## GENERAL

### Operational Hours

**ATS Hours:** 0600-2200‡

**AD ADMIN Hours:** H24

### Airport Information

**RFF:** CAT 7
**PCN:** RWY 05/23: 72/F/B/W/T

### Operation

**Low Visibility Procedures (LVP)**
LVP is not AVBL.

No ground operations allowed when RVR below is below 400m.

RWY 05 is preferential for LDG/TKOF.

Arriving ACFT must vacate RWY 05 via TWY A unless otherwise instructed by ATC.

Departing ACFT entering RWY 05 must use TWY C.

Only 1 ACFT is allowed on the movement area.

Mandatory Reports
Unless otherwise instructed report to AD:
- when reaching RHP/IHP
- when RWY is vacated
- when reaching stand

**RWY Restriction**
Line-up for TKOF RWY 05 and LDG RWY 23: back-track OPS shall be performed within RWY 23 end.

**TWY Restriction**
TWY D width 11m / 36ft.

Unless otherwise instructed by TWR, vacate RWY via:
RWY 05: TWY B, A.
RWY 23: TWY C.

**Taxi/Parking**
Follow-me AVBL O/R.

Follow-me is mandatory to all ACFT operating with lateral code greater than the AD category.

**Engine Run-up Area**
ENG run-up on stand is not allowed, except for ACFT with non operational APU and with prior authorization.

### Warnings

**COM VOR/DME**
Limitations within 25NM
R180-R290 MRA 5000ft
R290-R180 MRA 8000ft
MAINT: 1st WED each month 0800-1000‡.

## ARRIVAL

### Communication

**COM Failure**
In event of radio failure, the radio aid designated to descend for LDG is COM VOR.

**COM Failure on Manoeuvring Area**
Vacate RWY and wait for follow-me.

### Arrival Procedure

**Noise Abatement Procedure:** See CRAR.

## DEPARTURE

**Take-off Minima**

| RWY | | 05 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 800R/800V | - |
| | | | |
| RWY | | 23 | |
| All ACFT | ft - m/km | 0 - 800V | - |

### Communication

**COM Failure on Manoeuvring Area**
Taxi until CLR limit and wait for follow-me.

### Departure Procedure

**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°
- Procedures and HLDG normally AVBL

SECTOR A3: 078°/099°
- Procedures and HLDG normally AVBL

SECTOR B1: 100°/119°
- Procedures and HLDG normally AVBL

SECTOR B2: 120°/149°
- Procedures and HLDG normally AVBL

SECTOR B3: 150°/179°
- STAR: NOTRI 1T suspended
- IAP: procedures normally AVBL
- SID: procedures normally AVBL
- HLDG: AVBL

SECTOR C1: 180°/209°
- STAR: all procedures suspended
- IAP: all procedures suspended
- SID: all procedures suspended
- HLDG: Not AVBL

SECTOR C2: 210°/242°
- STAR: suspended except NOTRI 1T
- IAP: all procedures suspended
- SID: suspended except ROMSU 5A
- HLDG: AVBL

SECTOR C3: 243°/269°
- STAR: LIBRO 1T, ENEPA 1T suspended
- IAP: procedures normally AVBL
- SID: ENEPA 5A/5B suspended
- HLDG: AVBL

SECTOR D1: 270°/299°
- Procedures and HLDG normally AVBL

SECTOR D2: 300°/329°
- Procedures and HLDG normally AVBL

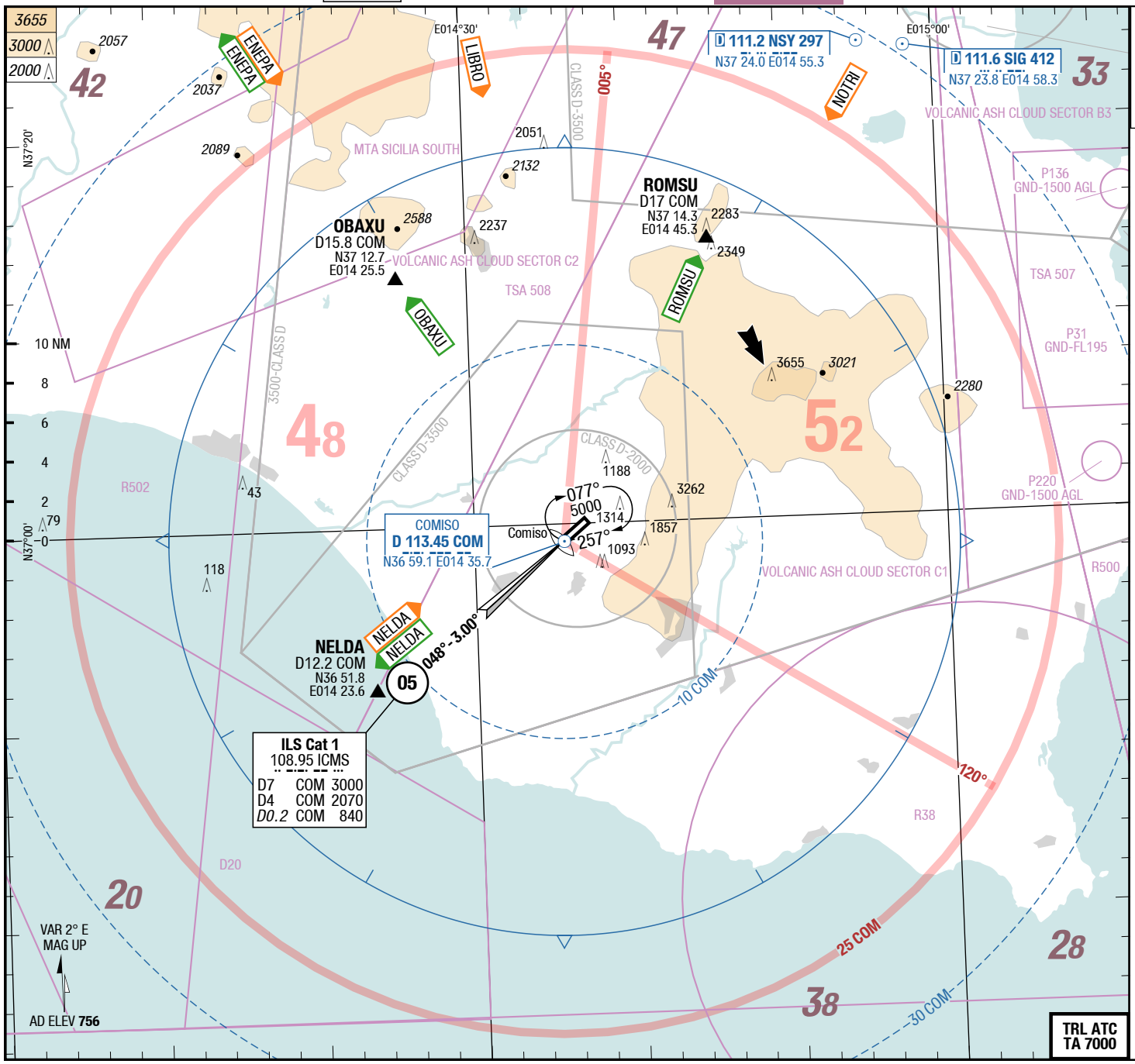
SECTOR D3: 330°/359°
- Procedures and HLDG normally AVBL

**Flight Contingency Procedures in case of Volcanic Ash Cloud**

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

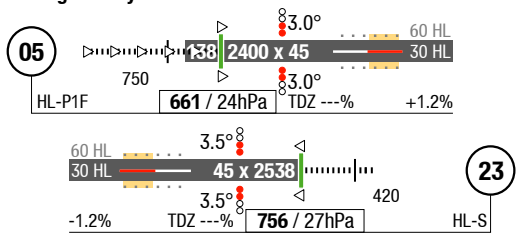
Whenever volcanic activity of any king is observed or encountered, report it by means of AIREP SPECIAL to appropriate ATS unit. When giving INFO about wind, PSN of ACFT shall be referred to radial and distance from CTF VOR/DME.

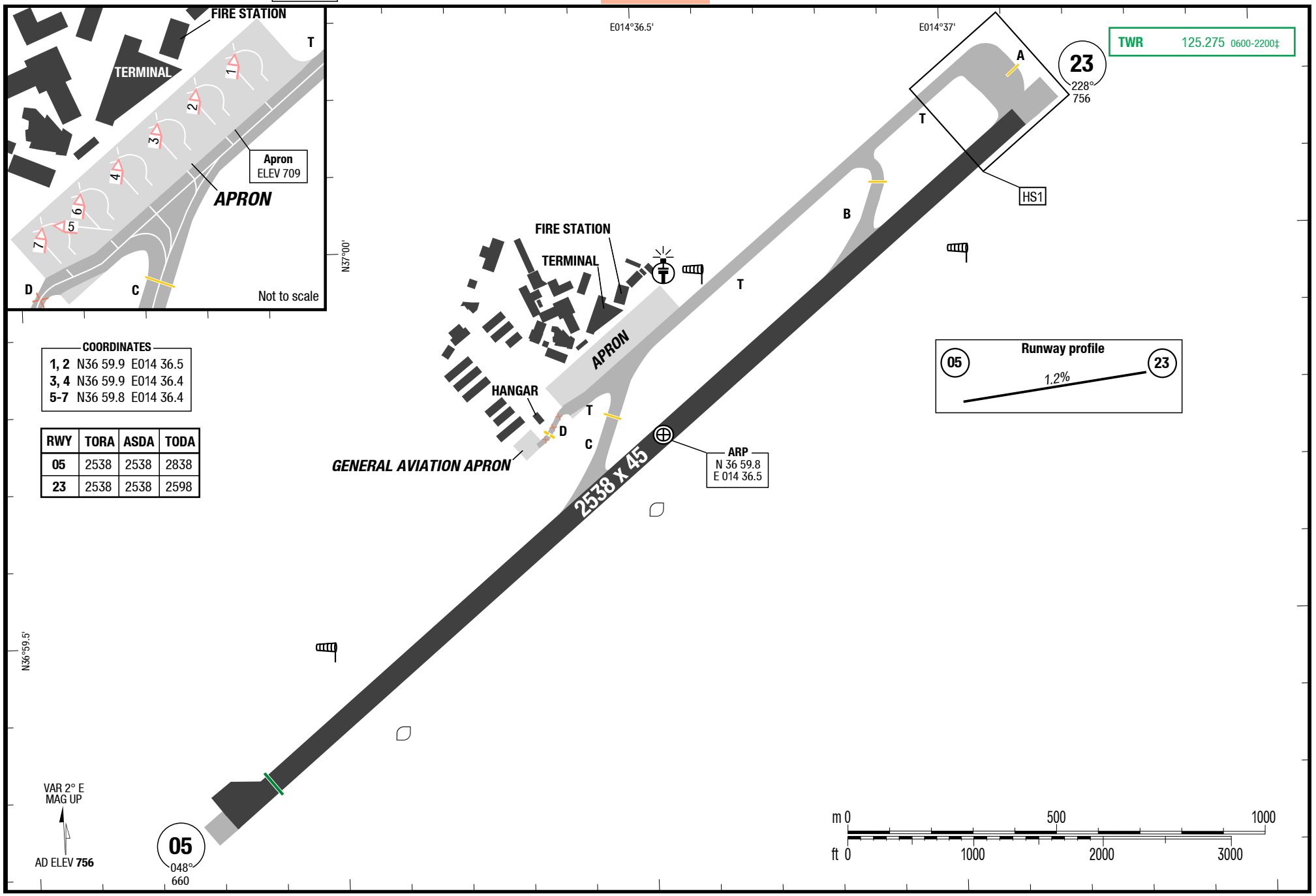
On arrival a post-flight reporting will be required.




| | | |
|---|---|---|
| **Catania APP/RAD** | 119.250 | |
| **Roma ACC** | 128.800<br>133.250 | |
| **Catania DIR** | 120.800 | HRS by ATC |
| **TWR** | 125.275 | 0600-2200‡ |

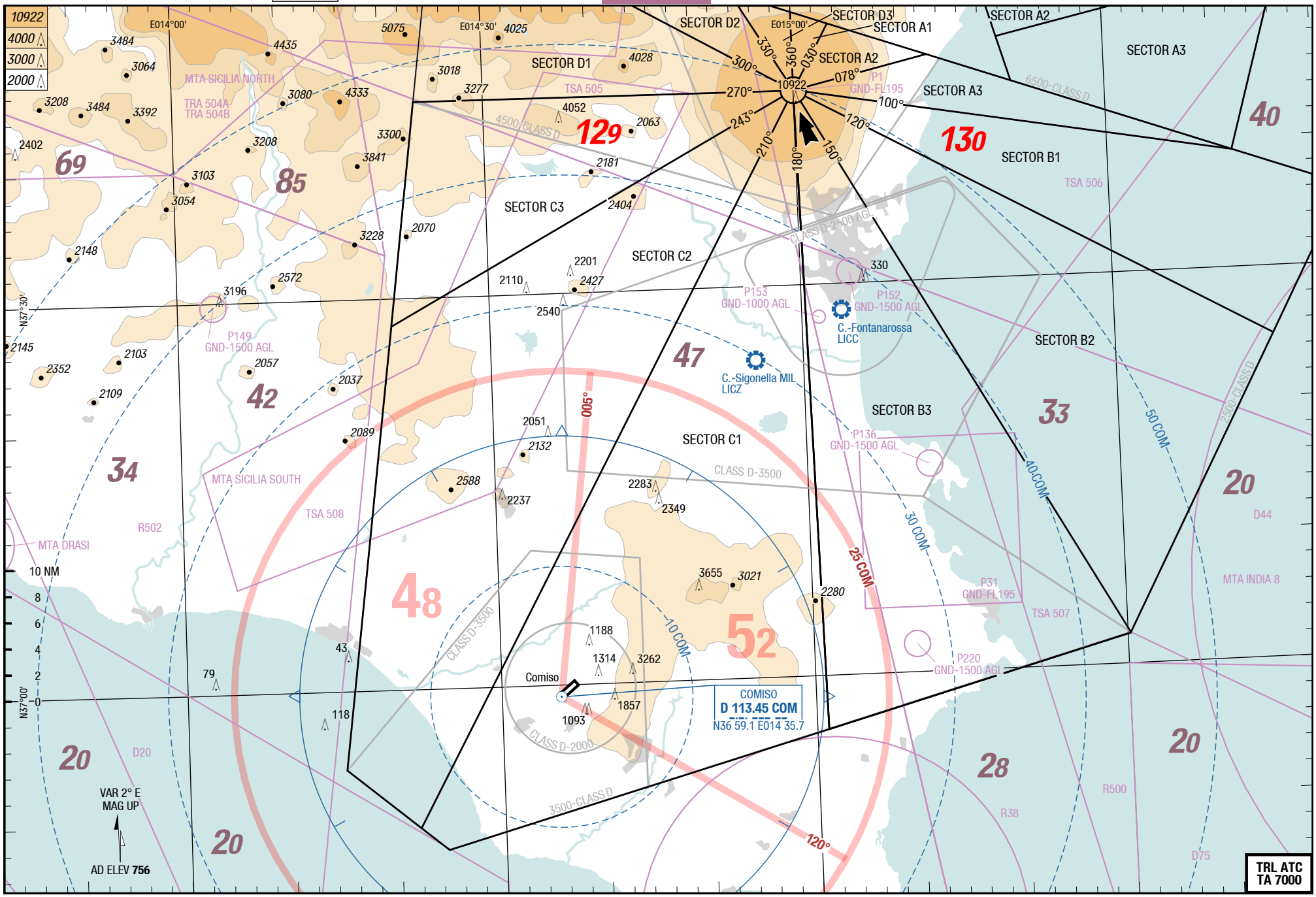
**Landing RWY system:**





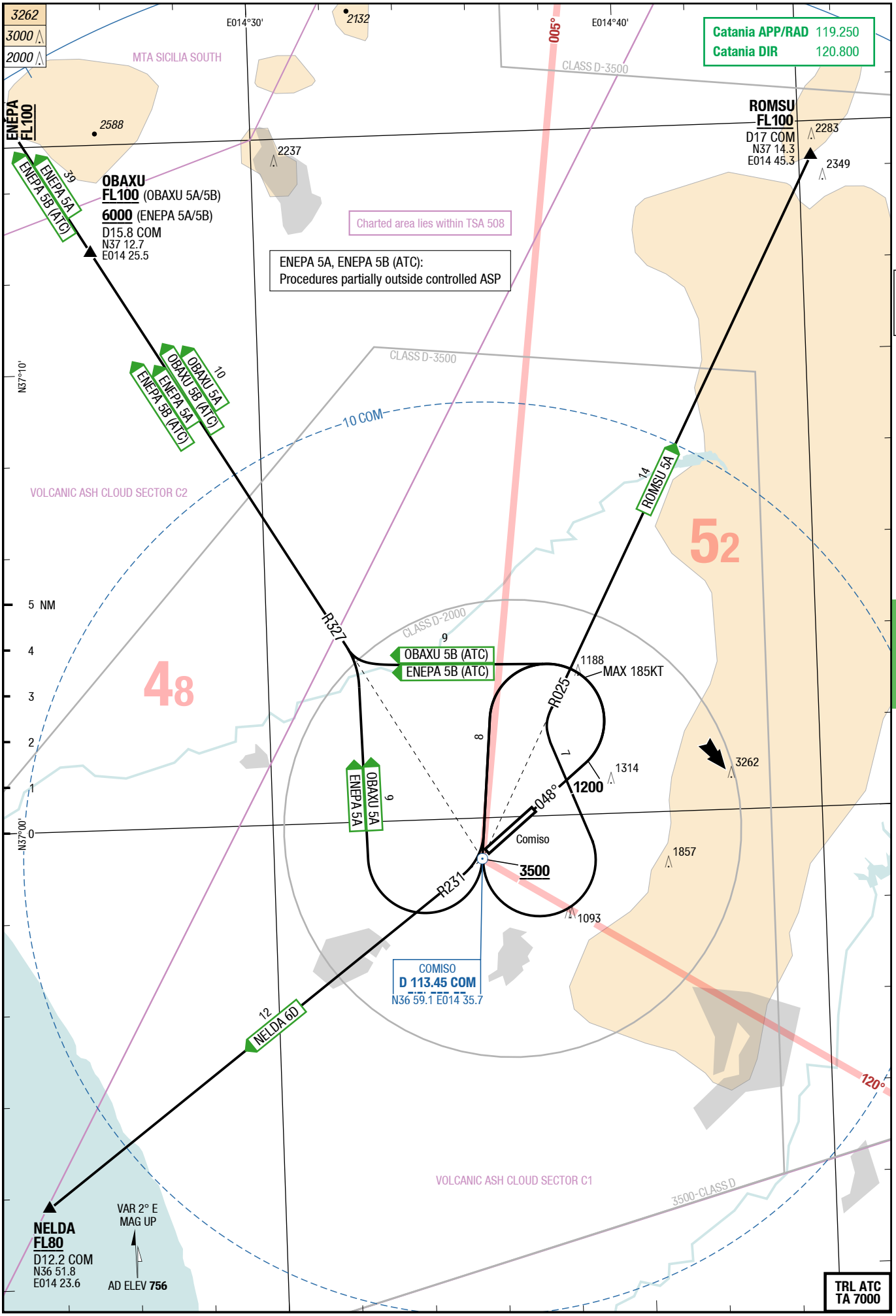



Changes: Inset, HLDG POS, TWY , HS, BLDG

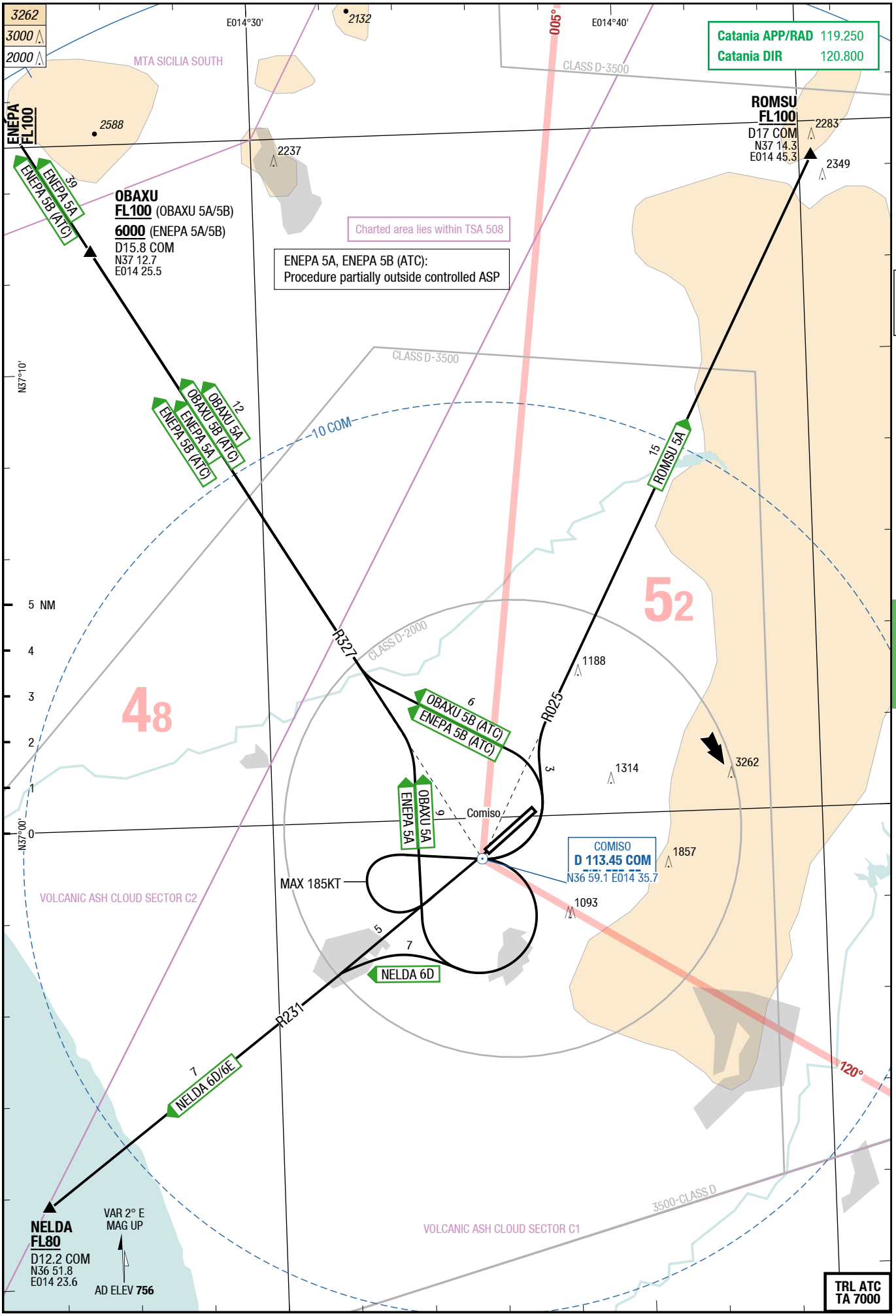



Changes: OBST

Changes: ALT, PROC renumbered, OBST, DIST



Changes: ALT, PROC renumbered, OBST, DIST



**ENEPA 5A / ENEPA 5B / NELDA 6D / OBAXU 5A / OBAXU 5B / ROMSU 5A**

RWY 05 (048°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 8.5% | ft/MIN | 1100 | 1300 | 1600 | 1900 | 2100 | 2400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 05** | |
| **ENEPA 5A**<br>8.5% to 2000<br>**119.250**<br>①② | at **1200 LT** (MAX 185KT) to **COM** - **RT** intercept R327 **COM** to OBAXU - ENEPA | **COM** MNM **3500**<br>OBAXU MNM **6000**<br>ENEPA MNM **FL100** |
| **ENEPA 5B**<br>(ATC)<br>8.5% to 2000<br>**119.250**<br>①② | at **1200 LT** (MAX 185KT) - intercept R327 **COM** to OBAXU - ENEPA | OBAXU MNM **6000**<br>ENEPA MNM **FL100** |
| **NELDA 6D**<br>8.5% to 2000<br>**119.250**<br>① | at **1200 LT** (MAX 185KT) to **COM** - **RT** intercept R231 **COM** to NELDA | **COM** MNM **3500**<br>NELDA MNM **FL80** |
| **OBAXU 5A**<br>8.5% to 2000<br>**119.250**<br>① | at **1200 LT** (MAX 185KT) to **COM** - **RT** intercept R327 **COM** to OBAXU | **COM** MNM **3500**<br>OBAXU MNM **FL100** |
| **OBAXU 5B**<br>(ATC)<br>8.5% to FL100<br>**119.250**<br>① | at **1200 LT** (MAX 185KT) - intercept R327 **COM** to OBAXU | OBAXU MNM **FL100** |
| **ROMSU 5A**<br>8.5% to 2000<br>**119.250**<br>① | at **1200 LT** (MAX 185KT) to **COM** - **LT** intercept R025 **COM** to ROMSU | **COM** MNM **3500**<br>ROMSU MNM **FL100** |

① Close-in obstacles penetrating OIS 2.5% exist, but they were not considered for the published procedure design gradient.

② Procedure partially outside controlled ASP.

Changes: ALT, PROC renumbered

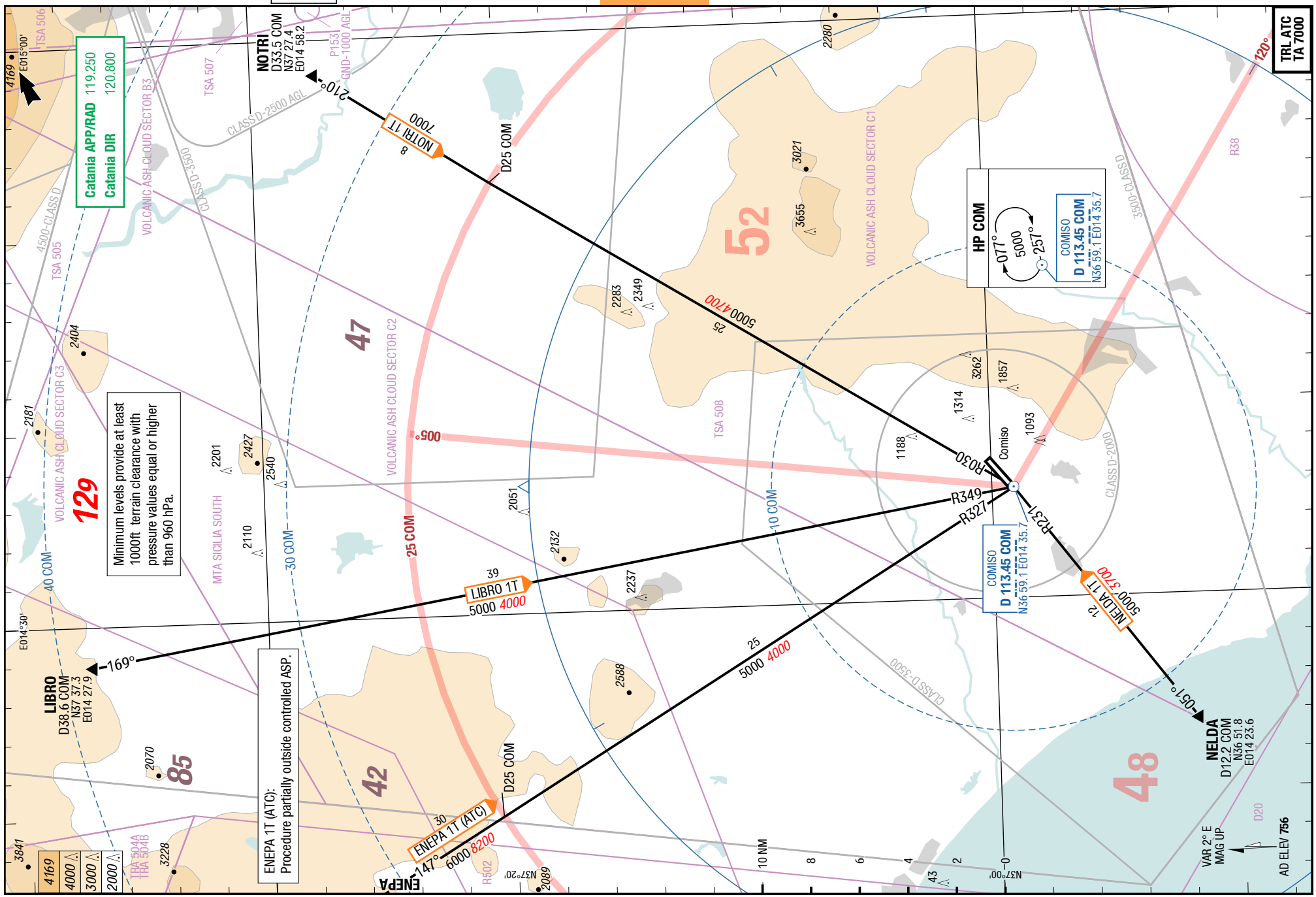
**ENEPA 5A / ENEPA 5B / NELDA 6D / NELDA 6E / OBAXU 5A / OBAXU 5B / ROMSU 5A**
RWY 23 (228°)

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

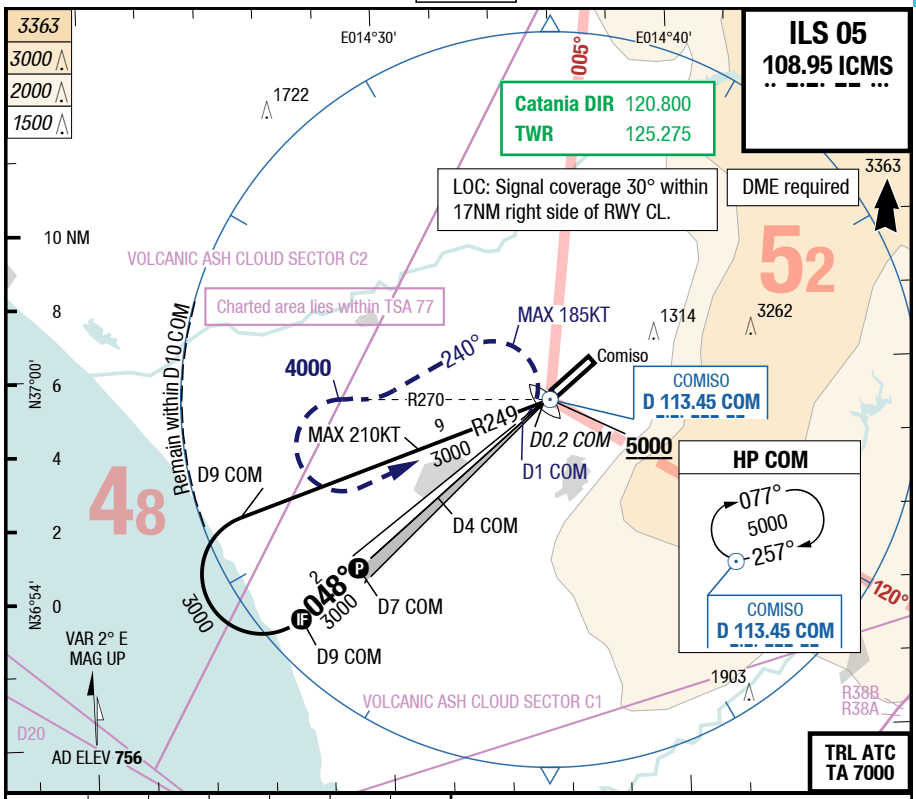
| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 23** | |
| **ENEPA 5A**<br>5.0% to 1500<br>**119.250**<br>① | **RT** (not before DER, MAX 185KT) to **COM** - **RT** intercept R327<br>**COM** to OBAXU - ENEPA | OBAXU MNM **6000**<br>ENEPA MNM **FL100** |
| **ENEPA 5B**<br>(ATC)<br>5.0% to 1500<br>**119.250**<br>① | **RT** (not before DER, MAX 185KT) to **COM** - **LT** intercept R327<br>**COM** to OBAXU - ENEPA | OBAXU MNM **6000**<br>ENEPA MNM **FL100** |
| **NELDA 6D**<br>5.0% to 1500<br>**119.250** | **RT** (note before DER, MAX 185KT) to **COM** - **RT** intercept R231<br>**COM** to NELDA | NELDA MNM **FL80** |
| **NELDA 6E**<br>5.0% to 1500<br>**119.250** | intercept R231 **COM** to NELDA | NELDA MNM **FL80** |
| **OBAXU 5A**<br>5.0% to 1500<br>**119.250** | **RT** (not before DER, MAX 185KT) to **COM** - **RT** intercept R327<br>**COM** to OBAXU | OBAXU MNM **FL100** |
| **OBAXU 5B**<br>(ATC)<br>5.0% to 1500<br>**119.250** | **RT** (not before DER, MAX 185KT) to **COM** - **LT** intercept R327<br>**COM** to OBAXU | OBAXU MNM **FL100** |
| **ROMSU 5A**<br>5.0% to 1500<br>**119.250** | **RT** (not before DER, MAX 185KT) to **COM** - **LT** intercept R025<br>**COM** to ROMSU | ROMSU MNM **FL100** |

① Procedure partially outside controlled ASP.

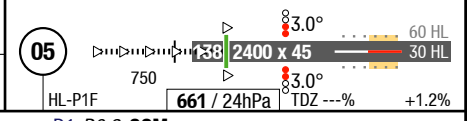
Changes: ALT, PROC renumbered

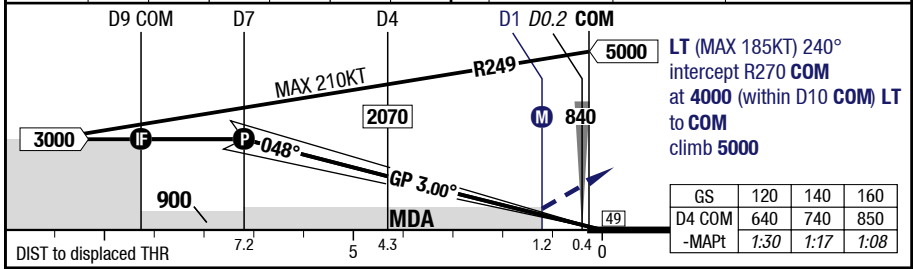



Changes: OBST




| LOC 3.00° D COM | 7 | 6 | 5 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 3000 | 2710 | 2390 | 1750 | 1440 | 1120 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D4 COM | 640 | 740 | 850 |
| -MAPt | *1:30* | *1:17* | *1:08* |

| 05 | | Cat 1 DME COM[1)] | LOC DME COM | | | | Circling [2)] |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 370 - 1.0 **1060** | 410 - 1.2 **1100** | | | | 1300 - 2.4V **2050** |
| D | ft - m/km ft | 380 - 1.0 **1070** | 410 - 1.2 **1100** | | | | 1700 - 3.6V **2450** |

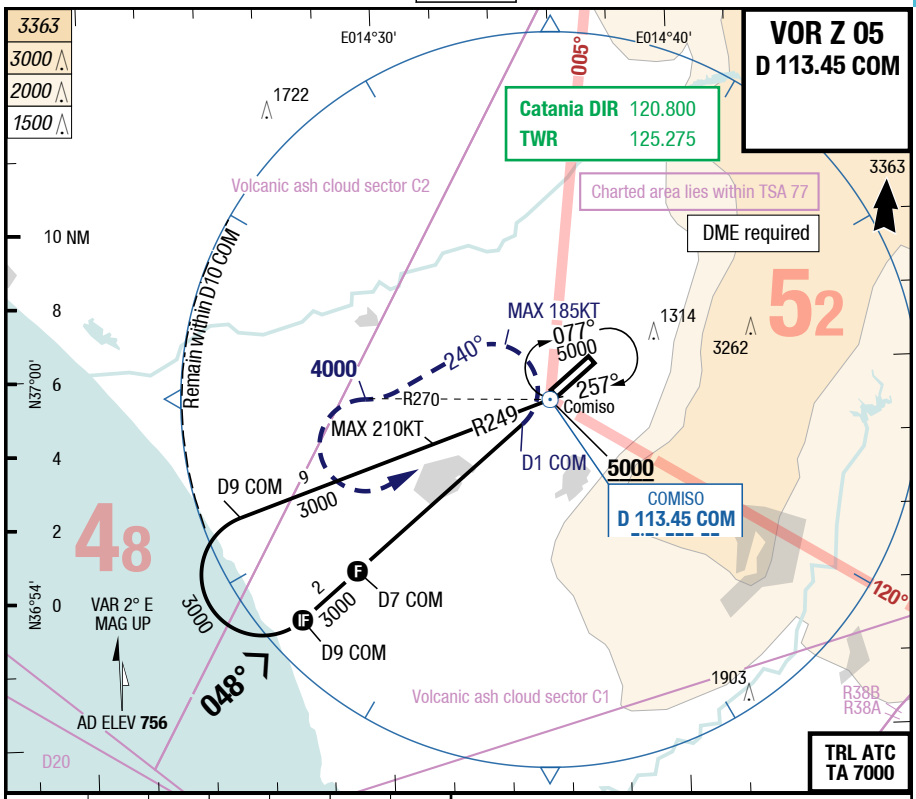
1) With EVS 650m
2) N of RWY only

Changes: MIN, SUAs, OBST

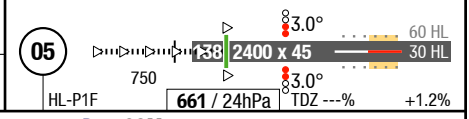
# CIY-LICB

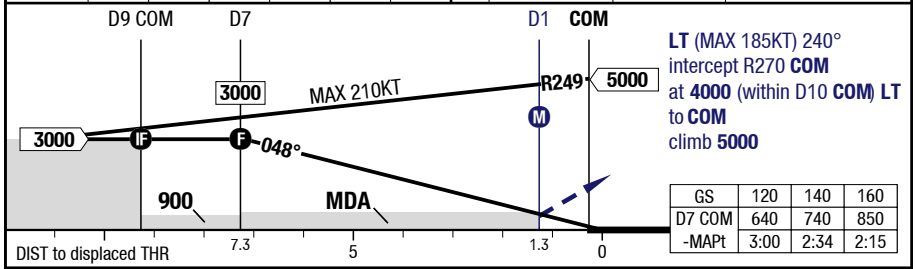
7-20

# VOR Z 05




| 3.00° D COM | 7 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 3000 | 2390 | 2070 | 1750 | 1430 | 1120 |




**LT** (MAX 185KT) 240° intercept R270 **COM** at **4000** (within D10 **COM**) **LT** to **COM** climb **5000**

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D7 COM | 640 | 740 | 850 |
| -MAPt | 3:00 | 2:34 | 2:15 |

| **05** | | **VOR DME** | | | | | **Circling** 1) |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 410 - 1.2<br>**1100** | | | | | 1300 - 2.4V<br>**2050** |
| D | ft - m/km<br>ft | 410 - 1.2<br>**1100** | | | | | 1700 - 3.6V<br>**2450** |

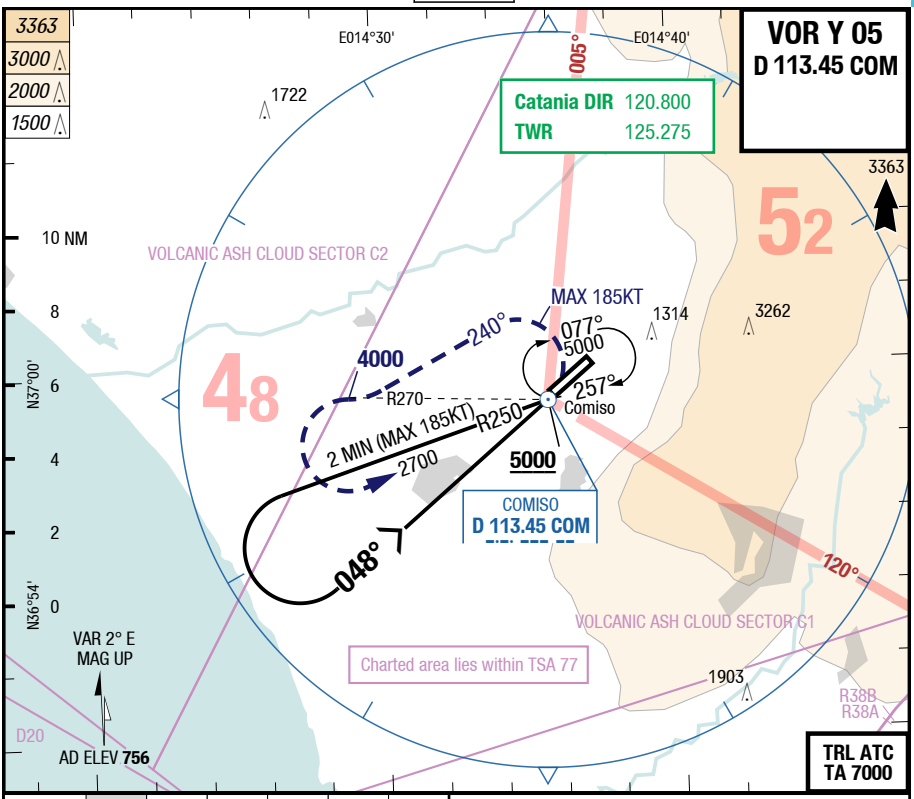
1) N of RWY only

Changes: OBST, SUAs

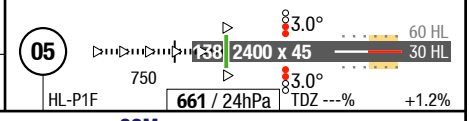
# CIY-LICB

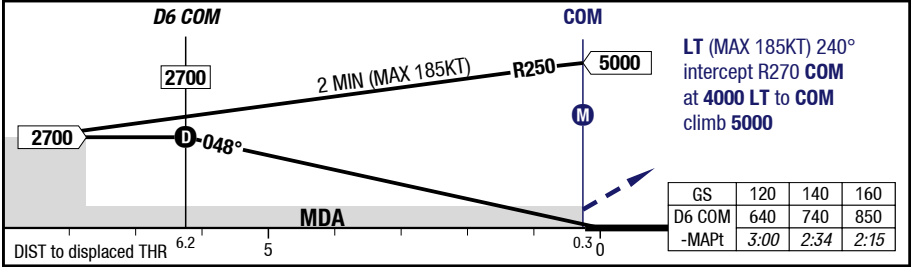
7-30

# VOR Y 05




| 3.00° D COM | | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| | | 2700 | 2390 | 2070 | 1760 | 1440 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6 COM | 640 | 740 | 850 |
| -MAPt | *3:00* | *2:34* | *2:15* |

| 05 | | VOR | | | | | Circling 1) |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 460 - 1.4 **1150** | | | | | 1300 - 2.4V **2050** |
| D | ft - m/km ft | 460 - 1.4 **1150** | | | | | 1700 - 3.6V **2450** |

1) N of RWY only

Changes: OBST, SUAs