

LIRA/CIA
CIAMPINO

JEPPESEN
19 JAN 07 (20-1P)

ROME, ITALY
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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JEPPESEN
19 JAN 07 (20-1P1)

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' and ground VIS 3000m.

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.

LIRA/CIA
CIAMPINO

JEPPesen
19 JAN 07 (20-1P2)

ROME, ITALY
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.

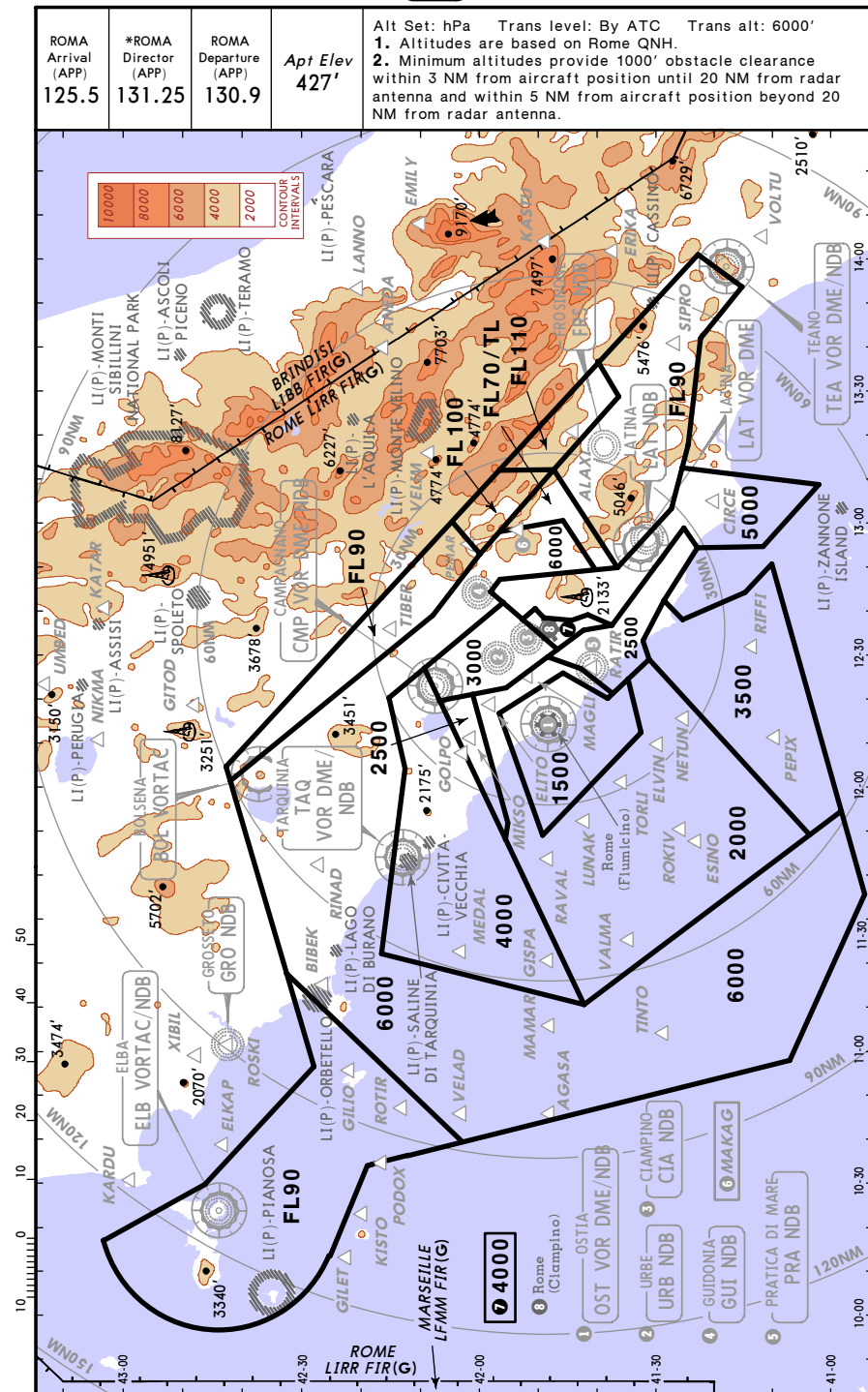
This is not applicable:

- 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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19 JAN 07 (20-1R)

ROME, ITALY
RADAR MINIMUM ALTITUDES



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30 JUN 06

(20-2)

Eff 6 Jul

ROME, ITALY

STAR

Apt Elev
427'

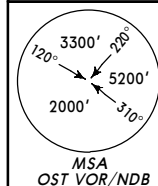
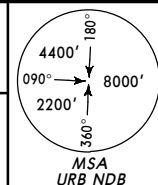
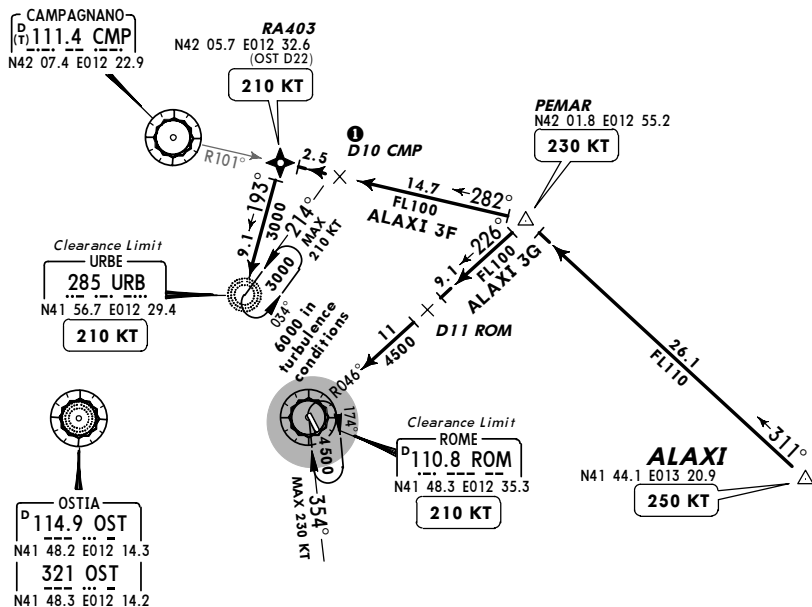
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

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.

① For conventional navigation performance the turn to URB shall start at D10 CMP.



STAR	ROUTING
ALAXI 3F	ALAXI (K250) - PEGAR (K230) - RA403 (K210) - URB (K210).
ALAXI 3G By ATC	ALAXI (K250) - PEGAR (K230) - ROM (K210).

CHANGES: STARs completely revised.

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30 JUN 06

(20-2A)

Eff 6 Jul

ROME, ITALY

STAR

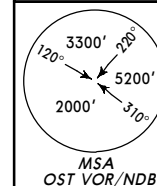
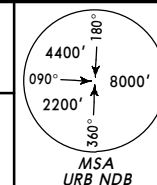
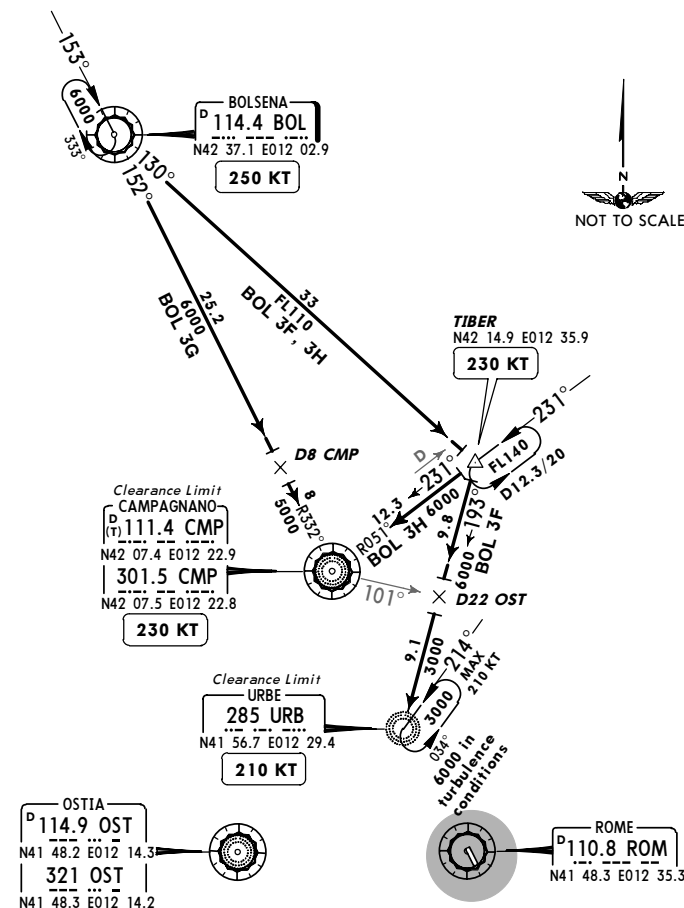
Apt Elev
427'

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).

BOL 3F, BOL 3G, BOL 3H 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
BOL 3F	BOL (K250) - TIBER (K230) - URB (K210).
BOL 3G By ATC	BOL (K250) - CMP (K230).
BOL 3H By ATC	BOL (K250) - TIBER (K230) - CMP (K230).

CHANGES: STARs completely revised.

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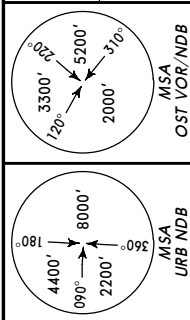
JEPPesen

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

ROME, ITALY

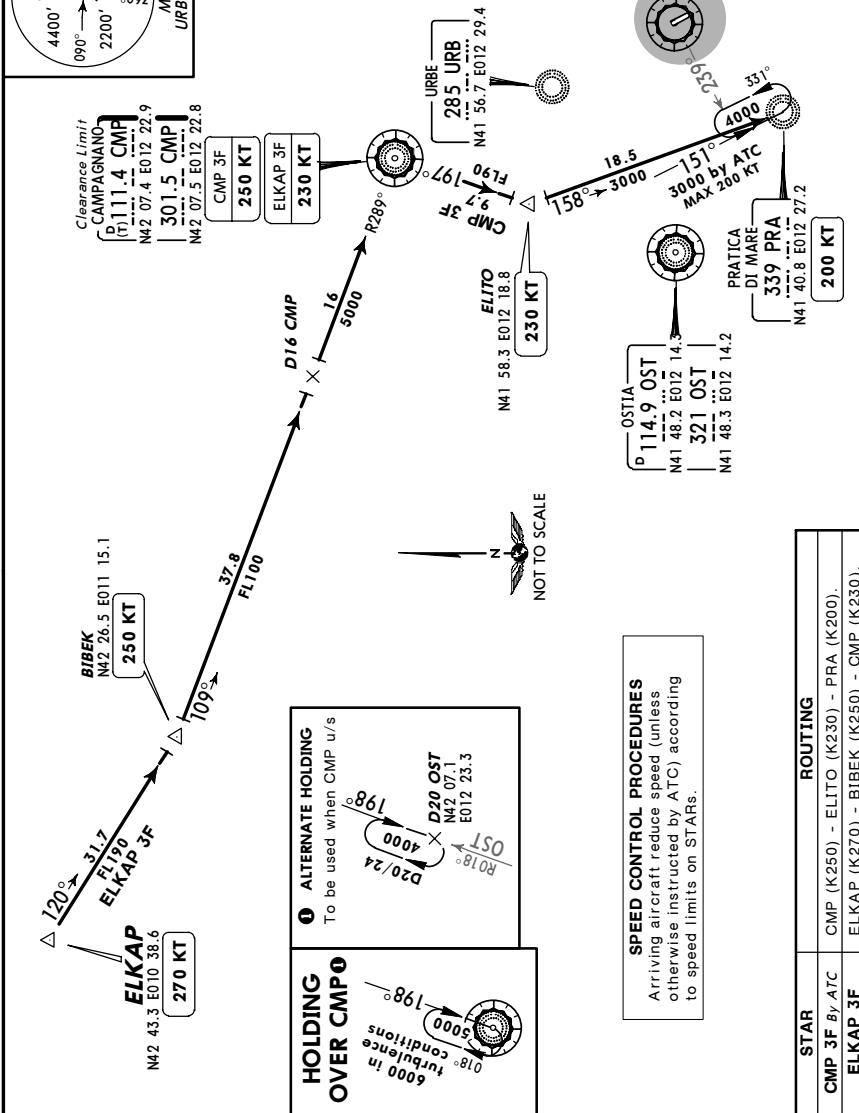
STAR

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).



CMP 3F
RWY 33 ARRIVAL
ELKAP 3F [ELKA3F]
ARRIVAL

B-RNAV (P-RNAV RECOMMENDED)
OR CONVENTIONAL



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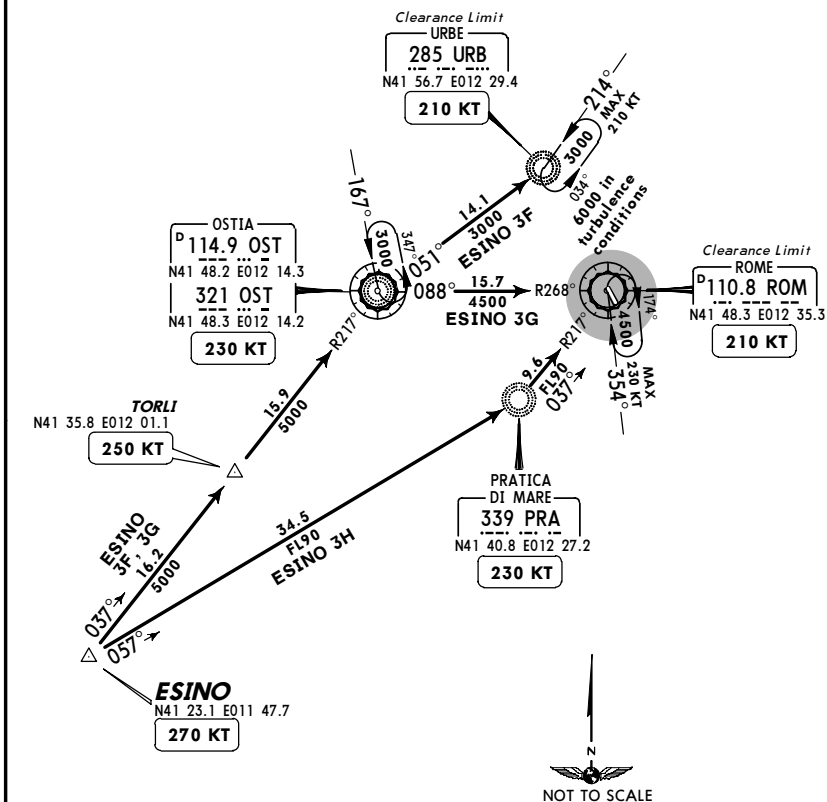
STAR

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).

ESINO 3F [ESIN3F], ESINO 3G [ESIN3G]
ESINO 3H [ESIN3H]
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.



LIRA/CIA
CIAMPINO

JEPPESEN

30 JUN 06 (20-2D)

Eff 6 Jul

ROME, ITALY

STAR

Apt Elev
427'

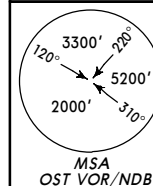
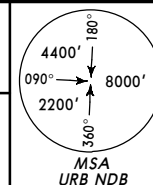
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

GITOD 3F [GITO3F], GITOD 3G [GITO3G] ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

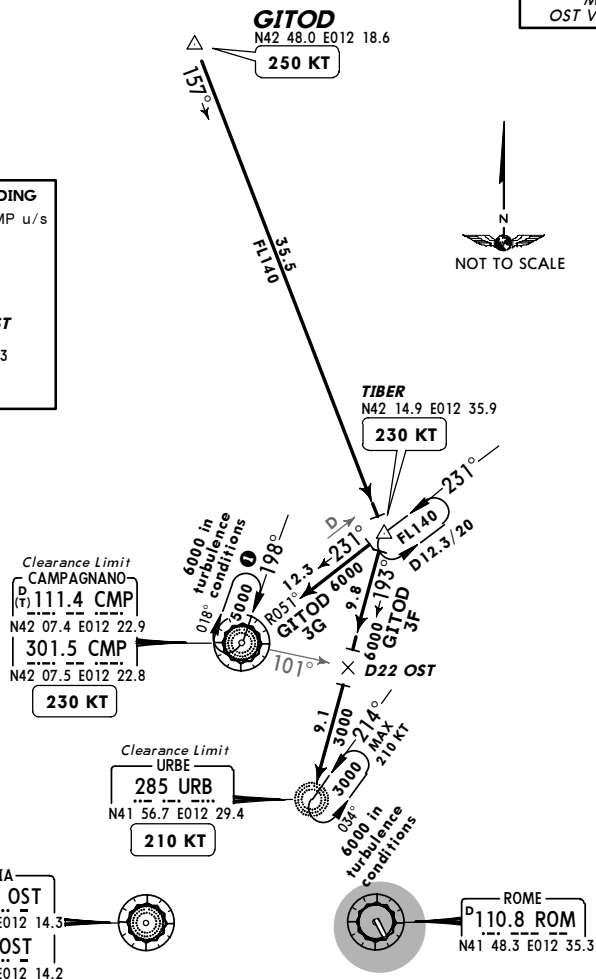
SPEED CONTROL PROCEDURES

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



1 ALTERNATE HOLDING

To be used when CMP u/s



STAR	ROUTING
GITOD 3F	GITOD (K250) - TIBER (K230) - URB (K210).
GITOD 3G By ATC	GITOD (K250) - TIBER (K230) - CMP (K230).

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30 JUN 06 (20-2E)

Eff 6 Jul

ROME, ITALY

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).

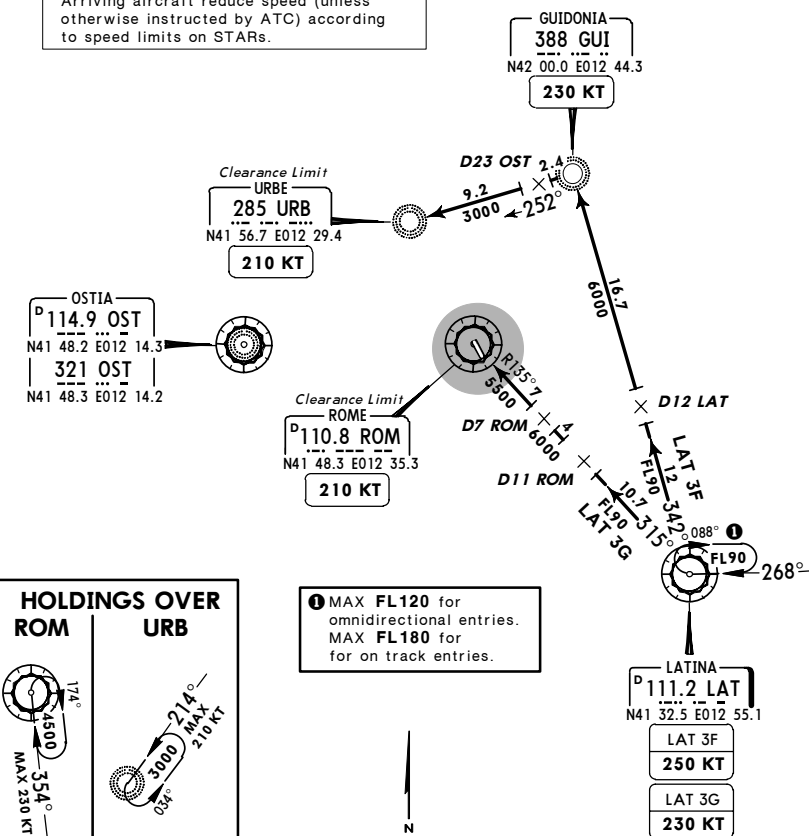
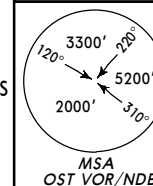
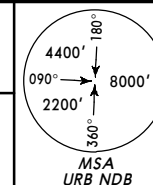
LAT 3F, LAT 3G ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

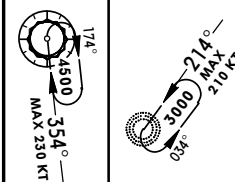
IN ORDER TO GRANT MILITARY ACTIVITY WITHIN LATINA CTR
LAT STARS MAY BE PLANNED BY FLIGHTS DEPARTING FROM APTS
WITHIN ROME FIR, FLIGHTS FROM OTHER FIR ON WEEKENDS OR FLIGHTS
FROM OTHER FIR FROM MON TO FRI AT OR ABOVE FL200

SPEED CONTROL PROCEDURES

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



HOLDINGS OVER ROM URB



1 MAX FL120 for omnidirectional entries.
MAX FL180 for on track entries.



STAR	ROUTING
LAT 3F	LAT (K250) - GUI (K230) - URB (K210).
LAT 3G By ATC	LAT (K230) - ROM (K210).

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30 JUN 06 (20-2F)

Eff 6 Jul

ROME, ITALY

STAR

Apt Elev
427'

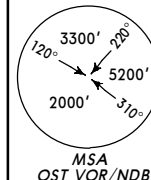
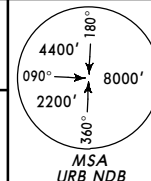
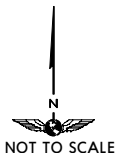
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

OST 3G, ROM 3F ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
BY ATC

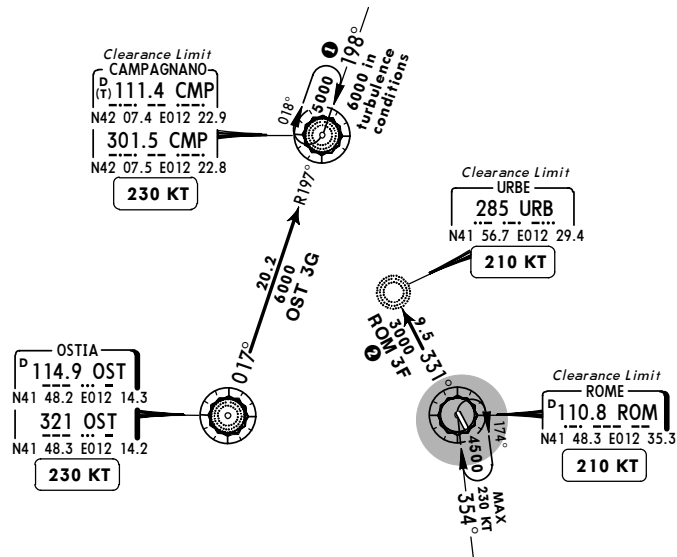
SPEED CONTROL PROCEDURES

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



1 ALTERNATE HOLDING

To be used when CMP u/s



2 STAR ROM 3F restricted to LOST COMM procedure.

STAR	ROUTING
OST 3G	OST (K230) - CMP (K230).
ROM 3F 1	ROM (K210) - URB (K210).

CHANGES: New chart.

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30 JUN 06 (20-2G)

Eff 6 Jul

ROME, ITALY

STAR

Apt Elev
427'

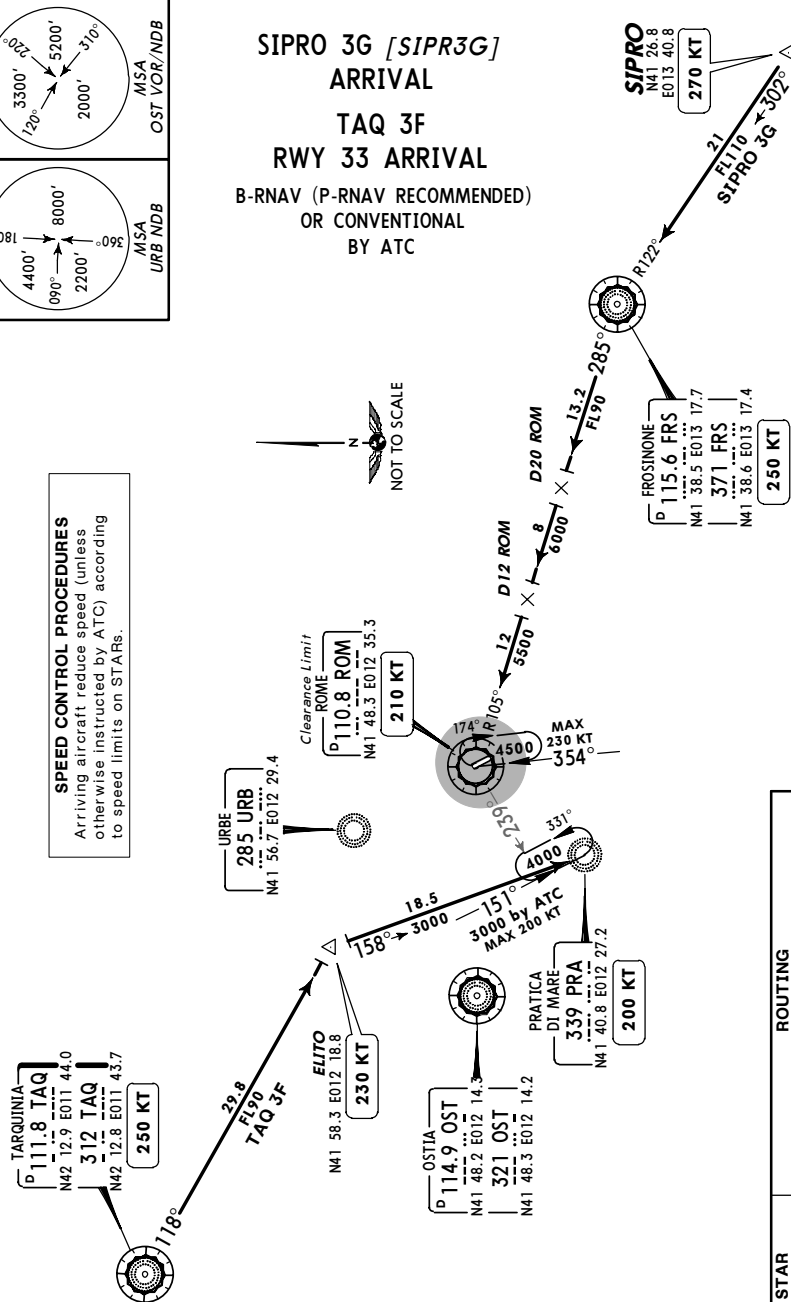
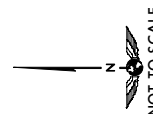
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 20-1R).

SIPRO 3G [SIPR3G] ARRIVAL

TAQ 3F RWY 33 ARRIVAL

B-RNAV (P-RNAV RECOMMENDED)
OR CONVENTIONAL
BY ATC

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



STAR	ROUTING
SIPRO 3G	SIPRO (K270) - FRS (K250) - ROM (K210).
TAQ 3F	TAQ (K250) - ELITO (K230) - PRA (K200).

CHANGES: New chart.

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30 JUN 06 (20-2H) Eff 6 Jul

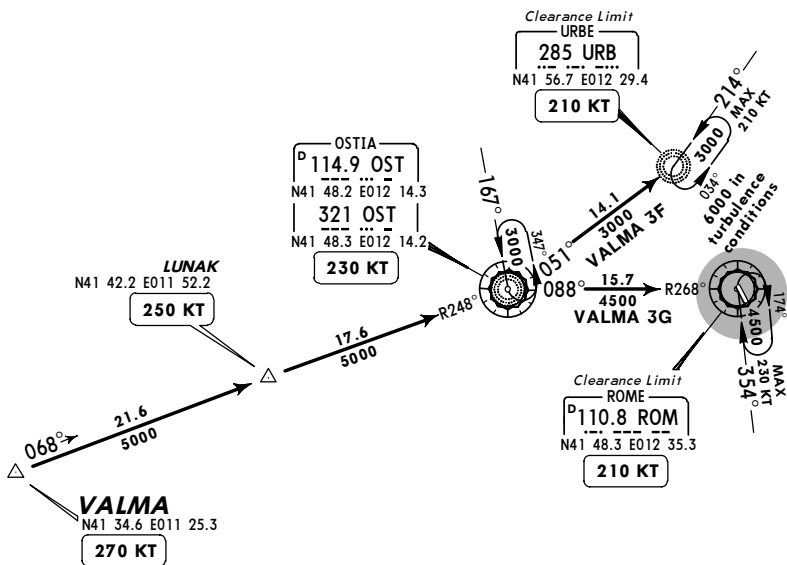
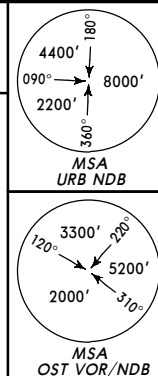
ROME, ITALY
STAR

Apt Elev
427'

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) 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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30 JUN 06 (20-2J) Eff 6 Jul

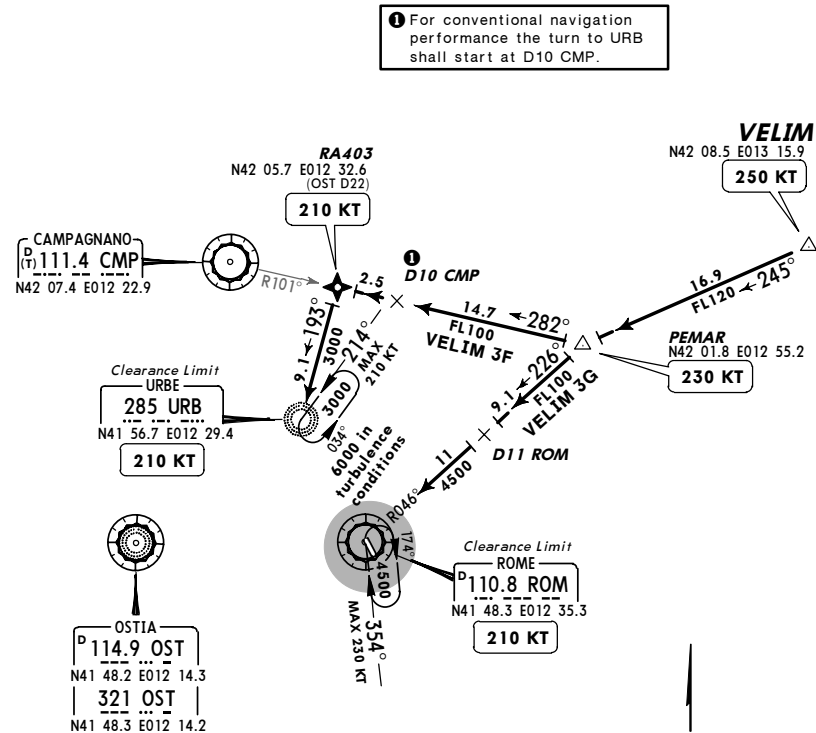
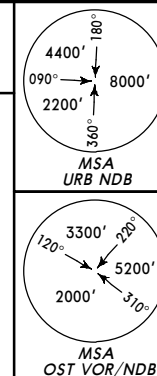
ROME, ITALY
STAR

Apt Elev
427'

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) 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.



STAR	ROUTING
VELIM 3F	VELIM (K250) - PEGAR (K230) - RA403 (K210) - URB (K210).
VELIM 3G By ATC	VELIM (K250) - PEGAR (K230) - ROM (K210).

CHANGES: New chart.

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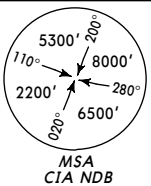
LIRA/CIA
CIAMPINO

JEPPESEN

19 JAN 07 (20-3)

ROME, ITALY

SID



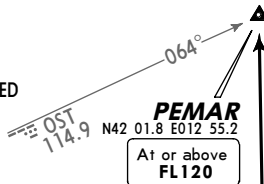
ROMA
Departure (APP)
130.9

Apt Elev
427'

Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. Rwy 15: Due to obstacles located SE of airport it is suggested to start RIGHT turn at DER.

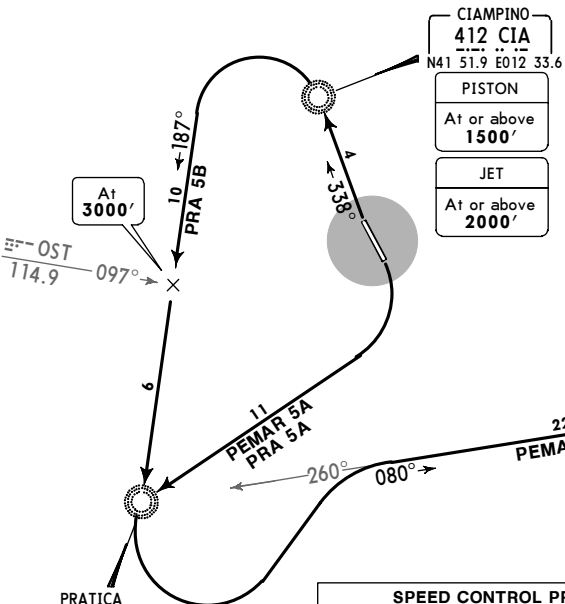
PEMAR 5A [PEMA5A]
PRA 5A, PRA 5B
RWYS 15, 33 DEPARTURES

TO NORTHEAST & SOUTHWEST
IF PRA UNSERVICEABLE SIDs WILL BE SUSPENDED
AND REPLACED BY DETAILED ATC CLEARANCE



20

LAT 111.2



PRATICA
DI MARE
339 PRA
PEMAR 5A
At or above
6000'
PRA 5A, 5B
As instructed
by ATC

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".

Rwy 33: Suggested minimum climb gradient
300' per NM until leaving 2000'.

Gnd speed-KT	75	100	150	200	250	300
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
PEMAR 5A	15	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	33	To CIA, turn LEFT, intercept 187° bearing to PRA, then as instructed by ATC.

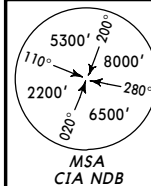
LIRA/CIA
CIAMPINO

JEPPESEN

19 JAN 07 (20-3A)

ROME, ITALY

SID



ROMA
Departure (APP)
130.9

Apt Elev
427'

Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. Rwy 15: Due to obstacles located SE of airport it is suggested to start RIGHT turn at DER.

OST 5A, OST 5B, OST 5C, OST 5D
URB 5A, URB 5B
RWYS 15, 33 DEPARTURES
TO WEST & NORTHWEST
FOR TRANSITIONS REFER TO
CHARTS 20-3C TO 20-3G



OSTIA
114.9 OST
N41 48.2 E012 14.3
321 OST
N41 48.3 E012 14.2
OST 5A, 5B
At 5000'
OST 5C, 5D
At 5000',
maintain until
further
ATC clearance

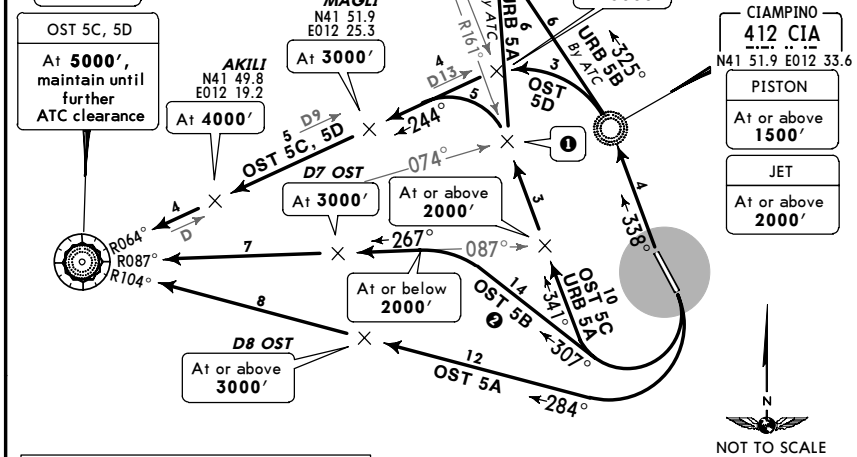
MAGLI
N41 51.9
E012 25.3
At 3000'

AKILI
N41 49.8
E012 19.2
At 4000'

URB
285 URB
N41 56.7 E012 29.4
At 3000'

D15 CMP
At 3000'

CIAMPINO
412 CIA
N41 51.9 E012 33.6
PISTON
At or above
1500'
JET
At or above
2000'



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".

Rwy 33: Suggested minimum climb gradient
300' per NM until leaving 2000'.

Gnd speed-KT	75	100	150	200	250	300
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	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	33	To CIA, then to URB and as instructed by ATC.

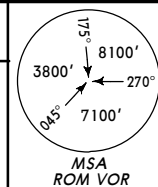
2 Pilots are requested to adhere strictly to the described profile.

LIRA/CIA
CIAMPINO

JEPPESEN
19 JAN 07 (20-3B)

ROME, ITALY
SID

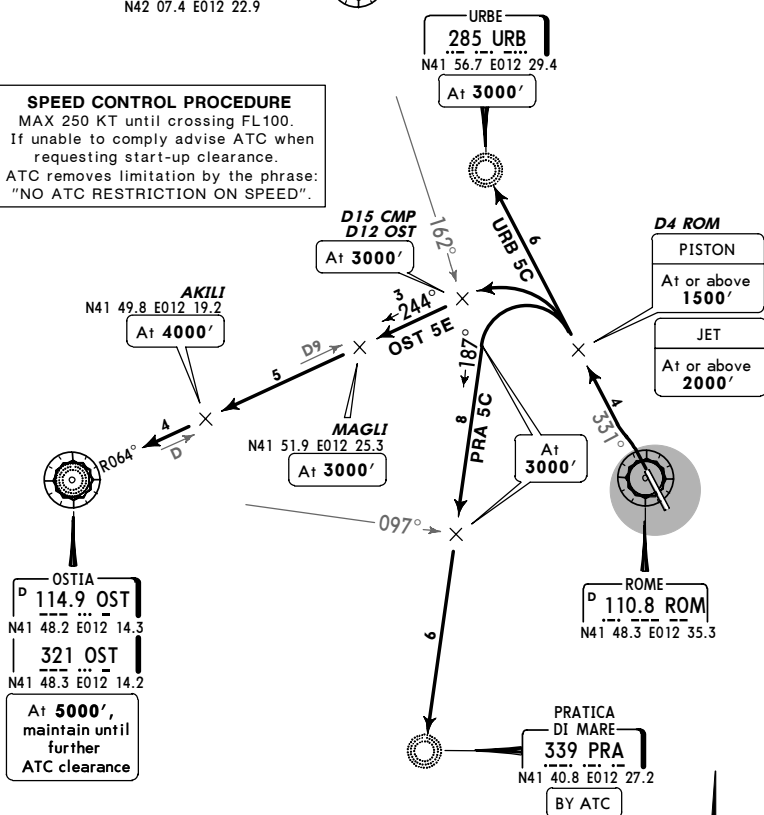
ROMA Departure (APP) 130.9
Apt Elev 427'
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.



OST 5E, PRA 5C, URB 5C
RWY 33 DEPARTURES
BY ATC
FOR TRANSITIONS REFER TO CHARTS 20-3C TO 20-3G

CAMPAGNANO
D 111.4 CMP
(T) N42 07.4 E012 22.9

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".



Suggested minimum climb gradient
300' per NM until leaving 2000'.

Gnd speed-KT	75	100	150	200	250	300
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.

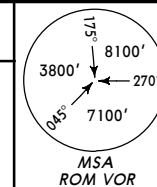
SID	ROUTING
OST 5E	Turn LEFT, intercept ROM R-331 to D4 ROM, turn LEFT, intercept OST R-064 inbound to OST.
PRA 5C	Turn LEFT, intercept ROM R-331 to D4 ROM, turn LEFT, intercept 187° bearing to PRA.
URB 5C	Turn LEFT, intercept ROM R-331 to URB.

LIRA/CIA
CIAMPINO

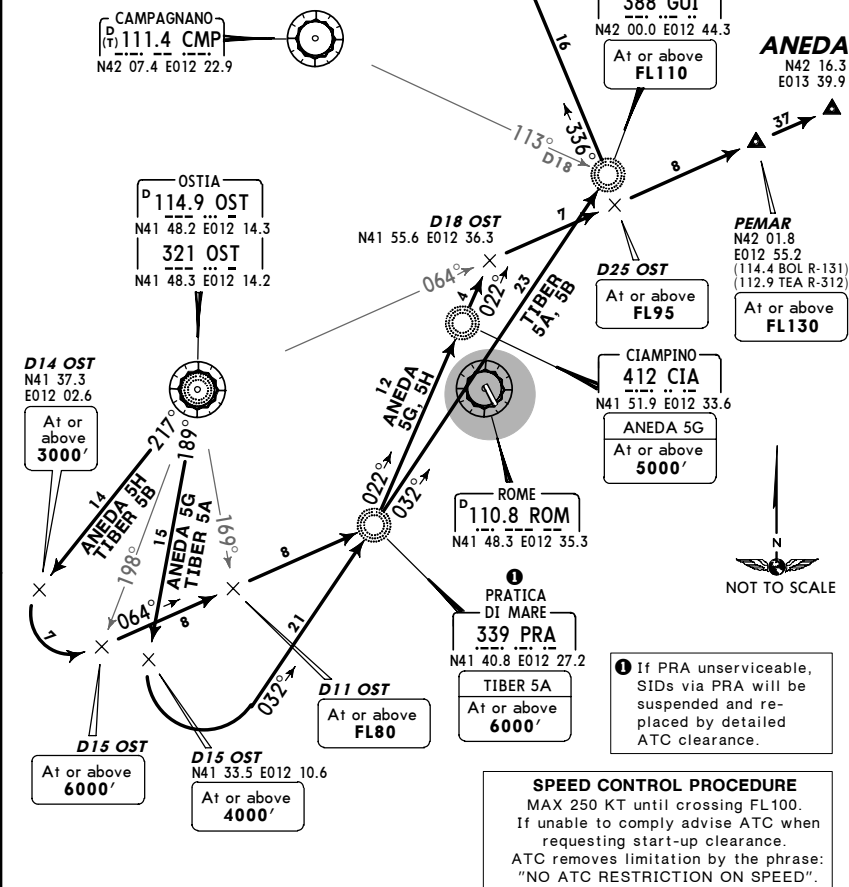
JEPPESEN
19 JAN 07 (20-3C)

ROME, ITALY
TRANSITION

ROMA Departure (APP) 130.9
Apt Elev 427'
Trans level: By ATC Trans alt: 6000'
Transitions include noise abatement routings.



ANEDA 5G [ANE5G]
ANEDA 5H [ANE5H]
TIBER 5A [TIB5A]
TIBER 5B [TIB5B]
TRANSITIONS
TO NORTH & NORTHEAST



1 If PRA unserviceable, SIDs via PRA will be suspended and replaced by detailed ATC clearance.

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".

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° bearing to TIBER.
TIBER 5B	On OST R-217 to D14 OST, turn LEFT to PRA, 032° bearing to GUI, 336° bearing to TIBER.

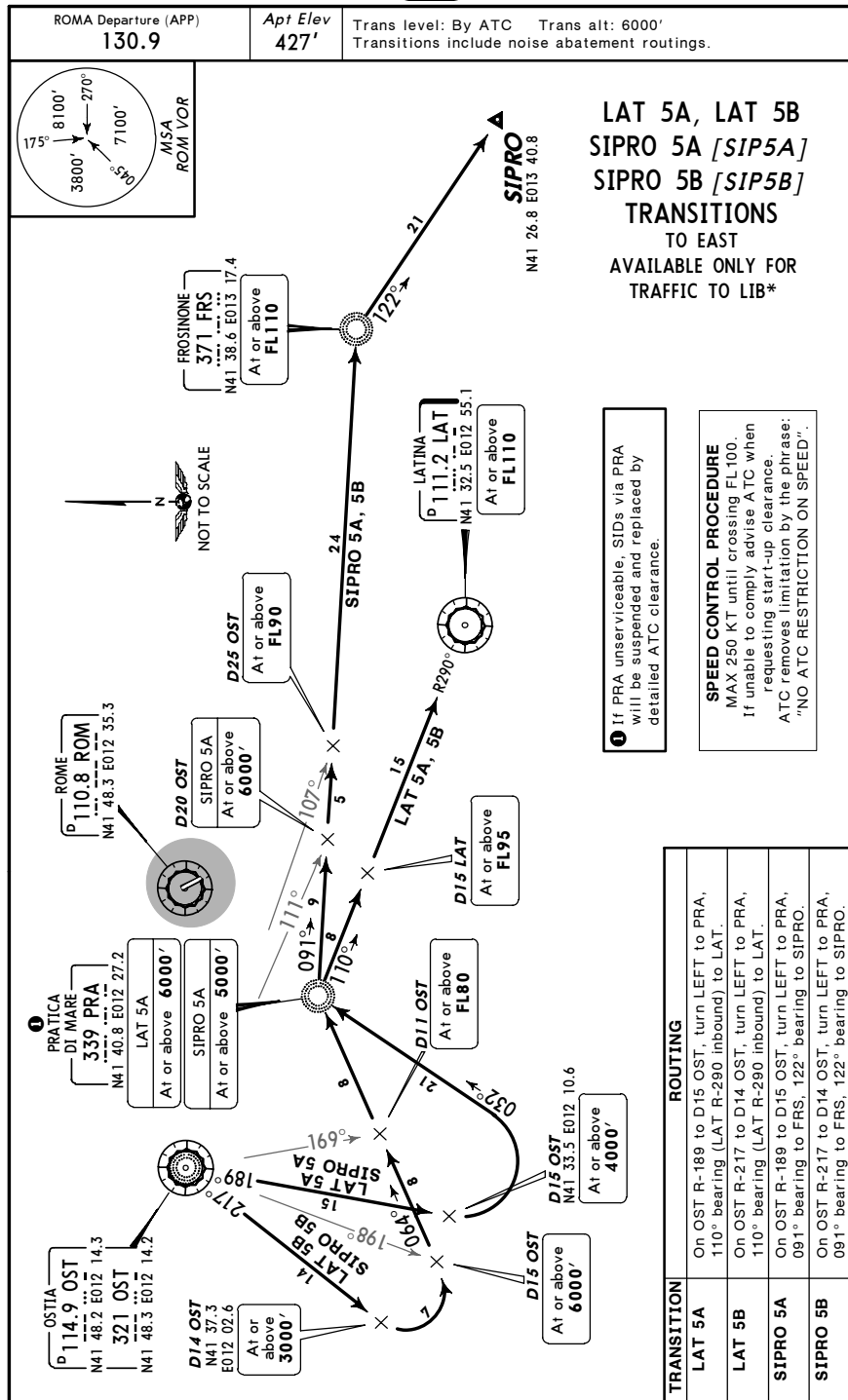
LIRA/CIA
CIAMPINO

JEPPESEN

19 JAN 07 (20-3D)

ROME, ITALY

TRANSITION



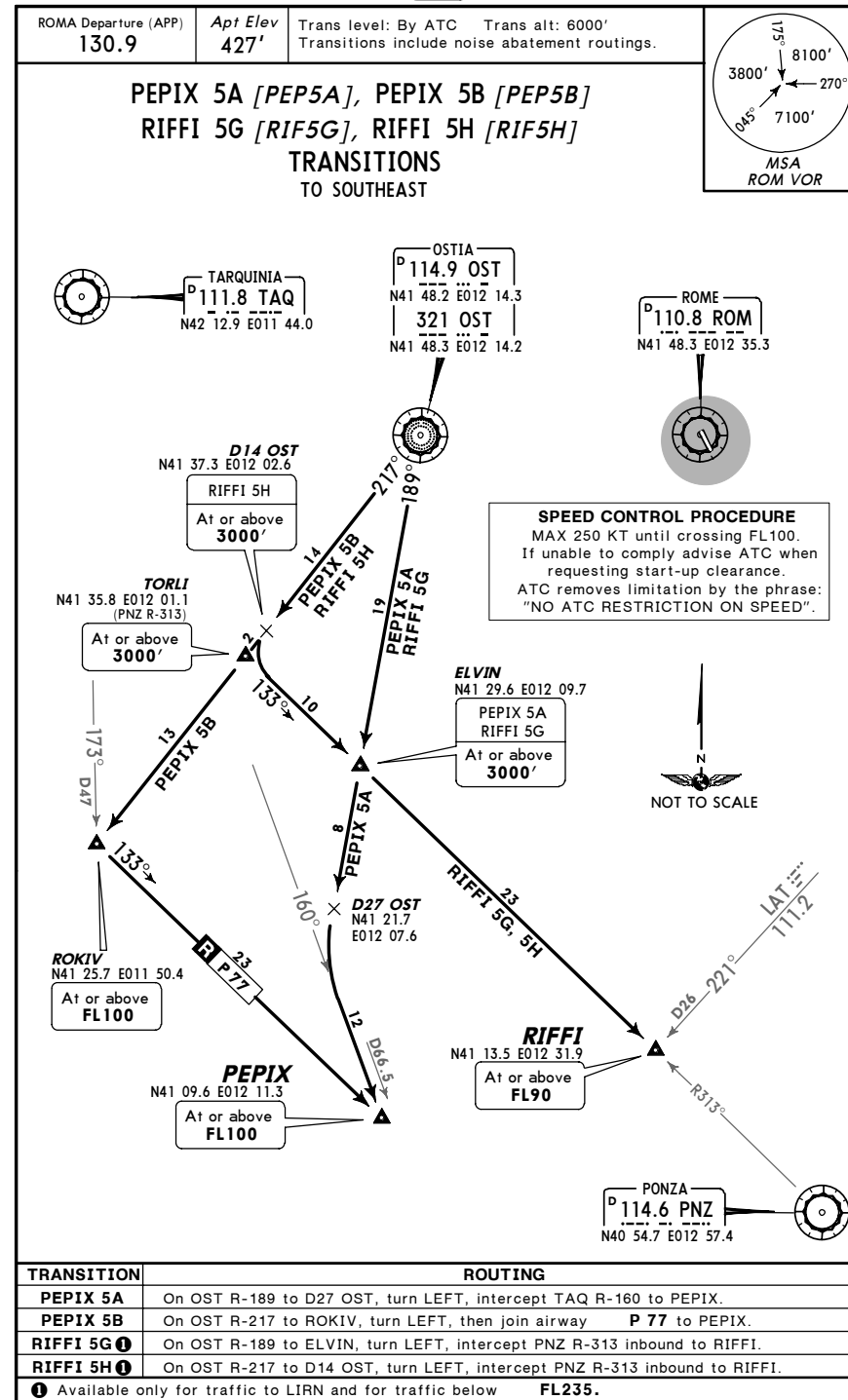
LIRA/CIA
CIAMPINO

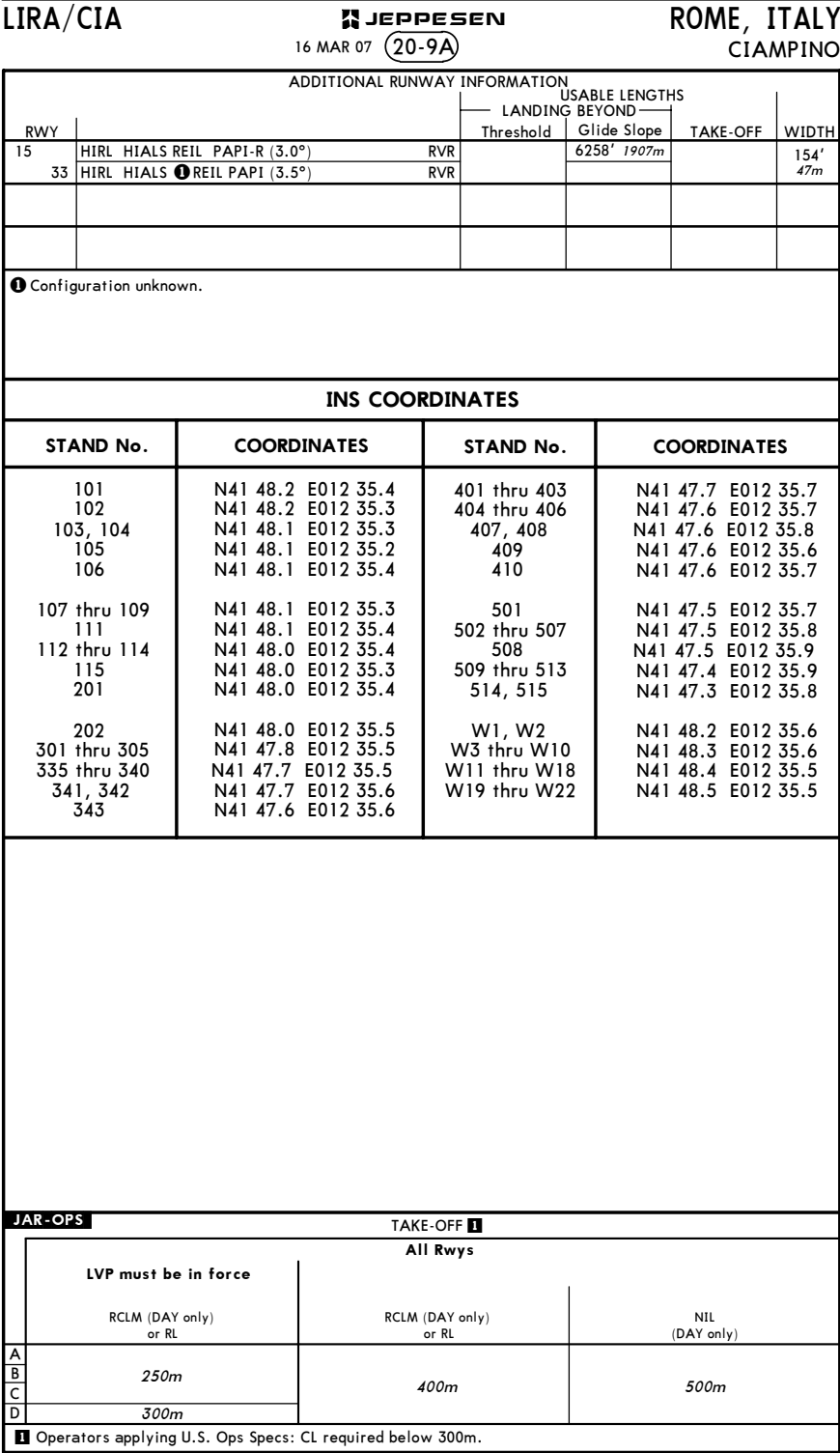
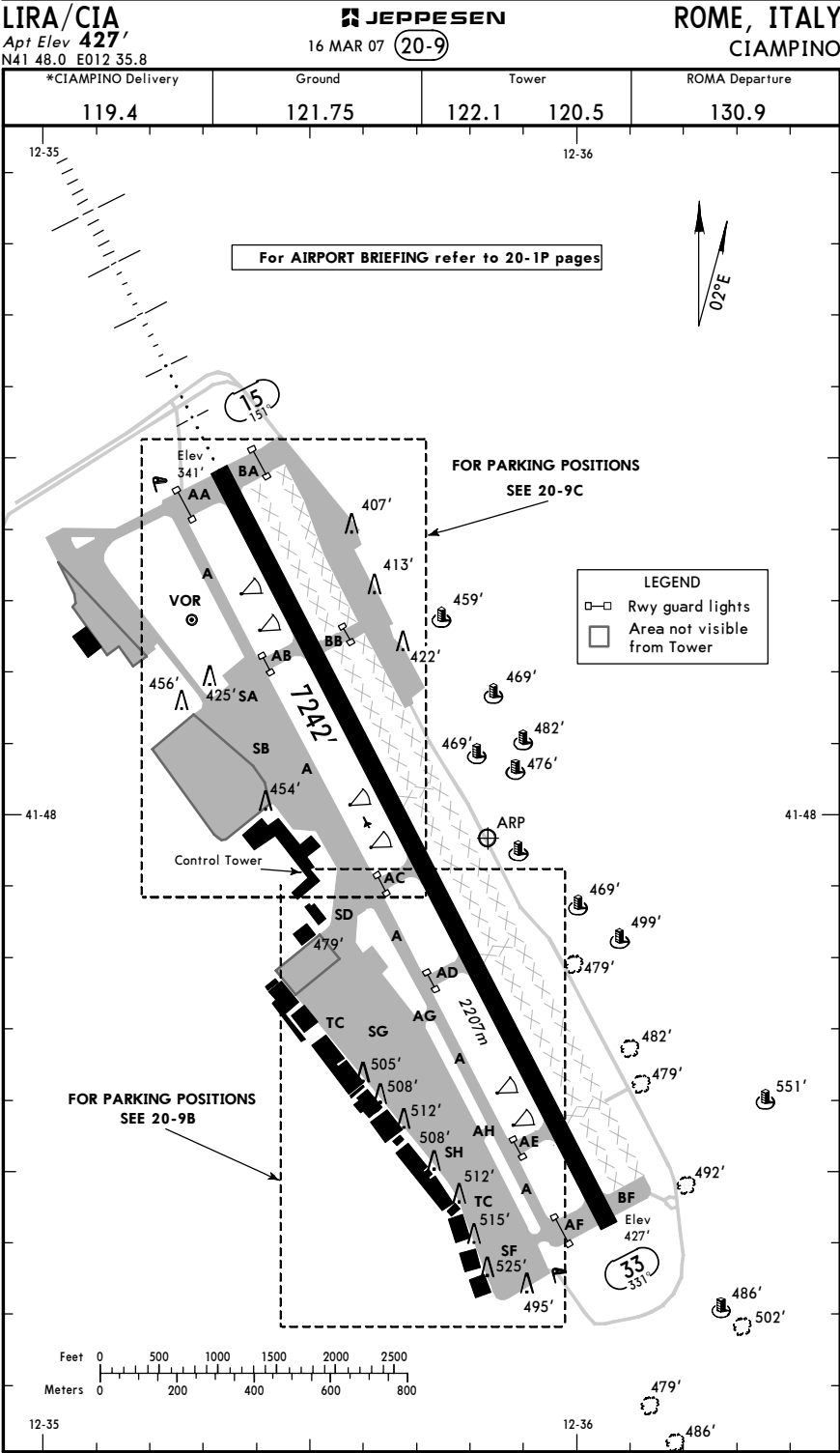
JEPPESEN

19 JAN 07 (20-3E)

ROME, ITALY

TRANSITION





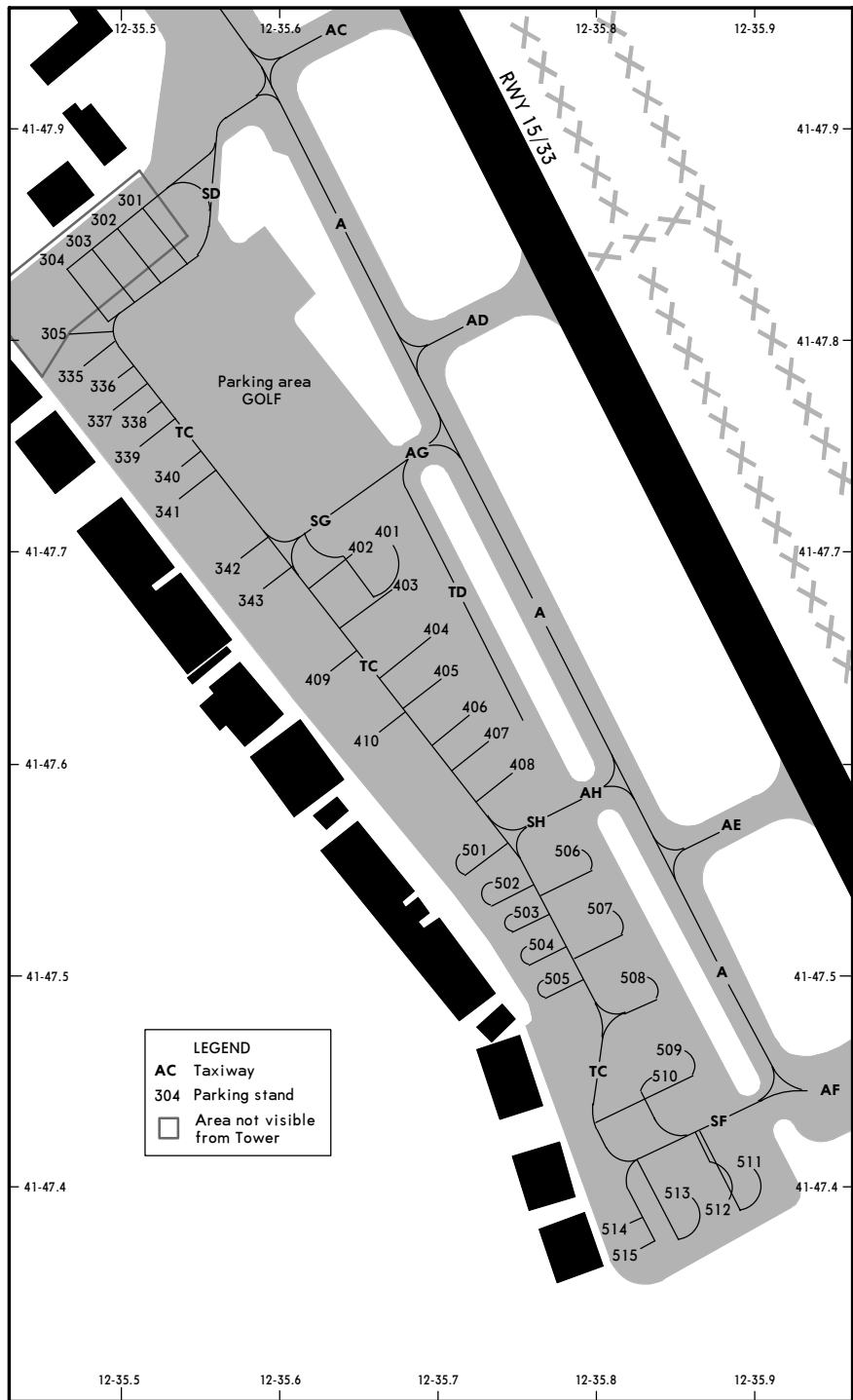
LIRA/CIA

JEPPESEN

1 DEC 06 (20-9B)

ROME, ITALY

CIAMPINO



CHANGES: Notes transferred to 20-1P pages.

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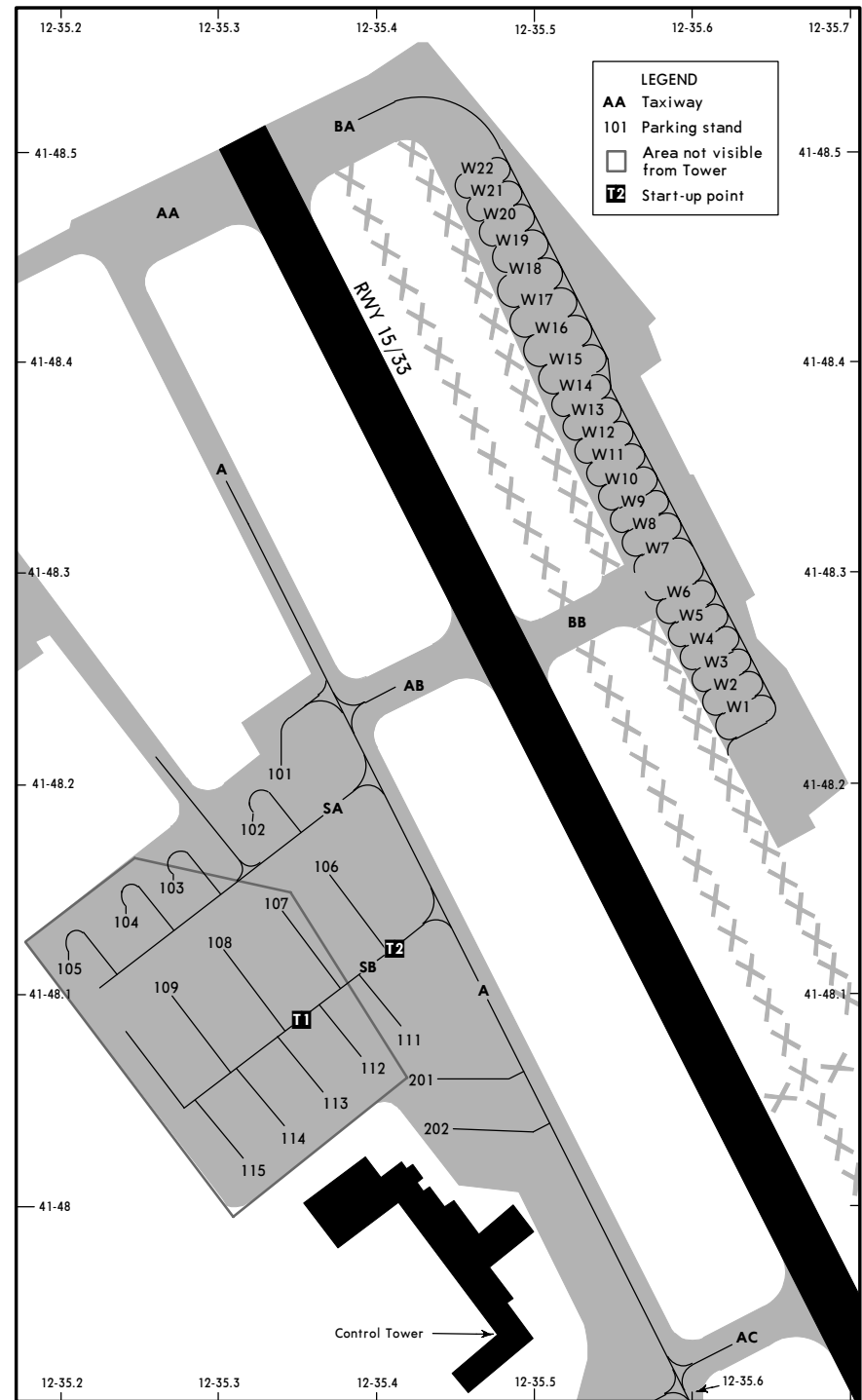
LIRA/CIA

JEPPESEN

1 DEC 06 (20-9C)

ROME, ITALY

CIAMPINO



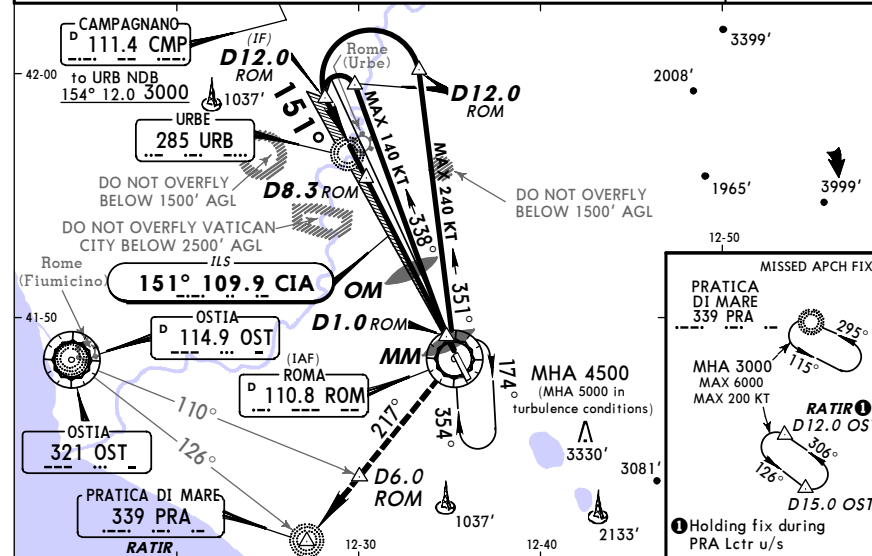
CHANGES: Notes transferred to 20-1P pages.

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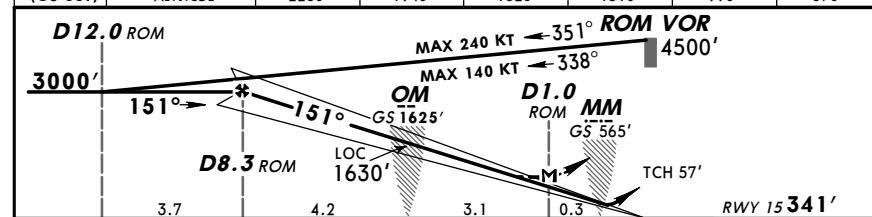
JEPPESEN
19 JAN 07 (21-1)

ROME, ITALY
ILS Z or LOC Z Rwy 15

BRIEFING STRIP	ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground	
	125.5		131.25		122.1 120.5		121.75	
	LOC CIA	Final ApcH Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 427'			
	109.9	151°	1625' (1284')		RWY 341'			
<p>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/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).</p>								
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 6000'		
<p>ROM DME REQUIRED.</p> <p style="text-align: right;">MSA ROM VOR</p>								



LOC	ROM DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2260'	1940'	1620'	1310'	990'	670'

[illegible]

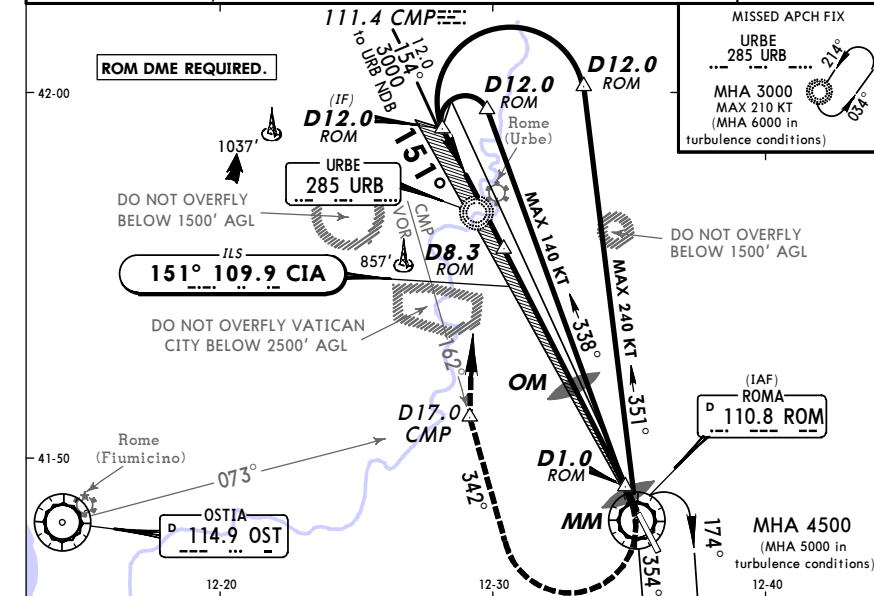
JAR-OPS		STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1		
ILS		LOC (GS out)				Not authorized East of airport		
DA(H) A: 700' (359') B: 710' (369')		C: 720' (379') D: 730' (389')		MDA(H) 750' (409')				
FULL		ALS out				Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	100	1100' (673')	1500m	
B			RVR 1000m		135	1200' (773')	1600m	
C			RVR 1000m	RVR 1800m	180	1700' (1273')	2400m	
D			RVR 1400m		RVR 2000m	205	1830' (1403')	3600m

1 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.

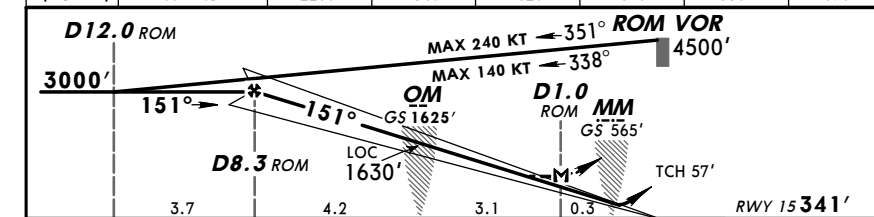
JEPPESEN
19 JAN 07 (21-2)

ROME, ITALY
ILS Y or LOC Y Rwy 15

ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
LOC CIA	Final Aptch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev	427'	
109.9	151°	1625' (1284')		RWY	341'	
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 VOR, then turn RIGHT to URB NDB.						
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 6000'		



LOC (GS out)	ROM DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2260'	1940'	1620'	1310'	990'	670'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<p>HIALS REIL PAPI</p> <p>as soon as possible</p>	<p>3000' on RT</p> <p>CMP 111.4 R-162</p> <p>185 K MAX</p>
<i>ILS GS 3.00° or LOC Desc Grad 5.2%</i>	377	484	538	646	753	861		
<i>MAP at D1.0 ROM</i>								

JAR-OPS		STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1	
ILS		LOC (GS out)				Not authorized East of airport	
DA(H)	A: 700' (359')	C: 720' (379')	MDA(H) 750' (409')		Max Kts	MDA(H)	VIS
FULL		ALS out		ALS out			
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	100	1100' (673')	1500m
B			RVR 1000m		135	1200' (773')	1600m
C			RVR 1400m	RVR 1800m	180	1700' (1273')	2400m
D				RVR 2000m	205	1830' (1403')	3600m

1 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.

LIRA/CIA
 CIAMPINO

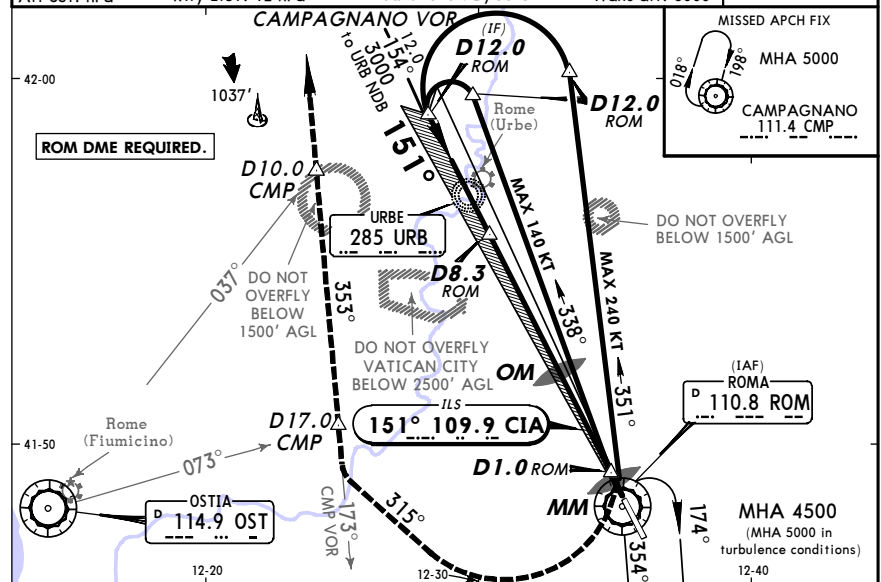
JEPPESEN
 19 JAN 07 (21-3)

ROME, ITALY
 ILS X or LOC X Rwy 15

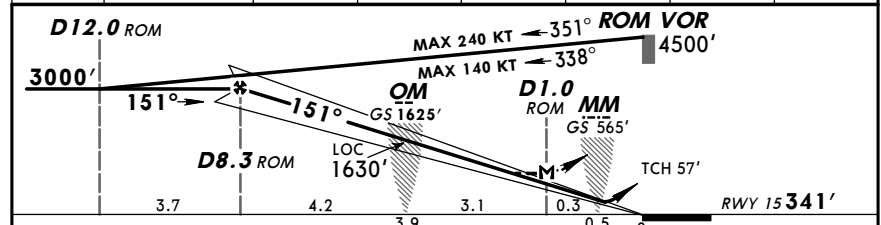
ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
LOC CIA	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 427'	RWY 341'	
109.9	151°	1625' (1284')				

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 D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'



LOC (GS out)	ROM DME ALTITUDE	6.0	5.0	4.0	3.0	2.0	1.0
		2260'	1940'	1620'	1310'	990'	670'



Gnd speed-Kts	70	90	100	120	140	160		as soon as possible	315°	185 KT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			RT	MAX

MAP at D1.0 ROM

JAR-OPS STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1			
ILS DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')				LOC (GS out) MDA(H) 750' (409')			
FULL				ALS out			
A	B	C	D	RVR 900m	RVR 1500m	RVR 1800m	RVR 2000m

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.

LIRA/CIA
 CIAMPINO

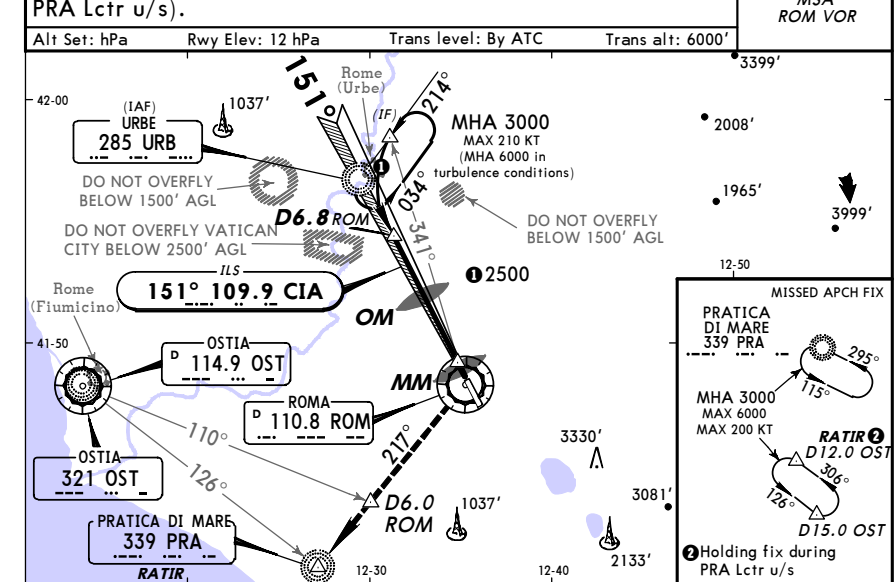
JEPPESEN
 19 JAN 07 (21-4)

ROME, ITALY
 ILS W or LOC W Rwy 15

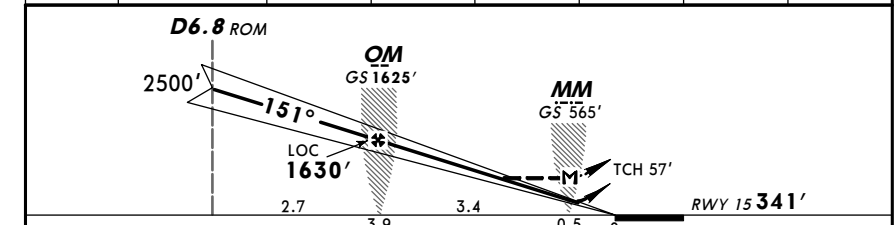
ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
LOC CIA	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 427'	RWY 341'	
109.9	151°	1625' (1284')				

MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-217 ROM VOR/037° to PRA Lctr (or RATIR if PRA Lctr u/s). Cross 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).

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'



LOC (GS out)	ROM DME ALTITUDE	6.0	5.0	4.0	3.0	2.0	1.0
		2260'	1940'	1620'	1310'	990'	670'



Gnd speed-Kts	70	90	100	120	140	160		as soon as possible	339°	185 KT
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861			RT	MAX

MAP at MM

JAR-OPS STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND 1			
ILS DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')				LOC (GS out) MDA(H) 750' (409')			
FULL				ALS out			
A	B	C	D	RVR 900m	RVR 1500m	RVR 1800m	RVR 2000m

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.

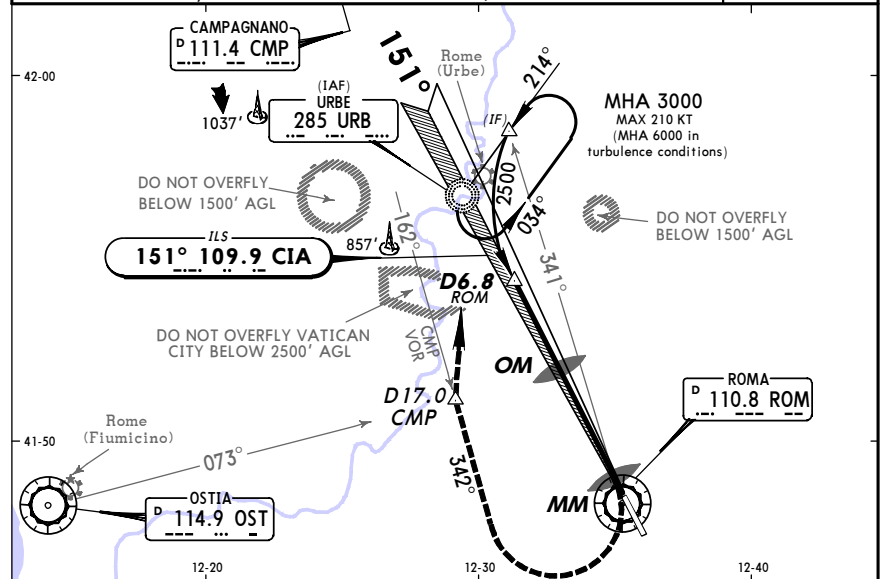
LIRA/CIA
CIAMPINO

JEPPESEN
19 JAN 07 (21-5)

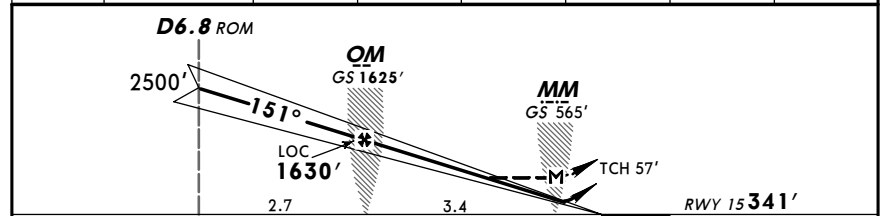
ROME, ITALY
ILS V or LOC V Rwy 15

BRIEFING STRIP	ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground	
	125.5		131.25		122.1	120.5	121.75	
	LOC CIA	Final Aptch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev	427'		
	109.9	151°	1625' (1284')		RWY	341'		
	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 VOR turn RIGHT to URB NDB.							
	Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 6000'	

MSA
ROM VOR



LOC	ROM DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2260'	1940'	1620'	1310'	990'	670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	3000'	CMP	185 KT
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861	REIL	PAPI	RT	111.4	MAX
MAP at MM											


JAR-OPS STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND 1					
ILS						LOC (GS out)					
DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')						MDA(H) 750' (409')					
FULL						ALS out					
RVR 800m						RVR 900m					
RVR 1200m						RVR 1000m					
RVR 1400m						RVR 1200m					
RVR 1600m						RVR 1400m					
RVR 1800m						RVR 1600m					
RVR 2000m						RVR 1800m					
RVR 2200m						RVR 2000m					

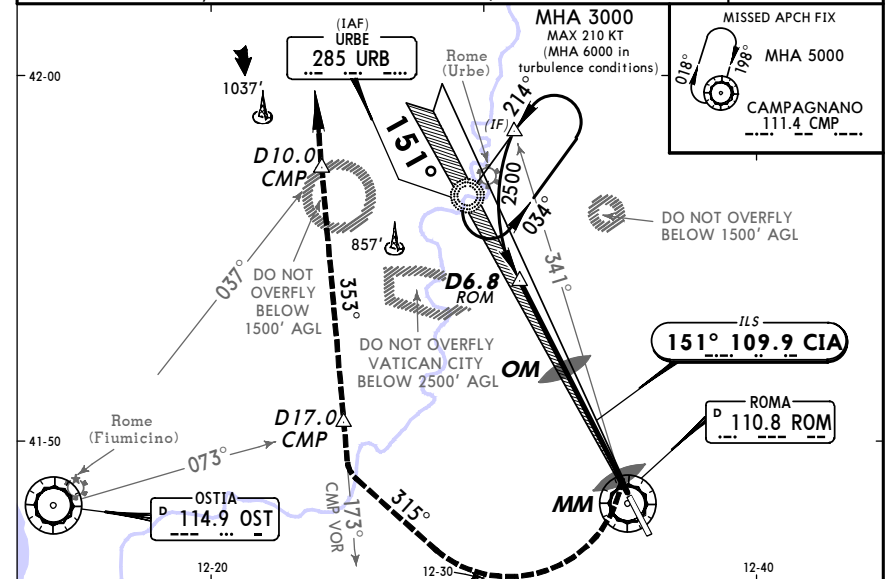
To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

LIRA/CIA
CIAMPINO

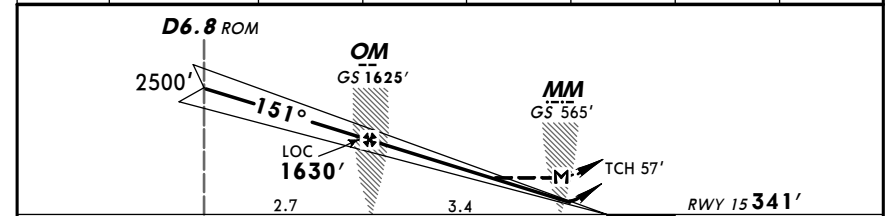
JEPPESEN
19 JAN 07 (21-6)

ROME, ITALY
ILS U or LOC U Rwy 15

BRIEFING STRIP™	ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground	
	125.5		131.25		122.1	120.5	121.75	
	LOC CIA	Final Aptch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev	427'		
	109.9	151°	1625' (1284')		RWY	341'		
	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 D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.							
	Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 6000'			



LOC	ROM DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2260'	1940'	1620'	1310'	990'	670'



3.9							0.5		0		
Gnd speed-Kts	70	90	100	120	140	160	<div><div></div><div>HIALS</div></div>		as soon as possible	315° RT	185 KT MAX
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	<div><div></div><div>REIL</div><div>PAPI</div></div>				
MAP at MM											

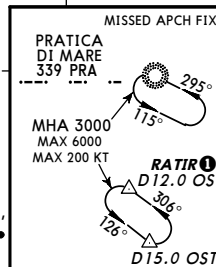
JAR-OPS STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND 1					
ILS						LOC (GS out)					
DA(H) A: 700' (359') C: 720' (379') B: 710' (369') D: 730' (389')						MDA(H) 750' (409')					
FULL						ALS out					
RVR 800m						RVR 900m					
RVR 1200m						RVR 1000m					
RVR 1400m						RVR 1200m					
RVR 1600m						RVR 1400m					
RVR 1800m						RVR 1600m					
RVR 2000m						RVR 1800m					
RVR 2200m						RVR 2000m					

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.

ROME, ITALY
VOR Z Rwy 15

BRIEF: 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/R-110 OSA VOR (290° OST NDB) at 2000' or above, then climbing to 3000' to PRA Lctr (or RATIR if PRA Lctr u/s).

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000
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BOM KOR



JAR-OPS	STRAIGHT-IN LANDING RWY 15	CIRCLE TO LAND 1
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Not authorized East of airport

Max K ₁₅	MDA(H)	VIS
100	1100' (673')	1500m
135	1200' (773')	1600m
180	1700' (1273')	2400m
205	1830' (1403')	3600m

1 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.

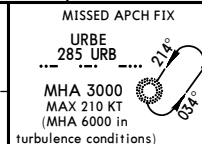
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ROME, ITALY
VOR Y Rwy 15

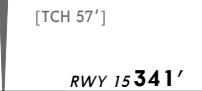
BRIEF MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on R-162
CMP VOR inbound climbing to 3000'. At D17.0 CMP/ R-073 OS
VOR turn RIGHT to URB NDB.

Alt Set: bPa	Rwy Elev: 12 bPa	Trans level: By ATC	Trans alt: 60
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Alt. Sel. In a	Rwy Elev. 12 In a	Trans level: By AIC	Trans alt. 00
111.4 CMRPT			



BOM KOR



JAR-OPS STRAIGHT-IN LANDING RWY 15 CIRCLE TO LAND 1

Not authorized East of airport

Max Kts	MDA(H)	VIS
100	1100' (673')	1500m
135	1200' (773')	1600m
180	1700' (1273')	2400m
205	1830' (1403')	3600m

1 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.

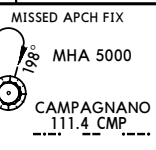
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PANS OPS 4

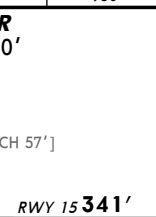
ROME, ITALY
VOR X Rwy 15

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 D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 6000
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	2.0
'	980'



315° RT	185 K MAX
------------	--------------

TO-LAND 1	
ized East of airport	
(H) _____	VIS _____
(673')	1500m
(773')	1600m
(1273')	2400m
(1403')	3600m

1 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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ROME, ITALY
VOR W Rwy 15

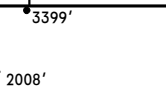
A diagram of a circular structure, possibly a well or a tank, with a diameter of 121.70'. The structure is divided into four quadrants by a vertical line and a horizontal line. The dimensions and angles are as follows:

- Top-left quadrant: 175' (vertical), 3800' (diagonal), 045° (angle between vertical and diagonal).
- Top-right quadrant: 8100' (horizontal), 270° (angle between horizontal and vertical).
- Bottom-right quadrant: 7100' (diagonal).
- Bottom-left quadrant: 175' (vertical), 3800' (diagonal), 045° (angle between vertical and diagonal).

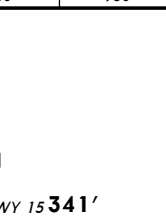
MSA

BRIEF 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/ 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).

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 600
ROM DME REQUIRED.			



0	2.0
10'	980'



ROM on 110.8 R-217	185 K MAX
--	---------------------

$A(H)$	VIS
(673')	1500m
(773')	1600m
(1273')	2400m
(1403')	3600m

1 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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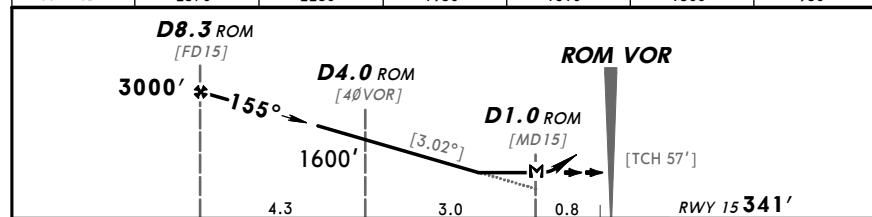
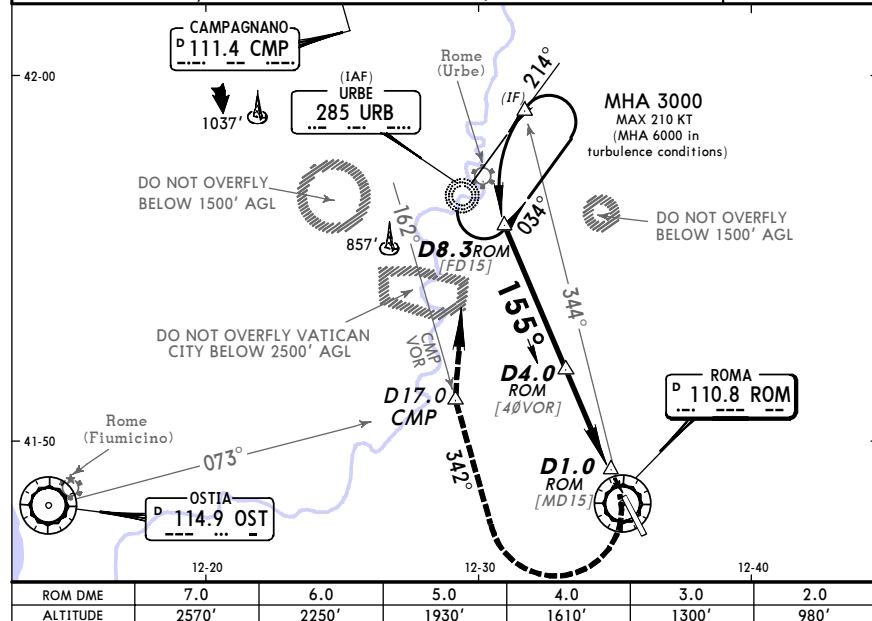
PANS OPS 4

LIRA/CIA
CIAMPINO

JEPPesen
19 JAN 07 (23-5)

ROME, ITALY
VOR V Rwy 15

ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
VOR ROM 110.8	Final Aptch Crs 155°	Minimum Alt D8.3 ROM 3000' (2659')	MDA(H) 750' (409')	Apt Elev 427'	RWY 341'	
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 VOR turn RIGHT to URB NDB.						 MSA ROM VOR
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	3000'	CMP	185 KT
Desc Grad 5.28% or Descent angle [3.02°]	374	481	534	641	748	855	REIL PAPI	as soon as possible	3000'	111.4	185 KT MAX
MAP at D1.0 ROM											

JAR-OPS				CIRCLE-TO-LAND 1			
STRAIGHT-IN LANDING RWY 15				Not authorized East of airport			
MDA(H) 750' (409')				Not authorized East of airport			
ALS out				Max Kts			
A RVR 900m				100 1100' (673') 1500m			
B RVR 1000m				135 1200' (773') 1600m			
C RVR 1400m				180 1700' (1273') 2400m			
D RVR 1800m				205 1830' (1403') 3600m			

1 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.

LIRA/CIA
CIAMPINO

JEPPesen
19 JAN 07 (23-6)

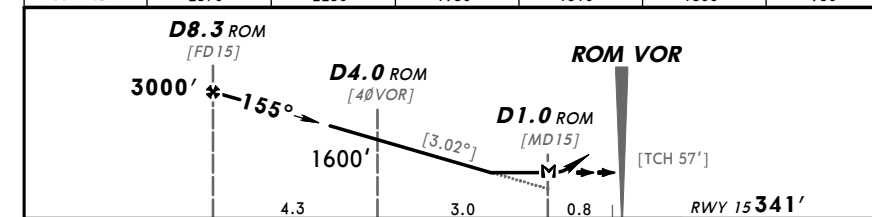
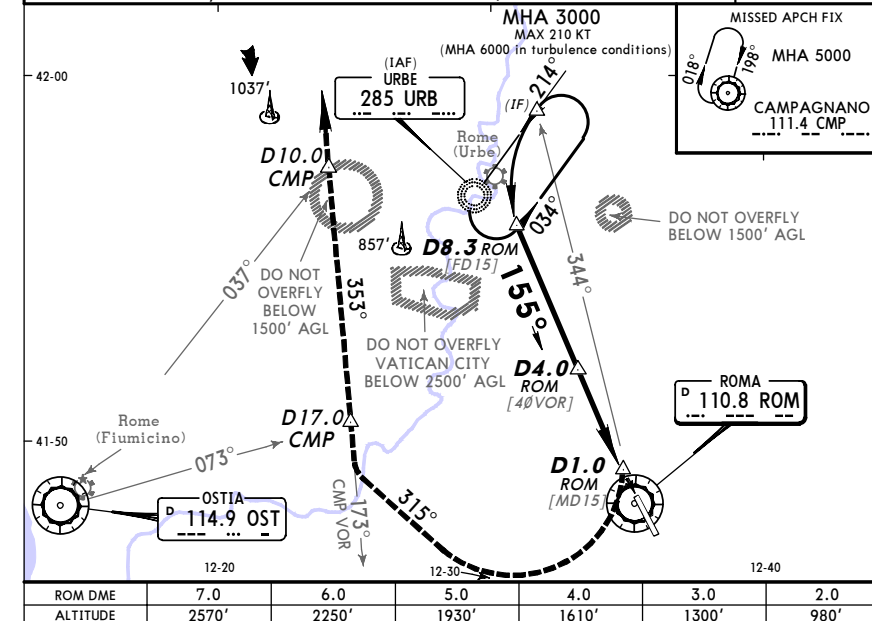
ROME, ITALY
VOR U Rwy 15

BRIEFING STRIP

ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
VOR ROM 110.8	Final Apt Crs 155°	Minimum Alt D8.3 ROM 3000' (2659')	MDA(H) 750' (409')	Apt Elev 427' RWY 341'		
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 D17.0 CMP at 3000' or above, cross D10.0 CMP at 5000' and proceed to CMP VOR.						
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 6000'

175°
3800'
7100'
045°

MSA
ROM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	315°	CMP	185 KT
Desc Grad 5.28% or Descent angle [3.02°]	374	481	534	641	748	855	REIL PAPI	as soon as possible	315°	111.4	185 KT MAX
MAP at D1.0 ROM											

JAR-OPS				CIRCLE-TO-LAND 1			
STRAIGHT-IN LANDING RWY 15				Not authorized East of airport			
MDA(H) 750' (409')				Not authorized East of airport			
ALS out				Max Kts			
A RVR 900m				100 1100' (673') 1500m			
B RVR 1000m				135 1200' (773') 1600m			
C RVR 1400m				180 1700' (1273') 2400m			
D RVR 1800m				205 1830' (1403') 3600m			

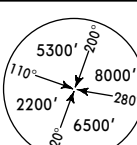
1 To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

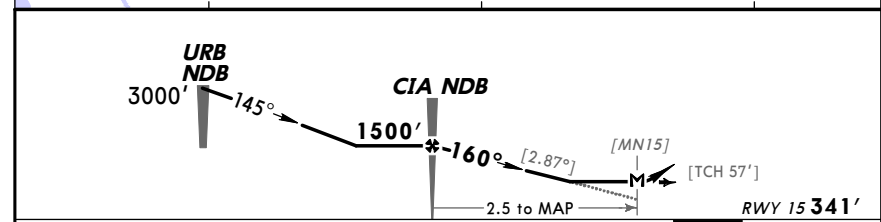
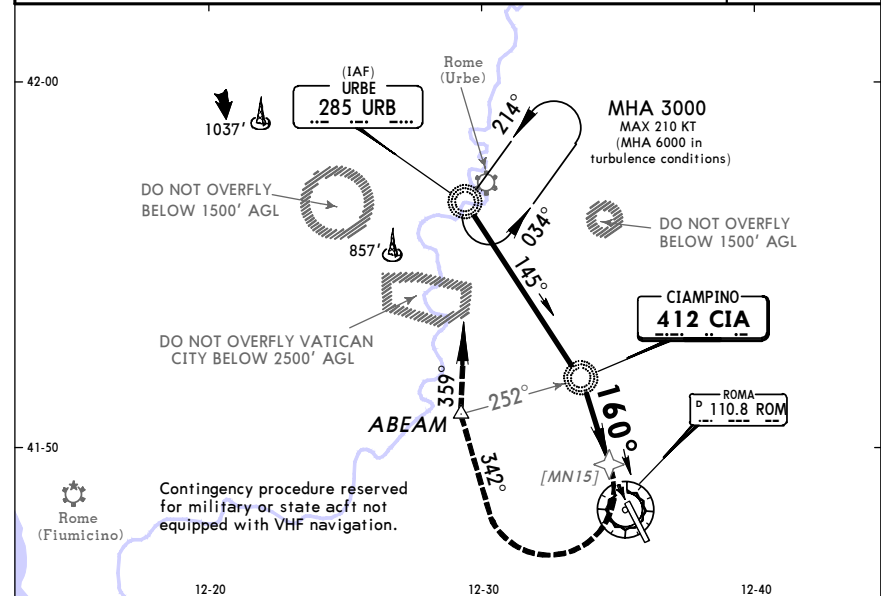
CHANGES: Communications. Descent angle. © JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

LIRA/CIA
CIAMPINO

JEPPESEN
19 JAN 07 (26-1)

ROME, ITALY
NDB Rwy 15

ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
NDB CIA 412	Final Apch Crs 160°	Minimum Alt CIA NDB 1500' (1159')	MDA(H) 1100' (759')	Apt Elev 427'	RWY 341'	
MISSED APCH: As soon as possible turn RIGHT (MAX 185 KT) on 342° climbing to 3000'. Cross ABEAM CIA NDB at 3000', then turn RIGHT on 359° to URB NDB.						
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'						MSA CIA NDB
Final approach track offset 10° from rwy centerline.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	3000'	342°	185 KT MAX
Desc Grad 5.01% or Descend angle [2.87°]	355	457	508	609	711	812	REIL PAPI				
CIA NDB to MAP	2.5	2:09	1:40	1:30	1:15	1:04	0:56				

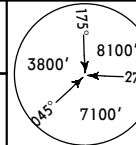
JAR-OPS				CIRCLE-TO-LAND I			
STRAIGHT-IN LANDING RWY 15				Not authorized East of airport			
MDA(H) 1100' (759')				Max Kts			
ALS out				MDA(H) VIS			
RVR 1200m				100 1100' (673') 1500m			
RVR 1400m				135 1200' (773') 1600m			
RVR 1800m				180 1700' (1273') 2400m			
				205 1830' (1403') 3600m			

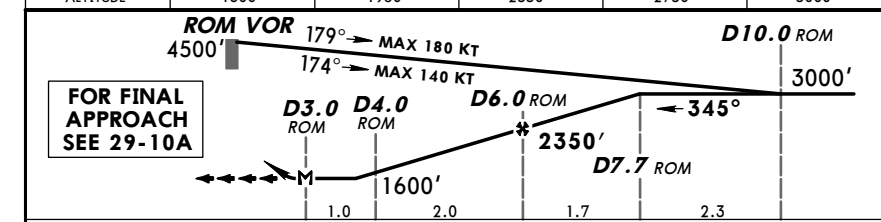
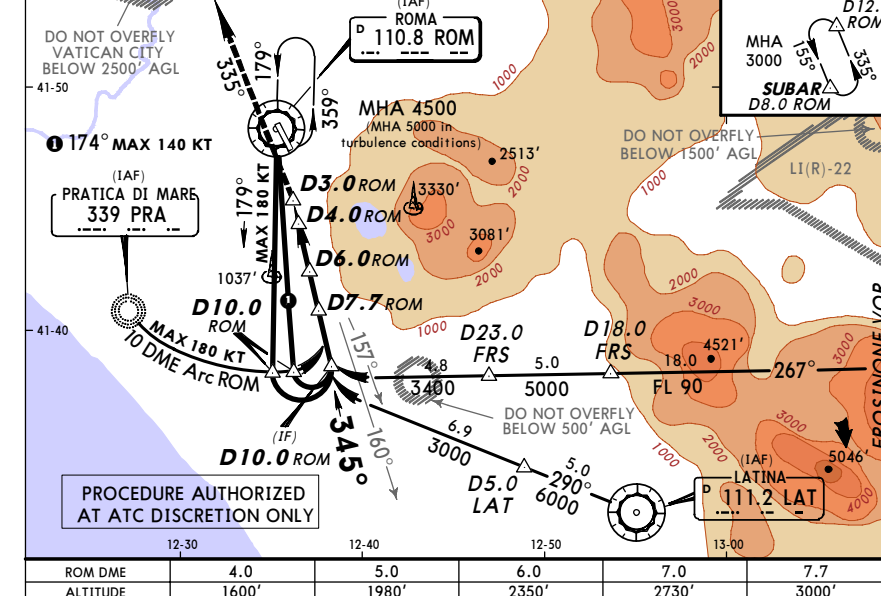
To Rwy 33: PAPI required; for pilots w/o airport familiarization - CEIL 1500', VIS 5.0km, DAY only; for pilots with airport familiarization at NIGHT - CEIL 1500', VIS 3.0km. Remain within D4.0 ROM.

LIRA/CIA
CIAMPINO

JEPPESEN
19 JAN 07 (29-10)

ROME, ITALY
CIRCLING VOR A Rwy 33

ROMA Arrivals (APP)		*ROMA Director (APP)		CIAMPINO Tower		*Ground
125.5		131.25		122.1	120.5	121.75
VOR ROM 110.8	Final Apch Crs 345°	Minimum Alt D6.0 ROM 2350' (1923')	MDA(H) 1350' (923')	Apt Elev 427'	RWY 427'	
MISSED APCH: Turn LEFT on R-335 ROM VOR climbing to 3000', direct to SUBAR.						
Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 6000'						MSA ROM VOR
1. ROM DME REQUIRED. 2. Final apch track offset 14° from Rwy centerline.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	as soon as possible	3000'	342°	185 KT MAX
Desc Grad 6.1%	432	556	618	741	865	988	REIL PAPI				
MAP at D3.0 ROM											

JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 15				Not authorized East of airport			
MDA(H) 1100' (759')				Max Kts			
ALS out				MDA(H) VIS			
RVR 1200m				100 1100' (673') 1500m			
RVR 1400m				135 1200' (773') 1600m			
RVR 1800m				180 1700' (1273') 2400m			
				205 1830' (1403') 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.

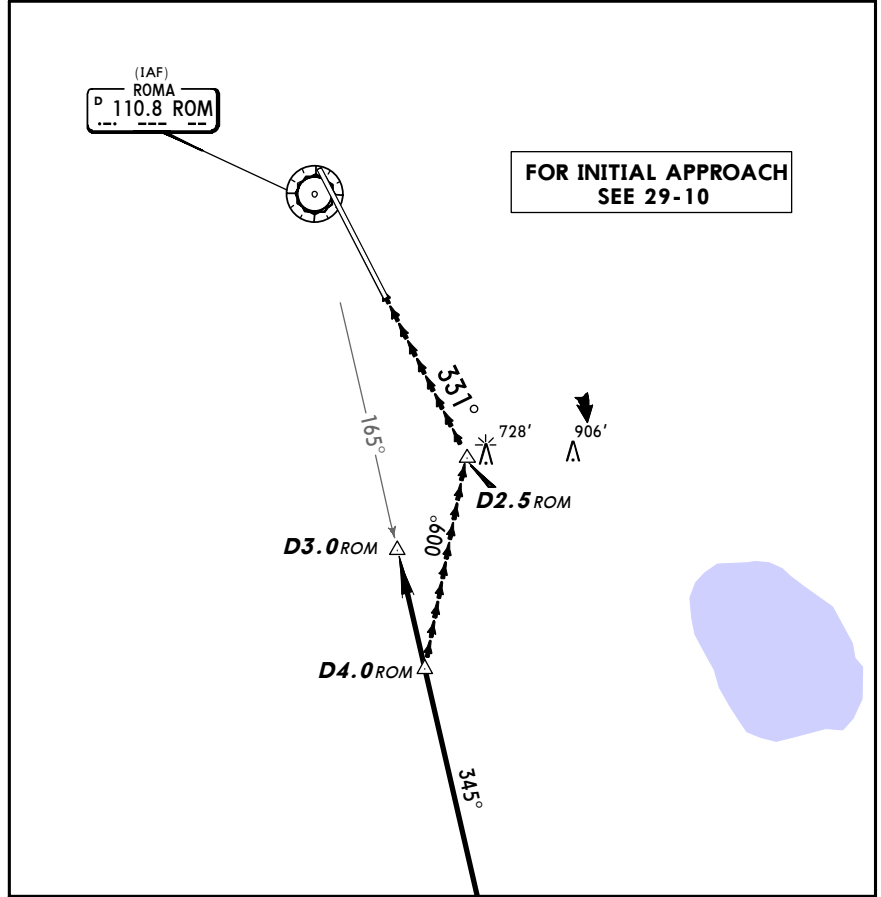
LIRA/CIA
CIAMPINO

19 JAN 07 **(29-10A)**

ROME, ITALY
CIRCLING VOR A Rwy 33

PREScribed TRACK FOR
VISUAL MANOEUVRING TO RWY 33

Apt Elev **427'**



PAPI and flashing lights indications mandatory.

Obstacle lights compulsory.

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

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.

JAR-OPS

CIRCLE-TO-LAND

CEILING REQUIRED

	Max Kts.	MDA (H)	VIS
A	100	1350' (923')	1500m
B	135	1350' (923')	1600m
C	180	1350' (923')	2400m
D	205	1350' (923')	3600m