GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restriction
No TKOF/LDG between 2200-0500‡ except for flights authorized by AD authority.

Airport Information

RFF: CAT 8
Fuel: 0430-2130‡, other times O/R
PCN: RWY 06/24: 90/F/A/W/T

Operation

Low Visibility Procedure
No FLT OPS when RVR below 700m and/or CEIL below 200ft.

TWY Restriction
TWY M, TN width 15m / 49ft, MAX ACFT weight 28t / 61700lbs.

TWY H MAX ACFT weight 28t / 61700lbs.

TWY H between intersection P and TN MAX wingspan up to 36m / 118ft.

Rapid exit TWY BC in wet COND not AVBL for ACFT code letter D and A321 with LDG weight above 70t / 154000lbs.

Taxi/Parking
Marshaller compulsory.

TWY and PRKG places north side of RWY unlighted.

Taxiing on APN 1 only clockwise.

APU
Use of APU restricted to 60min prior EOBT and 20min after ATA.

On stands 51-57 the use of APU or GPU is prohibited.

Above stands are equipped with fixed PWR unit and air conditioning.

Apron Management Service (AMS)
AMS is assured for APN 1 in cooperation by ENAV and GESAC.

Call Sign: Napoli GND (0500-2200‡).

Service provided:
- stand allocation and taxi INSTR for ARR ACFT.
- push-back and taxi INSTR for DEP ACFT.

DEP ACFT from APN 1 will be cleared to start-up or push-back only when released by GESAC.

Contact GESAC Management Office on FREQ 131.675

Engine Run-up
Engine test prohibited between 1800-0800‡, except for those of immediate use.

GENERAL

Warnings

POM VOR/DME unusable:
R155-R180 within 15NM below 10000ft.
R155-R180 beyond 15NM.
R350-R155 at 25NM below 8000ft.
MAINT 2nd THU each month 0800-1000‡.

POM NDB unusable:
030°-155° at 25NM below 8500ft.
350°-030° at 25NM below 7000ft.
155°-180° within 15NM below 10000ft.
155°-180° beyond 15NM.
MAINT 2nd WED each month 0800-1000‡.

SOR VOR/DME unusable:
VOR
R342 beyond 8NM.
VOR/DME
MAINT 1st TUE each month 0830-1000‡.

During SOR VOR unavailability, all radial values referred to SOR VOR for published SID/STAR, shall be intended as bearings referred to SOR NDB of same value.

NAP DME unusable:
R110-R130 at 25NM.
R130-R170 at 25NM below 9000ft.
R170-R230 at 25NM below 5000ft.
R230-R110 at 25NM below 9000ft.

TEA VOR/DME: MAINT 1st WED each month 1200-1330‡.

Circling guidance light (flashing white) 1.6NM in front of THR 06.

Expect windshears between NOV and APR by winds 10 KT or above from 030°-060° (sky clear) or from 180°-210° (with cloudy sky or rain and additionally by the sea breeze). Also terrain induced effects by Mount Vesuv during approach.

Laser beams.

Birds in vicinity of AD.

ARRIVAL

Speed

When under radar control not otherwise instructed reduce speed to:
- 250KT IAS at FL100 or below.
- 200KT IAS starting turn onto final or 12NM from THR
- 180KT IAS completing the turn or 9NM from THR
- 160KT IAS 5NM from THR

Communication

COM Failure
If radar vectored in IMC, maintain last assigned LVL and proceed to POM VOR DME/NDB by shortest route.

COM Failure in the maneuvering area:
Vacate RWY and ILS sensitive area, via TWY A or H for RWY 24 or via TWY G for RWY 06 and wait on its first segment for follow-me to be guided to stand.

Arrival Procedure

VFR Traffic Pattern: Right-hand circut (ATC discretion left turns).

Noise Abatement Procedures: See CRAR and in addition;
Use entire length of RWY to reach APN between 2000-0500‡.

Visual APCH: Do not overfly Naples below 5000ft as follows:
- 120º - 210º 5NM from AD.
- 210º - 270º 8NM from AD.

Reverse: The use of reverse thrust at PWR higher than idle is allowed only in the event of proven safety/operational reasons.

Warnings

INPL LOC unusable:
at 17NM below 5000ft.
at 25NM below 6000ft.

DEPARTURE

Take-off Minima

RWY		24	
All ACFT	ft - m/km	c200 - 700R/700v	-
RWY		06	
All ACFT	ft - m/km	c200 - 700v	-

Communication

COM Failure

When a vector has been received which has taken ACFT off route previously specified, return to route by most direct way and comply with ICAO.

COM Failure in the maneuvering area:
Continue strictly on the assigned taxi route to CLR limit and wait for follow-me to be guided back to stand.

Departure Procedure

Start-up/Push-back

Start-up CLR on TWR/GND.

If APU is U/S, ACFT can start MAX two ENGs at stand and then start push-back.

Noise Abatement Procedure: See CRAR and in addition;
Observe Noise Abatement Procedure for RWY 24 (CAT A/B/C/D) as published in SIDPT. If due performance reasons 1200ft can not be reached until D2 NPC, start left turn at D2 NPC. Do not continue on 222° after 1200ft have been attained.

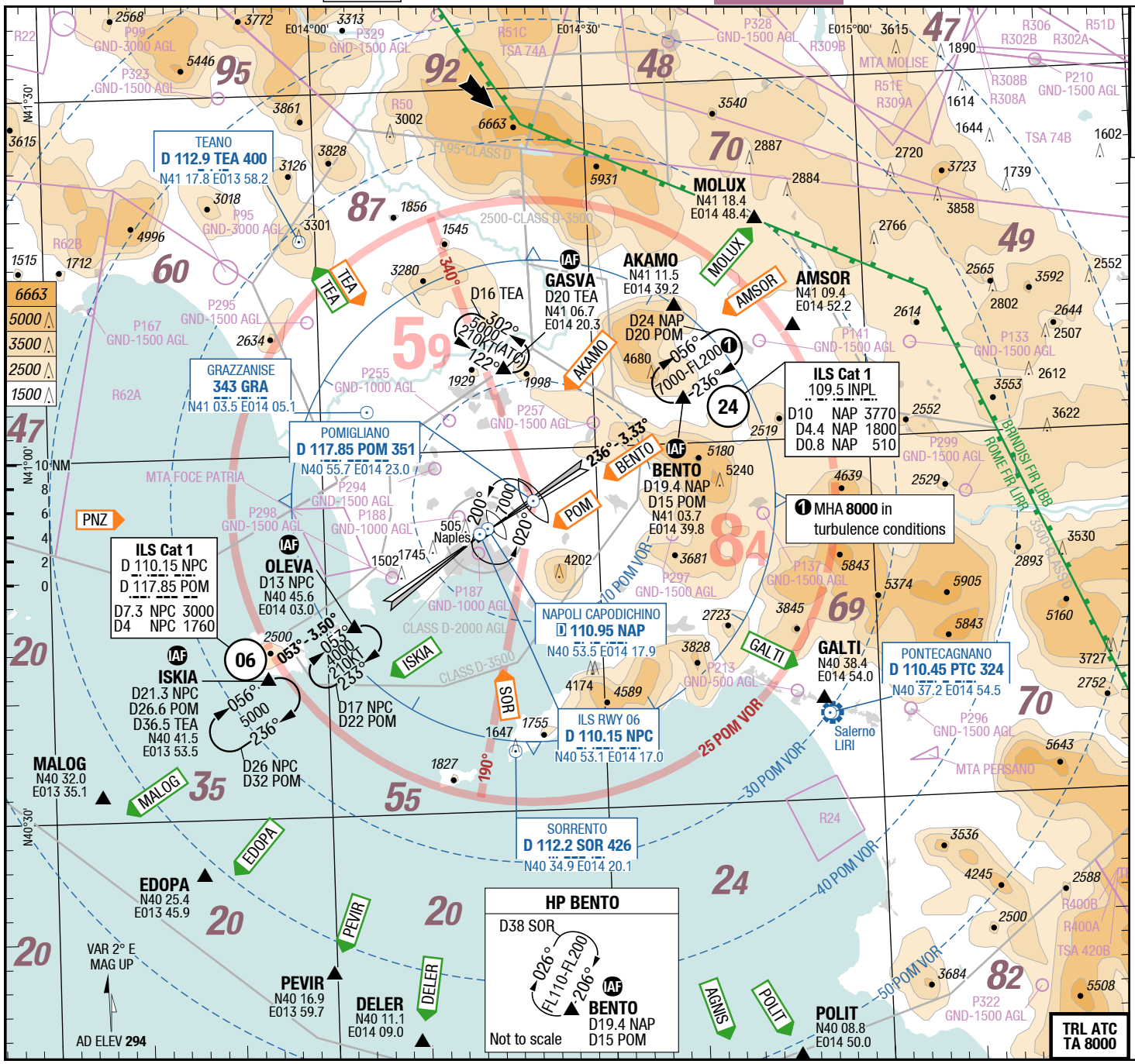
ACFT unable to perform initial climb PROC for RWY 24 are requested to TKOF from RWY 06.

In abnormal situations or due WX problems contact ATC.

Italy **Naples** Capodichino
AGC
AFC

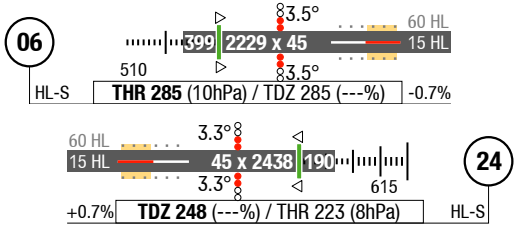
AFC AFC

Capodichino **Naples** Italy
AGC
AFC



ATIS	135.975	
RAD	124.350	120.950 by ATC
APP	124.350	120.950 by ATC
TWR	118.500	
GND	121.900 0600-2200 ‡	
DLV	121.900 0600-2200 ‡	

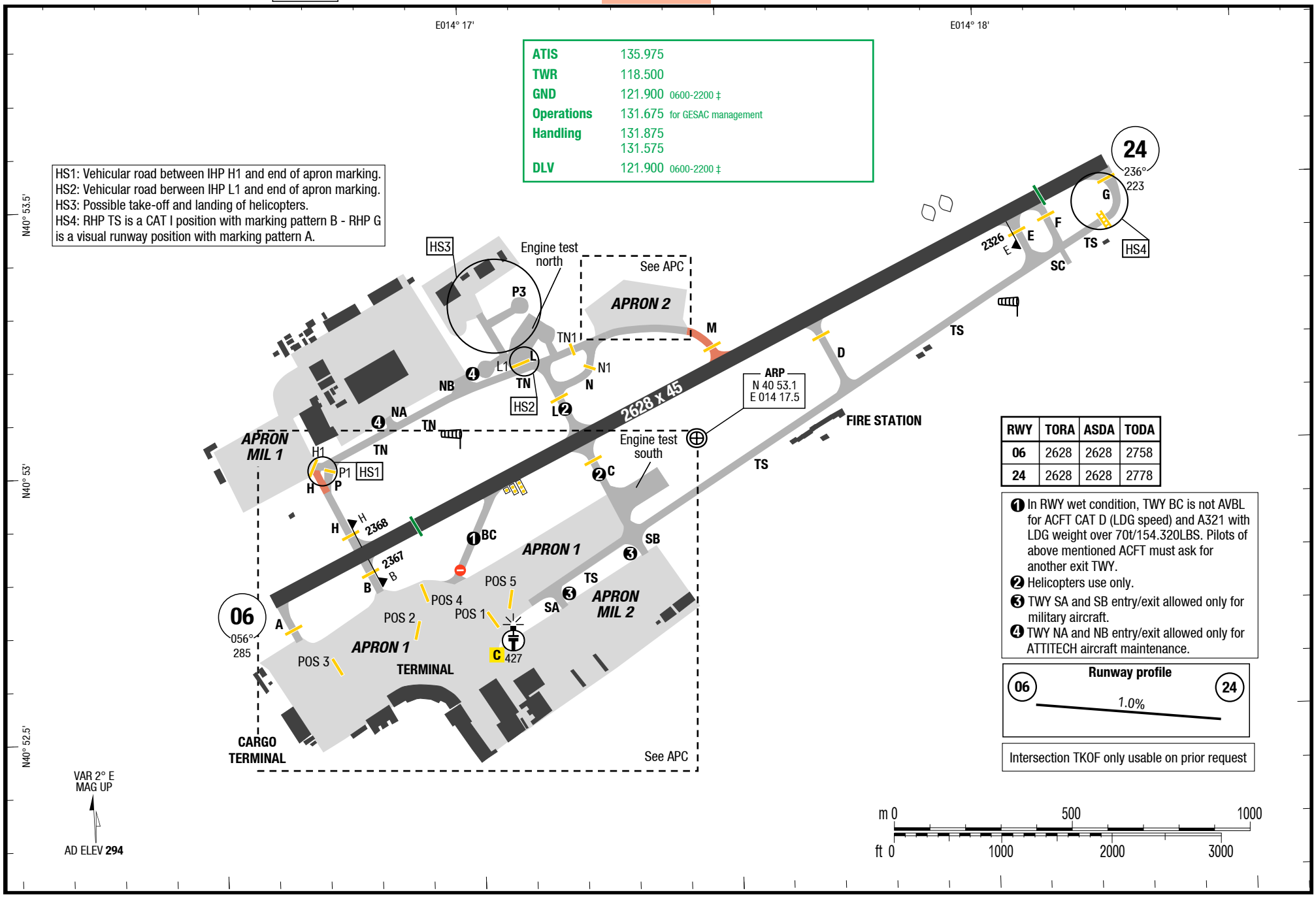
Landing RWY system:



Changes: Navaid , OBST, APCH boxes, Editorial

ATIS	135.975	
TWR	118.500	
GND	121.900	0600-2200 ‡
Operations	131.675	for GESAC management
Handling	131.875 131.575	
DLV	121.900	0600-2200 ‡

HS1: Vehicular road between IHP H1 and end of apron marking.
HS2: Vehicular road berween IHP L1 and end of apron marking.
HS3: Possible take-off and landing of helicopters.
HS4: RHP TS is a CAT I position with marking pattern B - RHP G is a visual runway position with marking pattern A.



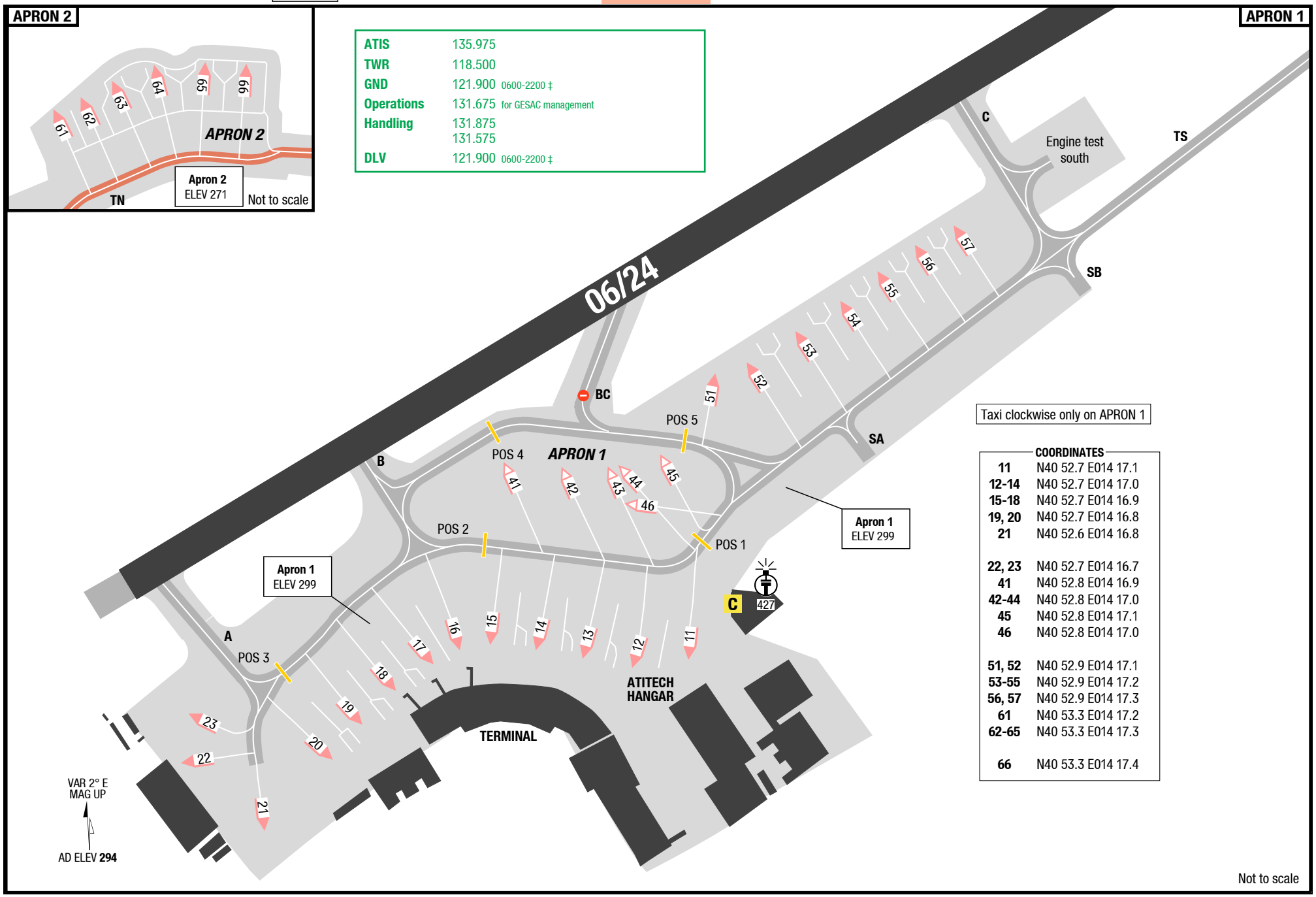
RWY	TORA	ASDA	TODA
06	2628	2628	2758
24	2628	2628	2778

❶ In RWY wet condition, TWY BC is not AVBL for ACFT CAT D (LDG speed) and A321 with LDG weight over 70t/154.320LBS. Pilots of above mentioned ACFT must ask for another exit TWY.
❷ Helicopters use only.
❸ TWY SA and SB entry/exit allowed only for military aircraft.
❹ TWY NA and NB entry/exit allowed only for ATTITECH aircraft maintenance.

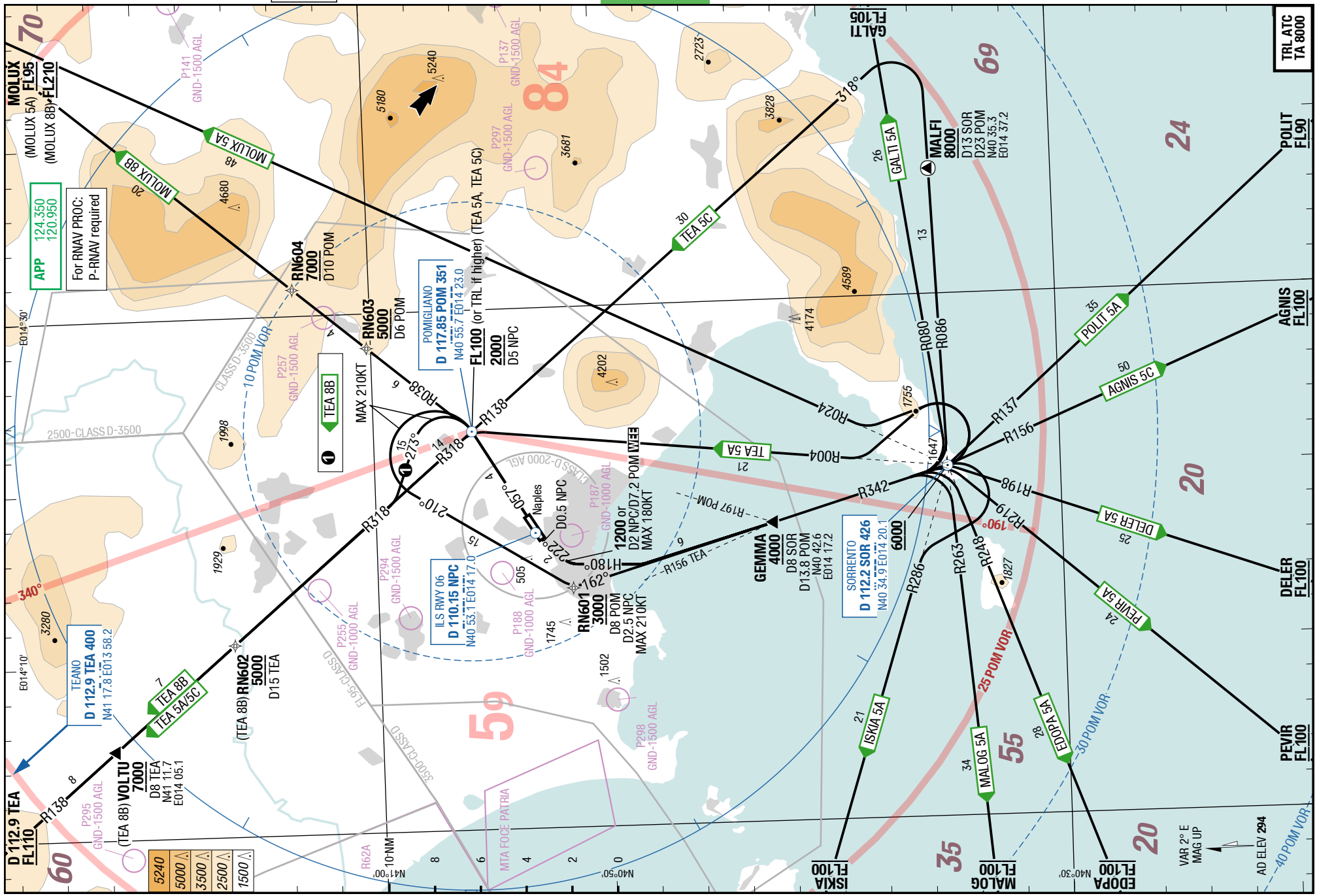
Runway profile
06 — 1.0% — 24

Intersection TKOF only usable on prior request

Changes: Nil



Changes: APN ELEV



Changes: PROC renumbered, OBST, SUAs

MOLUX 8B / TEANO 8B

RWY 06 (056°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
MOLUX 8B 7.9% to 7000 **124.350**	direct **POM** - R038/QDR 038 **POM** to MOLUX	**POM** MNM **2000** D6 **POM** MNM **5000** D10 **POM** MNM **7000** MOLUX MNM **FL210**
	FMS POM [K210-] - RN603 - RN604 - MOLUX	POM MNM **2000** RN603 MNM **5000** RN604 MNM **7000** MOLUX MNM **FL210**
TEANO 8B **TEA 8B** 7.0% to 4000 5.3% to TEA **124.350**	direct **POM** - **LT** (MAX 210KT) 273° - intercept R318/QDR 318 **POM** to VOLTU - **TEA**	**POM** MNM **2000** D15 **TEA** MNM **5000** VOLTU MNM **7000** **TEA** MNM **FL110**
	FMS POM [K210- ;L] - RN602 - VOLTU - TEA	POM MNM **2000** RN602 MNM **5000** VOLTU MNM **7000** TEA MNM **FL110**

Changes: PROC renumbered

AGNIS 5C

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
AGNIS 5C 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R156 **SOR** to AGNIS	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** AGNIS MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - AGNIS	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** AGNIS MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R156 **SOR** to AGNIS	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** AGNIS MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - AGNIS	GEMMA MNM **4000** SOR MNM **6000** AGNIS MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

DELER 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
DELER 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R198 **SOR** to DELER	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** DELER MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - DELER	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** DELER MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R198 **SOR** to DELER	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** DELER MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - DELER	GEMMA MNM **4000** SOR MNM **6000** DELER MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

EDOPA 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
EDOPA 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R248 **SOR** to EDOPA	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** EDOPA MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - EDOPA	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** EDOPA MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R248 **SOR** to EDOPA	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** EDOPA MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - EDOPA	GEMMA MNM **4000** SOR MNM **6000** EDOPA MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

GALTI 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
GALTI 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R080 **SOR** to GALTI	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** GALTI MNM **FL105**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - GALTI	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** GALTI MNM **FL105**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R080 **SOR** to GALTI	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** GALTI MNM **FL105**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - GALTI	GEMMA MNM **4000** SOR MNM **6000** GALTI MNM **FL105**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

ISKIA 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
ISKIA 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R286 **SOR** to ISKIA	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** ISKIA MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR [R]- ISKIA	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** ISKIA MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R286 **SOR** to ISKIA	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** ISKIA MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR [R] - ISKIA	GEMMA MNM **4000** SOR MNM **6000** ISKIA MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

MALOG 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
MALOG 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R263 **SOR** to MALOG	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** MALOG MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR [R] - MALOG	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** MALOG MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R263 **SOR** to MALOG	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** MALOG MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR [R] - MALOG	GEMMA MNM **4000** SOR MNM **6000** MALOG MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

MOLUX 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
MOLUX 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R024 **SOR** to MOLUX	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** MOLUX MNM **FL95**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA [L] - SOR- MOLUX	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** MOLUX MNM **FL95**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R024 **SOR** to MOLUX	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** MOLUX MNM **FL95**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA [L] - SOR- MOLUX	GEMMA MNM **4000** SOR MNM **6000** MOLUX MNM **FL95**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

PEVIR 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
PEVIR 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R219 **SOR** to PEVIR	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** PEVIR MNM **FL100**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - PEVIR	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** PEVIR MNM **FL100**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R219 **SOR** to PEVIR	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** PEVIR MNM **FL100**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - PEVIR	GEMMA MNM **4000** SOR MNM **6000** PEVIR MNM **FL100**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

POLIT 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
POLIT 5A 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R137 **SOR** to POLIT	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** POLIT MNM **FL90**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR - POLIT	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** POLIT MNM **FL90**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R137 **SOR** to POLIT	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** POLIT MNM **FL90**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR - POLIT	GEMMA MNM **4000** SOR MNM **6000** POLIT MNM **FL90**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

TEANO 5A

RWYs 06 (056°) / 24 (236°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
TEANO 5A **TEA 5A** 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③④	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R004/QDR 004 **SOR** to **POM** - R318 **POM** to **TEA**	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** **POM** MNM **FL100** or TRL **TEA** MNM **FL110**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR [L] - POM - TEA	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** POM MNM **FL100** or TRL TEA MNM **FL110**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - R004/QDR 004 **SOR** to **POM** - R318 **POM** to **TEA**	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** **POM** MNM **FL100** or TRL **TEA** MNM **FL110**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR [L] - POM - TEA	GEMMA MNM **4000** SOR MNM **6000** POM MNM **FL100** or TRL TEA MNM **FL110**

① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ LT inbound POM may be executed before passing SOR if MNM 6000 is achieved and ATC clearance obtained.

④ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient

TEANO 5C

RWYs 06 (056°) / 24 (236°)

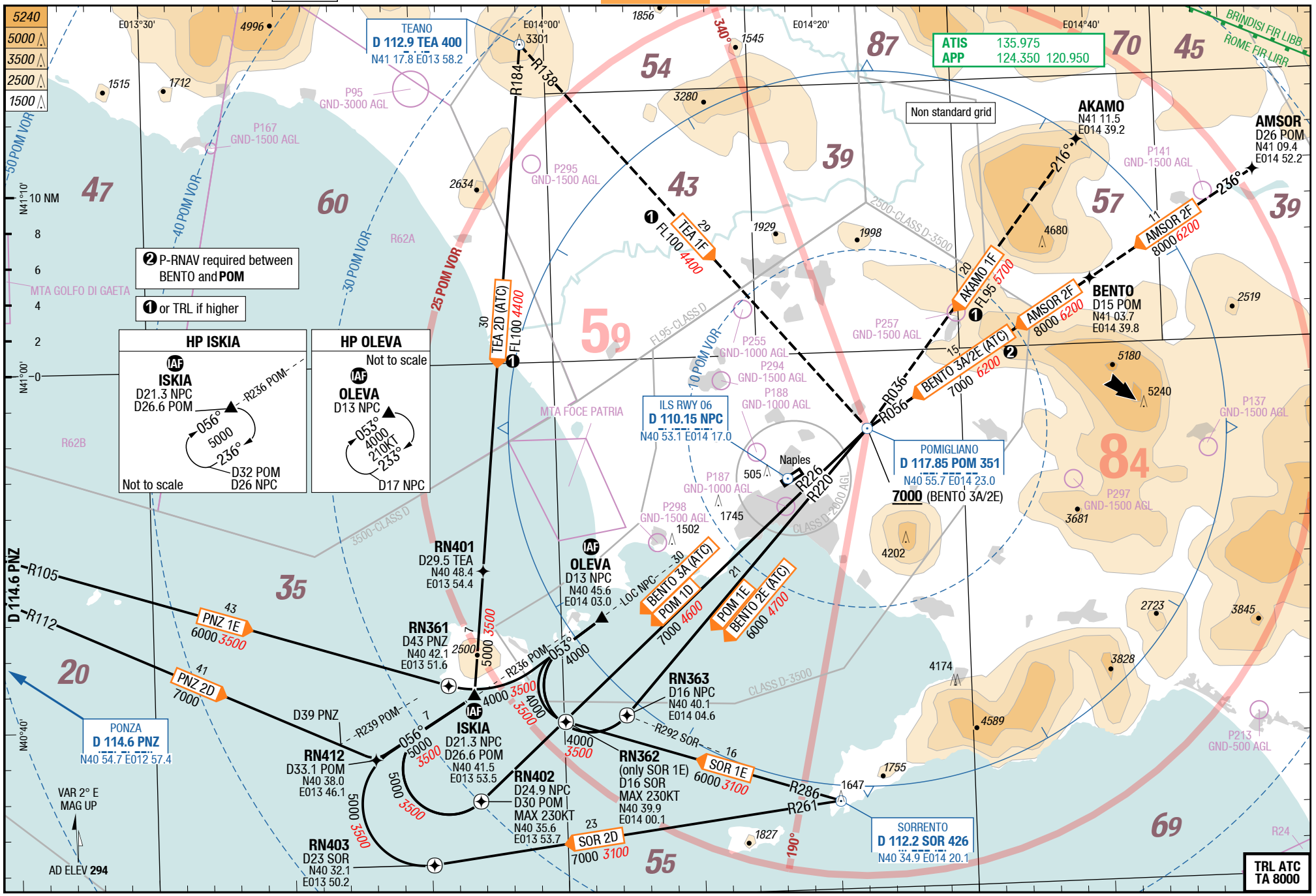
	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
TEANO 5C **TEA 5C** 7.0% to 3000 (RWY 06) 9.6% to 3000 (RWY 24) **124.350** ①②③	**RWY 06** 057° - at **POM**/D5 **NPC LT** (MAX 210KT) 210° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - **LT** R086/QDR 086 **SOR** to MALFI - **LT** R138/QDM 318 **POM** to **POM** - R318 **POM** to **TEA**	**RWY 06** **POM**/D5 **NPC** MNM **2000** intercepting R342/QDM 162 **SOR** MNM **3000** GEMMA MNM **4000** **SOR** MNM **6000** MALFI MNM **8000** **POM** MNM **FL100** or TRL **TEA** MNM **FL110**
	FMS POM [K210- ;L] - RN601 [K210-] - GEMMA - SOR [L] - MALFI [L] - POM - TEA	POM MNM **2000** RN601 MNM **3000** GEMMA MNM **4000** SOR MNM **6000** MALFI MNM **8000** POM MNM **FL100** or TRL TEA MNM **FL110**
	RWY 24 Noise Abatement Procedure DER/D0.5 **NPC LT** 222° - at **1200** or D2 **NPC**/D7.2 **POM**, whichever is earlier, **LT** (MAX 180KT) HDG 180° - intercept R342 **SOR** inbound/QDM 162 **SOR** to GEMMA - **SOR** - **LT** R086/QDR 086 **SOR** to MALFI - **LT** R138/QDM 318 **POM** to **POM** - R318 **POM** to **TEA**	**RWY 24** GEMMA MNM **4000** **SOR** MNM **6000** MALFI MNM **8000** **POM** MNM **FL100** or TRL **TEA** MNM **FL110**
	FMS Up to GEMMA follow conventional procedure, after: GEMMA - SOR [L] - MALFI [L] - POM - TEA	GEMMA MNM **4000** SOR MNM **6000** MALFI MNM **8000** POM MNM **FL100** or TRL TEA MNM **FL110**

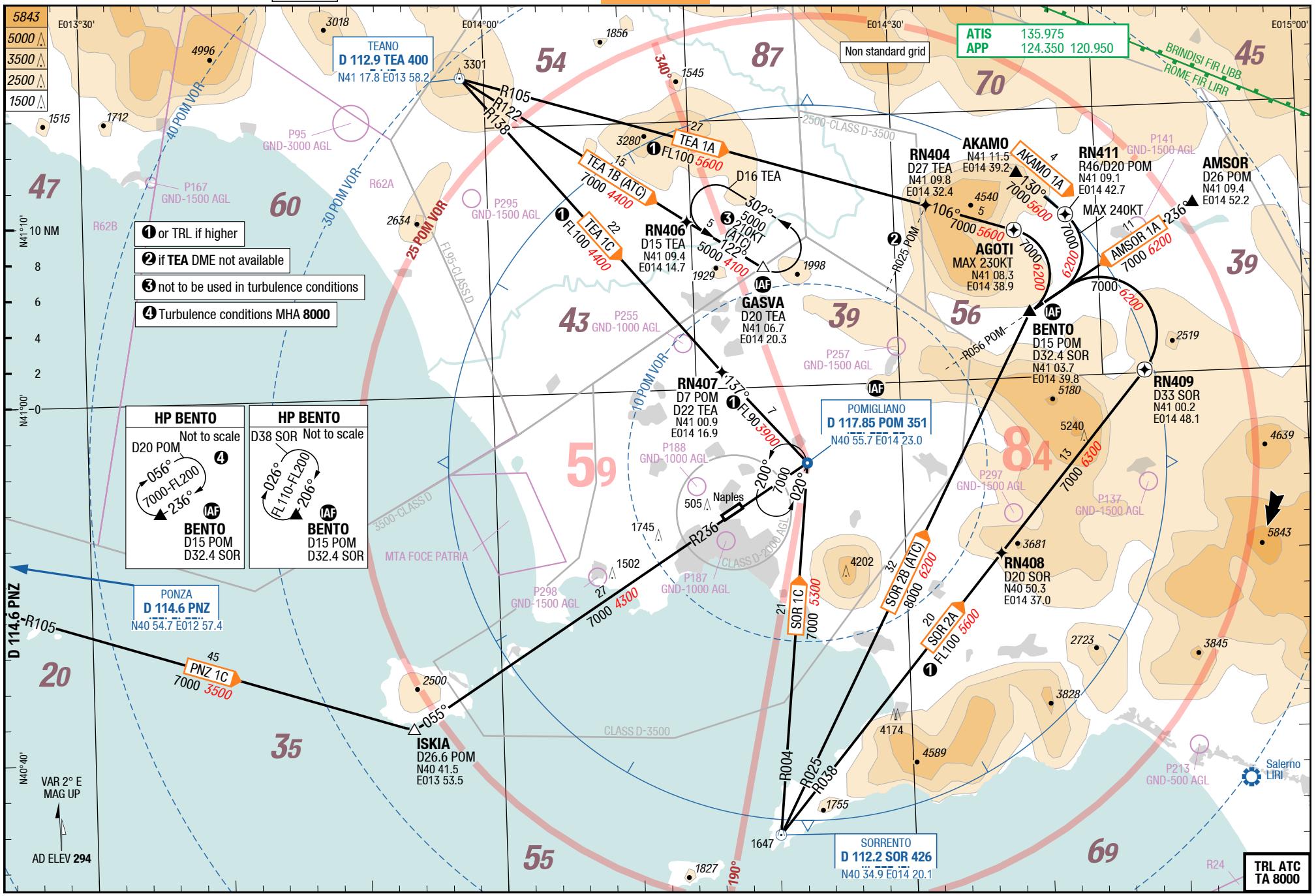
① RWY 24: Use MAX gradient to 3000ft.

② RWY 24: If unable to comply with Noise Abatement Procedure profile request RWY 06.

③ Warning: Close-in obstacles penetrating OIS 2.5% exist but were not considered for the published Procedure Design Gradient



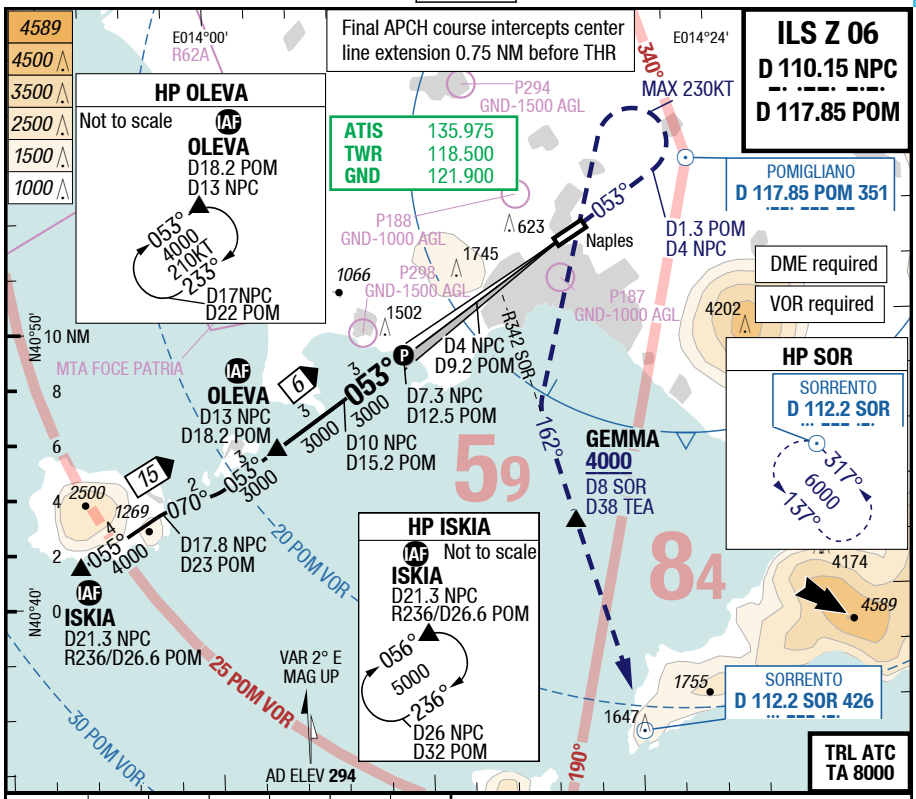
Changes: ALT, MGA, SUAs, PROC renumbered, OBST


ATIS 135.975
APP 124.350 120.950
Non standard grid
TEANO
D 112.9 TEA 400
N41 17.8 E013 58.2
TEA 1A
TEA 1B (ATC)
TEA 1C
RN406
D15 TEA
N41 09.4
E014 14.7
GASVA
D20 TEA
N41 06.7
E014 20.3
RN404
D27 TEA
N41 09.8
E014 32.4
AKAMO
N41 11.5
E014 39.2
AKAMO 1A
RN411
R46/D20 POM
N41 09.1
E014 42.7
MAX 240KT
AMSOR
D26 POM
N41 09.4
E014 52.2
AMSOR 1A
AGOTI
MAX 230KT
N41 08.3
E014 38.9
BENTO
D15 POM
D32.4 SOR
N41 03.7
E014 39.8
RN409
D33 SOR
N41 00.2
E014 48.1
RN407
D7 POM
D22 TEA
N41 00.9
E014 16.9
POMIGLIANO
D 117.85 POM 351
N40 55.7 E014 23.0
RN408
D20 SOR
N40 50.3
E014 37.0
SOR 1C
SOR 2A
SOR 2B (ATC)
PONZA
D 114.6 PNZ
N40 54.7 E012 57.4
PNZ 1C
ISKIA
D26.6 POM
N40 41.5
E013 53.5
SORRENTO
D 112.2 SOR 426
N40 34.9 E014 20.1
HP BENTO
D20 POM Not to scale
056° 7000-FL200 236°
BENTO D15 POM D32.4 SOR
HP BENTO
D38 SOR Not to scale
026° FL110-FL200 206°
BENTO D15 POM D32.4 SOR
❶ or TRL if higher
❷ if TEA DME not available
❸ not to be used in turbulence conditions
❹ Turbulence conditions MHA 8000
BRINDISI FIR LIBB
ROME FIR LIRR
40 POM VOR
30 POM VOR
25 POM VOR
10 POM VOR
MTA FOCE PATRIA
Naples
Salerno LIRI
VAR 2° E MAG UP
AD ELEV 294
TRL ATC TA 8000
© Lido 2018

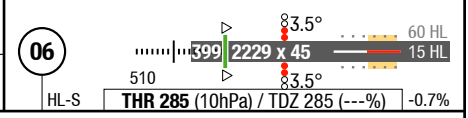
Changes: Nil

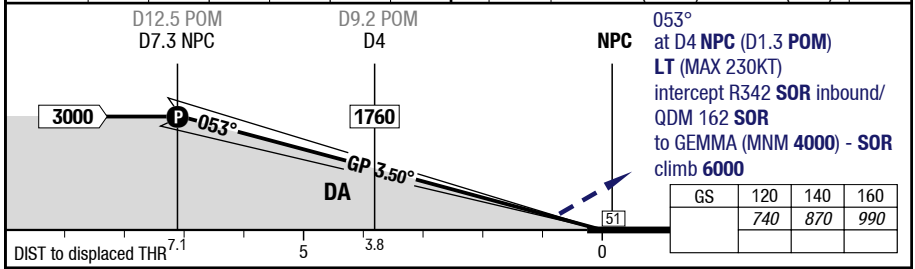
NAP-LIRN

ILS Z 06



D NPC 053° RWY 056°	7.3	7	6	5	3	2
	3000	2900	2530	2150	1400	1030





06		Cat 1 DME 1)					Circling
C	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 2.4V **2160**
D	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 3.6V **2160**

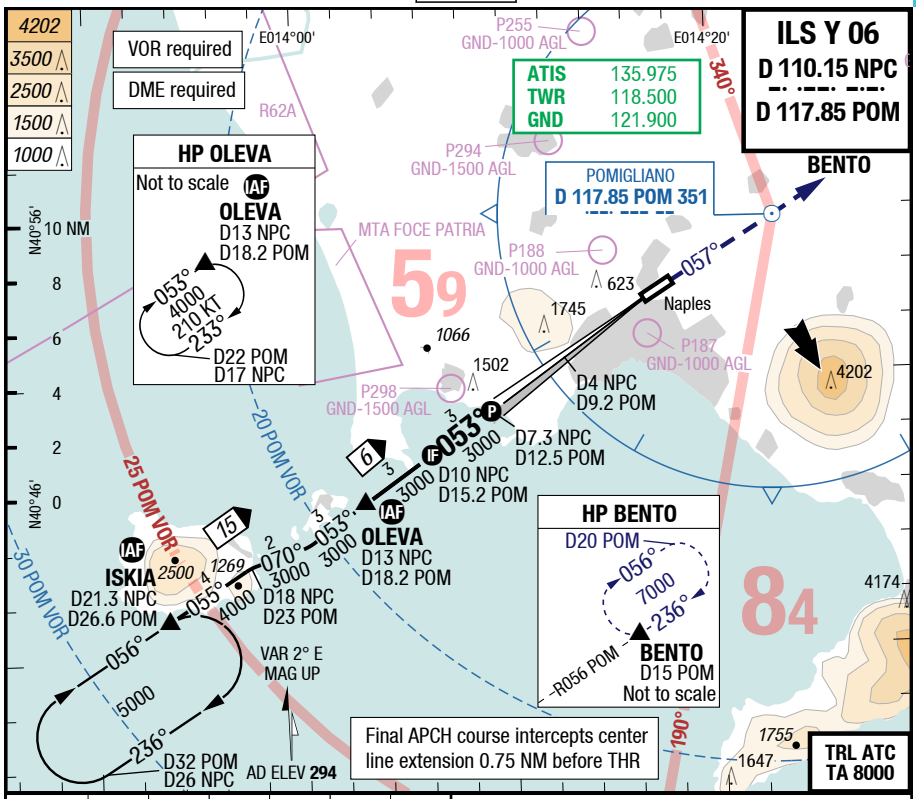
1) With EVS RVR 900m/ VIS 900m, wo EVS use STD

Changes: APL, SUAs, OBST, Note, Editorial

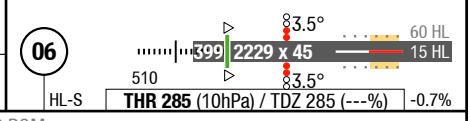
NAP-LIRN

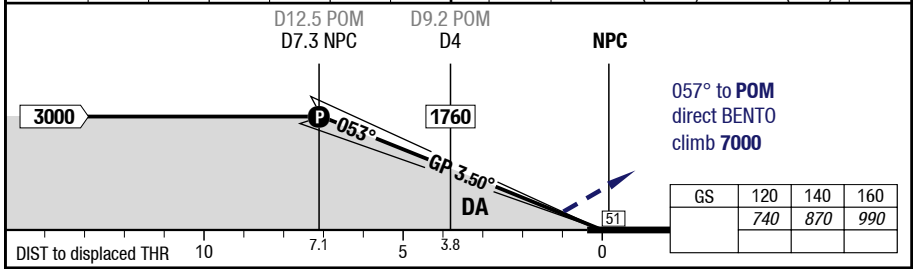
7-20

ILS Y 06



D NPC 053° RWY 056°	7.3	7	6	5	3	2
	3000	2900	2530	2150	1400	1030



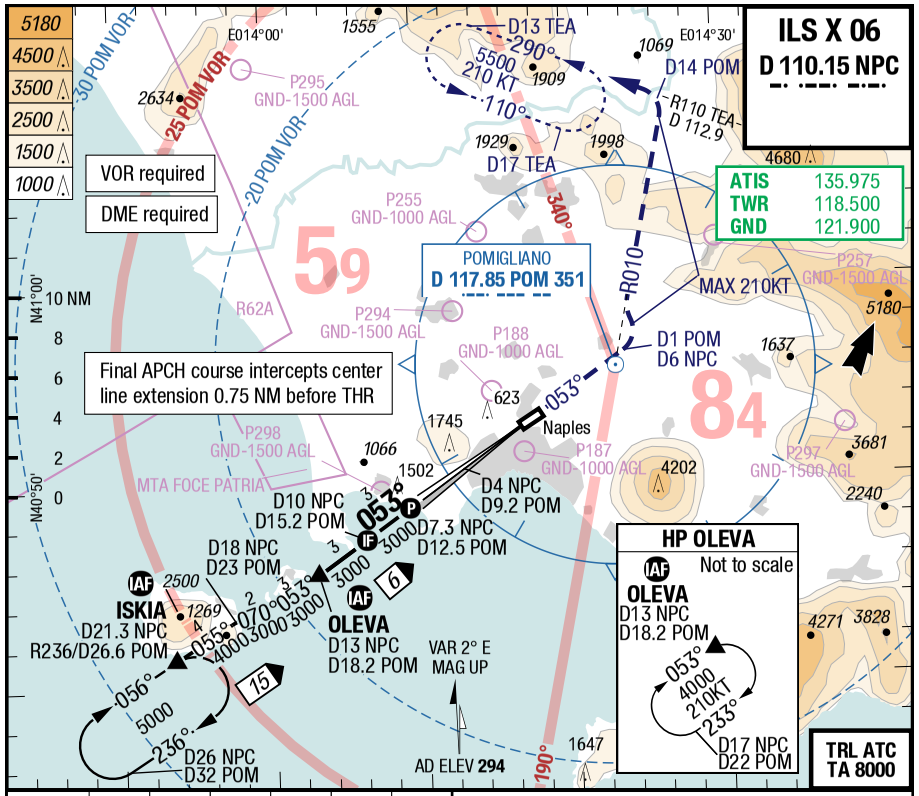


GS	120	140	160
	740	*870*	*990*

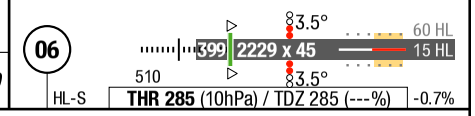
06		Cat 1 DME GA 5.2% 1)					Circling
C	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 2.4V **2160**
D	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 3.6V **2160**

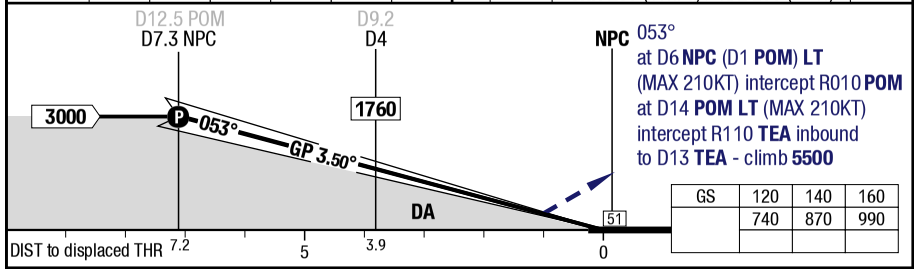
1) With EVS RVR 900m/ VIS 900m, wo EVS use STD

Changes: APL, OBST, SUAs, Note, Editorial



D NPC 053° RWY 056°	7.3	7	6	5	3	2
	3000	2900	2530	2150	1400	1030

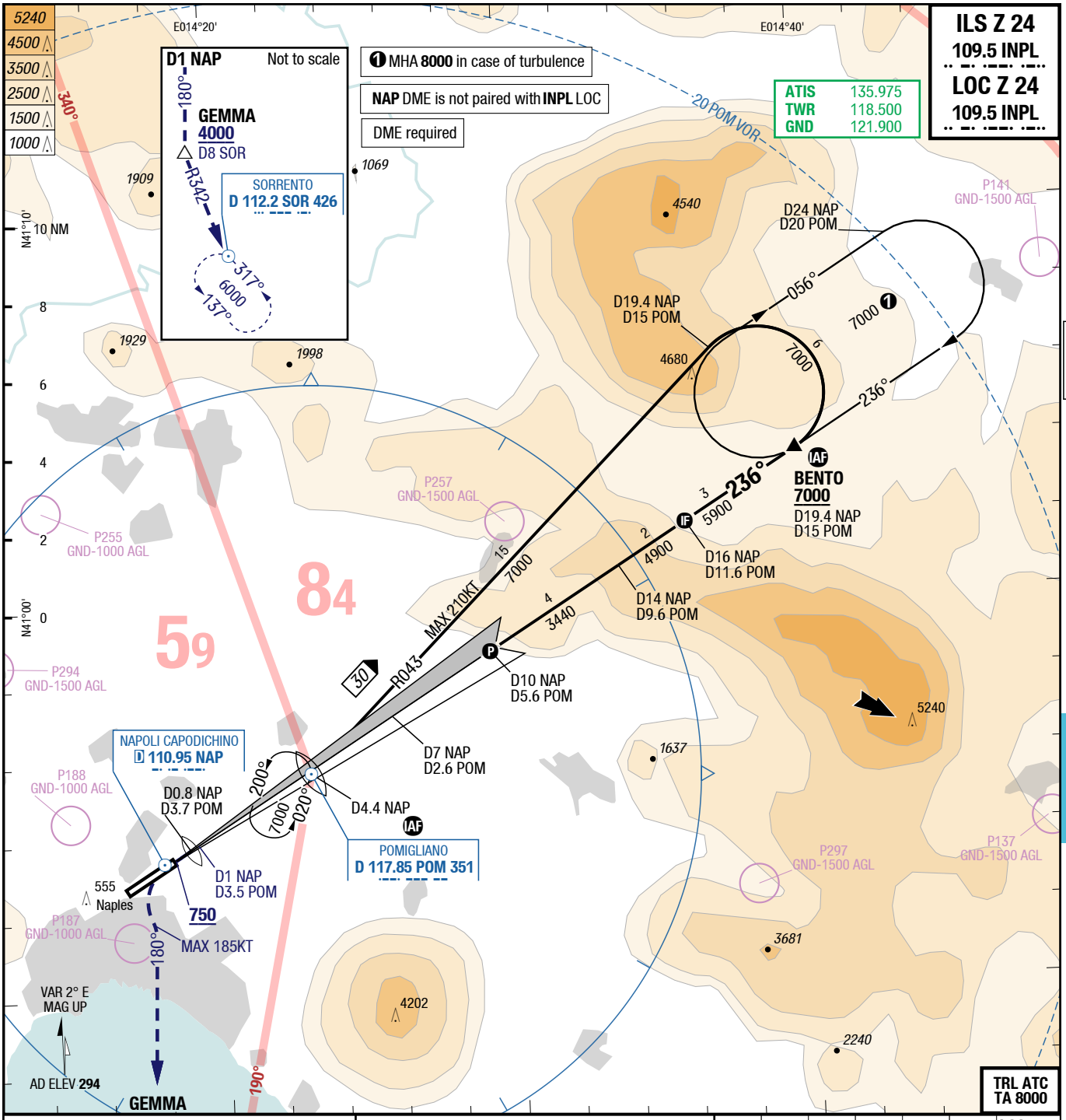


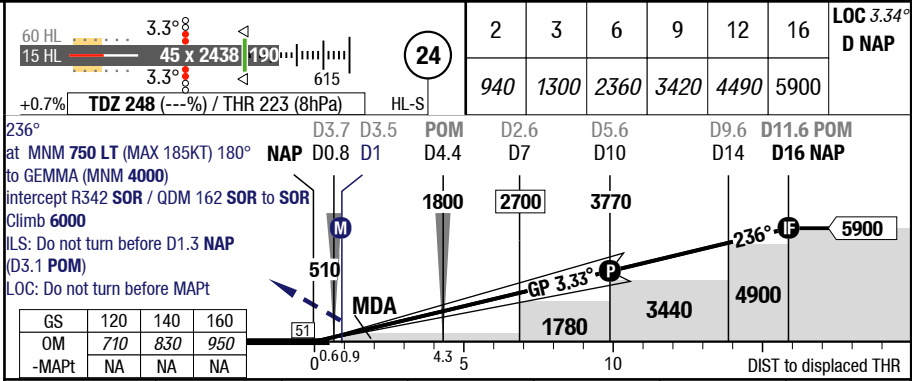


06		Cat 1 DME GA 3.0% 1) 2)					Circling
C	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 2.4V **2160**
D	ft - m/km ft	400 - 1.4R/1.4V **680**					1870 - 3.6V **2160**

1) With EVS RVR 900m/ VIS 900m, wo EVS use STD
2) For ATC reason.If unable contact ATC.

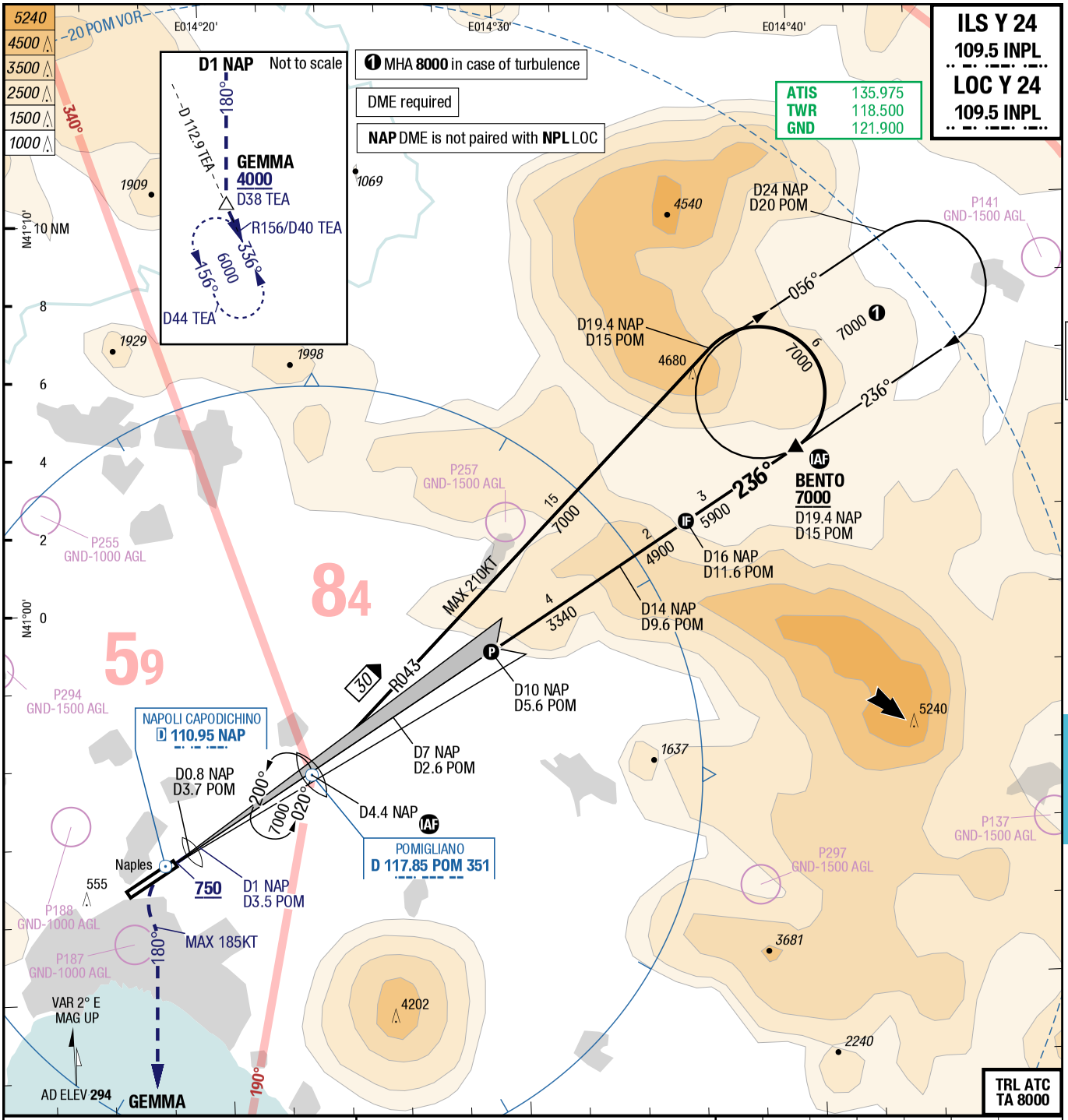
Changes: Nil

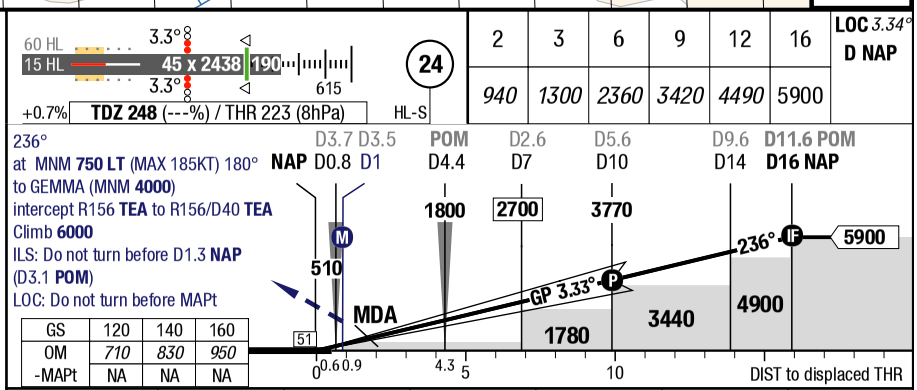




24		Cat 1 GA 5.0% 1)	Cat 1 GA 2.5% 2)	LOC DME 1) 2)		Circling HJ only	Circling HN only
C	ft - m/km ft	300 - 900 **540** 3)	420 - 1.5 **660** 4)	460 - 1.7 **700**		C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**
D	ft - m/km ft	310 - 1.0 **550** 5)	430 - 1.6 **670** 6)	460 - 1.7 **700**		C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**

1) GA 5.0% up to 4000ft is required to remain inside vertical limits of CTR 2) GA 2.5% will fly within airspace class G after GEMMA 3) With EVS 600m 4) With EVS 1.0km 5) With EVS 650m 6) With EVS 1.1km





24		Cat 1 GA 5.0% 1)	Cat 1 GA 2.5% 2)	LOC DME 1) 2)		Circling HJ only	Circling HN only
C	ft - m/km ft	300 - 900 **540** 3)	420 - 1.5 **660** 4)	460 - 1.7 **700**		C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**
D	ft - m/km ft	310 - 1.0 **550** 5)	430 - 1.6 **670** 6)	460 - 1.7 **700**		C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**

1) GA 5.0% up to 4000ft is required to remain inside vertical limits of CTR 2) GA 2.5% will fly within airspace class G after GEMMA 3) With EVS 600m 4) With EVS 1.0km 5) With EVS 650m 6) With EVS 1.1km

Italy **Naples** Capodichino

NAP-LIRN

7-60

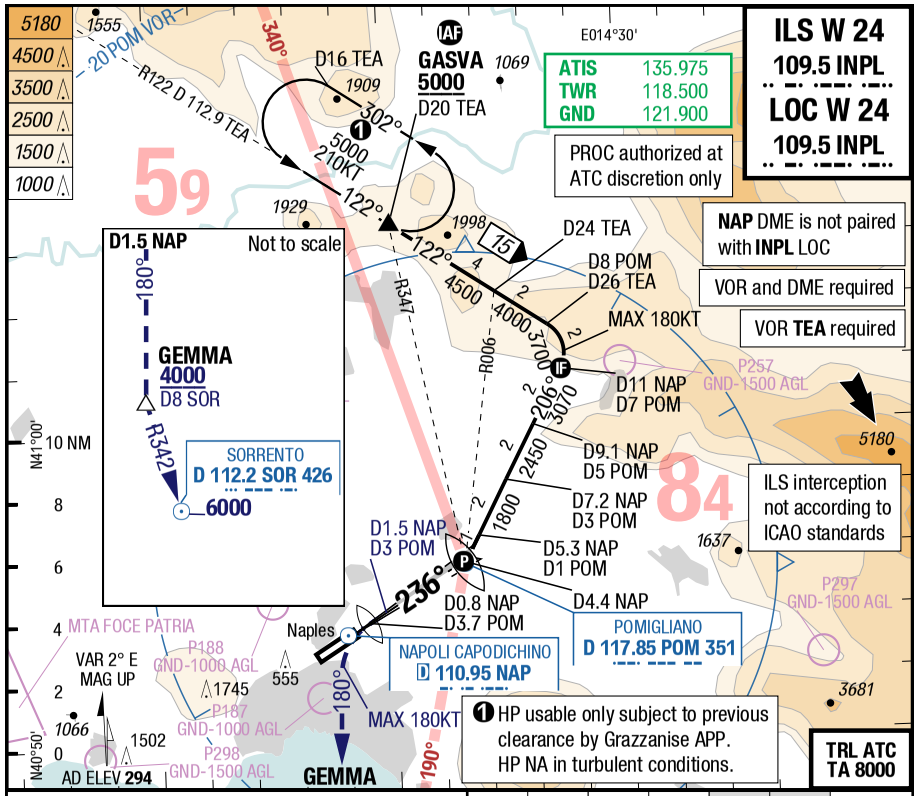
ILS W 24 / LOC W 24

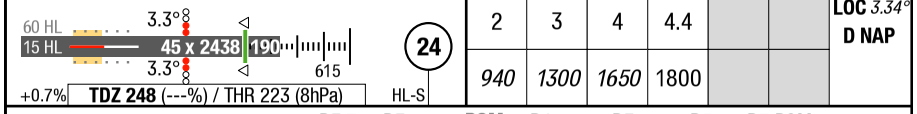
IAC

IAC

Capodichino **Naples** Italy

ILS W 24 / LOC W 24



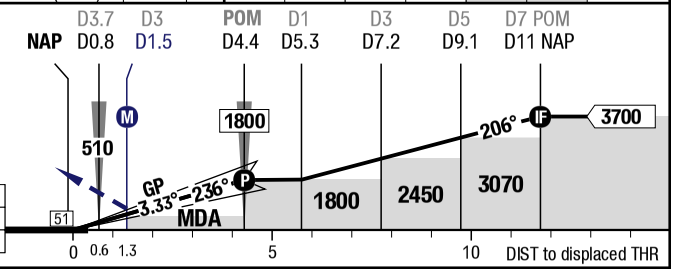


2	3	4	4.4		
940	*1300*	*1650*	1800		

LOC *3.34°*
D NAP

LT (MAX 180KT) 180° to GEMMA (MNM **4000**) intercept R342 **SOR**/ QDM 162 **SOR** to **SOR** climb **6000**
ILS: Do not turn before D1.3 **NAP** (D3.1 **POM**)

GS	120	140	160
OM	*710*	*830*	*950*
-MAPt	*1:28*	*1:16*	*1:06*



24		Cat 1 1) 2) 3)	LOC 1) 2)			Circling HJ only	Circling HN only
C	ft - m/km ft	450 - 1.7 **690**	460 - 1.7 **700**			C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**
D	ft - m/km ft	460 - 1.7 **700**	460 - 1.7 **700**			C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**

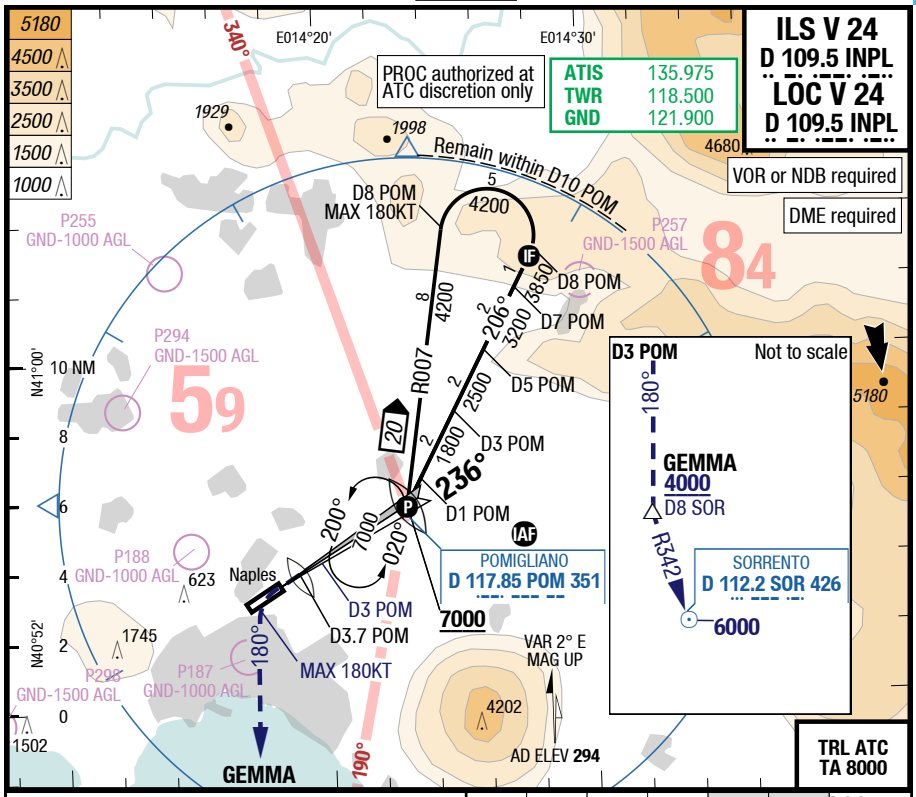
1) GA 5.0% up to 4000ft is required to remain inside vertical limits of CTR 2) GA 2.5% will fly within airspace class G after GEMMA 3) With EVS 1.1km

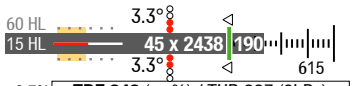
Changes: Navaid , PROC, OBST, Note

NAP-LIRN

7-70

ILS V 24 / LOC V 24



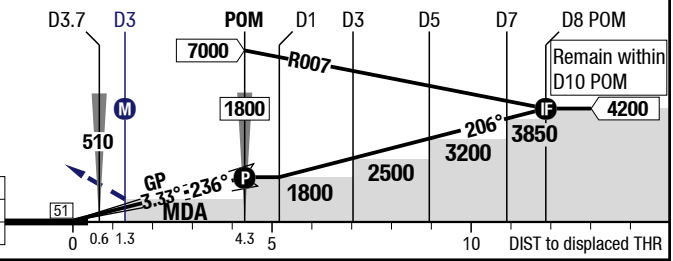


3	2	1	POM		
740	*1100*	*1450*	1800		

LOC *3.34°*
D POM

LT (MAX 180 KT) 180° to GEMMA (MNM **4000**) intercept R342 **SOR**/ QDM 162° **SOR** to **SOR** climb **6000**
ILS: Do not turn before D3.1 **POM**

GS	120	140	160
OM	*710*	*830*	*950*
-MAPt	*1:30*	*1:17*	*1:07*



24		Cat 1 1) 2) 3)	LOC 1) 2)			Circling HJ only	Circling HN only
C	ft - m/km ft	450 - 1.7 **690**	460 - 1.7 **700**			C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**
D	ft - m/km ft	460 - 1.7 **700**	460 - 1.7 **700**			C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**

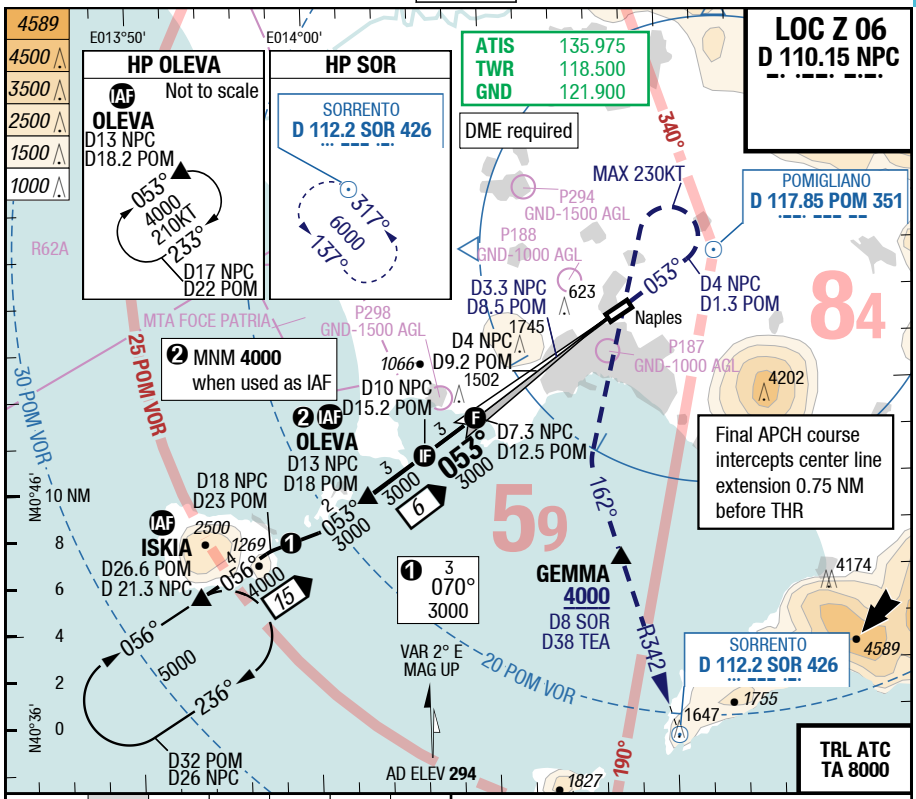
1) GA 5.0% up to 4000ft is required to remain inside vertical limits of CTR 2) GA 2.5% will fly within airspace class G after GEMMA 3) With EVS 1.1km

Changes: Completely revised

NAP-LIRN

7-80

LOC Z 06

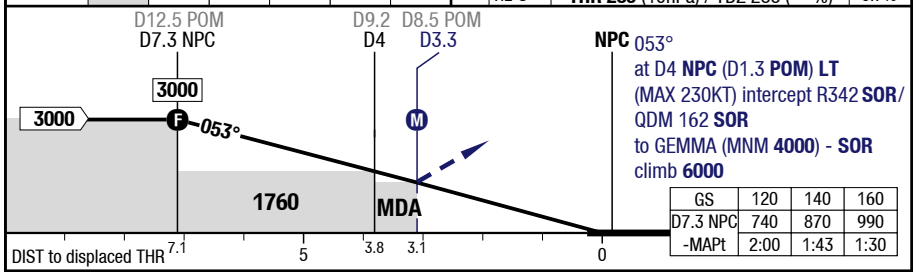


3.53° D NPC 053° RWY 056°	7.3	7	6	5	4
	3000	2900	2530	2150	1780

06 HL-S

3.5° 60 HL 399 2229 x 45 15 HL 510 3.5°

THR 285 (10hPa) / TDZ 285 (---%) -0.7%



NPC 053°
at D4 **NPC** (D1.3 **POM**) **LT**
(MAX 230KT) intercept R342 **SOR**/
QDM 162 **SOR**
to GEMMA (MNM **4000**) - **SOR**
climb **6000**

GS	120	140	160
D7.3 NPC	740	870	990
-MAPt	2:00	1:43	1:30

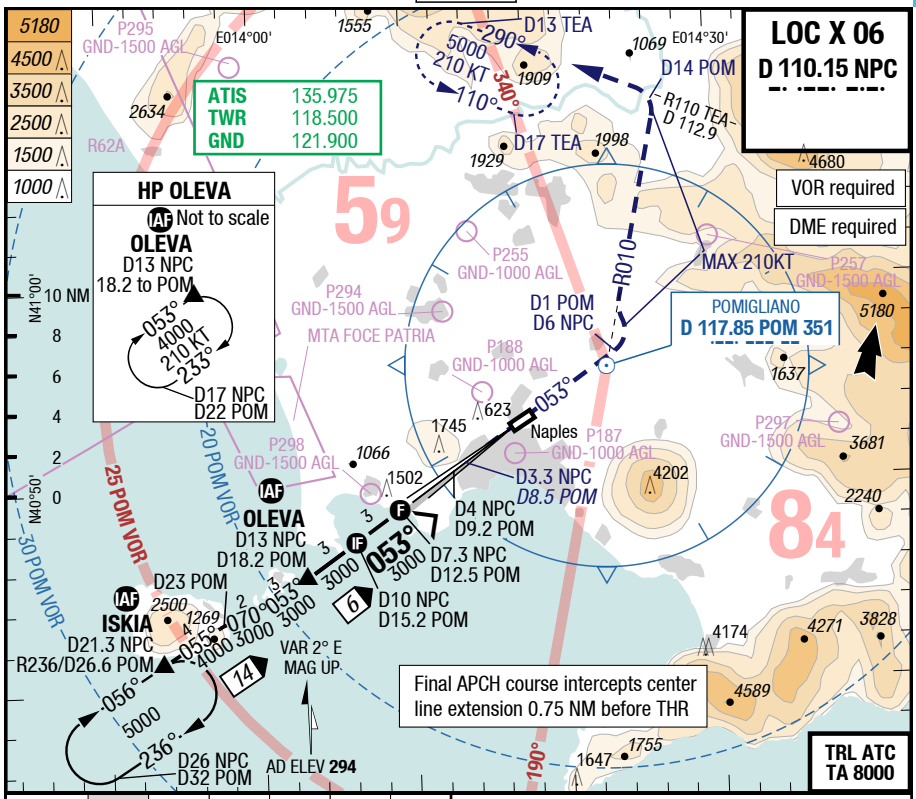
06		LOC DME HJ only	LOC DME HN only			Circling HJ only	Circling HN only
C	ft - m/km ft	C 1600 - 5.0V **1500**	C 1600 - 8.0V **1500**			C 1600 - 5.0V **2160**	C 1600 - 8.0V **2160**
D	ft - m/km ft	C 1600 - 5.0V **1500**	C 1600 - 8.0V **1500**			C 1600 - 5.0V **2160**	C 1600 - 8.0V **2160**

Changes: SUAs, OBST, Note, Editorial

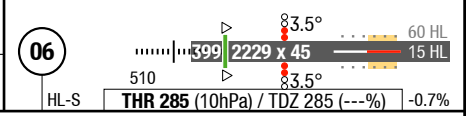
NAP-LIRN

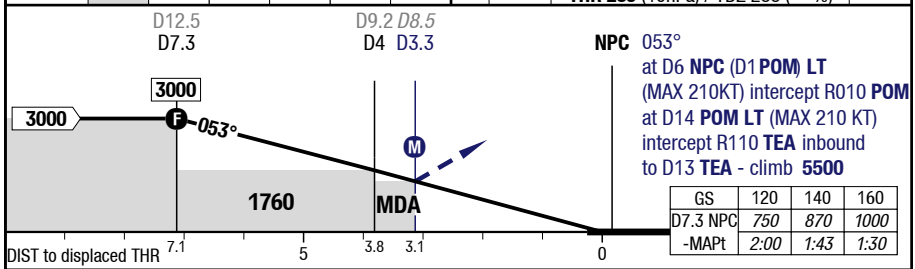
7-90

LOC X 06



3.53° D NPC 053° RWY 056°		7.3	7	6	5	4
		3000	*2900*	*2530*	*2150*	*1780*





NPC 053°
at D6 **NPC** (D1 **POM**) **LT**
(MAX 210KT) intercept R010 **POM**
at D14 **POM LT** (MAX 210 KT)
intercept R110 **TEA** inbound
to D13 **TEA** - climb **5500**

GS	120	140	160
D7.3 NPC	*750*	*870*	*1000*
-MAPt	*2:00*	*1:43*	*1:30*

06		**LOC DME** HJ only GA 3.0% 1)	**LOC DME** HN only GA 3.0% 1)			**Circling** HJ only	**Circling** HN only
C	ft - m/km ft	C 1600 - 5.0V **1500**	C 1600 - 8.0V **1500**			C 1600 - 5.0V **2160**	C 1600 - 8.0V **2160**
D	ft - m/km ft	C 1600 - 5.0V **1500**	C 1600 - 8.0V **1500**			C 1600 - 5.0V **2160**	C 1600 - 8.0V **2160**

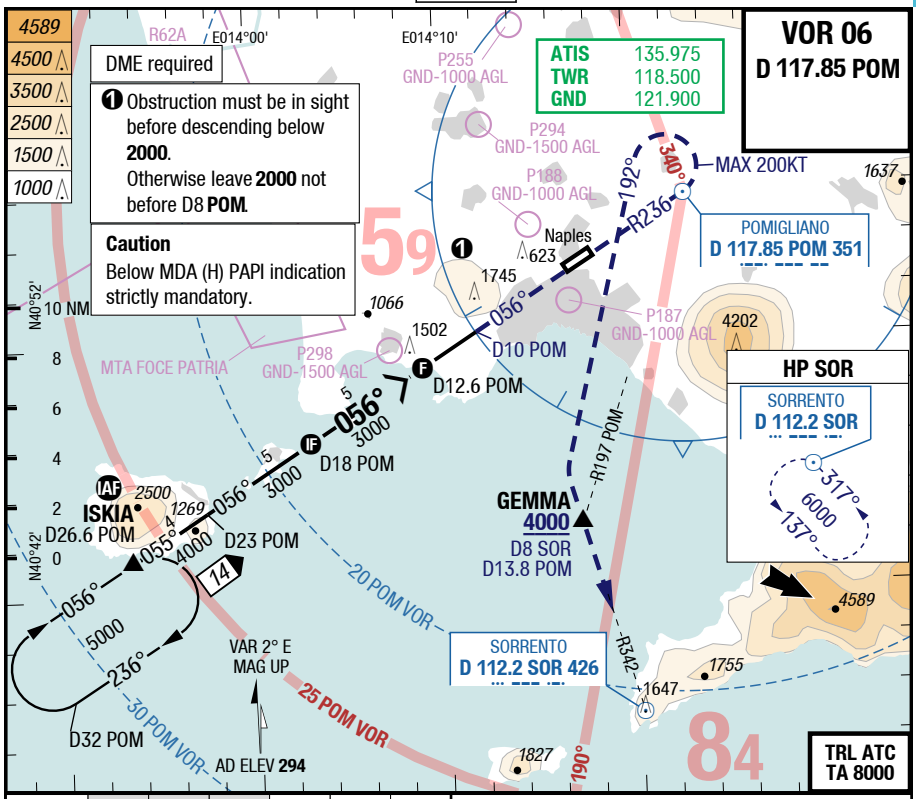
1) For ATC reason. If unable contact ATC.

Changes: SUAs, OBST, Note, Editorial

NAP-LIRN

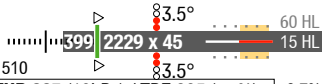
7-100

VOR 06

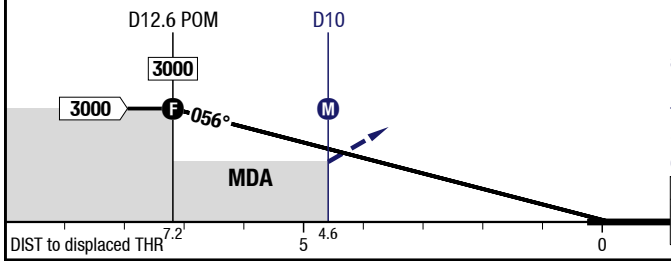


3.50° D POM				12.6	12	11
				3000	2790	2420

06 HL-S



THR **285** (10hPa) / TDZ 285 (---%) -0.7%



R236 **POM** inbound
at **POM LT** (MAX 200KT) 192°
intercept R342 **SOR** inbound
to GEMMA (MNM **4000**)
- **SOR**
climb **6000**

GS	120	140	160
D12.6 POM	*750*	870	990
-MAPt	*1:18*	*1:07*	*0:59*

06		VOR DME HJ only 1)	VOR DME HN only 1)			Circling HJ only	Circling HN only
C	ft - m/km ft	C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**			C 2000 - 5.0V **2170**	C 2000 - 8.0V **2170**
D	ft - m/km ft	C 2000 - 5.0V **2160**	C 2000 - 8.0V **2160**			C 2000 - 5.0V **2170**	C 2000 - 8.0V **2170**

1) Below OCA(H) PAPI indications strictly mandatory

Changes: SUAs, OBST, Editorial