

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** H24 for scheduled flights;
For non scheduled flights: 2300-0500± O/R, PN before 1600± on previous day.**PCN:** RWY 08/26: 97/F/A/W/T**Operation****Traffic Notes**

Expect delay in presence of unmanned ACFT activity. Contingency PROCs will be applied on tactical basis by APP.

For Flight Contingency Procedures in case of Volcanic Ash Cloud see separated header.

Low visibility Procedures

LVP not AVBL

When RVR is equal or less than 1200m:

- Only 1 ACFT is allowed in the movement area at a time
- RWY 08 is preferred for APCH and LDG OPS.
- TWY C and TWY E not AVBL.

ARR:

- Vacate RWY 08 via TWY F.
- Vacate RWY 26 via TWY B.

DEP:

- Enter RWY 08 via TWY A
- Enter RWY 26 via TWY G.

Report to TWR when:

- Reaching RHP/IHP
- RWY vacated
- Reaching stand.

Follow-me is mandatory when RVR is less than 400m.

RWY Restriction

180° turns on RWY heads only.

RWY 08/26: CLSD if reported wet conditions, strip flooded and cross wind component above 12KT.

TWY Restrictions

TWY D, H width 20m / 66ft.

TWY A, B MAX wingspan 52m / 171ft into/exit stands 308, 311, 314.

TWY C, D CLSD to OPS signalized by day or night with ICAO signs.

TWY H BTN H1 and H2 AVBL on APN only.

Taxilane M MAX wingspan 11m / 36ft.

GENERAL

Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1	Taxi with caution due to tow ACFT crossing APN TWY H.
HS 2	ACFT taxiing on APN TWY A may interfere with ACFT holding at holding PSN B, C, E and. ATC may instruct ACFT to hold at specific intermediate holding PSN.
HS 3	TWY D CLSD.
HS 4	RWY holding PSN G far away from RWY.

Standard Taxi Routes

Unless otherwise instructed by ATC, after landing ACFT shall vacate:

- RWY 08 via TWY F or G.
- RWY 26 via TWY A or B.

Taxi/Parking

Follow-me AVBL O/R.

Follow-me assistance is mandatory:

- To all ACFT with ICAO AD reference code higher than LICC AD reference code.
- With RVR less than 400m.

Marshalling:

- Is provided to all ACFT
- Is mandatory for taxi-in and taxi-out OPS to/from self-maneuvering stands on main APN.

Birds in vicinity of maneuvering area.

Warnings

Following areas may not be visible from TWR:

- Portion of APN TWY A from IHP A6 to IHP A7
- IHP L2, H1
- Stands 333-339 and 300-302

CTF VOR/DME MAINT: 1st TUE each month 0900-1100± only if VMC are in force.

CTF NDB MAINT: 1st MON each month 0900-1100± only if VMC are in force.

RCA DVOR/DME MAINT: 1st THU each month 1300-1600±.

RCA DVOR/DME limitations at 25NM:

R60-R170 MRA 15000ft.

R170-R230 MRA 5000ft

R230-R60 MRA 9000ft.

RCA NDB MAINT: 1st FRI each month 1200-1500±.

DME CTN

Limitations at 25NM

R010-R090 MRA 6000ft.

R300-R010 MRA 15000ft.

PAPI: Left coverage reduced to 5° and U/S at the last 600m / 1970ft before THR 08 and U/S at the last 450m / 1476ft before THR 26.

GENERAL

Mount Etna 17NM N of AD and possibility of volcanic cloud over Etna up to 20000ft.

Military activities S of AD within a part of CTR zone 1 from 4500ft to FL215. CLR required for entry.

Antihail rocket area active without PN when hail shower is forecasted.

Parachuting and helicopter activity.

Area of magnetic abnormality.

Report VOR failures immediately.

ATS not assured within 13° splay sector originated at TWR from BRG 051° to BRG 064° due to partial limitation of TWR VIS caused by opposite BLDG.

AD occasionally affected by terrain-induced wind shear phenomena. Mostly originated by winds having a 10-15KT intensity and 060°-090° or 240°-300° directions; the daily distribution shows a contribution by the sea breeze.

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

The reporting point or designated radio aid for descent for LDG are:

- GIGIX (for RWY 08) or INDAX (for RWY 26), if an ATC CLR to these points has been received and acknowledged.
- CTF if the pilot has not received and acknowledged the CLR to GIGIX and INDAX as appropriate.

In Manoeuvring Area

Vacate RWY and wait for follow-me in order to be guided to stand.

Arrival Procedure**Arrival Notes**

ERNAM STARS: Partially outside controlled airspace.

DIVAR STARS: ATC discretion.

RCA 1N: ATC discretion.

Noise Abatement Procedure: See CRAR.

VFR Traffic Pattern

RWY 08 right-hand circuit.

Non-standard GP intercept position on RWY 08

GP intercepts RWY 08 at 322m / 1089ft after landing threshold.

Remaining DIST beyond GP is 2008m / 6589ft.

DEPARTURE

Take-off Minima

RWY		08	
All ACFT	ft - m/km	0 - 550R/800V	HJ only
		0 - 800R/800V	HN
RWY		26	
All ACFT	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN
		c1500 - 0.5V	If contingency applies

Communication

COM Failure in Manoeuvring Area

Continue taxiing on the assigned route to CLR limit and wait for follow-me in order to be guided back to stand.

Departure Procedure

Start-up

REQ start-up CLR 10min before ready to start ENGS.

Start-up clearance provided only after "aircraft ready" communication provided by AD Operator to ATC.

Departure Notes

ERNAM 6A, 6B: Partially outside controlled airspace.

TKOF RWY 26

Visual Initial climb RWY 26 in use if VIS 5km and ceiling 1500ft.

ERNAM 6F: After TKOF turn left as soon as practicable, join and follow R122 CTF, maintain VMC until passing 3000ft.

PIMOR 6F: After TKOF turn left as soon as practicable, join and follow R078 CTF, maintain VMC until passing 3000ft.

Noise Abatement Procedure: See CRAR.

Flight Contingency Procedures in case of Volcanic Ash Cloud

In order to prevent dangerous effects on safety of OPS of ACFT due to presence of volcanic ash cloud during eruption of Mount Etna, contingency PROCs have been implemented (check SIGMET). To ensure a flexible management of airspace concerned and of relevant traffic, airspace within which volcanic phenomena is defined by sectors with origin on coordinates 37°44'55"N 15°00'02"E and with operational limitations in case of ash cloud identified as follows:

SECTOR A1: 000°/029°

- Procedures and HLDG normally AVBL

SECTOR A2: 030°/077°

- STAR: NATOV 1F/1G/1M/1L, DIVAR 1F/1G/1L suspended
- IAP: AVBL
- SID: RCA 6A/6B, PIMOR 6A/6B/6F, PEKOD 5A/5B suspended
- HLDG AVBL

SECTOR A3: 078°/099°

- STAR: NATOV 1F/1G/1M/1L, PIMOR 1F/1G/1M/1L/1P/1S/1R, DIVAR 1F/1G/1L suspended
- IAP: AVBL
- SID: RCA 6A/6B, PIMOR 6A/6B/6F, PEKOD 5A/5B suspended
- HLDG AVBL

SECTOR B1: 100°/119°

- STAR: ERNAM 1F/1G/1M/1L, COBBA 2M, LIBRO 2M/1R, NELDA 2M/1R, NATOV 1F/1G/1M/1L, PIMOR 1F/1G/1M/1L/1P/1S/1R, DIVAR 1F/1G/1L suspended
- IAP: suspended except NDB RWY 08, VOR-Z or NDB RWY 26, ILS or LOC-Y RWY 08, VOR-Y RWY 08
- SID: suspended except LIBRO 6A/6B, NELDA 7A/7B, ERNAM 6E/6F
- HLDG: INDAX suspended

SECTOR B2: 120°/149°

- STAR: Suspended except COBRA 1F/1G, NELDA 1F/1G/1P/1S
- IAP: suspended except ILS or LOC-Y RWY 08, VOR-Y RWY 08
- SID: suspended except LIBRO 6B, NELDA 7B
- HLDG: INDAX, CTF VOR/NDB RWY 08/26 suspended

SECTOR B3: 150°/179°

- STAR: ERNAM 1F/1G/1L, PIMOR 1F/1G/1L/1P/1S, NATOV 1F/1G/1L, DIVAR 1F/1G/1L, COBBA 2M/1L, LIBRO 2M/1L/1R, NELDA 2M/1L/1R suspended
- IAP: all procedures suspended
- SID: all procedures suspended
- HLDG: CTF VOR/NDB RWY 08/26 suspended

SECTOR C1: 180°/209°

- STAR: suspended except ERNAM 1M, PIMOR 1M/1R, NATOV 1M
- IAP: all procedures suspended
- SID: suspended except PIMOR 6A, RCA 6A, PEKOD 5A, ERNAM 6B/6E
- HLDG: suspended except INDAX

SECTOR C2: 210°/242°

- STAR: COBBA 1F/1G/2M/1L, LIBRO 1F/1G/2M/1L/1P/1S/1R, NELDA 1F/1G/2M/1L/1P/1S/1R, ERNAM 1F/1G, PIMOR 1F/1G/1P/1S, NATOV 1F/1G, DIVAR 1F/1G suspended
- IAP: suspended except VOR-W RWY 26, VOR-X RWY 26
- SID: ERNAM 6A, NELDA 7A/7B, LIBRO 6A/6B, RCA 6B, PIMOR 6B, PEKOD 5B suspended
- HLDG: suspended except INDAX, CTF VOR/NDB RWY 08

Flight Contingency Procedures in case of Volcanic Ash Cloud**SECTOR C3: 243°/269°**

- STAR: COBBA 1F/1G/2M/1L, LIBRO 1F/1G/2M/1L/1P/1S/1R suspended
- IAP: VOR-Y RWY 26 suspended
- SID: LIBRO 6A/6B suspended
- HLDG: MISAP HLDG VOR-Y RWY 26 suspended

SECTOR D1: 270°/299°

- STAR: COBBA 1F/1G/2M/1L suspended
- IAP AVBL
- SID AVBL
- HLDG AVBL

SECTOR D2: 300°/329°

- STAR: COBBA 1F/1G/2M/1L suspended
- IAP AVBL
- SID AVBL
- HLDG AVBL

SECTOR D3: 330°/359°

- Procedures and HLDG normally AVBL

If two or more sectors are interdicted to flight OPS, the most restrictive provision will be applied.

Whenever volcanic activity of any kind is observed or encountered, report it by means of AIREP SPECIAL to appropriate ATS unit. When giving INFO about wind, PSN of ACFT shall be referred to radial and distance from CTF VOR/DME.

On arrival a post-flight reporting will be required.

Effective 21-JUN-2018

14-JUN-2018

CTA-LICC

2-10

Italy Catania Fontanarossa

AGC

AFC

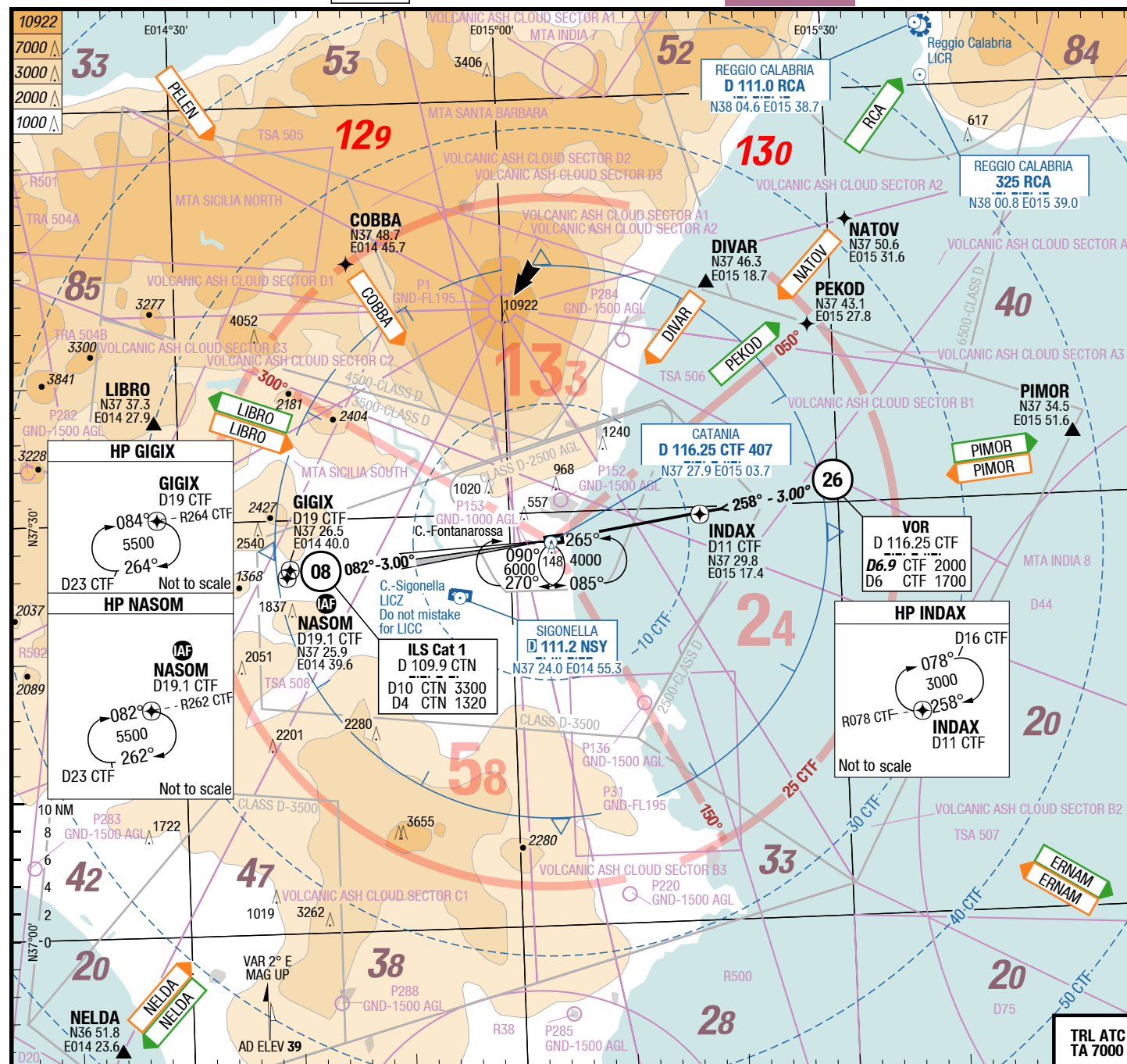
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AFC

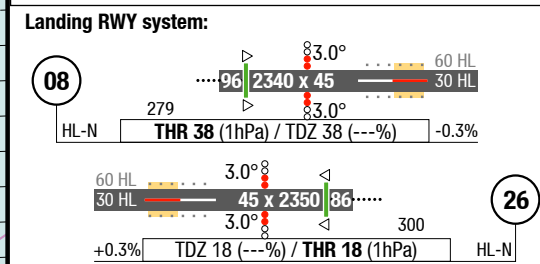
Fontanarossa Catania Italy

AGC

AFC



ATIS	127.675
APP	119.250
RAD	119.250
Roma ACC	128.800
DIR	133.250
TWR	120.800 by ATC
GND	118.700
	129.725 0600-2200†



Changes: PROC, ASP, WPT, Editorial

Effective 21-JUN-2018

14-JUN-2018

CTA-LICC

Italy Catania Fontanarossa

AGC

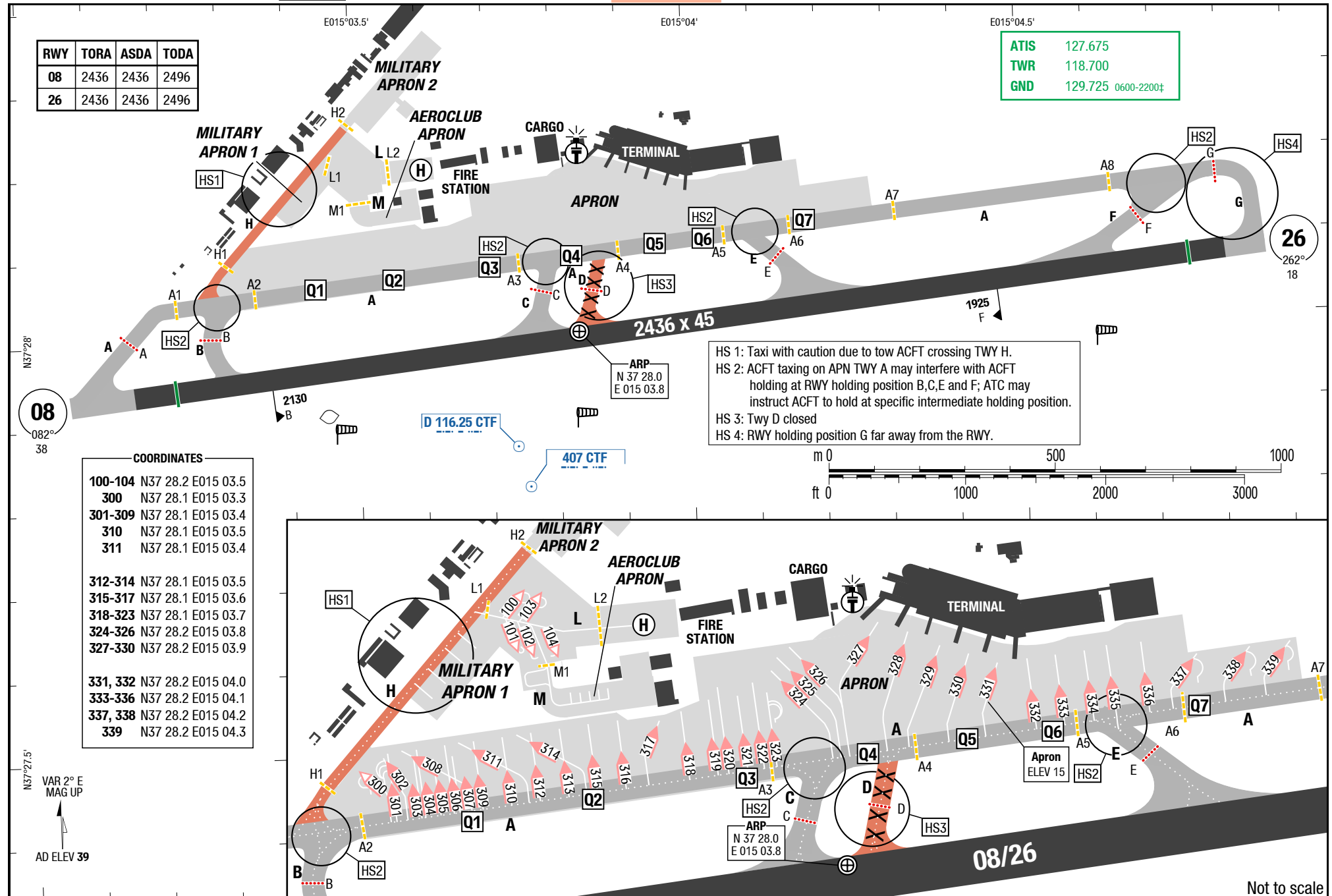
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Fontanarossa Catania Italy

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3-20



Changes: Start-up point, Stopbar, TWY Lights, APN, ABN

CTA-LICC

2-30

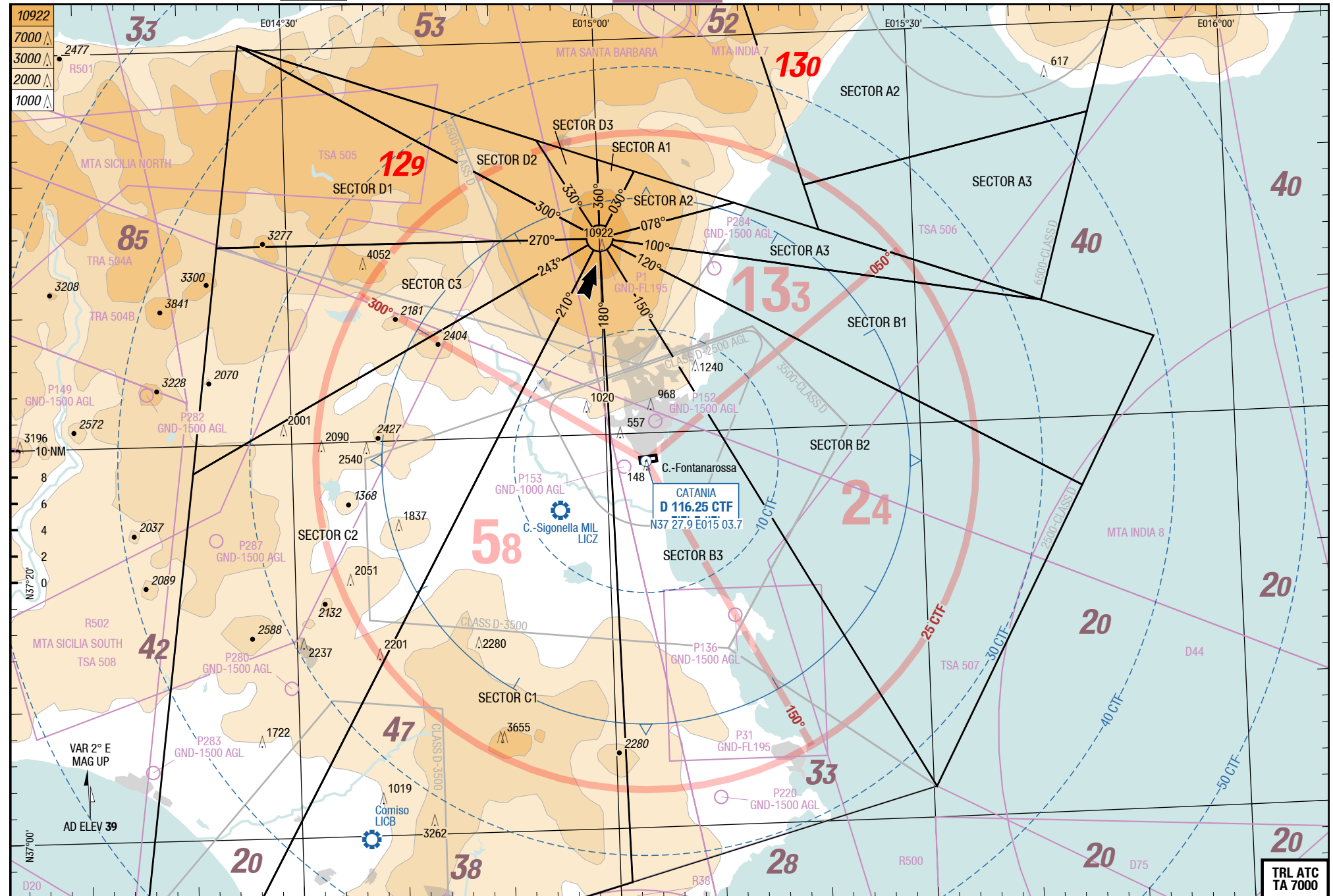
Volcanic Ash Cloud Sectors

AFC

AFC

NIL

Volcanic Ash Cloud Sectors



TRL ATC
TA 7000

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SIDs RWY 26

SIDs RWY 08

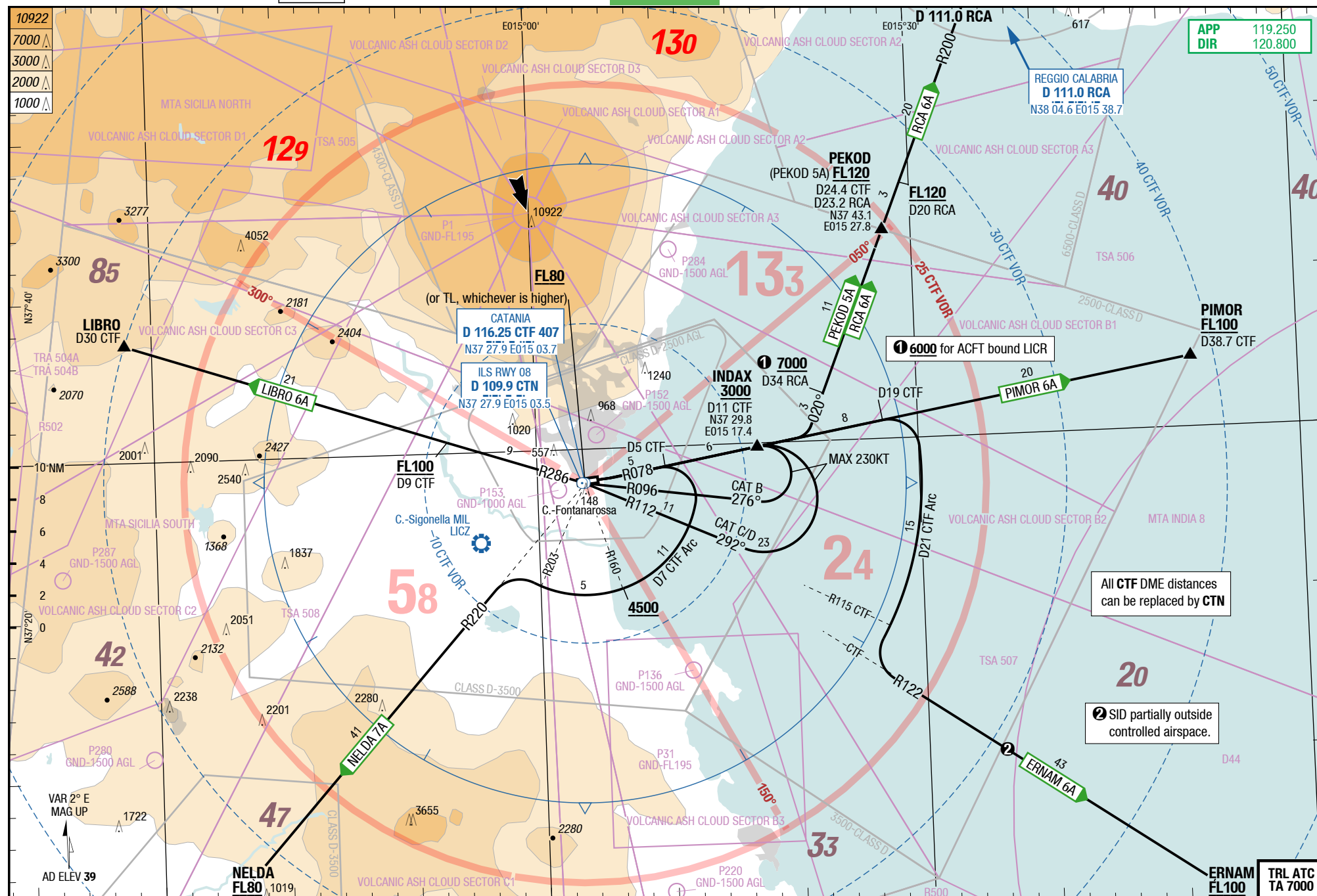
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SID

SIDs RWY 26

SIDs RWY 08

4-10



Changes: ASP, OBST, SUAs, Editorial

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SID

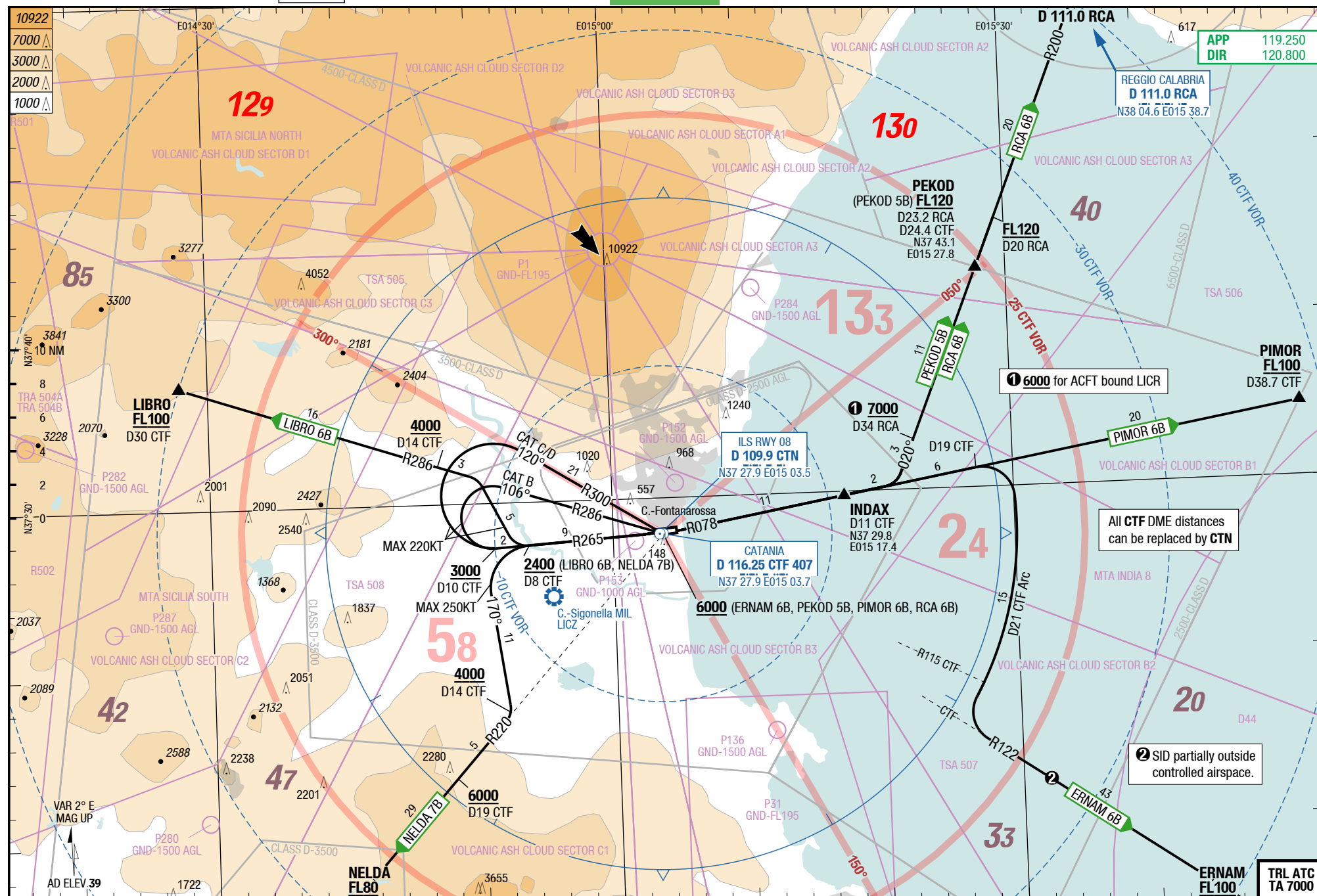
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SIDs RWY 26

4-20

SIDs RWY 26

SIDs RWY 26



Changes: ASP, OBST, SUAs, Editorial

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NIL

4-30

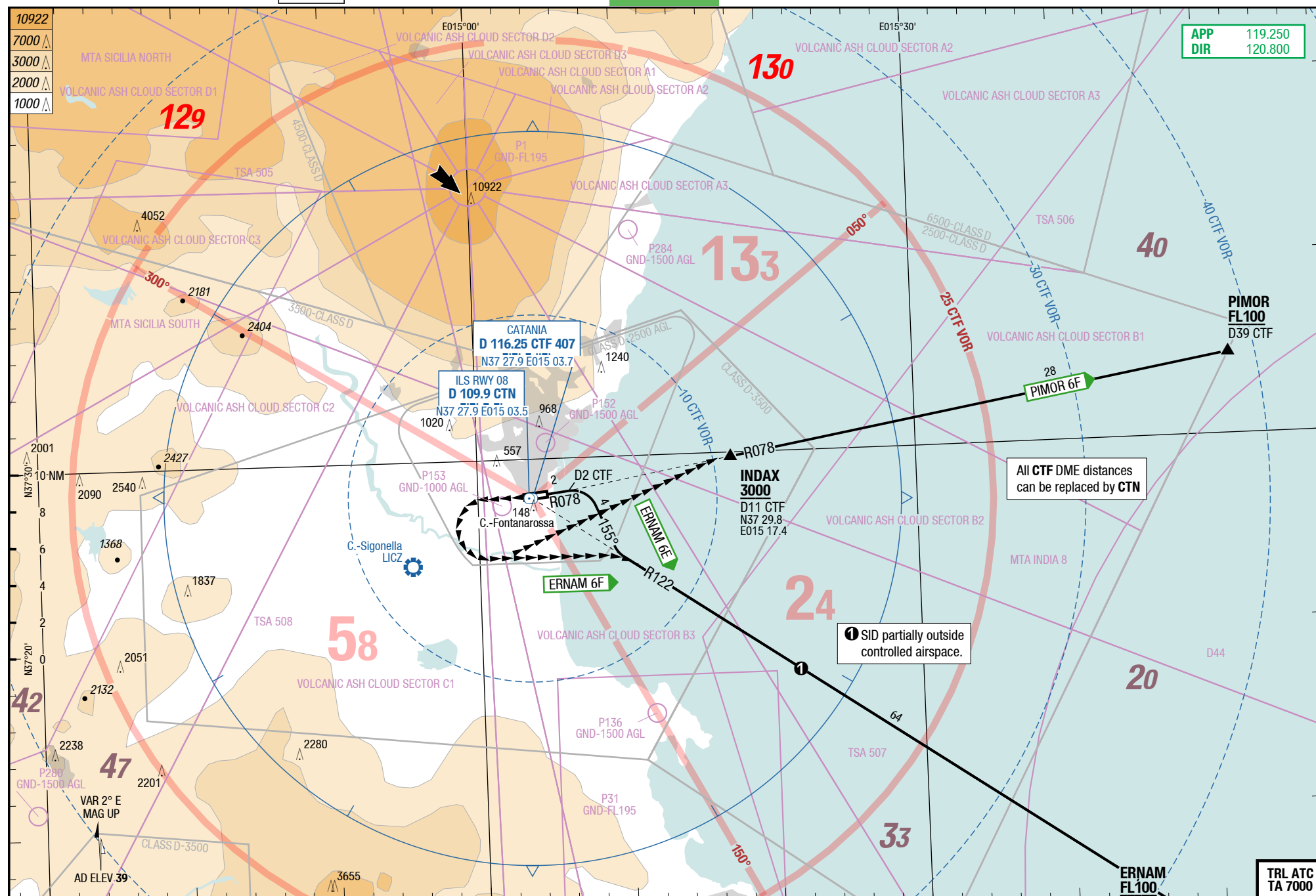
SIDs RWYs 08/26 (Contingency)

SID

SID

NIL

SIDs RWYs 08/26 (Contingency)



Changes: ASP, FREQ, OBST, SUAs, Editorial

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19-MAY-2016

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5-10

SIDs RWY 08

SIDPT

ERNAM 6A / LIBRO 6A / NELDA 7A / PEKOD 5A / PIMOR 6A / REGGIO CALABRIA 6A
RWY 08 (082°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ERNAM 6A 5.4% to 5000 119.250 ①	R078 CTF - INDAX - at D19 CTF RT follow D21 CTF arc crossing R115 CTF LT intercept R122 CTF to ERNAM	INDAX MNM 3000 ERNAM MNM FL100
LIBRO 6A 5.4% to FL95 119.250	R078 CTF - at INDAX RT (MAX 230KT) intercept R096 (CAT B) / R112 (CAT C/D) CTF to CTF - R286 CTF to LIBRO	INDAX MNM 3000 CTF MNM FL80 (or TL, whichever is higher) D9 CTF MNM FL100
NELDA 7A 6.0% to 5000 119.250	R078 CTF - at D5 CTF RT follow D7 CTF arc - crossing R203 CTF LT intercept R220 CTF to NELDA	crossing R160 / D7 CTF MNM 4500 NELDA MNM FL80
PEKOD 5A 7.9% to FL120 119.250	R078 CTF - at INDAX LT intercept R200 RCA inbound to PEKOD	INDAX MNM 3000 D34 RCA MNM 7000 (MNM 6000 for aircraft to LICR) PEKOD MNM FL120
PIMOR 6A 5.4% to 5500 119.250	R078 CTF - INDAX - PIMOR	INDAX MNM 3000 PIMOR MNM FL100
REGGIO CALABRIA 6A RCA 6A 7.9% to 7000 119.250	R078 CTF - at INDAX LT intercept R200 RCA to RCA	INDAX MNM 3000 D34 RCA MNM 7000 (MNM 6000 for aircraft to LICR) D20 RCA MNM FL120

① ERNAM 6A is partially outside controlled airspace.

ERNAM 6B / LIBRO 6B / NELDA 7B / PEKOD 5B / PIMOR 6B / REGGIO CALABRIA 6B
RWY 26 (262°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ERNAM 6B 5.1% to 4500 119.250 ①	R265 CTF - at D10 CTF RT (MAX 220KT) intercept R286 (CAT B) / R300 (CAT C/D) CTF to CTF - R078 CTF - at D19 CTF RT follow D21 CTF arc - crossing R115 CTF LT intercept R122 CTF to ERNAM	D10 CTF MNM 3000 CTF MNM 6000 ERNAM MNM FL100
LIBRO 6B 5.1% to 7000 119.250	R265 CTF - at D8 CTF RT (MAX 220KT) intercept R286 CTF to LIBRO	D8 CTF MNM 2400 D14 CTF MNM 4000 LIBRO MNM FL100
NELDA 7B 5.1% to 5000 119.250	R265 CTF - at D8 CTF LT (MAX 250KT) 170° intercept R220 CTF to NELDA	D8 CTF MNM 2400 D14 CTF MNM 4000 D19 CTF MNM 6000 NELDA MNM FL80
PEKOD 5B 5.1% to FL120 119.250	R265 CTF - at D10 CTF RT (MAX 220KT) intercept R286 (CAT B) / R300 (CAT C/D) CTF to CTF - R078 CTF - at INDAX LT intercept R200 RCA inbound to PEKOD	D10 CTF MNM 3000 CTF MNM 6000 D34 RCA MNM 7000 (MNM 6000 for aircraft to LICR) PEKOD MNM FL120
PIMOR 6B 5.1% to 4500 119.250	R265 CTF - at D10 CTF RT (MAX 220KT) intercept R286 (CAT B) / R300 (CAT C/D) CTF to CTF - R078 CTF to PIMOR	D10 CTF MNM 3000 CTF MNM 6000 PIMOR MNM FL100
REGGIO CALABRIA 6B RCA 6B 5.1% to 4500 119.250	R265 CTF - at D10 CTF RT (MAX 220KT) intercept R286 (CAT B) / R300 (CAT C/D) CTF to CTF - R078 CTF - at INDAX LT intercept R200 RCA to RCA	D10 CTF MNM 3000 CTF MNM 6000 D34 RCA MNM 7000 (MNM 6000 for aircraft to LICR) D20 RCA MNM FL120

① ERNAM 6B is partially outside controlled airspace.

17-FEB-2011

Italy **Catania** Fontanarossa**CTA-LICC****5-30****SIDs RWYs 08/26 (Contingency)****SIDPT****ERNAM 6E / ERNAM 6F / PIMOR 6F**

RWYs 08 (082°) / 26 (262°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500

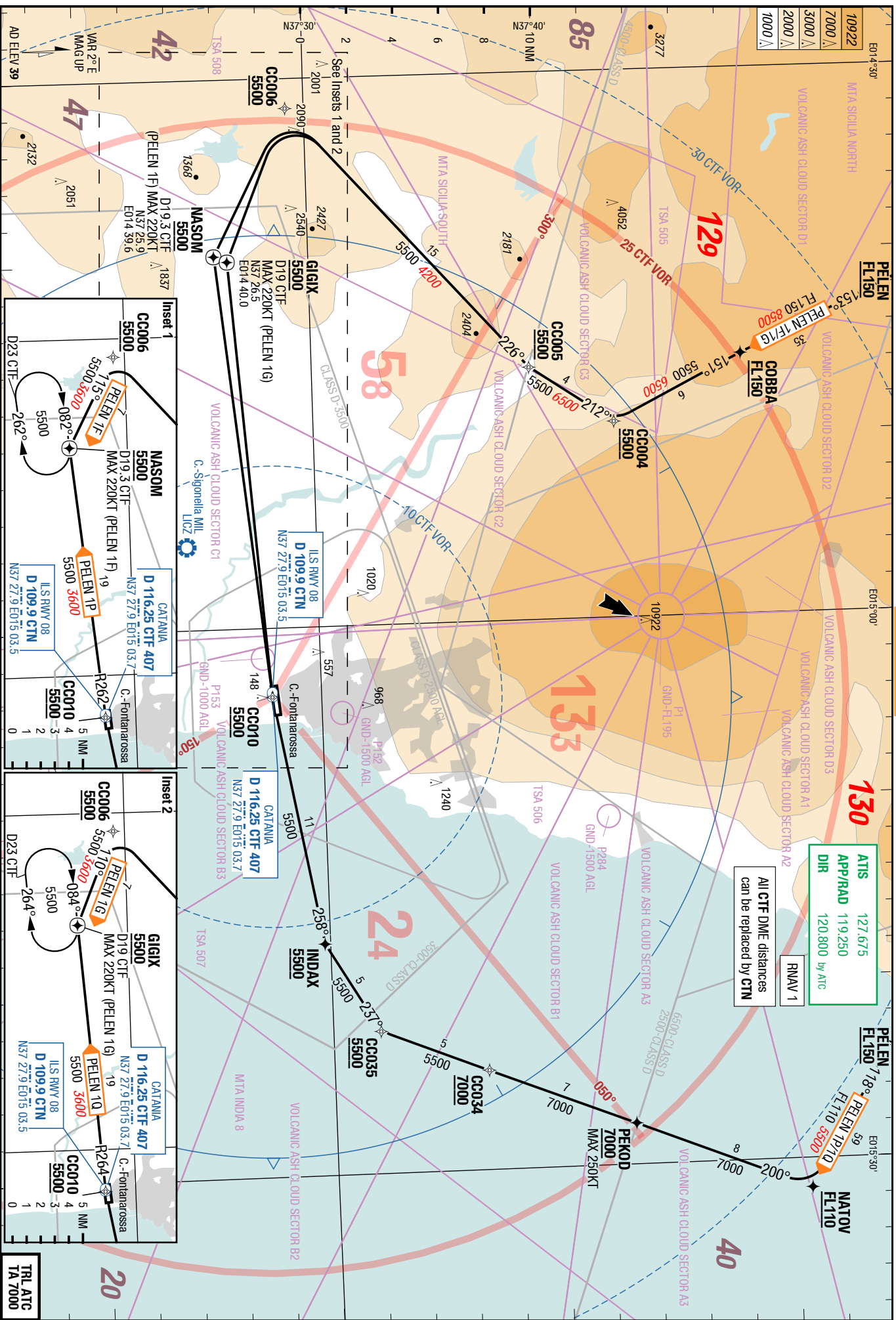
DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ERNAM 6E 5.4% to 1000 119.250 ①	R078 CTF - at D2 CTF RT 155° intercept R122 CTF to ERNAM	ERNAM MNM FL100
	Runway 26	
ERNAM 6F 5.0% 119.250 ①	climb in VMC - LT intercept R122 CTF to ERNAM - maintain VMC until 3000	ERNAM MNM FL100
PIMOR 6F 5.0% 119.250	climb in VMC - LT intercept R078 CTF to INDAX - PIMOR - maintain VMC until 3000	INDAX MNM 3000 PIMOR MNM FL100

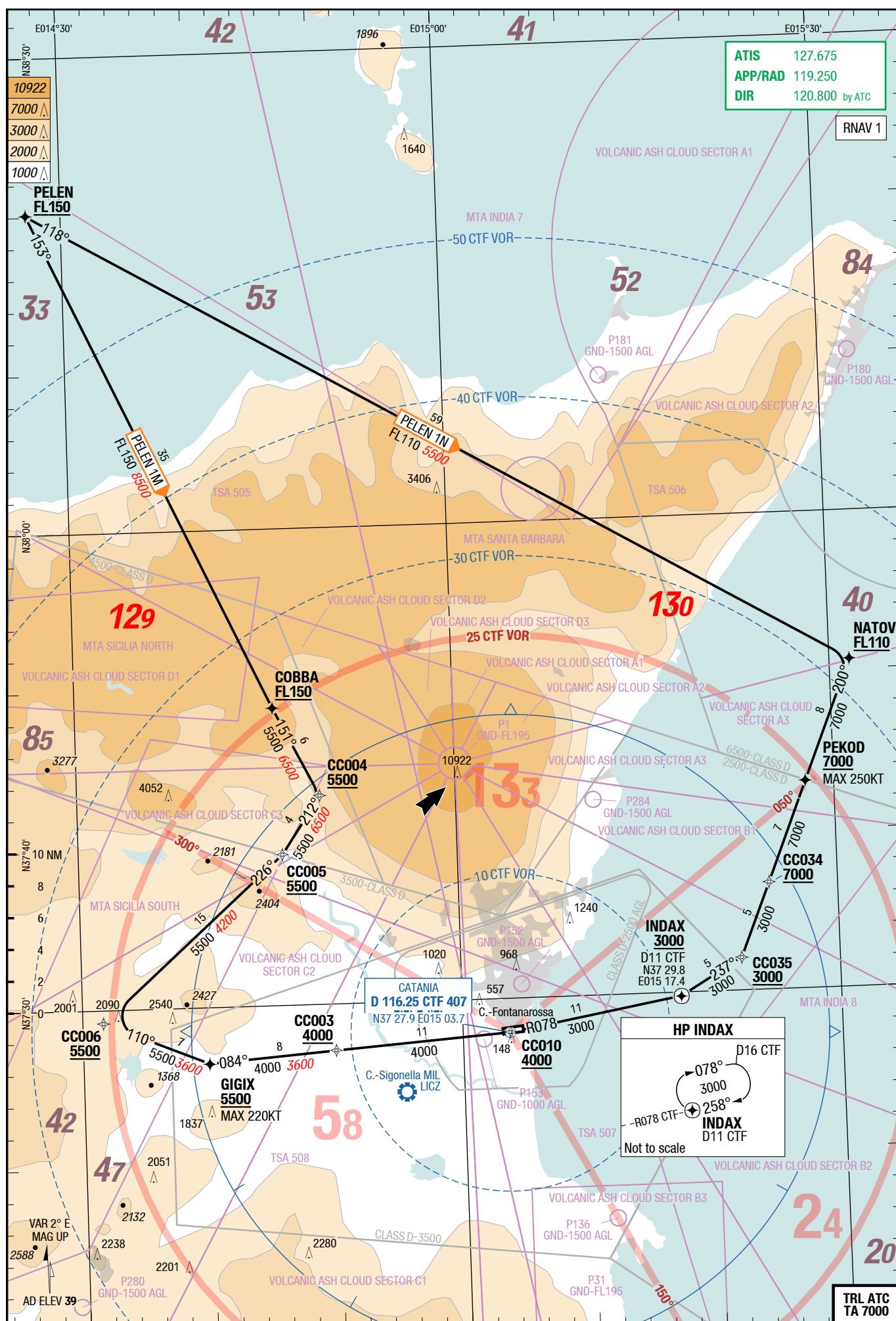
① ERNAM 6E/6F are partially outside controlled airspace.

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BNV STARS BMY 26

RNAV STARS RWY 08





CTA-LICC

STARs RWY 26 (CTF VOR DME)

6-30

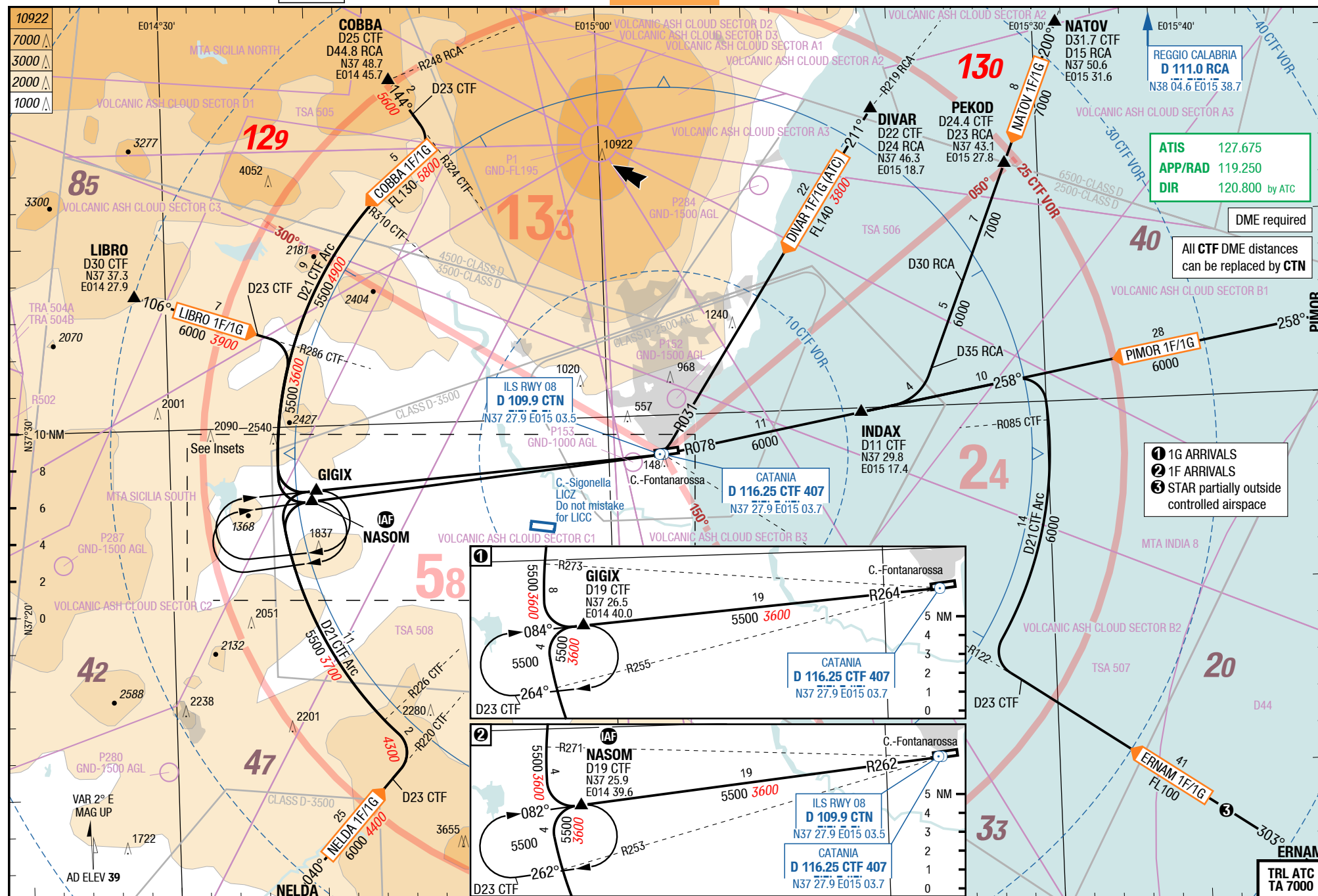
STARs RWY 08 (CTF VOR DME)

STAR

STAR

STARs RWY 26 (CTF VOR DME)

STARs RWY 08 (CTF VOR DME)



Changes: Page Number, MTCA, FREQ, ASP, SUAs, OBST, HLDG

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6-40

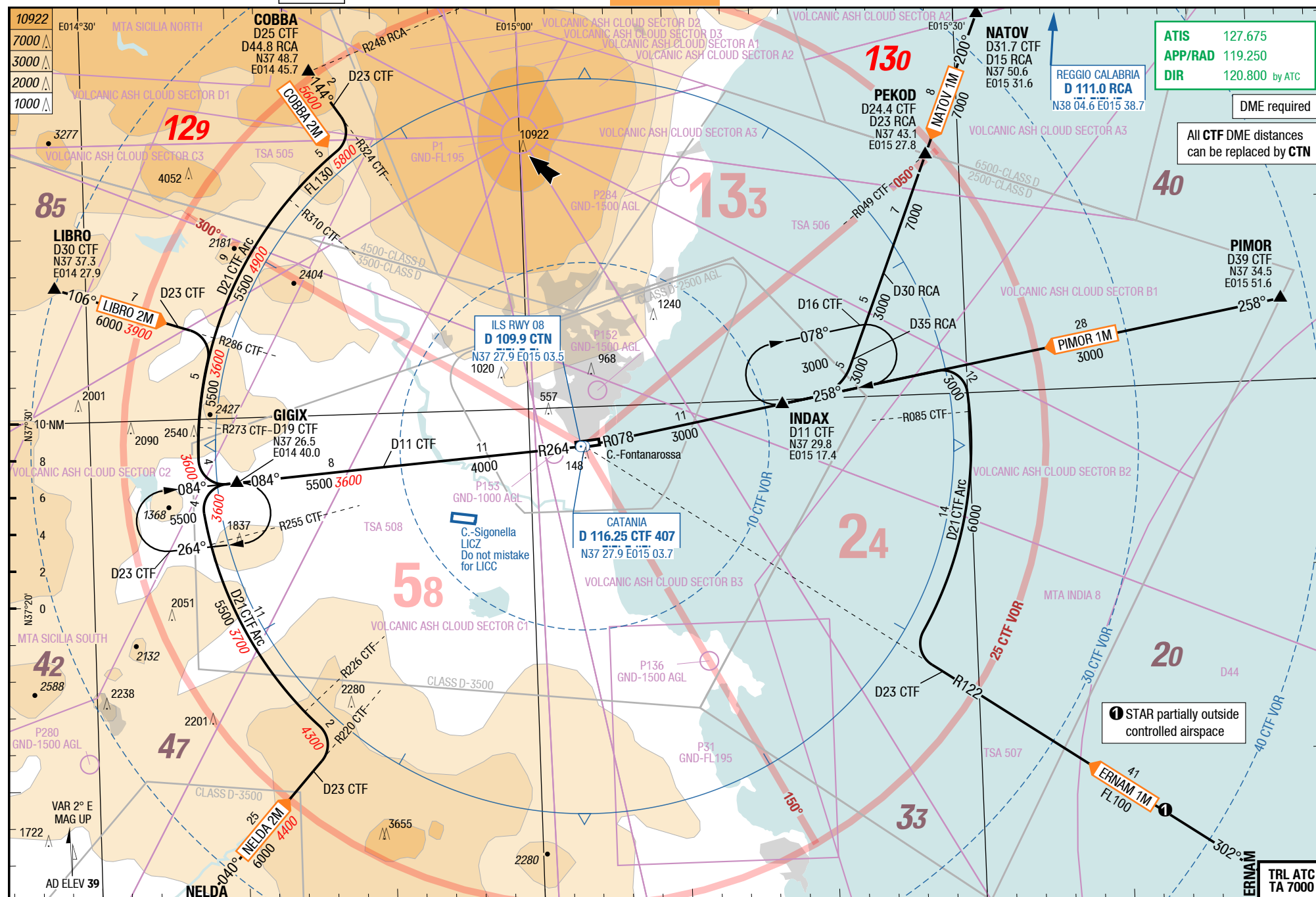
STARs RWY 26 (CTF VOR DME)

STAR

STAR

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STARs RWY 26 (CTF VOR DME)



Changes: ASP, Page Number, MTCA, FREQ, SUAs, OBST

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14-JUN-2018

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STARs (Contingency)

STARs (CTF NDB)

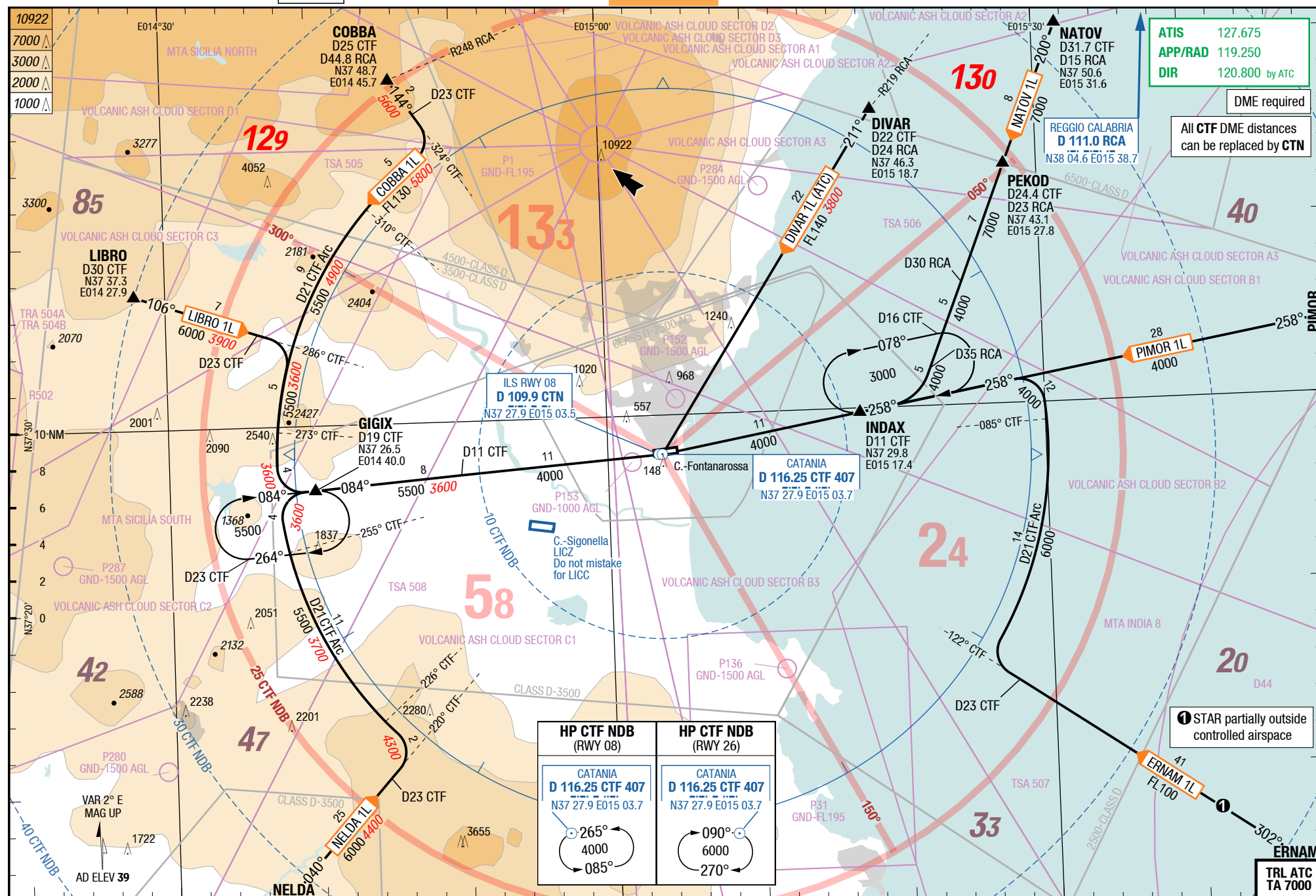
STAR

STAR

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STARs (Contingency)

STARs (CTF NDB)



14-JUN-2018

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6-60

STARs (Contingency)

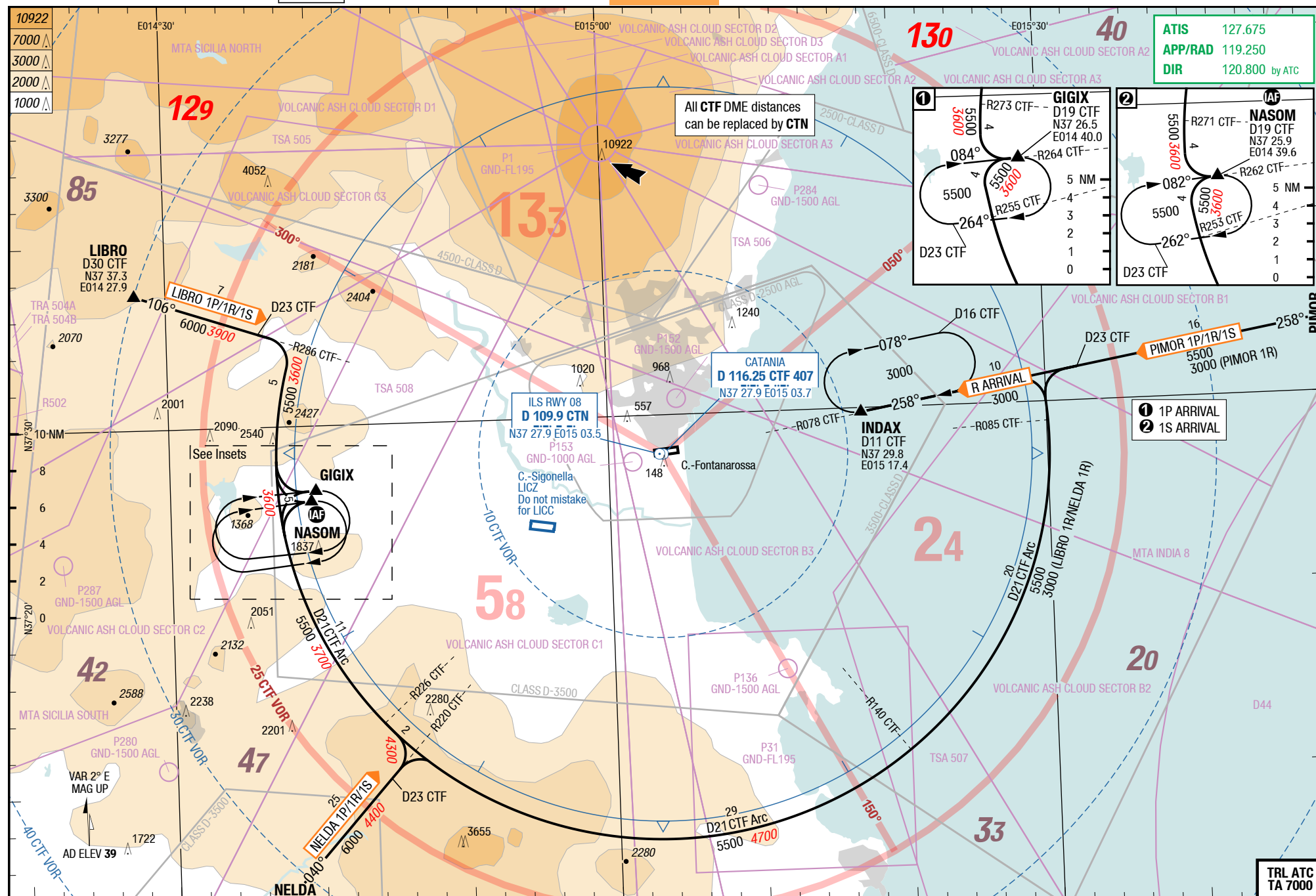
STAR

STAR

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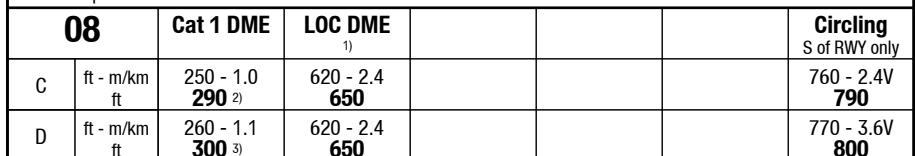
STARs (Contingency)

ATIS	127.675
APP/RAD	119.250
DIR	120.800 by ATC



Changes: MTCA, ASP, FREQ, Page Number, SUAs, OBST

ILS or LOC Z 08

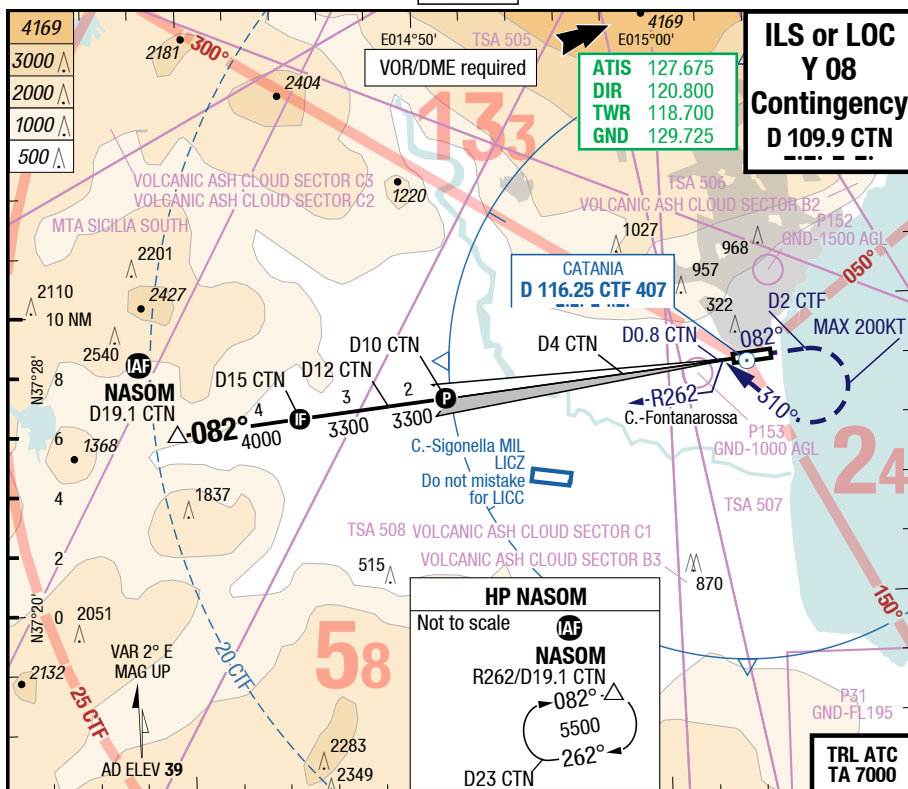


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7-20

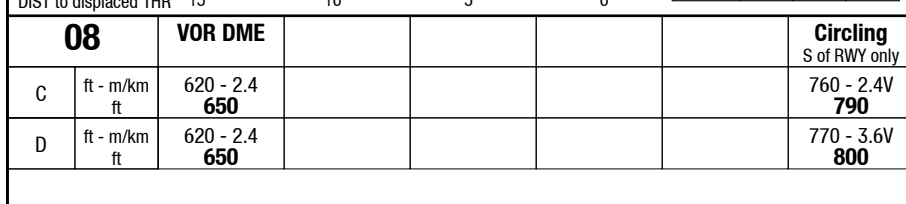
ILS or LOC Y 08 Contingency



GS	120	140	160
D4 CTN	660	770	880
-MAPt	1:38	1:24	1:13

Changes: MIN, OBST, DIST ALT table, APL, Profile, SUAs

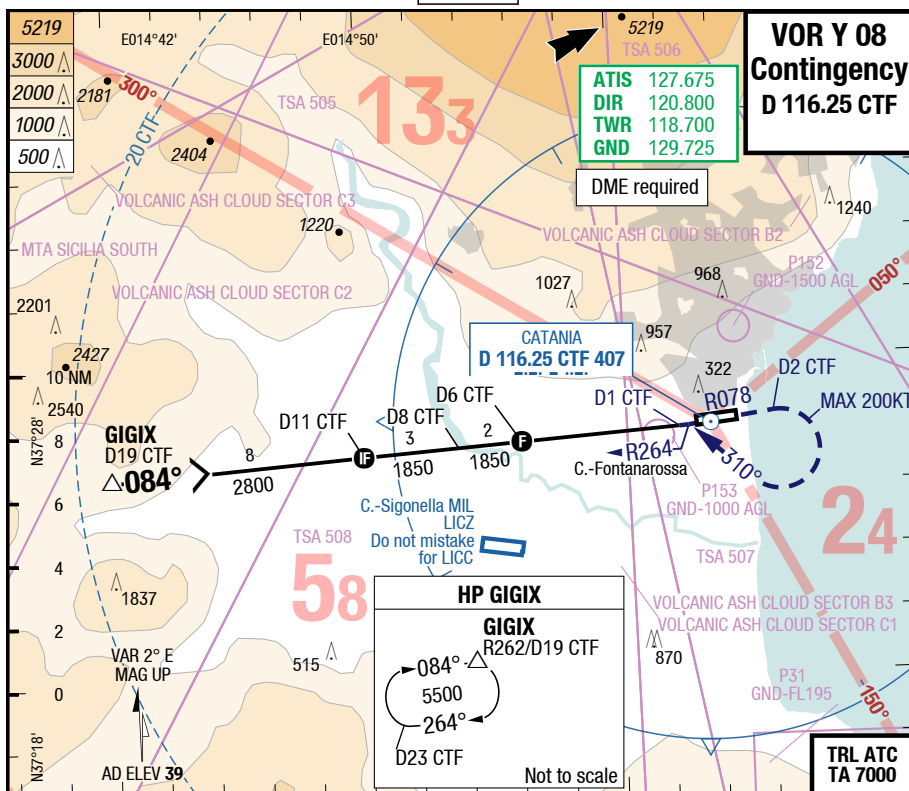
VOR Z 08



CTA-LICC

7-40

VOR Y 08 Contingency



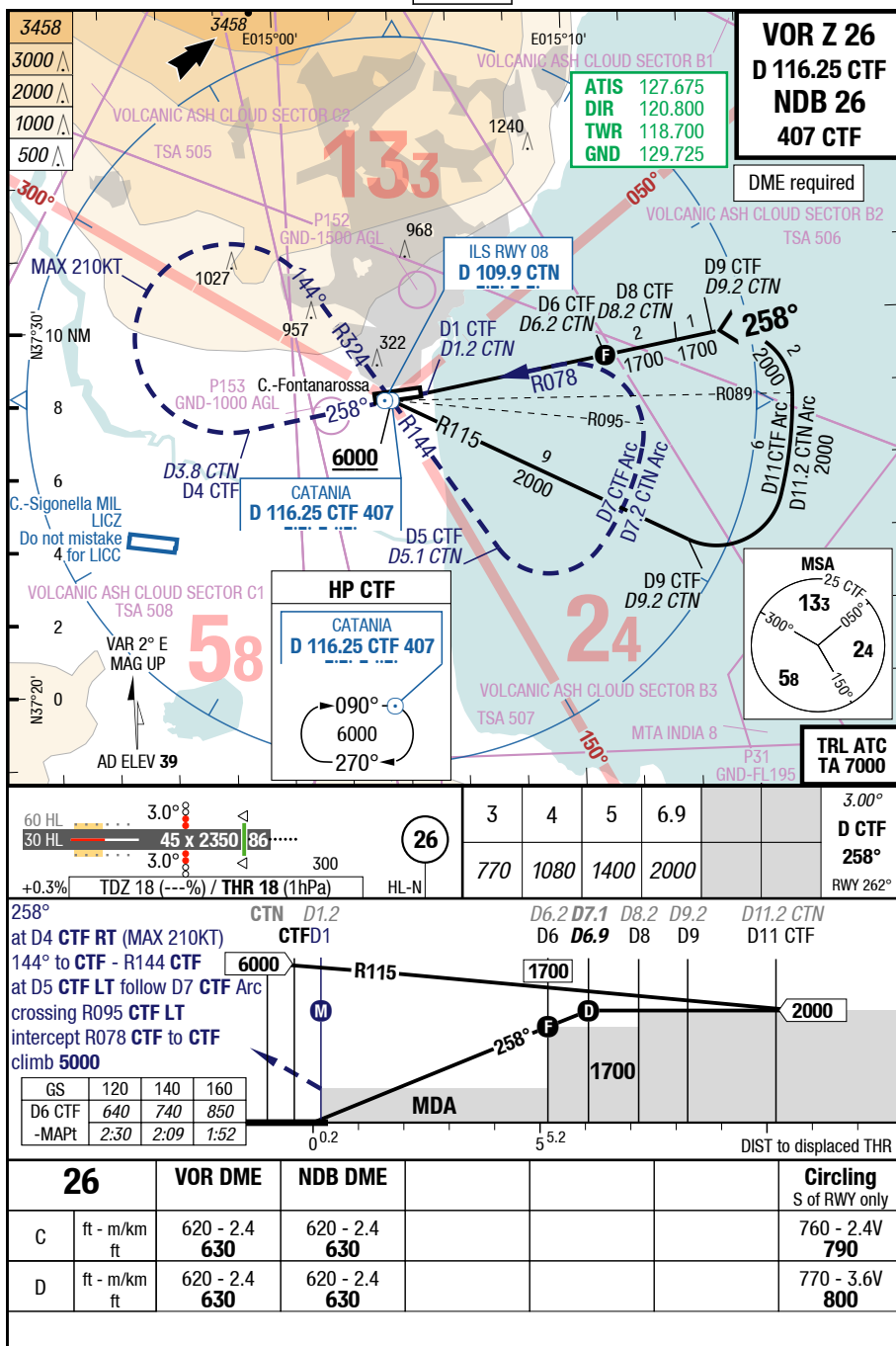
D2 CTF RT

GS	120	140	160
D6 CTF	640	740	850
-MAPt	2:30	2:09	1:53

CTA-LICC

7-50

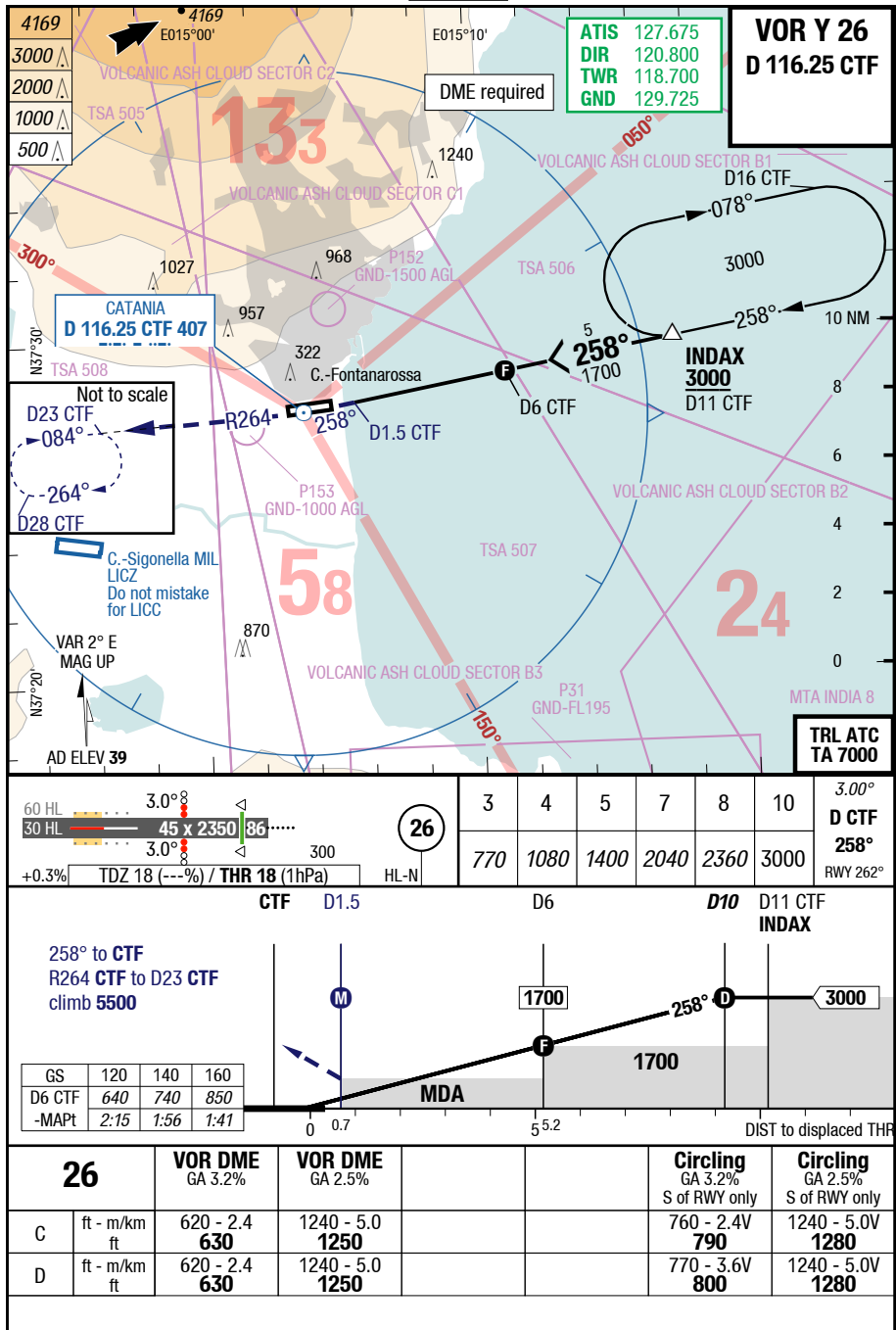
VOR Z 26 / NDB 26



CTA-LICC

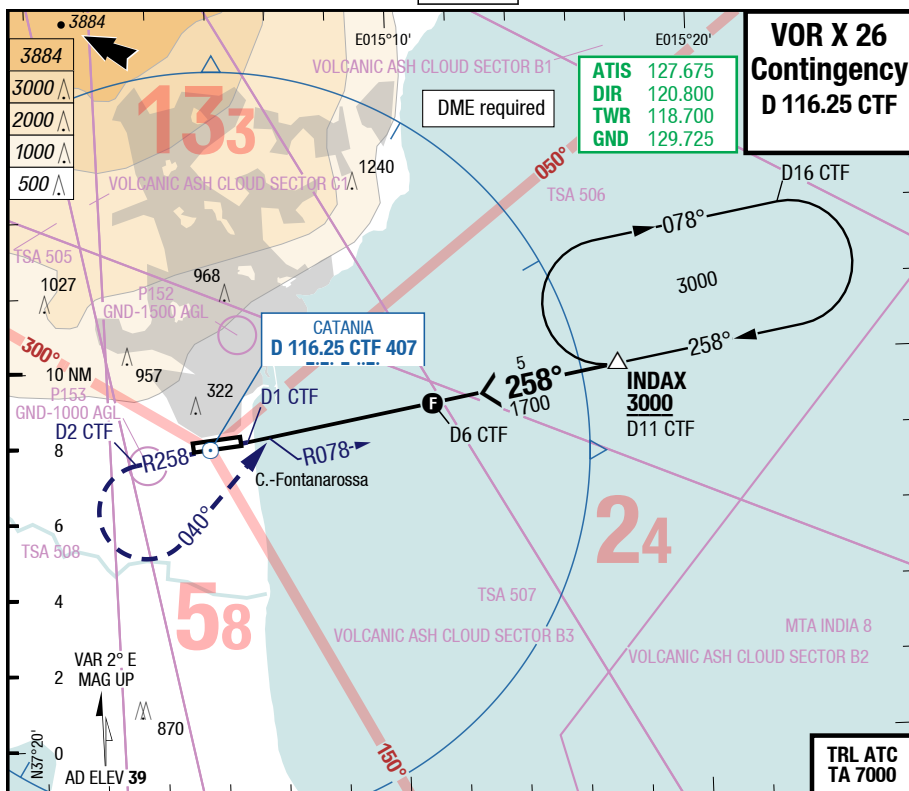
7-60

VOR Y 26



VOR X 26 Contingency

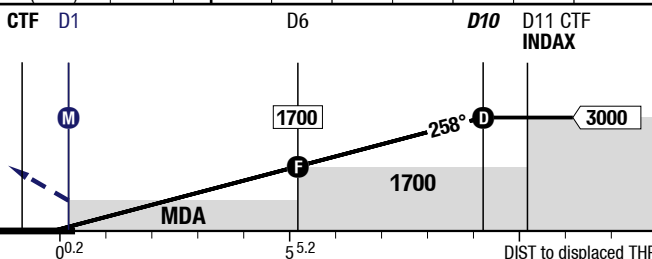
7-70



	3	4	5	7	8	10	3.00° D CTF 258° RWY 262°
TDZ 18 (---) / THR 18 (1hPa) HL-N	770	1080	1400	2040	2360	3000	

R258 **CTF**
at D2 **CTF** LT 040°
intercept R078 **CTF** to INDAX
climb **3000**

GS	120	140	160
D6 CTF	640	740	850
-MAPt	2:30	2:09	1:52

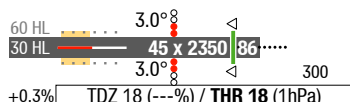
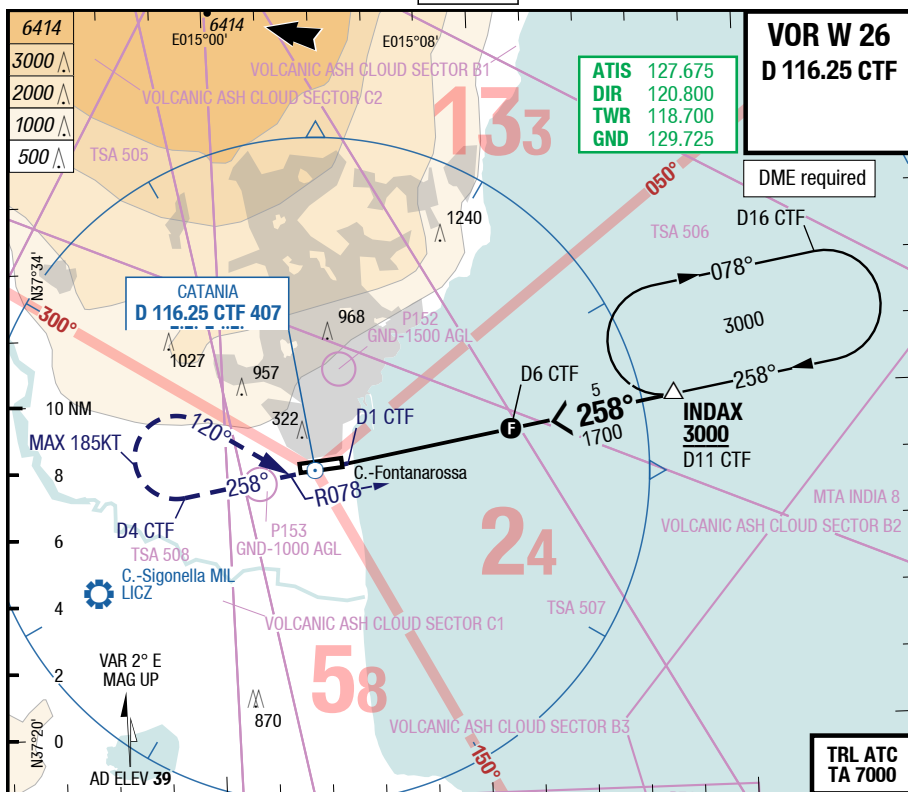


26		VOR DME				Circling S of RWY only
C	ft - m/km ft	620 - 2.4 630				760 - 2.4V 790
D	ft - m/km ft	620 - 2.4 630				770 - 3.6V 800

CTA-LICC

7-80

VOR W 26

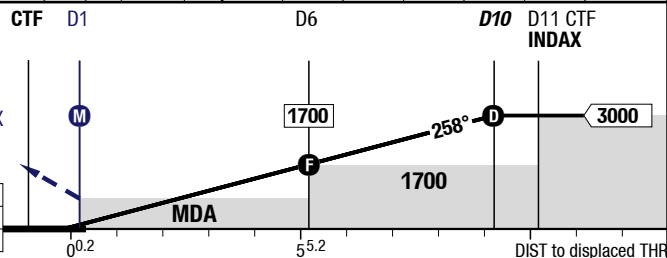


26

3	4	5	7	8	10	3.00° D CTF 258° RWY 262°
770	1080	1400	2040	2360	3000	

R258 CTF
at D4 CTF RT (MAX 185KT)
120°
intercept R078 CTF to INDAX
climb 3000

GS	120	140	160
D6 CTF	640	740	850
-MAPt	2:30	2:09	1:52



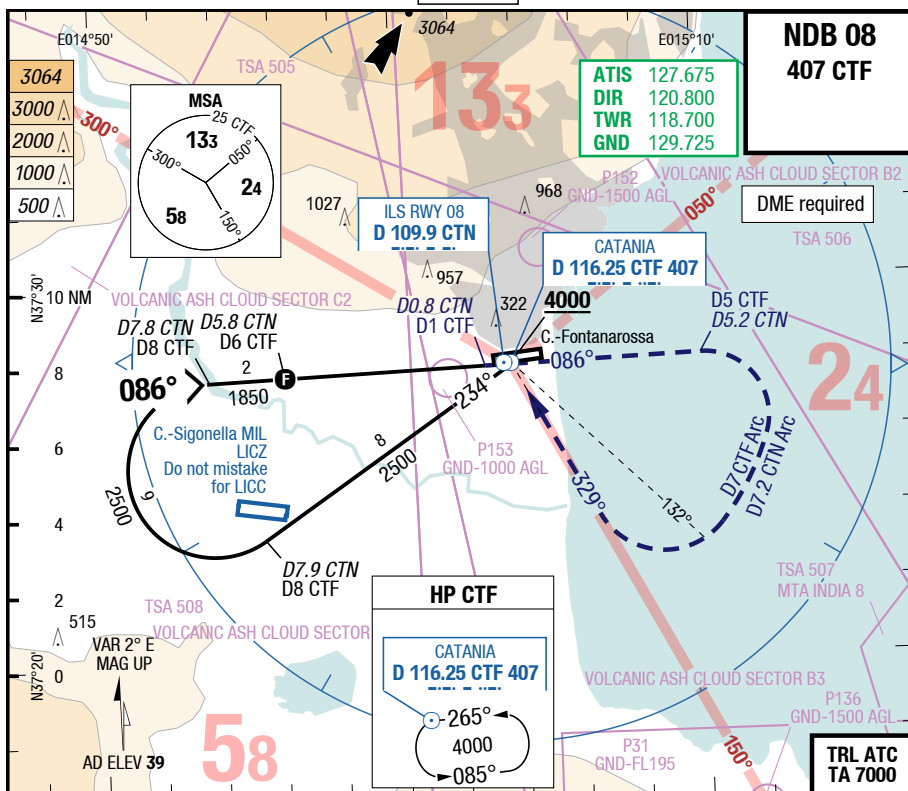
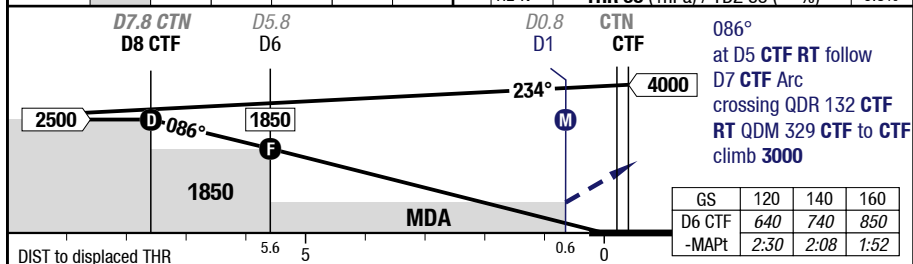
26	VOR DME						Circling S of RWY only
C	ft - m/km ft	620 - 2.4 630					760 - 2.4V 790
D	ft - m/km ft	620 - 2.4 630					770 - 3.6V 800

Changes: MIN, DIST ALT table, ALT, APL, SUAs, OBST

CTA-LICC

7-90

NDB 08

[illegible]

08		NDB DME					Circling S of RWY only
C	ft - m/km ft	670 - 2.4 700					760 - 2.4V 790
D	ft - m/km ft	670 - 2.4 700					770 - 3.6V 800