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General Information

Location: NAPLES ITA
ICAO/IATA: LIRN / NAP
Lat/Long: N40° 53.1', E014° 17.4'
Elevation: 294 ft

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

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0618 Z
Sunset: 1535 Z

Runway Information

Runway: 06
Length x Width: 8622 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 285 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1309 ft

Runway: 24
Length x Width: 8622 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 248 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 623 ft

Communication Information

ATIS: 135.975
Naples Tower: 118.500
Naples Ground: 121.900
Naples Approach: 124.350
Naples Approach: 120.950
Naples Radar: 124.350

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Naples Radar: 120.950
Gesac Operations: 131.575
Gesac Operations: 131.675
Gesac Operations: 131.875

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1. GENERAL

1.1. ATIS

ATIS 135.975

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RWY

RWY 24 on dry conditions can be used with MAX 10 KT of steady and measured tailwind component.

If the RWY selected by ATC is considered not suitable for the operation desired, pilot may request permission to use a different RWY. In such case ACFT may be subject to delay.

ACFT unable to perform published initial climb procedure from RWY 24 are requested to take off from RWY 06, according to traffic requirements.

Between 0600-2300LT all civil ACFT licensed according to ICAO Annex 16, Volume I, Chapter 2, without compromising operative safety conditions, must use RWY 06 for departures.

1.2.2. RUN-UP TESTS

Between 1900-0900LT engine tests are forbidden except for those of immediate use.

1.2.3. AUXILIARY POWER UNITS (APUs)

APU must not be started up before 60 minutes from EOBT and must be switched off not more than 20 minutes after arrival. Exceptions must be cleared in advance.

Due to environmental restrictions on stands 51 thru 57 the use of APU or GPU is forbidden.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are not available. No operations allowed with RVR below 700m and/or ceiling below 200' according to the meteorological local report.

Whenever meteorological conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR, ground movements shall be reduced to one ACFT at a time.

1.4. TAXI PROCEDURES

Use of ACFT stand taxilane to enter/exit stands allowed only with marshaller in sight.

TWY SA and SB entry/exit allowed only for military ACFT.

TWY SC entry/exit allowed only for SLAM ACFT.

TWY SD entry/exit allowed only for VULCANAIR ACFT.

TWY NA and NB entry/exit allowed only for ATITECH ACFT maintenance.

Follow-me assistance on apron:

- Is provided if requested by pilots or ATC;
- Is compulsory in visibility condition 2;
- Is compulsory for arriving/departing ACFT with ICAO Code higher than D.

1.5. PARKING INFORMATION

On stands 11 thru 23, 51 thru 57 and 61 thru 66 push-back required.

1.6. OTHER INFORMATION

Area of magnetic abnormality.

RWYs 06 and 24 right-hand circuit.

WARNING: Laser beams.

Birds.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Arriving ACFT under radar control shall reduce speed (unless otherwise instructed by ATC) to:

- 250 KT at or below FL 100;
- 200 KT starting turn to intercept ILS/LLZ or appropriate radial (in case of VOR RWY 06/24 final approach) or at a distance of 12NM from THR;
- 180 KT completing intercepting turn or at a distance of 9NM from THR;
- 160 KT at a distance of 5NM from THR.

Furthermore NAPLES Radar may request pilots:

- To adjust speed in a specific manner during the intermediate approach;
- Speed adjustment of not more than ± 20 KT if ACFT is established on an intermediate or final approach to a minimum distance of 5NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Except for aerodrome traffic pattern and final landing phases, jet ACFT executing visual approach shall avoid to overfly Naples below 5000' as follows:

- Sector 120°/210° from ARP within 5NM
- Sector 210°/270° from ARP within 8NM.

2.2.2. NIGHTTIME RESTRICTION

Between 2100-0600LT it is compulsory for landing ACFT to use the available RWY length to reach the apron.

2.2.3. REVERSE THRUST

The use of reverse above idle is prohibited for landing ACFT, except for safety and operational reasons.

2.3. TAXI PROCEDURES

Unless otherwise cleared by Tower, all CIV ACFT landing on RWY 24 and vacating RWY via TWY B must turn LEFT for all stands.

Unless otherwise cleared by Tower, all ACFT vacating the RWY via TWY L must turn RIGHT for stands 61 thru 66.

During wet RWY condition, TWY BC is not available for CAT D ACFT and A321 with landing weight above 70mt. Pilots of mentioned ACFT must ask for another exit TWY.

2.3.1. COMMUNICATION FAILURE

Whenever an ACFT experiences a communication failure, it shall vacate the RWY and ILS-sensitive area via TWY A or H for RWY 24 or TWY G for RWY 06 and wait on its first segment for the arrival of the Follow-me car in order to be guided to the stand.

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3. DEPARTURE

3.1. APT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURE

3.1.1. INTRODUCTION

APT Collaborative Decision Making (A-CDM) procedure coordinates the Turn-Round process and is incorporated into the European Air Traffic Flow and Capacity Management (ATFCM). The procedure starts at EOBT-3 hours and is applied to all the operations until take-off.

A-CDM Milestone approach is mainly based on TOBT and TSAT.

TOBT - Target Off-Block Time - Estimated time, calculated by an ACFT Operator/ Ground Handler (AO/GH), when an ACFT will be READY.

TSAT - Target Start-Up Approval Time - Calculated time at which start-up clearance can be expected at the latest. TSAT includes all relevant parameters such as CTOT, variable taxiing time, etc.

3.1.2. MILESTONES

a) EOBT - 3h (M1)

ATC flight plans will be checked against their APT Slot Scheduled Off-Block Time (SOBT); other checks include the destination APT, type of ACFT and registration marks. If they do not correspond, the flight will not enter the predeparture sequence and an alert is risen on the local A-CDM platform. AO/GH must take the appropriate actions to solve the alerts at the earliest possible.

b) EOBT - 2h (M2)

TOBT is the time when the ACFT is planned to be READY.

At FIR Entry (for turnaround flights) or at EOBT-2h, the system will automatically generate a TOBT as follows:

- TOBT = ELDT+EXIT+MTT, for inbound flights not yet landed;
- TOBT = ALDT+EXIT+MTT, for flights already landed;
- TOBT = AIBT+MTT, for ACFT at the parking stand.

Flights not subject to turnaround or ACFT with a ground time greater than 2 hours will enter the predeparture sequence with a TOBT = EOBT.

In both cases, the AO/GH can input a manual TOBT that should comply with following rules:

- TOBT greater than Actual time +5';
- TOBT greater than ALDT+EXIT+RTT, for flights already landed;
- TOBT greater than AIBT+RTT, for ACFT at the parking stand.

At EOBT -2h a T-DPI-t message will be sent to NMOC containing the TTOT.

c) EOBT -40': TSAT issue time (M9)

AO/GH is responsible to confirm TOBT at EOBT-40'. TOBT must be coherent with EOBT, according to the ±15' window.

FPL must be updated by AO/GH if EOBT is not consistent with TOBT.

At EOBT -40', ENAV A-CDM platform will issue a TSAT based on the last confirmed TOBT.

TOBT must be updated by AO/GH for any change.

TOBT can be updated as often as desired until TSAT issue time, after that TOBT may be updated up to a maximum of 3 times, then the flight will lose priority in the pre-departure sequence.

At EOBT -40', a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

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3. DEPARTURE

d) ARDT (Actual Ready Time) (M12)

Departing traffic must be READY within TOBT +5′ and must contact Aerodrome Operator GESAC on frequency 131.675MHz, call sign "GESAC Apron Management Office", to obtain the ARDT.

GESAC, after the check of READY status, will issue the ARDT and provide the pilot with the current TSAT.

If the ACFT is not READY within TOBT +5′, TOBT will be automatically deleted by A-CDM platform. A new TOBT must be inserted in the platform within 5 minutes, otherwise a flight suspension message (FLS) will be triggered by NMOC with the comment "SUSPENDED BY DEPARTURE AIRPORT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT". (E.g TOBT = 1000, no ARDT within 1005, no TOBT update = FLS at 1010).

To de-suspend the flight a new TOBT must be inserted into ACDM platform. It is still mandatory to send a DLA/CHG message to the IFPS if TOBT deviates by 15 minutes or more from EOBT (EOBT ±15′).

If the flight is subject to a CTOT, at ARDT a DPI message will be sent to NMOC in order to try to get an improvement.

There's no need to request a REA message to get a CTOT improvement.

e) ASAT and AOBT (M14/M15)

Once the ARDT has been obtained, departing traffic must thus keep a listening watch on the appropriate ATC frequency, Napoli GND HR 0600-2200 (0500-2100) or Napoli TWR HR 2200-0600 (2100-0500), in order to receive a possible TSAT improvement and the start-up clearance.

ATC will approve start up and issue the en-route clearance according to TSAT and current traffic situation.

In case of TSAT improvement after ARDT, ATC will notify it to the pilot.

Departing traffic must leave the stand within ASAT +5′.

At AOBT an A-DPI message will be sent to NMOC containing latest TTOT.

If traffic is unable to leave the stand ASAT +5′, or must return to the stand, it must inform ATC on the appropriate frequency. ATC will remove the flight from the pre-departure sequence and a C-DPI message will be sent to NMOC, that in turn issues a FLS message with the comment "SUSPENDED BY DEPARTURE APT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT".

In this case the process has to be started over with a new TOBT.

3.1.3. DEPARTURE OPPOSITE RWY REQUESTS

Pilots shall report to ATC 20 minutes before TOBT, if they need to depart from the RWY not in use. In this case, TSAT will be issued 10 min before TOBT and ATC will notify it to the pilot.

3.1.4. TOBT: RULES AND RESPONSIBILITIES

Responsibility for TOBT

AO/GH is responsible of correct update and coherence of TOBT.

AO/GH must notify the MTT/RTT and subsequent changes for each ACFT type, to GESAC via email at the following address: a-cdm@gesac.it

TOBT Correction/Deletion

If TOBT is changed the new TOBT must be at least 5 minutes later than the present time.

If TOBT can no longer be met, it must be updated as soon as possible.

TOBT Input

TOBT can be put into GESAC A-CDM platform available for all registered users through a web site or mobile app.

The access to GESAC A-CDM platform can be requested via email at the following address: a-cdm@gesac.it

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3. DEPARTURE

3.1.5. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure the procedure will be suspended and:

- "A-CDM out of service" will be announced via ATIS;
- A NOTAM will be issued if the suspension lasts more than 2 hours;
- GH will be informed by Aerodrome Operator GESAC;
- A standard Taxi Time Scheme will be adopted;
- REA messages can be asked to ATC to request a CTOT improvement.

Operations will follow 'NON A-CDM DEPARTURES PROCEDURES'.

3.1.6. NON A-CDM DEPARTURE PROCEDURES - FAILURES OR SUSPENSIONS

When READY, all departing ACFT must contact Aerodrome Operator GESAC on frequency 131.675 MHz, call sign 'GESAC Apron Management Office', to be released from handling operations.

ATC will manage departure sequence according to the "first call - first served" principle.

3.1.7. COORDINATION WITH THE NMOC

A-CDM platform establishes a permanent and fully automatic data exchange with NMOC (Network Manager Operations Center). This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow more accurate and efficient calculation of CTOT due to the use of local target take-off times.

The following messages are used:

- Flight Update Message (FUM).
- Early Departure Planning Information Message (EDPI).
- Target Departure Planning Information Message (TDPI).
- ATC Departure Planning Information Message (ADPI).
- Cancel DPI (C-DPI).

The basic NMOC procedures continue to be applied.

3.1.8. EMAIL CONTACTS

ENAV: acdm.naples@enav.it
GESAC: a-cdm@gesac.it

3.2. NOISE ABATEMENT PROCEDURES

Jet ACFT shall comply with initial climb and SID procedures until passing 5000'.

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 V_2 + 10/20 KT until reaching 3000' QFE.

c) At 3000' QFE
- Accelerate smoothly to enroute climb speed with flap retraction.

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3. DEPARTURE

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

3.3.1. START-UP AND PUSH-BACK

When fully "ready" pilots must contact GESAC Apron Management Office to be released.

Departing ACFT will receive the ATC start-up according to the TSAT received only after the communication 'AIRCRAFT READY' by GESAC Apron Management Office.

Ready means: handling operations completed, doors and holds closed, stairs retracted or removed, push-back tractor connected to the ACFT (nose-in stand) and stand clear of vehicles and personnel with exception of equipment that may be necessary for engine start-up.

ACFT will be instructed to move from the stand by Tower only when released by the Aerodrome Operator GESAC.

Pilots must request start-up clearance from NAPLES Ground.

ACFT must begin start-up procedures only after push-back and only when no men and equipment are in the area.

If APU is unserviceable, ACFT can start-up MAX two engines at the stand and then can begin push-back procedures.

3.3.2. TAXI PROCEDURES

3.3.2.1. COMMUNICATION FAILURE

Whenever an ACFT 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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LIRN/NAP
CAPODICHINO

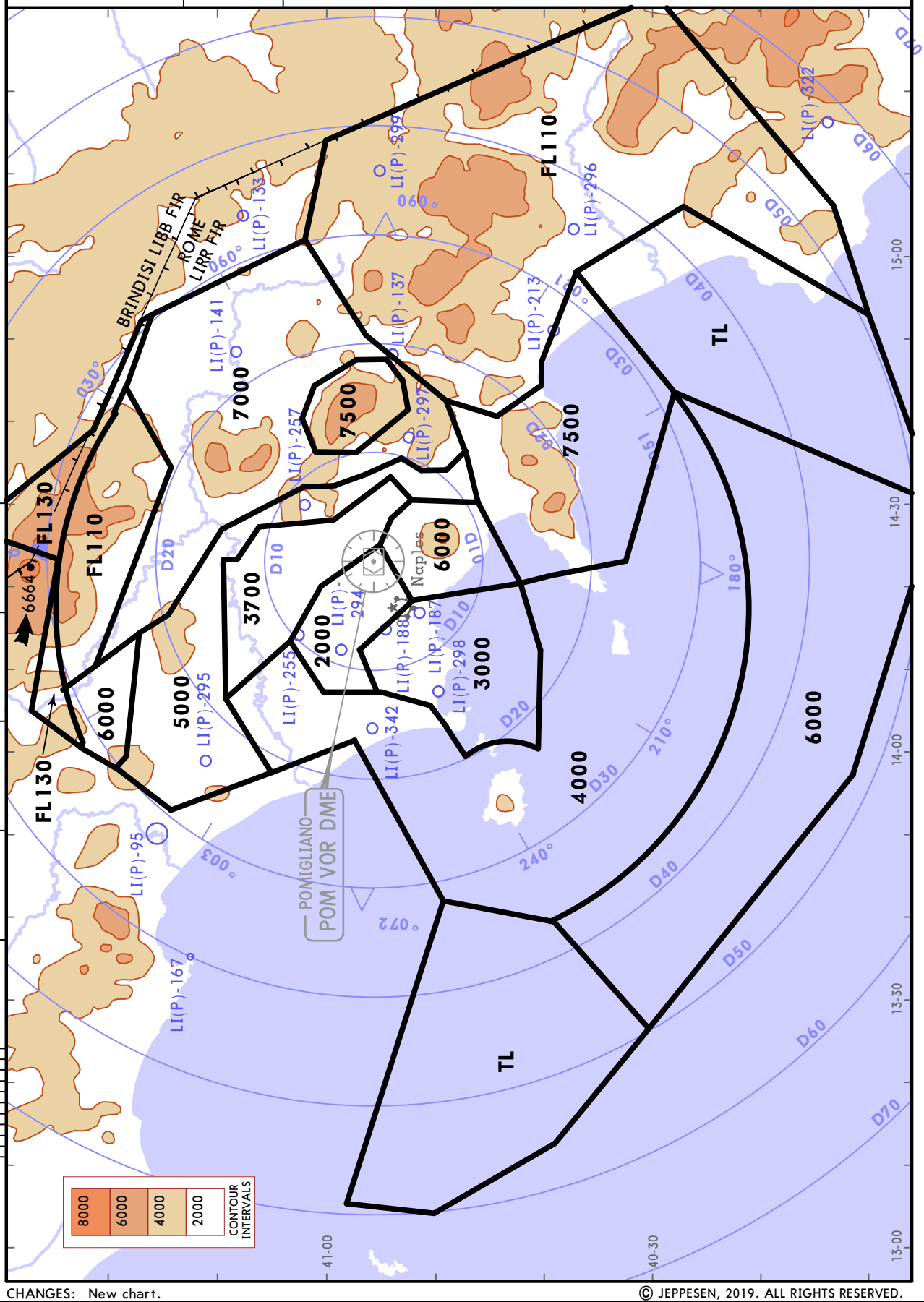
JEPPESEN

1 NOV 19 (10-1R) Eff 7 Nov

NAPLES, ~~ITALY~~
RADAR MINIMUM ALTITUDES

NAPLES Radar (APP)	Apt Elev
124.350	294

Alt Set: hPa Trans level: By ATC Trans alt: 8000
1. Minimum altitudes ensure at least 1000 clearance over the highest obstacles within sector and within:
- 3 NM of the sector boundary up to 20 NM from RADAR antenna.
- 5 NM of the sector boundary beyond 20 NM from RADAR antenna.
2. Chart only to be used for cross-checking of altitudes while under RADAR control.



CHANGES: New chart.

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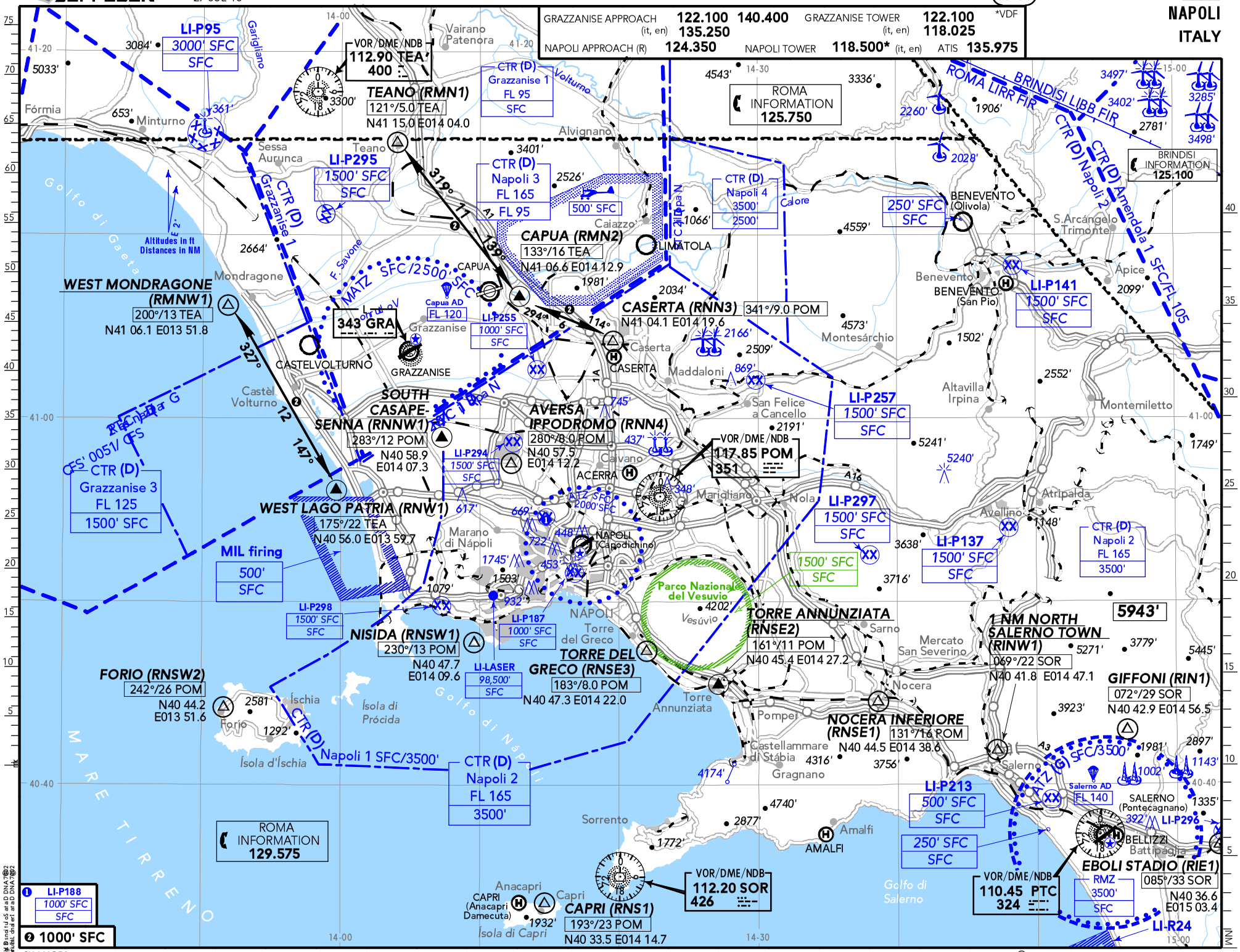
AREA
NAPOLI
ITALY

GRAZZANISE APPROACH (it, en)	122.100 140.400 135.250	GRAZZANISE TOWER (it, en)	122.100 118.025	*VDF	
NAPOLI APPROACH (R)	124.350	NAPOLI TOWER (it, en)	118.500*	ATIS	135.975



CHANGES: COM - Airspace.

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With regard to reliability of transponder, VFR-flights must proceed along routes TEANO (RMN1) - CAPUA (RMN2) - CASERTA (RNN3) - AVERSA IPPODROMO (RNN4) - SOUTH CASAPESENNA (RNNW1) and vice versa at 1000′ SFC, then proceed in accordance to published VFR sectors and levels.

Visual references:

a) Segment TEANO (RMN1) - CAPUA (RMN2) - CASERTA (RNN3) follow the highway.

b) Segment CASERTA (RNN3) - AVERSA IPPODROMO (RNN4) follow the railway.

c) CASERTA (RNN3): Palazzo Reale/Railway station.

d) AVERSA IPPODROMO (RNN4): Race-course.

NOTE: Traffic flying the above mentioned route is subject to GRAZZANISE APP/TWR clearance.

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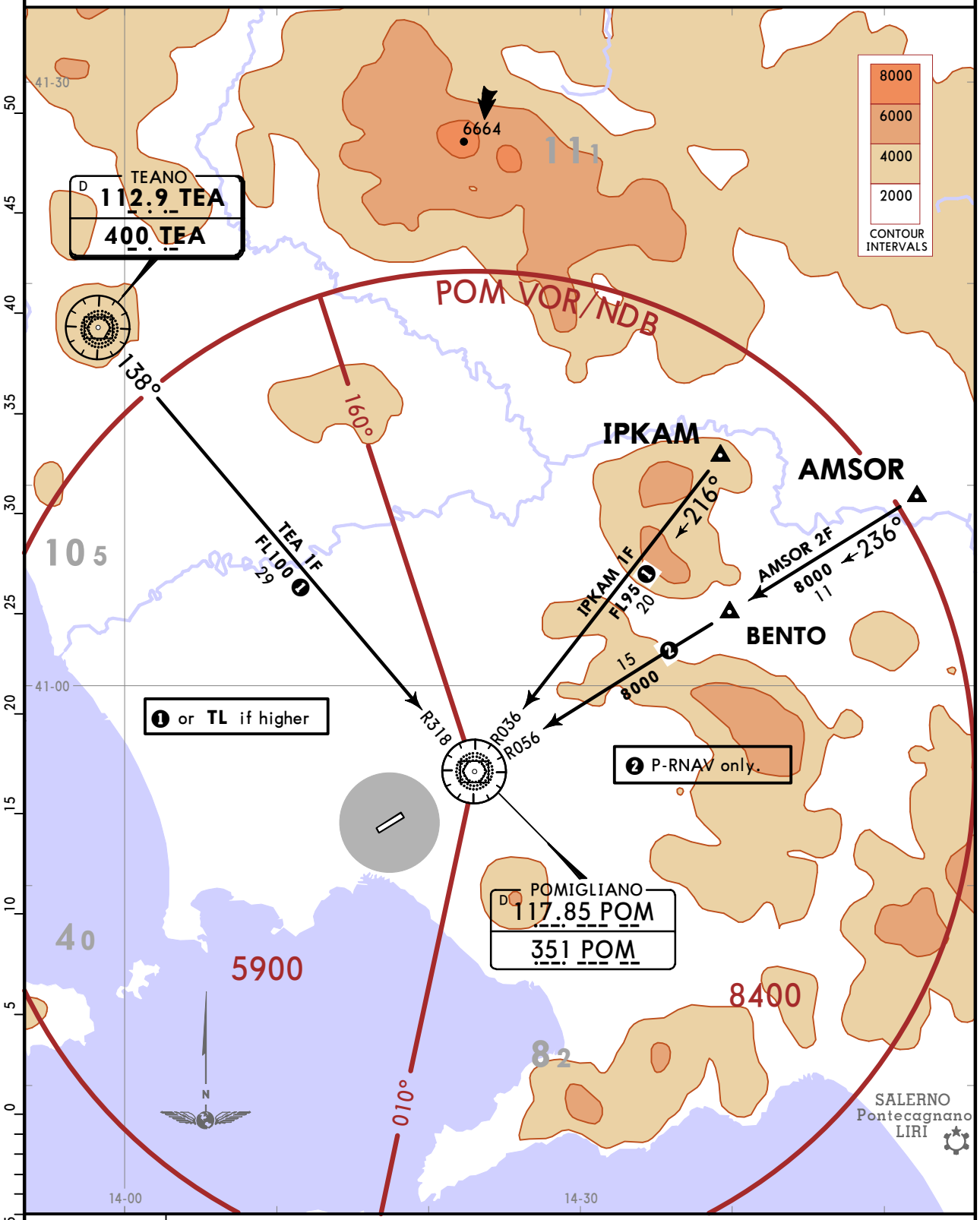
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
135.975	294	**Conventional/P-RNAV.**

AMSOR 2F [AMS2F], IPKAM 1F [IPK1F]
TEA 1F [TEA1F]
RWY 06 TRANSITIONS

SPEED: MAX 250 KT BELOW FL100



TRANSITION	ROUTING
AMSOR 2F	On POM R056 inbound/236° bearing via BENTO to POM.
IPKAM 1F	On POM R036 inbound/216° bearing to POM.
TEA 1F	On TEA R138/138° bearing to POM.

CHANGES: Transition AKAMO 1F replaced by IPKAM 1F.

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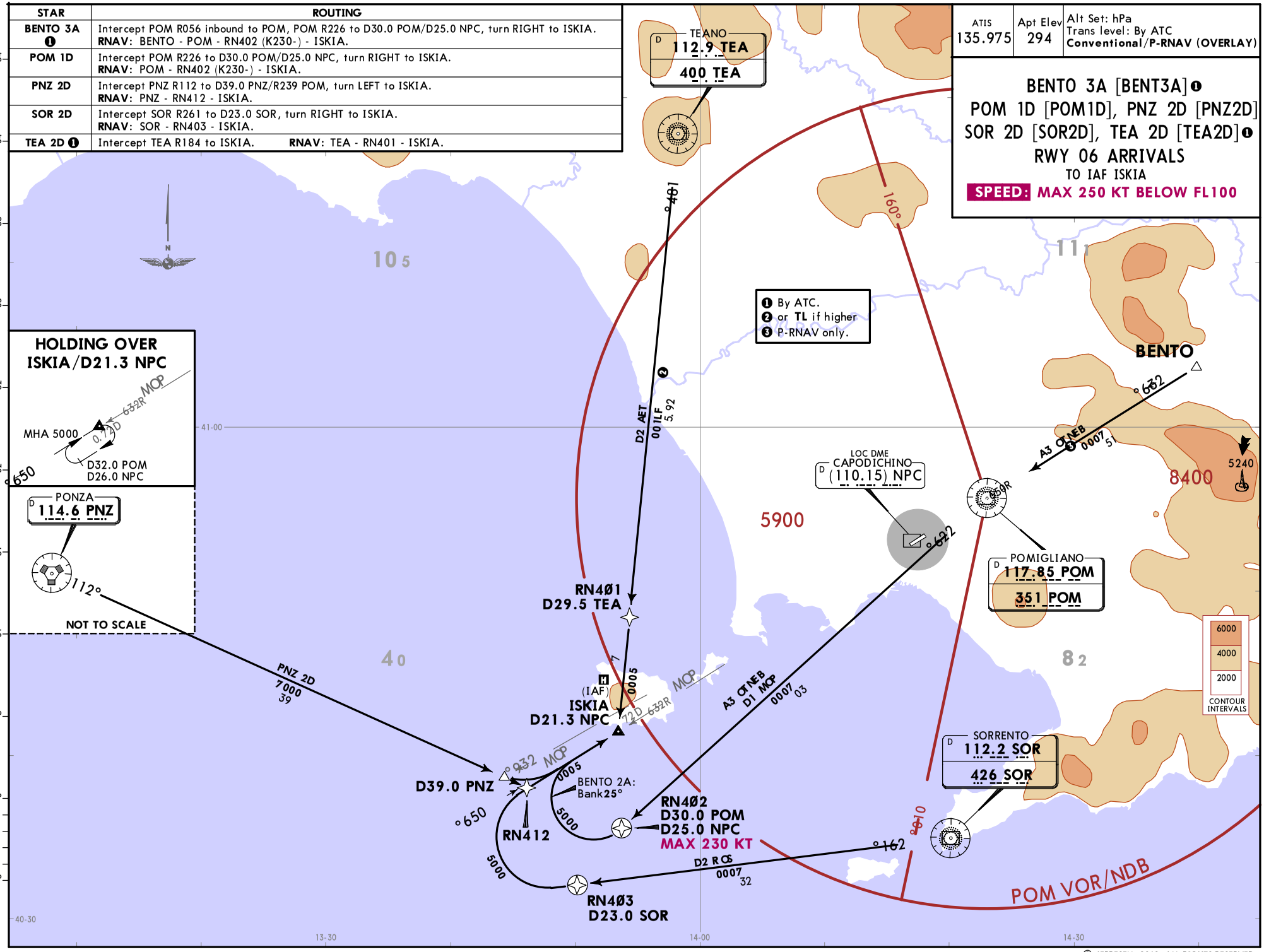
STAR	ROUTING
BENTO 3A ❶	Intercept POM R056 inbound to POM, POM R226 to D30.0 POM/D25.0 NPC, turn RIGHT to ISKIA. **RNAV:** BENTO - POM - RN402 (K230-) - ISKIA.
POM 1D	Intercept POM R226 to D30.0 POM/D25.0 NPC, turn RIGHT to ISKIA. **RNAV:** POM - RN402 (K230-) - ISKIA.
PNZ 2D	Intercept PNZ R112 to D39.0 PNZ/R239 POM, turn LEFT to ISKIA. **RNAV:** PNZ - RN412 - ISKIA.
SOR 2D	Intercept SOR R261 to D23.0 SOR, turn RIGHT to ISKIA. **RNAV:** SOR - RN403 - ISKIA.
TEA 2D ❶	Intercept TEA R184 to ISKIA. **RNAV:** TEA - RN401 - ISKIA.

ATIS	Apt Elev	
135.975	294	Alt Set: hPa Trans level: By ATC **Conventional/P-RNAV (OVERLAY)**

BENTO 3A [BENT3A]❶
POM 1D [POM1D], PNZ 2D [PNZ2D]
SOR 2D [SOR2D], TEA 2D [TEA2D]❶
RWY 06 ARRIVALS
TO IAF ISKIA
SPEED: MAX 250 KT BELOW FL100



CHANGES: STAR BENTO 2A renumbered 3A.

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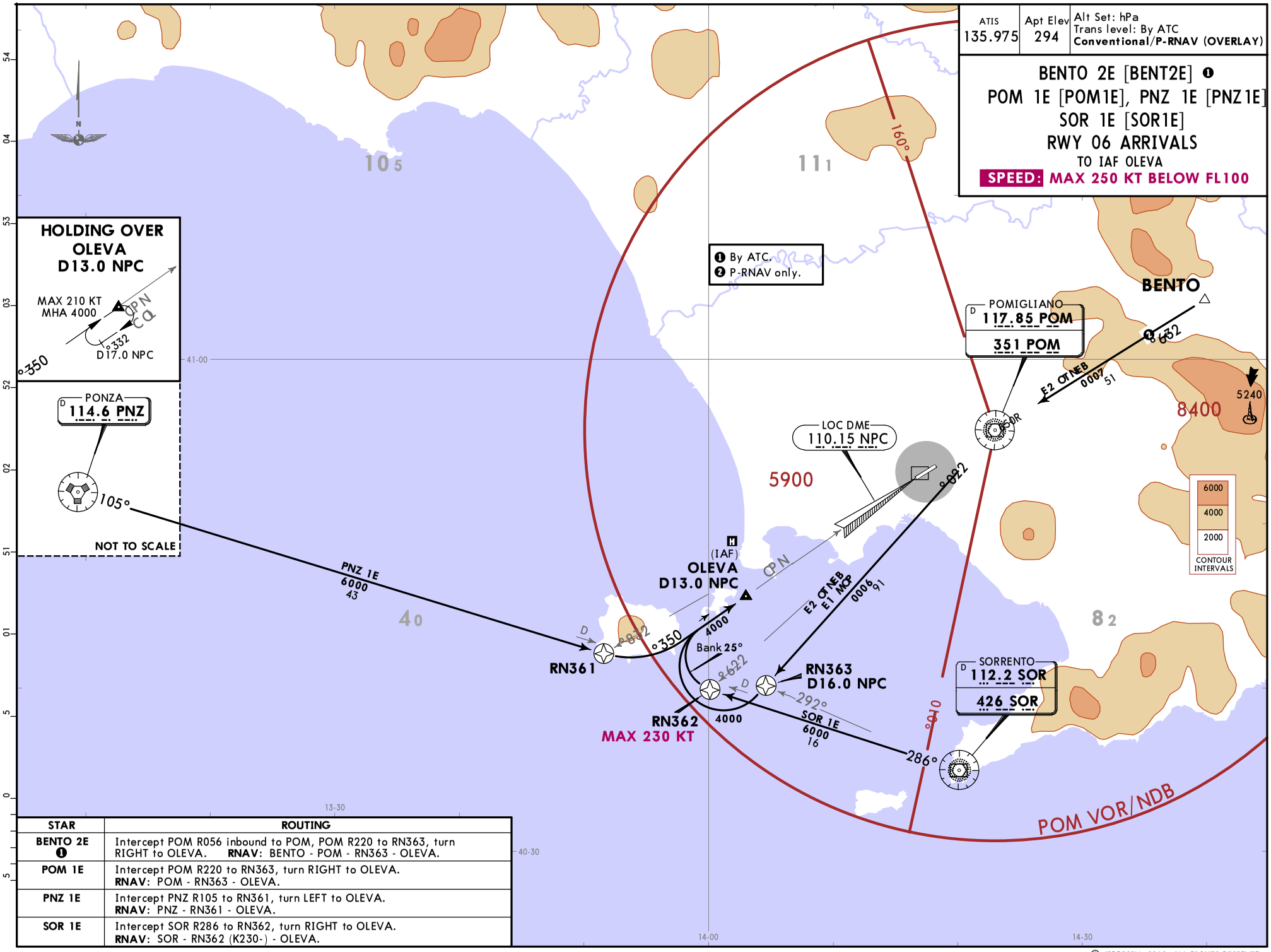
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC **Conventional/P-RNAV (OVERLAY)**
135.975	294	

BENTO 2E [BENT2E] ❶
POM 1E [POM1E], PNZ 1E [PNZ1E]
SOR 1E [SOR1E]
RWY 06 ARRIVALS
TO IAF OLEVA

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
BENTO 2E ❶	Intercept POM R056 inbound to POM, POM R220 to RN363, turn RIGHT to OLEVA. **RNAV:** BENTO - POM - RN363 - OLEVA.
POM 1E	Intercept POM R220 to RN363, turn RIGHT to OLEVA. **RNAV:** POM - RN363 - OLEVA.
PNZ 1E	Intercept PNZ R105 to RN361, turn LEFT to OLEVA. **RNAV:** PNZ - RN361 - OLEVA.
SOR 1E	Intercept SOR R286 to RN362, turn RIGHT to OLEVA. **RNAV:** SOR - RN362 (K230-) - OLEVA.

CHANGES: None.

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ATIS	Apt Elev	
135.975	294	Alt Set: hPa Trans level: By ATC RNAV 1

AMSOR 1Z [AMSO1Z]
IPKAM 1Z [IPKA1Z]
SOR 1X [SOR1X], SOR 1Y [SOR1Y]
SOR 1Z [SOR1Z], TEA 1Z [TEA1Z]
RWY 24 RNAV ARRIVALS

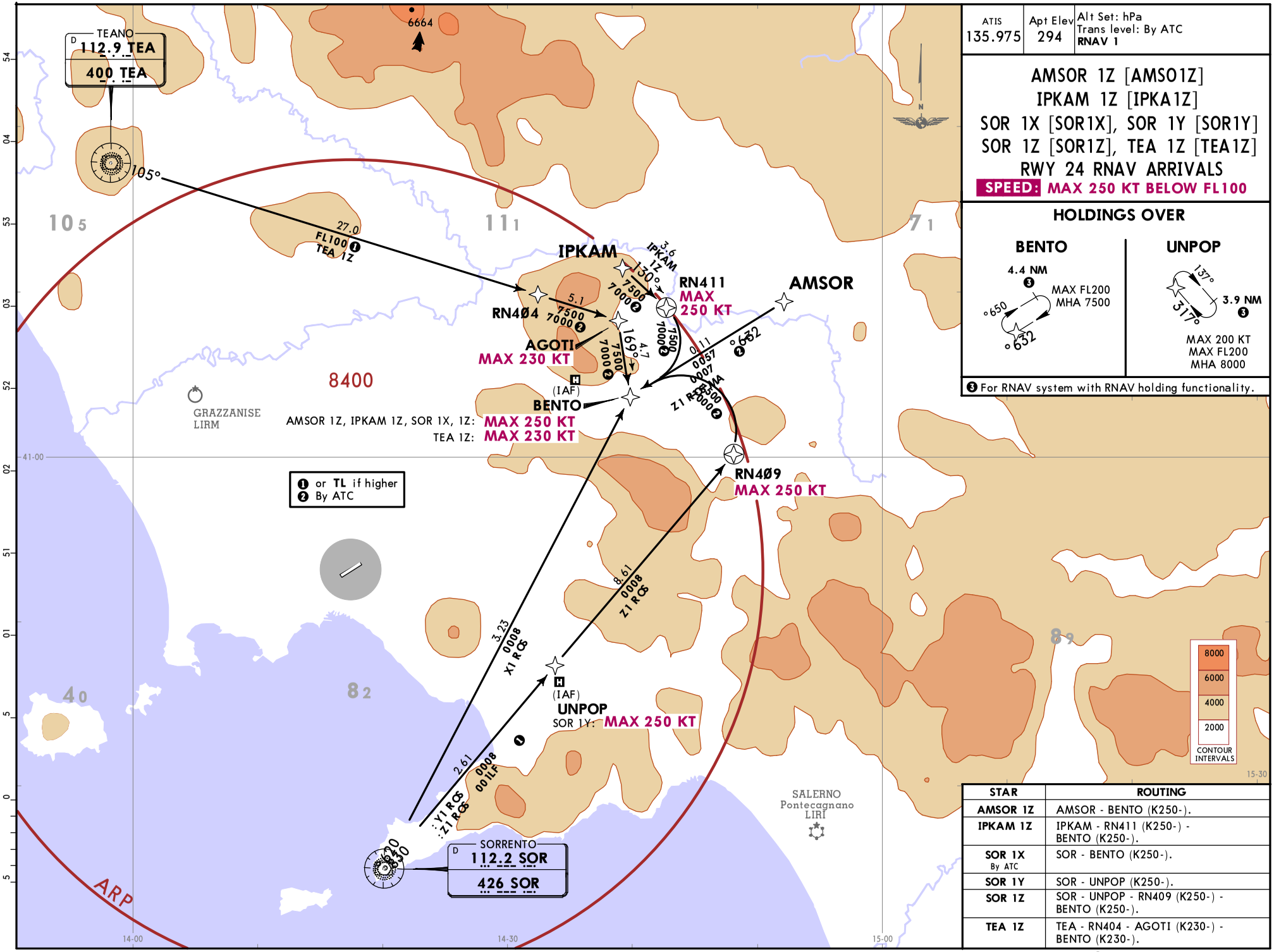
SPEED: MAX 250 KT BELOW FL100

HOLDINGS OVER

BENTO
4.4 NM ❸
MAX FL200
MHA 7500
650
632

UNPOP
137°
317°
3.9 NM ❸
MAX 200 KT
MAX FL200
MHA 8000

❸ For RNAV system with RNAV holding functionality.



STAR	ROUTING
AMSOR 1Z	AMSOR - BENTO (K250-).
IPKAM 1Z	IPKAM - RN411 (K250-) - BENTO (K250-).
SOR 1X By ATC	SOR - BENTO (K250-).
SOR 1Y	SOR - UNPOP (K250-).
SOR 1Z	SOR - UNPOP - RN409 (K250-) - BENTO (K250-).
TEA 1Z	TEA - RN404 - AGOTI (K230-) - BENTO (K230-).

CHANGES: RNAV STAR AKAMO 1Z replaced by IPKAM 1Z.

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ATIS	Apt Elev	
135.975	294	Alt Set: hPa Trans level: By ATC RNAV 1

PNZ 1W, SOR 1W
TEA 1W
RWY 24 RNAV ARRIVALS

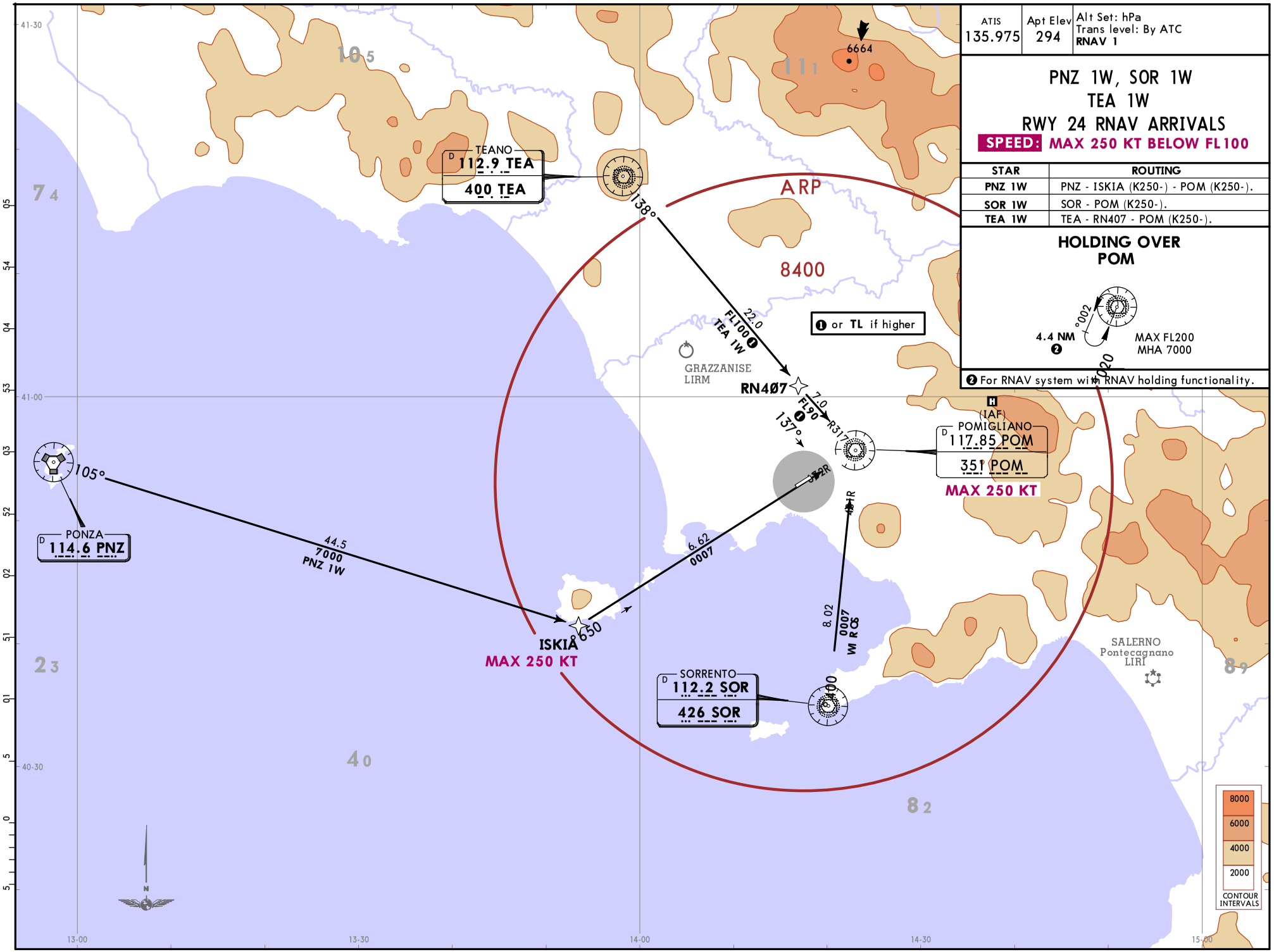
SPEED: MAX 250 KT BELOW FL100

STAR	ROUTING
PNZ 1W	PNZ - ISKIA (K250-) - POM (K250-).
SOR 1W	SOR - POM (K250-).
TEA 1W	TEA - RN407 - POM (K250-).

HOLDING OVER POM

4.4 NM ❷
°002
°020
MAX FL200
MHA 7000

❷ For RNAV system with RNAV holding functionality.



CHANGES: None.

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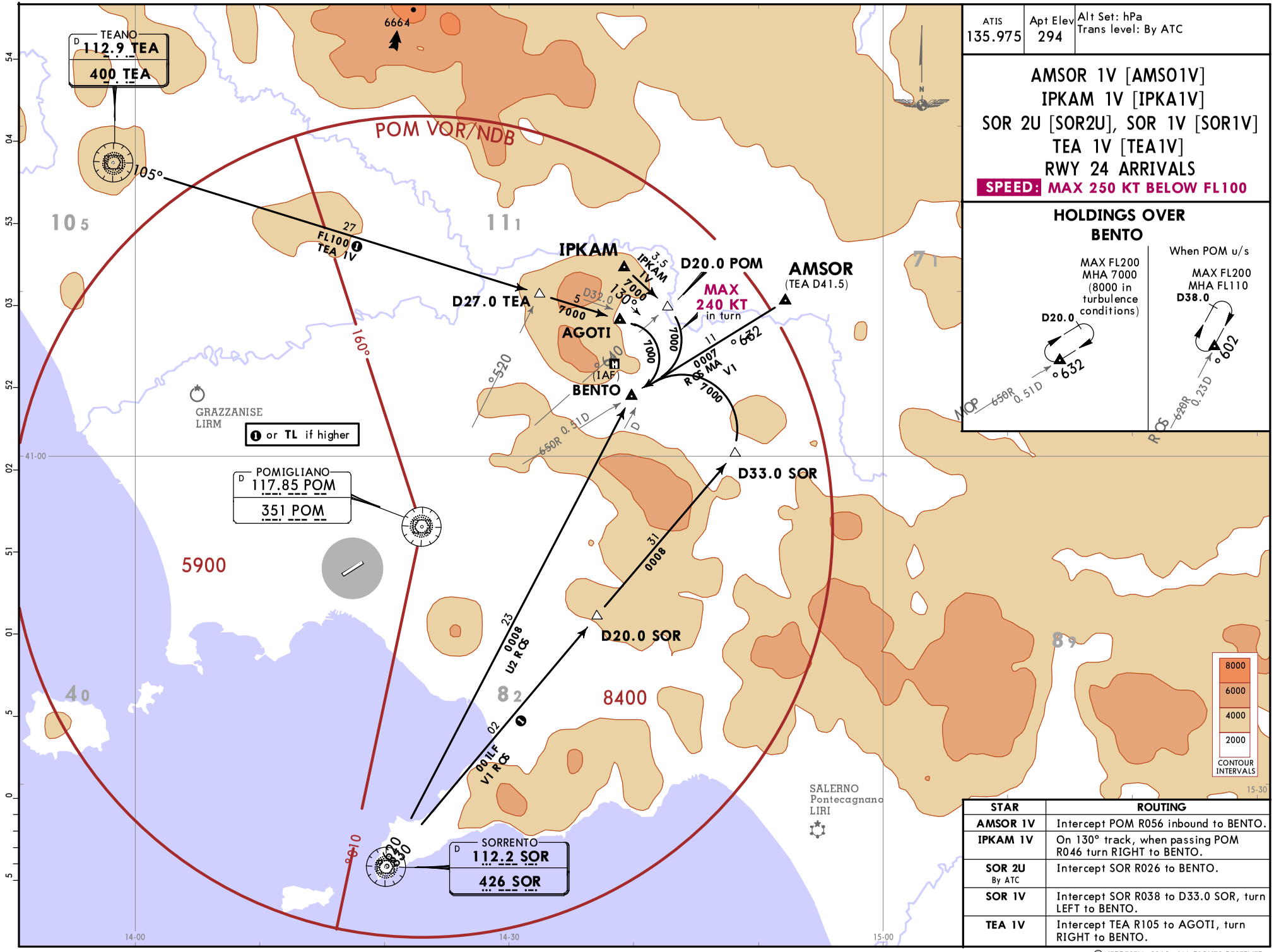
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
135.975	294	

AMSOR 1V [AMSO1V]
IPKAM 1V [IPKA1V]
SOR 2U [SOR2U], SOR 1V [SOR1V]
TEA 1V [TEA1V]
RWY 24 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
AMSOR 1V	Intercept POM R056 inbound to BENTO.
IPKAM 1V	On 130° track, when passing POM R046 turn RIGHT to BENTO.
SOR 2U By ATC	Intercept SOR R026 to BENTO.
SOR 1V	Intercept SOR R038 to D33.0 SOR, turn LEFT to BENTO.
TEA 1V	Intercept TEA R105 to AGOTI, turn RIGHT to BENTO.

CHANGES: STAR SOR 1U renumbered 2U.

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ATIS	Apt Elev	
135.975	294	Alt Set: hPa Trans level: By ATC

PNZ 1T, SOR 1T
TEA 1T, TEA 1U
RWY 24 ARRIVALS

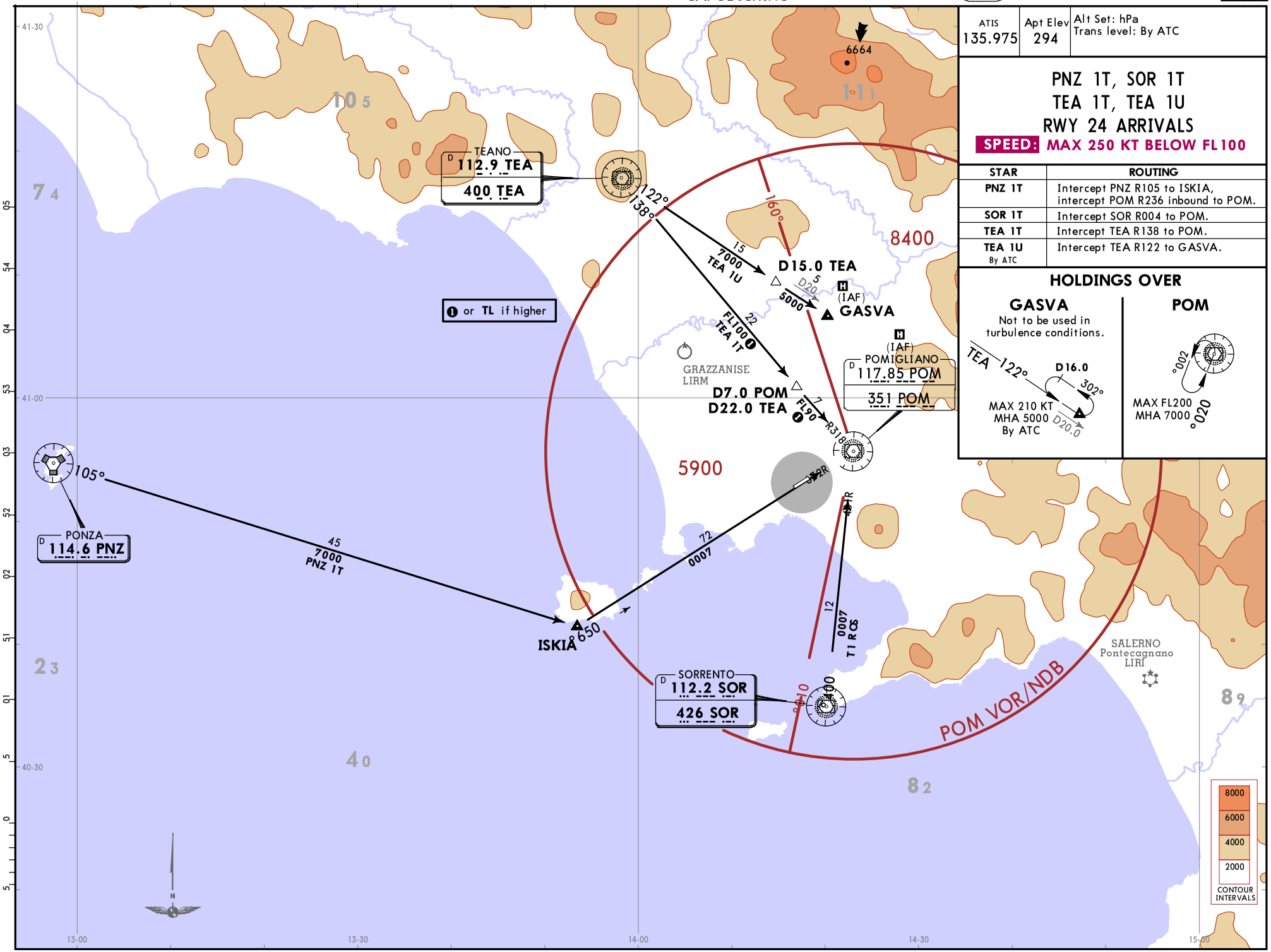
SPEED: MAX 250 KT BELOW FL100

STAR	ROUTING
PNZ 1T	Intercept PNZ R105 to ISKIA, intercept POM R236 inbound to POM.
SOR 1T	Intercept SOR R004 to POM.
TEA 1T	Intercept TEA R138 to POM.
TEA 1U By ATC	Intercept TEA R122 to GASVA.

HOLDINGS OVER

GASVA
Not to be used in turbulence conditions.
TEA 122° D16.0 302°
MAX 210 KT
MHA 5000
By ATC
D20.0

POM
002°
020°
MAX FL200
MHA 7000



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CHANGES: None.

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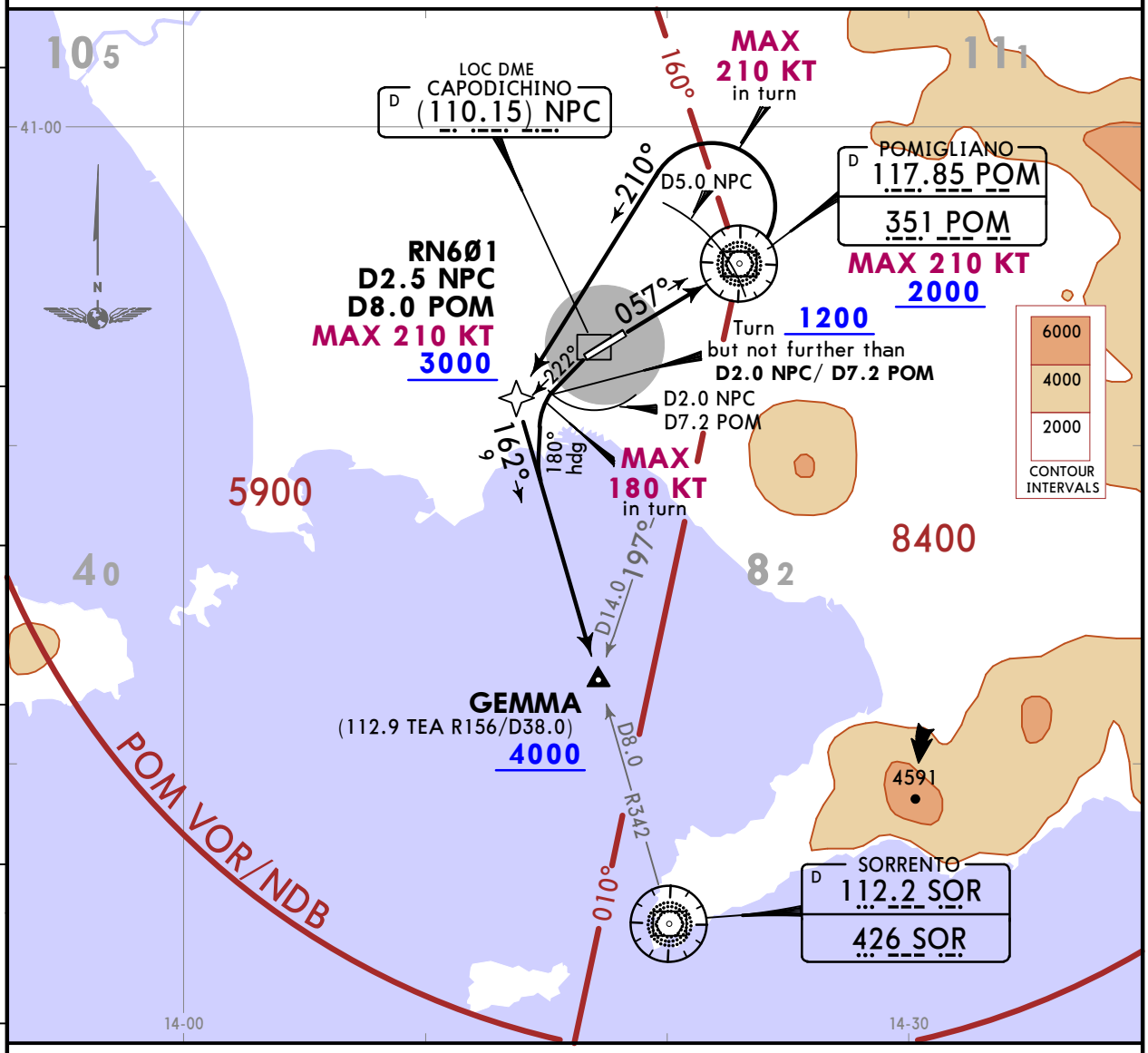
Apt Elev 294	Trans alt: 8000 **1. Conventional/P-RNAV.** 2. If unable to comply with noise abatement procedures from RWY 24 request take-off from RWY 06. 3. EXPECT close-in obstacles.

INITIAL CLIMB PROCEDURES



These SIDs require minimum climb gradients of

Rwy 06 - MOLUX 8B: 480 per NM until leaving 7000.

Rwy 06 - TEA 8B: 425 per NM until leaving 4000, then 320 per NM until TEA.

Rwy 06 - Other SIDs: 425 per NM until leaving 3000.

Rwy 24: Climb with MAX climb gradient but no less than 583 per NM (9.6%) until leaving 3000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
425 per NM	531	708	1063	1417	1771	2125
480 per NM	600	800	1200	1600	2000	2400
583 per NM	729	972	1458	1943	2429	2915

RWY 24: Initial climb clearance **3500**

SID	RWY	INITIAL CLIMB
AGNIS 5C, DELER 5A EDOPA 5A, GALTI 5A ISKIA 5A, MALOG 5A MOLUX 5A, PEVIR 5A POLIT 5A, TEA 5A, 5C	**06**	On 057° track to POM (D5.0 NPC), turn LEFT (MAX 210 KT), 210° track, intercept SOR R342 inbound/162° bearing towards SOR NDB to GEMMA. **RNAV:** POM (K210-; 2000+) - RN601 (K210-; 3000+) - GEMMA (4000+).
	24	At DER (D0.5 NPC) on 222° track, at 1200 but not further than D2.0 NPC/D7.2 POM turn LEFT (MAX 180 KT) on 180° heading, intercept SOR R342 inbound/162° bearing towards SOR NDB to GEMMA.
MOLUX 8B TEA 8B	**06**	On 057° track to POM.

CHANGES: SIDs MOLUX 7B & TEA 7B renumbered 8B.

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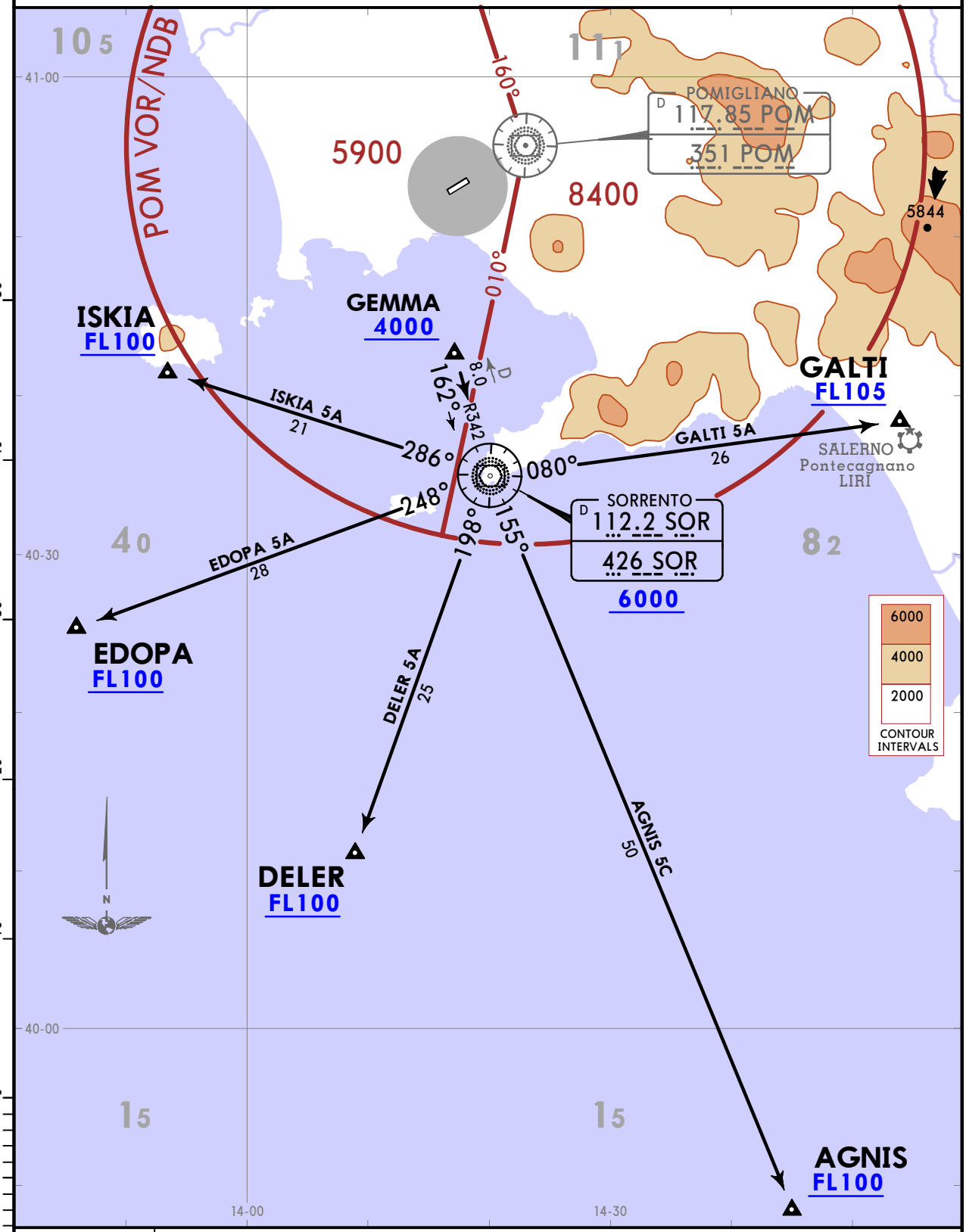
Apt Elev	
294	Trans alt: 8000 **Conventional/P-RNAV.**

AGNIS 5C [AGNI5C], DELER 5A [DELE5A], EDOPA 5A [EDOP5A] GALTI 5A [GALT5A], ISKIA 5A [ISKI5A] ALL RWYS DEPARTURES



SID	ROUTING
AGNIS 5C	Proceed to SOR, turn LEFT, SOR R155 to AGNIS.
DELER 5A	Proceed to SOR, turn RIGHT, SOR R198 to DELER.
EDOPA 5A	Proceed to SOR, turn RIGHT, SOR R248 to EDOPA.
GALTI 5A	Proceed to SOR, turn LEFT, SOR R080 to GALTI.
ISKIA 5A	Proceed to SOR, turn RIGHT, SOR R286 to ISKIA.

CHANGES: None.

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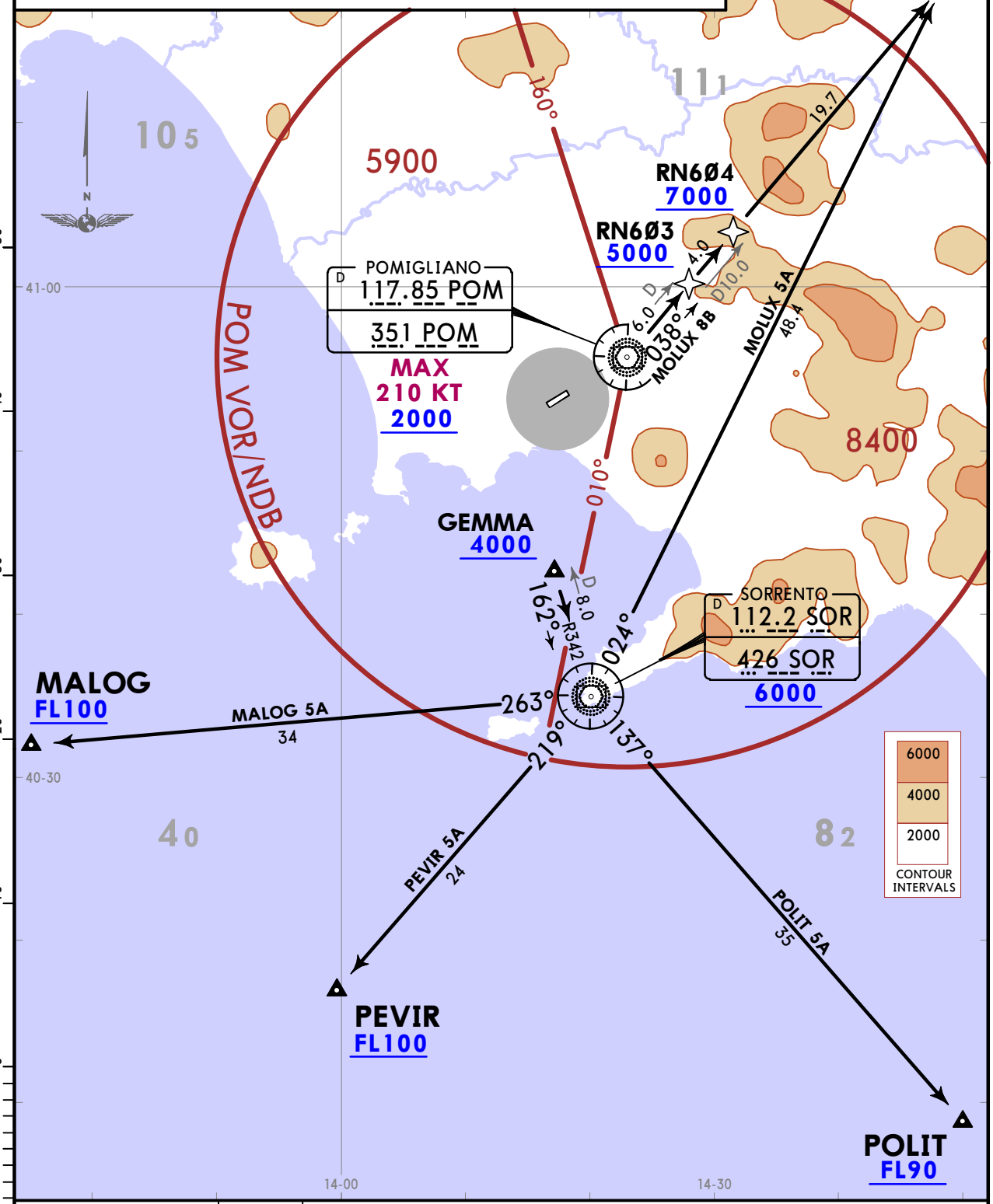
Apt Elev 294

Trans alt: 8000
Conventional/P-RNAV.

MALOG 5A [MALO5A]
MOLUX 5A [MOLU5A], MOLUX 8B [MOLU8B]
PEVIR 5A [PEVI5A], POLIT 5A [POLI5A]
DEPARTURES



SID	RWY	ROUTING
MALOG 5A	06, 24	Proceed to SOR, turn RIGHT, SOR R263 to MALOG.
MOLUX 5A		Proceed to SOR, turn LEFT, SOR R024 to MOLUX.
MOLUX 8B	06	At POM turn LEFT, POM R038 to MOLUX.
PEVIR 5A	06, 24	Proceed to SOR, turn RIGHT, SOR R219 to PEVIR.
POLIT 5A		Proceed to SOR, turn LEFT, SOR R137 to POLIT.

CHANGES: SID MOLUX 7B renumbered 8B.

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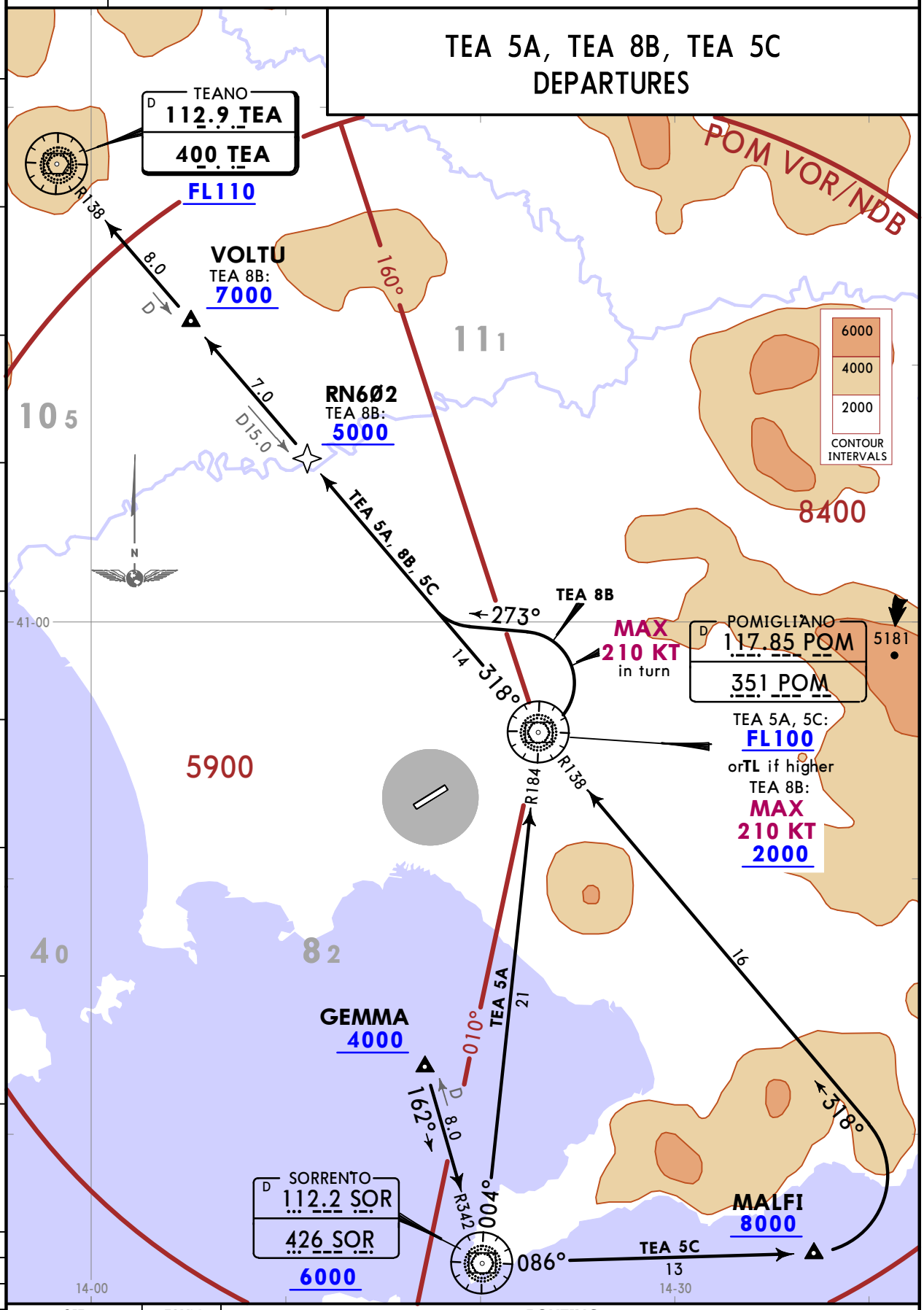
Apt Elev 294

Trans alt: 8000
Conventional/P-RNAV.

TEA 5A, TEA 8B, TEA 5C DEPARTURES



SID	RWY	ROUTING
TEA 5A	06, 24	Proceed to SOR, turn LEFT, SOR R004 to POM, POM R318 to TEA. Before passing SOR the LEFT turn to POM may be executed when ATC clearance has been asked for and received and aircraft has crossed 6000 climbing.
TEA 8B	06	At POM turn LEFT, 273° track, intercept POM R318 to TEA.
TEA 5C	06, 24	Proceed to SOR, turn LEFT, SOR R086 to MALFI, turn LEFT, intercept POM R138 inbound to POM, then proceed to TEA.

CHANGES: SID TEA 7B renumbered 8B.

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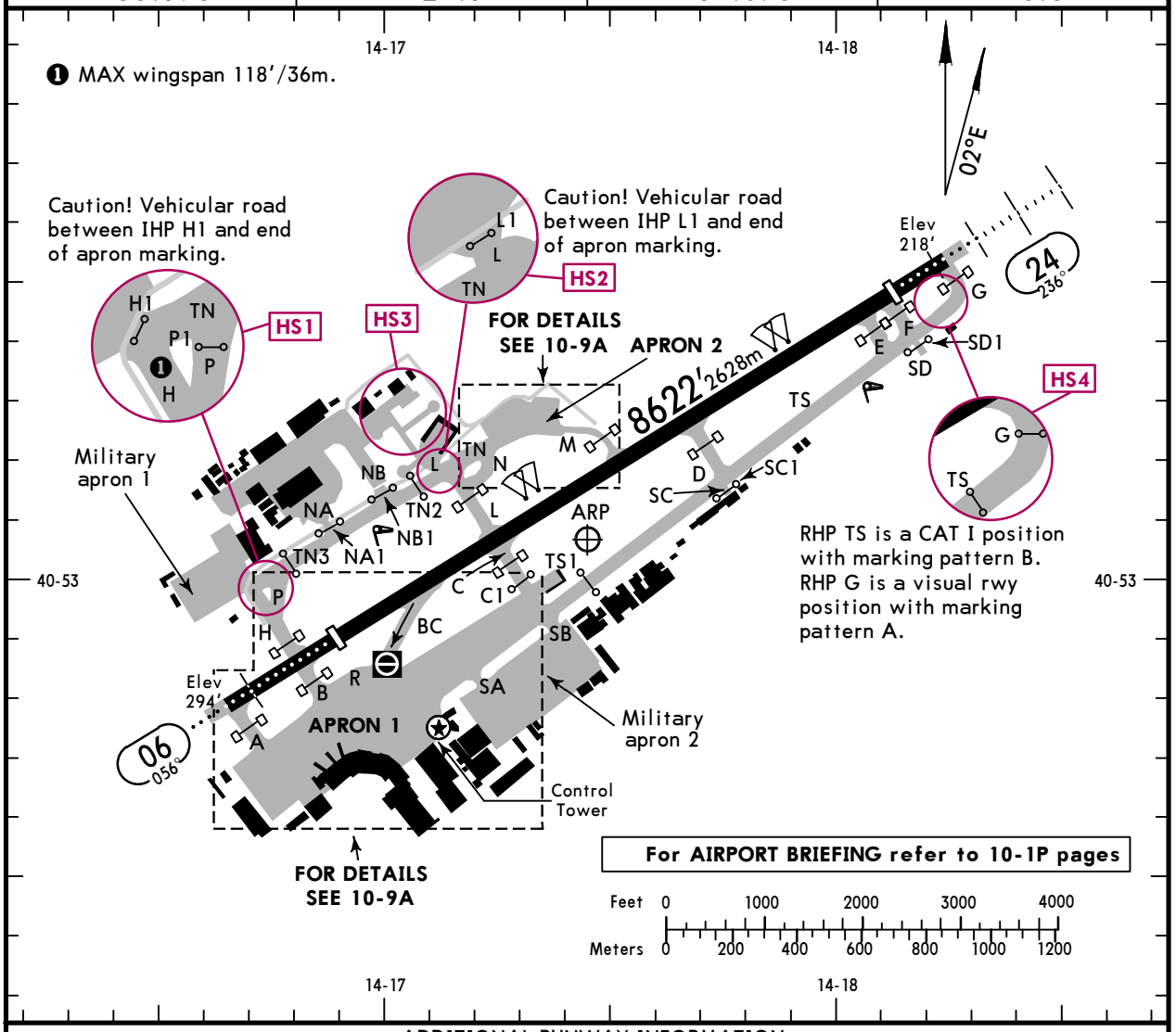
LIRN/NAP

Apt Elev **294'**
N40 53.1 E014 17.5

JEPPESEN
11 OCT 19 (10-9)

NAPLES, ITALY
CAPODICHINO

ATIS	*NAPLES Ground	GESAC Apron Management Office (RMP)	Tower
135.975	121.9	131.675	118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS PAPI (3.50°)	7313' 2229m	6341' 1933m	❹	148' 45m
24	HIRL (60m) CL (15m) HIALS PAPI (3.33°) ❸ RVR	7999' 2438m	7270' 2216m		

❸ HST-BC

❹ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head	8622' (2628m)
twy H int	7769' (2368m)
twy B int	7766' (2367m)

RWY 24:

From rwy head	8622' (2628m)
twy E int	7631' (2326m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS3 Possible take-off and landing of helicopters.

Standard TAKE-OFF

A	
B	200' - RVR 700m
C	
D	

CHANGES: Rwy 06 CGL withdrawn.

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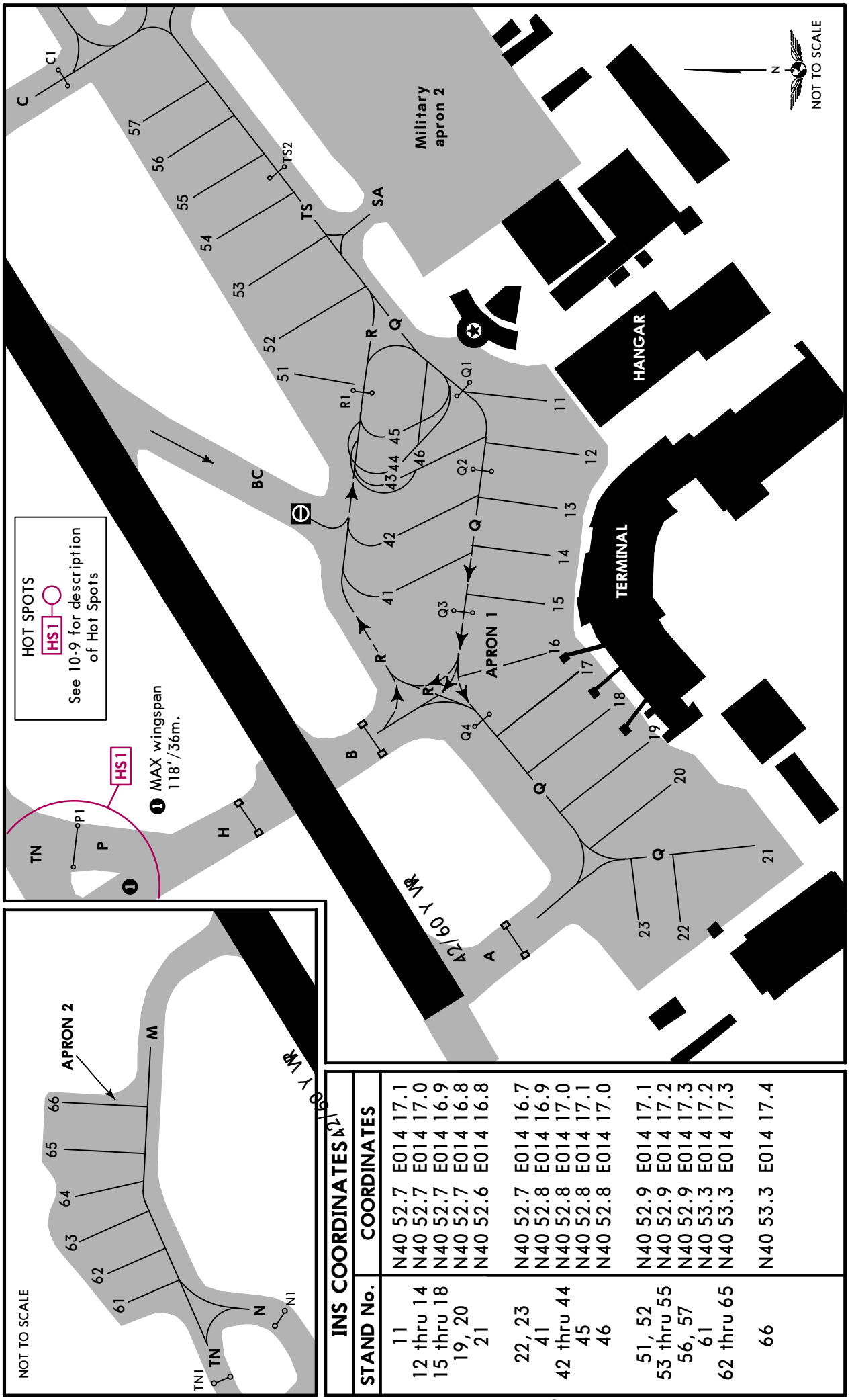

INS COORDINATES

STAND No.	COORDINATES
11	N40 52.7 E014 17.1
12 thru 14	N40 52.7 E014 17.0
15 thru 18	N40 52.7 E014 16.9
19, 20	N40 52.7 E014 16.8
21	N40 52.6 E014 16.8
22, 23	N40 52.7 E014 16.7
41	N40 52.8 E014 16.9
42 thru 44	N40 52.8 E014 17.0
45	N40 52.8 E014 17.1
46	N40 52.8 E014 17.0
51, 52	N40 52.9 E014 17.1
53 thru 55	N40 52.9 E014 17.2
56, 57	N40 52.9 E014 17.3
61	N40 53.3 E014 17.2
62 thru 65	N40 53.3 E014 17.3
66	N40 53.3 E014 17.4

CHANGES: Holding designation.

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LIRN/NAP
CAPODICHINO

JEPPESEN

31 AUG 18 (11-1)

NAPLES, ITALY
ILS Z or LOC Z Rwy 06

BRIEFING STRIP ™

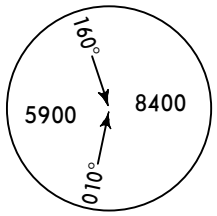
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC NPC	Final Apch Crs	GS D4.0 NPC	ILS DA(H)	Apt Elev 294′
110.15	053°	1760′(1475′)	680′(395′)	Rwy 285′

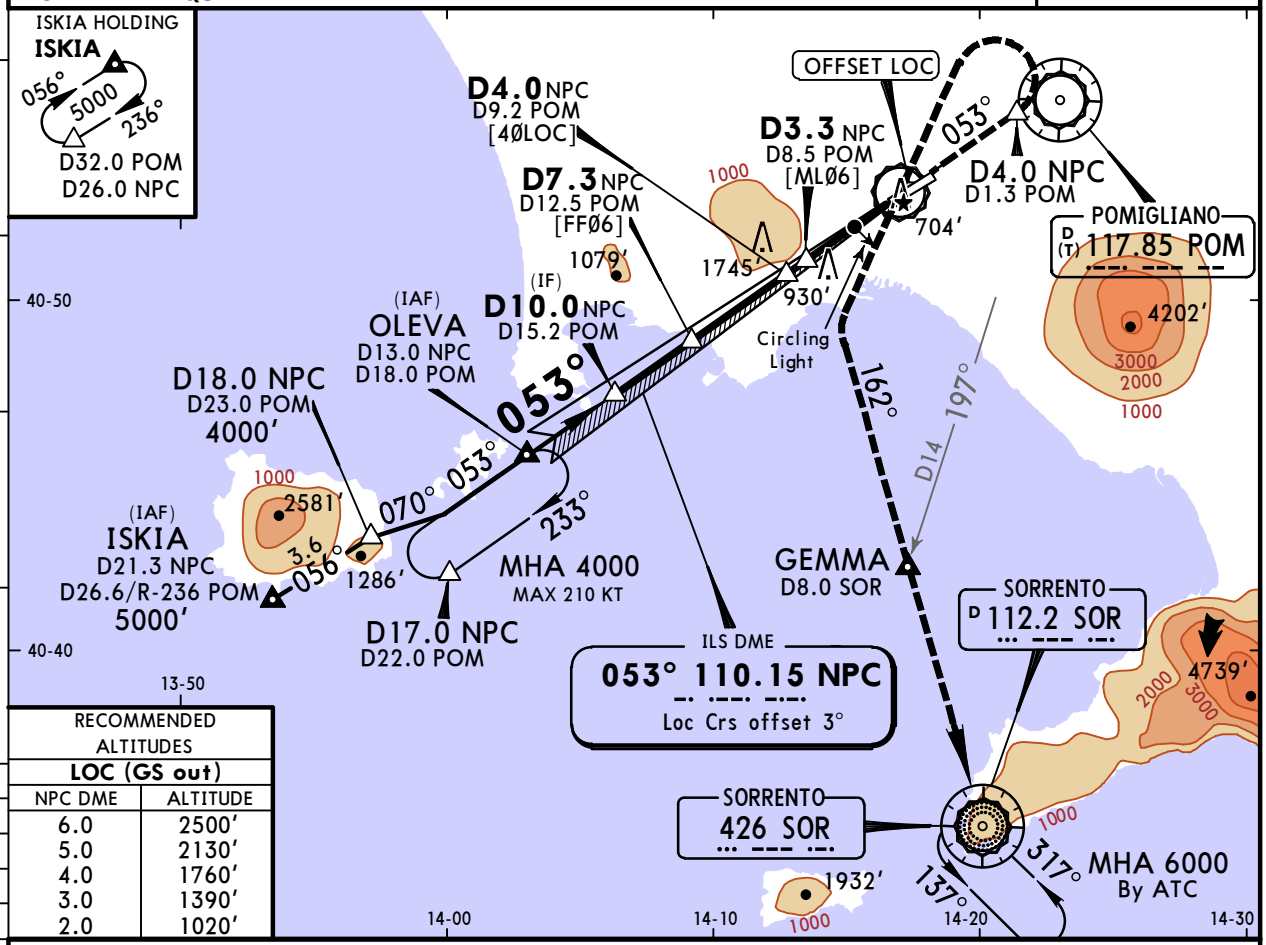
MISSED APCH: Climb on 053° to 6000′. At D4.0 NPC turn LEFT (MAX 230 KT) to join R-342 inbound SOR VOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000′

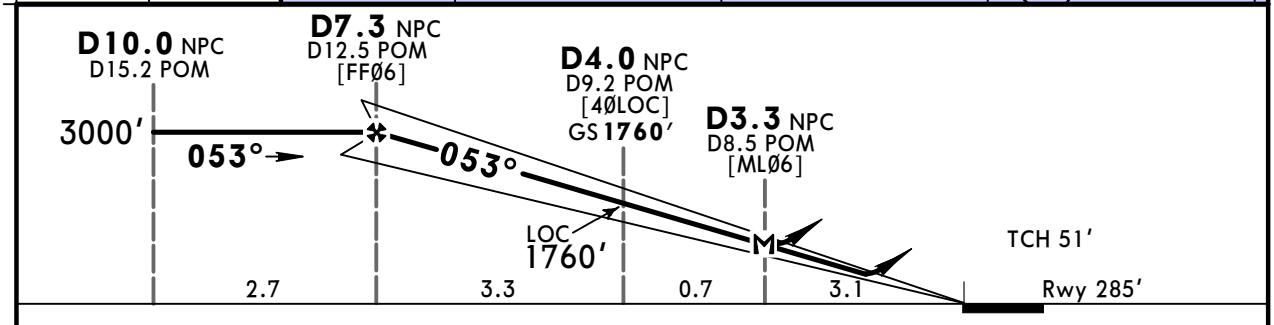
VOR + DME REQUIRED.



MSA POM VOR



RECOMMENDED ALTITUDES LOC (GS out)	
NPC DME	ALTITUDE
6.0	2500′
5.0	2130′
4.0	1760′
3.0	1390′
2.0	1020′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.50°	434	557	619	743	867	991
LOC Descent Angle	3.52°	436	561	623	748	872	997
MAP at D3.3 NPC/D8.5 POM							

HIALS
PAPI PAPI

6000′ on 053°

Standard STRAIGHT-IN LANDING RWY 06 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 680′(395′) FULL	ILS DA(H) 680′(395′) ALS out	LOC (GS out) 1 CDFA DA/MDA(H) 1500′(1215′) DAY ALS out	LOC (GS out) 1 CDFA DA/MDA(H) 1500′(1215′) NIGHT ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	1600′- 5000m	1600′- 8000m	100	1200′(906′)	2 1500m
B					135	1200′(906′)	2 1600m
C		RVR 1800m			180	2160′(1866′)	3 2400m
D					205	2160′(1866′)	3 3600m

PANS OPS

1 Below DA(H) PAPI indications strictly MANDATORY. 2 After LOC apch: MDA(H) 1500′(1206′), CEIL 1600′ DAY: VIS 5000m, NIGHT: VIS 8000m. 3 After LOC apch: CEIL 1600′ DAY: VIS 5000m, NIGHT: VIS 8000m.

CHANGES: Minimums.

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LIRN/NAP
CAPODICHINO

JEPPESEN
31 AUG 18 (11-2)

MISSED APCH CLIMB GRAD MIM 5.2%

NAPLES, ITALY
ILS Y Rwy 06

BRIEFING STRIP ™

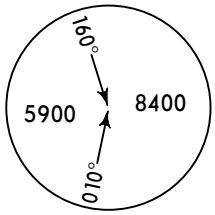
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC NPC	Final Apch Crs	GS	ILS DA(H)	
110.15	**053°**	**D4.0 NPC** **1760′** (1475′)	**680′** (395′)	Apt Elev 294′ Rwy 285′

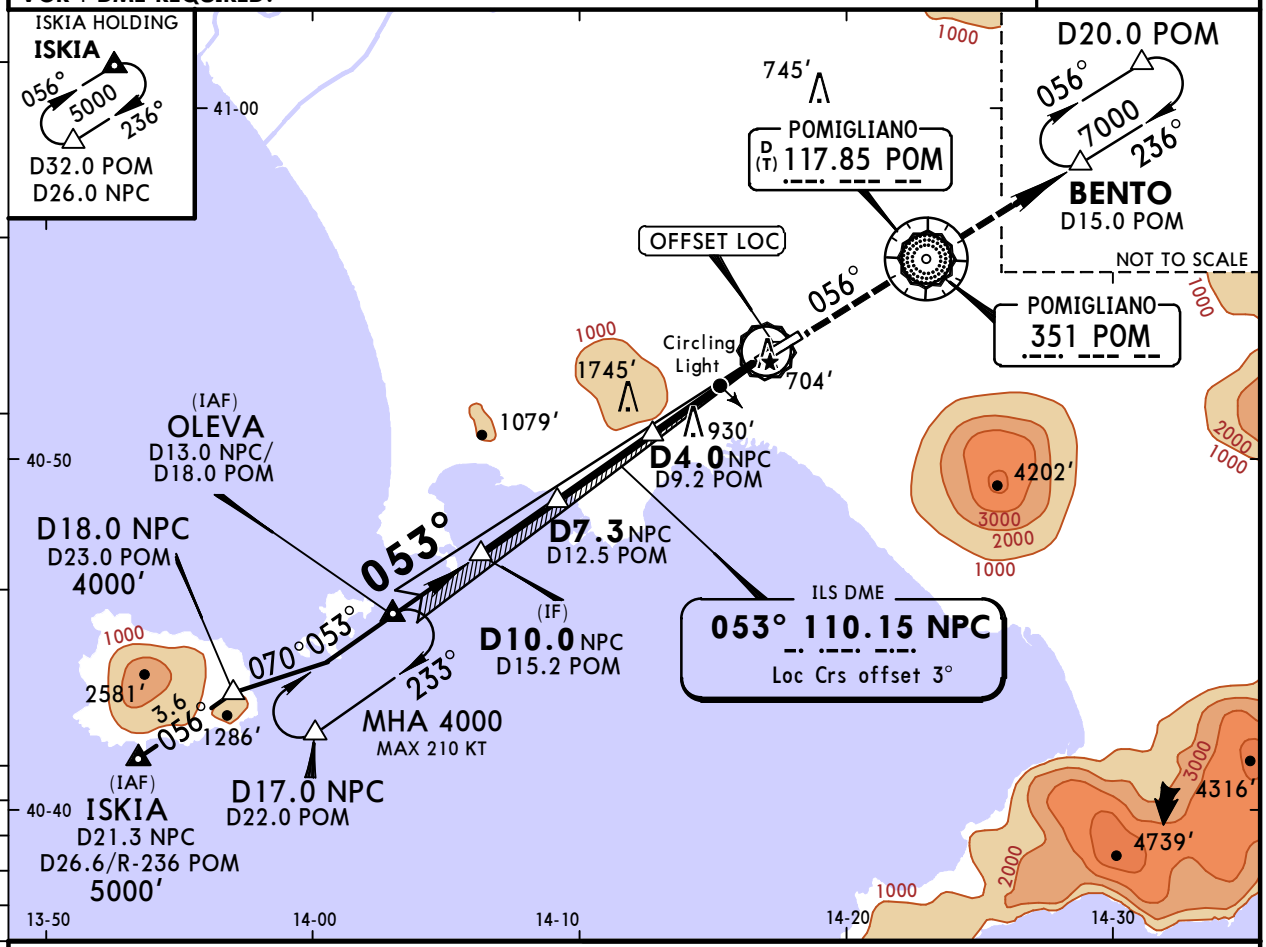
MISSED APCH: Climb on 056° to 7000′ to VOR/NDB, then proceed direct to BENTO and hold.

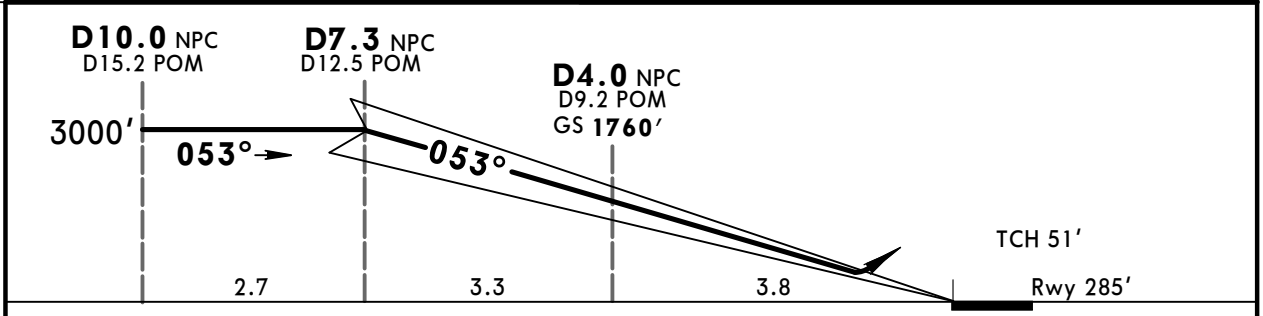
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000′

VOR + DME REQUIRED.



MSA POM VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

HIALS
PAPI PAPI

7000′ on 056°

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **06**
Missed apch climb gradient mim 5.2%

DA(H) **680′** (395′)

	FULL	ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

CHANGES: None.

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LIRN/NAP CAPODICHINO

JEPPESEN

31 AUG 18 **Eff 13 Sep** (11-3)

NAPLES, ITALY
ILS X or LOC X Rwy 06

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

BRIEFING STRIP ™

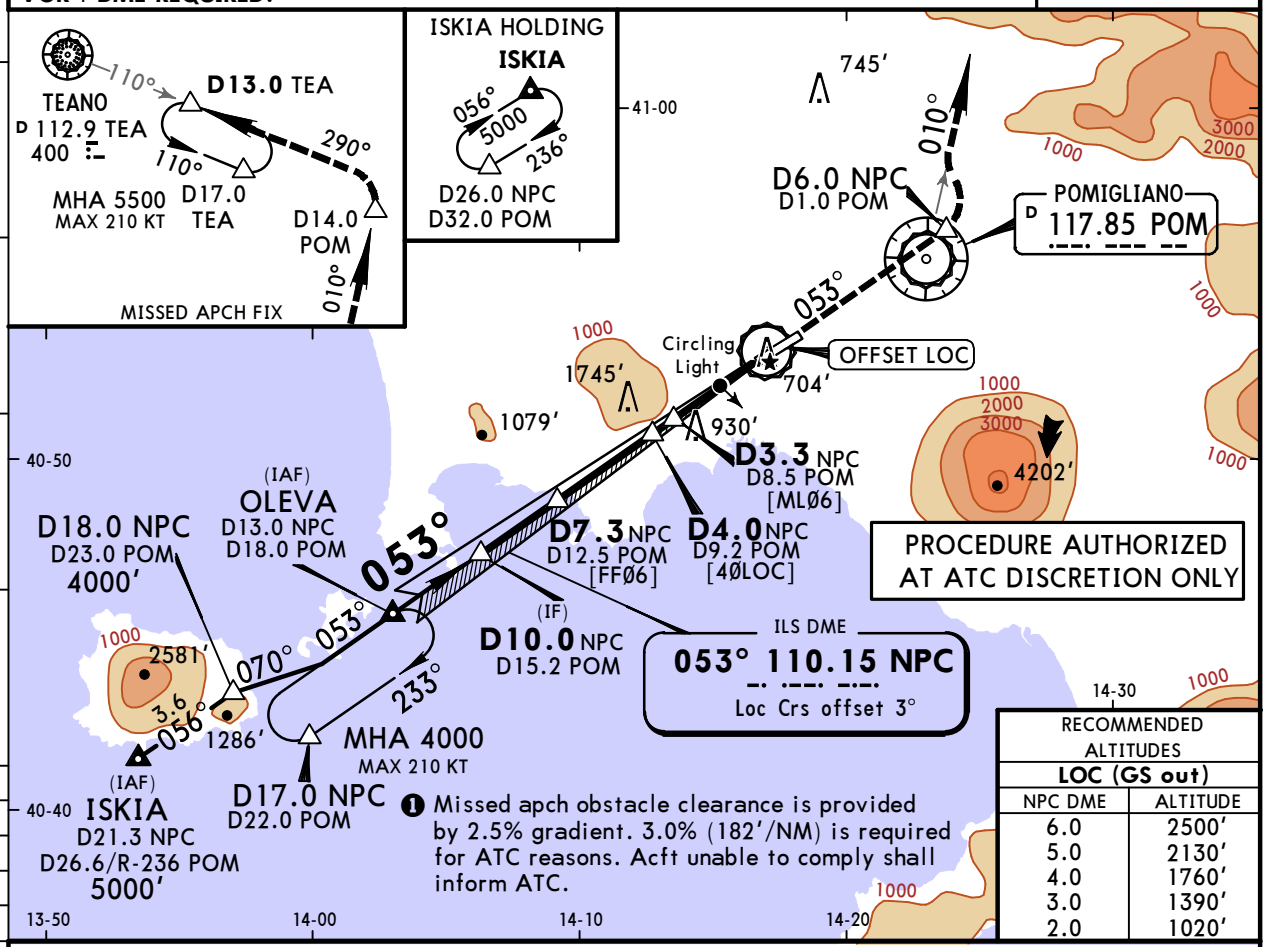
LOC NPC	Final Apch Crs	GS D4.0 NPC	ILS DA(H)	Apt Elev 294'
110.15	**053°**	**1760'** (1475')	**680'** (395')	Rwy 285'

MISSED APCH: Climb on 053° to 5500'. At D6.0 NPC turn LEFT (MAX 210 KT) to join R-010 POM. At D14.0 POM turn LEFT (MAX 210 KT) to join R-110 inbound TEA. Hold between D13.0 and D17.0 TEA. ❶

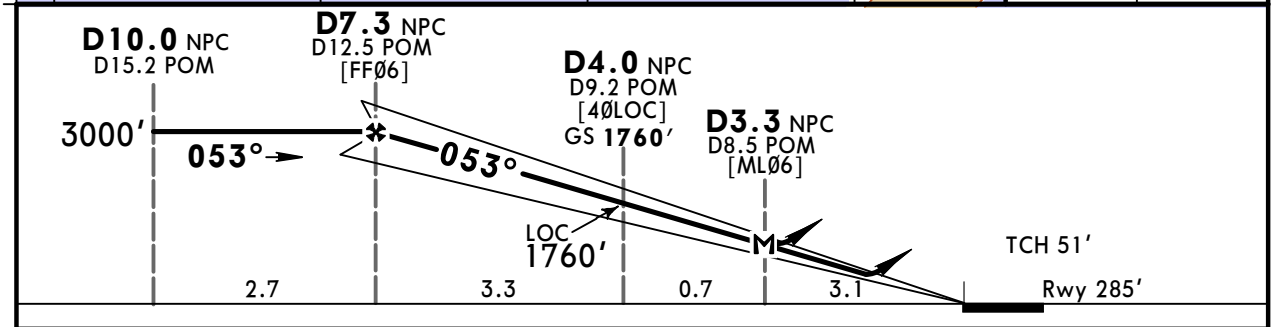
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000'

VOR + DME REQUIRED.

MSA POM VOR: 160° 5900, 010° 8400



RECOMMENDED ALTITUDES LOC (GS out)	
NPC DME	ALTITUDE
6.0	2500'
5.0	2130'
4.0	1760'
3.0	1390'
2.0	1020'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
LOC Descent Angle	3.52°	436	561	623	748	872	997
MAP at D3.3 NPC/D8.5 POM							

HIALS PAPI PAPI **5500'** on **053°**

Standard STRAIGHT-IN LANDING RWY **06** **CEILING REQUIRED** CIRCLE-TO-LAND

PANS OPS

	ILS DA(H) 680' (395') FULL	ILS DA(H) 680' (395') ALS out	LOC (GS out) ❶ CDFA DA/MDA(H) 1500' (1215') DAY ALS out	LOC (GS out) ❶ CDFA DA/MDA(H) 1500' (1215') NIGHT ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	1600'- 5000m	1600'- 8000m	100	1200' (906')	❷ 1500m
B					135	1200' (906')	❷ 1600m
C		RVR 1800m			180	2160' (1866')	❸ 2400m
D					205	2160' (1866')	❸ 3600m

❶ Below DA(H) PAPI indications strictly MANDATORY. ❷ After LOC apch: MDA(H) 1500' (1206'), CEIL 1600' DAY: VIS 5000m, NIGHT: VIS 8000m. ❸ After LOC apch: CEIL 1600' DAY: VIS 5000m, NIGHT: VIS 8000m.

CHANGES: Minimums.

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LIRN/NAP
CAPODICHINO

JEPPESEN
31 AUG 18 (11-4) Eff 13 Sep

NAPLES, ITALY
ILS Z Rwy 24

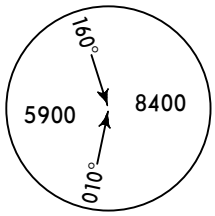
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

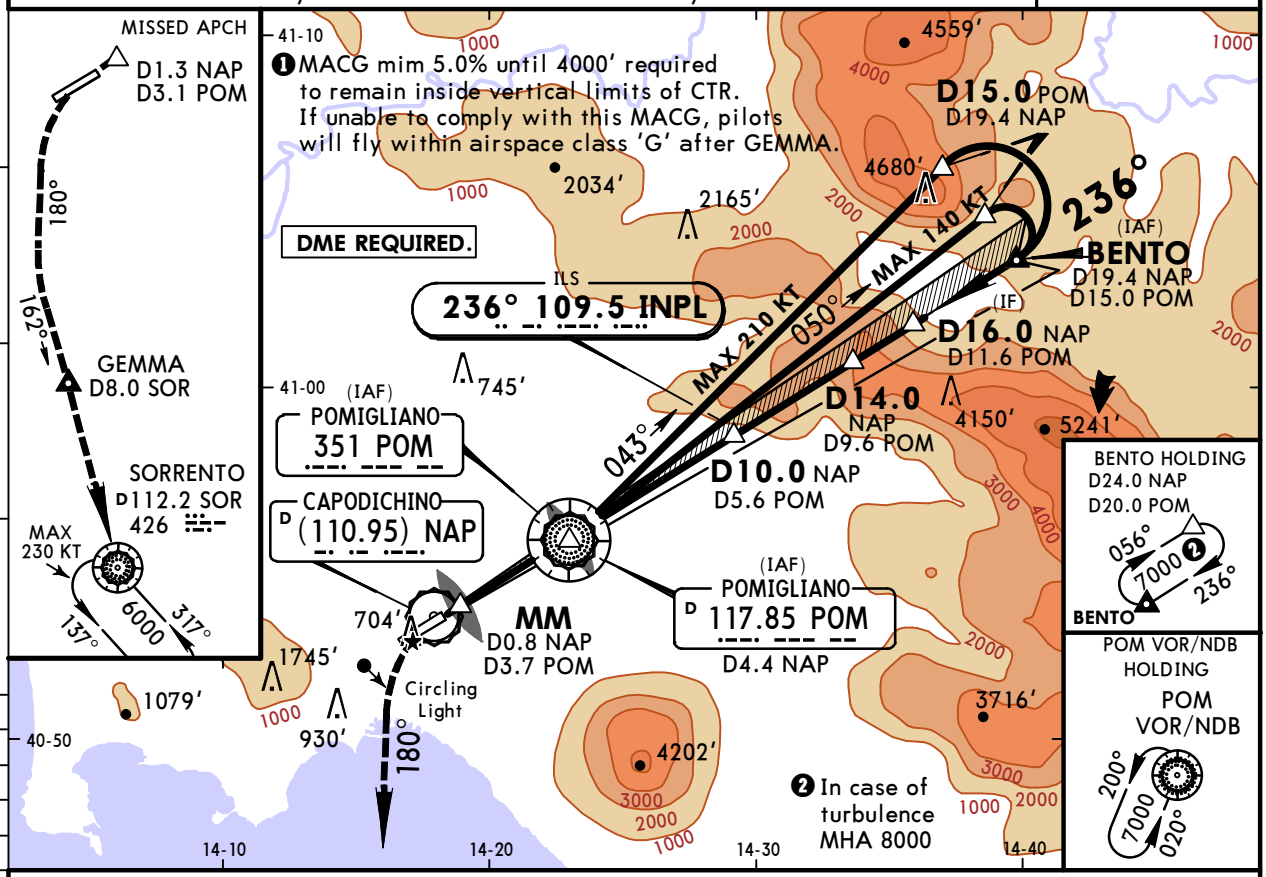
LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294' Rwy 223'
109.5	236°	1800' (1577')		

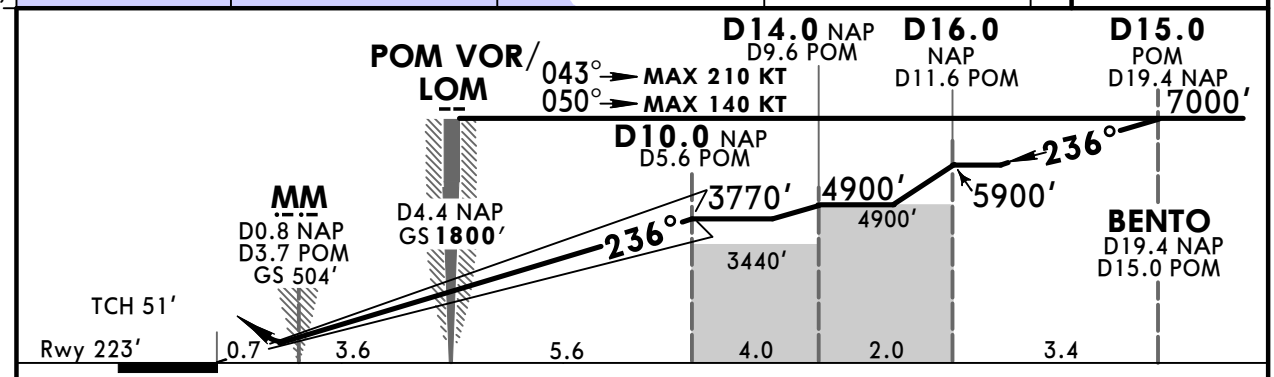
MISSED APCH: Proceed on 236° climb to 6000'. At 750', not before D1.3 NAP/D3.1 POM, turn LEFT (MAX 185KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, to cross GEMMA at or above 4000' then to SOR VOR/NDB and join holding. ❶

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'



MSA POM VOR/NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	412	530	589	707	825	943

HIALS
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	Missed apch climb gradient mim 5.0%		Missed apch climb gradient mim 2.5%	
DA(H)	A: 518' (295') C: 540' (317') B: 529' (306') D: 550' (327')		A: 638' (415') C: 660' (437') B: 649' (426') D: 670' (447')	
	FULL	ALS out	FULL	ALS out
A	RVR 900m	RVR 1400m	RVR 1500m	
B	RVR 1000m			
C			RVR 1600m	RVR 2000m
D	RVR 1100m	RVR 1500m	RVR 1700m	RVR 2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

PANS OPS

CHANGES: Navaids.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (11-5) Eff 12 Sep

NAPLES, ITALY
ILS Y Rwy 24

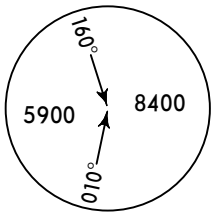
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

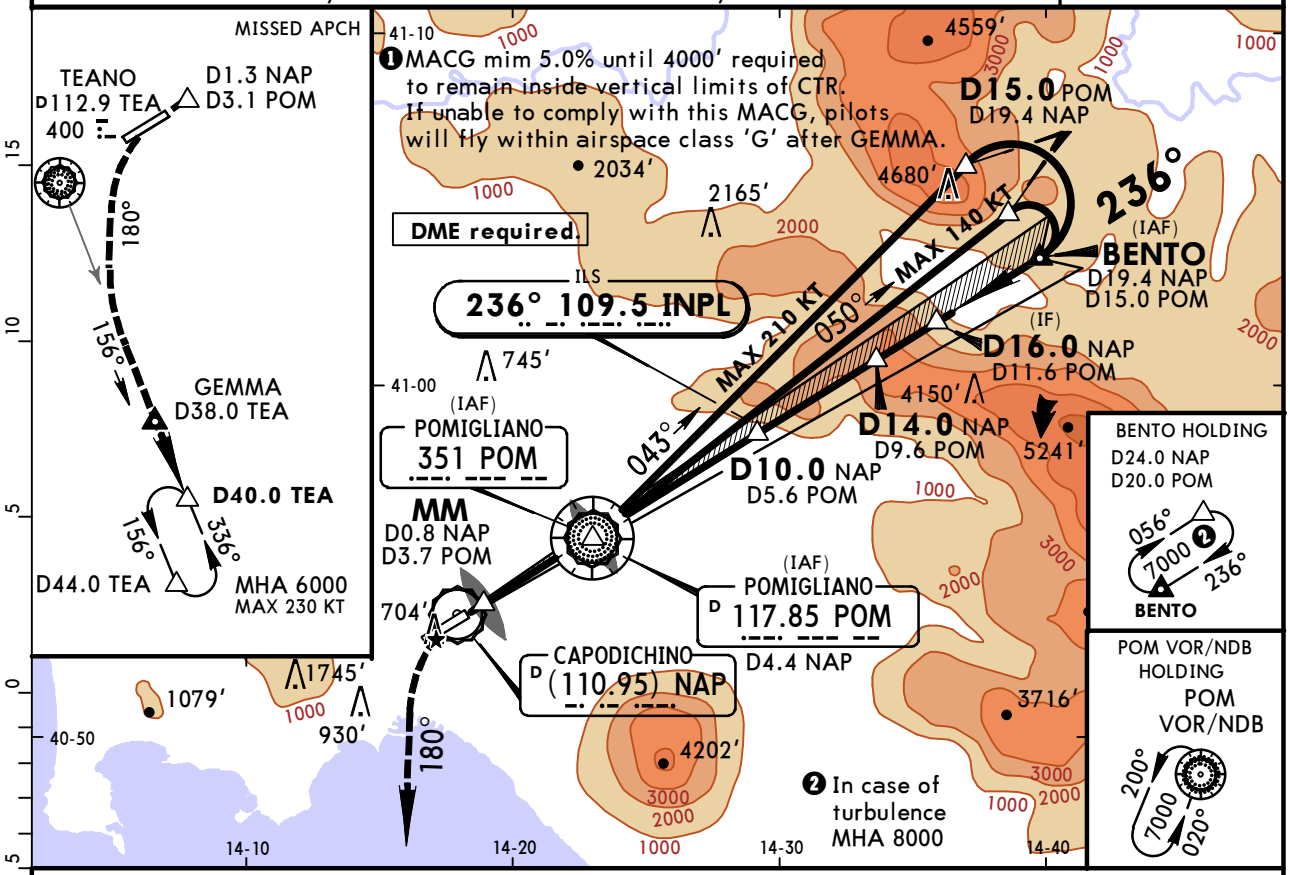
LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294' Rwy 223'
109.5	236°	1800' (1577')		

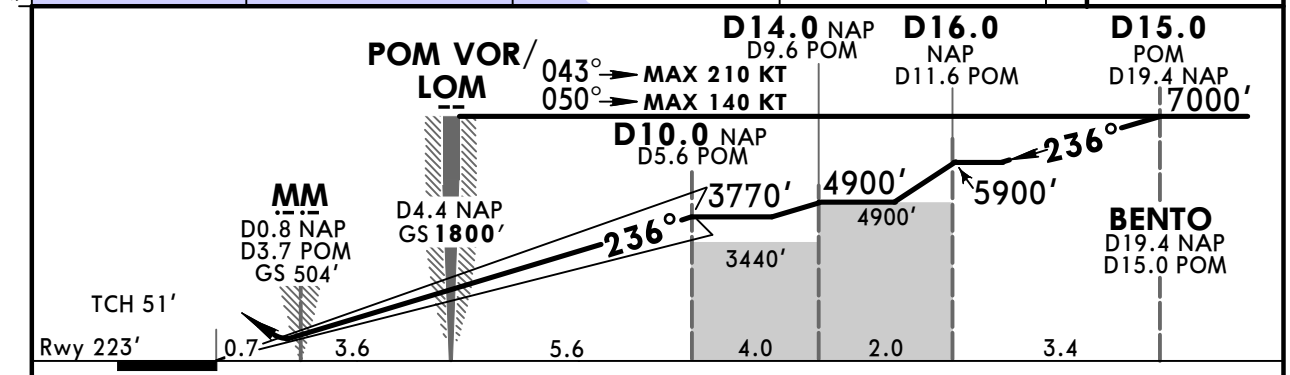
MISSED APCH: Proceed on 236° climb to 6000'. At 750', not before D1.3 NAP/D3.1 POM turn LEFT (MAX 185KT) onto 180° to join R-156 TEA/156° from TEA NDB, to cross GEMMA at or above 4000', then proceed to missed apch holding. ❶

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'



MSA POM VOR/NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	412	530	589	707	825	943

HIALS
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	Missed apch climb gradient mim 5.0%		Missed apch climb gradient mim 2.5%	
DA(H)	A: 518' (295') C: 540' (317') B: 529' (306') D: 550' (327')		A: 638' (415') C: 660' (437') B: 649' (426') D: 670' (447')	
	FULL	ALS out	FULL	ALS out
A	RVR 900m	RVR 1400m	RVR 1500m	
B	RVR 1000m			
C			RVR 1600m	RVR 2000m
D	RVR 1100m	RVR 1500m	RVR 1700m	RVR 2100m

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

CHANGES: None.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (11-6) Eff 12 Sep

NAPLES, ITALY
ILS X Rwy 24

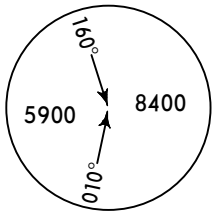
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

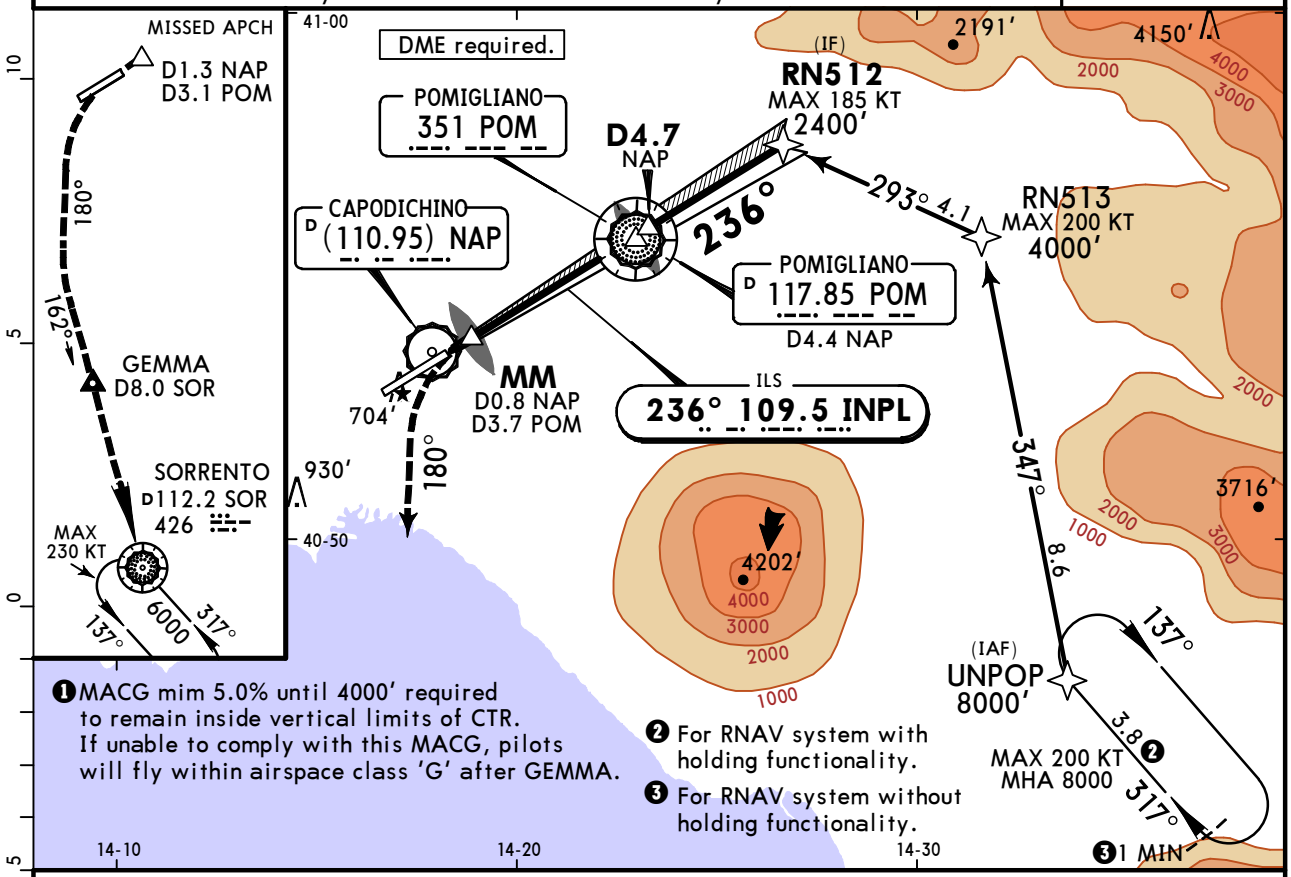
LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H)	Apt Elev 294'
109.5	236°	1800' (1577')	Refer to Minimums	Rwy 223'

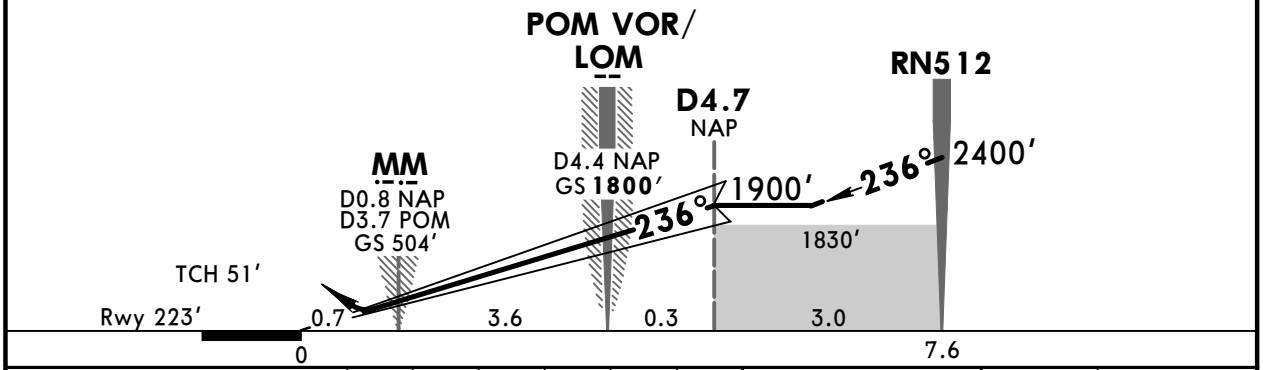
MISSED APCH: Proceed on 236° climb to 6000'. At 750', not before D1.3 NAP/D3.1 POM, turn LEFT (MAX 185KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, to cross GEMMA at or above 4000' then to SOR VOR/NDB and join holding. ❶

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'



MSA POM VOR/NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	412	530	589	707	825	943

HIALS
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	Missed apch climb gradient mim 5.0%		Missed apch climb gradient mim 2.5%	
DA(H)	A: 518' (295') C: 540' (317') B: 529' (306') D: 550' (327')		A: 638' (415') C: 660' (437') B: 649' (426') D: 670' (447')	
	FULL	ALS out	FULL	ALS out
A	RVR 900m	RVR 1400m	RVR 1500m	
B	RVR 1000m			
C			RVR 1600m	RVR 2000m
D	RVR 1100m	RVR 1500m	RVR 1700m	RVR 2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

PANS OPS

CHANGES: New procedure.

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LIRN/NAP CAPODICHINO

JEPPESEN

30 AUG 19 (11-7) Eff 12 Sep

NAPLES, ITALY
ILS W or LOC W Rwy 24

BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294' Rwy 223'
109.5	236°	1800' (1577')		

MISSED APCH: As soon as practicable, climb to 6000'. Turn LEFT ❶ (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000', then to SOR VOR/NDB climbing to 6000'. ❷

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'

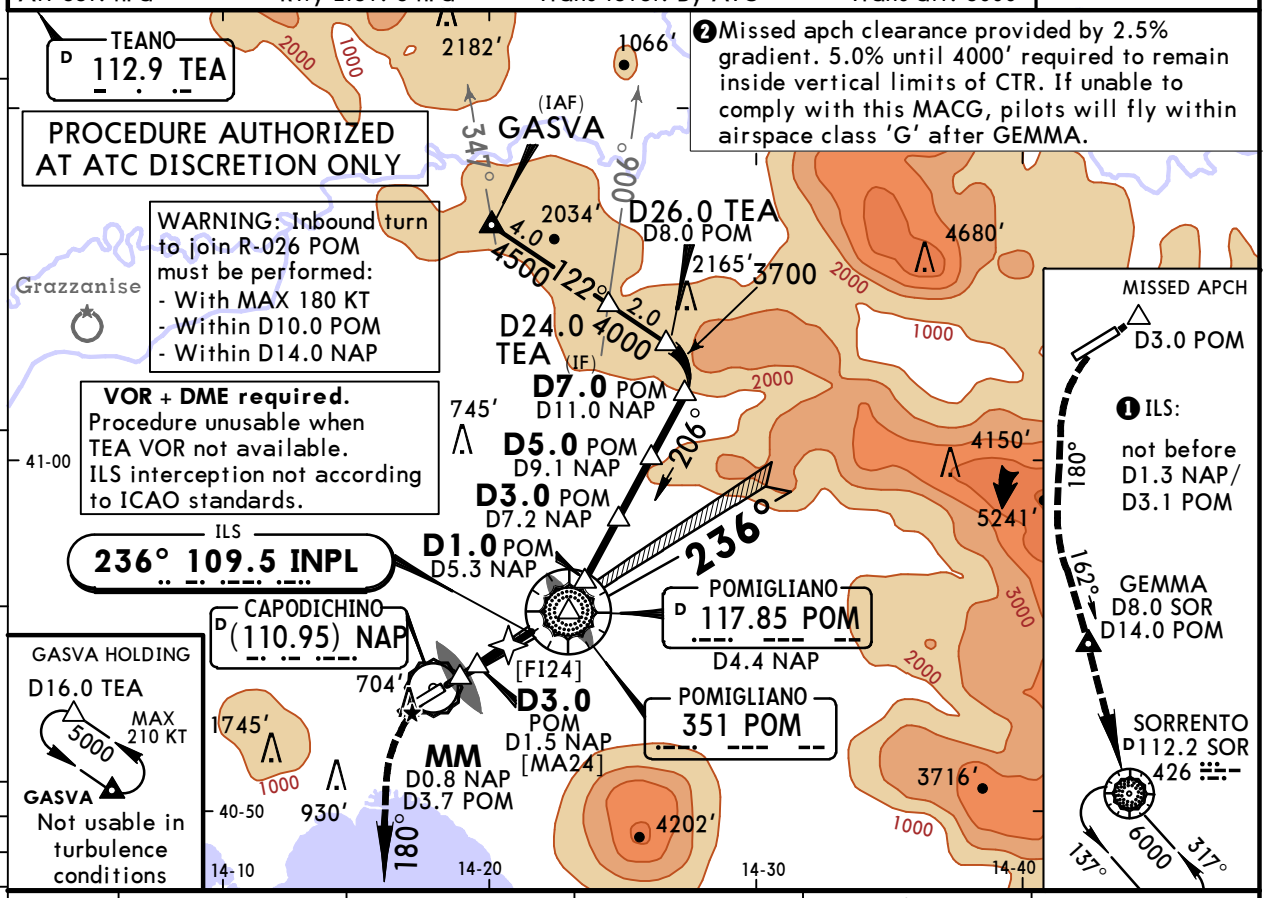
MSA POM VOR/NDB: 5900 (160°–010°) 8400

❷ Missed apch clearance provided by 2.5% gradient. 5.0% until 4000' required to remain inside vertical limits of CTR. If unable to comply with this MACG, pilots will fly within airspace class 'G' after GEMMA.

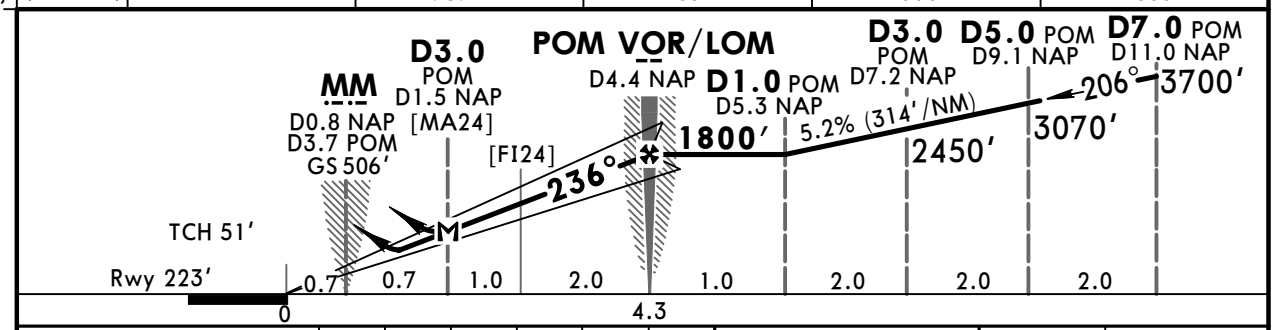
PROCEDURE AUTHORIZED AT ATC DISCRETION ONLY

WARNING: Inbound turn to join R-026 POM must be performed:
- With MAX 180 KT
- Within D10.0 POM
- Within D14.0 NAP

VOR + DME required. Procedure unusable when TEA VOR not available. ILS interception not according to ICAO standards.



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	737'	1091'	1444'	1800'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.33°	412	530	589	707	825	943
LOC Descent Angle	3.30°	409	526	584	701	817	934
MAP at D3.0 after POM							

HIALS: PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

DA(H)	ILS FULL	ILS ALS out	LOC (GS out) CDFA	ALS out
	A: 670' (447') C: 690' (467')		DA/MDA(H) 700' (477')	
	B: 680' (457') D: 700' (477')			

PANS OPS

	FULL	ALS out		ALS out
A	RVR 1500m			
B				
C	RVR 1800m	RVR 2200m	RVR 1800m	RVR 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

CHANGES: Chart reindexed.

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LIRN/NAP CAPODICHINO

JEPPESEN

30 AUG 19 (11-8) Eff 12 Sep

NAPLES, ITALY
ILS V or LOC V Rwy 24

BRIEFING STRIP

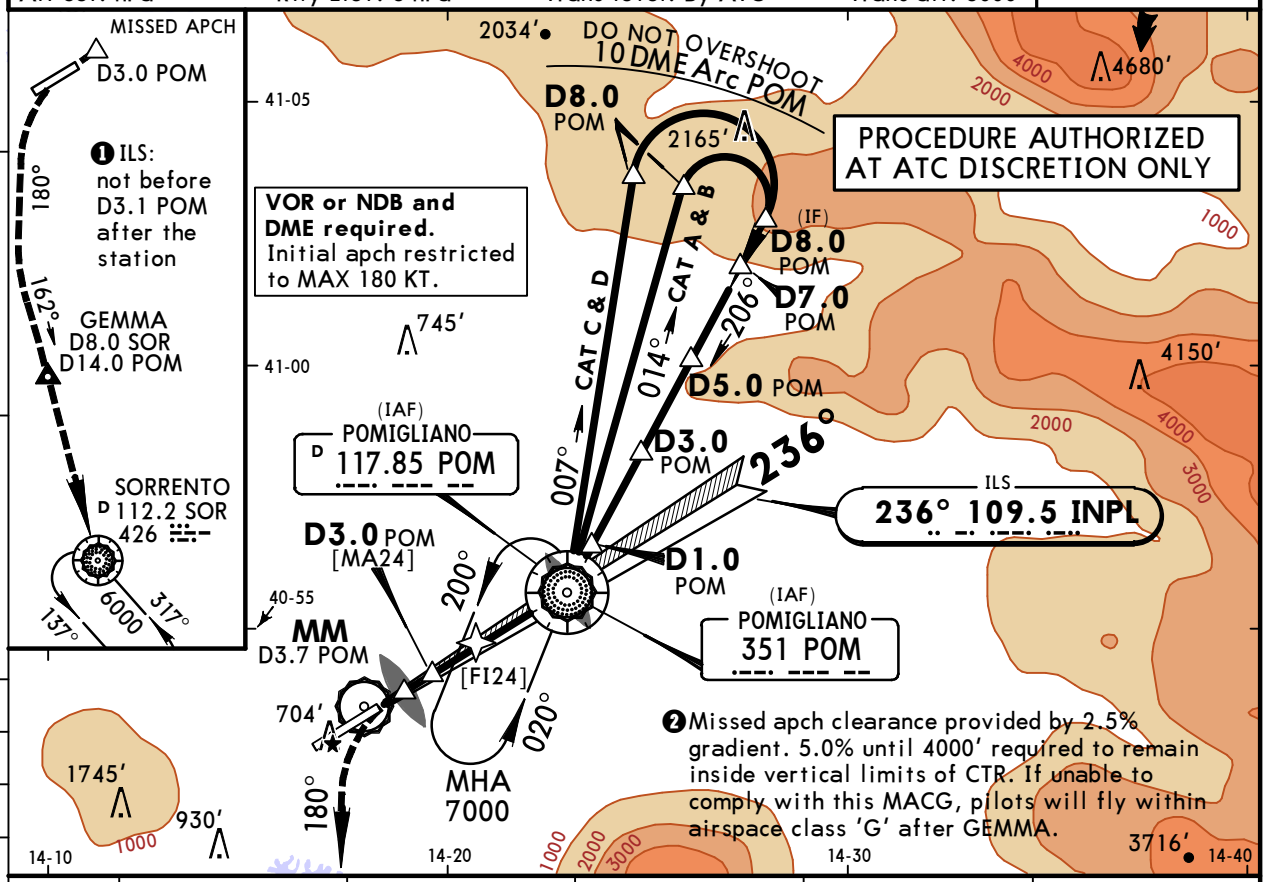
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H)	Apt Elev 294'
109.5	236°	1800' (1577')	Refer to Minimums	Rwy 223'

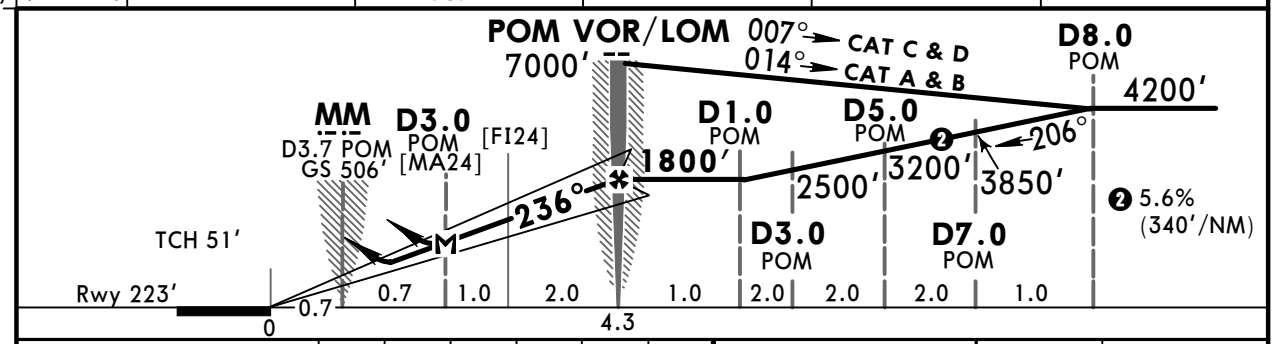
MISSED APCH: As soon as practicable, climb to 6000'. Turn LEFT ❶ (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000', then to SOR VOR/NDB climbing to 6000'. ❷

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'

MSA POM VOR/NDB: 160° 5900, 010° 8400



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	737'	1091'	1444'	1800'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or	3.33°	412	530	589	707	825	943
LOC Descent Angle	3.30°	409	526	584	701	817	934
MAP at D3.0 after POM							

HIALS PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

ILS DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')

LOC (GS out) CDFA DA/MDA(H) 700' (477')

	FULL	ALS out		ALS out
A	RVR 1500m			
B				
C	RVR 1800m	RVR 2200m	RVR 1800m	RVR 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

PANS OPS

CHANGES: Chart reindexed.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (11-9) Eff 12 Sep

NAPLES, ITALY
LOC Z Rwy 24

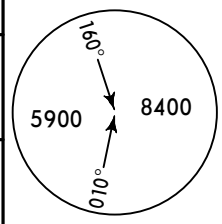
BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

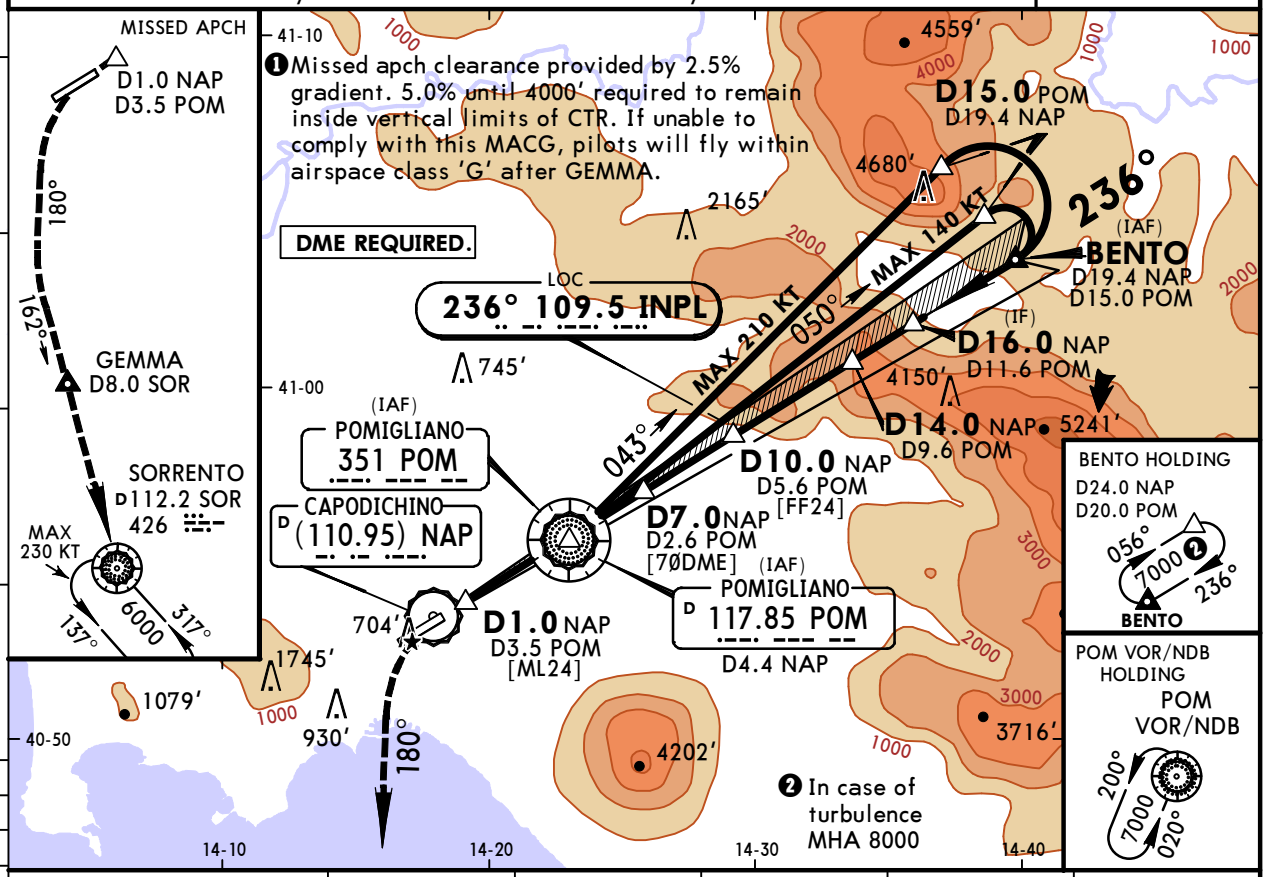
LOC INPL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 294'
109.5	236°	D10.0 NAP 3770' (3547')	700' (477')	Rwy 223'

MISSED APCH: Proceed on 236° climb to 6000'. At 750', not before MAP, turn LEFT (MAX 185 KT), onto 180° to join R-342 inbound SOR/162° to SOR NDB, to cross GEMMA at or above 4000', then to SOR VOR/NDB and join holding. ❶

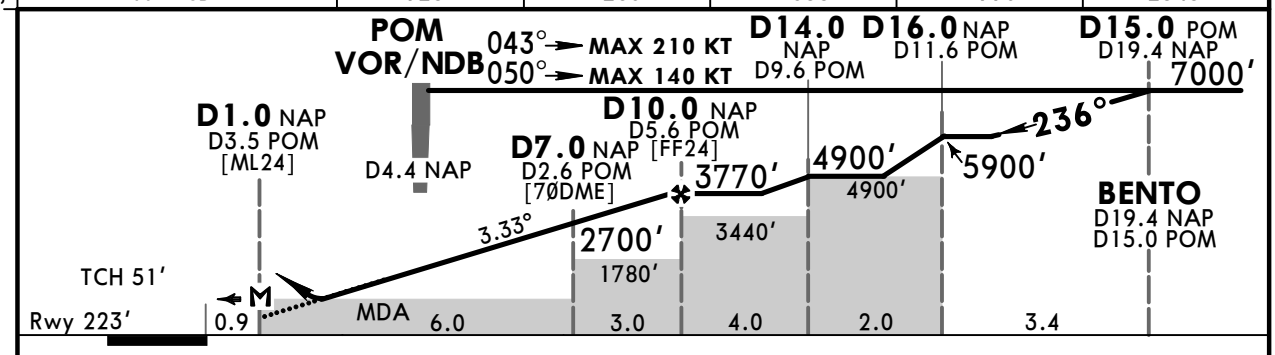
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'



MSA POM VOR/NDB



NAP DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	925'	1280'	1635'	1990'	2345'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.33°	412	530	589	707	825	943
MAP at D1.0 NAP/D3.5 POM							

HIALS
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

CDFA

DA/MDA(H) 700' (477')

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	1200' (906')	1500m
B			135	1200' (906')	1600m
C	RVR 1800m	RVR 2200m	180	2160' (1866')	2400m
D			205	2160' (1866')	3600m

CIRCLE-TO-LAND

CHANGES: Chart reindexed.

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LIRN/NAP
CAPODICHINO

JEPPESEN

30 AUG 19 (11-10) **Eff 12 Sep**

NAPLES, ITALY
LOC Y Rwy 24

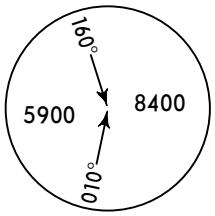
BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

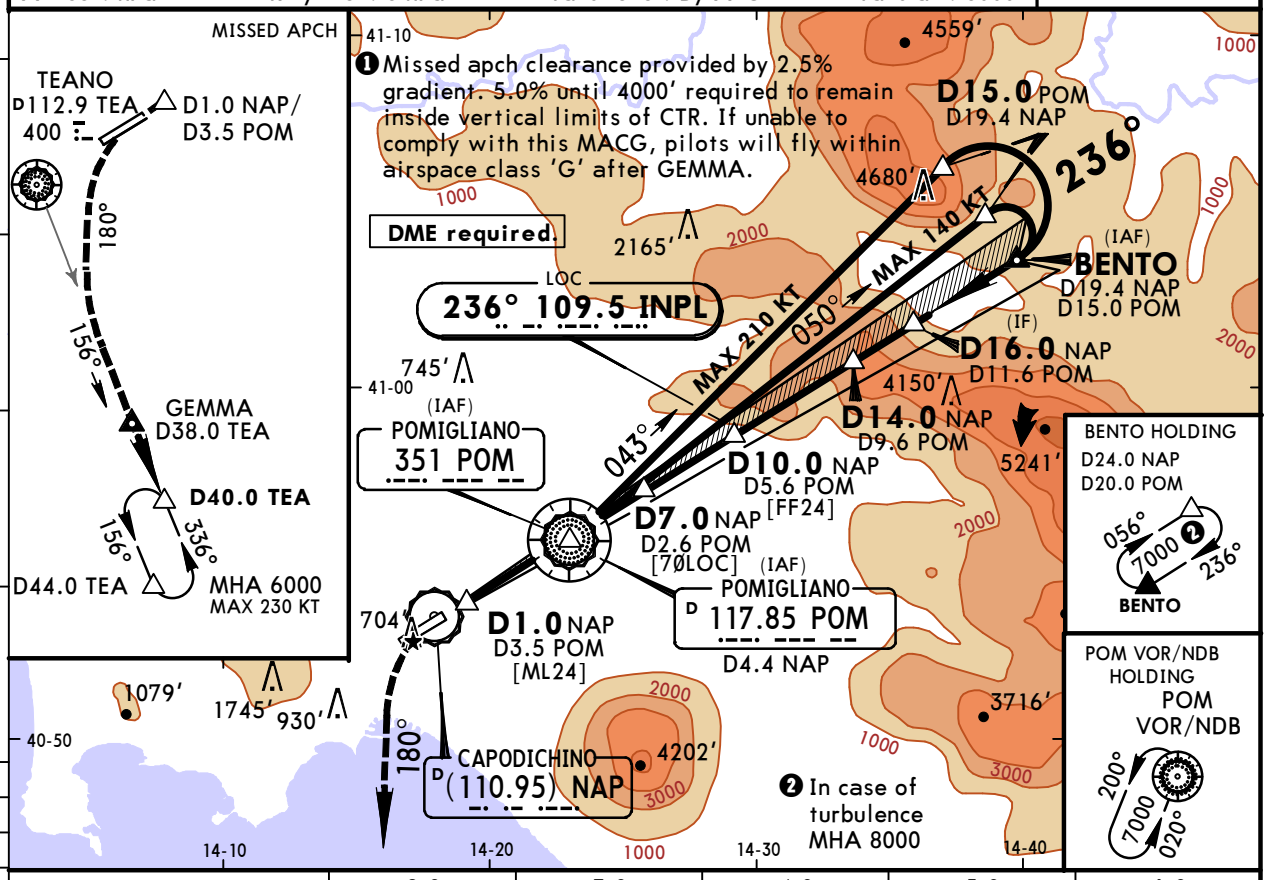
LOC INPL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 294'
109.5	**236°**	**D10.0 NAP** **3770'** (3547')	**700'** (477')	Rwy 223'

MISSED APCH: Proceed on 236° climb to 6000'. At 750', not before MAP, turn LEFT (MAX 185 KT) onto 180° to join R-156 TEA/156° from TEA NDB, to cross GEMMA at or above 4000', then proceed to missed apch holding. ❶

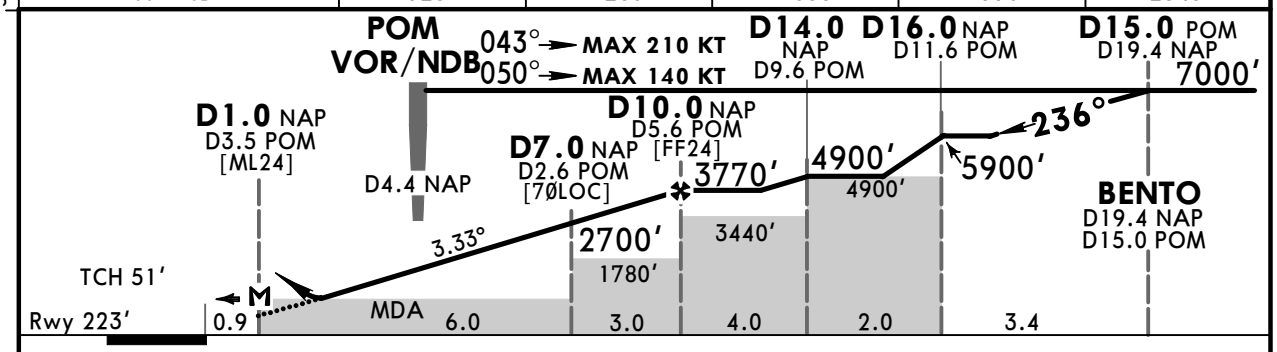
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000'



MSA POM VOR/NDB



NAP DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	925'	1280'	1635'	1990'	2345'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.33°	412	530	589	707	825	943
MAP at D1.0 NAP/D3.5 POM							

HIALS
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **24**

CDFA

DA/MDA(H) **700'** (477')

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2200m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

CHANGES: Chart reindexed.

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LIRN/NAP
CAPODICHINO

JEPPESEN

30 AUG 19 (11-11) Eff 12 Sep

NAPLES, ITALY
LOC X Rwy 24

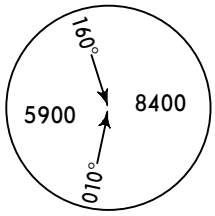
BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

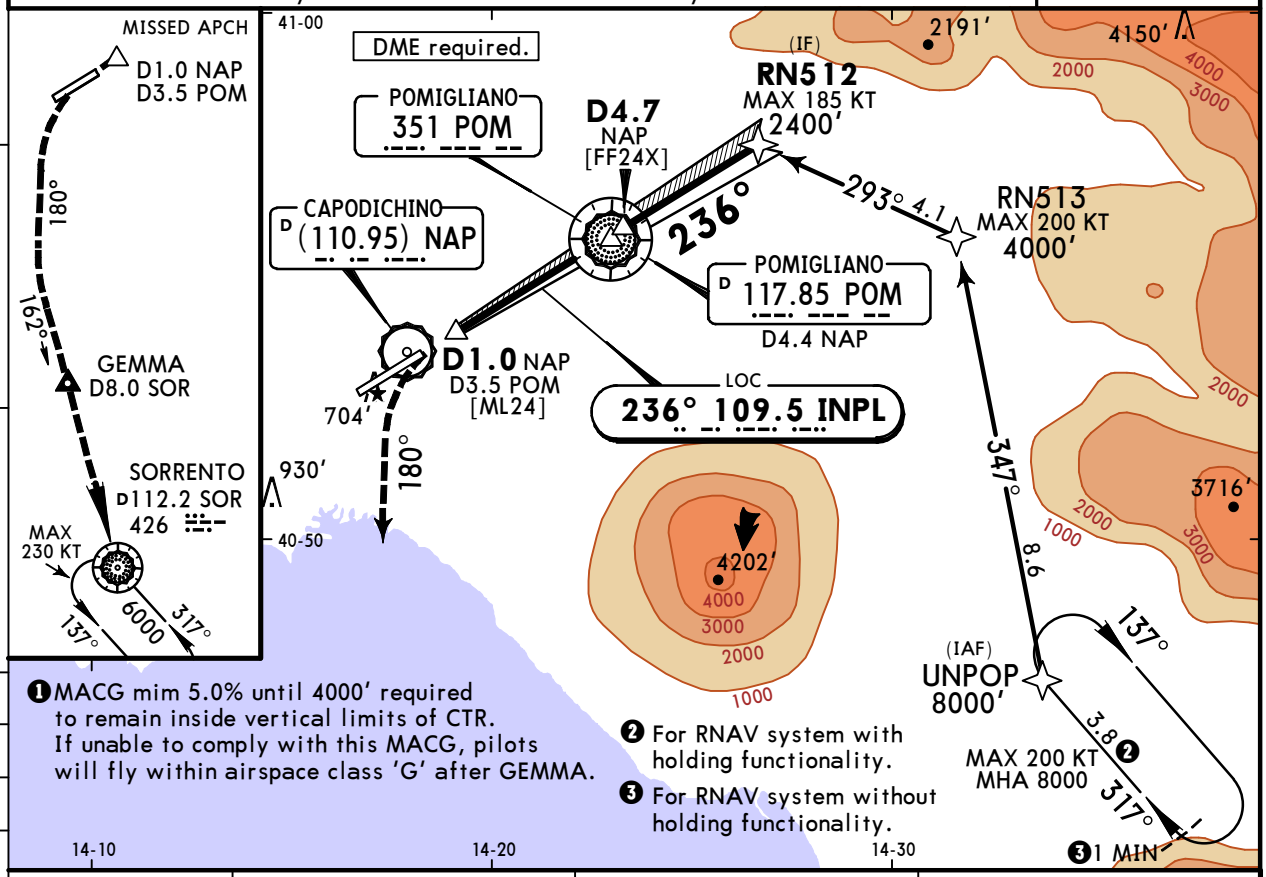
LOC INPL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 294′
109.5	236°	D4.7 NAP 1900′ (1677′)	700′ (477′)	Rwy 223′

MISSED APCH: Proceed on 236° climb to 6000′. At 750′, not before MAP, turn LEFT (MAX 185KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, to cross GEMMA at or above 4000′ then to SOR VOR/NDB and join holding. ❶

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′



MSA POM VOR/NDB

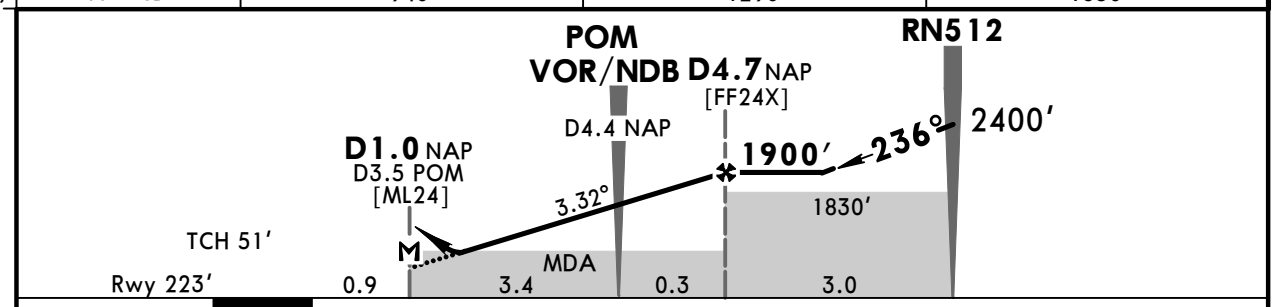


❶ MACG mim 5.0% until 4000′ required to remain inside vertical limits of CTR. If unable to comply with this MACG, pilots will fly within airspace class 'G' after GEMMA.

❷ For RNAV system with holding functionality.

❸ For RNAV system without holding functionality.

NAP DME	2.0	3.0	4.0
ALTITUDE	940′	1290′	1650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at D1.0 NAP/D3.5 POM						

HIALS
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

CDFA

DA/MDA(H) 700′ (477′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2200m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

CHANGES: New procedure.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (12-1) Eff 12 Sep

NAPLES, ITALY
RNP Z Rwy 24

BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

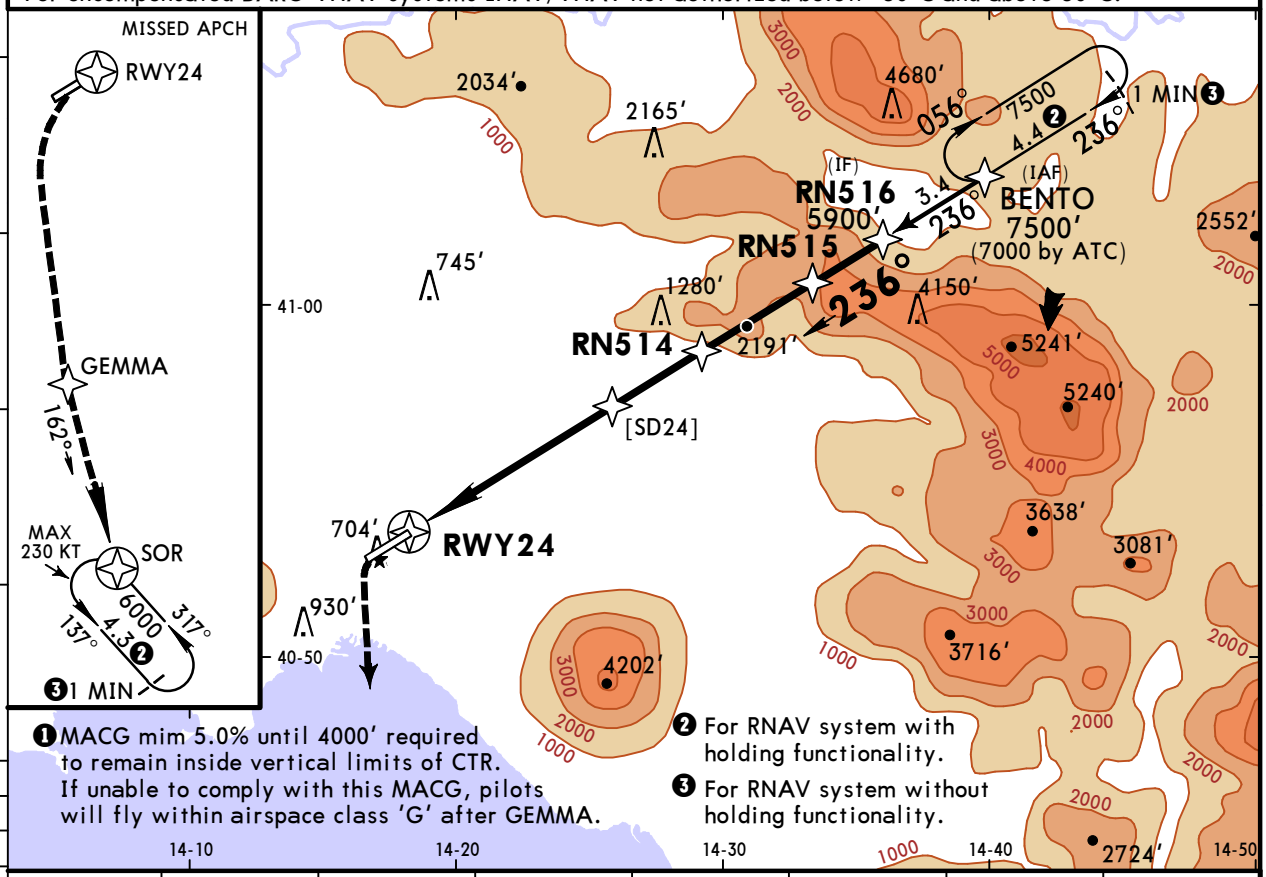
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA/MDA(H)	Apt Elev 294′
	236°	RN514 3770′ (3547′)	Refer to Minimums	Rwy 223′

8400
MSA ARP

MISSED APCH: Proceed on 236° climb to 6000′. At 750′, not before RWY24, turn LEFT (MAX 185KT) to to cross GEMMA at or above 4000′ then to SOR and join holding. ❶

RNP apch | Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized below -30°C and above 30°C.



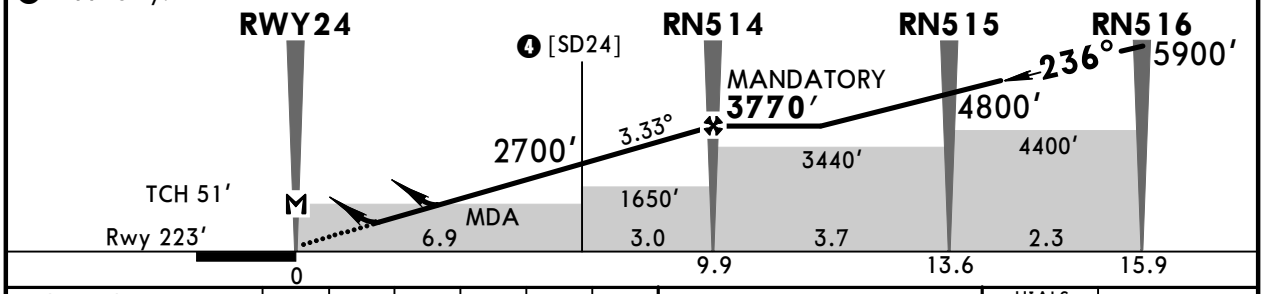
❶ MACG mim 5.0% until 4000′ required to remain inside vertical limits of CTR. If unable to comply with this MACG, pilots will fly within airspace class 'G' after GEMMA.

❷ For RNAV system with holding functionality.

❸ For RNAV system without holding functionality.

DIST to RWY24	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	980′	1340′	1690′	2050′	2400′	2750′	3100′

❹ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.33°	412	530	589	707	825	943
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWY24						

HIALS
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: 668′ (445′) C: 690′ (467′)		DA/MDA(H) 730′ (507′)	
	B: 679′ (456′) D: 700′ (477′)			
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1800m	RVR 2200m	RVR 1900m	RVR 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

PANS OPS

CHANGES: New procedure.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (12-2) Eff 12 Sep

NAPLES, ITALY
RNP Y Rwy 24

BRIEFING STRIP ™

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

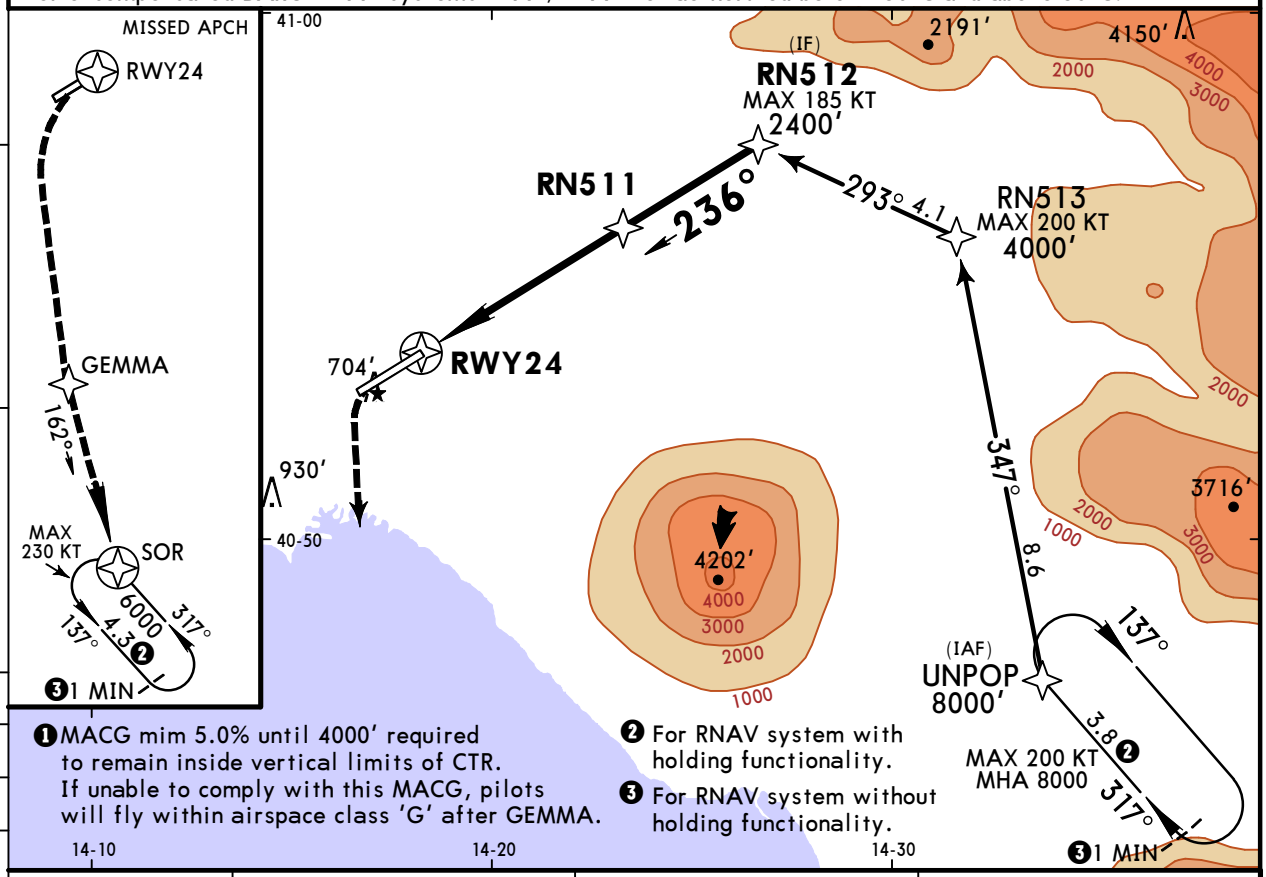
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA/MDA(H)	Apt Elev 294′
	236°	RN511 1900′ (1677′)	Refer to Minimums	Rwy 223′

8400
MSA ARP

MISSED APCH: Proceed on 236° climb to 6000′. At 750′, not before RWY24, turn LEFT (MAX 185KT) to to cross GEMMA at or above 4000′ then to SOR and join holding. ❶

RNP apch | Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized below -30°C and above 30°C.

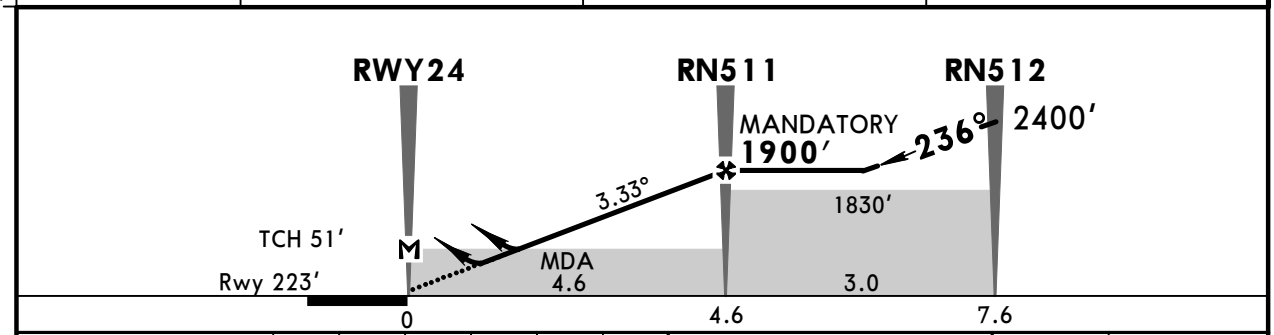


❶ MACG mim 5.0% until 4000′ required to remain inside vertical limits of CTR. If unable to comply with this MACG, pilots will fly within airspace class 'G' after GEMMA.

❷ For RNAV system with holding functionality.

❸ For RNAV system without holding functionality.

DIST to RWY24	2.0	3.0	4.0
ALTITUDE	980′	1340′	1690′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.33°	412	530	589	707	825	943
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWY24						

HIALS
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV		LNAV	
DA(H)	A: 668′ (445′) C: 690′ (467′) B: 679′ (456′) D: 700′ (477′)		CDFA DA/MDA(H) 730′ (507′)	
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1800m	RVR 2200m	RVR 1900m	RVR 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

PANS OPS

CHANGES: New procedure.

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LIRN/NAP
CAPODICHINO

JEPPESEN
30 AUG 19 (13-1) Eff 12 Sep

NAPLES, ITALY
VOR Rwy 06

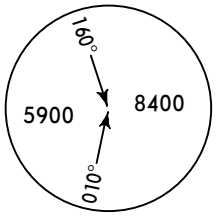
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

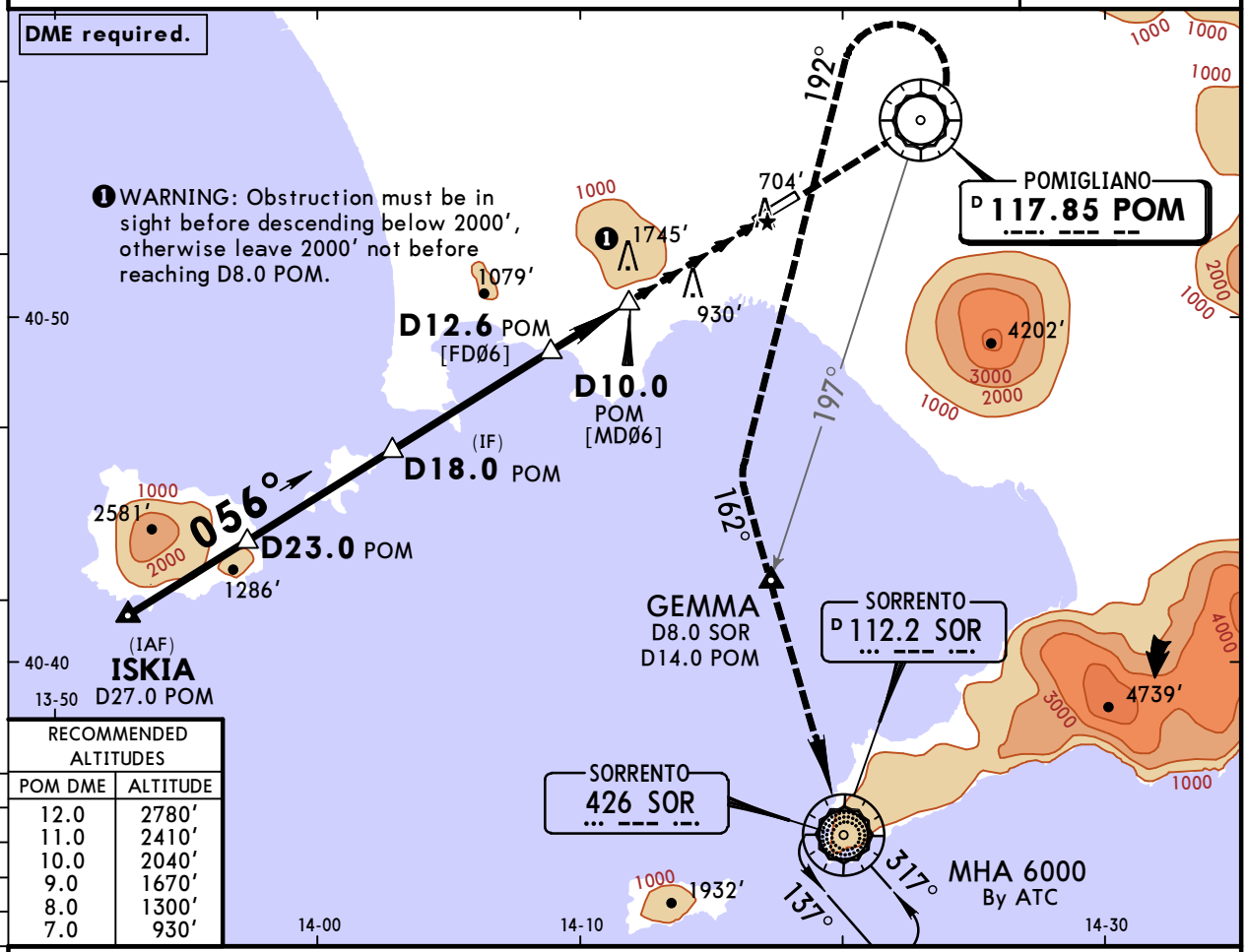
VOR POM	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 294′
117.85	056°	D12.6 POM 3000′(2715′)	2160′(1875′)	Rwy 285′

MISSED APCH: Proceed on R-236 inbound POM VOR and climb to 6000′. At POM VOR turn LEFT (MAX 200 KT) on 192° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB.

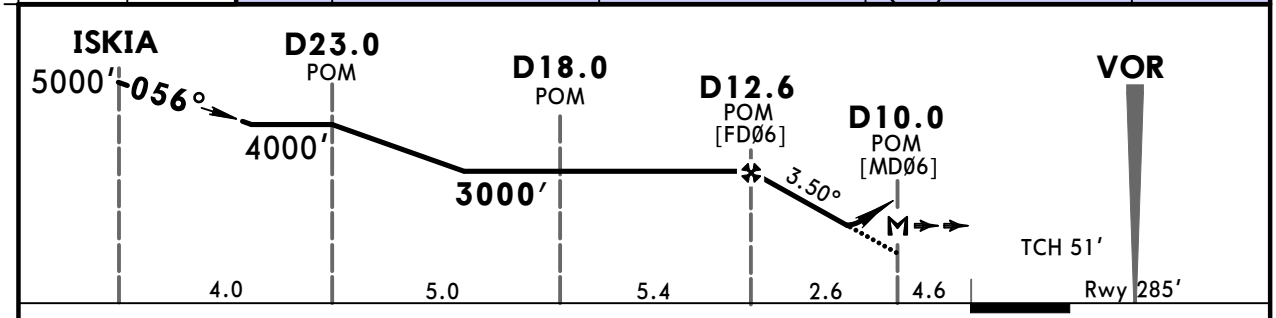
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 8000′



MSA POM VOR



RECOMMENDED ALTITUDES	
POM DME	ALTITUDE
12.0	2780′
11.0	2410′
10.0	2040′
9.0	1670′
8.0	1300′
7.0	930′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D10.0 POM						

HIALS
PAPI PAPI

6000′ on POM 117.85 R-236

Standard STRAIGHT-IN LANDING RWY 06 **CEILING REQUIRED** CIRCLE-TO-LAND

CDFA
DA/MDA(H) 2160′(1875′) [1]

PANS OPS

	DAY ALS out	NIGHT ALS out	Max Kts	DAY MDA(H)	DAY CEIL-VIS	NIGHT MDA(H)	NIGHT CEIL-VIS
A	2000′-5000m	2000′-8000m	100	2170′(1876′)	2000′-5000m	2170′(1876′)	2000′-8000m
B			135				
C			180				
D			205				

[1] Below DA(H) PAPI indications strictly MANDATORY.

CHANGES: Printing sequence.

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JEPPESEN

LIRN CAPODICHINO

31 MAY 19 (19-1)

NAPOLI ITALY

BRIEFING STRIP™

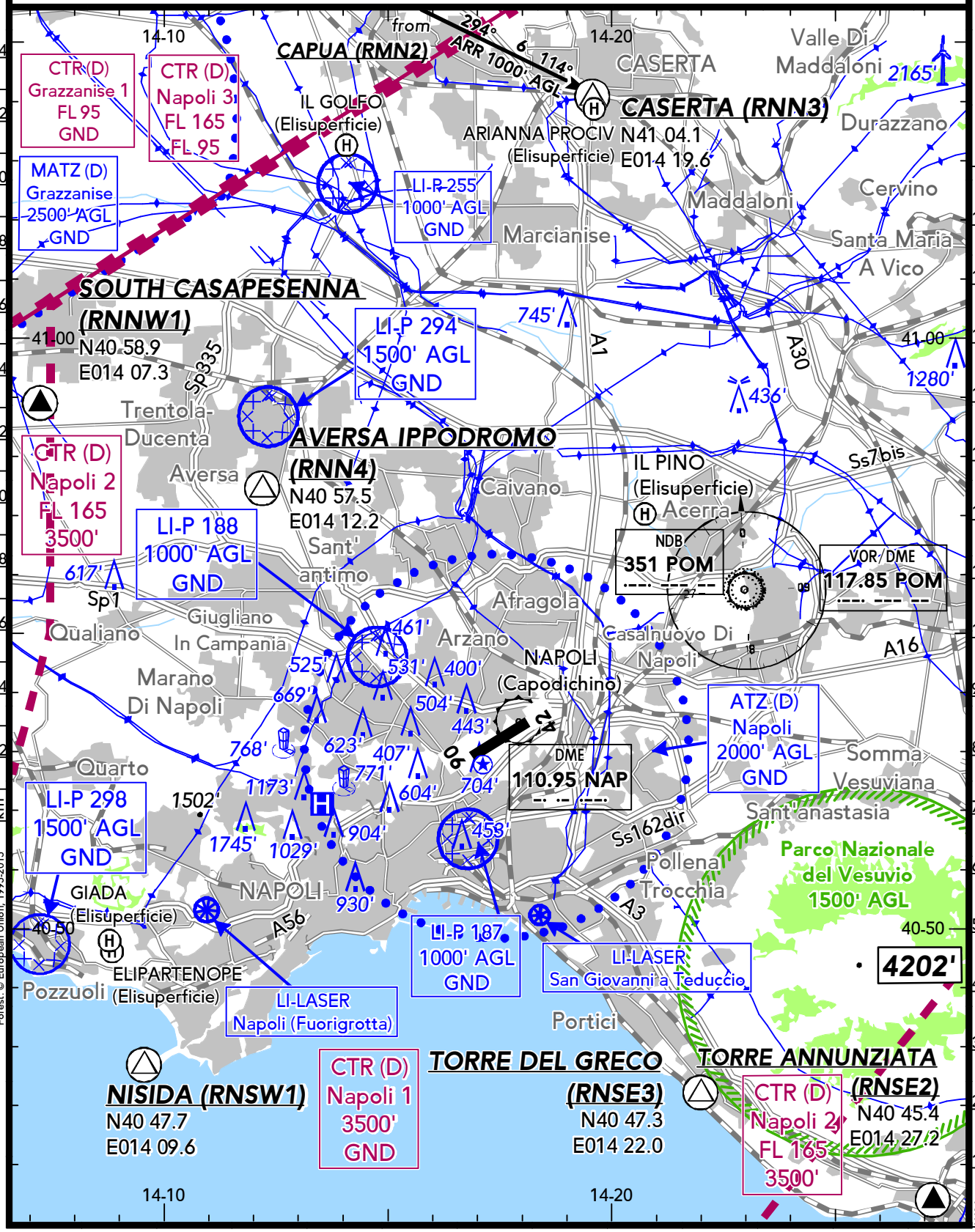
VAR 2°E

LOCATION	FIS	ATIS
Elev **294'** /90m N40 53.1 E014 17.5	ROMA INFORMATION **129.575**	ATIS **135.975**

APPROACH	TOWER
NAPOLI APPROACH **124.350 120.950**(2) NAPOLI RADAR **124.350 120.950**(2)	NAPOLI TOWER **118.500**(1) (it, en) NAPOLI GROUND **121.900**(1) (3) (it, en)

GESAC APRON MANAGEMENT OFFICE **131.675**

(1) VDF (2) at ATC discretion (3) Also clearance delivery service.



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

CHANGES: Airspace - Navaids - OBST.

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JEPPESEN

LIRN
CAPODICHINO

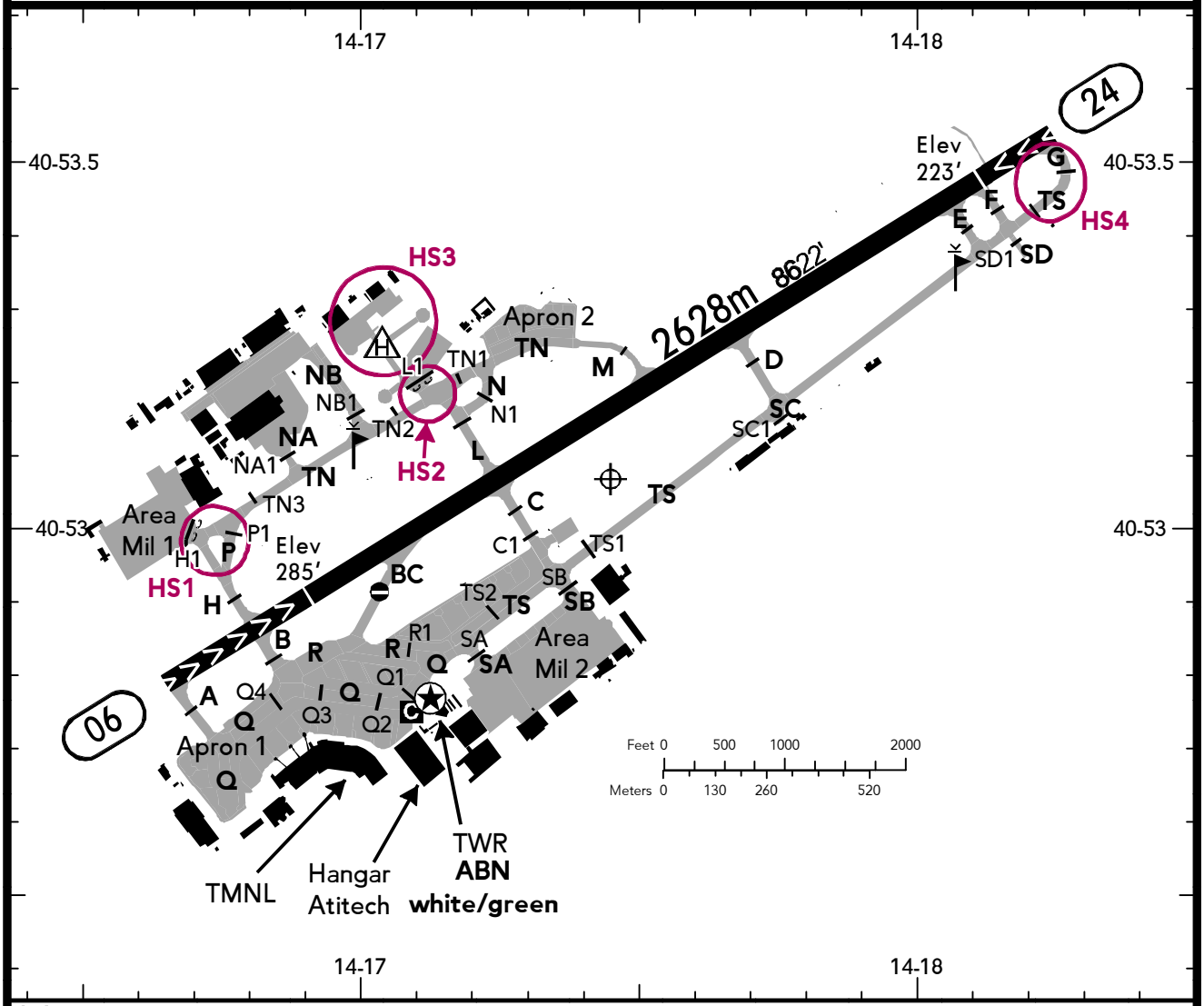
31 MAY 19 (19-2)

NAPOLI
ITALY

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev **294'** /90m N40 53.1 E014 17.5	ATIS **135.975**	NAPOLI GROUND **121.900**[1] [2] (it, en) NAPOLI TOWER **118.500**[1] (it, en)
GESAC APRON MANAGEMENT OFFICE **131.675**		ADMITTED AIRCRAFT

[1] VDF [2] Also clearance delivery service.



ABN - ALS - PAPI 06 (3.5°), 24 (3.33°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (056°) 24 (236°)	2628 x 45 Paved	2628	2229 2438	PCN 90/F/A/W/T	

Intersection TKOF

RWY	TWY	TORA (m)
06	H	2368
	B	2367
	C (HEL only)	1649
	L (HEL only)	1649
24	E	2326
	C (HEL only)	979
	L (HEL only)	979

NOTE: Refer to Napoli (LIRN) Area Information.

NOTE: Circling Guidance Light (white flashing every half SEC in SE direction) 1.6 NM before RWY 06, on extended RWY.

Birds in vicinity of AD.

General

Single-engined CIV ACFT TKOF only RWY 06, LDG only RWY 24, except for LDG safety reasons. Traffic subject to this limitations may be subject to ATC delays. The limitations are not applied to State flights, State ACFT and similar.

Pay attention to local school and training flights within traffic circuits.

Overflying of Napoli town prohibited due to noise abatement and safety reasons.

CHANGES: TWY Designation - Holding Positions - Lighting - Text.

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Traffic Circuit

Traffic circuit: RH, on ATC discretion LH.

Arrivals

Arrivals via Entry Points CAPUA (RMN2), SOUTH CASAPESENNA (RNNW1), WEST LAGO PATRIA (RNW1) or TORRE ANNUNZIATA (RNSE2) along routes at 1000' AGL.

Traffic bound to Napoli (Capodichino) AD shall follow the routes:

- from north: CAPUA (RMN2) - CASERTA (RNN3) - AVERSA (RNN4) at 1000' AGL,
- from west: SOUTH CASAPESENNA (RNNW1) - AVERSA (RNN4) at 1000' AGL,
- from south: TORRE ANNUNZIATA (RNSE2) - TORRE DEL GRECO (RNSE3) at 1000' AGL.

Departures

Departing ACFT from RWY 24 shall not start right turn before reaching 1000' AGL.

RWY Incursion Hot Spots

HS1 -
CAUTION: Vehicular road BTN intermediate holding PSN H1 and End of Apron marking.

HS2 -
CAUTION: Vehicular road BTN intermediate holding PSN L1 and End of Apron marking.

HS3 - Possible TKOF and LDG for HELs.

HS4 - RWY holding PSN TS is a CAT I PSN with marking pattern B.

RWY holding PSN G is a visual RWY PSN with marking pattern A.

Apron Regulation

Orderly movement of ACFT on the aprons is provided in cooperation by ATC ENAV S.p.A and the AD operator.

Marshalling is compulsory and is always assured by the reference handler for all ACFT.

Follow-me assistance on apron is provided if requested by pilots or ATC.

Radio Failure on Manoeuvring Area

Arriving ACFT shall vacate the RWY and the ILS sensitive area, via TWY A or H for RWY 24 or via TWY G for RWY 06 and wait on its first segment for arrival of the follow-me car in order to be guided to the stand.

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Chart changes since cycle 23-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NAPLES, (CAPODICHINO - LIRN)				
DEL	AMSOR, IPKAM & TEA 1V, SO...	10-2F	29 Nov 2019	05 Dec 2019
ADD	AMSOR, IPKAM & TEA 1V, SO...	10-2F	29 Nov 2019	05 Dec 2019
REV	PNZ & SOR 1T, TEA 1T & 1U...	10-2G	29 Nov 2019	05 Dec 2019

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRN

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area chart: EFF 31 JAN 19 LI-P342 estbld at NE corner of MIL firing area with 0.5 NM radius and vertical limits GND/1500' AGL.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area chart: Laser site San Giovanni a Teduccio estbld 1.8 NM SE from LI-P187, GND/197000'.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area chart: GRAZZANISE APPROACH 135.250 chgd to 135.255.

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

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

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

Milano TMA completely revised.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

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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 (Squawk5137, 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.