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# List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIRA
Terminal Charts For LIRA
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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## General Information

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

Airport Use: Public
Magnetic Variation: 2.6°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: 0637 Z
Sunset: 1553 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

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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) Ryanair ACFT are allowed to land after 2400LT in the event of delays, in case of force majeure or in case of consequential delays suffered on previous flights on date.

c) Landing ACFT of all other carriers are permitted beyond 2330LT in case of force majeure occurring during flight or before departure from the last APT when start-up clearance has taken place in time useful to land at LIRA within 2330LT.

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, upwind and, when wind is calm, with the engine blast orientated towards SSE.

RWY 33 in use:
Engine run-up shall be carried out on TWY A between TWYs AA and AB, upwind and, when wind is calm, with the engine blast orientated towards NNW.

### 1.1.4. 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.

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# 1. GENERAL

## 1.4. TAXI PROCEDURES

### 1.4.1. GENERAL

TWYs A and AG MAX ACFT code letter E.

TWY AL and Taxilane SF MAX ACFT code letter D.

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

Taxilane SB and SG MAX ACFT code letter C.

Taxilane SB usable for ACFT code letter D and E only following ATC instructions with follow-me compulsory.

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

### 1.4.2. USE OF APRONS

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

## 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.

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# 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 following handling services:

- ALISUD GROUP GH NAPOLI (124.0)
- ARGOS VIP (131.47)
- ATA ALI SERVIZI S.p.A. (131.42)
- CONSULTA HANDLING
- GROUNDCARE SPA (131.95)
- SERVI'S AVIATION ROMA (131.57)
- SKY SERVICES (131.9)
- UNIVERSAL AVIATION (131.52)

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

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# 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 to 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.

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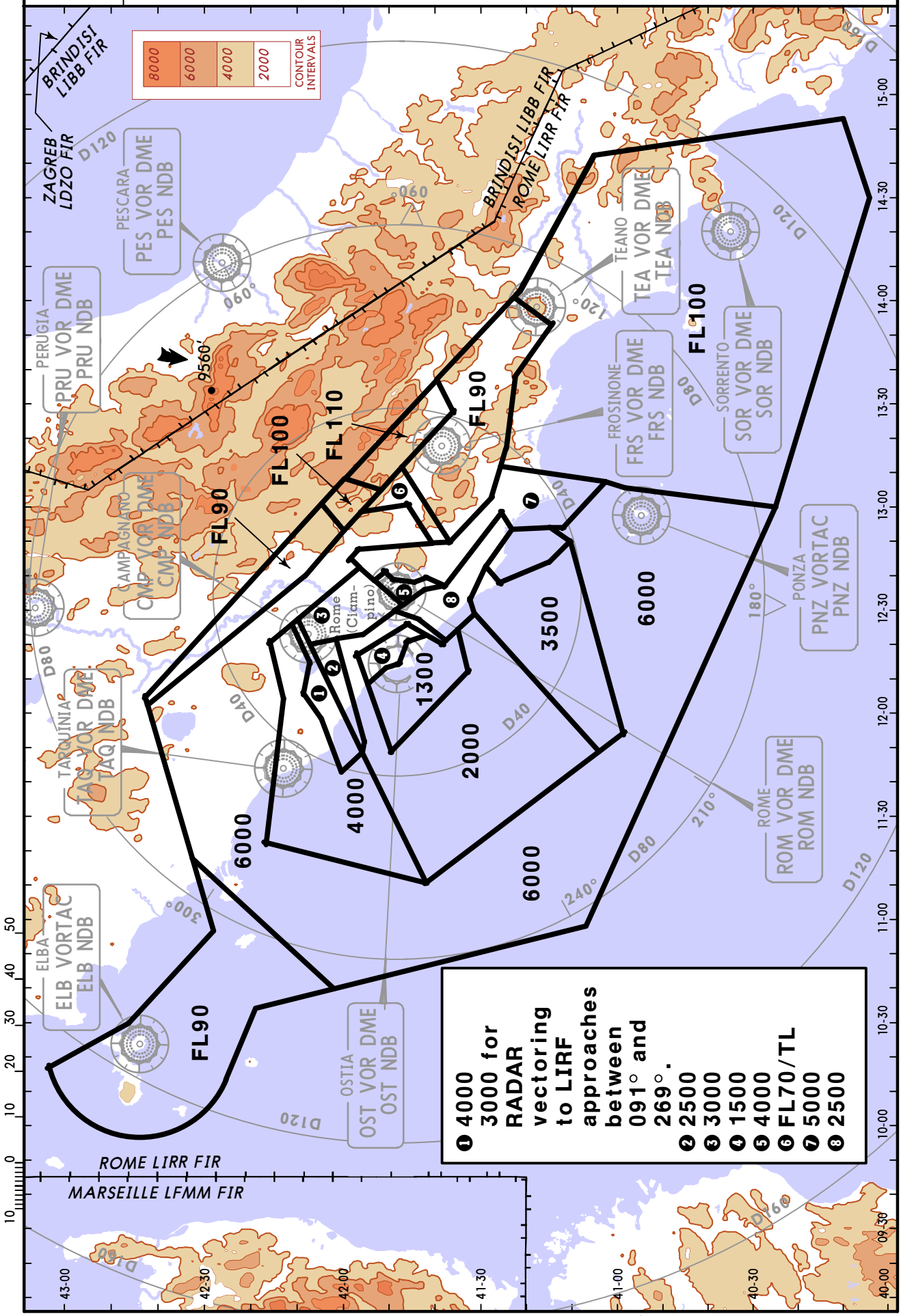
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>1. Chart only to be used for cross-checking of altitudes while under RADAR control.<br>2. Minimum altitudes provide at least 1000′ obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.<br>3. Outside these areas the normal minimum enroute level will be used. |
|---|---|




CHANGES: New chart.

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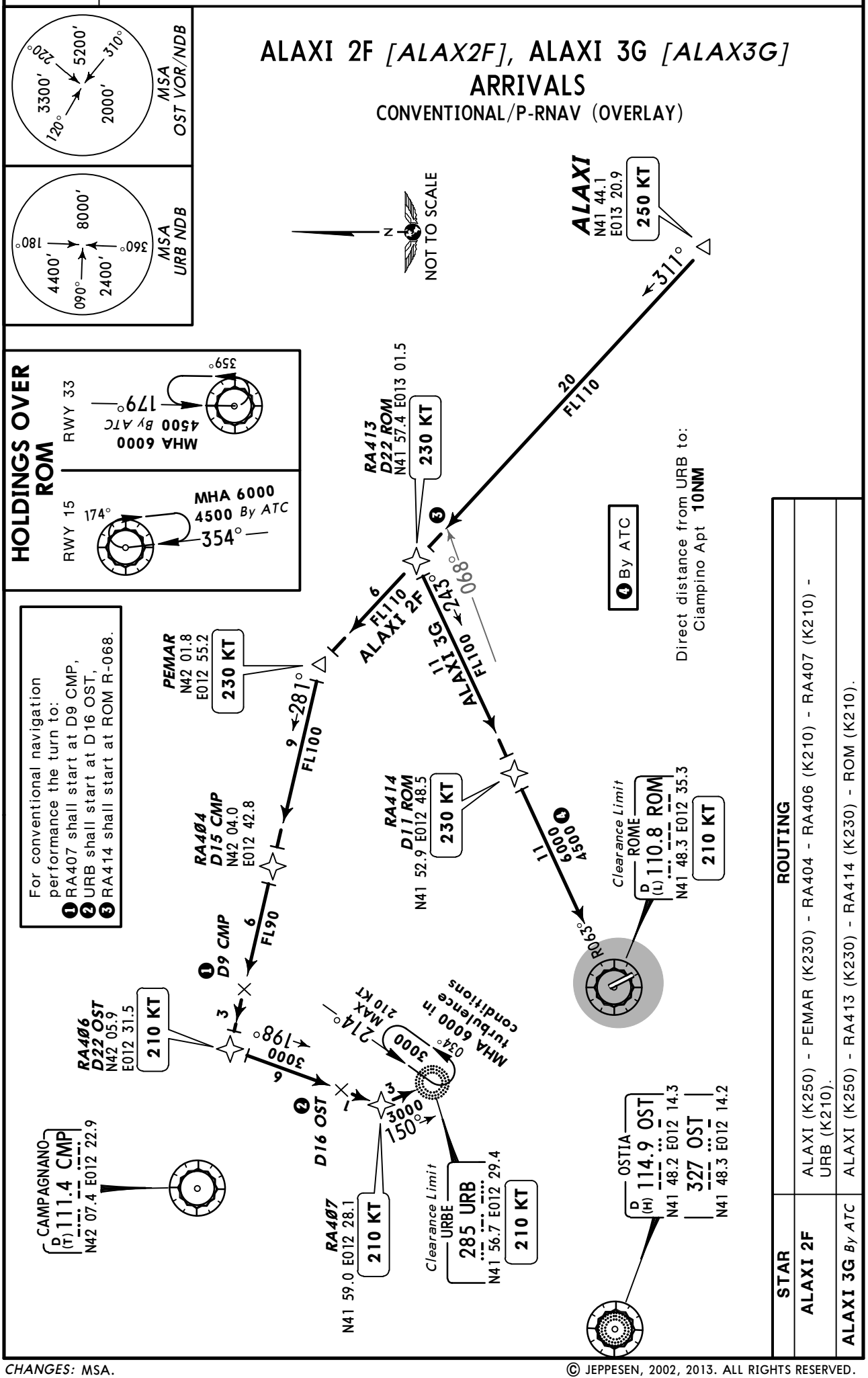
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|

# ALAXI 2F *[ALAX2F]*, ALAXI 3G *[ALAX3G]* ARRIVALS

## CONVENTIONAL/P-RNAV (OVERLAY)




| STAR | ROUTING |
|---|---|
| ALAXI 2F | ALAXI (K250) - PEMAR (K230) - RA404 - RA406 (K210) - RA407 (K210) - URB (K210). |
| ALAXI 3G *By ATC* | ALAXI (K250) - RA413 (K230) - RA414 (K230) - ROM (K210). |

*CHANGES:* MSA.

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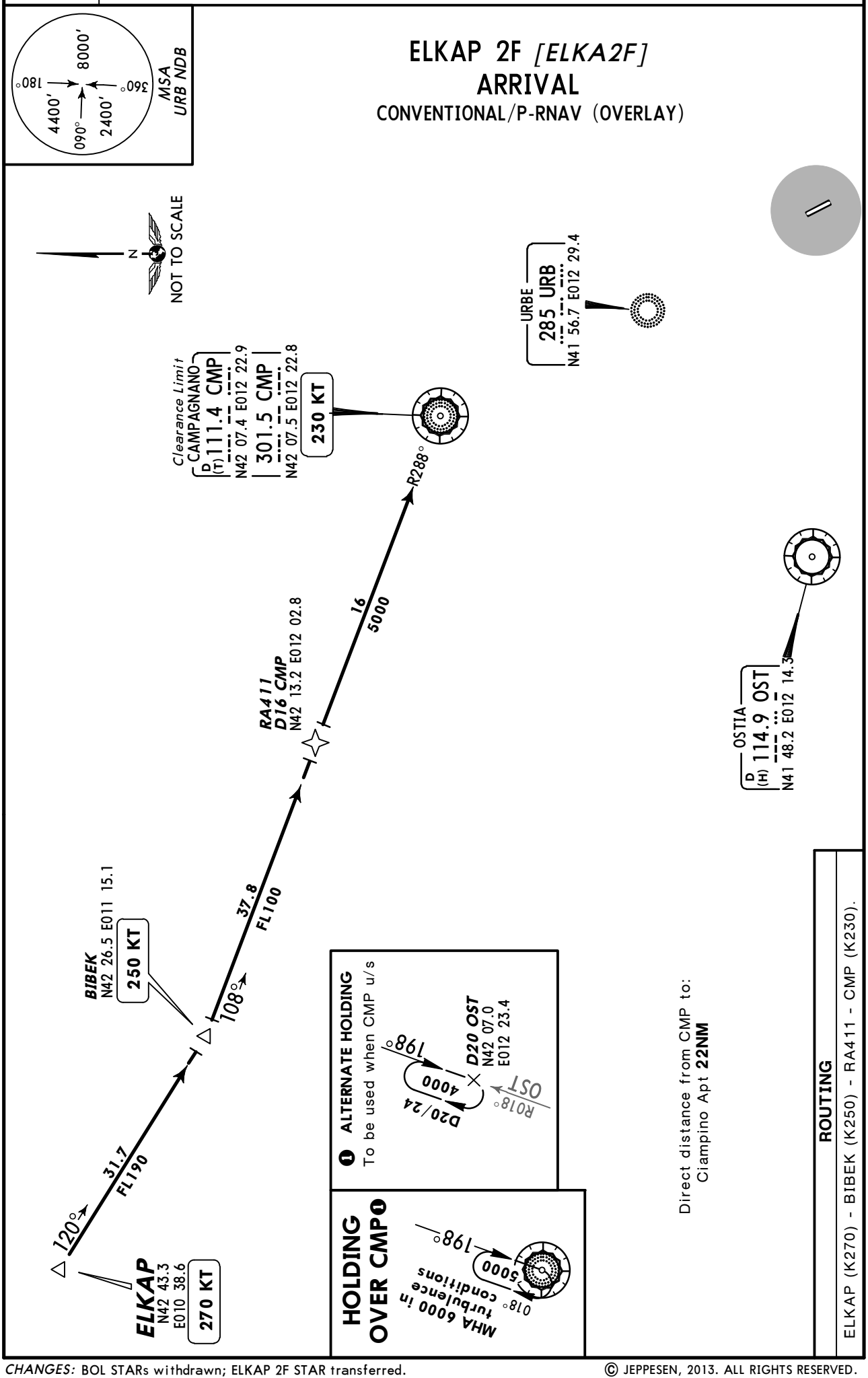
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|

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




*CHANGES:* BOL STARs withdrawn; ELKAP 2F STAR transferred.

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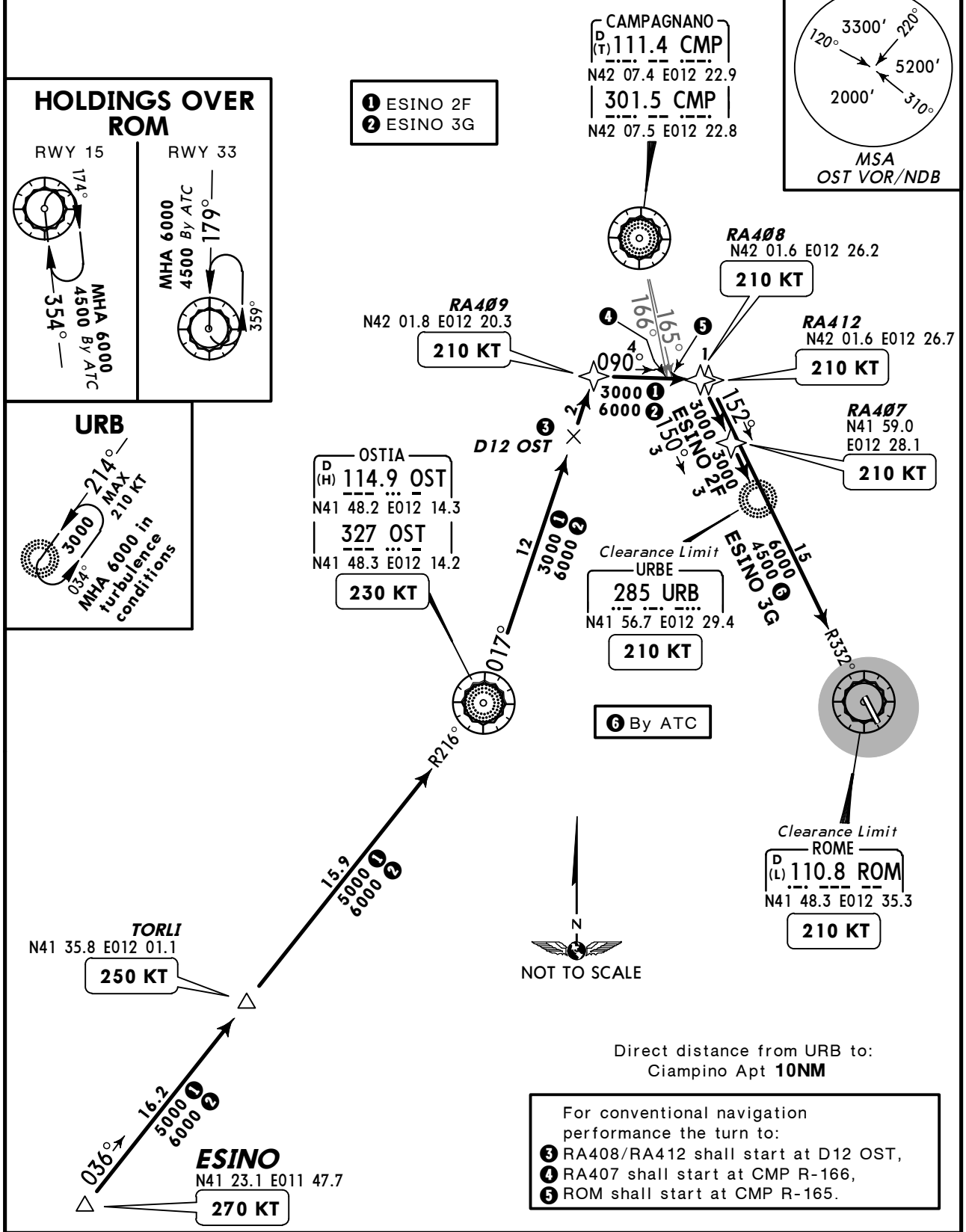
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|

# ESINO 2F *[ESIN2F]*, ESINO 3G *[ESIN3G]* ARRIVALS

## CONVENTIONAL/P-RNAV (OVERLAY)




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

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

| STAR | ROUTING |
|---|---|
| **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). |

*CHANGES:* Chart reindexed; ESINO STARs transferred; MSA.

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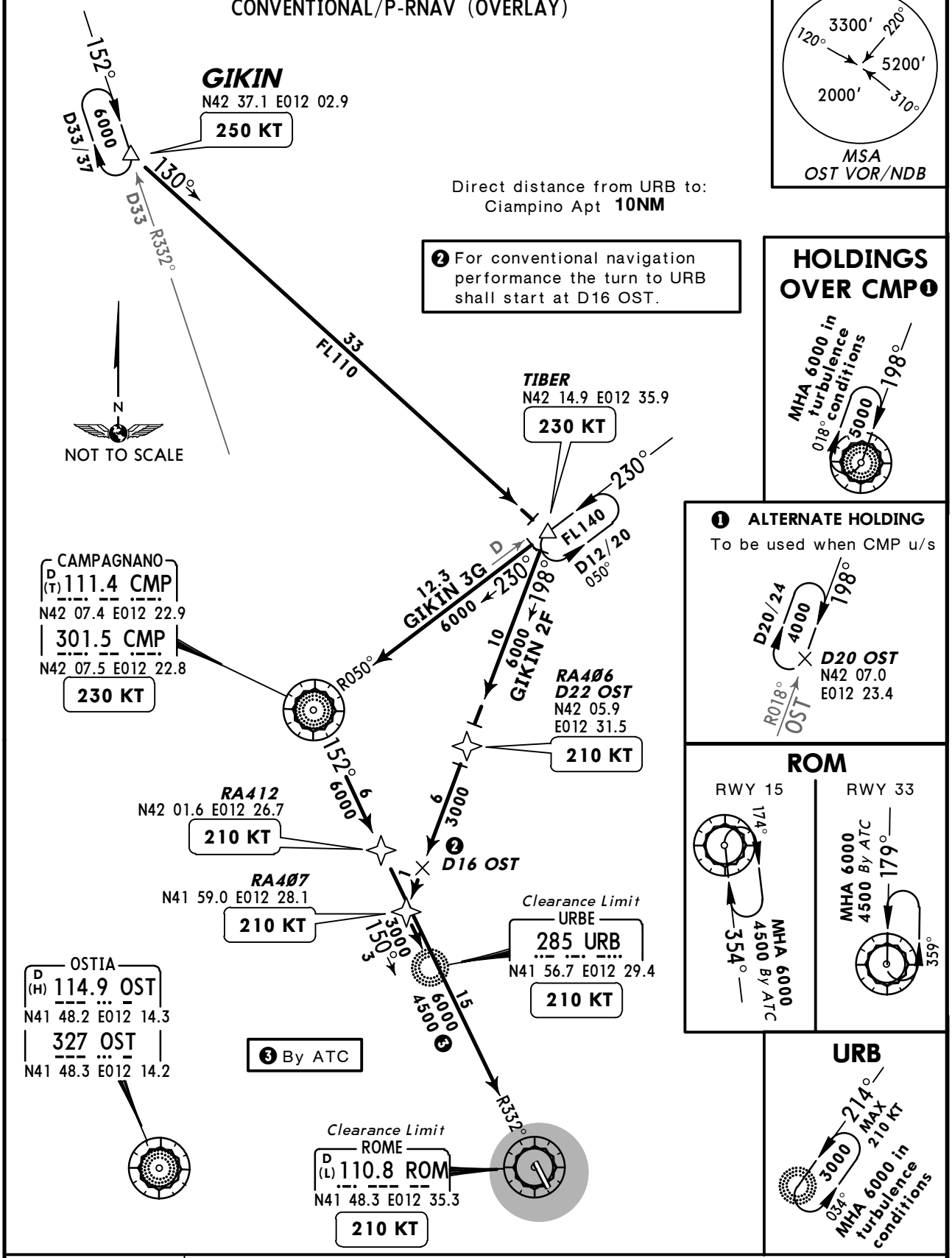
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|

# GIKIN 2F *[GIKI2F]*
# GIKIN 3G *[GIKI3G]*
# ARRIVALS
## CONVENTIONAL/P-RNAV (OVERLAY)




| 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). |

*CHANGES:* GIKIN STARs established (ESINO STARs transferred).

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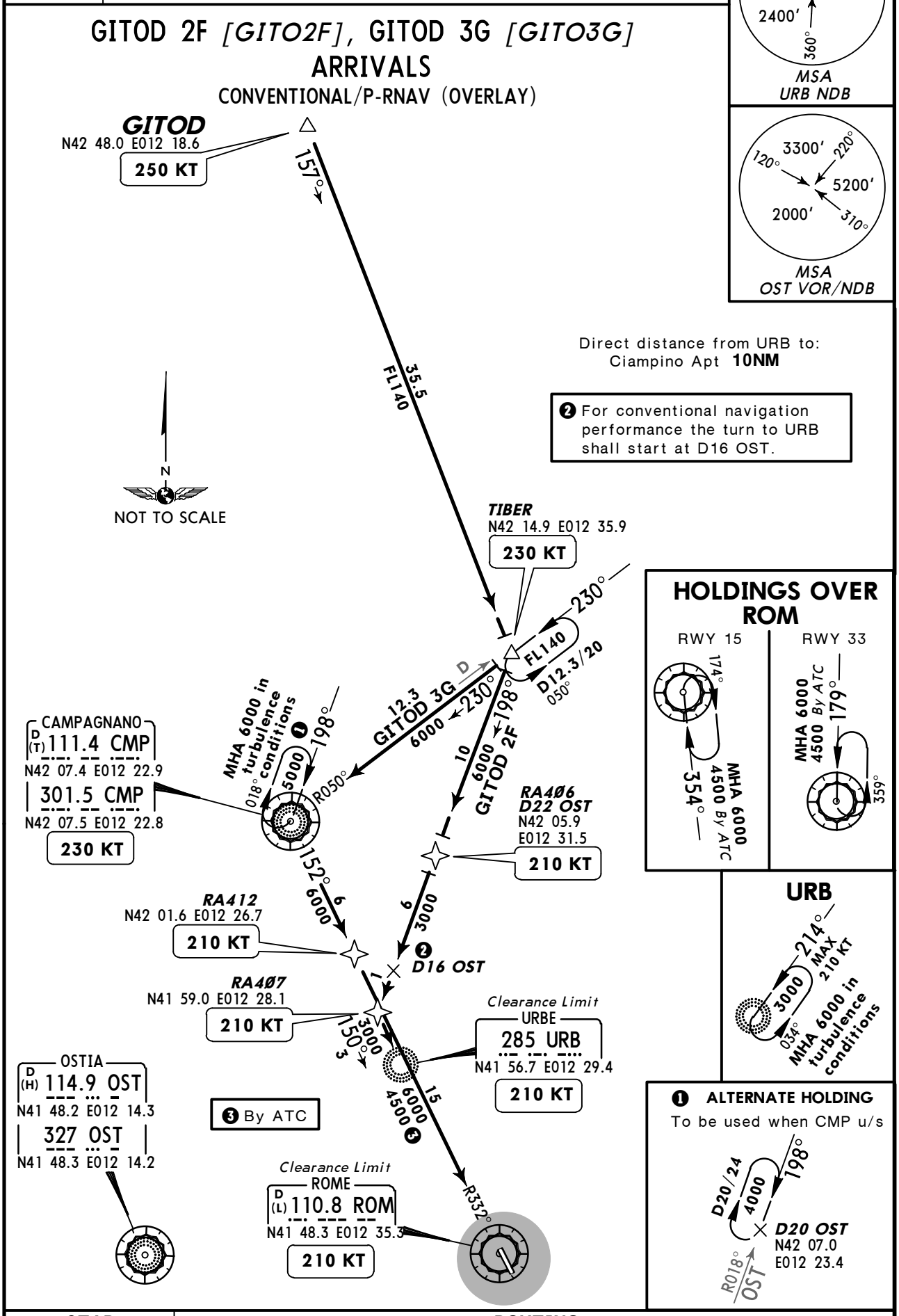
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|




| 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). |

*CHANGES:* MSA.

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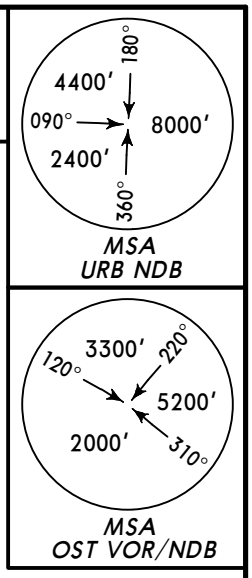
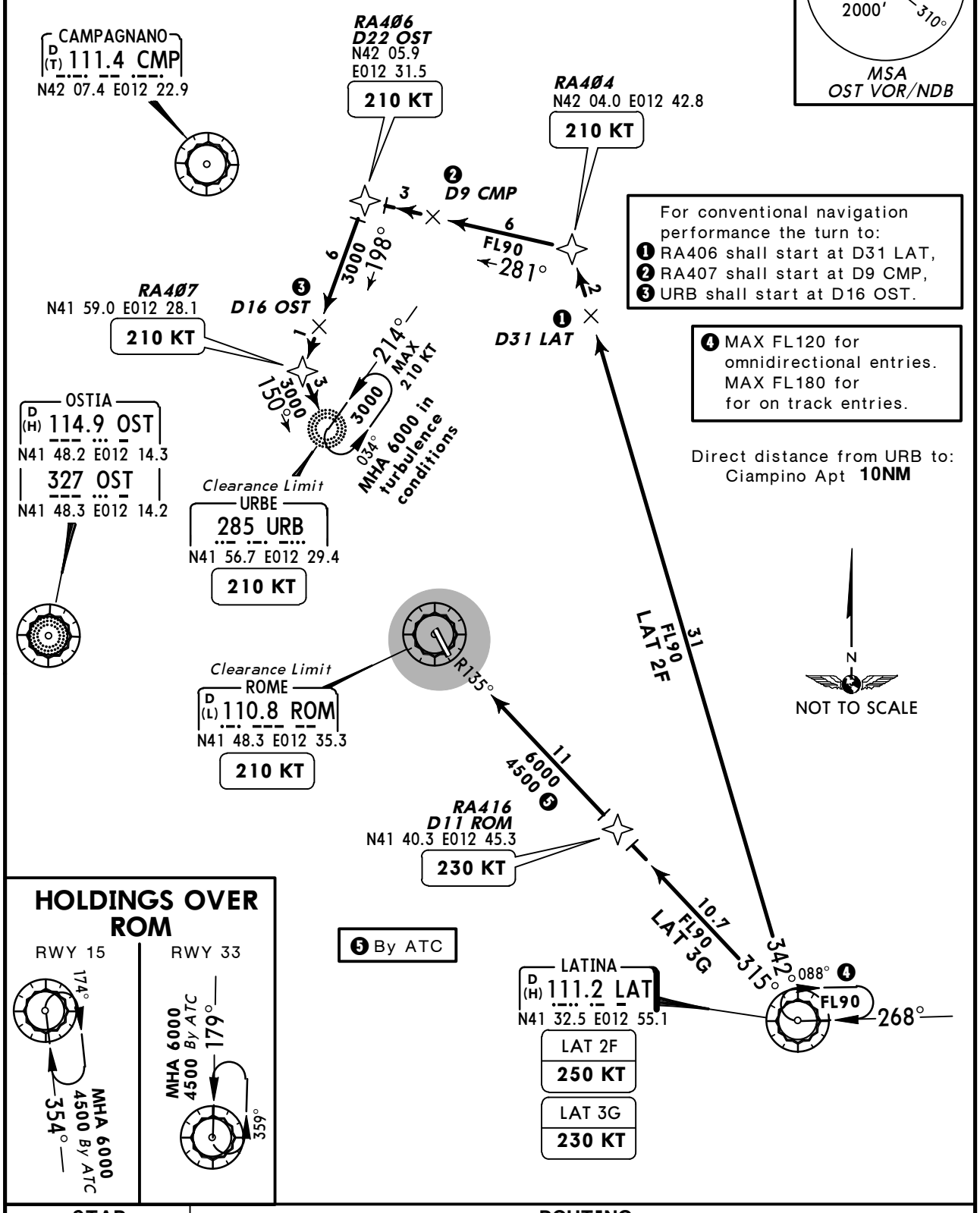
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|




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




| STAR | ROUTING |
|---|---|
| **LAT 2F** | LAT (K250) - RA404 (K210) - RA406 (K210) - RA407 (K210) - URB (K210). |
| **LAT 3G** *By ATC* | LAT (K230) - RA416 (K230) - ROM (K210). |

*CHANGES:* MSA.

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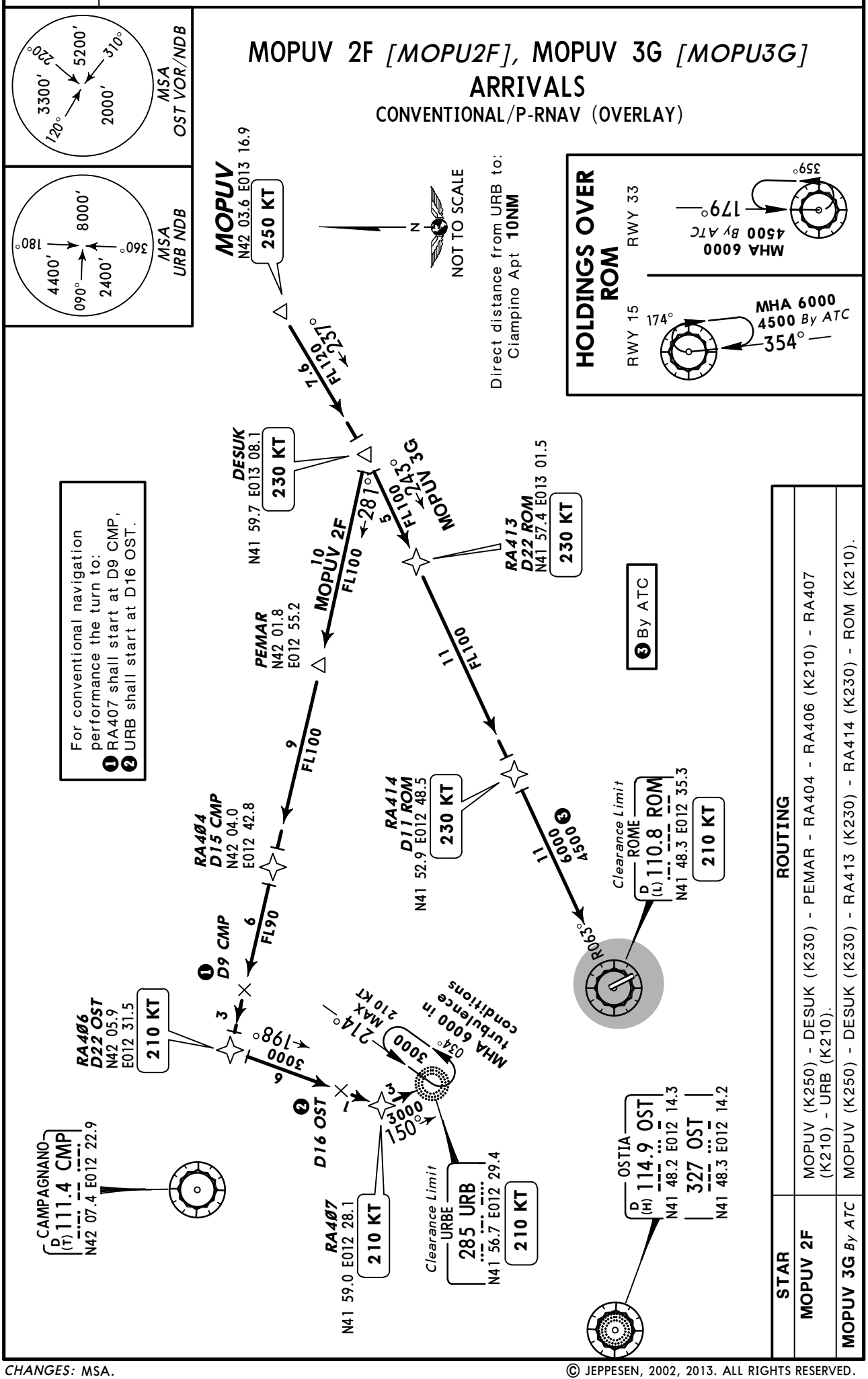
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|




CHANGES: MSA.

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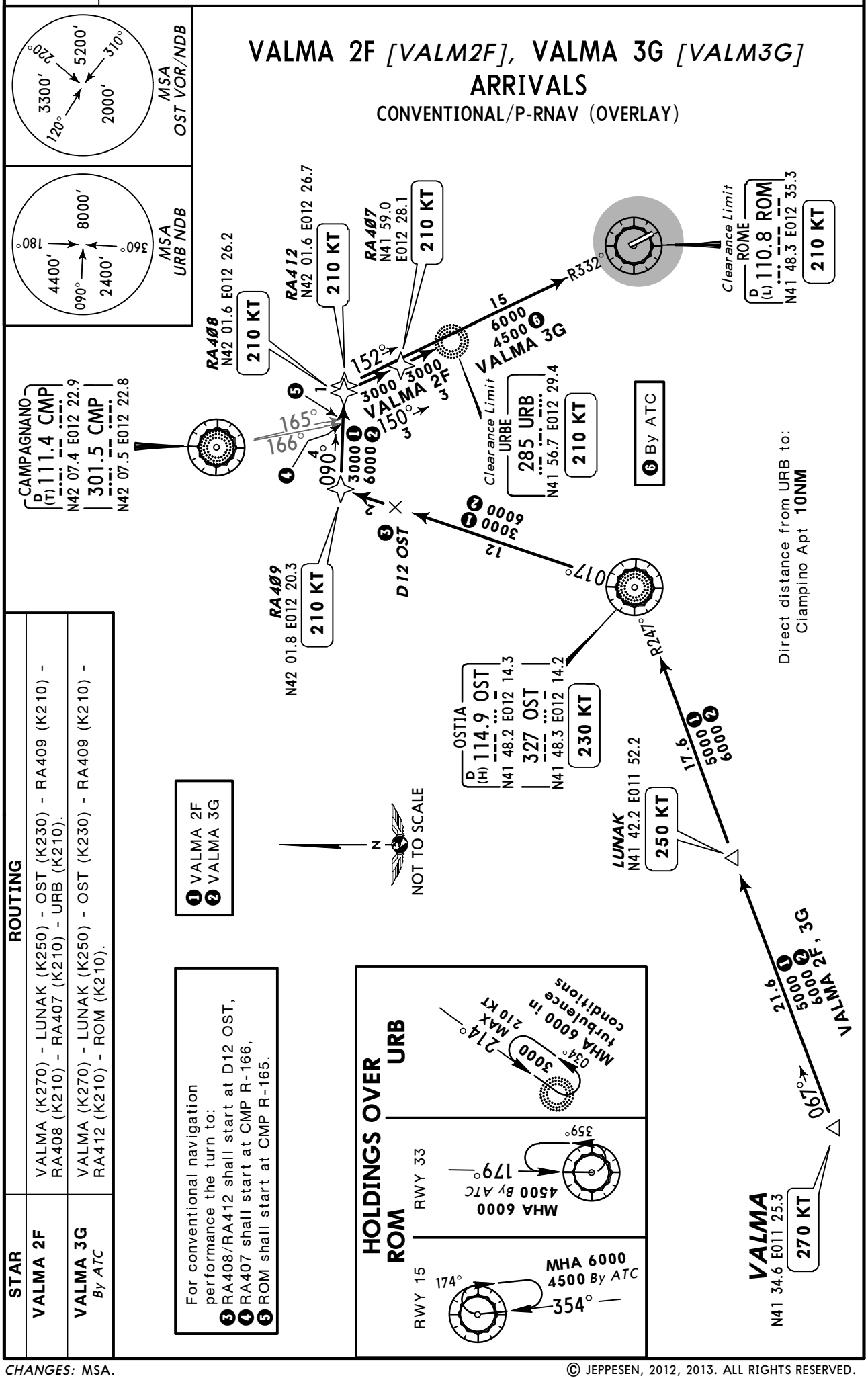
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|

# VALMA 2F [VALM2F], VALMA 3G [VALM3G] ARRIVALS

## CONVENTIONAL/P-RNAV (OVERLAY)




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 | ROUTING |
|---|---|
| VALMA 2F | VALMA (K270) - LUNAK (K250) - OST (K230) - RA409 (K210) - RA408 (K210) - RA407 (K210) - URB (K210). |
| VALMA 3G By ATC | VALMA (K270) - LUNAK (K250) - OST (K230) - RA409 (K210) - RA412 (K210) - ROM (K210). |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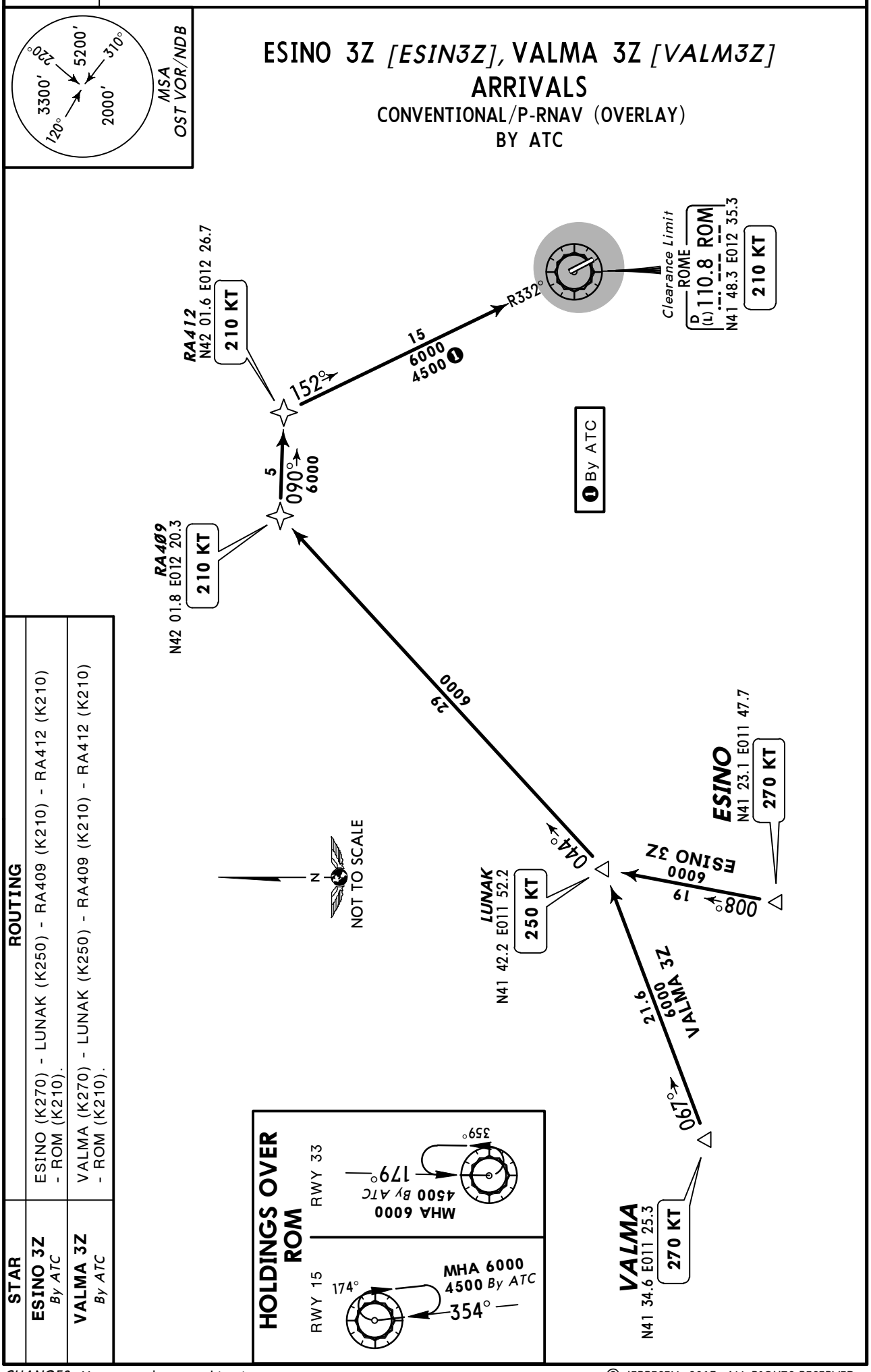
| Apt Elev 427′ | Alt Set: hPa Trans level: By ATC Trans alt: 6000′<br>For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply. |
|---|---|




| STAR | ROUTING |
|---|---|
| ESINO 3Z *By ATC* | ESINO (K270) - LUNAK (K250) - RA409 (K210) - RA412 (K210) - ROM (K210). |
| VALMA 3Z *By ATC* | VALMA (K270) - LUNAK (K250) - RA409 (K210) - RA412 (K210) - ROM (K210). |

*CHANGES:* New procedures at this airport.

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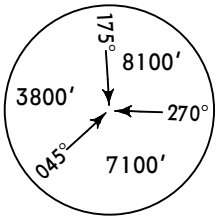
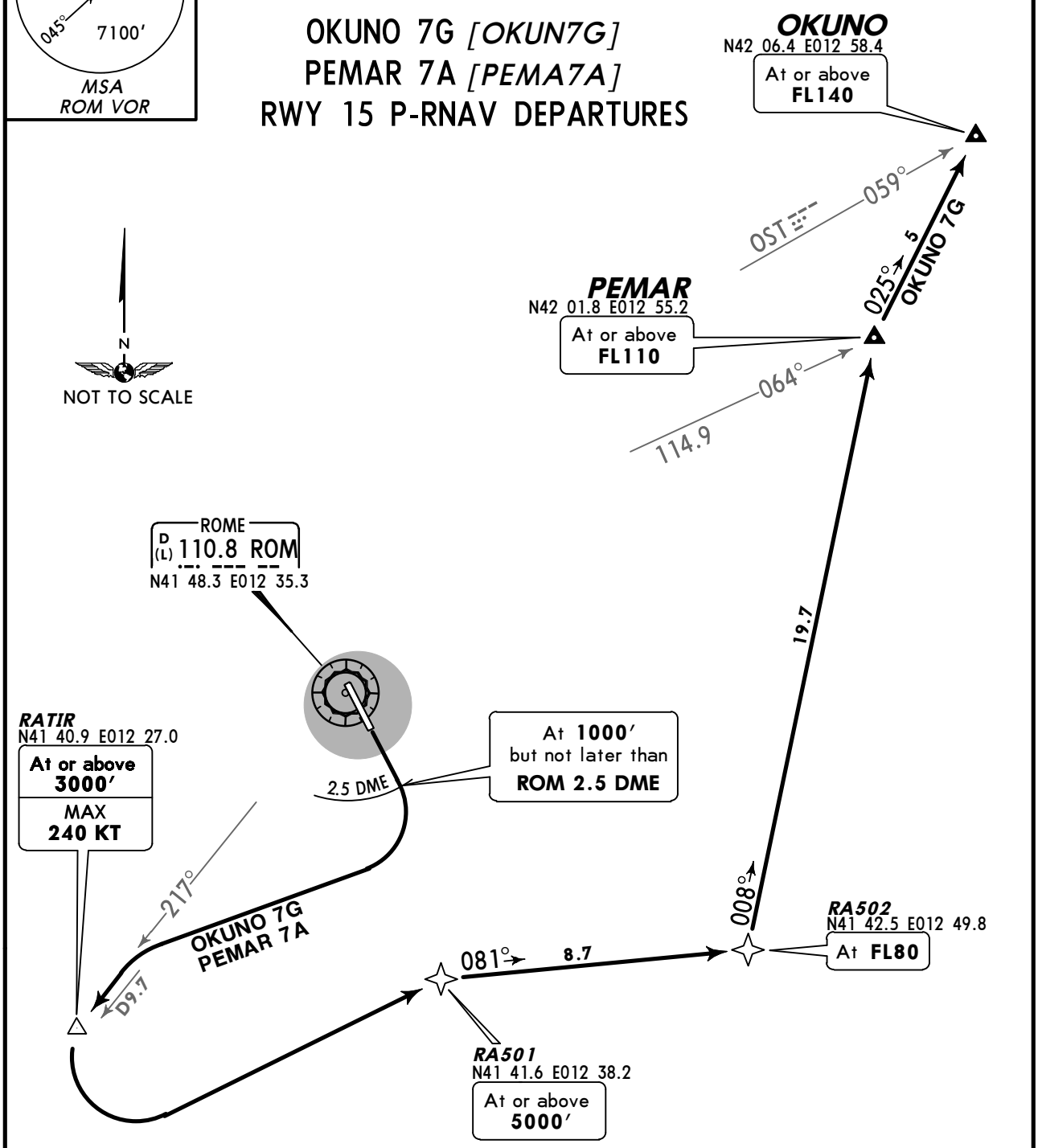



MSA
ROM VOR

| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>SIDs include noise abatement routings. |

# OKUNO 7G *[OKUN7G]*
# PEMAR 7A *[PEMA7A]*
# RWY 15 P-RNAV 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".

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 |

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 |
|---|---|
| **OKUNO 7G** | RATIR (3000′+; K240-) - RA501 (5000′+) - RA502 (FL80) - PEMAR (FL110+) - OKUNO (FL140′+). |
| **PEMAR 7A** | RATIR (3000′+; K240-) - RA501 (5000′+) - RA502 (FL80) - PEMAR (FL110+). |

*CHANGES:* SIDs renumbered and revised; SIDs PRA 5A & 5B withdrawn.

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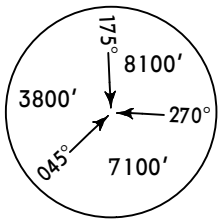
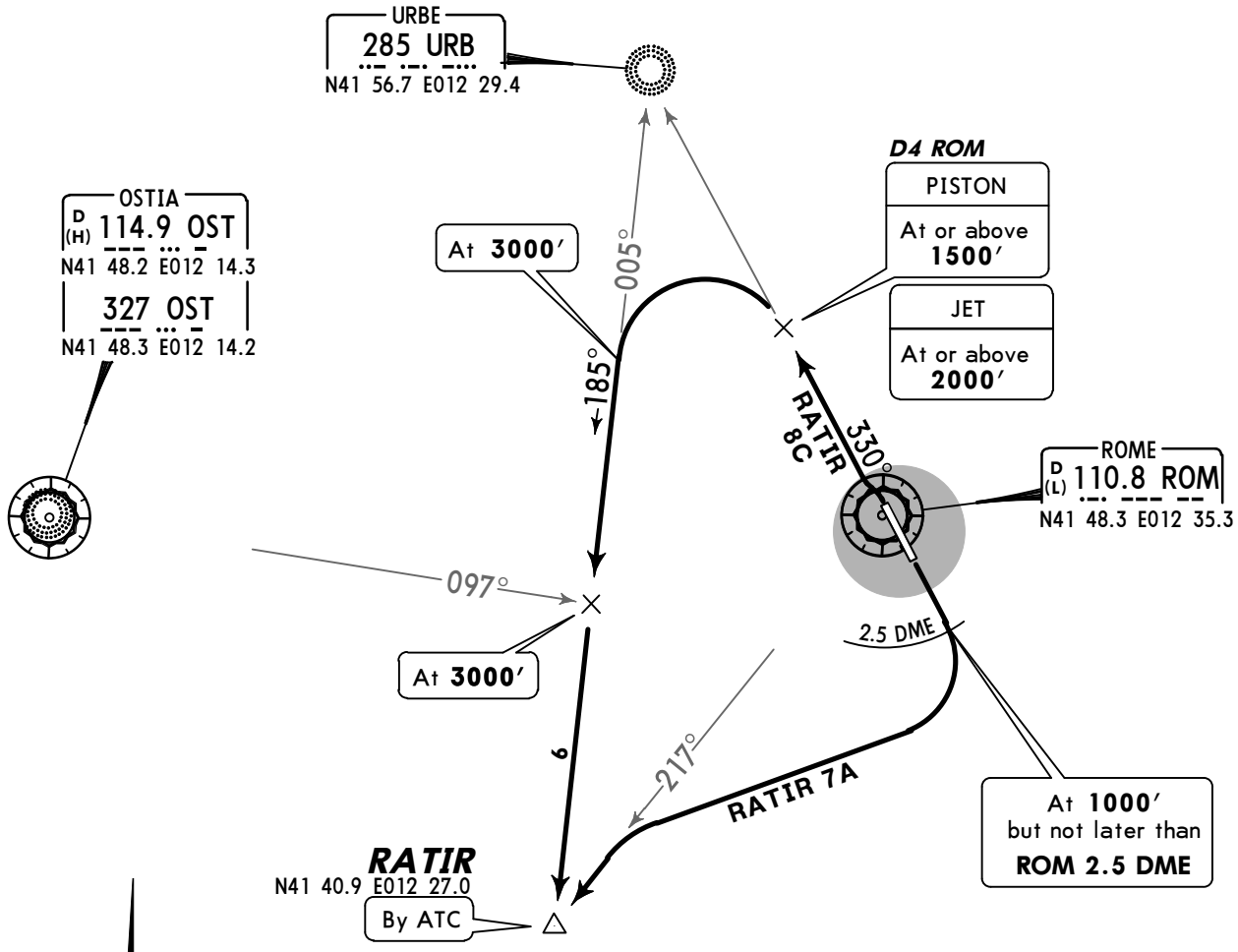
| ROMA Departure (APP) 130.9 | Apt Elev 427′ | Trans level: By ATC Trans alt: 6000′<br>SIDs include noise abatement routings. |
|---|---|---|




MSA
ROM VOR

# 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. |

*CHANGES:* RATIR SIDs established; OST SIDs transferred.

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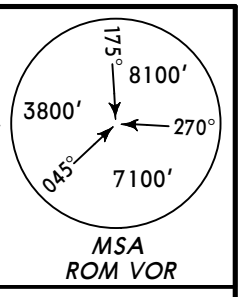
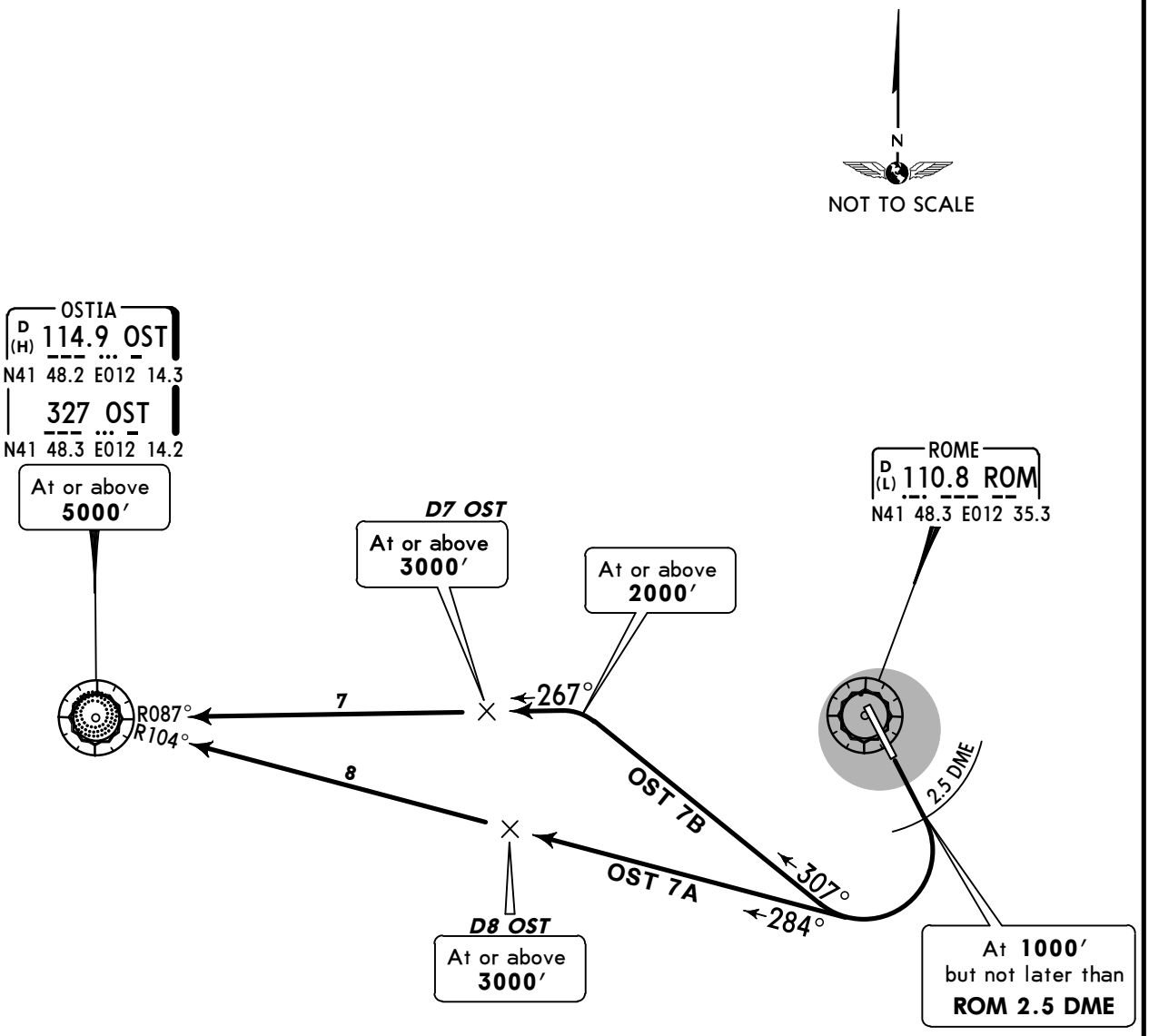
| ROMA Departure (APP) 130.9 | Apt Elev 427′ | Trans level: By ATC Trans alt: 6000′<br>1. SIDs include noise abatement routings.<br>2. Pilots are requested to strictly adhere SIDs. |
|---|---|---|




# OST 7A, OST 7B
# RWY 15 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".

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 |

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. |

*CHANGES:* SIDs transferred; renumbered and revised.

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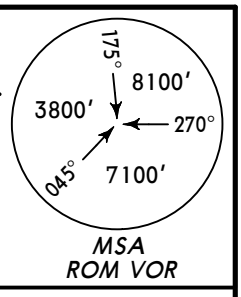
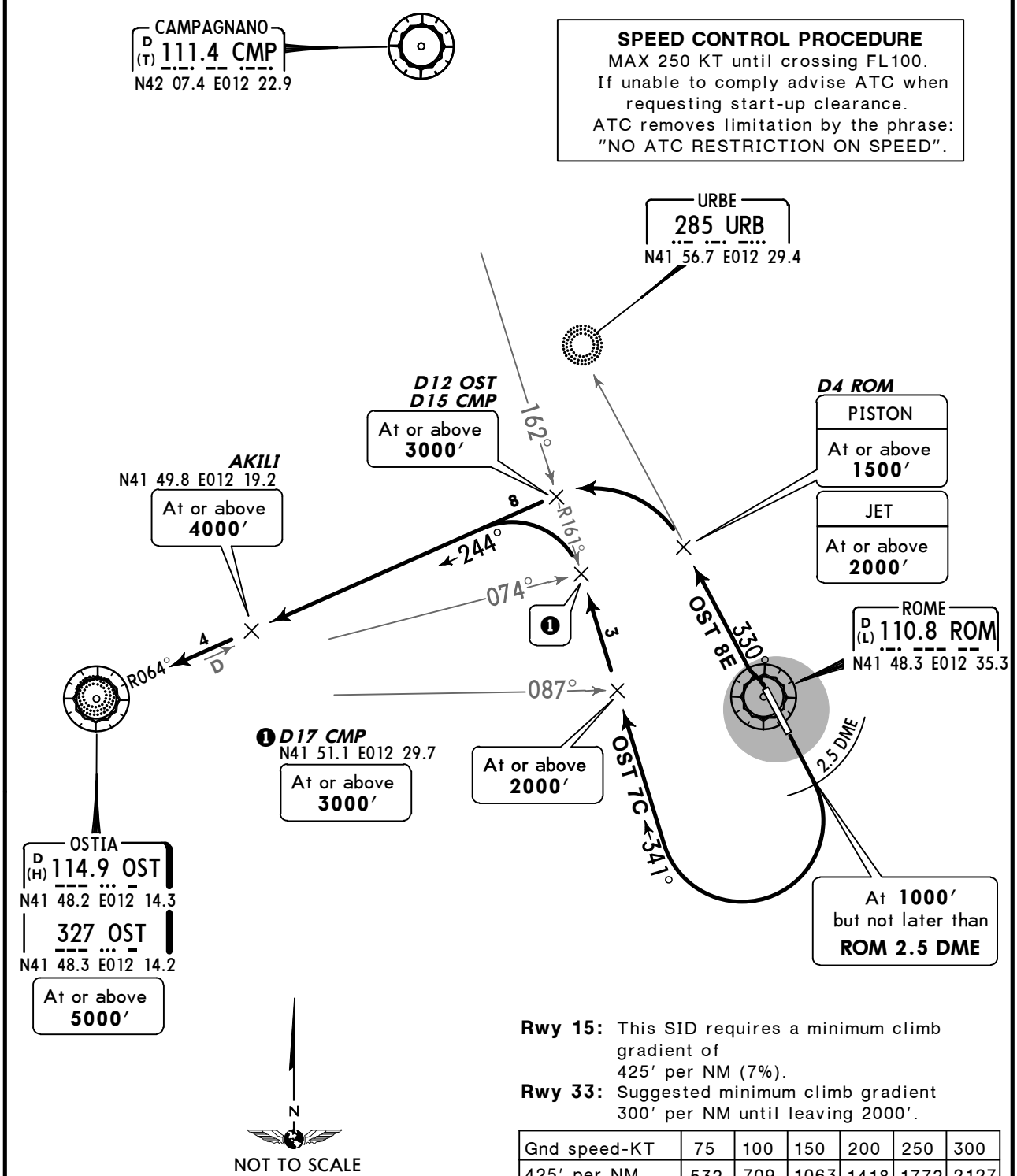
| ROMA Departure (APP) | Apt Elev | Trans level: By ATC Trans alt: 6000′ |
|---|---|---|
| 130.9 | 427′ | SIDs include noise abatement routings. |




# OST 7C, OST 8E
# RWYS 15, 33 DEPARTURES




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

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

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

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

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

*CHANGES:* SIDs renumbered, transferred and revised.

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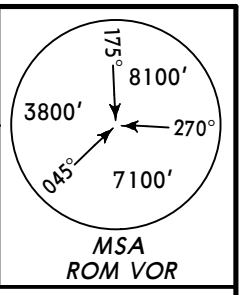
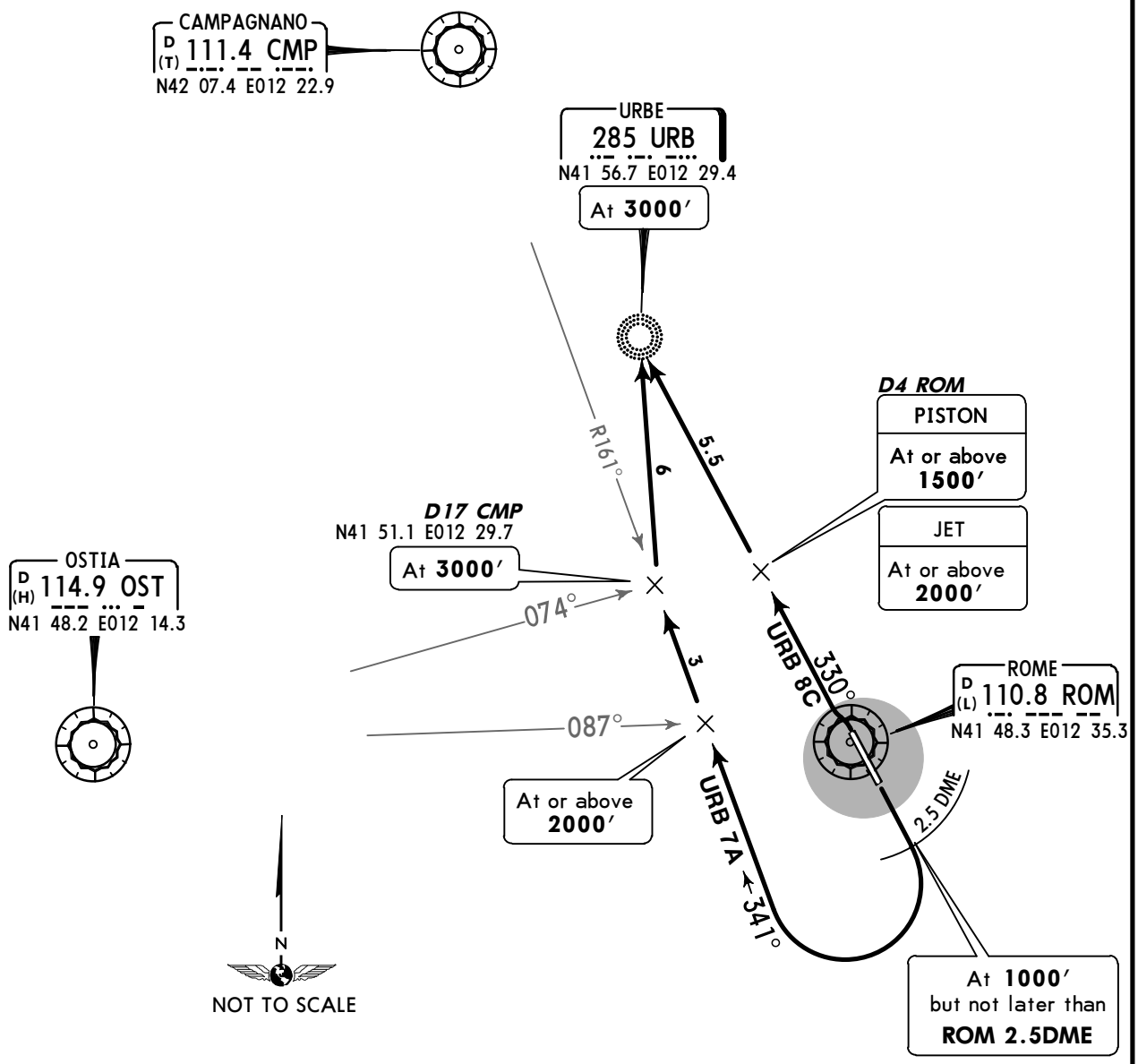
| ROMA Departure (APP) 130.9 | Apt Elev 427′ | Trans level: By ATC Trans alt: 6000′<br>SIDs include noise abatement routings. |
|---|---|---|




# URB 7A, URB 8C
# RWYS 15, 33 DEPARTURES
BY ATC




**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. |

*CHANGES:* None.

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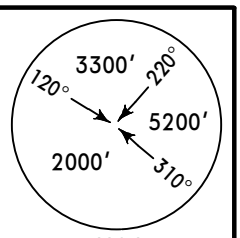
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |

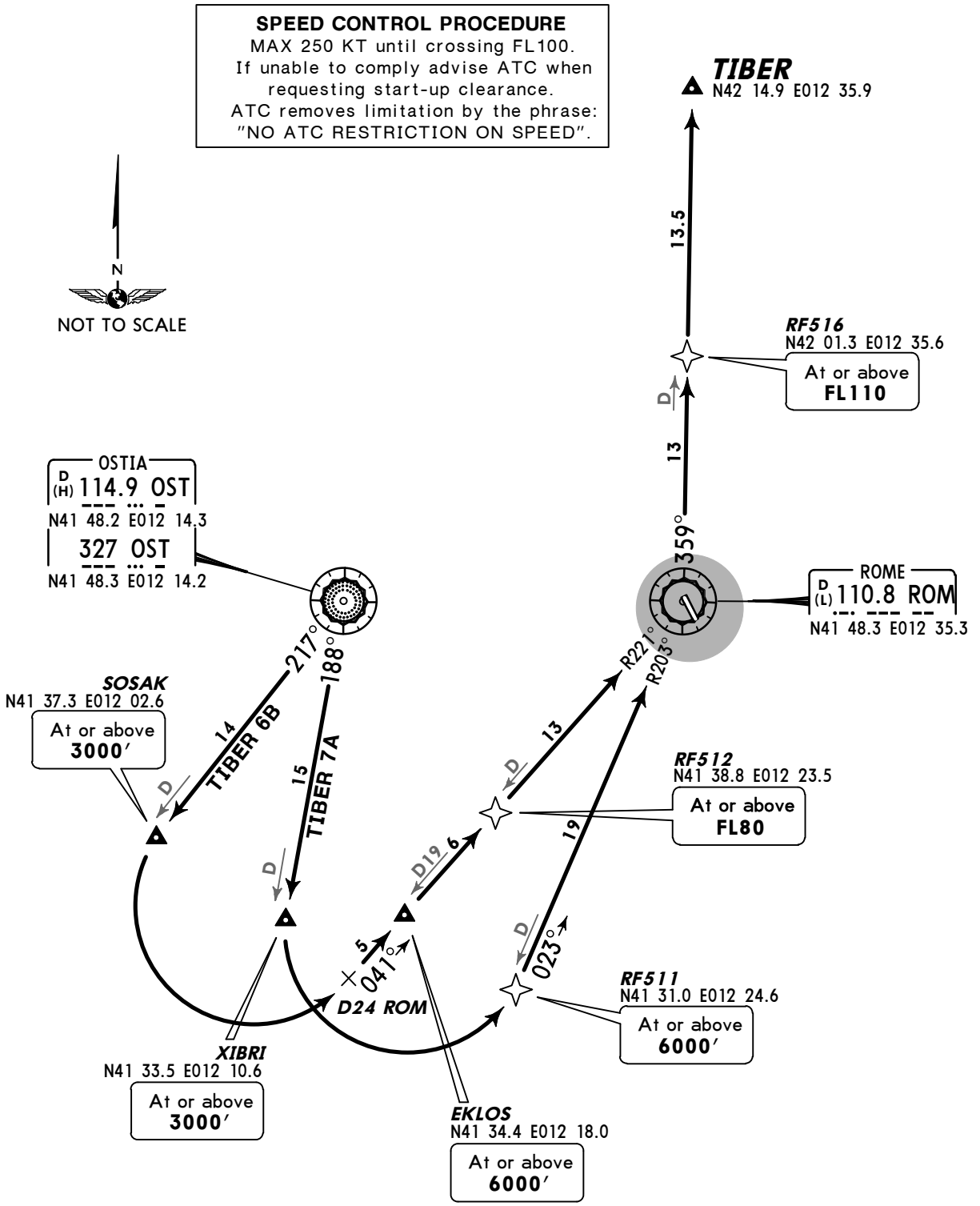



MSA
OST VOR/NDB

# 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. |

*CHANGES:* MSA.

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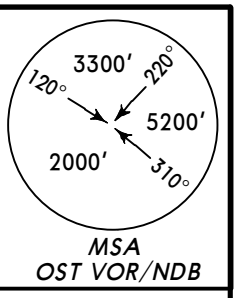
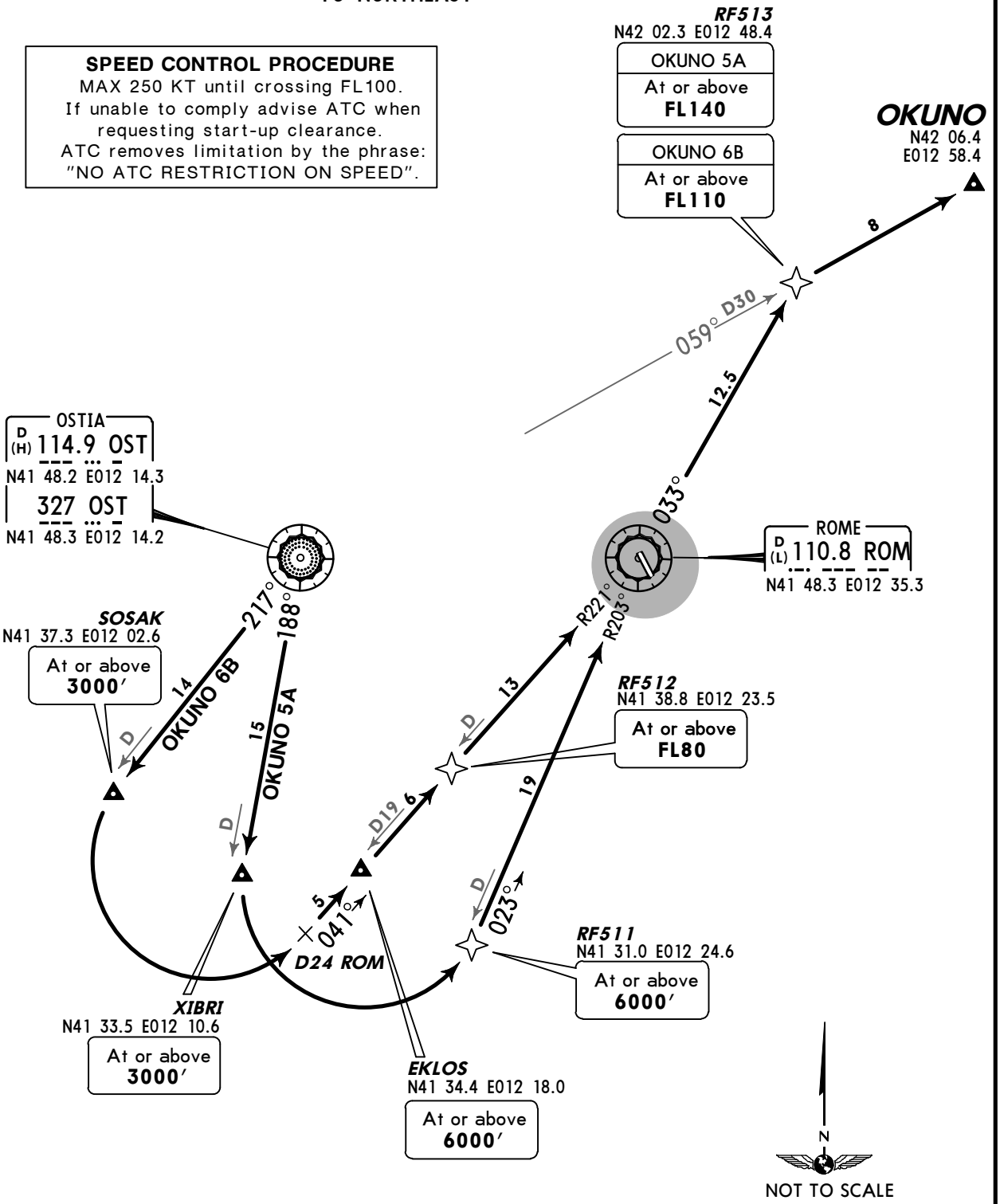
| ROMA Departure (APP) | Apt Elev |
|---|---|
| 130.9 | 427′ |

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. |

*CHANGES:* MSA.

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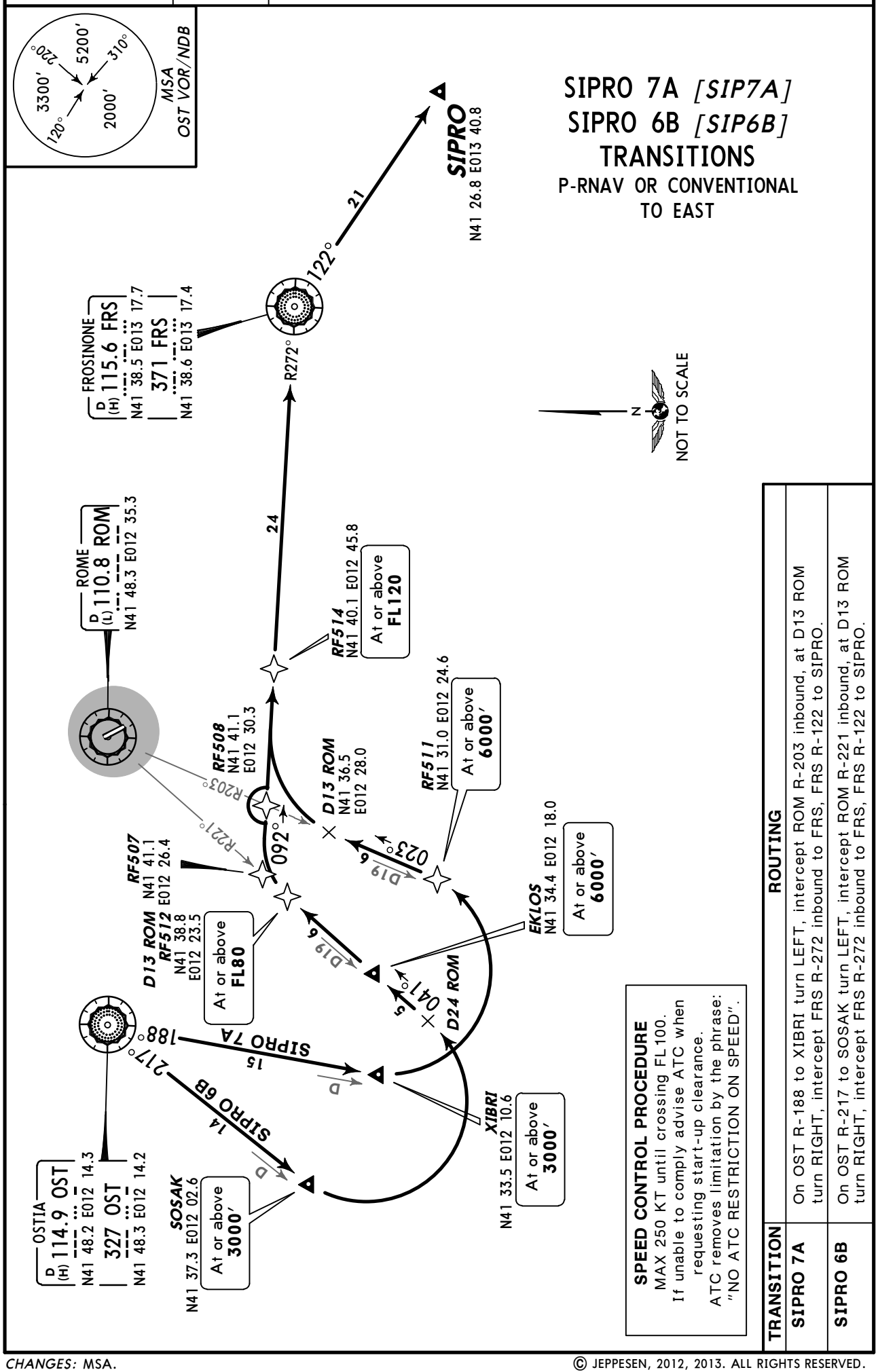
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |




| TRANSITION | ROUTING |
|---|---|
| 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. |

CHANGES: MSA.

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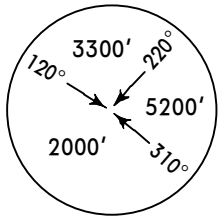
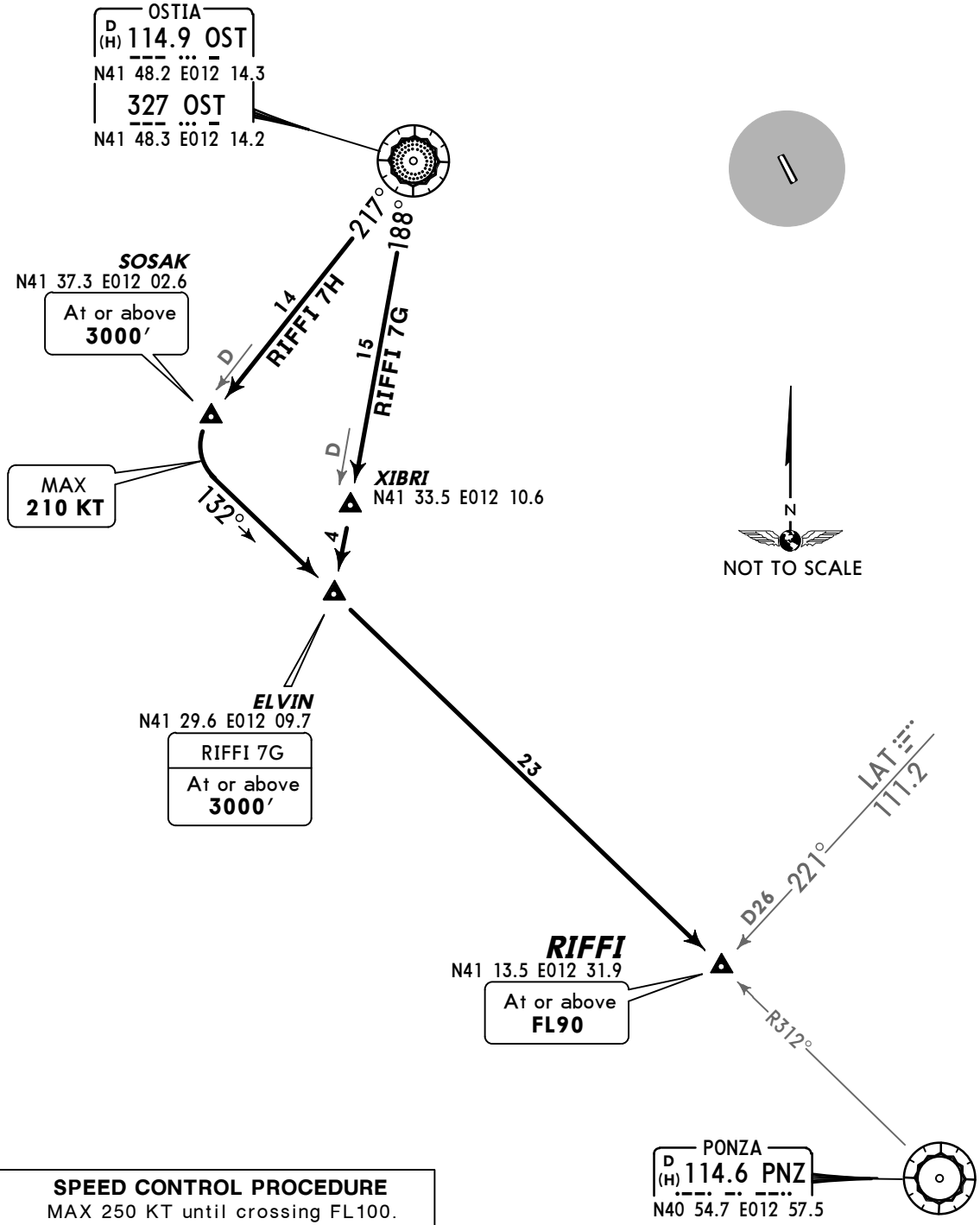
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |




MSA
OST VOR/NDB

# RIFFI 7G *[RIF7G]*, RIFFI 7H *[RIF7H]*
## TRANSITIONS
### P-RNAV OR CONVENTIONAL
### TO SOUTHEAST




**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 |
|---|---|
| **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. |

*CHANGES:* MSA established.

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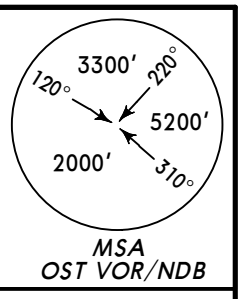
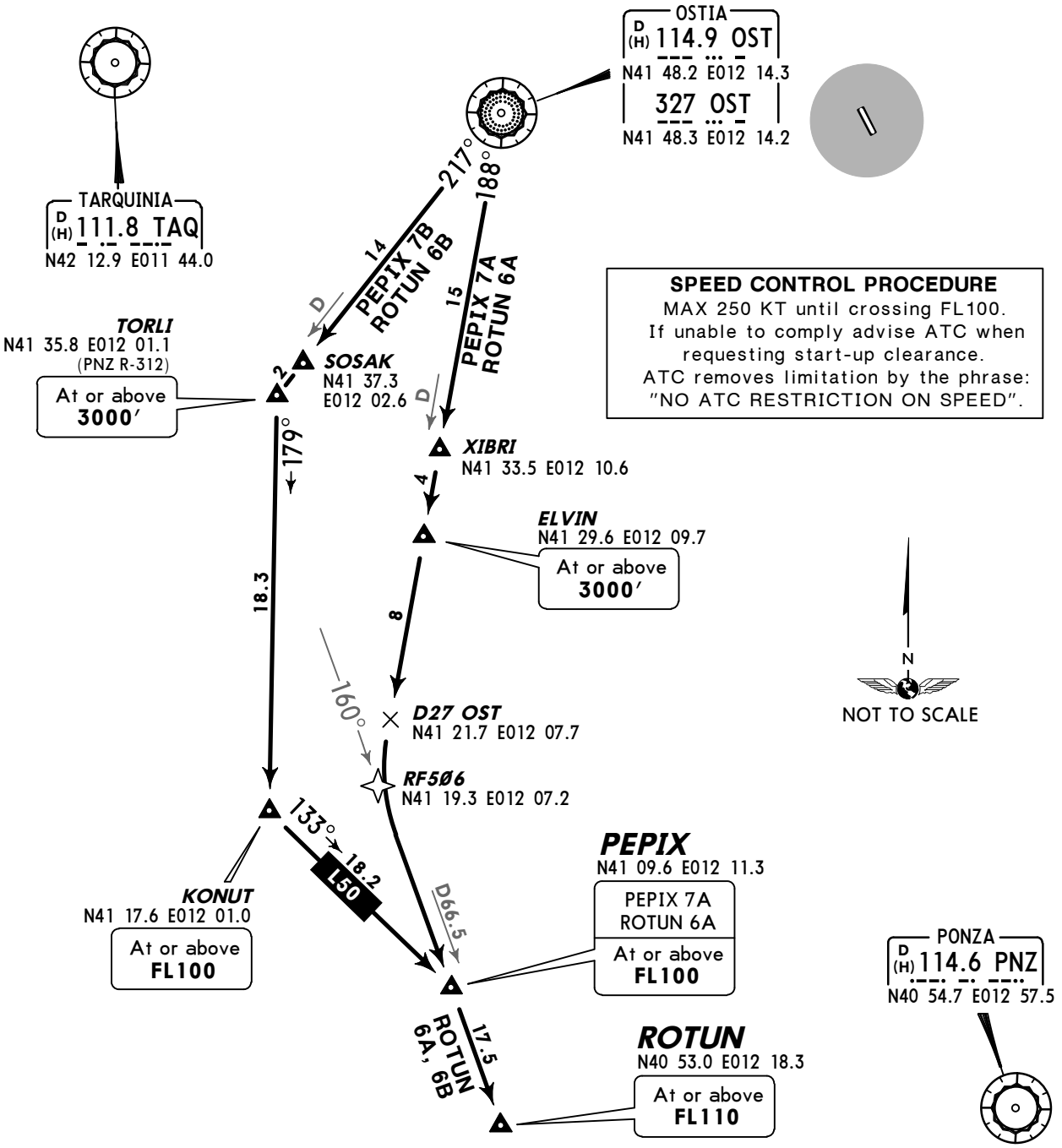
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |




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

P-RNAV OR CONVENTIONAL
TO SOUTH




**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 |
|---|---|
| **PEPIX 7A** | On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160 to PEPIX. |
| **PEPIX 7B** | On OST R-217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPIX. |
| **ROTUN 6A** | On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160 via PEPIX to ROTUN. |
| **ROTUN 6B** | On OST R-217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPIX, turn RIGHT, intercept TAQ R-160 to ROTUN. |

*CHANGES:* MSA established.

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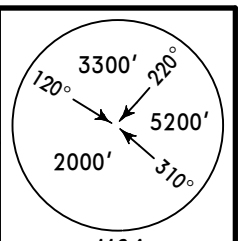
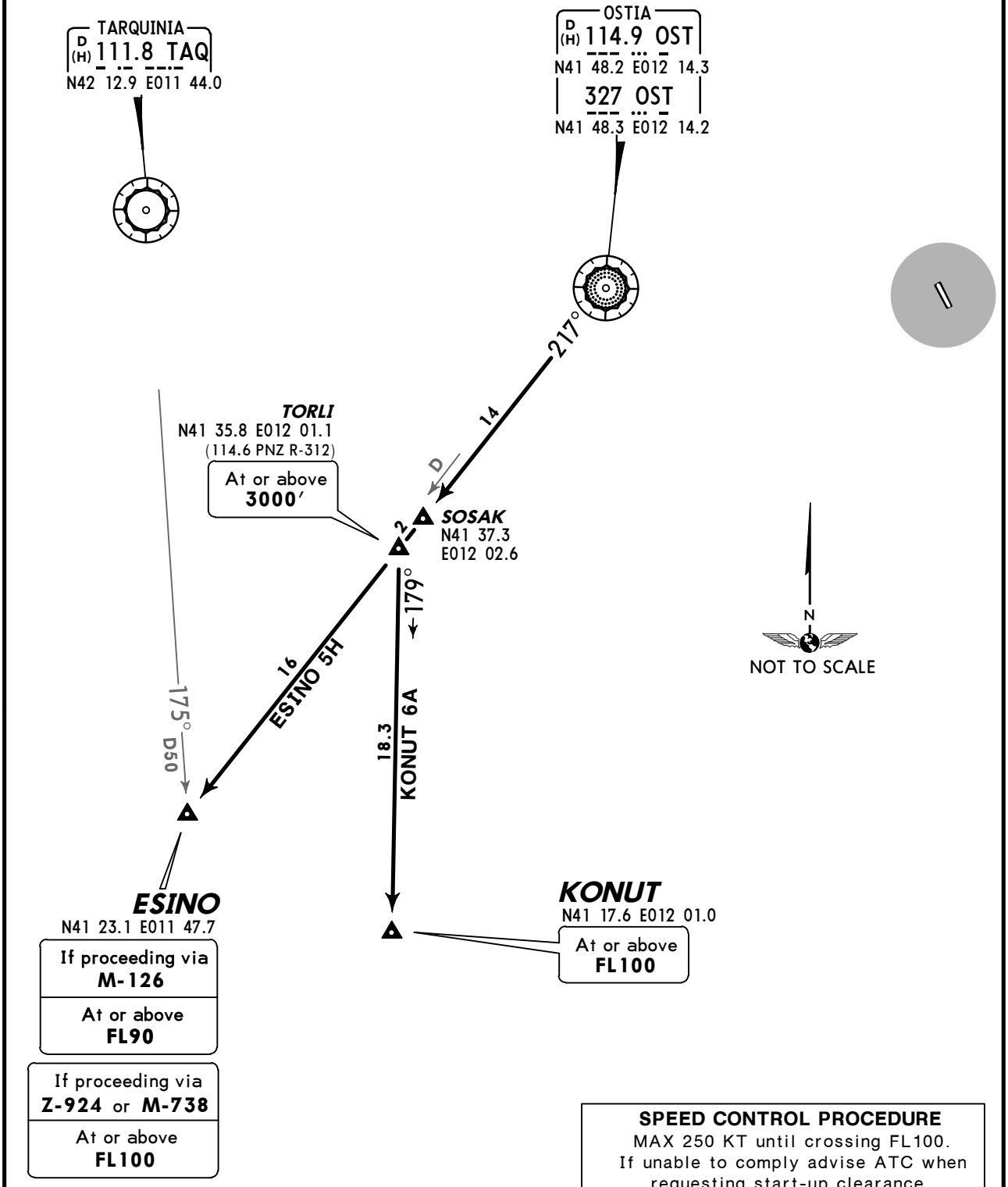
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |




MSA
OST VOR/NDB

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




**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. |

*CHANGES:* MSA established.

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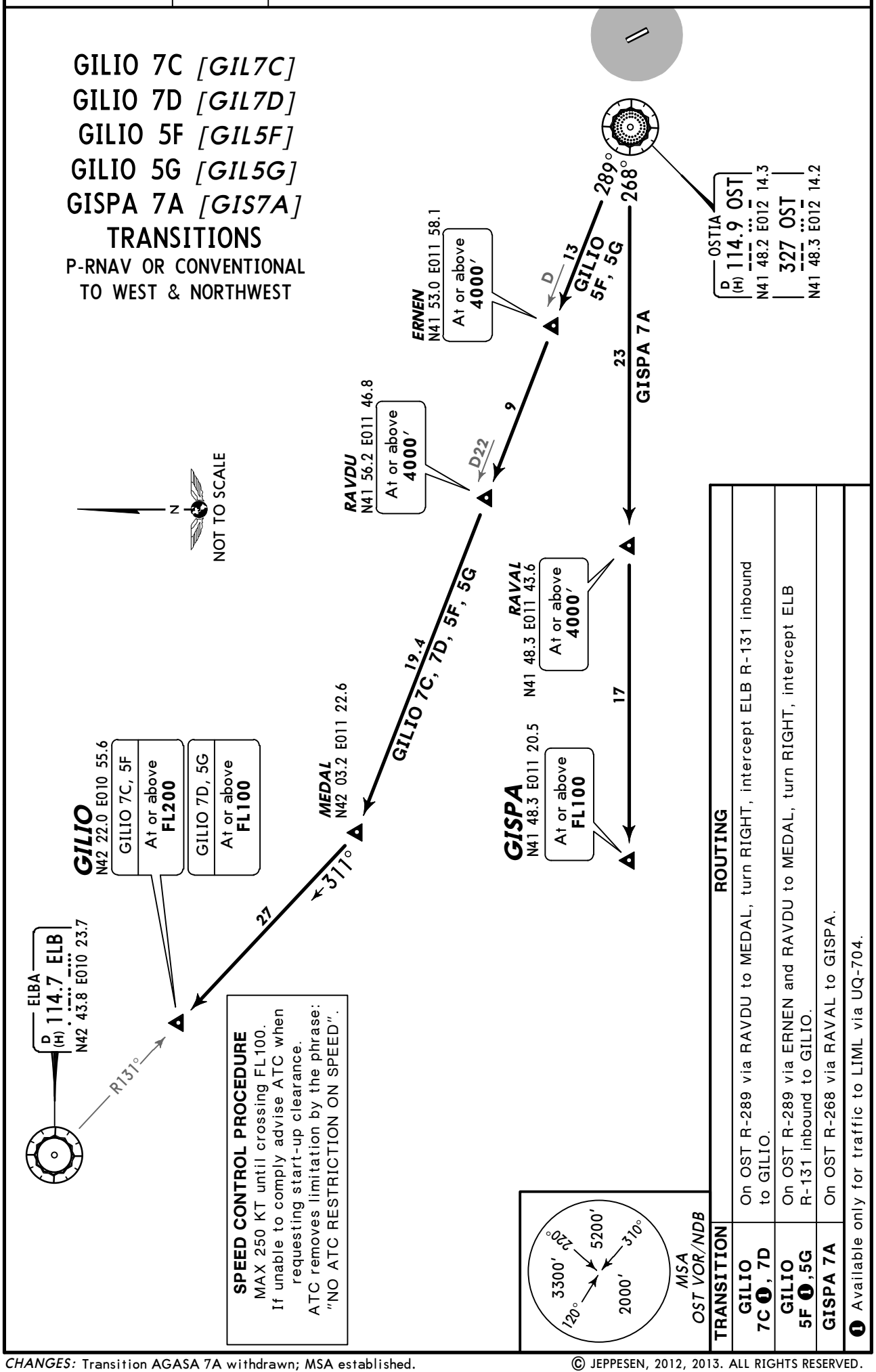
| ROMA Departure (APP) | Apt Elev | |
|---|---|---|
| 130.9 | 427′ | Trans level: By ATC Trans alt: 6000′<br>1. Transitions include noise abatement routings.<br>2. Transitions will be supplemented by altitude and/or flight level restrictions. |




*CHANGES:* Transition AGASA 7A withdrawn; MSA established.

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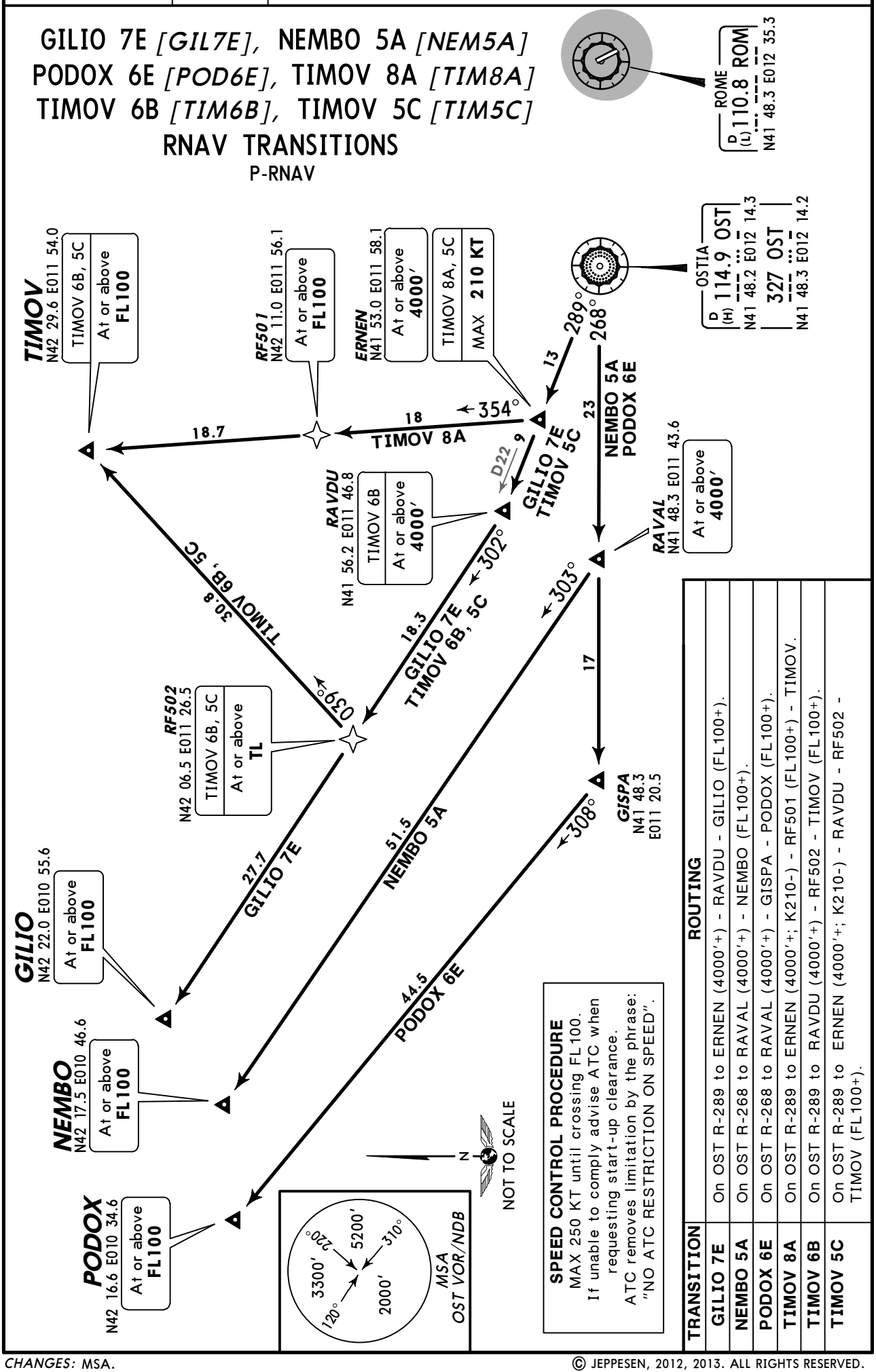
| ROMA Departure (APP) | Apt Elev |
|---|---|
| 130.9 | 427′ |

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




| TRANSITION | ROUTING |
|---|---|
| GILIO 7E | On OST R-289 to ERNEN (4000′+) - RAVDU - GILIO (FL100+). |
| NEMBO 5A | On OST R-268 to RAVAL (4000′+) - NEMBO (FL100+). |
| PODOX 6E | On OST R-268 to RAVAL (4000′+) - GISPA - PODOX (FL100+). |
| TIMOV 8A | On OST R-289 to ERNEN (4000′+; K210-) - RF501 (FL100+) - TIMOV. |
| TIMOV 6B | On OST R-289 to RAVDU (4000′+) - RF502 - TIMOV (FL100+). |
| TIMOV 5C | On OST R-289 to ERNEN (4000′+; K210-) - RAVDU - RF502 - TIMOV (FL100+). |

*CHANGES:* MSA.

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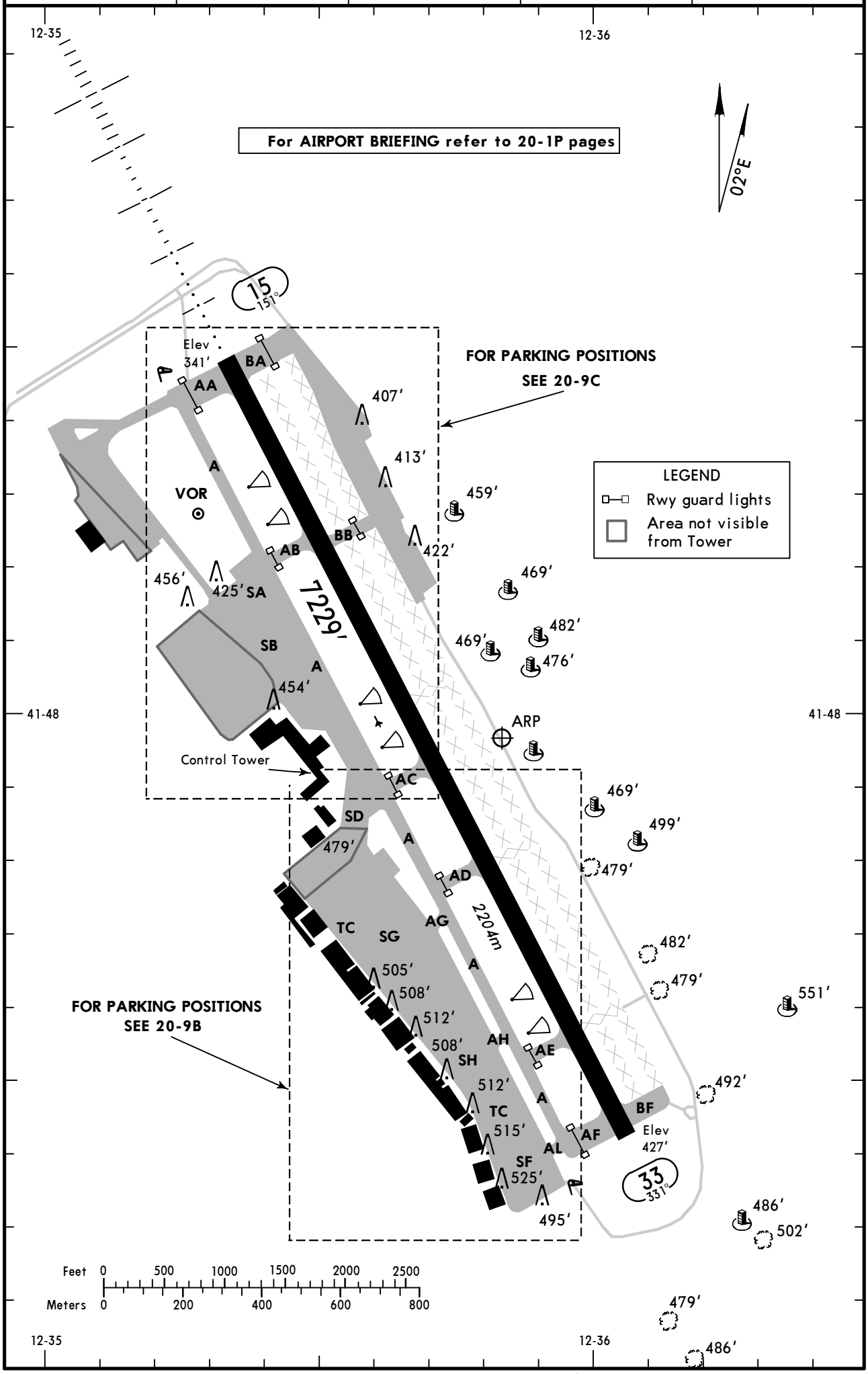
| *CIAMPINO Delivery | Apron | Ground | Tower | | ROMA Departure |
|---|---|---|---|---|---|
| 119.4 | 131.5 | 121.75 | 122.1 | 120.5 | 130.9 |




CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 15 | HIRL HIALS REIL PAPI-R (3.0°) | RVR | | 6245' *1904m* | | 154' *47m* |
| 33 | HIRL HIALS ❶REIL PAPI (3.5°) | RVR | | | | |
| | | | | | | |
| | | | | | | |

❶ 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 B C D | *400m* | | *500m* |

*CHANGES:* Coordinates.

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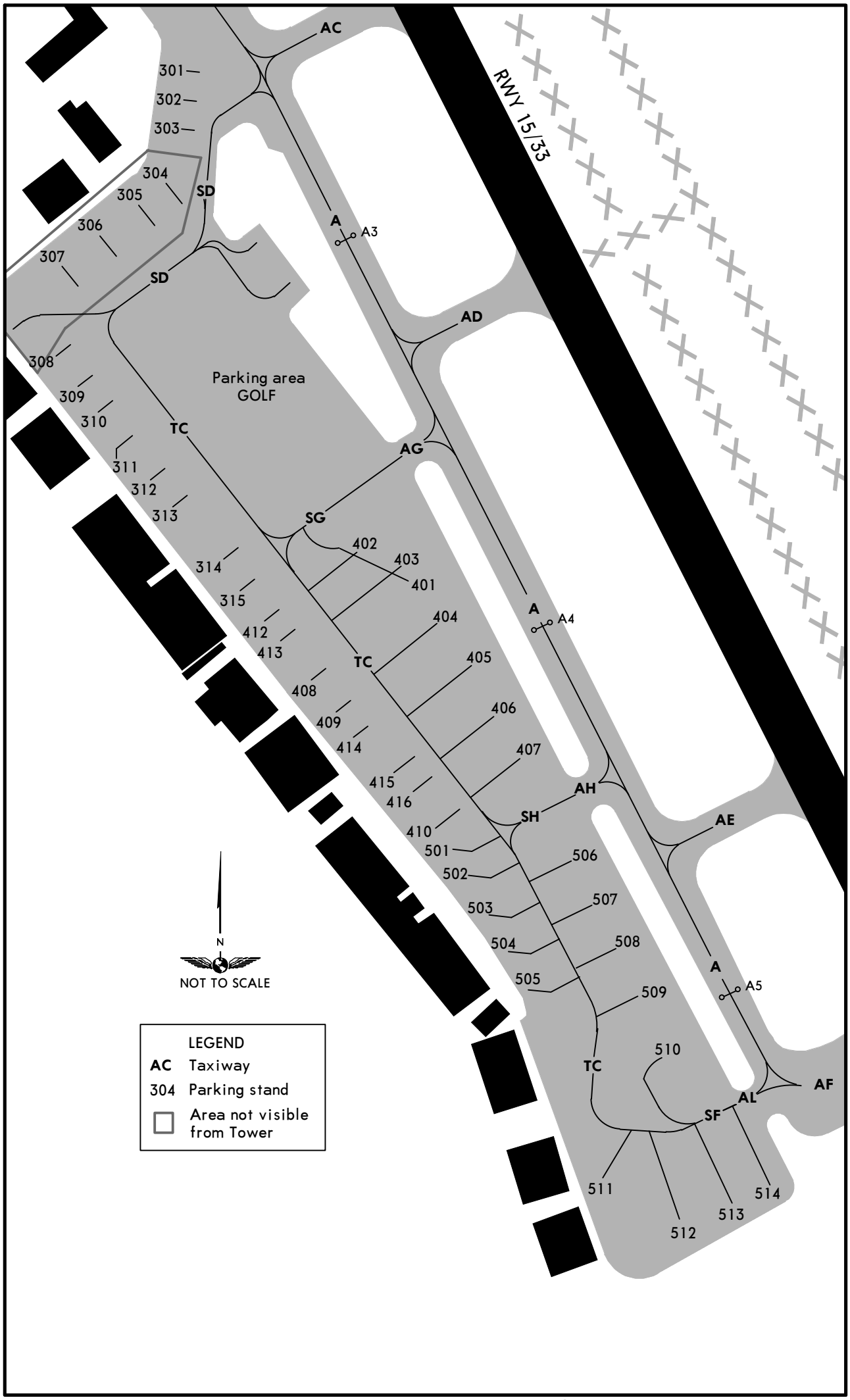


*CHANGES:* Intermediate holding points.

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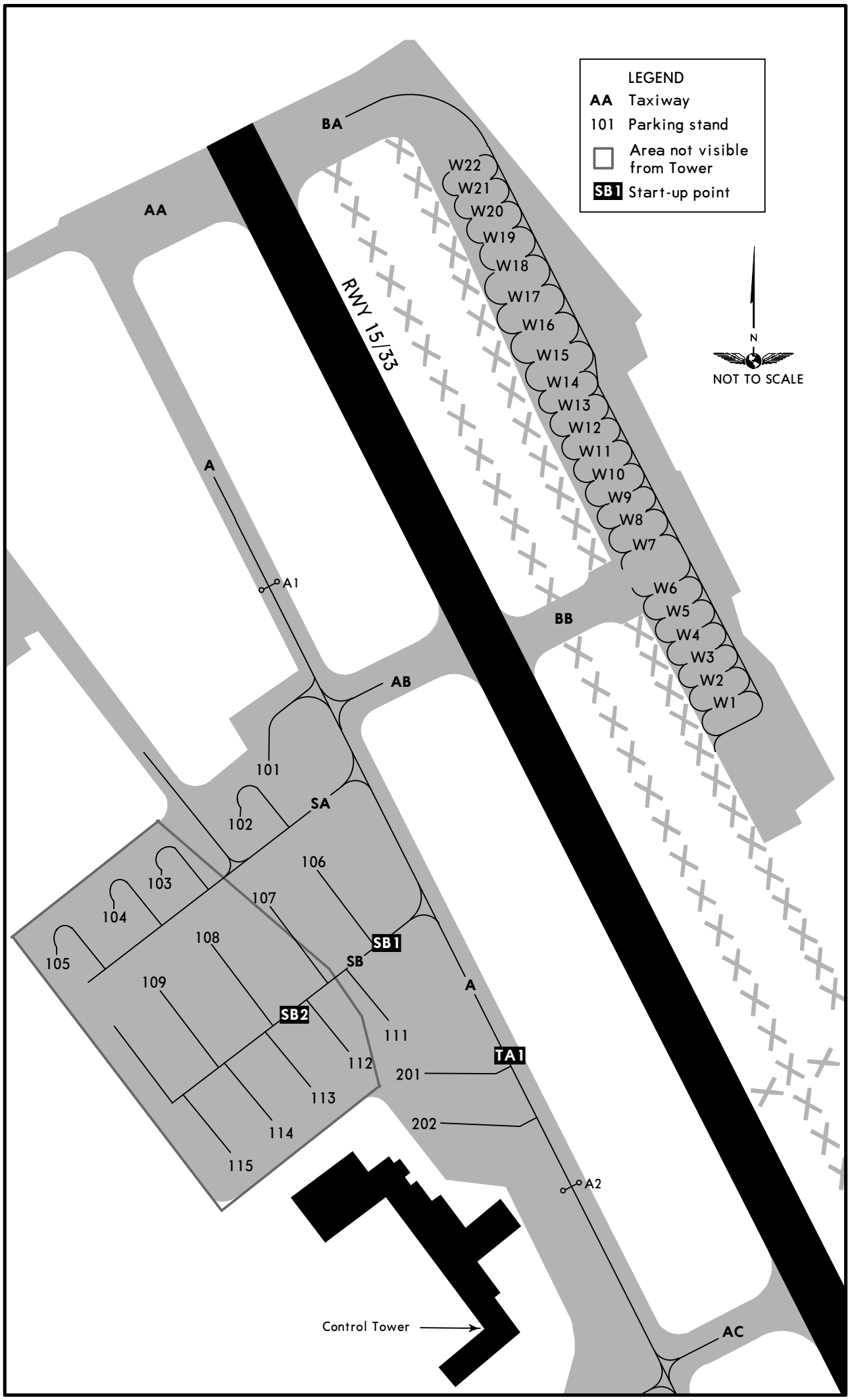


*CHANGES:* Start-up points.

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BRIEFING STRIP

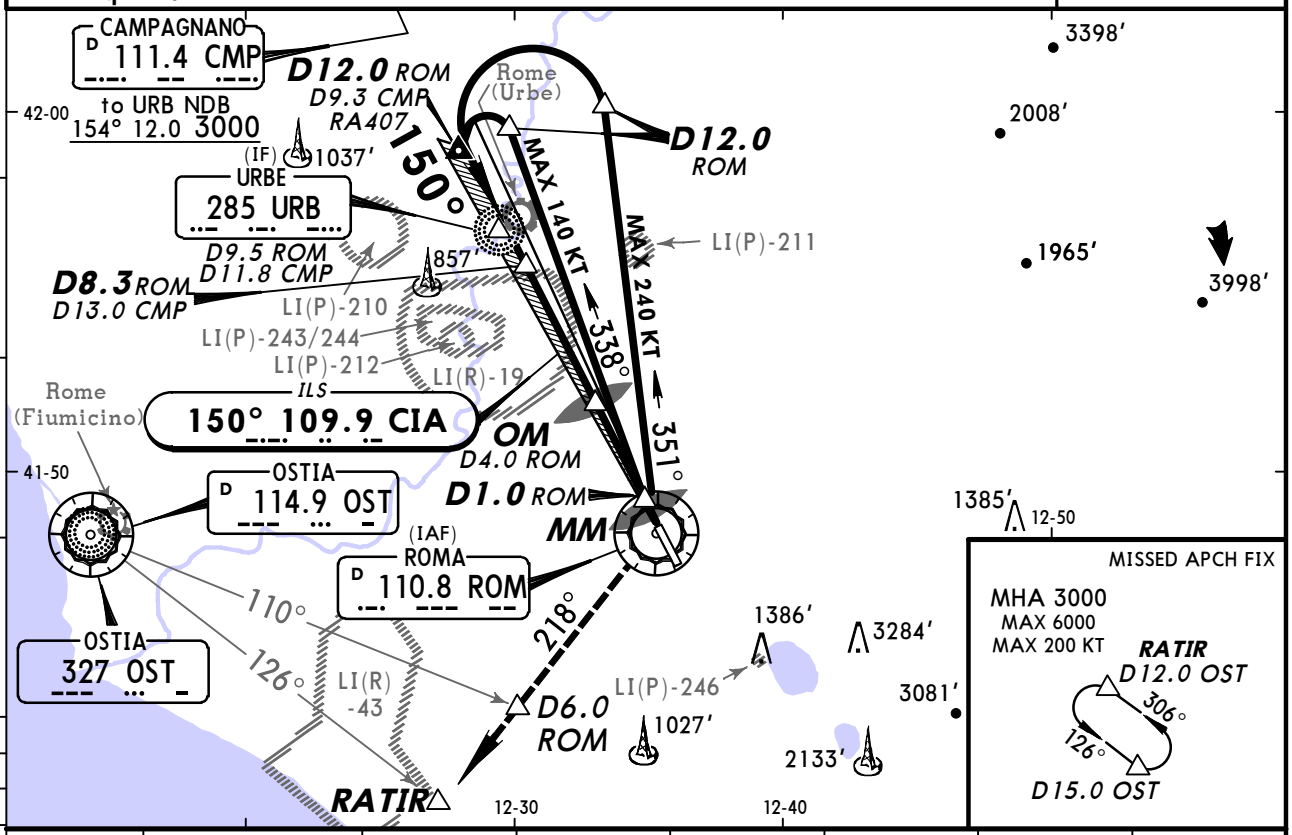
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

| LOC CIA | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 427' |
|---|---|---|---|---|
| 109.9 | 150° | 1625' (1284') | Refer to Minimums | RWY 341' |

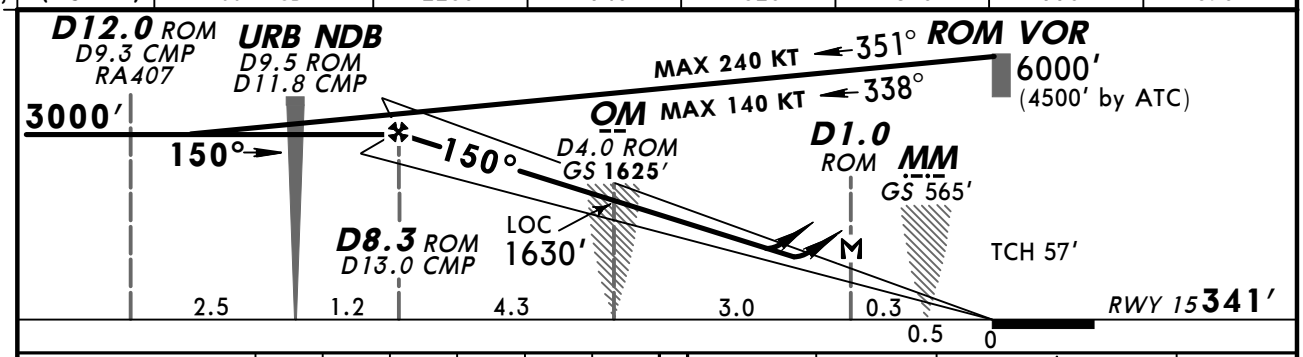
**MISSED APCH:** Continue rwy heading climbing to 3000'. At 750' turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR (290° OST NDB) at 2000' or above, then proceed to RATIR.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'
**DME required.**

MSA ROM VOR: 175° 8100'; 270° 7100'; 045° 3800'




| LOC (GS out) | ROM DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2260' | 1940' | 1620' | 1310' | 990' | 670' |




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

HIALS REIL PAPI

750' ↑ RATIR RT on ROM 110.8 R-218 185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

| ILS DA(H) | A: 700' (359') | C: 720' (379') |
|---|---|---|
| | B: 710' (369') | D: 730' (389') |

LOC (GS out) DA(H) 750' (409')

| | FULL/Limited | ALS out | | ALS out |
|---|---|---|---|---|
| A | RVR 900m | RVR 1500m | RVR 1200m | RVR 1500m |
| B | RVR 1000m | | | |
| C | | RVR 1700m | | RVR 1900m |
| D | RVR 1100m | RVR 1800m | | |

CIRCLE-TO-LAND [1]
Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100' (673') | 1500m |
| 135 | 1200' (773') | 1600m |
| 180 | 1700' (1273') | 2400m |
| 205 | 1830' (1403') | 3600m |

PANS OPS

[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.

*CHANGES:* Initial apch alt.

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BRIEFING STRIP

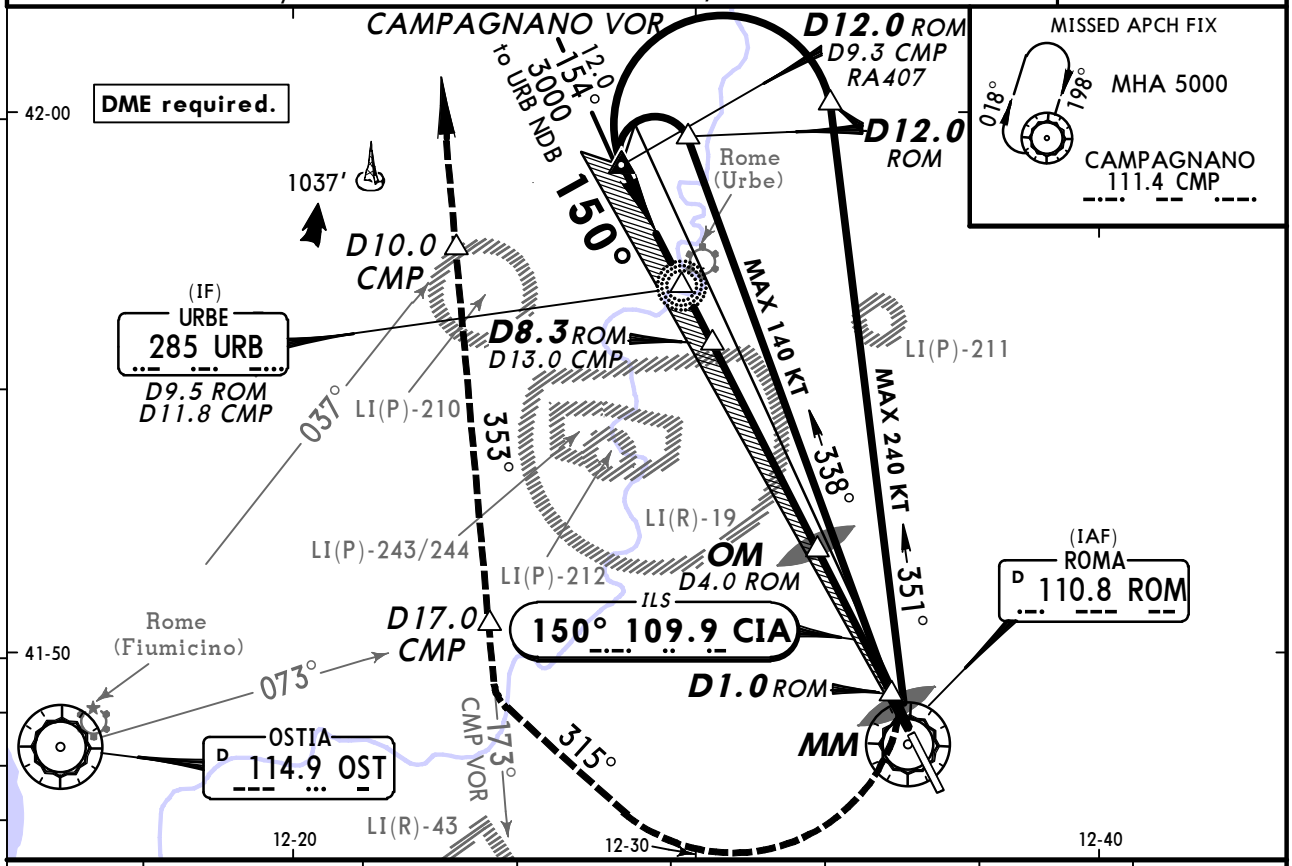
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

| LOC CIA 109.9 | Final Apch Crs 150° | GS OM 1625′ (1284′) | ILS DA(H) Refer to Minimums | Apt Elev 427′ RWY 341′ |
|---|---|---|---|---|

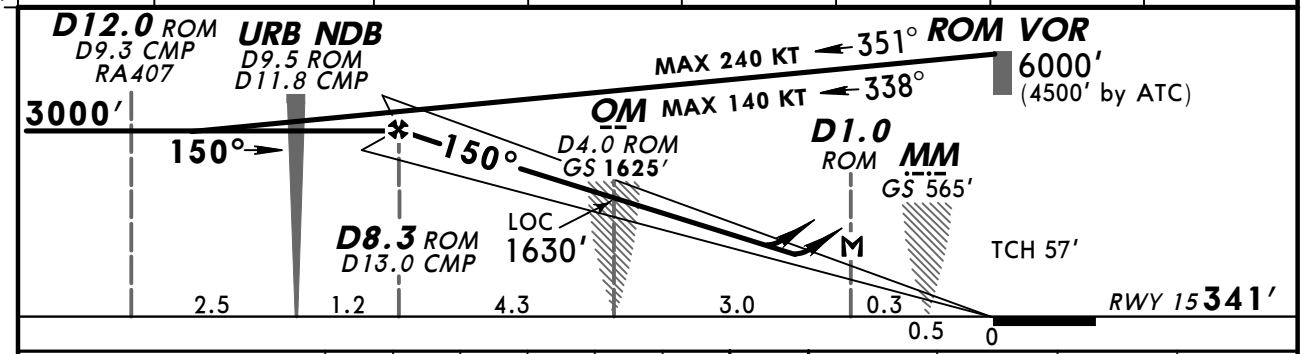
**MISSED APCH:** Continue rwy heading climbing to 5000′. At 750′ turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR.

Alt Set: hPa  Rwy Elev: 12 hPa  Trans level: By ATC  Trans alt: 6000′

MSA ROM VOR: 175° 8100′; 270° 7100′; 045° 3800′




| LOC (GS out) | ROM DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2260′ | 1940′ | 1620′ | 1310′ | 990′ | 670′ |




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

HIALS REIL PAPI

750′ ↑ | 315° RT | 185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

ILS DA(H) A: 700′(359′) B: 710′(369′) C: 720′(379′) D: 730′(389′)

LOC (GS out) DA(H) 750′(409′)

| | FULL/Limited | ALS out | | ALS out |
|---|---|---|---|---|
| A | RVR 900m | RVR 1500m | RVR 1200m | RVR 1500m |
| B | RVR 1000m | | | |
| C | | RVR 1700m | | RVR 1900m |
| D | RVR 1100m | RVR 1800m | | |

CIRCLE-TO-LAND 1

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 180 | 1700′ (1273′) | 2400m |
| 205 | 1830′ (1403′) | 3600m |

PANS OPS

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.

*CHANGES:* Initial apch alt.

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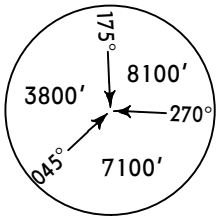
BRIEFING STRIP ™

| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

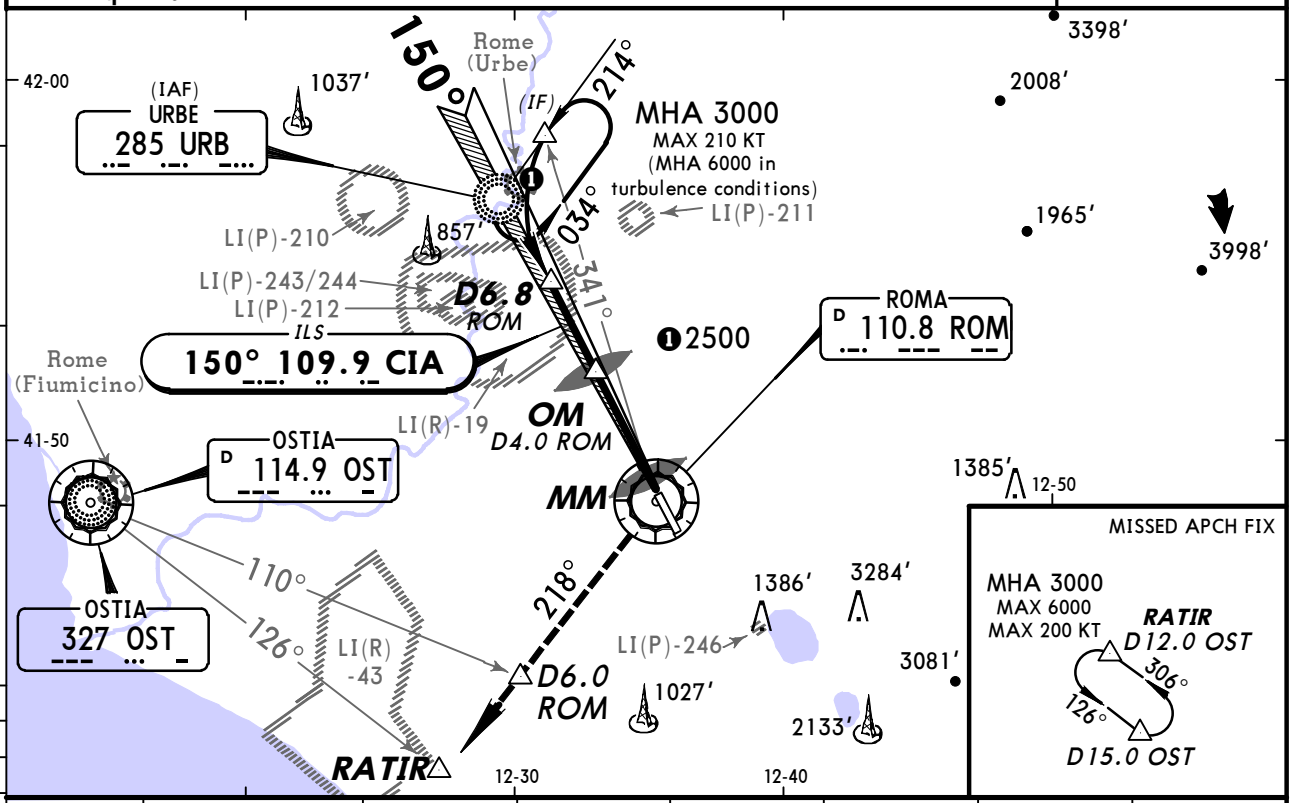
| LOC CIA | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| 109.9 | 150° | 1625′ (1284′) | Refer to Minimums | RWY 341′ |

**MISSED APCH:** Continue rwy heading climbing to 3000′. At 750′ turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/R-110 OST VOR (290° OST NDB) at 2000′ or above, then proceed to RATIR.

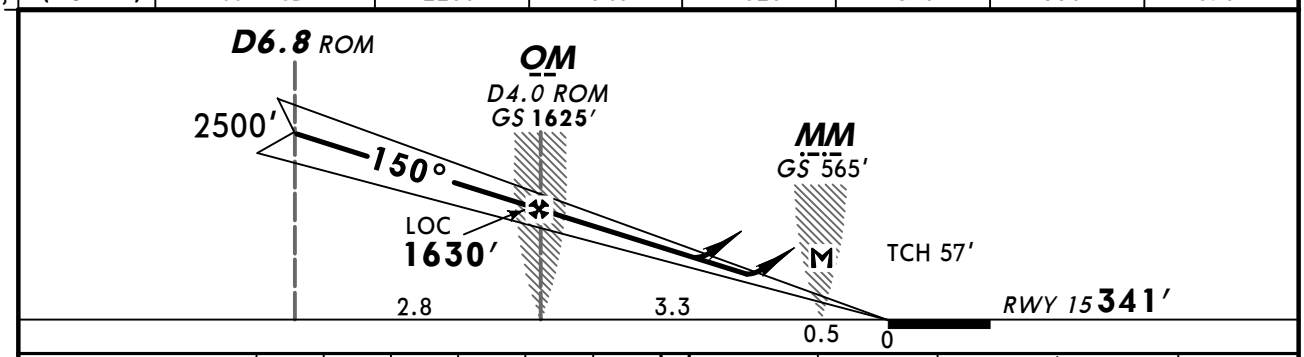



MSA
ROM VOR

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
**DME required.**




| LOC (GS out) | ROM DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2260′ | 1940′ | 1620′ | 1310′ | 990′ | 670′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Desc Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM | | | | | | |

HIALS
REIL PAPI

750′

RATIR RT on ROM 110.8 R-218

185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

| ILS DA(H) | | LOC (GS out) DA(H) 750′ (409′) | |
|---|---|---|---|
| A: 700′ (359′) | C: 720′ (379′) | | |
| B: 710′ (369′) | D: 730′ (389′) | | |
| FULL/Limited | ALS out | | ALS out |
| A RVR 900m | RVR 1500m | RVR 1200m | RVR 1500m |
| B RVR 1000m | | | |
| C | RVR 1700m | | RVR 1900m |
| D RVR 1100m | RVR 1800m | | |

CIRCLE-TO-LAND 1
Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 180 | 1700′ (1273′) | 2400m |
| 205 | 1830′ (1403′) | 3600m |

PANS OPS

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.

*CHANGES:* Note added. OM fix.

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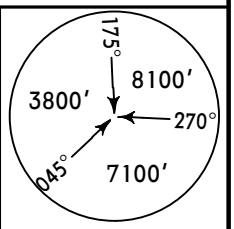
BRIEFING STRIP

| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

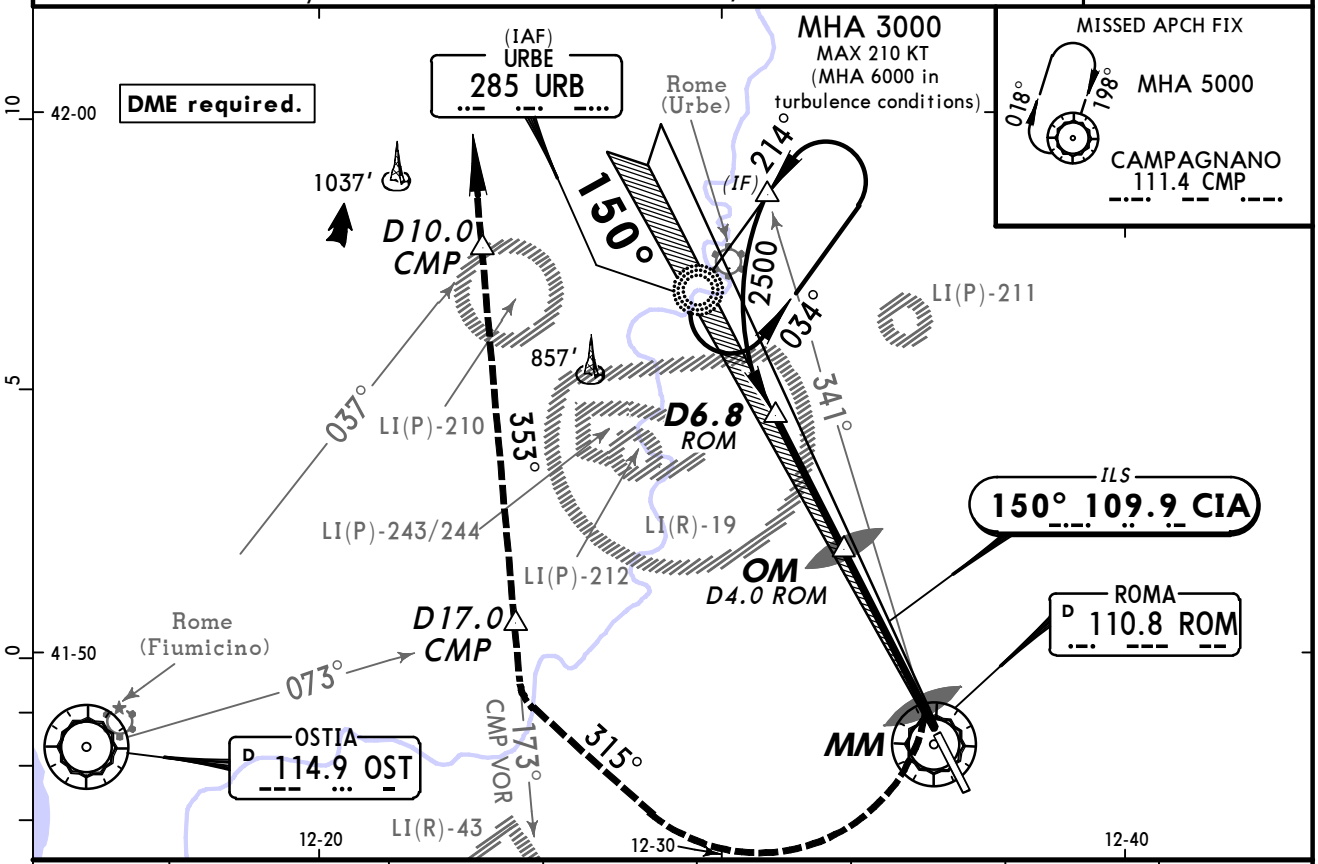
| LOC CIA | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 427' |
|---|---|---|---|---|
| 109.9 | 150° | 1625' (1284') | Refer to Minimums | RWY 341' |

**MISSED APCH:** Continue rwy heading climbing to 5000'. At 750' turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.

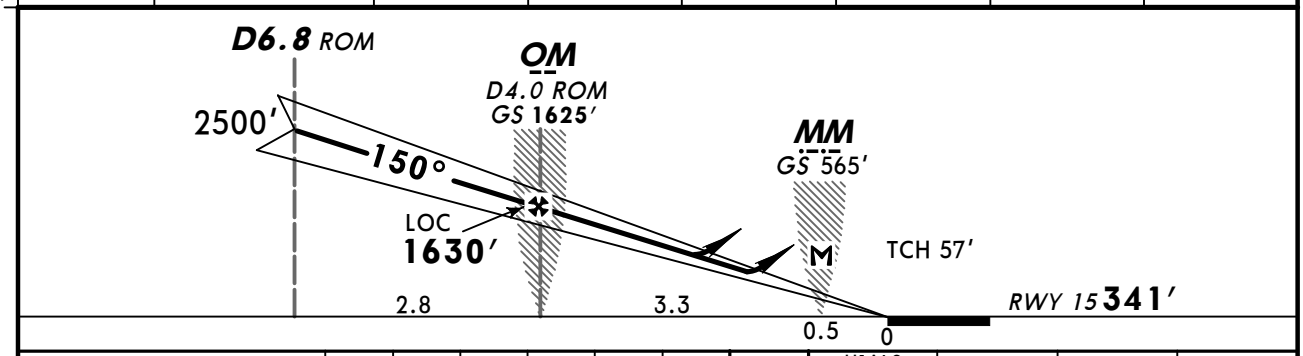
Alt Set: hPa  Rwy Elev: 12 hPa  Trans level: By ATC  Trans alt: 6000'




MSA
ROM VOR




| LOC (GS out) | ROM DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2260' | 1940' | 1620' | 1310' | 990' | 670' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM | | | | | | | |

HIALS REIL PAPI

750' ↑  315° RT  185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

| | ILS DA(H) | LOC (GS out) DA(H) |
|---|---|---|
| | A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389') | 750' (409') |

| | FULL/Limited | ALS out | | ALS out |
|---|---|---|---|---|
| A | RVR 900m | RVR 1500m | RVR 1200m | RVR 1500m |
| B | RVR 1000m | | | |
| C | | RVR 1700m | | RVR 1900m |
| D | RVR 1100m | RVR 1800m | | |

CIRCLE-TO-LAND [1]

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100' (673') | 1500m |
| 135 | 1200' (773') | 1600m |
| 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.

PANS OPS

*CHANGES:* Note added. OM fix.

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BRIEFING STRIP ™

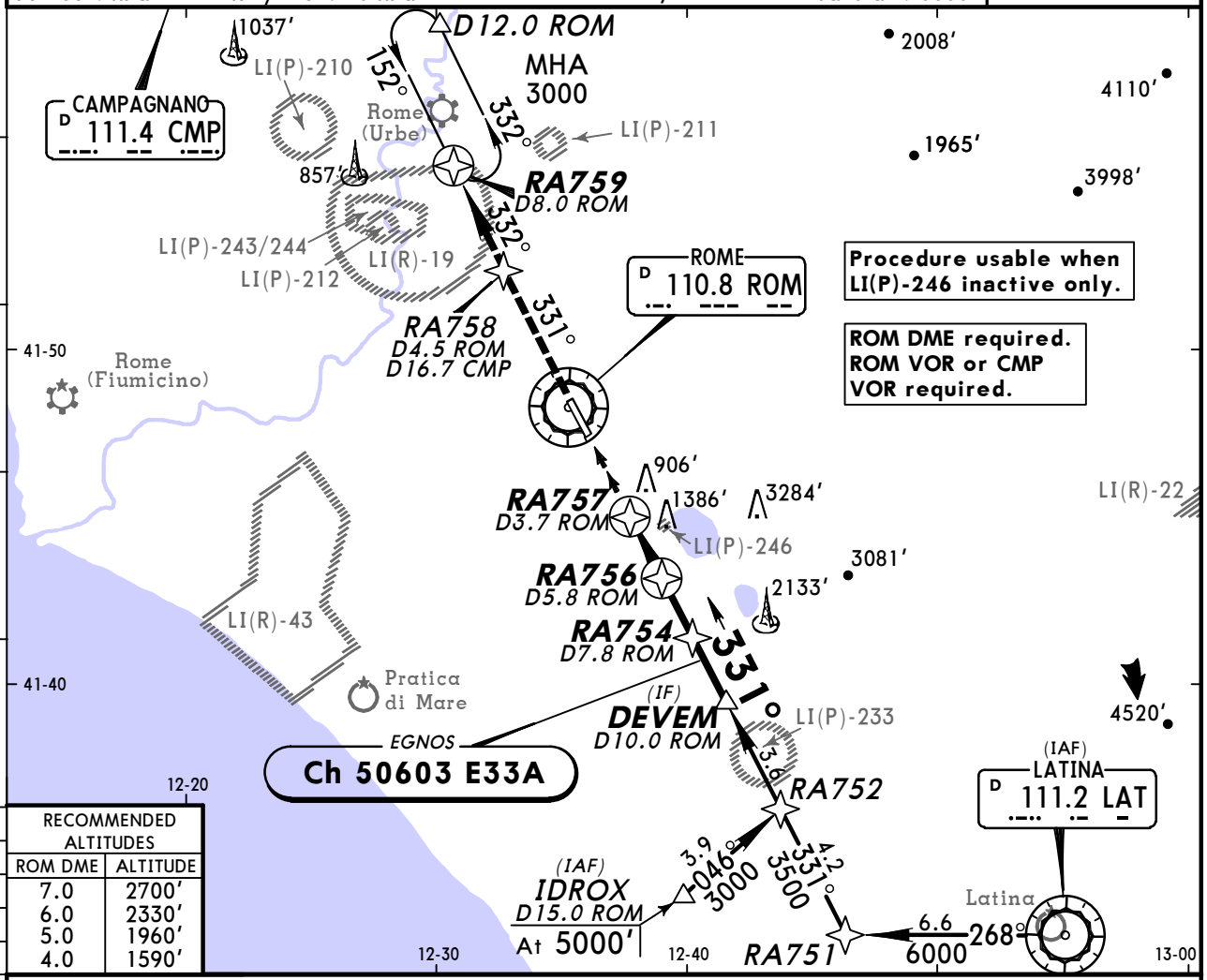
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

| EGNOS | Final Apch Crs | Minimum Alt | LPV DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| Ch 50603 E33A | 331° | DEVEM 3000′ (2574′) | Refer to Minimums | RWY 426′ |

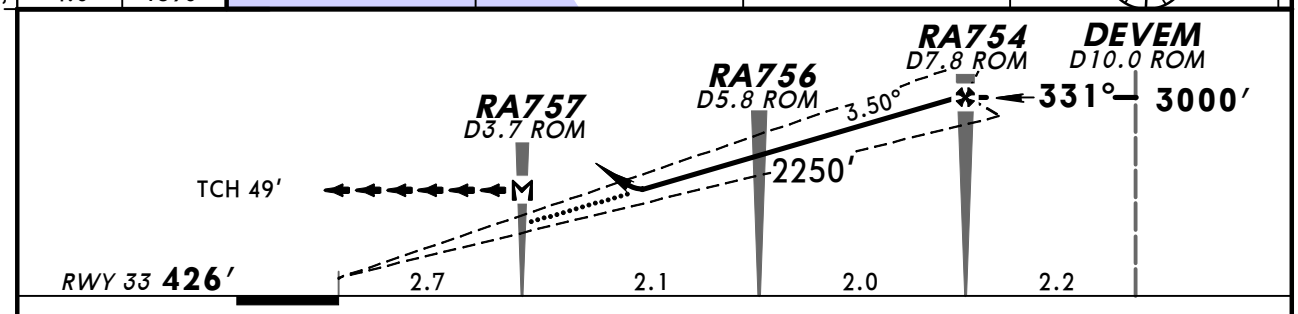
**MISSED APCH:** Climb on rwy heading to 3000′. At RA758 turn RIGHT onto 332° bound to RA759.

Alt Set: hPa | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 6000′

MSA ROM VOR: 175° 8100′; 270° 7100′; 045° 3800′




| RECOMMENDED ALTITUDES | |
|---|---|
| ROM DME | ALTITUDE |
| 7.0 | 2700′ |
| 6.0 | 2330′ |
| 5.0 | 1960′ |
| 4.0 | 1590′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | 991 |
| MAP at RA757/D3.7 ROM | | | | | | | |

HIALS
REIL
PAPI

3000′ on 331°

**Standard** STRAIGHT-IN LANDING RWY 33

| | LPV | | LNAV |
|---|---|---|---|
| DA(H) | A: 920′ (494′) C: 940′ (514′) | | DA(H) 1490′ (1064′) |
| | B: 930′ (504′) D: 950′ (524′) | | |
| | ALS out | | ALS out |
| A | RVR 1500m | | RVR 1500m |
| B | | | |
| C | CMV 2100m | CMV 2400m | CMV 2400m |
| D | CMV 2200m | | |

CIRCLE-TO-LAND
Not authorized
East of runway

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1510′ (1083′) | 1500m |
| 135 | 1510′ (1083′) | 1600m |
| 180 | 1800′ (1373′) | 2400m |
| 205 | 1870′ (1443′) | 3600m |

PANS OPS

CHANGES: New procedure.

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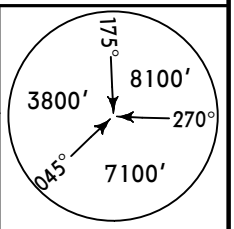
BRIEFING STRIP

| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

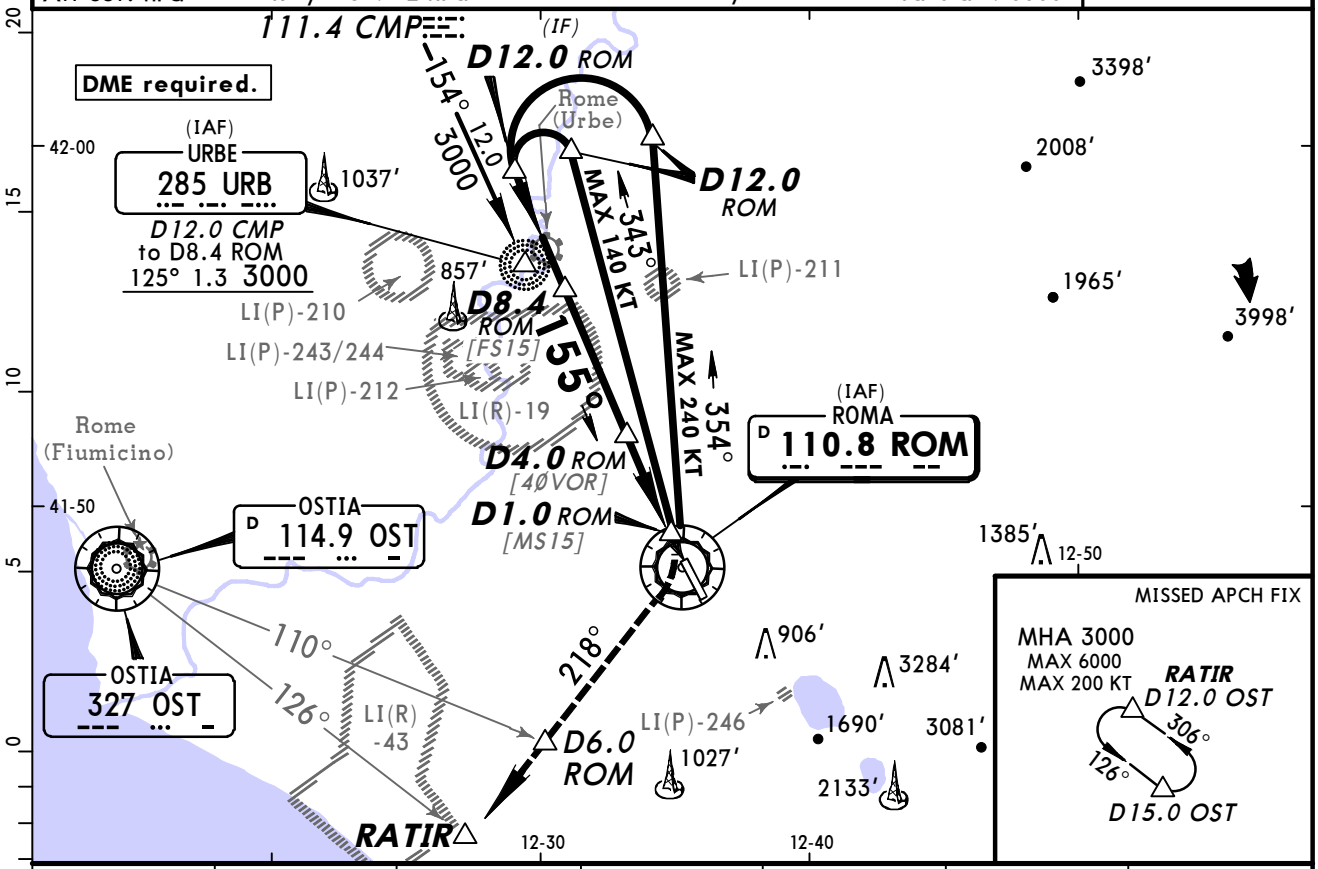
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| ROM 110.8 | 155° | D8.4 ROM 3000′ (2659′) | 750′ (409′) | RWY 341′ |

**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.

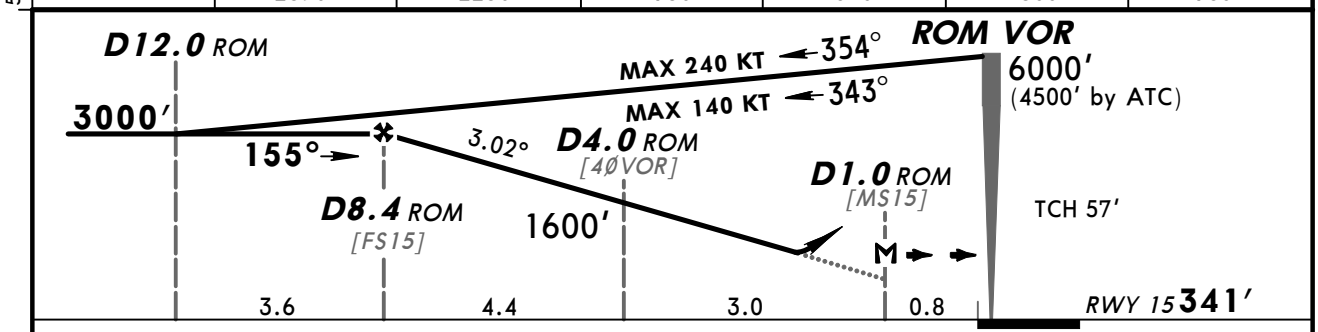
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 6000′




MSA
ROM VOR




| ROM DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2570′ | 2250′ | 1930′ | 1610′ | 1300′ | 980′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at D1.0 ROM | | | | | | |

HIALS
REIL
PAPI

as soon as possible

RATIR RT on ROM 110.8 R-218

185 KT MAX

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 15

DA(H) 750′ (409′)

| | | ALS out |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | RVR 1900m |
| D | | |

CIRCLE-TO-LAND 1

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 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.

*CHANGES:* Initial apch alt.

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BRIEFING STRIP

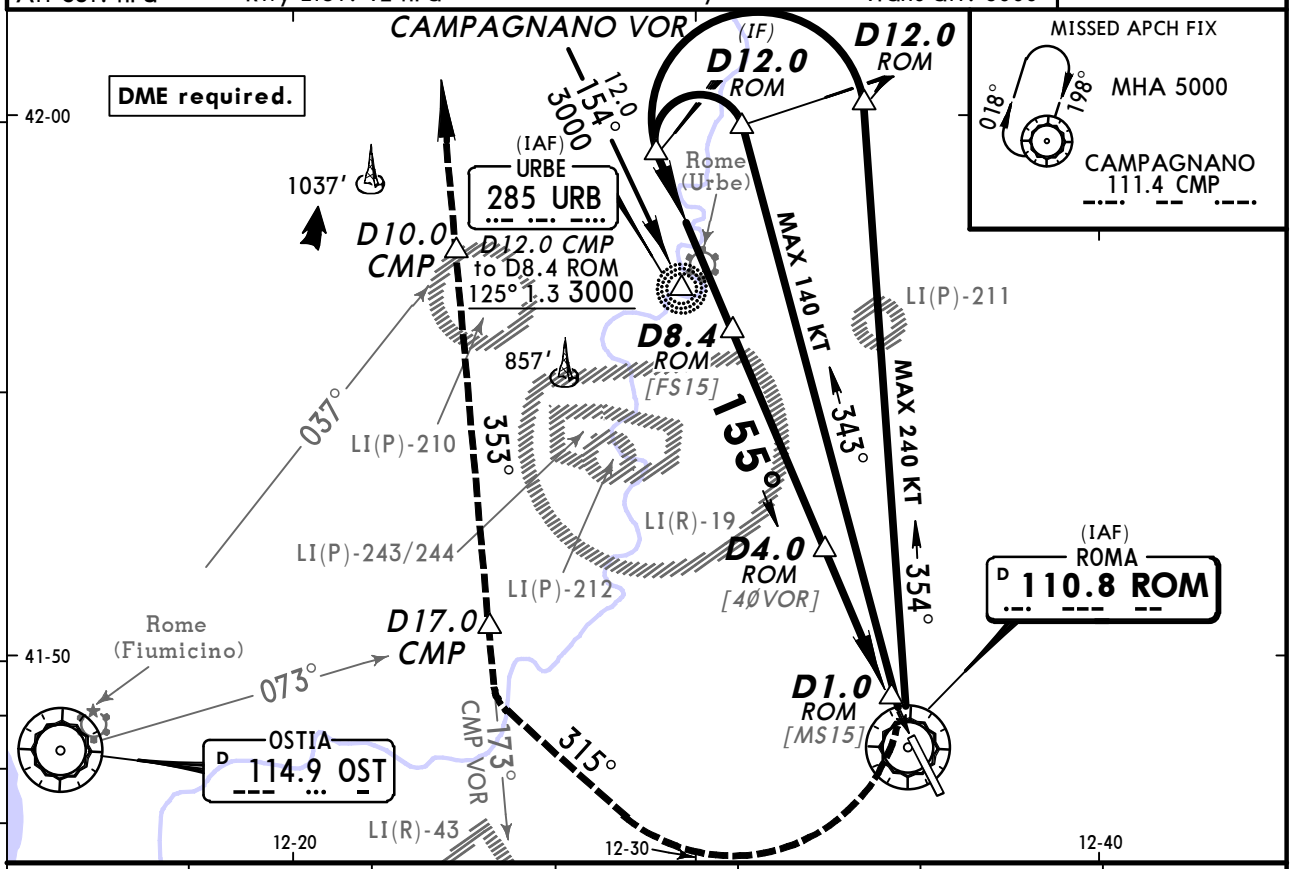
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| ROM 110.8 | 155° | D8.4 ROM 3000′ (2659′) | 750′ (409′) | RWY 341′ |

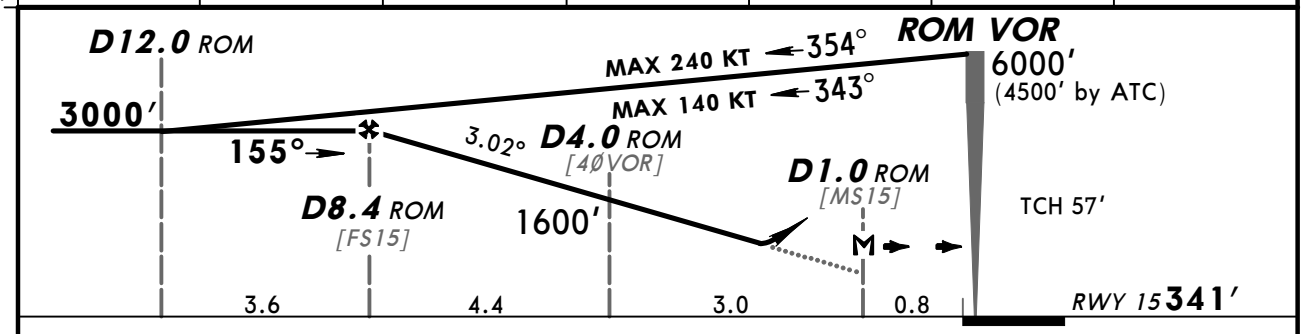
**MISSED APCH:** As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR. Do not turn before passing MAP.

Alt Set: hPa  Rwy Elev: 12 hPa  Trans level: By ATC  Trans alt: 6000′

MSA ROM VOR: 175° 8100′; 270° 7100′; 045° 3800′




| ROM DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2570′ | 2250′ | 1930′ | 1610′ | 1300′ | 980′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at D1.0 ROM | | | | | | | |

HIALS REIL PAPI | as soon as possible | 315° RT | 185 KT MAX

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 15

DA(H) 750′ (409′)

| | | ALS out |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | RVR 1900m |
| D | | |

CIRCLE-TO-LAND [1]

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 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.

*CHANGES:* Initial apch alt.

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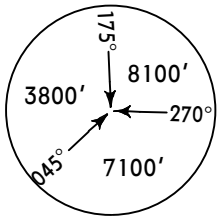
BRIEFING STRIP ™

| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

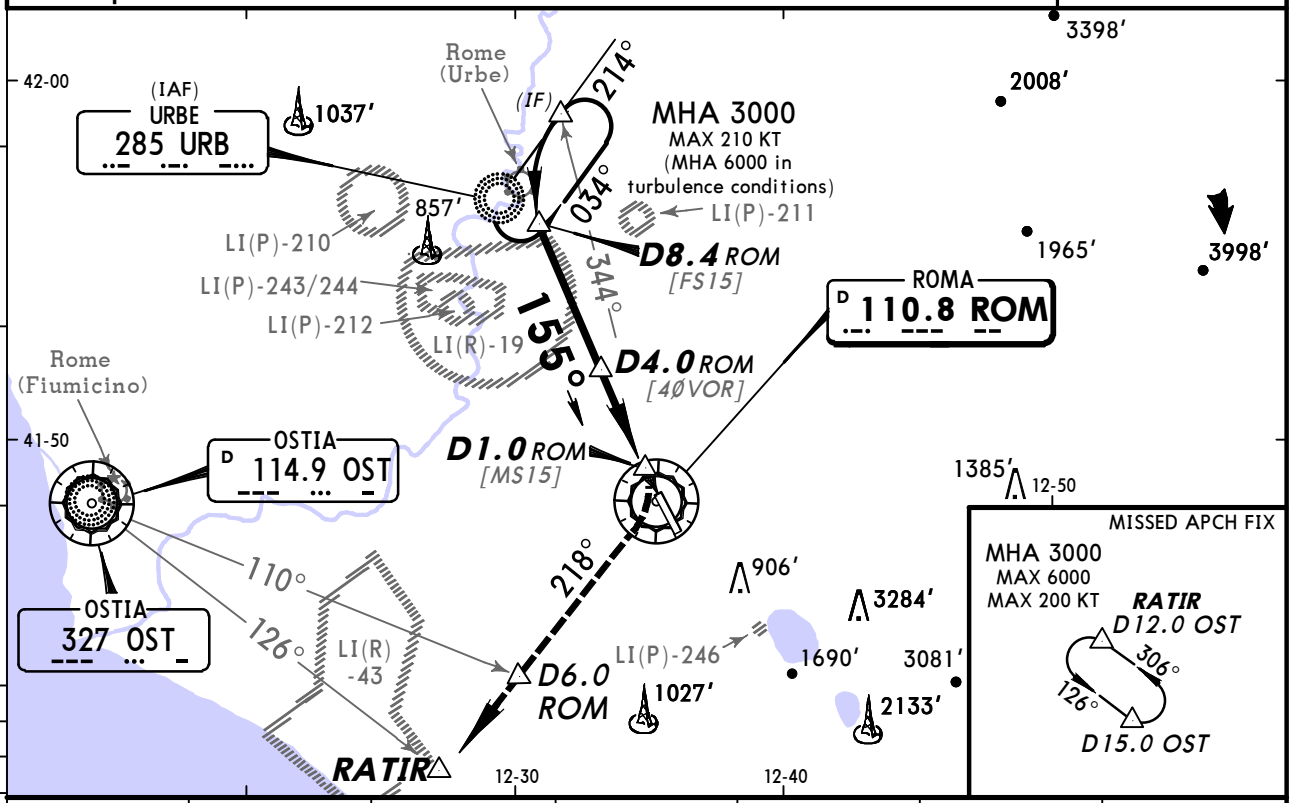
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| ROM 110.8 | 155° | D8.4 ROM 3000′ (2659′) | 750′ (409′) | RWY 341′ |

**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.

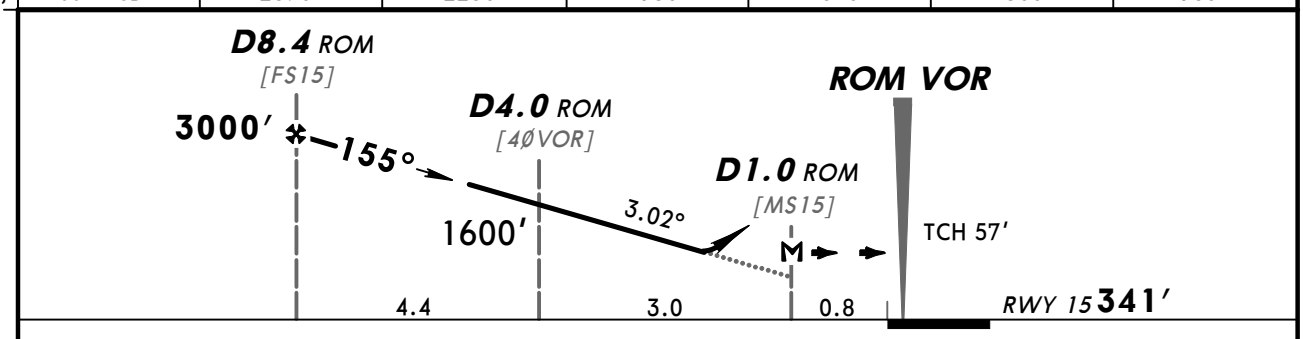
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
**DME required.**




MSA ROM VOR




| ROM DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2570′ | 2250′ | 1930′ | 1610′ | 1300′ | 980′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at D1.0 ROM | | | | | | |

HIALS REIL PAPI

as soon as possible

RATIR RT on ROM 110.8 R-218

185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

DA(H) 750′ (409′)

| | | ALS out |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | RVR 1900m |
| D | | |

CIRCLE-TO-LAND 1

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 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.

PANS OPS 4

*CHANGES:* Chart reindexed. Bearing. Missed apch. DME fix.

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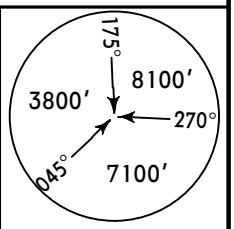
BRIEFING STRIP

| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

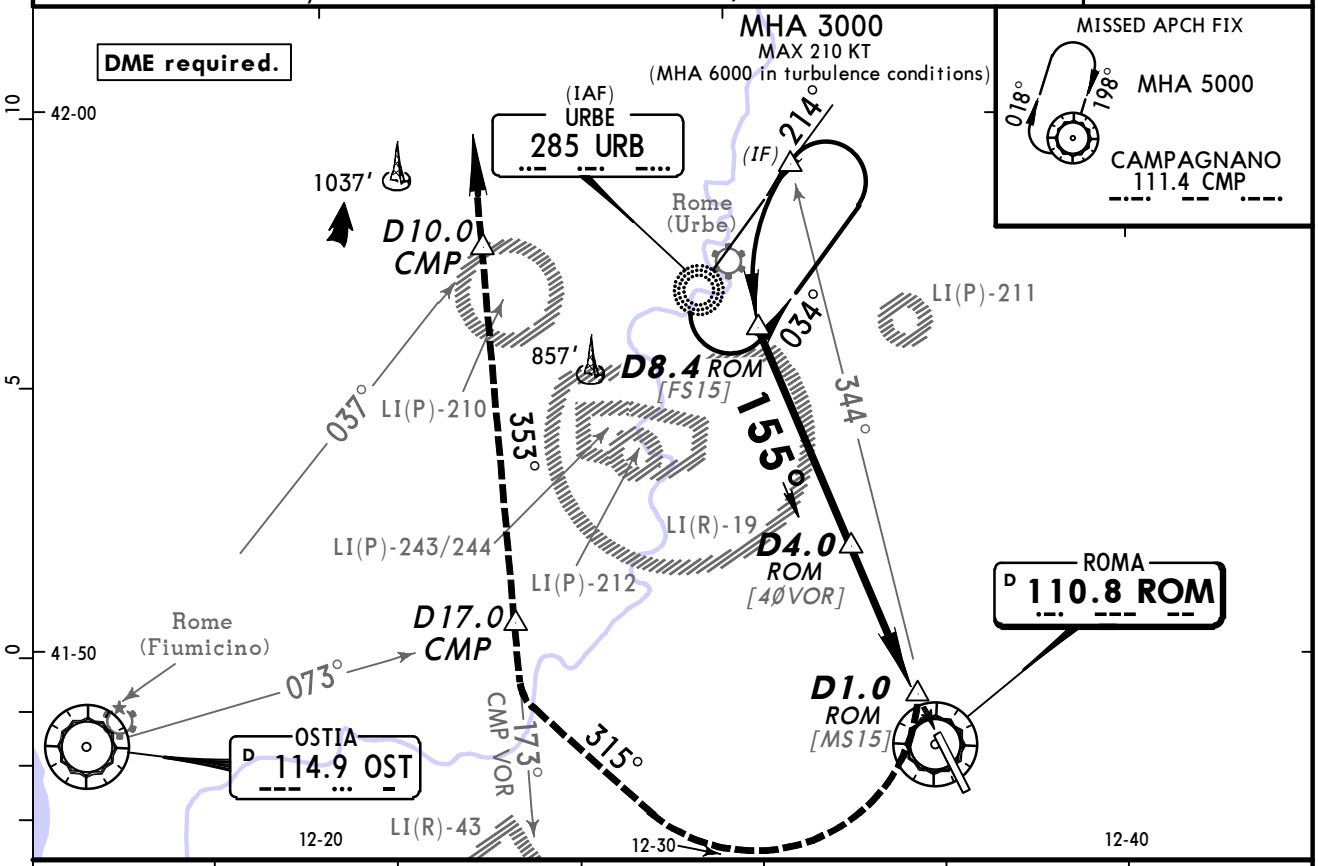
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 427′ |
|---|---|---|---|---|
| ROM 110.8 | 155° | D8.4 ROM 3000′ (2659′) | 750′ (409′) | RWY 341′ |

**MISSED APCH:** As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR. Do not turn before passing MAP.

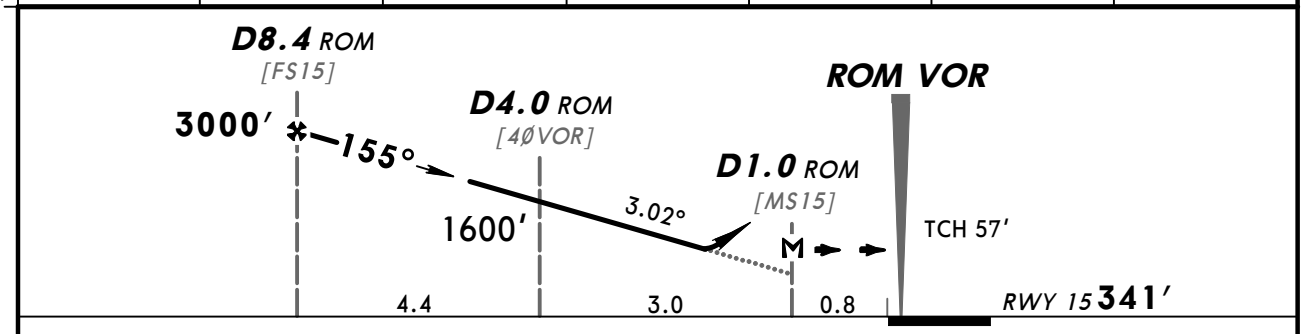
Alt Set: hPa  Rwy Elev: 12 hPa  Trans level: By ATC  Trans alt: 6000′




MSA ROM VOR




| ROM DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2570′ | 2250′ | 1930′ | 1610′ | 1300′ | 980′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at D1.0 ROM | | | | | | | |

HIALS REIL PAPI

as soon as possible

315° RT on CMP 111.4 R-173

185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

DA(H) 750′ (409′)

| | | ALS out |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | RVR 1900m |
| D | | |

CIRCLE-TO-LAND [1]

Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1100′ (673′) | 1500m |
| 135 | 1200′ (773′) | 1600m |
| 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.

PANS OPS 4

*CHANGES:* Chart reindexed. Missed apch. DME fix.

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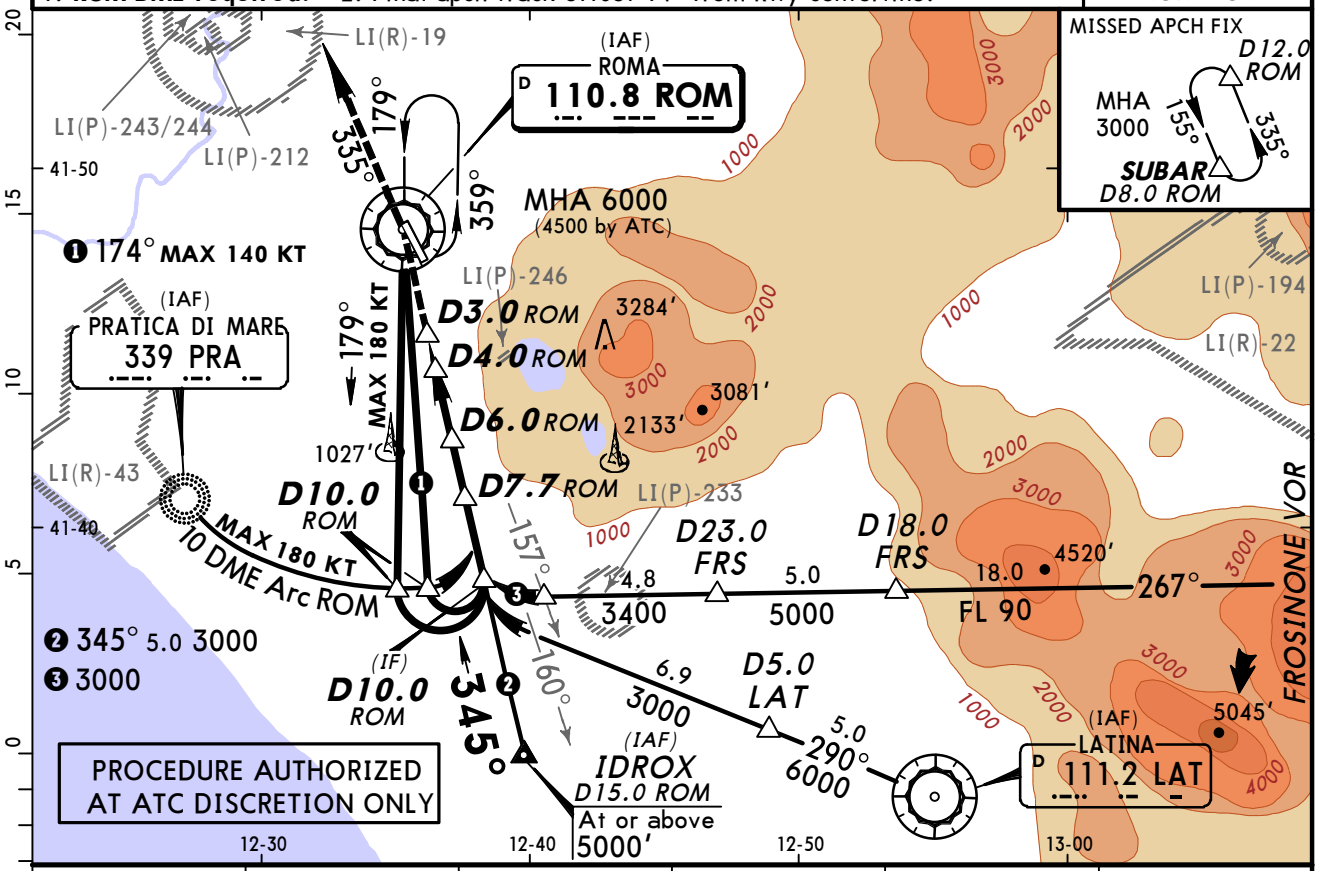
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| ROM 110.8 | 345° | D6.0 ROM 2350′ (1923′) | 1350′ (923′) | Apt Elev 427′ RWY 427′ |

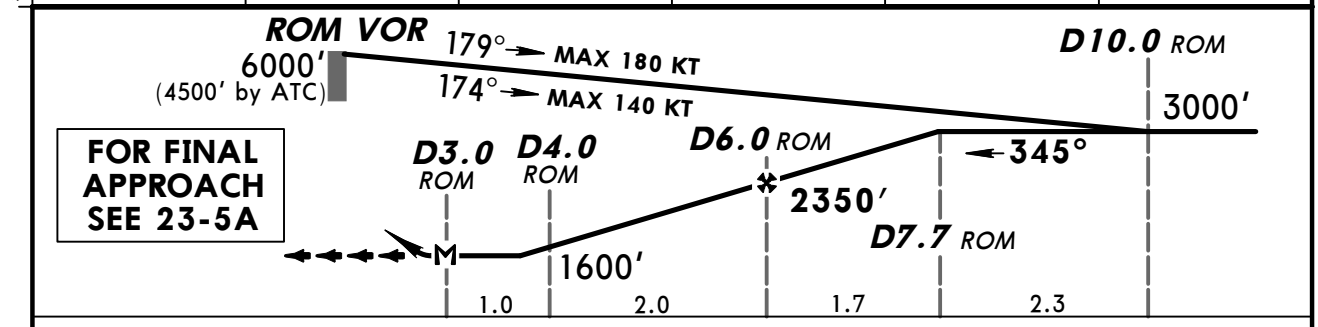
**MISSED APCH:** Turn LEFT on R-335 ROM VOR climbing to 3000′, direct to SUBAR.

Alt Set: hPa  Rwy Elev: 16 hPa  Trans level: By ATC  Trans alt: 6000′
1. **ROM DME required.** 2. Final apch track offset 14° from Rwy centerline.

MSA ROM VOR: 175° 8100′; 270° 7100′; 045° 3800′




| ROM DME | 4.0 | 5.0 | 6.0 | 7.0 | 7.7 |
|---|---|---|---|---|---|
| ALTITUDE | 1600′ | 1980′ | 2350′ | 2730′ | 3000′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.49° | 432 | 556 | 618 | 741 | 865 | 988 |
| MAP at D3.0 ROM | | | | | | |

HIALS REIL PAPI — 3000′ LT — ROM 110.8 on R-335 — SUBAR

**Standard** — CIRCLE-TO-LAND — **CEILING REQUIRED**

**only on prescribed track**

| | Max Kts | MDA(H) | VIS |
|---|---|---|---|
| A | 100 | 1350′ (923′) | 1500m |
| B | 135 | 1350′ (923′) | 1600m |
| C | 180 | 1350′ (923′) | 2400m |
| D | 205 | 1350′ (923′) | 3600m |

PANS OPS

*CHANGES:* Reindexed.

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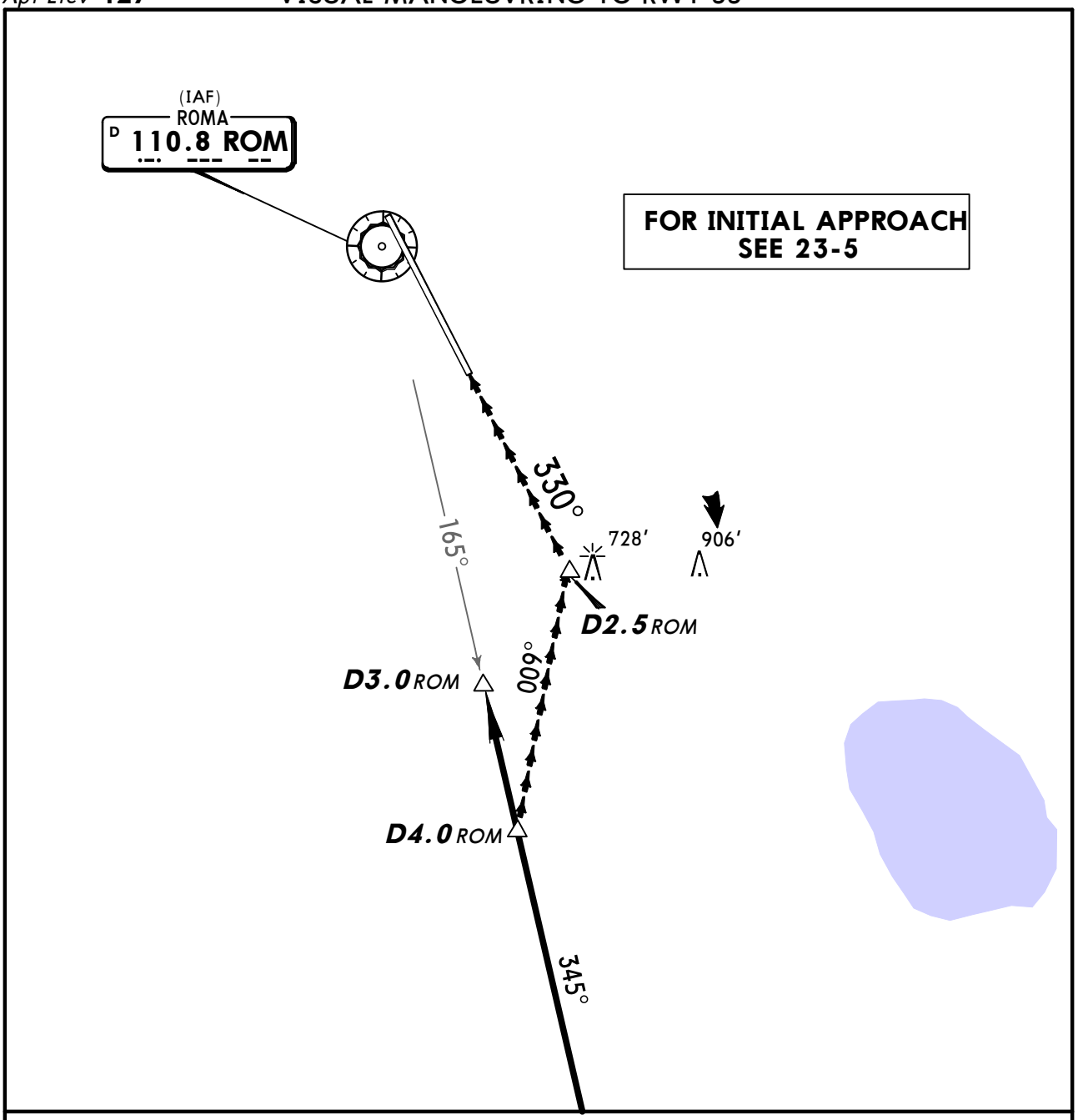
Apt Elev **427′**

## PRESCRIBED TRACK FOR VISUAL MANOEUVRING TO RWY 33




PAPI and flashing lights indications mandatory.

Obstacle lights compulsory.

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

**Standard** CIRCLE-TO-LAND **CEILING REQUIRED**

| | Max Kts | MDA(H) | VIS |
|---|---|---|---|
| A | 100 | **1350′** *(923′)* | *1500m* |
| B | 135 | **1350′** *(923′)* | *1600m* |
| C | 180 | **1350′** *(923′)* | *2400m* |
| D | 205 | **1350′** *(923′)* | *3600m* |

PANS OPS

*CHANGES:* Reindexed. Notes.

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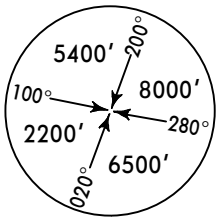
| ROMA Arrivals (APP) | *ROMA Director (APP) | CIAMPINO Tower | | Ground |
|---|---|---|---|---|
| 125.5 | 131.25 | 122.1 | 120.5 | 121.75 |

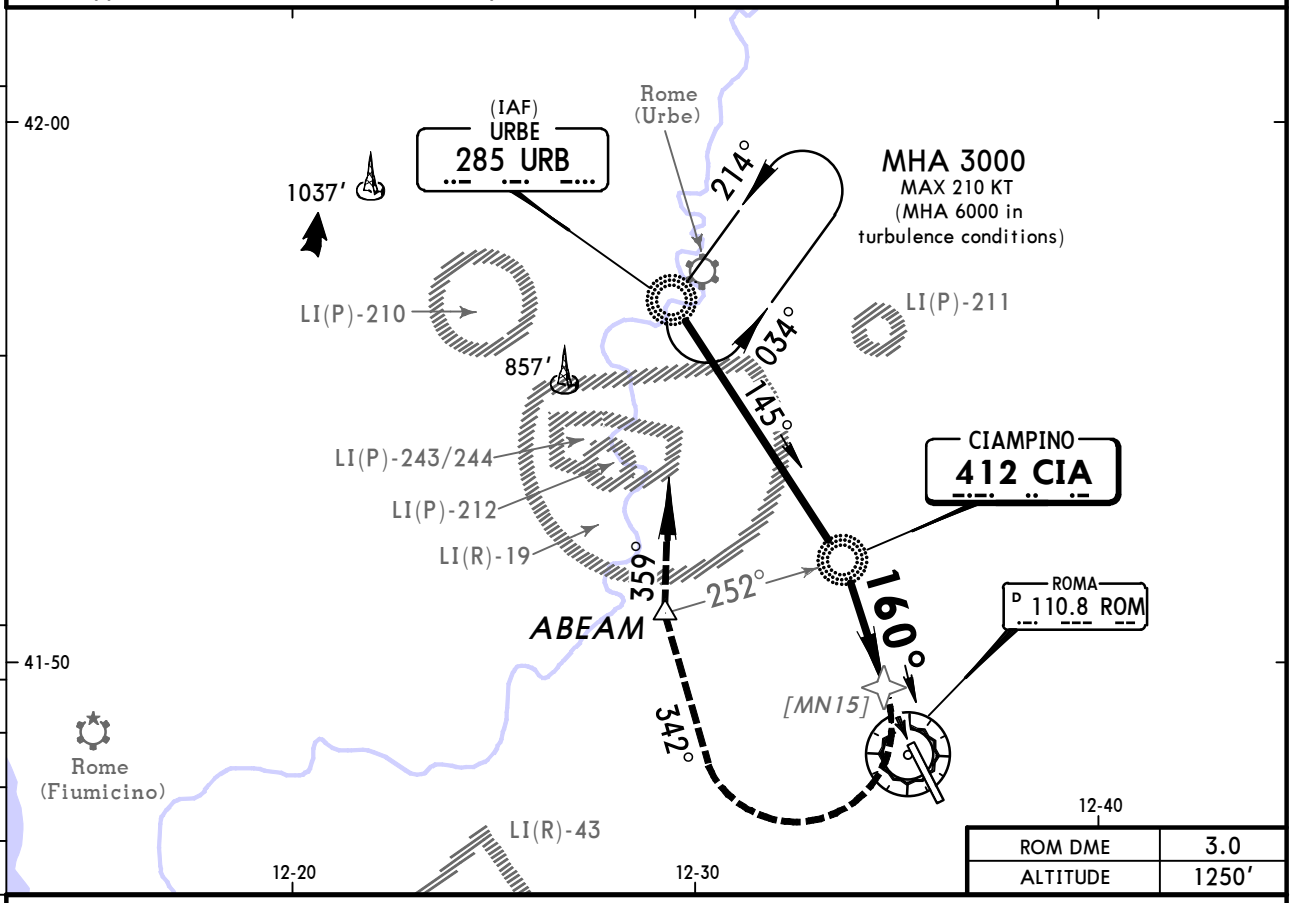
| NDB CIA | Final Apch Crs | Minimum Alt CIA NDB | DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 412 | 160° | 1500′ (1159′) | 1100′ (759′) | 427′ / 341′ |

**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.

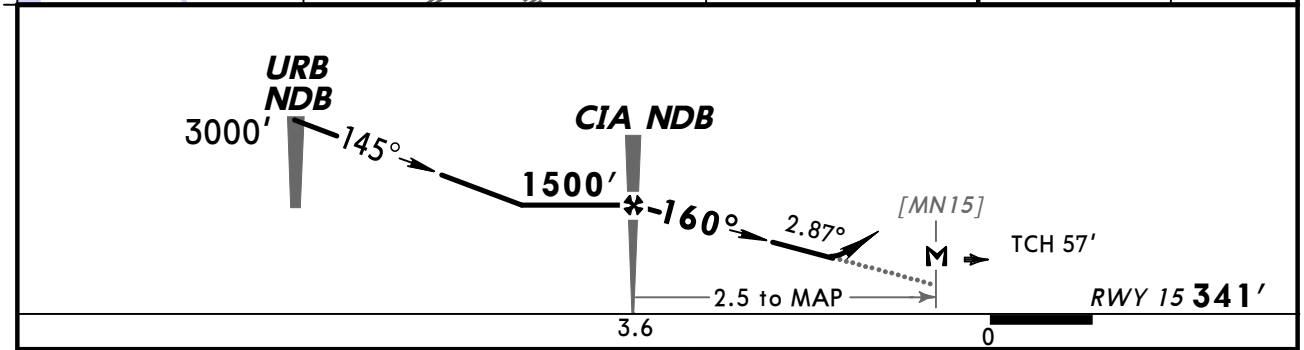
Alt Set: hPa  Rwy Elev: 12 hPa  Trans level: By ATC  Trans alt: 6000′
Final approach track offset 8.9° from rwy centerline.




MSA
CIA NDB




| ROM DME | 3.0 |
|---|---|
| ALTITUDE | 1250′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.87° | 355 | 457 | 508 | 609 | 711 | 812 |
| CIA NDB to MAP | 2.5 | 2:09 | 1:40 | 1:30 | 1:15 | 1:04 | 0:56 |

HIALS
REIL
PAPI

as soon as possible | 3000′ RT on 342° | 185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 15

DA(H) 1100′ (759′)

| | | ALS out |
|---|---|---|
| A | CMV 2700m | CMV 3500m |
| B | | |
| C | | |
| D | | |

CIRCLE-TO-LAND [1]
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 |

[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.



CHANGES: MSA. Missed apch. Notes.

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# Chart changes since cycle 26-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **ROME, (CIAMPINO - LIRA)** | | | | |
| REV | AIRPORT BRIEFING (GEN) | 20-1P | 29 Nov 2013 | 12 Dec 2013 |
| REV | AIRPORT BRIEFING (GEN CON... | 20-1P1 | 29 Nov 2013 | 12 Dec 2013 |
| REV | AIRPORT BRIEFING (ARR) | 20-1P2 | 29 Nov 2013 | 12 Dec 2013 |
| REV | AIRPORT BRIEFING (DEP) | 20-1P3 | 29 Nov 2013 | 12 Dec 2013 |
| REV | PARKING STANDS | 20-9B | 29 Nov 2013 | 12 Dec 2013 |
| REV | PARKING STANDS CONTD | 20-9C | 29 Nov 2013 | 12 Dec 2013 |

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport LIRA

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** Immediately
**End Date:** No end date

(20-9) Rwy bearings changed to 150°/330°.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(STARs) For waypoint RA406 ignore charted DME reading from CMP; RA406 defined by D22 OST.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20131114
**End Date:** Until Further Notice

(STARs) All waypoints considered to be compulsory.