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JEPPESEN
JeppView for Windows

# List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIEE
Terminal Charts For LIEE
Revision Letter For Cycle 26-2012
Change Notices
Notebook

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## General Information

Location: Cagliari  Ita
IATA Code: CAG
Lat/Long: N39° 14.8' E009° 03.4'
Elevation: 11 ft

Airport Use: Public
Magnetic Variation: 1.7°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0644 Z
Sunset: 1617 Z,

## Runway Information

Runway: 14
Length x Width: 9199 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 11 ft
Lighting: Edge, Centerline

Runway: 32
Length x Width: 9199 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline

## Communication Information

Elmas Ground Tower 125.425
Elmas Tower 122.1
Elmas Tower 120.6
Cagliari Approach Control 118.75
Cagliari Approach Control 118.4
Cagliari Approach Control 38.922 Military
Cagliari Approach Control 36.23 Military
Cagliari Approach Control 34.4 Military
Cagliari Radar 118.4
Cagliari Radar 118.75

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Cagliari Radar 38.922 Military
Cagliari Radar 36.23 Military
Cagliari Radar 34.4 Military

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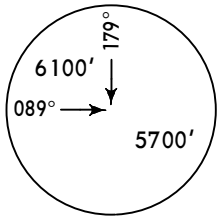
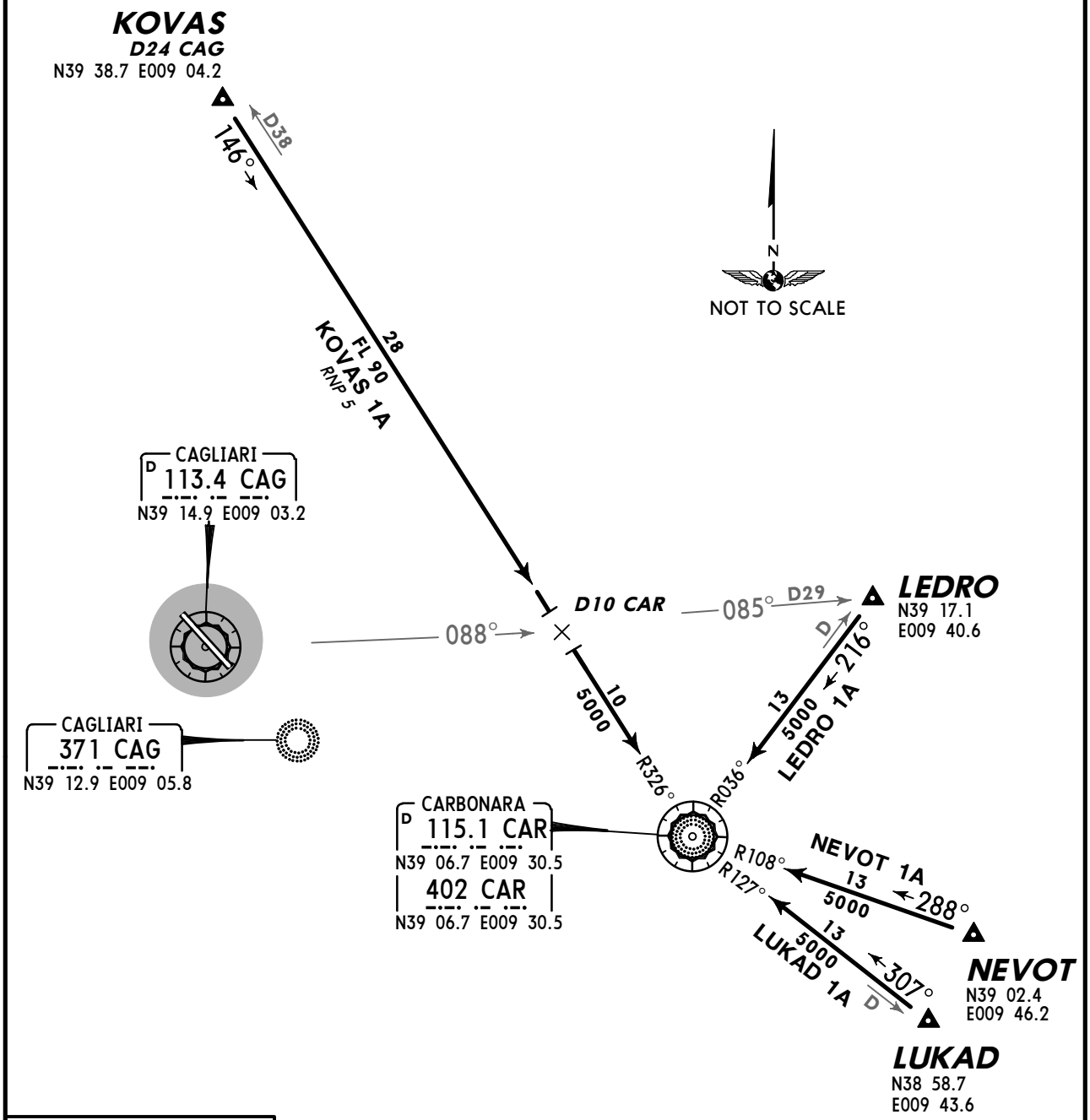


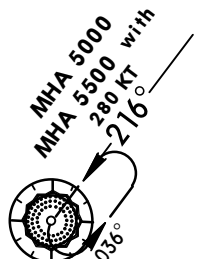

MSA
CAG VOR/
CAG Lctr

# KOVAS 1A [KOVA1A], LEDRO 1A [LEDR1A] LUKAD 1A [LUKA1A], NEVOT 1A [NEVO1A] RWYS 14, 32 ARRIVALS

TO CAR VORDME/NDB




## HOLDING OVER CAR





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| Apt Elev | |
|---|---|
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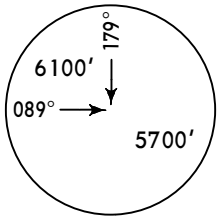
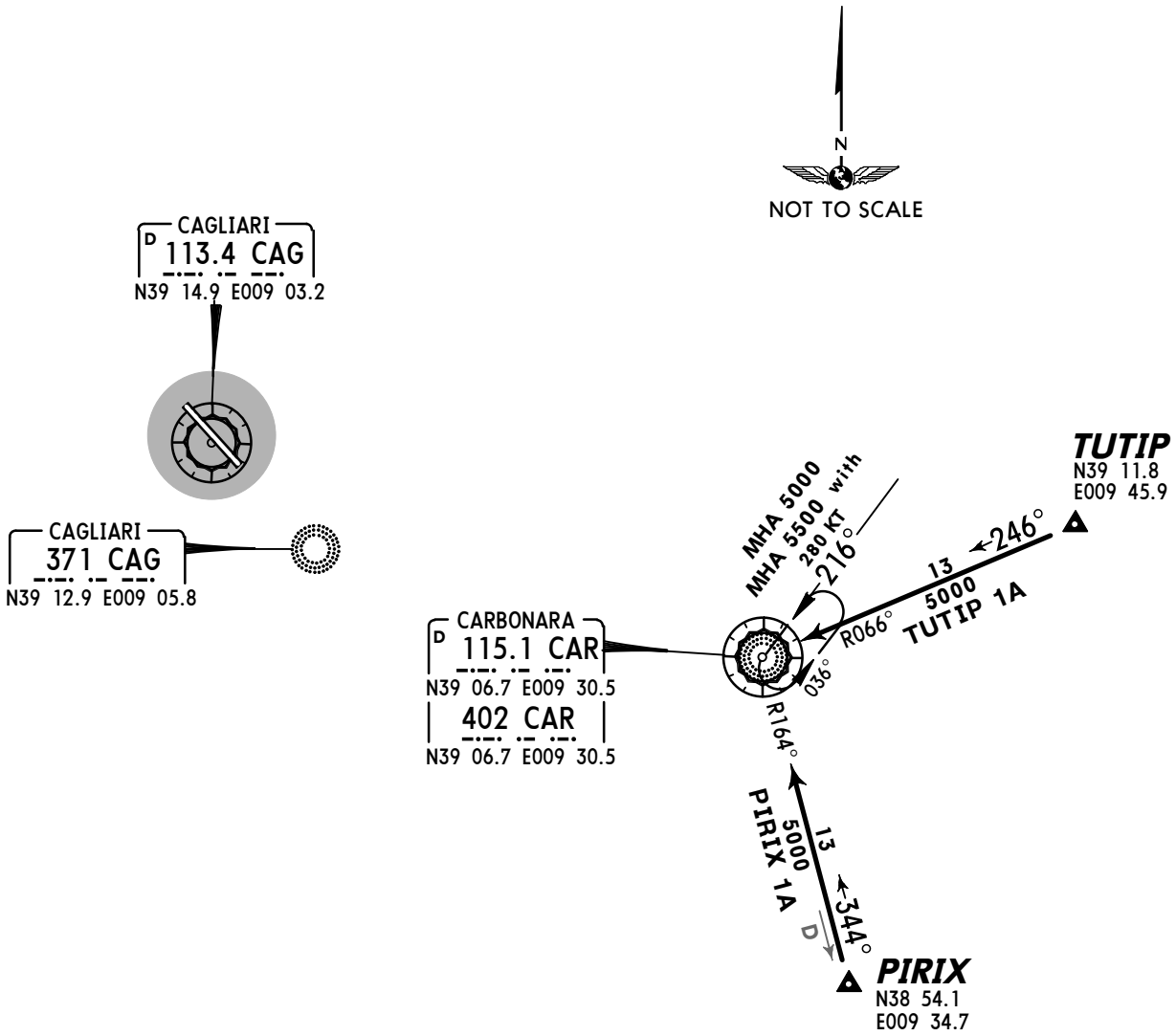



MSA
CAG VOR/
CAG Lctr

# PIRIX 1A *[PIRI1A]*
# TUTIP 1A *[TUTI1A]*
# RWYS 14, 32 ARRIVALS
TO CAR VORDME/NDB

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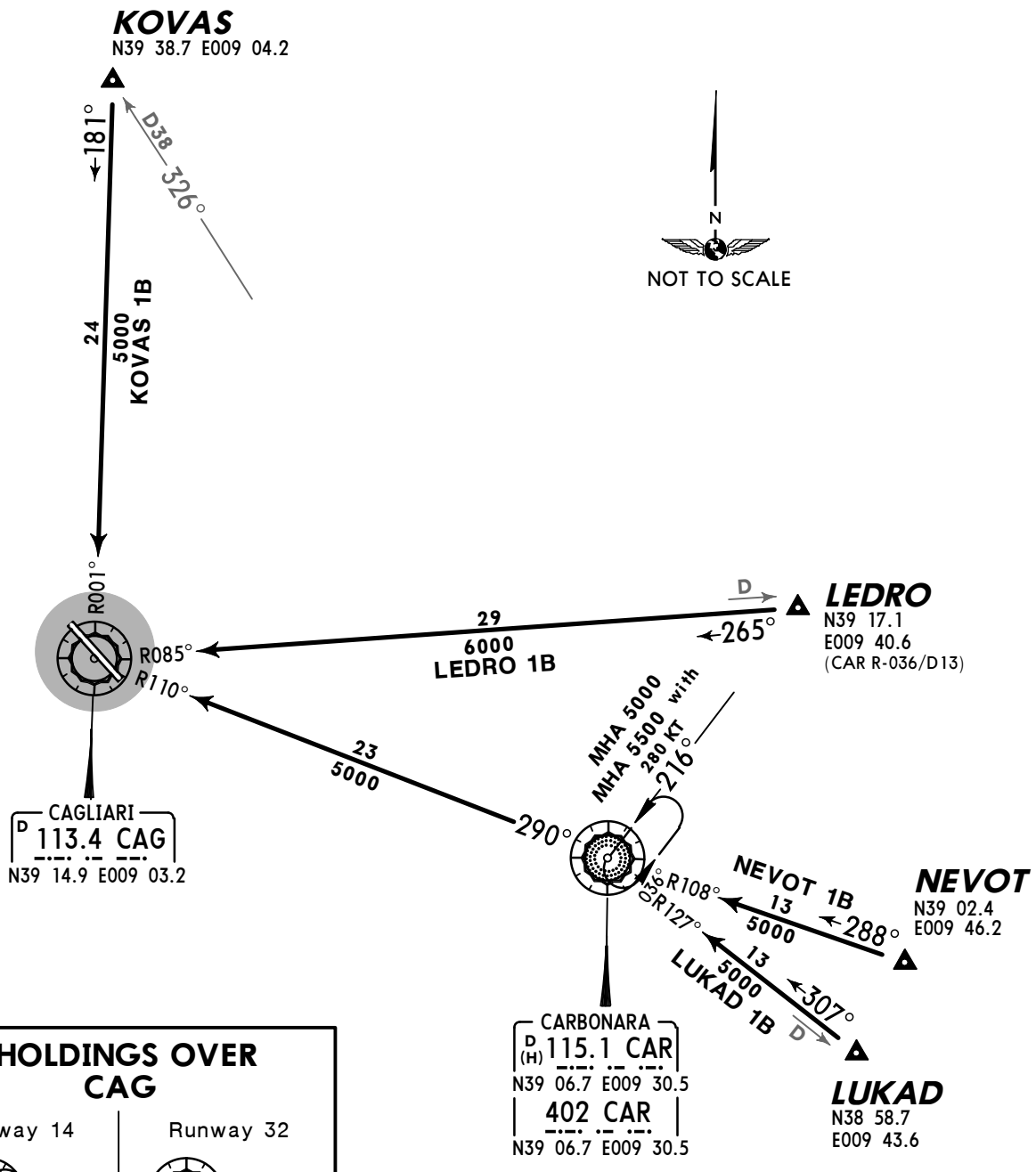
| Apt Elev 11′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |
|---|---|

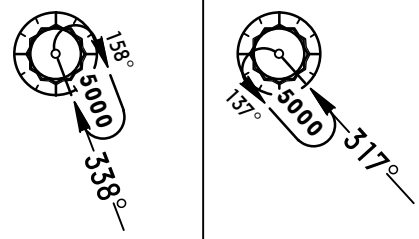
No MSA published

# KOVAS 1B [KOVA1B], LEDRO 1B [LEDR1B]
# LUKAD 1B [LUKA1B], NEVOT 1B [NEVO1B]
# RWYS 14, 32 ARRIVALS

TO CAG VORDME
BY ATC




## HOLDINGS OVER CAG




| STAR | ROUTING |
|---|---|
| KOVAS 1B | On CAG R-001 inbound to CAG. |
| LEDRO 1B | On CAG R-085 inbound to CAG. |
| LUKAD 1B | On CAR R-127 inbound to CAR, CAR R-290 to CAG. |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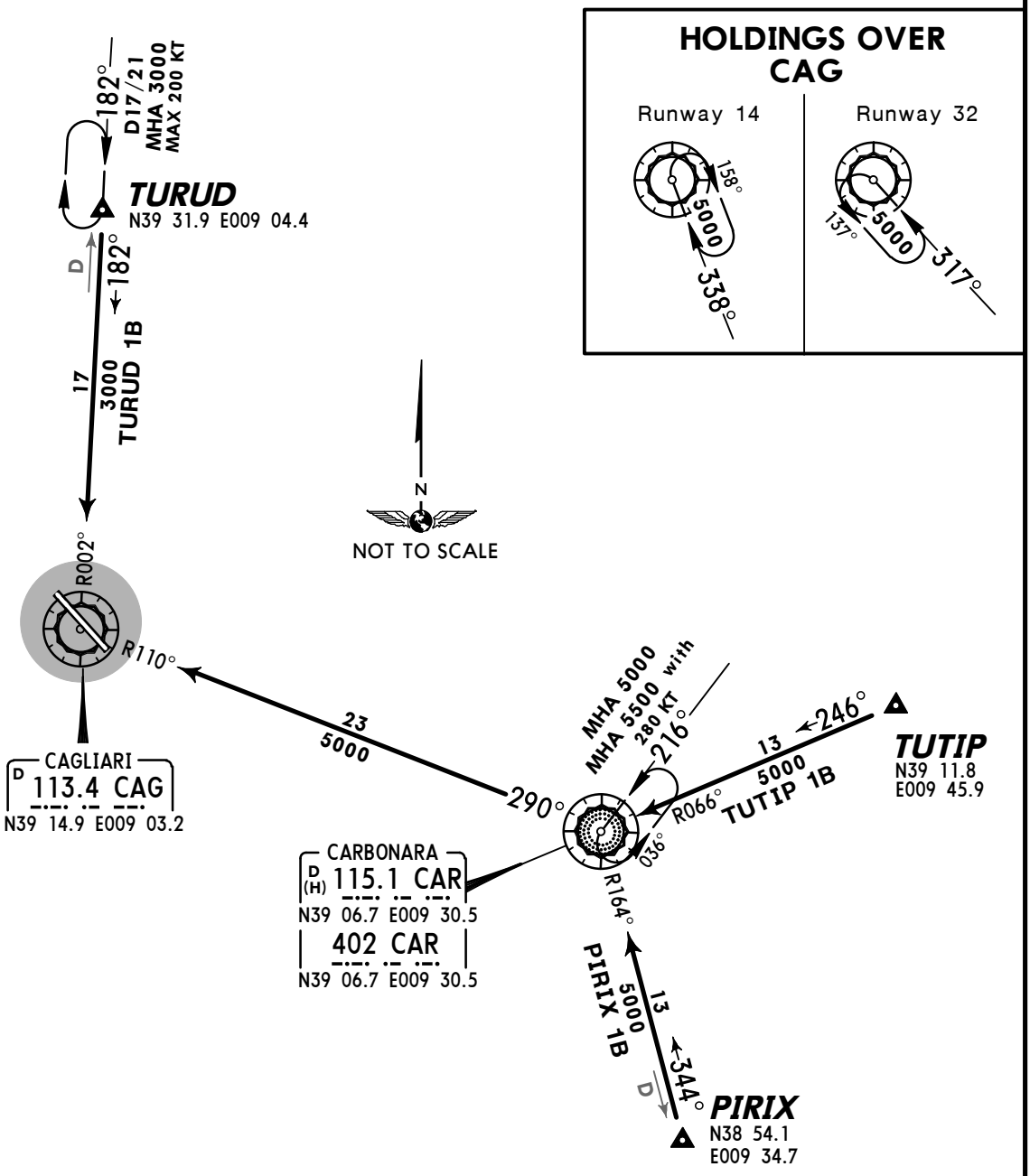
| Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000′ |
|---|---|
| 11′ | |

No MSA published

# PIRIX 1B *[PIRI1B]*
# TUTIP 1B *[TUTI1B]*
## RWYS 14, 32 ARRIVALS
BY ATC
# TURUD 1B *[TURU1B]*
## RWY 32 ARRIVAL
FOR MISSED APPROACH ILS Z/X and VOR Z/Y RWY 32 ONLY
TO CAG VORDME




| STAR | RWY | ROUTING |
|---|---|---|
| PIRIX 1B<br>By ATC | 14/32 | On CAR R-164 inbound to CAR, CAR R-290 to CAG. |
| TURUD 1B | 32 | On CAG R-002 inbound to CAG. |
| TUTIP 1B | 14/32 | On CAR R-066 inbound to CAR. CAR R-290 to CAG. |

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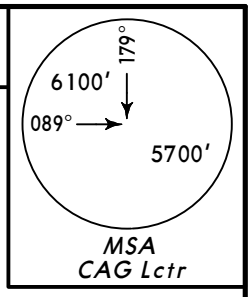
|---|---|




# KOVAS 1C [KOVA1C], LEDRO 1C [LEDR1C] LUKAD 1C [LUKA1C], NEVOT 1C [NEVO1C] RWYS 14, 32 ARRIVALS

TO CAG LCTR
BY ATC
TO BE USED WHEN CAG VOR UNSERVICEABLE

N
NOT TO SCALE

❶ MHA 3000′ with MAX 210 KT (if unable to comply advice ATC), MHA 3500′ with MAX 230 KT, MHA 4000′ with MAX 280 KT.

**KOVAS**
N39 38.7 E009 04.2

176°
D38 326°
26
5000
KOVAS 1C

**LEDRO**
D29 CAG
N39 17.1
E009 40.6

260°
27
6000
LEDRO 1C
036° D13

DME
CAGLIARI
D (113.4) CAG
N39 14.9 E009 03.2

137°
317°
20
4000
287°

CAGLIARI
371 CAG
N39 12.9 E009 05.8

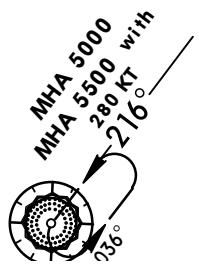
R108°
R127°
NEVOT 1C
13
5000
288°
13
5000
LUKAD 1C
307°
D

**NEVOT**
N39 02.4
E009 46.2

CARBONARA
D 115.1 CAR
N39 06.7 E009 30.5
402 CAR
N39 06.7 E009 30.5

**LUKAD**
N38 58.7
E009 43.6

## HOLDING OVER CAR




CHANGES: MEA between LEDRO-CAG revised.

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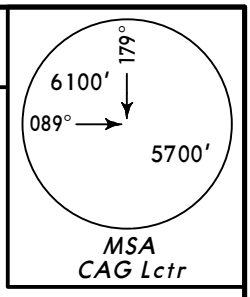
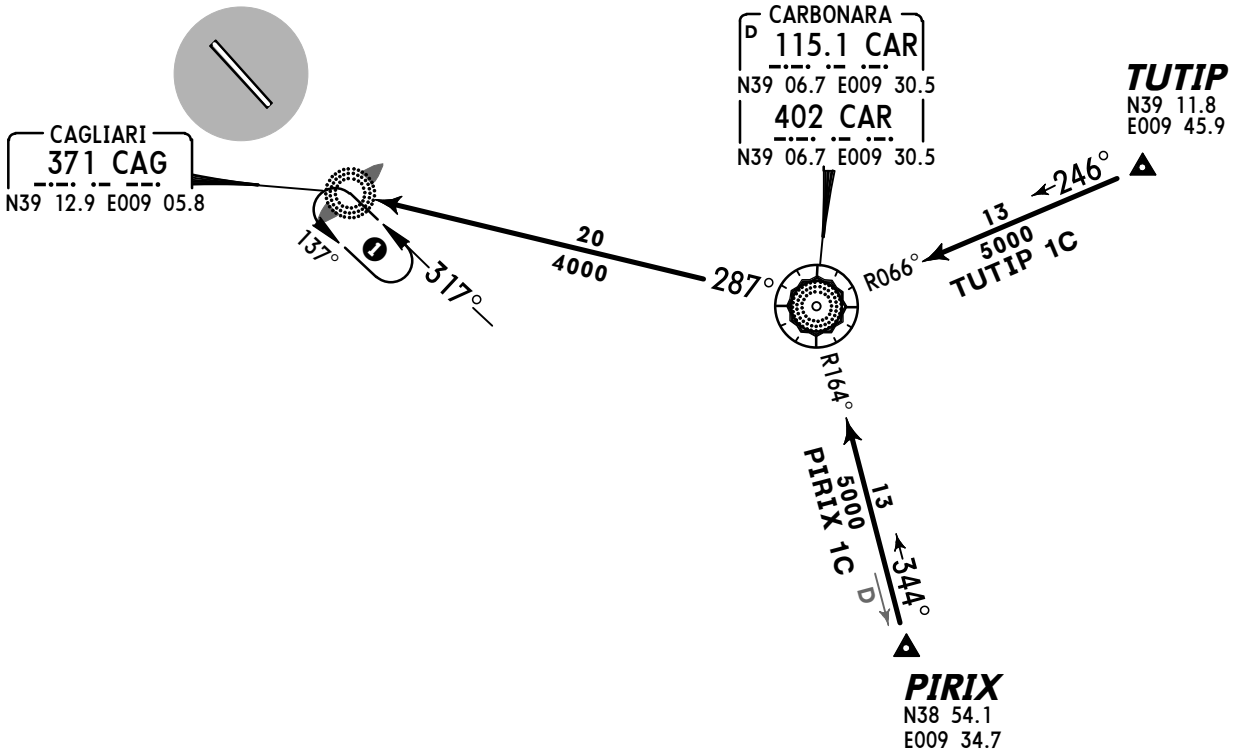
| Apt Elev | Alt Set: hPa |
|---|---|
| 13′ | Trans level: By ATC  Trans alt: 6000′ |



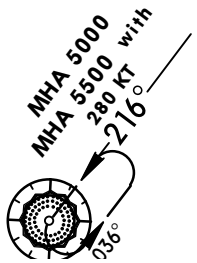

# PIRIX 1C *[PIRI1C]*
# TUTIP 1C *[TUTI1C]*
# RWYS 14, 32 ARRIVALS

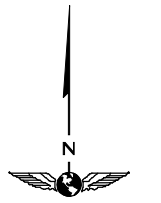
TO CAG LCTR
BY ATC
TO BE USED WHEN CAG VOR UNSERVICEABLE

❶ MHA 3000′ with MAX 210 KT (if unable to comply advice ATC), MHA 3500′ with MAX 230 KT, MHA 4000′ with MAX 280 KT.




## HOLDING OVER CAR




NOT TO SCALE

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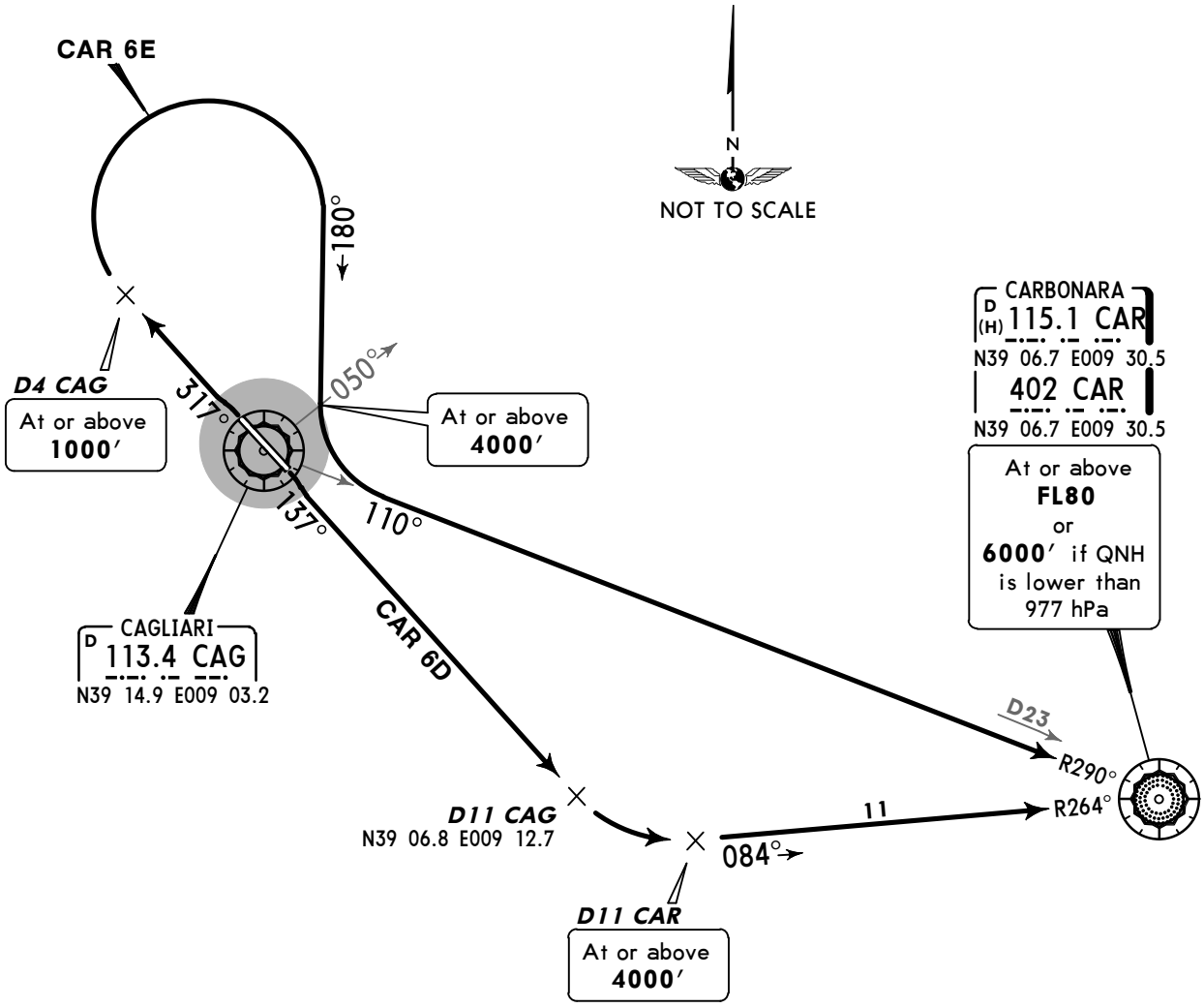
| Apt Elev 11′ | Trans level: By ATC Trans alt: 6000′<br>1. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>2. Turns shall be executed with MAX 220 KT. |
|---|---|

No MSA published

# CAR 6D
# CAR 6E
# RWYS 14, 32 DEPARTURES
## WHEN CAG VOR UNSERVICEABLE
## REFER TO CHART 10-3B




Suggested minimum climb gradients

**CAR 6D**

320′ per NM.

**CAR 6E**

320′ per NM up to 4000′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 320′ per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |

| SID | RWY | ROUTING |
|---|---|---|
| **CAR 6D** | **14** | Intercept CAG R-137 to D11 CAG, turn LEFT, intercept CAR R-264 inbound to CAR. |
| **CAR 6E** | **32** | Intercept CAG R-317 to D4 CAG, turn RIGHT, 180° track, when crossing |

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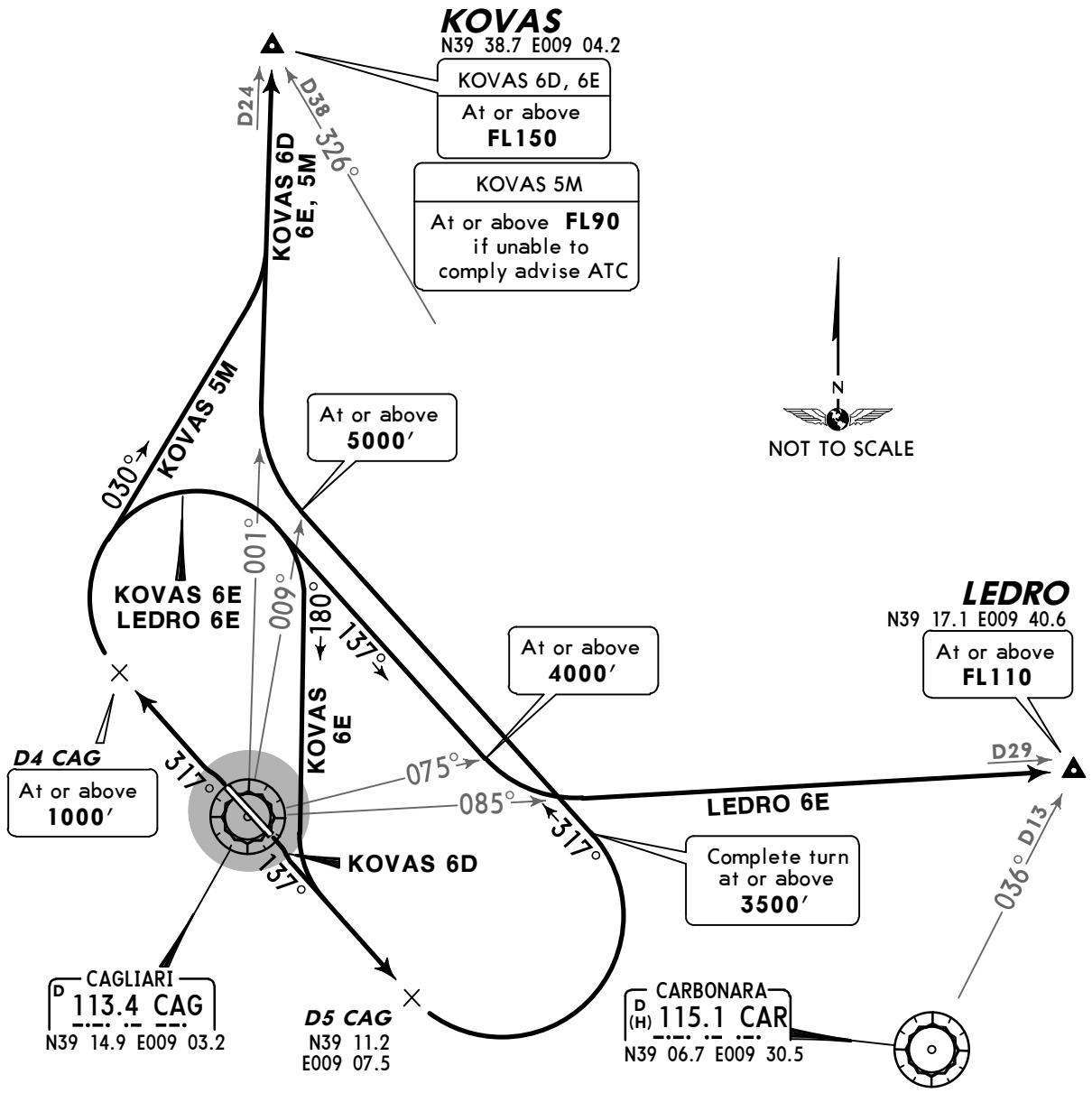
| Apt Elev 11′ | Trans level: By ATC Trans alt: 6000′<br>1. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>2. Turns shall be executed with MAX 220 KT. |
|---|---|

No MSA published

# KOVAS 6D *[KOVA6D]*, KOVAS 6E *[KOVA6E]* KOVAS 5M *[KOVA5M]*, LEDRO 6E *[LEDR6E]* RWYS 14, 32 DEPARTURES

WHEN CAG VOR UNSERVICEABLE REFER TO CHART 10-3D & 10-3E




Suggested minimum climb gradients
**KOVAS 6E:** 300′ per NM up to FL150.
**KOVAS 6D:** 400′ per NM.
**KOVAS 5M:** 419′ per NM (6.9%) up to FL150.
**LEDRO 6E:** 320′ per NM up to FL110.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 419′ per NM | 524 | 699 | 1048 | 1398 | 1747 | 2096 |
| 400′ per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 320′ per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |
| 300′ per NM | 375 | 500 | 750 | 1000 | 1250 | 1500 |

| SID | RWY | ROUTING |
|---|---|---|
| **KOVAS 6D** | **14** | Intercept CAG R-137 to D5 CAG, turn LEFT, 317° track, when crossing CAG R-009 turn RIGHT, intercept CAG R-001 to KOVAS. |
| **KOVAS 6E** | **32** | Intercept CAG R-317 to D4 CAG, turn RIGHT, 180° track, intercept CAG R-137 to D5 CAG, turn LEFT, 317° track, when crossing CAG R-009 turn RIGHT, intercept CAG R-001 to KOVAS. |
| **KOVAS 5M** | | Intercept CAG R-317 to D4 CAG, turn RIGHT, 030° track, intercept CAG R-001 to KOVAS. |
| **LEDRO 6E** | | Intercept CAG R-317 to D4 CAG, turn RIGHT, 137° track, when crossing |

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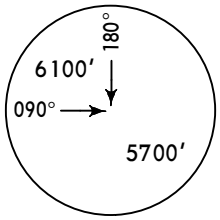
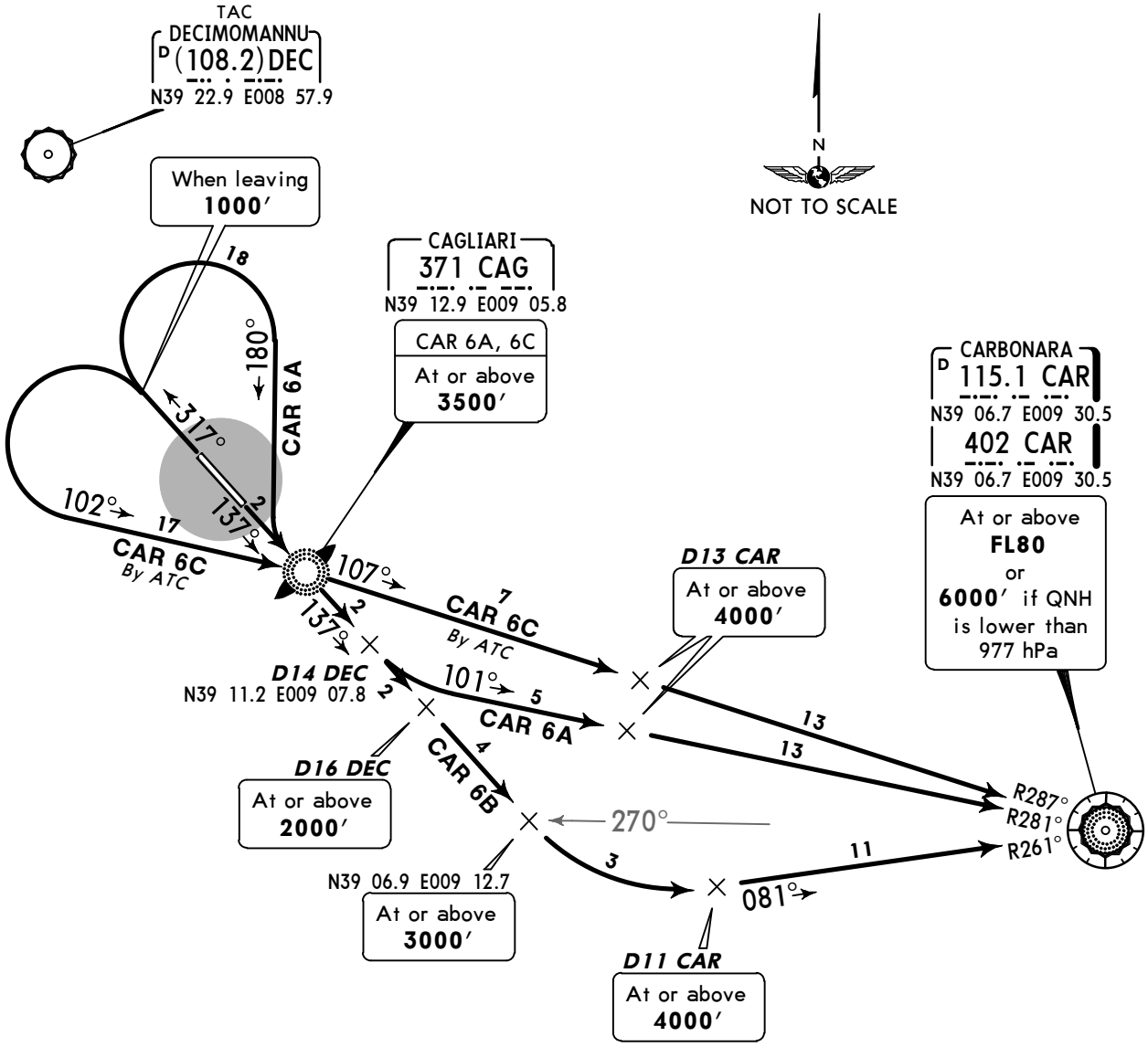
| Apt Elev 13′ | Trans level: By ATC  Trans alt: 6000′<br>**1.** SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>**2.** Turns shall be executed with MAX 220 KT. |
|---|---|




MSA
CAG Lctr

# CAR 6A
# CAR 6B, CAR 6C
# RWYS 32, 14 DEPARTURES

TO BE USED WHEN CAG VOR UNSERVICEABLE
WHEN CAG LCTR UNSERVICEABLE REFER TO CHART 10-3C




Suggested minimum climb gradient
**CAR 6A, 6B**
320′ per NM up to **4000′**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 320′ per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |

| SID | RWY | ROUTING |
|---|---|---|
| **CAR 6A** | **32** | 317° track (317° bearing from CAG) until leaving **1000′**, turn RIGHT, 180° track, intercept 137° bearing via CAG to D14 DEC, turn LEFT, intercept CAR R-281 inbound to CAR. |
| **CAR 6B** | **14** | To CAG, 137° bearing, when crossing CAR R-270 turn LEFT, intercept CAR R-261 inbound to CAR. |
| **CAR 6C** | **32** | 317° track until leaving **1000′**, turn LEFT, intercept 102° bearing to CAG, |

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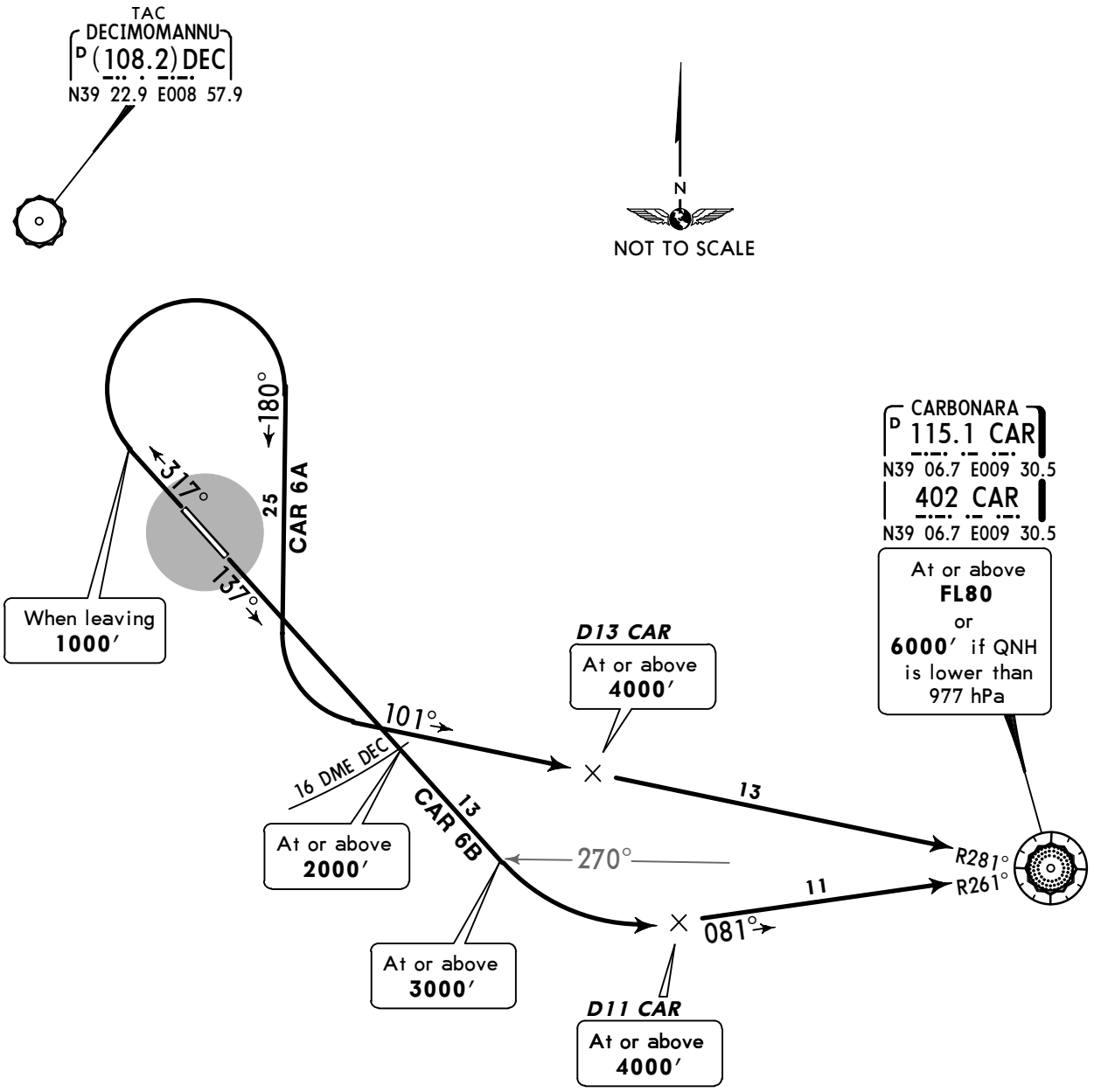
| Apt Elev 13′ | Trans level: By ATC  Trans alt: 6000′<br>**1.** SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>**2.** Turns shall be executed with MAX 220 KT. |
|---|---|

# CAR 6A, CAR 6B
## RWYS 32, 14 DEPARTURES
### TO BE USED WHEN CAG VOR & CAG LCTR UNSERVICEABLE




Suggested minimum climb gradient
320′ per NM up to **4000′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 320′ per NM | 400 | 533 | 800 | 1067 | 1333 | 1600 |

| SID | RWY | ROUTING |
|---|---|---|
| **CAR 6A** | **32** | 317° track until leaving **1000′**, turn RIGHT, 180° track, turn LEFT, intercept CAR R-281 inbound to CAR. |
| **CAR 6B** | **14** | 137° track, when crossing CAR R-270 turn LEFT, intercept CAR R-261 |

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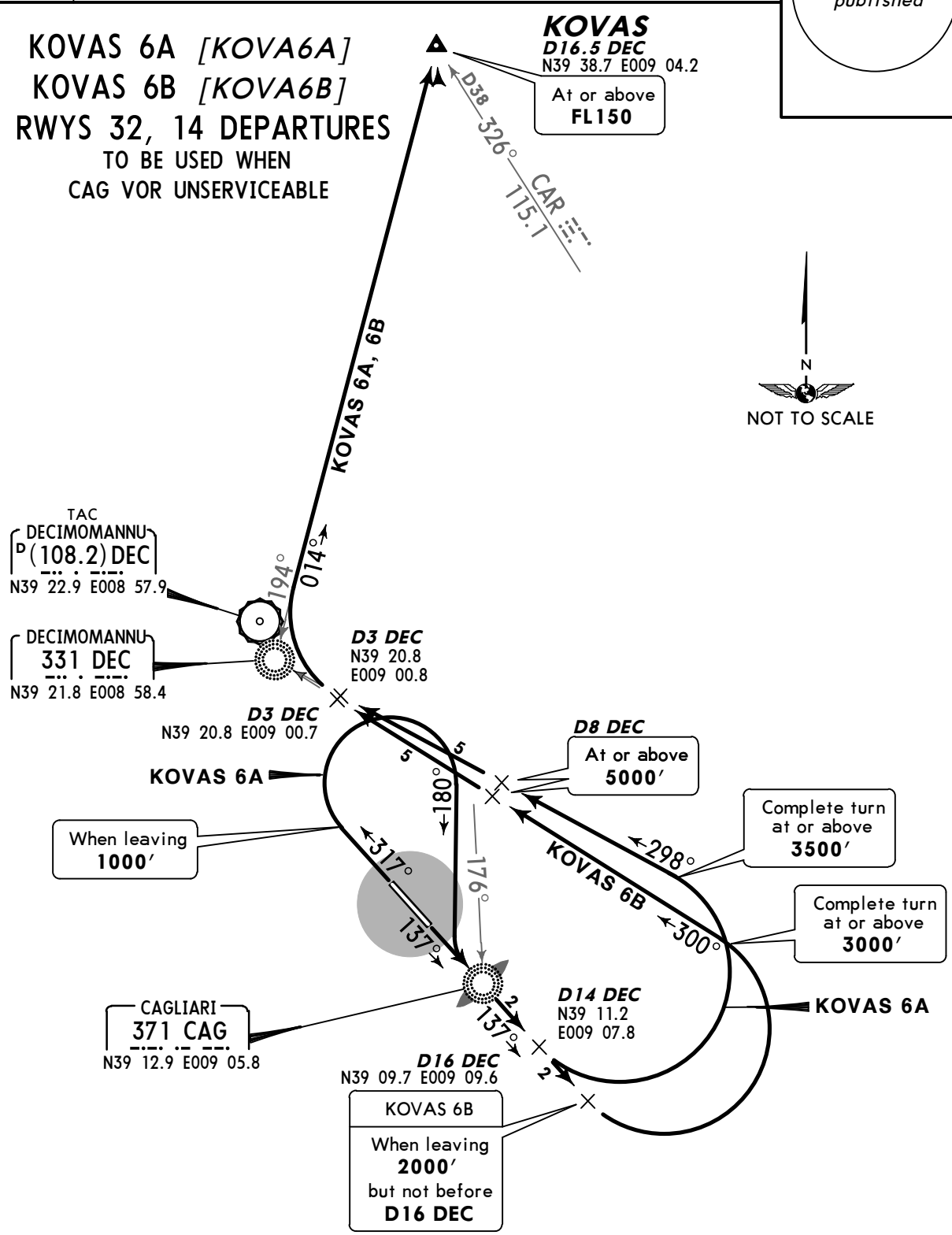
| Apt Elev 11′ | Trans level: By ATC Trans alt: 6000′<br>1. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>2. Turns shall be executed with MAX 220 KT. |
|---|---|

No MSA published

# KOVAS 6A [KOVA6A]
# KOVAS 6B [KOVA6B]
## RWYS 32, 14 DEPARTURES
TO BE USED WHEN
CAG VOR UNSERVICEABLE




Suggested minimum climb gradients
**KOVAS 6A:** 400′ per NM up to FL150.
**KOVAS 6B:** 428′ per NM up to FL150.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 428′ per NM | 535 | 713 | 1070 | 1427 | 1783 | 2140 |
| 400′ per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |

| SID | RWY | ROUTING |
|---|---|---|
| **KOVAS 6A** | **32** | 317° track (317° bearing from CAG) until leaving 1000′, turn RIGHT, 180° track, intercept 137° bearing via CAG to D14 DEC, turn LEFT, intercept 298° bearing towards DEC NDB, at D3 DEC turn RIGHT, intercept 014° bearing from DEC to KOVAS. |
| **KOVAS 6B** | **14** | To CAG, 137° bearing until leaving 2000′ but not before D16 DEC, turn LEFT, intercept 300° bearing towards DEC NDB, at D3 DEC turn RIGHT, intercept |

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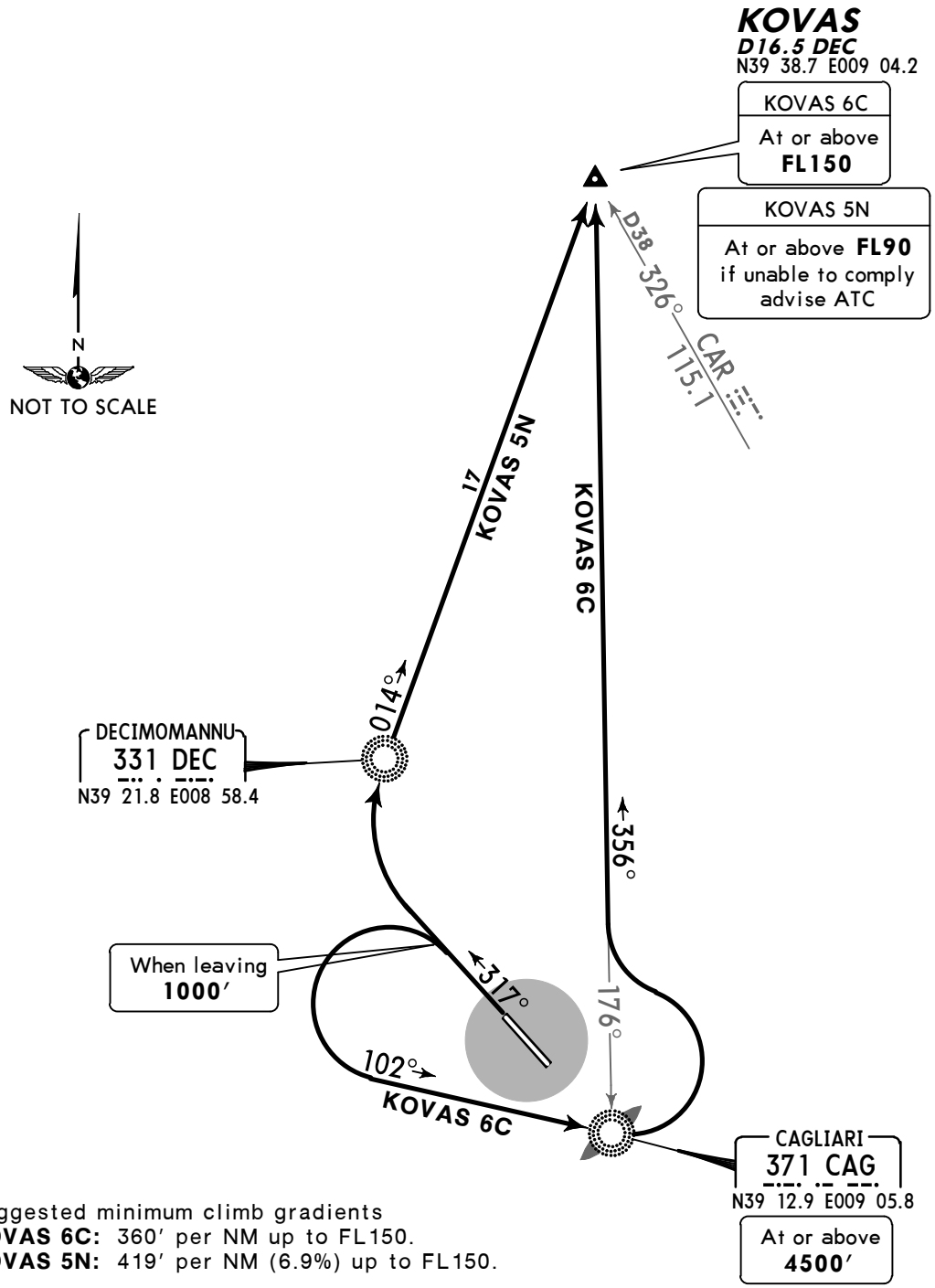
| Apt Elev 11′ | Trans level: By ATC Trans alt: 6000′<br>1. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.<br>2. Turns shall be executed with MAX 220 KT. |
|---|---|

No MSA published

# KOVAS 6C *[KOVA6C]*
BY ATC
# KOVAS 5N *[KOVA5N]*
## RWY 32 DEPARTURES
TO BE USED WHEN
CAG VOR UNSERVICEABLE




Suggested minimum climb gradients
**KOVAS 6C:** 360′ per NM up to FL150.
**KOVAS 5N:** 419′ per NM (6.9%) up to FL150.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 419′ per NM | 524 | 699 | 1048 | 1398 | 1747 | 2096 |
| 360′ per NM | 450 | 600 | 900 | 1200 | 1500 | 1800 |

| SID | ROUTING |
|---|---|
| **KOVAS 6C**<br>By ATC | 317° track until leaving 1000′, turn LEFT, intercept 102° bearing to CAG, turn LEFT, intercept 356° bearing from CAG to KOVAS. |

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# NOISE ABATEMENT

| | | | | |
|---|---|---|---|---|
| **SUMMER** | : | **LT minus 2 HOURS** | = | **UTC (Z)** |
| **WINTER** | : | **LT minus 1 HOUR** | = | **UTC (Z)** |

## DEPARTURES

**RWY 32**

During take-off and climb phase, pilots shall apply Noise Abatement Procedure 1 (NADP1).

## NIGHTTIME RESTRICTION

Between 2300-0600LT it is mandatory for landing ACFT to use the entire length of RWY to reach apron.

## RUN-UP TESTS

Between 2300-0600LT and 1400-1600LT engine tests of all ACFT are forbidden except for those of immediate use.
It is absolutely forbidden to perform engine run-ups on the parking area.
During run-ups ACFT shall be positioned against the wind in order to avoid disturbing noise in the surrounding area.
ACFT moving to or coming from the engine run-up area shall be moved by truck. The truck should not leave the ACFT during the whole engine run-up time. In case of an immediate move requested by the TWR the truck shall be in continuous radio contact with the TWR.

## REVERSE THRUST

It is forbidden for landing ACFT to use reverse thrust over minimum levels as reported in the ACFT flight manual except for safety reasons.

## AUXILIARY POWER UNITS (APUs)

Use of APU is allowed 5 minutes before EOBT only for engine start-up. If ground generator units are not available APU can be started up 60 minutes before EOBT and switched off 20 minutes after arrival. APT civil aviation authority might clear the use of APU for a longer period.

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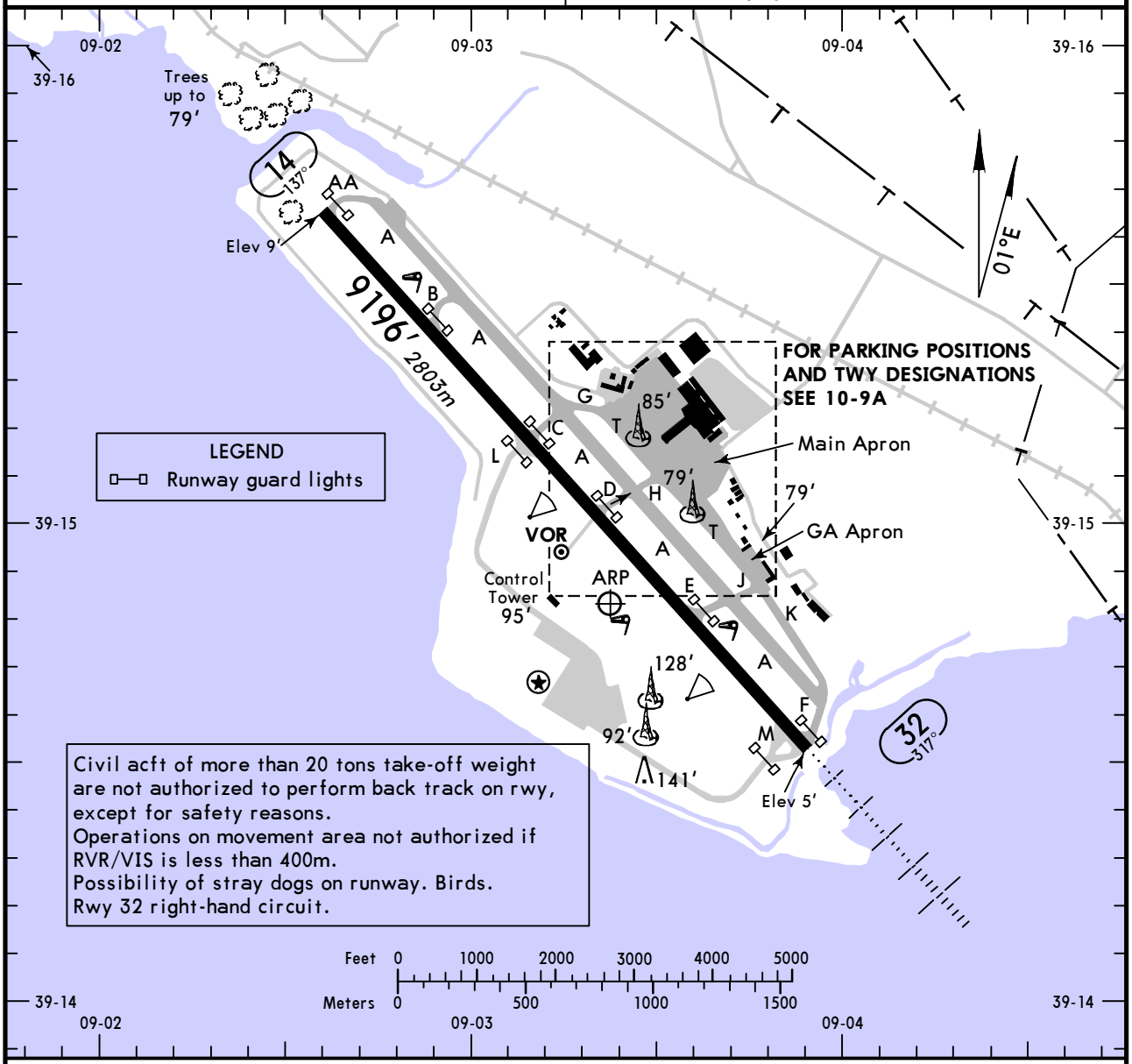
| *ELMAS Ground | Tower | |
|---|---|---|
| 125.42 | 120.6 | 122.1 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 14 | HIRL *(49m)* CL *(30m)* PAPI(angle 3.0°) RVR | | | ❶ | 148′ *45m* |
| 32 | HIRL *(49m)* CL *(30m)* HIALS PAPI(angle 3.0°) RVR | | 8081′ *2463m* | | |

❶ TAKE-OFF RUN AVAILABLE

RWY 14:

| | | |
|---|---|---|
| From | rwy head | 9196′ (2803m) |
| | twy B int | 6890′ (2100m) |
| | twy C int | 5249′ (1600m) |
| | twy L int | 5249′ (1600m) |

RWY 32:

| | | |
|---|---|---|
| From | rwy head | 9196′ (2803m) |
| | twy E int | 6562′ (2000m) |

**Standard**

## TAKE-OFF

| | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|
| A | *400m* | |
| B | | |
| C | | |
| D | | |

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CHANGES: Twy designations. Holding position withdrawn.

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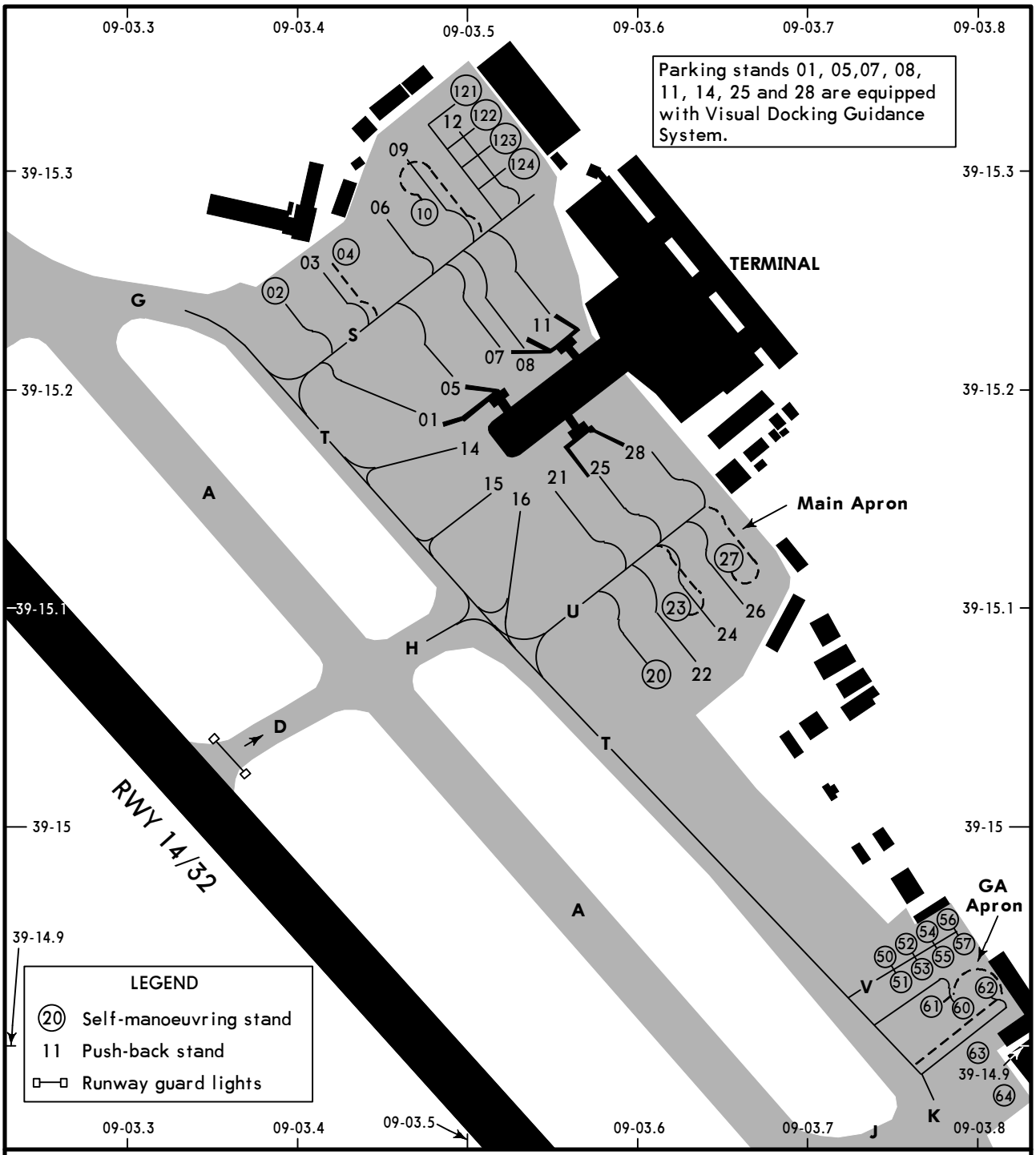


## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| | **Main Apron** | 25 | N39 15.2 E009 03.6 |
| 01 | N39 15.2 E009 03.5 | 26, 27 | N39 15.1 E009 03.7 |
| 02 | N39 15.2 E009 03.4 | 28 | N39 15.2 E009 03.6 |
| 03, 04 | N39 15.3 E009 03.4 | | |
| 05 | N39 15.2 E009 03.5 | | **GA Apron** |
| 06 | N39 15.3 E009 03.5 | 50 thru 55 | N39 14.9 E009 03.8 |
| 07, 08 | N39 15.2 E009 03.5 | 56 | N39 15.0 E009 03.8 |
| 09, 10 | N39 15.3 E009 03.5 | 57 thru 64 | N39 14.9 E009 03.8 |
| 11 | N39 15.2 E009 03.6 | | |
| 12 | N39 15.3 E009 03.5 | | |
| 121 thru 124 | 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 thru 24 | N39 15.1 E009 03.6 | | |

CHANGES: Stands & coords; Twy designations.

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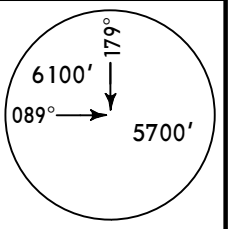
| CAGLIARI Approach (R) | ELMAS Tower | *Ground |
|---|---|---|
| 118.75 | 120.6 122.1 | 125.42 |

BRIEFING STRIP™

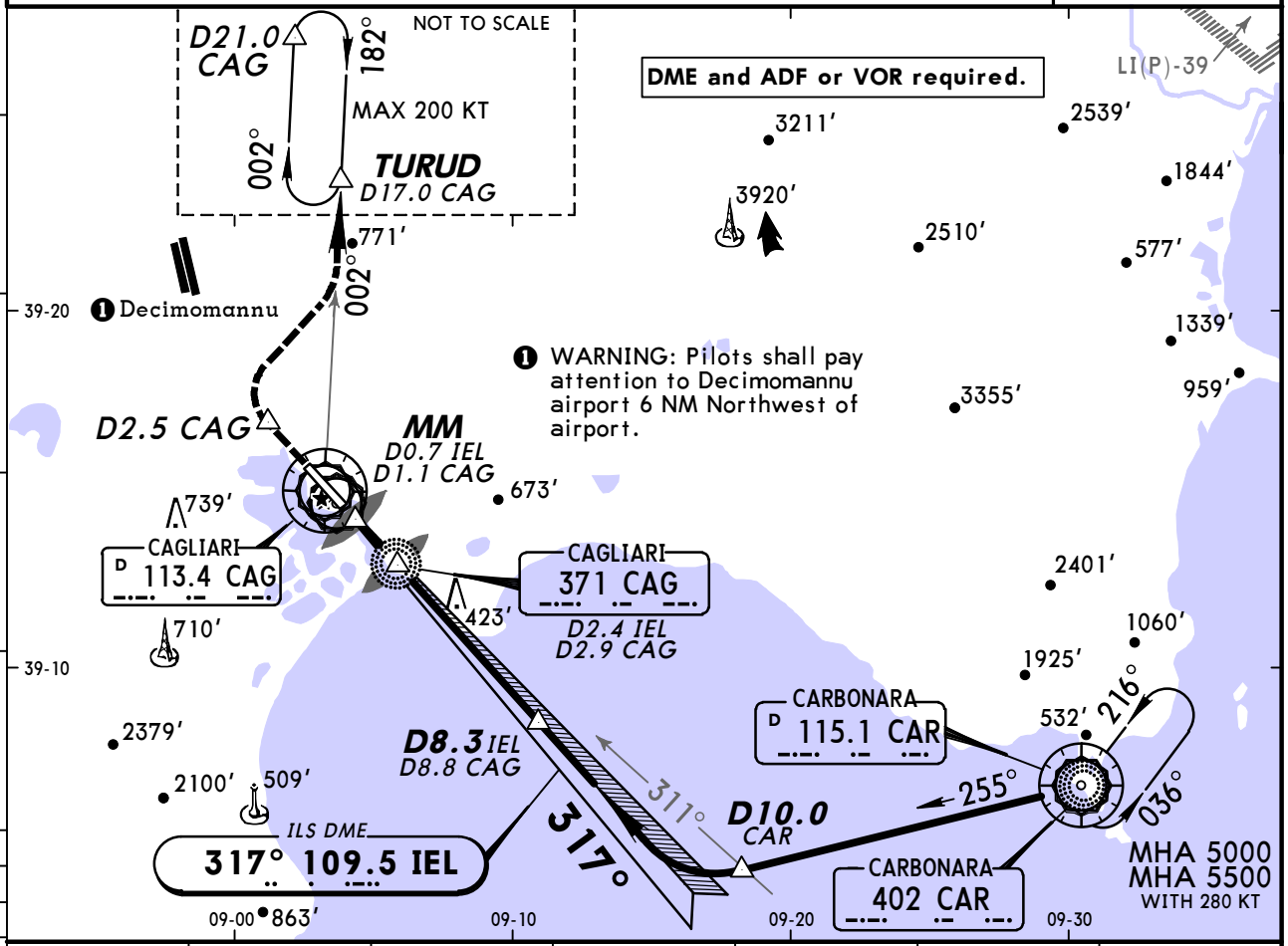
| LOC | Final | GS | ILS | Apt Elev 11′ |
|---|---|---|---|---|
| IEL | Apch Crs | LOM | DA(H) | |
| 109.5 | 317° | 775′ (769′) | Refer to Minimums | RWY 6′ |

**MISSED APCH:** Proceed on rwy heading climbing to 3000′. At D2.5 CAG turn RIGHT to intercept and follow R-002 CAG outbound to TURUD and hold.

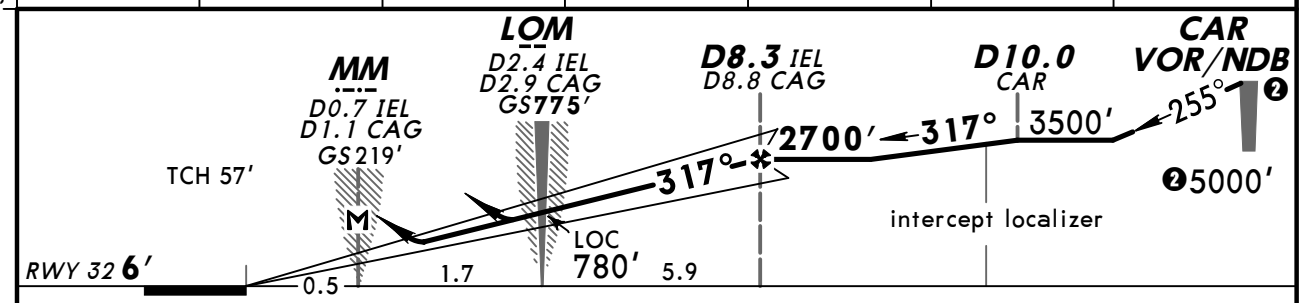
Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 6000′




MSA CAG Lctr




| LOC (GS out) | IEL DME | 3.5 | 4.5 | 5.5 | 6.5 | 7.5 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1110′ | 1430′ | 1750′ | 2070′ | 2390′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D0.7 IEL/D1.1 CAG | | | | | | |

HIALS PAPI PAPI — D2.5 CAG on RWY hdg

**Standard** STRAIGHT-IN LANDING RWY 32

| ILS | | | LOC (GS out) | |
|---|---|---|---|---|
| DA(H) A: 235′(229′) C: 254′(248′) B: 245′(239′) D: 264′(258′) | | | DA(H) 440′(434′) | |
| FULL | Limited | ALS out | | ALS out |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | RVR 1300m | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′(1089′) | 1500m |
| 135 | 1100′(1089′) | 1600m |
| 180 | 1100′(1089′) | 2400m |
| 205 | 1100′(1089′) | |

NS OPS

CHANGES: Missed approach Notes.

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| CAGLIARI Approach (R) | ELMAS Tower | *Ground |
|---|---|---|
| 118.75 | 120.6 122.1 | 125.42 |

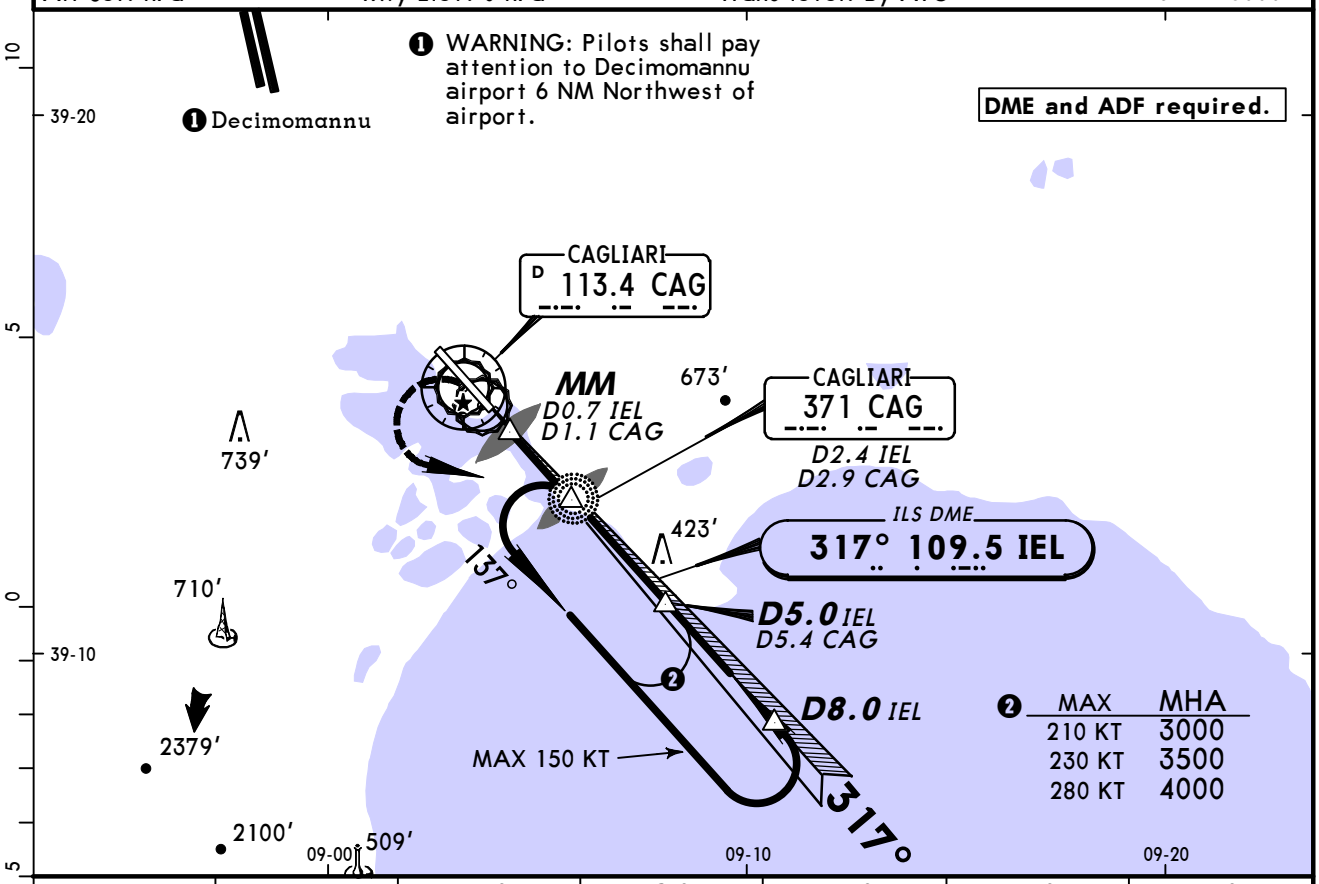
BRIEFING STRIP™

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 11′ |
|---|---|---|---|---|
| IEL | | LOM | Refer to Minimums | RWY 6′ |
| 109.5 | 317° | 775′ (769′) | | |

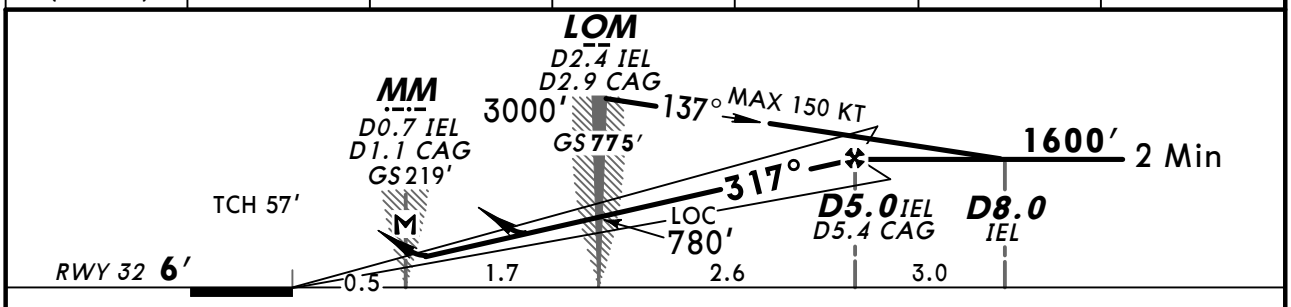
**MISSED APCH:** Climb on 317° to 3000′. Passing 500′ turn LEFT (MAX 170 KT) climbing to Lctr at 3000′.
Do not turn before passing MM. If below 3000′ at Lctr continue climb to 3000′ on track 137°, then turn RIGHT to Lctr.

MSA CAG Lctr: 6100′ 089° 179° 5700′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




| LOC (GS out) | IEL DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 330′ | 650′ | 970′ | 1290′ | 1600′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Desc angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D0.7 IEL/D1.1 CAG | | | | | | |

HIALS PAPI PAPI

Refer to Missed Apch above

**Standard** STRAIGHT-IN LANDING RWY 32

**ILS**
DA(H) A: 235′(229′) C: 254′(248′)
B: 245′(239′) D: 264′(258′)

**LOC (GS out)**
DA(H) 440′(434′)

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | RVR 1300m | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND
Not authorized Southwest of rwy

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′(1089′) | 1500m |
| 135 | 1100′(1089′) | 1600m |
| 180 | 1100′(1089′) | 2400m |
| 205 | 1100′(1089′) | |

NS OPS

CHANGES: None.

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BRIEFING STRIP

| CAGLIARI Approach (R) | ELMAS Tower | *Ground |
|---|---|---|
| 118.75 | 120.6 122.1 | 125.42 |

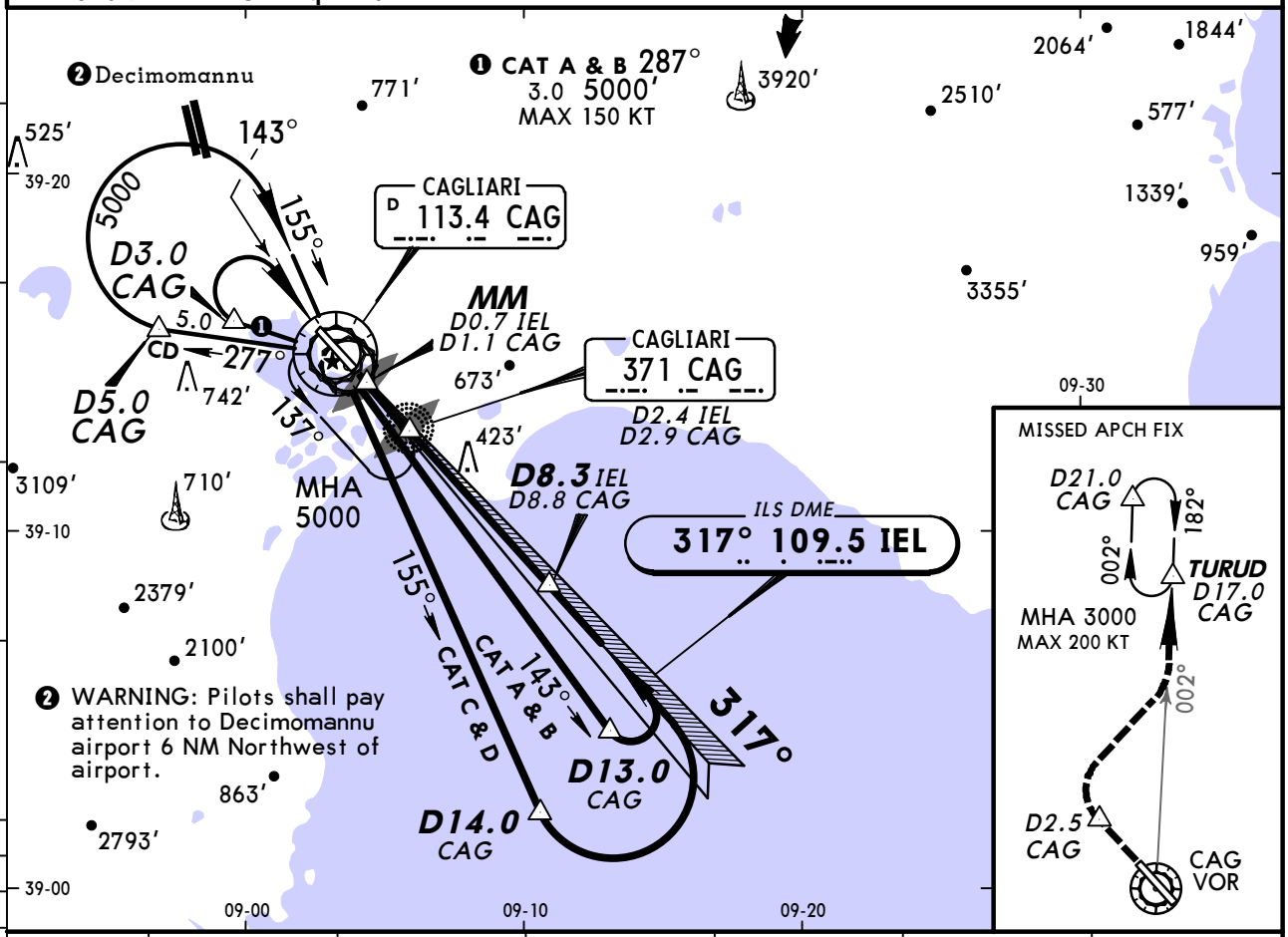
| LOC IEL | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 11′ |
|---|---|---|---|---|
| 109.5 | 317° | 775′ (769′) | Refer to Minimums | RWY 6′ |

**MISSED APCH:** Proceed on rwy heading climbing to 3000′. At D2.5 CAG turn RIGHT to intercept and follow R-002 CAG to TURUD and hold.

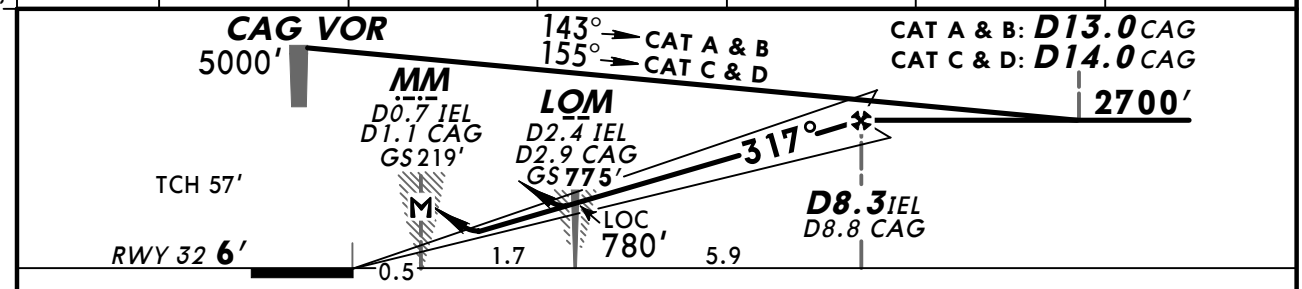
MSA CAG VOR: 6100′ 179°, 089°, 5700′

Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 6000′

**DME and ADF or VOR required.**




| LOC (GS out) | IEL DME | 3.5 | 4.5 | 5.5 | 6.5 | 7.5 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1110′ | 1430′ | 1750′ | 2070′ | 2390′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D0.7 IEL/D1.1 CAG | | | | | | |

HIALS PAPI PAPI — D2.5 CAG on RWY hdg

**Standard** STRAIGHT-IN LANDING RWY 32

| ILS | | LOC (GS out) |
|---|---|---|
| DA(H) A: 235′(229′) C: 254′(248′) | | DA(H) 440′(434′) |
| B: 245′(239′) D: 264′(258′) | | |

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | RVR 1300m | | RVR 2000m |

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′(1089′) | 1500m |
| 135 | 1100′(1089′) | 1600m |
| 180 | 1100′(1089′) | 2400m |

NS OPS

CHANGES: Apt & rwy elev; missed approach.

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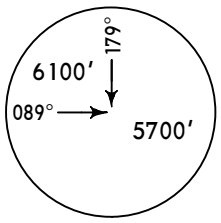
# CAGLIARI, ITALY
## By ATC VOR Z Rwy 14

BRIEFING STRIP ™

| CAGLIARI Approach (R) | ELMAS Tower | | *Ground |
|---|---|---|---|
| 118.75 | 120.6 | 122.1 | 125.42 |

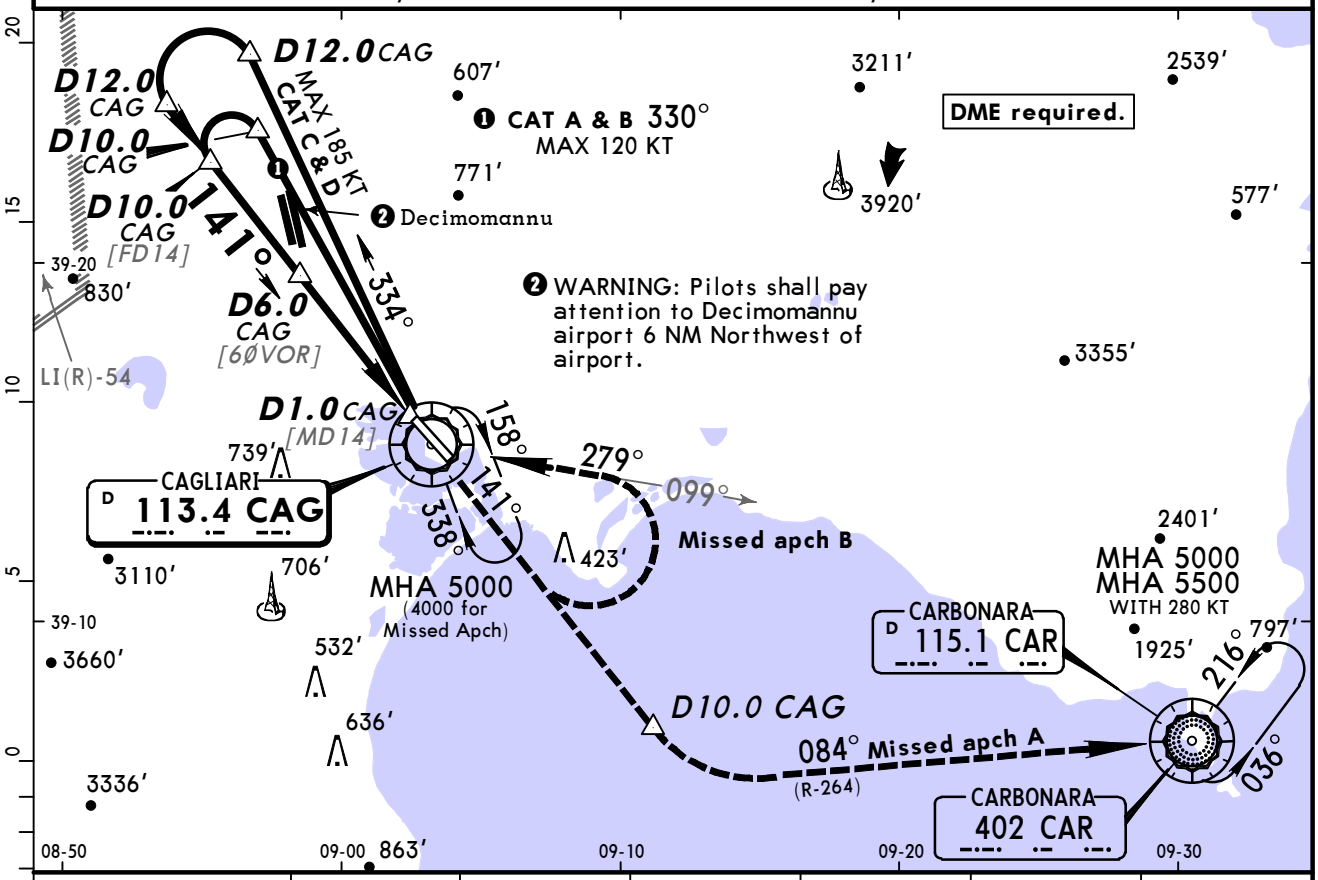
| VOR CAG | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 113.4 | 141° | D6.0 CAG 1400′ (1391′) | 570′ (561′) | Apt Elev 13′ / RWY 9′ |

**MISSED APCH A:** Climb on 141° to 5000′. At D10.0 CAG turn LEFT (MAX 250 KT) onto R-264 inbound CAR VOR and join holding.
MIM climb gradient 3.5%, if unable follow Missed apch B and advise ATC.
**MISSED APCH B:** Climb on 141° to 4000′. Leaving 2000′ (not beyond D10.0 CAG) turn LEFT (MAX 250 KT onto R-099 inbound CAG VOR to be reached at 4000′.

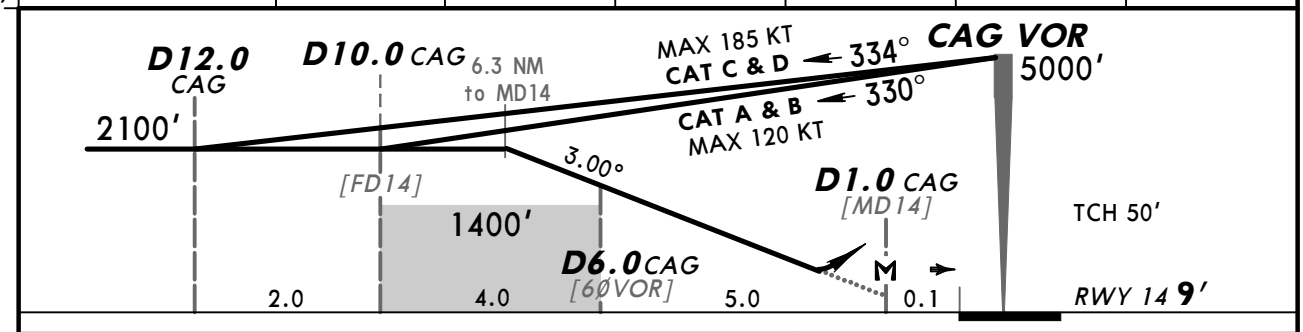


MSA CAG VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




| CAG DME | 7.3 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2100′ | 2010′ | 1690′ | 1370′ | 1050′ | 740′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 CAG | | | | | | | |

PAPI | Refer to Missed Apch above

**Standard** STRAIGHT-IN LANDING RWY 14

DA(H) 570′ (561′)

| | | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|
| A | RVR 1500m | 100 | 1100′ (1087′) | 1500m |
| B | RVR 1500m | 135 | 1100′ (1087′) | 1600m |
| C | CMV 2400m | 180 | 1100′ (1087′) | 2400m |
| D | CMV 2400m | [illegible] | 1100′ (1087′) | [illegible] |

CIRCLE-TO-LAND
Not authorized
Southwest of rwy



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# CAGLIARI, ITALY
## By ATC VOR Y Rwy 14

BRIEFING STRIP ™

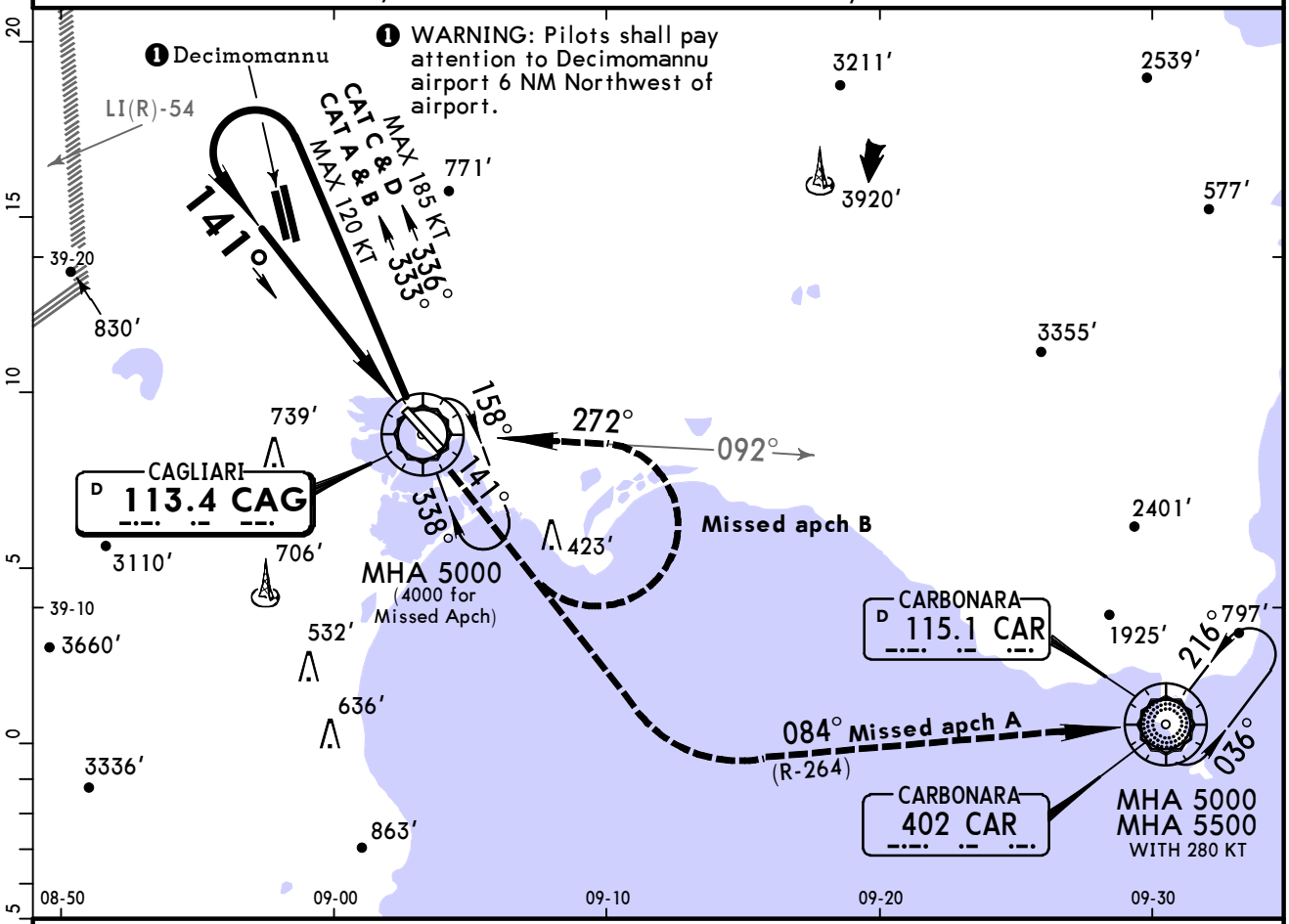
| CAGLIARI Approach (R) | ELMAS Tower | | *Ground |
|---|---|---|---|
| 118.75 | 120.6 | 122.1 | 125.42 |

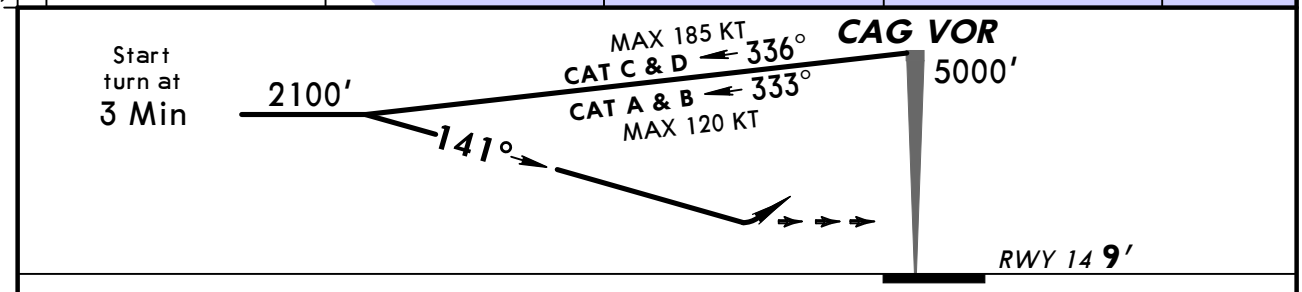
| VOR CAG | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 113.4 | 141° | No FAF | 930′ (921′) | Apt Elev 13′ / RWY 9′ |

**MISSED APCH A:** Climb on 141° to 5000′. Leaving 2000′ turn LEFT (MAX 250 KT) onto R-264 inbound CAR VOR and join holding.
MIM climb gradient 3.5%, if unable follow Missed apch B and advise ATC.
**MISSED APCH B:** Climb on 141° to 4000′. Leaving 2000′ turn LEFT (MAX 250 KT) onto R-092 inbound CAG VOR to be reached at 4000′.

MSA CAG VOR: 6100′ (179°), 089°, 5700′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | PAPI | Refer to Missed Apch above |

**Standard** STRAIGHT-IN LANDING RWY 14

MDA(H) 930′ (921′)

| | | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|
| A | CMV 4500m | 100 | 1100′ (1087′) | 4500m |
| B | | 135 | | |
| C | CMV 4700m | 180 | 1100′ (1087′) | 4700m |
| D | | 205 | | |

CIRCLE-TO-LAND
Not authorized Southwest of rwy

NS OPS 4

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LIEE/CAG
ELMAS

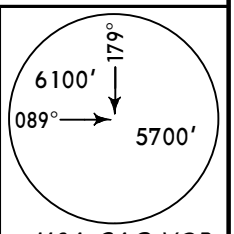
JEPPESEN
17 AUG 12 (13-3) Eff 23 Aug

CAGLIARI, ITALY
VOR Z Rwy 32

| CAGLIARI Approach (R) | ELMAS Tower | | *Ground |
|---|---|---|---|
| 118.75 | 120.6 | 122.1 | 125.42 |

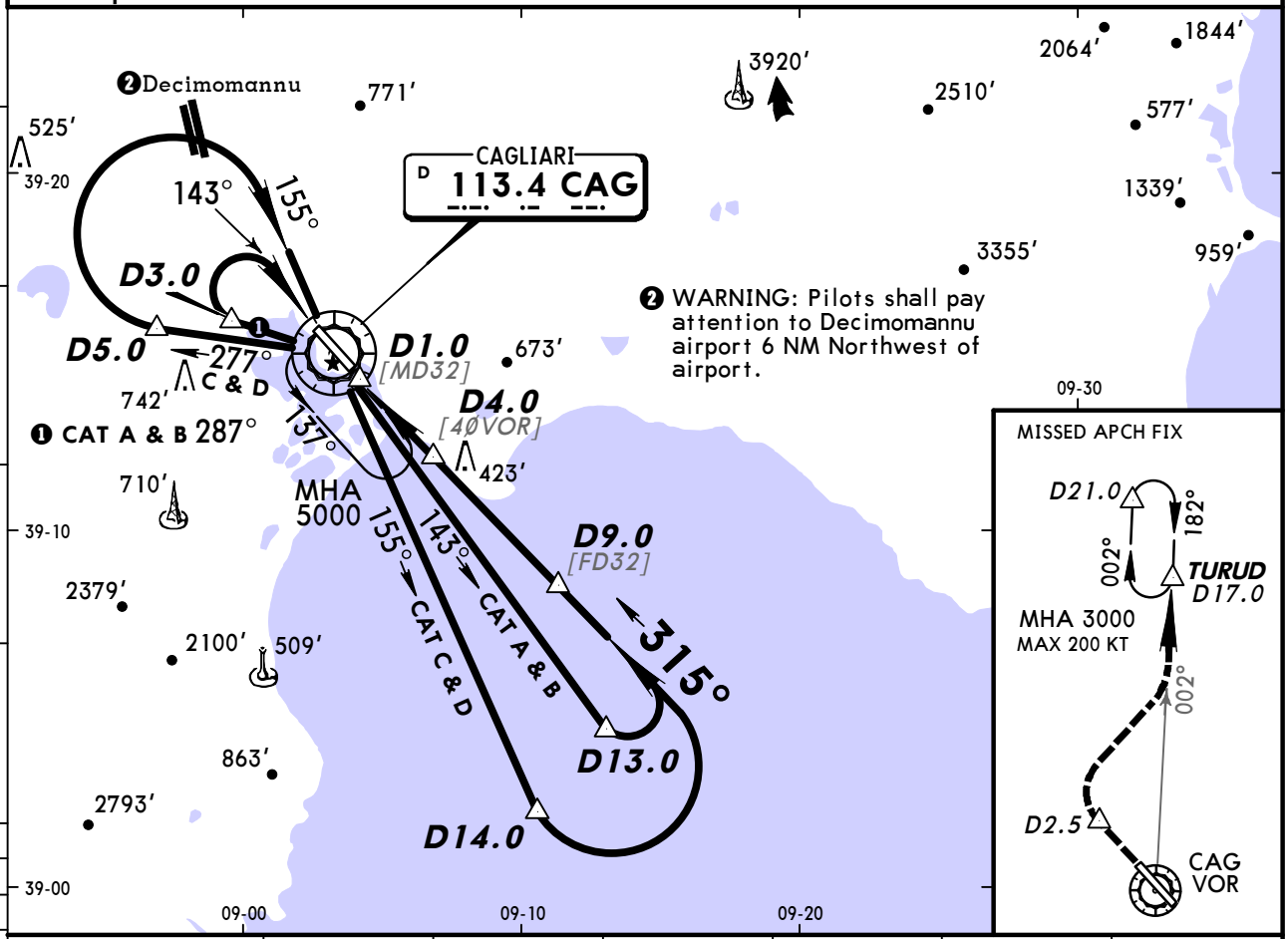
| VOR CAG | Final Apch Crs | Minimum Alt D9.0 | DA(H) | Apt Elev | RWY |
|---|---|---|---|---|---|
| 113.4 | 315° | 2200′ (2194′) | 800′ (794′) | 11′ | 6′ |

**MISSED APCH:** Proceed on rwy heading climbing to 3000′. At D2.5 turn RIGHT to intercept and follow R-002 to TURUD and hold.

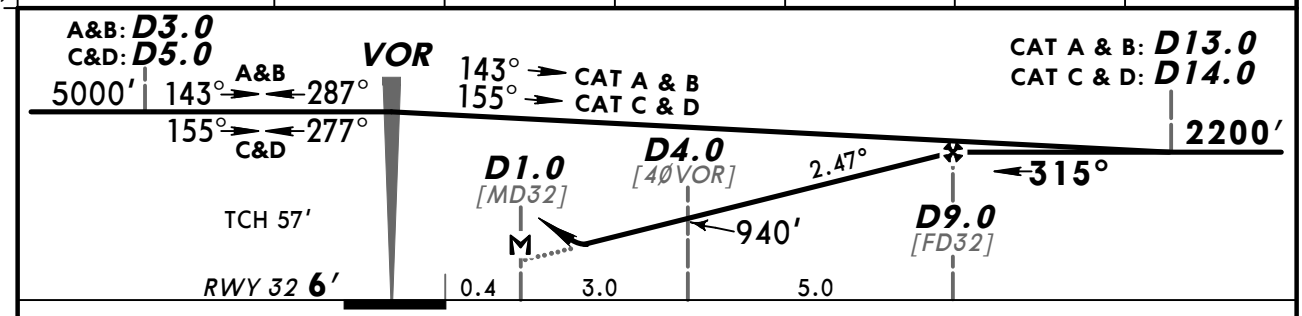


MSA CAG VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′
**DME required.**




| CAG DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 750′ | 990′ | 1230′ | 1480′ | 1720′ | 1960′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 2.47° | 306 | 393 | 437 | 524 | 612 | 699 |
| MAP at D1.0 | | | | | | | |

HIALS PAPI PAPI

D2.5 on RWY hdg

**Standard** STRAIGHT-IN LANDING RWY 32

DA(H) 800′ (794′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | CMV 2400m | |
| D | | |

CIRCLE-TO-LAND
Not authorized Southwest of rwy

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (1089′) | 1500m |
| 135 | 1100′ (1089′) | 1600m |
| 180 | 1100′ (1089′) | 2400m |
| [illegible] | 1100′ (1089′) | [illegible] |

BRIEFING STRIP ™

NS OPS

CHANGES: Apt & rwy elev. Missed approach.

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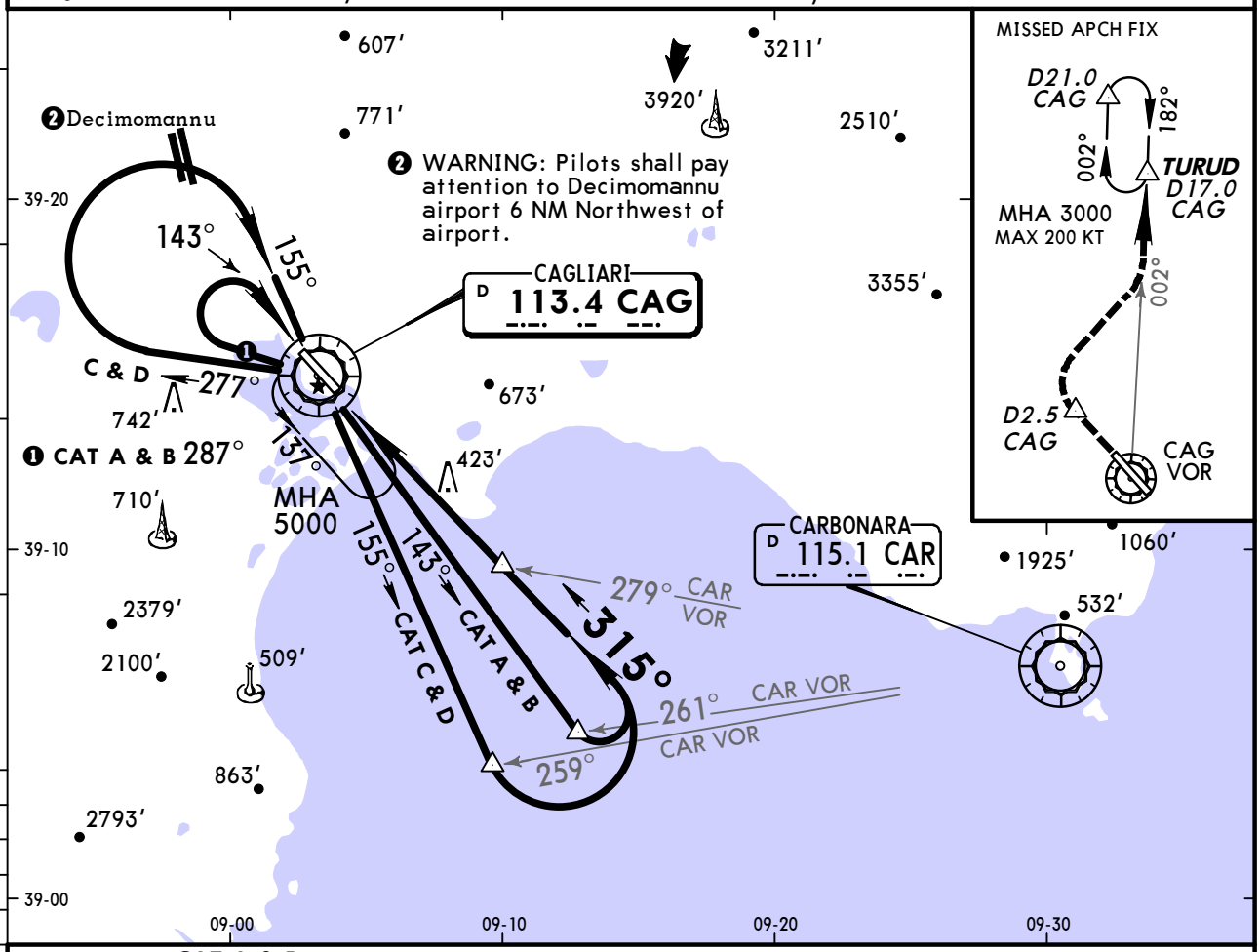
| CAGLIARI Approach (R) | ELMAS Tower | | *Ground |
|---|---|---|---|
| 118.75 | 120.6 | 122.1 | 125.42 |

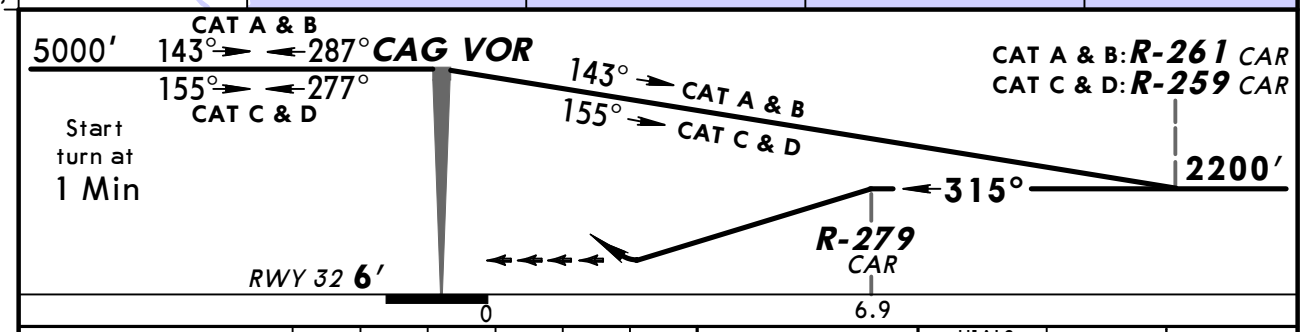
| VOR CAG | Final Apch Crs | Minimum Alt R-279 CAR | MDA(H) | Apt Elev | RWY |
|---|---|---|---|---|---|
| 113.4 | 315° | 2200′ (2194′) | 900′ (894′) | 11′ | 6′ |

**MISSED APCH:** Proceed on rwy heading climbing to 3000′.
At D2.5 CAG turn RIGHT to intercept and follow R-002 CAG to TURUD and hold.

6100′ 179° 089° 5700′
MSA CAG VOR

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




HIALS PAPI PAPI | D2.5 CAG | on | RWY hdg

**Standard** STRAIGHT-IN LANDING RWY 32

MDA(H) 900′ (894′)

| | | ALS out | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|---|
| A | CMV 3500m | CMV 4200m | 100 | 1100′ (1089′) | 4200m |
| B | | | 135 | | |
| C | CMV 3700m | CMV 4400m | 180 | 1100′ (1089′) | 4400m |
| D | | | | | |

CIRCLE-TO-LAND
Not authorized Southwest of rwy

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CHANGES: Apt and rwy elev. Missed approach. Minimums.

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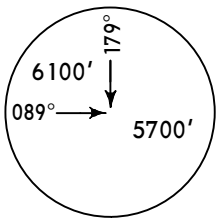
| CAGLIARI Approach (R) | ELMAS Tower | *Ground |
|---|---|---|
| 118.75 | 120.6 122.1 | 125.42 |

| Lctr CAG | Final Apch Crs | Minimum Alt D6.0 CAG | DA(H) | Apt Elev 11′ |
|---|---|---|---|---|
| 371 | 137° | 1600′ (1590′) | 480′ (470′) | RWY 10′ |

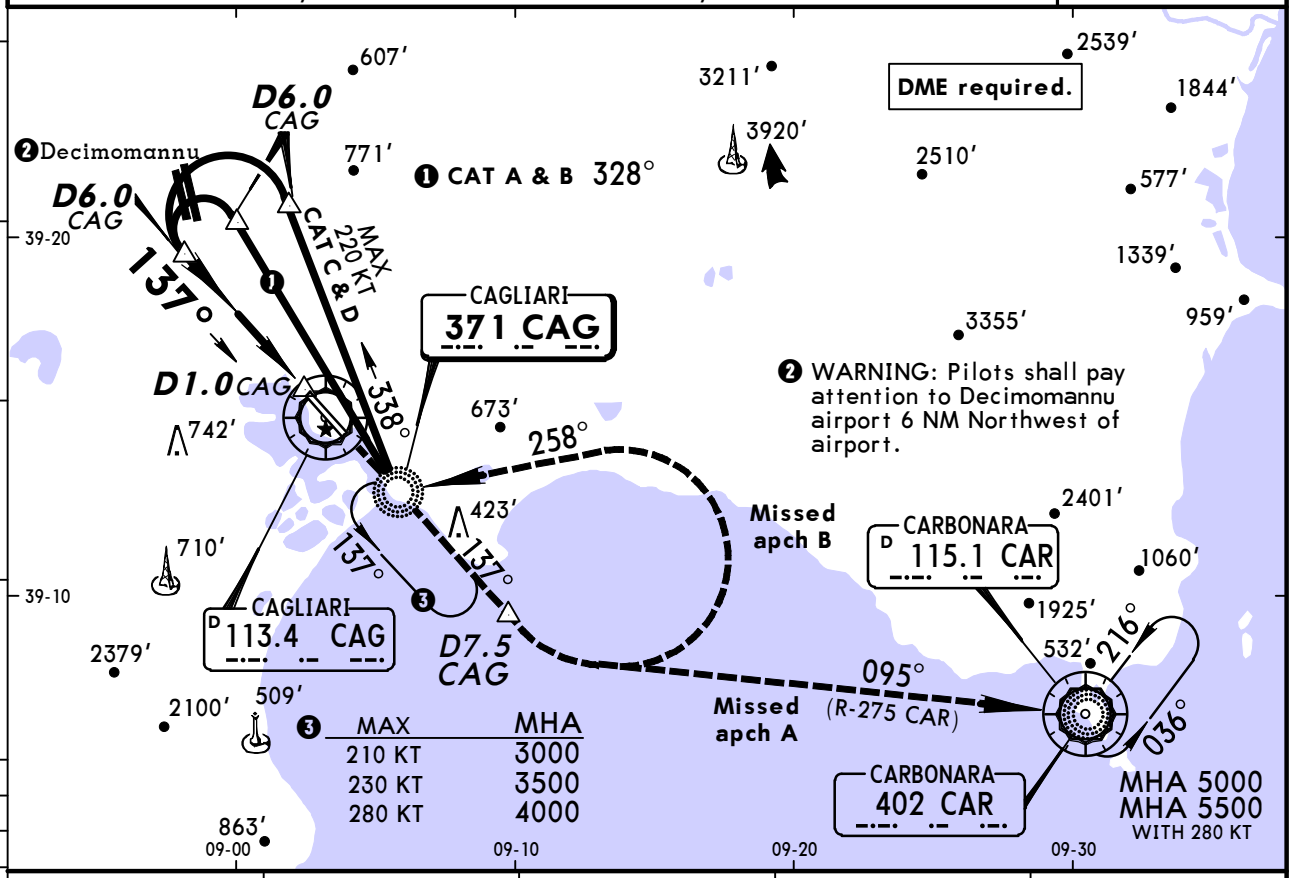
**MISSED APCH A:** Climb on 137° to 5000′. At D7.5 CAG turn LEFT (MAX 220 KT) onto 095° (R-275 inbound CAR VOR) to CAR VOR/NDB and join holding. MIM climb gradient 3.5%, if unable follow Missed apch B.

**MISSED APCH B:** Climb on 137° to 3000′. At D7.5 CAG turn LEFT (MAX 220 KT) onto 258° to CAG Lctr and join holding.

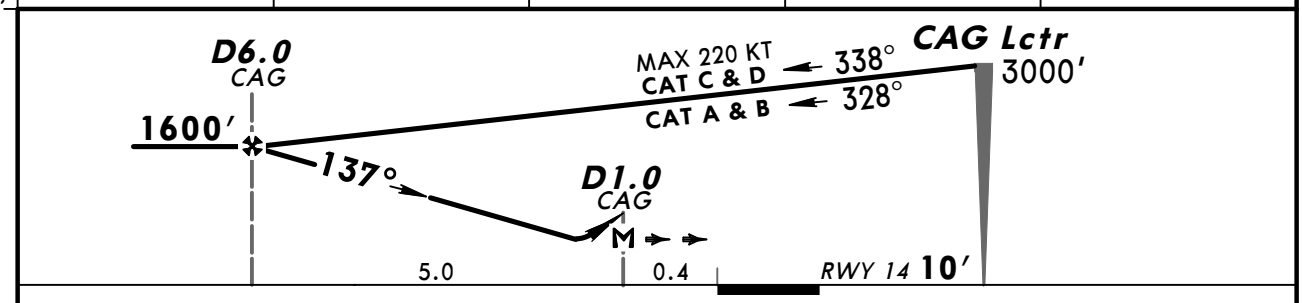
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




MSA CAG Lctr




| CAG DME | 6.0 | 5.0 | 4.0 | 3.0 |
|---|---|---|---|---|
| ALTITUDE | 1600′ | 1300′ | 1000′ | 700′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 2.86° | 354 | 455 | 506 | 607 | 708 | 809 |
| MAP at D1.0 CAG | | | | | | |

PAPI | Refer to Missed Apch above

**Standard** STRAIGHT-IN LANDING RWY 14

DA(H) 480′ (470′)

| | | Max Kts | CIRCLE-TO-LAND Not authorized Southwest of rwy MDA(H) | VIS |
|---|---|---|---|---|
| A | RVR 1500m | 100 | 1100′ (1089′) | 1500m |
| B | | 135 | 1100′ (1089′) | 1600m |
| C | CMV 2200m | 180 | 1100′ (1089′) | 2400m |
| D | | 205 | 1100′ (1089′) | 3600m |

NS OPS 4

CHANGES: Aerodrome and threshold elevations.

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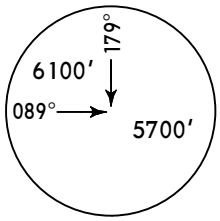
| CAGLIARI Approach (R) | ELMAS Tower | *Ground |
|---|---|---|
| 118.75 | 120.6 122.1 | 125.42 |

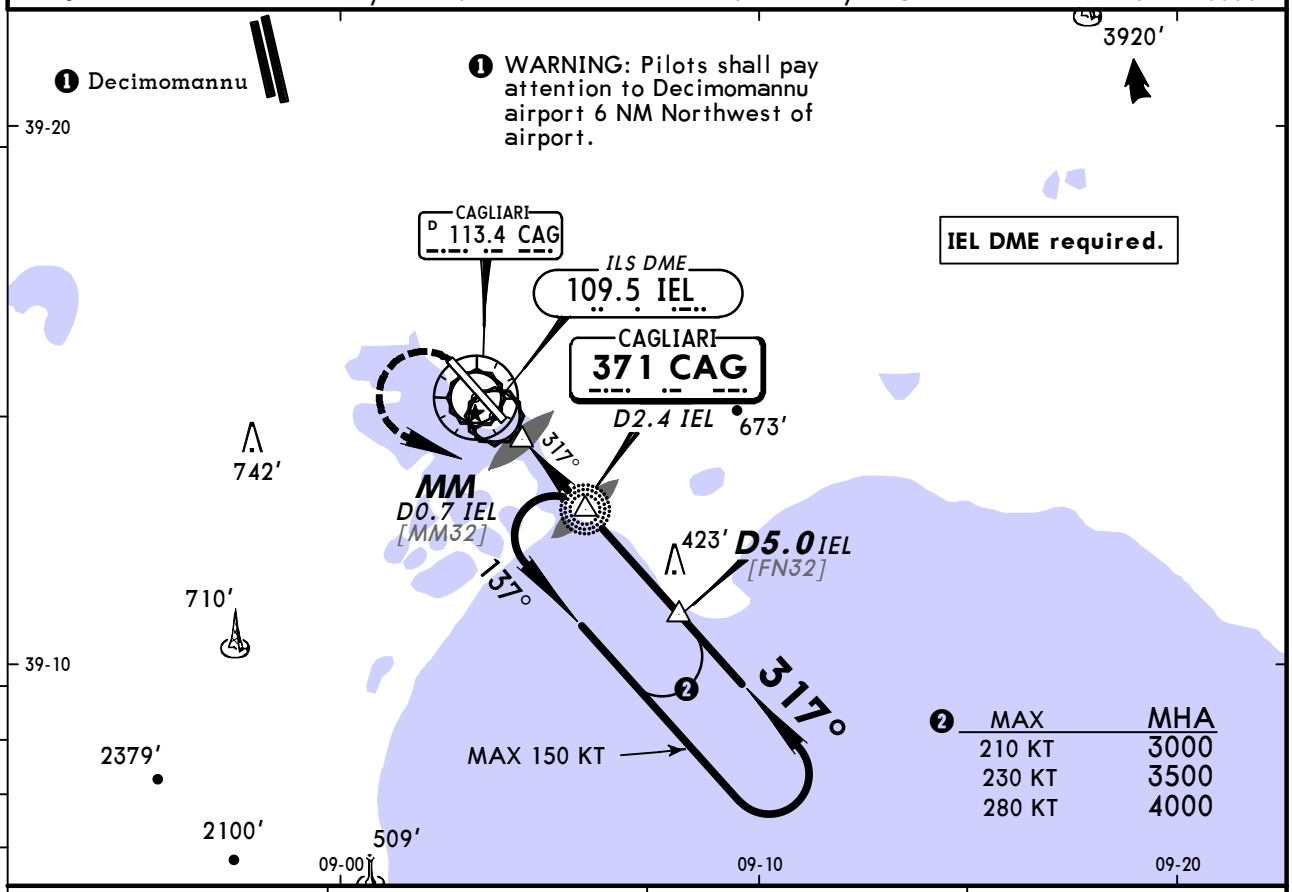
| Lctr CAG | Final Apch Crs | Minimum Alt D5.0 IEL | CDFA DA(H) | Apt Elev 11′ |
|---|---|---|---|---|
| 371 | 317° | 1600′ (1594′) | 850′ (844′) | RWY 6′ |

**MISSED APCH:** Turn LEFT (MAX 170 KT) to Lctr climbing to 3000′.
Do not turn before passing MM. If below 3000′ at Lctr continue climb to 3000′ on track 137°, then turn RIGHT to Lctr.




MSA
CAG Lctr

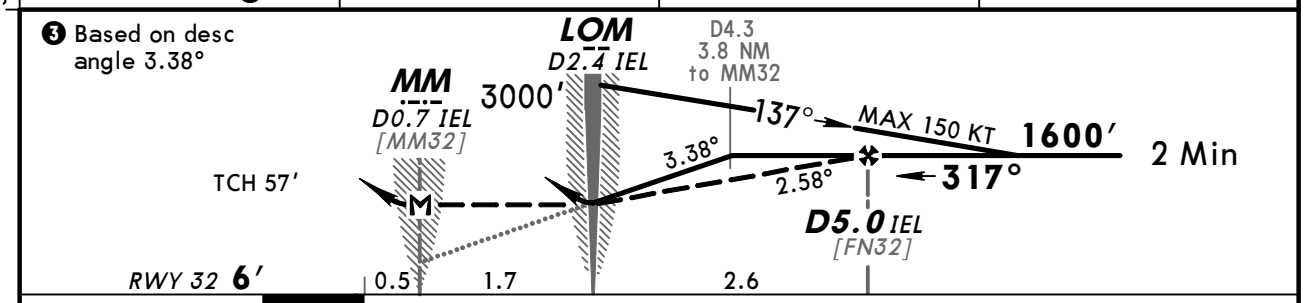
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′




❷

| MAX | MHA |
|---|---|
| 210 KT | 3000 |
| 230 KT | 3500 |
| 280 KT | 4000 |

| IEL DME | 3.0 | 4.0 | 4.3 |
|---|---|---|---|
| ALTITUDE ❸ | 1140′ | 1500′ | 1600′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle FAF-LOM | 2.58° | 319 | 411 | 456 | 548 | 639 | 730 |
| Descent angle after LOM | 3.38° | 419 | 538 | 598 | 718 | 837 | 957 |
| Descent angle D4.3 IEL-THR | 3.38° | 419 | 538 | 598 | 718 | 837 | 957 |
| MAP at MM/D0.5 IEL | | | | | | | |

HIALS
PAPI PAPI

170 KT
MAX
LT

CAG
371

**Standard**

STRAIGHT-IN LANDING RWY 32

| | CDFA DA(H) 850′ (844′) | | non-CDFA MDA(H) 850′ (844′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 1500m | | CMV 3300m | CMV 4000m |
| B | | | | |
| C | CMV 2400m | | CMV 3500m | CMV 4200m |
| D | | | | |

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (1089′) | ❶ 1500m |
| 135 | 1100′ (1089′) | ❶ 1600m |
| 180 | 1100′ (1089′) | ❶ 2400m |
| 205 | 1100′ (1089′) | ❶ 3600m |

BRIEFING STRIP ™

NS OPS 4

CHANGES: Aerodrome and threshold elevations. Waypoint designations.

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## Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**CAGLIARI, (ELMAS - LIEE)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport LIEE

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