

**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 0800-9300±.

**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

2-10

Italy Lamezia Terme

AGC

AFC

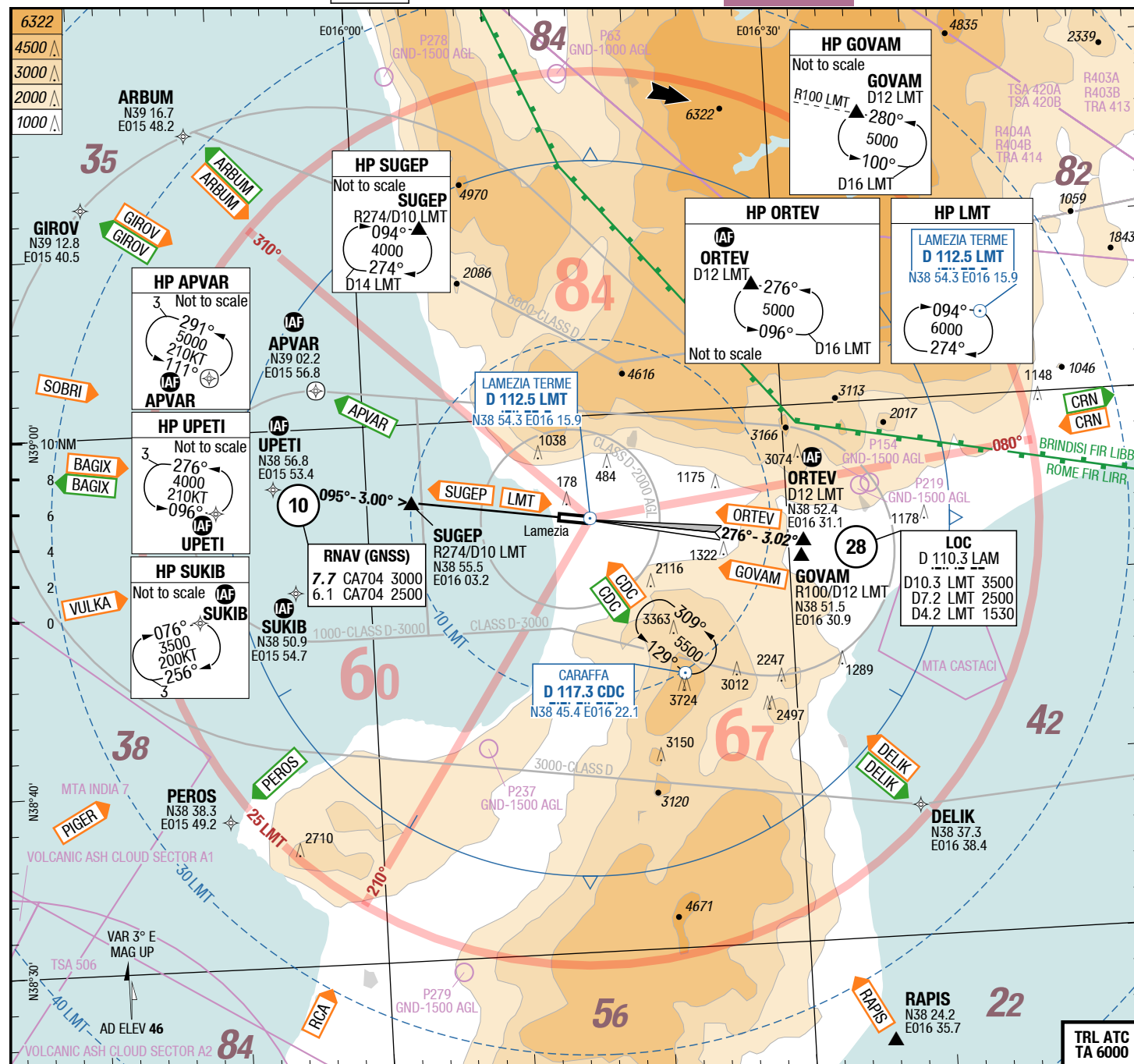
AFC

AFC

Terme Lamezia Italy

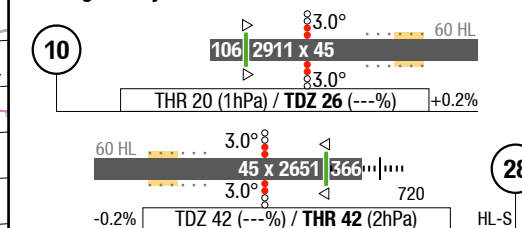
AGC

AFC



<b>Brindisi ACC</b>	128.300
	136.100
<b>Roma ACC</b>	133.250
<b>APP</b>	118.800
	122.100
<b>RAD</b>	118.800 0800-1700 ‡
	122.100 0800-1700 ‡
<b>TWR</b>	125.900
	122.100

Landing RWY system:



Changes: WPT PEROS, DELIK

Effective 21-JUN-2018

14-JUN-2018

SUF-LICA

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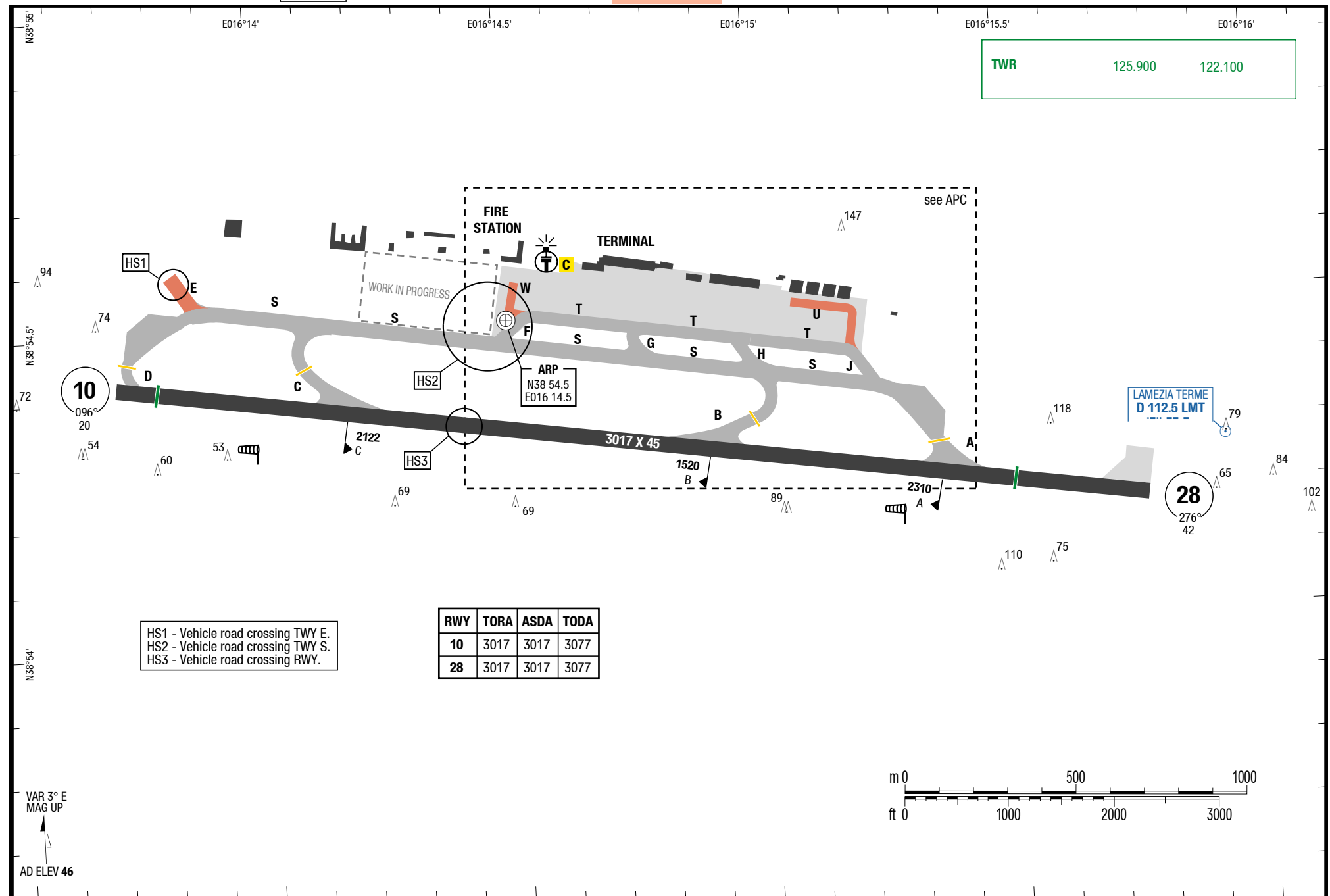
AGC

3-20

TWR

125.900

122.100



Changes: Nil

Effective 05-JAN-2017

29-DEC-2016

SUF-LICA

3-30

Italy Lamezia Terme

NIL  
APC

APC

APC

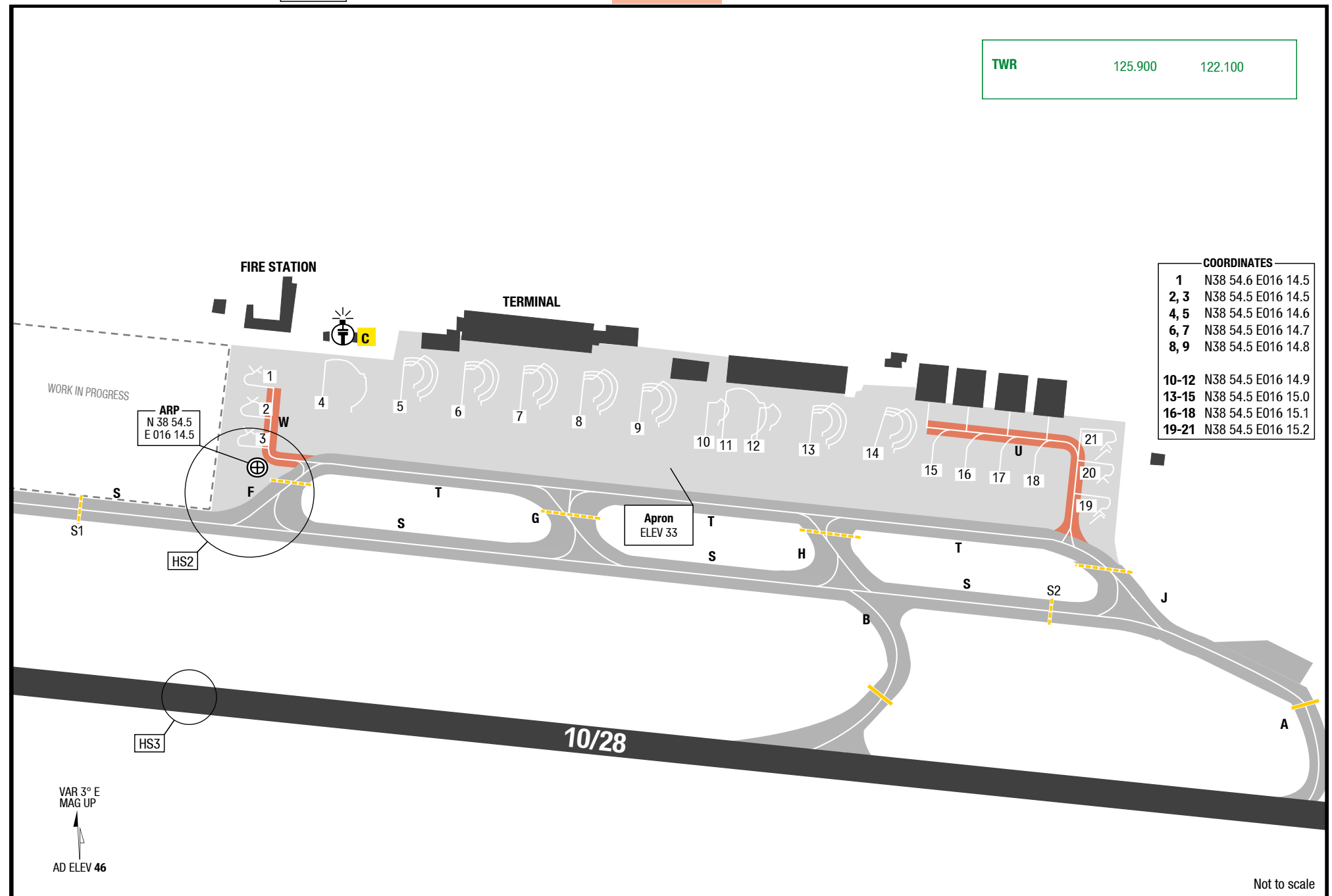
Terme Lamezia Italy

NIL  
APC

TWR

125.900

122.100



Changes: WIP, hot spots

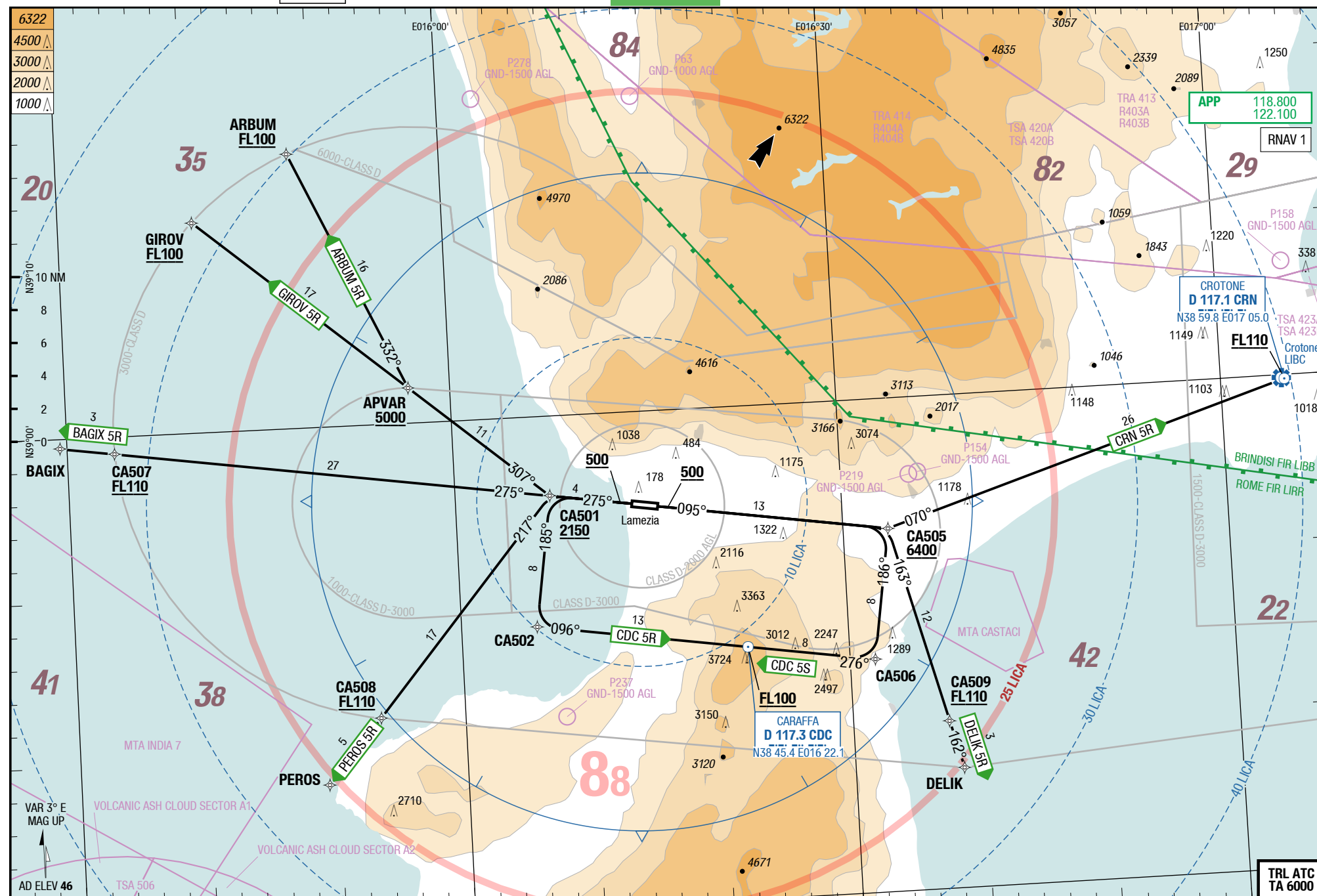
## SUF-LICA

## RNAV SIDs RWYs 10/28

SID

SID

## RNAV SIDs RWYs 10/28



Changes: new

TRL ATC  
TA 6000

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Effective 21-JUN-2018

14-JUN-2018

SUF-LICA

4-20

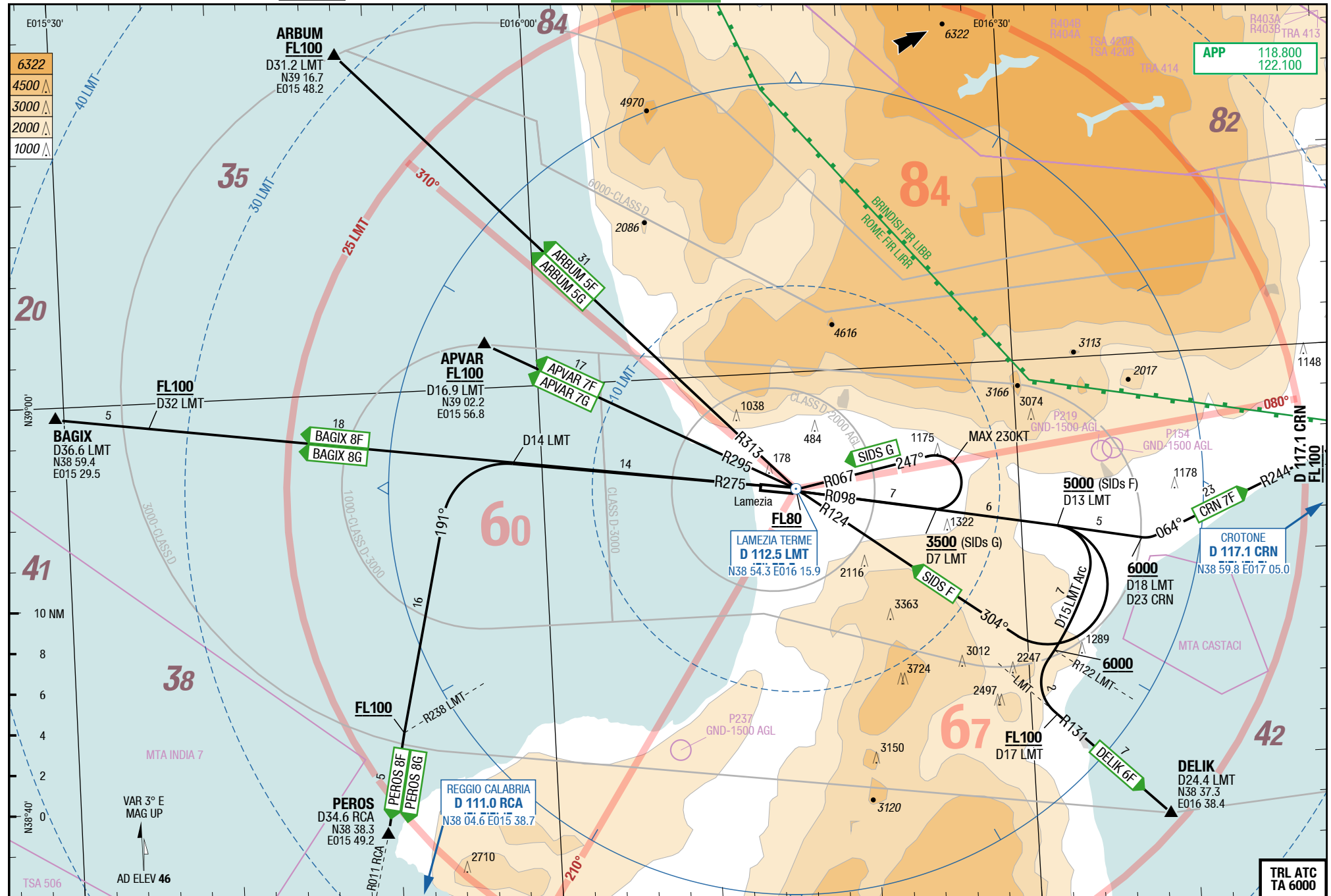
SIDs RWY 10 (via LMT)

SID

SID

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SIDs RWY 10 (via LMT)



Changes: Nil



17-MAY-2018

SUF-LICA

4-30

SIDs RWY 28 (via LMT)

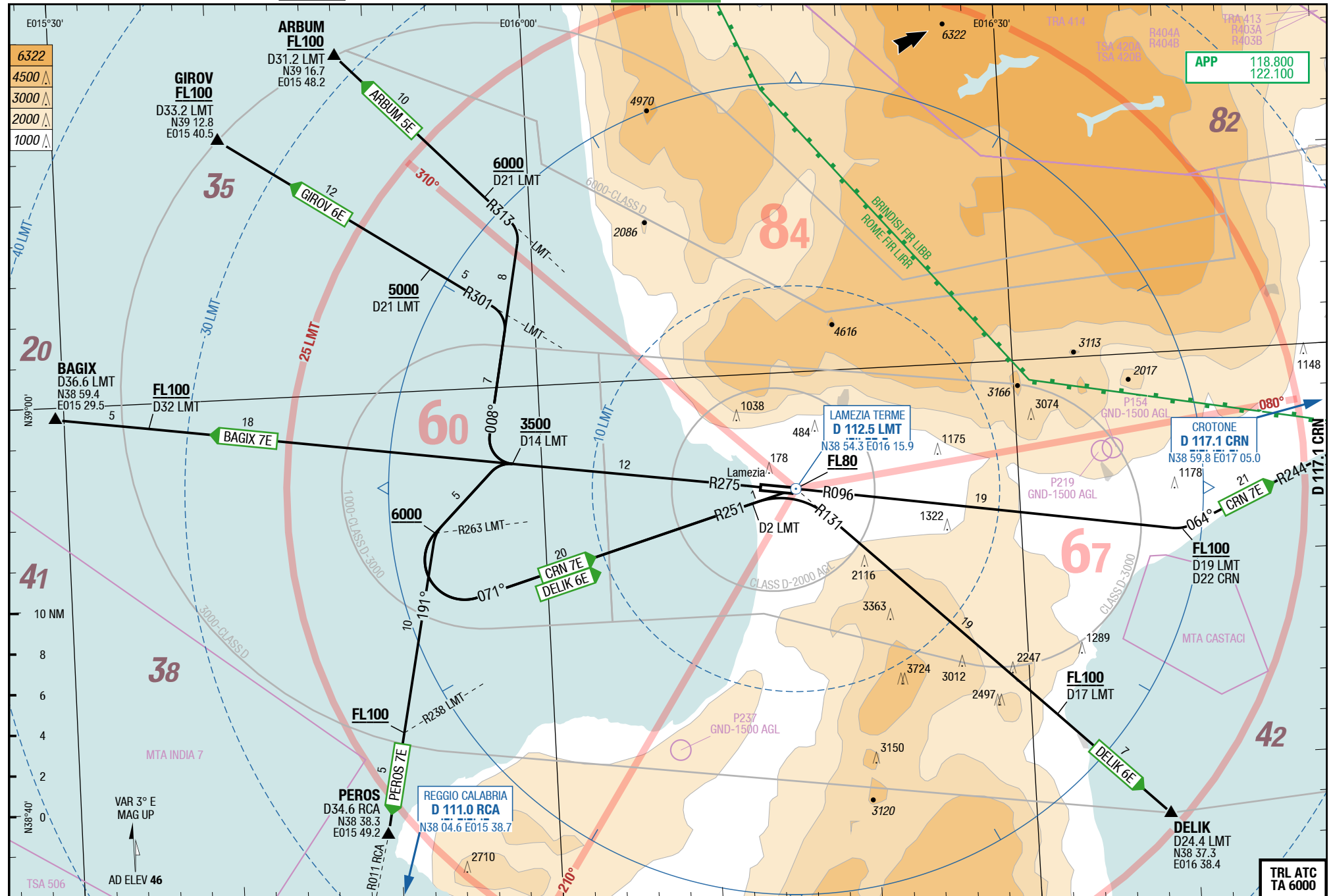
SID

SID

Terme Lamezia Italy

NIL

SIDs RWY 28 (via LMT)



Changes: SUAs, OBST



**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
	<b>Runway 10</b>	
<b>CARAFFA 5S</b> <b>CDC 5S</b> 7.5% to TRL <b>118.800</b> ①	095° [A500+] - DCT CA505 - CA506 - CDC	CA505 MNM <b>6400</b> <b>CDC MNM FL100</b>
<b>CROTONE 5R</b> <b>CRN 5R</b> 7.0% to 6500 <b>118.800</b> ①	095° [A500+] - DCT CA505 - CRN	CA505 MNM <b>6400</b> <b>CRN MNM FL110</b>
<b>DELIK 5R</b> 7.5% to TRL <b>118.800</b> ①	095° [A500+] - DCT CA505 - CA509 - DELIK	CA505 MNM <b>6400</b> CA509 MNM <b>FL110</b>
	<b>Runway 28</b>	
<b>ARBUM 5R</b> 7.0% to 5000 <b>118.800</b> ①	275° [A500+] - DCT CA501 - APVAR - ARBUM	CA501 MNM <b>2150</b> APVAR MNM <b>5000</b> ARBUM MNM <b>FL100</b>
<b>BAGIX 5R</b> 7.0% to 5000 <b>118.800</b> ①	275° [A500+] - DCT CA501 - CA507 - BAGIX	CA501 MNM <b>2150</b> CA507 MNM <b>FL110</b>
<b>CARAFFA 5R</b> <b>CDC 5R</b> 7.0% to 5000 <b>118.800</b> ①	275° [A500+] - DCT CA501 - CA502 - CDC	CA501 MNM <b>2150</b> <b>CDC MNM FL100</b>
<b>GIROV 5R</b> 7.0% to 5000 <b>118.800</b> ①	275° [A500+] - DCT CA501 - APVAR - GIROV	CA501 MNM <b>2150</b> APVAR MNM <b>5000</b> GIROV MNM <b>FL100</b>

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

**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
	<b>Runway 28</b>	
<b>PEROS 5R</b> 8.2% <b>118.800</b> ①	275° [A500+] - DCT CA501 - CA508 - PEROS	CA501 MNM <b>2150</b> CA508 MNM <b>FL110</b>

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

14-JUN-2018

SUF-LICA

5-30

SIDs RWY 10 (via LMT)

SIDPT

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
	<b>Runway 10</b>	
<b>APVAR 7F</b> 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
<b>APVAR 7G</b> 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
<b>ARBUM 5F</b> 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
<b>ARBUM 5G</b> 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
<b>BAGIX 8F</b> 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
<b>BAGIX 8G</b> 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
<b>CROTONE 7F</b> <b>CRN 7F</b> 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
<b>DELIK 6F</b> 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
<b>PEROS 8F</b> 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
<b>PEROS 8G</b> 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

14-JUN-2018

SUF-LICA

5-40

SIDs RWY 28 (via LMT)

SIDPT

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	
<b>ARBUM 5E</b> 7.0% to 4000 5.5% <b>118.800</b>	R275 LMT - at D14 LMT RT 008° - LT intercept R313 LMT to ARBUM	D14 LMT MNM 3500 D21 LMT MNM 6000 ARBUM MNM FL100
<b>BAGIX 7E</b> 7.0% to 4000 5.5% <b>118.800</b>	R275 LMT to BAGIX	D14 LMT MNM 3500 D32 LMT MNM FL100
<b>CROTONE 7E</b> <b>CRN 7E</b> 7.0% to 4000 5.5% <b>118.800</b>	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
<b>DELIK 6E</b> 7.0% to 4000 5.5% <b>118.800</b>	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
<b>GIROV 6E</b> 7.0% to 4000 5.5% <b>118.800</b>	R275 LMT - at D14 LMT RT 008° - LT intercept R301 LMT to GIROV	D14 LMT MNM 3500 D21 LMT MNM 5000 GIROV MNM FL100
<b>PEROS 7E</b> 7.0% to 4000 5.5% <b>118.800</b>	R275 LMT - at D14 LMT LT intercept R011 RCA inbound to PEROS	D14 LMT MNM 3500 R263 LMT MNM 6000 R238 LMT MNM FL100

Effective 24-MAY-2018

17-MAY-2018

SUF-LICA

6-10

Italy **Lamezia Terme**

STARs / Link Routes RWY 10 (via LMT)

**RNAV STARs RWY 10**

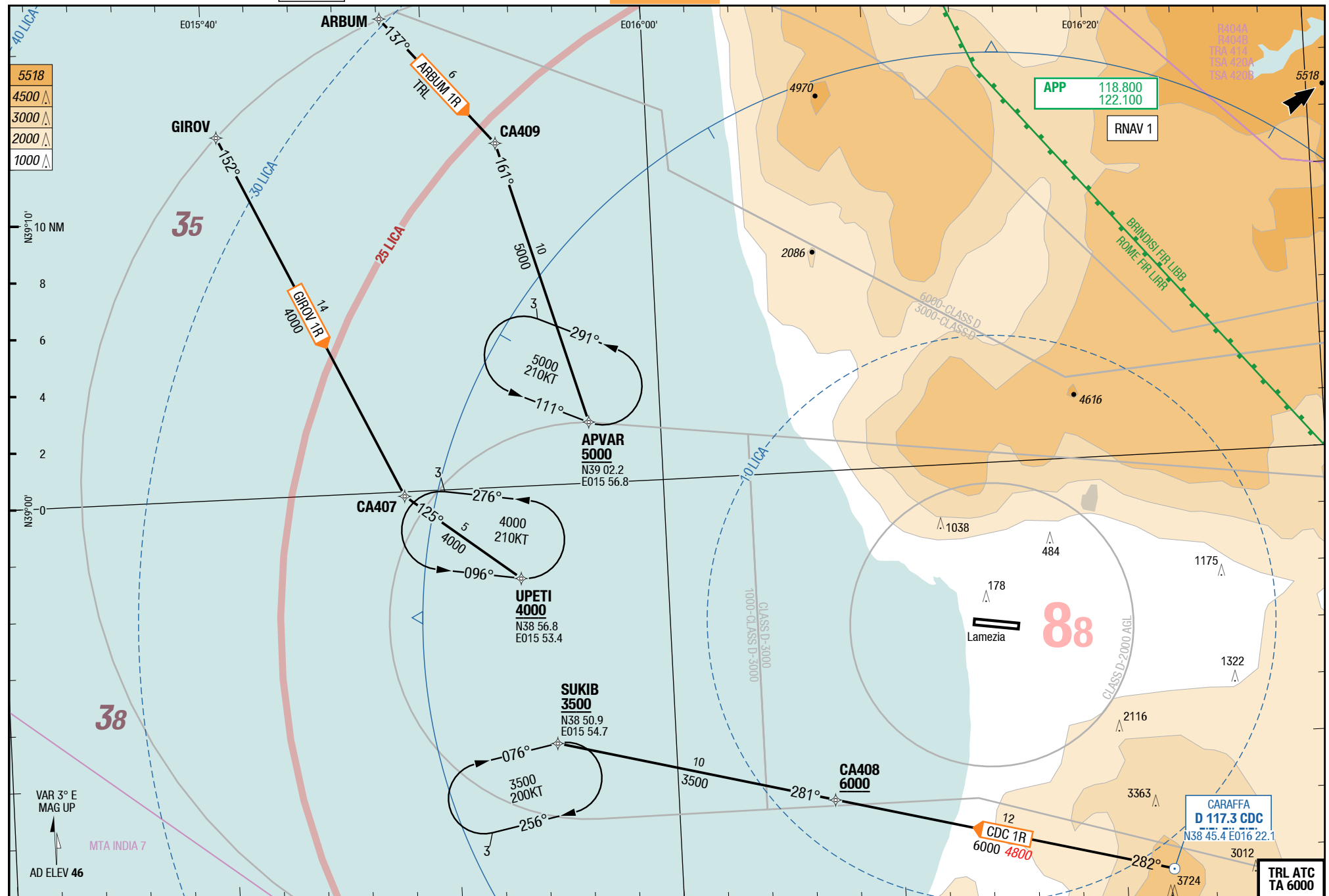
**STAR**

**STAR**

Terme **Lamezia Italy**

STARs / Link Routes RWY 10 (via LMT)

**RNAV STARs RWY 10**



Changes: New

Effective 24-MAY-2018

17-MAY-2018

SUF-LICA

Italy **Lamezia Terme**

STAR

STAR

Terme **Lamezia** Italy

6-20

STARs / Link Routes RWY 10 (via LMT)

STARs / Link Routes RWY 10 (via LMT)





## SUF-LICA

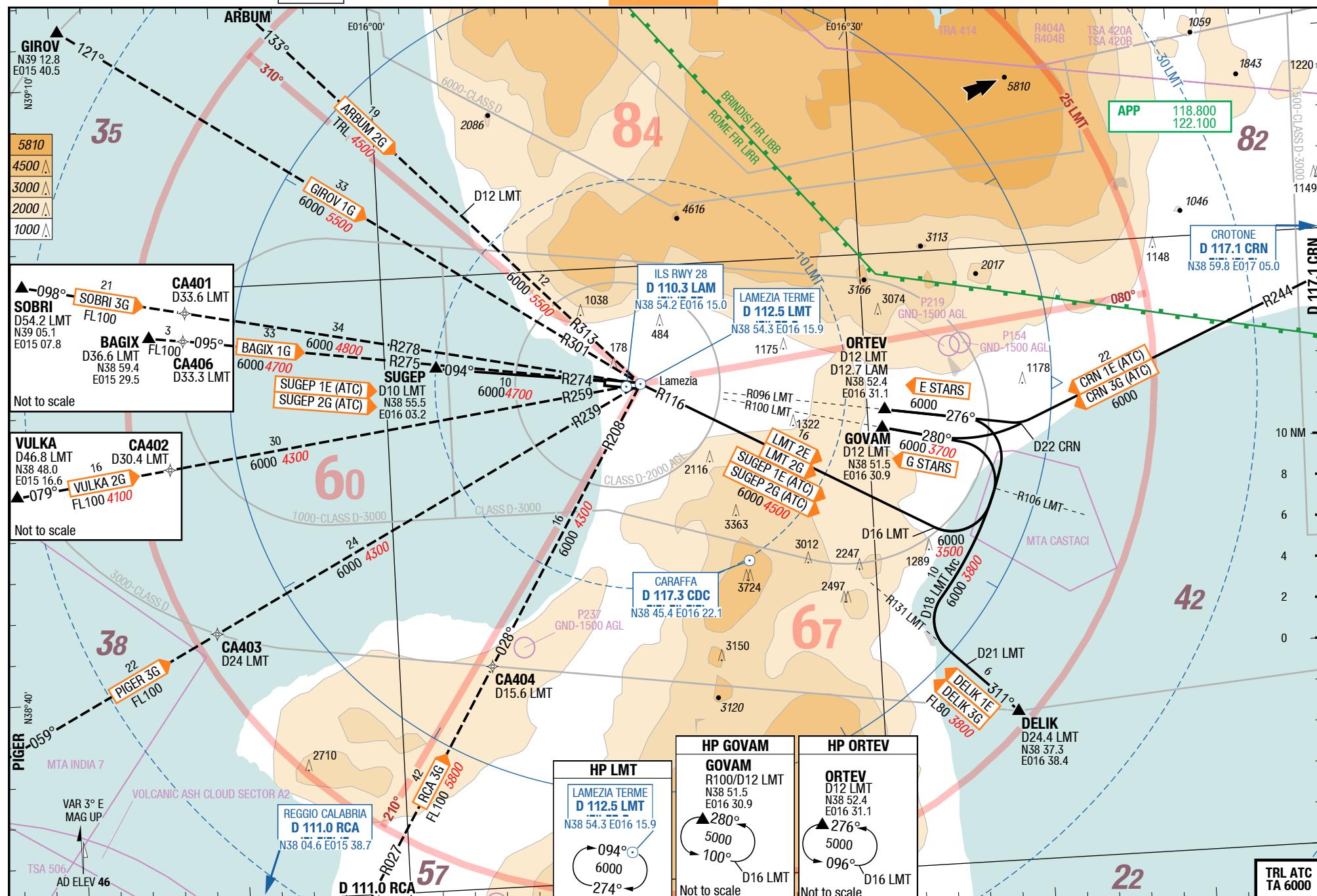
STARS (via CDC)

# STAR

# STAR

STARs (via CDC)

### STARs / Link Routes RWY 28 (via LMT)



Changes: Page Number, MEA, SUAs, OBST

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17-MAY-2018

## SUF-LICA

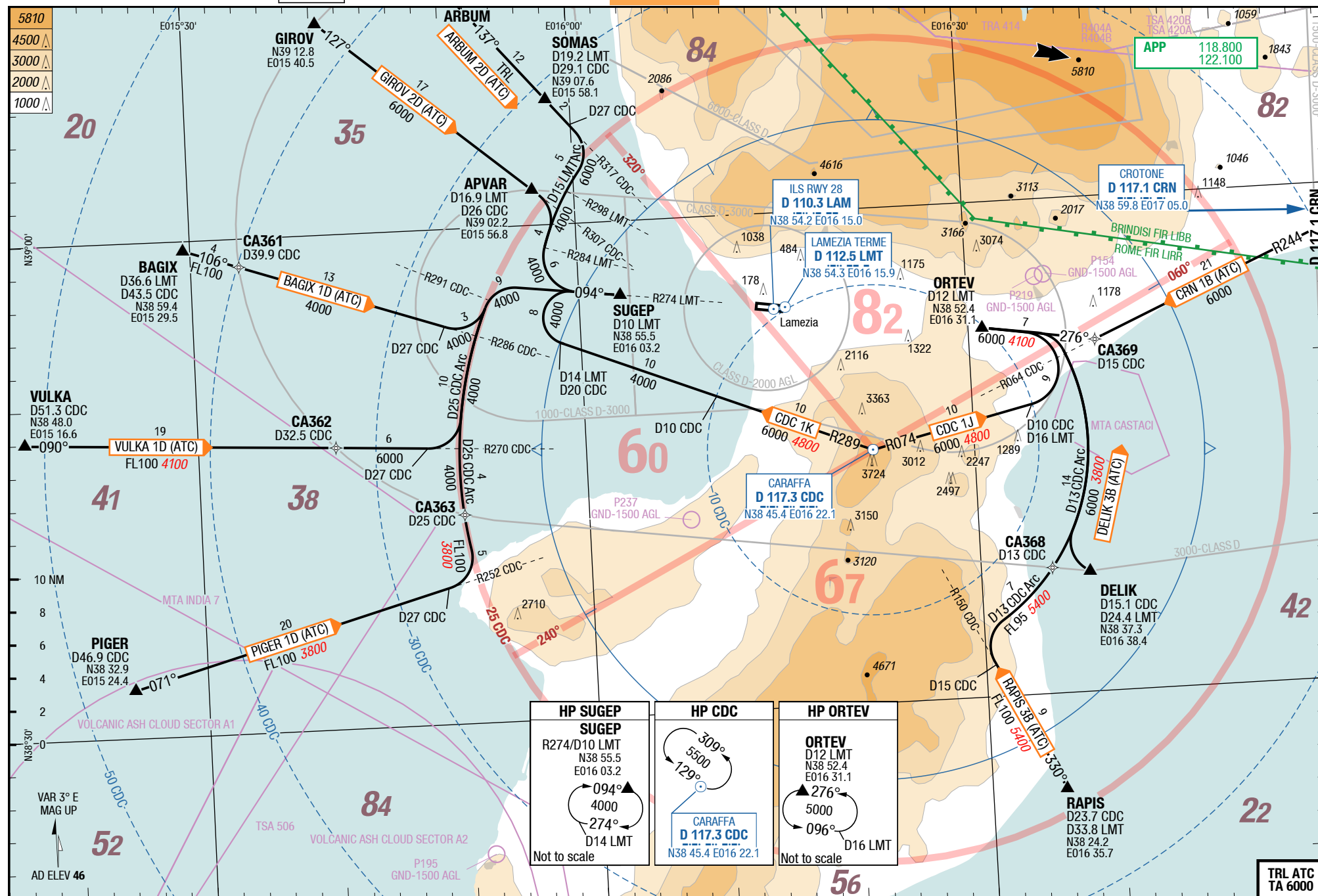
Italy **Lamezia** Terme

# STAR

# STAR

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## STARs (via CDC)



Effective 24-MAY-2018

17-MAY-2018

SUF-LICA

6-50

Link Routes (via CDC)

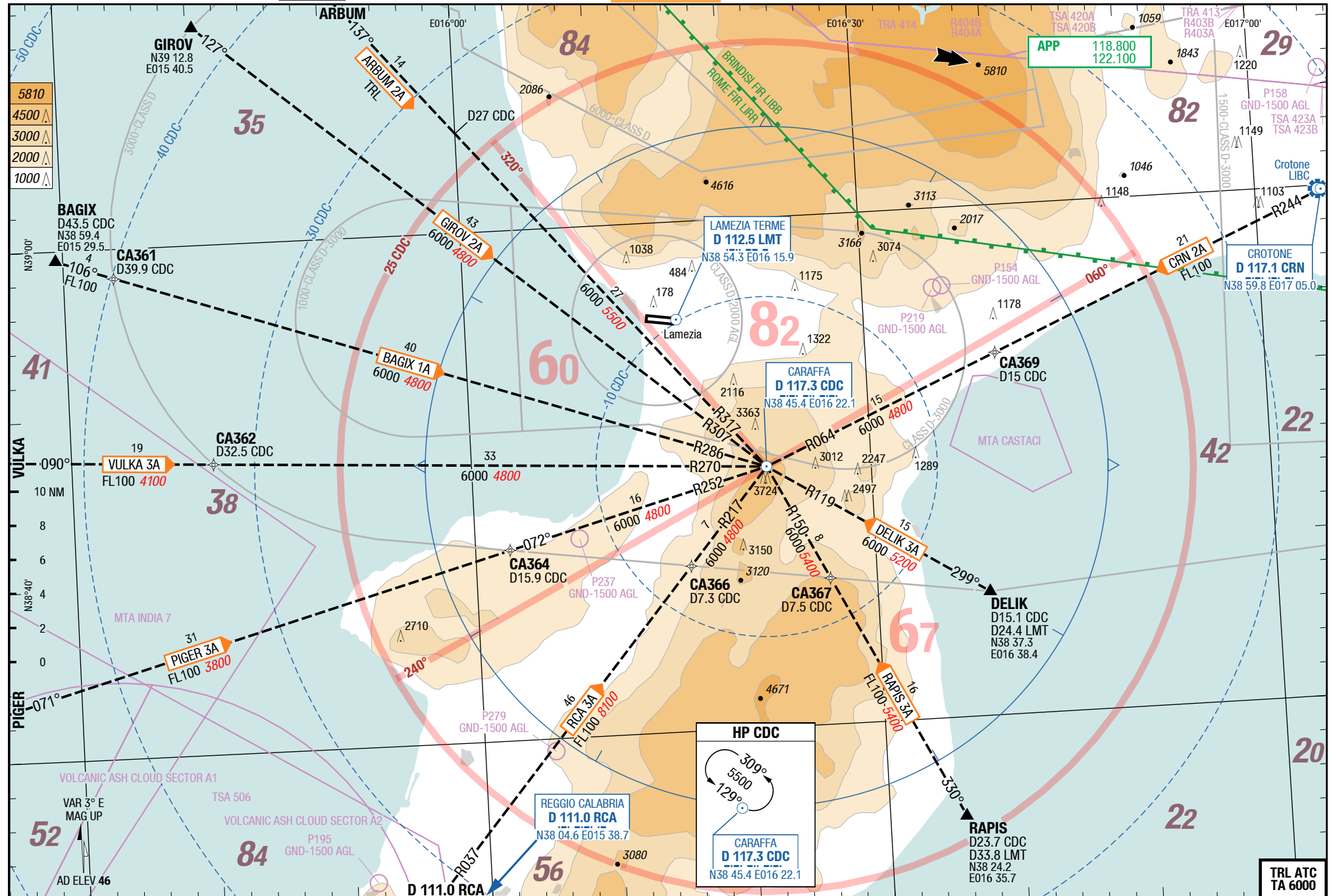
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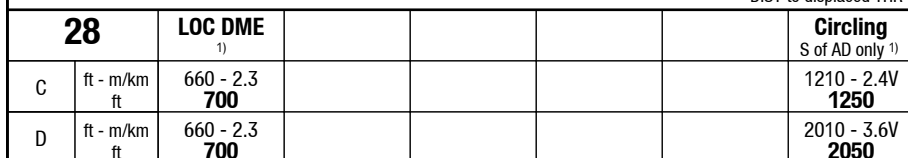
Terme Lamezia Italy

NIL

Link Routes (via CDC)



**LOC Z 28**



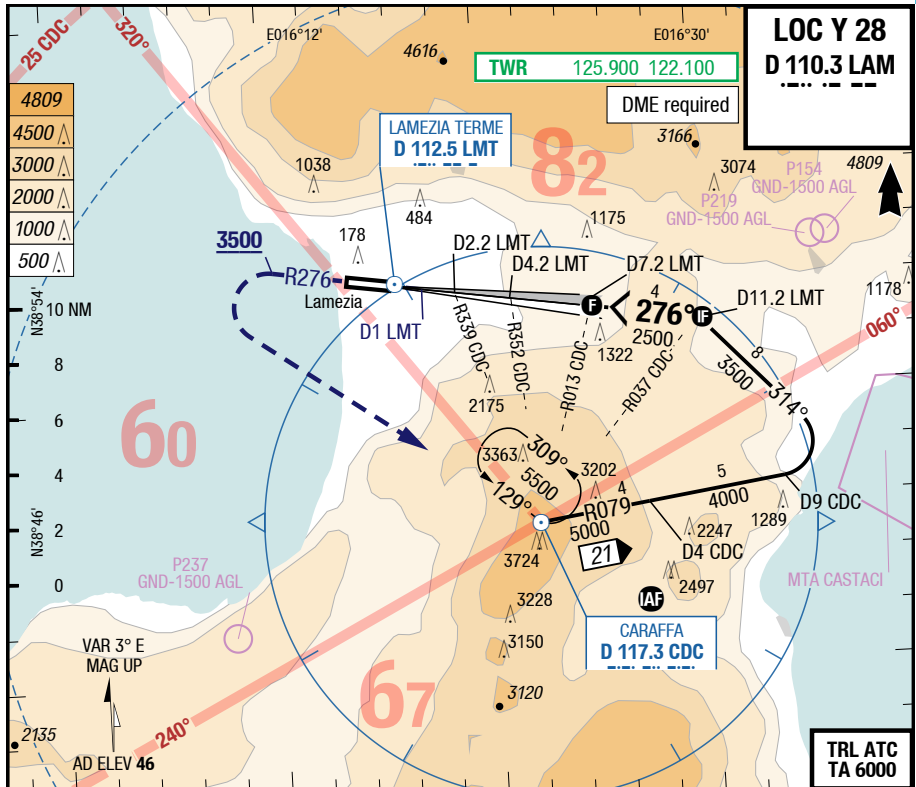
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## SUF-LICA

7-20

LOC Y 28



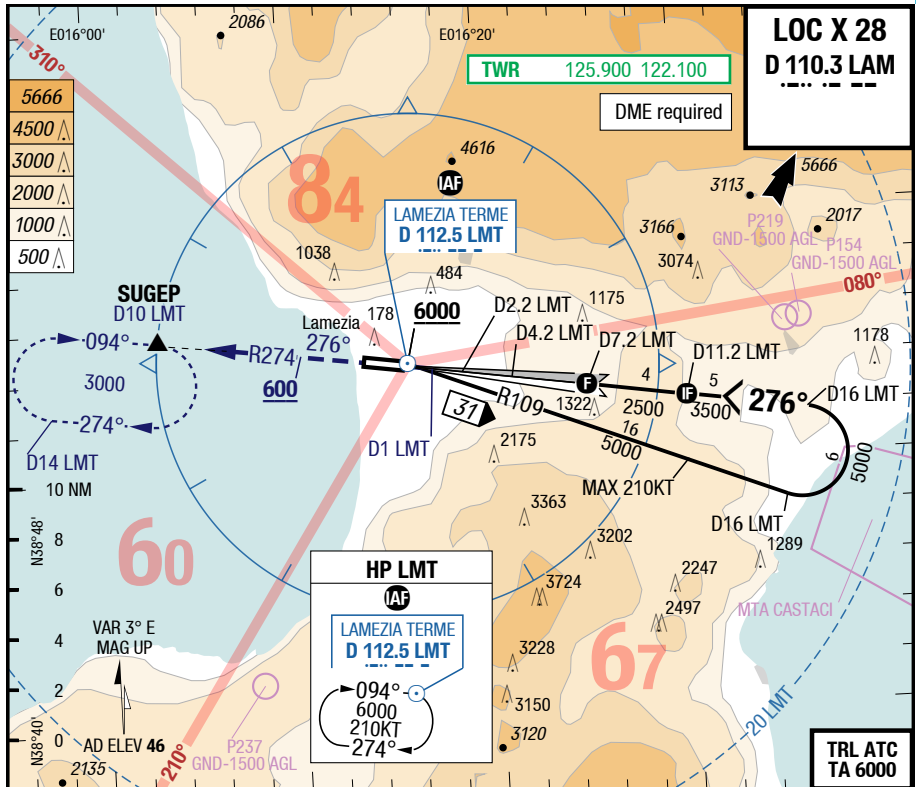
28		LOC DME		Circling	
		1)		S of AD only 1)	
C	ft - m/km ft	660 - 2.3 700			1210 - 2.4V 1250
D	ft - m/km ft	660 - 2.3 700			2010 - 3.6V 2050

1) GA 4.0% up to 2000ft is required to remain inside vertical limits of controlled airspace

## SUF-LICA

7-30

LOC X 28



28		LOC DME <sup>1)</sup>					Circling <sup>1)</sup> S of AD only <sup>1)</sup>
C	ft - m/km ft	660 - 2.3 700					1210 - 2.4V 1250
D	ft - m/km ft	660 - 2.3 700					2010 - 3.6V 2050

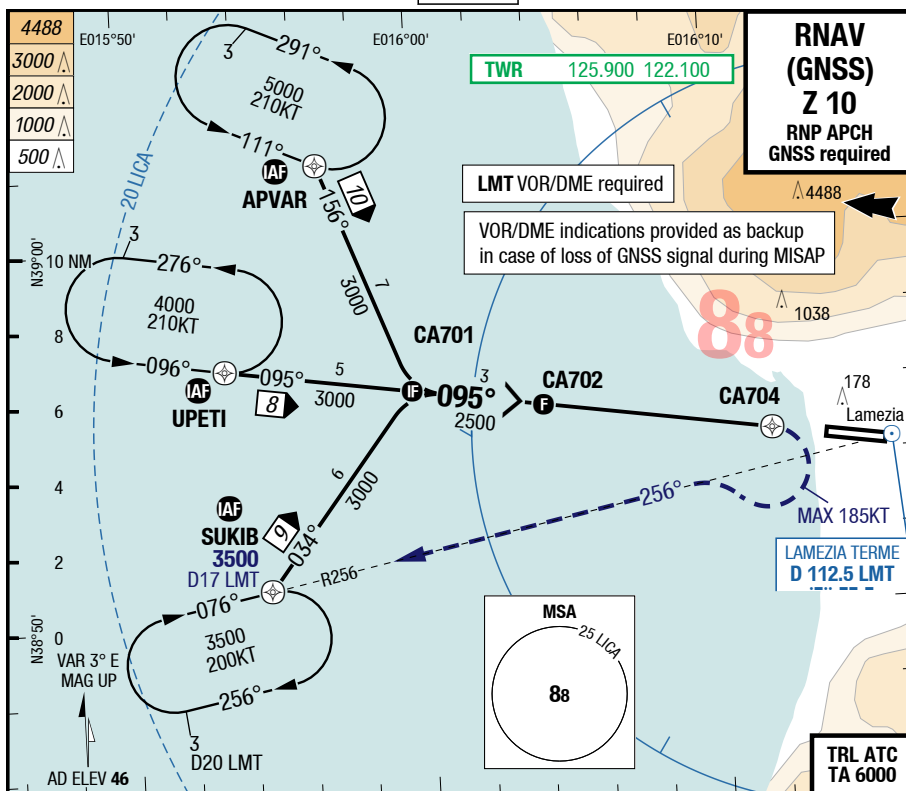
1) GA 4.0% required to remain inside vertical limits of controlled airspace



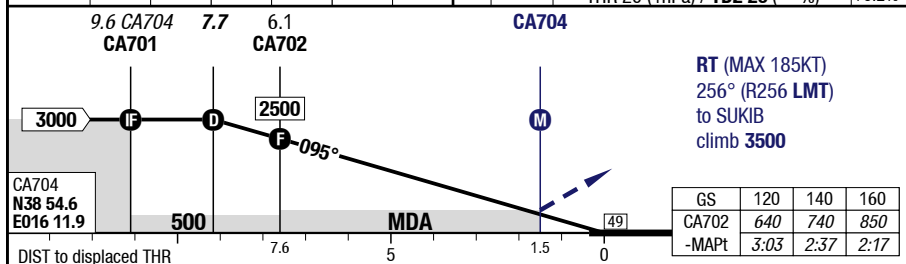
## SUF-LICA

7-50

## RNAV (GNSS) Z 10



3.00° <b>CA704</b> 095° RWY 096°	7.7	5	4	3	2	1	<div>10</div>	<div> <div>83.0°</div> <div>106 2911 x 45</div> <div>83.0°</div> </div> <div>60 HL</div>
	3000	2150	1830	1510	1190	870		<div>THR 20 (1hPa) / TDZ 26 (---%) +0.2%</div>



10		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling S of AD only
C	ft - m/km ft	620 - 2.4 <b>640</b>	620 - 2.4 <b>640</b>				1360 - 2.4V <b>1400</b>
D	ft - m/km ft	620 - 2.4 <b>640</b>	620 - 2.4 <b>640</b>				2480 - 3.6V <b>2520</b>

1) Uncompensated BARO VNAV NA below -30°C (-22°F)

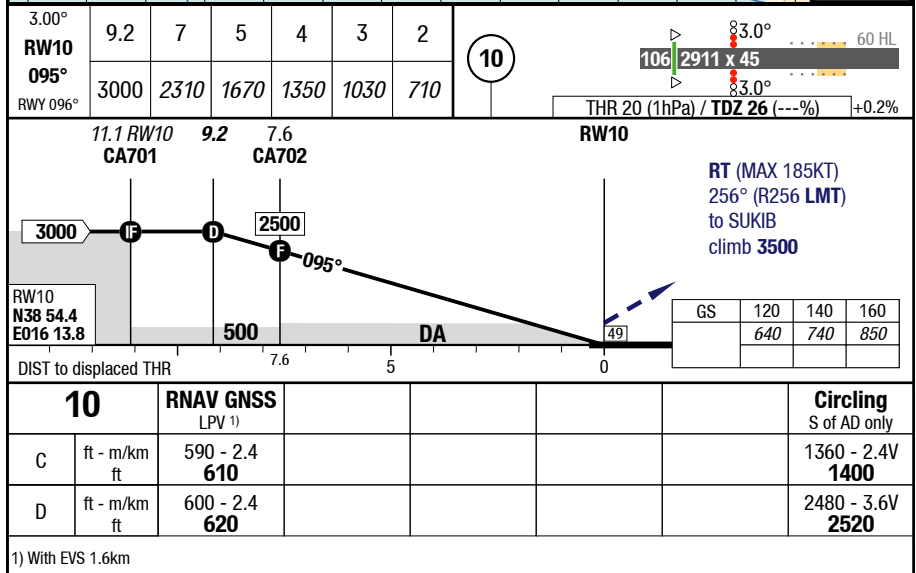
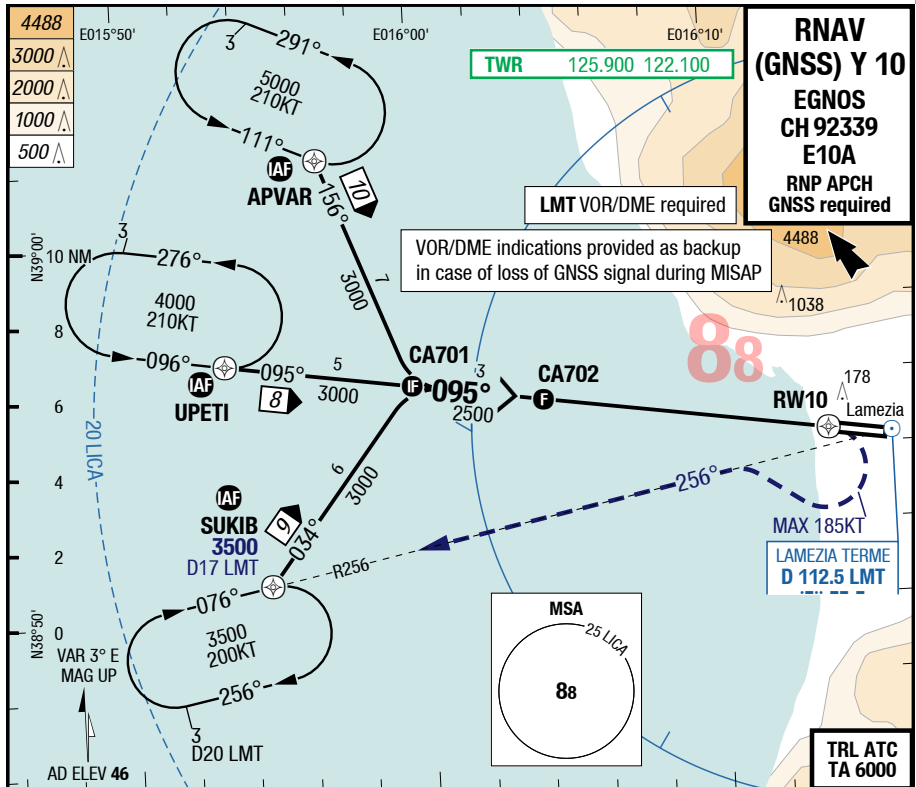
2) With EVS 1.6km

Changes: new

## SUF-LICA

7-60

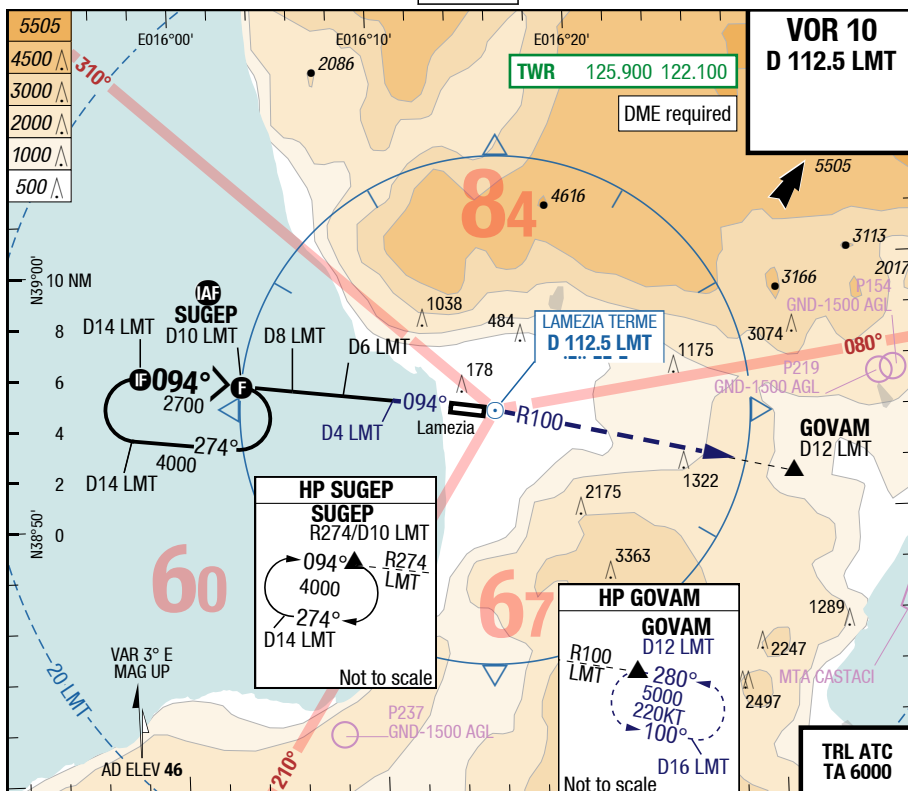
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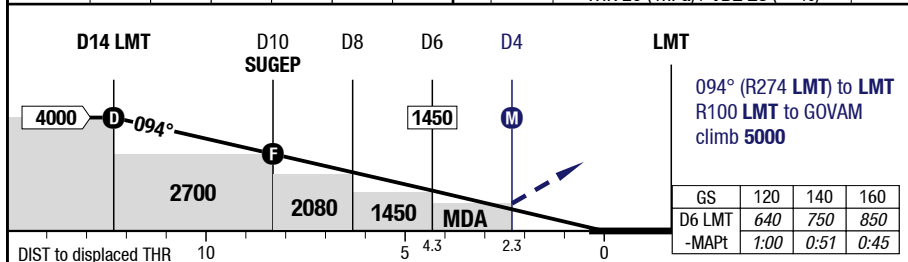
## SUF-LICA

7-70

**VOR 10**



3.01° <b>D LMT</b> <b>094°</b> RWY 096°	14	12	11	9	7	5	<div> <div>10</div> <div> <div> <div>83.0°</div> <div>60 HL</div> </div> <div> <div>106</div> <div>2911 x 45</div> <div>83.0°</div> </div> <div> <div>THR 20 (1hPa) / <b>TDZ 26</b> (---%)</div> <div>+0.2%</div> </div> </div> </div>
	4000	3370	3050	2410	1770	1130	



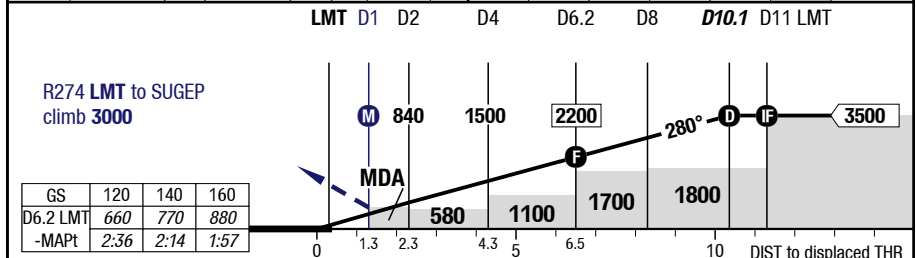
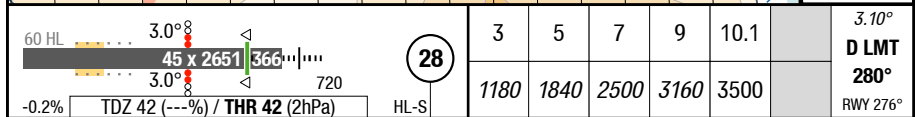
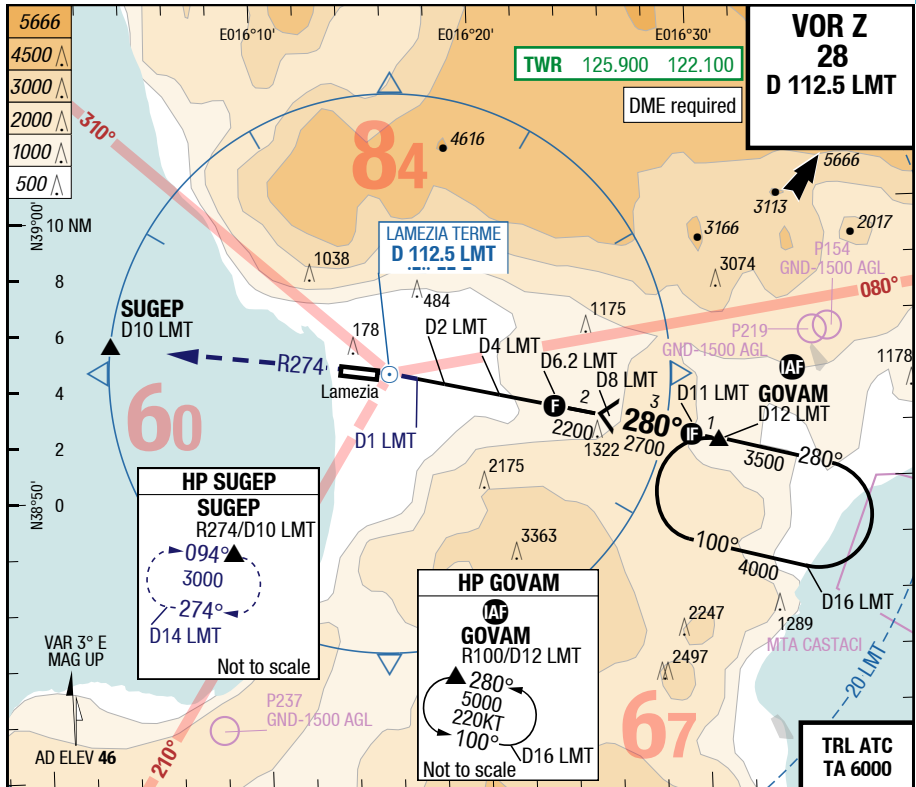
<b>10</b>		<b>VOR DME</b> 1)					<b>Circling</b> S of AD only
C	ft - m/km ft	980 - 2.4 <b>1000</b>					1210 - 2.4V <b>1250</b>
D	ft - m/km ft	980 - 2.4 <b>1000</b>					2010 - 3.6V <b>2050</b>

### 1) Timing to determine MAPt NA

# SUF-LICA

7-80

VOR Z 28

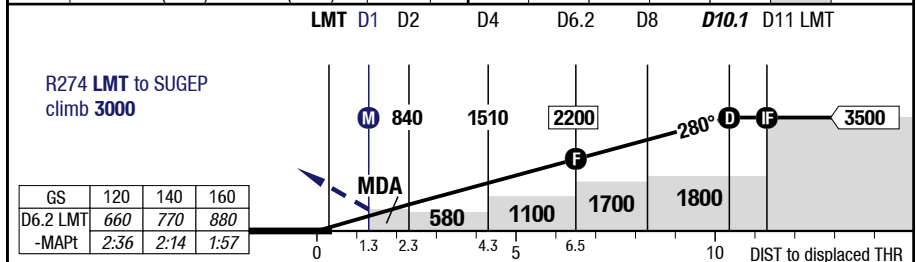
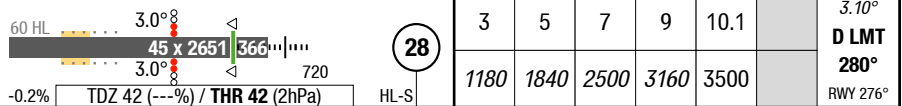
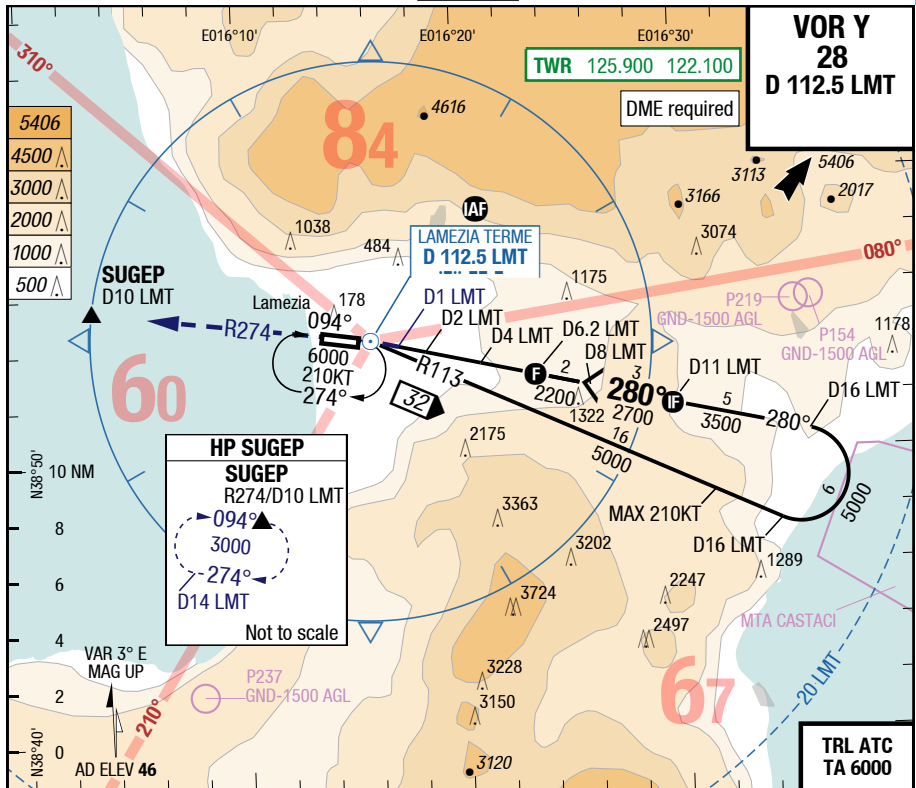


28		VOR DME		Circling	
				S of AD only	
C	ft - m/km ft	660 - 2.3 700		1210 - 2.4V 1250	
D	ft - m/km ft	660 - 2.3 700		2010 - 3.6V 2050	

## SUF-LICA

7-90

VOR Y 28



28		VOR DME		Circling S of AD only	
C	ft - m/km ft	660 - 2.3 700		1210 - 2.4V 1250	
D	ft - m/km ft	660 - 2.3 700		2010 - 3.6V 2050	

17-MAY-2018

SUF-LICA

Italy **Lamezia Terme**

NIL

MRC

MRC

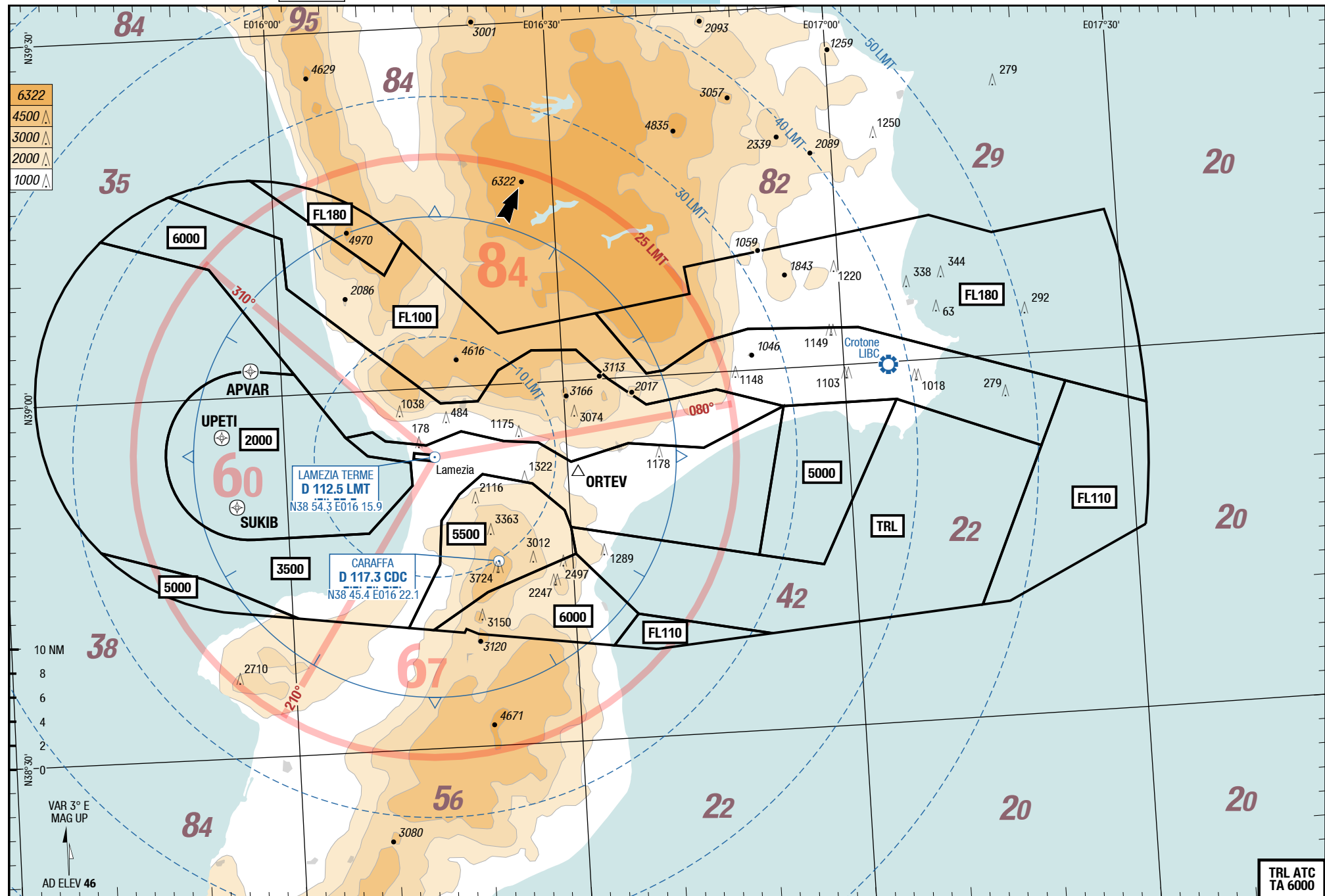
MRC

Terme **Lamezia** Italy

NIL

MRC

8-10



Changes: MGA, OBST

TRL ATC  
TA 6000

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