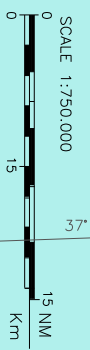


FREQUENCIES	
APP	Catania APP/Radar 119.250
	Catania Director (120.805)
TWR	Catania TWR 118.700
ATIS	Catania Arrival and 127.675
	Departure Information

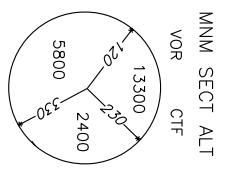
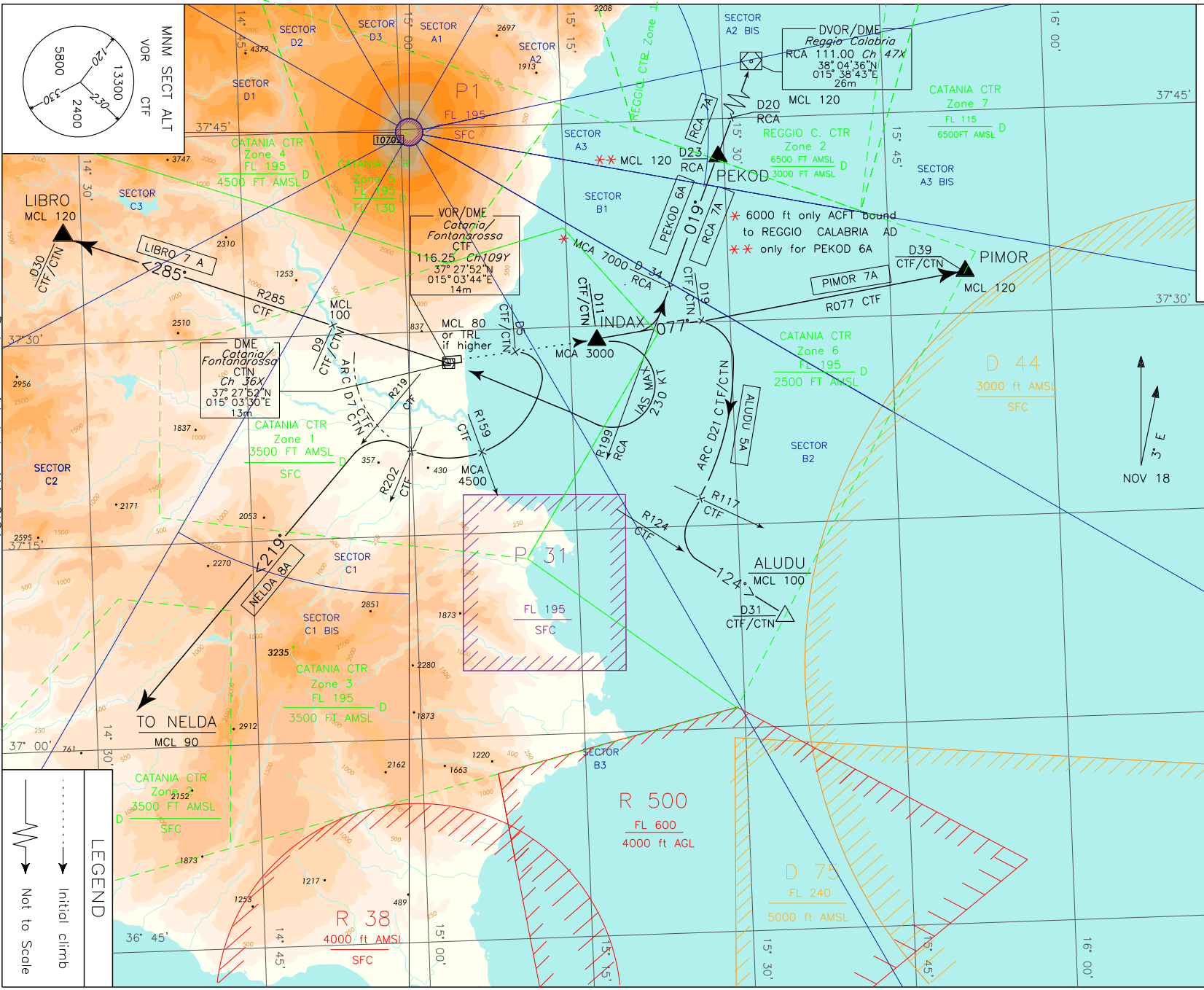
**For operational limitations in case of volcanic ash cloud see AD 2 LICC 1-1 Tab 23 and ENR 2.1.2 CATANIA CTR**

SID	Rwy 08	CATANIA/FONTANAROSSA
		TRANSITION ALT 7000



NOV 18  
3° E

CHANGE: CTF NDB COMPLETELY WITHDRAWN



**LEGEND**  
 ..... Initial climb  
 ——— Not to Scale

ENAV - Roma

Data provided by AM-CIGA

AIRAC effective date 21 APR 2022 (A3/22)

## DESCRIZIONE DELLE SID

## SID DESCRIPTION

**PROCEDURA DI SALITA INIZIALE**

Dopo il decollo stabilizzarsi, appena possibile, su R077 CTF VOR/DME per il punto INDAX (eccetto per la SID NELDA 8A).

**INITIAL CLIMB PROCEDURE**

After take-off, as soon as practicable, join R077 CTF VOR/DME bound to INDAX (except for SID NELDA 8A).

MCA: INDAX 3000 FT

**RCA 7A**

Eseguita la salita iniziale virare a sinistra fino a intercettare e seguire R199 RCA DVOR/DME (TR 019°) per RCA DVOR/DME.

**RCA 7A**

Initial climb executed turn left until joining R199 RCA DVOR/DME (TR 019°) bound to RCA DVOR/DME.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 480 ft/NM (7,9%) fino ad attraversare 7000 ft.**

**REMARK**

**Minimum climb gradient due to ATC reasons: 480 ft/NM (7,9%) till passing 7000 ft.**

MCA/MCL: R199/34 NM RCA DVOR/DME: 7000 FT (6000 FT, solo per ACFT diretti a Reggio Calabria AD/for ACFT bound to Reggio Calabria AD only); R199/20 NM RCA DVOR/DME: FL 120

**ALUDU 5A**

Eseguita la salita iniziale continuare su R 077 CTF VOR/DME. A 19 NM CTF DME virare a destra fino a intercettare e seguire ARC D21 CTF DME; intercettando R117 CTF VOR/DME virare a sinistra fino a intercettare e seguire R124 CTF VOR/DME per il punto ALUDU.

**ALUDU 5A**

Initial climb executed continue on R 077 CTF VOR/DME. At 19 NM CTF DME turn right until joining ARC D21 CTF DME; intercepting R117 CTF VOR/DME turn left until joining R124 CTF VOR/DME bound to ALUDU.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 330 ft/NM (5,4%) fino ad attraversare 5000 ft.**

**REMARK**

**Minimum climb gradient due to ATC reasons: 330 ft/NM (5,4%) till passing 5000 ft.**

MCL: ALUDU: FL 100

**PIMOR 7A**

Eseguita la salita iniziale continuare su R077 CTF VOR/DME per il punto PIMOR.

**PIMOR 7A**

Initial climb executed continue on R077 CTF VOR/DME bound to PIMOR.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 330 ft/NM (5,4%) fino ad attraversare 5500 ft.**

**REMARK**

**Minimum climb gradient due to ATC reasons: 330 ft/NM (5,4%) till passing 5500 ft.**

MCL: PIMOR: FL 120

**NELDA 8A**

Dopo il decollo stabilizzarsi, appena possibile, su R077 CTF VOR/DME. A 5 NM CTF DME virare a destra fino a intercettare e seguire ARC D7 CTF DME; intercettando R202 CTF VOR/DME virare a sinistra fino a intercettare e seguire R219 CTF VOR/DME per il punto NELDA.

**NELDA 8A**

After take-off, as soon as practicable, join R077 CTF VOR/DME. At 5 NM CTF DME turn right until joining ARC D7 CTF DME; intercepting R202 CTF VOR/DME turn left until joining R219 CTF VOR/DME bound to NELDA.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 365 ft/NM (6%) fino ad attraversare 5000 ft.**

**REMARK**

**Minimum climb gradient due to ATC reasons: 365 ft/NM (6%) till passing 5000 ft.**

MCA/MCL: INT ARC D7 CTF- R159 CTF VOR/DME: 4500 FT; NELDA: FL 90

**LIBRO 7A**

Eseguita la salita iniziale virare a destra (IAS MAX 230 KT durante la virata) per CTF VOR/DME, da lasciare su R285 CTF VOR/DME per il punto LIBRO.

**LIBRO 7A**

Initial climb executed turn right (IAS MAX 230 KT during turn) bound to CTF VOR/DME, to be left on R285 CTF VOR/DME bound to LIBRO.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 330 ft/NM (5,4%) fino ad attraversare FL 100.**

**REMARK**

**Minimum climb gradient due to ATC reasons: 330 ft/NM (5,4%) till passing FL 100.**

MCL: CTF VOR/DME: FL 80 o/or TRL quale è più alto/whichever is higher; R285/9 NM CTF VOR/DME: FL 100  
LIBRO: FL 120

**PEKOD 6A**

Eseguita la salita iniziale virare a sinistra fino a intercettare e seguire R199 RCA DVOR (TR 019°) per il punto PEKOD.

**NOTA**

**Gradiente minimo di salita per motivi ATC: 480 ft/NM (7,9%) fino ad attraversare FL120.**

**PEKOD 6A**

Initial climb executed turn left until joining R199 RCA DVOR (TR 019°) bound to PEKOD.

**REMARK**

**Minimum climb gradient due to ATC reasons: 480 ft/NM (7,9%) till passing FL120.**

MCA/MCL: R199/34 NM RCA DVOR/DME: 7000 FT (6000 FT, solo per ACFT diretti a Reggio Calabria AD/for ACFT bound to Reggio Calabria AD only); PEKOD: FL 120

**NOTE GENERALI (riferita a tutte le SID)**

1. Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore)
2. Tutte le distanze dal DME CTF devono essere considerate anche distanze dal DME CTN

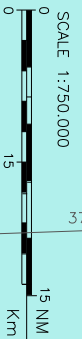
**GENERAL REMARKS (for all SID)**

1. Initial 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 NOTAM in force)
2. All CTF DME distances are to be intended CTN DME distances also

FREQUENCIES	
APP	Catania APP/Rodar (119.250)
TWR	Catania Director (120.805)
ATIS	Catania TWR (118.700)
	Catania Arrival and Departure Information (127.675)

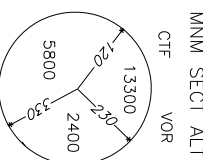
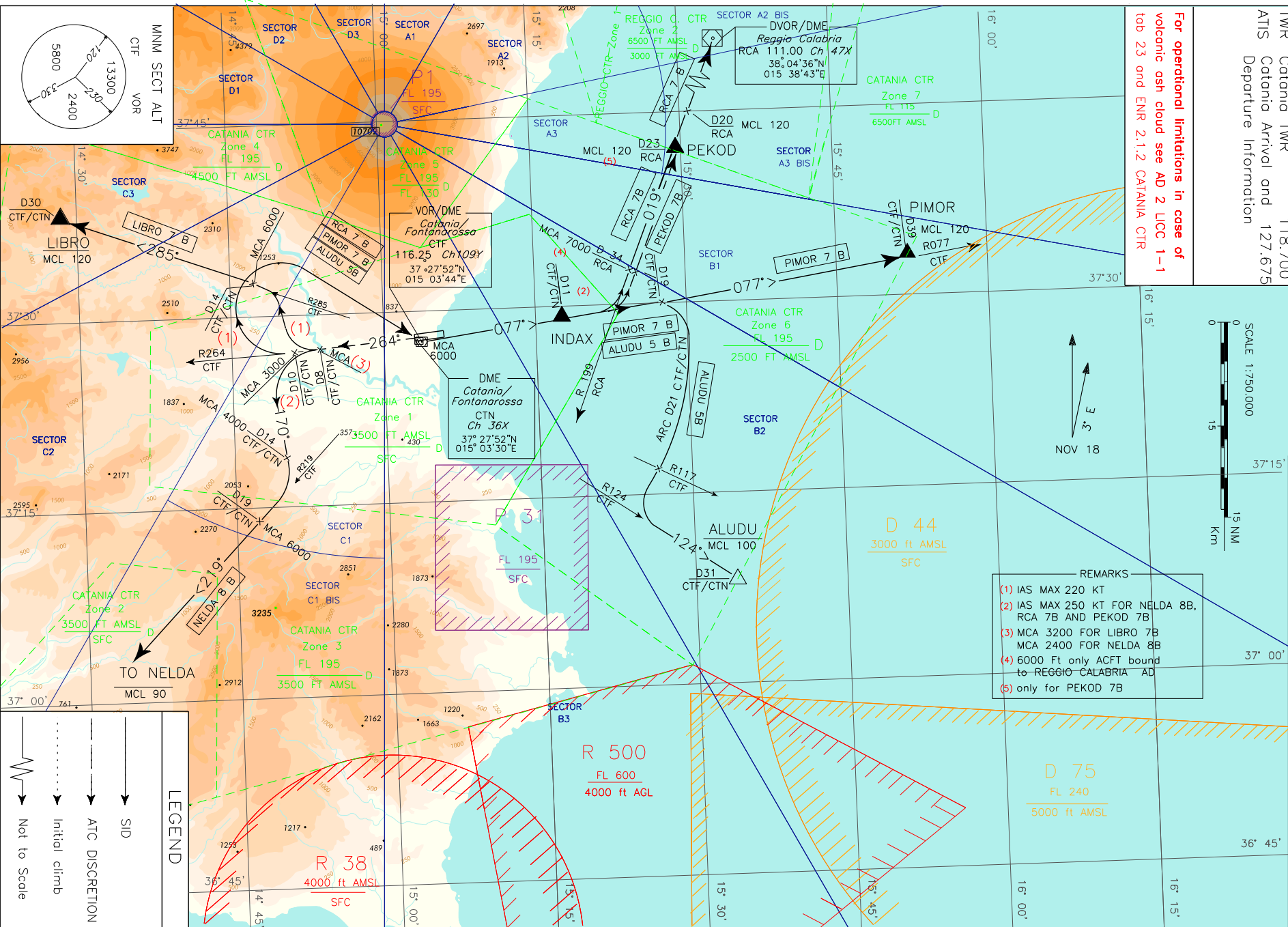
**For operational limitations in case of volcanic ash cloud see AD 2 LICC 1-1**  
**tab 23 and ENR 2.1.2 CATANIA CTR**

SID	Rwy 26	CATANIA/FONTANAROSSA
		TRANSITION ALT 7000



- REMARKS
- (1) IAS MAX 220 KT
  - (2) IAS MAX 250 KT FOR NELDA 8B, RCA 7B AND PEKOD 7B
  - (3) MCA 3200 FOR LIBRO 7B MCA 2400 FOR NELDA 8B
  - (4) 6000 Ft only ACFT bound to REGGIO-CALABRIA AD
  - (5) only for PEKOD 7B

CHANGE: SID PEKOD 7B ATC DISCRETION



LEGEND

	SID
	ATC DISCRETION
	Initial climb
	Not to Scale

**DESCRIZIONE DELLE SID****SID DESCRIPTION****RCA 7B**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 10 NM CTF DME virare a destra (IAS MAX 220 KT durante la virata) per CTF VOR/DME, da lasciare su R077 CTF VOR/DME per il punto INDAX, quindi virare a sinistra fino a intercettare e seguire R 199 RCA VOR (TR 019°) per RCA VOR/DME.

**NOTA**

**Gradiente minimo di salita: 310 ft/NM (5.1%) fino ad attraversare 4500 ft.**

MCA/MCL: R264/10 NM CTF VOR/DME: 3000 FT; CTF VOR/DME: 6000 FT; R 199/34 NM RCA VOR/DME: 7000 FT (6000 FT solo per ACFT diretti a Reggio Calabria AD/for ACFT bound to Reggio Calabria AD only); R 199/20NM RCA VORDME: FL 120

**ALUDU 5B**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 10 NM CTF DME virare a destra (IAS MAX 220 KT durante la virata) per CTF VOR/DME, da lasciare su R077 CTF VOR/DME. A 19 NM CTF DME virare a destra fino ad intercettare e seguire ARC D21 CTF DME; intercettando R117 CTF VOR/DME virare a sinistra fino a intercettare e seguire R124 CTF VOR/DME per il punto ALUDU.

**NOTA**

**Gradiente minimo di salita: 310 ft/NM (5,1%) fino ad attraversare 4500 ft.**

MCA/MCL: R265/10 NM CTF VOR/DME: 3000 FT; CTF VOR/DME: 6000 FT; ALUDU FL 100

**PIMOR 7B**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 10 NM CTF DME virare a destra (IAS MAX 220 KT durante la virata) per CTF VOR/DME, da lasciare su R077 CTF VOR/DME per il punto PIMOR.

**NOTA**

**Gradiente minimo di salita: 310 ft/NM (5.1%) fino ad attraversare 4500 ft.**

MCA/MCL: R264/10 NM CTF VOR/DME/DME: 3000 FT; CTF VOR: 6000 FT; PIMOR: FL 120

**NELDA 8B**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 8 NM CTF DME virare a sinistra (IAS MAX 250 KT durante la virata) su TR 170° fino a intercettare e seguire R219 CTF VOR/DME per il punto NELDA.

**NOTA**

**Gradiente minimo di salita: 310 ft/NM (5.1%) fino ad attraversare 5000 ft.**

MCA/MCL: R264/8 NM CTF VOR/DME: 2400 FT; INT TR 170°/14 NM CTF DME: 4000 FT; R219/19 NM CTF VOR/DME: 6000 FT; NELDA: FL 90

**LIBRO 7B**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 8 NM CTF DME virare a destra (IAS MAX 220 KT durante la virata) fino a intercettare e seguire R285 CTF VOR/DME per il punto LIBRO.

**NOTA**

**Gradiente minimo di salita: 425 ft/NM (7%).**

MCA/MCL: R264/8 NM CTF VOR/DME: 3200 FT; R285/14 NM CTF VOR/DME: 6000 FT; LIBRO: FL 120

**RCA 7B**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 10 NM CTF DME turn right (IAS MAX 220 KT during turn) bound to CTF VOR/DME, to be left on R077 CTF VOR/DME bound to INDAX, then turn left until joining R 199 RCA VOR (TR 019°) bound to RCA VOR/DME.

**REMARK**

**Minimum climb gradient: 310 ft/NM (5.1%) until passing 4500 ft.**

**ALUDU 5B**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 10 NM CTF DME turn right (IAS MAX 220 KT during turn) bound to CTF VOR/DME, to be left on R077 CTF VOR/DME. At 19 NM CTF DME turn right until joining ARC D21 CTF DME; intercepting R117 CTF VOR/DME turn left until joining R124 CTF VOR/DME bound to ALUDU.

**REMARK**

**Minimum climb gradient: 310 ft/NM (5,1%) till passing 4500 ft.**

**PIMOR 7B**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 10 NM CTF DME turn right (IAS MAX 220 KT during turn) bound to CTF VOR/DME, to be left on R077 CTF VOR/DME bound to PIMOR.

**REMARK**

**Minimum climb gradient: 310 ft/NM (5.1%) until passing 4500 ft.**

**NELDA 8B**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 8 NM CTF DME turn left (IAS MAX 250 KT during turn) on TR 170° until joining R219 CTF VOR/DME bound to NELDA.

**REMARK**

**Minimum climb gradient: 310 ft/NM (5.1%) until passing 5000 ft.**

**LIBRO 7B**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 8 NM CTF DME turn right (IAS MAX 220 KT during turn) until joining R285 CTF VOR/DME bound to LIBRO.

**REMARK**

**Minimum climb gradient: 425 ft/NM (7%) .**

**PEKOD 7B (a discrezione ATC)**

Dopo il decollo stabilizzarsi, appena possibile, su R264 CTF VOR/DME. A 10 NM CTF DME virare a destra (IAS MAX 220 KT durante la virata) per CTF VOR/DME, da lasciare su R077 CTF VOR/DME per il punto INDAX, quindi virare a sinistra fino a intercettare e seguire R 199 RCA VOR (TR 019°) per il punto PEKOD.

**NOTA**

Gradiente minimo di salita: 310 ft/NM (5.1%) fino ad attraversare FL120.

MCA/MCL: R264/10 NM CTF VOR/DME: 3000 FT; CTF VOR/DME: 6000 FT; R 199/34 NM RCA VOR/DME: 7000 FT (6000 FT solo per ACFT diretti a Reggio Calabria AD/for ACFT bound to Reggio Calabria AD only); PEKOD: FL 120

**NOTE GENERALI (riferita a tutte le SID)**

1. Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore)
2. Tutte le distanze dal DME CTF devono essere considerate anche distanze dal DME CTN

**PEKOD 7B (ATC Discretion)**

After take-off, as soon as practicable, join R264 CTF VOR/DME. At 10 NM CTF DME turn right (IAS MAX 220 KT during turn) bound to CTF VOR/DME, to be left on R077 CTF VOR/DME bound to INDAX, then turn left until joining R 199 RCA VOR (TR 019°) bound to PEKOD.

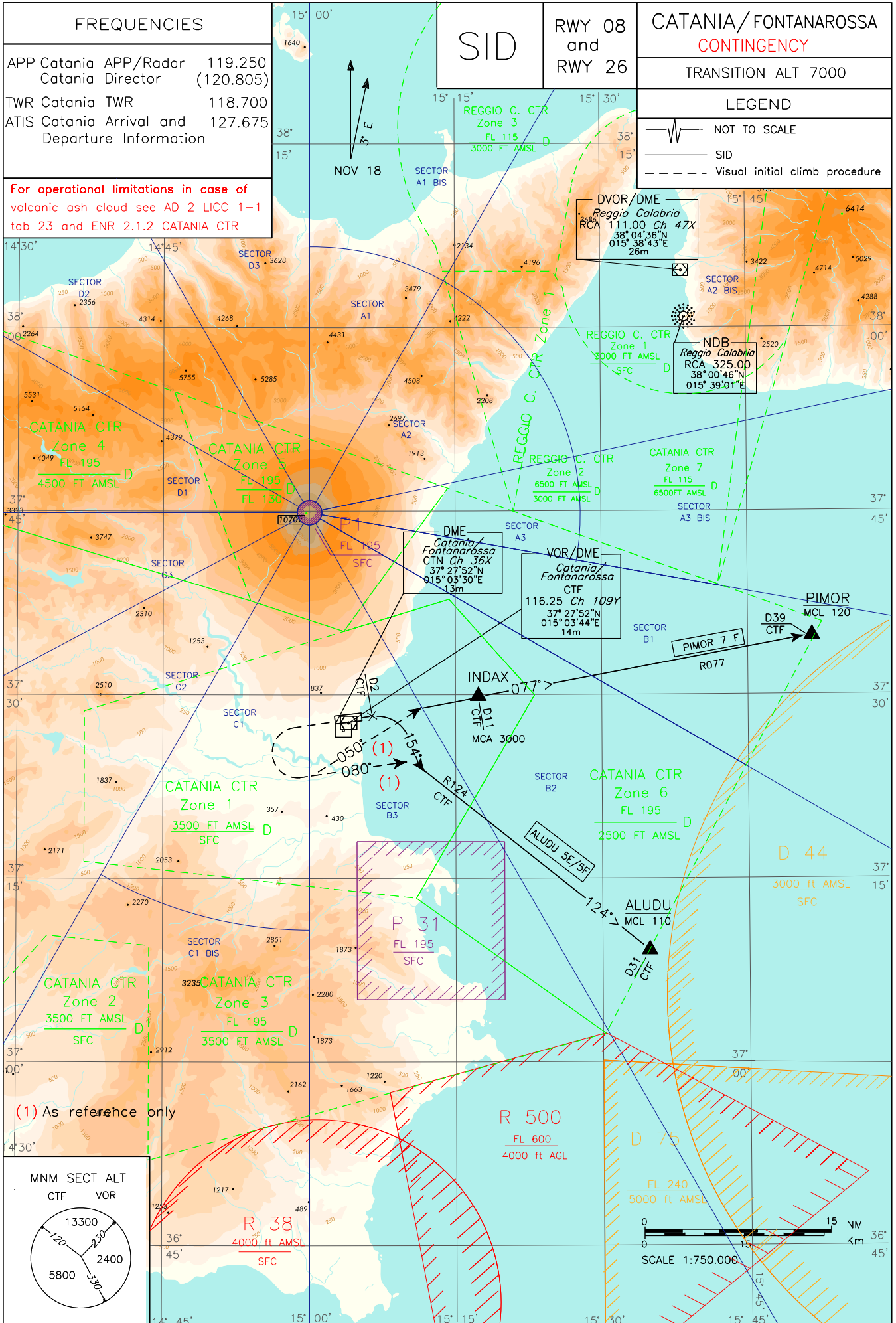
**REMARK**

Minimum climb gradient: 310 ft/NM (5.1%) until passing FL 120.

**GENERAL REMARKS (for all SID)**

1. Initial 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 NOTAM in force)
2. All CTF DME distances are to be intended CTN DME distances also

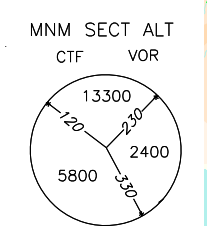




**For operational limitations in case of volcanic ash cloud see AD 2 LICC 1-1 tab 23 and ENR 2.1.2 CATANIA CTR**

CHANGE: CTF NDB COMPLETELY WITHDRAWN

(1) As reference only



## DESCRIZIONE DELLE SID

## SID DESCRIPTION

## DECOLLI RWY 08

## ALUDU 5E

Dopo il decollo stabilizzarsi, appena possibile, su R077 CTF VOR/DME. At 2 NM CTF DME virare a destra su TR 154° fino a intercettare e seguire R124 CTF VOR/DME per il punto ALUDU.

## NOTA 1

Gradiente minimo di salita: 330 ft/NM (5,4%) fino ad attraversare 1000 ft.

## NOTA 2

Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore).

MCL: ALUDU: FL 110

DECOLLI RWY 26  
(PROCEDURA DI SALITA INIZIALE A VISTA)

Le minime meteorologiche aeroportuali applicabili (come riportate nel locale bollettino) sono:

- visibilità 5 km
- ceiling 1500 ft

Durante il decollo e la salita iniziale i piloti sono responsabili della propria separazione dagli ostacoli, scegliendo la traiettoria di volo ed il rateo di salita in accordo con quanto prescritto dall'Annesso 6 ICAO.

Decollo e salita iniziale RWY 26 devono essere effettuate secondo le previste condizioni a vista, come segue:

## ALUDU 5F

Dopo il decollo, appena possibile, virare a sinistra con una Track suggerita di 080° fino a intercettare e seguire R124 CTF VOR/DME per il punto ALUDU; mantenere le condizioni a vista fino ad attraversare 3000 ft.

MCL: ALUDU: FL 110

## PIMOR 7F

Dopo il decollo, appena possibile, virare a sinistra con una Track suggerita di 050° fino a intercettare e seguire R077 CTF VOR/DME per il punto PIMOR; mantenere le condizioni a vista fino ad attraversare 3000 ft.

MCA/MCL: INDAX: 3000 FT; PIMOR: FL 120

## NOTA 1

Gradiente minimo di salita: 300 ft/NM (5%) a causa di ostacoli situati nelle vicinanze dell'aerodromo.

## NOTA 2

Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore).

## TAKE OFF RWY 08

## ALUDU 5E

After take-off, as soon as practicable, join R077 CTF VOR/DME. At 2 NM CTF DME turn right on TR 154° until joining R124 CTF VOR/DME bound to ALUDU.

## REMARK 1

Minimum climb gradient: 330 ft/NM (5,4%) till passing 1000 ft.

## REMARK 2

Initial 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 NOTAM in force).

TAKE OFF RWY 26  
(VISUAL INITIAL CLIMB PROCEDURE)

Following aerodrome meteorological minima (as reported on local bulletin) shall be applied:

- visibility: 5 km
- ceiling: 1500 ft

During TKOF and initial climb pilots are responsible to provide own separation from obstacles and to choose the routeing and climb gradient according to ICAO Annex 6 prescriptions.

TKOF and initial climb from RWY 26 must be performed under visual conditions as follow:

## ALUDU 5F

After TKOF, as soon as practicable, turn left on suggested Track 080° until joining R124 CTF VOR/DME bound to ALUDU; maintain visual conditions until passing 3000 ft.

## PIMOR 7F

After TKOF, as soon as practicable, turn left on suggested Track 050° until joining R077 CTF VOR/DME bound to PIMOR; maintain visual conditions until passing 3000 ft.

## REMARK 1

Minimum climb gradient: 300 ft/NM (5%) due to obstacles located around the aerodrome.

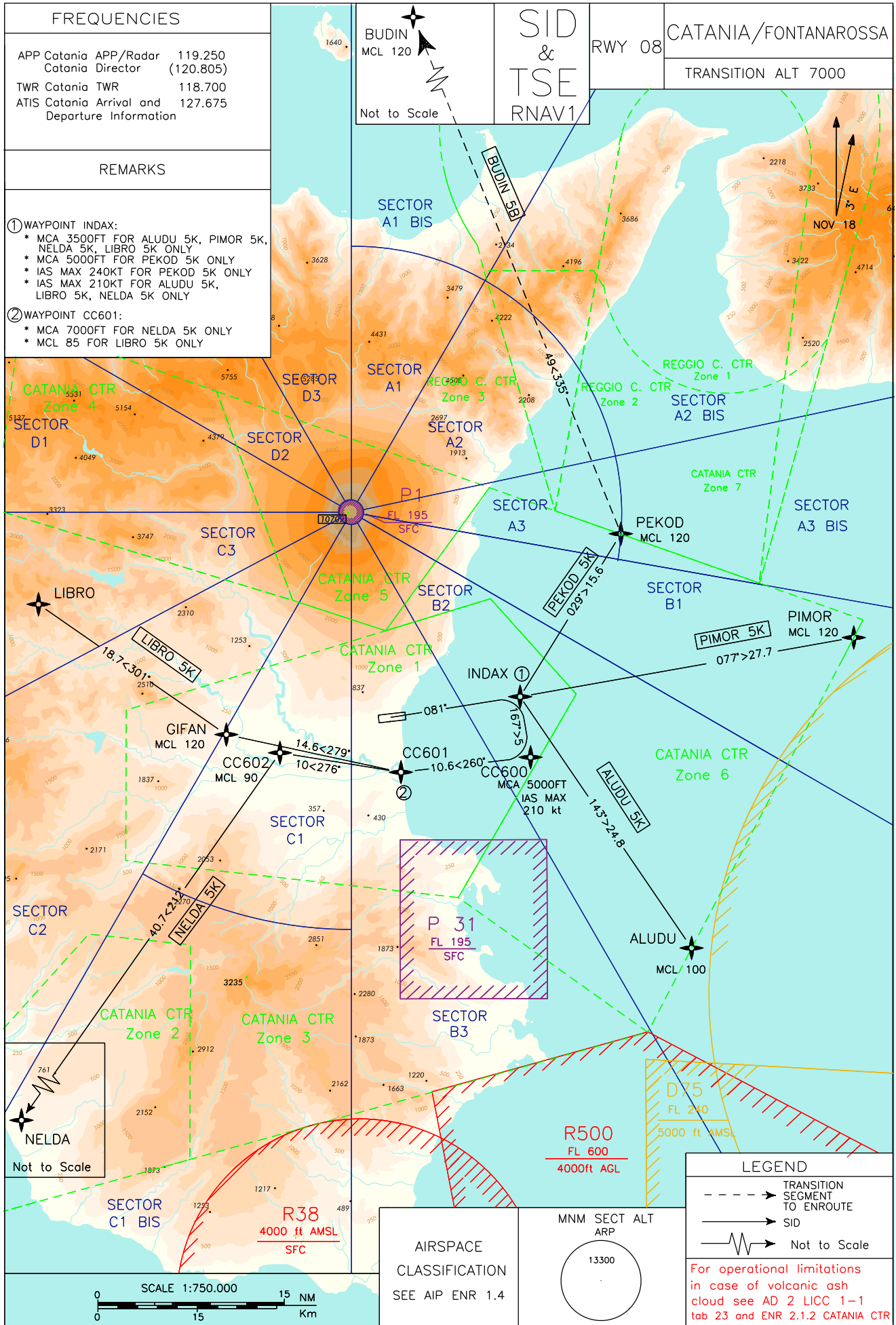
## REMARK 2

Initial 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 NOTAM in force).



Intenzionalmente bianca

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## SID RNAV1 RWY 08

## DECOLLI RWY 08

- 1) Gradiente minimo di salita: 365 ft/NM (6%) fino ad attraversare:
  - a) FL 100 per LIBRO 5K
  - b) 5000 ft per NELDA 5K
  - c) 7000 ft per ALUDU 5K
  - d) FL 85 per PIMOR 5K
- 2) Gradiente minimo di salita: 486 ft/NM (8%) fino ad attraversare:  
FL 120 per PEKOD 5K

## NOTA

Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore).

## TAKE OFF RWY 08

- 1) Minimum climb gradient: 365 ft/NM (6%) till passing:
  - a) FL 100 for LIBRO 5K
  - b) 5000 ft for NELDA 5K
  - c) 7000 ft for ALUDU 5K
  - d) FL 85 for PIMOR 5K
- 2) Minimum climb gradient: 486 ft/NM (8%) till passing:  
FL 120 per PEKOD 5K

## REMARK

Initial 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 NOTAM in force).

## PEKOD 5K

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			081°(084.0°)	3			+500		RNAV 1
DF	INDAX			3			+5000	240	RNAV 1
TF	PEKOD		029°(032.0°)	3	15.6		+FL120		RNAV 1

## LIBRO 5K

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag (°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			081°(084.0°)	3			+500		RNAV 1
DF	INDAX			3			+3500	210	RNAV 1
TF	CC600		167°(170.0°)	3	5.0		+5000	210	RNAV 1
TF	CC601		260°(262.9°)	3	10.6	R	+FL85		RNAV 1
TF	GIFAN		279°(282.0°)	3	14.6		+FL120		RNAV 1
TF	LIBRO		301°(304.4°)	3	18.7				RNAV 1

## NELDA 5K

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag (°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			081°(084.0°)	3			+500		RNAV 1
DF	INDAX			3			+3500	210	RNAV 1
TF	CC600		167°(170.0°)	3	5.0		+5000	210	RNAV 1
TF	CC601		260°(262.9°)	3	10.6	R	+7000		RNAV 1
TF	CC602		276°(279.0°)	3	10.0		+FL90		RNAV 1
TF	NELDA		212°(214.8°)	3	40.7				RNAV 1

## ALUDU 5K

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag (°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			081°(084.0°)	3			+500		RNAV 1
DF	INDAX			3			+3500	210	RNAV 1
TF	ALUDU		143°(146.0°)	3	24.8		+FL100		RNAV 1

## PIMOR 5K

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag (°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			081°(084.0°)	3			+500		RNAV 1
DF	INDAX			3			+3500		RNAV 1
TF	PIMOR		077°(080.4°)	3	27.7		+FL120		RNAV 1

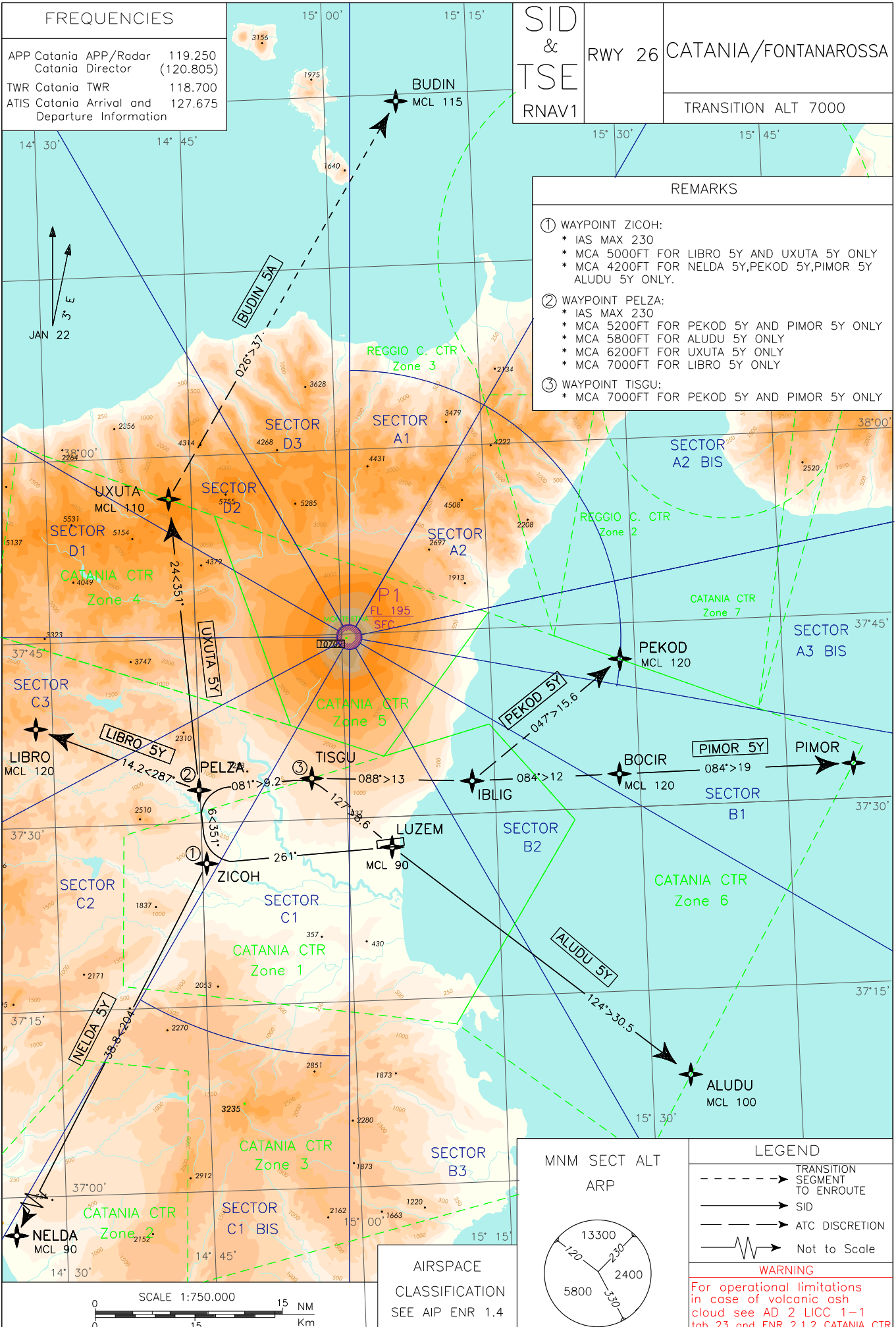
## TRANSITION SEGMENT TO ENROUTE

## BUDIN 5B

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag (°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	PEKOD			3			+FL120		RNAV 1
TF	BUDIN		335°(338.14°)	3	49		+FL120		RNAV 1

Waypoint Table Formatted according ARINC 424 standards SID RWY 08

WAYPOINT	LATITUDE	LONGITUDE
INDAX	N37294700	E015172100
CC600	N37245024	E015182407
CC601	N37233800	E015050700
GIFAN	N37264186	E014471297
CC602	N37251273	E014524336
ALUDU	N37091078	E015344685
NELDA	N36514600	E014233400
LIBRO	N37371700	E014275300
PEKOD	N37430400	E015274600
PIMOR	N37342700	E015513800
BUDIN	N38283534	E015044811



CHANGE: PROCEDURE RENAMED

FREQUENCIES

APP Catania	APP/Radar Catania Director	119.250 (120.805)
TWR Catania	TWR	118.700
ATIS Catania	Arrival and Departure Information	127.675

SID & TSE RNAV1

RWY 26

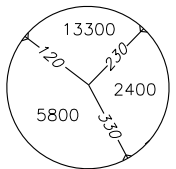
CATANIA/FONTANAROSSA

TRANSITION ALT 7000

REMARKS

- ① WAYPOINT ZICOH:
  - \* IAS MAX 230
  - \* MCA 5000FT FOR LIBRO 5Y AND UXUTA 5Y ONLY
  - \* MCA 4200FT FOR NELDA 5Y, PEKOD 5Y, PIMOR 5Y ALUDU 5Y ONLY.
- ② WAYPOINT PELZA:
  - \* IAS MAX 230
  - \* MCA 5200FT FOR PEKOD 5Y AND PIMOR 5Y ONLY
  - \* MCA 5800FT FOR ALUDU 5Y ONLY
  - \* MCA 6200FT FOR UXUTA 5Y ONLY
  - \* MCA 7000FT FOR LIBRO 5Y ONLY
- ③ WAYPOINT TISGU:
  - \* MCA 7000FT FOR PEKOD 5Y AND PIMOR 5Y ONLY

MNM SECT ALT ARP



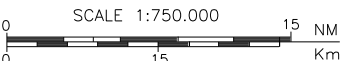
LEGEND

- > TRANSITION SEGMENT TO ENROUTE
- > SID
- - -> ATC DISCRETION
- ~> Not to Scale

WARNING

For operational limitations in case of volcanic ash cloud see AD 2 LICC 1-1 tab 23 and ENR 2.1.2 CATANIA CTR

AIRSPACE CLASSIFICATION SEE AIP ENR 1.4



## SID RNAV1 RWY 26

## DECOLLI RWY 26

- 1) Gradiente minimo di salita: 304 ft/NM (5%) fino ad attraversare:  
 a) 4500 ft per PEKOD 5Y, NELDA 5Y e PIMOR 5Y;  
 b) 6000 ft per ALUDU 5Y;
- 2) Gradiente minimo di salita: 365 ft/NM (6%) fino ad attraversare:  
 5000 ft per UXUTA 5Y  
 FL 120 per LIBRO 5Y.

## TAKE OFF RWY 26

- 1) Minimum climb gradient: 304 ft/NM (5%) till passing:  
 a) 4500 ft for PEKOD 5Y, NELDA 5Y and PIMOR 5Y;  
 b) 6000 ft for ALUDU 5Y;
- 2) Minimum climb gradient: 365 ft/NM (6%) till passing:  
 5000 for UXUTA 5Y  
 FL 120 per LIBRO 5Y.

## NOTA

Il gradiente di salita iniziale 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 ICAO e NOTAM in vigore).

## REMARK

Initial 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 NOTAM in force).

## PEKOD 5Y (ATC DISCRETION)

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			3			+4200	230	RNAV 1
TF	PELZA		351°(353.8°)	3	6.0	R	+5200	230	RNAV 1
TF	TISGU		081°(083.9°)	3	9.2	R	+7000		RNAV 1
TF	IBLIG		088°(091.0°)	3	13.0				RNAV 1
TF	PEKOD		047°(050.7°)	3	15.6		+FL120		RNAV 1

## LIBRO 5Y

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			3			+5000	230	RNAV 1
TF	PELZA		351°(353.8°)	3	6.0	R	+7000	230	RNAV 1
TF	LIBRO		287°(290.1°)	3	14.2		+FL120		RNAV 1

## NELDA 5Y

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			3			+4200	230	RNAV 1
TF	NELDA		204°(206.7°)	3	38.8		+FL90		RNAV 1

## ALUDU 5Y

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			3			+4200	230	RNAV 1
TF	PELZA		351°(353.8°)	3	6.0	R	+5800	230	RNAV 1
TF	TISGU		081°(083.9°)	3	9.2	R			RNAV 1
TF	LUZEM		127°(130.5°)	3	8.6		+FL90		RNAV 1
TF	ALUDU		124°(127.6°)	3	30.5		+FL100		RNAV 1

## PIMOR 5Y

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			3			+4200	230	RNAV 1
TF	PELZA		351°(353.8°)	3	6.0		+5200	230	RNAV 1
TF	TISGU		081°(083.9°)	3	9.2	R	+7000		RNAV 1
TF	IBLIG		088°(091.0°)	3	13.0				RNAV 1
TF	BOCIR		084°(087.6°)	3	12.0		+FL120		RNAV1
TF	PIMOR		084°(087.8°)	3	19.0				RNAV 1

## UXUTA 5Y

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude	Speed Limit KIAS	Navigation Specification
CA			261°(264.0°)	3			+600		RNAV 1
DF	ZICOH			-			+5000	230	RNAV 1
TF	PELZA		351°(353.8°)	-	6.0	R	+6200	230	RNAV 1
TF	UXUTA		351°(353.8°)	-	24		+FL110		RNAV 1

## TRANSITION SEGMENT TO ENROUTE

## BUDIN 5A

Path Terminator	Waypoint Identifier	Fly Over	Track °Mag(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude	Speed Limit KIAS	Navigation Specification
IF	UXUTA	-	-	3	-	-	+FL110	-	RNAV 1
TF	BUDIN		026°(029.7°)	-	37	-	+FL115	-	RNAV 1

## Waypoint Table Formatted according ARINC 424 standards SID RWY 26

WAYPOINT	LATITUDE	LONGITUDE
ZICOH	N37262532	E014452684
PELZA	N37322363	E014443783
TISGU	N37332314	E014560973
LUZEM	N37274729	E015042313
IBLIG	N37331018	E015123511
BOCIR	N37334154	E015273974
NELDA	N36514600	E014233400
LIBRO	N37371700	E014275300
PEKOD	N37430400	E015274600
PIMOR	N37342700	E015513800
ALUDU	N37091078	E015344685
UXUTA	N37560613	E014412453
BUDIN	N38283534	E015044811