DOC.8168–ED.5–2006 AMDT 4

CHANGE: NEW "REG" DME IMPLEMENTED

WARNING: In case of circling RWY 33, PAPI indications strictly mandatory and lighting visual AIDS in working order.
(See Visual Manoeuvring Rwy 33 – AD2 LICR 5–3)

APP *Reggio Approach*	120.275	
TWR *Reggio Tower*	118.250	
AD ELEV	95	

LICR

REGGIO CALABRIA CONTINGENCY VOR – U RWY 15

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

M.A. Holding Procedure RCA VOR

MAX HOLDING LEVEL: FL 90

IAS MAX 200 KT 6000 FT 188° 008°

15° 30' 15° 40' 15° 50'

38° 20' 38° 10'

ASH CLOUD SECTOR 2

ASH CLOUD SECTOR 1

ASH CLOUD SECTOR 3

DME REQUIRED

R336 RCA

D17 D19 RCA REG

D19 D17 REG RCA

336°

156°

MAX HOLDING ALTITUDE: 5000FT

IAS MAX 200 KT

4000

LONDA D15 D13 REG RCA

774 Altn GY

Altn GY 1315

2° E

JAN 05

2218

3733

4518

3686

4196

MESSINA

D9 D7 REG RCA

FAF

156°

(1)

MAPt

REGGIO CALABRIA

D5 D3 REG RCA

D3 D1 REG RCA

DVOR/DME
Reggio Calabria
RCA 111.00
Ch 47X

DME
Reggio Calabria
REG 109.30
Ch 30X

3422

600

674

682

941

1383

R191

NOT TO SCALE

(2)

NDB
Reggio Calabria
RCA 325.00

MCA 3500

D9 D7.5 RCA REG

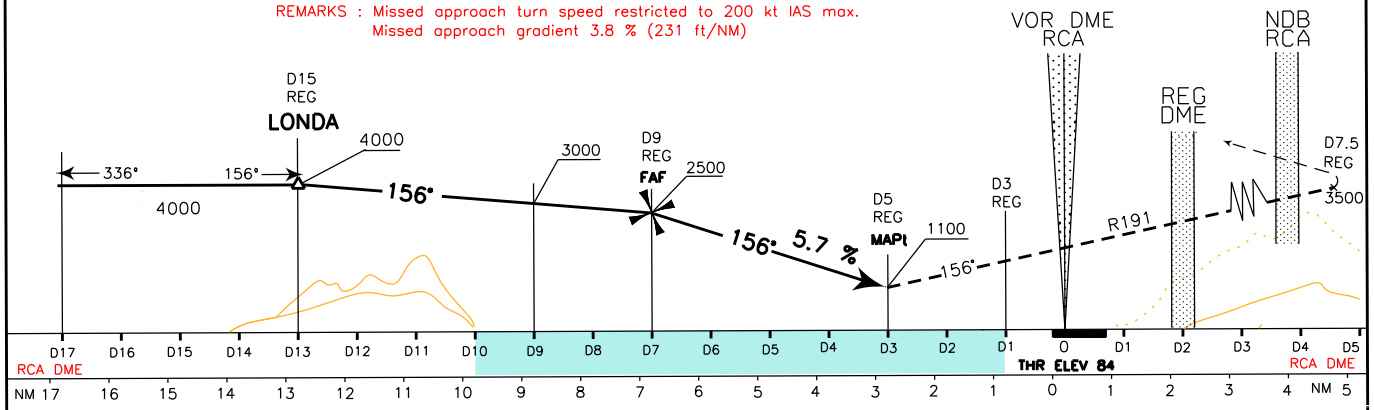
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATION ARE IN FEET
DISTANCES ARE IN NAUTICAL MILES

SCALE 1:250.000

TRANSITION ALT 7000

MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3 NM REG DME) climbing to 5000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 5000 ft, then proceed on RDL 336 to LONDA holding pattern to be reached at 5000 ft.

REMARKS : Missed approach turn speed restricted to 200 kt IAS max.
Missed approach gradient 3.8 % (231 ft/NM)



LANDING MINIMA (see WARNING "1")		
CATEGORY	A – B – C	
OCA (OCH)	VIS	CEILING
1100 (1016)	5000 M	1500 FT
CIRCLING (see WARNING "2")	1500 (1405)	

REMARK1:Final approach track offset 5.4° from runway centerline. Runway centerline intercepted 2018m from Threshold 15.
REMARK2:In the event of suddenly RCA VOR unavailability ACFT shall proceed to RCA NDB climbing to 6000ft. If 6000ft are not achieved at first overflying of RCA NDB climb to 6000ft along QDR 204°. Passing 3700ft turn left to RCA NDB.
WARNING 1: IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing allowed only with minimum SLANT VISIBILITY 5000m.
WARNING 2: Circling allowed West of the aerodrome only.

GS	FT/MIN	DIST	ALT (HGT)
80	460	6DME	2140 (2056)
100	580	5DME	1800 (1716)
120	690	4DME	1450 (1366)
140	810	3DME	1100 (1016)
160	920	2DME	760 (676)

MNM SECT ALT
RCA VOR
6000 200° 8000 300°