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General Information

Location: ROME ITA
ICAO/IATA: LIRA / CIA
Lat/Long: N41° 47.97', E012° 35.83'
Elevation: 427 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: Yes

Sunrise: 0637 Z
Sunset: 1557 Z

Runway Information

Runway: 15
Length x Width: 7228 ft x 148 ft
Surface Type: maca
TDZ-Elev: 379 ft
Lighting: Edge, ALS, REIL

Runway: 33
Length x Width: 7228 ft x 148 ft
Surface Type: maca
TDZ-Elev: 426 ft
Lighting: Edge, ALS, REIL

Communication Information

Ciampino Tower: 30.877 Military
Ciampino Tower: 120.500
Ciampino Tower: 25.780 Military
Ciampino Tower: 122.100
Ciampino Ground: 121.750
Ciampino Apron Ramp/Taxi: 131.505
Ciampino Clearance Delivery: 119.400
Roma Departure Approach: 130.900
Roma Arrival Approach: 127.950

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Roma Arrival Approach: 125.500
Roma Departure Approach: 134.200
Roma Direct (Approach Control Radar): 131.250

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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

Engine run-ups and engine components testing are allowed from 0700 to 1300 and from 1600 to 1900 only.
Rescue ACFT may be allowed H24 previous approval by local Civil Aviation Authority.

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 is allowed for 5 minutes before EOBT or after engine stop. Only in exceptional case AD operator 'ADR' may allow on 'Ciampino apron' frequency 131.505 the use of APU for 10 minutes to arriving ACFT after engine stop and for 15minutes before EOBT to departing ACFT.

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP will be applied to precision approach, landing and departure operations at following conditions, when:

- The reported RVR is less than 550m.
- Ceiling is below 200' according to the local MET report.
- The rapid deterioration of weather conditions recommends so.

Pilot will be informed by RTF when LVP are in force.

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1. GENERAL

RWY 15 is available for ILS CAT I and Take-off operations with RVR not below 400m.

Follow-me assistance will be available on pilot request.

In case of poor visibility conditions a reduced airport capacity can be expected due to restrictions applied on ground movement.

1.2.2. GROUND MOVEMENT

Whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from the TWR and/or in case of RVR equal to or less than 1200m, only one movement at a time is allowed.

1.2.2.1. ARRIVAL

Landing ACFT shall vacate the RWY via TWY AF and report to ATC when the assigned stand is reached.

1.2.2.2. DEPARTURE

In case of aborted Take-off ACFT: vacate the RWY via TWY AF and report to ATC when the assigned stand is reached.

1.3. RWY OPERATIONS

RWY 15 will be used as preferential RWY.

Take-off and landing on RWY 15/33 allowed:
- with dry RWY, MAX crosswind 20 KT;
- with wet RWY, MAX crosswind 15 KT;
- with contaminated RWY, MAX crosswind 10 KT.

1.4. 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 311, 314 thru 409, 506 thru 510, 511 stop2 thru 514 and W15 thru W19 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

Unless in the event of proven safety/operational reasons:

- use of reverse thrust at power higher than idle is forbidden;
- all ACFT with approach category C shall vacate RWY at last exit.

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 Private Handling S.r.L. (131.475)
- Prime Aviation Services S.p.A. (131.425)
- CONSULTA HANDLING
- AVIAPARTNER (131.950)
- AVIATION SERVICES S.p.A. (131.950)
- SKY SERVICES (131.900)
- UNIVERSAL AVIATION (131.525)

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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LIRA/CIA CIAMPINO

JEPPESEN

18 SEP 15 (20-1R)

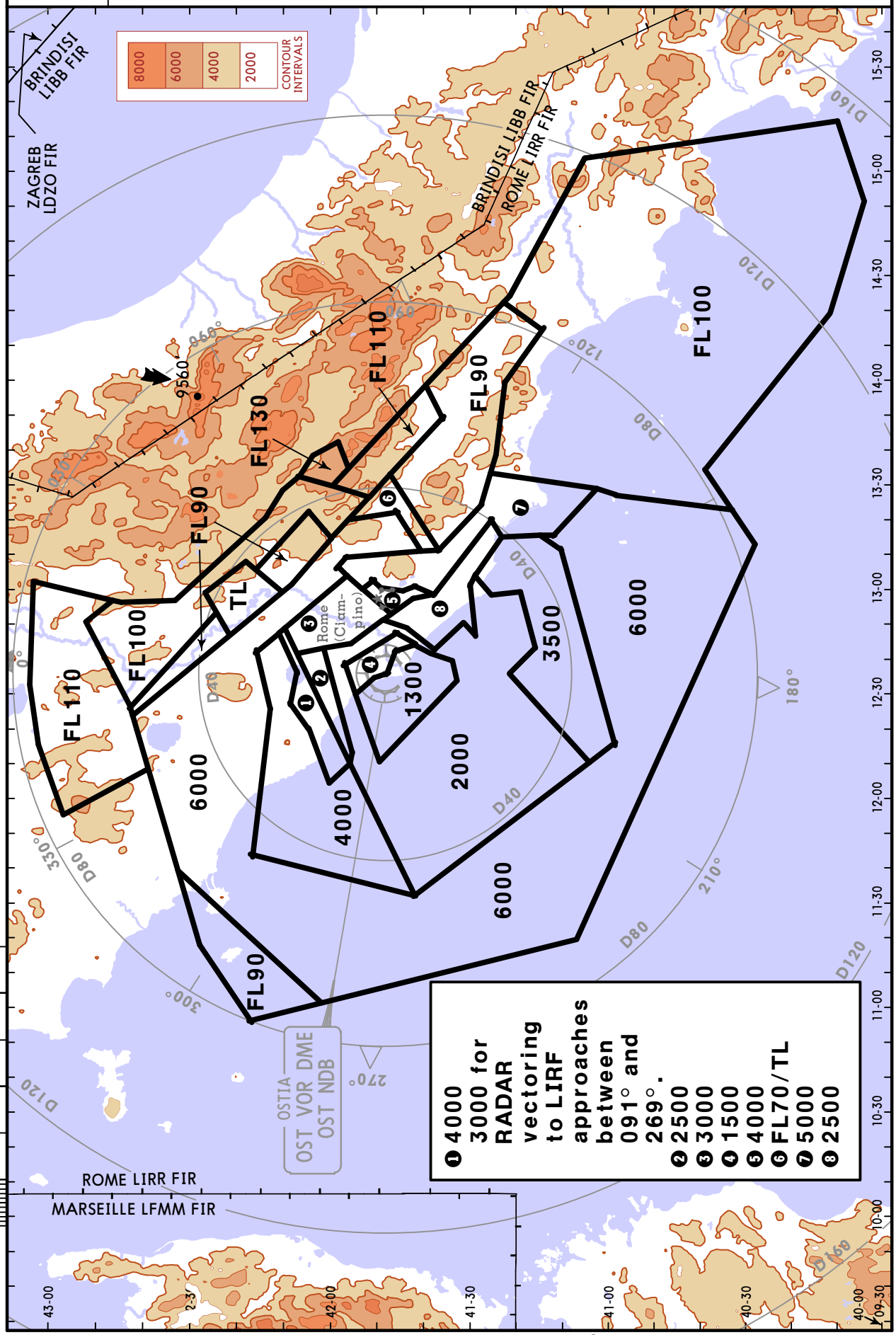
ROME, ITALY

RADAR MINIMUM ALTITUDES

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: Sectors.

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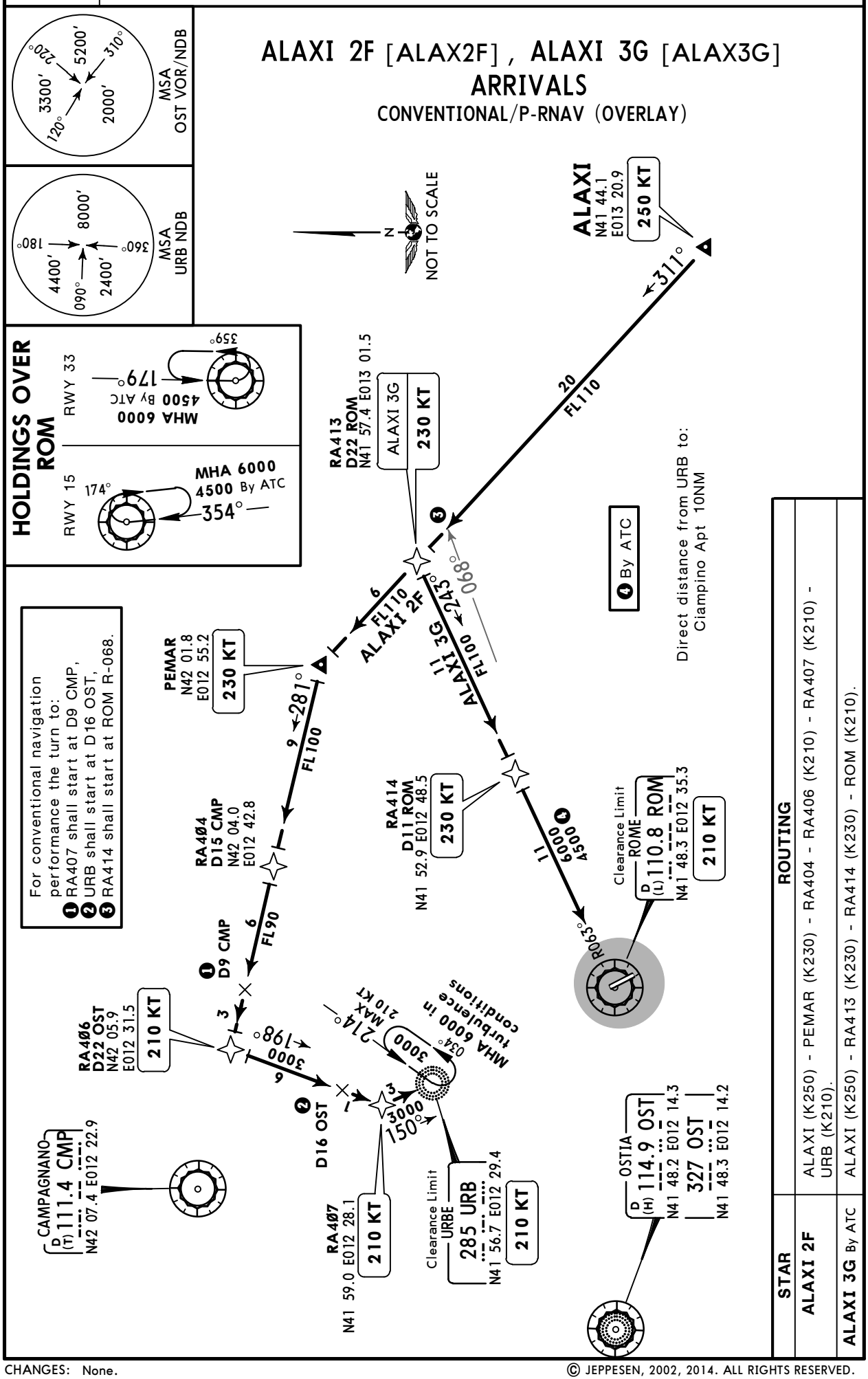
Apt Elev 427′

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)



CHANGES: None.

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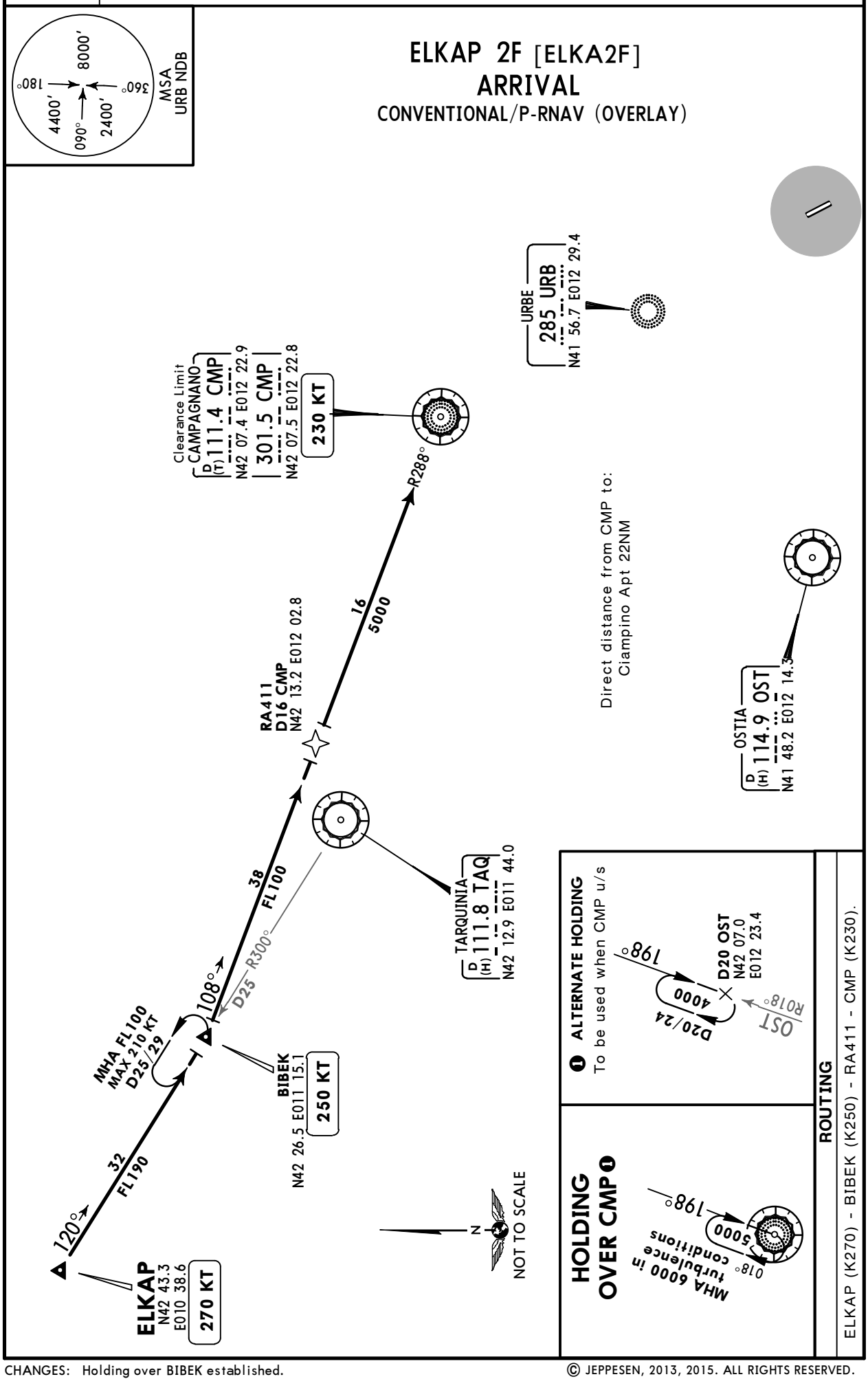
Apt Elev 427′

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: Holding over BIBEK established.

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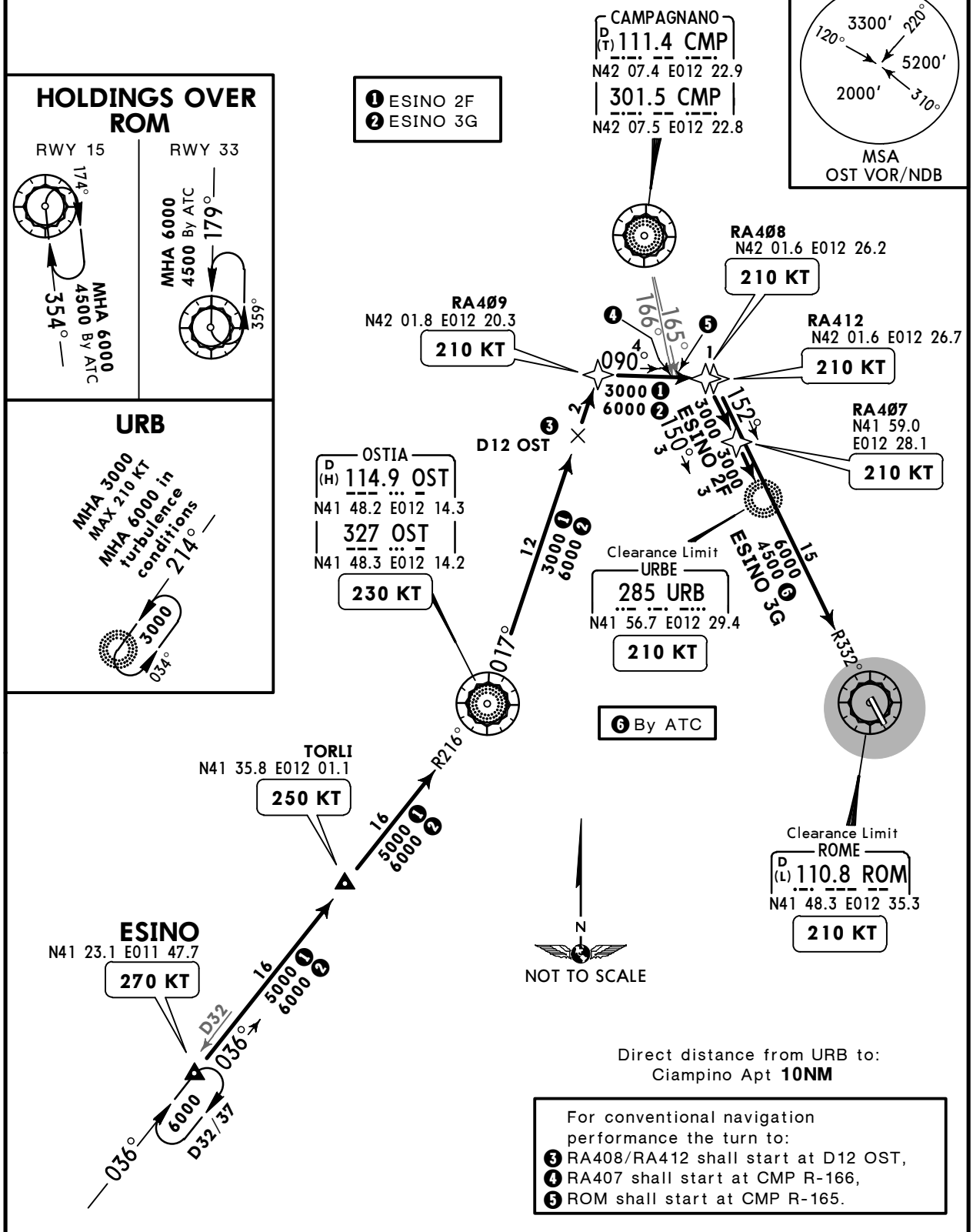
Apt Elev 427′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ For all routes not specifically P-RNAV, reported MEAs are referred to conventional navigation. For P-RNAV navigation radar minima apply.

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

CONVENTIONAL/P-RNAV (OVERLAY)



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: Holding over ESINO established.

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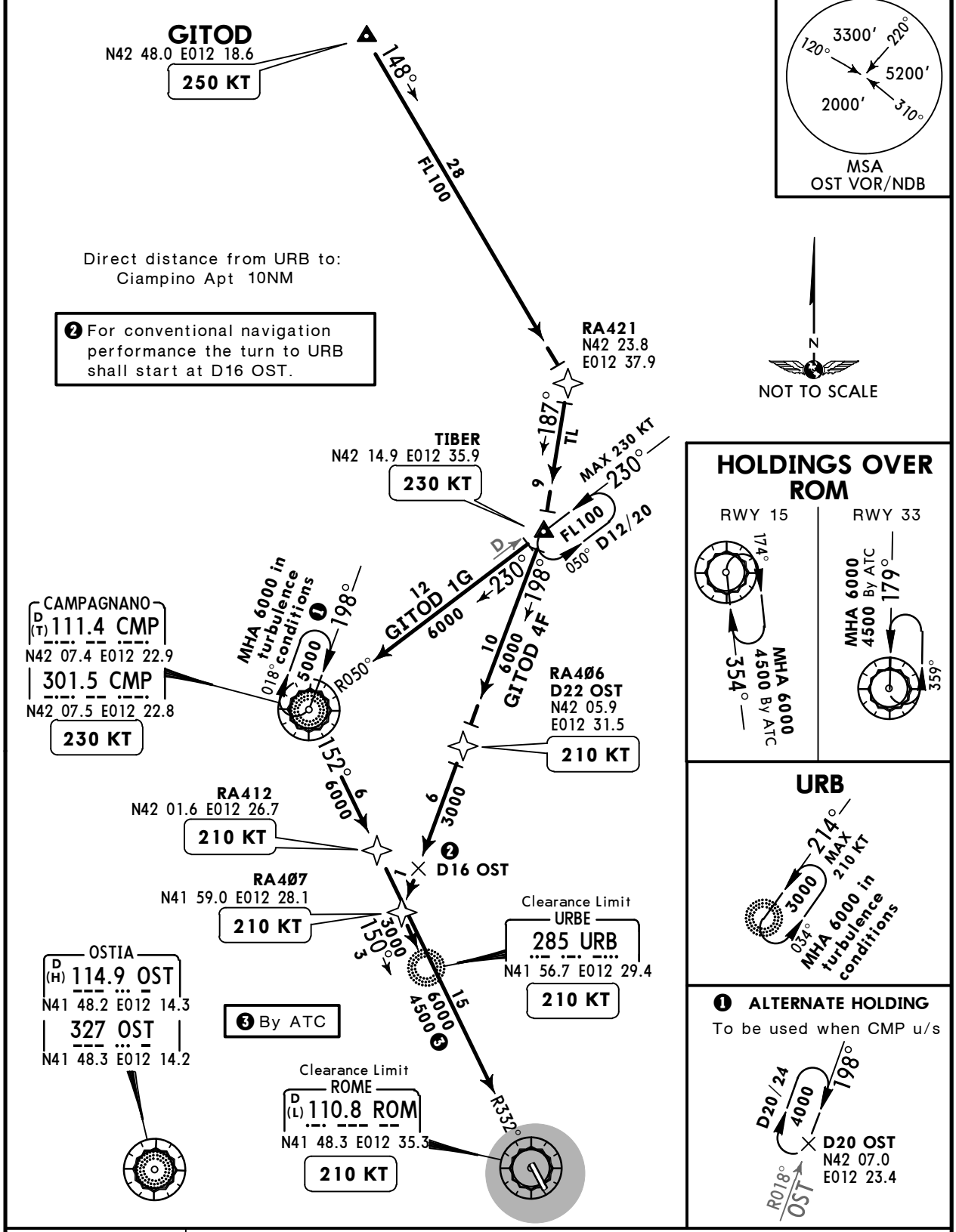
Apt Elev 427′

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.

GITOD 4F [GITO4F], GITOD 1G [GITO1G] ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)



STAR	ROUTING
GITOD 4F	GITOD (K250) - RA421 - TIBER (K230) - RA406 (K210) - RA407 (K210) - URB (K210).
GITOD 1G By ATC	GITOD (K250) - RA421 - TIBER (K230) - CMP (K230) - RA412 (K210) - ROM (K210).

CHANGES: GITOD STARs renumbered & revised.

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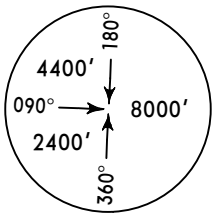
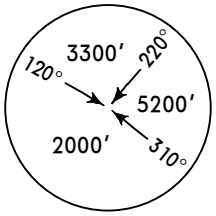
Apt Elev 427′

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.

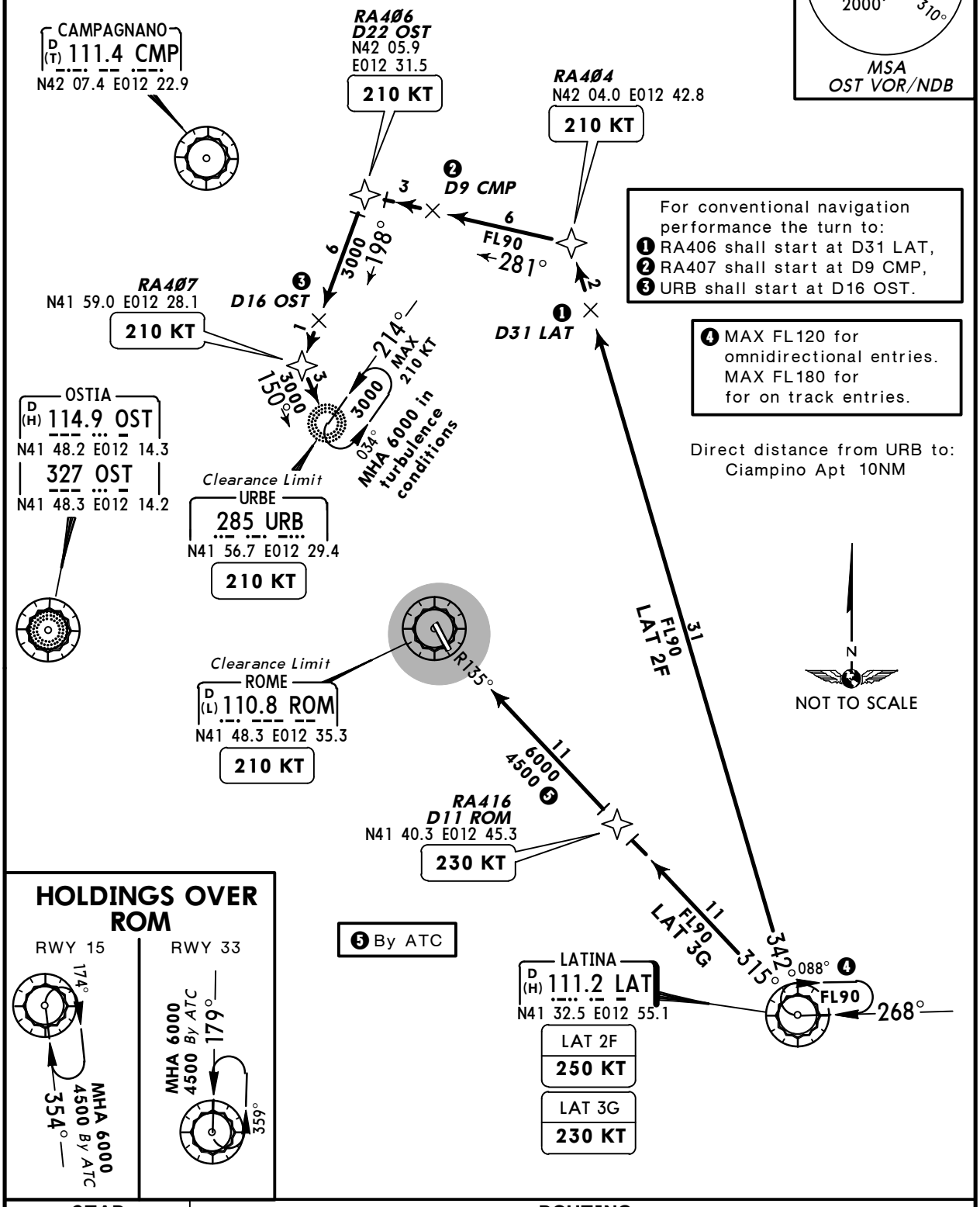


MSA
URB NDB



MSA
OST VOR/NDB

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



For conventional navigation performance the turn to:
❶ RA406 shall start at D31 LAT,
❷ RA407 shall start at D9 CMP,
❸ URB shall start at D16 OST.

❹ MAX FL120 for omnidirectional entries. MAX FL180 for for on track entries.

Direct distance from URB to: Ciampino Apt 10NM

❺ By ATC

HOLDINGS OVER ROM

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: Chart reindexed.

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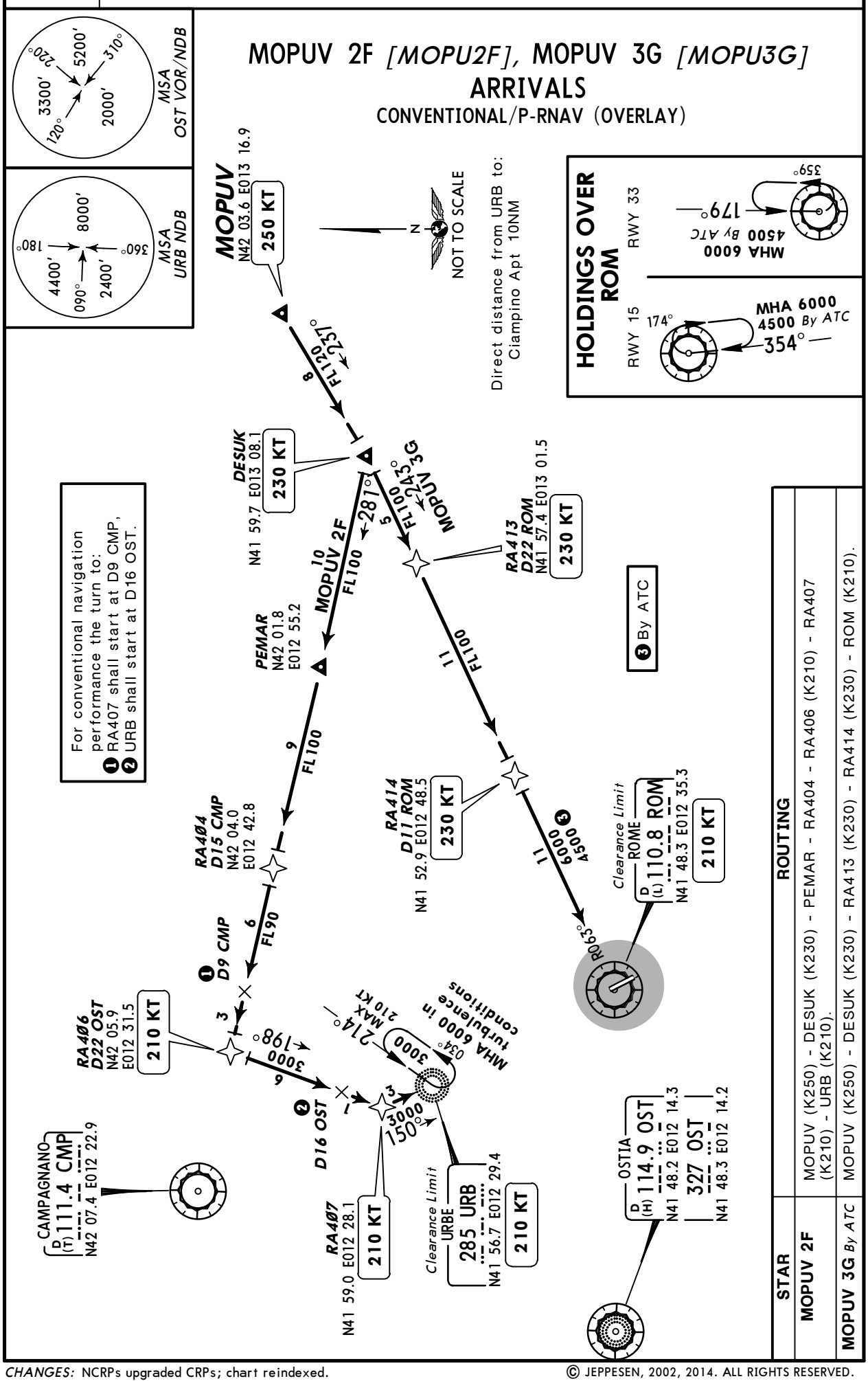
Apt Elev 427'

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.



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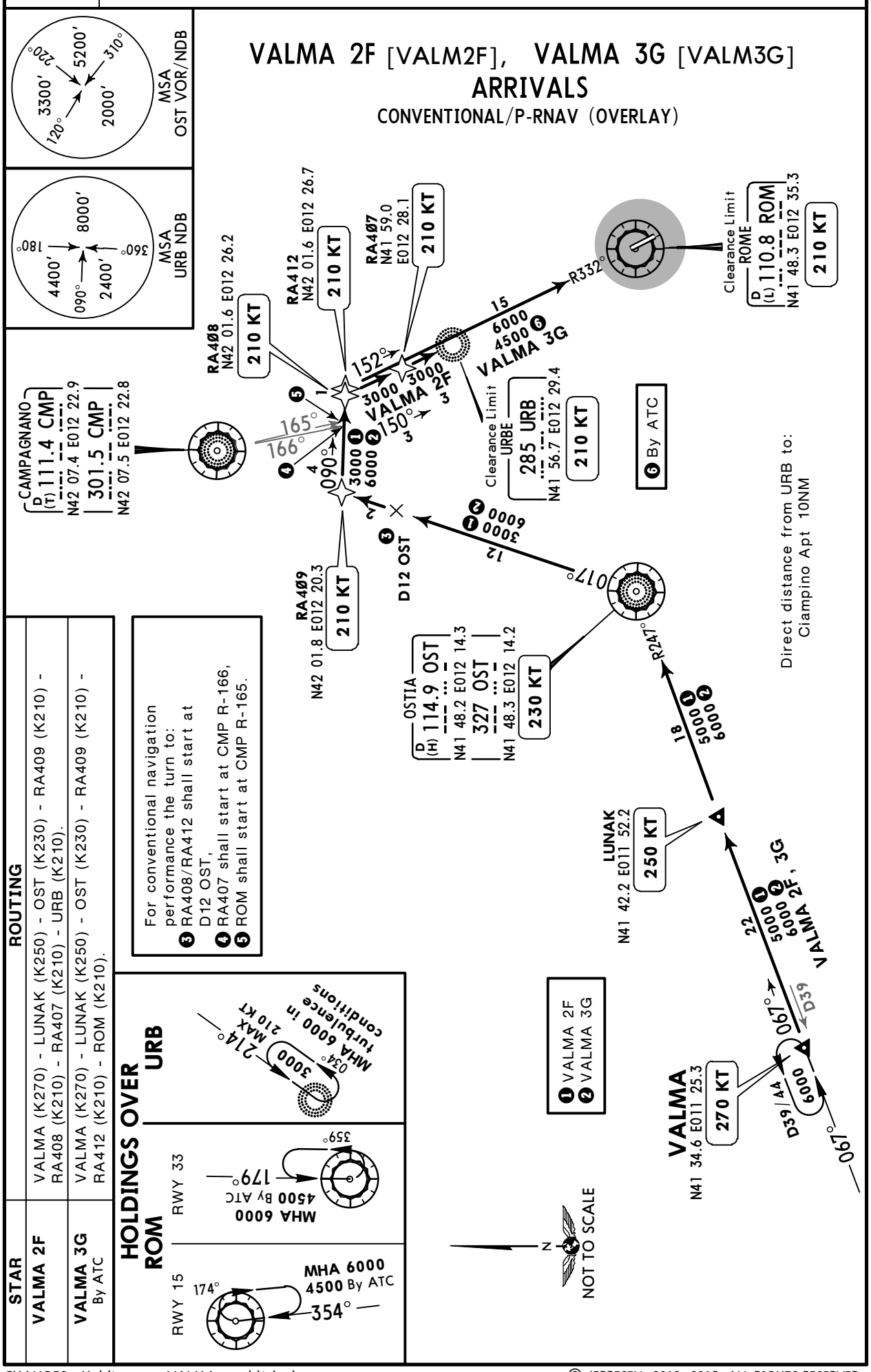
Apt Elev 427′

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)



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).

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.

CHANGES: Holding over VALMA established.

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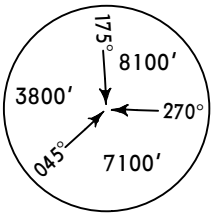
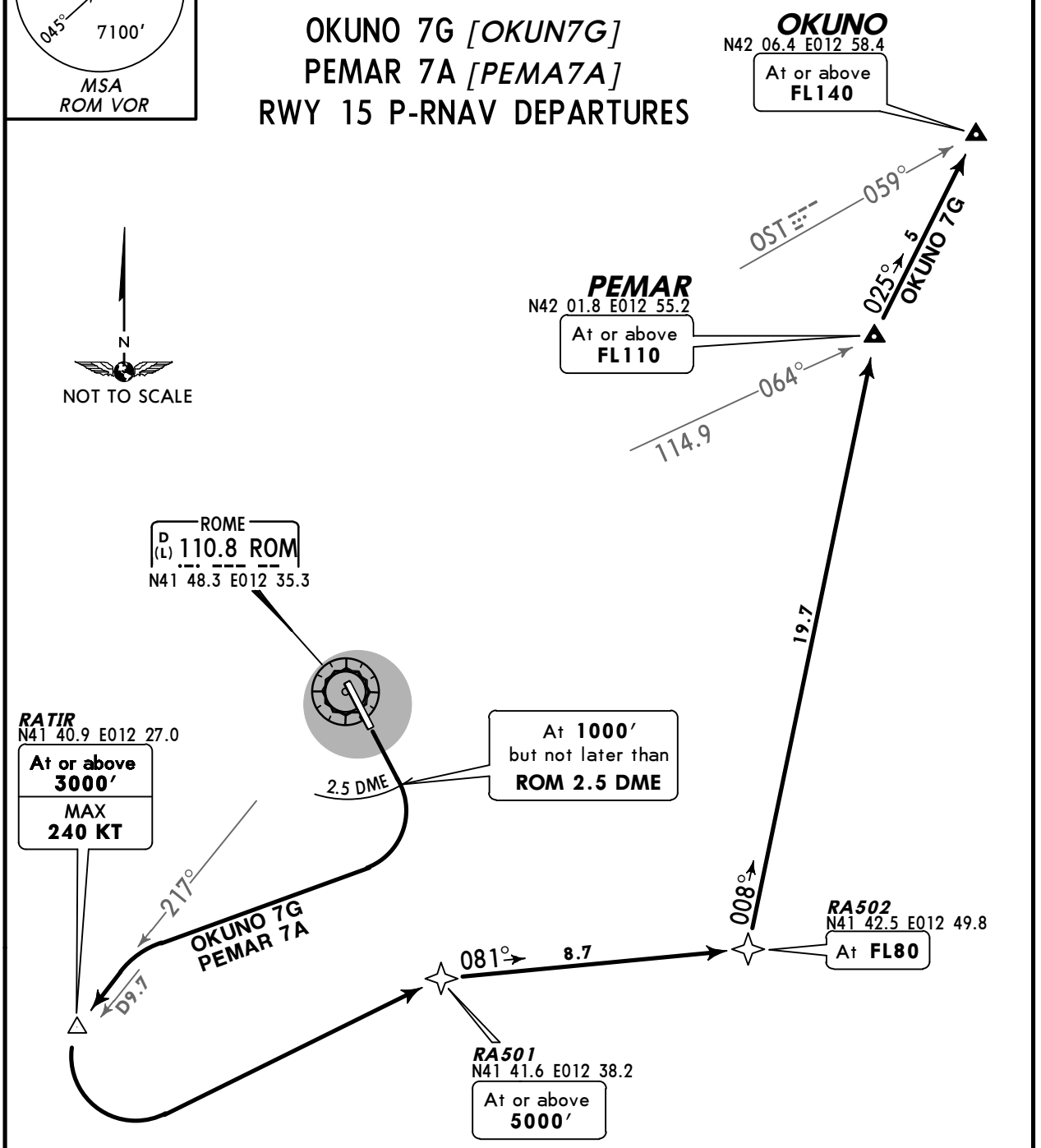


MSA
ROM VOR

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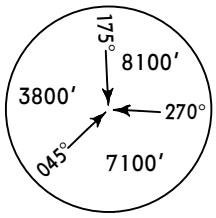
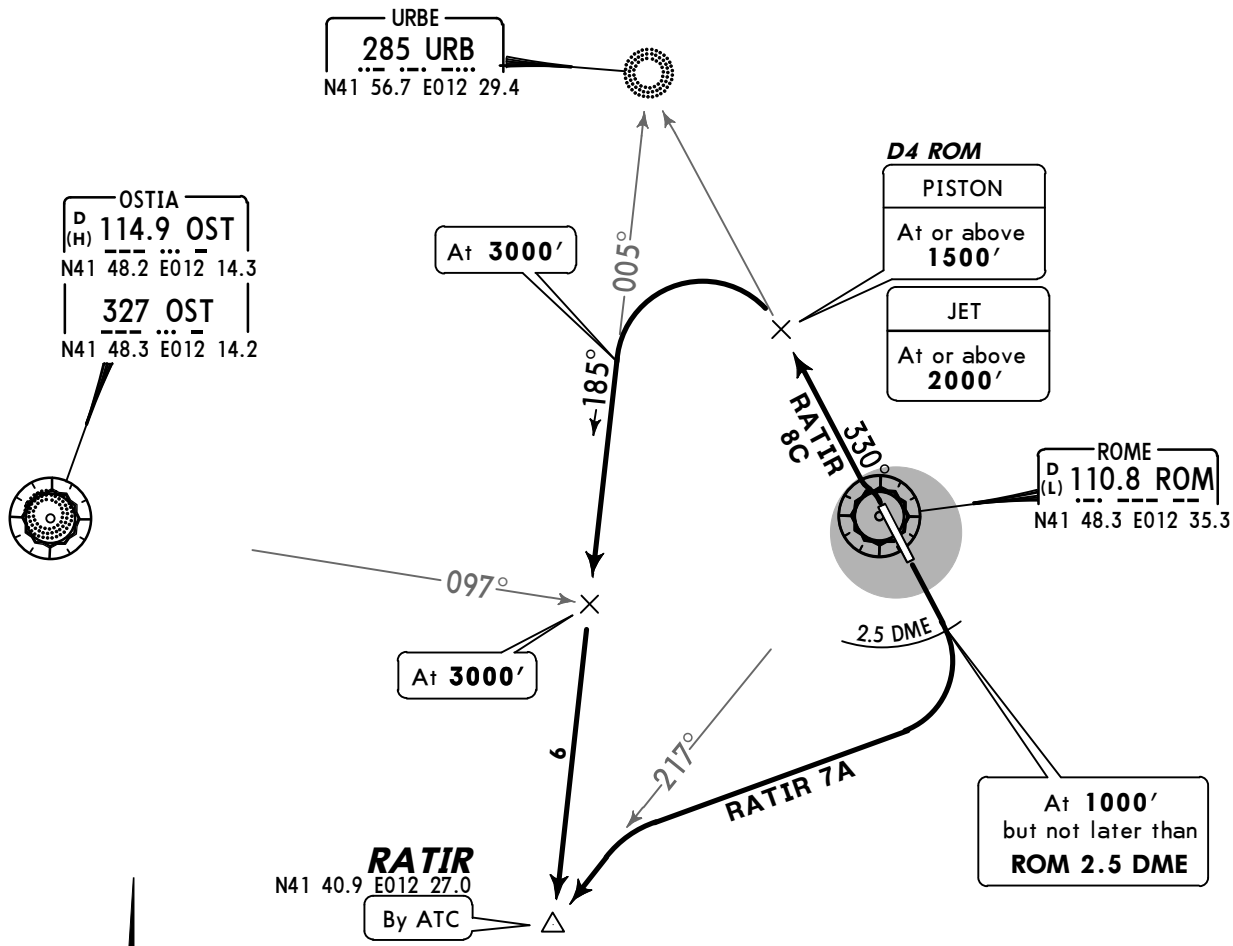
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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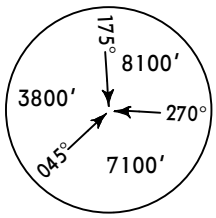
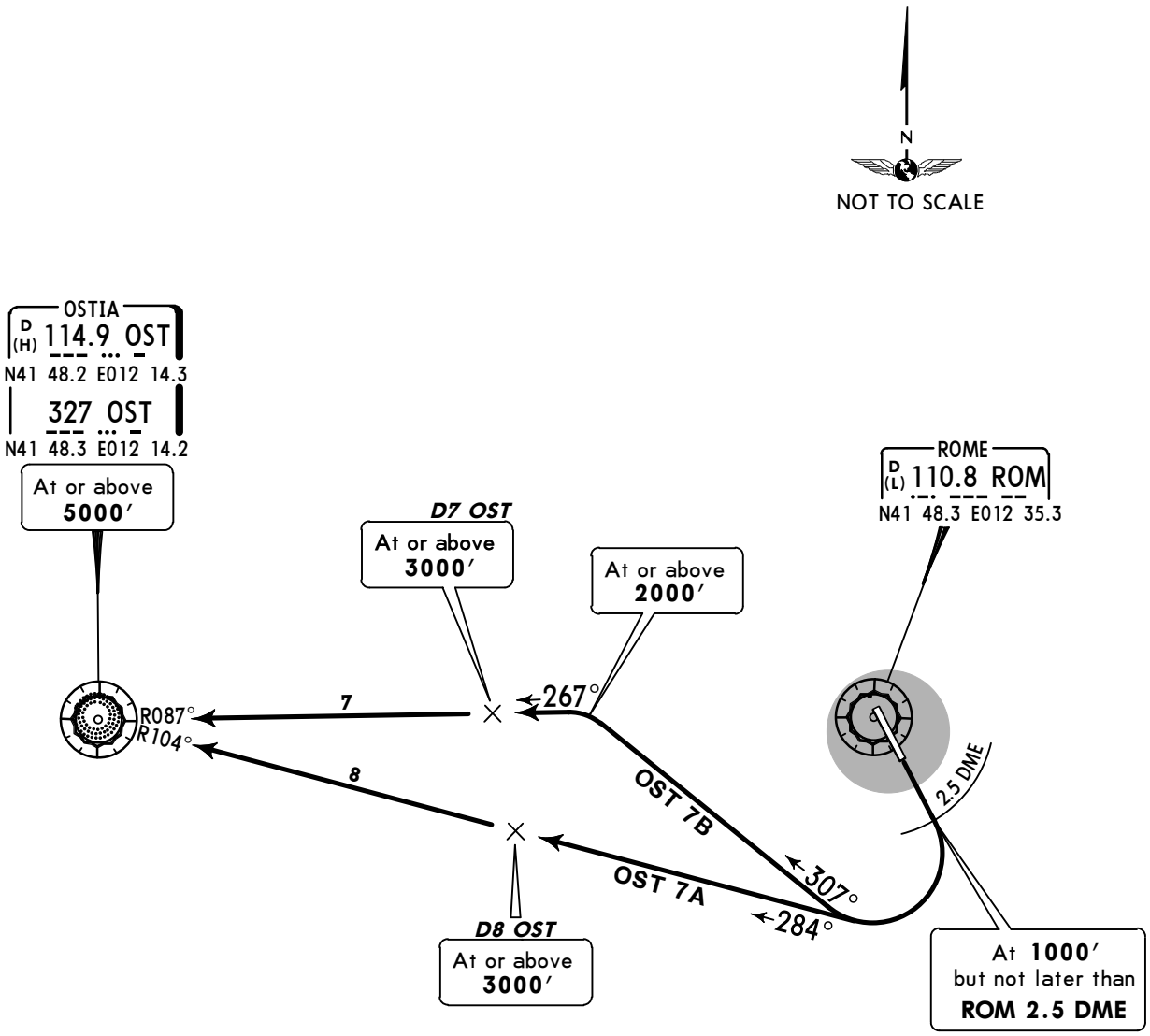
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise abatement routings. 2. Pilots are requested to strictly adhere SIDs.



MSA
ROM VOR

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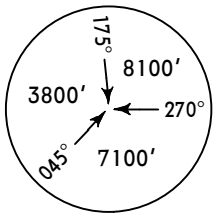
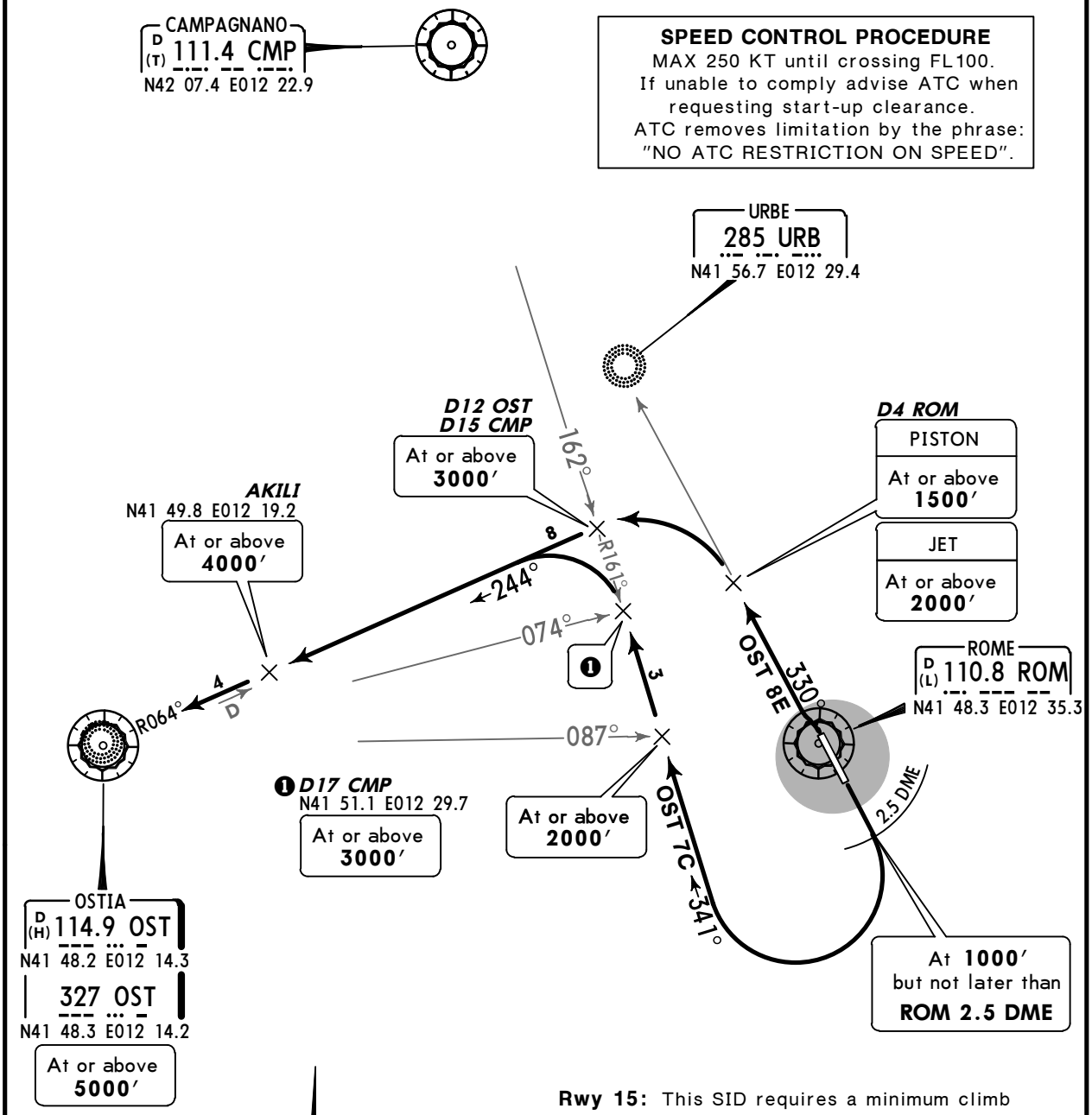
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



MSA
ROM VOR

OST 7C, OST 8E
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
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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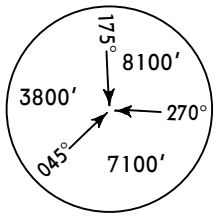
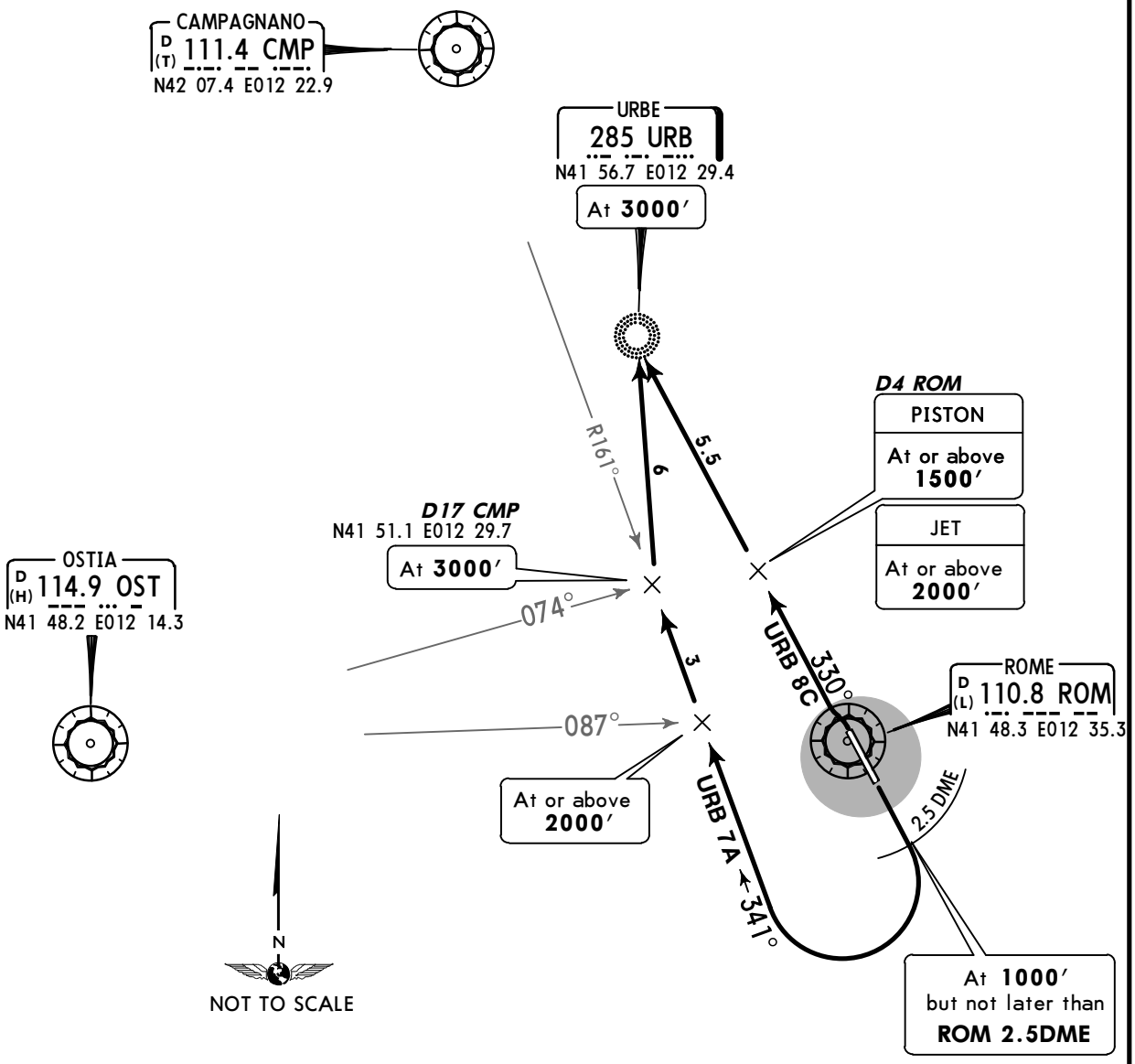
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



MSA
ROM VOR

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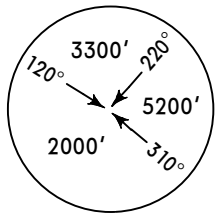
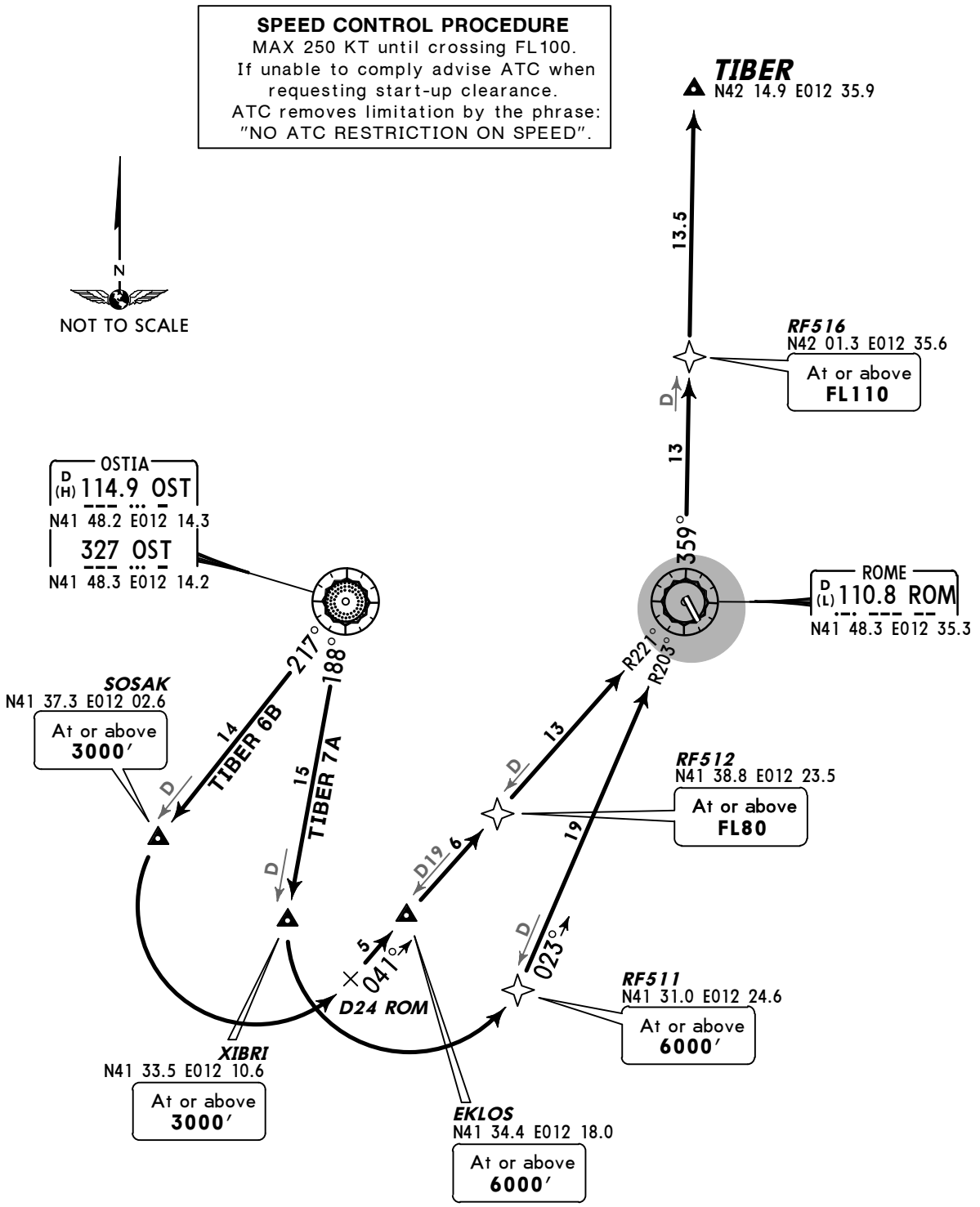
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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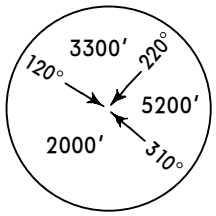
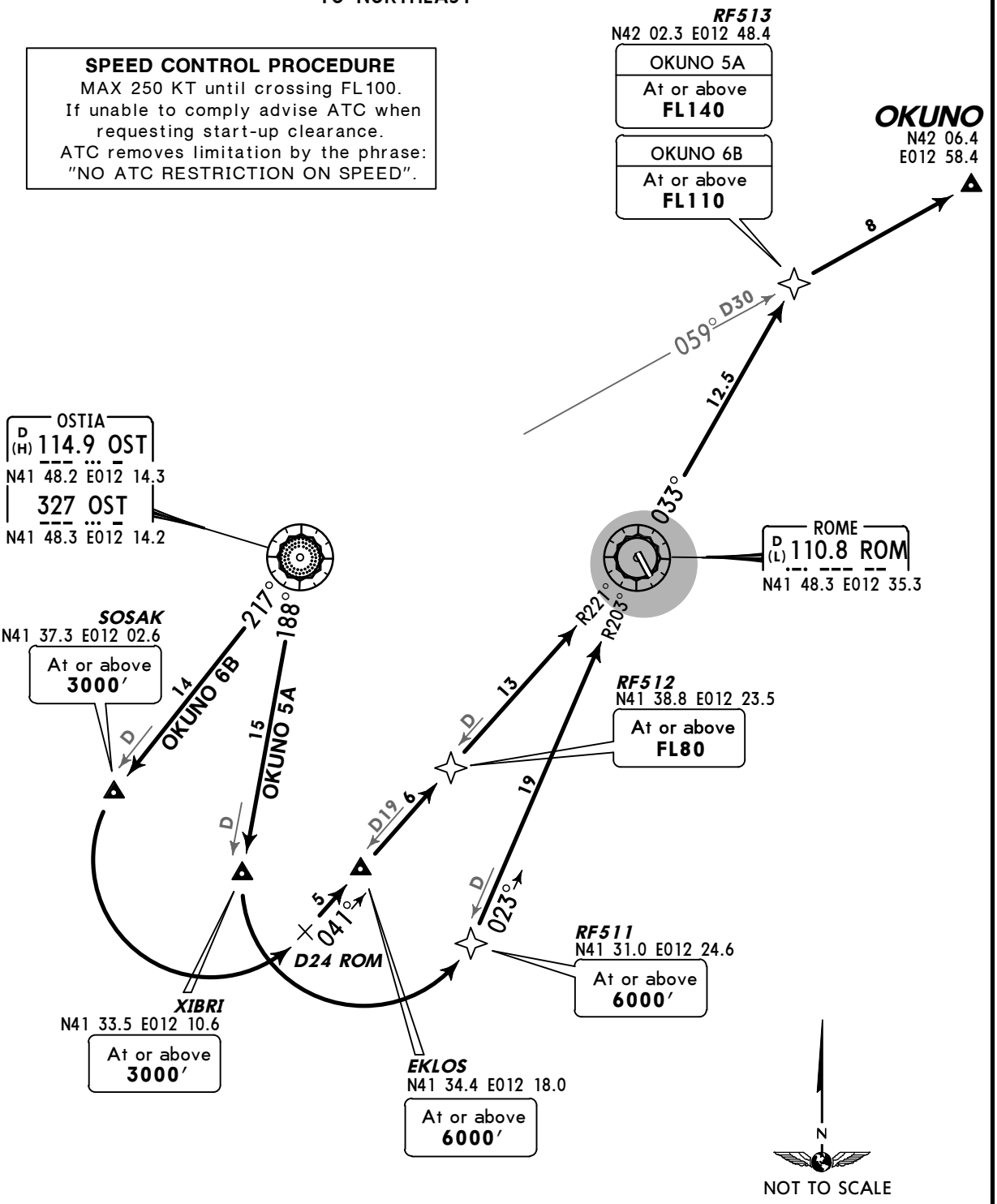
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



MSA
OST VOR/NDB

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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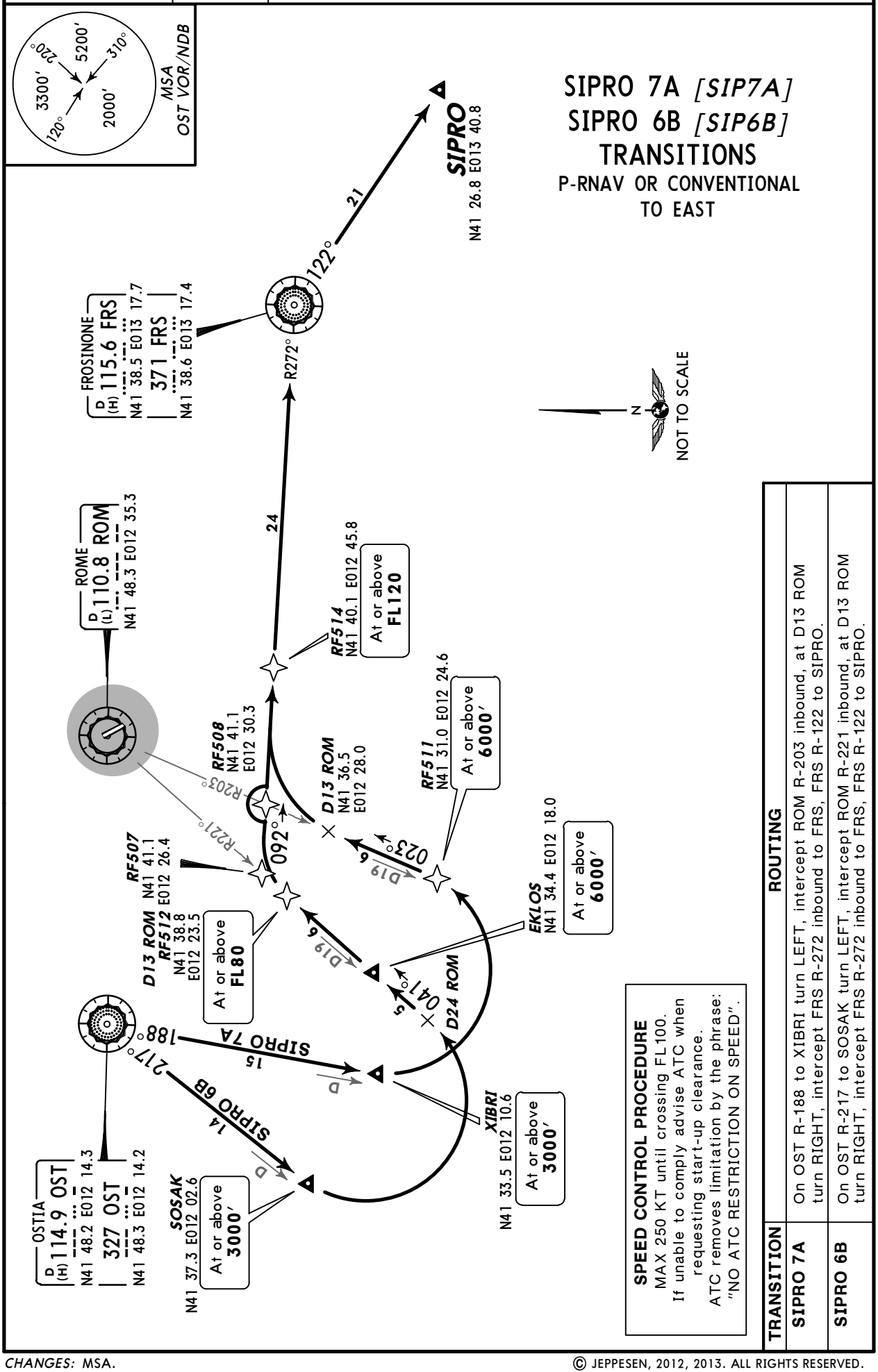
ROMA Departure (APP)	Apt Elev
130.9	427′

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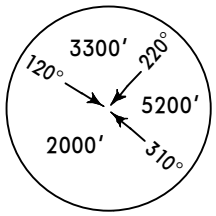
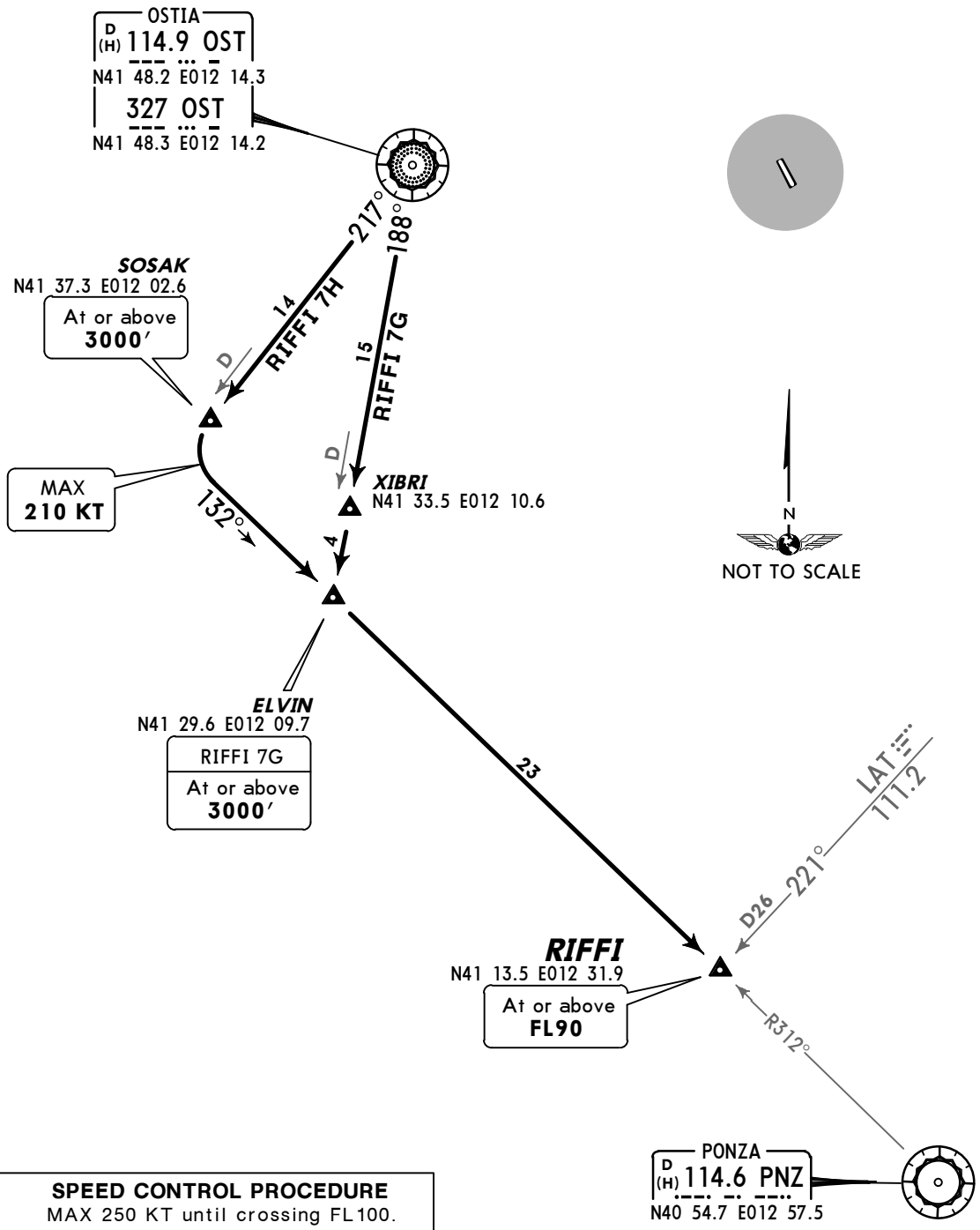
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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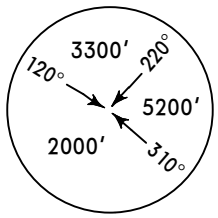
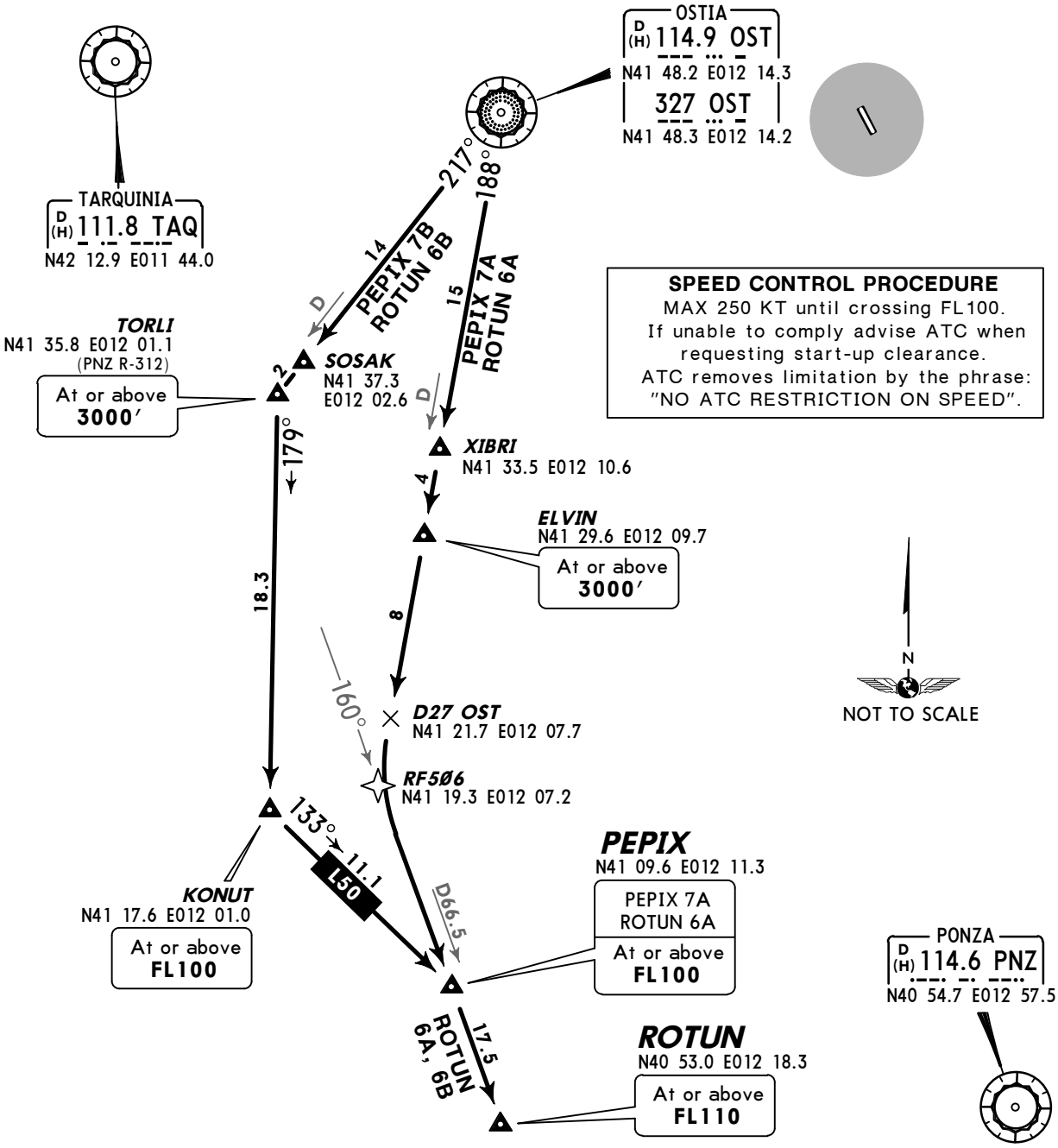
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



MSA
OST VOR/NDB

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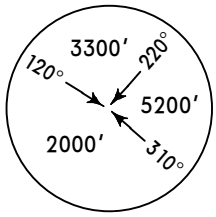
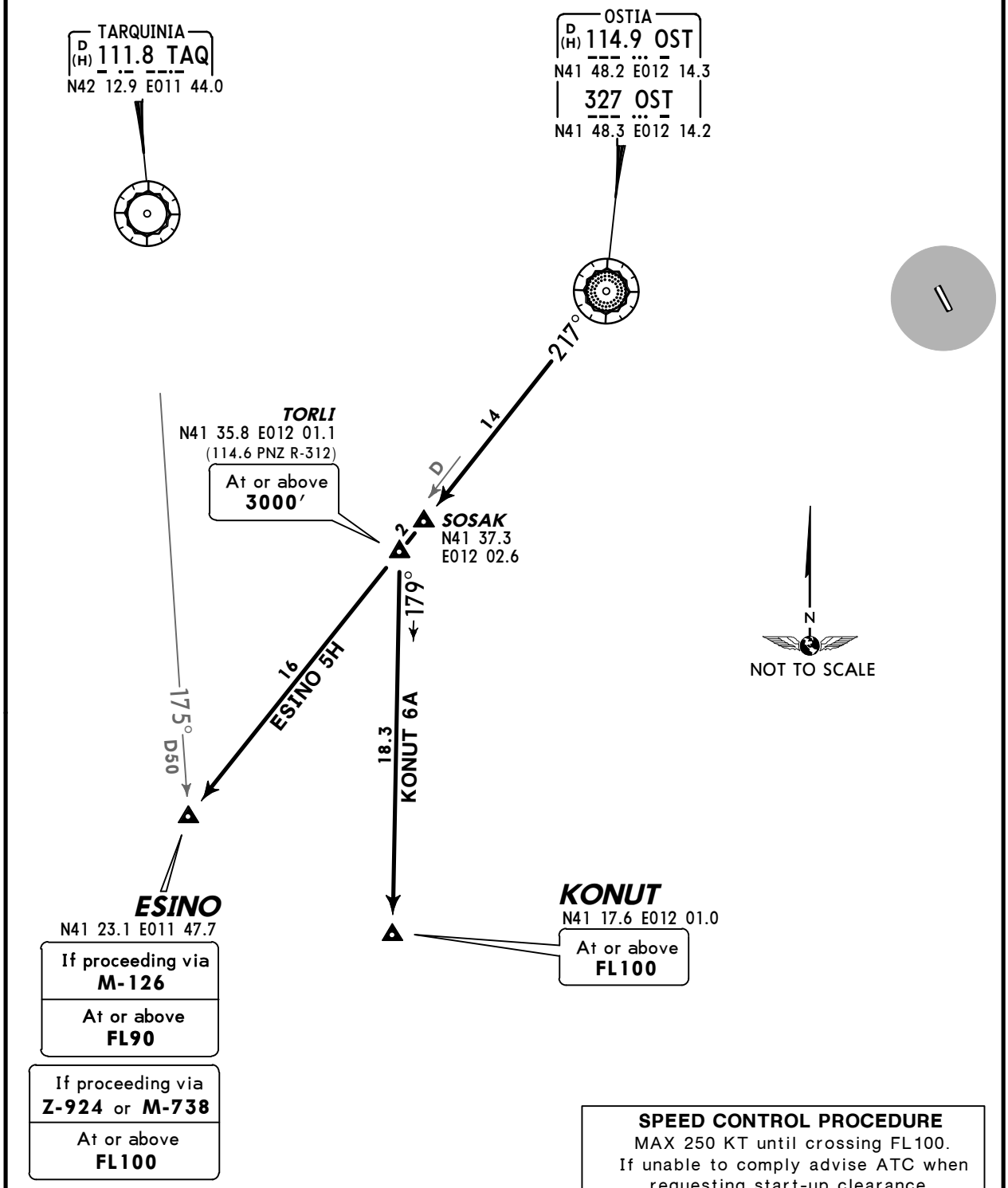
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.



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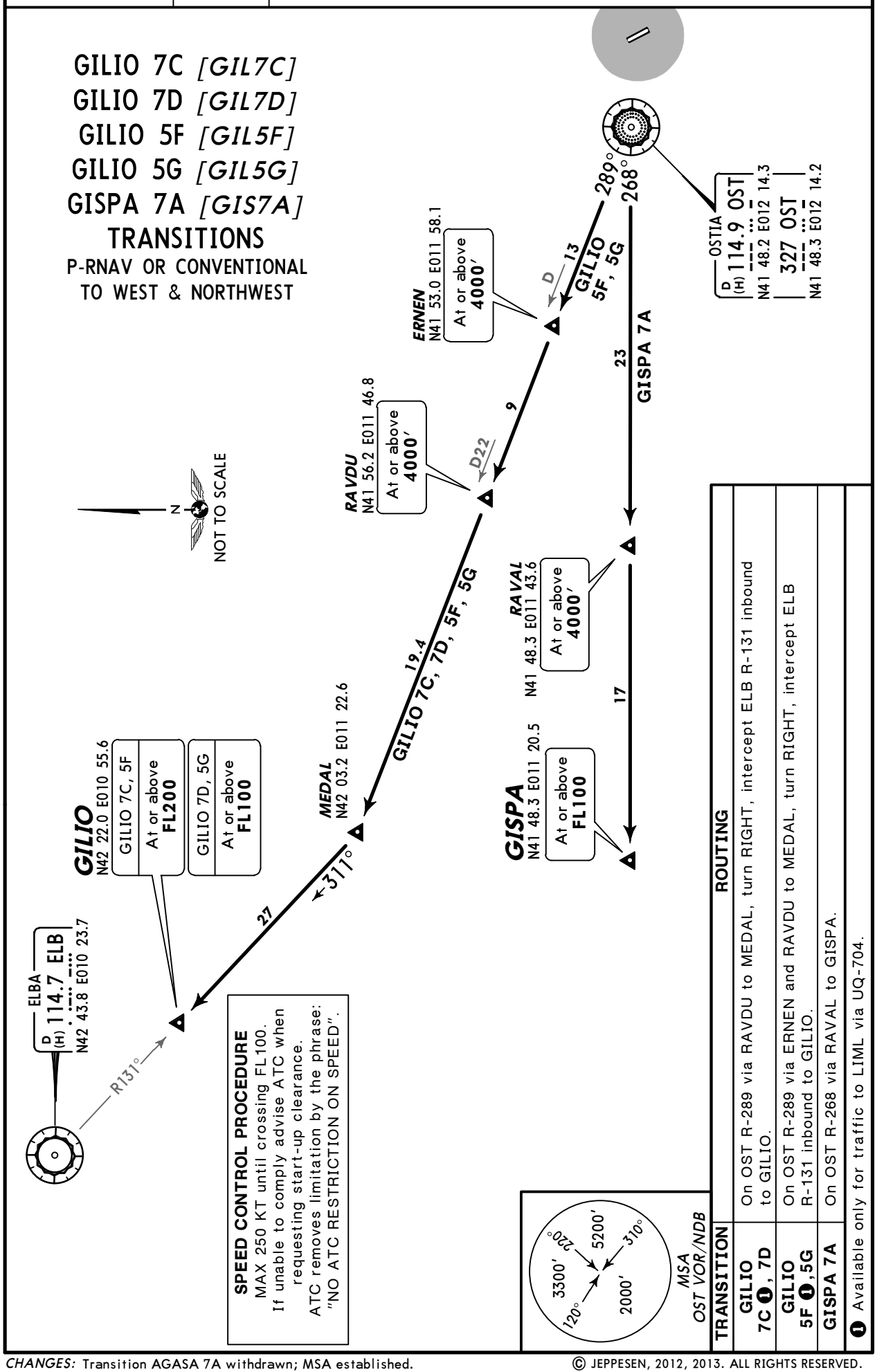
ROMA Departure (APP)	Apt Elev	
130.9	427′	Trans level: By ATC Trans alt: 6000′ 1. Transitions include noise abatement routings. 2. Transitions will be supplemented by altitude and/or flight level restrictions.

GILIO 7C *[GIL7C]*
GILIO 7D *[GIL7D]*
GILIO 5F *[GIL5F]*
GILIO 5G *[GIL5G]*
GISPA 7A *[GIS7A]*
TRANSITIONS
P-RNAV OR CONVENTIONAL
TO WEST & NORTHWEST



TRANSITION	ROUTING
GILIO 7C ❶, 7D	On OST R-289 via RAVDU to MEDAL, turn RIGHT, intercept ELB R-131 inbound to GILIO.
GILIO 5F ❶, 5G	On OST R-289 via ERNEN and RAVDU to MEDAL, turn RIGHT, intercept ELB R-131 inbound to GILIO.
GISPA 7A	On OST R-268 via RAVAL to GISPA.

❶ Available only for traffic to LIML via UQ-704.

CHANGES: Transition AGASA 7A withdrawn; MSA established.

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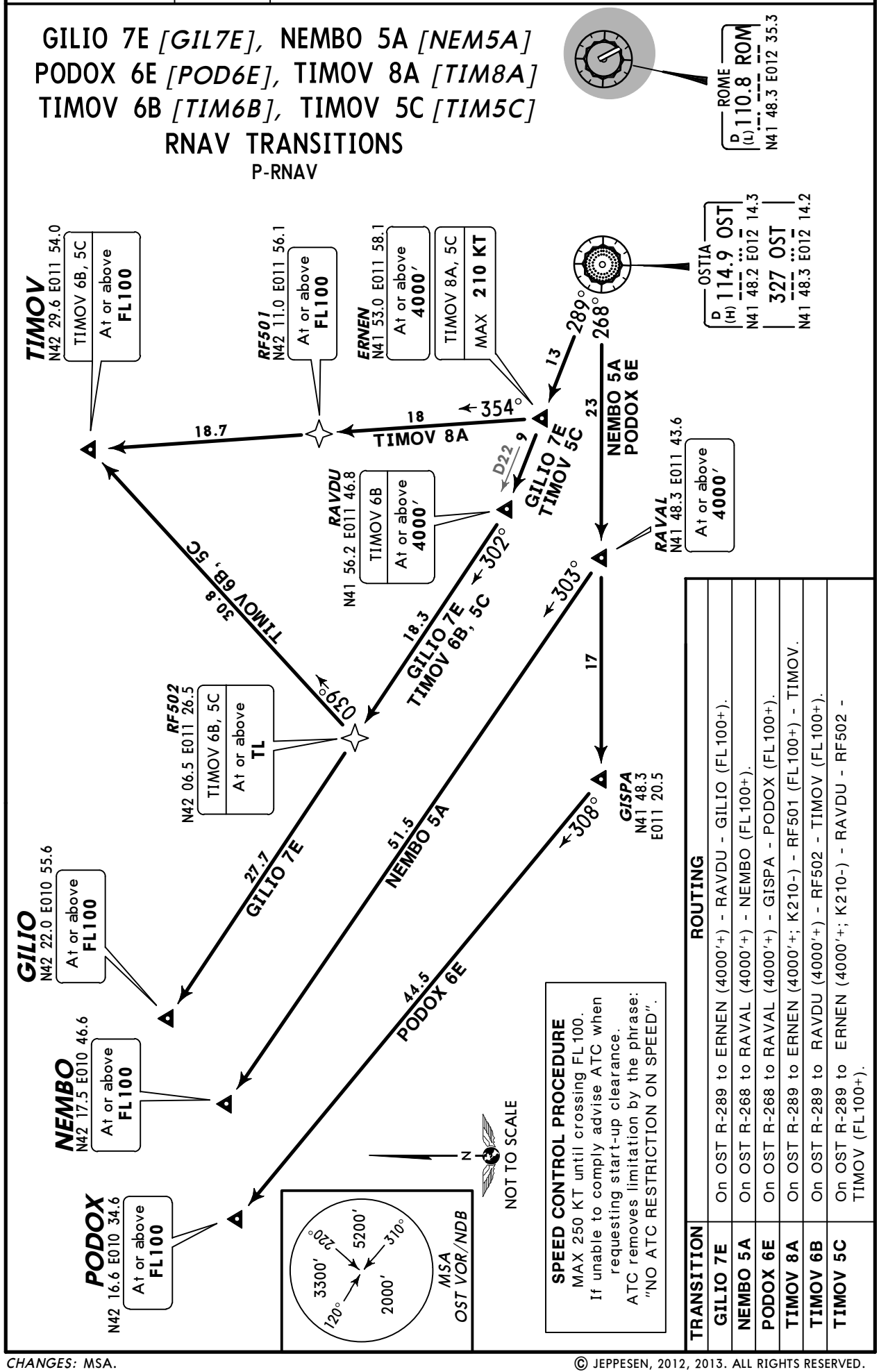
ROMA Departure (APP)	Apt Elev
130.9	427′

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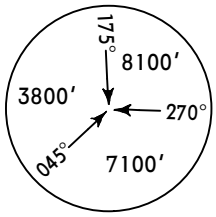
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



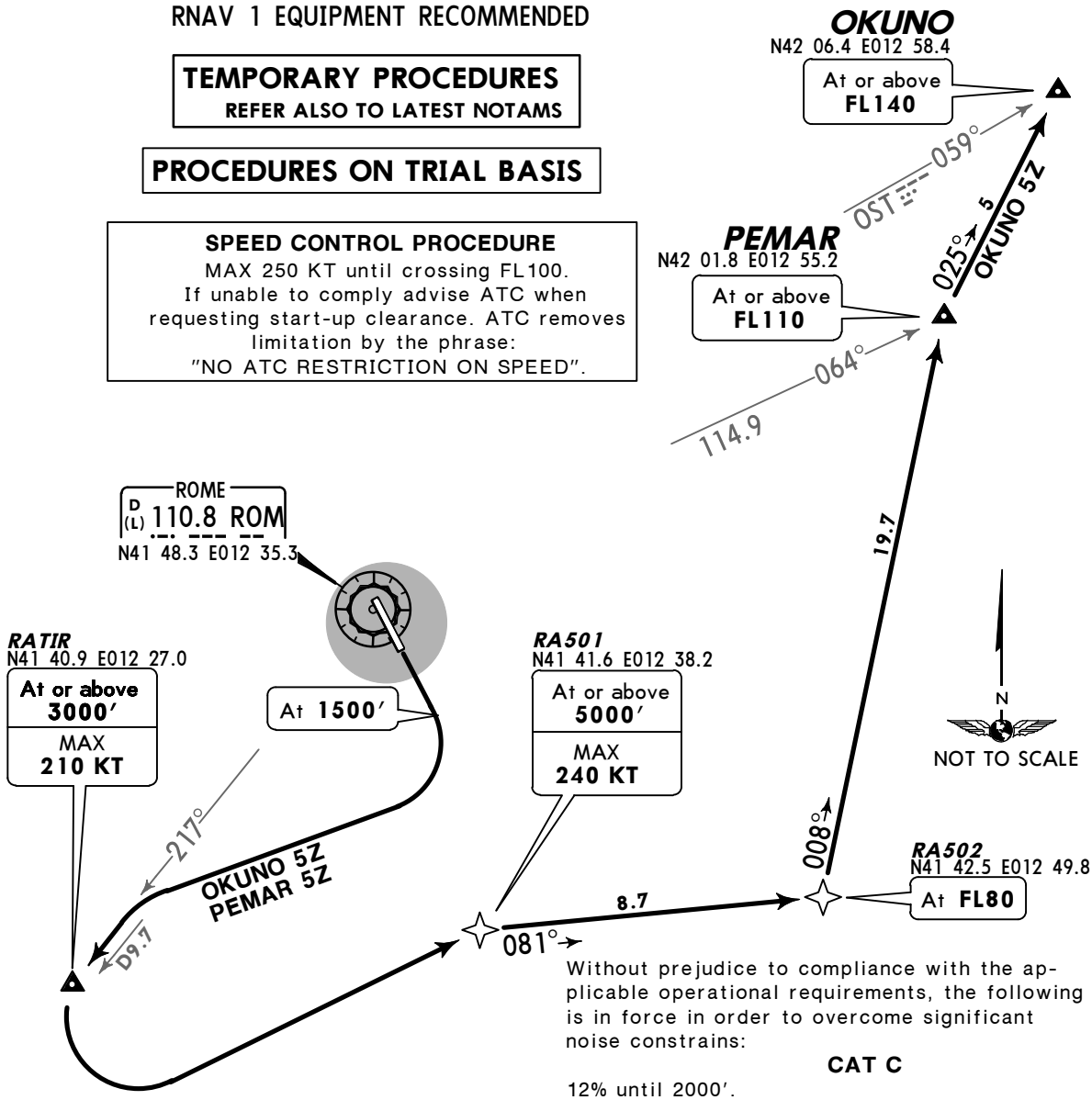
MSA
ROM VOR

OKUNO 5Z *[OKUN5Z]*
PEMAR 5Z *[PEMA5Z]*
RWY 15 DEPARTURES
RNAV 1 EQUIPMENT RECOMMENDED

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

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".



Without prejudice to compliance with the applicable operational requirements, the following is in force in order to overcome significant noise constrains:

CAT C

12% until 2000′.
If unable to comply maintain a climb gratient of 10% until 2000′.

CAT D

15% until 2000′.
If unable to comply maintain a climb gratient of 12% until 2000′.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038
12% V/V (fpm)	911	1215	1823	2430	3038	3646
15% V/V (fpm)	1139	1519	2279	3038	3798	4557

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 1500′, turn RIGHT, intercept ROM R-217 to RATIR.

SID	ROUTING
OKUNO 5Z	RATIR (3000′+; K210-) - RA501 (5000′+; K240-) - RA502 (FL80) - PEMAR (FL110+) - OKUNO (FL140′+).
PEMAR 5Z	RATIR (3000′+; K210-) - RA501 (5000′+, K240-) - RA502 (FL80) - PEMAR (FL110+).

CHANGES: New temporary procedures at this airport.

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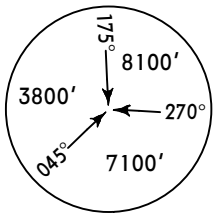
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



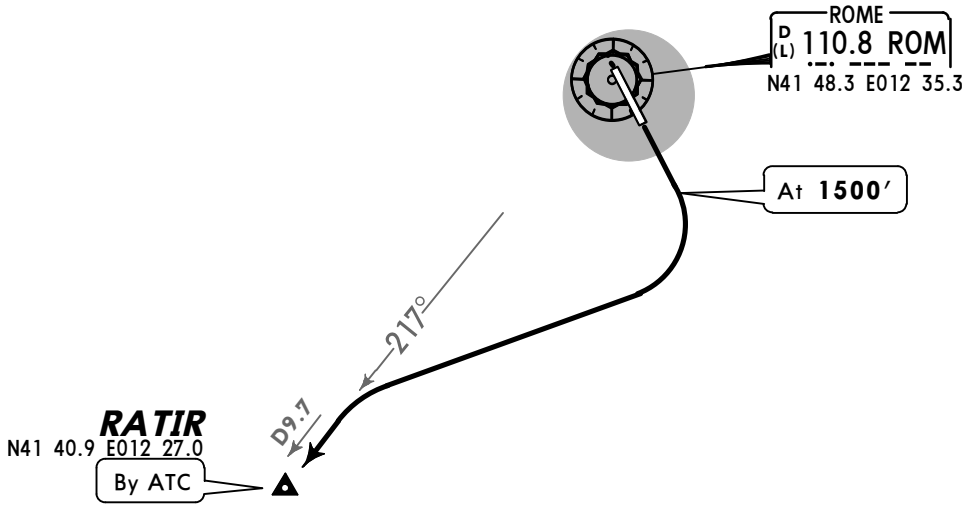
MSA
ROM VOR

RATIR 5Z *[RATI5Z]*
RWY 15 DEPARTURE
RNAV 1 EQUIPMENT RECOMMENDED

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

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

Without prejudice to compliance with the applicable operational requirements, the following is in force in order to overcome significant noise constrains:

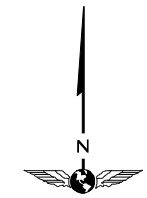
CAT C

12% until 2000′.
If unable to comply maintain a climb gratient of 10% until 2000′.

CAT D

15% until 2000′.
If unable to comply maintain a climb gratient of 12% until 2000′.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038
12% V/V (fpm)	911	1215	1823	2430	3038	3646
15% V/V (fpm)	1139	1519	2279	3038	3798	4557



NOT TO SCALE

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/ROUTING

Climb to 1500′, turn RIGHT, intercept ROM R-217 to RATIR.

CHANGES: New temporary procedures at this airport.

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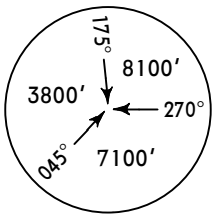
ROMA Departure (APP)	Apt Elev	Trans level: By ATC Trans alt: 6000′
130.9	427′	SIDs include noise abatement routings.

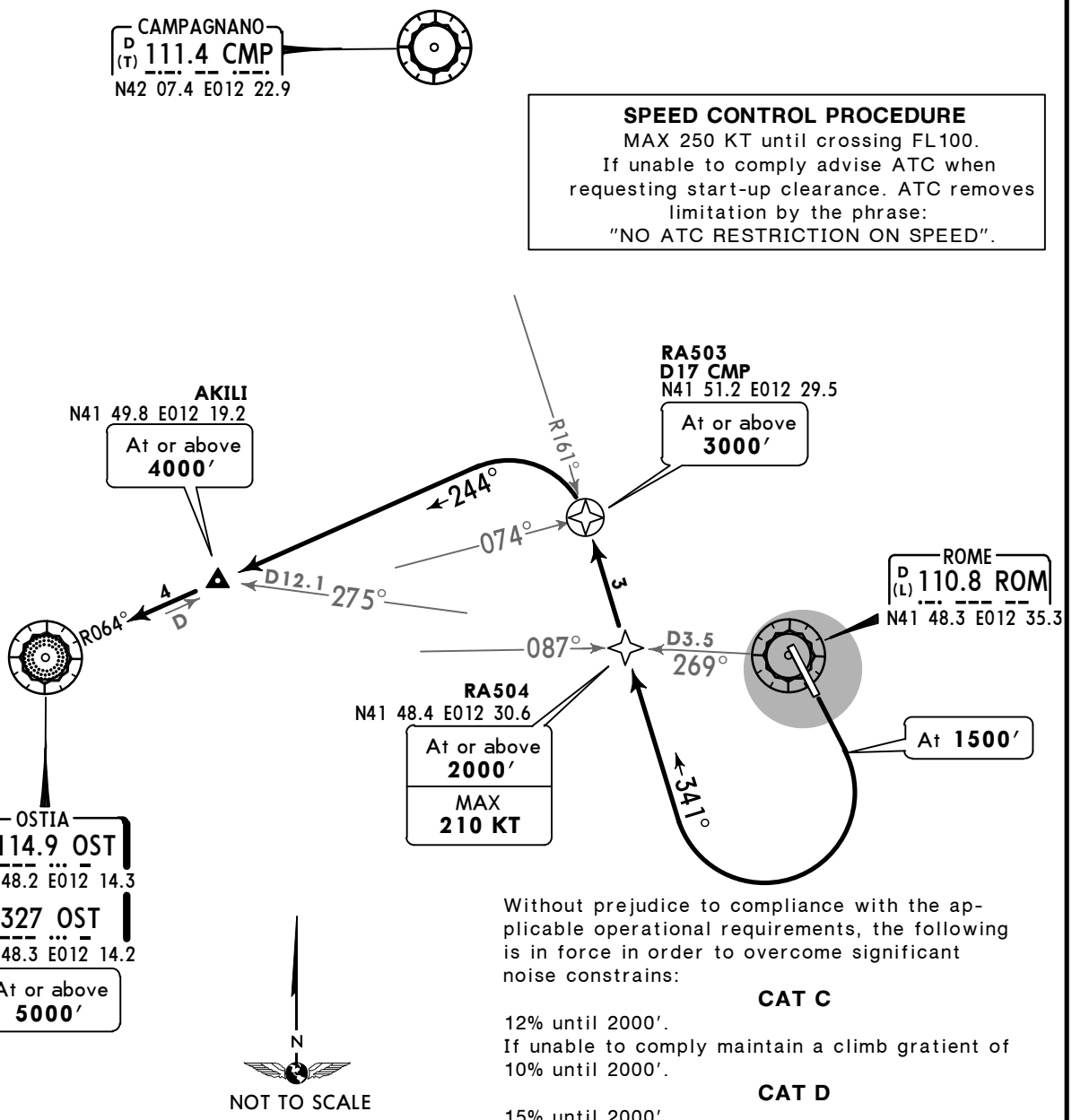


MSA
ROM VOR

OST 5X
RWY 15 DEPARTURE
RNAV 1 EQUIPMENT RECOMMENDED

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



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".

Without prejudice to compliance with the applicable operational requirements, the following is in force in order to overcome significant noise constrains:

CAT C

12% until 2000′.
If unable to comply maintain a climb gratient of 10% until 2000′.

CAT D

15% until 2000′.
If unable to comply maintain a climb gratient of 12% until 2000′.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038
12% V/V (fpm)	911	1215	1823	2430	3038	3646
15% V/V (fpm)	1139	1519	2279	3038	3798	4557

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/ROUTING

Climb to 1500′, 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.

CHANGES: Reissue.

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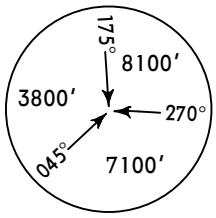
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise abatement routings. 2. OST 5Y: Pilots are requested to strictly adhere SIDs.



MSA
ROM VOR

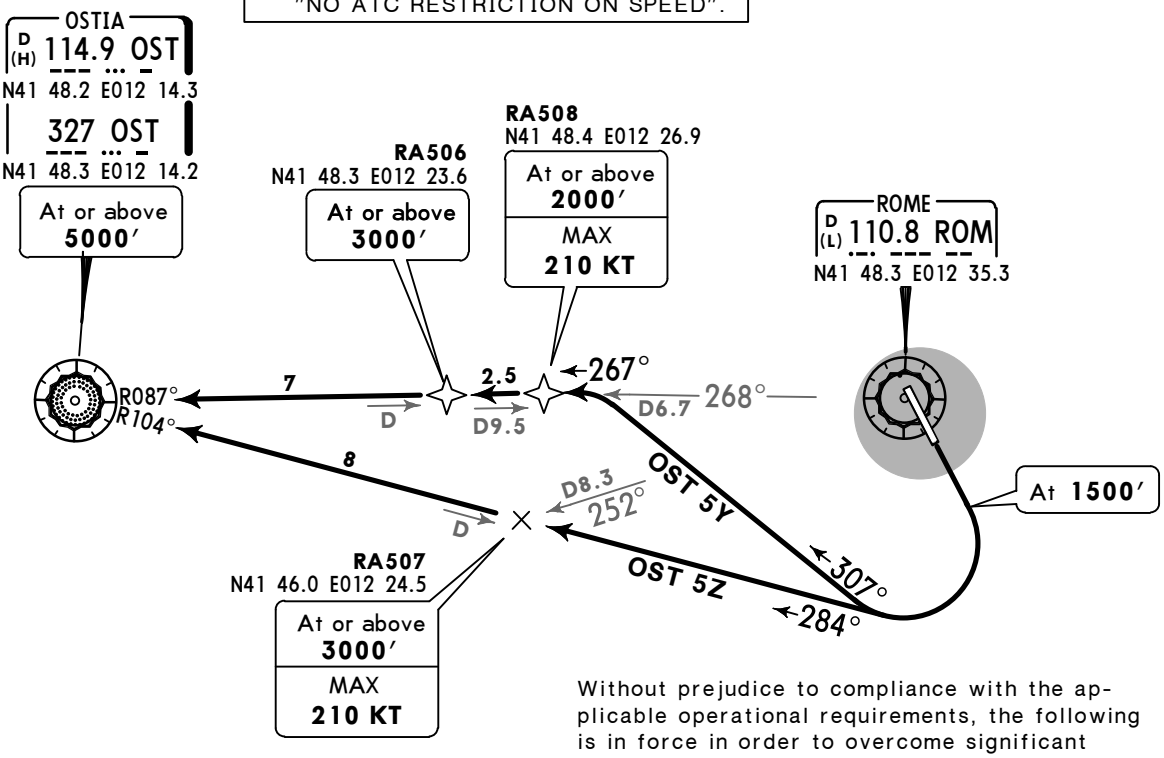
OST 5Y, OST 5Z
RWY 15 DEPARTURES
RNAV 1 EQUIPMENT RECOMMENDED

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

N
NOT TO SCALE

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".



Without prejudice to compliance with the applicable operational requirements, the following is in force in order to overcome significant noise constrains:

CAT C

12% until 2000′.
If unable to comply maintain a climb gratient of 10% until 2000′.

CAT D

15% until 2000′.
If unable to comply maintain a climb gratient of 12% until 2000′.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038
12% V/V (fpm)	911	1215	1823	2430	3038	3646
15% V/V (fpm)	1139	1519	2279	3038	3798	4557

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 1500′, turn RIGHT.

SID	ROUTING
OST 5Y	307° track, intercept OST R-087 inbound to OST climbing to assigned level.
OST 5Z	Intercept OST R-104 inbound to OST climbing to assigned level.

CHANGES: None.

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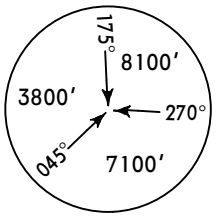
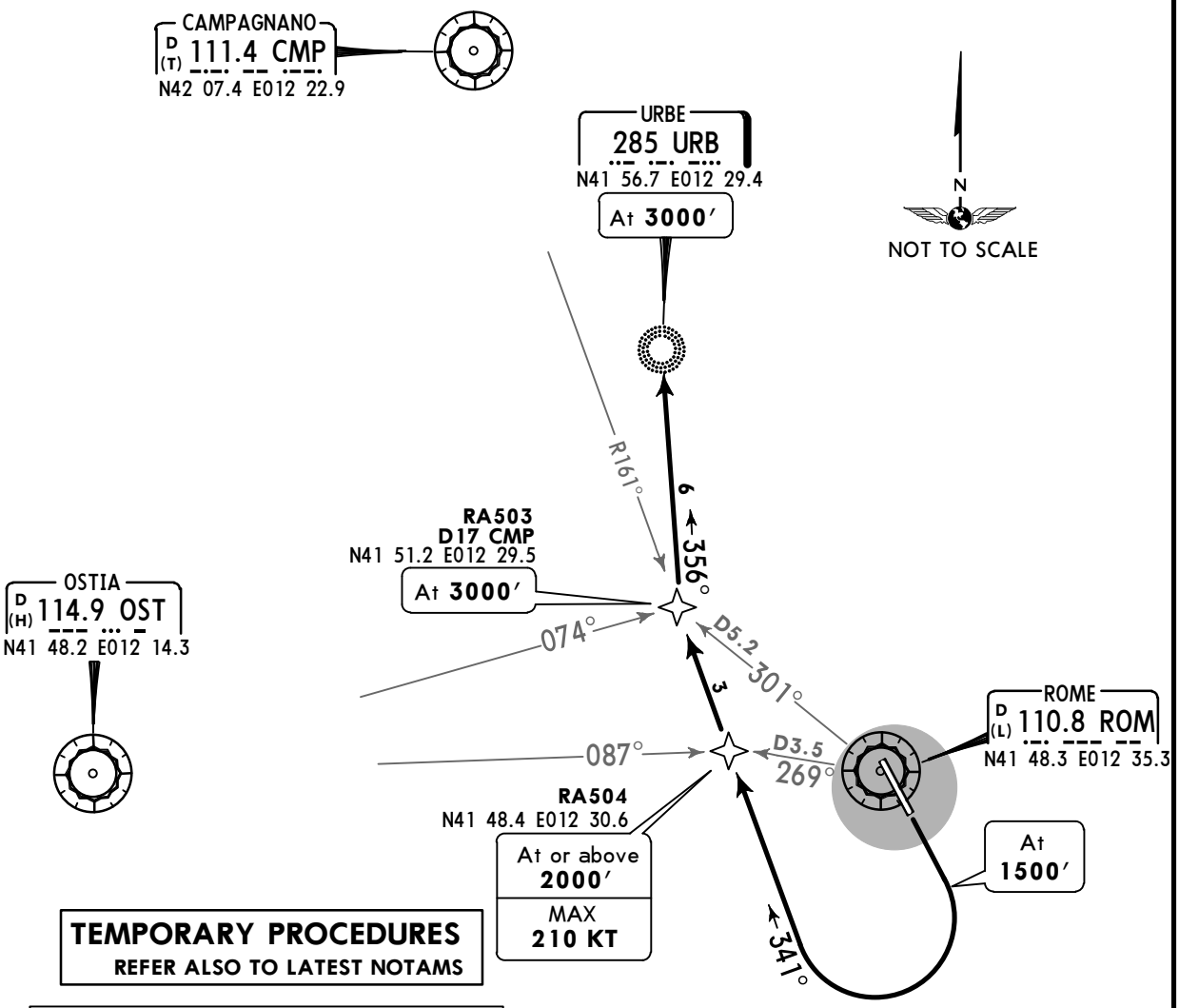
ROMA Departure (APP) 130.9	Apt Elev 427′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



MSA
ROM VOR

URB 5Z
RWY 15 DEPARTURE
BY ATC
RNAV 1 EQUIPMENT RECOMMENDED



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

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".

Without prejudice to compliance with the applicable operational requirements, the following is in force in order to overcome significant noise constrains:

CAT C

12% until 2000′.
If unable to comply maintain a climb gratient of 10% until 2000′.

CAT D

15% until 2000′.
If unable to comply maintain a climb gratient of 12% until 2000′.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038
12% V/V (fpm)	911	1215	1823	2430	3038	3646
15% V/V (fpm)	1139	1519	2279	3038	3798	4557

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/ROUTING

Climb to 1500′, turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn RIGHT to URB.

CHANGES: Reissue.

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LIRA/CIA

Apt Elev **427'**

N41 48.0 E012 35.8

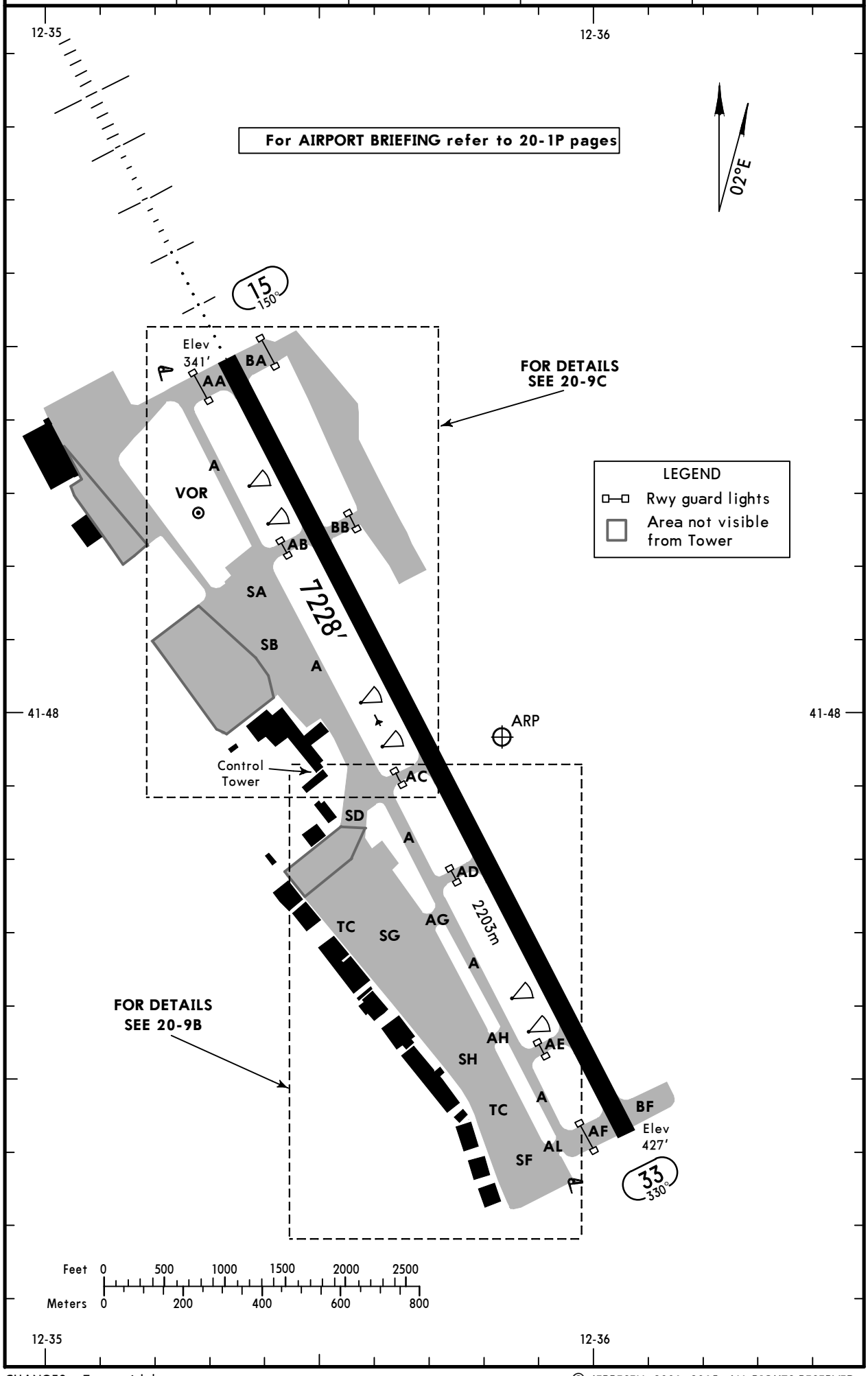
JEPPESEN

30 OCT 15 (20-9) **Eff 12 Nov**

ROME, ITALY

CIAMPINO

*CIAMPINO Delivery	Apron	Ground	Tower		ROMA Departure
119.4	131.505	121.750	122.1	120.5	130.9



CHANGES: Twys withdrawn.

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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		6244' 1903m		148' 45m
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	511-1/2	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	W15	N41 48.4 E012 35.6
309 thru 312	N41 47.7 E012 35.5	W16 thru W18	N41 48.4 E012 35.5
313, 314	N41 47.7 E012 35.6	W19	N41 48.5 E012 35.5
315	N41 47.6 E012 35.6		
401 thru 403	N41 47.7 E012 35.7		
404	N41 47.6 E012 35.7		
405 thru 407	N41 47.6 E012 35.8		

Standard TAKE-OFF

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

CHANGES: Stand coordinates.

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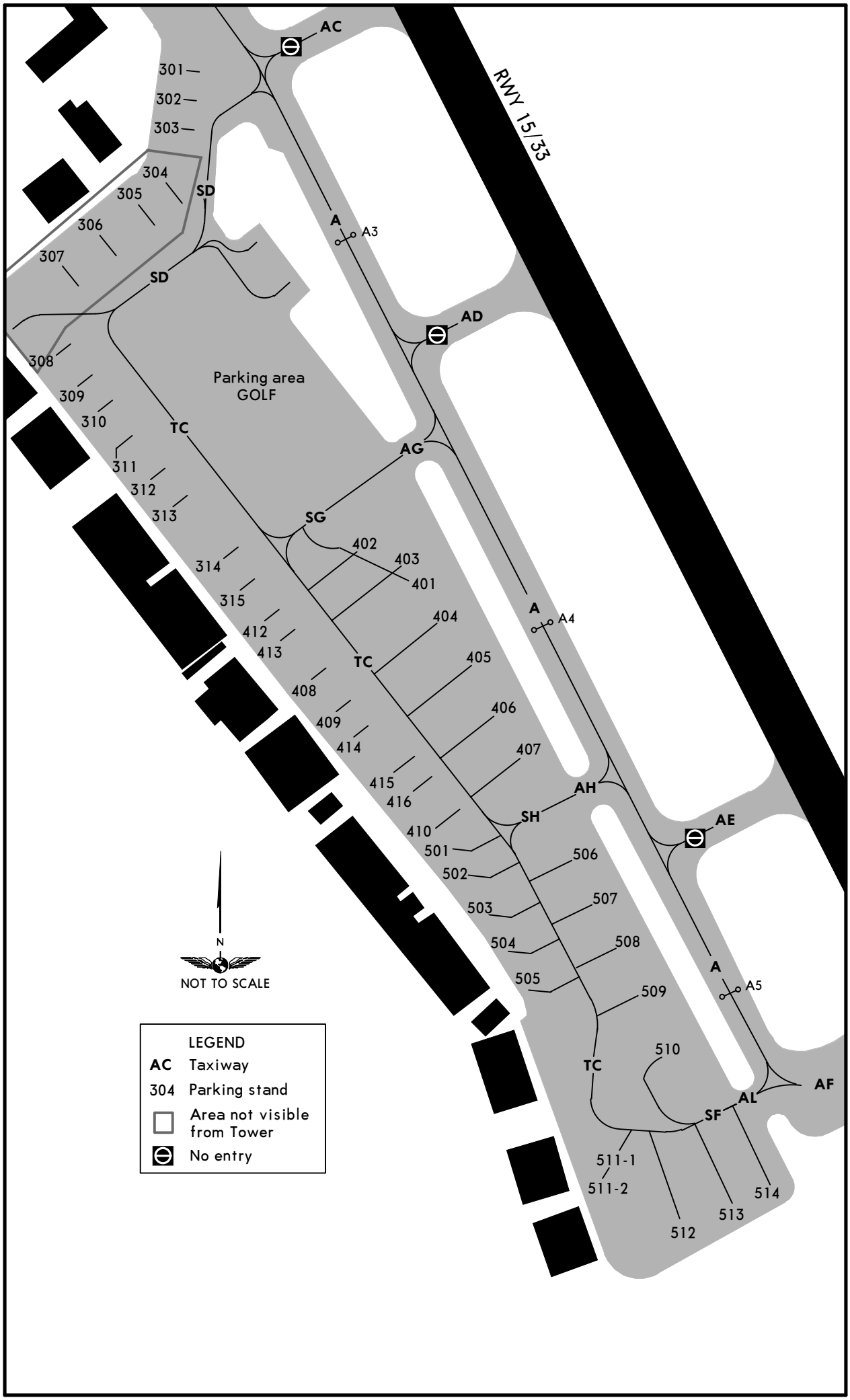

CHANGES: No entry marks.

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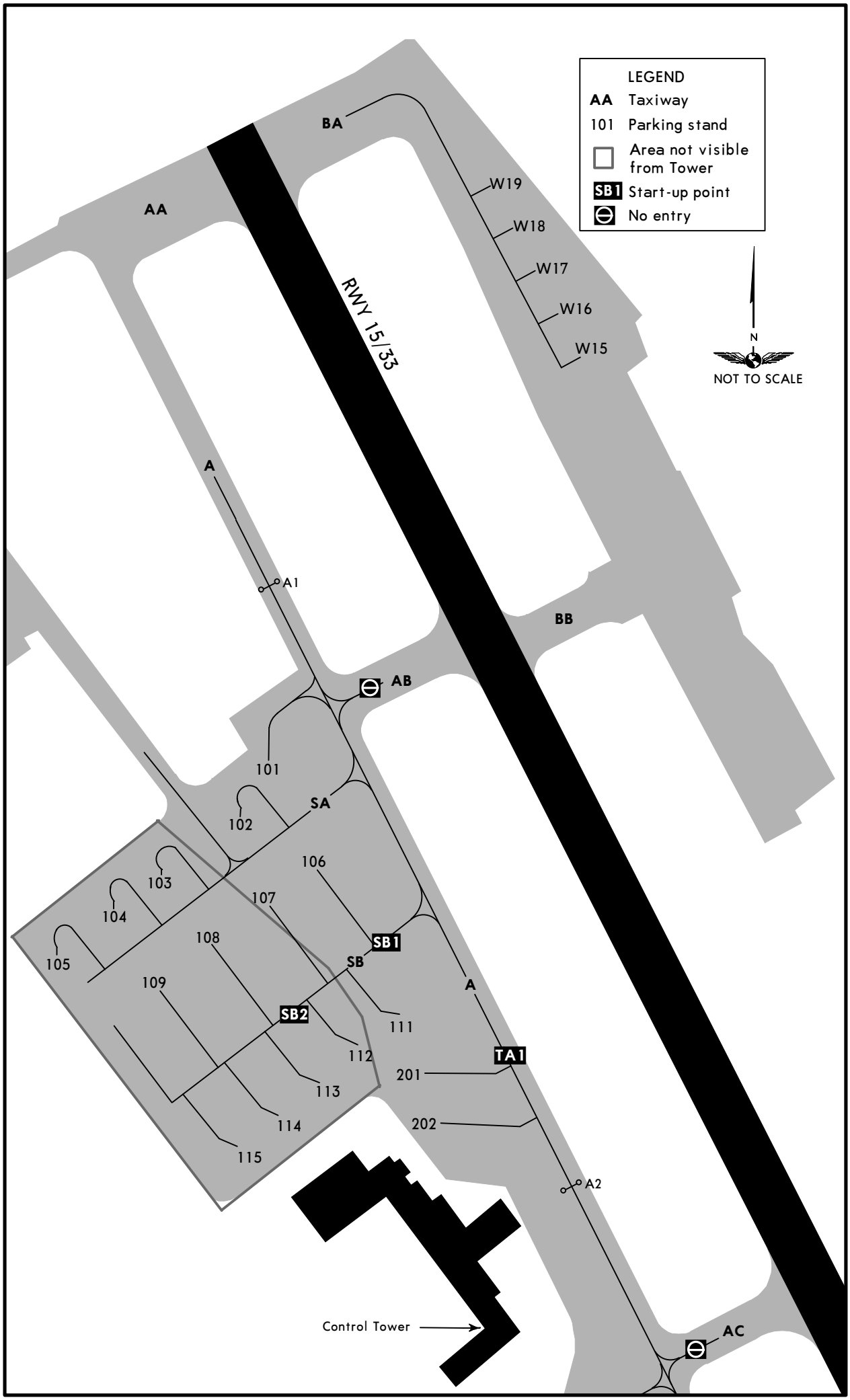

CHANGES: Stands withdrawn. Twys withdrawn.

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LIRA/CIA
CIAMPINO

JEPPESEN
25 JAN 13
Eff 7 Feb
(21-1)

ROME, ITALY
ILS Z or LOC Z Rwy 15

BRIEFING STRIP™

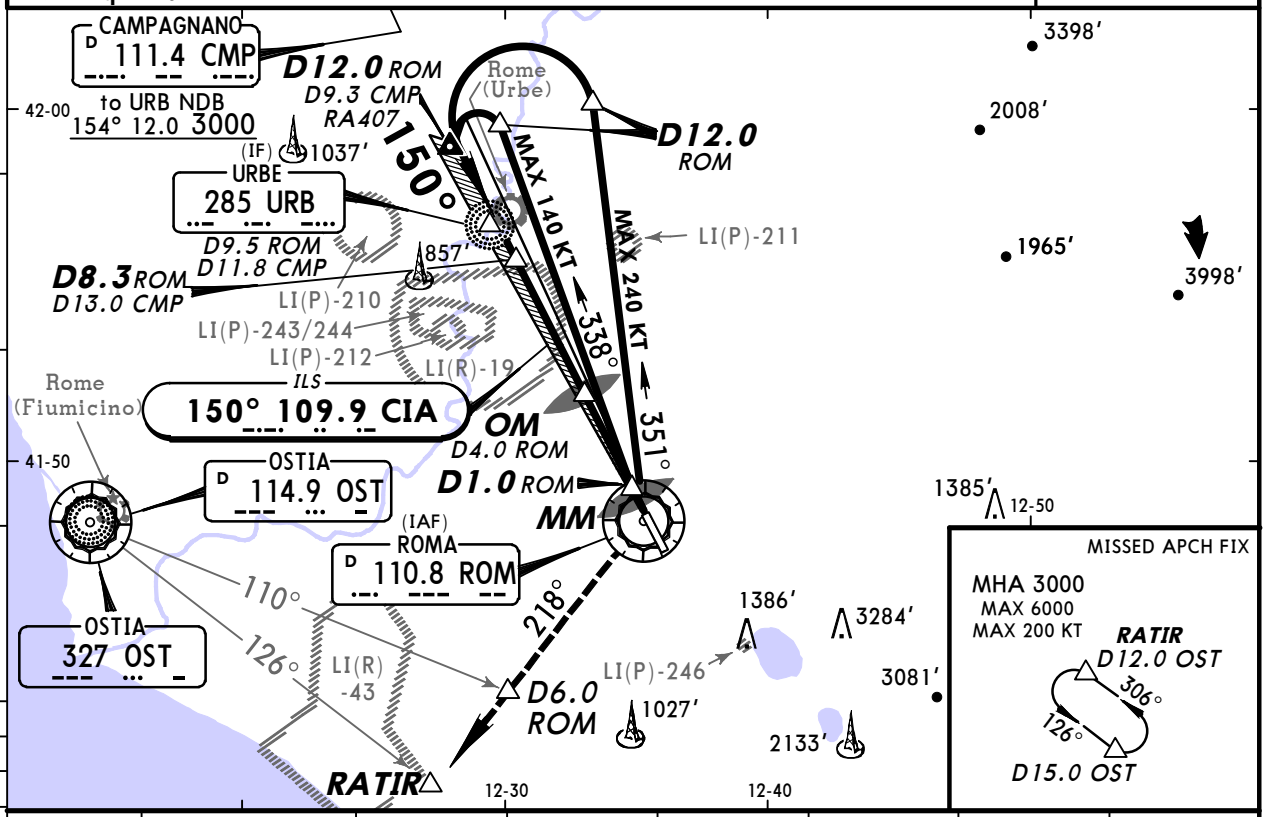
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

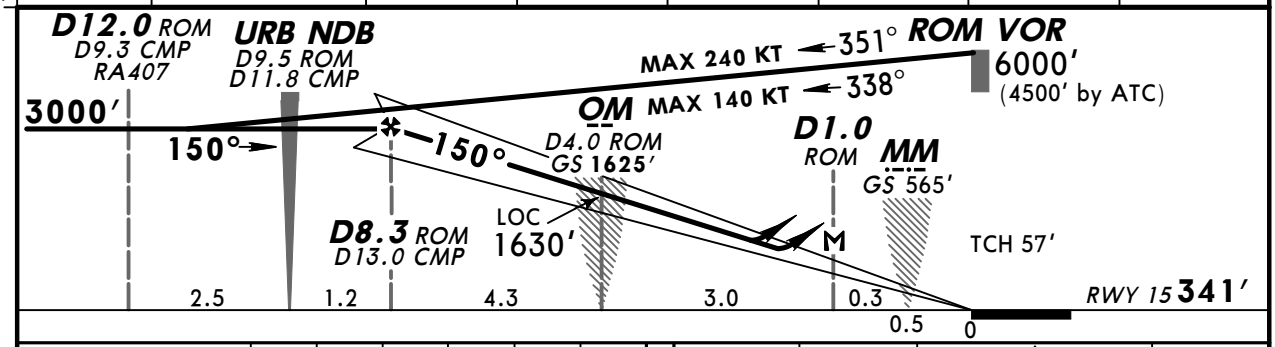
MISSED APCH: Continue rwy heading climbing to 3000′. At 750′ turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/ R-110 OST VOR (290° OST NDB) at 2000′ or above, then proceed to RATIR.

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)	LOC (GS out) DA(H)
A: 700′(359′) C: 720′(379′)	750′(409′)
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: Initial apch alt.

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LIRA/CIA CIAMPINO

JEPPESEN

25 JAN 13 Eff 7 Feb (21-2)

ROME, ITALY ILS X or LOC X Rwy 15

BRIEFING STRIP

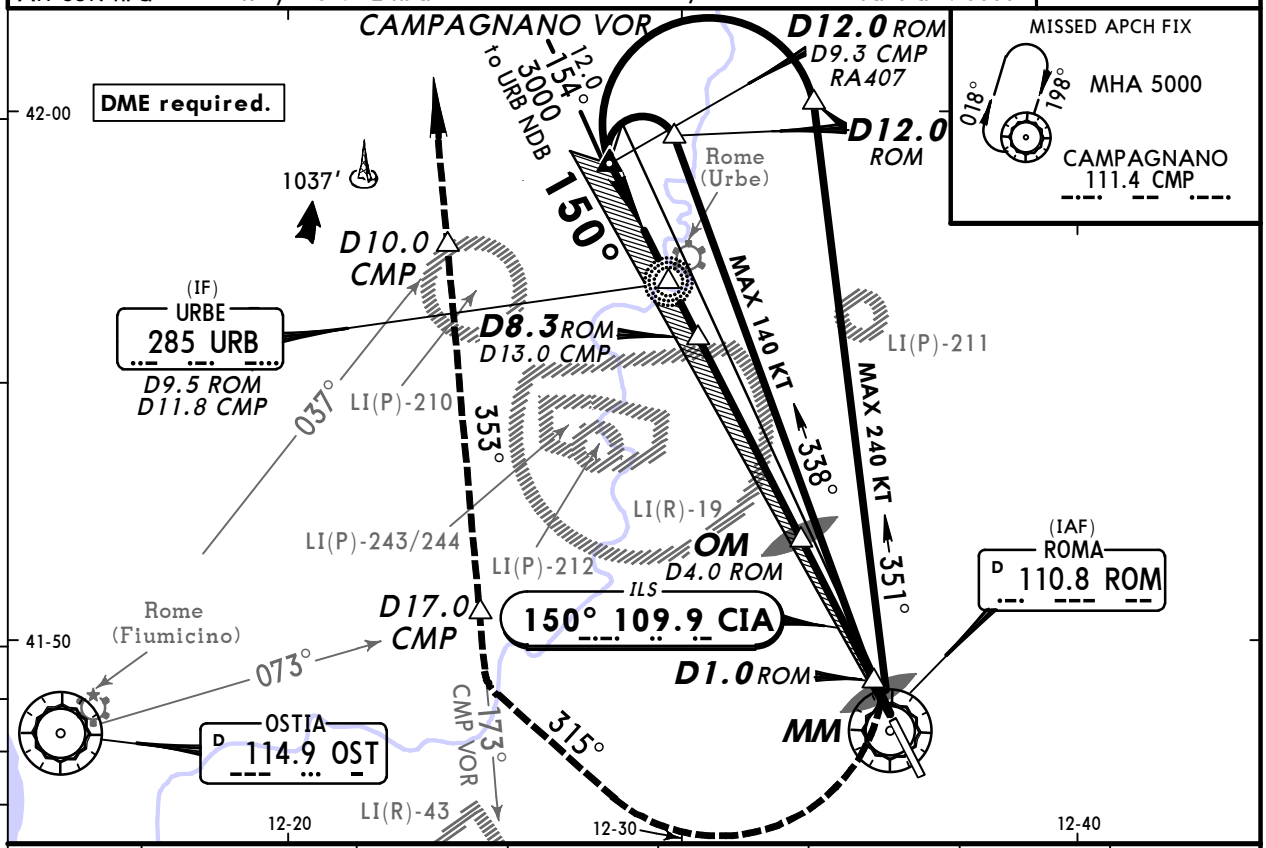
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

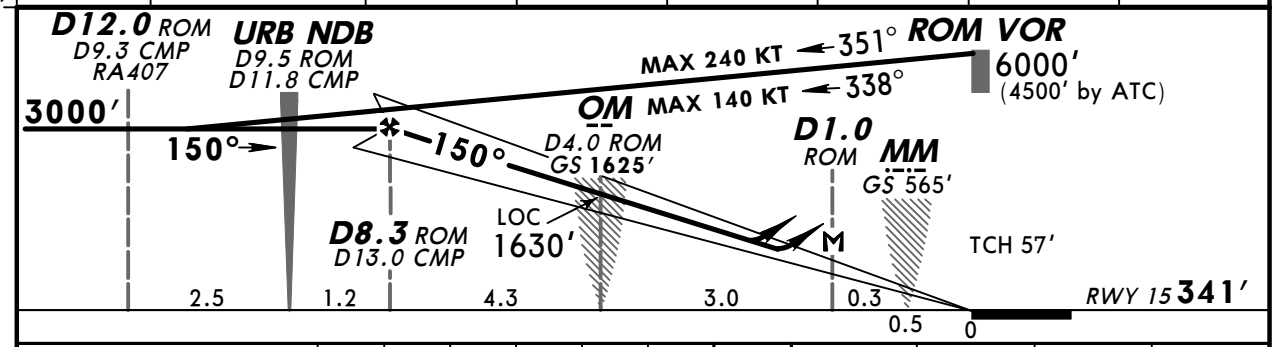
MISSED APCH: Continue rwy heading climbing to 5000'. At 750' turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.

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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LIRA/CIA CIAMPINO

JEPPESEN

27 JUN 14 (21-3)

ROME, ITALY
ILS W or LOC W Rwy 15

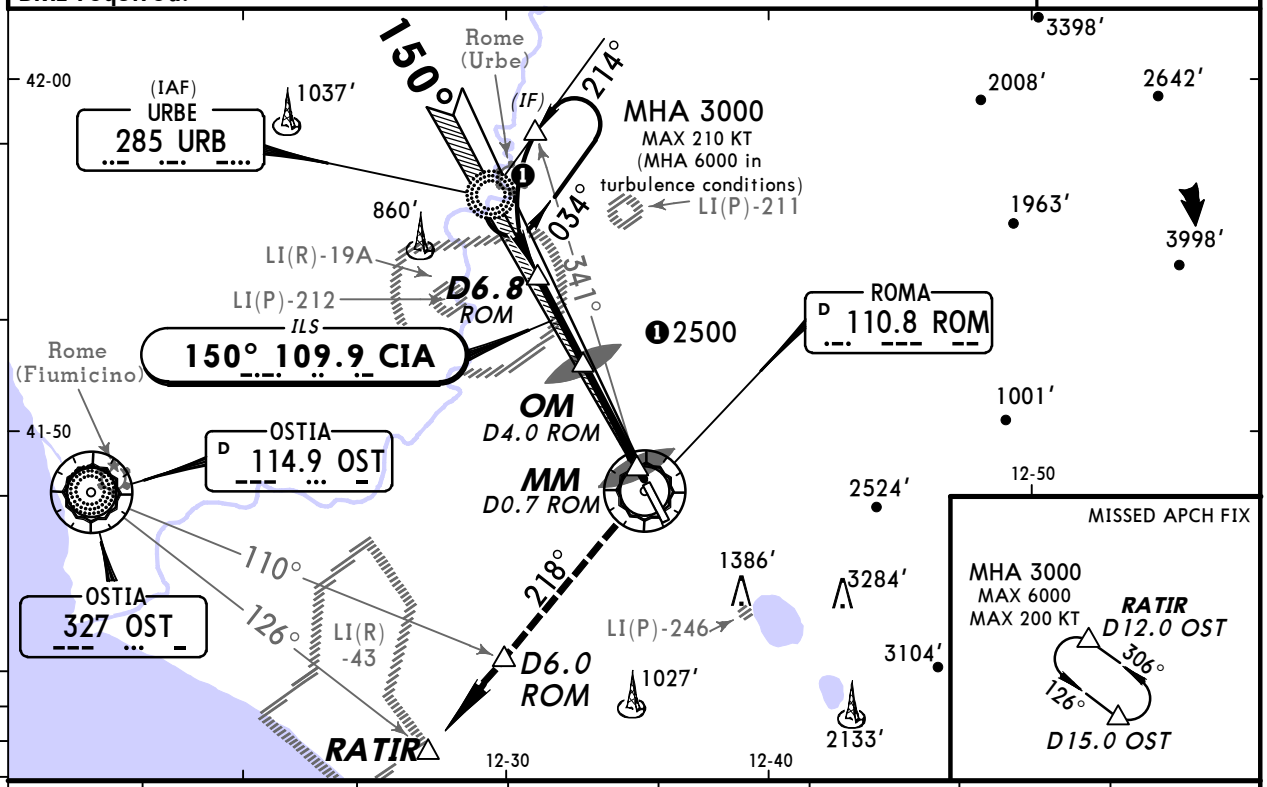
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

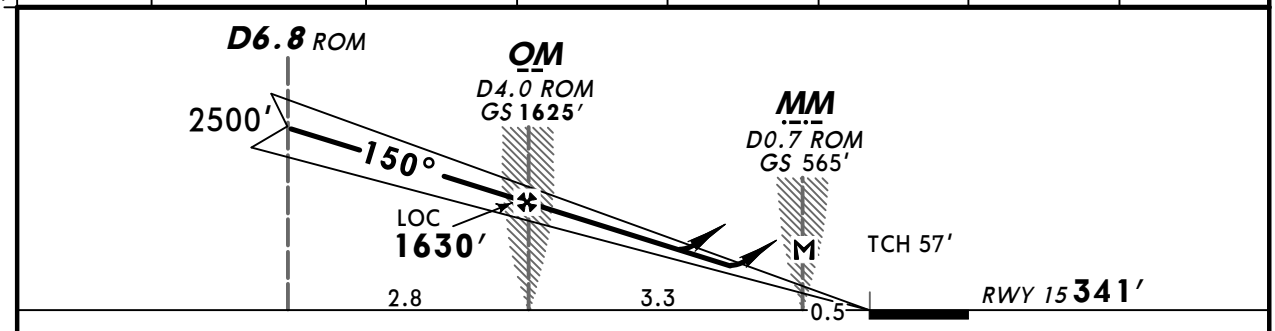
MISSED APCH: Continue rwy heading climbing to 3000'. At 750' turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/R-110 OST VOR (290° OST NDB) at 2000' or above, then proceed to RATIR.

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

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/D0.7 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)	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.

CHANGES: MM fix.

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LIRA/CIA CIAMPINO

JEPPESEN

27 JUN 14 (21-4)

ROME, ITALY
ILS U or LOC U Rwy 15

BRIEFING STRIP ™

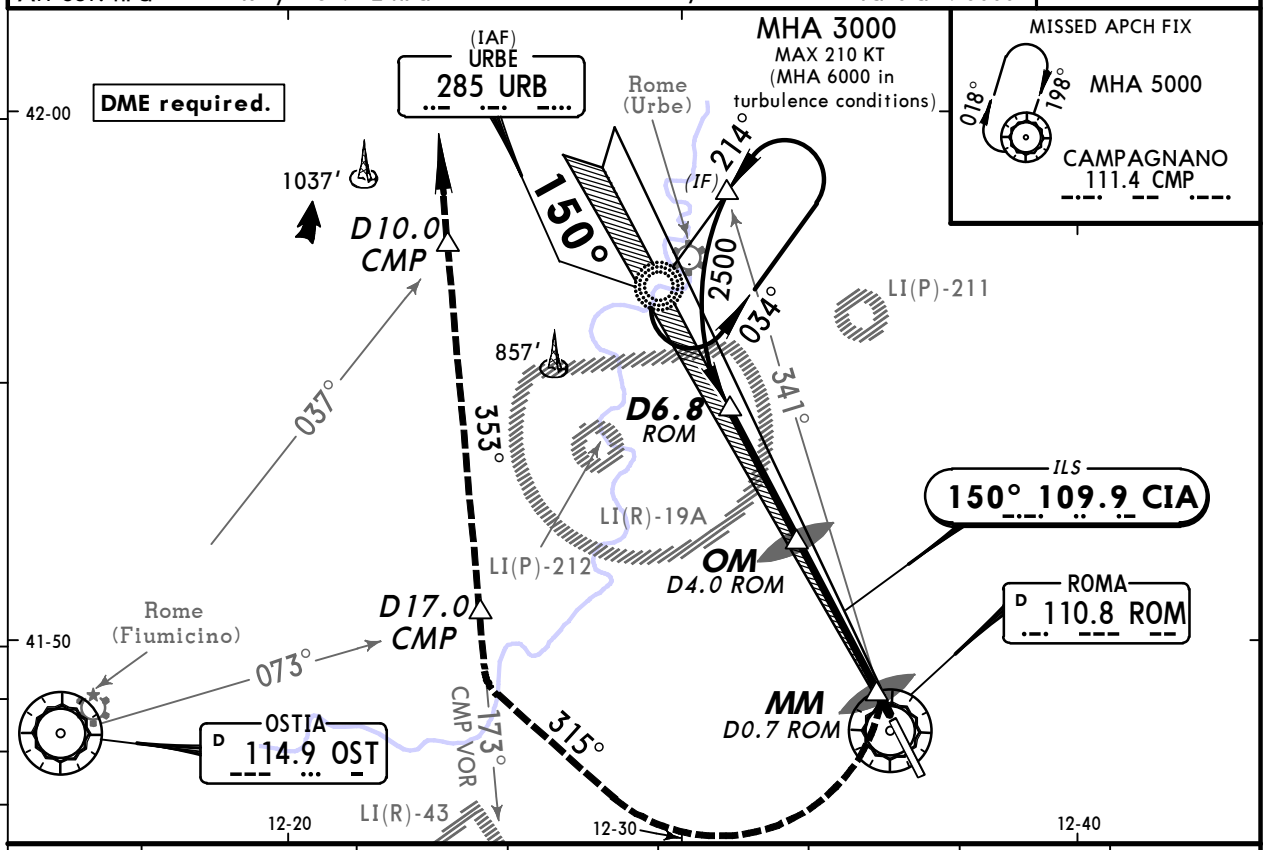
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

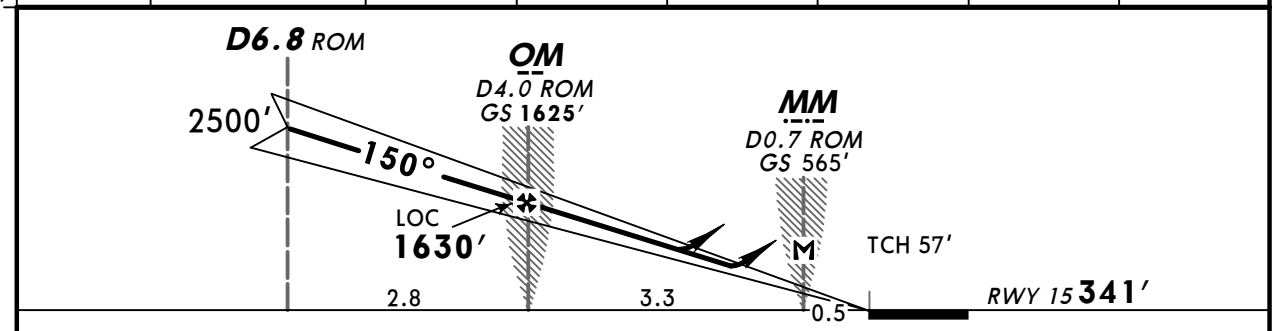
MISSED APCH: Continue rwy heading climbing to 5000′. At 750′ turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR.

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

MSA ROM VOR: 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 MM/D0.7 ROM						

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

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: MM fix.

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LIRA/CIA CIAMPINO

JEPPESEN

4 JAN 13 (22-1) Eff 10 Jan

ROME, ITALY RNAV (GNSS) Rwy 33

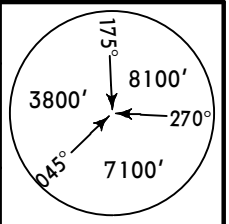
BRIEFING STRIP ™

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

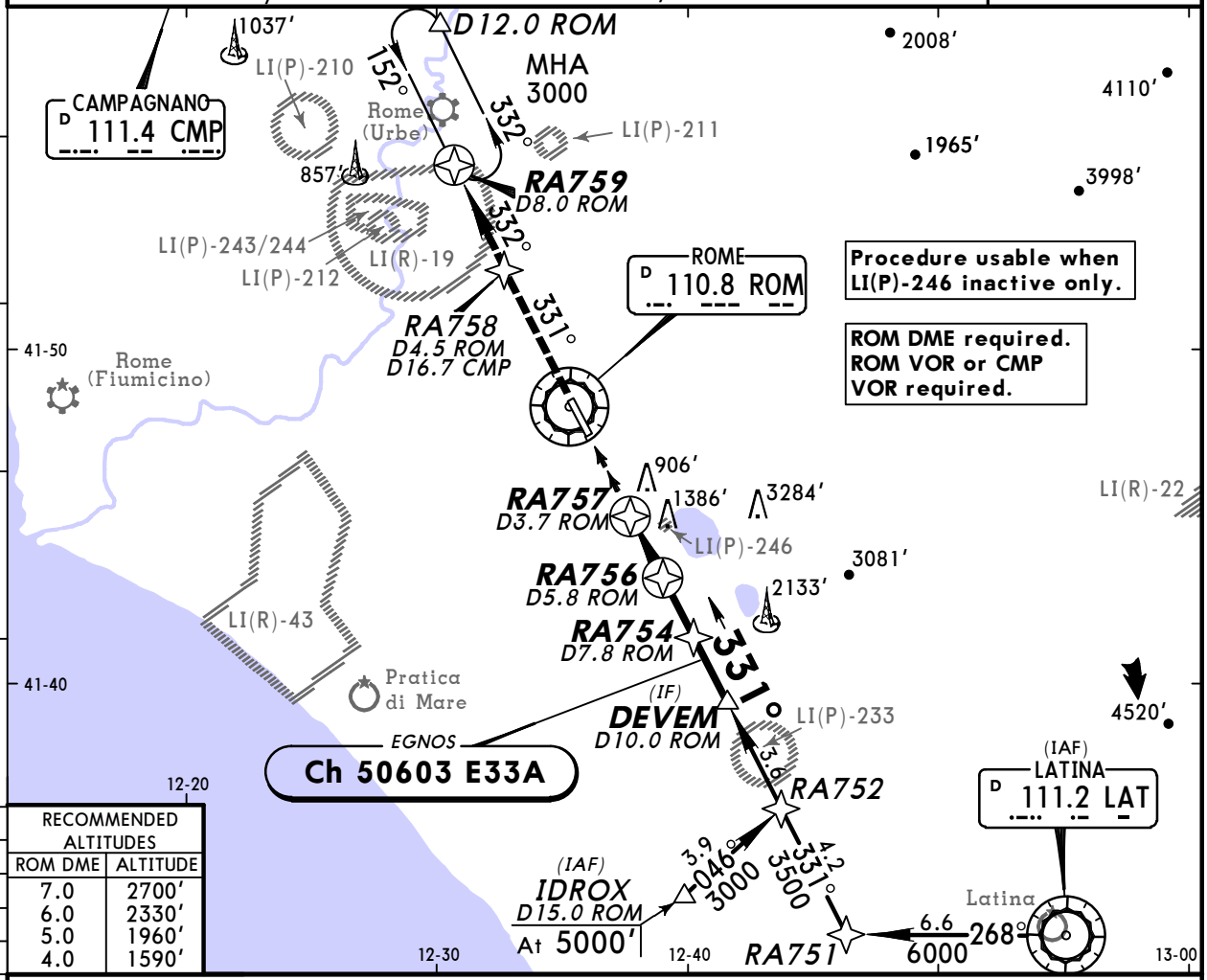
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 427′
Ch 50603 E33A	331°	DEVEM 3000′ (2574′)	Refer to Minimums	RWY 426′

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

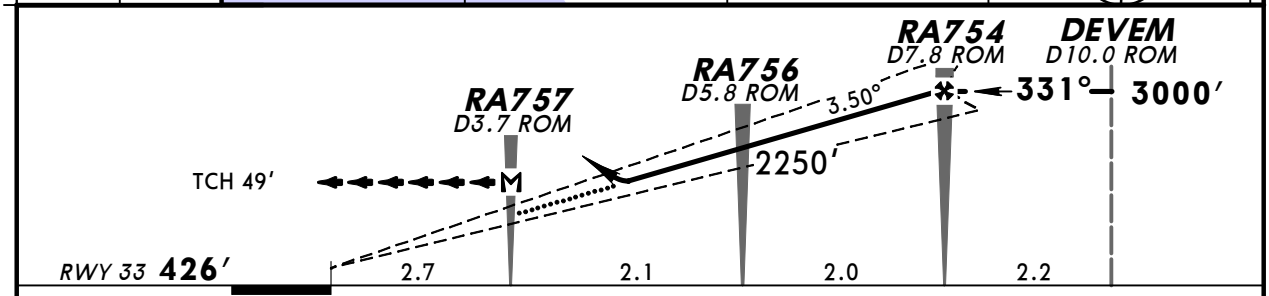
Alt Set: hPa | Rwy Elev: 16 hPa | Trans level: By ATC | Trans alt: 6000′



MSA ROM VOR



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′) B: 930′(504′) D: 950′(524′)		DA(H) 1490′(1064′)
	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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LIRA/CIA CIAMPINO

JEPPESEN

25 JUL 14 (23-1)

ROME, ITALY VOR Z Rwy 15

BRIEFING STRIP

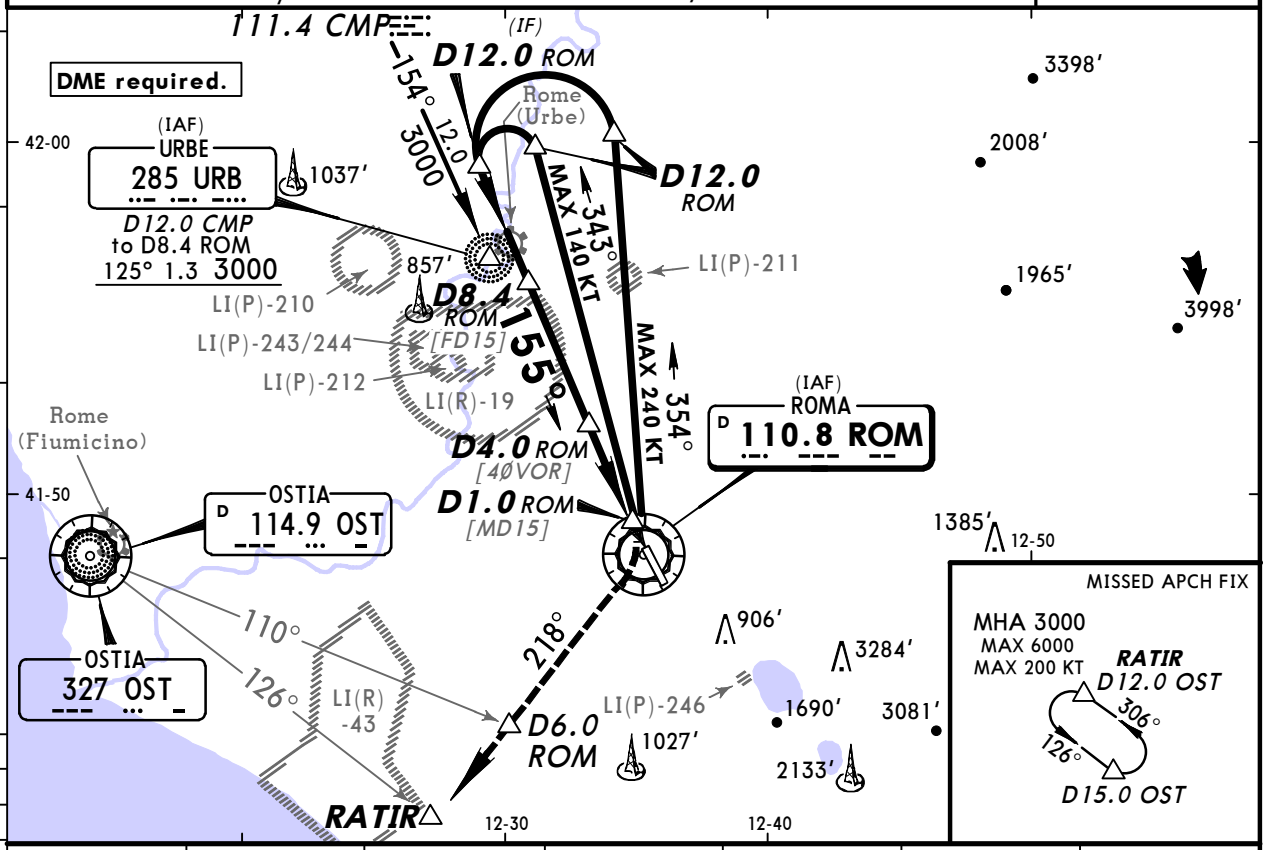
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

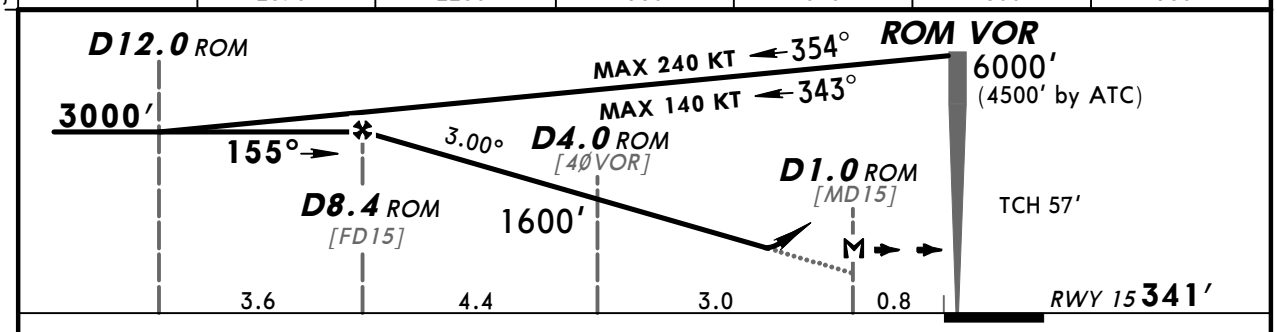
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-218 ROM VOR to RATIR. Cross D6.0 ROM/R-110 OST VOR (290° OST NDB) at 2000′ or above, then climbing to 3000′ to RATIR.
Do not turn before passing MAP.

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

MSA ROM VOR: 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 3.00°	372	478	531	637	743	849
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 rwy

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: Descent angle.

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LIRA/CIA CIAMPINO

JEPPESEN

25 JUL 14 (23-2)

ROME, ITALY VOR X Rwy 15

BRIEFING STRIP™

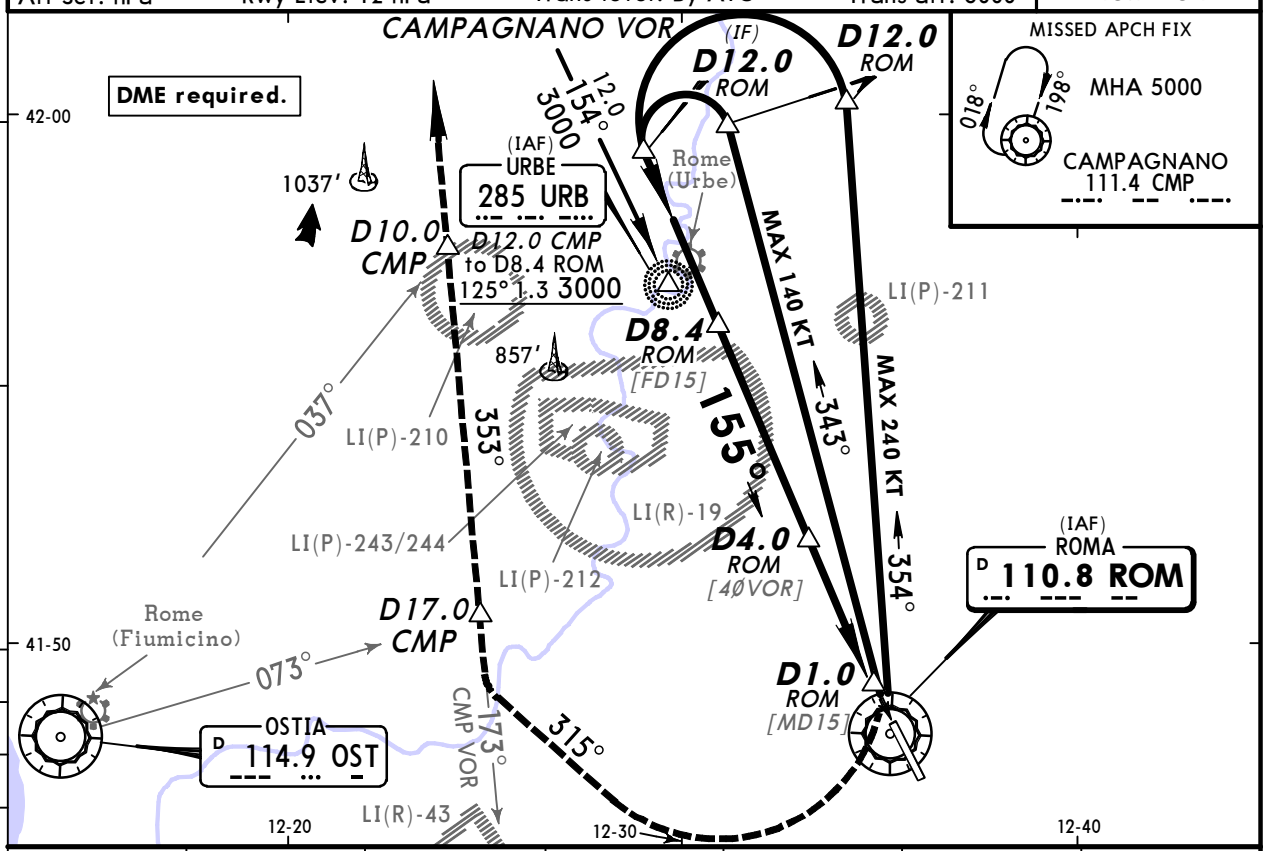
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

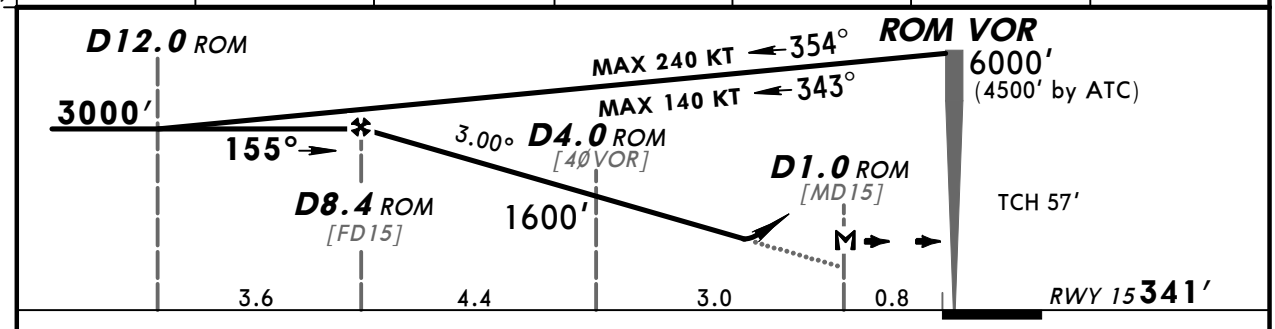
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR. Do not turn before passing MAP.

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 3.00°	372	478	531	637	743	849
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 rwy

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: Descent angle.

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LIRA/CIA CIAMPINO

JEPPESEN

25 JUL 14 (23-3)

ROME, ITALY VOR W Rwy 15

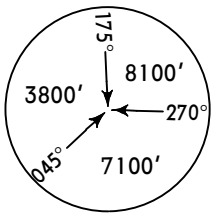
BRIEFING STRIP ™

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

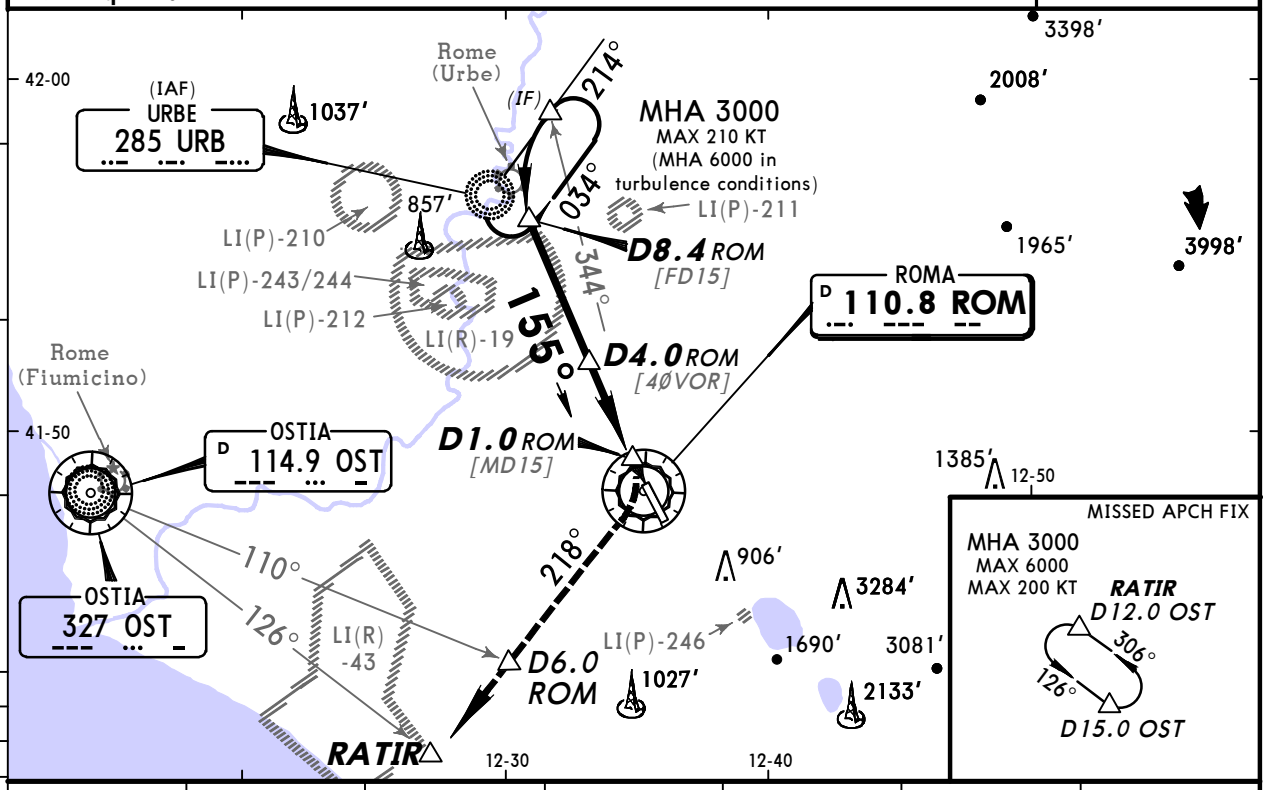
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 427′
ROM 110.8	155°	D8.4 ROM 3000′ (2659′)	750′ (409′)	RWY 341′

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.

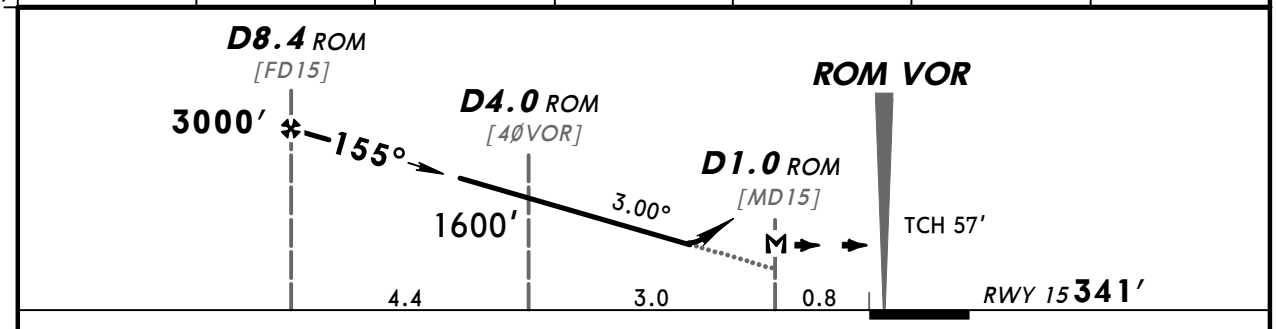
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
DME required.



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 3.00°	372	478	531	637	743	849
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 rwy

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: Descent angle.

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LIRA/CIA CIAMPINO

JEPPESEN

25 JUL 14 (23-4)

ROME, ITALY VOR U Rwy 15

BRIEFING STRIP ™

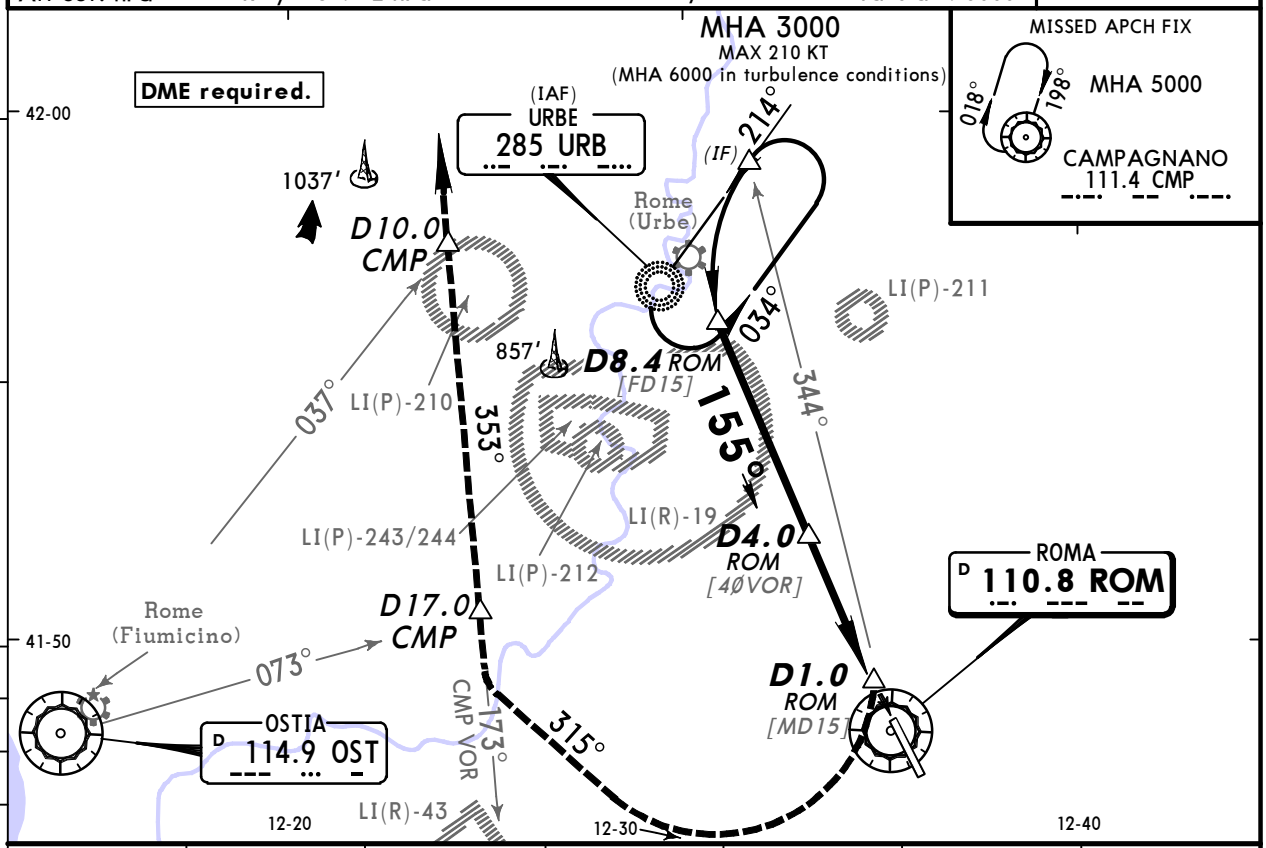
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

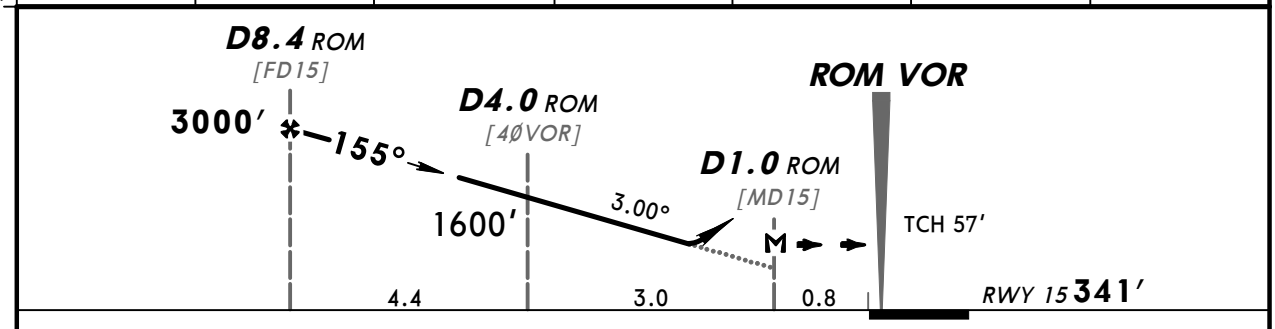
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross D17.0 CMP at 3000′ or above, cross D10.0 CMP at 5000′ and proceed to CMP VOR. Do not turn before passing MAP.

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 3.00°	372	478	531	637	743	849
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 rwy

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: Descent angle.

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LIRA/CIA CIAMPINO

JEPPESEN

29 MAY 15 (23-5)

ROME, ITALY CIRCLING VOR A Rwy 33

BRIEFING STRIP™

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

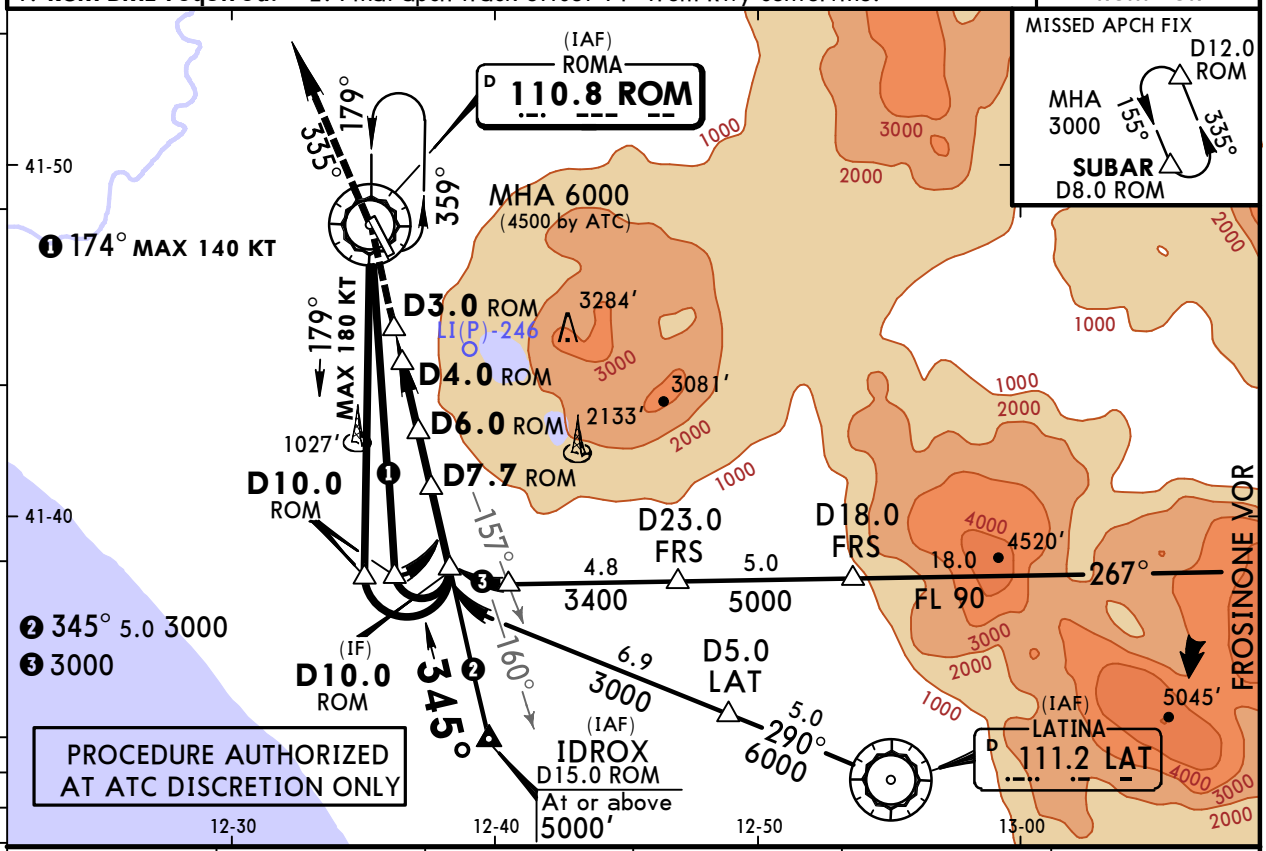
VOR ROM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 427′
110.8	345°	D6.0 ROM 2350′ (1923′)	1350′ (923′)	Rwy 427′

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

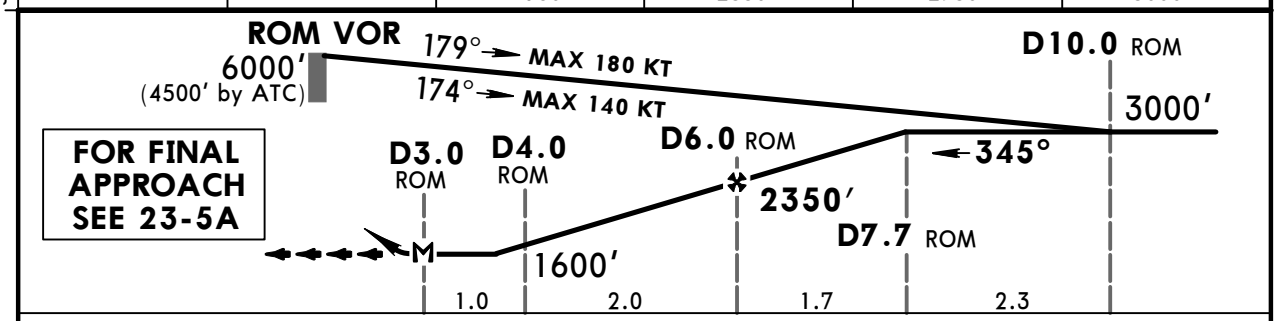
Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 6000′

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 on ROM 110.8 R-335 — SUBAR

Standard CIRCLE-TO-LAND

only on prescribed track

PANS OPS

	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

CHANGES: Apch transition withdrawn.

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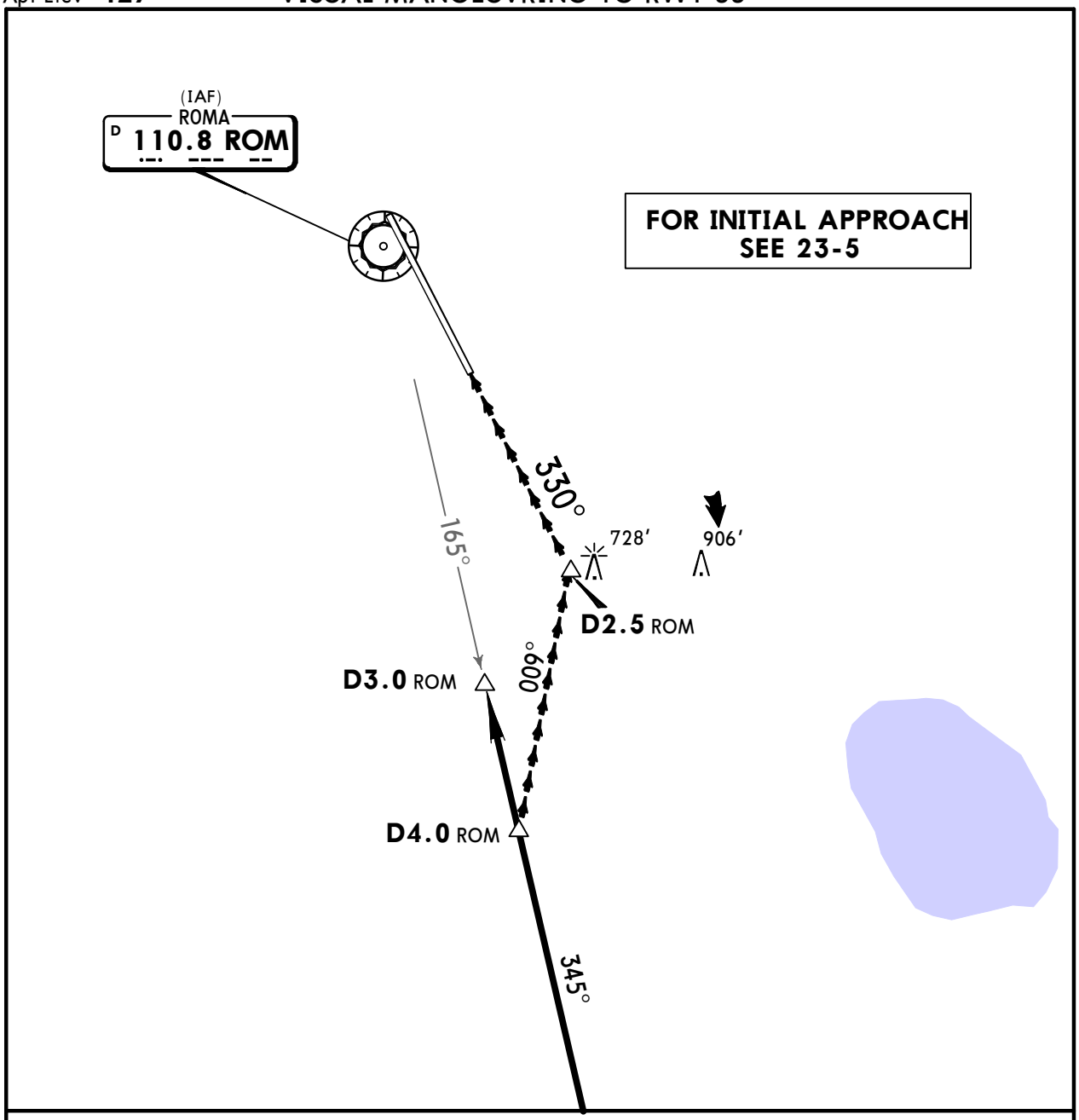
Apt Elev **427′**

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

	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: None.

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LIRA/CIA CIAMPINO

JEPPESEN

3 FEB 12 (26-1) **Eff 9 Feb**

ROME, ITALY NDB Rwy 15

BRIEFING STRIP ™

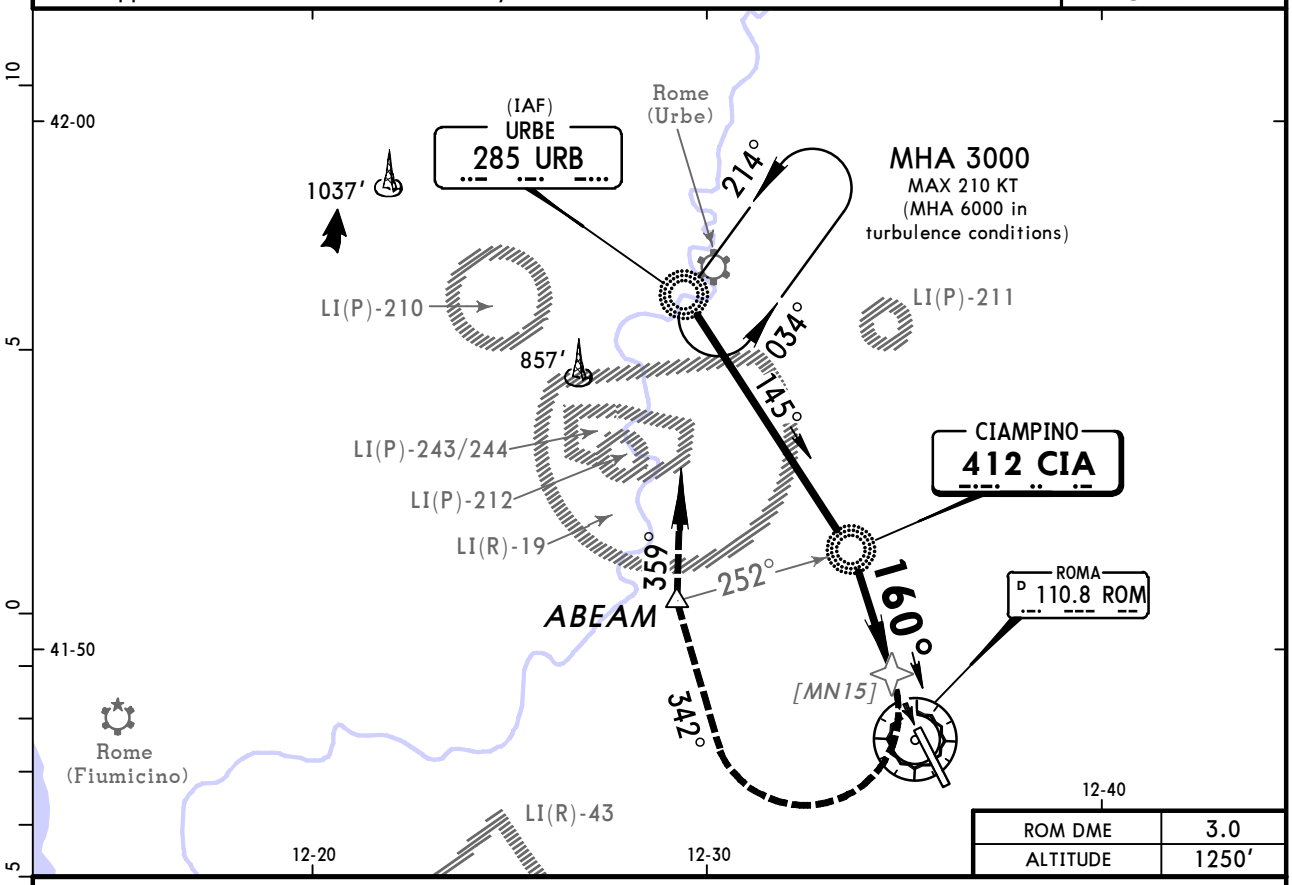
ROMA Arrivals (APP)	*ROMA Director (APP)	CIAMPINO Tower		Ground
125.5	131.25	122.1	120.5	121.75

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

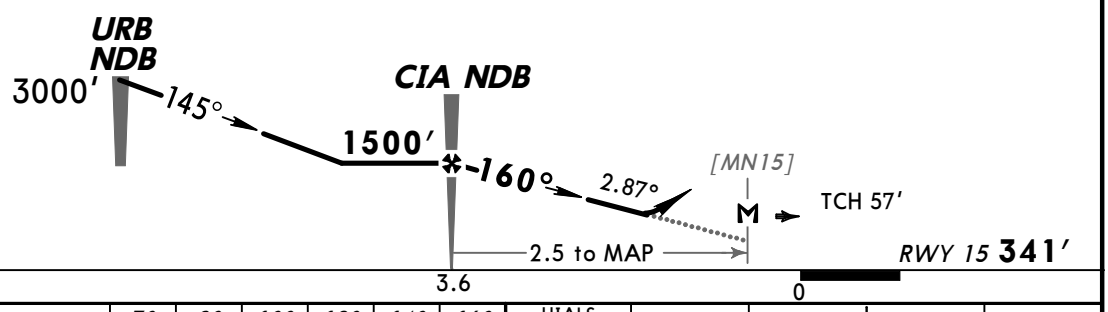
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on 342° climbing to 3000′. Cross ABEAM CIA NDB at 3000′, then turn RIGHT on 359° to URB NDB. Do not turn before passing MAP.

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

MSA CIA NDB: 5400′ (200°–100°), 8000′ (100°–280°), 2200′ (280°–020°), 6500′ (020°–200°)



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.

PANS OPS 4

CHANGES: MSA. Missed apch. Notes.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ROME, (CIAMPINO - LIRA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRA

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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20141121
End Date: 20150515

SIDs RWY 15 suspended. Temporary SIDs RWY 15 established on trial basis. Refer to temp charts and latest NOTAMs.