

# **VATITA - Italy VACC**

## ***Standard Operating Procedures - Milano Area***

***Version 1.5.1 - 15-07-2004***

## INDEX

<b>1.1 ACC sector frequencies</b>	<b>3</b>
<b>1.2 ACC sector configuration</b>	<b>3</b>
1.2.1 Single sector configuration (low-traffic)	3
1.2.2 Splitted configuration (north and south sectors)	3
<b>1.3 Milano FIR boundaries and Milano ACC Area of responsibility</b>	<b>5</b>
<b>1.4 Responsibility of L IMM_CTR in LIPP_CTR (Padova ACC) area</b>	<b>5</b>
<b>1.5 L IMM TMA - Arrivals and departures sector configurations</b>	<b>5</b>
1.5.1 L IMM_V_APP (single unit low-traffic configuration)	5
1.5.2 L IMM_W_APP + L IMM_E_APP (splitted configuration)	5
1.5.3 LIMC_V_DEP + L IMM_V_APP (APP/DEP configuration)	5
1.5.4 LIMC_V_DEP + L IMM_W_APP + L IMM_E_APP (splitted configuration + DEP)	6
<b>1.6 Standard Operating Procedures for Milano TMA airports (LIMC - LSZA - LIML - LIME)</b>	<b>6</b>
<b>1.6.1 DEPARTURES</b>	<b>6</b>
1.6.1.1 LIMC departures	6
1.6.1.2 LIML departures	7
1.6.1.3 LIME departures	7
1.6.1.4 LSZA departures	8
<b>1.6.2 ARRIVALS</b>	<b>9</b>
1.6.2.1 LIMC arrivals	9
1.6.2.2 LIML arrivals	10
1.6.2.3 LIME arrivals	11
1.6.2.4 LSZA arrivals	10
<b>1.7 Standard operating procedures for other airports in Milano area (LIMJ, LIRP, LIRQ, LIMF)</b>	<b>12</b>
1.7.1 LIMJ (Genova Sestri)	12
1.7.2 LIRP (Pisa San Giusto)	13
1.7.3 LIRQ (Firenze Peretola)	16
1.7.4 LIMF (Torino Caselle)	18
<b>DISCLAIMER</b>	<b>20</b>
<b>ANNEX</b>	<b>21</b>

## 1.1 ACC sector frequencies.

- ✗ Primary freq. **127.45** (LIMM\_V\_CTR 127.45)
- ✗ Secondary freq. **130.72** (to be used when the sector is splitted between LIMM\_N\_CTR freq. 127.45 and LIMM\_S\_CTR freq. 130.72)

## 1.2 ACC sector configurations.

### 1.2.1 Single sector configuration (low-traffic).

**LIMM\_V\_CTR (127.45)** handles traffic **entering**:

From LSZH\_CTR via **ODINA** (UN/N850), **AKASU** (Z/UZ710), **BIBAN** (UL612), **VEROB** (UM135), **ABROR** (G32), **TOP3A** (UM730), **TOP32** (UY11);

From LFMM\_CTR via **NOSTA** (UM985), **USANO** (Y15), **TORTU** (A9/UN851), **MEGER** (LFKC, LFKB deps only);

From LIRR\_CTR via **KONER** (A1/UL50), **BELEL** (M/UM729), **PIS** (UW704), **FRZ** (L/UL995 and UZ910);

From LIPP\_CTR via **FRZ** (M/UM730), **LUPOS** (M/UM859), **NERBO** (UW95), **KAMPA** (UL982), **ELTAR** (B4/UL615), **LUSIL** (M/UM984);

**LIMM\_V\_CTR (127.45)** handles traffic **exiting**:

To LSZH\_CTR via **ABESI** (N/UN851), **CANNE** (Z/UZ651), **PUNSA** (UL153), **AOSTA** (B4/UL615), **ADISO** (A1/UL50), **PIMOT** (M/UM729), **IXUSA** (UP860);

To LFMM\_CTR via **VAMTU** (UM984/UW709), **BORDI** (Z/UZ185), **KEPPO** (W/UW707), **TALEP** (UN850);

To LIRR\_CTR via **KONER** (A1/UL50), **BELEL** (M/UM729), **SIPLO** (UL153), **BEROK** (UW705), **RUXOL** (UM727), **FRZ** (L/UL995, UZ910);

To LIPP\_CTR via **FRZ** (M/UM730, L/UL12), **LUPOS** (M/UM859), **KAMPA** (UL982), **ELTAR** (B4/UL6155), **NESTI** (N/UM985).

#### NOTE:

- ✗ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **LSZH** via **CANNE** should be at **FL360 (or cruising level if lower) by CANNE**;
- ✗ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **LSGG** via **ADISO (UL50)** should be at **FL240 (or cruising level if lower) by ADISO**.
- ✗ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **LSGG** via **AOSTA (UL615)** should be at **FL220 (or cruising level if lower) by AOSTA**.
- ✗ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **EDNY** and **LSZR** should be routed via **ABESI** (compulsory routing) and be at **FL360 (or cruising level if lower) by ABESI**.
- ✗ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **LSZB** should be routed via **CANNE** (compulsory routing) and be at **FL300 (or cruising level if lower) by CANNE**.

✈ according to the LOA with Zurich ACC (LSZH\_CTR) traffic with destination **LSGS** via **ADISO** or **AOSTA** should be at **FL340** (or cruising level if lower) by **ADISO** or **AOSTA**

## 1.2.2 Splitting configuration (north and south sectors).

**LIMM\_N\_CTR (127.45)** handles traffic *entering*:

From LSZH\_CTR via **BIBAN** (UL612), **ODINA** (UN/N850), **AKASU** (Z/UZ710);

From LIPP\_CTR via **LUSIL** (M/UM984), **ELTAR** (B4/UL615), **KAMPA** (UL982), **NERBO** (UW95)

**LIMM\_N\_CTR (127.45)** handles traffic *exiting*:

To LSZH\_CTR via **AOSTA** (B4/UL615), **PUNSA** (UL153), **CANNE** (Z/UZ651), **ABESI** (N/UN851);

To LIPP\_CTR via **NESTI** (N/UM985), **ELTAR** (B4/UL615), **KAMPA** (UL982).

NOTE:

✈ For the agreements with Zurich ACC (LSZH\_CTR) see above 1.2.1 NOTE.

**LIMM\_S\_CTR (130.72)** handles traffic *entering*:

From LSZH\_CTR via **VEROB** (UM135), **ABROR** (G32), **TOP3A** (UM730), **TOP32** (UY11);

From LFMM\_CTR via **NOSTA** (UM985), **USANO** (Y15), **TORTU** (A9/UN851), **MEGER** (LFKB, LFKC deps only);

from LIRR\_CTR via **KONER** (A1/UL50), **BELEL** (M/UM729), **PIS** (UW704), **FRZ** (L/UL995 and UZ910);

from LIPP\_CTR via **LUPOS** (M/UM859), **FRZ** (M/UM730) and

**LIMM\_S\_CTR (130.72)** handles traffic *exiting*:

to LSZH\_CTR via **PIMOT** (M/UM729), **ADISO** (A1/UL50), **IXUSA** (UP860);

to LFMM\_CTR via **VAMTU** (UM984/UW709), **BORDI** (Z/UZ185), **KEPPO** (W/UW707), **TALEP** (UN850);

to LIRR\_CTR via **KONER** (A1/UL50), **BELEL** (M/UM729), **SIPLO** (UL153), **BEROK** (UW705), **RUXOL** (UM727), **FRZ** (L/UL995, UZ910);

to LIPP\_CTR via **FRZ** (M/UM730, L/UL12), **LUPOS** (M/UM859).

NOTE:

✈ For the agreements with Zurich ACC (LSZH\_CTR) see above 1.2.1 NOTE.

See **ANNEX, a** for a graphical explanation of LIMM\_S and LIMM\_N Area of Responsibility.

## 1.3 Milano FIR boundaries and Milano ACC Area of Responsibility.

NOTE: FIR boundaries not always match with ACC sector boundaries. The Area north of NORNI intersection is actually part of LIMM FIR but control is delegated to LIRR ACC. So the sector limit and hand-over/coordination points between LIMM ACC (CTR on VATSIM) and LIRR ACC (CTR on VATSIM) are located a few miles north of the LIMM/LIRR FIR boundary.

In real world the entire area of northeastern Italy is part of LIMM FIR but control is delegated to LIPP ACC (Padova Center; LIPP\_CTR on VATSIM when it is active and manned).

On all VATITA official sector files for ProController and ASRC activating the "ARTCC boundary" (**press F8 key**) you have displayed NOT the FIR boundaries but the ACC sector boundaries that mark the change of responsibility in control and are relevant for hand-over and coordination procedures between different sectors.

See **ANNEX, b** for a display of most relevant differences between FIR boundaries and ACC sector boundaries in Milano area. It can be seen that the most western part of LIMM FIR is outside the area of responsibility of LIMM ACC and is delegated to Marseille and Geneva ACC. In some other small areas control is delegated to non Italian ACCs (Zurich, Munich/Wien etc.).

## 1.4 Responsibility of LIMM\_CTR in LIPP\_CTR (Padova ACC) area.

When **LIPP\_CTR** is not active **LIMM\_CTR** covers with **full responsibility** the area of LIPP\_CTR as well.

## 1.5 LIMM TMA - Arrivals and departures sector configurations.

### 1.5.1 LIMM\_V\_APP (single unit low-traffic configuration).

✍ **LIMM\_V\_APP (single unit low-traffic configuration)** frequency 126.75 handles arrivals and departures to/from LIMC, LIML, LIME, LSZA. Note: **this is the default VATITA configuration**.

### 1.5.2 LIMM\_W\_APP + LIMM\_E\_APP (splitted configuration).

✍ **LIMM\_W\_APP** on frequency **126.75** handles arrivals and departures to/from LIMC, LSZA, departures from LIML, LIME via SRN VOR.

- ✍ **LIMM\_E\_APP** on frequency **126.30** handles departures and arrivals to/from LIML, LIME (except departures via SRN, handled by LIMM\_W\_APP).

### 1.5.3 LIMC\_V\_DEP + LIMM\_V\_APP (APP/DEP configuration).

- ✍ **LIMC\_V\_DEP** on frequency **125.62** handles departures from LIMC, LSZA, and departures from LIML and LIME via SRN
- ✍ **LIMM\_V\_APP** on frequency **126.75** handles arrivals to LIMC, LSZA, LIML, LIME and departures from LIML and LIME. Different configuration can be set according to actual flows of traffic.

### 1.5.4 LIMC\_V\_DEP + LIMM\_W\_APP + LIMM\_E\_APP (splitted configuration + DEP).

- ✍ **LIMC\_V\_DEP** on frequency **125.62** handles departures from LIMC, LSZA and from LIML and LIME via SRN.
- ✍ **LIMM\_W\_APP** on frequency **126.75** handles arrivals to LIMC, LSZA.
- ✍ **LIMM\_E\_APP** on frequency **126.30** handles departures and arrivals to/from LIML, LIME (except departures via SRN, handled by LIMC\_W\_DEP).

### 1.5.5 LIMC\_F\_APP and LIML\_F\_APP.

These two sectors are activated only in heavy traffic situations in LIMC or LIML; having the same frequency assigned the two units cannot be active at the same time (yet, if needed, frequency 132.70 can be used for LIML\_F\_APP and LIMC\_F\_APP can be activated on 125.62 if LIMC\_V\_DEP is not active at that moment).

- ✍ **LIMC\_F\_APP (Malpensa Director)** on frequency **132.700** handles arrivals to LIMC until they are established on the localizer rwy 35L or 35R. For the manoeuvring area of LIMC\_F\_APP see Annex C; this area is depicted on LIMM\_APP sector file (can be activated via the ARTCC HGHBND function). All other units has to keep their traffic separated from traffic already in contact with LIMC\_F\_APP. LIMM\_V\_APP, or LIMM\_W\_APP if splitted configuration is in use (see above 1.5.3 and 1.5.4), releases traffic to F\_APP:

- outbound SRN (on a codified STAR to RIGON, dct RIGON, on a radar heading)
- at VOG or outbound VOG (dct NOV, dct VERCE, dct RIGON, on a codified STAR, on a radar heading)
- at GOLTO or outbound GOLTO (dct NOV, dct VERCE, on a codified STAR, on a radar heading)
- only in case of traffic congestion in the manoeuvring area, on left-hand radar downwind (hdg 170) after VERCE point. In this case LIMM\_APP has to keep traffic proceeding via VOG/GOLTO to VERCE separated by traffic below in contact with F\_APP.

- ✍ **LIML\_F\_APP (Linate Director)** on frequency **132.700** handles arrivals to LIML until they are established on the localizer rwy 36R. For the manoeuvring area of LIML\_F\_APP see Annex C; this area is depicted on LIMM\_APP sector file (can be activated via the ARTCC HGHBND function). All other units has to keep their traffic separated from traffic already in contact with LIML\_F\_APP. LIMM\_V\_APP, or

LIMM\_W\_APP/LIMM\_E\_APP if splitted configuration is in use (see above 1.5.3 and 1.5.4), releases traffic to F\_APP:

- outbound SRN established on radial 169 or on radar heading 170°. This traffic has to be already separated by other traffic inbound LIMC in contact with LIMM\_APP.

- inbound DIXER or COD

- at VOG or outbound VOG (dct DIXER, on standard procedure, on a radar hdg); This traffic has to be already separated by other traffic inbound LIMC in contact with LIMM\_APP.

## 1.6 Standard Operating Procedures for Milano TMA airports (LIMC - LSZA - LIML - LIME)

### 1.6.1 DEPARTURES

#### 1.6.1.1 LIMC departures.

*Initial climb:* it depends on the rwy and the SID selected (for complete information see the file LIMCSID.xls (available on [www.vatita.net](http://www.vatita.net) - FIR Milano)

**Rwy 35L:** FARAK7F 6000, FARAK8D 6000, FARAK6C 5000, RMG8F 6000, RMG8D 6000, RMG6C 5000, RMG8E 5000, SRN8F 5000, SRN8D 6000, TELVA7F 5000, vectored departure (see below) 5000.

**Rwy 35L:** FARAK5G 5000, FARAK6H 4000, RMG6G 5000, RMG8H 4000, SRN6G 5000, SRN8H 4000, TELVA6G 5000, TELVA6H 4000, vectored departure (see below) 5000.

**Rwy 17R/L:** all SIDs 4000, vectored departure (see below) 4000.

The **SID** and **Transition** are selected by LIMC\_TWR/GND/DEL (no coordination is normally requested with APP/CTR units for the selection of SID) depending on:

- 1) Rwy in use.
- 2) Type of aircraft.
- 3) First enroute point on f/p.

All relevant data for the selection of SID depending on aircraft type are included in the LIMCSID.xls file (available on [www.vatita.net](http://www.vatita.net) - FIR Milano).

*Vectored departures rwy 35L and 35R (no SID charts on board):*

- a) Passing 2000 feet turn right hdg 120° for radar vectoring

b) Passing 2000 feet turn left hdg 230° for radar vectoring

**NOTE:** all turning instructions for vectored departures rwy 35L and 35R are to be included in ATC clearance (AZA1731 cleared to LICJ via radar vectoring to GEN from rwy 35L, after departure passing 2000 turn left hdg 230°, climb and maintain 5000 feet, squawk 6364) as well as in takeoff clearance (AZA1731, wind 350 at 6, passing 2000 feet turn left hdg 230° for vectoring, rwy 35L, cleared for takeoff). Transfer of communications to L IMM\_APP/LIMC\_DEP should be made by LIMC\_TWR as soon as the departing traffic is observed starting the right or left turn as instructed. An initial climb of FL90 for the vectored departures may be coordinated with L IMM\_APP/DEP depending on traffic situation.

*Vectored departures (rwy 17L and 17R) - (no SID charts on board)*

After departure maintain rwy hdg

*LIMC departures - standard hand-over from L IMM\_APP to L IMM\_CTR*

L IMM\_APP/L IMM\_W\_APP clears the departure up to

- a) **FL190** (southbound departure)
- b) **FL200** (northbound departure)

Unless a lower level is requested by and coordinated with L IMM\_CTR. Transfer of communications should be made when released and free of conflicts or passing FL150, whichever comes later.

### **1.6.1.2 LIML departures.**

*Initial climb: rwy 36R **5000** feet for vectored departures and all SIDs except TZO5A, **FL100** for departures via TZO5A. Rwy 18L **5000**.*

*Vectored departure from rwy 36R (no SID charts on board):*

After departure maintain rwy hdg

*Vectored departure from rwy 18L (no SID charts on board):*

After departure maintain rwy hdg

*LIML departures - standard hand-over from L IMM\_APP to L IMM\_CTR*

L IMM\_APP/L IMM\_E\_APP clears the departure up to

- a) **FL190** (southbound departure)
- b) **FL200** (northbound departure)

Unless a lower level is requested by and coordinated with LIMM\_CTR. Transfer of communications should be made when released and free of conflicts or passing FL150, whichever comes later.

NOTE. When splitted APP configuration is active (LIMM\_W\_APP + LIMM\_E\_APP TWR departures via SRN5A - SRN5B have to be coordinated with and handed over to **LIMM\_W\_APP** (not LIMM\_E\_APP) on frequency **126.75**.

### 1.6.1.3 LIME departures.

*Initial climb:* 6000 feet.

*Vectored departure from rwy 29 (no SID charts on board):*

*After departure turn left hdg 130°*

*Vectored departure from rwy 11 (no SID charts on board):*

*After departure turn right hdg 180°*

*LIME departures - standard **hand-over** from LIMM\_APP to LIMM\_CTR*

*LIMM\_APP/LIMM\_E\_APP clears the departure up to*

a) **FL190** (southbound departure)

b) **FL200** (norhtbound departure)

Unless a lower level is requested by and coordinated with LIMM\_CTR. Transfer of communications should be made when released and free of conflicts or passing FL150, whichever comes later.

NOTE. When splitted APP configuration is active (LIMM W APP + LIMM E APP TWR departures via SRN5R have to be coordinated with and handed over to **LIMM\_W\_APP** on frequency **126.75**.

### 1.6.1.4 LSZA departures.

**(LSZA\_TWR has always to obtain LIMM\_APP/CTR release for departing traffic due to possible conflict with traffic departed from LIMC).**

NOTE: according to the *Letter of Agreement* with Swiss Radar traffic in LSZA - including traffic on the ground - is generally managed by Milano FIR. Only if there is no controller online in Milano, traffic is handled by the Swiss FIR.

*Initial climb:*

CANNE7W/CANNE7U **FL100**

OMETO7W **FL100**

ORI7W/ORI7U PINIK7A + SRN/VOG transitions **6000 feet**.

*Vectored departures rwy 19 (non charts on board)*

*After departure proceed dct to MAL VOR*

*LSZA northbound departures (OMETO/CANNE) - standard hand-over from LIMM\_APP to LIMM\_CTR or LSZH\_CTR*

*a) Hand-over to LIMM\_CTR passing FL150 cleared to FL200 if FL200 is to be reached significantly before CANNE or OMETO or if requested by LIMM\_CTR.*

*b) Hand-over to LSZH\_CTR at FL200 or final level if lower at OMETO or CANNE.*

*LSZA southbound departures (ORI/SRN/VOG) standard hand-over from LIMM\_APP to LIMM\_CTR*

LIMM\_APP/LIMM\_W\_APP clears the departure up to FL190 unless a lower level is requested by and coordinated with LIMM\_CTR. Transfer of communications should be made when released and free of conflicts or passing FL150 whichever comes later.

## **1.6.2 ARRIVALS.**

### **1.6.2.1 LIMC arrivals.**

#### **Arrivals from the North**

**NOTE: According to the agreement with LSZH\_CTR traffic inbound LIMC via ODINA will be released directly to LIMM\_CTR at ODINA at FL210.**

*Arrivals from N (AKASU/ODINA) standard hand-over to LIMM\_APP (normally traffic via AKASU/ODINA is released directly from LSZH\_CTR to LIMM\_APP at FL210 at ODINA; see above)*

*-Hand-over to LIMM\_APP leaving ODINA to SRN. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP).*

#### *Arrivals from NE (LUSIL)*

*-Hand-over to LIMM\_APP leaving LUSIL to SRN. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP).*

#### *Arrivals from NE (OSKOR ORI SRN = SRN1B)*

-Hand-over to LIMM\_APP inbound SRN. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP).

Arrivals from NE (OSKOR-ORI-COD = COD1B)

-Hand-over to LIMM\_APP inbound COD **FL210**. When **split configuration** is active (LIMM E APP + LIMM W APP) coordination with LIMM E\_APP is required; a rerouting via SRN could be proposed to reduce the coordination need.

### Arrivals from the South

Arrivals from the SW (TOP)

-Hand-over to LIMM\_APP inbound GOLTO. Cleared flight level **FL200** (unless otherwise requested by LIMM\_APP).

Arrivals from the S (GEN/KALIK/PAR)

-Hand-over to LIMM\_APP south of VOG. Cleared flight level **FL200** (unless otherwise requested by LIMM\_APP).

**NOTE:** If more than one traffic is converging on the same point (SRN, VOG) the number one has to be cleared to **FL 200/210** and handed over to the APP the number two has to be cleared to **FL 220/230** and so on.

### 1.6.2.2 LIML arrivals.

#### Arrivals from the North

**NOTE:** According to the agreement with LSZH\_CTR traffic inbound LIML via ODINA will be released to LIMM\_CTR at ODINA FL210, anyway depending on traffic situation it can be also released first to LIMM\_CTR.

Arrivals from the N (ODINA)

Normal routing is ODINA-TZO-COD (ODINA SRN is at ATC discretion).

-Hand-over to LIMM\_APP inb TZO or SRN. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP). When **split configuration** is active (LIMM E APP + LIMM W APP) traffic with destination LIML has to be handed over first to LIMM W\_APP inb SRN. LIMM W\_APP will further descend the traffic and hand it over to LIMM E\_APP for the final vectoring when clear of traffic at SRN or even later.

Arrivals from the NE (LUSIL/OSKOR)

Normal routing (LUSIL/ORI/COD) or (OSKOR/ORI/COD)

-Hand-over to LIMM\_APP inb TZO. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP).

### Arrivals from the South

Arrivals from the SW (TOP)

-Hand-over to LIMM\_APP inbound VOG. Cleared flight level **FL200** (unless otherwise requested by LIMM\_APP).

Arrivals from the S (KALIK/IDONA/GEN)

-Hand-over to LIMM\_APP inbound SALSO, LIMBA, VOG. Cleared flight level **FL200** (unless otherwise requested by LIMM\_APP).

**NOTE:** If more than one traffic is converging on the same point (SRN, VOG) the number one has to be cleared to **FL 200/210** and handed over to the APP the number two has to be cleared to **FL 220/230** and so on.

### 1.6.2.3 LIME arrivals.

#### Arrivals from the North

**NOTE:** According to the agreement with LSZH\_CTR traffic inbound LIME via ODINA will be released to LIMM\_CTR at ODINA FL210, anyway depending on traffic situation it can be also released first to LIMM\_CTR.

Arrivals from the N (ODINA)

-Hand-over to LIMM\_APP leaving ODINA inb ORI. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP). Traffic coming via ODINA-ORI should normally expect standard ILS-T approach rwy 29. When **split configuration** is active (LIMM E APP + LIMM W APP) traffic with destination LIME via ODINA has to be handed over first to LIMM\_W\_APP inb ORI. LIMM\_W\_APP will further descend the traffic and hand it over to LIMM\_E\_APP.

Arrivals from the NE (LUSIL/OSKOR)

-Hand-over to LIMM\_APP before LUSIL and OSKOR. Cleared flight level **FL210** (unless otherwise requested by LIMM\_APP).

## Arrivals from the South

Arrivals from the S (PAR)

-Hand-over to LIMM\_APP leaving PAR. Cleared level **FL200**.

Arrivals from the S (GEN)

-Hand-over to LIMM\_APP leaving GEN. Cleared level **FL200**.

Arrivals from the SW (VOG)

-Hand-over to LIMM\_APP leaving VOG. Cleared level **FL200**.

**NOTE:** If more than one traffic is converging on the same point (SRN, VOG) the number one has to be cleared to **FL 200/210** and handed over to the APP the number two has to be cleared to **FL 220/230** and so on.

### 1.6.2.4 LSZA arrivals.

## Arrivals from the North

**NOTE:** According to the agreement with LSZH\_CTR traffic inbound LSZA via ODINA will be released directly to LIMM\_APP at ODINA FL150.

**Hand-over to LSZA\_TWR (if present) when released and cleared of conflicts inbound PINIK descending to 6000 for the IGS rwy 01 procedure or when cleared for visual APP.**

Arrivals from the N (ODINA): ODINA LUGAN PINIK (ODINA4L) then IGS 01 (visual approach may be approved).

Arrivals from the NE (LUSIL/OSKOR):

LUSIL/OSKOR ORI LUGAN (ORI4L - LUSIL4L) - hand-over to LIMM\_APP leaving ORI. Cleared flight level has to be coordinated with APP. Normally not below **FL210**.

LUSIL/OSKOR ORI PINIK (ORI4P - LUSIL4P) - hand-over to LIMM\_APP leaving ORI. Cleared flight level has to be coordinated with APP. Normally **FL210**.

SRN PINIK (SRN4L) - hand-over to LIMM\_APP inbound SRN. Cleared flight level has to be coordinated with APP. Normally not below **FL200**.

## Arrivals from the South

Arrivals from the S (TOP/VOG)

(TOP) VOG SRN PINIK (TOP4L - VOG4L): *hand-over to LIMM\_APP inbound SRN. Cleared flight level has to be coordinated with APP. Normally not below **FL200**.*

## **1.7 Standard Operating Procedures for other airports in Milano area (LIMJ, LIMZ, LIMF, LIMZ, LIRP, LIRQ).**

### **1.7.1 LIMJ (Genova Sestri).**

ATC units: LIMJ\_TWR (118.600), LIMJ\_APP (primary 119.600; secondary 119.85).

#### ***Departures***

Sample of typical clearance for LIMJ: *AZA1391 cleared to destination LIRF, via UNITA6K departure, climb to and maintain FL130 request level change enroute, squawk 6334.*

NOTE: at LIMJ the ATC clearance is usually given after start up clearance or when taxiing out.

*Initial climb:* LAGEN6K, GEN6K, vectored departure to the N **FL120**.

UNITA6K, vectored departure to the S **FL130**.

*Vectored departure rwy 29 (no SID charts on board)*

After departure turn left hdg 180° for radar vectoring

*Vectored departure rwy 11 (no SID charts on board)*

After departure turn right hdg 180° for radar vectoring

NOTE: all turning instructions for vectored departures rwy 29 and 11 are to be included in ATC clearance (*AZA1391 cleared to LIRF via radar vectoring to UNITA from rwy 29, **after departure turn left hdg 180°**, climb to and maintain FL130, squawk 6364*) as well as in takeoff clearance (*AZA1391, wind 350 at 6, **after departure turn left hdg 180 for vectoring, rwy 29, cleared for takeoff***). Transfer of communications to LIMJ\_APP should be made by LIMJ\_TWR as soon as **the departing traffic is observed starting the right or left turn as instructed.**

#### ***Arrivals***

*Arrivals from the N:* cleared by LIMM\_CTR to **FL90**. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL150 whichever comes later.

*Arrivals from the S:* cleared by LIMM\_CTR to **FL90**. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL150 whichever comes later.

## **Vectoring restrictions for inbounds**

*Radar vectoring may be provided by LIMJ\_APP or LIMM\_CTR (if LIMJ\_APP not active) for*

- 1) *ILS-S APP rwy 29 (traffic has to be established on the LLZ at or before CMO NDB, 4500 feet).*
- 2) *Visual approach rwy 29 or rwy 11.*

### **1.7.2 LIRP (Pisa San Giusto).**

ATC units: LIRP\_TWR (119.100), LIRP\_APP (primary 124.275; secondary 126.07).

NOTE: splitted configuration of LIRP\_APP

- 1) LIRP\_W\_APP on frequency 124.27 west sector (IFR flights inbound/outbound LIRP)
- 2) LIRP\_E\_APP on frequency 126.07 east sector (IFR flights inbound/outbound LIRQ)

### **Runway usage at LIRP:**

Preferential rwy for departure is **22L**, preferential rwy for landing is **04R**. Rwy 22R/04L (secondary rwy) is used normally as a taxiway.

Use of rwy 04R for departure:

- 1) When tailwind component for rwy 22L **exceeds 10KTS**.
- 2) On pilot request
- 3) To avoid delay due to traffic inbound

Use of rwy 22L for landing

- 1) On pilot request
- 2) When tailwind component for rwy 04R **exceeds 10KTS**.

### **Departures**

Sample of typical clearance for LIRP: AZA1662, cleared to LIMC via SPEZI5C GEN VOG, climb to and maintain FL140, squawk 6342.

NOTE: at LIRP the ATC clearance is usually given after start up clearance or when taxiing out (often when reaching h/p).

*Initial climb:* Traffic exiting via SPEZI, BEROK or vectored departure to the N **FL140** (unless a different level is requested by and coordinated with LIMM\_CTR or the final level requested is below FL140).

Traffic exiting via ELB, vectored departure to the S **FL150** (unless a different level is requested by and coordinated with LIRR\_CTR or the final level requested is below FL150).

Traffic exiting via FRZ, vectored departure to the NE **FL160** (unless a different level is requested by and coordinated with LIRR\_CTR/LIMM\_CTR/LIPP\_CTR or the final level requested is below FL160)

*Vectored departure from rwy 22L (no SID charts on board)*

After departure maintain rwy hdg for vectoring (a different hdg at APP discretion)

NOTE: vectored departure from rwy 22L is sometimes used in RW as well for traffic reasons.

*Vectored departure from rwy 04R (no SID charts on board)*

After departure leaving 1000', turn left hdg 310° (a different hdg at APP discretion but 310° or less, e.g. 270° not 340°, always with left turn)

NOTE: all turning instructions for vectored departures rwy 04R are to be included in ATC clearance (AZA1662 cleared to LIRF via radar vectoring to ELB from rwy 04R, after departure leaving 1000' turn left hdg 310°, climb to and maintain FL150, squawk 7460) as well as in takeoff clearance (AZA1662, wind 010 at 14 gusting 23, after departure leaving 1000' turn left hdg 310 for vectoring, rwy 04R, cleared for takeoff). Transfer of communications to LIRP\_APP should be made by LIRP\_TWR as soon as the departing traffic is observed starting the left turn as instructed.

*LIRP northbound departures (SPEZI/BEROK) - standard hand-over from LIRP\_APP to LIMM\_CTR*

*Hand-over to LIMM\_CTR passing FL100 cleared to FL140 (see above Initial climb).*

*LIRP southbound departures (ELB) standard hand-over from LIRP\_APP to LIRR\_CTR*

*Hand-over to LIRR\_CTR passing FL90 cleared to FL150 (see above Initial climb).*

*LIRP northeastbound departures (FRZ) standard hand-over from LIRP\_APP to LIRR\_CTR*

*Hand-over to LIRR\_CTR passing FL120 cleared to FL160 (see above Initial climb).*

NOTE: following coordination between LIRP\_APP, LIRR\_CTR and LIPP\_CTR/LIMM\_CTR traffic departing LIRP exiting via FRZ to the north/northeast can be handed over directly to LIPP\_CTR/LIMM\_CTR.

### **Arrivals**

*Arrivals from the N:*

a) via SPEZI/KONER are cleared by LIMM\_CTR to **FL130**. Transfer of communications should be initiated when the traffic is released and free of conflicts or passing FL150 whichever comes later.

b) via BEROK are cleared by LIMM\_CTR to **FL130**. Transfer of communications should be initiated when the traffic is released and free of conflicts or passing FL150 whichever comes later.

*Arrivals from the NE (FRZ):* released by LIPP\_CTR/LIMM\_CTR cleared to **FL130** and instructed to proceed via **FRZ PIS**. Transfer of communications should be initiated when the traffic is released and free of conflicts or passing FL170 whichever comes later, even before FRZ.

*Arrivals from the S:* cleared by LIRR\_CTR to **FL100**. The change of frequency should be initiated when the traffic is released and free of conflicts or passing FL150 whichever comes later.

### **Vectoring restrictions for inbounds**

*Radar vectoring may be provided by LIRP\_APP or LIMM\_CTR/LIRR\_CTR (if LIRP\_APP not active) for*

- 1) *ILS-T APP rwy 04R (IAF JESSY).*
- 2) *Final ILS, VOR, LO rwy 04R.*
- 3) *Visual approach rwy 04R/22L.*

### **1.7.3 LIRQ (Firenze Peretola).**

ATC units: LIRQ\_TWR (118.300), LIRP\_APP (primary 124.275; secondary 126.07).

NOTE: splitted configuration of LIRP\_APP

- 1) **LIRP\_W\_APP** on frequency **124.27** west sector (IFR flights inbound/outbound **LIRP**)
- 2) **LIRP\_E\_APP** on frequency **126.07** east sector (IFR flights inbound/outbound **LIRQ**)

## Runway usage at LIRQ:

Preferential rwy for departure is **23**, preferential rwy for landing is **05**.

Use of rwy 05 for departure:

- 1) When tailwind component for rwy 23 **exceeds 10KTS**.
- 2) On pilot request
- 3) To avoid delay due to traffic inbound

Use of rwy 23 for landing

- 1) On pilot request
- 2) When tailwind component for rwy 05 **exceeds 10KTS**.

NOTE: IFR departures from rwy 05 are to be executed with a visual left turn to join one of the published departures from rwy 23. Departure from rwy 05 is allowed only if VMC exist and in daylight (at pilot discretion on VATSIM due to possible different time settings in FS).

## Departures

Sample of typical clearance for LIRQ: DLH3800, cleared to EDDM via VALEN6A FER, climb to and maintain FL120, squawk 0254.

NOTE: at LIRQ the ATC clearance is usually given after start up clearance or when taxiing out (often when reaching h/p or while backtracking on the rwy).

*Initial climb:* Traffic exiting via BEROK, PAR, VALEN or vectored departure to the N **FL120** (unless a different level is requested by and coordinated with L IMM\_CTR/LIPP\_CTR or the final level requested is below FL120).

Traffic exiting via MAREL, AMTEL vectored departure to the S **FL130** (unless a different level is requested by and coordinated with LIRR\_CTR or the final level requested is below FL130). Higher level may be coordinated with LIRR\_CTR.

*Vectored departure from rwy 23 (no SID charts on board)*

After departure maintain rwy hdg for vectoring

*Vectored departure from rwy 05 (no SID charts on board)*

After departure visual left turn to hdg 200

**NOTE:** all turning instructions for vectored departures rwy 05 are to be included in ATC clearance (IGPCB cleared to LFMN via radar vectoring to BEROK from rwy 05, **after departure visual left turn hdg 200°**; climb to and maintain FL120, squawk 0416) as well as in takeoff clearance (IGPCB, wind 030 at 14 gusting 23, **after departure visual left turn hdg 200 for vectoring**, rwy 05, cleared for takeoff). Transfer of communications to LIRP\_APP should be initiated by LIRQ\_TWR as soon as **the departing traffic is observed starting the left turn as instructed.**

*LIRQ northbound departures (BEROK/PAR/VALEN) - standard hand over from LIRP\_APP to LIMM\_CTR or LIPP\_CTR*

*Hand-over to LIMM\_CTR (BEROK/PAR) or LIPP\_CTR (VALEN) passing FL90 cleared to FL120 (see above Initial climb).*

*LIRQ southbound departures (MAREL, AMTEL) standard hand-over from LIRP\_APP to LIRR\_CTR*

*Hand-over to LIRR\_CTR passing FL90 cleared to FL130 (see above Initial climb).*

## **Arrivals**

*Arrivals from the N:*

a) via FRZ PRT or BOA PRT cleared by LIPP\_CTR to **FL110** inb PRT. The change of frequency should be initiated when the traffic is released and free of conflicts or passing FL150 whichever comes later.

b) via BEROK PIS cleared by LIMM\_CTR to **FL130** over BEROK instructed to proceed BEROK PIS. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL170 whichever comes later. If LIRP\_E\_APP is active traffic inbound LIRQ via BEROK is normally handed over directly by LIMM to the east sector (coordination with and approval by LIRP\_W\_APP is always required).

*Arrivals from the S:* released by LIRR\_CTR at AMTEL or MAREL cleared to **FL120**. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL150 whichever comes later.

## **Vectoring restrictions**

*Radar vectoring for ILS-S APP rwy 05 (IAF TOSCO) should be provided to inbound traffic only if the pilot has no charts for the standard approach procedures.*

## **1.7.4 LIMF (Torino Caselle).**

ATC units: LIMF\_TWR (118.500), LIMF\_APP (129.27)

## Runway usage at LIMF

Preferential rwy for landing is **36**, preferential rwy for departure is **36**.

Use of rwy **18** for departure:

- 1) When tailwind component for rwy 36 **exceeds 10KTS**.
- 2) On pilot request and traffic permitting

Use of rwy **18** for landing:

- 1) When tailwind component for rwy 36 **exceeds 10KTS**.
- 2) On pilot request.

## Departures

Example of typical clearance for LIMF: AZA1424 cleared to destination LIRF via SIRLO5A GEN7M climb to and maintain FL190, squawk 6340

*Initial climb:* traffic exiting via ABESI, CANNE, BANKO, IXUSA or vectored departure to the N **FL120** (unless a different level is requested by and coordinated with LIMM\_CTR particularly in case of inbound traffic from the N).

traffic exiting via VOG, GEN, LAGEN, ABN or vectored departure to the S **FL130** (unless a different level is requested by and coordinated with LIMM\_CTR or the final level requested is below FL180).

*Vectored departure from rwy 36 (no SID charts on board)*

After departure, passing 2500 turn right hdg 140 for vectoring

*Vectored departure rwy 18 (no SID charts on board)*

After departure maintain rwy hdg for vectoring

**NOTE:** all turn instructions for vectored departures rwy 36 are to be included in ATC clearance (AZA1422 cleared to LIRF via radar vectoring to GEN from rwy 36, **after departure passing 2500' turn right hdg 140, climb to and maintain FL190, squawk 6340**) as well as in takeoff clearance (AZA1422, wind 010 at 5, **after departure passing 2500 turn right hdg 140, rwy 36 cleared for takeoff**). Transfer of communications to LIMF\_APP

should be initiated by LIMF\_TWR as soon as the departing traffic is observed starting the left turn as instructed.

LIMF northbound departures (SRN, ABESI, CANNE, BANKO, IXUSA) - standard hand-over from LIMF\_APP to L IMM\_CTR

*Hand-over to L IMM\_CTR passing FL90 cleared to FL180 (see above Initial climb).*

LIMF southbound departures (GOLTO, GEN, LAGEN) - standard hand-over from LIMF\_APP to L IMM\_CTR

*Hand-over to L IMM\_CTR passing FL90 cleared to FL190 (see above Initial climb)*

NOTE: any direct routing should be approved by L IMM\_CTR.

### **Arrivals**

*Arrivals from the N:*

Via VEROB-TOP (VEROB1A), ABROR-TOP (ABROR1A), KUMIN-TOP (KUMIN1A), ODINA/SRN(LUSIL)-RMG-TOP (ODINA1A/SRN1A/LUSIL1A) cleared by L IMM\_CTR to **FL210**. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL250 whichever comes later.

*Arrivals from the S:*

Via LAGEN-TOP (LAGEN1A), ABN-LAGEN-TOP (ABN1A), ABN-TOP (ABN1B) cleared by L IMM\_CTR cleared to **FL100**. Transfer of communications should be made when the traffic is released and free of conflicts or passing FL200 whichever comes later.

### **Vectoring restrictions for inbounds**

*Radar vectoring may be provided by LIMF\_APP or L IMM\_CTR (if LIMF\_APP not active) for*

- 1) Final ILS, VOR, LO rwy 36
- 2) Visual approach rwy 36/18.

\*\*\*\*\*

For the Italy VACC

Mario Seu - Italy VACC Director

vatita1@vatita.net

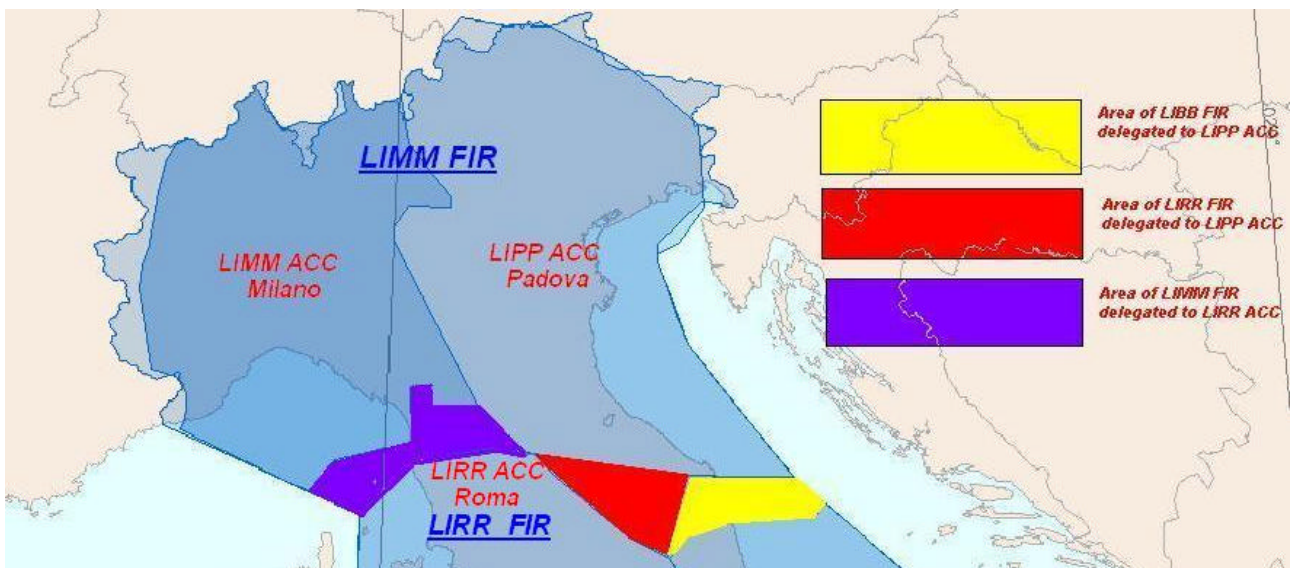
**DISCLAIMER:** these SOPs are conceived for the online ATC simulation on VATSIM network (www.vatsim.net - [www.vatita.net](http://www.vatita.net)) only. Do not use for real world purposes.

# ANNEX

a



b



C

