

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

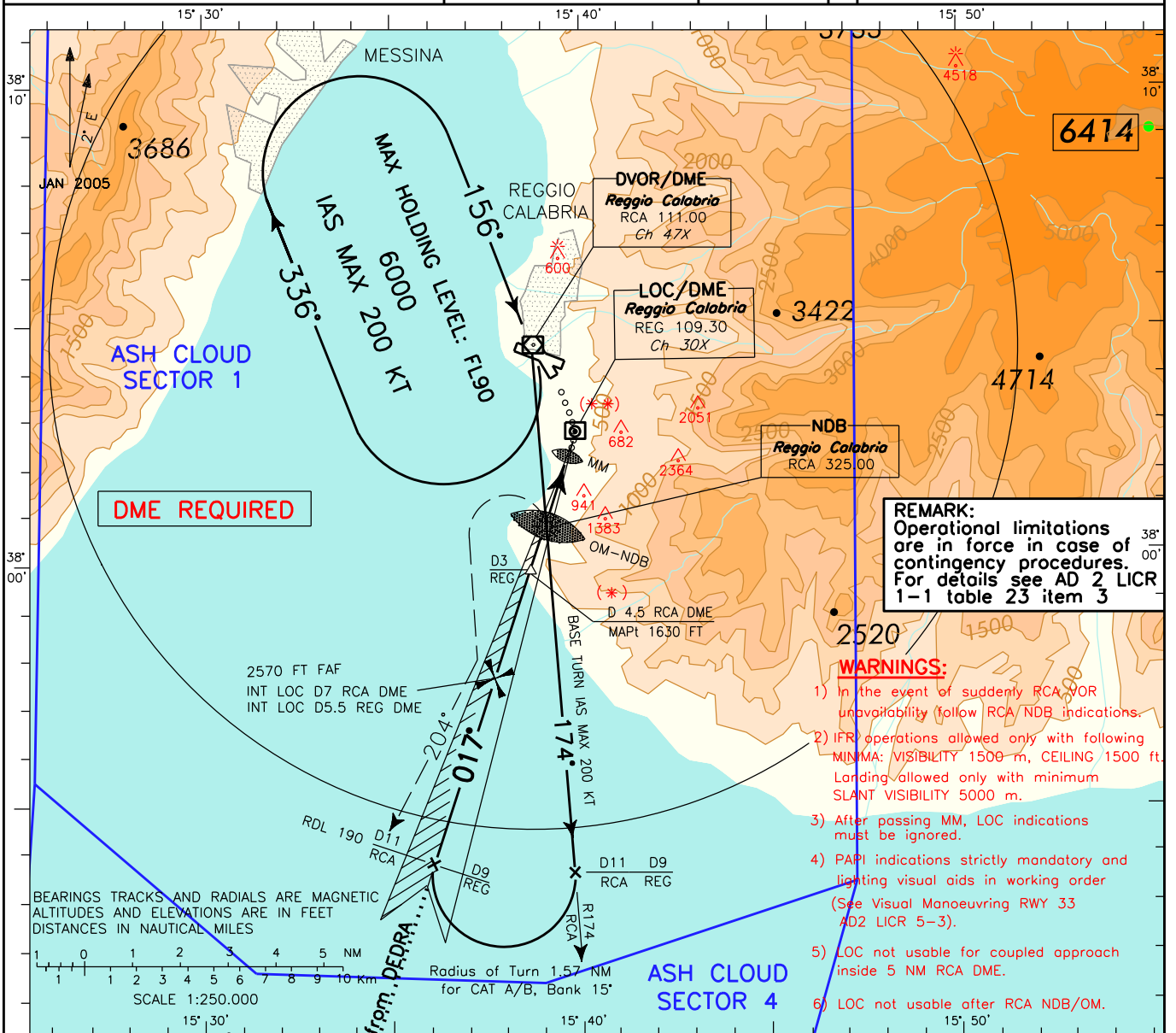
APP *Reggio Approach* 120.275
TWR *Reggio Tower* 118.250

AD ELEV
95

REGGIO CALABRIA
CONTINGENCY
LOC - E

DOC.8168-ED.5-2006 AMDT 4

CHANGE: NEW "REG" DME IMPLEMENTED



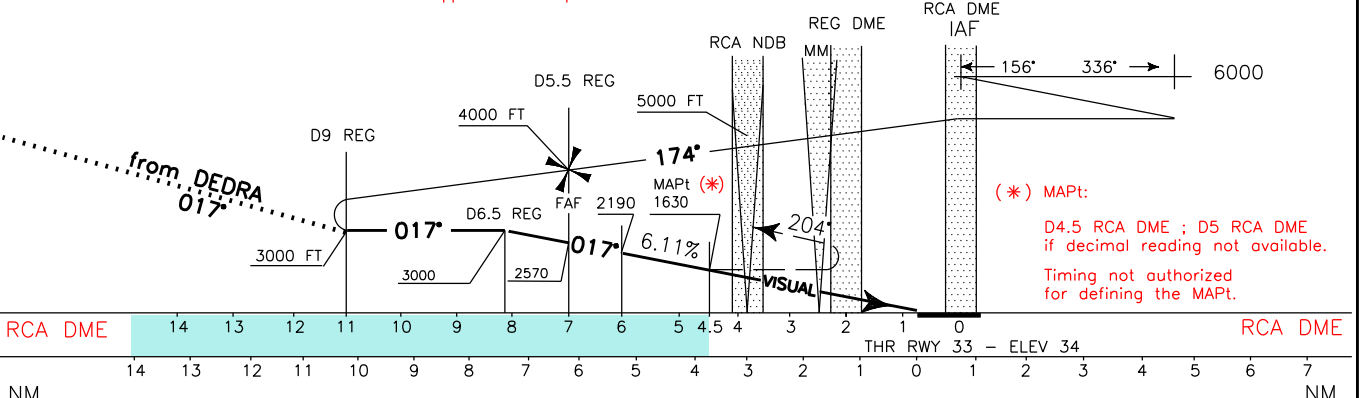
REMARK:
Operational limitations are in force in case of contingency procedures. For details see AD 2 LICR 1-1 table 23 item 3

- WARNINGS:**
- 1) In the event of suddenly RCA VOR unavailability (follow RCA NDB indications).
 - 2) IFR operations allowed only with following MINIMA: VISIBILITY 1500 m, CEILING 1500 ft. Landing allowed only with minimum SLANT VISIBILITY 5000 m.
 - 3) After passing MM, LOC indications must be ignored.
 - 4) PAPI indications strictly mandatory and lighting visual aids in working order (See Visual Manoeuvring RWY 33 AD2 LICR 5-3).
 - 5) LOC not usable for coupled approach inside 5 NM RCA DME.
 - 6) LOC not usable after RCA NDB/OM.

TRANSITION ALT 7000

MISSED APPROACH: Over RCA NDB OM turn left to intercept RDL 204 RCA VOR climbing to 6500 ft. Passing through 3700 ft turn left to RCA VOR DME.

REMARK: Missed approach turn speed restricted to 200 kt IAS max.



| CATEGORY | LANDING MINIMA | | | FT per MIN | GS | FAF-MAPt | MAPt-THR | DIST RCA | ALT(HGT) | MMN SECT ALT VOR RCA |
|------------------------------|--|---|---|------------|-----|----------|----------|----------|------------|----------------------|
| | A | B | C | | | | | | | |
| OCA (OCH) | 1630 (1535) | | | 60 | 370 | 2 : 35 | 4 : 06 | 6 DME | 2190(2095) | |
| CIRCLING RWY 33 AFTER NDB/OM | (**) ON PRESCRIBED TRACK ONLY (See Chart) | | | 80 | 495 | 1 : 57 | 3 : 04 | 5 DME | 1800(1705) | |
| CIRCLING RWY 15 | IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome) | | | 100 | 620 | 1 : 33 | 2 : 28 | 4 DME | 1410(1315) | |
| | | | | 120 | 745 | 1 : 18 | 2 : 03 | 3 DME | 1000 (905) | |
| | | | | 140 | 865 | 1 : 07 | 1 : 45 | 2 DME | 560 (465) | |
| | | | | 160 | 990 | 0 : 58 | 1 : 32 | 1 DME | 180 (85) | |