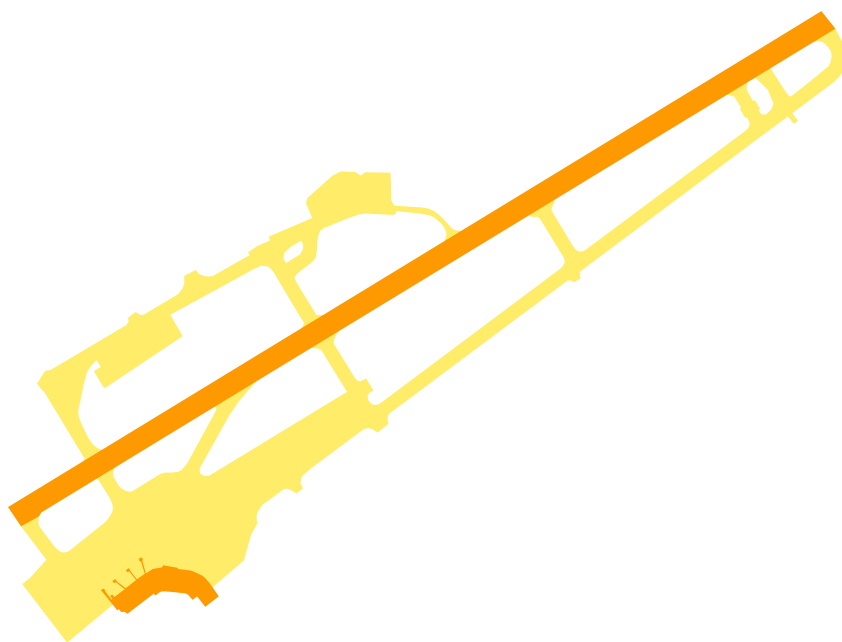




# LIRN/NAP

## NAPOLI CAPODICHINO

### Pilot briefing



Document intended for the VATSIM community only  
**NOT TO BE USED FOR REAL LIFE NAVIGATION**  
Version 1.1

# Changes

VERSION	CHANGES	EFFECTIVE DATE
1.0	Creation of document	September 2023

## General information

### Scenery

Since there have been a few major changes of the apron layout (apron 3), we strongly recommend to update your default scenery with a freeware or payware option listed below.

SIMULATOR	FREWARE	PAYWARE
Prepar3d	/	<a href="#">AEROSOFT</a>
FSX		
MFS2020	<a href="https://flightsim.to">flightsim.to</a>	<a href="#">RDpresets</a>
Xplane 11/12	<a href="#">Xplane forum</a>	/

### AIRAC

To avoid issues with incorrect data, especially with old simulators such as Microsoft Flight Simulator, it's important to update your AIRAC cycle to the latest one available.

AIRAC for Microsoft Flight Simulator and Prepar3D: [www.aero.sors.fr](http://www.aero.sors.fr)

### Charts

You can find Napoli Capodichino charts at the Italian eAIP website listed below, you will need to sign up with a free account.

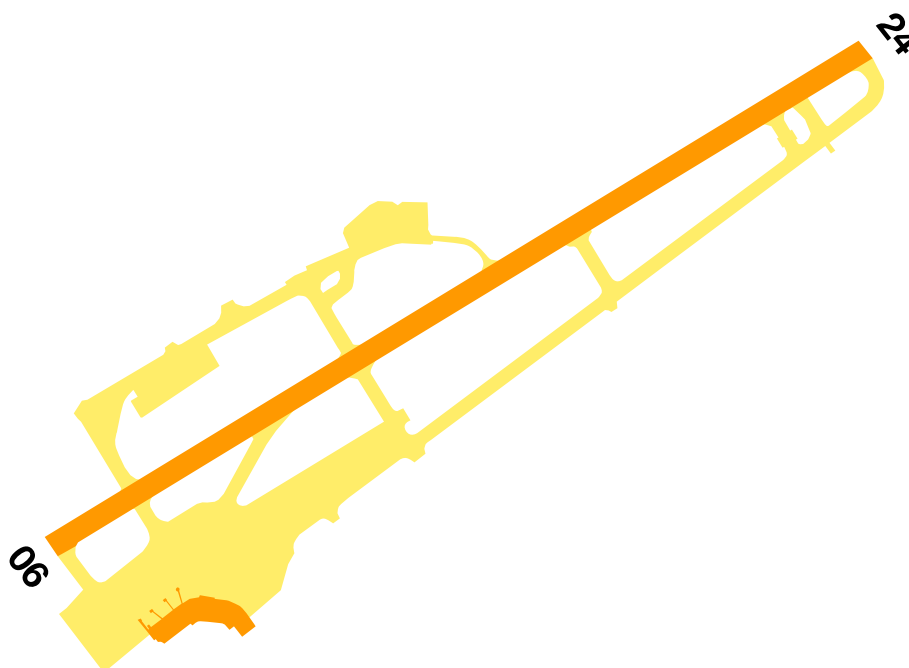
Italian eAIP: [vats.im/it/charts](https://vats.im/it/charts)

# Airfield Data

<b>ICAO</b>	LIRN
<b>Aerodrome coordinates</b>	40°53'04"N 014°17'27"E
<b>Location</b>	3.24nm N/NE from Napoli
<b>Elevation</b>	154,5 ft
<b>MAG Variation/annual change</b>	4° E (2022.0) / 5'E
<b>Transition altitude</b>	8000 ft
<b>Type of traffic permitted</b>	IFR/VFR

## Runways

Runway 24 is the preferential runway for landings and takeoffs, it can be used with up to 10kts tailwind component on dry conditions.



RWY	INT TO	TORA	TODA	ASDA	LDA
06	/	2628 m	2758 m	2628 m	2229
	B	2367 m	2497 m	2367 m	-
	H	2368 m	2498 m	2368 m	-
24	/	2628 m	2778 m	2628 m	2438 m
	E	2326 m	2476 m	2326 m	-

## Frequencies

The following positions and frequencies may be utilized.

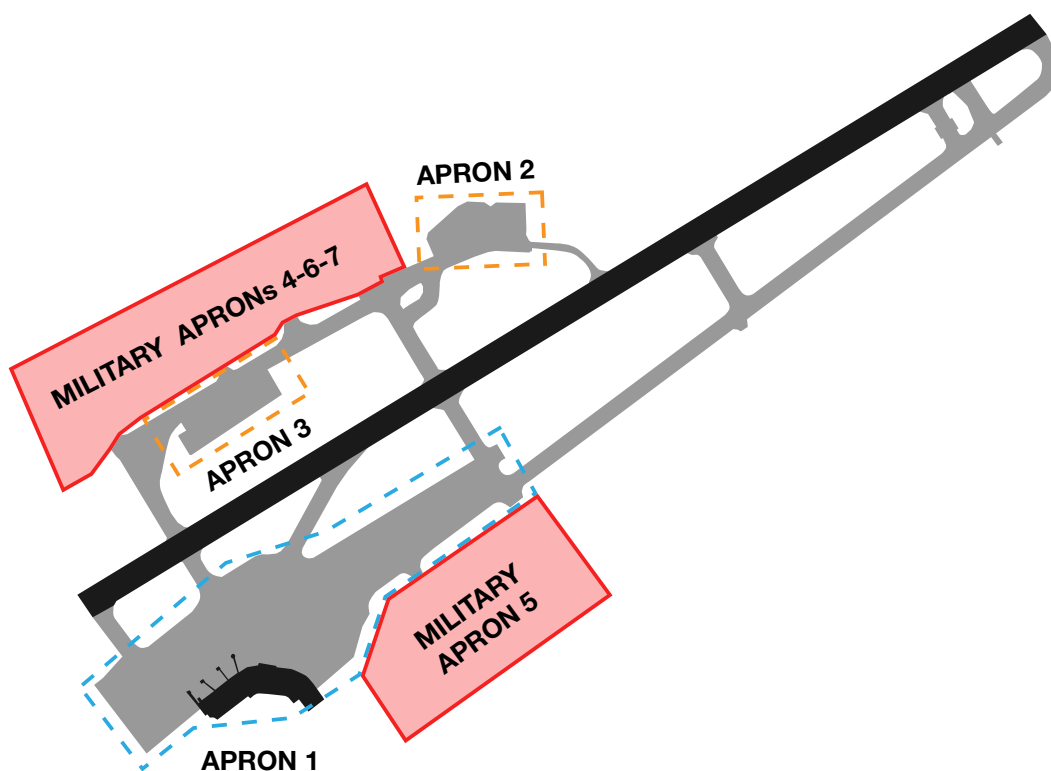
This list is for planning purposes and only frequencies assigned by ATC the day of the event should be used operationally.

IDENTIFIER	CALLSIGN	FREQUENCY	REMARKS
LIRR_N_CTR	<i>Roma control</i>	124.200	north sector
LIRR_S_CTR	<i>Roma control</i>	128.800	south sector
LIRR_I_CTR	<i>Roma info</i>	119.075	FIC
LIBB_N_CTR	<i>Brindisi control</i>	132.450	north sector
LIBB_S_CTR	<i>Brindisi control</i>	124.750	south sector
LIRN_APP	<i>Roma radar</i>	124.350	Napoli arrival/departures
LIRN_1_APP	<i>Roma radar</i>	134.200	Napoli arrival/departures
LIRN_TWR	<i>Napoli tower</i>	118.500	
LIRN_GND	<i>Napoli ground</i>	121.900	
LIRN_P_DEL	<i>Napoli planner</i>	131.675	
LIRN_DEL	<i>Napoli delivery</i>	120.950	

## Apron layout

Napoli has three air terminals situated to the east and west of RWY 06 threshold.

To the west you'll find the general aviation parkings and to the east the commercial terminal.



# Ground operations

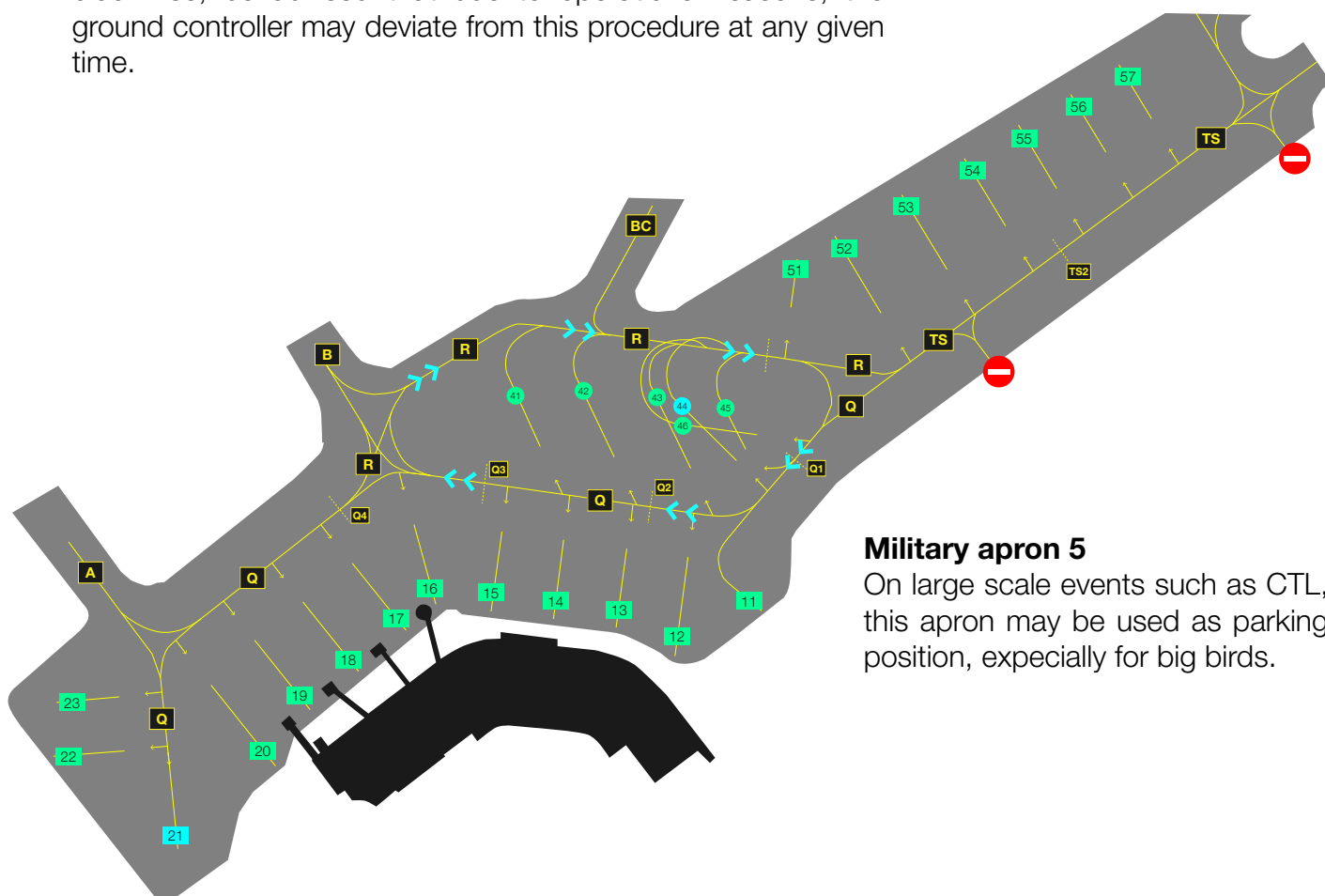
## Pushback

The ground controller may ask you to push pull to **a specific position and/or orientation**, please advise if you are not able to comply with the instructions given.

- PUSH BACK REQUIRED
- SELF MANEUVERING
- HEAVY STANDS

## Apron 1

As shown on the chart below, taxiways **Q** and **R** are to be used clockwise, be advised that due to operational reasons, the ground controller may deviate from this procedure at any given time.

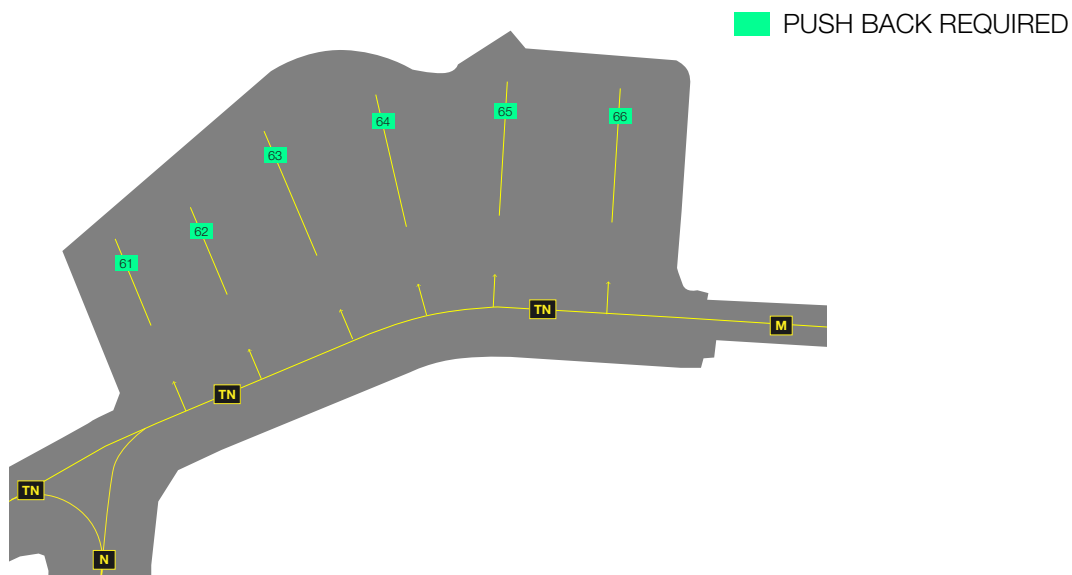


## Military apron 5

On large scale events such as CTL, this apron may be used as parking position, especially for big birds.

STAND	AIRCRAFT CODE	MAX WINGSPAN	MAX OVERALL LENGTH
41	C	29 m	37 m
23 - 45	C	32 m	37 m
11	C	36 m	38 m
16	C	36 m	39 m
57	C	36 m	40 m
19 - 20	C	36 m	48 m
13 - 14 - 15 - 46 - 54	D	39 m	48 m
21	E	61 m	59 m
44	E	64 m	68 m

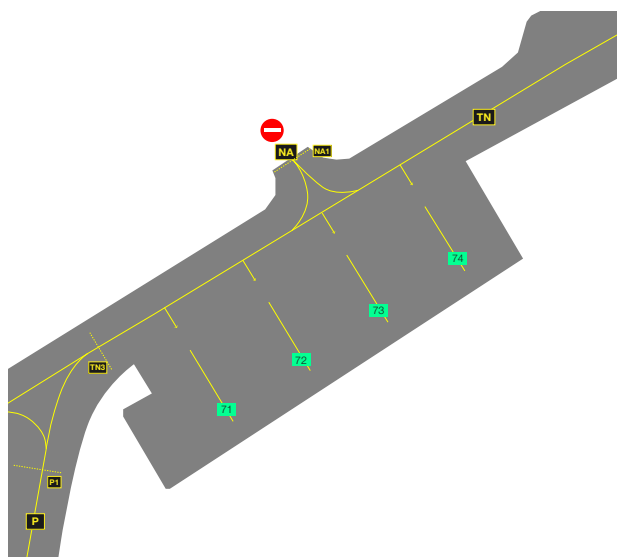
## Apron 2



STAND	AIRCRAFT CODE	MAX WINGSPAN	MAX OVERALL LENGTH
61 - 62	B	25 m	31 m
63 - 64 - 65 - 66	C	36 m	45 m

## Apron 3

This is the newest apron of the airport, it may not be in your simulator scenery.




STAND	AIRCRAFT CODE	MAX WINGSPAN	MAX OVERALL LENGTH
71 - 72 - 73 - 74	C	36 m	45 m

## Taxi

When you'll receive the taxi clearance start moving as soon as possible and if you have any doubt about the taxi route, **ask the controllers, they'll be happy to help!**

## Arrivals RWY 24

Plan to vacate at the high speed exit **BC**.

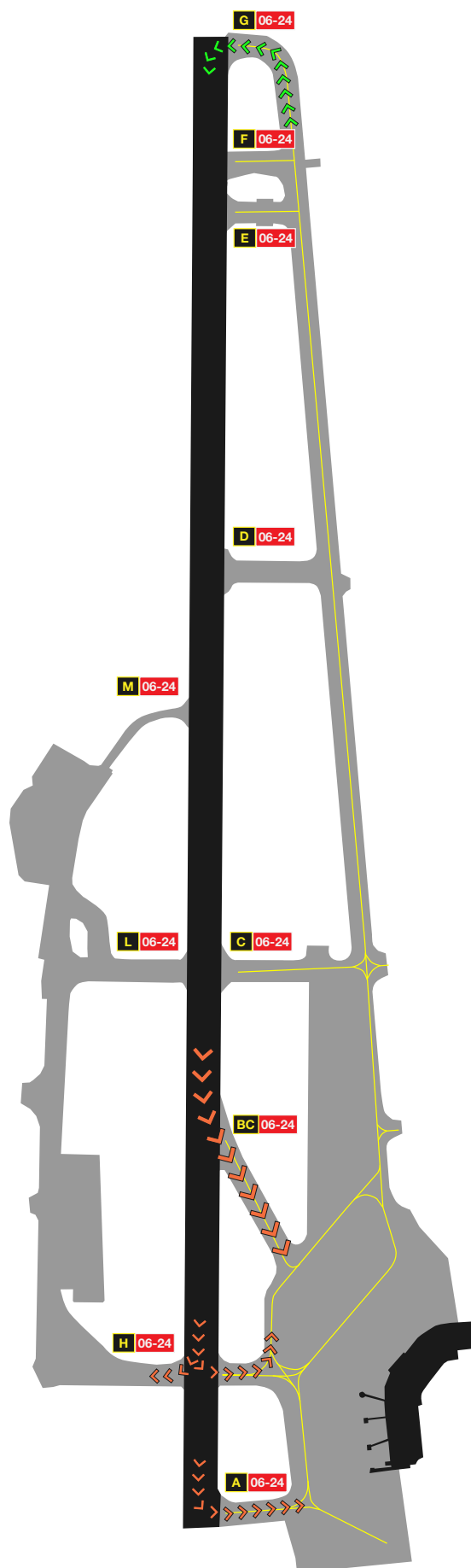
When **vacating**, remember to **ALWAYS CROSS** the stop markings  and stop only when you have passed them.

## Departures

Once you are in sequence for departure, ground will advise you to either:

**Monitor** Napoli tower, which means you should tune to that frequency and wait for ATC to call you.

**Contact** Napoli tower, which means you should tune to that frequency and contact ATC.



# Departure operations

When under radar control, departing aircrafts shall not exceed 250 kts IAS below FL100. This speed limit may be removed by ATC with the phrase: “No ATC speed restrictions”. Whenever a speed restriction should not be safe for operational reasons, pilots shall immediately advise ATC maintaining the minimum acceptable operational speed.

## During high traffic events

After requesting clearance, the delivery controller will assign you a **TSAT** (Target Startup Approval Time) and tell you to report **AIRCRAFT READY** on frequency **131.675** Napoli planner.

**AIRCRAFT READY means that the pushback truck is connected and ready to push.**  
**Plan to be ready at least 5 minutes prior to the assigned TSAT and report it to the planner controller!**

Once you have reported **AIRCRAFT READY** you will have to wait for the controller to instruct you to contact ground, this will happen when the time is approaching your **TSAT**, please **DO NOT CHANGE FREQUENCY ON YOUR OWN**.

In case you don't have a booked slot, when filing your flight plan, you will have to choose a **CTOT** (Calculated Take Off Time). This is the time you're expected to be cleared to depart/takeoff, your actual departure needs to be within -5/+10 minutes of your **CTOT**.

## SIDs and initial climb procedure

The following SIDs are the most commonly used and may differ from the actual ones cleared by the controllers. Make sure you have the **charts** with you!

Be aware that most SIDs have an initial climb procedure, RNAV or conventional, that will bring you to **GEMMA** intersection, the initial fix of your standard instrument departure procedure. Do not hesitate to ask to our delivery controller any question if anything is unclear!

Here's a table with SIDs based on VORs with their respective names:

VOR	NAME
TEA	TEANO
SOR	SORRENTO
PNZ	PONZA

## RWY 24

ROUTE	SID	INITIAL CLIMB
AGNIS	7G	6000
ALAXI	7J	
BEDPI	7G	
DELER	7G	
EDOPA	7G	
GALTI	7G	
ISKIA	8J	
MALOG	8J	
MOLUX	8J	
PEVIR	7G	
POLIT	7G	
SIPRO	7J	
TEA	8J	
VEXUV	7G	

## RWY 06

ROUTE	SID	INITIAL CLIMB
AGNIS	7G	6000
ALAXI	7G	
BEDPI	7G	
DELER	7G	
EDOPA	7G	
GALTI	7G	
ISKIA	8J	
MALOG	8J	
MOLUX	8J	
PEVIR	7G	
POLIT	7G	
SIPRO	7G	
TEA	8J	
VEXUV	7G	

## Keep in touch

### Feedback

We encourage you to leave a **feedback**, whether it is positive or negative, at:  
[vats.im/it/feedback](https://vats.im/it/feedback)

### Social media

Stay up to date on info and events at VATITA! Follow us on social media and send us your best screenshots at:

 [@vaccitaly](https://twitter.com/vaccitaly)

 [facebook.com/vaccitaly](https://facebook.com/vaccitaly)



Don't forget the most important thing!  
**To have FUN!**

