

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIRN

Terminal Charts For LIRN

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Naples Ita
IATA Code: NAP
Lat/Long: N40° 53.1' E014° 17.4'
Elevation: 294 ft

Airport Use: Public
Magnetic Variation: 2.7°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: 0627 Z
Sunset: 1551 Z,

Runway Information

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

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

Communication Information

ATIS 135.975
Naples Ground Tower 121.9
Naples Tower 118.5
Gesac Afd Operation Ramp/Taxi Control 131.675 MF
Naples Approach Control 124.35
Naples Director (Approach Control Radar) 120.95

1. GENERAL

1.1. ATIS

ATIS 135.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY

RWY 24 on dry conditions can be used with MAX 10KT of steady and measured tail wind 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. TAXI PROCEDURES

TWY TN available during DAY with MAX wingspan less than 118' / 36m.

1.4. PARKING INFORMATION

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

Stands P1 thru P3 available for helicopter.

1.5. OTHER INFORMATION

Area of magnetic abnormality.

RWYs 06 and 24 right-hand circuit.

Warning: Laser beams.

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 FL100
- 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 12 NM from THR
- 180 KT completing intercepting turn or at a distance of 9 NM from THR
- 160 KT at a distance of 5 NM 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 5 NM 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 5 NM
- sector 210°/270° from ARP within 8 NM.

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.

3. DEPARTURE

3.1. 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.

3.2. START-UP & PUSH-BACK PROCEDURES

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

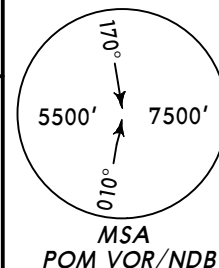
Ready means: handling operations completed, doors and holds closed, stairs retracted or removed, push-back tractor connected to the ACFT (nose-in stand) and stand clear of vehicles and personnel with exception of equipment that may be necessary for engine start-up.

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.

ATIS
135.97Apt Elev
294'Alt Set: hPa
Trans level: By ATC Trans alt: 8000'

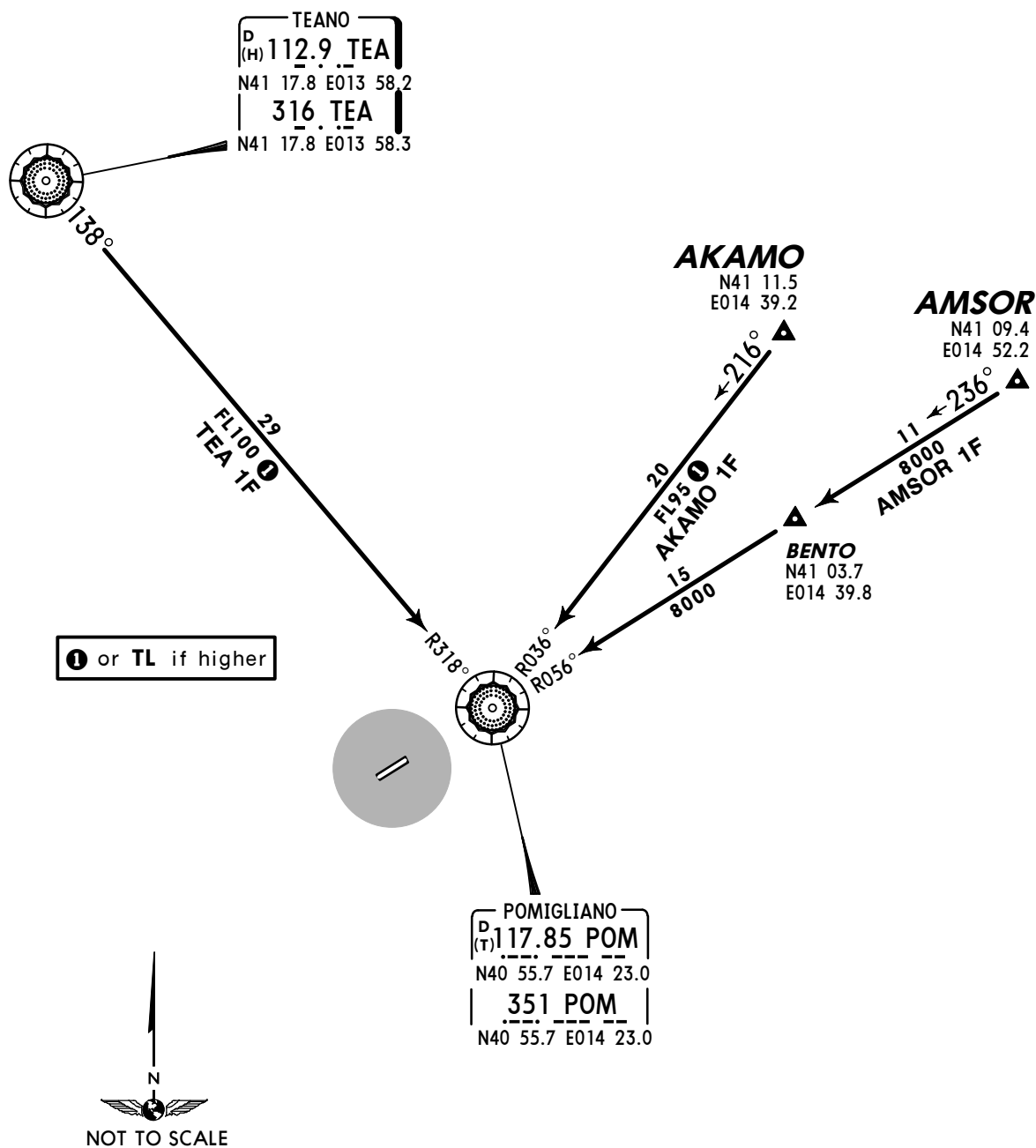
AKAMO 1F [AKA1F]

AMSOR 1F [AMS1F]

TEA 1F

RWY 06 TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)

~~SPEED~~ MAX 250 KT BELOW FL100

TRANSITION

ROUTING

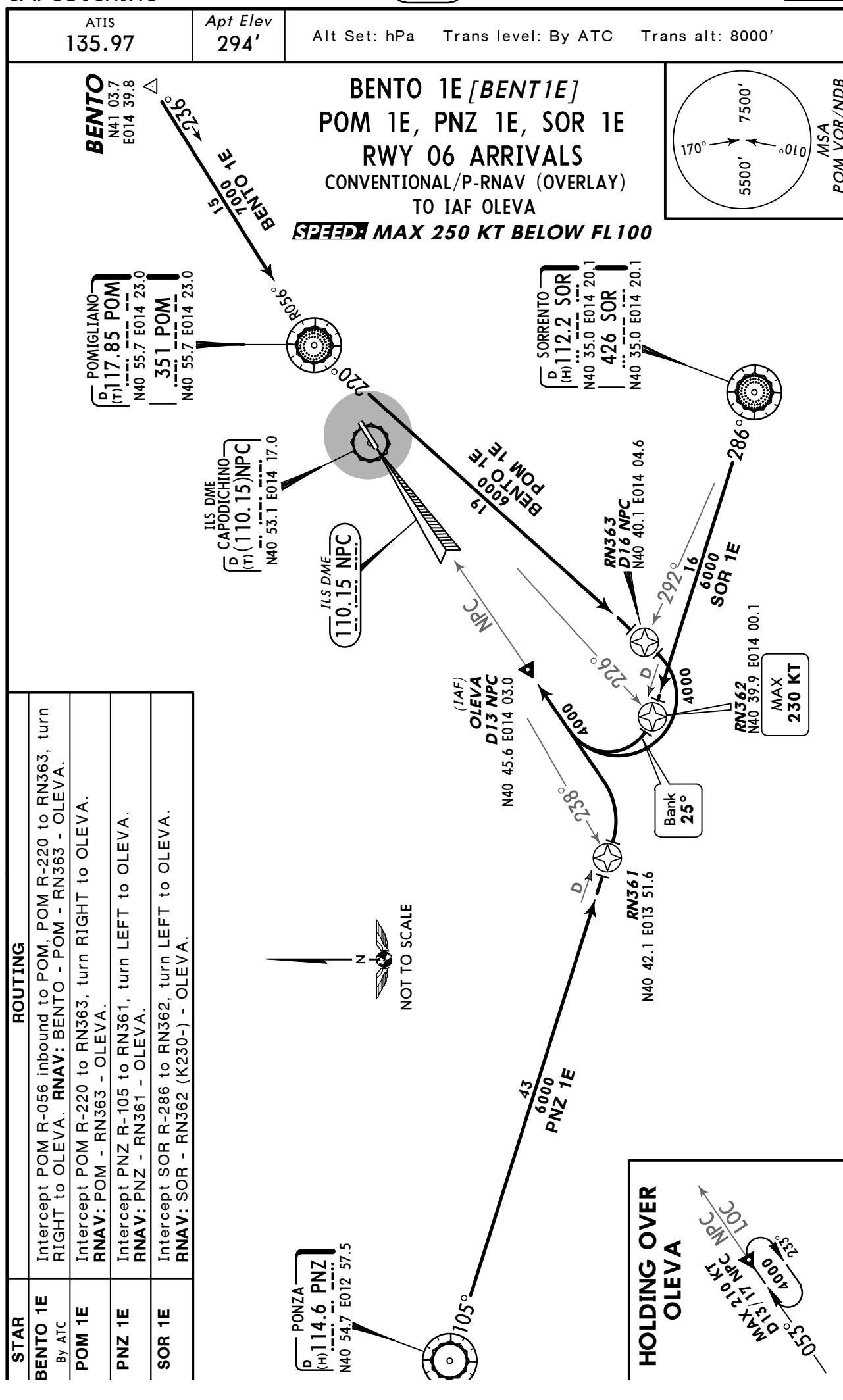
AKAMO 1F

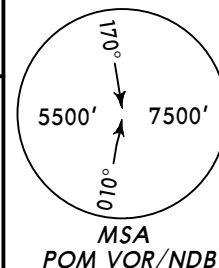
AKAMO - POM.

AMSOR 1F

AMSOR - BENTO - POM.

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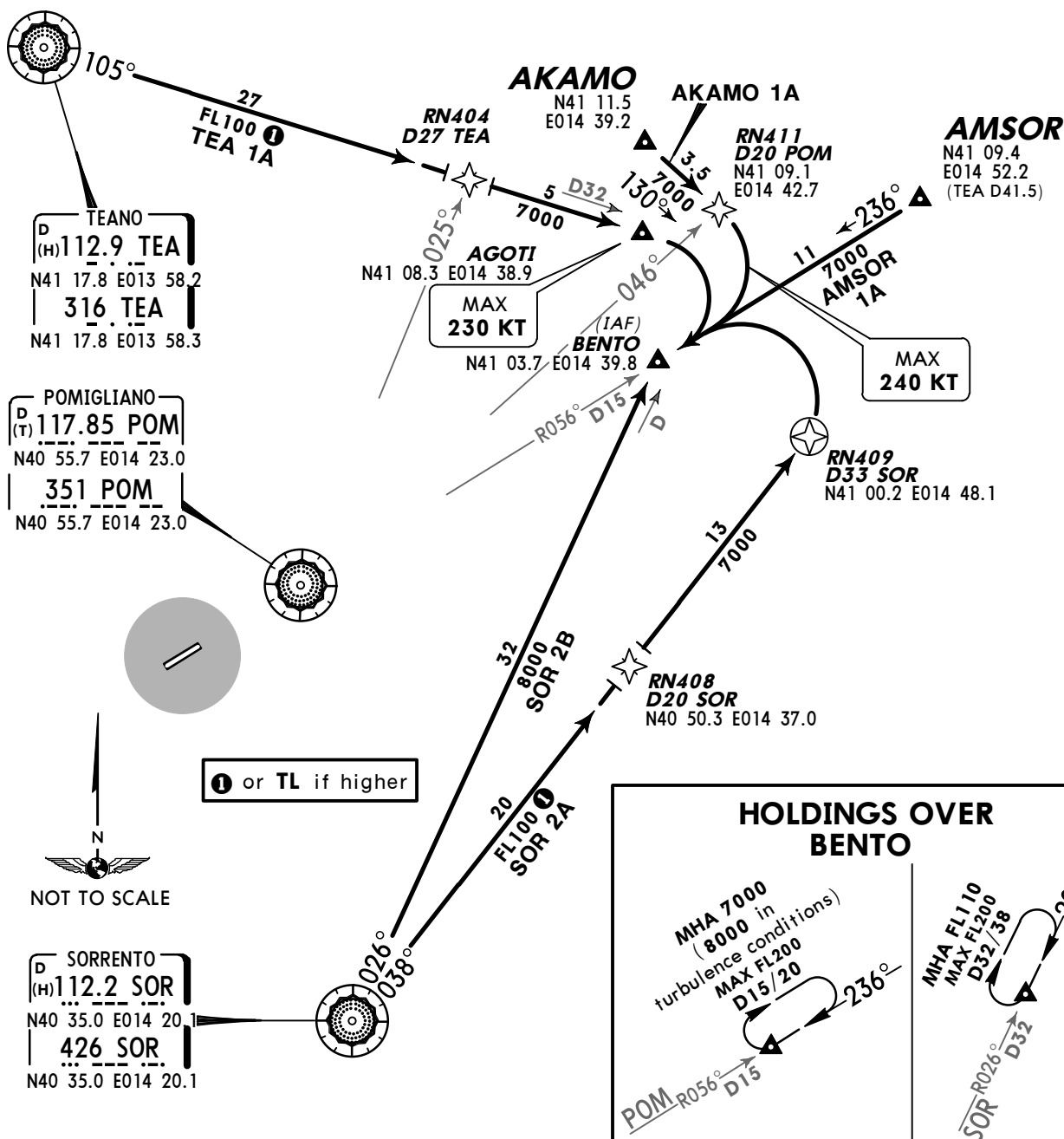


ATIS
135.97Apt Elev
294'Alt Set: hPa
Trans level: By ATC Trans alt: 8000'

AKAMO 1A [AKAM1A]
AMSOR 1A [AMSO1A]
SOR 2A, SOR 2B, TEA 1A
RWY 24 ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)
TO IAF BENTO

~~SPEED~~ MAX 250 KT BELOW FL100



STAR

ROUTING

AKAMO 1A

On 130° track, at POM R-046 turn RIGHT, intercept POM R-056 inbound to BENTO. **RNAV:** AKAMO - RN411 - BENTO.

AMSOR 1A

Intercept POM R-056 inbound to BENTO. **RNAV:** AMSOR - BENTO.

SOR 2A

By ATC

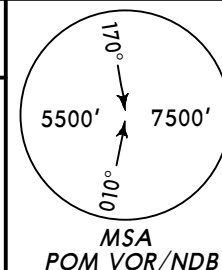
Intercept SOR R-038 to D33 SOR, turn LEFT, intercept POM R-056 inbound to BENTO. **RNAV:** SOR - RN408 - RN409 - BENTO.

SOR 2B

Intercept SOR R-026 to BENTO. **RNAV:** SOR - BENTO.

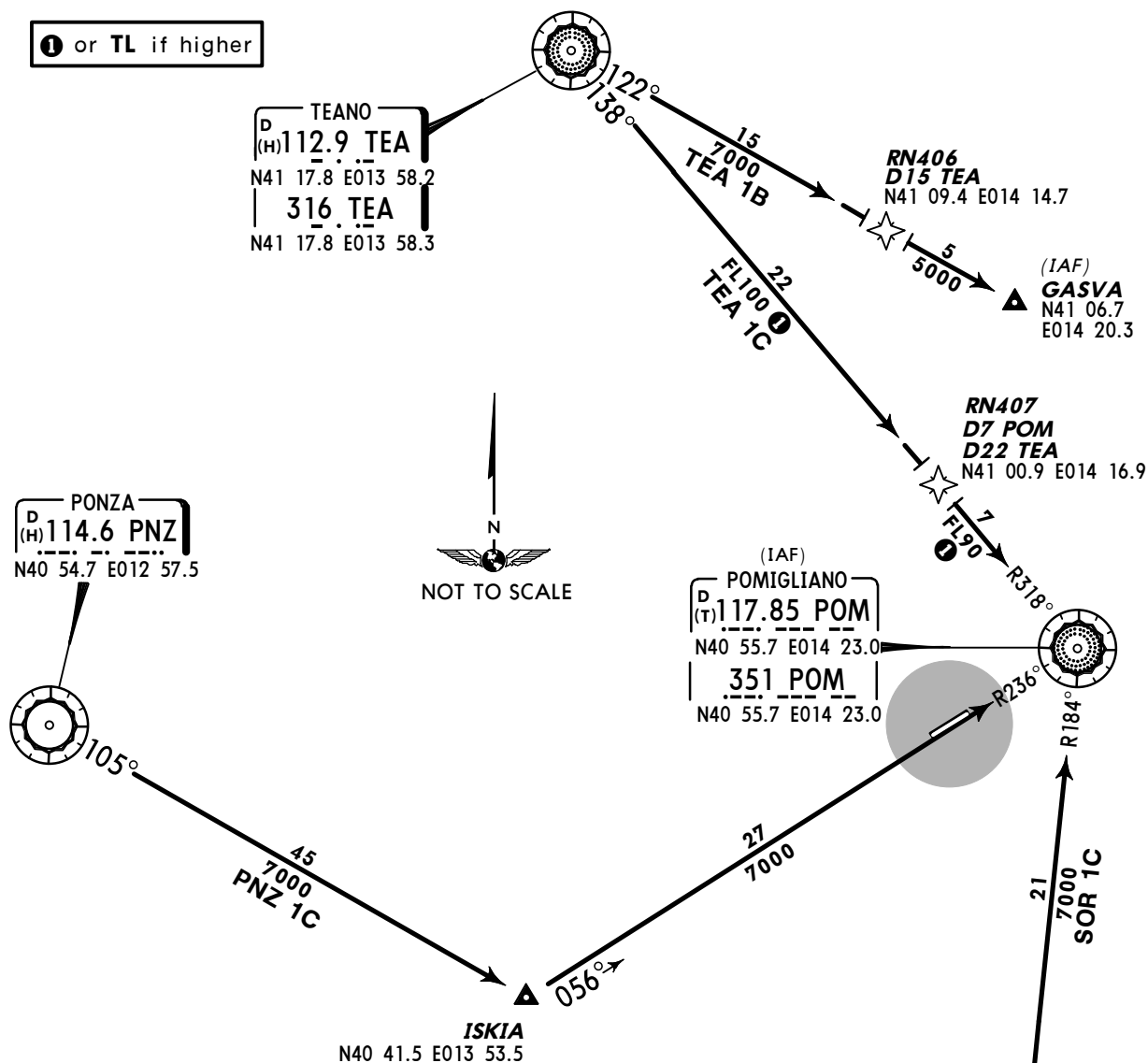
TEA 1A

Intercept TEA R-105 to AGOTI, turn RIGHT, intercept POM R-056 inbound to

ATIS
135.97Apt Elev
294'Alt Set: hPa
Trans level: By ATC Trans alt: 8000'

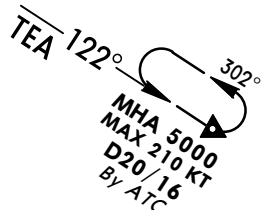
PNZ 1C, SOR 1C
TEA 1B, TEA 1C
RWY 24 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
~~SPEED~~ MAX 250 KT BELOW FL100

① or TL if higher

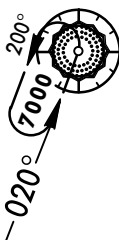


HOLDINGS OVER

GASVA

Not to be used in
turbulence conditions.

POM



SORRENTO
D (H) 112.2 SOR
N40 35.0 E014 20.1
426 SOR
N40 35.0 E014 20.1

STAR

ROUTING

PNZ 1C

Intercept PNZ R-105 to ISKIA, intercept POM R-236 inbound to POM.
RNAV: PNZ - ISKIA - POM.

SOR 1C

Intercept SOR R-004 to POM. RNAV: SOR - POM.

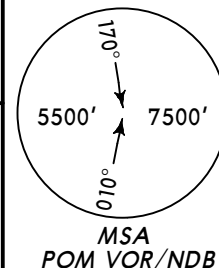
TEA 1B

By ATC

Intercept TEA R-122 to GASVA.
RNAV: TEA - RN406 - GASVA.

Trans level: By ATC Trans alt: 8000'

1. Initial climb procedures are also noise abatement routes.
2. EXPECT close-in obstacles.



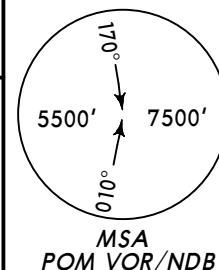
Gnd speed-KT	75	100	150	200	250	300
583' per NM	729	972	1458	1944	2430	2917
456' per NM	570	760	1139	1519	1899	2279
300' per NM	375	500	750	1000	1250	1500

RWY 24:Initial climb clearance 3500'

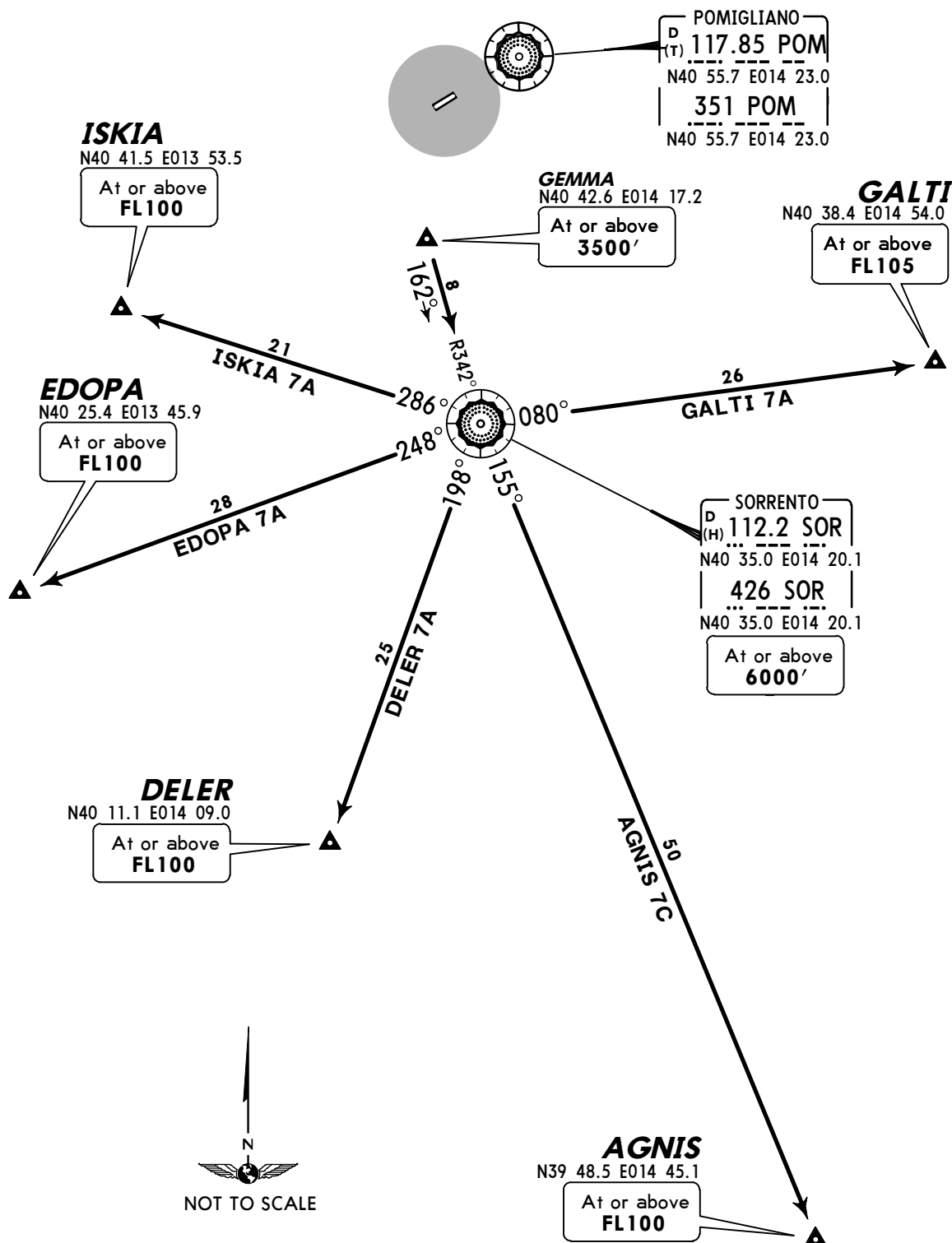
SID	RWY	INITIAL CLIMB
AGNIS 7C, DELER 7A EDOPA 7A, GALT 7A ISKIA 7A, MALOG 7A MOLUX 7A, PEVIR 7A POLIT 7A, TEA 7A, 7C	06	On 057° track to POM (NPC 5 DME), turn LEFT, 210° track, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
	24	At DER (NPC 0.5 DME) on 222° track, at 1200' but not further than NPC 2 DME turn LEFT (MAX 180 KT) on 180° heading, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
MOLUX 6B By ATC	06	On 057° track to POM (NPC 5 DME).

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'



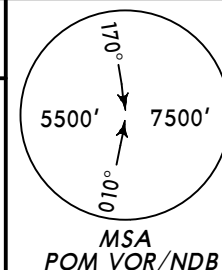
AGNIS 7C [AGNI7C], DELER 7A [DELE7A]
EDOPA 7A [EDOP7A], GALTİ 7A [GALT7A]
ISKIA 7A [ISKI7A]
RWYS 06, 24 DEPARTURES



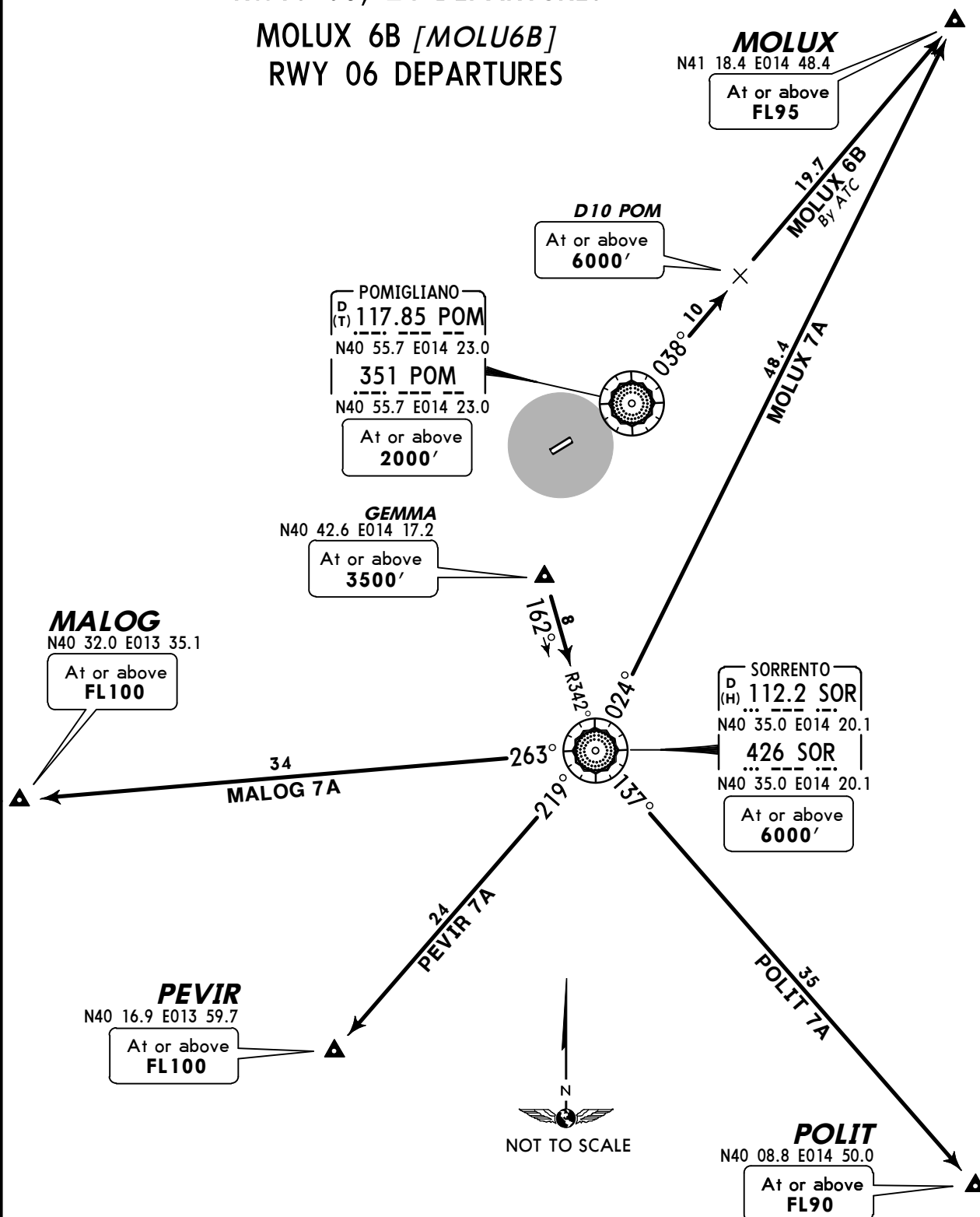
SID	ROUTING
AGNIS 7C	Proceed to SOR turn LEFT, SOR R-155 to AGNIS.
DELER 7A	Proceed to SOR turn RIGHT, SOR R-198 to DELER.
EDOPA 7A	Proceed to SOR turn RIGHT, SOR R-248 to EDOPA.
GALTİ 7A	Proceed to SOR turn LEFT, SOR R-080 to GALTİ.

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'



MALOG 7A [MALO7A]
MOLUX 7A [MOLU7A], PEVIR 7A [PEVI7A]
POLIT 7A [POLI7A]
RWYS 06, 24 DEPARTURES
MOLUX 6B [MOLU6B]
RWY 06 DEPARTURES

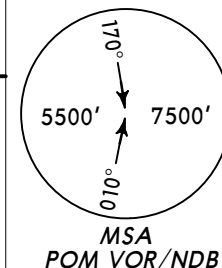
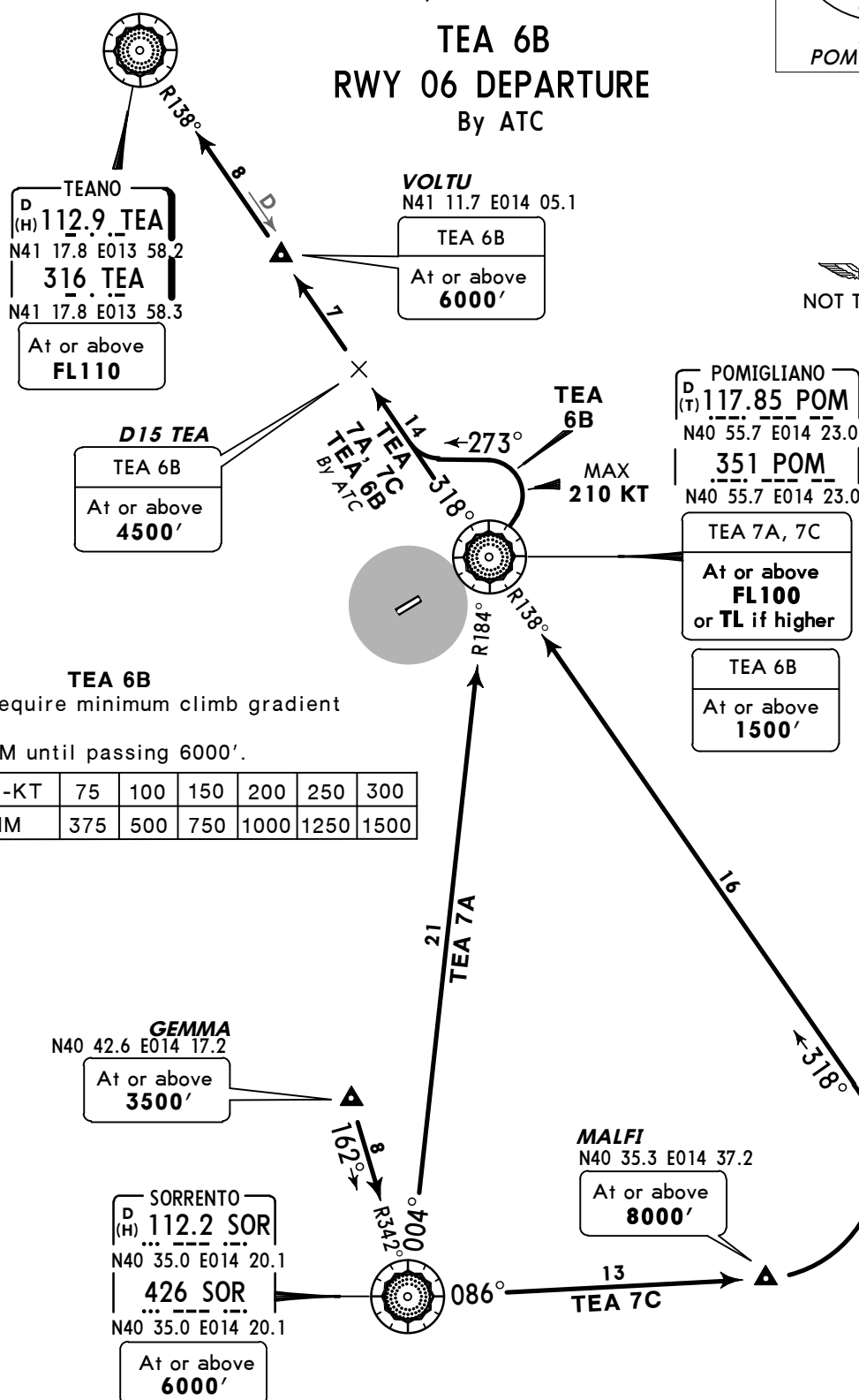


Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
MALOG 7A	06, 24	Proceed to SOR, turn RIGHT, SOR R-263 to MALOG.
MOLUX 7A		Proceed to SOR, turn LEFT, SOR R-024 to MOLUX.
MOLUX 6B By ATC	06	Proceed to POM, turn LEFT, POM R-038 to MOLUX.
PEVIR 7A	06, 24	Proceed to SOR, turn RIGHT, SOR R-219 to PEVIR.

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'

MSA
POM VOR/NDBTEA 7A, TEA 7C
RWYS 06, 24 DEPARTURESTEA 6B
RWY 06 DEPARTURE
By ATC

TEA 6B
This SID require minimum climb gradient
of
300' per NM until passing 6000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

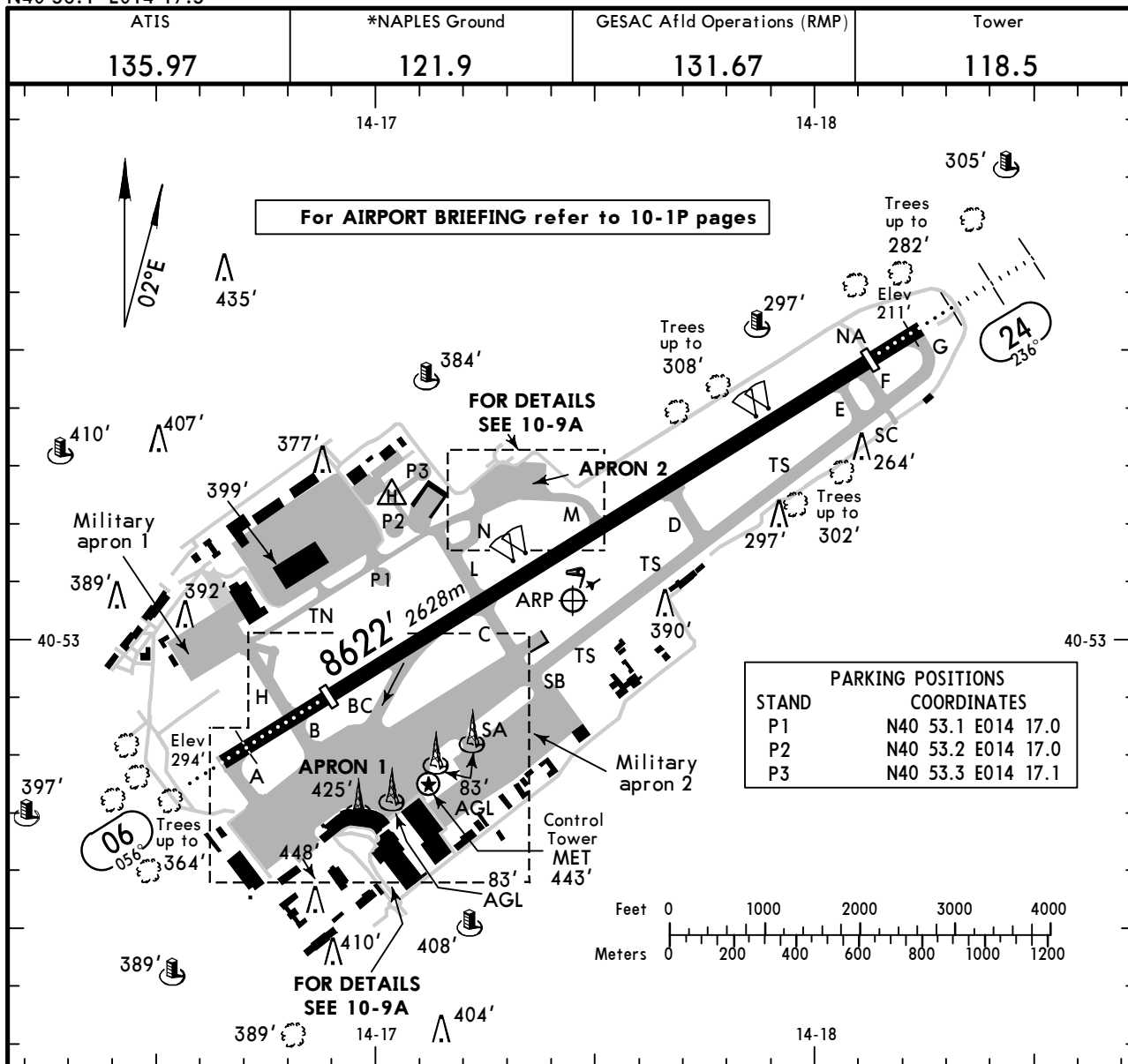
Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
TEA 7A	06, 24	Proceed to SOR turn LEFT, SOR R-004 to POM, POM R-318 to TEA. Before passing SOR the LEFT turn to POM may be executed, when ATC clearance received and aircraft has crossed 6000' climbing.
TEA 6B By ATC	06	From POM turn LEFT, 273° track, intercept POM R-318 to TEA.
TEA 7C	06, 24	Proceed to SOR turn LEFT, SOR R-004 to MALFI, turn LEFT, intercept

LIRN/NAP
 Apt Elev **294'**
 N40 53.1 E014 17.5

JEPPesen
 12 OCT 12 **(10-9)**

NAPLES, ITALY
CAPODICHINO



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
06 24	HIRL (60m) HIALS PAPI (angle 3.50°) CGL		7313' 2229m	6334' 1931m	148' 45m
	HIRL (60m) HIALS PAPI (angle 3.33°) HST-BC RVR		7999' 2438m	7216' 2199m	

① TAKE-OFF RUN AVAILABLE

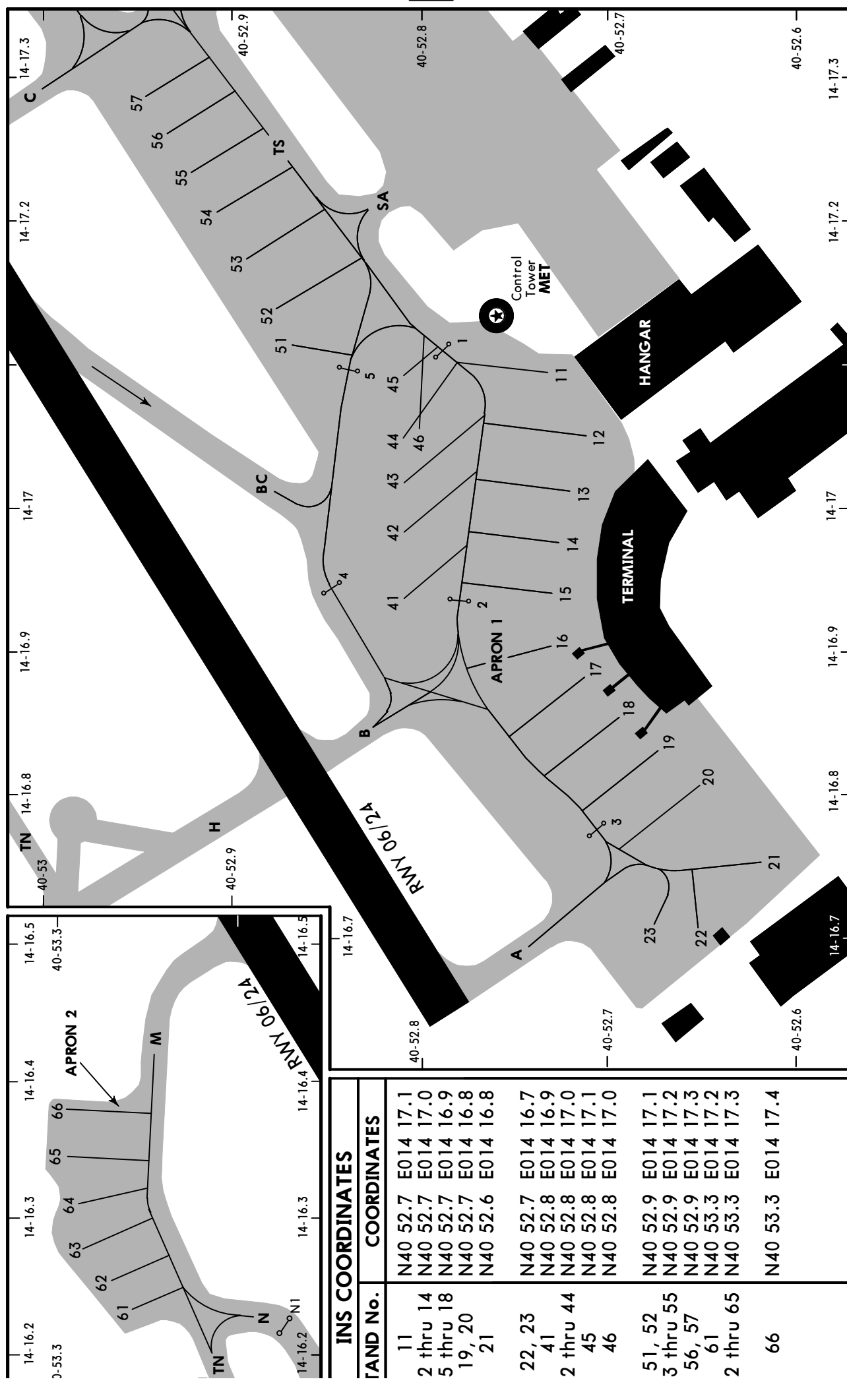
RWY 06:

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

RWY 24:

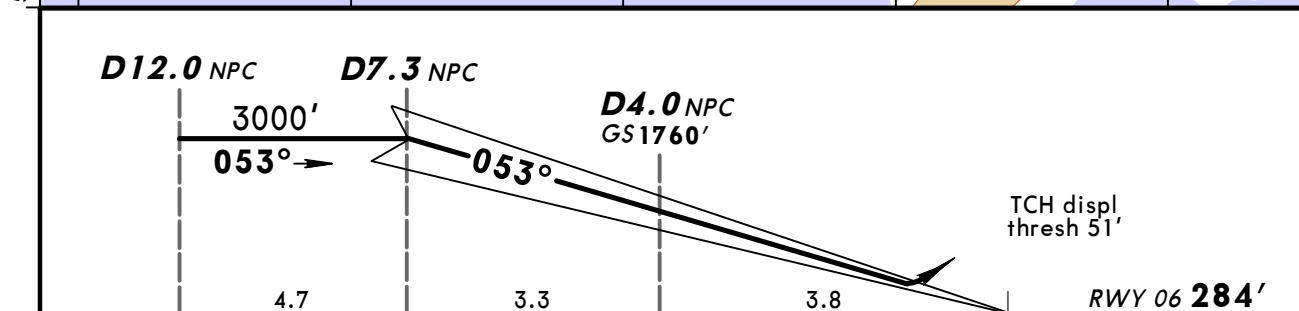
From rwy head	8622' (2628m)
twy E int	7631' (2326m)

Standard		TAKE-OFF
A		RVR 700m
B		
C		
D		



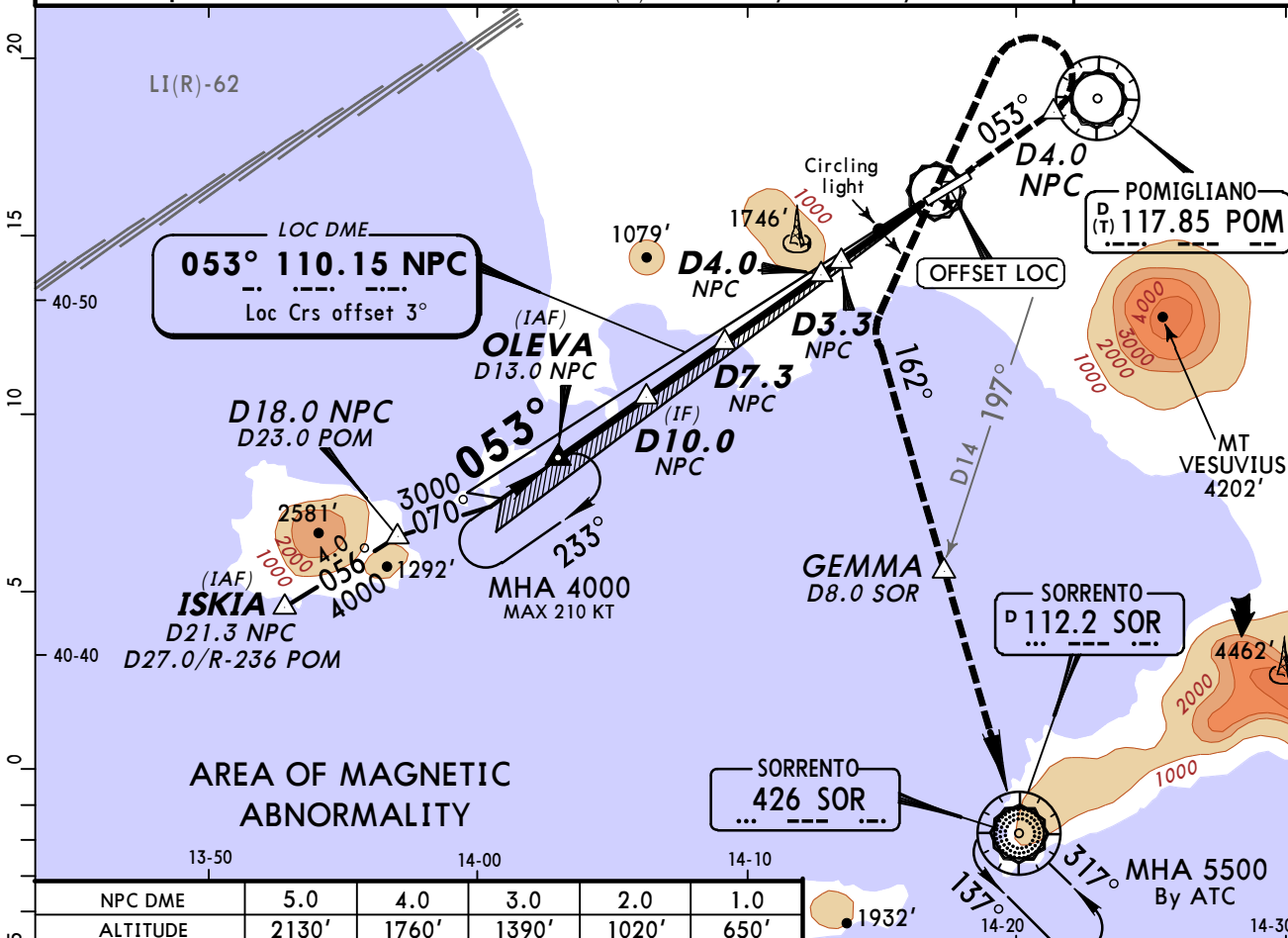
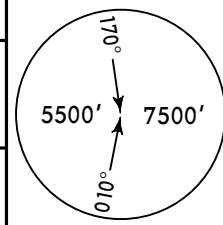
NAPLES, ITALY
ILS Z Rwy 06

Diagram illustrating a VOR station (MVA POM VOR) with two radial distances: 5500' and 7500'. The radial distances are labeled as 170° and 010°.

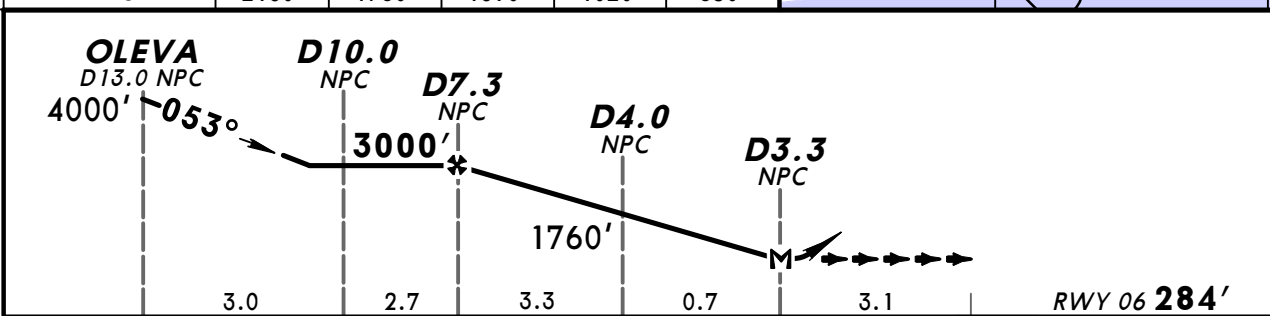


Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
		Missed apch climb gradient mim 5.2%			
		ILS	LOC (GS out)		
		DA(H) 680' (396')		Max Kts	
		FULL/Limited	ALS out	MDA(H)	VIS
NS OPS 4	A	RVR 1400m	NOT APPLICABLE	100	1200' (906') 1500m
	B			135	1200' (906') 1600m
	C			180	2160' (1866') 2400m
	D			205	2160' (1866') 3600m

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9	
LOC NPC 110.15	Final Apch Crs 053°	Minimum Alt D7.3 NPC 3000' (2716')	DA(H) 1500' (1216')	Apt Elev 294' RWY 284'
MISSED APCH: Climb on 053° to 6000'. At D4.0 NPC turn LEFT to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR/NDB.				
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 8000'	
1. DME required. 2. PAPI indications after DA(H) are strictly mandatory.				MSA POM VOR



NPC DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2130'	1760'	1390'	1020'	650'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.50°	434	557	619	743	867	991	
MAP at D3.3 NPC								

Standard		STRAIGHT-IN LANDING RWY 06		CEILING REQUIRED		CIRCLE-TO-LAND	
		DA(H) 1500' (1216')					
DAY		NIGHT		Max Kts	MDA(H)	CEIL-VIS	
A	1600' - CMV 5.0km	1600' - CMV 8.0km	100	1500' (1206')	1600' - 5.0km	1	
B			135				
C			180	2160' (1866')	1600' - 5.0km	1	
D			205				

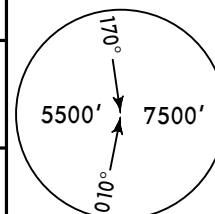
NS OPS 4

BRIEFING STRIP™

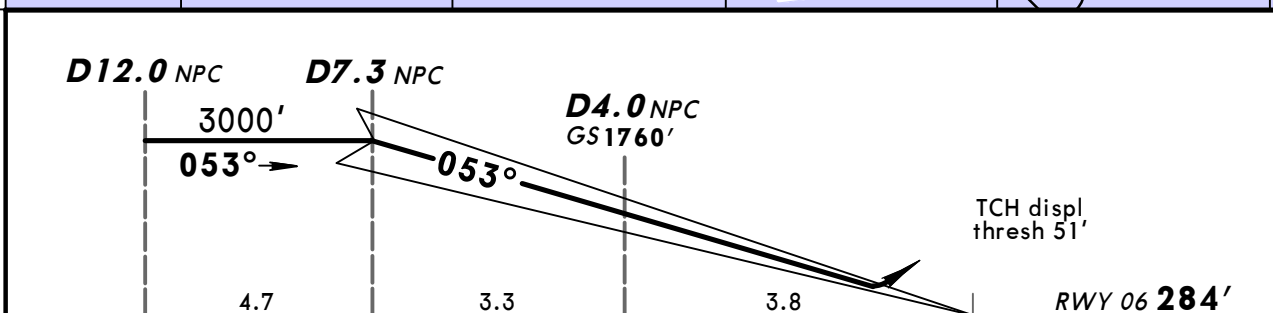
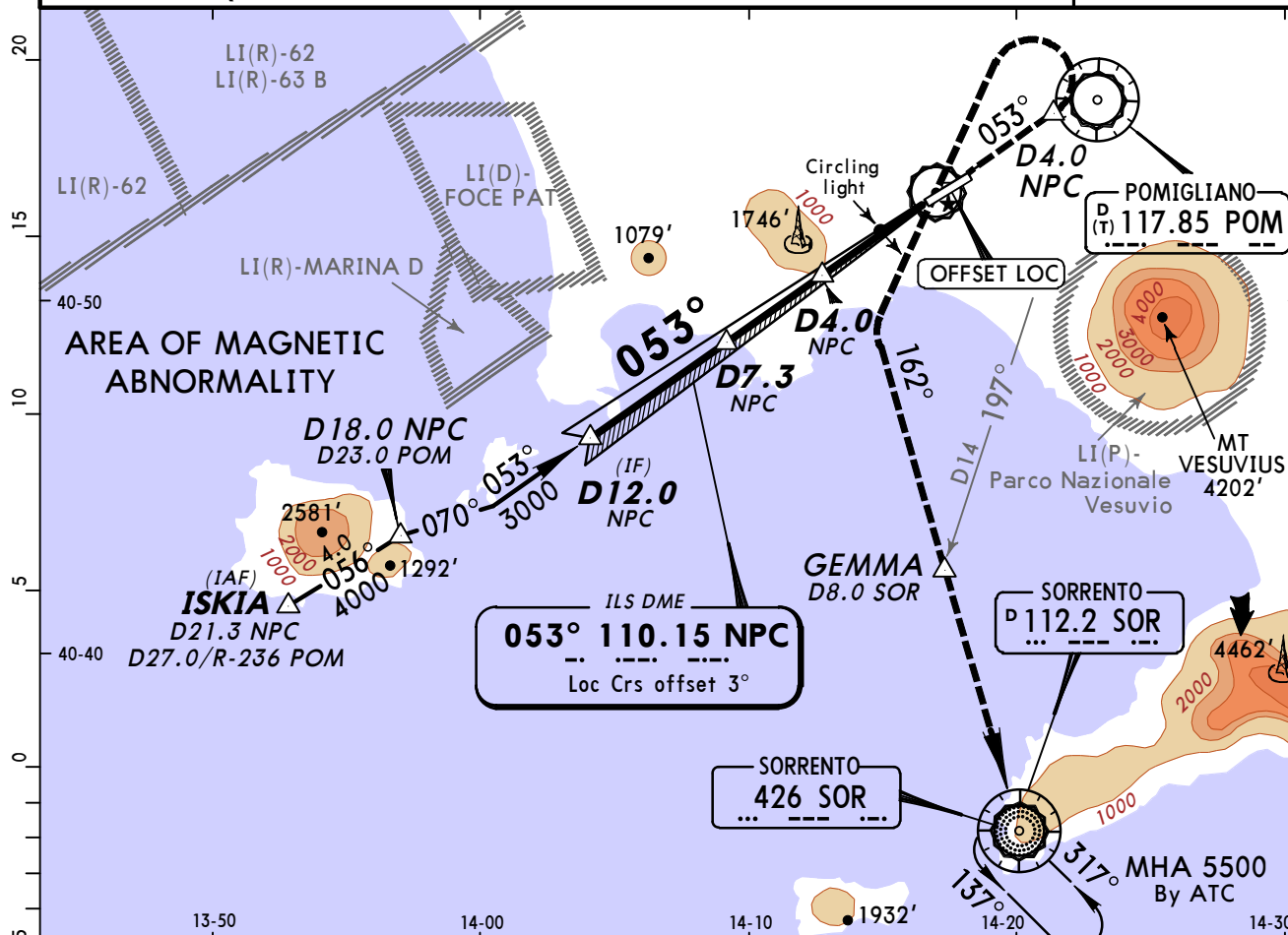
ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5		*Ground 121.9			
LOC NPC 110.15		Final Apch Crs 053°		GS D4.0 NPC 1760' (1476')		ILS DA(H) 680' (396')		Apt Elev 294' RWY 284'	
MISSED APCH: Climb on 053° to 6000'. At D4.0 NPC turn LEFT to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR/NDB.									
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC			Trans alt: 8000'		
VOR + DME REQUIRED.									

170°
5500'
1010°
7500'

MSA
POM VOR



MSA
POM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS		6000'	053°
GS	3.50°	439	564	627	752	877	1003	PAPI	PAPI	

Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 680' (396')							
FULL/Limited		ALS out		Max Kts	MDA(H) VIS		
A	RVR 1400m	RVR 1500m		100	1200' (906') 1500m		
B				135	1200' (906') 1600m		
C				RVR 1800m		180	2160' (1866') 2400m
D						205	2160' (1866') 3600m
		NOT APPLICABLE					

LIRN/NAP CAPODICHINO

9 DEC 11
Eff 15 Dec

11-3

NAPLES, ITALY
ILS X Rwy 06

BRIEFING STRIP™

ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5		*Ground 121.9	
LOC NPC 110.15		Final Apch Crs 053°		GS D4.0 NPC 1760' (1475')		ILS DA(H) 680' (395')	
Apt Elev 294' RWY 285'							
MISSED APCH: Climb on 053° to 6000'. At D4.0 NPC turn LEFT to join R-342 inbound SOR VOR and cross GEMMA at 3500' or above, then to SOR VOR/NDB.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 8000'	
DME REQUIRED.							

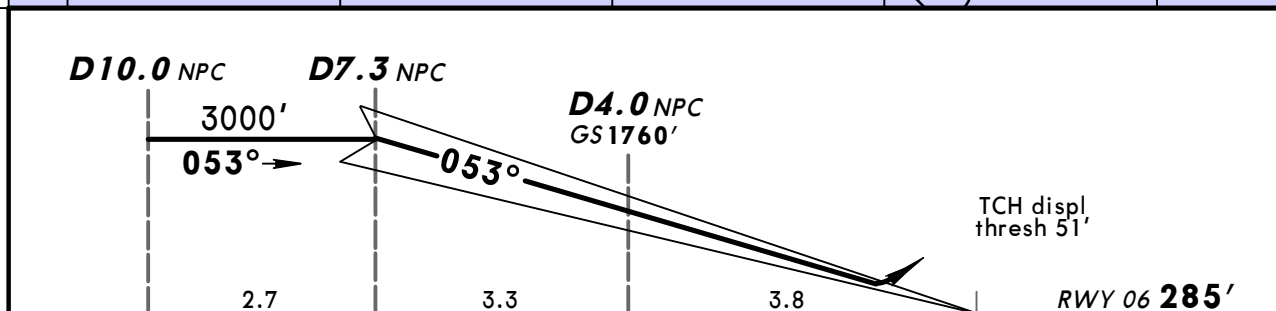
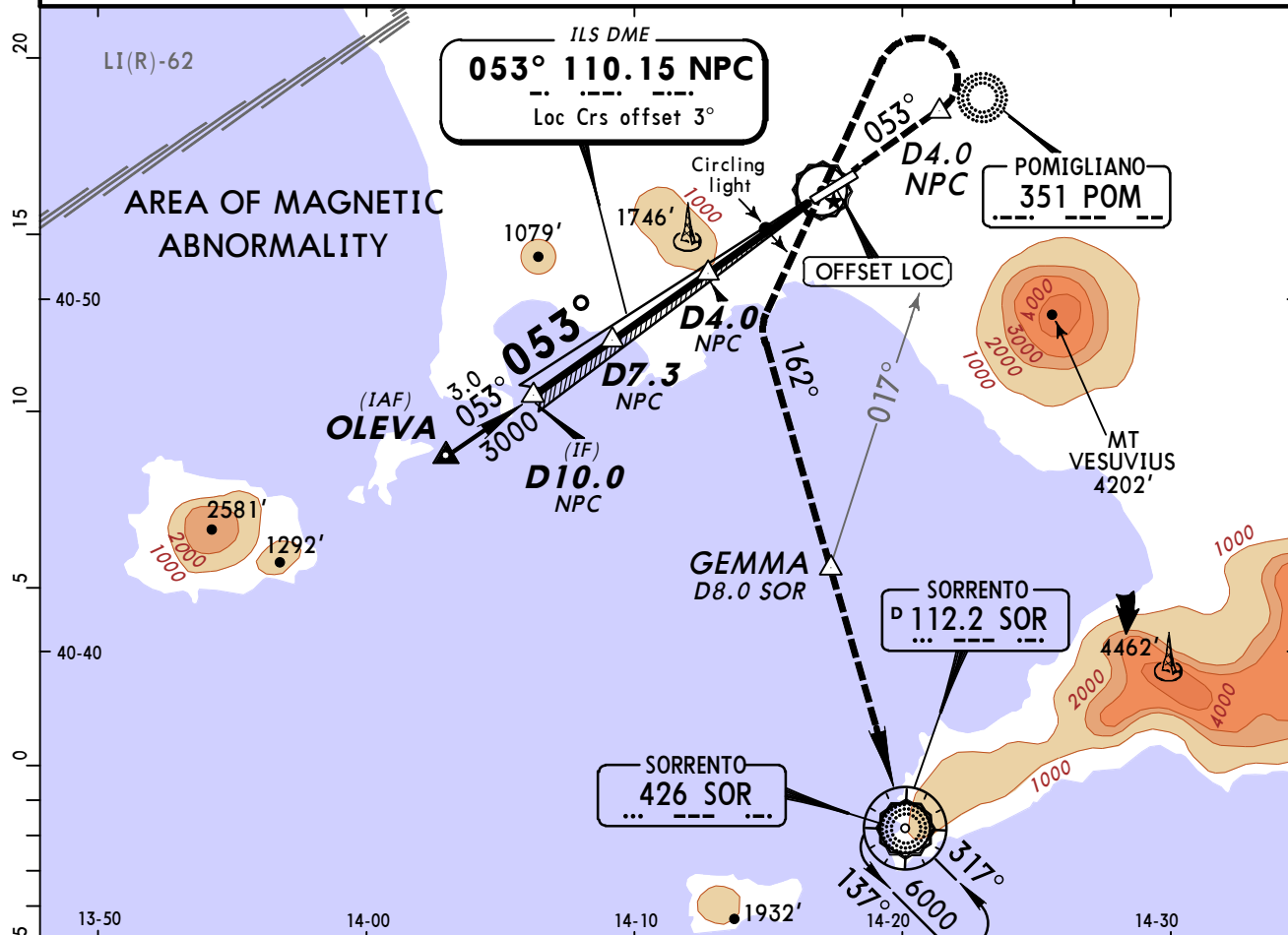
170°

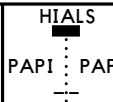
5500'

7500'

010

MSA
POM NDB



Gnd speed-Kts	70	90	100	120	140	160		6000' on 053°
GS	3.50°	439	564	627	752	877		

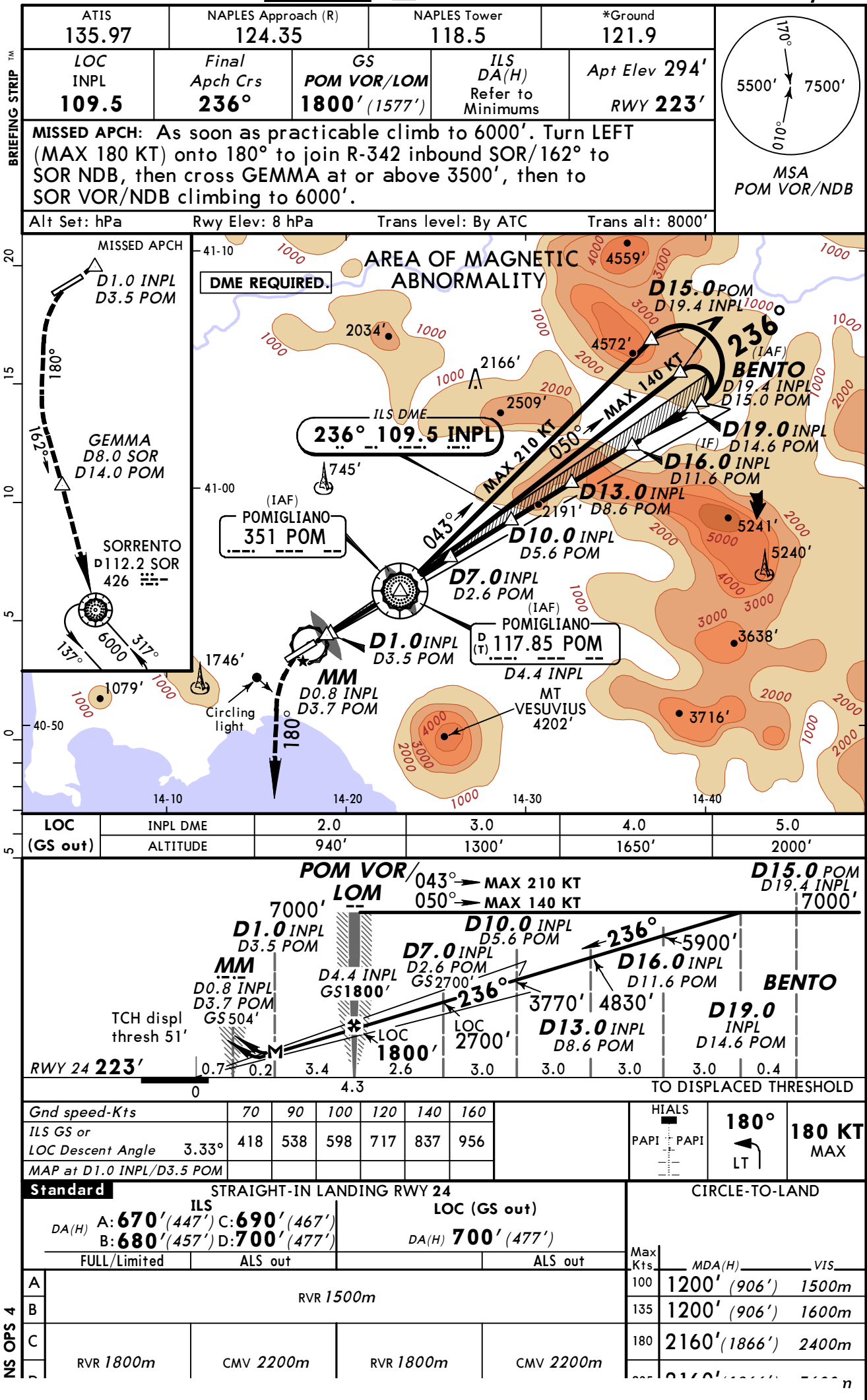
NS OPS 5	STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
	ILS		LOC (GS out)	
	DA(H) 680' (395')			
	FULL/Limited	ALS out		
	A	B		
	RVR 1400m	RVR 1500m	Max Kts	MDA(H) VIS
		RVR 1800m	100	1200' (906') 1500m
			135	1200' (906') 1600m
			180	2160' (1866') 2400m
			205	2160' (1866') 3600m

Refer to 11-01

LIRN/NAP CAPODICHINO

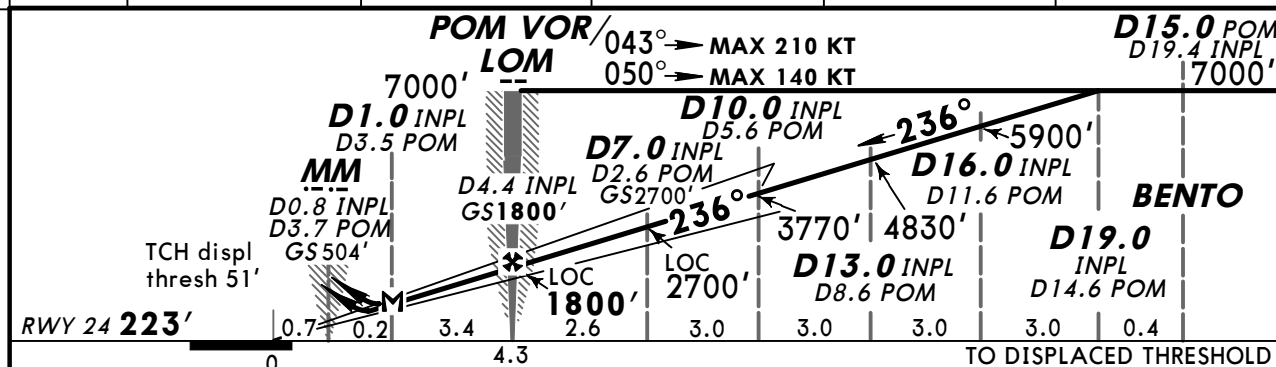
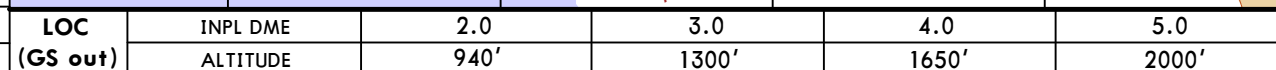
9 DEC 11
Eff 15 Dec 11-4

NAPLES, ITALY ILS Z or LOC Z Rwy 24



MSA
POM VOR/NDB

Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'
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<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or LOC Descent Angle 3.33°</i>	418	538	598	717	837	956	
<i>MAP at D1.0 INPL/D3.5 POM</i>							

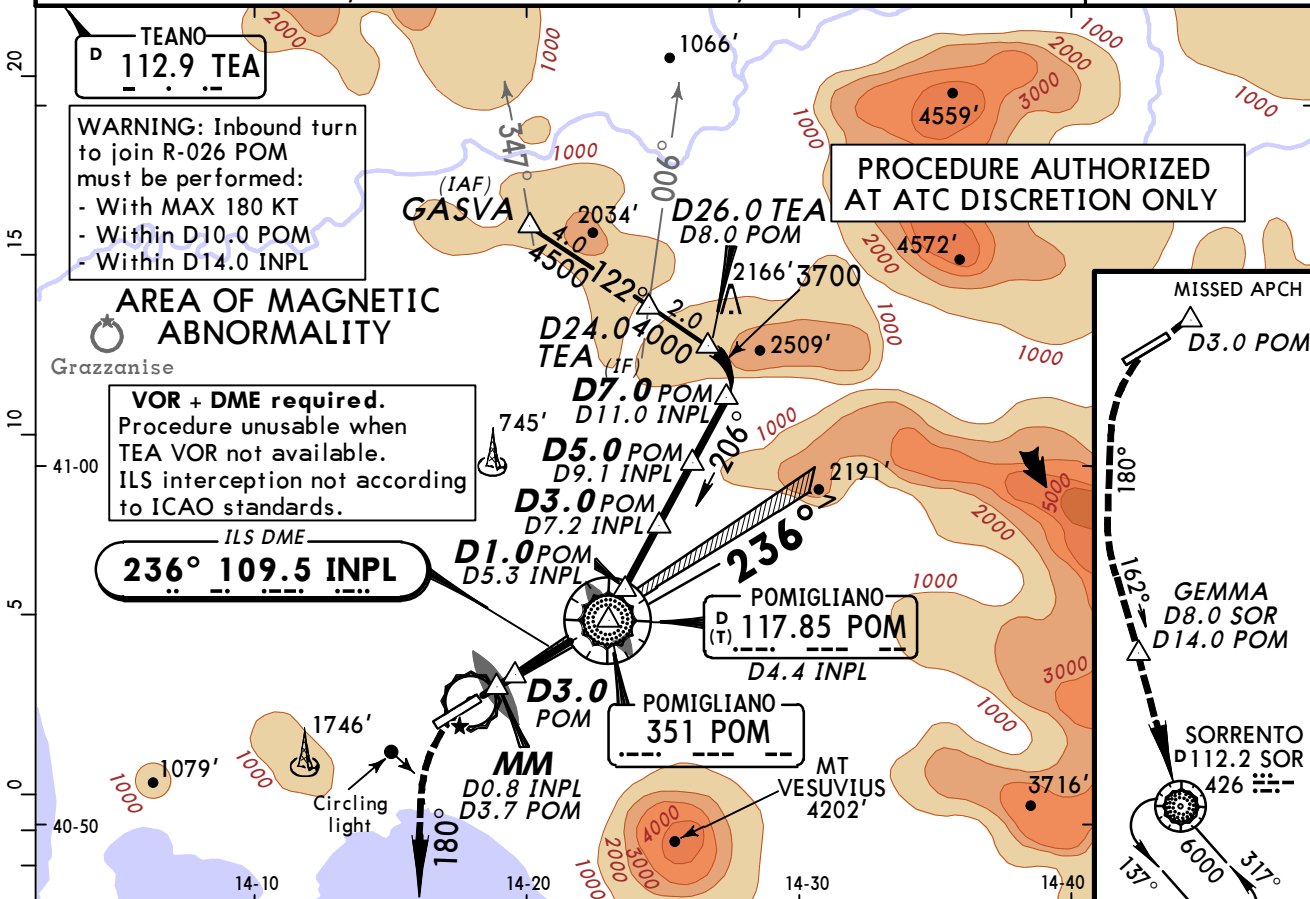
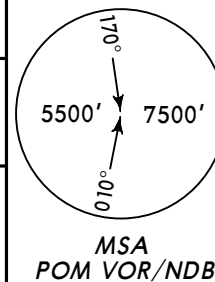
Standard				STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) A: 670' (447') C: 690' (467')				DA(H) 700' (477')			
B: 680' (457') D: 700' (477')							
FULL/Limited		ALS out				ALS out	
A	RVR 1500m					100	MDA(H) 1200' (906') VIS 1500m
B						135	1200' (906') 1600m
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m	180	2160' (1866') 2400m	
D					207	2160' (1866') 2400m	

LIRN/NAP CAPODICHINO

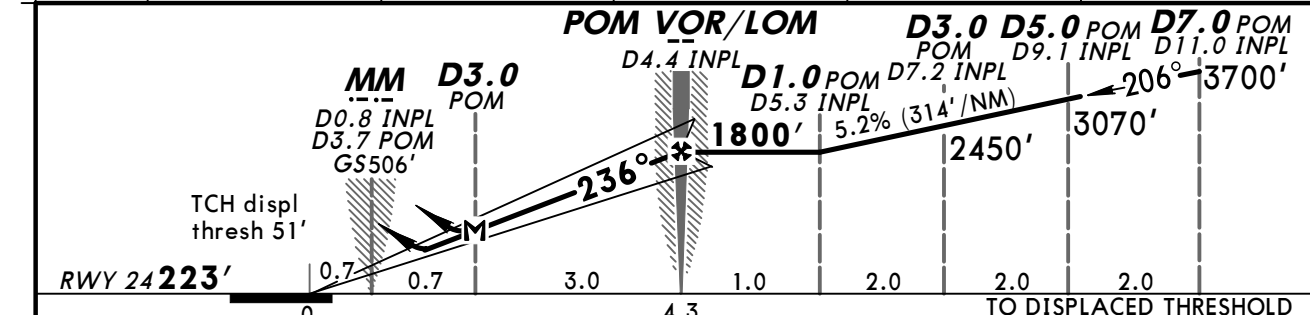
9 DEC 11
Eff 15 Dec (11-6)

NAPLES, ITALY
ILS W or LOC W Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INPL 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.33°	418	538	598	717	837	956
MAP at D3.0 after POM						

Standard

STRAIGHT-IN LANDING RWY 24

CIRCLE-TO-LAND

ILS

LOC (GS out)

DA(H) A: 670' (447')

C: 690' (467')

DA(H) 700' (477')

B: 680' (457')

D: 700' (477')

FULL/Limited

ALS out

ALS out

Max Kts

MDA(H)

VIS

100

1200' (906')

1500m

135

1200' (906')

1600m

180

2160' (1866')

2400m

205

2160' (1866')

3600m

RVR 1500m

RVR 1800m

CMV 2200m

RVR 1800m

CMV 2200m

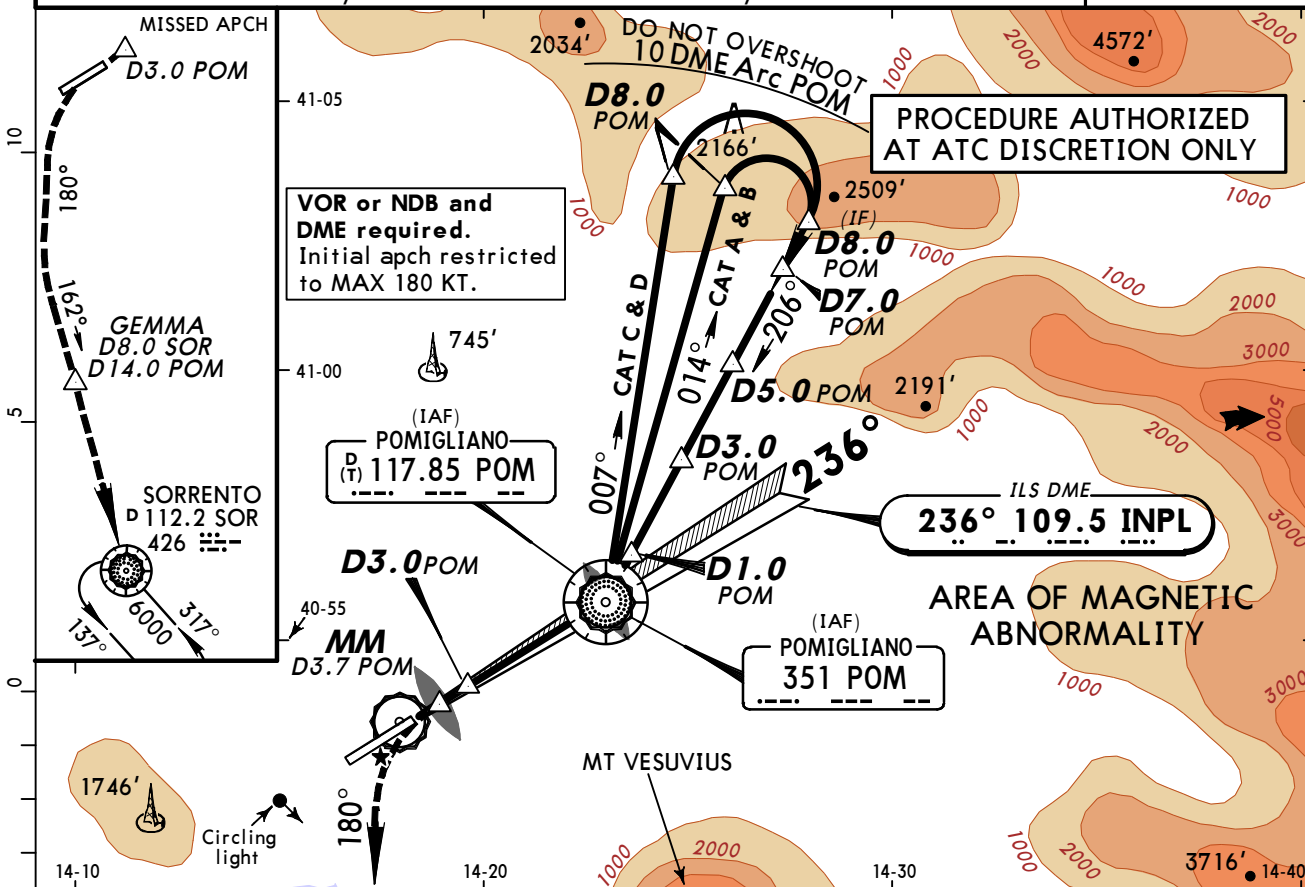
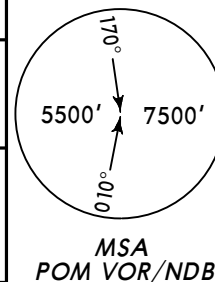
NS OPS 4

LIRN/NAP CAPODICHINO

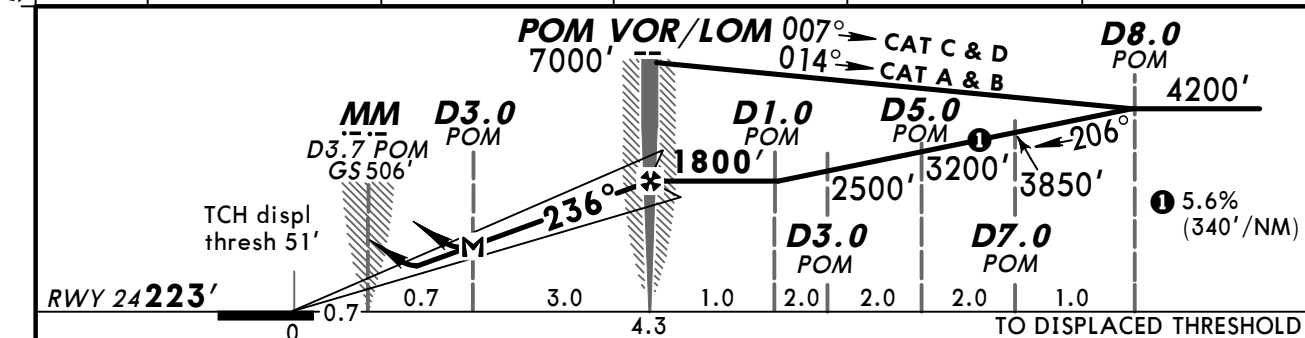
JEPPesen
9 DEC 11
Eff 15 Dec (11-7)

NAPLES, ITALY
ILS V or LOC V Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INPL 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294' RWY 223'			
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.33°	418	538	598	717	837	956
MAP at D3.0 after POM						

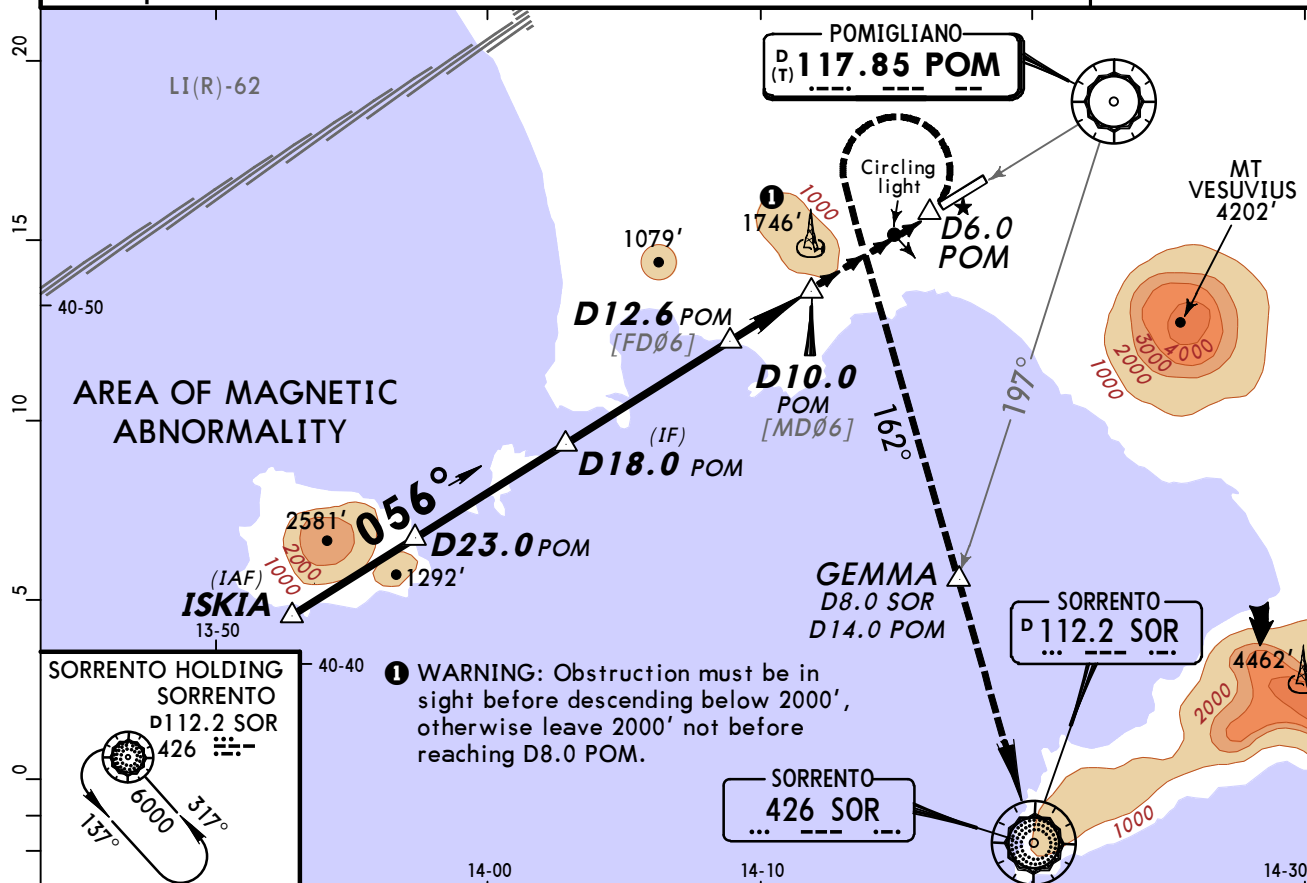
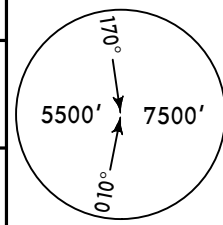
Standard STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) DA(H) 700' (477')		Max Kts	MDA(H) VIS
FULL/Limited	ALS out		ALS out	100	1200' (906') 1500m
A	RVR 1500m			135	1200' (906') 1600m
B				180	2160' (1866') 2400m
C	RVR 1800m	CMV 2200m	RVR 1800m	205	2160' (1866') 3600m
D					

LIRN/NAP
CAPODICHINO

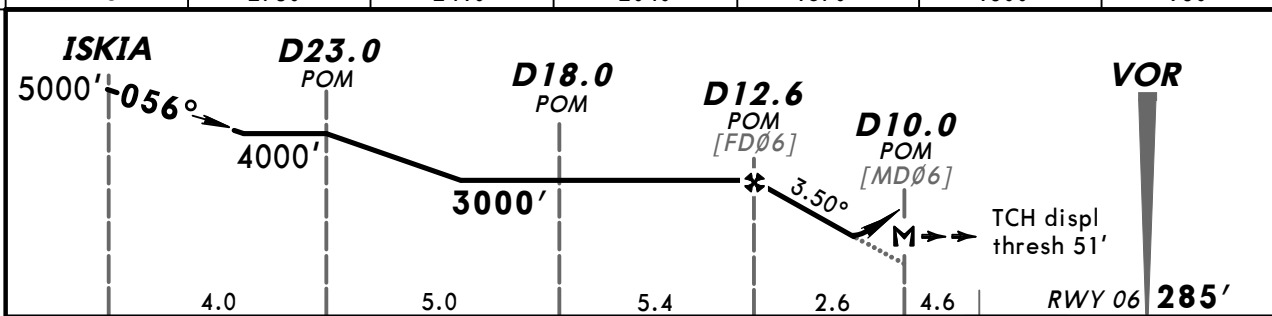
JEPPesen
9 DEC 11
Eff 15 Dec (13-1)

NAPLES, ITALY
VOR Rwy 06

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9	
VOR POM 117.85	Final Apch Crs 056°	Minimum Alt D12.6 POM 3000' (2715')	DA(H) 2160' (1875')	Apt Elev 294' RWY 285'
MISSED APCH: Proceed on R-236 inbound POM VOR and climb to 6000'. At D6.0 POM turn LEFT (MAX 200 KT) to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR/NDB.				
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 8000'	MSA POM VOR
DME required.				



POM DME	12.0	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2780'	2410'	2040'	1670'	1300'	930'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.50°	437	562	625	750	875	1000			
MAP at D10.0 POM									

Standard STRAIGHT-IN LANDING RWY 06			CEILING REQUIRED		CIRCLE-TO-LAND	
DA(H) 2160' (1875') I						
DAY		NIGHT	Max Kts	DAY	NIGHT	
				MDA(H) CEIL-VIS	MDA(H) CEIL-VIS	
A			100			
B			135			
C		2000' - 5000m	180	2170' (1876') 2000' - 5000m	2170' (1876') 2000' - 8000m	
D			205			

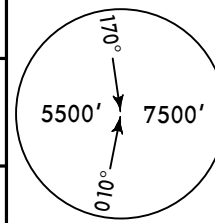
NS OPS 4

LIRN/NAP CAPODICHINO

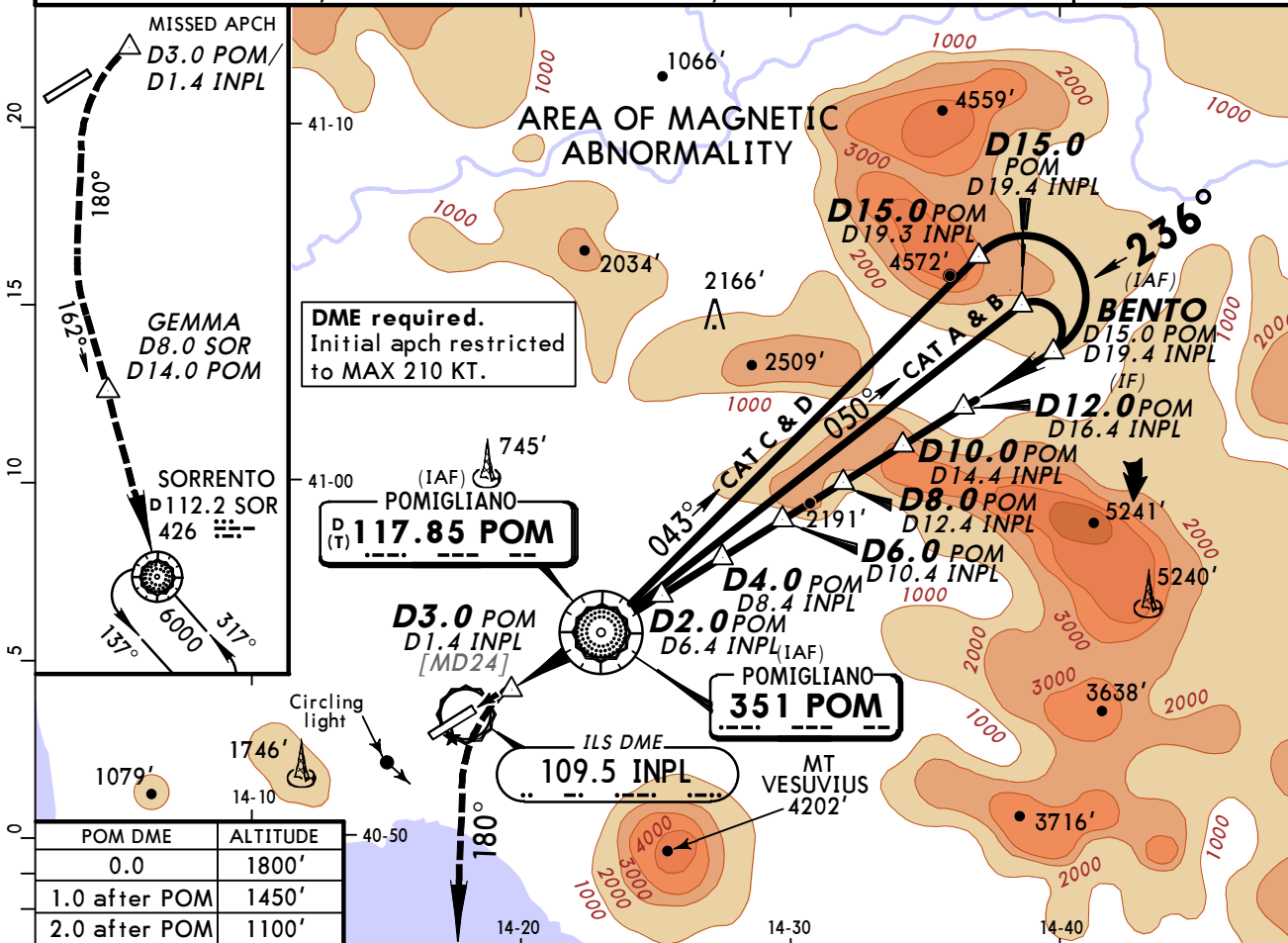
JEPPesen
9 DEC 11
Eff 15 Dec 13-2

NAPLES, ITALY
VOR Z or NDB Rwy 24

ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5	*Ground 121.9
VOR POM 117.85	NDB POM 351	Final Apch Crs 236°	Minimum Alt POM VOR/NDB 1800' (1577')	DA(H) 800' (577')	Apt Elev 294' RWY 223'
MISSED APCH: Climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.					
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC	
				Trans alt: 8000'	

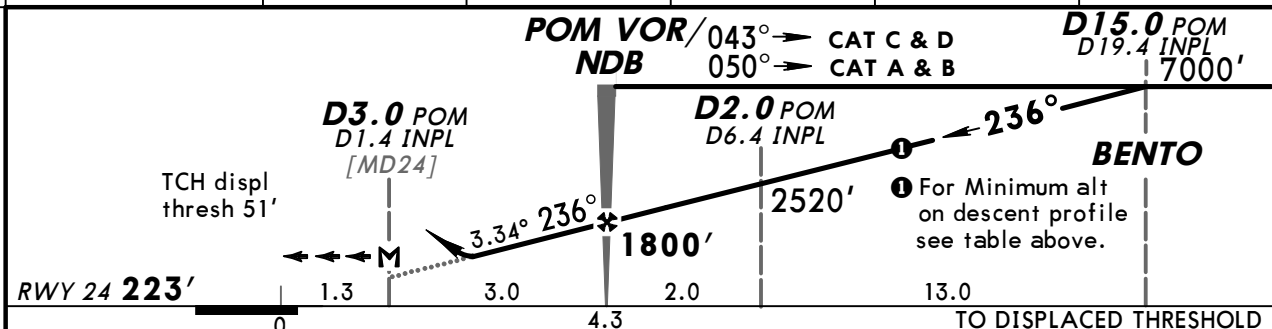


MSA
POM VOR/NDB



POM DME	ALTITUDE
0.0	1800'
1.0 after POM	1450'
2.0 after POM	1100'

POM/INPL DME	4.0/8.4	6.0/10.4	8.0/12.4	10.0/14.4	12.0/16.4
MINIMUM ALT	3220'	3920'	4620'	5350'	6000'

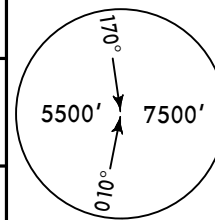


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.34°	414	532	591	709	827	946
MAP at D3.0 after POM/D1.4 INPL						

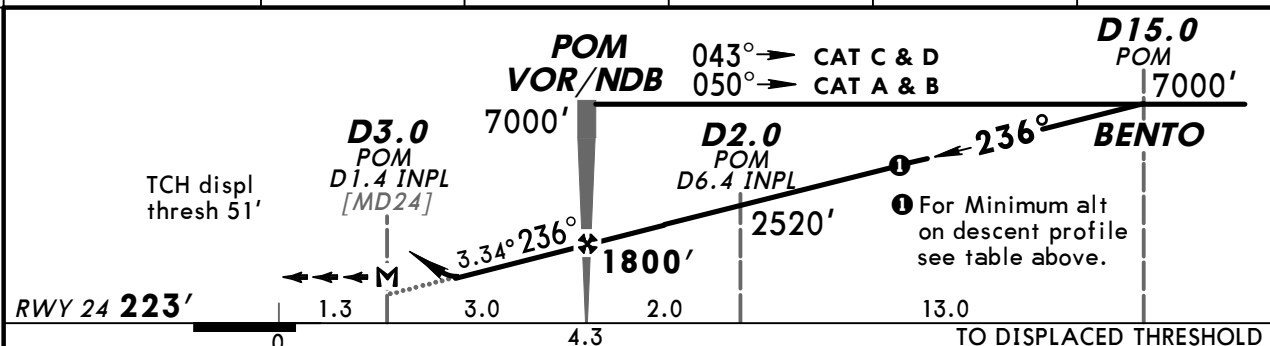
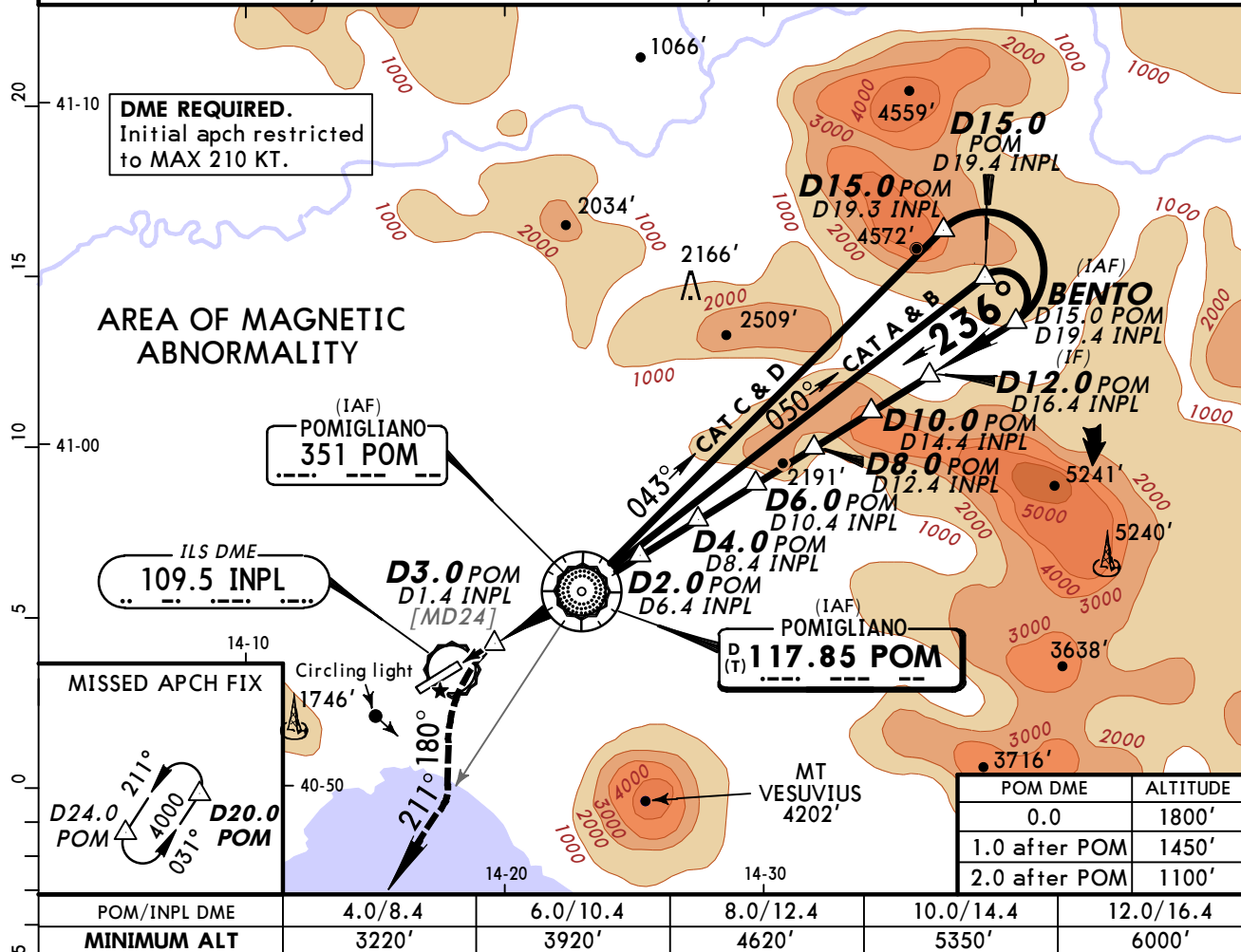
Standard			STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
			DA(H) 800' (577')					
			ALS out					
			RVR 1500m					
			CMV 2200m					
			CMV 2400m					

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

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
VOR POM 117.85	Final Apch Crs 236°	Minimum Alt POM VOR/NDB 1800' (1577')	DA(H) 800' (577')
Apt Elev 294' RWY 223'			
MISSED APCH: Turn LEFT (MAX 180 KT) onto 180°climbing to 4000'. Intercept and follow R-211 POM VOR to D20.0 POM and hold.			
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	
Descent Angle 3.34°	414	532	591	709	827	946	
MAP at D3.0 after POM/D1.4 INPL							

Standard			STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
			DA(H) 800' (577')					
			ALS out					
			RVR 1500m					
			CMV 2200m					
			CMV 2400m					

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1, 11-2) Eff 18 NOV 10 LOC (GS out) procedure Rwy 06 available, refer to 11-01