DEPARTMENT OF THE NAVY
U.S. NAVAL SUPPORT ACTIVITY
PSC 817 BOX 1
FPO AE 09622-1000

NAVSUPPACT NAPLES INST 3710.2E CH-2
N3

15 SEP 2010

NAVSUPPACT NAPLES INSTRUCTION 3710.2E CHANGE TRANSMITTAL 2

From: Commanding Officer, U.S. Naval Support Activity, Naples, Italy

Subj: AIR OPERATIONS MANUAL

1. Purpose. To transmit change 2 to NAVSUPPACT NAPLES INST 3710.2E.

2. Action.

a. Delete para 102 b. on page 7 and replace with:

b. Operating Hours. Capodichino airport is operational 24 hours a day. The U.S. military ramp is open from 0600-2200L, seven days a week. Naples Base Operations is manned during these hours. Operations outside of these hours require prior permission.

R. B. RABUSE

Distribution:
COMNAVAIRLANT
COMNAVAIRSYSCOM (Code 4.5.9.2)
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DEPARTMENT OF THE NAVY
U.S. NAVAL SUPPORT ACTIVITY
PSC 817 BOX 1
FPO AE 09622-0001

NAVSUPPACT NAPLES INST 3710.2E CH-1
N3

25 JAN 2010

NAVSUPPACT NAPLES INSTRUCTION 3710.2E CHANGE TRANSMITTAL 1

From: Commanding Officer, U.S. Naval Support Activity, Naples, Italy

Subj: AIR OPERATIONS MANUAL

1. Purpose. To transmit change 1 to NAVSUPPACT NAPLES INST 3710.2E.

2. Action.

a. Delete para 608 on page 31 and replace with:

608. Duty Medical Crew. Emergency Medical Services (EMS) are provided by the U.S. Naval Hospital and is available 24 hours a day, seven days a week. Both Capodichino and Gricignano Support Site installations are equipped with an ambulance. In addition, a Mass Casualty Incident (MCI) Ambulance is also available at Gricignano Support Site (24 hours a day seven days a week) for use in major incidents. Each ambulance crew consists of two Emergency Medical Technicians. In the event of a MEDIVAC (categorized as "LITTER"), EMS crews, with coordination with NAVSUPPACT Naples CDO or ODO, will utilize the VIP lounge as a medical triage/staging area for patients. The U.S. Naval Hospital Naples Emergency Room is appropriately staffed by medical personnel. To activate EMS, dial DSN 911 or Commercial 081-568-4911/5639.

NOTE: All MEDIVAC operations shall have priority over all other movements.

R. B. RABUSE

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COMNAVAIRLANT
COMNAVAIRSYSCOM (Code 4.5.9.2)
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COMNAVSAFECEN (Code 114)
USNH Naples
NBHC Capodichino

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DEPARTMENT OF THE NAVY
U.S. NAVAL SUPPORT ACTIVITY
PSC 817 BOX 1
FPO AE 09622-1000

NAVSUPPACT NAPLES INST 3710.2E
N3
15 JUL 2009

NAVSUPPACT NAPLES INSTRUCTION 3710.2E

From: Commanding Officer, U.S. Naval Support Activity, Naples, Italy

Subj: AIR OPERATIONS MANUAL

Ref: (a) NAVAIR 00-80T-114
(b) OPNAVINST 3710.7
(c) OPNAVINST 4630.25
(d) NAVSUPPACT NAPLES INST 3750.2C

Encl: (1) Air Operations Manual

1. Purpose. To promulgate policy and procedural guidance of all personnel concerned with the operation of aircraft at U.S. Naval Support Activity (NAVSUPPACT), Naples, Italy.

2. Cancellation. NAVSUPPACT NAPLES INSTRUCTION 3710.2D. This instruction has been revised extensively and should be read in its entirety.

3. Scope. This manual has been prepared per references (a) through (d), current instructions and directives issued by the Chief of Naval Operations, International Civil Aviation Organization (ICAO) Rules, and applicable host country Air Traffic Control authorities. The contents of this instruction shall not be construed as superseding or modifying existing instructions issued by the Department of the Navy, the Federal Aviation Administration, or higher authority, nor does this instruction relieve pilots of their individual responsibility to use good judgment and exercise prudent action while operating aircraft at Naples.

4. Administration. The Operations Officer, NAVSUPPACT Naples is charged with the administration, maintenance, and enforcement of the provisions of this manual and shall act as the direct representative of the Commanding Officer in all maters pertaining to aircraft movement.

5. Responsibility. All personnel concerned with the operation of aircraft from or to this facility shall familiarize themselves with and adhere to the provisions of this manual.

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NAVSUPPACT NAPLES INST 3710.2E

15 JUL 2009

AIR OPERATIONS MANUAL

U.S. NAVAL SUPPORT ACTIVITY
NAPLES, ITALY

Enclosure (1)

U.S. NAVAL SUPPORT ACTIVITY, NAPLES, ITALY

COMMAND MISSION STATEMENT: To provide quality support to U.S. and NATO personnel, activities, and afloat units in our geographic area of responsibility. To ensure reliable command and control of all support provided to those units.

RECORD OF CHANGES

Change #	Dated	Inserted By	Date Change Made
1	25 JAN 10	MICHELE LATTANZIO	25 JAN 10

AIR OPERATIONS MANUAL
NAVSUPPACT Naples, Italy
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CHAPTER 1 - GENERAL INFORMATION

101. General Rules

a. Controlling Authority. Napoli/Capodichino Airport (LIRN) is, by definition, an Italian military airport open to civilian traffic operated and controlled by Italian Civil and Military Authorities. The regulations governing its use are per the existing International Civil Aviation Organization (ICAO) and Italian Air regulations. The NAVSUPPACT Naples Commanding Officer is responsible for the clearance and operation of all aircraft using the U.S. Navy ramp.

NOTE: The term "U. Niutta Airport" is the official title of the Italian military/civilian airport at Naples, Italy. The term "Capodichino Airport" is the most commonly used term with reference to the "U. Niutta Airport". The term "U.S. Military" is used to describe the U.S. facilities and parking ramp at Capodichino Airport.

b. Regulations. The following regulations shall govern operations of all U.S. military and NATO aircraft using the services and ramp of NAVSUPPACT Naples. In addition to the instruction, the following publications should be consulted for guidance: "Rules of the air" as defined by ICAO regulations, Flight Information Publication (FLIP) General Planning Guide, Summary of Airfield Restrictions, Foreign Clearance Guide, the Enroute Supplement, Italian Aeronautical Information Publications (AIP) and current Notice to Airmen (NOTAMs). The information contained in this instruction in no way takes the place of or modifies the instructions issued by higher authority.

c. Scope. All personnel operating aircraft from this station shall be bound by these regulations. Aircrews permanently or temporarily attached to NAVSUPPACT Naples are required to receive a course rules brief from an air traffic control representative prior to conducting local flight operations.

102. Geographical and Dimensional Description

a. Location and Classification. Capodichino airport is

located 3.24 nautical miles north-northeast of Naples, Italy and seven miles west-northwest of Mt. Vesuvius. The coordinates for the field are 40° 53'04"N, 14° 17'27"E. Field elevation is 294 feet MSL. The magnetic variation is 2 degrees east. The time zone description is UTC +1 (+2 from the last Sunday of March at 0100Z until the last Sunday of October at 0100Z).

b. Operating Hours. Capodichino airport is operational 24 hours a day. The U.S. military ramp is open from 0600-2200L, seven days a week. Naples Base Operations is manned during these hours. Operations outside of these hours require prior permission.

c. Average Annual Weather Data. During the summer months (June to September) temperatures average between 81-86 degrees with the month of October averaging 71 degrees. From November to March, temperatures range from a high of 62 to a low of 40 degrees. April and May temperatures are in the high 60s to mid 70s. The winter months are characterized by frequent rainfall and thunderstorms. On average, Naples experiences 83 days of rain and 33 thunderstorms per year. Late spring into summer and early fall is mostly bright, clear days, and pleasant nights. Due to the heavy industry around Naples, the surrounding hills and mountains trap emissions, making visibility poor. Thermal conditions in the Agnano and Bagnoli (NATO) area lead to the formation of dense and extensive fog and make helicopter operations hazardous. This situation is compounded by the fact that these population centers are located in craters. Additionally, the airport is occasionally affected by wind shear phenomena, more frequently occurring between November and April.

d. Runways. The airport has one runway (06/24) constructed of bituminous conglomerate with a pavement strength of PCN 90, flexible pavement strength, medium pavement sub grade category, no tire pressure limit and the runway was technically evaluated. Runway 06 has a displaced threshold of 1381 feet, leaving 7313 feet of landing distance available. Runway 24 has a displaced threshold of 696 feet leaving 7998 feet of landing distance available. The runways are marked in accordance with ICAO requirements.

RUNWAY	LENGTH	WIDTH	MAG HDG
06	8622'	148'	056
24	8622'	148'	236

e. Taxiways. Taxiways and throats are the same construction as the runways. The dimensions are as follows:

(1) Taxiway TS, A, B, C, D, E, F, G - 75' wide (PCN 88/F/B/W/T)

(2) Taxiway TN, L - 49' wide

(3) Taxiway H - 75' wide

(4) Taxiway BC - 75' wide (PCN 68/F/C/X/T)

NOTE 1: Single wheel loading capacity for runway, taxiway, and throats is 61,600 pounds.

NOTE 2: Painted taxi lines may not provide adequate wingtip clearance when other aircraft are parked near taxiways.

f. Parking Areas. The U.S. military ramp has approximately 575,000 square feet of parking area. It is reinforced concrete, capable of supporting a single wheel load of 61,600 pounds.

103. Hangar and Service Facilities

a. Hangars. There is one hangar located at the U.S. military parking ramp. NAVSUPPACT Naples has a transient maintenance space and will accommodate only small twin-engine aircraft and helicopters; e.g., C12, C26, H60 etc. A line crew is available 24 hours a day to assist in aircraft parking and routine servicing of transient aircraft and to provide radio-equipped vehicles for escorting aircraft under tow.

b. Fuel and Oil. Jet A1 (NATO F-35), oil and low pressure oxygen servicing are available. Delays may be experienced during peak traffic periods. Aircraft on a quick turn should notify Naples Base Operations as far in advance as possible. Twenty-four hour prior notification is required for fuel requests of 50,000 pounds or more to avoid delays. Fueling is available from 0600L-2100L. Overtime fueling is available from

2100L-0600L, if coordinated with Base Operations by 1900L, but is reserved only for emergency situations. The overtime-fueling fee is $200.00, and the Operations Officer is the approving authority. Defueling is not available at Naples and a commercial air card is required for fuel purchase.

c. Fueling Operations During Inclement Weather. Fueling operations shall be suspended when any of the following conditions exist:

(1) Lightning is observed or reported within 5 miles of the airport.

(2) Weather service reports Thunderstorm Condition I or a significant storm approaching with possible electrical activity.

(3) Fire Chief reports any unsafe condition affecting fueling operations.

(4) During conditions (1) through (3), fueling shall be suspended for a minimum of 15 minutes at which time the suspension shall be re-evaluated.

d. Oxygen. Gaseous 02 available with 24 hour prior notice (w/removable cartridges only).

NOTE: LOX is NOT available.

104. Airport Equipment

a. High Power Turn-Up Area. An Italian high power turn-up area is located opposite the Capodichino hangar. Arrangements for its use may be made through the Air Operations Officer at DSN 314-626-5227 or DSN 314-626-6305. High power turn-ups are not authorized between the hours of 2200-0600L due to strict noise abatement procedures.

b. Aircraft Wash Rack. The wash rack is located on the southeast corner of the ramp area. Arrangements for its use may be made through the Transient Line at DSN 626-5382.

c. Emergency Arresting Gear. Not available.

105. Airfield Lighting

a. Runway. Runways are equipped with variable, high intensity runway lights (HIRL). Green threshold lights are located at the approach end of each runway.

b. Approach Lighting System. Runway 24 is equipped with a modified British Calvert I system (first four crossbars) for a total length of 1500 feet. Runway 06 is equipped with an Approach Light System with Sequenced Flashing Lights in ILS Cat-I configuration (ALSF-1). Precision Approach Path Indicator (PAPI) is available on both runways. PAPI angles are set to 3.33 degrees for runway 24 and 3.5 degrees for runway 06.

c. Taxiway Lights. Taxiway lights are variable intensity blue lights. No centerline lights installed.

NOTE: All apron lights are blue with white floodlights.

d. Obstruction Lights. All prominent obstructions on the airfield are marked with red lights. These obstructions are depicted in the DOD FLIP Charts and AIP. Pilots must be alert for temporary cranes and other objects erected near the airport. These temporary structures are not shown on DOD FLIP Charts or AIP.

e. Rotating Beacon. The rotating beacon is a single green and white light located on top of the tower. The beacon is operated during the following conditions:

(1) Day - Instrument Meteorological Conditions (IMC), 1,500 feet ceiling, 5-kilometer (3-1/8 SM) visibility.

(2) Night - From sunset to sunrise.

106. Communications

a. Automatic Terminal Information Service (ATIS) is provided on frequency 135.975 MHZ. This service is a continuous broadcast of routine information such as ceiling, visibility, wind, altimeter, runway in use and other pertinent field information. Pilots are required to monitor the ATIS and advise

the Tower or Approach controller on initial contact that they have received the broadcast.

b. Base Operations freq. is 118.275/341.0. Aircraft commanders shall pass estimated time of arrival (ETA), VIP movement information, fuel requirements and other pertinent data a minimum of 20 minutes before ETA.

c. Tower, Approach Control and all other applicable frequencies are listed on Plate 1.

107. Navigational Aids

a. Radar. Naples Approach Control provides radar departure and arrival services for Capodichino Airport. No PAR/ASR available.

b. VOR/DME/NDB. Operated by the Italian Air Traffic Control Agency (ENAV), Naples uses Sorrento, Pomigliano, and Teano VORs.

Pomigliano:	TVOR/DME	117.85 MHZ	POM	CH 125(Y)
	NDB	351 KHZ	POM	
Sorrento:	VOR/DME	112.20 MHZ	SOR	CH 59(X)
	NDB	426 KHZ	SOR	
Teano:	VOR/DME	112.90 MHZ	TEA	CH 76(X)
	NDB	316 KHZ	TEA	

c. ILS. This approach is available to runways 24 and 06. However, only the ILS procedure for runway 24 is covered under DOD FLIP (Terminal) IFR Publications. ILS approach procedures for runway 06 are published under Jeppesen.

Frequency for:	rwy 24	rwy 06
	ILS 109.50 MHZ	ILS 110.15 MHZ
	GP 332.60 MHZ	GP 334.25 MHZ
	OM 75 MHZ	OM 75 MHZ
	MM 75 MHZ	MM 75 MHZ
	DME-P CH32(X)	DME-P CH38(Y)

CHAPTER 2 - FLIGHT PLANNING

201. General

a. Base Operations. Located in building 415, on the second deck. Flight planning services include: Access to all current ICAO/DOD publications, optimum path aircraft routing system (OPARS), complete NOTAM presentations, unclassified Foreign Clearance Guide, and on line access to the Italian Aeronautical Publications (AIP) located at http://www.enav.it/portal/page/portal/PortaleENAV/Home_EN. In addition, limited navigational charts are available upon request. Charts and publications shall not be removed from Base Operations without Base Operations approval.

b. Defense Distribution Mapping Agency (DDMA). Located in the air cargo building at the west end of the ramp, is capable of providing a more comprehensive chart service for issuance.

202. Flight Plans

a. International Flight Plans. A DD 1801 (ICAO) Flight Plan shall be prepared in accordance with OPNAVINST 3710.7 and all current FLIP and Eurocontrol publications for all flights departing Capodichino airport. To ensure timely processing, flight plans should be submitted at least two hours prior to estimated departure time (ETD) for Instrument Flight Rules (IFR) and 45 minutes prior to ETD for Visual Flight Rules (VFR). On occasion, Controlled Takeoff Time (slot times) are given to departing aircraft, and are used by Italian ATC to manage flow of air traffic. Aircraft must depart within a window of 5 min before or 10 min after the given time or will experience a delay. Flight plans are retained in the system for one hour after ETD. Updating will eliminate most problems. Delays are easily accomplished with a delay message. Updating for an earlier departure time requires the cancellation of the current flight plan and re-filing with the new departure time. Once the flight plan is dropped from the system, it will be necessary for the pilot to re-file at Base Operations.

203. Clearance Requirements

a. Diplomatic Clearance. **All aircraft require diplomatic**

clearance. U.S. military and U.S. registry military contract aircraft must ensure that the Aircraft Diplomatic Clearance number is written in block 18 of the ICAO flight plan IAW FLIP GP Chapter 4. In addition all US military aircraft requesting land in Italy with a DV code 1 through 6 must provide DV name, rank, and purpose of visit to USDAO Rome five (5) days prior to ETA.

NOTE: Consult the Foreign Clearance Guide for complete information about on diplomatic clearances and VIP/distinguished visitor procedures.

b. Prior Permission Required (PPR). Due to limited parking space, a PPR is required for all U.S. aircraft requesting parking and/or transient services on the U.S. Navy ramp. A PPR request must be submitted 48 hours in advance. C-130 and larger aircraft must submit their request 96 hours in advance due to preplanning for ramp space. Requests may be made through NAVSUPPACT Naples Base Operations at DSN 314-626-5235 or 5223; Commercial 39-081-568-5235/5223, fax 39-081-568-5479. All non-U.S. Military Aircraft must submit a PPR request to the Italian Air Force Command via fax at 39-081-705-5522. To obtain a copy of the PPR form contact NAVSUPPACT Naples, Base Operations at 39-081-568-5235/5223 or from Italian Air Force Base Operations at 39-081-705-5444/5388.

NOTE: After requesting a PPR, you will receive a return call from Base Operations with your PPR number.

204. Weather Minimums

a. VMC/IMC minimums	1,500 ceiling, 5 km visibility (3-1/8 SM)
b. Circling minimums	As published in Terminal Approach plates for respective categories
c. Standard/Special Cards series and squadron	Per OPNAVINST 3710.7T policies

****Takeoffs below approach minimums (Special Card use) are not recognized by Italian ATC and will not be approved****

d. SVFR	Ground visibility not less than 1.5 km (.93 SM) and clear of clouds

205. Pilot to Forecaster Service (PMSV)

a. Request for weather briefing can be made from 21st Operational Weather Squadron (OWS) via WEB or DSN. Contact info can be provided from Base Operations.

NOTE: Weather observations are taken by the local Italian weather service, located at the civilian airport, and is used to determine local field conditions. Aerodrome Reporting Office Meteorology COMM: 081-7070003.

CHAPTER 3 - COURSE RULES

301. Pilot Briefing

a. **All pilots of units temporarily based at NAVSUPPACT Naples shall receive a VFR course rules/local brief prior to operating at Capodichino airport, unless briefed within the previous 6 months.** For scheduling through duty ATC personnel, contact Air Traffic Control at DSN 626-5235/5223. For more information on Shore Basing see Chapter 5.

302. Taxi Instructions

a. All aircraft must receive engine start clearance from "Napoli Ground" (VHF 121.9) prior to calling for taxi.

b. Aircraft may taxi on U.S. ramp without ground control clearance, but must be under the control of a taxi director or follow-me vehicle.

c. Aircraft shall not exit the U.S. ramp without taxi clearance from "Napoli Ground".

d. All taxiing aircraft shall give way to vehicles responding to an emergency.

e. A "Follow-me" vehicle will meet all aircraft at the throat to the U.S. military ramp area. Due to limited ramp space, it is imperative that aircraft commanders follow all taxi signals precisely. Aircraft commanders unsure of signals shall come to a complete stop until a clear understanding between the aircraft and director is reached.

NOTE: All C5 aircraft landing on runway 24 or taking off via runway 06 require a "follow-me" truck and wing walkers to cross the civilian ramp area. Contact Base Operations 341.0 UHF or 118.275 VHF to coordinate.

303. Turn-up Area

a. Engine run-ups require prior coordination with Ground Control and will be conducted at the approach end of the duty runway.

b. Low power maintenance turn-ups may be accomplished on the U.S. ramp with approval from the Transient Line Supervisor.

304. VFR Departure Procedures

a. General

(1) Naples Base Operations will brief all crews requesting VFR flights on VFR procedures within the Naples area.

(2) Aircraft will remain clear of all departure and approach areas.

305. VFR Arrival Procedures. Inbound VFR aircraft shall contact "Napoli Radar" (124.35 or 234.05) prior to entering their control area. Aircraft entering the Naples control area must be transponder-equipped and operate in accordance with FLIP AP/2.

a. Inbound to Capodichino aerodome:

CAPUA- N41°06'36" E014°12'52"

LAGO PATRIA- N40°56'00" E014°02'00"

TORRE ANNUNZIATA - N40°45'26" E014°27'10"

(1) From the North: CAPUA - CASERTA - AVERSA at 1000 ft AGL.

(2) From the West: LAGO PATRIA - AVERSA at 1000ft AGL.

(3) From the South: TORRE ANNUNZIATA - TORRE DEL GRECO at 1000ft AGL.

b. Visual references:

(1) segment Teano - Capua - Castera follow the highway;

(2) segment Castera - Aversa follow the railway;

(3) Caserta: Palazzo Reale/railway station;

(4) Aversa: race-course/railway station.

c. Entry into airport traffic pattern will be at an altitude of 1500′ on the following routes: Iskia - Napoli, Capri - Napoli, Norcera - Pomigliano - Napoli, Maddaloni - Pomigliano - Napoli.

(1) Jet aircraft will maintain an altitude of 1500′ on downwind leg.

306. IFR Departure Procedures. All IFR departures are expected to use standard instrument departures (SIDS) or radar vectors.

307. IFR Arrival Procedures. Aircraft arriving on IFR flight plans should contact "Napoli Approach Control" as specified in their IFR clearance. Single frequency approaches will normally be provided.

a. Instrument Approaches Available. Detailed approach procedures and minimums are located in DoD, Jeppesen and Italian Aeronautical Information Publications (AIP). Italian authorities control all instrument approach procedures.

(1) Visual Approaches. Except for aerodrome traffic pattern and final landing phases, jet aircraft executing a visual approach shall avoid over flying the town of Naples below 5000′ as follows:

(2) Sector 120/210 DEG from ARP: 5NM

(3) Sector 210/270 DEG from ARP: 8NM

308. Noise Abatement

a. Departures. In order to reduce noise exposure to highly populated areas, aircraft departing runway 24 on track of 222 degrees:

(1) Have reached 1200 feet before NPC 2 DME or

(2) Can perform the turn with a bank angle higher than 15 degrees or

(3) Can maintain a KIAS of less than 160. Shall make the left turn on track 180 degrees to intercept afterwards and join SOR VOR/DME R-342.

NOTE: 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.

309. Helicopter Operations

a. General. All helicopters, except skid type, shall land on runway heading then turn to exit on the taxiway. Landing on taxiways is prohibited unless directed by the tower.

(1) Air taxi is prohibited for all helicopters except skid type.

(2) Helicopter formation departures are not authorized. Sequence departures between elements are authorized to join-up shortly after departure. Flights cannot consist of more than four helicopters.

b. Arrival and departure procedures. High density commercial helicopter operations are conducted within the port of Napoli area 0700-1900z daily. For safety of flight, all helicopter flights entering or operating within Capodichino will contact Napoli Tower when:

(1) Entering airport traffic zone from Gaeta. Flights from Gaeta to Napoli will fly a maximum altitude of 2000' until passing Iskia. Ischia to Capodichino or Ischia to Bagnoli Heliport maximum altitude is 1000'. Contact Napoli Tower after Ischia for advisory control, and provide position, time, altitude and destination.

(2) Departure. Helicopter departures from within the airport traffic zone and when departing Bagnoli or ship, advise Napoli Tower of position, intended flight operations, route and altitude prior to liftoff. If no radio contact possible, advise Napoli Tower soon as possible after airborne from Bagnoli Heliport, or relay via shipboard radio prior to departing ship. Advise Napoli Tower of flight termination prior to landing

within the Napoli control zone if landing at position other than Capodichino Airport.

(3) All flights shall remain clear of:

(a) The zoo located on POM VOR/DME R240/6.5NM

(b) Italian Air Force Academy POM VOR/DME R245/7NM

(c) Anchorage Pleasure Boats Area (N40-49.6/E014-14.4)

(d) Over any civilian vessel in the Naples harbor.

c. Shuttle operations from U.S. ships to Capodichino airfield require a DD 1801 listing the number of shuttles. Maximum altitude between the airport and the harbor is 500 feet AGL. Requests for higher altitudes must be made with "Napoli Tower". Depart U.S. ship seaward and then turn left, while in contact with "Napoli Tower".

NOTE: Helo operations, including engine turn-ups, within the inner harbor are prohibited. This includes ships moored at the Molo Angioino Naples Pier.

310. Ordnance

a. General. Aircraft carrying class "A", "B" or "C" ordnance (with the exception of installed ejection seat and starting cartridges) are **prohibited** from landing at Capodichino (except in case of an emergency). USDAO Rome is the approving authority for all waivers. Ordnance on diverted aircraft shall be jettisoned in a clear area at sea in international waters (Italian territorial waters extend six miles from shore).

b. Storage. There is no ordnance storage area at Capodichino Airport.

311. Obstructions. Local obstructions constitute flight hazards in close vicinity to Capodichino Airport. Elevations are given in feet above mean sea level. Distances are measured from the center of the runway in nautical miles, and bearing is relative to Capodichino Airport. (Plate 2)

OBSTRUCTION	DISTANCE	BEARING	HEIGHT
Antenna R.A.I. Camaldoli	5	250	1,745
Antenna R.A.I. Marcianise	8	010	728
Antenna VV.F. Camaldoli	5	263	1,617
Campanile Camaldoli	5	263	1,577
St. Elmo Castle	3	220	1,161
Torri a Traliccio Mt. Faito	15	145	4,404
Mt.Camaldoli	5	250	1,503
Mt. Avella	17	070	5,220
Mt. Faito	15	146	4,738
Mt. Taburno	20	041	3,970
Mt. Tifata	13	358	1,982
Mt. Vesuvio	7	123	4,203

NOTE: Due to the large number of terrain hazards, pilots should make themselves familiar with the Naples area. Obstructions listed above do not constitute a complete listing of all obstructions within the Naples flying area.

312. Pedestrian and Vehicular Traffic on the Ramp Area. At no time shall personnel use the ramp unescorted, unless in possession of an NAVSUPPACT Naples security badge with picture I.D. To operate a vehicle on the ramp, the security badge will be preprogrammed authorizing access to the flight line. Vehicle operators shall receive an initial airfield driver's brief prior to ramp access which must be renewed annually. To schedule an airfield driver's brief contact T-line at extension 5382/6884. Additionally, if airfield access beyond the Navy ramp is required, the vehicle shall be radio equipped and display required checkered flag or amber rotating beacon.

a. Authorized drivers of the following vehicles are exempt from paragraph 312:

(1) Crash and fire fighting equipment

(2) Ambulances

(3) Follow-me vehicles

(4) Aircraft tow vehicles

(5) Oxygen and nitrogen carts

(6) Auxiliary power carts

(7) Jet starting units

(8) Aircraft loading and unloading vehicles

(9) Security vehicles

b. The following are rules for all personnel/pedestrians:

(1) No hats or loose items on the flight line.

c. Per Italian military regulations, vehicular traffic departing the U.S. ramp for other locations on the airfield will be in direct radio communication with the control tower.

d. Pedestrian traffic on the airfield outside the U.S. military ramp is strictly prohibited.

e. Rules of the Road. Except for emergency response vehicles, aircraft have the right-of-way over all vehicles. At night, vehicles shall use low beam headlights and flashing yellow beacons/four way flashers. Use of low beam headlights and flashing yellow beacons/four way flashers will assist to avoid collision with parked aircraft, exposed chocks and fire bottles in parking areas. Right-side vehicular operation rules apply. Vehicle speed is established as follows:

Follow-me aircraft	Safe speed in front of taxing
Line areas	10 mph
Ramps and taxiways	15 mph
Runways	30 mph

f. Smoking. Smoking or use of open flame on the NAVSUPPACT flight line is prohibited. Reference NAVSUPPACT NAPLES INST 5100.10.

g. Photographs. Photographs of NAVSUPPACT Naples, and Italian Military ramp areas, runways or of specific aircraft are strictly prohibited without the permission of the Air Operations or Operations Officer.

CHAPTER 4 - AIR TRAFFIC CONTROL

401. General Information

a. Regulatory Procedures. Procedures for the control of air traffic at Capodichino Airport are contained in the Italian Aeronautical Information Publication (AIP), FLIP, and ICAO rules.

b. Air Traffic Control Tower. All air traffic and ground traffic is controlled from the Italian control tower located on the south side of the field (call sign: "Napoli Tower"). The airfield is under positive control, and it is mandatory that all aircraft guard appropriate frequencies.

402. Airspace Definitions and Descriptions

a. Naples Class "C" Restricted/Unrestricted areas. These are divided into six zones; three are depicted as NOTAM restricted areas and three are unrestricted. Listed below are the upper/lower limits of each zone:

(1) LIR62	FL600/1,500 feet (QNH Naples)
(2) LIR63A	FL95/SFC
(3) LIR63B	1,500 feet/SFC (QNH Naples)
(4) ZONE 1	3500ft/SFC
(5) ZONE 2	FL165/3500ft
(6) ZONE 3	FL165/FL95

NOTE: Transition altitude: Consult Flip approach plates.

b. Naples Class "C" Aerodrome. The Naples Class "C" Aerodrome is a 3.2 NM circle whose radius is centered on the airport reference point (ARP) 40° 53' 04"N 14° 17' 27"E (midpoint of runway 06/24) with a maximum altitude of 2,000 feet MSL.

403. Radar. "Napoli Radar" operates 24 hours a day, except on Wednesdays from 0800Z to 1000Z for preventive maintenance which will be conducted only when VMC conditions exist and with

traffic load permitting. Lost communication procedures are published in the AIP for each airport and are not usually provided by the controller. If not thoroughly familiar with published procedures, pilots should request lost communications procedures from the controller. Consult NOTAMs for up to date information.

404. Frequencies. All frequencies needed for the Naples area are contained in the current edition of the AIP and FLIP. The only frequencies available for U.S. military coordination are as follows:

Naples (U.S.) Base Operations: 341.0 MHz/118.275 MHz

405. Aircraft Emergencies. No specific rules can be prescribed to cover all types of emergencies, nor is there any substitute for sound judgment on the part of the pilot in command. As Italian authorities have controlling authority, pilots with aircraft emergencies should pass all pertinent information as clearly as possible to the Italian controllers. If time permits, pass information to Naples Base Operations on 341.0 MHz. Naples Base Operations will immediately advise the appropriate authorities. Once safe on deck, all pilots of emergency aircraft must proceed to Base Operations and file required emergency (and/or bird strike) paperwork.

406. Reporting Damage to Life or Property. A report shall be made without delay to Base Operations by any pilot who:

a. Drops a bomb, fires a gun, rocket or any missile outside the designated areas.

b. Upon return from a flight, discovers that there are parts missing from the aircraft (TFOA).

c. Causes an incident that might possibly involve local, national or international interest.

407. Electronic Testing and Tuning

a. Aircraft Radios/Transponders. Testing and tuning of transmitters should be kept to a minimum while on the ground. Aircraft aboard ships in the harbor are subject to the same

restrictions, especially with reference to IFF equipment, including ship's systems. Squawk low at all times in the harbor.

b. Emergency Radio Signal Equipment. Inadvertent activation of emergency bailout beacon or other emergency location transmitter (ELT) causes unnecessary alerting of air traffic control and search and rescue facilities. Local ATC equipment picks up all ELT transmissions from the Naples bay area. All squadrons and associated ship's company testing of ELTs shall be accomplished during the first five minutes of each hour, with no more than three audio sweeps. If open testing is required, contact Naples Base Operations via UHF radio or by phone at DSN 626-5235/5223, and an attempt will be made to coordinate with local authorities for approval.

CHAPTER 5 - TRANSIENT AIRCRAFT

501. Transient Personnel. All transient personnel arriving at Naples by aircraft may seek information and service, including further transportation, from the Naples Air Terminal Passenger Service Desk. Commanders of Remaining-Over-Night (RON) aircraft shall keep Naples Base Operations and Air Terminal Operations Center informed at all times of their recall information. Flight engineers or loadmasters of logistics aircraft shall check in with the air terminal to provide load and space available information.

502. Accommodations. Hotel reservations will be made for transient crewmembers upon request by message, telephone or in person. On base lodging is limited but available for personnel traveling on temporary additional duty (TAD) or flight crew orders. The Capo Inn is available to both officer and enlisted.

503. Messing. There are several facilities to eat at on-base. The operating hours for these facilities are available in Flight Planning.

504. Transportation. Transportation assets are extremely limited. A scheduled bus runs from NAVSUPPACT Naples to JFC and Gricignano, Support Site. Transient aircrew transportation is available during operating hours, upon request. Transportation will be provided for one round trip to/from lodging. Additional services will be at crewmembers expense. Copy of orders and crew list are required to receive this service. Temporarily based detachments should make transportation arrangements in advance through the hosting command. Taxicabs are available and can be arranged through the air terminal passenger service desk during normal working hours.

505. Dress. Flight clothing may be worn in all facilities on board NAVSUPPACT Naples. Officer and enlisted personnel should wear appropriate civilian attire off base, unless transiting to/from lodging facilities.

506. Customs and Immigration. Commanders of all aircraft arriving from or departing to points outside Italy are responsible for clearance of their crews and passengers.

Completed documents will be given to Air Terminal personnel during operating hours.

507. Passenger Clearance. Normally, transport type aircraft carrying passengers will be loaded and unloaded on the "Quarterdeck" when conditions permit.

508. Manifesting. Eligible passengers will be manifested at the Air Terminal Passenger Service Desk. Passengers must be in proper attire and shall present travel authorization (orders, leave papers, I.D. Card, etc.). Reservations will not be made for any category of space available passenger. The space available manifest will be started two hours prior to estimated departure time and priority will be established on first come, first-serve basis dependent on category.

509. Conduct. Passengers who are unruly, or under the influence of narcotics/alcohol, or who may create a hazard to the safety of the aircraft or passengers, or who are otherwise a disruptive influence, will not be manifested or permitted to board an aircraft.

510. Final Approval. The Aircraft Commander is vested with final approval authority for carrying passengers.

511. Baggage. All baggage is subject to search at the discretion of the Operations Duty Officer, appropriate Air Terminal personnel and/or the Aircraft Commander. Baggage weight restrictions are issued in OPNAVINST 4660.3.

512. VIP/Distinguished Visitor Procedures. All arriving VIP/DV aircraft will be parked in close proximity to the VIP Lounge and will be met by the NAVSUPPACT Operations Duty Officer and Command Duty Officer. Inbound VIP/DV aircraft shall contact Naples Base Operations on 118.275/341.0 MHz 20 minutes prior to arrival and confirm block times and special handling requirements (i.e., boarding ladder, power unit, etc.).

513. Endorsement of Orders. The air terminal will endorse orders for flight crews and passengers.

514. Parking Facilities. Transient aircraft commanders are advised that frequent thunderstorm activity with accompanying

high winds and wind shifts are characteristic of the Naples area during the winter and spring months. Therefore, it is imperative that Naples Base Operations be able to contact all aircraft commanders in the event weather conditions necessitate re-spotting of aircraft. The ramp area is patrolled 24 hours a day. Ramp access is restricted. Individual guards for aircraft will not normally be provided.

515. Flight Rations. Flight rations (box lunches) are available from EURO Catering 0730-1800 with a 24hour notice. Requests are to be made by the flight crews by calling 39-081-780-4022, FAX 39-081-780-2949, or E-Mail: eurocatering@gemeaz.it.

516. Telephone Numbers

Operations Officer	626-5216
Assistant Operations Officer	626-5553
Air Operations Officer	626-5227
Operations Secretary	626-5483
Operations Logistics Mgmt Spec	626-6305
Naples Base Operations	626-5235/5223/5480
Air Terminal Operations Center	626-5224/5226/5256/5269
Passenger Service	626-5283
Air Terminal Manager	626-5506
Transient Line	626-5382/6884/6883
Support Equipment	626-5246
Quarterdeck	626-5547
Operations Duty Officer	626-5484
	Cell 335-102-8812

Commercial prefix for the extensions listed is 081-568-XXXX. Commercial access from the United States is 011-39-081-568-XXXX. DSN prefix for Italy is 314-XXX-XXXX.

517. Registered Publications Necessary for Flight. Many publications are provided at Flight Planning including the Foreign Clearance Guide.

518. Temporary Stowage of Classified Material, Registered Material and Weapons

a. Classified and Registered material up to Top Secret may be stored in the C4I building, on a case by case basis. Prior coordination with Tech control at DSN 626-3725 is highly recommended.

b. Weapons may be stored at the NSA Security armory. For prior coordination and information, call NSA Security at DSN 626-5245.

519. Aircraft Detachments

a. Request for shore basing shall be made at least seven working days in advance DSN 626-5583 or C39-081-568-5583. Message requests shall be directed to COMNAVREG EURAFSWA NAPLES IT, NAVSUPPACT NAPLES IT//N3/N32// and NAVAIRTERM NAPLES IT// per reference (c) and DOD Foreign Clearance Guide, a request should include the following:

(1) Date of arrival - estimated departure date.

(2) Number/type of aircraft.

(3) Operations expected to conduct during shore-basing.

(4) Special handling/servicing requirements.

c. Each shore-based detachment will submit to Base Operations the name and recall of the OIC. Additionally, the OIC is to provide the following to Base Ops daily:

(1) Flight Schedule.

(2) Any expected changes to flight schedule.

CHAPTER 6 - CRASH AND RESCUE

601. Aircraft Crash and Rescue Bill. The Pre-mishap Plan, reference (d), promulgates responsibilities and establishes guidelines for crash and rescue operations.

602. Search and Rescue (SAR) Bill. SAR control for central Italy is Martina Franca. Naples does not have a designated SAR aircraft.

603. Aircraft Salvage. The Air Operations Officer is designated as the Aircraft Salvage Officer and is responsible for the coordination of all aircraft salvage operations. The Aircraft Salvage Officer will coordinate with the senior member of the Aircraft Mishap Investigation Board before moving or disturbing any aircraft wreckage or releasing it for salvage. The NAVSUPPACT Naples Fire Chief and Public Works Officer shall provide any assistance required. For additional assistance in cases of submerged wreckage, refer to reference (d), enclosure (1), tab 23H.

604. Crash and Rescue Equipment

a. Two T-1500 (1500 Gallon Water/210 Gallon Aqueous Film Forming Foam - AFFF) in service.

b. One P-19 (1000 Gallon Water/135 Gallon Foam)- in service reserve unit.

c. Rescue Van, w/specialized extrication equipment (Hurst hydraulic tools, high pressure lift bags, generator and lighting etc.).

d. Two 1000 GMP Structural Pumpers assigned to Capodichino; one 1500 GPM 61' Aerial Truck and one 1250 Structural Pumper assigned to Gricignano and one 1000 GPM Structural Pumper in reserve status.

e. HAZMAT Response Vehicle (support in fuel spills, etc.).

f. Two Command Vehicles.

605. Emergency Response

a. Upon notification of an airfield emergency, the following Fire Department assets shall respond:

(1) Two T-1500's with three personnel each.

(2) Structural Pumper with one person (water supply, equipment and manpower).

(3) Rescue Van with one person (equipment and manpower).

(4) Command Vehicle with Duty Assistant Chief.

b. Notification and response of Assistant Chief of Training and Safety (if actual crash or other working emergency).

c. Notification of the Fire Chief (if actual crash or other working emergency).

d. Notification and response of qualified fire prevention personnel to fill support roles (if actual crash or other working emergency).

e. Notification/recall of off-duty personnel as warranted (if actual crash or other working emergency).

606. Italian Crash Equipment. If the situation dictates, the Italian crash/fire units will be alerted and positioned as necessary.

607. Emergency Procedures

a. In the event of an aircraft emergency, the Italian control tower will activate a siren that is located in the U.S. Navy Fire Station. The Italian control tower will relay all pertinent emergency information in English by radio via frequency 440.450 UHF. The emergency information will include aircraft call sign, type, location, nature of emergency, souls on board, fuel on board and pilot's intentions. Additionally, in the event of a military aircraft, the Control Tower will notify the Italian Air Force Coordination Center, who will

notify the Emergency Management Dispatch.

b. Emergency Management Dispatch shall notify the following command and departments:

(1) NAVSUPPACT Naples Fire Department

(2) U.S. Naval Hospital Quarterdeck

(3) NAVSUPPACT Base Operations (after normal working hours, contact the ODO: Cell 335-102-8812)

(4) NAVSUPPACT Quarterdeck

c. NAVSUPPACT Naples, Base Operations shall notify the following command personnel immediately:

(1) Operations Duty Officer

(2) Assistant Operations Officer

(3) Operations Officer

(4) Aviation Safety Officer

608. Duty Medical Crew. Emergency Medical Services (EMS) are provided by the U.S. Naval Hospital and is available 24 hours a day, seven days a week. Both Capodichino and Gricignano Support Site installations are equipped with an ambulance. In addition, a Mass Casualty Incident (MCI) Ambulance is also available at Gricignano Support Site (24 hours a day seven days a week) for use in major incidents. Each ambulance crew consists of two Emergency Medical Technicians. In the event of a MEDIVAC (categorized as "LITTER"), EMS crews, with coordination with NAVSUPPACT Naples CDO or ODO, will utilize the VIP lounge as a medical triage/staging area for patients. The U.S. Naval Hospital Naples Emergency Room is appropriately staffed by medical personnel. To activate EMS, dial DSN 911 or Commercial 081-568-4911/5639.

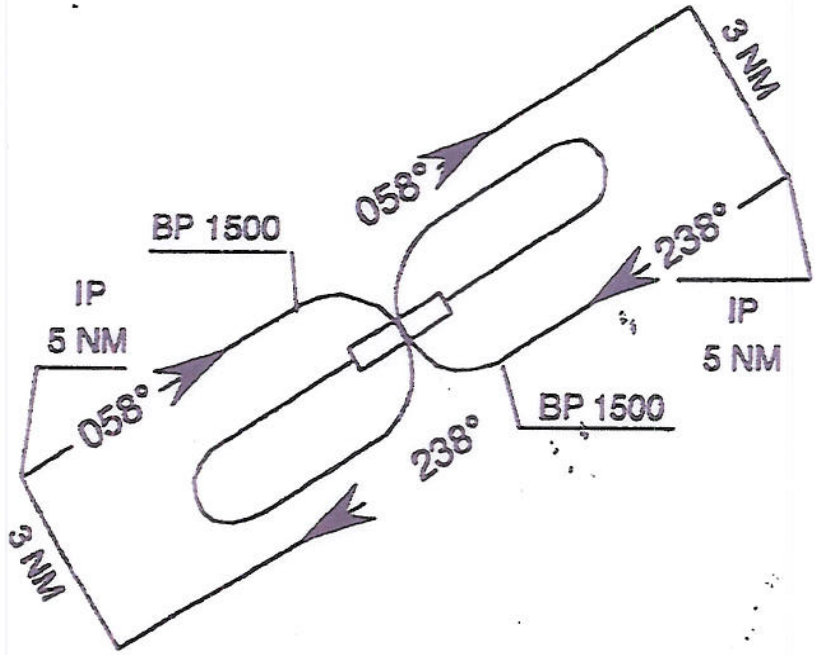
NOTE: All MEDIVAC operations shall have priority over all other movements.

TRAFFIC CIRCUITS

15 JUL 2009

RWY 06 e 24 RIGHT

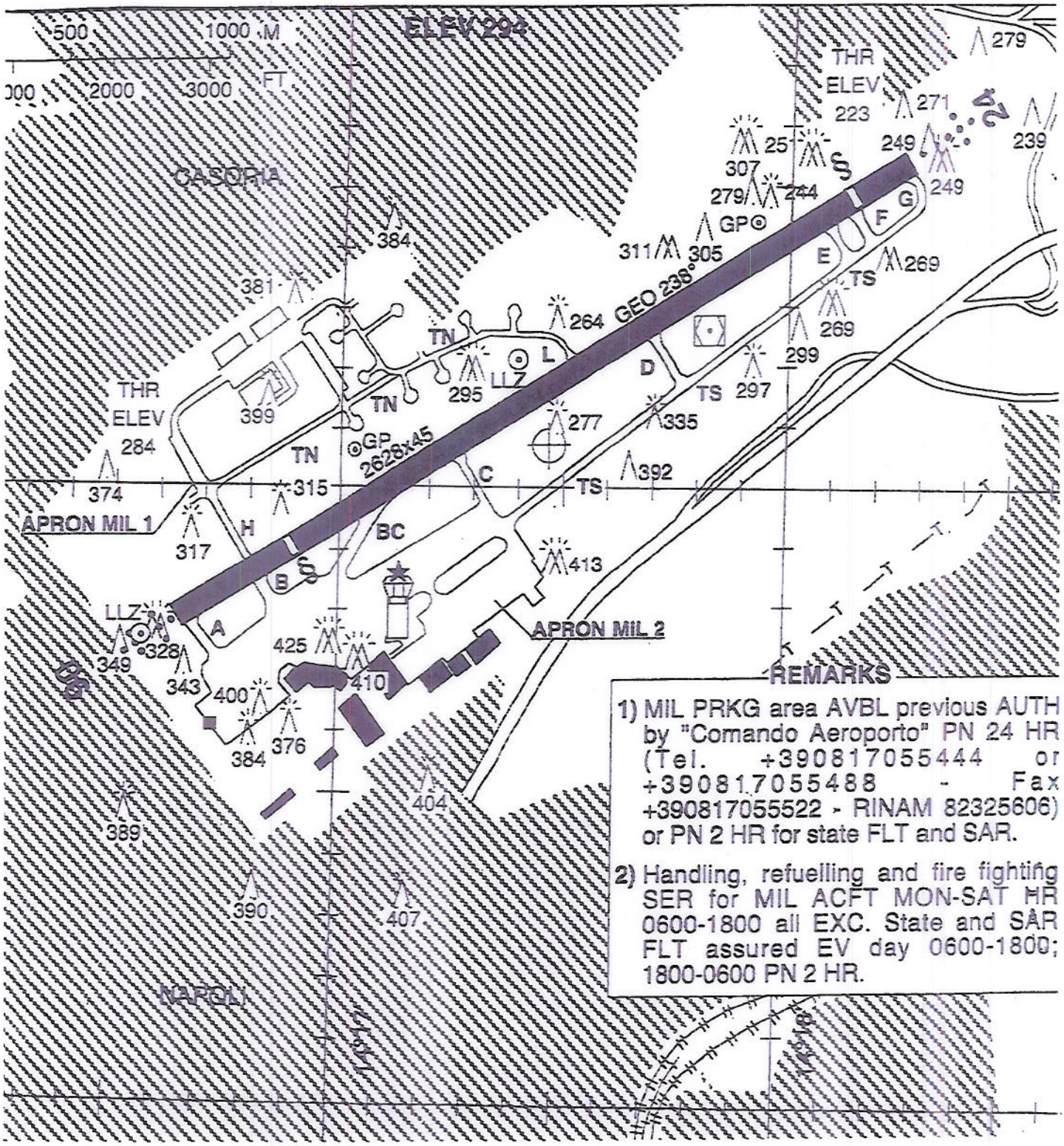
JET TRAFFIC CIRCUITS



ATS COMMUNICATION FACILITIES

SERVICE	CALL SIGN	FREQUENCY
EMERGENCY	N/A	121.5
APPROACH	Napoli Approach	124.35
	Napoli Radar	124.35
	Napoli Director	120.95
TOWER	Napoli Tower	118.5
	Napoli Ground	121.9
ATIS	Napoli Terminal Information	135.975
BASE OPS	Naples Base Ops (USN)	341.0
ATOC	Air Terminal Operation Center	118.275

Plate 1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REMARKS
1) MIL PRKG area AVBL previous AUTH by "Comando Aeroporto" PN 24 HR (Tel. +390817055444 or +390817055488 - Fax +390817055522 - RINAM 82325606) or PN 2 HR for state FLT and SAR.
2) Handling, refuelling and fire fighting SER for MIL ACFT MON-SAT HR 0600-1800 all EXC. State and SAR FLT assured EV day 0600-1800; 1800-0600 PN 2 HR.

Plate 2

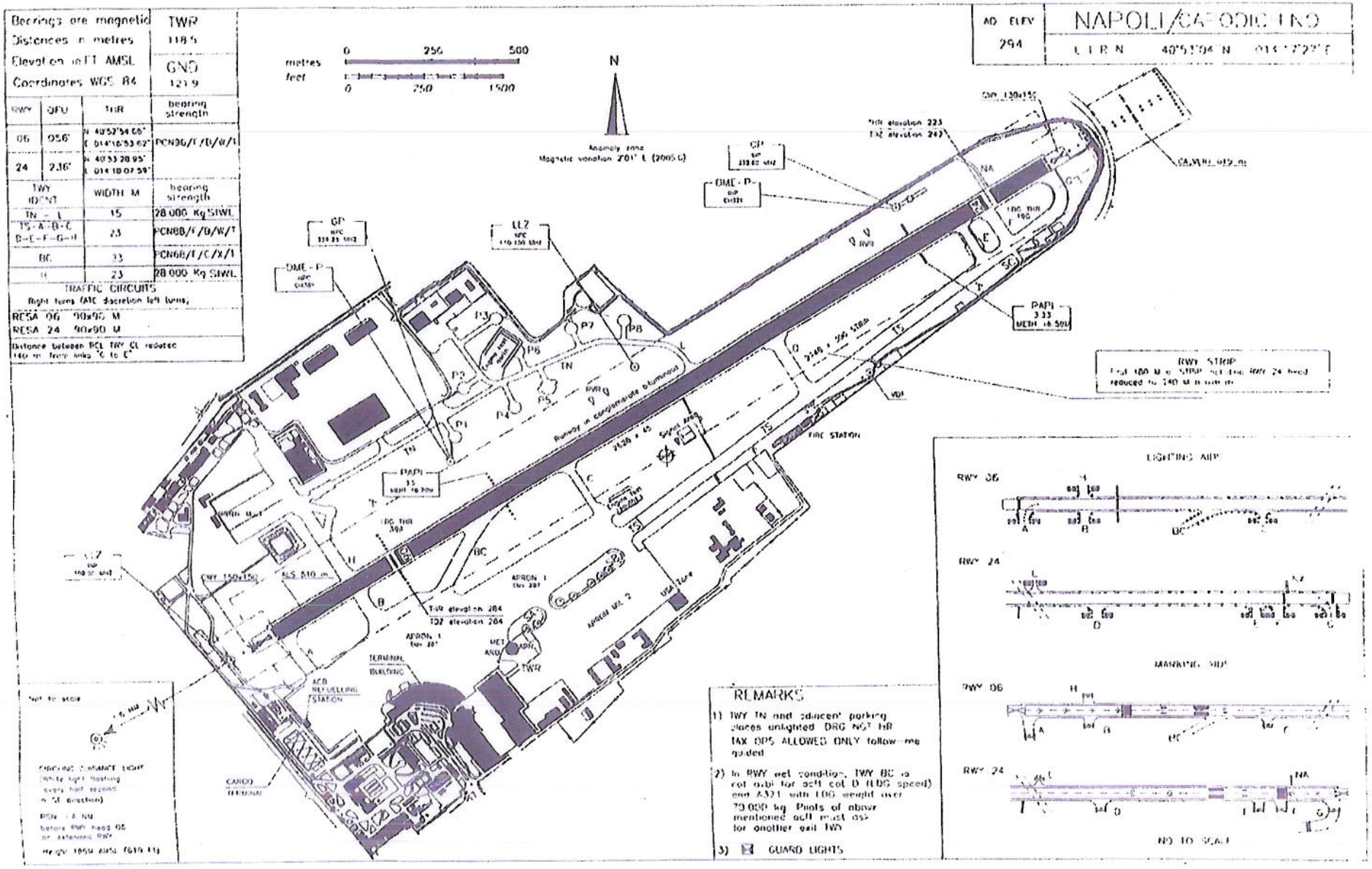

Plate 3

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