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Terminal Charts For LIRA
Revision Letter For Cycle 13-2014
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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: 0335 Z
Sunset: 1848 Z,

Runway Information

Runway: 15
Length x Width: 7228 ft x 154 ft
Surface Type: maca
TDZ-Elev: 379 ft
Lighting: Edge, ALS, REIL

Runway: 33
Length x Width: 7228 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 134.2
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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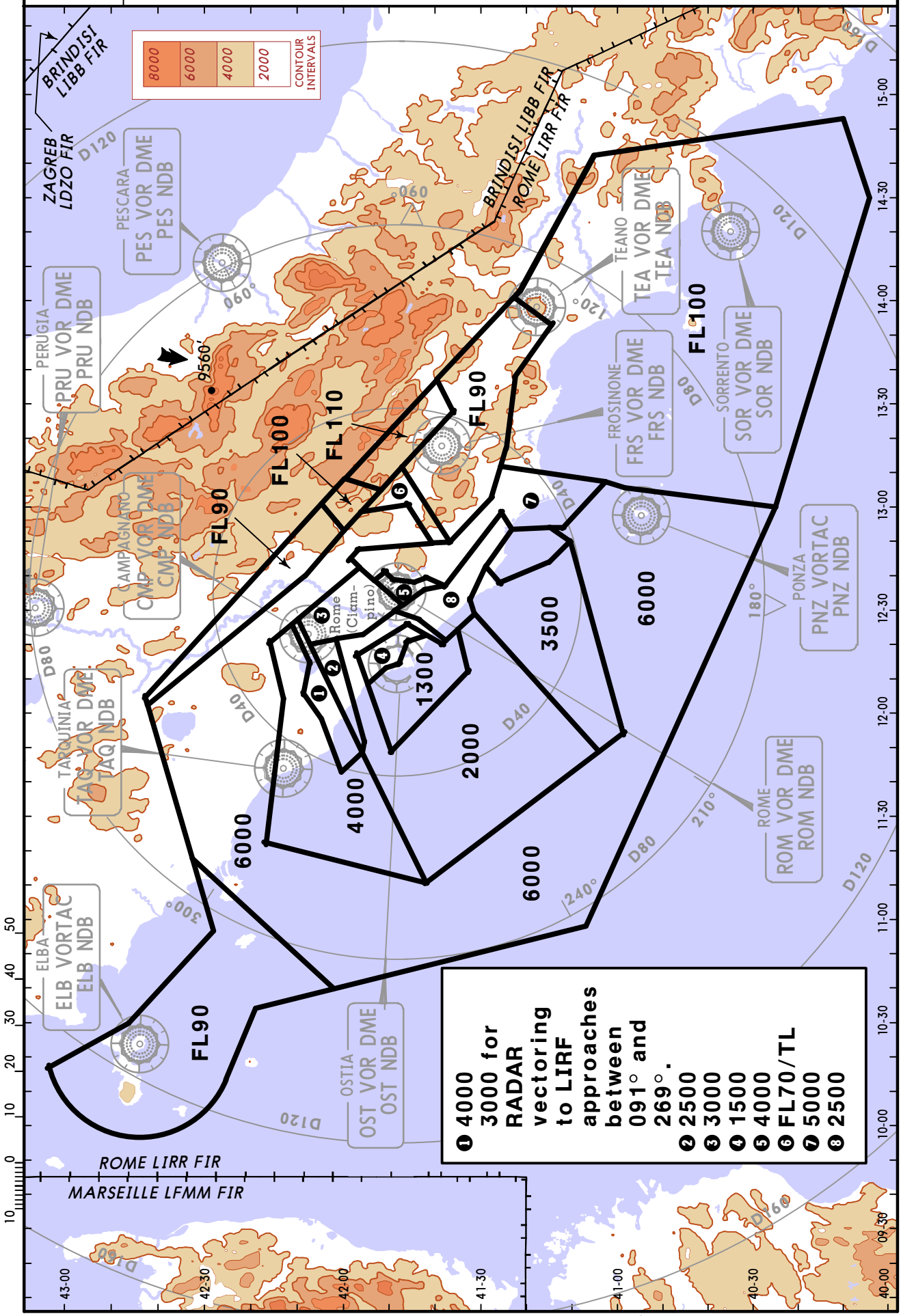
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Chart only to be used for cross-checking of altitudes while under RADAR control. 2. Minimum altitudes provide at least 1000′ obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna. 3. Outside these areas the normal minimum enroute level will be used.



CHANGES: New chart.

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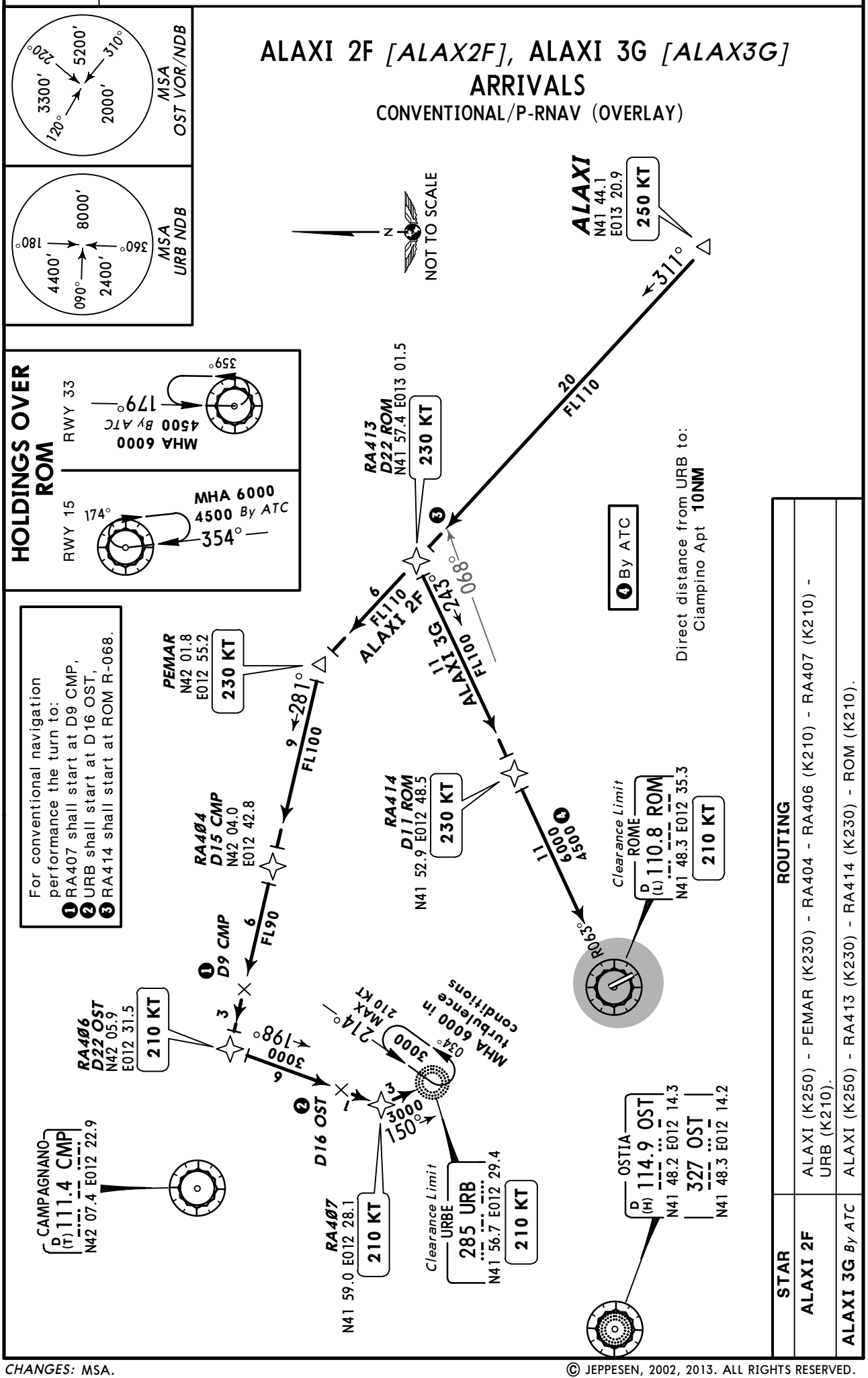
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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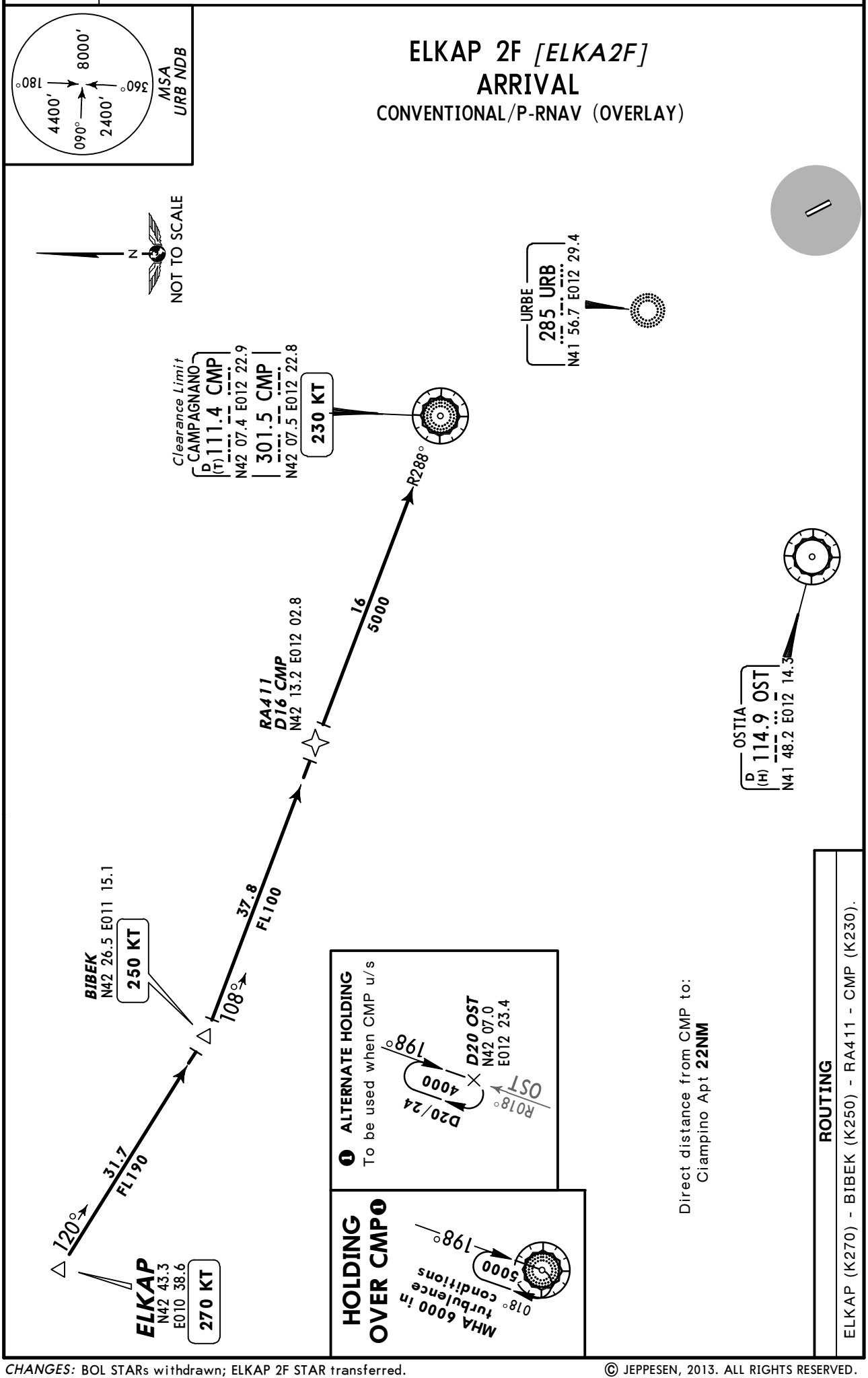
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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



CHANGES: BOL STARs withdrawn; ELKAP 2F STAR transferred.

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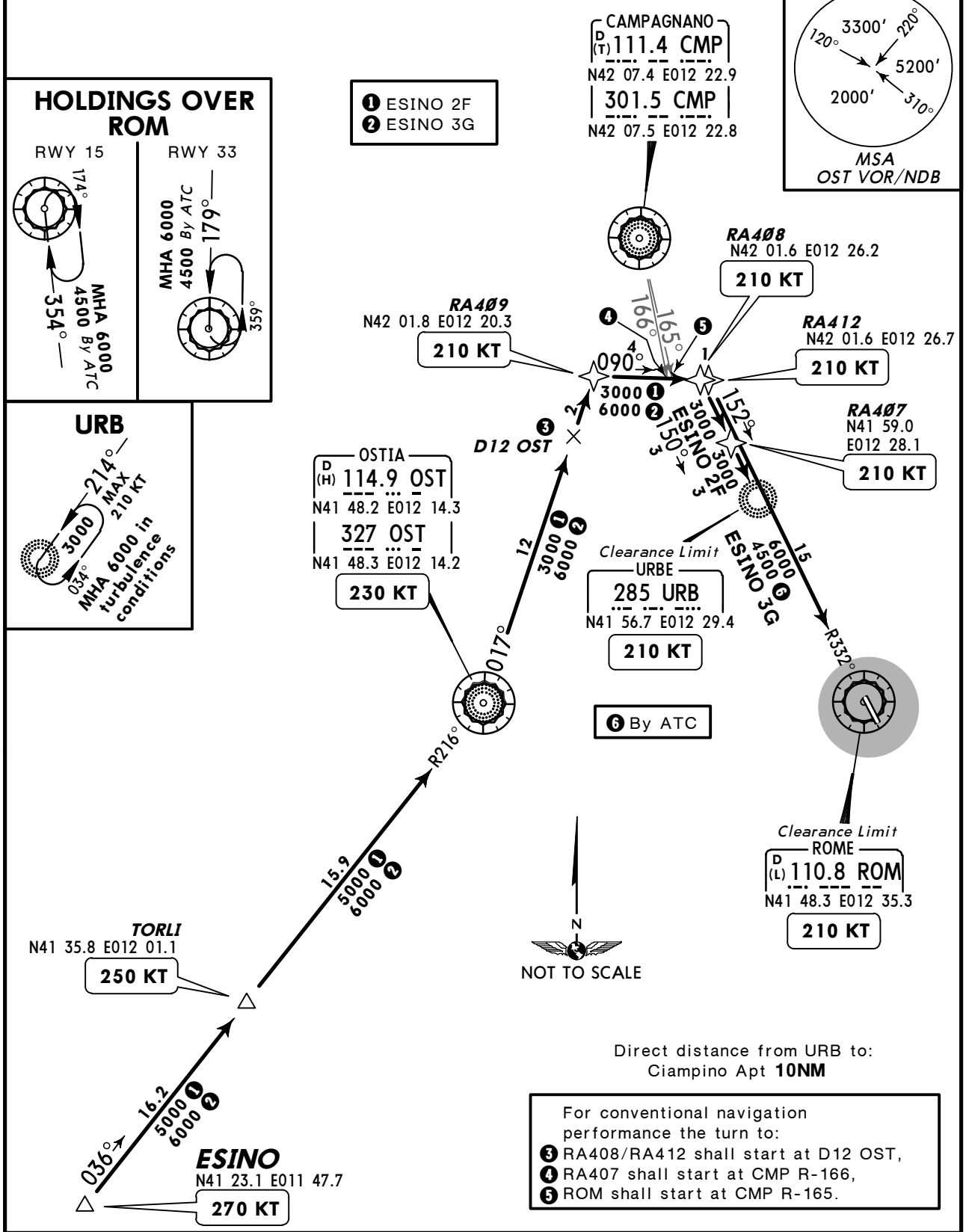
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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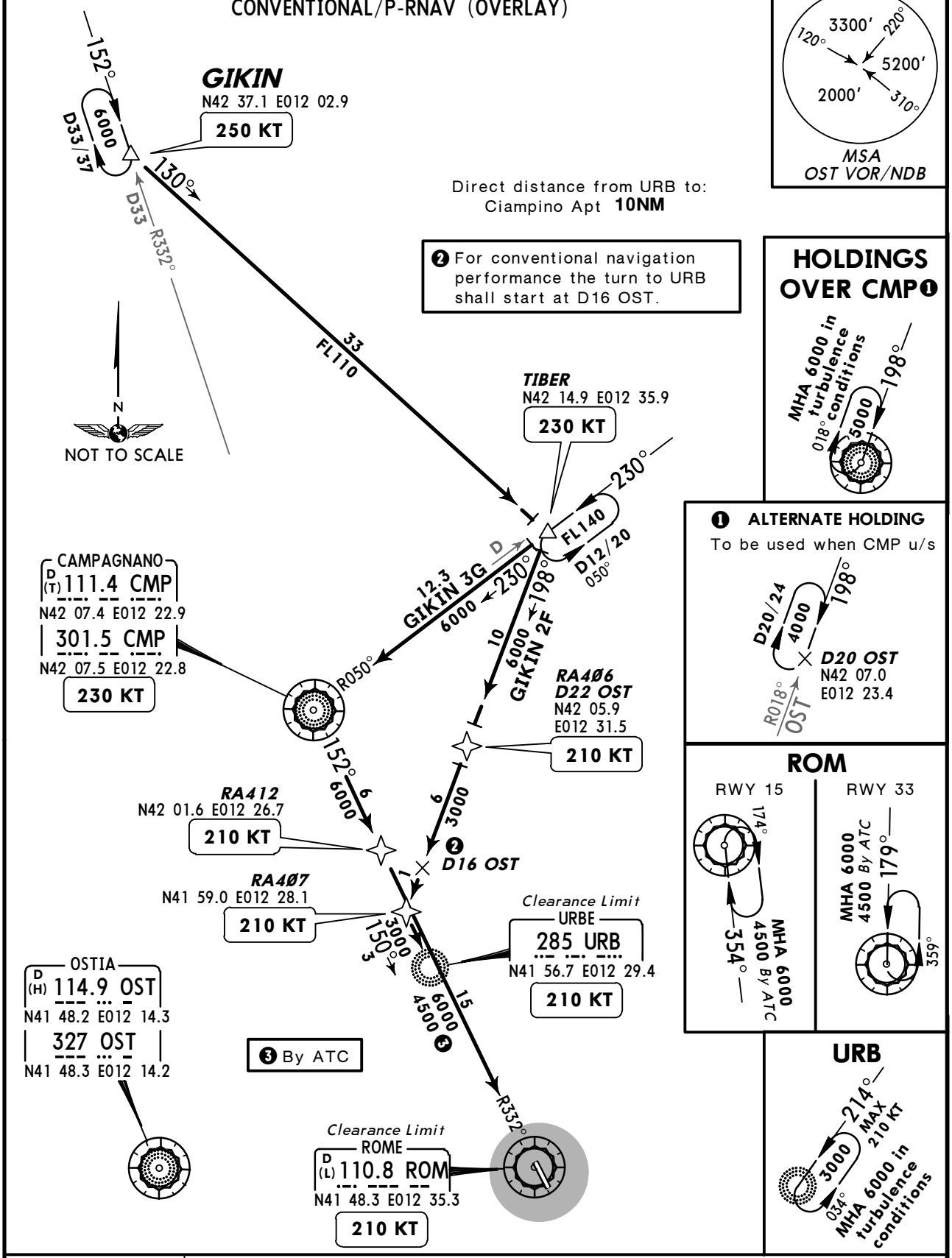
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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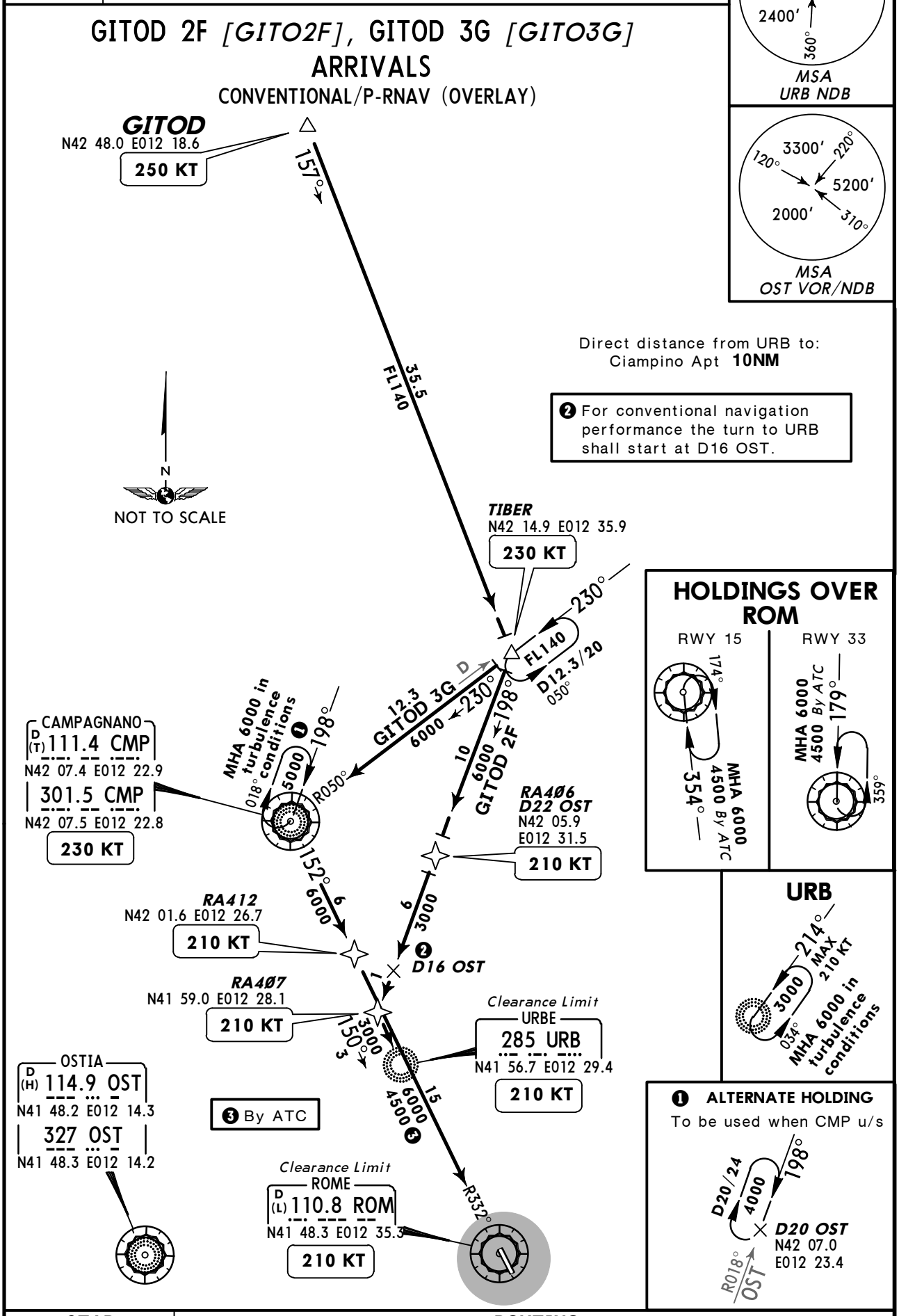
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



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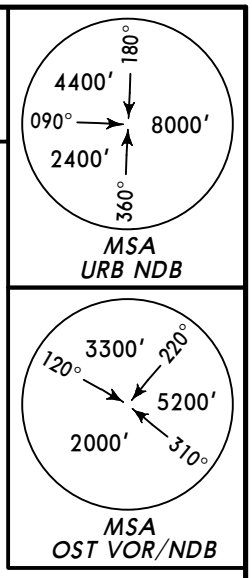
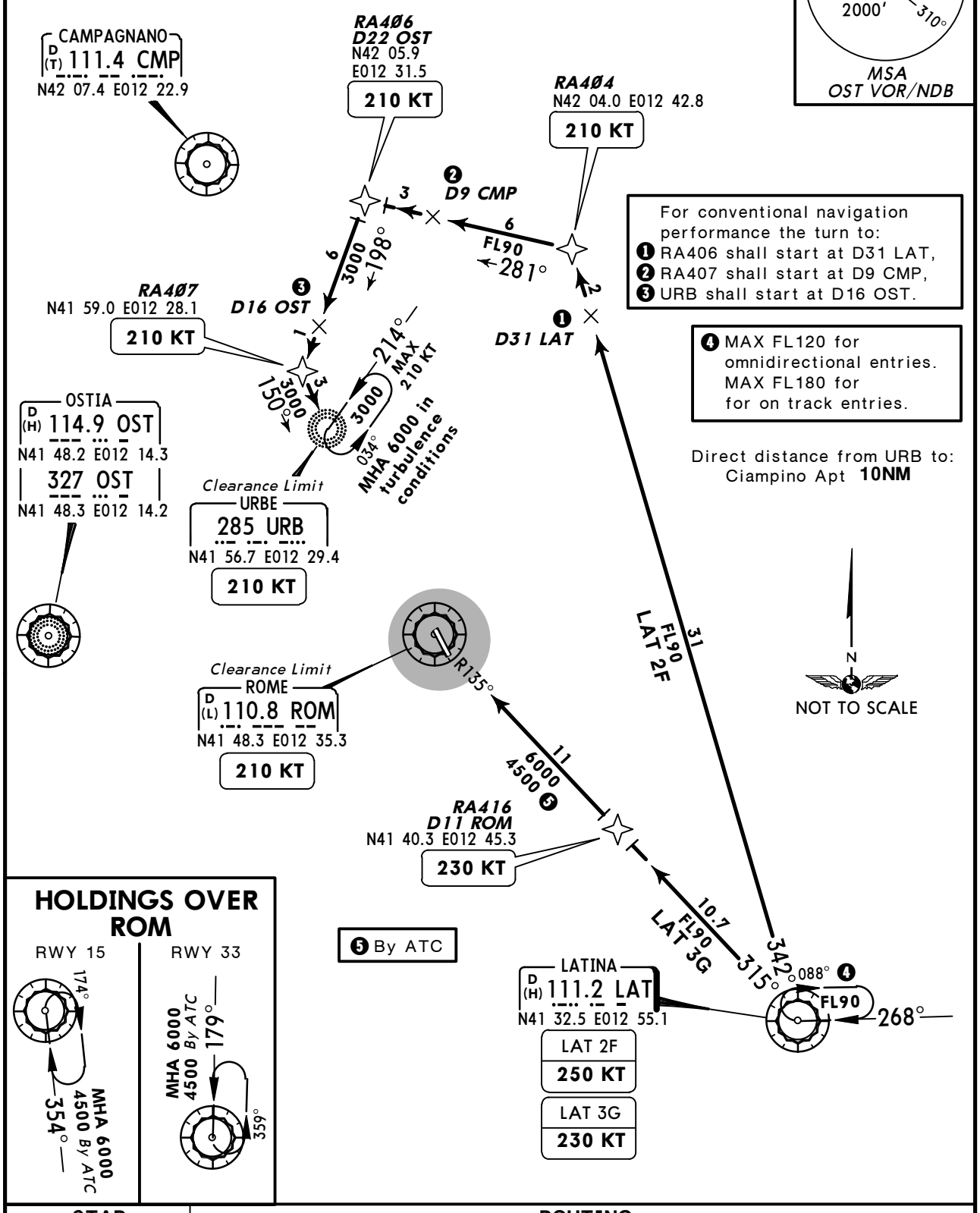
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



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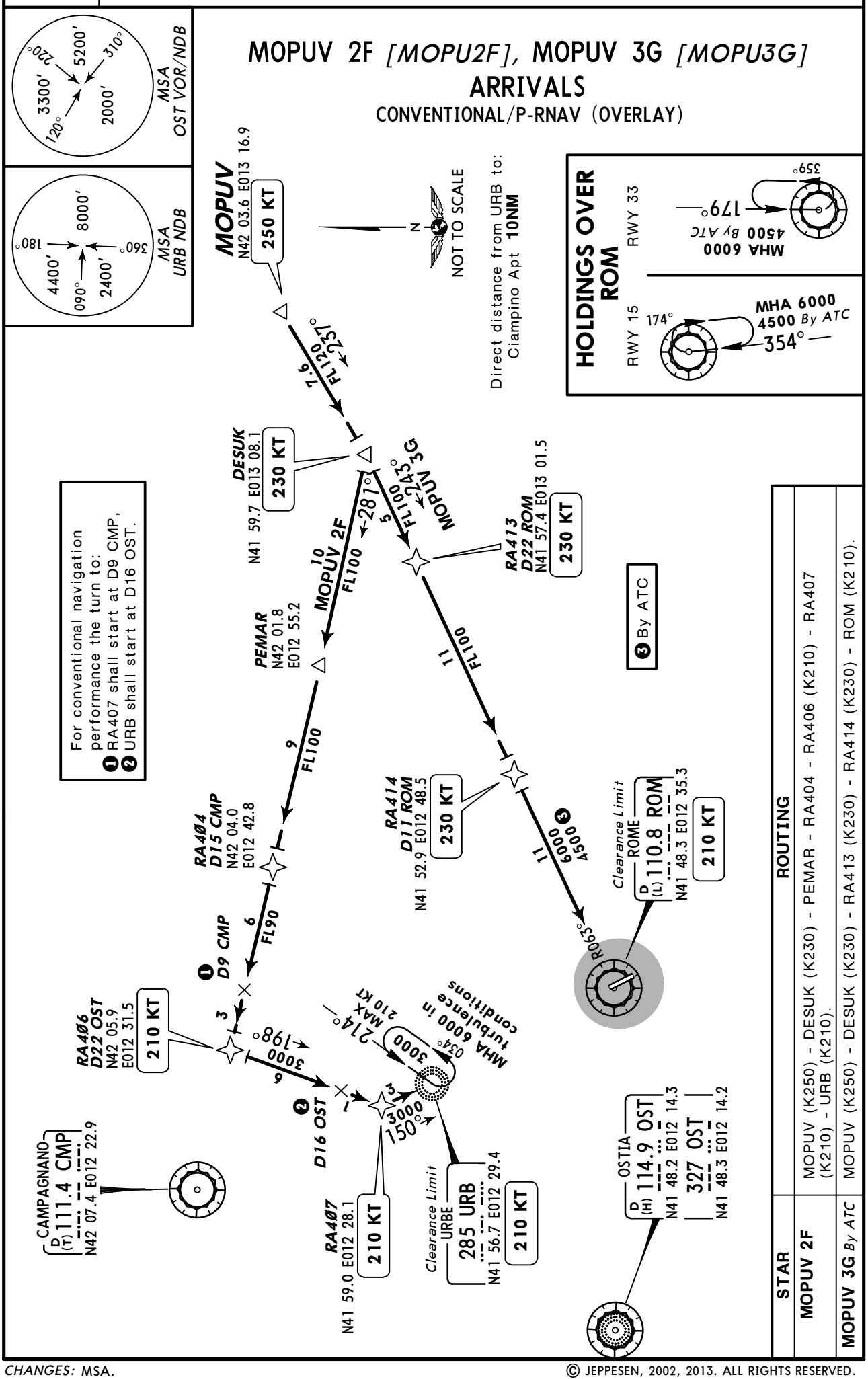
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



CHANGES: MSA.

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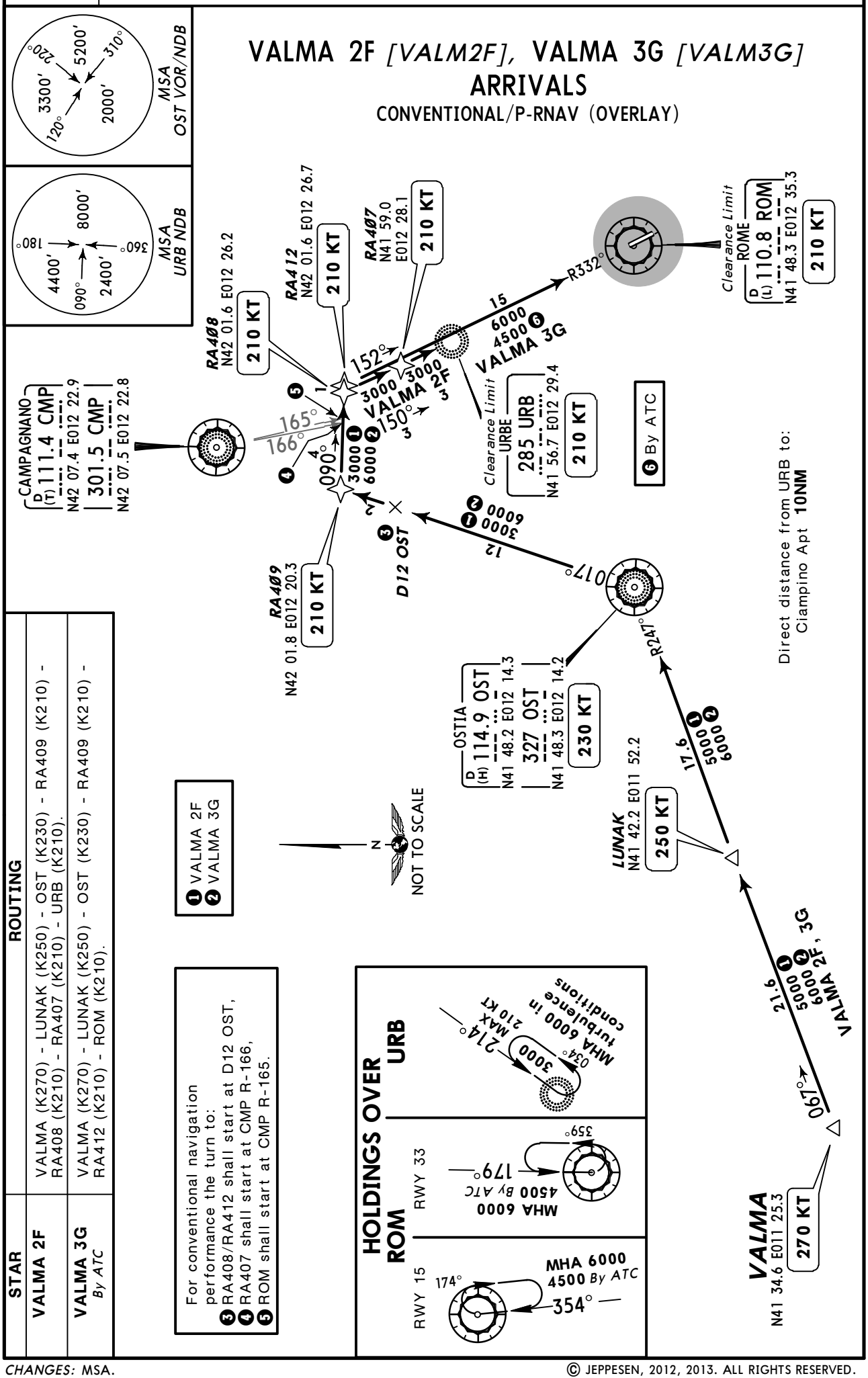
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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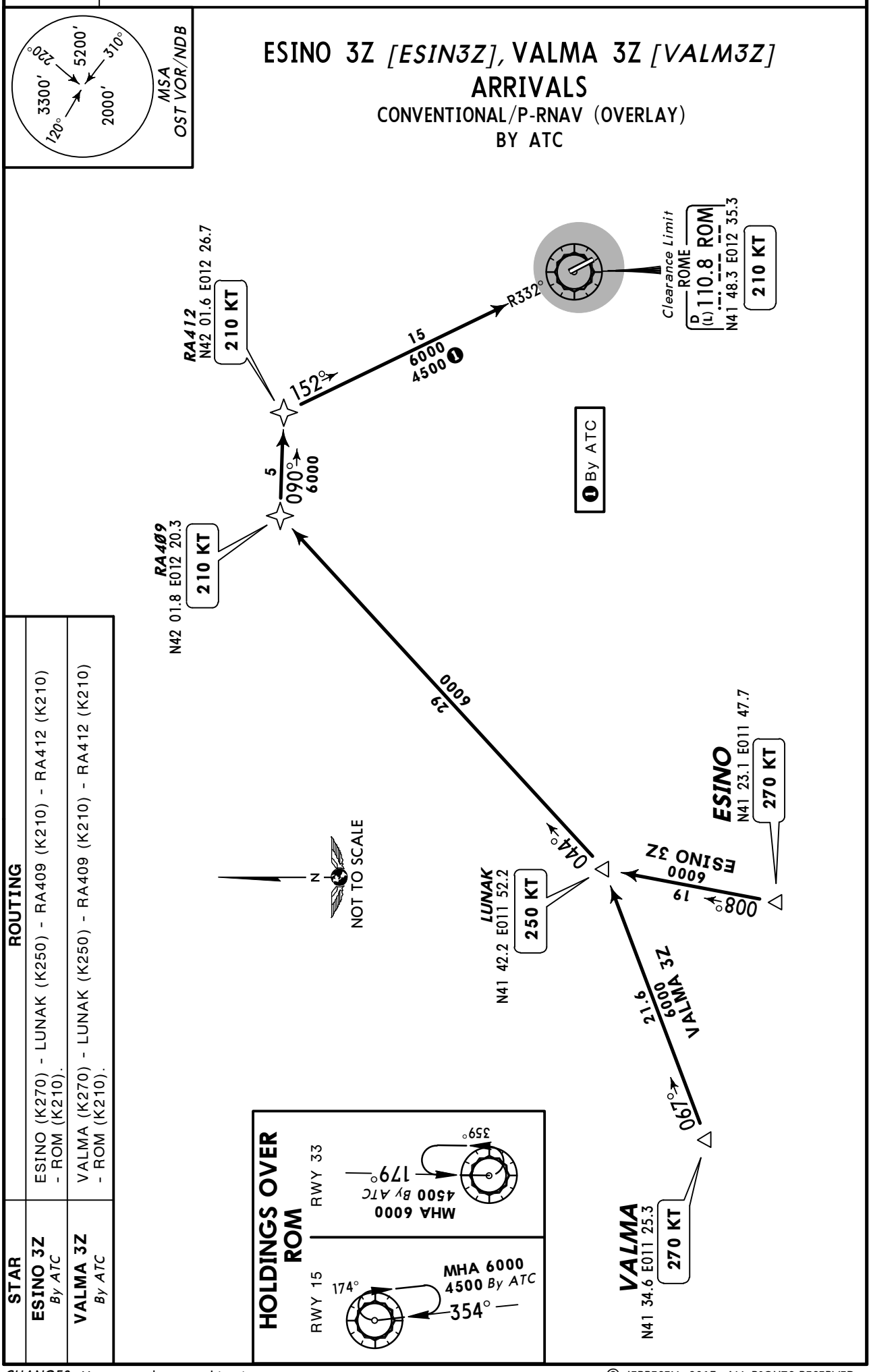
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.



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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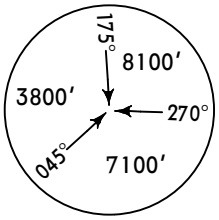
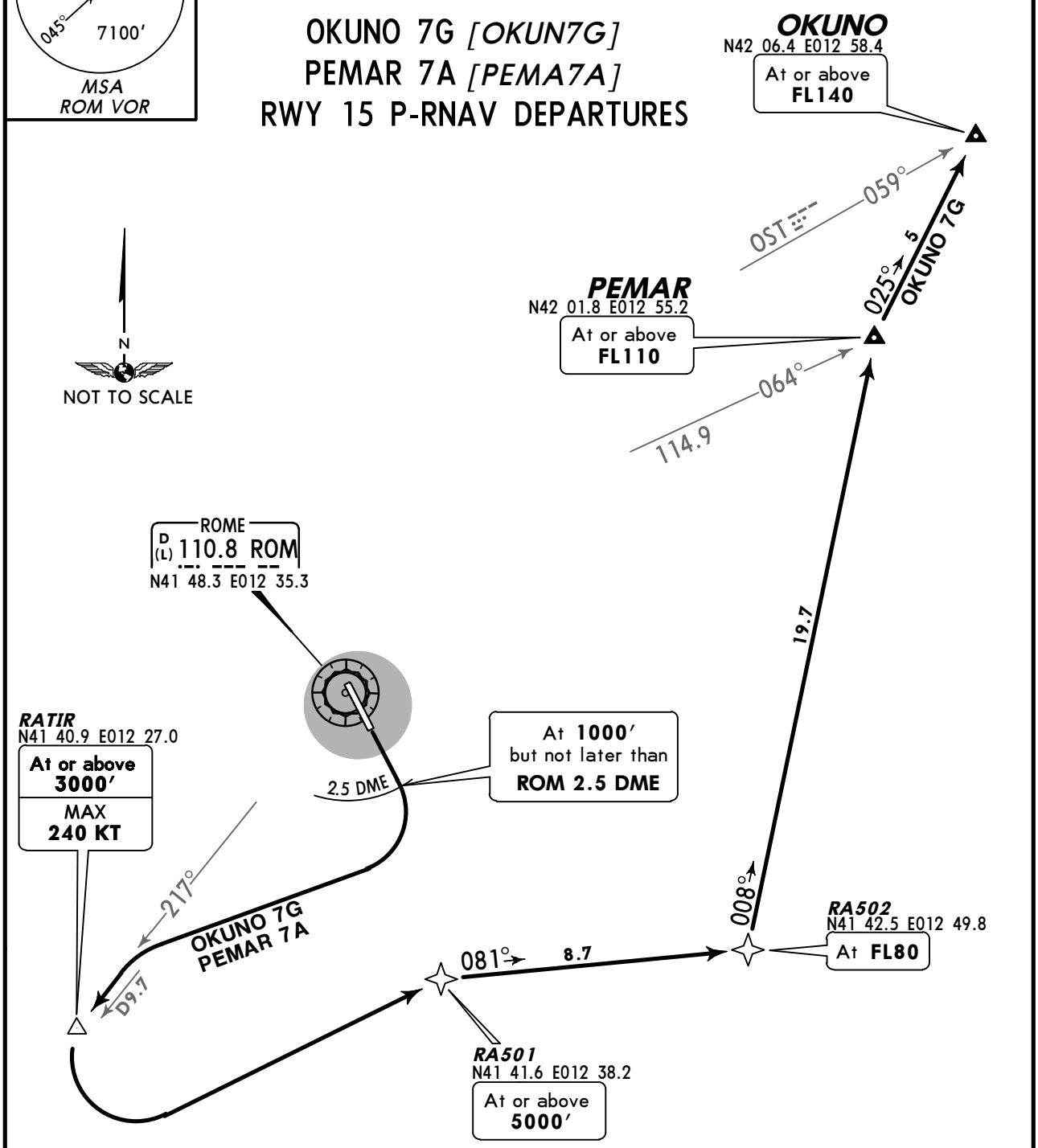


MSA
ROM VOR

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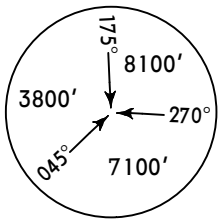
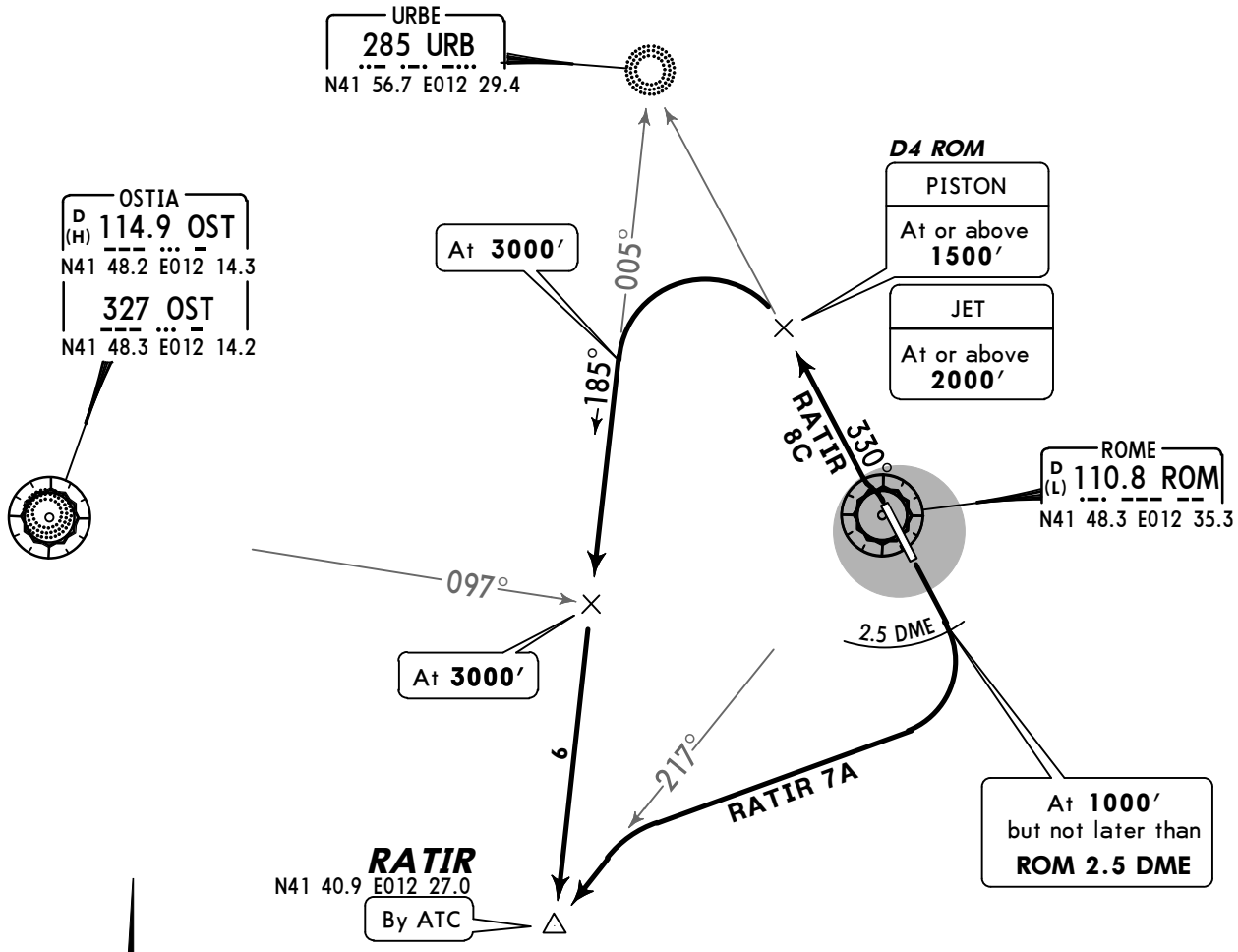
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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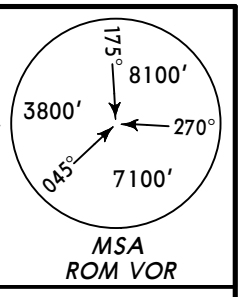
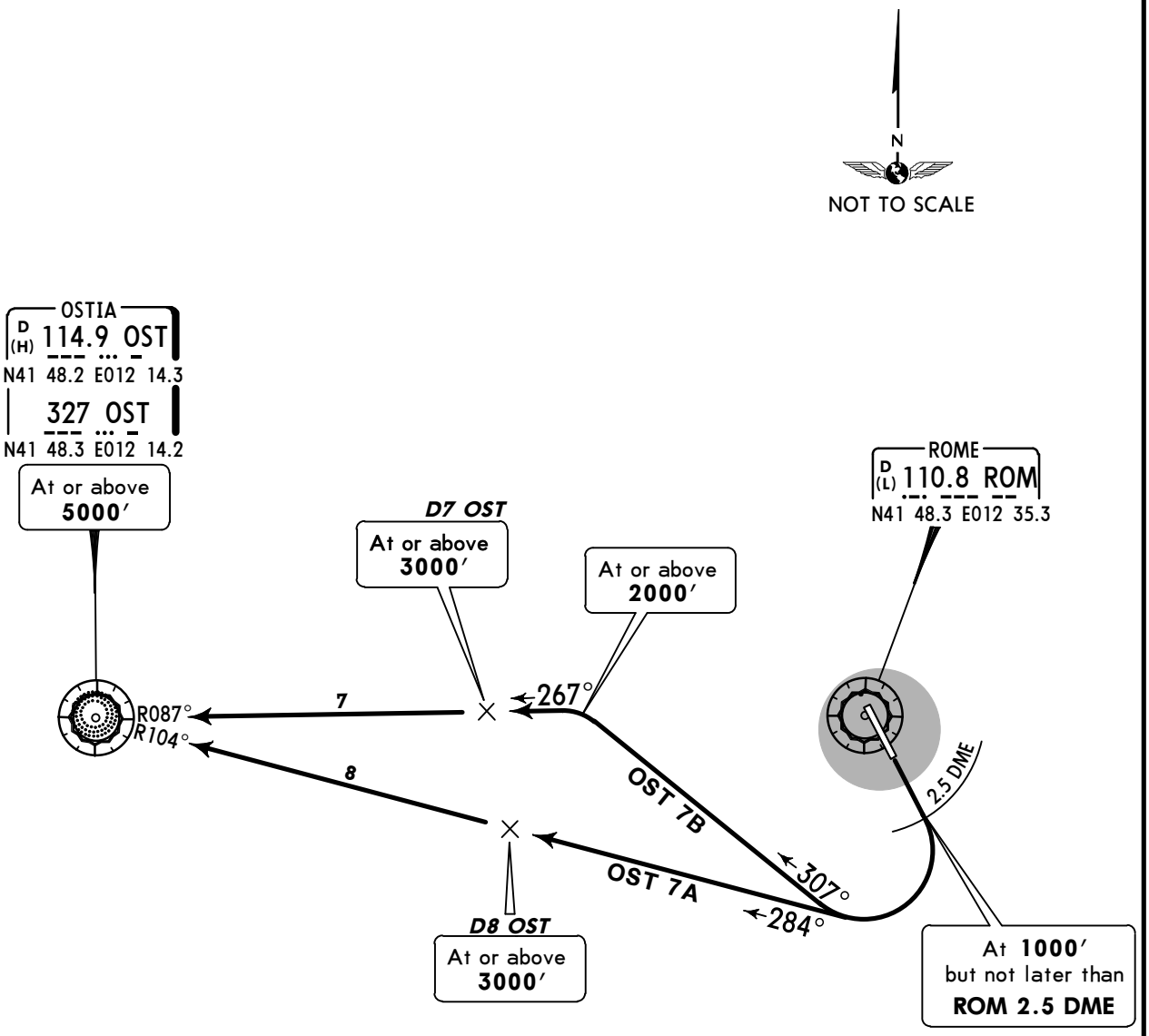
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise abatement routings. 2. Pilots are requested to strictly adhere SIDs.



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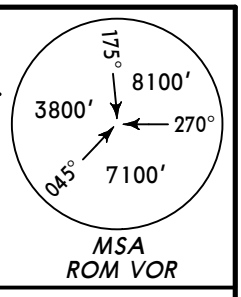
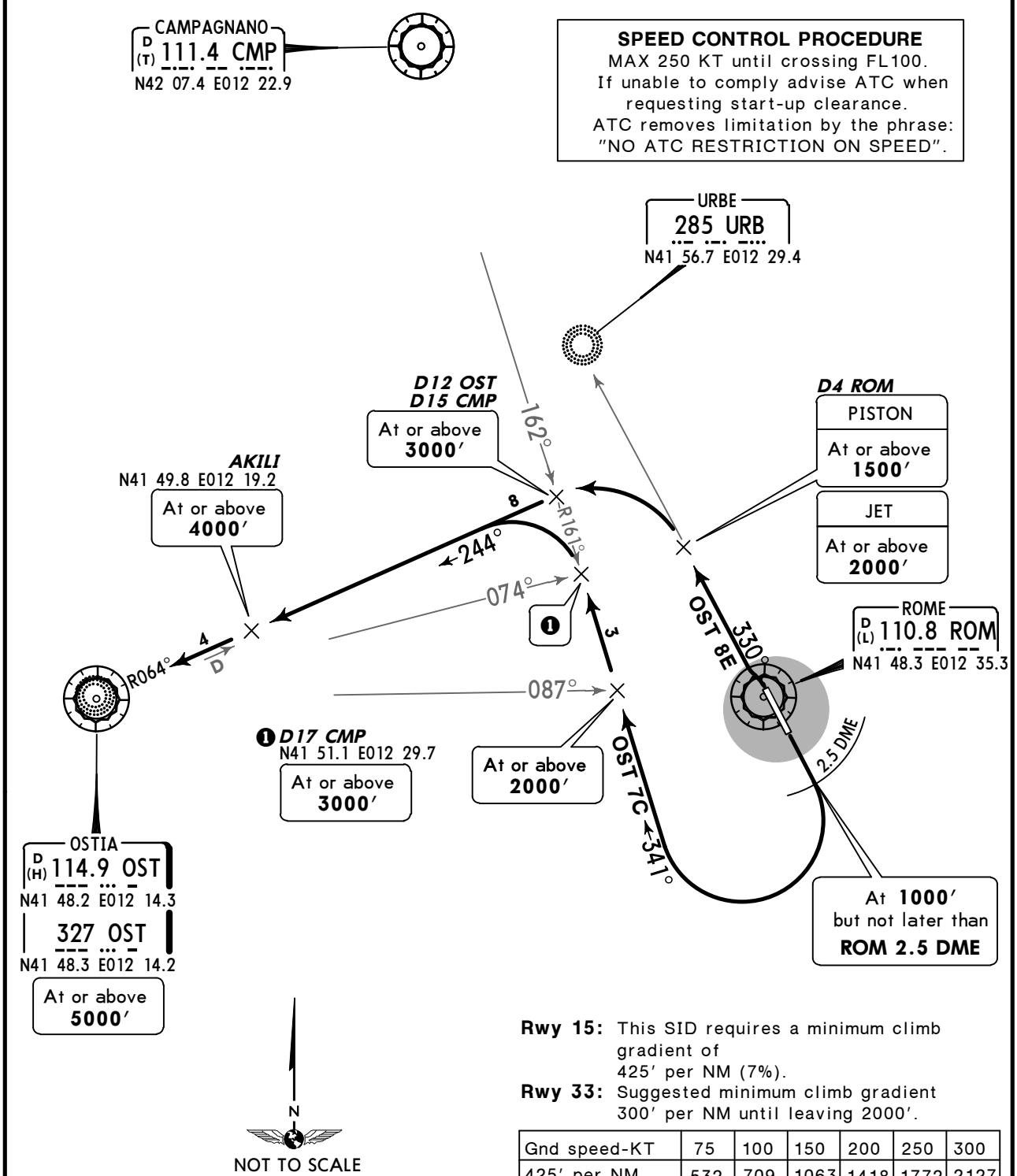
ROMA Departure (APP)	Apt Elev	Trans level: By ATC Trans alt: 6000′
130.9	427′	SIDs include noise abatement routings.



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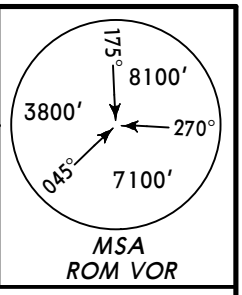
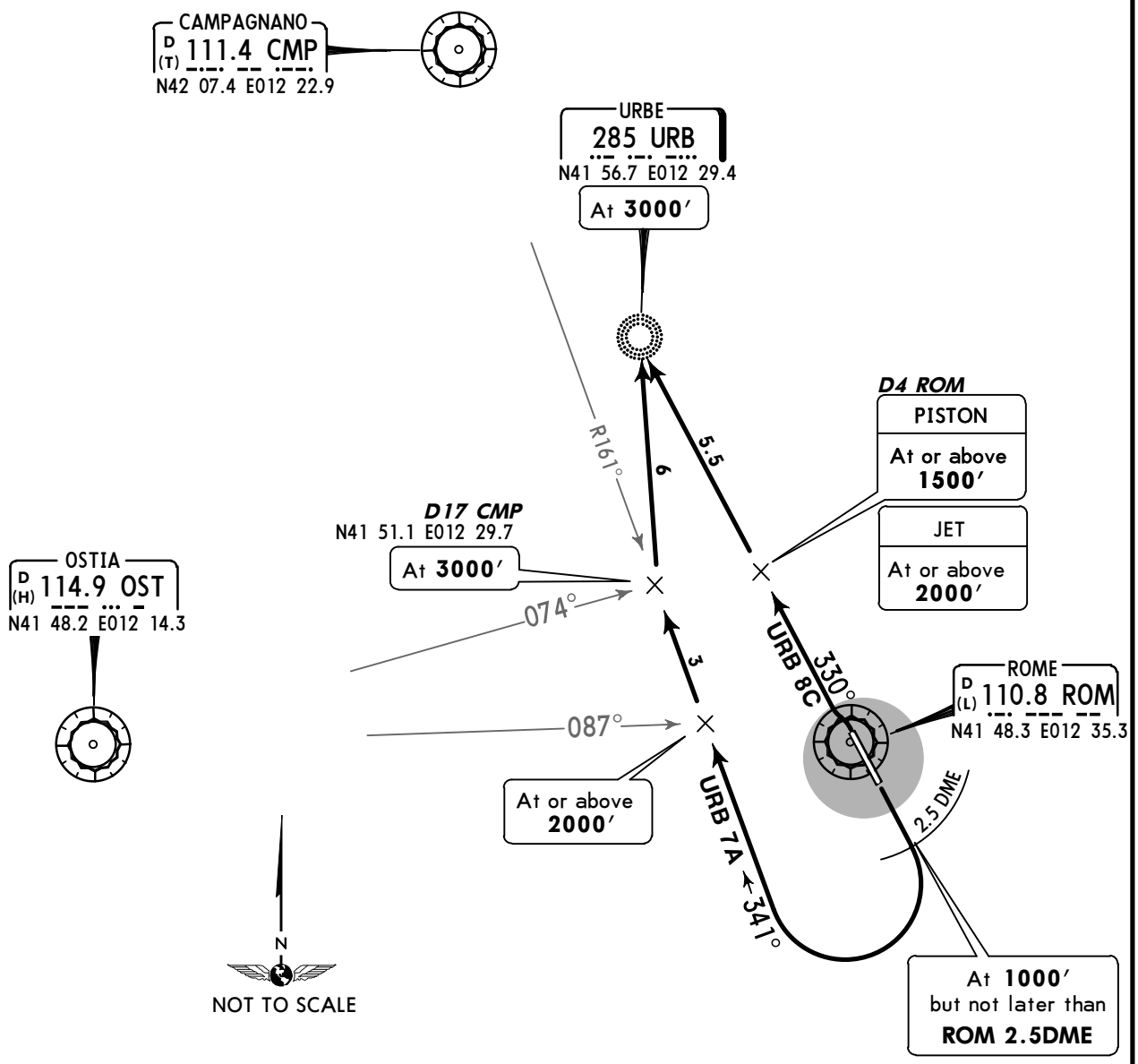
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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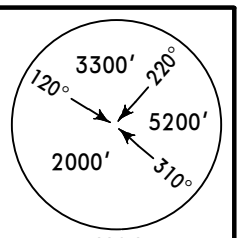
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.

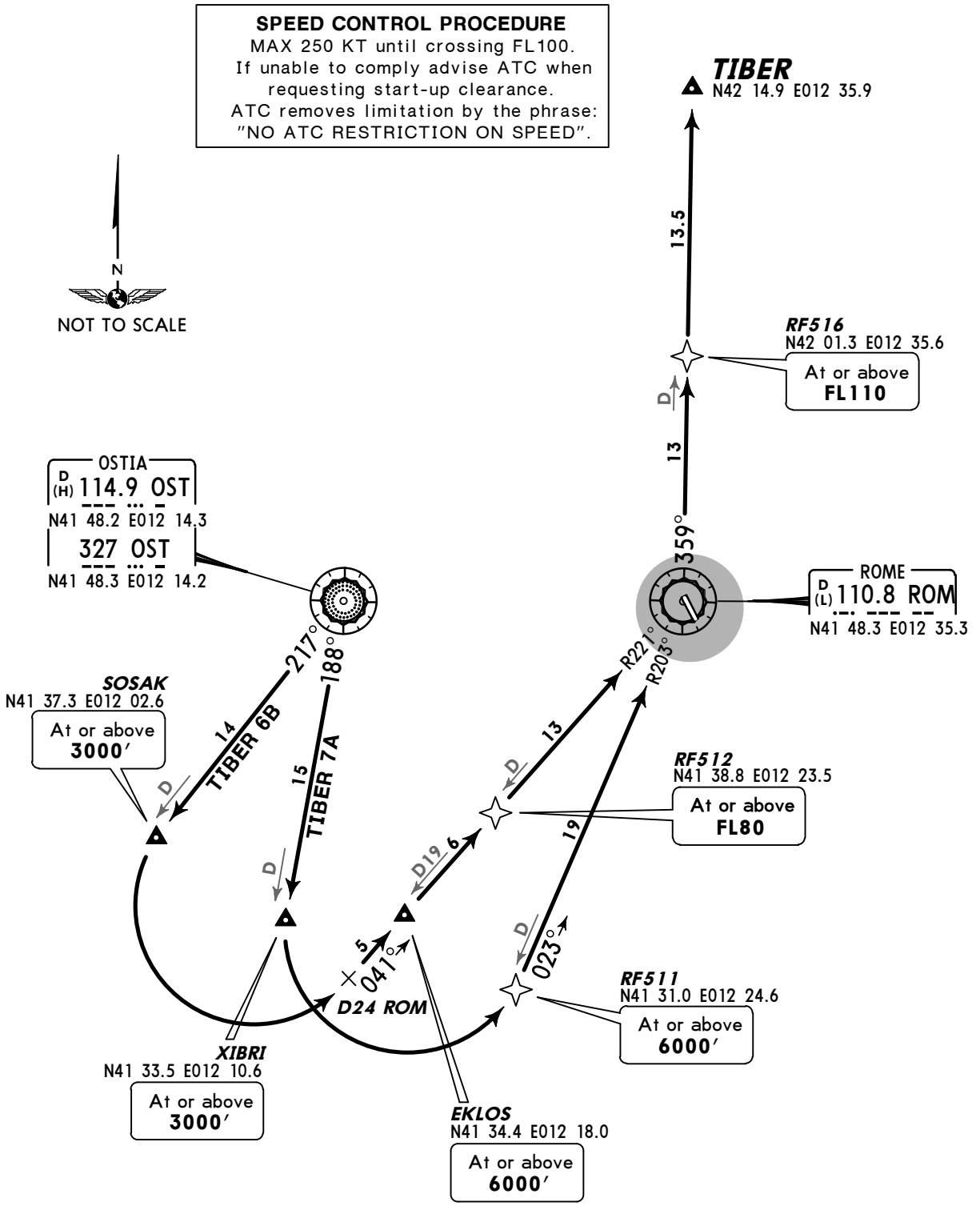


MSA
OST VOR/NDB

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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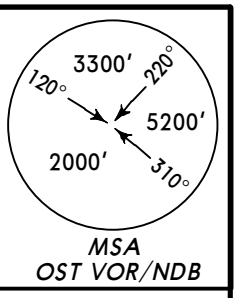
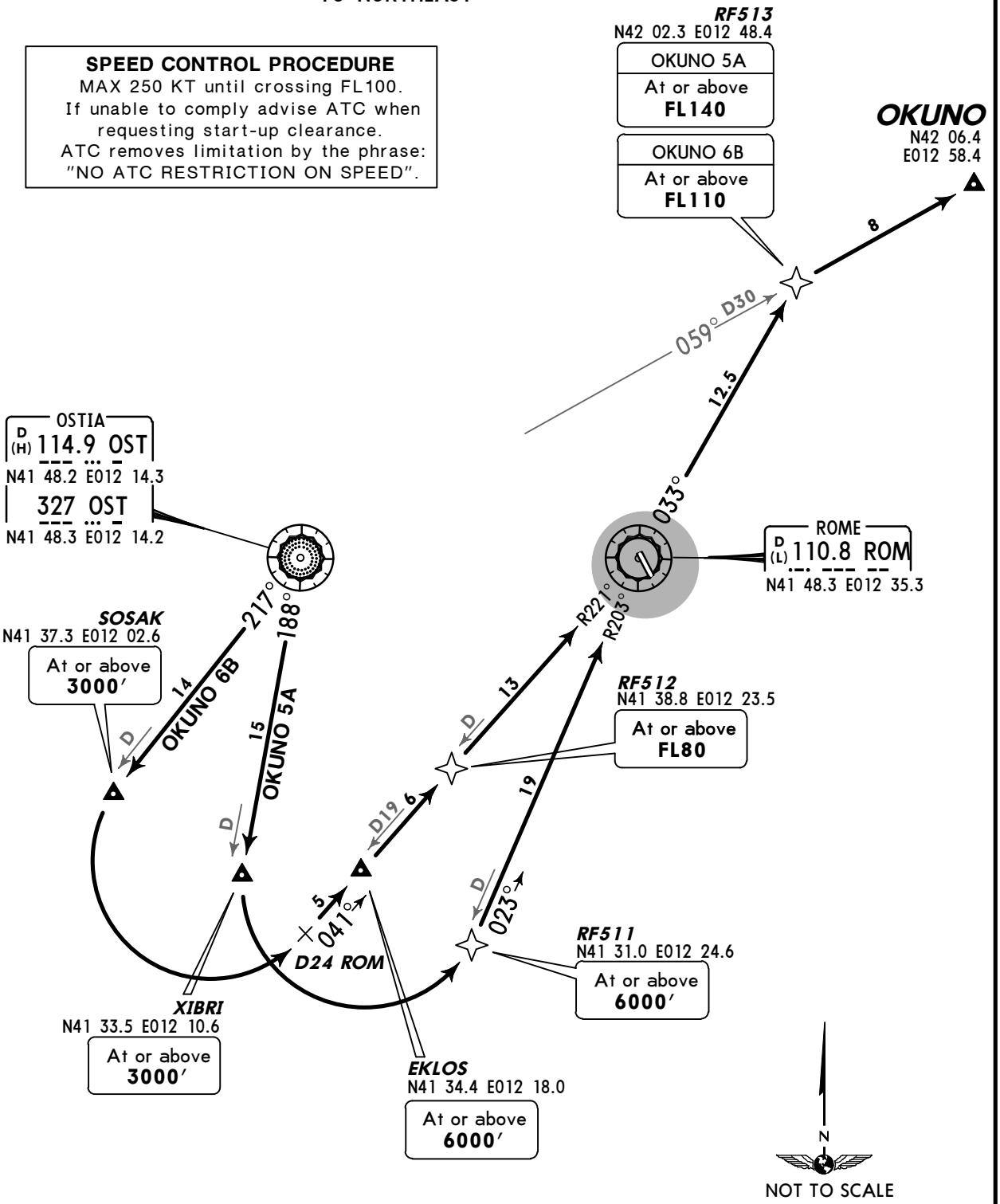
ROMA Departure (APP)	Apt Elev
130.9	427′

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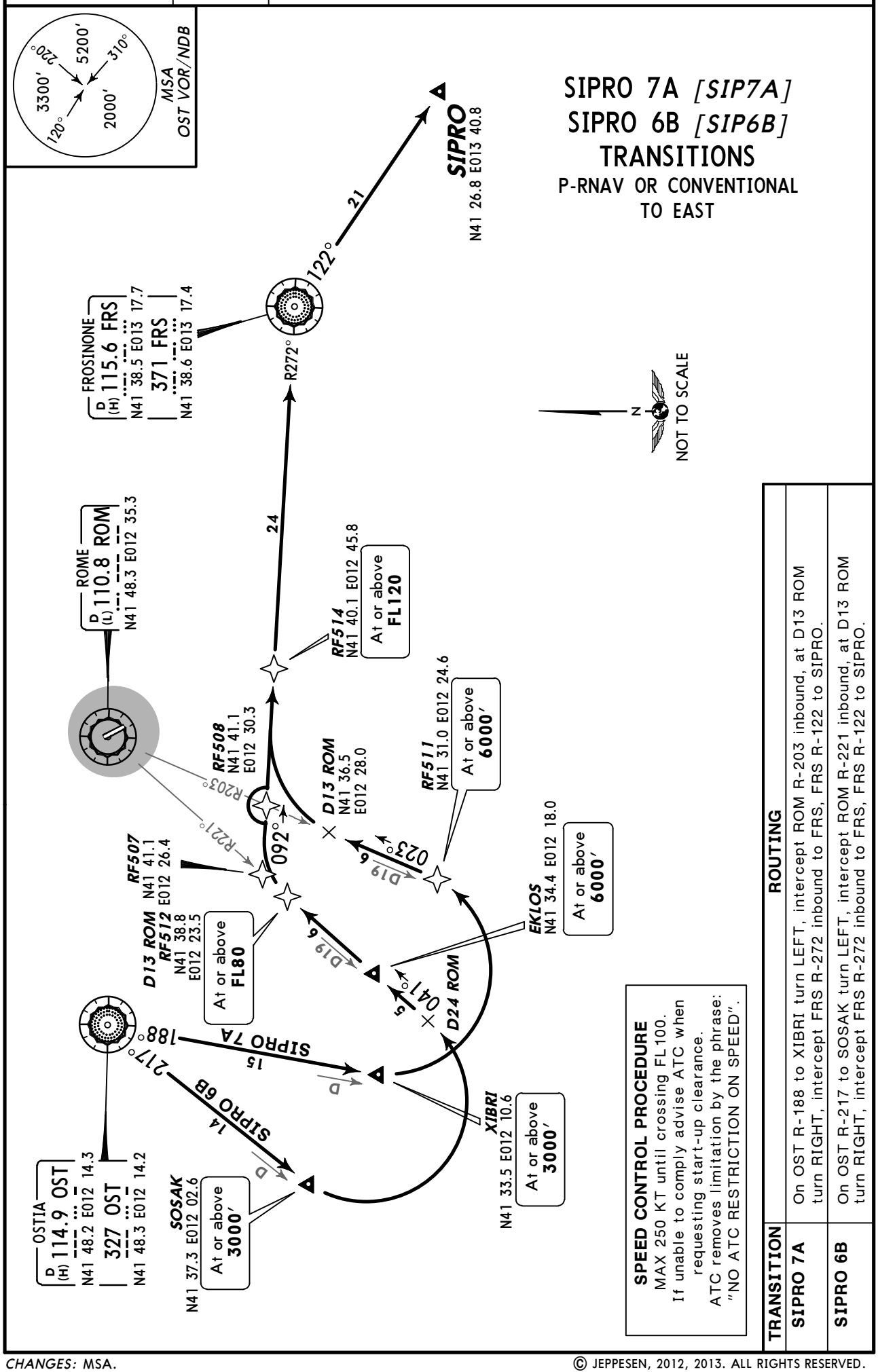
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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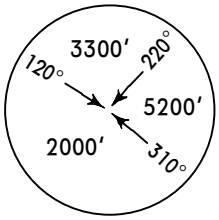
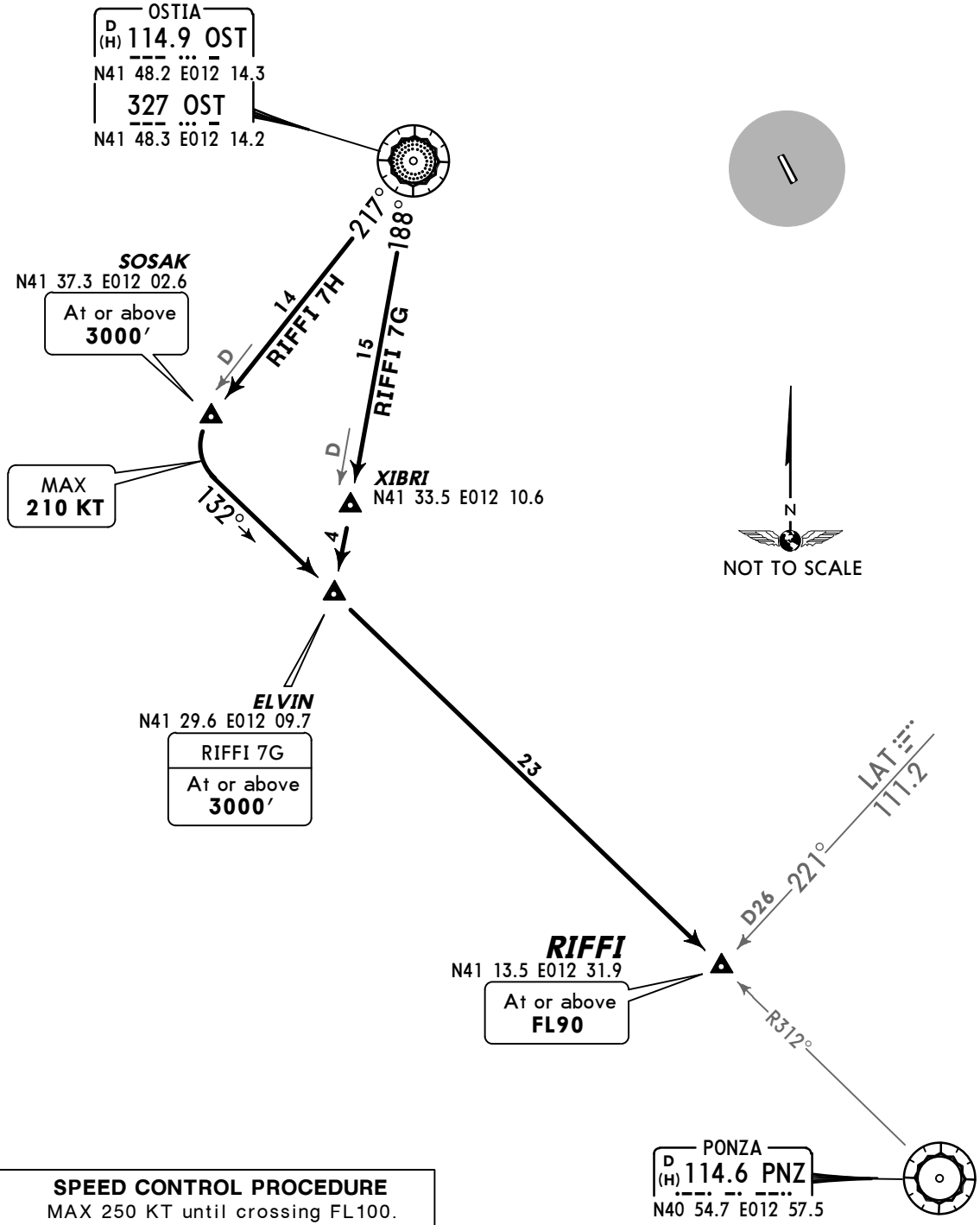
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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: None.

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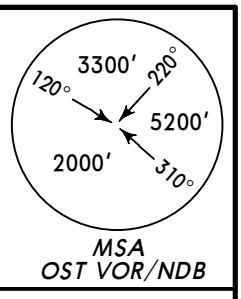
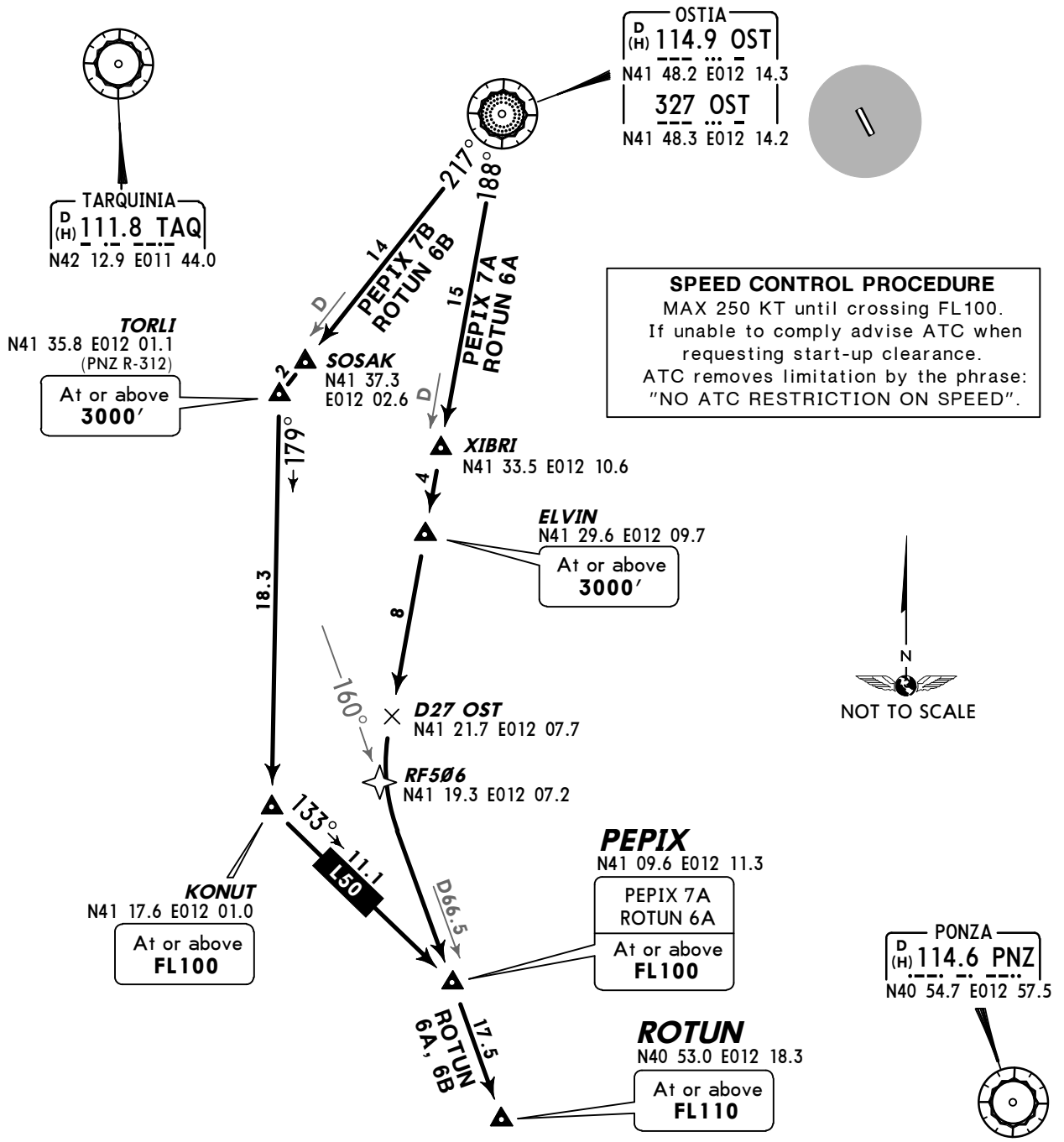
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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: Distance between KONUT-PEPIX.

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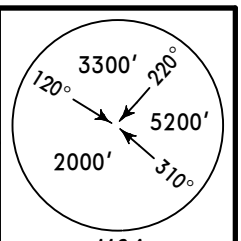
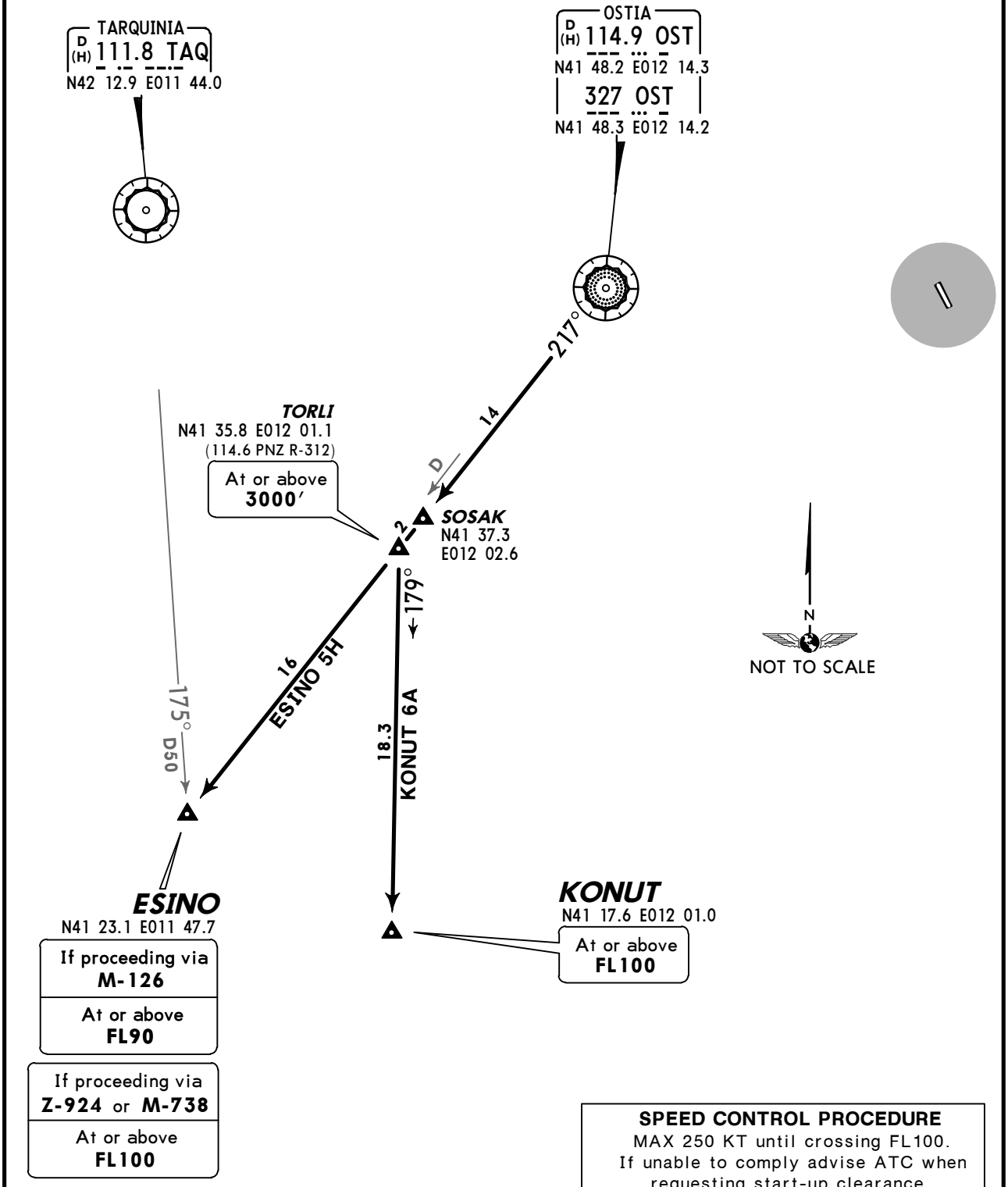
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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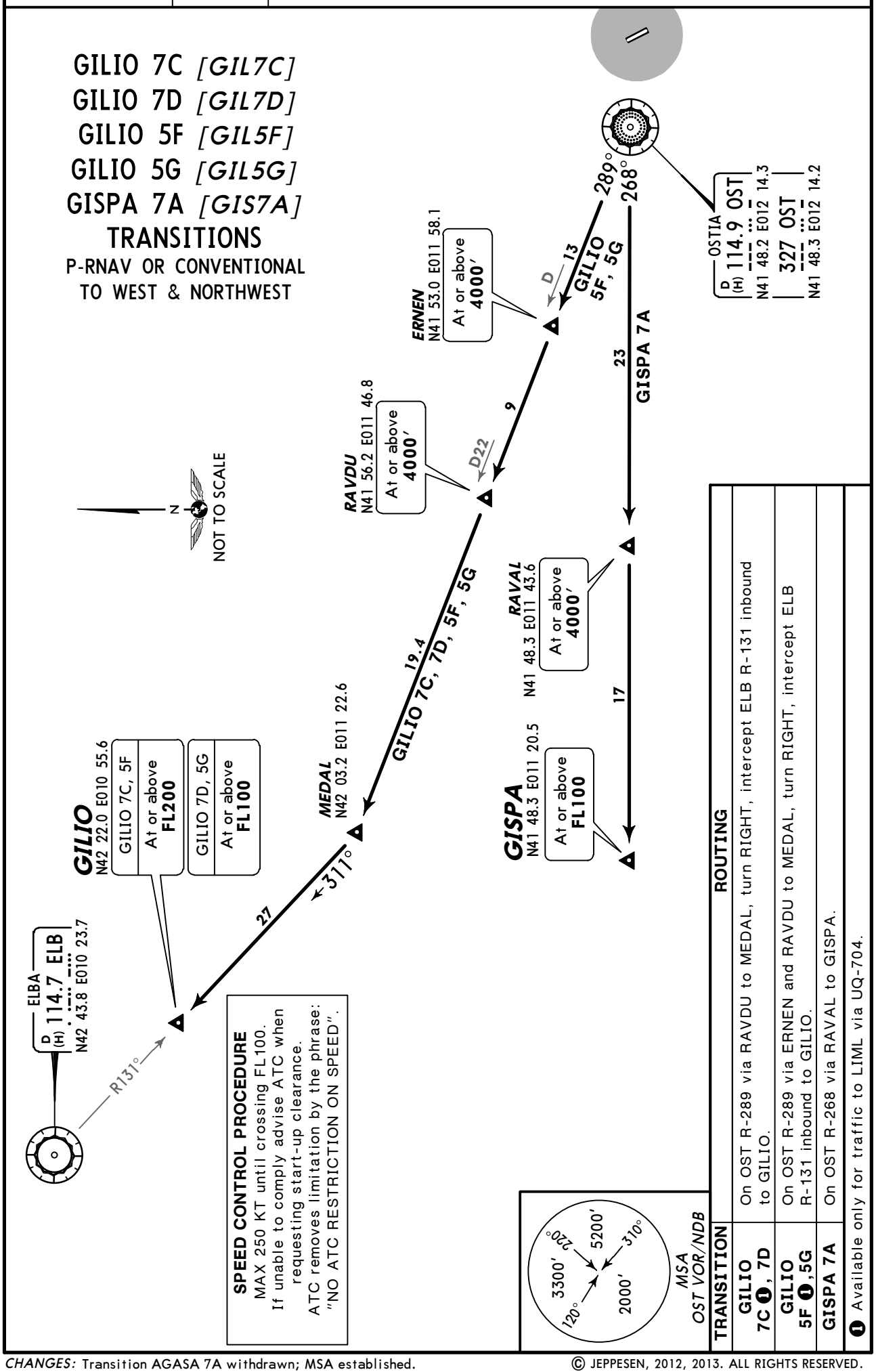
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



CHANGES: Transition AGASA 7A withdrawn; MSA established.

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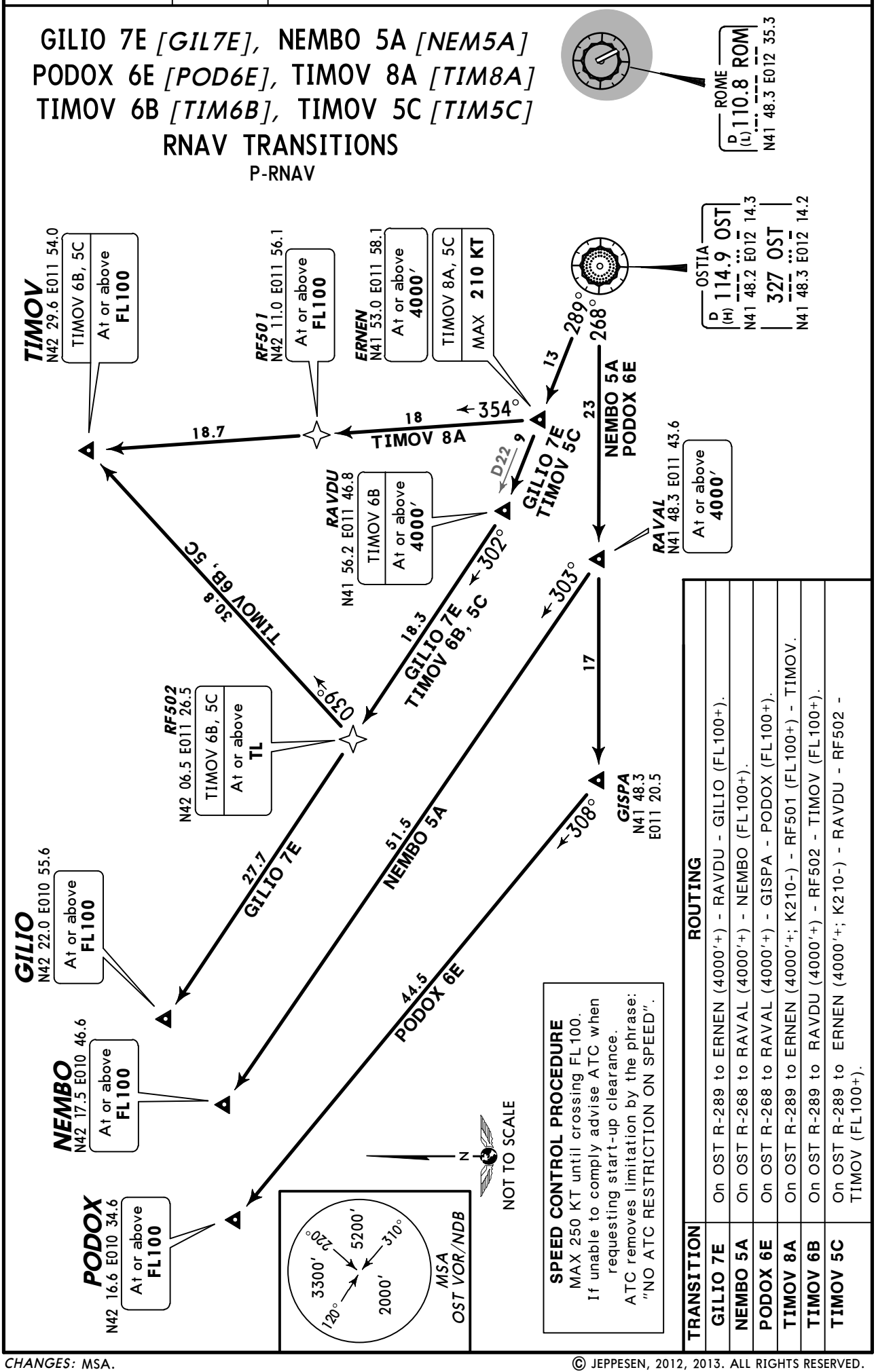
ROMA Departure (APP)	Apt Elev
130.9	427′

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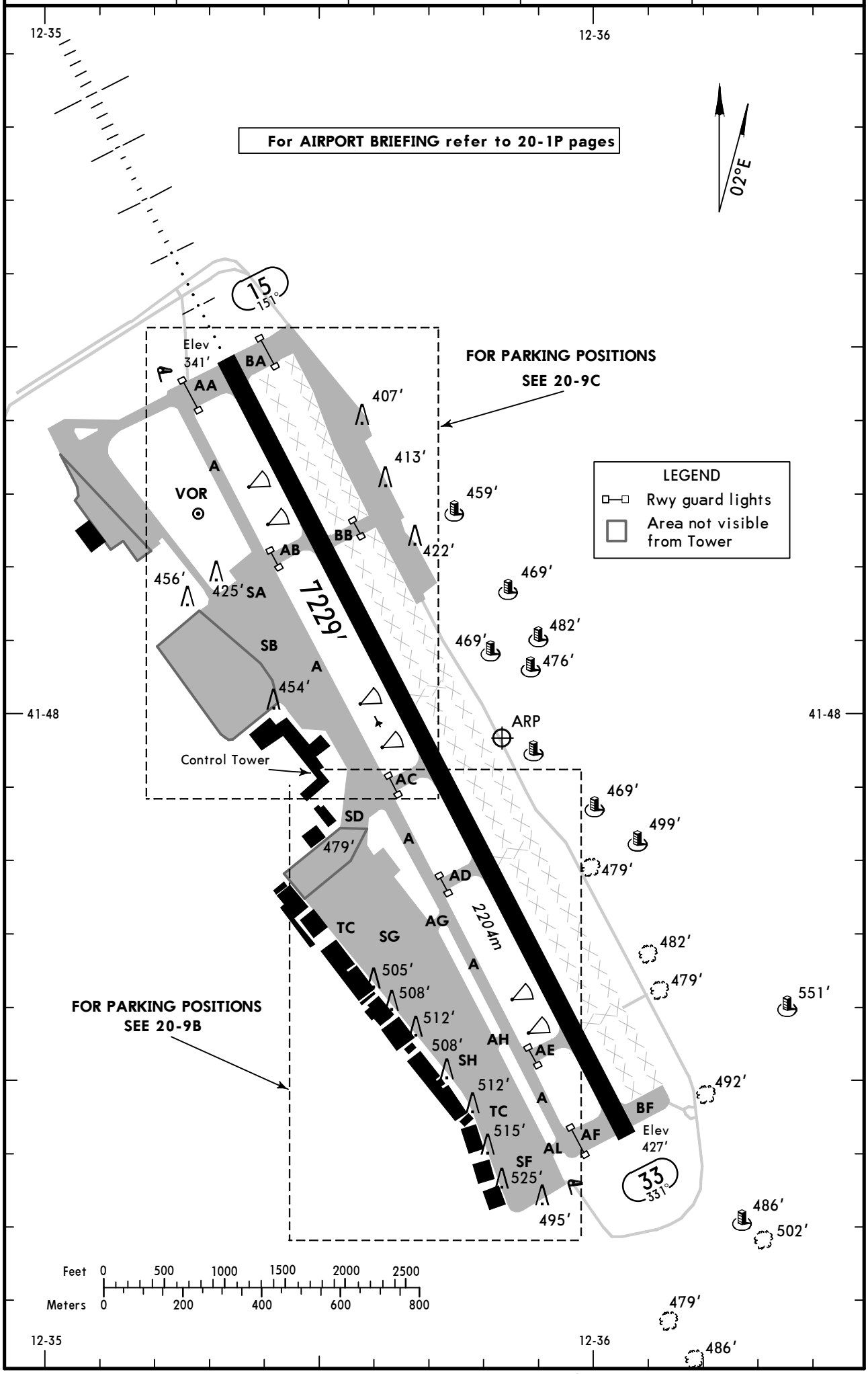
*CIAMPINO Delivery	Apron	Ground	Tower		ROMA Departure
119.4	131.5	121.75	122.1	120.5	130.9



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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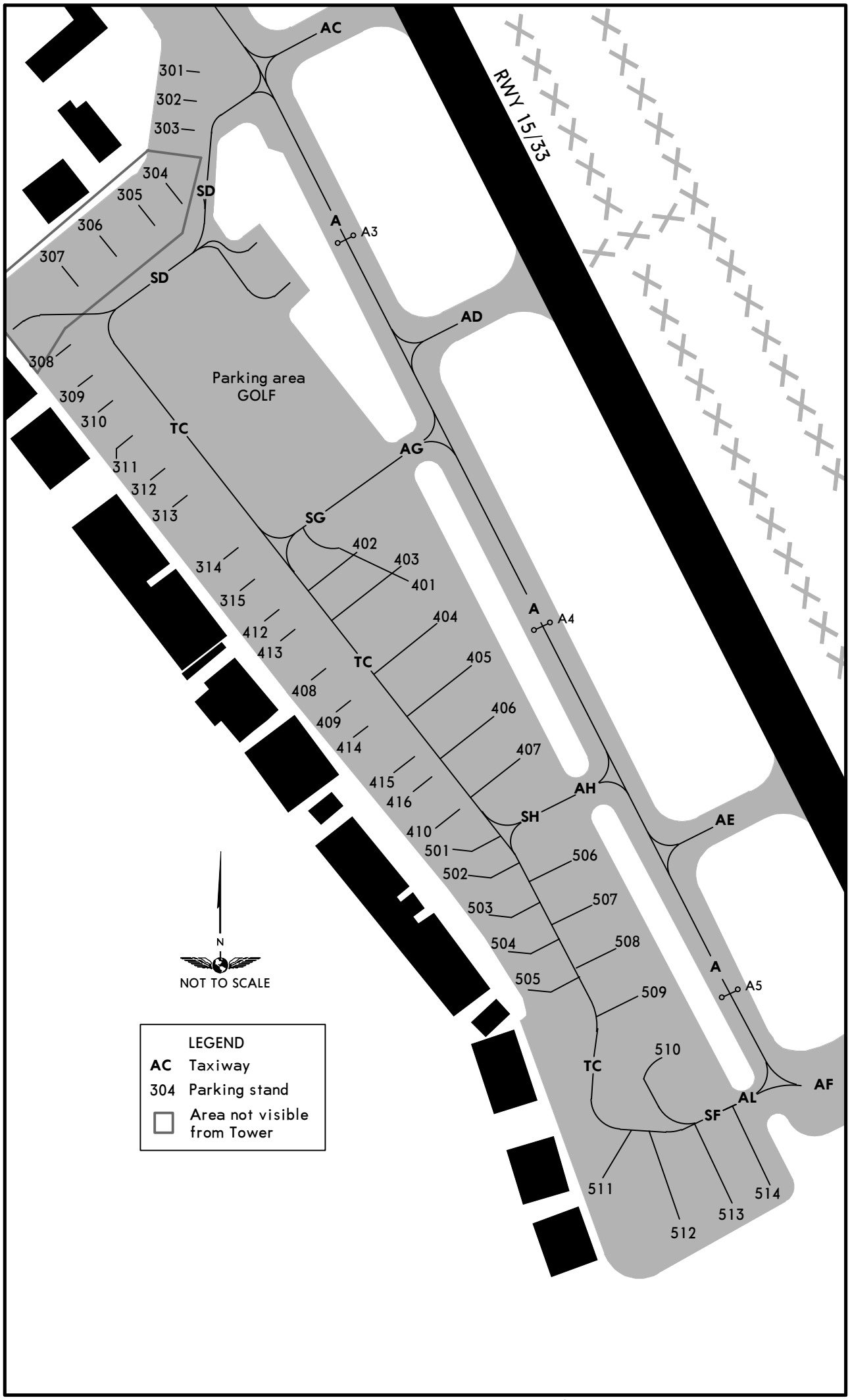

CHANGES: Intermediate holding points.

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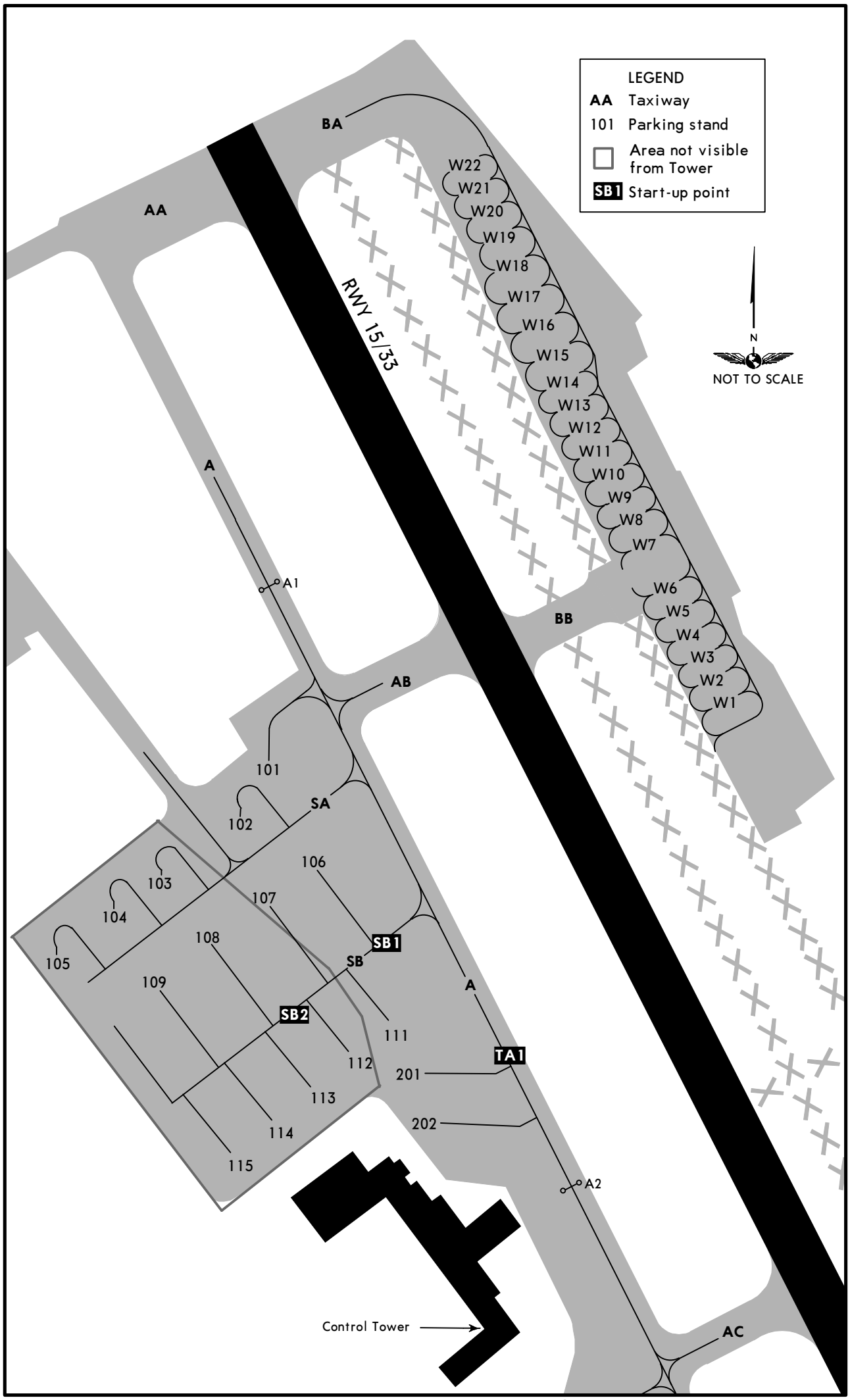

CHANGES: Start-up points.

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BRIEFING STRIP

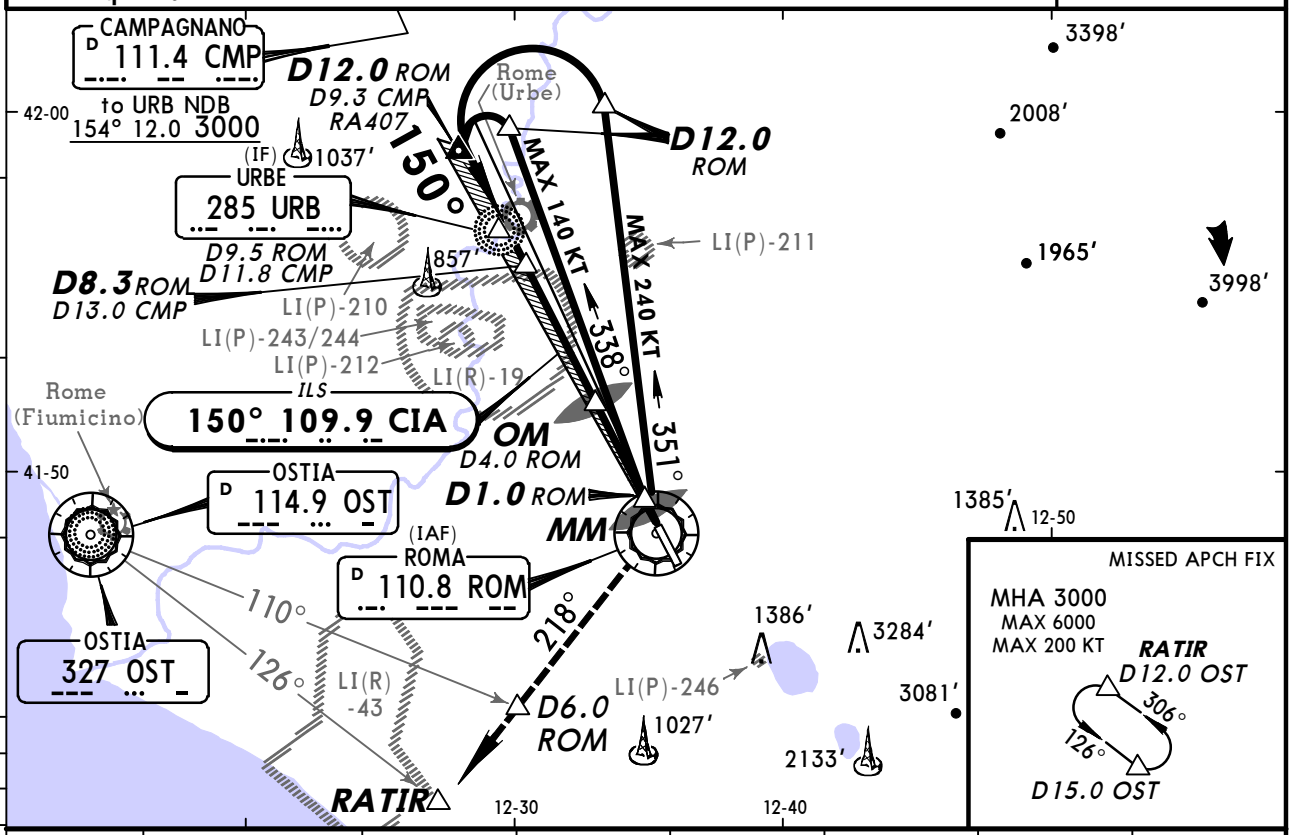
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

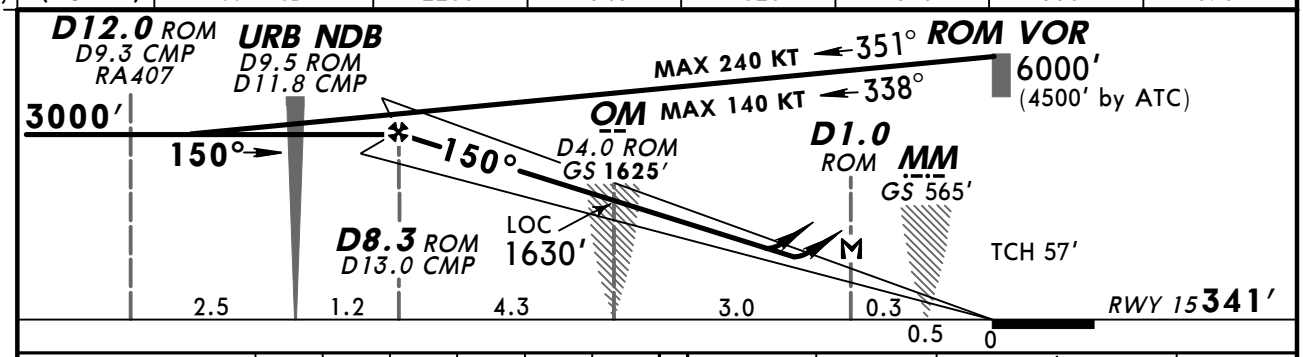
MISSED APCH: Continue rwy heading climbing to 3000'. At 750' turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR (290° OST NDB) at 2000' or above, then proceed to RATIR.

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

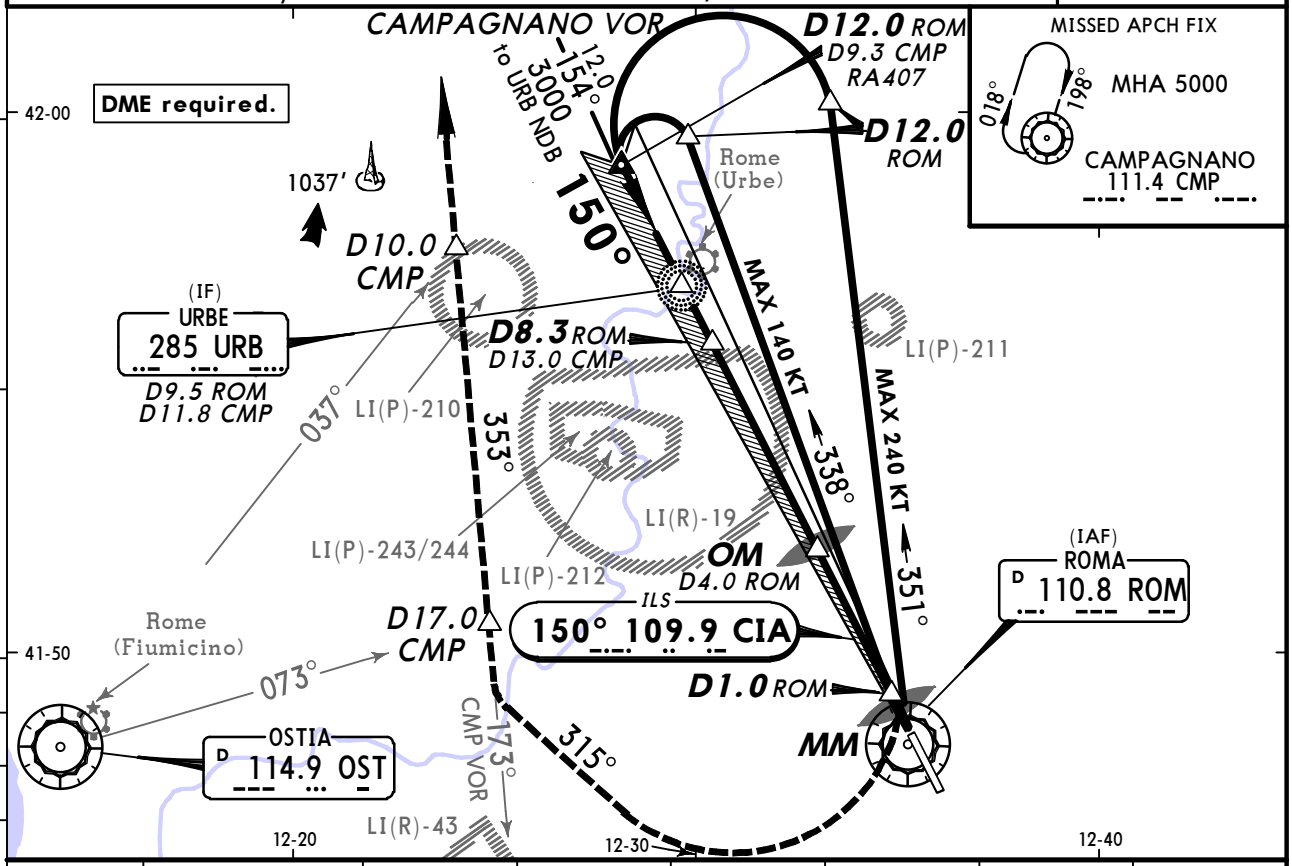
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

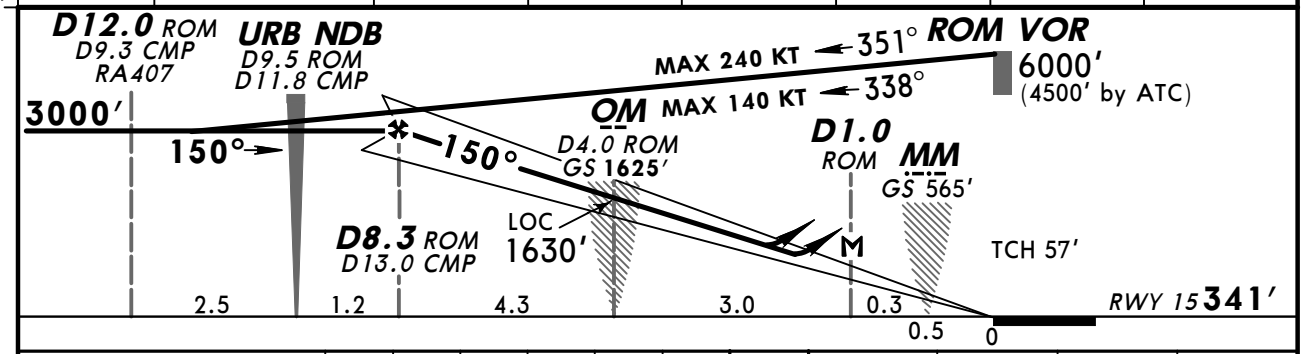
MISSED APCH: Continue rwy heading climbing to 5000′. At 750′ turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR.

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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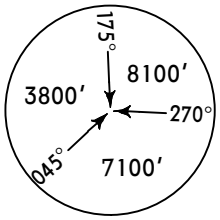
BRIEFING STRIP ™

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

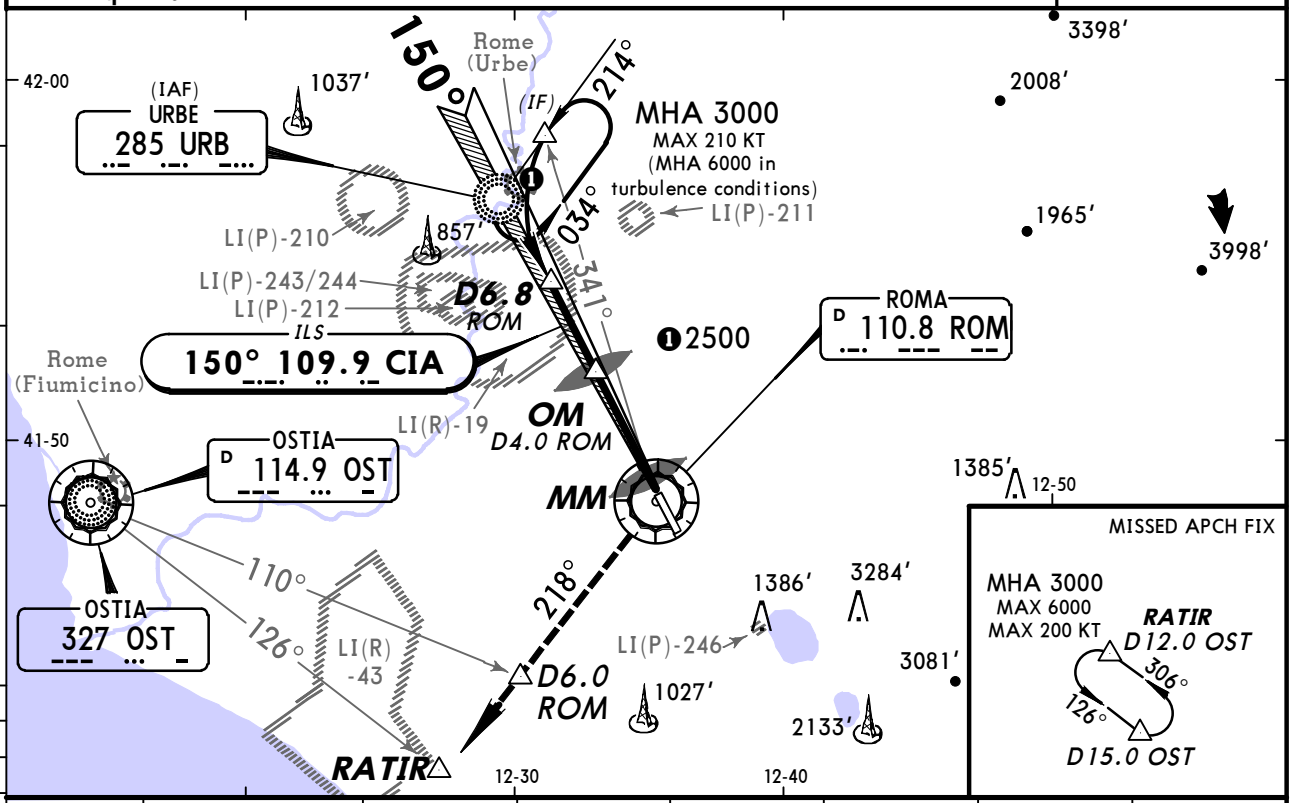
LOC CIA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 427′
109.9	150°	1625′ (1284′)	Refer to Minimums	RWY 341′

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.

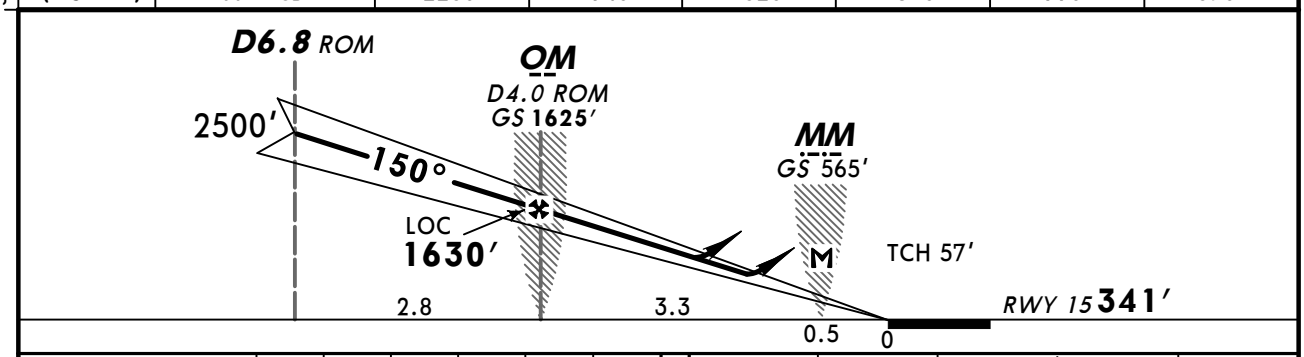


MSA
ROM VOR

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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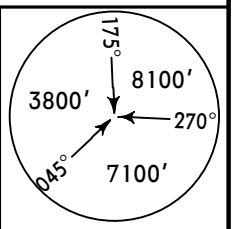
BRIEFING STRIP

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

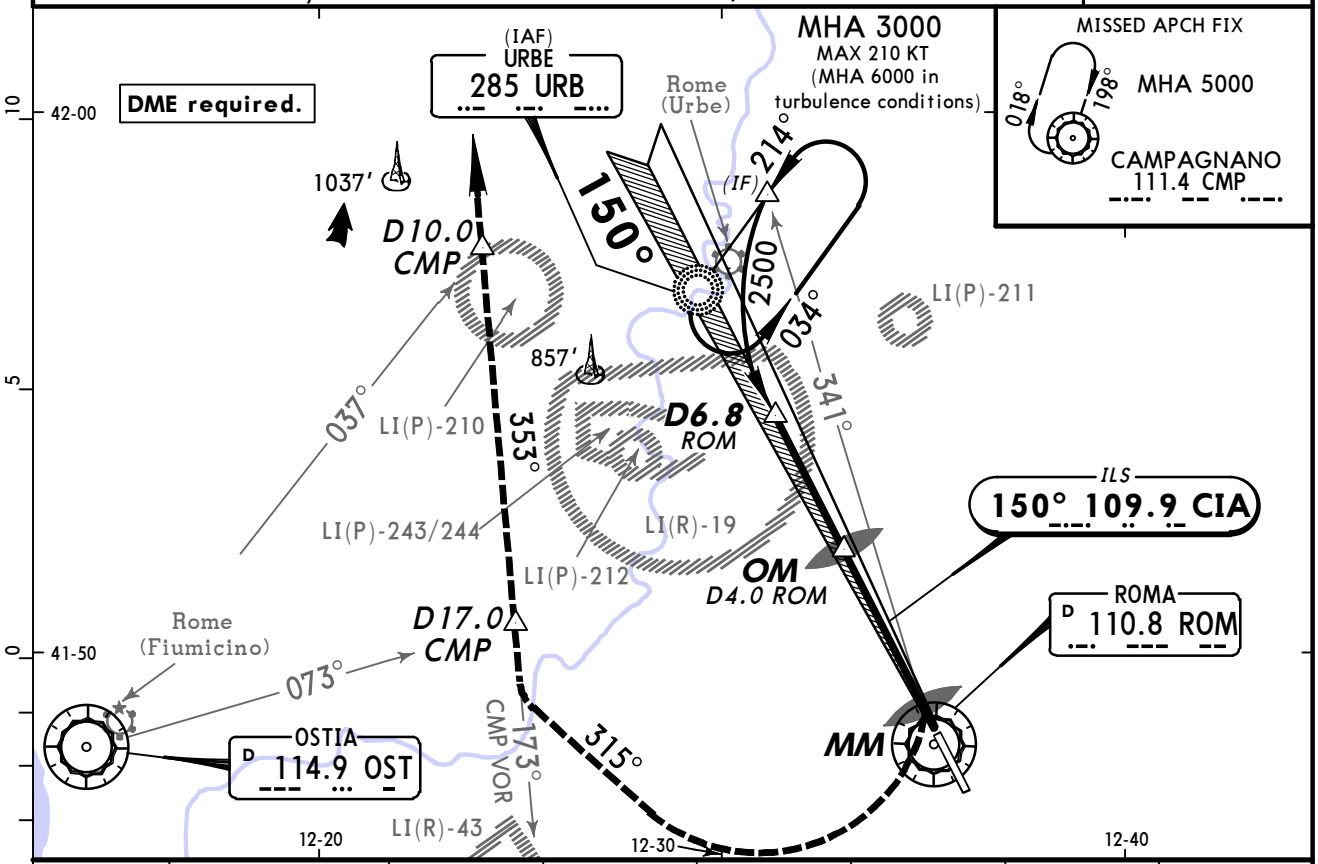
LOC CIA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 427'
109.9	150°	1625' (1284')	Refer to Minimums	RWY 341'

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.

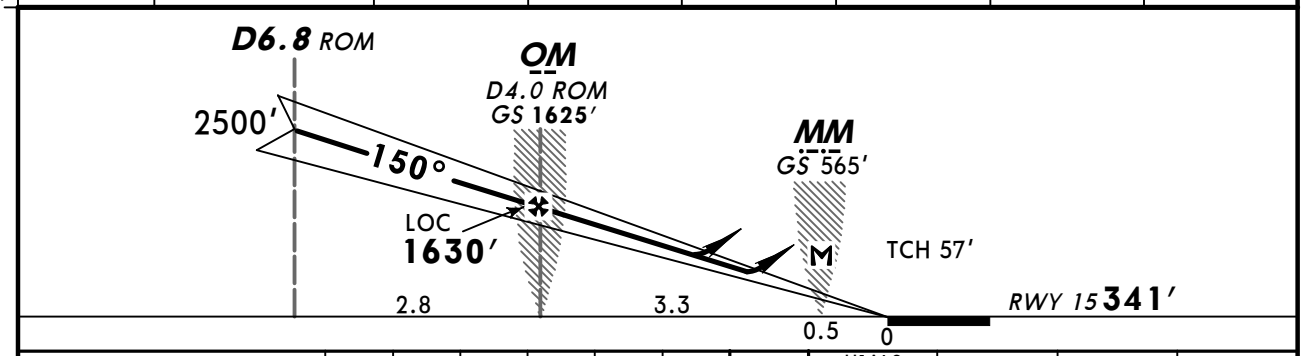
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'



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 ™

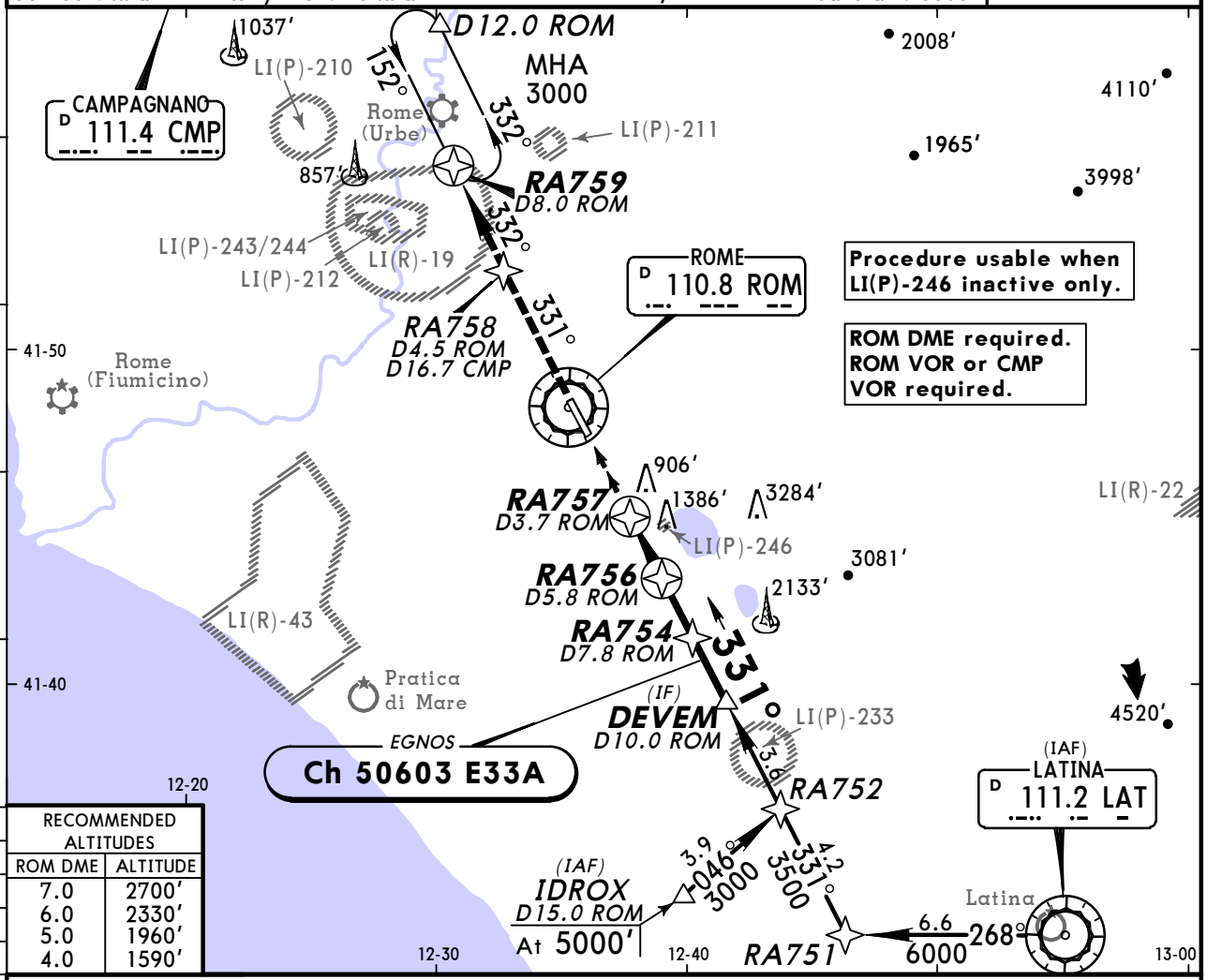
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

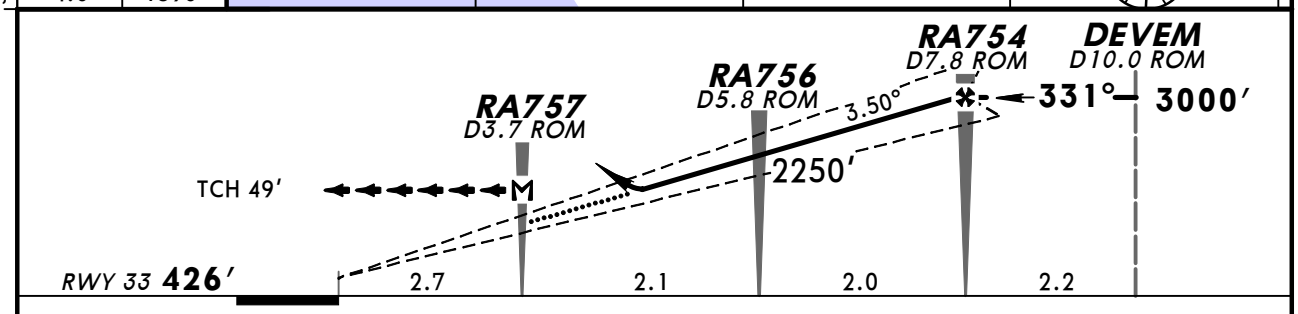
MISSED APCH: Climb on rwy heading to 3000′. At RA758 turn RIGHT onto 332° bound to RA759.

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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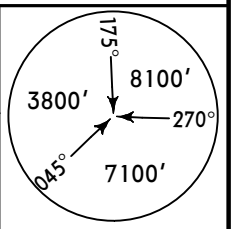
BRIEFING STRIP

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

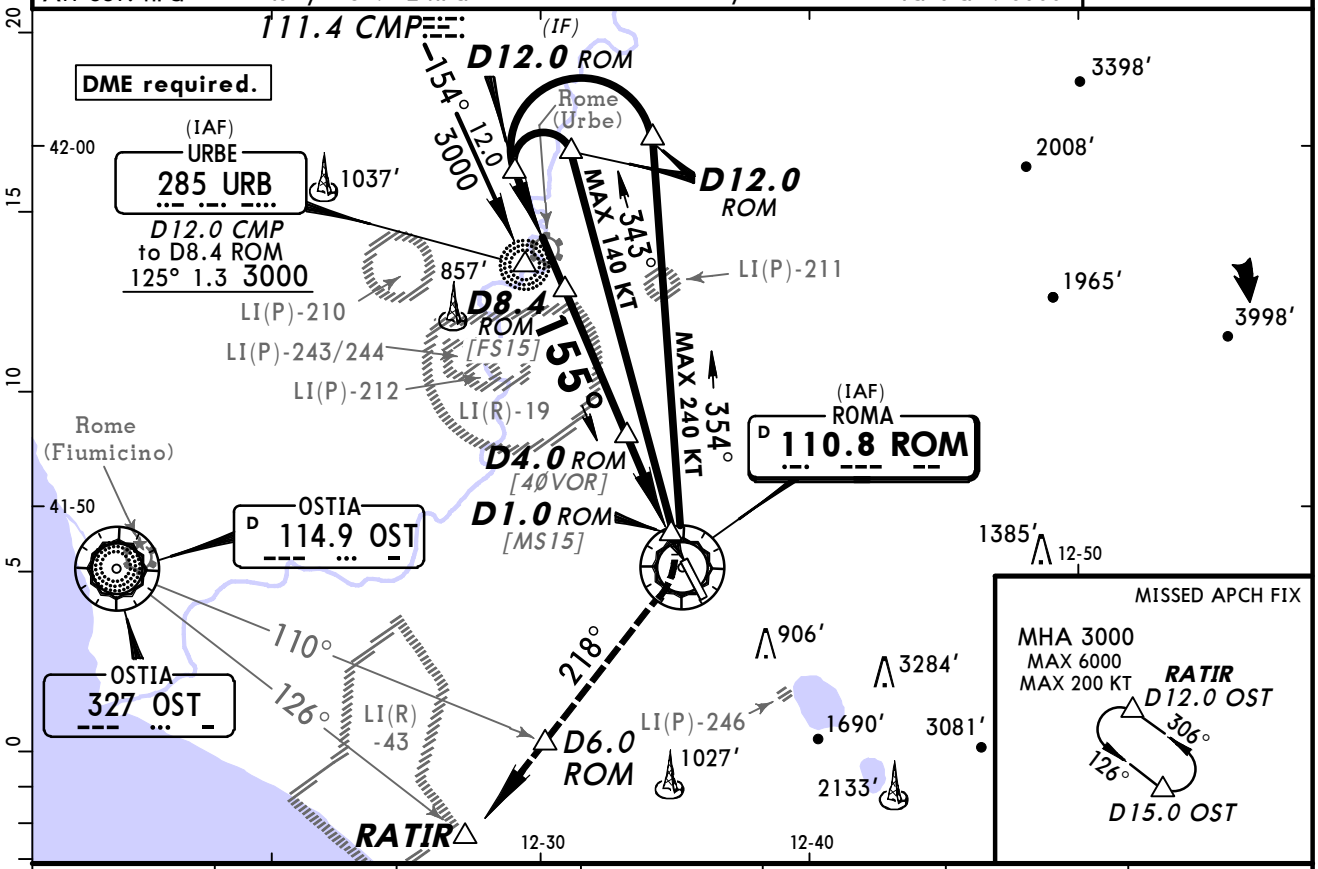
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 427′
ROM 110.8	155°	D8.4 ROM 3000′ (2659′)	750′ (409′)	RWY 341′

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.

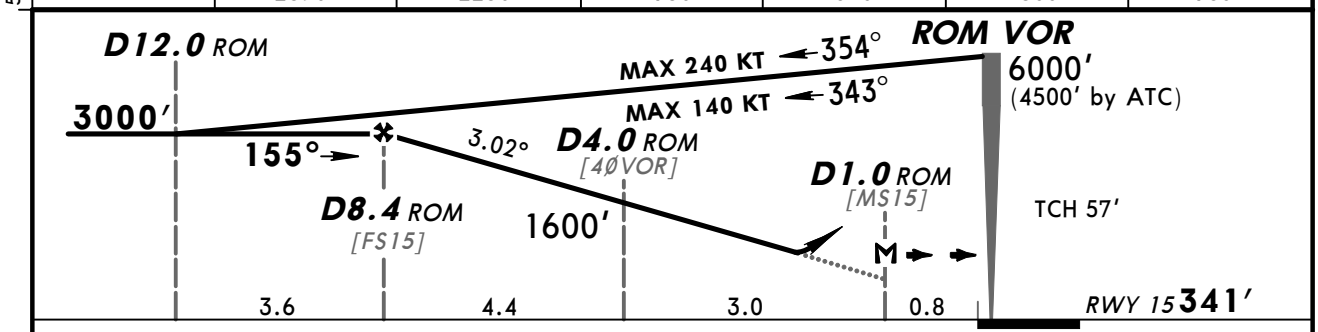
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 6000′



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

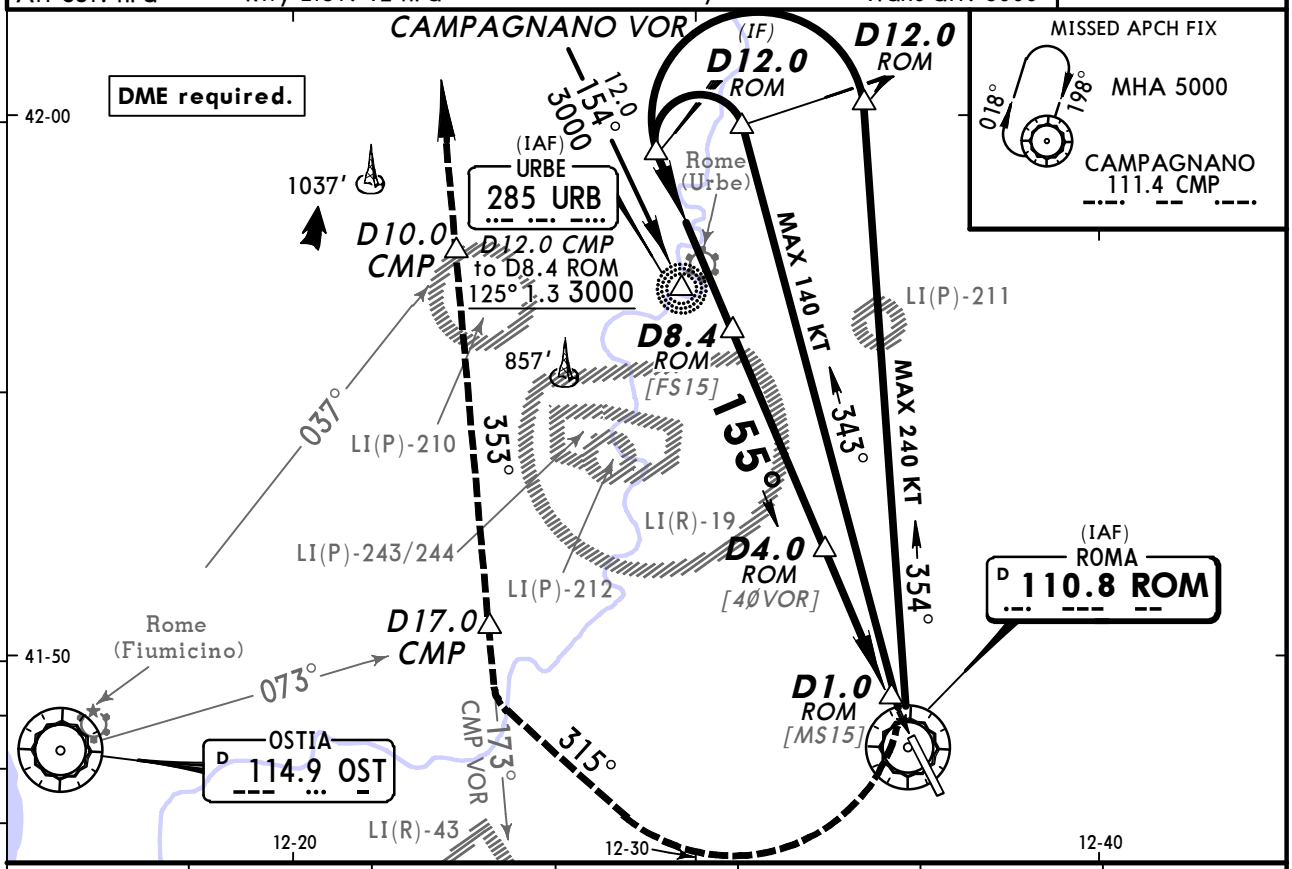
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

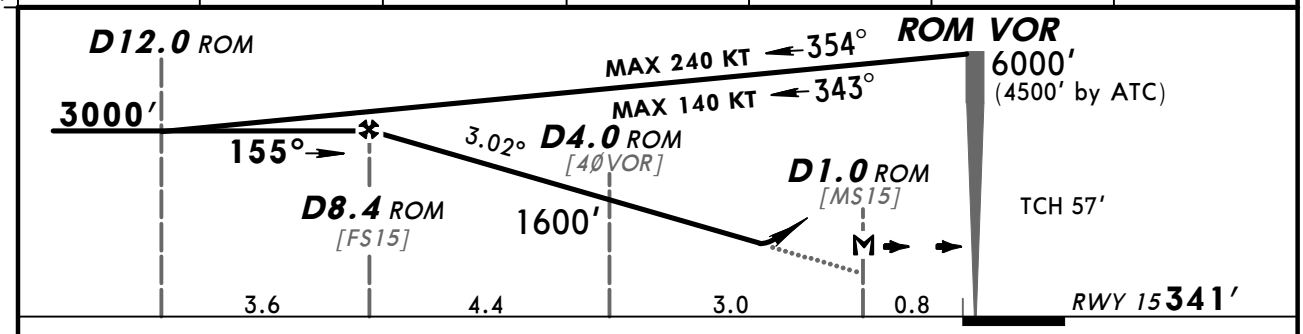
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR. Do not turn before passing MAP.

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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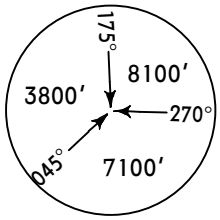
BRIEFING STRIP ™

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

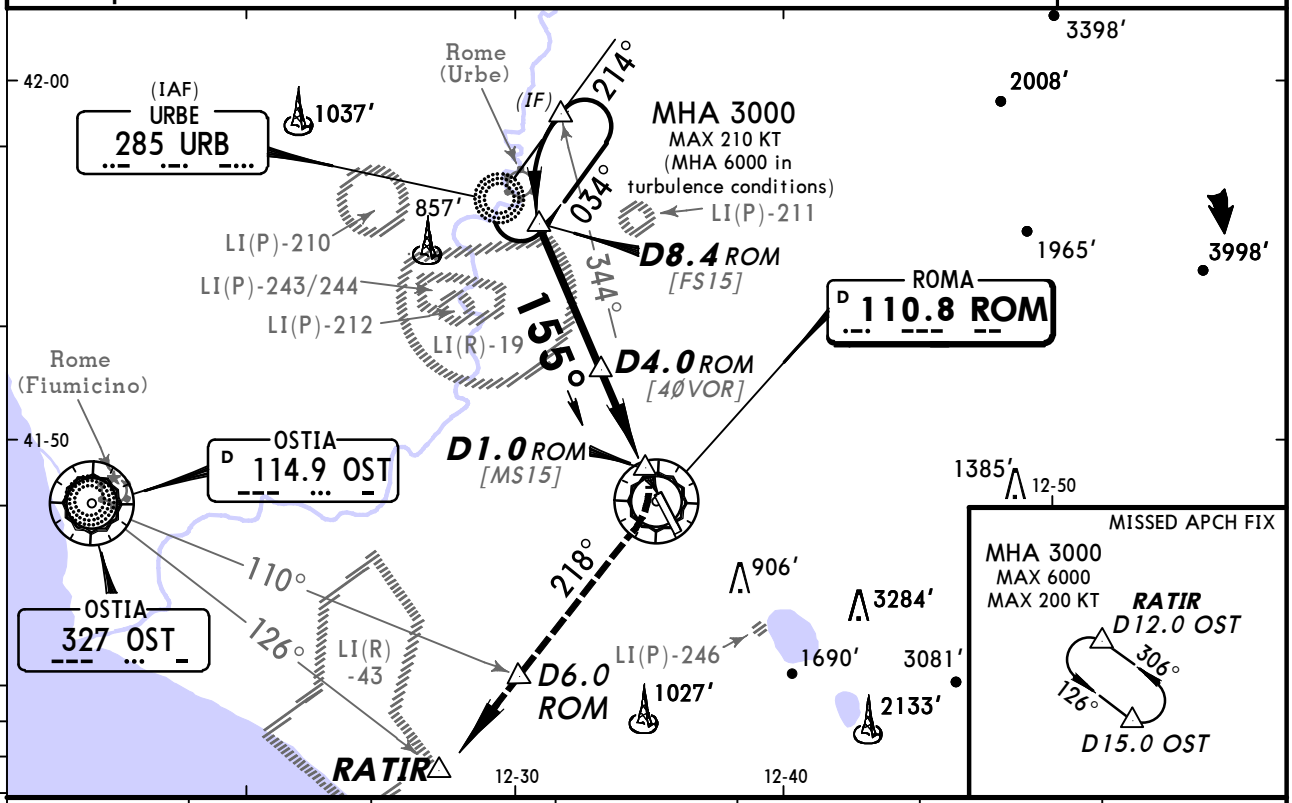
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 427′
ROM 110.8	155°	D8.4 ROM 3000′ (2659′)	750′ (409′)	RWY 341′

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.

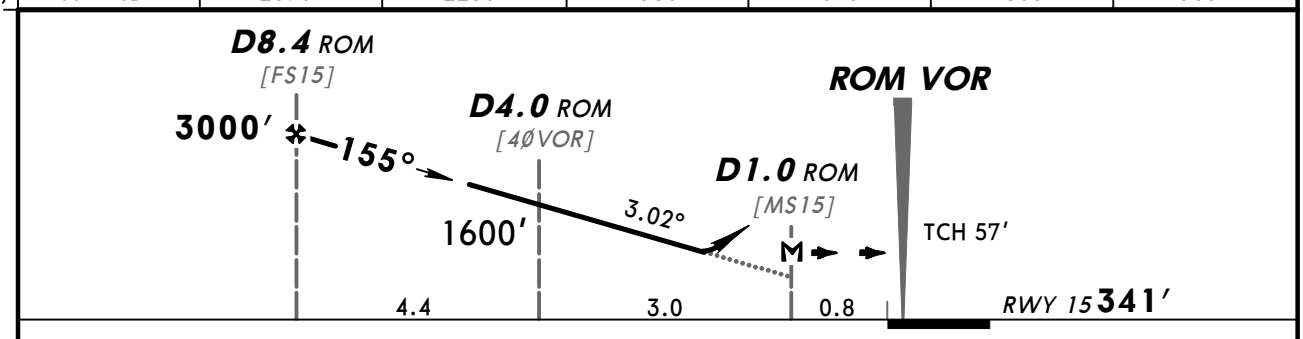
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
DME required.



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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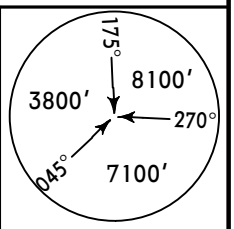
BRIEFING STRIP

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

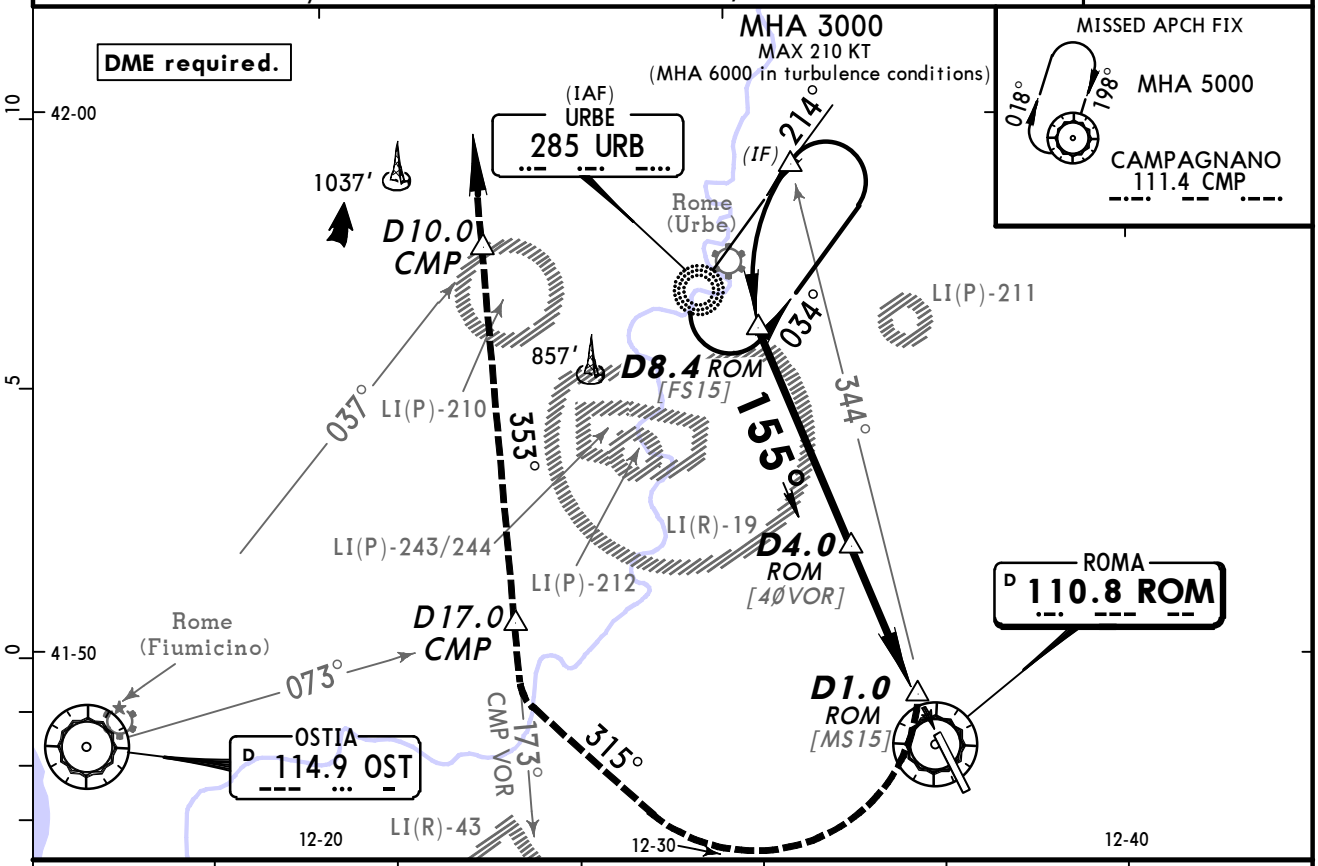
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 427′
ROM 110.8	155°	D8.4 ROM 3000′ (2659′)	750′ (409′)	RWY 341′

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.

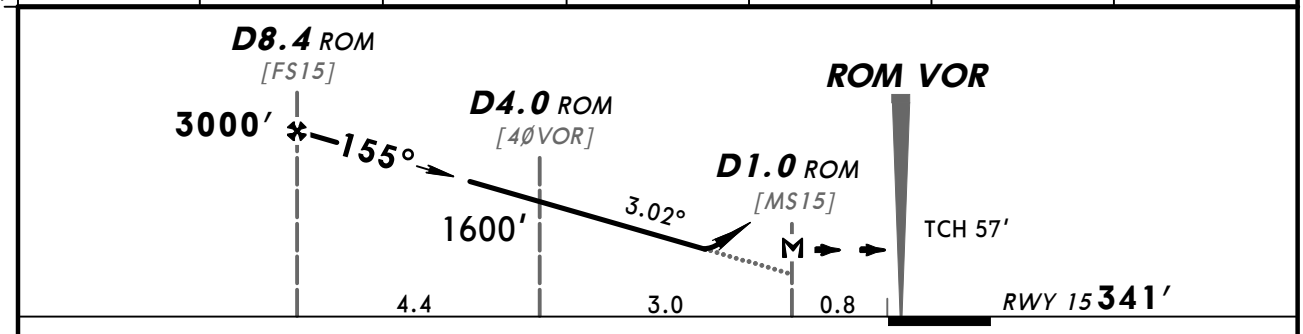
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′



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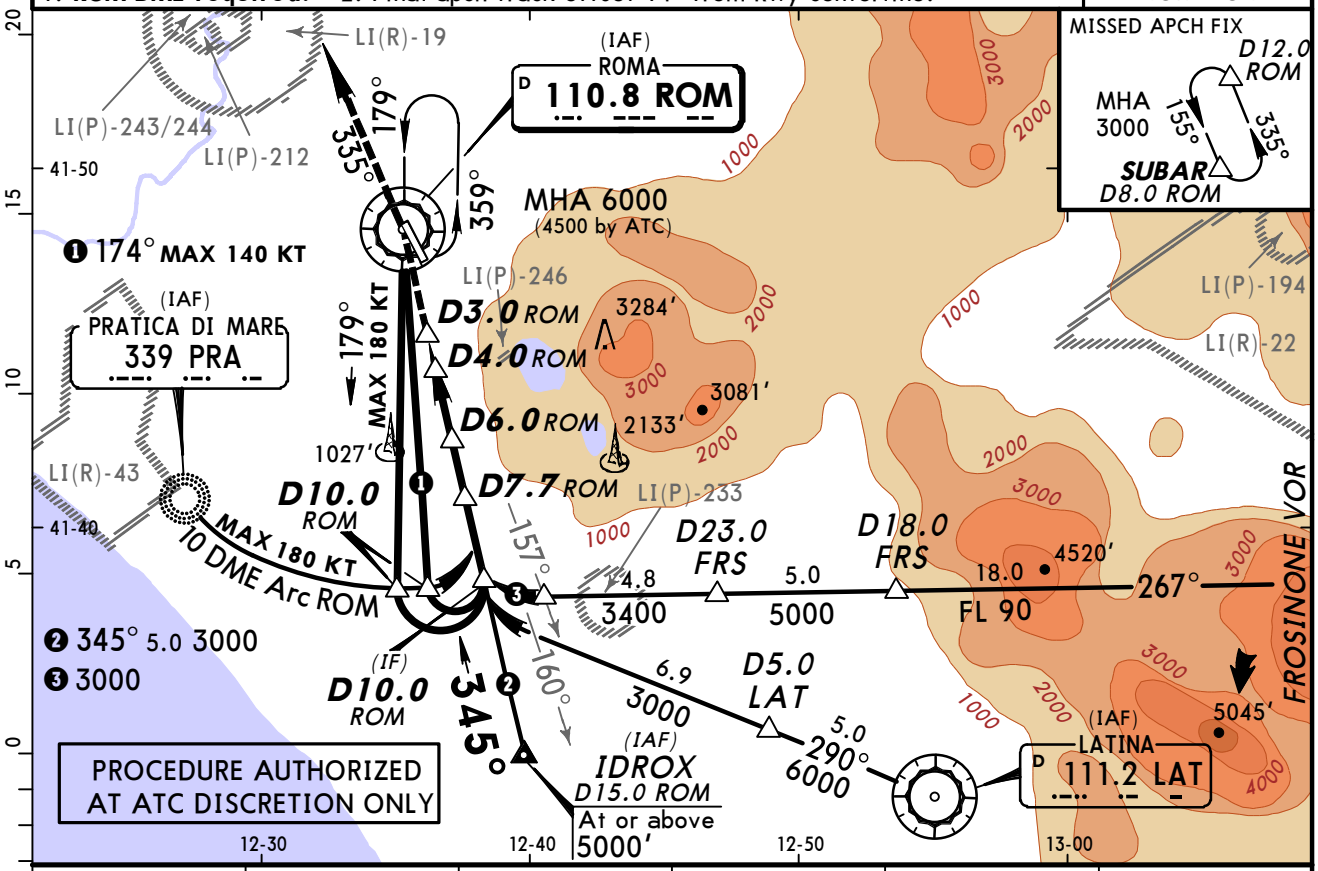
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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′

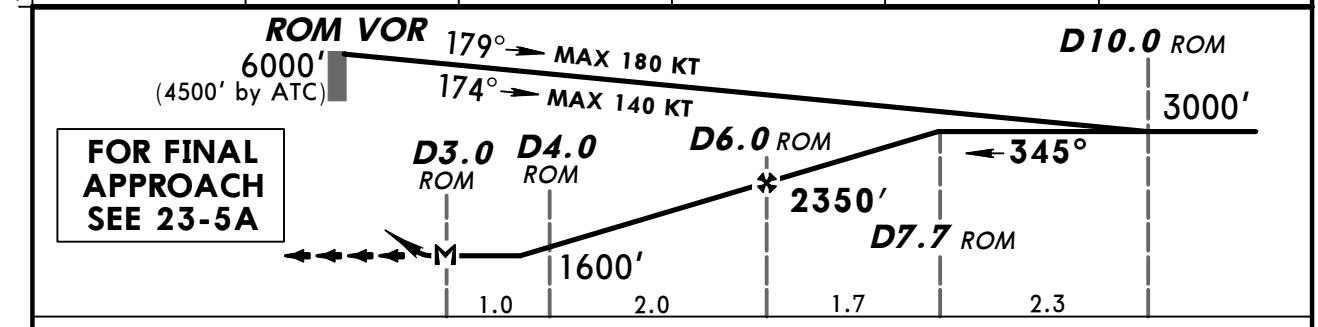
MISSED APCH: Turn LEFT on R-335 ROM VOR climbing to 3000′, direct to SUBAR.

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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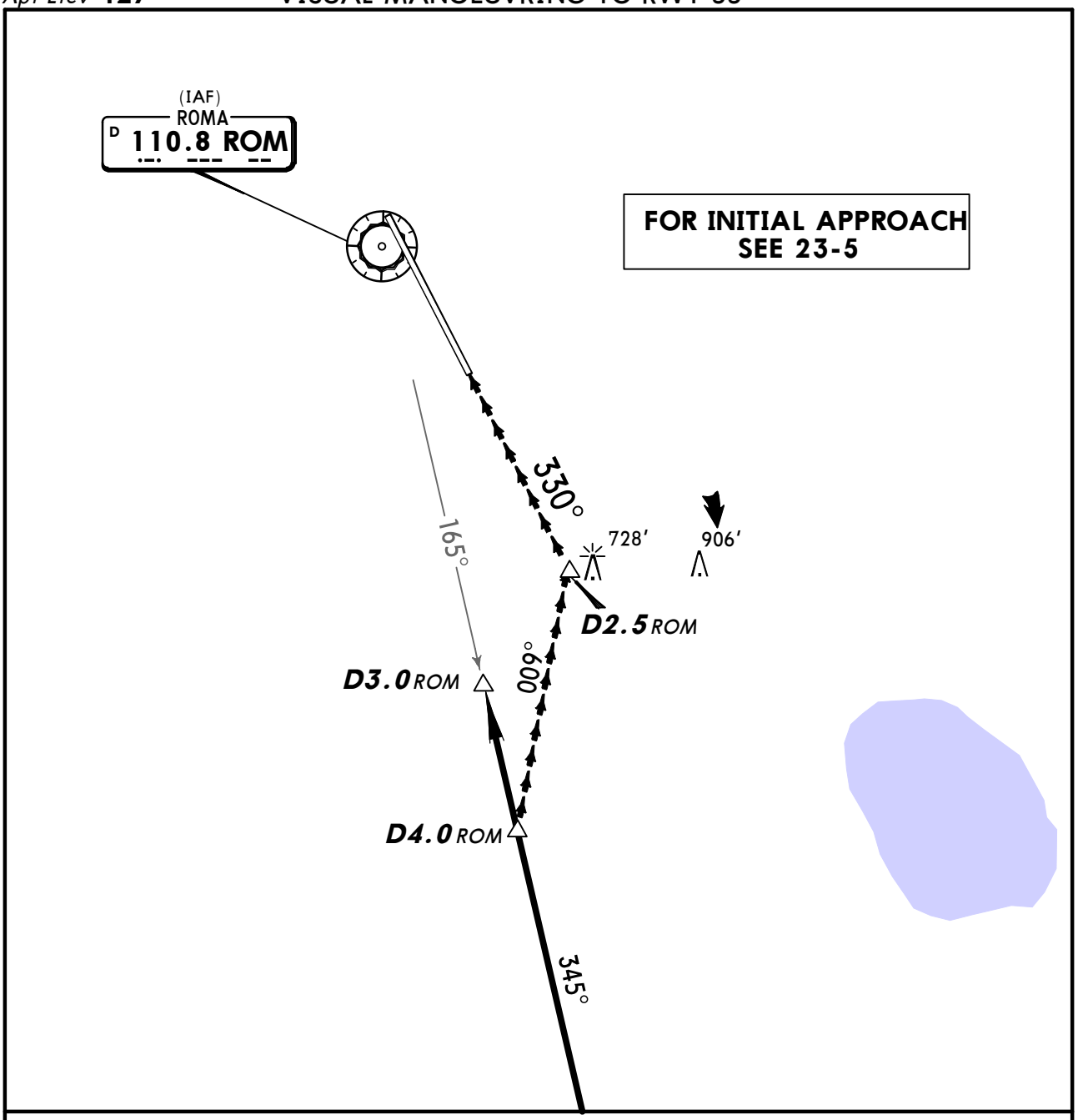
Apt Elev **427′**

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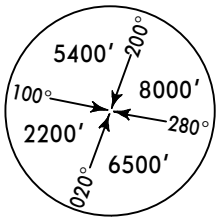
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

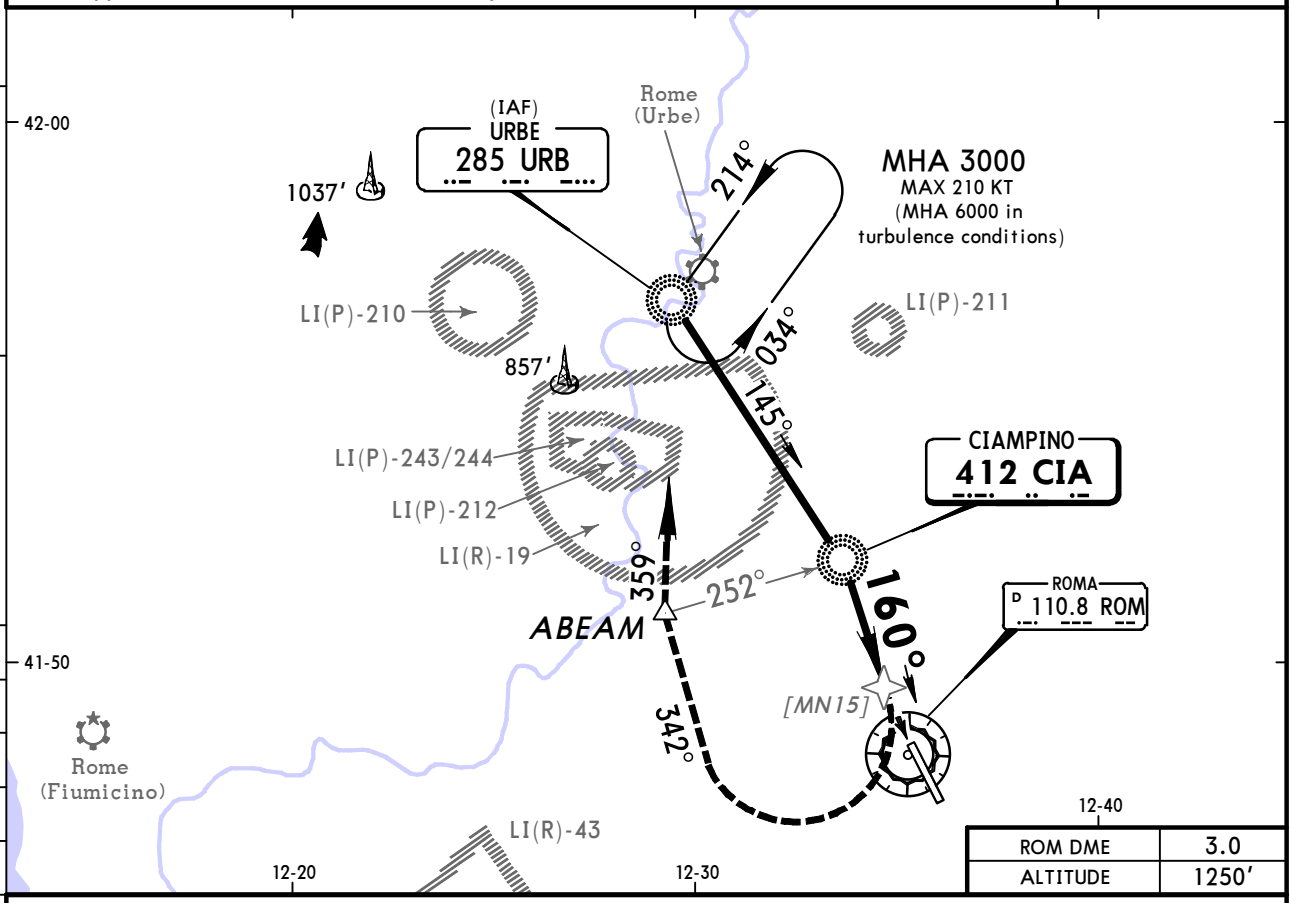
NDB CIA	Final Apch Crs	Minimum Alt CIA NDB	DA(H)	Apt Elev / RWY
412	160°	1500′ (1159′)	1100′ (759′)	427′ / 341′

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.

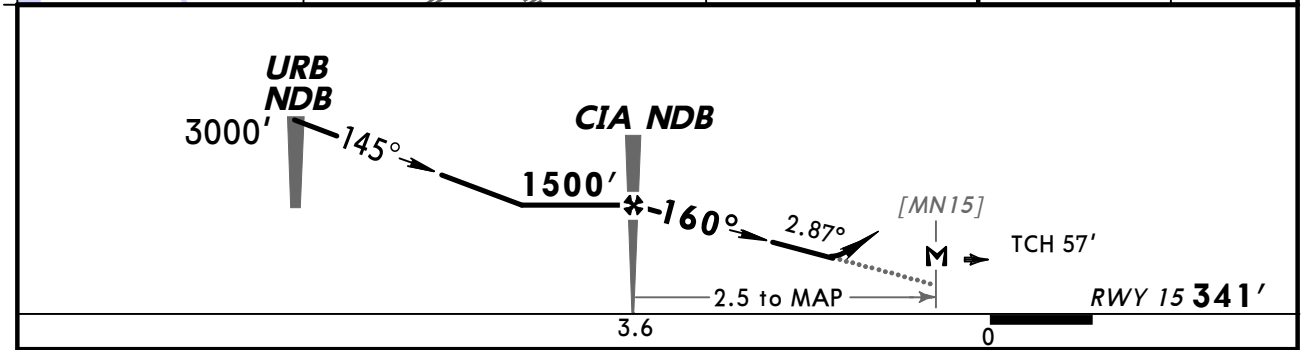
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 8.9° from rwy centerline.



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 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROME, (CIAMPINO - LIRA)				
ADD	ILS T OR LOC T RWY 15 (TE...	21-01	13 Jun 2014	27 Jun 2014
ADD	ILS S OR LOC S RWY 15 (TE...	21-02	13 Jun 2014	27 Jun 2014
ADD	VOR T RWY 15 (TEMP)	23-01	13 Jun 2014	27 Jun 2014
ADD	VOR S RWY 15 (TEMP)	23-02	13 Jun 2014	27 Jun 2014

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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: 20131114
End Date: Until Further Notice

(STARs) All waypoints considered to be compulsory.

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.