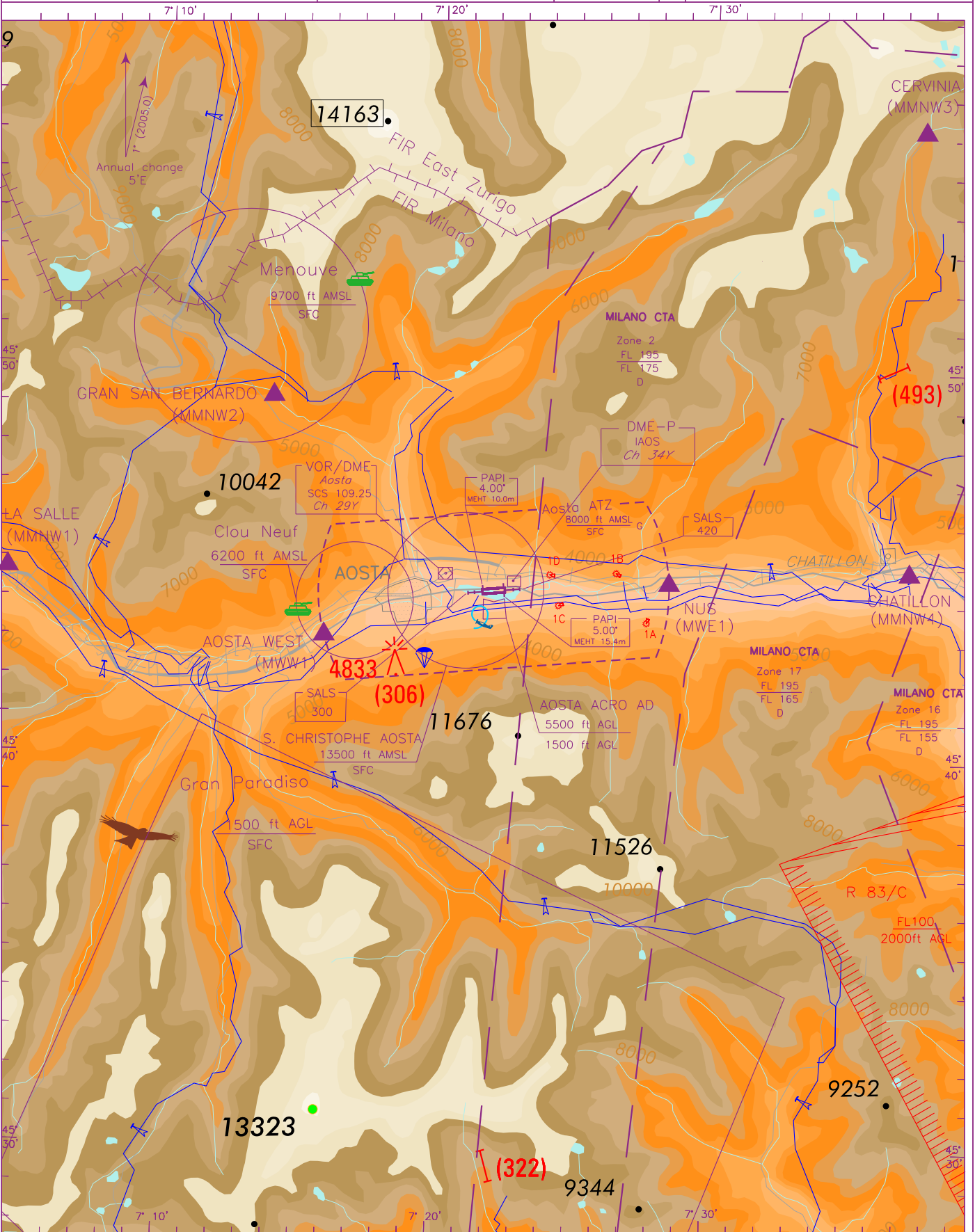


SCALE 1:250,000 	ACC <i>Milano Radar</i>	126.750	AD ELEV	L I M W	AOSTA	
	FIS <i>Milano Information</i>	134.175				1796
	AFIS <i>Aosta Aerodrome Info</i>	119.950				



CHANGE: PAPI RWY 09 modified and updated chart

AIRSPACE CLASSIFICATION See AIP ENR 1.4 TRANSITION ALT 15000 ELEV AND ALT IN FT BEARINGS ARE MAGNETIC	LIGHTED GATES (1)	LEGEND
	GATE 1A (St. Marcel Rean): 45°43'33"N 007°27'43"E GATE 1B (Quart Vollein): 45°44'49"N 007°26'34"E GATE 1C (Brissogne): 45°43'58"N 007°24'27"E GATE 1D (Quart Antenna): 45°44'45"N 007°24'10"E	

Only specifically trained crews with authorized type of ACFT are allowed to perform this procedure.
This authorization is issued by Italian CAA (ENAC)

AD 2 LIMW 5-3

INSTRUMENT APPROACH CHART

BEARINGS TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES
SCALE 1:250.000



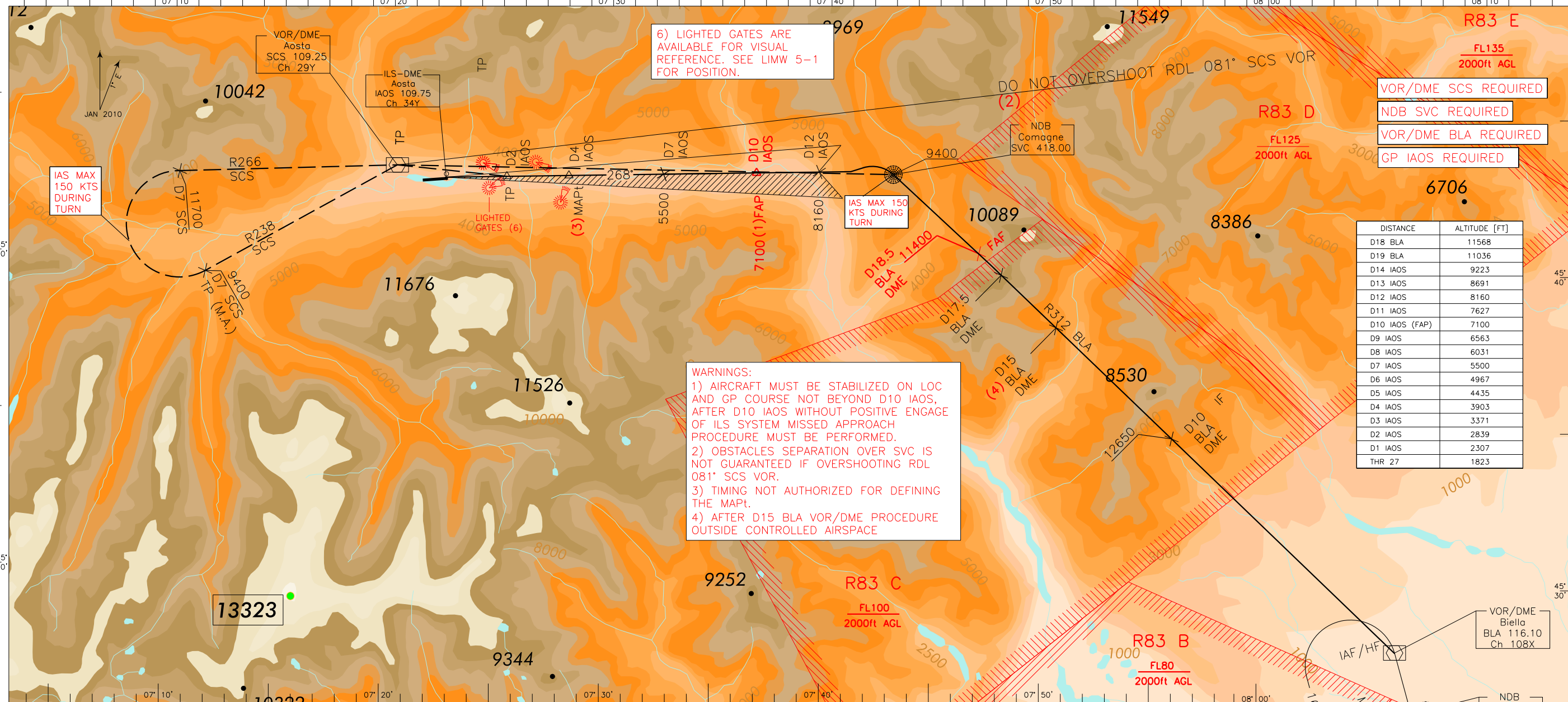
REMARKS:
- OFFSET LOC 4.54°
- LOC position not standard ICAO
- LOC course intersects RWY CL less than 1400 m from THR 27
- GP 5° (steep approach)

ACS Milano Radar 126.750
FIS Milano Information 124.925
AFIS Aosta Aerodrome INFO 119.950

AD ELEV 1796

LIMW AOSTA
CAT A/B
IGS(NPA) RWY 27

NON STANDARD ICAO
MINIMA OCA(OCH) UPDATED
THR ELEVATION - AD ELEVATION



6) LIGHTED GATES ARE AVAILABLE FOR VISUAL REFERENCE. SEE LIMW 5-1 FOR POSITION.

- VOR/DME SCS REQUIRED
- NDB SVC REQUIRED
- VOR/DME BLA REQUIRED
- GP IAOS REQUIRED

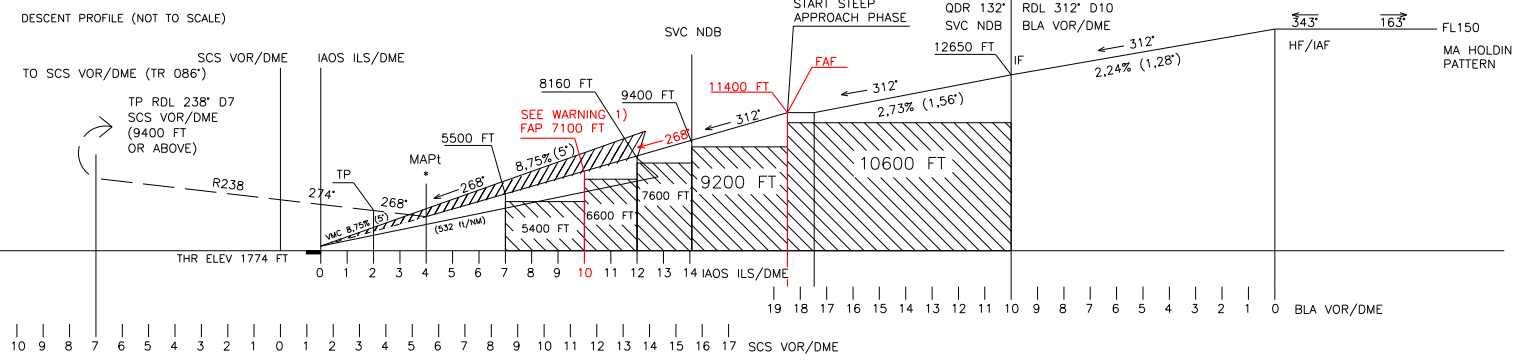
DISTANCE	ALTITUDE [FT]
D18 BLA	11568
D19 BLA	11036
D14 IAOS	9223
D13 IAOS	8691
D12 IAOS	8160
D11 IAOS	7627
D10 IAOS (FAP)	7100
D9 IAOS	6563
D8 IAOS	6031
D7 IAOS	5500
D6 IAOS	4967
D5 IAOS	4435
D4 IAOS	3903
D3 IAOS	3371
D2 IAOS	2839
D1 IAOS	2307
THR 27	1823

WARNINGS:
1) AIRCRAFT MUST BE STABILIZED ON LOC AND GP COURSE NOT BEYOND D10 IAOS, AFTER D10 IAOS WITHOUT POSITIVE ENGAGE OF ILS SYSTEM MISSED APPROACH PROCEDURE MUST BE PERFORMED.
2) OBSTACLES SEPARATION OVER SVC IS NOT GUARANTEED IF OVERSHOOTING RDL 081° SCS VOR.
3) TIMING NOT AUTHORIZED FOR DEFINING THE MAPt.
4) AFTER D15 BLA VOR/DME PROCEDURE OUTSIDE CONTROLLED AIRSPACE

TRANSITION ALT 15000

RDH 14.34M
GP 5°

MISSED APPROACH:
MAINTAIN LOC COURSE (TRACK 268°) DIRECT TO THE STATION. AT D2 IAOS ILS/DME TURN RIGHT TO RDL094 SCS VOR/DME (TRACK 274°) DIRECT TO SCS VOR/DME TO LEAVE ON RDL238 (TRACK 238°). AT D7 SCS DME (TO BE REACHED AT OR ABOVE 9400 FT) TURN RIGHT TO JOIN RDL266 SCS VOR (TRACK 086°) INBOUND SCS VOR/DME TO BE REACHED AT OR ABOVE 13000 FT. LEAVE SCS VOR/DME ON RDL089 (TRACK 089°) INBOUND TO SVC NDB (TO BE REACHED AT 14000 FT OR ABOVE). AT SVC NDB TURN RIGHT TO JOIN AND FOLLOW RDL312 BLA VOR (TRACK 132°) INBOUND TO BLA VOR/DME TO ENTER MA HOLDING PATTERN.



OCA (OCH)		A	B			
STRAIGHT IN APPROACH	IGS	(5) 3900	(2126)			
CIRCLING NOT ALLOWED						
GS	FT PER MIN	D10 IAOS + D4 IAOS	D4 IAOS + THR 3.9NM	IAS/DME	ALT (HGT)	MNM SECT ALT VOR/DME SCS
70	621	5:09	3:20	7	5500(3726)	
80	709	4:30	2:55	6	4967(3193)	
90	798	4:00	2:36	5	4435(2661)	
100	867	3:36	2:20	4	3900(2126)	
110	975	3:16	2:08	3	3371(1597)	
120	1064	3:00	1:57	2	2839(1065)	
130	1153	2:46	1:48	1	2307(533)	
140	1241	2:34	1:40	0	1775(1)	

5) M.A. CLIMB GRADIENT / OCA (OCH)/DISTANCES TO IAOS

M.A. GRADIENT [%]	OCA (OCH)	DISTANCE
8	3900 (2126)	D4
7	4200 (2426)	D4.5
6	4750 (2976)	D5.6