



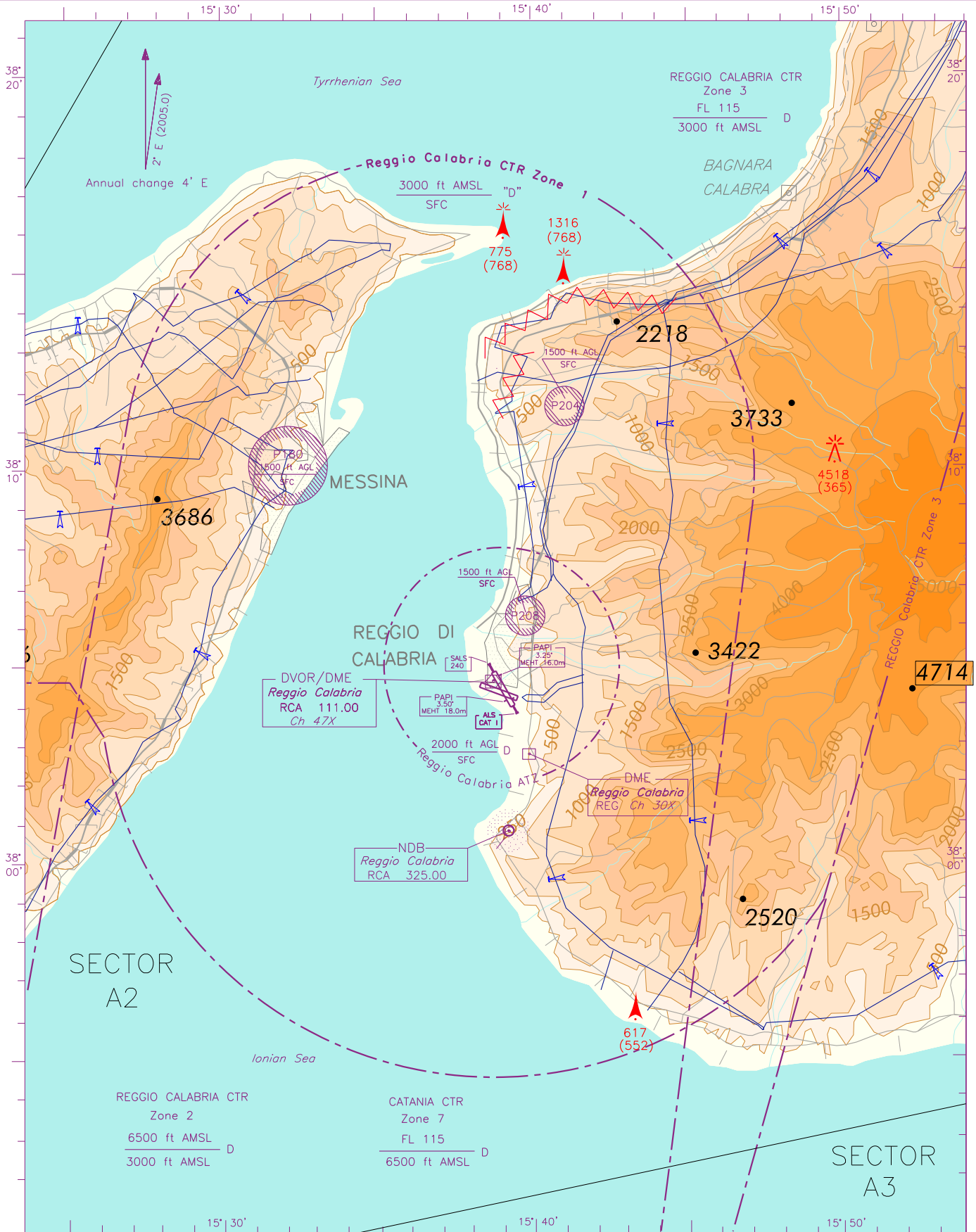
APP *Reggio Approach* 120.275  
 TWR *Reggio Tower* 118.250  
 FIS *Roma Info* 129.575

AD ELEV  
 95

L  
 I  
 C  
 R

REGGIO CALABRIA

CHANGE: Updated chart



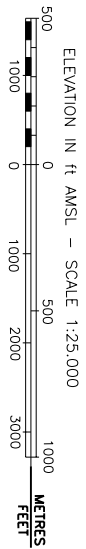
AIRSPACE CLASSIFICATION  
 See AIP ENR 1.4

TRANSITION ALTITUDE 7000 FT

BEARINGS ARE MAGNETIC  
 ELEV AND ALT IN FT

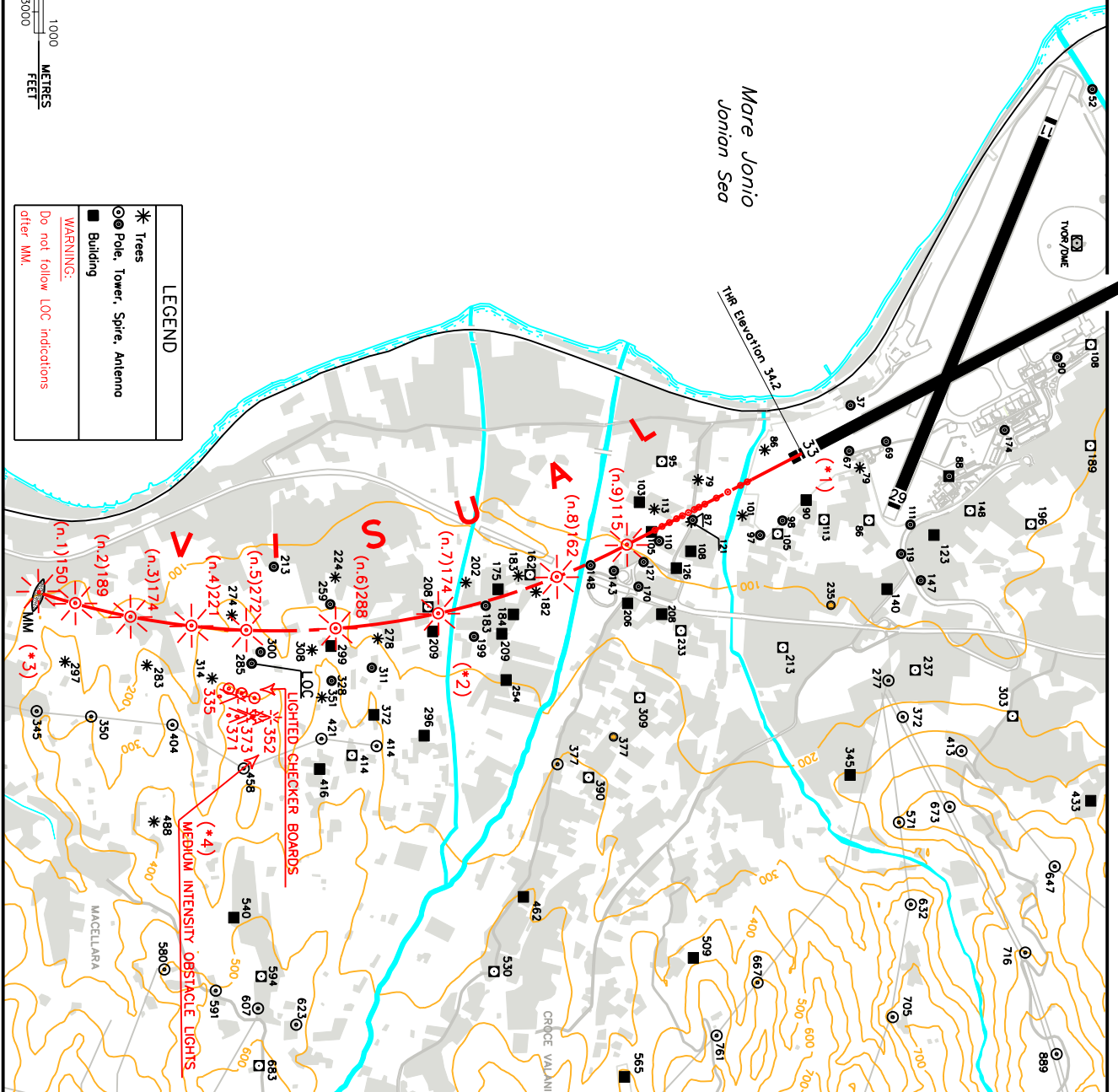
LEGEND

REGGIO CALABRIA RWY 33  
 PRESCRIBED TRACK FOR  
 VISUAL MANOEUVRING RWY 33



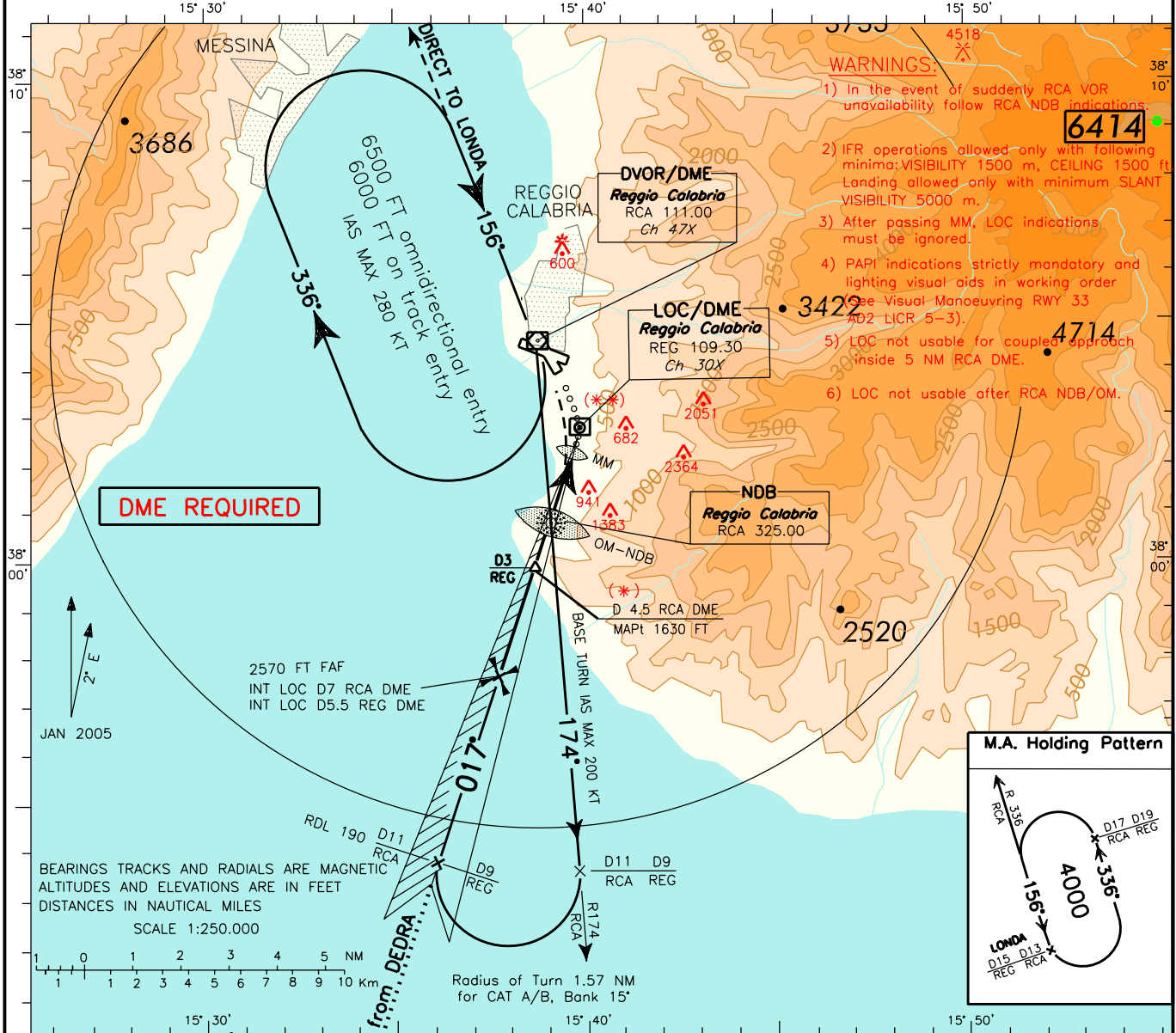
- \*1) PAPI SYSTEM: Two wings. At least one must be illuminated. Minimum height crossing (MHC) = 3.5 THR (METH). Axis of the system displaced 5' clockwise from RWY 33. Usable only associated with RWY 33. Approach Light System - Eas - RWY Lead - In Lighting System - Colvert (800m long).
  - \*2) Curved lighted Approach Path with sequenced flashing lights, length 2450m. Nominal radius of the curve, 3070m
  - \*3) Turning Start Point: bar of lights at the middle of the runway. Dimensions: MM/BAR = 1.59 NM; MM/BAR - THR = 1.77 NM. Nominal altitude at MM/BAR along descent profile: 750 ft
  - \*4) Four medium intensity obstacle lights delineating terrain profile. Obstacle heights, indicated with three lighted obstacle boards.
- REMARKS:
- d) Obstacles penetrating Annex 14 non instrument Approach Surface are cleared by PAPI. Obstacle protection surface (OPS) originating from the end of the approach with a slope upward one degree below the nominal path.
  - b) Go ground procedure: turn left for downwind leg at 1500 ft west of the aerodrome.
  - c) For Approach Procedure See Relevant IAC.

LEGEND	
* Trees	
⊙ Pole, Tower, Spire, Antenna	
■ Building	
<b>WARNING:</b>	
Do not follow LOC indications after MM.	



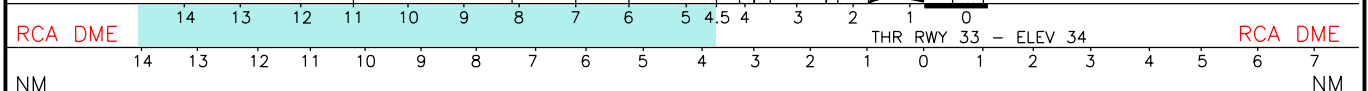
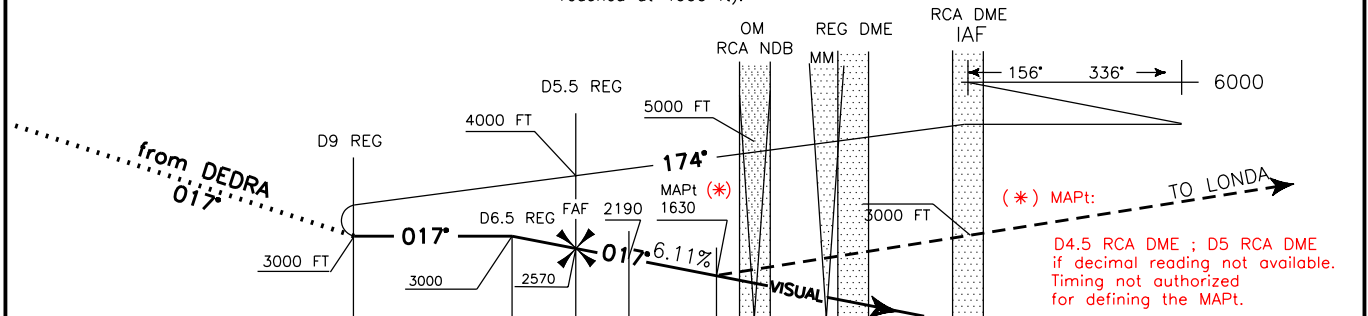
CHANGE: UPDATED CHART

<b>WARNING:</b> (017)* is instrument final approach track not aligned with runway 33 longitudinal axis.	APP <i>Reggio Approach</i> 120.275	AD ELEV	LICR	REGGIO CALABRIA
	TWR <i>Reggio Tower</i> 118.250	95		

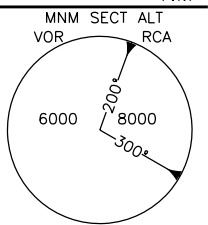


TRANSITION ALT 7000

**MISSED APPROACH:** Over RCA NDB/OM climb to 4000 ft and then turn left direct to RCA VOR to be reached not above 3000 ft and then proceed on RDL336 RCA VOR bound to LONDA (to be reached at 4000 ft).



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

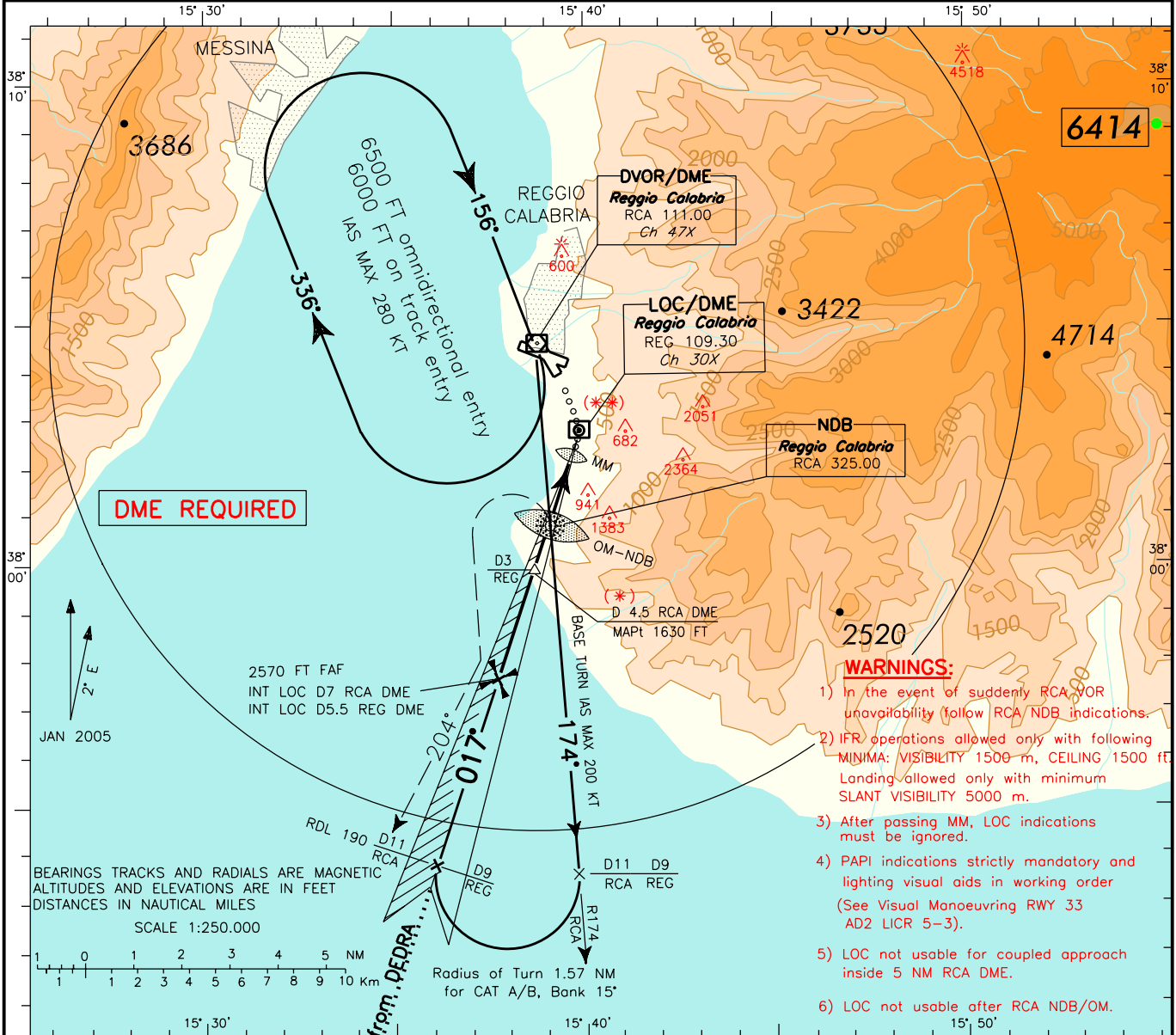


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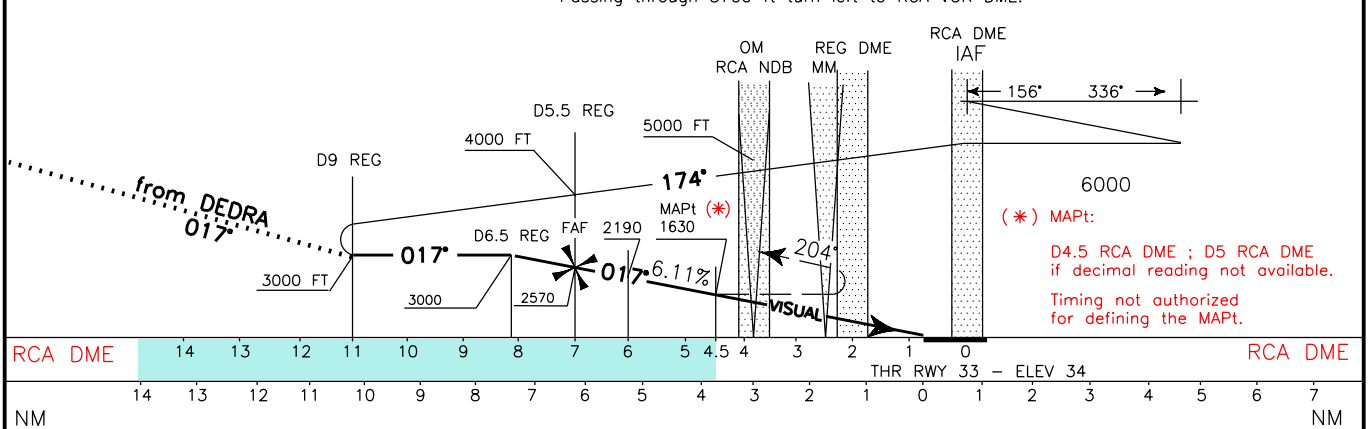
CHANGE: DME DISTANCE ALONG DESCEND TRACK 017\* UPDATED

<p><b>WARNING:</b> (017)* is instrument final approach track not aligned with runway 33 longitudinal axis.</p>	APP <i>Reggio Approach</i> 120.275	AD ELEV	LICR	REGGIO CALABRIA LOC - C
	TWR <i>Reggio Tower</i> 118.250	95		

DOC.8168-ED.5-2006 AMDT 4  
CHANGE: DME DISTANCE ALONG DESCEND TRACK 017\* UPDATED



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.



CATEGORY	LANDING MINIMA			FT per MIN	GS	FAF-MAPt	MAPt-THR	DIST RCA	ALT(HGT)	MNM SECT ALT VOR RCA
	A	B	C							
OCA (OCH)	1630 (1535)			370	60	2 : 35	4 : 06	7 DME	2570(2475)	
CIRCLING RWY 33 AFTER NDB/OM	(**) ON PRESCRIBED TRACK ONLY (See Chart)			495	80	1 : 57	3 : 04	6 DME	2190(2095)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			620	100	1 : 33	2 : 28	4 DME	1410(1315)	
				745	120	1 : 18	2 : 03	3 DME	1000 (905)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			865	140	1 : 07	1 : 45	2 DME	560 (465)	
				990	160	0 : 58	1 : 32	1 DME	180 (85)	

ICAO - INSTRUMENT APPROACH CHART

AD 2 LICR 5-9

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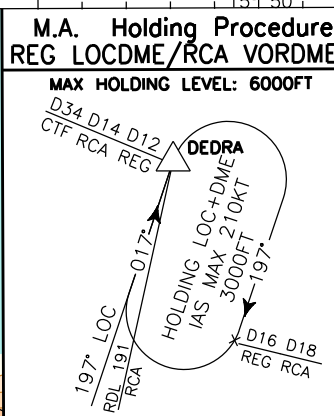
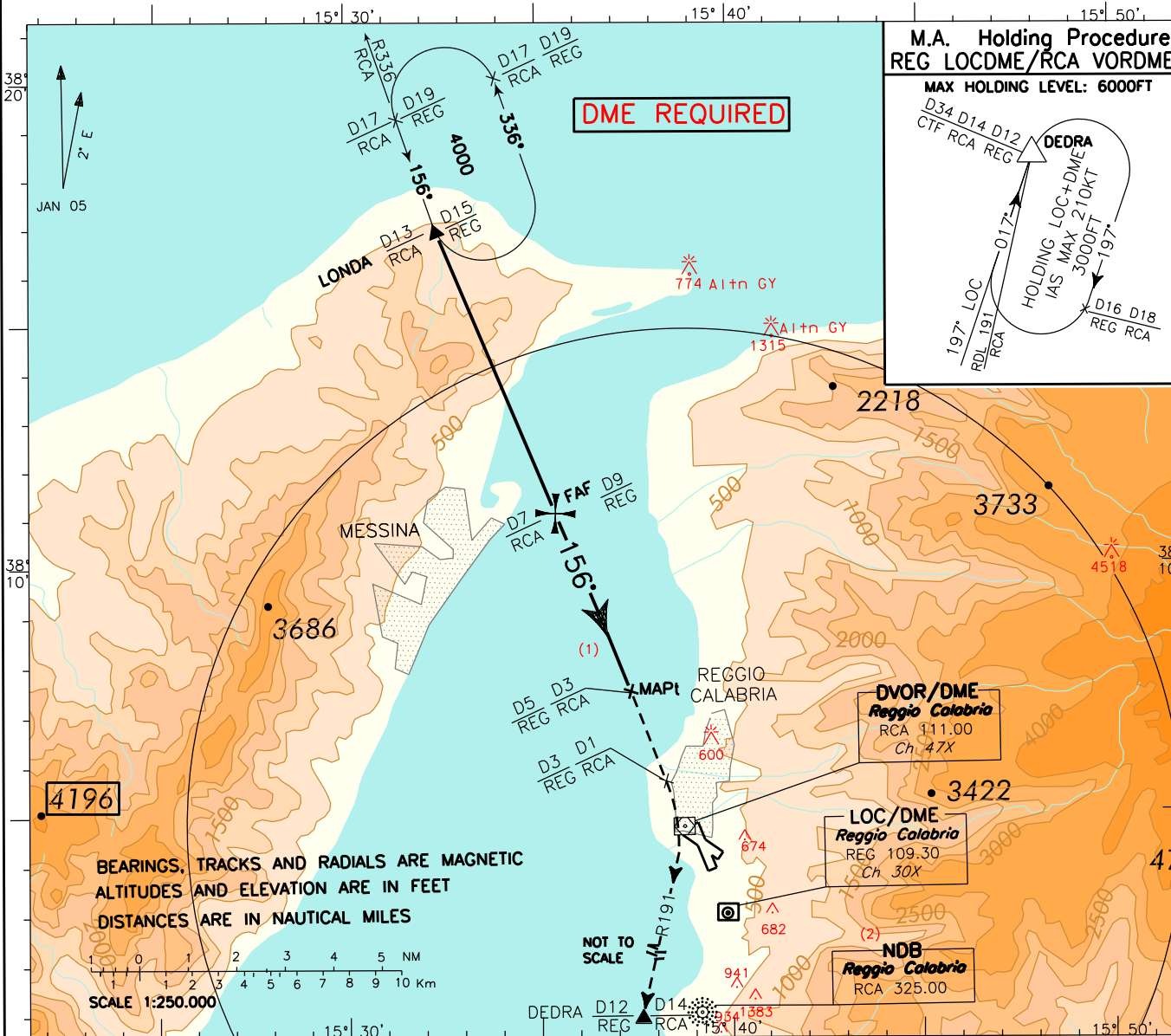
CHANGE: NEW "REG" DME IMPLEMENTED

**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)

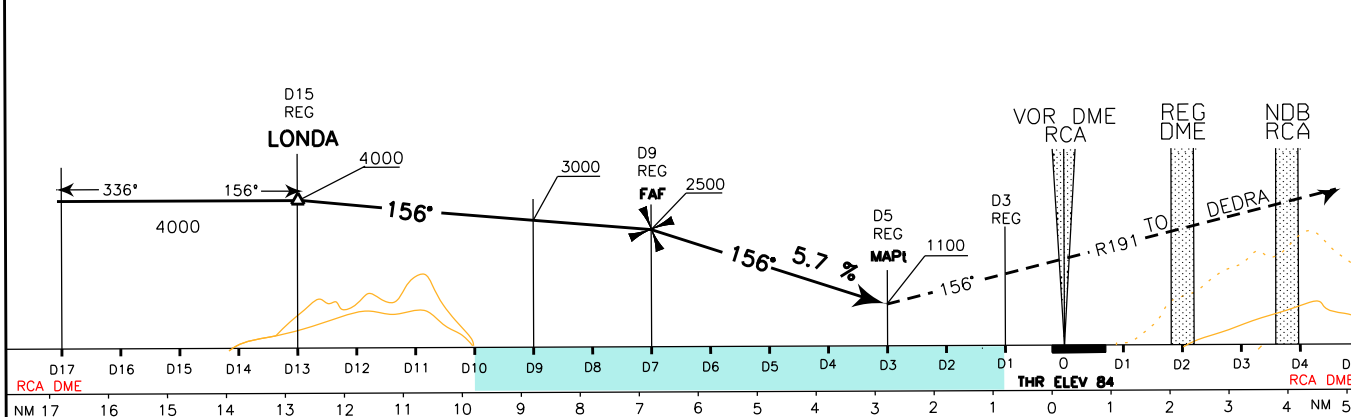
APP *Reggio Approach* 120.275  
TWR *Reggio Tower* 118.250

AD ELEV  
95

LICR  
**REGGIO CALABRIA**  
VOR - Z RWY 15



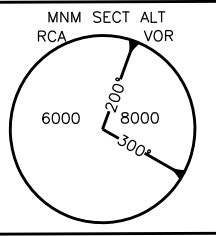
TRANSITION ALT 7000  
MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3NM REG DME) then turn right (IAS MAX 200 kt) to join RDL 191 RCA VOR climbing to 3000 ft direct to DEDRA Holding Pattern to be reached at 3000 ft.



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)



**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)

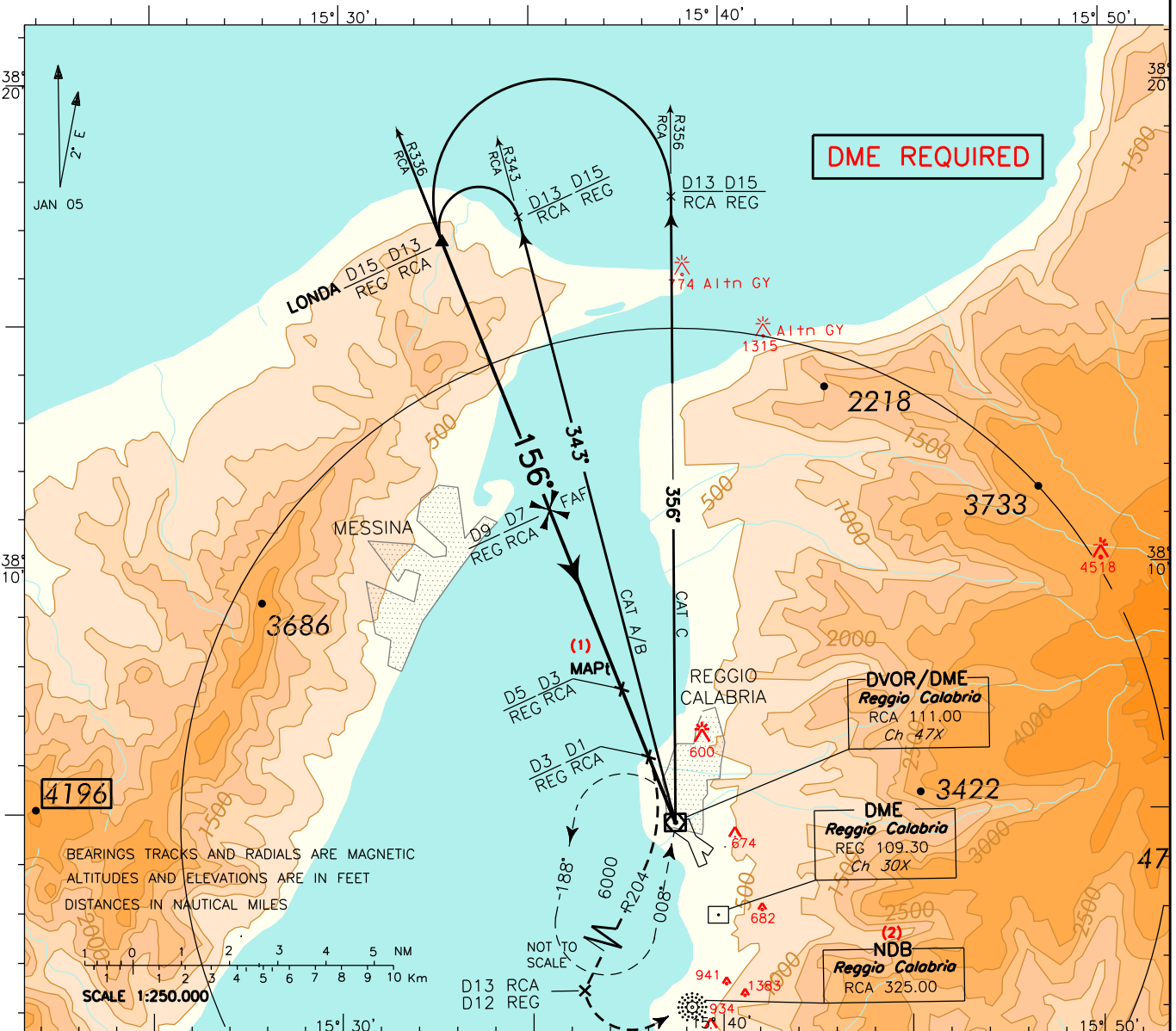
**APP** *Reggio Approach* 120.275  
**TWR** *Reggio Tower* 118.250

**AD ELEV**  
95

**LICR**  
REGGIO CALABRIA  
VOR - Y RWY 15

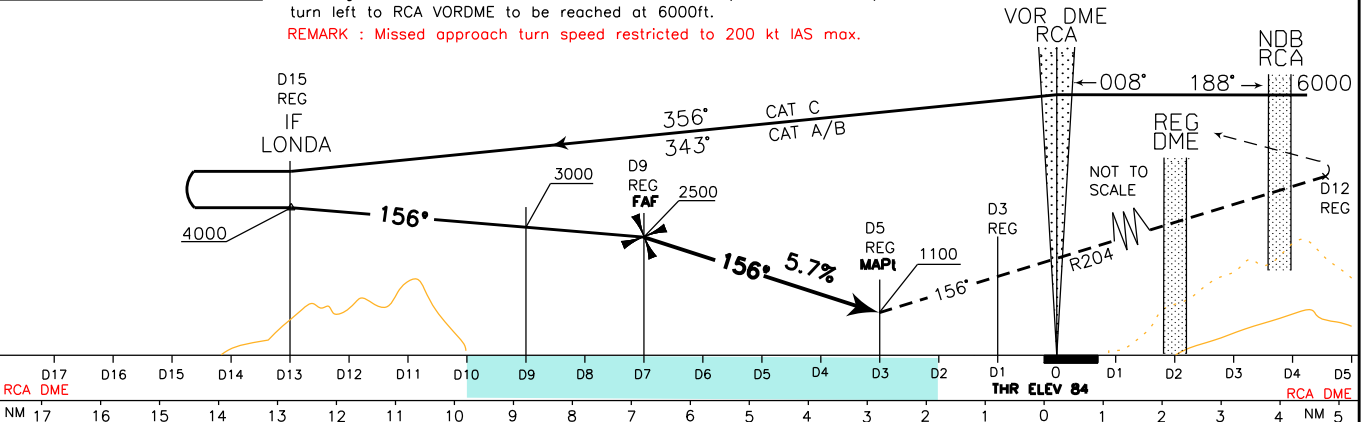
DOC.8168-ED.5-2006 AMDT 4

CHANGE: NEW "REG" DME IMPLEMENTED



TRANSITION ALT 7000

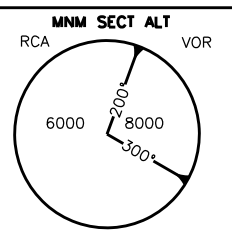
**MISSED APPROACH:** Continue on track 156° until D1 RCA DME (or D3 REG DME) then turn right to join RDL 204 RCA VOR climbing to 6000ft. At RDL 204 D13 RCA VORDME (or D12 REG DME), to be reached at 3700ft or above, turn left to RCA VORDME to be reached at 6000ft.  
**REMARK:** Missed approach turn speed restricted to 200 kt IAS max.



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 only West of the aerodrome

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)



**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)

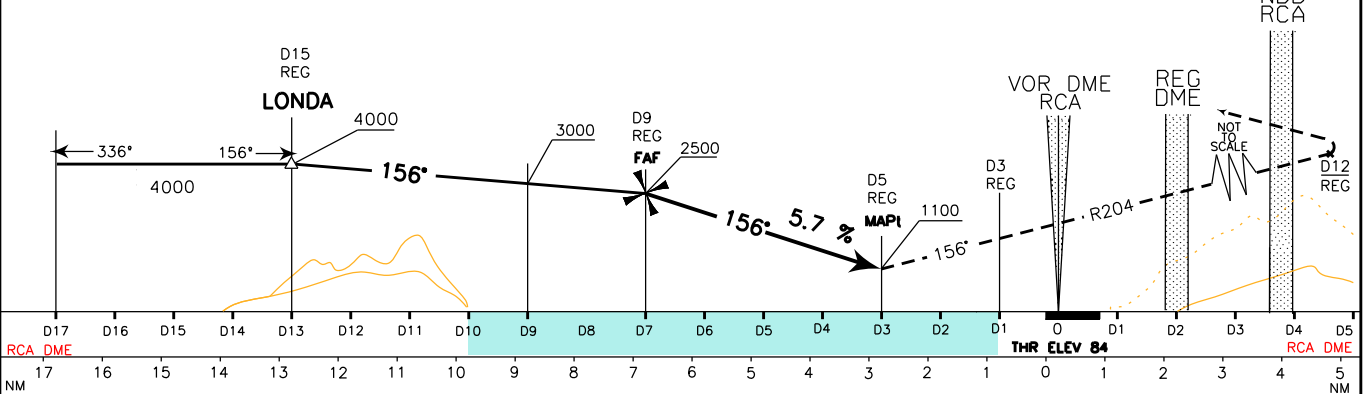
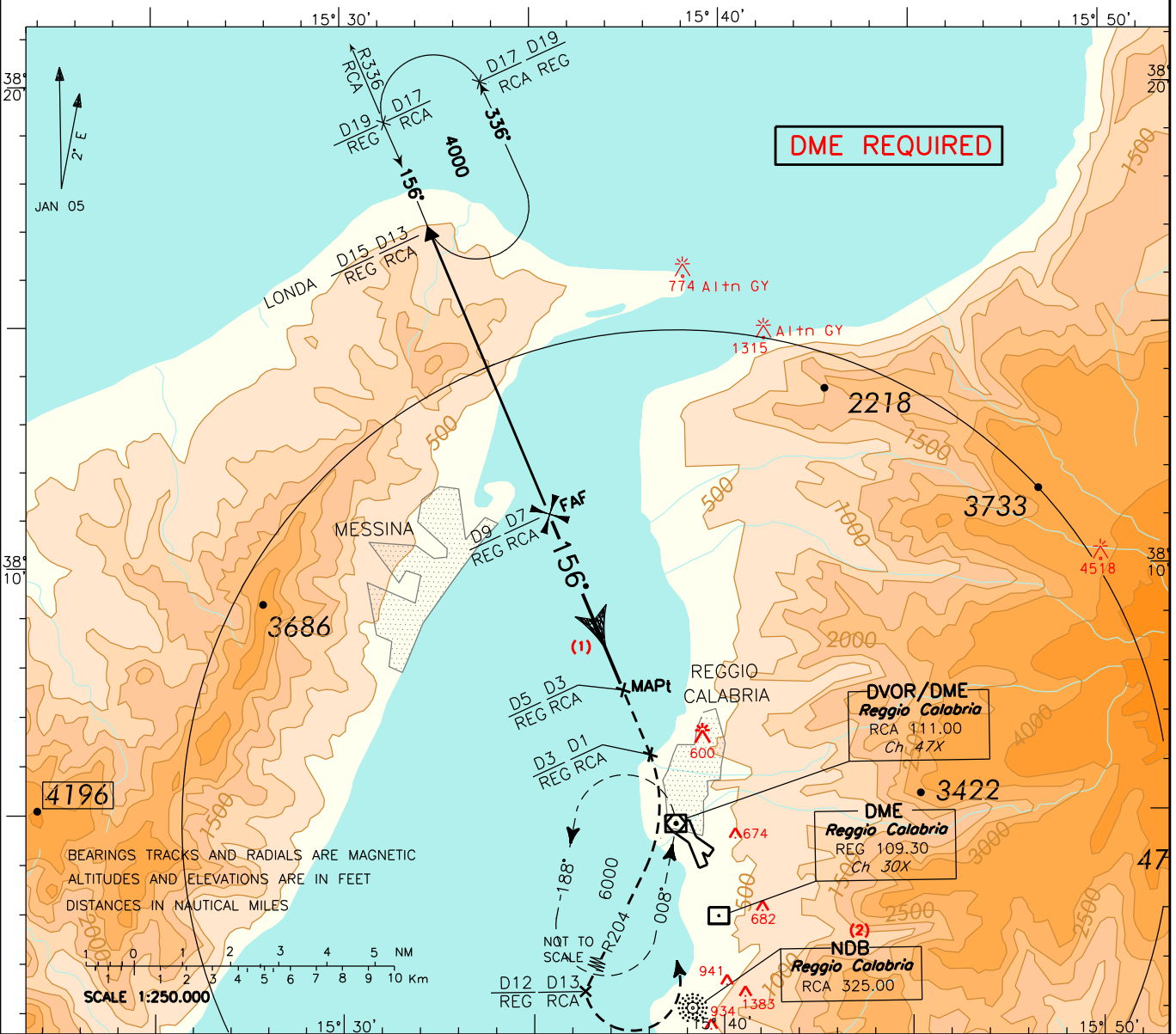
**APP** Reggio Approach 120.275  
**TWR** Reggio Tower 118.250

**AD ELEV**  
95

**LICR** REGGIO CALABRIA  
VOR - X RWY 15

DOC.8168-ED.5-2006 AMDT 4

CHANGE: NEW "REG" DME IMPLEMENTED



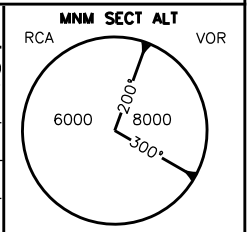
**REMARK1:** Final approach track offset 5.4° from runway centerline. Runway centerline intercepted 2018m from Threshold 15.

**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 only West of the aerodrome

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)



**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)

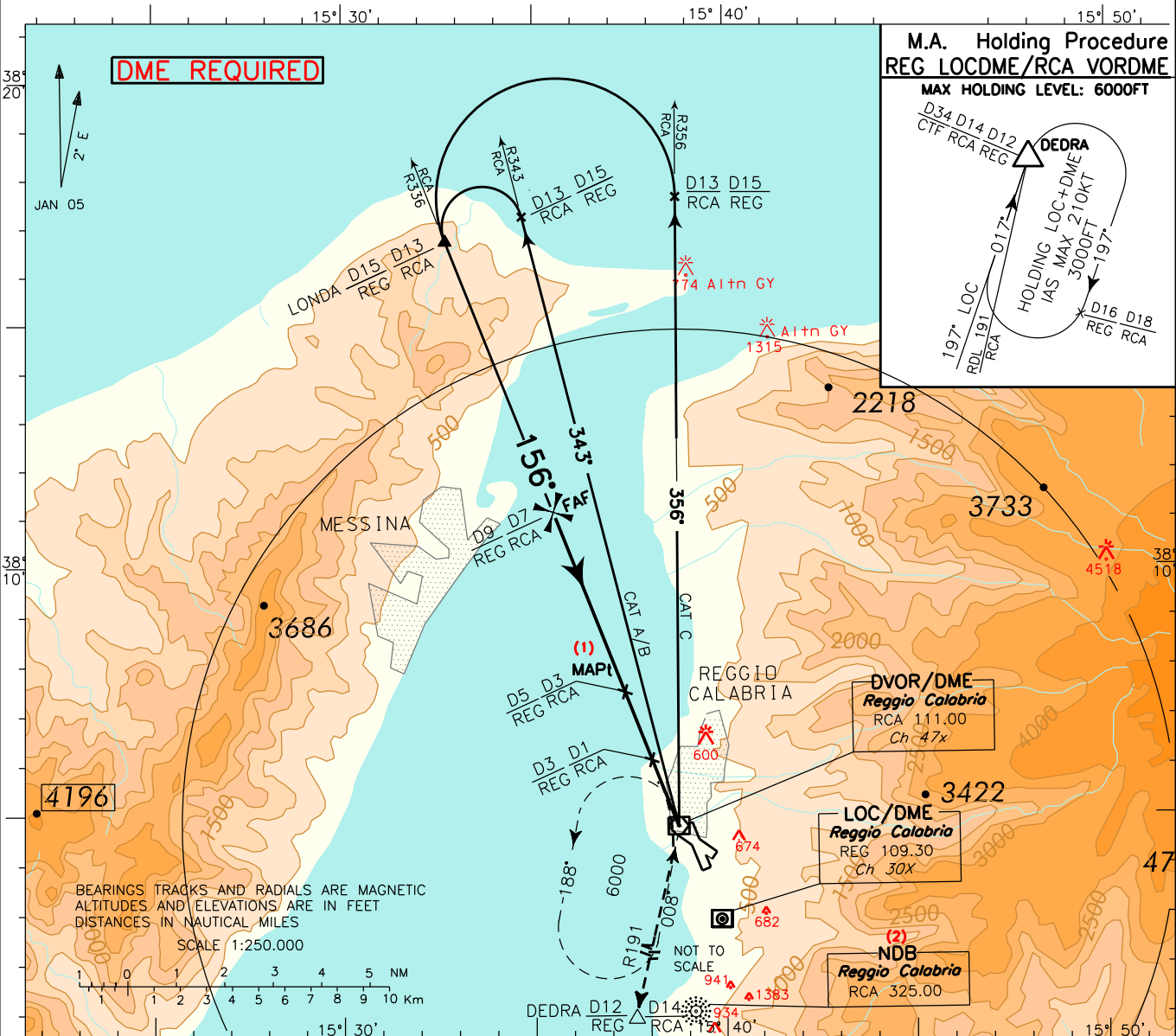
**APP** Reggio Approach 120.275  
**TWR** Reggio Tower 118.250

**AD ELEV**  
95

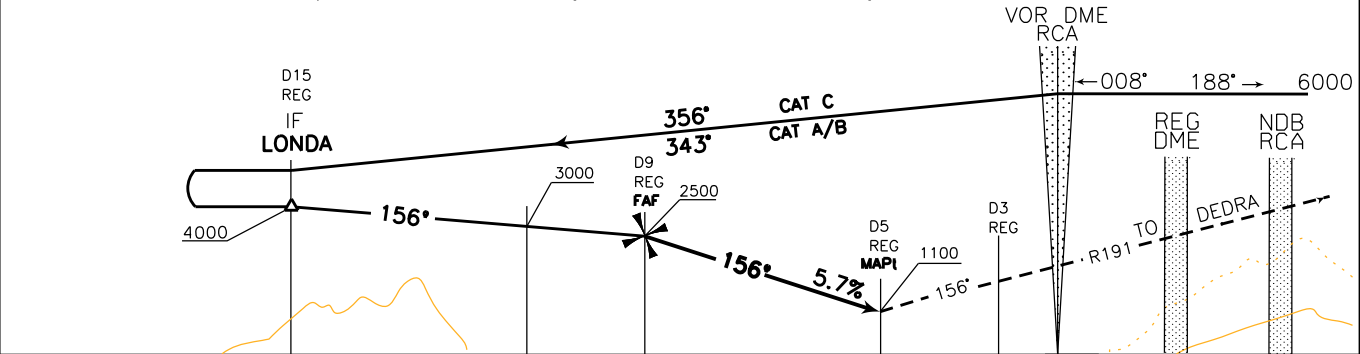
**LICR** REGGIO CALABRIA  
VOR - W RWY 15

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CHANGE: NEW "REG" DME IMPLEMENTED



**TRANSITION ALT 7000** MISSED APPROACH: Continue on track 156° until D1 RCA DME (or D3 REG DME) then turn right (IAS MAX 200kt) to join RDL 191 RCA VOR climbing to 3000ft direct to DEDRA Holding Pattern to be reached at 3000 ft.

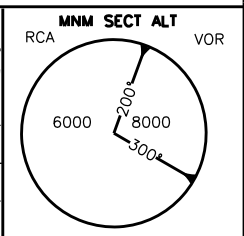


D17	D16	D15	D14	D13	D12	D11	D10	D9	D8	D7	D6	D5	D4	D3	D2	D1	THR	ELEV 84	D1	D2	D3	D4	D5
RCA DME																	RCA DME						
NM	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5

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 only West of the aerodrome

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)





ICAO - INSTRUMENT APPROACH CHART FOR VISUAL MANOEUVRE

AD 2 LICR 5-17

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

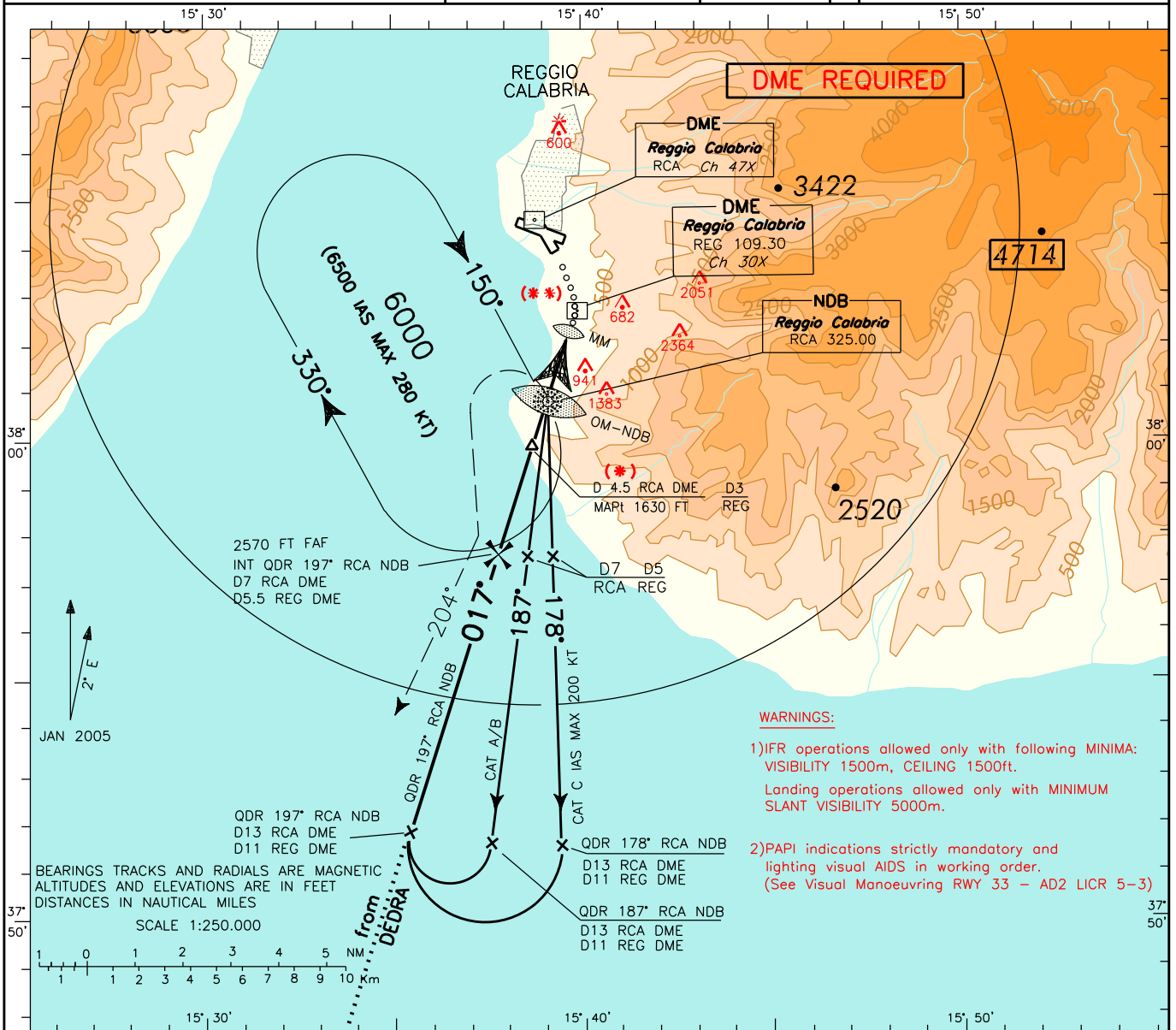
APP *Reggio Approach* 120.275  
TWR *Reggio Tower* 118.250

AD ELEV  
95

LICR

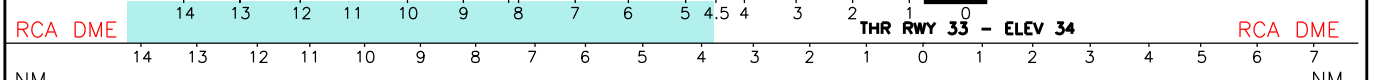
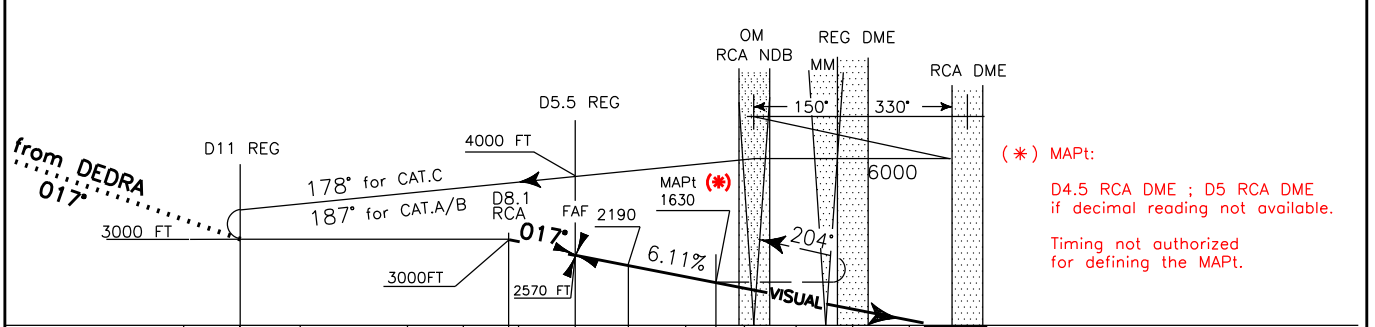
REGGIO CALABRIA  
NDB - B

CHANGE: NEW "REG" DME IMPLEMENTED



- WARNINGS:**
- 1) IFR operations allowed only with following MINIMA: VISIBILITY 1500m, CEILING 1500ft. Landing operations allowed only with MINIMUM SLANT VISIBILITY 5000m.
  - 2) PAPI indications strictly mandatory and lighting visual AIDS in working order. (See Visual Manoeuvring RWY 33 - AD2 LICR 5-3)

**TRANSITION ALT 7000** MISSED APPROACH: Turn left as soon as possible to intercept QDR 204° RCA NDB climbing to 6000 ft. Passing through 4000 ft turn left to RCA NDB.



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

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

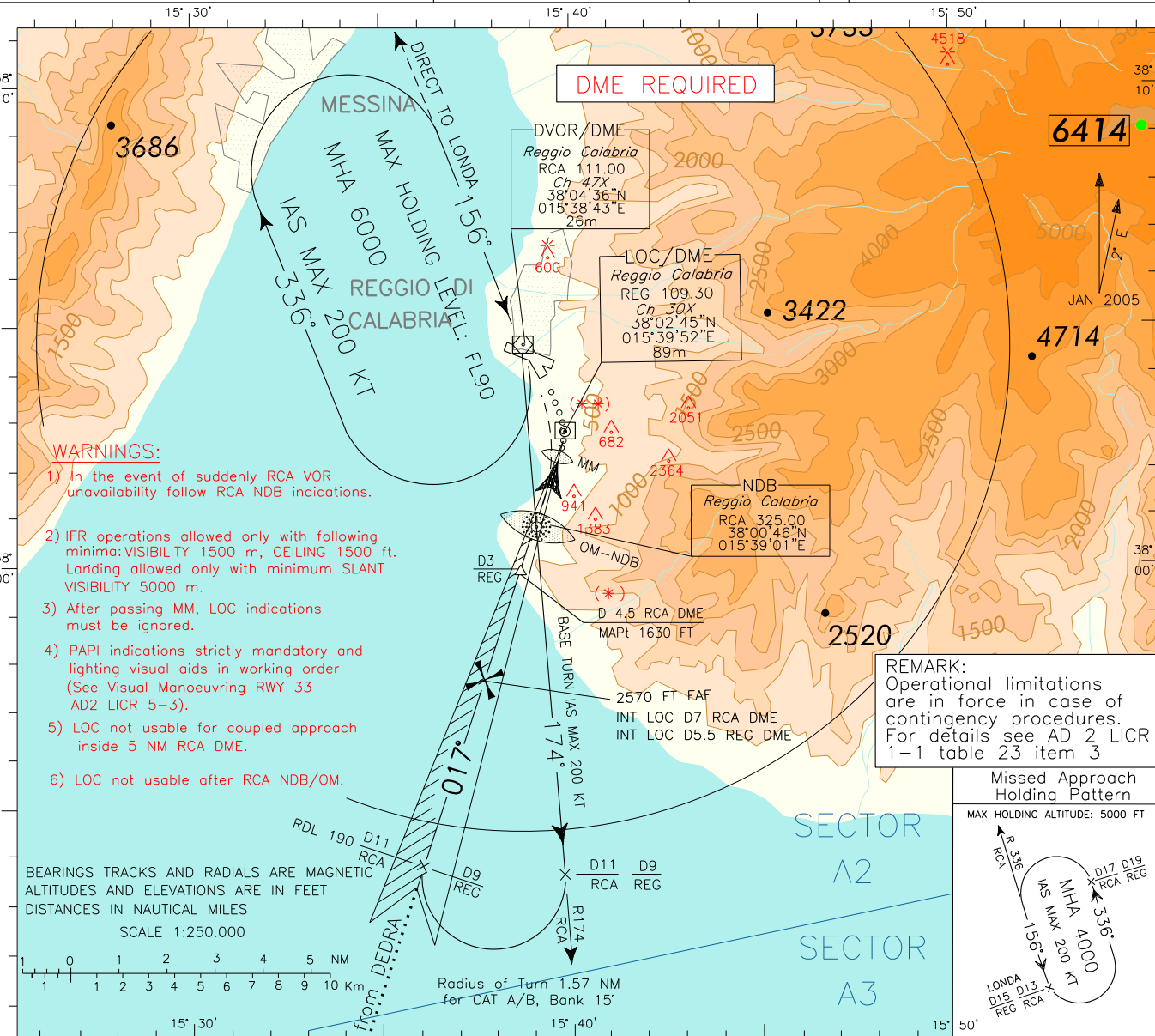
APP *Reggio Approach* 120.275  
 TWR *Reggio Tower* 118.250

AD ELEV  
 95

LICR  
 REGGIO CALABRIA  
 CONTINGENCY  
 LOC - D

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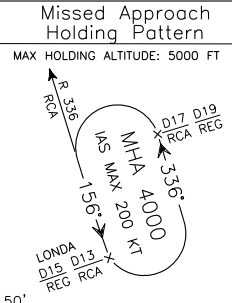
CHANGE: REPRINTING



**WARNINGS:**

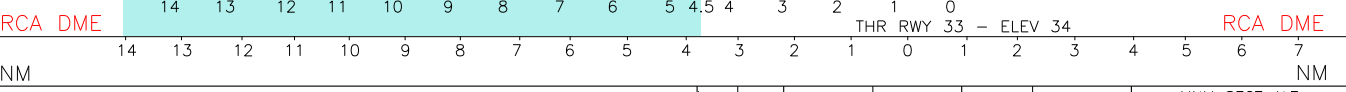
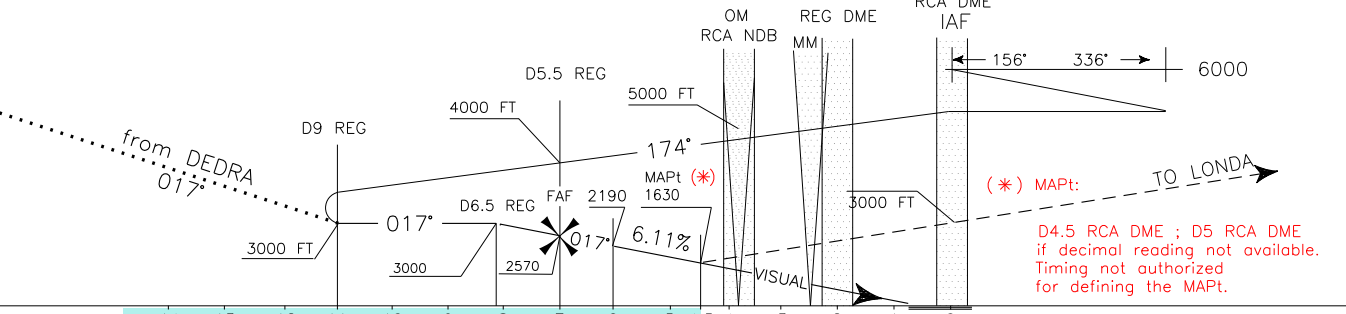
- 1) In the event of suddenly RCA VOR unavailability follow RCA NDB indications.
- 2) IFR operations allowed only with following minima: VISIBILITY 1500 m, CEILING 1500 ft. Landing allowed only with minimum SLANT VISIBILITY 5000 m.
- 3) After passing MM, LOC indications must be ignored.
- 4) PAPI indications 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.

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



TRANSITION ALT 7000

**MISSSED APPROACH:** Over RCA NDB/OM climb to 4000 ft and turn left direct to RCA VOR to be reached not above 3000 ft and then proceed on RDL 336 RCA VOR bound to LONDA (to be reached at 4000 ft).



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

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

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

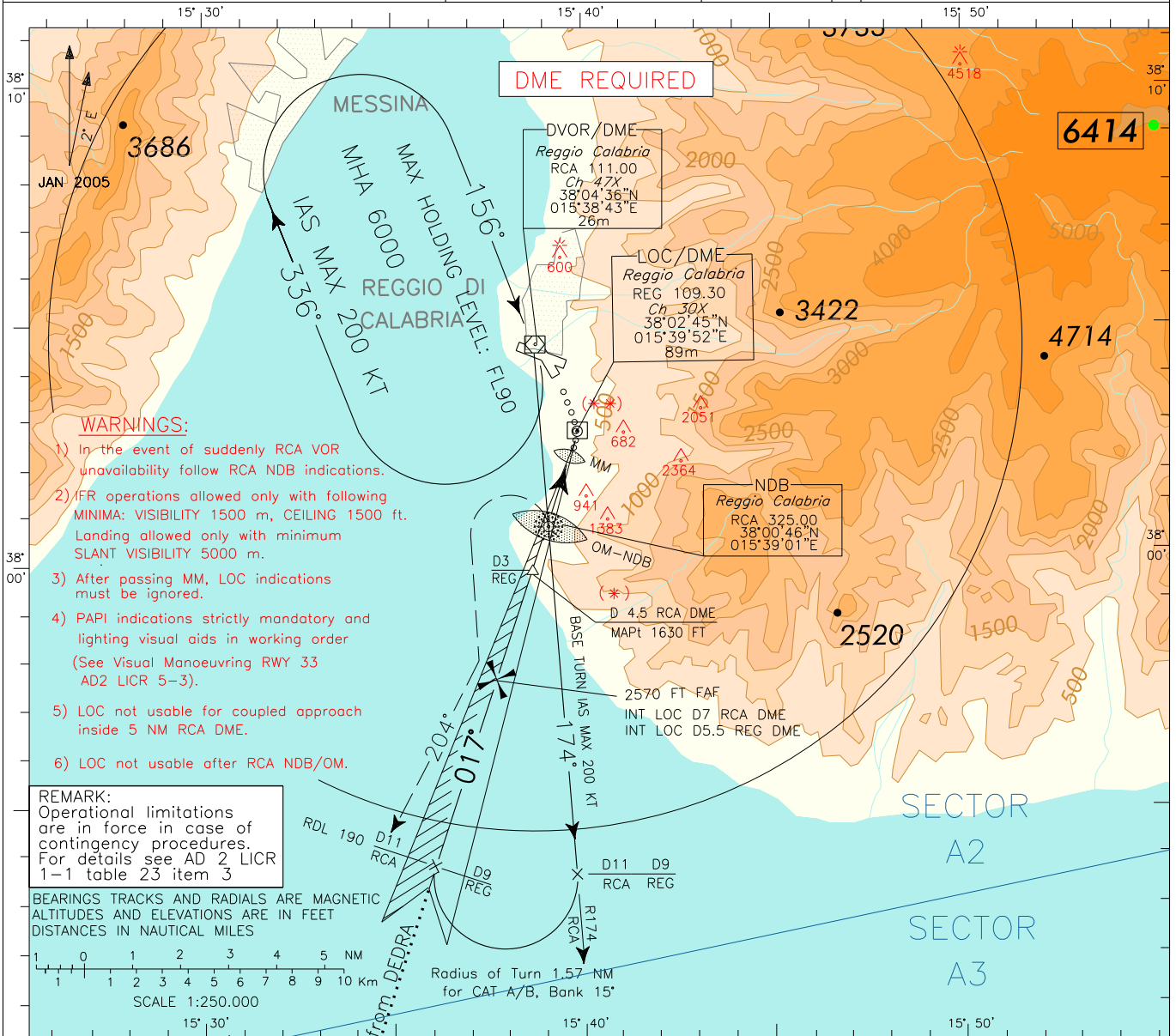
AD ELEV  
 95

L  
 I  
 C  
 R

REGGIO CALABRIA  
 CONTINGENCY  
 LOC – E

DOC.8168-ED.5-2006 AMDT 4

CHANGE: REPRINTING



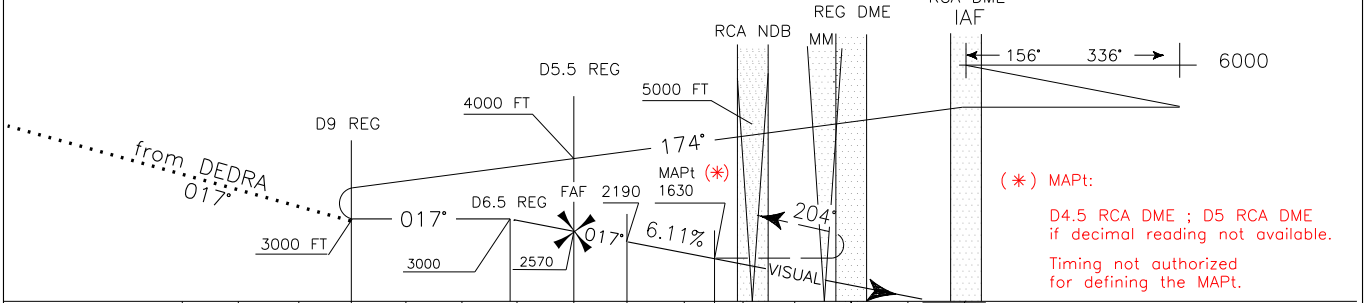
- WARNINGS:**
- 1) In the event of suddenly RCA VOR unavailability follow RCA NDB indications.
  - 2) IFR operations allowed only with following MINIMA: VISIBILITY 1500 m, CEILING 1500 ft. Landing allowed only with minimum SLANT VISIBILITY 5000 m.
  - 3) After passing MM, LOC indications must be ignored.
  - 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.

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

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

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.



RCA DME	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	RCA DME
NM	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	NM

CATEGORY	LANDING MINIMA			FT per MIN	GS	FAF-MAPt	MAPt-THR	DIST RCA	ALT(HGTT)	MNM SECT VOR	ALT RCA
	A	B	C								
OCA (OCH)		1630	(1535)	370	60	2 : 35	4 : 06	7 DME	2570(2475)		
CIRCLING RWY 33 AFTER NDB/OM	(**) ON PRESCRIBED TRACK ONLY (See Chart)			495	80	1 : 57	3 : 04	5 DME	1800(1705)	6000	8000
				620	100	1 : 33	2 : 28	4 DME	1410(1315)		
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			745	120	1 : 18	2 : 03	3 DME	1000 (905)	3000	
				865	140	1 : 07	1 : 45	2 DME	560 (465)		
			990	160	0 : 58	1 : 32	1 DME	180 (85)			

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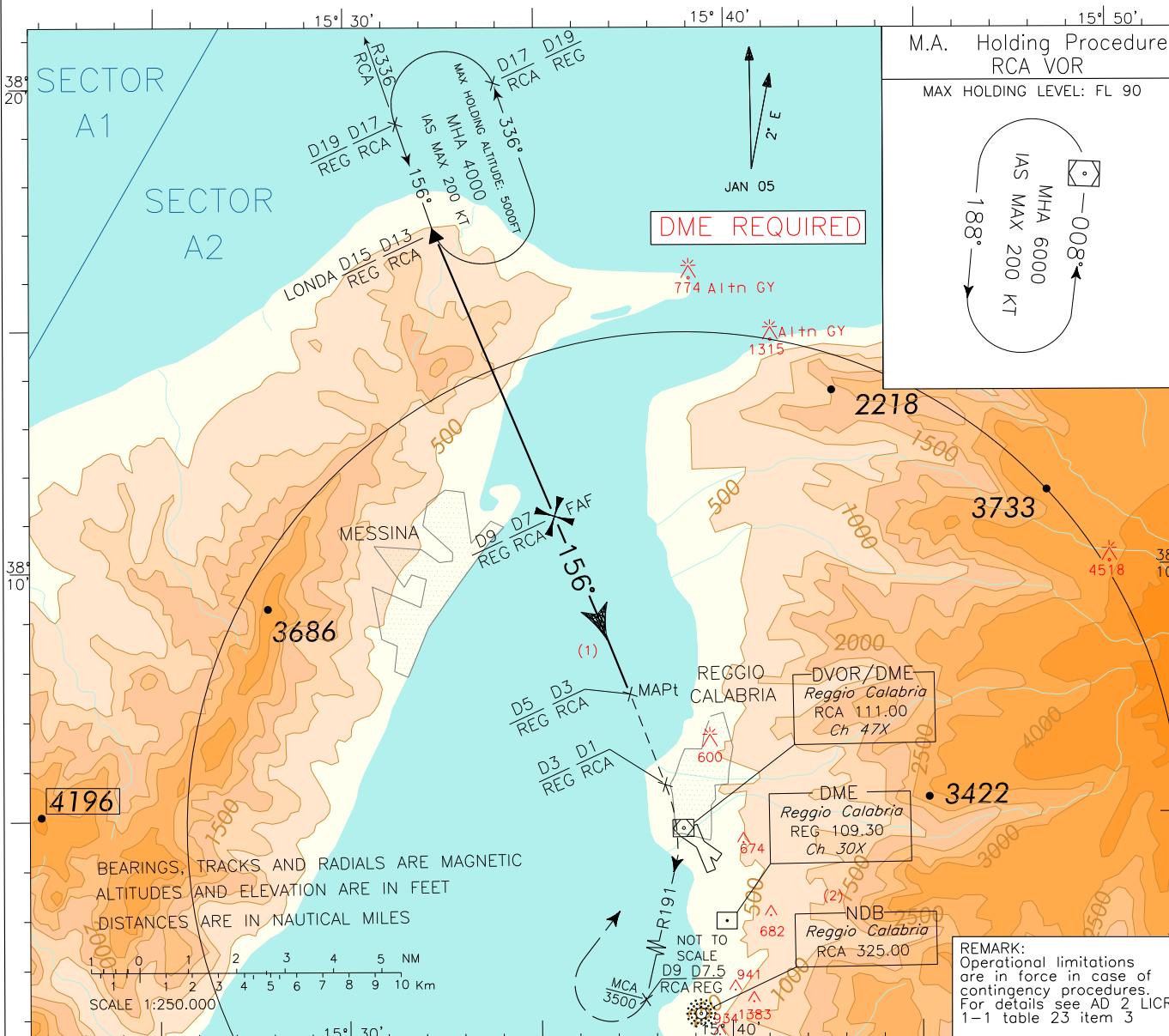
CHANGE: ASH CLOUD SECTOR MODIFIED

**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

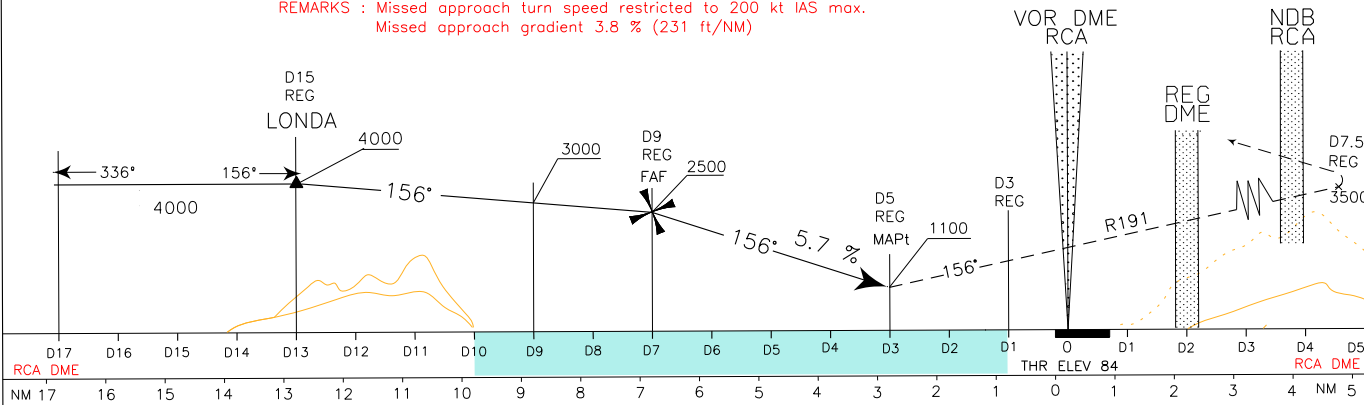
AD ELEV  
95

LICR  
REGGIO CALABRIA  
**CONTINGENCY**  
VOR – V RWY 15



TRANSITION ALT 7000

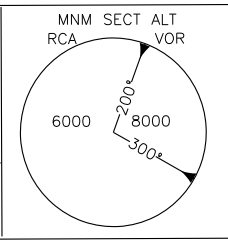
MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3 NM REG DME) climbing to 6000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5 NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 6000 ft.  
REMARKS : Missed approach turn speed 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.

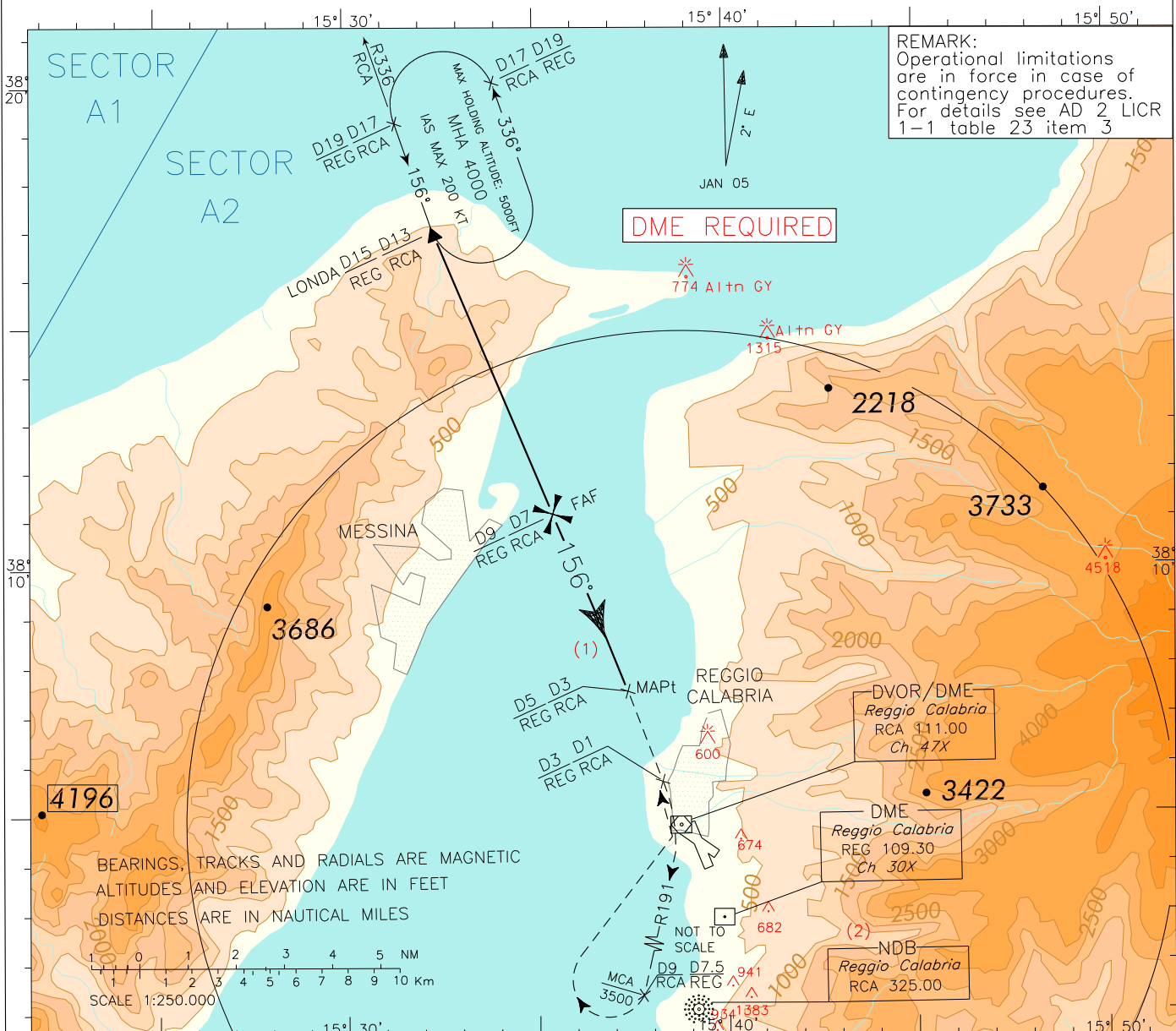
GS	FT/MIN	DIST	ALT (HGT)
80	460	6DME	2140 (2056)
100	580	5DME	1800 (1716)
120	690	4DME	1450 (1366)
140	810	3DME	1100 (1016)
160	920	2DME	760 (676)



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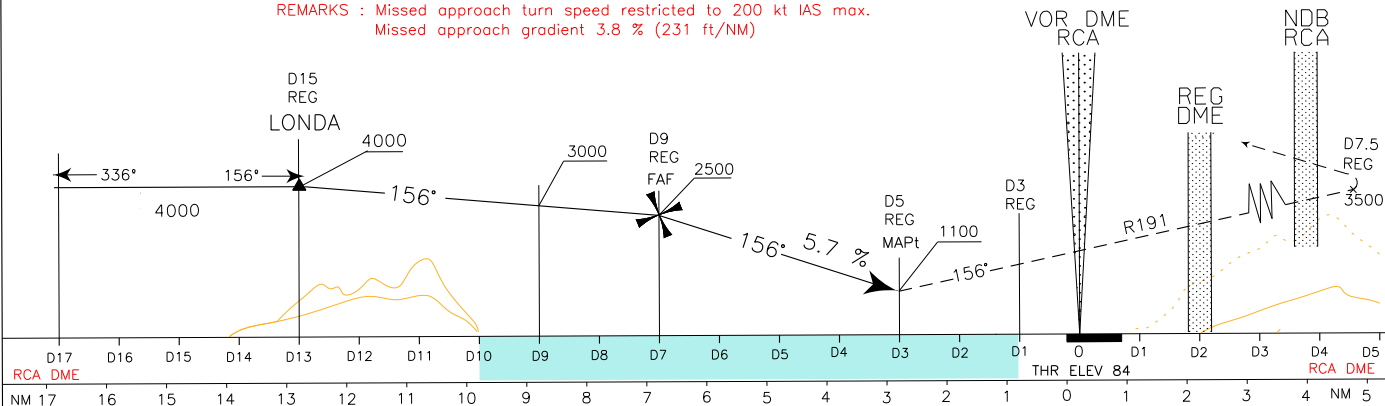
CHANGE: ASH CLOUD SECTOR MODIFIED

<p><b>WARNING:</b> 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)</p>	APP <i>Reggio Approach</i> 120.275	AD ELEV	<p><b>REGGIO CALABRIA CONTINGENCY</b> VOR - U RWY 15</p>
	TWR <i>Reggio Tower</i> 118.250	95	



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

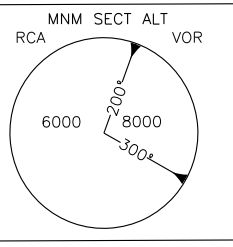
**TRANSITION ALT 7000**  
 MISSED APPROACH : Continue on track 156° until 1 NM RCA DME (or 3 NM REG DME) climbing to 5000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 5000 ft, then proceed 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)



**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

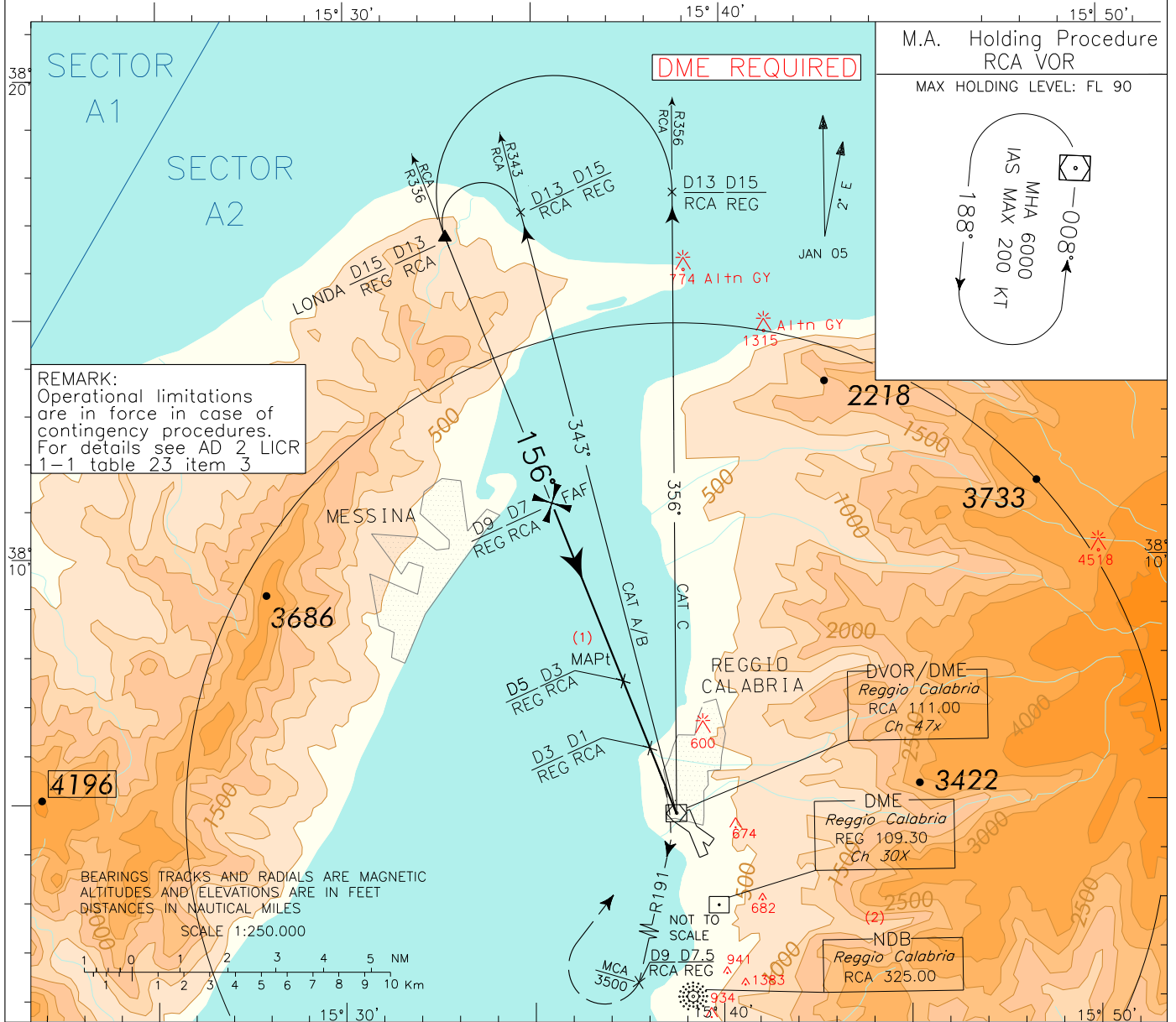
AD ELEV  
95

L  
I  
C  
R

REGGIO CALABRIA  
**CONTINGENCY**  
VOR – T RWY 15

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CHANGE: ASH CLOUD SECTOR MODIFIED

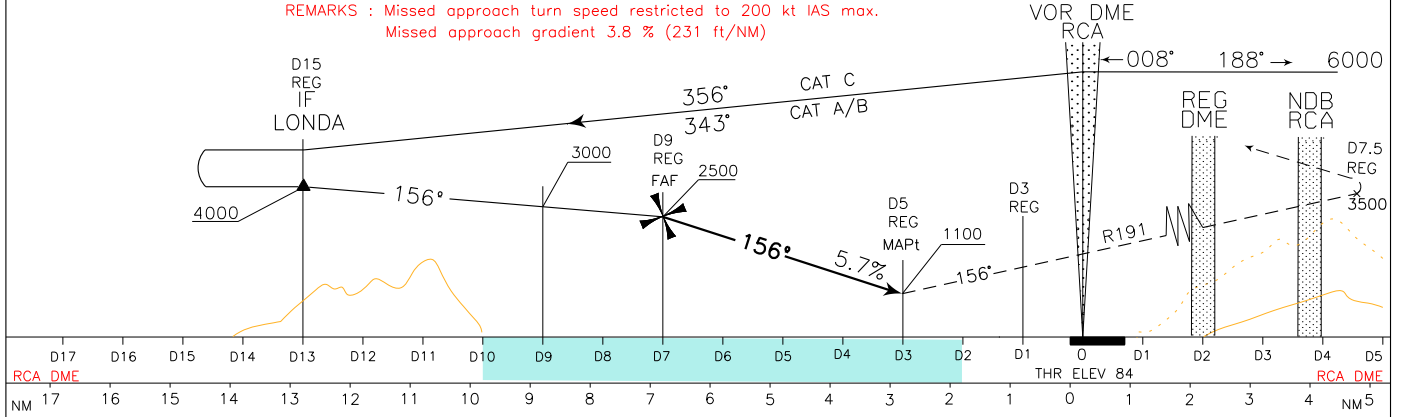


**REMARK:**  
Operational limitations are in force in case of contingency procedures. For details see AD 2 LICR 1-1 table 23 item 3

BEARINGS TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET  
DISTANCES 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 6000 ft, then turn right to join RDL 191 RCA VOR. At 9 NM RCA DME (or 7.5 NM REG DME), to be reached at 3500 ft or above, turn right to RCA VORDME to be reached at 6000 ft.

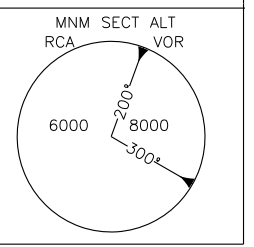
**REMARKS :** Missed approach turn speed restricted to 200 kt IAS max.  
Missed approach gradient 3.8 % (231 ft/NM)



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 only West of the aerodrome

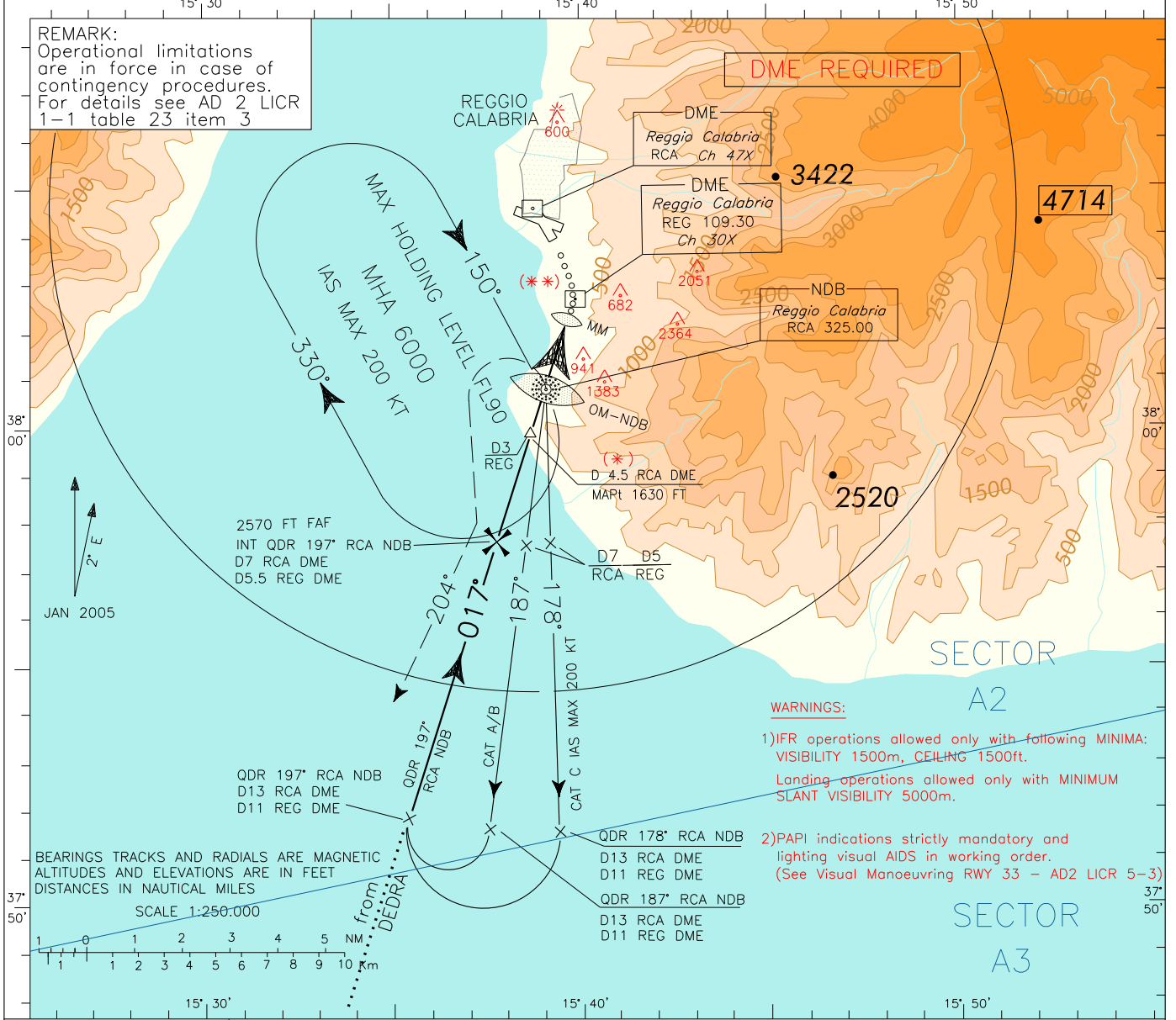
GS	FT/MIN	DIST	ALT (HGT)
80	460	6DME	2140 (2056)
100	580	5DME	1800 (1716)
120	690	4DME	1450 (1366)
140	810	3DME	1100 (1016)
160	920	2DME	760 (676)



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CHANGE: ASH CLOUD SECTOR MODIFIED

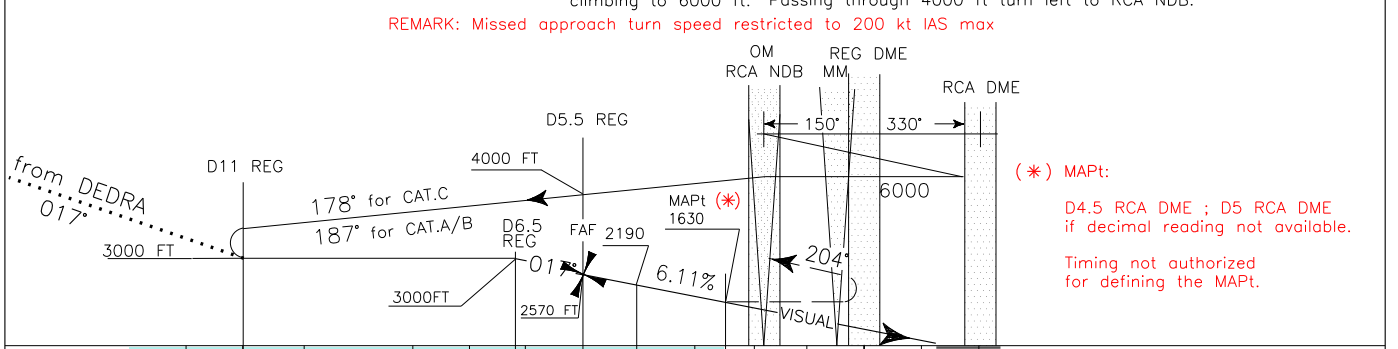
<p><b>WARNING:</b> (017)* is instrument final approach track not aligned with runway 33 longitudinal axis.</p>	APP <i>Reggio Approach</i> 120.275	AD ELEV	<p>LICR REGGIO CALABRIA CONTINGENCY NDB – F</p>
	TWR <i>Reggio Tower</i> 118.250	95	



TRANSITION ALT 7000

**MISSED APPROACH:** Turn left as soon as possible to intercept QDR 204° RCA NDB climbing to 6000 ft. Passing through 4000 ft turn left to RCA NDB.

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



RCA DME	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	NM
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CATEGORY	LANDING MINIMA			FT per MIN	GS	FAF-MAPt	MAPt-THR	DIST RCA	ALT(HGT)	MNM SECT ALT
	A	B	C							
OCA (OCH)	1630 (1535)			370	60	2 : 35	4 : 06	6 DME	2190(2095)	
CIRCLING RW 33 AFTER NDB/OM	(**) ON PRESCRIBED TRACK ONLY (See Chart)			495	80	1 : 57	3 : 04	5 DME	1800(1705)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			620	100	1 : 33	2 : 28	4 DME	1410(1315)	
				745	120	1 : 18	2 : 03	3 DME	1000 (905)	
CIRCLING RWY 15	IN VMC DURING DAY LIGHT ONLY (West of the Aerodrome)			865	140	1 : 07	1 : 45	2 DME	560 (465)	
				990	160	0 : 58	1 : 32	1 DME	180 (85)	