

List of pages in this Trip Kit

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Airport Information For LIRA

Terminal Charts For LIRA

Revision Letter For Cycle 23-2019

Change Notices

Notebook

General Information

Location: ROME ITA
ICAO/IATA: LIRA / CIA
Lat/Long: N41° 48.0', E012° 35.8'
Elevation: 427 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0600 Z
Sunset: 1549 Z

Runway Information

Runway: 15
Length x Width: 7228 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 379 ft
Lighting: Edge, ALS, REIL

Runway: 33
Length x Width: 7228 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 426 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS: 122.425
Ciampino Tower: 119.400
Ciampino Tower: 120.500
Ciampino Ground: 121.750
Ciampino Apron Ramp/Taxi: 131.505
Rome Arrival: 127.950 RCO
Rome Arrival: 125.500 RCO
Rome Departure: 134.200 RCO
Rome Departure: 130.900 RCO

Rome Direct (Approach Control Radar): 131.250 RCO



VFR flights shall be carried out on the routes and not above height or altitude as depicted on 10-1V.

Routes from/to Pratica di Mare are only permitted to ACFT bound to or departing from AD.

VFR traffic to/from Roma Ciampino AD

Contact CIAMPINO TOWER before reaching REPs TOR BELLA MONACA (RAN2) and MONTE PORZIO (RAE2), waiting for further instructions.

Within ATZ REPs TORRENOVA (RAN1), FRASCATI (RAE1) and TRIGORIA (RAW1) are established to manage the air traffic to/from AD.

VFR Routes affecting Pratica CTR

To avoid conflict with IFR-traffic to/from MIL AD Pratica di Mare following regulations apply.

ACFT from N:

Contact PRATICA TOWER for instructions before crossing VELLETRI RAILWAY ST. (REE1) and:

a) if instructed to continue the flight proceed to APRILIA (RESE1) and then if:

- Southbound: when over APRILIA (RESE1) contact LATINA APPROACH in order to receive instructions to cross Latina CTR;
- Westbound: proceed to ANZIO (RESE2);
- bound to Pratica di Mare AD: follow TWR instructions;

b) if instructed to hold, execute the holding over TOR SAN LORENZO (RES1) along the shoreline, north-west bound.

ACFT from W:

Contact PRATICA TOWER for instructions before crossing ANZIO (RESE2) and:

a) if instructed to continue the flight proceed to APRILIA (RESE1) and then if:

- Southbound: when over APRILIA (RESE1) contact LATINA APPROACH in order to receive instructions to cross Latina CTR;
- Northbound: proceed to APRILIA (RESE1) and then to VELLETRI RAILWAY ST. (REE1);
- bound to Pratica di Mare AD: follow TWR instructions;

b) if instructed to hold, execute the holding West of ANZIO (RESE2), waiting for further instructions.

ACFT from S:

Contact LATINA APPROACH for instructions before crossing BORGO ISONZO (RLS1) and:

a) if instructed to continue the flight, keep listening watch on the frequency and report leaving Latina CTR. Then establish radio contact with PRATICA TOWER and then proceed to APRILIA (RESE1) and then if:

- Westbound: report APRILIA (RESE1), then ANZIO (RESE2);
- Northbound: report APRILIA (RESE1) and then VELLETRI RAILWAY ST. (REE1);
- bound to Pratica di Mare AD: follow TWR instructions;

b) if instructed to hold, execute the holding South of BORGO ISONZO (RLS1), waiting for further instructions.

In any case, pilots must not continue the flight without any instructions.

AREA

ROMA

ITALY

10-1VB

08 MAY 15

JEPPESEN

REP DEFINITIONS

ANZIO (RESE2)	246°/14 "LAT" VOR/DME	N41 26.9 E012 37.5
APRILIA (RESE1)	283°/12 "LAT" VOR/DME	N41 35.6 E012 39.1
BORGIO ISONZO (RLS1)	175°/6.0 "LAT" VOR/DME	N41 26.4 E012 55.6
BORGIO MONTELLO (RLSW1)	251°/7.0 "LAT" VOR/DME	N41 30.5 E012 46.4
CAPRANICA (RRN1)	310°/12 "CMP" VOR/DME	N42 15.4 E012 10.7
2 NM W CECCANO (RHS1)	083°/19 "LAT" VOR/DME	N41 34.0 E013 17.0
COLLEFERRO (RHNW1)	010°/13 "LAT" VOR/DME	N41 44.7 E012 58.6
FIDENE (RUN1)	341°/11 "ROM" VOR/DME	N41 58.4 E012 30.5
FRASCATI (RAE1)	087°/4.0 "ROM" VOR/DME	N41 48.3 E012 40.7
LA GIUSTINIANA (RUW1)	172°/9.0 "CMP" VOR/DME	N41 59.0 E012 24.5
LA STORTA (RUW2)	179°/7.0 "CMP" VOR/DME	N42 00.0 E012 23.0
LARIANO (RRE5)	341°/11 "LAT" VOR/DME	N41 43.3 E012 50.2
MENTANA (RUNE2)	009°/14 "ROM" VOR/DME	N42 02.2 E012 38.1
MONTE PORZIO (RAE2)	084°/6.0 "ROM" VOR/DME	N41 48.9 E012 43.2
MORLUPO (RUN4)	079°/6.0 "CMP" VOR/DME	N42 08.5 E012 30.3
PASSO CORESE (RUNE3)	082°/12 "CMP" VOR/DME	N42 09.2 E012 38.9
PONTE GALERIA (RFE1)	077°/5.0 "OST" VOR/DME	N41 49.3 E012 21.4
PRIMA PORTA (RUN2)	143°/9.0 "CMP" VOR/DME	N42 00.5 E012 29.8
PRIVERNO (RLE1)	105°/12 "LAT" VOR/DME	N41 28.8 E013 10.9
PROSEDI (RLE2)	095°/16 "LAT" VOR/DME	N41 30.6 E013 15.9
RIANO RAILWAY ST. (RUN3)	104°/5.0 "CMP" VOR/DME	N42 06.1 E012 29.9
RING SERVICE AREA (RUE1)	349°/10 "ROM" VOR/DME	N41 58.5 E012 32.7
ROCCAPRIORA (RRE4)	093°/8.0 "ROM" VOR/DME	N41 47.6 E012 45.8
SETTEBAGNI SERVICE AREA (RUNE1)	137°/9.0 "CMP" VOR/DME	N42 00.3 E012 31.7
SETTECAMINI (RUE2)	009°/8.0 "ROM" VOR/DME	N41 56.4 E012 37.3
SGURGOLA (RHW1)	050°/14 "LAT" VOR/DME	N41 40.4 E013 08.9
SS1 AURELIA (RFNE1)	051°/8.0 "OST" VOR/DME	N41 53.1 E012 22.9
SUPINO (RHW2)	070°/15 "LAT" VOR/DME	N41 37.0 E013 14.0
2 NM W TERRACINA (RLSE1)	139°/20 "LAT" VOR/DME	N41 16.9 E013 12.1
TOR BELLA MONACA (RAN2)	018°/5.0 "ROM" VOR/DME	N41 53.0 E012 37.3
TORRENOVA (RAN1)	011°/4.0 "ROM" VOR/DME	N41 51.8 E012 36.3
TOR S. LORENZO (RES1)	269°/17 "LAT" VOR/DME	N41 32.8 E012 32.6
TRIGORIA (RAW1)	243°/5.0 "ROM" VOR/DME	N41 46.0 E012 28.7
VELLETRI RAILWAY ST. (REE1)	325°/10 "LAT" VOR/DME	N41 41.0 E012 47.0

LIRA/CIA
CIAMPINO

JEPPesen

1 MAR 19

20-1P

ROME, ITALY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 122.425

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

Departure and arrival of non-noise certificated ACFT according to national and international laws are not permitted.

1.2.2. NIGHTTIME RESTRICTIONS

In compliance with Ministry of Environment APT is closed to all traffic during 2301-0600LT.

Excluded are rescue, state, humanitarian, emergency, fire fighting flights and civilian ACFT operating as state flight under article 744 (paragraph 4 of air navigation code).

1.2.3. RUN-UP TESTS

Engine run-ups and engine components testing are allowed from 0700 to 1300 and from 1600 to 1900 only.

Rescue ACFT may be allowed H24 previous approval by local Civil Aviation Authority.

RWY 15 in use:

Engine run-up shall be carried out on TWY A between TWYs AE and AF, upwind and, when wind is calm, with the engine blast orientated towards SSE.

RWY 33 in use:

Engine run-up shall be carried out on TWY A between TWYs AA and AB, upwind and, when wind is calm, with the engine blast orientated towards NNW.

1.2.4. AUXILIARY POWER UNITS (APUs)

Use of APU is allowed for 5 minutes before EOBT or after engine stop. Only in exceptional case AD operator 'ADR' may allow on 'Ciampino apron' frequency 131.505 the use of APU for 10 minutes to arriving ACFT after engine stop and for 15 minutes before EOBT to departing ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force when:

- RVR is equal to or less than 550m.
- Ceiling is below 200' according to the local MET report.
- The deterioration of weather conditions recommends so.

Pilot will be informed by ATIS or RTF when LVP are in force.

In case of RVR equal or less than 1200m and/or in reduced visibility conditions, RWY 15 is available for ILS CAT I and Take-off operations with RVR not below 400m.

Follow-me assistance will be available on pilot request.

1.3.2. GROUND MOVEMENT

In case of poor visibility conditions a reduced APT capacity can be expected due to restrictions applied on ground movement.

Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR and/or in case of RVR equal to or less than 1200m, only one movement at a time is allowed.

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1 MAR 19

20-1P1

ROME, ITALY

AIRPORT BRIEFING

1. GENERAL

1.3.2.1. ARRIVAL

Landing ACFT shall vacate the RWY via TWY AF and report to ATC when the assigned stand is reached.

1.3.2.2. DEPARTURE

In case of aborted Take-off ACFT: vacate the RWY via TWY AF and report to ATC when the assigned stand is reached.

1.3.3. RADIO FAILURE IN MANEUVERING AREA

Whenever an ACFT operating in the maneuvering area experiences a communication failure, it shall comply with the following:

- Arriving ACFT shall vacate the RWY via TWY AF and wait on its first segment for the arrival of the Follow-me car in order to be guided back to stand.
- Departing ACFT shall continue strictly on the assigned taxi route to their clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

1.4. RWY OPERATIONS

RWY 15 will be used as preferential RWY.

Take-off and landing on RWY 15/33 allowed:

- with dry RWY, MAX crosswind 20 KT;
- with wet RWY, MAX crosswind 15 KT;
- with contaminated RWY, MAX crosswind 10 KT.

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30 NOV 18

20-1P2

Eff 6 Dec

ROME, ITALY

AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWYs A and AG MAX ACFT code letter E.

TWY A Follow-me car compulsory for ACFT code letter E.

TWY AL and apron TWYs SB and SF MAX ACFT code letter D.

TWY AH and apron TWYs SD, SH, TC MAX ACFT code letter C.

TWYs M and N not usable by civil ACFT.

Apron TWY B and SG MAX ACFT code letter C.

Apron TWY TB MAX ACFT code letter B.

Apron TWY SA and SB usable for ACFT code letter D and E following ATC instructions with Follow-me compulsory.

TWY AL usable for ACFT code letter D only following ATC instructions with Follow-me compulsory.

Apron TWY SG usable for ACFT code letter D and E only if, in exit, ACFT are towed until intermediate holding point A3 or A4 on TWY A with Follow-me car assistance.

1.5.2. USE OF APRONS

All ground movement along all aprons with CAUTION under pilot's responsibility and according to available surface movement guidance system and marking.

ACFT movement on aprons could be subject to delay due to priority needs of state, emergency and humanitarian flights.

1.6. PARKING INFORMATION

On stands 111 thru 307, 309 thru 312, 315, 316, 321 thru 409, 506 thru 510, 511 stop2 thru 514 and 601 thru 605 push-back required.

Parking area GOLF to be used by towing.

On stands 601 thru 605 only towing rules.

Stands 412 thru 416 for helicopters only.

1.7. OTHER INFORMATION

Caution: Birds in vicinity of APT.

Warning: Laser beam emissions.

Warning: VFR traffic at ROME (Urbe).

Helicopter activity.

RWY 15 right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Speed adjustment under radar control:

- 210 KT starting the turn to intercept LOC or appropriate VOR radial or NDB reading (in case of VOR DME or NDB DME final approaches) or at a distance of 12NM from THR in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8NM from THR in case of straight-in approach.
- 160 KT at a distance of 4NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

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30 NOV 18

20-1P3

Eff 6 Dec

ROME, ITALY

AIRPORT BRIEFING

2. ARRIVAL

2.2.1. RWY USAGE

IFR Approaches:

- the preferential RWY is RWY 15;
- expect ATC not to authorize to start descending below 3000' before the point at which the GS reaches 3000';
- use delayed gear and flap extension and low power/low drag approach procedure whenever possible in compliance with safety requirements.

VFR Approaches:

- RWY 15 approaches shall be made at a slope not lower than the PAPI GS;
- RWY 33 should be used only when weather conditions require it;
- also when approaching RWY 33 maintain the downwind leg altitude at 2000' and complete the final approach leg at a descent angle not lower than the PAPI GS.

2.2.2. REVERSE THRUST

Unless in the event of proven safety/operational reasons:

- use of reverse thrust at power higher than idle is forbidden;
- all ACFT with approach category C shall vacate RWY at last exit.

2.3. TAXI PROCEDURES

Taxilane SA available only for entry stands 102 thru 105.

2.4. OTHER INFORMATION

In order to avoid any conflict with local VFR traffic to/from ROME (URBE) when performing instrument approach procedures follow strictly altitude restrictions as published on instrument approach charts.

2.4.1. COMMUNICATION FAILURE

When radio failure occurs after ACFT has left IAF Urbe NDB 'URB' (or Rome VOR 'ROM' in case of Urbe NDB failure), for the approach, if in IMC, the pilot shall proceed as follows:

- a) If no radar vector has been received and the ACFT is performing the instrument approach procedure, it shall proceed according to the cleared procedure.
- b) If a radar vector has been received which deviates from the published instrument approach route, the ACFT shall resume the published route by the shortest way and comply with the instrument approach procedure.
- c) If radio failure happens before ACFT has been cleared to IAF, it shall proceed according to published STAR and implement a V procedure if NDB 'URB' is efficient or a Z procedure in case of NDB 'URB' unavailability.

Whenever an ACFT operating in the maneuvering area experiences a communication failure it shall vacate the RWY via the appropriate TWY and wait for the arrival of the Follow-me car in order to be guided to the stand.

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20 APR 18

20-1P4

Eff 26 Apr

ROME, ITALY

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. START-UP AND PUSH-BACK

Departing ACFT shall contact Ciampino apron declaring to be ready to move. Ciampino apron will confirm the "ACFT READY" status and will instruct pilots to contact Ciampino Ground to obtain start-up clearance and push-back/taxi instructions.

"ACFT READY" status means:

- ACFT doors and holds are closed;
- ACFT safe area clear from vehicles, equipment, obstacles and ground personell;
- ACFT fully ready for taxi;
- push-back tractor connected (nose-in stand).

Stands 114 and 115: When APU inoperative, inform Ciampino Ground before start-up and push-back.

3.1.2. TAXIING

On Taxilane SG Code E ACFT must be towed until TWY A with Follow-me assistance.

3.2. SPEED RESTRICTIONS

MAX 250 KT until crossing FL100.

If unable to comply, advise ATC when requesting start-up clearance.

ATC removes limitation by the phrase: 'NO ATC RESTRICTION ON SPEED'.

3.3. NOISE ABATEMENT PROCEDURES

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

During the initial climb phase, pilots shall maintain the following parameters:

- a) up to 1500' QFE
 - take-off power;
 - take-off flap;
 - climb at $V_2 + 10/20$ KT or as limited by body angle;
- b) at 1500' QFE
 - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE;
- c) at 3000' QFE
 - accelerate smoothly to enroute climb speed with flap retraction.

ACFT performance permitting, reduced take-off thrust is recommended and, whenever possible, rolling take-off procedure should be applied.

3.3.1. RWY USAGE

Between 0601-2300LT preferential RWY is RWY 15, and between 2301-0600LT RWY 33.

This is not applicable:

- when the tail wind component is exceeding 7 KT;
- for particular meteorological reasons;
- on pilot's request, for safety reasons due to ACFT performance;
- for condition of RWY surfaces;
- for ATC purposes.

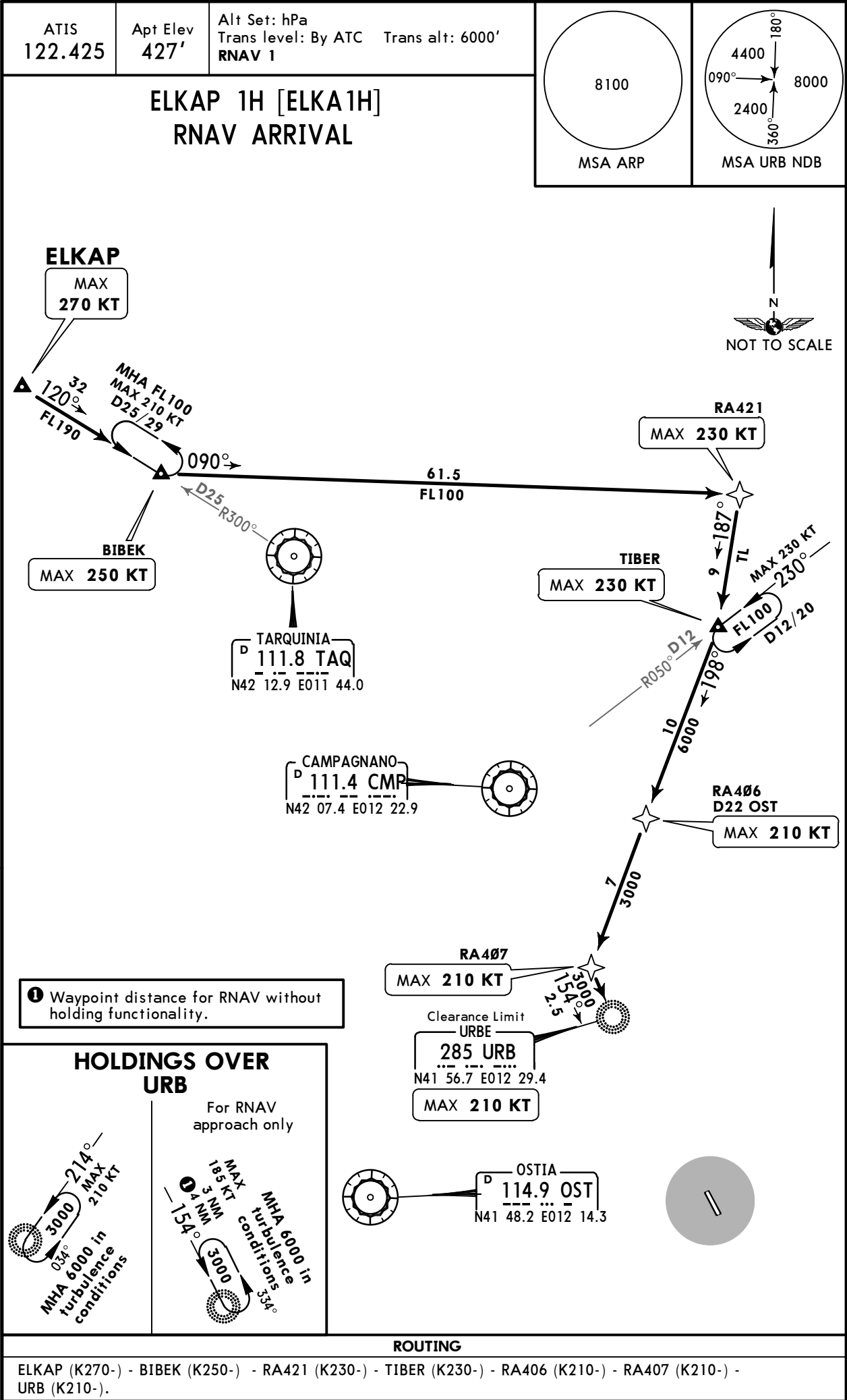
3.4. COMMUNICATION FAILURE

Whenever an ACFT operating in the maneuvering area experiences a communication failure it shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

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22 FEB 19 20-2 Eff 28 Feb

ROME, ITALY
RNAV STAR

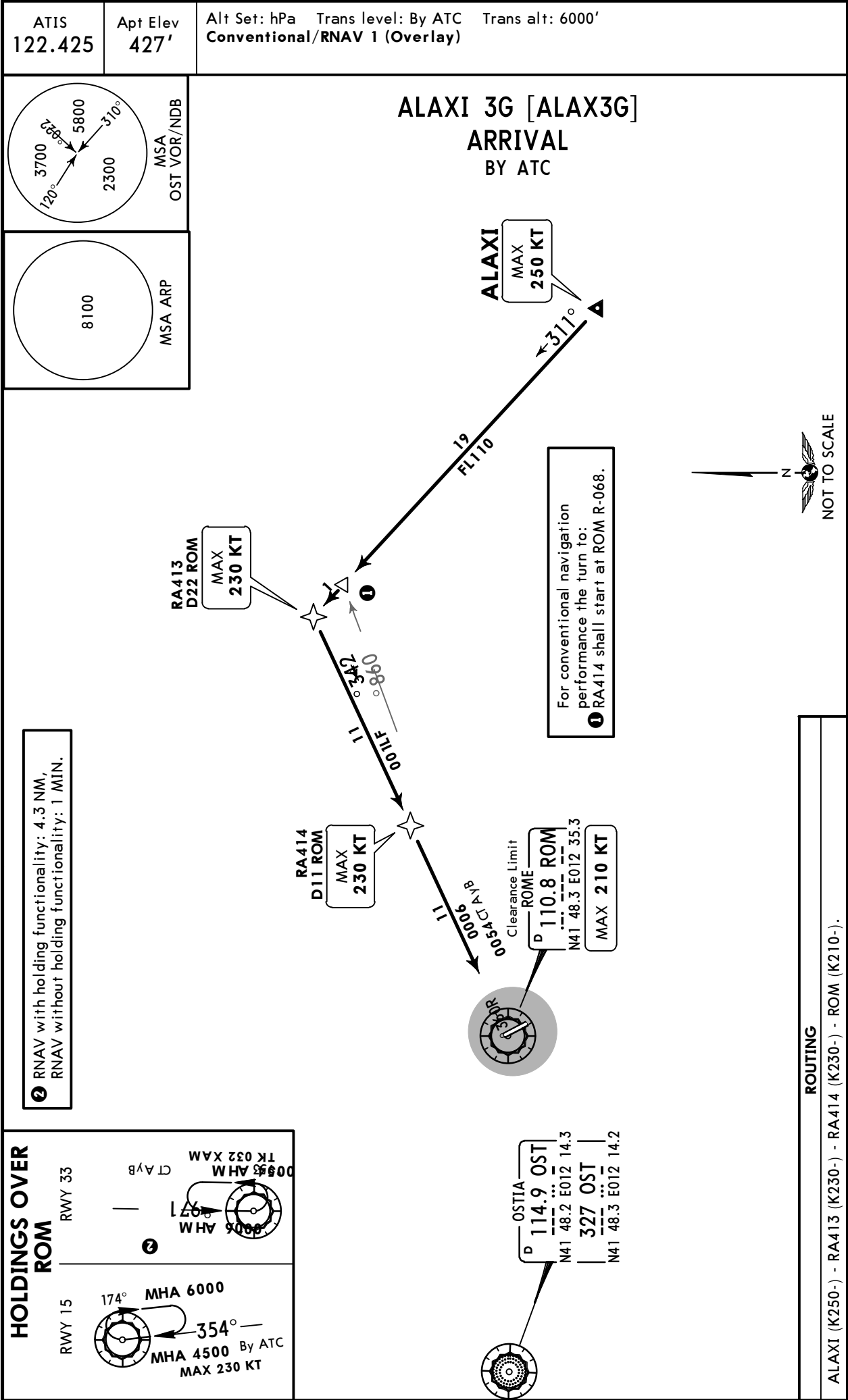


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CIAMPINO

JEPPESSEN
26 JUL 19 (20-2B)

ROME, ITALY
STAR

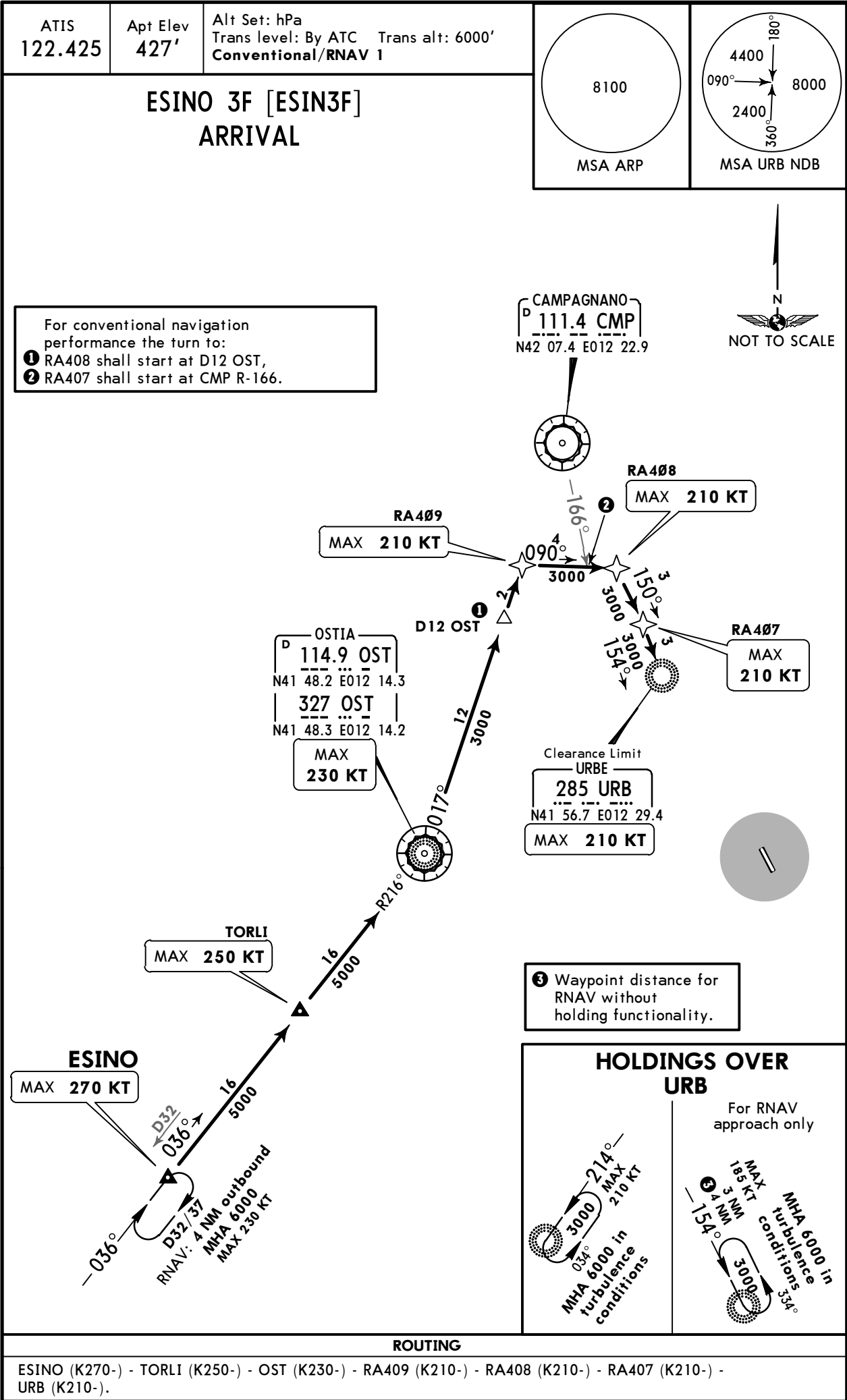


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CIAMPINO

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26 JUL 19 20-2D

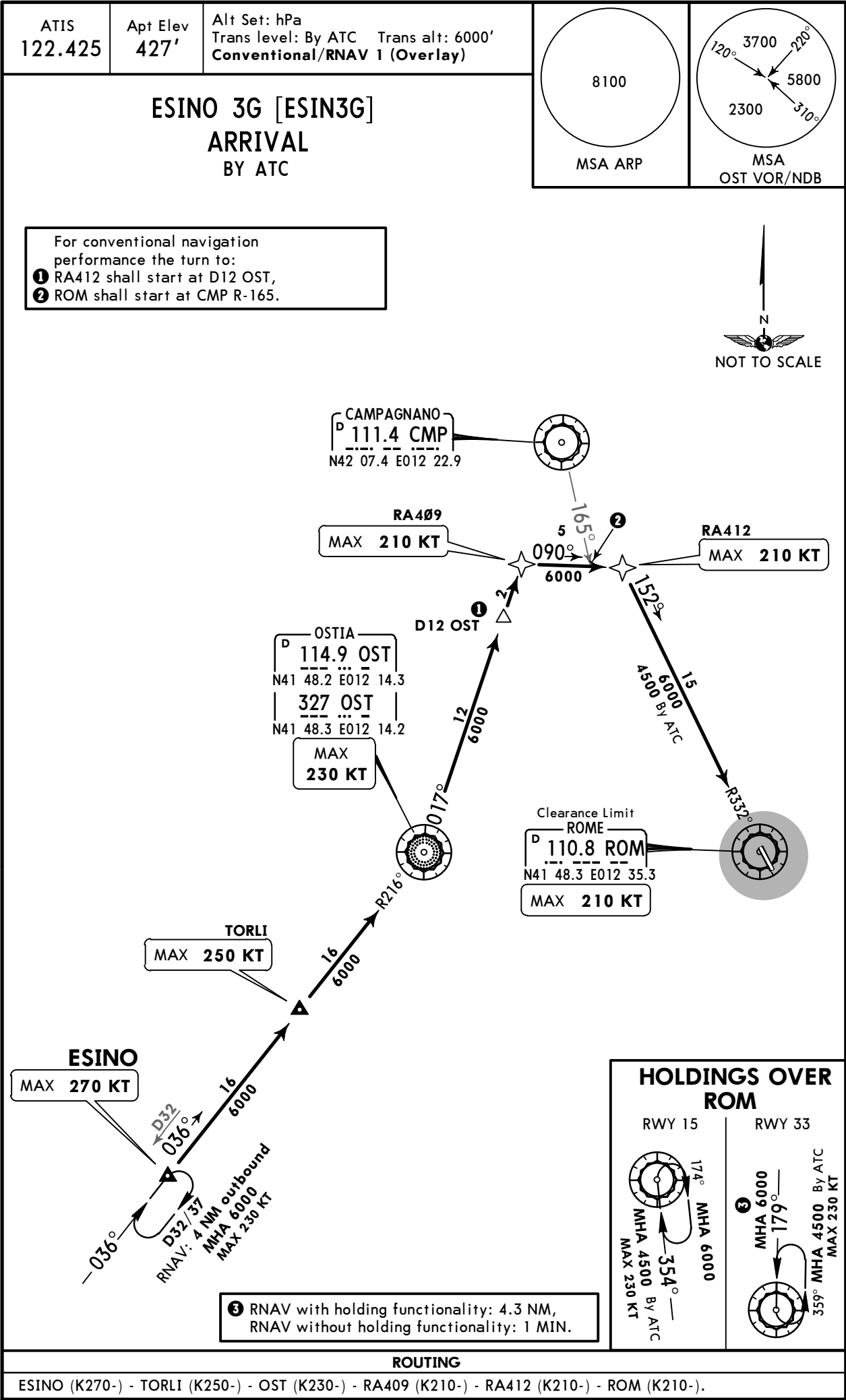
ROME, ITALY
STAR



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CIAMPINO

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26 JUL 19 (20-2E)

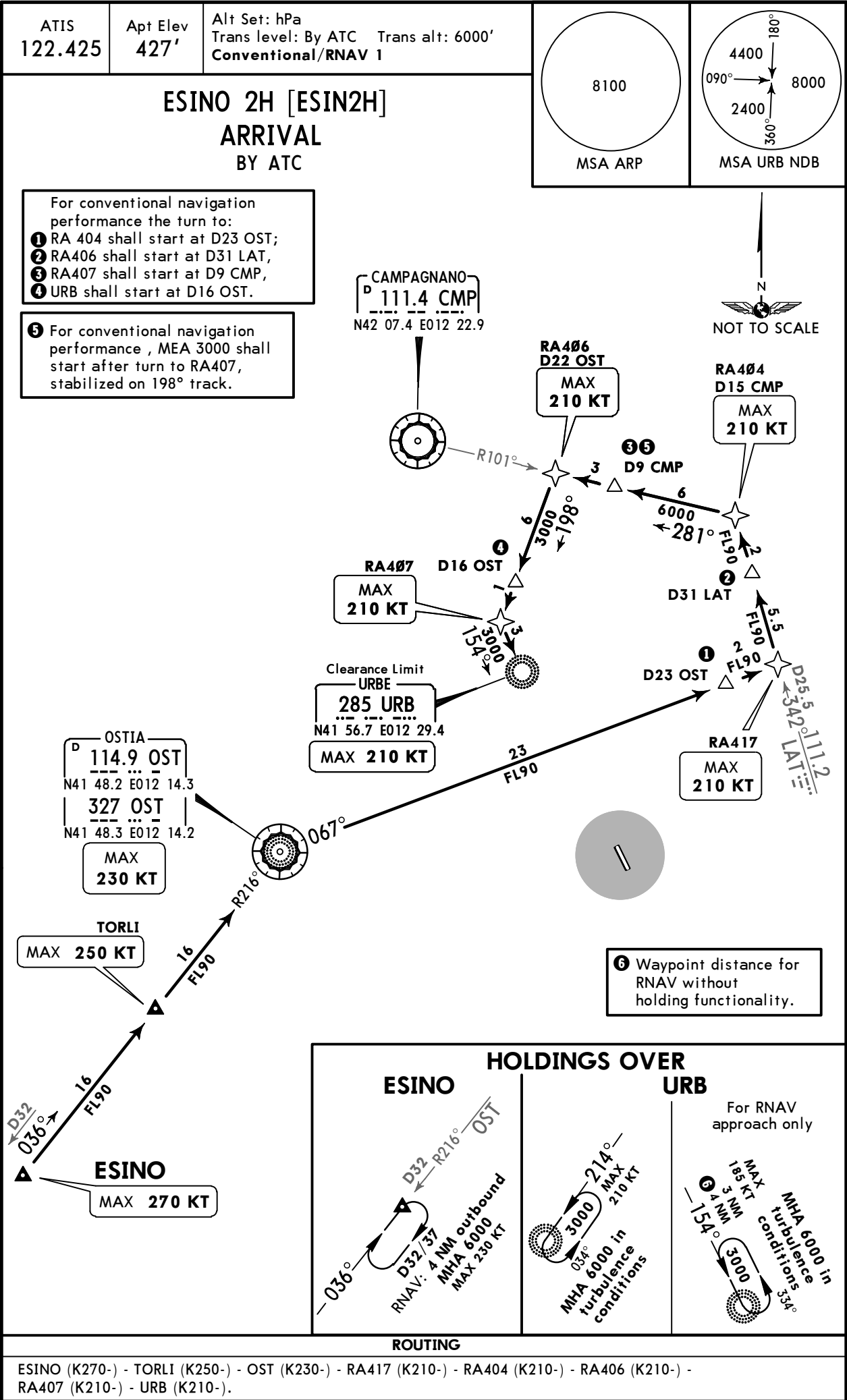
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26 JUL 19 20-2F

ROME, ITALY
STAR



CHANGES: MSA.

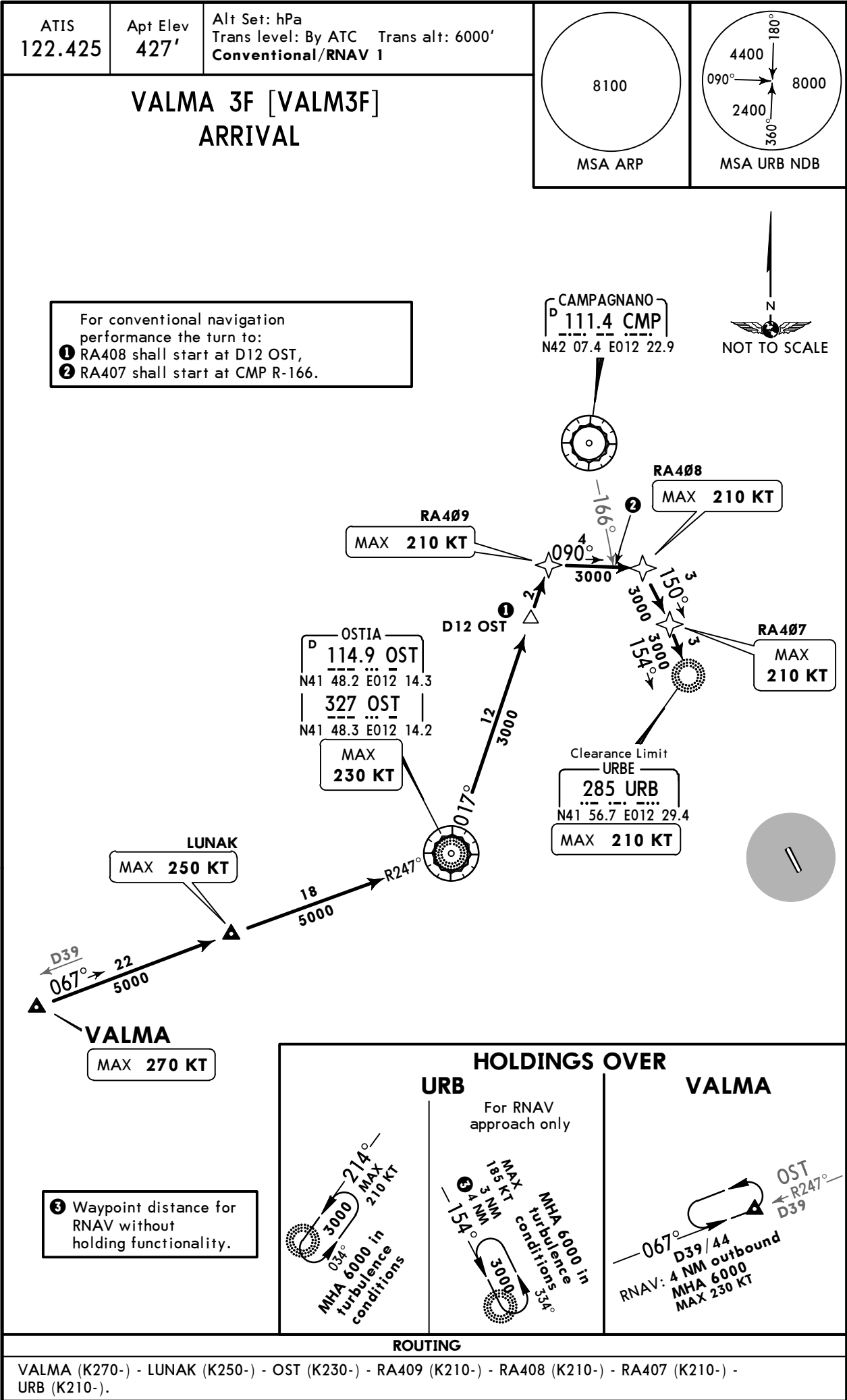
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26 JUL 19 20-2K

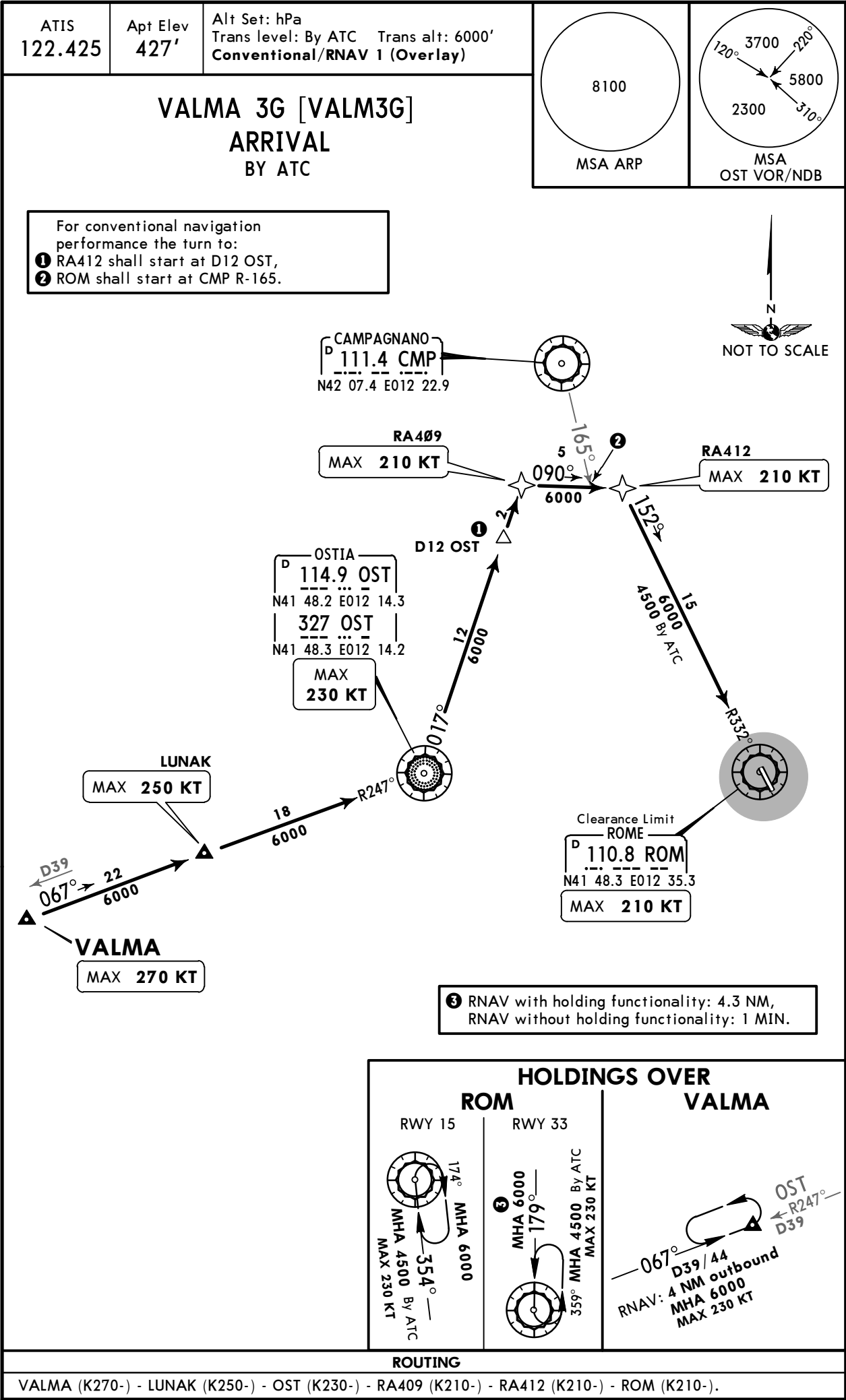
ROME, ITALY
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CIAMPINO

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26 JUL 19 (20-2L)

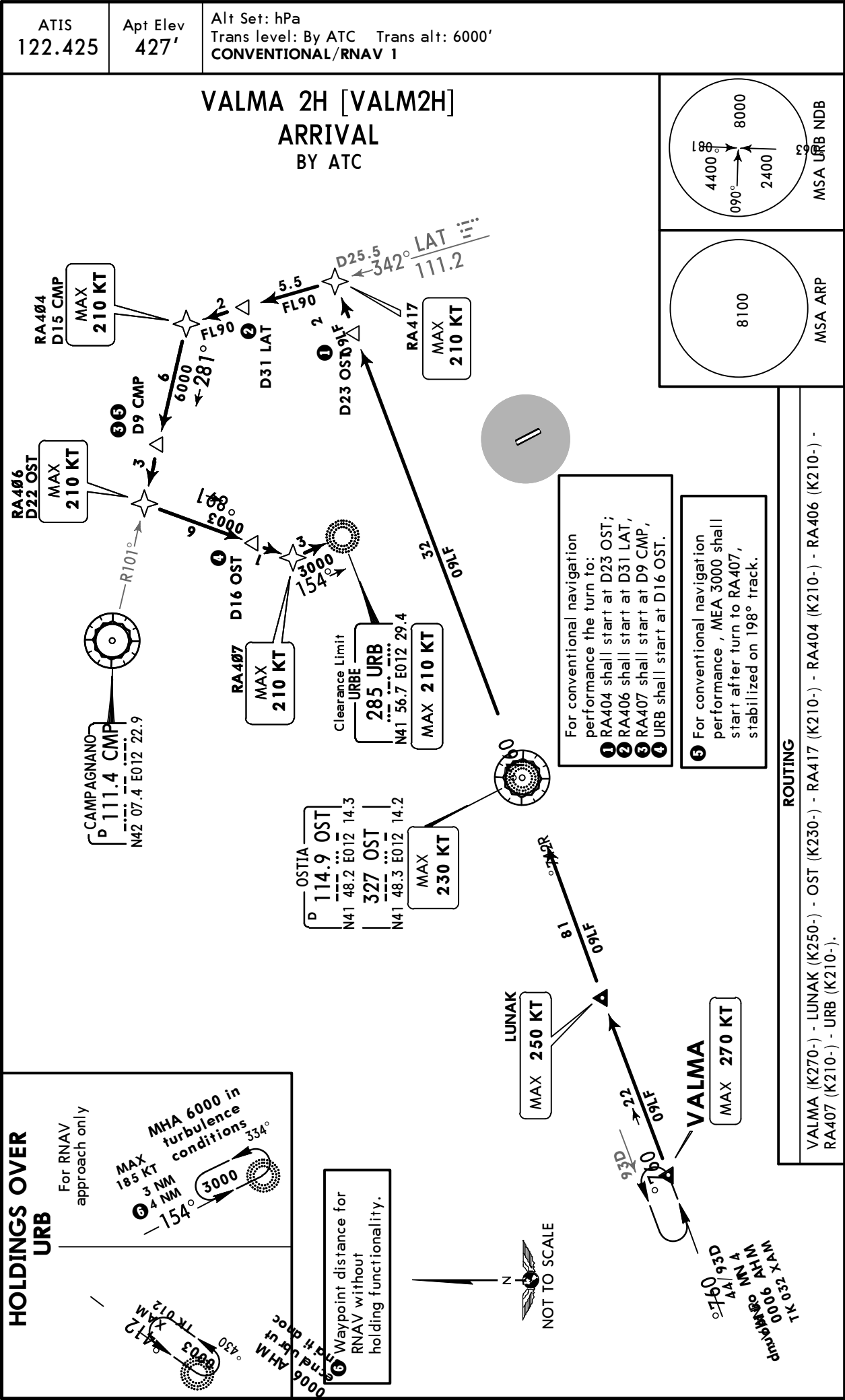
ROME, ITALY
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22 FEB 19 (20-2M) Eff 28 Feb

ROME, ITALY
STAR





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ROME, ITALY

3 FEB 12

20-3A

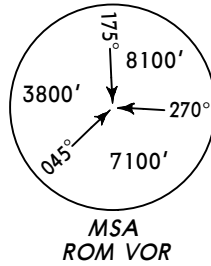
Eff 9 Feb

SID

ROMA
Departure (APP)
130.9

Apt Elev
427'

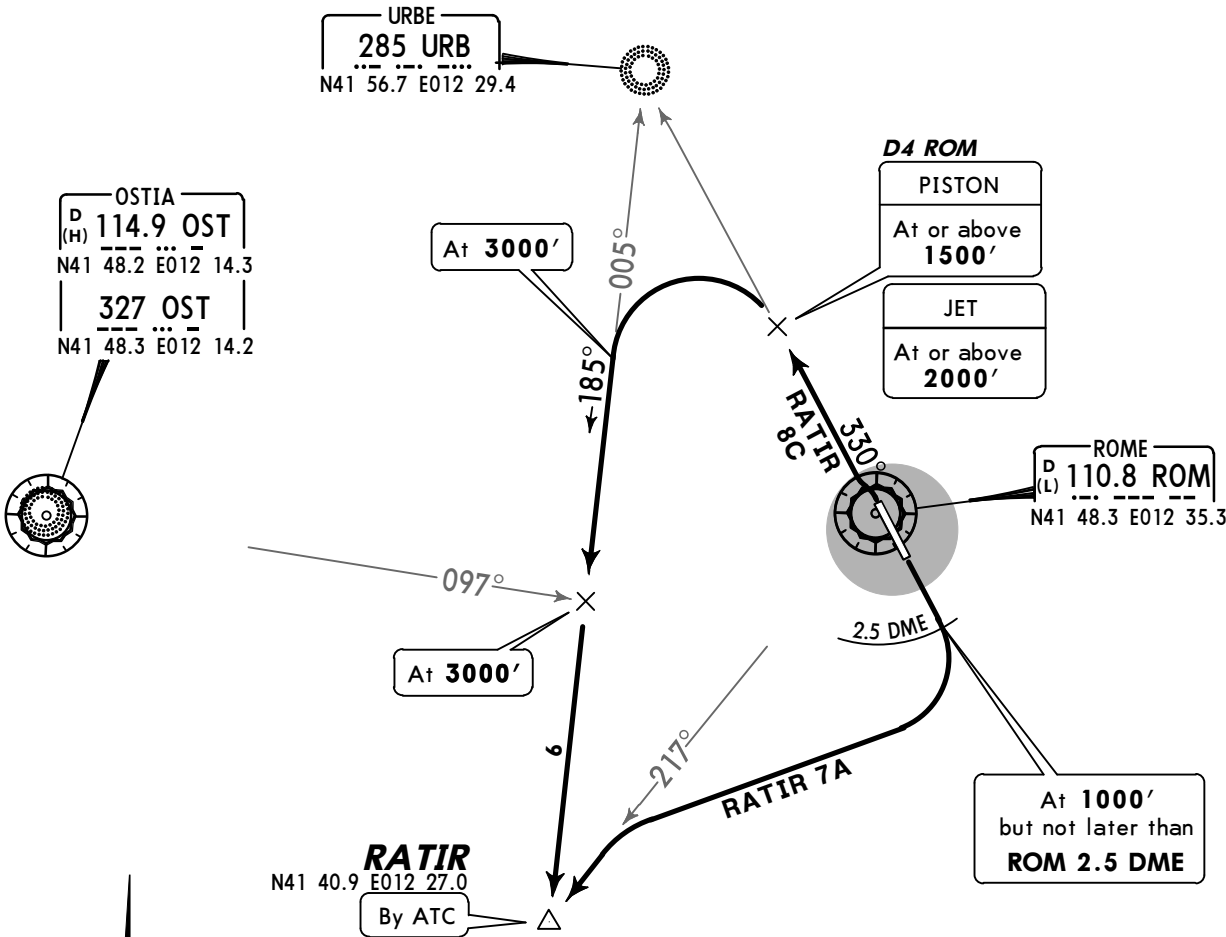
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.



**RATIR 7A [RATI7A]
RATIR 8C [RATI8C]
RWYS 15, 33 DEPARTURES**

SPEED CONTROL PROCEDURE

MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



Rwy 15: This SID requires a minimum climb gradient of 425' per NM (7%).

Rwy 33: Suggested minimum climb gradient 300' per NM until leaving 2000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
300' per NM	375	500	750	1000	1250	1500

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than 3°/sec whichever requires lesser bank.

SID	RWY	INITIAL CLIMB/ROUTING
RATIR 7A	15	Climb to 1000', but not later than ROM 2.5 DME turn RIGHT, intercept ROM R-217 to RATIR.
RATIR 8C	33	Turn LEFT, intercept ROM R-330 (330° bearing towards URB) to D4 ROM, turn LEFT, intercept 185° bearing from URB to RATIR.

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ROME, ITALY

3 FEB 12

20-3B

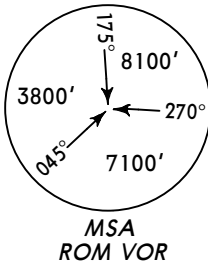
Eff 9 Feb

SID

ROMA
Departure (APP)
130.9

Apt Elev
427'

Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. Pilots are requested to strictly adhere SIDs.



OST 7A, OST 7B
RWY 15 DEPARTURES



OSTIA
D 114.9 OST
(H) ...
N41 48.2 E012 14.3
327 OST
N41 48.3 E012 14.2

At or above
5000'

D7 OST

At or above
3000'

At or above
2000'

ROME
D 110.8 ROM
(L) ...
N41 48.3 E012 35.3

At 1000'
but not later than
ROM 2.5 DME

These SIDs require a minimum climb gradient
of
425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than
3°/sec whichever requires lesser bank.

INITIAL CLIMB

Climb to 1000', but not later than ROM 2.5 DME turn RIGHT.

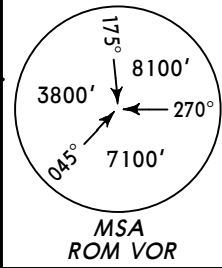
SID	ROUTING
OST 7A	284° track (OST R-104 inbound) to OST climbing to assigned level.
OST 7B	307° track, intercept OST R-087 inbound to OST climbing to assigned level.

LIRA/CIA
CIAMPINO

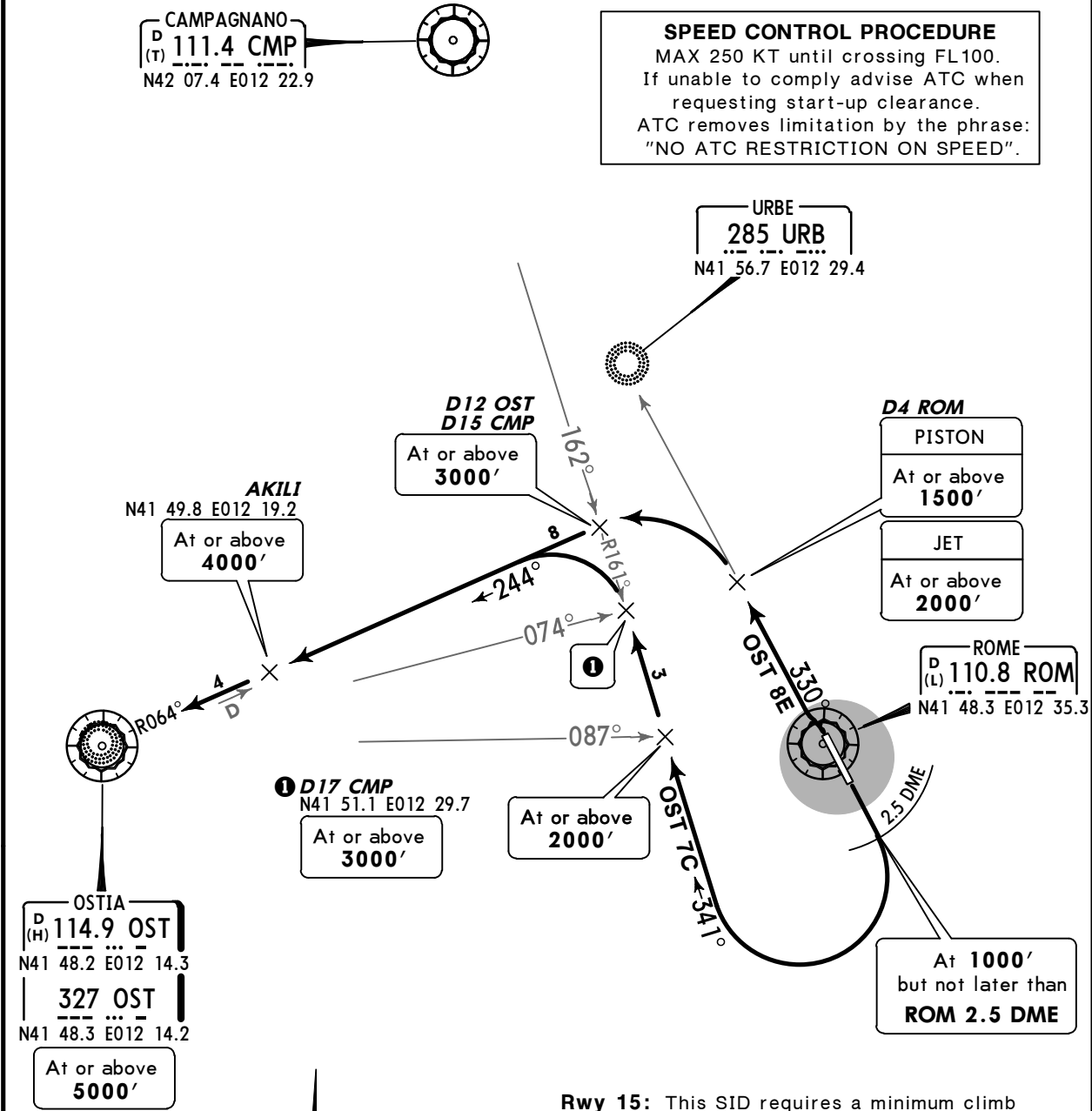
JEPPESSEN
3 FEB 12 20-3C Eff 9 Feb

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 427'	Trans level: By ATC SIDs include noise abatement routings.	
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OST 7C, OST 8E
RWYS 15, 33 DEPARTURES



Rwy 15: This SID requires a minimum climb gradient of 425' per NM (7%).

Rwy 33: Suggested minimum climb gradient 300' per NM until leaving 2000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
300' per NM	375	500	750	1000	1250	1500

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than 3°/sec whichever requires lesser bank.		
SID	RWY	INITIAL CLIMB/ROUTING
OST 7C	15	Climb to 1000', but not later than ROM 2.5 DME turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn LEFT, intercept OST R-064 inbound to OST climbing to assigned level.
OST 8E	33	Turn LEFT, intercept ROM R-330 (330° bearing towards URB) to D4 ROM, turn LEFT, intercept OST R-064 inbound to OST climbing assigned level.

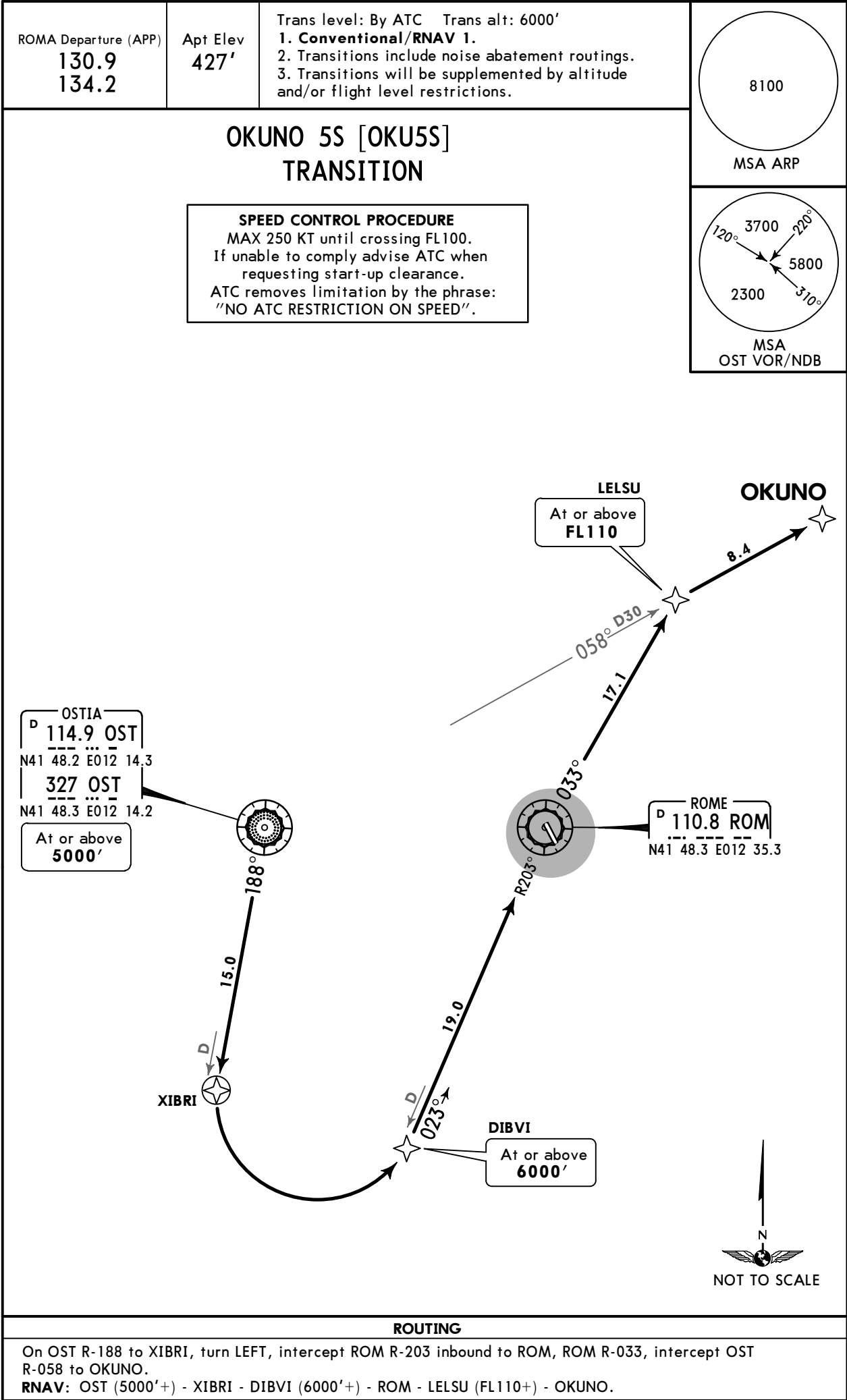
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LIRA/CIA
CIAMPINO

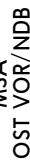
26 JUL 19 **20-3F**

ROME, ITALY
TRANSITION

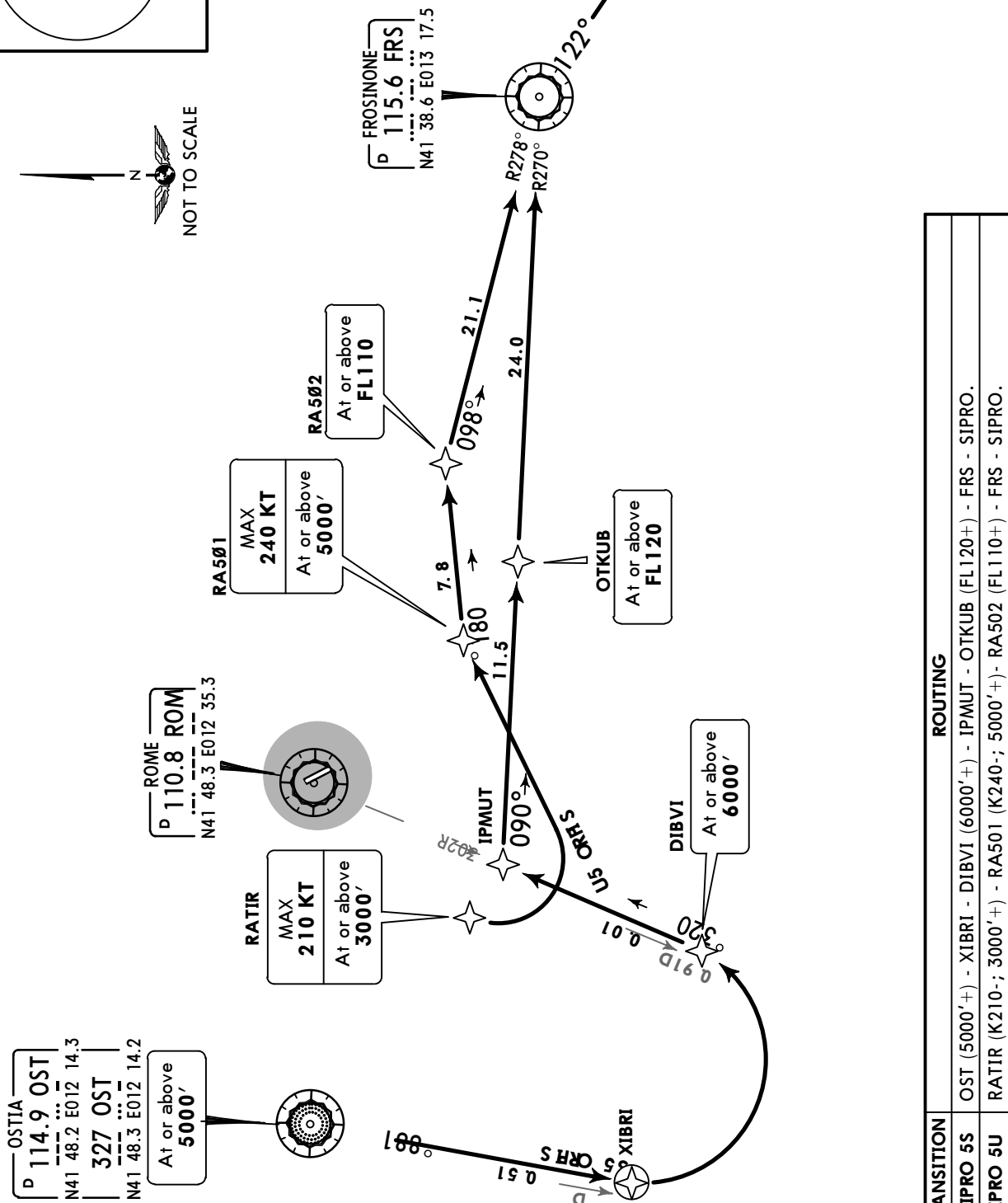
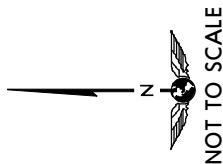


Trans level: By ATC Trans alt: 6000'

1. **RNAV 1.**
2. Transitions include noise abatement routings.
3. Transitions will be supplemented by altitude and/or flight level restrictions.



SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".



TRANSITION	ROUTING
SIPRO 5S	OST (5000'+) - XIBRI - DIBVI (6000'+) - IPMUT - OTKUB (FL120+) - FRS - SIPRO.
SIPRO 5U	RATIR (K210-; 3000'+) - RA501 (K240-; 5000'+)- RA502 (FL110+) - FRS - SIPRO

Trans level: By ATC Trans alt: 6000'

1. Transitions include noise abatement routings.
2. Transitions will be supplemented by altitude and/or flight level restrictions.

MSA ARP

RIFFI 5V [RIF5V] CONVENTIONAL/RNAV 1 TRANSITIONS

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".

MSA
OST VOR/NDB

OSTIA
D 114.9 OST
N41 48.2 E012 14.3
327 OST
N41 48.3 E012 14.2
At or above
5000'

RATIR
At or above
3000'

Diagram illustrating the flight path of a rocket from a launch site to a target area.

The path consists of the following segments:

- Launch Site to XIBRI:** Distance 15.0, Bearing 188°. Labeled "RIFFI 5V".
- XIBRI to ELVIN:** Distance 3.9, Bearing 132°. Labeled "D".
- ELVIN to RIFFI:** Distance 23.3, Bearing 170°. Labeled "RIFFI 5U".

The target area is labeled **RIFFI** and is located **At or above FL90**.

At or above
FL90

PONZA
D 114.6 PNZ
N40 54.7 E012 57.5

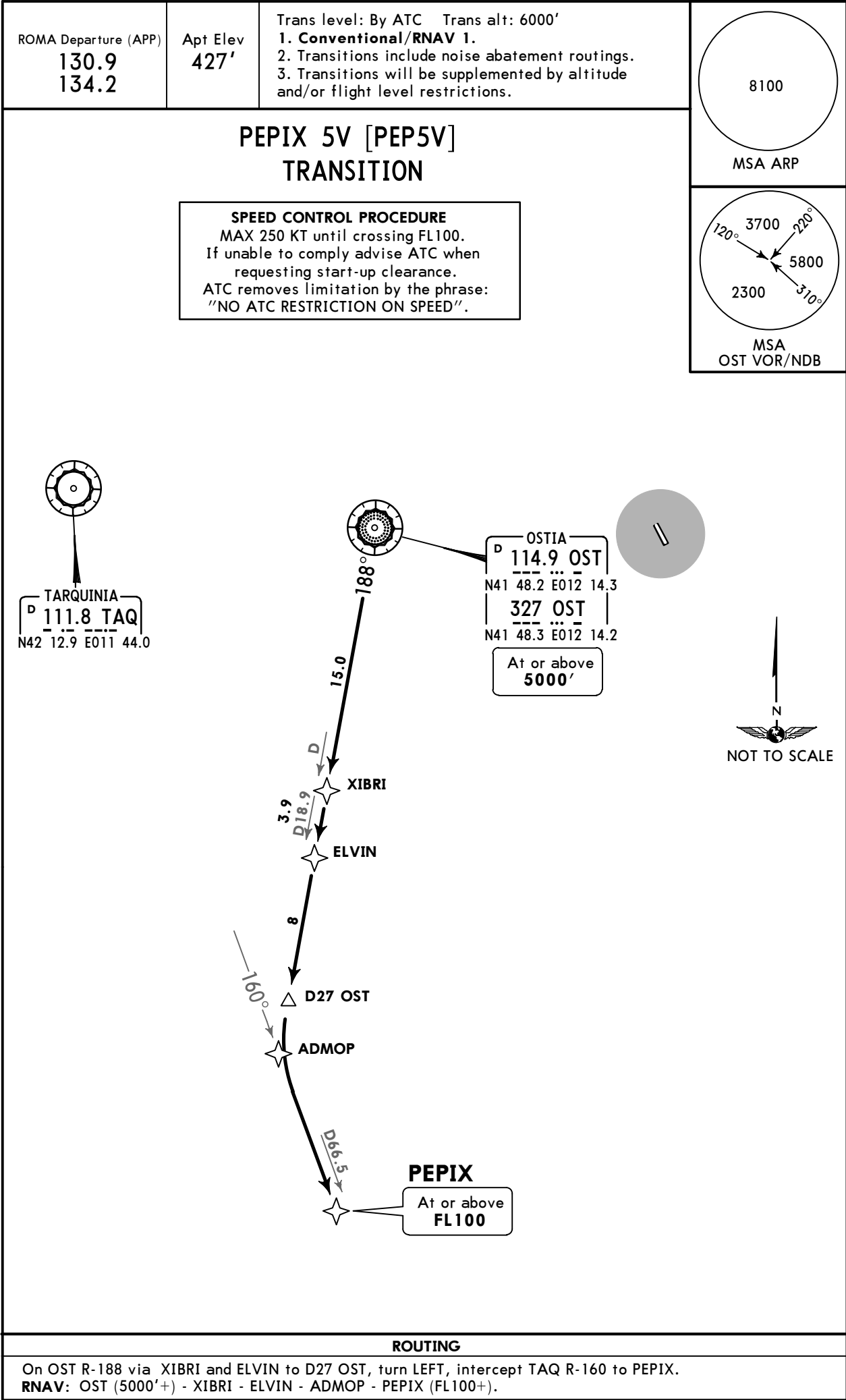


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LIRA/CIA
CIAMPINO

26 JUL 19 **20-3J**

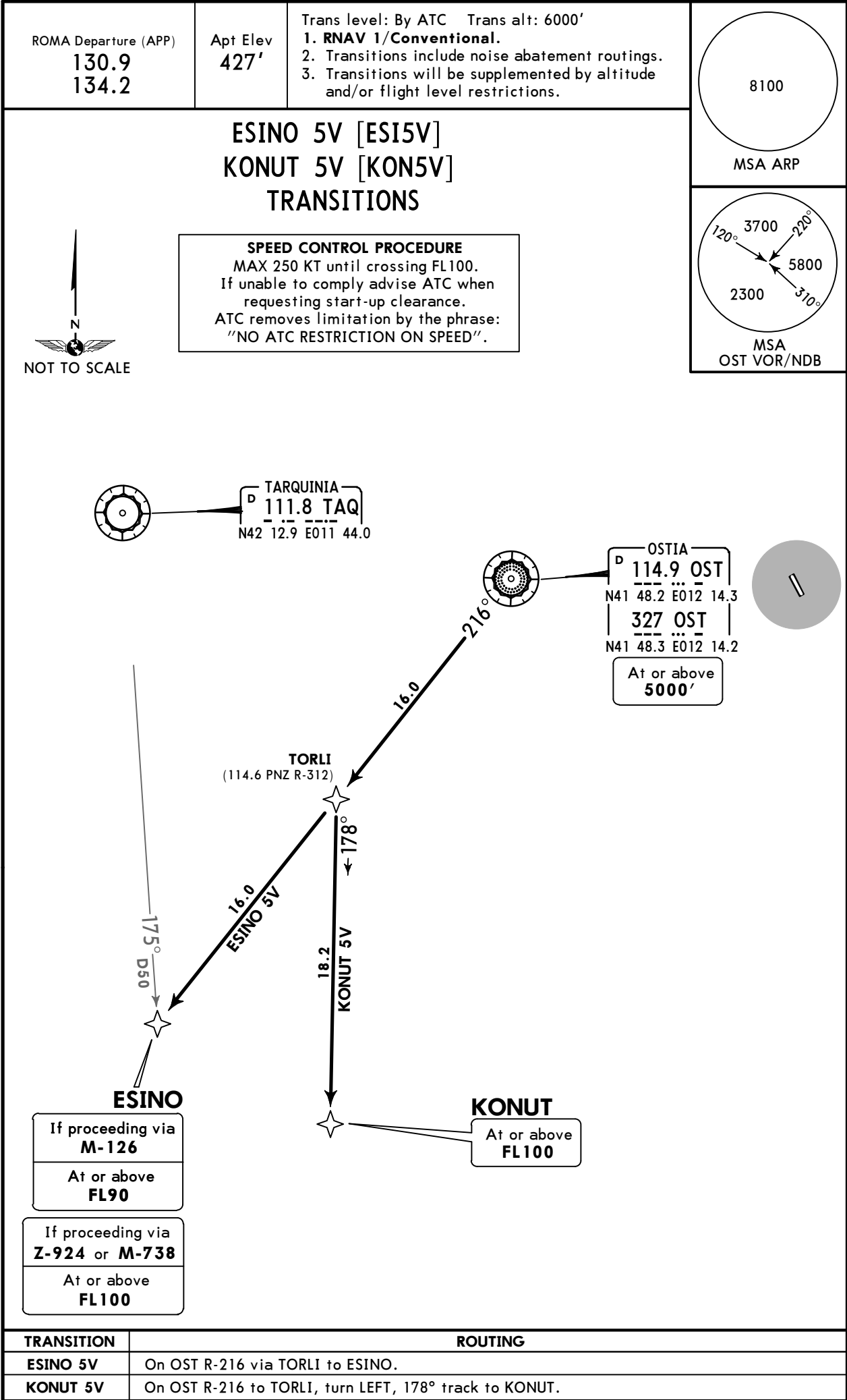
ROME, ITALY
TRANSITION



LIRA/CIA
CIAMPINO

JEPPESEN
26 JUL 19 (20-3K)

ROME, ITALY
TRANSITION



ROMA Departure (APP)
130.9
134.2

Apt Elev
427'

Trans level: By ATC Trans alt: 6000'
1. Transitions include noise abatement routings.
2. Transitions will be supplemented by altitude
and/or flight level restrictions.

GILIO 5V [GIL5V]
TRANSITION
RNAV-1/CONVENTIONAL

PODOX 5V [POD5V]
RNAV TRANSITION
RNAV-1

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".

8100
MSA ARP

3700 220°
5800 310°
2300 120°

MSA
OST VOR/NDB

N
NOT TO SCALE

ELBA
D 114.7 ELB
N42 43.8 E010 23.7

GILIO
At or above FL100
To LIML via AWY Q-704
At or above FL200

PODOX
At or above FL100

OSTIA
D 114.9 OST
N41 48.2 E012 14.3
327 OST
N41 48.3 E012 14.2
At or above 5000'

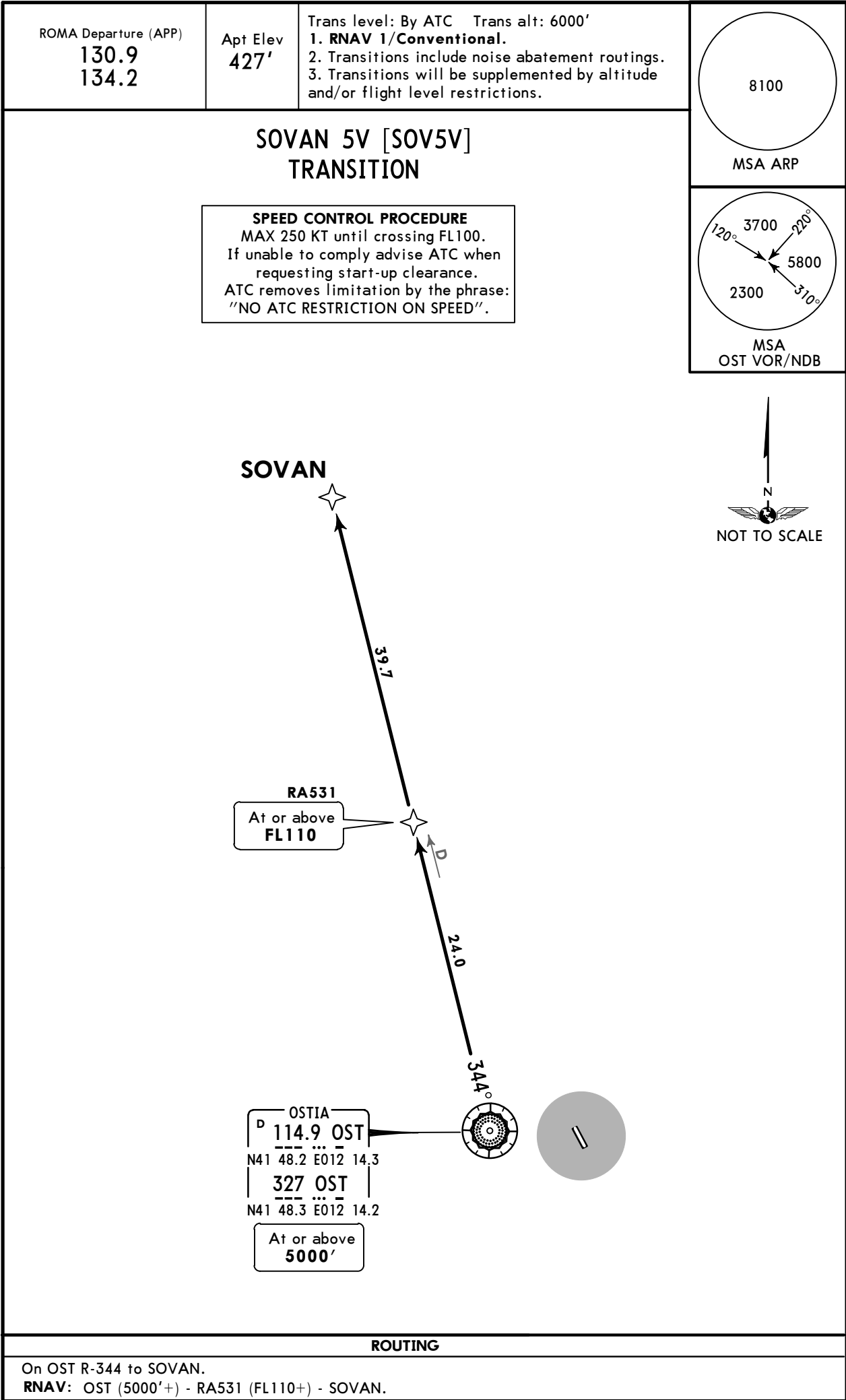
PODOX 5V
30.8
GILIO 5V
29.5
NENIG
311°
40.9
GISPA
308°
9.5
274°
XENOL
266°
279°

SID	ROUTING
GILIO 5V	On OST R-279 to NENIG, turn RIGHT, intercept ELB R-131 inbound to GILIO.
PODOX 5V	OST (5000'+) - XENOL - GISPA - PODOX (FL100+).

LIRA/CIA
CIAMPINO

JEPPESSEN
26 JUL 19 (20-3M)

ROME, ITALY
TRANSITION

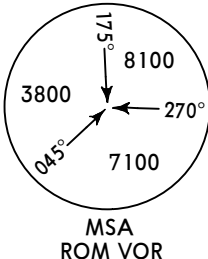


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LIRA/CIA
CIAMPINO

JEPPESSEN
28 DEC 18 (20-3P) Eff 3 Jan

ROME, ITALY
RNAV SID

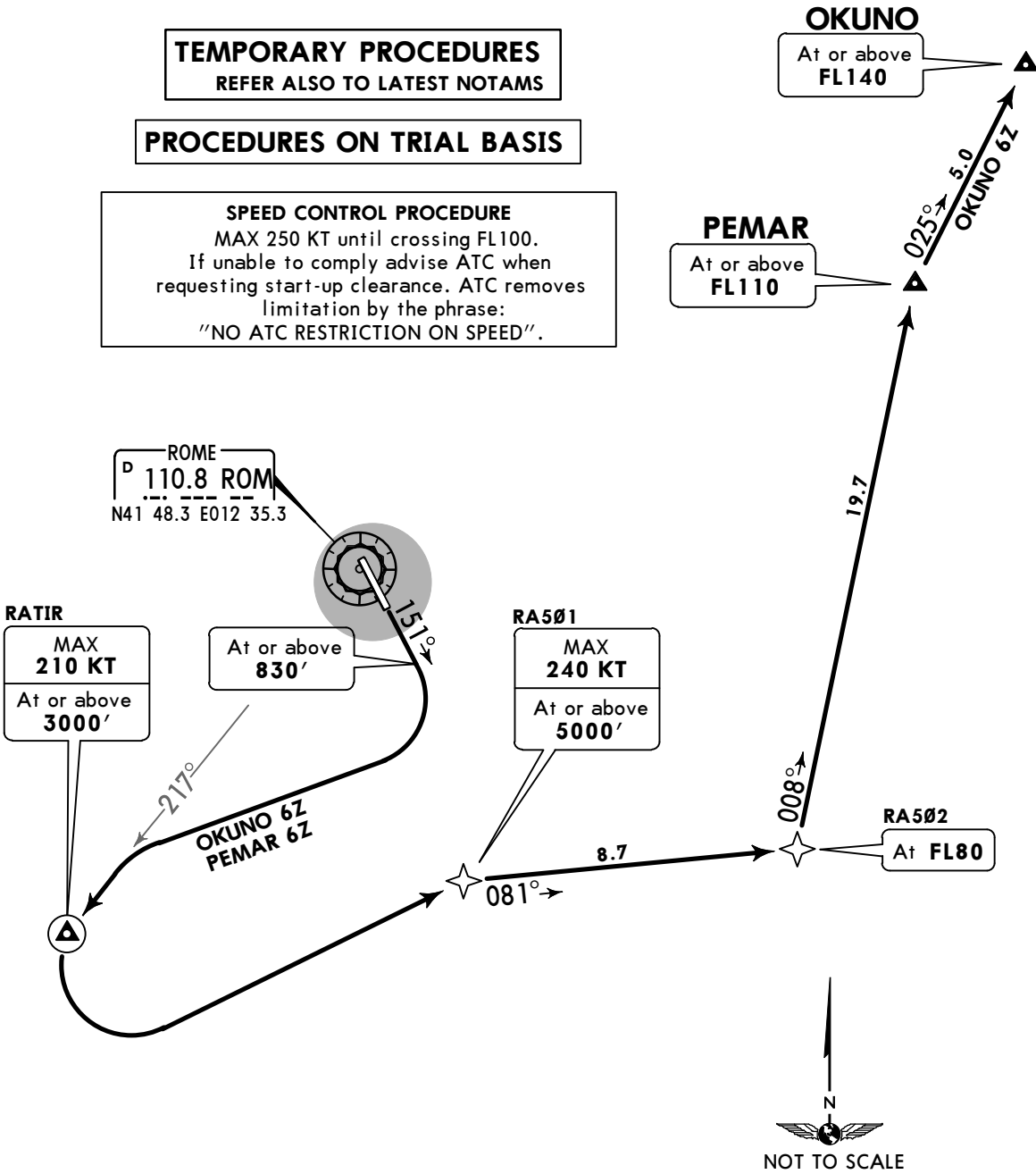
ROMA Departure (APP) 130.9 134.2	Apt Elev 427'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 equipment recommended. 2. SIDs include noise abatement routings.	
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OKUNO 6Z [OKUN6Z]
PEMAR 6Z [PEMA6Z]
RWY 15 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance. ATC removes
limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



These SIDs require a minimum climb gradient
of
547' per NM (9.0%) until passing 1500'.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	912	1368	1823	2279	2735

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn 3°/sec whichever
requires lesser bank.

INITIAL CLIMB

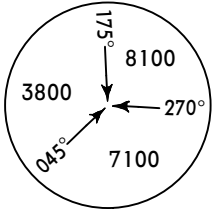
Turn RIGHT, intercept ROM R-217 to RATIR.

SID	ROUTING
OKUNO 6Z	RATIR (K210-; 3000'+) - RA501 (K240-; 5000'+) - RA502 (FL80) - PEMAR (FL110+) - OKUNO (FL140+).
PEMAR 6Z	RATIR (K210-; 3000'+) - RA501 (K240-; 5000'+) - RA502 (FL80) - PEMAR (FL110+).

LIRA/CIA
CIAMPINO

JEPPESSEN
28 DEC 18 (20-3Q) Eff 3 Jan

ROME, ITALY
RNAV SID

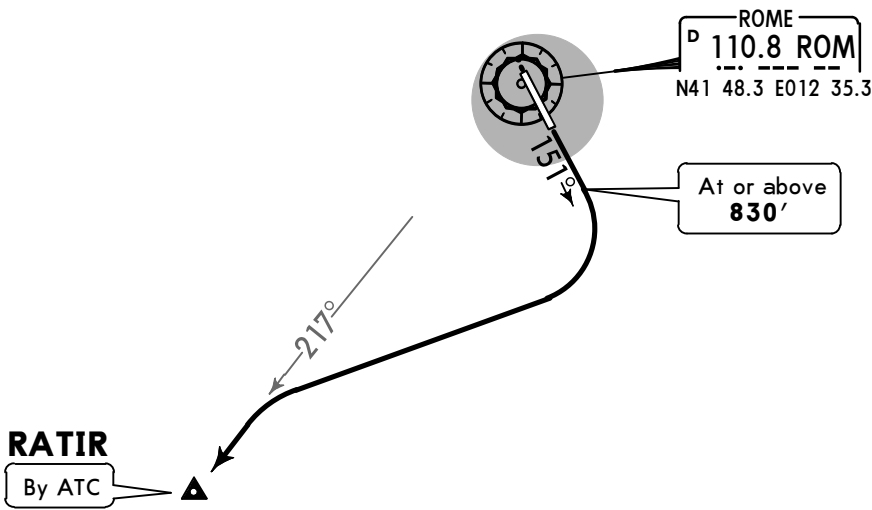
ROMA Departure (APP) 130.9 134.2	Apt Elev 427'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 equipment recommended. 2. SIDs include noise abatement routings.	
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RATIR 6Z [RATI6Z]
RWY 15 DEPARTURE

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance. ATC removes
limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



This SID requires a minimum climb gradient
of
547' per NM (9.0%) until passing 1500'.

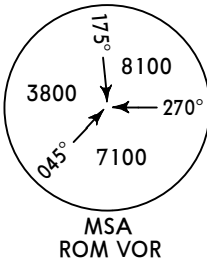
Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	912	1368	1823	2279	2735

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn 3°/sec whichever requires lesser bank.
INITIAL CLIMB/ROUTING
Turn RIGHT, intercept ROM R-217 to RATIR.

LIRA/CIA
CIAMPINO

16 AUG 19 **20-3S**

ROME, ITALY
RNAV SID

ROMA Departure (APP) 130.9 134.2	Apt Elev 427'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 equipment recommended. 2. SIDs include noise abatement routings.	
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**OST 6X
RWY 15 RNAV DEPARTURE**

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

CAMPAGNANO
D **111.4 CMP**
N42 07.4 E012 22.9

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance. ATC removes
limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".

OSTIA
D **114.9 OST**
N41 48.2 E012 14.3
327 OST
N41 48.3 E012 14.2

At or above
5000'

AKILI
At or above
4000'

RA503
D**17.0 CMP**
At or above
3000'

ROME
D **110.8 ROM**
N41 48.3 E012 35.3

At or above
830'

RA504
MAX
210 KT
At or above
2000'



This SID requires a minimum climb gradient
of
547' per NM (9.0%) until passing 1500'.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	912	1368	1823	2279	2735

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn 3°/sec whichever
requires lesser bank.

INITIAL CLIMB/ROUTING

Turn RIGHT, 341° track (CMP R-161 inbound) to D17.0 CMP (OST R-074), turn LEFT, intercept OST R-064
inbound to OST.

LIRA/CIA
CIAMPINO

JEPPESEN
16 AUG 19 20-3T

ROME, ITALY
RNAV SID

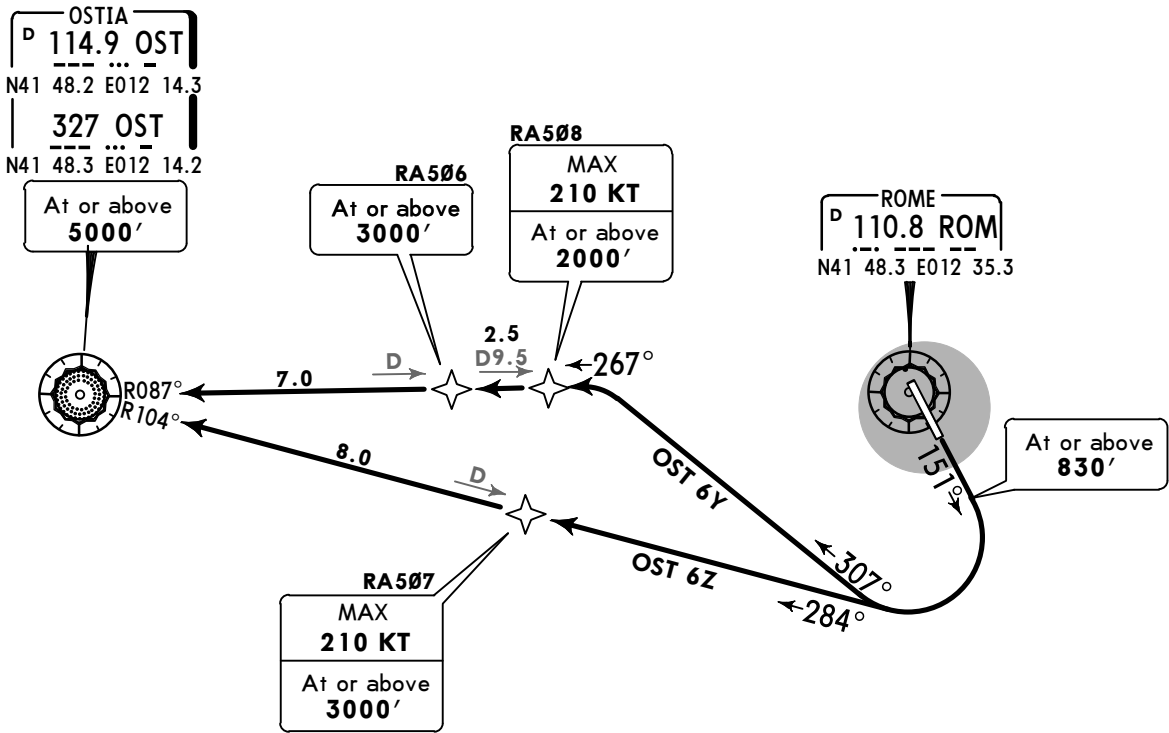
ROMA Departure (APP) 130.9 134.2	Apt Elev 427'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 equipment recommended. 2. SIDs include noise abatement routings. 3. OST 6Y: Pilots are requested to strictly adhere SID.	
--	------------------	--	--

OST 6Y, OST 6Z
RWY 15 RNAV DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



These SIDs require a minimum climb gradient
of
547' per NM (9.0%) until passing 1500'.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	912	1368	1823	2279	2735

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn 3°/sec whichever
requires lesser bank.

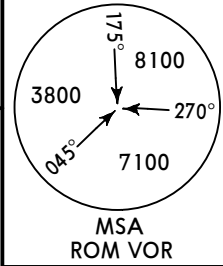
INITIAL CLIMB	
Turn RIGHT.	
SID	ROUTING
OST 6Y	307° track, intercept OST R-087 inbound to OST.
OST 6Z	Intercept OST R-104 inbound to OST.

LIRA/CIA
CIAMPINO

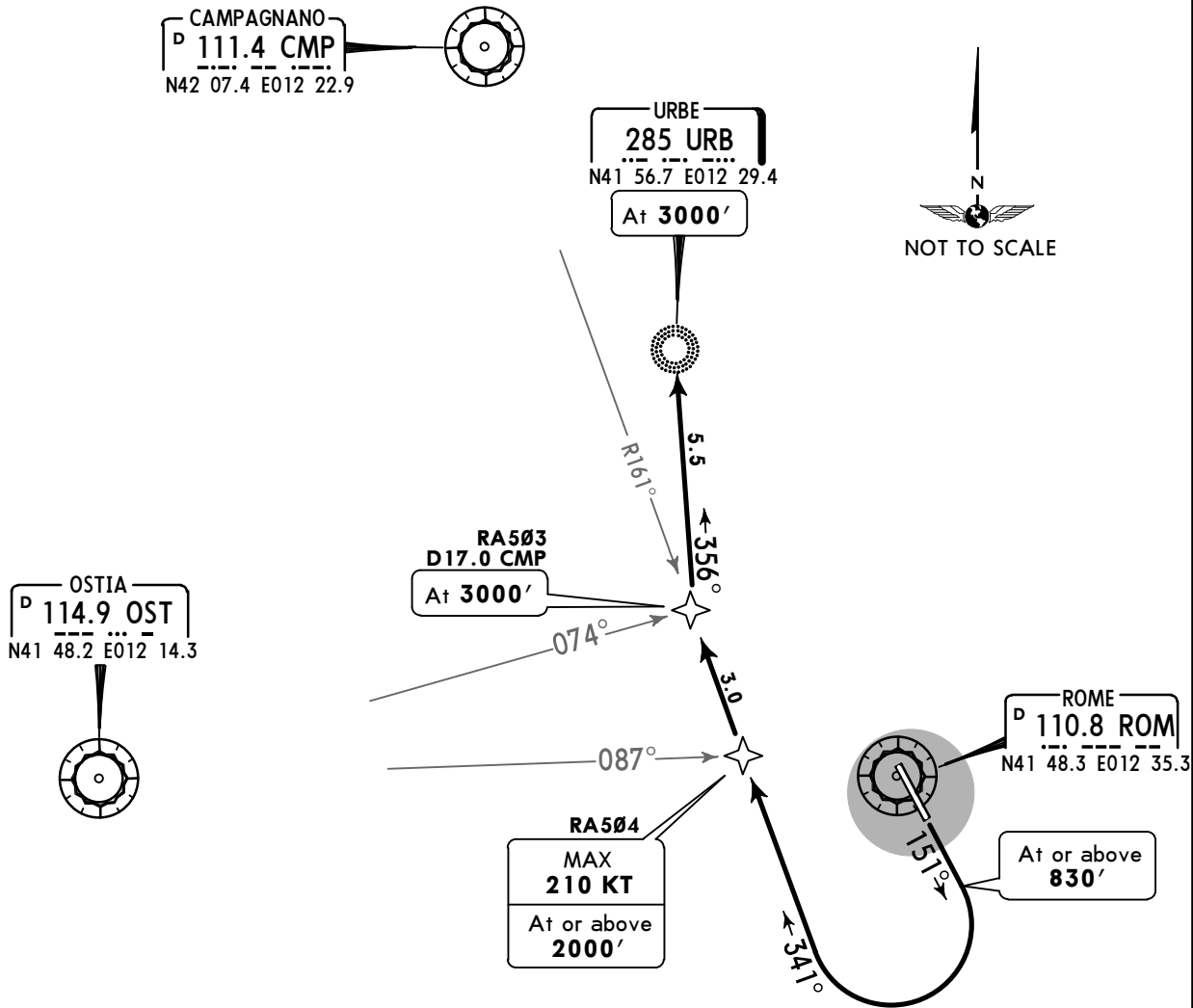
JEPPESSEN
28 DEC 18 (20-3U) Eff 3 Jan

ROME, ITALY
RNAV SID

ROMA Departure (APP) 130.9 134.2	Apt Elev 427'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 equipment recommended. 2. SIDs include noise abatement routings.
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URB 6Z
RWY 15 DEPARTURE
BY ATC



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".

This SID requires a minimum climb gradient of 547' per NM (9.0%) until passing 1500'.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	912	1368	1823	2279	2735

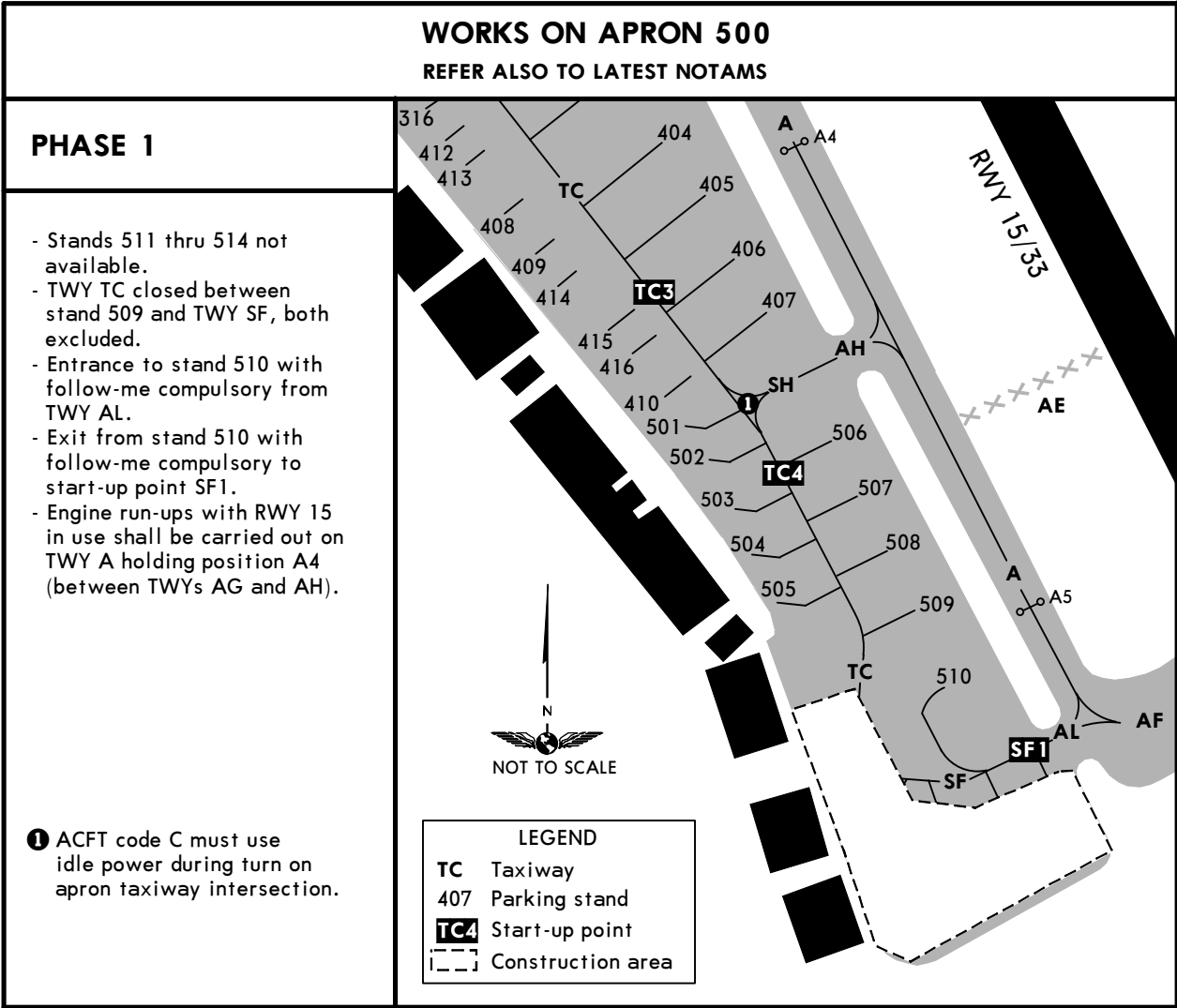
Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn 3°/sec whichever requires lesser bank.

INITIAL CLIMB/ROUTING

Turn RIGHT, 341° track (CMP R-161 inbound) to D17.0 CMP (OST R-074), turn RIGHT to URB.

LIRA/CIA

ROME, ITALY
CIAMPINO



LIRA/CIA

JEPPesen

6 SEP 19 20-8A Eff 12 Sep

ROME, ITALY

CIAMPINO

WORKS ON APRON 500

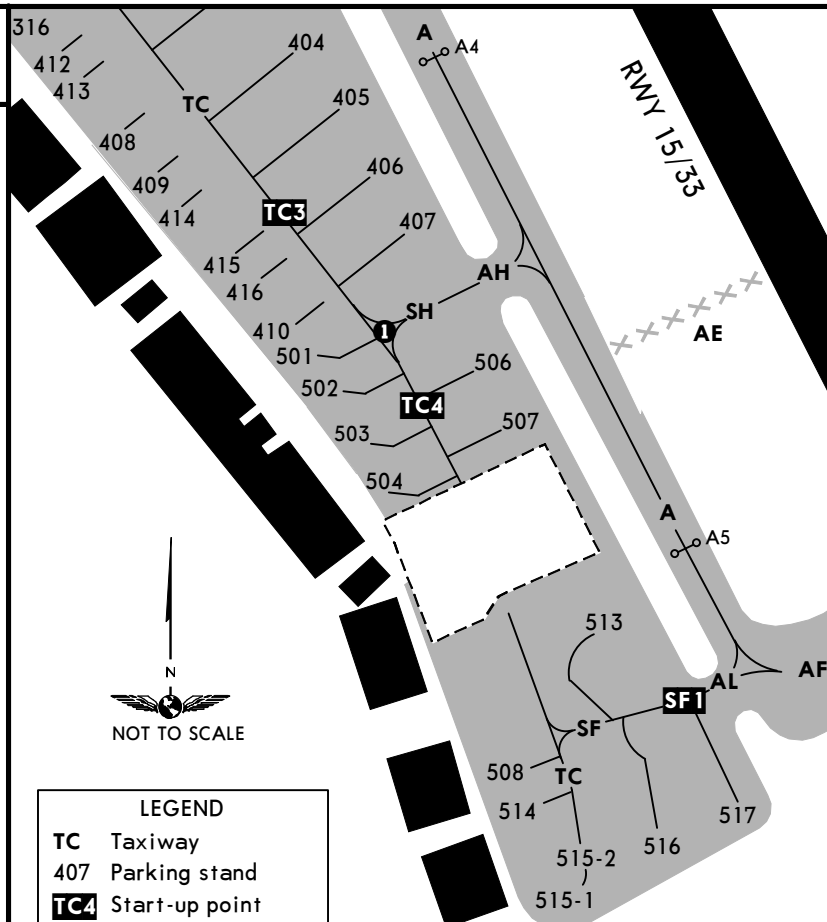
REFER ALSO TO LATEST NOTAMS

PHASE 3

- Stands 504, 505 and 509 not available.
- TWY TC closed between stand 507 and TWY SF (both excluded).
- Entrance to new stands 513 and 516 with follow-me compulsory from TWY AL.
- Exit from new stands 513 and 516 with follow-me compulsory to start-up point SF1.
- Engine run-ups with RWY 15 in use shall be carried out on TWY A holding position A4 (between TWYs AG and AH).

Stands 513, 515 (Stop 2), 516 and 517 push-back required.

- ① ACFT code C must use idle power during turn on apron taxiway intersection.



LEGEND

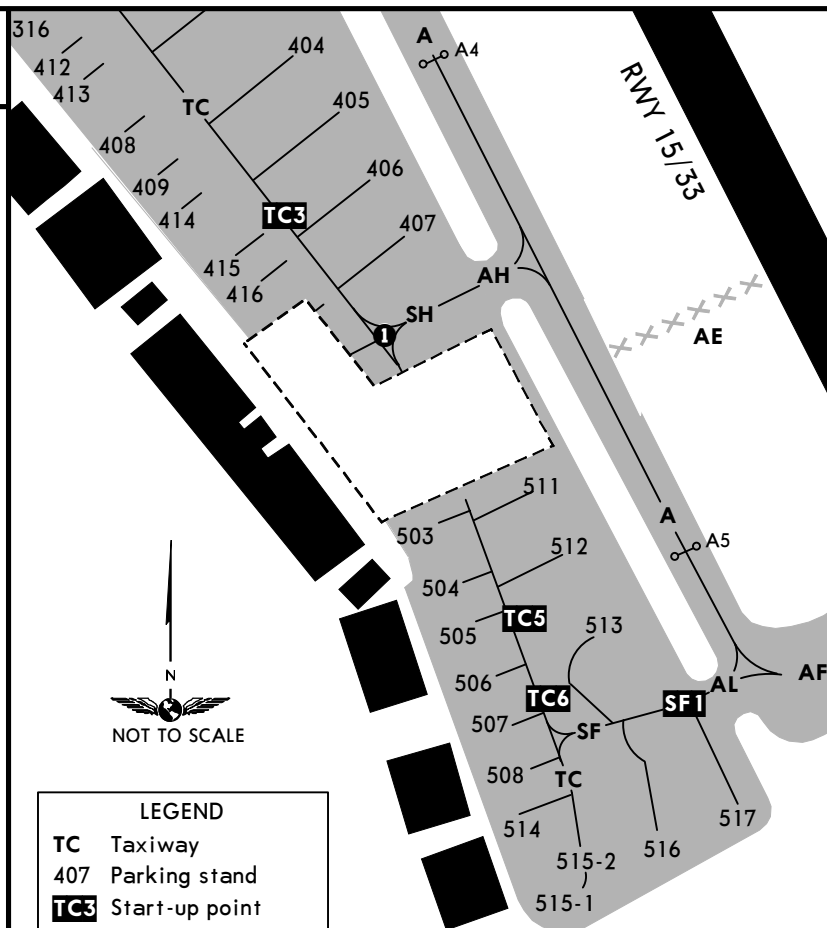
- TC Taxiway
- 407 Parking stand
- TC4 Start-up point
- Construction area

PHASE 4

- Stands 501, 502, 505, 506 and 512 not available.
- TWY TC closed between TWY SH and stand 503 (both excluded).
- Entrance to new stands 513 and 516 with follow-me compulsory from TWY AL.
- Exit from new stands 513 and 516 with follow-me compulsory to start-up point SF1.
- Engine run-ups with RWY 15 in use shall be carried out on TWY A holding position A4 (between TWYs AG and AH).
- Start-up point TC4 not available.

Stands 503, 511, 512, 513, 515 (Stop 2), 516 and 517 push-back required.

- ① ACFT code C must use idle power during turn on apron taxiway intersection.



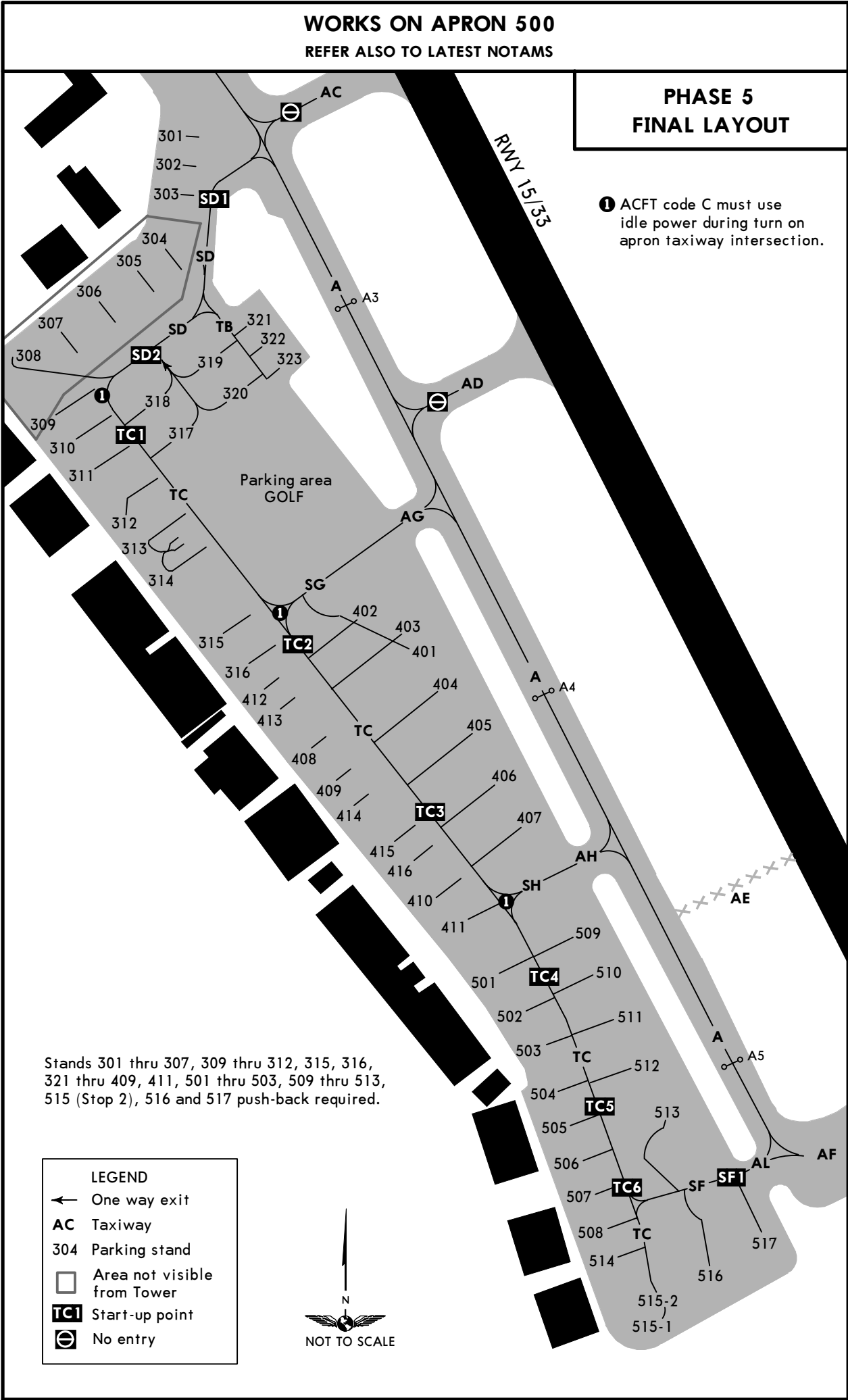
LEGEND

- TC Taxiway
- 407 Parking stand
- TC5 Start-up point
- Construction area

LIRA/CIA

JEPPESSEN
6 SEP 19 **(20-8B)** Eff 12 Sep

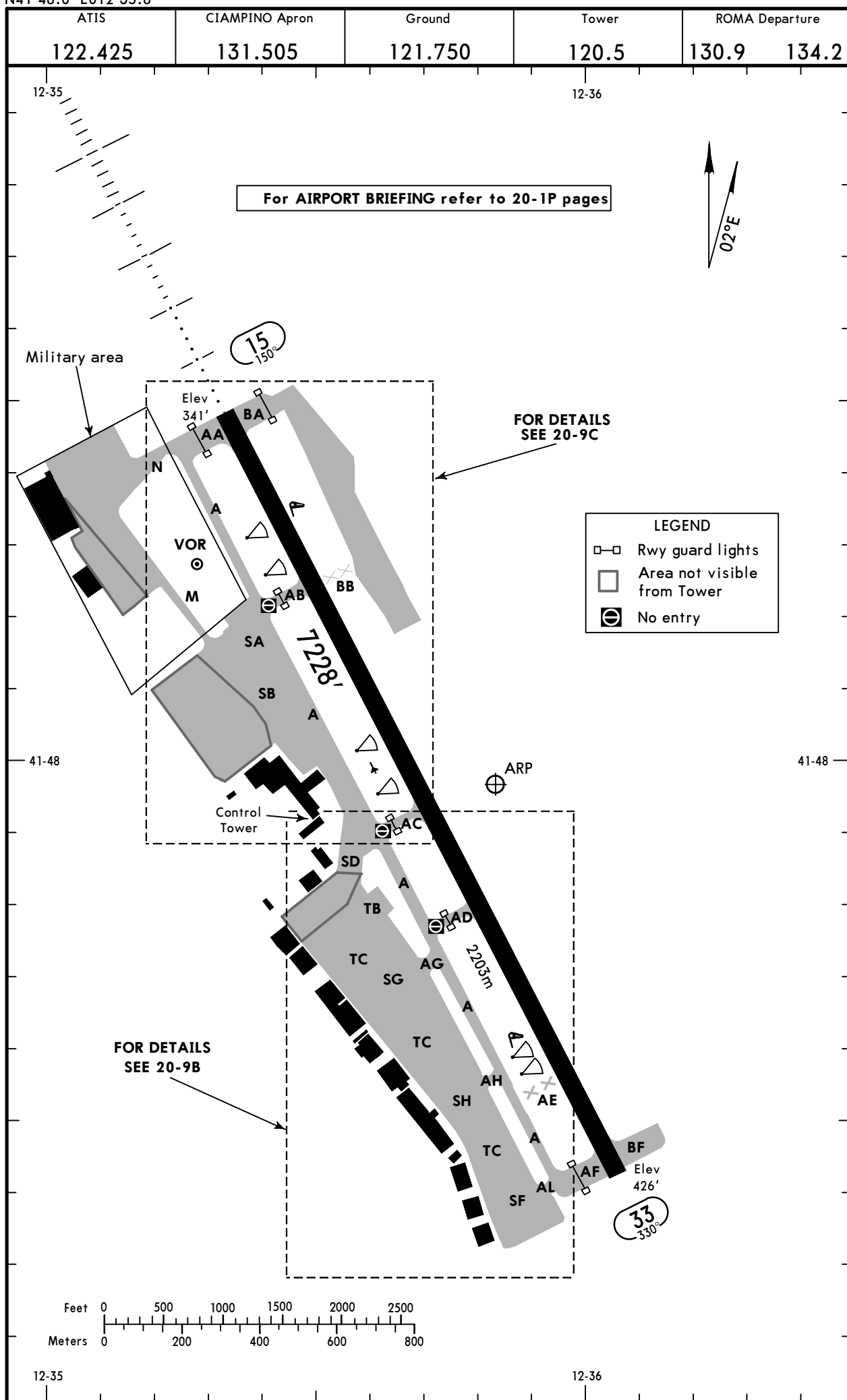
ROME, ITALY
CIAMPINO



LIRA/CIA
Apt Elev **427'**
N41 48.0 E012 35.8

JEPPesen
30 NOV 18 **(20-9)** Eff 6 Dec

ROME, ITALY
CIAMPINO



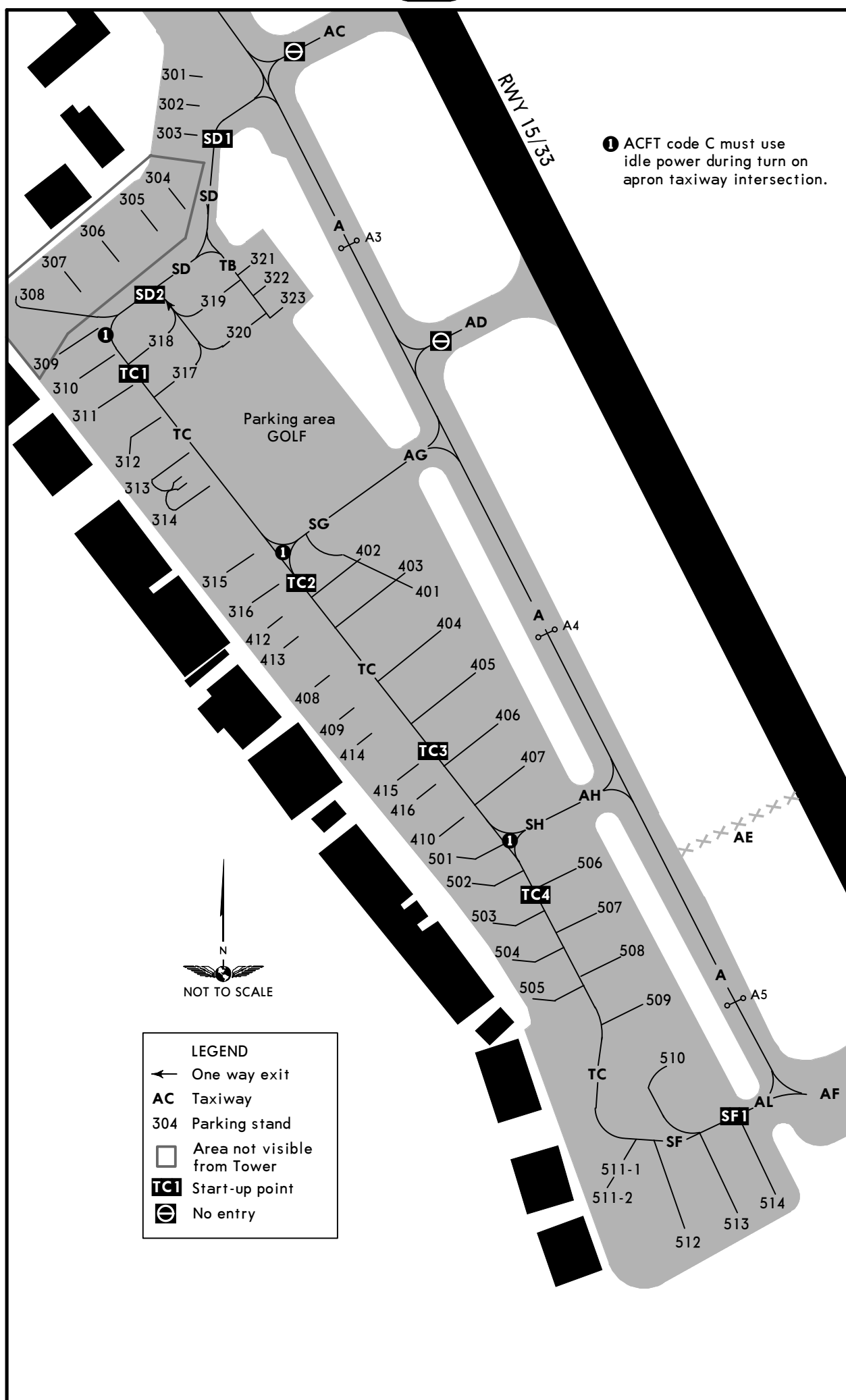
CHANGES: TWY BB closed.

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LIRA/CIA

JEPPESSEN
30 NOV 18 (20-9B) Eff 6 Dec

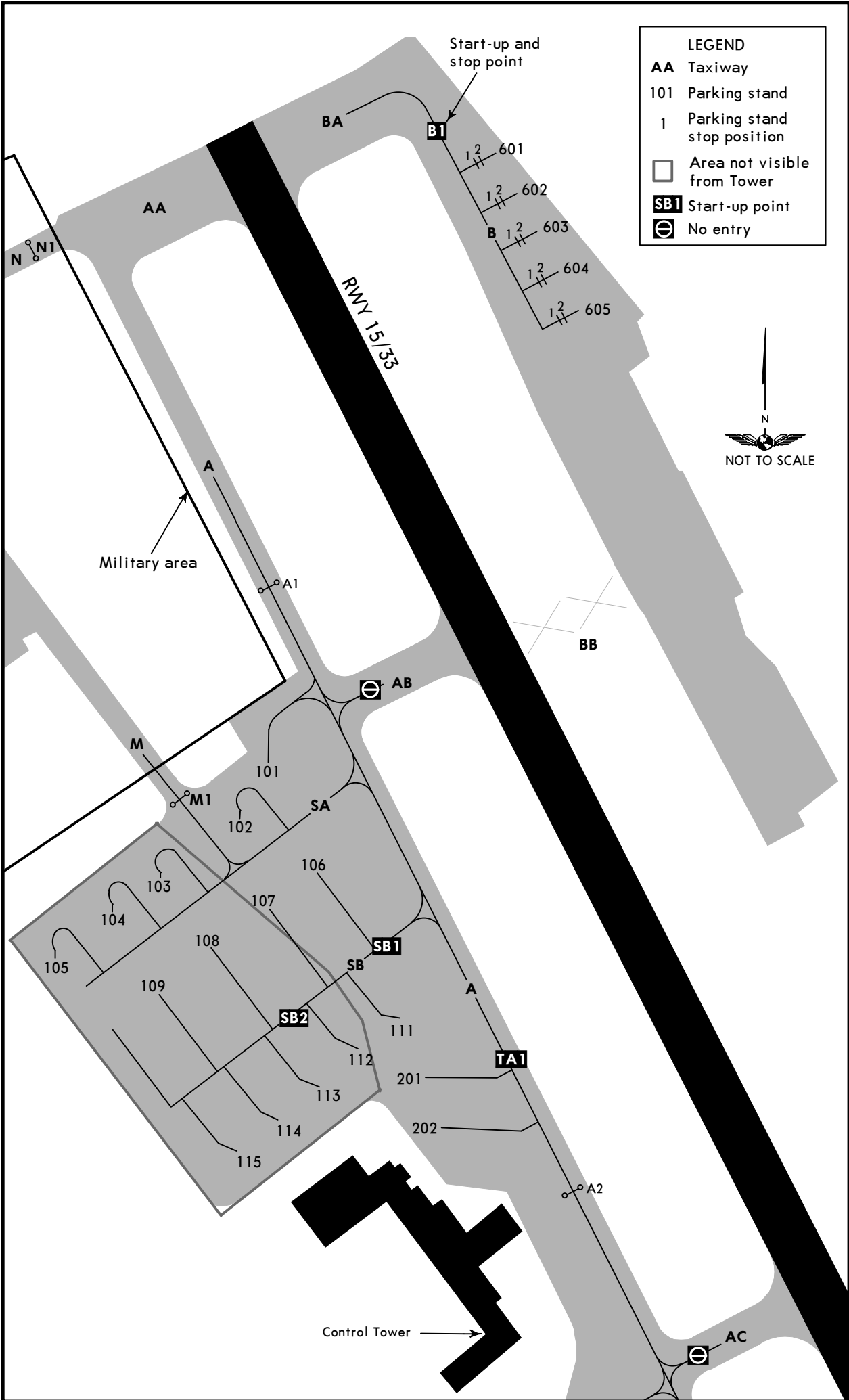
ROME, ITALY
CIAMPINO



LIRA/CIA

 **JEPPESSEN**
30 NOV 18 **20-9C** Eff 6 Dec

ROME, ITALY
CIAMPINO

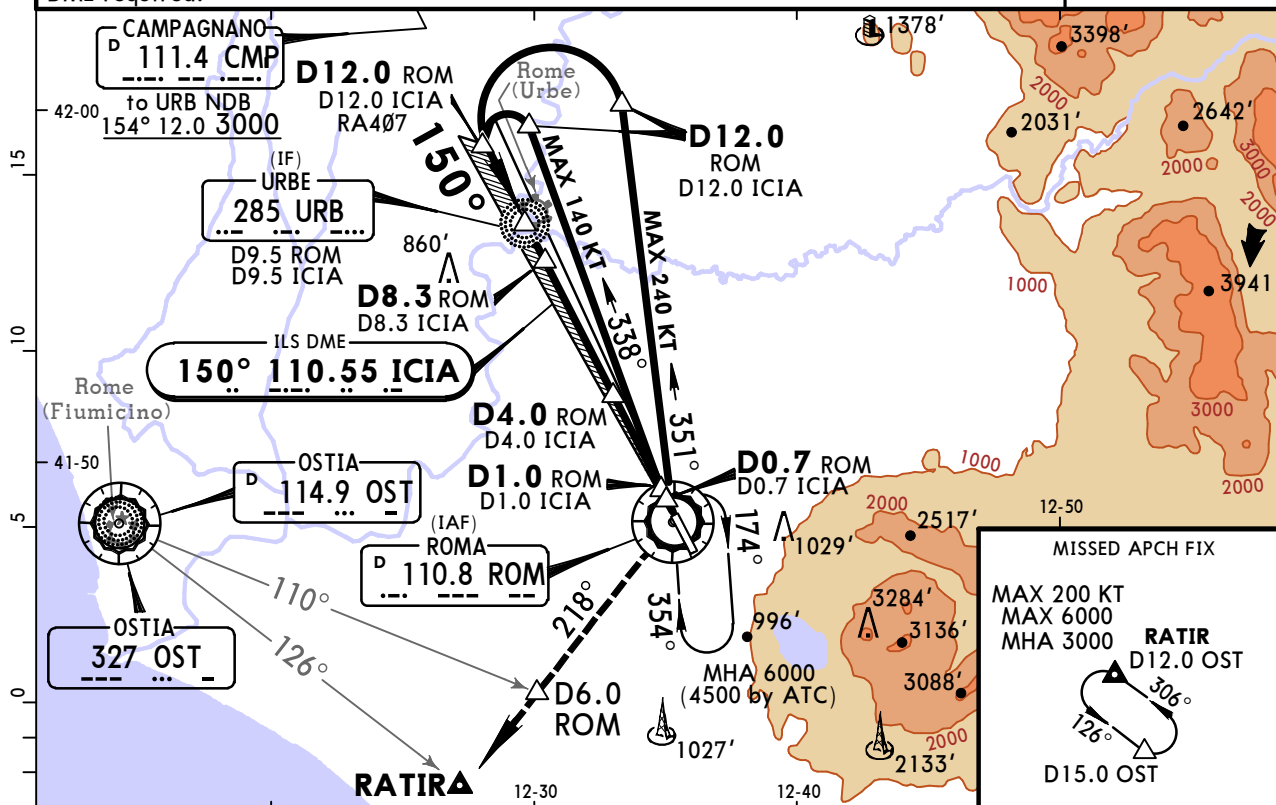


LIRA/CIA
CIAMPINO

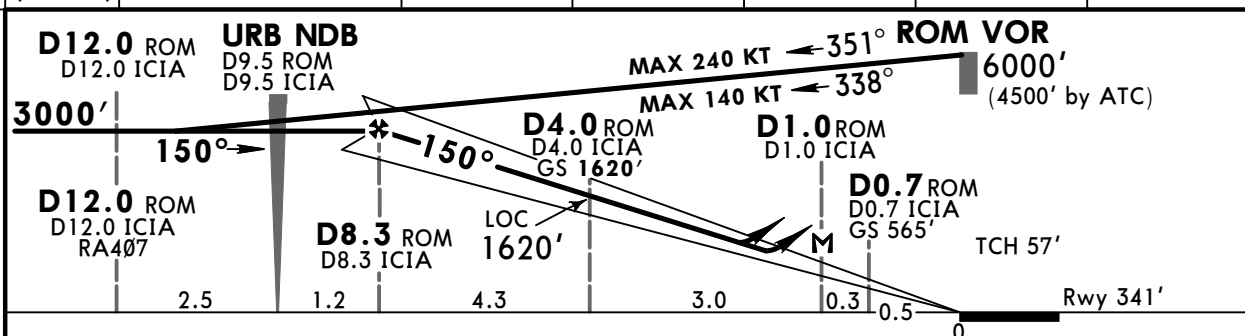
JEPPESSEN
7 JUN 19
Eff 20 Jun (21-1)

ROME, ITALY
ILS Z or LOC Z Rwy 15

ATIS	ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower	Ground
122.425	125.5	131.250	120.5	121.750
LOC ICIA 110.55	Final Apch Crs 150°	GS D4.0 ROM 1620' (1279')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 341'
MISSED APCH: Continue rwy heading climbing to 3000'. At 750' turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR at 2000' or above, then proceed to RATIR.				
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ROM VOR
DME required.				



LOC (GS out)	ROM/ICIA DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2260'	1940'	1620'	1300'	990'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	750'	185 KT	ROM
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	REIL	PAPI	MAX	110.8
MAP at D1.0 ROM/D1.0 ICIA										RT	R-218

Standard				STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1			
ILS				LOC (GS out)				Not authorized East of rwy			
DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')				CDFA DA/MDA(H) 750' (409')							
FULL		ALS out		ALS out		Max Kts		MDA(H)		VIS	
A	RVR 900m	RVR 1500m		RVR 1500m		100		1100' (673')		1500m	
B	RVR 1000m	RVR 1700m		RVR 1900m		135		1200' (773')		1600m	
C	RVR 1100m	RVR 1800m				180		1700' (1273')		2400m	
D	RVR 1100m					205		1830' (1403')		3600m	

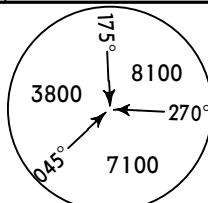
1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only.
Remain within D4.0 ROM/ICIA.

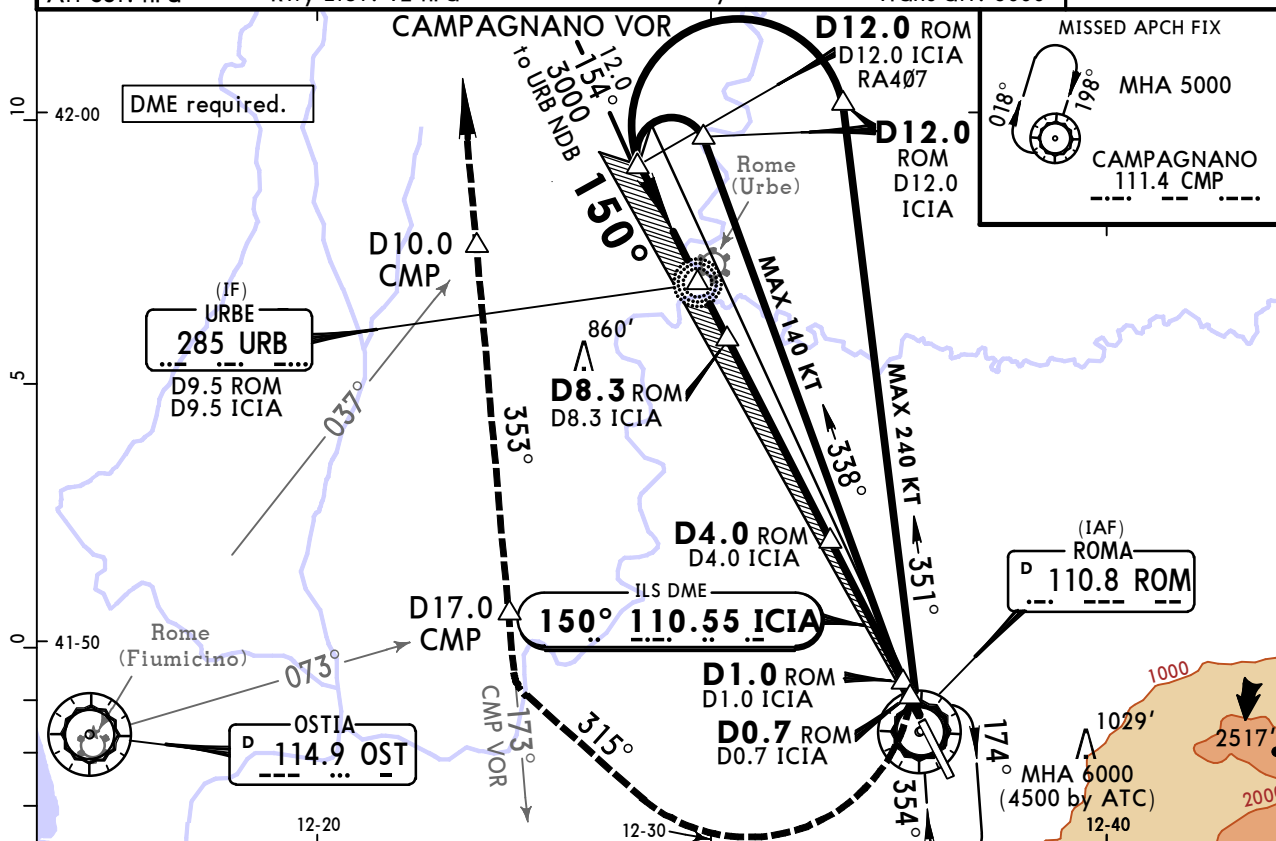
CHANGES: Missed apch.

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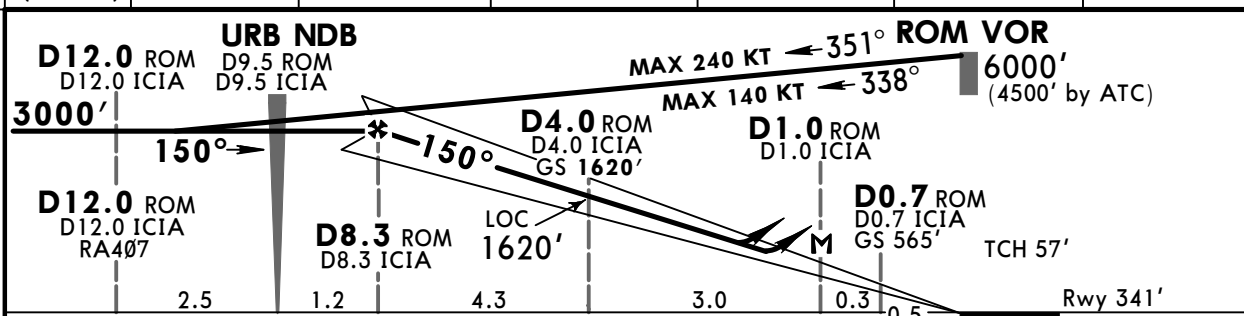
LIRA/CIA
CIAMPINO
JEPPESSEN
7 JUN 19
Eff 20 Jun (21-2)

ROME, ITALY
ILS X or LOC X Rwy 15

ATIS	ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower	Ground
122.425	125.5	131.250	120.5	121.750
LOC ICIA 110.55	Final Apch Crs 150°	GS D4.0 ROM 1620' (1279')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 341'
MISSED APCH: Continue rwy heading climbing to 5000'. At 750' turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.				
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ROM VOR



LOC (GS out)	ROM/ICIA DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2260'	1940'	1620'	1300'	990'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D1.0 ROM/D1.0 ICIA									

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1	
Standard ILS DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')		LOC (GS out) CDFA DA/MDA(H) 750' (409')		Not authorized East of rwy	
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 900m	RVR 1500m	RVR 1500m	100	1100' (673') 1500m
B	RVR 1000m	RVR 1700m	RVR 1200m	135	1200' (773') 1600m
C	RVR 1100m	RVR 1800m	RVR 1900m	180	1700' (1273') 2400m
D	RVR 1100m	RVR 1800m	RVR 1900m	205	1830' (1403') 3600m

1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only. Remain within D4.0 ROM/ICIA.

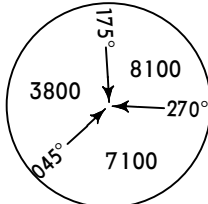
CHANGES: None.

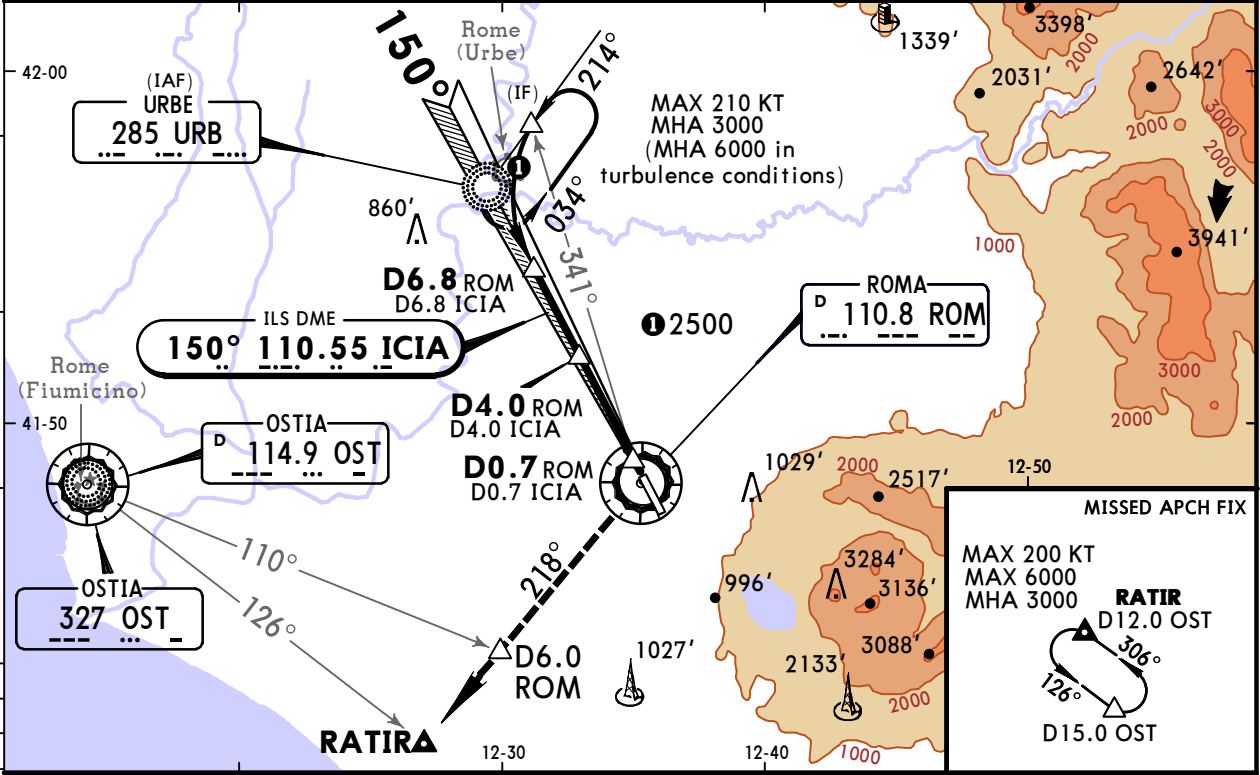
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LIRA/CIA
CIAMPINO

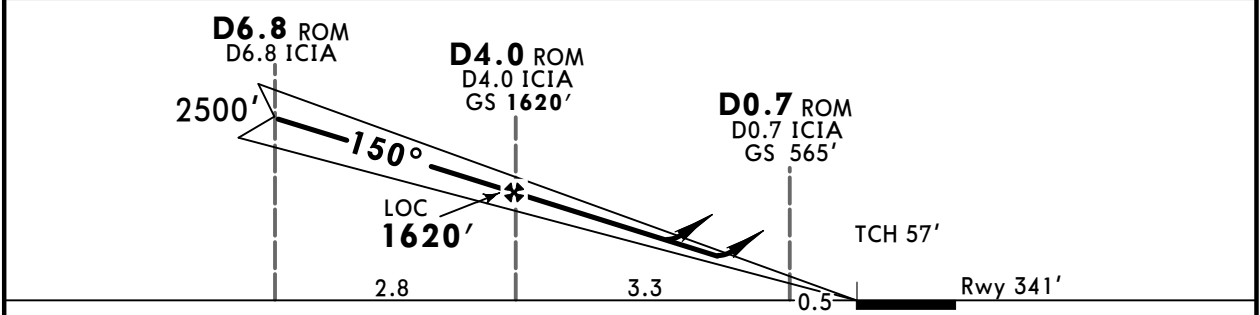
JEPPESSEN
7 JUN 19
Eff 20 Jun (21-3)

ROME, ITALY
ILS W or LOC W Rwy 15

ATIS	ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower	Ground
122.425	125.5	131.250	120.5	121.750
LOC ICIA 110.55	Final Apch Crs 150°	GS D4.0 ROM 1620' (1279')	ILS DA(H) Refer to Minimums	Apt Elev 427' Rwy 341'
MISSED APCH: Continue rwy heading climbing to 3000'. At 750' turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/R-110 OST VOR at 2000' or above, then proceed to RATIR.				 MSA ROM VOR
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000'	
DME required.				



LOC (GS out)	ROM/ICIA DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2260'	1940'	1620'	1300'	990'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	750'	185 KT	ROM
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849		REIL	↑	MAX	110.8
MAP at D0.7 ROM/D0.7 ICIA								PAPI	↑	RT	R-218

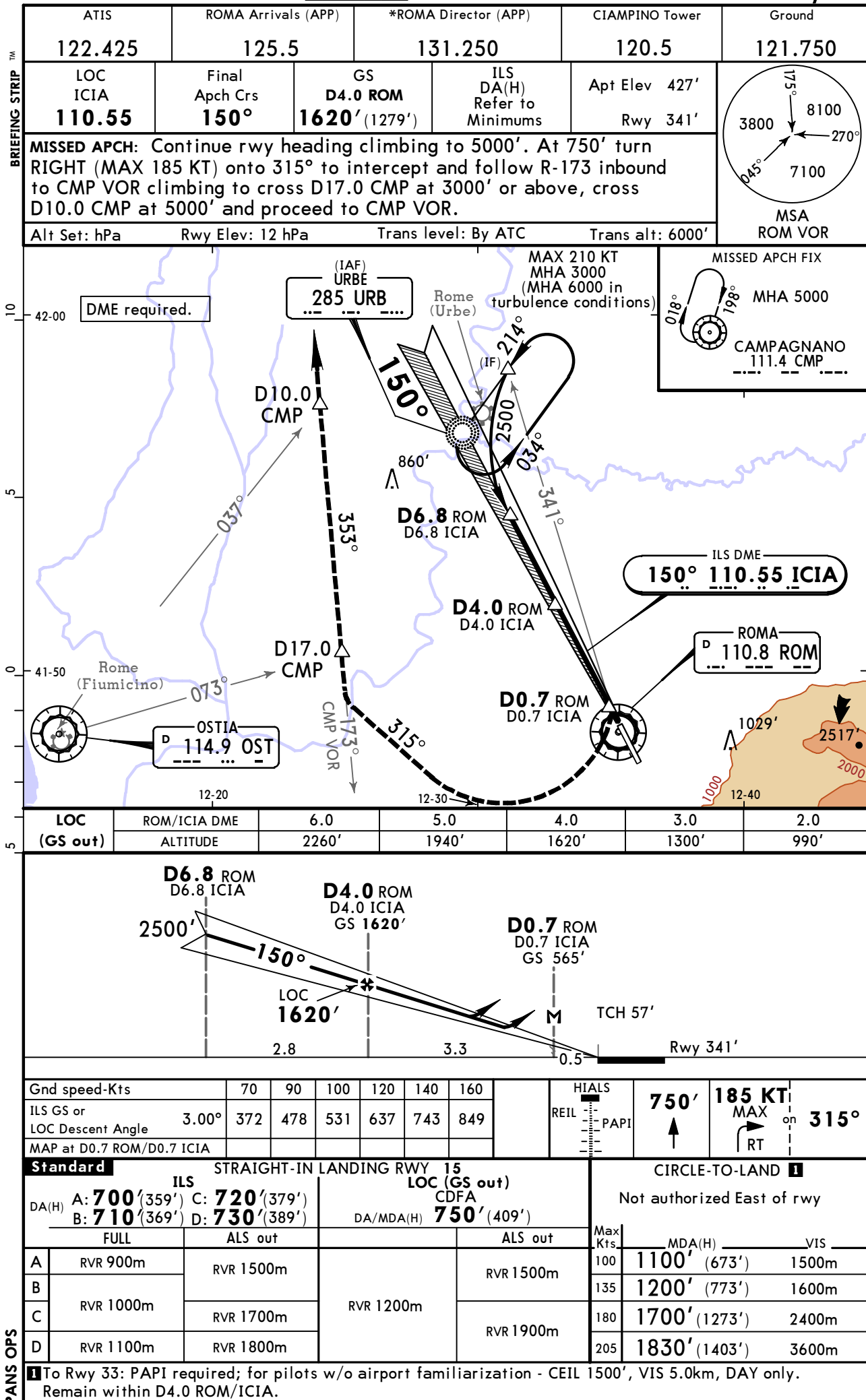
STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1	
ILS				Not authorized East of rwy	
DA(H) A: 700' (359') C: 720' (379')		LOC (GS out) CDFA			
B: 710' (369') D: 730' (389')		DA/MDA(H) 750' (409')			
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 900m	RVR 1200m	RVR 1500m	100	1100' (673') 1500m
B	RVR 1000m		RVR 1500m	135	1200' (773') 1600m
C	RVR 1100m		RVR 1900m	180	1700' (1273') 2400m
D	RVR 1100m	RVR 1800m		205	1830' (1403') 3600m

1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only. Remain within D4.0 ROM/ICIA.

LIRA/CIA
CIAMPINO

JEPPESSEN
7 JUN 19
Eff 20 Jun (21-4)

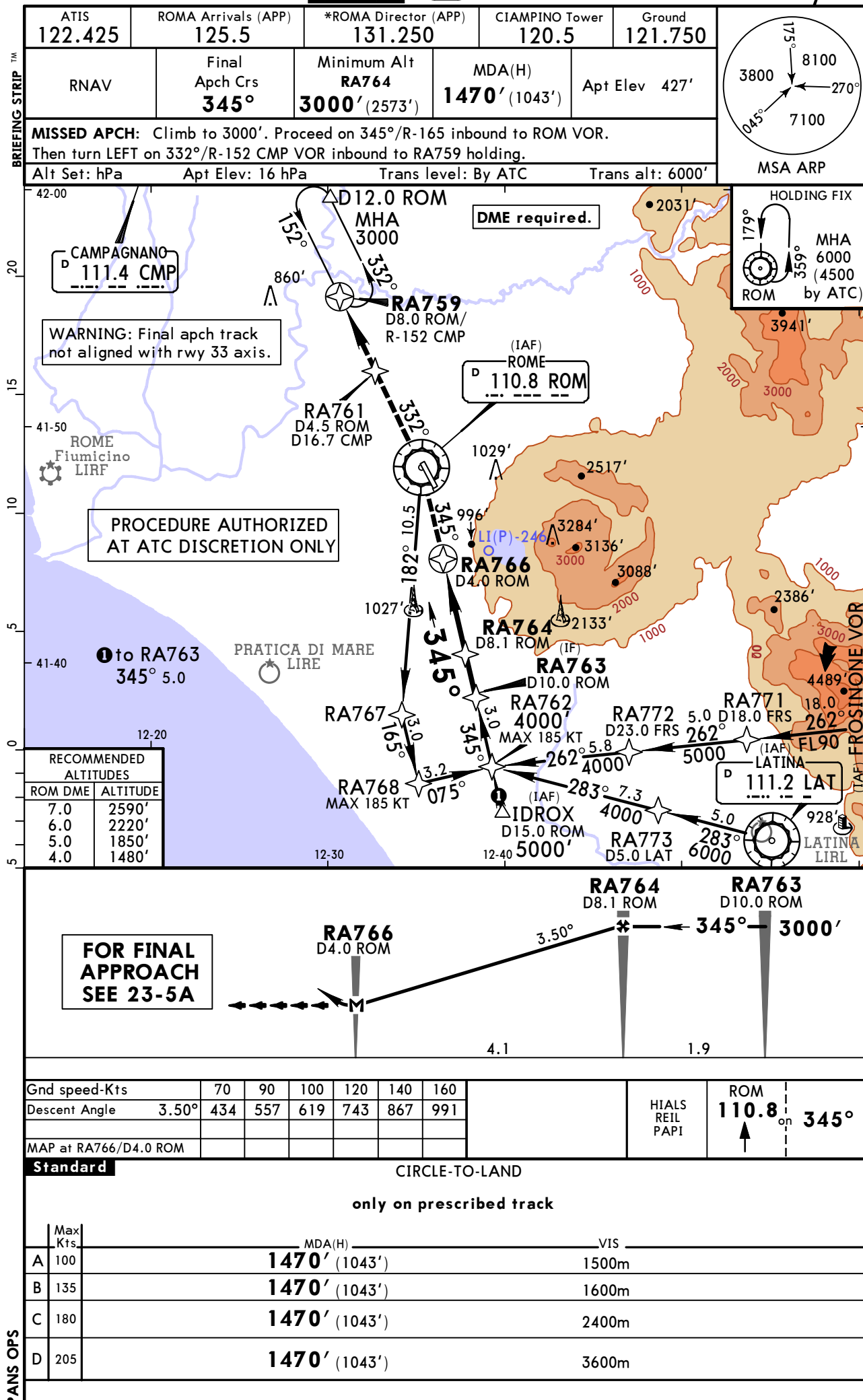
ROME, ITALY
ILS U or LOC U Rwy 15



LIRA/CIA
CIAMPINO

JEPPESSEN
27 OCT 17
Eff 9 Nov (22-1)

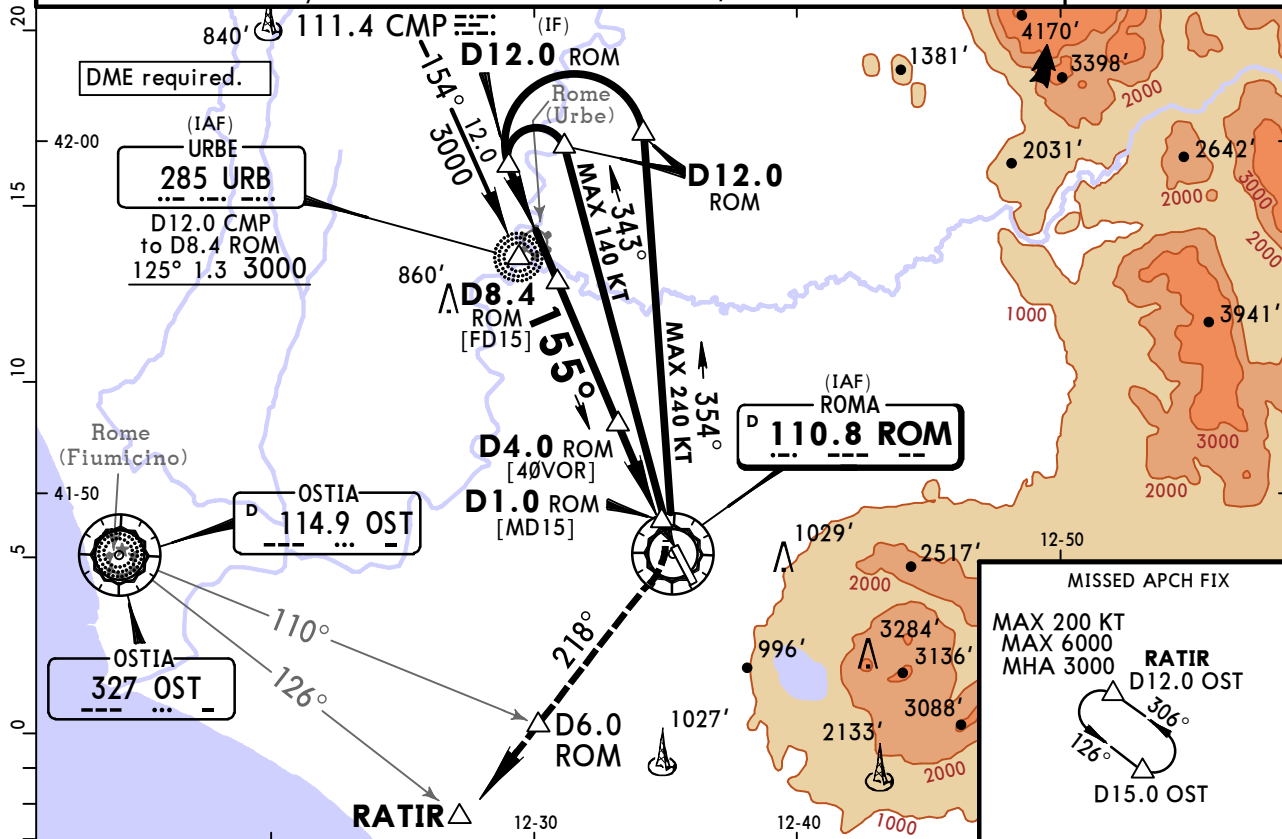
ROME, ITALY
CIRCLING RNAV A Rwy 33



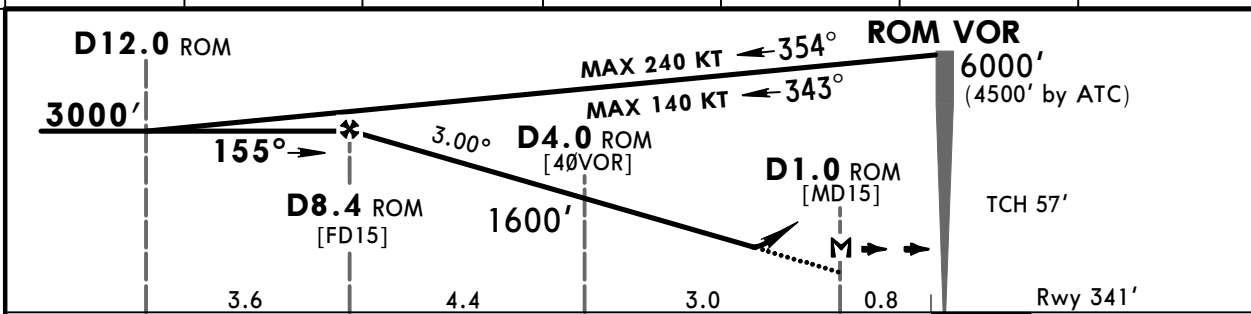
LIRA/CIA
CIAMPINO
JEPPESSEN
 7 JUN 19 **(23-1)** Eff 20 Jun

ROME, ITALY
VOR Z Rwy 15

ATIS	ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower	Ground
122.425	125.5	131.250	120.5	121.750
VOR ROM 110.8	Final Aptch Crs 155°	Minimum Alt D8.4 ROM 3000' (2659')	DA(H) 750' (409')	Apt Elev 427' Rwy 341'
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/R-110 OST VOR at 2000' or above, then climbing to 3000' to RATIR. Do not turn before passing MAP.				
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ROM VOR



ROM DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2570'	2250'	1930'	1610'	1300'	980'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	RATIR	ROM	185 KT MAX
Descent Angle	3.00°	372	478	531	637	743	REIL	PAPI	RT	110.8	R-218
MAP at D1.0 ROM											

Standard STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND 1					
DA(H) 750' (409')						Not authorized East of rwy					
ALS out						Max Kts	MDA(H)		VIS		
A	RVR 1200m					100	1100'		(673')		1500m
B						135	1200'		(773')		1600m
C						180	1700'		(1273')		2400m
D						205	1830'		(1403')		3600m

1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only. Remain within D4.0 ROM.

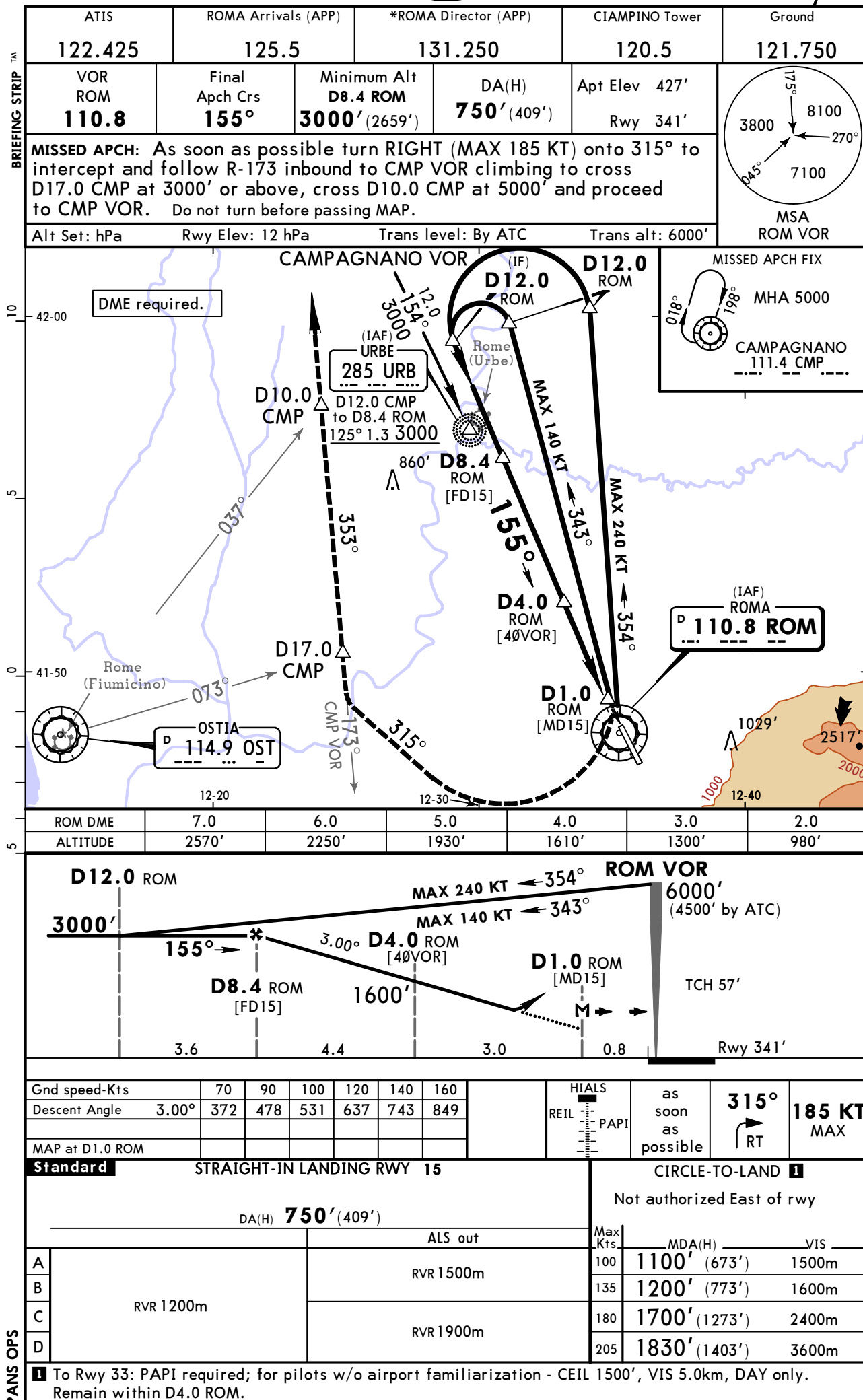
CHANGES: Missed apch.

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JEPPesen
7 JUN 19 **(23-2)** Eff 20 Jun

ROME, ITALY
VOR X Rwy 15

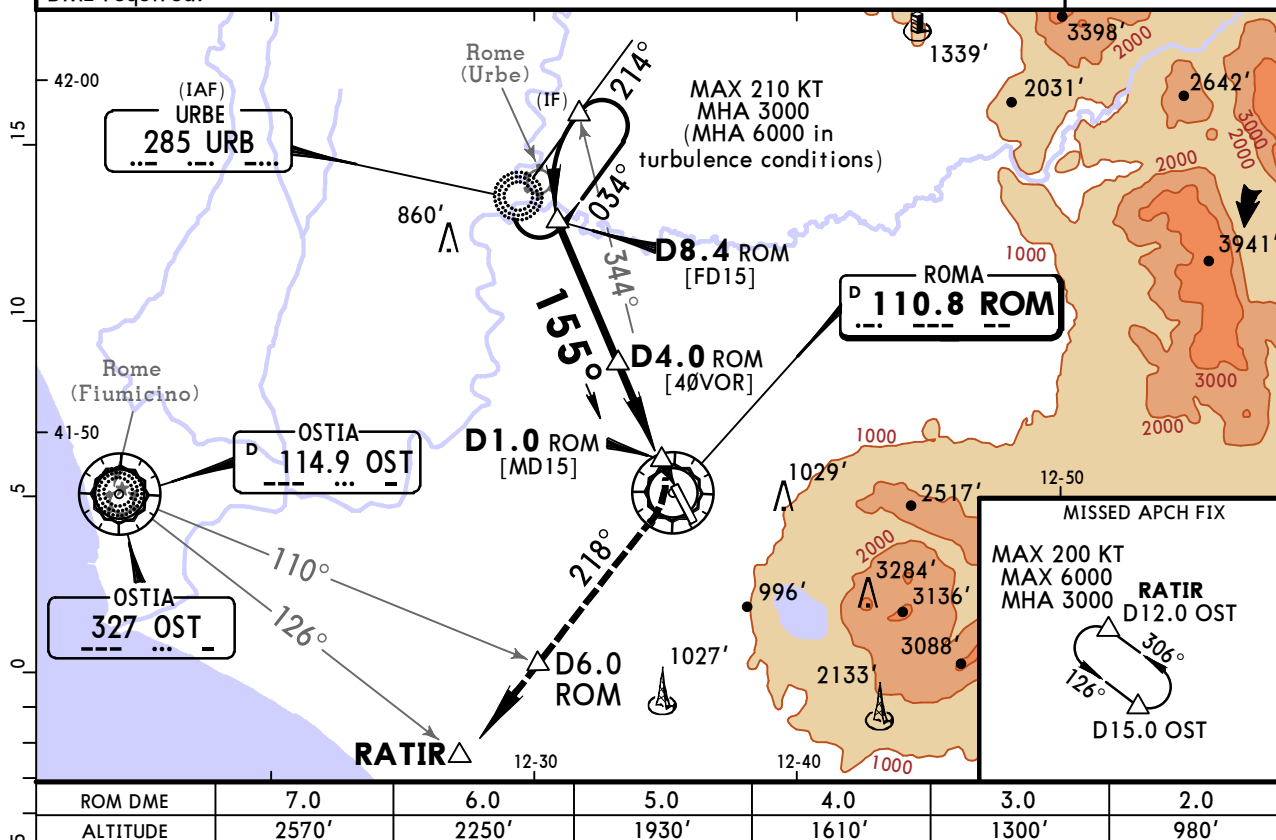
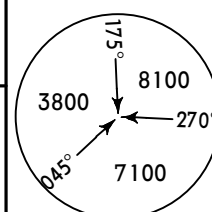


LIRA/CIA
CIAMPINO

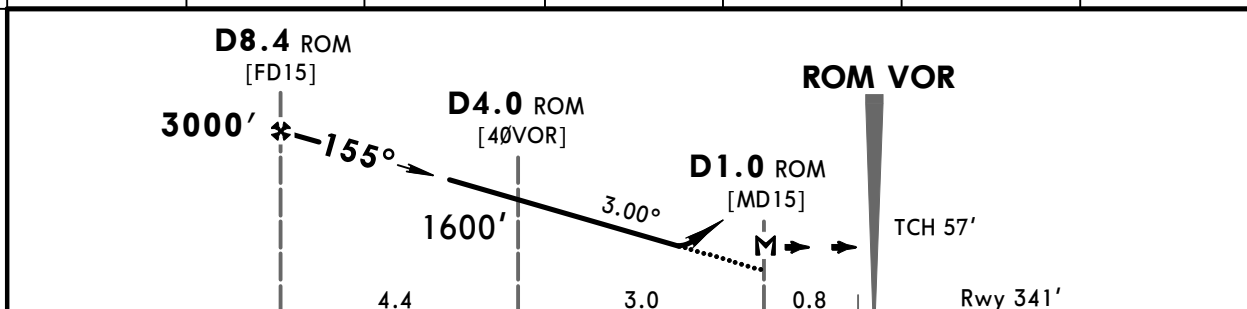
JEPPESSEN
7 JUN 19 **(23-3)** Eff 20 Jun

ROME, ITALY
VOR W Rwy 15

ATIS	ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower	Ground
122.425	125.5	131.250	120.5	121.750
VOR ROM 110.8	Final Apch Crs 155°	Minimum Alt D8.4 ROM 3000' (2659')	DA(H) 750' (409')	Apt Elev 427' Rwy 341'
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR at 2000' or above, then climbing to 3000' to RATIR. Do not turn before passing MAP.				
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000'	
DME required.				



ROM DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2570'	2250'	1930'	1610'	1300'	980'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	RATIR	ROM	185 KT MAX
Descent Angle	3.00°	372	478	531	637	743	REIL		RT	110.8	
MAP at D1.0 ROM							PAPI			R-218	

Standard STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND 1					
DA(H) 750' (409')						Not authorized East of rwy					
ALS out						Max Kts	MDA(H)		VIS		
A	RVR 1200m					100	1100'		(673')		
B						135	1200'		(773')		
C						180	1700'		(1273')		
D						205	1830'		(1403')		

1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only. Remain within D4.0 ROM.

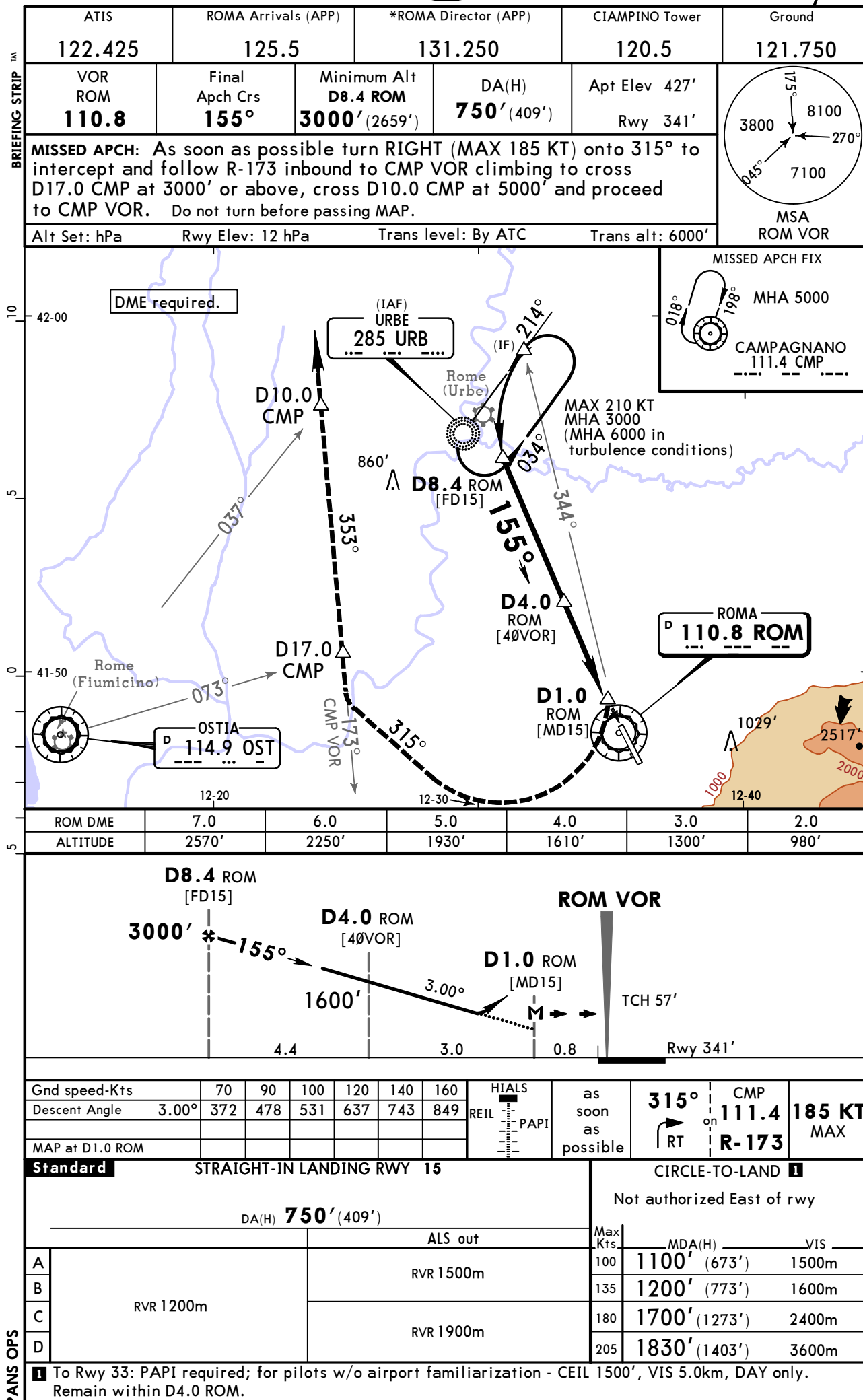
CHANGES: Missed apch.

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LIRA/CIA
CIAMPINO

JEPPESSEN
7 JUN 19 **(23-4)** Eff 20 Jun

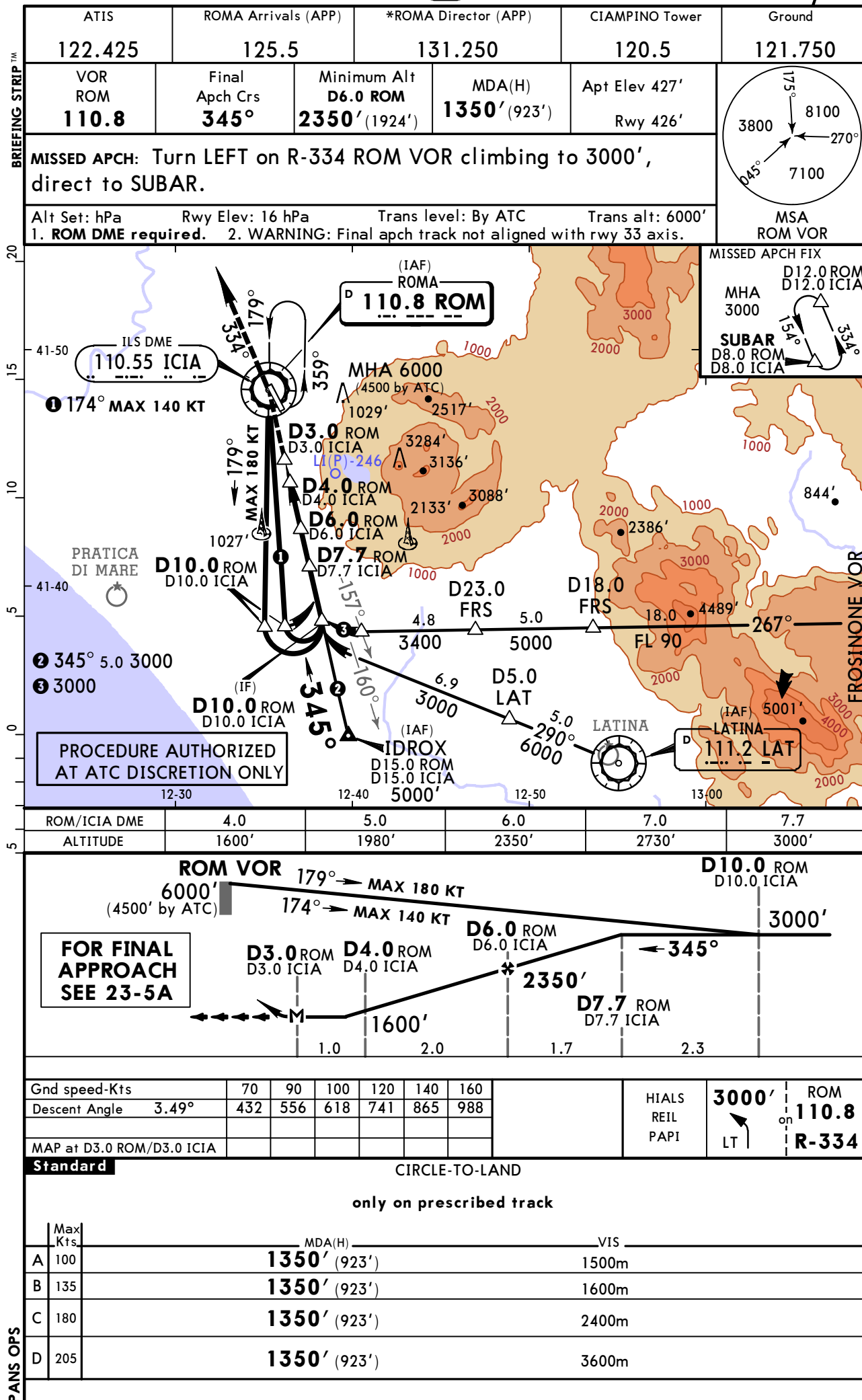
ROME, ITALY
VOR U Rwy 15



**LIRA/CIA
CIAMPINO**

JEPPESSEN
7 JUN 19 **(23-5)**

ROME, ITALY
CIRCLING VOR A Rwy 33



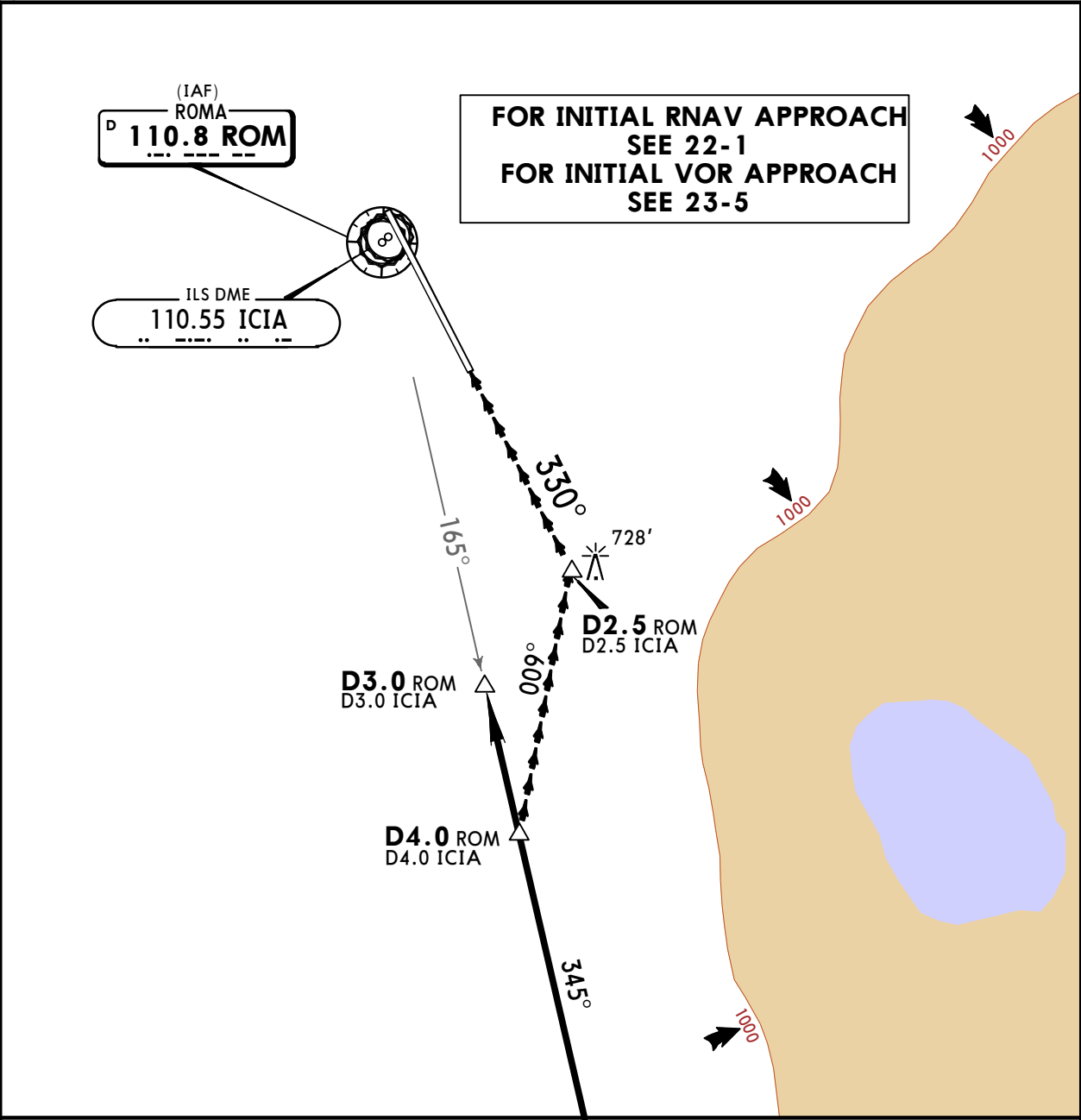
LIRA/CIA
CIAMPINO

7 JUN 19 **23-5A**

ROME, ITALY
CIRCLING RNAV A
or VOR A Rwy 33

Apt Elev **427'**

PREScribed TRACK FOR
VISUAL MANOEUVRING TO RWY 33



PAPI and flashing lights indications mandatory.

Obstacle lights compulsory.

Visual segment after diverging point shall be flown keeping in sight terrain, obstacle, PAPI and runway.

Standard		CIRCLE-TO-LAND			
		after RNAV apch		after VOR apch	
	Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	100	1470' (1043')	1500m	1350' (923')	1500m
B	135	1470' (1043')	1600m	1350' (923')	1600m
C	180	1470' (1043')	2400m	1350' (923')	2400m
D	205	1470' (1043')	3600m	1350' (923')	3600m

PANS OPS

LIRA

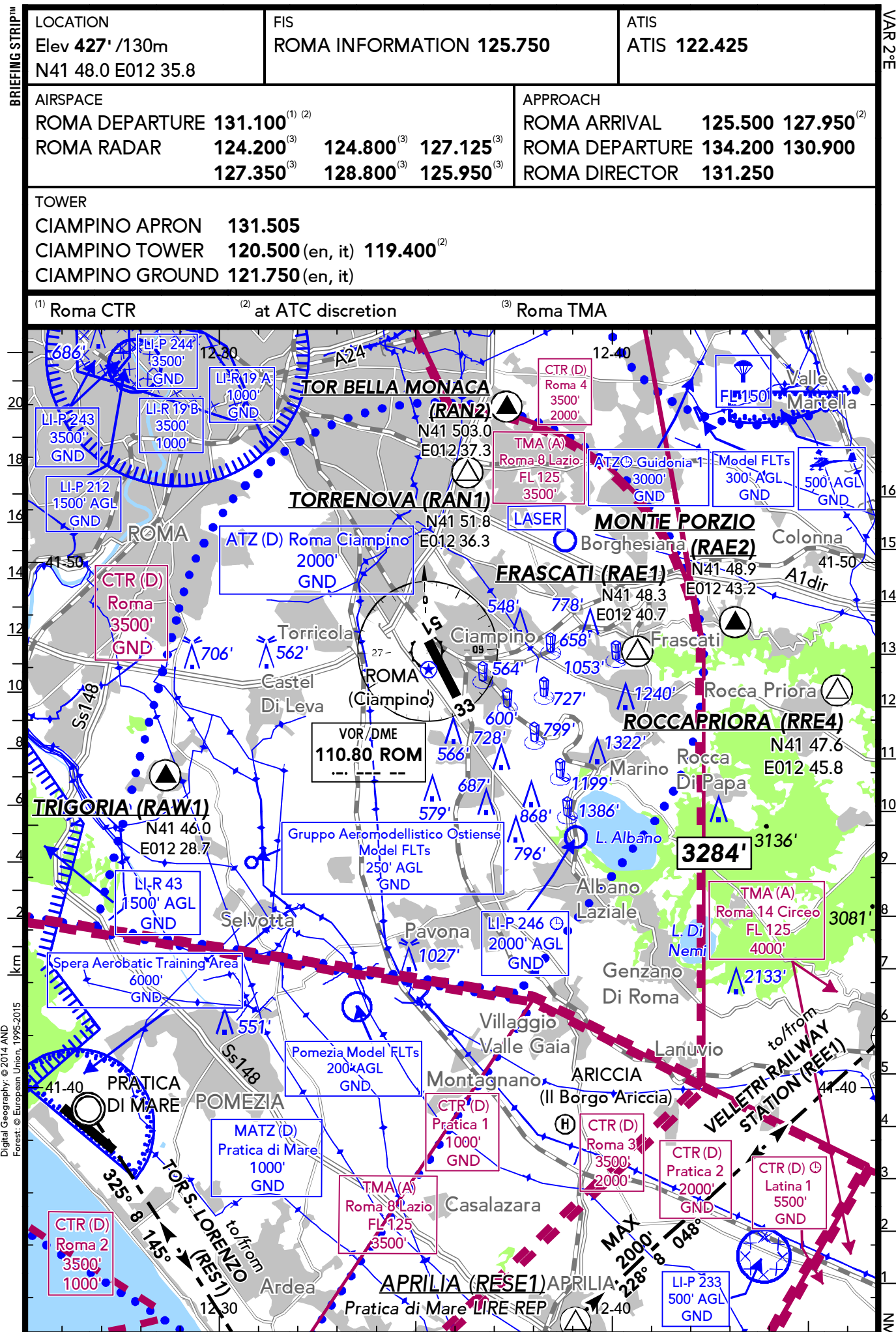
CIAMPINO

01 JUN 18

(29-1)

ROMA

ITALY



LIRA
CIAMPINO

01 JUN 18 **29-2**

ROMA
ITALY

BRIEFING STRIP™

LOCATION
Elev **427'** /130m
N41 48.0 E012 35.8

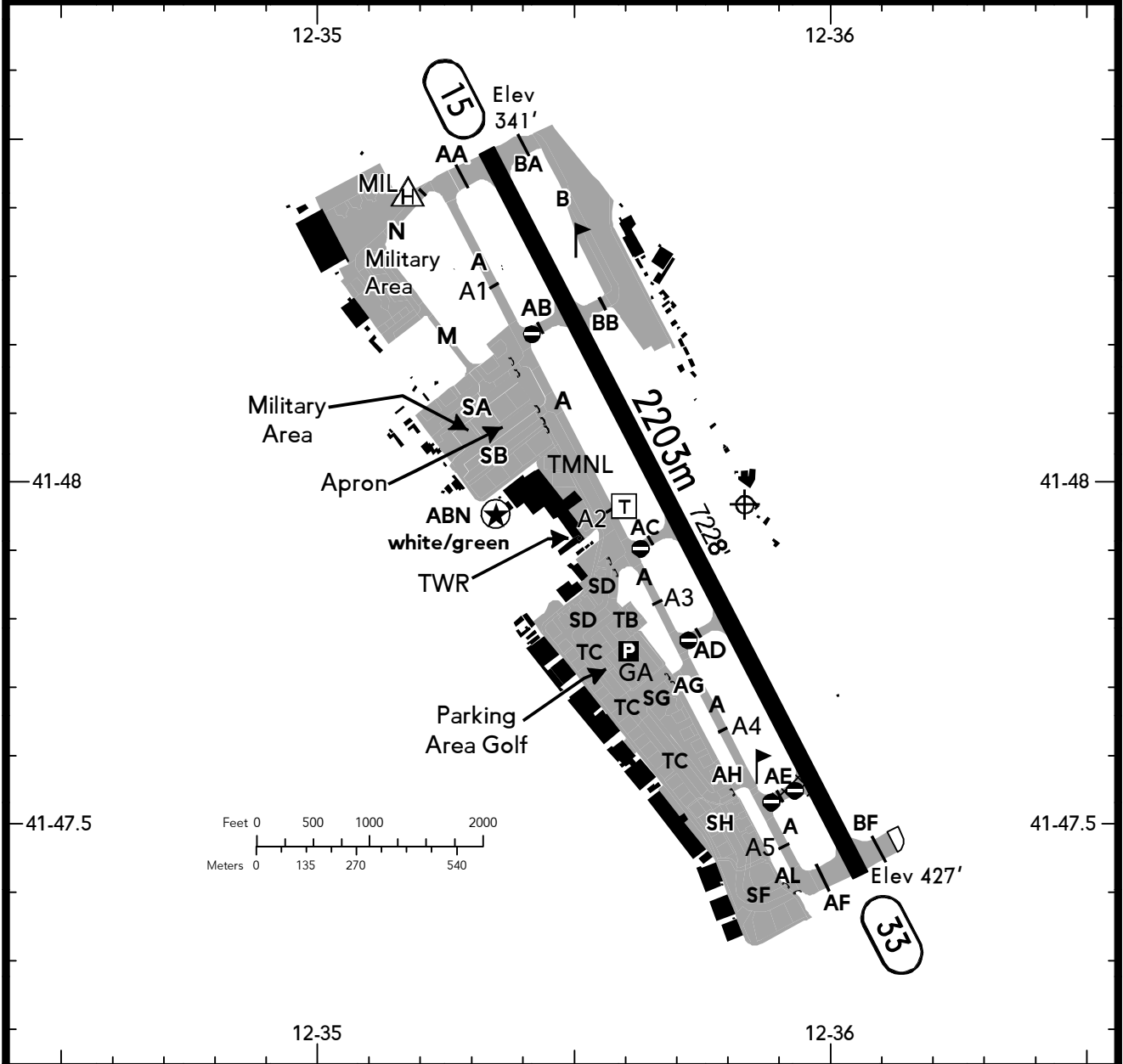
ATIS
ATIS **122.425**

TOWER
CIAMPINO APRON **131.505**
CIAMPINO GROUND **121.750** (en, it)
CIAMPINO TOWER **120.500** (en, it) **119.400**⁽¹⁾

ADMITTED AIRCRAFT



⁽¹⁾ at ATC discretion



ABN - ALS - PAPI 15 (3.0°), 33 (3.5°) - THRL - RL - TWYL (EXC 'B', 'BA' & 'BF') - WDI - OBSTL

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
15 (150°) 33 (330°)	2203 x 45 Paved	2203	2203	PCN 102/F/C/W/T	

^① Longitudinal slope 1.19%

NOTE: Refer to Roma (LIRA) Area Information.

CAUTION: Presence of hooded crows all over the field during whole year.

Birds in the vicinity of AD.

Laser activity, 049°/3.5 NM "ROM" VOR/DME, for atmospheric research. Pilots are advised not to stare at the beam source.

Contact CIAMPINO TOWER before reaching REPs TOR BELLA MONACA (RAN2) and MONTE PORZIO (RAE2), waiting for further instructions.

Traffic circuit

Traffic circuit always W of RWY 15/33.
RWY 15 RH traffic circuit.

LIRA
CIAMPINO

01 JUN 18

29-3

ROMA
ITALY

VFR reporting points:

- North: TOR BELLA MONACA (RAN2) - TORRENOVA (RAN1);
- East: MONTE PORZIO (RAE2) - FRASCATI (RAE1).
- West: TRIGORIA (RAW1)

Arrivals

In order to reduce noise on the city of Ciampino, VFR traffic ARR from TORRENOVA (RAN1) and FRASCATI (RAE1) unless instructed by ATC for a straight-in APCH RWY 15, shall overfly the city of Ciampino not below 2000' to join downwind west of RWY.

Miscellaneous

RWY 15 preferred for TKOFs & LDGs. ATC will use the above mentioned RWY when provided that:

- if RWY is dry: tail wind component not greater than 7 KT;
- if RWY is wet: tail wind component not greater than 5 KT.

Such a preferential criterion will not be applied when:

- tail wind component is not greater than given limits;
- the braking action on RWY is 'poor'.

If the RWY selected by ATC is not considered suitable for the involved operation, pilot may request permission to use another RWY. In this case ACFT may be subject to delay.

TKOF and LDG of CIV ACFT on RWY 15/33 are allowed under following conditions:

- if RWY is dry: cross wind component not greater than 20 KT;
- if RWY is wet: cross wind component not greater than 15 KT;
- if RWY is contaminated: cross wind component not greater than 10 KT.

SVFR operations for LDG on RWY 33 prohibited.

HEL TKOF/LDG must be performed on RWY.

Portion taxilane TC from taxilane SG to taxilane SD and taxilane SD not allowed to all HEL traffic. This taxilane allowed to HEL only if towed with shut down engines.

Apron operation of HEL with length above 20m allowed only if towed with shut down engines.

Apron Regulations

The orderly movement of ACFT on apron is provided in cooperation with Italian Company for Air Navigation and the airport operator.

All ACFT moving to/from Apron Golf must be towed in radio contact with GROUND with the beacon lights on. During operations all ACFT must keep in radio contact with towing operator.

GA ACFT arriving to AD are subject to following regulations:

- all ACFT not having hangar availability, must request PPR with at least 4 hrs to AD operator and must indicate PPR number in item 18 of flight plan;
- all ACFT without PPR number will be parked on stands 301 to 307 (if available) after passengers

boarding/ disembarking and refuelling operations and must leave AD afterwards.

Special Rules for TWY Use

TWY 'M' and TWY 'N' not usable by Civil ACFT.

Due to reduced separation between RWY 15/33 and TWY 'A', with visibility below 1500m and/or ceiling below 500', following procedures apply:

- during TKOF operations or instrument APCH for LDG, presence of ACFT or vehicles not allowed on TWY 'A', EXC only one ACFT at holding point 'AA' when RWY 15 in use, respectively at holding point 'AF' when RWY 33 in use;
- only one ACFT at a time allowed on TWY 'A' with follow-me car guide.

Radio Failure on Manoeuvring Area

Departing ACFT shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the follow-me vehicle in order to be guided back to the stand.

Arriving ACFT shall vacate RWY via the appropriate TWY and wait on its first segment for the arrival of follow-me vehicle in order to be guided to the stand.

ROME, (CIAMPINO - LIRA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRA

Type: Terminal

Effectivity: Temporary

Begin Date: 20190912

End Date: 20200101

Construction works on Apron 500 (based on SUP 17-19). Refer to temp charts 20-8 thru 20-8C and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20141121

End Date: Until Further Notice

SIDs RWY 15 suspended. Temporary SIDs RWY 15 established on trial basis. Refer to temp charts and latest NOTAMs.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

TWY BB clsd.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Guidonia ATZ 1-2 designated as RMZ 1-2 during ATS op hr.

Chart Change Notices for Country ITA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Noise abatement procedure for initial climb to be determined by operator in accordance with ICAO Doc-8168. Disregard respective initial climb info on Italian ABPs and 10-4s; ATC pages 'State Rules and Procedures - Italy' will be updated with Rev 9 Aug.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For all communication facilities referring to APP control service with call sign MILANO RADAR FREQ 132.700 should be read 132.705.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 21 JUN 18 Frequency Monitoring Code (FMC) Area (G) Milano North-West (Squawk 4610, MONITOR) 134.425 estbld N of CTA (D) Milano Piemonte sector 10, W of E009 00.0, E of E007 25.0 till N of Malpensa ATZ and Milano CTA Grand Paradiso sector 17. FMC Area (G) Milano North-East (Squawk 4611, MONITOR 126.300) estbld E of E009 00.0 within Milano FIS Area, N of Piacenza CTR sector 3 and Parma CTR sector 2 till N of Bergamo CTR. FMC Area (G) Milano North (Squawk 4612, MONITOR 126.750) estbld N of FMC area North-West and North-East till Swiss-Italian border. FMC Area (G) Padova Central (Squawk 4777, MONITOR 124.150) estbld in lateral limits of Padova CTAs (D) sector 7, 8, 9 and sector 11 excluding lateral limits of CTRs of Treviso, Venezia, Bologna and Ronchi. FMC Area (G) Alghero/Olbia (Squawk 5137, MONITOR 125.950) estbld

within lateral limits of Sardegna CTA (D) Nord Sardegna sector 7. Vertical limit for all areas: GND - lower limit class A/C/D/E.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Padova shall be requested only to Padova FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Milano shall be requested only to Milano FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Milano TMA completely revised.