GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8
Fuel: 0500-2100‡, other times O/R with 2HR PN
Refuelling with PAX on board or during embarking/disembarking only on stands 1-3, 5, 6, 9, 11, 12, 14-16, 20, 21, 23, 24, 26, 28.
PCN: RWY 14/32: 102/F/A/X/T

Operation

Low Visibility Procdure

LVP in force when RVR 550m or below and/or when cloud base height is below 200ft.
No OPS allowed when RVR below 400m.

When RVR at or below 1000m and/or in reduced visibility conditions:
- Only one ACFT movement allowed at a time.
- ARR RWY 32: Vacate RWY via TWY AA.
- DEP RWY 32: Enter RWY via TWY F coming from Main APN/General Aviation APN.
- Report to TWR when: reaching the RHP
  RWY is vacated
  reaching the stand.

TWY Restrictions

TWY L width 17m / 56ft.
TWY M width 15m / 49ft.

TWY D AVBL for RWY exit only. Day and night signal provided.

Taxilane V MAX wingspan 11m / 36ft.

Code letter E and F ACFT are prohibited to use TWY A, except at HLDG PSN AA, during any TKOF/LDG operations.

Taxilane T:
- from TWY G "END OF APRON" marking to intersection Taxilane U (included) MAX wingspan restricted to code D.
- from intersection Taxilane U (excluded) to "END OF APRON" marking (beginning of TWY K) MAX wingspan restricted to code C.

Taxi/Parking

Follow-me AVBL O/R.
Follow-me mandatory when taxiing on APN:
- TWY T for code letter D ACFT.
- TWY S and TWY U for code letter D and E ACFT.
- TWY H for code letter F ACFT.

Enter Main APN through TL S or U and TWY T.

Exit Main APN through TL S or U and TWY A and T.

Visual docking guidance system AVBL at stands 1, 5, 7, 8, 11, 25, 27. Other stands: marshaller mandatory.

GENERAL

APU
Use of APU allowed 5min before EOBT only for ENG start-up.
If GPU not AVBL, APU can be started up to 60min before EOBT and switched off 20min after ARR.

Engine Run-up Areas
2200-0500‡ and 1300-1500‡: ENG test prohibited except for immediate use.
Perform ENG run-ups on parking area prohibited.
During ENG run-up, position ACFT against wind.
Moving ACFT to/from ENG run-ups areas by towing only.

Warnings

CAG VOR/DME limitations at 25NM**:**
R015-R110 MRA 12000ft
R165-R275 MRA 12000ft
R275-R315 MRA 8000ft
R315-R360 MRA 5500ft
R360-R015 MRA 7000ft

CAG VOR MAINT**:** 1st WED of JAN, MAR, MAY, JUL, SEP and NOV 0900-1100‡.

CAG DME MAINT**:** 1st WED of each month 0900-1100‡.

CAL NDB MAINT**:** 1st MON of MAR, JUN, SEP and DEC 0900-1100‡.

CAR VOR/DME: MAINT: 2nd THU of each month 0830-1000‡.

CAR NDB MAINT**:** 2nd WED of each month 0900-1100‡.

DEC NDB MAINT**:** Every FRI 0900-1000‡.

LOC RWY 32: Limitations beyond 17NM MRA 4000ft.

Exercise caution due to working personell on movement areas.

Stray dogs may occur on the RWY.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern: RWY 32 right-hand circuit.

Noise Abatement Procedure: See CRAR and in addition;
2200-0500‡: It is mandatory for LDG ACFT to use the entire RWY to taxi to APN or parking area except for ACFT having LDG performance allowing a shorter run without use of reverse thrust.

Reverse: Do not use more than idle reverse, except for safety reasons.

Non-standard GP intercept position on RWY 32
GP intercepts RWY 32 at *332m / 1088ft* after landing threshold.
Remaining DIST beyond GP is *2472m / 8111ft*.

ARRIVAL

Communication

COM Failure
Radio aid designated to descend for LDG is CAR NDB/VOR.
If no radar vetors received: ICAO
If radar vectors received and ACFT off STAR: maintain last assigned FL (or climb to 6000ft if below) and proceed to CAR VOR/NDB.

In Manoeuvring Area
Vacate RWY and the ILS sensitive area via the appropriate TWY and wait on its first segment for the arrival of follow-me in order to be guided to stand.

DEPARTURE

Take-off Minima

RWY		14/32	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

COM Failure
If radar vectors received and ACFT off previously specified route, return to this route on the shortest way and comply with ICAO.

COM Failure in Manoeuvring Area
Continue strictly on the assigned taxi route to the clearance limit and wait for follow-me in order to be guided to stand.

Departure Procedure

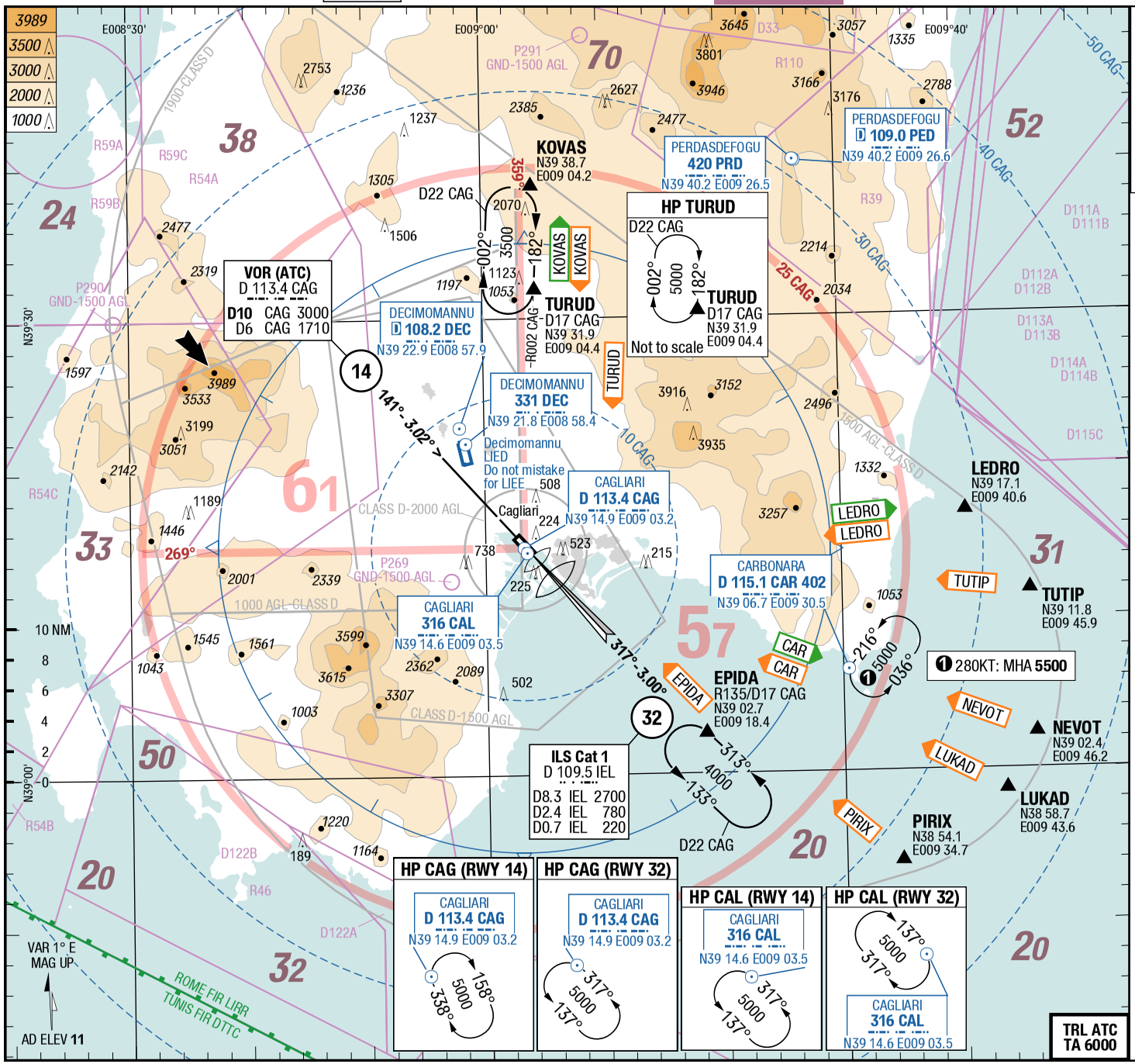
Start-up/Push-back
Push-back stands: Contact ramp agent to be sure that APN OPS have been completed and the area for push-back is free and safe. TWR will approve push-back and towing OPS on taxilane under ramp agent responsibility and only upon request and receipt of start-up CLR.

Start-up/Push-back
Push-back stands: Contact ramp agent to be sure that APN OPS have been completed and the area for push-back is free and safe. TWR will approve push-back and towing OPS on taxilane under ramp agent responsibility and only upon request and receipt of start-up CLR.

Before requesting start-up CLR to TWR/GND, DEP ACFT shall receive the signal "all clear" form GND staff.

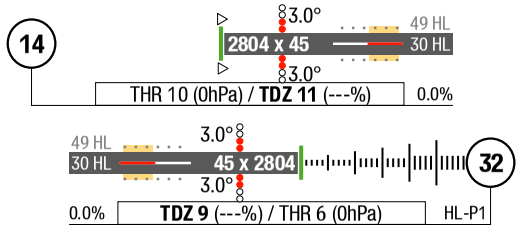
Noise Abatement Procedure
RWY 32: Use ICAO Standard NADP1.

Multiple line-ups
- during daylight hours
- VIS equal or more than 5km / 2.6NM and cloud base 1000ft or more
- RWY 32: Intersections F and E
- RWY 14: Intersections AA, B and/or C
- read-back shall contain RWY, intermediate TKOF designator and the number in the DEP sequence.

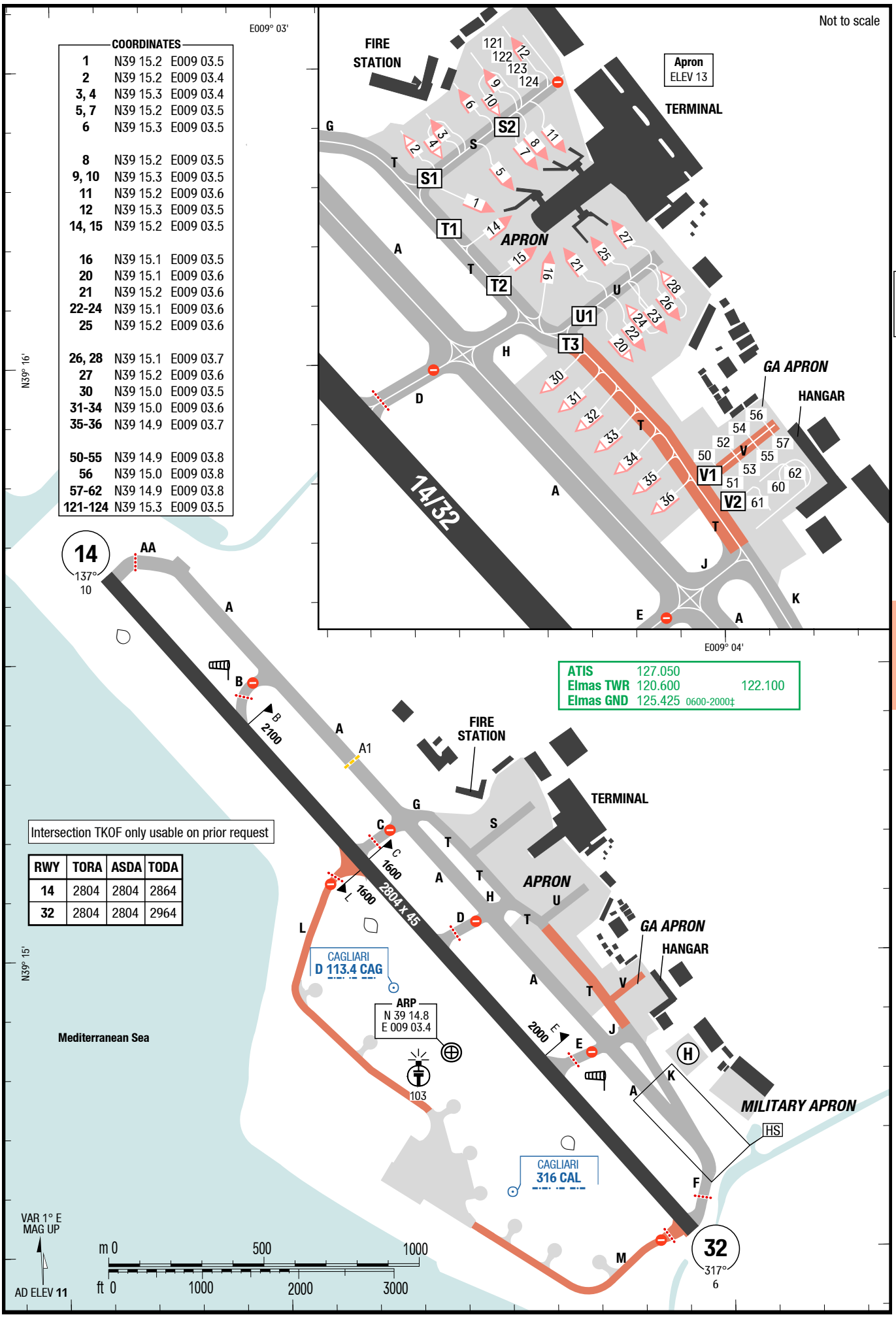


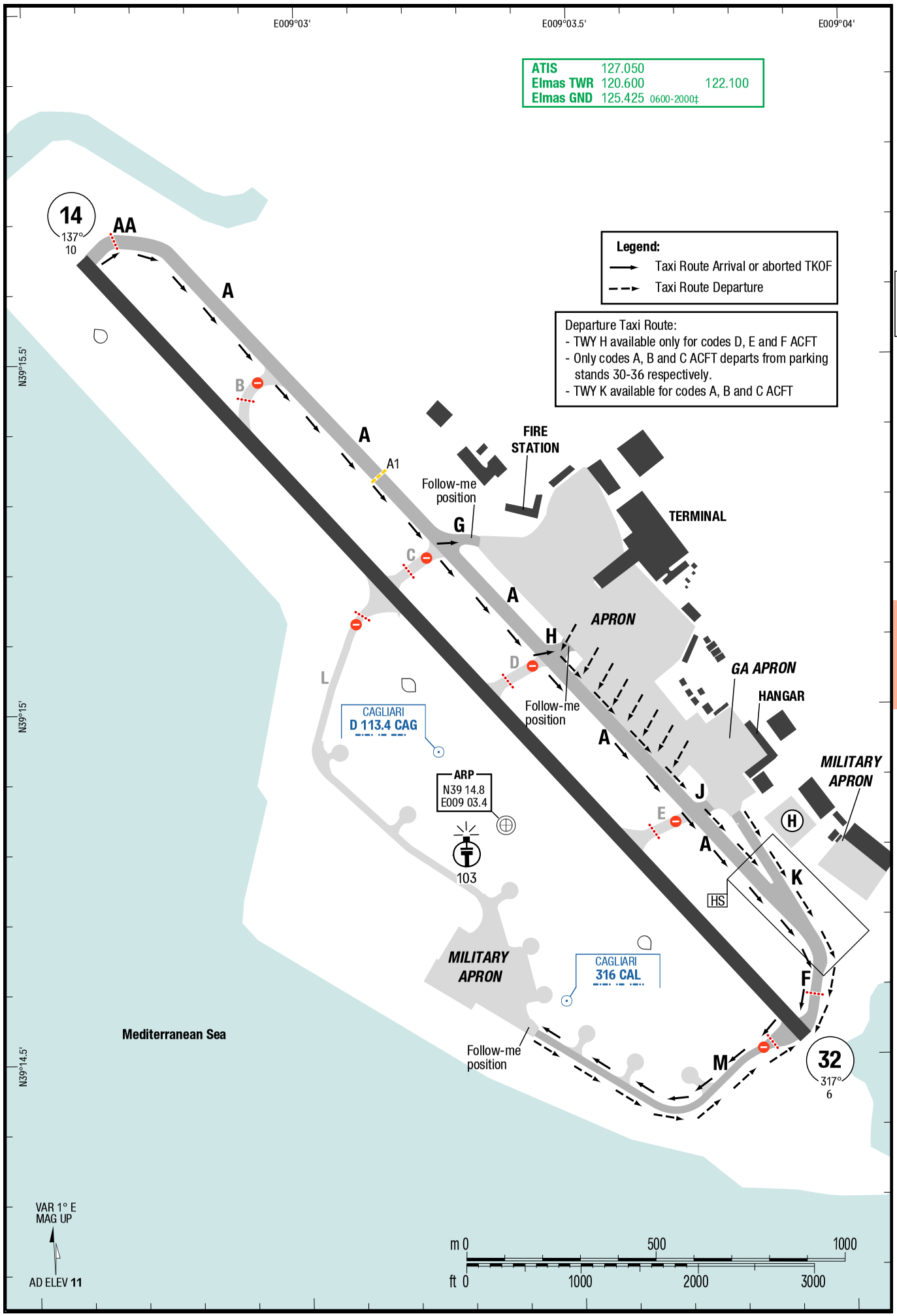
ATIS		127.050
RAD	118.750	118.400 ATC
APP	118.750	118.400 ATC
Roma ACC		127.125 135.700
Elmas TWR		120.600 122.100
Elmas GND		125.425 0600-2000‡

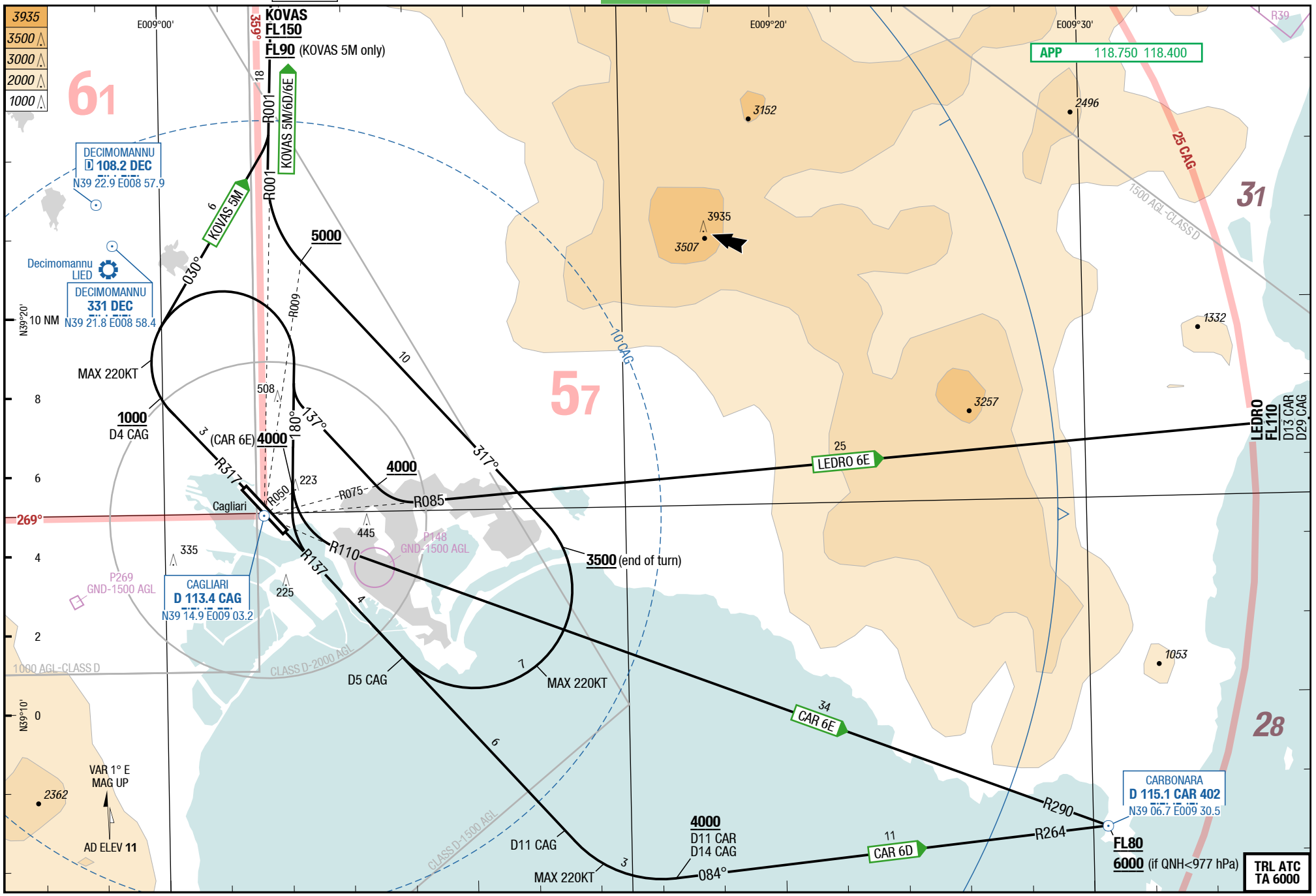
Landing RWY system:



Changes: HLDG, OBST


COORDINATES
1 N39 15.2 E009 03.5
2 N39 15.2 E009 03.4
3, 4 N39 15.3 E009 03.4
5, 7 N39 15.2 E009 03.5
6 N39 15.3 E009 03.5
8 N39 15.2 E009 03.5
9, 10 N39 15.3 E009 03.5
11 N39 15.2 E009 03.6
12 N39 15.3 E009 03.5
14, 15 N39 15.2 E009 03.5
16 N39 15.1 E009 03.5
20 N39 15.1 E009 03.6
21 N39 15.2 E009 03.6
22-24 N39 15.1 E009 03.6
25 N39 15.2 E009 03.6
26, 28 N39 15.1 E009 03.7
27 N39 15.2 E009 03.6
30 N39 15.0 E009 03.5
31-34 N39 15.0 E009 03.6
35-36 N39 14.9 E009 03.7
50-55 N39 14.9 E009 03.8
56 N39 15.0 E009 03.8
57-62 N39 14.9 E009 03.8
121-124 N39 15.3 E009 03.5
E009° 03'
N39° 16'
N39° 15'
Not to scale
FIRE STATION
Apron
ELEV 13
TERMINAL
APRON
GA APRON
HANGAR
MILITARY APRON
14/32
14
137°
10
32
317°
6
AA
A1
B
2100
C
1600
L
2804 x 45
E
2000
M
HS
ATIS 127.050
Elmas TWR 120.600 122.100
Elmas GND 125.425 0600-2000‡
Intersection TKOF only usable on prior request
RWY TORA ASDA TODA
14 2804 2804 2864
32 2804 2804 2964
CAGLIARI
D 113.4 CAG
ARP
N 39 14.8
E 009 03.4
103
CAGLIARI
316 CAL
Mediterranean Sea
VAR 1° E
MAG UP
AD ELEV 11
m 0 500 1000
ft 0 1000 2000 3000


E009°03'
E009°03.5'
E009°04'
N39°15.5'
N39°15'
N39°14.5'
ATIS 127.050
Elmas TWR 120.600 122.100
Elmas GND 125.425 0600-2000‡
14
137°
10
AA
A
B
A
A1
Follow-me position
G
C
FIRE STATION
TERMINAL
A
APRON
H
D
L
Follow-me position
GA APRON
HANGAR
CAGLIARI
D 113.4 CAG
ARP
N39 14.8
E009 03.4
103
A
MILITARY APRON
J
E
A
H
K
HS
MILITARY APRON
CAGLIARI
316 CAL
F
Follow-me position
M
32
317°
6
Mediterranean Sea
Legend:
Taxi Route Arrival or aborted TKOF
Taxi Route Departure
Departure Taxi Route:
- TWY H available only for codes D, E and F ACFT
- Only codes A, B and C ACFT departs from parking stands 30-36 respectively.
- TWY K available for codes A, B and C ACFT
VAR 1° E
MAG UP
AD ELEV 11
m 0 500 1000
ft 0 1000 2000 3000



Changes: chart layout, OBST

16-JUL-2015

CAG-LIEE

Italy **Cagliari** Elmas

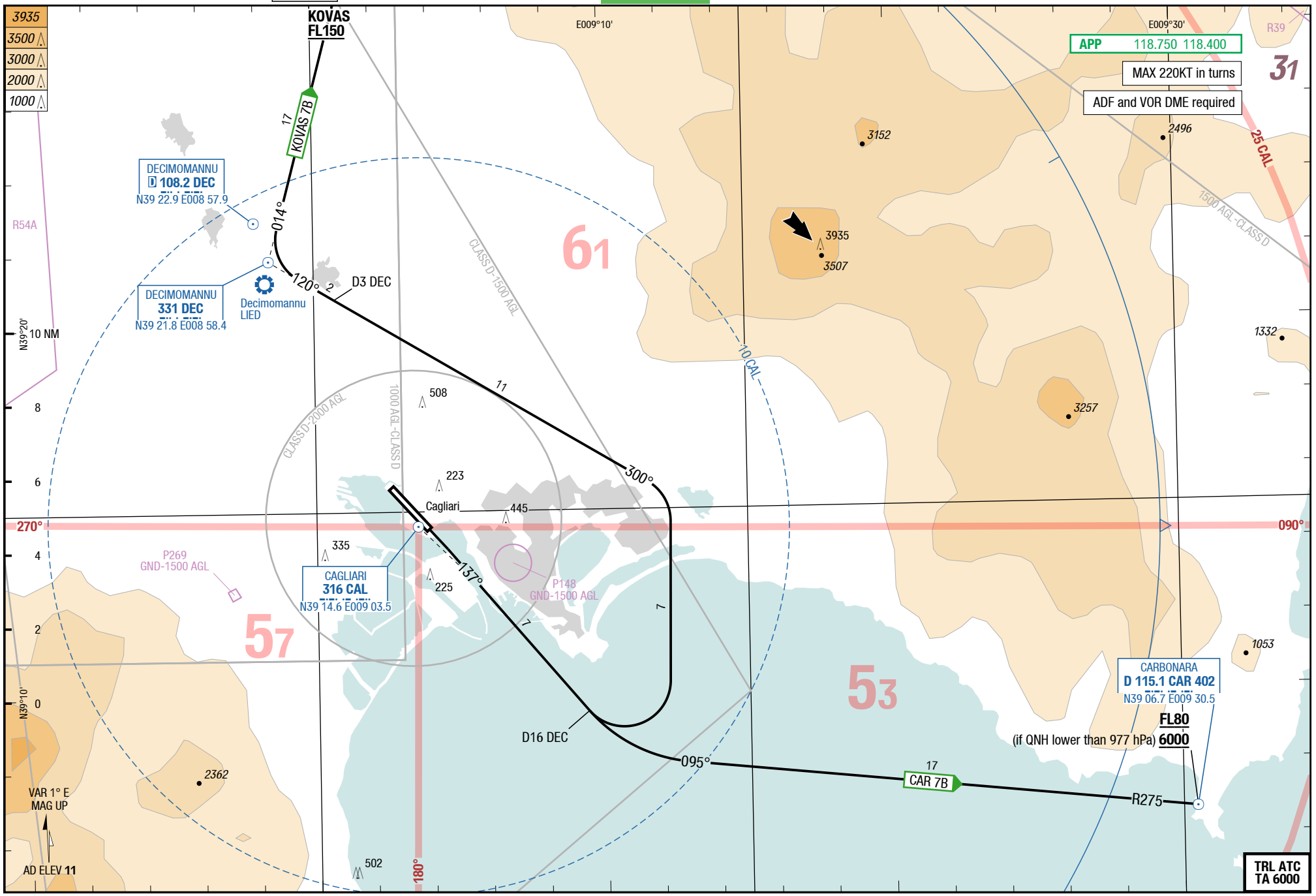
4-20

SIDs RWY 14 (CAG VOR DME inop)

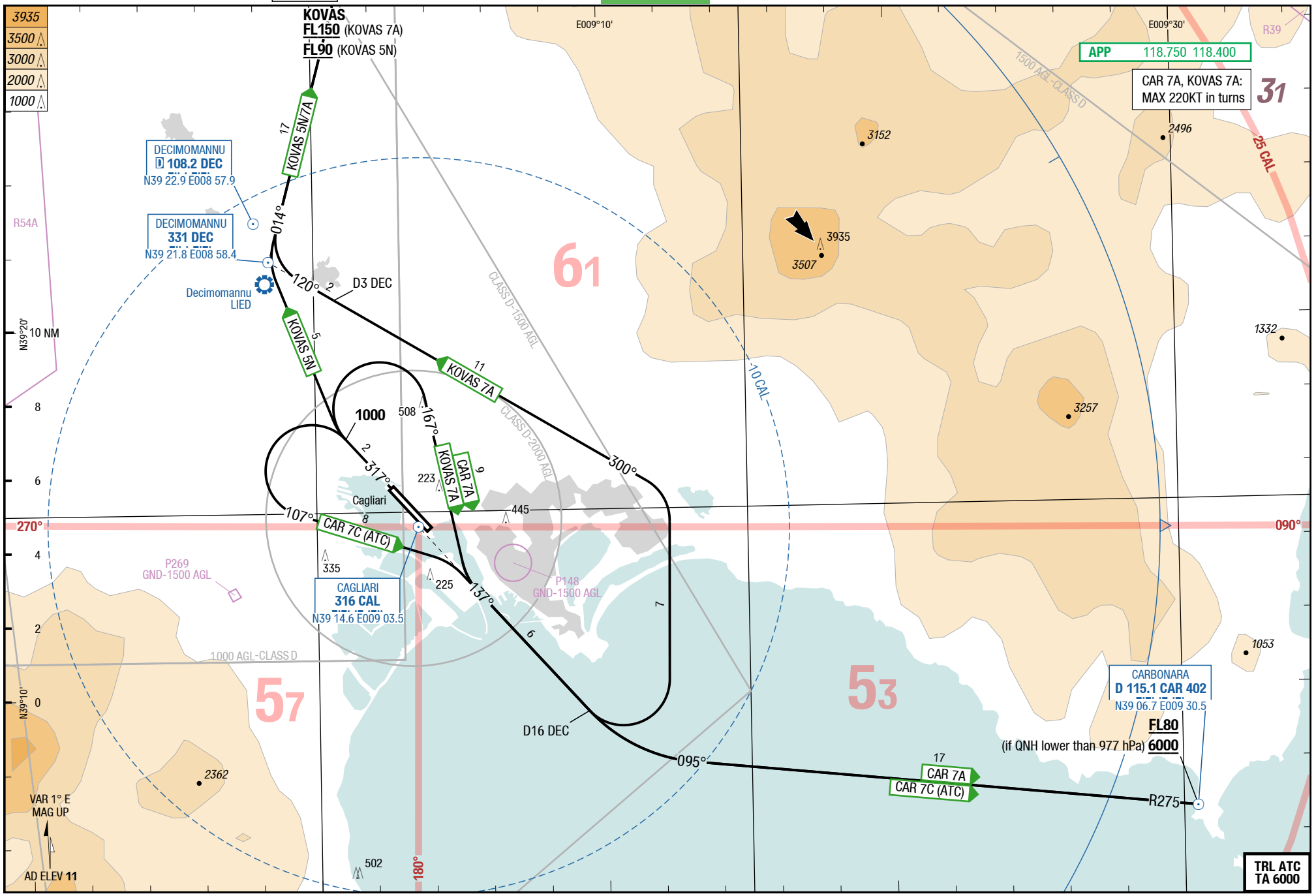
SID SID

Elmas **Cagliari** Italy

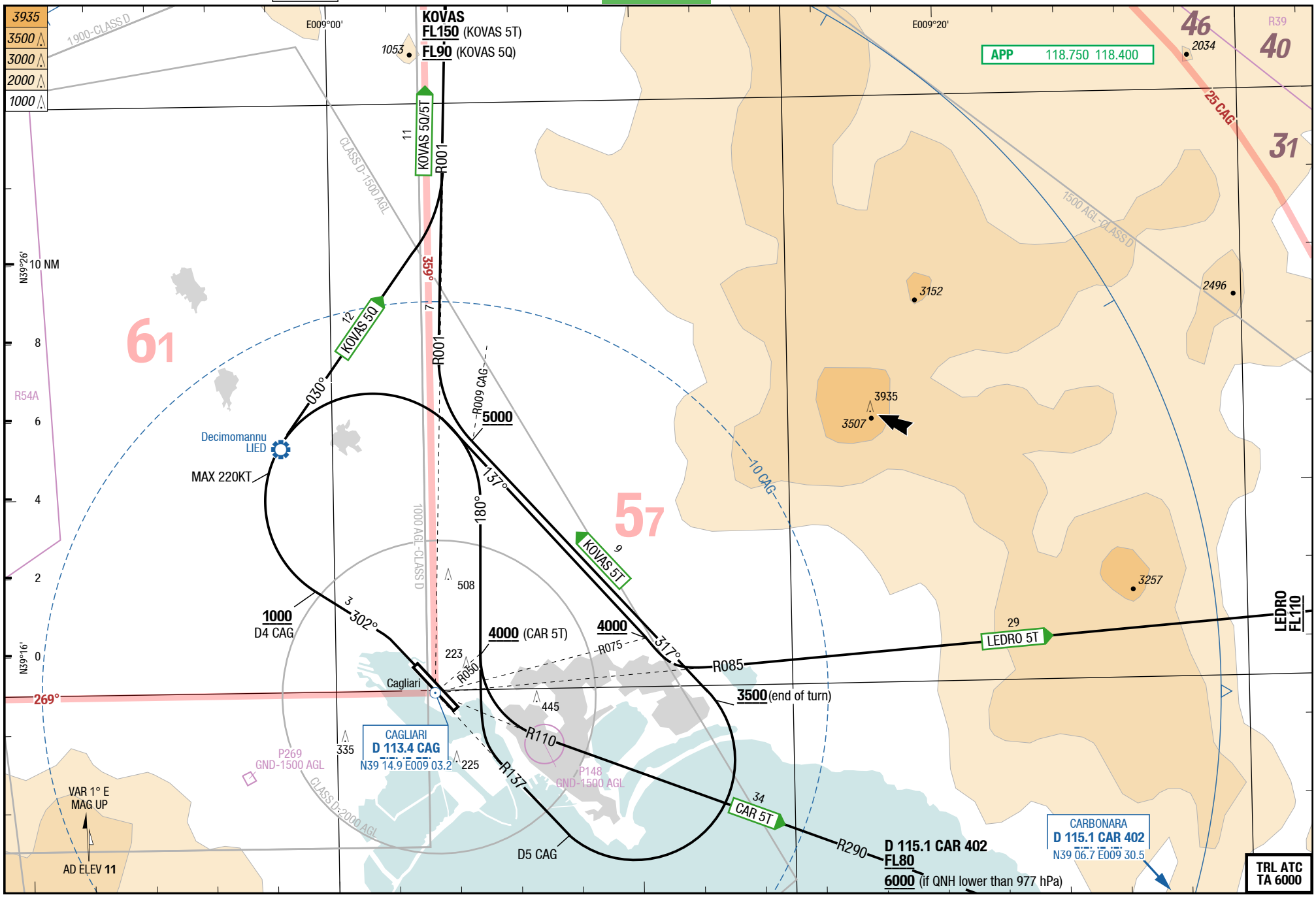
SIDs RWY 14 (CAG VOR DME inop)



Changes: OBST



Changes: OBST



Changes: ASP, SUAs, OBST

16-JUL-2015

CAG-LIEE

4-50

Italy **Cagliari** Elmas

NIL

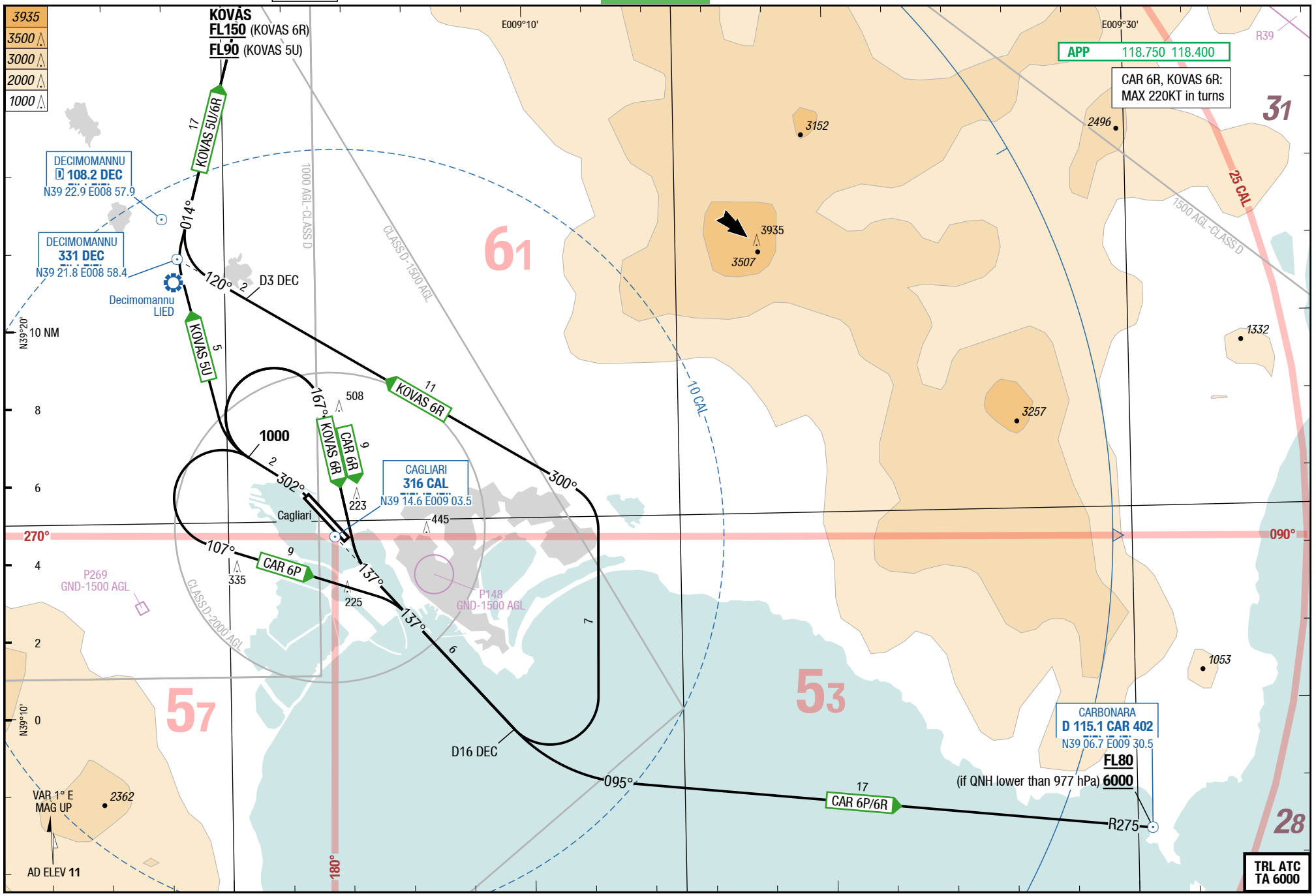
SIDs RWY 32 ATC (VOR CAG inop)

SID SID

Elmas **Cagliari** Italy

NIL

SIDs RWY 32 ATC (VOR CAG inop)



Changes: OBST

CARBONARA 6D / KOVAS 6D / CARBONARA 6E / KOVAS 5M / KOVAS 6E / LEDRO 6E

RWYs 14 (137°) / 32 (317°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
CARBONARA 6D **CAR 6D** 5.3% **118.750**	R137 **CAG** - D11 **CAG LT** (MAX 220KT) intercept R264 **CAR** to **CAR**	D11 **CAR**/D14 **CAG** MNM **4000** **CAR** MNM **FL80** or **6000** if QNH below 977 hPa
KOVAS 6D 6.6% **118.750**	R137 **CAG** - at D5 **CAG LT** (MAX 220KT) 317° (MNM **3500** at end of turn) crossing R009 **CAG RT** intercept R001 **CAG** to KOVAS	R009 **CAG** MNM **5000** KOVAS MNM **FL150**
	Runway 32	
CARBONARA 6E **CAR 6E** 5.3% to 4000 **118.750**	at D4 **CAG RT** (MAX 220KT) 180° - crossing R050 **CAG LT** intercept R110 **CAG**/R290 **CAR** to **CAR**	D4 **CAG** MNM **1000** R050 **CAG** MNM **4000** **CAR** MNM **FL80** or **6000** if QNH below 977 hPa
KOVAS 5M 6.9% to FL150 **118.750**	at D4 **CAG RT** (MAX 220KT) 030° - intercept R001 **CAG** to KOVAS	D4 CAG MNM **1000** KOVAS MNM **FL90**
KOVAS 6E 4.9% to FL150 **118.750**	at D4 **CAG RT** (MAX 220KT) 180° - intercept R137 **CAG** - at D5 **CAG LT** 317° (MNM **3500** at end of turn) - crossing R009 **CAG RT** intercept R001 **CAG** to KOVAS	D4 **CAG** MNM **1000** R009 **CAG** MNM **5000** KOVAS MNM **FL150**
LEDRO 6E 5.3% to FL110 **118.750**	at D4 **CAG RT** (MAX 220KT) 137° - crossing R075 **CAG LT** intercept R085 **CAG** to LEDRO	D4 **CAG** MNM **1000** R075 **CAG** MNM **4000** LEDRO MNM **FL110**

CAG-LIEE

CARBONARA 7B / KOVAS 7B

RWY 14 (137°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
CARBONARA 7B **CAR 7B** 5.3% to 4000 **118.750** ①	QDR 137 **CAL** - at D16 **DEC LT** intercept R275 **CAR** to **CAR**	**CAR** MNM **FL80** or MNM **6000** if QNH below 977 hPa
KOVAS 7B 7.0% to FL150 **118.750** ①	QDR 137 **CAL** - at D16 **DEC LT** intercept QDM 300 **DEC** NDB inbound - at D3 **DEC RT** intercept QDR 014 **DEC** NDB to KOVAS	KOVAS MNM **FL150**

① MAX 220KT in turns.

Changes: New

CAG-LIEE

5-30 **SIDs RWY 32 (CAG VOR DME inop)**

CARBONARA 7A / CARBONARA 7C / KOVAS 5N / KOVAS 7A

RWY 32 (317°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
CARBONARA 7A **CAR 7A** 5.3% to 4000 **118.750** ①	QDR 317 **CAL** - at **1000 RT** 167° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept R275 **CAR** to **CAR**	**CAR** MNM **FL80** or MNM **6000** if QNH below 977 hPa
CARBONARA 7C **CAR 7C** (ATC) 5.3% to FL90 **118.750**	at **1000 LT** 107° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept R275 **CAR** to **CAR**	**CAR** MNM **FL80** or MNM **6000** if QNH below 977 hPa
KOVAS 5N 6.9% to FL90 **118.750**	at **1000 RT** direct **DEC** NDB - QDR 014 **DEC** NDB to KOVAS	KOVAS MNM **FL90**
KOVAS 7A 6.6% to FL150 **118.750** ①	QDR 317 **CAL** - at **1000 RT** 167° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept QDM 300 **DEC** NDB inbound - at D3 **DEC RT** intercept QDR 014 **DEC** NDB to KOVAS	KOVAS MNM **FL150**

① MAX 220KT in turns.

Changes: Completely revised

CARBONARA 5T / KOVAS 5Q / KOVAS 5T / LEDRO 5T

RWY 32 (317°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
CARBONARA 5T **CAR 5T** (ATC) 5.3% to 4000 **118.750**	302° - at D4 **CAG RT** (MAX 220KT) 180° - crossing R050 **CAG LT** intercept R110 **CAG** / R290 **CAR** to **CAR**	D4 CAG MNM **1000** R050 **CAG** MNM **4000** **CAR** MNM **FL80** or **6000** if QNH below 977 hPa
KOVAS 5Q (ATC) 6.9% to FL150 **118.750**	302° - at D4 **CAG RT** (MAX 220KT) 030° - intercept R001 **CAG** to KOVAS	D4 **CAG** MNM **1000** KOVAS MNM **FL90**
KOVAS 5T (ATC) 4.9% to FL150 **118.750**	302° - at D4 **CAG RT** (MAX 220KT) 180° - **LT** intercept R137 **CAG** - at D5 **CAG LT** 317° (MNM **3500** at end of turn) - crossing R009 **CAG RT** intercept R001 **CAG** to KOVAS	D4 **CAG** MNM **1000** R009 **CAG** MNM **5000** KOVAS MNM **FL150**
LEDRO 5T (ATC) 5.3% to FL110 **118.750**	302° - at D4 **CAG RT** (MAX 220KT) 137° - crossing R075 **CAG LT** intercept R085 **CAG** to LEDRO	D4 **CAG** MNM **1000** R075 **CAG** MNM **4000** LEDRO MNM **FL110**

CARBONARA 6P / CARBONARA 6R / KOVAS 5U / KOVAS 6R

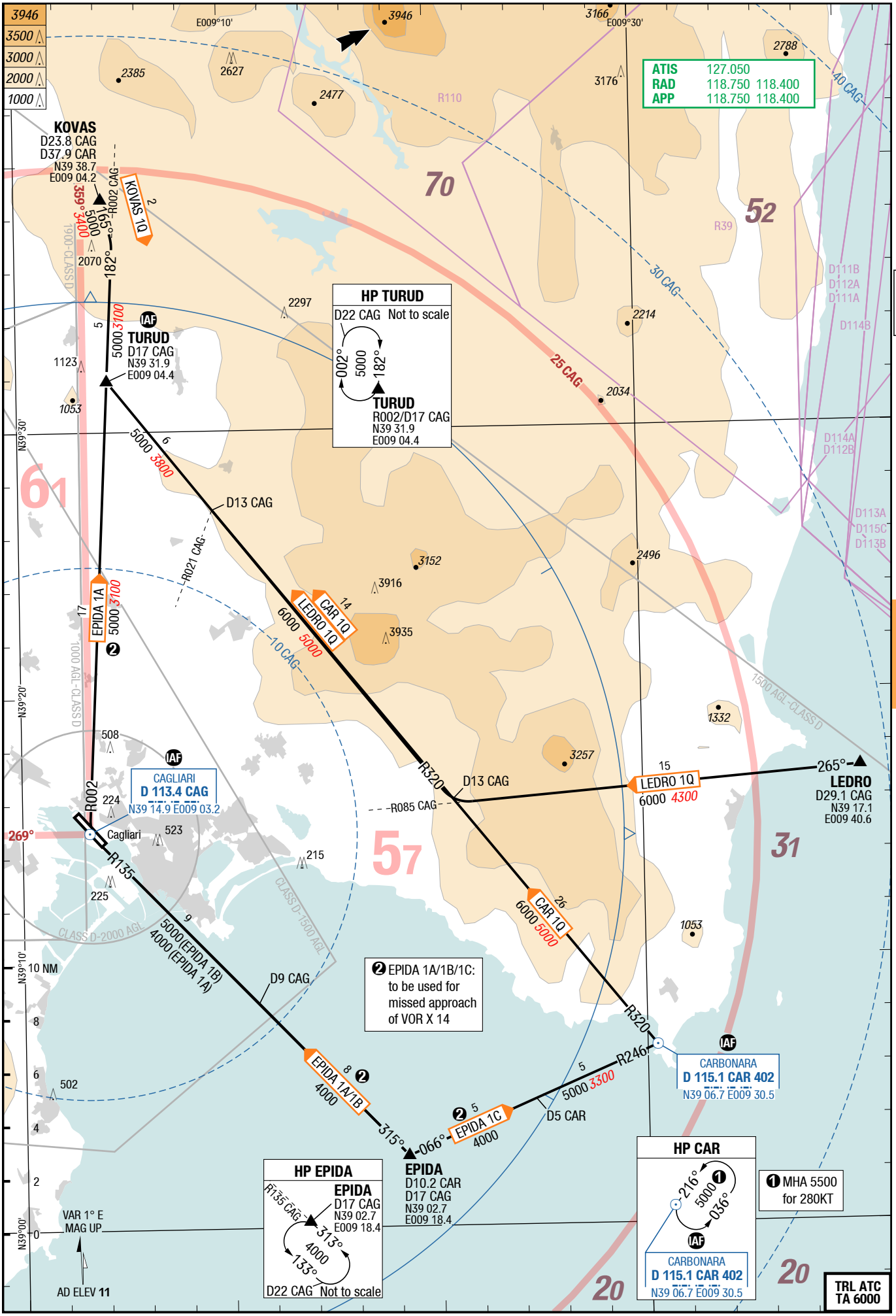
RWY 32 (317°)

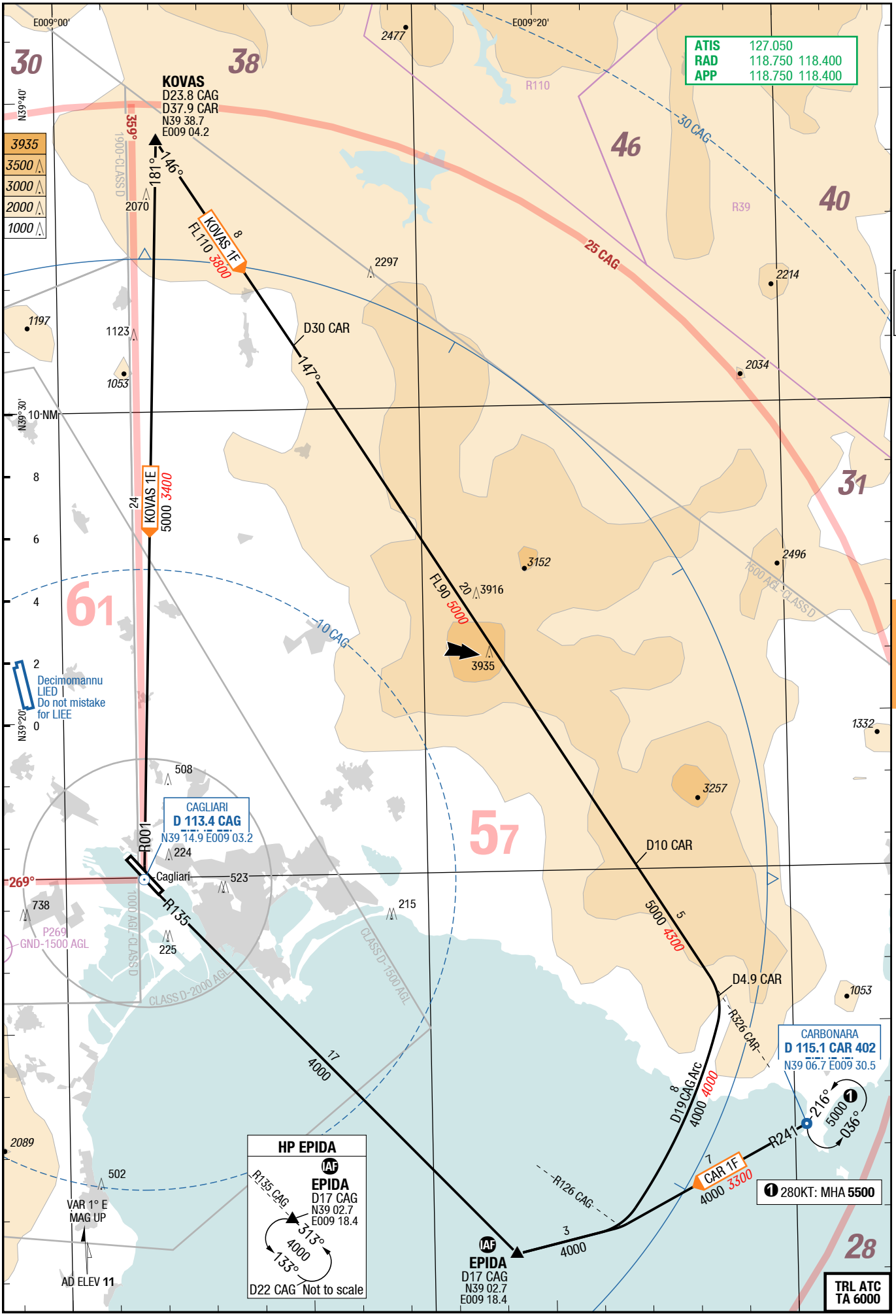
	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
CARBONARA 6P **CAR 6P** (ATC) **118.750**	302° - at **1000 LT** 107° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept R275 **CAR** to **CAR**	**CAR** MNM **FL80** or MNM **6000** if QNH below 977 hPa
CARBONARA 6R **CAR 6R** (ATC) 5.3% to 4000 **118.750** ①	302° - at **1000 RT** 167° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept R275 **CAR** to **CAR**	**CAR** MNM **FL80** or MNM **6000** if QNH below 977 hPa
KOVAS 5U (ATC) 6.9% to FL90 **118.750**	302° - at **1000 RT** direct **DEC** NDB - QDR 014 **DEC** NDB to KOVAS	KOVAS MNM **FL90**
KOVAS 6R (ATC) 6.6% to FL150 **118.750** ①	302° - at **1000 RT** 167° intercept QDR 137 **CAL** - at D16 **DEC LT** intercept QDM 300 **DEC** NDB inbound - at D3 DEC **RT** intercept QDR 014 **DEC** NDB to KOVAS	KOVAS MNM **FL150**

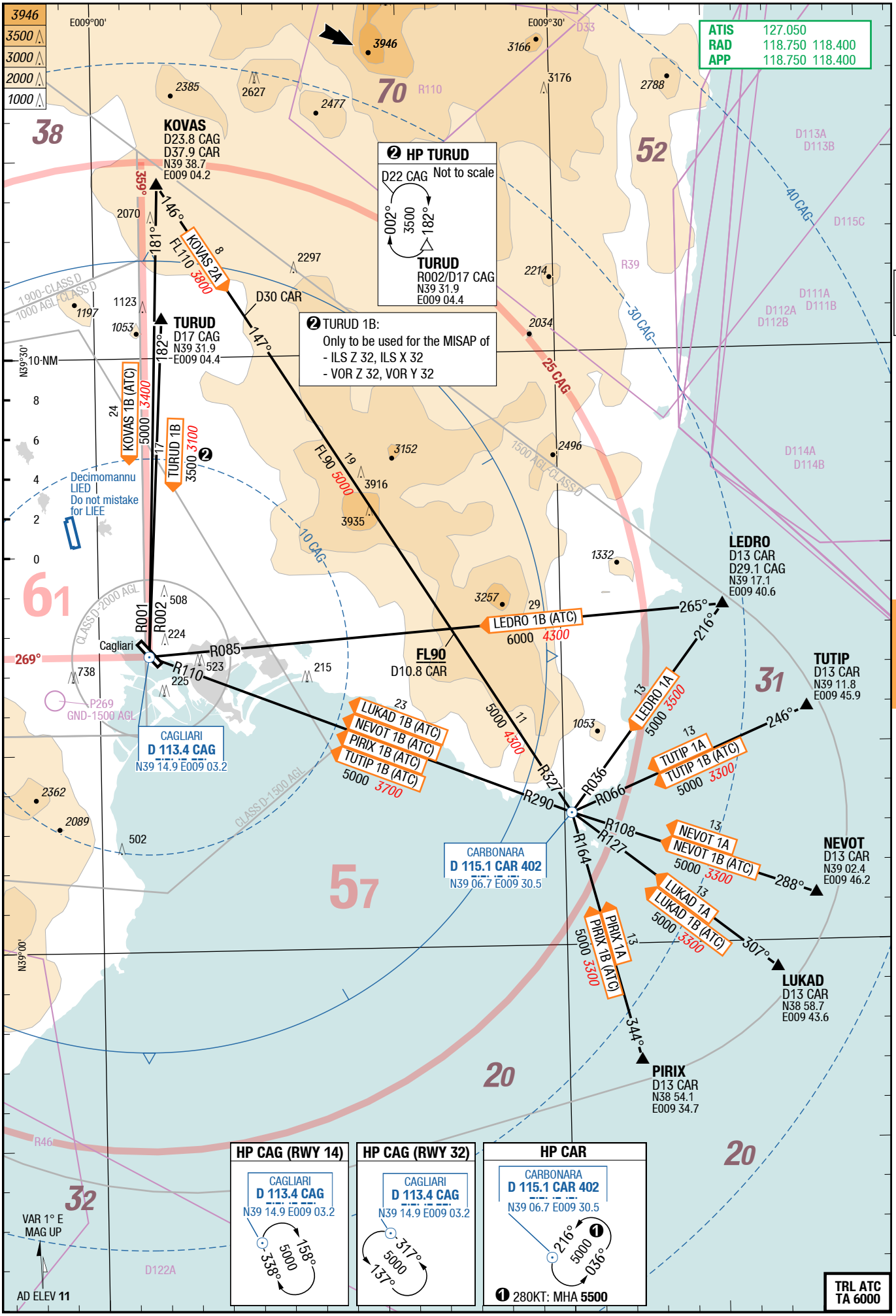
① MAX 220KT in turns.

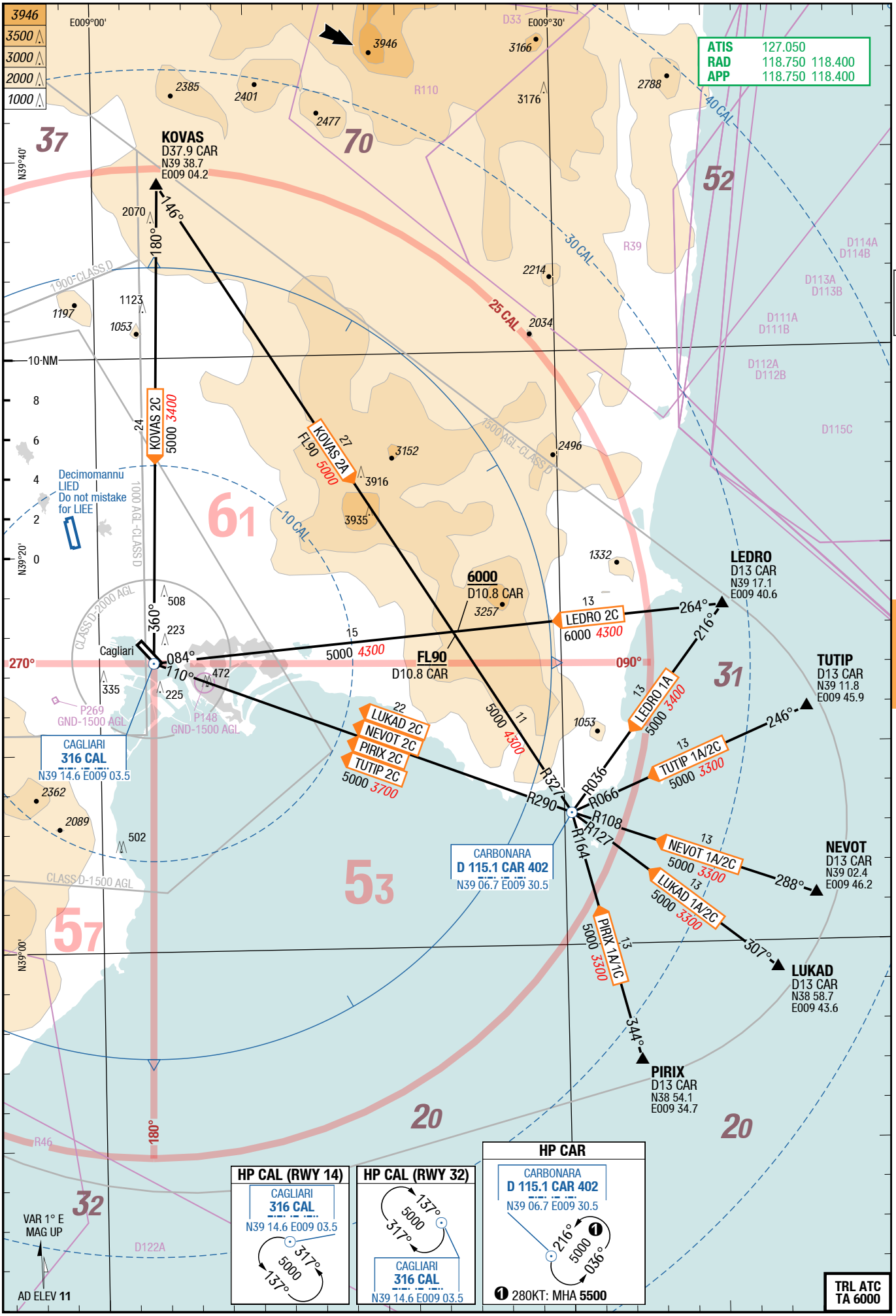
Changes: Completely revised


3946
3500
3000
2000
1000
ATIS 127.050
RAD 118.750 118.400
APP 118.750 118.400
KOVAS
D23.8 CAG
D37.9 CAR
N39 38.7
E009 04.2
KOVAS 1Q
TURUD
D17 CAG
N39 31.9
E009 04.4
HP TURUD
D22 CAG Not to scale
TURUD
R002/D17 CAG
N39 31.9
E009 04.4
D13 CAG
R021 CAG
EPIDA 1A
CAR 1Q
LEDRO 1Q
LEDRO
D29.1 CAG
N39 17.1
E009 40.6
CAGLIARI
D 113.4 CAG
N39 14.9 E009 03.2
Cagliari
R002
R135
R320
R085 CAG
D9 CAG
EPIDA 1A/1B
EPIDA 1C
EPIDA
D10.2 CAR
D17 CAG
N39 02.7
E009 18.4
HP EPIDA
D22 CAG Not to scale
HP CAR
CARBONARA
D 115.1 CAR 402
N39 06.7 E009 30.5
D5 CAR
R246
❷ EPIDA 1A/1B/1C: to be used for missed approach of VOR X 14
❶ MHA 5500 for 280KT
TRL ATC
TA 6000
VAR 1° E
MAG UP
AD ELEV 11
CLASS D-2000 AGL
CLASS D-1500 AGL
1900-CLASS D
1000 AGL-CLASS D
1500 AGL-CLASS D
R110
R39
25 CAG
30 CAG
40 CAG
10 CAG
D111B
D112A
D111A
D114B
D114A
D112B
D113A
D115C
D113B


ATIS 127.050
RAD 118.750 118.400
APP 118.750 118.400
KOVAS
D23.8 CAG
D37.9 CAR
N39 38.7
E009 04.2
359°
181°
146°
KOVAS 1F
FL110 3800
KOVAS 1E
5000 3400
D30 CAR
147°
25 CAG
30 CAG
10 CAG
FL90 5000
3935
D10 CAR
5000 4300
D4.9 CAR
R326 CAR
D19 CAG Arc
4000 4000
CAR 1F
4000 3300
R241
CARBONARA
D 115.1 CAR 402
N39 06.7 E009 30.5
216°
036°
5000
280KT: MHA 5500
R135
4000
R126 CAG
R135 CAG
HP EPIDA
EPIDA
D17 CAG
N39 02.7
E009 18.4
313°
133°
D22 CAG
Not to scale
CAGLIARI
D 113.4 CAG
N39 14.9 E009 03.2
Cagliari
R001
269°
Decimomannu
LIED
Do not mistake
for LIEE
P269
GND-1500 AGL
1000 AGL-CLASS D
CLASS D-2000 AGL
CLASS D-1500 AGL
1500 AGL-CLASS D
R110
R39
VAR 1° E
MAG UP
AD ELEV 11
TRL ATC
TA 6000
10-NM
E009°00'
E009°20'
N39°40'
N39°30'
N39°20'

Changes: PROC, MEA, HLDG, OBST



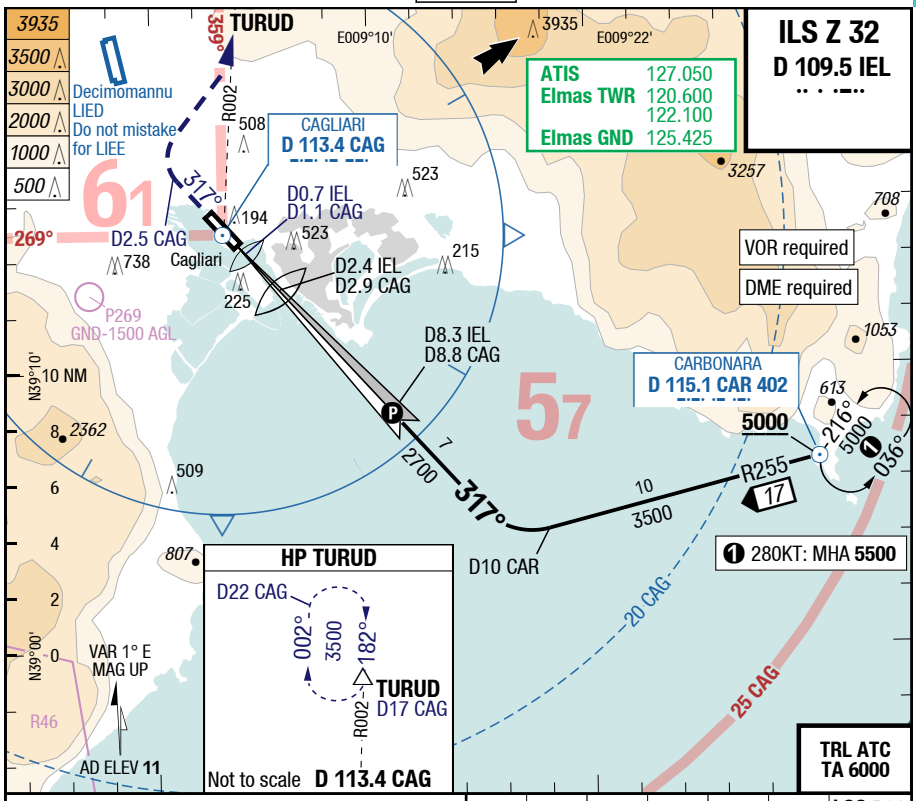

ATIS 127.050
RAD 118.750 118.400
APP 118.750 118.400
KOVAS
D37.9 CAR
N39 38.7
E009 04.2
KOVAS 2C
5000 3400
KOVAS 2A
FL90 5000
6000
D10.8 CAR
FL90
D10.8 CAR
LEDRO
D13 CAR
N39 17.1
E009 40.6
LEDRO 2C
6000 4300
LEDRO 1A
5000 3400
TUTIP
D13 CAR
N39 11.8
E009 45.9
TUTIP 1A/2C
5000 3300
TUTIP 2C
5000 3700
LUKAD 2C
NEVOT 2C
PIRIX 2C
5000 4300
NEVOT
D13 CAR
N39 02.4
E009 46.2
NEVOT 1A/2C
5000 3300
LUKAD
D13 CAR
N38 58.7
E009 43.6
LUKAD 1A/2C
5000 3300
PIRIX
D13 CAR
N38 54.1
E009 34.7
PIRIX 1A/1C
5000 3300
Cagliari
CAGLIARI
316 CAL
N39 14.6 E009 03.5
CARBONARA
D 115.1 CAR 402
N39 06.7 E009 30.5
Decimomannu
LIED
Do not mistake
for LIEE
CLASS D-2000 AGL
CLASS D-1500 AGL
1900-CLASS D
1500 AGL-CLASS D
1000 AGL-CLASS D
P269
GND-1500 AGL
P148
GND-1500 AGL
HP CAL (RWY 14)
CAGLIARI
316 CAL
N39 14.6 E009 03.5
HP CAL (RWY 32)
CAGLIARI
316 CAL
N39 14.6 E009 03.5
HP CAR
CARBONARA
D 115.1 CAR 402
N39 06.7 E009 30.5
❶ 280KT: MHA 5500
VAR 1° E
MAG UP
AD ELEV 11
TRL ATC
TA 6000

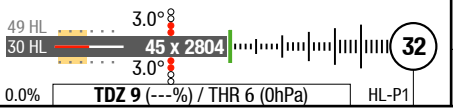
21-DEC-2017

CAG-LIEE

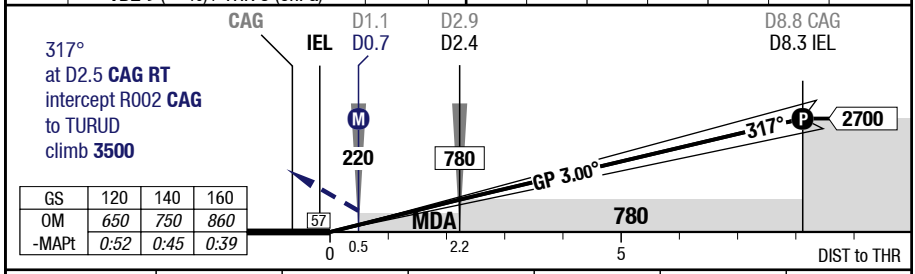
7-10

ILS Z 32





2	3	4	5	6	8.3	LOC 3.04°
650	980	1300	1630	1960	2700	D IEL



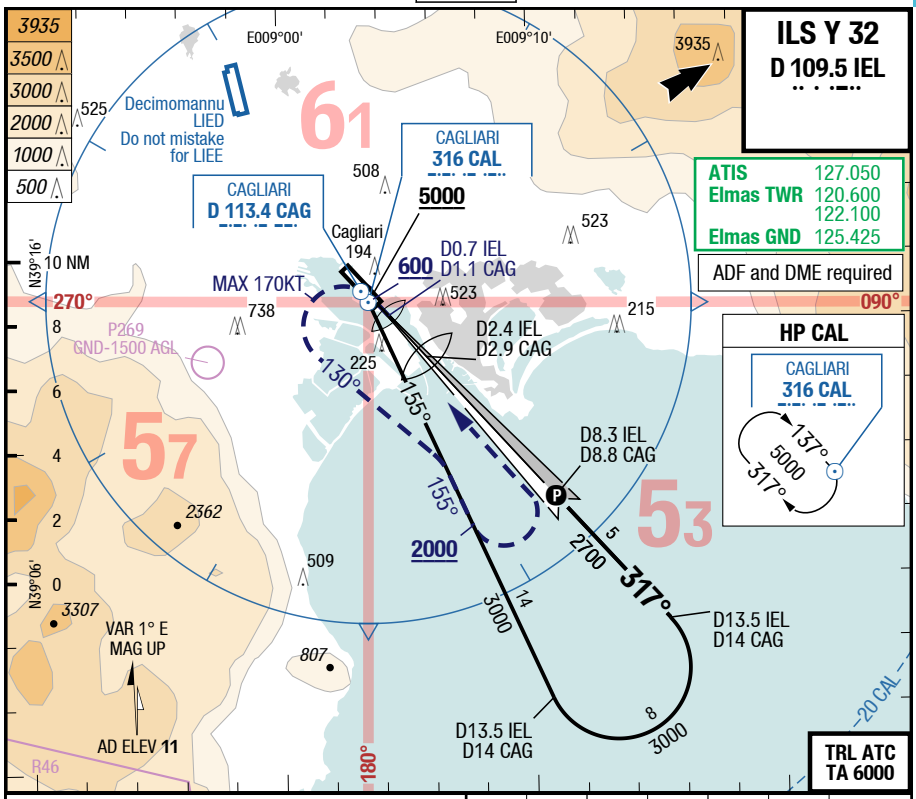
32		Cat 1	LOC DME				Circling E of RWY only
C	ft - m/km ft	250 - 550R/800V **260**	440 - 1.3 **440**				1090 - 2.4V **1100**
D	ft - m/km ft	260 - 600R/800V **270** 1)	440 - 1.3 **440**				1090 - 3.6V **1100**

1) With EVS RVR 550m/ VIS 800m

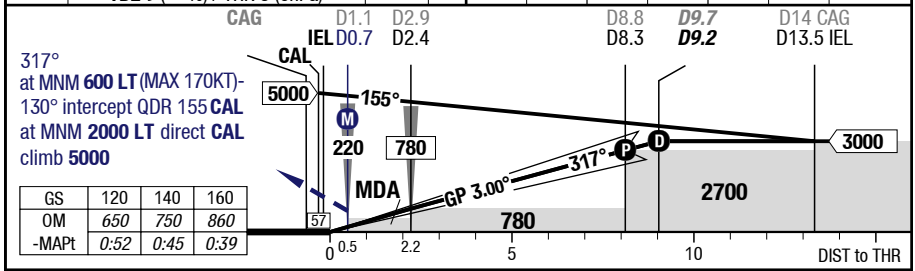
Changes: Nil

CAG-LIEE

ILS Y 32



2	3	5	7	9	9.2	LOC 3.04°
650	980	1630	2280	2930	3000	D IEL



GS	120	140	160
OM	650	750	860
-MAPt	0:52	0:45	0:39

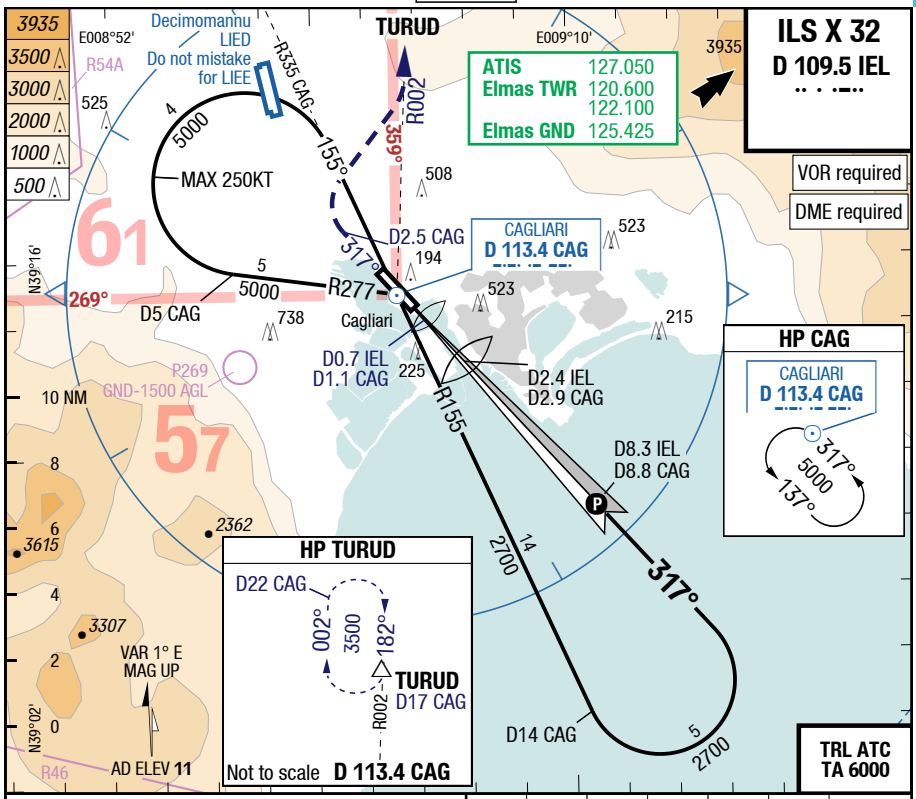
32		Cat 1	LOC DME				Circling E of RWY only
C	ft - m/km ft	250 - 550R/800V **260**	440 - 1.3 **440**				1090 - 2.4V **1100**
D	ft - m/km ft	260 - 600R/800V **270** 1)	440 - 1.3 **440**				1090 - 3.6V **1100**

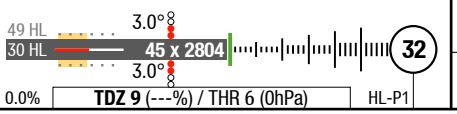
1) With EVS RVR 550m/ VIS 800m

Changes: MISAP, OBST, SUAs, MISAP text, Editorial

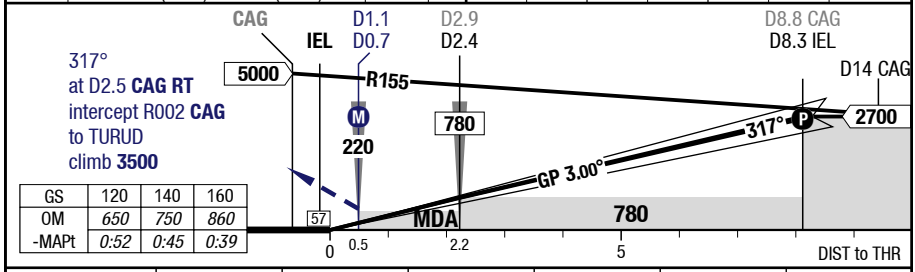
CAG-LIEE

ILS X 32





2	3	4	5	6	8.3	LOC 3.04°
650	980	1300	1630	1960	2700	D IEL



GS	120	140	160
OM	650	750	860
-MAPt	0:52	0:45	0:39

32		Cat 1	LOC DME				Circling E of RWY only
C	ft - m/km ft	250 - 550R/800V **260**	440 - 1.3 **440**				1090 - 2.4V **1100**
D	ft - m/km ft	260 - 600R/800V **270** 1)	440 - 1.3 **440**				1090 - 3.6V **1100**

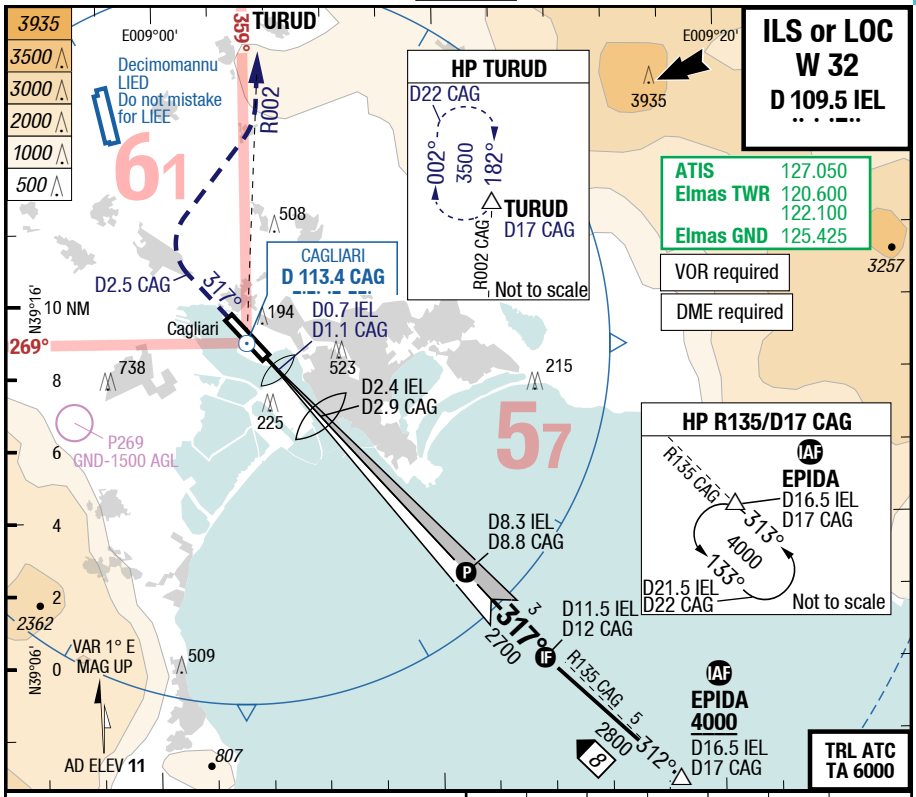
1) With EVS RVR 550m/ VIS 800m

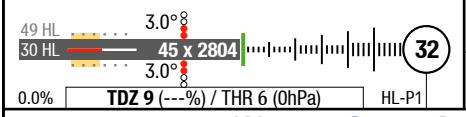
Changes: MISAP, OBST, SUAs

CAG-LIEE

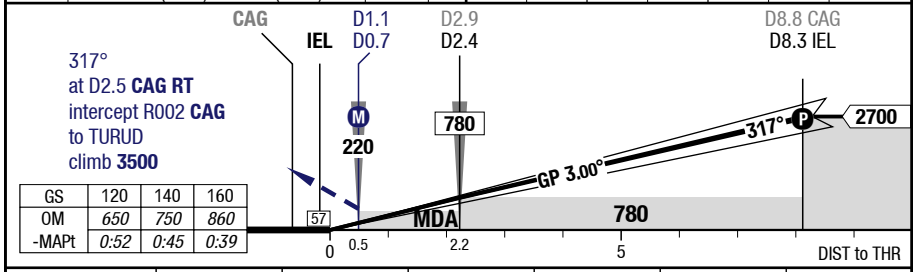
7-40

ILS or LOC W 32





2	3	4	5	6	8.3	LOC 3.07°
650	980	1300	1630	1960	2700	D IEL



GS	120	140	160
OM	650	750	860
-MAPt	0:52	0:45	0:39

32		Cat 1	LOC DME				Circling E of RWY only
C	ft - m/km ft	250 - 550R/800V **260**	440 - 1.3 **440**				1090 - 2.4V **1100**
D	ft - m/km ft	260 - 600R/800V **270** 1)	440 - 1.3 **440**				1090 - 3.6V **1100**

1) With EVS RVR 550m/ VIS 800m

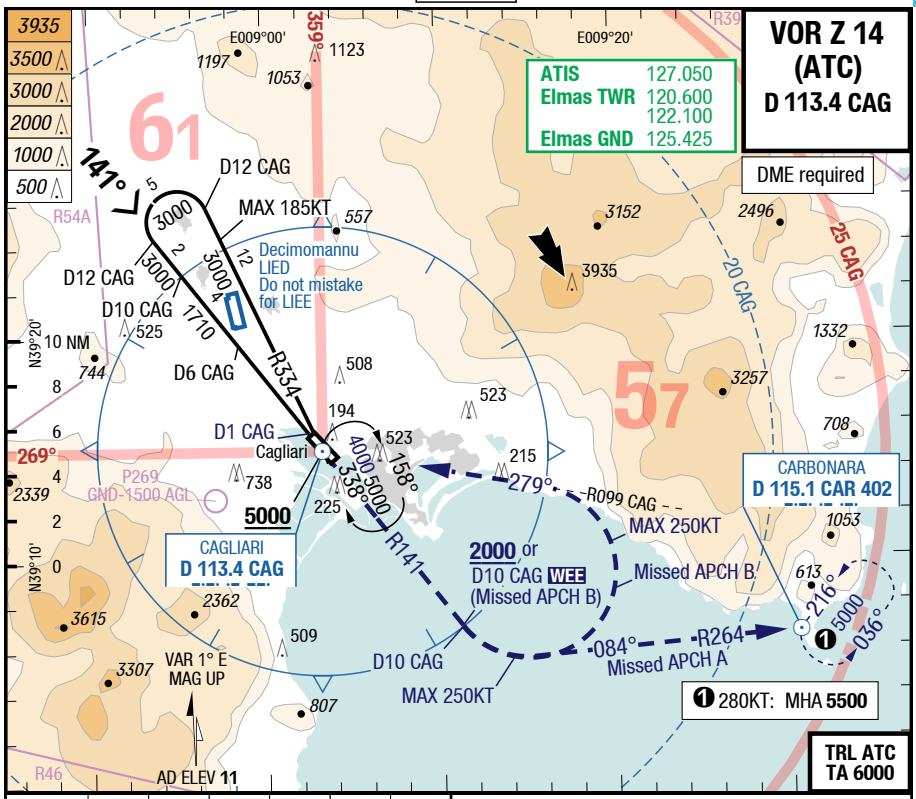
Changes: New

21-DEC-2017

CAG-LIEE

7-50

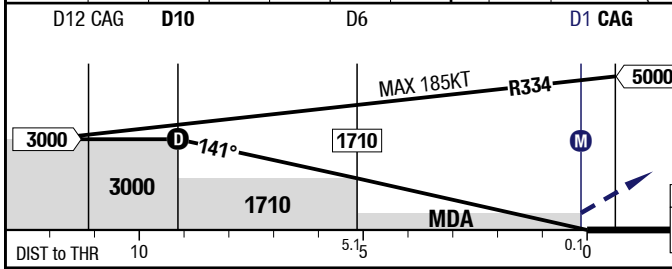
VOR Z 14 (ATC)



3.02° D CAG 141° RWY 137°	10	8	7	5	4	3
	3000	2360	2040	1390	1070	750

14

3.0° 49 HL
2804 x 45 30 HL
3.0°
THR 10 (0hPa) / TDZ 11 (---%) 0.0%



A: R141 **CAG** - at D10 **CAG LT** (MAX 250KT) - intercept R264 **CAR** to **CAR** - climb **5000**
B: R141 **CAG** - at MNM **2000** or D10 **CAG**, whichever is earlier, **LT** (MAX 250KT) intercept R099 **CAG** to **CAG** climb **4000**

GS	120	140	160
D6 CAG -MAPt	*640* *2:30*	*750* *2:09*	*850* *1:53*

14		VOR DME GA 3.5% 1) 2)					Circling E of RWY only
C	ft - m/km ft	560 - 2.4 **570**					1090 - 2.4V **1100**
D	ft - m/km ft	560 - 2.4 **570**					1090 - 3.6V **1100**

1) If unable follow MA type B and contact ATC
2) ATC Discretion

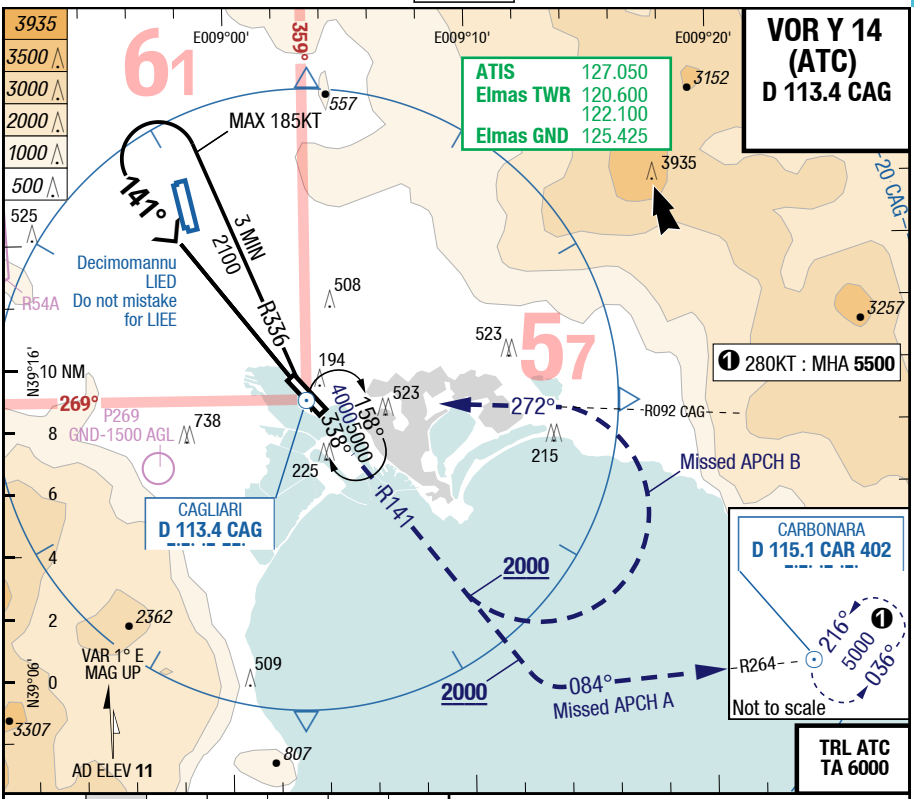
Changes: SUAs, OBST

21-DEC-2017

CAG-LIEE

7-60

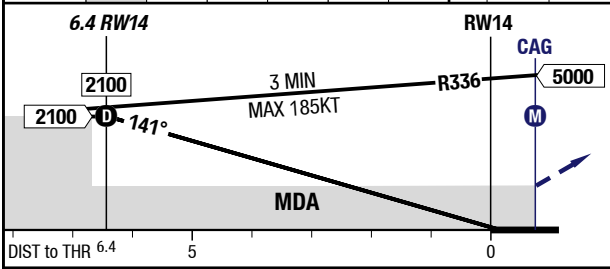
VOR Y 14 (ATC)



3.00° RW14 141° RWY 137°		6.4	6	5	4	3
		2100	1970	1660	1340	1020

14

3.0° 49 HL
2804 x 45 30 HL
3.0°
THR 10 (0hPa) / **TDZ 11** (---%) 0.0%



A: R141 **CAG** - at MNM **2000 LT** intercept R264 **CAR** to **CAR** climb **5000**

B: R141 **CAG** - at MNM **2000 LT** intercept R092 **CAG** to **CAG** climb **4000**

GS	120	140	160
6.4 RW14	*640*	*740*	*850*
-MAPt	*3:38*	*3:07*	*2:44*

14		VOR GA 3.5% 1) 2)					Circling E of RWY only
C	ft - m/km ft	920 - 2.4 **930**					1090 - 2.4V **1100**
D	ft - m/km ft	920 - 2.4 **930**					1090 - 3.6V **1100**

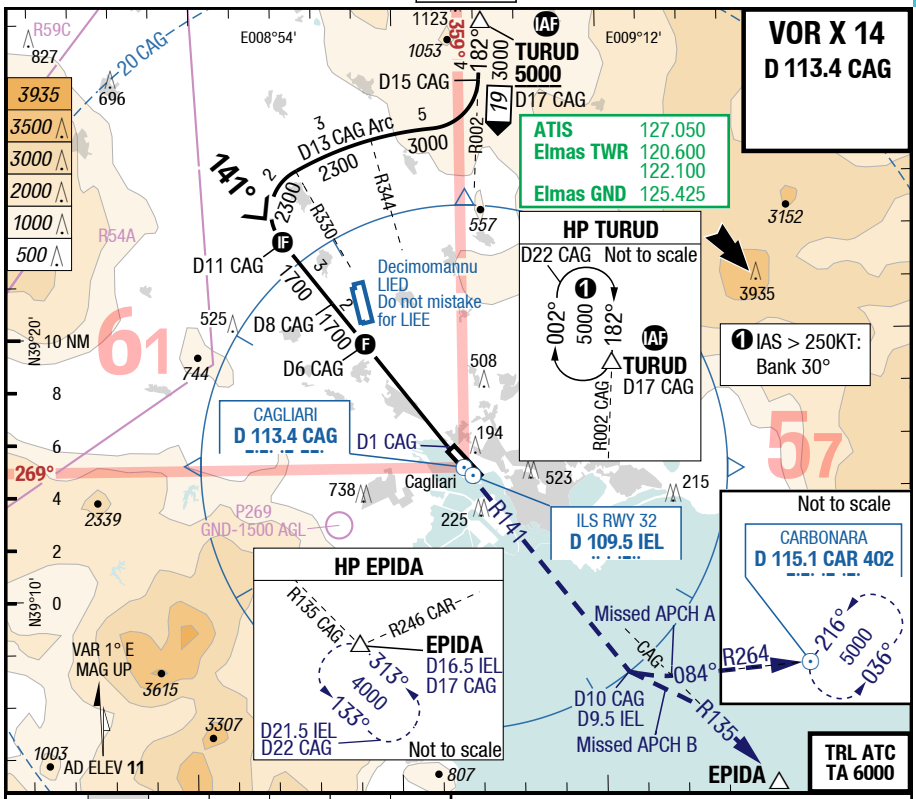
1) If unable follow MA type B and contact ATC
2) ATC Discretion

Changes: SUAs, OBST

CAG-LIEE

7-70

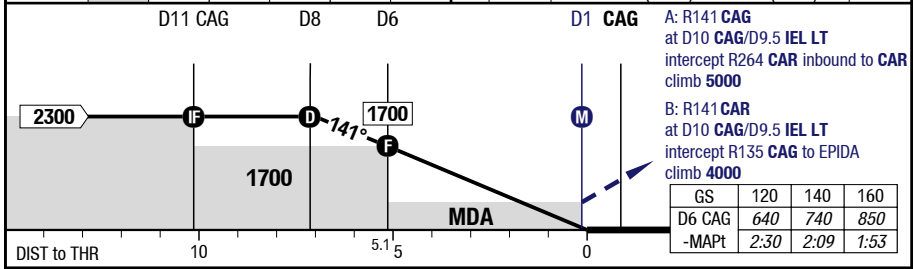
VOR X 14



3.00°		8	7	5	4	3
D CAG						
141°		2300	2020	1380	1060	740
RWY 137°						

14

3.0° 49 HL
2804 x 45 30 HL
3.0°
THR 10 (0hPa) / TDZ 11 (---%) 0.0%



A: R141 **CAG**
at D10 **CAG**/D9.5 **IEL LT**
intercept R264 **CAR** inbound to **CAR**
climb **5000**

B: R141 **CAR**
at D10 **CAG**/D9.5 **IEL LT**
intercept R135 **CAG** to EPIDA
climb **4000**

GS	120	140	160
D6 CAG	*640*	*740*	*850*
-MAPt	*2:30*	*2:09*	*1:53*

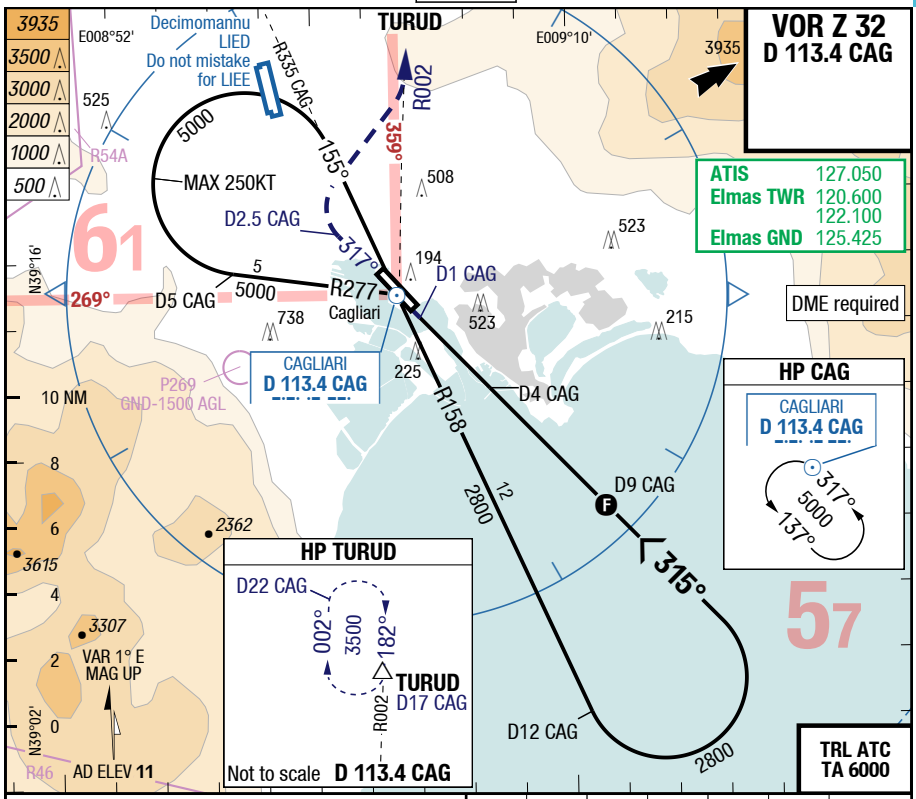
14		VOR DME					Circling E of RWY only
C	ft - m/km ft	560 - 2.4 **570**					1090 - 2.4V **1100**
D	ft - m/km ft	560 - 2.4 **570**					1090 - 3.6V **1100**

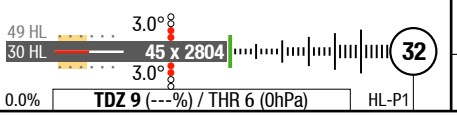
Changes: New

CAG-LIEE

7-80

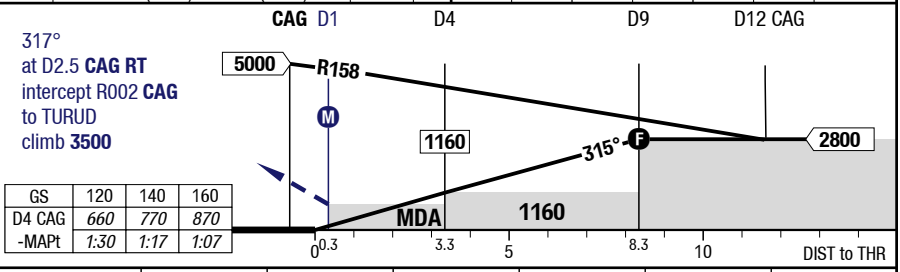
VOR Z 32





3	5	6	7	8	9
830	1490	1820	2150	2480	2800

3.09°
D CAG
315°
RWY 317°



GS	120	140	160
D4 CAG	660	770	870
-MAPt	1:30	1:17	1:07

32		VOR DME 1)					Circling E of RWY only
C	ft - m/km ft	800 - 2.4 **800**					1090 - 2.4V **1100**
D	ft - m/km ft	800 - 2.4 **800**					1090 - 3.6V **1100**

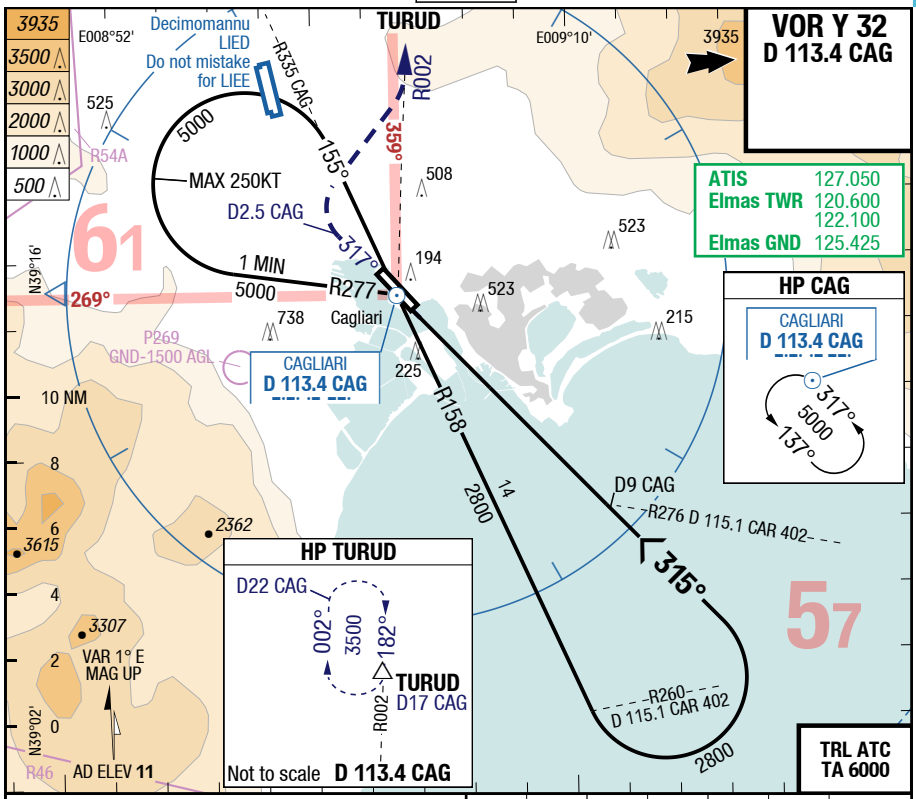
1) Timing to determine MAPt NA

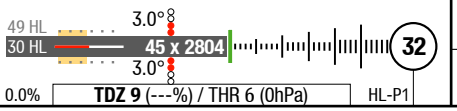
Changes: MISAP, OBST, SUAs

CAG-LIEE

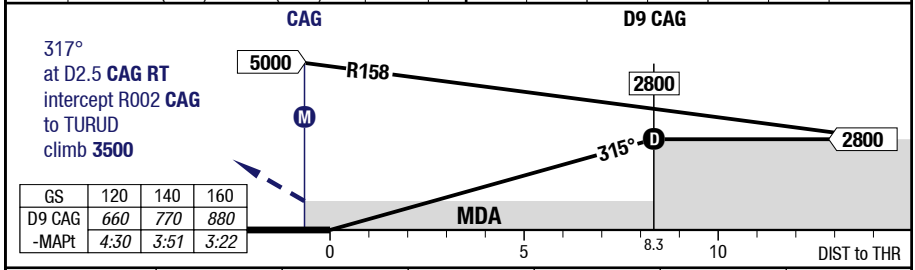
7-90

VOR Y 32





4	5	6	7	8	9	3.10° D CAG 315° RWY 317°
1160	1490	1820	2150	2480	2800	



GS	120	140	160
D9 CAG	660	770	880
-MAPt	4:30	3:51	3:22

32		VOR 1)					Circling E of RWY only
C	ft - m/km ft	900 - 2.4 **900**					1090 - 2.4V **1100**
D	ft - m/km ft	900 - 2.4 **900**					1090 - 3.6V **1100**

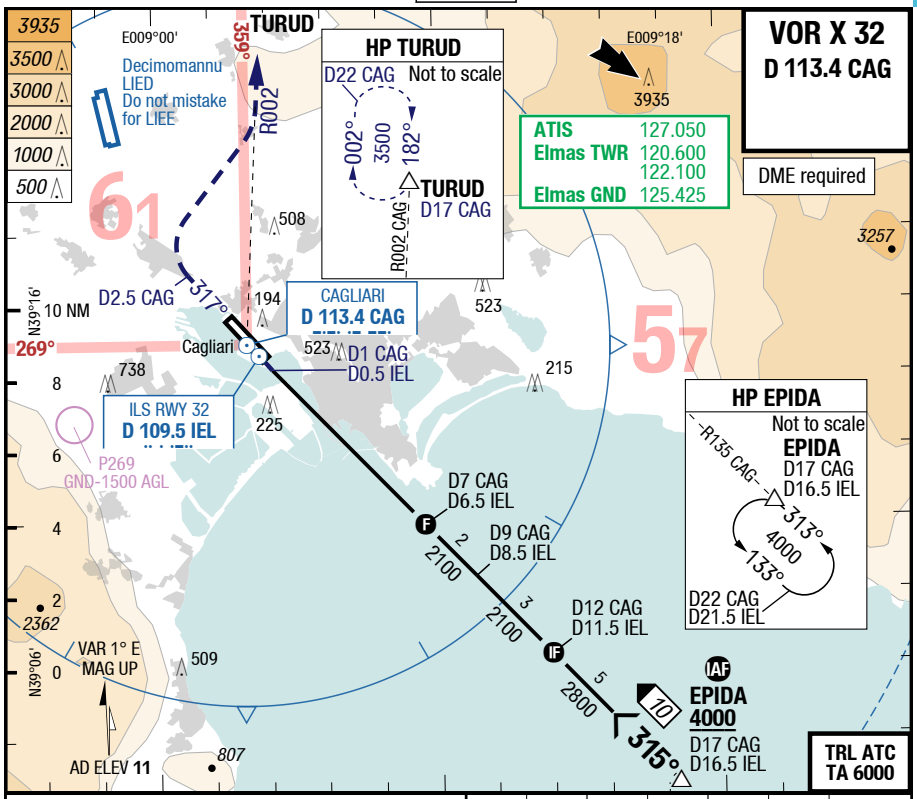
1) Timing to determine MAPt NA

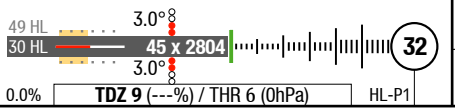
Changes: MISAP, OBST, SUAs

CAG-LIEE

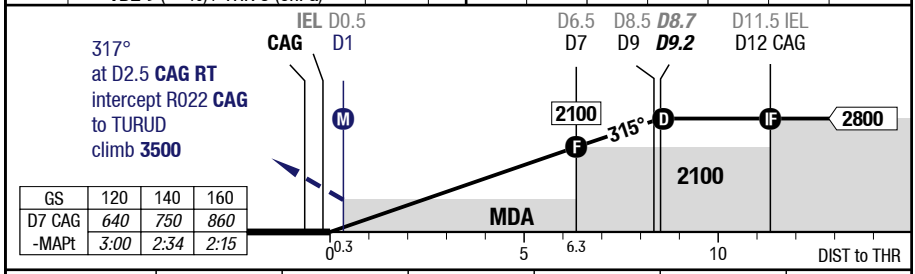
7-100

VOR X 32





3	4	5	6	8	9.2	3.03°
820	1140	1460	1780	2430	2800	D CAG 315° RWY 317°



GS	120	140	160
D7 CAG	640	750	860
-MAPt	3:00	2:34	2:15

32		VOR DME					Circling E of RWY only
C	ft - m/km ft	800 - 2.4 **800**					1090 - 2.4V **1100**
D	ft - m/km ft	800 - 2.4 **800**					1090 - 3.6V **1100**

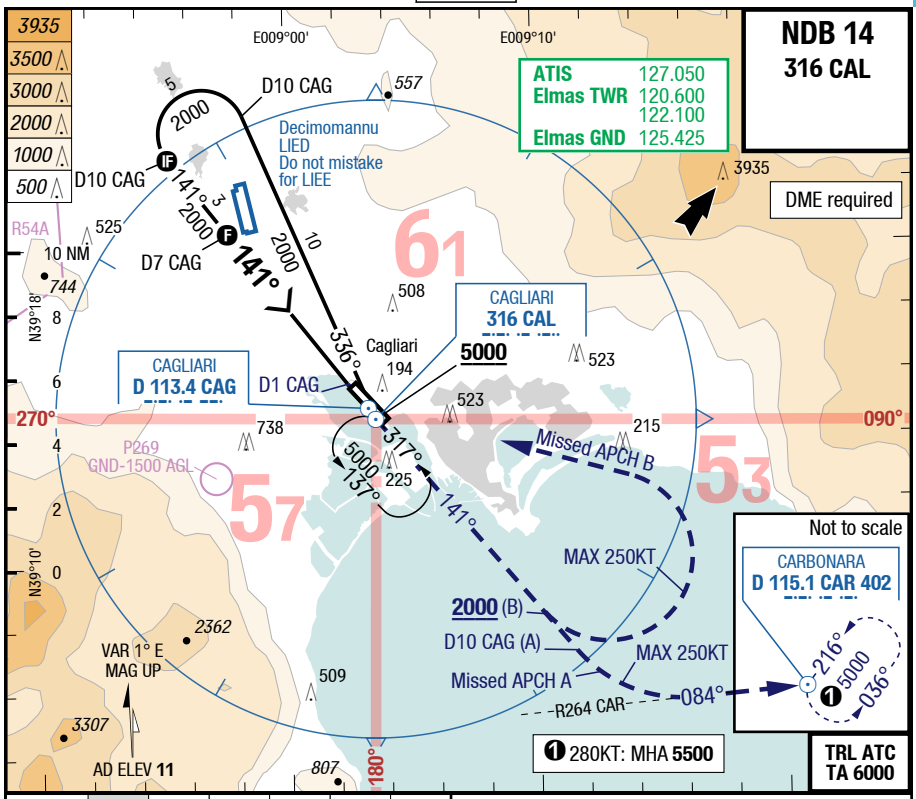
Changes: New

21-DEC-2017

CAG-LIEE

7-110

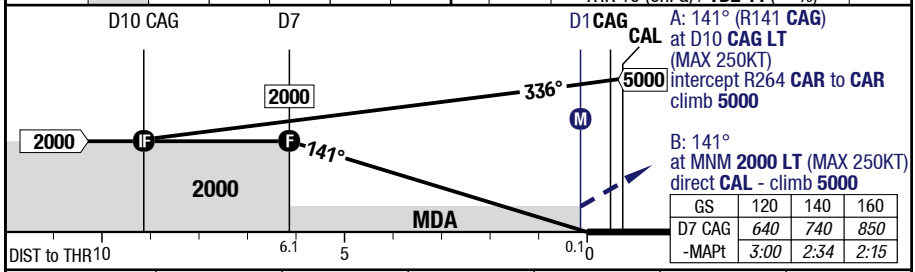
NDB 14



3.00° D CAG 141° RWY 137°	7	6	5	4	3
	2000	1700	1380	1060	740

14

3.0° 49 HL
2804 x 45 30 HL
3.0°
THR 10 (0hPa) / **TDZ 11** (---%) 0.0%



A: 141° (R141 **CAG**) at D10 **CAG LT** (MAX 250KT) intercept R264 **CAR** to **CAR** climb **5000**

B: 141° at MNM **2000 LT** (MAX 250KT) direct **CAL** - climb **5000**

GS	120	140	160
D7 CAG	*640*	*740*	*850*
-MAPt	*3:00*	*2:34*	*2:15*

14		NDB DME CAG GA 3.5% 1)					Circling E of RWY only
C	ft - m/km ft	560 - 2.4 **570**					1090 - 2.4V **1100**
D	ft - m/km ft	560 - 2.4 **570**					1090 - 3.6V **1100**

1) If unable follow MA type B and contact ATC

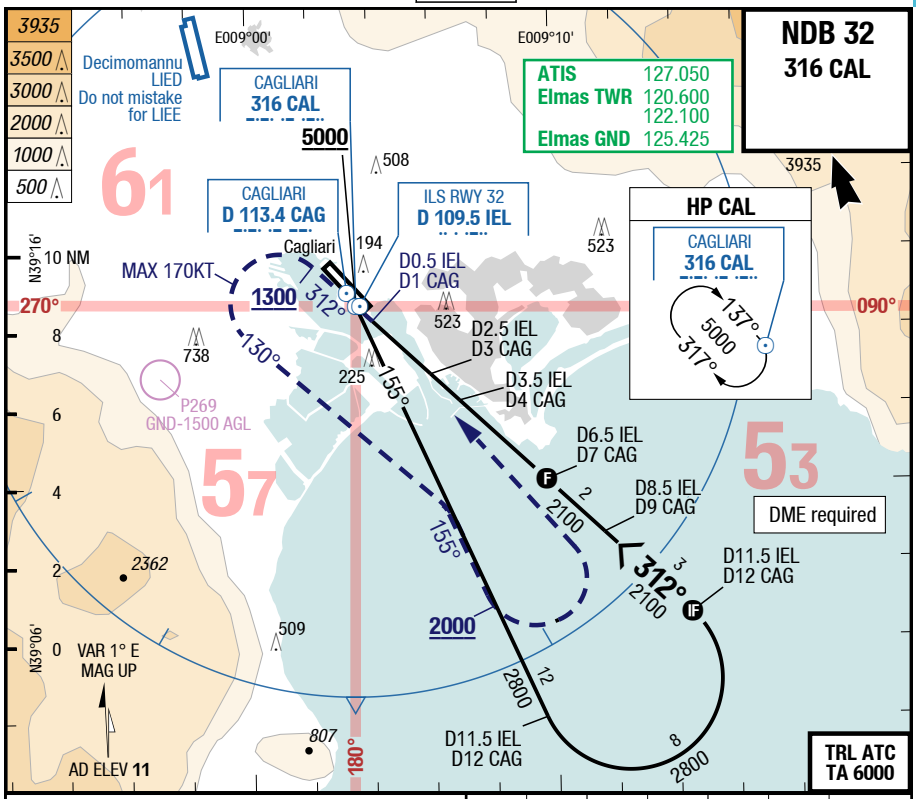
Changes: OBST, SUAs

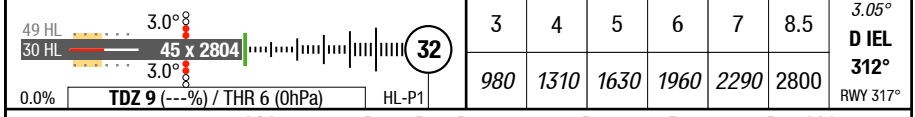
21-DEC-2017

CAG-LIEE

7-120

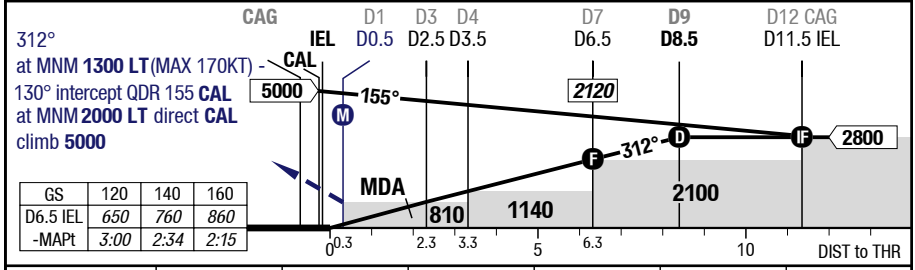
NDB 32





3	4	5	6	7	8.5
980	1310	1630	1960	2290	2800

3.05°
D IEL
312°
RWY 317°



GS	120	140	160
D6.5 IEL	650	760	860
-MAPt	3:00	2:34	2:15

32		NDB DME IEL					Circling E of RWY only
C	ft - m/km ft	800 - 2.4 **800**					1090 - 2.4V **1100**
D	ft - m/km ft	800 - 2.4 **800**					1090 - 3.6V **1100**

Changes: Nil