

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7, higher CAT O/R**Fuel:** 0500-2100‡, other times O/R with 2HR PN .**PCN:** RWY 10/28: 58/F/B/W/T**Customs:** 0600-2400‡, other times O/R.**Operation****Low Visibility Procedures**

LVP not AVBL.

Ground OPS:

- VIS1200m or below.
- Movements are reduced to one ACFT at a time.
- RWY 28 is preferential for DEP and ARR.

TWY Restrictions

TWY E width 18m / 59ft, MIL use only.

TWY J MAX wingspan 52m / 171ft.

APN TWY T from F to H MAX wingspan 64m / 210ft.

APN TWY T from H to J MAX wingspan 52m / 171ft.

APN TWY U MAX wingspan 29m / 95ft.

APN TWY W MAX wingspan 15m / 49ft.

Taxi/Parking

All stands are self-maneuvering.

Follow-me and marshaller O/R.

Code letter E ACFT shall taxi with ENG running on both sides due to tight turns to reach the only allowed stand 11.

Warnings**CDC VOR/DME** Maintenance: 1st and 3rd Friday each month 0700-0900‡.**LOC ILS RWY 28:**

Back beam not usable.

Maintenance: 1st THU each month 0800-0930‡.

LMT DVOR/DME limitations at 25NM:

R100-R180 MRA 8000ft.

R300-R100 MRA 12000ft.

Maintenance: 3rd THU each month 0800-0930‡.

RCA DVOR/DME limitations at 25NM:

R060-R170 MRA 15000ft.

R170-230 MRA 5000ft.

R230-R60 MRA 9000ft.

Maintenance: 1st THU each month 1300-1600‡.

GENERAL

AD occasionally affected by wind shear phenomena, more frequently in winter. Mostly originated by winds from 330-060° or from 270-300° with 10-15KT at GND and NE direction with more than 20KT at 1500m

Parachuting.

ARRIVAL**Communication****COM Failure**

Radio aid designated to descent for LDG is LMT VOR/DME.

In case of LMT VOR/DME failure all standard entry routes are based on CDC VOR/DME.

COM Failure in Manoeuvring Area

Vacate RWY on convenient TWY, stop and wait for follow-me to taxi to the APN.

Arrival Procedure

VFR Traffic Pattern: RWY 10 right-hand circuit.

Noise Abatement Procedure: See CRAR.

Non-standard GP intercept position on RWY 28

GP intercepts RWY 28 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2343m / 7687ft.

DEPARTURE**Take-off Minima**

RWY		10/28	
All ACFT	ft - m/km	0 - 550V	-

Communication**COM Failure**

In case of LMT VOR/DME failure during initial climb PROC, the tracks to be followed until turning, according to the assigned SID, are 275° (RWY 28) and 096° (RWY 10).

COM Failure in Manoeuvring Area

DEP ACFT, not yet on the RWY

Continue taxi as cleared, upon reaching:

- CLR limit, if out of the RWY
- the RHP if cleared to line-up.

DEP ACFT already on the RWY

Vacate the RWY on convenient TWY, stop and wait for follow-me to taxi to the APN.

Departure Procedure**DEP Procedure**

Except when otherwise prescribed, all turns, executed within 20NM from TKOF, shall not exceed a radius of 2.5NM. To meet this requirement, it is suggested:

- TAS not more than 250KT
- Bank angle 25° or, rate of turn not less than 2° per second, whichever requires the lesser bank.

Effective 21-JUN-2018

14-JUN-2018

SUF-LICA

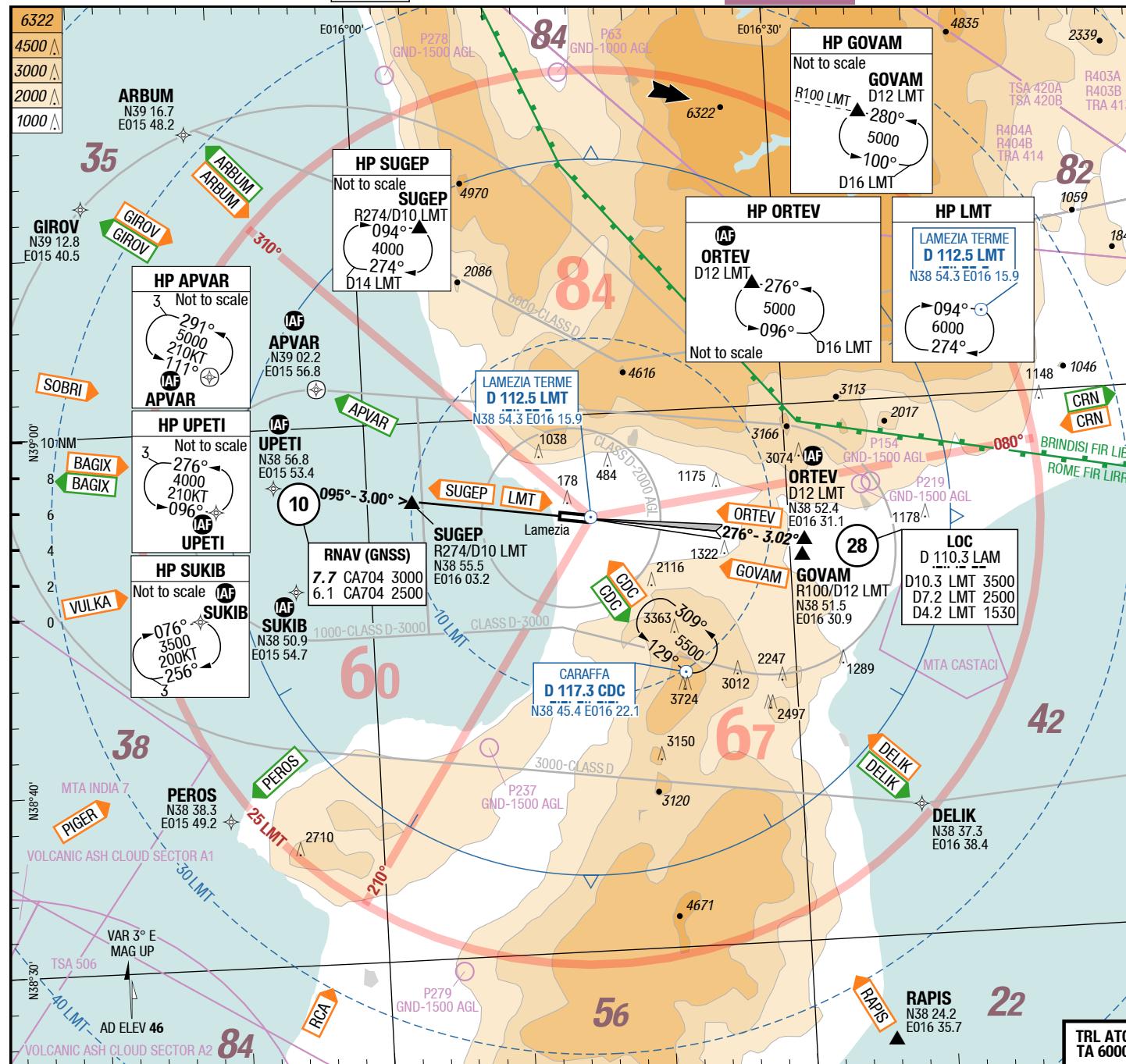
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AGC
AFC

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AGC
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2-10



Changes: WPT PEROS, DELIK

Effective 21-JUN-2018

14-JUN-2018

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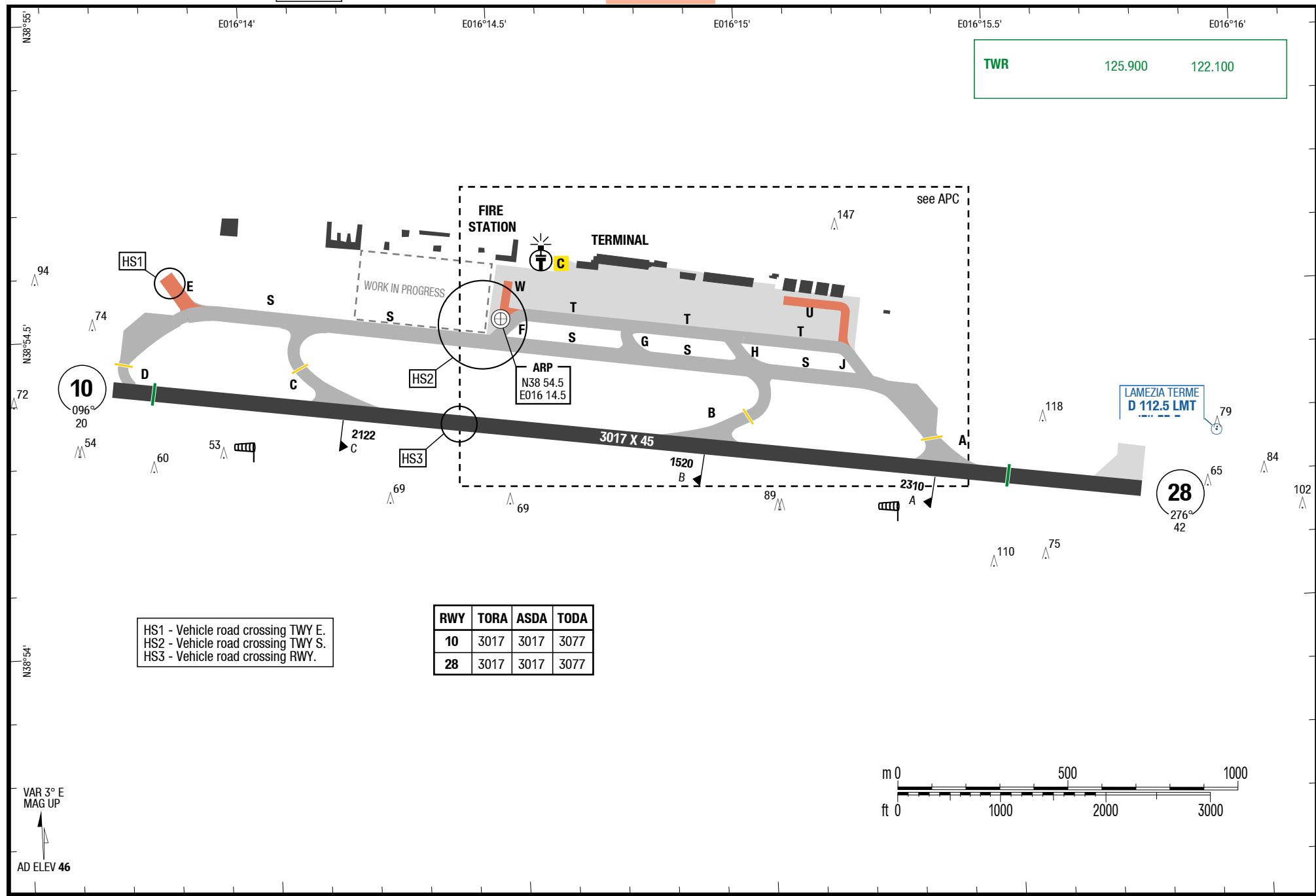
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3-20

TWR

125.900

122.100

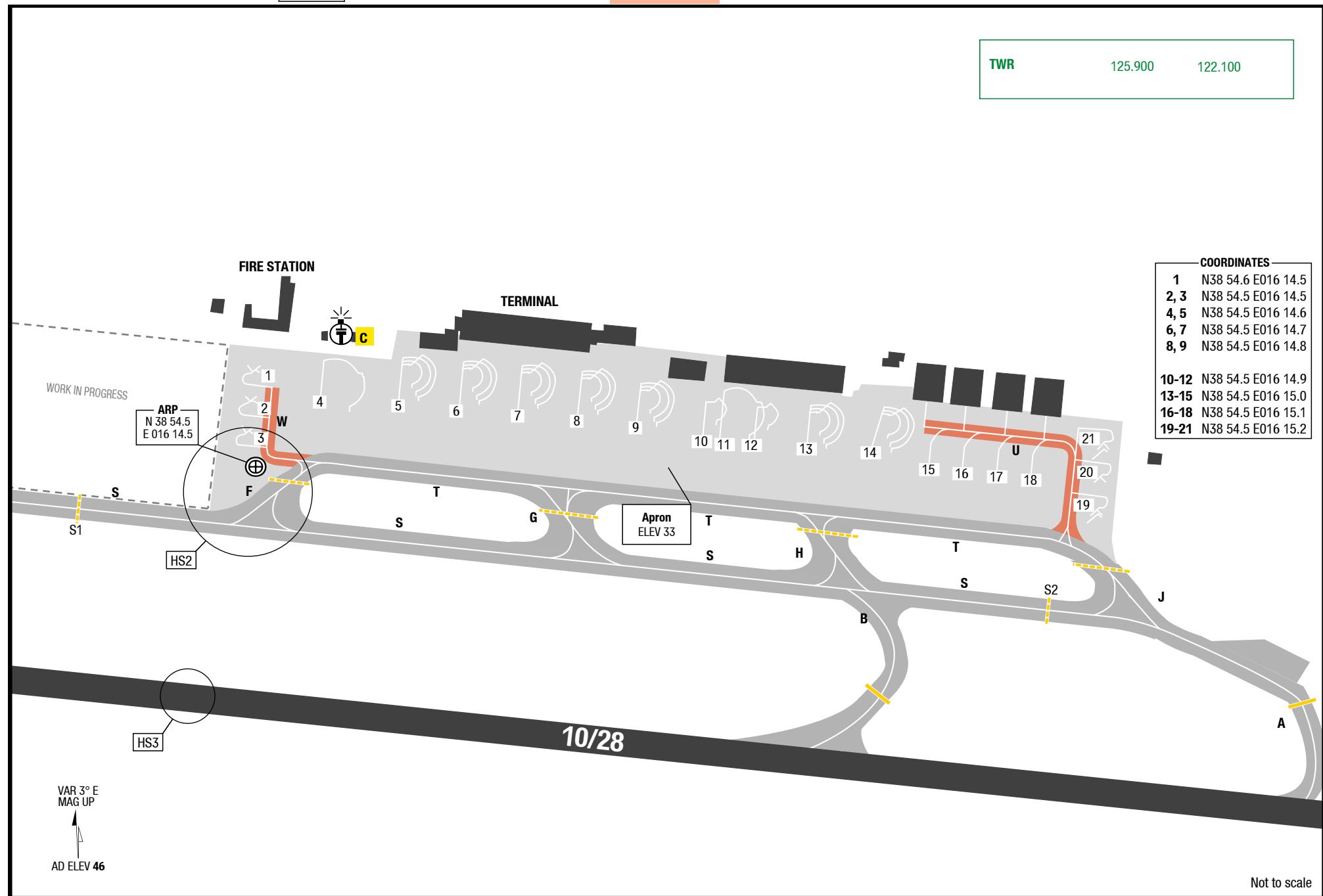


3-30

TWR

125.900

122.100



Effective 21-JUN-2018

14-JUN-2018

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SIDs RWY 10 (via LMT)

4-10

RNAV SIDs RWYs 10/28

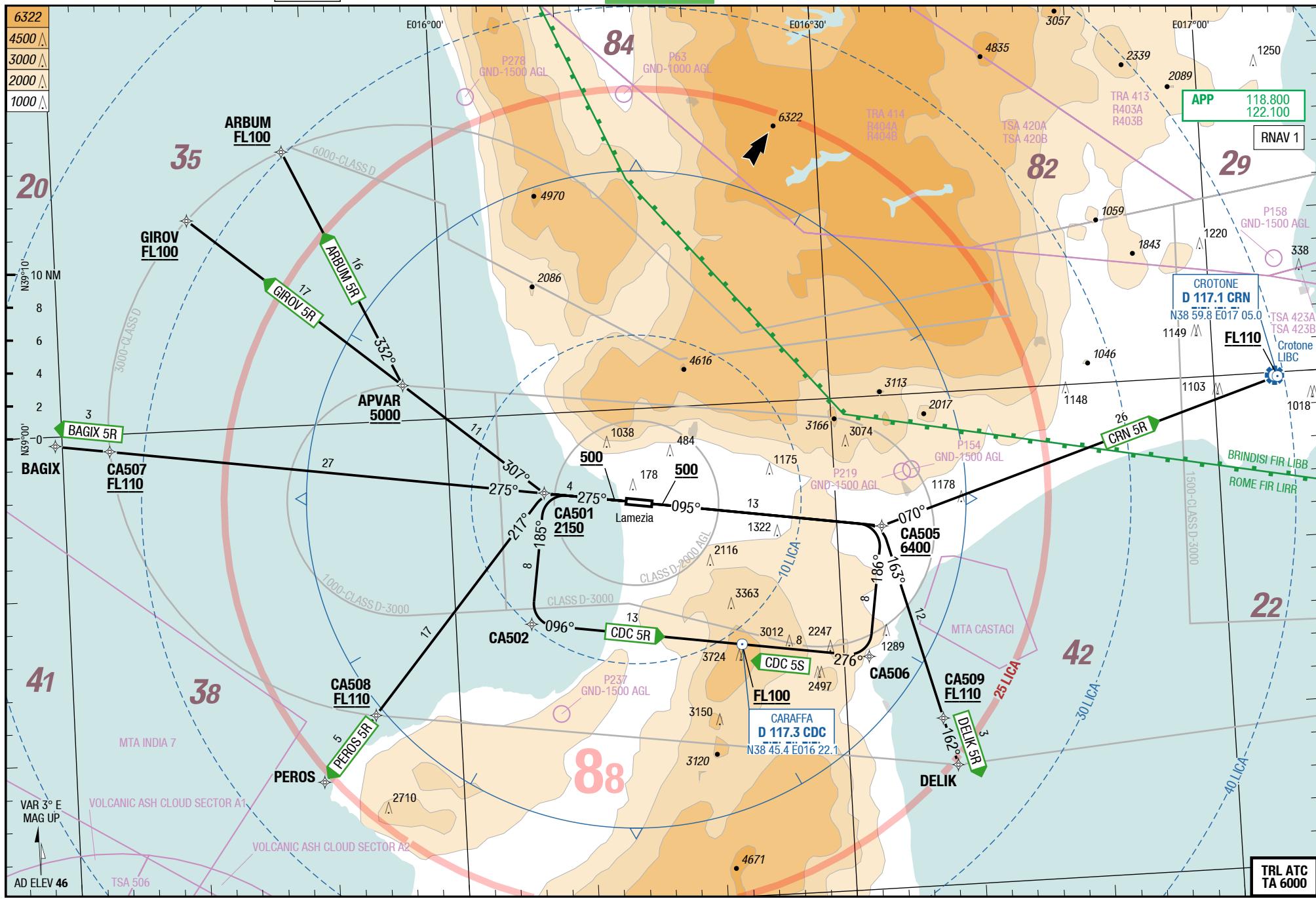
SID

SID

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SIDs RWY 10 (via LMT)

RNAV SIDs RWYs 10/28



Changes: new

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14-JUN-2018

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4-20

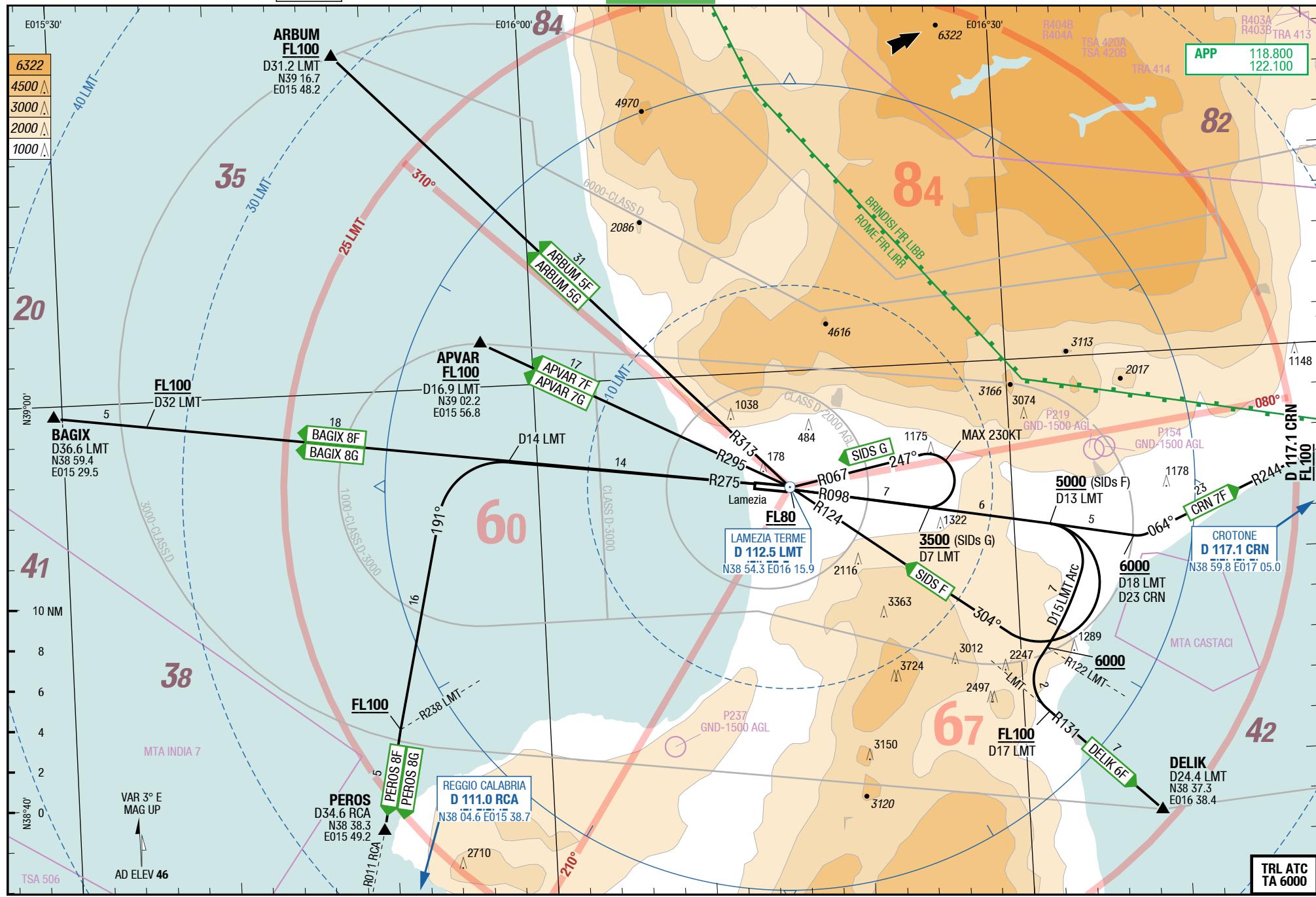
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SIDs RWY 10 (via LMT)

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SIDs RWY 10 (via LMT)



Changes: Nil

17-MAY-2018

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4-30

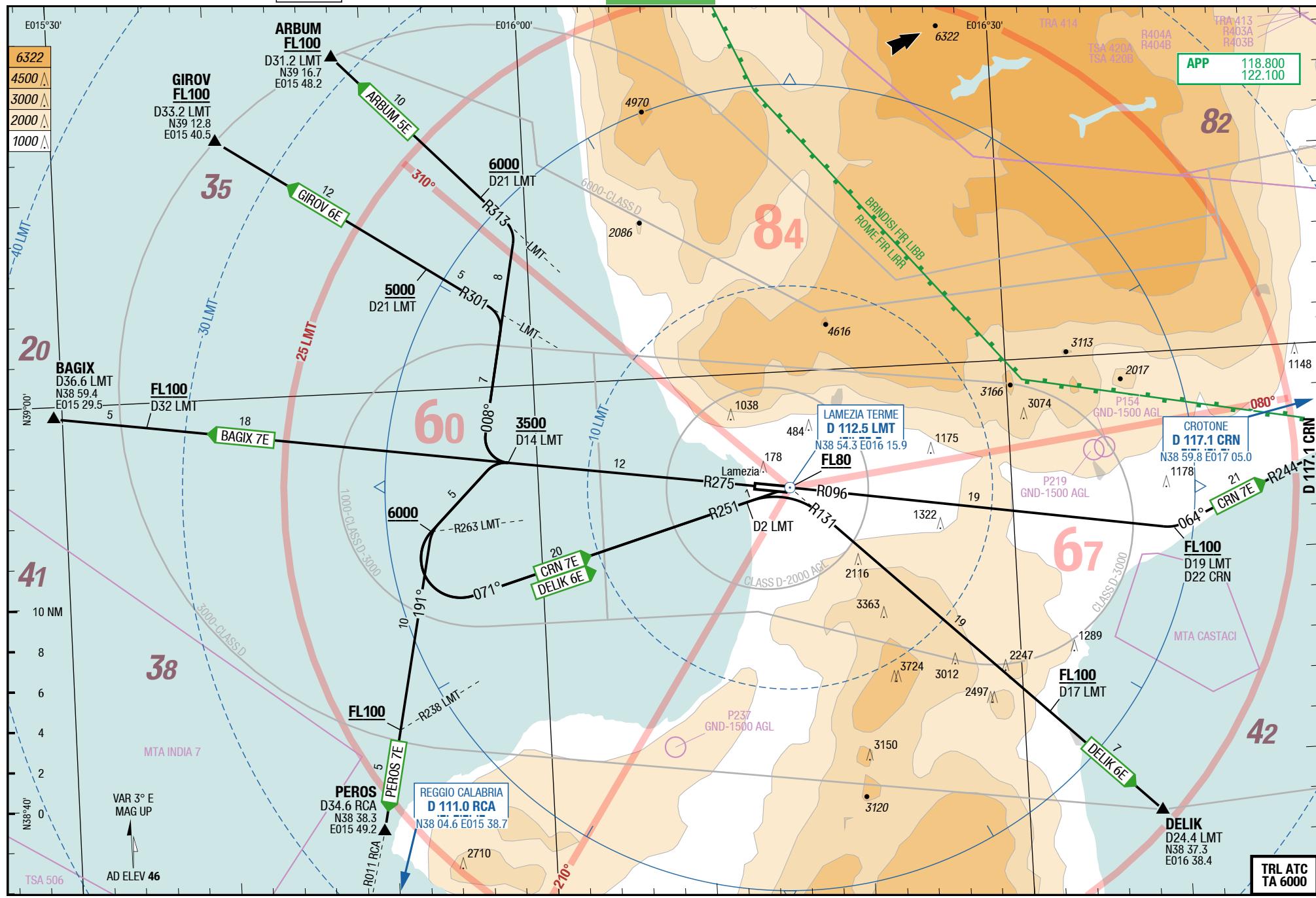
SIDs RWY 28 (via LMT)

SID

SID

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SIDs RWY 28 (via LMT)



SUF-LICA**5-10****RNAV SIDs RWYs 10/28**
ARBUM 5R / BAGIX 5R / CARAFFA 5R / CARAFFA 5S / CROTONE 5R / DELIK 5R / GIROV 5R
RWYs 10 (096°) / 28 (276°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
Runway 10		
CARAFFA 5S CDC 5S 7.5% to TRL 118.800 ①	095° [A500+] - DCT CA505 - CA506 - CDC	CA505 MNM 6400 CDC MNM FL100
Runway 28		
ARBUM 5R 7.0% to 5000 118.800 ①	275° [A500+] - DCT CA501 - APVAR - ARBUM	CA501 MNM 2150 APVAR MNM 5000 ARBUM MNM FL100
BAGIX 5R 7.0% to 5000 118.800 ①	275° [A500+] - DCT CA501 - CA507 - BAGIX	CA501 MNM 2150 CA507 MNM FL110
CARAFFA 5R CDC 5R 7.0% to 5000 118.800 ①	275° [A500+] - DCT CA501 - CA502 - CDC	CA501 MNM 2150 CDC MNM FL100
GIROV 5R 7.0% to 5000 118.800 ①	275° [A500+] - DCT CA501 - APVAR - GIROV	CA501 MNM 2150 APVAR MNM 5000 GIROV MNM FL100

① Close-in OBSTs exist, not considered in climb gradient.

SUF-LICA**5-20****RNAV SIDs RWYs 10/28****PEROS 5R**

RWY 28 (276°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
PEROS 5R 8.2% 118.800 ①	275° [A500+] - DCT CA501 - CA508 - PEROS	CA501 MNM 2150 CA508 MNM FL110

① Close-in OBSTs exist, not considered in climb gradient.

SUF-LICA

5-30

SIDs RWY 10 (via LMT)

APVAR 7F / APVAR 7G / ARBUM 5F / ARBUM 5G / BAGIX 8F / BAGIX 8G / CROTONE 7F / DELIK 6F / PEROS 8F / PEROS 8G

RWY 10 (096°)

	GS	120	150	180	210	240	270
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
APVAR 7F 118.800	R098 LMT - at D13 LMT RT intercept R124 LMT to LMT - R295 LMT to APVAR	D13 LMT MNM 5000 LMT MNM FL80 APVAR MNM FL100
APVAR 7G 7.6% to 6000 118.800	R098 LMT - at D7 LMT LT (MAX 230KT) intercept R067 LMT to LMT - R295 LMT to APVAR	D7 LMT MNM 3500 LMT MNM FL80 APVAR MNM FL100
ARBUM 5F 118.800	R098 LMT - at D13 LMT RT intercept R124 LMT to LMT - R313 LMT to ARBUM	D13 LMT MNM 5000 LMT MNM FL80 ARBUM MNM FL100
ARBUM 5G 7.6% to 6000 118.800	R098 LMT - at D7 LMT LT (MAX 230KT) intercept R067 LMT to LMT - R313 LMT to ARBUM	D7 LMT MNM 3500 LMT MNM FL80 ARBUM MNM FL100
BAGIX 8F 118.800	R098 LMT - at D13 LMT RT intercept R124 LMT to LMT - R275 LMT to BAGIX	D13 LMT MNM 5000 LMT MNM FL80 D32 LMT MNM FL100
BAGIX 8G 7.6% to 6000 118.800	R098 LMT - at D7 LMT LT (MAX 230KT) intercept R067 LMT to LMT - R275 LMT to BAGIX	D7 LMT MNM 3500 LMT MNM FL80 D32 LMT MNM FL100
CROTONE 7F CRN 7F 118.800	R098 LMT - at D18 LMT (D23 CRN) LT intercept R244 CRN to CRN	D13 LMT MNM 5000 D18 LMT (D23 CRN) MNM 6000 CRN MNM FL100
DELIK 6F 118.800	R098 LMT - at D13 LMT RT follow D15 LMT Arc - crossing R122 LMT LT intercept R131 LMT to DELIK	D13 LMT MNM 5000 R122 LMT MNM 6000 D17 LMT MNM FL100
PEROS 8F 118.800	R098 LMT - at D13 LMT RT intercept R124 LMT to LMT - R275 LMT - at D14 LMT LT intercept R011 RCA inbound to PEROS	D13 LMT MNM 5000 LMT MNM FL80 R238 LMT MNM FL100
PEROS 8G 7.6% to 6000 118.800	R098 LMT - at D7 LMT LT (MAX 230KT) intercept R067 LMT to LMT - R275 LMT - at D14 LMT LT intercept R011 RCA inbound to PEROS	D7 LMT MNM 3500 LMT MNM FL80 R238 LMT MNM FL100

SUF-LICA

5-40

SIDs RWY 28 (via LMT)**ARBUM 5E / BAGIX 7E / CROTONE 7E / DELIK 6E / GIROV 6E / PEROS 7E**

RWY 28 (276°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
ARBUM 5E 7.0% to 4000 5.5% 118.800	R275 LMT - at D14 LMT RT 008° - LT intercept R313 LMT to ARBUM	D14 LMT MNM 3500 D21 LMT MNM 6000 ARBUM MNM FL100
BAGIX 7E 7.0% to 4000 5.5% 118.800	R275 LMT to BAGIX	D14 LMT MNM 3500 D32 LMT MNM FL100
CROTONE 7E CRN 7E 7.0% to 4000 5.5% 118.800	R275 LMT - at D14 LMT LT intercept R251 LMT to LMT - R096 LMT - at D19 LMT (D22 CRN) LT intercept R244 CRN to CRN	D14 LMT MNM 3500 R263 LMT MNM 6000 LMT MNM FL80 D19 LMT (D22 CRN) MNM FL100
DELIK 6E 7.0% to 4000 5.5% 118.800	R275 LMT - at D14 LMT LT intercept R251 LMT inbound - at D2 LMT RT intercept R131 LMT to DELIK	D14 LMT MNM 3500 R263 LMT MNM 6000 D17 LMT MNM FL100
GIROV 6E 7.0% to 4000 5.5% 118.800	R275 LMT - at D14 LMT RT 008° - LT intercept R301 LMT to GIROV	D14 LMT MNM 3500 D21 LMT MNM 5000 GIROV MNM FL100
PEROS 7E 7.0% to 4000 5.5% 118.800	R275 LMT - at D14 LMT LT intercept R011 RCA inbound to PEROS	D14 LMT MNM 3500 R263 LMT MNM 6000 R238 LMT MNM FL100

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6-10

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STARs / Link Routes RWY 10 (via LMT)

RNAV STARs RWY 10

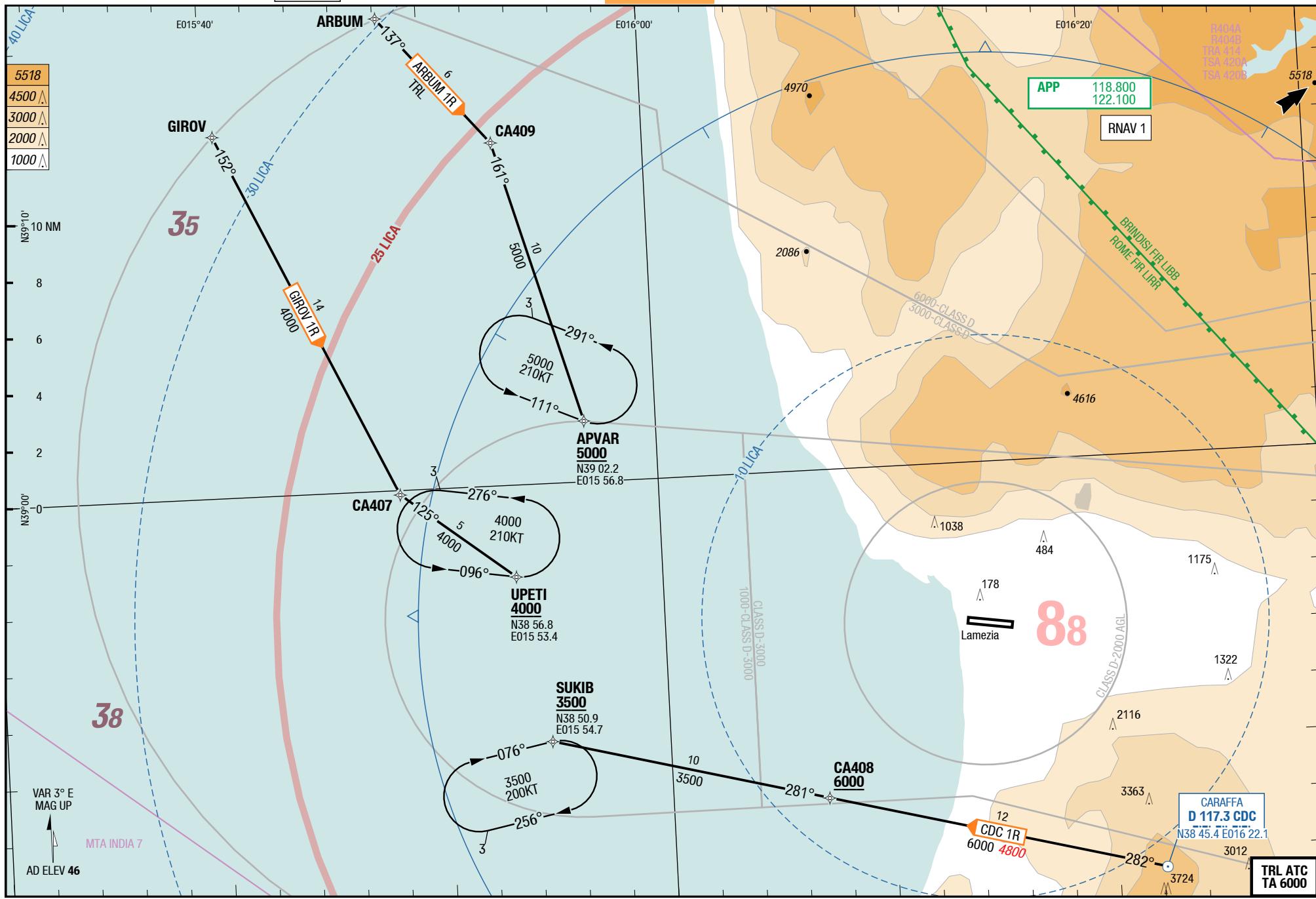
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STARs / Link Routes RWY 10 (via LMT)

RNAV STARs RWY 10



Changes: New

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17-MAY-2018

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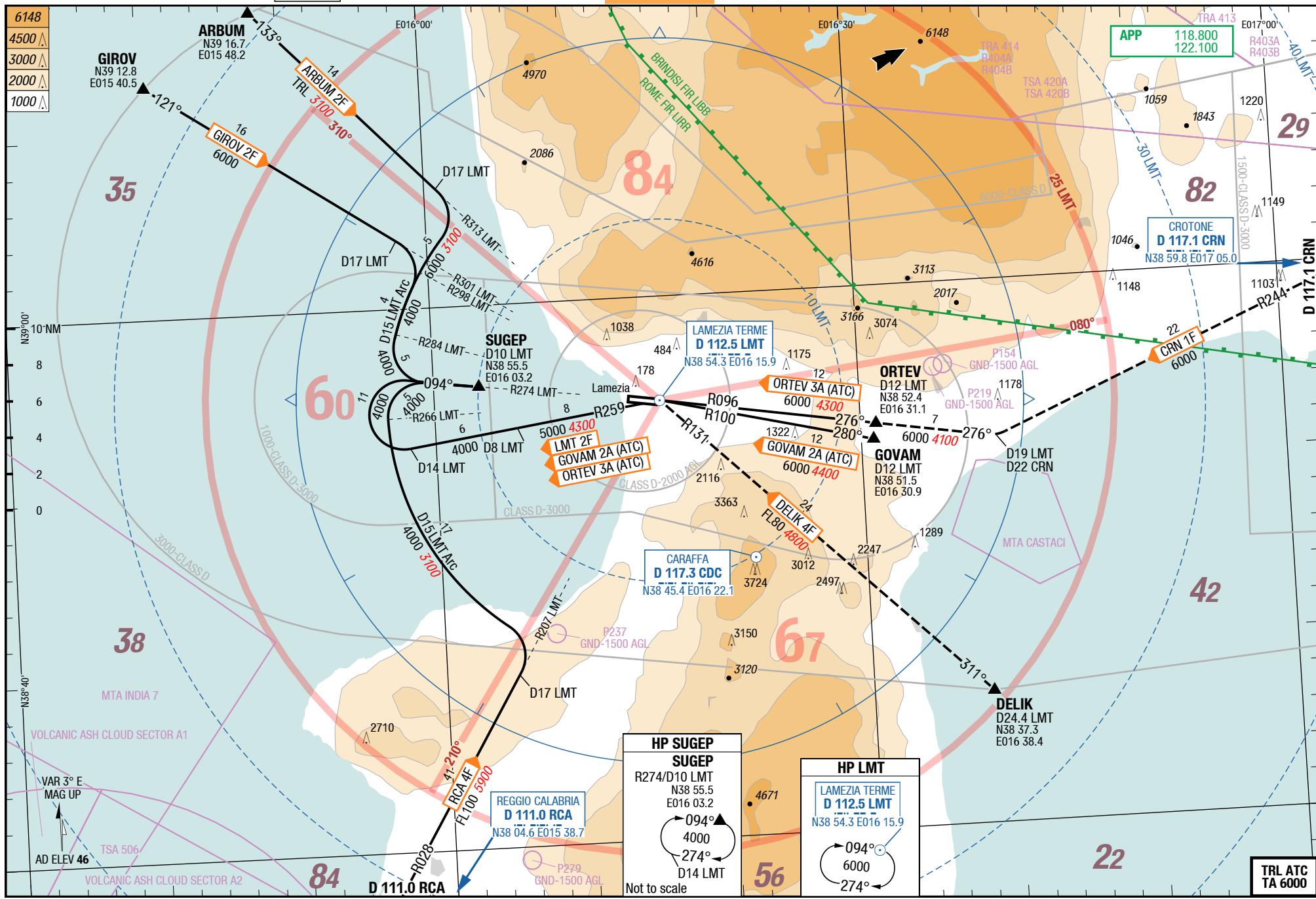
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6-20

STARs / Link Routes RWY 10 (via LMT)



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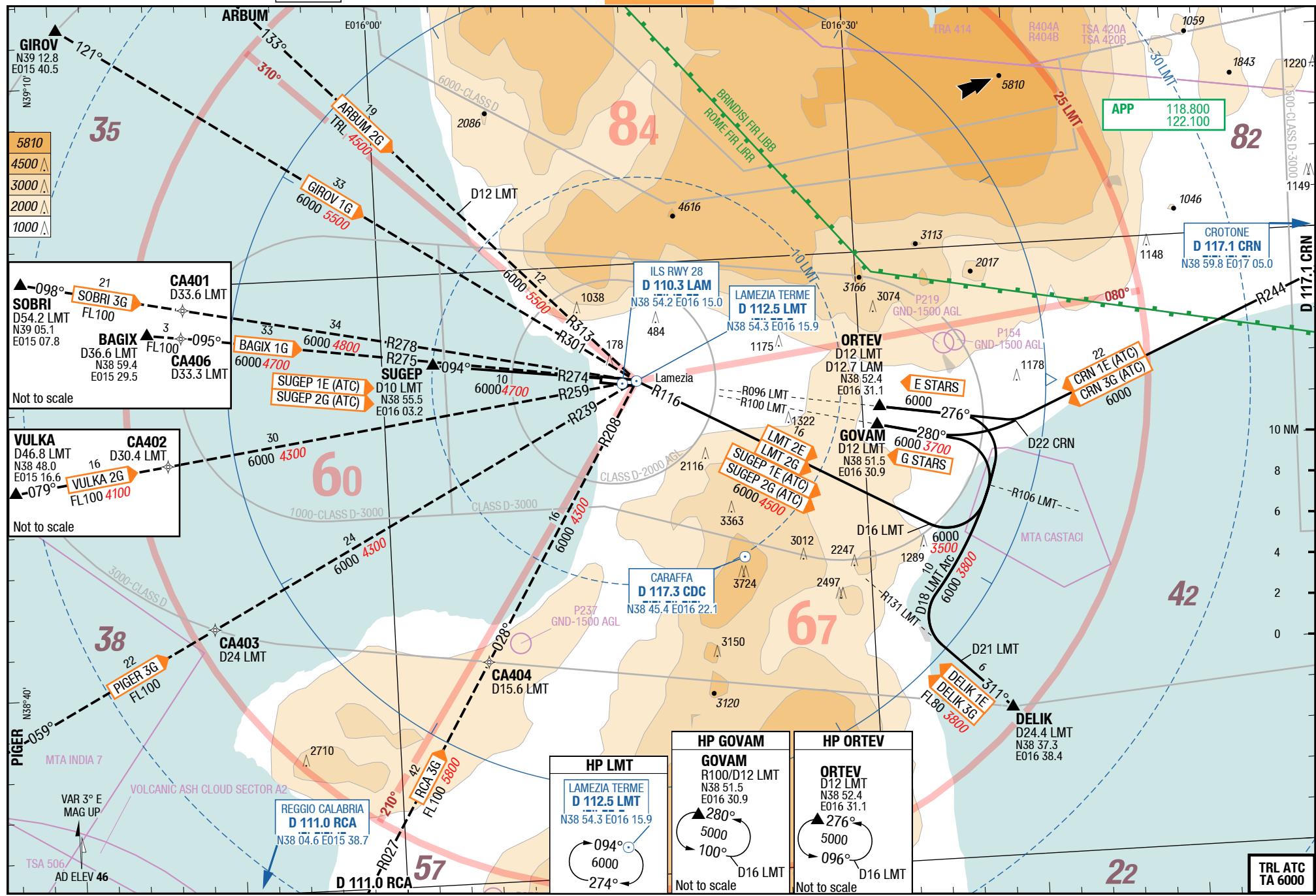
6-30

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STAR

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STARs / Link Routes RWY 28 (via LMT)



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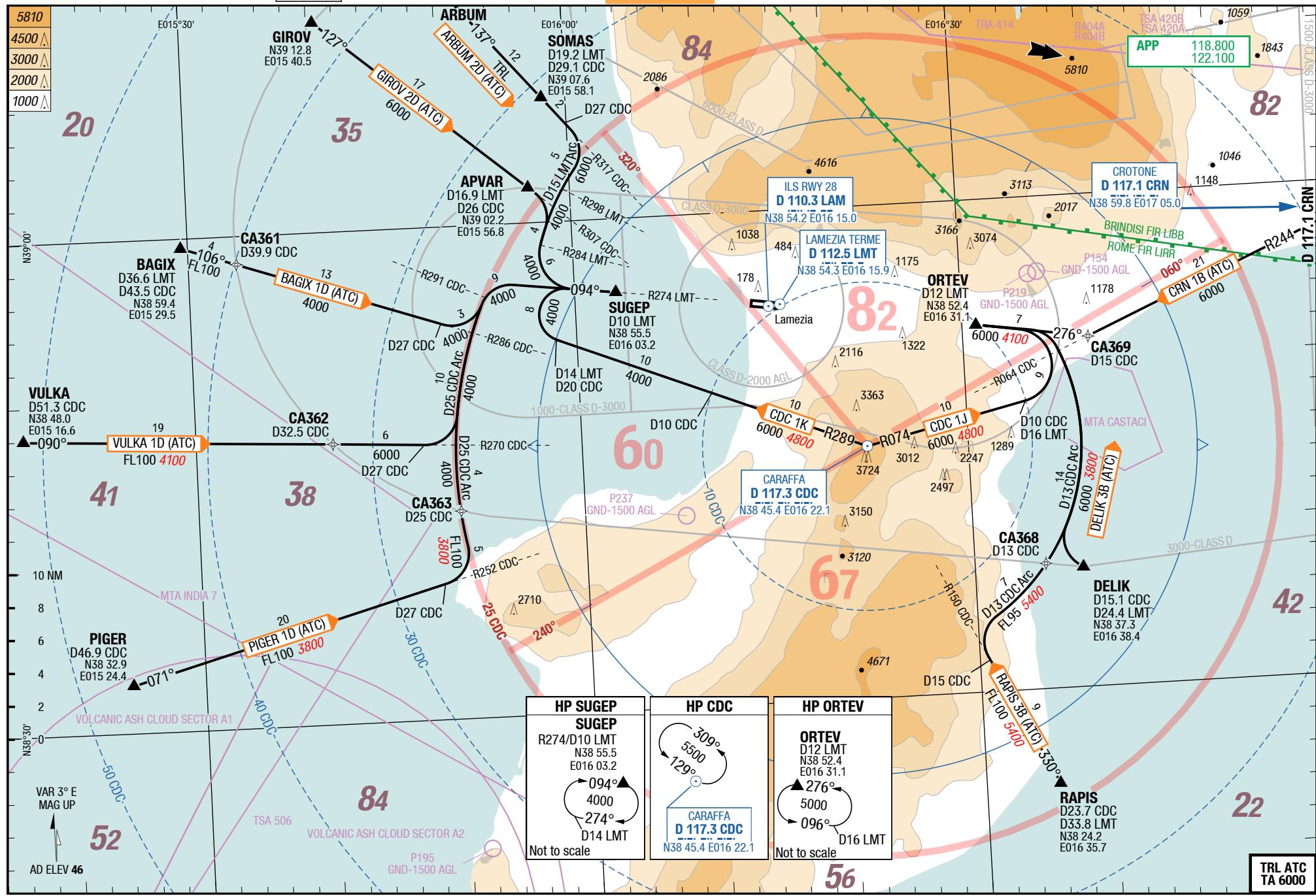
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STARs (via CDC)

6-40



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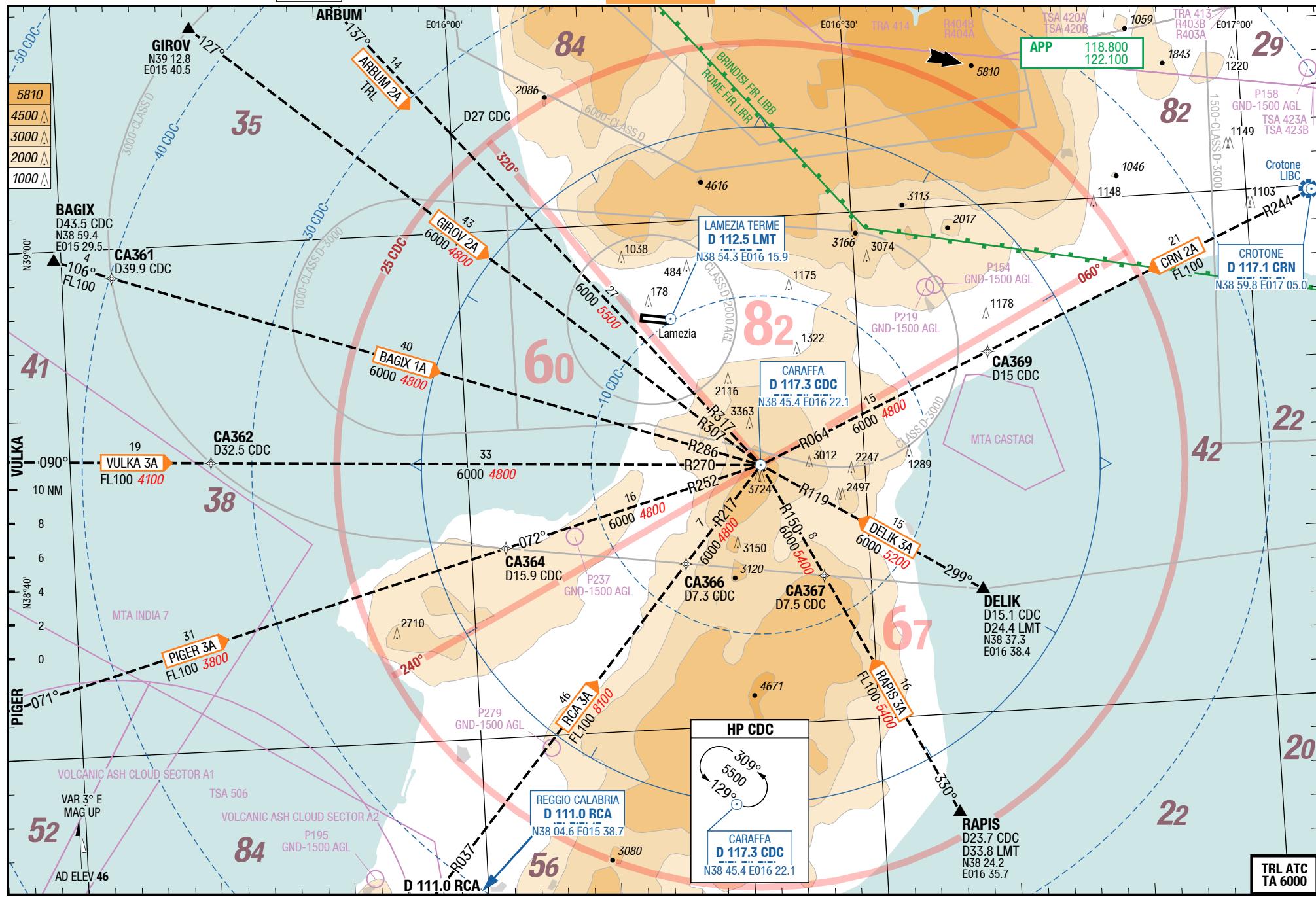
STAR

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STAR

Link Routes (via CDC)

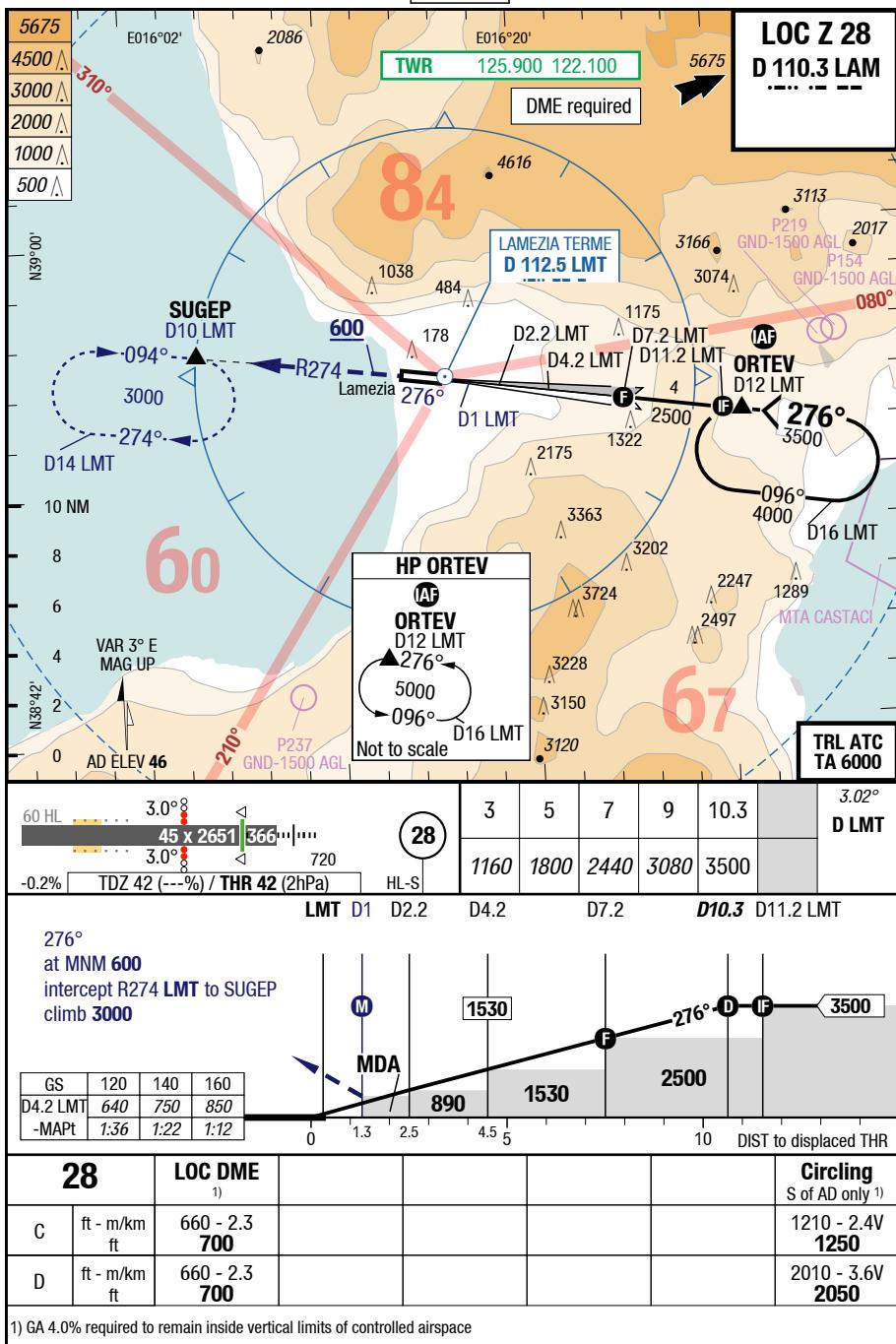
6-50



SUF-LICA

7-10

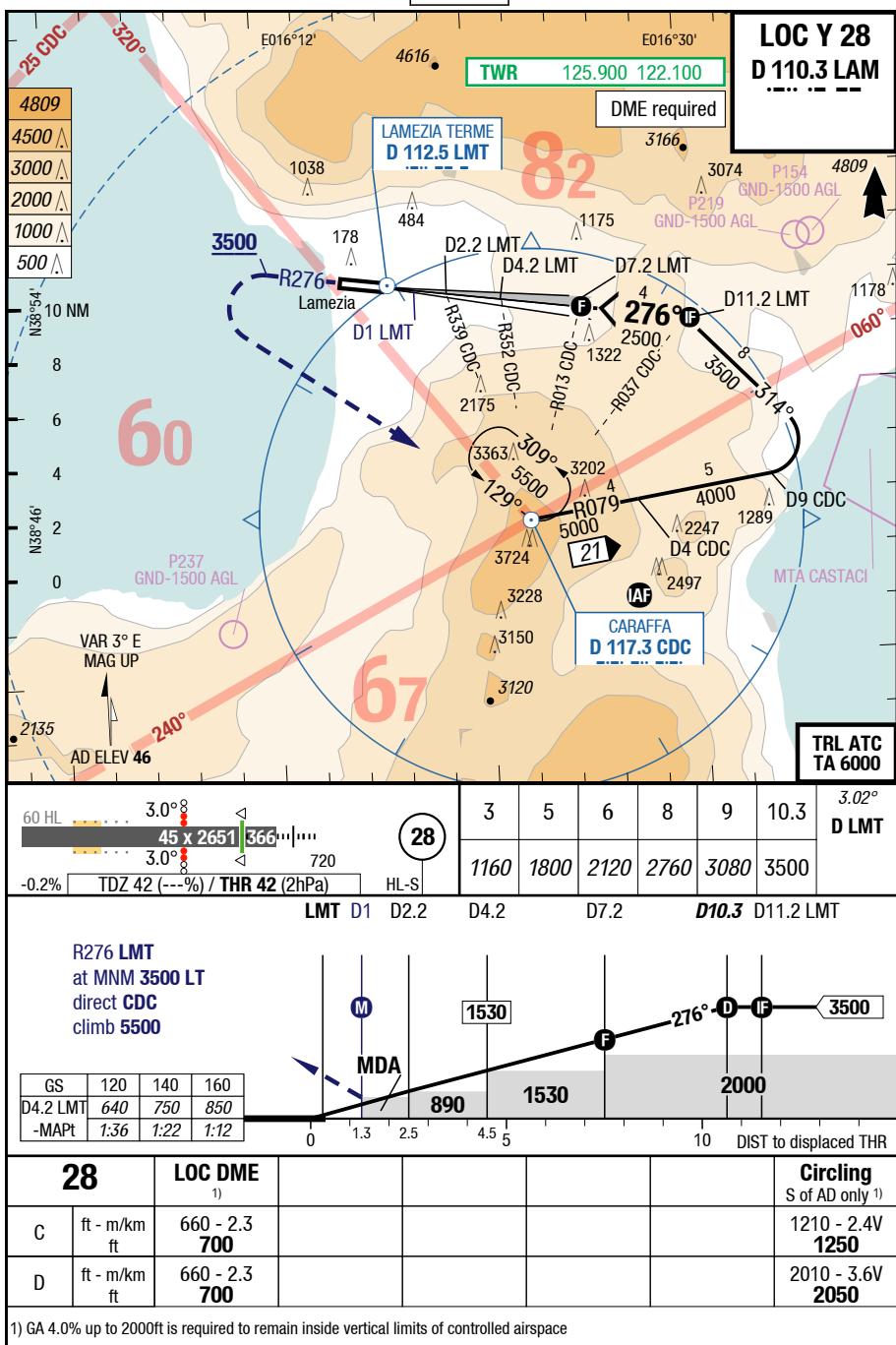
LOC Z 28



SUF-LICA

7-20

LOC Y 28



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14

SUF-LICA

7-30

LOC X 28

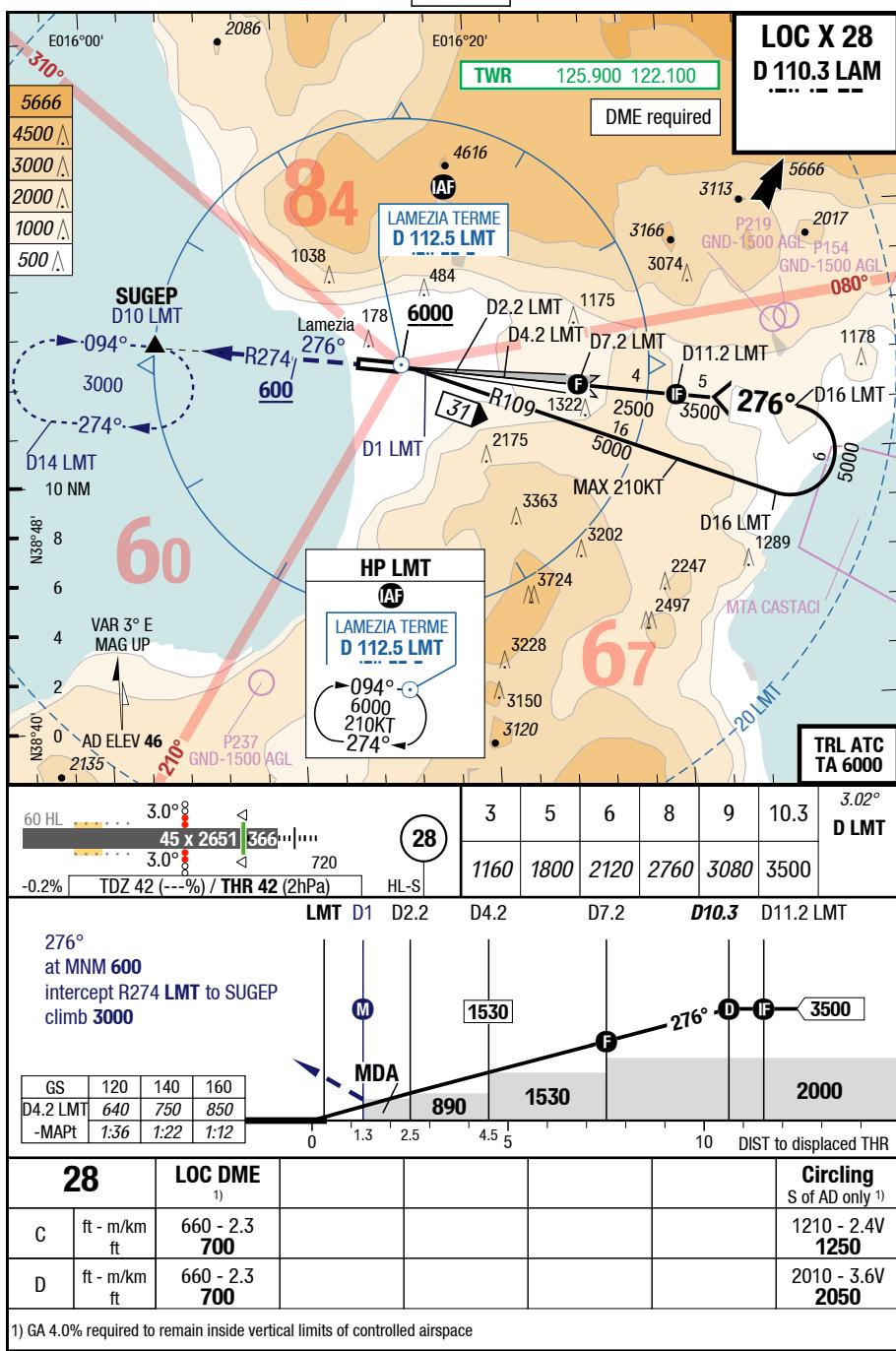
100 100

TWB 125 900 122 100

DME required

LOC X 28

D 110.3 LAM



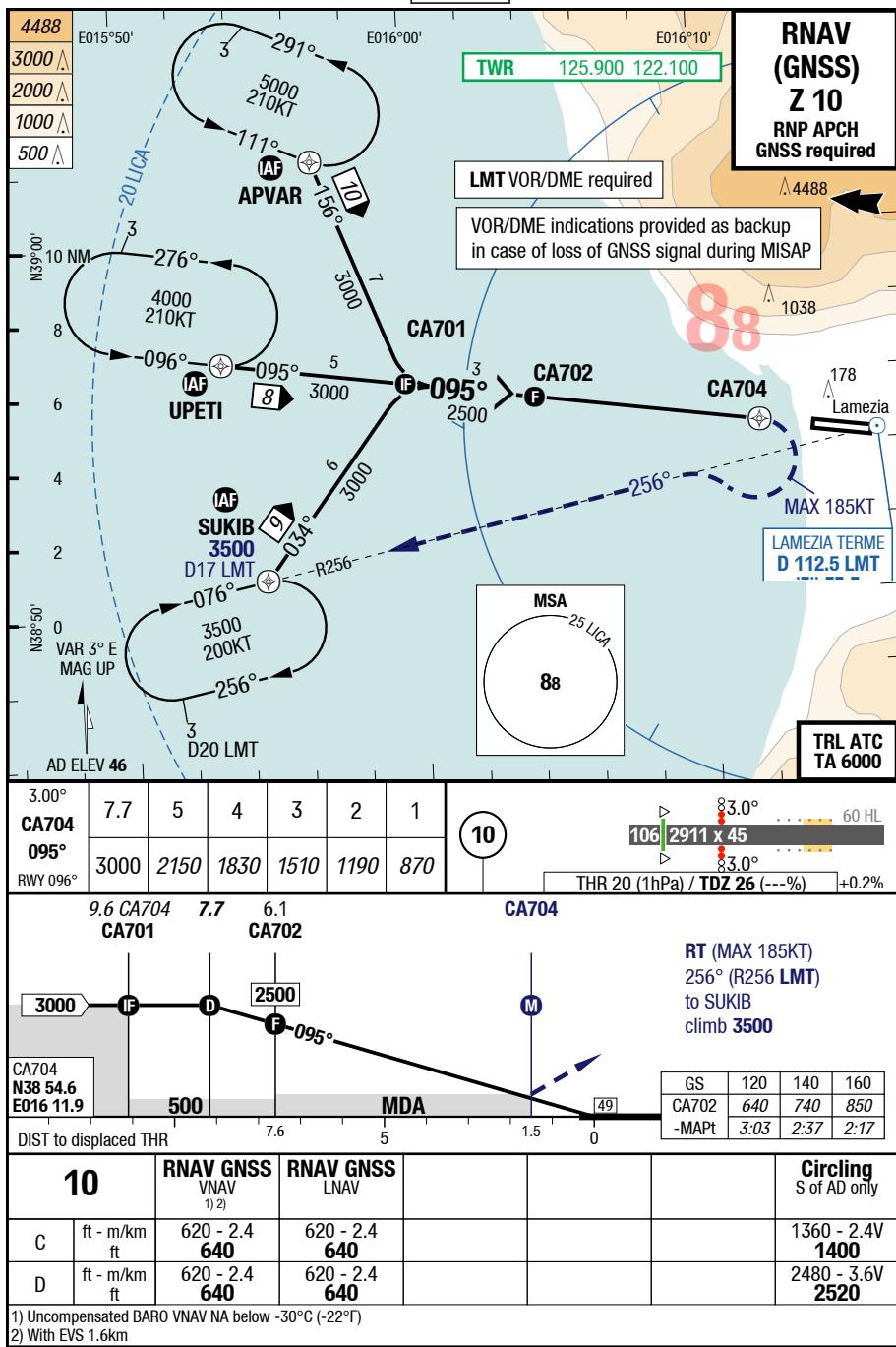
1) GA 4.0% required to remain inside vertical limits of controlled airspace

Changes: SUAs, OBST

SUF-LICA

7-50

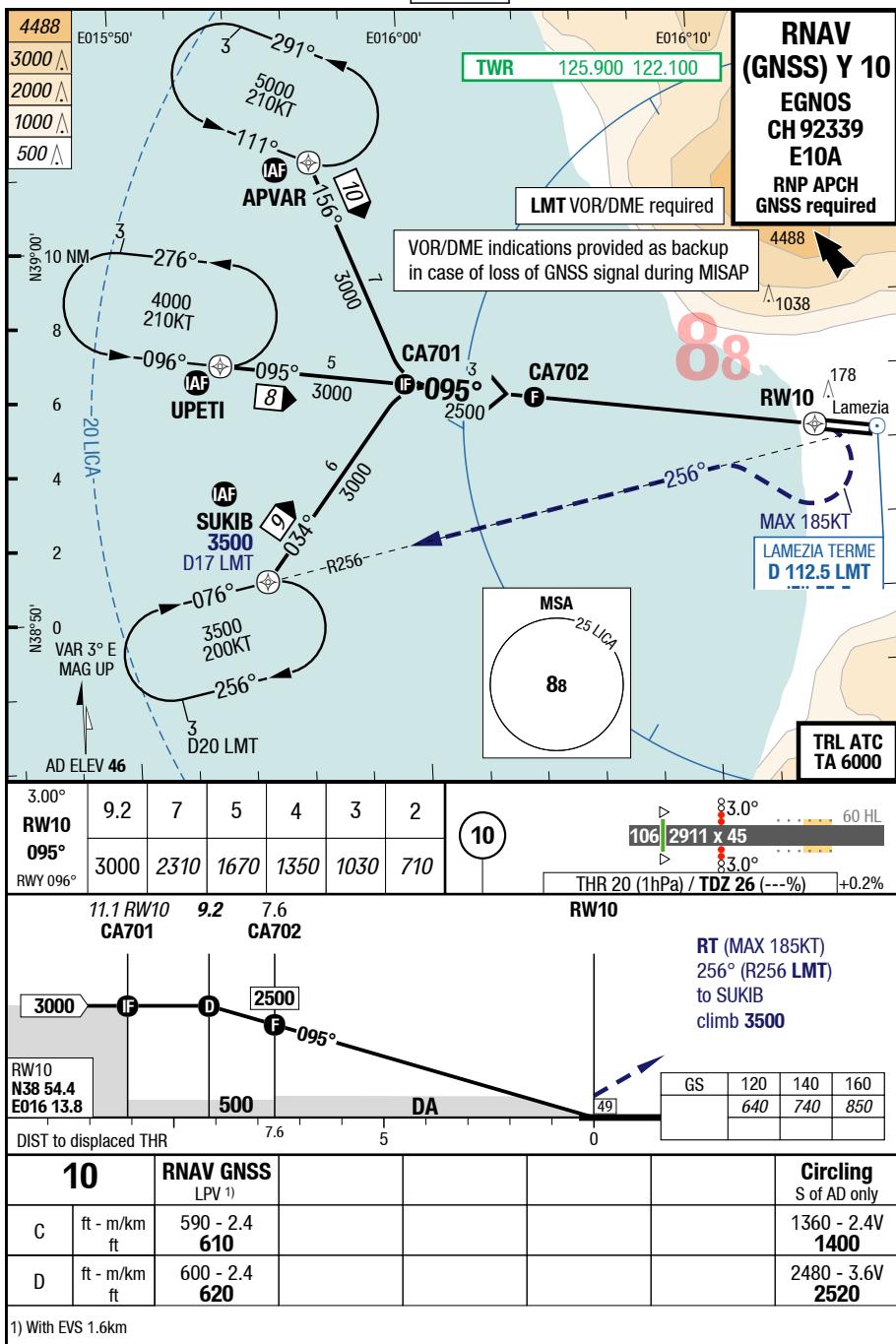
RNAV (GNSS) Z 10



SUF-LICA

7-60

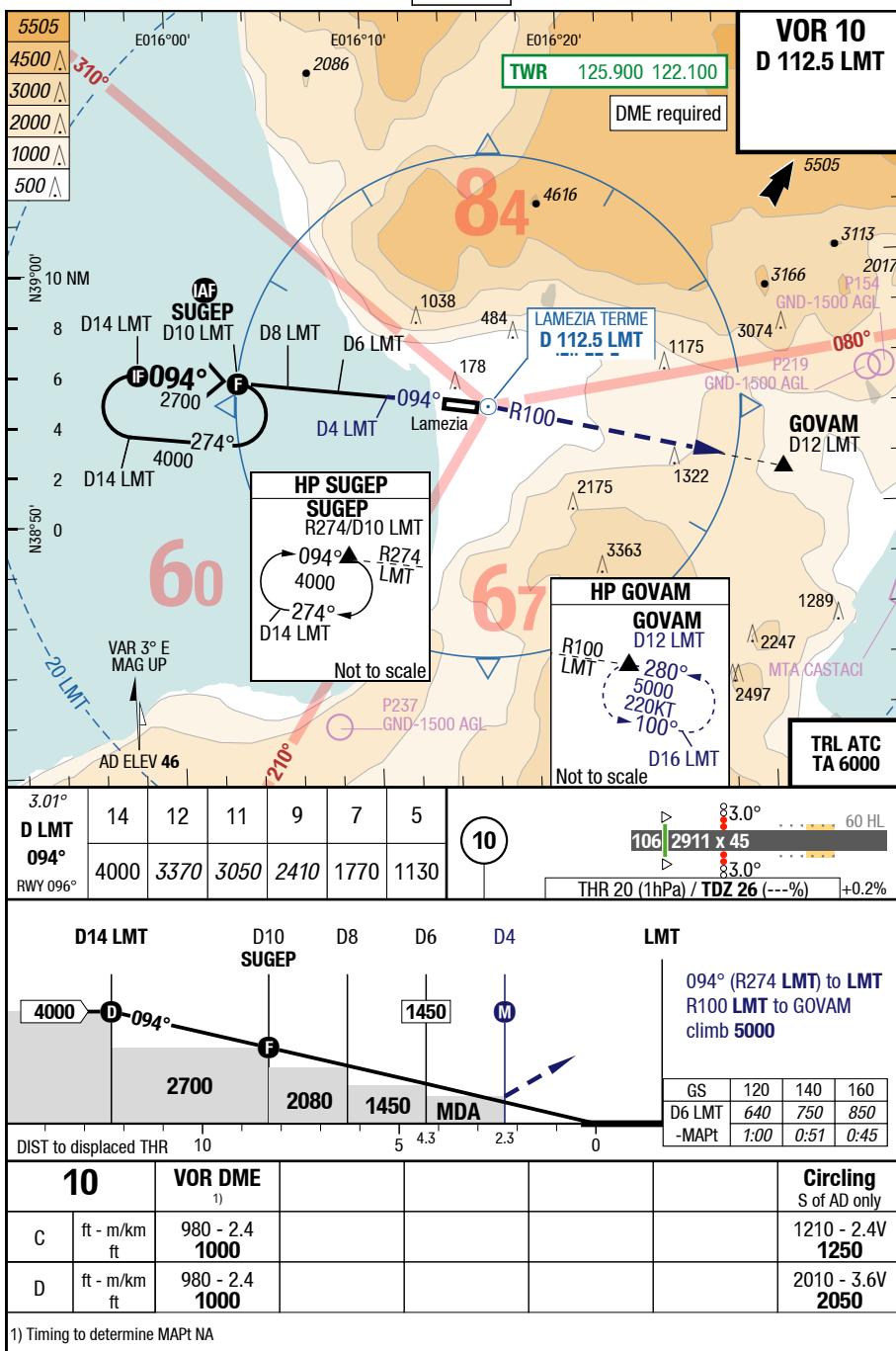
RNAV (GNSS) Y 10



SUF-LICA

7-70

VOR 10



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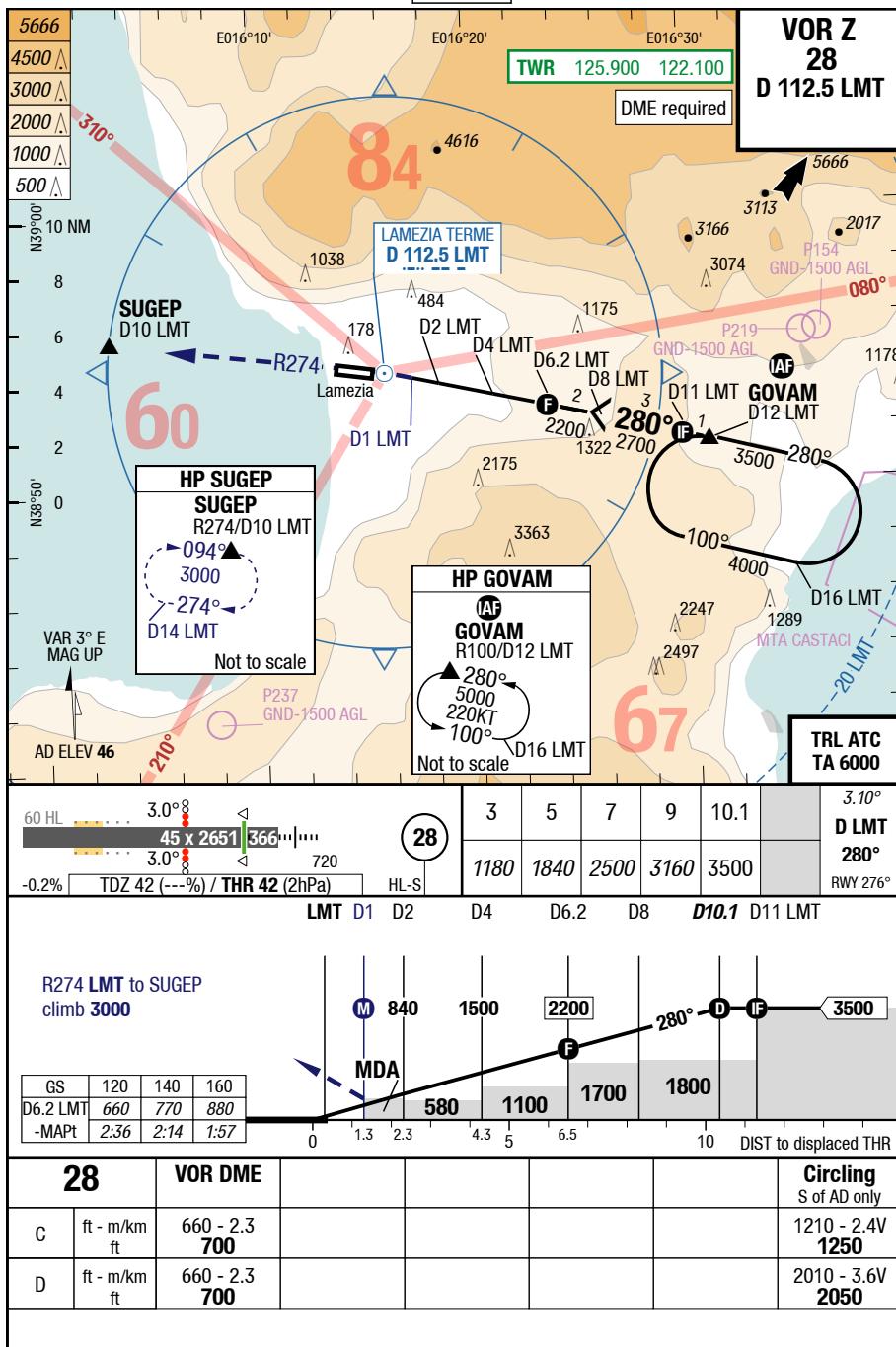
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IAC

SUF-LICA

7-80

VOR Z 28



Changes: SUAs, OBST

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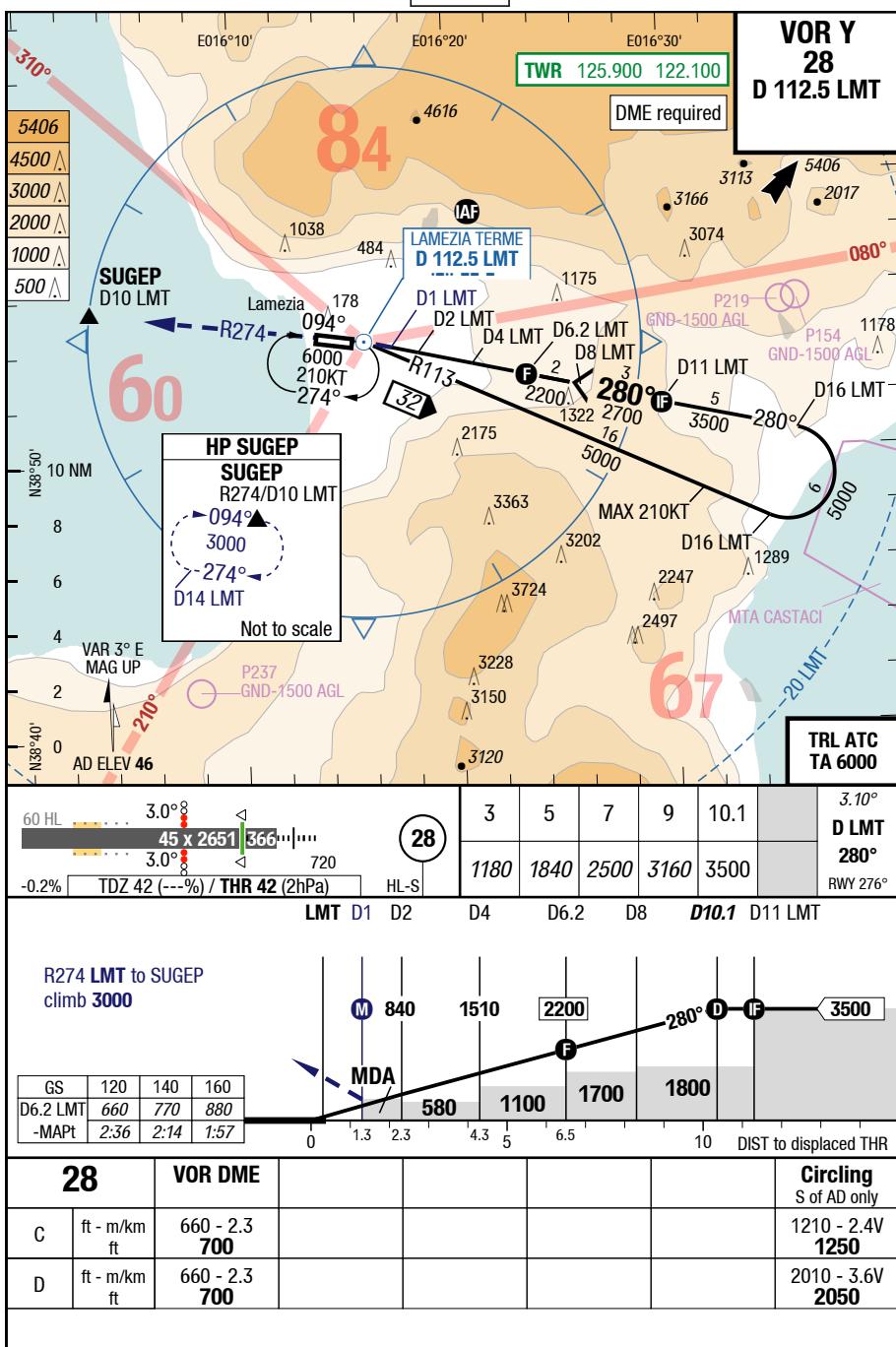
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SUF-LICA

7-90

IAC

VOR Y 28



Changes: SUAs, OBST

17-MAY-2018

SUF-LICA

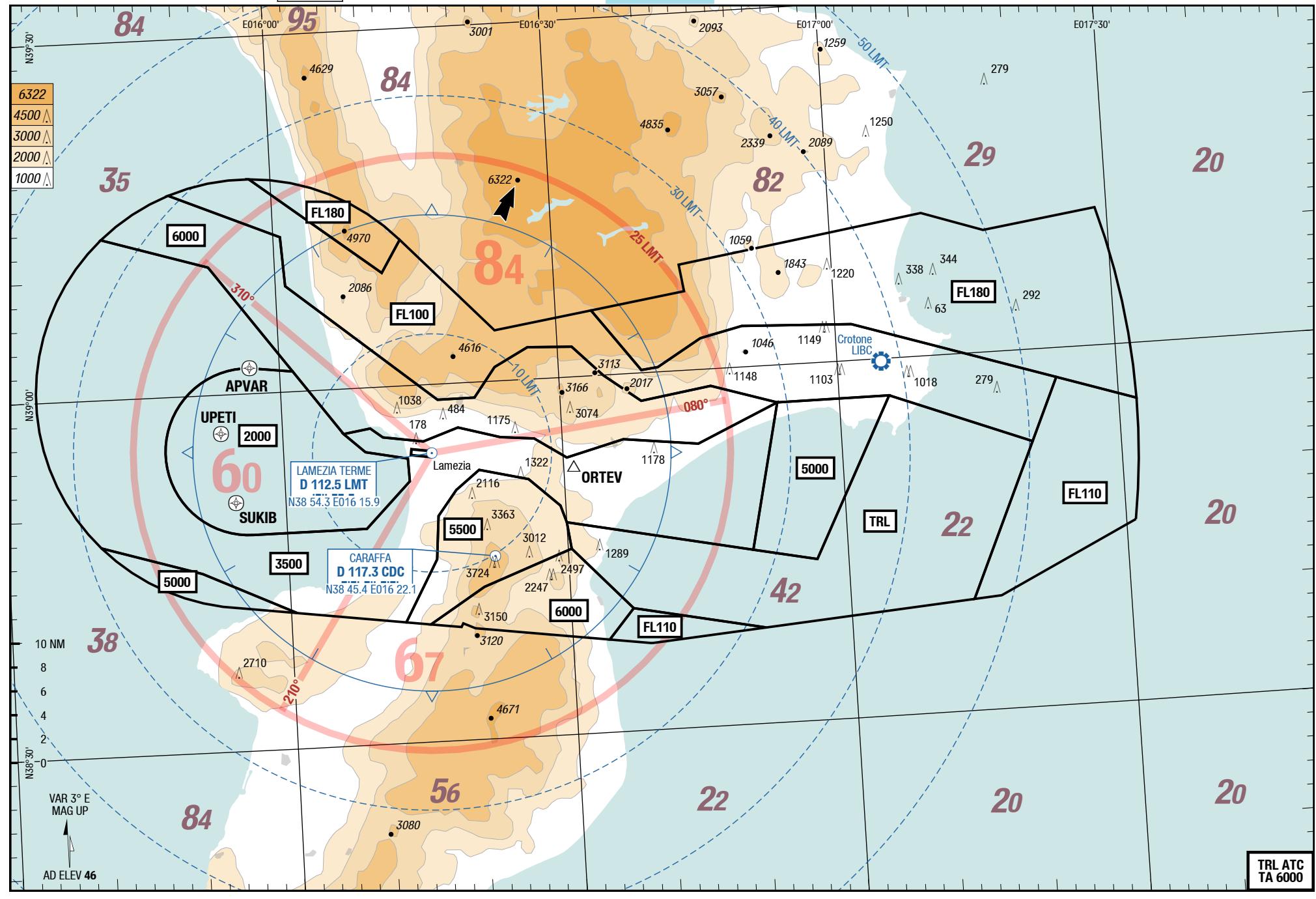
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MRC

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MRC

8-10



Changes: MGA, OBST

TRL ATC
TA 6000

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