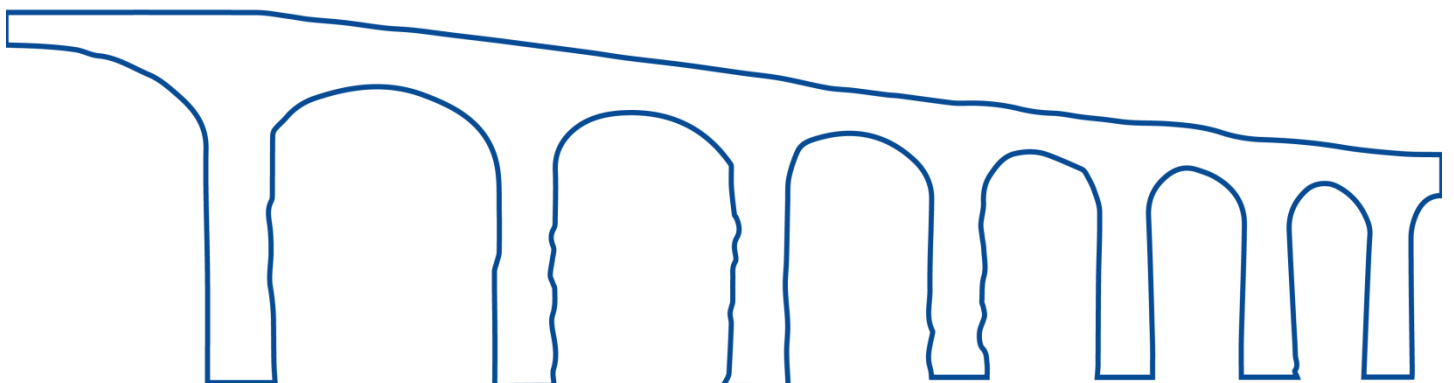


DOCUMENT TYPE: SELF BRIEFING VOR A(CIRCLING) RWY 33 AND RNP A(CIRCLING) RWY33

DOCUMENT ID: SB_RWY 33

**AIRPORT G.B. PASTINE
ROMA CIAMPINO
LIRA-CIA**



	SELF BRIEFING APPROACH RWY33	
	<i>Pilots Visual Recognition and Familiarization</i>	Rev. 1.2
		30/09/2021

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	SELF BRIEFING APPROACH RWY 33	
	<i>Pilots Visual Recognition and Familiarization</i>	Rev. 1.3
		27/01/2022

1. Introduction

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

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

- 1) Procedure VOR/RNP A RWY 33 provided that PAPI, SALS 270m and obstacle lights are compulsory
- 2) Instrument procedure RWY15 circling RWY33 provided that PAPI, SALS 270m 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

RNP 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

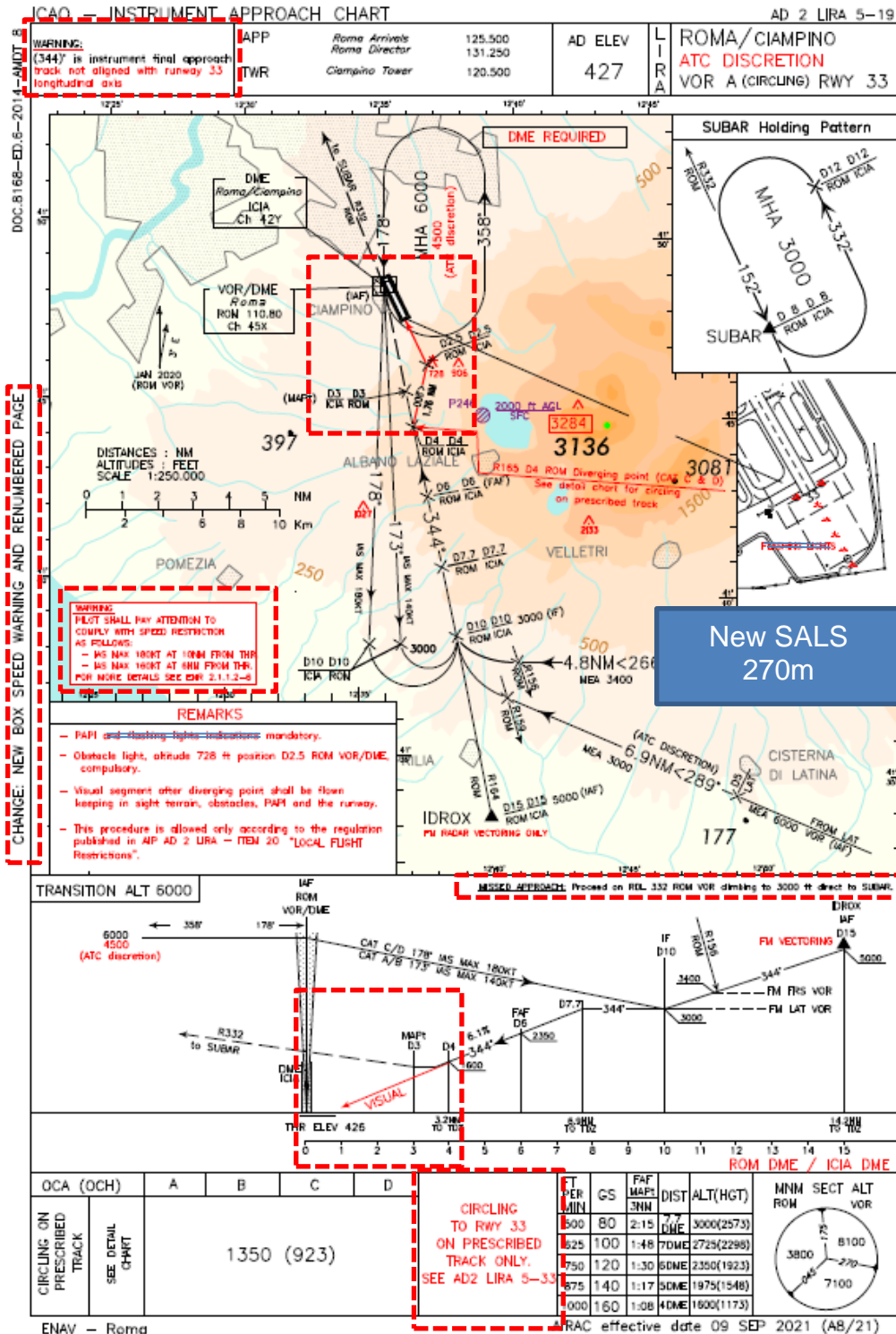
REMARKS

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

CHECK NOTAM IN FORCE FOR NEW ALS IMPLEMENTATION

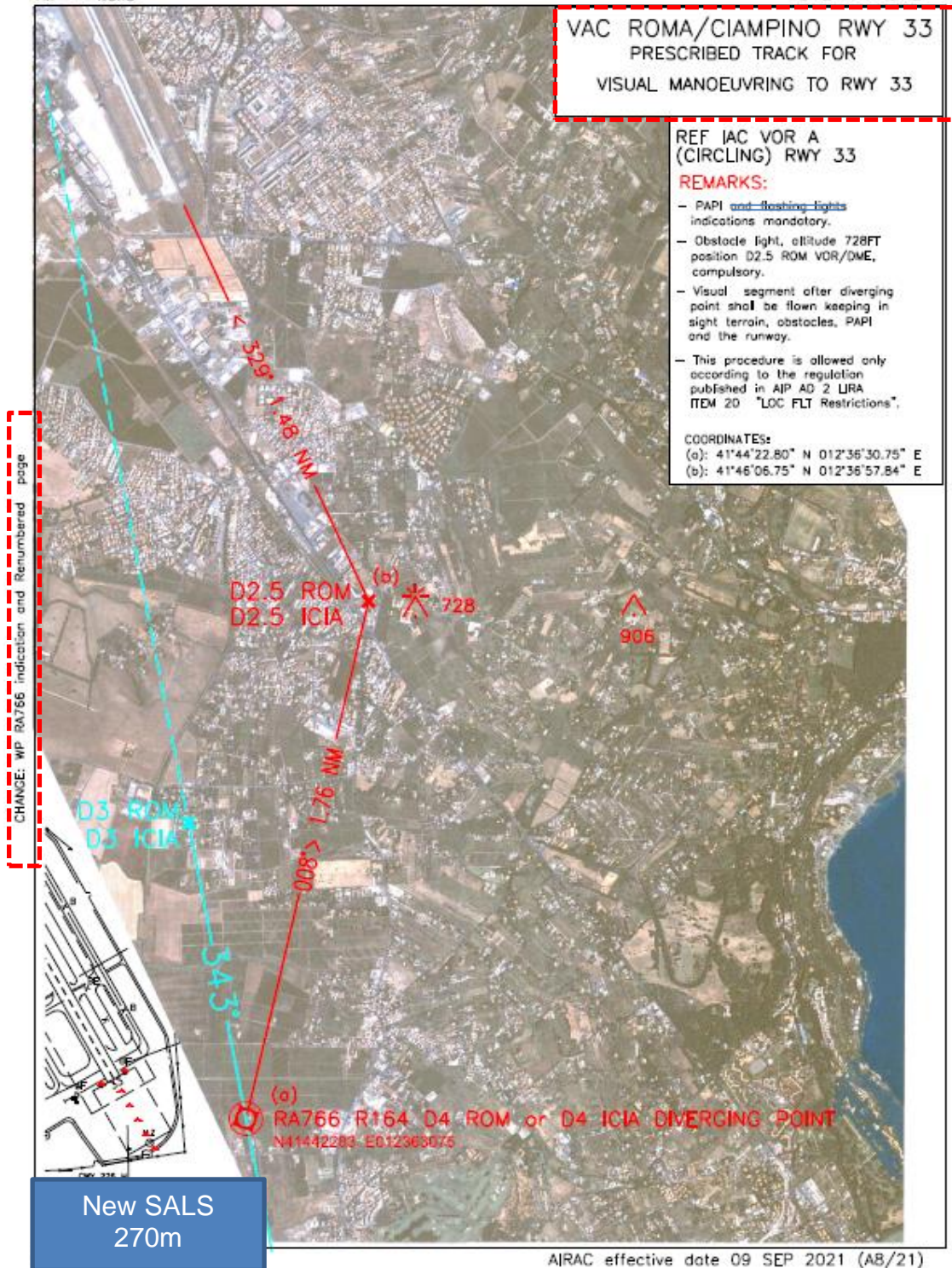


MISSED APPROACH: Proceed on RDL 334 ROM VOR climbing to 3000ft direct to SUBAR

CHECK NOTAM IN FORCE FOR NEW ALS IMPLEMENTATION

AIP - Italia

AD 2 LIRA 5-21



It is mandatory to follow the prescribed tracks on the visual manoeuvring segment

CHECK NOTAM IN FORCE FOR NEW ALS IMPLEMENTATION

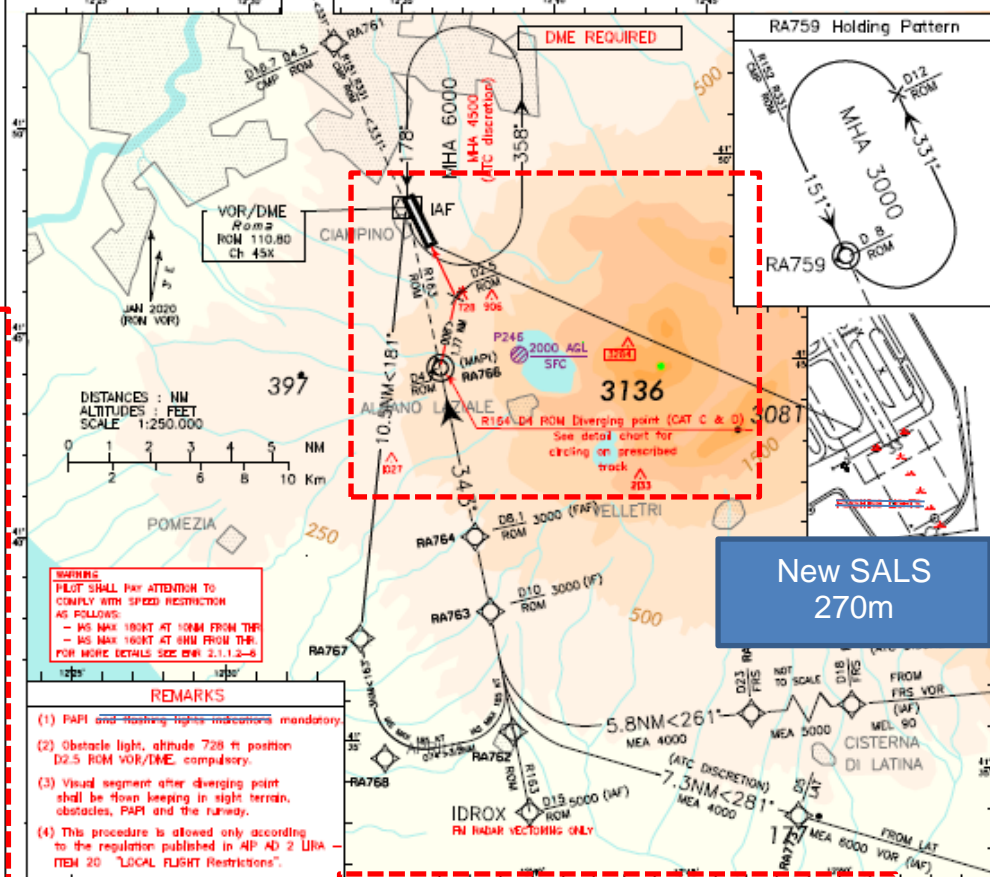
ICAO - INSTRUMENT APPROACH CHART

AD 2 LIRA 5-23

WARNING:
(A) 343° is instrument final approach track not aligned with runway 33 longitudinal axis

APP	Roma Arrivals Roma Director	125.500	AD ELEV	427	L I R A ROMA/CIAMPINO ATC DISCRETION RNP A (CIRCLING) RWY 33
TWR	Ciampino TWR	120.500			

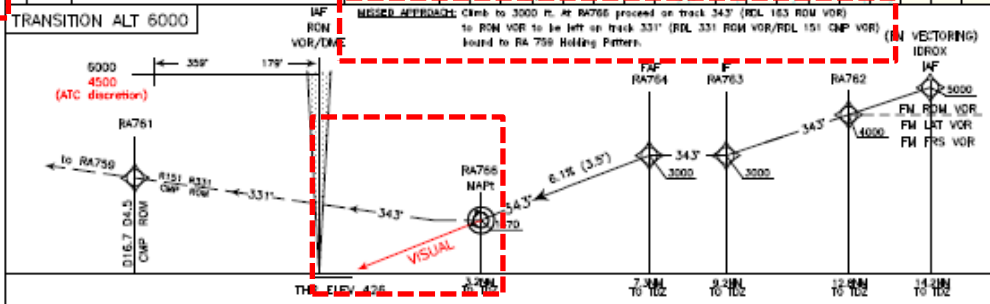
CHANGE: NEW BOX SPEED WARNING AND RENUMBERED PAGE



WARNINGS:
PILOT SHALL PAY ATTENTION TO COMPLY WITH SPEED RESTRICTION AS FOLLOWS:
- IAS MAX 180KT AT 100M FROM THR
- IAS MAX 160KT AT 60M FROM THR
FOR MORE DETAILS SEE ENR 2.1.1.2-8

- REMARKS**
- (1) PAPI and flashing lights indications mandatory.
 - (2) Obstacle light, altitude 728 ft position D2.5 ROM VOR/DME compulsory.
 - (3) Visual segment after diverging point shall be flown keeping in sight terrain, obstacles, PAPI and the runway.
 - (4) This procedure is allowed only according to the regulation published in AP AD 2 LIRA MEN 20 "LOCAL FLIGHT Restrictions".

New SALS 270m



OCA (OCH)				CIRCLING TO RWY 33 ON PRESCRIBED TRACK ONLY. SEE AD2 LIRA 5-33	PT FOR MIN	GS	FAF MAF1 4.1NM	DIST	ALT(HGT)	MNM SECT ALT 25NM
A	B	C	D							
	1470 (1043)			500	80	3:04	7DME	3000(2574)		
				600	100	2:28	7DME	2590(2164)		
				745	120	2:03	5DME	2220(1794)		
				805	140	1:45	5DME	1850(1424)		
				900	160	1:32	4DME	1480(1054)		

ENAV - Roma ARAC effective date 09 SEP 2021 (A8/21)

It is mandatory to follow the prescribed tracks on the visual manoeuvring segment

MISSED APPROACH: Climb to 3000 ft. At RA766 proceed on track 343°(RDL 163 ROM VOR) to ROM VOR to be left on track 331° (RDL 331° ROM VOR / RDL 151 CMP VOR) bound to 759 holding pattern

Roma Ciampino RNP (GNSS) A RWY33 – Instrument Approach Procedure via FRS

Path Terminator	Waypoint Identifier	Flyover	Course/Track °M (°T)	Turn Direction	Altitude Constraint (ft)	Speed Limit (kt)/Bank Angle	Recommended Navaid	Bearing/Range from Navaid	Distance from THR (NM)	Remarks
IF	FRS	-	-	-	-	-	-	-	-	-
TF	RA771	-	261 (264.4)	-	+FL90	-	-	-	-	-
TF	RA772	-	261 (264.4)	-	+5000	-	-	-	-	-
TF	RA762	-	261 (264.4)	-	+4000	-	-	-	-	-
TF	RA763	-	343 (346.8)	R	+3000	-	-	-	-	-
TF	RA764	-	343 (346.8)	-	+3000	-	-	-	-	-
TF	RA766	Y	343 (346.8)	-	-	-	-	-	-	MAPt
TF	ROM	-	343 (346.8)	-	-	-	-	-	-	-
TF	RA761	-	331 (334.3)	-	-	-	-	-	-	-
CF	RA759	-	331 (334.3)	-	3000	-	-	-	-	-

Missed Approach Holding RNAV RA759

Path Terminator	Waypoint Identifier	Inbound Course °M(°T)	Leg Distance (NM) (1)	Timing(min./Waypoint Distance (NM) (2)	Turn Direction	Maximum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Performance
HM	RA759	151 (154)	4.1	1 / -	L	3000	-	-	3.0	RNAV 1

Roma Ciampino RNP (GNSS) A RWY33 – Instrument Approach Procedure via ROM

Initial Approach Holding RNAV ROM VOR/DME

Path Terminator	Waypoint Identifier	Inbound Course °M(°T)	Leg Distance (NM) (1)	Timing(min./Waypoint Distance (NM) (2)	Turn Direction	Maximum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Performance
HM	ROM	178 (181)	4.3	1 / -	L	6000 (*)	-	-	3.0	RNAV 1

(*) 4500 ATC discretion

Path Terminator	Waypoint Identifier	Flyover	Course/Track °M (°T)	Turn Direction	Altitude Constraint (ft)	Speed Limit (kt)/Bank Angle	Recommended Navaid	Bearing/Range from Navaid	Distance from THR (NM)	Remarks
IF	ROM	-	-	-	6000 (*)	-	-	-	-	-
TF	RA767	-	181 (184.4)	-	-	-	-	-	-	-
TF	RA768	-	163 (166.7)	-	-	185	-	-	-	-
TF	RA762	-	074 (076.7)	L	+4000	185	-	-	-	-
TF	RA763	-	343 (346.8)	L	+3000	-	-	-	-	-
TF	RA764	-	343 (346.8)	-	+3000	-	-	-	-	-
TF	RA766	Y	343 (346.8)	-	-	-	-	-	-	MAPt
TF	ROM	-	343 (346.8)	-	-	-	-	-	-	-
TF	RA761	-	331 (334.3)	-	-	-	-	-	-	-
CF	RA759	-	331 (334.3)	-	3000	-	-	-	-	-

(*) 4500 ATC discretion

Missed Approach Holding RNAV RA759

Path Terminator	Waypoint Identifier	Inbound Course °M(°T)	Leg Distance (NM) (1)	Timing(min./Waypoint Distance (NM) (2)	Turn Direction	Maximum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Performance
HM	RA759	151 (154)	4.1	1 / -	L	3000	-	-	3.0	RNAV 1

Waypoint	Latitude	Longitude
RA759	N41552694	E012303942
RA761	N41521926	E012324072
RA762	N41353610	E012391589
RA763	N41383228	E012382093
RA764	N41402212	E012374645
RA766	N41442283	E012363075
RA767	N41374817	E012341158
RA768	N41345292	E012350671
RA771	N41364471	E012533900
RA772	N41361373	E012470122
RA773	N41334520	E012483891

3. Airport Localization



Approaching final RWY 33



Do not mistake "Appia Nuova" road with the runway. It is very close to the airport, well illuminated during night, but not parallel with runway axis.

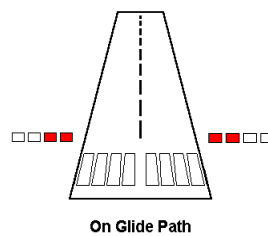


Short final RWY 33

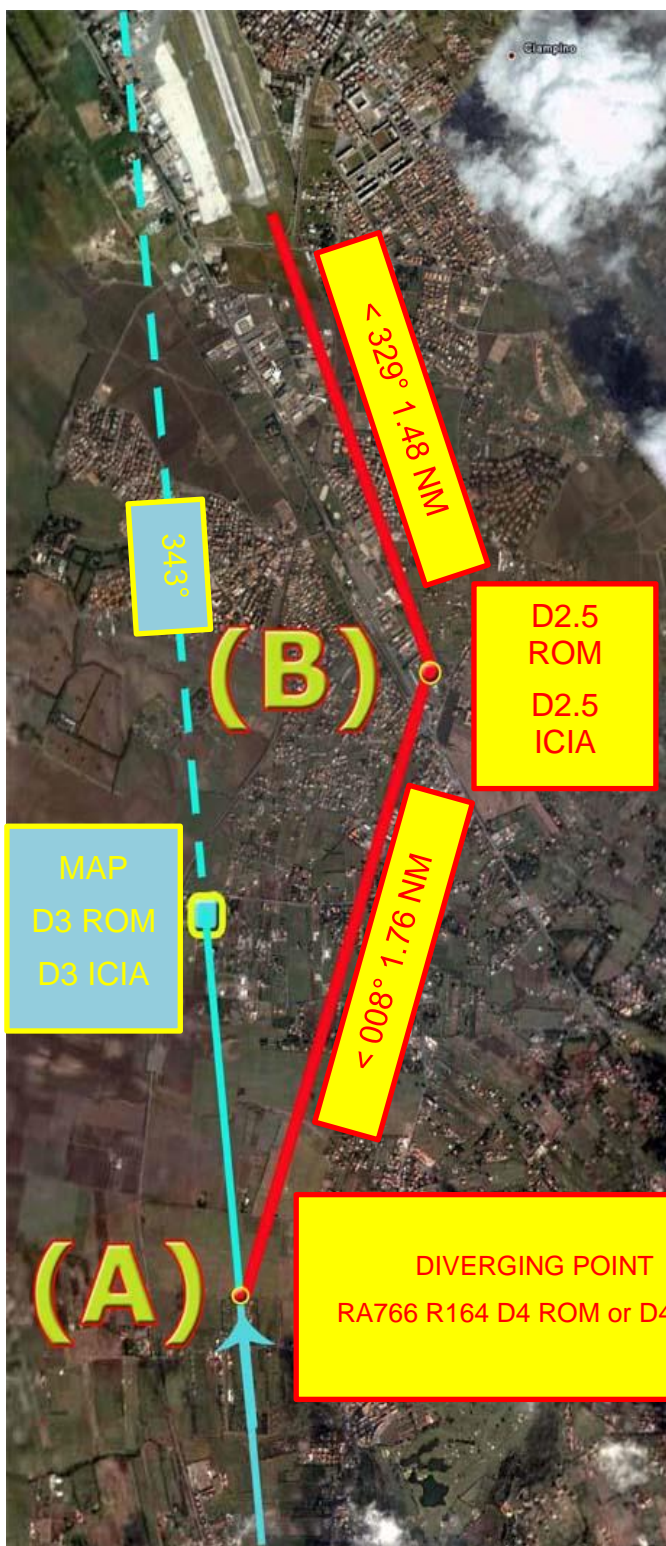
4. Visual Recognition - Prescribed tracks VOR A (Circling) RWY33 and RNP A (Circling) RWY33



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







Prescribed Tracks for visual manoeuvring to RWY 33

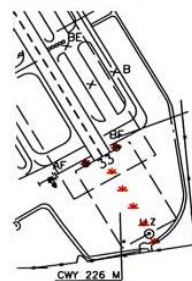
REMARKS

- PAPI mandatory
- Obstacle lights compulsory
- Visual segment after diverging point shall be flown keeping in sight terrain, obstacles, PAPI and the runway
- according to the regulation published in AIP AD 2 LIRA ITEM 20 "LOC FLT RESTRICTIONS"

Coordinates:

(A) 41°44'22.80 N
12°36'30.75 E

(B) 41°46'06.75 N
12°36'57.84 E



New SALS
270m

From the diverging point, 4 DME, it is mandatory to follow the prescribed tracks