

GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

Airport Information

RFF: CAT 8

Fuel: 0500-2100 \pm , other times 1HR PN before FLT.
Refuelling with PAX on board or during embarking/disembarking only with PPR and approved only on APN stands 102, 105, 203, 206, 302, 302 stop1, 303, 401-405, 405 stop1

PCN: RWY 10/28: 65/F/A/W/T

Operation

Preferential RWY: TKOF/LDG: RWY 28.

Low Visibility Procedures: LVP not AVBL.

When conditions are such, that all or part of manoeuvring area cannot be visually monitored or RVR is less or equal to 1500m :

- One ACFT is allowed at time on movement area;
- TWYs F,C,D, are not AVBL
- Follow-me AVBL O/R.

ARR ACFT:

- ACFT up to code letter C shall vacate RWY via TWY B.
- Code letter D, E, F ACFT shall vacate RWY via TWY E.
- Mandatory reports: report to TWR RWY vacated and reaching the stand.

DEP ACFT:

- ACFT up to code letter C shall enter RWY via TWY G.
- Code letter D, E, F ACFT shall enter RWY via TWY E.

RWY Restriction

RWY 10/28: Crosswindlimits as stated in the AFM shall be reduced by 30% for all conditions.

TWY Restriction

TWY A:

- AVBL up to code letter D ACFT, except between TWY E and F up to code letter C ACFT.
- turn to TWY C, TWY D and from/to TWY E not allowed.

TWY B:

- AVBL up to code letter D ACFT.

TWY C:

- AVBL up to code letter C ACFT.
- shall not be used to enter RWY.
- shall not be used to vacate RWY coming from RWY THR 10.
- turn to TWY A direction TWY B not allowed.

TWY D:

- AVBL up to code letter C ACFT.
- shall not be used to enter RWY.
- shall not be used to vacate RWY coming from RWY THR 10.
- turn to TWY A direction TWY B not allowed.

TWY E:

- AVBL up to code letter F ACFT.
- shall not be used code letter D, E, F ACFT to vacate RWY coming from RWY THR 28.
- turn to/from TWY A not allowed.

GENERAL

TWY F:

- AVBL up to code letter E ACFT.
- shall not be used to vacate RWY coming from RWY THR 28 by following type of ACFT B773, A345, A346.

TWY G:

- AVBL up to code letter C ACFT.

TWY AE:

- AVBL up to code letter F ACFT.

TWY AF, P:

- AVBL up to code letter E ACFT.

TWY A from B to E, B MAX wingspan 52m / 171ft.

TWY M from 202 to 208 MAX wingspan 65m / 213ft.

TWY M from 404 to 405 MAX wingspan 47.5m / 156ft.

TWY M from 405 to TWY G MAX wingspan 36m / 118ft.

TWY N from 101 to 13 MAX wingspan 72.84m / 239ft.

TWY N from 103 to 302 MAX wingspan 65m / 213ft.

TWY N from 302 to the end north bound MAX wingspan 36m / 118ft.

Taxi/Parking

Taxiing for ACFT with wingspan 52m - 64.99m / 171ft - 213ft on RWY and TWY E and F only.

Taxiing for ACFT with wingspan 65m - 72.84m / 213ft - 239ft on RWY and TWY E only.

Report ARR at stand before ENG shut down.

APU

Use of APU restricted to 5 min before scheduled DEP time to start ENG.

If GND PWR not AVBL up to 30min before scheduled DEP time and MAX 20min after ARR.

Engine Run-ups

Between 2200-0500 \pm and 1300-1500 \pm engine run-ups prohibited, except for ACFT to be immediately employed.

Only idle engine run-ups allowed at parking stands, authorized by AD operator.

Warnings

Winds exceeding 15KT from Northern sectors and 20KT from Southern sectors may generate turbulences or windshear and tail-wind components on THR RWY 10/28.

PAPI OPS penetrated by terrain beyond 8000m from THR RWY 10. PAPI unusable beyond 5NM GSE DME.

Visibility reduction may occur on short final RWY 28 due to industrial smoke.

TKOF RWY 28 and LDG RWY 10 not allowed during the transit of ships higher than 14m / 46ft AMSL or oil / gas tankers of any height in APCH area of RWY 10.

ABN NDB MAINT: 4th MON each month 0800-1100 \pm

GEN VOR/DME MAINT: 3rd THU each month 0930-1030 \pm

GEN NDB MAINT: 3rd THU each month 1400-1500 \pm

LIN VOR/DME MAINT: 3rd FRI each month 0830-1000 \pm

VOG VOR/DME MAINT: 4th TUE each month 0830-1130 \pm

VOG NDB MAINT: 3rd WED each month 1200-1400 \pm

GENERAL

ABN NDB

Limitations at 25NM:

200°-270° MRA 10000ft.

270°-035° MRA 14000ft.

LIN DVOR/DME

Limitations at 25NM

R110-R190 MRA 6000ft

R330-R110 MRA 8000ft

SES VOR

Limitations at 10NM:

R330-R350 MRA 10000ft

Limitations beyond 10NM:

R330-R350 unusable.

Limitations at 25NM:

R050-R100 MRA 12000ft

R230-R330 MRA 10000ft

R350-R050 MRA 17000ft

SES DME

R330-R130 usable for published PROC only.

Limitations at 10NM

R330-050 MRA 10000ft

Limitations beyond 10NM

R330-R050 unusable.

Limitations at 25NM

R050-R100 MRA 12000ft

R230-R330 MRA 10000ft

Birds in vicinity of AD

ARRIVAL**Speed**

At IAS 250KT at FL100 or below.

At IAS 210KT starting the turn to intercept the ILS/LOC or the appropriate VOR radial (in case of VOR or VOR/DME final APCH) or at a DIST of 12NM from RWY THR in case of straight-in APCH.

At IAS 180KT completing the intercepting turn or at a DIST of 9NM from RWY THR in case of straight-in APCH.

At IAS 160KT at a DIST of 5NM from RWY THR.

Communication**COM Failure**

In the event of radio failure, the radio aid is GEN VOR/DME. Inbound ACFT shall abide by the following:

- if they have not received any radar vectors and are following standard inbound routes, from GEN VOR/DME proceed to fix VARAP and adopt ICAO radio failure procedures.
- if they have received a radar vector which took them off the standard inbound routes, maintain latest LVL assigned if at or above 7000ft, or if below such LVL climb immediately to 7000ft and proceed to GEN VOR/DME, then proceed to fix VARAP, start the descent and adopt the ICAO radio failure.

In the event of radio failure and GEN VOR/DME unavailability or LOC GSE failure the radio aid designated to descent for LDG is SES VOR/DME. Inbound ACFT shall abide by the following:

- if they have not received any radar vectors and are following standard inbound routes, from SES VOR/DME they shall adopt the ICAO radio failure procedures.
- if they have received a radar which took them off the standard inbound routes, maintain the latest assigned LVL if at or above 6500ft, or if below such LVL climb immediately to 6500ft and proceed to SES VOR/DME, then adopt the ICAO radio failure procedure.

Note: During GEN VOR/DME unavailability, all radial values referred to GEN VOR shall be intended as bearings to GEN NDB of same value.

In Manoeuvring Area

Vacate RWY and stop on TWY A to wait for follow-me in order to be guided to stand.

Arrival Procedure**Arrival Note**

During GEN VOR unavailability, all radial values referred to GEN VOR for published STAR shall be intended as bearings referred to GEN NDB of same value.

During TZO VOR unavailability, all radial values referred to TZO VOR for published STAR shall be intended as bearings referred to TZO NDB of same value.

VFR Traffic Pattern: RWY 10 right-hand circuit.

Noise Abatement Procedure: See CRAR and in addition;

Between 2200-0500 \pm it is compulsory for landing ACFT to use full RWY length in order to reach parking area except for ACFT having a landing performance allowing a shorter run without use of reverse thrust.

Reverse: Do not use more than idle reverse if possible.

Non-standard GP Intercept Position on RWY 28

GP intercepts RWY 28 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2447m / 8028ft.

DEPARTURE**Take-off Minima**

RWY		28	
All ACFT	ft - m/km	c200 - 550R/550V	-
RWY		10	
All ACFT	ft - m/km	c200 - 550V	-

Communication**Com Failure in Manoeuvring Area**

Continue taxiing on the assigned route to CLR limit and wait for ARR of follow-me in order to be guided back to stand.

Departure Procedure**Start-up**

Request start-up on TWR 10min before ready to start engines.

Limitations on APN 100, 200, 300, 400:

- Departing ACFT shall receive signal "all clear" before requesting start-up CLR from TWR.
- Start-up will be provided only after ATC has received "ACFT ready" status by AD Operator
- Taxiing out of stands with Idle PWR only.

Departure Note

During GEN VOR unavailability, all radial values referred to GEN VOR for published SID shall be intended as bearings referred to GEN NDB of same value.

Visual DEP Procedure RWY 28

Due to cranes erected at North harbor RWY 28 following restrictions must be observed for visual DEPs if no SID is followed:

- No immediate LT
- MNM climb gradient 8% (486ft/NM) to 800ft. This MNM climb gradient shall be maintained under any circumstances.
- For TKOF RWY 28 it is recommended that PIC is able to see and avoid cranes for VIS DEPs.

De-icing

AVBL H24, 01 NOV - 31 MAR.

Warnings

To avoid jet blast, do not use more than idle thrust when taxiing out of self-maneuvring stands.

14-JUN-2018

GOA-LIMJ

2-10

Italy **Genoa** Sestri

AGC

AFC

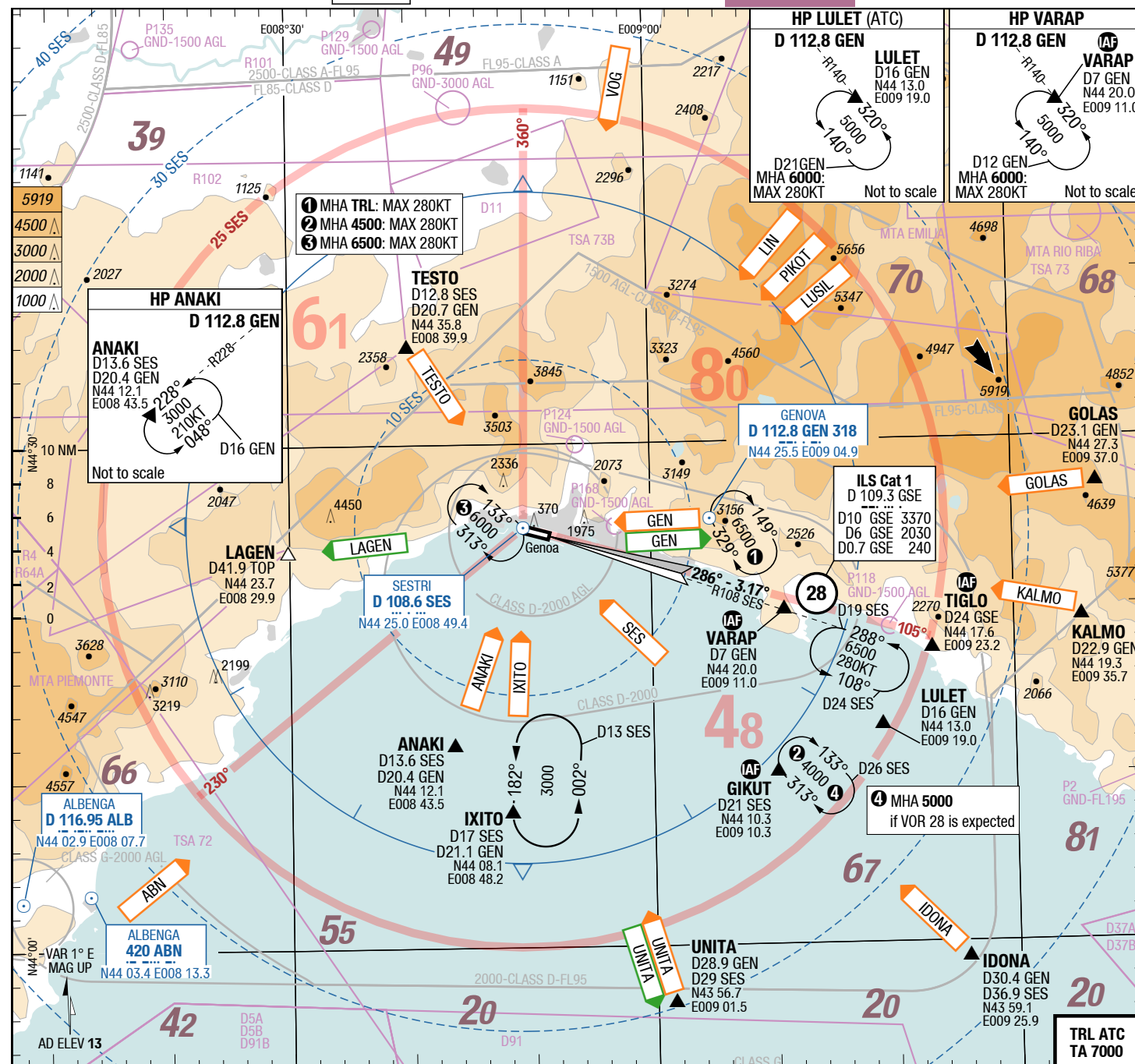
AFC

AFC

Sestri **Genoa** Italy

AGC

AFC



ATIS	122.825
Milan CTL	134.050
APP	119.600
	119.850
TWR	118.600

Landing RWY system:

10

83.3° ... 60 L
2916 x 45 — 30 L
83.3° ...

THR 9 (0hPa) / TDZ 9 (---%) 0.0%

60 HL 3.2° 8
30 HL 45 x 2755 161 420
3.2° 8
0.0% TDZ 12 (---) / THR 12 (OhPa) HL-S

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3-20

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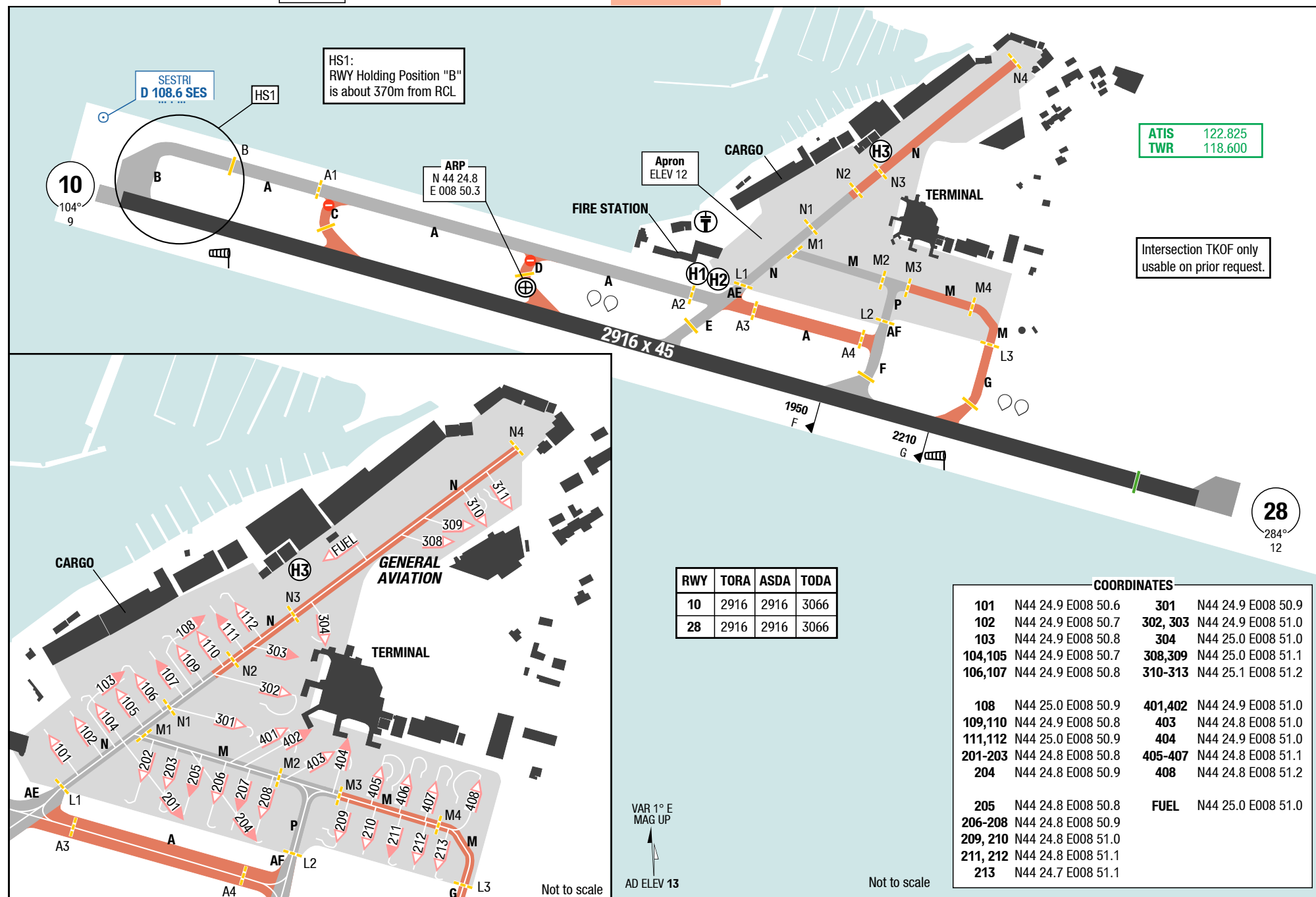
AGC

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Sestri Genoa Italy

AGC



Changes: Parkingstand, No entry

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14-JUN-2018

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Italy Genoa Sestri

LVC RVR Less than 1500m (Code D,E,F)

3-30

LVC RVR Less than 1500m (Code B,C)

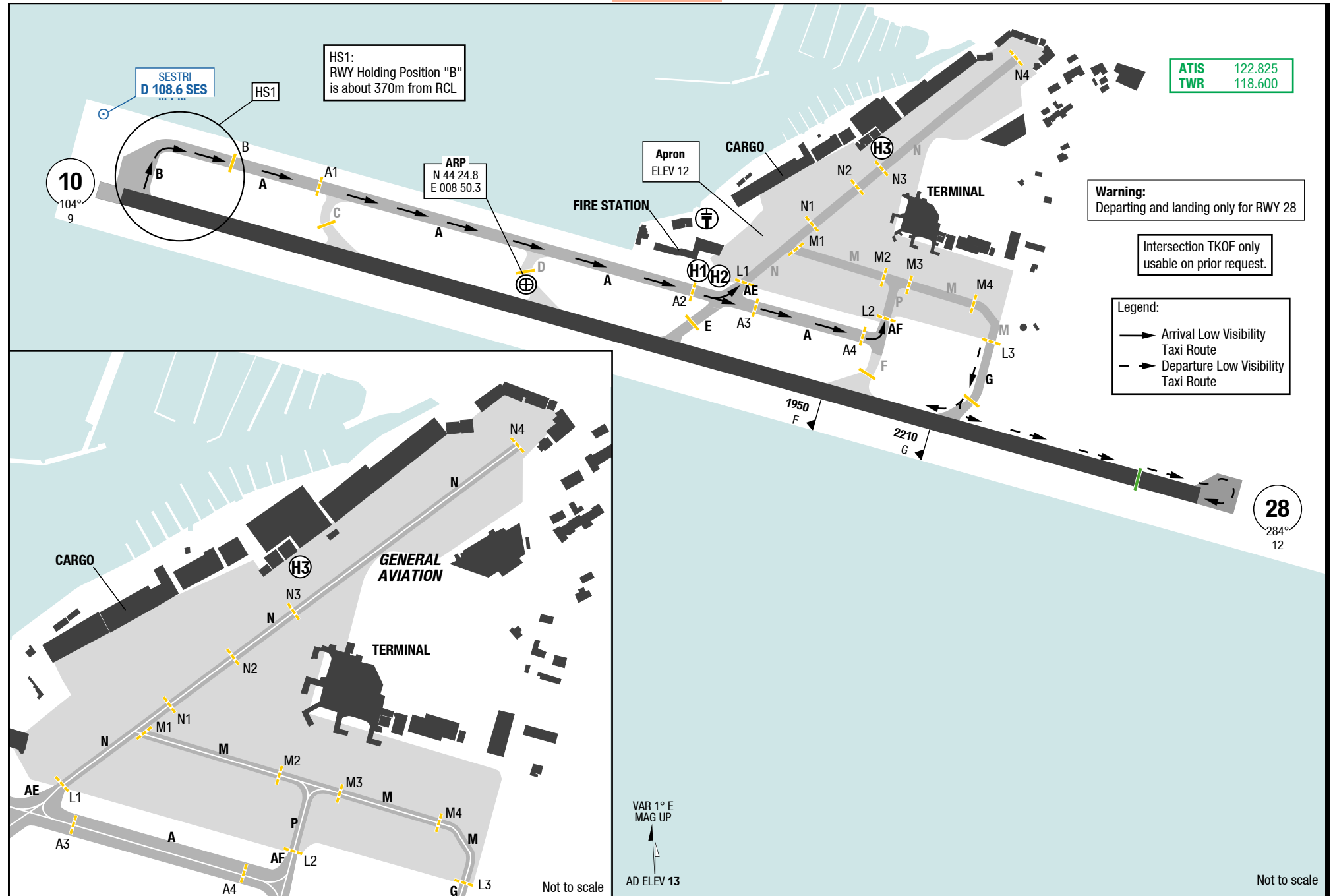
LVC

LVC

Sestri Genoa Italy

LVC RVR Less than 1500m (Code D,E,F)

LVC RVR Less than 1500m (Code B,C)



Changes: new

Effective 21-JUN-2018

14-JUN-2018

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Italy Genoa Sestri

LVC

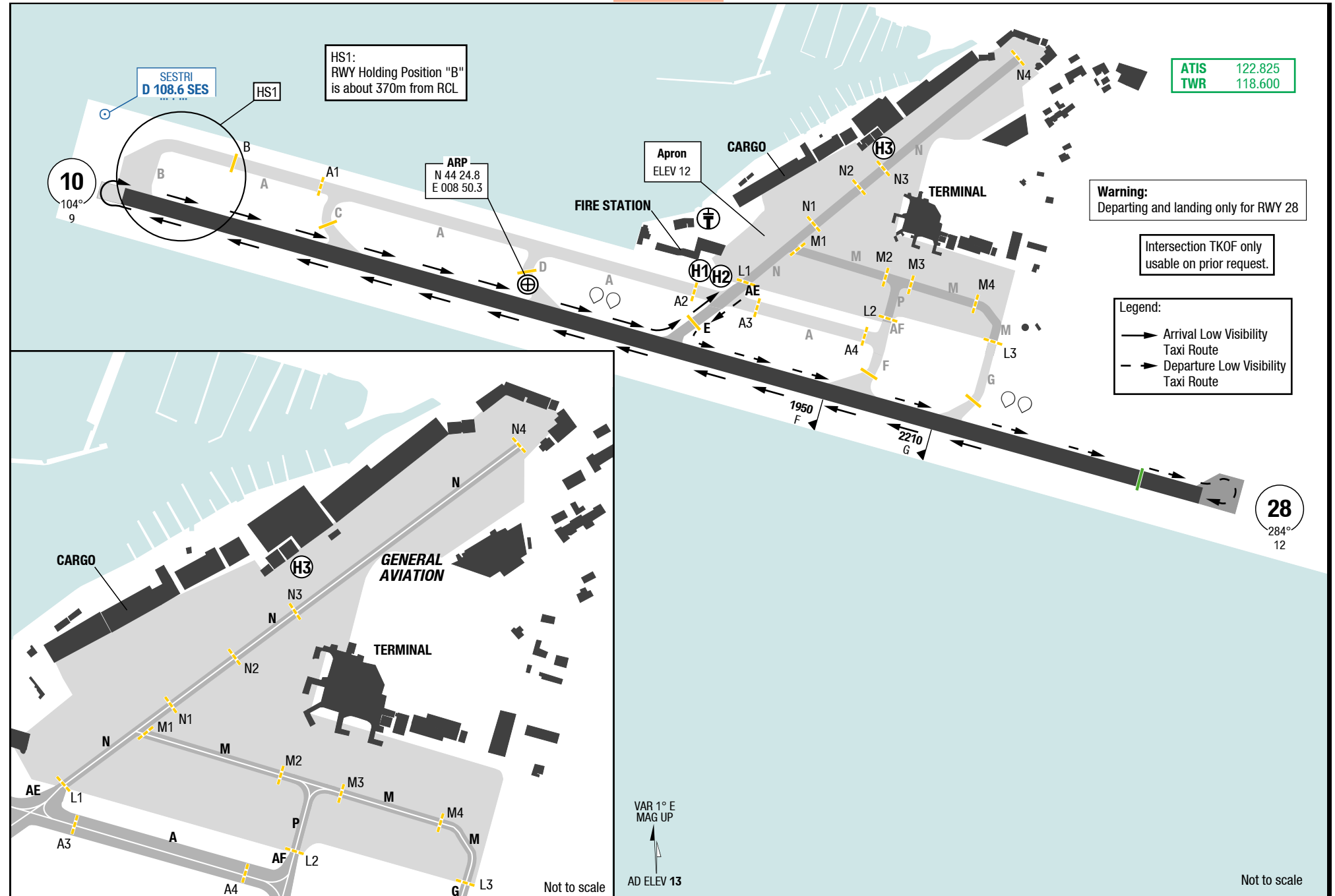
LVC

Sestri Genoa Italy

3-40

LVC RVR Less than 1500m (Code D,E,F)

LVC RVR Less than 1500m (Code D,E,F)



Changes: new

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14-JUN-2018

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3-50

AGC Code D ACFT ONLY

Italy Genoa Sestri

AGC Code E ACFT ONLY

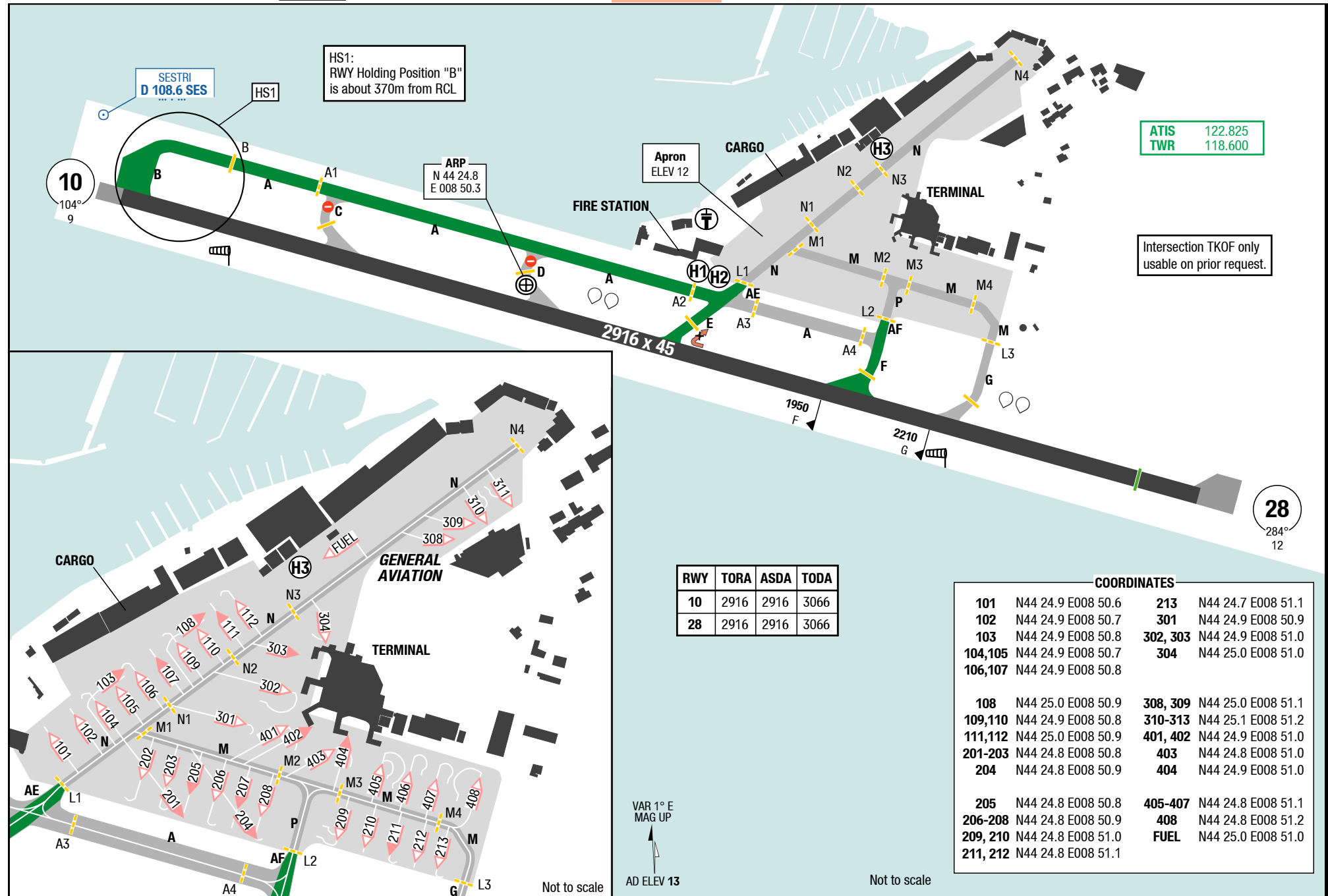
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AGC

Sestri Genoa Italy

AGC Code E ACFT ONLY

AGC Code D ACFT ONLY



Changes: new

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14-JUN-2018

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Italy Genoa Sestri

AGC

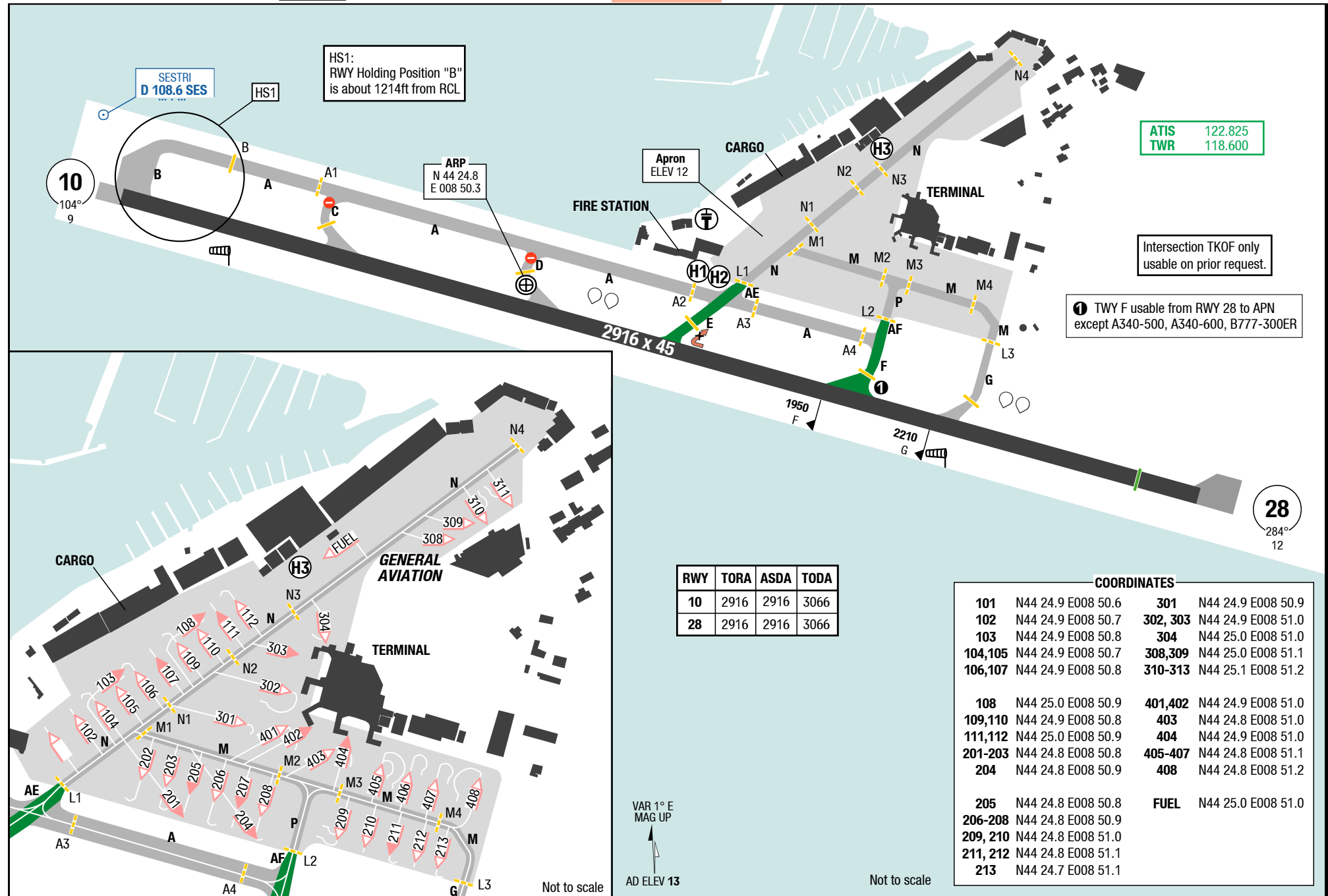
AGC

Sestri Genoa Italy

AGC Code E ACFT ONLY

3-60

AGC Code E ACFT ONLY



Changes: new

Effective 21-JUN-2018

14-JUN-2018

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Italy Genoa Sestri

NIL

AGC

AGC

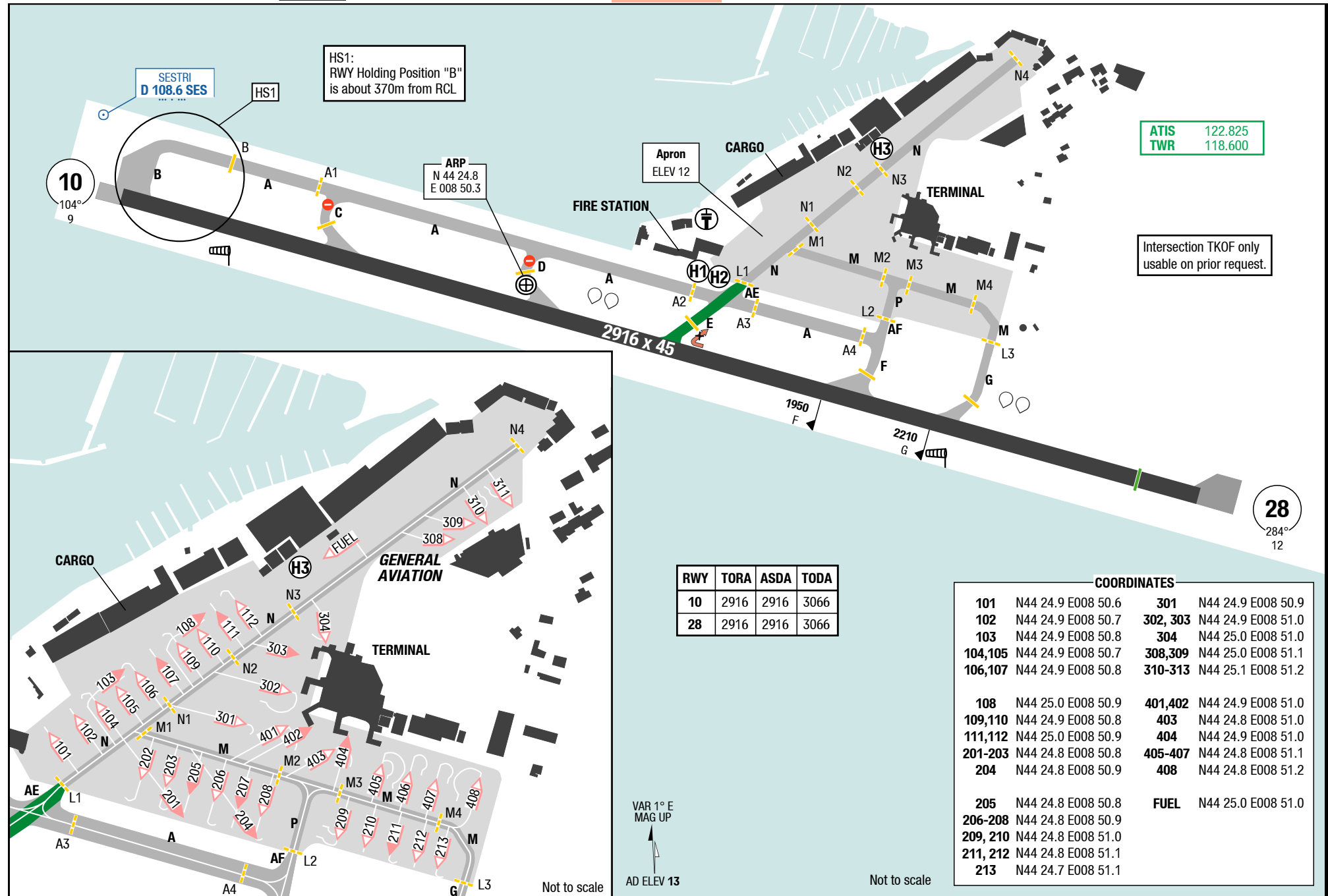
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NIL

AGC Code F AN124-100 / B747-8F ACFT ONLY

3-70

AGC Code F AN124-100 / B747-8F ACFT ONLY



Changes: new

14-JUN-2018
GOA-LIMJ

4-10

Italy Genoa Sestri

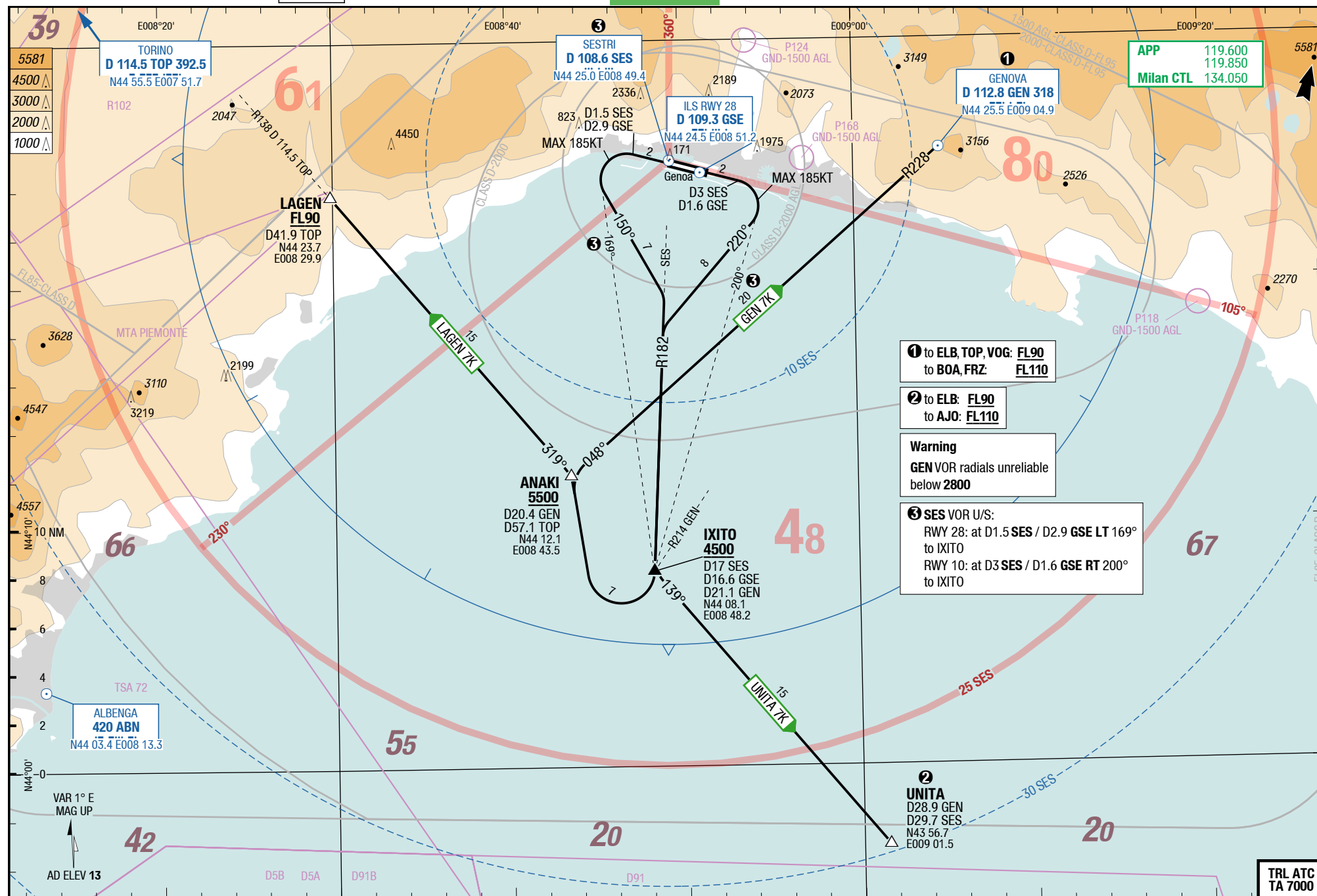

SIDs

SID

SID

Sestri Genoa Italy


SIDs



Changes: ASP, DIST, SUAs, OBST

GENOVA 7K / LAGEN 7K / UNITA 7K

RWYs 10 (104°) / 28 (284°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
GENOVA 7K GEN 7K 8.0% to 800 119.600 ①	at D3 SES / D1.6 GSE RT (MAX 185KT) 220° - intercept R182 SES to IXITO - RT direct ANAKI - R228 GEN/QDM 048 GEN to GEN In case of SES VOR failure at D3 SES / D1.6 GSE RT 200° to IXITO - RT direct ANAKI - R228 GEN/QDM 048 GEN to GEN	IXITO MNM 4500 ANAKI MNM 5500 GEN MNM FL90 if proceeding ELB, TOP or VOG GEN MNM FL110 if proceeding BOA, FRZ
LAGEN 7K 8.0% to 800 119.600 ②	at D3 SES / D1.6 GSE RT (MAX 185KT) 220° - intercept R182 SES to IXITO - RT direct ANAKI - 319° to LAGEN In case of SES VOR failure at D3 SES / D1.6 GSE RT 200° to IXITO - RT direct ANAKI - 319° to LAGEN	IXITO MNM 4500 ANAKI MNM 5500 LAGEN MNM FL90
UNITA 7K 8.0% to 200 119.600	at D3 SES / D1.6 GSE RT (MAX 185KT) 220° - intercept R182 SES to IXITO - 139° to UNITA In case of SES VOR failure at D3 SES / D1.6 GSE RT 200° to IXITO - 139° to UNITA	IXITO MNM 4500 UNITA MNM FL90 if proceeding ELB UNITA MNM FL110 if proceeding AJO
	Runway 28	
GENOVA 7K GEN 7K 8.0% to 800 119.600 ①	at D1.5 SES / D2.9 GSE LT (MAX 185KT) 150° - intercept R182 SES to IXITO - RT direct ANAKI - R228 GEN/QDM 048 GEN to GEN In case of SES VOR failure at D1.5 SES / D2.9 GSE LT 169° to IXITO - RT direct ANAKI - R228 GEN/QDM 048 GEN to GEN	IXITO MNM 4500 ANAKI MNM 5500 GEN MNM FL90 if proceeding ELB, TOP or VOG GEN MNM FL110 if proceeding BOA, FRZ

① Left turn intercepting R228 GEN/QDM 048 GEN to GEN may also be executed before IXITO, provided that Genova APP has been advised, appropriate clearance has been received and the ACFT has already crossed 5500ft climbing.

② Right turn towards ANAKI may also be executed before IXITO, provided that Genova APP has been advised, appropriate clearance has been received and the ACFT has already crossed 4500ft climbing.

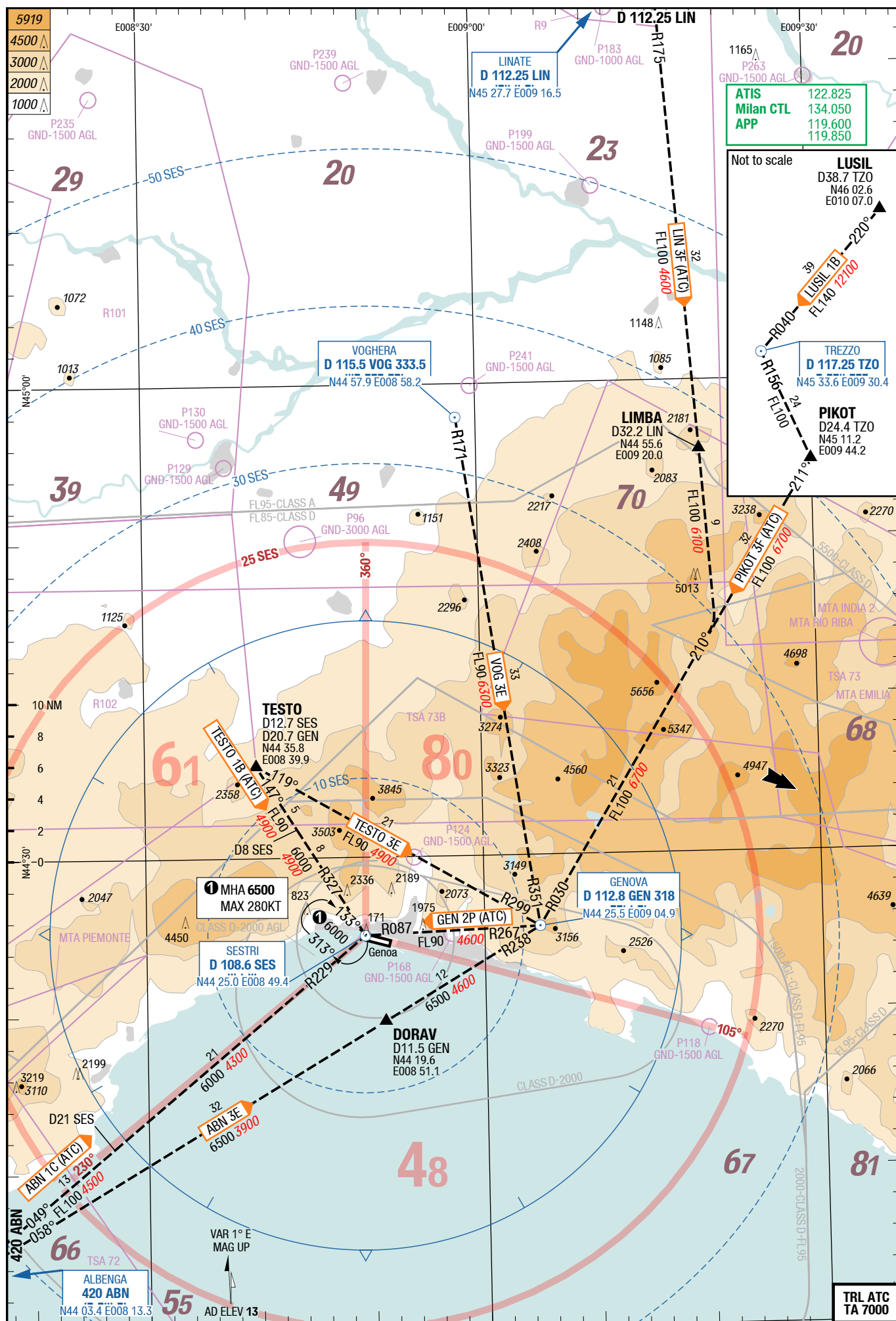
LAGEN 7K / UNITA 7K

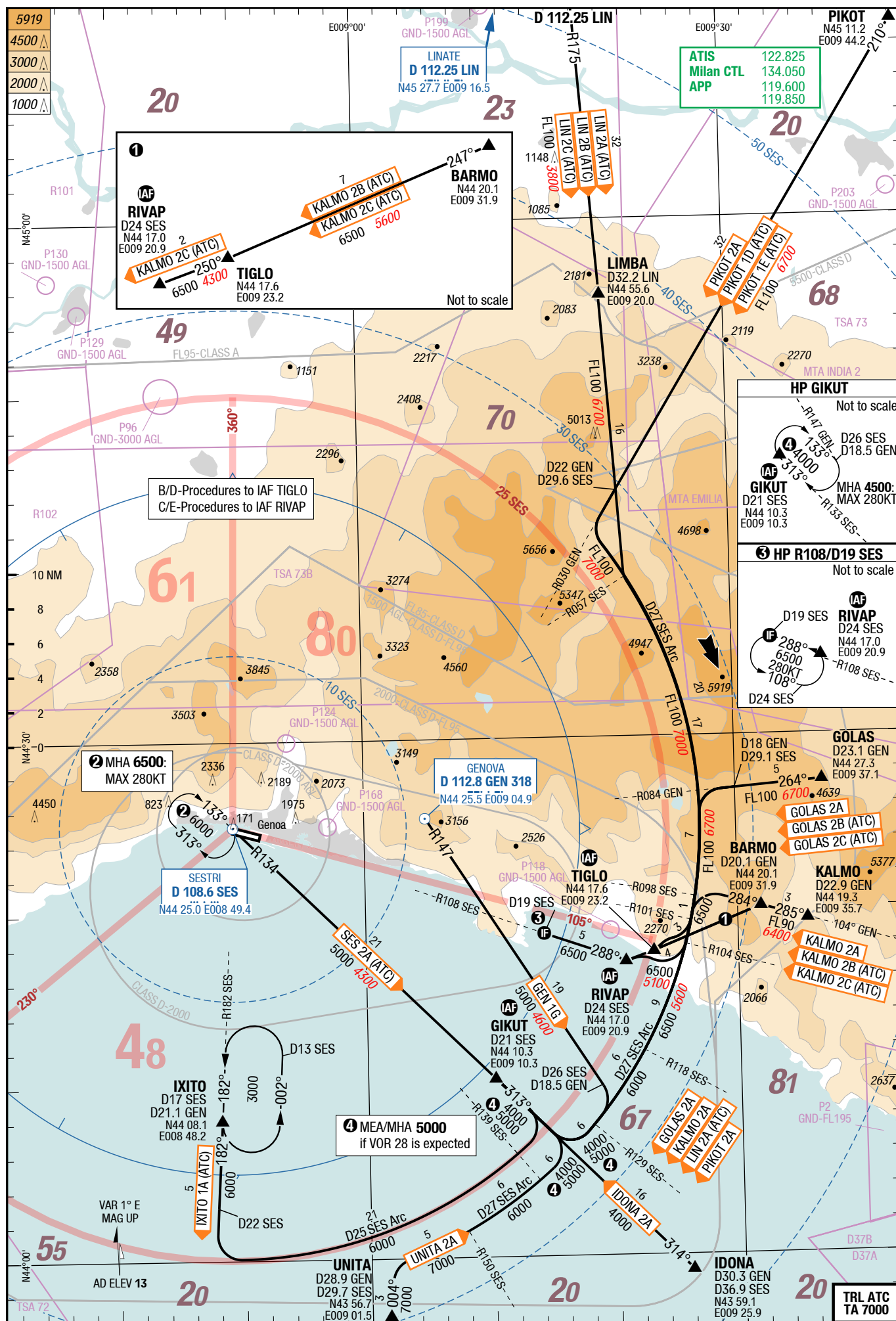
RWY 28 (284°)

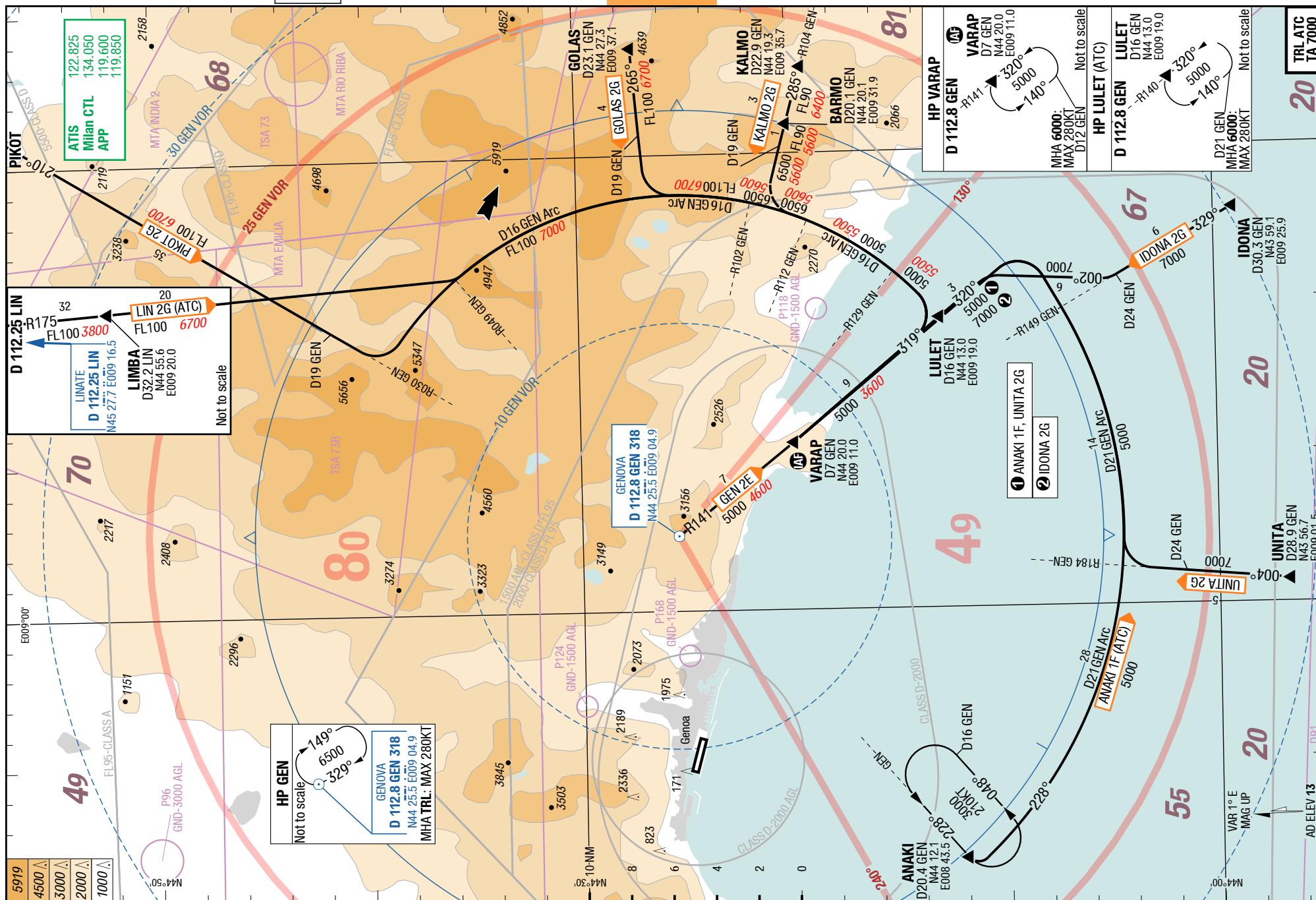
	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
LAGEN 7K 8.0% to 800 119.600 ①	at D1.5 SES / D2.9 GSE LT (MAX 185KT) 150° - intercept R182 SES to IXITO - RT direct ANAKI - 319° to LAGEN In case of SES VOR failure at D1.5 SES / D2.9 GSE LT 169° to IXITO - RT direct ANAKI - 319° to LAGEN	IXITO MNM 4500 ANAKI MNM 5500 LAGEN MNM FL90
UNITA 7K 8.0% to 800 119.600	at D1.5 SES / D2.9 GSE LT (MAX 185KT) 150° - intercept R182 SES to IXITO - LT 139° to UNITA In case of SES VOR failure at D1.5 SES / D2.9 GSE LT 169° to IXITO - LT 139° to UNITA	IXITO MNM 4500 UNITA MNM FL90 if proceeding ELB UNITA MNM FL110 if proceeding AJO

① Right turn towards ANAKI may also be executed before IXITO, provided that Genova APP has been advised, appropriate clearance has been received and the ACFT has already crossed 4500ft climbing.







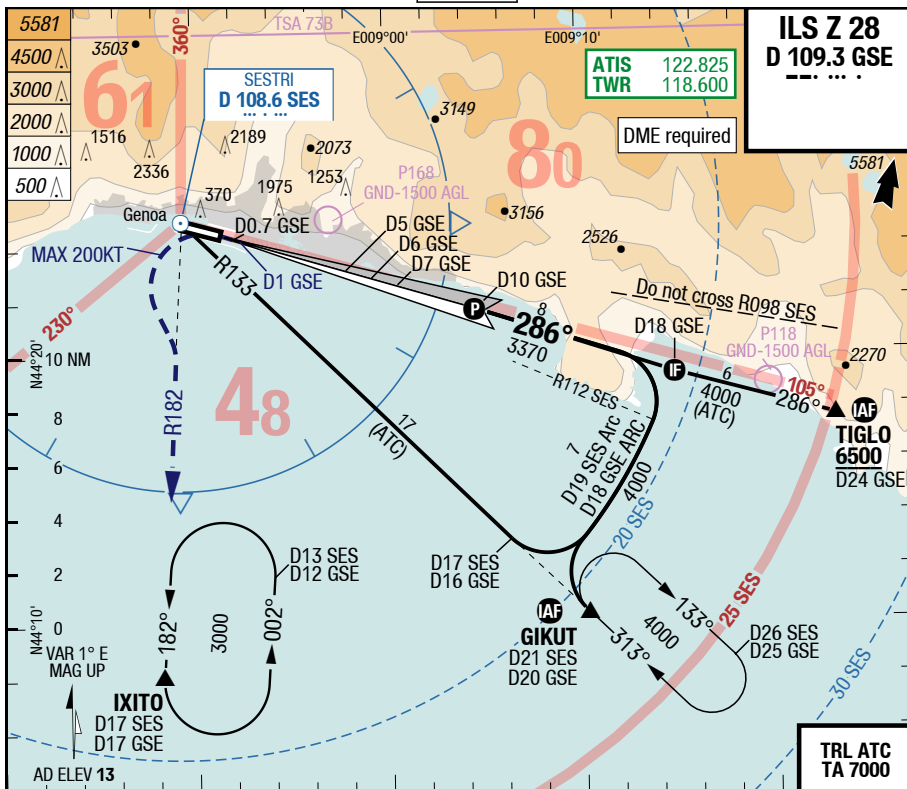
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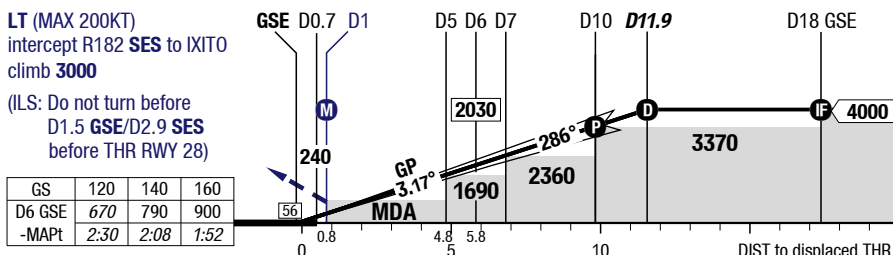
IAC

7-10

ILS Z 28



60 HL	3.2°	8	4	8	9	10	11.9	LOC 3.17°
30 HL	45 x 2755	161	1360	2700	3030	3370	4000	D GSE 286°
0.0%	TDZ 12 (---%) / THR 12 (OhPa)	HL-S						RWY 284°

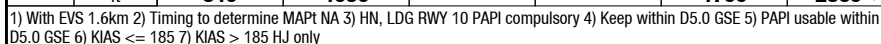


28		Cat 1 DME	LOC DME	Circling		Circling
		1)	2)	S of RWY only		S of RWY only
				3) 4) 5) 6)		3) 4)
C	ft - m/km	790 - 2.4	1040 - 2.4			1350 - 2.4V
	ft	800	1050			1360
D	ft - m/km	800 - 2.4	1040 - 2.4			2850 - 3.6V
	ft	810	1050			2860 7)

1) With EVS 1.6km 2) Timing to determine MAPt NA 3) HN, LDG RWY 10 PAPI compulsory 4) PAPI usable within D4.0 SES 5) Keep within D4.0 SES 6) KIAS <= 185 7) KIAS > 185 HJ only

Changes: APL, SUAS, OBST

ILS Y 28



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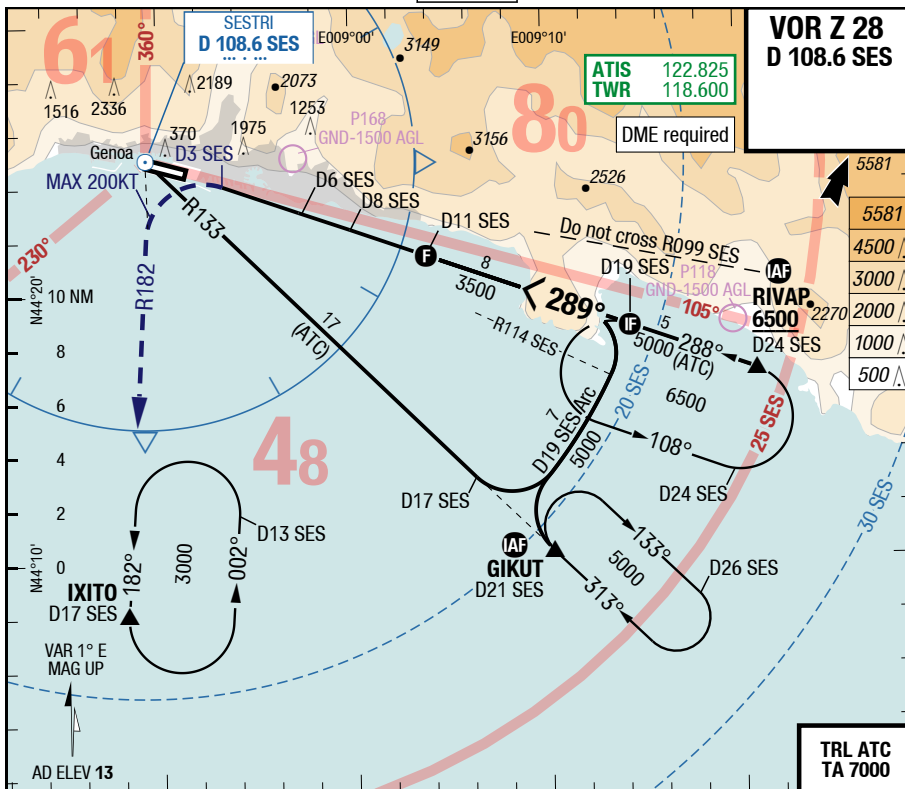
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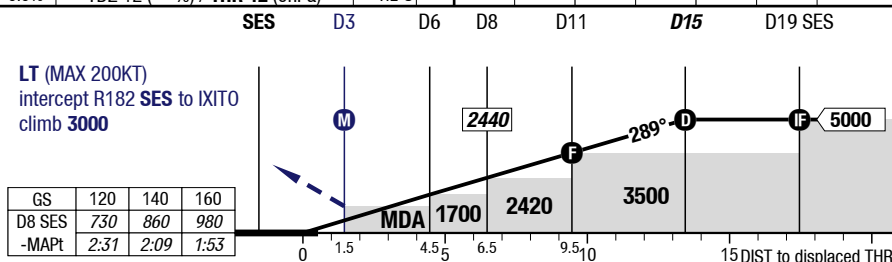
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7-30

VOR Z 28



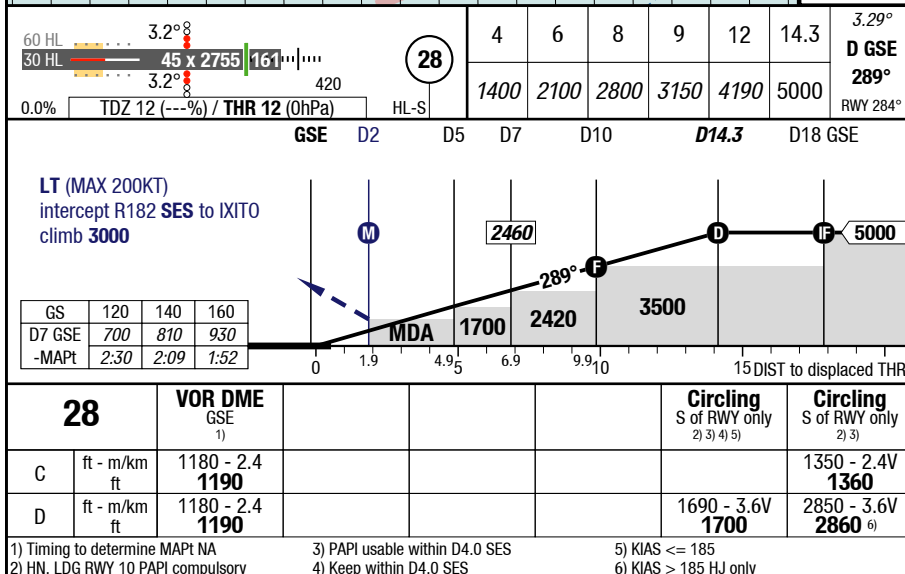
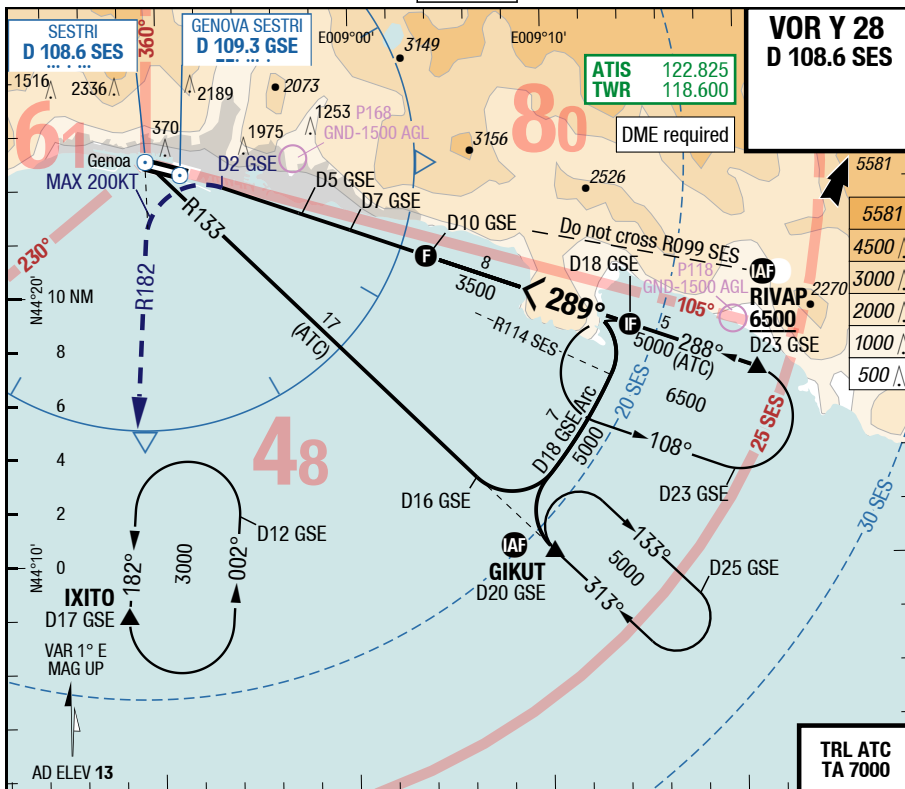
60 HL	3.2°	8	5	7	9	10	13	15	3.46°
30 HL	45 x 2755	161	1330	2070	2800	3170	4270	5000	D SES
0.0%	TDZ 12 (---%) / THR 12 (OhPa)	HL-S							289°
									RWY 284°



28	VOR DME								
	1)								
C	ft - m/km ft	1180 - 2.4 1190							1350 - 2.4V 1360
D	ft - m/km ft	1180 - 2.4 1190							1690 - 3.6V 1700

1) Timing to determine MAPt NA
2) HN, LDG RWY 10 PAPI compulsory
3) PAPI usable within D4.0 SES
4) Keep within D4.0 SES
5) KIAS <= 185
6) KIAS > 185 HJ only

Changes: APL, SUAS, OBST



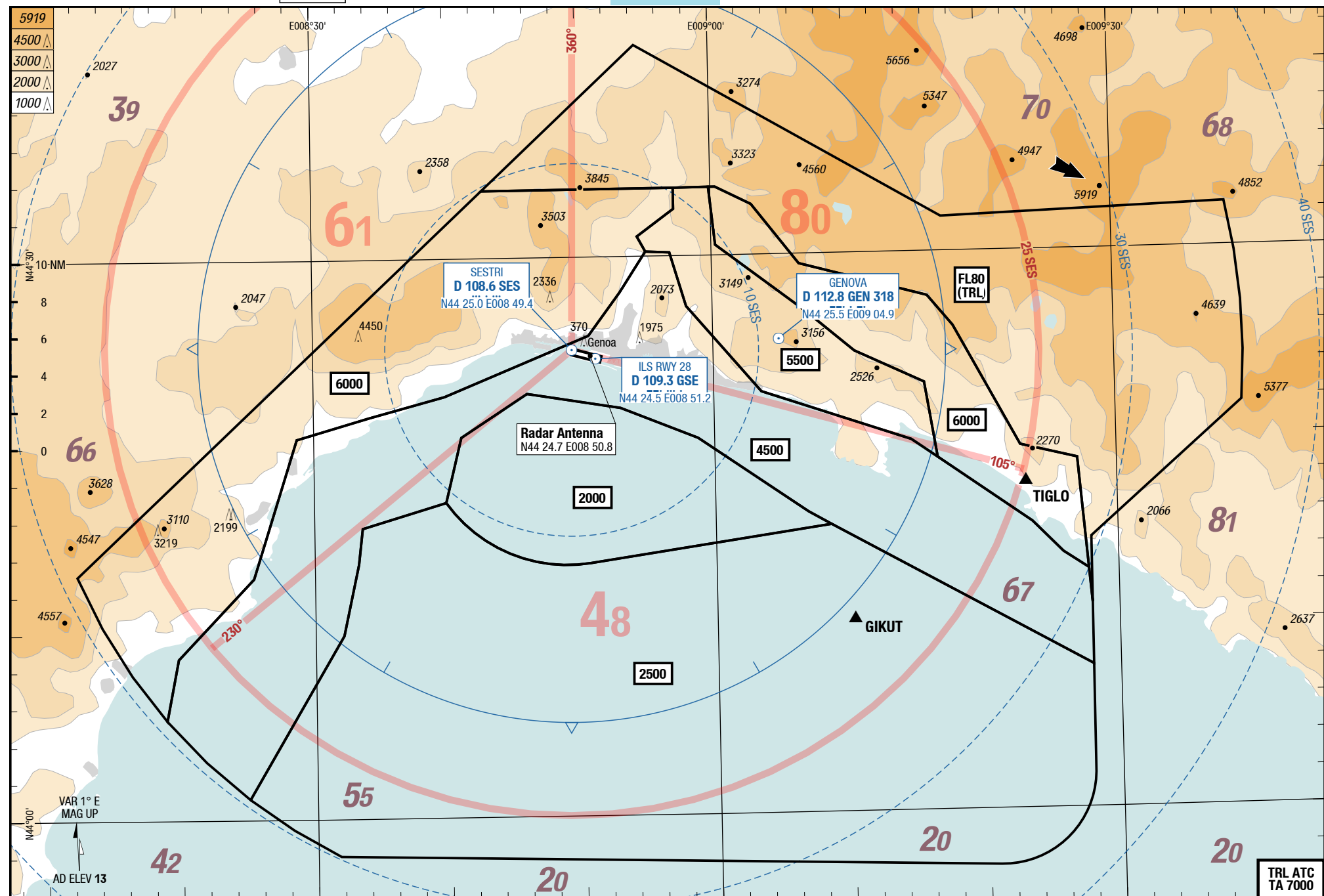
GOA-LIMJ

NIL
MRC

MRC

MRC

NIL
MRC



Changes: WPT GIKUT, TIGLO, OBST, TOPO

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