

PISA (PSA/LIRP)

Elevation 7ft

CATEGORY B

AV brief – required

BAV AV brief – not yet available

GENERAL

- Airfield is located on the coastal plain of the River Arno in the SW suburbs of Pisa.
- 04L/22R normally used as taxiway.

Threats

CFIT

- Mountainous terrain to the N.
- High ground ~3,500ft asl by 7 nm NE affects approach Rwy 22 and take-off Rwy 04.

Runway Excursion

- Brightly lit highway to the East of the airfield can be mistaken for Rwy 22L.
- RNAV22L – Due approach terrain 1000ft radio occurs approx 2.0 nm/600ft early. Aim to be fully configured and stable prior to 5.2D from RP705 (6.1D from THR22L).

Loss of Control

- Flocks of birds are a hazard.

Special Considerations

- Local aircraft usually controlled in Italian.
- Italian Air Force training flights operate from Pisa.

ARRIVAL

Diversion Airports

GENOA	GOA/LIMJ	81 nm/030°T	CAT B
BOLOGNA	BLQ/LIPE	64 nm/037°T	CAT A
MILAN (Linate)	LIN/LIML	117 nm/336°T	CAT B
ROME (Fiumicino)	FCO/LIRF	140 nm/144°T	CAT A
MILAN (Malpensa)	MXP/LIMC	138 nm/329°T	CAT B

Others that may be used include Verona Villafranca (VRN/LIPX), Venice Tessera (VCE/LIPZ), Nice Cote D'Azur (NCE/LFMN) and Turin Caselle (TRN/LIMF).

- Aircraft may be held high by Milan Control due to conflicting traffic.
- Expect landing Rwy 04R and take-off Rwy 22L up to 10 kt tailwind.
- ILS 04R may have fluctuations.

Approach

- Procedural approaches are common – several available for 04R.
- Note that the VOR and LCTR approaches to Rwy 04L and 04R are offset.
- No instrument let downs to Rwy 22R and no approach lights.

Rwy 22L

- RNAV (GNSS) and RNP Circling Procedures available to Rwy 22L.
- RNAV (GNSS) Rwy 22L:
 - RNAV (GNSS) Rwy 22L available on request and is dependent on Military Parachute dropping exercises.
 - Due approach terrain 1000ft radio occurs approx 2.0 nm/600ft early. Aim to be fully configured and stable prior to 5.2D from RP705 (6.1D from THR22L).
 - Final approach track is offset by 11° to the RCL and intercepts at 0.9 nm. The final turn onto the RCL at this altitude can be challenging. In suitable conditions an earlier alignment with the RCL is advised.
- Large marble quarry showing up as a white scar on the hills to the NE.

A32N

- If circling Rwy 22L is required:
 - In poor weather:
 - Expect an ILS Rwy 04R to Circle for Rwy 22L.
 - **It is recommended to use the RNP Circling Procedure for Rwy 22L. Refer to SOP for guidance.**
 - In good weather:
 - **It is recommended to the use RNP Circling Coding to conduct an RNAV Visual. Refer to SOP “RNAV Visual using RNP Circling Coding” for guidance.**
 - Descend to circling altitude prior to the RF leg to ensure FINAL APP to engages.
- Rwy 22L/R are difficult to see through the smog from the city, particularly when landing PM towards the sun.
- Rwy 22L has a displaced threshold.
- Rising terrain beyond a 3 nm final for Rwy 22L/R.

ALL

GROUND

- Radio load sheets not permitted. Do not depart stand before receiving final figures via ACARS.
- Some taxiways are military only.
- Met and AIS are 1 nm from the civil apron in the military area.

BAV Crew Reports

- *Parked on stand 14 near the cargo building and discovered at short notice prior to departure that there is no pushback required from this stand.
– The taxi off this stand is very tight – particularly with another aircraft parked on stand 15 or 16. APC chart shows stand 14 as a taxi off stand, and that it is perpendicular to the cargo building. We actually parked on an oblique (under marshaller instructions). As we taxied away, an aircraft was boarding via steps on stand 15 with passengers walking to the rear steps very close to our wingtip sweep.*
- *Also a report of parking on stand 16 – marshaller assistance is required to park as the stand requires a tight right hand turn to be made just prior to stopping which isn't obvious from the painted lines. Exiting is by self maneuvering a 180° turn again with marshaller assistance (without a headset).*

DEPARTURE

- Call 10 mins before start up (see Lido AOI).
- Initial Climb procedures have maximum speeds in the turn.
- Emergency Turn Procedures are in the Performance Manual or available from CARD.

WEATHER

- Shallow morning fog during Spring and Autumn.
- During Winter low pressure systems over the Gulf of Genoa bring poor conditions.

OPERATIONAL INFORMATION

Handling Agent	Toscana Aeroporti TA
Handling Agent VHF	131.450
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY (75mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)