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LIRA/CIA SIEPPESEN ROME, ITALY CIAMPINO 19 JAN 07 20-1P AIRPORT BRIEFING

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. **GENERAL**

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

Departure and arrival of non noise certificated ACFT according to national and international laws are not permitted.

1.1.2. NIGHTTIME RESTRICTIONS

Civil ACFT are not allowed between 0001-0600LT except rescue flights, humanitarian flights, State flights, landings of Ciampino based ACFT and flights operated by Express Couriers, provided with noise certificate ACFT, according to ICAO Annex 16 chapter 3 and 5.

Power-back operations are not permitted between 2300-0600LT for any reason.

1.1.3. RUN-UP TESTS

Run-up tests other than pre take-off run-ups may be carried out between 0700-1300LT and between 1600-1900LT.

Other times require prior authorization of APT Authority for rescue ACFT only.

Run-up tests are not permitted between 2100-0600LT.

RWY 15 in use

Engine run-up shall be carried out on TWY A between TWYs AE and AF, up wind and, when wind is calm, with the engine blast orientated towards SSE.

RWY 33 in use:

Engine run-up shall be carried out on TWY A between TWYs AA and AB, up wind and, when wind is calm, with the engine blast orientated towards NNW.

1.1.4. AUXILIARY POWER UNITS (APUs)

Use of APU shall be

- limited to maximum 60 minutes prior to scheduled departure time;
- up to 20 minutes after arrival;
- kept to a minimum when necessary, for maintenance reasons.

1.2. RWY OPERATIONS

RWY 15 will be used as preferential RWY.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

TWYs A and AG and Taxilane SG MAX wingspan 213'/65m.

Taxilanes SB and SF MAX wingspan 171'/52m.

TWY AH and Taxilanes SH, TD and TC between SG and SF MAX wingspan 118'/36m.

Taxilanes SD and TC between SD and SG MAX wingspan 95'/29m.

Taxilane SC MAX wingspan 79'/24m.

Taxilane SA available only for entry stands 102 thru 105.

1.3.2. USE OF APRONS

All ground movement along all aprons with caution under pilots responsibility and according to available surface movement guidance system and marking.

1.4. PARKING INFORMATION

On stands 111 thru 115, 201, 202, 305, 335 thru 343, 401, 409, 410 and 512 push-back required.

Parking area GOLF to be used by towing.

For parking on stand 305 marshalling service is compulsory.

1.5. OTHER INFORMATION

CAUTION: Birds

RWY 15 right-hand circuit.

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LIRA/CIA
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S JEPPESEN
ROME, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Speed adjustment under radar control:

- 210 KT starting the turn to intercept LOC or appropriate VOR radial or NDB reading (in case of VOR DME or NDB DME final approaches) or at a distance of 12 NM from THR in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8 NM from THR in case of straight-in approach.
- 160 KT at a distance of 4 NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

2.2.1. RUNWAY USAGE

IFR Approaches:

- the preferential RWY is RWY 15;
- expect ATC not to authorize to start descending below 3000' before the point at which the GS reaches 3000';
- use delayed gear and flap extension and low power/low drag approach procedure whenever possible in compliance with safety requirements.

VFR Approaches:

- RWY 15 approaches shall be made at a slope not lower than the PAPI GS;
- RWY 33 should be used only when weather conditions require it;
- also when approaching RWY 33 maintain the downwind leg altitude at 2000' and complete the final approach leg at a descent angle not lower than the PAPI GS.

2.2.2. REVERSE THRUST

Between 2100-0600LT RWYs shall be vacated at the last or at the next to last intersection available, whichever is convenient. The order does not apply to ACFT below 2000 KG MTOW or not equipped with reverse thrust system.

Pilots of ACFT equipped with thrust reverse system, shall keep its use to a minimum, unless differently required for safety reasons.

2.3. RUNWAY OPERATIONS

Landing RWY 33 during NIGHT is allowed only with APT familiarization, PAPI, CEIL 1500^{\prime} and ground VIS $3000 \mathrm{m}$.

2.4. OTHER INFORMATION

2.4.1. APRON MANAGEMENT SERVICE

All inbound traffic except Italian Air Force must contact CIAMPINO Apron on 131.62 20 minutes before landing to receive parking information and to indicate the company chosen among follow handling services:

- ADR HANDLING (131.62)
- ARGOS VIP
- SKY SERVICE (131.57)
- UNIVERSAL AVIATION (131.52)

Above mentioned operations could be subject delay due to priority needs of State, Emergency and Humanitarian flights.

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LIRA/CIA SIEPPESEN ROME, ITALY
CIAMPINO 19 JAN 07 (20-1P2) AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. GENERAL

For ACFT parked on civil stands for which push-back is necessary, following procedures are in force:

- Pilots, before asking the start-up clearance to the Tower, must be sure to be really ready to push-back procedure, contacting the ramp agent to be sure that apron operations are completed and the area for push-back is free;
- Tower will clear push-back and towing operations until start-up point or taxilane under pilot's responsibility and only upon request and receipt of start-up clearance from ROME ACC.

Above mentioned operations could be subject delay due to priority needs of State, Emergency and Humanitarian flights.

3.1.2 TAXI PROCEDURES

On Taxilane SG ACFT will be towed until TWY A with Follow-me assistance.

Leave stands 301 thru 304 via Taxilane SD.

Leave stands 402 thru 407 via TWY AG.

Leave stand 408 via TWY AH.

3.2. SPEED RESTRICTIONS

MAX 250 KT until crossing FL100.

If unable to comply advice ATC when requesting start-up clearance.

ATC removes limitation by the phrase: 'NO ATC RESTRICTION ON SPEED'.

3.3. NOISE ABATEMENT PROCEDURES

The following procedures have to be applied, in order to reduce noise contours over populated areas in the APT vicinity, to all civil turbo-jet, turbo-fan and fan-jet ACFT.

During the initial climb phase, pilots shall maintain the following parameters:

a) up to 1500' QFE

- take-off power;
- take-off flap;
- climb at $V_2 + 10/20$ KT or as limited by body angle;

b) at 1500' QFE

- reduce thrust and climb at V $_2$ + 10/20 KT until reaching
- 3000' QFE;

c) at 3000' QFE

- accelerate smoothly to enroute climb speed with flap

retraction.

ACFT performance permitting, reduced take-off thrust is recommended and whenever possible rolling take-off procedure should be applied.

3.3.1. RUNWAY USAGE

Between 0601-2300LT preferential RWY is RWY 15, and between 2301-0600LT RWY 33.

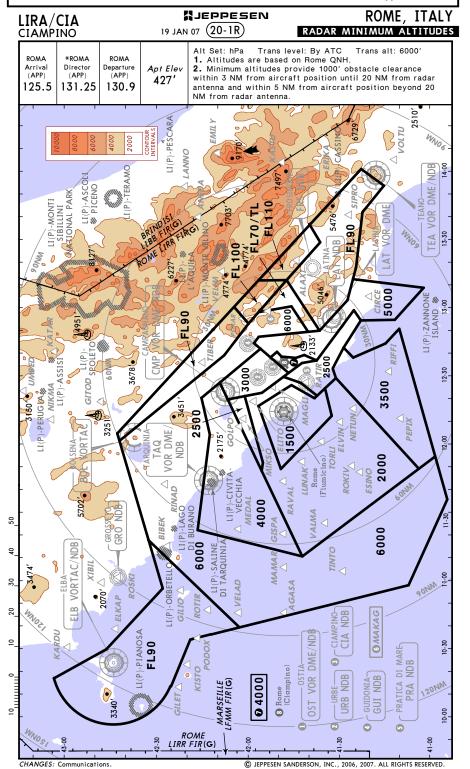
This is not applicable:

- when the tail wind component is exceeding 7 KT;
- for particular meteorological reasons;
- on pilot's request, for safety reasons due to ACFT performance;
- for condition of RWY surfaces;
- for ATC purposes.

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CHANGES: Start-up, push-back & taxi procedures.

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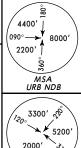
LIRA/CIA CIAMPINO

M JEPPESEN (20-2) Eff 6 Jul ROME, ITALY STAR

Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

ALAXI 3F [ALAX3F], ALAXI 3G [ALAX3G] **ARRIVALS**

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

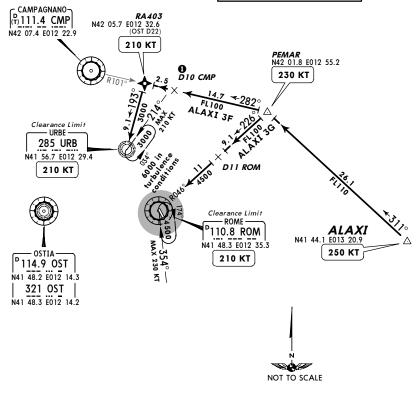


SPEED CONTROL PROCEDURES

Arriving aircraft reduce speed (unless otherwise instructed by ATC) according to speed limits on STARs.



For conventional navigation performance the turn to URB shall start at D10 CMP.



ALAXI 3F ALAXI (K250) - PEMAR (K230) - RA403 (K210) - URB (K210) ALAXI 3G By ATC ALAXI (K250) - PEMAR (K230) - ROM (K210) © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

ROUTING

CHANGES: STARs completely revised.

STAR

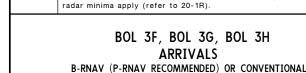
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4400'

090°—→

8000'

ROME, ITALY M JEPPESEN LIRA/CIA 30 JUN 06 (20-2A) Eff 6 Jul CIAMPINO STAR

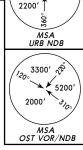


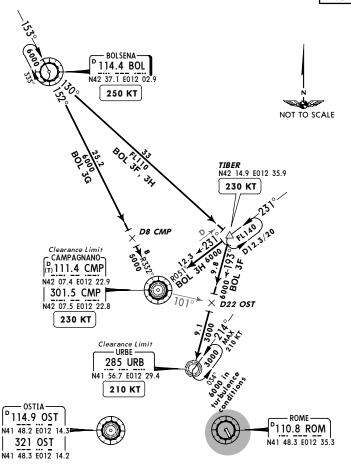
SPEED CONTROL PROCEDURES Arriving aircraft reduce speed (unless otherwise instructed by ATC) according to speed limits on STARs.

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

For all routes not specifically B-RNAV, reported MEAs are re-

ferred to conventional navigation. For B-RNAV navigation (overlay)





LIRA/CIA

CIAMPINO

JEPPESEN

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SJEPPESEN ROME, ITALY

30 JUN 06 (20-2B) Eff 6 Jul STAR

Alt Set: hPa Trans level: By ATC Trans alt: 6000' Apt Elev For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R). CMP 3F RWY 33 ARRIVAL ELKAP 3F [ELKA3F] **ARRIVAL** B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL 4400, CMP 3F **BIBEK**N42 26.5 E0
250 KT ALTERNATE HOLDING

CHANGES: STARs completely revised.

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ROME, ITALY M JEPPESEN LIRA/CIA CIAMPINO 30 JUN 06 (20-2C) Eff 6 Jul STAR Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are re-4400' ferred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R). 090°----8000' 2200' ESINO 3F [ESIN3F], ESINO 3G [ESIN3G] MSA URB NDB ESINO 3H [ESIN3H] **ARRIVALS** 3300' 🔊 B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL 5200' 2000' SPEED CONTROL PROCEDURES Arriving aircraft reduce speed (unless MSA OST VOR/NDB otherwise instructed by ATC) according to speed limits on STARs. Clearance Limit 285 URB N41 56.7 E012 29.4 210 KT D114.9 OST Clearance Limit N41 48.2 E012 14.3 - ROME -110.8 ROM 321 OST 4500 3G N41 48.3 E012 35.3 N41 48.3 E012 14.2 210 KT 230 KT **TORLI** N41 35.8 E012 01.1 250 KT PRATICA DI MARE 339 PRA N41 40.8 E012 27.2 230 KT **ESINO** 270 KT NOT TO SCALE STAR ROUTING ESINO 3F ESINO (K270) - TORLI (K250) - OST (K230) - URB (K210) ESINO (K270) - TORLI (K250) - OST (K230) - ROM (K210) ESINO (K270) - PRA (K230) - ROM (K210). ESINO 3H By ATC

GITOD 3G By ATC

CHANGES: STARs completely revised.

JEPPESEN JeppView 3.5.2.0

ROME, ITALY M JEPPESEN LIRA/CIA (20-2D) Eff 6 Jul STAR CIAMPINO 30 JUN 06 Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are re-4400' ferred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R). 090°---8000 2200' GITOD 3F [GITO3F], GITOD 3G [GITO3G] MSA URB NDB **ARRIVALS** B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL 3300' & SPEED CONTROL PROCEDURES 5200 Arriving aircraft reduce speed (unless 2000' otherwise instructed by ATC) according to speed limits on STARs. MSAOST VOR/NDB **GITOD** N42 48.0 E012 18.6 250 KT ALTERNATE HOLDING NOT TO SCALE D20 OST E012 23.3 TIBER N42 14.9 E012 35.9 230 KT Clearance Limit CAMPAGNANO-ក្សា111.4 CMP N42 07.4 E012 22.9 301.5 CMP N42 07.5 E012 22.8 230 KT Clearance Limit 285 URB N41 56.7 E012 29.4 210 KT - OSTIA 114.9 OST ROME 110.8 ROM N41 48.2 E012 14.3 N41 48.3 E012 35.3 321 OST N41 48.3 E012 14.2 STAR ROUTING GITOD 3F GITOD (K250) - TIBER (K230) - URB (K210)

GITOD (K250) - TIBER (K230) - CMP (K230)

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radar minima apply (refer to 20-1R).

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4400'

090°—→

2200'

8000'

LIRA/CIA
CIAMPINO

SO JUN 06 (20-2E)

Eff 6 Jul

ROME, ITALY

STAR

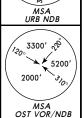
LAT 3F, LAT 3G ARRIVALS

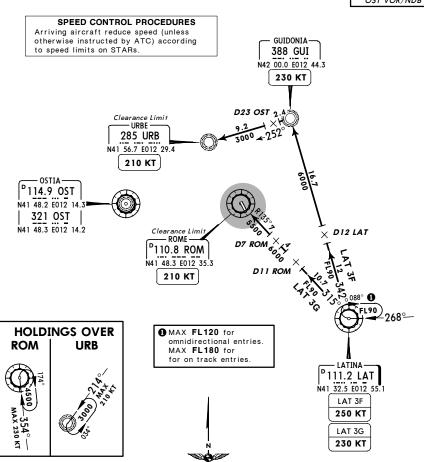
For all routes not specifically B-RNAV, reported MEAs are re-

ferred to conventional navigation. For B-RNAV navigation (overlay)

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
IN ORDER TO GRANT MILITARY ACTIVITY WITHIN LATINA CTR
LAT STARS MAY BE PLANNED BY FLIGHTS DEPARTING FROM APTS
WITHIN ROME FIR, FLIGHTS FROM OTHER FIR ON WEEKENDS OR FLIGHTS
FROM OTHER FIR FROM MON TO FRI AT OR ABOVE FL200





NOT TO SCALE

ROME, ITALY M JEPPESEN LIRA/CIA (20-2F) Eff 6 Jul STAR CIAMPINO 30 JUN 06 Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are re-4400' ferred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R). 090°---8000 2200' OST 3G, ROM 3F MSA URB NDB **ARRIVALS** B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL BY ATC 3300' & 5200 2000' SPEED CONTROL PROCEDURES Arriving aircraft reduce speed (unless otherwise instructed by ATC) according MSA OST VOR/NDB to speed limits on STARs. ALTERNATE HOLDING To be used when CMP u/s D20 OST E012 23.3 NOT TO SCALE Clearance Limit - CAMPAGNANO-ர் 111.4 CMP N42 07.4 E012 22.9 301.5 CMP N42 07.5 E012 22.8 Clearance Limit 230 KT 285 URB N41 56.7 E012 29.4 210 KT - OSTIA 114.9 OST Clearance Limit ROME N41 48.2 E012 14.3 110.8 ROM 321 OST N41 48.3 E012 14.2 N41 48.3 E012 35.3 210 KT 230 KT 2 STAR ROM 3F restricted to LOST COMM procedure. ROUTING STAR

OST (K230) - CMP (K230)

OST 3G

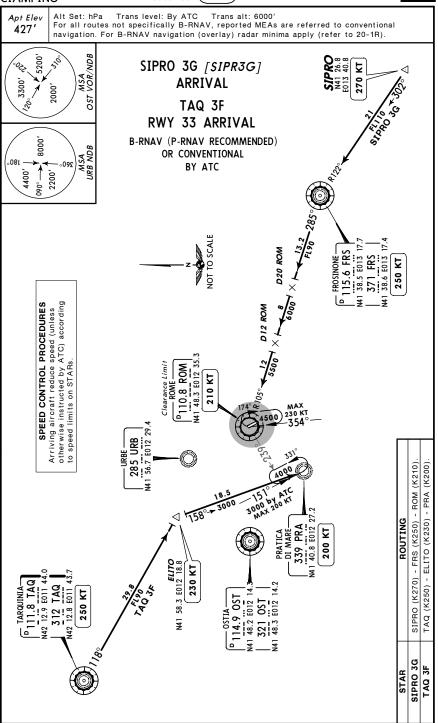
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ROME, ITALY



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LIRA/CIA
CIAMPINO

30 JUN 06 (20-2H)

Eff 6 JUI

STAR

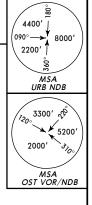
Apt Elev 427' Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

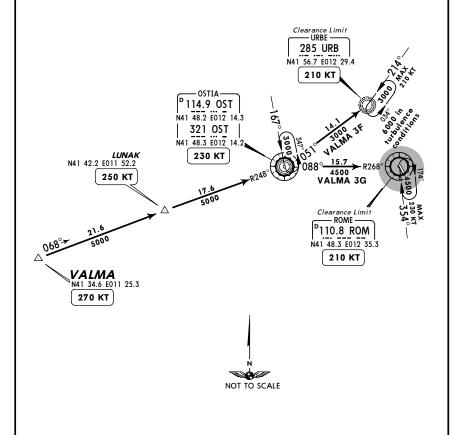
VALMA 3F [VALM3F], VALMA 3G [VALM3G] ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

SPEED CONTROL PROCEDURES

Arriving aircraft reduce speed (unless otherwise instructed by ATC) according to speed limits on STARs.





 STAR
 ROUTING

 VALMA 3F
 VALMA (K270) - LUNAK (K250) - OST (K230) - URB (K210).

 VALMA 3G By ATC
 VALMA (K270) - LUNAK (K250) - OST (K230) - ROM (K210).

CHANGES: New chart.

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LIRA/CIA CIAMPINO JEPPESEN
30 JUN 06 (20-2J) Eff 6 Jul

ROME, ITALY

Apt Elev

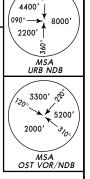
Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

VELIM 3F [VELI3F], VELIM 3G [VELI3G] ARRIVALS

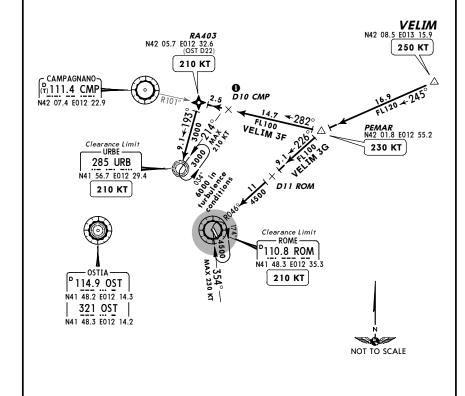
B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

SPEED CONTROL PROCEDURES

Arriving aircraft reduce speed (unless otherwise instructed by ATC) according to speed limits on STARs.



For conventional navigation performance the turn to URB shall start at D10 CMP.



 STAR
 ROUTING

 VELIM 3F
 VELIM (K250) - PEMAR (K230) - RA403 (K210) - URB (K210).

 VELIM 3G By ATC
 VELIM (K250) - PEMAR (K230) - ROM (K210).

CHANGES: New chart.

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M JEPPESEN ROME, ITALY LIRA/CIA 19 JAN 07 (20-3) CIAMPINO Trans level: By ATC Trans alt: 6000' ROMA Apt Elev 5300' 🗞 Departure (APP) 1. SIDs include noise abatement routings. 2. Rwy 15: Due to obstacles located SE of air-1100_ **√** 8000′ 130.9 port it is suggested to start RIGHT turn at DER. 2200' 1 280 PEMAR 5A [PEMA5A] 6500' PRA 5A, PRA 5B MSA CIA NDB RWYS 15, 33 DEPARTURES TO NORTHEAST & SOUTHWEST IF PRA UNSERVICEABLE SIDS WILL BE SUSPENDED PEMAR 01.8 E012 55.2 AND REPLACED BY DETAILED ATC CLEARANCE At or above FL120 CIAMPINO -412 CIA 51.9 E012 33.6 **PISTON** At or above 1500 NOT TO SCALE JET At 3000 At or above 2000' =-- OST N41 43.7 114.9 097 E012 52.2 At or above FL80 PEMAR 5A 080°→ SPEED CONTROL PROCEDURE PRATICA - DI MARE-MAX 250 KT until crossing FL100. 339 PRA If unable to comply advise ATC when requesting start-up clearance. ATC removes N41 40.8 E012 27.2 limitation by the phrase: "NO ATC RESTRICTION ON SPEED" PEMAR 5A At or above 6000' Rwy 33: Suggested minimum climb gradient 300' per NM until leaving 2000'. PRA 5A, 5B 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT As instructed 375 | 500 | 750 | 1000 | 1250 | 1500 by ATC 300' per NM Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than 3°/sec whichever requires lesser bank. SID RWY ROUTING PEMAR 5A Turn RIGHT to PRA, turn LEFT, intercept 080° bearing from PRA, intercept LAT R-358 to PEMAR. PRA 5A Turn RIGHT to PRA, then as instructed by ATC. PRA 5B To CIA, turn LEFT, intercept 187° bearing to PRA, then as instructed

CHANGES: Communications.

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ROME, ITALY M JEPPESEN LIRA/CIA 19 JAN 07 (20-3A) CIAMPINO Trans level: By ATC Trans alt: 6000' ROMA Apt Elev 5300' 🗞 Departure (APP) 1. SIDs include noise abatement routings. 427' 2. Rwy 15: Due to obstacles located SE of air-130.9 √ 8000 port it is suggested to start RIGHT turn at DER. 2200' 6500 OST 5A, OST 5B, OST 5C, OST 5D URB 5A, URB 5B MSA CIA NDB RWYS 15, 33 DEPARTURES TO WEST & NORTHWEST CAMPAGNANO – FOR TRANSITIONS REFER TO (T) 111.4 CMP CHARTS 20-3C TO 20-3G N42 07.4 E012 22.9 O D17 CMP N41 51.1 E012 29.7 285 URB - OSTIA D 114.9 OST N41 56.7 E012 29.4 Αt 3000' N41 48.2 E012 14. At 3000' 321 OST N41 48.3 E012 14.2 OST 5A, 5B D15 CMP At 5000' At 3000' CIAMPINO -N41 51.9 E012 25.3 OST 5C, 5D 412 CIA At 3000' At 5000'. N41 51.9 E012 33.6 **AKILI** N41 49.8 E012 19.2 maintain until **PISTON** further ATC clearance At 4000 At or above 1500 < 0 | D7 OST JET At or above At 3000 At or above 2000' 2000' At or below 2000 D8 OST At or above 3000' NOT TO SCALE SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100. If unable to comply advise ATC when Rwy 33: Suggested minimum climb gradient requesting start-up clearance. 300' per NM until leaving 2000'. ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED". 75 100 150 200 250 300 Gnd speed-KT

300' per NM 375 | 500 | 750 | 1000 | 1250 | 1500

Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than 3°/sec whichever requires lesser bank.

SID	RWY	ROUTING				
OST 5A	15	Turn RIGHT, 284° track (OST R-104 inbound) to OST, climb to 5000'.				
OST 5B		Turn RIGHT, 307° track, climbing to 2000 ', intercept OST R-087 inbound, continue climb to OST.				
OST 5C		Turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn LEFT, intercept OST R-064 inbound to OST.				
OST 5D	33	To CIA, turn LEFT, intercept OST R-064 inbound to OST.				
URB 5A By ATC	15	Turn RIGHT, 341° track (CMP R-161 inbound) to D17 CMP (OST R-074), turn RIGHT to URB, then as instructed by ATC.				
URB 5B By ATC	33	To CIA, then to URB and as instructed by ATC.				

CHANGES: Communications.

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ROME, ITALY M JEPPESEN LIRA/CIA 19 JAN 07 (20-3B) CIAMPINO SID Apt Elev Trans level: By ATC Trans alt: 6000 ROMA Departure (APP) SIDs include noise abatement routings 130.9 8100' 3800' OST 5E, PRA 5C, URB 5C 7100' **RWY 33 DEPARTURES** MSA ROM VOR FOR TRANSITIONS REFER TO CHARTS 20-3C TO 20-3G CAMPAGNANO (T) 111.4 CMP N42 07.4 E012 22.9 285 URB N41 56.7 E012 29.4 At 3000' SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED". D15 CMP D12 OST D4 ROM **PISTON** At 3000' At or above **AKILI** N41 49.8 E012 19.2 1500' At 4000' JET At or above 2000 PRA 5C **MAGLI** N41 51.9 E012 25.3 At 3000' At 3000' 097°→ - OSTIA -□ 114.9 OST 110.8 ROM N41 48.2 E012 14. N41 48.3 E012 35.3 321 OST N41 48.3 E012 14.2 At 5000' **PRATICA** maintain until DI MAREfurther 339 PRA ATC clearance N41 40.8 E012 27.2 BY ATC Suggested minimum climb gradient 300' per NM until leaving 2000'. NOT TO SCALE Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 375 500 750 1000 1250 1500 Execute turns after take-off with MAX 210 KT, bank angle 25° or rate of turn not less than 3°/sec whichever requires lesser bank SID ROUTING OST 5E Turn LEFT, intercept ROM R-331 to D4 ROM, turn LEFT, intercept OST R-064 PRA 5C Turn LEFT, intercept ROM R-331 to D4 ROM, turn LEFT, intercept 187° bearing Turn LEFT, intercept ROM R-331 to URB URB 5C

CHANGES: Communications; chart reindexed.

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JeppView 3.5.2.0 ROME, ITALY I JEPPESEN LIRA/CIA 19 JAN 07 (20-3C) TRANSITION CIAMPINO ROMA Departure (APP) Apt Elev Trans level: By ATC Trans alt: 6000' 130.9 Transitions include noise abatement routings 8100' 3800' ANEDA 5G [ANE5G] 7100' ANEDA 5H [ANE5H] MSA TIBER 5A [TIB5A] **TIBER** ROM VOR TIBER 5B [TIB5B] **TRANSITIONS** TO NORTH & NORTHEAST GUIDONIA-388 GUI N42 00.0 E012 44.3 ANEDA At or above N42 07.4 E012 22.9 N42 16.3 E013 39.9 FL110 -OSTIA-[□]114.9 OST **D18 OST** N41 55.6 E012 36.3 **PEMAR** N42 01.8 E012 55.2 (114.4 BOL R-131) N41 48.2 E012 14.3 321 OST D25 OST N41 48.3 E012 14.2 112.9 TEA R-312 At or above At or above FL95 FL130 CIAMPINO -D14 OST 412 CIA N41 37.3 E012 02.6 N41 51.9 E012 33.6 At or ANEDA 5G above At or above 3000 5000' - ROME P110.8 ROM N41 48.3 E012 35.3 NOT TO SCALE PRATICA DI MARE 339 PRA N41 40.8 E012 27.2 1 If PRA unserviceable, TIBER 5A SIDs via PRA will be DII OST suspended and re-At or above At or above placed by detailed 6000' FL80 ATC clearance DIS OST **D15 OST** N41 33.5 E012 10.6 At or above SPEED CONTROL PROCEDURE 6000' At or above MAX 250 KT until crossing FL100. 4000 If unable to comply advise ATC when requesting start-up clearance. ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED". TRANSITION ROUTING ANEDA 5G On OST R-189 to D15 OST, turn LEFT to PRA, 022° bearing via CIA, intercept OST R-064 to ANEDA ANEDA 5H On OST R-217 to D14 OST, turn LEFT to PRA, 022° bearing via CIA, intercept OST R-064 to ANEDA. TIBER 5A On OST R-189 to D15 OST, turn LEFT to PRA, 032° bearing to GUI, 336° bear-0 TIBER 5B On OST R-217 to D14 OST, turn LEFT to PRA, 032° bearing to GUI, 336° bear-2 Compulsory for traffic to LIPY and for traffic overflying KATAR.

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ROME, ITALY MJEPPESEN LIRA/CIA CIAMPINO (20-3D) TRANSITION 19 JAN 07 ROMA Departure (APP) Apt Elev Trans level: By ATC Trans alt: 6000' 130.9 427' Transitions include noise abatement routings 8100, LAT 5A, LAT 5B 7100′ SIPRO 5A [SIP5A] SIPRO 5B [SIP5B] **TRANSITIONS** TO EAST AVAILABLE ONLY FOR TRAFFIC TO LIB* 371 FRS P 111.2 LAT SPEED CONTROL PROCEDURE

MAX 250 KT until crossing FL 100.

If unable to comply advise ATC when

requesting start-up clearance.

ATC removes limitation by the phrase:

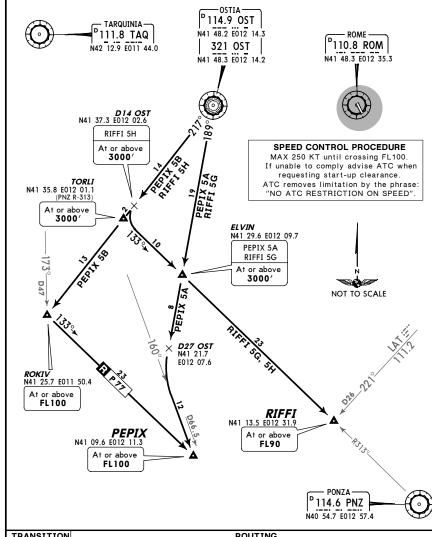
"NO ATC RESTRICTION ON SPEED". At or above FL110 SIDs via PRA replaced by • If PRA unserviceable, will be suspended and detailed ATC clearanc At or above FL90 D25 OST P110.8 ROM 110.8 ROM N41 48.3 E012 35.3 At or above FL95 On OST R-189 to D15 OST, turn LEFT to PRA, 110° bearing (LAT R-290 inbound) to LAT. On OST R-217 to D14 OST, turn LEFT to PRA, 110° bearing (LAT R-290 inbound) to LAT. On OST R-189 to D15 OST, turn LEFT to PRA, 010° bearing to FRS, 122° bearing to SIPRO. On OST R-217 to D14 OST, turn LEFT to PRA 091° bearing to FRS, 122° bearing to SIPRO. <u></u>\$160 At or above FL80 SIPRO 5A above **5000**′ **5 OST** 33.5 E012 10.6 At or above 4000′ AS ORGIS At or above 6000′ 2A 00 € SIPRO SIPRO LAT LAT

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ROME, ITALY I JEPPESEN LIRA/CIA CIAMPINO 19 JAN 07 (20-3E) TRANSITION ROMA Departure (APP) Apt Elev Trans level: By ATC Trans alt: 6000 130.9 427' Transitions include noise abatement routings 8100' 3800' PEPIX 5A [PEP5A], PEPIX 5B [PEP5B] 7100' RIFFI 5G [RIF5G], RIFFI 5H [RIF5H] **TRANSITIONS** MSA ROM VOR TO SOUTHEAST -OSTIA-114.9 OST



CHANGES: Communications; chart reindexed

ROME, ITALY MJEPPESEN LIRA/CIA CIAMPINO (20-3F) 19 JAN 07 TRANSITION ROMA Departure (APP) Apt Elev Trans level: By ATC Trans alt: 6000' 130.9 427' Transitions include noise abatement routings ESINO 5A [ESI5A] 8100 7100, TINTO 5A [TIN5A] BY ATC **TRANSITIONS** TO SOUTHWEST P 110.8 ROM I 110.8 ROM N41 48.3 E012 35. SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED". On OST P 114.9 OST | NA1 48.2 E012 14.3 | 321 OST | NA1 48.3 E012 14.3 At or above 3000′ TRANSITION ESINO 5A TINTO 5A LUNAK N41 42.2 E011 52.2 (1114.7 ELB R-132) At or above **3000**′ D47 175° D50 VALMA N41 34.6 E011 25.3 At or above FL90 **ESINO** 23.1 E011 47.7 If proceeding via M 126 D111.8 TAQ N42 12.9 E011 44.0 At or above FL100 At or above FL90 If proceeding via Z 924 or M 738

CHANGES: Communications; chart reindexed

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ROME, ITALY **MJEPPESEN** LIRA/CIA CIAMPINO 19 JAN 07 (20-3G) TRANSITION ROMA Departure (APP) Apt Elev Trans level: By ATC Trans alt: 6000' 130.9 427' Transitions include noise abatement routings AGASA 5A [AGA5A] 8100, 7100 GILIO 5C [GIL5C] GILIO 5D [GIL5D] GISPA 5A [GIS5A] MEDAL 5A [MED5A] **TRANSITIONS** TO WEST & NORTHWEST OSTIA # OST | N41 48.2 E012 14.3 | 321 OST | N41 48.3 E012 14.3 | N41 48.3 E012 14.2 At or above 2000' DB OST At or above **4000**′ SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED". RAVĀL N41 48.3 E011 43.6 D26 OST At or above 4000′ MEDAL
N42 03.2 E011 3
(114.4 Bol. R-220
MEDAL 5A
At or above
FL80 UW 704, for c below FL245. to AGASA. to MEDAL, turn RIGHT, in--132 inbound to GILIO. GISPA 5A At or above FL100 ELBA ELBA N42 43.8 E010 23.7 AGASA 5A **AGASA**N41 48.1 E010 At or above FL200 GILIO 5D At or above FL 100 At or above FL90 GILIO 5C

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LIRA/CIA Apt Elev 427' N41 48.0 E012 35.8 *CIAMPINO Delivery ROMA Departure Ground Tower 119.4 121.75 122.1 120.5 130.9 12-35 12-36 For AIRPORT BRIEFING refer to 20-1P pages FOR PARKING POSITIONS SEE 20-9C 407' LEGEND □ Rwy guard lights Area not visible from Tower 1 456' A 425'SA **—** 41-48 41-48 -^{551′} (الم FOR PARKING POSITIONS SEE 20-9B

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LIRA/CIA

3 JEPPESEN
16 MAR 07 (20-9A)

ROME, ITALY CIAMPINO

ADDITIONAL RUNWAY INFORMATION									
	USABLE LENGTHS — LANDING BEYOND—								
RW	Υ					Threshold	Glide Slope	TAKE-OFF	WIDTH
15		HIRL	HIALS REIL PAPI-R (3.0°)	RVR		6258' 1907m		154'
	33	HIRL	HIALS • REIL PAPI (3.5°)	RVR				47m

① Configuration unknown.

INS COORDINATES	S	
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STAND No.	COORDINATES	STAND No.	COORDINATES
101	N41 48.2 E012 35.4	401 thru 403	N41 47.7 E012 35.7
102	N41 48.2 E012 35.3	404 thru 406	N41 47.6 E012 35.7
103, 104	N41 48.1 E012 35.3	407, 408	N41 47.6 E012 35.8
105	N41 48.1 E012 35.2	409	N41 47.6 E012 35.6
106	N41 48.1 E012 35.4	410	N41 47.6 E012 35.7
107 thru 109	N41 48.1 E012 35.3	501	N41 47.5 E012 35.7
111	N41 48.1 E012 35.4	502 thru 507	N41 47.5 E012 35.8
112 thru 114	N41 48.0 E012 35.4	508	N41 47.5 E012 35.9
115	N41 48.0 E012 35.3	509 thru 513	N41 47.4 E012 35.9
201	N41 48.0 E012 35.4	514, 515	N41 47.3 E012 35.8
202 301 thru 305 335 thru 340 341, 342 343	N41 48.0 E012 35.5 N41 47.8 E012 35.5 N41 47.7 E012 35.5 N41 47.7 E012 35.6 N41 47.6 E012 35.6	W1, W2 W3 thru W10 W11 thru W18 W19 thru W22	N41 48.2 E012 35.6 N41 48.3 E012 35.6 N41 48.4 E012 35.5 N41 48.5 E012 35.5

JAR-OPS TAKE-OFF 1 All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) (DAY only) 250m 400m 500m 300m ■ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Lights. Minimums.

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LIRA/CIA ROME, ITALY ¼ JEPPESEN 1 DEC 06 (20-9B) CIAMPINO 12-35.9 12-35.6 AC 41-47.9 -335 336 Parking area GOLF 337 338 340 401 41-47.7 342 406 - 41-47.6 506 **—** 41-47.5 41-47.5 -LEGEND AC Taxiway 304 Parking stand Area not visible from Tower - 41-47.4

12-35.5

CHANGES: Notes transferred to 20-1P pages.

12-35.6

12-35.7

12-35.8

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12-35.9

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LIRA/CIA ROME, ITALY ¼ JEPPESEN 1 DEC 06 (20-9C) CIAMPINO 12-35.2 12-35.3 12-35.4 12-35.6 12-35.7 12-35.5 LEGEND AA Taxiway 101 Parking stand 41-48.5 Area not visible 41-48.5 from Tower Start-up point AA 41-48.4 41-48.4 -41-48.3 41-48.3 101 41-48.2 41-48.2 102 105 **—** 41-48 Control Tower 12-35.6 12-35.4 12-35.5 12-35.2 12-35.3

CHANGES: Notes transferred to 20-1P pages.

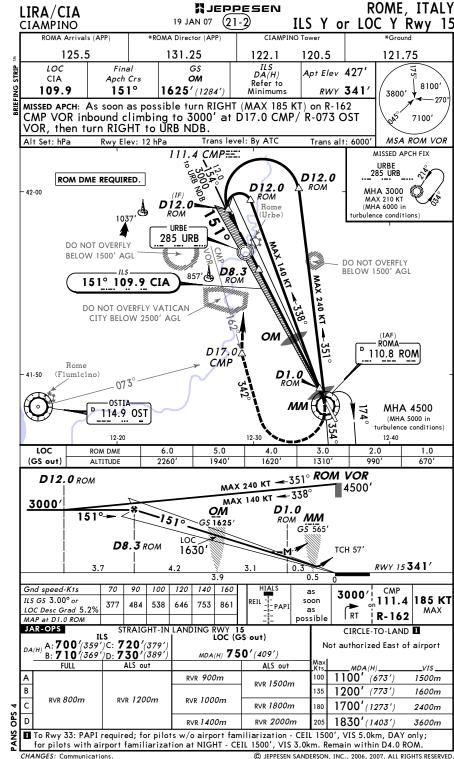
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ROME, ITALY MJEPPESEN. LIRA/CIA 19 JAN 07 (21-1) ILS Z or LOC Z Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP) CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 LOC Final GS Apt Elev 427' DA(H)CIA Apch Crs ОМ Refer to 109.9 151° 1625' (1284') RWY 341 Minimums 8100 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-217 ROM VOR to PRA Lctr (or RATIR if PRA Lctr u/s). Cross D6.0 ROM/ 7100 R-110 OST VOR (290° OST NDB) at 2000' or above, then climbing to 3000' to PRA Lctr (or RATIR if PRA Lctr u/s). MSA Trans level: By ATC Rwy Elev: 12 hPa Trans alt: 6000' ROM VOR ROM DME REQUIRED. CAMPAGNANO-111.4 CMP • 3399['] D12.0 42-00 to URB NDB 154° 12.0 3000 2008' D12.0 A 1037' S 285 URB DO NOT OVERFLY 3999 D8.3 ROA 1965 DO NOT OVERFLY BELOW 1500' AGL BELOW 1500' AGL DO NOT OVERFLY VATICAN-12-50 CITY BELOW 2500' AGL Rome _ ILS _ MISSED APCH FIX (Fiumicin 151° 109.9 CIA **PRATICA** DI MARE 41-50 D1.0 ROM 339 PRA 114.9 OST ММ MHA 3000 MHA 4500 ROMA-MAX 6000 (MHA 5000 in 110.8 ROM **MAX 200 KT** turbulence conditions) RATIR 1 D12.0 OS -OSTIA Λ 321 OST 3330 3081 D6.0 PRATICA DI MARE D15.0 OST 4 339 PRA Holding fix during 2133′ RATIR 12-30 12-40 PRA Lctr u/s LOC ROM DME 6.0 5.0 4.0 3.0 2.0 1.0 (GS out) ALTITUDE 1940' 1620' 1310 670' MAX 240 KT -351° ROM VOR **D12.0** ROM MAX 140 KT - 338 3000 ОМ D1.0 ROM MM 151°> ~GS 1625′ G\$ 565 **D8.3** ROM 1630 TCH 57' RWY 15 341' 0.5 3.9 Gnd speed-Kts 70 90 100 120 140 160 ROM as on 110.8 |185 KT 339 ILS GS 3.00° or soon 538 377 484 646 753 861 -PAPI LOC Desc Grad 5.2% as MAX R-217 RT MAP at D1.0 ROM STRAIGHT-IN LANDING RWY 15 LOC (GS out) CIRCLE-TO-LAND ILS DA(H) A: 700'(359')C: 720'(379 Not authorized East of airport MDA(H) 750'(409') B: 710′(369′)D: 730′(389° FULL ALS out ALS out MDA(H)_ RVR 900m 1100' (673') 1500m RVR 1500m 1200' (773') 1600m RVR 800m RVR 1200m RVR 1000m С 1700′ (1273′) RVR 1800m 2400m D RVR 1400m RVR 2000m 1830*′* (1403′) To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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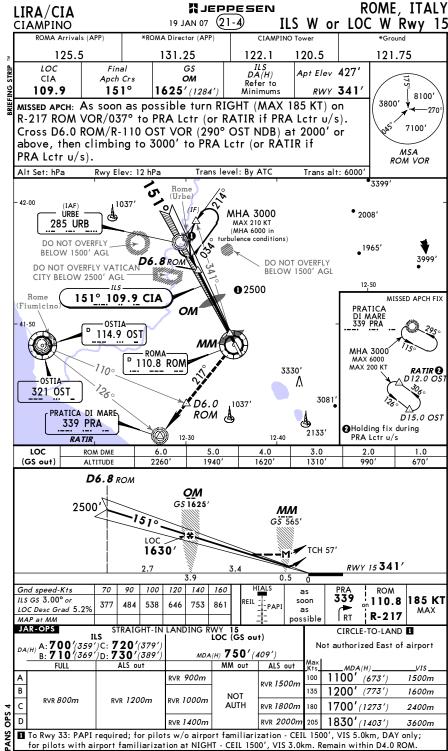
ROME, ITALY MJEPPESEN LIRA/CIA 19 JAN 07 (21-3) ILS X or LOC X Rwy 15 CIAMPINO CIAMPINO Tower ROMA Arrivals (APP) *ROMA Director (APP) 125.5 131.25 122.1 120.5 121.75 ILS DA(H) LOC Final GS Apt Elev 427 CIA Apch Crs ОМ Refer to 8100' 109.9 151° 1625' (1284') Minimums 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross 7100' D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000 and proceed to CMP VOR. MSARwy Elev: 12 hPa ROM VOR Alt Set: hPa Trans level: By ATC Trans alt: 6000' CAMPAGNANO VOR MISSED APCH FIX D12.0 MHA 5000 ROM 42-00 1037 D12.0 CAMPAGNANO ROM Urbe) 111.4 CMP ROM DME REQUIRED. D10.0 CMP2 DO NOT OVERFLY 285 URB BELOW 1500' AGL DO NOT ///////D8.3 BELOW 1500' AGL DO NOT OVERFLY VATICAN CITY OM BELOW 2500' AGL ROMA-110.8 ROM _ II S _ D17.07 151° 109.9 CIA Rome (Fiumicino) CMP41-50 D1.0 ROM= ММ \$4 MHA 4500 114.9 OST (MHA 5000 in turbulence conditions) 12-20 12-3 LOC ROM DME 6.0 5.0 4.0 3.0 2.0 1.0 1940 670' (GS out) ALTITUDE 1620 MAX 240 KT -351° ROM VOR D12.0 ROM MAX 140 KT -- 338 3000' ОМ ROM MM 151°> GS 1625' GS 565 **D8.3** ROM 1630 TCH 57' RWY 15 341' 3.7 0.5 Gnd speed-Kts 90 100 120 140 160 HIALS 315° ILS GS 3.00° or REIL --- PAPI soon 185 KT 377 484 538 646 753 LOC Descent Gradient 5.2% MAX RT MAP at D1.0 ROM STRAIGHT-IN LANDING RWY 15 LOC (GS out) CIRCLE-TO-LAND 1 ILS DA(H) A: 700'(359')C: 720'(379') Not authorized East of airport MDA(H) 750'(409') B: 710'(369')D: 730'(389' ALS out RVR 900m 1100' (673') 1500m RVR 1500m 1200' (773') 1600m RVR 800m RVR 1200m RVR 1000m RVR 1800m 1700′ (1273′) 2400m RVR 1400m RVR 2000m 1830′(1403′) ■ To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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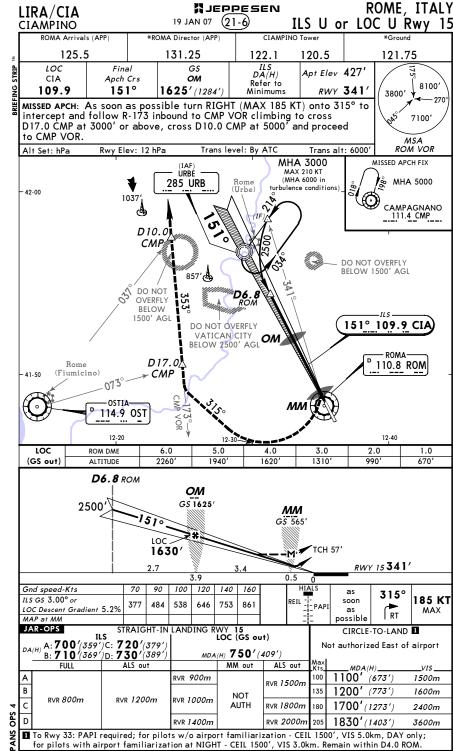
ROME, ITALY LIRA/CIA 19 JAN 07 (21-5) ILS V or LOC V Rwy 15 CIAMPINO ROMA Arrivals (APP) CIAMPINO Tower *ROMA Director (APP) 125.5 131.25 122.1 120.5 121.75 ILS DA(H) LOC Final GS Apt Elev 427' CIA Apch Crs ОМ Refer to 8100' 109.9 151° 1625' (1284') RWY 341 Minimums 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on 7100' R-162 CMP VOR inbound climbing to 3000'. At D17.0 CMP/ R-073 OST VOR turn RIGHT to URB NDB. MSA Trans level: By ATC ROM VOR Alt Set: hPa Rwy Elev: 12 hPa Trans alt: 6000 CAMPAGNANO-D 111.4 CMP ゚゙゙゙゙゙ (Urbe) 42-00 URBE MHA 3000 285 URB 1037 (MHA 6000 in turbulence conditions) DO NOT OVERFLY BELOW 1500' AGL DO NOT OVERFLY 857' BELOW 1500' AGL 151° 109.9 CIA ®D6. DO NOT OVERFLY VATICAN CITY BELOW 2500' AGL ОМ - ROMA-D17.0 110.8 ROM CMPRome (Fiumicino) 41-50 .073° OSTIA-ММ 114.9 OST 12-20 12-30 12-40 LOC ROM DME 6.0 5.0 4.0 2.0 1.0 1940 (GS out) ALTITUDE 2260 1620 990 670' **D6.8** ROM OМ GS 1625 2500 ММ GS 565' TCH 57' 1630 RWY 15 341' 2.7 3.9 70 90 100 120 140 160 Gnd speed-Kts as 3000' ILS GS 3.00° or ,111.4 |185 KT soon 377 484 538 646 753 861 LOC Desc Grad 5.2% as MAX RT R-162 MAP at MM possible STRAIGHT-IN LANDING RWY 15 LOC (GS out) CIRCLE-TO-LAND 1 ILS DA(H) A: 700'(359')C: 720'(379' Not authorized East of airport MDA(H) 750'(409') B: 710'(369')D: 730'(389' ALS out MM out ALS out RVR 900m 1100' (673') 1500m RVR 1500m 1200' (773') 1600m NOT RVR 800m RVR 1200m RVR 1000m AUTH RVR 1800m 1700′ (1273′) 2400m RVR 1400m RVR 2000m 1830′(1403′) ■ To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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ROME, ITALY MJEPPESEN. LIRA/CIA 19 JAN 07 (23-1) VOR Z Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP) CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 VOR Final Minimum Alt Apt Elev 427' MDA(H)ROM Apch Crs D8.3 ROM 750' (409') 8100' 3000' (2659') 110.8 155° RWY 341 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-217 ROM VOR to PRA Lctr (or RATIR if PRA Lctr u/s). Cross D6.0 ROM/ 7100' R-110 OST VOR (290° OST NDB) at 2000' or above, then climbing to 3000' to PRA Lctr (or RATIR if PRA Lctr u/s). MSAROM VOR Rwy Elev: 12 hPa Trans level: By ATC 111.4 CMP==: > **D12.0** ROM ROM DME REQUIRED. 33991 42-00 -URBE 285 URB D12.0 2008 D12.0 CMP to D8.3 ROM DO NOT OVERFLY • 1965' 125° 1.4 3000 BELOW 1500' AGL 3999 DO NOT OVERFLY 857' ROM BELOW 1500' AGL DO NOT OVERFLY VATICAN Rome MISSED APCH FIX CITY BELOW 2500' AGL (Fiumicino) **D4.0** ROM **PRATICA** DI MARE 41-50 -OSTIA-D1.0 ROM 339 PRA 114.9 OST MHA 4500 MHA 3000 - ROMA 110.8 ROM MAX 6000 (MHA 5000 in **MAX 200 KT** turbulence conditions) RATIR D12.0 OS -OSTIA 321 OST 3330 3081 ₫ D6.0 PRATICA DI MARE ROMD 15.0 OST 339 PRA 4 1037 ● Holding fix during 2133′ 12-40 RATIR. 12-30 PRA Lctr u/s ROM DME 2.0 7.0 6.0 5.0 4.0 3.0 ALTITUDE 2570 1930 1610' 1300 ROM VOR MAX 240 KT -354° **D12.0** ROM 4500 MAX 140 KT - 343° 3000 [3.020] **D4.0** ROM 155°-> **D1.0** ROM **D8.3** ROM [TCH 57'] 1600 [FD 15] RWY 15 341' 3.7 3.0 4.3 Gnd speed-Kts 70 90 100 120 140 160 ROM on 110.8 185 KT 339 Desc Grad 5.28% or REIL ---PAPI soon 374 481 534 641 748 855 Descent angle [3.02° as MAX R-217 RT MAP at D1.0 ROM possible JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND Not authorized East of airport MDA(H) 750' (409') ALS out MDA(H)_ 1100′ (673′) RVR 900m 1500m RVR 1500m 1200' (773') 1600m RVR 1000m С RVR 1800m 1700' (1273') 2400m D RVR 1400m RVR 2000m 1830′(1403′) To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only;

for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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ROME, ITALY MJEPPESEN LIRA/CIA 19 JAN 07 (23-2) VOR Y Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP) CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 VOR Final Minimum Alt Apt Elev 427' MDA(H) ROM Apch Crs D8.3 ROM 750′ (409′) 8100' 110.8 155° 3000' (2659') RWY 341 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-162 CMP VOR inbound climbing to 3000'. At D17.0 CMP/ R-073 OST 7100' VOR turn RIGHT to URB NDB. Alt Set: hPa Trans level: By ATC Trans alt: 6000' MSA ROM VOR Rwy Elev: 12 hPa 111.4 CMP==: MISSED APCH FIX D12.0 ROM DME REQUIRED. ROM MHA 3000 42-00 285 URB MAX 210 KT (MHA 6000 in D12.0 CMP urbulence conditions) to D8.3 ROM D 12.0 125° 1.4 3000 DO NOT OVERFLY É BELOW 1500' AGI DO NOT OVERFLY D8.3 857' BELOW 1500' AGL ROM[FD 15 S DO NOT OVERFLY VATICAN ゙゚゙゙゙゙゙ CITY BELOW 2500' AGL D4.0 ROMA ROMD17.0 [□] 110.8 ROM CMPRome (Fiumicino) 41-50 .073 D1.0 ROM -OSTIA-**IMD15** MHA 4500 114.9 OST (MHA 5000 in turbulence conditions) 12-20 12-30 ROM DME 7.0 6.0 5.0 4.0 3.0 2.0 ALTITUDE 2570 2250 1930' 1610 1300 980' MAX 240 KT -354° ROM VOR **D12.0** ROM 4500 MAX 140 KT - 343° 3000 [3.020, **D4.0** ROM 155°-> **D1.0** ROM [MD15] [TCH 57'] **D8.3** ROM 1600 [FD 15] M**-∕-**+ RWY 15 341' 3.7 4.3 3.0 Gnd speed-Kts 70 90 100 120 140 160 as 3000'i on 111.4 185 KT Desc Grad 5.28% or soon 374 481 534 641 748 855 - PAPI Descent angle [3.02° as MAX R-162 MAP at D1.0 ROM possible JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND 1 Not authorized East of airport MDA(H) 750' (409') ALS out 1100' (673') RVR 900m 1500m RVR 1500m 1200' (773') 1600m RVR 1000m RVR 1800m 180 1700' (1273') 2400m D RVR 2000m 1830′ (1403′) RVR 1400m To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM. CHANGES: Communications. Descent angle. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED

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JeppView 3.5.2.0

ROME, ITALY MJEPPESEN. LIRA/CIA 19 JAN 07 (23-3) VOR X Rwy 15 CIAMPINO ROMA Arrivals (APP) CIAMPINO Tower *ROMA Director (APP) 125.5 131.25 122.1 120.5 121.75 VOR Final Minimum Alt Apt Elev 427' MDA(H) ROM Apch Crs D8.3 ROM 750' (409') 8100' 110.8 155° 3000' (2659') 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) onto 315° to intercept and follow R-173 inbound to CMP VOR climbing to cross 7100' D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000" and proceed to CMP VOR. MSA ROM VOR Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000' CAMPAGNANO VOR MISSED APCH FIX D12.0 D12.0 ROMMHA 5000 42-00 1037 CAMPAGNANO - URBE -111.4 CMP 285_URB ROM DME REQUIRED. D10.0 D12.0 CMP

CMP to D8.3 ROM 1125° 1.4 3000 DO NOT OVERFLY D8.3 BELOW 1500' AGL 857'c ROMDO NOT S OVERFLY BELOW 1500' AGL DO NOT OVERFLY BELOW 2500' AGL POM ROMA 110.8 ROM [40VOR] D17.0 Rome (Fiumicino) CMP41-50 **₹**4 MHA 4500 114.9 OST (MHA 5000 in turbulence conditions 12-20 12-30 ROM DME 7.0 6.0 5.0 4.0 3.0 2.0 ALTITUDE 2250 1930 1610' 1300 980' ROM VOR **D12.0** ROM 4500 MAX 140 KT - 343° 3000 [3.020] **D4.0** ROM 155°→ **D1.0** ROM **D8.3** ROM [TCH 57'] 1600 [FD15] RWY 15 341' 3.7 4.3 Gnd speed-Kts 70 90 100 120 140 160 315° Desc Grad 5.28% or soon 185 KT REIL 374 481 534 641 748 855 Descent angle [3.02° RT MAX MAP at D1.0 ROM JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND 1 Not authorized East of airport MDA(H) 750'(409') ALS out RVR 900m 1100' (673') 1500m RVR 1500m 1200' (773') 1600m RVR 1000m С RVR 1800m 1700' (1273') 2400m D RVR 2000m 1830′ (1403′) RVR 1400m To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only;

for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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ROME, ITALY MJEPPESEN LIRA/CIA 19 JAN 07 (23-4) VOR W Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 VOR Final Minimum Alt Apt Elev 427' MDA(H) ROM Apch Crs D8.3 ROM 750' (409') 110.8 155° 3000' (2659' RWY 341 8100 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-217 ROM VOR to PRA Lctr (or RATIR if PRA Lctr u/s). Cross 7100' D6.0 ROM/ R-110 OST VOR (290° OST NDB) at 2000' or above, then climbing to 3000' to PRA Lctr (or RATIR if PRA Lctr u/s). MSAROM VOR Trans level: By ATC Alt Set: hPa Rwv Elev: 12 hPa Trans alt: 6000' ROM DME REQUIRED 3399 42-00 1037 (IAF) URBE MHA 3000 • 2008⁶ 285 URB **MAX 210 KT** (MHA 6000 in turbulence conditions DO NOT OVERFLY 1965 BELOW 150' AGL D8.3ROM 3999 DO NOT OVERFLY DO NOT OVERFLY VATICAN BELOW 1500' AGL CITY BELOW 2500' AGL J Rome **D4.0** ROM MISSED APCH FIX (Fiumicino) 41-50 339 PRA D1.0 ROM 114.9 OST MHA 3000 MAX 6000 110.8 ROM **MAX 200 KT** 3330' RATIR 1 D12.0 OS Λ -OSTIA 321 OST 3081 ₫D6.0 2133 ROM & PRATICA DI MARE-D 15.0 OST 339 PRA 4 , 1037' Holding fix during PRA Lctr u/s RATIR 12-30 12-40 ROM DME 6.0 7.0 5.0 4.0 3.0 2.0 2570 1300' 980' ALTITUDE **D8.3** ROM [FD15] ROM VOR **D4.0** ROM 3000' #~155°, [4ØVOR] **D1.0** ROM [MD15] 1600 [TCH 57'] RWY 15 341' 4.3 3.0 Gnd speed-Kts 70 90 100 120 140 160 339 110.8 185 KT Desc Grad 5.28% or EIL --- PAPI soon 374 481 534 641 748 855 Descent angle [3.02°] as MAX R-217 RT MAP at D1.0 ROM possible JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND 1 Not authorized East of airport MDA(H) 750'(409') ALS out 1100' (673') RVR 900m 100 1500m RVR 1500m 1200' (773') 1600m RVR 1000m 180 RVR 1800m 1700' (1273') 2400m RVR 2000m 205 1830′ (1403′) RVR 1400m 3600m To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

CHANGES: Communications. Descent angle.

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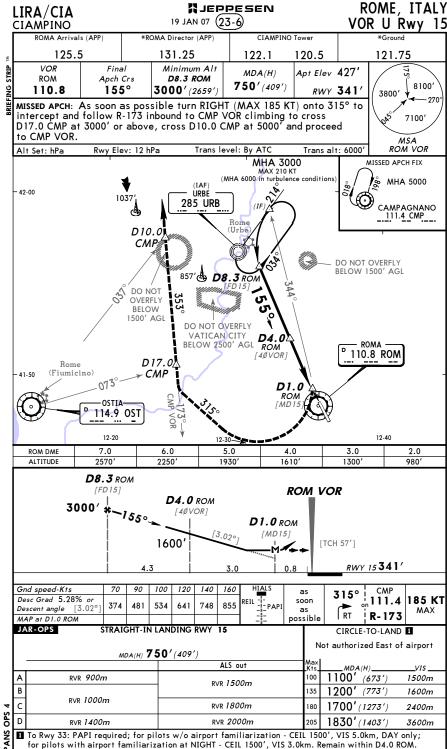
JeppView 3.5.2.0 ROME, ITALY **XJEPPESEN** LIRA/CIA 19 JAN 07 (23-5) VOR V Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP) CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 VOR Final Minimum Alt Apt Elev 427' MDA(H) ROM Apch Crs D8.3 ROM 750' (409') 8100' 110.8 155° 3000' (2659') RWY 341 3800' MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on 7100' R-162 CMP VOR inbound climbing to 3000'. At D17.0 CMP/ R-073 OST VOR turn RIGHT to URB NDB. MSA Trans level: By ATC ROM VOR Alt Set: hPa Rwy Elev: 12 hPa Trans alt: 6000 CAMPAGNANO-^D 111.4 CMP (Urbe) 42-00 MHA 3000 285 URB MAX 210 KT 1037 (MHA 6000 in turbulence conditions) DO NOT OVERFLY. BELOW 1500' AGL 857' **D8.3** ROM DO NOT OVERFLY BELOW 1500' AGL S J DO NOT OVERFLY VATICAN CITY BELOW 2500' AGL D4.0 ROMA ROM ^D 110.8 ROM D17.0 [4ØVOR] CMPRome (Fiumicino) 41-50 073 D1.0 ROM OSTIA-114.9 OST 12-20 12-30 12-40 7.0 6.0 5.0 4.0 3.0 2.0 ROM DME ALTITUDE 2570' 2250 1930' 1300 980' **D8.3** ROM [FD15] ROM VOR 3000′ #~_{155°} **D4.0** ROM [4ØVOR] **D1.0** ROM [MD15] 1600 [TCH 57'] RWY 15 341' 4.3 Gnd speed-Kts 90 100 120 140 160 3000' Desc Grad 5.28% or REIL --- PAPI soon 111.4 185 KT 374 481 534 641 748 855 Descent angle [3.02° as MAX RT R-162 MAP at D1.0 ROM possible JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND 1 Not authorized East of airport MDA(H) 750'(409') ALS out RVR 900m 1100' (673') 1500m RVR 1500m 1200' (773') 1600m RVR 1000m С RVR 1800m 1700' (1273') 2400m D RVR 1400m RVR 2000m 1830′ (1403′) To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only;

for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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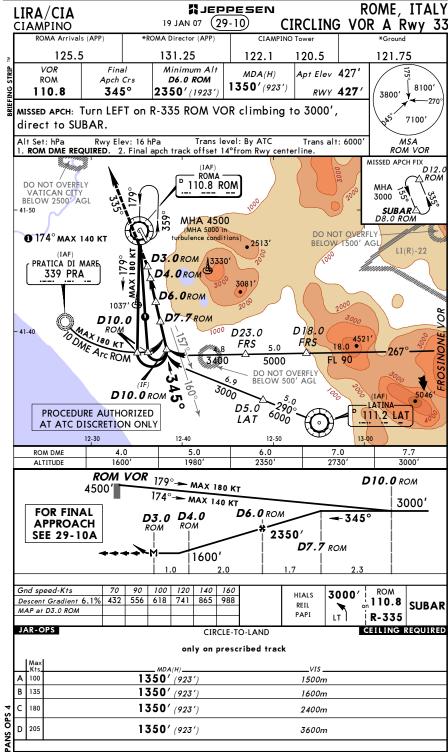
ROME. ITALY MJEPPESEN. LIRA/CIA 19 JAN 07 (26-1) NDB Rwy 15 CIAMPINO ROMA Arrivals (APP) *ROMA Director (APP) CIAMPINO Tower 125.5 131.25 122.1 120.5 121.75 NDB Final Minimum Alt Apt Elev 427' MDA(H)CIA Apch Crs CIA NDB 1100' (759') 5300' 412 160° 1500'(1159' RWY 341 8000 MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on **~**___280° 2200' 1 342° climbing to 3000'. Cross ABEAM CIA NDB at 3000', then 6500' turn RIGHT on 359° to URB NDB. Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000 MSA Final approach track offset 10° from rwy centerline CIA NDB 42-00 (Urbe) IIRRE 285 URB MHA 3000 1037' MAX 210 KT (MHA 6000 in rbulence conditions) DO NOT OVERFLY BELOW 1500' AGL DO NOT OVERFLY BELOW 1500' AGL 857' 🕭 CIAMPINO-412 CIA DO NOT OVERFLY VATICAN CITY BELOW 2500' AGL 110.8 ROM ABEAM 41-50 Contingency procedure reserved Ů for military or state acft not Rome equipped with VHF navigation. (Fiumicino) 12-20 12-30 12-40 URB NDB CIA NDB 3000' -145° 1500'#-160° [2.87°] **[MN15]** RWY 15 341' 2.5 to MAP 3.6 Gnd speed-Kts 70 90 100 120 140 160 3000' Desc Grad 5.01% or soon 185 KT REIL --- PAPI 355 457 508 | 609 | 711 | 812 342° Descent angle [2.87° as RT CIA NDB to MAP 2.5 2:09 1:40 1:30 1:15 1:04 0:56 possible JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE-TO-LAND 1 Not authorized East of airport MDA(H) 1100'(759' ALS out RVR 1200m 1100′ (673′) 1500m RVR 1500m 1200' (773') 1600m RVR 1400m 1700' (1273') 2400m RVR 2000m 1830' (1403') RVR 1800m ■ To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

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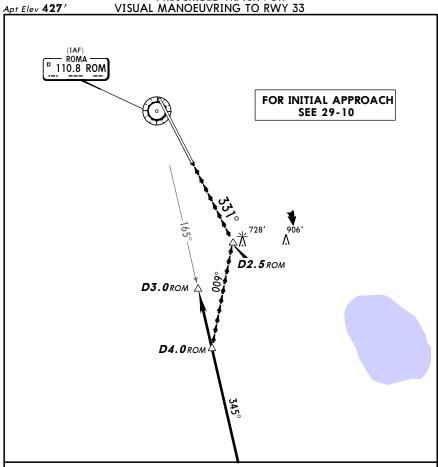


LIRA/CIA CIAMPINO

JEPPESEN 19 JAN 07 (29-10A)

ROME, ITALY CIRCLING VOR A Rwy 33

PRESCRIBED TRACK FOR VISUAL MANOEUVRING TO RWY 33



PAPI and flashing lights indications mandatory.

Obstacle lights compulsory.

Visual segment after diverging point shall be flown keeping in sight terrain, obstacle, PAPI and

For pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only;

For pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km.

	AR-O	PS CIRCLE-TO-	CIRCLE-TO-LAND	
	Max Kts	MDA(H)	VIS	
7	т т	1350′ (923′)	1500m	
В	135	1350' (923')	1600m	
S 4	180	1350 ′ (923′)	2400m	
ANS OPS	205	1350′ (923′)	3600m	
₹Г				

CHANGES: None.

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