

**WARNINGS**

1. Turns after take off must be performed according to following:
  - a. IAS MAX 210 kt, Bank angle 15°; or
  - b. IAS MAX 250 kt, Bank angle 20°; or
  - c. Rate of turn 1.5°/sec.
2. Initial climb gradient does not take into account "close in" obstacles lower than 60 m (200 ft), MOC included, above DER elevation.

**INITIAL CLIMB PROCEDURES**

<b>RWY</b>	<b>13 R</b>
	<b>31 L</b>

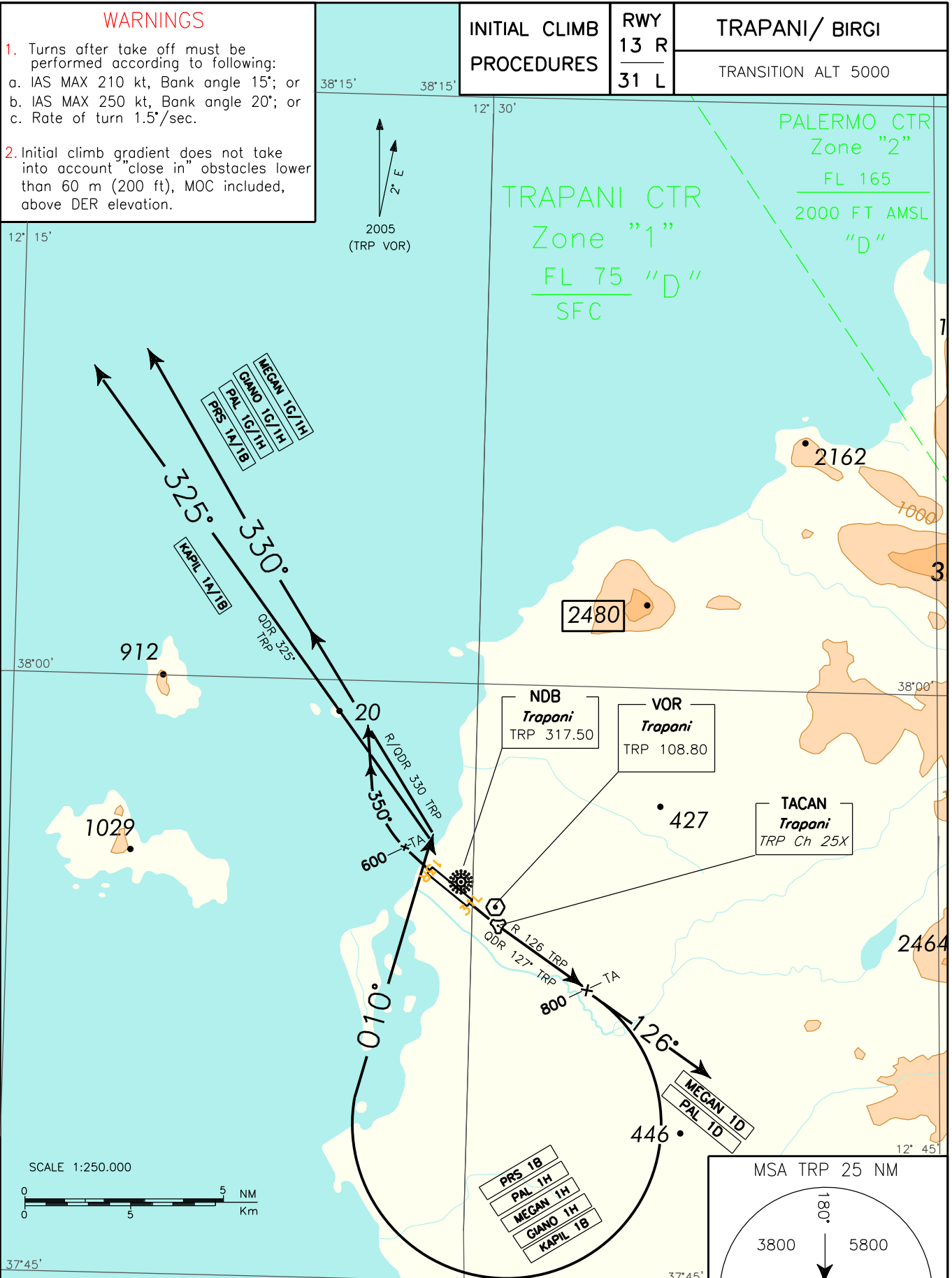
**TRAPANI/ BIRGI**

TRANSITION ALT 5000

PALERMO CTR  
Zone "2"  
FL 165  
2000 FT AMSL  
"D"

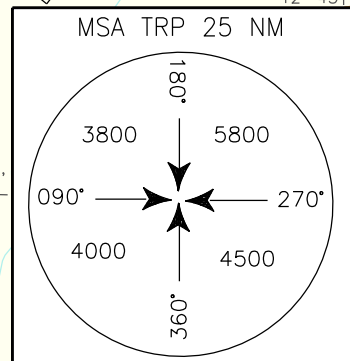
TRAPANI CTR  
Zone "1"  
FL 75 "D"  
SFC

CHANGE: PALERMO CTR CLASSIFICATION MODIFIED



**FREQUENCIES**

<b>TRAPANI</b>	<b>TWR</b>	119.700
	<b>APP</b>	119.950



**Procedura di salita dopo il decollo**

**Decolli da RWY 13R:** procedere lungo il prolungamento asse pista (TR 126°) fino ad attraversare 800 ft, quindi:

- virare a destra TR 010° per intercettare e seguire QDR/RDL 330 TRP NDB/VORTAC se autorizzati via GIANO 1H, PAL 1H, PRS 1B o MEGAN 1H;
- virare a destra TR 010° per intercettare e seguire QDR/RDL 325 TRP NDB/VORTAC se autorizzati via KAPIL 1B;
- seguire RDL 126 TRP VORTAC (QDR 127° TRP NDB) se autorizzati via MEGAN 1D o PAL 1D.

Minimo gradiente di salita:

- 304 ft/NM (5%) fino a lasciare 1500ft, causa ostacoli;
- 425 ft/NM (7%) fino a lasciare FL 85 solo per la SID PAL 1D, per motivi ATC.

**Decolli da RWY 31L:** procedere lungo il prolungamento asse pista fino ad attraversare 600 ft, quindi:

- virare a destra TR 350° per intercettare e seguire QDR/RDL 330 TRP NDB/VORTAC se autorizzati via GIANO 1G, PAL 1G, PRS 1A o MEGAN 1G;
- virare a destra TR 350° per intercettare e seguire QDR/RDL 325 TRP NDB/VORTAC se autorizzati via KAPIL 1A;

Minimo gradiente di salita: 365 ft/NM (6%), fino a lasciare FL 75, per motivi ATC.

**NOTE GENERALI (riferite alle SIDs per entrambe le RWYs):**

Le virate dopo il decollo dovranno essere eseguite in accordo ai seguenti parametri:

- IAS MAX 210 kt, banco 15°, oppure
- IAS MAX 250 kt, banco 20°, oppure
- rateo di virata 1.5°/sec.

Il gradiente di salita non prende in considerazione ostacoli nella "close-in area" di altezza comprensiva del MOC, inferiore a 60 M (200ft) sull'elevazione della DER (vedere carte ostacoli ICAO e NOTAM in vigore).

**Initial climb procedure after take-off**

**Take-off from RWY 13R:** proceed along the extended runway centre line (TR 126°) until passing 800 ft, then:

- turn right TR 010° until joining QDR/RDL 330 TRP NDB/VORTAC if cleared via GIANO 1H, PAL 1H, PRS 1B or MEGAN 1H;
- turn right TR 010° until joining QDR/RDL 325 TRP NDB/VORTAC if cleared via KAPIL 1B;
- follow RDL 126 TRP VORTAC (QDR 127° TRP NDB) if cleared via MEGAN 1D or PAL 1D.

Minimum climb gradient:

- 304 ft/NM (5%) until leaving 1500ft, due to obstacles;
- 425 ft/NM (7%) until leaving FL 85 for SID PAL 1D only, due to ATC reasons.

**Take-off from RWY 31L:** proceed along the extended runway centre line until passing 600 ft, then:

- turn right TR 350° until joining QDR/RDL 330 TRP NDB/VORTAC if cleared via GIANO 1G, PAL 1G, PRS 1A or MEGAN 1G;
- turn right TR 350° until joining QDR/RDL 325 TRP NDB/VORTAC if cleared via KAPIL 1A;

Minimum climb gradient: 365 ft/NM (6%), until passing FL 75, due to ATC reasons.

**GENERAL REMARKS (for all SIDs and both RWYs)**

Turns after take-off shall be executed according to the following parameters:

- IAS MAX 210 kt, bank 15°, or
- IAS MAX 250 kt, bank 20°, or
- rate of turn 1.5°/sec.

Initial climb gradient doesn't take into account close-in obstacles lower than 60M (200ft), MOC included, above DER elevation (see ICAO obstacle charts and NOTAMS in force).

Intenzionalmente bianca

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