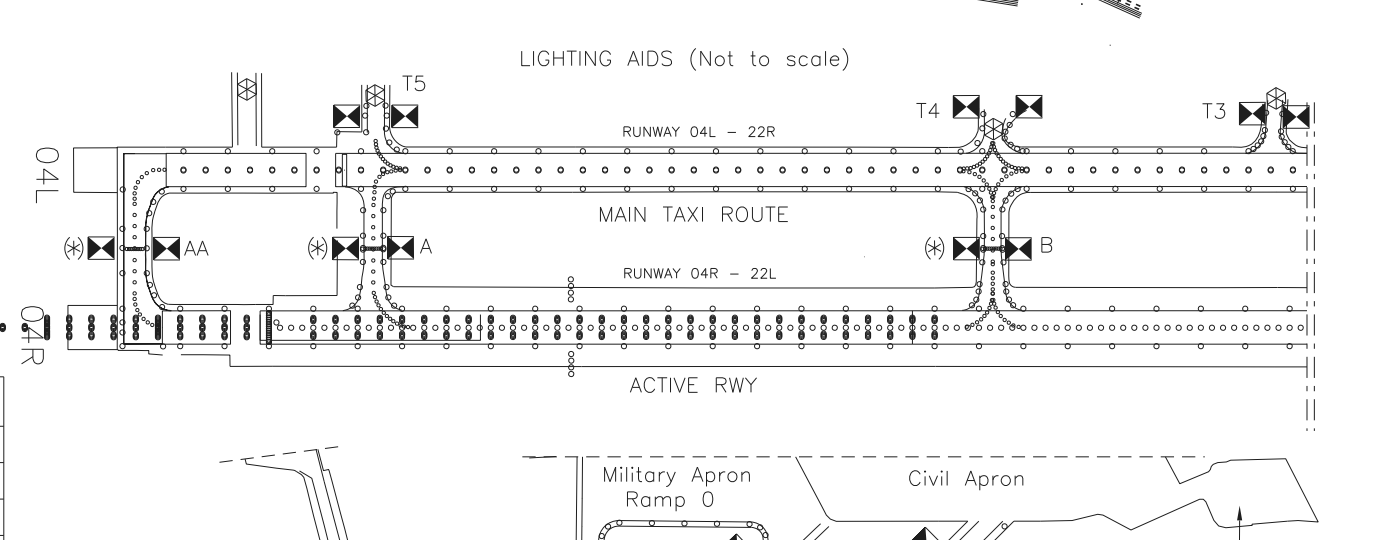
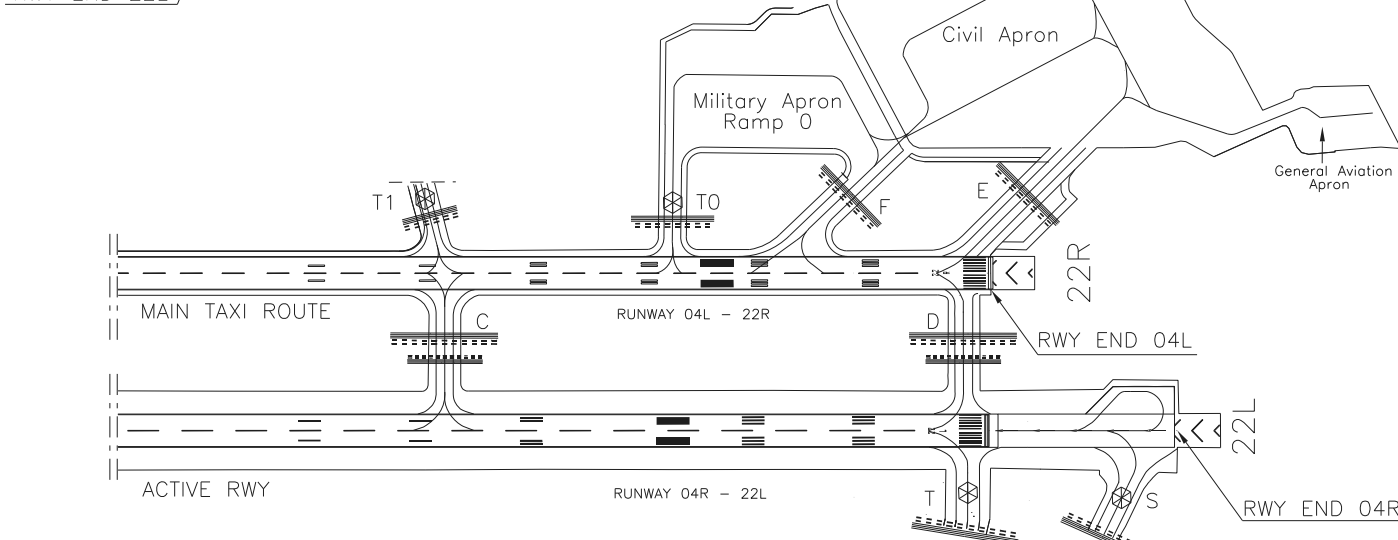
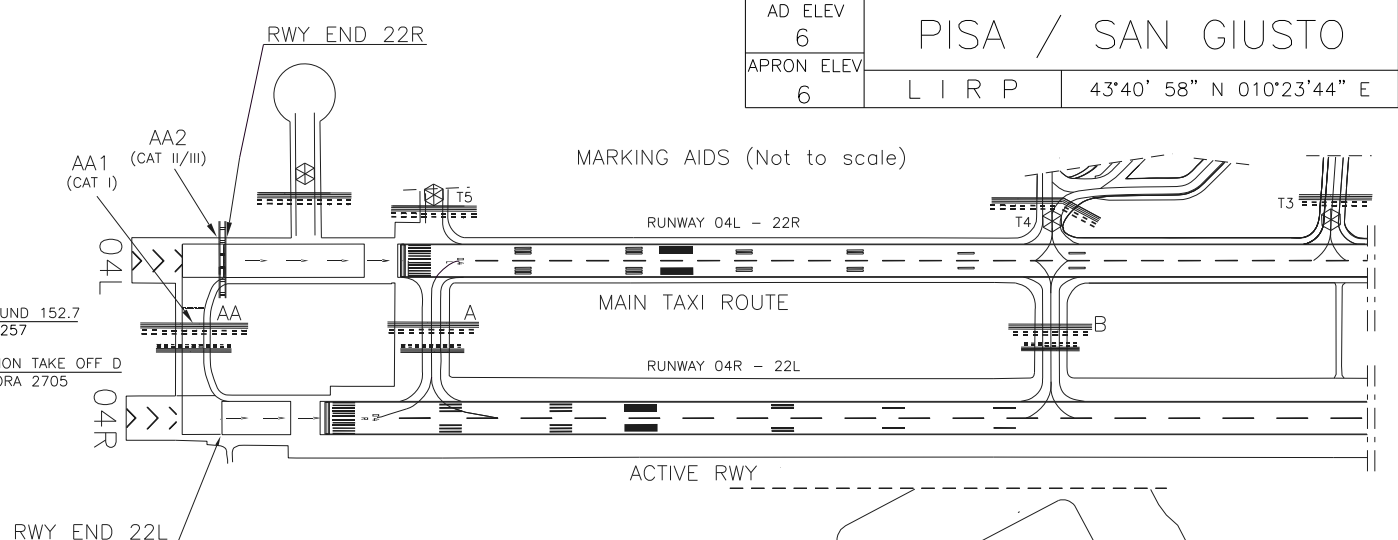
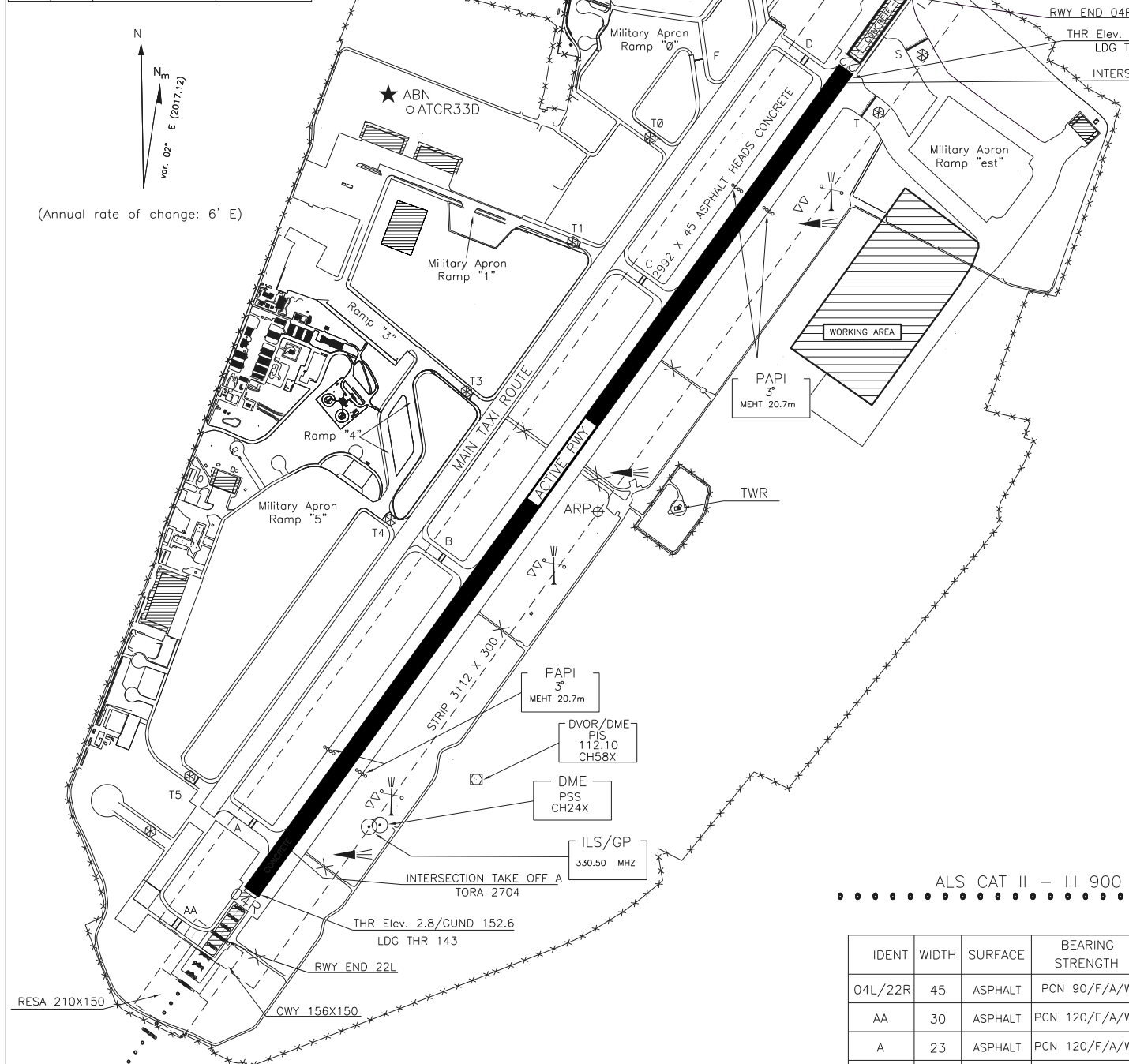


Bearings are magnetic		TWR 119.105 (122.100)		
Distances in metres		GND 120.080		
Elevations in feet AMSL		ATIS 130.065		
Coordinates WGS84				
RWY	QFU	THR	BEARING	STRENGTH
04R	034°	43° 40' 26.84"N 10° 23' 03.50"E	HEAD CONCRETE PCN74/R/D/W/T ASPH PCN112/F/D/W/T	
22L	214°	43° 41' 34.07"N 10° 24' 12.86"E	HEAD CONCRETE PCN74/R/D/W/T ASPH PCN112/F/D/W/T	

AD ELEV	PISA / SAN GIUSTO	
APRON ELEV	L I R P	43°40' 58" N 010°23'44" E
6		
6		



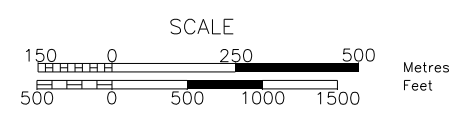
CHANGE: NEW FREQUENCY ATIS IMPLEMENTED

**REMARK**

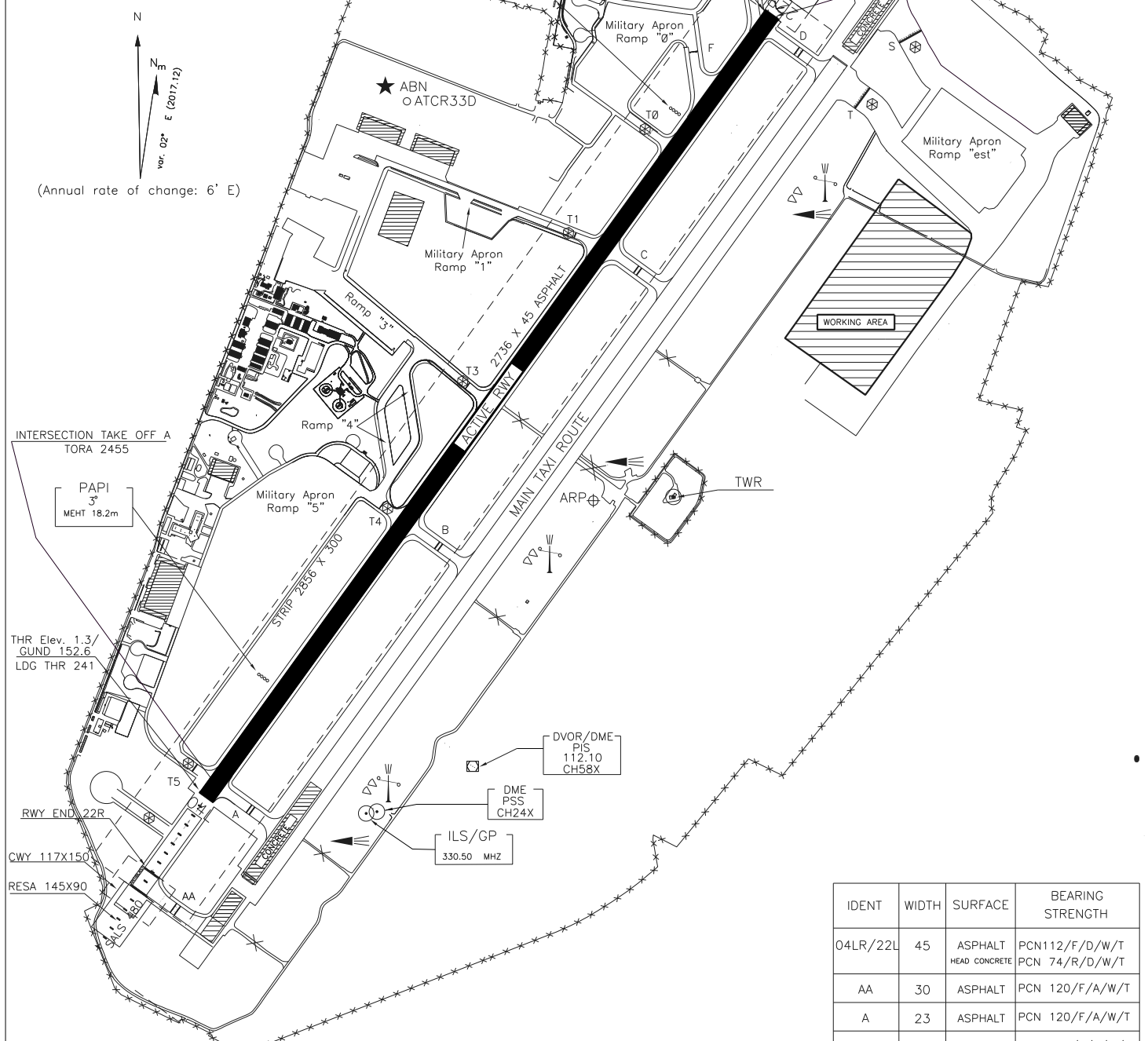
RWY 04R/22L and RWY 04L/22R cannot be used simultaneously  
The choice of the runway is not allowed on pilot's request and there are two operational scenarios referred to the double Aerodrome Charts and Hotspot Maps.  
The main scenario provides:  
- RWY 04R/22L as active runway;  
- RWY 04L/22R as main taxi route.  
The alternative scenario provides:  
- RWY 04L/22R as active runway (see 'Operations on RWY 04L/22R');  
- RWY 04R/22L as main taxi route.  
Switch from RWY 04/22L to RWY 04L/22R and viceversa requires some time during which both RWY's will not be available. This event will be announced by NOTAM for aerodrome closure.  
During the entire RWY 04L/22R operating period, the crews will be informed by a NOTAM and TWR will instruct the civil aircraft to wait, as general rule, at RWY Holding Position E or F.

ALS CAT II - III 900

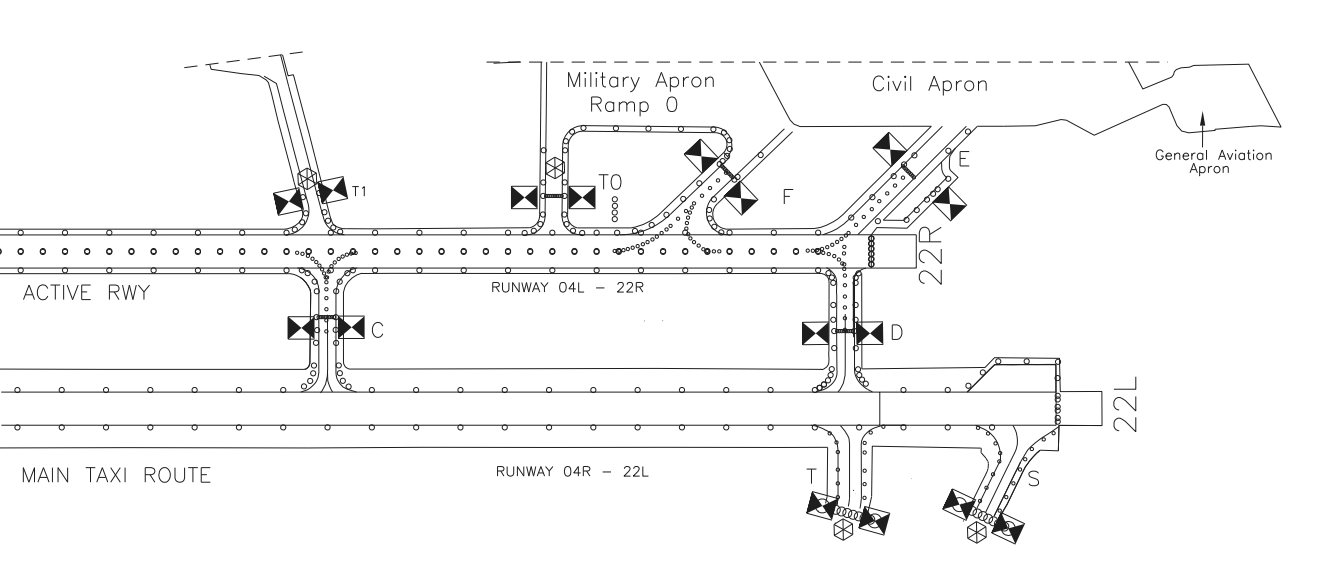
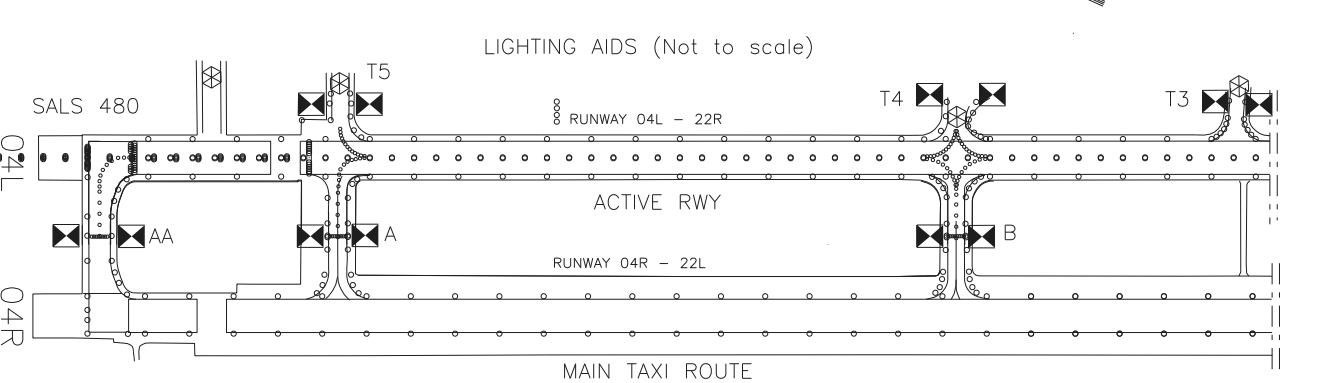
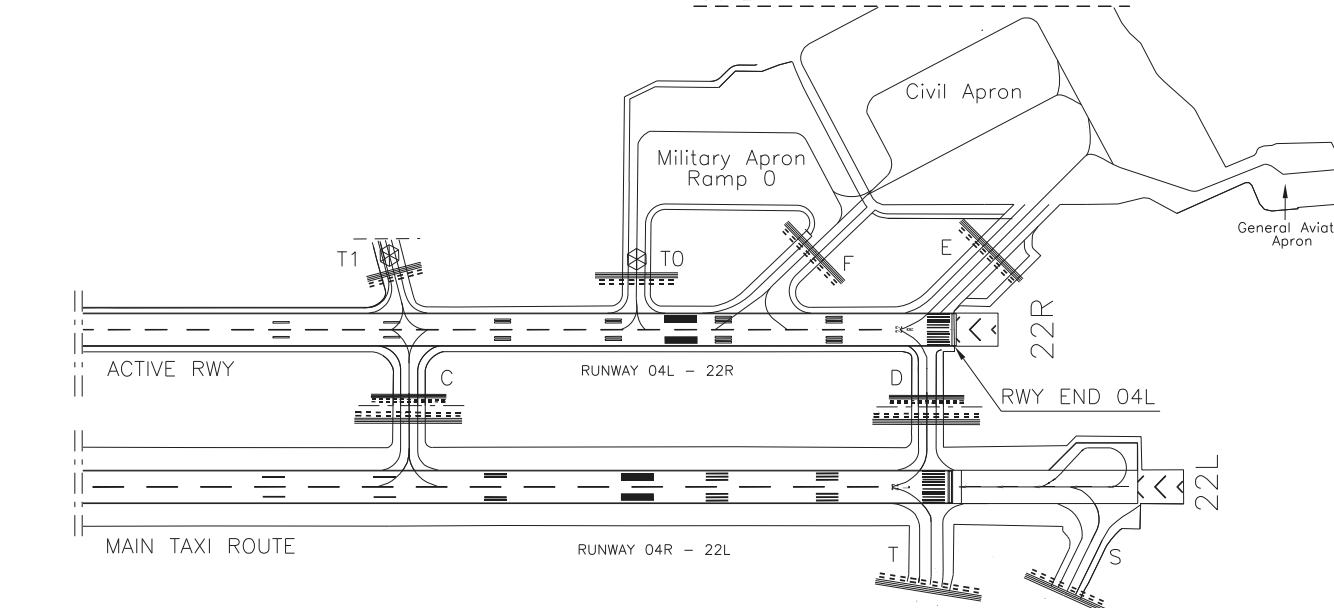
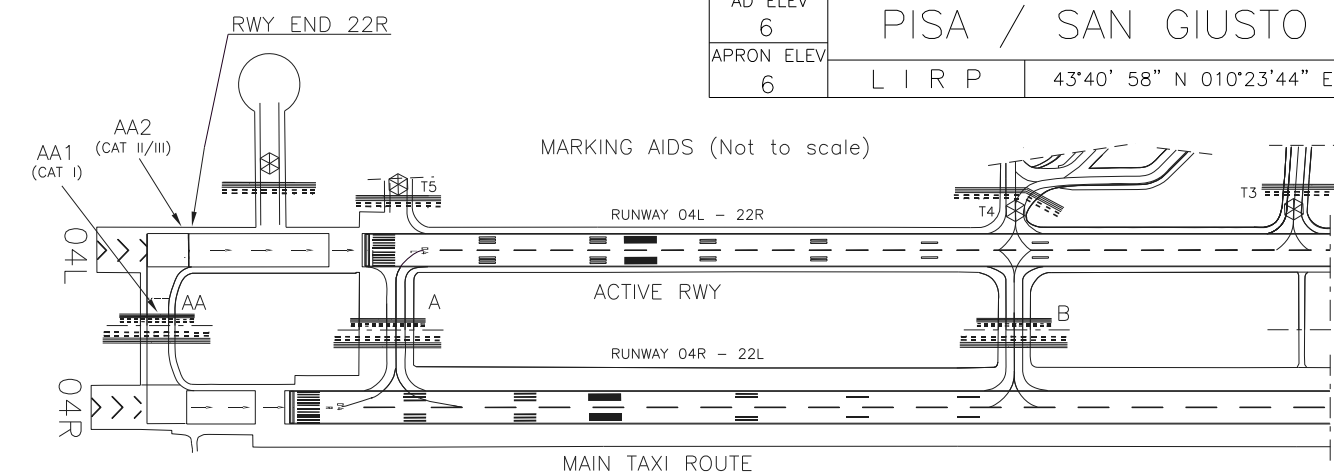
IDENT	WIDTH	SURFACE	BEARING	STRENGTH
04L/22R	45	ASPHALT	PCN 90/F/A/W/T	
AA	30	ASPHALT	PCN 120/F/A/W/T	
A	23	ASPHALT	PCN 120/F/A/W/T	
B	23	ASPHALT	PCN 120/F/A/W/T	
C	23	ASPHALT	PCN 120/F/A/W/T	
D	23	ASPHALT	PCN 99/F/A/W/T	
E	23	ASPHALT	PCN 120/F/A/W/T	
F	23	ASPHALT	PCN 67/F/A/W/T	
S	NIL	NIL	NIL	
T	NIL	NIL	NIL	
T0	23	ASPHALT	PCN 120/F/A/W/T	
T1	NIL	NIL	NIL	
T3	NIL	NIL	NIL	
T4	NIL	NIL	NIL	
T5	NIL	NIL	NIL	



Bearings are magnetic		TWR 119.105 (122.100)	
Distances in metres		GND 120.080	
Elevations in feet AMSL		ATIS 130.065	
Coordinates WGS84			
RWY	QFU	THR	BEARING STRENGTH
04L	034°	43° 40' 33.62" N 10° 22' 58.62" E	PCN90 F/A/W/T
22R	214°	43° 41' 38.34" N 10° 24' 05.37" E	PCN90 F/A/W/T



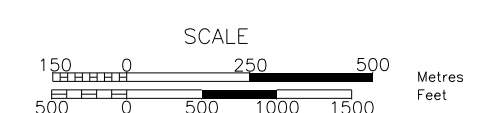
AD ELEV	6	PISA / SAN GIUSTO	
APRON ELEV	6	LIRP	43°40' 58" N 010°23'44" E



REMARK

RWY 04R/22L and RWY 04L/22R cannot be used simultaneously. The choice of the runway is not allowed on pilot's request and there are two operational scenarios referred to the double Aerodrome Charts and Hotspot Maps.  
 The main scenario provides:  
 - RWY 04R/22L as active runway;  
 - RWY 04L/22R as main taxi route.  
 The alternative scenario provides:  
 - RWY 04L/22R as active runway (see 'Operations on RWY 04L/22R');  
 - RWY 04R/22L as main taxi route.  
 Switch from RWY 04R/22L to RWY 04L/22R and viceversa requires some time during which both RWYs will not be available. This event will be announced by NOTAM for aerodrome closure. During the entire RWY 04L/22R operating period, the crews will be informed by a NOTAM and TWR will instruct the civil aircraft to wait, as general rule, at RWY Holding Position E or F.

IDENT	WIDTH	SURFACE	BEARING STRENGTH
04LR/22L	45	ASPHALT HEAD CONCRETE	PCN112/F/D/W/T PCN 74/R/D/W/T
AA	30	ASPHALT	PCN 120/F/A/W/T
A	23	ASPHALT	PCN 120/F/A/W/T
B	23	ASPHALT	PCN 120/F/A/W/T
C	23	ASPHALT	PCN 120/F/A/W/T
D	23	ASPHALT	PCN 99/F/A/W/T
E	23	ASPHALT	PCN 120/F/A/W/T
F	23	ASPHALT	PCN 67/F/A/W/T
S	NIL	NIL	NIL
T	NIL	NIL	NIL
T0	23	ASPHALT	PCN 120/F/A/W/T
T1	NIL	NIL	NIL
T3	NIL	NIL	NIL
T4	NIL	NIL	NIL
T5	NIL	NIL	NIL



⊗ : Not usable by Civil Aircraft  
 ⊛ : STOPBAR

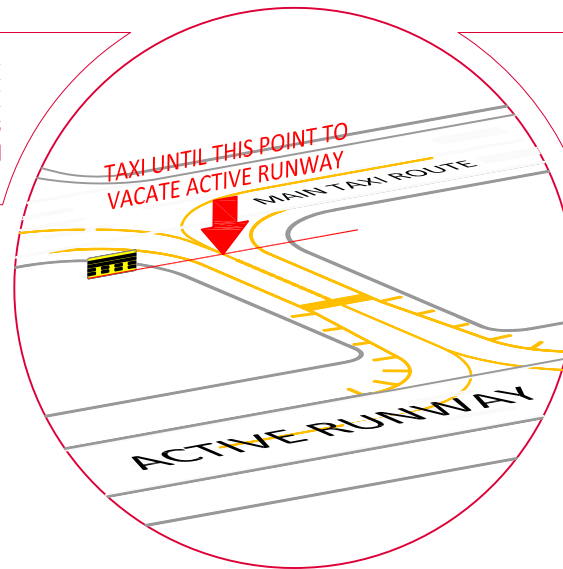
CHANGE: NEW FREQUENCY ATIS IMPLEMENTED

AD ELEV 6	PISA / SAN GIUSTO	
APRON ELEV 6	L I R P	43°40' 58" N 010°23' 44" E

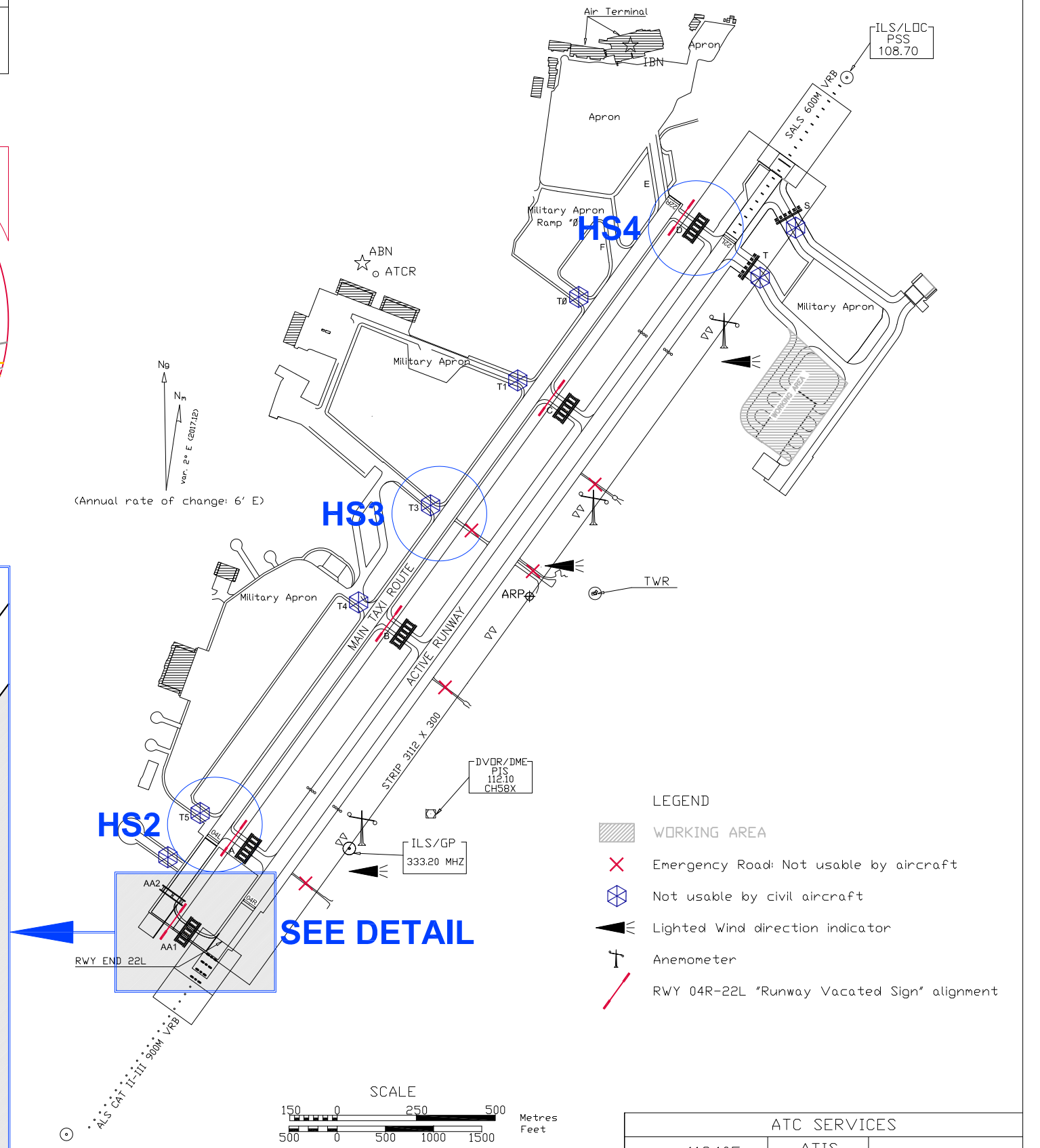
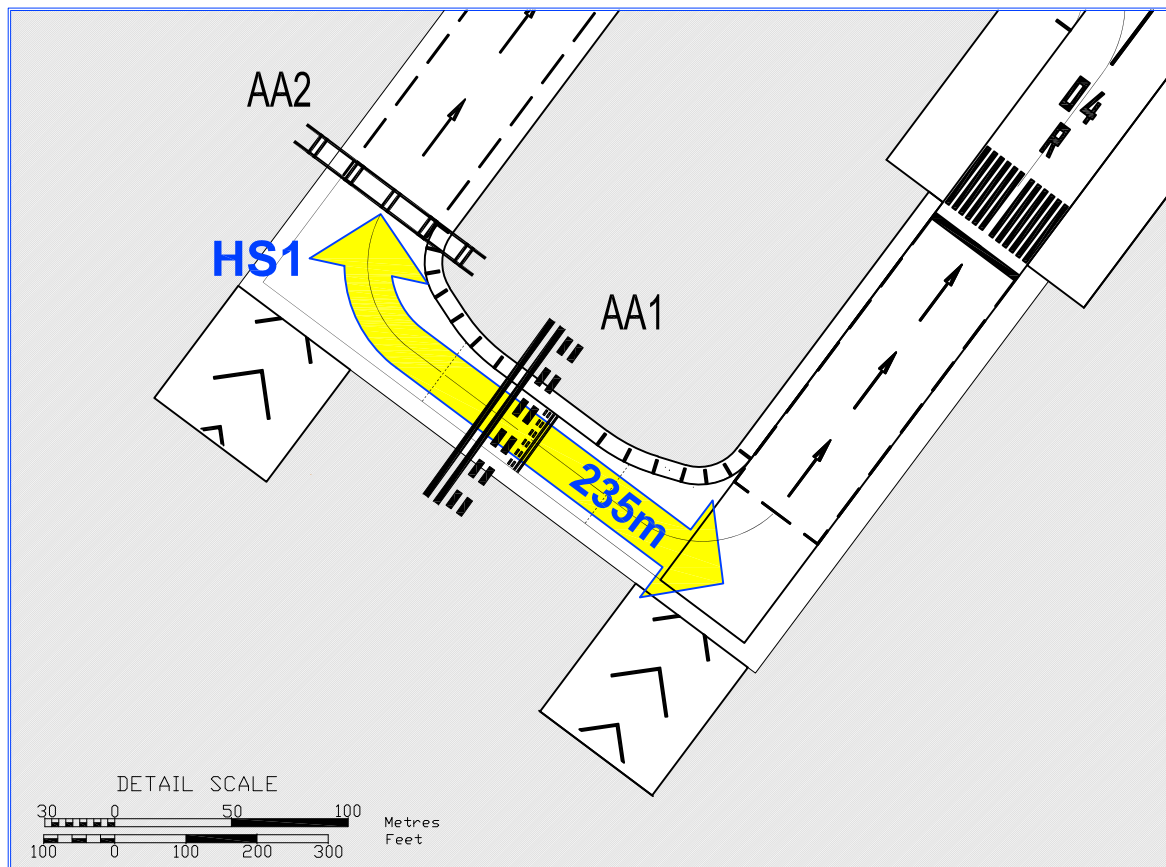
HOT SPOT LEGEND	
HS1	RHP 'AA2' IS ABOUT 235M FROM RUNWAY 04R CENTRE-LINE
HS2	POSSIBLE TAKE-OFF AND LANDING OF HOME-BASED MILITARY HELICOPTERS
HS3	POSSIBLE TAKE-OFF AND LANDING OF HOME-BASED MILITARY HELICOPTERS
HS4	RUNWAY 22L FINAL IS OFFSET. OPPOSITE RUNWAY OPERATION ARE FREQUENT. BE CAREFUL TO LOCAL ESSENTIAL TRAFFIC AND FOLLOW STRICTLY ATC INSTRUCTION

REMARK

DUE TO CLOSE DISTANCE BETWEEN THE RUNWAYS, EVERY AIRCRAFT MUST VACATE THE ACTIVE RUNWAY REACHING THE CORRESPONDING "RUNWAY VACATED SIGN", POSITIONED ON TAXIWAYS ABOUT 60 M AFTER EACH RHP.



CHANGE: NEW ATIS FREQUENCY IMPLEMENTED



LEGEND

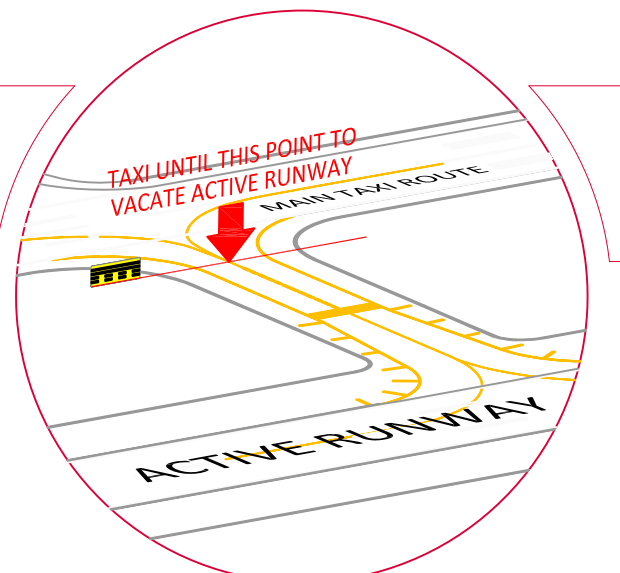
- WORKING AREA
- Emergency Road: Not usable by aircraft
- Not usable by civil aircraft
- Lighted Wind direction indicator
- Anemometer
- RWY 04R-22L "Runway Vacated Sign" alignment

ATC SERVICES		
TWR 119.105 (122.100)	ATIS 130.065	GND 120.080

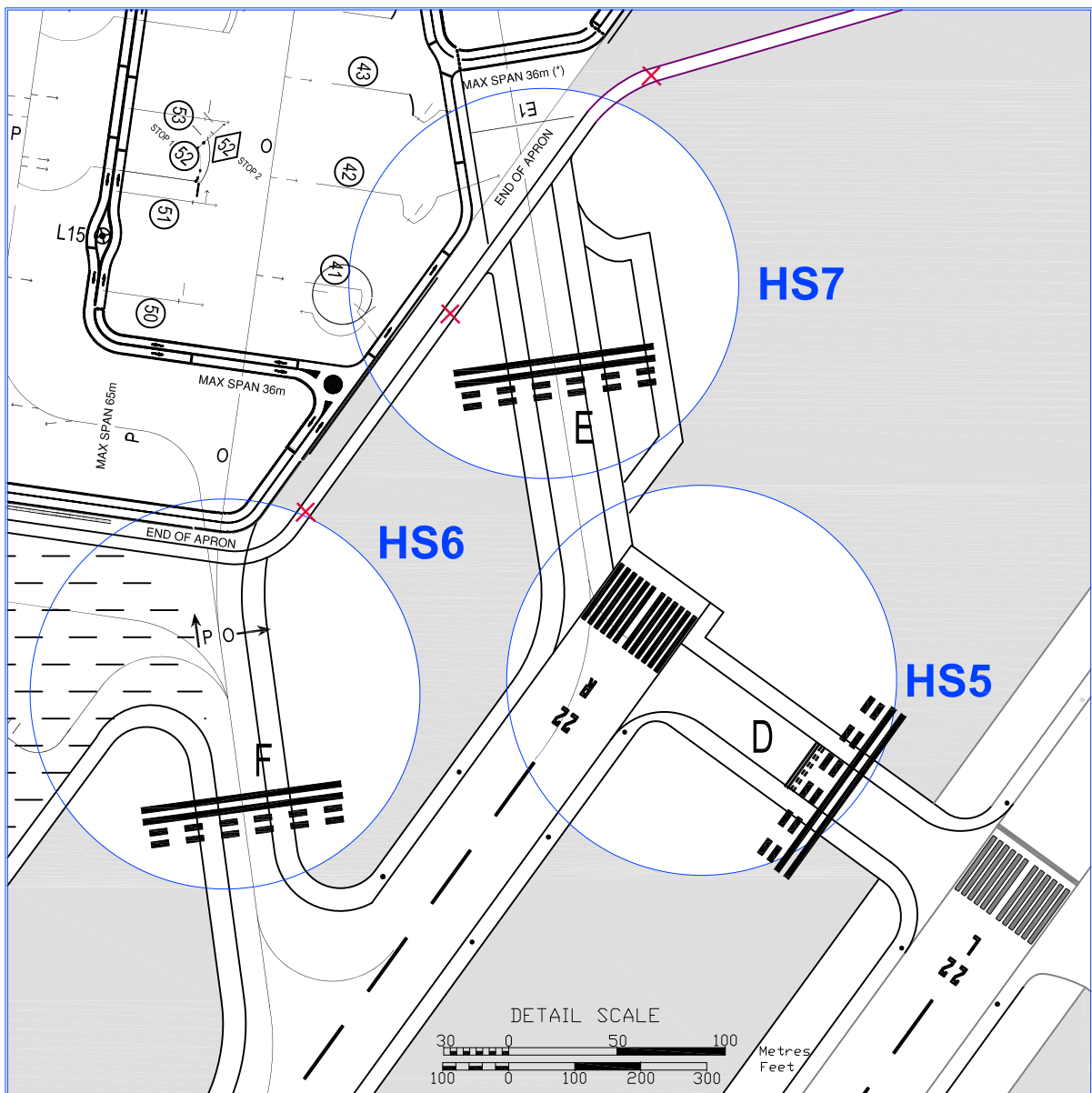
AD ELEV	6	PISA / SAN GIUSTO
APRON ELEV	6	
L I R P		43° 40' 58" N 10° 23' 44" E

**REMARK**  
 WHEN RWY 04R/22L IS CLOSED OR USED AS MAIN TAXI ROUTE, RWY 04L/22R IS USED AS ACTIVE RUNWAY. THIS EVENT WILL BE ANNOUNCED BY NOTAM AT LEAST 1 HOUR IN ADVANCE

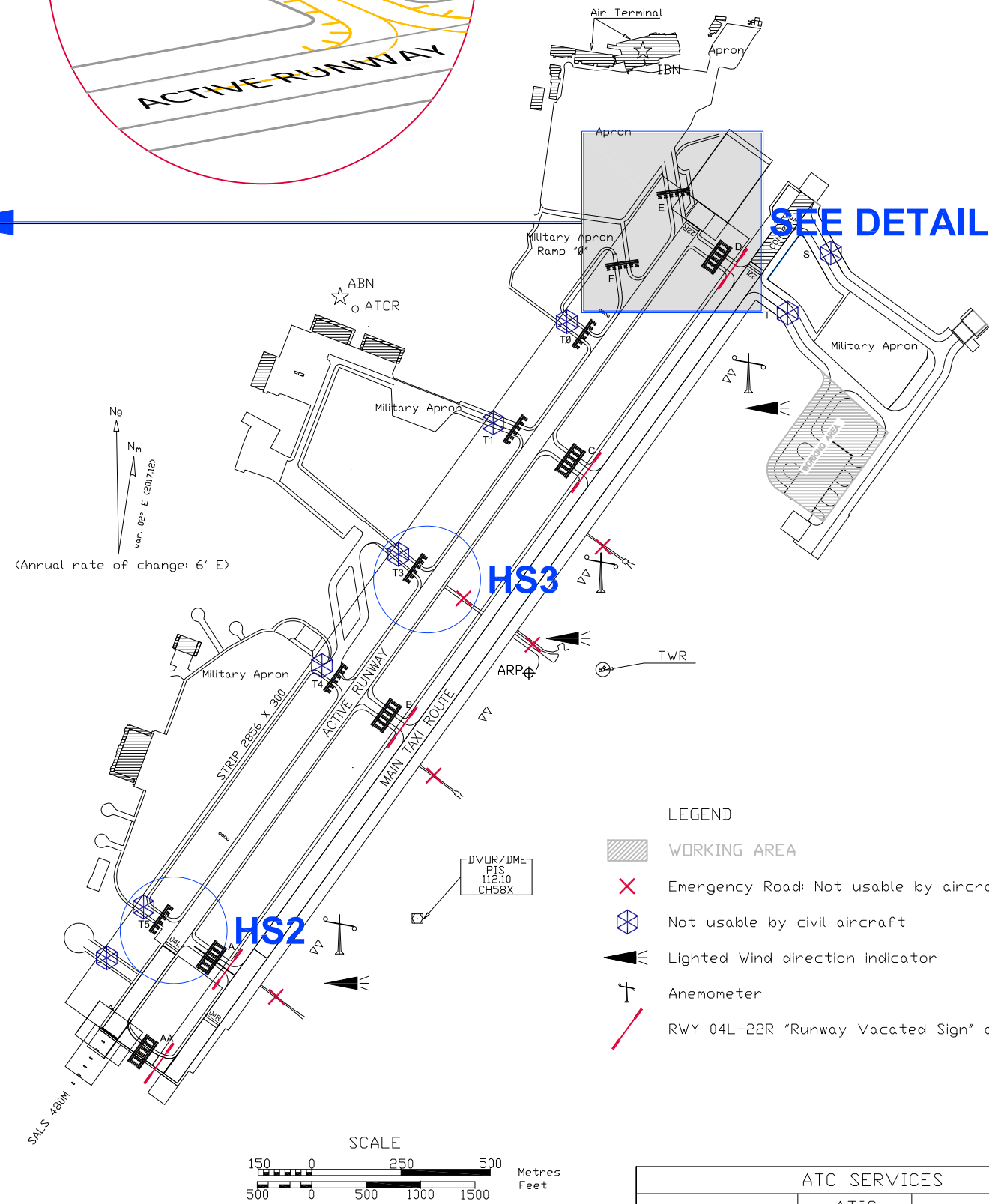
**REMARK**  
 DUE TO CLOSE DISTANCE BETWEEN THE RUNWAYS, EVERY AIRCRAFT MUST VACATE THE ACTIVE RUNWAY REACHING THE CORRESPONDING "RUNWAY VACATED SIGN", POSITIONED ON TAXIWAYS ABOUT 60 M AFTER EACH RHP.



CHANGE: NEW ATIS FREQUENCY IMPLEMENTED



HOT SPOT LEGEND	
HS2	POSSIBLE TAKE-OFF AND LANDING OF HOME-BASED MILITARY HELICOPTERS
HS3	POSSIBLE TAKE-OFF AND LANDING OF HOME-BASED MILITARY HELICOPTERS
HS5	WHEN ON 'D', BE CAREFUL: RWY 04L-22R CROSSING MUST BE CLEARED BY TWR ON 119.100
HS6	WHEN TWR WILL INSTRUCT AIRCRAFT TO HOLD AT RHP 'F', BE CAREFUL: SHORT TAXI ROUTE BETWEEN APRON AND RHP, FREQUENT OPPOSITE RUNWAY OPERATION
HS7	WHEN TWR WILL INSTRUCT AIRCRAFT TO HOLD AT RHP 'E', BE CAREFUL: SHORT TAXI ROUTE BETWEEN APRON AND RHP, FREQUENT OPPOSITE RUNWAY OPERATION



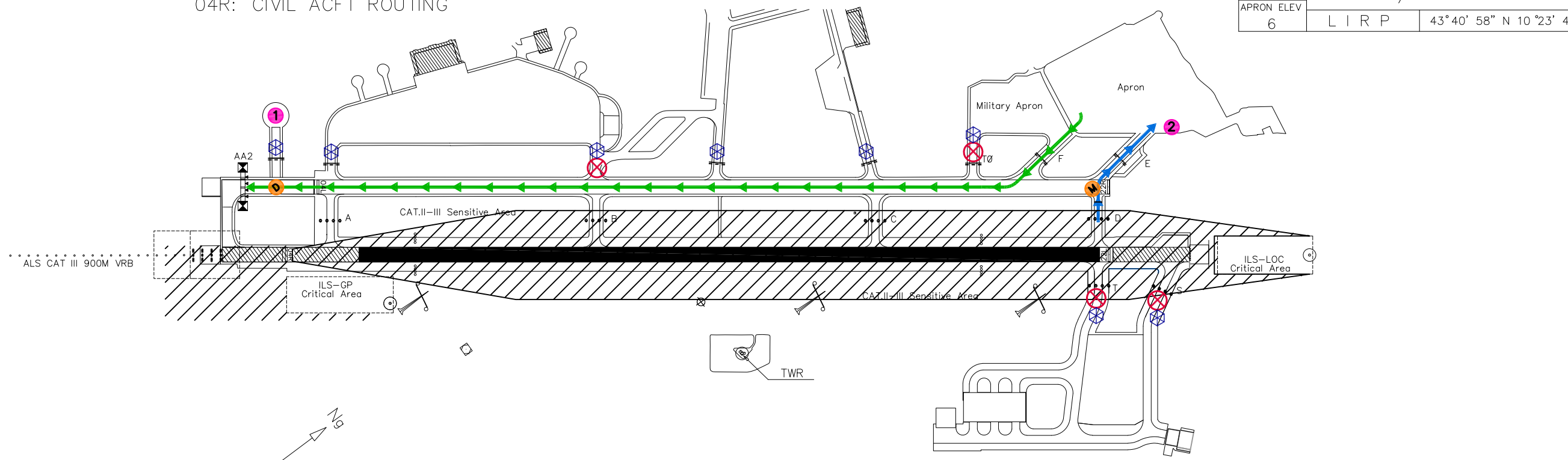
**LEGEND**

- WORKING AREA
- Emergency Road: Not usable by aircraft
- Not usable by civil aircraft
- Lighted Wind direction indicator
- Anemometer
- RWY 04L-22R "Runway Vacated Sign" alignment

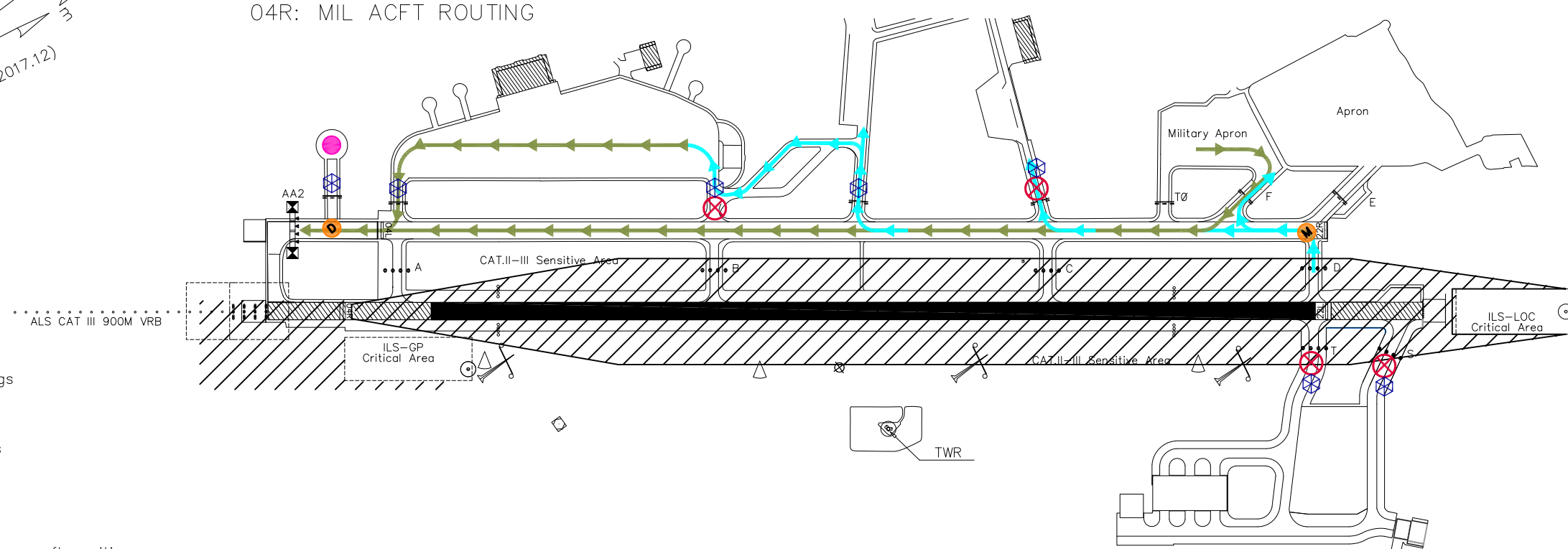
ATC SERVICES		
TWR 119.105 (122.100)	ATIS 130.065	GND 120.080

AD ELEV 6	PISA / SAN GIUSTO	
APRON ELEV 6	LIRP	43°40'58" N 10°23'44" E

04R: CIVIL ACFT ROUTING



04R: MIL ACFT ROUTING

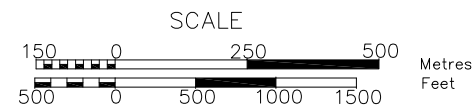


(Annual rate of change: 6' E)  
var. 2° E (2017.12)

CHANGE: NEW ATIS FREQUENCY IMPLEMENTED

LEGEND

- Departing CIVIL acft routings
- Landing CIVIL acft routings
- Departing MIL acft routings
- Landing MIL acft routings
- Follow-me safety positions
- Follow-me meeting & delivery acft positions
- CAT.II-III Sensitive Area
- No Entry Bar
- Holding point and annexed stopbar CAT. I-II-III
- Yellow flashing RGL
- Closed during LVP
- Not usable by civil aircraft
- RVR observation site



ATC SERVICES		
TWR	119.105 (122.100)	ATIS 130.065
		GND Not Usable during LVP

Bearings are magnetic  
Distances in metres  
Elevation in FT AMSL  
Coordinates WGS 84

TWR  
119.105  
(122.100)  
GND  
120.080  
ATIS  
130.065

AD ELEV 6  
APRON ELEV 6

PISA/S.GIUSTO

LIRP 43°40'58" N 010°23'44" E

**CIVIL AVIATION APRON**

Lighting Bearing strength

Edge: Blue  
Center line: Green

- STANDs 10, 11, 12, 13, 14, 15, 16, 17, 41, 42, 43, 44, 50, 51, 52, 53, 54, 55 SURFACE CONCRETE PCN 60/R/C/W/T
- STANDs 20, 21 SURFACE CONCRETE PCN 120/R/B/W/T
- STAND 22 SURFACE CONCRETE PCN 109/R/B/W/T
- STAND 23 SURFACE CONCRETE PCN 66/R/B/W/T
- STAND 24 SURFACE CONCRETE PCN 58/R/B/W/T
- STAND 25 SURFACE CONCRETE PCN 54/R/B/W/T
- STAND 26 SURFACE CONCRETE PCN 75/R/B/W/T
- STAND 27, 28 SURFACE CONCRETE PCN 50/R/B/W/U
- STAND 29 SURFACE CONCRETE PCN 55/R/C/W/U
- STAND 40 SURFACE CONCRETE PCN 110/R/A/W/T

**RAMP 0 (MILITARY APRON)**

Lighting Bearing strength

Edge: Blue SURFACE CONCRETE PCN 120/R/B/W/T

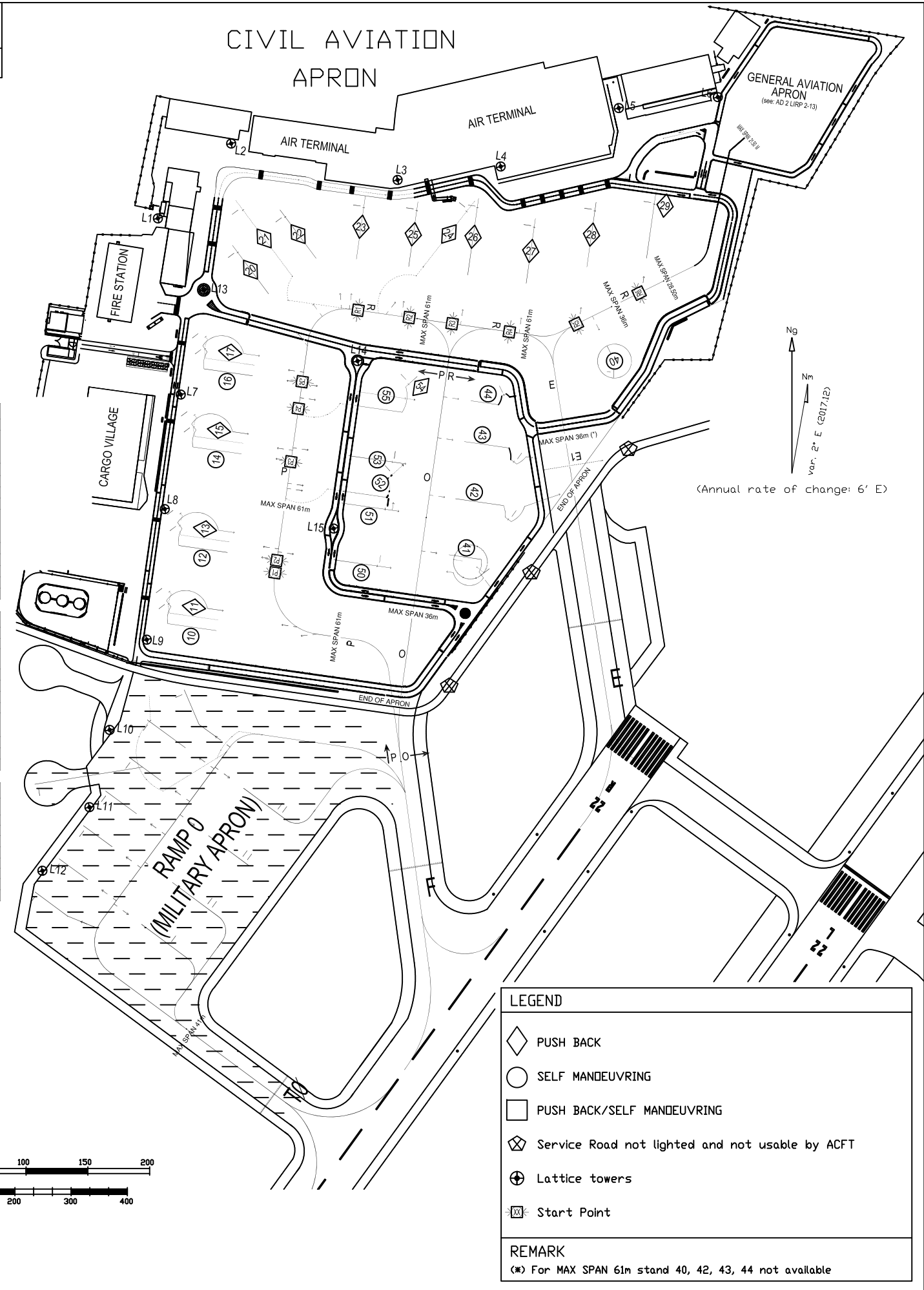
POINT ON PARKING AREA	
STANDS	COORDINATES
	N E
10	43°41'41.60" - 010°23'47.71"
11	43°41'41.92" - 010°23'47.74"
12	43°41'43.65" - 010°23'48.16"
13	43°41'43.96" - 010°23'48.19"
14	43°41'46.22" - 010°23'48.73"
15	43°41'46.54" - 010°23'48.76"
16	43°41'48.27" - 010°23'49.18"
17	43°41'48.58" - 010°23'49.21"
20	43°41'50.97" - 010°23'50.22"
21	43°41'51.89" - 010°23'50.64"
22	43°41'51.69" - 010°23'52.16"
23	43°41'51.91" - 010°23'55.00"
24	43°41'51.75" - 010°23'58.71"
25	43°41'51.80" - 010°23'56.91"
26	43°41'51.31" - 010°23'59.09"
27	43°41'51.31" - 010°24'01.15"
28	43°41'51.71" - 010°24'03.35"
29	43°41'51.91" - 010°24'05.52"
40	43°41'47.77" - 010°24'03.97"
41	43°41'42.22" - 010°23'59.03"
42	43°41'43.66" - 010°24'00.03"
43	43°41'45.16" - 010°24'00.28"
44	43°41'46.93" - 010°23'59.95"
50	43°41'42.50" - 010°23'55.27"
51	43°41'43.97" - 010°23'55.59"
52	43°41'44.87" - 010°23'55.84"
53	43°41'45.22" - 010°23'55.87"
54	43°41'47.14" - 010°23'56.33"
55	43°41'46.90" - 010°23'56.23"

Lattice towers coordinates	
N.	COORDINATES
	N E
L1	NIL
L2	NIL
L3	NIL
L4	NIL
L5	NIL
L6	NIL
L7	43°41'47.11" - 010°23'48.29"
L8	43°41'44.12" - 010°23'47.64"
L9	43°41'40.70" - 010°23'46.91"
L10	43°41'35.93" - 010°23'46.56"
L11	43°41'33.94" - 010°23'45.74"
L12	43°41'32.30" - 010°23'44.01"
L13	43°41'49.84" - 010°23'49.18"
L14	43°41'47.89" - 010°23'54.67"
L15	43°41'43.53" - 010°23'53.73"

Entrance manoeuvring			
Entrance TWY	Type	Stand	Taxing by:
E	Airplane	10-11-12-13-14-15-16-17	E-R-P
		20	E-R
	Helicopter	21-22-23-24-25-26-27-28-29	E-R
		41-42-43-44	E-R-D
F	Airplane	40	E-R
		41	n/a
	Helicopter	10-11-12-13-14-15-16-17	F-P
		20	F-P-R
Airplane	50-51-52-53-54-55	F-D-R	
	21-22-23-24-25	F-D-R	
Helicopter	26-27-28-29	F-D	
	41-42-43-44	F-D	
Helicopter	40	n/a	
	41	F-D	

Exiting manoeuvring (Self Manoeuvring Stands)			
Exiting TWY	Type	Stand	Taxing by:
E	Airplane	10-12-14-16	P-R-E
		41	D-R-E
	Helicopter	50-51-52-53-55	E
		42-43-44	R-E
F	Airplane	40	n/a
		41	P-F
	Helicopter	10-12-14-16	D-F
		50-51-52-53-55	E-R-D-F
Helicopter	42-43-44	n/a	
	40	D-F	

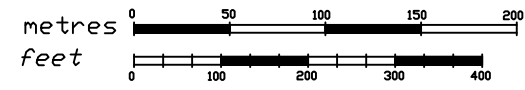
Exiting manoeuvring (Push Back Standard)			
Exiting TWY	Type	Push back release position and start up point	Taxing by:
E	Airplane	P1	N/A
		P4	P-R-E
	Helicopter	R2	R-E
		R6	R-E
F	Airplane	P1	P-F
		P4	N/A
	Helicopter	R2	R-D-F
		R6	R-D-F



**AIRCRAFT STANDS CHARACTERISTICS**

		MAIN STANDS																	
TWY E		10	11	12	13	14	15	16	17	20	21	22	23	24	25	26	27	28	29
TWY F		10	11	12	13	14	15	16	17	20	21	22	23	24	25	26	27	28	29
	Acft C	X		Acft C	X	Acft C	X	Acft C	X	Acft C	X	Acft C	Acft C	X	Acft C	Acft C	Acft C	Acft C	Acft C
	Acft 1 D lin.			X	Acft 2 D lin.	X	Acft 2 D lin.	X	Acft 2 D lin.	X	Acft 1 E lin.	X	Acft 3 C lin.	Acft C	X	X	Acft C	Acft C	Acft C
	1	Max Length 54.15 n Max Wing Span 49.80 n							1			Max Length 64.00 n Max Wing Span 61.00 n Max Length 39.50 n							
	2	Max Length 48.60 n Max Wing Span 49.80 n							2			Max Length 32.50 n Max Wing Span 27.10 n							

		MAIN STANDS												
TWY E		40	41	42	43	44	50	51	52	53	54	55		
TWY F		40	41	42	43	44	50	51	52	53	54	55		
	Helicopter 4 C lin.		Acft 1 C lin.	Acft C	Acft C	Acft 3 C lin.	Acft 1 C lin.	Acft 1 C lin.	X	Acft 1 C lin.	X	Acft 2 C lin.		
	Helicopter 4 C lin.		Helicopter 5	Acft C	Acft C	Acft 3 C lin.	Acft 1 C lin.	X	Acft C	X	Acft C	X		
	1	Max Length 27.50 n Max Wing Span 27.30 n					1							Max Length 36.25 n Max Wing Span 28.80 n
	2	Max Length 36.00 n Max Wing Span 31.20 n					2							Max Length 36.25 n
	3	Max Length 27.25 n Max Wing Span 27.20 n												
	4	Max Overall Length wheels helicopter 25.13 n - skids helicopter 16.58 n												
	5	Max Overall Length wheels helicopter 24.50 n - skids helicopter 16.33 n												



**LEGEND**

- ◇ PUSH BACK
- SELF MANOEUVRING
- PUSH BACK/SELF MANOEUVRING
- ⊗ Service Road not lighted and not usable by ACFT
- ⊕ Lattice towers
- ⊠ Start Point

**REMARK**

(\*) For MAX SPAN 61m stand 40, 42, 43, 44 not available

CHANGE: NEW ATIS FREQUENCY IMPLEMENTED

Bearings are magnetic  
 Distances in metres  
 Elevation in FT AMSL  
 Coordinates WGS 84

TWR  
 119.105  
 (122.100)  
 GND  
 120.080  
 ATIS  
 130.065

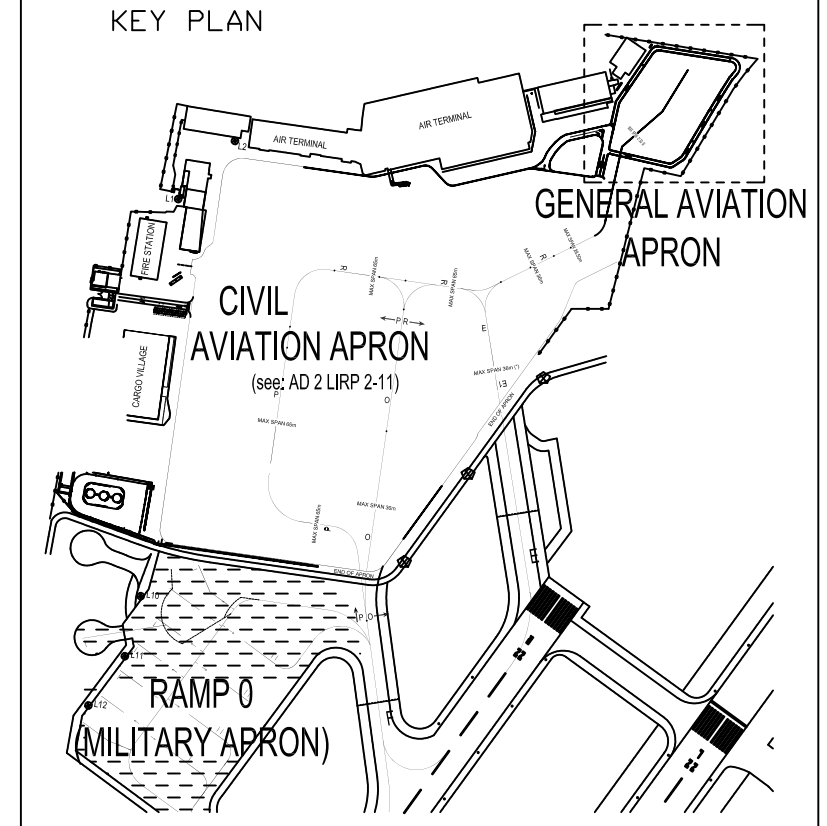
AD ELEV  
 6  
 APRON ELEV  
 6

PISA/S.GIUSTO  
 L I R P  
 43°40'58" N 010°23'44" E

GENERAL AVIATION APRON  
 Lighting Bearing strength  
 Edge: Blue  
 Center line: Green  
 - STANDS 30, 31, 32, 33, 34, 35, 36, 37, 38, 39  
 SURFACE CONCRETE  
 PCN 45/R/C/W/T

STANDS	COORDINATES	
	N	E
GENERAL AVIATION		
30 STOP 1	43°41'53.22"	010°24'10.32"
30 STOP 2	43°41'53.26"	010°24'10.61"
30 STOP 3	43°41'53.32"	010°24'10.96"
31	43°41'53.98"	010°24'11.35"
32	43°41'54.48"	010°24'11.91"
33	43°41'54.55"	010°24'08.36"
34	43°41'54.81"	010°24'12.05"
35	43°41'54.97"	010°24'08.79"
36	43°41'55.34"	010°24'09.15"
37	43°41'55.52"	010°24'12.81"
38	43°41'55.64"	010°24'12.77"
39 STOP 1	43°41'56.07"	010°24'10.04"
39 STOP 2	43°41'56.03"	010°24'09.77"

Lattice towers coordinates	COORDINATES	
	N	E
L1	NIL	
L2	NIL	
L3	NIL	
L4	NIL	
L5	NIL	
L6	NIL	
L7	43°41'47.11"	010°23'48.29"
L8	43°41'44.12"	010°23'47.64"
L9	43°41'40.70"	010°23'46.91"
L10	43°41'35.93"	010°23'46.56"
L11	43°41'33.94"	010°23'45.74"
L12	43°41'32.30"	010°23'44.01"
L13	43°41'49.84"	010°23'49.18"
L14	43°41'47.89"	010°23'54.67"
L15	43°41'43.53"	010°23'53.73"



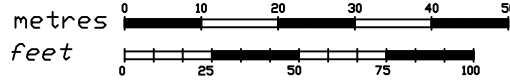
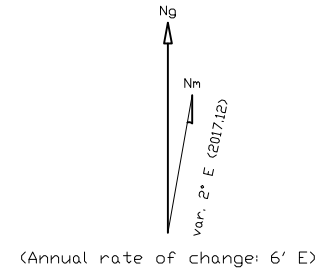
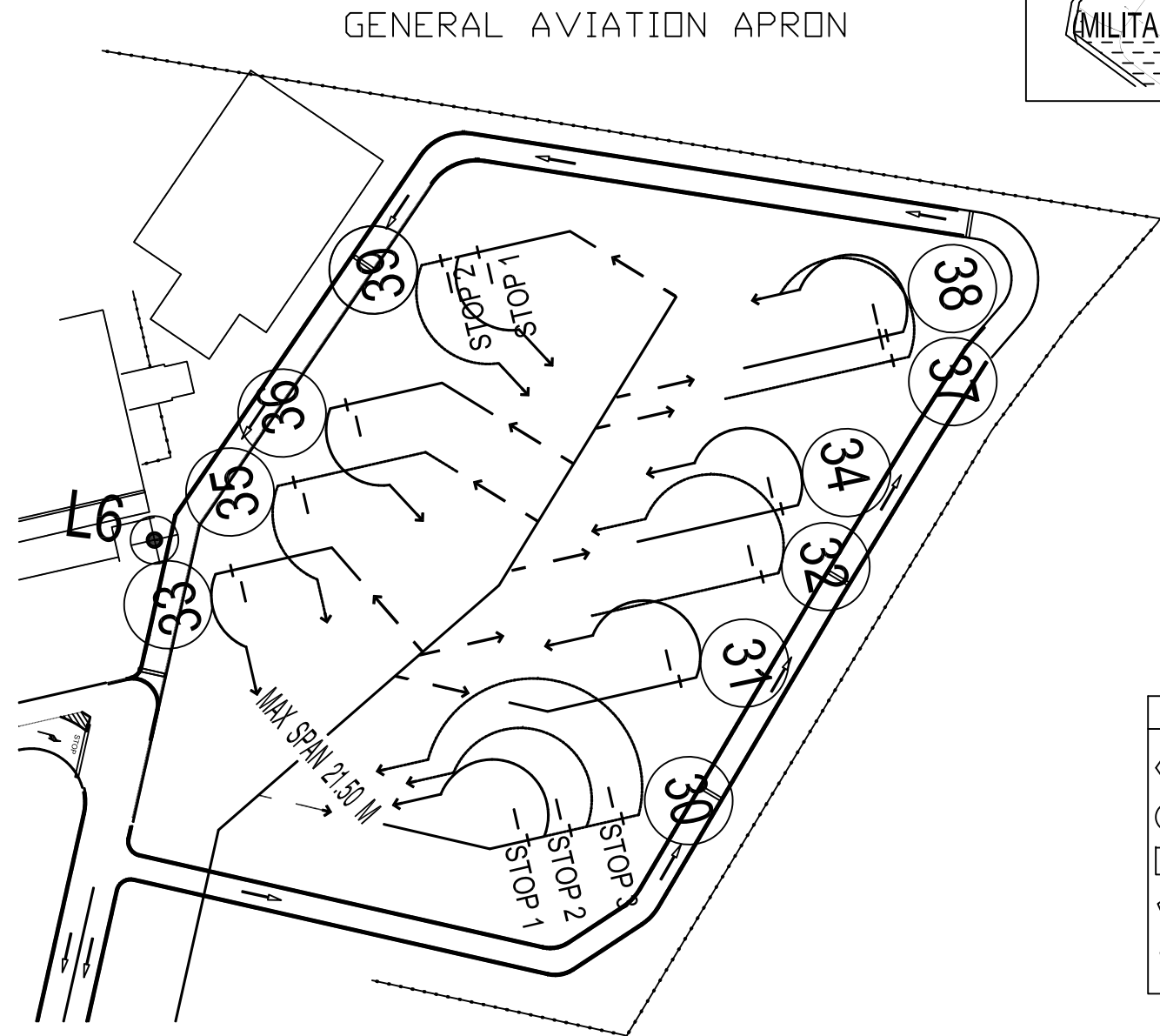
CHANGE: NEW ATIS FREQUENCY IMPLEMENTED

GENERAL AVIATION STANDS													
TWY	30 STOP 1	30 STOP 2	30 STOP 3	31	32	34	37	38	33	35	36	39 STOP 1	39 STOP 2
E	Acft 1 B lin.	X	X	Acft 1 B lin.	X	Acft 1 B lin.	X	Acft 1 B lin.	Acft 1 B lin.	X	Acft 1 B lin.	Acft 1 B lin.	Acft 1 B lin.
F	Acft 1 B lin.	X	X	Acft 2 B lin.	X	Acft 2 B lin.	X	Acft 2 B lin.	Acft 2 B lin.	X	Acft 2 B lin.	Acft 2 B lin.	Acft 2 B lin.
	Acft 1 B lin.	X	X	Acft 1 B lin.	X	Acft 2 B lin.	X	Acft 2 B lin.	Acft 2 B lin.	X	Acft 2 B lin.	Acft 1 B lin.	Acft 1 B lin.
	Acft 1 B lin.	X	X	Acft 2 B lin.	X	Acft 2 B lin.	X	Acft 1 B lin.	Acft 1 B lin.	X	X	Acft 1 B lin.	Acft 2 B lin.
	X	Acft 2 B lin.	X	Acft 2 B lin.	X	Acft 2 B lin.	X	X	Acft 1 B lin.				
	X	Acft 2 B lin.	X	X	Acft 1 B lin.	X	Acft 1 B lin.	X	Acft 1 B lin.				
	X	Acft 2 B lin.	X	Acft 2 B lin.	X	X	Acft 1 B lin.	X	Acft 1 B lin.				
	X	X	Acft 3 C lin.	X	Acft 1 B lin.	X	Acft 1 B lin.	X	Acft 1 B lin.				
	X	X	Acft 3 C lin.	X	Acft 2 B lin.	X	Acft 2 B lin.	X	X				
	X	X	Acft 3 C lin.	X	Acft 2 B lin.	X	X	Acft 1 B lin.	X				

Entrance manoeuvring			
Entrance TWY	Type	Stand	Taxing by
E	aircraft	30-31-32-33-34-35-36-37-38-39	E-R
F	aircraft	30-31-32-33-34-35-36-37-38-39	F-D-R

Exiting manoeuvring			
Exiting TWY	Type	Stand	Taxing by
E	aircraft	30-31-32-33-34-35-36-37-38-39	R-E
F	aircraft	30-31-32-33-34-35-36-37-38-39	R-D-F



LEGEND	
◇	PUSH BACK
○	SELF MANOEUVRING
□	PUSH BACK/SELF MANOEUVRING
⊗	Service Road not lighted and not usable by ACFT
⊕	Lattice towers