Page 1
Changed chart(s) since Disc 12-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 12-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LIPR

General Info

Rimini, ITA
N 44° 01.2' E 12° 36.6' Mag Var: 1.2°E
Elevation: 40'

Public, Military, IFR, Control Tower, Rotating Beacon, Customs,
Landing Fee
Fuel: Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 13-31 9721' x 148' bitu

Runway 13 (126.0°M) TDZE 20'
  Lights: Edge, ALS, REIL
  Displaced Threshold Distance 1017'
Runway 31 (306.0°M) TDZE 38'
  Lights: Edge, ALS, REIL
  Right Traffic
  Displaced Threshold Distance 889'

Communications Info

Rimini Tower **122.1**
Rimini Tower **119.1**
Rimini Tower **278.10** Military
Rimini Tower **257.80** Military
Rimini Ground Control **121.6**
Romagna Approach Control **122.1**
Romagna Approach Control **118.575** Secondary
Romagna Approach Control **118.15**
Romagna Approach Control **379.50** Military
Romagna Approach Control **362.30** Military
Romagna Approach Control **234.27** Military
Romagna Radar **122.1**
Romagna Radar **118.575**
Romagna Radar **118.15**
Romagna Radar **379.50** Military
Romagna Radar **362.30** Military
Romagna Radar **234.27** Military

Notebook Info

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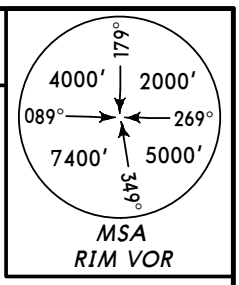
JEPPESEN
JeppView 3.6.3.1

Apt Elev 40′	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′



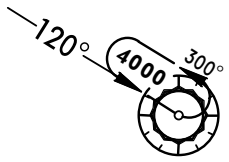
AMLON 2A [AMLO2A]
ANC 2A, ASDOR 2A [ASDO2A]
RWYS 13, 31 ARRIVALS

BASED ON VOR
WHEN RIM VOR UNSERVICEABLE
REFER TO CHART 10-2A

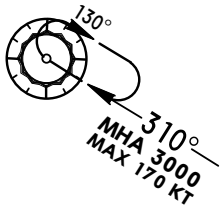
AMLON
N44 20.4 E012 52.6
208°
22
4000
AMLON 2A
RIMINI
D 116.2 RIM
N44 00.9 E012 37.0
R028°
R122°
R212°
6
4000
D6 RIM
26
4000
302°
5
5000
D11 RIM
D26 RIM
D
6
032°
FL80
FL100 ❷
ASDOR 2A
19
FL120
❶ 5000
ANC 2A
303°
N
NOT TO SCALE
ASDOR
N43 47.1 E012 24.0
LI-FIRING AREA
CARPEGNA
❶ By ATC.
❷ When LI-FIRING AREA CARPEGNA is active.
ANCONA
D 110.65 ANC
N43 35.2 E013 28.3
374.5 ANC
N43 35.2 E013 28.3

HOLDINGS OVER RIM

For ILS approach runway 31



Runway 13



CHANGES: STAR ASDOR 2A revised.

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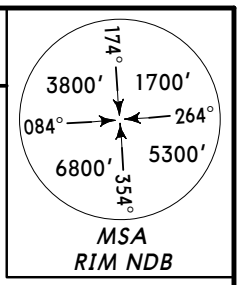
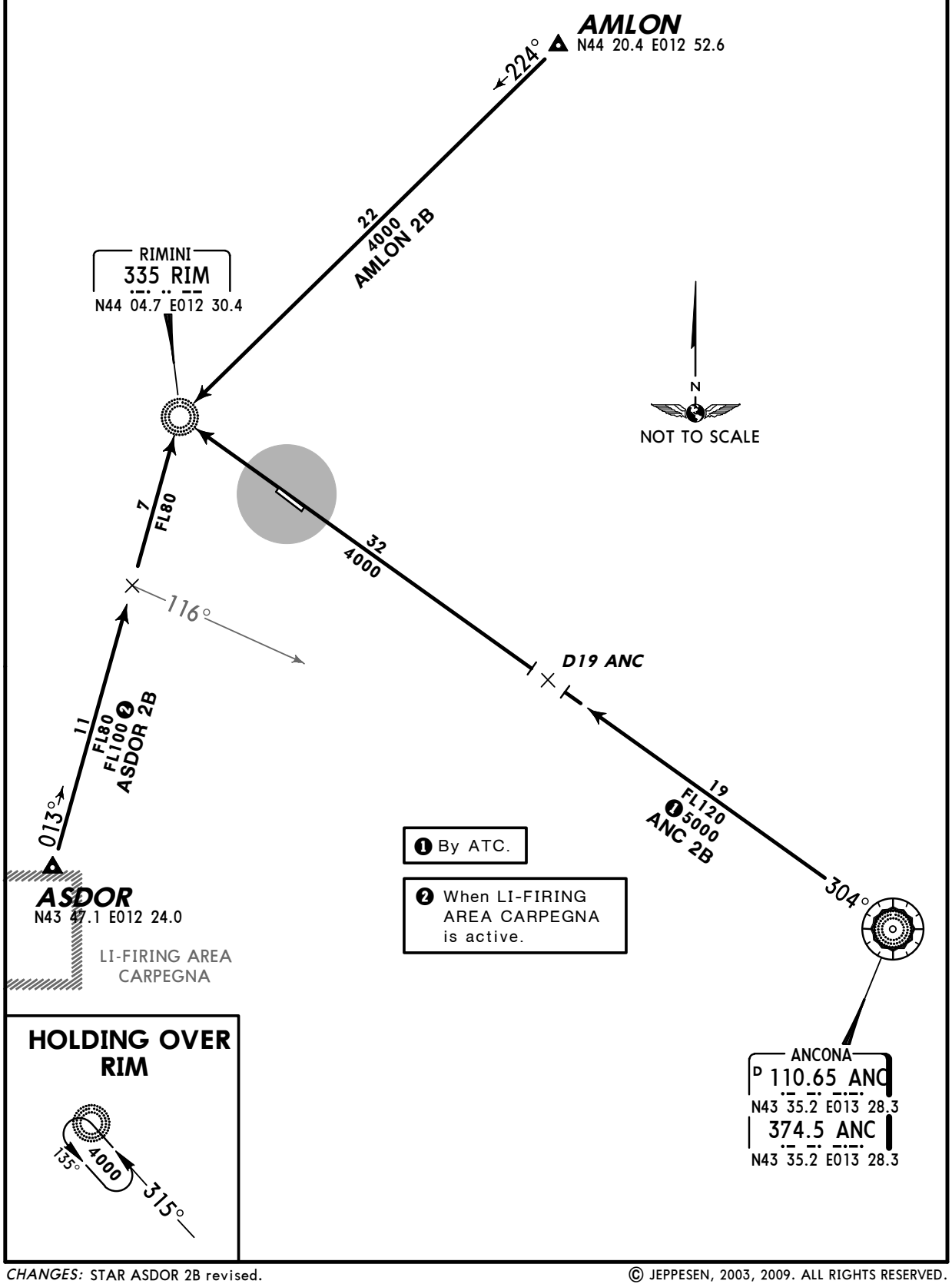
Apt Elev 40′	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′



AMLON 2B *[AMLO2B]*
ANC 2B, ASDOR 2B *[ASDO2B]*
RWYS 13, 31 ARRIVALS

BASED ON NDB

TO BE USED WHEN RIM VOR UNSERVICEABLE



CHANGES: STAR ASDOR 2B revised.

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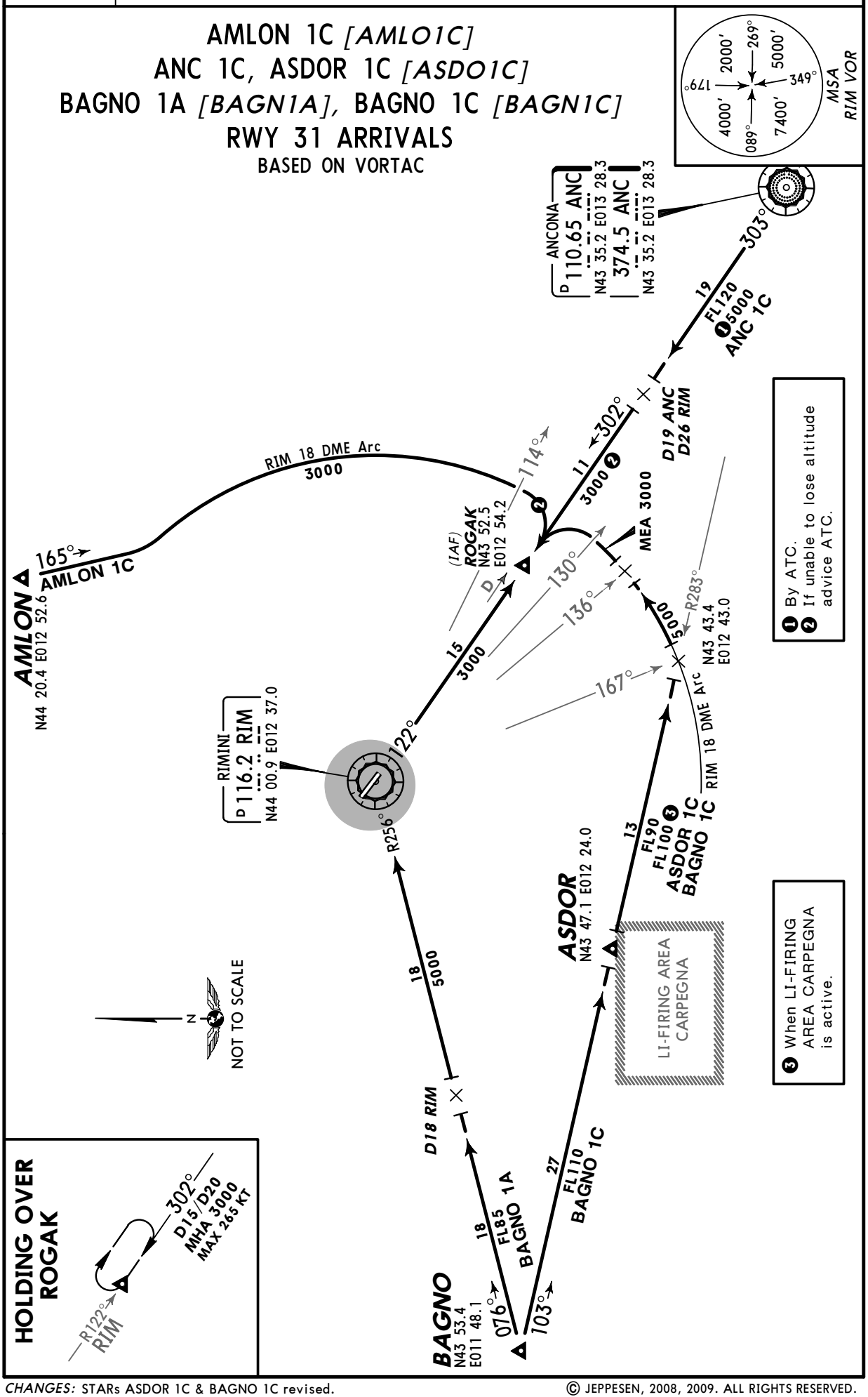
LIPR/RMI
RIMINI

JEPPESEN
6 MAR 09 (10-2B)

RIMINI, ITALY
STAR

Apt Elev 40′	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′

AMLON 1C *[AMLO1C]*
ANC 1C, ASDOR 1C *[ASDO1C]*
BAGNO 1A *[BAGN1A]*, BAGNO 1C *[BAGN1C]*
RWY 31 ARRIVALS
BASED ON VORTAC



CHANGES: STARs ASDOR 1C & BAGNO 1C revised.

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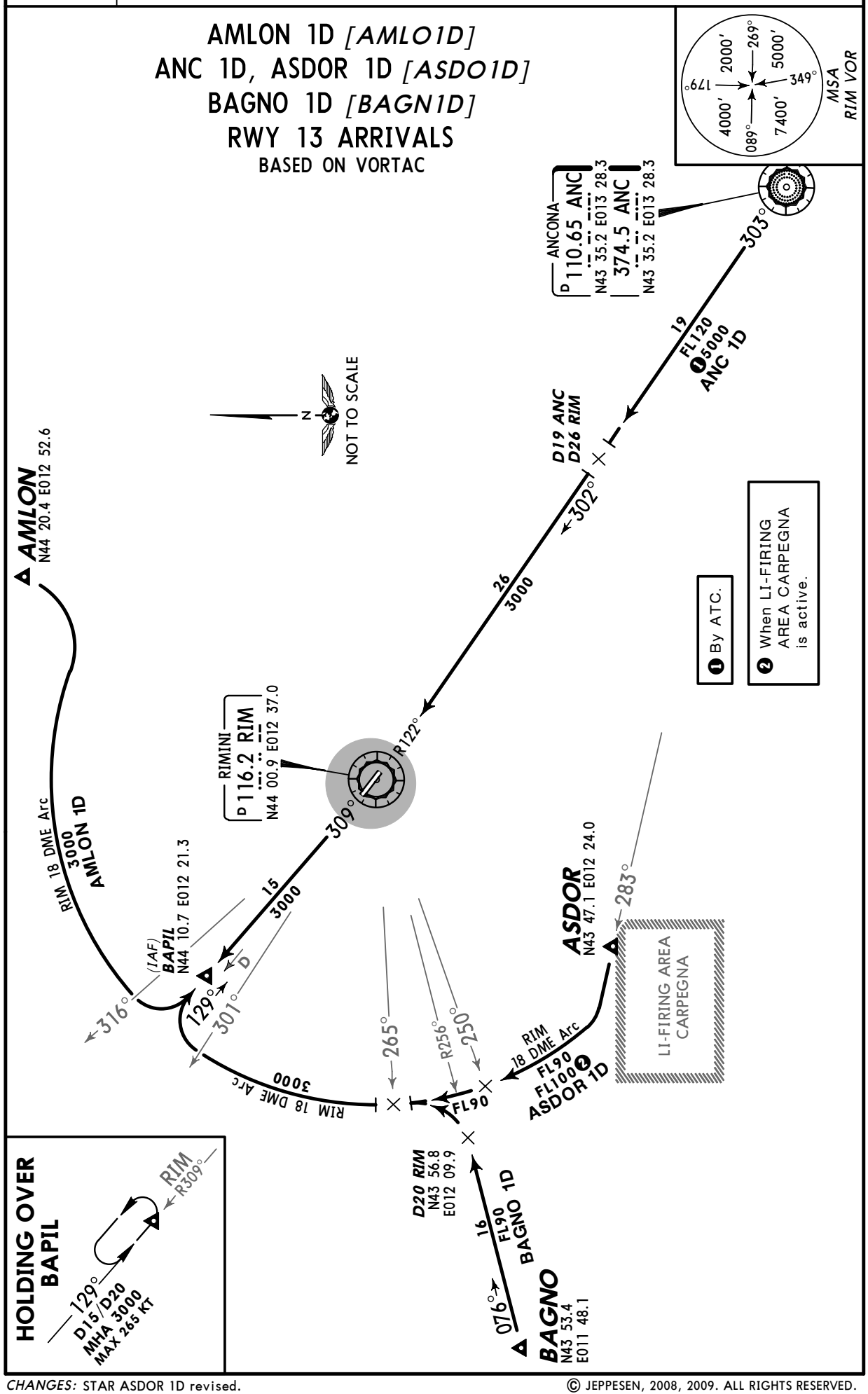
LIPR/RMI
RIMINI

JEPPESEN
6 MAR 09 (10-2C)

RIMINI, ITALY
STAR

Apt Elev 40′	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000′

AMLON 1D *[AMLO1D]*
ANC 1D, ASDOR 1D *[ASDO1D]*
BAGNO 1D *[BAGN1D]*
RWY 13 ARRIVALS
BASED ON VORTAC



CHANGES: STAR ASDOR 1D revised.

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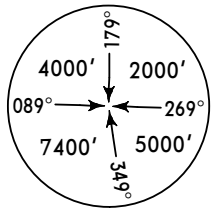
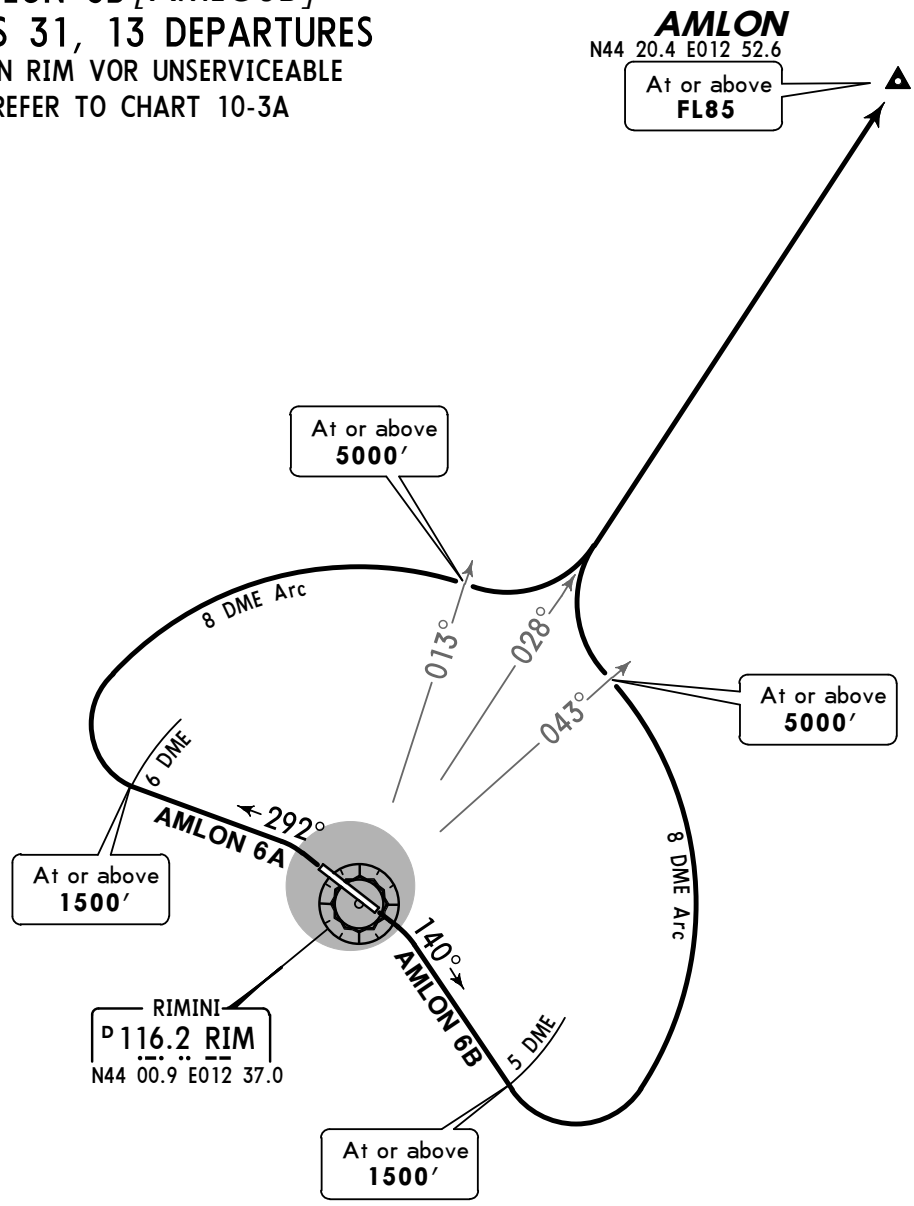
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. 2. EXPECT close-in obstacles. 3. Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



MSA
RIM VOR

AMLON 6A [AMLO6A]
AMLON 6B [AMLO6B]
RWYS 31, 13 DEPARTURES
WHEN RIM VOR UNSERVICEABLE
REFER TO CHART 10-3A



These SIDs require a minimum climb gradient of

AMLON 6A
377′ per NM (6.2%) until passing **5000′**, due to ATC reasons.

AMLON 6B
340′ per NM (5.6%) until leaving **4000′**, due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
340′ per NM	425	567	851	1134	1418	1701

NOT TO SCALE

SID	RWY	ROUTING
AMLON 6A	**31**	As soon as practicable turn LEFT, 292° track to RIM 6 DME, turn RIGHT, along RIM 8 DME arc, at RIM R-013 turn LEFT, intercept RIM R-028 to AMLON.
AMLON 6B	**13**	As soon as practicable turn RIGHT, 140° track to RIM 5 DME, turn LEFT, along RIM 8 DME arc, at RIM R-043 turn RIGHT, intercept RIM R-028 to AMLON.

CHANGES: None.

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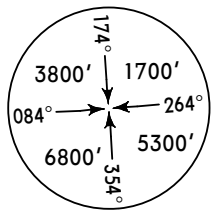
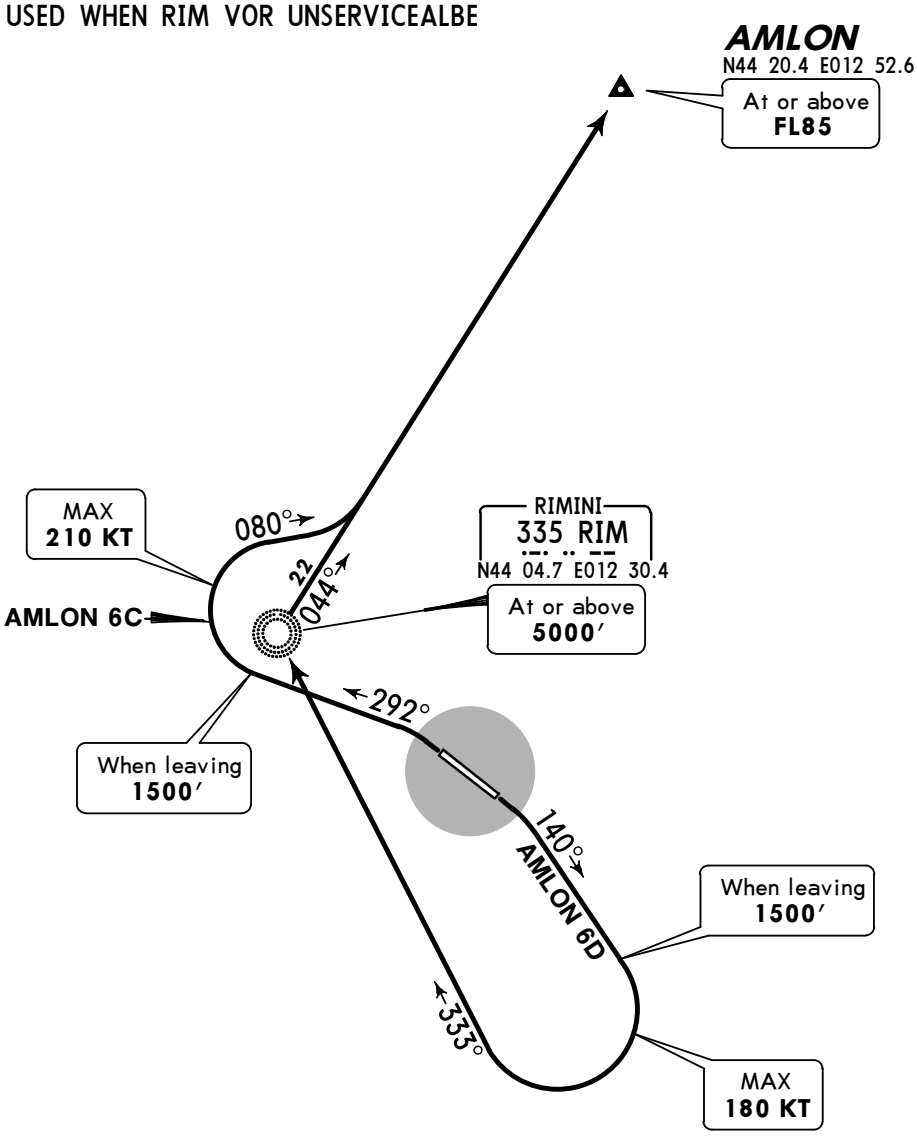
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. 2. EXPECT close-in obstacles. 3. Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



MSA
RIM NDB

AMLON 6C *[AMLO6C]*
AMLON 6D *[AMLO6D]*
RWYS 31, 13 DEPARTURES
TO BE USED WHEN RIM VOR UNSERVICEALBE



These SIDs require a minimum climb gradient of

AMLON 6C

377′ per NM (6.2%) until passing **FL85,** due to ATC reasons.

AMLON 6D

304′ per NM (5%) until passing **5000′,** due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
304′ per NM	380	506	760	1013	1266	1519

NOT TO SCALE

SID	RWY	ROUTING
AMLON 6C	**31**	As soon as practicable turn LEFT, 292° track until leaving **1500′**, turn RIGHT, 080° track, intercept 044° bearing from RIM to AMLON.
AMLON 6D	**13**	As soon as practicable turn RIGHT, 140° track until leaving **1500′**, turn RIGHT, intercept 333° bearing to RIM, 044° bearing to AMLON.

CHANGES: Waypoint AMLON upgraded to compulsory.

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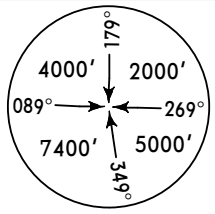
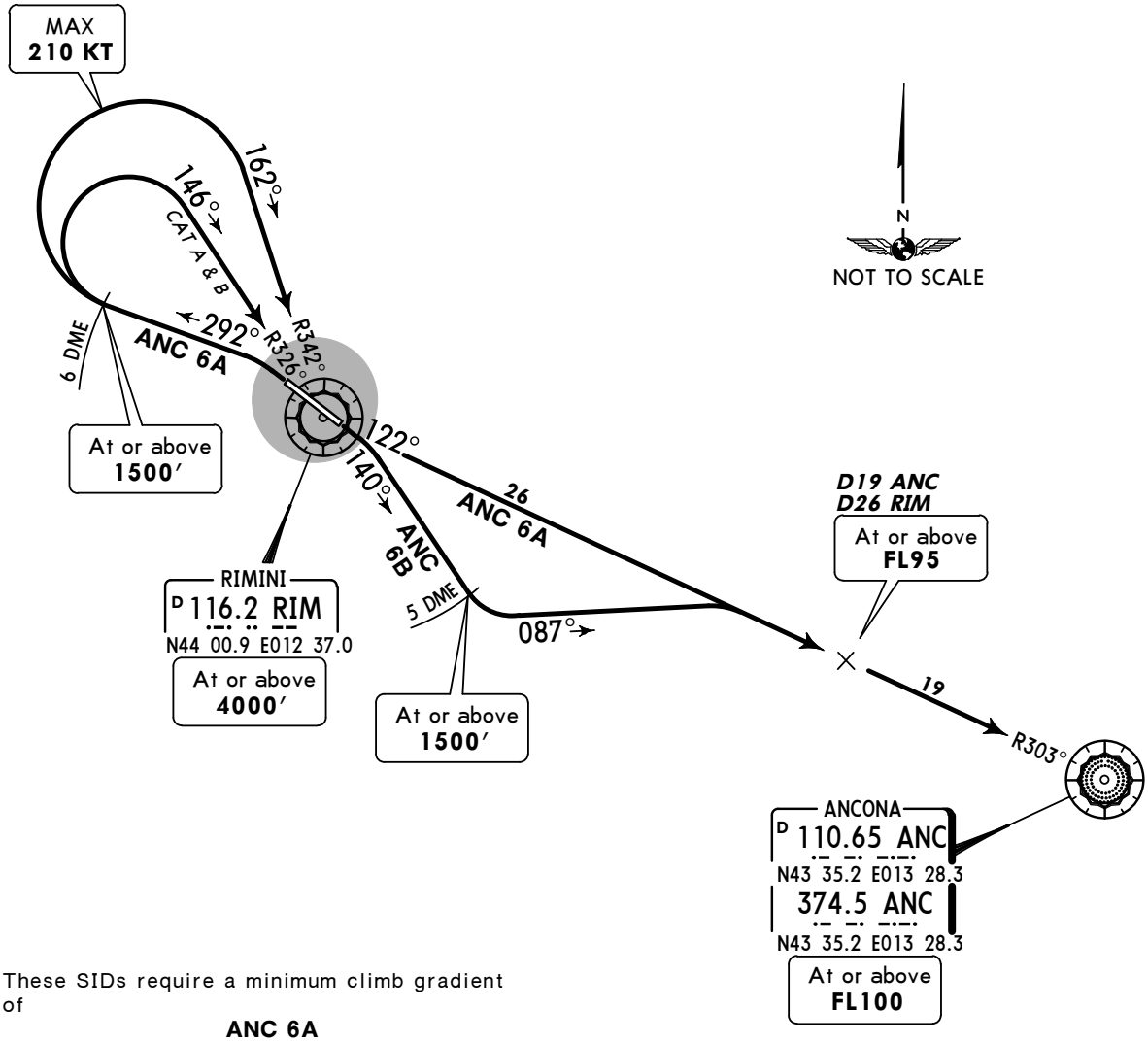
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. 2. EXPECT close-in obstacles. 3. Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



MSA
RIM VOR

ANC 6A, ANC 6B
RWYS 31, 13 DEPARTURES
BY ATC
WHEN RIM VOR UNSERVICEABLE REFER TO CHART 10-3C



These SIDs require a minimum climb gradient of

ANC 6A
377′ per NM (6.2%) until passing **3000′**, due to ATC reasons.

ANC 6B
340′ per NM (5.6%) until leaving **4000′**, due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
340′ per NM	425	567	851	1134	1418	1701

SID	RWY	ROUTING
ANC 6A	**31**	As soon as practicable turn LEFT, 292° track to RIM 6 DME, turn RIGHT, intercept RIM R-342 inbound (CAT A & B: RIM R-326 inbound) to RIM, RIM R-122 (ANC R-303 inbound) to ANC.
ANC 6B	**13**	As soon as practicable turn RIGHT, 140° track to RIM 5 DME, turn LEFT, 087° track, intercept RIM R-122 (ANC R-303 inbound) to ANC.

CHANGES: SIDs renumbered & revised.

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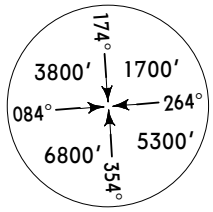
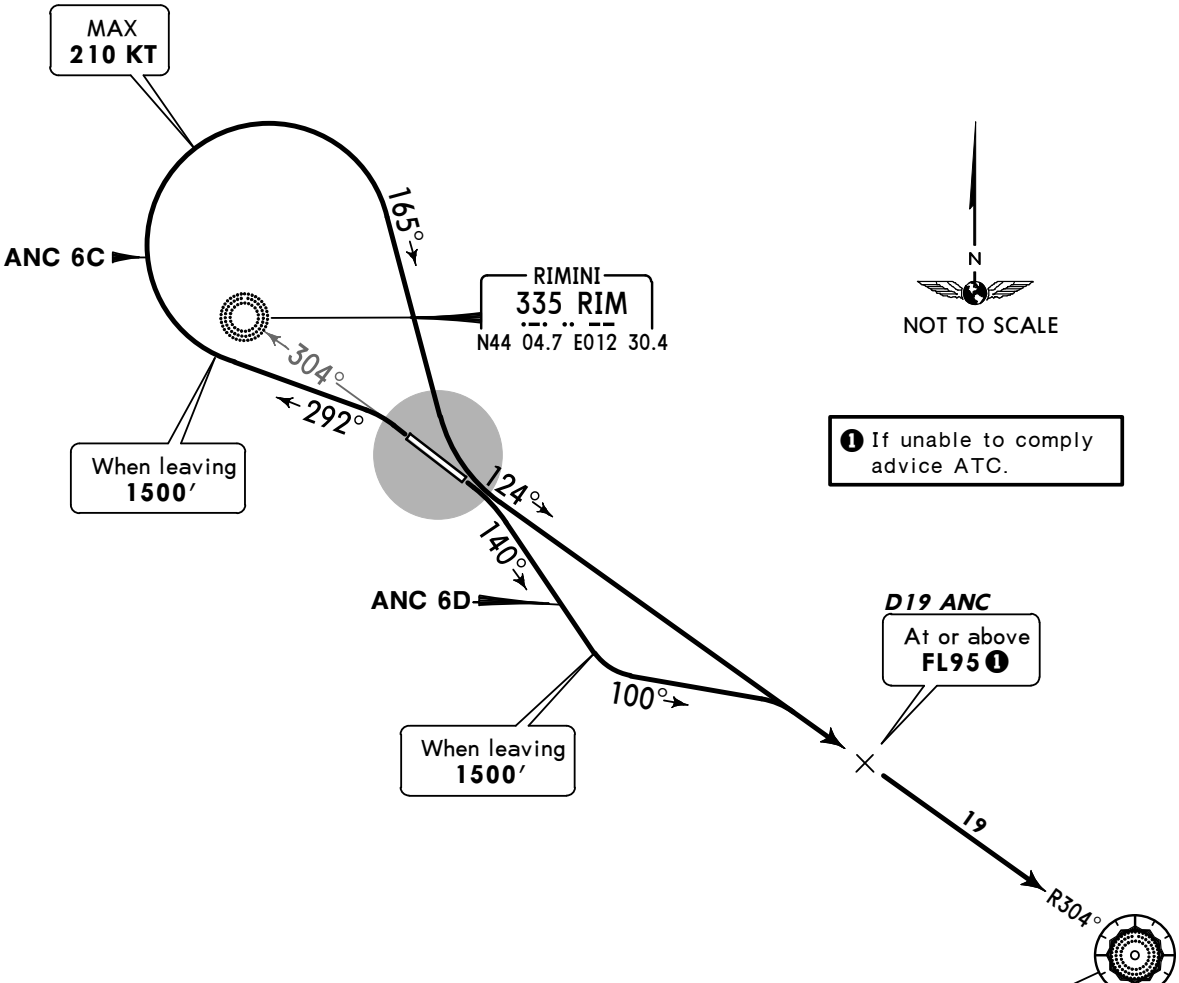
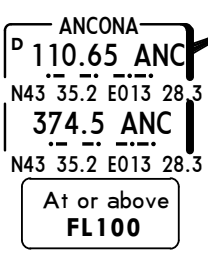
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. 2. EXPECT close-in obstacles. 3. Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



MSA
RIM NDB

ANC 6C, ANC 6D
RWYS 31, 13 DEPARTURES
BY ATC
TO BE USED WHEN RIM VOR UNSERVICEALBE





These SIDs require a minimum climb gradient of

ANC 6C

377′ per NM (6.2%) until passing **3000′,** due to ATC reasons.

ANC 6D

304′ per NM (5%) until passing **5000′,** due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
ANC 6C	**31**	As soon as practicable turn LEFT, 292° track until leaving **1500′**, turn RIGHT, 165° track, intercept ANC R-304 (124° bearing from RIM) inbound to ANC.
ANC 6D	**13**	As soon as practicable turn RIGHT, 140° track until leaving **1500′**, turn LEFT, 100° track, intercept ANC R-304 (124° bearing from RIM NDB) inbound to ANC.

CHANGES: ASDOR SIDs withdrawn; ANC SIDs renumbered & revised.

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Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs are also minimum noise routings. **2.** EXPECT close-in obstacles. **3.** Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.

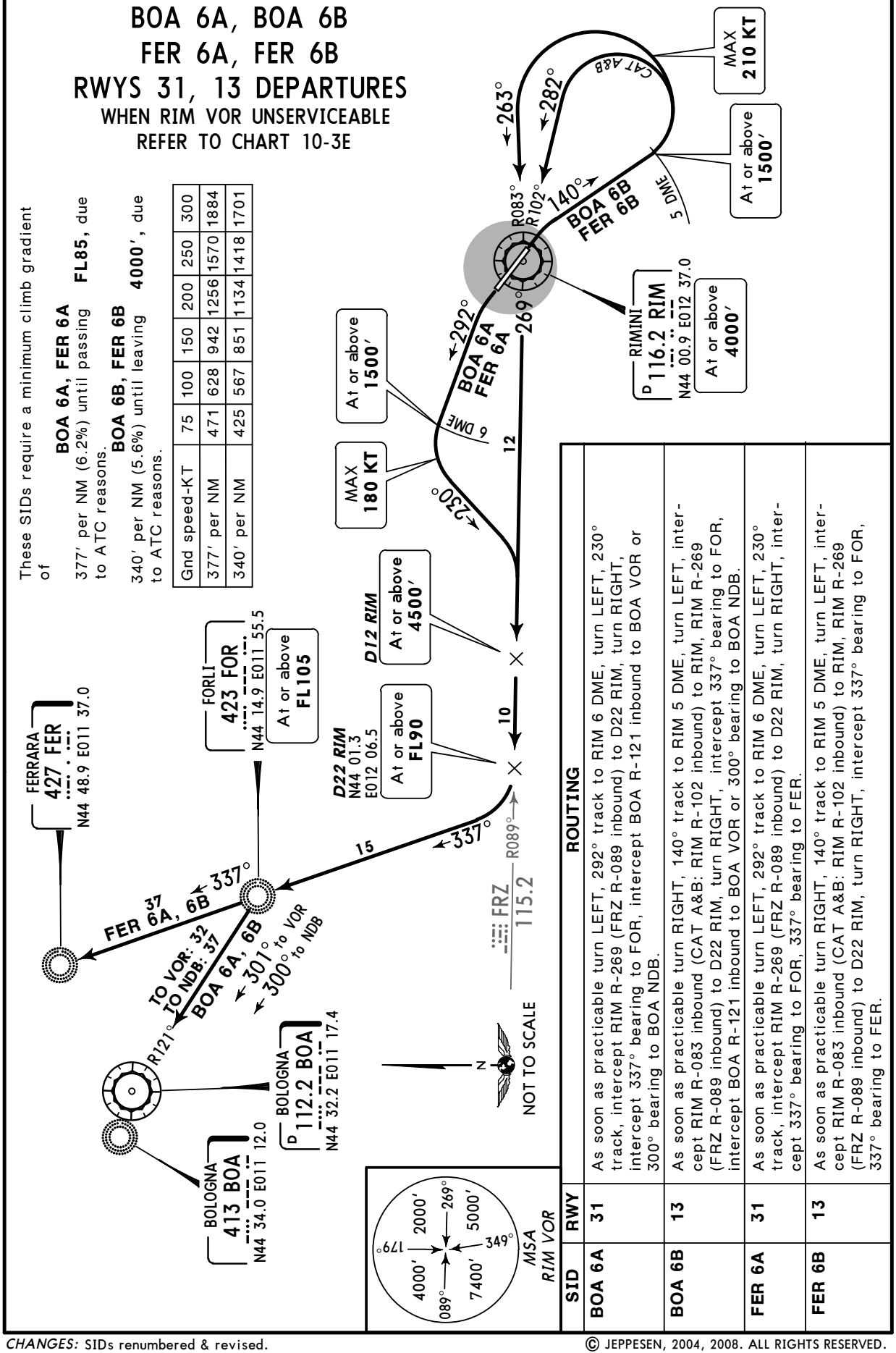
BOA 6A, BOA 6B
FER 6A, FER 6B
RWYS 31, 13 DEPARTURES
WHEN RIM VOR UNSERVICEABLE
REFER TO CHART 10-3E

These SIDs require a minimum climb gradient of

BOA 6A, FER 6A
377′ per NM (6.2%) until passing **FL85**, due to ATC reasons.

BOA 6B, FER 6B
340′ per NM (5.6%) until leaving **4000′**, due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
340′ per NM	425	567	851	1134	1418	1701



SID	RWY	ROUTING
BOA 6A	31	As soon as practicable turn LEFT, 292° track to RIM 6 DME, turn LEFT, 230° track, intercept RIM R-269 (FRZ R-089 inbound) to D22 RIM, turn RIGHT, intercept 337° bearing to FOR, intercept BOA R-121 inbound to BOA VOR or 300° bearing to BOA NDB.
BOA 6B	13	As soon as practicable turn RIGHT, 140° track to RIM 5 DME, turn LEFT, intercept RIM R-083 inbound (CAT A&B: RIM R-102 inbound) to RIM, RIM R-269 (FRZ R-089 inbound) to D22 RIM, turn RIGHT, intercept 337° bearing to FOR, intercept BOA R-121 inbound to BOA VOR or 300° bearing to BOA NDB.
FER 6A	31	As soon as practicable turn LEFT, 292° track to RIM 6 DME, turn LEFT, 230° track, intercept RIM R-269 (FRZ R-089 inbound) to D22 RIM, turn RIGHT, intercept 337° bearing to FOR, 337° bearing to FER.
FER 6B	13	As soon as practicable turn RIGHT, 140° track to RIM 5 DME, turn LEFT, intercept RIM R-083 inbound (CAT A&B: RIM R-102 inbound) to RIM, RIM R-269 (FRZ R-089 inbound) to D22 RIM, turn RIGHT, intercept 337° bearing to FOR, 337° bearing to FER.

CHANGES: SIDs renumbered & revised.

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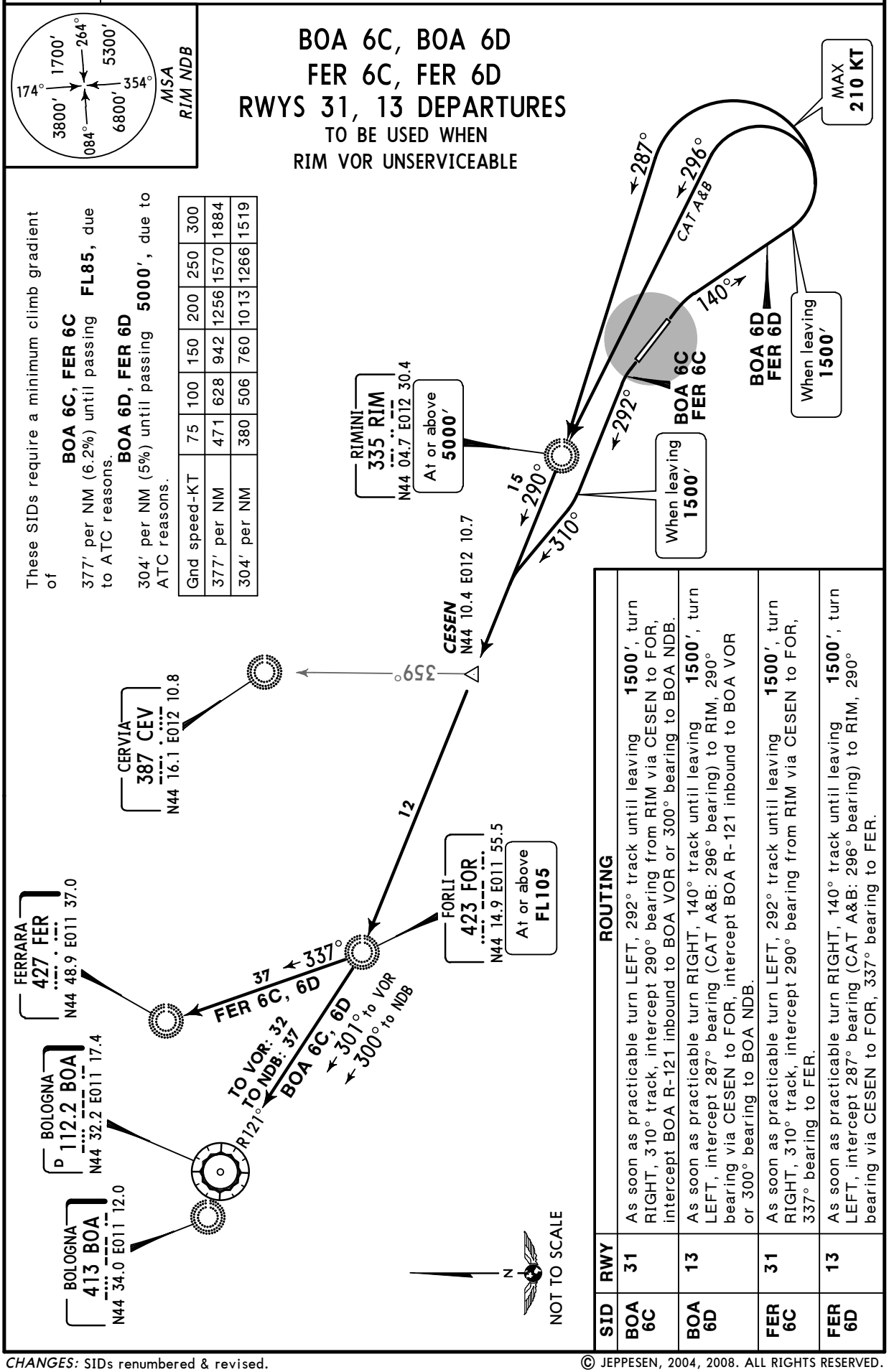
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs are also minimum noise routings. **2.** EXPECT close-in obstacles. **3.** Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



These SIDs require a minimum climb gradient of

BOA 6C, FER 6C
377′ per NM (6.2%) until passing **FL85,** due to ATC reasons.

BOA 6D, FER 6D
304′ per NM (5%) until passing **5000′,** due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
304′ per NM	380	506	760	1013	1266	1519

ROUTING

SID	RWY	
BOA 6C	31	As soon as practicable turn LEFT, 292° track until leaving **1500′**, turn RIGHT, 310° track, intercept 290° bearing from RIM via CESEN to FOR, intercept BOA R-121 inbound to BOA VOR or 300° bearing to BOA NDB.
BOA 6D	13	As soon as practicable turn RIGHT, 140° track until leaving **1500′**, turn LEFT, intercept 287° bearing (CAT A&B: 296° bearing) to RIM, 290° bearing via CESEN to FOR, intercept BOA R-121 inbound to BOA VOR or 300° bearing to BOA NDB.
FER 6C	31	As soon as practicable turn LEFT, 292° track until leaving **1500′**, turn RIGHT, 310° track, intercept 290° bearing from RIM via CESEN to FOR, 337° bearing to FER.
FER 6D	13	As soon as practicable turn RIGHT, 140° track until leaving **1500′**, turn LEFT, intercept 287° bearing (CAT A&B: 296° bearing) to RIM, 290° bearing via CESEN to FOR, 337° bearing to FER.

CHANGES: SIDs renumbered & revised.

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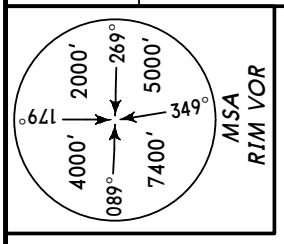
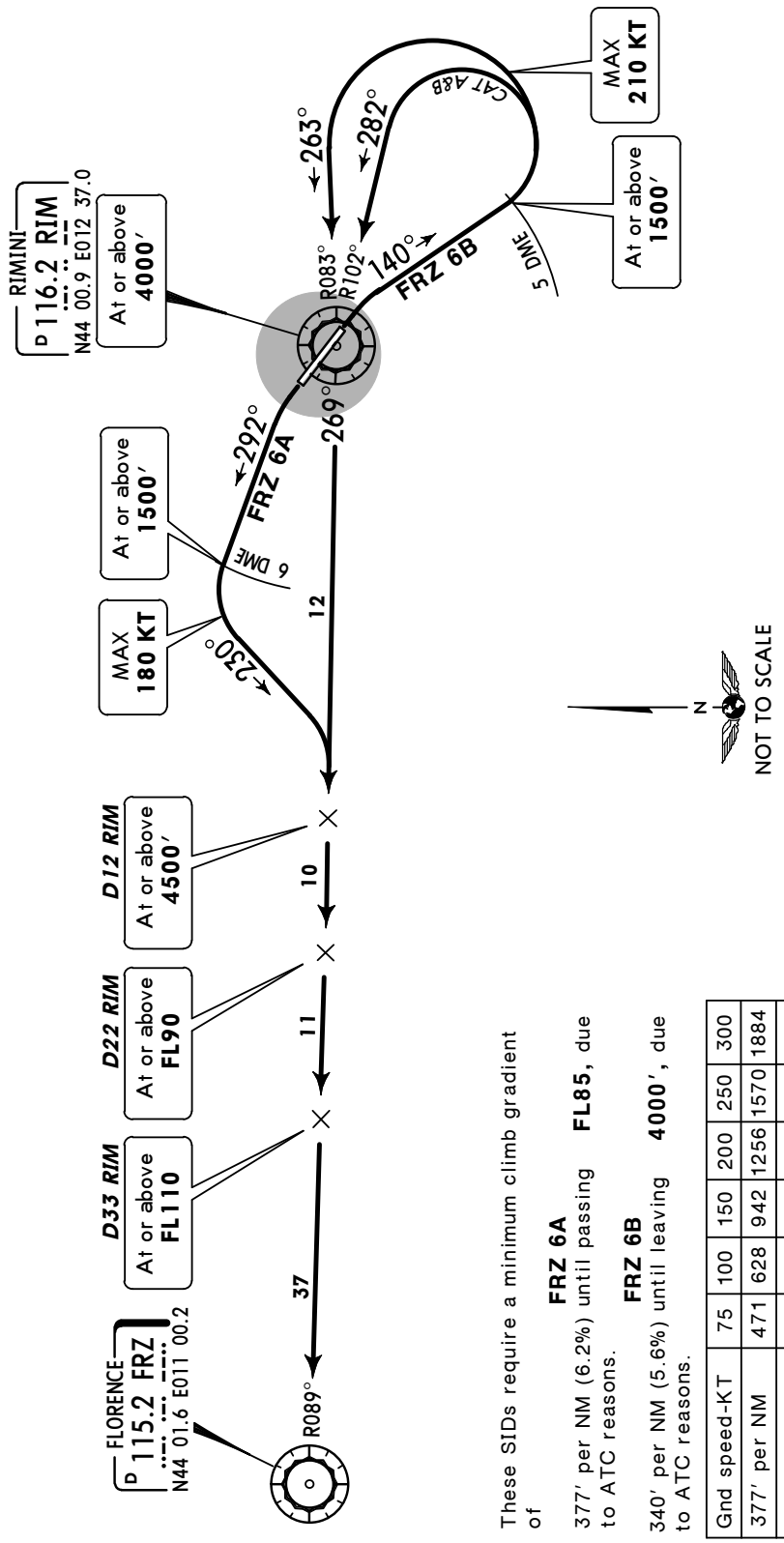
Apt Elev 40′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs are also minimum noise routings. **2.** EXPECT close-in obstacles. **3.** Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



FRZ 6A, FRZ 6B
RWYS 31, 13 DEPARTURES
WHEN RIM VOR UNSERVICEABLE REFER TO CHART 10-3G



These SIDs require a minimum climb gradient of

FRZ 6A
377′ per NM (6.2%) until passing **FL85**, due to ATC reasons.

FRZ 6B
340′ per NM (5.6%) until leaving **4000′**, due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
340′ per NM	425	567	851	1134	1418	1701

SID	RWY	ROUTING
FRZ 6A	31	As soon as practicable turn LEFT, 292° track to RIM 6 DME, turn LEFT, 230° track, intercept RIM R-269 (FRZ R-089 inbound) to FRZ.
FRZ 6B	13	As soon as practicable turn RIGHT, 140° track to RIM 5 DME, turn LEFT, intercept RIM R-083 inbound (CAT A&B: RIM R-102 inbound) to RIM, RIM R-269 (FRZ R-089 inbound) to FRZ.

CHANGES: SIDs renumbered & revised.

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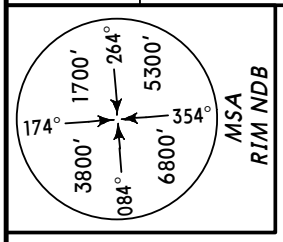
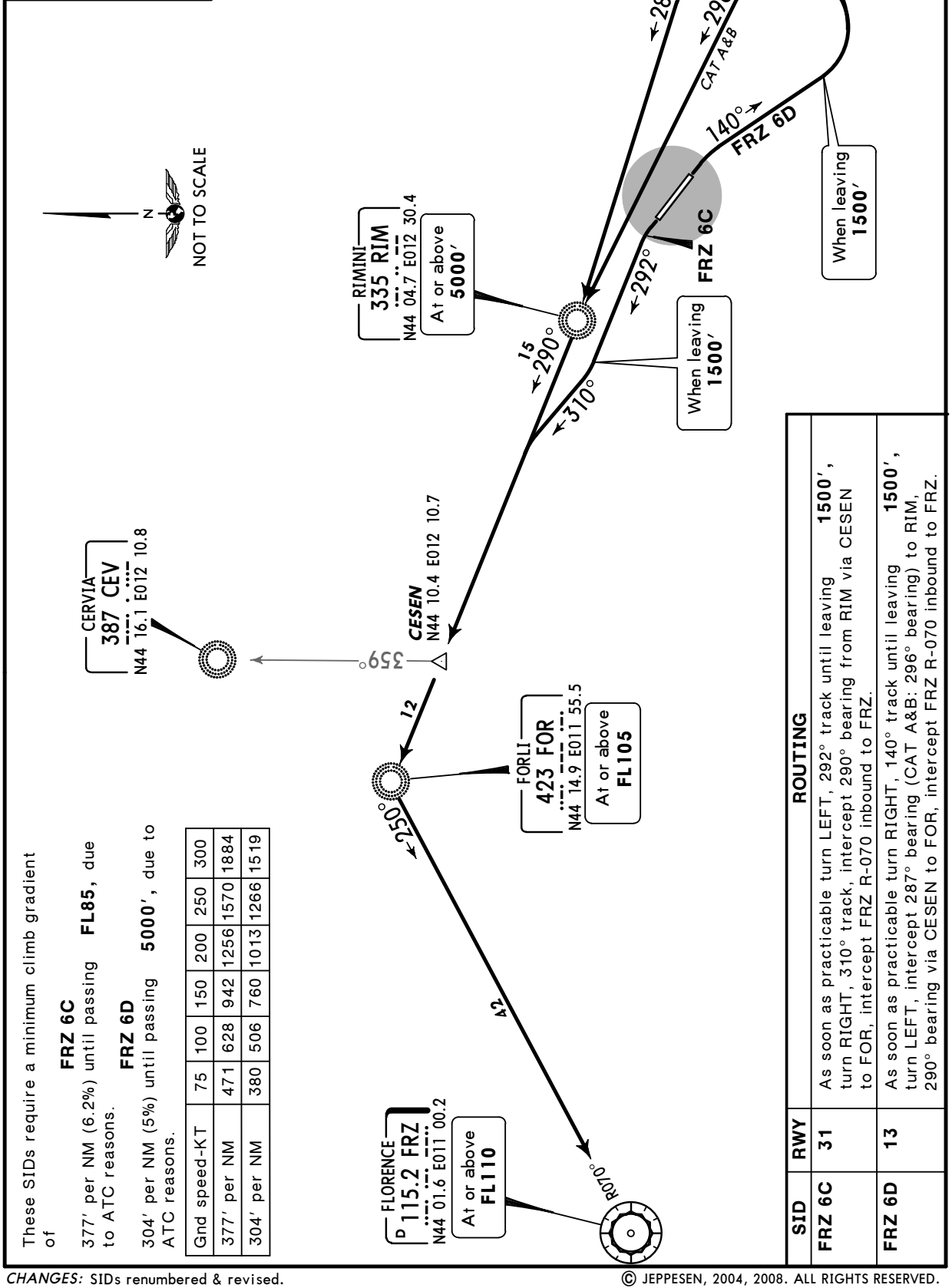
Apt Elev
40′

Trans level: By ATC Trans alt: 6000′
1. SIDs are also minimum noise routings.
2. EXPECT close-in obstacles.
3. Procedure A shall be used during the initial climb phase - refer to ATC pages 200 series.



FRZ 6C, FRZ 6D
RWYS 31, 13 DEPARTURES
TO BE USED WHEN RIM VOR UNSERVICEABLE



These SIDs require a minimum climb gradient of
377′ per NM (6.2%) until passing **FRZ 6C** **FL85**, due to ATC reasons.
304′ per NM (5%) until passing **FRZ 6D** **5000′**, due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
FRZ 6C	31	As soon as practicable turn LEFT, 292° track until leaving **1500′**, turn RIGHT, 310° track, intercept 290° bearing from RIM via CESEN to FOR, intercept FRZ R-070 inbound to FRZ.
FRZ 6D	13	As soon as practicable turn RIGHT, 140° track until leaving **1500′**, turn LEFT, intercept 287° bearing (CAT A&B: 296° bearing) to RIM, 290° bearing via CESEN to FOR, intercept FRZ R-070 inbound to FRZ.

CHANGES: SIDs renumbered & revised.

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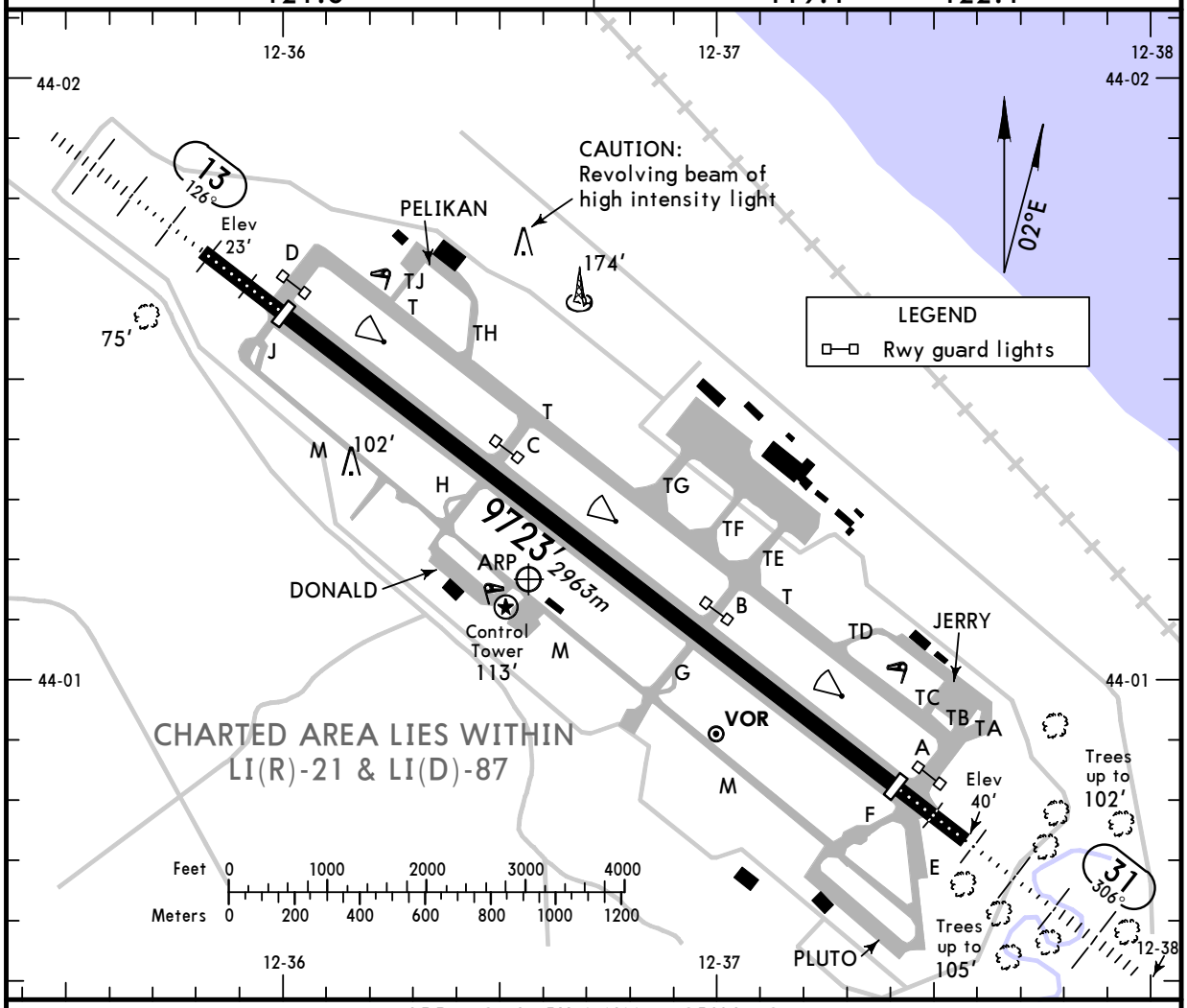
LIPR/RMI

Apt Elev **40′**
N44 01.2 E012 36.6

JEPPESEN
5 MAR 10 (10-9) **Eff 11 Mar**

RIMINI, ITALY
RIMINI

*RIMINI Ground	Tower	
121.6	119.1	122.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13	HIRL *(60m)* HIALS REIL PAPI-L (3.0°) RVR	8706′ *2653m*			148′ *45m*
31		8832′ *2692m*	7618′ *2322m*		

GENERAL
Revolving beam of high intensity light 3800m prior to thresh rwy 31 and 700m left of CL.
Birds.
Twy M is for Mil use only. Rwy 31 right-hand circuit.

LOW VISIBILITY PROCEDURES (LVP)

When RVR is equal to or less than 550m or, in case of no RVR available, VIS is equal to or less than 800m, only one acft shall be allowed to taxi at a time.
Follow-me car assistance shall be given on pilots request.
If VIS is below 1500m acft are cleared to taxi along one way only except twys B, C and TF.
Rwy 13 TAKE-OFF: Apron exit at twy TG, taxiing via twy T until twy D holding position.
Rwy 31 TAKE-OFF: Apron exit at twy TE (wide body acft only via twy TG), taxiing via twy T until twy A holding position.
Rwy 13 LANDING: Rwy exit at twy A, taxiing via twy T, than twy TE (wide body acft only via twy TG) to apron.
Rwy 31 LANDING: Rwy exit at twy D, taxiing via twy T, than twy TG to apron.

Standard

	TAKE-OFF	
	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A	*550m*	
B		
C		
D		

CHANGES: RVR. CL withdrawn. LVP. Minimums.

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STRAIGHT-IN RWY		A	B	C	D
13	VOR	**600**′(580′)	**600**′(580′)	**600**′(580′)	**600**′(580′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**990**′(970′)	**990**′(970′)	**990**′(970′)	**990**′(970′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
31	ILS	**280**′(242′)	**292**′(254′)	**300**′(262′)	**311**′(273′)
		R600m ❶	**R650m** ❶	**R650m** ❶	**R650m** ❶
	ALS out	R1000m	R1200m	R1200m	R1200m
	LOC	**650**′(612′)	**650**′(612′)	**650**′(612′)	**650**′(612′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	**680**′(642′)	**680**′(642′)	**680**′(642′)	**680**′(642′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ If RVR not available VIS 800m required.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized West of runway	**650**′(610′) ❷❸	**650**′(610′) ❷❸	**750**′(710′) ❷	**750**′(710′) ❷
	V1500m	V1600m	V2400m	V3600m

❷ After NDB 13: **990**′(950′).
❸ After VOR 31: **680**′(640′).

TAKE-OFF RWY 13, 31

	RCLM (DAY only) or RL	NIL (DAY only)
A	*550m*	
B		
C		
D		

CHANGES: New page.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10 (11-1) Eff 11 Mar

RIMINI, ITALY
ILS Z Rwy 31

BRIEFING STRIP ™

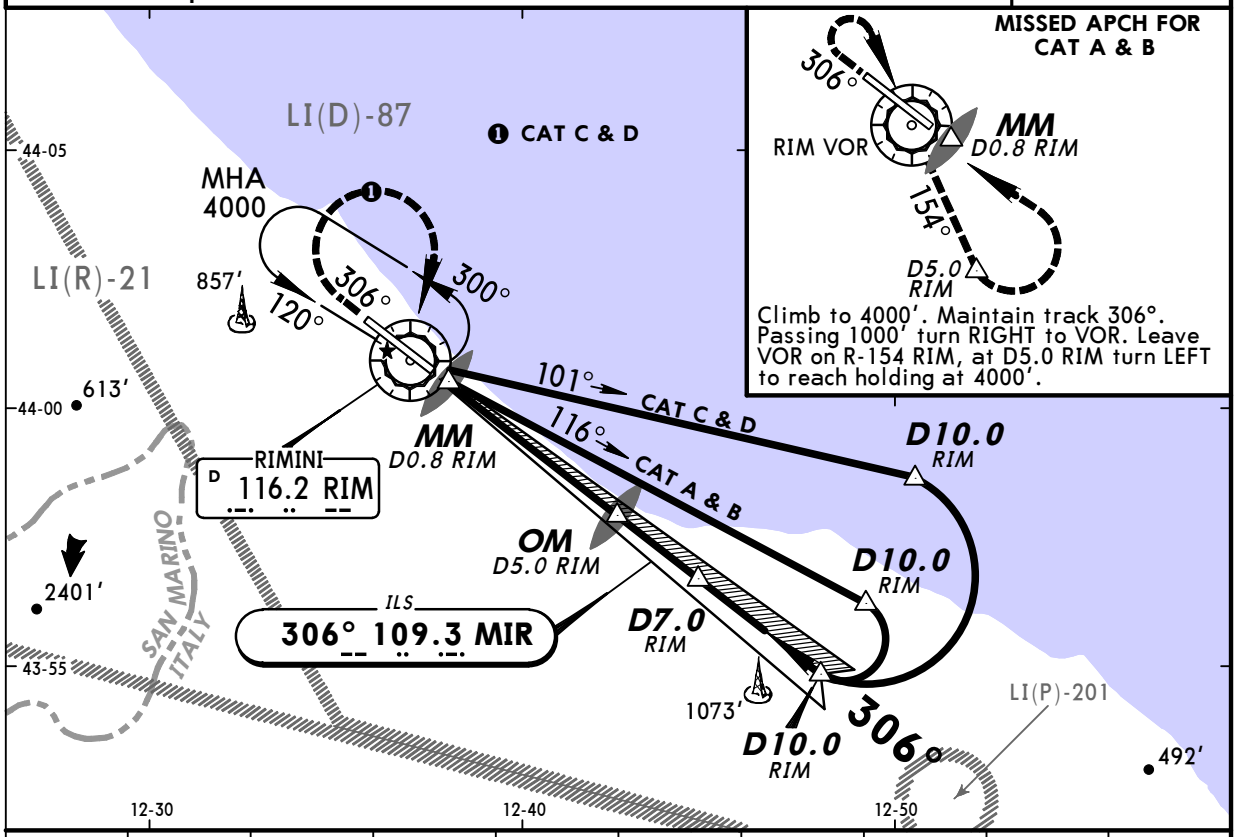
ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

LOC	Final Apch Crs	GS / OM	ILS DA(H)	Apt Elev / RWY
MIR 109.3	306°	1620′ (1582′)	Refer to Minimums	40′ / 38′

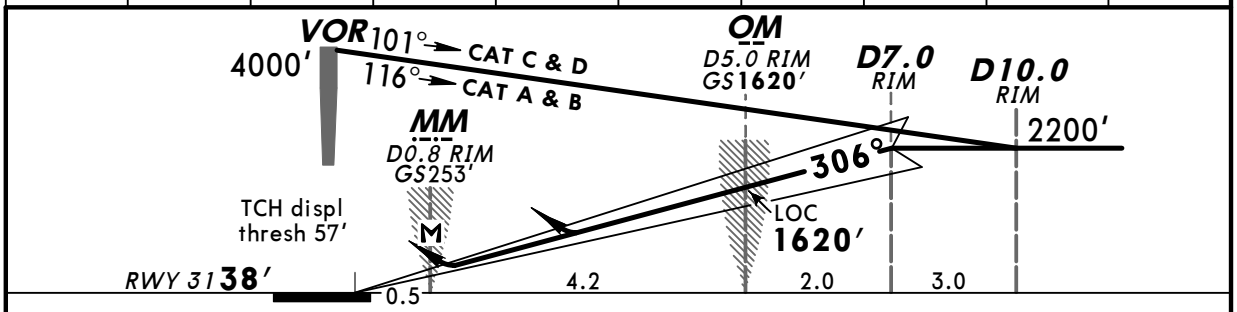
MISSED APCH: CAT C & D: Climb to 4000′. Maintain track 306°. Passing 1000′ turn RIGHT to VOR to reach holding at 4000′.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **VOR TAC required.** 2. Baseturn restricted to MAX 240 KT.

MSA RIM VOR: 179° 4000′; 089° 2000′; 269° 7400′; 349° 5000′



LOC (GS out)	RIM DME	0.8	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	250′	320′	650′	970′	1290′	1620′	1940′	2200′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 3.00°	377	484	538	646	753	861
MAP at MM/D0.8 RIM						

HIALS
REIL
PAPI
1000′ on 306°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 31

	ILS DA(H)	LOC (GS out) DA(H)
	A: 280′(242′) C: 300′(262′) B: 292′(254′) D: 311′(273′)	650′ (612′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m [1]	RVR 750m [1]	RVR 1300m	RVR 1500m	
B	RVR 600m [1]				
C				CMV 2100m	CMV 2400m
D					

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	660′(620′)	1500m
135	660′(620′)	1600m
180	750′(710′)	2400m
205	750′(710′)	3600m

[1] If RVR not available VIS 800m required.

CHANGES: Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10 (11-2) Eff 11 Mar

RIMINI, ITALY
ILS Y Rwy 31

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

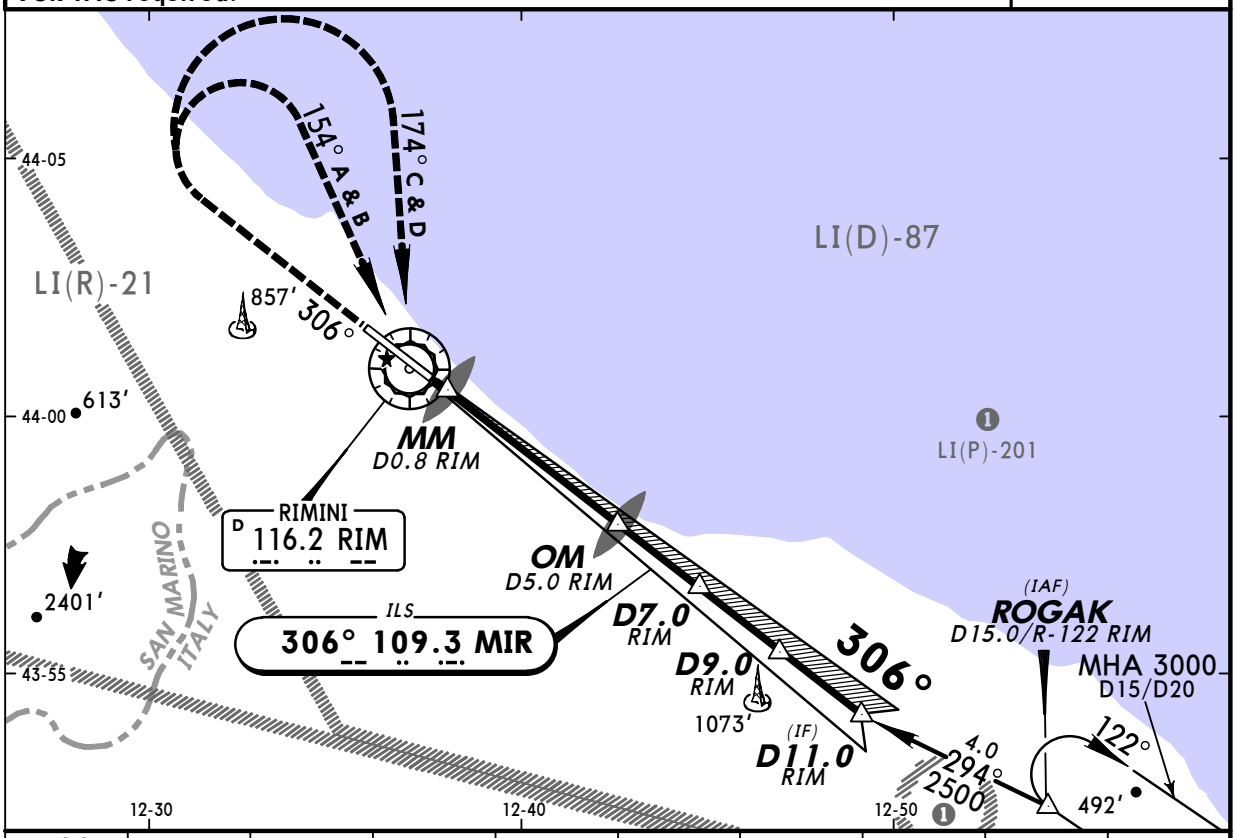
BRIEFING STRIP ™

LOC MIR	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev / RWY
109.3	306°	1620′ (1582′)	Refer to Minimums	40′ / 38′

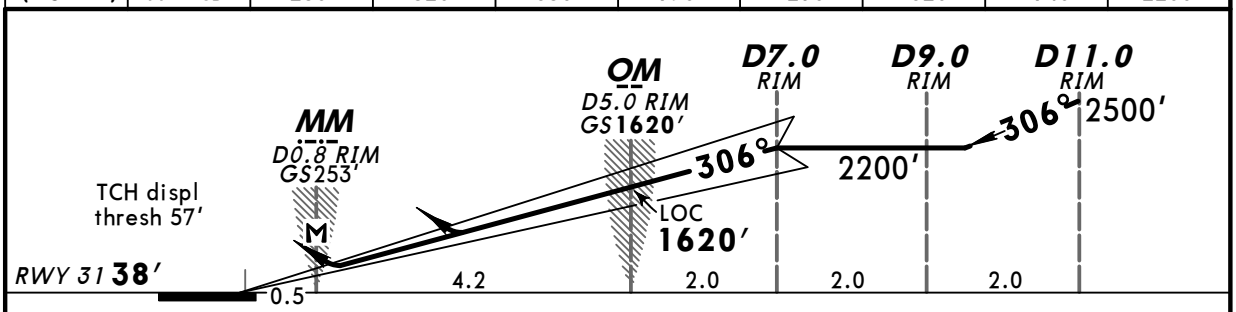
MISSED APCH: Climb to 3000′. Maintain track 306°. Passing 1000′ turn RIGHT (MAX 200 KT) on track A & B: 154° C & D: 174° to VOR. Leave VOR on R-122 RIM to ROGAK and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
VOR TAC required.

MSA RIM VOR: 4000′ (089°–179°), 2000′ (179°–269°), 7400′ (089°–349°), 5000′ (269°–349°)



LOC (GS out)	RIM DME	0.8	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	250′	320′	650′	970′	1290′	1620′	1940′	2200′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 3.00°	377	484	538	646	753	861
MAP at MM/D0.8 RIM						

HIALS
REIL
PAPI
1000′ on 306°

Standard STRAIGHT-IN LANDING RWY 31

	ILS DA(H)	LOC (GS out) DA(H)
	A: 280′(242′) C: 300′(262′) B: 292′(254′) D: 311′(273′)	650′ (612′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m [1]	RVR 750m [1]	RVR 1300m	RVR 1500m	
B	RVR 600m [1]				
C				CMV 2100m	CMV 2400m
D					

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	660′(620′)	1500m
135	660′(620′)	1600m
180	750′(710′)	2400m
205	750′(710′)	3600m

[1] If RVR not available VIS 800m required.

PANS OPS 4

CHANGES: Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10 (13-1) Eff 11 Mar

RIMINI, ITALY
VOR Z Rwy 13

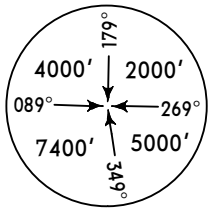
BRIEFING STRIP ™

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

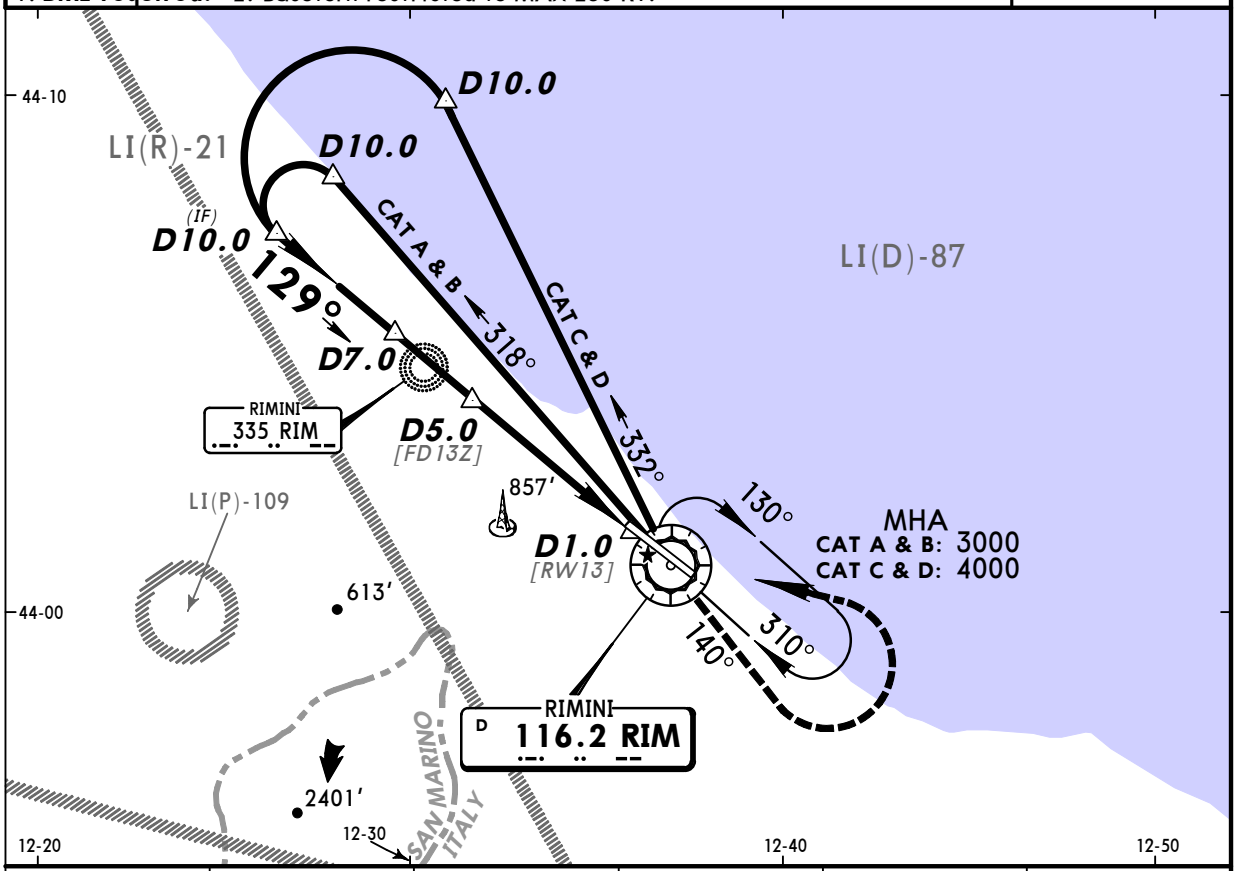
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 40′
RIM 116.2	129°	D5.0 1350′ (1330′)	600′ (580′)	RWY 20′

MISSED APCH: Climb to A & B: 3000′ C & D: 4000′. As soon as practicable turn RIGHT on R-140. Passing 1500′ turn LEFT (MAX 210 KT) to VOR to reach holding at A & B: 3000′ C & D:4000′.

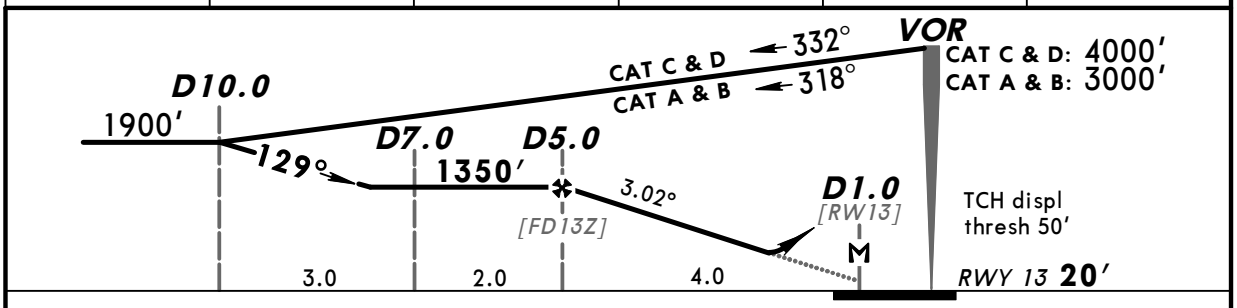
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
1. **DME required.** 2. Baseturn restricted to MAX 230 KT.



MSA RIM VOR



RIM DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1350′	1030′	710′	400′	80′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.02°	374	481	534	641	748	855
MAP at D1.0							

HIALS
REIL
PAPI

As soon as practicable 1500′ RT on RIM 116.2 R-140

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 600′ (580′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
West of rwy

Max Kts.	MDA(H)	VIS
100	650′ (610′)	1500m
135	650′ (610′)	1600m
180	750′ (710′)	2400m
205	750′ (710′)	3600m

PANS OPS 4

CHANGES: Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10 (13-2) Eff 11 Mar

RIMINI, ITALY
VOR Y Rwy 13

BRIEFING STRIP ™

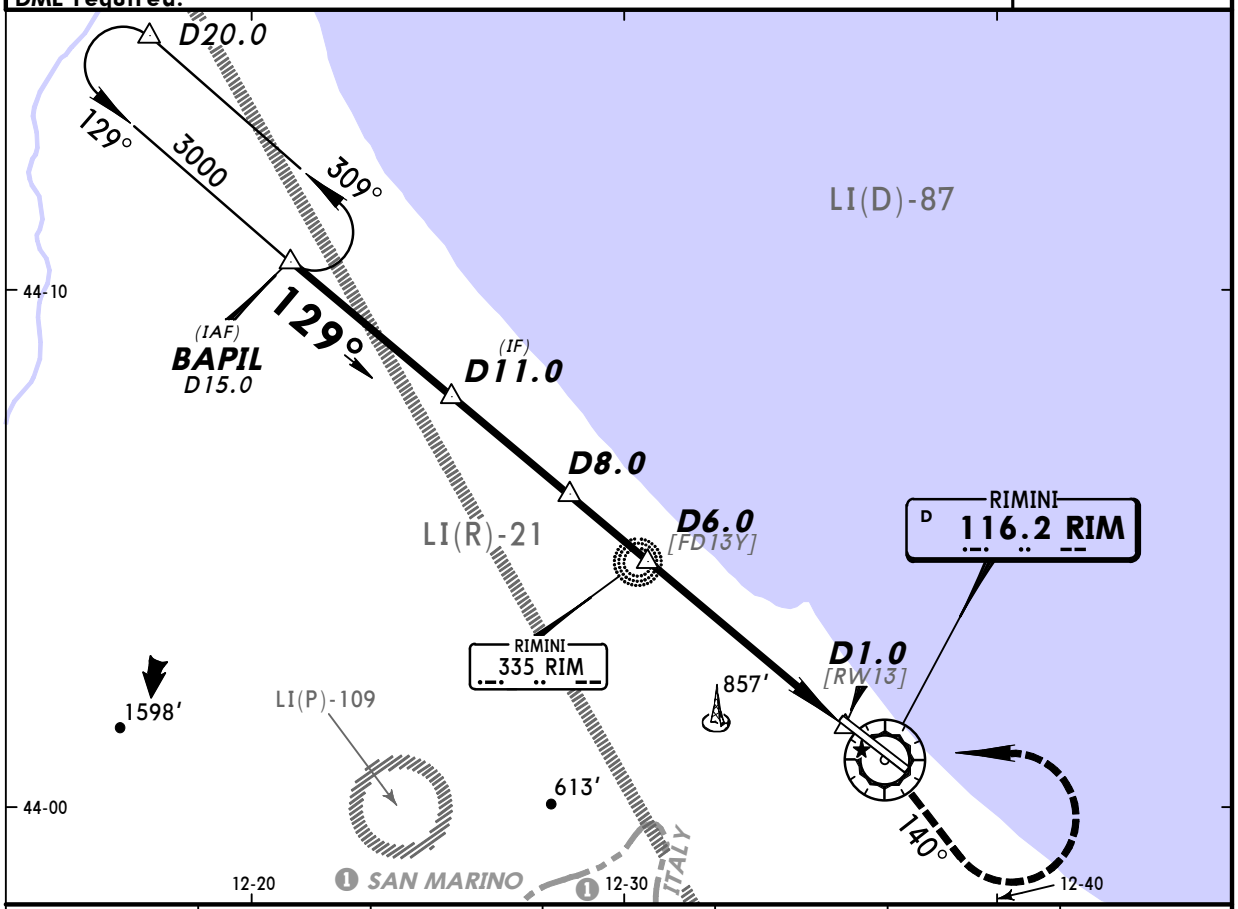
ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 40′
RIM 116.2	129°	D6.0 1660′ (1640′)	600′ (580′)	RWY 20′

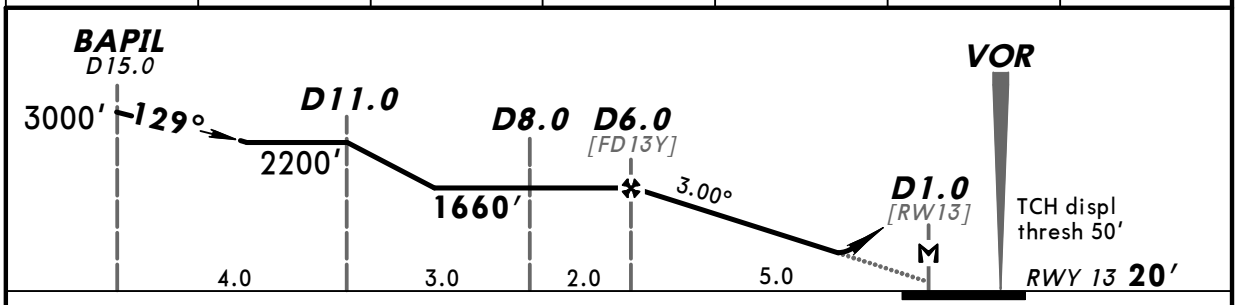
MISSED APCH: Climb to 3000′. As soon as practicable turn RIGHT on R-140. Passing 1300′ turn LEFT (MAX 210 KT) to VOR. Leave VOR on R-309 to BAPIL holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
DME required.

179° 4000′ 2000′ 089° 269° 7400′ 5000′ 349°
MSA RIM VOR



RIM DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1660′	1350′	1030′	710′	400′	80′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
REIL
PAPI

As soon as practicable 1300′ RT on RIM 116.2 R-140

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 600′ (580′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	650′ (610′)	1500m
135	650′ (610′)	1600m
180	750′ (710′)	2400m
205	750′ (710′)	3600m

PANS OPS 4

CHANGES: Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10
Eff 11 Mar
13-3
CAT C & D

RIMINI, ITALY
VOR Z Rwy 31

BRIEFING STRIP ™

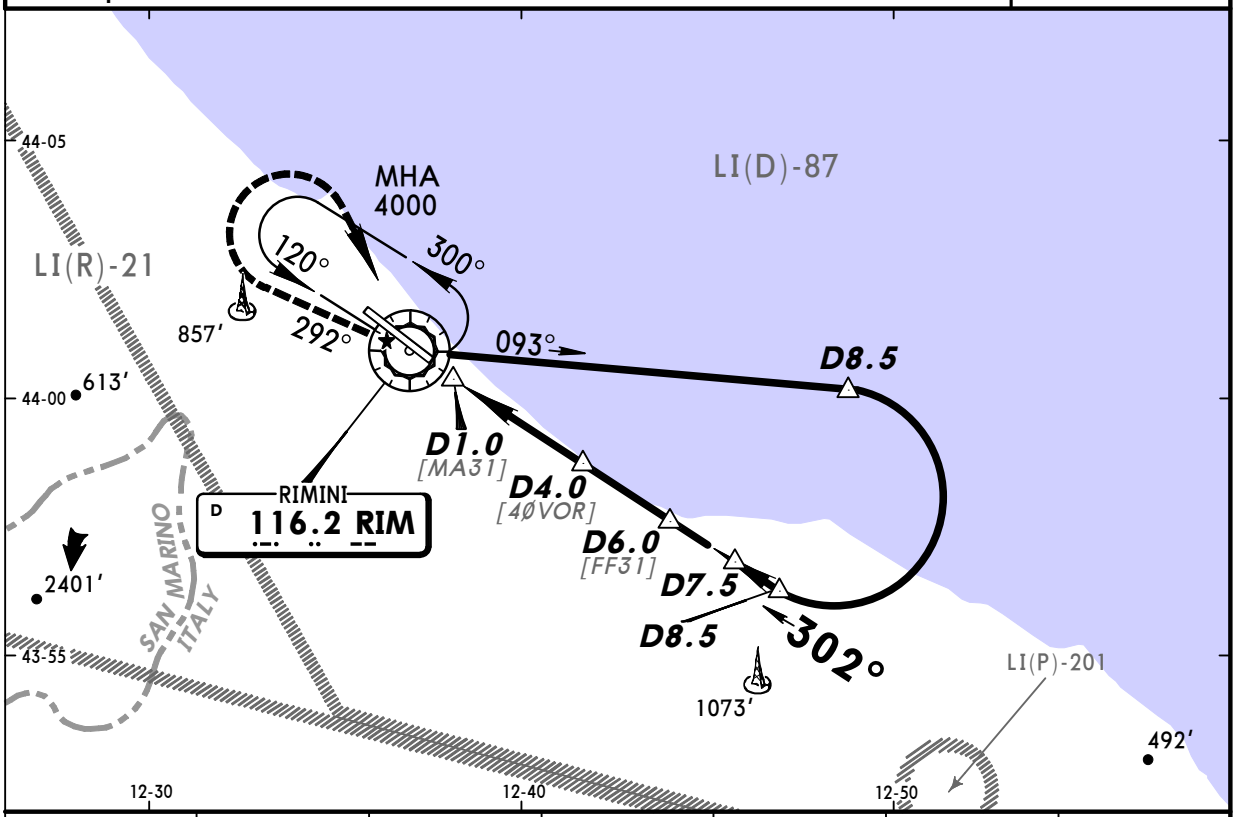
ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
RIM 116.2	302°	D6.0 1900′ (1862′)	680′ (642′)	Apt Elev 40′ RWY 38′

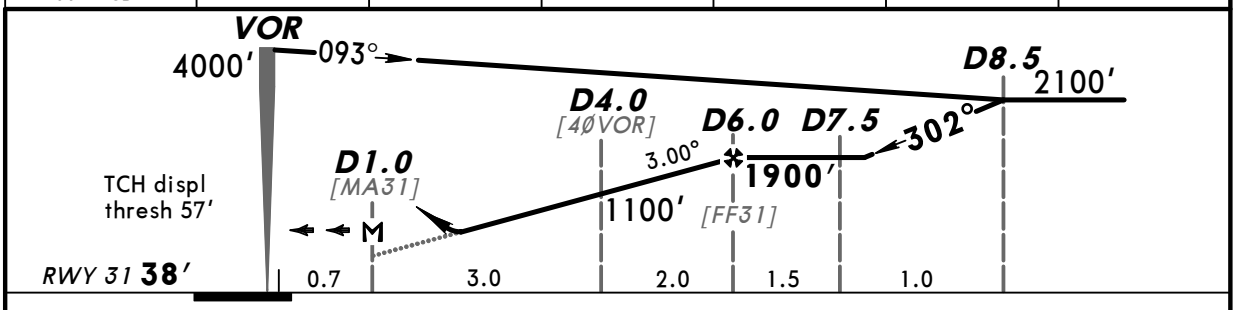
MISSED APCH: Climb to 4000′. As soon as practicable turn LEFT on R-292. Passing 1500′ turn RIGHT to VOR to reach holding at 4000′.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
DME required.

MSA RIM VOR: 4000′ 179°, 2000′ 269°, 7400′ 089°, 5000′ 349°



RIM DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	320′	640′	960′	1270′	1590′	1900′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
REIL
PAPI

As soon as practicable 1500′ LT on RIM 116.2 R-292

Standard STRAIGHT-IN LANDING RWY 31

DA(H) 680′ (642′)

		ALS out
A	SEE 13-4	
B		
C	CMV 2300m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
A	SEE 13-4	
B		
180	750′ (710′)	2400m
205	750′ (710′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10
Eff 11 Mar
13-4
CAT A & B

RIMINI, ITALY
VOR Z Rwy 31

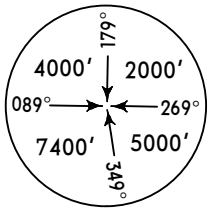
BRIEFING STRIP ™

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

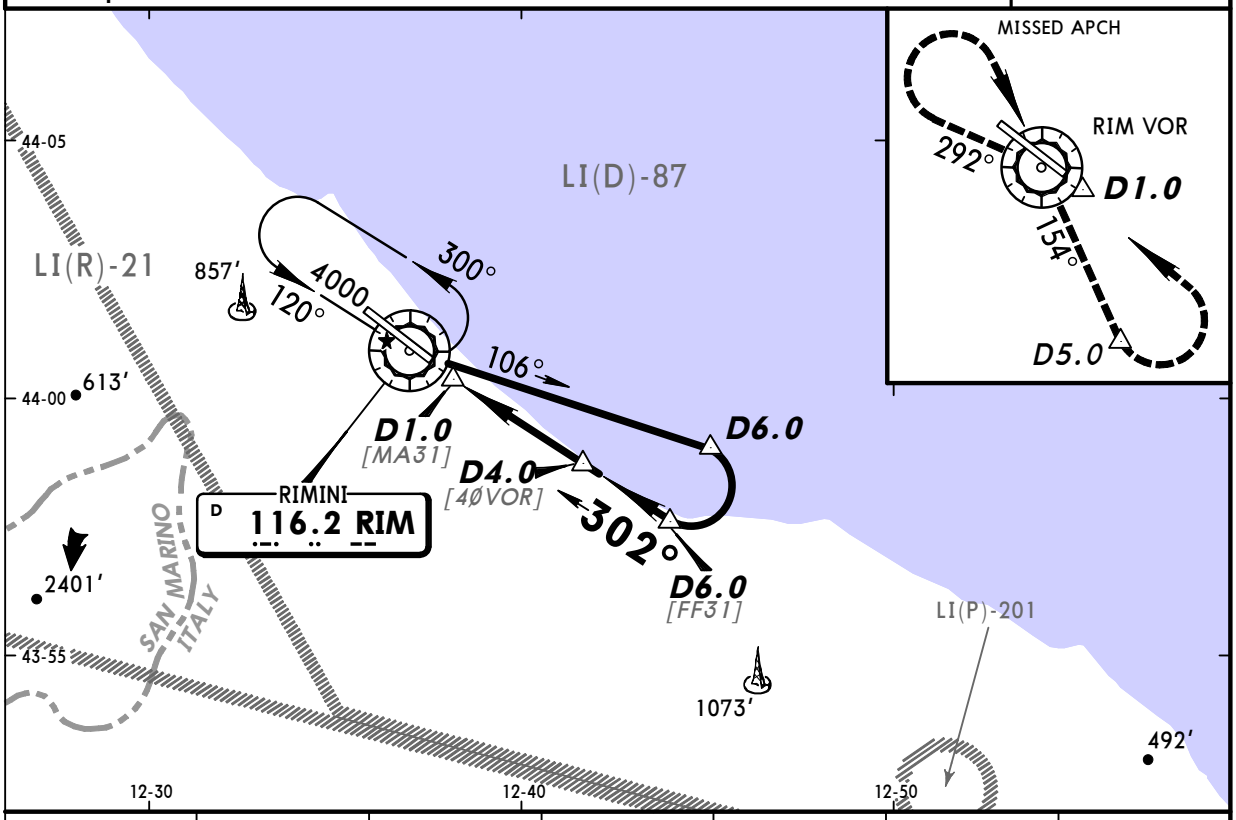
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
RIM 116.2	302°	D6.0 1900′ (1862′)	680′ (642′)	Apt Elev 40′ / RWY 38′

MISSED APCH: Climb to 4000′. As soon as practicable turn LEFT on R-292. Passing 1500′ turn RIGHT to VOR. Leave VOR on R-154, at D5.0 turn LEFT to VOR to reach holding at 4000′.

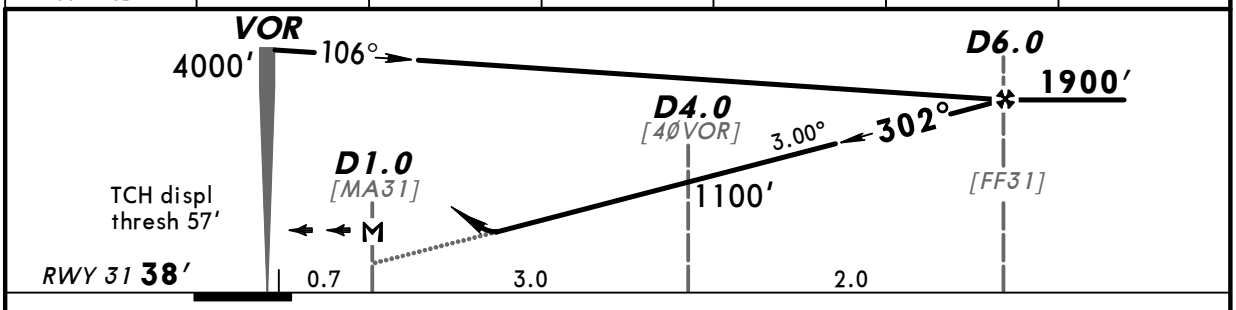
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
DME required.



MSA
RIM VOR



RIM DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	320′	640′	960′	1270′	1590′	1900′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
REIL
PAPI

As soon as practicable 1500′ LT on RIM 116.2 R-292

Standard STRAIGHT-IN LANDING RWY 31

DA(H) 680′ (642′)

ALS out

A	RVR 1500m	
B		
C	SEE 13-3	
D		

CIRCLE-TO-LAND
Not authorized
West of rwy

Max Kts	MDA(H)	VIS
100	690′ (650′)	1500m
135	690′ (650′)	1600m
C	SEE 13-3	
D		

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10 (13-5) Eff 11 Mar

RIMINI, ITALY
VOR Y Rwy 31

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

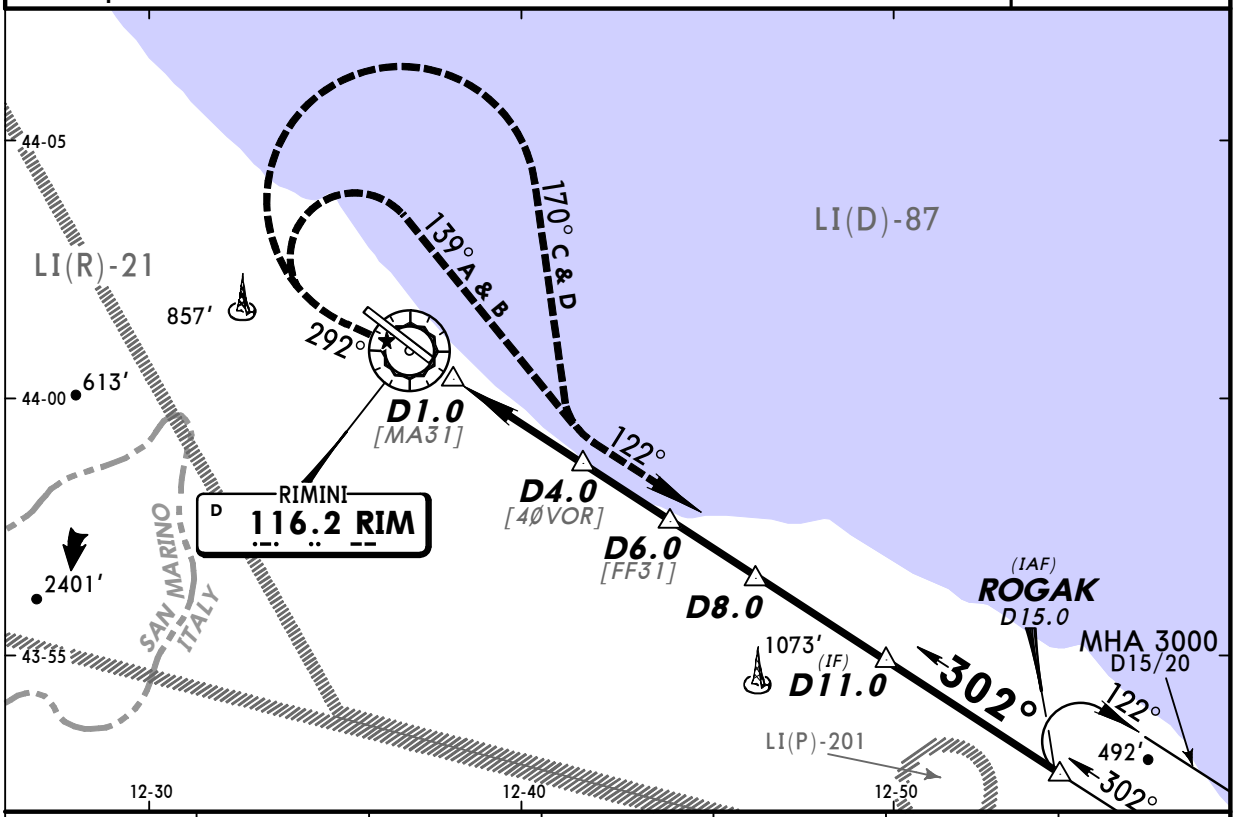
BRIEFING STRIP ™

VOR RIM	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
116.2	302°	D6.0 1900′ (1862′)	680′ (642′)	Apt Elev 40′ / RWY 38′

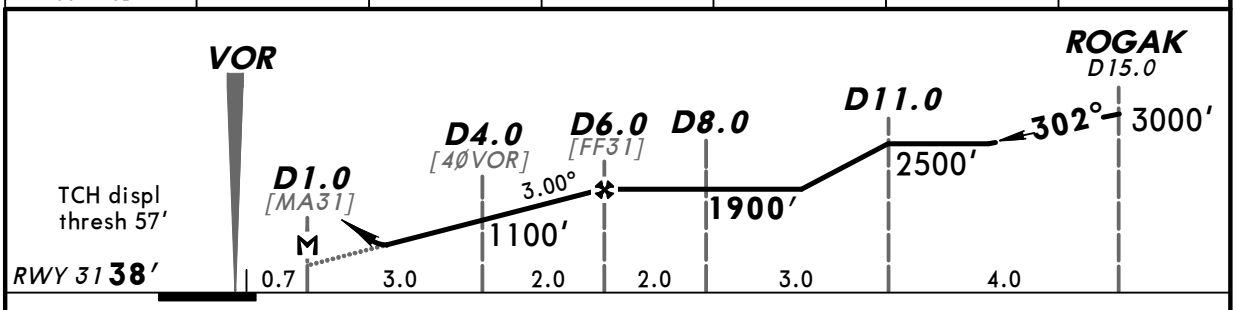
MISSED APCH: Climb to 3000′. As soon as practicable turn LEFT on R-292. Passing 1100′ turn RIGHT (MAX 210 KT) on track A & B: 139° C & D: 170° to join R-122 to ROGAK holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
DME required.

MSA RIM VOR
179° 4000′ 2000′ 089° 269° 7400′ 5000′ 349°



RIM DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	320′	640′	960′	1270′	1590′	1900′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
REIL
PAPI

As soon as practicable 1100′ LT on RIM 116.2 R-292

Standard STRAIGHT-IN LANDING RWY 31

DA(H) 680′ (642′)

		ALS out
A	RVR 1500m	
B		
C	CMV 2300m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	690′ (650′)	1500m
135	690′ (650′)	1600m
180	750′ (710′)	2400m
205	750′ (710′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10
Eff 11 Mar
(16-1)
CAT C & D

RIMINI, ITALY
NDB Rwy 13

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

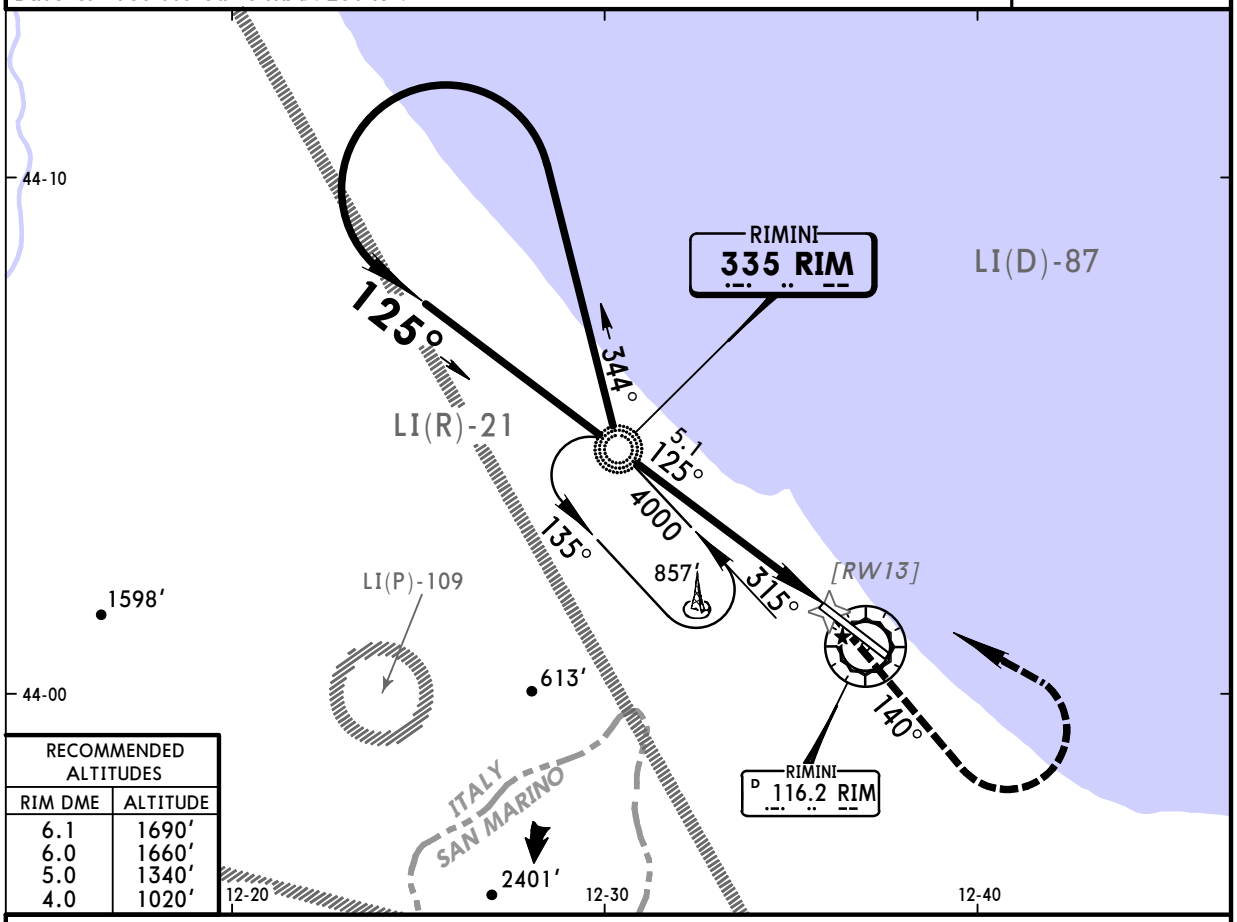
NDB	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev / RWY
RIM 335	125°	1690′ (1670′)	990′ (970′)	Apt Elev 40′ / RWY 20′

MISSED APCH: Climb to 4000′. As soon as practicable turn RIGHT to track 140°. Passing 1800′ turn LEFT (MAX 230 KT) to NDB to reach holding at 4000′.

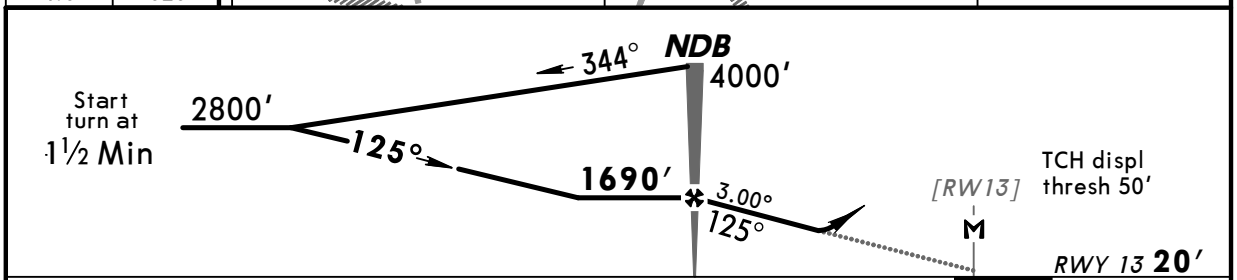
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′
Baseturn restricted to MAX 230 KT.

MSA RIM NDB: 174° 3800′; 084° 1700′; 264° 5300′; 354° 6800′

BRIEFING STRIP ™



RECOMMENDED ALTITUDES	
RIM DME	ALTITUDE
6.1	1690′
6.0	1660′
5.0	1340′
4.0	1020′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
NDB to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
REIL
PAPI

As soon as practicable: 1800′ on RT 140°

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 990′ (970′)
ALS out

A	SEE 16-2
B	SEE 16-2
C	CMV 2400m
D	CMV 2400m

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
A	SEE 16-2	
B		
180	1010′ (970′)	2400m
205	1010′ (970′)	3600m

PANS OPS 4

CHANGES: CAT A & B procedure transferred to 16-2. Minimums.

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LIPR/RMI
RIMINI

JEPPESEN
5 MAR 10
Eff 11 Mar
(16-2)
CAT A & B

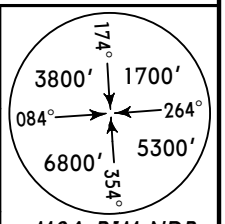
RIMINI, ITALY
NDB Rwy 13

ROMAGNA Approach (R)	RIMINI Tower	*Ground
118.15 122.1	119.1 122.1	121.6

NDB RIM	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev / RWY
335	125°	1640′ (1620′)	990′ (970′)	40′ / 20′

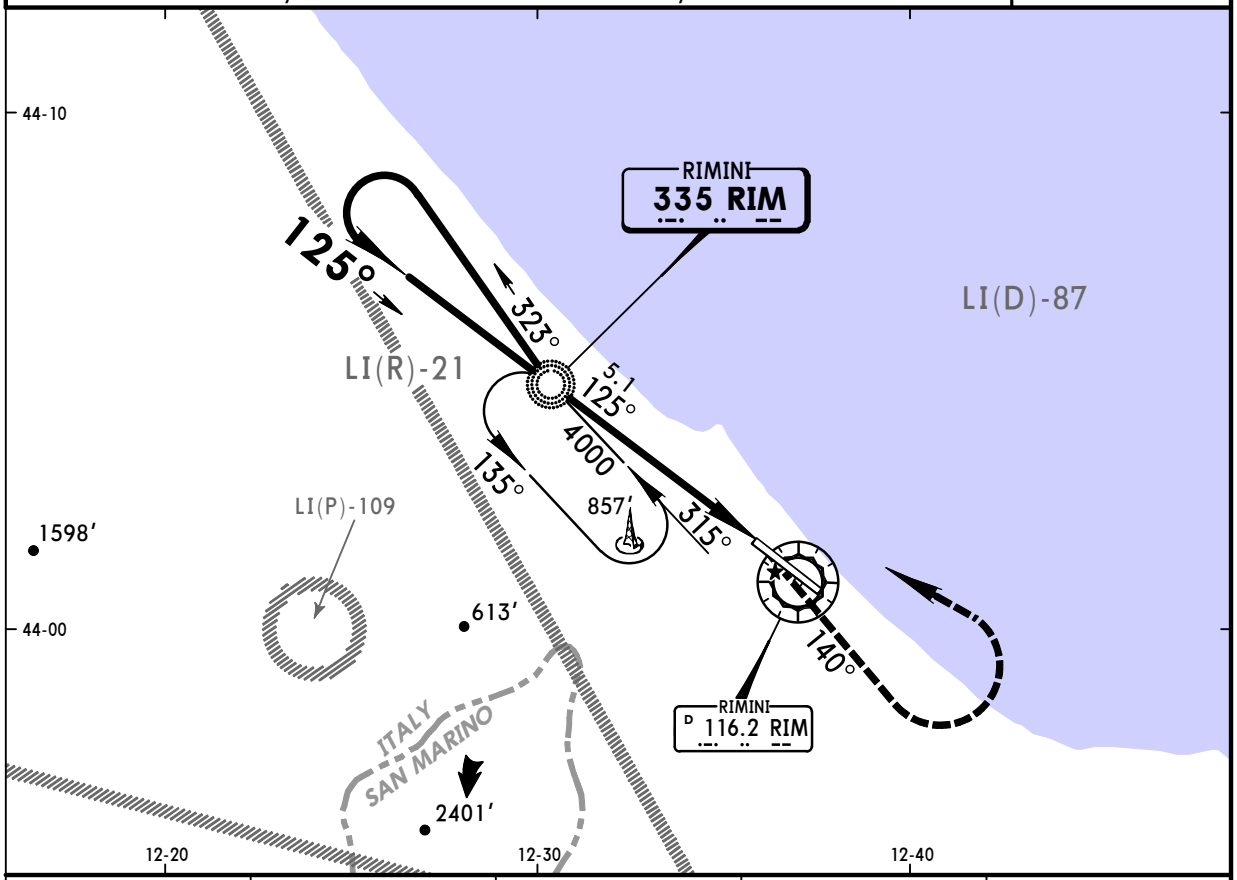
MISSED APCH: Climb to 4000′. As soon as practicable turn RIGHT to track 140°. Passing 1600′ turn LEFT to NDB to reach holding at 4000′.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

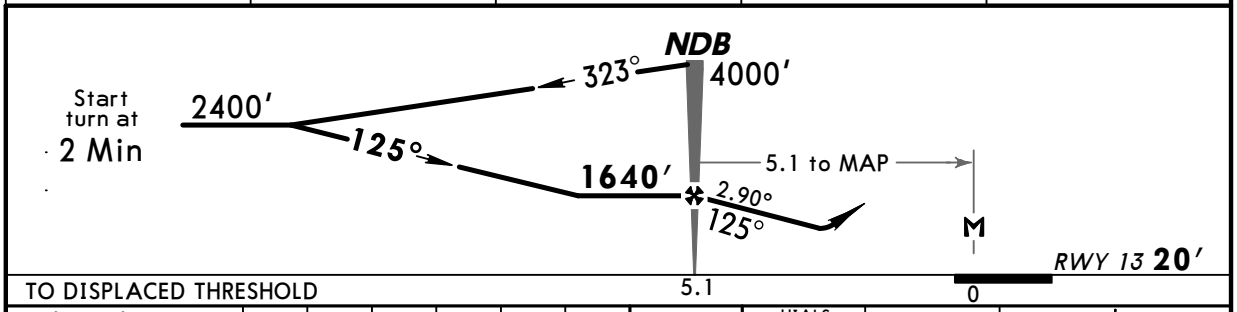


MSA RIM NDB

BRIEFING STRIP ™



RIM DME	6.1	6.0	5.0	4.0
ALTITUDE	1640′	1610′	1300′	1000′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.90°	359	462	513	616	718	821
NDB to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
REIL
PAPI

As soon as practicable 1600′ on RT 140°

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 990′ (970′)

ALS out

A	RVR 1500m	
B		
C	SEE 16-1	
D		

CIRCLE-TO-LAND
Not authorized West of rwy

Max Kts	MDA(H)	VIS
100	1010′ (970′)	1500m
135	1010′ (970′)	1600m
C	SEE 16-1	
D		

PANS OPS 4

CHANGES: New chart.

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