DOCUMENT TYPE: SELF BRIEFING VOR A(CIRCLING) RWY 33 AND RNAV A(CIRCLING) RWY 33

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1. Introduction

Procedures “VOR A (CIRCLING) RWY 33” and “RNAV A (CIRCLING) RWY 33” “needs familiarization training because both end with visual prescribed tracks.

Civil aircraft are allowed to land RWY 33 performing the following APP procedures:

1) Procedure VOR/RNAV A RWY 33 provided that PAPI, non standard ICAO ALS and obstacle lights are compulsory
2) Instrument procedure RWY15 circling RWY33 provided that PAPI, non standard ICAO ALS strobe are available and the following conditions:

1- pilots not familiar with the aerodrome:
   HR SR-30 - SS+30 are allowed to land RWY 33 with ceiling not less than 1500 FT and ground visibility not less than 5 KM.
   HR SS+30 - SR-30 not allowed to land RWY 33.

2- pilots who obtained aerodrome familiarization:
   **VOR A (CIRCLING) RWY 33**
   HR SR-30 - SS+30 with the following minima
   OCA 1350ft, ground visibility 1800m
   HR ss+30 - SR-30 are allowed to land RWY 33 with ceiling not less than 1500 FT and ground visibility not less than 3 KM

   **RNAV A (CIRCLING) RWY 33**
   HR SR-30 - SS+30 with the following minima
   OCA 1470ft, ground visibility 2000m
   HR ss+30 - SR-30 are allowed to land RWY 33 with ceiling not less than 1500 FT and ground visibility not less than 3 KM

REMARKS
Aerodrome familiarization can be achieved in any flight by PIC (pilot in command) under the supervision of the T.R.E. (Type Rating Examiner) or by round session with self-briefing provided by Airport Operator.
DA (local Civil Aviation Authority) can request relevant statement issued by company head of training or issued by the private pilot himself.
2. Approach Procedures

MISSED APPROACH: Proceed on RDL 334 ROM VOR climbing to 3000ft direct to SUBAR
MISSED APPROACH: Climb to 3000ft at RA766 proceed on track 345° (RDL 165 ROM VOR) to ROM VOR to be left on track 332° (RDL 332 ROM VOR/RDL CMP VOR) bound to RA759 Holding Pattern.
It is mandatory to follow the prescribed tracks on the visual manoeuvring segment.
3. Airport Localization

Avoid confusing “Appia Nuova” road with the runway. It is very close to the airport, well illuminated during night, but not parallel with runway axis.
Short final RWY 33

- PARKING AREA
- TAXI WAY
- Old RWY
- Old Taxi
- RWY 33
4. Visual Recognition - Prescribed tracks VOR A (Circling) RWY33 and RNAV A (Circling) RWY33

In this position the aircraft will be higher than PAPI path (non standard 3° 30’). As soon as the PAPI is visible follow the correct path.
From the diverging point, 4 DME, it is mandatory to follow the prescribed tracks.