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Airport Information For LIRA

Terminal Charts For LIRA

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Rome Ita
IATA Code: CIA
Lat/Long: N41° 48.0' E012° 35.8'
Elevation: 427 ft

Airport Use: Public
Magnetic Variation: 2.5°E

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

Sunrise: 0430 Z
Sunset: 1749 Z,

Runway Information

Runway: 15
Length x Width: 7231 ft x 154 ft
Surface Type: maca
TDZ-Elev: 341 ft
Lighting: Edge, ALS, REIL

Runway: 33
Length x Width: 7231 ft x 154 ft
Surface Type: maca
TDZ-Elev: 426 ft
Lighting: Edge, ALS, REIL

Communication Information

Ciampino Tower 122.1
Ciampino Tower 120.5
Ciampino Tower 30.877 Military
Ciampino Tower 25.78 Military
Ciampino Ground Control 121.75
Ciampino Apron Ramp/Taxi Control 131.5
Ciampino Clearance Delivery 119.4
Roma Departure Approach Control 131.1
Roma Departure Approach Control 130.9
Roma Arrival Approach Control 127.95
Roma Arrival Approach Control 125.5

Roma Director (Approach Control Radar) 131.25

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES**1.1.1. GENERAL**

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

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

1.1.2. NIGHTTIME RESTRICTIONS

APT closed between 2331-0600LT.

Traffic not affected:

- a) Rescue, state, humanitarian, emergency, fire fighting flights and civilian ACFT operating as state flight according to Art. 744 para. C of Air Navigation Act.
- b) All flight operators if major causes occur at the last departing APT for flight with next destination LIRA or during the flight with next destination LIRA but only if engine start-up clearance is given due time to land at LIRA before 2331LT.
- c) Landing authorized according to ordinance No 2/2010 of Local Civil Aviation Authority (ENAC) during 0001-0600LT if major causes occur at the last departing APT for flight with next destination LIRA or during the flight with next destination LIRA but only if engine start-up clearance is given due time to land at LIRA before 0001LT.

For the above item b) and c) prior permission has to be required to:

Aeroporti di Roma Ops
Tel +390665959453
FAX +390665959355 or
e-mail caposcalocia@adr.it

Power-back operations are not permitted between 2300-0600LT for any reason.

1.1.3. RUN-UP TESTS

Run-up tests other than pre take-off run-ups may be carried out between 0700-1300LT and between 1600-1900LT.

Other times require prior authorization of APT Authority for rescue ACFT only.

Run-up tests are not permitted between 2100-0600LT.

RWY 15 in use:

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

RWY 33 in use:

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

1.1.4. AUXILIARY POWER UNITS (APUs)

Use of APU shall be:

- limited to maximum 60 minutes prior to scheduled departure time;
- up to 20 minutes after arrival;
- kept to a minimum when necessary, for maintenance reasons.

1.2. LOW VISIBILITY PROCEDURES (LVP)

Take-off is allowed when RVR value or horizontal VIS is between 550m/400m and one ACFT at time with Follow-me car guide is allowed on movement area.

1.3. RWY OPERATIONS

RWY 15 will be used as preferential RWY.

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

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

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWYs A and AG and Taxilane SG MAX wingspan 213' /65m.

Taxilanes SB and TWY AL MAX wingspan 171' /52m.

Taxilane SF MAX wingspan 148' /45m.

TWY AH and Taxilanes SD, SH and TC MAX wingspan 118' /36m.

1.4.2. USE OF APRONS

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

1.5. PARKING INFORMATION

On stands 111 thru 409, 506 thru 510 and 512 thru 514 push-back required.

Parking area GOLF to be used by towing.

Stands 412 thru 416 for helicopters only.

1.6. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

WARNING: Laser beam emissions.

WARNING: VFR traffic at ROME (Urbe).

Helicopter activity.

RWY 15 right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Speed adjustment under radar control:

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

2.2. NOISE ABATEMENT PROCEDURES

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

2.2.1. RUNWAY USAGE

IFR Approaches:

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

VFR Approaches:

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

2.2.2. REVERSE THRUST

Between 2100-0600LT RWYs shall be vacated at the last or at the next to last intersection available, whichever is convenient. The order does not apply to ACFT below 2000 KG MTOW or not equipped with reverse thrust system.

Pilots of ACFT equipped with thrust reverse system, shall keep its use to a minimum, unless differently required for safety reasons.

2.3. TAXI PROCEDURES

Taxilane SA available only for entry stands 102 thru 105.

2.4. OTHER INFORMATION

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

All inbound traffic except Italian Air Force must contact CIAMPINO Apron 20 minutes before landing to receive parking information and to indicate the company chosen among follow handling services:

- FLIGHTCARE ITALIA HANDLING (131.95)
- ARGOS VIP
- SKY SERVICE (131.9)
- UNIVERSAL AVIATION (131.52)
- ALI TRASPORTI AEREI ATA (131.42)
- SERVI's AVIATION ROMA (131.57)

Above mentioned operations could be subject delay due to priority needs of State, emergency and humanitarian flights.

3. DEPARTURE

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

3.1.1. START-UP & PUSH-BACK

For ACFT parked on civil stands for which push-back is necessary, following procedures are in force:

- Pilots, before asking the start-up clearance to the Tower, must be sure to be really ready to push-back procedure, contacting the ramp agent to be sure that apron operations are completed and the area for push-back is free;
- Tower will clear push-back and towing operations up to start-up point or taxilane under pilot's responsibility and only upon request and receipt of start-up clearance from ROME ACC.

Above mentioned operations could be subject delay due to priority needs of State, Emergency and Humanitarian flights.

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

3.1.2. TAXIING

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

3.2. SPEED RESTRICTIONS

MAX 250 KT until crossing FL100.

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

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

3.3. NOISE ABATEMENT PROCEDURES

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

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

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

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

3.3.1. RUNWAY USAGE

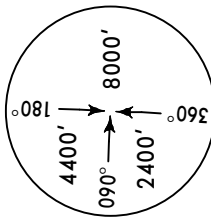
Between 0601-2300LT preferential RWY is RWY 15, and between 2301-0600LT RWY 33.

This is not applicable:

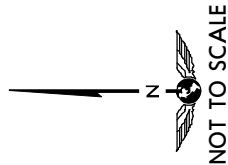
- when the tail wind component is exceeding 7 KT;
- for particular meteorological reasons;
- on pilot's request, for safety reasons due to ACFT performance;
- for condition of RWY surfaces;
- for ATC purposes.

Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



ELKAP 2F [ELKA2F] ARRIVAL CONVENTIONAL/P-RNAV (OVERLAY)



Clearance Limit
CAMPAGNANO
D 111.4 CMP
N42 07.4 E012 22.9
301.5 CMP
N42 07.5 E012 22.8

230 KT

URBE
285 URB
N41 56.7 E012 29.4

OSTIA
D 114.9 OST
(H) N41 48.2 E012 14.3

ELKAP
N42 43.3
E010 38.6
270 KT

BIBEK
N42 26.5 E011 15.1
250 KT

RA411
D16 CMP
N42 13.2 E012 02.8

120° 31.7 FL190

108° 37.8 FL100

16 5000 R288°

1 ALTERNATE HOLDING

To be used when CMP u/s

D20 OST
N42 07.0
E012 23.4
OST
R018°
4000
D20/24
198°

HOLDING OVER CMPO

MHA 6000 in
turbulence
078°
5000
198°

Direct distance from CMP to:
Ciampino Apt 22NM

ROUTING

ELKAP (K270) - BIBEK (K250) - RA411 - CMP (K230).

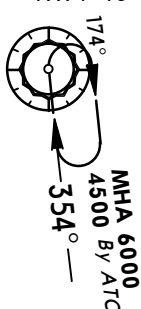
Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

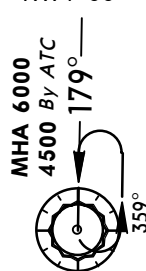
ESINO 2F [ESIN2F], ESINO 3G [ESIN3G] ARRIVALS CONVENTIONAL/P-RNAV (OVERLAY)

HOLDINGS OVER ROM

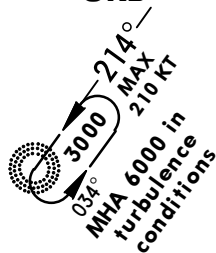
RWY 15



RWY 33

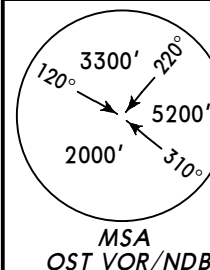
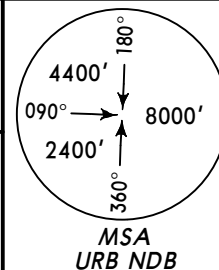


URB



- 1 ESINO 2F
- 2 ESINO 3G

CAMPAGNANO
D(T) 111.4 CMP
N42 07.4 E012 22.9
301.5 CMP
N42 07.5 E012 22.8



RA409
N42 01.8 E012 20.3
210 KT

RA408
N42 01.6 E012 26.2
210 KT

RA412
N42 01.6 E012 26.7
210 KT

RA407
N41 59.0 E012 28.1
210 KT

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

URBE
285 URB
N41 56.7 E012 29.4
210 KT

6 By ATC

ROME
D(L) 110.8 ROM
N41 48.3 E012 35.3
210 KT

TORLI
N41 35.8 E012 01.1
250 KT

ESINO
N41 23.1 E011 47.7
270 KT



Direct distance from URB to:
Ciampino Apt 10NM

For conventional navigation performance the turn to:
3 RA408/RA412 shall start at D12 OST,
4 RA407 shall start at CMP R-166,
5 ROM shall start at CMP R-165.

STAR

ESINO 2F

ESINO (K270) - TORLI (K250) - OST (K230) - RA409 (K210) - RA408 (K210) - RA407 (K210) - URB (K210).

ESINO 3G By ATC

ESINO (K270) - TORLI (K250) - OST (K230) - RA409 (K210) - RA412 (K210) - ROM (K210).

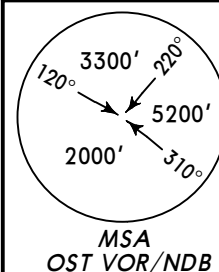
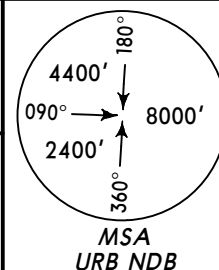
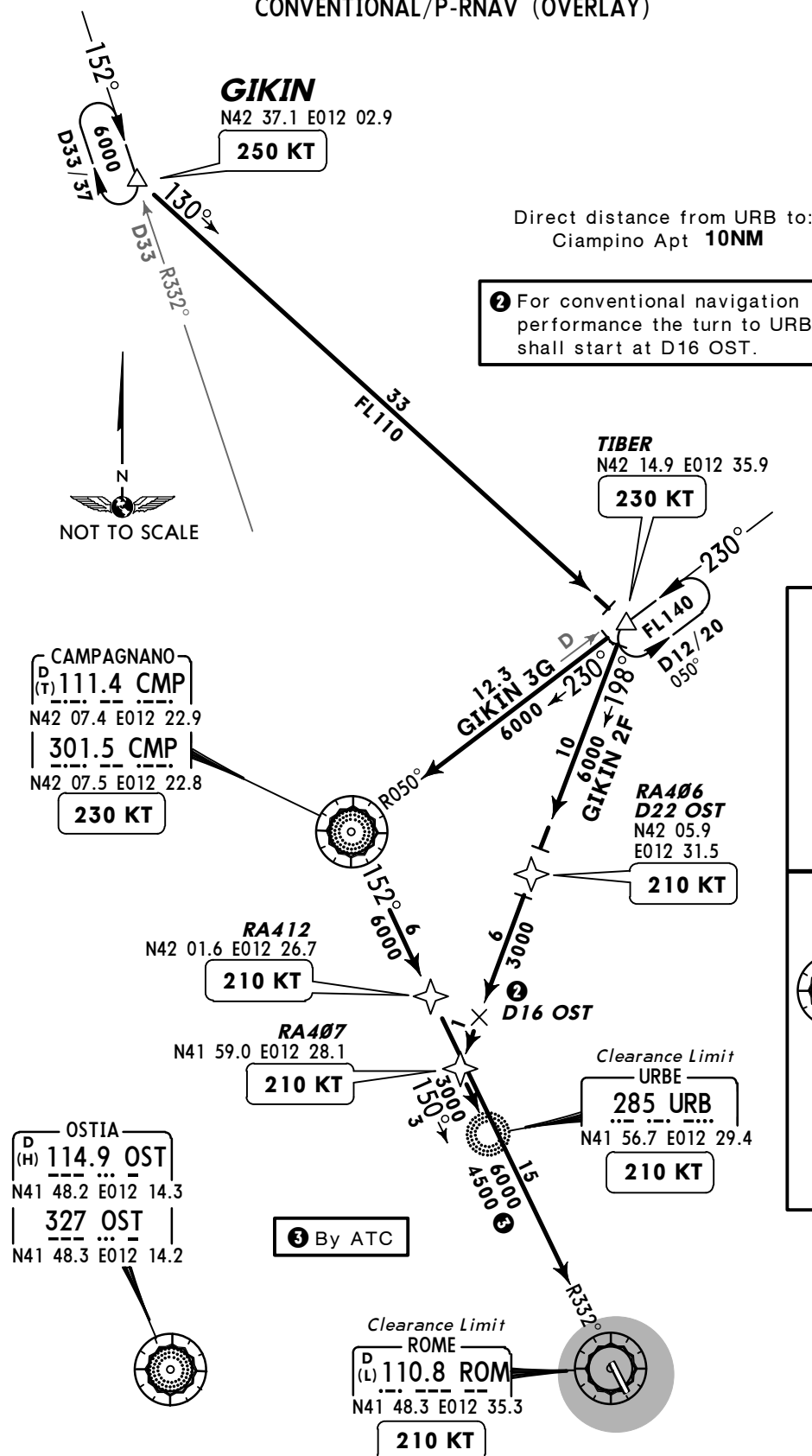
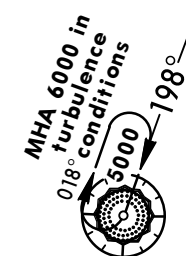
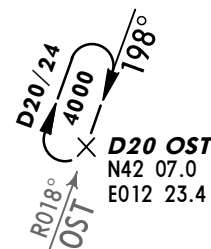
Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

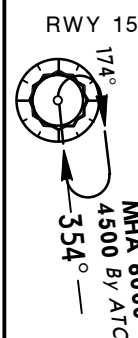
GIKIN 2F [GIKI2F]
GIKIN 3G [GIKI3G]

ARRIVALS

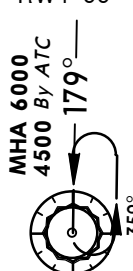
CONVENTIONAL/P-RNAV (OVERLAY)

HOLDINGS
OVER CMP①① ALTERNATE HOLDING
To be used when CMP u/s

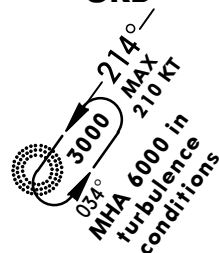
ROM



RWY 33



URB



STAR

ROUTING

GIKIN 2F

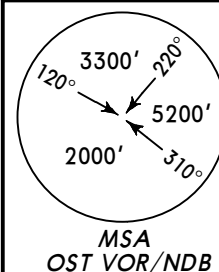
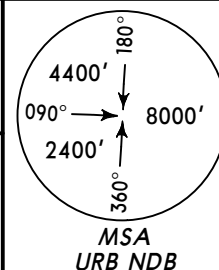
GIKIN (K250) - TIBER (K230) - RA406 (K210) - RA407 (K210) - URB (K210).

GIKIN 3G By ATC

GIKIN (K250) - TIBER (K230) - CMP (K230) - RA412 (K210) - ROM (K210).

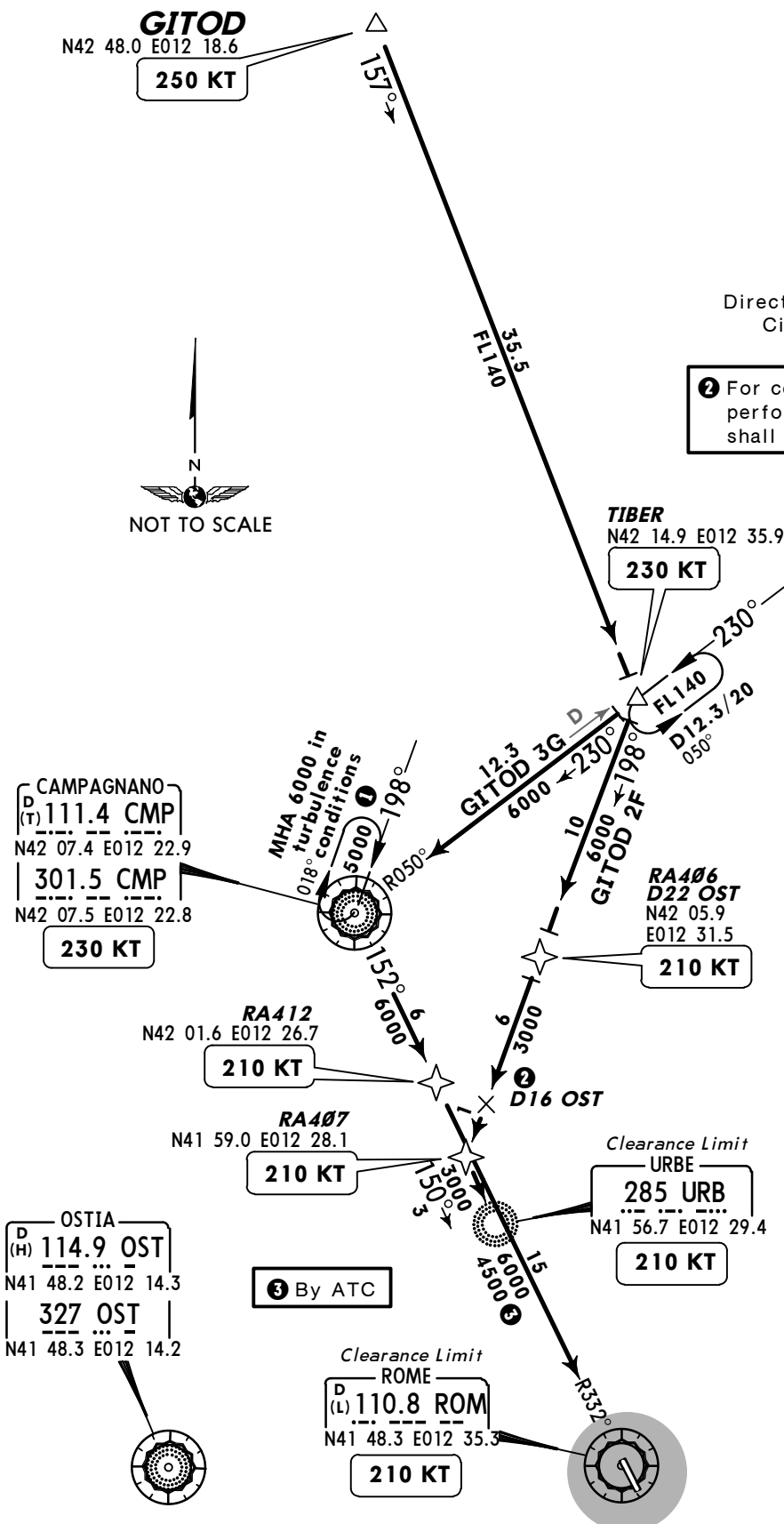
Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



GITOD 2F [GITO2F], GITOD 3G [GITO3G] ARRIVALS

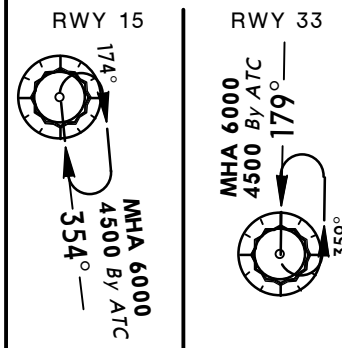
CONVENTIONAL/P-RNAV (OVERLAY)



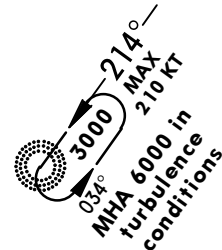
Direct distance from URB to:
Ciampino Apt **10NM**

② For conventional navigation performance the turn to URB shall start at D16 OST.

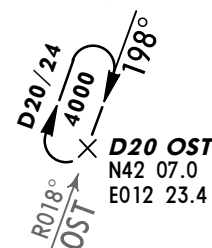
HOLDINGS OVER ROM



URB



① **ALTERNATE HOLDING**
To be used when CMP u/s



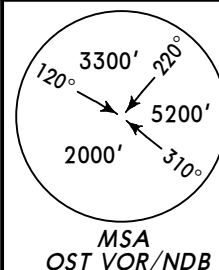
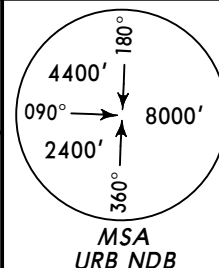
STAR

ROUTING

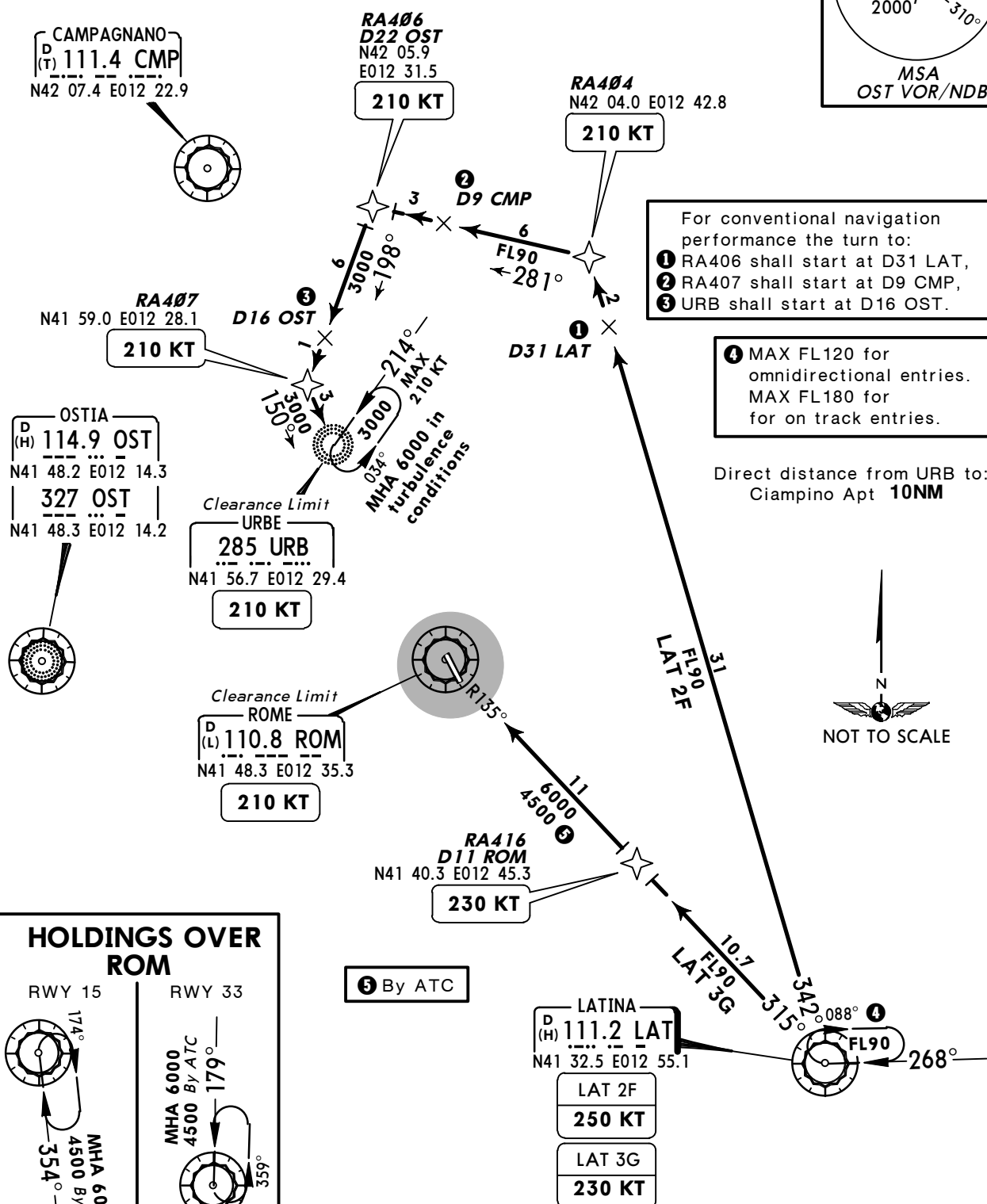
GITOD 2F	GITOD (K250) - TIBER (K230) - RA406 (K210) - RA407 (K210) - URB (K210).
GITOD 3G By ATC	GITOD (K250) - TIBER (K230) - CMP (K230) - RA412 (K210) - ROM (K210).

Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



LAT 2F, LAT 3G ARRIVALS CONVENTIONAL/P-RNAV (OVERLAY)

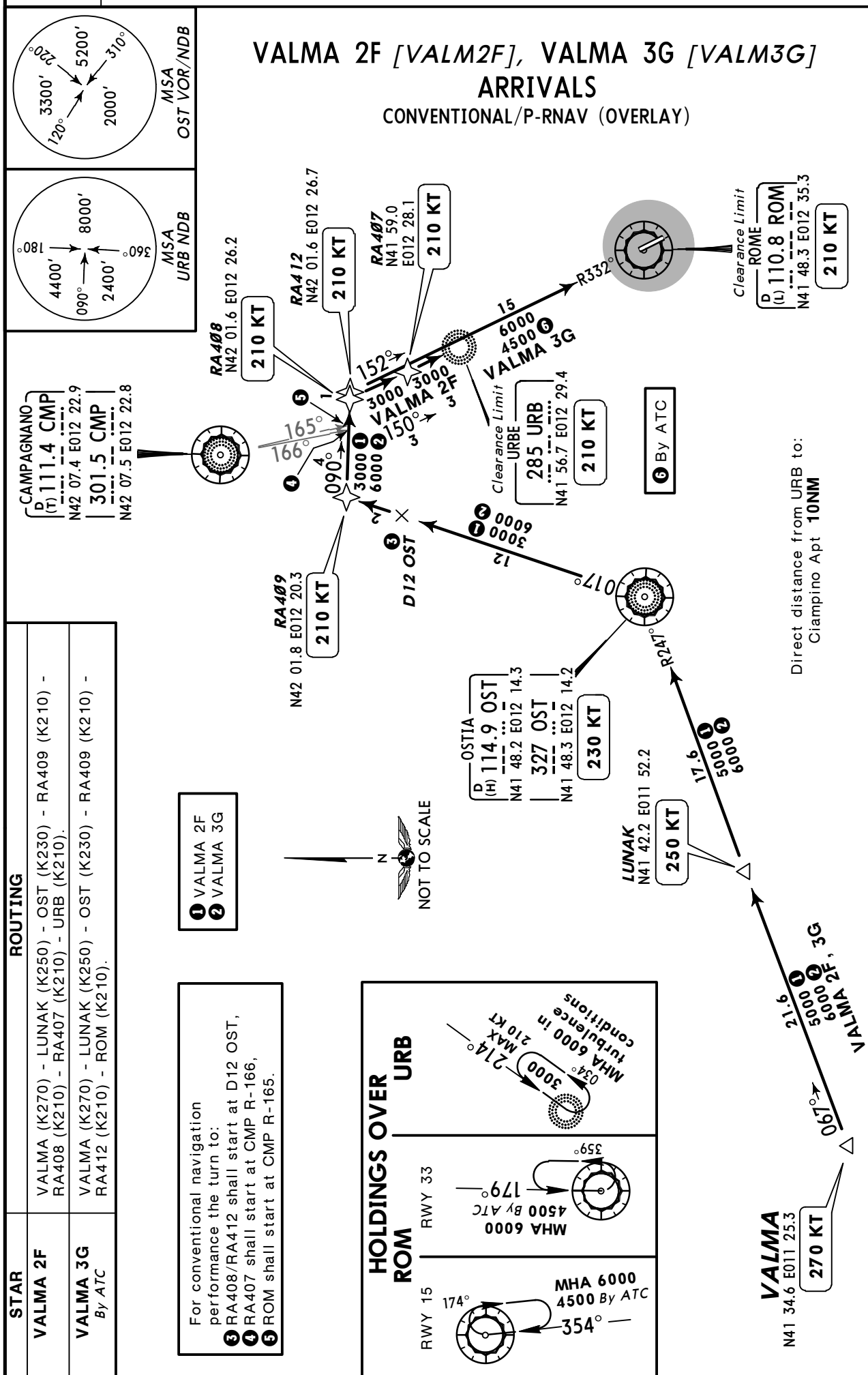


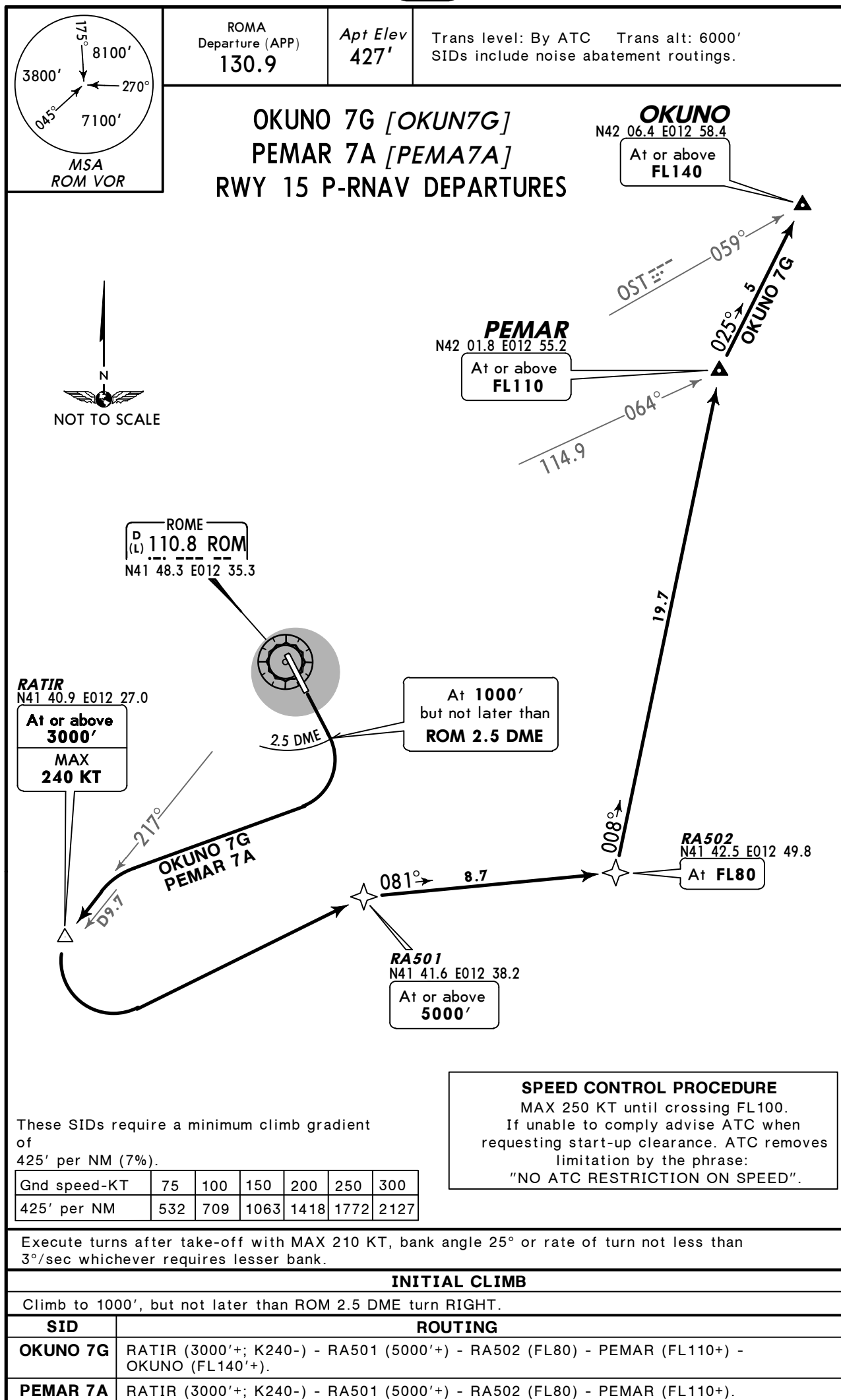
© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

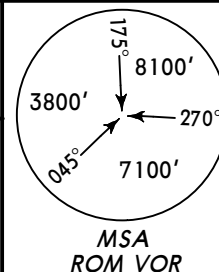
Apt Elev
427'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

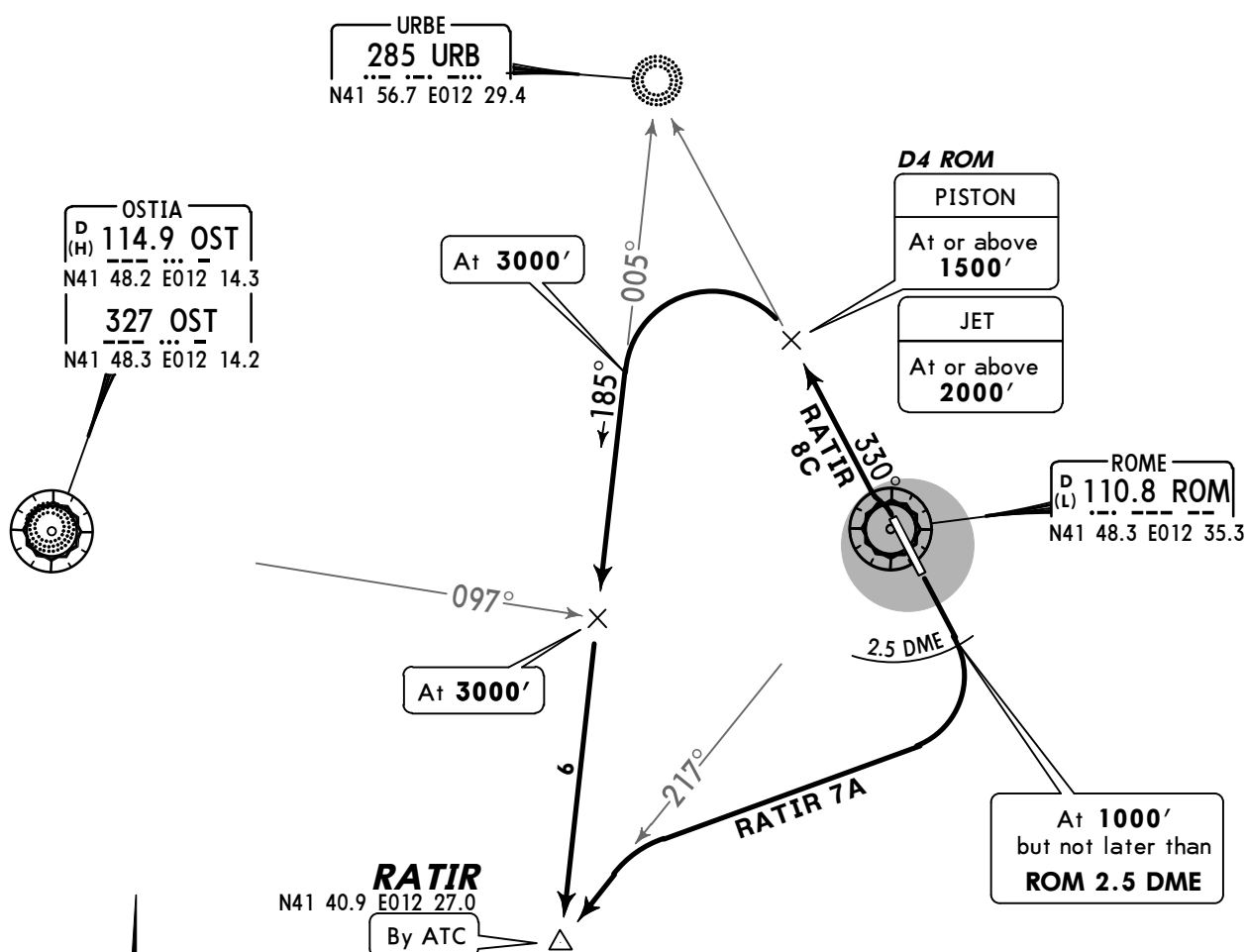
For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.





ROMA
Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.**RATIR 7A [RATI7A]
RATIR 8C [RATI8C]
RWYS 15, 33 DEPARTURES****SPEED CONTROL PROCEDURE**

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



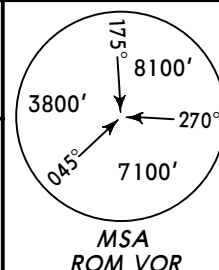
Rwy 15: This SID requires a minimum climb gradient of 425' per NM (7%).

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

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

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

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

ROMA
Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. Pilots are requested to strictly adhere SIDs.OST 7A, OST 7B
RWY 15 DEPARTURES

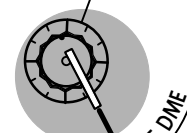
OSTIA
D (H) 114.9 OST
N41 48.2 E012 14.3
327 OST
N41 48.3 E012 14.2

At or above
5000'

D7 OST

At or above
3000'At or above
2000'

ROME
D (L) 110.8 ROM
N41 48.3 E012 35.3

At 1000'
but not later than
ROM 2.5 DME

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

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

SPEED CONTROL PROCEDURE

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

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

INITIAL CLIMB

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

SID

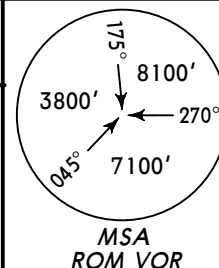
ROUTING

OST 7A

284° track (OST R-104 inbound) to OST climbing to assigned level.

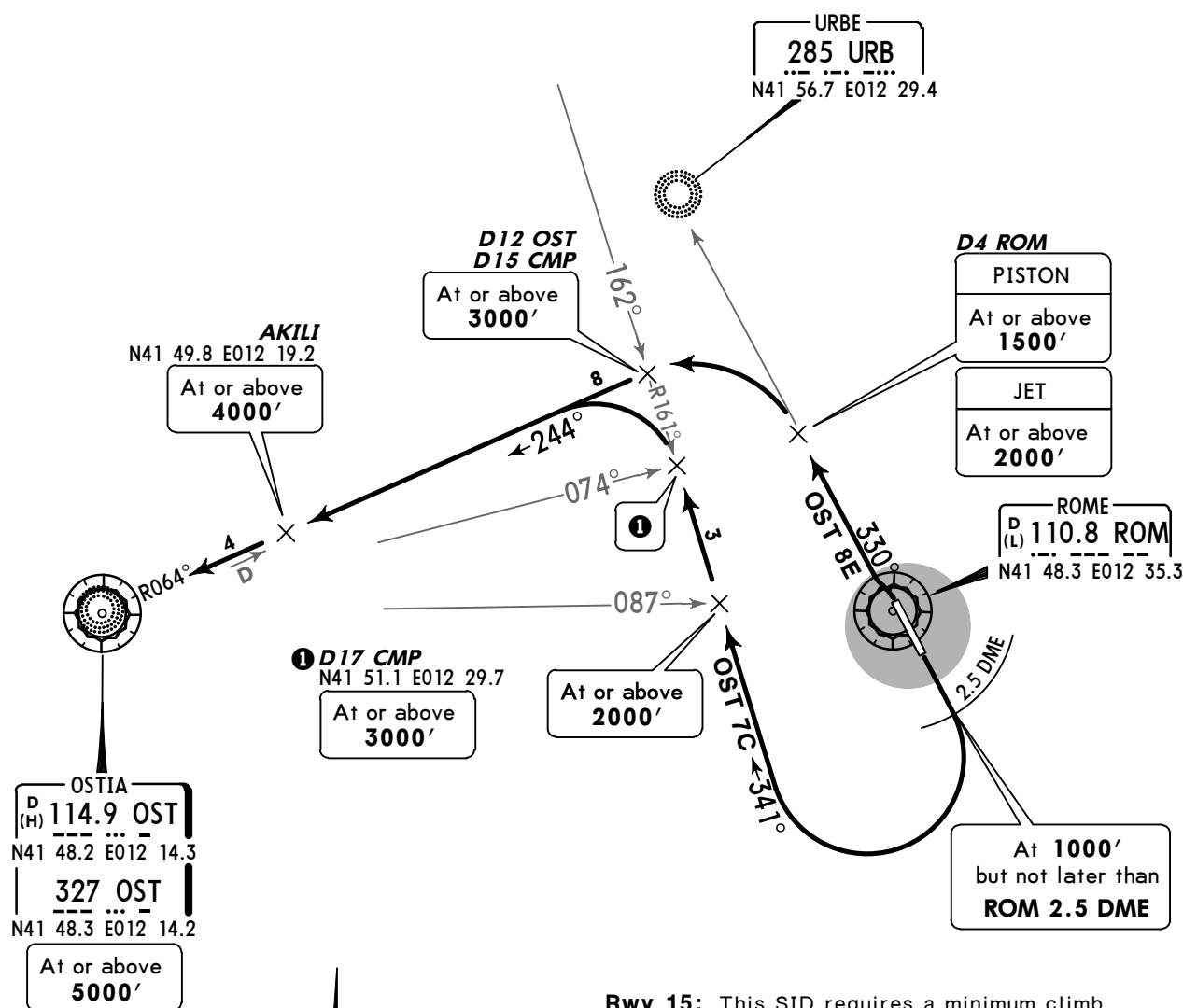
OST 7B

307° track, intercept OST R-087 inbound to OST climbing to assigned level.

ROMA Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.OST 7C, OST 8E
RWYS 15, 33 DEPARTURESCAMPAGNANO
D 111.4 CMP
(T) N42 07.4 E012 22.9

SPEED CONTROL PROCEDURE

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



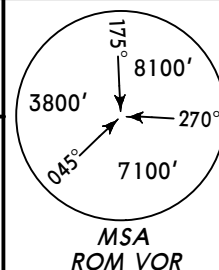
Rwy 15: This SID requires a minimum climb
gradient of
425' per NM (7%).

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
OST 7C	15	Climb to 1000', but not later than ROM 2.5 DME turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn LEFT, intercept OST R-064 inbound to OST climbing to assigned level.
OST 8E	33	Turn LEFT, intercept ROM R-330 (330° bearing towards URB) to D4 ROM, turn LEFT, intercept OST R-064 inbound to OST climbing assigned level.

ROMA
Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.URB 7A, URB 8C
RWYS 15, 33 DEPARTURES
BY ATCCAMPAGNANO
D 111.4 CMP
(T) N42 07.4 E012 22.9URBE
285 URB
N41 56.7 E012 29.4

At 3000'

D17 CMP
N41 51.1 E012 29.7

At 3000'

OSTIA
D 114.9 OST
(H) N41 48.2 E012 14.3

D4 ROM

PISTON

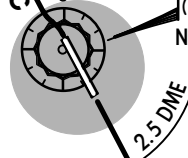
At or above

1500'

JET

At or above

2000'

ROME
D 110.8 ROM
(L) N41 48.3 E012 35.3At 1000'
but not later than
ROM 2.5DME

SPEED CONTROL PROCEDURE

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

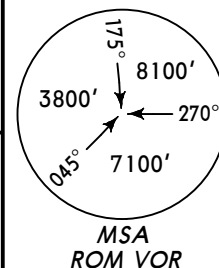
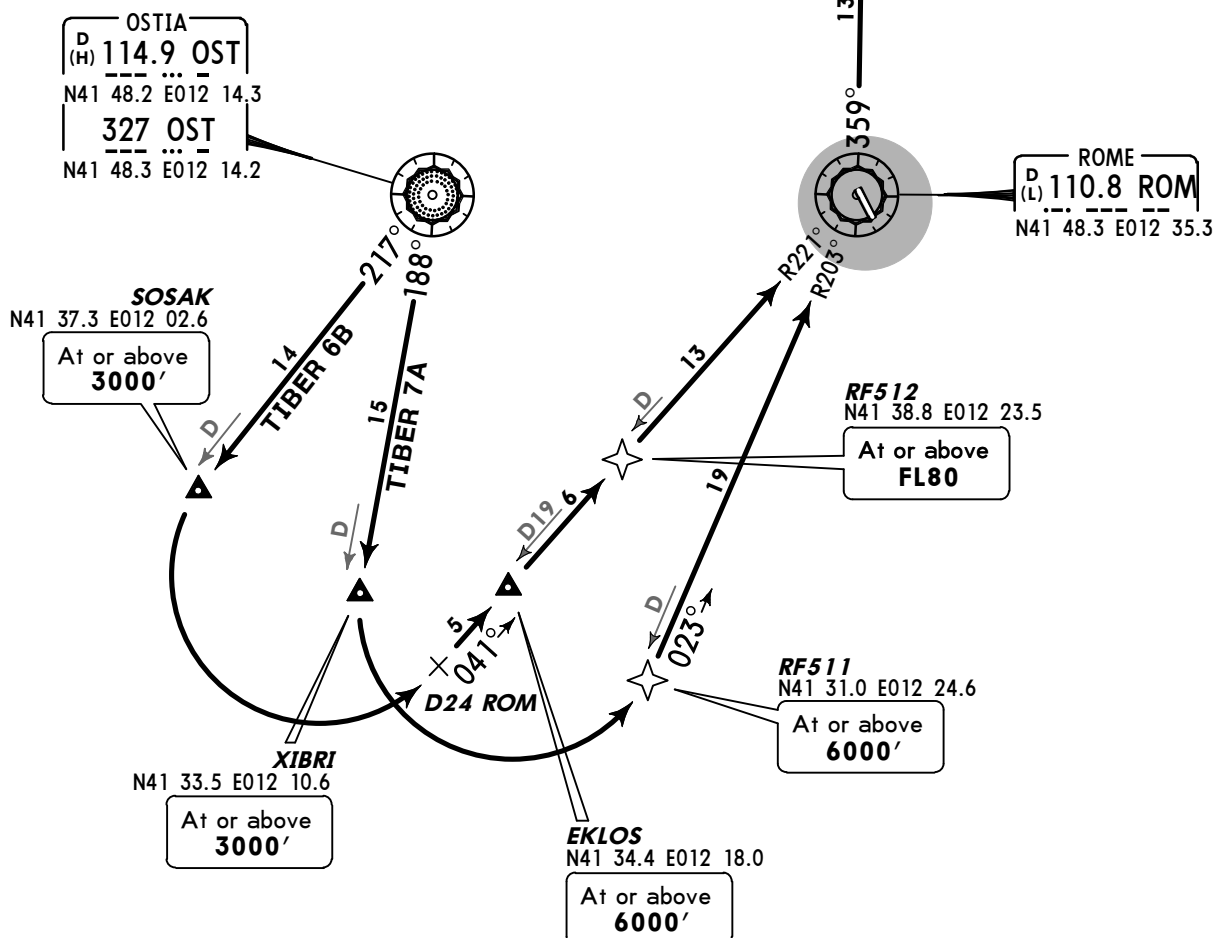
Rwy 15: This SID requires a minimum climb
gradient of
425' per NM (7%).

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

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

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

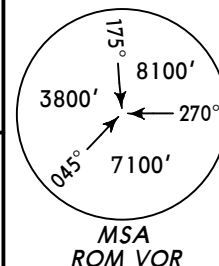
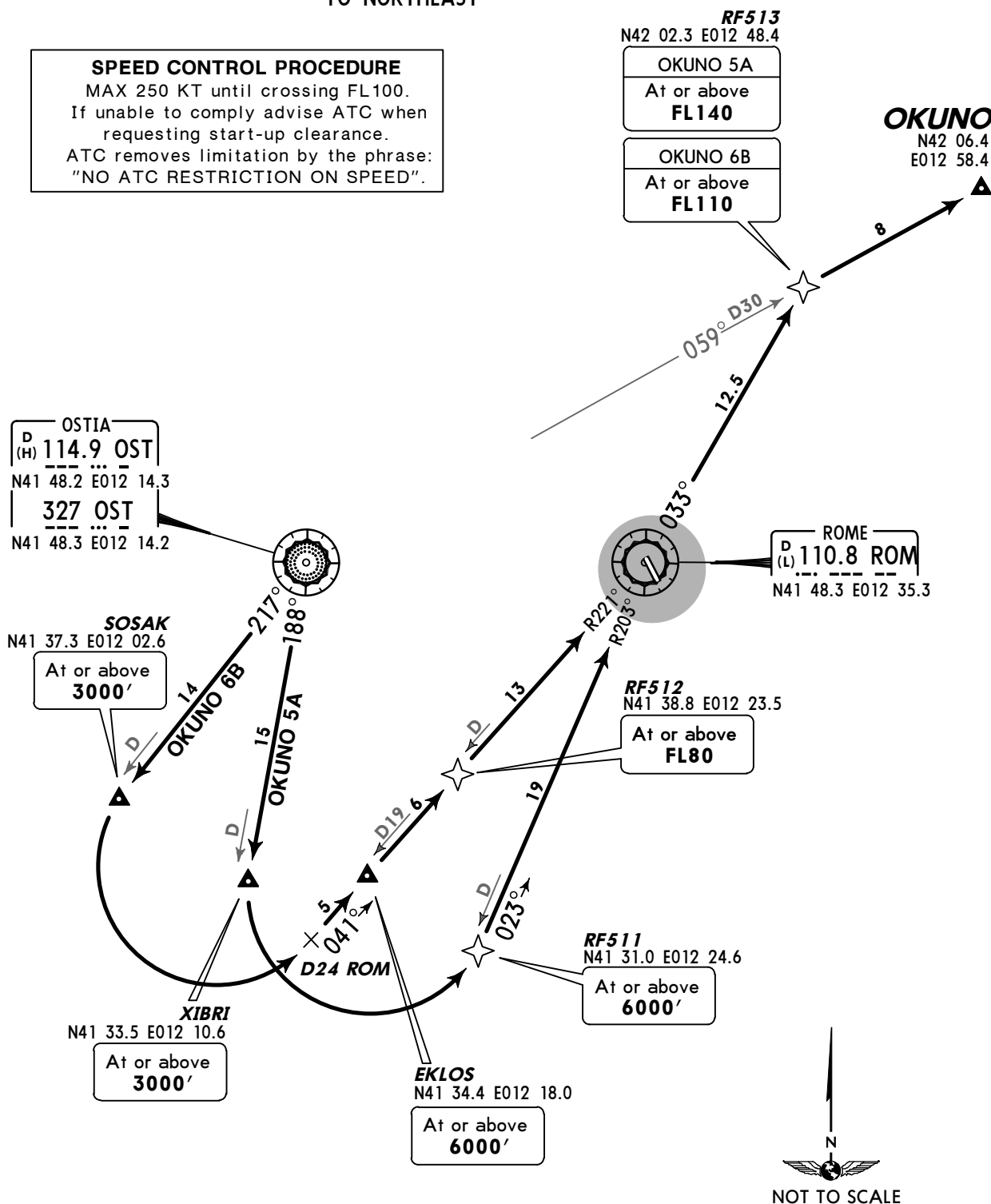
SID	RWY	INITIAL CLIMB/ROUTING
URB 7A	15	Climb to 1000', but not later than ROM 2.5 DME turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn RIGHT to URB.
URB 8C	33	Turn LEFT, intercept ROM R-330 (330° bearing) to URB.

ROMA Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
1. Transitions include noise abatement routings.
2. Transitions will be supplemented by altitude and/or flight level restrictions.**TIBER 7A [TIB7A]****TIBER 6B [TIB6B]****TRANSITIONS****P-RNAV OR CONVENTIONAL
TO NORTH****SPEED CONTROL PROCEDURE**MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".**TRANSITION****ROUTING****TIBER 7A**

On OST R-188 to XIBRI, turn LEFT, intercept ROM R-203 inbound to ROM, ROM R-359 to TIBER.

TIBER 6B

On OST R-217 to SOSAK, turn LEFT, intercept ROM R-221 inbound to ROM, ROM R-359 to TIBER.

ROMA Departure (APP)
130.9Apt Elev
427'Trans level: By ATC Trans alt: 6000'
1. Transitions include noise abatement routings.
2. Transitions will be supplemented by altitude and/or flight level restrictions.**OKUNO 5A [OKU5A]
OKUNO 6B [OKU6B]
TRANSITIONS
P-RNAV OR CONVENTIONAL
TO NORTHEAST****SPEED CONTROL PROCEDURE**MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".**TRANSITION****ROUTING****OKUNO 5A**

On OST R-188 to XIBRI, turn LEFT, intercept ROM R-203 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO.

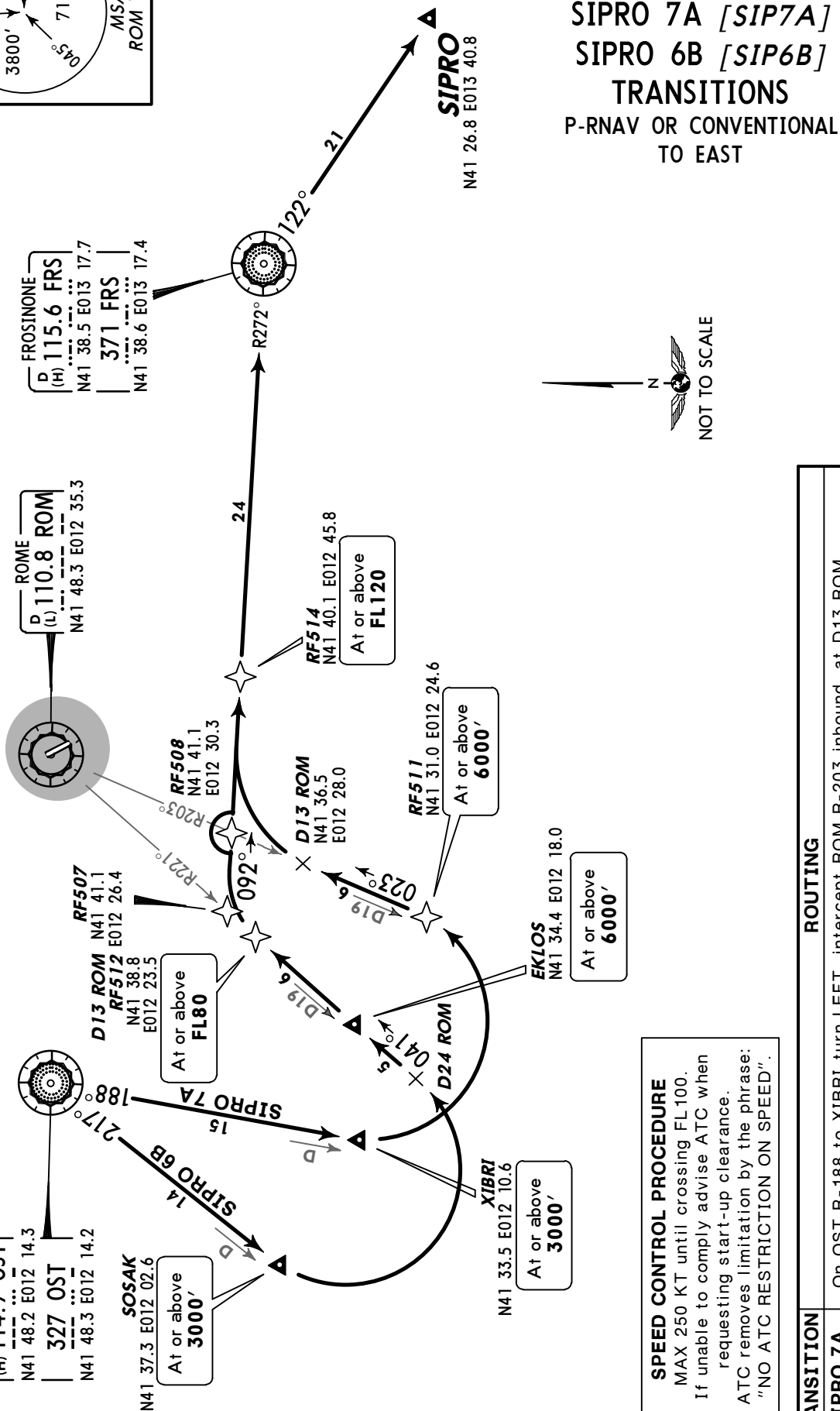
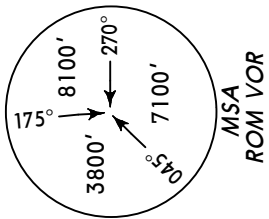
OKUNO 6B

On OST R-217 to SOSAK, turn LEFT, intercept ROM R-221 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO.

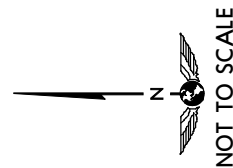
ROMA Departure (APP)
130.9Apt Elev
427'

Trans level: By ATC Trans alt: 6000'

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



SIPRO 7A [SIP7A]
SIPRO 6B [SIP6B]
TRANSITIONS
P-RNAV OR CONVENTIONAL
TO EAST

**SPEED CONTROL PROCEDURE**

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

ROUTING	
TRANSITION	
SIPRO 7A	On OST R-188 to XIBRI turn LEFT, intercept ROM R-203 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.
SIPRO 6B	On OST R-217 to SOSAK turn LEFT, intercept ROM R-221 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.

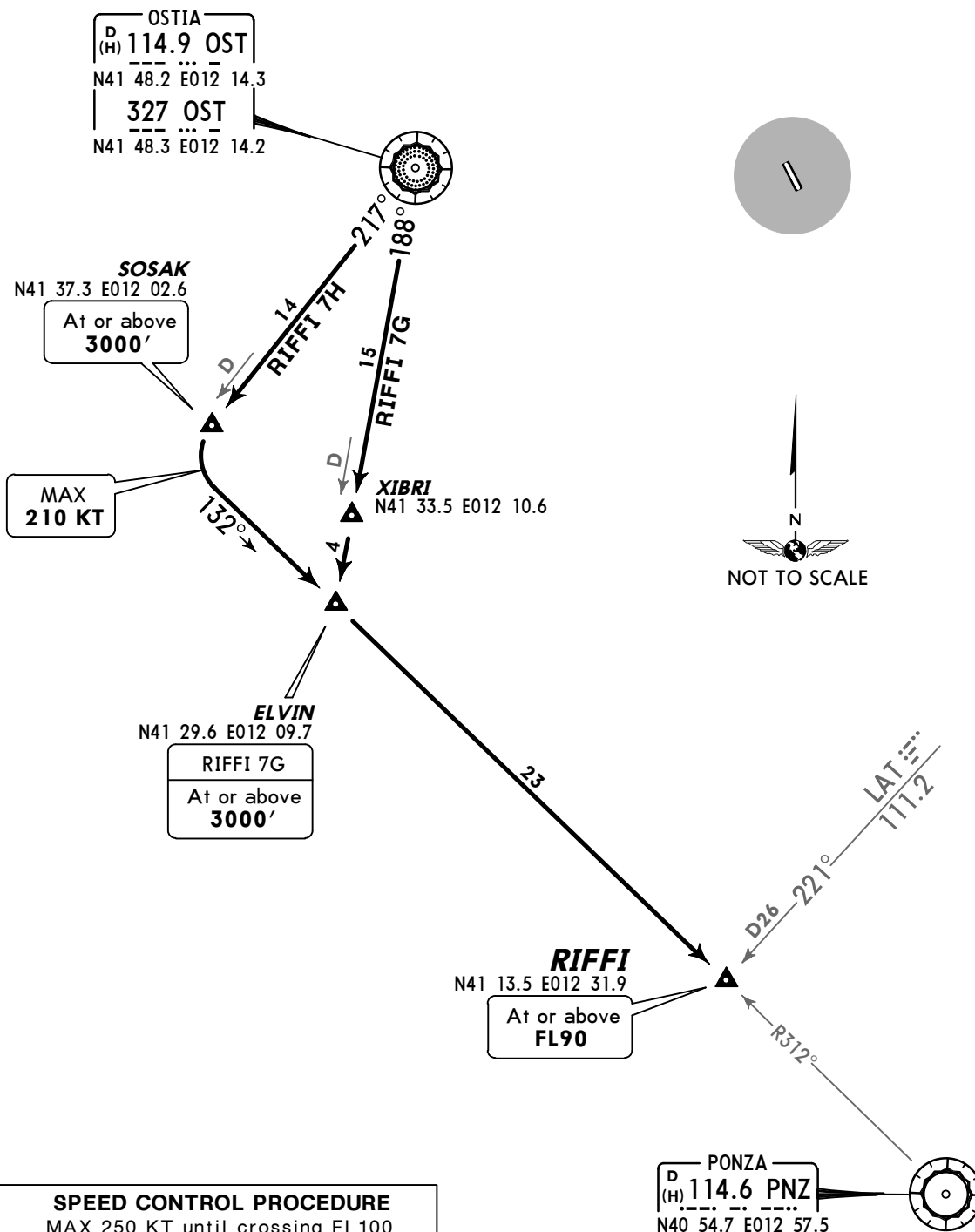
ROMA Departure (APP)
130.9Apt Elev
427'

Trans level: By ATC Trans alt: 6000'

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

RIFFI 7G [RIF7G], RIFFI 7H [RIF7H]

TRANSITIONS

P-RNAV OR CONVENTIONAL
TO SOUTHEAST

TRANSITION

ROUTING

RIFFI 7G

On OST R-188 via XIBRI to ELVIN, turn LEFT, intercept PNZ R-312 inbound to RIFFI.

RIFFI 7H

On OST R-217 to SOSAK turn LEFT, intercept PNZ R-312 inbound to RIFFI.

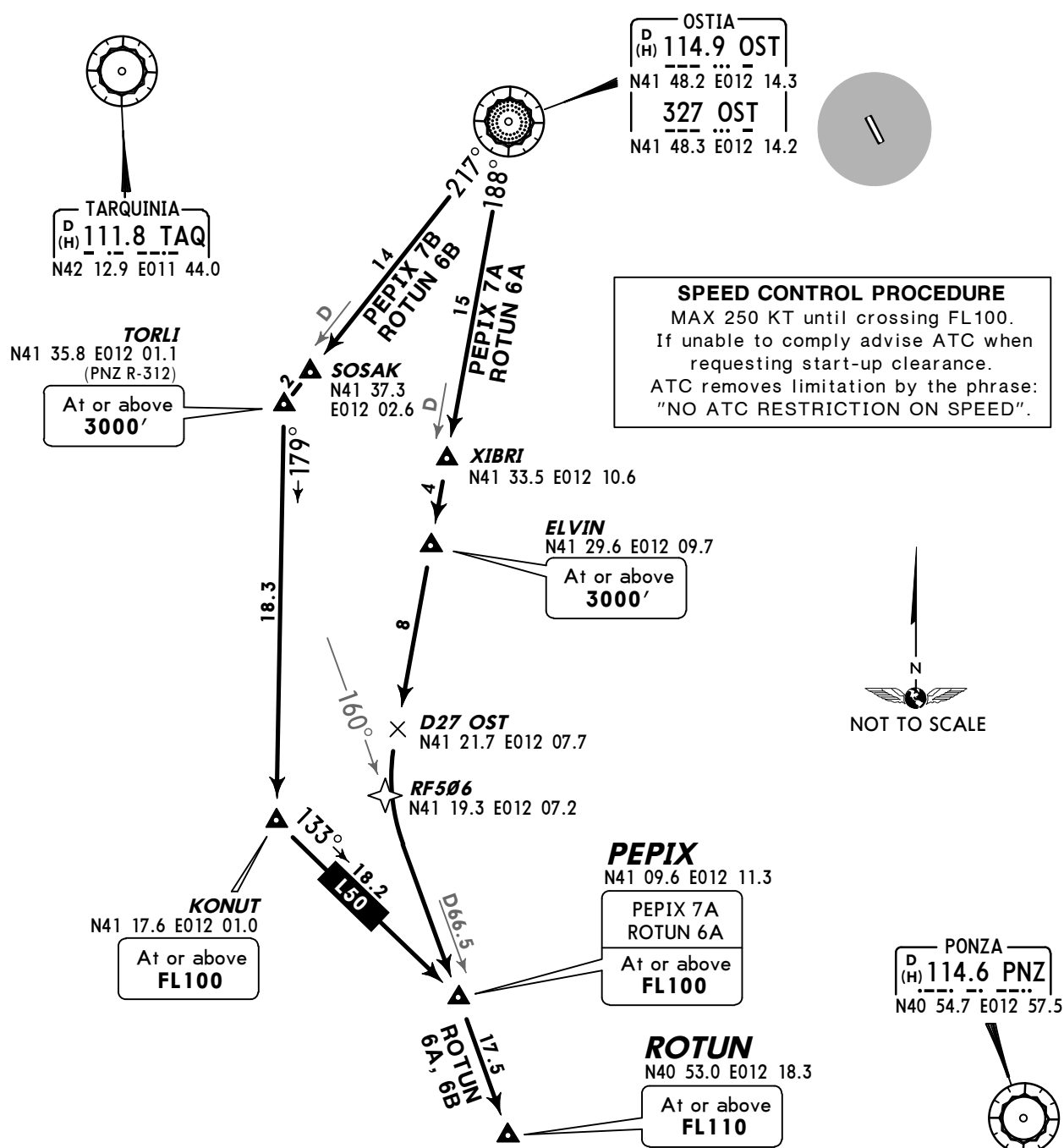
ROMA Departure (APP)
130.9Apt Elev
427'

Trans level: By ATC Trans alt: 6000'

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

PEPIX 7A [PEP7A], PEPIX 7B [PEP7B]
ROTUN 6A [ROT6A], ROTUN 6B [ROT6B]

TRANSITIONS

P-RNAV OR CONVENTIONAL
TO SOUTH

ROMA Departure (APP)
130.9Apt Elev
427'

Trans level: By ATC Trans alt: 6000'

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

**ESINO 5H [ESI5H]
KONUT 6A [KON6A]
TRANSITIONS
P-RNAV OR CONVENTIONAL
TO SOUTHWEST**

TARQUINIA
D 111.8 TAQ
(H) ...
N42 12.9 E011 44.0



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



TORLI
N41 35.8 E012 01.1
(114.6 PNZ R-312)

At or above
3000'

SOSAK
N41 37.3
E012 02.6



175°
D50

ESINO

N41 23.1 E011 47.7

If proceeding via
M-126

At or above
FL90

If proceeding via
Z-924 or M-738

At or above
FL100

16
ESINO 5H

18.3
KONUT 6A

KONUT

N41 17.6 E012 01.0

At or above
FL100

SPEED CONTROL PROCEDURE

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

TRANSITION

ROUTING

ESINO 5H

On OST R-217 to ESINO.

KONUT 6A

On OST R-217 to TORLI, turn LEFT, 179° track to KONUT.

ROMA Departure (APP)
130.9Apt Elev
427'

Trans level: By ATC Trans alt: 6000'

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

AGASA 7A [AGA7A]

GILIO 7C [GIL7C]

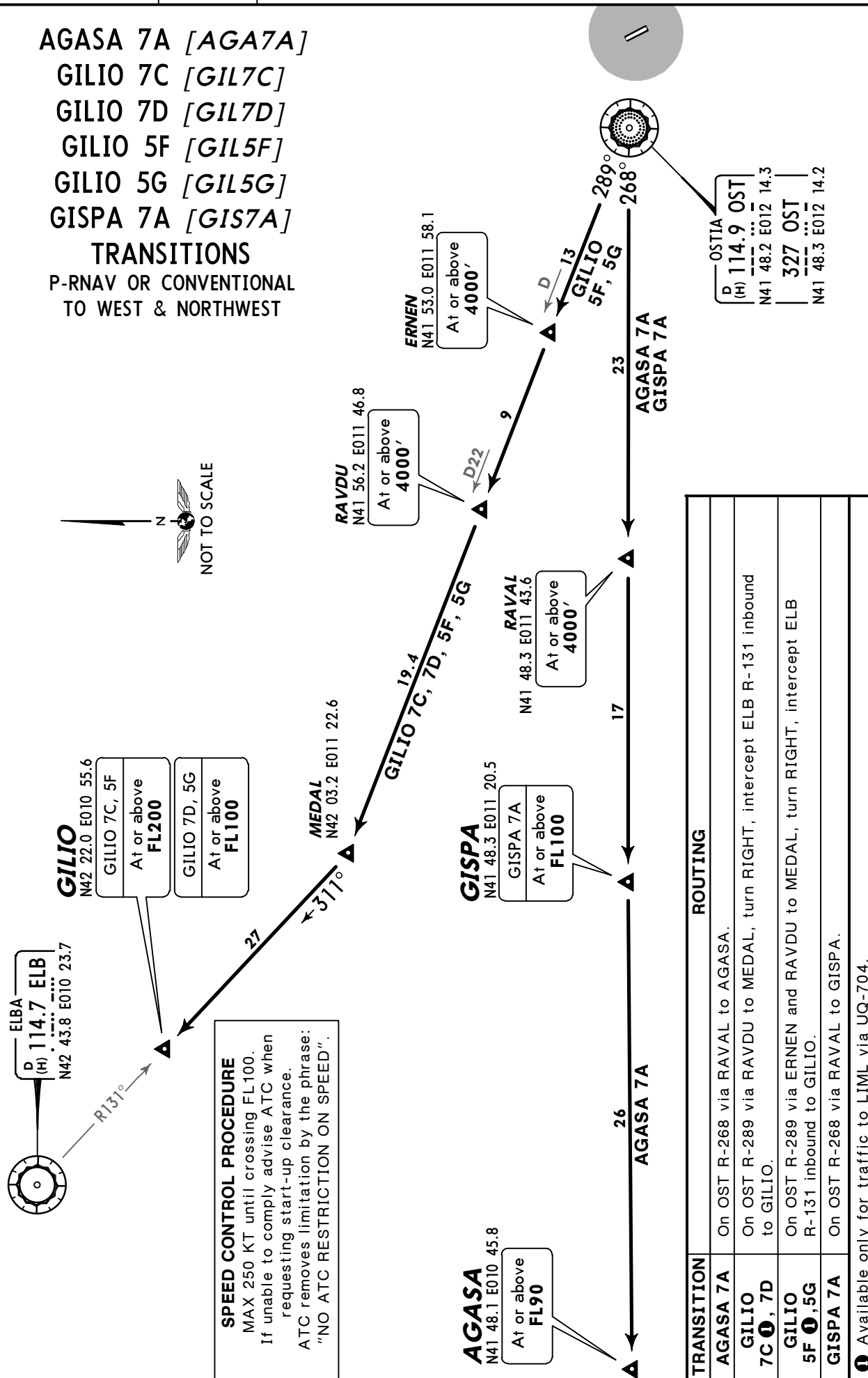
GILIO 7D [GIL7D]

GILIO 5F [GIL5F]

GILIO 5G [GIL5G]

GISPA 7A [GIS7A]

TRANSITIONS

P-RNAV OR CONVENTIONAL
TO WEST & NORTHWEST

ROMA Departure (APP)
130.9Apt Elev
427'

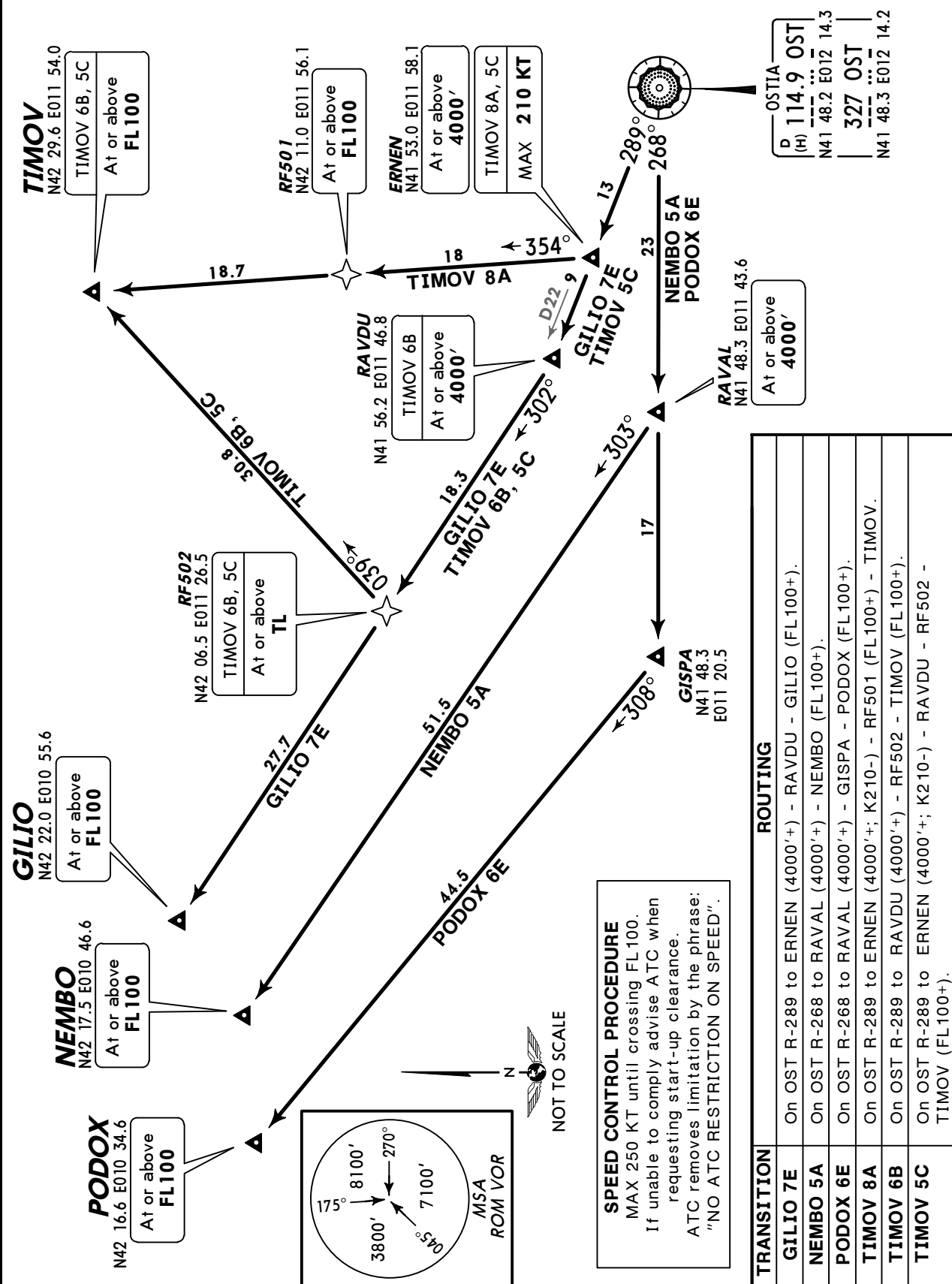
Trans level: By ATC Trans alt: 6000'

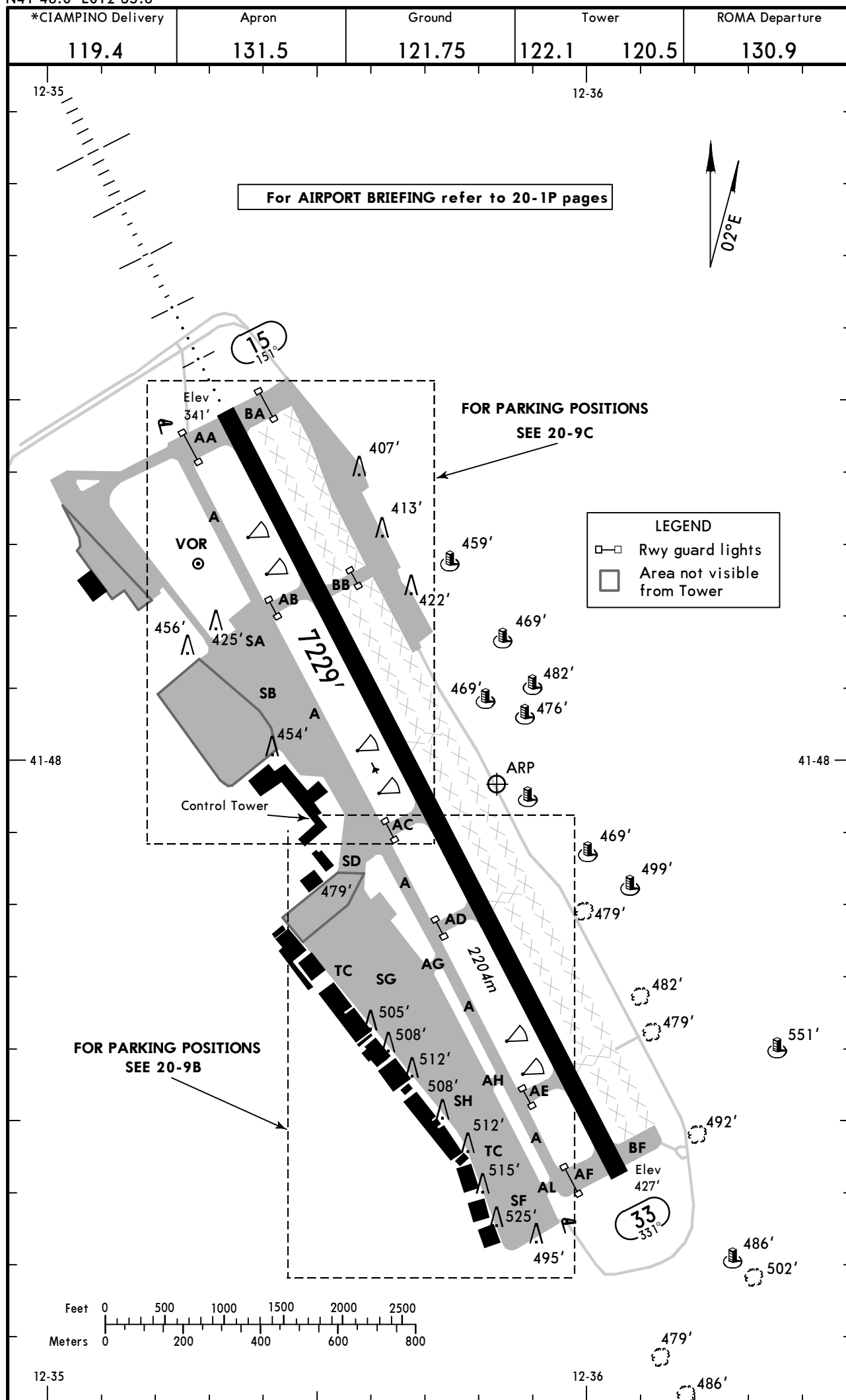
1. Transitions include noise abatement routings.
2. Transitions will be supplemented by altitude and/or flight level restrictions.

GILIO 7E [GIL7E], NEMBO 5A [NEM5A]
PODOX 6E [POD6E], TIMOV 8A [TIM8A]
TIMOV 6B [TIM6B], TIMOV 5C [TIM5C]

RNAV TRANSITIONS

P-RNAV





ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING	BEYOND
				Threshold	Glide Slope
15	HIRL HIALS REIL PAPI-R (3.0°)	RVR			6245' 1904m
33	HIRL HIALS ① REIL PAPI (3.5°)	RVR			

① Configuration unknown.

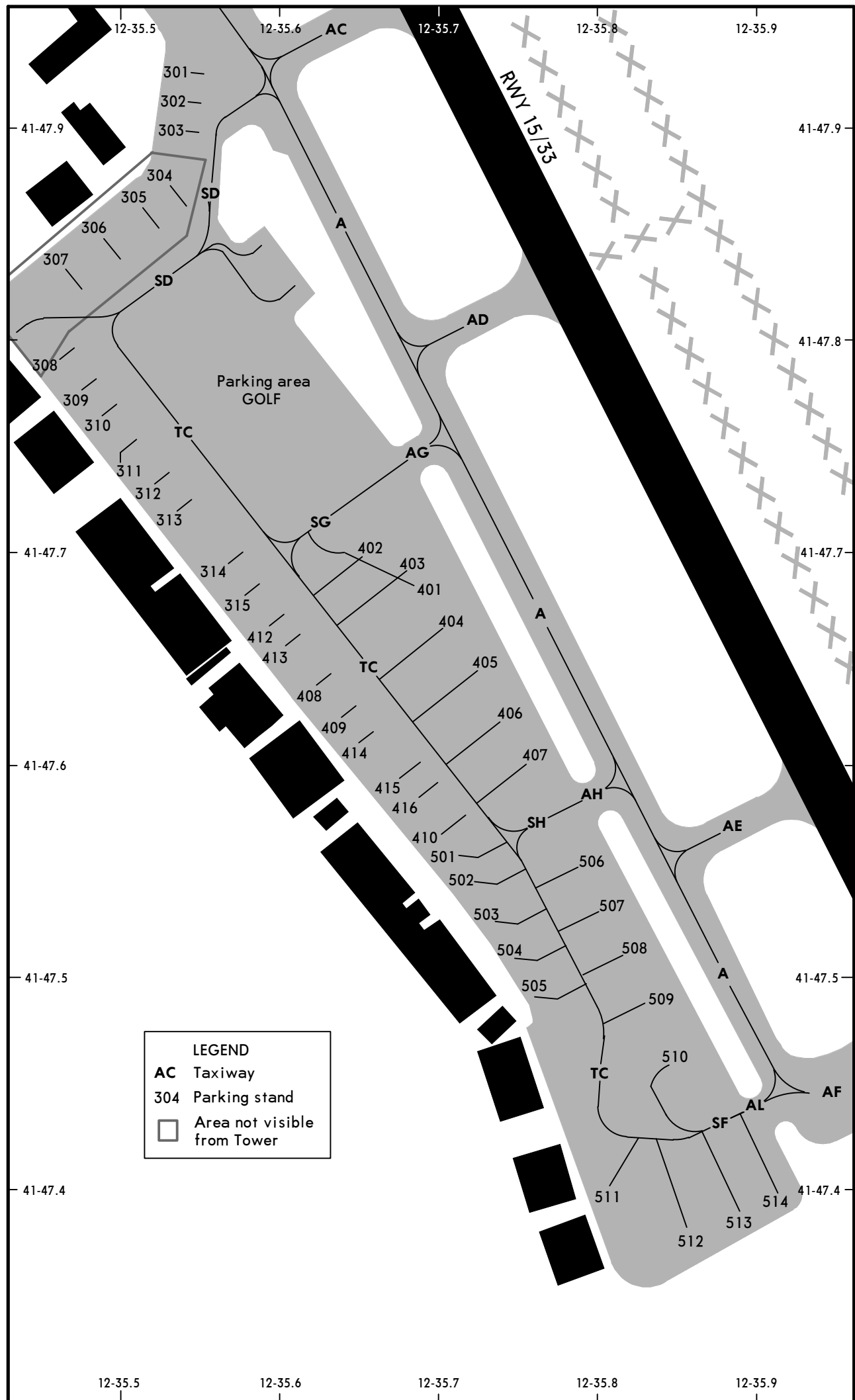
INS COORDINATES

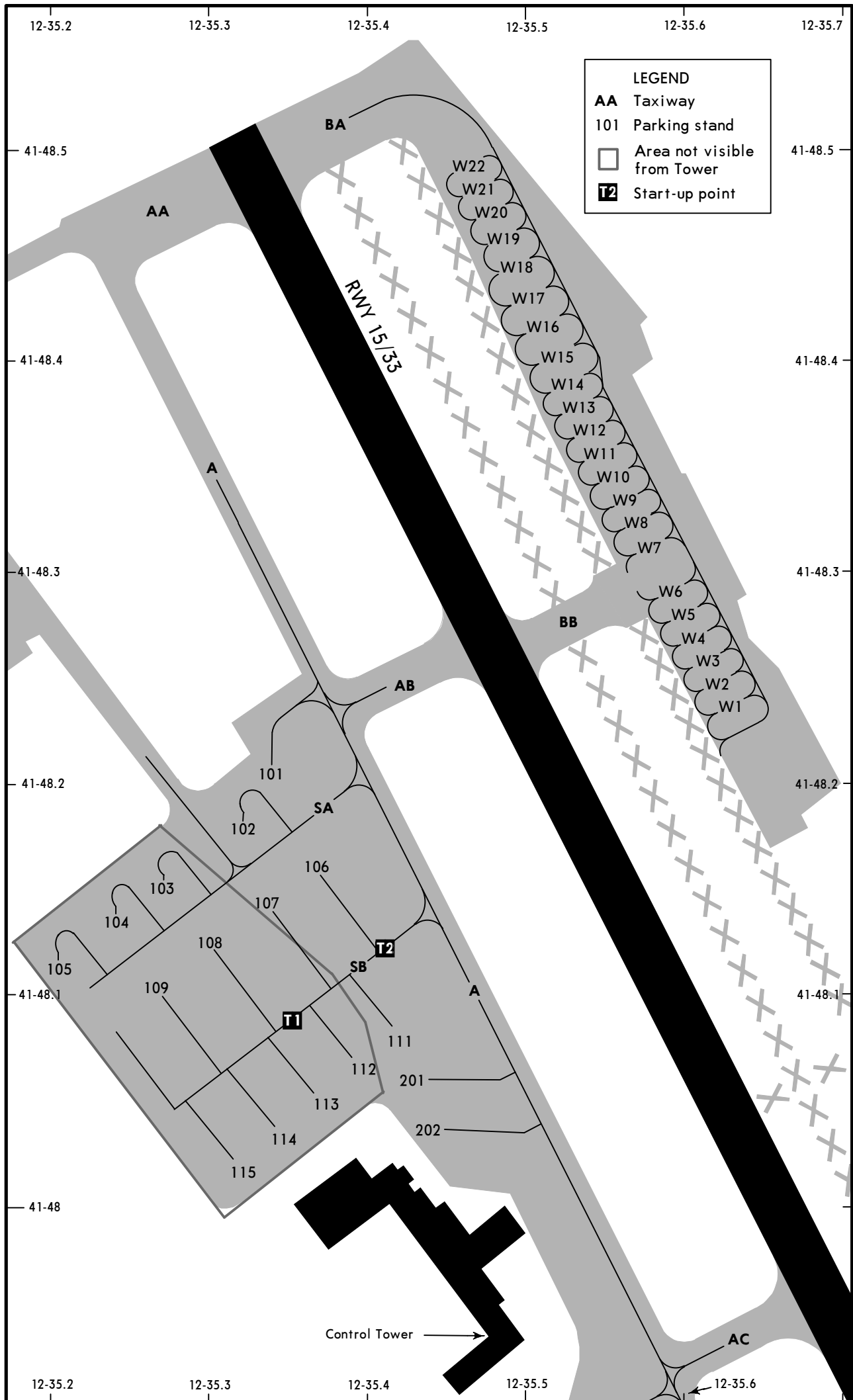
STAND No.	COORDINATES	STAND No.	COORDINATES
101	N41 48.2 E012 35.4	408	N41 47.6 E012 35.6
102	N41 48.2 E012 35.3	409	N41 47.6 E012 35.7
103, 104	N41 48.1 E012 35.3	410	N41 47.5 E012 35.7
105	N41 48.1 E012 35.2	412, 413	N41 47.6 E012 35.6
106	N41 48.1 E012 35.4	414, 415	N41 47.6 E012 35.7
107 thru 109	N41 48.1 E012 35.3	416, 501	N41 47.5 E012 35.7
111	N41 48.1 E012 35.4	502 thru 505	N41 47.5 E012 35.8
112 thru 114	N41 48.0 E012 35.4	506, 507	N41 47.5 E012 35.8
115	N41 48.0 E012 35.3	508, 509	N41 47.5 E012 35.9
201	N41 48.0 E012 35.4	510	N41 47.4 E012 35.9
202	N41 48.0 E012 35.5	511	N41 47.4 E012 35.8
301	N41 47.9 E012 35.6	512	N41 47.3 E012 35.9
302 thru 304	N41 47.9 E012 35.5	513, 514	N41 47.4 E012 35.9
305 thru 308	N41 47.8 E012 35.5	W1, W2	N41 48.2 E012 35.6
309 thru 312	N41 47.7 E012 35.5	W3 thru W10	N41 48.3 E012 35.6
313, 314	N41 47.7 E012 35.6	W11 thru W18	N41 48.4 E012 35.5
315	N41 47.6 E012 35.6	W19 thru W22	N41 48.5 E012 35.5
401 thru 403	N41 47.7 E012 35.7		
404	N41 47.6 E012 35.7		
405 thru 407	N41 47.6 E012 35.8		

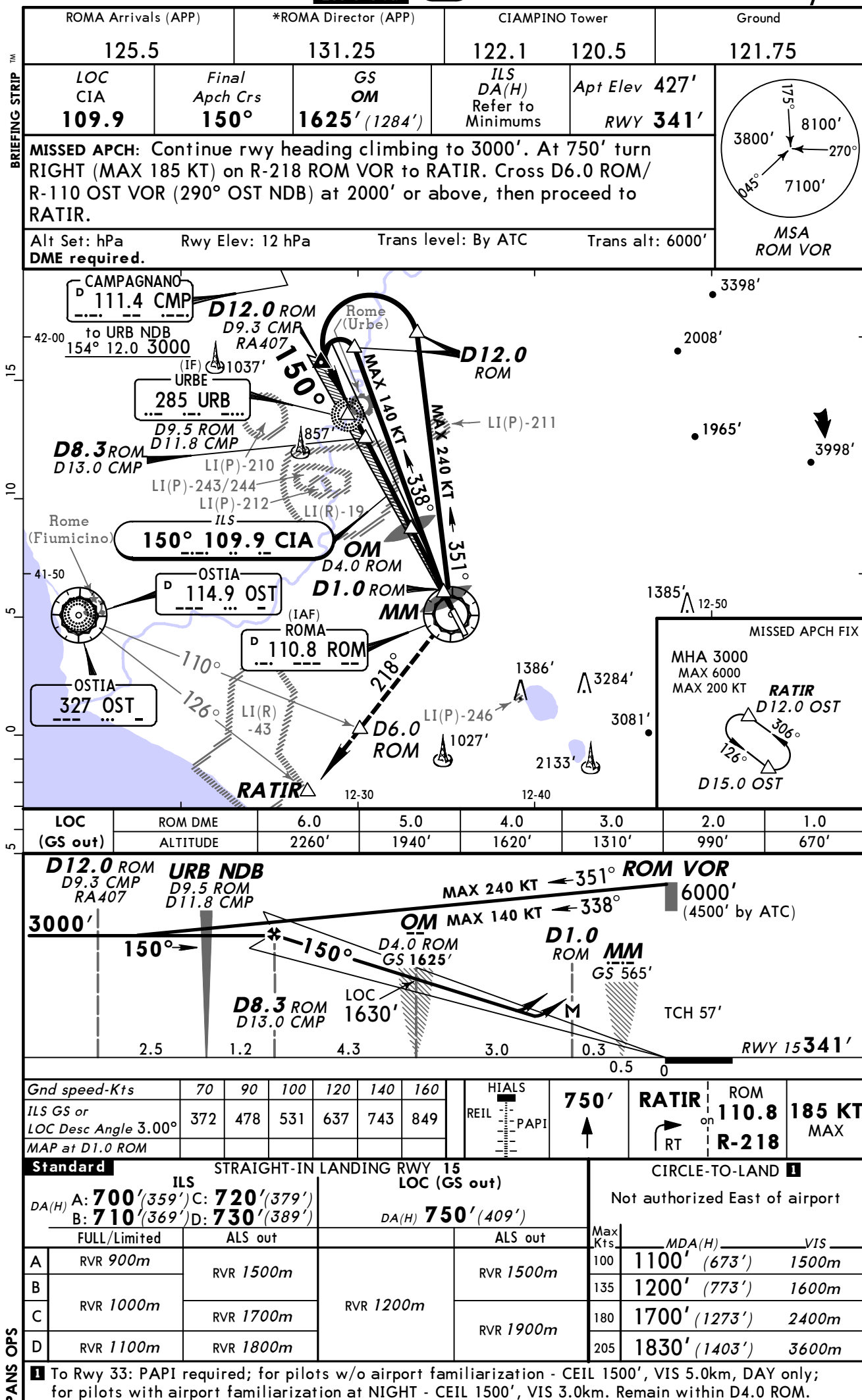
Standard

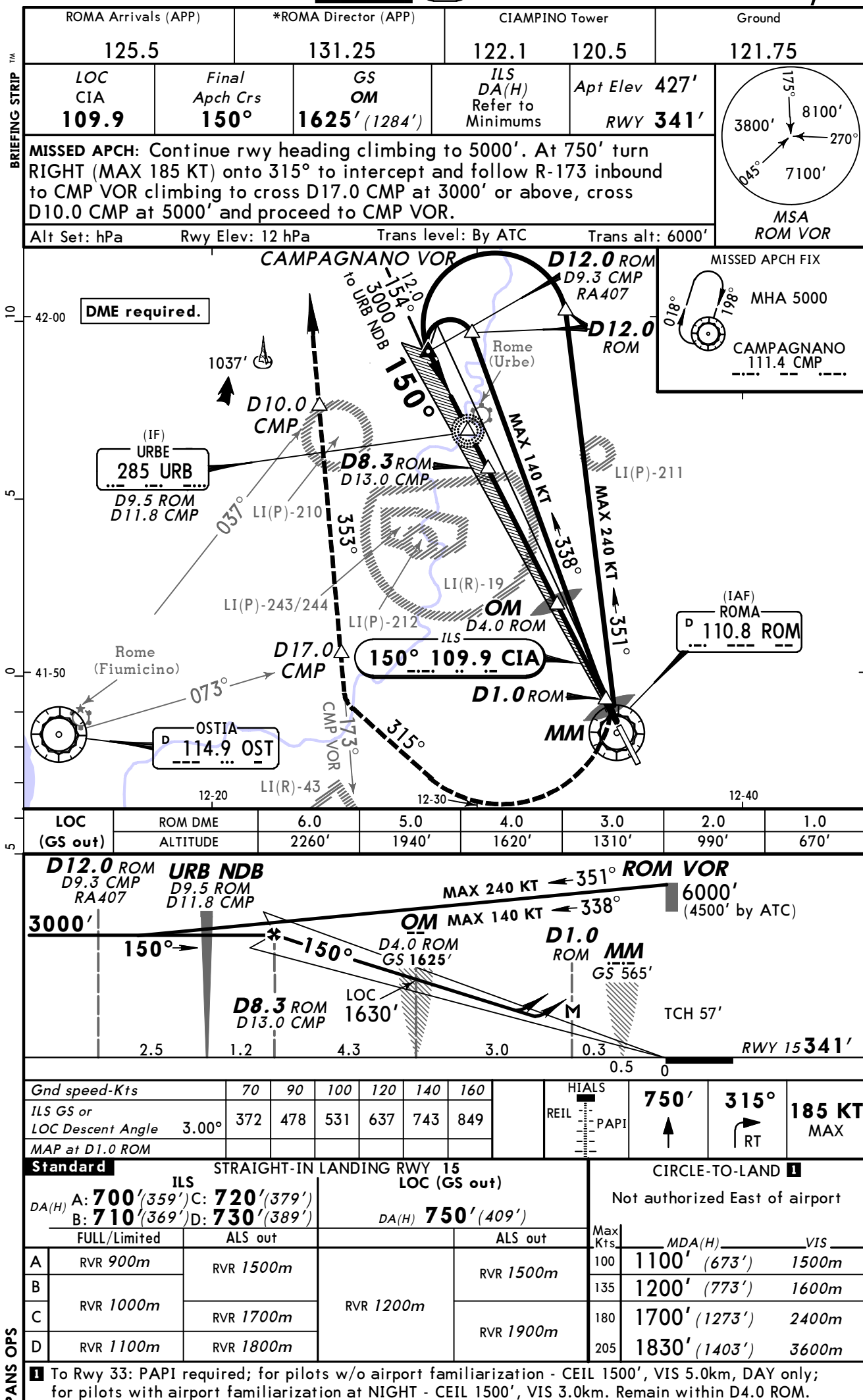
TAKE-OFF

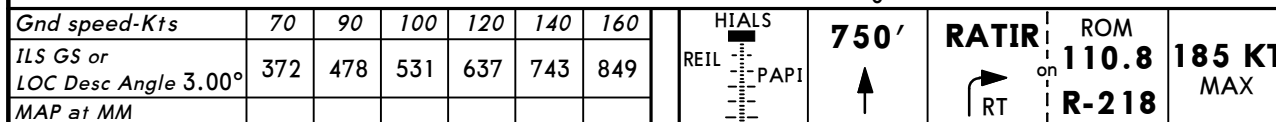
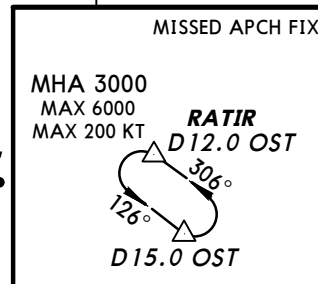
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m		500m
B			
C			
D			



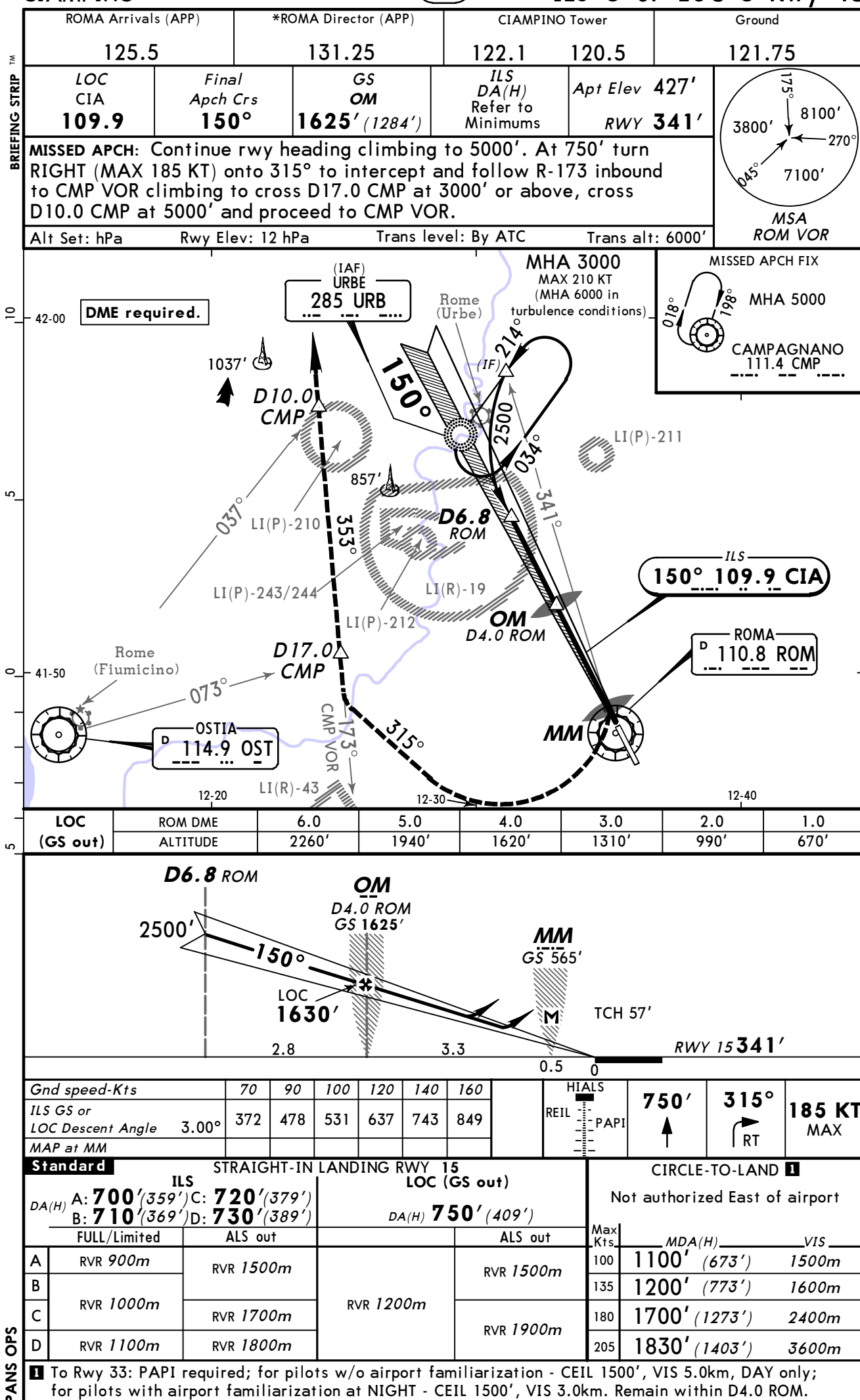








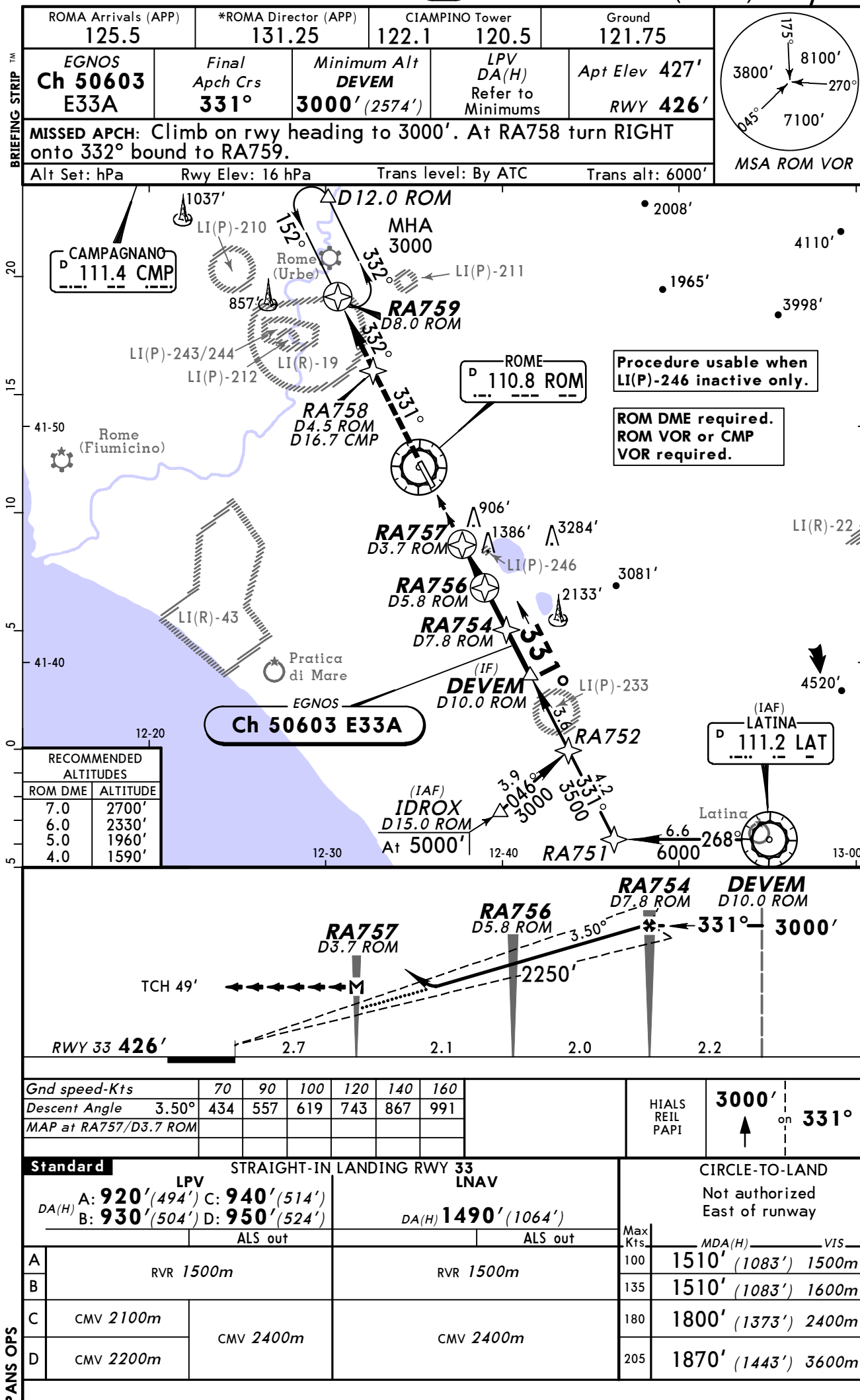
1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.



LIRA/CIA CIAMPINO

JEPPESEN
4 JAN 13 (22-1) Eff 10 Jan

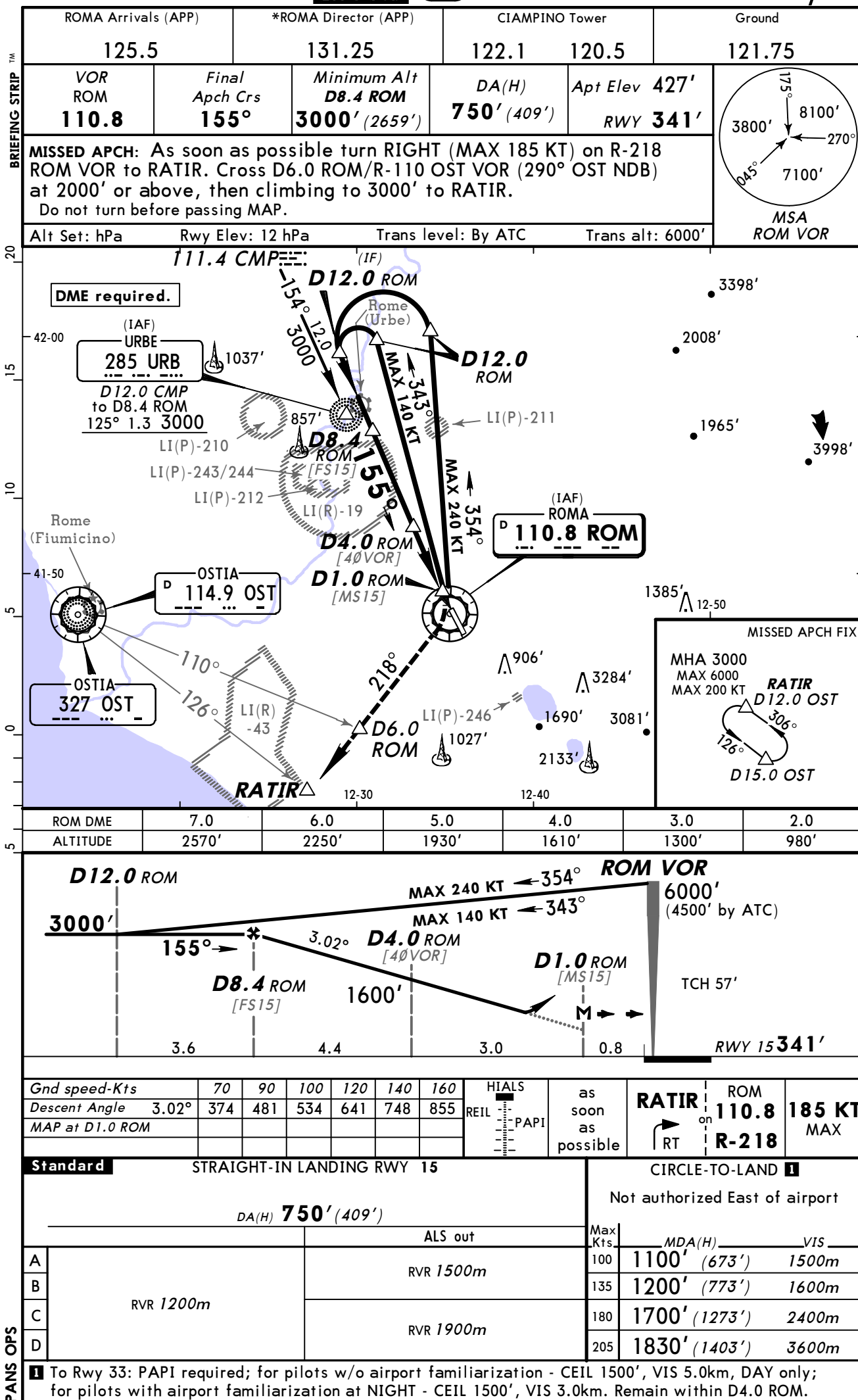
ROME, ITALY
RNAV (GNSS) Rwy 33

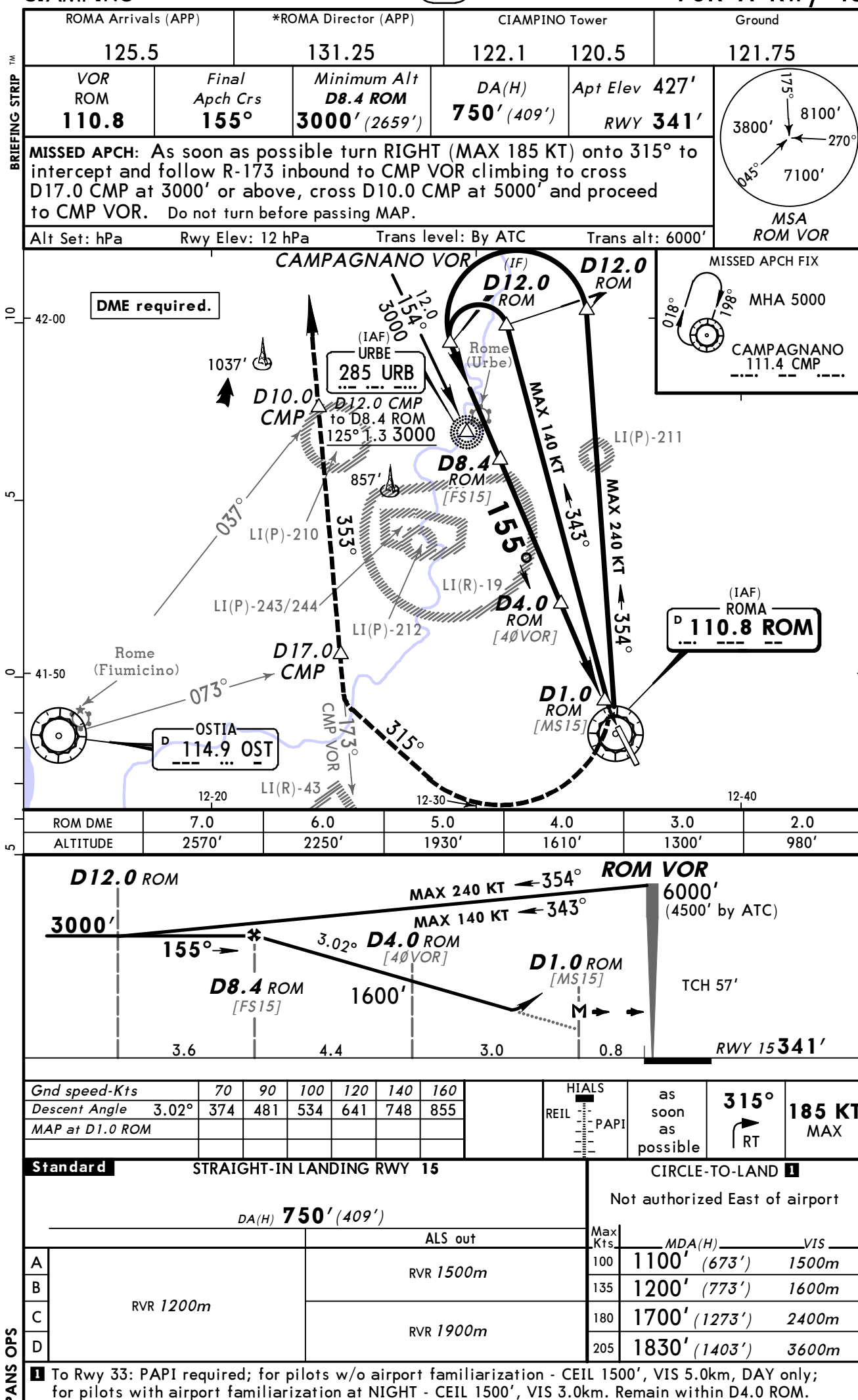


LIRA/CIA
CIAMPINO

JEPPESSEN
25 JAN 13
Eff 7 Feb (23-1)

ROME, ITALY
VOR Z Rwy 15





ROMA Arrivals (APP)

125.5

*ROMA Director (APP)

131.25

CIAMPINO Tower

122.1

120.5

Ground

121.75

VOR ROM

110.8

Final Aptch Crs

155°

Minimum Alt

D8.4 ROM

3000' (2659')

DA(H)

750' (409')

Apt Elev

427'

RWY

341'

MISSED APCH:

As soon as possible turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR (290° OST NDB) at 2000' or above, then climbing to 3000' to RATIR. Do not turn before passing MAP.

Alt Set: hPa

Rwy Elev: 12 hPa

Trans level: By ATC

Trans alt: 6000'

DME required.

175°

8100'

270°

7100'

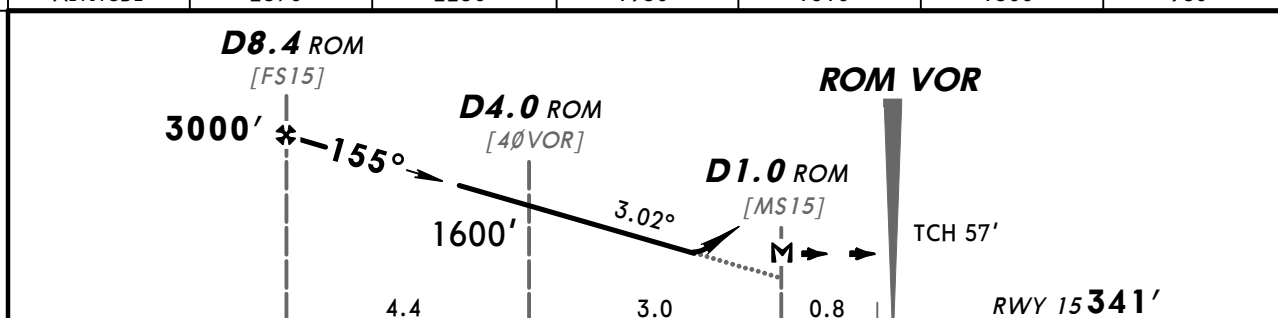
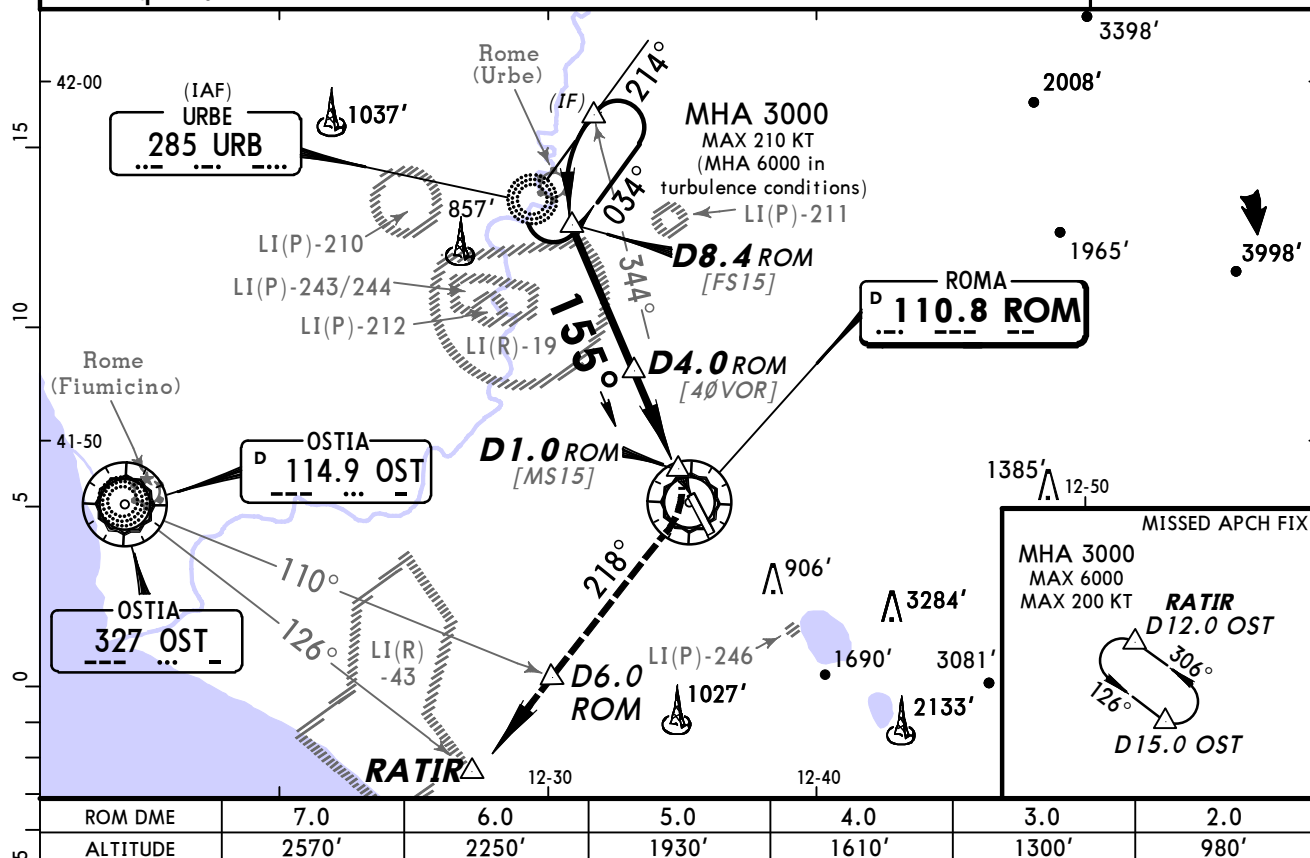
045°

3800'

MSA ROM VOR

BRIEFING STRIP

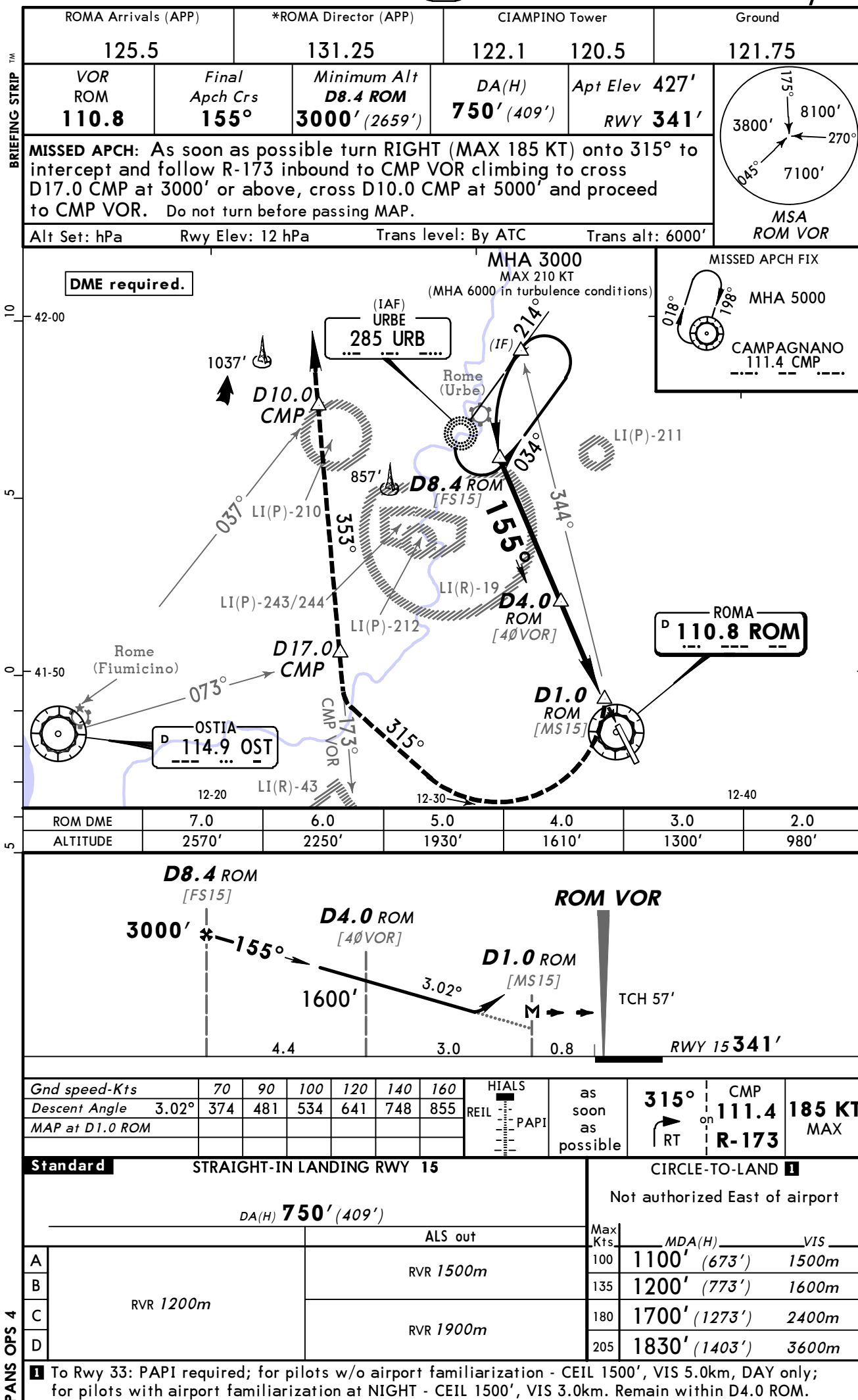
TM



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	as soon as possible	RATIR on RT	ROM 110.8 R-218	185 KT MAX
Descent Angle 3.02°	374	481	534	641	748	855					
MAP at D1.0 ROM											

Standard				CIRCLE-TO-LAND 1			
STRAIGHT-IN LANDING RWY 15				Not authorized East of airport			
DA(H) 750' (409')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1200m				100	1100' (673')	1500m	
				135	1200' (773')	1600m	
RVR 1900m				180	1700' (1273')	2400m	
				205	1830' (1403')	3600m	

1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.



ROMA Arrivals (APP)

125.5

*ROMA Director (APP)

131.25

CIAMPINO Tower

122.1120.5

Ground

121.75

NDB
CIA
412

Final
Apch Crs
160°

Minimum Alt
CIA NDB
1500' (1159')

DA(H)
1100' (759')

Apt Elev 427'
RWY 341'

MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on 342° climbing to 3000'. Cross ABEAM CIA NDB at 3000', then turn RIGHT on 359° to URB NDB. Do not turn before passing MAP.

Alt Set: hPaRwy Elev: 12 hPaTrans level: By ATCTrans alt: 6000'

Final approach track offset 8.9° from rwy centerline.

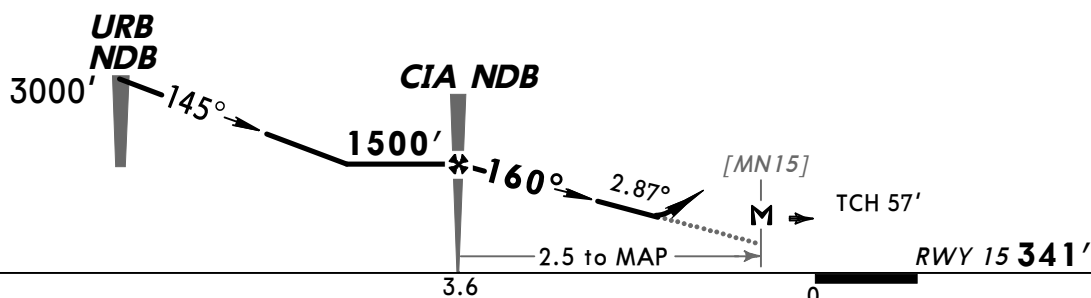
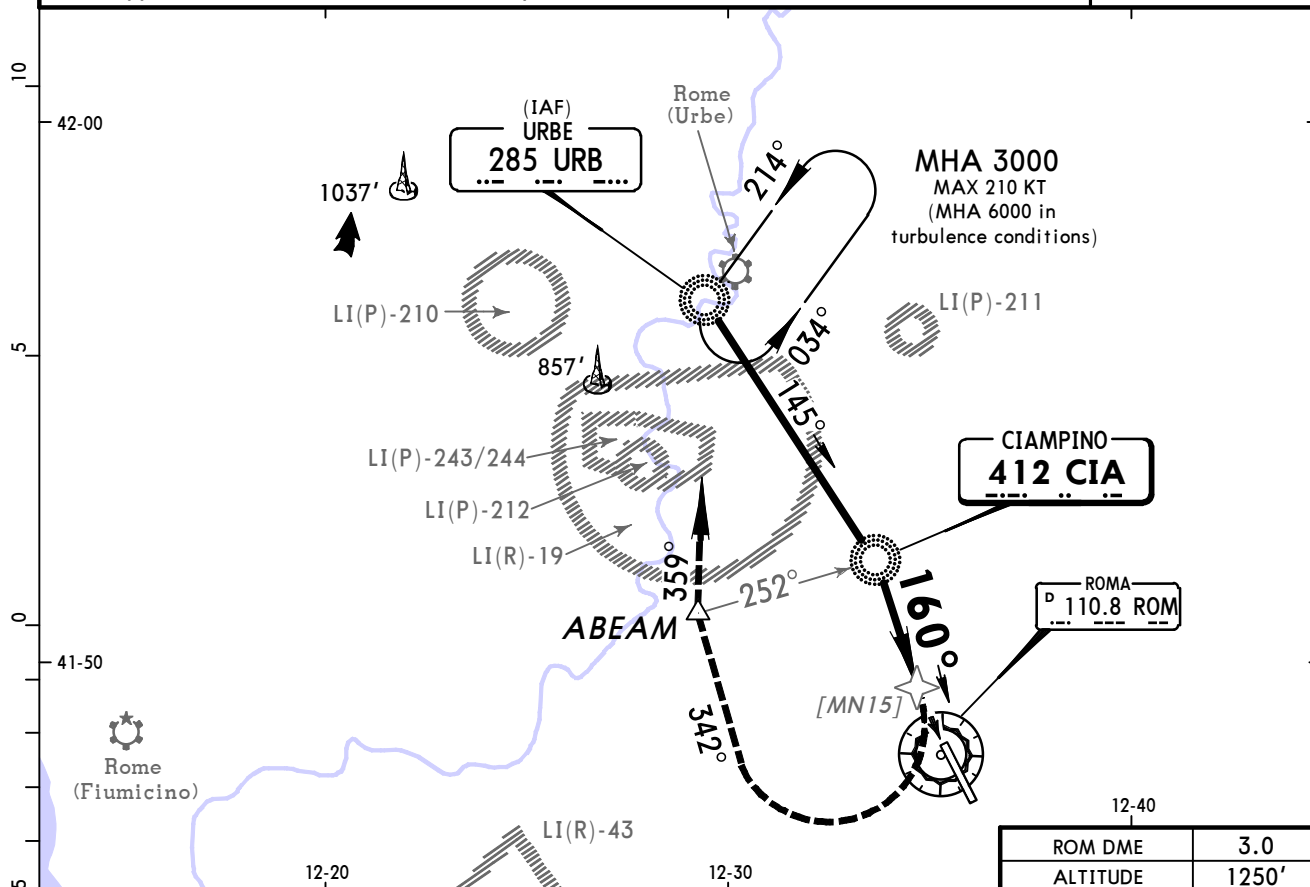
5400'200°

100°8000'

2200'280°

020°6500'

MSA
CIA NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	3000'	342°	185 KT MAX
Descent Angle	2.87°	355	457	508	609	711	812	REIL			
CIA NDB to MAP	2.5	2:09	1:40	1:30	1:15	1:04	0:56	PAPI			

Standard

STRAIGHT-IN LANDING RWY 15

DA(H) **1100'** (759')

ALS out

CMV 2700m

CMV 3500m

CIRCLE-TO-LAND **I**

Not authorized East of airport

Max Kts	MDA(H)	VIS
100	1190' (763')	3500m
135	1200' (773')	3500m
180	1700' (1273')	3500m
205	1830' (1403')	3600m

I To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROME, (CIAMPINO - LIRA)				
REV	ALAXI 2F & 3G ARRS	20-2	29 Mar 2013	04 Apr 2013
DEL	BOL 2F & 3G ARRS	20-2A	29 Mar 2013	04 Apr 2013
ADD	ELKAP 2F ARR	20-2A	29 Mar 2013	04 Apr 2013
DEL	ELKAP 2F ARR	20-2B	29 Mar 2013	04 Apr 2013
ADD	ESINO 2F & 3G ARRS	20-2B	29 Mar 2013	04 Apr 2013
DEL	ESINO 2F & 3G ARRS	20-2C	29 Mar 2013	04 Apr 2013
ADD	GIKIN 2F & 3G ARRS	20-2C	29 Mar 2013	04 Apr 2013
REV	GITOD 2F & 3G ARRS	20-2D	29 Mar 2013	04 Apr 2013
REV	LAT 2F & 3G ARRS	20-2E	29 Mar 2013	04 Apr 2013
REV	MOPUV 2F & 3G ARRS	20-2F	29 Mar 2013	04 Apr 2013
REV	VALMA 2F & 3G ARRS	20-2G	29 Mar 2013	04 Apr 2013
REV	RIFFI 7G & 7H TRANS	20-3H	29 Mar 2013	04 Apr 2013
REV	PEPIX 7A & 7B, ROTUN 6A &...	20-3J	29 Mar 2013	04 Apr 2013
REV	ESINO 5H & KONUT 6A TRANS	20-3K	29 Mar 2013	04 Apr 2013
REV	AGASA & GISPA 7A, GILIO 7...	20-3L	29 Mar 2013	04 Apr 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRA