

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIRN

Terminal Charts For LIRN

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: NAPLES ITA
ICAO/IATA: LIRN / NAP
Lat/Long: N40° 53.07', E014° 17.45'
Elevation: 294 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
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0627 Z
Sunset: 1553 Z

Runway Information

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

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

Communication Information

ATIS: 135.975
Naples Ground Tower: 121.900
Naples Tower: 118.500
Gesac Afld Operation Ramp/Taxi: 131.675 MF
Naples Approach: 124.350
Naples Direct (Approach Control Radar): 120.950

LIRN/NAP
CAPODICHINO

JEPPESEN
3 APR 15 **10-1P**

NAPLES, ITALY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 135.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY

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

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

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

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

1.2.2. RUN-UP TESTS

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

1.2.3. AUXILIARY POWER UNITS (APUs)

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are not available. No operations allowed with RVR below 700m and/or ceiling below 200' according to the meteorological local report.

Whenever meteorological conditions are such that all or part of the manoeuvring area cannot be visually monitored from the TWR, ground movements shall be reduced to one ACFT at a time.

1.4. TAXI PROCEDURES

Use of ACFT stand taxilane to enter/exit stands allowed only with marshaller in sight.

TWY TN between Military apron 1 and TWY L available for ACFT with MAX code C. During NIGHT taxi operations prohibited.

1.5. PARKING INFORMATION

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

Stands P1 thru P3 available for helicopter.

1.6. OTHER INFORMATION

Area of magnetic abnormality.

RWYs 06 and 24 right-hand circuit.

WARNING: Laser beams.

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JEPPESEN

3 APR 15

10-1P1

NAPLES, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

Furthermore NAPLES Radar may request pilots:

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

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

2.2.2. NIGHTTIME RESTRICTION

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

2.2.3. REVERSE THRUST

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

2.3. TAXI PROCEDURES

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

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

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

2.3.1. COMMUNICATION FAILURE

Whenever an ACFT experiences a communication failure, it shall vacate the RWY and ILS-sensitive area via TWY A or H for RWY 24 or TWY G for RWY 06 and wait on its first segment for the arrival of the Follow-me car in order to be guided to the stand.

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3 OCT 14

10-1P2

Eff 16 Oct

NAPLES, ITALY
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Jet ACFT shall comply with initial climb and SID procedures until passing 5000'. During the initial climb phase pilots shall maintain the following parameters:

- a) Up to 1500' QFE - Take-off power;
- Take-off flap;
- Climb at $V_2 + 10/20$ KT or as limited by body angle.
- b) At 1500' QFE - Reduce thrust and climb $V_2 + 10/20$ KT until reaching 3000' QFE.
- c) At 3000' QFE - Accelerate smoothly to enroute climb speed with flap retraction.

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

3.2.1. START-UP & PUSHBACK

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

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

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

Pilots must request start-up clearance from NAPLES Ground.

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

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

3.2.2. TAXI PROCEDURES

3.2.2.1. COMMUNICATION FAILURE

Whenever an ACFT experiences a communication failure, it shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

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NAPLES, ITALY

19 JUN 15

10-1R

Eff 25 Jun

RADAR MINIMUM ALTITUDES

NAPLES
Radar
124.350

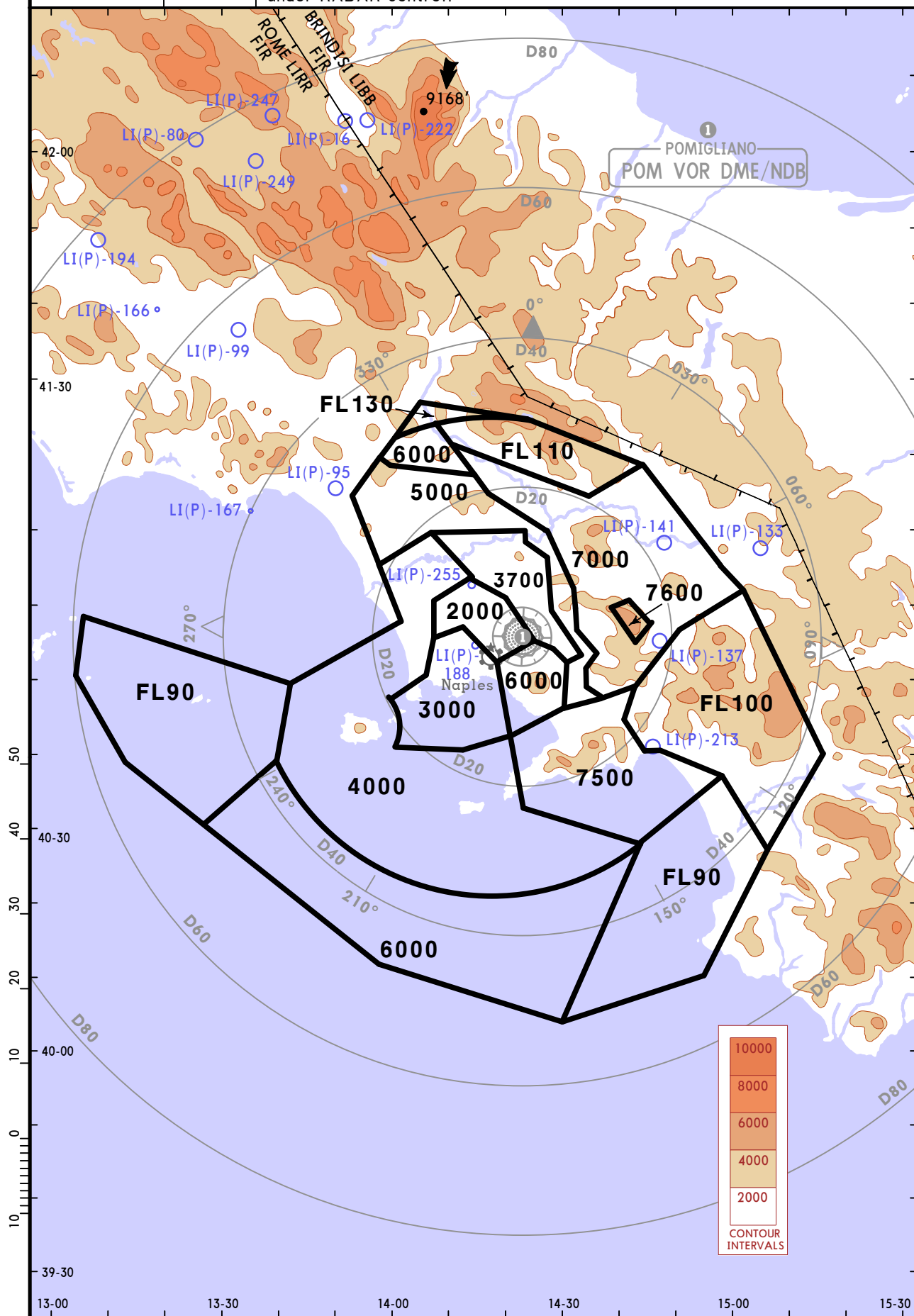
Apt Elev
294'

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

1. Altitudes are based on Naples QNH.

2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM from aircraft position until 20 NM from RADAR antenna and within 5 NM from aircraft position beyond 20 NM from RADAR antenna.

3. Outside RADAR minimum altitude sectors shown on chart, MEAs will be used. 4. Chart only to be used for cross-checking of altitude while under RADAR control.



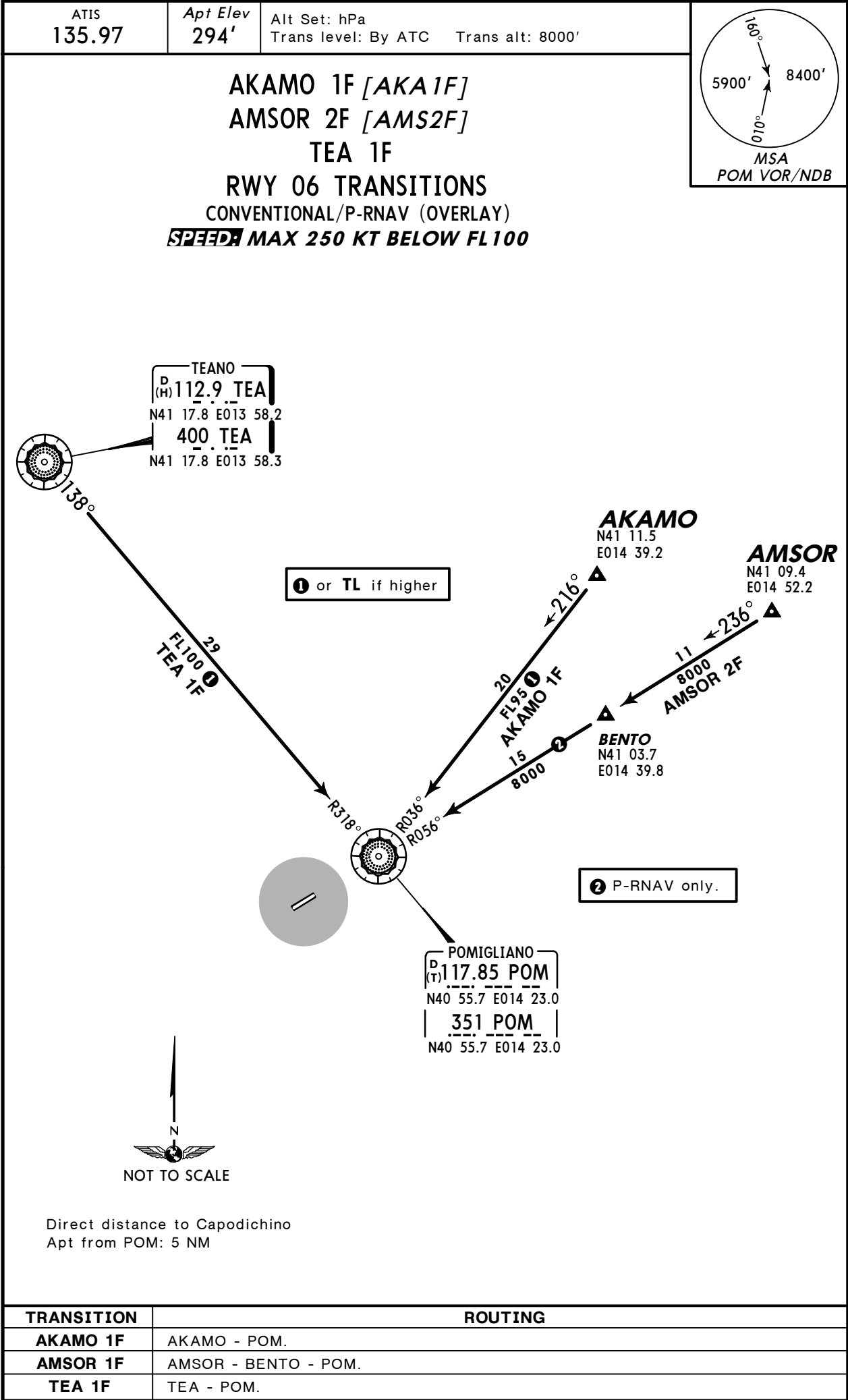
CHANGES: Sectors.

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15 AUG 14 10-2 Eff 21 Aug

NAPLES, ITALY
TRANSITION



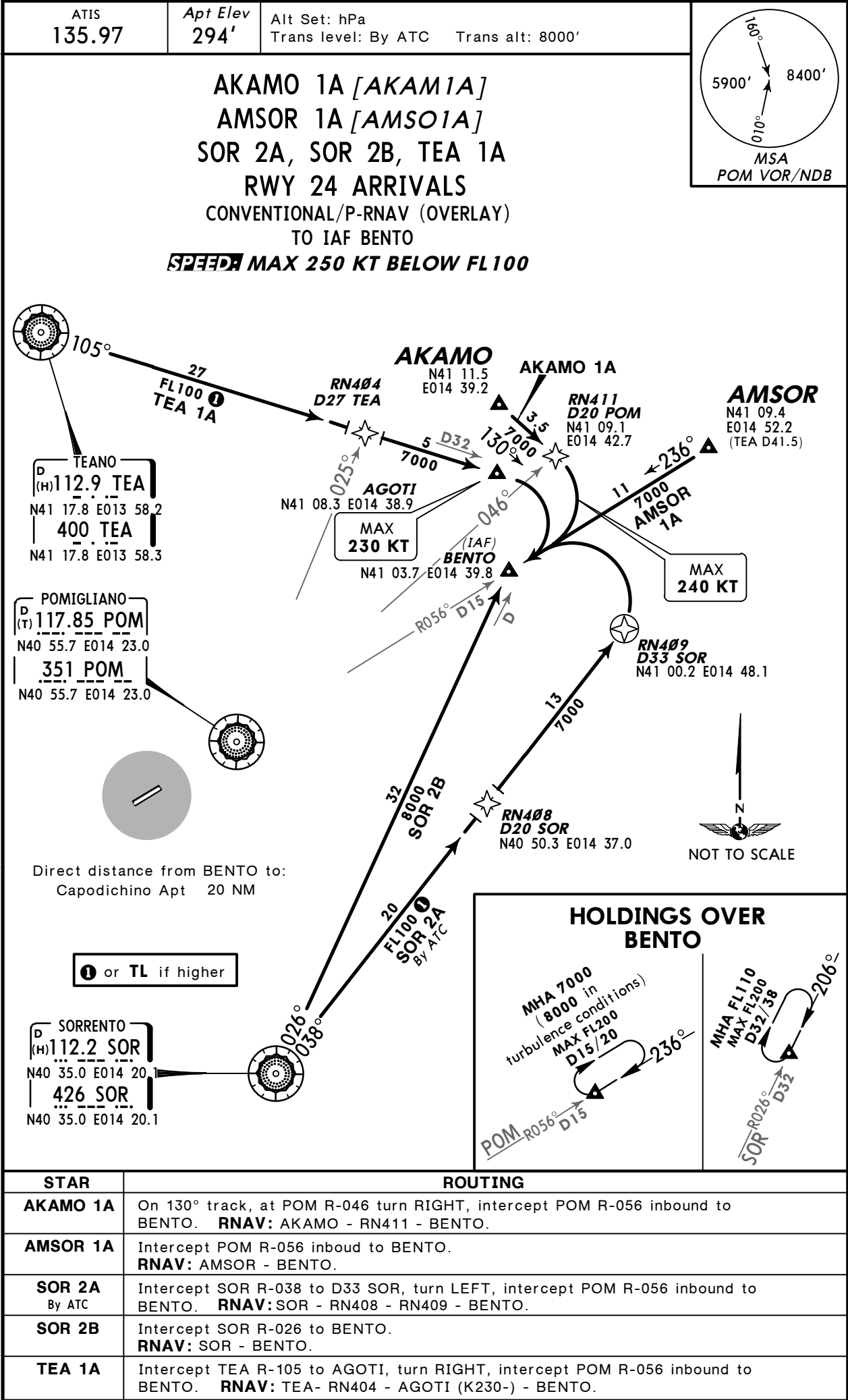
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NAPLES, ITALY
STAR

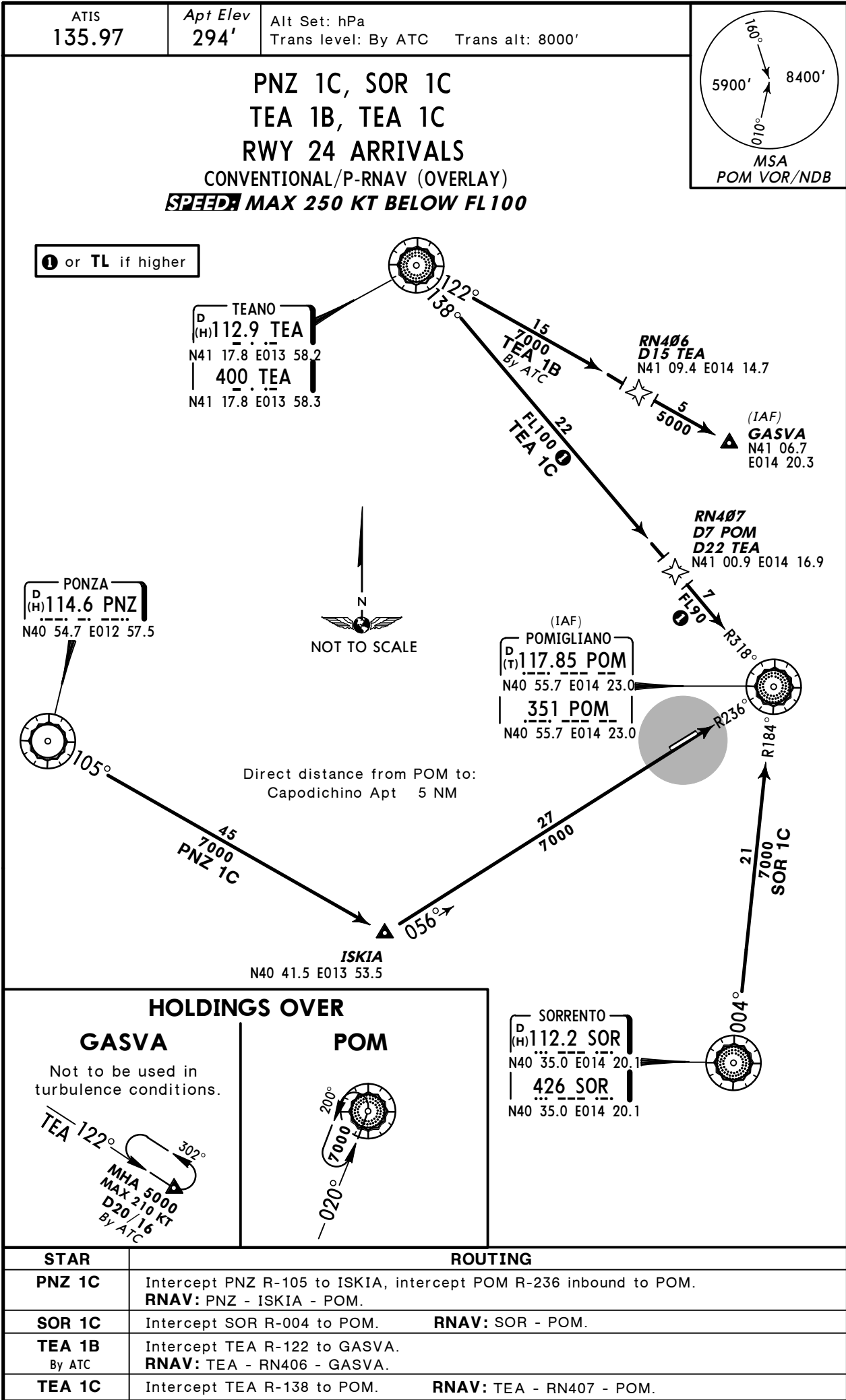


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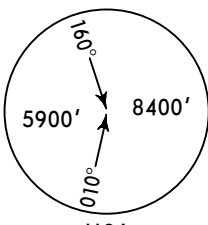
STAR



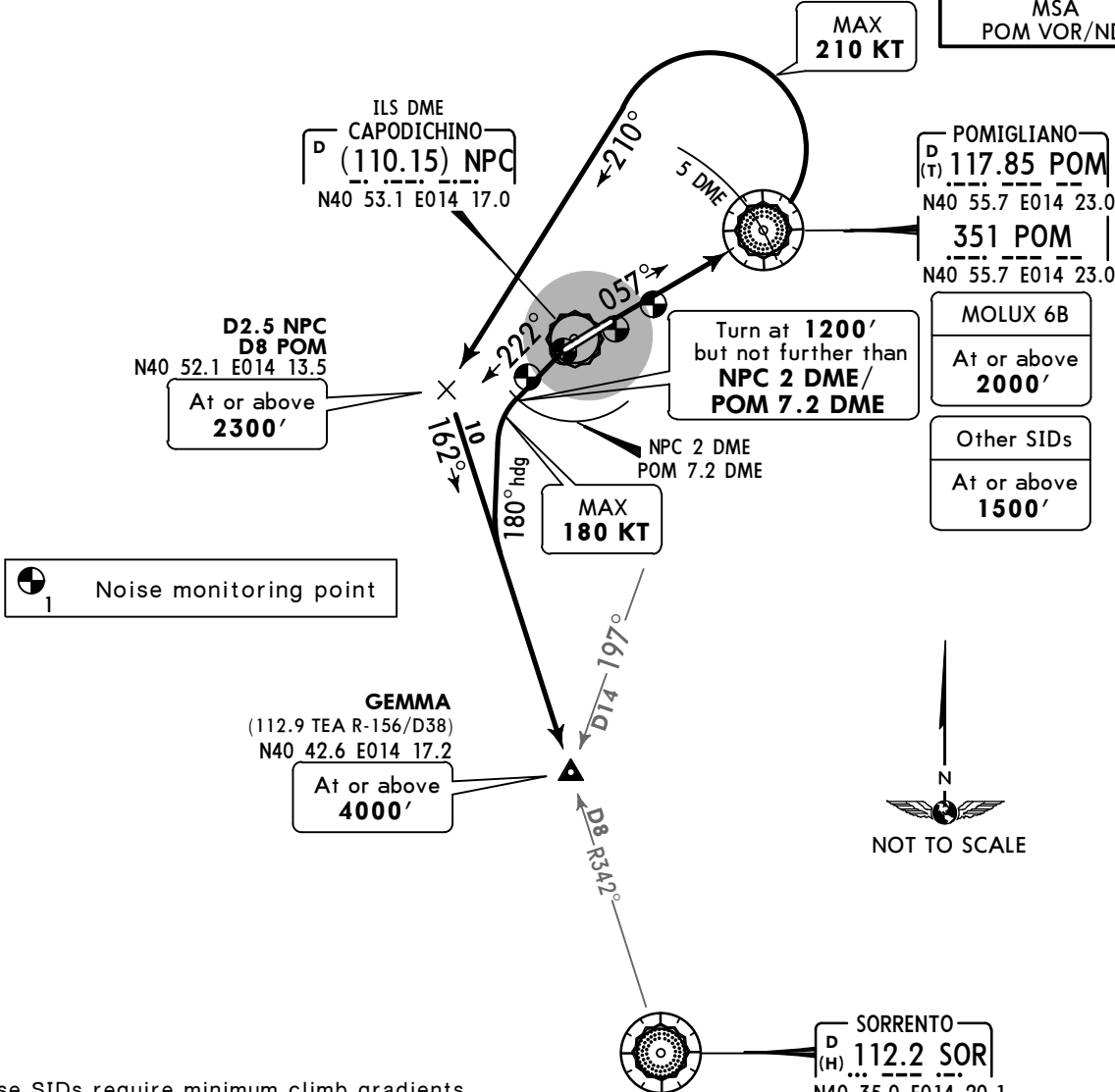
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25 SEP 15 10-3

NAPLES, ITALY
SID

Apt Elev 294'	Trans level: By ATC Trans alt: 8000' 1. Initial climb procedures are also noise abatement routes. 2. EXPECT close-in obstacles.	 MSA POM VOR/NDB
------------------	--	---

RWYS 06, 24 INITIAL CLIMB PROCEDURES



These SIDs require minimum climb gradients of

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

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

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

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

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

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

RWY 24: Initial climb clearance 3500'

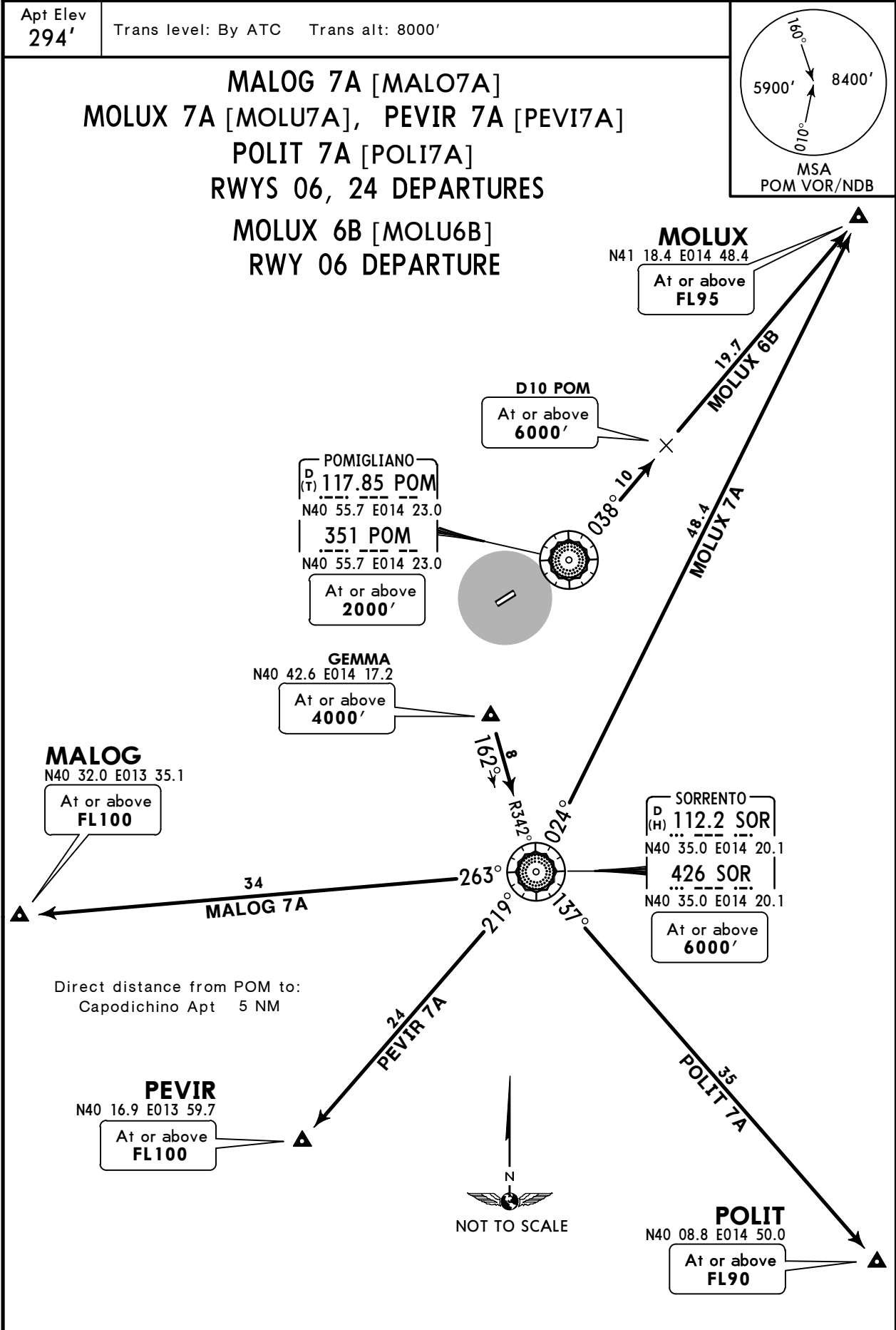
SID	RWY	INITIAL CLIMB
AGNIS 7C, DELER 7A EDOPA 7A, GALT1 7A ISKIA 7A, MALOG 7A MOLUX 7A, PEVIR 7A POLIT 7A, TEA 7A, 7C	06	On 057° track to POM (NPC 5 DME), turn LEFT (MAX 210 KT), 210° track, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
	24	At DER (NPC 0.5 DME) on 222° track, at 1200' but not further than NPC 2 DME/POM 7.2 DME turn LEFT (MAX 180 KT) on 180° heading, intercept SOR R-342 inbound (162° bearing towards SOR NDB) to GEMMA.
MOLUX 6B By ATC TEA 6B By ATC	06	On 057° track to POM (NPC 5 DME).

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25 SEP 15 10-3B

NAPLES, ITALY
SID



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

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LIRN/NAP

Apt Elev 294'

N40 53.1 E014 17.5

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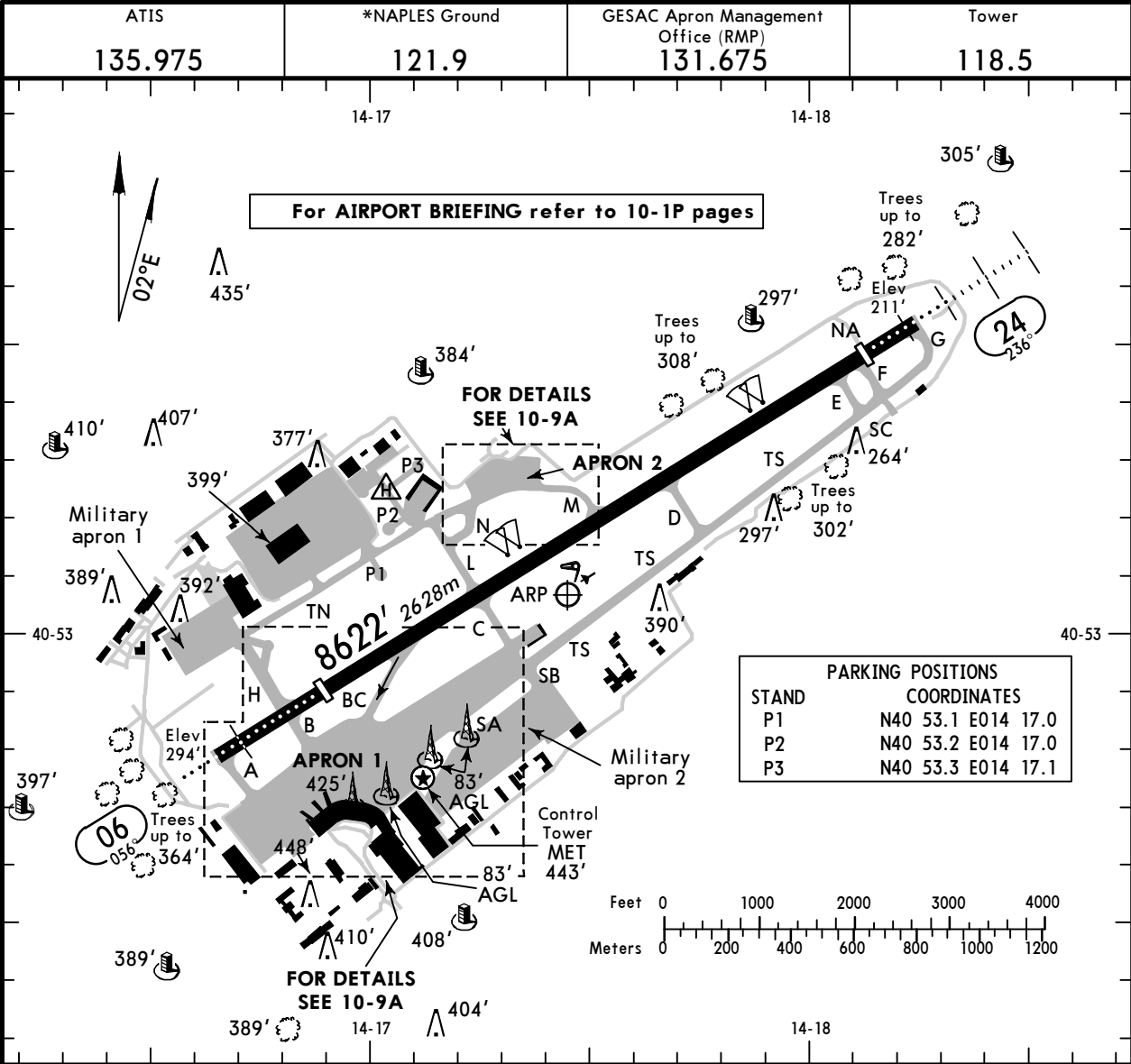
3 OCT 14

10-9

Eff 16 Oct

NAPLES, ITALY

CAPODICHINO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06	HIRL (60m) HIALS PAPI (angle 3.50°) CGL	7313' 2229m	6341' 1933m	1	148' 45m
24	HIRL (60m) HIALS PAPI (angle 3.33°) HST-BC RVR	7999' 2438m	7270' 2216m		

1 TAKE-OFF RUN AVAILABLE

RWY 06:

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

RWY 24:

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

Standard

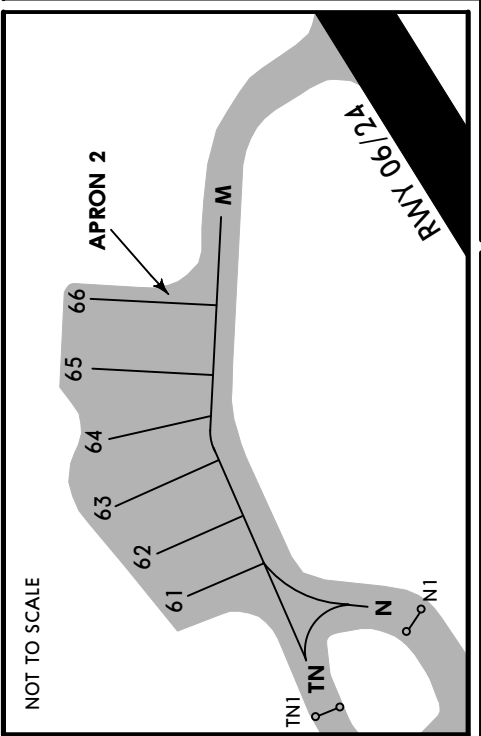
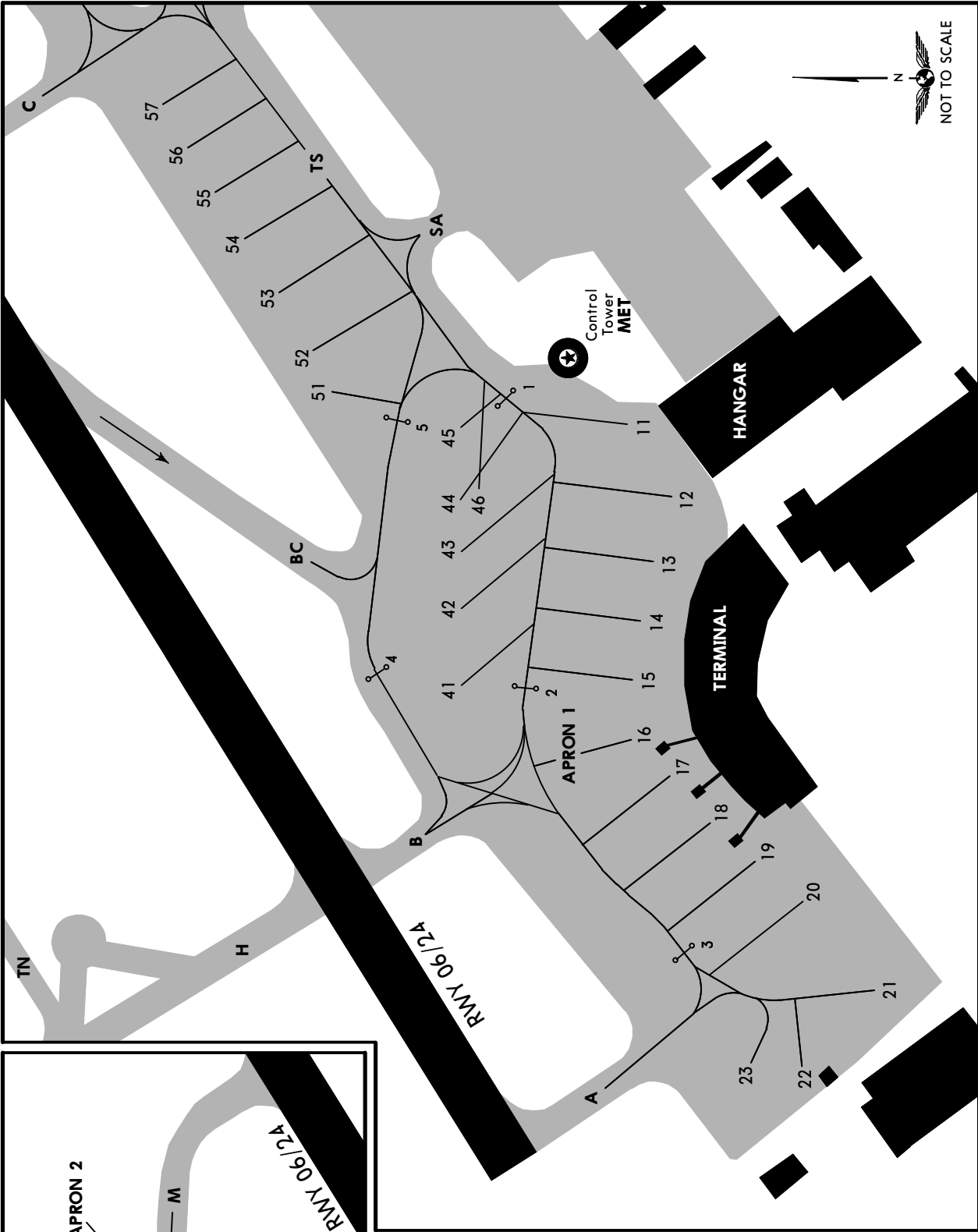
TAKE-OFF

A	200' - RVR 700m
B	
C	
D	

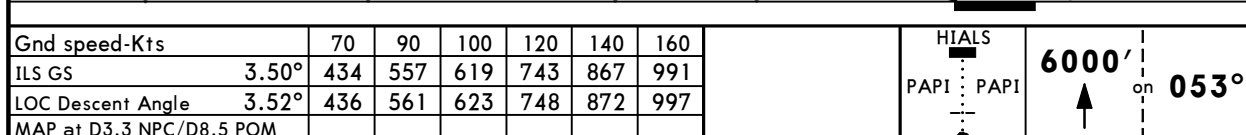
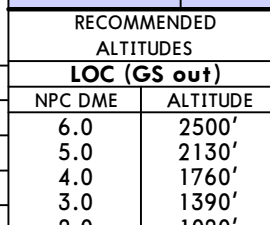
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3 OCT 14 10-9A Eff 16 Oct

NAPLES, ITALY
CAPODICHINO



INS COORDINATES	
STAND No.	COORDINATES
11	N40 52.7 E014 17.1
12 thru 14	N40 52.7 E014 17.0
15 thru 18	N40 52.7 E014 16.9
19, 20	N40 52.7 E014 16.8
21	N40 52.6 E014 16.8
22, 23	N40 52.7 E014 16.7
41	N40 52.8 E014 16.9
42 thru 44	N40 52.8 E014 17.0
45	N40 52.8 E014 17.1
46	N40 52.8 E014 17.0
51, 52	N40 52.9 E014 17.1
53 thru 55	N40 52.9 E014 17.2
56, 57	N40 52.9 E014 17.3
61	N40 53.3 E014 17.2
62 thru 65	N40 53.3 E014 17.3
66	N40 53.3 E014 17.4



ANS OPS

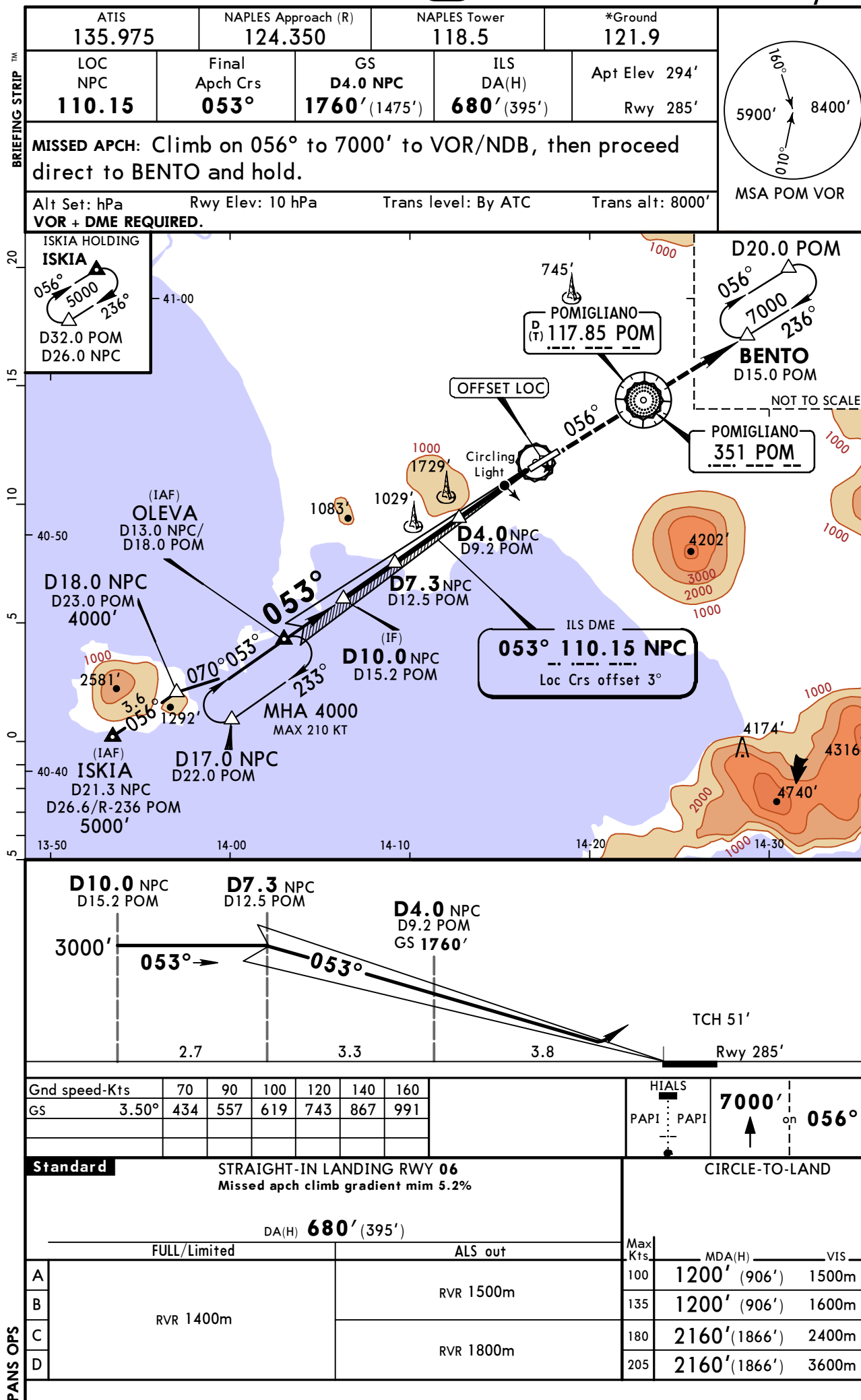
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JEPPESSEN
2 OCT 15 **(11-2)**

MISSED APCH CLIMB
GRAD MIM 5.2%

NAPLES, ITALY
ILS Y Rwy 06



LIRN/NAP
CAPODICHINO

JEPPESSEN
2 OCT 15 **(11-3)**

NAPLES, ITALY
ILS X or LOC X Rwy 06

BRIEFING STRIP™

ATIS 135.975		NAPLES Approach (R) 124.350		NAPLES Tower 118.5		*Ground 121.9	
LOC NPC 110.15		Final Apch Crs 053°		GS D4.0 NPC 1760' (1475')		ILS DA(H) 680' (395')	
						Apt Elev 294' Rwy 285'	
MISSED APCH: Climb on 053° to 5500'. At D6.0 NPC turn LEFT (MAX 210 KT) to join R-010 POM. At D14.0 POM turn LEFT (MAX 210 KT) to join R-110 inbound TEA. Hold between D13.0 and D17.0 TEA. 1							
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000'							
VOR + DME REQUIRED.							

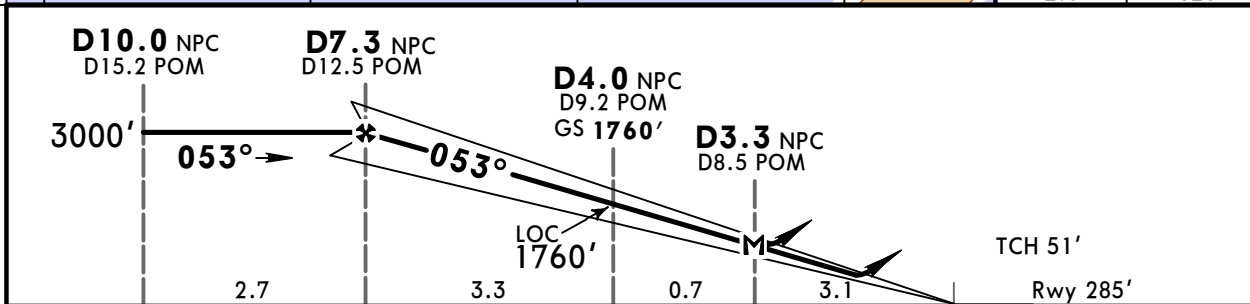
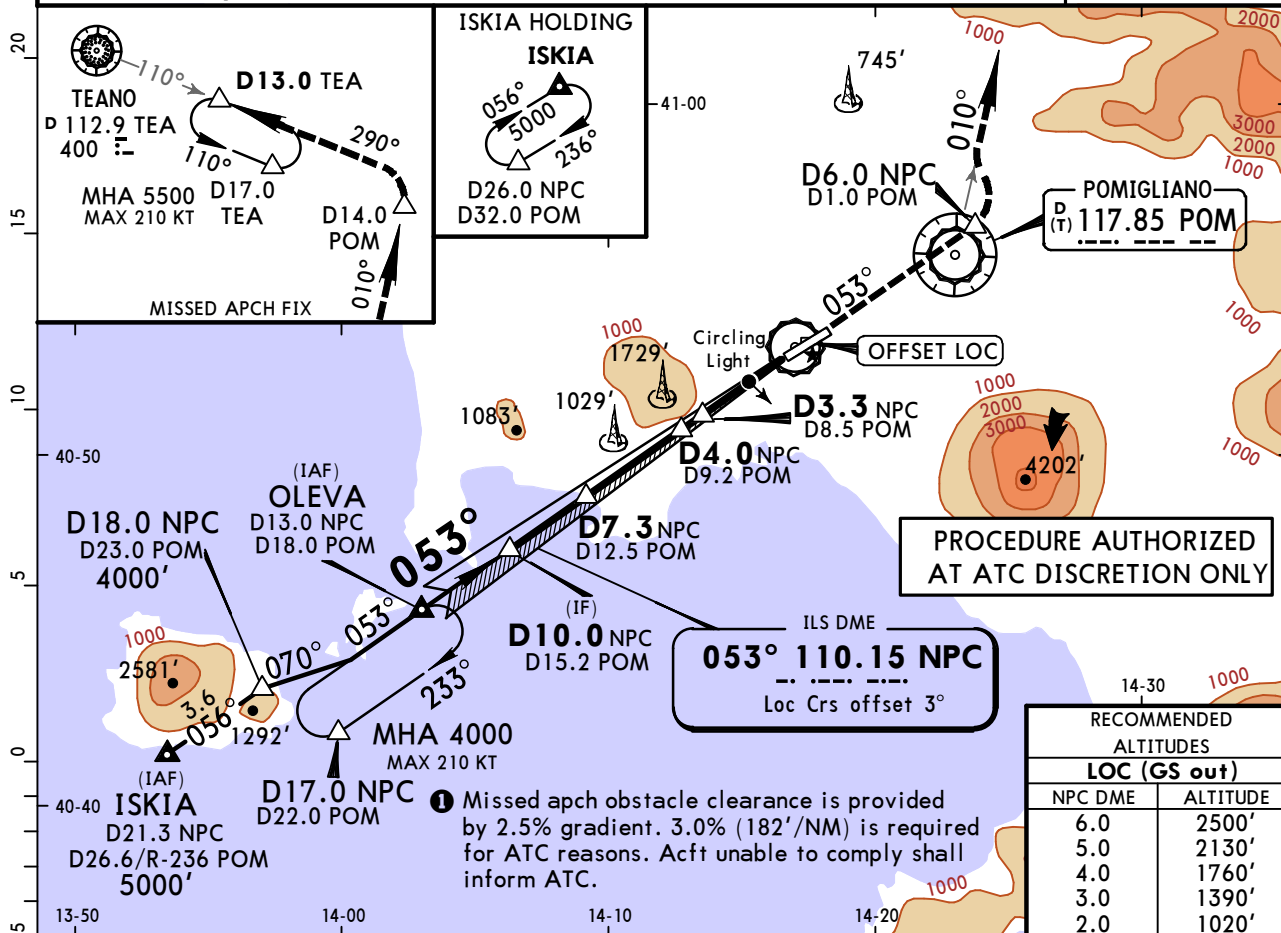
160°

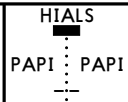
5900'

010°

8400'

MSA POM VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.50°	434	557	619	743	867	
LOC Descent Angle	3.52°	436	561	623	748	872	
MAP at D3.3 NPC/D8.5 POM							

Standard		STRAIGHT-IN LANDING RWY 06				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS		LOC (GS out) 1							
DA(H) 680' (395')		DA(H) 1500' (1215')							
DAY		NIGHT							
FULL/Limited		ALS out		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1400m	RVR 1500m		1600' - CMV 5000m	1600' - CMV 8000m	100	1200' (906')	2	1500m
B						135	1200' (906')	2	1600m
C		RVR 1800m				180	2160' (1866')	3	2400m
D						205	2160' (1866')	3	3600m

1 Below DA(H) PAPI indications strictly MANDATORY. **2** After LOC apch: MDA(H) 1510' (1216'), CEIL 1600' DAY: VIS 5000m, NIGHT: VIS 8000m. **3** After LOC apch: CEIL 1600' DAY: VIS 5000m, NIGHT: VIS 8000m.

CHANGES: None.

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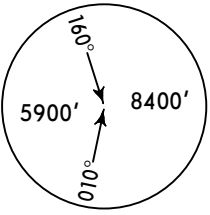
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2 OCT 15 11-4

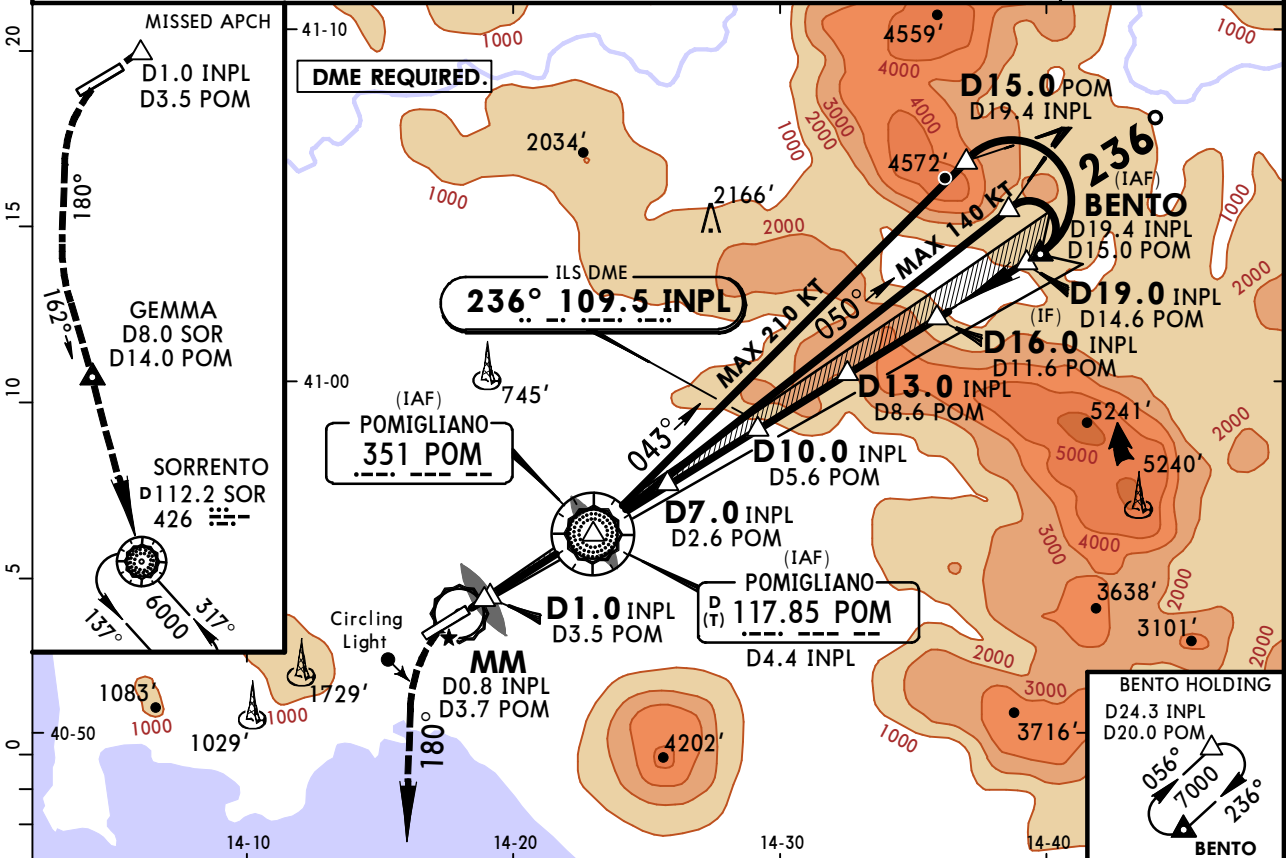
NAPLES, ITALY
ILS Z or LOC Z Rwy 24

ATIS 135.975		NAPLES Approach (R) 124.350		NAPLES Tower 118.5		*Ground 121.9			
LOC INPL 109.5		Final Apch Crs 236°		GS POM VOR/LOM 1800' (1577')		ILS DA(H) Refer to Minimums		Apt Elev 294' Rwy 223'	
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000', then to SOR VOR/NDB climbing to 6000'.									
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC			Trans alt: 8000'		

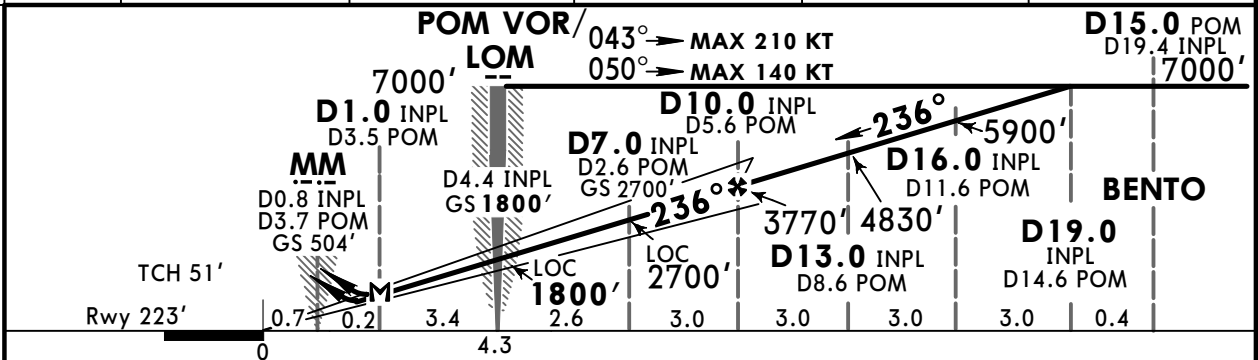
MSA POM
VOR/NDB



MSA POM
VOR/NDB



LOC (GS out)	INPL DME	2.0	3.0	4.0	5.0
	ALTITUDE	939'	1293'	1646'	2000'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.33°	412	530	589	707	825	943	
MAP at D1.0 INPL/D3.5 POM								

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

CHANGES: Missed approach.

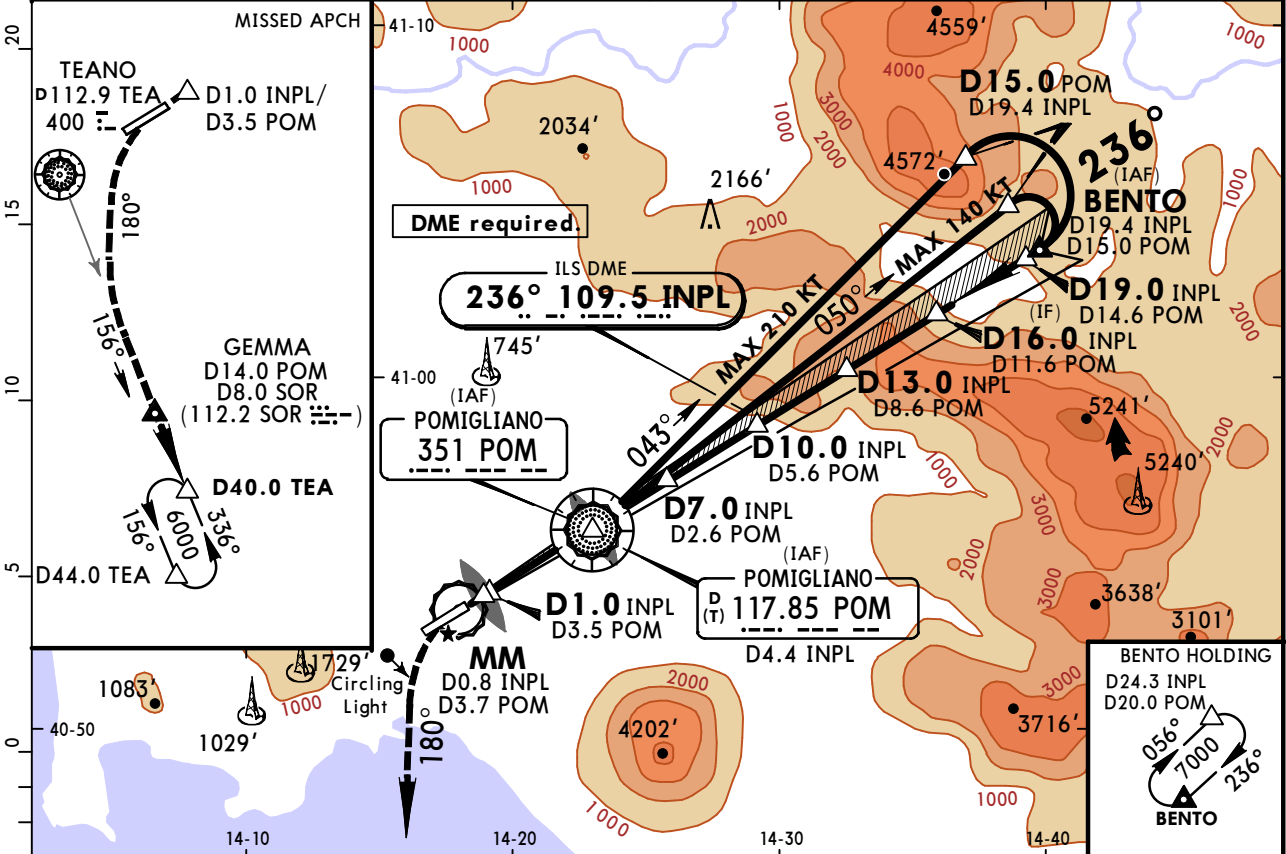
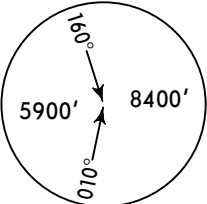
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LIRN/NAP
CAPODICHINO

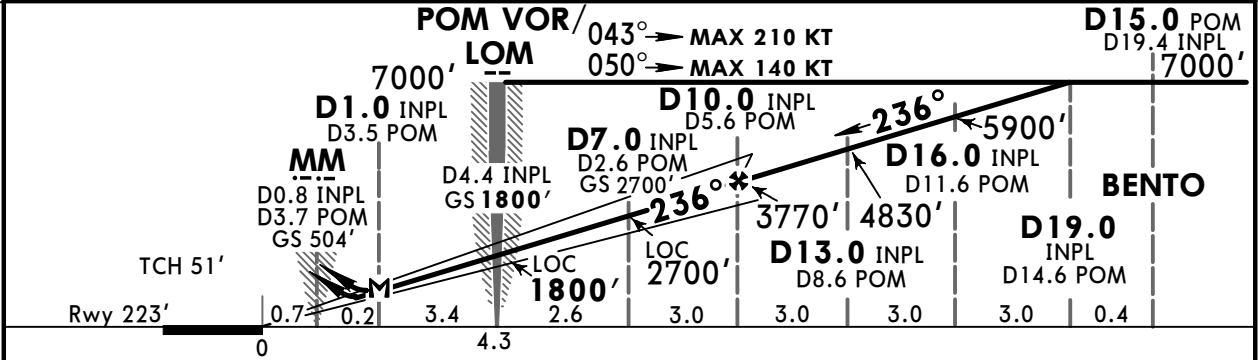
JEPPESSEN
2 OCT 15 (11-5)

NAPLES, ITALY
ILS Y or LOC Y Rwy 24

ATIS 135.975	NAPLES Approach (R) 124.350	NAPLES Tower 118.5	*Ground 121.9
LOC INPL 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' Rwy 223'
MISSED APCH: Turn LEFT (MAX 180 KT) onto 180°climbing to 6000'. Intercept and follow R-156 TEA VOR/156° from TEA NDB and climb to cross GEMMA at or above 4000', then continue climb to D40.0 TEA and hold. Do not turn before passing D1.3 before INPL.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	INPL DME	2.0	3.0	4.0	5.0
	ALTITUDE	939	1293'	1646'	2000'

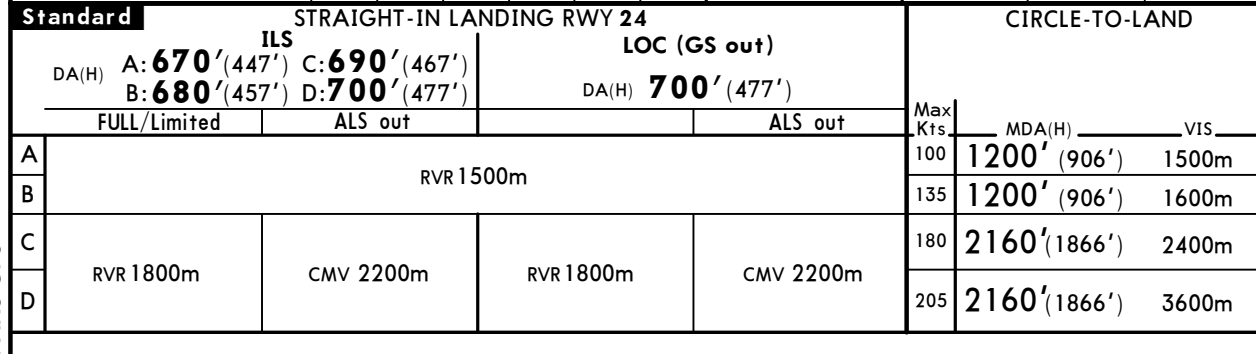


Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS or LOC Descent Angle	3.33°	412	530	589	707	825	PAPI	LT	MAX
MAP at D1.0 INPL/D3.5 POM									

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

CHANGES: Missed approach.

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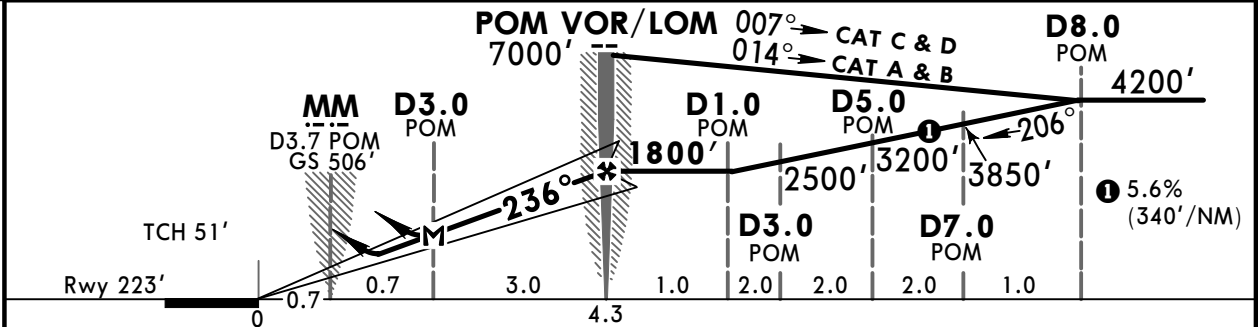
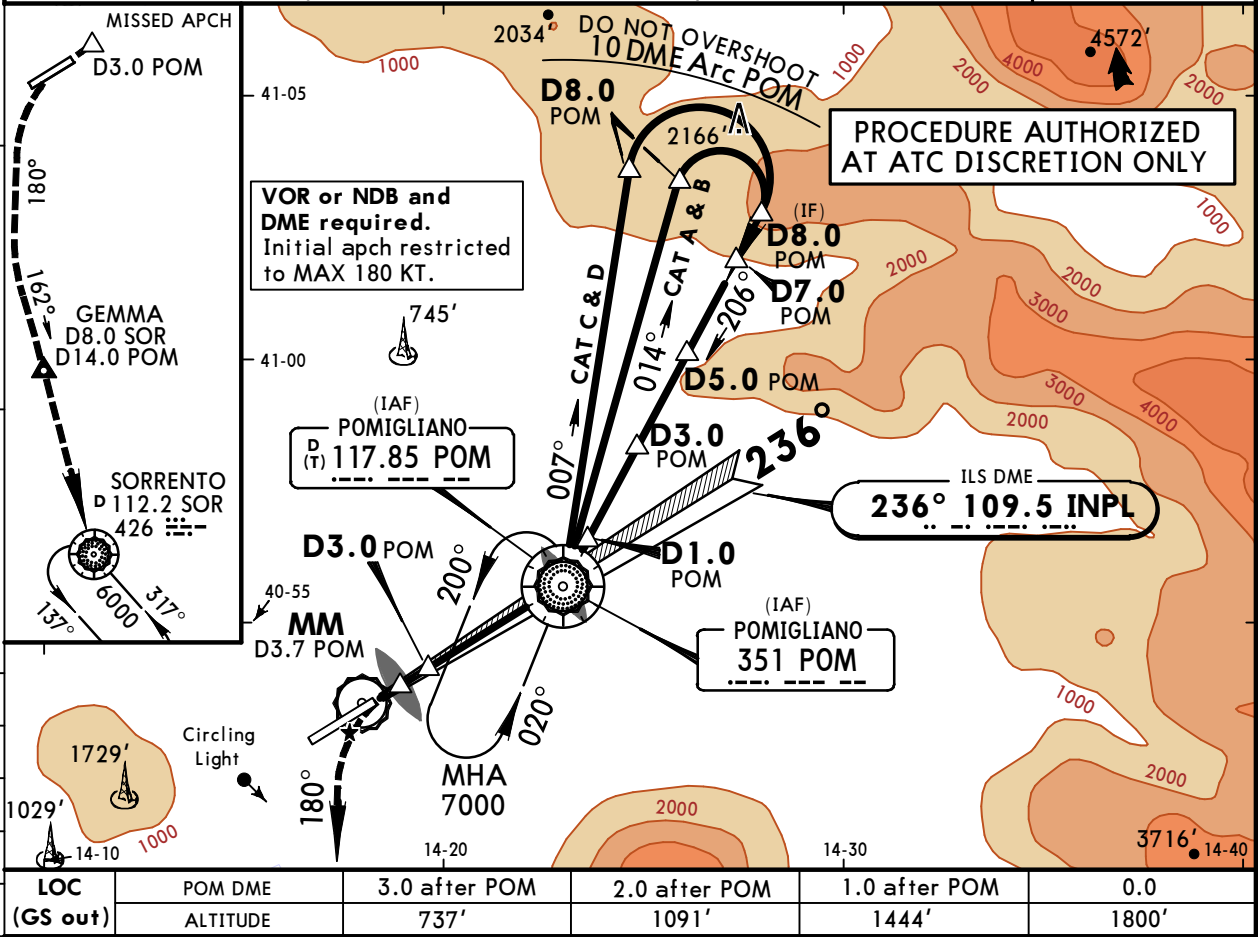
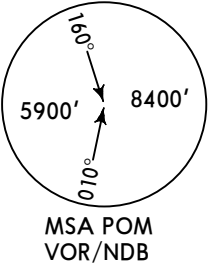
JEPPESSEN
2 OCT 15 (11-7)

NAPLES, ITALY
ILS V or LOC V Rwy 24

ATIS 135.975		NAPLES Approach (R) 124.350		NAPLES Tower 118.5		*Ground 121.9			
LOC INPL 109.5		Final Apch Crs 236°		GS POM VOR/LOM 1800' (1577')		ILS DA(H) Refer to Minimums		Apt Elev 294' Rwy 223'	
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000', then to SOR VOR/NDB climbing to 6000'.									
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC			Trans alt: 8000'		

A circular diagram representing a heading scale. It features a circle with two arrows pointing towards each other. The top arrow is labeled '160°' and the bottom arrow is labeled '010°'. To the left of the arrows is the altitude '5900'' and to the right is '8400''.

MSA POM
VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS or							PAPI	LT	MAX
LOC Descent Angle	3.33°	412	530	589	707	825	943		
MAP at D3.0 after POM									

Standard				STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
A: 670' (447') C: 690' (467')				DA(H) 700' (477')							
B: 680' (457') D: 700' (477')											
FULL/Limited				ALS out							
A				RVR 1500m							
B											
C											
D											

LIRN/NAP
CAPODICHINO

JEPPESSEN
2 OCT 15 **(13-1)**

NAPLES, ITALY
VOR Rwy 06

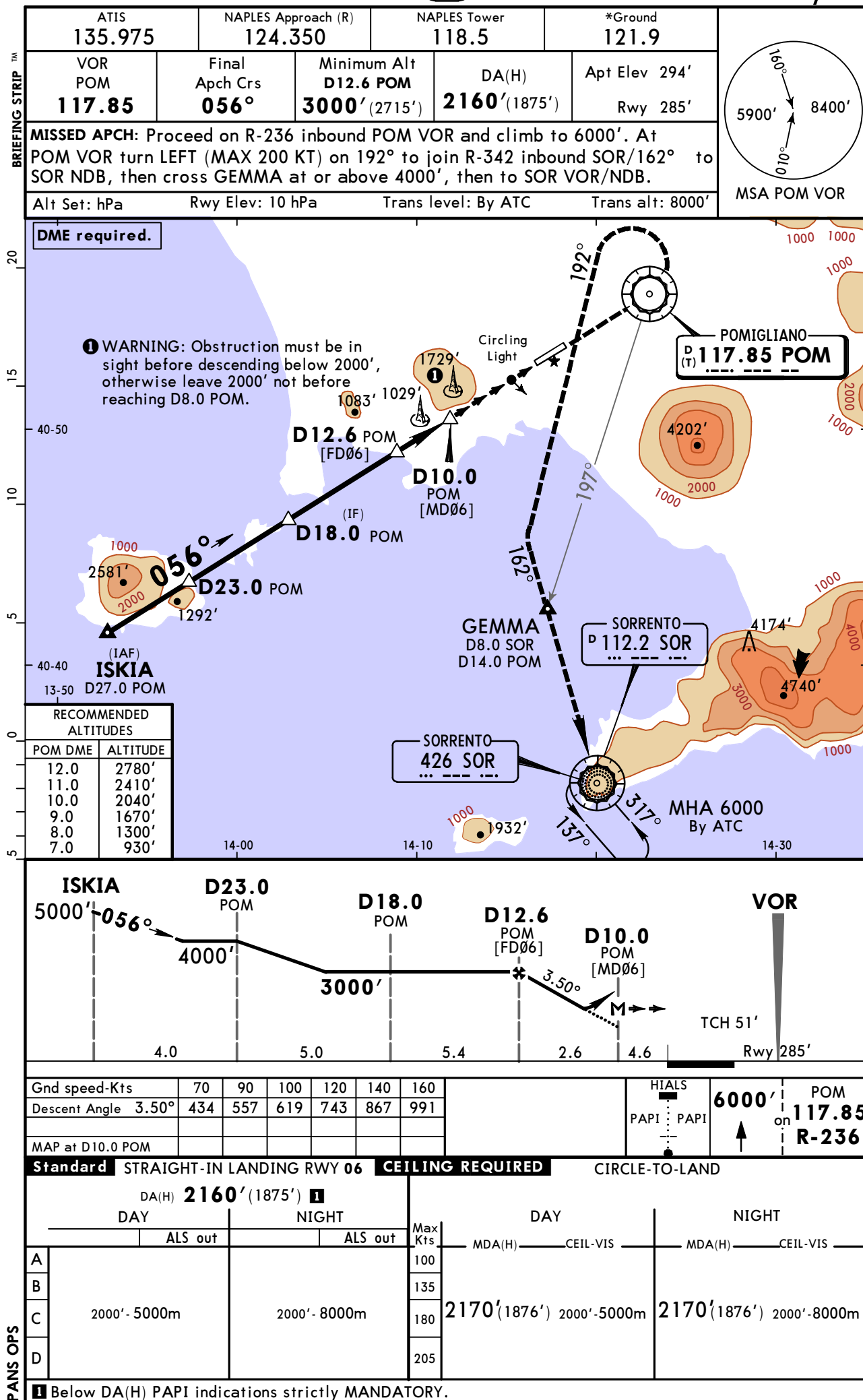


Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRN