

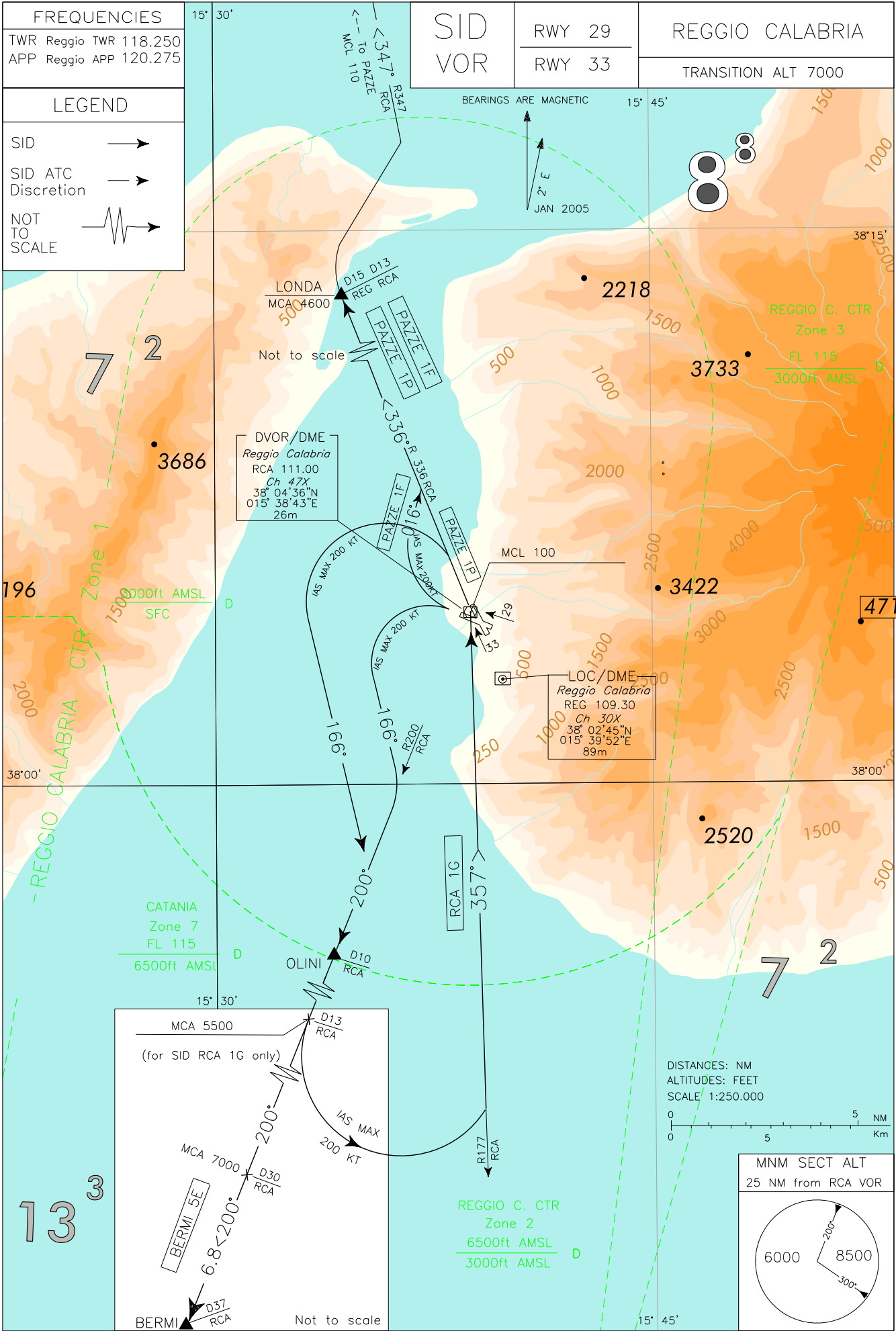
FREQUENCIES	
TWR	Reggio TWR 118.250
APP	Reggio APP 120.275

SID VOR	RWY 29
	RWY 33

REGGIO CALABRIA	
TRANSITION ALT 7000	

LEGEND	
SID	→
SID ATC Discretion	→
NOT TO SCALE	⚡

CHANGE: NEW SID PAZZE 1P, PAZZE 1F and RCA 1G IMPLEMENTED, SID VIA SOPOM AND PIGER WITHDRAWN



SID DESCRIPTION**BERMI 5E**

Turn left as soon as possible after take-off (IAS MAX 200 kt during turn) on track 166° until intercepting and following RDL 200 RCA VOR bound to BERMI.

MCA: RDL 200/30NM RCA VOR/DME 7000 FT

PAZZE 1F

Turn right as soon as possible after take-off (IAS MAX 200 kt during turn) on track 016° until intercepting and following RDL 336 RCA VOR bound to LONDA, to be crossed at 4600 ft or above, then turn right until intercepting and following RDL 347 RCA VOR bound to PAZZE.

MCA/MCL: LONDA 4600 FT, PAZZE FL 110

RCA 1G

Turn left as soon as possible after take-off (IAS MAX 200 kt during turn) on track 166° until intercepting and following RDL 200 RCA VOR. At 13NM RCA DME turn left (IAS MAX 200 kt during turn) until intercepting and following RDL 177 RCA VOR (TR 357°) bound to RCA VOR.

MCA/MCL: RDL 200/13NM RCA VOR/DME 5500 FT, RCA VOR FL100

PAZZE 1P

Intercept and follow RDL 336 RCA VOR bound to LONDA to be crossed at 4600 ft or above, then turn right until intercepting and following RDL 347 RCA VOR bound to PAZZE.

MCA/MCL: LONDA 4600 FT, PAZZE FL 110

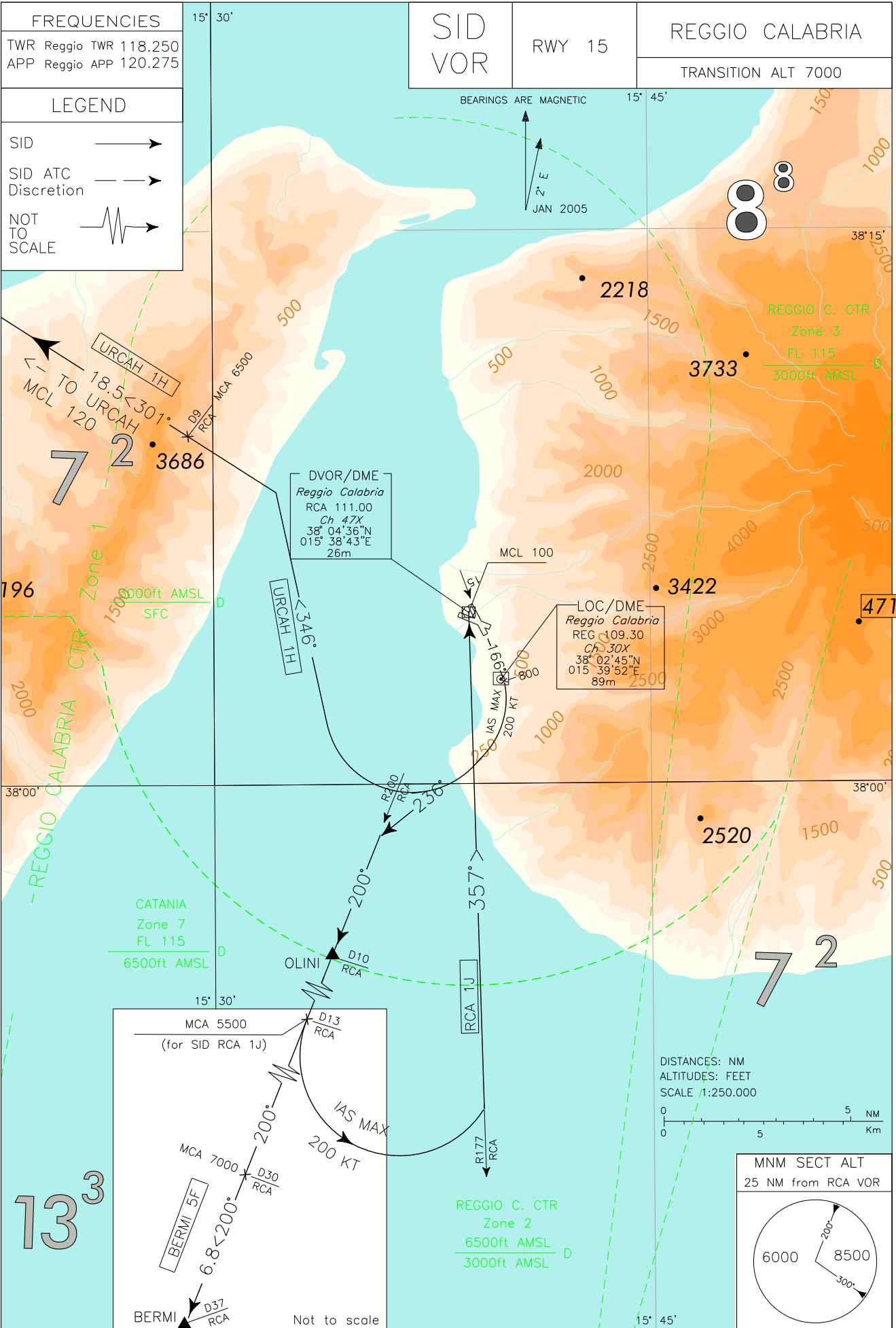
REMARKS

- a) **Minimum climb gradient:**
300 ft/NM (4,94%) for SID BERMI 5E;
365 ft/NM (6,0%) for SID PAZZE 1F and PAZZE 1P;
350 ft/NM (5,76%) for SID RCA 1G;

Aerodrome operations allowed only with following minima: visibility 5000 m, ceiling 1500 ft (VMC).

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CHANGE: SID URCAH 1H AND RCA 1J IMPLEMENTED, SID SOPOM WITHDRAWN.

SID DESCRIPTION**BERMI 5F**

After takeoff proceed on track 166°, reaching 800ft turn right on track 236° until intercepting and following RDL 200 RCA VOR bound to BERMI.

MCA: RDL 200/30NM RCA VOR/DME 7000 FT

URCAH 1H

After takeoff proceed on track 166°, reaching 800ft turn right on track 346° until intercepting and following RDL 301 RCA VOR bound to URCAH.

MCA/MCL: RDL 301/9NM RCA VOR/DME 6500 FT; URCAH FL 120

RCA 1J

After takeoff proceed on track 166°, reaching 800ft turn right on track 236° until intercepting and following RDL 200 RCA VOR. At 13NM RCA DME, turn left (IAS MAX 200 kt during turn) until intercepting and following RDL 177 RCA VOR (TR 357°) bound to RCA VOR.

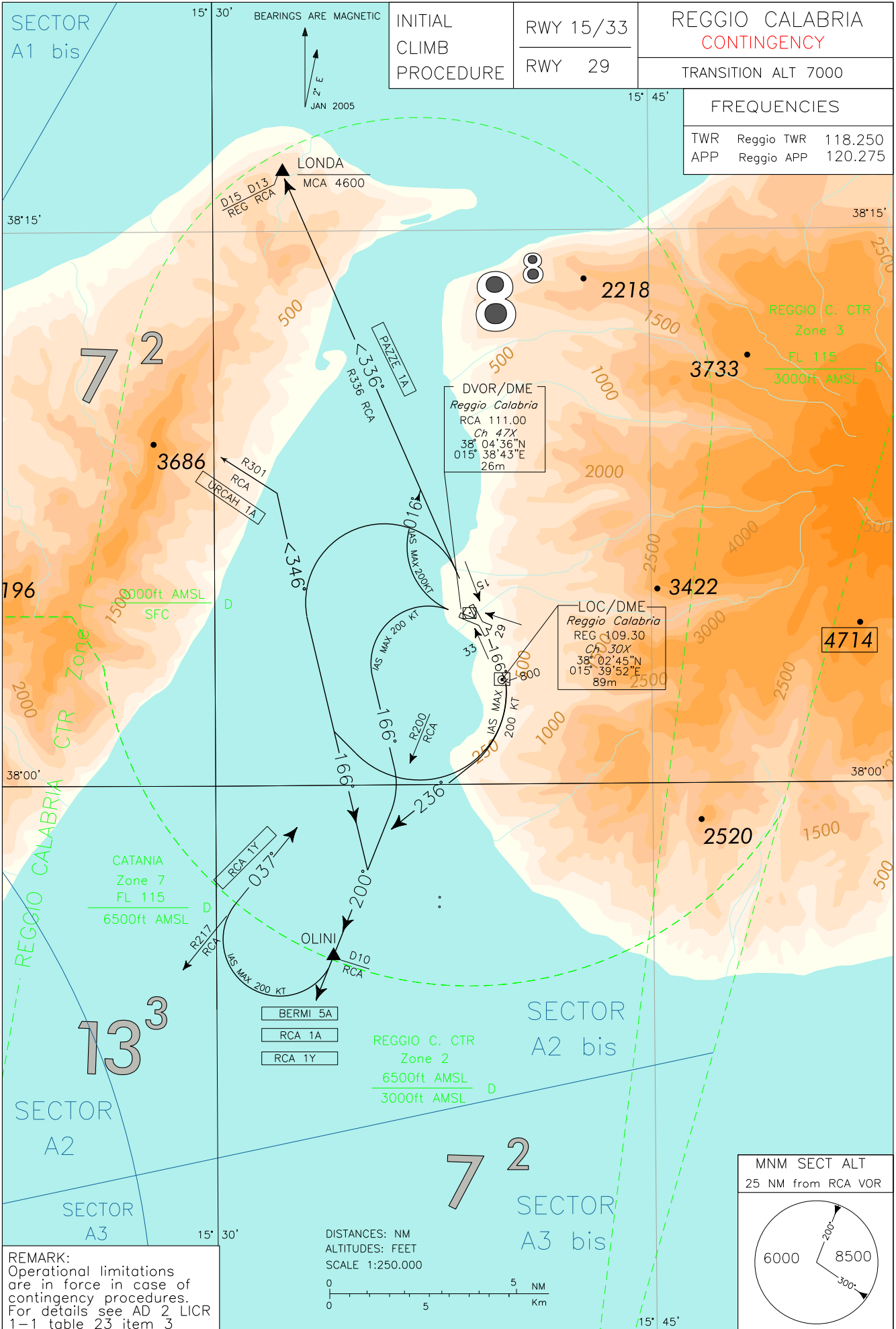
MCA/MCL: RDL 200/13NM RCA VOR/DME 5500 FT, RCA VOR FL100

REMARKS

- a) **Minimum climb gradient:**
565 ft/NM (9.3%) until passing 2000Ft, then 5.5% (335 Ft/NM). IAS MAX 200 kt during turn.
Aircraft unable to follow prescribed gradient have to maintain VMC until passing 2000 ft.
- b) **Aerodrome operations allowed only with following minima: visibility 5000 m, ceiling 1500 ft (VMC).**

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CHANGE: REVISED CHART

REMARK

OPERATIONAL LIMITATIONS are in force in case of contingency procedures, for details see AD 2 LICR 1-1 table 23 item 3

INITIAL CLIMB PROCEDURES**REMARK**

Aerodrome operations allowed only with fly minima: visibility 5000 m, ceiling 1500 ft (VMC).

RWY 15

After take-off proceed on track 166°, reaching 800ft:

- If proceeding via SID BERMI 5A, RCA 1A or RCA 1Y: turn right on track 236° until intercepting and following RDL 200 RCA VOR bound to OLINI;
- if proceeding via SID URCAH 1A: turn right on track 346° until intercepting and following RDL 301 RCA VOR bound to URCAH.

REMARK

Minimum climb gradient: 565 ft/NM (9.3%), IAS MAX 200 kt during turn.

Aircraft unable to follow prescribed gradient have to maintain VMC until passing 2000 ft.

RWY 33

- If proceeding via SID BERMI 5A, RCA 1A or RCA 1Y: turn left as soon as possible after take-off (IAS MAX 200 kt during turn) on track 166° until intercepting and following RDL 200 RCA VOR bound to OLINI;
- if proceeding via SID PAZZE 1A: intercept and follow RDL 336 RCA VOR bound to LONDA, to be crossed at 4600 ft or above.

REMARK

Minimum climb gradient:

300 ft/NM (4,94%) for SID BERMI 5A;

365 ft/NM (6.0%) for SID PAZZE 1A

350 ft/NM (5,76%) for SID RCA 1A and RCA 1Y.

RWY 29

- If proceeding via SID BERMI 5A, RCA 1A or RCA 1Y: turn left as soon as possible after take-off (IAS MAX 200 kt during turn) on track 166° until intercepting and following RDL 200 RCA VOR bound to OLINI;
- if proceeding via SID PAZZE 1A: turn right as soon as possible after take-off (IAS MAX 200 kt during turn) on track 016° until intercepting and following RDL 336 RCA VOR bound to LONDA, to be crossed at 4600 ft or above.

REMARK

Minimum climb gradient:

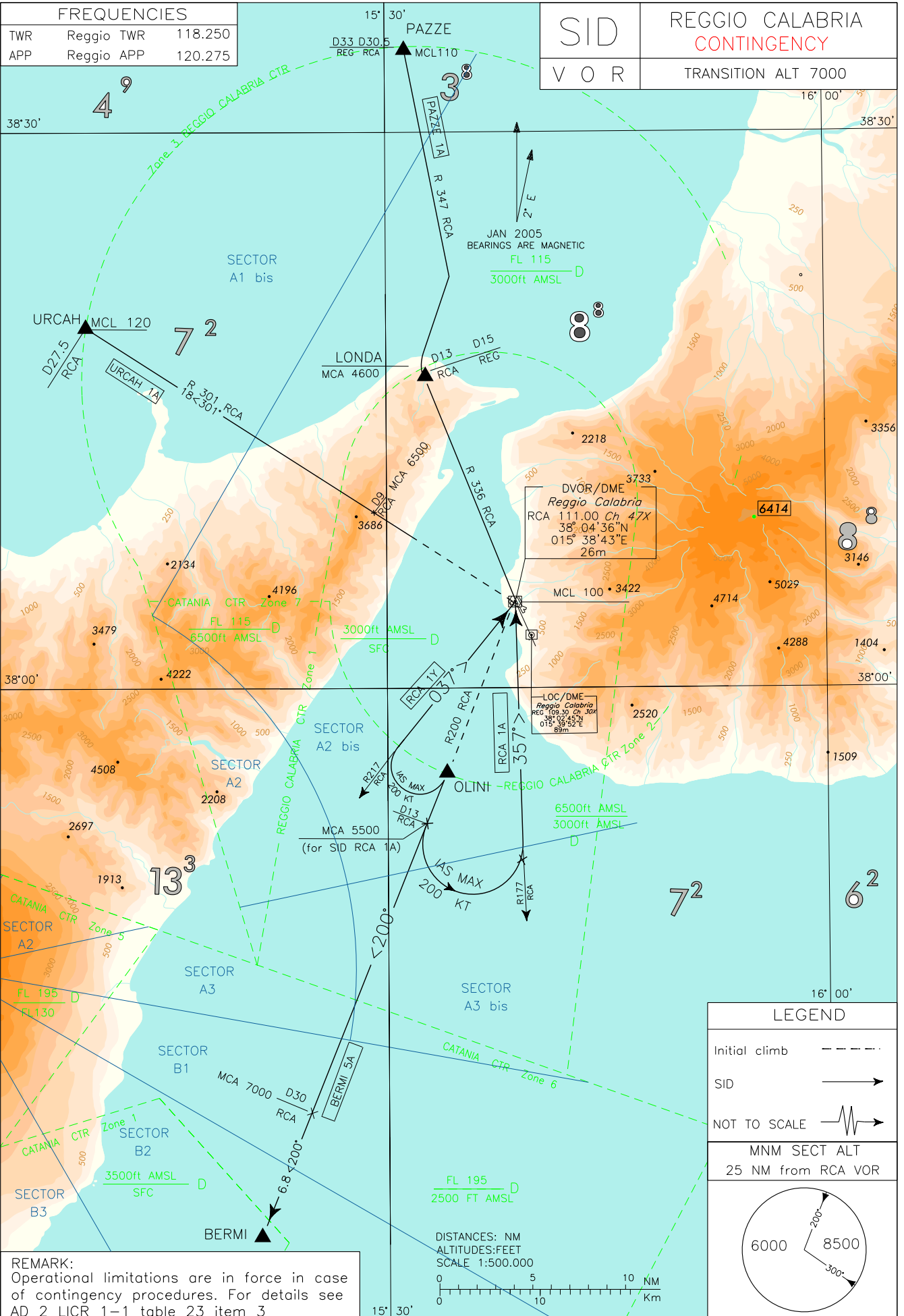
300 ft/NM (4,94%) for SID BERMI 5A

365 ft/NM (6.0%) for SID PAZZE 1A

350 ft/NM (5,76%) for SID RCA 1A and RCA 1Y.

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CHANGE: NEW SID TO RCA, PAZZE AND URCAH IMPLEMENTED

REMARK

OPERATIONAL LIMITATIONS are in force in case of contingency procedures, for details see AD 2 LICR 1-1 table 23 item 3

SID DESCRIPTION (RCA VOR OPERATIVE)

Initial climb procedure executed:

BERMI 5A

Proceed on RDL 200 RCA VOR bound to BERMI.

MCA: RDL 200/30NM RCA VOR/DME 7000 FT

RCA 1Y

After OLINI, turn right (IAS MAX 200 kt during turn) until intercepting and following RDL 217 RCA VOR (TR 037°) bound to RCA VOR

MCL: RCA VOR/DME FL 100

PAZZE 1A

Proceed on RDL 336 RCA VOR bound to LONDA, then turn right until intercepting and following RDL 347 RCA VOR bound to PAZZE.

MCA/MCL: LONDA 4600 FT, PAZZE: FL 110

RCA 1A

Proceed on RDL 200 RCA VOR until 13NM RCA DME, then turn left (IAS MAX 200 kt during turn) until intercepting and following RDL 177 RCA VOR (TR 357°) bound to RCA VOR.

MCA/MCL: RDL 200/13NM RCA VOR/DME 5500 FT, RCA VOR FL100

URCAH 1A

Proceed on RDL 301 RCA VOR bound to URCAH.

MCA/MCL: RDL 301/9NM RCA VOR/DME: 6500 FT, URCAH: FL 120

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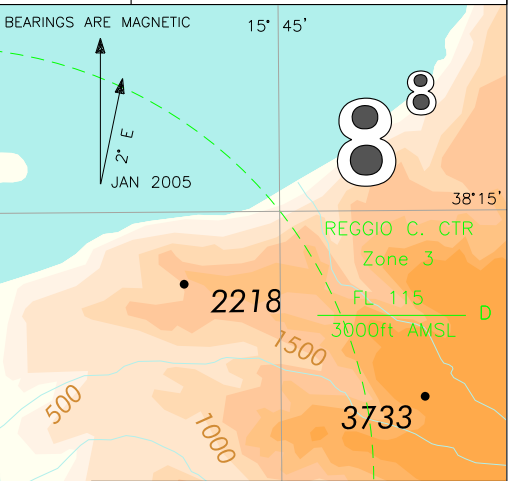
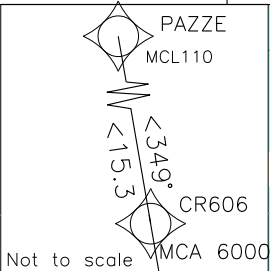
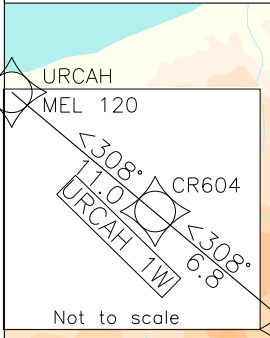
FREQUENCIES	
TWR	Reggio TWR 118.250
APP	Reggio APP 120.275

SID RNP1
(ATC DISCRETION)

RWY 15
RWY 29
RWY 33

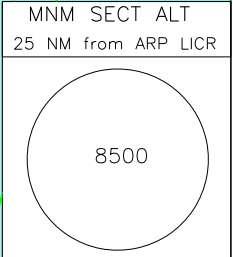
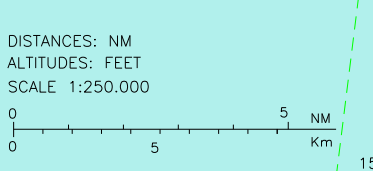
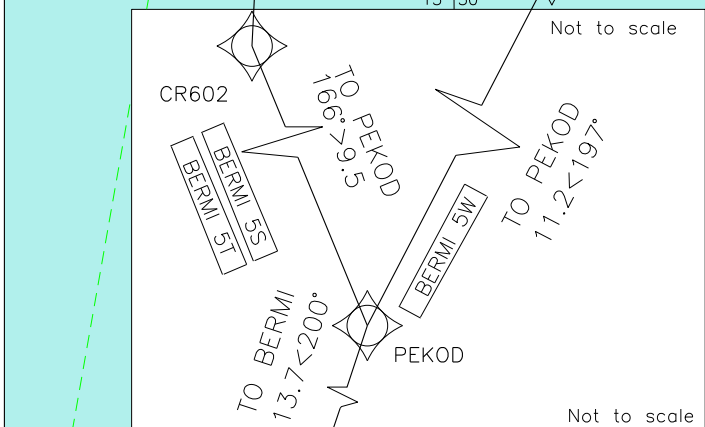
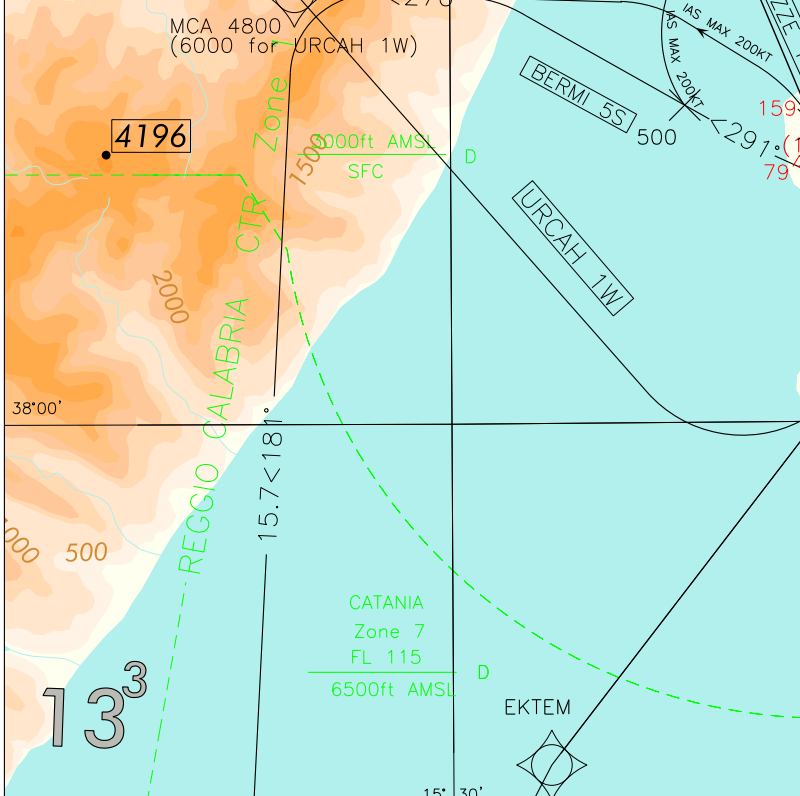
REGGIO CALABRIA
TRANSITION ALT 7000

LEGEND	
SID	→
SID ATC Discretion	→
NOT TO SCALE	⚡



(1) Close-in obstacles exist but they were not considered for the required procedure design gradient

Minimum PDG:
RWY 15: 9.3% (565Ft/NM) until passing 2000ft then 5.3%(322Ft/NM)
RWY 29 & RWY 33:
6% (365Ft/NM) bound to PAZZE
7.5% (456Ft/NM) bound to BERMI



CHANGE: NEW SIDS PAZZE 1S, PAZZE 1T & URCAH 1W IMPLEMENTED. SID VIA PIGER WITHDRAWN. SID BUDIN 5S, BUDIN 5T AND BUDIN 5W WITHDRAWN.

SID RNP1 Reggio Calabria (ATC DISCRETION)**ICP & SID RWY 15****Remarks:**

- (1) Procedure Design Gradient 9.3% (565Ft/NM) until passing 2000Ft then 5.3% (322Ft/NM)
- (2) IAS MAX during turn 200Kts
- (3) Close-in obstacles exist but they were not considered for the required procedure design gradient

URCAH 1W

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	151° (152.8°)	+2°	-	-	+435	-200	RNP1
CA	-	-	166° (167.7°)	+2°	-	-	+800	-200	RNP1
DF	CR601	-	-	-	-	R	+6000	-200	RNP1
TF	CR604	-	308° (310.2°)	-	6.8	-	-	-	RNP1
TF	URCAH	-	308° (310.2°)	-	11.0	-	+FL120	-	RNP1

BERMI 5W

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	151° (152.8°)	+2°	-	-	+435	-200	RNP1
CA	-	-	166° (167.7°)	+2°	-	-	+800	-200	RNP1
DF	EKTEM	-	-	-	-	-	-	-200	RNP1
TF	PEKOD	-	197° (198.7°)	-	11.2	-	-	-	RNP1
TF	BERMI	-	200° (202°)	-	13.7	-	-	-	RNP1

ICP & SID RWY 29**Remarks:**

- (1) Procedure Design Gradient:
 - a. 6% (365Ft/NM) for PAZZE 1S
 - b. 7.5% (456Ft/NM) for BERMI 5S
- (2) IAS MAX during turn 200Kts
- (3) Close-in obstacles exist but they were not considered for the required procedure design gradient

PAZZE 1S

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	291° (292.6°)	+2°	-	-	+500	-200	RNP1
CF	CR606	-	349° (350.6°)	+2	-	-	+6000	-200	RNP1
TF	PAZZE	-	349° (350.6°)	-	15.3	-	+FL110	-	RNP1

BERMI 5S

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	291° (292.6°)	+2°	-	-	+500	-200	RNP1
CF	CR601	-	270° (272°)	+2°	-	-	+4800	-200	RNP1
TF	CR602	-	181° (183.1)	-	15.7	L	-	-	RNP1
TF	PEKOD	-	166° (168°)	-	9.5	-	-	-	RNP1
TF	BERMI	-	200° (202°)	-	13.7	-	-	-	RNP1

ICP & SID RWY 33**Remarks:**

- (1) Procedure Design Gradient:
 - a. 6% (365Ft/NM) for PAZZE 1T
 - b. 7.5% (456Ft/NM) for BERMI 5T
- (2) IAS MAX during turn 200Kts
- (3) Close-in obstacles exist but they were not considered for the required procedure design gradient

PAZZE 1T

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	331° (332.8°)	+2°	-	-	+500	-200	RNP1
CF	CR603	-	331° (332.8°)	+2	-	-	+1500	-200	RNP1
TF	CR606	-	349° (350.6°)	-	10.9	-	+6000	-	RNP1
TF	PAZZE	-	349° (350.6°)	-	15.3	-	+FL110	-	RNP1

BERMI 5T

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	Navigation Specification
CA	-	-	331° (332.8°)	+2°	-	-	+500	-200	RNP1
CF	CR601	-	270° (272°)	+2°	-	-	+4800	-200	RNP1
TF	CR602	-	181° (183.1)	-	15.7	L	-	-	RNP1
TF	PEKOD	-	166° (168°)	-	9.5	-	-	-	RNP1
TF	BERMI	-	200° (202°)	-	13.7	-	-	-	RNP1

WAYPOINT LIST

Waypoint Identifier	Coordinates
CR601	38°07'59.26" N 015°26'22.26" E
CR602	37°52'19.57" N 015°25'17.44" E
CR603	38°08'39.36" N 015°36'44.88" E
CR604	38°12'22.91" N 015°19'47.10" E
CR606	38°19'22.34" N 015°34'30.31" E

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