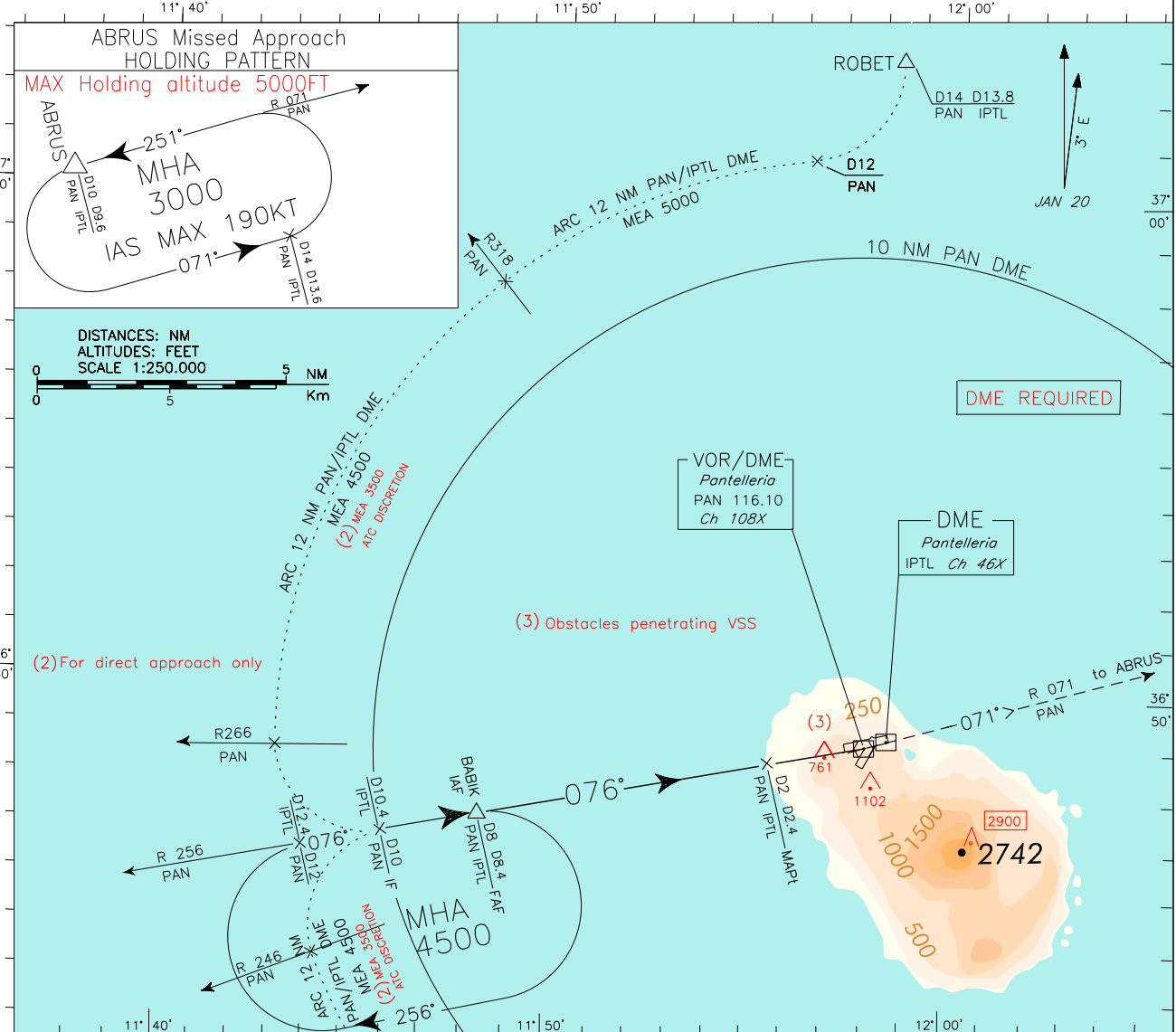
DOC.8168 – ED.5 2006
 AMDT.4
 CHANGE: MAGNETIC DECLINATION UPDATED, REMARK 3 ADDED; RWY DESIGNATION

REMARK (1):
 final approach track off set
 2.3° from RWY center line.
 RWY center line intercepted
 2902 m before THR 07.

APP Pantelleria APP 119.350
TWR Pantelleria TWR 118.450
 122.100

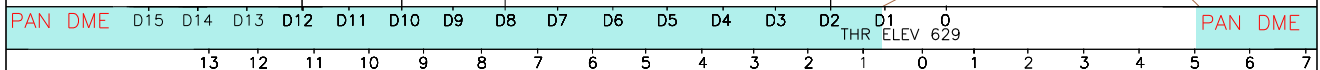
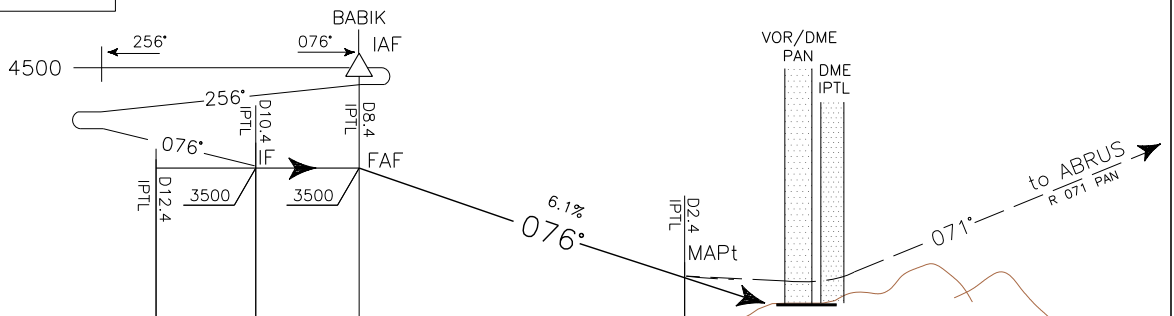
AD ELEV
 629

LICG PANTELLERIA
 VOR-Z RWY 07



MISSED APPROACH: Not later than 2 NM before PAN DME climb to 3000 ft direct to PAN VOR. Then proceed on RDL 071 PAN VOR bound to ABRUS holding pattern, to be reached at 3000 ft.

TRANSITION ALT 5000



| STRAIGHT-IN LANDING RWY 07 | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF-MAPT | MAPt-THR | PAN DME | ALT (HGT) | MSA 25NM PAN VOR |
|----------------------------|-------------------|----------------|-------------|------------------|-----------|------------|----------|-------------|-------------|-------------|------------------|
| OCA(H) 1350(721) | MDA(H) 1650(1021) | MAX KT | OCA(H) | | | | | | | | |
| A | 2250M | 100 | 1600 (971) | 2100 (1471) | VIS 3000M | 80 | 4 : 30 | 1 : 11 | 7 | 3120 (2491) | 3900 |
| B | | 135 | | | | VIS 3600M | 6 | 2750 (2121) | | | |
| C | 3000M | 180 | 1700 (1071) | VIS 5400M | 120 | 3 : 36 | 0 : 57 | 5 | 2380 (1751) | | |
| D | | 205 | | | 140 | 2 : 34 | 0 : 41 | 4 | 2010 (1381) | | |
| | | | | | | 160 | 2 : 15 | 0 : 36 | 2 | 1270 (641) | |

REMARK (1):
Final Approach track offset 2.3°
from RWY center line.
RWY center line intercepted
2902 m before THR07.

APP Pantelleria APP 119.350
TWR Pantelleria TWR 118.450
122.100

AD ELEV
629

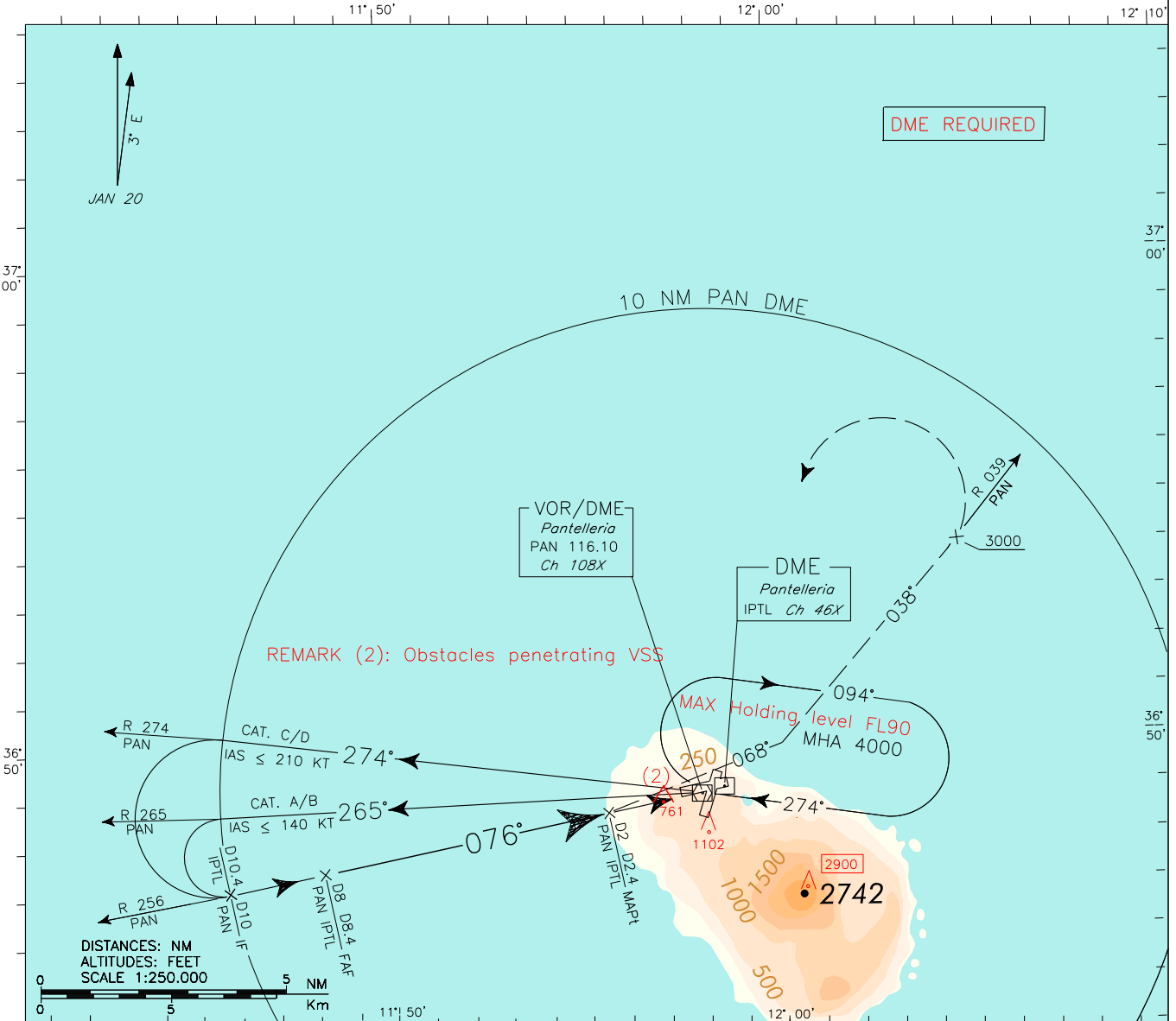
L
I
C
G

PANTELLERIA

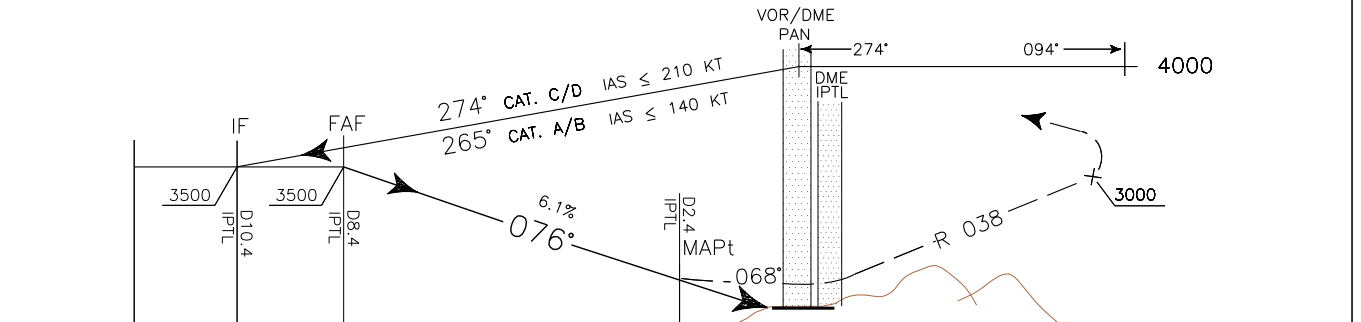
VOR-Y RWY 07

DOC.8168 – ED.5 2006 – AMDT.4

CHANGE: HOLDING RESTRICTION UPDATED



TRANSITION ALT 5000 MISSED APPROACH: Not later than 2 NM before PAN VOR climb to 4000 Ft turning left on track 068° to intercept and follow RDL 038, passing 3000 Ft turn left to PAN VOR to be reached at 4000 Ft.

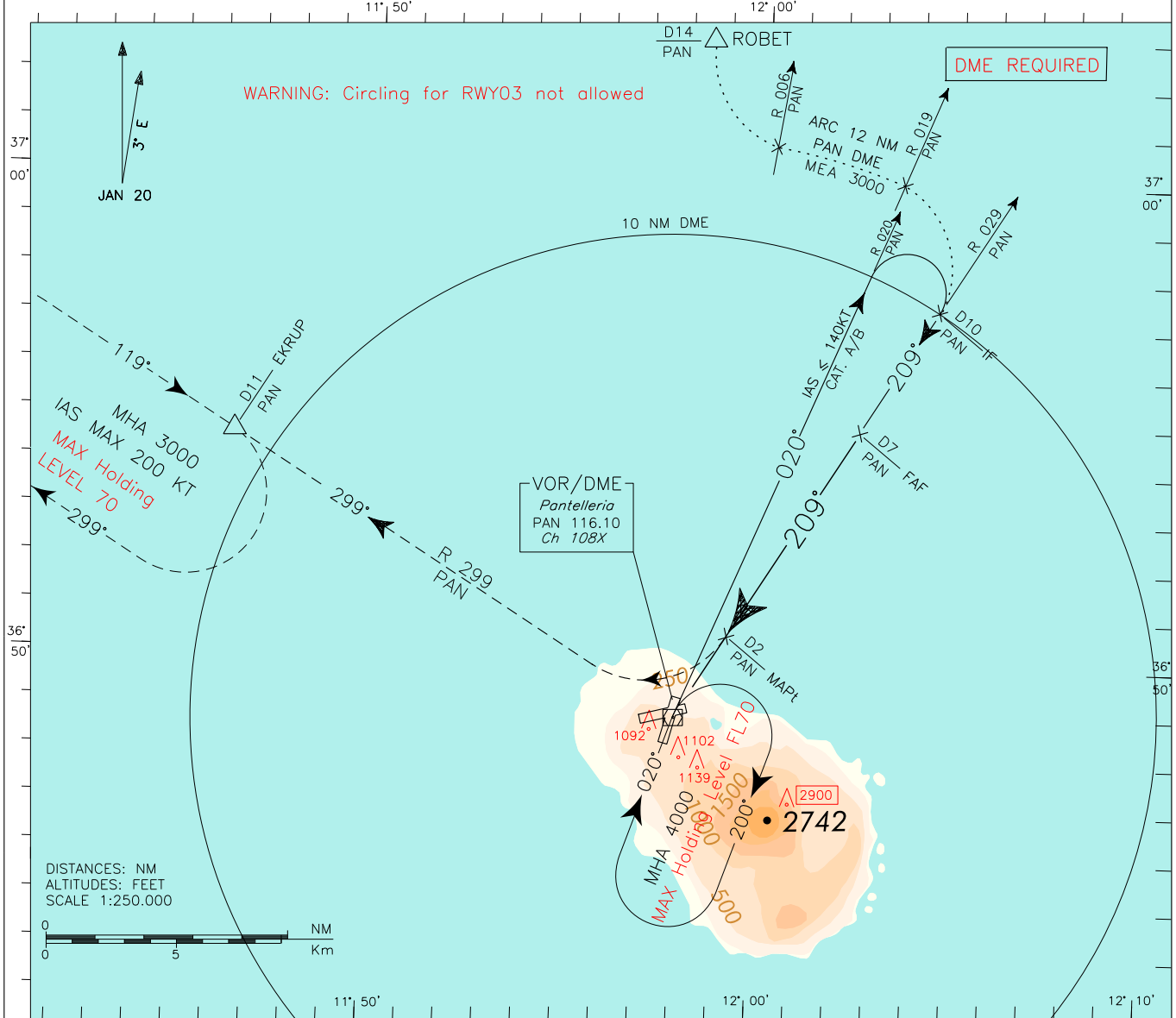


| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|-----|-----|-----|----|----|----|----|----|----|----|----|----|---|--------------|---|---|---|---|---|---|---|---|---|---------|
| * PAN DME | D12 | D11 | D10 | D9 | D8 | D7 | D6 | D5 | D4 | D3 | D2 | D1 | 0 | THR ELEV 629 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | PAN DME |
| | NM | | | | | | | | | | | | | | | | | | | | | | | |

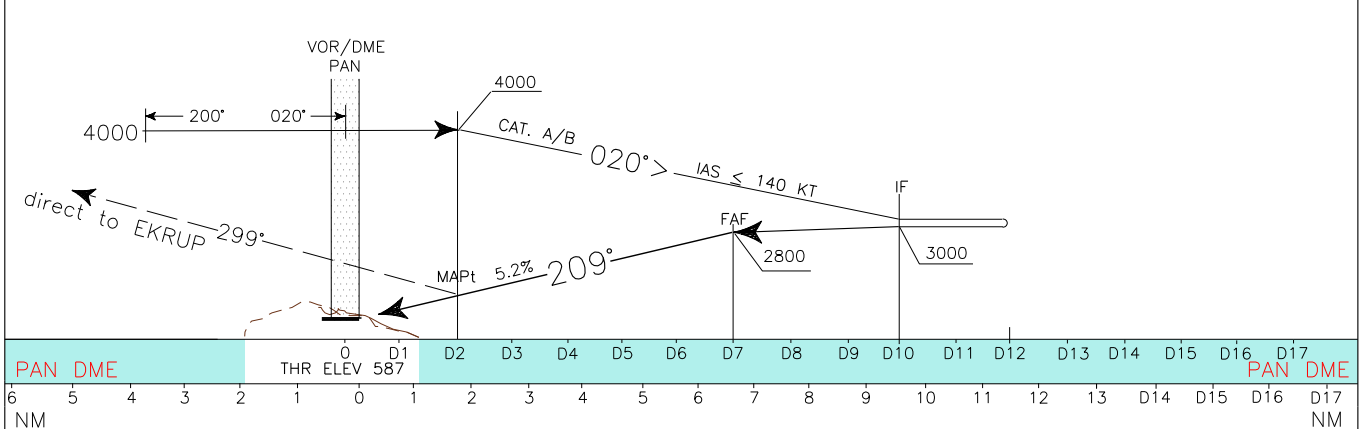
| | STRAIGHT-IN LANDING RWY 08 | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF-MAPT | | MAPt-THR | | DME PAN | ALT (HGT) | MSA 25NM PAN VOR |
|---|----------------------------|-------------|----------------|-------------|------------------|-----|------------|----------|--------|----------|-------------|---------|-----------|------------------|
| | OCA(H) | MDA(H) | MAX KT | OCA(H) | | | | MDA(H) | 6 NM | 1.58 NM | | | | |
| A | 2250M | 1600 (971) | 100 | 2100 (1471) | | 80 | 500 | 4 : 30 | 1 : 11 | 7 | 3120 (2491) | | | |
| B | | | 135 | | | 100 | 620 | 3 : 36 | 0 : 57 | 6 | 2750 (2121) | | | |
| C | | | 180 | | | 120 | 740 | 3 : 00 | 0 : 47 | 5 | 2380 (1751) | | | |
| D | 3000M | 1700 (1071) | 205 | | | 140 | 870 | 2 : 34 | 0 : 41 | 4 | 2010 (1381) | | | |
| | | | | | | 160 | 990 | 2 : 15 | 0 : 36 | 3 | 1640 (1011) | | | |
| | | | | | | | | | | 2 | 1270 (641) | | | |

I AMDT.4
 DOC.8168 – ED.5 2006
 CHANGE: EKRUP HOLDING RESTRICTION UPDATED

| | | | | | |
|--|---------------------|--------------------|---------|-----|--|
| REMARK: Final approach track off set 4° from RWY center line. RWY center line intercepted 1594 m before THR 20. | APP Pantelleria APP | 119.350 | AD ELEV | 629 | L C G PANTELLERIA VOR RWY 20 (CAT. A/B) |
| | TWR Pantelleria TWR | 118.450 122.100 | | | |



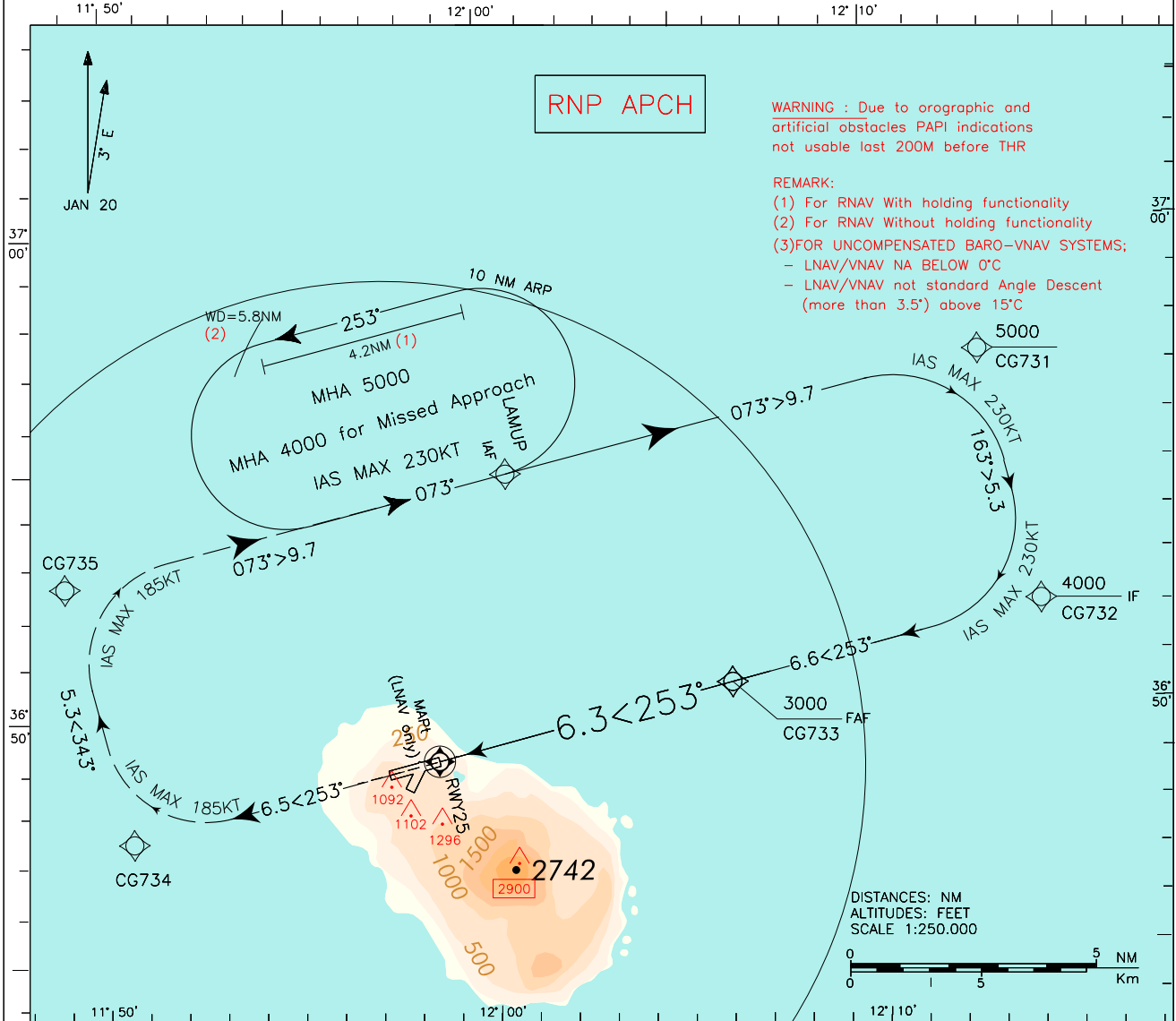
TRANSITION ALT 5000 **MISSED APPROACH:** Not later than 2 NM before PAN DME, climb to 3000 ft turning right to intercept and follow RDL 299 PAN VOR bound to EKRUP, to be reached at 3000 ft.



| * A | STRAIGHT-IN LANDING RWY 20 | | CIRCLE TO LAND | | VIS 3000M | GS FT PER MIN 80 100 120 140 160 | FAF-MAPt 5 NM 3 : 45 3 : 00 2 : 30 2 : 09 1 : 53 | MAPt-THR 1.8NM 1 : 21 1 : 05 0 : 54 0 : 46 0 : 41 | DME PAN DME 7 6 5 4 3 2 | ALT (HGT) 2800 (2213) 2480 (1893) 2160 (1573) 1840 (1253) 1520 (933) 1205 (618) | MSA 25NM PAN VOR 3900 |
|-----|----------------------------|-------------------|----------------|------------|-------------|--|--|---|--|---|--------------------------|
| | OCA(H) 1600(1013) | MDA(H) 1600(1013) | MAX KT | OCA(H) | | | | | | | |
| B | 2250M | | 100 | 1600 (971) | 2100 (1471) | | | | | | |

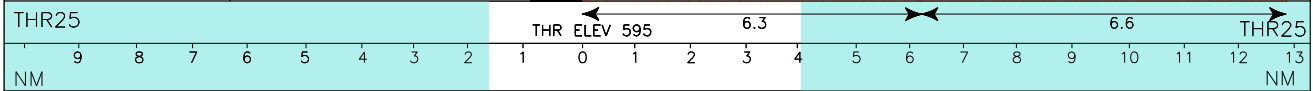
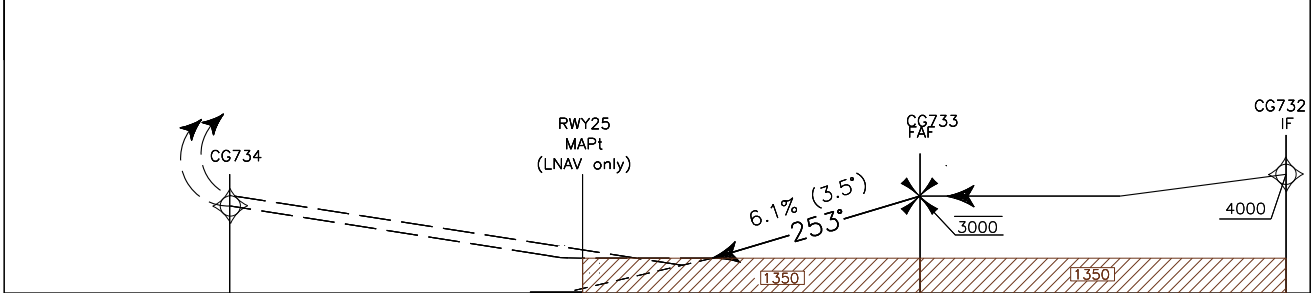
DOC.8168-ED.6 2014 - AMDT 8
CHANGE: MAGNETIC DECLINATION UPDATED; REMARK 3 UPDATED; RWY DESIGNATION

| | | | | |
|---------------------------|--|-------------------------------|----------------|-----------------------------------|
| EGNOS CH 54110 E25A | APP Pantelleria APP TWR Pantelleria TWR | 119.350 118.450 122.100 | AD ELEV 629 | LICG PANTELLERIA RNP RWY 25 |
|---------------------------|--|-------------------------------|----------------|-----------------------------------|



TRANSITION ALT 5000
TCH 15.5 M

MISSED APPROACH: Climbing to 4000 ft proceed on TR 253° direct to CG734 than turn right (IAS MAX 185KT) direct to CG735 than turn right (IAS MAX 185KT) direct to LAMUP holding pattern to be reached at 4000 ft.



| STRAIGHT-IN LANDING RWY 25 | | | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF - THR | DIST THR | ALT (HGT) | MSA 25NM ARP |
|----------------------------|---------------|---------------|---------------|----------------|--------|------------------|----------------|------------|-----------|----------|-------------|--------------|
| OCA (OCH) | A | B | C | D | OCA(H) | | | | | | | |
| LPV (M.A.5%) | 910 (315) | 930 (335) | 940 (345) | 950 (355) | | | 80 | 495 | 6.3 NM | 7 | | 3900 |
| LPV (M.A. 2.5%) | 1020 (425) | 1040 (445) | 1050 (455) | 1060 (465) | | | 100 | 495 | 4 : 44 | 6 | 2876 (2281) | |
| LNAV/VNAV | 1020 (425) | 1040 (445) | 1060 (465) | 1085 (490) | | | 120 | 740 | 3 : 47 | 5 | 2504 (1909) | |
| LNAV | | 1350 (755) | | | A | 100 | 160 (971) | | 4 : 44 | 4 | 2132 (1537) | |
| A | 2250M | ALS OUT | 2250M | | B | 135 | 2100 (1471) | | 3 : 09 | 3 | 1760 (1165) | |
| B | 2700M | | | | C | 180 | 1700 (1071) | | 2 : 42 | 2 | 1389 (794) | |
| C | 3000M | | 3000M | | D | 205 | | | 2 : 22 | 1 | 1017 (422) | |
| D | 3000M | | | | | | | | | | | |

TABULAR DESCRIPTION

PANTELLERIA

RNP RWY25

| Serial Number | Path Terminator | Waypoint Identifier | Fly Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA (°) / TCH (MT) | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|------------------|--------------------|--------------------------|
| 010 | IF | LAMUP | - | - | - | - | - | +5000 | - | - | RNP APCH |
| 020 | TF | CG731 | - | 073°(076.4°) | - | 9.7 | - | +5000 | - | - | RNP APCH |
| 030 | TF | CG732 | - | 163°(166.5°) | - | 5.3 | R | +4000 | -230 | - | RNP APCH |
| 040 | TF | CG733 | - | 253°(256.5°) | - | 6.6 | R | +3000 | -230 | - | RNP APCH |
| 050 | TF | RWY25 | Y | 253°(256.5°) | +3 | 6.3 | - | @646 (4) | - | -3.5/15.5 | RNP APCH |
| 060 | CF | CG734 | - | 253°(256.4°) | - | 6.5 | - | - | - | - | RNP APCH |
| 070 | TF | CG735 | - | 343°(346.3°) | - | 5.3 | R | - | -185 | - | RNP APCH |
| 080 | TF | LAMUP | - | 073°(076.3°) | - | 9.7 | R | +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 | LAMUP | 073° (076.7°) | 4.2 | 1 / 5.8 | L | +5000 (3) | - | -230 | 3.0 | RNP 1 |

(1) RNAV system with holding functionality

(2) RNAV system without holding functionality

(3) MHA 4000FT for Missed Approach

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

WAYPOINT LIST

RNP RWY25

| Waypoint Identifier | Coordinates |
|---------------------|----------------------------|
| CG731 | 36°57'15.2"N 012°12'40.0"E |
| CG732 | 36°52'06.0"N 012°14'11.8"E |
| CG733 | 36°50'33.3"N 012°06'12.6"E |
| CG734 | 36°47'32.2"N 011°50'41.7"E |
| CG735 | 36°52'41.4"N 011°49'08.1"E |

SBAS FAS DATA BLOCK LICG RNP RWY25

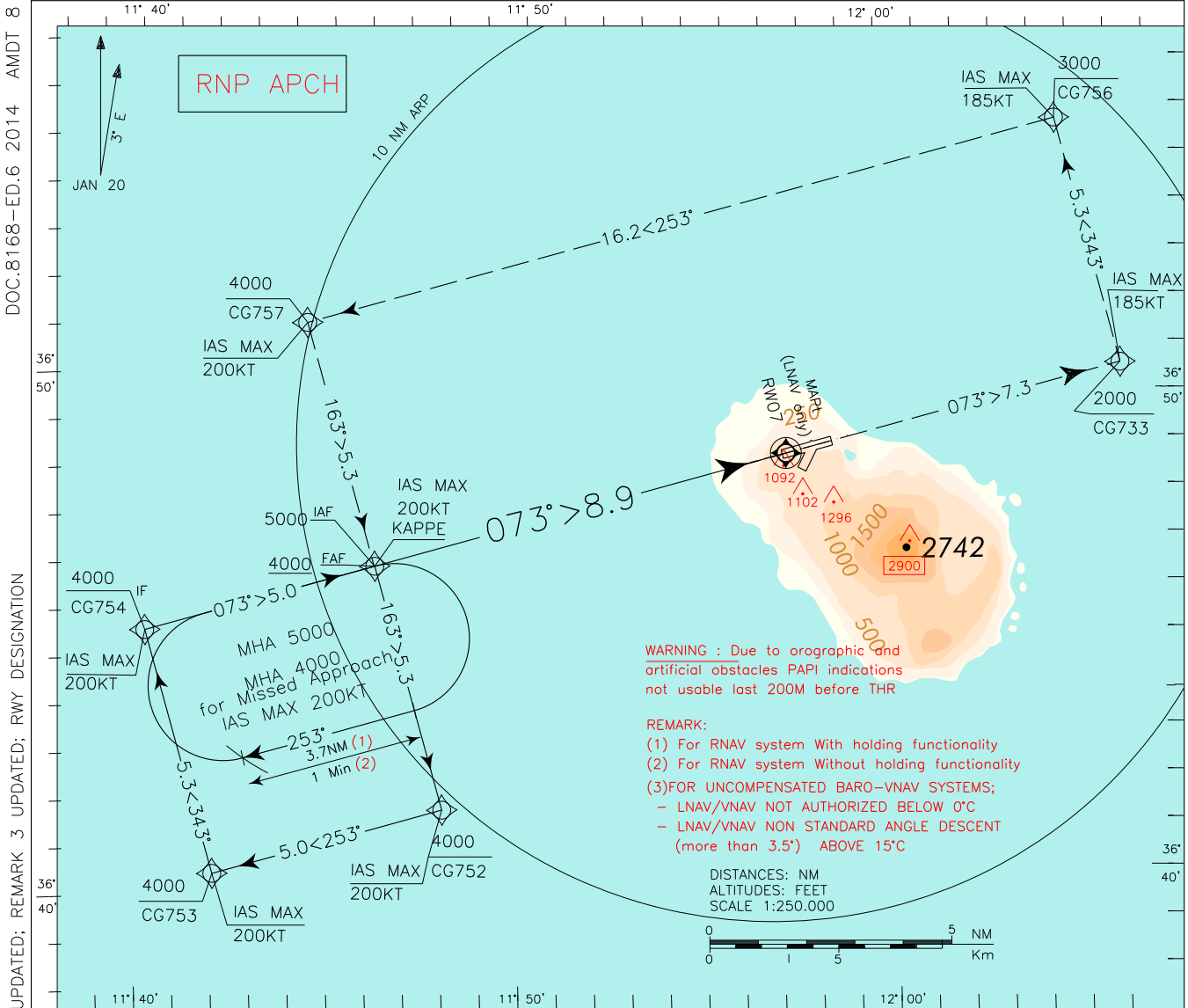
| INPUT DATA | |
|-------------------------------------|---------------|
| PARAMETERS | VALUES |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | LICG |
| Runway | 25 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E25A |
| LTP/FTP Latitude | 364904.0590N |
| LTP/FTP Longitude | 0115832.6505E |
| LTP/FTP Ellipsoidal Height (metres) | 224.2 |
| FPAP Latitude | 364850.8205N |
| Delta FPAP Latitude (seconds) | -13.2385 |
| FPAP Longitude | 0115724.6070E |
| Delta FPAP Longitude (seconds) | -68.0435 |
| Threshold Crossing Height | 15.50 |
| TCH Units Selector | 1 |
| Glidepath Angle (degrees) | 3.50 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 0 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| OUTPUT DATA | |
|----------------------|--|
| Data Block | 10 07 03 09 0C 19 00 00 01 35 32 05 76 EC CC 0F 95 B1 23 05 C2 1C 93 98 FF 69 EC FD 36 81 5E 01 64 00 C8 AF 8E D5 12 99 |
| Calculated CRC Value | 8ED51299 |

Required Additional Data (not CRC wrapped)

| Parameters | Values |
|-------------------------------------|--------|
| ICAO Code | LI |
| LTP/FTP Orthometric Height (metres) | 181.4 |

| | | | |
|---------------------------|---|----------------|-----------------------------------|
| EGNOS CH 57703 E07A | APP Pantelleria APP 119.350 | AD ELEV 629 | LICG PANTELLERIA RNP RWY 07 |
| | TWR Pantelleria TWR 118.450 122.100 | | |

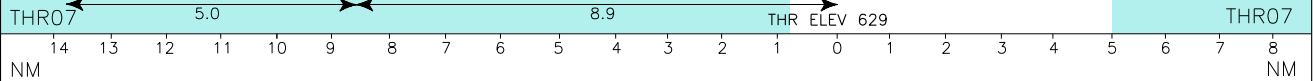
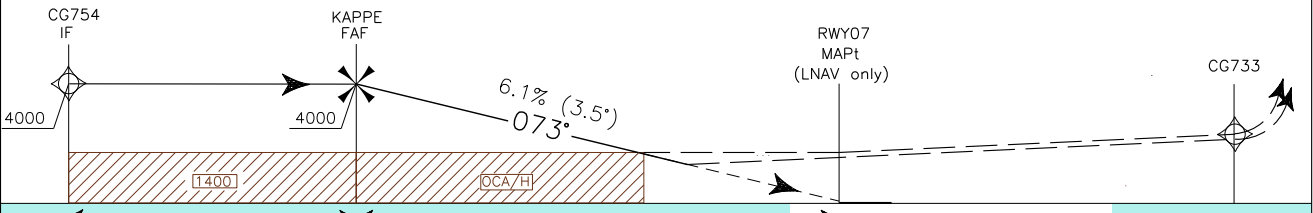


DOC.8168-ED.6 2014 AMDT 8

CHANGE: MAGNETIC DECLINATION UPDATED; REMARK 3 UPDATED; RWY DESIGNATION

TRANSITION ALT 5000
TCH 15.0 M

MISSED APPROACH: Climbing to 4000 ft proceed on TR 073° direct to CG733 than turn left (IAS MAX 185KT) direct to CG756 than turn left (IAS MAX 185KT) direct to CG757, than turn left (IAS MAX 200KT) direct to KAPPE holding pattern to be reached at 4000FT.



| | | | | | | | | | | | |
|----------------------------|------------|------------|------------|------------------|-------------|-----|------------|-----------|----------|-------------|--------------|
| STRAIGHT-IN LANDING RWY 07 | | | | CIRCLING SECTORS | | GS | FT PER MIN | FAF - THR | DIST THR | ALT (HGT) | MSA 25NM ARP |
| OCA (OCH) | A | B | C | D | NOT ALLOWED | | | | | | |
| LPV | 1230 (601) | 1240 (611) | 1250 (621) | 1260 (631) | | 80 | 495 | 6 : 40 | 8 | 3652 (3023) | 3900 |
| LNAV/VNAV | 1300 (671) | 1310 (681) | 1320 (691) | 1340 (711) | 100 | | | | | | |
| LNAV | 1400 (721) | | | | | 120 | 740 | 4 : 27 | 6 | 2909 (2280) | |
| A | 2250M | | | | 140 | | | | | | |
| B | 3000M | | | | | 160 | 990 | 3 : 20 | 4 | 2166 (1537) | |
| C | | | | | 1 | | | | | | |
| D | | | | | | | | | 2 | 1422 (793) | |
| | | | | | | | | | | | |

TABULAR DESCRIPTION

PANTELLERIA

RNP RWY07

| Serial Number | Path Terminator | Waypoint Identifier | Fly Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA (°) / TCH (MT) | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|------------------|--------------------|--------------------------|
| 010 | IF | KAPPE | - | - | - | - | - | +5000 | - | - | RNP APCH |
| 020 | TF | CG752 | - | 163°(166.3°) | - | 5.3 | - | +4000 | -200 | - | RNP APCH |
| 030 | TF | CG753 | - | 253°(256.3°) | - | 5.0 | R | +4000 | -200 | - | RNP APCH |
| 040 | TF | CG754 | - | 343°(346.2°) | - | 5.3 | R | +4000 | -200 | - | RNP APCH |
| 050 | TF | KAPPE | - | 073°(076.2°) | - | 5.0 | R | +4000 | - | - | RNP APCH |
| 060 | TF | RWY07 | Y | 073°(076.3°) | +3 | 8.9 | - | @679 (4) | - | -3.5/15.0 | RNP APCH |
| 070 | CF | CG733 | - | 073°(076.4°) | - | 7.3 | - | +2000 | -185 | - | RNP APCH |
| 080 | TF | CG756 | - | 343°(346.5°) | - | 5.3 | L | +3000 | -185 | - | RNP APCH |
| 090 | TF | CG757 | - | 253°(256.5°) | - | 16.2 | L | +4000 | -200 | - | RNP APCH |
| 100 | TF | KAPPE | - | 163°(166.3°) | - | 5.3 | L | +4000 | -200 | - | 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) (3) | Maximum Altitude | Speed Limit (kt) | Magnetic Variation (°) | Navigation Specification |
|-----------------|---------------------|------------------------|-----------------------|---|----------------|---------------------------|------------------|------------------|------------------------|--------------------------|
| HM | KAPPE | 073° (076.7°) | 3.7 | 1 / - | R | +5000 | 6000 | -200 | 3.0 | RNP 1 |

(1) RNAV system with holding functionality

(2) RNAV system without holding functionality

(3) MHA 4000FT for Missed Approach Holding

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

WAYPOINT LIST

RNP RWY07

| Waypoint Identifier | Coordinates |
|---------------------|------------------------------|
| CG733 | 36°50'33.3"N 012°06'12.6"E |
| CG752 | 36°41'34.9"N 011°48'09.7"E |
| CG753 | 36°40'23.6"N 011°42'07.6"E |
| CG754 | 36°45'32.7"N 011°40'33.5"E |
| CG756 | 36°55'42.7"N 012°04'39.9"E |
| CG757 | 36°51'53.2"N 011°45'02.1"E |
| RWY08 | 36°48'50.82"N 011°57'24.61"E |

SBAS FAS DATA BLOCK LICG RNP RWY07

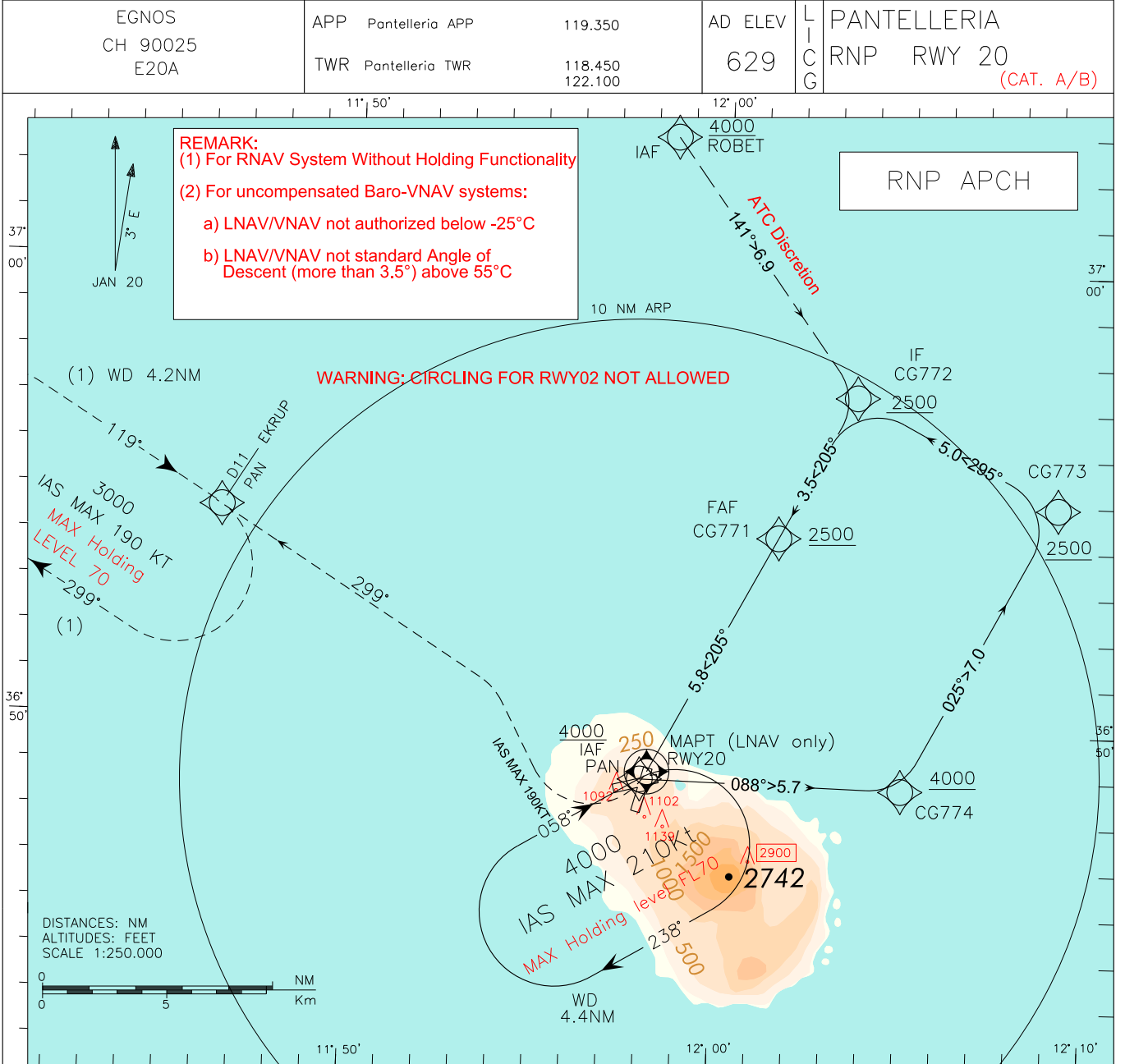
| INPUT DATA | |
|-------------------------------------|---------------|
| PARAMETERS | VALUES |
| Operation Type | 0 |
| SBAS Provider | 1 (EGNOS) |
| Airport Identifier | LICG |
| Runway | 07 |
| Runway Letter | 0 (None) |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E07A |
| LTP/FTP Latitude | 364850.8205N |
| LTP/FTP Longitude | 0115724.6070E |
| LTP/FTP Ellipsoidal Height (metres) | 233.1 |
| FPAP Latitude | 364904.0585N |
| Delta FPAP Latitude (seconds) | 13.2380 |
| FPAP Longitude | 0115832.6505E |
| Delta FPAP Longitude (seconds) | 68.0435 |
| Threshold Crossing Height | 15.00 |
| TCH Units Selector | 1 (meters) |
| Glidepath Angle (degrees) | 3.50 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 0 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| OUTPUT DATA | |
|----------------------|--|
| Data Block | 10 07 03 09 0C 07 00 00 01 37 30 05 09 85 CC 0F FE 9D 21 05 1B 1D 6C 67 00 97 13 02 2C 81 5E 01 64 00 C8 AF EE C2 42 30 |
| Calculated CRC Value | EEC24230 |

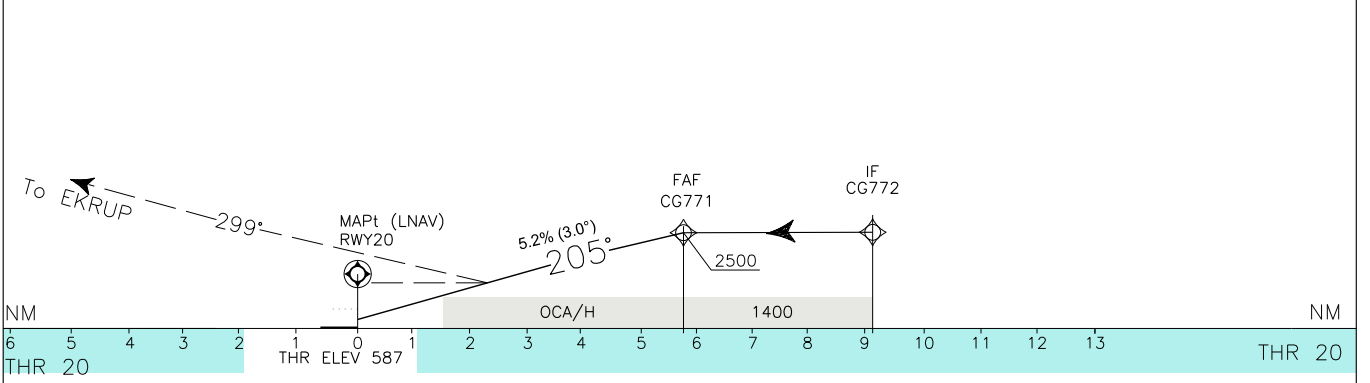
Required Additional Data (not CRC wrapped)

| Parameters | Values |
|-------------------------------------|--------|
| ICAO Code | LI |
| LTP/FTP Orthometric Height (metres) | 191.6 |

DOC.8168 – ED.6 2014 – AMDT.8
CHANGE: MISSED APPROACH DESCRIPTION REVISED



TRANSITION ALT 5000 MISSED APPROACH: Climbing to 3000ft proceed to RWY20 then turn right (IAS MAX 190kt) on course 299 bound to EKRUP to join Missed Approach Holding Pattern
TCH=15M



| STRAIGHT – IN LANDING RWY20 | | | CIRCLE TO LAND | | CIRCLING SECTORS | GS | FT PER MIN | FAF-MAPt 5.8 NM | RWY21 DIST | ALT (HGT) | MNM SECT ALT 25NM ARP |
|-----------------------------|------------|------------|----------------|------------|------------------|-----------|------------|--------------------|---------------|-------------|-----------------------------|
| OCA (OCH) | A | B | MAX KT | OCA(H) | | | | | | | |
| LPV | 1158 (571) | 1170 (583) | 100 | 1600 (971) | 2100 (1471) | 80 | 425 | 4 : 22 | 5.8 | 2500 (1913) | 3900 |
| LNAV/VNAV | 1238 (651) | 1250 (663) | 100 | 1600 (971) | 2100 (1471) | 100 | 530 | 3 : 29 | 5 | 2250 (1663) | |
| LNAV | 1390 (803) | | 100 | | | VIS 3000M | 120 | 635 | 2 : 54 | 4 | |
| A | VIS 2250M | | 135 | VIS 3000M | 140 | | 740 | 2 : 29 | 3 | 1610 (1023) | |
| B | | | | | 160 | 960 | 2 : 10 | 2 | 1290 (703) | | |

TABULAR DESCRIPTION

PANTELLERIA RNP RWY20

Initial from ROBET

| 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 | ROBET | - | - | - | - | - | +4000 | 180 | - | RNP APCH |
| 020 | TF | CG772 | - | 141° (144°) | - | 6.9 | - | +2500 | - | - | RNP APCH |
| 030 | TF | CG771 | - | 205° (207.8°) | - | 3.5 | - | +2500 | - | - | RNP APCH |
| 040 | TF | RWY20 | Y | 205° (207.8°) | - | 5.8 | - | +637 (2) | - | 3°/15M | RNP APCH |
| 050 | CF | EKRUP | Y | 299° (302°) | +3.0 | - | - | +3000 | 190 | - | RNP APCH |

Initial from PAN

| 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 | PAN | - | - | - | - | - | +4000 | 180 | - | RNP APCH |
| 020 | TF | CG774 | - | 088° (091.2°) | - | 5.7 | - | +4000 | / | - | RNP APCH |
| 030 | TF | CG773 | - | 025° (027.8°) | - | 7 | - | +2500 | 180 | - | RNP APCH |
| 040 | TF | CG772 | - | 295° (297.8°) | - | 5 | - | +2500 | 180 | - | RNP APCH |
| 050 | TF | CG771 | - | 205° (207.8°) | - | 3.5 | - | +2500 | - | - | RNP APCH |
| 060 | TF | RWY20 | Y | 205° (207.8°) | - | 5.8 | - | +637 (2) | - | 3°/15M | RNP APCH |
| 070 | CF | EKRUP | Y | 299° (302°) | +3.0 | - | - | +3000 | 190 | - | RNP APCH |

| Path Terminator | Waypoint Identifier | Inbound Course °M (°T) | Timing(min.)/ Waypoint Distance (NM) (1) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FL) | Speed Limit (Kt) | Magnetic Variation (°) | Navigation Specification |
|-----------------|---------------------|------------------------|---|----------------|-----------------------|-----------------------|------------------|------------------------|--------------------------|
| HM | PAN | 058° (061°) | -/4.4 | R | +4000 | - | 210 | +3.0 | RNAV 1 |
| HM | EKRUP | 119° (122°) | - / 4.2 | R | +3000 | - | 190 | +3.0 | RNAV1 |

(1) RNAV system without holding functionality

(2) THR altitude + TCH

WAYPOINT LIST RNP RWY20

| Waypoint Identifier | Coordinates |
|---------------------|------------------------------|
| CG774 | 36°48'44.83"N 012°05'01.82"E |
| CG773 | 36°54'56.91"N 012°09'05.75"E |
| CG772 | 36°57'17.14"N 012°03'34.83"E |
| CG771 | 36°54'11.15"N 012°01'32.64"E |

SBAS FAS DATA BLOCK LICG RNP RWY20

| INPUT DATA | |
|-------------------------------------|---------------|
| PARAMETERS | VALUES |
| Operation Type | 0 |
| SBAS Provider | 1 (EGNOS) |
| Airport Identifier | LICG |
| Runway | 20 |
| Runway Letter | 0 (None) |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E20A |
| LTP/FTP Latitude | 364901.9000N |
| LTP/FTP Longitude | 0115809.5800E |
| LTP/FTP Ellipsoidal Height (metres) | 220.3 |
| FPAP Latitude | 364830.3000N |
| Delta FPAP Latitude (seconds) | -31.6000 |
| FPAP Longitude | 0115748.8700E |
| Delta FPAP Longitude (seconds) | -20.7100 |
| Threshold Crossing Height | 15.00 |
| TCH Units Selector | 1 (metres) |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 0 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| OUTPUT DATA | |
|----------------------|--|
| Data Block | 10 07 03 09 0C 14 00 00 01 30 32 05 98 DB CC 0F 58 FD 22 05 9B 1C 20 09 FF 34 5E FF 2C 81 2C 01 64 00 C8 AF E7 82 B6 0A |
| Calculated CRC Value | E782B60A |

Required Additional Data (not CRC wrapped)

| Parameters | Values |
|-------------------------------------|--------|
| ICAO Code | LI |
| LTP/FTP Orthometric Height (metres) | 179.0 |