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JeppView for Windows

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JeppView for Windows

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: 0331 Z
Sunset: 1837 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/Radar Approach: 124.350
Naples Approach/Radar Approach: 120.950

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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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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. 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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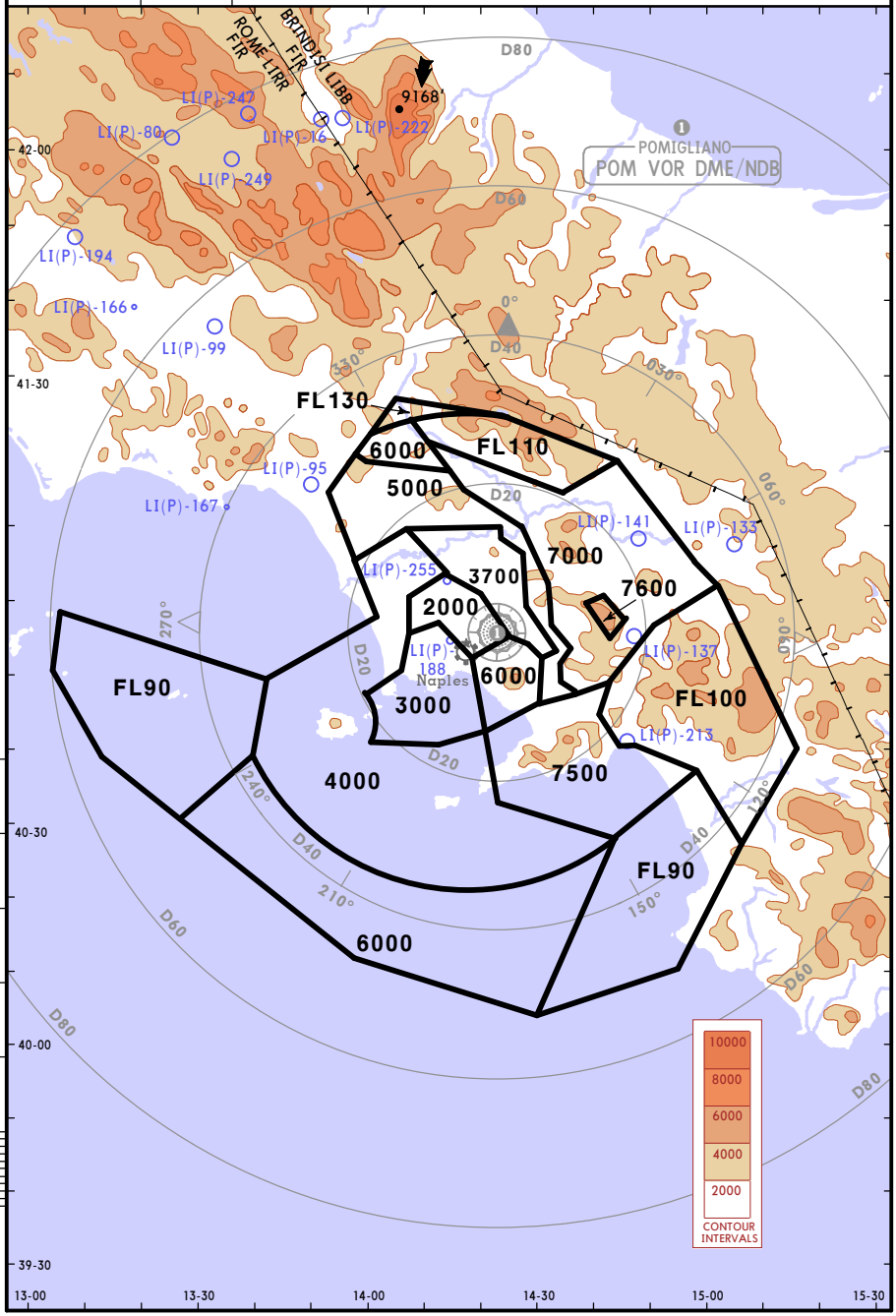
LIRN/NAP
CAPODICHINO

JEPPESEN

19 JUN 15 (10-1R) Eff 25 Jun

NAPLES, ITALY
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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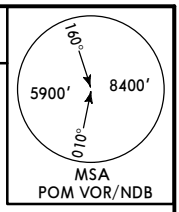
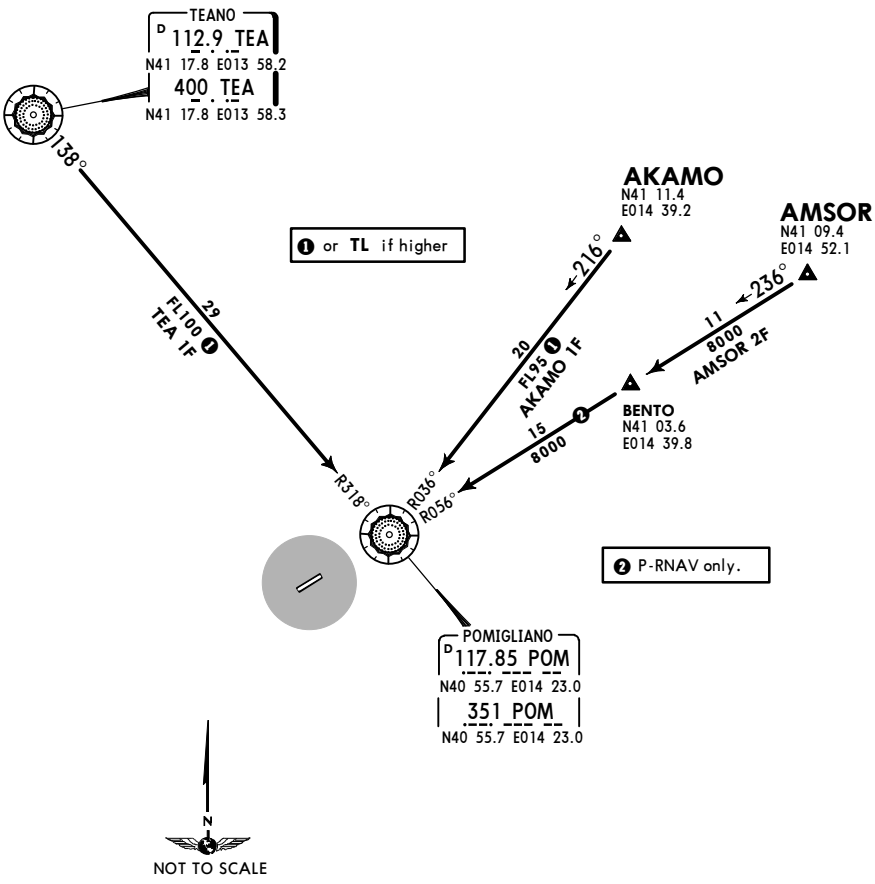
ATIS	Apt Elev	
135.975	294′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



AKAMO 1F [AKA1F]
AMSOR 2F [AMS2F]
TEA 1F

CONVENTIONAL/P-RNAV

SPEED: MAX 250 KT BELOW FL100



Direct distance from Capodichino Apt to:
POM 5 NM

TRANSITION	RWY	ROUTING
AKAMO 1F	**06**	On POM R-036 inbound/216° bearing to POM.
AMSOR 2F		On POM R-056 inbound/236° bearing via BENTO to POM.
TEA 1F		On TEA R-138/138° bearing to POM.

CHANGES: Availability.

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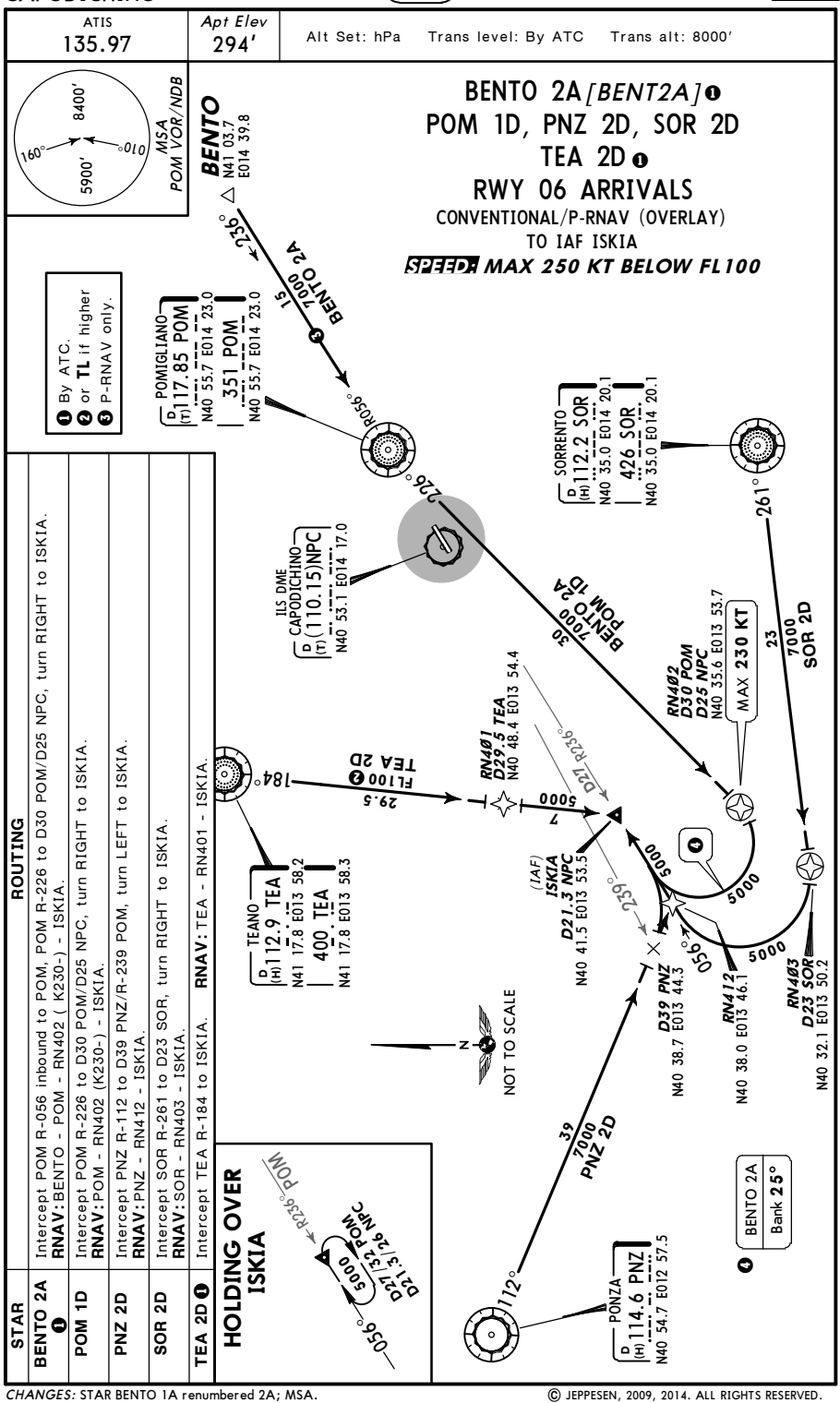
ATIS	Apt Elev	
135.97	294′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



STAR	ROUTING
BENTO 2A ❶	Intercept POM R-056 inbound to POM, POM R-226 to D30 POM/D25 NPC, turn RIGHT to ISKIA. **RNAV:** BENTO - POM - RN402 (K230-) - ISKIA.
POM 1D	Intercept POM R-226 to D30 POM/D25 NPC, turn RIGHT to ISKIA. **RNAV:** POM - RN402 (K230-) - ISKIA.
PNZ 2D	Intercept PNZ R-112 to D39 PNZ/R-239 POM, turn LEFT to ISKIA. **RNAV:** PNZ - RN412 - ISKIA.
SOR 2D	Intercept SOR R-261 to D23 SOR, turn RIGHT to ISKIA. **RNAV:** SOR - RN403 - ISKIA.
TEA 2D ❶	Intercept TEA R-184 to ISKIA. **RNAV:** TEA - RN401 - ISKIA.

CHANGES: STAR BENTO 1A renumbered 2A; MSA.

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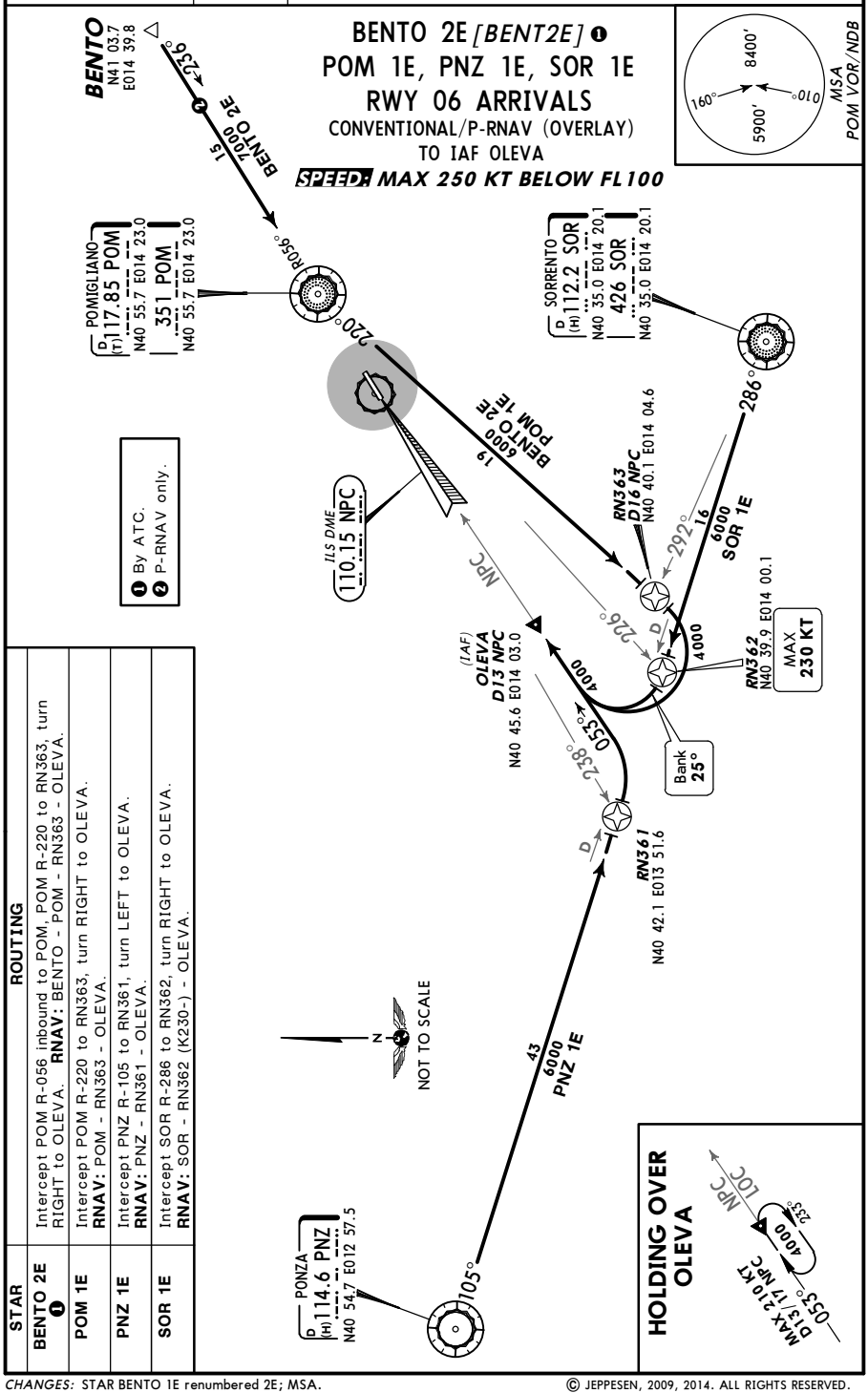
ATIS	Apt Elev	
135.97	294′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′

BENTO 2E [BENT2E] ❶
POM 1E, PNZ 1E, SOR 1E
RWY 06 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
TO IAF OLEVA

SPEED: MAX 250 KT BELOW FL100



❶ By ATC.
❷ P-RNAV only.

STAR	ROUTING
BENTO 2E ❶	Intercept POM R-056 inbound to POM, POM R-220 to RN363, turn RIGHT to OLEVA. **RNAV:** BENTO - POM - RN363 - OLEVA.
POM 1E	Intercept POM R-220 to RN363, turn RIGHT to OLEVA. **RNAV:** POM - RN363 - OLEVA.
PNZ 1E	Intercept PNZ R-105 to RN361, turn LEFT to OLEVA. **RNAV:** PNZ - RN361 - OLEVA.
SOR 1E	Intercept SOR R-286 to RN362, turn RIGHT to OLEVA. **RNAV:** SOR - RN362 (K230-) - OLEVA.

CHANGES: STAR BENTO 1E renumbered 2E; MSA.

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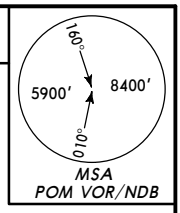
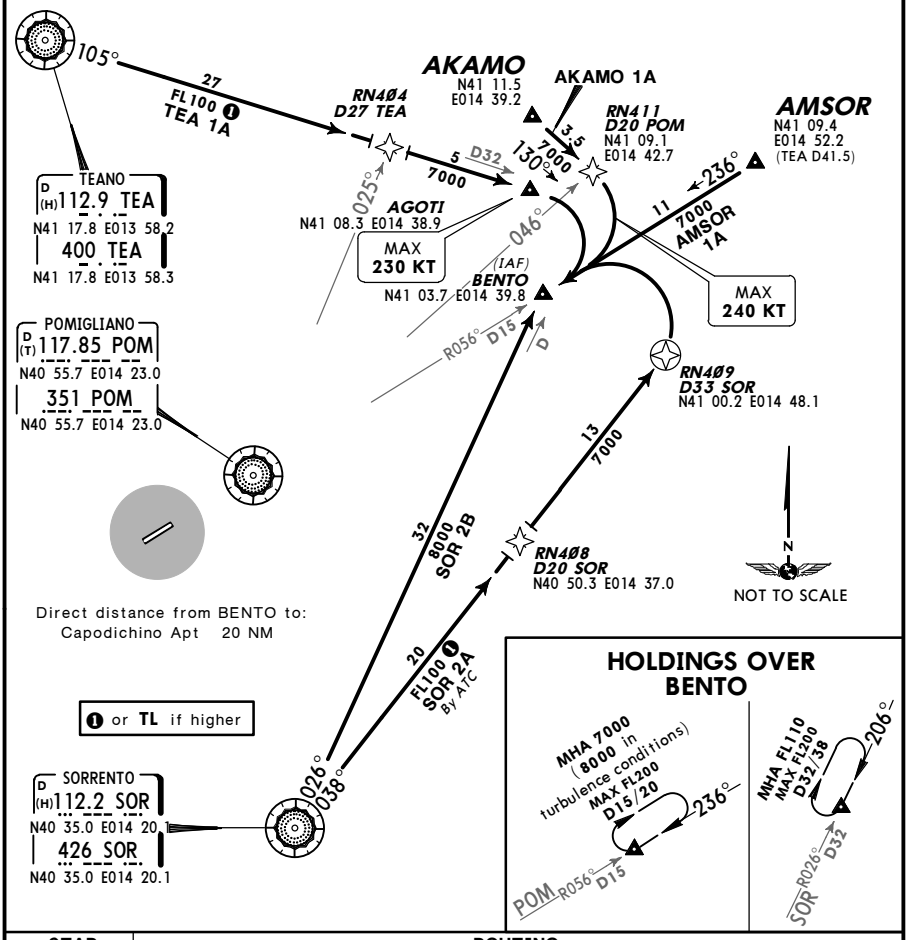
ATIS	Apt Elev	
135.97	294′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



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

CONVENTIONAL/P-RNAV (OVERLAY)
TO IAF BENTO

SPEED: MAX 250 KT BELOW FL100



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

CHANGES: MSA.

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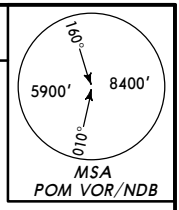
ATIS	Apt Elev	
135.97	294′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



PNZ 1C, SOR 1C
TEA 1B, TEA 1C
RWY 24 ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

SPEED: MAX 250 KT BELOW FL100

❶ or **TL** if higher

TEANO
D (H) 112.9 TEA
N41 17.8 E013 58.2
400 TEA
N41 17.8 E013 58.3

122° 138°
15 7000 TEA 1B By ATC
RN406 D15 TEA
N41 09.4 E014 14.7
5 5000
(IAF) GASVA
N41 06.7 E014 20.3

22 FL100 ❶ TEA 1C
RN407 D7 POM D22 TEA
N41 00.9 E014 16.9
7 FL90 ❷ R318°

N
NOT TO SCALE

PONZA
D (H) 114.6 PNZ
N40 54.7 E012 57.5

(IAF)
POMIGLIANO
D (T) 117.85 POM
N40 55.7 E014 23.0
351 POM
N40 55.7 E014 23.0

R236°
R184°

105°
Direct distance from POM to:
Capodichino Apt 5 NM

45 7000 PNZ 1C
27 7000
21 7000 SOR 1C

056°
ISKIA
N40 41.5 E013 53.5

004°
SORRENTO
D (H) 112.2 SOR
N40 35.0 E014 20.1
426 SOR
N40 35.0 E014 20.1

HOLDINGS OVER

GASVA

Not to be used in turbulence conditions.

TEA 122° 302° MHA 5000 MAX 210 KT D20/16 By ATC

POM

200° 7000 020°

STAR	ROUTING
PNZ 1C	Intercept PNZ R-105 to ISKIA, intercept POM R-236 inbound to POM. **RNAV:** PNZ - ISKIA - POM.
SOR 1C	Intercept SOR R-004 to POM. **RNAV:** SOR - POM.
TEA 1B By ATC	Intercept TEA R-122 to GASVA. **RNAV:** TEA - RN406 - GASVA.
TEA 1C	Intercept TEA R-138 to POM. **RNAV:** TEA - RN407 - POM.

CHANGES: MSA.

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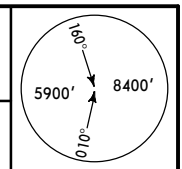
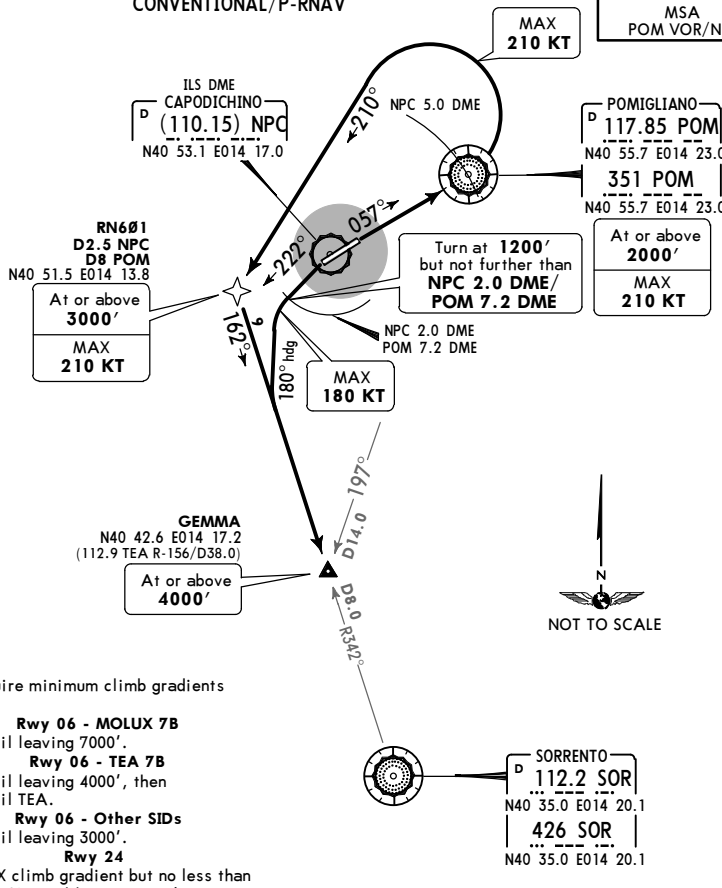
Apt Elev 294′	Trans level: By ATC Trans alt: 8000′ 1.If unable to comply with noise abatement procedures from RWY 24 request take-off from RWY 06. 2. EXPECT close-in obstacles.



MSA
POM VOR/NDB

INITIAL CLIMB PROCEDURES

CONVENTIONAL/P-RNAV



These SIDs require minimum climb gradients of

Rwy 06 - MOLUX 7B
480′ per NM until leaving 7000′.

Rwy 06 - TEA 7B
425′ per NM until leaving 4000′, then 320′ per NM until TEA.

Rwy 06 - Other SIDs
425′ per NM until leaving 3000′.

Rwy 24
Climb with MAX climb gradient but no less than 583′ per NM (9.6%) until leaving 3000′.

Gnd speed-KT	75	100	150	200	250	300
320′ per NM	400	533	800	1067	1333	1600
425′ per NM	531	708	1063	1417	1771	2125
480′ per NM	600	800	1200	1600	2000	2400
583′ per NM	729	972	1458	1943	2429	2915

Direct distance from Capodichino Apt to:
GEMMA 10 NM

RWY 24: Initial climb clearance **3500′**

SID	RWY	INITIAL CLIMB
AGNIS 5C, DELER 5A EDOPA 5A, GALTI 5A ISKIA 5A, MALOG 5A MOLUX 5A, PEVIR 5A POLIT 5A, TEA 5A, 5C	**06**	On 057° track to POM (NPC 5.0 DME), turn LEFT (MAX 210 KT), 210° track, intercept SOR R-342 inbound/162° bearing towards SOR NDB to GEMMA. **RNAV:** POM (2000′+; K210-) - RN601 (3000′+; K210-) - GEMMA (4000′+).
	24	At DER (NPC 0.5 DME) on 222° track, at 1200′ but not further than NPC 2.0 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 7B By ATC **TEA 7B** By ATC	**06**	On 057° track to POM.

CHANGES: Initial climb RWY 06 revised; SIDs renumbered.

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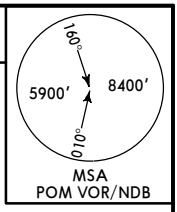
Apt Elev 294′

Trans level: By ATC Trans alt: 8000′

AGNIS 5C [AGNI5C], DELER 5A [DELE5A]
EDOPA 5A [EDOP5A], GALTI 5A [GALT5A]
ISKIA 5A [ISKI5A]
CONVENTIONAL/P-RNAV



POMIGLIANO
D 117.85 POM
N40 55.7 E014 23.0
351 POM
N40 55.7 E014 23.0

ISKIA
N40 41.5 E013 53.5
At or above FL100

GEMMA
N40 42.6 E014 17.2
At or above 4000′

GALTI
N40 38.4 E014 54.0
At or above FL105

EDOPA
N40 25.4 E013 45.9
At or above FL100

DELER
N40 11.1 E014 09.0
At or above FL100

AGNIS
N39 48.5 E014 45.1
At or above FL100

SORRENTO
D 112.2 SOR
N40 35.0 E014 20.1
426 SOR
N40 35.0 E014 20.1
At or above 6000′

D 8.0
162°
R342°
286°
080°
248°
198°
155°
21 ISKIA 5A
26 GALTI 5A
28 EDOPA 5A
25 DELER 5A
50 AGNIS 5C

N
NOT TO SCALE

Direct distance from Capodichino Apt to:
GEMMA 10 NM

SID	RWY	ROUTING
AGNIS 5C	06, 24	Proceed to SOR, turn LEFT, SOR R-155 to AGNIS.
DELER 5A		Proceed to SOR, turn RIGHT, SOR R-198 to DELER.
EDOPA 5A		Proceed to SOR, turn RIGHT, SOR R-248 to EDOPA.
GALTI 5A		Proceed to SOR, turn LEFT, SOR R-080 to GALTI.
ISKIA 5A		Proceed to SOR, turn RIGHT, SOR R-286 to ISKIA.

CHANGES: SIDs renumbered; availability.

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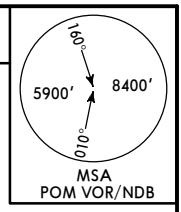
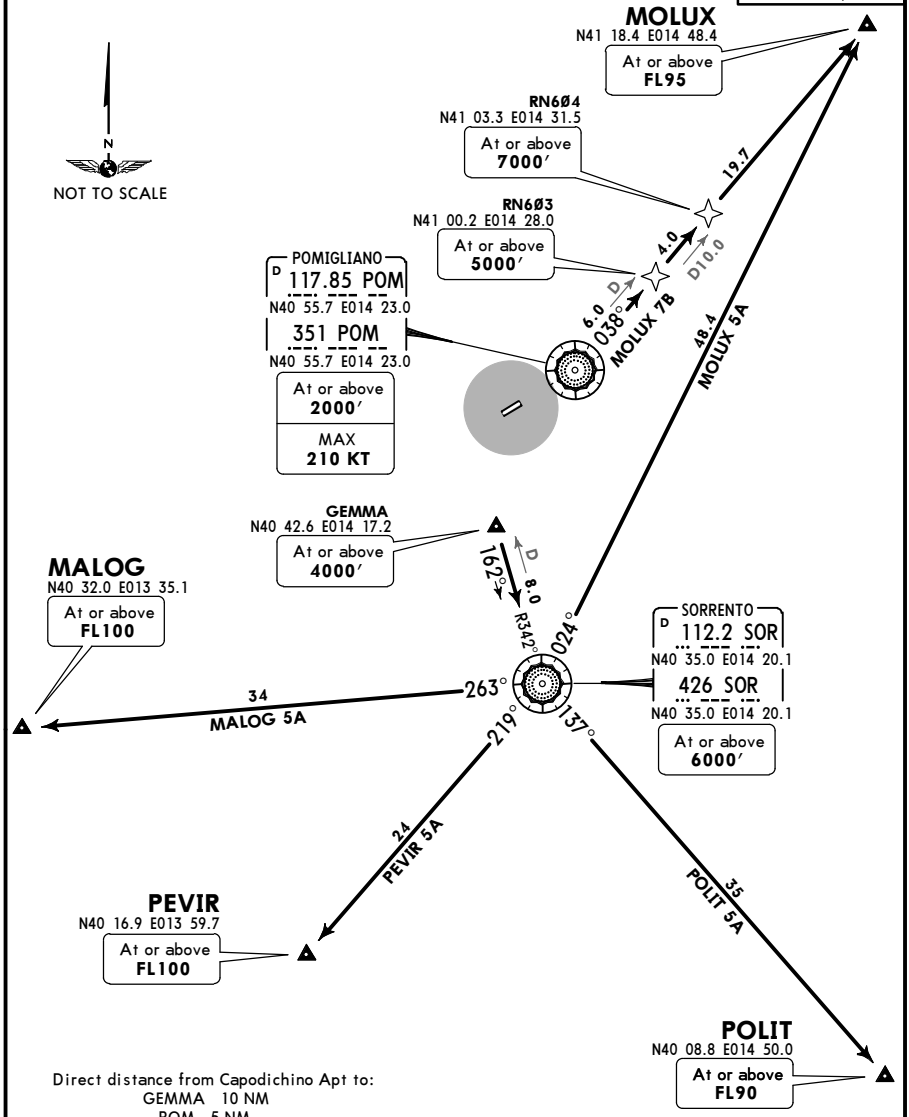
Apt Elev 294′

Trans level: By ATC Trans alt: 8000′

MALOG 5A [MALO5A]
MOLUX 5A [MOLU5A], MOLUX 7B [MOLU7B]
PEVIR 5A [PEVI5A], POLIT 5A [POLI5A]
CONVENTIONAL/P-RNAV





Direct distance from Capodichino Apt to:
GEMMA 10 NM
POM 5 NM

SID	RWY	ROUTING
MALOG 5A	**06, 24**	Proceed to SOR, turn RIGHT, SOR R-263 to MALOG.
MOLUX 5A		Proceed to SOR, turn LEFT, SOR R-024 to MOLUX.
MOLUX 7B By ATC	**06**	At POM turn LEFT, POM R-038 to MOLUX.
PEVIR 5A	**06, 24**	Proceed to SOR, turn RIGHT, SOR R-219 to PEVIR.
POLIT 5A		Proceed to SOR, turn LEFT, SOR R-137 to POLIT.

CHANGES: SIDs renumbered & revised.

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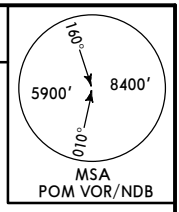
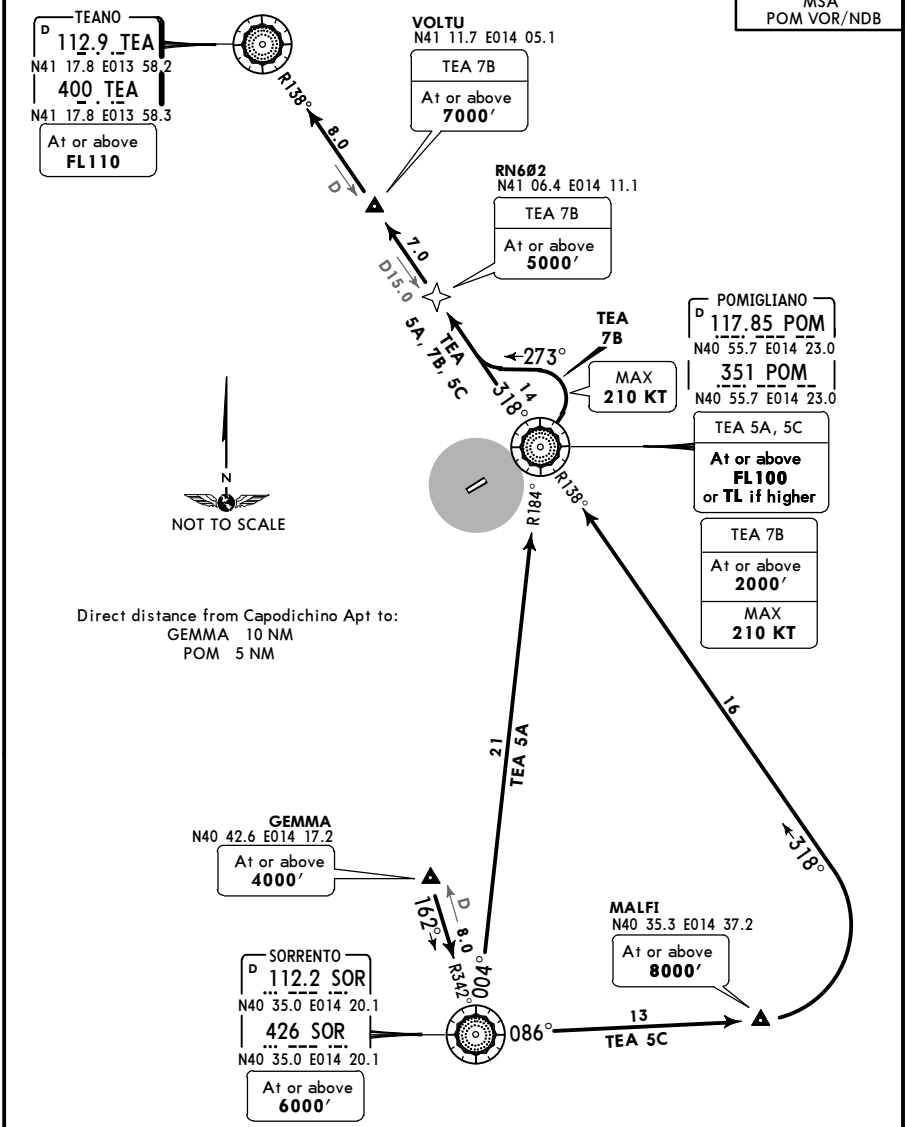
Apt Elev 294′

Trans level: By ATC Trans alt: 8000′



TEA 5A, TEA 7B, TEA 5C
CONVENTIONAL/P-RNAV



SID	RWY	ROUTING
TEA 5A	**06, 24**	Proceed to SOR, turn LEFT, SOR R-004 to POM, POM R-318 to TEA. Before passing SOR the LEFT turn to POM may be executed when ATC clearance has been asked for and received and aircraft has crossed 6000′ climbing.
TEA 7B By ATC	**06**	At POM turn LEFT, 273° track, intercept POM R-318 to TEA.
TEA 5C	**06, 24**	Proceed to SOR, turn LEFT, SOR R-086 to MALFI, turn LEFT, intercept POM R-138 inbound to POM, then proceed to TEA.

CHANGES: SIDs renumbered & revised.

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LIRN/NAP

Apt Elev **294′**

N40 53.1 E014 17.5

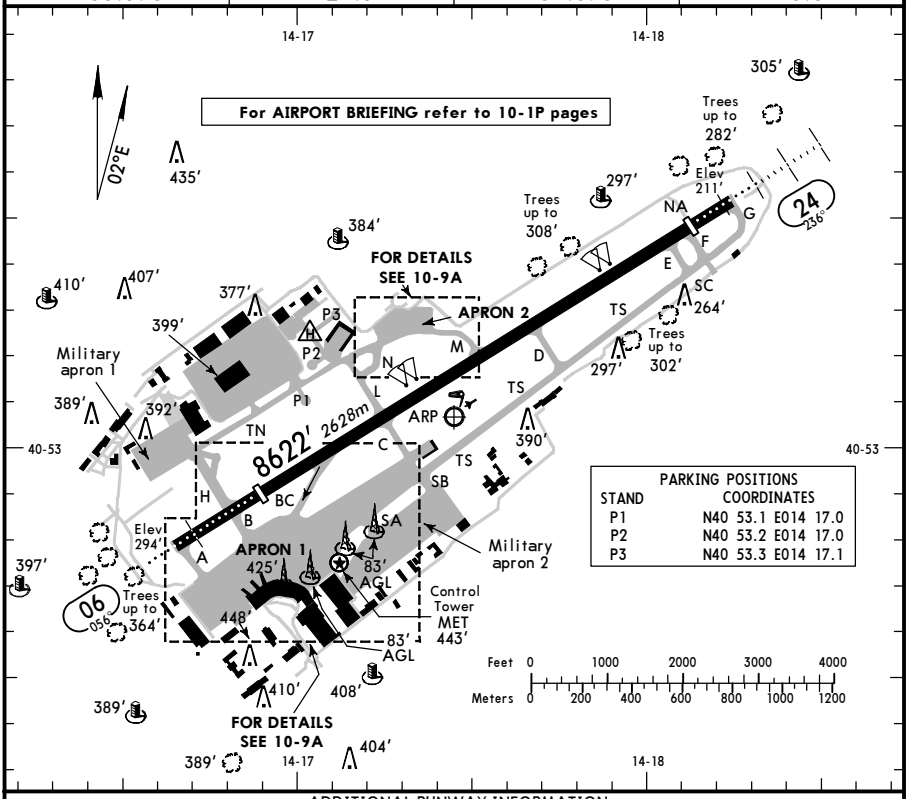
JEPPESEN

3 OCT 14 (10-9) **Eff 16 Oct**

NAPLES, ITALY

CAPODICHINO

ATIS	*NAPLES Ground	GESAC Apron Management Office (RMP)	Tower
135.975	121.9	131.675	118.5



PARKING POSITIONS	
STAND	COORDINATES
P1	N40 53.1 E014 17.0
P2	N40 53.2 E014 17.0
P3	N40 53.3 E014 17.1

ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 06:

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

RWY 24:

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

Standard TAKE-OFF

A
B
C
D

200′ - RVR *700m*

CHANGES: Usable lengths. Minimums.

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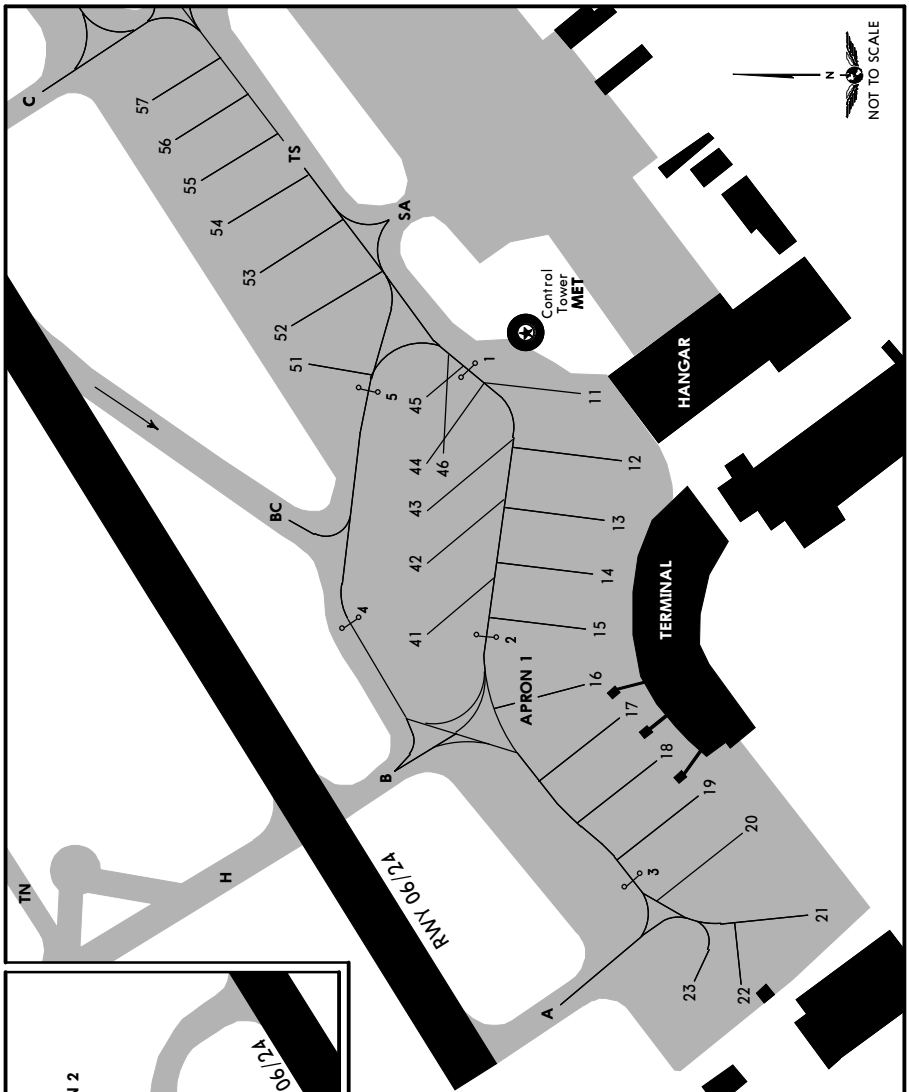

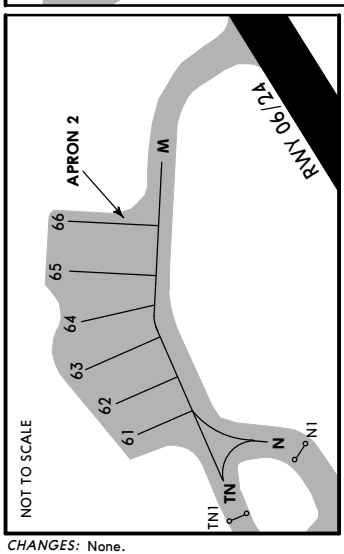

INS COORDINATES

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

CHANGES: None.

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LIRN/NAP
CAPODICHINO

JEPPESEN

2 OCT 15 (11-1)

NAPLES, ITALY
ILS Z or LOC Z Rwy 06

BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

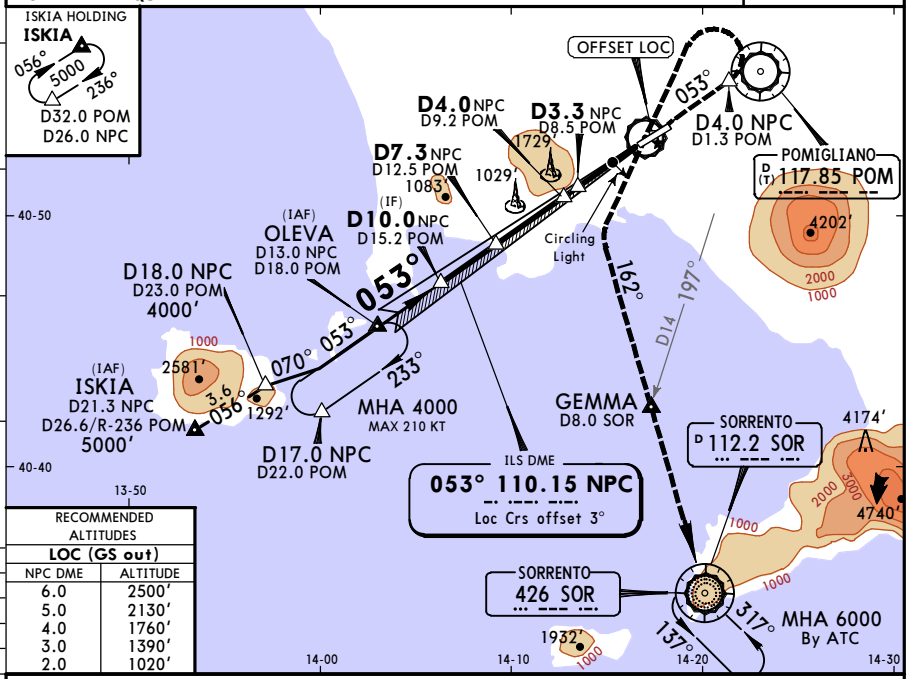
LOC NPC	Final Apch Crs	GS D4.0 NPC	ILS DA(H)	Apt Elev 294′
110.15	053°	1760′ (1475′)	680′ (395′)	Rwy 285′

MISSED APCH: Climb on 053° to 6000′. At D4.0 NPC turn LEFT (MAX 230 KT) to join R-342 inbound SOR VOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB.

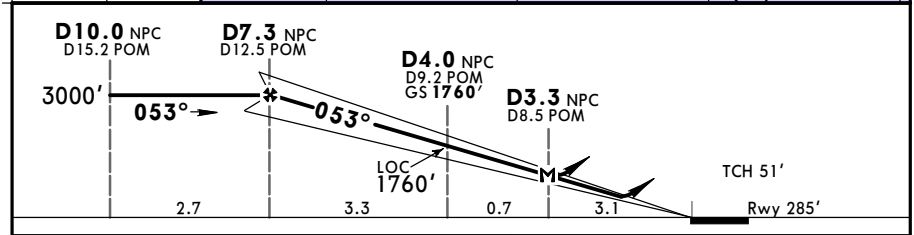
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000′

VOR + DME REQUIRED.

MSA POM VOR: 160° 5900′, 010° 8400′



RECOMMENDED ALTITUDES LOC (GS out)	
NPC DME	ALTITUDE
6.0	2500′
5.0	2130′
4.0	1760′
3.0	1390′
2.0	1020′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.50°	434	557	619	743	867	991
LOC Descent Angle	3.52°	436	561	623	748	872	997
MAP at D3.3 NPC/D8.5 POM							

HIALS PAPI PAPI 6000′ on 053°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 06 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 680′ (395′) FULL/Limited	ILS DA(H) 680′ (395′) ALS out	LOC (GS out) [1] DA(H) 1500′ (1215′) DAY ALS out	LOC (GS out) [1] DA(H) 1500′ (1215′) NIGHT ALS out
A	RVR 1400m	RVR 1500m	1600′- CMV 5000m	1600′- CMV 8000m
B				
C		RVR 1800m		
D				

Max Kts	MDA(H)	VIS
100	1200′ (906′) [2]	1500m
135	1200′ (906′) [2]	1600m
180	2160′ (1866′) [3]	2400m
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: Missed approach.

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LIRN/NAP
CAPODICHINO

JEPPESEN

2 OCT 15 (11-2)

MISSED APCH CLIMB GRAD MIM 5.2%

NAPLES, ITALY
ILS Y Rwy 06

BRIEFING STRIP TM

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC NPC	Final Apch Crs	GS D4.0 NPC	ILS DA(H)	Apt Elev 294′
110.15	053°	1760′ (1475′)	680′ (395′)	Rwy 285′

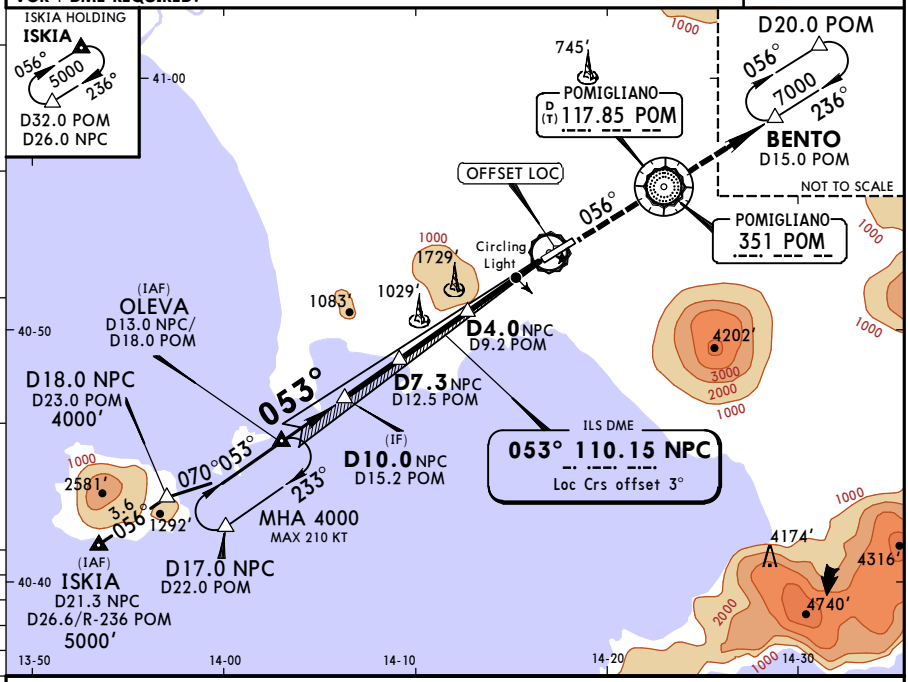
MISSED APCH: Climb on 056° to 7000′ to VOR/NDB, then proceed direct to BENTO and hold.

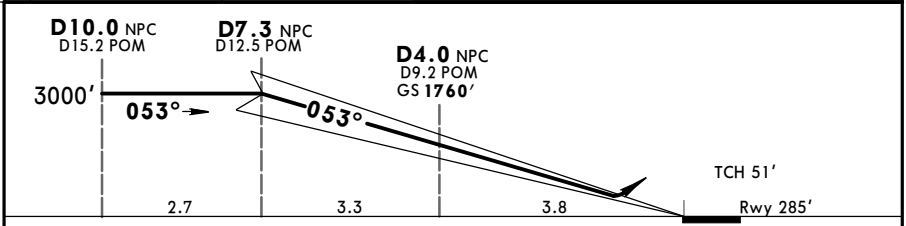
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000′

VOR + DME REQUIRED.

160° 5900′ 8400′ 010°

MSA POM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.50°	434	557	619	743	867	991

HIALS PAPI PAPI 7000′ on 056°

Standard STRAIGHT-IN LANDING RWY 06

Missed apch climb gradient mim 5.2%

DA(H) **680′** (395′)

	FULL/Limited	ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

PANS OPS

CHANGES: None.

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LIRN/NAP
CAPODICHINO

JEPPESEN

4 MAR 16 (11-3)

NAPLES, ITALY
ILS X or LOC X Rwy 06

BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

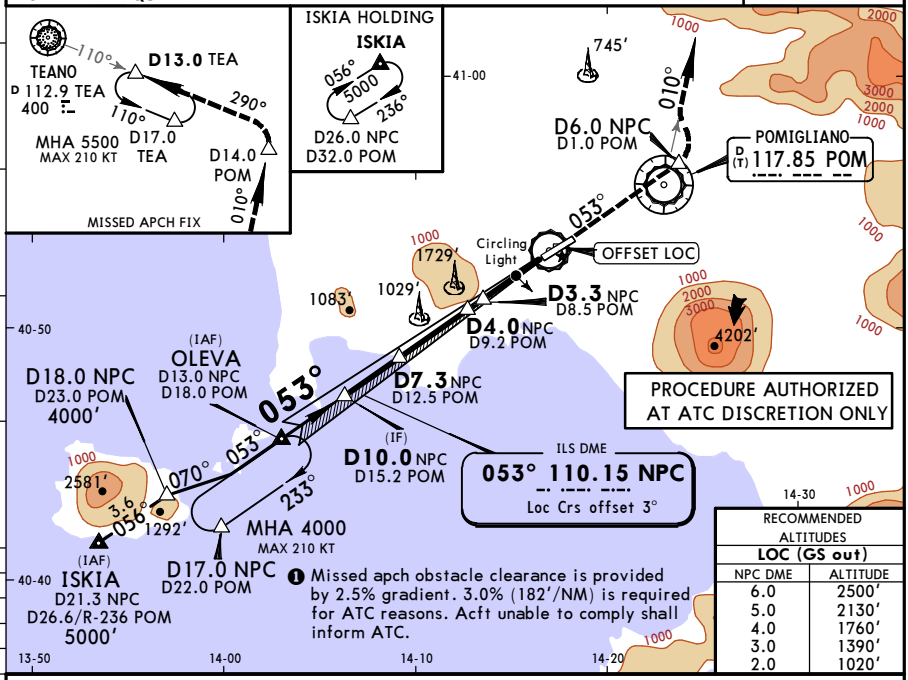
LOC NPC	Final Apch Crs	GS D4.0 NPC	ILS DA(H)	Apt Elev 294′
110.15	053°	1760′(1475′)	680′(395′)	Rwy 285′

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. ❶

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000′

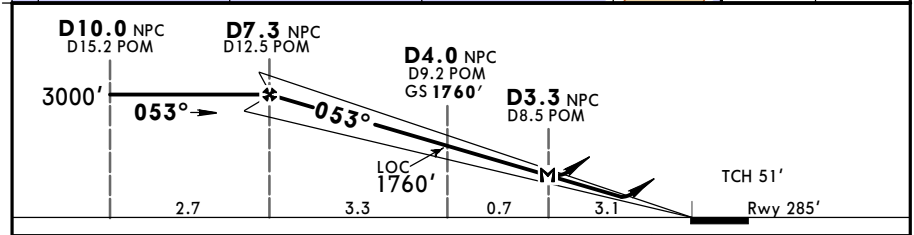
VOR + DME REQUIRED.

MSA POM VOR: 160° 5900′; 010° 8400′



❶ Missed apch obstacle clearance is provided by 2.5% gradient. 3.0% (182′/NM) is required for ATC reasons. Acft unable to comply shall inform ATC.

RECOMMENDED ALTITUDES LOC (GS out)	
NPC DME	ALTITUDE
6.0	2500′
5.0	2130′
4.0	1760′
3.0	1390′
2.0	1020′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
LOC Descent Angle	3.52°	436	561	623	748	872	997
MAP at D3.3 NPC/D8.5 POM							

HIALS PAPI PAPI 5500′ on 053°

Standard STRAIGHT-IN LANDING RWY 06 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 680′(395′) FULL/Limited	ILS DA(H) 680′(395′) ALS out	LOC (GS out)❶ DA(H) 1500′(1215′) DAY ALS out	LOC (GS out)❶ DA(H) 1500′(1215′) NIGHT ALS out
A	RVR 1400m	RVR 1500m	1600′- CMV 5000m	1600′- CMV 8000m
B				
C		RVR 1800m		
D				

Max Kts	MDA(H)	VIS
100	1200′(906′)	❷ 1500m
135	1200′(906′)	❷ 1600m
180	2160′(1866′)	❸ 2400m
205	2160′(1866′)	❸ 3600m

PANS OPS

❶ Below DA(H) PAPI indications strictly MANDATORY. ❷ After LOC apch: MDA(H) 1510′(1216′), CEIL 1600′ DAY: VIS 5000m, NIGHT: VIS 8000m. ❸ After LOC apch: CEIL 1600′ DAY: VIS 5000m, NIGHT: VIS 8000m.

CHANGES: None.

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LIRN/NAP
CAPODICHINO

JEPPESEN
4 MAR 16 (11-4)

NAPLES, ITALY
ILS Z or LOC Z Rwy 24

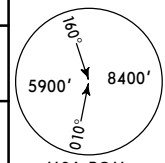
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

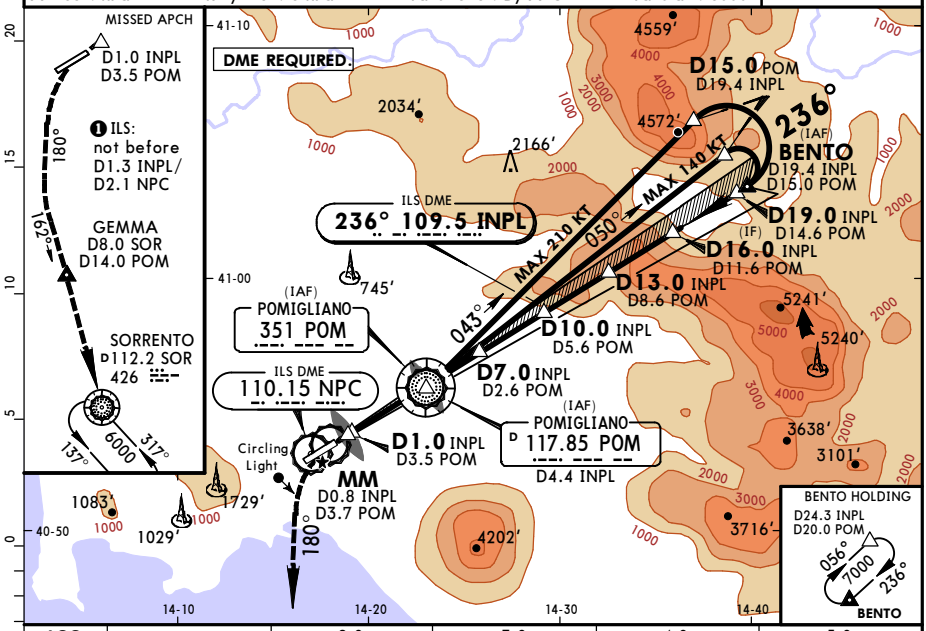
LOC	Final	GS	ILS	
INPL	Apch Crs	POM VOR/LOM	DA(H)	Apt Elev 294′
109.5	236°	1800′ (1577′)	Refer to Minimums	Rwy 223′

MISSED APCH: As soon as practicable, climb to 6000′. Turn LEFT ❶ (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′.

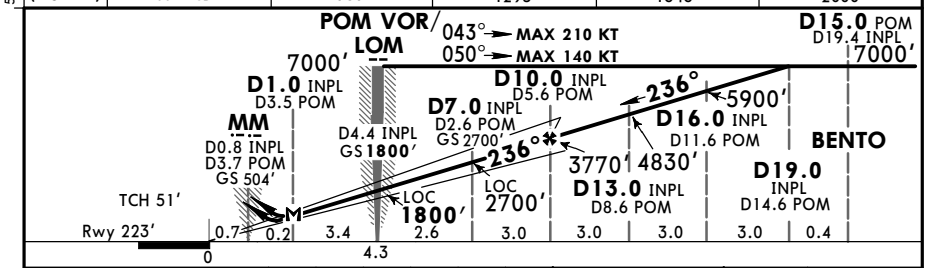
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′



MSA POM VOR/NDB



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							

HIALS PAPI PAPI — Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	ILS		LOC (GS out)	
DA(H)	A: 670′ (447′) B: 680′ (457′)	C: 690′ (467′) D: 700′ (477′)	DA(H) 700′ (477′)	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m			
B				
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

CHANGES: Missed approach.

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LIRN/NAP CAPODICHINO

JEPPESEN

4 MAR 16 (11-5)

NAPLES, ITALY ILS Y or LOC Y Rwy 24

BRIEFING STRIP

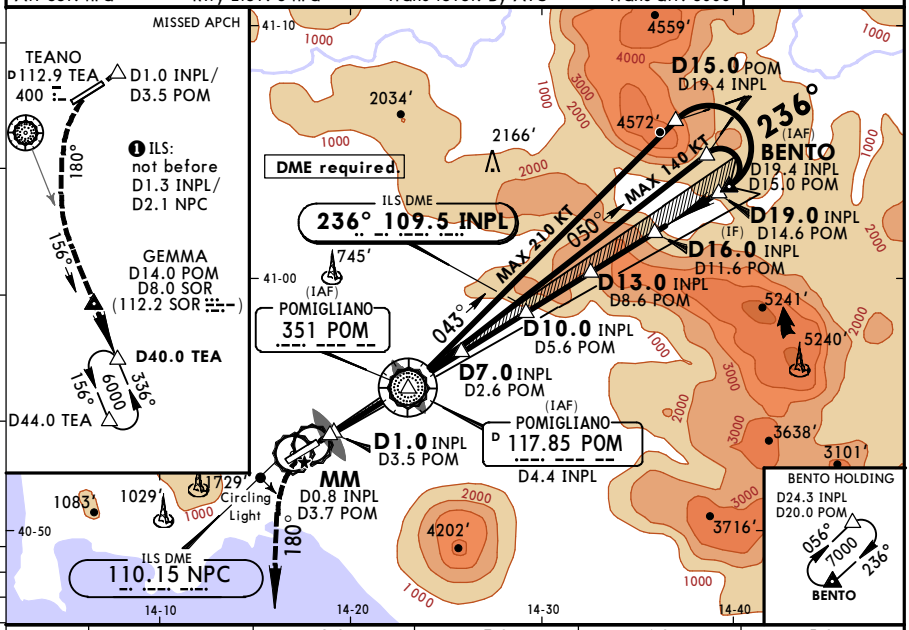
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294' Rwy 223'
109.5	236°	1800' (1577')		

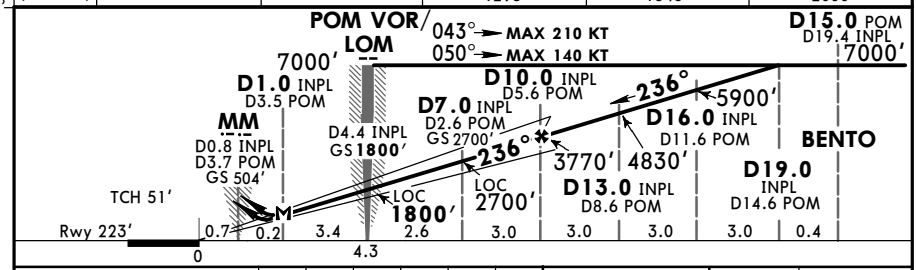
MISSED APCH: As soon as practicable, climb to 6000'. Turn LEFT ❶ (MAX 180 KT) onto 180° to join R-156 TEA/ 156° from TEA NDB then cross GEMMA at or above 4000', then proceed to missed apch holding.

MSA POM VOR/NDB: 160° 5900' 8400' 010°

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
ILS GS or LOC Descent Angle 3.33°	412	530	589	707	825	943
MAP at D1.0 INPL/D3.5 POM						

HIALS PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	ILS		LOC (GS out)	
DA(H)	A: 670' (447') B: 680' (457')	C: 690' (467') D: 700' (477')	DA(H) 700' (477')	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m			
B				
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200' (906')	1500m
135	1200' (906')	1600m
180	2160' (1866')	2400m
205	2160' (1866')	3600m

CHANGES: Missed approach.

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LIRN/NAP CAPODICHINO

JEPPESEN

4 MAR 16 (11-6)

NAPLES, ITALY ILS W or LOC W Rwy 24

BRIEFING STRIP

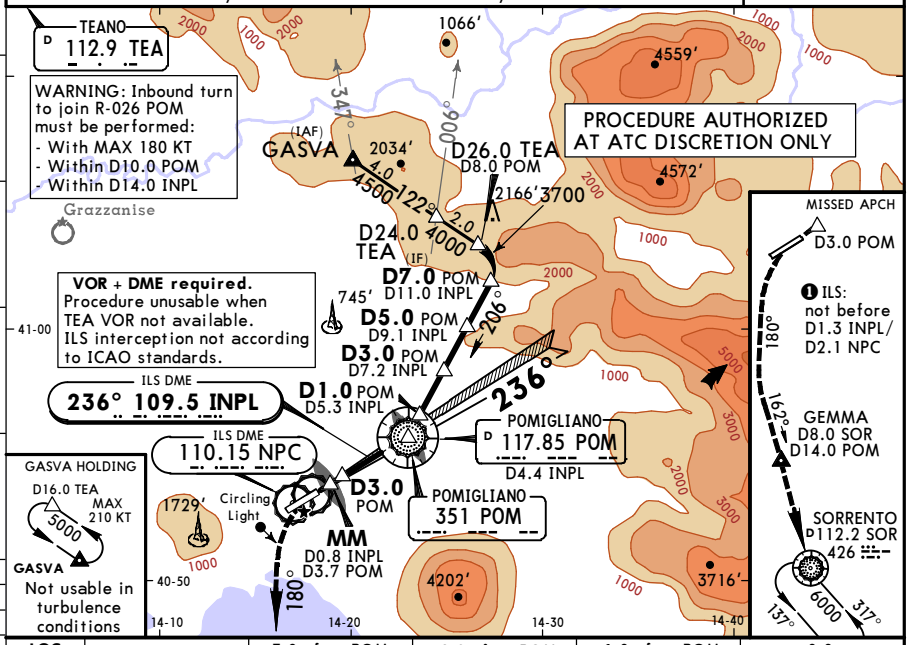
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294′ Rwy 223′
109.5	236°	1800′ (1577′)		

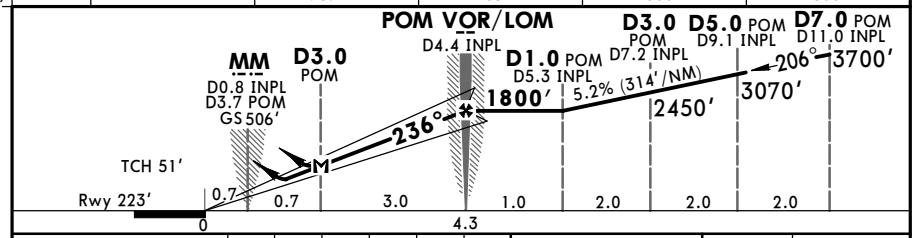
MISSED APCH: As soon as practicable, climb to 6000′. Turn LEFT ❶ (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB climbing to 6000′.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′

MSA POM VOR/NDB: 160° 8400′, 010° 5900′



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	737′	1091′	1444′	1800′



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 D3.0 after POM						

HIALS PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	ILS		LOC (GS out)	
DA(H)	A: 670′ (447′) B: 680′ (457′)	C: 690′ (467′) D: 700′ (477′)	DA(H) 700′ (477′)	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m			
B				
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

CHANGES: Missed approach.

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LIRN/NAP
CAPODICHINO

JEPPESEN

4 MAR 16 (11-7)

NAPLES, ITALY
ILS V or LOC V Rwy 24

BRIEFING STRIP

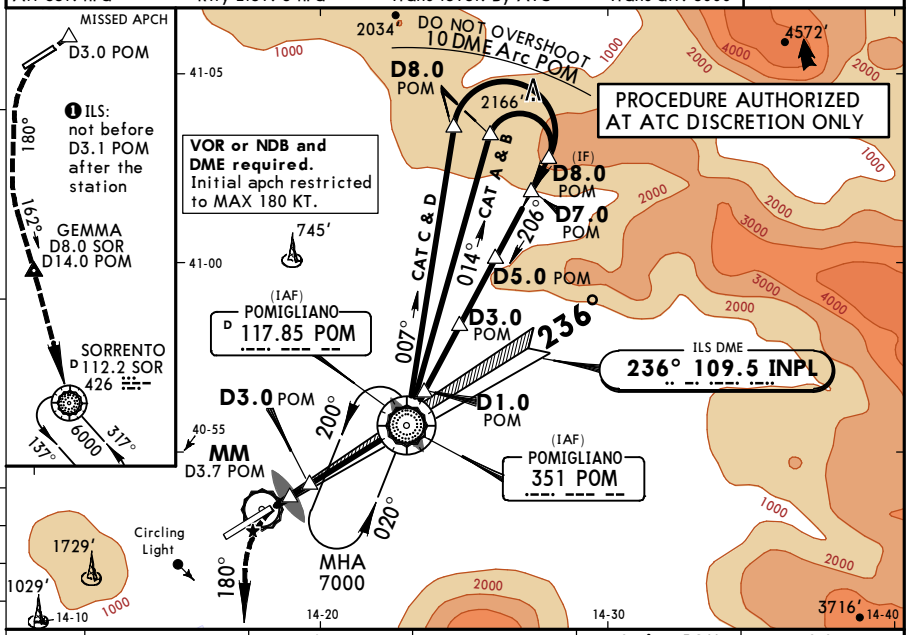
ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

LOC INPL	Final Apch Crs	GS POM VOR/LOM	ILS DA(H) Refer to Minimums	Apt Elev 294′
109.5	236°	1800′ (1577′)		Rwy 223′

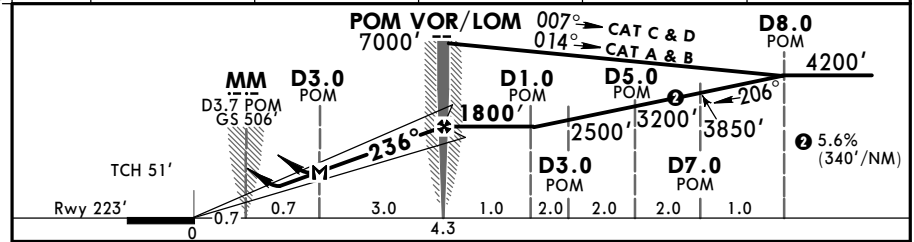
MISSED APCH: As soon as practicable, climb to 6000′. Turn LEFT ❶ (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB climbing to 6000′.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 8000′

MSA POM VOR/NDB: 160° 5900′, 010° 8400′



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	737′	1091′	1444′	1800′



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 D3.0 after POM						

HIALS PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

ILS DA(H)	A: 670′ (447′) B: 680′ (457′)	C: 690′ (467′) D: 700′ (477′)	LOC (GS out) DA(H) 700′ (477′)
	FULL/Limited	ALS out	ALS out
A	RVR 1500m		
B			
C	RVR 1800m	CMV 2200m	RVR 1800m	CMV 2200m
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1200′ (906′)	1500m
135	1200′ (906′)	1600m
180	2160′ (1866′)	2400m
205	2160′ (1866′)	3600m

CHANGES: Missed approach.

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LIRN/NAP
CAPODICHINO

JEPPESEN

4 MAR 16 (13-1)

NAPLES, ITALY
VOR Rwy 06

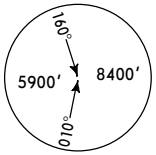
BRIEFING STRIP

ATIS	NAPLES Approach (R)	NAPLES Tower	*Ground
135.975	124.350	118.5	121.9

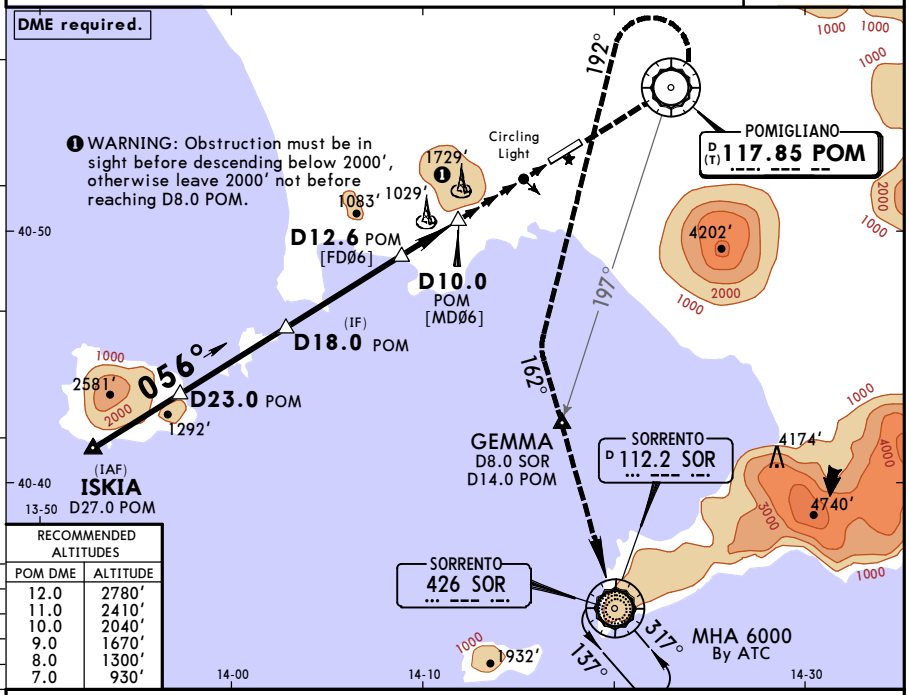
VOR POM	Final Apch Crs	Minimum Alt D12.6 POM	DA(H)	Apt Elev 294′
117.85	056°	3000′ (2715′)	2160′ (1875′)	Rwy 285′

MISSED APCH: Proceed on R-236 inbound POM VOR and climb to 6000′. At POM VOR turn LEFT (MAX 200 KT) on 192° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 4000′, then to SOR VOR/NDB.

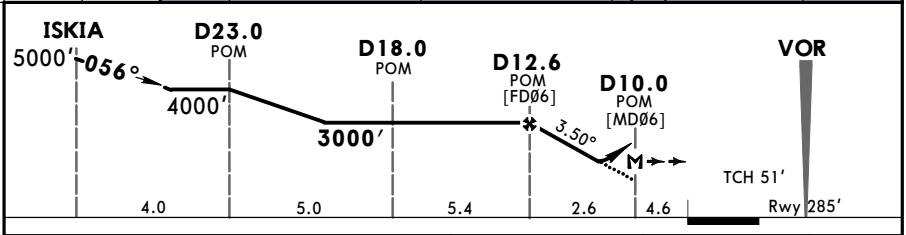
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 8000′



MSA POM VOR



RECOMMENDED ALTITUDES	
POM DME	ALTITUDE
12.0	2780′
11.0	2410′
10.0	2040′
9.0	1670′
8.0	1300′
7.0	930′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D10.0 POM						

HIALS
PAPI PAPI

6000′ on POM 117.85 R-236

Standard STRAIGHT-IN LANDING RWY 06 **CEILING REQUIRED** CIRCLE-TO-LAND

DA(H) 2160′ (1875′) [1]

	DAY		NIGHT		Max Kts	DAY		NIGHT	
		ALS out		ALS out		MDA(H)	CEIL-VIS	MDA(H)	CEIL-VIS
A	2000′- 5000m		2000′- 8000m		100	2170′ (1876′)	2000′-5000m	2170′ (1876′)	2000′-8000m
B					135				
C					180				
D					205				

PANS OPS

[1] Below DA(H) PAPI indications strictly MANDATORY.

CHANGES: None.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NAPLES, (CAPODICHINO - LIRN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRN