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ΤΔΚΕ			tkof m	INIMA	
ΤΔΚΕ	NFF	RWY	В	C	D
IANE	V 11	15	0-400	0-400	0-400
		33	0-400	0-400	0-400

			В		C	D.	
IIS 15	CAT 1	710	(370) R800	720	(380) R800	730	(390) R800
All procedures	GP U/S	750	(410) R1000	750	(410) R1000	750	(410) R1400
	CIRC 1	1200	(800) 1600	1700	(1300) 2400	1900	(1500) 3600
	West only	(within I	DME 4 RC)M)			

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	VOR DME	750	(410) R1000	750	(410) R1000	750	(410) R1400
VURUIVIE 15	CIRC	1200	(800) 1600	1700	(1300) 2400	1900	(1500) 3600
All procedures							
	West only	(within I	DME 4 RO)M)			

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VUK A 33	CIRC 1	1400	(1000) 1600	1400	(1000) 2400	1400	(1000) 3600
(CIRCLING)	U West o	nly (withi	n DME 4	ROM)			

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ARRIVAL INFO 1	ARRIVAL INFO	2
AD HOURS	PARKING PROCEDURES	
H24 ATIS NIL SPEED RESTRICTIONS	 Apron AVBL during HJ +/- 3 ACFT must contact Ciampin Push-back compulsory for A All ACFT moving to/from at 2030) and with TWR 120.50 contact with push back oper 	0 min, except for a o apron 131.625 2 .CFT MAX wingsparea Golf must be 00 (2030-0600). De rator.
 When under radar control, if not otherwise instructed, reduce speed to: MAX IAS 210 when starting turn to intercept LLZ, VOR radial or NDB reading for final approaches; or at a distance of 12 NM from THR in case of staight in approach. MAX IAS 180 completing the intercepting turn or at distance of 8 NM from THR in case of straight in approach. MAX IAS 160 at a distance of 4 NM from THR. Different speed adjustments may be requested during intermediate approach. Speed adjustments of not more than +/- 20 kt, up to a minimum distance of 4 NM from THR. 	OTHER INFORMATION STARS - No STARs text published. - STAR LAT 3G (by ATC) may 1 1. departing from aerodrom 2. coming from other FIR or 3. coming from other FIR from	be planned by fligh es situated within u weekends om Monday to Frid
 NOISE ABATEMENT Civil ACFT not allowed between 2331-0600. The arrival routes are minimum noise abatement procedures. Between 2100-0600 RWY shall be vacated at the last (or at the next to the last) intersection available, whichever is convenient, except ACFT below 2000 kg MTOW or not equipped with reverse thrust system. The use of reverse thrust at a power higher than idle is permitted only for safety operational reasons. Use of APU Use of APU shall be limited at 20 minutes after arrival, and shall be kept to a minimum necessary in case of maintenance. IFR approach procedures ATC should not authorize descent for APCH below 3000 before the point in which the Glide Slope reaches 3000. Use delayed gear and flap extention and low-power/low-drag APCH procedure whenever possible, in compliance with safety requirements. FR approach procedures RWY 15 visual approaches shall be made at a slope not lower than the PAPI Glide Path. RWY 33, maintain the downwind leg altitude at 2000, and complete the final approach leg at a descent angle not lower than PAPI Glide Path. 	 Radio Navigation : NDB URB Rome TMA Inbound routes different from meteorological conditions. Normal clearance limits: CMP Holding patterns CAMPAGNANO holding patteries URBE holding pattern: MHA of Low visibility conditions Instrument APCH procedures a 800m. EAT In order to reduce radiotelephot than 15 minutes. Landing RWY 33 Landing RWY 33 allowed at foll Procedure VOR A RWY 33 provided tha a) Pilots not familiar with this 1. HR SR-30' - SS+30' ground visibility not ferentiation 	285 u/s beyond 8 n those shown or VOR/NDB, ROM V m: MHA over CMP ver URB 6000 in t llowed when RVR ony load, the EAT ovided that PAPI, t PAPI and THR lig e aerodrome (see are allowed to land ess than 5000 m. not allowed to land
 TAXI PROCEDURES Due to reduced separation BTN RWY 15/33 and TWY A, ACFT are not allowed on TWY A during final APCH and landing operations if visibility is less than 1500m and/or ceiling is less than 500ft (except only one ACFT at holding point AA when RWY 15 in use, or only one ACFT at holding point AF when RWY 33 in use). Taxilane SB: AVBL for ACFT with MAX wingspan 52 m, (ACFT with wingspan greater than 52 m and lower than 61 m allowed following TWR instructions). Taxilane SD: AVBL for ACFT with MAX wingspan 29 m. Taxilane SF: AVBL for ACFT with MAX wingspan 45 m. Taxilane SH, AH and TC: AVBL for ACFT with MAX wingspan 36 m. 	 b) Pilots who obtained aero 1. HR SR-30' - SS+30' CAT B ACFT : MDA CAT C ACFT : MDA CAT D ACFT : MDA 2. HR SS+30' - SR-30' ground visibility not Remark: aerodrome familiariz approved). Special VFR operations for la BWY 15 traffic circuit : right to 	drome familiarizat are allowed to land \ 1200 ft, ground v \ 1700 ft, ground v \ 1830 ft, ground v are allowed to la less than 3000 m. cation according t nding RWY 33 are

ARRIVAL INFO

Changes: NIL.

ITAL

- a) Stans 402 to 407 included proceed via TWY AG.
- b) Stand 408 proceed via TWY AH.

- ACFT authorized by airport, and with follow-me.
- 20 minutes before landing to receive parking info.
- an 52 m moving in stand 512.
- push out in radio contact with GND 121.750 (0600ouring push out operations, all ACFT must keep radio
 - hts:
 - Roma FIR.
 - day if operating at FL200 Mnm.
 - NM within sector 140°/190°.

in chart may be cleared depending on traffic or

- VOR and URB NDB.
- 6000 in turbulence conditions.
 - turbulence conditions.

not less than 550m or GND visibility not less than

is transmitted only when expected delay is more

- ALS and obstacle light compulsory.
- ights available and following conditions :
- remark) :
 - d RWY 33 with ceiling not less than 1500 and

d RWY 33.

tion (see remark) :

d RWY 33 with following minima:

visibility 1600 m.

- visibility 2400 m.
- visibility 3600 m.
- and RWY 33 with ceiling not less than 1500 and

to Company programs (Civil Aviation Authority

- not allowed

-

Preterential runway system	
- RWY 15 is the preferential RWY for LDG at all times	
ATC will use the above preferential BWY provided that	
. MAX 20 kt cross wind component.	
. MAX 15 kt cross wind component (when RWY wet).	
. MAX 10 kt cross wind component (when RWY contamined).	
Remark: if the RWY selected by ATC is not considered suitable for the involved operation, the pilot	
may request permission to use another RWY, in this case, the ACFT may be subject to	
delay.	
OMMUNICATION FAILURE	
ICAO STANDARD, and in addition :	
- Descent for landing shall be executed over URB NDB or ROM VOR (if URB u/s) .	
- In case of communication failure after URB or ROM in IMC proceed as follows :	
a) If no radar vector has been received and the ACFT is performing the instrument approach	
procedure, it shall proceed according to the prescribed procedure.	
b) If a radar vectors has been received so as to be carried out of the published procedure, it	
shall resume the route by the shortest way and comply with the mentioned procedure.	
nublished STAB and implement a "V" procedure (if LIBB NDB available) or a "7" procedure if	INTENTIONALLY
JIBB NDB unserviceable	
one need and one of the other ot	
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DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL).	LEFT BLANK
DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL).	LEFT BLANK
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DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL). RVR Reading Transmissometer position from THR:	LEFT BLANK
DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL). RVR Reading Transmissometer position from THR: RWY TDZ MID END 15 365 m (1198 ft) 1002 m (2288 ft) 1872 m (6142 ft)	LEFT BLANK
DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL). RVR Reading Transmissometer position from THR: RWY TDZ MID END 15 365 m (1198 ft) 1002 m (3288 ft) 33 325 m (1066 ft) 1195 m (3921 ft)	LEFT BLANK
DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL). RVR Reading Transmissometer position from THR: RWY TDZ 15 365 m (1198 ft) 1002 m (3288 ft) 1872 m (6142 ft) 33 325 m (1066 ft)	LEFT BLANK
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DDITIONAL COMPANY INFO Company frequency 131.900 : Charlie Fiume (SELCAL). RVR Reading Transmissometer position from THR: RWY TDZ 15 365 m (1198 ft) 1002 m (3288 ft) 1872 m (6142 ft) 33 325 m (1066 ft)	LEFT BLANK

ATIS NII START-UP PROCEDURES TWR: Ciampino 122.100-120.500 CLR: Ciampino Delivery 119.400 (by ATC) - Contact TWR 10 min prior to start engines. - Push-back compulsory for ACFT MAX wingspan 52 m moving out stand 512. - If push-back is necessary, following procedure is in force. a) pilot, before asking the start-up clearance to the TWR, must be sure to be ready to pushback procedure and that apron OPS are completed and the area for push-back is free. b) TWR will clear push-back and towing OPS until star-up point or taxilane under pilot's responsability and only upon request and receipt of star-up clearance from ACC. Above operations could be subject to delay due to prioritary needs of state. - All ACFT moving to/from area Golf must be push out in radio contact with GND 121.750 (0600-2030) and with TWR 120.500 (2030-0600). During push out operations, all ACFT must keep radio contact with push back operator. TAXI PROCEDURES Due to reduced separation BTN RWY 15/33 and TWY A, ACFT are not allowed on TWY A during final APCH and landing operations if visibility is less than 1500m and/or ceiling is less than 500ft (except only one ACFT at holding point AA when RWY 15 in use, or only one ACFT at holding point AF when RWY 33 in use). - Taxilane SB: AVBL for ACFT with MAX wingspan 52 m, (ACFT with wingspan greater than 52 m

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- and lower than 61 m allowed following TWR instructions).
- Taxilane SD: AVBL for ACFT with MAX wingspan 29 m.
 Taxilane SF: AVBL for ACFT with MAX wingspan 45 m.
- Taxilane SF: AVBL for ACFT with MAX wingspan 45 m.
 Taxilane SH. AH and TC: AVBL for ACFT with MAX wingspan 36 m.
- Taxilane TD AVBL for ACFT with wingspan 36 m:
 a) Stans 402 to 407 included proceed via TWY AG.
 b) Stand 408 proceed via TWY AH.

NOISE ABATEMENT

DEPARTURE INFO

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reserved. ATLAS/AFR for AZA

- BTN 2300-0600, power-back operations are not permitted for any reasons.
- Apply noise abatement TKOF technique as per Airplane Operations Manual.
- Civil ACFT not allowed between 2331-0600.
- SIDs are minimum noise abatement routes.

Preferential RWY

- RWY 15 BTN 0601/2300 LT - BWY 33 BTN 2301/0600 LT.
- This procedure is not applicable
- With tail wind component exceeding 7 kt
- For particular meteorological reasons
- on pilot's request, for safety reasons due to ACFT performances
- For ATC purposes

DEPARTURE INFO

2

Use of APU

- Use of APU shall be limited to 60 minutes prior to scheduled departure time
- Kept to a minimum necessary for maintenance reasons.

Run-up test

- Run-up test (other than pre-take off run-up) may be carried out BTN 0700-1300 and 1600-1900.
- Run-up test are not permitted BTN 2100-0600.
- Engine run-up operations shall be carried out on TWY A, BTN TWY AE and AF, against wind, and when wind is calm, with the engine blast towards Via Dei Laghi.

OTHER INFORMATION

Preferential runway system

- RWY 15 is the preferential RWY for TKOF (except BTN 2301/0600 LT see chapter Noise Abatement).
- ATC will use the above preferential RWY provided that
 - . MAX 20 kt cross wind component.
 - . MAX 15 kt cross wind component (when RWY wet).
 - . MAX 10 kt cross wind component (when RWY contamined).
- **Remark:** if the RWY selected by ATC is not considered suitable for the involved operation, the pilot may request permission to use another RWY, in this case, the ACFT may be subject to delay.

PRA VORDME unserviceable

When PRA VORDME u/s, all SIDs for PRA suspended, and replaced by ATC routings.

Radio Navigation

NDB URB 285 u/s beyond 8 NM within sector 140°/190°.

COMMUNICATION FAILURE

ICAO STANDARD, and in addition:

- When under radar vectoring if vector has been received which has taken the ACFT off the SID, pilots must return to such a procedure by the most direct way and comply with the ICAO procedure in force.

ADDITIONAL COMPANY INFO

Company frequency 131.900 : Charlie Fiume (SELCAL).

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Changes: VAR





Changes: VAR











LIRA/CIA

DEPARTURES RWY 33

BY ATC

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© soc	SIDs RWY 15	1		
iété Air France, 1998, all rights reserved	ALL SIDS - When possible, C in order to combin - Due to obstacless the RWY. - Clearances via S - Clearances via S - MAX IAS 210 du lesser bank.	RWY 15 (150°) CIAMPINO SID will be followed by one of the SIDs pub e the related flights to the exit routes shown for Fiumi s located south east of the airport, it is suggested to s GID OSTIA will be followed by a second SID, according GID URBE and PRATICA shall be followed by detailed ring turns, bank angle 25° or rate of turn not less than		
d. A	SID	ROUTING	Climb restrictions	
LTLAS/AFF	OSTIA 5A (OST 5A)	After take-off, RT to intercept 284° (R104) to OST.	Cross DME 8 OST at 3000 Mnm , OST at 5000 and maintain until further ATC clearance.	
R for AZA	OSTIA 5B (OST 5B)	After take-off, RT on 307° to intercept 267° (R087) to OST.	Cross R087 OST at 2000 Max , cross DME 7 OST at 3000 , OST at 5000 .	INTENTIONNALLY
	OSTIA 5C (OST 5C)	After take-off, RT on 341° (R161 CMP). At DME 17 CMP, LT on 244° (R064) to OST.	Cross R087 OST at 2000 Mnm , DME 17 CMP at 3000 , MAGLI at 3000 , AKILI at 4000 , OST at 5000 and maintain until further ATC clearance.	LEFT BLANK
F	PEMAR 5A	After take-off, RT to PRA. LT on 080° (from PRA) to intercept R358 LAT to PEMAR.	Cross PRA at 6000 Mnm , R349 LAT at FL 80 Mnm , PEMAR at FL 120 Mnm .	
	PRATICA 5A (PRA 5A)	After take-off, RT to PRA.	Cross PRA by ATC.	
F	URBE 5A (URB 5A) Ø	After take-off, RT on 341° (R161 CMP). At DME 17 CMP, RT to URB.	Cross R087 OST at 2000 Mnm , DME 17 CMP at 3000 , URB at 3000 .	
ITAL	 ACFT shall By ATC dis 	adhere strictly to described profile. cretion only.		

SIDs RWY 15

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Changes:QFU

© soc	SIDs RWY 3	3			2						SIDs RWY 33	3
iété Air				RV	VY 33 (3:	30°)						RWY 33 (330°
France, 1998, all ri	ALL SIDS - When possible in order to comb -Clearances via -Clearances via -MAX IAS 210 d	, CIAMF bine the SID OS SID UF luring tu	PINO SID wi related fligh STIA will be RBE and PR. urns, bank a	ill be follow hts to the e followed b ATICA sha ingle 25° o		URBE 5B (URB 5B) • URBE 5C	On 338° to CIA. On 325° to URB.					
rights re	lesser bank. -Minimum climb gradient 300 ft/NM (5%) up to 2000 . For corresponding rate of climb, see table below:										(URB 5C)	
eserv		Climb	Gradient	GS - kt					7			
'ed. /		%	ft/NM	150	180	210	240	270				
ALTLAS/AF		5	304	800	1000	1100	1300	1400				
	SID ROUTING							nb restric	tions		By ATC dis	scretion only.
R for AZA	OSTIA 5D (OST 5D) On 338° to CIA.			LT on 244° (R064) to OS	л.	Cros DME MAG AKIL OST furth	Cross CIA at 2000 Mnm , DME 13 OST (R156 CMP) at 3000 , MAGLI at 3000 , AKILI at 4000 , OST at 5000 and mantain until further ATC clearance.				
	OSTIA 5E (OST 5E) O	OSTIA 5E (OST 5E) On R331 ROM to DME 4 ROM, LT on 244° (R064) to OST. O PRATICA 5B (PRA 5B) On 338° to CIA. LT on 187° to PRA.						s DME 4 RC 12 OST (Ri LI at 3000 , I at 4000 , at 5000 a er ATC clea	DM at 2000 Mnm , D64 OST) at 3000 , and mantain until rance.			
	PRATICA 5B (PRA 5B)							Cross CIA at 2000 Mnm , R097 OST at 3000, PRA by ATC. Cross DME 4 ROM at 2000 Mnm , R097 OST at 3000, PRA by ATC.				
	PRATICA 5C (PRA 5C) • • • • • • • • • • • • •				Cros R097 PRA							
ITAI	• By ATC c	liscretic	on only.									

Changes: QFU

SIDs RWY 33

Cross CIA at **2000 Mnm** , URB at **3000**.

URB at 3000.

Cross DME 4 ROM at 2000 Mnm ,

RWY 33 (330°) (cont'd)

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LIRA/CIA

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Changes: VAR, Missed APCH text, LDA



©ATLAS/AFR for AZA





Changes: INS coordinates.

Changes: NIL.

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