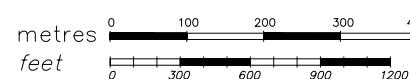


RWY	QFU	THR	bearing strength	Bearings are magnetic		AIRPORT
11	104°	N 44°24'55.52" E 008°49'27.08"	PCN	Distances in metres	TWR	REFERENCE
29	284°	N 44°24'31.97" E 008°51'27.17"	69/F/A/W/T	Elevation in FT AMSL	118.60	CODE ICAO:
				Coordinates WGS84		4E

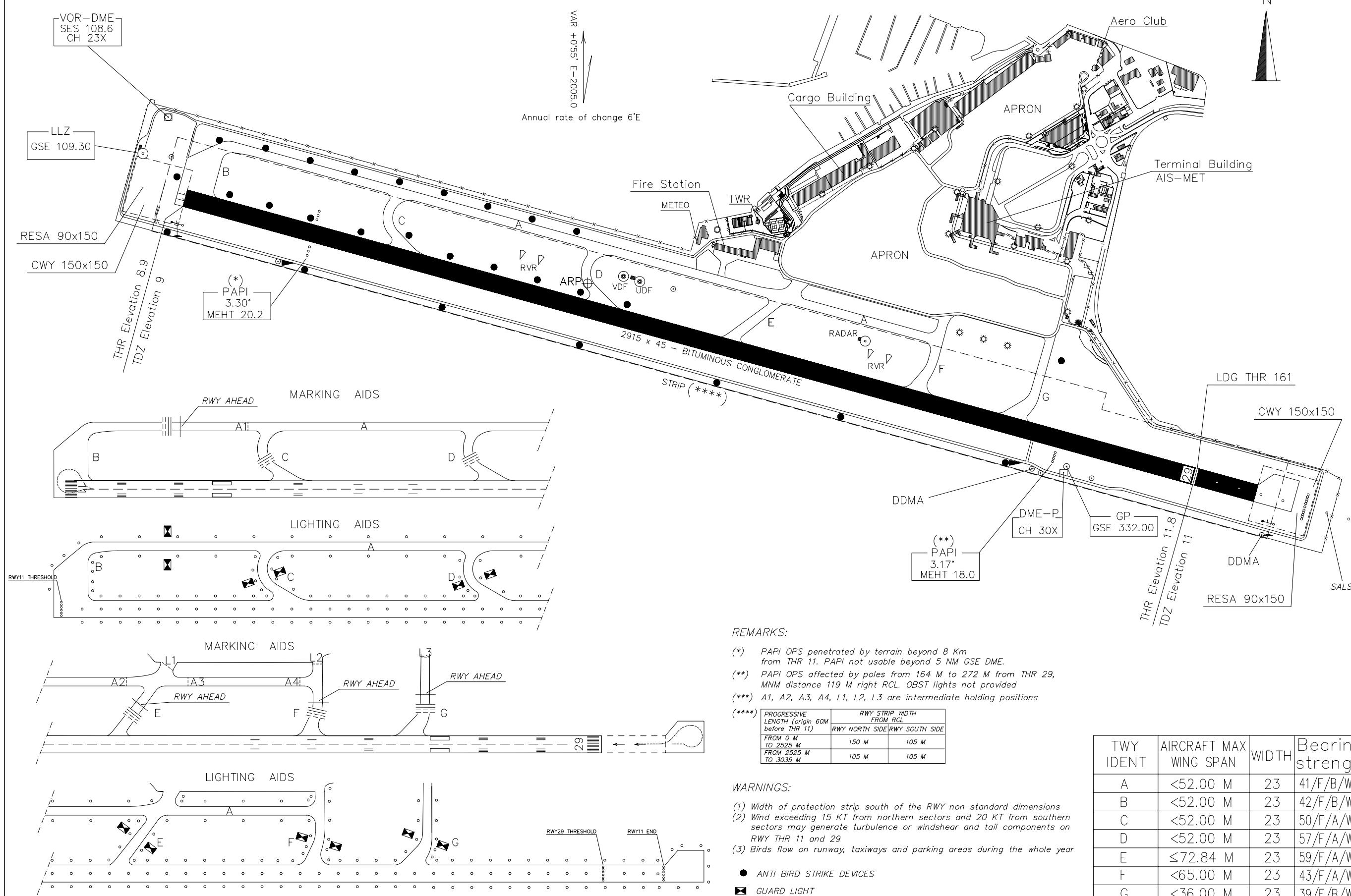


AD E  
1  
APRON  
1

GENOVA / SESTRI

44°24'48" N 008°50'15" E

CHANGE: Updated chart



<u>PROGRESSIVE LENGTH (origin 60M before THR 11)</u>	<u>RWY STRIP WIDTH FROM RCL</u>				
<u>RWY</u>	<u>NORTH</u>	<u>SIDE</u>	<u>RWY</u>	<u>SOUTH</u>	<u>SIDE</u>
FROM 0 M TO 2525 M	150 M		105 M		
FROM 2525 M TO 3025 M		105 M		105 M	

*REMARKS:*

- (\*) PAPI OPS penetrated by terrain beyond 8 Km from THR 11. PAPI not usable beyond 5 NM GSE DME.
  - (\*\*) PAPI OPS affected by poles from 164 M to 272 M from THR 29, MNM distance 119 M right RCL. OBST lights not provided
  - (\*\*\*) A1, A2, A3, A4, L1, L2, L3 are intermediate holding positions

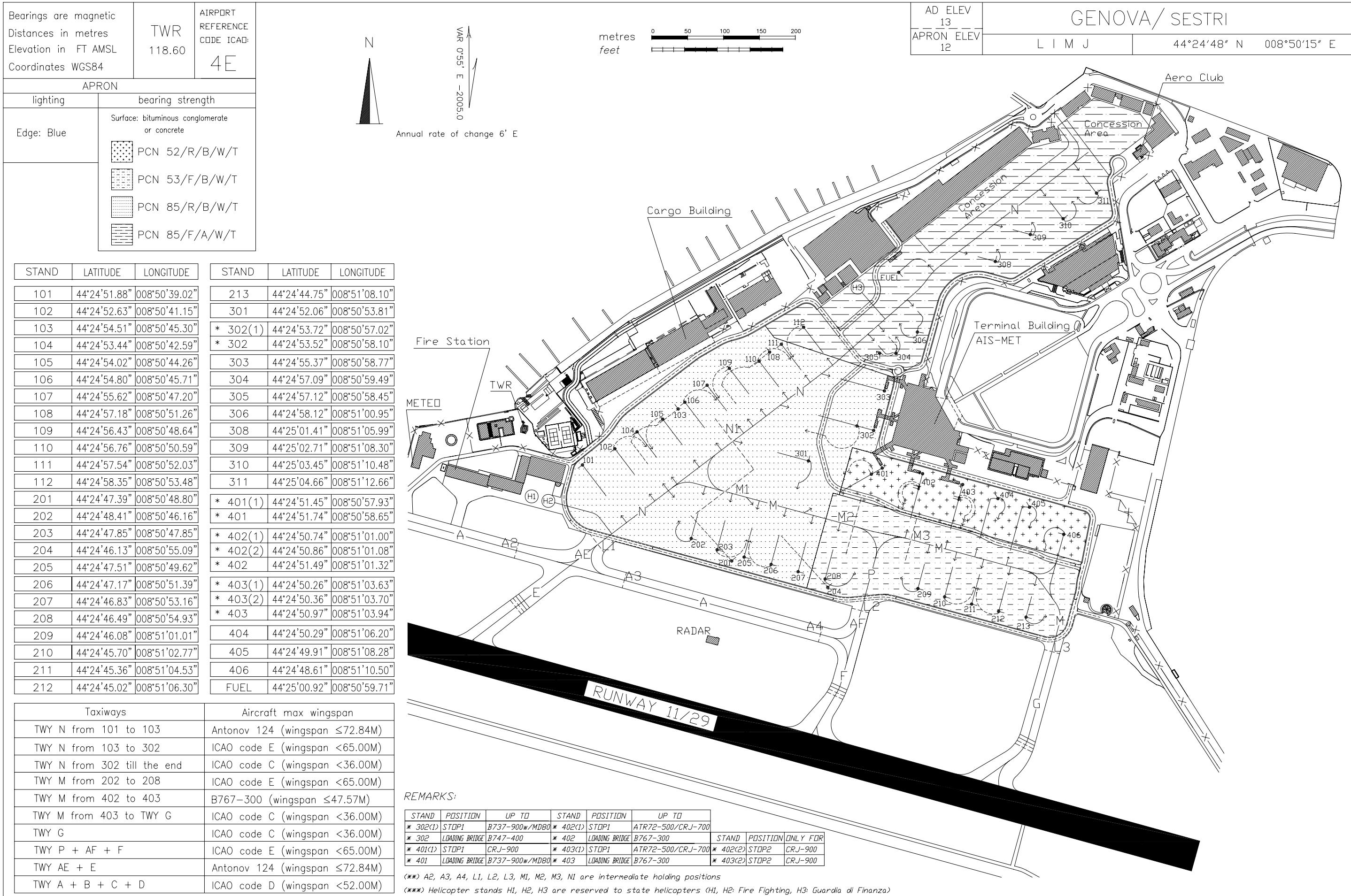
#### **WARNINGS:**

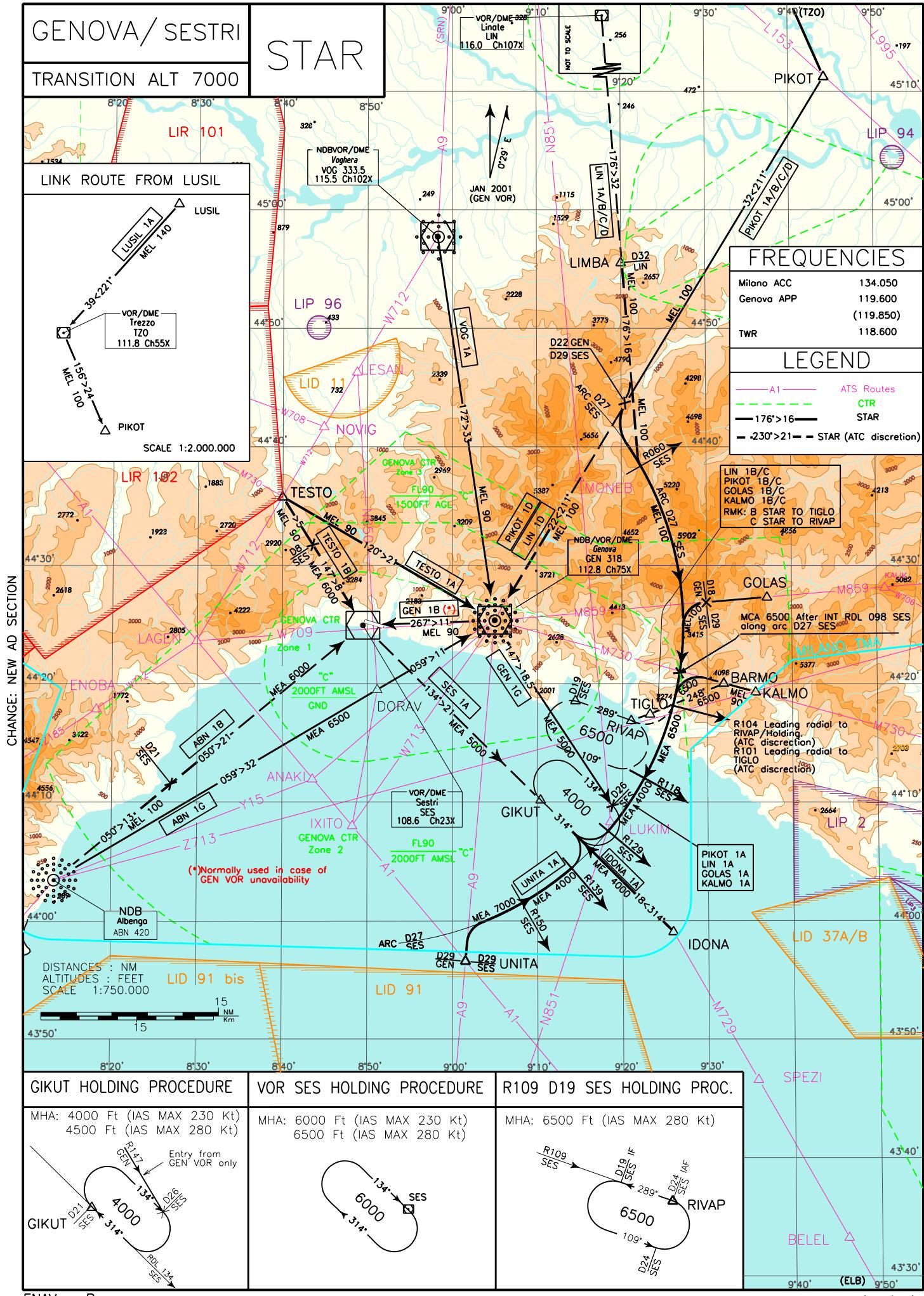
- (1) Width of protection strip south of the RWY non standard dimensions
  - (2) Wind exceeding 15 KT from northern sectors and 20 KT from southern sectors may generate turbulence or windshear and tail components on RWY THR 11 and 29
  - (3) Birds flew on runway, taxiways and parking areas during the whole year.

- ANTI BIRD STRIKE DEVICES
- GUARD LIGHT

TWY IDENT	AIRCRAFT MAX WING SPAN	WIDTH	Bearing strength
A	<52.00 M	23	41/F/B/W/T
B	<52.00 M	23	42/F/B/W/T
C	<52.00 M	23	50/F/A/W/T
D	<52.00 M	23	57/F/A/W/T
E	$\leq$ 72.84 M	23	59/F/A/W/T
F	<65.00 M	23	43/F/A/W/T
G	<36.00 M	23	39/F/B/W/T

## AIRCRAFT PARKING DOCKING CHART





**VOG 1A**

VOG VOR/NDB – TR 172° (RDL/QDR 172° VOG VOR/NDB) – GEN VOR/NDB.

**VOG 1A**

VOG VOR/NDB – TR 172° (RDL/QDR 172° VOG VOR/NDB) – GEN VOR/NDB.

MEL: VOG VOR/NDB – GEN VOR/NDB: FL 90

**TESTO 1A**

TESTO – TR 120° (RDL/QDR 300° GEN VOR/NDB) – GEN VOR/NDB.

**TESTO 1A**

TESTO – TR 120° (RDL/QDR 300° GEN VOR/NDB) – GEN VOR/NDB.

MEL: TESTO – GEN VOR/NDB: FL 90

**ABN 1G**

ABN NBD – TR 059° (QDR 059° ABN NDB) – DORAV – GEN VOR/NDB.

**ABN 1G**

ABN NBD – TR 059° (QDR 059° ABN NDB) – DORAV – GEN VOR/NDB.

MEA: ABN NDB – DORAV – GEN VOR/NDB: 6500 FT

**SES 1A (a discrezione ATC)**

SES VOR/DME – TR 134° (RDL 134 SES VOR) – GIKUT.

**SES 1A (ATC discretion)**

SES VOR/DME – TR 134° (RDL 134 SES VOR) – GIKUT.

MEA: SES VOR/DME – GIKUT: 5000 FT

**LUSIL 1A**

LUSIL – TR 221° (RDL 041 TZO VOR) – TZO VOR, quindi virare a sinistra TR 156° (RDL 156 TZO VOR) fino al punto PIKOT.

**LUSIL 1A**

LUSIL – TR 221° (RDL 041 TZO VOR) – TZO VOR, then turn left on TR 156° (RDL 156 TZO VOR) inbound PIKOT.

MEL: LUSIL – TZO VOR: FL 140; TZO VOR – PIKOT: FL 100

**LIN 1A (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) fino ad intercettare RDL 060 SES VOR, quindi virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 129 SES VOR virare a destra per intercettare e seguire TR 314° (RDL 134 SES VOR) fino al punto GIKUT.

**LIN 1A (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) until intercepting RDL 060 SES VOR, then turn left until joining ARC D27 SES DME. Intercepting RDL 129 SES VOR turn right until joining TR 314° (RDL 134 SES VOR) inbound GIKUT.

MEL/MEA: LIN VOR/DME – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – INT ARC D27 SES DME/RDL 118 SES VOR: 6500 FT; INT ARC D27 SES DME/RDL 118 SES VOR – GIKUT: 4000 FT

**LIN 1B (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) fino ad intercettare RDL 060 SES VOR quindi virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 101 SES VOR virare a destra per il punto TIGLO.

**LIN 1B (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) until intercepting RDL 060 SES VOR, then turn left until joining ARC D27 SES DME. Intercepting RDL 101 SES VOR turn right inbound TIGLO.

MEL/MEA: LIN VOR/DME – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – TIGLO: 6500 FT

**LIN 1C (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) fino ad intercettare RDL 060 SES VOR quindi virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 104 SES VOR virare a destra per il punto RIVAP.

**LIN 1C (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) until intercepting RDL 060 SES VOR, then turn left until joining ARC D27 SES DME. Intercepting RDL 104 SES VOR turn right inbound RIVAP.

MEL/MEA: LIN VOR/DME – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – RIVAP: 6500 FT

**LIN 1D (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR) fino ad intercettare e seguire TR 211° (RDL/QDR 031° GEN VOR/NDB) per GEN VOR/NDB.

**LIN 1D (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR) until joining TR 211° (RDL/QDR 031° GEN VOR/NDB) inbound GEN VOR/NDB.

MEL: LIN VOR/DME – GEN VOR/NDB: FL 100

**PIKOT 1A**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). A D29 SES (D22 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 129 SES VOR virare a destra per intercettare e seguire TR 314° (RDL 134 SES VOR) fino al punto GIKUT.

**PIKOT 1A**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). At D29 SES (D22 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 129 SES VOR turn right until joining TR 314° (RDL 134 SES VOR) inbound GIKUT.

MEL/MEA: PIKOT – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – INT ARC D27 SES DME/RDL 118 SES VOR: 6500 FT; INT ARC D27 SES DME/RDL 118 SES VOR – GIKUT: 4000 FT

**PIKOT 1B (a discrezione ATC)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). A D29 SES (D22 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 101 SES VOR virare a destra per il punto TIGLO.

MEL/MEA: PIKOT – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – TIGLO: 6500 FT

**PIKOT 1C (a discrezione ATC)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB): A D29 SES (D22 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 104 SES VOR virare a destra per il punto RIVAP.

MEL/MEA: PIKOT – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – RIVAP: 6500 FT

**PIKOT 1D (a discrezione ATC)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB) - GEN VOR/NDB.

MEL: PIKOT - GEN VOR/NDB: FL 100

**TESTO 1B (a discrezione ATC)**

TESTO – TR 147° (RDL 327 SES VOR) – SES VOR/DME.

MEL/MEA: TESTO – RDL 327/D8 SES VOR/DME: FL 90, RDL 327/D8 SES VOR/DME – SES VOR/DME: 6000 FT

**GEN 1B (a discrezione ATC)**

GEN VOR/NDB – TR 267° (RDL/QDR 267° GEN VOR/NDB) – SES VOR/DME.

MEL: GEN VOR/NDB – SES VOR/DME: FL 90

**GEN 1G**

GEN VOR/NDB – TR 147° (RDL/QDR 147° GEN VOR/NDB) fino a D26 SES (D18.5 GEN) DME, quindi virare a destra per il punto GIKUT.

MEA: GEN VOR/NDB – RDL-QDR 147° GEN VOR-NDB/D26 SES (D18.5 GEN) DME: 5000 FT; RDL-QDR 147° GEN VOR-NDB/D26 SES (D18.5 GEN) DME – GIKUT: 4000 FT

**GOLAS 1A**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). A D29 SES (D18 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 129 SES VOR virare a destra per intercettare e seguire TR 314° (RDL 134 SES VOR) fino al punto GIKUT.

MEL/MEA: GOLAS – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – INT ARC D27 SES DME/RDL 118 SES VOR: 6500 FT; INT ARC D27 SES DME/RDL 118 SES VOR – GIKUT: 4000 FT

**GOLAS 1B (a discrezione ATC)**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). A D29 SES (D18 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 101 SES VOR virare a destra per il punto TIGLO.

MEL/MEA: GOLAS – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – TIGLO: 6500 FT

**GOLAS 1C (a discrezione ATC)**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). A D29 SES (D18 GEN) DME virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 104 SES VOR virare a destra per il punto RIVAP.

MEL/MEA: GOLAS – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – RIVAP: 6500 FT

**KALMO 1A**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, quindi virare a sinistra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 129 SES VOR virare a destra per intercettare e seguire TR 314° (RDL 134 SES VOR) fino al punto GIKUT.

**PIKOT 1B (ATC discretion)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). At D29 SES (D22 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 101 SES VOR turn right inbound TIGLO.

**PIKOT 1C (ATC discretion)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). At D29 SES (D22 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 104 SES VOR turn right inbound RIVAP.

**PIKOT 1D (ATC discretion)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB) - GEN VOR/NDB.

MEL: PIKOT - GEN VOR/NDB: FL 100

**TESTO 1B (ATC discretion)**

TESTO – TR 147° (RDL 327 SES VOR) – SES VOR/DME.

MEL/MEA: TESTO – RDL 327/D8 SES VOR/DME: FL 90, RDL 327/D8 SES VOR/DME – SES VOR/DME: 6000 FT

**GEN 1B (ATC discretion)**

GEN VOR/NDB – TR 267° (RDL/QDR 267° GEN VOR/NDB) – SES VOR/DME.

MEL: GEN VOR/NDB – SES VOR/DME: FL 90

**GEN 1G**

GEN VOR/NDB – TR 147° (RDL/QDR 147° GEN VOR/NDB) until D26 SES (D18.5 GEN) DME, then turn right inbound GIKUT.

MEA: GEN VOR/NDB – RDL-QDR 147° GEN VOR-NDB/D26 SES (D18.5 GEN) DME: 5000 FT; RDL-QDR 147° GEN VOR-NDB/D26 SES (D18.5 GEN) DME – GIKUT: 4000 FT

**GOLAS 1A**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). At D29 SES (D18 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 129 SES VOR turn right until joining TR 314° (RDL 134 SES VOR) inbound GIKUT.

**GOLAS 1B (ATC discretion)**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). At D29 SES (D18 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 101 SES VOR turn right inbound TIGLO.

MEL/MEA: GOLAS – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – TIGLO: 6500 FT

**GOLAS 1C (ATC discretion)**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). At D29 SES (D18 GEN) DME turn left until joining ARC D27 SES DME. Intercepting RDL 104 SES VOR turn right inbound RIVAP.

MEL/MEA: GOLAS – INT ARC D27 SES DME/RDL 098 SES VOR: FL 100; INT ARC D27 SES DME/RDL 098 SES VOR – RIVAP: 6500 FT

**KALMO 1A**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, then turn left until joining ARC D27 SES DME. Intercepting RDL 129 SES VOR turn right until joining TR 314° (RDL 134 SES VOR) inbound GIKUT.

MEL/MEA: KALMO – BARMO: FL 90, BARMO – INT ARC D27 SES DME/RDL 118 SES VOR: 6500 FT; INT ARC D27 SES DME/RDL 118 SES VOR – GIKUT: 4000 FT

**KALMO 1B (a discrezione ATC)**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, quindi virare a sinistra TR 248° per il punto TIGLO.

**KALMO 1B (ATC discretion)**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, then turn left TR 248° inbound TIGLO.

MEL/MEA: KALMO – BARMO: FL 90, BARMO – TIGLO: 6500 FT

**KALMO 1C (a discrezione ATC)**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, quindi virare a sinistra TR 248° per il punto TIGLO, quindi RIVAP.

**KALMO 1C (ATC discretion)**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, then turn left TR 248° inbound TIGLO, then RIVAP.

MEL/MEA: KALMO – BARMO: FL 90, BARMO – RIVAP: 6500 FT

**IDONA 1A**

IDONA – TR 314° (RDL 134 SES VOR) per il punto GIKUT.

**IDONA 1A**

IDONA – TR 314° (RDL 134 SES VOR) inbound GIKUT.

MEA: IDONA – GIKUT: 4000 FT

**UNITA 1A**

Sul punto UNITA virare a destra per intercettare e seguire ARC D27 SES DME. Intercettando RDL 139 SES VOR virare a sinistra per intercettare e seguire TR 314° (RDL 134 SES VOR) fino al punto GIKUT.

**UNITA 1A**

Over UNITA turn right until joining ARC D27 SES DME. Intercepting RDL 139 SES VOR turn left until joining TR 314° (RDL 134 SES VOR) inbound GIKUT.

MEA: UNITA – INT ARC D27 SES DME/RDL 150 SES VOR: 7000 FT; INT ARC D27 SES DME/RDL 150 SES VOR – GIKUT: 4000 FT

**ABN 1B (a discrezione ATC)**

ABN NBD – TR 050° (QDR 050° ABN NDB) – SES VOR/DME.

**ABN 1B (ATC discretion)**

ABN NBD – TR 050° (QDR 050° ABN NDB) – SES VOR/DME.

MEL/MEA: ABN NDB – QDR 050° ABN NDB/D21 SES DME: FL 100, QDR 050° ABN NDB/D21 SES DME – SES VOR/DME: 6000 FT

Intenzionalmente bianca

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GENOVA / SESTRI

TRANSITION ALT 7000

**STAR  
VOR SES  
INOPERATIV**

#### LINK ROUTE FROM LUSI

VOR/DME  
Trezzo  
TZO  
111.8 Ch55X

-156°7  
MEL

SCALE 1:2,000,000

## FREQUENCIES

Milano ACC	134.050
Genova APP	119.600
	(119.850)
TWR	118.600

## **LEGEND**

— A1 ————— ATS Routes  
— ————— CTR  
— 176° > 16 ————— STAR  
— ————— STAR  
— - 211° > 22 ————— (ATC discretion)

CHANGE: NEW AD SECTION

## I. CMO HOLDING PROCEDURE

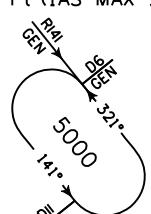
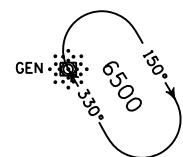
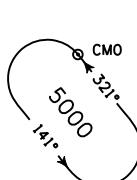
VORNDR. CEN. HOLDING BROS.

BRALDE CEN HOLDING BRO

MHA: 5000 Ft (IAS MAX 230 Kt  
6000 Ft (IAS MAX 280 Kt

IHA: 6500 Ft (IAS MAX 230 Kt)  
7000 Ft (IAS MAX 280 Kt)

MHA: 5000 Ft (IAS MAX 230 Kt)  
6000 Ft (IAS MAX 280 Kt)



**VOG 1E**

VOG VOR/NDB – TR 172° (RDL/QDR 172° VOG VOR/NDB) – GEN VOR/NDB – CMO L.

MEL/MEA: VOG VOR/NDB – GEN VOR/NDB: FL 90, GEN VOR/NDB – CMO L: 5000 FT

**TESTO 1E**

TESTO – TR 120° (RDL/QDR 300° GEN VOR/NDB) – GEN VOR/NDB – CMO L.

MEL/MEA: TESTO – GEN VOR/NDB: FL 90, GEN VOR/NDB – CMO L: 5000 FT

**ABN 1E**

ABN NBD – TR 059° (QDR 059° ABN NDB) – DORAV – GEN VOR/NDB – CMO L.

MEA: ABN NDB – GEN VOR/NDB: 6500 FT, GEN VOR/NDB – CMO L: 5000 FT

**UNITA 1E**

UNITA – TR 015° (QDR 195° CMO L) – CMO L.

MEA: UNITA – QDR 195° CMO L/D16 GEN DME : 7000 FT, QDR 195° CMO L/D16 GEN DME – CMO L: 5000 FT

**IDONA 1E**

IDONA – TR 330° (RDL/QDR 150° GEN VOR/NDB) – LUKIM, quindi virare a destra TR 004° per il punto LULET, indi procedere per CMO L.

MEA: IDONA – LUKIM – LULET: 7000 FT, LULET – CMO L: 5000 FT

**PIKOT 1F (a discrezione ATC)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB) – GEN VOR/NDB – CMO L.

MEL/MEA: PIKOT – GEN VOR/NDB: FL 100, GEN VOR/NDB – CMO L: 5000 FT

**PIKOT 1E**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). A D20 GEN DME virare a sinistra per intercettare e seguire ARC D18 GEN DME. Intercettando RDL/QDR 112° GEN VOR/NDB virare a destra per il punto TIGLO, quindi procedere per CMO L.

MEL/MEA: PIKOT – INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB: FL 100, INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB – TIGLO: 6500 FT; TIGLO – CMO L: 5000 FT

**LIN 1F (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR) fino ad intercettare e seguire TR 211° (RDL/QDR 031° GEN VOR/NDB) per GEN VOR/NDB, quindi procedere per CMO L.

MEL/MEA: LIN VOR/DME – LIMBA – GEN VOR/NDB: FL 100, GEN VOR/NDB – CMO L: 5000 FT

**LIN 1E (a discrezione ATC)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR). A D20 GEN DME virare a sinistra per intercettare e seguire ARC D18 GEN DME. Intercettando RDL/QDR 112° GEN VOR/NDB virare a destra per il punto TIGLO, quindi procedere per CMO L

MEL/MEA: LIN VOR/DME – LIMBA – INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB: FL 100, INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB – TIGLO: 6500 FT, TIGLO – CMO L: 5000 FT

**GOLAS 1E**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). A D20 GEN DME virare a sinistra per intercettare e seguire ARC D18 GEN DME. Intercettando RDL/QDR 112° GEN VOR/NDB virare a destra per il punto TIGLO, quindi procedere per CMO L.

MEL/MEA: GOLAS. – INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB: FL 100, INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB – TIGLO: 6500 FT, TIGLO – CMO L: 5000 FT

**KALMO 1E**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, quindi virare a sinistra TR 248° per il punto TIGLO, quindi procedere per CMO L.

MEL/MEA: KALMO – BARMO: FL 90, BARMO – TIGLO: 6500 FT, TIGLO – CMO L: 5000 FT

**LUSIL 1A**

LUSIL – TR 221° (RDL 041 TZO VOR) – TZO VOR, quindi virare a sinistra TR 156° (RDL 156 TZO VOR) fino al punto PIKOT.

MEL: LUSIL – TZO VOR: FL 140; TZO VOR – PIKOT: FL 100

**VOG 1E**

VOG VOR/NDB – TR 172° (RDL/QDR 172° VOG VOR/NDB) – GEN VOR/NDB – CMO L.

**TESTO 1E**

TESTO – TR 120° (RDL/QDR 300° GEN VOR/NDB) – GEN VOR/NDB – CMO L.

MEL/MEA: TESTO – GEN VOR/NDB: FL 90, GEN VOR/NDB – CMO L: 5000 FT

**ABN 1E**

ABN NBD – TR 059° (QDR 059° ABN NDB) – DORAV – GEN VOR/NDB – CMO L.

MEA: ABN NDB – GEN VOR/NDB: 6500 FT, GEN VOR/NDB – CMO L: 5000 FT

**UNITA 1E**

UNITA – TR 015° (QDR 195° CMO L) – CMO L.

MEA: UNITA – QDR 195° CMO L/D16 GEN DME : 7000 FT, QDR 195° CMO L/D16 GEN DME – CMO L: 5000 FT

**IDONA 1E**

IDONA – TR 330° (RDL/QDR 150° GEN VOR/NDB) – LUKIM, then turn right TR 004° inbound LULET, then proceed inbound CMO L.

MEA: IDONA – LUKIM – LULET: 7000 FT, LULET – CMO L: 5000 FT

**PIKOT 1F (ATC discretion)**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB) – GEN VOR/NDB – CMO L.

MEL/MEA: PIKOT – GEN VOR/NDB: FL 100, GEN VOR/NDB – CMO L: 5000 FT

**PIKOT 1E**

PIKOT – TR 211° (RDL/QDR 031° GEN VOR/NDB). At D20 GEN DME turn left until joining ARC D18 GEN DME. Intercepting RDL/QDR 112° GEN VOR/NDB turn right inbound TIGLO, then proceed inbound CMO L.

**LIN 1F (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR) until joining TR 211° (RDL/QDR 031° GEN VOR/NDB) inbound GEN VOR/NDB, then proceed inbound CMO L.

**LIN 1E (ATC discretion)**

LIN VOR/DME – TR 176° (RDL 176 LIN VOR) – LIMBA – TR 176° (RDL 176 LIN VOR). At D20 GEN DME turn left until joining ARC D 18 GEN DME. Intercepting RDL/QDR 112 GEN VOR/NDB turn right inbound TIGLO, then proceed inbound CMO L

**GOLAS 1E**

GOLAS – TR 265° (RDL/QDR 085° GEN VOR/NDB). At D20 GEN DME turn left until joining ARC D18 GEN DME. Intercepting RDL/QDR 112° GEN VOR/NDB turn right inbound TIGLO, then proceed inbound CMO L.

MEL/MEA: GOLAS. – INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB: FL 100, INT ARC D18 GEN DME/RDL-QDR 102° GEN VOR/NDB – TIGLO: 6500 FT, TIGLO – CMO L: 5000 FT

**KALMO 1E**

KALMO – TR 286° (RDL/QDR 106° GEN VOR/NDB) – BARMO, then turn left TR 248° inbound TIGLO, then proceed inbound CMO L.

MEL/MEA: KALMO – BARMO: FL 90, BARMO – TIGLO: 6500 FT, TIGLO – CMO L: 5000 FT

ICAO – VISUAL APPROACH CHART

AD 2 LIMJ 5-1

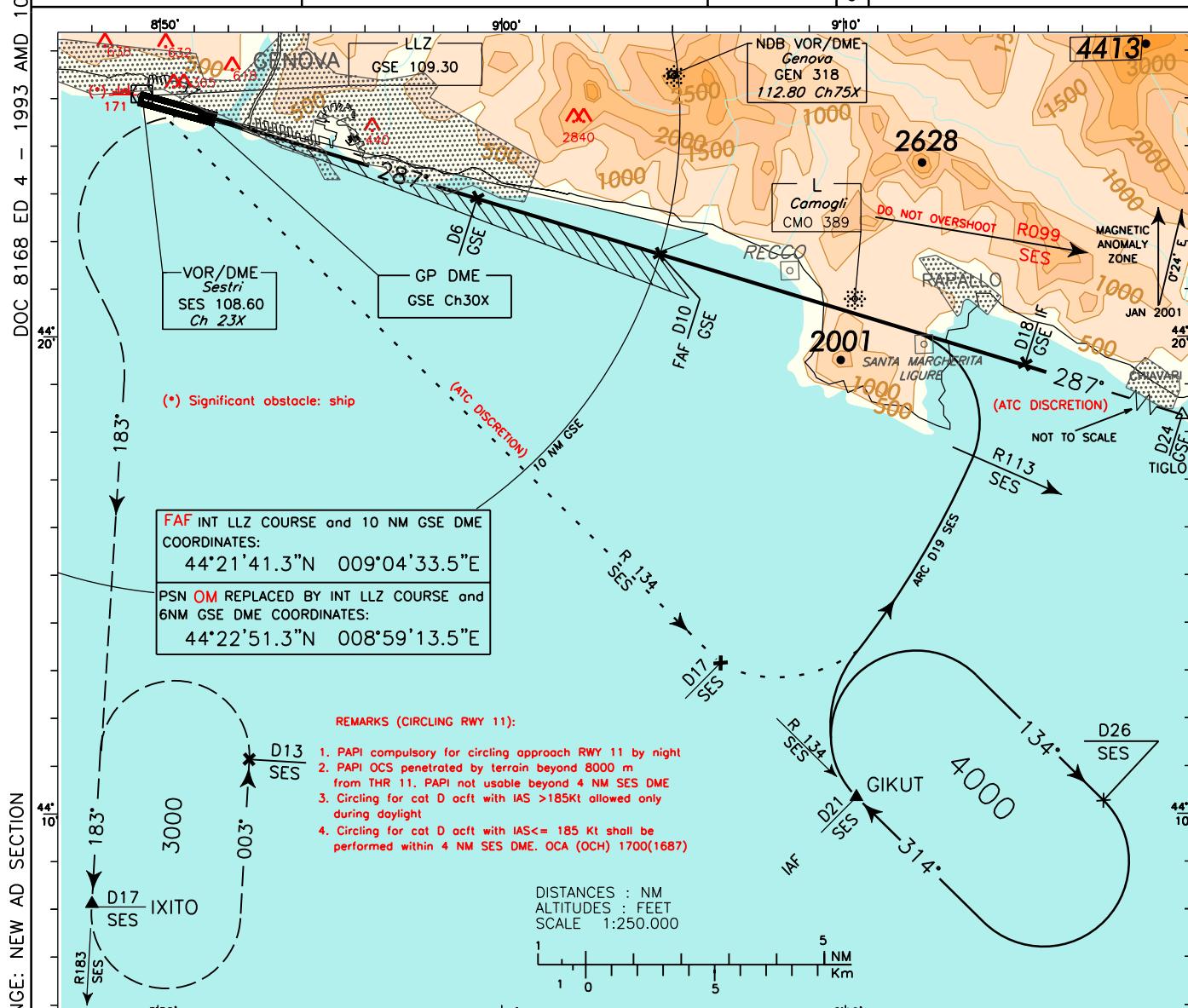


## ICAO – INSTRUMENT APPROACH CHART

AD 2 LIMJ 5-3

**REMARK:**  
Localizer course is off set  
1.52° from RWY center line.

APP	Genova Approach TWR 119.6 <i>Genova Radar</i> 119.6 (119.85)	Genova Tower 118.6	AD ELEV 13	L I M J	GENOVA/SESTRI	ILSDME-P	RWY 29
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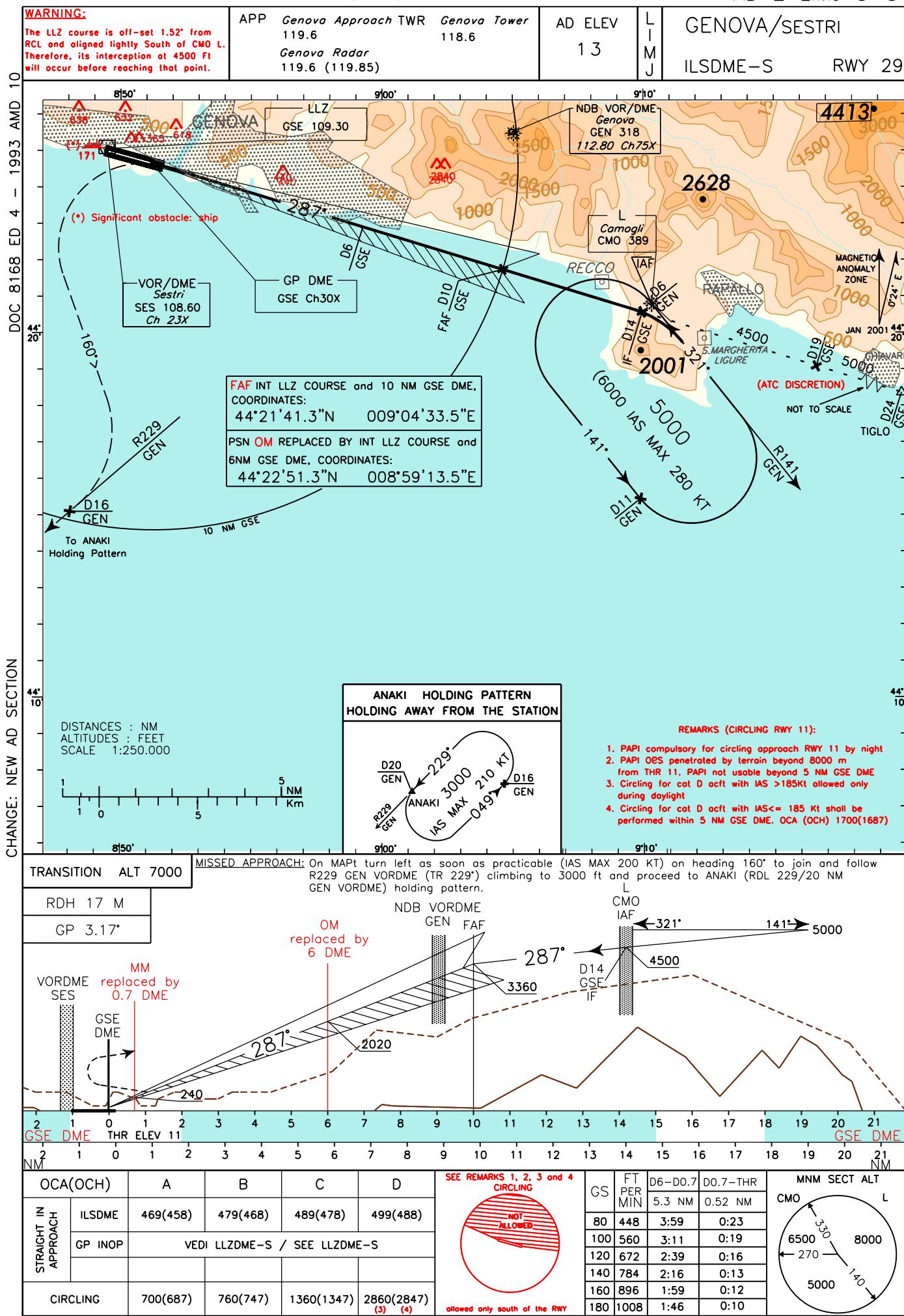
TRANSITION ALT. 7000

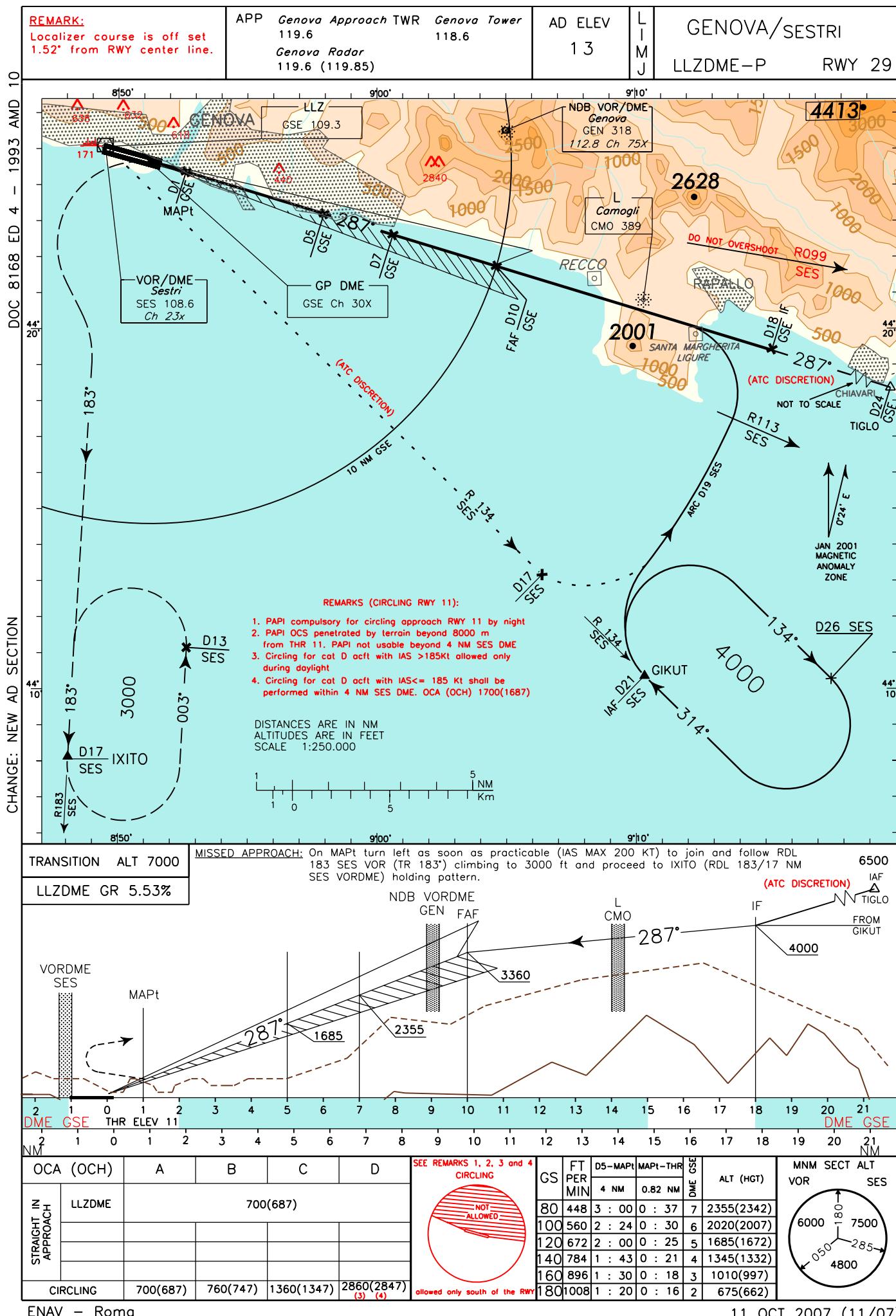
**MISSED APPROACH:** On MAPT turn left as soon as practicable (IAS MAX 200 KT) to join and follow RDL 183 SES VOR (TR 183') climbing to 3000 ft and proceed to IXITO (RDL 183/17 NM SES VOR/DM) holding pattern.

OCA(OCH)		A	B	C	D	SEE REMARKS 1, 2, 3 and 4 CIRCLING  NOT ALLOWED	GS	FT PER MIN	MNM SECT ALT				
STRAIGHT IN APPROACH	I LSDME	469(458)	479(468)	489(478)	499(488)				5.3 NM	0.52 NM			
	GP INOP	VEDI LLZDME-P / SEE LLZDME-P							3:59	0:23			
									3:11	0:19			
CIRCLING		700(687)	760(747)	1360(1347)	2860(2847) (3) (4)				6000	7500			
		allowed only south of the RWY				050 180 285 4800		050 180 285 4800		050 180 285 4800			

## ICAO – INSTRUMENT APPROACH CHART

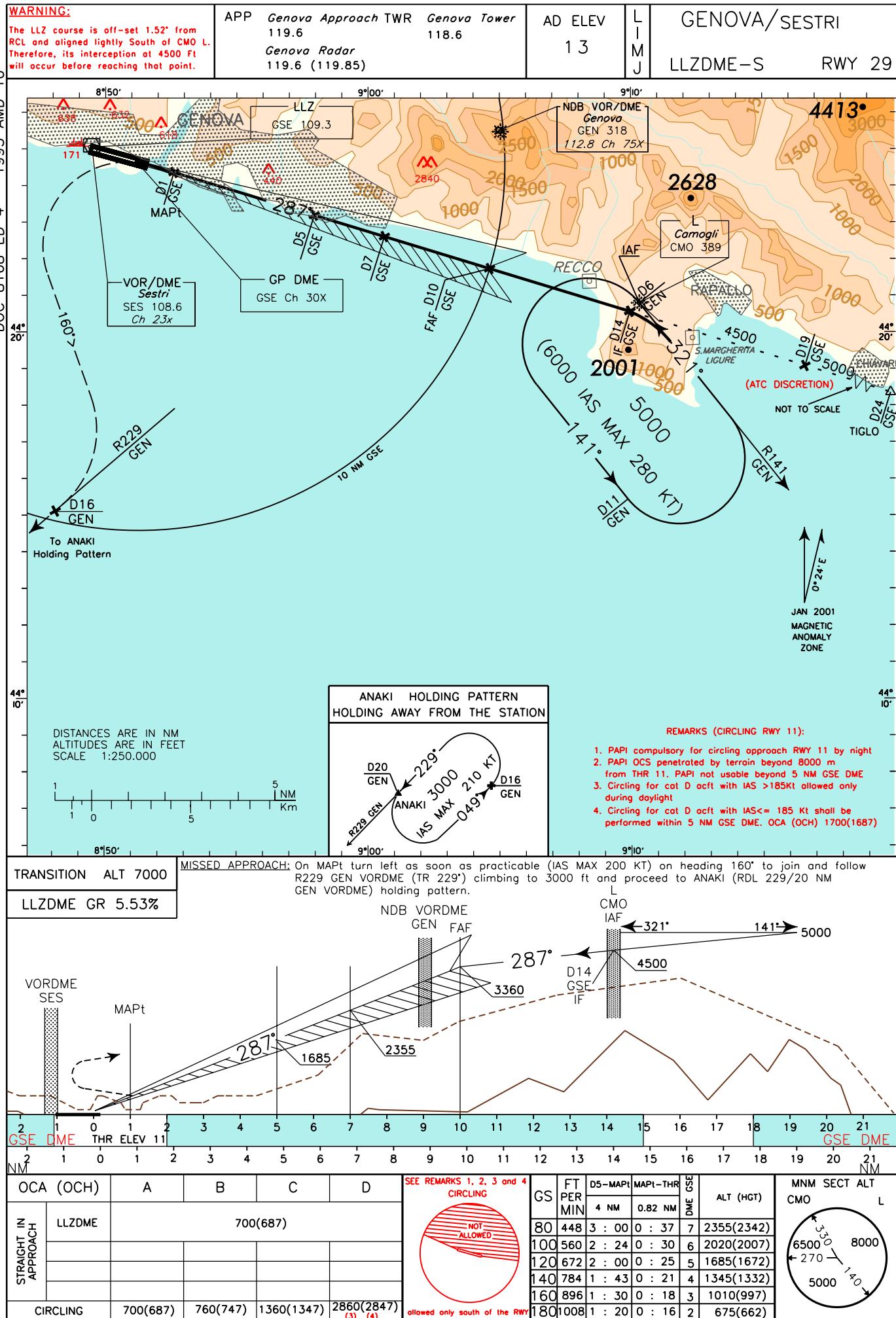
AD 2 LIMJ 5-5





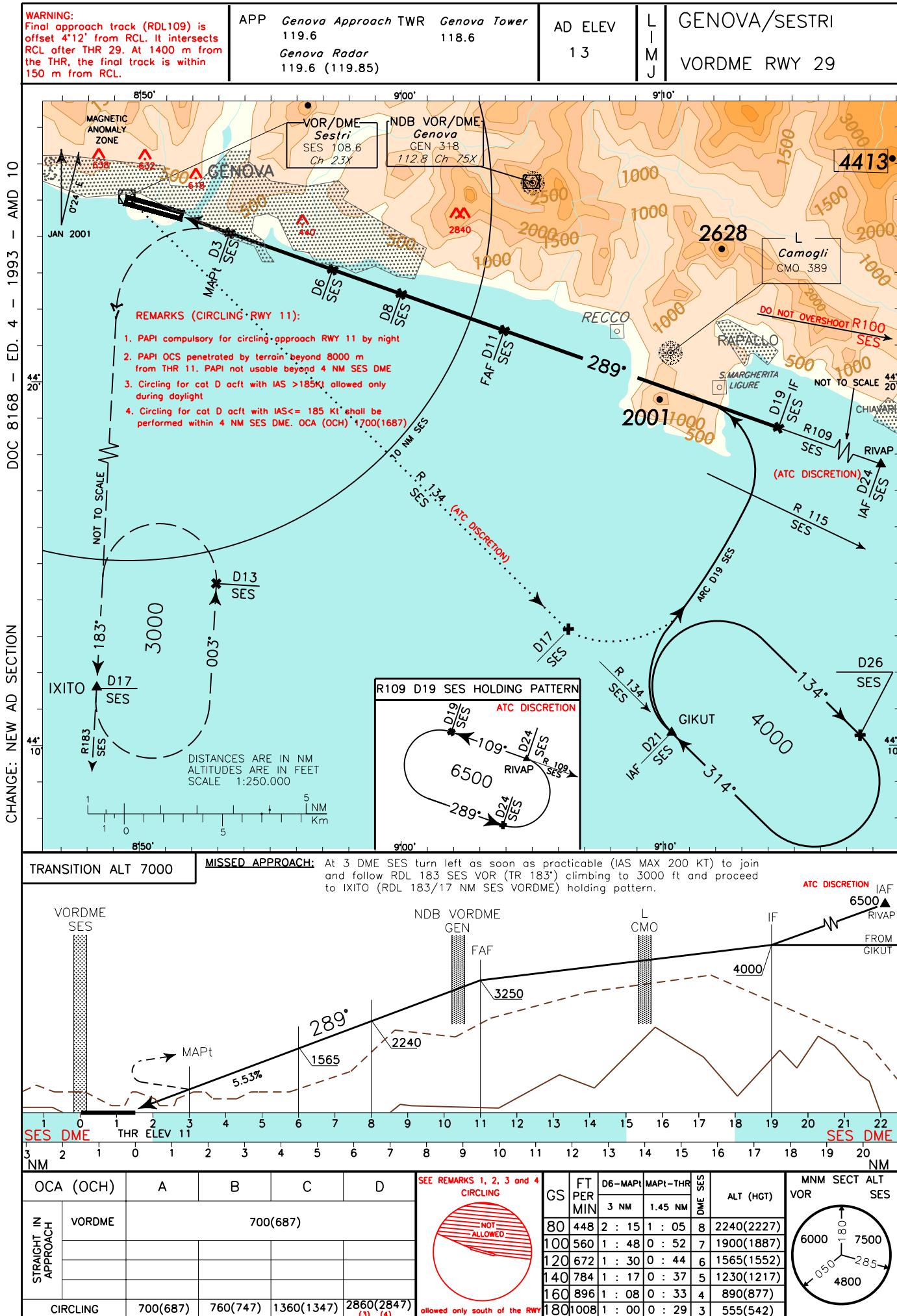
# ICAO – INSTRUMENT APPROACH CHART

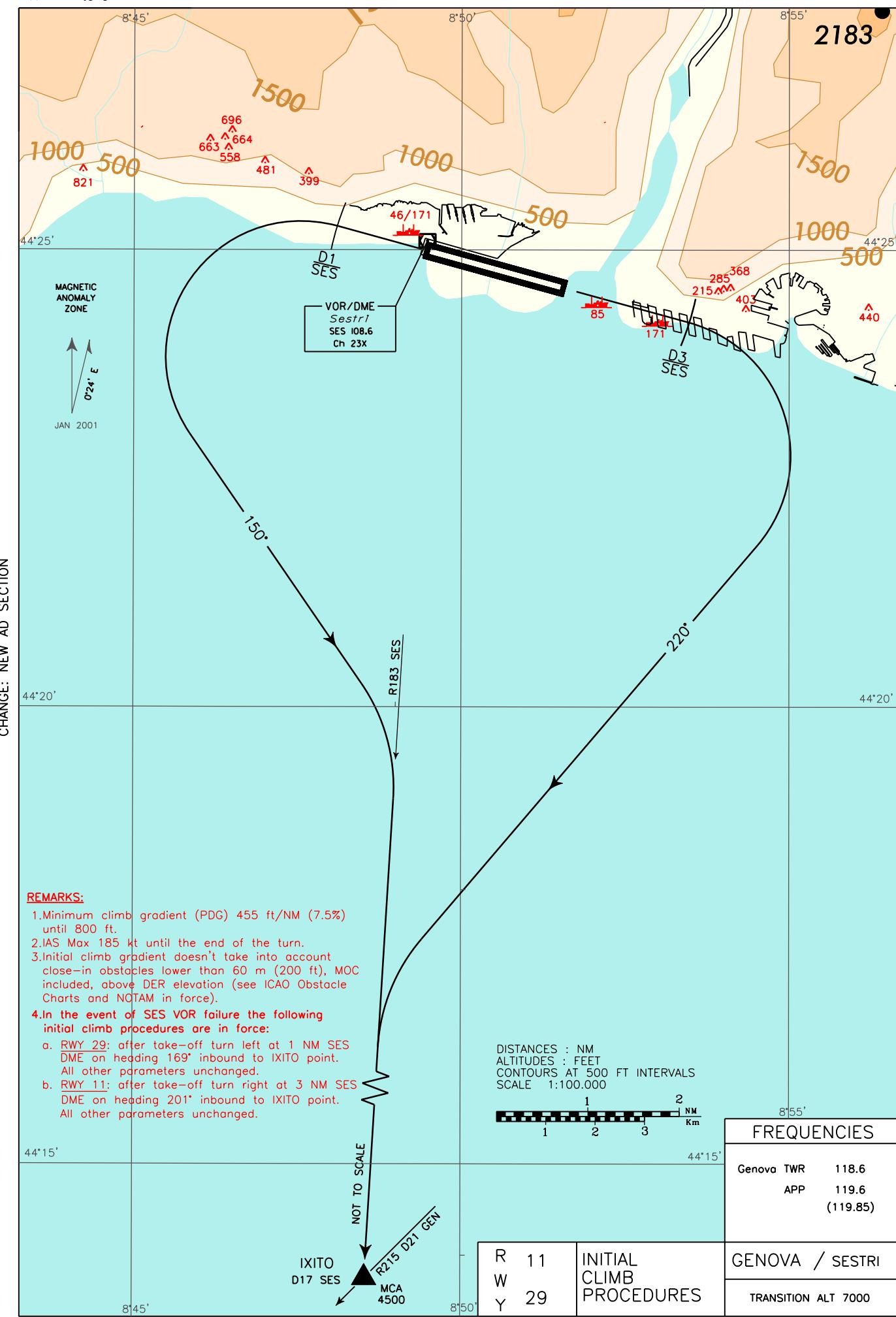
AD 2 LIMJ 5-9



## ICAO – INSTRUMENT APPROACH CHART

AD 2 LIMJ 5-11





## PROCEDURE DI SALITA INIZIALE

### Procedura di salita iniziale RWY 29

Dopo il decollo virare a sinistra ad 1 NM SES DME con prua 150° per intercettare e seguire RDL 183 SES VORDME per il punto IXITO.

### Procedura di salita iniziale RWY 11

Dopo il decollo virare a destra a 3 NM SES DME con prua 220° per intercettare e seguire RDL 183 SES VORDME per il punto IXITO.

### Note relative alle procedure di salita iniziale RWY 11/29

1. Minimo gradiente di salita (PDG) 455 FT/NM (7.5%) fino a 800 FT.
2. IAS Max 185 KT fino al completamento della virata.
3. Il gradiente minimo di salita non prende in considerazione gli ostacoli nella “close-in area” di altezza, comprensiva del MOC, inferiore a 60 m (200 FT) sull'elevazione della DER (vedere Carte Ostacoli di Aerodromo ICAO e NOTAM in vigore).
4. **Nel caso di avaria di SES VOR** saranno in vigore le seguenti procedure di salita iniziale:
  - a. **RWY 29:** dopo il decollo virare a sinistra ad 1 NM da SES DME su prua 169° per il punto IXITO. Tutti gli altri parametri invariati.
  - b. **RWY 11:** dopo il decollo virare a destra a 3 NM da SES DME su prua 201° per il punto IXITO. Tutti gli altri parametri invariati
5. A causa dell'altezza/posizione di ostacoli interessanti le procedure di salita iniziale (vedere Carte Ostacoli di Aerodromo ICAO in vigore), i piloti dovranno adottare un gradiente minimo di salita in accordo a quanto stabilito nell'Annesso 6 ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente minimo di salita dovrà esser mantenuto in ogni circostanza prevedibile.

## INITIAL CLIMB PROCEDURES

### Initial climb procedure RWY 29

After take-off turn left at 1 NM SES DME on heading 150° to join and follow RDL 183 SES VORDME to IXITO point.

### Initial climb procedure RWY 11

After take-off turn right at 3 NM SES DME on heading 220° to join and follow RDL 183 SES VORDME to IXITO point.

### Remarks for initial climb procedures RWY11/29

1. Minimum climb gradient (PDG) 455 FT/NM (7.5%) until 800 FT.
2. IAS Max 185 KT until the end of the turn.
3. Minimum climb gradient doesn't take into account close-in obstacles lower than 60 m (200 FT), MOC included, above DER elevation (see ICAO obstacle charts and NOTAMs in force).
4. **In the event of SES VOR failure** the following initial climb procedures are in force:
  - a. **RWY 29:** after take-off turn left at 1 NM SES DME on heading 169° inbound to IXITO point. All other parameters unchanged.
  - b. **RWY 11:** after take-off turn right at 3 NM SES DME on heading 201° inbound to IXITO point. All other parameters unchanged.
5. Due to height/location of obstacles affecting initial climb procedures (see ICAO obstacle charts and NOTAMs in force), pilots shall adopt a minimum climb gradient in accordance with ICAO Annex 6 for a safe overflying of the obstacles. Such minimum gradient shall be maintained in any foreseeable circumstance.

**WARNING:** GEN VOR Radials  
unreliable below 2800 Ft.

## FREQUENCIES

TWR		118.600
Genova	APP	119.600 (119.850)
Milano	ACC	134.050

IR 1.0

**REMARKS:**

- REMARKS:**

  - 1) Aircraft may also proceed toward GEN, on RDL 229 from GEN VOR, before reaching IXITO, and with a left turn, providing that: (A) Genova APP has been advised and appropriate clearance has been received; and (B) the aircraft has already crossed 5500 ft climbing.
  - 2) Aircraft may also proceed toward ANAKI, before reaching IXITO, and with a right turn, providing that: (A) Genova APP has been advised and appropriate clearance has been received; and (B) the aircraft has already crossed 4500 ft climbing.

## **LEGEND**

S

— 049° >20 — SID Initial climb

**DESCRIZIONE SID****GEN 6K**

Dopo il punto IXITO, virare a destra e procedere via ANAKI (INT RDL 229 GEN VOR) - GEN NDB/VOR.

**NOTA**

Gli aeromobili possono procedere direttamente verso GEN NDB/VOR su RDL 229 da GEN VOR, prima del punto IXITO, e con virata a sinistra, purchè sia stata chiesta ed ottenuta da Genova APP l'appropriata autorizzazione e siano stati già attraversati 5500 FT in salita.

**SID DESCRIPTION****GEN 6K**

After IXITO point, turn right and proceed via ANAKI (INT RDL 229 GEN VOR) - GEN NDB/VOR.

**REMARK**

Aircraft may also proceed inbound GEN NDB/VOR, on RDL 229 from GEN VOR, before IXITO point, and with a left turn providing that Genova APP has been advised and appropriate clearance has been received and the aircraft has already crossed 5500 FT climbing.

MCA/MCL: ANAKI 5500 FT; GEN according to the next route segment

**UNITA 6K**

Dopo il punto IXITO virare a sinistra e procedere verso il punto UNITA.

**UNITA 6K**

After IXITO point turn left and proceed to UNITA point.

MCA/MCL: UNITA according to the next route segment

**LAGEN 6K**

Dopo il punto IXITO virare a destra e procedere via ANAKI (INT RDL 229 GEN VOR) – LAGEN (INT RDL 140 TOP VOR/RDL 210 VOG VOR).

**LAGEN 6K**

After IXITO point turn right and proceed via ANAKI (INT RDL 229 GEN VOR) – LAGEN (INT RDL 140 TOP VOR/RDL 210 VOG VOR).

MCA/MCL: ANAKI 5500 FT; LAGEN FL 90

**NOTA**

La virata verso il punto ANAKI può essere effettuata prima del punto IXITO purchè sia stata chiesta ed ottenuta da Genova APP l'appropriata autorizzazione e siano stati già attraversati 4500 FT in salita.

**REMARK**

Right turn toward ANAKI point may also be executed before IXITO point providing that Genova APP has been advised, appropriate clearance has been received and the aircraft has already crossed 4500 FT climbing.

CHANGE: NEW AD SECTION

ENAV D  
 SUPERFICIE DI AVVICINAMENTO STRUMENTALE SURFACE APPROACH INSTRUMENTAL  
 PENDENZA 1:50 - FINO A 15 Km SLOPE 1:50 - AS FAR AS 15 Km  
 SUPERFICIE DI SALITA AL DECOLLO SURFACE TAKE-OFF CLIMB  
 PENDENZA 1:50 (46/171 ft)  
 Reporting point/punto di riporto "TANGO 1"  
 Mobile Obstacle Ostile Mobile (46/171 ft)  
 Buoy/Boa  
 Reporting point/punto di riporto "TANGO 2"  
 Strip from head 11: 3145m x 300m Lost 745m x 150m  
 GEO 285°  
 TWR 52  
 44°25'  
 0°24'  
 JAN 2001

(e) Take-off from RWY 29 and landing for RWY 11 are not allowed during transit of ships higher than 14 m AMLL or oil/gas tankers of any height within the leg between points "TANGO 1" and "TANGO 2".

11.00. Aircraft landing for RWY 29 and taking-off from RWY 11 will be informed about the transit of these ships ENAC (Italian CAA) provision n. 101661 dated 11 Apr. 2001.

I decoli da RWY 29 e gli atterraggi per RWY 11 sono vietati durante il transito di navi di altezza superiore a 14 m AMSL o di petroliere/gasiere di qualsiasi altezza nel tratto compreso tra i punti TANGO 1 e TANGO 2. Il transito di tali navi sarà, inoltre, segnalato agli aeromobili in atterraggio per RWY 29 e, in decollo da RWY 11, disponimento ENAC n. 101661 del 11 Apr. 2001.

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# GENOVA/SESTRI

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## AIR TRAFFIC REGULATION DURING SHIPS TRANSIT

ENAV – Roma

11 OCT 2007 (11/07)