STAR Milano Linate RWY18

GEN 1D
GEN VOR/DME – ML602 – VOG VOR/DME – SRN VOR/DME.
MEL/MEA: GEN VOR/DME – ML602: FL 100; ML602 – VOG VOR/DME: FL 90; VOG VOR/DME – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ML602	-	351°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	351°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	Y	002°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ASTIG 1D
ASTIG – VOG VOR/DME – SRN VOR/DME.
MEL/MEA: ASTIG – VOG VOR/DME: FL 90; VOG VOR/DME – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	-	002°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1D (ATC DISCRETION)
ODINA – SULUR – SRN VOR/DME.
MEL/MEA: ODINA – SULUR: FL 130; SULUR – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	SULUR	-	150°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	Y	150°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1C
ODINA – ROMUN – TZO VOR/DME.
MEL/MEA: ODINA – ROMUN: FL 130; ROMUN – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ROMUN	-	132°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	132°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

LUSIL 1C
LUSIL – ORI L – TZO VOR/DME.
MEL/MEA: LUSIL – ORI L: FL 140; ORI L – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	205°	R	+FL 140	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	249°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

OSKOR 1C
OSKOR – ORI L – TZO VOR/DME.
MEL/MEA: OSKOR – ORI L: FL 100; ORI L – TZO VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	267°	L	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	249°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

PAR 1C
PAR NDB – DORIN – TZO VOR/DME.
MEL/MEA: PAR NDB – DORIN: FL 90; DORIN – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	DORIN	-	322°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	322°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

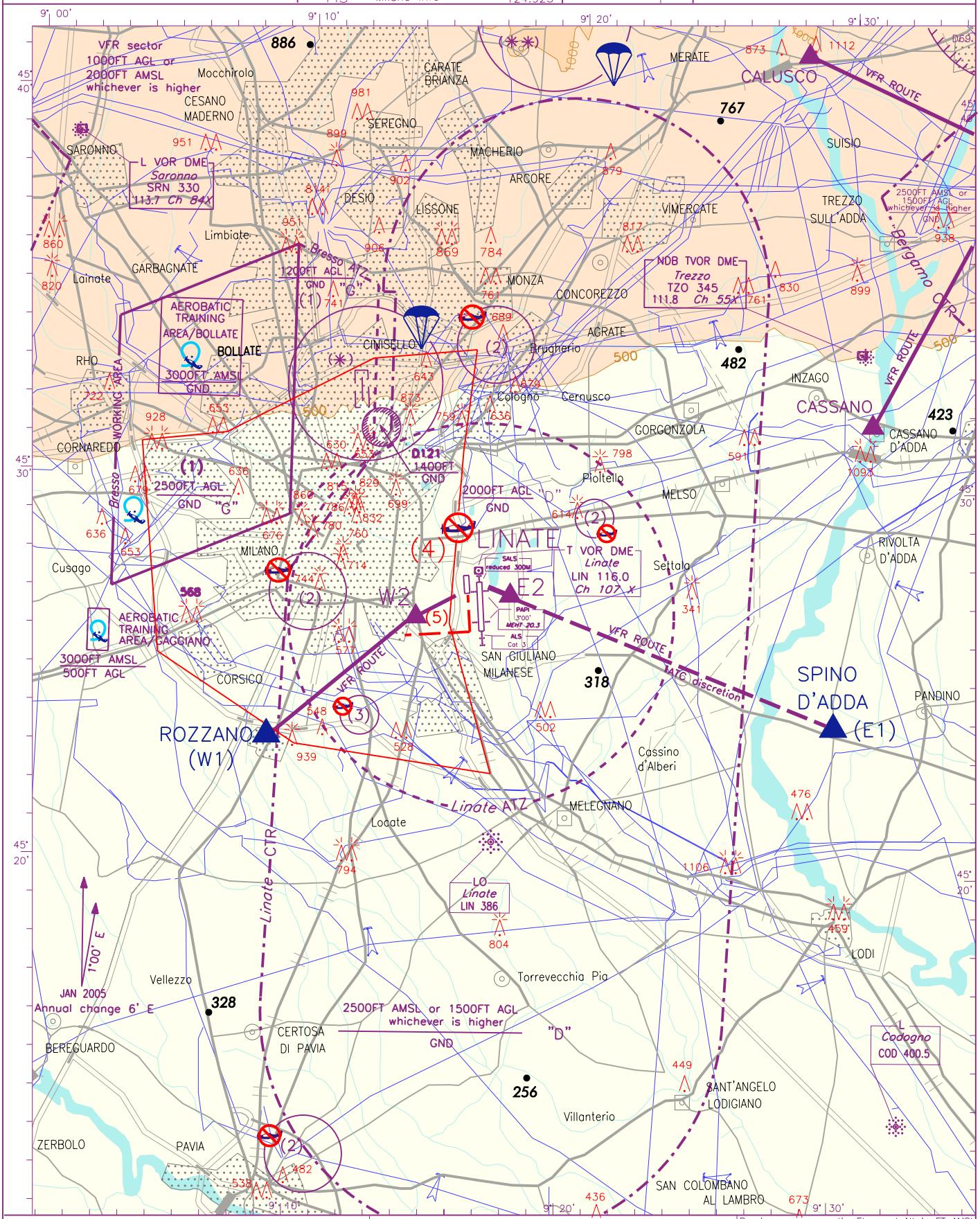
REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
ML602	N44421762	E009013588

ICAO – VISUAL APPROACH CHART

SCALE 1:250.000 (0–5 NM, 0–5 Km)	APP Milano Arrivals 133.175 TWR Linate Tower 118.10 (118.40) GND Linate Ground 121.80 FIS Milano Info 124.925	AD ELEV 353	LIML	MILANO /LINATE
TRANSITION ALT 6000				



CHANGE: NEW AD SECTION

AIRSPACE CLASSIFICATION See AIP ENR 1.4

REMARKS / WARNINGS / LEGEND

- (✳) Parachuting Activity – 3000 FT AMSL(MAX FL 80) (See AIP –Italia ENR 5.5.1)
- (✳✳) Parachuting Activity – 2000 FT AMSL (See AIP – Italia ENR 5.5.1)
- Aerobatic and/or working areas

- (1) See AIP – Italia ENR 5.5.3.
- (2) Overflying interdicted at or below 1500 FT AGL
- (3) Overflying interdicted at or below 1000 FT AGL
- (4) Milano F.R.A. (See AIP ENR 5.6.2)
- (5) RWY 35/17 operations (See AIP AD2 LIML 1–item 22)

For points (2) and (3) SEE AIP–Italia ENR 5.6.1

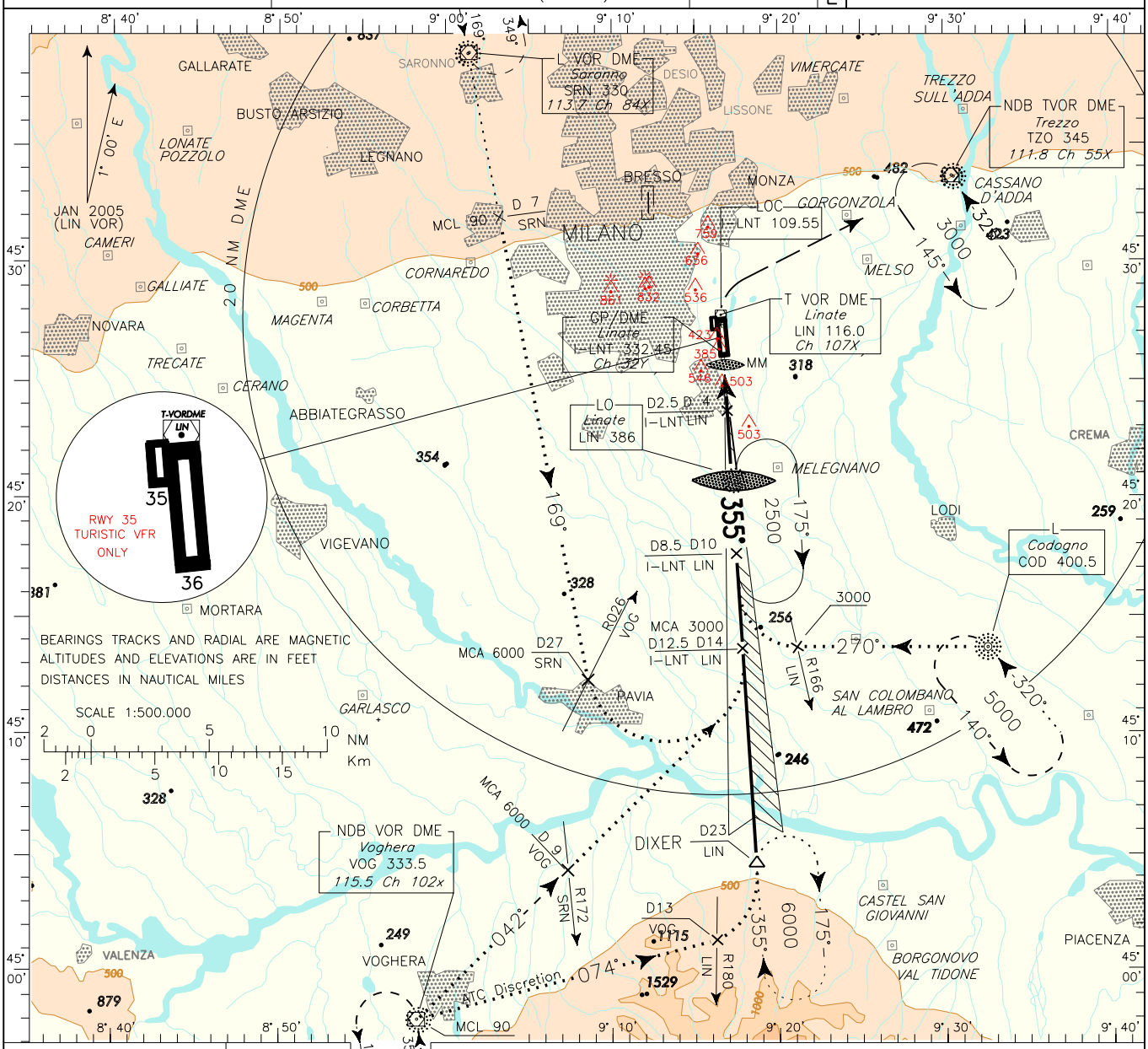
REMARK: For max VFR ALT/FL usable see also ENR 6.3–3

Bearings are magnetic–Elev and Alt in FT AMSL

- Entry/exit point for aeroplane VFR/N operation also
- Visual Reporting Point
- VFR sectors
- power line (with or without)
- railroad

WARNING:
Some users on ILS APCH at LIML reported false LOC captures. Pilot attention is drawn to pay max caution. See also AIP-ENR 1.

APP	TWR	AD ELEV	LIML	
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		MILANO/LINATE ILS RWY 36

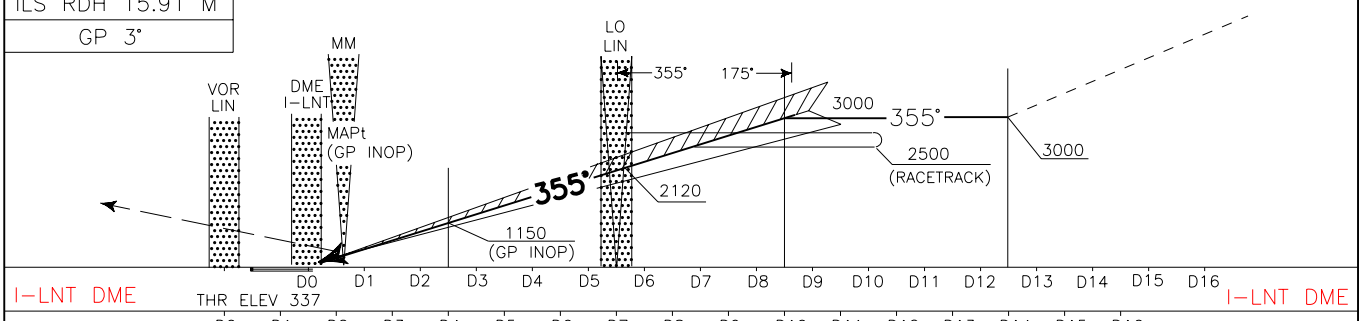


TRANSITION ALT 6000

MISSED APPROACH: Proceed on TR 355° climbing to 3000 FT, passing 1000 FT turn right, not before LIN VOR, inbound to TZO VOR/NDB.

ILS RDH 15.91 M

GP 3°



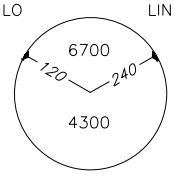
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I (1)	537 (200)			
	ILS CAT II (1)	402 (65)	412 (75)	427 (90)	442 (105)
	ILS CAT III				
	GP INOP	760 (423)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

REMARK:
MM is identified as MAPt when GP inoperative.

(1) ILS CAT I/II: Significant obstacle RWY Slope.

GS	FT PER MIN	OM-THR 5.38 NM
80	420	4 : 03
100	525	3 : 14
120	630	2 : 42
140	735	2 : 19
160	845	2 : 01
180	950	1 : 48

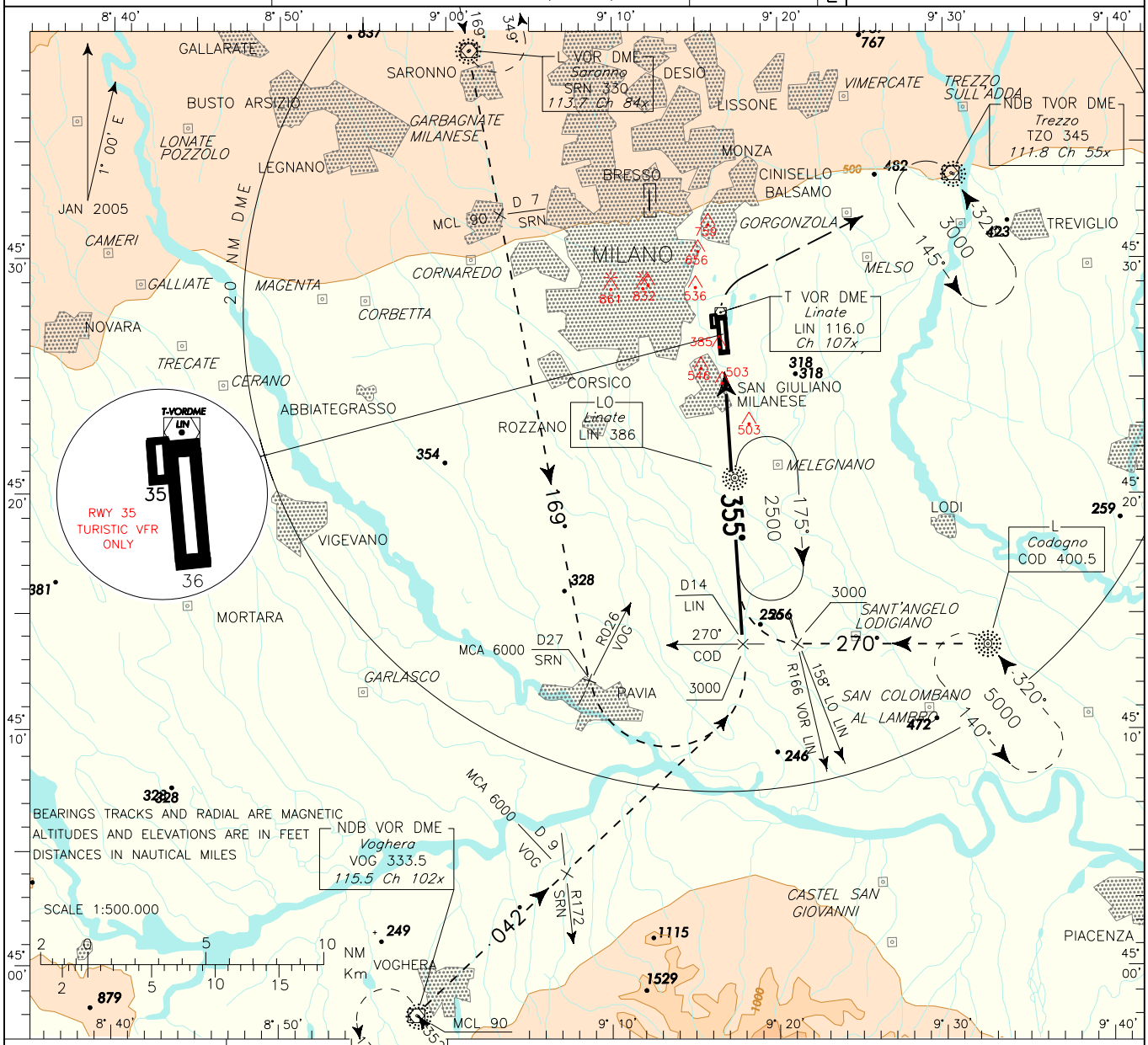
MNM SECT ALT



DOC 8168 — ED 4 — 1993 — AM12

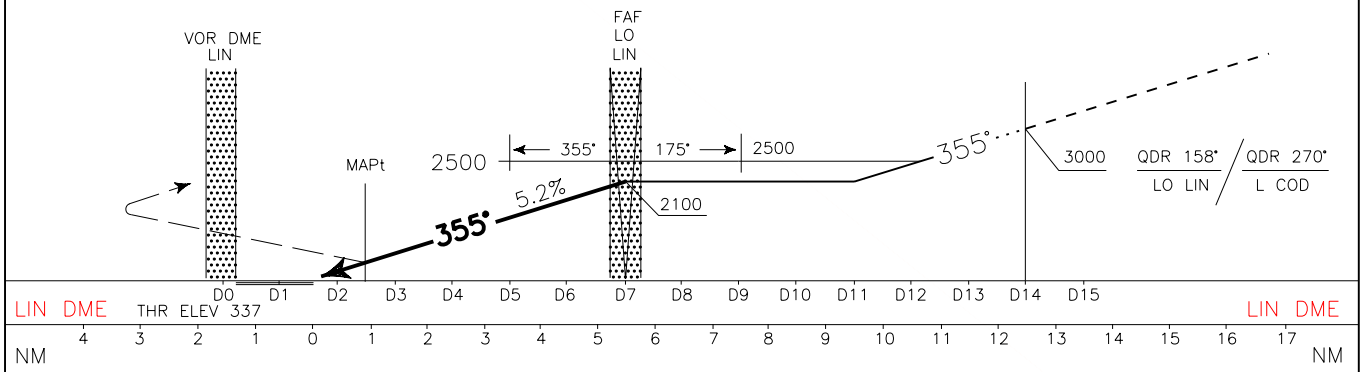
CHANGE: NEW AD SECTION

APP	TWR	AD ELEV	LIML	
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		MILANO/LINATE LO RWY 36



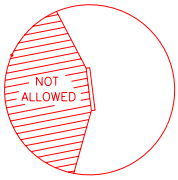
TRANSITION ALT 6000

MISSED APPROACH:
Proceed on track 355° to intercept and follow QDM 060° to TZO VOR NDB climbing to 3000 Ft.



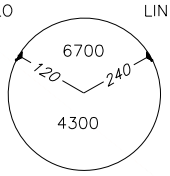
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	LO	850 (513)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	LO–MAP 4.5 NM
80	420	3 : 22
100	525	2 : 42
120	630	2 : 15
140	735	1 : 55
160	845	1 : 41
180	950	1 : 30

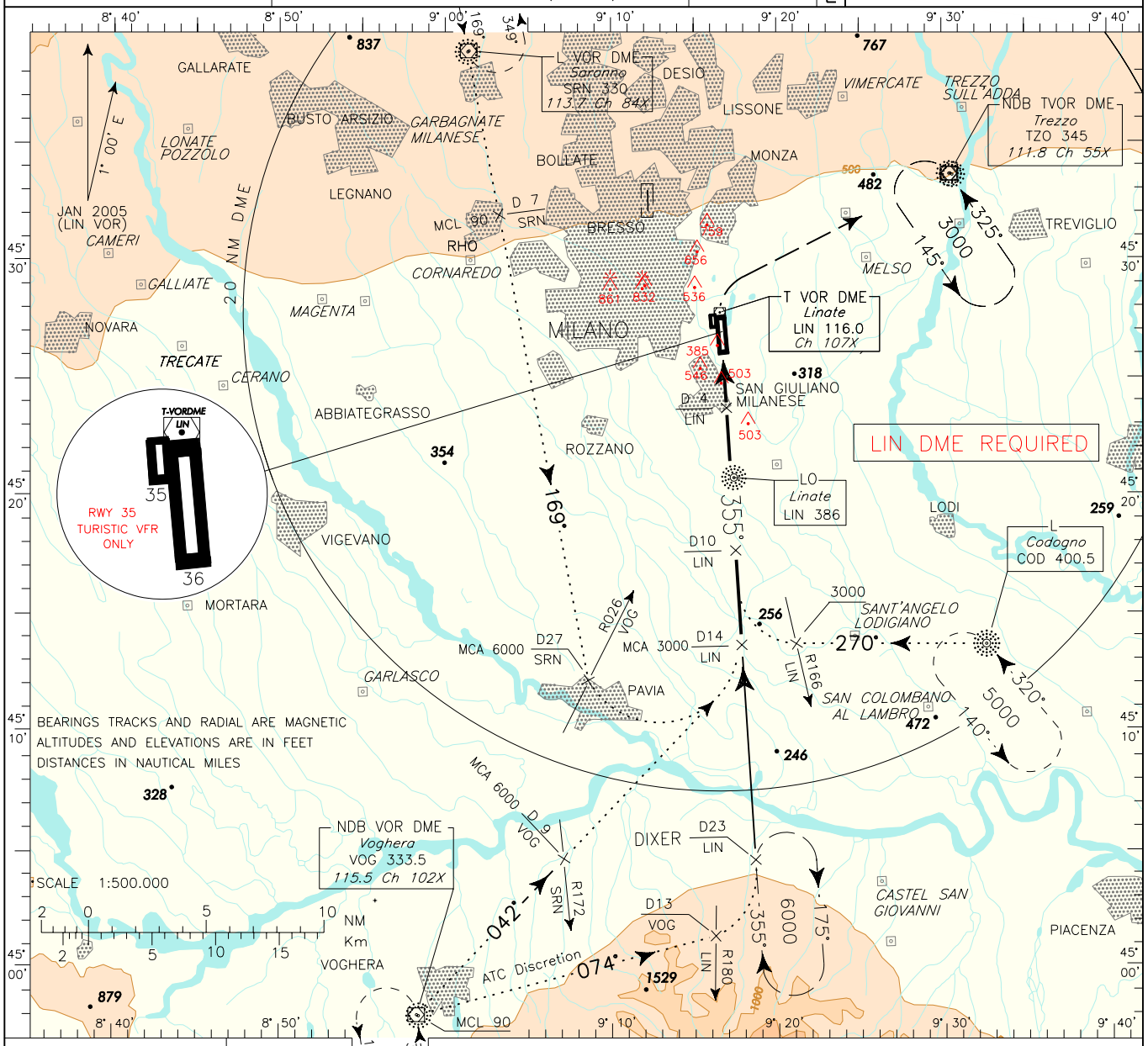
MNM SECT ALT



DOC 8168 – ED 4 – 1993 – AM12

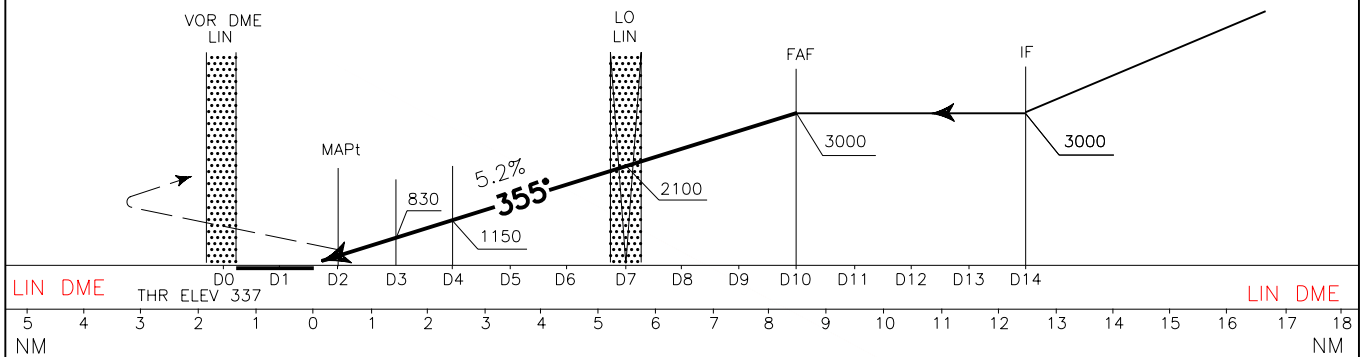
CHANGE: NEW AD SECTION

APP	TWR	AD ELEV	LIML	
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		MILANO/LINATE VOR RWY 36



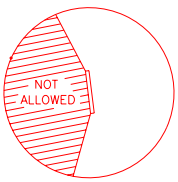
TRANSITION ALT 6000

MISSED APPROACH:
Proceed to LIN VOR DME then turn right to TZO VOR NDB climbing to 3000FT.



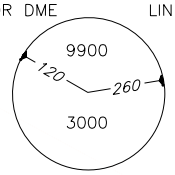
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VORDME	800 (463)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	DIST	ALT (HGT)
80	420	7DME	2100 (1763)
100	525	6DME	1780 (1443)
120	630	5DME	1465 (1128)
140	735	4DME	1150 (813)
160	845	3DME	830 (493)
180	950	2DME	510 (173)

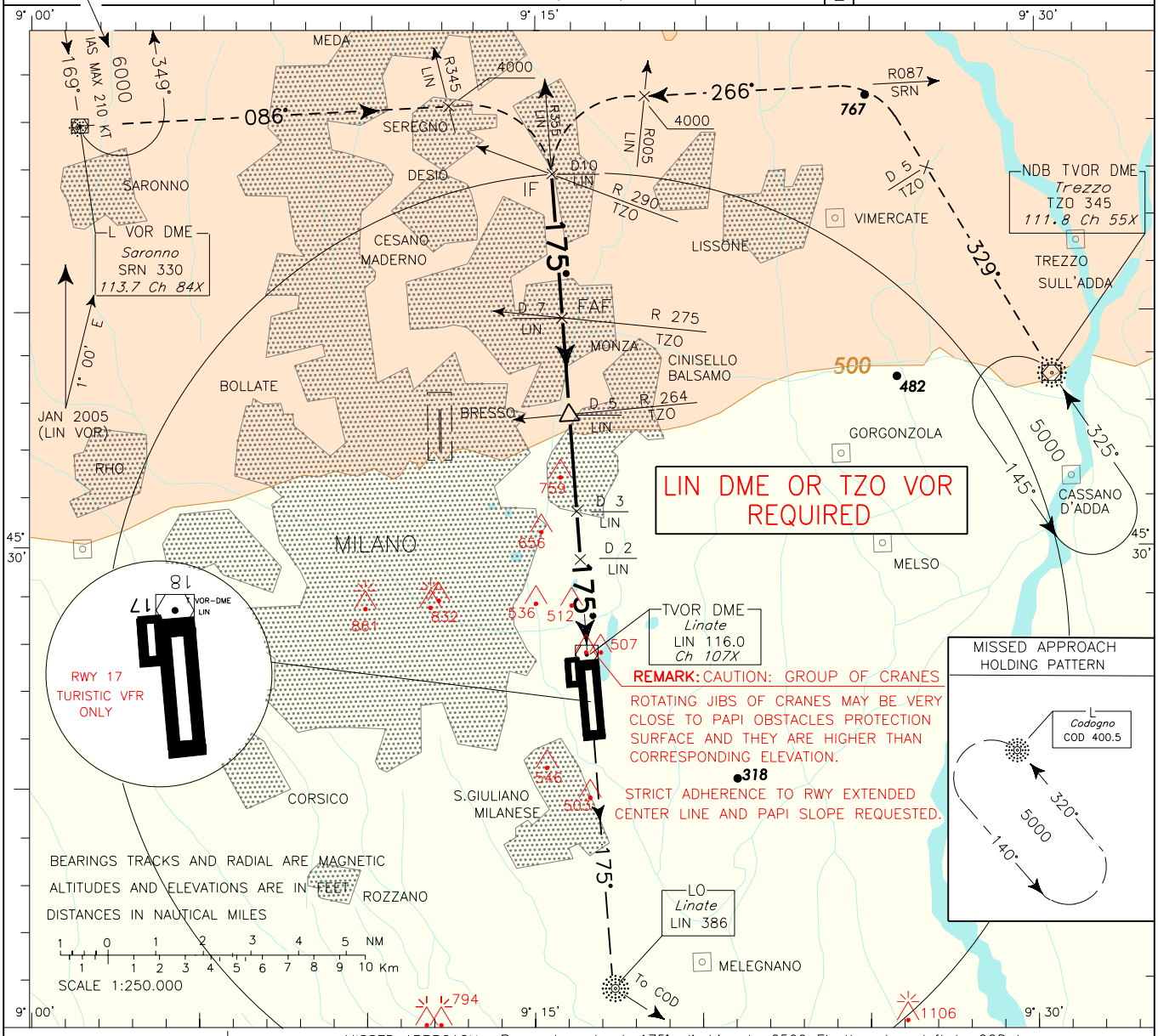
MNM SECT ALT



DOC 8168 — ED 4 — 1993 — AM12

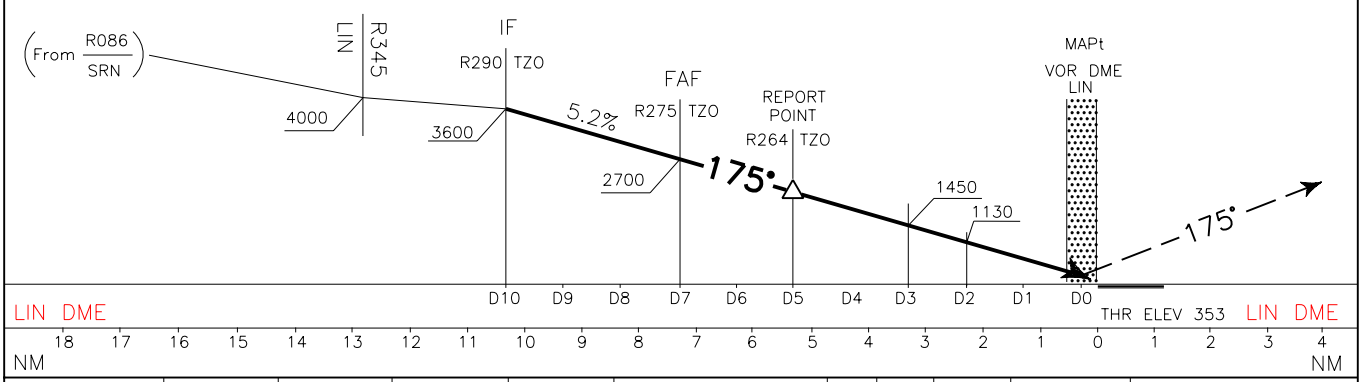
CHANGE: NEW AD SECTION

APP	TWR	AD ELEV	LIML	
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		MILANO/LINATE VOR RWY 18



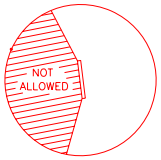
TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 175° climbing to 2500 Ft, then turn left to COD L climbing to 5000 Ft.



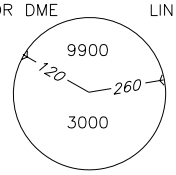
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR+DME	800 (447)			
	VOR	1230 (877)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	DIST	ALT (HGT)
80	420	6DME	2395 (2042)
100	525	5DME	2079 (1726)
120	630	4DME	1763 (1410)
140	735	3DME	1450 (1097)
160	845	2DME	1130 (777)
180	950	1DME	815 (462)

MNM SECT ALT



CHANGE: REVISED PROCEDURE and NEW AD SECTION

INITIAL CLIMB PROCEDURES & SIDs

MILANO/LINATE

RWY 36

TRANSITION ALTITUDE 6000 FT

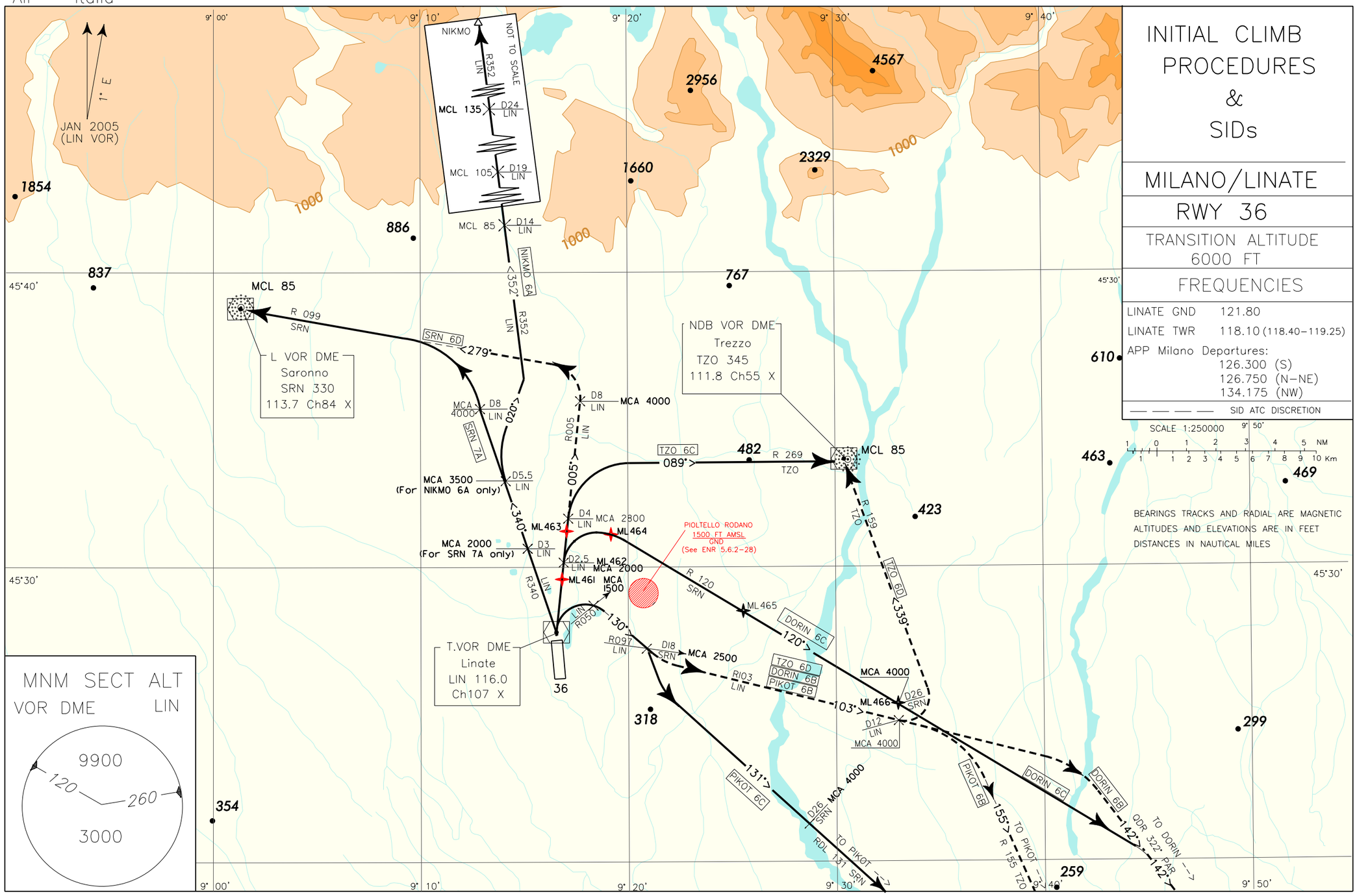
FREQUENCIES

LINATE GND 121.80

LINATE TWR 118.10 (118.40–119.25)

APP Milano Departures:
126.300 (S)
126.750 (N–NE)
134.175 (NW)

— — — — SID ATC DISCRETION



DESCRIZIONE SIDs
RWY 36

Procedure antirumore
Oltre a quanto riportato nel presente paragrafo si applica la procedura disposta dall'ENAC di cui all'ENR 1.5.
In accordo al provvedimento ENAC 0003504/OML del 05/09/2008, le sottoelencate SIDs saranno utilizzate come procedure antirumore. Conseguentemente tutto il traffico in partenza dall'aeroporto di Milano Linate dovrà pianificare la partenza strumentale e riceverà l'autorizzazione ATC in accordo allo schema seguente:

Rotta pianificata	Radiale di uscita	SID assegnata
OMETO, ARLES, ABESI, CANNE	RDL 340 LIN VOR	SRN 7A (ARLES, OMETO) NIKMO 6A (ABESI, CANNE)
OSKOR	RDL 005 LIN VOR	TZO 6C
PAR (esclusi dest. LIRF e Sardegna)	RDL 005 LIN VOR con virata a D2.5 LIN DME	DORIN 6C
KARPI (Dest. LIRF), GEN	HDG 130°	PIKOT 6C

SRN 6D (A DISCREZIONE ATC, ALTERNATIVA ALLA SRN 7A)
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare RDL 005 LIN VOR fino al punto RDL 005/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 099 SRN VOR diretti a SRN VOR/DME.

SIDs DESCRIPTION
RWY 36

Noise abatement procedures
In addition to what hereafter is stated, see also ENR 1.5 for general provisions.
According to ENAC regulation 0003504/OML dated 05/09/2008, the following new SIDs will be used as noise abatement procedures. Consequently all traffic departing from Milano Linate a/d shall plan instrument departure and will be cleared by ATC according to the following scheme:

Planned Route	Exit radial	Assigned SID
OMETO, ARLES, ABESI, CANNE	RDL 340 LIN VOR	SRN 7A (ARLES, OMETO) NIKMO 6A (ABESI, CANNE)
OSKOR	RDL 005 LIN VOR	TZO 6C
PAR (dest. LIRF and Sardegna excepted)	RDL 005 LIN VOR with turning at D2.5 LIN DME	DORIN 6C
KARPI (Dest. LIRF), GEN	HDG 130°	PIKOT 6C

SRN 6D (ATC DISCRETION, ALTERNATE FOR SRN 7A)

After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right to join RDL 005 LIN VOR till point RDL 005/D8 LIN VOR/DME, then turn left to join RDL 099 SRN VOR inbound to SRN VOR/DME.

MCA/MCL: RDL 005/D2.5 LIN VOR/DME, 2000FT; RDL 005/D4 LIN VOR/DME, 2800FT; RDL 005/D8 LIN VOR/DME, 4000FT; SRN VORDME, FL 85

NOTE:
1. Gradiente di salita: Tra LIN VOR e RDL 005/D4 LIN VORDME 8% (486Ft/NM), quindi il 5.5% (335Ft/NM);
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL 005 LIN dovrà essere effettuata senza ritardo.

REMARKS:
1. PDG between LIN VOR and RDL 005/D4 LIN VORDME 8% (486Ft/NM), then 5.5% (335Ft/NM);
2. In order to avoid sensitive areas close to the airport, undue delay in joining RDL 005 LIN VOR must be avoided.

SRN 7A
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a sinistra per intercettare e seguire RDL 340 LIN VOR fino al punto RDL 340/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 099 SRN VOR per SRN VOR/DME.

SRN 7A
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn left to join RDL 340 LIN VOR till point RDL340/D8 LIN VOR/DME, then turn left to join RDL 099 SRN VOR inbound to SRN VOR/DME.

MCA/MCL: RDL 340/D3 LIN VOR/DME, 2000FT; RDL 340/D8 LIN VOR/DME, 4000FT; SRN VOR/DME, FL85

NOTE:
1. Gradiente di salita: tra LIN VOR e SRN VOR/DME 7.5% (456Ft/NM).

REMARKS:
1. PDG: between LIN VOR and SRN VOR/DME 7.5% (456Ft/NM).

NIKMO 6A
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a sinistra per intercettare RDL 340 LIN VOR fino al punto RDL 340/D5.5 LIN VORDME, quindi virare a destra su rotta 020° per intercettare e seguire RDL 352 LIN VOR diretti al punto NIKMO.

NIKMO 6A
Alter take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn left to join RDL 340 LIN VOR till point RDL 340/D5.5 LIN VOR/DME, then turn right on track 020° to join RDL 352 LIN VOR inbound to NIKMO point.

MCA/MCL: RDL 340/D5.5 LIN VOR/DME, 3500FT; RDL 352/D14 LIN VOR/DME, FL 85; RDL 352/D19 LIN VOR/DME, FL 105; RDL 352/D24 LIN VOR/DME FL 135

NOTE:
1. Gradiente di salita: 9% (550Ft/NM);
2. Gli aeromobili con prestazioni di salita limitate, non conformi con i gradienti di cui sopra. dovranno avvisare l'ente ATC alla messa in moto e per richiedere un'uscita verso TZO.
3. SID limitata agli aeromobili a getto
4. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL 340 LIN VOR dovrà essere effettuata senza ritardo.

REMARKS:
1. PDG: 9% (550Ft/NM);
2. Aircraft with poor climb performance, unable to comply with the above gradients, shall advise ATC at start-up and request to be cleared on a SID towards TZO.
3. SID restricted to jet aircraft
4. In order to avoid sensitive areas close to the airport, undue delay in joining RDL 340 LIN VOR must be avoided.

TZO 6C
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare R005 LIN VOR fino al punto RDL 005/D4 LIN VOR/DME, quindi virare a destra per intercettare e seguire RDL 269 TZO VOR diretti a TZO VOR/DME.

TZO 6C
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right to join RDL 005 LIN VOR till point RDL 005/D4 LIN VOR/DME, then turn right to join RDL 269 TZO VOR inbound to TZO VOR/DME.

MCA/MCL: RDL 005/D2.5 LIN VOR/DME, 2000FT; RDL 005/D4 LIN VOR/DME, 2800FT; TZO VOR/DME, FL 85 (vedi anche Nota 3/*see also* Remark 3)

NOTE:
1. Gradiente di salita: tra LIN VOR e RDL 005/D4 LIN VORDME 8% (486Ft/NM);
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL 005 LIN dovrà essere effettuata senza ritardo;
3. Salire in holding su TZO se a quota inferiore a FL 85.

REMARKS:
1. PDG: Between LIN VOR e RDL 005/D4 LIN VORDME 8% (486Ft/NM);
2. In order to avoid sensitive areas close to the airport, undue delay in joining RDL 005 LIN VOR must be avoided;
3. Climb in TZO holding pattern if at level lower than FL85.

TZO 6D (A DISCREZIONE ATC, UTILIZZABILE SOLO IN CASO DI INDISPONIBILITA' DELLO SPAZIO AEREO A NORD DELL'AEROPORTO, PER RESTRIZIONI O PER CATTIVO TEMPO)
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su rotta 130° per intercettare e seguire RDL 103 LIN VOR fino al punto RDL 103/D12 LIN VOR/DME, quindi virare a sinistra per intercettare RDL 159 TZO VOR diretti a TZO VOR/DME.

TZO 6D (ATC DISCRETION, USABLE ONLY IN CASE OF UNAVAILABILITY OF THE AIRPSACE NORTH OF THE AERODROME, FOR RESTRICTIONS OR DUE TO VERY BAD WEATHER)
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR till point RDL 103/D12 LIN VOR/DME, the turn left to join RDL 159 TZO VOR inbound to TZO VOR/DME.

MCA/MCL: INT RDL 050 LIN VOR, 1500FT; INT TR 130°/RDL 097 LIN VOR, 2500FT; RDL 103/D12 LIN VOR/DME, 4000FT; TZO VOR/DME, FL85

NOTE:
1. Gradiente di salita: tra LIN VOR ed INT TR 130°/RDL097 LIN VOR 7.5% (456Ft/NM), quindi 5.5% (335Ft/NM);
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, la prima virata dopo il decollo dovrà essere effettuata con angolo di banco non superiore a 20°.

REMARKS:
1. PDG: between LIN VOR and INT TR 130°/RDL097 LIN VOR 7.5% (456Ft/NM), then 5,5% (335Ft/NM);
2. In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

DORIN 6C
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare RDL 005 LIN VOR fino al punto RDL 005/D2.5 LIN VOR/DME, quindi virare a destra per intercettare RDL 120 SRN VOR fino ad intercettare il QDR 322° di PAR NDB diretti al punto DORIN.

DORIN 6C
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right to join RDL 005 LIN VOR till point RDL 005/D2.5 LIN VOR/DME, then turn right to join RDL 120 SRN VOR to join QDR 322° PAR NDB inbound to DORIN point.

MCA/MCL: RDL 005/D2.5 LIN VOR/DME, 2000FT; RDL 120/D26 SRN VOR/DME, 4000FT; DORIN, FL 90

NOTE:
1. Gradiente di salita: tra LIN VOR e RDL 005/D2.5 LIN VORDME 7.5% (456Ft/NM);
2. La virata sul punto RDL 005/D2.5 dovrà essere effettuata con IAS MAX 180KT ed angolo di banco pari a 25° per rispettare il più possibile la traiettoria nominale;
3. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL 005 LIN VOR dovrà essere effettuata senza ritardo;
4. Per gli aeromobili dotati di FMS viene appresso riportata la codifica ARINC suggerita per la memorizzazione nel database di bordo al fine di un più puntuale rispetto della traiettoria nominale.

REMARKS:
1. PDG: between LIN VOR and RDL 005/D2.5 LIN VOR/DME 7.5% (456Ft/NM);
2. Turn over point RDL 005/D2.5 shall be performed with IAS MAX 180 KT and bank angle 25° in order to follow as close as possible the nominal trajectory;
3. In order to avoid sensitive areas close to the airport, undue delay in joining RDL 005 LIN VOR must be avoided;
4. For FMS equipped aircraft the ARINC Path Terminator sequence is reported below in order to tailor as much as possible the initial climb path to the nominal path.

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	RWY 36 DER	-	-	-	-	-	-	-	Conventional
FA	LIN VOR/DME	-	355°	-	850	-	-	-	Conventional
CF	ML461	-	005°	-	-	-	LIN VOR/DME	RDL 005/D1.9	Conventional
TF	ML462	-	005°	-	+2000	-	LIN VOR/DME	RDL 005/D2.5	Conventional
TF	ML463	-	005°	-	-	180	LIN VOR/DME	RDL 005/D3.5	Conventional
TF	ML464	-	091°	R	-	180	SRN VOR/DME	RDL 120/D14.7	Conventional
TF	ML465	-	120°	-	-	-	SRN VOR/DME	RDL 120/D20	Conventional
TF	ML466	-	120°	-	+4000	-	SRN VOR/DME	RDL 120/D26	Conventional
TF	DORIN	-	120°	-	+FL90	-	-		Conventional

Waypoint	Latitude	Longitude
ML461	N45293431	E009164820
ML462	N45301011	E009165355
ML463	N45311216	E009170284
ML464	N45311033	E009191224
ML465	N45282611	E009254071
ML466	N45251929	E009325779

DORIN 6B (A DISCREZIONE ATC, DA UTILIZZARE SOLO IN CASO DI INDISPONIBILITA' DI SRN VOR, O COME ALTERNATIVA ALLA DORIN 6C)
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su rotta 130° per intercettare RDL 103 LIN VOR fino ad intercettare e seguire QDR 322° PAR NDB diretti al punto DORIN.

DORIN 6B (ATC DISCRETION, TO BE USED ONLY IN CASE OF UNAVAILABILITY OF SRN VOR, OR ALTERNATE FOR DORIN 6C)
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR until joining QDR 322° PAR NDB to DORIN point.

MCA/MCL: INT RDL 050 LIN VOR, 1500FT; INT TR 130°/RDL 097 LIN VOR, 2500FT; RDL 103/D12 LIN VOR/DME, 4000FT; DORIN, FL 90

NOTE:
1. Gradiente di salita: tra LIN VOR ed INT TR 130°/RDL 097 LIN VOR 7.5% (456Ft/NM);
2. Per evitare aree sensibili in vicinanza dell'aerodromo, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: between LIN VOR and INT TR 130°/RDL 097 LIN VOR 7.5% (456Ft/NM);
2. In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

PIKOT 6C
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su rotta 130° fino al punto D18 SRN DME, quindi virare a destra per intercettare e seguire RDL 131 SRN VOR diretti al punto PIKOT (D24 TZO DME)

PIKOT 6C
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on track 130° until D18 SRN DME, then turn right to join RDL 131 SRN VOR inbound to PIKOT point (D24 TZO DME).

MCA/MCL: INT RDL 050 LIN VOR, 1500FT; INT TR 130°/D18 SRN DME, 2500FT; RDL 131/D26 SRN VOR/DME, 4000FT; PIKOT, 6000FT

NOTE:
1. Gradiente di salita: tra LIN VOR ed INT TR 130°/D18 SRN DME 7.5% (456Ft/NM);
2. Per evitare aree sensibili in vicinanza dell'aerodromo, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: between LIN VOR and INT TR 130°/D18 SRN DME 7.5% (456Ft/NM);
2. In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

PIKOT 6B (A DISCREZIONE ATC, UTILIZZABILE SOLO IN CASO DI INDISPONIBILITA' DI SRN VOR)
Dopo il decollo continuare su rotta 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su rotta 130° fino ad intercettare e seguire RDL 103 LIN VOR fino al punto D12 LIN DME, quindi virare a destra per intercettare e seguire RDL 155 TZO VOR diretti al punto PIKOT (D24 TZO DME).

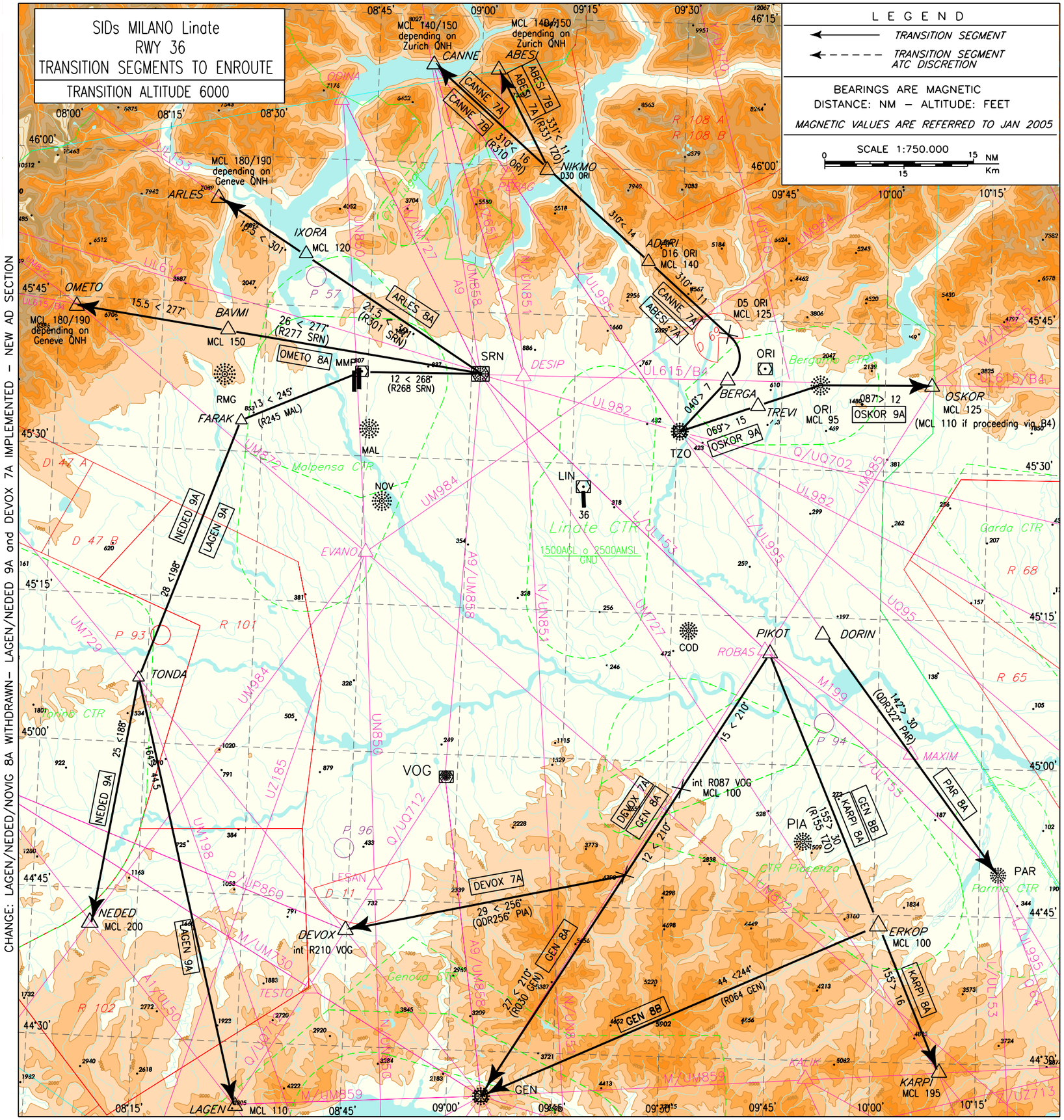
PIKOT 6B (ATC DISCRETION, TO BE USED ONLY IN CASE OF UNAVAILABILITY OF SRN VOR)
After take-off proceed on track 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR till point D12 LIN DME, then turn right to join RDL 155 TZO VOR inbound to PIKOT point (D24 TZO DME).

MCA/MCL: INT RDL 050 LIN VOR, 1500FT; INT TR 130°/RDL 097 LIN VOR, 2500FT; RDL 103/D12 LIN VOR/DME, 4000FT; PIKOT, 6000FT

NOTE:
1. Gradiente di salita: tra LIN VOR ed INT TR 130°/RDL 097 LIN VOR 7.5% (456Ft/NM);
2. Per evitare aree sensibili in vicinanza dell'aerodromo, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: between LIN VOR and INT TR 130°/RDL 097 LIN VOR 7.5% (456Ft/NM);
2. In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

CHANGE: LAGEN/NEDED/NOVIG 8A WITHDRAWN – LAGEN/NEDED 9A and DEVOX 7A IMPLEMENTED – NEW AD SECTION



DESCRIZIONE SID (ROTTE DI TRANSIZIONE)

RWY 36

OMETO 8A
Procedere via SRN VOR/L-BAVMI-OMETO.

ARLES 8A
Procedere via SRN VOR/L-IXORA-ARLES.

MCL: BAVMI, FL150; OMETO, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ABESI 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR/NDB per il punto ABESI (RDL331/41 NM TZO VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

OSKOR 9A
Procedere via TZO VOR/NDB-ORI L-OSKOR.

MCL: ORI L, FL95; OSKOR, FL125 (or FL110 if proceeding via AWY B4).

PAR 8A
Procedere via DORIN-PAR NDB.

KARPI 8A
Procedere via PIKOT-KARPI.

MCL: KARPI, FL195.

GEN 8A
Procedere via PIKOT-GEN VOR/NDB.

MCL: INT RDL030 GEN VOR/RDL087 VOG VOR, FL100.

DEVOX 7A
Sul punto PIKOT virare a destra su RDL030 GEN VOR (TR 210°) fino ad intercettare e seguire QDR 256° PIA NDB per il punto DEVOX (INT QDR256° PIA NDB/RDL210 VOG VOR).

MCL: INT RDL 030 GEN VOR/RDL 087 VOG VOR, FL100.

GEN 8B
Procedere via PIKOT-ERKOP-GEN VOR/NDB.

MCL: ERKOP, FL100.

LAGEN 9A
Procedere via SRN VOR/L-MMP VOR/DME-FARAK-TONDA-LAGEN.

MCL: LAGEN, FL110.

NEDED 9A
Procedere via SRN VOR/L-MMP VOR/DME-FARAK-TONDA-NEDED.

MCL: NEDED, FL200.

ABESI 7B
Procedere via NIKMO – ABESI.

MCL: ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

CANNE 7B
Procedere via NIKMO – CANNE.

MCL: CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

SID DESCRIPTION (TRANSITION ROUTES)

RWY 36

OMETO 8A
Proceed via SRN VOR/L-BAVMI-OMETO.

ARLES 8A
Proceed via SRN VOR/L-IXORA-ARLES.

ABESI 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until joining RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR/NDB to ABESI (RDL331/41 NM TZO VOR/DME).

CANNE 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until join RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

OSKOR 9A
Proceed via TZO VOR/NDB-ORI L-OSKOR.

PAR 8A
Proceed via DORIN-PAR NDB

KARPI 8A
Proceed via PIKOT-KARPI.

GEN 8A
Proceed via PIKOT-GEN VOR/NDB.

DEVOX 7A
Over point PIKOT turn right on RDL 030 GEN VOR (TR 210°) until joining QDR 256° PIA NDB inbound to point DEVOX (INT QDR256° PIA NDB/RDL210 VOG VOR).

GEN 8B
Proceed via PIKOT-ERKOP-GEN VOR/NDB.

LAGEN 9A
Proceed via SRN VOR/L-MMP VOR/DME-FARAK-TONDA-LAGEN.

NEDED 9A
Proceed via SRN VOR/L-MMP VOR/DME-FARAK-TONDA-NEDED.

ABESI 7B
Proceed via NIKMO – ABESI.

CANNE 7B
Proceed via NIKMO – CANNE.

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