

Page 1

Changed chart(s) since Disc 04-2007

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2007

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EDFC

Chart NOTAMs for Airport LIRN

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Service hours of NAPLES Ground on 121.9MHz changed to PTO.

No Chart NOTAMs for Airport LIRM

General Info

Aschaffenburg, DEU

N 49° 56.3' E 09° 03.8' Magnetic Variation: 0.0°W

Elevation: 410'

Public, VFR, Landing Fee, Rotating Beacon,

Customs availble on a restrcted basis

Pattern Altitude: 990 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08-26 2756' x 66' asphalt

Runway 08 (79.0°M) TDZE 410'

Lights: Edge

Displaced Threshold Distance 614'

Runway 26 (259.0°M) TDZE 410'

Lights: Edge

Right Traffic

Displaced Threshold Distance 446'

Communications InfoAschaffenburg Information **132.425** At or below 3000' Out to 15 mi. AFIS Non-English**Notebook Info****General Info**

Naples, ITA

N 40° 53.1' E 14° 17.4' Magnetic Variation: 1.9°E

Elevation: 294'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 06-24 8622' x 148' maca

Runway 06 (56.0°M) TDZE 284'

Lights: Edge, ALS

Right Traffic

Displaced Threshold Distance 1309'

Runway 24 (236.0°M) TDZE 242'

Lights: Edge, ALS

Right Traffic

Displaced Threshold Distance 623'

Communications InfoATIS **135.975**Naples Tower **118.5**Naples Tower **384.25** MilitaryNaples Tower **257.8** MilitaryNaples Tower **243.4** MilitaryNaples Ground Control **121.9**Naples Ground Control **384.25** MilitaryNaples Operation Ramp/Taxi Control **131.675** MFGesac Ramp/Taxi Control **131.875**Naples Approach Control **124.35**Naples Approach Control **120.95**Naples Approach Control **261.05** MilitaryNaples Radar **124.35**Naples Radar **261.05** MilitaryNaples Director (Approach Control Radar) **120.95**Naples Director (Approach Control Radar) **385.75** Military**Notebook Info**

JEPPesen

19 APR 02

(10-1R)

RADAR
NAPLES, ITALY



LIRN/NAP
CAPODICHINO

JEPPesen

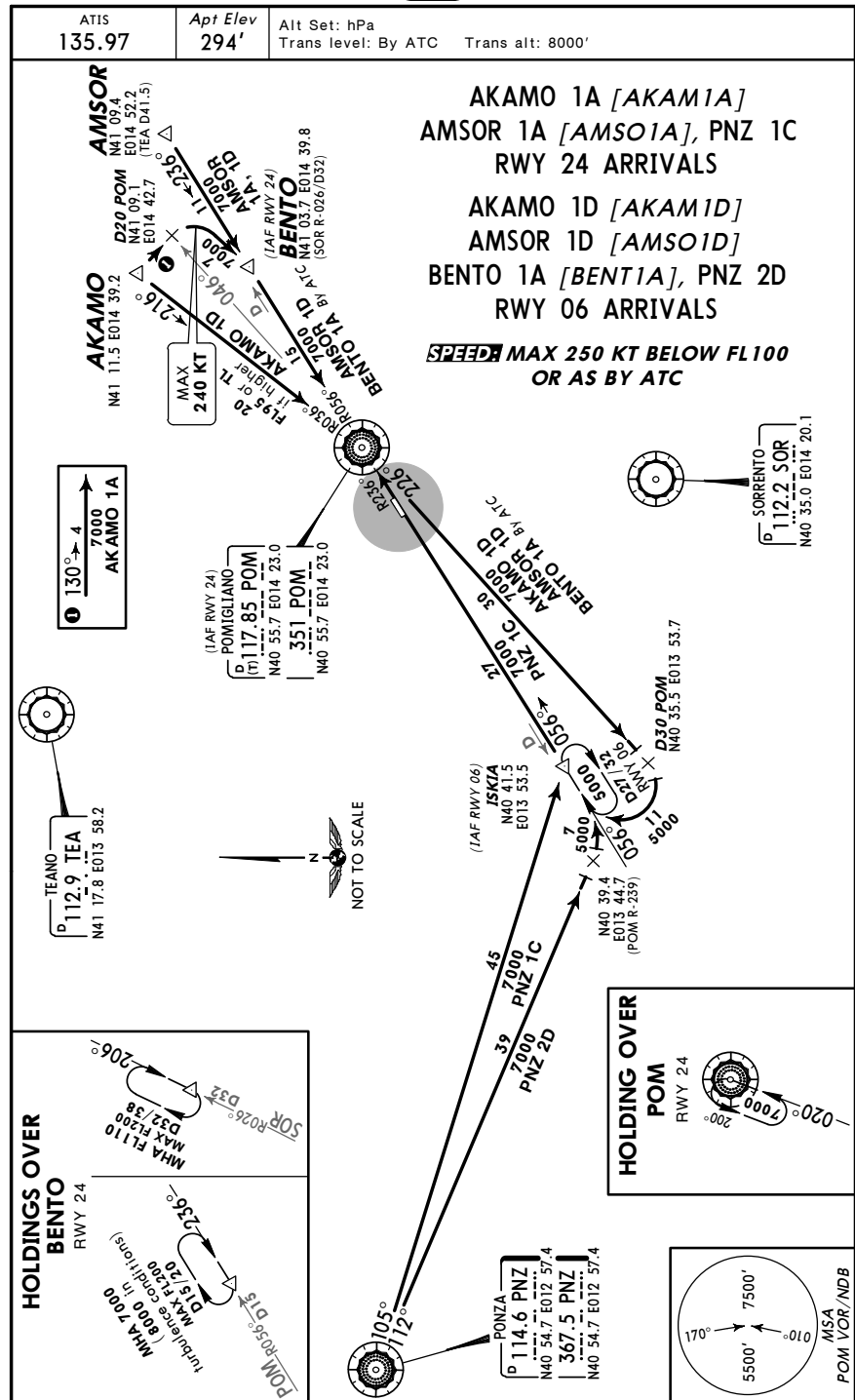
17 NOV 06

(10-2)

Eff 23 Nov

NAPLES, ITALY

STAR

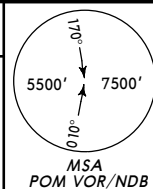


LIRN/NAP
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JEPPESSEN
 6 OCT 06 (10-3A)

NAPLES, ITALY
SID

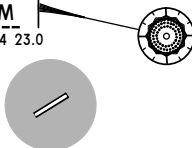
Apt Elev 294'
 Trans level: By ATC Trans alt: 8000'



**AGNIS 6C [AGNI6C], DELER 6A [DELE6A]
 EDOPA 6A [EDOP6A], ISKIA 6A [ISKI6A]
 RWYS 06, 24 DEPARTURES**



POMIGLIANO
 D 117.85 POM
 N40 55.7 E014 23.0
 351 POM
 N40 55.7 E014 23.0



ISKIA
 N40 41.5 E013 53.5
 At or above
FL100

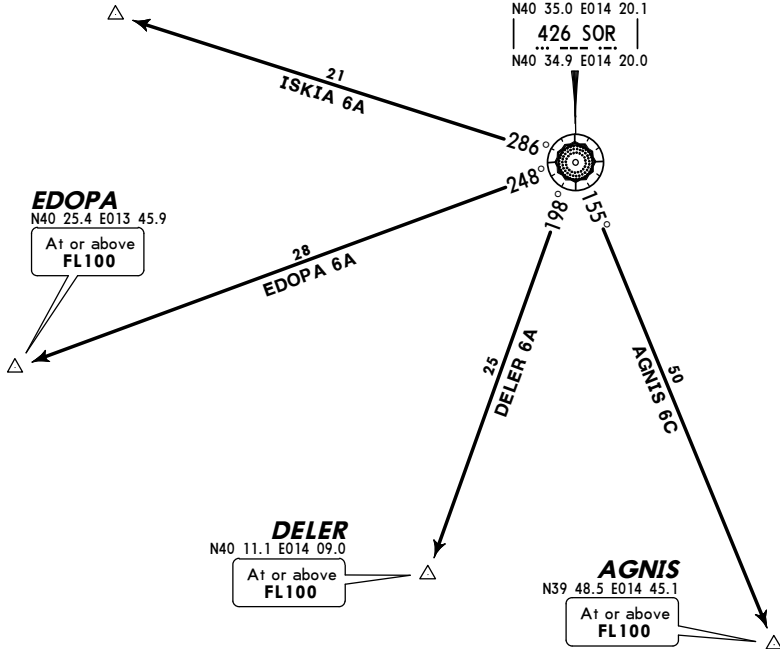
SORRENTO
 D 112.2 SOR
 N40 35.0 E014 20.1
 426 SOR
 N40 34.9 E014 20.0



EDOPA
 N40 25.4 E013 45.9
 At or above
FL100

DELER
 N40 11.1 E014 09.0
 At or above
FL100

AGNIS
 N39 48.5 E014 45.1
 At or above
FL100



Rwy 06: Execute turns after initial climb with MAX 230 KT.

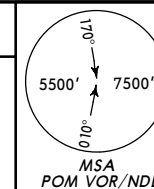
SID	ROUTING
AGNIS 6C	At SOR turn LEFT, SOR R-155 to AGNIS.
DELER 6A	At SOR turn RIGHT, SOR R-198 to DELER.
EDOPA 6A	At SOR turn RIGHT, SOR R-248 to EDOPA.
ISKIA 6A	At SOR turn RIGHT, SOR R-286 to ISKIA.

LIRN/NAP
CAPODICHINO

JEPPESSEN
 21 JUL 06 (10-3B)

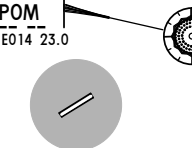
NAPLES, ITALY
SID

Apt Elev 294'
 Trans level: By ATC Trans alt: 8000'



**MALOG 6A [MALO6A], PEVIR 6A [PEVI6A]
 POLIT 6A [POLI6A]
 RWYS 06, 24 DEPARTURES**

POMIGLIANO
 D 117.85 POM
 N40 55.7 E014 23.0
 351 POM
 N40 55.7 E014 23.0



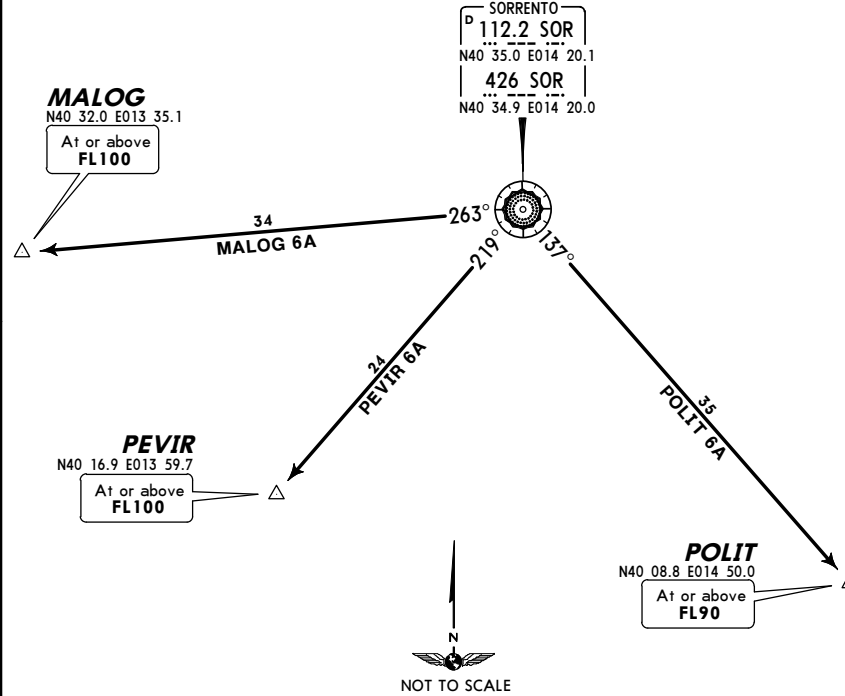
MALOG
 N40 32.0 E013 35.1
 At or above
FL100

SORRENTO
 D 112.2 SOR
 N40 35.0 E014 20.1
 426 SOR
 N40 34.9 E014 20.0



PEVIR
 N40 16.9 E013 59.7
 At or above
FL100

POLIT
 N40 08.8 E014 50.0
 At or above
FL90



Rwy 06: Execute turns after initial climb with MAX 230 KT.

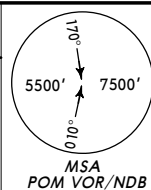
SID	ROUTING
MALOG 6A	At SOR turn RIGHT, SOR R-263 to MALOG.
PEVIR 6A	At SOR turn RIGHT, SOR R-219 to PEVIR.
POLIT 6A	At SOR turn LEFT, SOR R-137 to POLIT.

LIRN/NAP
 CAPODICHINO

JEPPESEN
 21 JUL 06 (10-3C)

NAPLES, ITALY
 SID

Apt Elev 294'
 Trans level: By ATC Trans alt: 8000'



TEA 6A, TEA 6C
 RWYS 06, 24 DEPARTURES
 TEA 6B
 RWY 06 DEPARTURE

TEANO
 P 112.9 TEA
 N41 17.8 E013 58.2
 316 TEA
 N41 17.8 E013 58.3
 At or above
 FL110

VOLTU
 N41 11.7 E014 05.1
 TEA 6B
 At or above
 6000'

D15 TEA
 TEA 6B
 At or above
 4500'

POMIGLIANO
 P (M) 117.85 POM
 N40 55.7 E014 23.0
 351 POM
 N40 55.7 E014 23.0
 TEA 6A, 6C
 At or above
 FL100
 or TL if higher
 TEA 6B
 At or above
 1500'



SORRENTO
 P 112.2 SOR
 N40 35.0 E014 20.1
 426 SOR
 N40 34.9 E014 20.0

MALFI
 N40 35.3 E014 37.2
 At or above
 8000'

Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
TEA 6A	06, 24	At SOR turn LEFT, intercept SOR R-004 to POM, POM R-318 to TEA. Before passing SOR the LEFT turn to POM may be executed, when ATC clearance received and aircraft has crossed 6000' climbing.
TEA 6B By ATC	06	At POM turn LEFT, intercept POM R-318 to TEA.
TEA 6C	06, 24	At SOR turn LEFT, intercept SOR R-086 to MALFI, turn LEFT, intercept POM R-138 inbound to POM, then proceed to TEA.

LIRN/NAP
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JEPPESEN
 12 AUG 05 (10-4)

NAPLES, ITALY
 NOISE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)
 WINTER : LT minus 1 HOUR = UTC (Z)

PREFERENTIAL RUNWAY

CAT D aircraft and all other aircraft unable to perform published initial climb procedure from runway 24 are requested to take-off from runway 06, according to traffic requirements.

Runway 06 is the preferred take-off runway.
 Between 0500-2200LT (summer: 0600-2300LT) all scheduled aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2, without compromising operative safety conditions, have to use runway 06 for departures.

ARRIVALS

Except for aerodrome traffic pattern and final landing phases, jet aircraft executing visual approach shall avoid to overfly Naples below 5000' as follows:

- sector 120°/210° from ARP within 5 NM
- sector 210°/270° from ARP within 8 NM.

Recommended speeds for radar vectored aircraft:

- If not otherwise instructed aircraft shall reduce their speed to:
- 250 KT at or below FL100
 - 200 KT starting turn to intercept ILS/LLZ or appropriate radial (in case of VOR runway 06/24 final approach) or at a distance of 12 NM from threshold
 - 180 KT completing intercepting turn or at a distance of 9 NM from threshold
 - 160 KT at a distance of 5 NM from threshold.

Furthermore NAPLES Radar may request pilots:

- to adjust speed in a specific manner during the intermediate approach
- speed adjustment of not more than ± 20 KT if aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from threshold.

DEPARTURES

Jet aircraft shall comply with initial climb and SID procedures until passing 5000'.

NIGHTTIME RESTRICTION

Between 2200-0500LT (summer: 2300-0600LT) charter flights are prohibited, except they are cleared by the Aerodrome's Management.
 Between 2200-0500LT (summer: 2300-0600LT) it is compulsory for landing aircraft to use the available runway length to reach the apron.

REVERSE THRUST

The use of reverse above idle is prohibited for landing aircraft, except for safety reasons.

RUN-UP TESTS

Between 1300-1500LT (summer: 1400-1600LT) and 2200-0500LT (summer: 2300-0600LT) engine tests are forbidden except for those of immediate use.

AUXILIARY POWER UNITS (APUs)

APU can be started up to 60 minutes before EOBT and must be switched off 20 minutes after arrival. Exceptions must be cleared in advance.

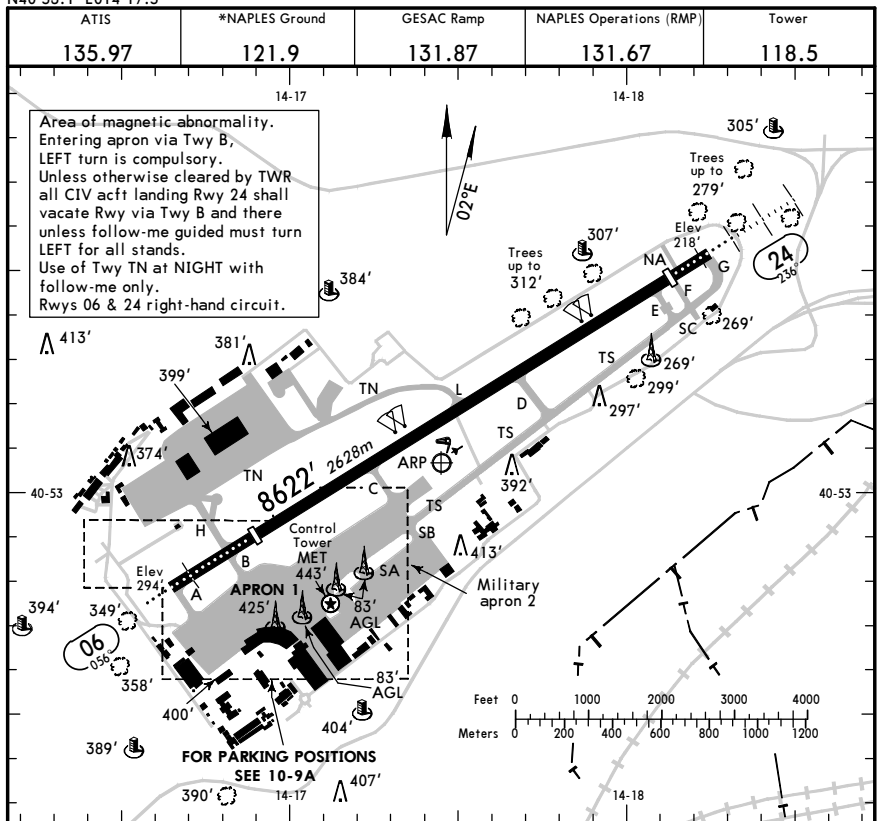
LIRN/NAP

Apt Elev 294'
 N40 53.1 E014 17.5

JEPPesen
 24 NOV 06 (10-9)

NAPLES, ITALY

CAPODICHINO



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				TAKE-OFF	WIDTH	
	LANDING		BEYOND				
	Threshold	Glide Slope					
06	HIRL (60m)	HIALS	PAPI (angle 3.50°)	CGL	7313' 2229m	6334' 1931m	148'
24	HIRL (60m)	HIALS	PAPI (angle 3.33°)	RVR	7999' 2438m	7516' 2199m	45m

JAR-OPS		TAKE-OFF
		All Rwys
A		
B		
C		
D		RVR 700m

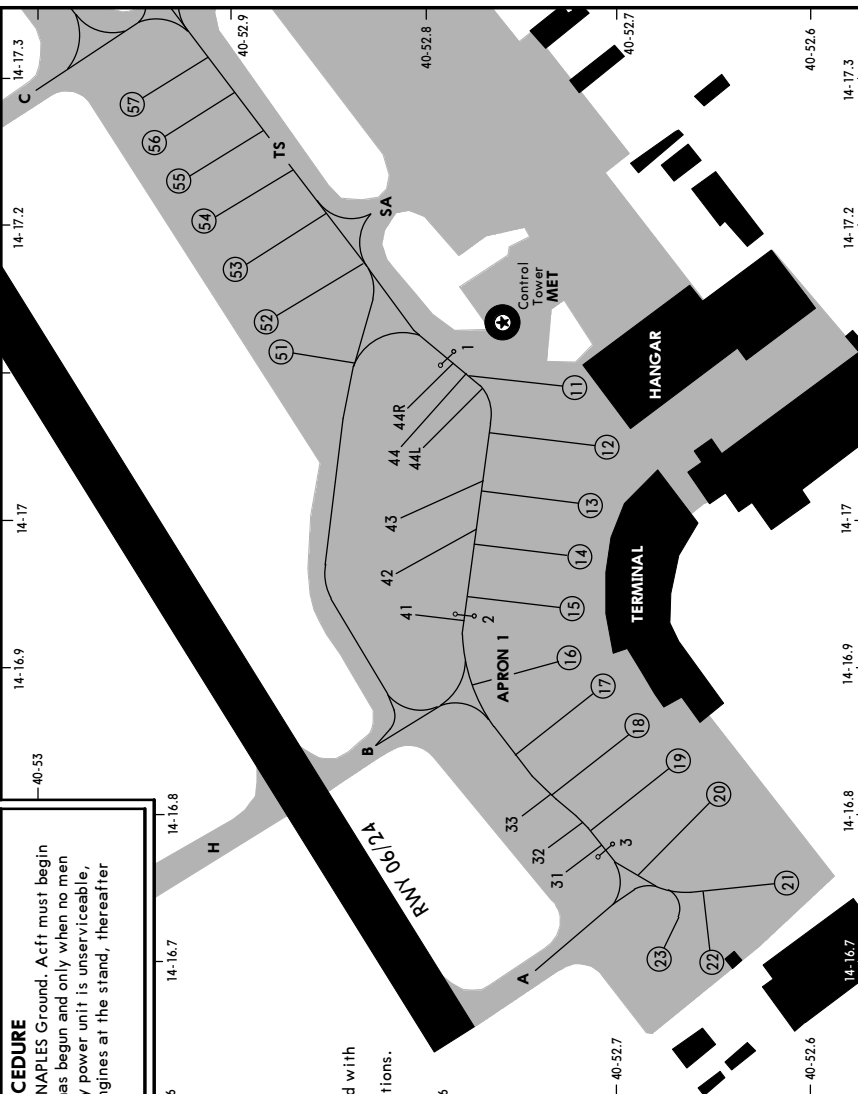
LIRN/NAP

Apt Elev 294'
 N40 53.1 E014 17.5

JEPPesen
 24 NOV 06 (10-9A)

NAPLES, ITALY

CAPODICHINO



PUSH-BACK PROCEDURE
 Pilots must request start-up clearance at NAPLES Ground. Acft must begin start-up procedures only when push-back has begun and only when no men and equipment are in the area. If auxiliary power unit is unserviceable, acft can start-up, but no more than two engines at the stand, thereafter acft can begin push-back procedures.

- LEGEND**
- 31 Parking stand (self-maneuvring)
 - (11) Push-back stand

Movements on parking areas to be executed with caution and with reduced engine power.
 For stand allocation contact NAPLES Operations.

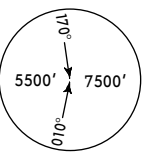
INS COORDINATES	STAND No.	COORDINATES
11	N40 52.7	E014 17.1
12 thru 14	N40 52.7	E014 17.0
15 thru 18	N40 52.7	E014 16.9
19, 20	N40 52.7	E014 16.8
21	N40 52.6	E014 16.8
22, 23	N40 52.7	E014 16.7
31, 32	N40 52.7	E014 16.8
33	N40 52.8	E014 16.8
41	N40 52.8	E014 16.9
42 thru 44L	N40 52.8	E014 17.0
44R	N40 52.8	E014 17.1
51, 52	N40 52.9	E014 17.1
53 thru 55	N40 52.9	E014 17.2
56, 57	N40 52.9	E014 17.3

LIRN/NAP
 CAPODICHINO

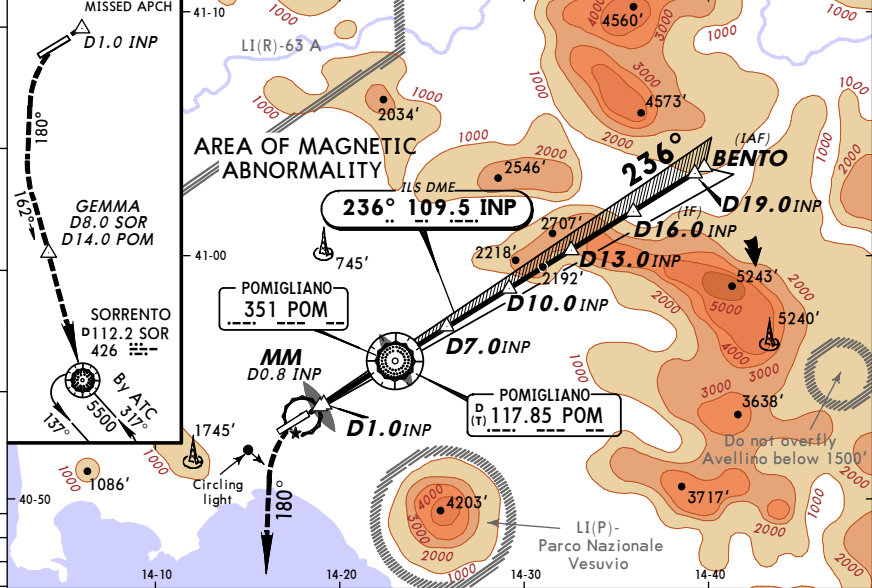
JEPPESEN
 23 APR 04 (1-1)

NAPLES, ITALY
 ILS-Papa Rwy 24

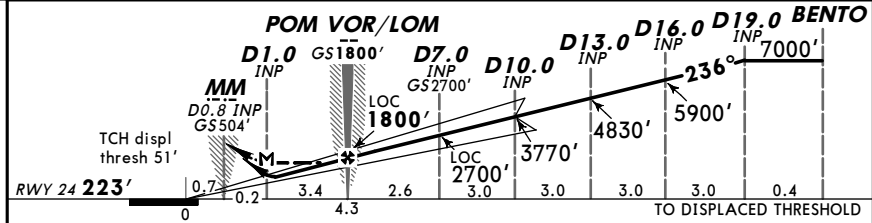
ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294'		RWY 223'	



MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.



LOC (GS out)	INP DME ALTITUDE	2.0 940'	3.0 1300'	4.0 1650'	5.0 2000'
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Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient 5.8%	418	538	598	717	837	956

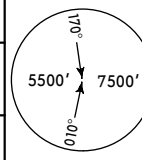
JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MDA(H) 700' (477')	
FULL	ALS out	Max Kts	MDA(H) VIS
A	RVR 900m	RVR 1200m	RVR 1400m RVR 1500m 100 1200' (906') 1500m
B			RVR 1500m 135 1200' (906') 1600m
C	RVR 900m	RVR 1200m	RVR 1600m RVR 2000m 180 2160' (1866') 2400m
D			RVR 1800m 205 2160' (1866') 3600m

LIRN/NAP
 CAPODICHINO

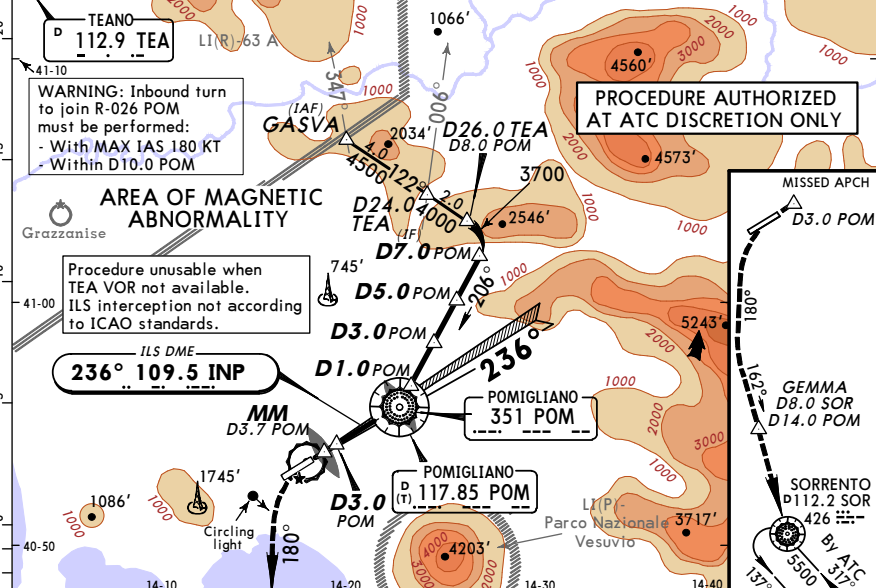
JEPPESEN
 23 APR 04 (1-2)

NAPLES, ITALY
 ILS-Quebec Rwy 24

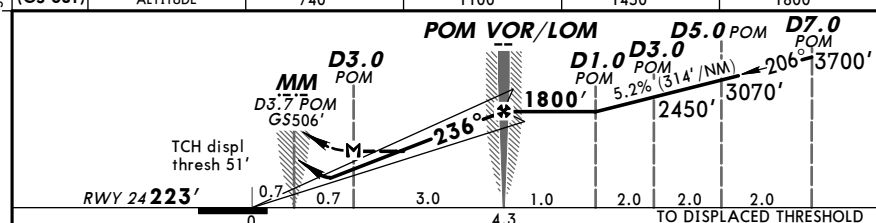
ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294'		RWY 223'	



MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.



LOC (GS out)	POM DME ALTITUDE	3.0 after POM 740'	2.0 after POM 1100'	1.0 after POM 1450'	0.0 1800'
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Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient 5.8%	418	538	598	717	837	956

JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MDA(H) 700' (477')	
FULL	ALS out	Max Kts	MDA(H) VIS
A	RVR 900m	RVR 1200m	RVR 1400m RVR 1500m 100 1200' (906') 1500m
B			RVR 1500m 135 1200' (906') 1600m
C	RVR 900m	RVR 1200m	RVR 1600m RVR 2000m 180 2160' (1866') 2400m
D			RVR 1800m 205 2160' (1866') 3600m

LIRN/NAP
 CAPODICHINO

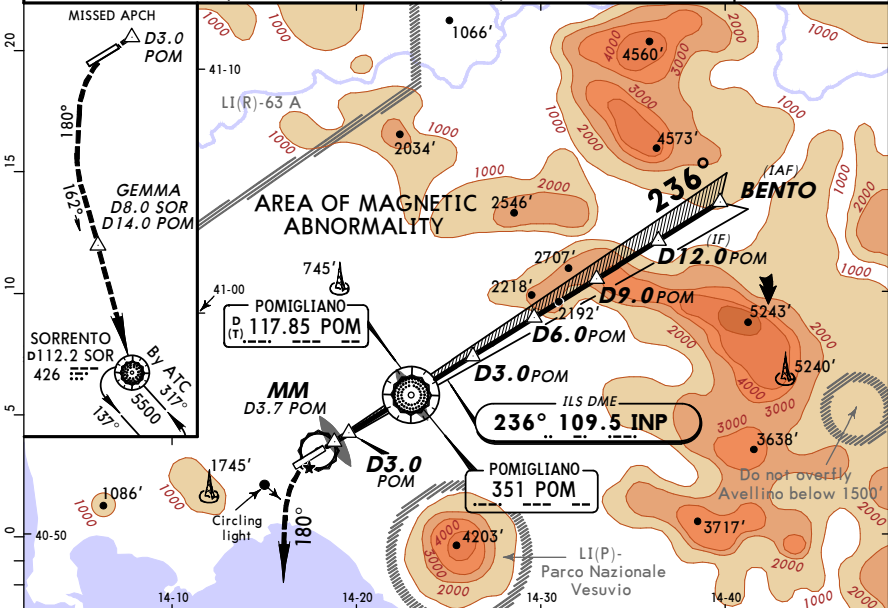
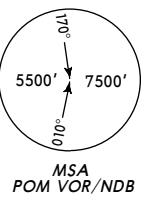
JEPPESEN
 23 APR 04 (11-3)

NAPLES, ITALY
 ILS-Sierra Rwy 24

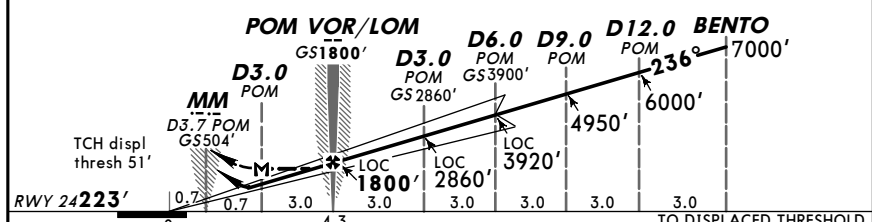
ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294'			RWY 223'

MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 8000'



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient 5.8 %	418	538	598	717	837	956

MAP at D3.0 after POM

JAR-OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MDA(H) 700' (477')			
FULL	ALS out	Max Kts	MDA(H)	VIS	
A		100	1200' (906')	1500m	
B		135	1200' (906')	1600m	
C	RVR 900m	180	2160' (1866')	2400m	
D	RVR 1200m	205	2160' (1866')	3600m	

CHANGES: Missed approach.

LIRN/NAP
 CAPODICHINO

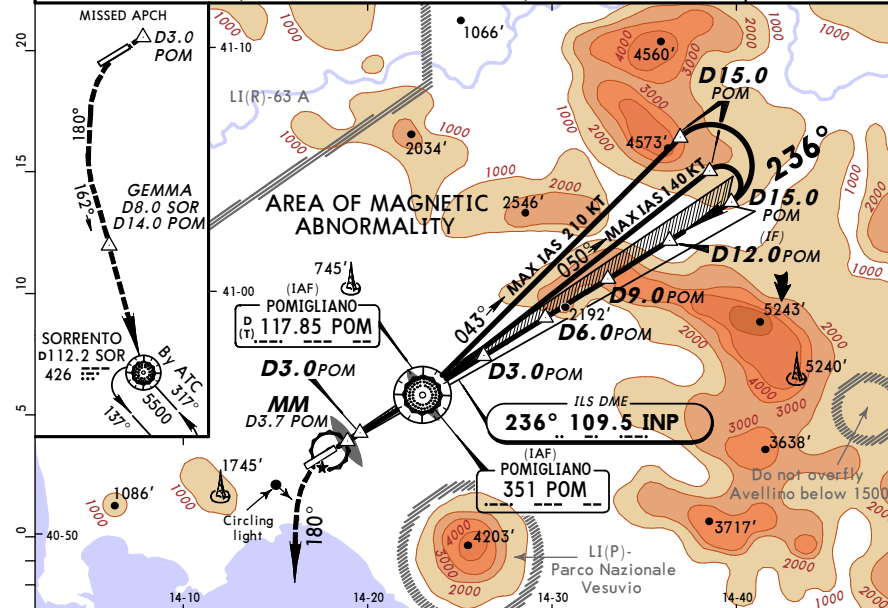
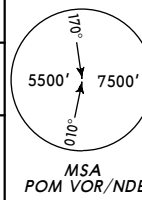
JEPPESEN
 23 APR 04 (11-4)

NAPLES, ITALY
 ILS-Tango Rwy 24

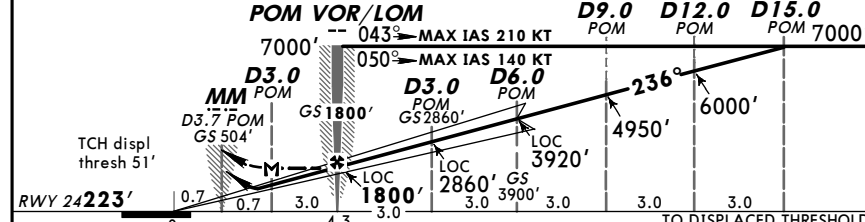
ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums
Apt Elev 294'			RWY 223'

MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 8000'



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient 5.8 %	418	538	598	717	837	956

MAP at D3.0 after POM

JAR-OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MDA(H) 700' (477')			
FULL	ALS out	Max Kts	MDA(H)	VIS	
A		100	1200' (906')	1500m	
B		135	1200' (906')	1600m	
C	RVR 900m	180	2160' (1866')	2400m	
D	RVR 1200m	205	2160' (1866')	3600m	

CHANGES: Missed approach.

LIRN/NAP
CAPODICHINO

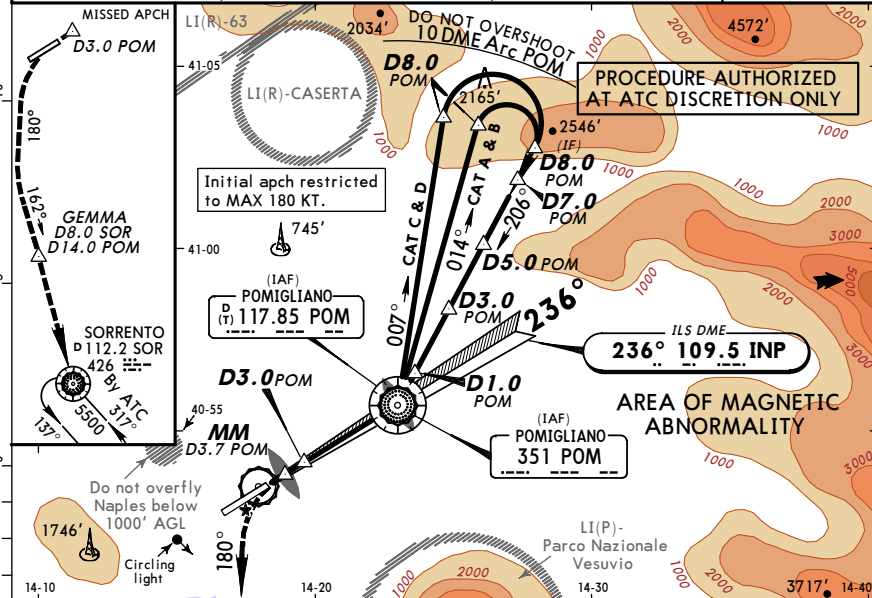
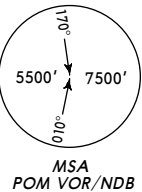
JEPPESEN
 17 NOV 06 **(11-5)** Eff 23 Nov

NAPLES, ITALY
ILS V Rwy 24

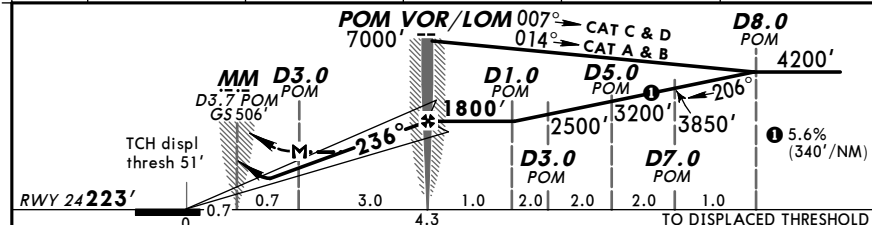
ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final ApcH Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'

MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 8000'



LOC (GS out)	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS 3.33° or							PAPI	PAPI	
LOC Descent Gradient	5.8%	418	538	598	717	837	956		

JAR-OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MDA(H) 700' (477')		Max Kts MDA(H) VIS	
FULL ALS out		ALS out			
A	RVR 900m	RVR 1200m	RVR 1400m	RVR 1500m	100 1200' (906') 1500m
B			RVR 1500m		135 1200' (906') 1600m
C			RVR 1600m	RVR 2000m	180 2160' (1866') 2400m
D			RVR 1800m		205 2160' (1866') 3600m

LIRN/NAP
CAPODICHINO

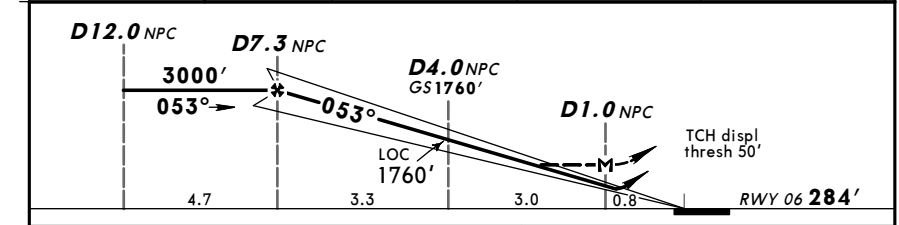
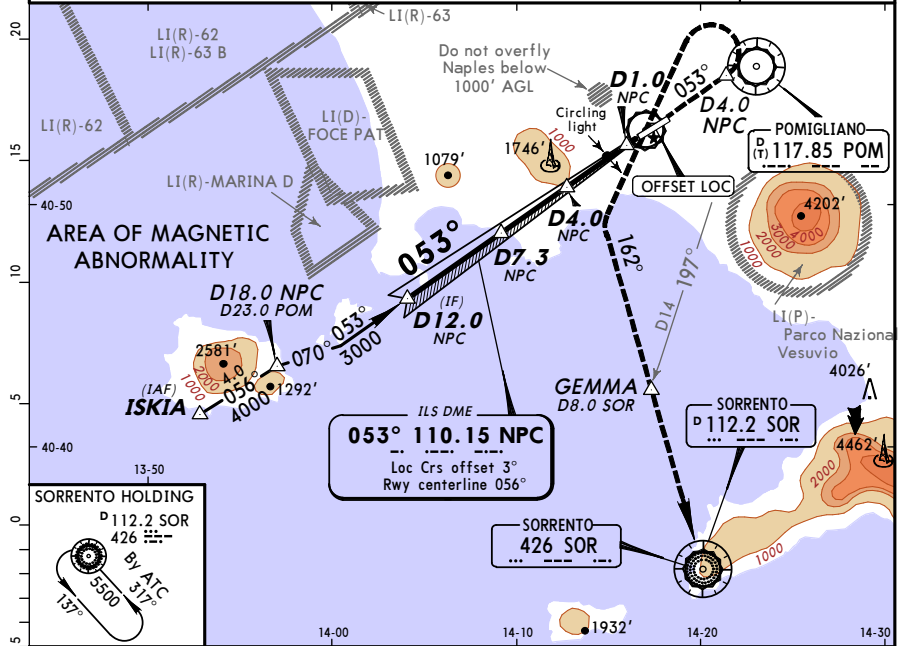
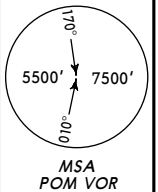
JEPPESEN
 17 NOV 06 **(11-6)** Eff 23 Nov

NAPLES, ITALY
ILS Y Rwy 06

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC NPC 110.15	Final ApcH Crs 053°	GS D4.0 NPC 1760' (1476')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 284'

MISSED APCH: Climb on 053° to 6000'. At D4.0 NPC turn LEFT to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR/NDB.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	6000'	053°
ILS GS 3.50° or							PAPI	PAPI	
LOC Descent Gradient	4.7%	439	564	627	752	877	1003		

JAR-OPS		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
ILS DA(H) 680' (396')		LOC (GS out)		Max Kts MDA(H) VIS	
FULL ALS out					
A	RVR 900m	RVR 1200m	NOT APPLICABLE	100	1200' (906') 1500m
B				135	1200' (906') 1600m
C				180	2160' (1866') 2400m
D				205	2160' (1866') 3600m

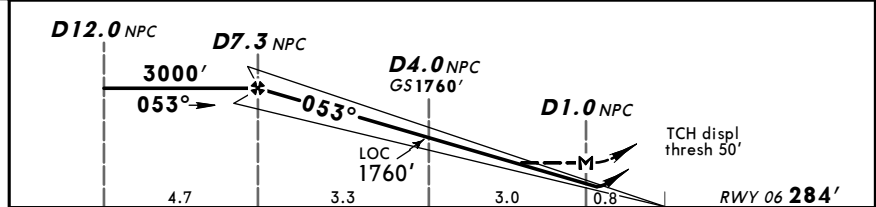
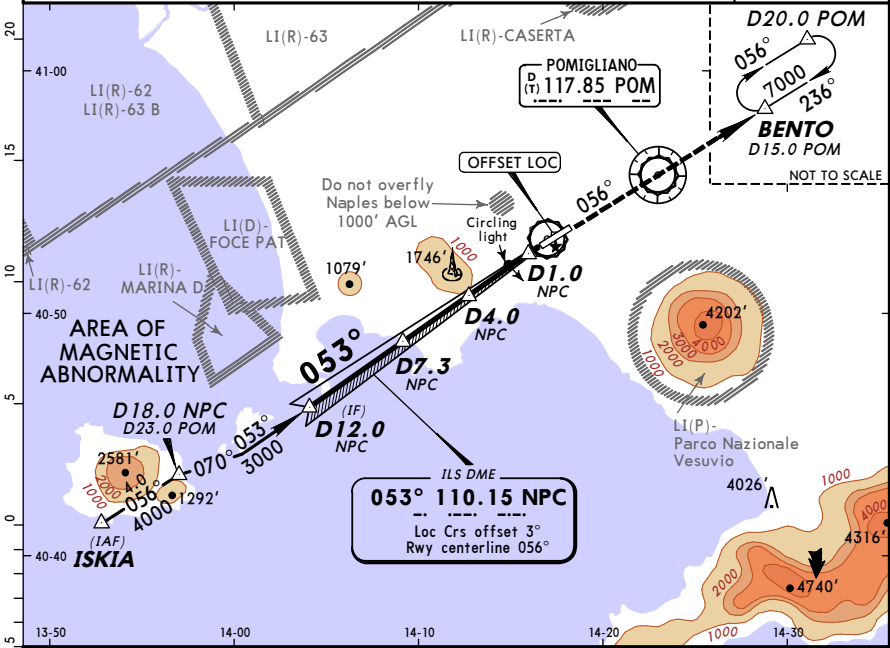
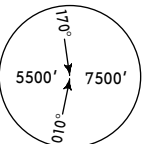
LIRN/NAP
CAPODICHINO
 17 NOV 06 (11-7) MISSED APCH CLIMB GRAD MIM 5.2%
NAPLES, ITALY
ILS Z Rwy 06

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC NPC 110.15	Final Apch Crs 053°	GS D4.0 NPC 1760' (1476')	ILS DA(H) 680' (396')
Apt Elev 294'			RWY 284'

MISSED APCH: Climb on 056° to 7000' to VOR, then proceed direct to BENTO and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 8000'

NPC DME REQUIRED.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	056°	
ILS GS 3.50° or LOC Descent Gradient 4.7%	439	564	627	752	877	1003	PAPI			
MAP at D1.0 NPC										
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND			
MISSED APCH CLIMB GRADIENT MIM 5.2%										
ILS										
DA(H) 680' (396')										
LOC (GS out)										
FULL						Max Kts				
ALS out						MDA(H)				
						VIS				
A							100	1200' (906')		1500m
B	RVR 900m						135	1200' (906')		1600m
C	RVR 1200m						180	2160' (1866')		2400m
D	NOT APPLICABLE						205	2160' (1866')		3600m

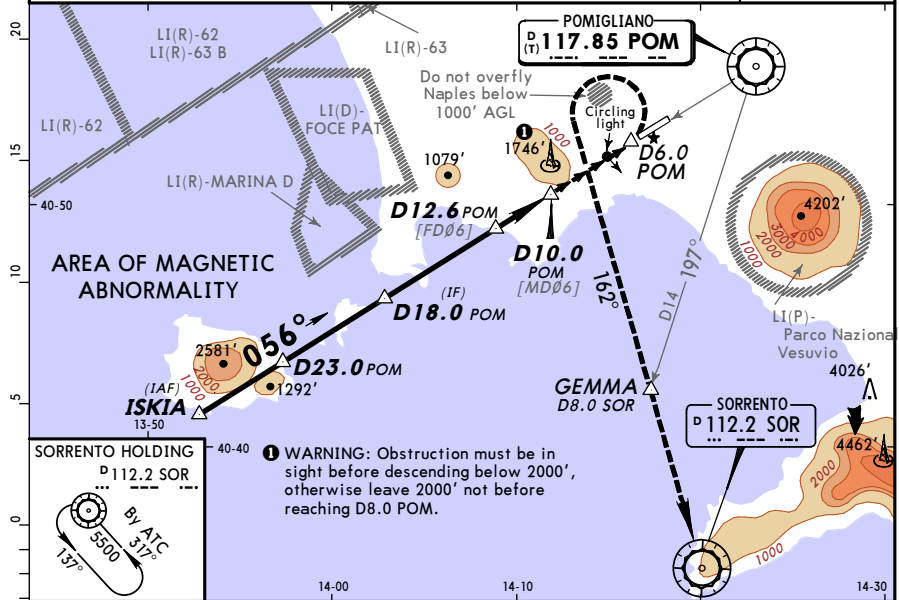
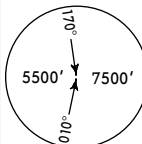
LIRN/NAP
CAPODICHINO
 17 NOV 06 (13-1) Eff 23 Nov
NAPLES, ITALY
VOR Rwy 06

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
VOR POM 117.85	Final Apch Crs 056°	Minimum Alt D12.6 POM 3000' (2706')	MDA(H) 2160' (1866')
Apt Elev 294'			RWY 284'

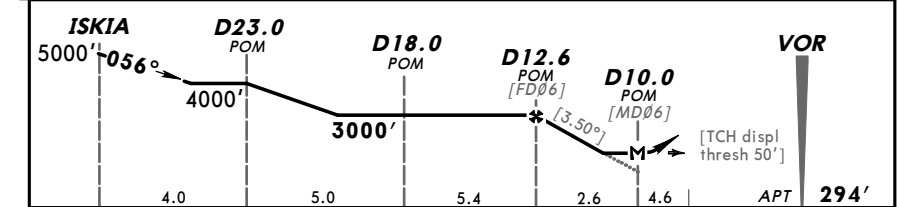
MISSED APCH: Proceed on R-236 inbound POM VOR and climb to 6000'. At D6.0 POM turn LEFT (MAX 200 KT) to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 8000'

POM DME REQUIRED.



POM DME	12.0	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2780'	2410'	2040'	1670'	1300'	930'



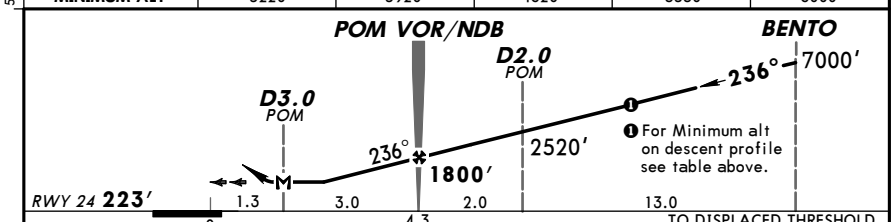
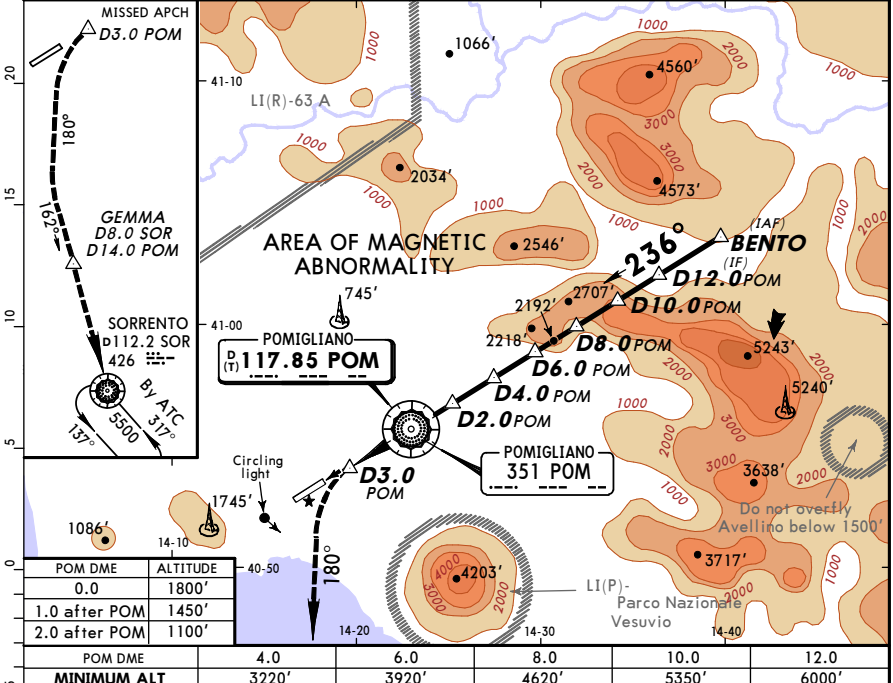
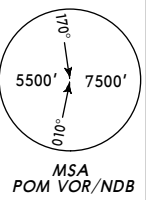
Gnd speed-Kts	70	90	100	120	140	160	HIALS	117.85	D6.0	
Descent Gradient 6.10% or Descent angle [3.50°]	437	562	625	750	875	1000	PAPI	R-236	POM	
MAP at D10.0 POM										
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND			
MISSED APCH CLIMB GRADIENT MIM 5.2%										
MDA(H) 2160' (1866')										
DAY										
NIGHT										
						Max Kts				
						MDA(H)				
						CEIL-VIS				
A							100	2160' (1866')		2000'-5000m
B	2000'-5000m						135	2160' (1866')		2000'-8000m
C	2000'-8000m						180	2160' (1866')		2000'-8000m
D	NOT APPLICABLE						205	2160' (1866')		3600m

LIRN/NAP **JEPPesen** **NAPLES, ITALY**
CAPODICHINO 23 APR 04 (13-2) **VOR DME-Papa Rwy 24**

ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
VOR POM 117.85	Final Apch Crs 236°	Minimum Alt POM VOR/NDB 1800' (1577')	MDA(H) 800' (577')
Apt Elev 294'		RWY 223'	

MISSED APCH: Climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 8000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.8%	411	529	587	705	822
MAP at D3.0 after POM						

TO DISPLACED THRESHOLD

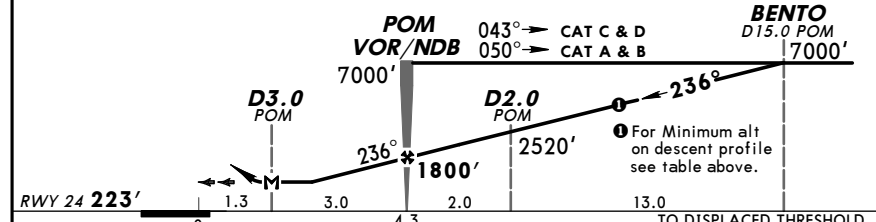
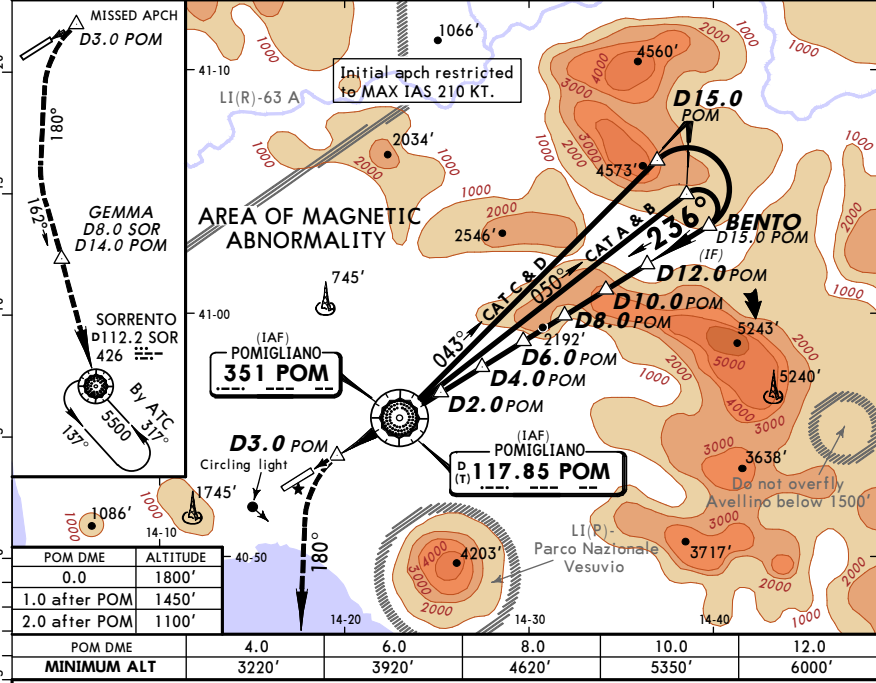
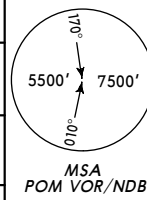
JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 800' (577')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1400m	100	1200' (906') 1500m
B	RVR 1500m	135	1200' (906') 1600m
C	RVR 1600m	180	2160' (1866') 2400m
D	RVR 1800m	205	2160' (1866') 3600m

LIRN/NAP **JEPPesen** **NAPLES, ITALY**
CAPODICHINO 23 APR 04 (13-3) **VOR DME-Sierra or NDB DME Rwy 24**

ATIS 135.97	NAPLES Approach (R) 124.35 120.95	NAPLES Tower 118.5	Ground 121.9
VOR POM 117.85	NDB POM 351	Final Apch Crs 236°	Minimum Alt POM VOR/NDB 1800' (1577')
Apt Elev 294'		MDA(H) 800' (577')	
RWY 223'			

MISSED APCH: Climb to 6000'. Turn LEFT (MAX IAS 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 8000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.8%	411	529	587	705	822
MAP at D3.0 after POM						

TO DISPLACED THRESHOLD

JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 800' (577')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1400m	100	1200' (906') 1500m
B	RVR 1500m	135	1200' (906') 1600m
C	RVR 1600m	180	2160' (1866') 2400m
D	RVR 1800m	205	2160' (1866') 3600m