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<small>AIP Italia (Servizio Informazioni Aeronautiche) Direttore responsabile: Nicoletta Tomiselli Reg. del tribunale di Roma n. 244 del 3 maggio 1985 - Stampa: Gemmagraf 2007 Srl Via Tor de Schiavi, 227 - 00171 Roma</small>		

VALIDITA'/VALIDITY:
02 AUG 2022 - 20 AUG 2022

Temporary navigation warning.

NATURE OF ACTIVITY:

Air Display, "**GLIDING COMPETITION 2022**"

1) GENERAL

Within periods 2 - 9 AUG 2022 and 11 - 20 AUG 2022 following gliding competitions will take place at Rieti Airport:

- **Coppa Città di Rieti**
(2 - 9 AUG)
- **Promozione Rieti**
(2 - 9 AUG)
- **Coppa Internazionale del Mediterraneo**
(11 - 20 AUG)

Above mentioned activities call for following temporary implemented areas.

2) AIRSPACE AFFECTED

ROMA FIR
 ROMA TMA
 BRINDISI FIR
 MILANO FIR
 PERUGIA CTR
 PESCARA CTR

3) ACTIVITY AREAS

Legend:

Areas characteristics are pointed out by numbers between brackets having following meanings:

- (1) lateral limits
- (2) vertical limits
- (3) dates and times

All times are UTC

4) REMARKS

Within the areas, during real time activation:

- a) no IFR flights allowed;
- b) relevant ATS units will provide VFR flights not involved in the competition, with flight information service, as far as practical and alerting service when applicable;
- c) no FPL, radio contact and transponder is requested, and no ATS is provided to aircraft participating in the competition;
- d) aircraft participating in the competition are requested to contact following frequencies:
 - 118.225 MHz for take-off and landing operations;

- 123.375 MHz for other phases of flight;
- information on effective occupation will be provided by ATS responsible units.

GLIDING AREAS

Area ALPHA

(1) Line joining points:

- 424105N 0122138E
- 422738N 0123110E
- 421133N 0125451E
- 420518N 0130334E
- 412703N 0140452E
- 412458N 0142332E
- 414650N 0143325E
- 422229N 0135108E
- 430205N 0131811E
- 431443N 0131118E
- 432239N 0125535E
- 432932N 0124900E
- 434001N 0123045E
- 433923N 0122219E
- 434343N 0115716E
- 433000N 0114000E
- 431739N 0114931E
- 431503N 0120923E

then arc of circle clockwise direction radius 18NM centred on 430606N 0123043E till point

- 432340N 0122500E
- 431727N 0123751E
- 431151N 0124451E
- 430306N 0124040E
- 424744N 0123953E
- 424415N 0123451E

then arc of circle clockwise direction radius 22NM centred on 430606N 0123043E till point

- 424425N 0122542E
- 424105N 0122138E

EXCEPT: TEMPORARY/PERMANENT RESERVED AIRSPACE PUBLISHED IN AIP AND/OR BY NOTAM

(2) SFC-FL115

(3) 2 - 9 AUG 2022 and 11 - 20 AUG 2022 daily from 1000 to SS

Area BRAVO

(1) Line joining points:

- 432300N 0112200E
- 431600N 0111900E
- 423910N 0114803E
- 424155N 0120104E

then arc of circle in clockwise direction radius 5NM centred on 423706N 0120255E till point

- 424100N 0120712E
- 423712N 0121655E
- 424425N 0122542E

then arc of circle in clockwise direction radius 22NM centred on 430606N 0123043E till point

- 424837N 0121233E
- 430251N 0120634E
- then arc of circle in clockwise direction radius 18NM centred on 430606N 0123043E till point
- 431503N 0120923E
- 431739N 0114931E
- 433000N 0114000E
- 433608N 0113209E
- 432300N 0112200E

(2) SFC-FL80

(3) 2 - 9 AUG 2022 and 11 - 20 AUG 2022 daily from 1000 to SS

Area CHARLIE

(1) Line joining points:

- 423910N 0114803E
- 424155N 0120104E
- then arc of circle in clockwise direction radius 5NM centred on 423706N 120255E till point
- 424100N 0120712E
- 423712N 0121655E
- 423625N 0120836E
- 423758N 0115453E
- 423910N 0114803E

(2) SFC-4000 ft AMSL

(3) 2 - 9 AUG 2022 and 11 - 20 AUG 2022 daily from 1000 to SS

Area DELTA

(1) Line joining points:

- 434343N 0115716E
- 433000N 0114000E
- 433608N 0113209E
- 434827N 0112915E
- 434343N 0115716E

(2) SFC-FL100

(3) 2 - 9 AUG 2022 and 11 - 20 AUG 2022 daily from 1000 to SS

Area ECHO

(1) Line joining points:

- 412458N 0142332E
- 411620N 0145249E
- 412511N 0150438E
- 413659N 0143857E
- 414650N 0143325E
- 412458N 0142332E

(2) SFC-FL115

(3) 2 - 9 AUG 2022 and 11 - 20 AUG 2022 daily from 1000 to SS

FOLLOWING RESTRICTIONS AND NEW PROCEDURES WILL BE APPLIED DURING GLIDING COMPETITIONS :**A) PERUGIA/S.FRANCESCO - AD 2 LIRZ****1) STAR**

- KATAR 2A/1D suspended
- MEL along following STAR segments raised to FL130:

<i>STAR</i>	<i>Segment</i>
- KATAR 2H	KATAR-PRU VOR
- KATAR 1C	KATAR-PRU

- LAKOX 1D suspended (**to be applied during real occupation of Area BRAVO**)
- MEL along following STAR segment raised to FL90 (**to be applied during real occupation of Area BRAVO**):

<i>STAR</i>	<i>Segment</i>
- GITOD 3B	GITOD - RDL 190/13NM PRU VOR/DME (or RDL 190 PRU VOR/12NM IPE DME)
- LAKOX 2A	LAKOX - RDL 277/11NM PRU VOR/DME (or RDL 277 PRU VOR /11NM IPE DME)
- LAKOX 2B	LAKOX - INT ARC 15NM PRU/IPE DME/RDL 233 PRU VOR
- GITOD 1C	GITOD - RZ403
- LAKOX 1C	LAKOX - RZ401 - RETKU

- IAS MAX 200KT during turn (**to be applied during real occupation of Area BRAVO**):
 - RETKU 2B

2) IAP RWY 01

Holding over PRU VOR max holding altitude 6000FT and IAS MAX 200KT when associated to following IAP:

- ILS Y, LOC Y, VOR Y, RNP

Holding over RETKU maximum holding altitude 5000FT and IAS MAX 185KT when associated to following IAP:

- ILS Z, LOC Z, ILS Y, LOC Y, VOR Z, VOR Y, RNP

3) SID

- SID RWY01 (AD2 LIRZ 6-5/7) suspended and replaced with:

- **SID RWY 01 (See page 11/13)**

- KATAR 8Z/5N suspended
- MCL over points linked to following SID raised to FL125:

<i>SID</i>	<i>Point</i>
- KATAR 8W	INT TR089°/RDL 200 PRU VOR
- KATAR 5U	INT TR089°/RDL 200 PRU VOR
- KATAR 5E	RZ611

- LAKOX 5P/5E, GITOD 5E, KATAR 5E suspended (**to be applied during real occupation of Area BRAVO**)
- MCL over points linked to following SID raised to FL90 (**to be applied during real occupation of Area BRAVO**):

<i>SID</i>	<i>Point</i>
- GITOD 7W	RDL 224 ANC VOR/15NM PRU DME
- GITOD 5U	RDL 203 PRU VOR/13NM PRU/IPE DME
- KATAR 5U	RDL 203 PRU VOR/13NM PRU/IPE DME
- LAKOX 5U	RDL 203 PRU VOR/13NM PRU/IPE DME
- GITOD 5N	RZ606
- LAKOX 5N	RZ612

4) HOLDING PROCEDURES ENR 3.6.1 and ENR 3.6.2

- PRU VOR (conventional and RNAV): maximum holding altitude 6000FT and IAS MAX 200KT
- RETKU (conventional and RNAV): maximum holding altitude 5000FT and IAS MAX 185KT

B) ROMA/FIUMICINO - AD 2 LIRF

- 1) MEL along following Arrival Transition & STAR segments raised to FL130:

<i>STAR</i>	<i>Segment</i>
- MOPUV 3A/3B	DESUK-RF412
- MOPUV 3E	DESUK-RF401
- MOPUV 3C	DESUK-LAT
- MOPUV 3D	DESUK-BASBU
- MOPUV 3K	MOPUV-RF412
- MOPUV 3P	MOPUV-INT RDL 061/11NM ROM VOR/DME
- MOPUV 3R	MOPUV-LAT

- 2) MCL over point linked to following SID raised to FL125:

<i>SID</i>	<i>Point</i>
- TIBER 6A/9B/7C/5R	GEGDU
- OKUNO 6A/9B/7C/5R	LELSU

- 3) HOLDING PROCEDURES ENR 3.6.1

- RAVUX MINIMUM HOLDING FL130
- TIBER MINIMUM HOLDING FL130

C) ROMA/CIAMPINO - AD 2 LIRA

- 1) MEL along following STAR segments raised to FL130:

<i>STAR</i>	<i>Segment</i>
- MOPUV 1F	MOPUV-PEMAR
- MOPUV 4G	MOPUV-RA413
- GITOD 2F/2G	GITOD-TIBER
- ELKAP 2H	BIBEK-TIBER

- 2) MCL over point linked to following SID raised to FL125:

<i>SID</i>	<i>Point</i>
- OKUNO 7Z	PEMAR

- PEAR 7Z	PEAR
- OKUNO 5W	PEAR
- PEAR 5W	PEAR
- PEAR 7A	PEAR
- OKUNO 7G	PEAR
- OKUNO 5S	LELSU
- PEAR 5S	PEAR

3) HOLDING PROCEDURES ENR 3.6.1

- TIBER MINIMUM HOLDING FL130

D) PESCARA - AD 2 LIBP

- 1) MEL along following STAR segments raised to FL130:

<i>STAR</i>	<i>Segment</i>
- ATRUP 3N	ATRUP-RDL 255/D7 PES VOR/DME

- 2) MCL over points linked to following SID raised to FL125:

<i>SID</i>	<i>Point</i>
- ASPIR 7F/7G	RDL 230/7NM PES VOR/DME
- ASPIR 6R/6S	SUSPEND

E) ANCONA/FALCONARA - AD 2 LIPY

- 1) MCL over point linked to following SID raised to FL125:

<i>SID</i>	<i>Point</i>
- ERLIT 8H/8K/7J/5F	ERLIT
- ERLIT 5L	SUSPEND

F) FIRENZE/PERETOLA - AD 2 LIRQ

- 1) MEL along following STAR segments raised to FL90:

<i>STAR</i>	<i>Segment</i>
- IBRID 1P	IBRID-RQ413
- IBRID 1Q	IBRID-RQ416
- IBRID 2D/2X	IBRID - RDL 153/15NM PRT VOR/DME

- 2) MEL along following STAR segments raised to FL110:

<i>STAR</i>	<i>Segment</i>
- GAVRA 3P/3Q	GAVRA-RQ412
- GAVRA 1W	GAVRA-PRT VOR/DME

3) MCL over point linked to following SID raised to FL110:

<i>SID</i>	<i>Segment</i>
- GAVRA 5M	PRT VOR
- GAVRA 5H	INT RDL092/6NM PRT VOR/DME

4) HOLDING PROCEDURES ENR 3.6.1

- PRT VOR/DME: IAS MAX 230KT
- RDL169/17NM PRT VOR/DME: maximum holding altitude 4000FT

5) IAP RWY 05

Holding over PRT VOR IAS MAX 230KT when associated to following IAP:

- ILS Z, ILS Y, VOR, LOC Z, LOC Y

Holding over RDL169/17NM PRT VOR/DME maximum holding altitude 4000FT when associated to following IAP:

- ILS Z, RNP Z, RNP Y, VOR, LOC Z

G) NAPOLI / Capodichino - AD 2 LIRN

1) MEL along following STAR segments raised to FL130:

<i>STAR</i>	<i>Segment</i>
- ALAXI 1A	PAZUB - RN664
- ERIKA 1A	PAZUB - RN664
- ALAXI 1B	PAZUB - RN664
- ERIKA 1B	PAZUB - RN664

2) MCL over points linked to following SID raised to FL125:

<i>SID</i>	<i>Segment</i>
- MOLUX 8J	RDL23/D20 SOR VOR/DME
- BEDPI 7G	BENTO
- BEDPI 7H	BENTO
- SIPRO 7G	MORCI
- SIPRO 7H	MORCI
- ALAXI 7G	MORCI
- ALAXI 7H	MORCI

H) ATS ROUTES - ENR 3

1) MEL along following ATS ROUTE segments raised to FL130:

<i>ATS Route</i>	<i>Segment</i>
- M725	RUPAX - SOR
- M726	BAGNO-NIKMA
- Z806	GAVRA - OKBIS
- Y106	IPGOR - OKUNO
- T128	MOGPU - NIKMA
- Z910	ERIKA - IPKAM
- N737	UNUMU - IPGOR
- L865	ERLIT - GITOD
- Q25	VERUN - LAKOX
- Q58	BIKTU - AMTEL

- M986	ANC - GAVRA
- M730	ASDOR - SORUG
- L5	OST - TINIX
- Z924	UTAPO - ESINO
- M736	ERIKA - TEA

I) VFR ROUTE - ENR 6.3-9

VFR route segment VITERBO (RRN3) - 2NM EAST LAGO DI BOLSENA (RRN4) - ORVIETO SCALO (RRN5) suspended

J) MILITARY AREAS

- 1) LI-R48 vertical limits modified as follows: FL145-FL260 instead of FL125-FL240
- 2) LI-R50 lower vertical limit raised to FL 125
- 3) LI-R53A and LI-R53D not usable north of line joining following points: 423910N0114803E - 423436N0121238E

CONTACT AUTHORITIES:**CIVIL AVIATION AUTHORITY (ENAC)**

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GLIDING COMPETITIONS MANAGEMENT

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competition@aeroclubrieti.it

FOR INFORMATION:**ENAV S.p.A. / ROMA ACC - Caposala Operativo**

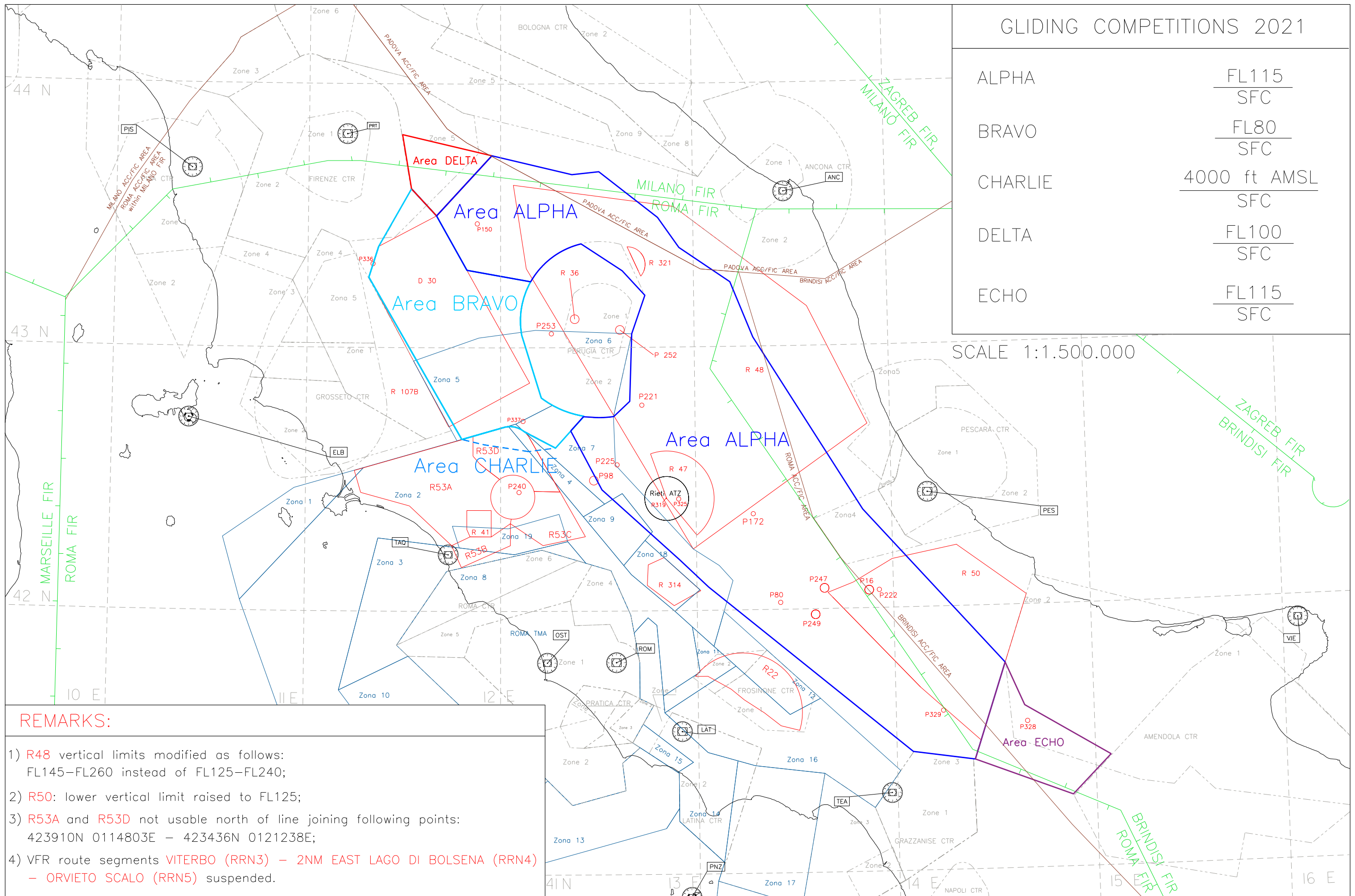
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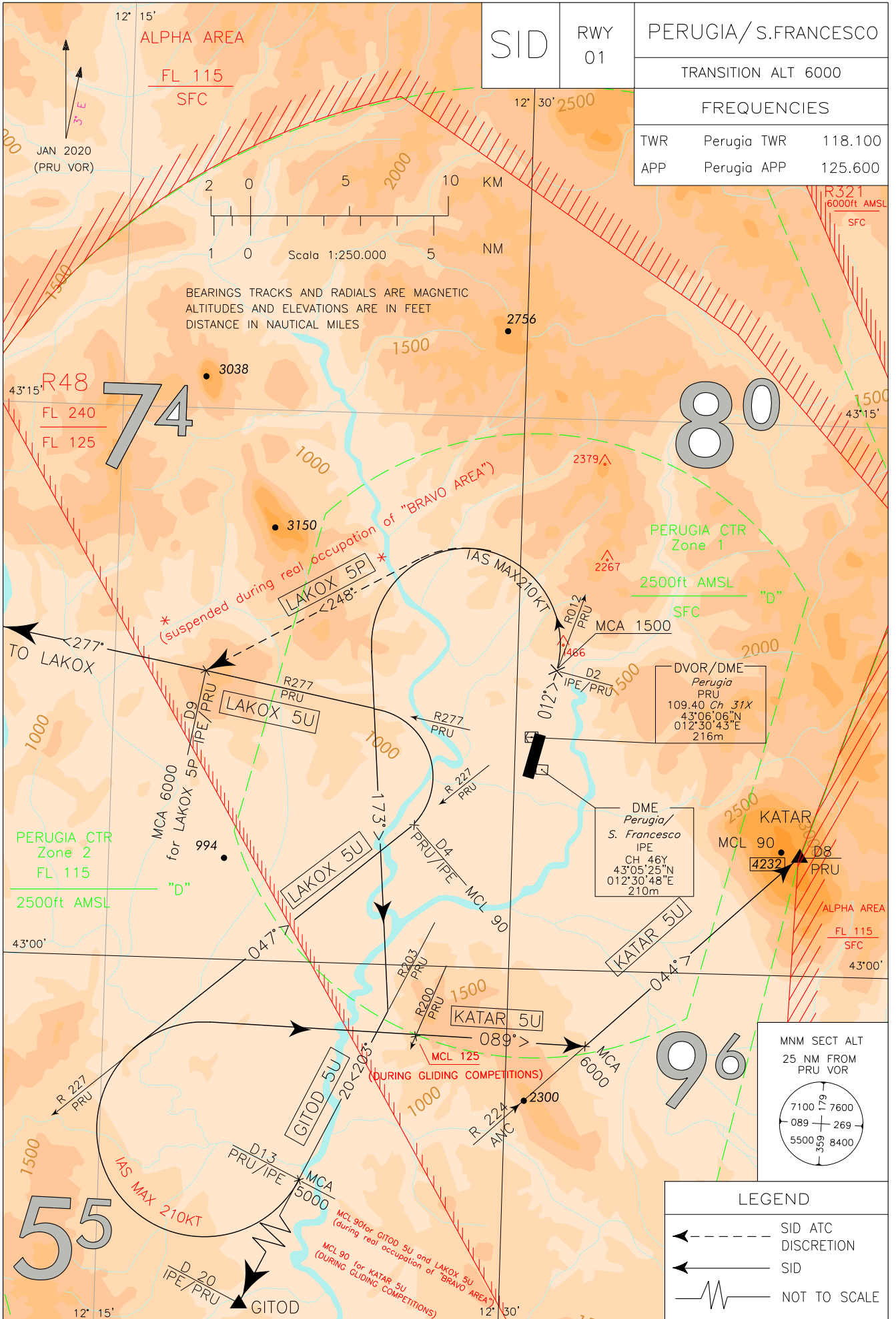
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TEMPORARY CHART

INITIAL CLIMB PROCEDURE

After take-off turn left until joining RDL012 PRU VOR (TR 012°) until 2NM PRU DME.

MCA: RDL 012/2NM PRU VOR/DME 1500 FT

REMARK

Minimum climb gradient: 8.3% (505 ft/NM) until passing 1500 ft.

SID DESCRIPTION

GITOD 5U

At 2NM PRU DME turn left (IAS MAX 210KT during turn) on TR 173° until joining RDL 203 PRU VOR (TR 203°) bound to GITOD.

MCA/MCL: RDL 203 PRU VOR/13NM PRU or IPE DME 5000 FT.

(during real occupation of "AREA BRAVO" MCL: RDL 203 PRU VOR/13NM PRU or IPE DME FL 90)

REMARK

Minimum climb gradient: 8.3% (505 ft/NM) until passing FL 90.

KATAR 5U

At 2NM PRU DME turn left (IAS MAX 210KT during turn) on TR 173° until joining RDL 203 PRU VOR (TR 203°). At 13NM PRU DME turn right (IAS MAX 210KT during turn) on TR 089° to intercept and follow RDL 224 ANC VOR/DME (TR 044°) bound to KATAR.

MCA/MCL: RDL 203 PRU VOR/13 NM IPE o/or PRU DME: 5000 FT; INT TR 089°/RDL 224 ANC VOR/DME: 6000 FT; KATAR: FL 90
(During GLIDING COMPETITION MCA/MCL: RDL 203 PRU VOR/13NM PRU or IPE DME FL 90; INT TR 089°/RDL 200 PRU VOR: FL125.

REMARK

Minimum climb gradient: 8.3% (505 ft/NM) until passing FL 90.

LAKOX 5P (ATC discretion)

At 2NM PRU DME turn left (IAS MAX 210KT during turn) on TR 248° until joining RDL 277 PRU VOR (TR 277°) bound to LAKOX.

MCA/MCL: RDL 277/9NM PRU VOR/DME 6000 FT; LAKOX: FL 90

REMARK

- **Minimum climb gradient: 8.3% (505 ft/NM) until passing 6000 ft.**
- **Suspended during real occupation of "AREA BRAVO".**

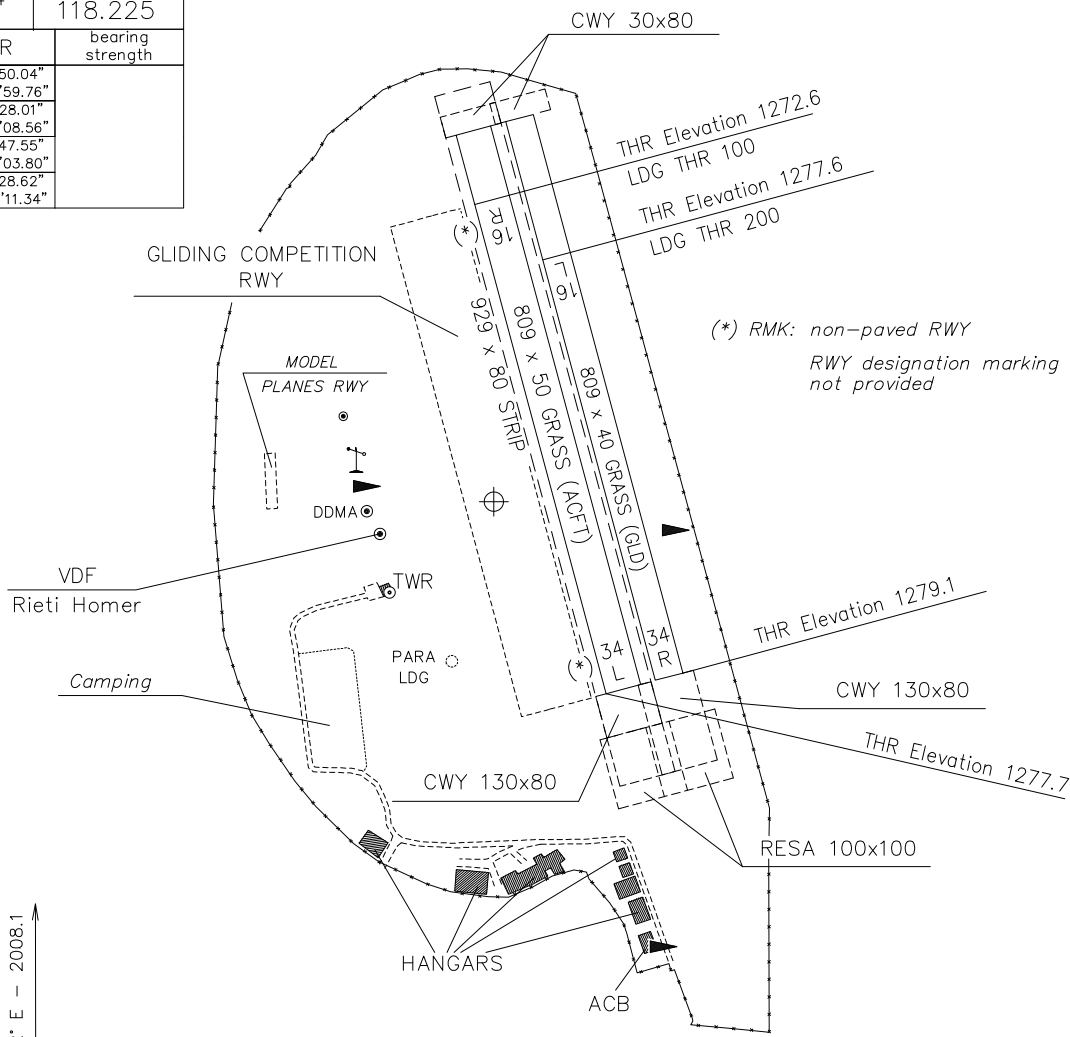
LAKOX 5U

At 2NM PRU DME turn left (IAS MAX 210KT during turn) on TR 173° until joining RDL 203 PRU VOR (TR 203°). At 13NM PRU DME turn right (IAS MAX 210KT during turn) on TR 047° (RDL 227 PRU VOR) to intercept and follow RDL 277 PRU VOR/DME (TR 277°) bound to LAKOX.

MCA/MCL: RDL 203 PRU VOR/13NM PRU or IPE DME 5000FT; RDL 227 PRU VOR/4NM PRU or IPE DME: FL90
(during real occupation of "AREA BRAVO" MCL: RDL 203 PRU VOR/13NM PRU or IPE DME FL 90)

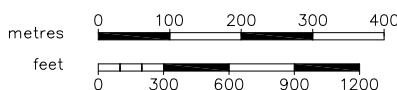
Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS 84	AFIS 123.050	AD ELEV 1278	RIETI	
	Race FREQ 118.225	APRON ELEV 1278	L I Q N	42°25'36" N 012°51'00" E *

RWY	QFU	THR	bearing strength
16R	161°	N 42°25'50.04" E 012°50'59.76"	
34L	341°	N 42°25'28.01" E 012°51'08.56"	
16L	161°	N 42°25'47.55" E 012°51'03.80"	
34R	341°	N 42°25'28.62" E 012°51'11.34"	



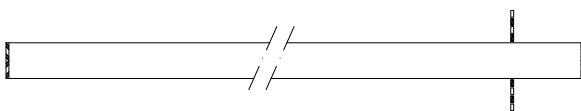
CHANGE: Gliding competition 2022

VAR +2° E - 2008.1
↑
Annual Rate of Change 5' E



TWY IDENT	WIDTH	bearing strength

MARKING AIDS (RWY 16R/34L)
Not to scale



LIGHTING AIDS
Not to scale

