SID

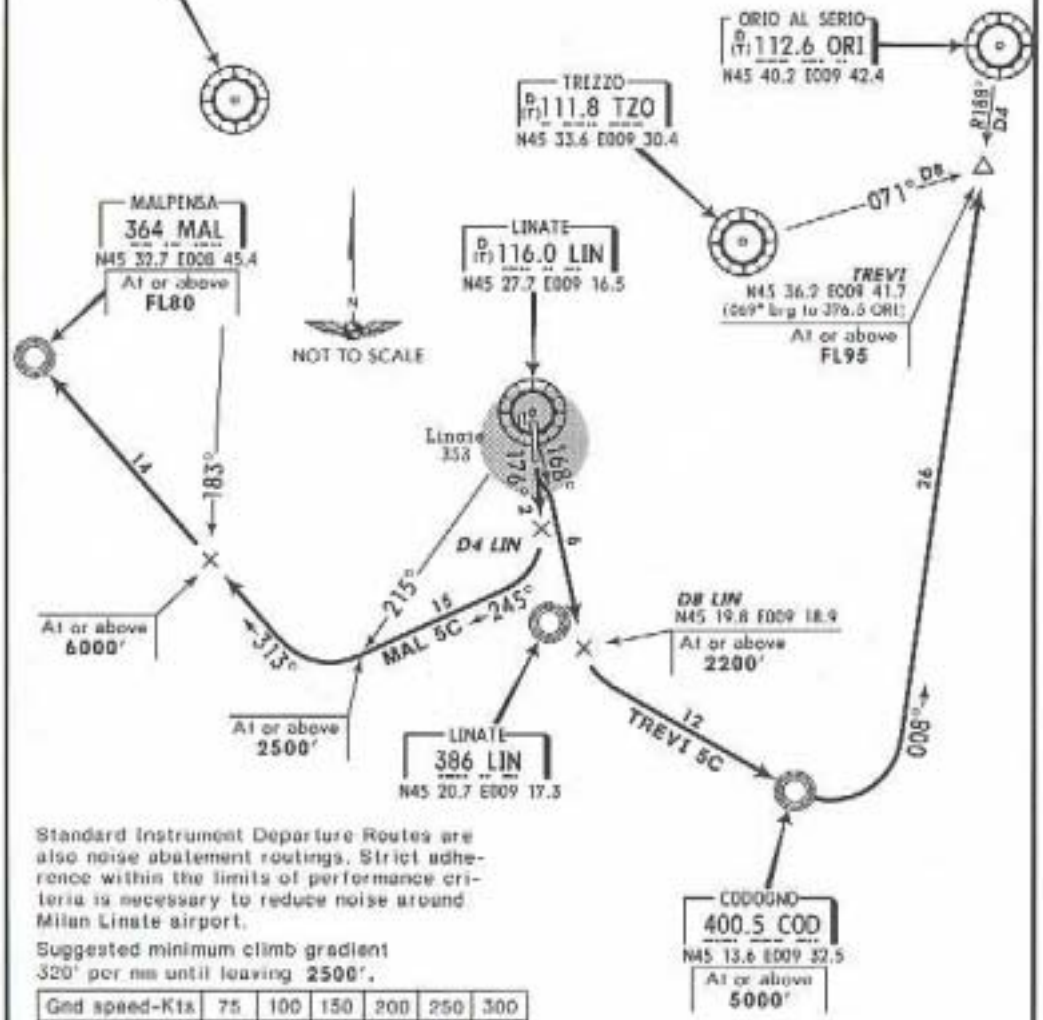
JEPPESEN 4 SEP 98 (20-3) Eff 10 Sep

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

MAL 5C, TREVI 5C
DEPARTURES
(RWY 18L)
TO NORTH

FOR TRANSITIONS FROM MAL LCTR REFER TO CHART 20-3G
FOR TRANSITIONS FROM TREVI INT REFER TO CHART 20-3D



Standard Instrument Departure Routes are also noise abatement routings. Strict adherence within the limits of performance criteria is necessary to reduce noise around Milan Linate airport.

Suggested minimum climb gradient 320' per nm until leaving **2500'**.

Gnd speed-Kts	75	100	150	200	250	300
320' per nm	400	533	800	1067	1333	1600

SID	ROUTING	ALTITUDE
MAL 5C	Intercept LIN R-176 to D4 LIN, turn RIGHT, 245° track, when crossing LIN R-215 turn RIGHT, intercept 313° bearing to MAL Lctr. ❶ At LIN Lctr turn RIGHT to MAL Lctr.	Cross LIN R-215 at or above **2500'**, (❶ LIN Lctr at or above **2000'**), SRN R-183 at or above **6000'**, MAL Lctr at or above **FL80**.
TREVI 5C	Intercept LIN R-168 to D8 LIN, turn LEFT to COD Lctr, turn LEFT intercept ORI R-188 inbound to Trevi Int. ❶ Climb on 176° track to **2200'**, turn LEFT to COD Lctr.	Cross D8 LIN at or above **2200'**, COD Lctr at or above **5000'**, Trevi Int at or above **FL95**.

❶ ALTERNATE TAKE-OFF (When LIN VOR unserviceable)

CHANGES: Procedures revised; speed control transferred to 20-4.

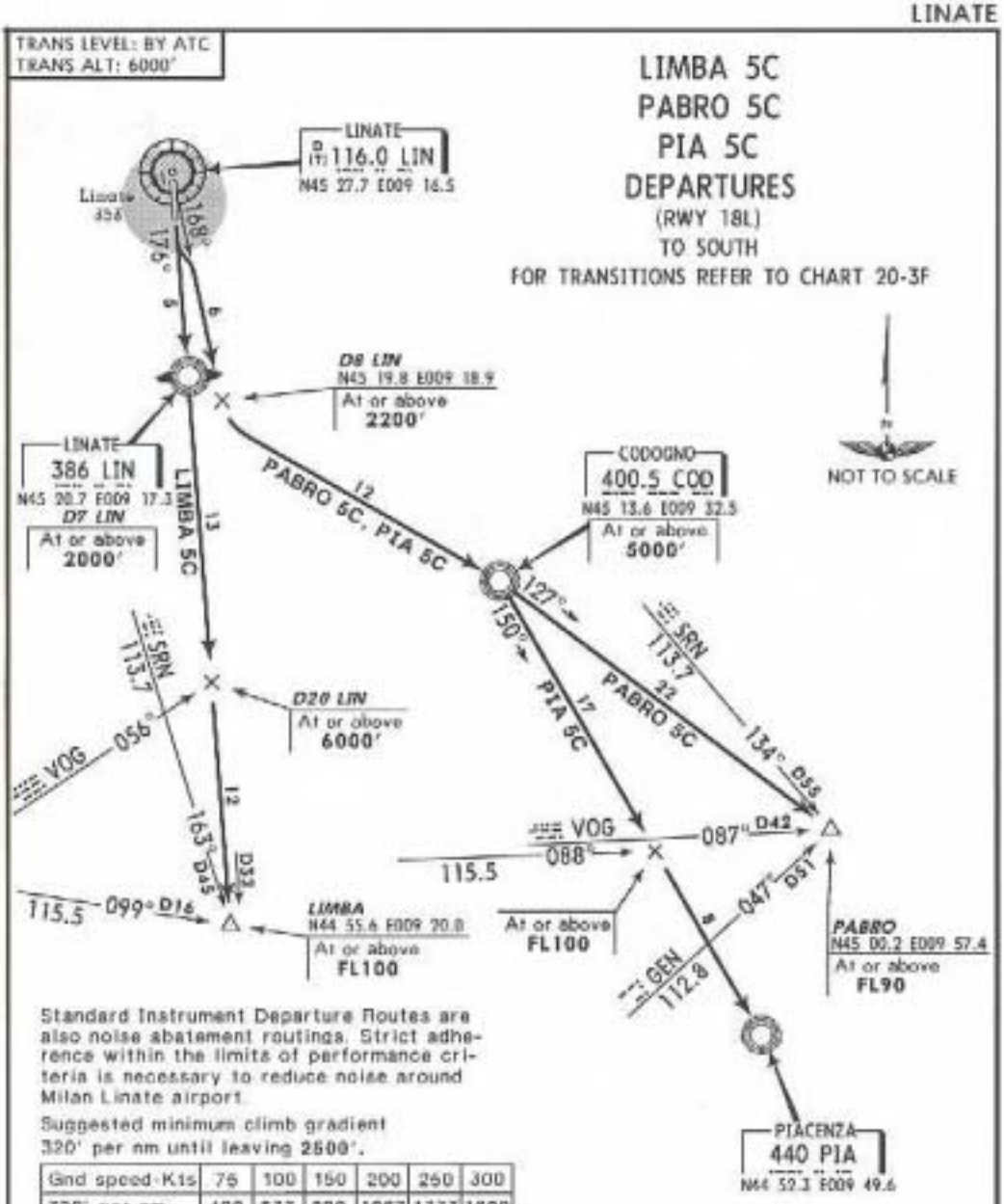
SID

JEPPESEN 4 SEP 98 (20-3A) Eff 10 Sep

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

LIMBA 5C
PABRO 5C
PIA 5C
DEPARTURES
(RWY 18L)
TO SOUTH
FOR TRANSITIONS REFER TO CHART 20-3F



Standard Instrument Departure Routes are also noise abatement routings. Strict adherence within the limits of performance criteria is necessary to reduce noise around Milan Linate airport.

Suggested minimum climb gradient 320' per nm until leaving **2500'**.

Gnd speed-Kts	75	100	150	200	250	300
320' per nm	400	533	800	1067	1333	1600

SID	ROUTING	ALTITUDE
LIMBA 5C	Intercept LIN R-176 to Limba Int. ❶ To LIN Lctr, 176° bearing to Limba Int.	Cross D7 LIN (LIN Lctr) at or above **2000'**, D20 LIN (VOG R-056) at or above **6000'**, Limba Int at or above **FL100.**
PABRO 5C	Intercept LIN R-168 to D8 LIN, turn LEFT to COD Lctr, 127° bearing to Pabro Int. ❶ Climb on 176° track to **2200'**, turn LEFT to COD Lctr.	Cross D8 LIN at or above **2200'**, COD Lctr at or above **5000'**, Pabro Int at or above **FL90.**
PIA 5C	Intercept LIN R-168 to D8 LIN, turn LEFT to COD Lctr, proceed to PIA NDB. ❶ Climb on 176° track to **2200'**, turn LEFT to COD Lctr.	Cross D8 LIN at or above **2200'**, COD Lctr at or above **5000'**, VOG R-088 at or above **FL100.**

❶ ALTERNATE TAKE-OFF (When LIN VOR unserviceable)

CHANGES: Procedures revised; speed control transferred to 20-4.

SID

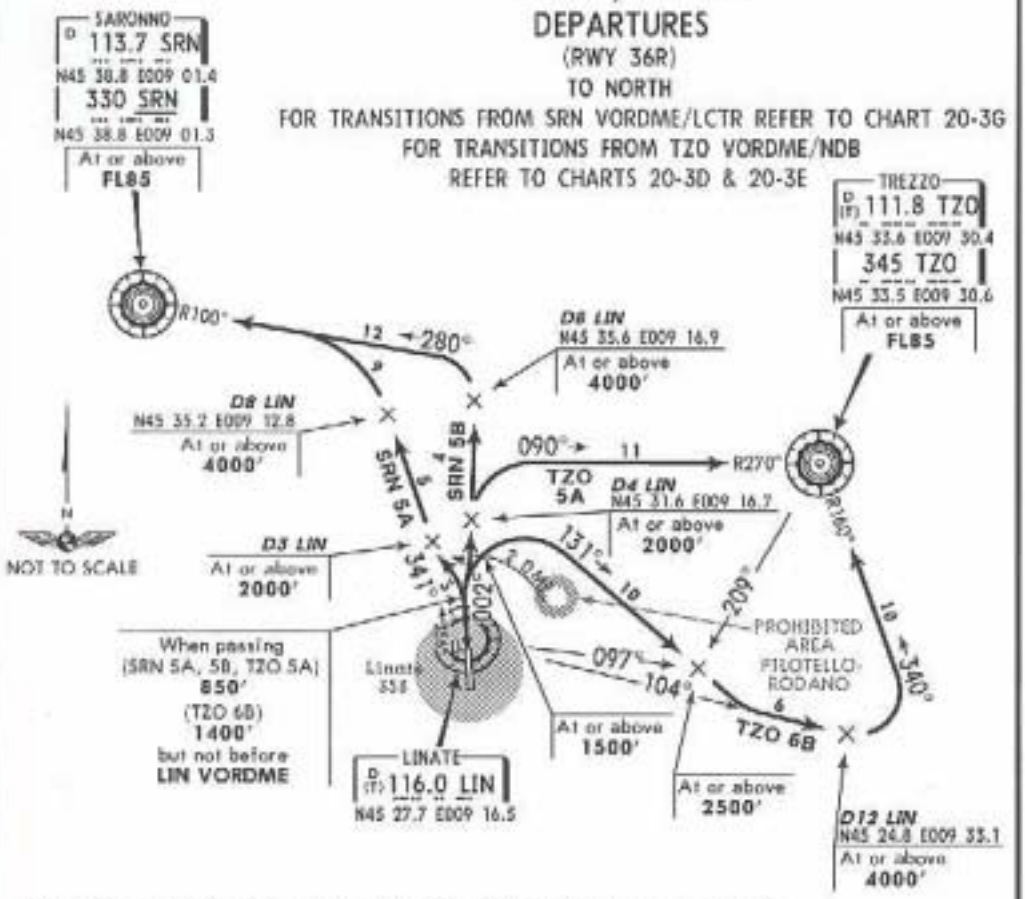
JEPPESEN 4 SEP 98 (20-3B) Eff 10 Sep

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

SRN 5A, SRN 5B
TZO 5A, TZO 5B
DEPARTURES
(RWY 36R)
TO NORTH

FOR TRANSITIONS FROM SRN VORDME/LCTR REFER TO CHART 20-3G
FOR TRANSITIONS FROM TZO VORDME/NDB
REFER TO CHARTS 20-3D & 20-3E



Standard Instrument Departure Routes are also noise abatement routings. Strict adherence within the limits of performance criteria is necessary to reduce noise around Milan Linate airport.

SID	ROUTING	ALTITUDE
SRN 5A	Climb on 356° track, when passing **850'**, but not before LIN VORDME, turn LEFT, intercept LIN R-341 to D8 LIN , turn LEFT, intercept SRN R-100 inbound to SRN VORDME/Lctr.	Cross D3 LIN at or above **2000'**, D8 LIN at or above **4000'**, SRN VORDME/Lctr at or above **FL85.**
SRN 5B	Climb on 356° track, when passing **850'**, but not before LIN VORDME, turn RIGHT, intercept LIN R-002 to D8 LIN , turn LEFT, intercept SRN R-100 inbound to SRN VORDME/Lctr.	Cross D4 LIN at or above **2000'**, D8 LIN at or above **4000'**, SRN VORDME/Lctr at or above **FL85.**
TZO 5A ❷	Climb on 356° track, when passing **850'**, but not before LIN VORDME, turn RIGHT, intercept LIN R-002 to D4 LIN, turn RIGHT, intercept TZO R-270 inbound to TZO VORDME/NDB.	Cross D4 LIN at or above **2000'**, TZO VORDME/NDB at or above **FL85.**
TZO 6B	Climb on 356° track, when passing **1400'**, but not before LIN VORDME, turn RIGHT, 131° track, intercept LIN R-104 to D12 LIN, turn LEFT, intercept TZO R-160 inbound to TZO VORDME/NDB. ❶ Climb on 356° track, when passing **1400'**, but not before LIN DME, turn RIGHT, 131° track, intercept SRN R-125, at D26 SRN turn LEFT, intercept TZO R-160 inbound to TZO VORDME/NDB.	Cross LIN 2 DME at or above **1600'**, LIN R-097 (❶TZO R-209) at or above **2500'**, D12 LIN (❶D26 SRN) at or above **4000'**, TZO VORDME/NDB at or above **FL85.**

❶ ALTERNATE TAKE-OFF (When LIN VOR unserviceable)
❷ If unable to comply advise ATC prior to start-up and request SID TZO 6B

CHANGES: Procedures revised; speed control transferred to 20-4.

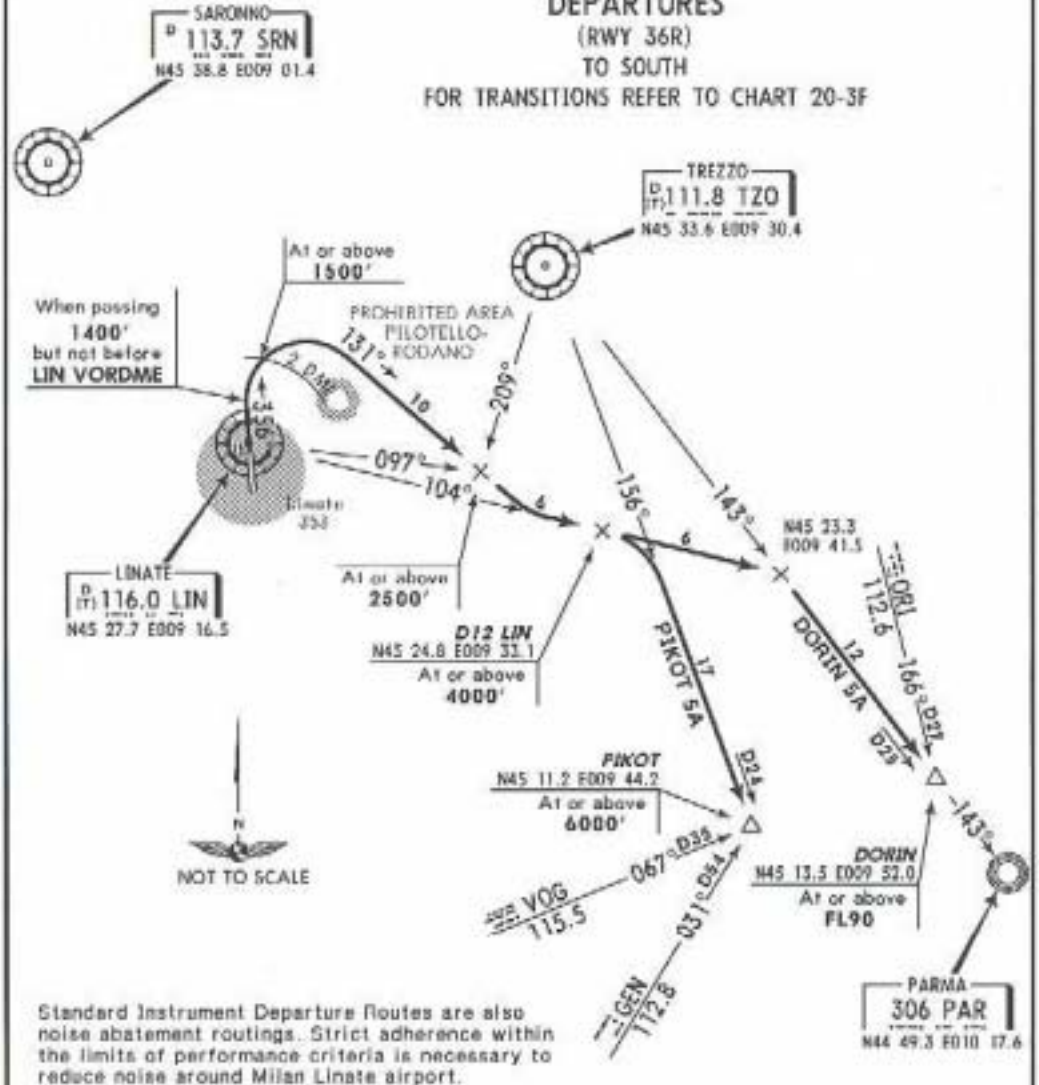
JEPPESEN 4 SEP 98 (20-3C) Eff 10 Sep

51D

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

DORIN 5A
PIKOT 5A
DEPARTURES
(RWY 36R)
TO SOUTH
FOR TRANSITIONS REFER TO CHART 20-3F



Standard Instrument Departure Routes are also noise abatement routings. Strict adherence within the limits of performance criteria is necessary to reduce noise around Milan Linate airport.

SID	ROUTING	ALTITUDE
DORIN 5A	Climb on 356° track, when passing **1400'**, but not before LIN VORDME, turn RIGHT, 131° track, intercept LIN R-104, intercept 143° bearing towards PAR NDB to Dorin Int. ❶ Climb on 356° track, when passing **1400'**, but not before LIN DME, turn RIGHT, 131° track, intercept SRN R-125 to Dorin Int.	Cross LIN 2 DME at or above **1500'**, LIN R-097 (❶TZO R-209) at or above **2500'**, D12 LIN (❶D26 SRN) at or above **4000'**, Dorin Int at or above **FL90**.
PIKOT 5A	Climb on 356° track, when passing **1400'**, but not before LIN VORDME, turn RIGHT, 131° track, intercept LIN R-104 to D12 LIN, turn RIGHT, intercept TZO R-156 to Pikot Int. ❶ Climb on 356° track, when passing **1400'**, but not before LIN DME, turn RIGHT, 131° track, intercept SRN R-125 to D26 SRN, turn RIGHT, intercept TZO R-156 to Pikot Int.	Cross LIN 2 DME at or above **1500'**, LIN R-097 (❶TZO R-209) at or above **2500'**, D12 LIN (❶D26 SRN) at or above **4000'**, Pikot Int at or above **6000'**.

❶ ALTERNATE TAKE-OFF (When LIN VOR unserviceable)

CHANGES: Procedures revised; speed control transferred to 20-4.

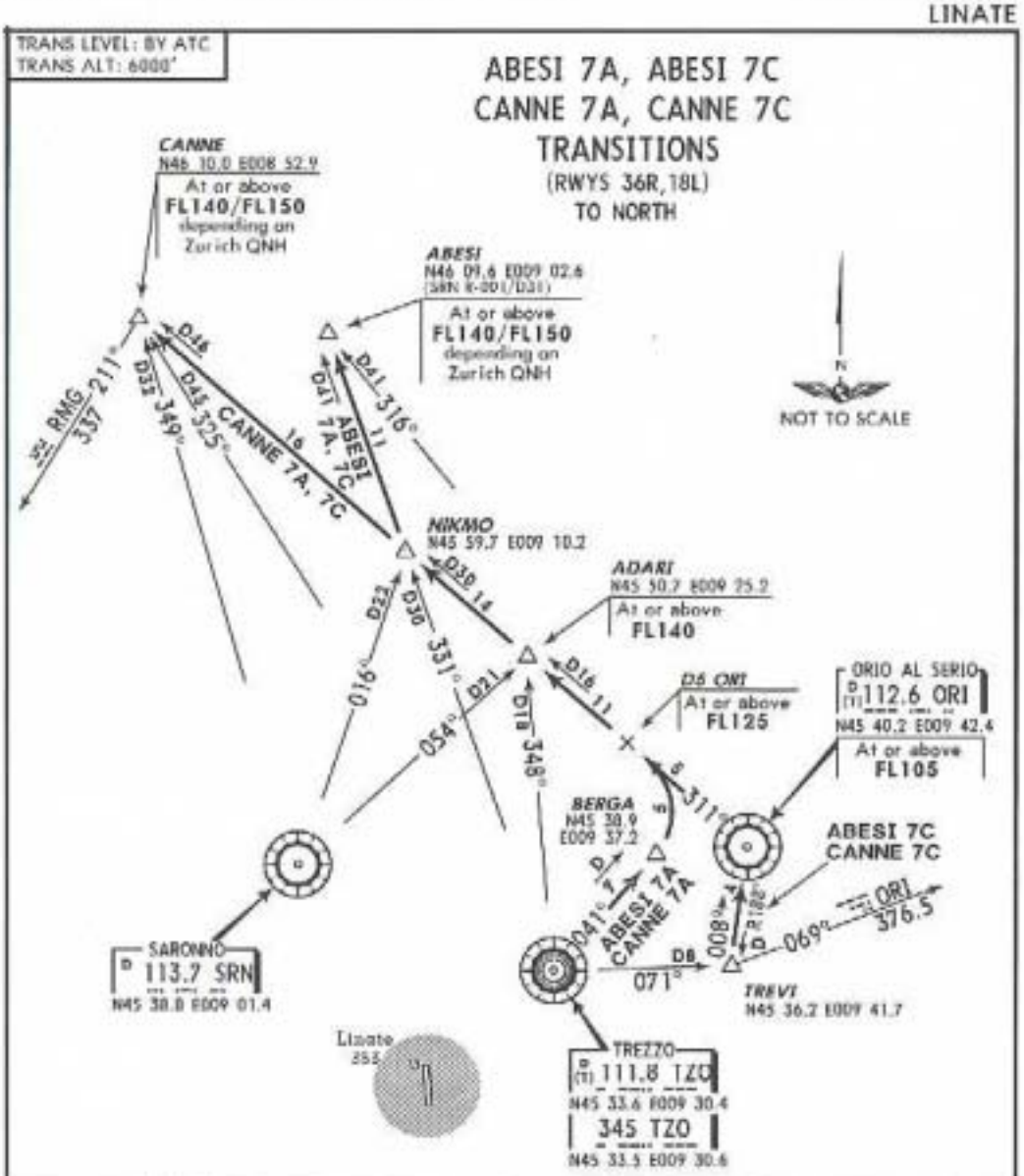
SID

JEPPESEN 17 MAR 00 (20-3D) EFF 23 Mar

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

ABESI 7A, ABESI 7C
CANNE 7A, CANNE 7C
TRANSITIONS
(RWYS 36R, 18L)
TO NORTH



TRANSITION	RWY	ROUTING	ALTITUDE
ABESI 7A	36R	Proceed from TZO VORDME/NDB to Berga Int, turn LEFT, intercept ORI R-311 via Adari Int to Nikmo Int, turn RIGHT, intercept TZO R-331 to Abesi Int.	Cross D5 ORI at or above **FL125**, Adari Int at or above **FL140**, Abesi Int at or above **FL140/FL150** depending on Zurich QNH.
ABESI 7C	18L	Proceed from Trevi Int via ORI VORDME and Adari Int to Nikmo Int, turn RIGHT, intercept TZO R-331 to Abesi Int.	Cross ORI VORDME at or above **FL105**, D5 ORI at or above **FL125**, Adari Int at or above **FL140**, Abesi Int at or above **FL140/FL150** depending on Zurich QNH.
CANNE 7A	36R	Proceed from TZO VORDME/NDB to Berga Int, turn LEFT, intercept ORI R-311 via Adari Int and Nikmo Int to Canne Int.	Cross D5 ORI at or above **FL125**, Adari Int at or above **FL140**, Canne Int at or above **FL140/FL150** depending on Zurich QNH.
CANNE 7C	18L	Proceed from Trevi Int via ORI VORDME and Adari Int and Nikmo Int to Canne Int.	Cross ORI VORDME at or above **FL105**, D5 ORI at or above **FL125**, Adari Int at or above **FL140**, Canne Int at or above **FL140/FL150** depending on Zurich QNH.

CHANGES: Transitions redesignated & revised.

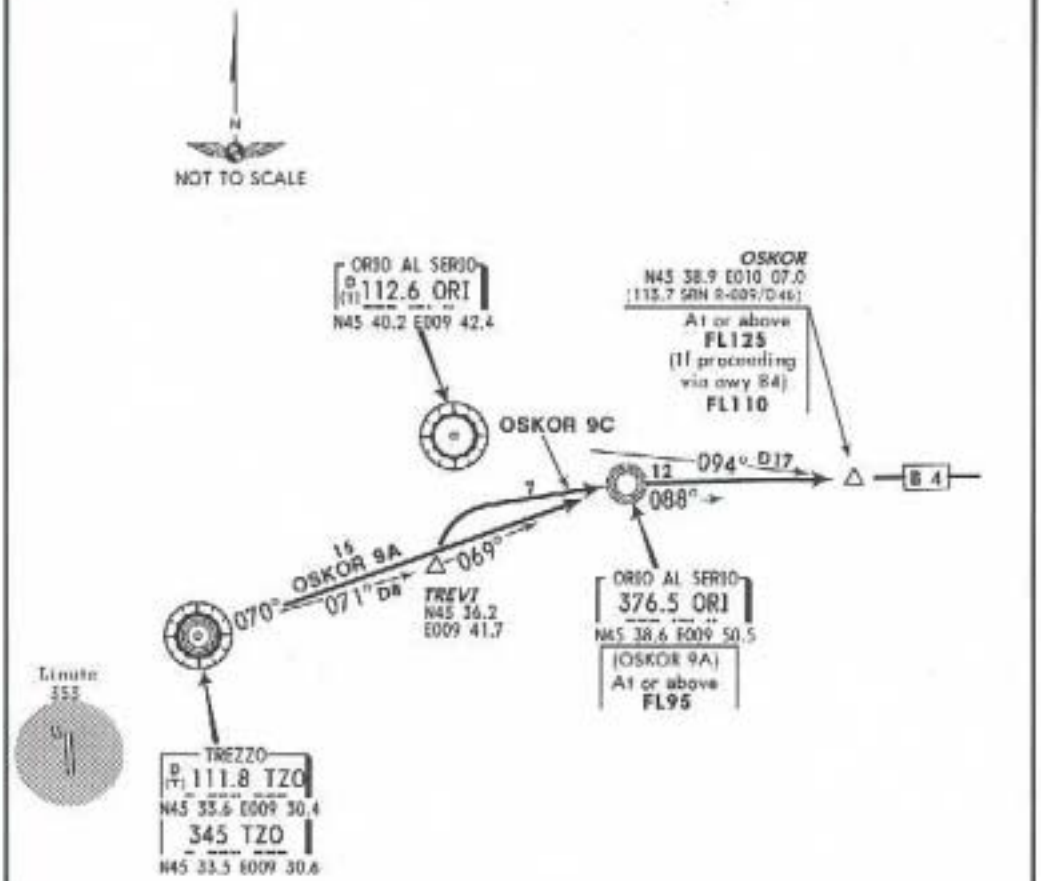
SID

JEPPESEN 17 MAR 00 (20-3E) EFF 23 Mar

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

OSKOR 9A, OSKOR 9C TRANSITIONS
(RWYS 36R, 18L)
TO EAST



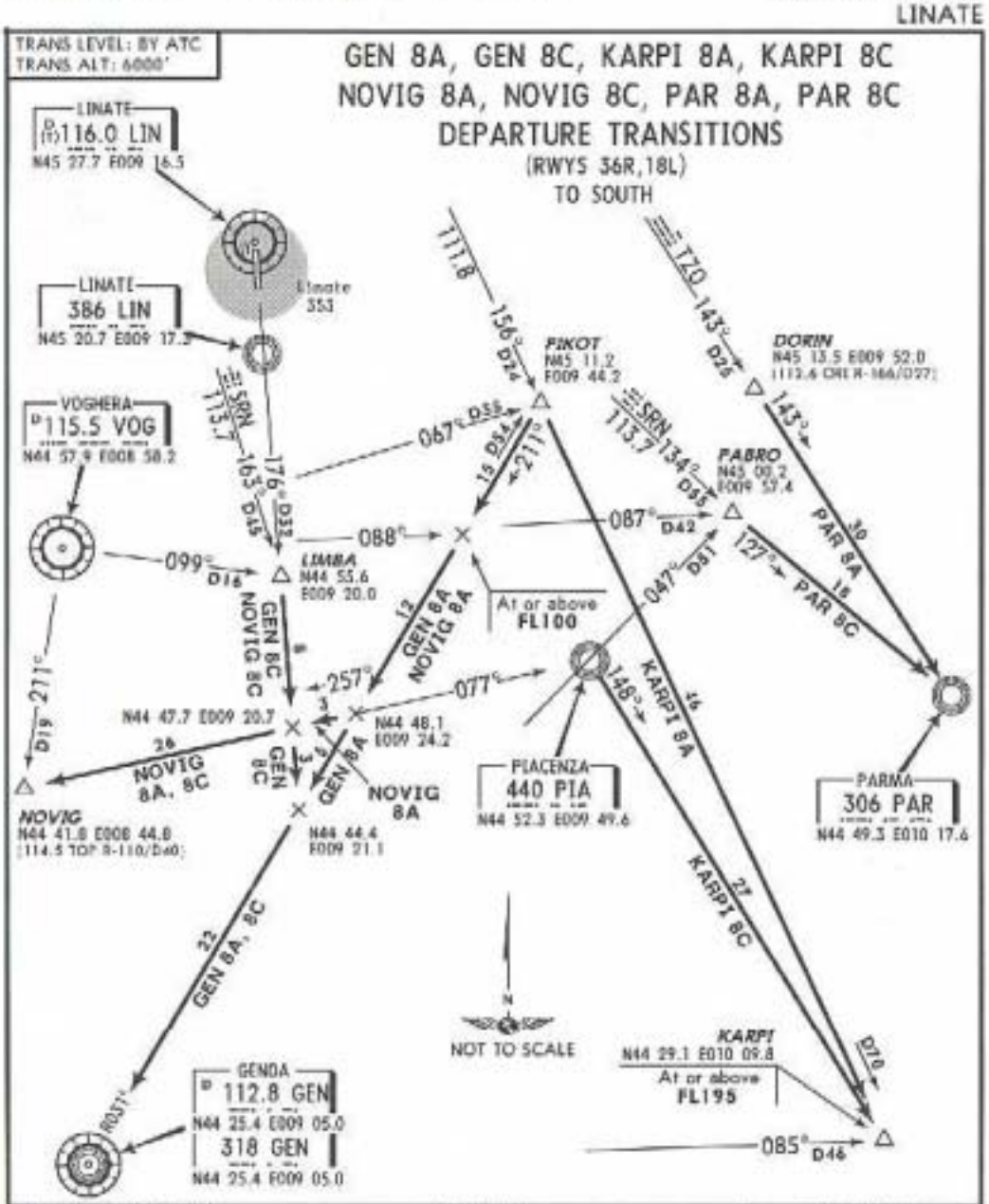
TRANSITION	RWY	ROUTING	ALTITUDE
OSKOR 9A	36R	Proceed from TZO VOR-DME/NDB to ORI Lctr, then to Oskor Int.	Cross ORI Lctr at or above **FL95**, Oskor Int at or above **FL125** (**FL110**, if proceeding via awy B4).
OSKOR 9C	18L	At Trevi Int turn RIGHT to ORI Lctr, then to Oskor Int.	Cross Oskor Int at or above **FL125** (**FL110**, if proceeding via awy B4).

CHANGES: See other side.

SID

JEPPESEN 4 SEP 98 (20-3F) Eff 10 Sep

MILAN, ITALY
LINATE



TRANSITION	RWY	ROUTING	ALTITUDE
GEN 8A	36R	Proceed from Pikot Int to GEN VORDME/NDB.	Cross VOG R-088 at or above FL100.
GEN 8C	18L	Continue from Limba Int on LIN R-176 (176° bearing from LIN Lctr), intercept GEN R-031 inbound to GEN VORDME/NDB.	
KARPI 8A	36R	Proceed from Pikot Int to Karpi Int.	Cross Karpi Int at or above FL195.
KARPI 8C	18L	Proceed from PIA NDB to Karpi Int.	
NOVIG 8A	36R	At Pikot Int turn RIGHT, intercept GEN R-031 inbound, intercept 257° bearing from PIA NDB to Novig Int.	Cross VOG R-088 at or above FL100.
NOVIG 8C	18L	Continue from Limba Int on LIN R-176 (176° bearing from LIN Lctr), intercept 257° bearing from PIA NDB to Novig Int.	
PAR 8A	36R	Proceed from Dorin Int to PAR NDB.	
PAR 8C	18L	Proceed from Fabro Int to PAR NDB.	

CHANGES: Procedures revised; speed control transferred to 20-4.

SID

JEPPESEN 4 SEP 98 (20-3G) Eff 10 Sep

MILAN, ITALY
LINATE

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

ARLES 8A, ARLES 8C
OMETO 8A, OMETO 8C
DEPARTURE TRANSITIONS
(RWYS 36R,18L)
TO WEST & NORTHWEST

TRANSITION	RWY	ROUTING	ALTITUDE
ARLES 8A	36R	Proceed from SRN VORDME/Lctr via Ixora Int to Arles Int.	Cross Ixora Int at or above FL120, Arles Int at or above FL180/FL190 depending on Geneva QNH.
ARLES 8C	18L	347° bearing from MAL Lctr, intercept SRN R-303 via Ixora Int to Arles Int.	
OMETO 8A	36R	Proceed from SRN VORDME/Lctr via Bavmi Int to Ometo Int.	Cross Bavmi Int at or above FL150, Ometo Int at or above FL180/FL190 depending on Geneva QNH.
OMETO 8C	18L	347° bearing from MAL Lctr, intercept SRN R-278 via Bavmi Int to Ometo Int.	

CHANGES: Procedures revised; speed control transferred to 20-4.

MILAN, ITALY
LINATE

NOISE ABATEMENT PROCEDURES

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

DEPARTURES

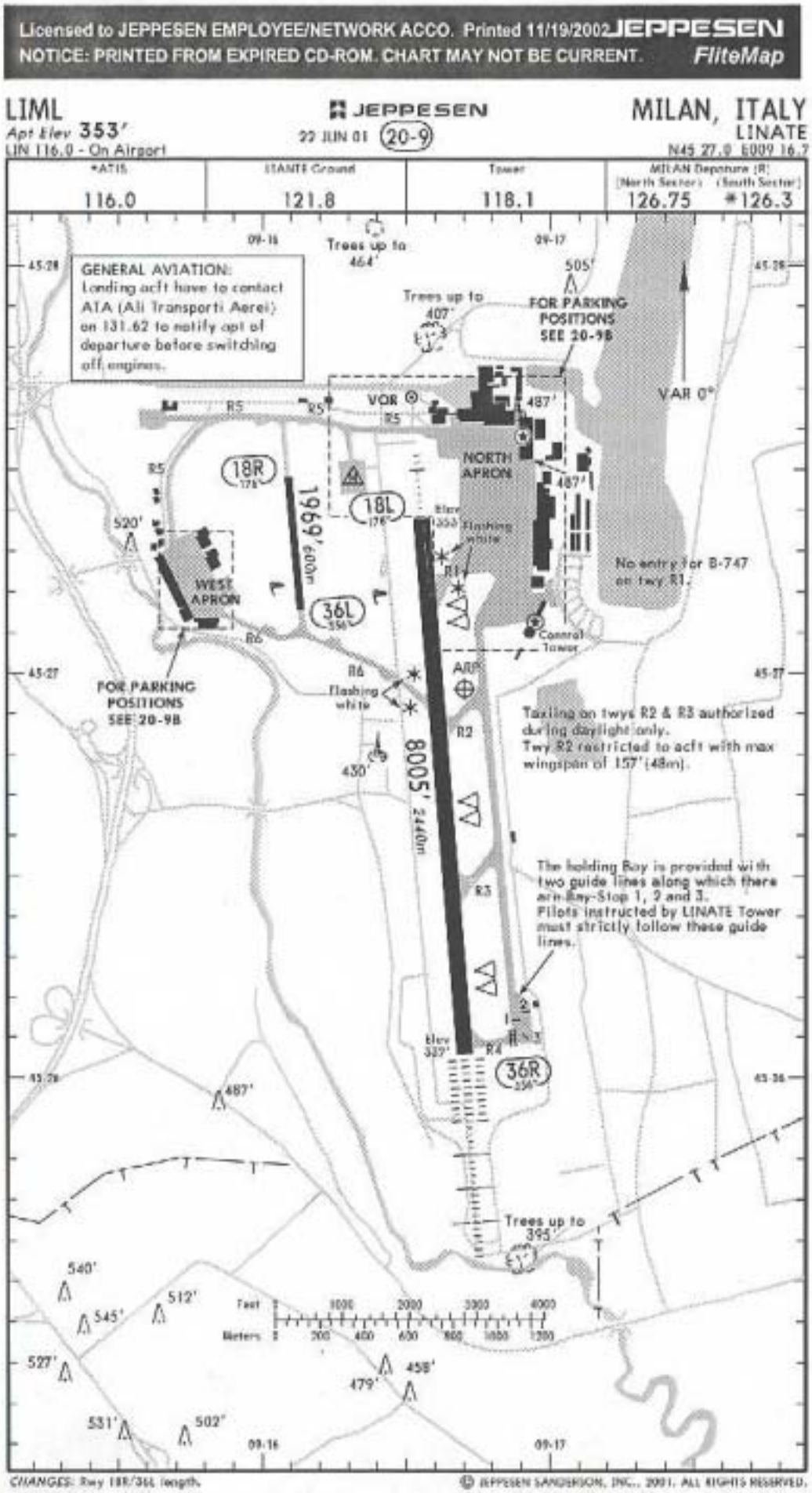
Standard noise abatement procedures must be accurately executed at the maximum climb gradient compatible with aircraft safety as follows:

Take-off to 1500' AGL	Take-off power Take-off flaps Climb at V_2 + 10 to 20 KT (or as limited by body angle).
At 1500' AGL	Reduce power to not less than climb power.
1500' - 3000' AGL	Climb at V_2 + 10 to 20 KT.
At 3000' AGL	Accelerate to enroute climb speed with flap retraction on schedule.

SPEED CONTROL PROCEDURE

MAX IAS 250 KT below FL100 unless cleared otherwise. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitation by the phrase: 'NO ATC RESTRICTION ON SPEED'.

CHANGES: Speed control procedure translated from SIDs.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LIML
Apt Elev 353'
LIN 116.0 - On Airport
JEPPESEN
22 JUN 01 (20-9)
MILAN, ITALY
LINATE
N45 27.9 E009 16.7
*ATIS 116.0
LINATE Ground 121.8
Tower 118.1
MILAN Departure (R) (North Sector) 126.75 (South Sector) *126.3
GENERAL AVIATION:
Landing acft have to contact ATA (Alì Transporti Aerei) on 131.62 to notify apt of departure before switching off engines.
Trees up to 464'
Trees up to 407'
505'
FOR PARKING POSITIONS SEE 20-9B
VAR 0°
VOR
487'
NORTH APRON
WEST APRON
18R
18L
36L
36R
1969' 600m
8005' 2440m
520'
430'
Elev 353'
Flashing white
No entry for B-747 on twy R1.
Control Tower
FOR PARKING POSITIONS SEE 20-9B
Taxiing on twys R2 & R3 authorized during daylight only.
Twy R2 restricted to acft with max wingspan of 157' (48m).
The holding Bay is provided with two guide lines along which there are Bay-Stop 1, 2 and 3.
Pilots instructed by LINATE Tower must strictly follow these guide lines.
Trees up to 395'
540'
545'
512'
527'
479'
458'
531'
502'
Feet 1000 2000 3000 4000
Meters 200 400 600 800 1000 1200
09-16
09-17
45-28
45-27
CHANGES: Rwy 18R/36L length.
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LIML JEPPESEN MILAN, ITALY

02 JUN 01 (20-9A)

LINATE

GENERAL

RWY 36R is approved for CAT II & CAT III operations, special aircrew & aircraft certification required.
Runway 18R & 36R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL CL(15m) ALS REIL PAPI(3.0°) ❶ RVR				197' 60m
36R	HIRL CL(15m) HIALS SFL TDZ PAPI(3.0°) ❶RVR		6995' 2132m		

Touchdown zone rwy 36R slippery when wet.
❶ PAPI rwy 18L/36R: Obstacles affecting obstacle protection surface are compatible with operations of acft with eye-to-wheel height up to 30'(9m).

18R ❶ 36L					102' 31m

❶ Runway to be used with PPO.

SPECIAL OPERATIONAL PRACTICE FOR MINIMUM RUNWAY OCCUPANCY

In order to minimize spacing between successive approaches, unless otherwise instructed by LINATE Tower and with due respect to flight safety:

DEPARTING ACFT

- pilots shall comply with instruction to line up without any delay. Line up manoeuvre shall start immediately after the preceding departing acft has initiated the take-off run or the traffic on landing has passed the threshold.
- as far as possible pre-flight checks shall be completed before line up. Any other checks following line up shall be carried out as quickly as possible.
- Take-off run shall start immediately after the take-off clearance.

Prior to line up, pilots must inform LINATE Tower if unable to comply with the above minimum runway occupancy criteria.

ARRIVING ACFT

- Taxiway R1 shall be used as rapid exit taxiway. After vacating, acft shall not stop before having passed the holding line.
- Propeller and turbo propeller engine acft shall in as far as practicable vacate the rwy at:
  a) Twy R2 if bound to the main apron
  b) Twy R6 if bound to the ATA (LINATE west apron)
- After vacating on twy R2 pilots shall stop and stand by for LINATE Ground instructions to resume taxi.

LOW VISIBILITY PROCEDURES CAT II/III OPERATIONS RWY 36R

GENERAL

Pilots will be informed when Low Visibility procedures are in operation by ATC. Aircraft taxiing to/from GA West apron will be stopped at twy R6 by a stopsignal. Aircraft taxiing to rwy head 36R will be stopped by a stopbar. Twys R2 & R3 are not authorized

CAT III OPERATIONS

Aircraft landed on rwy 36R must vacate the rwy via twy R1 or R6 and report to Tower after passing the flashing white lights, that rwy is vacated.

START-UP & TAXI PROCEDURE

Acft with taxi allowance must switch on landing lights.
In order to have an orderly sequence of take-offs, pilots must reach the holding position within 15 minutes after the start-up clearance.

PREFERENTIAL RUNWAY SYSTEM

Use runway 36R for take-off & landing; max tailwind component: dry rwy up to 7 KT, wet rwy up to 5 KT.

JAR-OPS

TAKE-OFF ❶

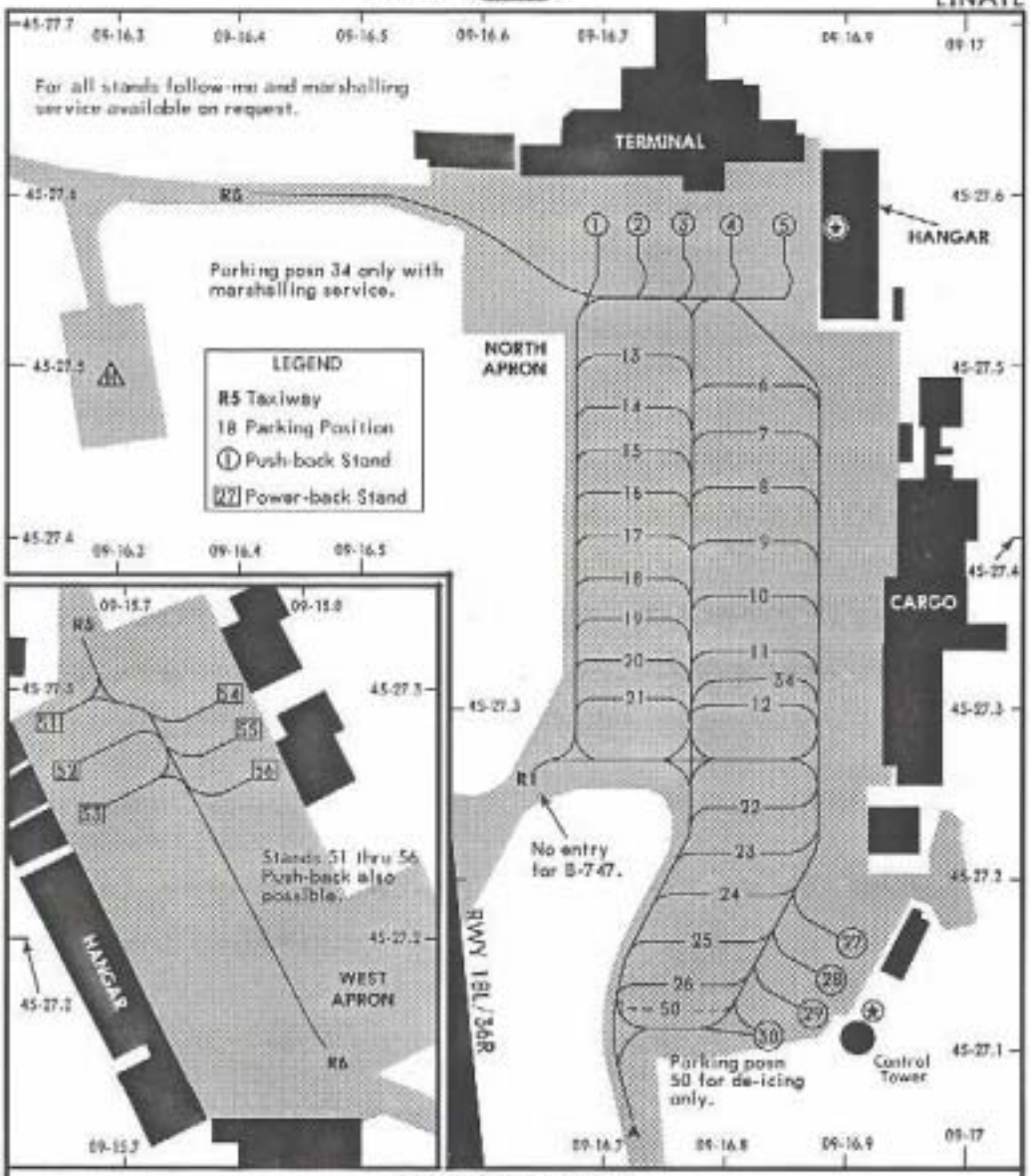
	Rwys 18L/36R LVP must be in Force			All Rwys		
	Approved Operators RVR, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Minimums.

LIML JEPPESEN MILAN, ITALY

22 JUN 01 (20-9B) LINATE



INS COORDINATES

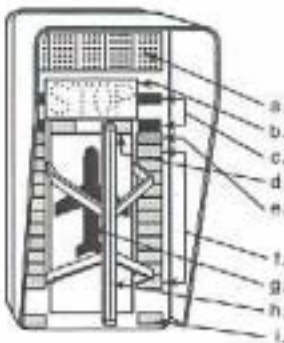
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N45 27.6 E009 16.7	16 thru 19	N45 27.4 E009 16.7
3, 4	N45 27.6 E009 16.8	20, 21	N45 27.3 E009 16.7
5	N45 27.6 E009 16.9	22 thru 25	N45 27.2 E009 16.8
6	N45 27.5 E009 16.8	26	N45 27.1 E009 16.8
7	N45 27.5 E009 16.9	27, 28	N45 27.2 E009 16.9
8, 9	N45 27.4 E009 16.9	29, 30	N45 27.1 E009 16.9
10	N45 27.4 E009 16.8	34	N45 27.3 E009 16.9
11, 12	N45 27.3 E009 16.8	50	N45 27.1 E009 16.8
13	N45 27.5 E009 16.8	51 thru 53	N45 27.3 E009 15.7
14, 15	N45 27.5 E009 16.7	54 thru 56	N45 27.3 E009 15.8

CHANGES: New chart format.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) FOR STANDS 1 TO 5

A. SYSTEM DESCRIPTION

The system consists of a display unit in front of the parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**



a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
b. Display for STOP command.
c. Two pairs of red lights = STOP position reached.
d. Pair of green lights indicating the stop position reference.
e. Pair of yellow lights indicating the aircraft is 10' (3m) before the STOP position.
f. 11 pairs of green closing-rate information lights.
g. Aircraft symbol
h. Centerline bar.
i. Pair of green lights = Gate ready for parking .

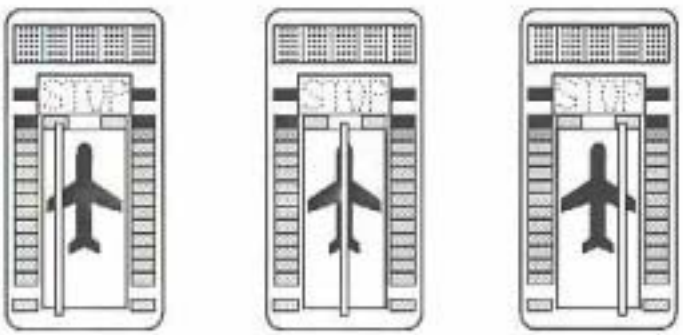
B. ACTIVATED SYSTEM

1. The system is ready for use when:
- the bottom pair of green lights are blinking
- the aircraft type is shown (blinking) on the upper information block
- the stopbarlights are shown

2. The pilot should be aware that the correct type of aircraft is shown before using the system.

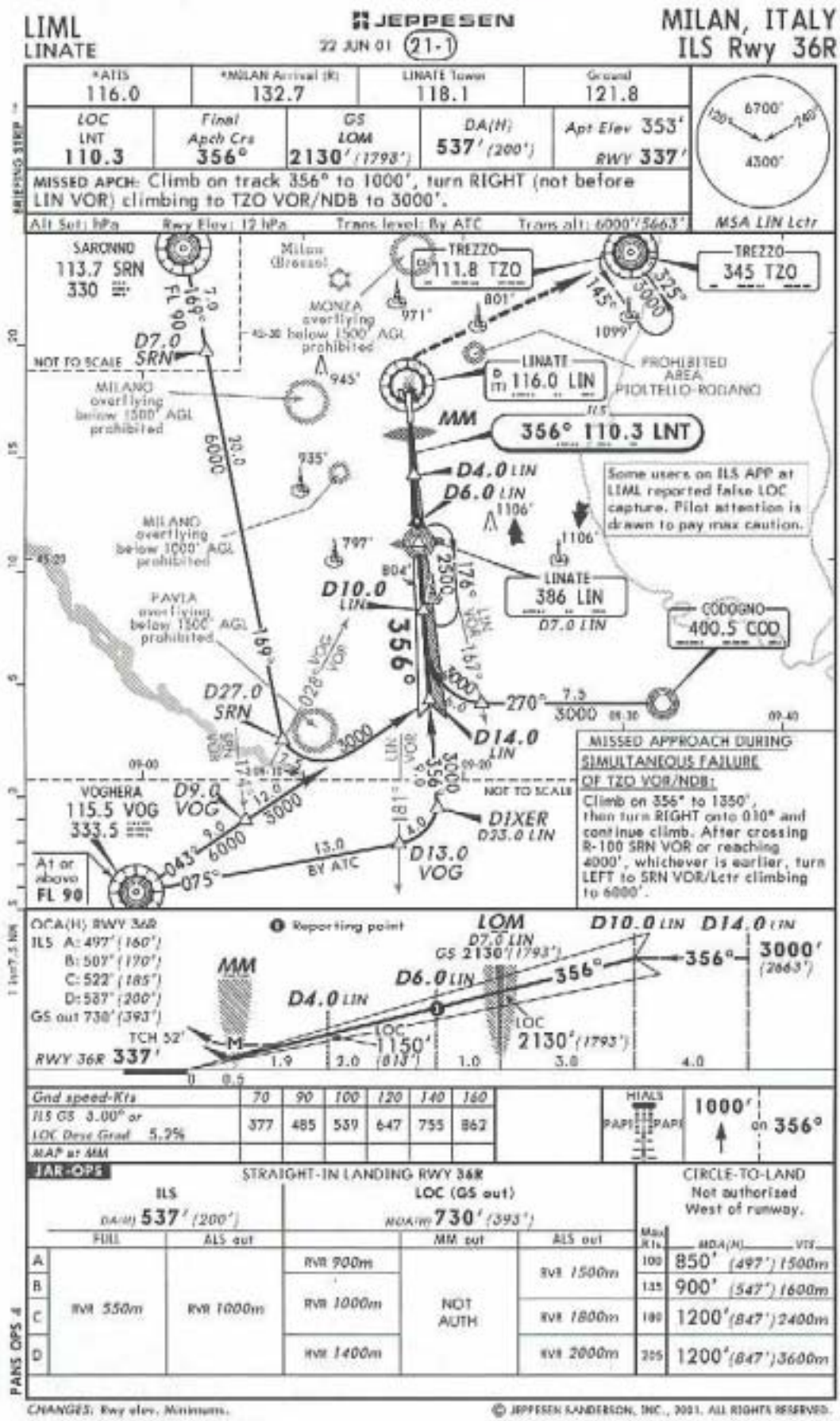
C. CENTERLINE GUIDANCE

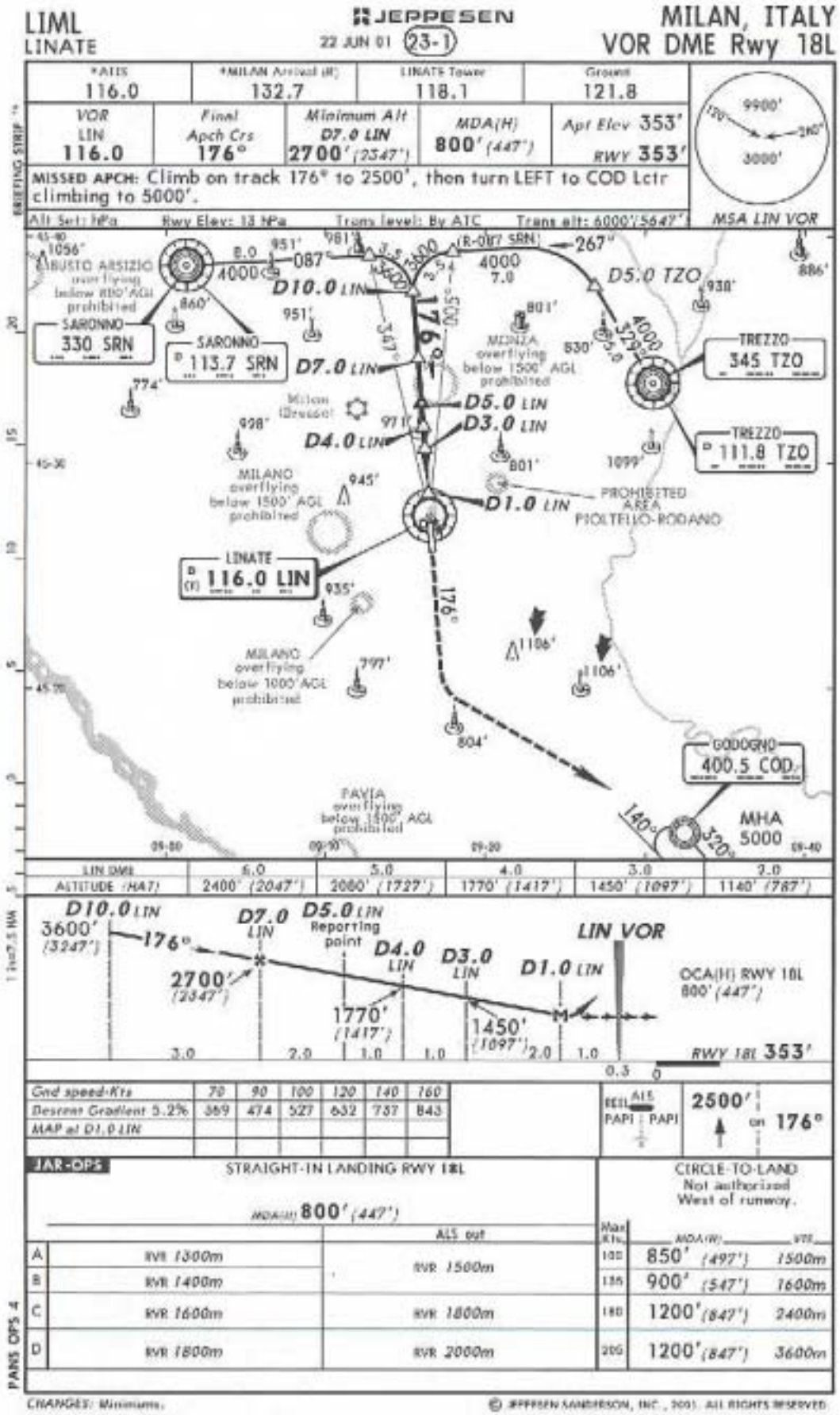
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.

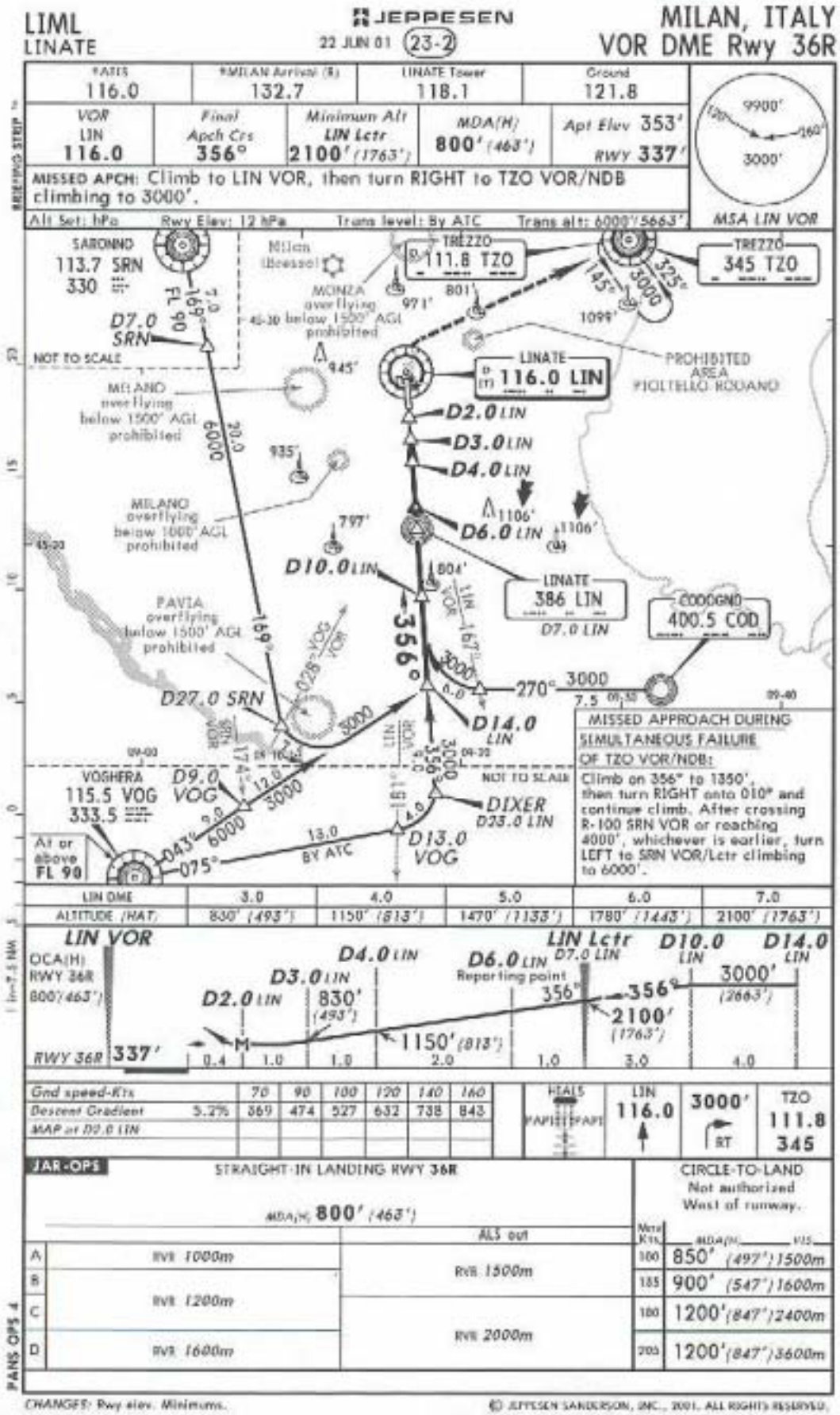


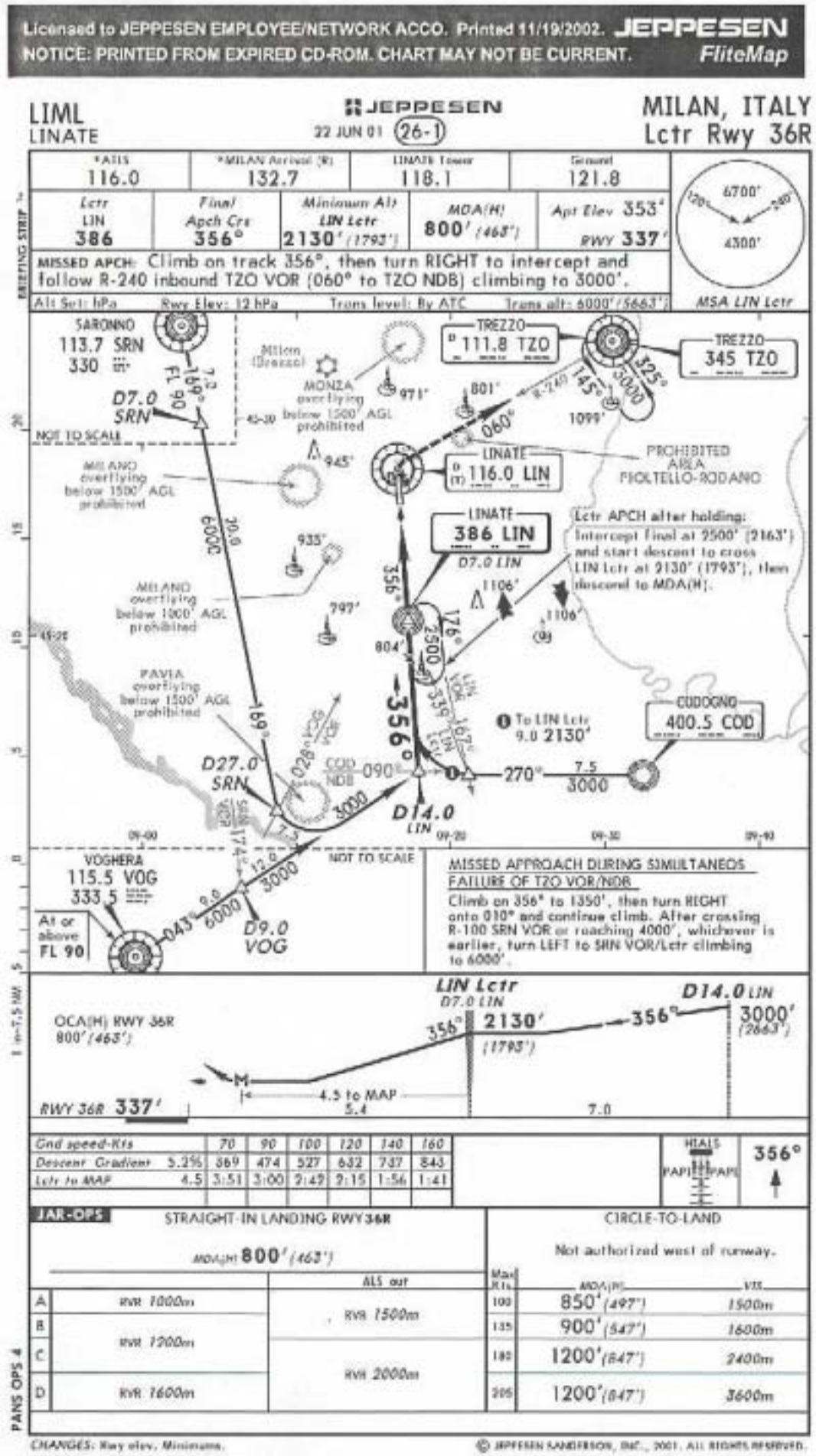
TURN LEFT ON CENTERLINE TURN RIGHT

CHANGES: New chart format.





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JEPPESEN FliteMap
LIML
LINATE
JEPPESEN
22 JUN 01 (26-1)
MILAN, ITALY
Lctr Rwy 36R
TAXI 116.0
MILAN Arrival (R) 132.7
LINATE Tower 118.1
Ground 121.8
Lctr LIN 386
Final Apch Crs 356°
Minimum Alt LIN Lctr 2130' (1793')
MDA(H) 800' (463')
Apt Elev 353'
RWY 337'
MISSED APCH: Climb on track 356°, then turn RIGHT to intercept and follow R-240 inbound TZO VOR (060° to TZO NDB) climbing to 3000'.
Alt Set: hPa
Rwy Elev: 12 hPa
Trans level: By ATC
Trans alt: 6000' (5663')
MSA LIN Lctr
SARONNO 113.7 SRN 330
D7.0 SRN
NOT TO SCALE
MONZA overflying below 1500' AGL prohibited
MILAN overflying below 1500' AGL prohibited
MILAN overflying below 1500' AGL prohibited
PAVIA overflying below 1500' AGL prohibited
TREZZO 111.8 TZO
TREZZO 345 TZO
LINATE 116.0 LIN
PROHIBITED AREA FIORTELLO-RODANO
LINATE 386 LIN
D7.0 LIN
Lctr APCH after holding: Intercept final at 2500' (2163') and start descent to cross LIN Lctr at 2130' (1793'), then descend to MDA(H).
CODOGNO 400.5 COD
To LIN Lctr 9.0 2130'
D27.0 SRN
D14.0 LIN
VOGHERA 115.5 VOG 333.5
At or above FL 90
D9.0 VOG
NOT TO SCALE
MISSED APPROACH DURING SIMULTANEOS FAILURE OF TZO VOR/NDB
Climb on 356° to 1350', then turn RIGHT onto 010° and continue climb. After crossing R-100 SRN VOR or reaching 4000', whichever is earlier, turn LEFT to SRN VOR/Lctr climbing to 6000'.
LIN Lctr
D7.0 LIN
2130'
(1793')
D14.0 LIN
3000'
(2663')
OCA(H) RWY 36R
800' (463')
RWY 36R 337'
4.5 to MAP
5.4
7.0
Gnd speed-Kts 70 90 100 120 140 160
Descent Gradient 5.2% 369 474 527 632 737 843
Lctr to MAP 4.5 3:51 3:00 2:49 2:15 1:56 1:41
HIALS
PAPI PAPI
356°
JAR-OPS
STRAIGHT-IN LANDING RWY 36R
MDA(H) 800' (463')
ALS out
A RVR 1000m
B RVR 1200m
C RVR 1200m
D RVR 1600m
RVR 1500m
RVR 2000m
CIRCLE-TO-LAND
Not authorized west of runway.
Max Kts
MDA(H)
VIS
100 850' (497') 1500m
135 900' (547') 1600m
180 1200' (847') 2400m
205 1200' (847') 3600m
PANS OPS 4
CHANGES: Rwy elev, Minimums.
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