

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIRN

Terminal Charts For LIRN

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 2.8°E

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

Sunrise: 0628 Z
Sunset: 1549 Z,

Runway Information

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

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

Communication Information

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

1. GENERAL

1.1. ATIS

ATIS 135.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY

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

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

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

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

1.2.2. RUN-UP TESTS

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

1.2.3. AUXILIARY POWER UNITS (APUs)

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

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

1.3. TAXI PROCEDURES

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

1.4. PARKING INFORMATION

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

Stands P1 thru P3 available for helicopter.

1.5. OTHER INFORMATION

Area of magnetic abnormality.

RWYs 06 and 24 right-hand circuit.

Warning: Laser beams.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

- 250 KT at or below FL100
- 200 KT starting turn to intercept ILS/LLZ or appropriate radial (in case of VOR RWY 06/24 final approach) or at a distance of 12 NM from THR
- 180 KT completing intercepting turn or at a distance of 9 NM from THR
- 160 KT at a distance of 5 NM from THR.

Furthermore NAPLES Radar may request pilots:

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

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

2.2.2. NIGHTTIME RESTRICTION

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

2.2.3. REVERSE THRUST

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

2.3. TAXI PROCEDURES

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

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

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

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

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

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

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

3.2. START-UP & PUSH-BACK PROCEDURES

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

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

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

Pilots must request start-up clearance from NAPLES Ground.

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

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

Apt Elev
294'

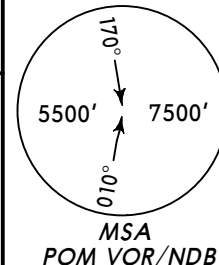
2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM from aircraft position until 20 NM from RADAR antenna and within 5 NM from aircraft position beyond 20 NM from RADAR antenna.
4. Outside RADAR minimum altitude sectors shown on chart, MEAs will be used.
5. Chart only to be used for cross-checking of altitude while under RADAR control.



ATIS
135.97

Apt Elev
294'

Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



AKAMO 1F [AKA1F]

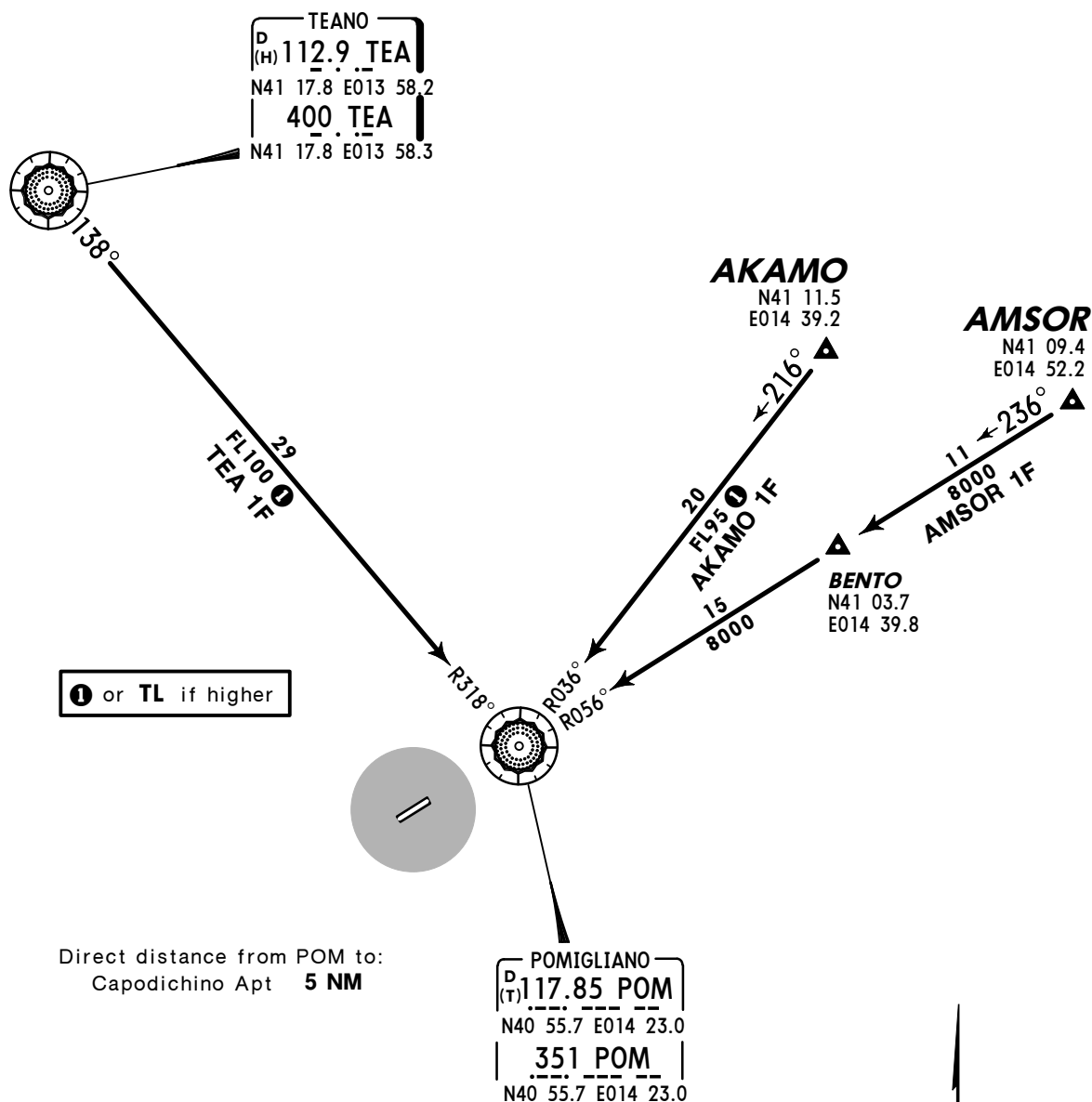
AMSOR 1F [AMS1F]

TEA 1F

RWY 06 TRANSITIONS

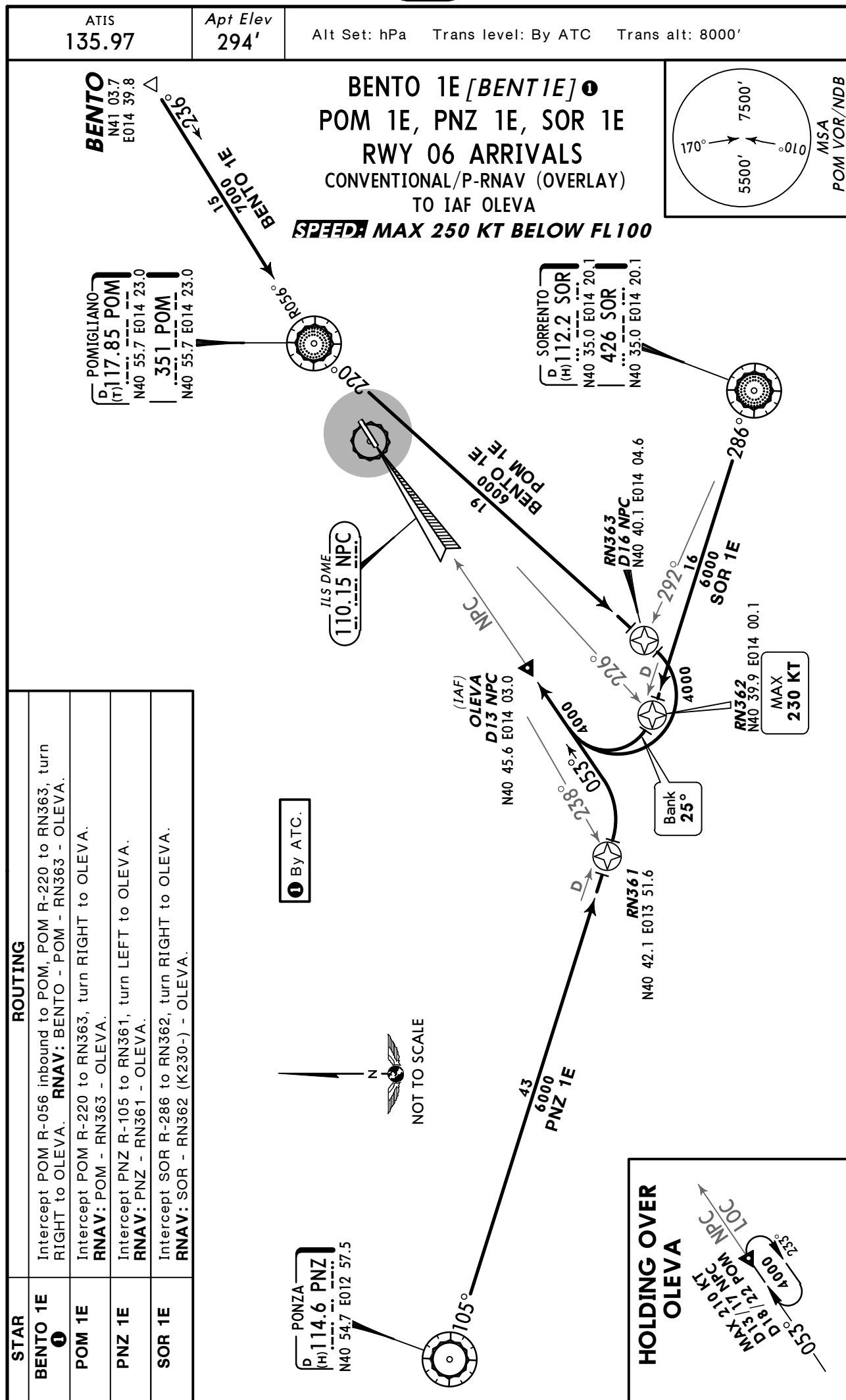
CONVENTIONAL/P-RNAV (OVERLAY)

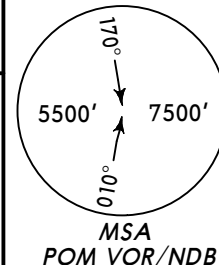
~~SPEED~~ MAX 250 KT BELOW FL100



TRANSITION	ROUTING
AKAMO 1F	AKAMO - POM.
AMSOR 1F	AMSOR - BENTO - POM.
TEA 1F	TEA - POM.

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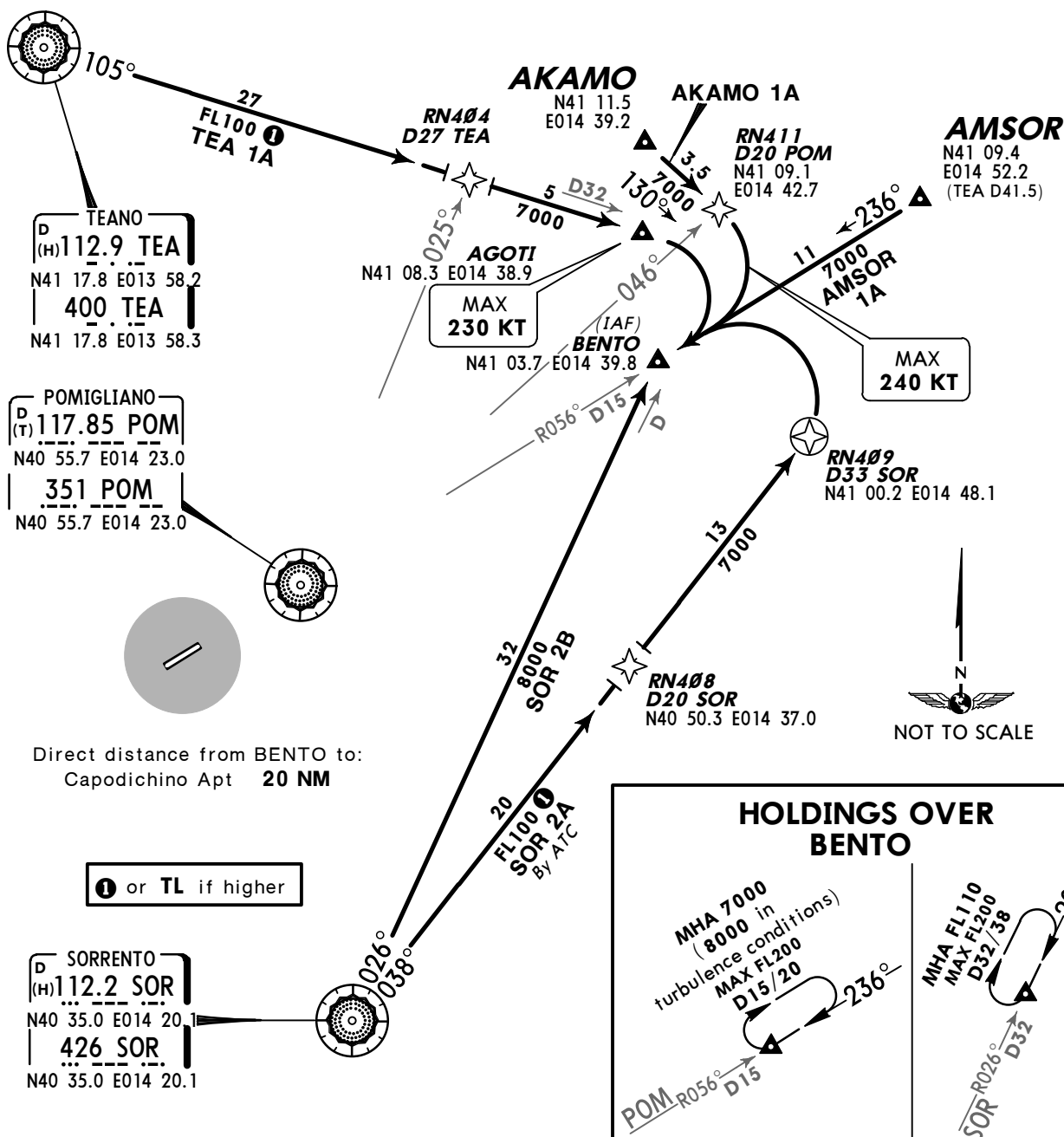


ATIS
135.97Apt Elev
294'Alt Set: hPa
Trans level: By ATC Trans alt: 8000'

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

CONVENTIONAL/P-RNAV (OVERLAY)
TO IAF BENTO

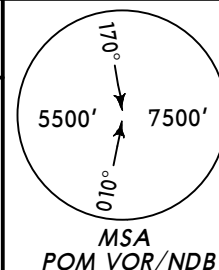
~~SPEED~~ MAX 250 KT BELOW FL100



STAR

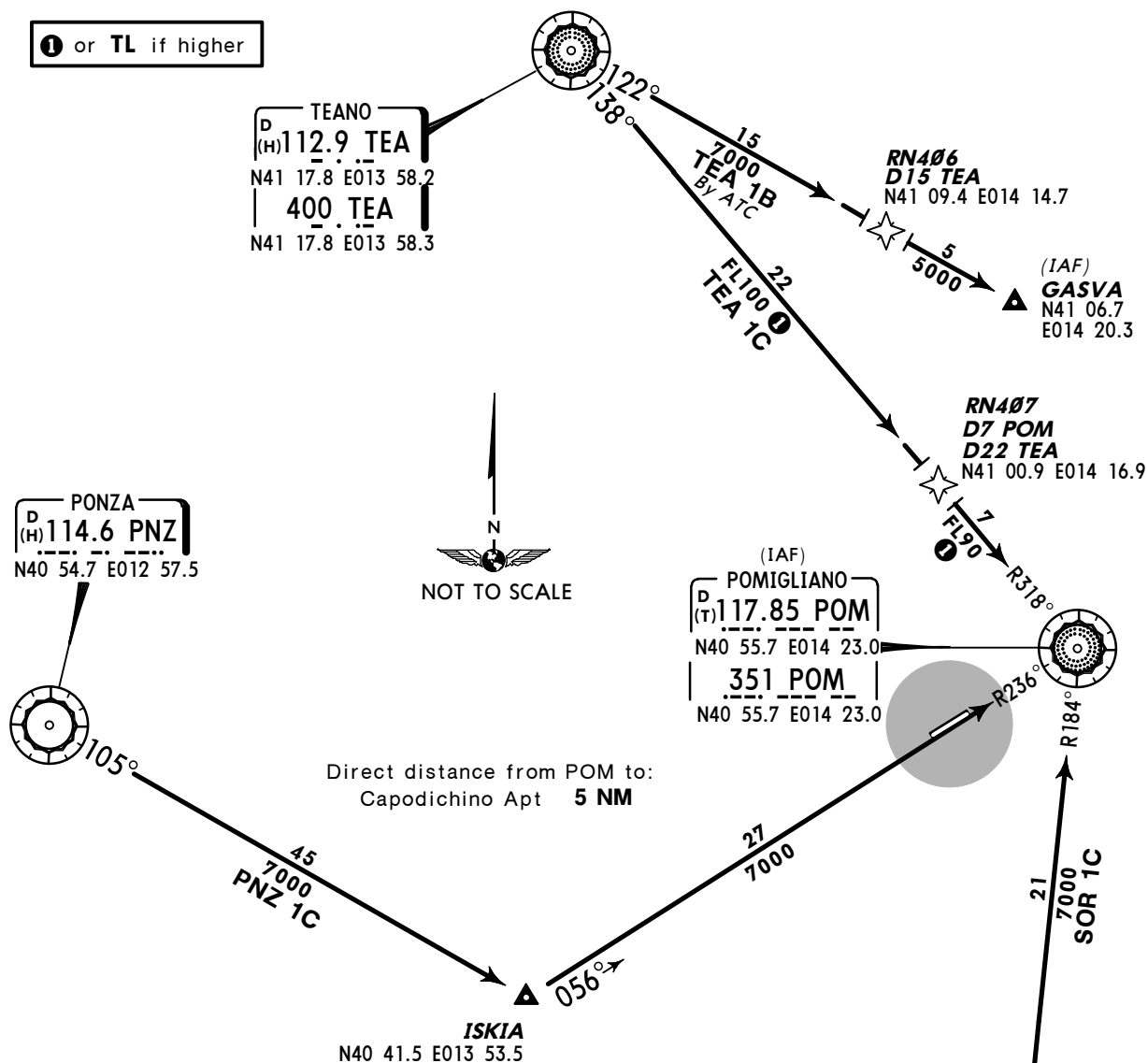
ROUTING

AKAMO 1A	On 130° track, at POM R-046 turn RIGHT, intercept POM R-056 inbound to BENTO. RNAV: AKAMO - RN411 - BENTO.
AMSOR 1A	Intercept POM R-056 inbound to BENTO. RNAV: AMSOR - BENTO.
SOR 2A By ATC	Intercept SOR R-038 to D33 SOR, turn LEFT, intercept POM R-056 inbound to BENTO. RNAV: SOR - RN408 - RN409 - BENTO.
SOR 2B	Intercept SOR R-026 to BENTO. RNAV: SOR - BENTO.
TEA 1A	Intercept TEA R-105 to AGOTI, turn RIGHT, intercept POM R-056 inbound to BENTO. RNAV: TEA- RN404 - AGOTI (K230-) - BENTO.

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

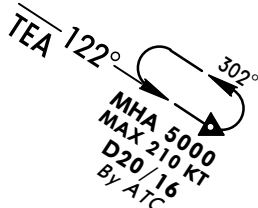
PNZ 1C, SOR 1C
TEA 1B, TEA 1C
RWY 24 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
~~SPEED~~ MAX 250 KT BELOW FL100

① or TL if higher

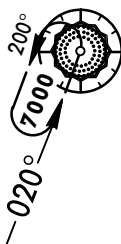


HOLDINGS OVER

GASVA

Not to be used in
turbulence conditions.

POM



SORRENTO
D 112.2 SOR
N40 35.0 E014 20.1
426 SOR
N40 35.0 E014 20.1

STAR

ROUTING

PNZ 1C

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

SOR 1C

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

TEA 1B

By ATC

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

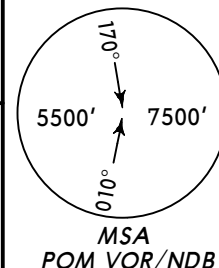
TEA 1C

Intercept TEA R-138 to POM. **RNAV: TEA - RN407 - POM.**

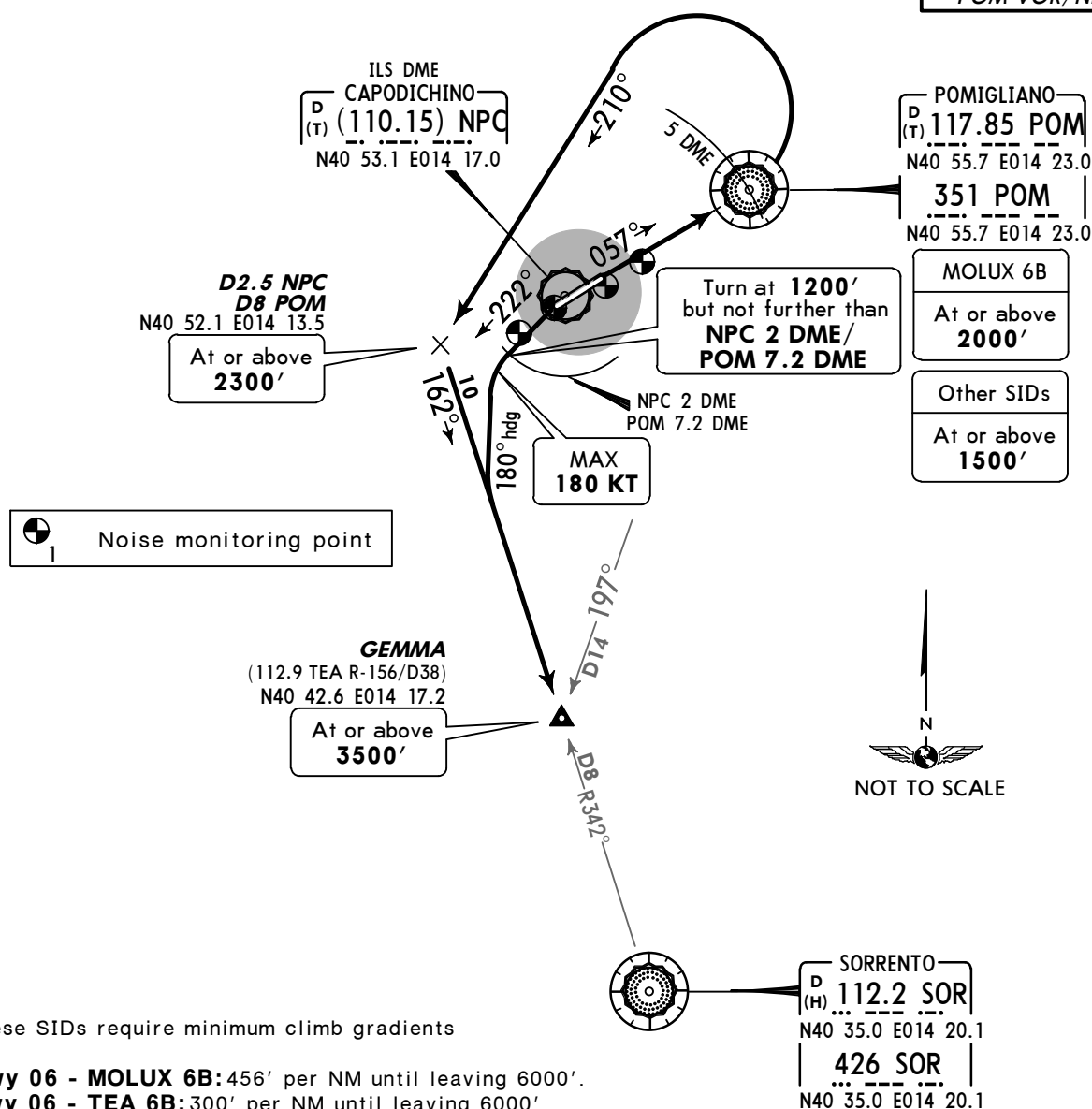
Apt Elev
294'

Trans level: By ATC Trans alt: 8000'

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



RWYS 06, 24 INITIAL CLIMB PROCEDURES



These SIDs require minimum climb gradients of

Rwy 06 - MOLUX 6B: 456' per NM until leaving 6000'.

Rwy 06 - TEA 6B: 300' per NM until leaving 6000'.

Rwy 06 - Other SIDs: 300' per NM until leaving 2300'.

Rwy 24: 583' per NM (9.6%) until leaving 3000'.

If unable to comply request take-off from runway 06.

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

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

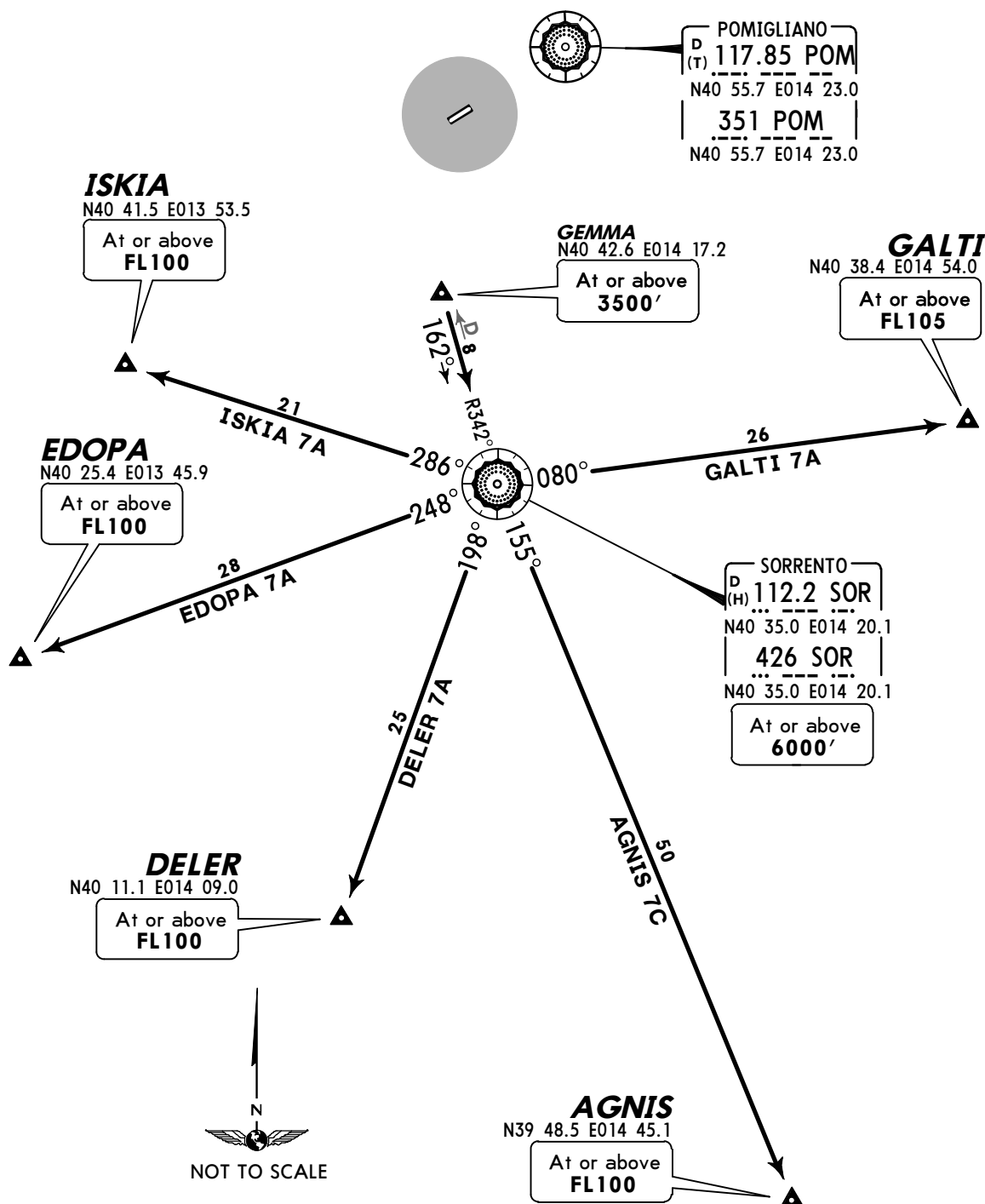
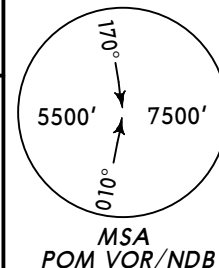
RWY 24: Initial climb clearance 3500'

SID	RWY	INITIAL CLIMB
AGNIS 7C, DELER 7A EDOPA 7A, GALT 7A ISKIA 7A, MALOG 7A MOLUX 7A, PEVIR 7A POLIT 7A, TEA 7A, 7C	06	On 057° track to POM (NPC 5 DME), turn LEFT, 210° track, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
	24	At DER (NPC 0.5 DME) on 222° track, at 1200' but not further than NPC 2 DME/POM 7.2 DME turn LEFT (MAX 180 KT) on 180° heading, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
MOLUX 6B By ATC TEA 6B By ATC	06	On 057° track to POM (NPC 5 DME).

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'

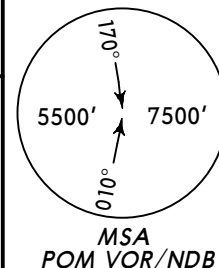
AGNIS 7C [AGNI7C], DELER 7A [DELE7A]
EDOPA 7A [EDOP7A], GALTİ 7A [GALT7A]
ISKIA 7A [ISKI7A]
RWYS 06, 24 DEPARTURES



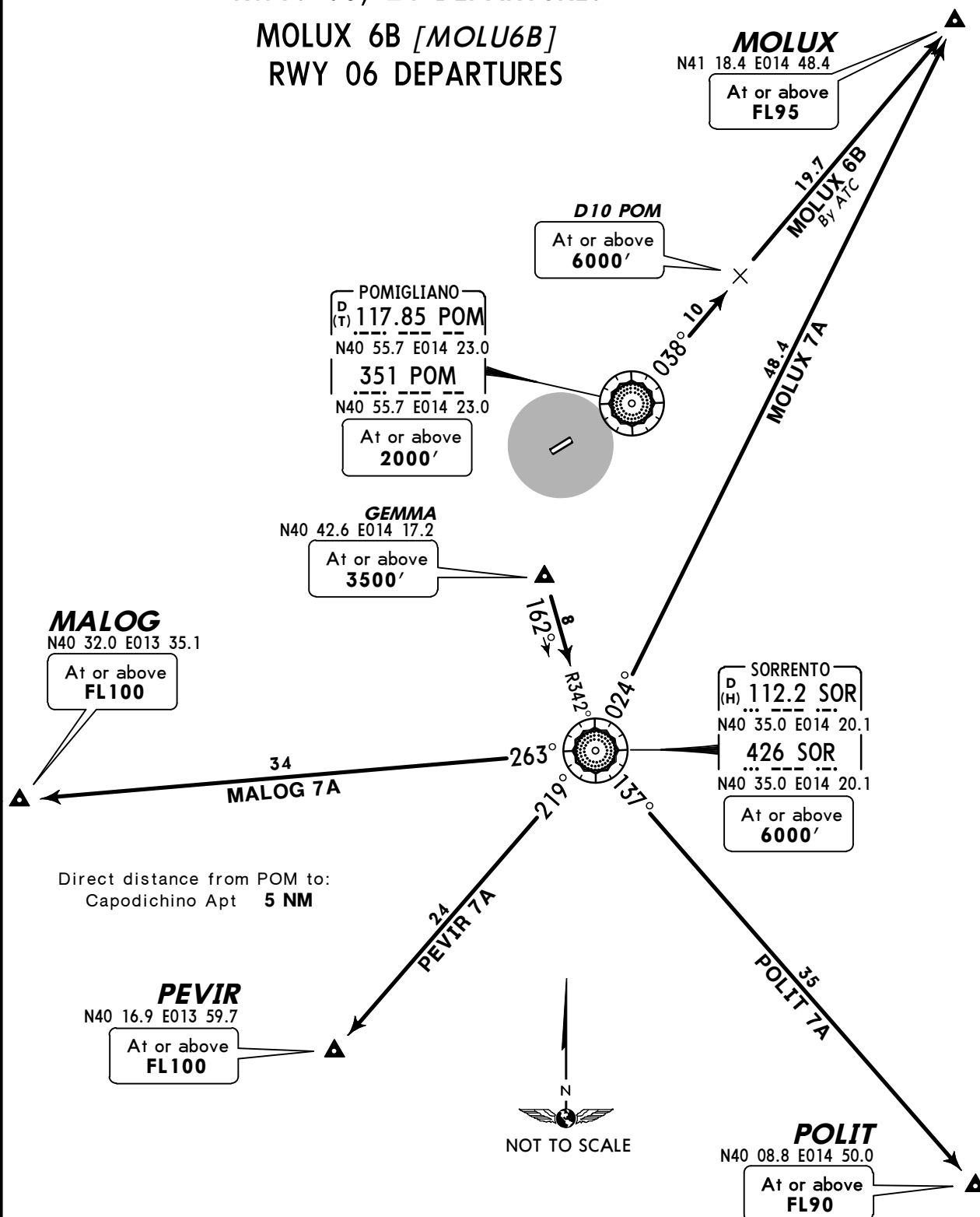
SID	ROUTING
AGNIS 7C	Proceed to SOR, turn LEFT, SOR R-155 to AGNIS.
DELER 7A	Proceed to SOR, turn RIGHT, SOR R-198 to DELER.
EDOPA 7A	Proceed to SOR, turn RIGHT, SOR R-248 to EDOPA.
GALTİ 7A	Proceed to SOR, turn LEFT, SOR R-080 to GALTİ.
ISKIA 7A	Proceed to SOR, turn RIGHT, SOR R-286 to ISKIA.

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'



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

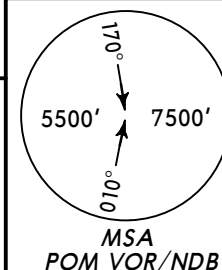
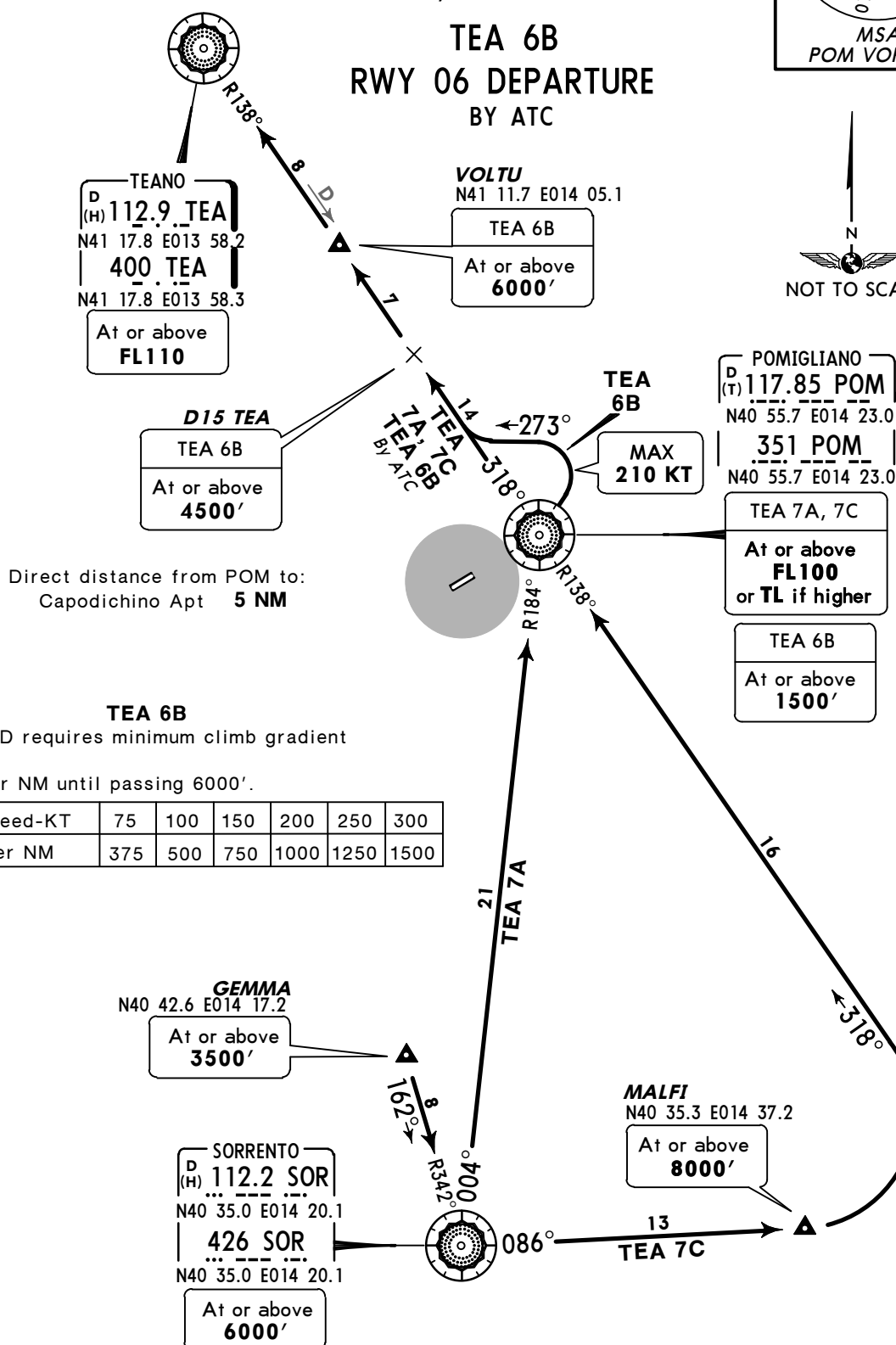


Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
MALOG 7A	06, 24	Proceed to SOR, turn RIGHT, SOR R-263 to MALOG.
MOLUX 7A		Proceed to SOR, turn LEFT, SOR R-024 to MOLUX.
MOLUX 6B By ATC	06	Proceed to POM, turn LEFT, POM R-038 to MOLUX.
PEVIR 7A	06, 24	Proceed to SOR, turn RIGHT, SOR R-219 to PEVIR.
POLIT 7A		Proceed to SOR, turn LEFT, SOR R-137 to POLIT.

Apt Elev
294'

Trans level: By ATC Trans alt: 8000'

TEA 7A, TEA 7C
RWYS 06, 24 DEPARTURESTEA 6B
RWY 06 DEPARTURE
BY ATC

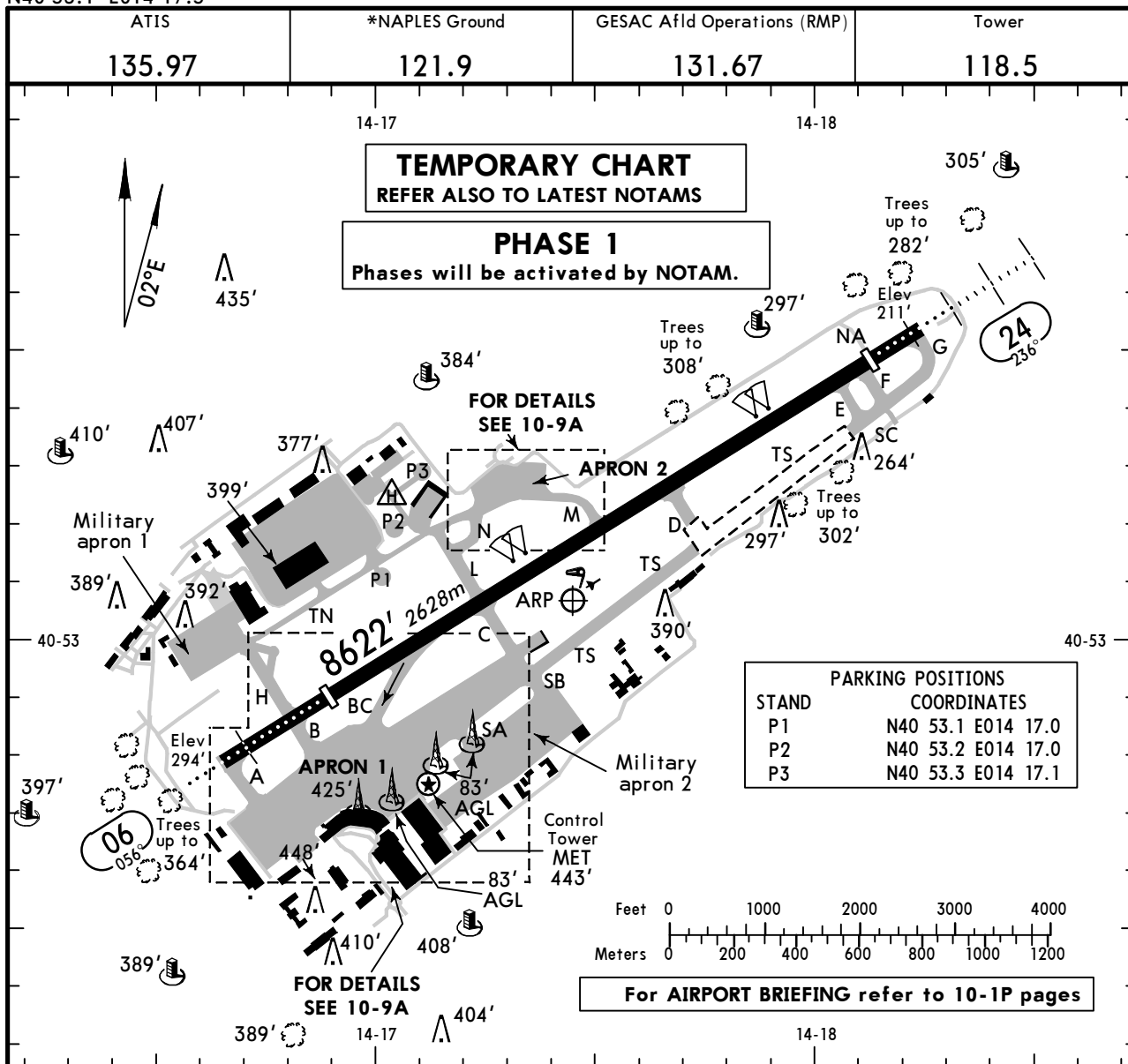
Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
TEA 7A	06, 24	Proceed to SOR turn LEFT, SOR R-004 to POM, POM R-318 to TEA. Before passing SOR the LEFT turn to POM may be executed, when ATC clearance received and aircraft has crossed 6000' climbing.
TEA 6B By ATC	06	From POM turn LEFT, 273° track, intercept POM R-318 to TEA.
TEA 7C	06, 24	Proceed to SOR turn LEFT, SOR R-086 to MALFI, turn LEFT, intercept POM R-138 inbound to POM, then proceed to TEA.

LIRN/NAP
Apt Elev 294'
N40 53.1 E014 17.5

JEPPESEN
1 NOV 13 (10-8) Eff 14 Nov

NAPLES, ITALY
CAPODICHINO



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

1 TAKE-OFF RUN AVAILABLE

RWY 06:

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

RWY 24:

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

Standard

TAKE-OFF

A
B
C
D

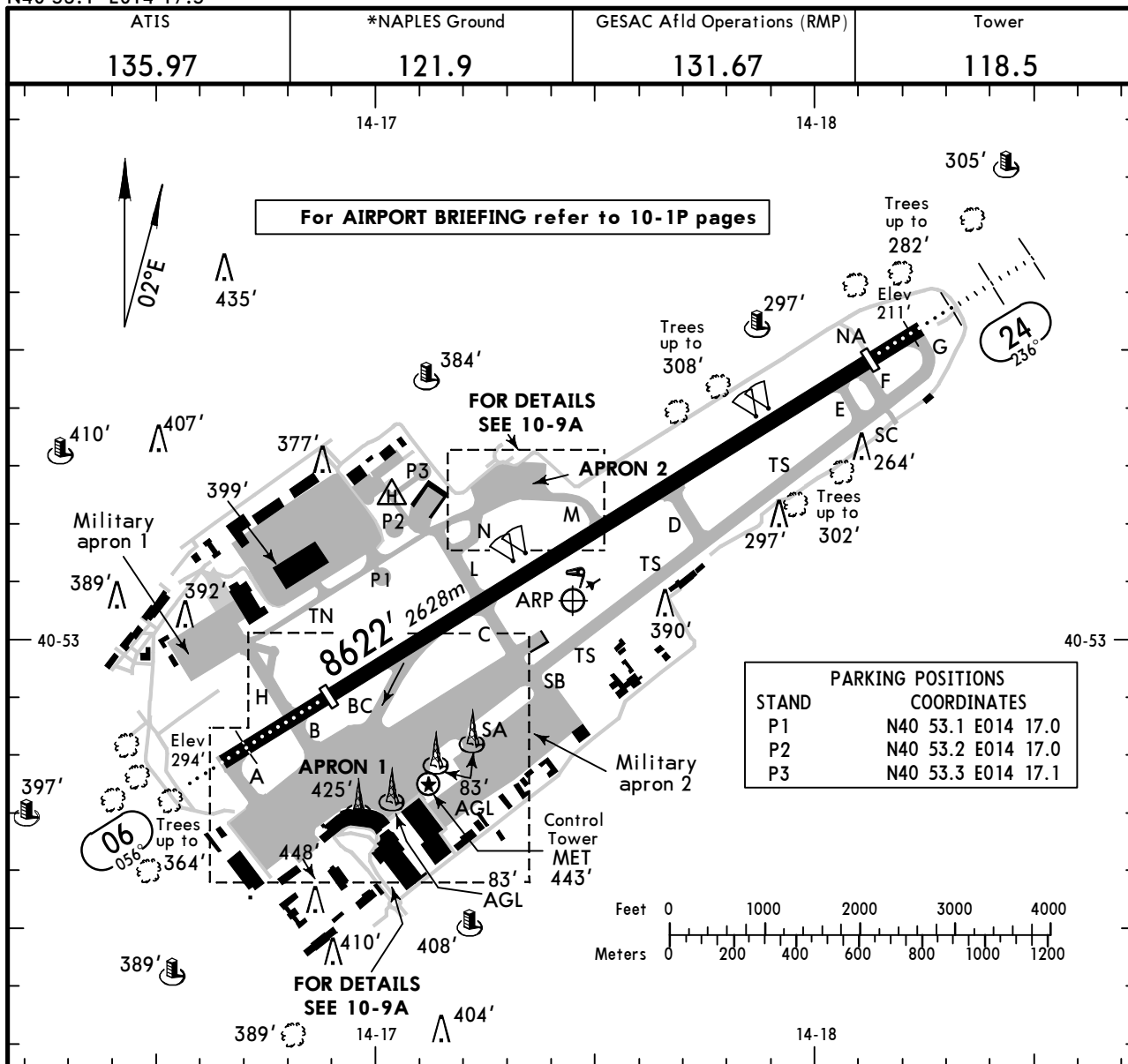
RVR 700m

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06	HIRL (60m) HIALS PAPI (angle 3.50°) CGL	7313' 2229m	6334' 1931m	①	148' 45m
24	HIRL (60m) HIALS PAPI (angle 3.33°) HST-BC RVR	7999' 2438m	7216' 2199m		

LIRN/NAP
Apt Elev 294'
N40 53.1 E014 17.5

JEPPESEN
12 OCT 12 (10-9)

NAPLES, ITALY
CAPODICHINO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
06	HIRL (60m) HIALS PAPI (angle 3.50°) CGL	7313' 2229m	6334' 1931m	①	148' 45m
24	HIRL (60m) HIALS PAPI (angle 3.33°) HST-BC RVR	7999' 2438m	7216' 2199m		

① TAKE-OFF RUN AVAILABLE

RWY 06:

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

RWY 24:

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

Standard

TAKE-OFF

A	
B	
C	
D	

RVR 700m

CHANGES: Intersection TORA.

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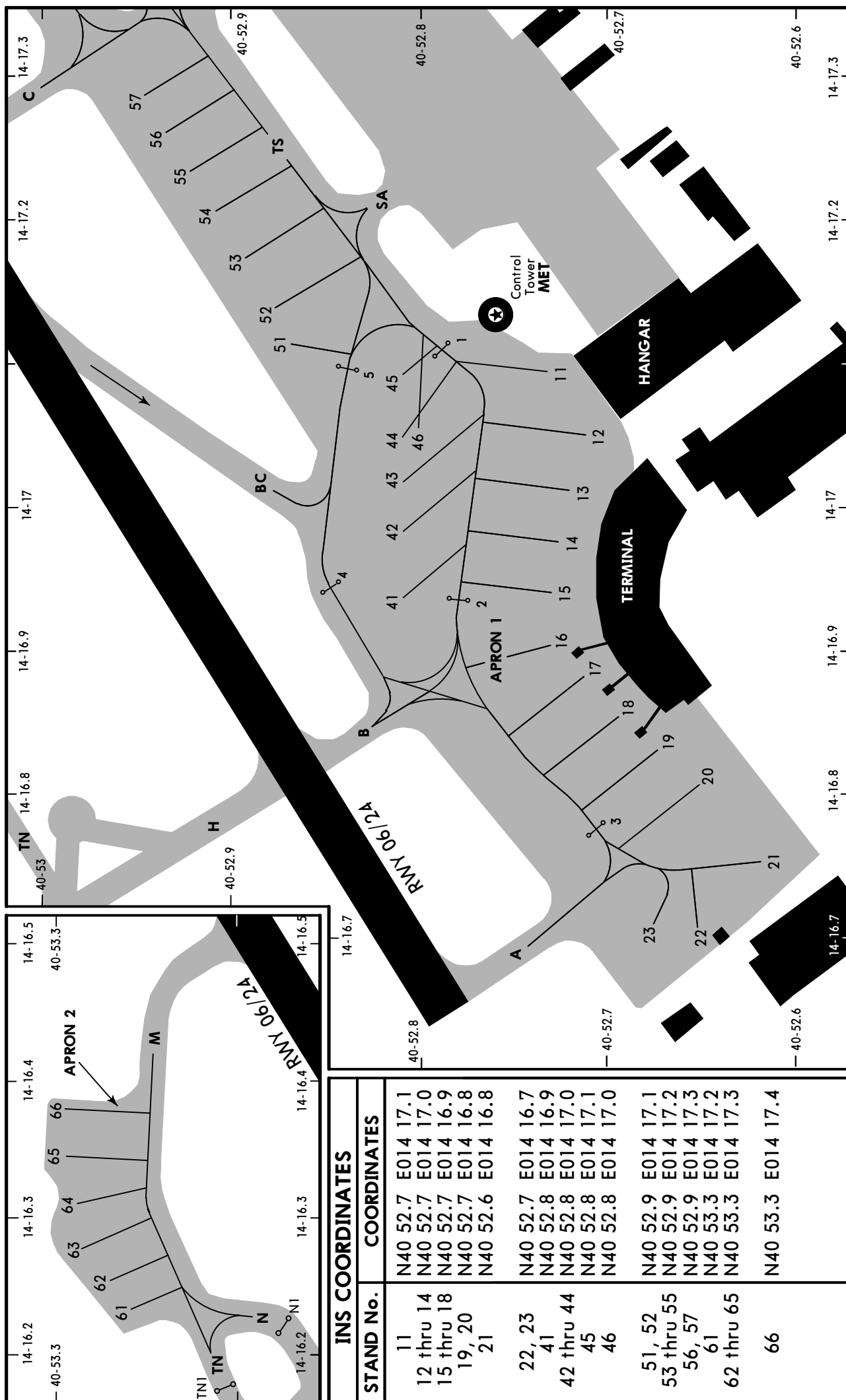
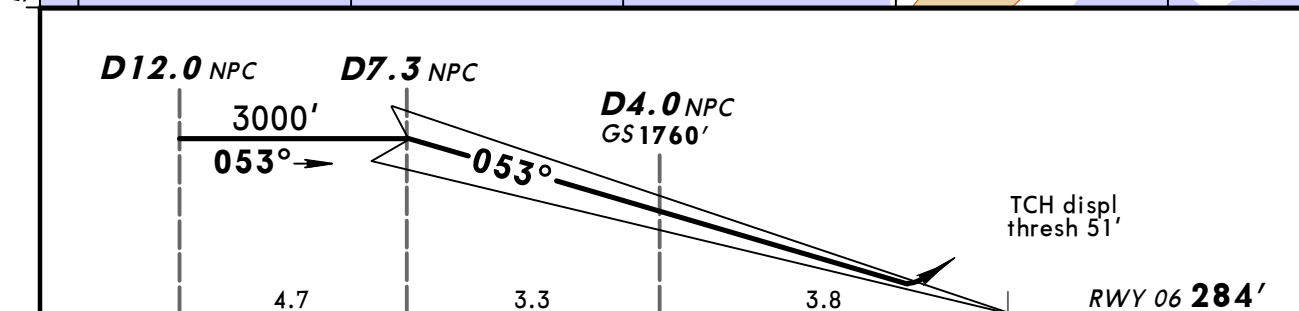


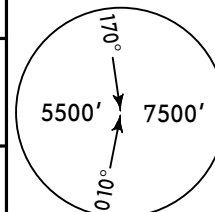
Diagram illustrating a VOR station (MVA POM VOR) with two radial distances:

- 5500' at 170°
- 7500' at 010°

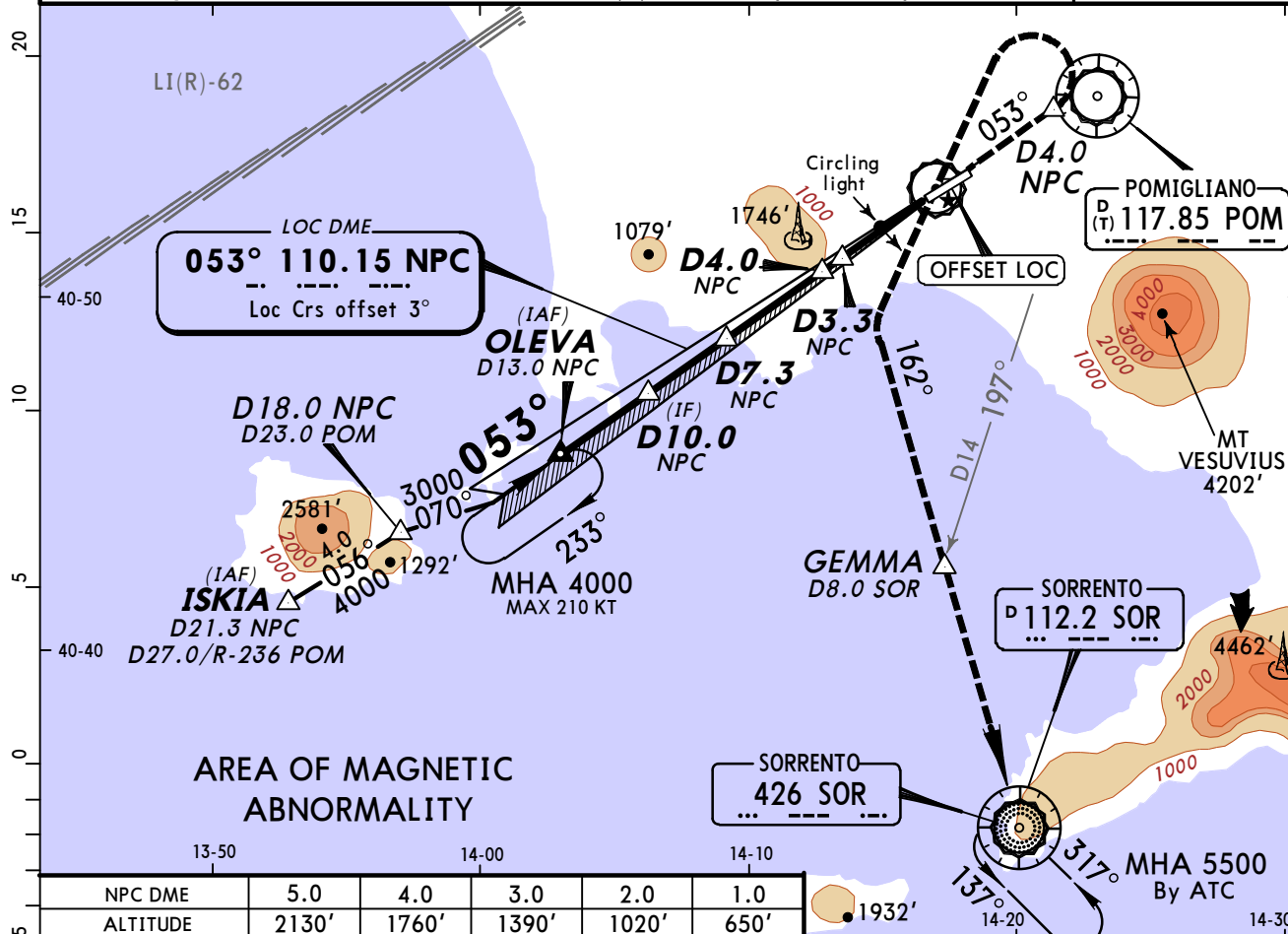


Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
		Missed apch climb gradient mim 5.2%			
ILS		LOC (GS out)			
DA(H) 680' (396')					
FULL/Limited		ALS out		Max Kts	MDA(H) VIS
A	RVR 1400m	RVR 1500m	NOT APPLICABLE	100	1200' (906') 1500m
B				135	1200' (906') 1600m
C		RVR 1800m		180	2160' (1866') 2400m
D				205	2160' (1866') 3600m

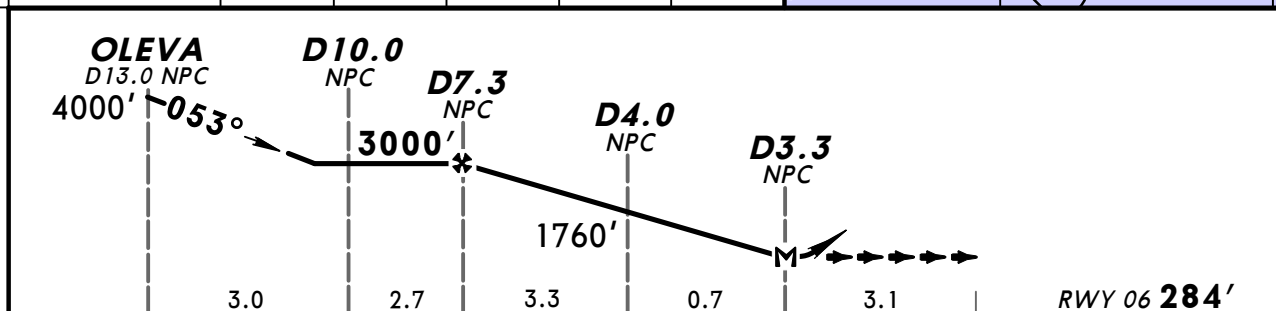
ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC NPC 110.15	Final Apch Crs 053°	Minimum Alt D7.3 NPC 3000' (2716')	DA(H) 1500' (1216')
Apt Elev 294' RWY 284'			
MISSED APCH: Climb on 053° to 6000'. At D4.0 NPC turn LEFT to join R-342 inbound SOR VOR, then cross GEMMA at or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



MSA
POM VOR



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



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

HIALS	6000'	053°
PAPI	PAPI	

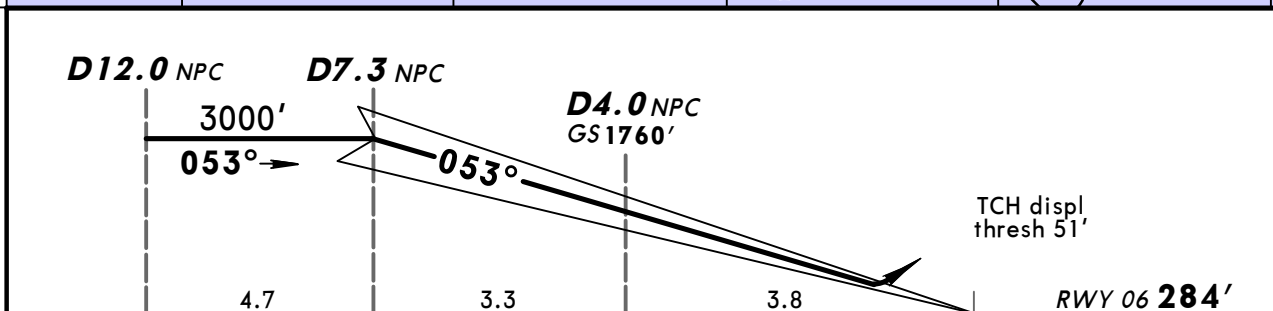
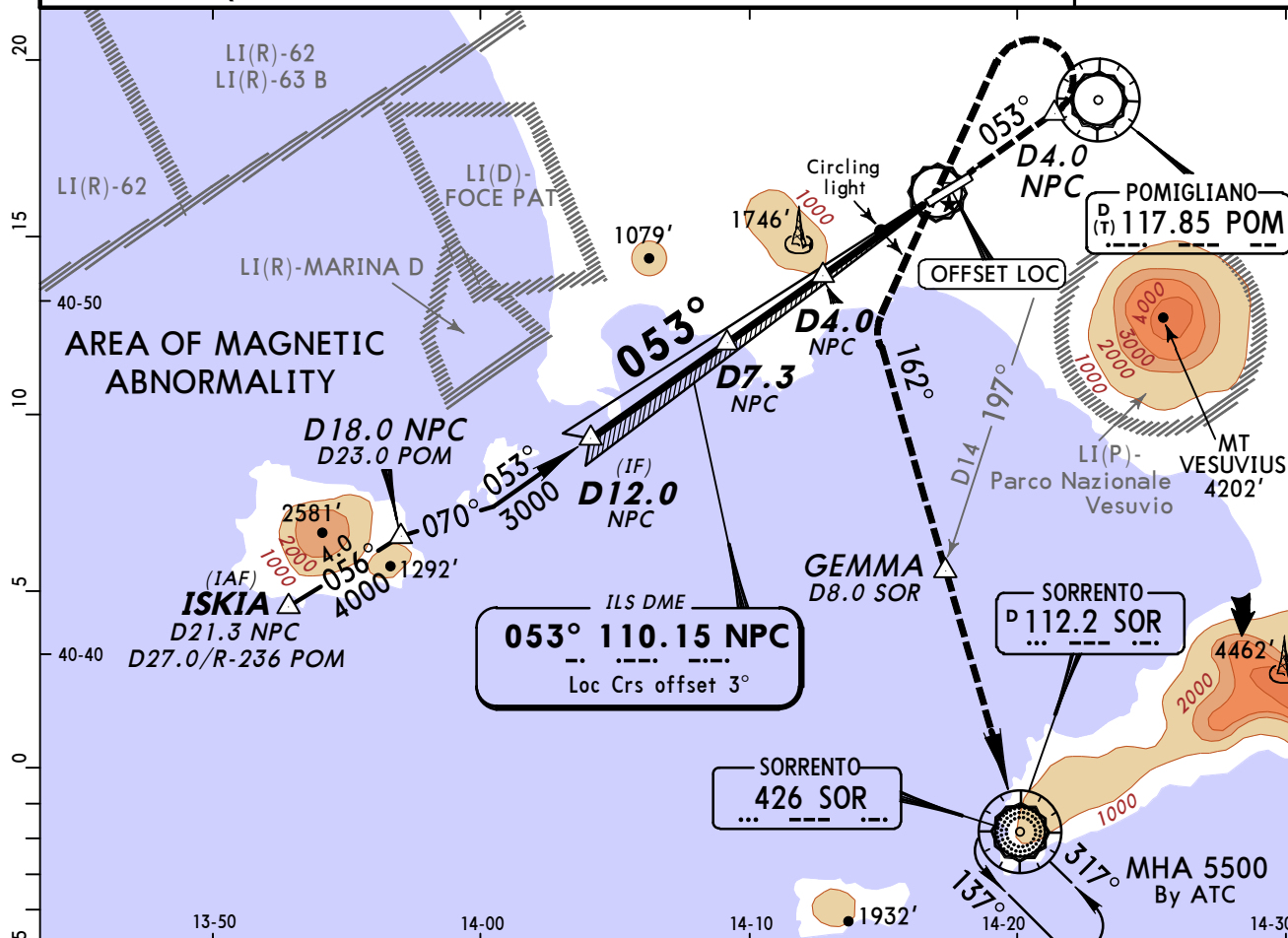
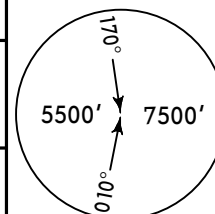
Standard		STRAIGHT-IN LANDING RWY 06	CEILING REQUIRED	CIRCLE-TO-LAND
		DA(H) 1500' (1216')		
		DAY	NIGHT	
A				Max Kts
B				100
C	1600' - CMV 5.0km	1600' - CMV 8.0km		135
D				180
				205

LIRN/NAP CAPODICHINO

18 DEC 09 **11-2**

NAPLES, ITALY
ILS Y Rwy 06

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



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

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

CHANGES: Note. TCH. Minimums.

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LIRN/NAP CAPODICHINO

9 DEC 11
Eff 15 Dec

11-3

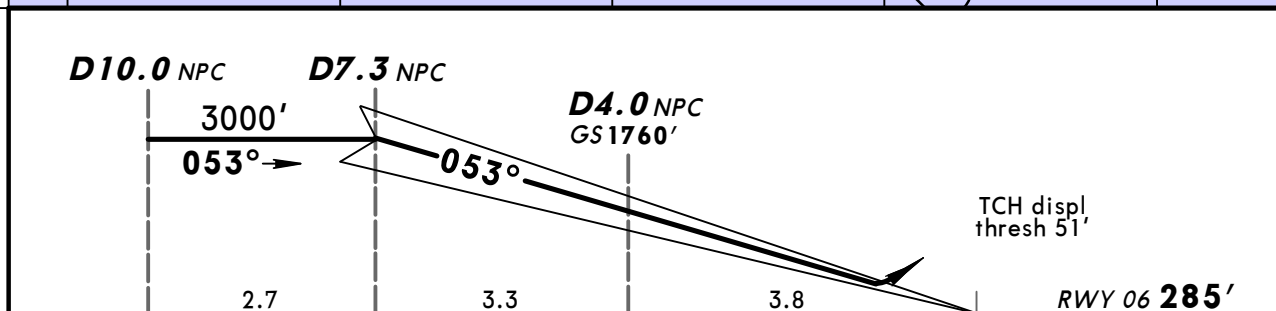
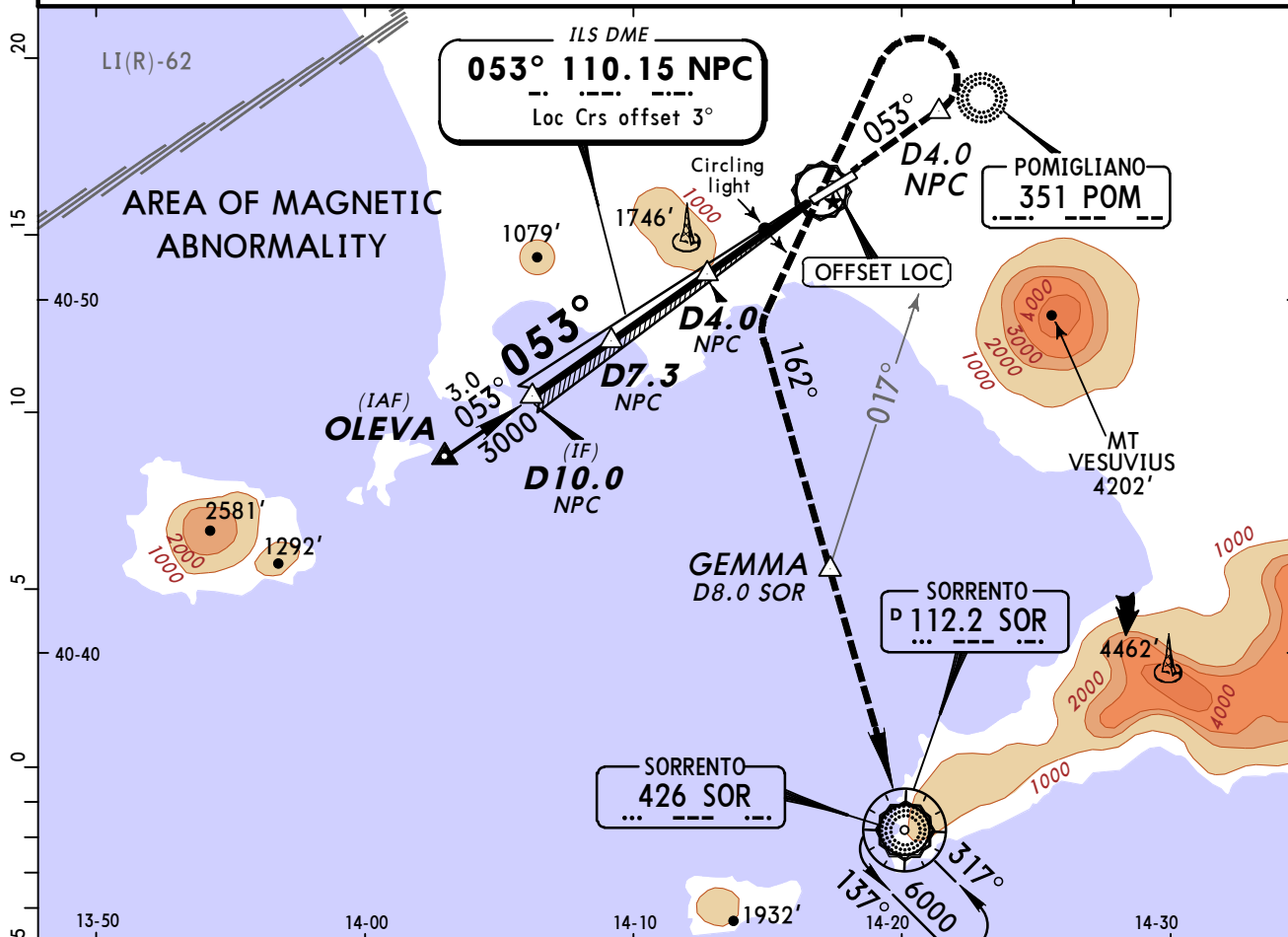
NAPLES, ITALY ILS X Rwy 06

BRIEFING STRIP™

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

170°
5500'
7500'
010°

MSA
POM NDB



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

PANS OPS 5	Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
	ILS		LOC (GS out)			
	DA(H) 680' (395')					
	FULL/Limited	ALS out			Max Kts	MDA(H) VIS
	A	RVR 1400m	RVR 1500m	Refer to 11-01	100	1200' (906') 1500m
B					135	1200' (906') 1600m
C					180	2160' (1866') 2400m
D					205	2160' (1866') 3600m

CHANGES: Threshold elevation.

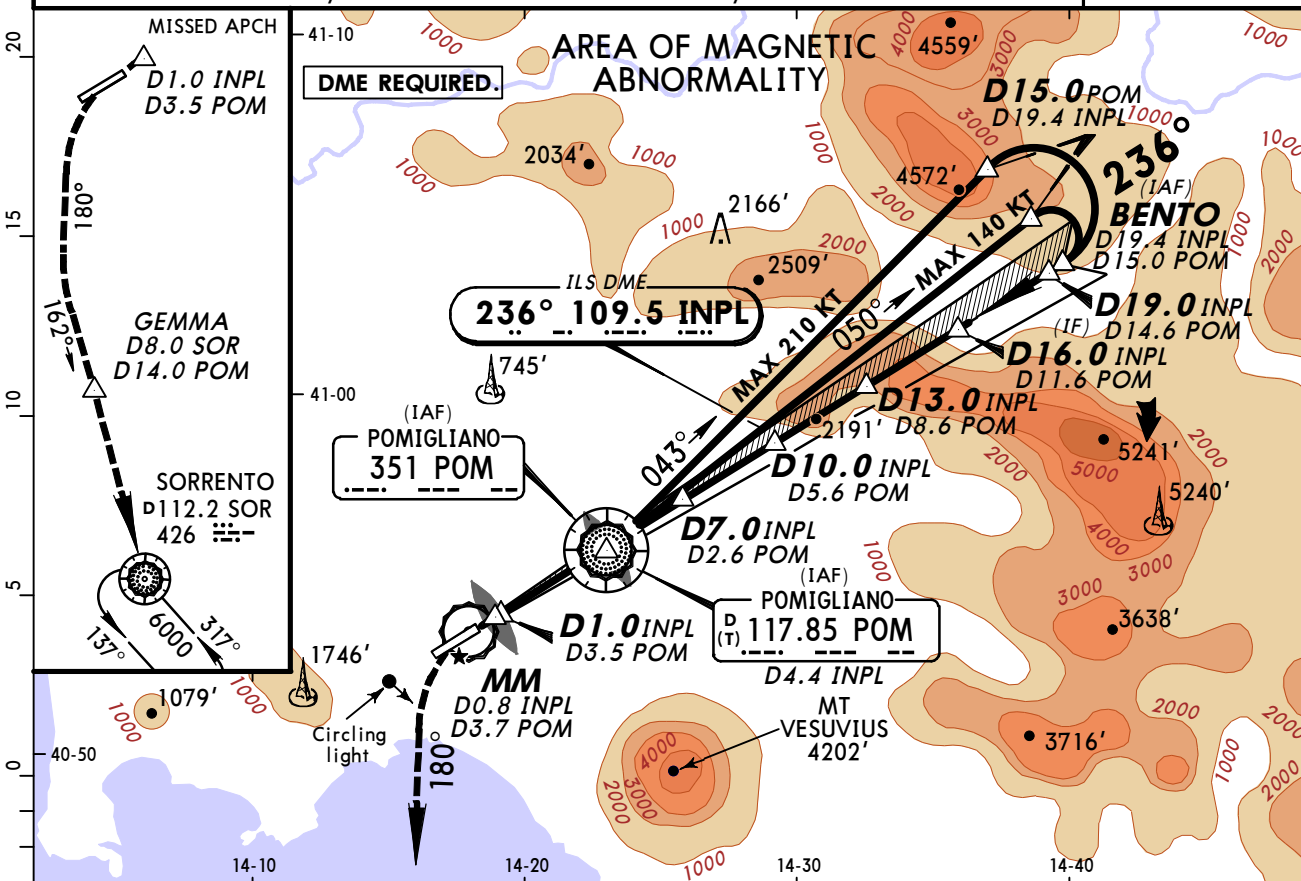
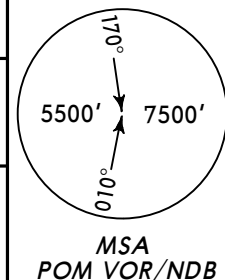
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LIRN/NAP CAPODICHINO

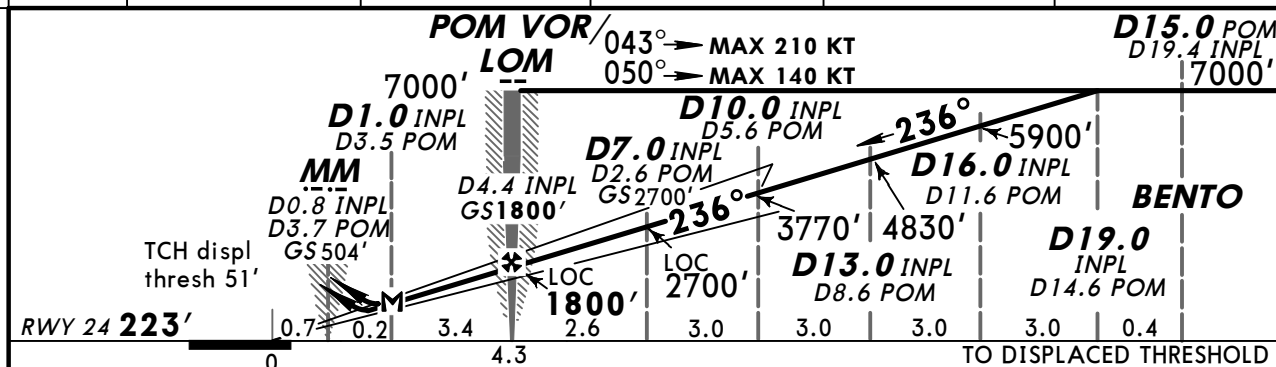
9 DEC 11
Eff 15 Dec 11-4

NAPLES, ITALY ILS Z or LOC Z Rwy 24

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



LOC (GS out)	INPL DME	2.0	3.0	4.0	5.0
ALTITUDE		940'	1300'	1650'	2000'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.33°	418	538	598	717	837	956
MAP at D1.0 INPL/D3.5 POM						

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

PANS OPS 4

CHANGES: Procedure.

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A diagram of a circular sewer section. The opening is labeled 170° . The radius is labeled $5500'$ and the depth is labeled $7500'$. The bottom angle is labeled 10° .

MSA
POM VOR/NDB

[illegible]

POM VOR/LOM
 043° → MAX 210 KT
 050° → MAX 140 KT

D15.0 POM
 D19.4 INPL

7000'

D1.0 INPL
 D3.5 POM

MM
 D0.8 INPL
 D3.7 POM
 GS504'

TCH displ
 thresh 51'

RWY 24 223'

0.7 0.2 3.4 2.6 3.0 3.0 3.0 3.0 0.4

D4.4 INPL
 GS1800'

D7.0 INPL
 D2.6 POM
 GS2700'

D10.0 INPL
 D5.6 POM

D16.0 INPL
 D11.6 POM

D19.0 INPL
 D14.6 POM

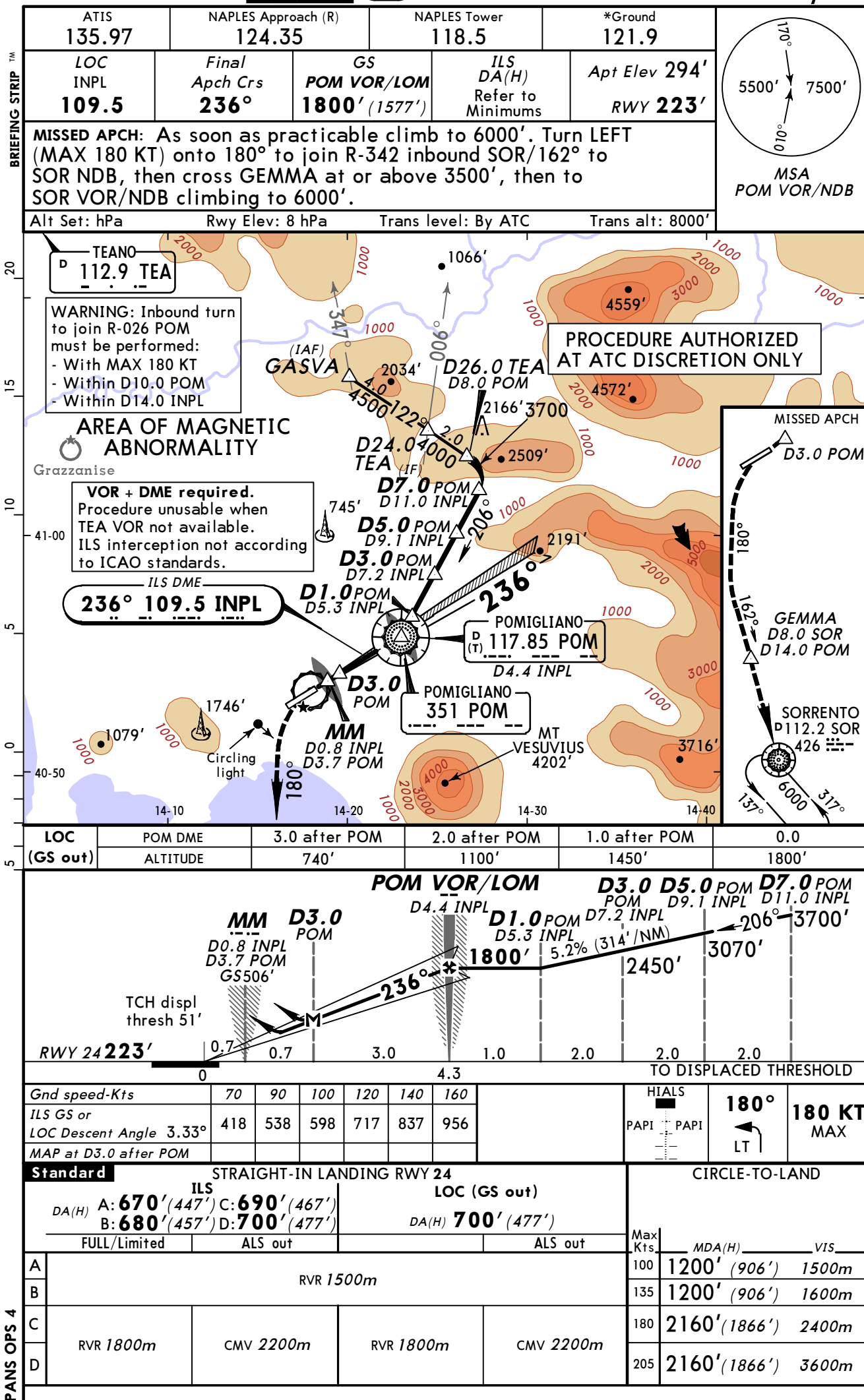
BENTO

236° 236° 3770' 4830' 5900'

LOC 1800' LOC 2700'

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND		
ILS A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) DA(H) 700' (477')				
FULL/Limited		ALS out		ALS out		Max Kts
						MDA(H)
						VIS

TOLL/ LIMITED		ALS 501		ALS 501		RTS	MDA (H)	VIS	
A	RVR 1500m						100	1200' (906')	1500m
B							135	1200' (906')	1600m
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m	180	2160' (1866')	2400m		
D					205	2160' (1866')	3600m		



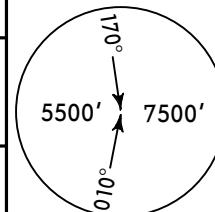
LIRN/NAP CAPODICHINO

25 JAN 13
Eff 7 Feb

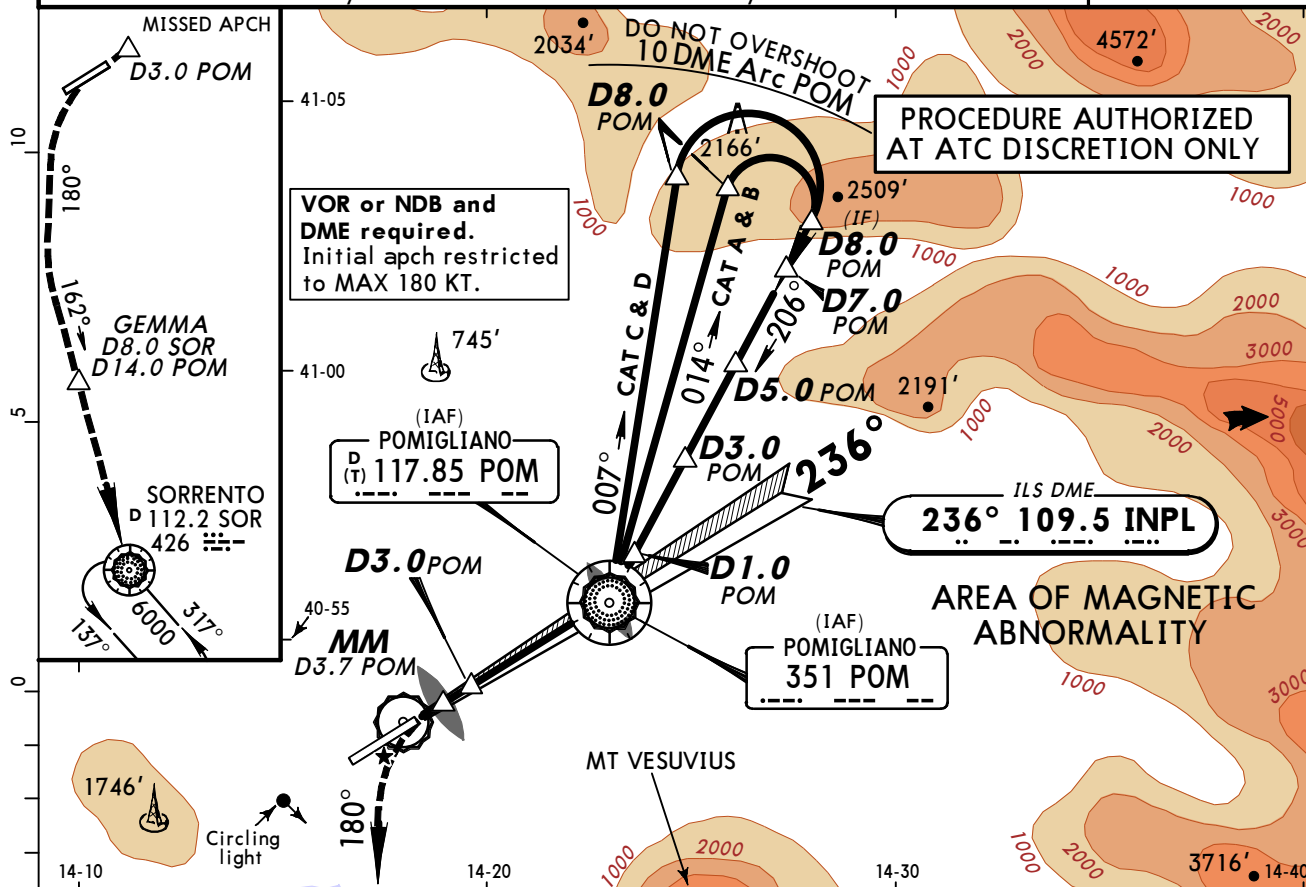
11-7

NAPLES, ITALY ILS V or LOC V Rwy 24

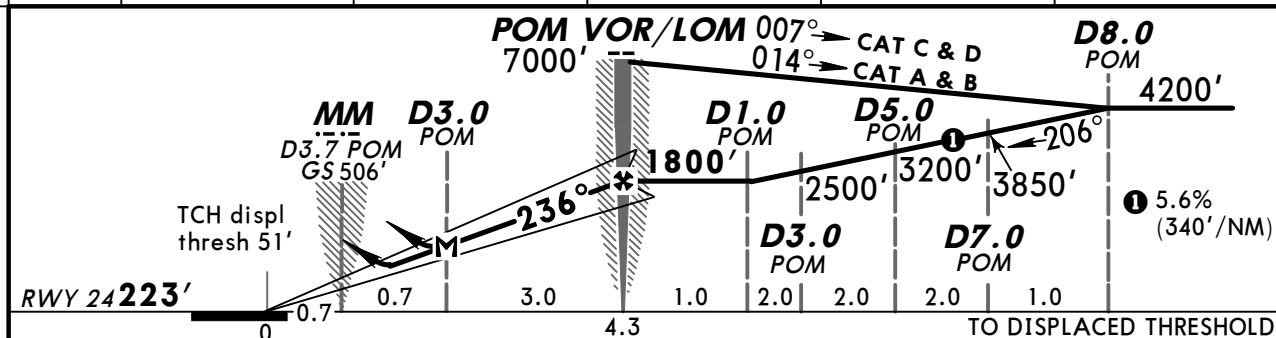
ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INPL 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294' RWY 223'			
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162°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



MSA
POM VOR/NDB



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT MAX
ILS GS or LOC Descent Angle 3.33°	418	538	598	717	837	956	PAPI	PAPI	LT
MAP at D3.0 after POM									

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

CHANGES: None.

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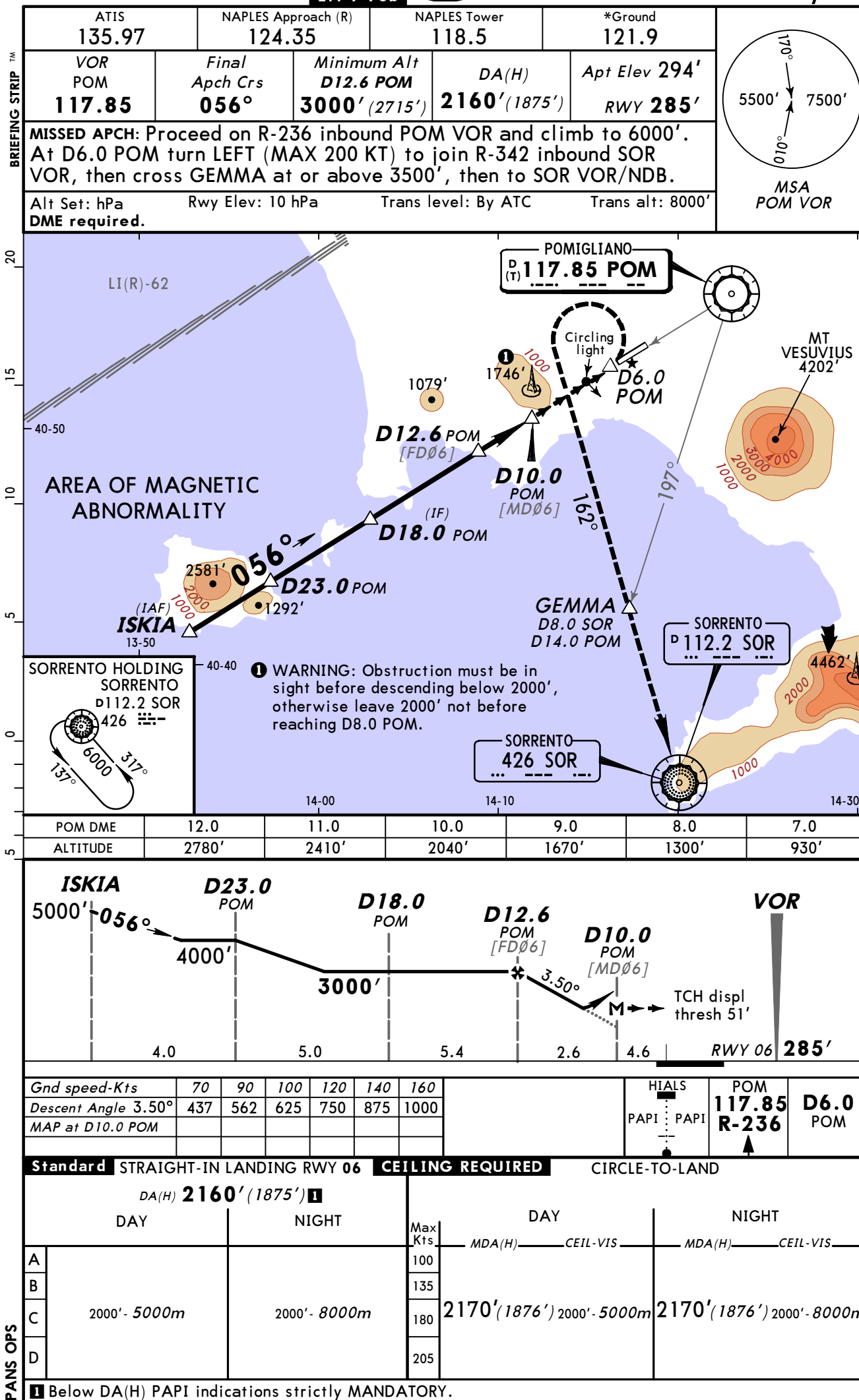


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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NAPLES, (CAPODICHINO - LIRN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRN

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-5) 'TEA' NDB freq changed from 316 KHz to 400 KHz.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Permanent

Begin Date: 20131114

End Date: No end date

Construction works on twys. Refer to temp charts 10-8 & 10-8A and latest NOTAMs.