

Ciampino (Rome) Airport

IATA/ICAO CODE: CIA/LIRA
CITY: Rome
COUNTRY: Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: ENAC - DA Roma Ciampino
Title:
Airport: Ciampino Airport
Address: 00040 Roma/Ciampino Airport
Italy

Phone: +39 06 79348320
FAX: +39 06 79340369
Email: aero.ciampino@enac.gov.it
Airport Web Site:

ELEVATION: 427 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
15/33	2207.5	-	-	47

NOISE ABATEMENT PROCEDURES

2. NOISE ABATEMENT PROCEDURES (Provision of Italian Civil Aviation Authority N 42/674/A3/4.2 dated March 21st 1996)

2.1 Initial climb procedures

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

- 1) up to 1500 ft QFE:
- a) take-off power;
b) take-off flap;
c) climb at V2 + 10/20 kt IAS or as limited by body angle;
- 2) at 1500 ft QFE:
- a) reduce thrust and climb at V2 + 10/20 kt IAS until reaching 3000 ft QFE;
- 3) at 3000 ft QFE:
- a) accelerate smoothly to en-route climb speed with flap retraction.

2.2 Approach and landing procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean

configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is $210 \text{ kt} \pm 10 \text{ kt}$ or the aircraft's minimum performance speed if higher than above. Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3° if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 ft QFE.

2.3 Provision of Italian Civil Aviation Authority N 42/ 255/R2/1-9 dated March 17th 1997

Noise abatement procedures described in para 2.1 apply to the following aerodromes: Torino Caselle, Milano Linate, Milano Malpensa, Bergamo, Bologna, Ancona, Forlì (only TKOF RWY 30), Napoli, Pescara, Reggio Calabria (only TKOF RWY 15/33), Rimini, **Roma Ciampino**, Roma Fiumicino (TKOF RWY 25 excluded), Ronchi (only TKOF RWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n° 404/2.32 dated 2nd February 2001), Verona Villafranca (only TKOF RWY 04/22); noise abatement procedures described in the above para 2.2 apply to all Italian aerodromes open to civil air traffic.

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

In addition to the information, the following apply at Ciampino Airport:

For noise abatement purposes, the departure preferential runway is:

- Runway 15 between 0601 and 2300 local time
- Runway 33 between 2301 and 0600 local time.

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 aircraft performances.
- for conditions of runway surface
- for ATC purposes

Talk-Off

Take-off climb procedures for both RWY 15 and 33 shall be conducted according to ICAO - Doc 8168 OPS - Aircraft Operations Vol. 1, 3.1.2.1 NAP A.

Aircraft performance permitting, reduced take-off thrust is recommended and whenever possible

rolling take-off procedure should be applied.

Arrivals

The preferential runway is Runway 15 at all times.

ATC should not authorize aircraft to start their descent for approach below 3000 ft AMSL before the point where the glide slope reaches 3000 ft AMSL

Use delayed gear and flap extension and low power low drag approach procedure whenever possible in compliance with safety requirements.

Reverse Thrust

Between 2100-0600 runways shall be vacated at the last or at the next to last intersection available, which ever is convenient. The order does not apply to airplanes below 2000 KG MTOW or not equipped with reverser thrust systems. Pilots of aircraft equipped with thrust reverse systems shall keep it's use to a minimum unless differently required for safety reasons.

Power-back operations are not permitted between 2300-0600 local time for any reason.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Night Restrictions

2331-0600 local time - Civil aircraft are not allowed to operate. The exception is rescue flights, humanitarian flights, State flights, landing of Campino based aircraft and flights operated by express couriers, provided they are Chapter 3 or Chapter 5 compliant.

PREFERENTIAL RUNWAYS

Runway 15 is regarded as the preferential runway for take-off and landing provided that the runway is dry and the tail wind component is not greater than 7 kts or if the runway is wet and the tail wind component is not greater than 5 kts. The preferential runway criterion will not be applied if the tail wind component is greater than the given limits or if braking action on the runway is poor. A pilot may request permission to use another runway if the runway selected by ATC is not considered suitable for the operation. In this case, the aircraft may be subject to a delay.

For noise abatement purposes, the departure preferential runway is:

- Runway 15 between 0601 and 2300 local time
- Runway 33 between 2301 and 0600 local time.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine run-ups (other than pre take-off run ups) may be carried out every day between 0700 and 1300 LMT, and between 1600 and 1900 LMT.

Other time prior authorization of Airport Authority for rescue aircraft only.

Engine run-ups with RWY 15 in use:

- shall be carried out on taxiway A between taxiways AE and AF, up wind, and, when wind is calm, with the engine blast orientated towards SSE.
- shall be carried out on taxiway A between AW and AF, up wing and when wind is clam, with the engine blast orientated towards SSE.

Engine run-ups with RWY 33 i use:

- shall be carried out on taxiway A between taxiways AA and AB, up wind, and, when wind is calm, with the engine blast orientated towards NNW.

Engine run-ups are not permitted between 2100 and 0600 LMT.

APU OPERATING RESTRICTIONS

APU use is limited to 60 minutes prior to a scheduled departure time and up to 20 minutes after arrival and must be kept to a minimum necessary for maintenance reasons.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)