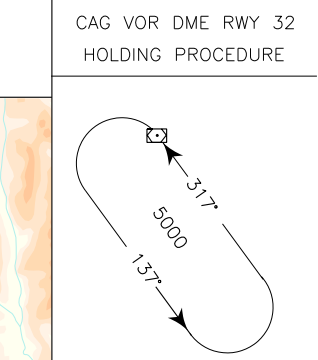


CAGLIARI/ELMAS	
TRANSITION ALT 6000	
FREQUENCIES	
APP Cagliari APP	119.275 (122.950)
Cagliari Radar	(122.950)
TWR Elmas TWR	120.605 122.100
ATIS Cagliari Arrival and Departure Info	127.055



CHANGE: FREQ BOX UPDATED

REMARK
(1) to be used for missed approach procedure of following IAP: ILS-Z/X RWY 32 VOR-Z/Y RWY 32
(2) Except the airspace of AWYs
(3) Except the airspace of AWYs and Zone "1"
LEGEND
← STAR
← - - - STAR ATC DISCRETION
AIRSPACE CLASSIFICATION SEE AIP ENR 1.4

KOVAS 2A

KOVAS – TR 146° – CAR VOR.

KOVAS 2A

KOVAS – TR 146° – CAR VOR.

MEL/MEA: KOVAS – RDL 326/30NM CAR VOR/DME: FL 110;
 RDL 326/30NM CAR VOR/DME - RDL 326/10.8NM CAR VOR/DME: FL 090;
 RDL 326/10.8NM CAR VOR/DME – CAR VOR: 5000 FT

KOVAS 1B (A discrezione ATC)

KOVAS – TR 181° (RDL 001 CAG VOR) – CAG VOR/NDB.

KOVAS 1B (ATC discretion)

KOVAS – TR 181° (RDL 001 CAG VOR) – CAG VOR/NDB.

MEA: KOVAS – CAG VOR/DME: 5000 FT

LEDRO 1A

LEDRO – TR 216° (RDL 036 CAR VOR) – CAR VOR.

LEDRO 1A

LEDRO – TR 216° (RDL 036 CAG VOR) – CAR VOR.

MEA: LEDRO – CAR VOR: 5000 FT

LEDRO 1B (A discrezione ATC)

LEDRO – TR 265° (RDL 085 CAG VOR) – CAG VOR/NDB.

LEDRO 1B (ATC discretion)

LEDRO – TR 265° (RDL 085 CAG VOR) – CAG VOR/NDB.

MEA: LEDRO – CAG VOR/DME: 6000 FT

LUKAD 1A

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR.

LUKAD 1A

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR.

MEA: LUKAD – CAR VOR: 5000 FT

LUKAD 1B (A discrezione ATC)

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/NDB.

LUKAD 1B (ATC discretion)

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/NDB.

MEA: LUKAD – CAR VOR – CAG VOR/DME: 5000 FT

PIRIX 1A

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR.

PIRIX 1A

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR.

MEA: PIRIX – CAR VOR: 5000 FT

PIRIX 1B (A discrezione ATC)

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/DME.

PIRIX 1B (ATC discretion)

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/DME.

MEA: PIRIX – CAR VOR – CAG VOR/DME: 5000 FT

TUTIP 1A

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR.

TUTIP 1A

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR.

MEA: TUTIP – CAR VOR: 5000 FT

TUTIP 1B (A discrezione ATC)

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/DME.

TUTIP 1B (ATC discretion)

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR – TR 290° (RDL 290 CAR VOR) – CAG VOR/DME.

MEA: TUTIP – CAR VOR – CAG VOR/DME: 5000 FT

NEVOT 1A

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR.

NEVOT 1A

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR.

MEA: NEVOT – CAR VOR: 5000 FT

NEVOT 1B (A discrezione ATC)

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR – TR 290°
(RDL 290 CAR VOR) – CAG VOR/DME.

NEVOT 1B (ATC discretion)

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR – TR 290°
(RDL 290 CAR VOR) – CAG VOR/DME.

MEA: NEVOT – CAR VOR – CAG VOR/DME: 5000 FT

TURUD 1B

TURUD – TR 182° (RDL 002 CAG VOR) – CAG VOR/DME.

TURUD 1B

TURUD – TR 182° (RDL 002 CAG VOR) – CAG VOR/DME.

MEA: TURUD – CAG VOR/DME: 3500 FT

NOTA

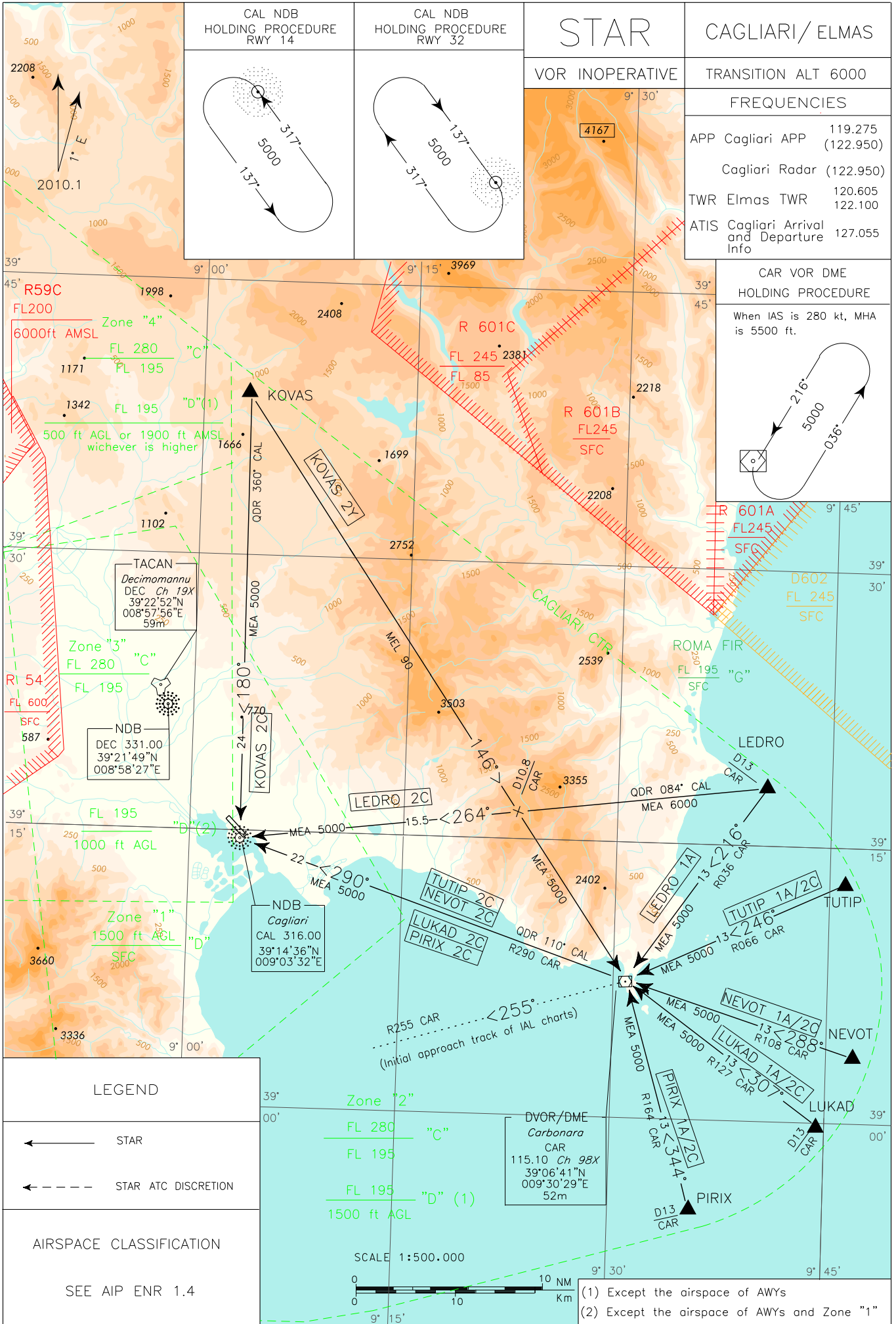
Utilizzabile solo per la procedura di mancato avvicinamento delle seguenti IAP:

ILS-Z RWY 32
ILS-X RWY 32
VOR-Z RWY 32
VOR-Y RWY 32

REMARK

To be used only for missed approach procedure of following IAP :

ILS-Z RWY 32
ILS-X RWY 32
VOR-Z RWY 32
VOR-Y RWY 32



CHANGE: FREQ BOX UPDATED

KOVAS 2Y

KOVAS – TR 146° – CAR VOR.

MEL/MEA: KOVAS – RDL 326/10.8NM CAR VOR/DME: FL 90; RDL 326/10.8NM CAR VOR/DME –
CAR VOR: 5000 FT**KOVAS 2Y**

KOVAS – TR 146° – CAR VOR.

KOVAS 2C

KOVAS – TR 180° (QDR 360° CAL NDB) – CAL NDB.

MEA: KOVAS – CAL NDB: 5000 FT

KOVAS 2C

KOVAS – TR 180° (QDR 360° CAL NDB) – CAL NDB.

LEDRO 1A

LEDRO – TR 216° (RDL 036 CAR VOR) – CAR VOR.

MEA: LEDRO – CAR VOR: 5000 FT

LEDRO 1A

LEDRO – TR 216° (RDL 036 CAR VOR) – CAR VOR.

LEDRO 2C

LEDRO – TR 264° (QDR 084° CAL NDB) – CAL NDB.

MEA: LEDRO – QDR 084° CAL NDB/10.8NM CAR DME: 6000 FT; QDR 084° CAL NDB/10.8NM CAR DME -
CAL NDB: 5000 FT**LEDRO 2C**

LEDRO – TR 264° (QDR 084° CAL NDB) – CAL NDB.

LUKAD 1A

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR.

MEA: LUKAD – CAR VOR: 5000 FT

LUKAD 1A

LUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR.

LUKAD 2CLUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR – TR
290° (RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL
NDB.

MEA: LUKAD – CAL NDB: 5000 FT

LUKAD 2CLUKAD – TR 307° (RDL 127 CAR VOR) – CAR VOR – TR 290°
(RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL NDB.**PIRIX 1A**

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR.

MEA: PIRIX – CAR VOR: 5000 FT

PIRIX 1A

PIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR.

PIRIX 2CPIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR – TR
290° (RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL
NDB.

MEA: PIRIX – CAL NDB: 5000 FT

PIRIX 2CPIRIX – TR 344° (RDL 164 CAR VOR) – CAR VOR – TR 290°
(RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL NDB.**TUTIP 1A**

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR.

MEA: TUTIP – CAR VOR: 5000 FT

TUTIP 1A

TUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR.

TUTIP 2CTUTIP – TR 246° (RDL 066 CAR VOR) – CAR VOR – TR 290°
(RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL NDB.

MEA: TUTIP – CAL NDB: 5000 FT

TUTIP 2CTUTIP – TR 246° (RDL/QDR 066 CAR VOR) – CAR VOR –
TR 290° (RDL 290 CAR VOR OR QDR 110° CAL NDB) –
CAL NDB.**NEVOT 1A**

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR.

MEA: NEVOT – CAR VOR: 5000 FT

NEVOT 1A

NEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR.

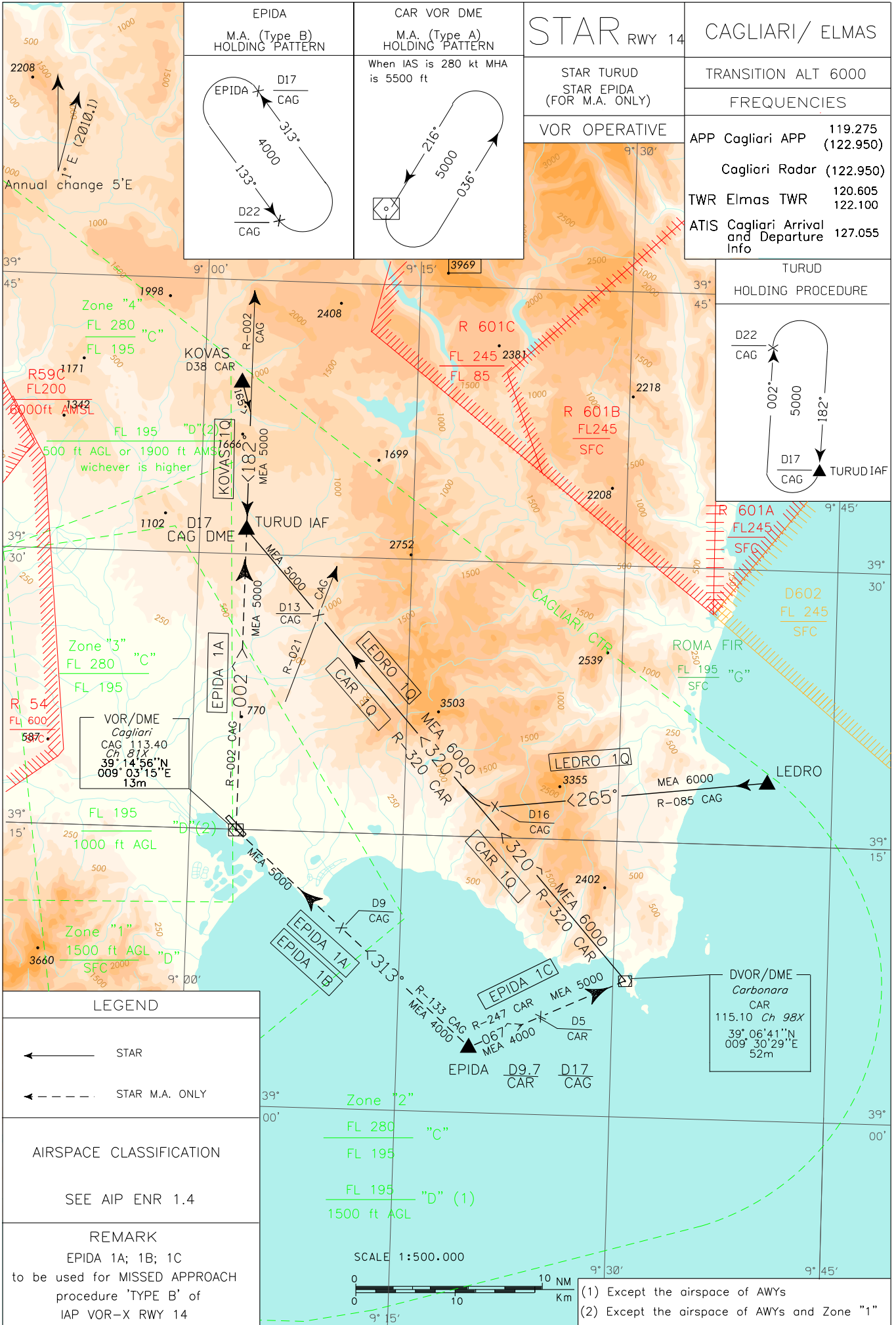
NEVOT 2CNEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR – TR
290° (RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL
NDB.

MEA: NEVOT – CAL NDB: 5000 FT

NEVOT 2CNEVOT – TR 288° (RDL 108 CAR VOR) – CAR VOR – TR
290° (RDL 290 CAR VOR OR QDR 110° CAL NDB) – CAL
NDB.

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CHANGE: FREQ BOX UPDATED

KOVAS 1Q

Lasciare il punto KOVAS su TR 165° per intercettare e seguire R002 (TR 182°) CAG VOR per il punto TURUD (R002/17NM CAG VOR/DME).

KOVAS 1Q

Leave KOVAS on TR 165° to intercept and follow R002 (TR 182°) CAG VOR bound to TURUD (R002/17NM CAG VOR/DME).

MEA: KOVAS – IAF: 5000FT

LEDRO 1Q

LEDRO – TR 265° (R085 CAG VOR). A 16NM CAG DME virare a destra fino a intercettare R320 (TR 320°) CAR VOR per il punto TURUD (R002/17NM CAG VOR/DME).

LEDRO 1Q

LEDRO – TR 265° (R085 CAG VOR). At 16NM CAG DME turn right to intercept R320 (TR 320°) CAR VOR bound to TURUD (R002/17NM CAG VOR/DME).

MEA: LEDRO – R320 CAR VOR(R021 CAG VOR)/13 NM CAG DME: 6000FT; R320 CAR VOR(R021 CAG VOR)/13 NM CAG DME – IAF: 5000FT

CAR 1Q

Lasciare CAR VOR/DME su R320 (TR 320°) CAR VOR per il punto TURUD (R002/17NM CAG VOR/DME).

CAR 1Q

Leave CAR VOR/DME on R320 (TR 320°) CAR VOR bound to TURUD (R002/17NM CAG VOR/DME).

MEA: CAR VOR/DME – R320 CAR VOR(R021 CAG VOR)/13 NM CAG DME: 6000FT; R320 CAR VOR(R021 CAG VOR)/13NM CAG DME – IAF: 5000FT

EPIDA 1A

EPIDA – TR 313° (R133/17NM CAG VOR/DME) per CAG VOR/DME. Lasciare CAG VOR su R002 CAG per il punto TURUD IAF (R002/17NM CAG VOR/DME).

EPIDA 1A

EPIDA – TR 313° (R133/17NM CAG VOR/DME) bound to CAG VOR/DME. Leave CAG VOR on R002 CAG bound to TURUD IAF (R002/17NM CAG VOR/DME).

MEA: EPIDA – CAG VOR/DME: 4000FT; CAG VOR/DME – TURUD IAF: 5000FT

EPIDA 1B

EPIDA – TR 313° (R133/17NM CAG VOR/DME) per CAG VOR/DME IAF.

EPIDA 1B

EPIDA – TR 313° (R133/17NM CAG VOR/DME) bound to CAG VOR/DME IAF.

MEA: EPIDA – R133/9NM FROM CAG VOR/DME: 4000FT; R133/9NM FROM CAG VOR/DME – CAG VOR/DME IAF: 5000FT.

EPIDA 1C

EPIDA - TR 067° (R247/9.7NM CAR DVOR/DME) per CAR-DVOR/DME IAF.

EPIDA 1C

EPIDA - TR 067° (R247/9.7NM CAR DVOR/DME) bound to CAR-DVOR/DME IAF.

MEA: EPIDA - R247/5NM FROM CAR DVOR/DME: 4000FT;
R247/5NM FROM CAR DVOR/DME – CAR NDB-DVOR/DME IAF: 5000FT

NOTA

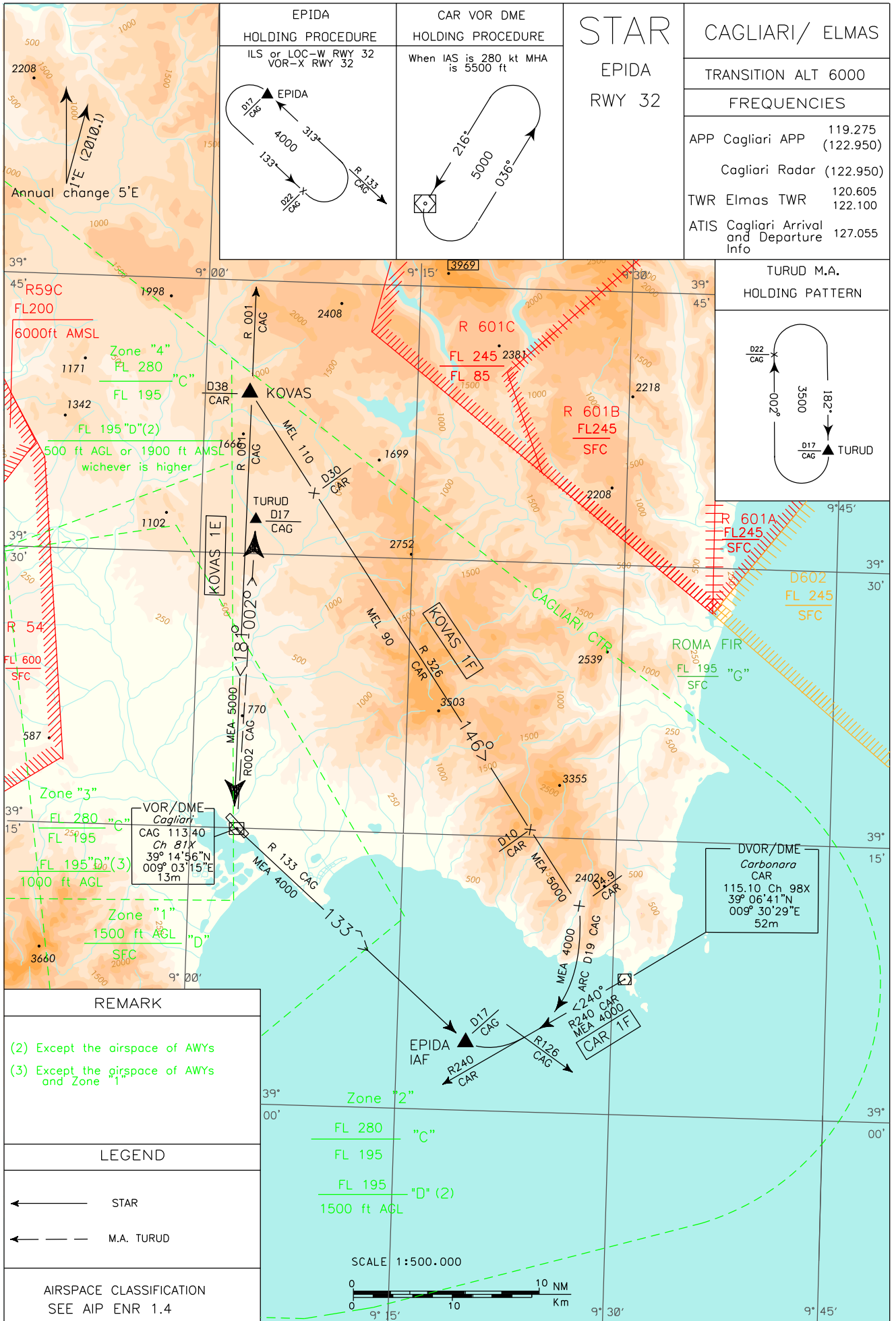
EPIDA 1A/1B/1C utilizzabili solo per la procedura di mancato avvicinamento 'TIPO B' della IAP VOR-X RWY14.

REMARK

EPIDA 1A/1B/1C to be used for missed approach 'TYPE B' of IAP VOR-X RWY14.

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CHANGE: FREQ BOX UPDATED

KOVAS 1F

KOVAS - TR 146° (R326 CAR VOR). A 4.9NM CAR DME virare a destra per intercettare e seguire ARC 19NM CAG DME. Attraversando R126 CAG VOR virare a destra per il punto EPIDA (R133/17NM CAG VOR/DME).

KOVAS 1F

KOVAS - TR 146° (R326 CAR VOR). At 4.9NM CAR DME turn right to intercept and follow ARC 19NM CAG DME. Crossing R126 CAG VOR turn right bound to EPIDA (R133/17NM CAG VOR/DME).

MEA/MEL: KOVAS – R326/30NM CAR DVOR/DME: FL 110; R326/30NM CAR DVOR/DME – R326/10NM CAR DVOR/DME: FL 90; R326/10NM CAR DVOR/DME- R326/4.9NM CAR DVOR/DME: 5000FT; R326/4.9NM CAR DVOR/DME – IAF: 4000FT

KOVAS 1E

KOVAS – TR 181° (R001 CAG VOR) per CAG VOR da lasciare su R133 CAG VOR (TR 133°) per il punto EPIDA (R133/17NM CAG VOR/DME).

KOVAS 1E

KOVAS – TR 181° (R001 CAG VOR) bound to CAG VOR to leave on R133 CAG VOR (TR 133°) bound to EPIDA (R133/17NM CAG VOR/DME).

MEA: KOVAS – CAG VOR/DME: 5000FT; CAG VOR/DME – IAF: 4000FT

CAR 1F

CAR VOR/DME - TR 240° (R240 CAR VOR). Attraversando R126 CAG VOR virare a destra per il punto EPIDA (R133/17NM CAG VOR/DME).

CAR 1F

CAR VOR/DME - TR 240° (R240 CAR VOR). Crossing R126 CAG VOR turn right bound to EPIDA (R133/17NM CAG VOR/DME).

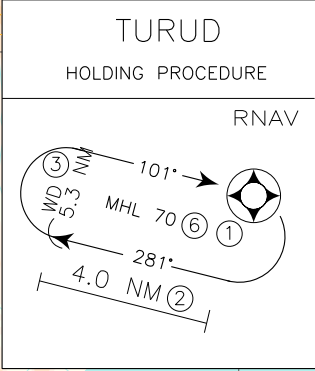
MEA: CAR VOR/DME – IAF: 4000FT

Intenzionalmente bianca

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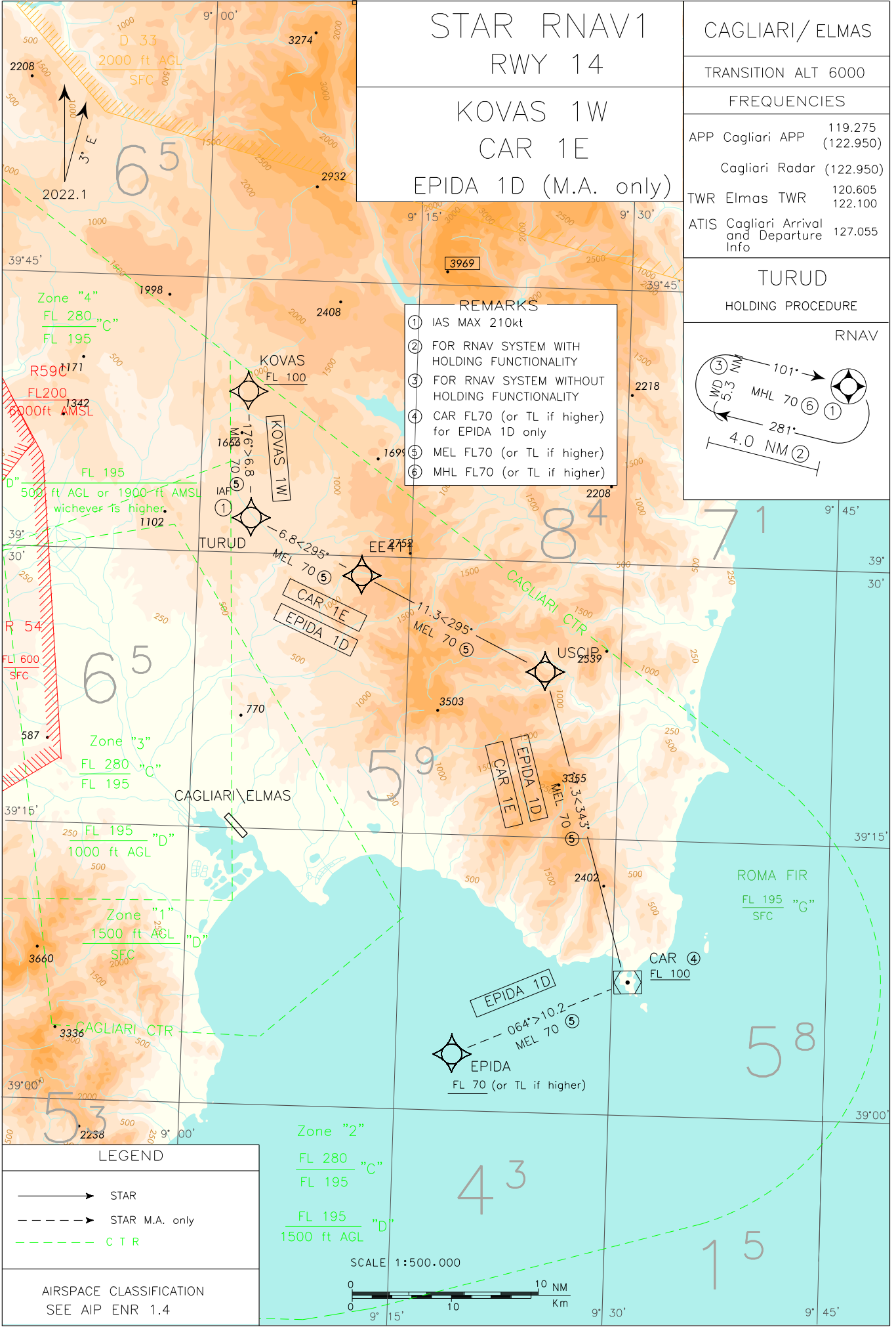
STAR RNAV1
 RWY 14
 KOVAS 1W
 CAR 1E
 EPIDA 1D (M.A. only)

CAGLIARI/ELMAS
 TRANSITION ALT 6000
 FREQUENCIES
 APP Cagliari APP 119.275
 (122.950)
 Cagliari Radar (122.950)
 TWR Elmas TWR 120.605
 122.100
 ATIS Cagliari Arrival
 and Departure 127.055
 Info



- REMARKS
- ① IAS MAX 210kt
 - ② FOR RNAV SYSTEM WITH HOLDING FUNCTIONALITY
 - ③ FOR RNAV SYSTEM WITHOUT HOLDING FUNCTIONALITY
 - ④ CAR FL70 (or TL if higher) for EPIDA 1D only
 - ⑤ MEL FL70 (or TL if higher)
 - ⑥ MHL FL70 (or TL if higher)

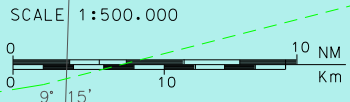
CHANGE: NEW PROCEDURE



LEGEND

	STAR
	STAR M.A. only
	CTR

AIRSPACE CLASSIFICATION
 SEE AIP ENR 1.4



STAR RNAV1 RWY 14 CAGLIARI ELMAS (LIEE)

STAR KOVAS 1W

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	KOVAS	-	-	-	-	-	+FL100	-	RNAV 1
TF	TURUD	-	176°(178.9°)	3	6.8	-	+FL70	210	RNAV 1

STAR CAR 1E

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	CAR	-	-	-	-	-	+FL100	-	RNAV 1
TF	USCIP	-	343°(345.9°)	3	17.3	-	+FL70	-	RNAV 1
TF	EE411	-	295°(298.0°)	3	11.3	-	+FL70	-	RNAV 1
TF	TURUD	-	295°(297.8°)	3	6.8	-	+FL70	210	RNAV 1

STAR EPIDA 1D (MISSED APPROACH ONLY)

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	EPIDA	-	-	-	-	-	+FL70	-	RNAV 1
TF	CAR	-	064°(066.8°)	3	10.2	-	+FL70	-	RNAV 1
TF	USCIP	-	343°(345.9°)	3	17.3	-	+FL70	-	RNAV 1
TF	EE411	-	295°(298.0°)	3	11.3	-	+FL70	-	RNAV 1
TF	TURUD	-	295°(297.8°)	3	6.8	-	+FL70	210	RNAV 1

RNAV HOLDING PATTERNS

Path Terminator	Waypoint Identifier	Inbound Track °M(°T)	Turn Direction	Altitude Constraint	Speed Limit KIAS	D (NM)(1)	WD (NM)(2)	TYPE
HM	TURUD	101°(103.9°)	R	+FL70	210	4.0	5.3	RNAV1

(1): For RNAV system with holding functionality

(2): For RNAV system without holding functionality

Waypoint Table Formatted according ARINC 424 standards STAR RNAV1 RWY 14 LIEE

WAYPOINT	LATITUDE	LONGITUDE
CAR	N39064100	E009302900
EPIDA	N39024000	E009182400
KOVAS	N39384400	E009041400
TURUD	N39315500	E009042400
EE411	N39284453	E009121075
USCIP	N39232769	E009250284

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STAR RNAV1
RWY 32

CAGLIARI/ELMAS

TRANSITION ALT 6000

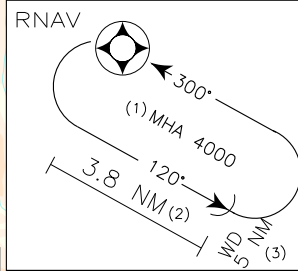
KOVAS 1Z
KOVAS 1V
CAR 1S

FREQUENCIES

APP Cagliari APP 119.275
(122.950)
Cagliari Radar (122.950)
TWR Elmas TWR 120.605
122.100
ATIS Cagliari Arrival
and Departure
Info 127.055

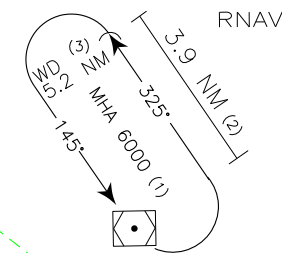
EPIDA

HOLDING PROCEDURE



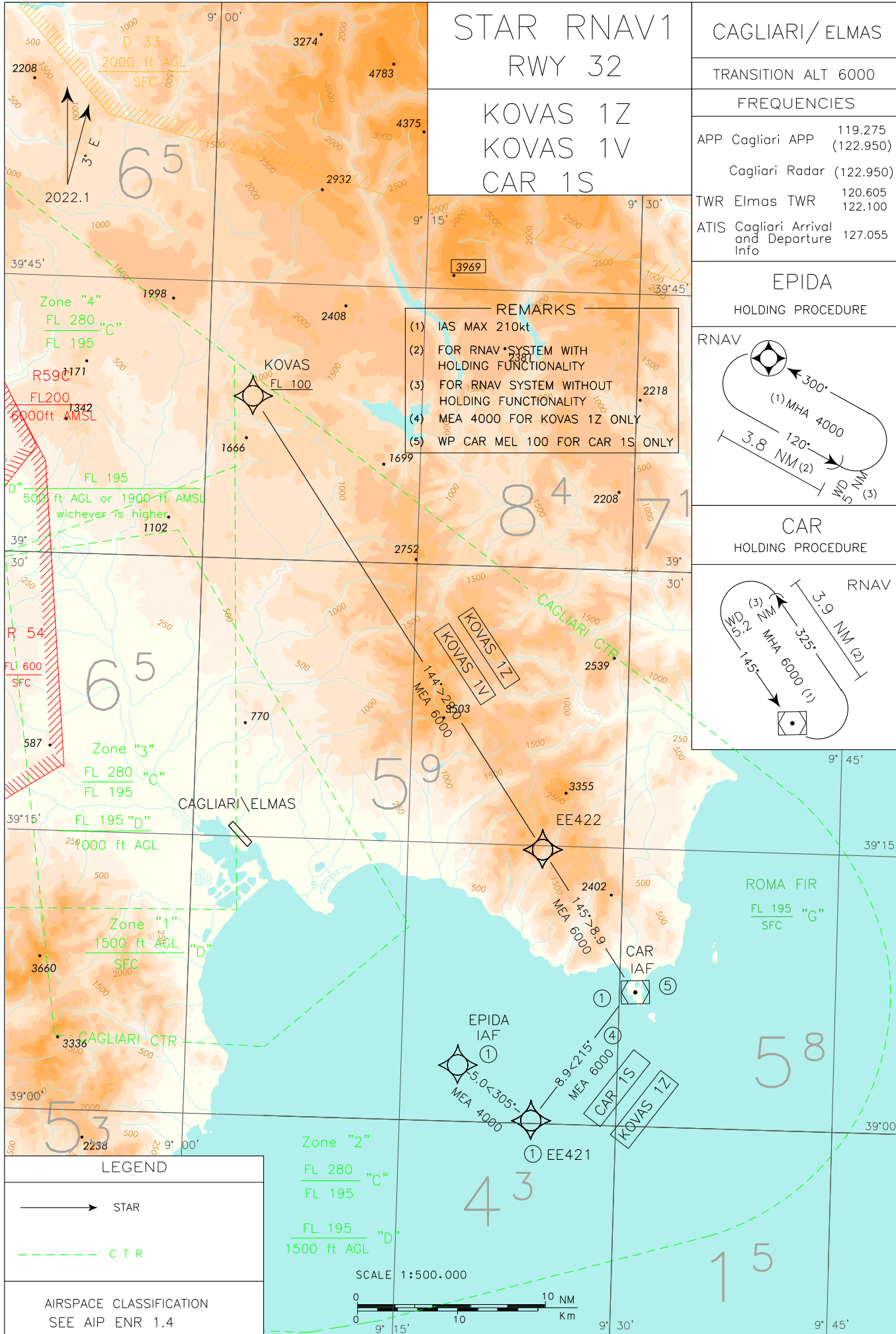
CAR

HOLDING PROCEDURE

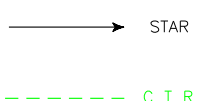


- REMARKS
- (1) IAS MAX 210kt
 - (2) FOR RNAV SYSTEM WITH HOLDING FUNCTIONALITY
 - (3) FOR RNAV SYSTEM WITHOUT HOLDING FUNCTIONALITY
 - (4) MEA 4000 FOR KOVAS 1Z ONLY
 - (5) WP CAR MEL 100 FOR CAR 1S ONLY

CHANGE: NEW PROCEDURE



LEGEND



AIRSPACE CLASSIFICATION
SEE AIP ENR 1.4

STAR RNAV1 RWY 32 CAGLIARI ELMAS (LIEE)

STAR KOVAS 1Z

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	KOVAS	-	-	-	-	-	+FL100	-	RNAV 1
TF	EE422	-	144°(147.4°)	3	29.0	-	+6000	-	RNAV 1
TF	CAR	-	145°(147.6°)	3	8.9	-	+6000	210	RNAV 1
TF	EE421	-	215°(218.0°)	3	8.9	-	+4000	210	RNAV 1
TF	EPIDA	-	305°(307.9°)	3	5.0	R	+4000	210	RNAV 1

STAR KOVAS 1V

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	KOVAS	-	-	-	-	-	+FL100	-	RNAV 1
TF	EE422	-	144°(147.4°)	3	29.0	-	+6000	-	RNAV 1
TF	CAR	-	145°(147.6°)	3	8.9	-	+6000	210	RNAV 1

STAR CAR 1 S

Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation (°)	Distance (NM)	Turn Direction	Altitude Constraint	Speed Limit KIAS	Navigation Performance
IF	CAR	-	-	-	-	-	+FL100	-	RNAV 1
TF	EE421	-	215°(218.0°)	3	8.9	-	+6000	210	RNAV 1
TF	EPIDA	-	305°(307.9°)	3	5.0	R	+4000	210	RNAV 1

RNAV HOLDING PATTERNS

Path Terminator	Waypoint Identifier	Inbound Track °M(°T)	Turn Direction	Altitude Constraint	Speed Limit KIAS	D (NM)(1)	WD (NM)(2)	TYPE
HM	CAR	145°(147.7°)	L	+6000	210	3.9	5.2	RNAV1
HM	EPIDA	300°(302.9°)	L	+4000	210	3.8	5.0	RNAV1

(1): For RNAV system with holding functionality.

(2): For RNAV system without holding functionality.

Waypoint Table Formatted according ARINC 424 standards STAR RNAV1 RWY 32 LIEE

WAYPOINT	LATITUDE	LONGITUDE
CAR	N39064100	E009302900
EPIDA	N39024000	E009182400
KOVAS	N39384400	E009041400
EE421	N38593718	E009232552
EE422	N39141477	E009241976

Intenzionalmente bianca

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