GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restriction: No LDG/TKOF between 2231-0500‡.

Airport Information

RFF: CAT 8

Fuel: 0430-2230‡ (2230-0500‡ only for operators with handling contract, O/R 3HR before closing time). Refueling with PAX on board and/or during embarking/disembarking with PPR only.

PCN: RWY 15/33: 102/F/C/W/T

Operation

Preferential RWY

TKOF & LDG RWY 15 unless:

- Tailwind above 7KT with dry RWY or 5KT with wet RWY.

Low Visibility Procedures

LVP in force when:

- RVR at or below 550m and/or;
- CEIL below 200ft and/or;
- when rapid deterioration of weather conditions recommends so.

LVP is announced by ATIS or RTF.

If manoeuvering area cannot be visually monitored from TWR and/or in case of RVR 1200m or below only one ACFT at a time allowed.

- LDG/aborted TKOF ACFT vacate RWY via TWY AF and report ATC when assigned stand is reached.
- Follow-me O/R.

RWY Restriction

- MAX cross wind component is 20KT (RWY dry)
- MAX cross wind component is 15KT (RWY wet)
- MAX cross wind component is 10KT (RWY contaminated)

GENERAL

TWY Restrictions

TWY AB, AC, AD, AH, AL, BB width 18m / 59ft.

TWY A:	AVBL up to code letter E ACFT. 1 start-up point AVBL abeam stand 201. Follow-me mandatory for code letter E ACFT.
APN TWY B:	AVBL up to code letter C ACFT (MAX wingspan 31m / 102ft) and towing compulsory. 1 start-up point AVBL (B1).
APN TWY SA:	AVBL only for entry stands 102-105.
APN TWY SB:	AVBL up to code letter D ACFT. 2 start-up points AVBL. AVBL for code letter E ACFT according to TWR INSTR and follow-me compulsory.
APN TWY SD:	AVBL up to code letter C ACFT. 2 start-up points AVBL.
APN TWY SG:	AVBL up to code letter C ACFT. AVBL for code letter D and E ACFT according to TWR INSTR and follow-me compuslory.
APN TWY SH:	AVBL up to code letter C ACFT.
APN TWY SF:	AVBL up to code letter D ACFT. 1 start-up point AVBL.
APN TWY TB:	AVBL up to code letter B ACFT (MAX wingspan 21.38m / 70ft).
APN TWY TC:	AVBL up to code letter C ACFT. 2 start-up points AVBL.
TWY AG:	AVBL up to code letter E ACFT.
TWY AH:	AVBL up to code letter C ACFT.
TWY AL:	AVBL up to code letter D ACFT (MAX wingspan 45m / 148ft). AVBL up to code letter D ACFT (wingspan 46m - 52m / 151ft - 171ft) according to TWR INSTR and follow-me compulsory.
TWY AE	CLSD.

TWY A special rules

Due reduced separation between RWY 15/33 and TWY A with VIS below 1500m and/or CEIL below 500ft following PROC in force:

- During TKOF/LDG OPS no ACFT allowed on TWY A except;
  - only one ACFT at HLDG point AA when RWY 15 in use, or
  - only one ACFT at HLDG point AF when RWY 33 in use.
- Only one ACFT at a time allowed on TWY A with follow-me assistance.

Taxi/Parking

ARR between 2000-0500‡: Vacate RWY at last or next to last intersection, as convenient.

Follow-me and marshalling O/R.

Code letter C ACFT must use idle PWR during turn on taxilane intersection SD, SG and SH.

Push-back on TWY A for ACFT with wingspan 52m - 65m / 171ft - 213ft with follow-me car only.

APU: Use of APU restricted to MAX 5min after ARR and MAX 5min before EOBT (O/R 10min after ARR and 15min before EOBT).

Engine Run-up Areas

ENG run-up possible daily between 0600-1200‡ and between 1500-1800‡.
ENG run-up with RWY 15 in use:
Must be carried out on TWY A between TWY AE and AF, up wind, with follow-me compulsory and, when wind is calm, with ENG blast orientated towards SSE.
ENG run-up with RWY 33 in use:
Must be carried out on TWY A between TWY AA and AB, up wind and, when wind is calm, with ENG blast towards orientated NNW.

GENERAL

Warnings

CMP VOR/DME limitation at 25NM:
R220-R150 MRA 6000ft
MAINT: 2nd FRI of each month 0800-1000‡.

CMP NDB limitation beyond 25NM:
220°-150° MRA 6000ft
MAINT: 2nd THU of each month 0800-1000‡.

FRS VOR/DME limitation within
15NM: R267 MRA 9000ft
23NM: R272 MRA 13000ft
MAINT: 1st THU of each month 1000-1200‡.

ICIA DME limitation at 25NM:
R030-R100 MRA 8000ft
R100-R150 MRA 9000ft

LAT VOR/DME limitation at 25NM:
R010-R100 NU
R100-R130 MRA 5000ft
R290-R330 MRA 5000ft
R330-R010 MRA 10000ft
MAINT: 1st MON of each month 0800-1000‡.

OST VOR/DME limitation at 20NM:
MAINT: 1st WED of each month 0700-0900‡.

OST NDB MAINT: 2nd MON of each month 0800-1000‡.

URB NDB limitation
beyond 8NM: 140°-190° NU
at 25NM:
050°-120° MRA 7000ft
120°-140° MRA 10000ft
MAINT: 4th FRI of FEB, MAY, AUG, NOV 0830-1030‡.

TWY A partially inside RWY strip.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS after SLP according STAR.
Unless otherwise instructed ACFT under radar control shall reduce speed to:
MAX IAS 210KT starting intercept-turn onto final or 12NM from THR.
MAX IAS 180KT completing turn or 9NM from THR.
MAX IAS 160KT 5NM THR.

Communication

Contact APN 20min prior LDG for parking information.

COM Failure
In case of COM failure, the radio aid designated to descent for LDG is URB NDB.
In case of URB NDB failure, the radio aid designated to descent for LDG is ROM VOR.

ARRIVAL

When ACFT has left IAF URB NDB (or ROM VOR, when URB NDB is U/S), for APCH, in IMC:

If no radar vector has been received and performing instrument APCH, proceed according cleared PROC.

If a radar vector has been received so as to be carried out of published instrument APCH route, resume the above route by shortest way and comply with mentioned PROC.

Before cleared to IAF, proceed according to published STAR and implement a U PROC if URB NDB is efficient or a Z PROC in case of URB NDB unavailable.

During LVP on Manoeuvring Area

Vacate RWY via TWY AF and wait on its first segment for the ARR of follow-me vehicle in order to be guided back to the stand.

Arrival Procedure

In case of turbulence in vicinity of URB VOR/DME, the MNM URB HLDG ALT may be raised to 6000ft.

VFR-Traffic Pattern: RWY 15 right-hand circuit.

Noise Abatement Procedure: See CRAR and in addition;
ATC will not allow to intercept GP below 3000ft.

Use delayed gear and flap extension and low power drag APCH PROC whenever possible in compliance with safety requirements.

Reverse

Do not use more than idle reverse if possible.
All ACFT with APCH CAT C or higher shall vacate RWY at last exit.

Visual APCH

RWY 15: APCHs shall not be made below PAPI GP.
RWY 33: Only AVBL when MET COND require it.

RWY 33 Restriction

- VOR A RWY 33 allowed, provided that PAPI, non standard ICAO ALS and OBST lights are AVBL.
- Instrument APP PROC RWY 15 with circling RWY 33 allowed, provided that PAPI, non standard ICAO ALS strobe are AVBL and the following conditions fulfilled;
  Pilots not familiar with AD:
  - SR-30 - SS+30 CEIL not below 1500ft and GND VIS not below 5km.
  - SS+30 - SR-30 LDG not allowed.

  Pilots who obtained AD familiarization:
  - SR-30 - SS+30 LDG allowed with following minima:
  - CAT A: MDA 1100ft, VIS1.5km.
  - CAT B: MDA 1200ft, VIS1.6km.
  - CAT C: MDA 1700ft, VIS 2.4km.
  - CAT D: MDA 1830ft, VIS 3.6km.
  - SS+30 - SR-30 CEIL not below 1500ft and GND VIS not below 3km.

Non-standard GP Intercept Position on RWY 15

GP intercept RWY 15 at *332m / 1088ft* after landing threshold.
Remaining DIST beyond GP is *1871m / 6140ft.*

Warnings

RNAV PROC RWY 33 only AVBL when P246 is not active.

Signal of GP may be subject of interference in presence of TFC holding at HLDG point TWY AA.

DEPARTURE

Take-off Minima

RWY		15/33	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

Under radar control. If unable advise ATC when requesting start-up CLR. ATC removes limitation by the phrase: "No ATC restriction on speed".

Communication

COM Failure
If a radar vector has been received which has taken the ACFT off the SID, return to SID in the shortest way.

During LVP on Manoeuvring Area
Continue strictly on the assigned taxi route to the clearance limit and wait for follow-me in order to be guided to stand.

Departure Procedure

ATC CLR/Start-up/Push-back
REQ ATC CLR on GND 5min before start-up.
REQ start-up CLR by TWR when actually ready for push-back.

When push-back necessary, contact ramp agent to be sure that APN OPS are completed and area is free for push-back. TWR will clear push-back and towing OPS until start-up point or taxilane under pilots responsability and only upon REQ and receipt of start-up CLR from Rome ACC.

Stand 114, 115: If APU U/S inform GND before start-up/push-back.

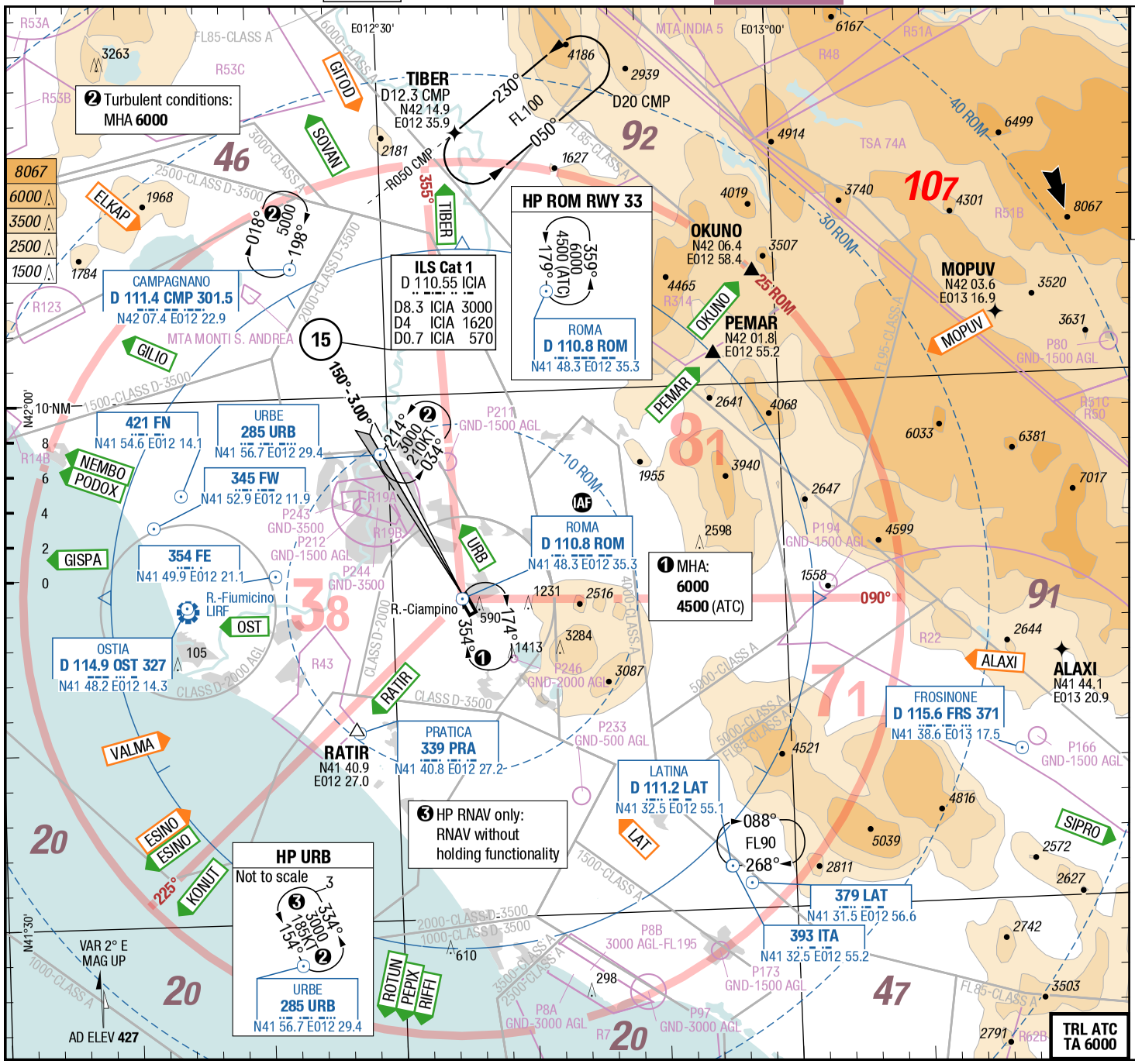
PWR back OPS prohibited.

Departure Note
CLR via OST SID will be followed by a second coded SID, according to Roma/Fiumicino SID (LIRF).

Noise Abatement Procedure: See CRAR and in addition;
ACFT performances permitting, reduced TKOF thrust is recommended and whenever possible rolling TKOF should be applied.

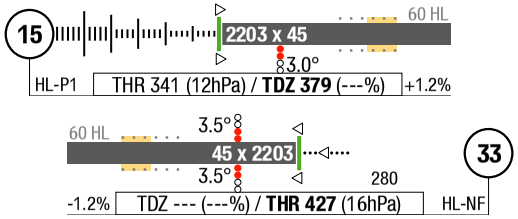
De-Icing

Between 2300-0500‡ 120min PN.

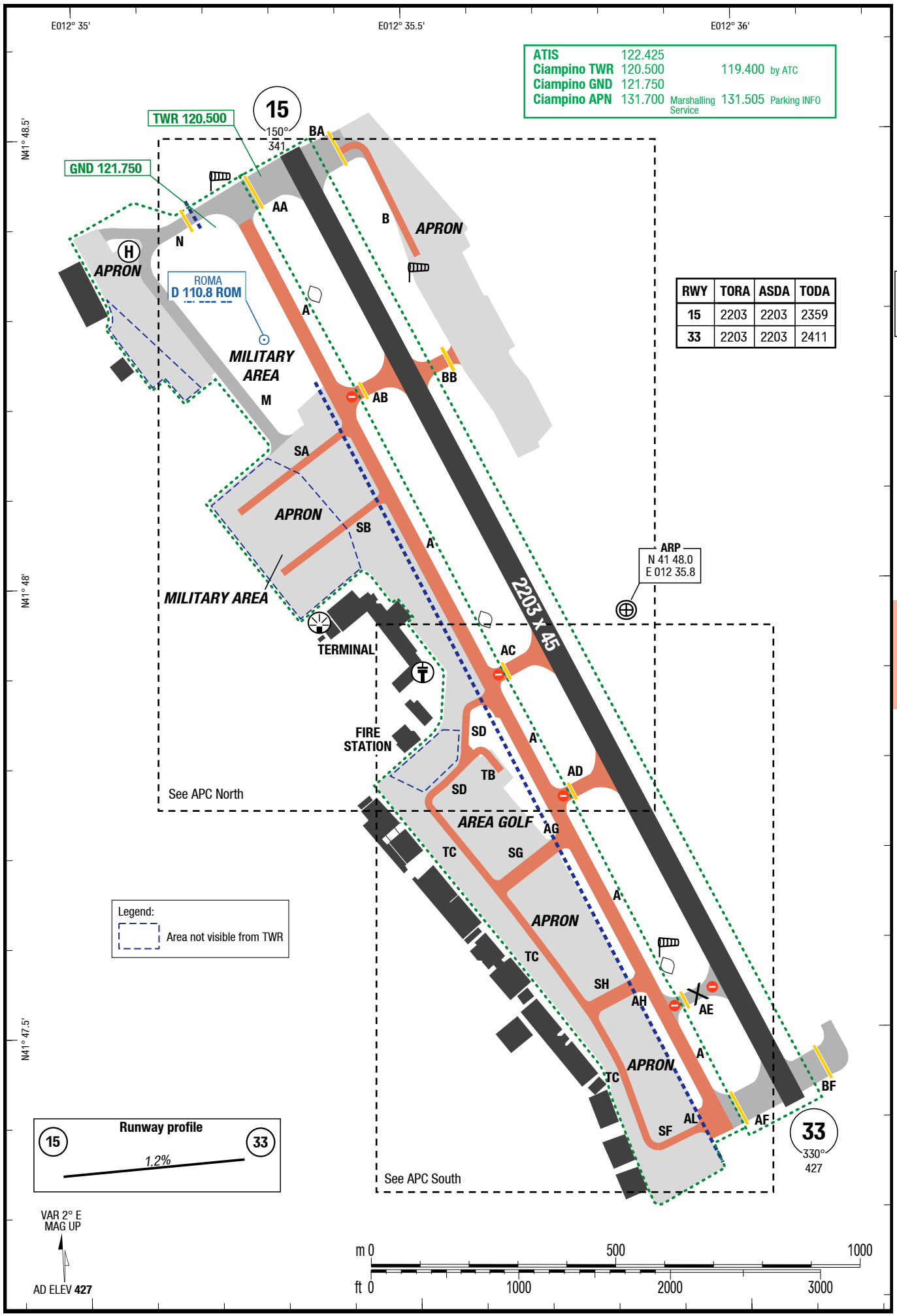


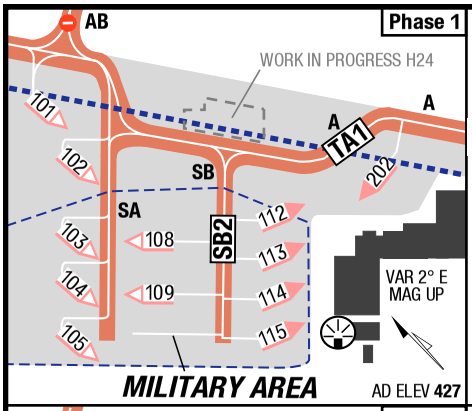
ATIS	122.425	
ARR	125.500	127.950 by ATC
ACC	134.200	130.900
DIR	131.250 0600-2200‡	
DEP	130.900	134.200
Ciampino TWR		120.500 119.400 by ATC
Ciampino GND		121.750
Ciampino APN		131.700 Marshalling Service 131.505 Parking INFO

Landing RWY system:



Changes: Nil


E012° 35'
E012° 35.5'
E012° 36'
N41° 48.5'
N41° 48'
N41° 47.5'
ATIS 122.425
Ciampino TWR 120.500
119.400 by ATC
Ciampino GND 121.750
Ciampino APN 131.700
Marshalling Service
131.505 Parking INFO
TWR 120.500
GND 121.750
15
150°
341
33
330°
427
BA
AA
B
APRON
N
APRON
ROMA
D 110.8 ROM
MILITARY AREA
M
A
AB
BB
SA
APRON
SB
MILITARY AREA
TERMINAL
ARP
N 41 48.0
E 012 35.8
2203 x 45
AC
FIRE STATION
SD
TB
SD
AD
AREA GOLF
AG
TC
SG
APRON
TC
SH
AH
AE
APRON
TC
SF
AL
AF
BF
See APC North
See APC South
RWY | TORA | ASDA | TODA
15 | 2203 | 2203 | 2359
33 | 2203 | 2203 | 2411
Legend:
Area not visible from TWR
Runway profile
15
33
1.2%
VAR 2° E
MAG UP
AD ELEV 427
m 0 500 1000
ft 0 1000 2000 3000



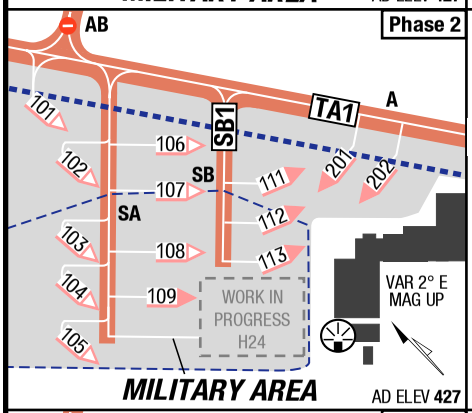
Phase 1:
- Stands 106, 107, 111 and 201 not available.
- TWY A deviated between stand 101 and stand 202, both excluded.
- On TWY A, between stands 101 and 202, follow-me compulsory only for Code D aircraft.
- Operations are not allowed for Code E aircraft.
- Start-Up Point SB1 not available.

ATIS	122.425		
Ciampino TWR	120.500	119.400	by ATC
Ciampino GND	121.750		
Ciampino APN	131.700	131.505	Marshalling Service / Parking INFO

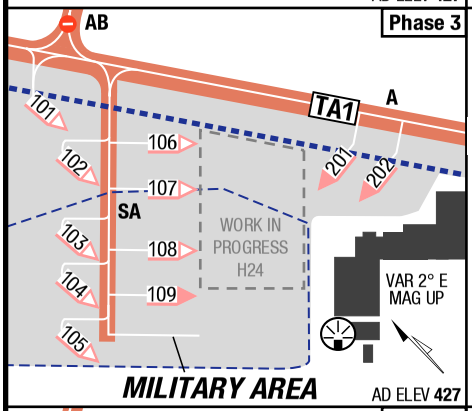
REF AIP SUP 03/18

Nonstandard chart orientation

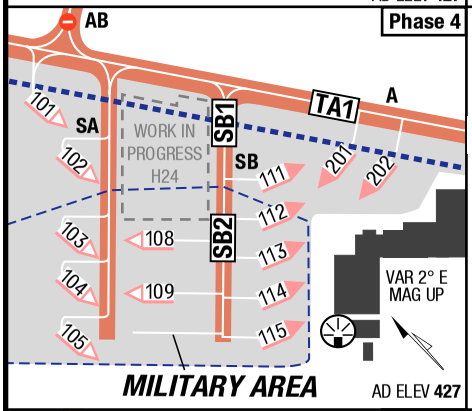
Legend:
- Area not visible from TWR
- TA1 Start-Up Point



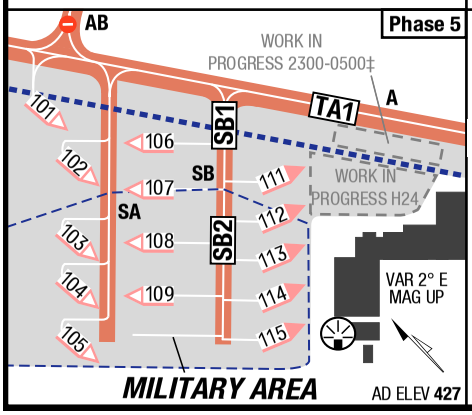
Phase 2:
- Stands 114 and 115 not available.
- TWY SB closed between stand 113 excluded and stand 115 included.
- Stands 106, 107, 108 and 109 capacity up to B737-800.
- Start-Up Point SB2 not available.
- Self-manoeuvre entry to stands 106, 107, 108, 109 and VIP via TWY SA.
- Self-manoeuvre exit from stands 106, 107, 108 via TWY SB.
- Push-back manoeuvre from stands 109 and VIP via TWY SA.



Phase 3:
- Stands 111, 112, 113, 114 and 115 not available.
- TWY SB closed.
- Stands 106, 107, 108 and 109 capacity up to B737-800.
- Self-manoeuvre entry to stands 106, 107, 108, 109 and VIP via TWY SA.
- Push-back manoeuvre from stands 106, 107, 108, 109 and VIP via TWY SA.

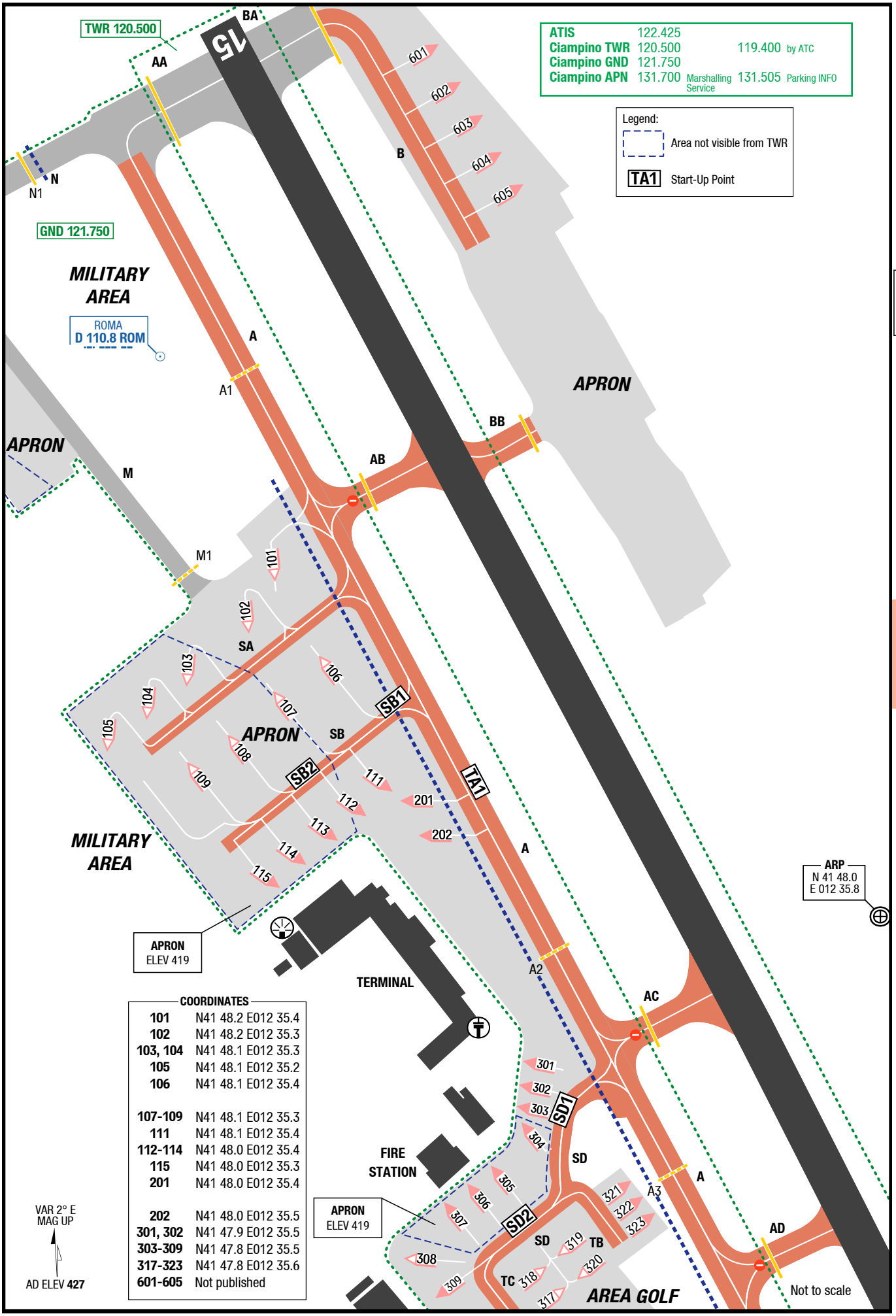


Phase 4:
- Stands 106 and 107 not available.

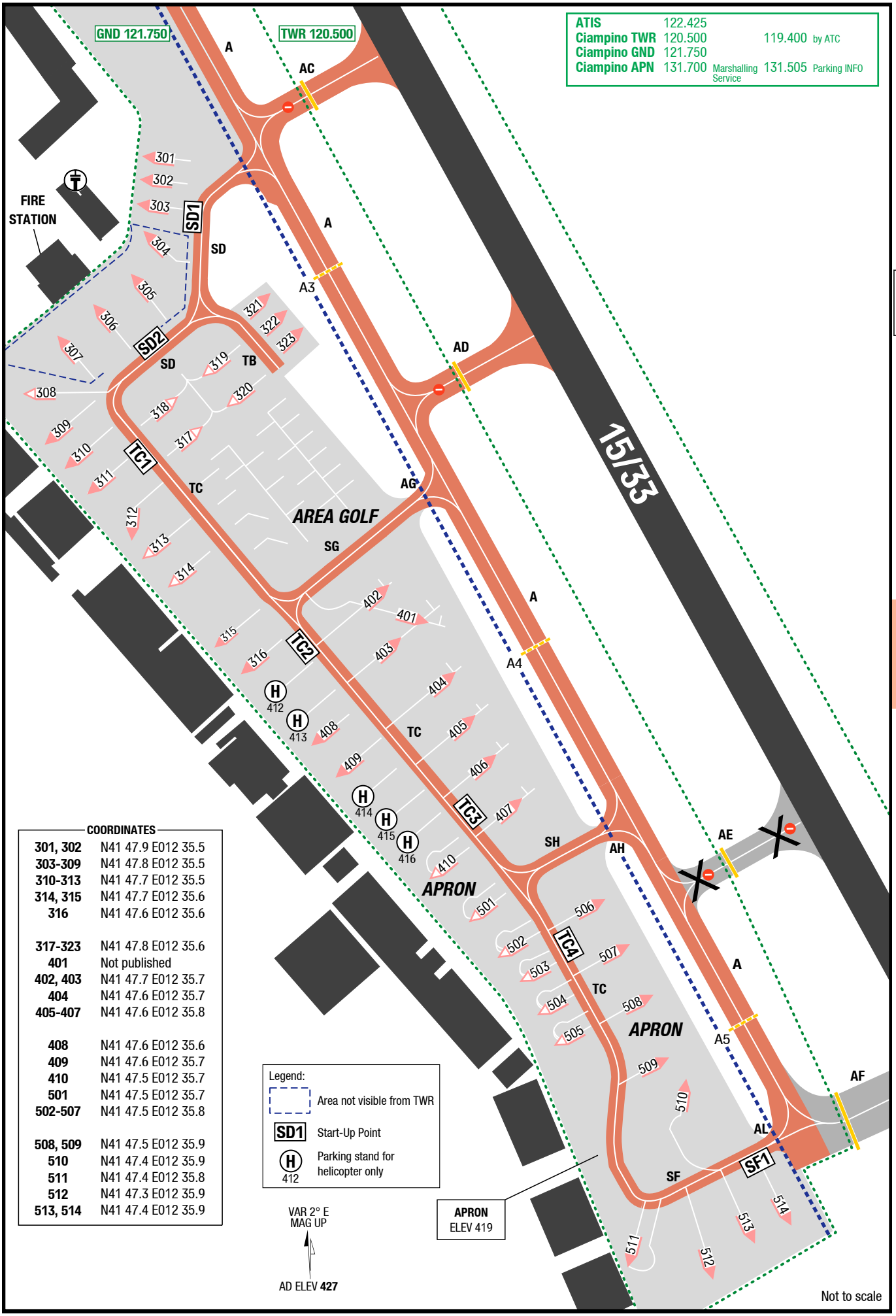


Phase 5:
- Stands 201 and 202 not available.
- TWY A closed from TWY AC to SB (both excluded) between 2300-0500‡.

Changes: TWY B, Parking Stands , standcoords



Changes: Start-up point



COORDINATES

301, 302	N41 47.9 E012 35.5
303-309	N41 47.8 E012 35.5
310-313	N41 47.7 E012 35.5
314, 315	N41 47.7 E012 35.6
316	N41 47.6 E012 35.6
317-323	N41 47.8 E012 35.6
401	Not published
402, 403	N41 47.7 E012 35.7
404	N41 47.6 E012 35.7
405-407	N41 47.6 E012 35.8
408	N41 47.6 E012 35.6
409	N41 47.6 E012 35.7
410	N41 47.5 E012 35.7
501	N41 47.5 E012 35.7
502-507	N41 47.5 E012 35.8
508, 509	N41 47.5 E012 35.9
510	N41 47.4 E012 35.9
511	N41 47.4 E012 35.8
512	N41 47.3 E012 35.9
513, 514	N41 47.4 E012 35.9

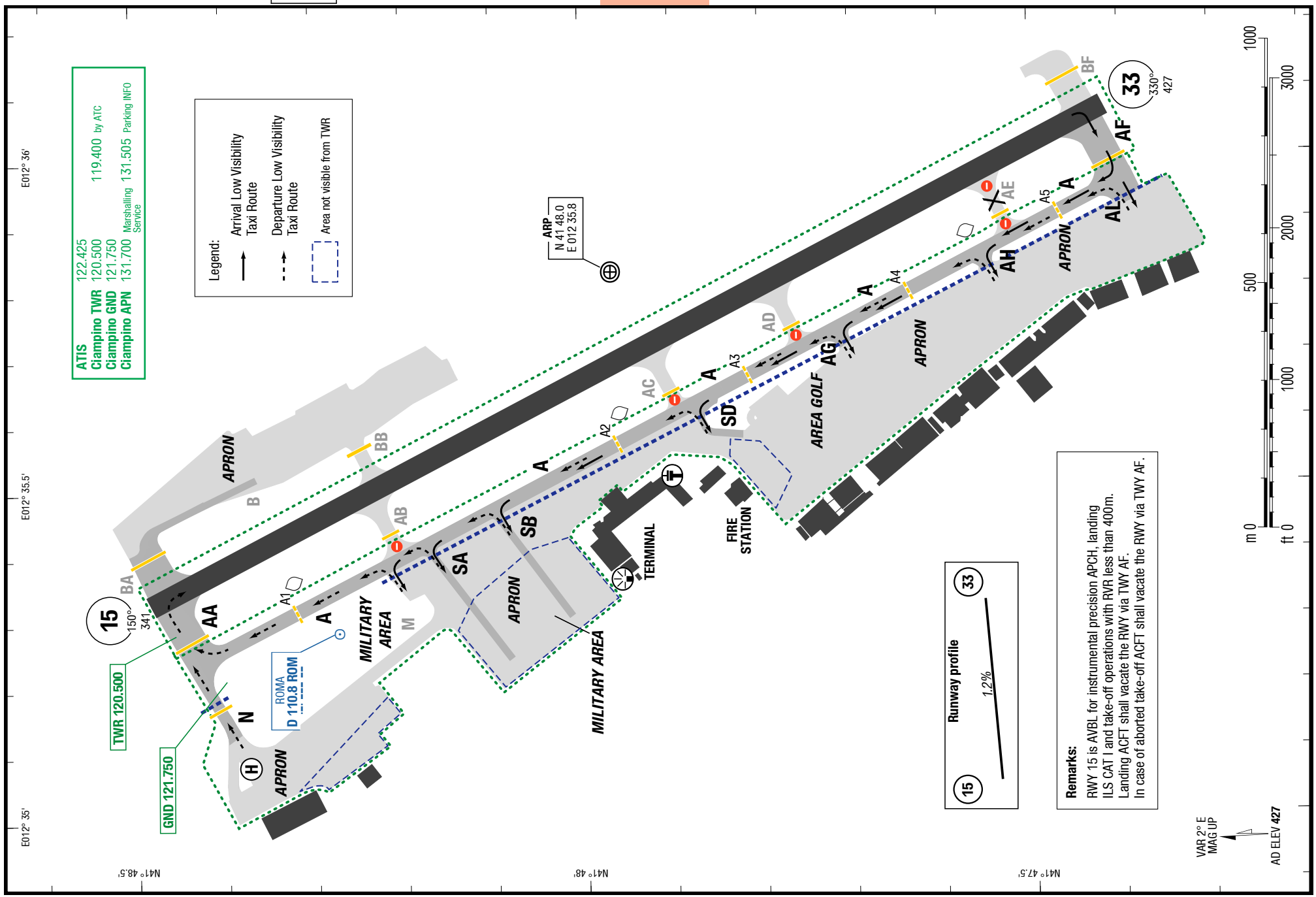
CIA-LIRA

Italy **Rome** Ciampino
NIL
LVC RVR Less than 1200m

3-50

LVC LVC

Ciampino **Rome** Italy
NIL
LVC RVR Less than 1200m



Changes: Helipad, TWY B

CIA-LIRA

4-08

Italy **Rome** Ciampino

NIL

SID

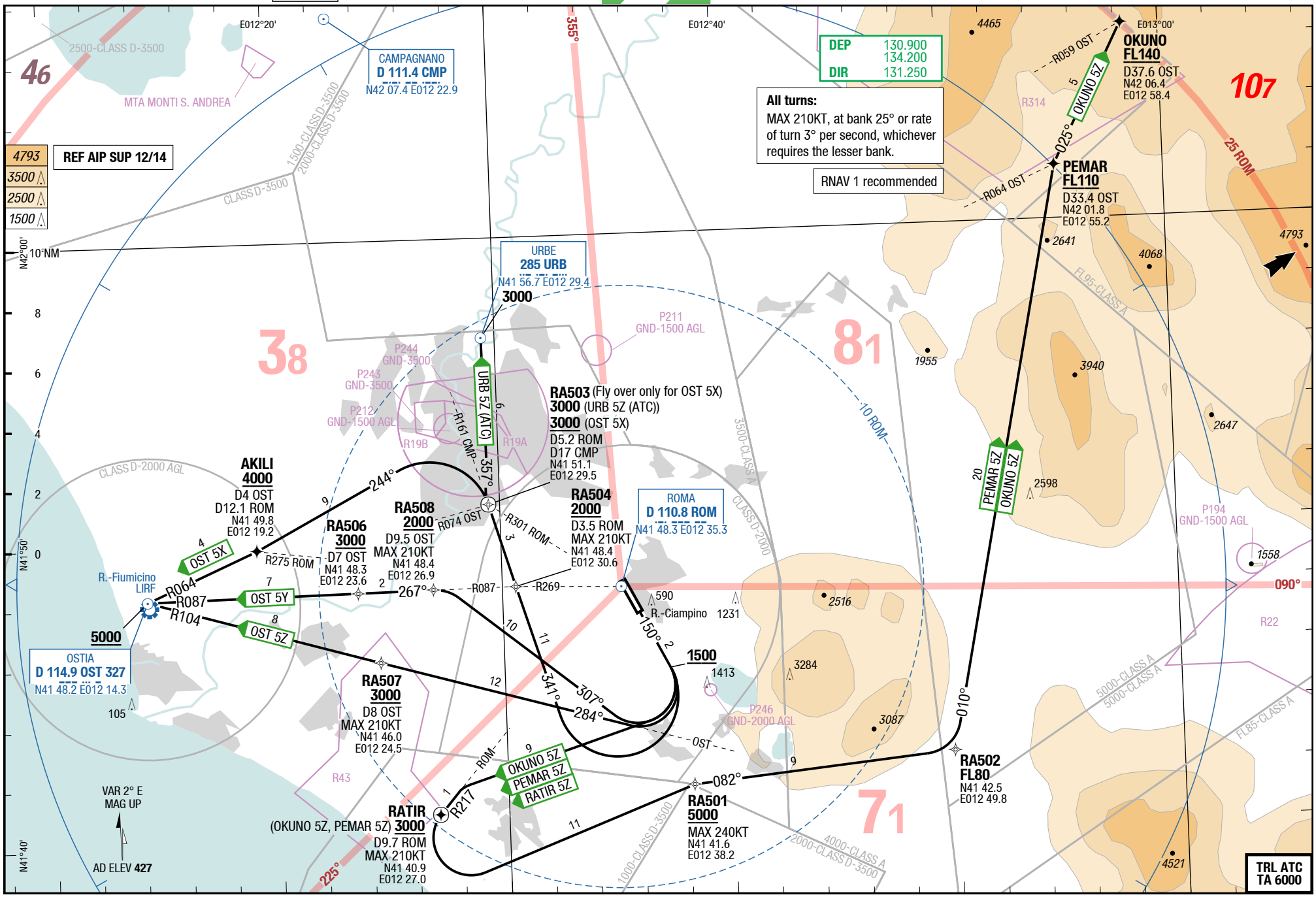
Tempo SIDs RWY 15

Ciampino **Rome** Italy

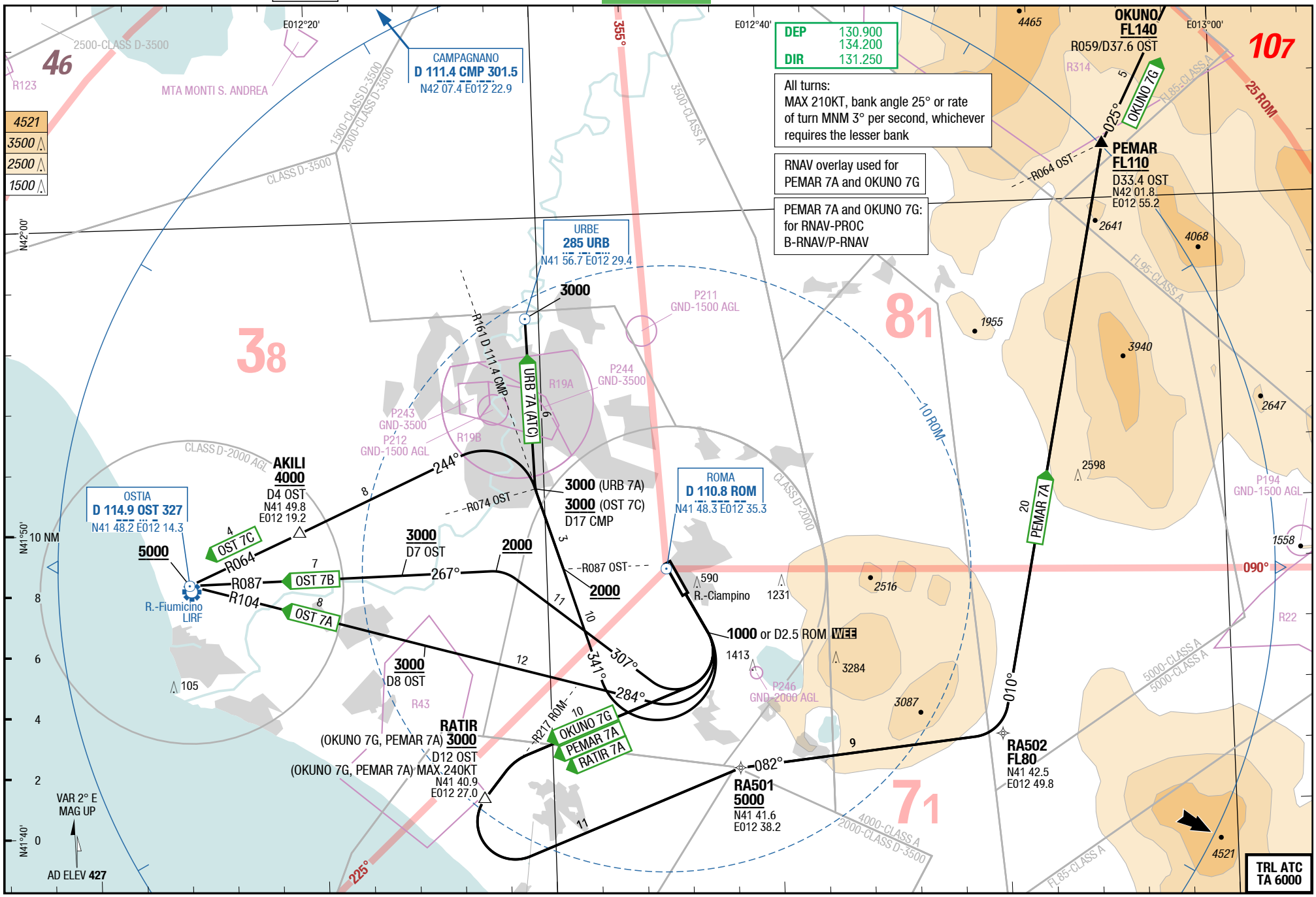
NIL

SID

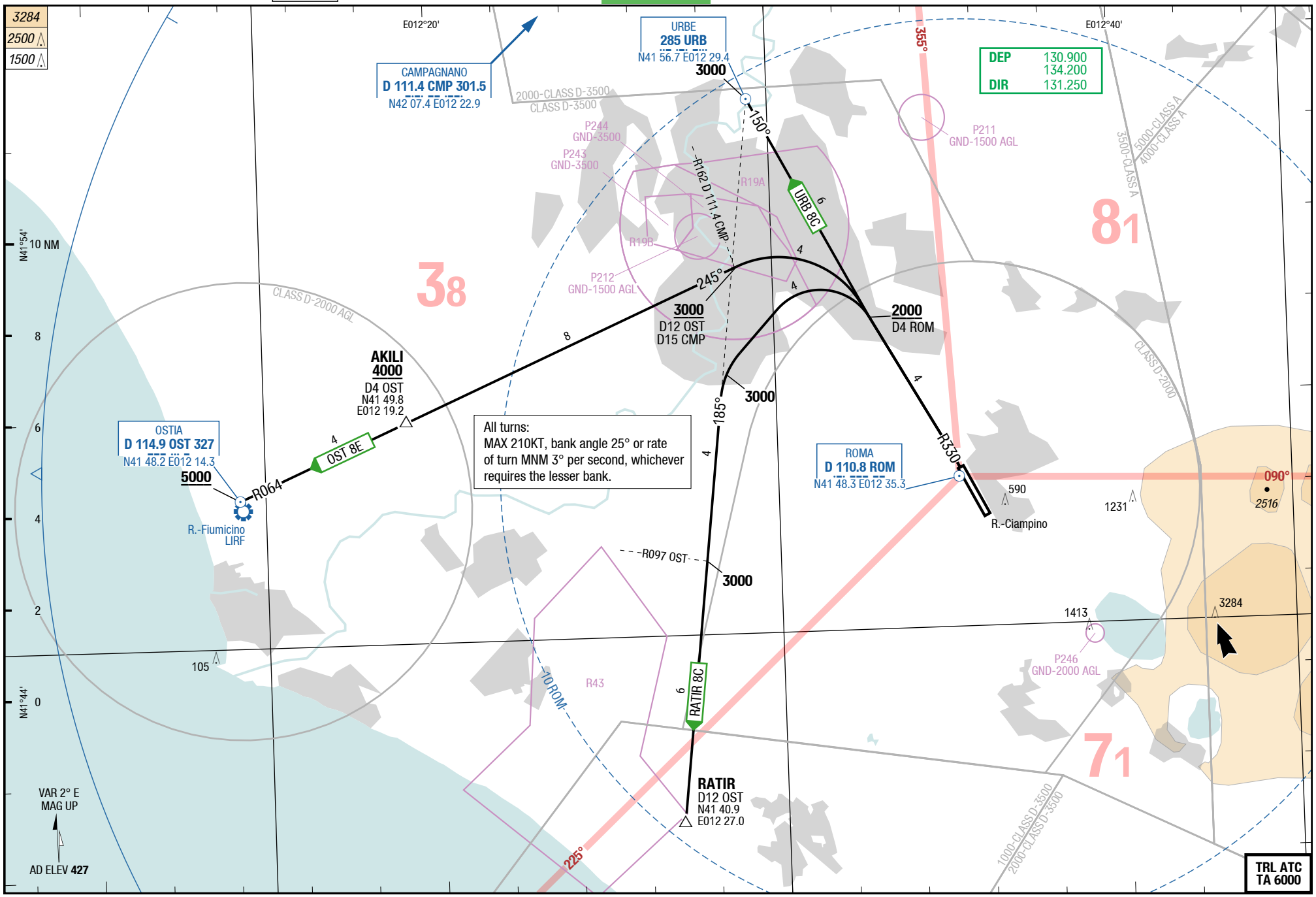
Tempo SIDs RWY 15



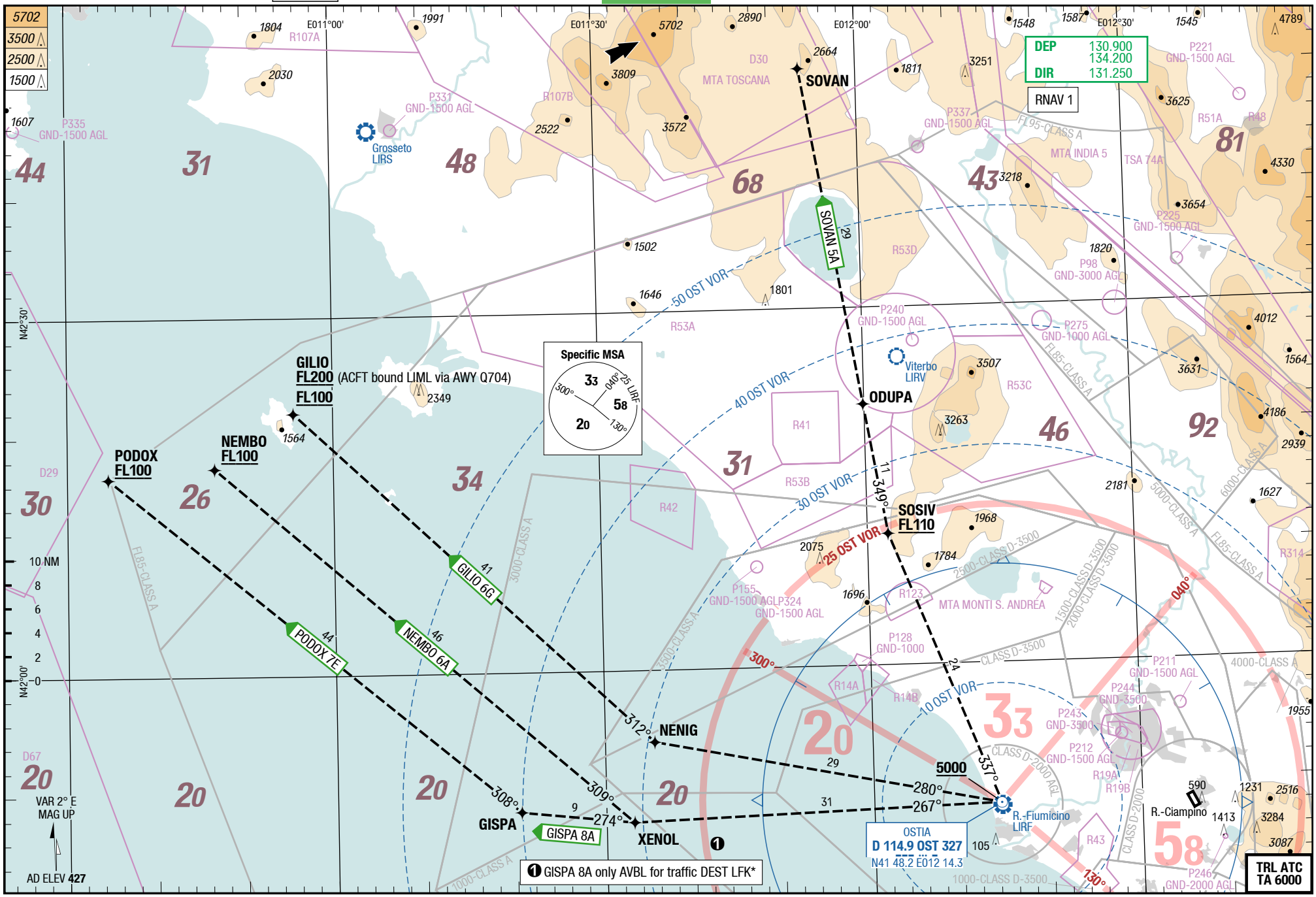
Changes: FREQ, ASP, OBST, TOPO



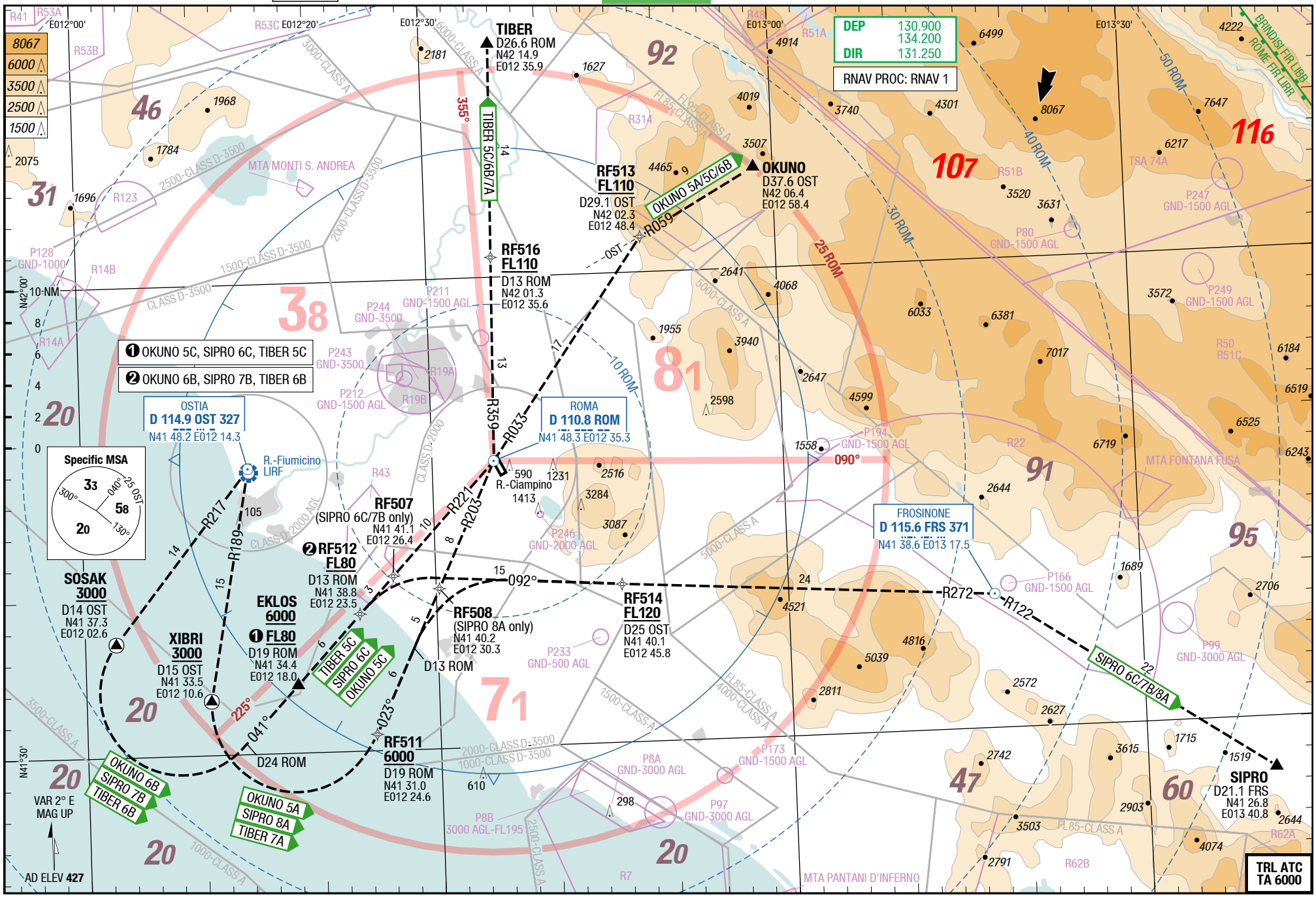
Changes: NAVAID



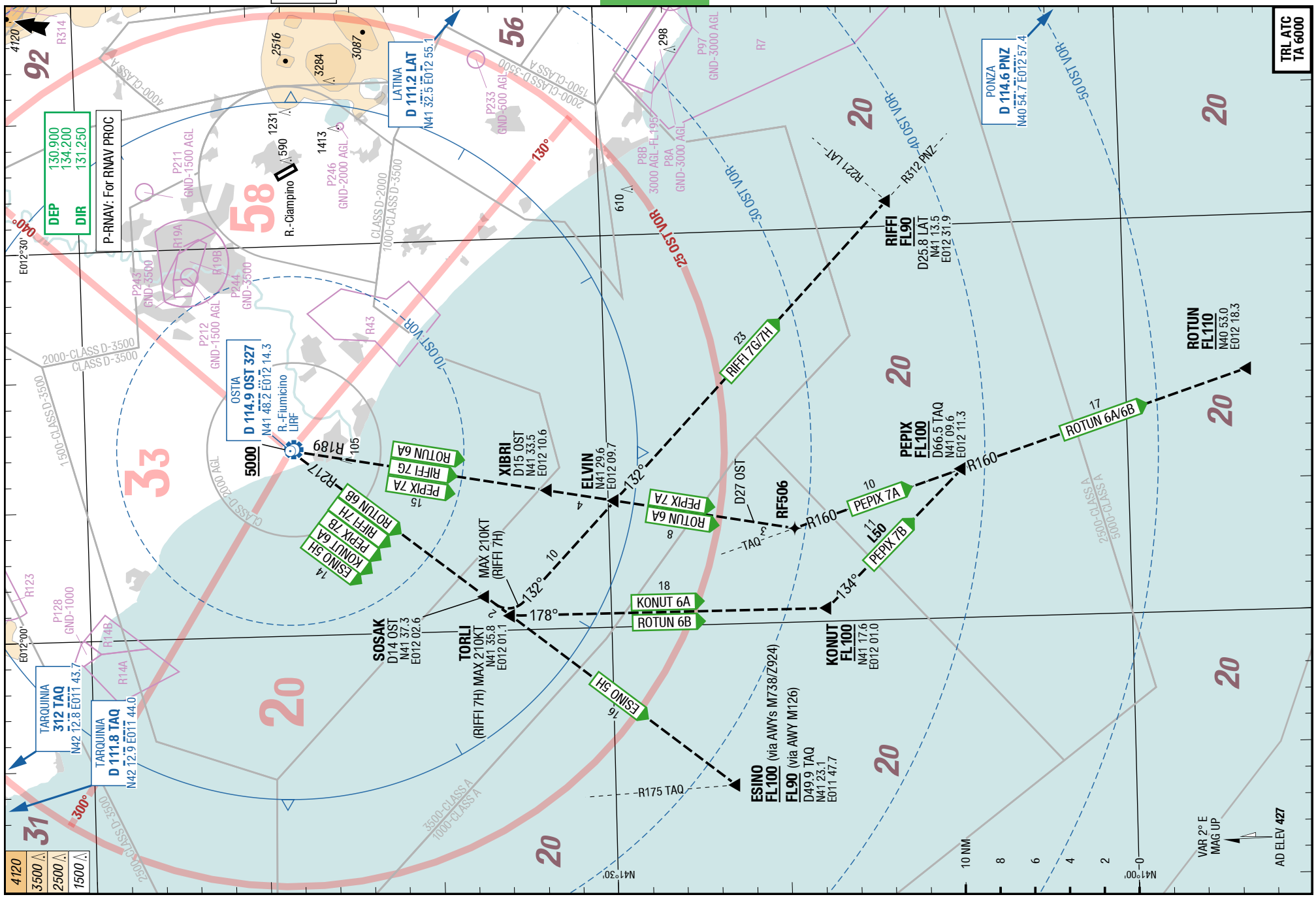
Changes: Nil



Changes: MSA, Note, SUAs



Changes: MSA, Note, SUAs



Changes: MSA

OKUNO 5Z / OSTIA 5X / OSTIA 5Y

RWY 15 (150°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
12.0%	ft/MIN	1500	1900	2200	2600	3000	3300
15.0%	ft/MIN	1900	2300	2800	3200	3700	4200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
OKUNO 5Z 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②	at MNM **1500 RT** intercept R217 **ROM** - at RATIR **LT** to RA501 (MAX 240KT) - RA502 - PEMAR - OKUNO	RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** OKUNO MNM **FL140**
	FMS [A1500+] RATIR [K210**-** ;L] - RA501 [K240**-**] - RA502 - PEMAR - OKUNO	RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** OKUNO MNM **FL140**
OSTIA 5X **OST 5X** 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②③	at MNM **1500 RT** 341° (intercept R161 **CMP** inbound) - at D17 **CMP** (R074 **OST**) **LT** intercept R064 **OST** to **OST** VOR	R087 **OST** MNM **2000** D17 **CMP** MNM **3000** AKILI MNM **4000** **OST** MNM **5000**
	FMS [A1500+ ;R] - RA504 [K210-] - RA503 [L] - AKILI - OST	RA504 MNM **2000** RA503 MNM **3000** AKILI MNM **4000** **OST** MNM **5000**
OSTIA 5Y **OST 5Y** 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②③	at MNM **1500 RT** 307° intercept R087 **OST** to **OST** VOR	R087/D9.5 **OST** MNM **2000** R087/D7 **OST** MNM **3000** **OST** MNM **5000**
	FMS [A1500+ ;R] - RA508 [K210-] - RA506 - OST	RA508 MNM **2000** RA506 MNM **3000** **OST** MNM **5000**

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

② Climb gradient 15% and 12% due to Noise abetment, If unable to comply, maintain 12% for CAT D and 10% for CAT C.

③ At OST follow transitions South, North/West or East.

OSTIA 5Z / PEMAR 5Z / RATIR 5Z

RWY 15 (150°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
12.0%	ft/MIN	1500	1900	2200	2600	3000	3300
15.0%	ft/MIN	1900	2300	2800	3200	3700	4200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
OSTIA 5Z **OST 5Z** 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②③	at MNM **1500 RT** intercept R104 **OST** to **OST** VOR **FMS** [A1500+ ;R] - RA507 [K210-] - OST	D8 **OST** MNM **3000** **OST** MNM **5000** RA507 MNM **3000** **OST** MNM **5000**
PEMAR 5Z 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②	at MNM **1500 RT** intercept R217 **ROM** - at RATIR **LT** to RA501 (MAX 240KT) - RA502 - PEMAR **FMS** [A1500+] - RATIR [K210- ;L] - RA501 [K240-] - RA502 - PEMAR	RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110**
RATIR 5Z 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②	at MNM **1500 RT** intercept R217 **ROM** to RATIR (MAX 210KT) **FMS** [A1500+] - RATIR [K210-]	RATIR by ATC

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

② Climb gradient 15% and 12% due to Noise abetment, If unable to comply, maintain 12% for CAT D and 10% for CAT C.

③ At OST follow transitions South, North/West or East.

URBE 5Z

RWY 15 (150°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
12.0%	ft/MIN	1500	1900	2200	2600	3000	3300
15.0%	ft/MIN	1900	2300	2800	3200	3700	4200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
URBE 5Z **URB 5Z** (ATC) 7.0% to 2000 12.0% to 2000 (CAT C) 15.0% to 2000 (CAT D) **130.900** ①②	at MNM **1500 RT** 341° (intercept R161 **CMP** inbound) - at D17 **CMP** (R074 **OST**) **RT** to **URB** **FMS** [A1500+ ;R] - RA504 [K210-] - RA503 - URB	R087 **OST** MNM **2000** D17 **CMP** at **3000** **URB** at **3000** RA504 MNM **2000** RA503 at **3000** **URB** at **3000**

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

② Climb gradient 15% and 12% due to Noise abetment, If unable to comply, maintain 12% for CAT D and 10% for CAT C.

Changes: New

OKUNO 7G / OSTIA 7A / OSTIA 7B / OSTIA 7C

RWY 15 (150°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
OKUNO 7G 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** then follow CONV or FMS routing **CONV** intercept R217 **ROM** to RATIR (MAX 240KT) - **LT** to RA501 - **RT** 082° to RA502 - **LT** 010° to PEMAR - **RT** 025° to OKUNO **FMS** RATIR [K240- ;L] - RA501 - RA502 [L] - PEMAR [R] - OKUNO	 RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** OKUNO MNM **FL140** RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** OKUNO MNM **FL140**
OSTIA 7A **OST 7A** 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** intercept R104 **OST** to **OST** - at **OST** follow Transitions East/South or North/West	D8 **OST** MNM **3000** **OST** MNM **5000**
OSTIA 7B **OST 7B** 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** 307° intercept R087 **OST** to **OST** - at **OST** follow Transitions East/South or North/West	R087 **OST** MNM **2000** D7 **OST** MNM **3000** **OST** MNM **5000**
OSTIA 7C **OST 7C** 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** intercept R161 **CMP** inbound - at D17 **CMP LT** intercept R064 **OST** to **OST** - at **OST** follow Transitions East/South or North/West	R087 **OST** MNM **2000** D17 **CMP** MNM **3000** AKILI MNM **4000** **OST** MNM **5000**

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

PEMAR 7A / RATIR 7A / URBE 7A

RWY 15 (150°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
PEMAR 7A 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** then follow CONV or FMS routing **CONV** intercept R217 **ROM** to RATIR (MAX 240KT) - **LT** to RA501 - **RT** 082° to RA502 - **LT** 010° to PEMAR **FMS** RATIR [K240- ;L] - RA501 - RA502 [L] - PEMAR	 RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110** RATIR MNM **3000** RA501 MNM **5000** RA502 at **FL80** PEMAR MNM **FL110**
RATIR 7A 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** intercept R217 **ROM** to RATIR	RATIR by ATC
URBE 7A **URB 7A** (ATC) 7% **130.900** ①	at **1000** or D2.5 **ROM**, whichever is earlier, **RT** intercept R161 **CPM** inbound - at D17 **CMP RT** direct **URB**	R087 **OST** MNM **2000** D17 **CMP** at **3000** **URB** at **3000**

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

OSTIA 8E / RATIR 8C / URBE 8C

RWY 33 (330°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
OSTIA 8E **OST 8E** 5% to **2000** **130.900** ①	R330 **ROM** / QDR 150 **URB** - at D4 **ROM LT** intercept R064 **OST** to **OST** - at **OST** follow Transitions East/South or North/West	D4 **ROM** MNM **2000** D12 **OST** MNM **3000** AKILI MNM **4000** **OST** MNM **5000**
RATIR 8C 5% to **2000** **130.900** ①	R330 **ROM** / QDR 150 **URB** - at D4 **ROM LT** intercept QDR 185 **URB** to RATIR	D4 **ROM** MNM **2000** QDR 185 **URB** at **3000** R097 **OST** at **3000** RATIR by ATC
URBE 8C **URB 8C** 5% to **2000** **130.900** ①	R330 **ROM** / QDR 150 **URB** to **URB**	D4 **ROM** MNM **2000** **URB** at **3000**

① All turns MAX 210KT, bank angle 25° or rate of turn MNM 3° per second, whichever requires the lesser bank.

RNAV Transitions North/West

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
GILIO 6G **130.900** ①	**OST** - NENIG - GILIO	**OST** MNM **5000** GILIO MNM **FL100**
GISPA 8A **130.900** ②	**OST** - XENOL - GISPA	**OST** MNM **5000**
NEMBO 6A **130.900**	**OST** - XENOL - NEMBO	**OST** MNM **5000** **NEMBO** MNM FL100
PODOX 7E **130.900**	**OST** - XENOL - GISPA - PODOX	**OST** MNM **5000** PODOX MNM **FL100**
SOVAN 5A **130.900**	**OST** - SOSIV - ODUPA - SOVAN	**OST** MNM **5000** SOSIV MNM **FL110**

① GILIO MNM FL200 for ACFT bound LIML via AWY Q704.

② Only available for traffic DEST LFK*.

Transitions East

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
OKUNO 5A **130.900**	Follow SID, thereafter: XIBRI - **LT** intercept R203 **ROM** to **ROM** - R033 **ROM** - **RT** intercept R059 **OST/**QDR 059 **OST** to OKUNO **FMS** XIBRI [L] - RF511 - ROM - RF513- OKUNO	XIBRI MNM **3000** R203/D19 **ROM** MNM **6000** R059/D29.1 **OST** MNM **FL110** XIBRI MNM **3000** RF511 MNM **6000** RF513 MNM **FL110**
OKUNO 5C **130.900**	Follow SID, thereafter: EKLOS - R221 **ROM** to **ROM** - R033 **ROM** - **RT** intercept R059 **OST/**QDR 059 **OST** to OKUNO **FMS** EKLOS - ROM - RF513 - OKUNO	EKLOS MNM **FL80** R059/D29.1 **OST** MNM **FL110** EKLOS MNM **FL80** RF513 MNM **FL110**
OKUNO 6B **130.900**	Follow SID, thereafter: SOSAK - **LT** intercept R221 **ROM** to EKLOS - **ROM** - R033 **ROM** - **RT** intercept R059 **OST/**QDR 059 **OST** to OKUNO **FMS** SOSAK [L] - EKLOS - RF512 - ROM - RF513 - OKUNO	SOSAK MNM **3000** EKLOS MNM **6000** R221/D13 **ROM** MNM **FL80** R059/D29.1 **OST** MNM **FL110** SOSAK MNM **3000** EKLOS MNM **6000** RF512 MNM **FL80** RF513 MNM **FL110**
SIPRO 6C **130.900**	Follow SID, thereafter: EKLOS - R221 **ROM** inbound **ROM** - at D13 **ROM RT** intercept R272 **FRS** to **FRS** - R122 **FRS** to SIPRO **FMS** EKLOS - RF507 - RF514 - FRS - SIPRO	EKLOS MNM **FL80** R272 **FRS**/D25 **OST** MNM **FL120** EKLOS MNM **FL80** RF514 MNM **FL120**

Transitions East

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
SIPRO 7B **130.900**	Follow SID, thereafter: SOSAK - **LT** intercept R221 **ROM** inbound **ROM** to EKLOS - at D13 **ROM RT** intercept R272 **FRS** to **FRS** - R122 **FRS** to SIPRO **FMS** SOSAK [L] - EKLOS - RF512 - RF507 - RF514 - FRS - SIPRO	SOSAK MNM **3000** EKLOS MNM **6000** R221/D13 **ROM** MNM **FL80** R272 **FRS**/D25 **OST** MNM **FL120** SOSAK MNM **3000** EKLOS MNM **6000** RF512 MNM **FL80** RF514 MNM **FL120**
SIPRO 8A **130.900**	Follow SID, thereafter: XIBRI - **LT** intercept R203 **ROM** inbound **ROM** - at D13 **ROM RT** intercept R272 **FRS** to **FRS** - R122 **FRS** to SIPRO **FMS** XIBRI [L] - RF511 - RF508 - RF514 - FRS - SIPRO	XIBRI MNM **3000** R203/D19 **ROM** MNM **6000** R272 **FRS**/D25 **OST** MNM **FL120** XIBRI MNM **3000** RF511 MNM **6000** RF514 MNM **FL120**
TIBER 5C **130.900**	Follow SID, thereafter: EKLOS - R221 **ROM** to **ROM** - R359 **ROM** to TIBER **FMS** EKLOS - ROM - RF516 - TIBER	EKLOS MNM **FL80** R359/D13 **ROM** MNM **FL110** EKLOS MNM **FL80** RF516 MNM **FL110**
TIBER 6B **130.900**	Follow SID, thereafter: SOSAK - **LT** intercept R221 **ROM** to EKLOS - **ROM** - R359 **ROM** to TIBER **FMS** SOSAK [L] - EKLOS - RF512 - ROM - RF516 - TIBER	SOSAK MNM **3000** EKLOS MNM **6000** R221/D13 **ROM** MNM **FL80** R359/D13 **ROM** MNM **FL110** SOSAK MNM **3000** EKLOS MNM **6000** RF512 MNM **FL80** RF516 MNM **FL110**

Transitions East

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
TIBER 7A **130.900**	Follow SID, thereafter: XIBRI - **LT** intercept R203 **ROM** to **ROM -** R359 **ROM** to TIBER **FMS** XIBRI [L] - RF511- ROM - RF516 - TIBER	XIBRI MNM **3000** R203/D19 **ROM** MNM **6000** R359/D13 **ROM** MNM **FL110** XIBRI MNM **3000** RF511 MNM **6000** RF516 MNM **FL110**

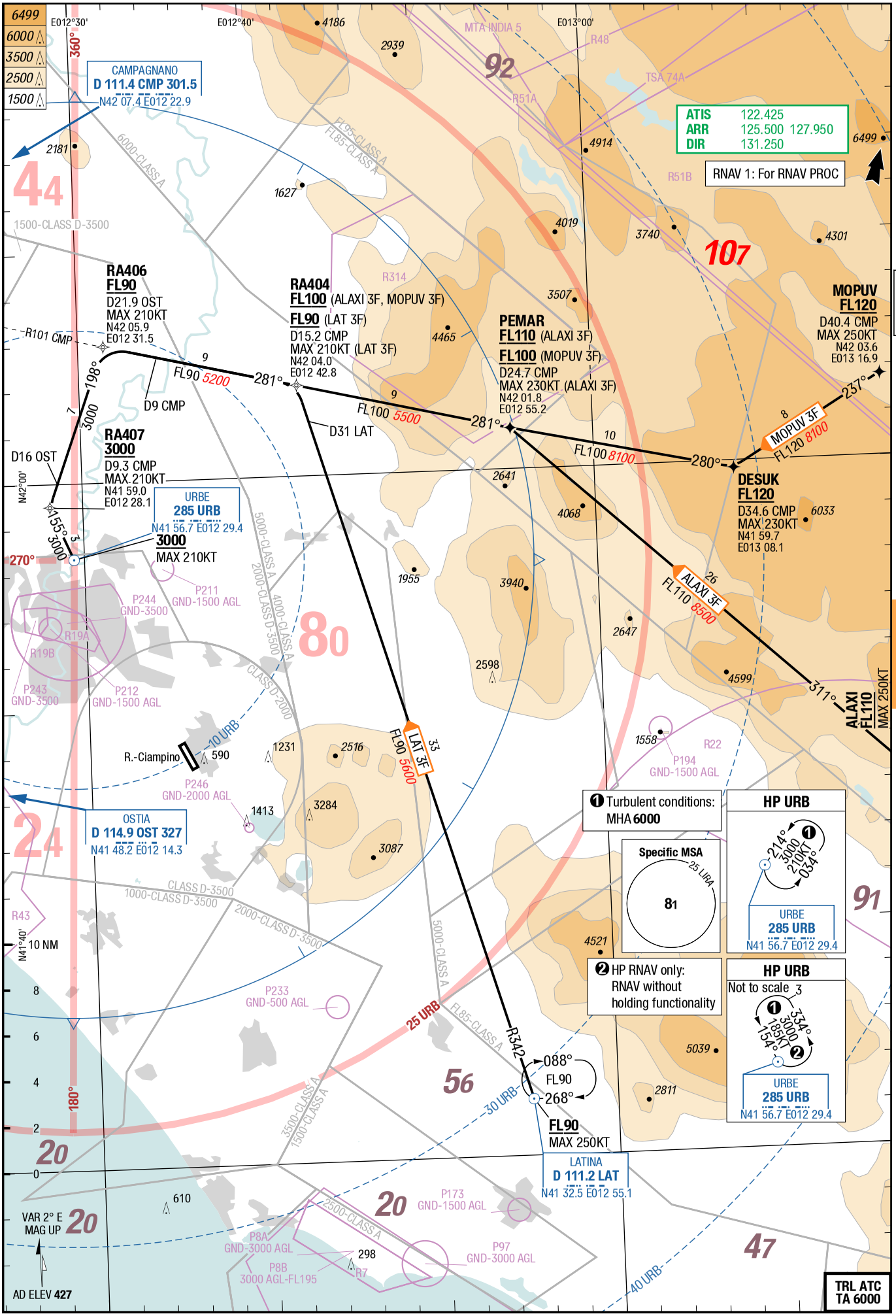
Transitions South

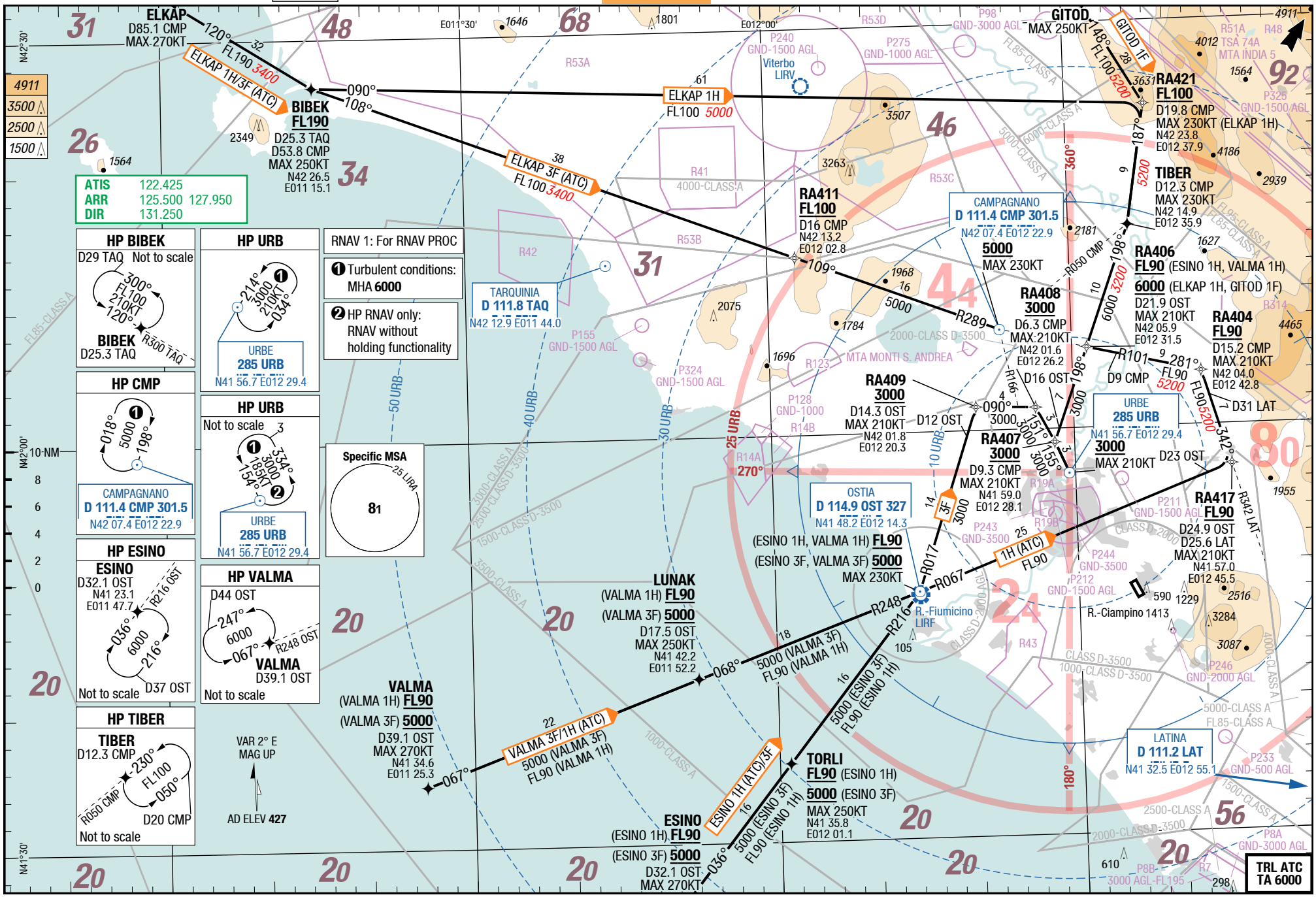
DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
ESINO 5H **130.900**	Follow SID, thereafter: SOSAK - R217 **OST** to TORLI - ESINO **FMS** SOSAK - TORLI - ESINO	ESINO MNM **FL90** (via AWY M126) ESINO MNM **FL100** (via AWYs Z924 or M738)
KONUT 6A **130.900**	Follow SID, thereafter: SOSAK - R217 **OST** to TORLI - **LT** 178° to KONUT **FMS** SOSAK - TORLI - KONUT [F100+]	KONUT MNM **FL100**
PEPIX 7A **130.900**	Follow SID, thereafter: XIBRI - R189 **OST** to ELVIN - at D27 **OST LT** intercept R160 **TAQ** to PEPIX **FMS** XIBRI - ELVIN - RF506 - PEPIX [F100+]	PEPIX MNM **FL100**
PEPIX 7B **130.900**	Follow SID, thereafter: SOSAK - R217 **OST** to TORLI - **LT** 178° to KONUT - **LT** 134° to PEPIX **FMS** SOSAK - TORLI - KONUT [F100+] - PEPIX [F100+]	KONUT MNM **FL100** PEPIX MNM **FL100**
RIFFI 7G **130.900**	Follow SID, thereafter: XIBRI - R189 **OST** - at ELVIN **LT** intercept R312 **PNZ** inbound to RIFFI **FMS** XIBRI - ELVIN - RIFFI [F90+]	RIFFI MNM **FL90**
RIFFI 7H **130.900**	Follow SID, thereafter: SOSAK - **LT** (MAX 210KT) intercept R312 **PNZ** inbound to RIFFI **FMS** SOSAK - TORLI [K210-] - RIFFI [F90+]	RIFFI MNM **FL90**

Transitions South

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
ROTUN 6A **130.900**	Follow SID, thereafter: XIBRI - R189 **OST** to ELVIN - at D27 **OST LT** intercept R160 **TAQ** to PEPIX - ROTUN **FMS** XIBRI - ELVIN - RF506 - PEPIX [F100+] -ROTUN [F110+]	PEPIX MNM **FL100** ROTUN MNM **FL110**
ROTUN 6B **130.900**	Follow SID, thereafter: SOSAK - R217 **OST** to TORLI - **LT** 178° to KONUT - **LT** 134° to PEPIX - **RT** intercept R160 **TAQ** to ROTUN **FMS** SOSAK - TORLI - KONUT [F100+] - PEPIX [F100+] - ROTUN [F110 +]	KONUT MNM **FL100** PEPIX MNM **FL100** ROTUN MNM **FL110**

Changes: Nil





Changes: ALT, ASP, OBST, Editorial

CIA-LIRA

6-30

Italy **Rome** Ciampino

NIL

STARs (ATC) (RNAV Overlay)

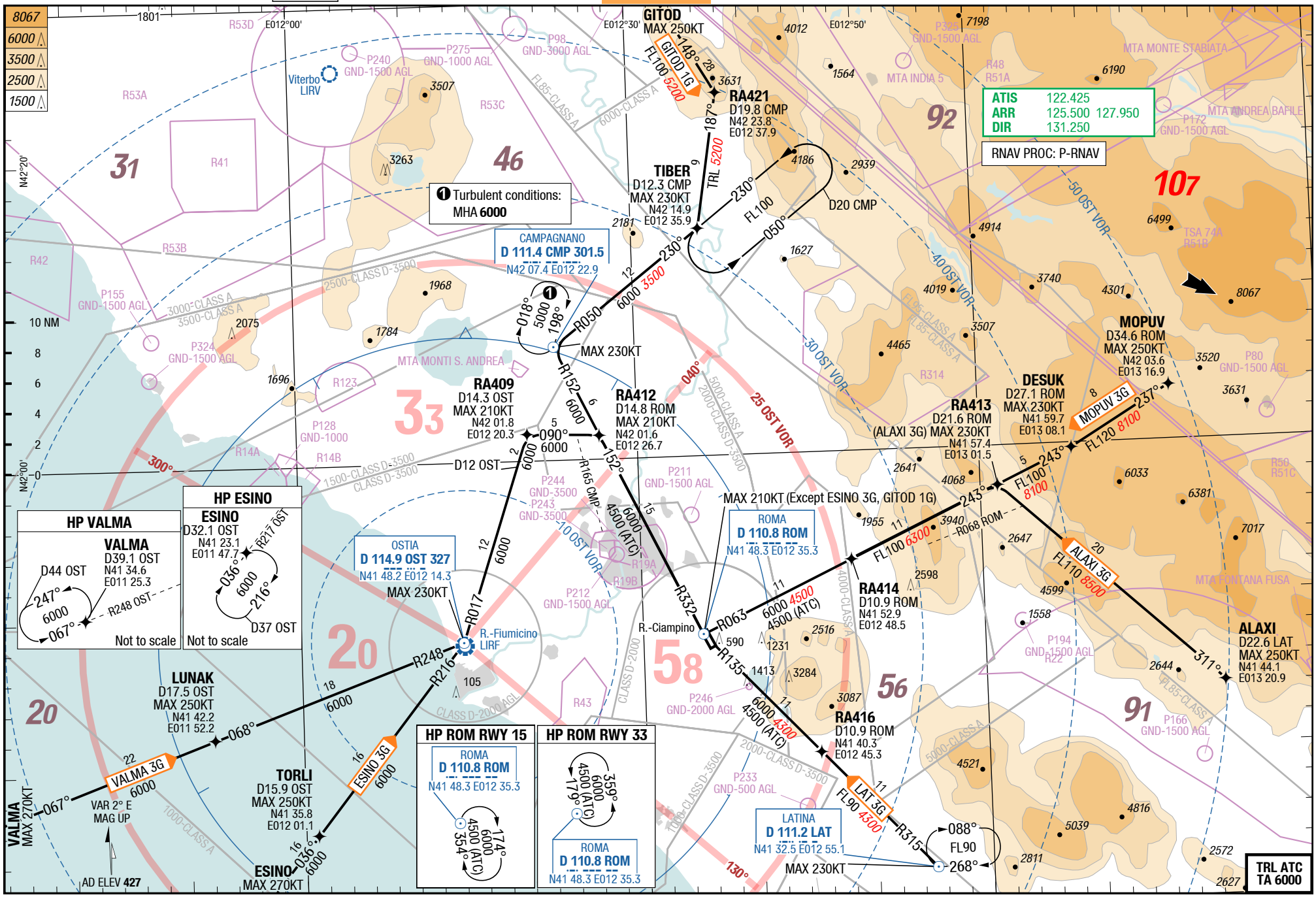
STAR

STAR

Ciampino **Rome** Italy

NIL

STARs (ATC) (RNAV Overlay)

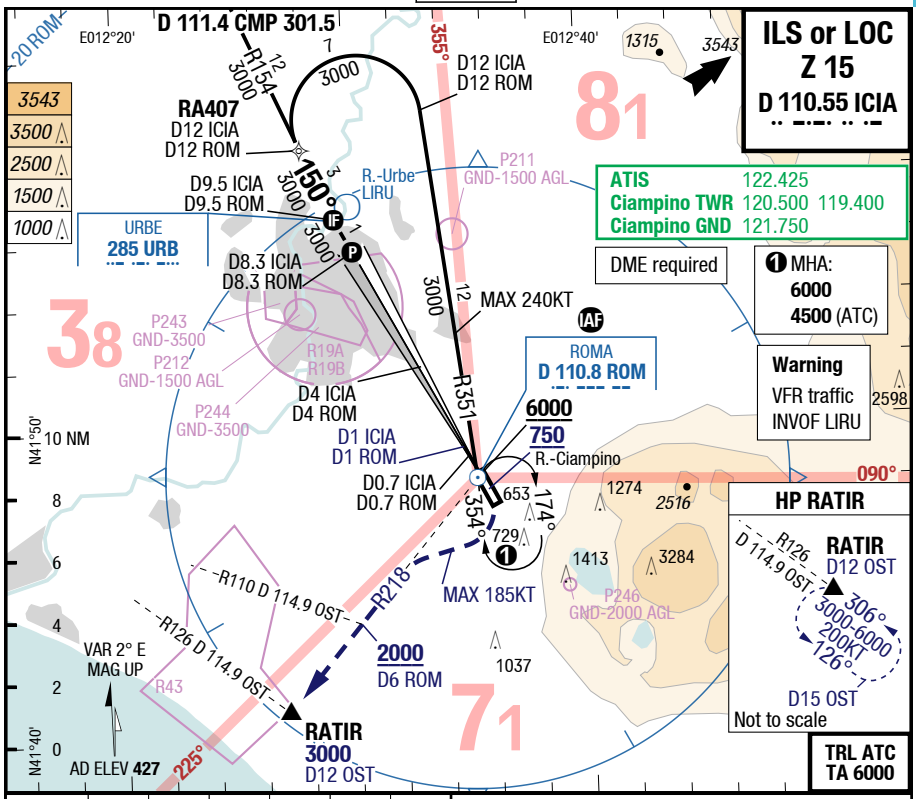


Changes: MSA, OBST, Note, SUAs

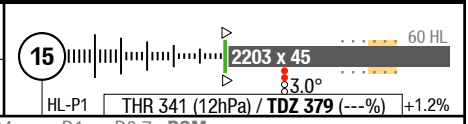
CIA-LIRA

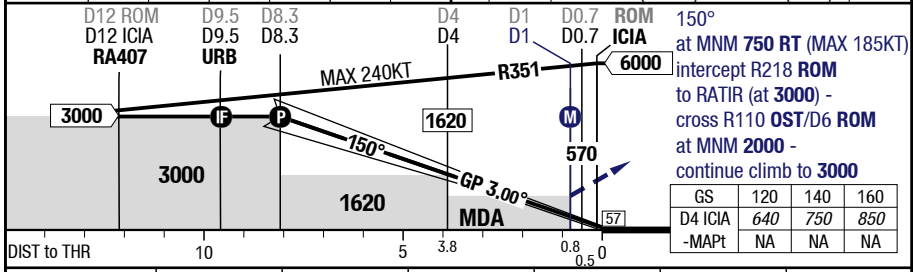
7-10

ILS or LOC Z 15



LOC 3.02° D ICIA	8.3	7	6	5	3	2
	3000	2590	2270	1950	1310	990





150°
at MNM **750 RT** (MAX 185KT)
intercept R218 **ROM**
to RATIR (at **3000**) -
cross R110 **OST**/D6 **ROM**
at MNM **2000** -
continue climb to **3000**

GS	120	140	160
D4 ICIA	*640*	*750*	*850*
-MAPt	NA	NA	NA

15		Cat 1 DME 1)	LOC DME		Circling HJ only 2) 3) 4)	Circling HN only 2) 3) 4)	Circling HJ only 2) 3)
C	ft - m/km ft	350 - 900 **720**	380 - 1.0 **750**		1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	360 - 900 **730**	380 - 1.0 **750**		1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

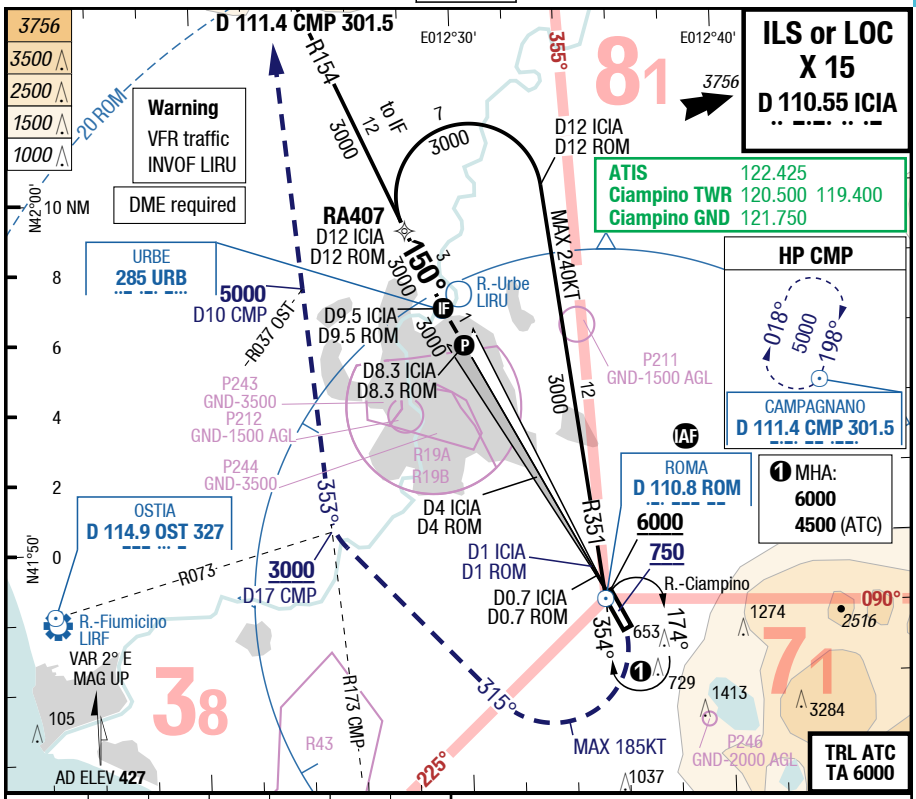
1) With EVS 600m
2) W of AD, and when PAPI and APL RWY 33 AVBL only
3) MAX 4DME ROM don't overshoot RCL
4) For pilots familiar with aerodrome

Changes: MIN, FREQ, DIST ALT table, MM, OM, ROD

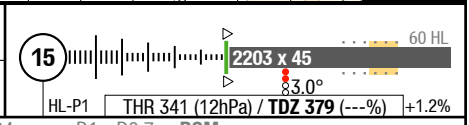
CIA-LIRA

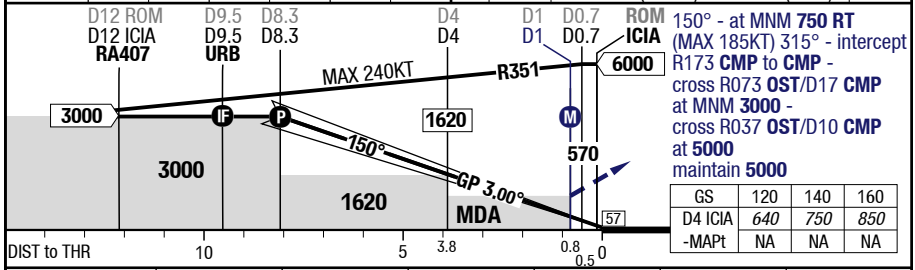
7-20

ILS or LOC X 15



LOC 3.02° D ICIA	8.3	7	6	5	3	2
	3000	2590	2270	1950	1310	990





GS	120	140	160
D4 ICIA	*640*	*750*	*850*
-MAPt	NA	NA	NA

15		Cat 1 DME 1)	LOC DME		Circling HJ only 2) 3) 4)	Circling HN only 2) 3) 4)	Circling HJ only 2) 3)
C	ft - m/km ft	350 - 900 **720**	380 - 1.0 **750**		1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	360 - 900 **730**	380 - 1.0 **750**		1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

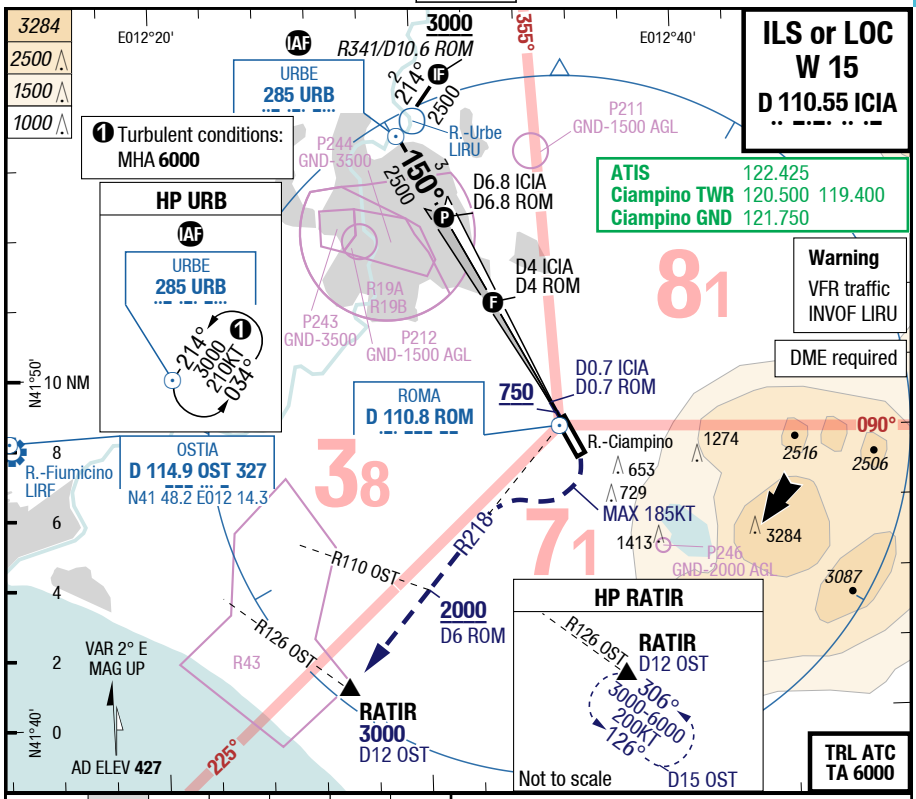
1) With EVS 600m
2) W of AD, and when PAPI and APL RWY 33 AVBL only
3) MAX 4DME ROM don't overshoot RCL
4) For pilots familiar with aerodrome

Changes: MIN, DIST ALT table, FREQ, MM, OM, Profile, ROD

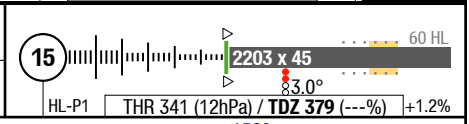
CIA-LIRA

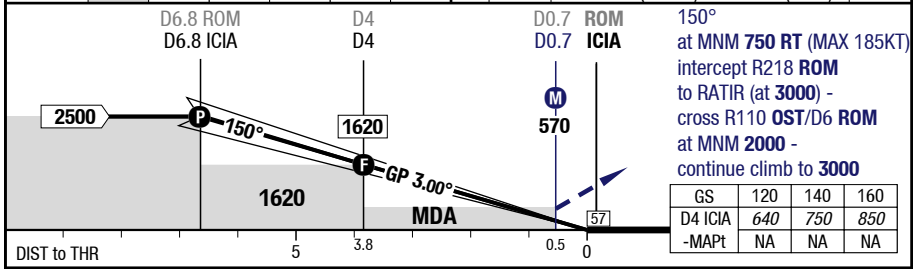
7-30

ILS or LOC W 15



LOC 3.01° D ICIA		6.8	6	5	3	2
		2500	2260	1940	1300	980





150°
at MNM **750** RT (MAX 185KT)
intercept R218 **ROM**
to RATIR (at **3000**) -
cross R110 **OST**/D6 **ROM**
at MNM **2000** -
continue climb to **3000**

GS	120	140	160
D4 ICIA	*640*	*750*	*850*
-MAPt	NA	NA	NA

15		Cat 1 DME 1)	LOC DME		Circling HJ only 2) 3) 4)	Circling HN only 2) 3) 4)	Circling HJ only 2) 3)
C	ft - m/km ft	350 - 900 **720**	380 - 1.0 **750**		1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	360 - 900 **730**	380 - 1.0 **750**		1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

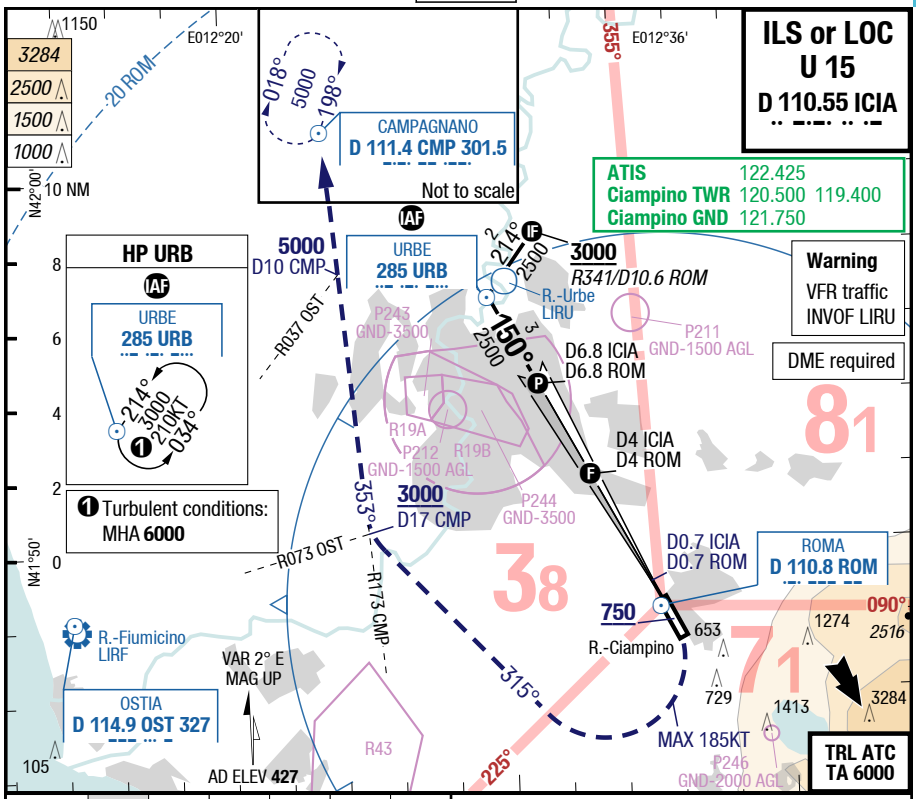
1) With EVS 600m
2) W of AD, and when PAPI and APL RWY 33 AVBL only
3) MAX 4DME ROM don't overshoot RCL
4) For pilots familiar with aerodrome

Changes: FREQ, DIST ALT table, ALT, MIN, MM, OM, ROD

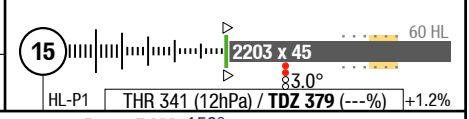
CIA-LIRA

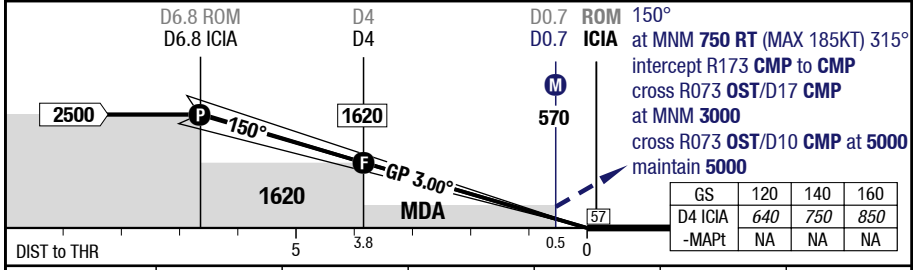
7-40

ILS or LOC U 15



LOC 3.01° D ICIA					
	6.8	6	5	3	2
	2500	*2260*	*1940*	*1300*	*980*



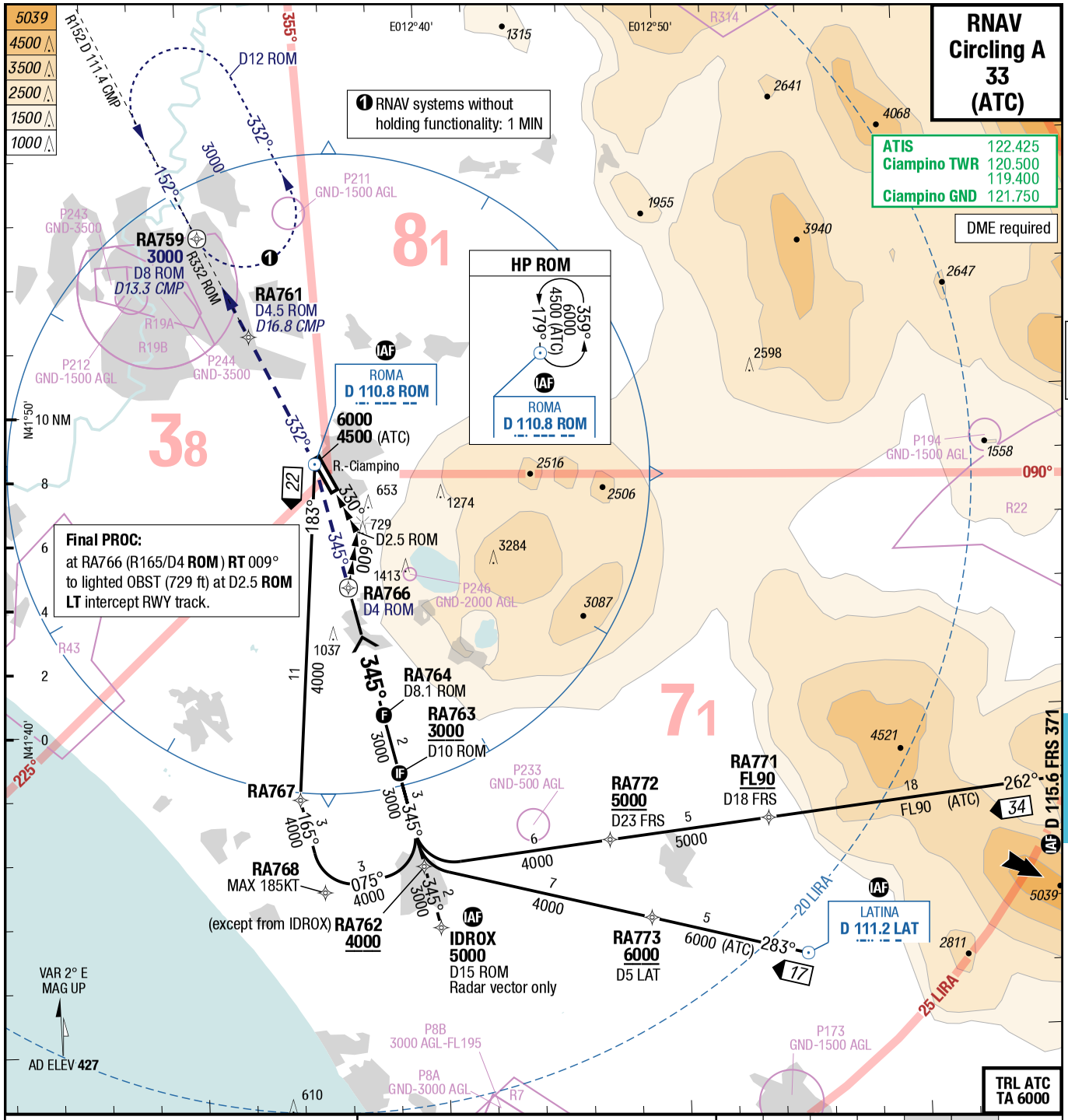


GS	120	140	160
D4 ICIA -MAPt	*640* NA	*750* NA	*850* NA

15		Cat 1 DME 1)	LOC DME		Circling HJ only 2) 3) 4)	Circling HN only 2) 3) 4)	Circling HJ only 2) 3)
C	ft - m/km ft	350 - 900 **720**	380 - 1.0 **750**		1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	360 - 900 **730**	380 - 1.0 **750**		1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

1) With EVS 600m
2) W of AD, and when PAPI and APL RWY 33 AVBL only
3) MAX 4DME ROM don't overshoot RCL
4) For pilots familiar with aerodrome

Changes: DIST ALT table, ALT, MIN, MM, OM, ROD



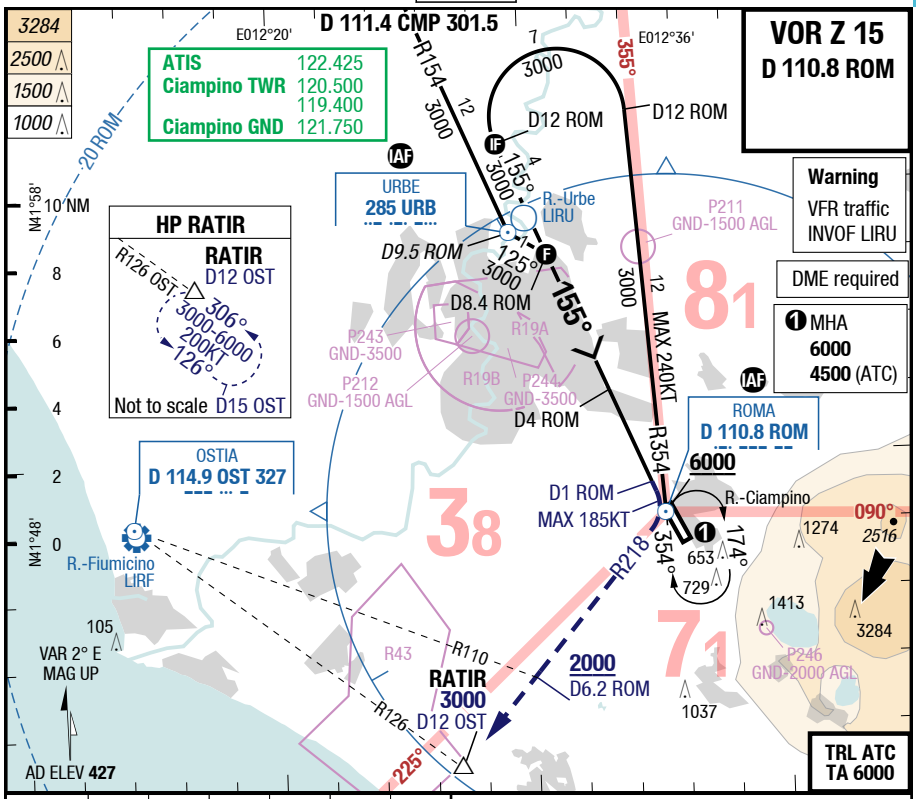
33						Circling P-TRK ATC discretion 1)	Circling
C	ft - m/km ft					1050 - 2.4V **1470**	Not authorized
D	ft - m/km ft					1050 - 3.6V **1470**	Not authorized

1) When PAPI, ALS and OBST light AVBL only

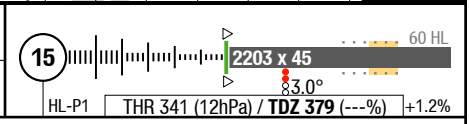
CIA-LIRA

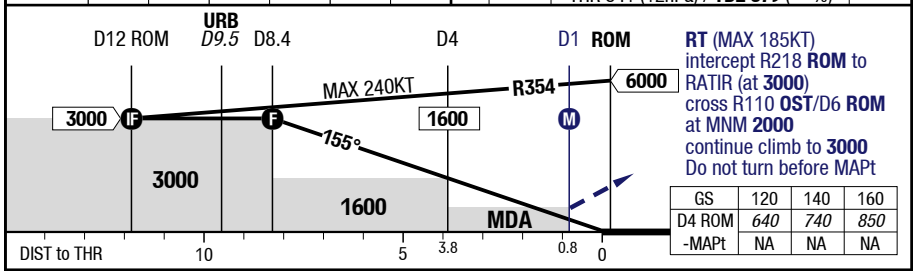
7-70

VOR Z 15



3.00° D ROM 155° RWY 150°	8.4	7	6	5	3	2
	3000	2570	2250	1930	1300	980





RT (MAX 185KT) intercept R218 **ROM** to RATIR (at **3000**) cross R110 **OST**/D6 **ROM** at MNM **2000** continue climb to **3000** Do not turn before MAPt

GS	120	140	160
D4 ROM	*640*	*740*	*850*
-MAPt	NA	NA	NA

15		VOR DME			Circling HJ only 1) 2) 3)	Circling HN only 1) 2) 3)	Circling HJ only 1) 2)
C	ft - m/km ft	380 - 1.0 **750**			1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	380 - 1.0 **750**			1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

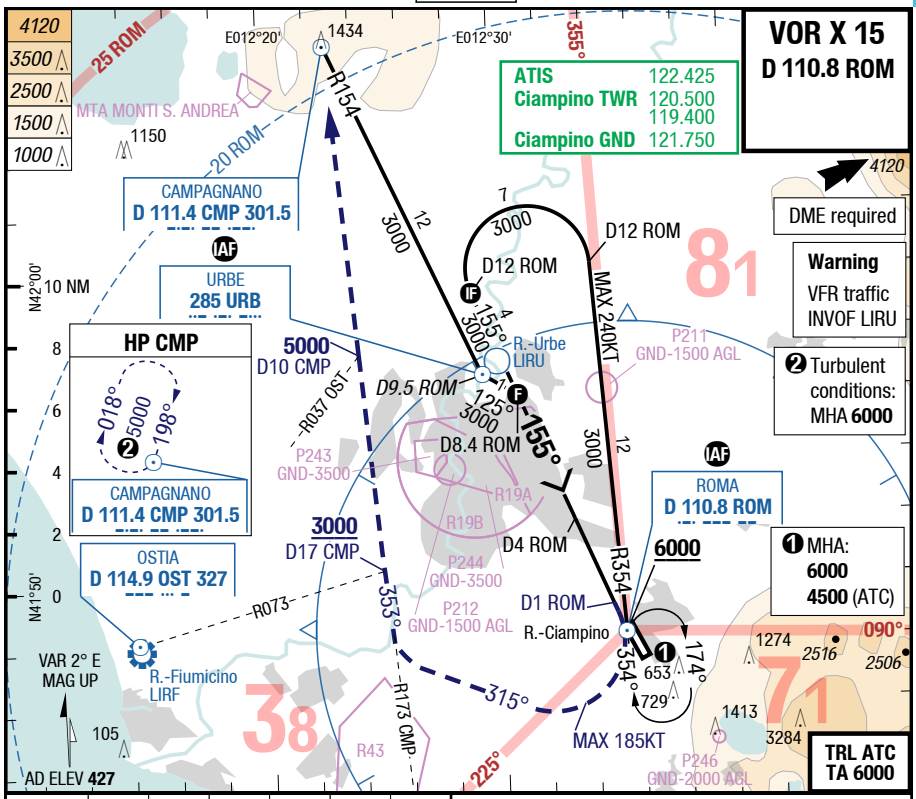
1) W of AD, and when PAPI and APL RWY 33 AVBL only
2) MAX 4DME ROM don't overshoot RCL
3) For pilots familiar with aerodrome

Changes: APL, OBST

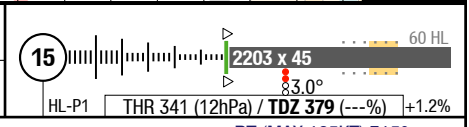
CIA-LIRA

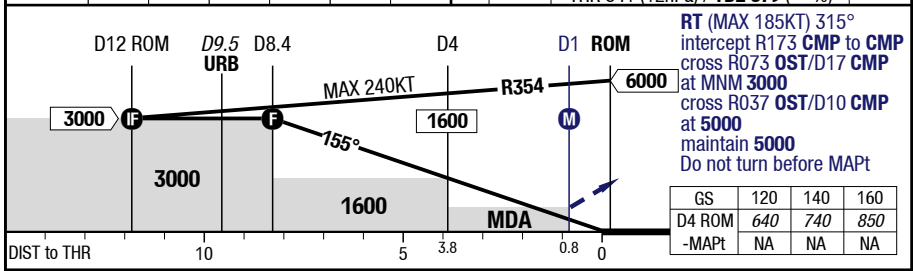
7-80

VOR X 15



3.00° D ROM 155° RWY 150°	8.4	7	6	5	3	2
	3000	2570	2250	1930	1300	980





RT (MAX 185KT) 315°
intercept R173 **CMP** to **CMP**
cross R073 **OST**/D17 **CMP**
at MNM **3000**
cross R037 **OST**/D10 **CMP**
at **5000**
maintain **5000**
Do not turn before MAPt

GS	120	140	160
D4 ROM	*640*	*740*	*850*
-MAPt	NA	NA	NA

15		VOR DME			Circling HJ only 1) 2) 3)	Circling HN only 1) 2) 3)	Circling HJ only 1) 2)
C	ft - m/km ft	380 - 1.0 **750**			1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	380 - 1.0 **750**			1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

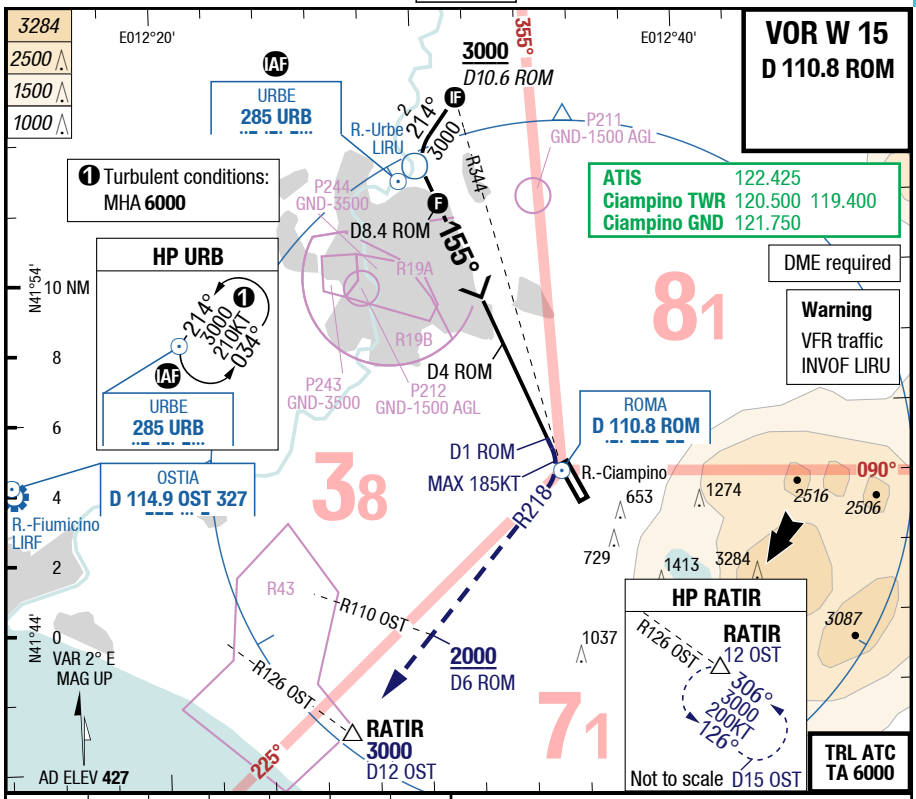
1) W of AD, and when PAPI and APL RWY 33 AVBL only
2) MAX 4DME ROM don't overshoot RCL
3) For pilots familiar with aerodrome

Changes: APL, OBST

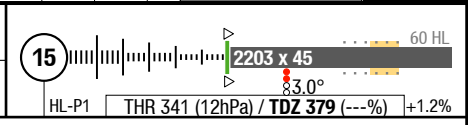
CIA-LIRA

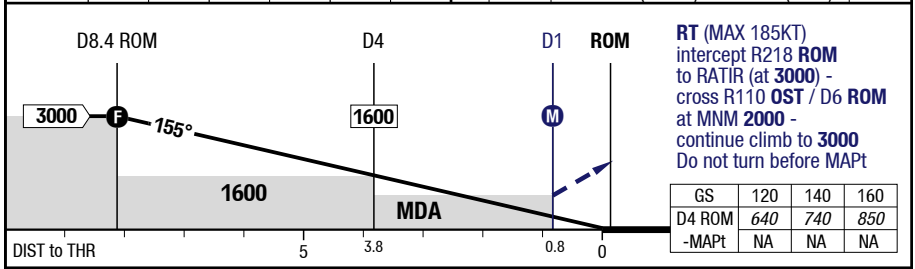
7-90

VOR W 15



3.00° D ROM 155° RWY 150°	8.4	7	6	5	3	2
	3000	2570	2250	1930	1300	980





RT (MAX 185KT) intercept R218 **ROM** to RATIR (at **3000**) - cross R110 **OST** / D6 **ROM** at MNM **2000** - continue climb to **3000**
Do not turn before MAPt

GS	120	140	160
D4 ROM	*640*	*740*	*850*
-MAPt	NA	NA	NA

15		VOR DME			Circling HJ only 1) 2) 3)	Circling HN only 1) 2) 3)	Circling HJ only 1) 2)
C	ft - m/km ft	380 - 1.0 **750**			1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	380 - 1.0 **750**			1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

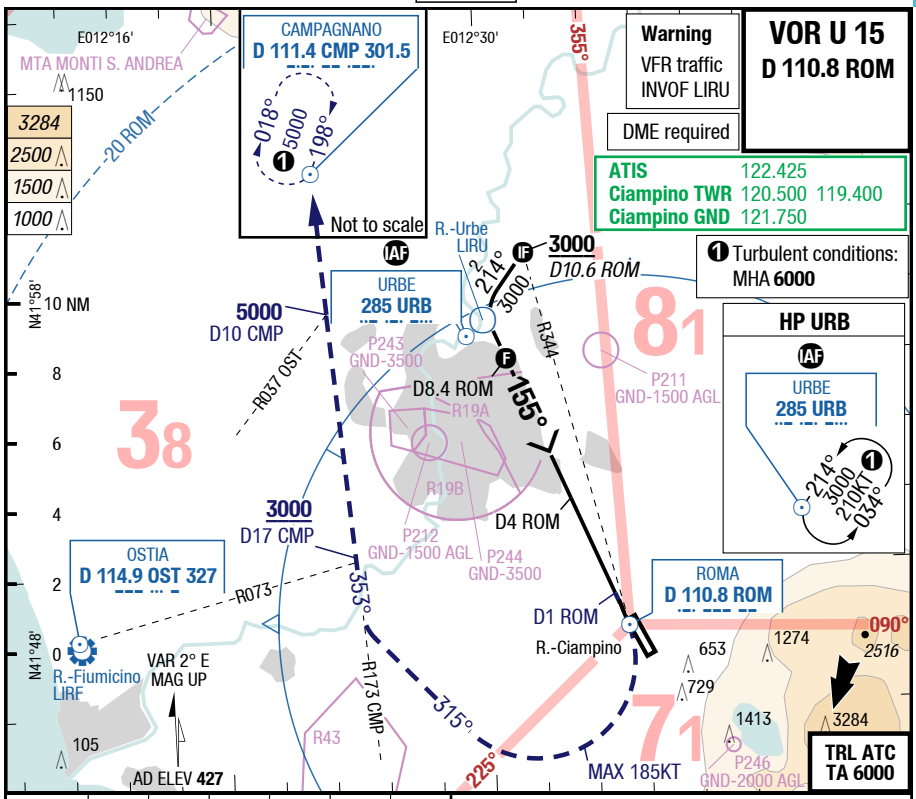
1) W of AD, and when PAPI and APL RWY 33 AVBL only
2) MAX 4DME ROM don't overshoot RCL
3) For pilots familiar with aerodrome

Changes: APL, OBST

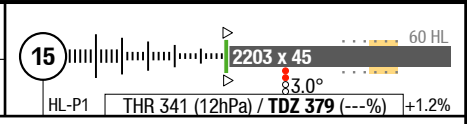
CIA-LIRA

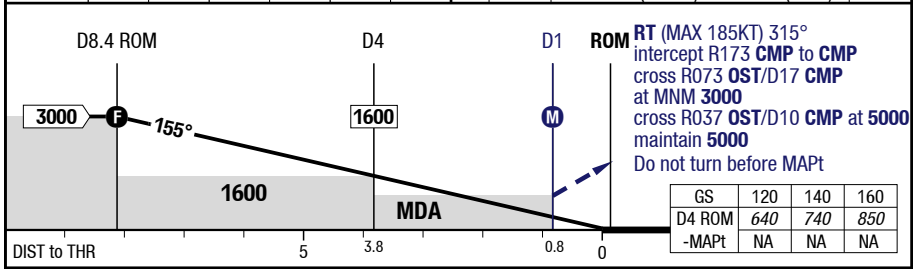
7-100

VOR U 15



3.00° D ROM 155° RWY 150°	8.4	7	6	5	3	2
	3000	2570	2250	1930	1300	980





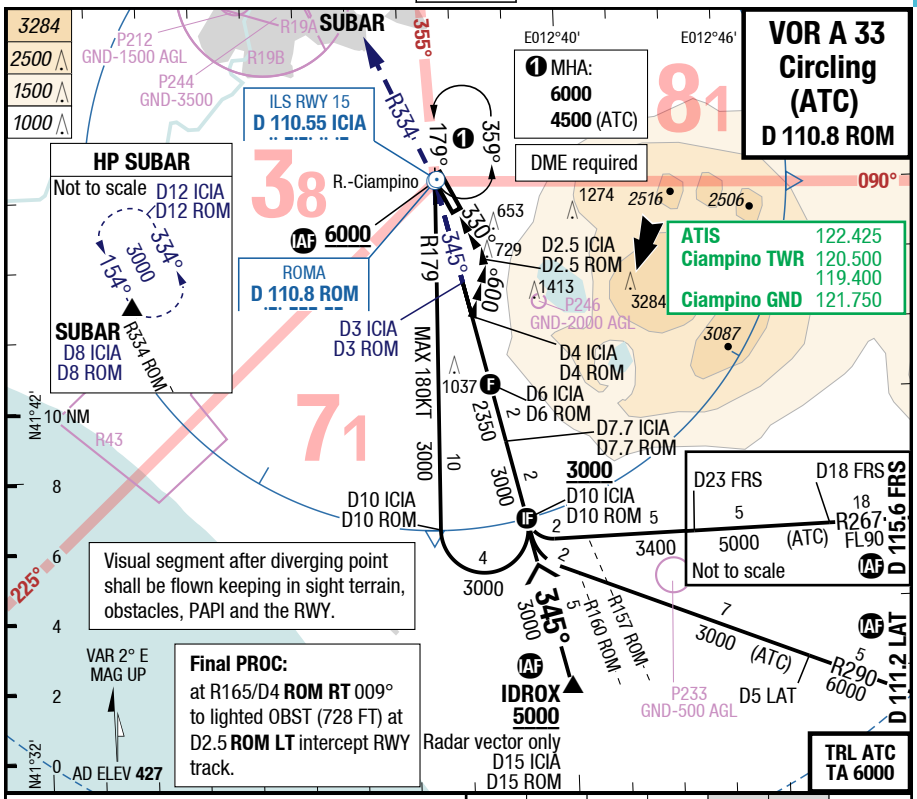
RT (MAX 185KT) 315°
intercept R173 **CMP** to **CMP**
cross R073 **OST**/D17 **CMP**
at MNM **3000**
cross R037 **OST**/D10 **CMP** at **5000**
maintain **5000**
Do not turn before MAPt

GS	120	140	160
D4 ROM	*640*	*740*	*850*
-MAPt	NA	NA	NA

15		VOR DME			Circling HJ only 1) 2) 3)	Circling HN only 1) 2) 3)	Circling HJ only 1) 2)
C	ft - m/km ft	380 - 1.0 **750**			1280 - 2.4V **1700**	C 1500 - 3.0V **1700**	C 1500 - 5.0V **1700**
D	ft - m/km ft	380 - 1.0 **750**			1410 - 3.6V **1830**	C 1500 - 3.6V **1830**	C 1500 - 5.0V **1830**

1) W of AD, and when PAPI and APL RWY 33 AVBL only
2) MAX 4DME ROM don't overshoot RCL
3) For pilots familiar with aerodrome

Changes: APL, OBST



33						Circling P-TRK ATC discretion 1)	Circling
C	ft - m/km ft					930 - 2.4V **1350**	Not authorized
D	ft - m/km ft					930 - 3.6V **1350**	Not authorized

1) When PAPI, ALS and OBST light AVBL only

Changes: Note