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Airport Information For LIRF

Terminal Charts For LIRF

Revision Letter For Cycle 01-2014

Change Notices

Notebook

## General Information

Location: Rome Ita  
IATA Code: FCO  
Lat/Long: N41° 48.0' E012° 14.3'  
Elevation: 13 ft

Airport Use: Public  
Magnetic Variation: 2.5°E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0639 Z  
Sunset: 1555 Z,

## Runway Information

Runway: 07  
Length x Width: 10850 ft x 148 ft  
Surface Type: bitu  
TDZ-Elev: 7 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1365 ft

Runway: 16C  
Length x Width: 11818 ft x 148 ft  
Surface Type: bitu  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, REIL  
Displaced Threshold: 1969 ft  
Stopway: 656 ft

Runway: 16L  
Length x Width: 12802 ft x 197 ft  
Surface Type: bitu  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R  
Length x Width: 12802 ft x 197 ft  
Surface Type: bitu  
TDZ-Elev: 7 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 25

Length x Width: 10850 ft x 148 ft

Surface Type: bitu

TDZ-Elev: 8 ft

Lighting: Edge, ALS, Centerline

Runway: 34C

Length x Width: 11818 ft x 148 ft

Surface Type: bitu

TDZ-Elev: 4 ft

Lighting: Edge, ALS, REIL

Stopway: 1969 ft

Runway: 34L

Length x Width: 12802 ft x 197 ft

Surface Type: bitu

TDZ-Elev: 8 ft

Lighting: Edge, ALS, Centerline

Runway: 34R

Length x Width: 12802 ft x 197 ft

Surface Type: bitu

TDZ-Elev: 5 ft

Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS 126.125

ATIS 121.85 Departure Service

ATIS 120.175 Arrival Service

Fiume Ground Tower 122.125

Fiume Ground Tower 121.9

Fiume Delivery Tower 121.8

Fiume Tower 127.625

Fiume Tower 118.7

Fiume Ramp/Taxi Control 121.725

Roma Departure Approach Control 131.1

Roma Departure Approach Control 130.9

Roma Arrival Approach Control 127.95

Roma Arrival Approach Control 125.5

Roma Director (Approach Control Radar) 131.25

Roma Director (Approach Control Radar) 119.2

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## 1. GENERAL

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### 1.1. ATIS

ATIS Arrival 126.12 (RWY 16R/34L)  
120.17 (RWYs 07/25, 16L/34R and 16C/34C)  
ATIS Departure 121.85

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

#### 1.2.1. GENERAL

LVP will be applied

- when reported RVR value at TDZ is equal to or less than 550m;
- when ceiling is below 200' according to the meteorological local report;
- when rapid deterioration of weather conditions recommends so.

Pilots will be informed via ATIS and/or RTF when LVP in force.

RWYs 16L and 25 are suitable for LVTO.

CAT II/III approaches and landings for training purposes are not authorized.

#### 1.2.2. GROUND MOVEMENT

##### 1.2.2.1. REFERENCE POINTS

###### RWY 16L:

- RWY holding position DA;
- Intermediate holding positions B3, B4, D1, D2, D3, DM1 and P1.

###### RWY 16R:

- RWY holding positions AA1 and AA2;
- Intermediate holding positions A1, L2 and M1.

###### RWY 25:

- RWY holding positions BA and BB;
- Intermediate holding positions B3, B4, D1, D2, D3, DM1 and P1.

###### On border of Apron Area:

- Links L1, L8, L9 and L10;
- Intermediate holding positions BT1, G1, R2 and T2.

##### 1.2.2.2. ARRIVING ACFT

ACFT shall report to Tower, when vacated ILS sensitive areas.

###### RWY 16L:

Vacate RWY preferably at TWY DG, if unable at TWY DH.

Proceed to stop bar D25 North and report when reaching. Follow Tower instructions until reaching intermediate holding position D2 where, if VIS is less than 150m, they will need to wait for Follow-me car to be escorted to parking stand.

If unable to use TWY DG or DH, vacate RWY via TWY DL. Report to Tower when reached stop bar DL and wait until turned off and comply with instructions to continue taxiing via TWY D.

###### RWY 16R:

Vacate RWY preferably at TWY AF and enter apron via Link 2, if unable at TWYAG or AH.

Report reaching intermediate holding position A1 and, with RVR less than 400m, wait for Follow-me car to be escorted to parking stand.

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## 1. GENERAL

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### 1.2.2.3. DEPARTING ACFT

**RWY 16L:**

RWY to be used in case of RWY 25 unavailability or for operational reasons.

If RWY is used for take-off only, ACFT shall taxi via intermediate holding position D1 to TWYs D and DA.

If RWY is used for mixed operations (departures and arrivals), ACFT shall taxi via TWYs P, B and C until reaching stop bar C25 South for further instructions.

TWY DB shall not be used.

**RWY 25:**

ACFT shall taxi via TWYs P, B and BA.

TWYs BC and BD shall not be used.

### 1.2.2.4. FOLLOW-ME ASSISTANCE ON APRONS

If RVR on any available transmissometer is less than 150m, Follow-me car is compulsory.

## 1.3. RWY OPERATIONS

### 1.3.1. PREFERENTIAL RWY USE

The RWY preferential system will be used as long as:

- Prejudicial operational limitations on the RWYs are not present.
- RWYs are clear of water, slush or ice and braking action is not less than "medium".
- Departing and landing tracks are not affected by significant meteorological phenomena.

In any case pilots may request permission to use a different RWY if the selected one is not suitable for the operation desired, but ACFT may then be subject to delay.

During departures peak time RWYs could be used according to the following criteria called "RWY operation mode D":

**RWYs for take-off:**

- RWY 25 for traffic following R-217 and R-269 OST.
- RWY 34L for traffic following R-290 OST.

**RWYs for landing:**

- RWY 34R.

## 1.4. TAXI PROCEDURES

ACFT must follow accurately TWY centerline.

TWY DB available for departures from take-off position 16L-A.

Due to reduced clearance on TWY H between TWYs NZ and CF, B747 have to taxi with CAUTION.

TWY H between TWYs EG and D (ABEAM stand 509) available up to B777-300.

TWY G between TWYs EG and D (ABEAM stand 509) available up to B767-400.

TWY EG available up to B747-400.

TWY EB available up to B767-300.

TWY EA available up to A321.

Entering as follows:

- ACFT coming from TWY D West side up to B767.
- ACFT coming from TWY D East side up to B747-400.

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## 1. GENERAL

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### 1.5. PARKING INFORMATION

#### 1.5.1. GENERAL

Marshaller available in exceptional cases only.

At self-parking stands not equipped with SAFEGATE pilots should follow lead-in line and alignment bar until eye line coincides with stop line on LEFT hand side.

TWY B btn TWYs BD and BE (both excluded) and TWY Y available as holding positions in the event of stand saturation.

Stands 313 thru 320 are only four positions: odd numbers up to A321 self-maneuvering, even numbers up to A300 exit push-back.

Stands 321, 322 and 323 are self-maneuvering up to ATR 42.

ACFT up to MD80 entrance self-maneuvering, exit push-back.

Stands 331 thru 334: taxiing to/from such adjacent stands not allowed at same time.

ACFT taxiing to/from stand 340 will be towed from/to the indicated point on TWY H.

Stand 341 entrance self-maneuvring and exit push-back on start-up point ABEAM stand 312.

Visual docking guidance system available at stands 401 thru 412, 422, 432, 501 thru 510, 518, 701 thru 711, 806 and 807.

Exit from stand 403 with push-back heading Southwest via TWY NZ, start-up on TWY H.

Stands 403, 405, 407, 409, 412 and 422 entrance only via TWY NZ.

Stands 403 and 412 exit Push-back on TWY H ABEAM stand 432.

Stands 405 and 407 exit push-back on TWY NZ ABEAM stand 409.

Stands 409 and 422 exit push-back on TWY NZ ABEAM stand 422.

Stands 502, 504, 506 and 518 entrance via TWY NW.

Stands 502 exit push-back on TWY H ABEAM stand 528.

Stands 504 and 506 exit push-back on TWY NW ABEAM stand 506.

Stands 508 and 518 exit push-back on TWY NW ABEAM stand 518.

On stands G1 thru G4, 101 thru 210, 314, 316, 318, 320, 331 thru 807, 809 thru 831, 833, 835 and 842 thru 847 push-back required.

Entrance and exit procedure from/to stand 802 for B767 up to B747 towed/push-back respectively from/to start-up point on TWY W near stand 821.

Stands 821 thru 824 B747 entrance via TWY V or W, or TWY Y subject to Tower discretion.

Stands 831, 833 and 835 B747 entrance via TWY Y, exit start-up point on TWY Z ABEAM stand 823, Tower discretion on TWY A by marshalling.

Stands 831 thru 836, except B747, start-up point on TWY Y ABEAM stand 831 or TWY Z ABEAM stand 823.

Stands 831, 833 and 835 AN124 exit via TWY Y, coordination with Tower and marshalling compulsory. Start-up on TWY Z subject to Tower discretion.

Stands 842 and 843 start-up point on TWY Y ABEAM before vehicle service road looking to stand 836.

Stands 844 thru 847 start-up point on TWY Y ABEAM stand 844.

Stands G1 thru G4 entrance with Follow-me car from intersection TWYs G and D and marshalling, exit with self-maneuvering if no ACFT behind. If ACFT behind tow and start-up on TWY H.

## 1. GENERAL

### 1.5.2. USE OF APU

Pilots can not use APU on parking bay where equipment is available to connect direct electrical power and cabin air conditioning.

If equipment mentioned above is not available it is compulsory to use mobile ground power, keeping the APU off.

If ACFT is not equipped with connection for electrical power or air conditioning or mobile ground power is not available, or (only for wide bodies) the outside temperature is too high or too low, pilots may use APU for the time strictly needed for departure and arrival procedure from to assigned gate.

In these cases company representative must require permission to keep APU on to administrative office (UCT) phone number +3906-65953022.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. GENERAL

In order to reduce noise over the APT surroundings ACFT circling prior to going to land shall comply with the following:

- RWY 34L:  
When meteorological conditions allow perform downwind leg east of the APT and not lower than 2000', start base turn over the shore so as to complete it at 1500' at about 6 NM from THR.  
When traffic conditions allow and pilot agrees, ATC may authorize to perform the downwind leg East of APT not lower than 1000' and to start turn North-west of OSTIA avoiding to overfly the town itself.
- RWYs 34R or 25:  
When meteorological conditions allow overfly the town of OSTIA not lower than 2000'.

#### 2.1.2. REVERSE THRUST

The use of reverse is allowed only at idle thrust except for provable safety reasons.

### 2.2. CAT II/III OPERATIONS

RWYs 16L and 16R approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.3. RWY OPERATIONS

#### 2.3.1. PREFERENTIAL RWY USE

Main RWY for landing is RWY 16L/34R.

#### 2.3.2. PARTICULAR RULES

##### 2.3.2.1. RWY 16L/34R

Pilots must report "runway vacated".

When RWY 25 is in use for landing operations, pilots taxiing on TWYs D or C must request specific authorization to cross the stop bar when switched on, in order to cross the extension of RWY 25 head when RWY 25 is being used for landing.

ACFT vacating RWY 34R through high speed turn-offs DF or DD must run them up till intersecting TWY D.

Reverse thrust above IDLE shall not be used on RWY 16L/34R unless required for safety reasons.

ACFT landed on RWY 16L/34R will be instructed "Continue Standard 1".

Standard 1 is to intend taxi on TWY D, hold short of TWY EG and stand by on Ground frequency.

##### 2.3.2.2. RWY 16C (Qualified for landing operations up to B747-400)

The "Land after" procedure follows the same criteria as for RWY 16L, in addition VIS must be higher than or equal to 5km.

During "Land after" procedure, ACFT taxiing to vacate RWY shall maintain adequate speed as far as practicable to guarantee MIM occupancy time.

TWYs CD, CE and CH junctions not available.

RWY must be considered cleared when landing traffic has crossed RWY end signals. ACFT shall proceed straight on along TWY D.

##### 2.3.2.3. RWY 16R

ACFT landing on RWY 16R shall not vacate on RWY 07 and vacate it not before intersection AF.

Reverse thrust above IDLE shall not be used on RWY 16R unless required for safety reasons.

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## 2. ARRIVAL

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### 2.3.2.4. RWY 34L

ACFT shall not vacate on RWY 07 and whenever not able to vacate RWY via TWY AE and AD, if not authorized by ATC to vacate on RWY 07/25 when not in use, must continue taxiing on RWY and vacate at TWY AC or AB or AA. In addition, to reduce MIM RWY occupancy pilots must maintain adequate speed.

ACFT vacating RWY via TWY AE or AD, if authorized by ATC, shall hold at IHP AD1. After having reported "runway vacated", ACFT must maintain radio contact with Tower and continue taxiing till stop bar before RWY 07/25 where it will receive clearance to cross RWY. ATC clearance will be followed by the turning-off of the red stop bar. When RWY 07/25 is vacated pilots must maintain the position on TWY A before intersection with TWY B and will be instructed to contact FIUME Ground to continue taxiing.

Reverse thrust above IDLE shall not be used on RWY 34L unless required for safety reasons.

### 2.3.2.5. RWY 34C (Qualified for landing operations up to ACFT Class C, higher by ATC)

ACFT unable to vacate RWY via TWY CD 7677'/2340m after THR and/or needing a higher distance must inform ATC immediately to eventually land on RWY 34L.

### 2.3.3. REDUCED SEPARATION PROCEDURES

Authorized only during daylight hours. Wake turbulence prescribed separation must be observed. Responsibility for adequate separation rests with pilot of succeeding ACFT.

Landing RWY16L/C, 34R:

ACFT may be allowed to land before RWY is vacated by the preceding ACFT. RWY must be dry. Succeeding ACFT must be warned and able to see the preceding one continuously until it is clear of RWY. ATC will instruct "Land after. . . . . (preceding ACFT type)".

### 2.3.4. MINIMUM RWY OCCUPANCY TIME

In order to maximize airport capacity following procedures are applied:

- Pilots are requested to strictly comply with ATC instructions.
- Pilots are reminded that rapid exit from RWY enable ATC to apply minimum spacing on final approach that will achieve maximum RWY utilization and will minimize occurrence of go-around.
- In order to reduce delays and maximize RWY utilization, the required exit point for RWY 16R is HST-AF (AD is not usable).
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

### 2.3.5. PARALLEL ILS APPROACHES TO RWYS 16L AND 16R OR 16C AND 16R OR 34L AND 34R OR 34L AND 34C

Conditions:

- Radar service is operative;
- ILS are operative on both RWYs and ACFT are making ILS apchs;
- ACFT will be advised that approaches are conducted to both RWYs.

### 2.3.6. RADAR CONTROL SERVICE

Radar monitoring will terminate when one of the following occurs:

- Visual separation is applied;
- ACFT reports approach lights or RWY in sight;
- ACFT has been instructed to contact Tower.

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### 3. DEPARTURE

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#### 3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

##### 3.1.1. PRE-FLIGHT OPERATIONS

In order to expedite operations, Tower will assign, together with the start-up engine clearance, an ATC clearance including:

- Route;
- ICP/SID;
- Initial climb level;
- SSR code.

When it is not possible to assign the ATC clearance together with the start-up engine clearance, it will be notified by ATIS.

##### 3.1.2. PROCEDURES

###### 3.1.2.1. START-UP

Prior to request start-up clearance pilot must report "Ready to move" on 121.72.

The term "Ready to move" means handling ops completed, doors closed, loading bridge retracted and ready for push-back or taxi.

Only when released to Tower, start-up clearance will be issued from FIUME Planning.

Engine tests are limited to one at a time and for not more than 5 min.

Prior authorization must be obtained through company frequency.

###### 3.1.2.2. PUSH-BACK & TAXIING

Pilot shall request push-back and taxi clearance from FIUME Ground.

After start-up and departure clearance from FIUME Planning, ACFT that requires push-back will be instructed to monitor Ground frequency.

Await call on Ground frequency for push-back.

#### 3.2. NOISE ABATEMENT

During the initial climb phase, pilots shall maintain the following parameters (RWY25 is excluded):

- a) Up to 1500' QFE - Take-off power;
  - take-off flap;
  - climb at  $V_2 + 10/20$  KT or as limited by body angle.
- b) At 1500' QFE - Reduce thrust and climb at  $V_2 + 10/20$  KT until reaching 3000' QFE.
- c) At 3000' QFE - Accelerate smoothly to enroute climb speed with flap retraction.

#### 3.3. RWY OPERATIONS

##### 3.3.1. PREFERENTIAL RWY USE

Main RWY for take-off is RWY 25.

If RWY 25 is not sufficient for departing ACFT, pilots may request RWY 16R/34L (0500-2200LT) or RWY 16L/34R (2200-0500LT).

In order to minimize delays and keep TWYs as clear as possible, intersection take-off is established to be used on pilot's request, or assigned by Tower previous pilot's agreement.

### 3. DEPARTURE

#### 3.3.2. PARTICULAR RULES

ACFT provided with Noise Certificate complying with requirements of Chapter 2, Volume 1, ICAO Annex 16, will take-off only from RWY 25 or RWY 16L/34R.

RWY 16R/34L may be used only in case of technical or safety reasons.

Take-off RWY 16C/34C not allowed in presence of contamination and/or heavy rain.

**RWY 16C (Qualified for take-off up to B747-400):**

- ACFT unable to take-off at A or B intermediate points, can perform back-track on the appropriate bay marked with ICAO signals only if RVR is MIM 1000m.

**RWY 16R:**

- ACFT departing from RWY 16R when RWY 25 is in use will be instructed from Ground to taxi initially to holding position 07A and wait out of RWY 07/25.
- At holding position 07A pilot will be instructed to contact Tower to receive the clearance to cross RWY 07/25.
- The turning off of the stop bar red lights, plus ATC authorization means that ACFT can proceed.

**RWY 34C (Qualified for take-off up to B747-400):**

- Holding point for take-off operations is on TWY D between TWYs DM and C.

#### 3.3.3. REDUCED SEPARATION PROCEDURES

Authorized only during DAY. Wake turbulence prescribed separation must be observed. Responsibility for adequate separation rests with pilot of succeeding ACFT.

**Take-off RWY 25:**

ACFT able to maintain initial separation visually may be allowed to take-off right after a previously departed ACFT. VIS must not be less than 5 km and ceiling not below 3500'. Different departure radials must be assigned to the ACFT. Preceding ACFT must be faster or belong to the same speed category than succeeding one, that shall comply with speed restriction of MAX 250 KT. ATC will instruct "Take-off after. . . .(preceding ACFT with company name, ACFT type) that will follow radial. . . .".

#### 3.3.4. MINIMUM RWY OCCUPANCY TIME

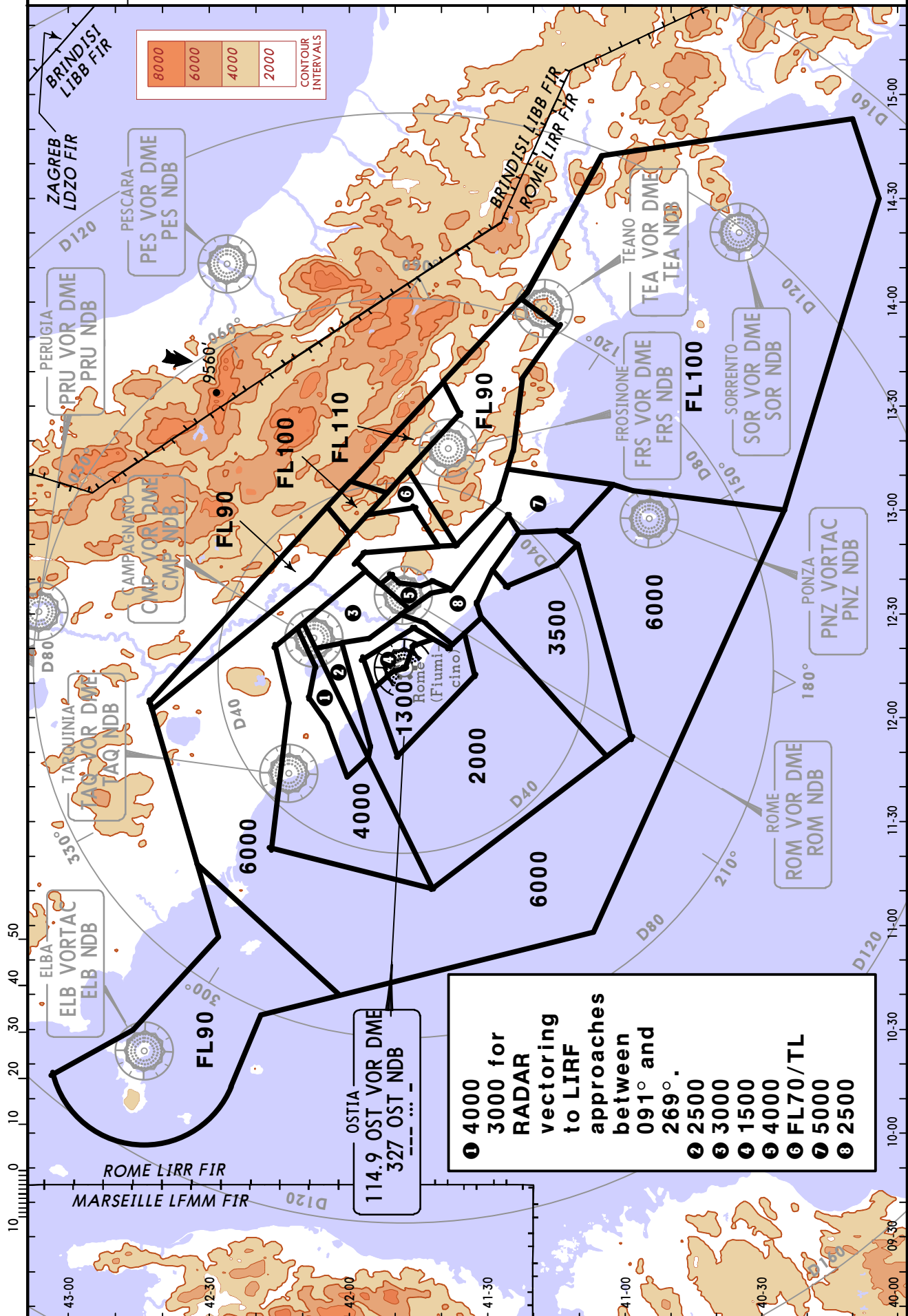
In order to maximize APT capacity following procedures are applied:

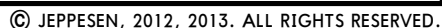
- Pilots are requested to strictly comply with ATC instructions.  
On receipt of line-up clearance pilots should ensure that they are able to taxi and correctly position the ACFT at authorized holding position and line-up on the RWY as soon as the preceding ACFT has started its take-off roll or landing run.
- Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion while on the RWY should be kept to the minimum required.
- Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

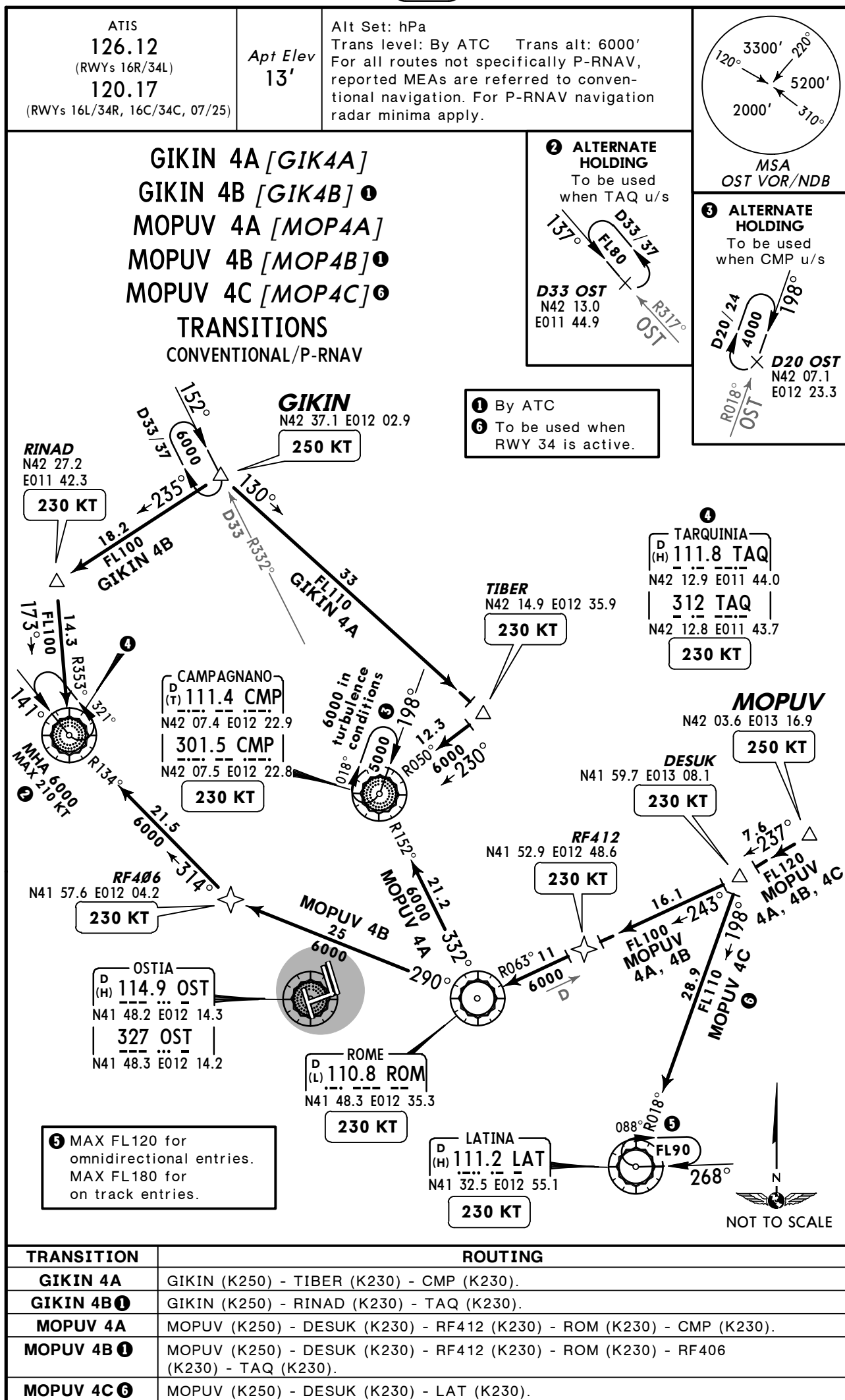
Apt Elev  
13'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. Chart only to be used for cross-checking of altitudes while under RADAR control.
2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.
3. Outside these areas the normal minimum enroute level will be used.



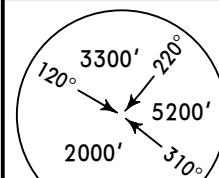




ATIS  
**126.12**  
(RWYs 16R/34L)  
**120.17**  
(RWYs 16L/34R, 16C/34C, 07/25)

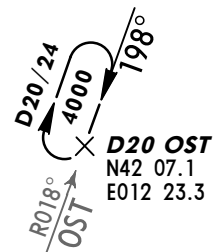
Apt Elev  
**13'**

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
For all routes not specifically P-RNAV,  
reported MEAs are referred to conven-  
tional navigation. For P-RNAV navigation  
radar minima apply.



MSA  
OST VOR/NDB

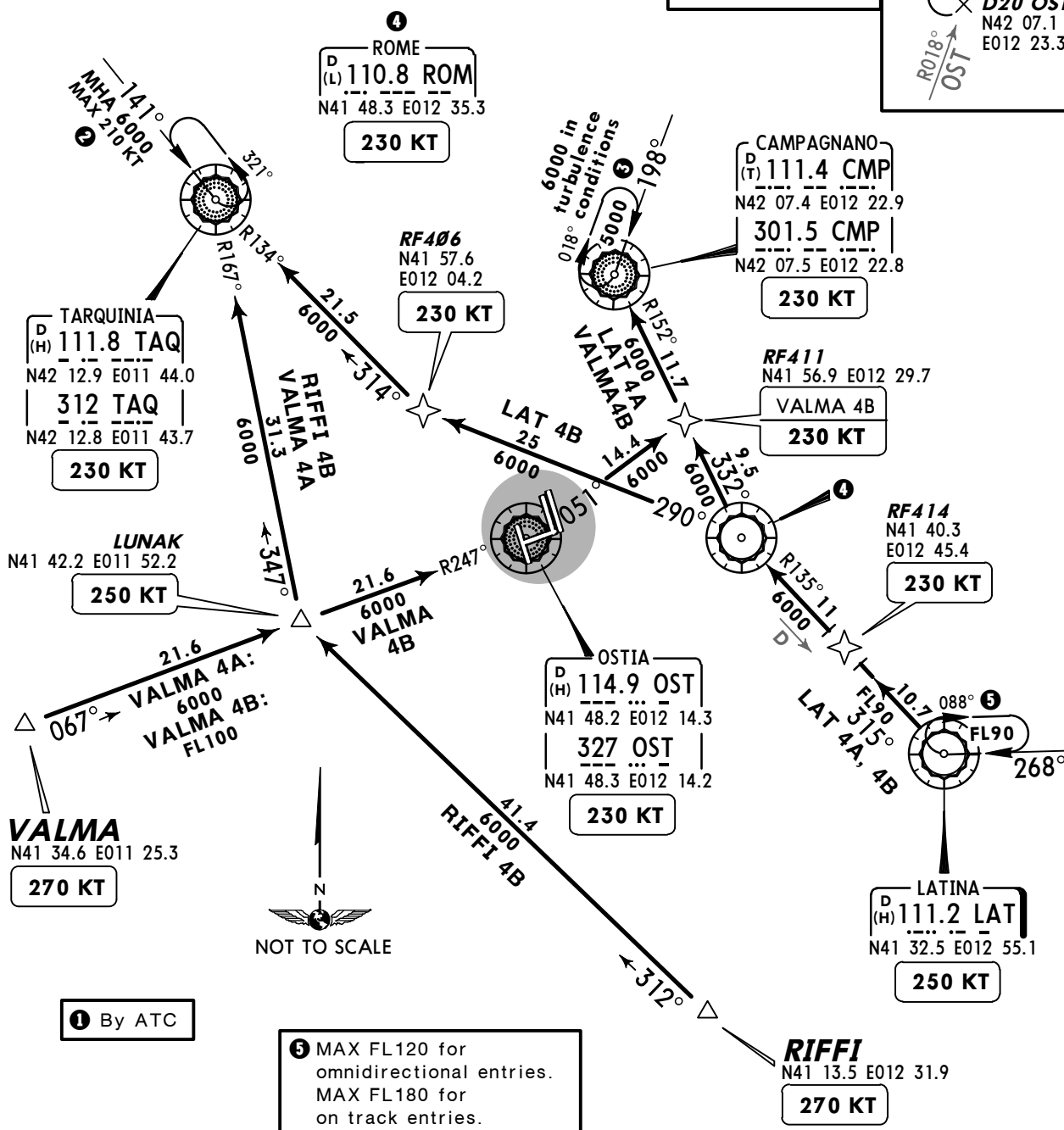
③ ALTERNATE  
HOLDING  
To be used  
when CMP u/s



② ALTERNATE  
HOLDING  
To be used  
when TAQ u/s



**LAT 4A, LAT 4B ①**  
**RIFFI 4B [RIF4B] ①**  
**VALMA 4A [VAL4A]**  
**VALMA 4B [VAL4B] ①**  
**TRANSITIONS**  
CONVENTIONAL/P-RNAV (OVERLAY)

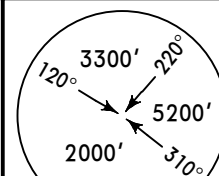


| TRANSITION        | ROUTING                                                               |
|-------------------|-----------------------------------------------------------------------|
| <b>LAT 4A</b>     | LAT (K250) - RF414 (K230) - ROM (K230) - CMP (K230).                  |
| <b>LAT 4B ①</b>   | LAT (K250) - RF414 (K230) - ROM (K230) - RF406 (K230) - TAQ (K230).   |
| <b>RIFFI 4B ①</b> | RIFFI (K270) - LUNAK (K250) - TAQ (K230).                             |
| <b>VALMA 4A</b>   | VALMA (K270) - LUNAK (K250) - TAQ (K230).                             |
| <b>VALMA 4B ①</b> | VALMA (K270) - LUNAK (K250) - OST (K230) - RF411 (K230) - CMP (K230). |

ATIS  
126.12  
(RWYs 16R/34L)  
120.17  
(RWYs 16L/34R, 16C/34C, 07/25)

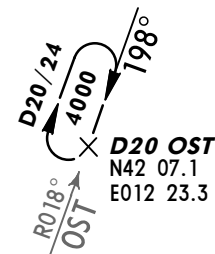
Apt Elev  
13'

Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
For all routes not specifically P-RNAV,  
reported MEAs are referred to conven-  
tional navigation. For P-RNAV navigation  
radar minima apply.



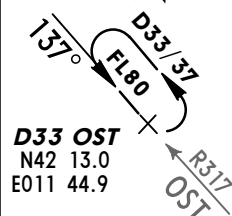
MSA  
OST VOR/NDB

③ ALTERNATE  
HOLDING  
To be used  
when CMP u/s



ELKAP 4A [ELK4A]  
GILIO 4B [GIL4B]  
XIBIL 4A [XIB4A]  
XIBIL 4B [XIB4B] ①  
TRANSITIONS  
CONVENTIONAL/P-RNAV

② ALTERNATE  
HOLDING  
To be used  
when TAQ u/s



### ELKAP

N42 43.3  
E010 38.6

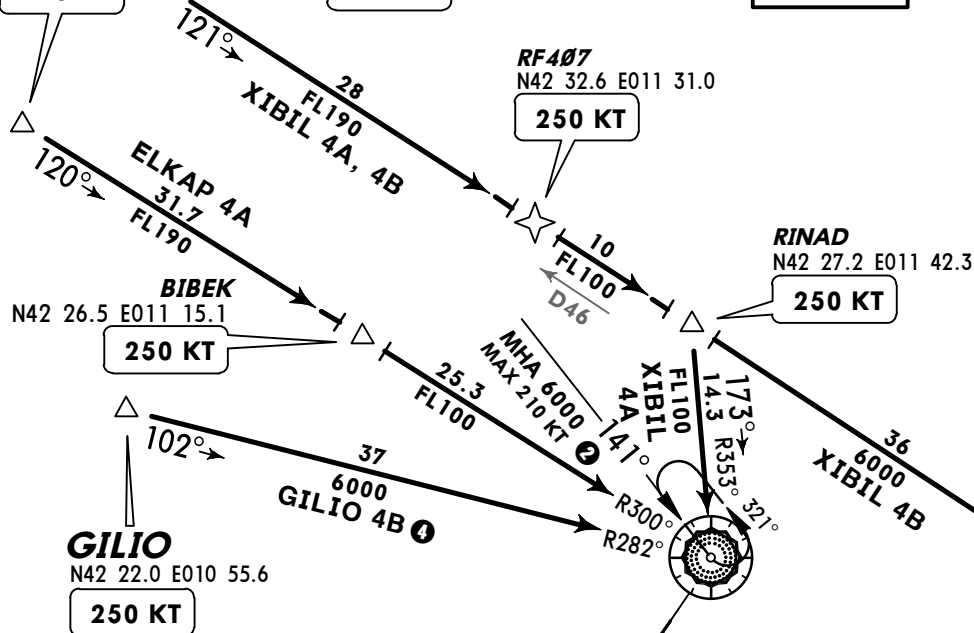
270 KT

### XIBIL

N42 47.8 E010 59.0

270 KT

① By ATC



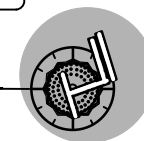
④ Only for PROP ACFT  
at or below FL170.



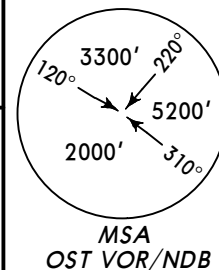
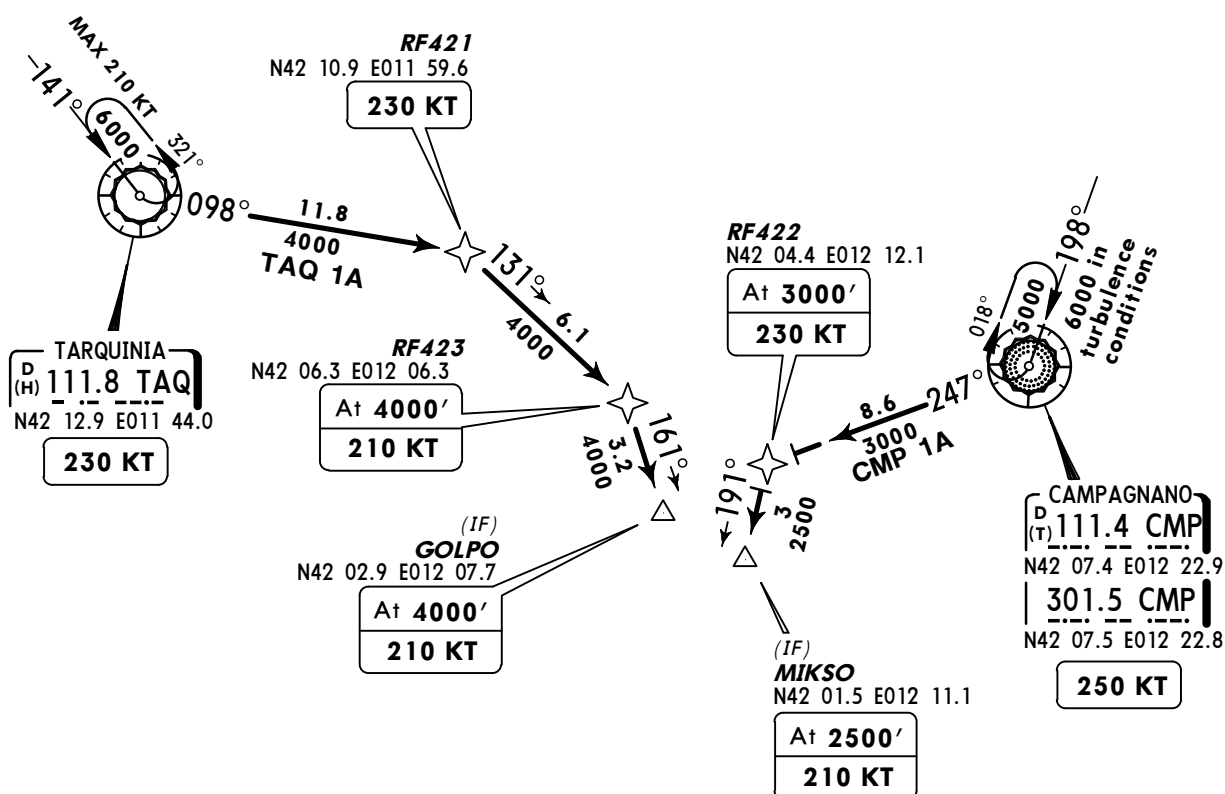
TARQUINIA  
D(H) 111.8 TAQ  
N42 12.9 E011 44.0  
312 TAQ  
N42 12.8 E011 43.7  
230 KT

CAMPAGNANO  
D(T) 111.4 CMP  
N42 07.4 E012 22.9  
301.5 CMP  
N42 07.5 E012 22.8  
230 KT

OSTIA  
D(H) 114.9 OST  
N41 48.2 E012 14.3  
327 OST  
N41 48.3 E012 14.2



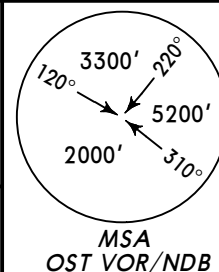
| TRANSITION | ROUTING                                                  |
|------------|----------------------------------------------------------|
| ELKAP 4A   | ELKAP (K270) - BIBEK (K250) - TAQ (K230).                |
| GILIO 4B   | GILIO (K250) - TAQ (K230).                               |
| XIBIL 4A   | XIBIL (K270) - RF407 (K250) - RINAD (K250) - TAQ (K230). |
| XIBIL 4B ① | XIBIL (K270) - RF407 (K250) - RINAD (K250) - CMP (K230). |

ATIS  
120.17 126.12  
(RWY 16L) (RWY 16R)Apt Elev  
13'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'CMP 1A, TAQ 1A  
RWYS 16L/R P-RNAV ARRIVALS  
BY ATC  
RADAR REQUIRED

NOT TO SCALE

OSTIA  
D(H) 114.9 OST  
N41 48.2 E012 14.3  
327 OST  
N41 48.3 E012 14.2Direct distance from GOLPO to:  
Fiumicino Apt **16NM**  
Direct distance from MIKSO to:  
Fiumicino Apt **14NM**

| STAR          | ROUTING                                                                |
|---------------|------------------------------------------------------------------------|
| <b>CMP 1A</b> | CMP (K250) - RF422 (3000'; K230) - MIKSO (2500'; K210).                |
| <b>TAQ 1A</b> | TAQ (K230) - RF421 (K230) - RF423 (4000'; K210) - GOLPO (4000'; K210). |

ATIS  
126.12  
(RWY 34L)  
120.17  
(RWY 34R/C)Apt Elev  
13'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
For all routes not specifically P-RNAV,  
reported MEAs are referred to conven-  
tional navigation. For P-RNAV navigation  
radar minima apply.CMP 1C  
RWYS 34L/C/R P-RNAV ARRIVAL

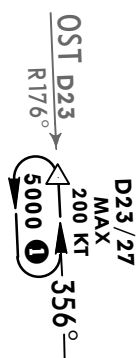
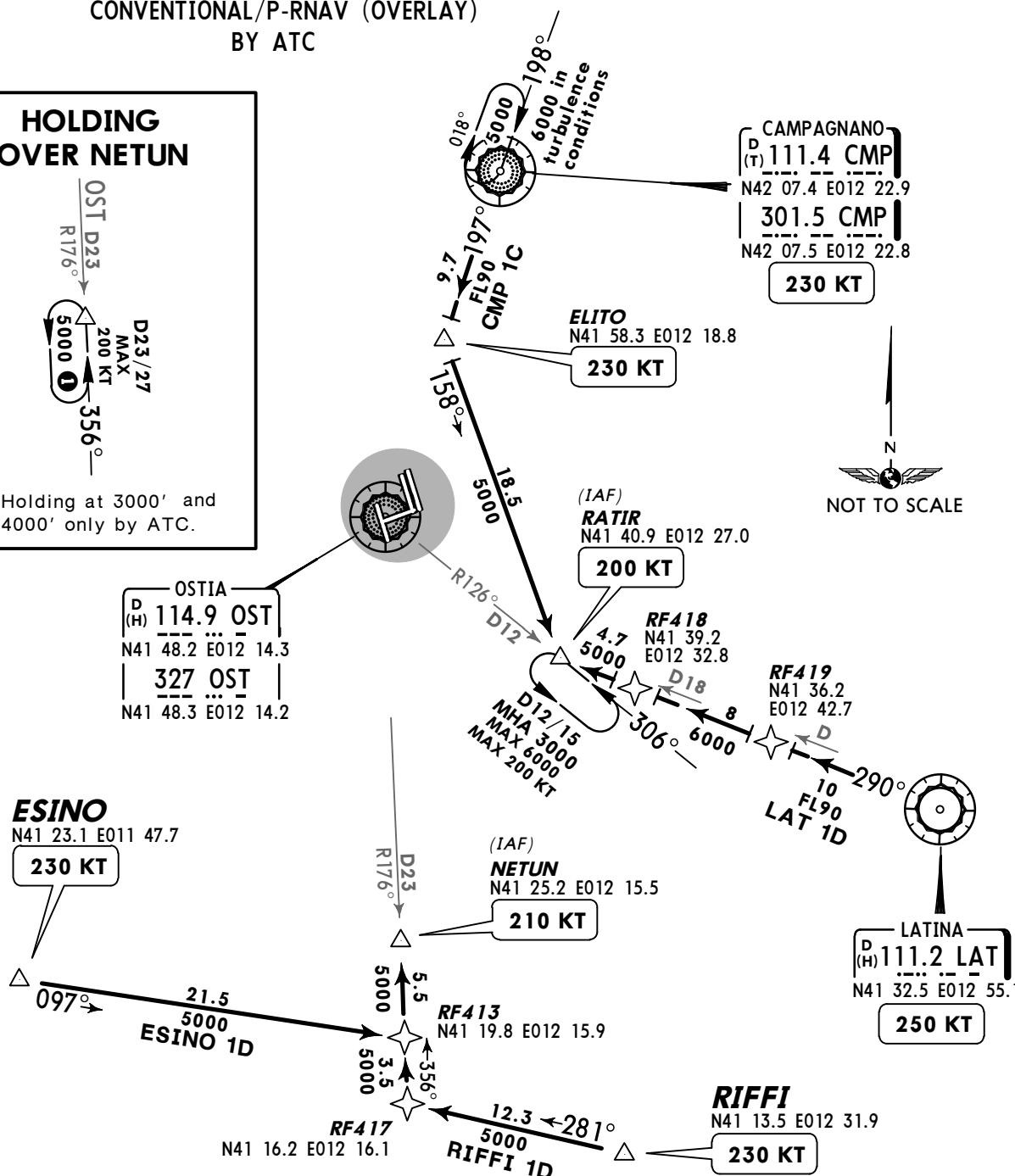
ESINO 1D [ESIN1D], LAT 1D

RIFFI 1D [RIF11D]

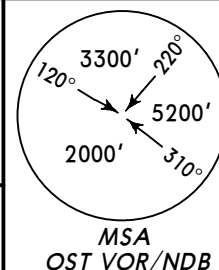
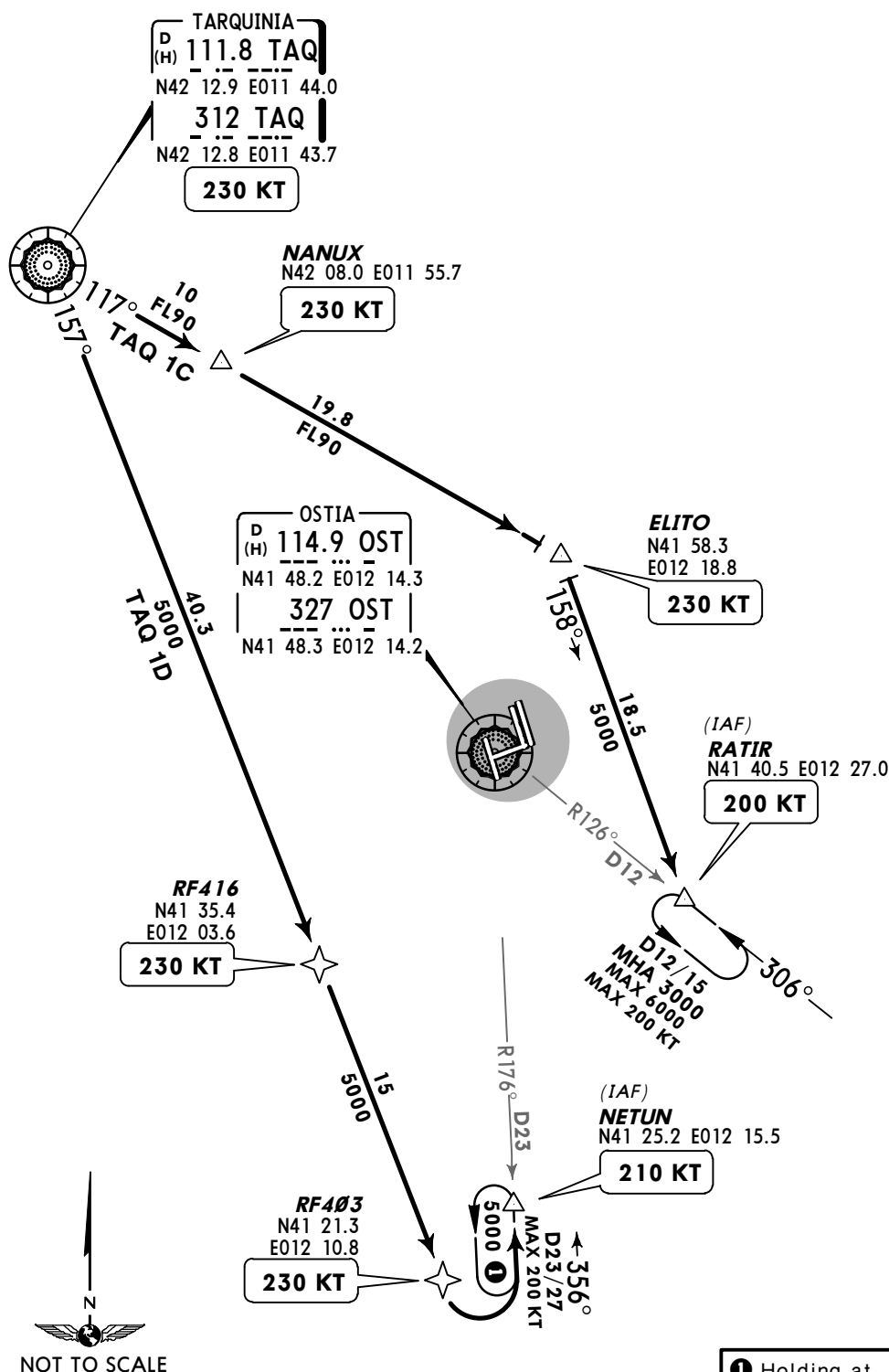
RWYS 34L/C/R ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

BY ATC

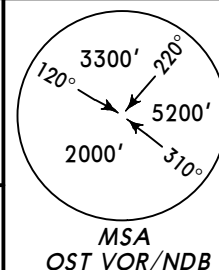
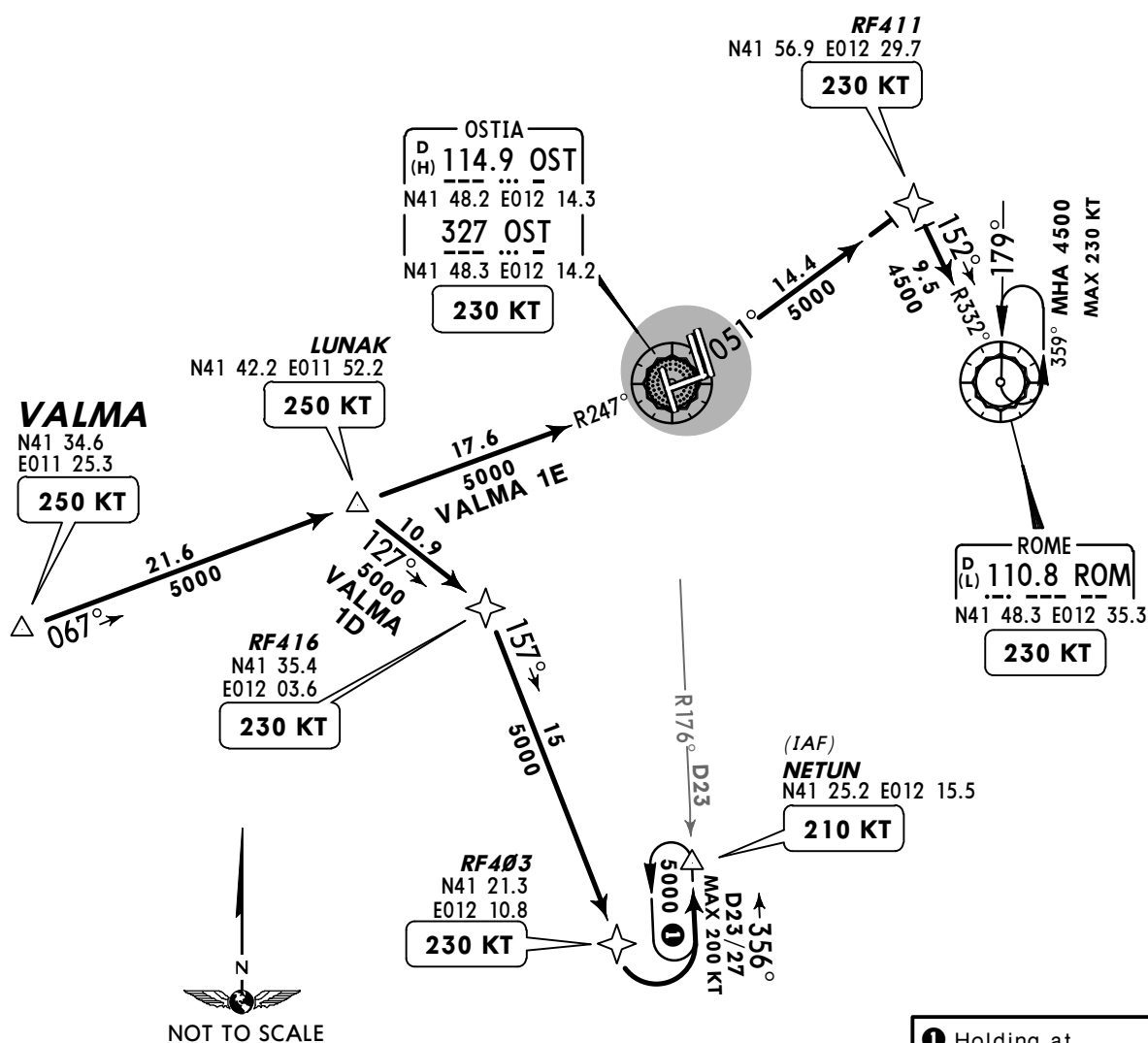
HOLDING  
OVER NETUN① Holding at 3000' and  
4000' only by ATC.

| STAR            | ROUTING                                    |
|-----------------|--------------------------------------------|
| CMP 1C          | CMP (K230) - ELITO (K230) - RATIR (K200).  |
| ESINO 1D By ATC | ESINO (K230) - RF413 - NETUN (K210).       |
| LAT 1D By ATC   | LAT (K250) - RF419 - RF418 - RATIR (K200). |
| RIFFI 1D By ATC | RIFFI (K230) - RF417 - NETUN (K210).       |

ATIS  
126.12  
(RWY 34L)  
120.17  
(RWY 34R/C)Apt Elev  
13'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
For all routes not specifically P-RNAV,  
reported MEAs are referred to conven-  
tional navigation. For P-RNAV navigation  
radar minima apply.TAQ 1C, TAQ 1D  
RWYS 34L/C/R P-RNAV ARRIVALS

① Holding at  
3000' and 4000'  
only by ATC.

| STAR          | ROUTING                                                  |
|---------------|----------------------------------------------------------|
| TAQ 1C        | TAQ (K230) - NANUX (K230) - ELITO (K230) - RATIR (K200). |
| TAQ 1D By ATC | TAQ (K230) - RF416 (K230) - RF403 (K230) - NETUN (K210). |

ATIS  
126.12  
(RWY 34L)  
120.17  
(RWY 34R/C)Apt Elev  
13'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'  
For all routes not specifically P-RNAV,  
reported MEAs are referred to conven-  
tional navigation. For P-RNAV navigation  
radar minima apply.VALMA 1D [VALM1D]  
VALMA 1E [VALM1E]  
RWYS 34L/C/R P-RNAV ARRIVALS  
BY ATC

① Holding at  
3000' and 4000'  
only by ATC.

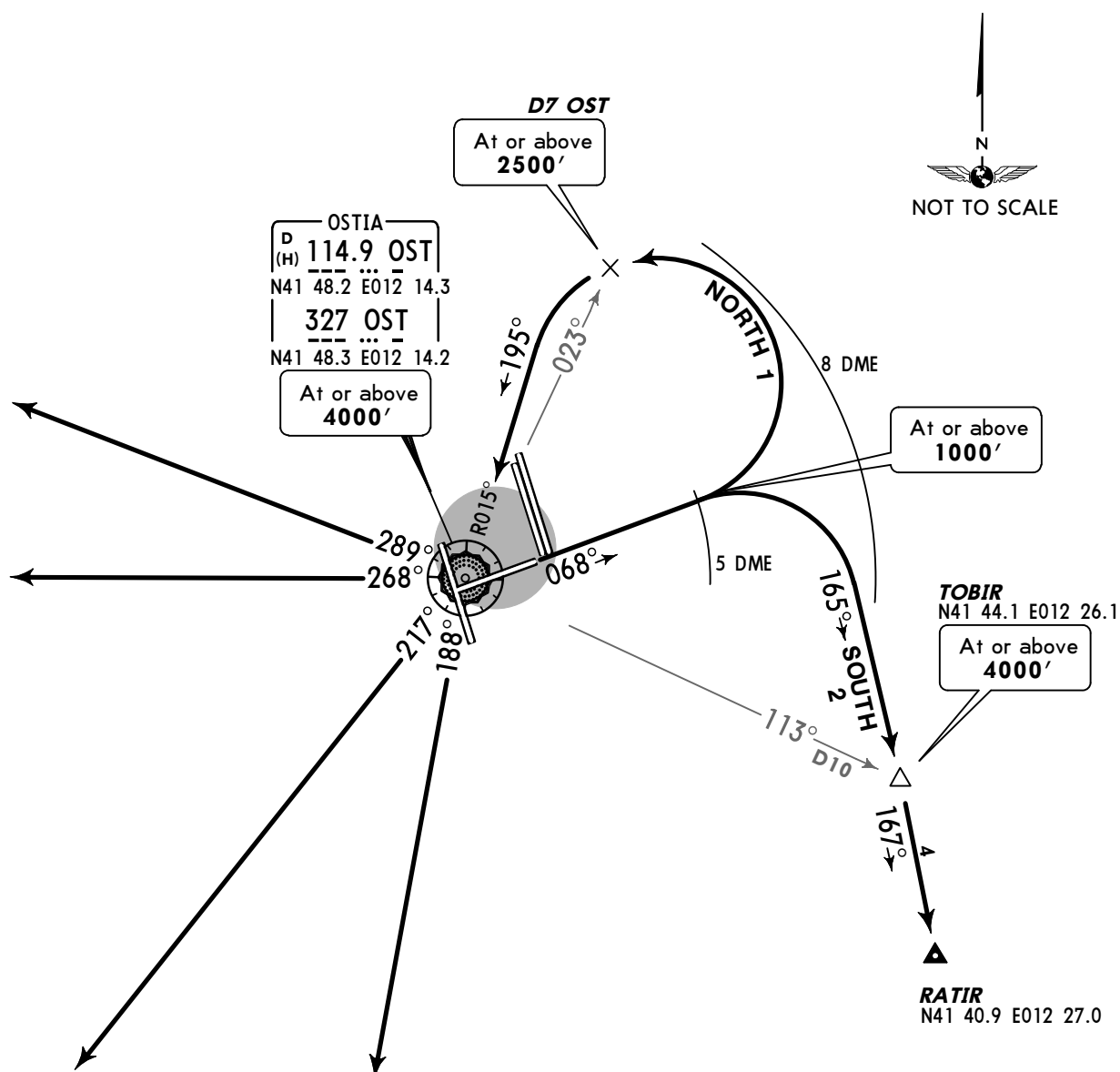
| STAR     | ROUTING                                                                  |
|----------|--------------------------------------------------------------------------|
| VALMA 1D | VALMA (K250) - LUNAK (K250) - RF416(K230) - RF403 (K230) - NETUN (K210). |
| VALMA 1E | VALMA (K250) - LUNAK (K250) - OST(K230) - RF411 (K230) - ROM (K230).     |

| INITIAL CLIMB                                    | REFER TO CHART |
|--------------------------------------------------|----------------|
| NORTH 1, SOUTH 2                                 | 10-3B          |
| ERNEN 5A, RAVAL 5A<br>SOSAK 5A, XIBRI 5A         | 10-3C          |
| EKLOS 5R, ERNEN 5L<br>RAVAL 5L, 5R, SOSAK 5R     | 10-3D          |
| ERNEN 5K, RAVAL 5K<br>SOSAK 5B, XIBRI 5B         | 10-3E          |
| ERNEN 5J, RAVAL 5J<br>SOSAK 5C, XIBRI 5C         | 10-3F          |
| ERNEN 5B, 5C, RAVAL 5B, 5C                       | 10-3G          |
| ERNEN 5E, RAVAL 5E<br>SOSAK 5E, XIBRI 5E         | 10-3H          |
| ERNEN 5Y, RAVAL 5Y, SOSAK 5Y                     | 10-3J          |
| EKLOS 5M, ERNEN 5M<br>RAVAL 5M, SOSAK 5M         | 10-3K          |
| EKLOS 5D, RAVAL 5D<br>RAVDU 5D, SOSAK 5D         | 10-3L          |
| RAVAL 5F, RAVDU 5F, SOSAK 5F                     | 10-3M          |
| EKLOS 5X, RAVAL 5X<br>RAVDU 5X, SOSAK 5X         | 10-3N          |
|                                                  |                |
| SID DESIGNATION                                  | REFER TO CHART |
| TIBER 7A, 6B, 5C                                 | 10-3P          |
| OKUNO 5A, 6B, 5C                                 | 10-3Q          |
| SIPRO 7A, 6B, 5C                                 | 10-3S          |
| RIFFI 7G, 7H                                     | 10-3T          |
| PEPIX 7A, 7B, ROTUN 6A, 6B                       | 10-3U          |
| ESINO 5H, KONUT 6A                               | 10-3V          |
| GILIO 7C, 7D, 5F, 5G<br>GISPA 7A                 | 10-3W          |
| GILIO 7E, NEMBO 5A, PODOX 6E<br>TIMOV 8A, 6B, 5C | 10-3X          |
|                                                  |                |

ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

NORTH 1  
SOUTH 2  
RWY 07 INITIAL CLIMB

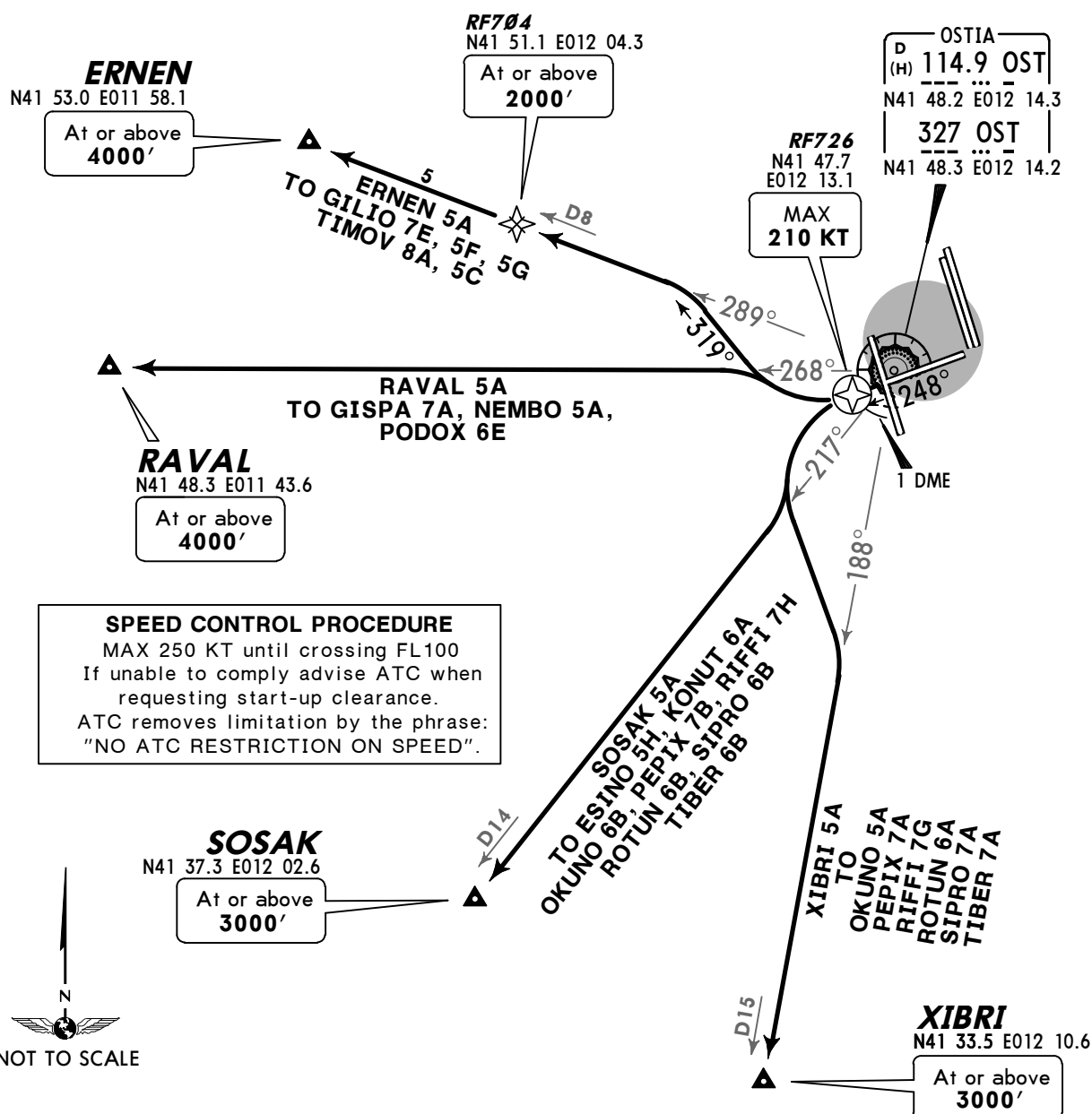
| SID     | INITIAL CLIMB                                                                                                           |
|---------|-------------------------------------------------------------------------------------------------------------------------|
| NORTH 1 | Climb on 068° track, at OST 5 DME turn LEFT (remain within OST 8 DME), intercept OST R-015 inbound to OST and join SID. |
| SOUTH 2 | Climb on 068° track, at OST 5 DME turn RIGHT (remain within OST 8 DME) to RATIR, then as cleared by ATC.                |

ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.
3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.

**ERNEN 5A[ERNE5A] , RAVAL 5A[RAVA5A]  
SOSAK 5A[SOSA5A], XIBRI 5A[XIBR5A]  
RWY 25 INITIAL CLIMB  
P-RNAV OR CONVENTIONAL**



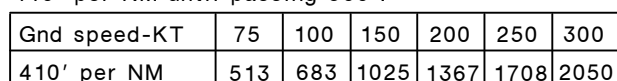
Suggested minimum climb gradient  
410' per NM until passing 500'.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 410' per NM  | 513 | 683 | 1025 | 1367 | 1708 | 2050 |

| SID             | INITIAL CLIMB/ROUTING                                                                   |
|-----------------|-----------------------------------------------------------------------------------------|
| <b>ERNEN 5A</b> | Climb on 248° track, at OST 1 DME turn RIGHT, 319° track, intercept OST R-289 to ERNEN. |
| <b>RAVAL 5A</b> | Climb on 248° track, at OST 1 DME turn RIGHT, intercept OST R-268 to RAVAL.             |
| <b>SOSAK 5A</b> | Climb on 248° track, at OST 1 DME turn LEFT, intercept OST R-217 to SOSAK.              |
| <b>XIBRI 5A</b> | Climb on 248° track, at OST 1 DME turn LEFT, intercept OST R-188 to XIBRI.              |

EKLOS 5R [EKLO5R], ERNEN 5L [ERNE5L]  
RAVAL 5L [RAVA5L], RAVAL 5R [RAVA5R]  
SOSAK 5R [SOSA5R]  
RWY 25 P-RNAV INITIAL CLIMB PROCEDURES  
BY ATC

MAX 250 KT until crossing FL100  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED"



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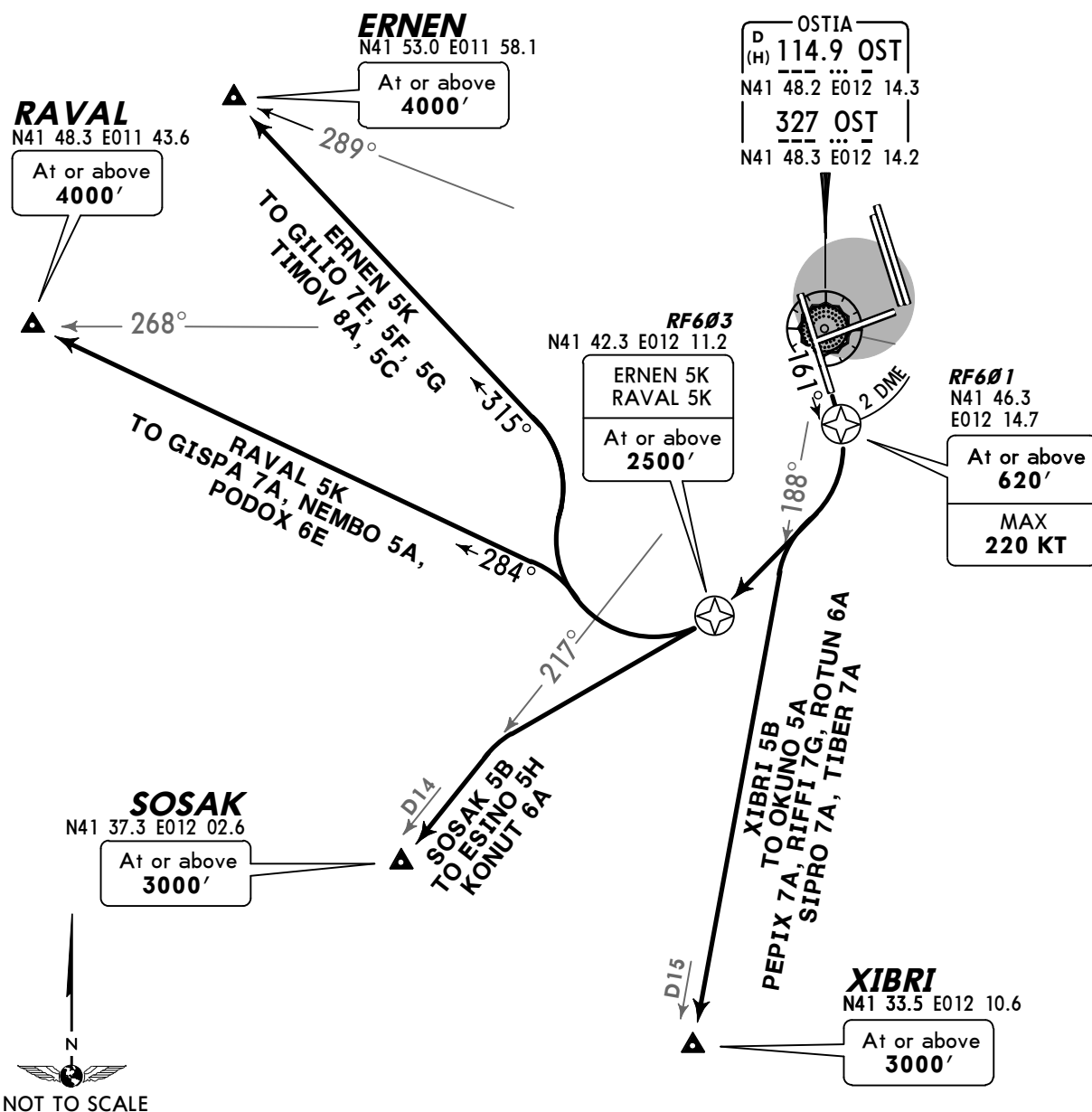
ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.
3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.

**ERNEN 5K[ERNE5K], RAVAL 5K[RAVA5K]  
RWY 16R P-RNAV INITIAL CLIMB PROCEDURES****SOSAK 5B[SOSA5B], XIBRI 5B[XIBR5B]  
RWY 16R INITIAL CLIMB PROCEDURES**  
P-RNAV OR CONVENTIONAL**SPEED CONTROL PROCEDURE**

MAX 250 KT until crossing FL100  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".



| SID      | INITIAL CLIMB/ROUTING                                             |
|----------|-------------------------------------------------------------------|
| ERNEN 5K | (410'+) - RF601 (620'+; K220-) - RF603 (2500'+) - ERNEN (4000'+). |
| RAVAL 5K | (410'+) - RF601 (620'+; K220-) - RF603 (2500'+) - RAVAL (4000'+). |
| SOSAK 5B | (410'+) - RF601 (620'+; K220-) - RF603 - SOSAK (3000'+).          |
| XIBRI 5B | (410'+) - RF601 (620'+; K220-) - XIBRI (3000'+).                  |

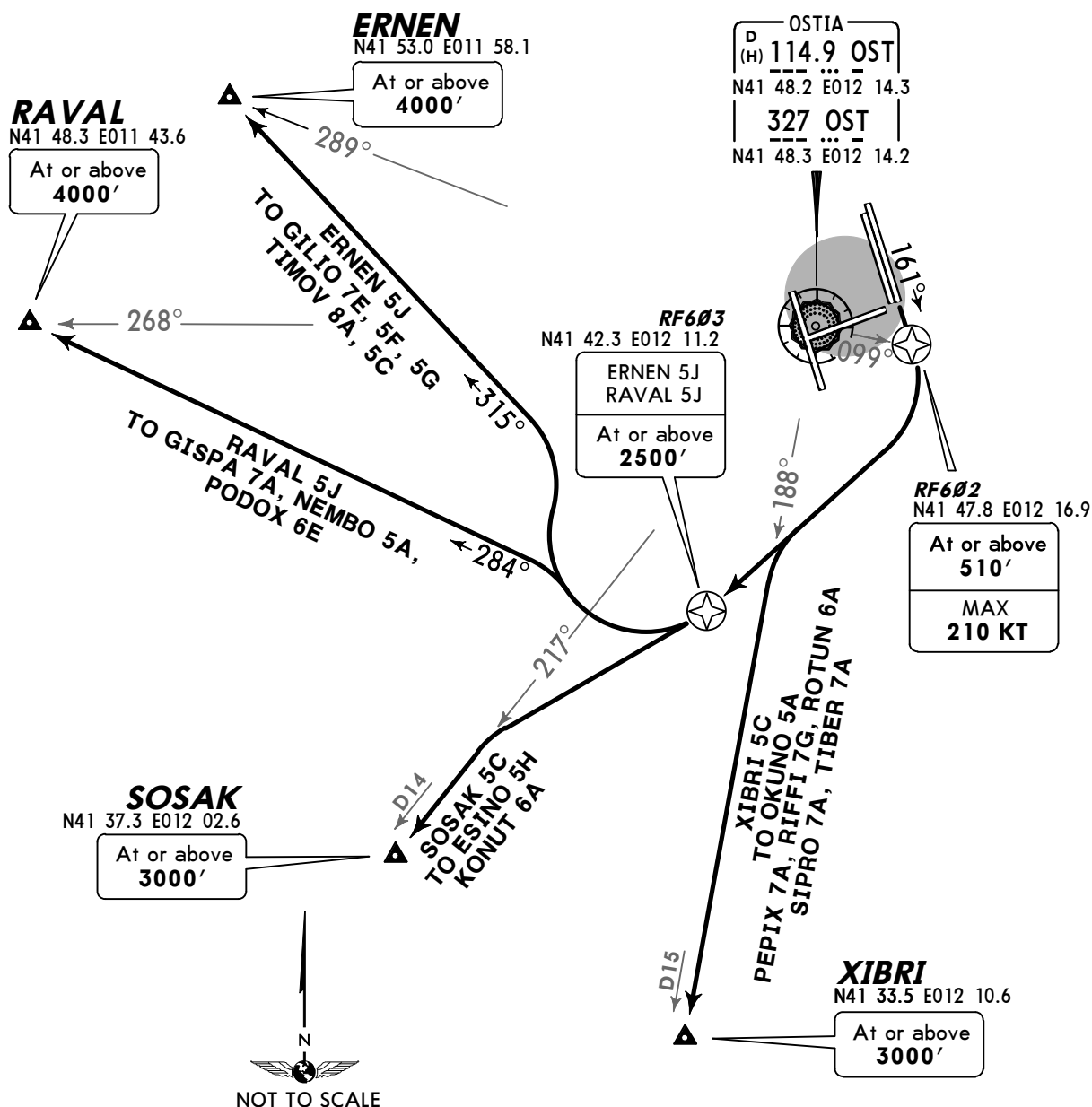
ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.
3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.

**ERNEN 5J [ERNE5J], RAVAL 5J [RAVA5J]  
RWY 16L P-RNAV INITIAL CLIMB PROCEDURES****SOSAK 5C [SOSA5C], XIBRI 5C [XIBR5C]  
RWY 16L INITIAL CLIMB PROCEDURES**  
P-RNAV OR CONVENTIONAL**SPEED CONTROL PROCEDURE**

MAX 250 KT until crossing FL100  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".



| SID      | INITIAL CLIMB/ROUTING                                             |
|----------|-------------------------------------------------------------------|
| ERNEN 5J | (405'+) - RF602 (510'+; K210-) - RF603 (2500'+) - ERNEN (4000'+). |
| RAVAL 5J | (405'+) - RF602 (510'+; K210-) - RF603 (2500'+) - RAVAL (4000'+). |
| SOSAK 5C | (405'+) - RF602 (510'+; K210-) - RF603 - SOSAK (3000'+).          |
| XIBRI 5C | (405'+) - RF602 (510'+; K210-) - XIBRI (3000'+).                  |

ROMA Departure (APP)  
130.9Apt Elev  
13'

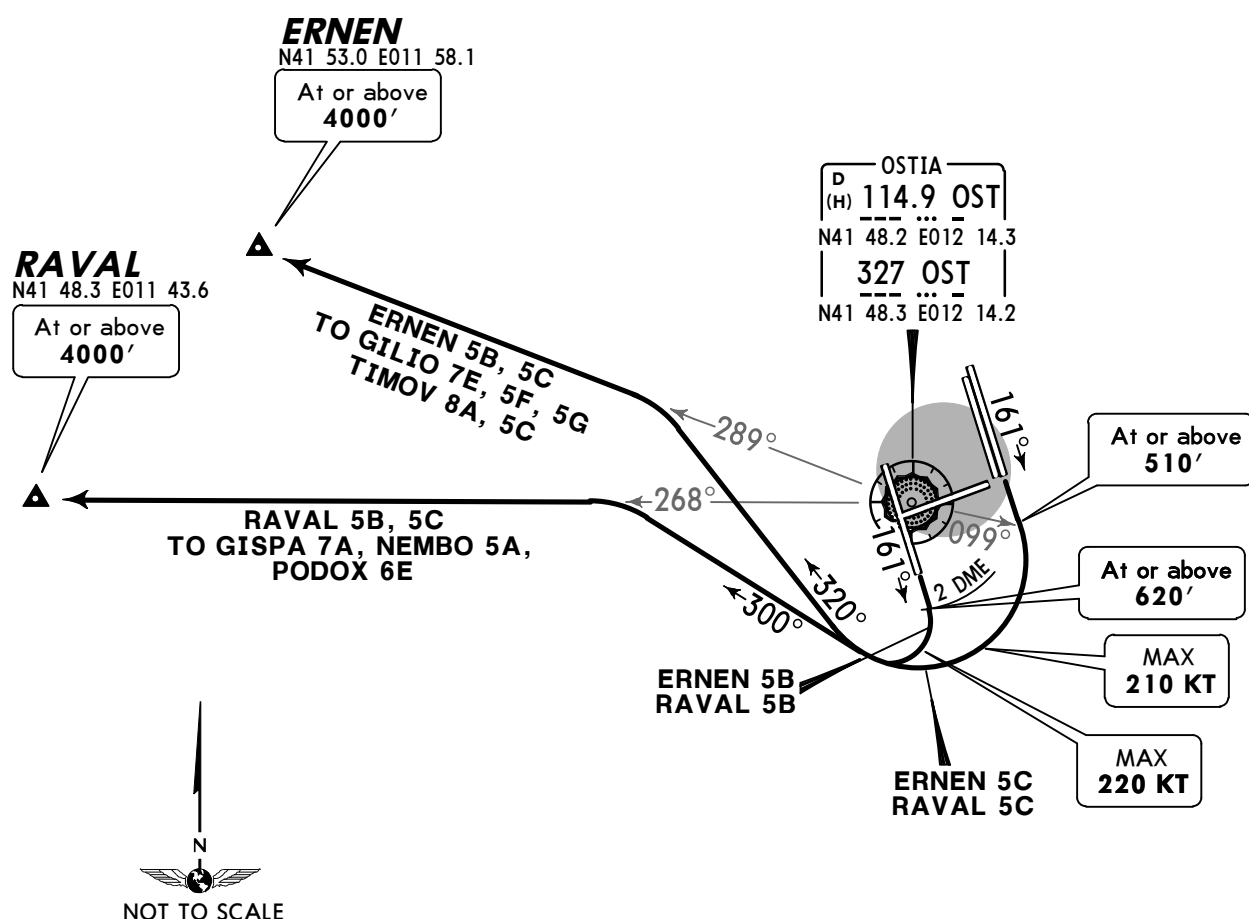
Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.
3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.

**ERNEN 5B [ERNE5B]  
ERNEN 5C [ERNE5C]  
RAVAL 5B [RAVA5B]  
RAVAL 5C [RAVA5C]  
RWY 16R/L INITIAL CLIMB PROCEDURES  
BY ATC**

**SPEED CONTROL PROCEDURE**

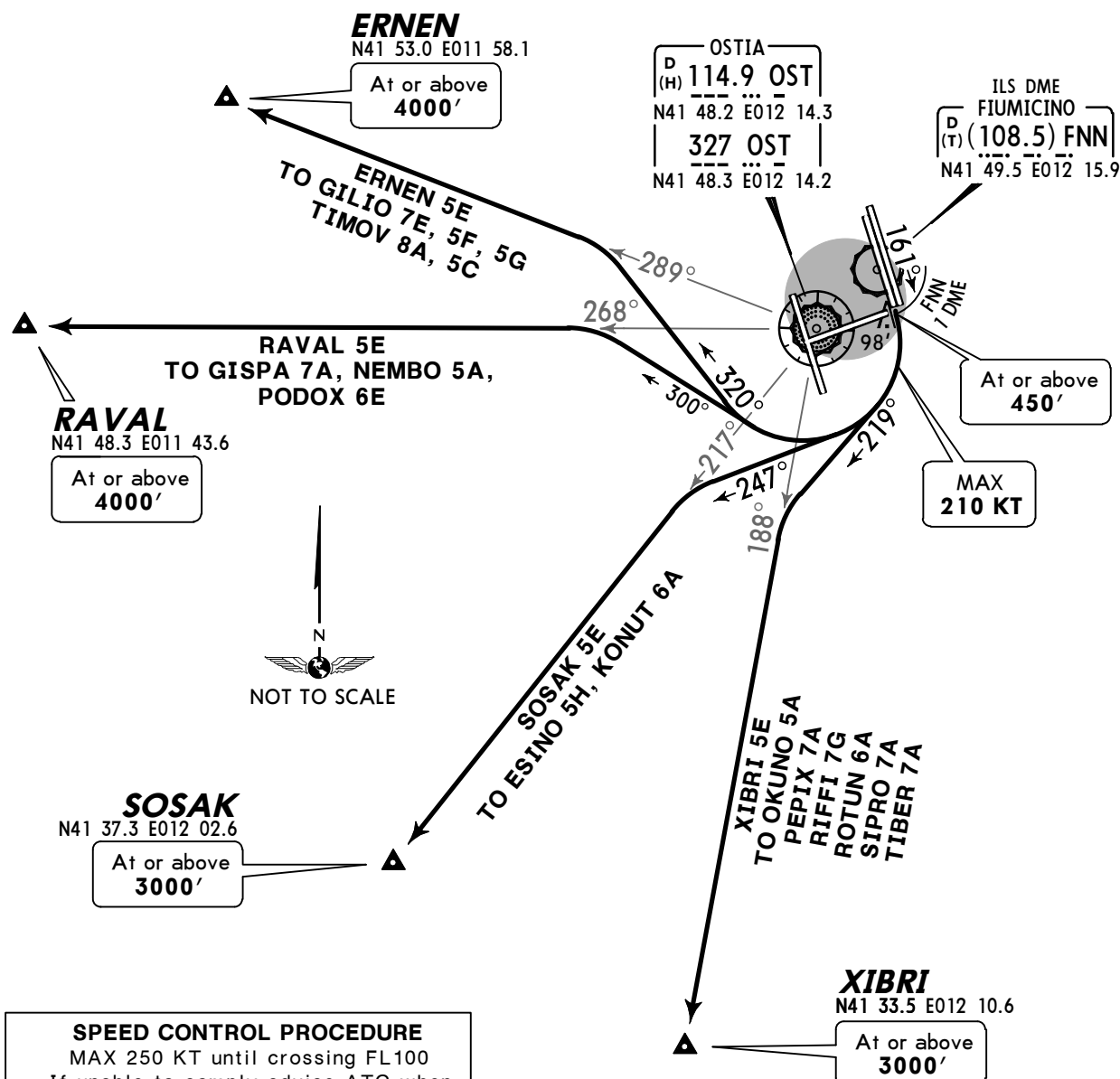
MAX 250 KT until crossing FL100  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".



| SID             | RWY        | INITIAL CLIMB/ROUTING                                                                      |
|-----------------|------------|--------------------------------------------------------------------------------------------|
| <b>ERNEN 5B</b> | <b>16R</b> | Maintain runway heading OST 2 DME, turn RIGHT, intercept OST R-289 to ERNEN.               |
| <b>ERNEN 5C</b> | <b>16L</b> | Maintain runway heading, when crossing OST R-099 turn RIGHT, intercept OST R-289 to ERNEN. |
| <b>RAVAL 5B</b> | <b>16R</b> | Maintain runway heading OST 2 DME, turn RIGHT, intercept OST R-268 to RAVAL.               |
| <b>RAVAL 5C</b> | <b>16L</b> | Maintain runway heading, when crossing OST R-099 turn RIGHT, intercept OST R-268 to RAVAL. |

ROMA Departure (APP)  
130.9Apt Elev  
13'Trans level: By ATC Trans alt: 6000'  
1. SIDs include noise abatement routings.  
2. SIDs will be supplemented by altitude and/or flight level restrictions.

ERNEN 5E [ERNE5E]  
RAVAL 5E [RAVA5E]  
SOSAK 5E [SOSA5E]  
XIBRI 5E [XIBR5E]  
RWY 16C INITIAL CLIMB PROCEDURES



**SPEED CONTROL PROCEDURE**  
MAX 250 KT until crossing FL100  
If unable to comply advise ATC when requesting start-up clearance.  
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".

Warning: Close-in obstacle 98' terrain, 2.3NM (4247m) from THR, 0.2NM (355m) RIGHT of RCL.

**INITIAL CLIMB**

Maintain runway heading to FNN 1 DME (1 NM from THR 34C) turn RIGHT.

| SID      | ROUTING                       |
|----------|-------------------------------|
| ERNEN 5E | Intercept OST R-289 to ERNEN. |
| RAVAL 5E | Intercept OST R-268 to RAVAL. |
| SOSAK 5E | Intercept OST R-217 to SOSAK. |
| XIBRI 5E | Intercept OST R-188 to XIBRI. |

ROMA Departure (APP)  
130.9Apt Elev  
13'

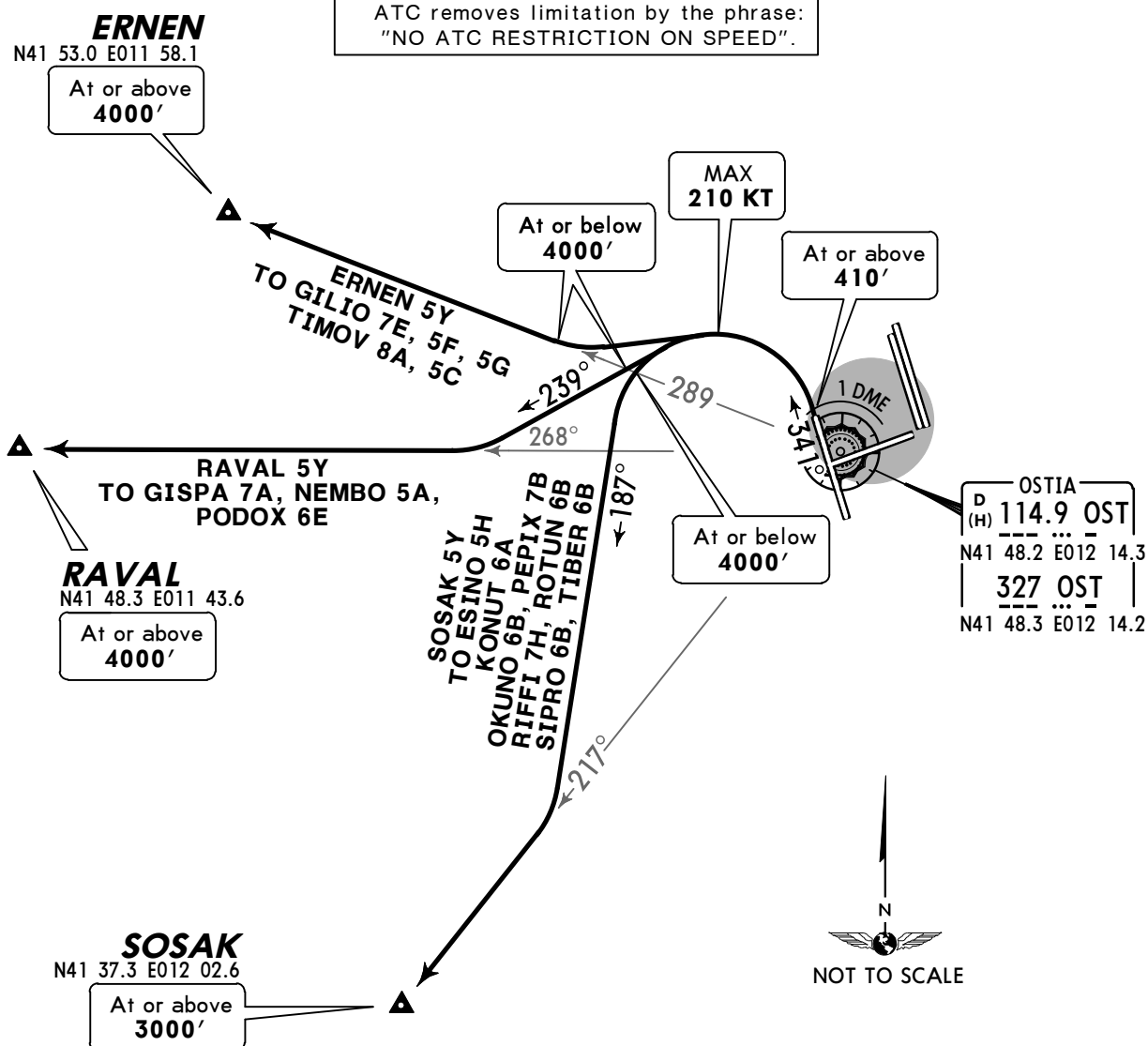
Trans level: By ATC Trans alt: 6000'

1. If unable to comply, advise TWR of usage ALTERNATE procedure when requesting start-up clearance.
2. SIDs include noise abatement routings.
3. SIDs will be supplemented by altitude and/or flight level restrictions.

**ERNEN 5Y [ERNE5Y]  
RAVAL 5Y [RAVA5Y]  
SOSAK 5Y [SOSA5Y]**  
**RWY 34L INITIAL CLIMB PROCEDURES**  
FOR ALTERNATE PROCEDURES REFER TO CHART 10-3L

**SPEED CONTROL PROCEDURE**

MAX 250 KT until crossing FL100  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".

**INITIAL CLIMB**

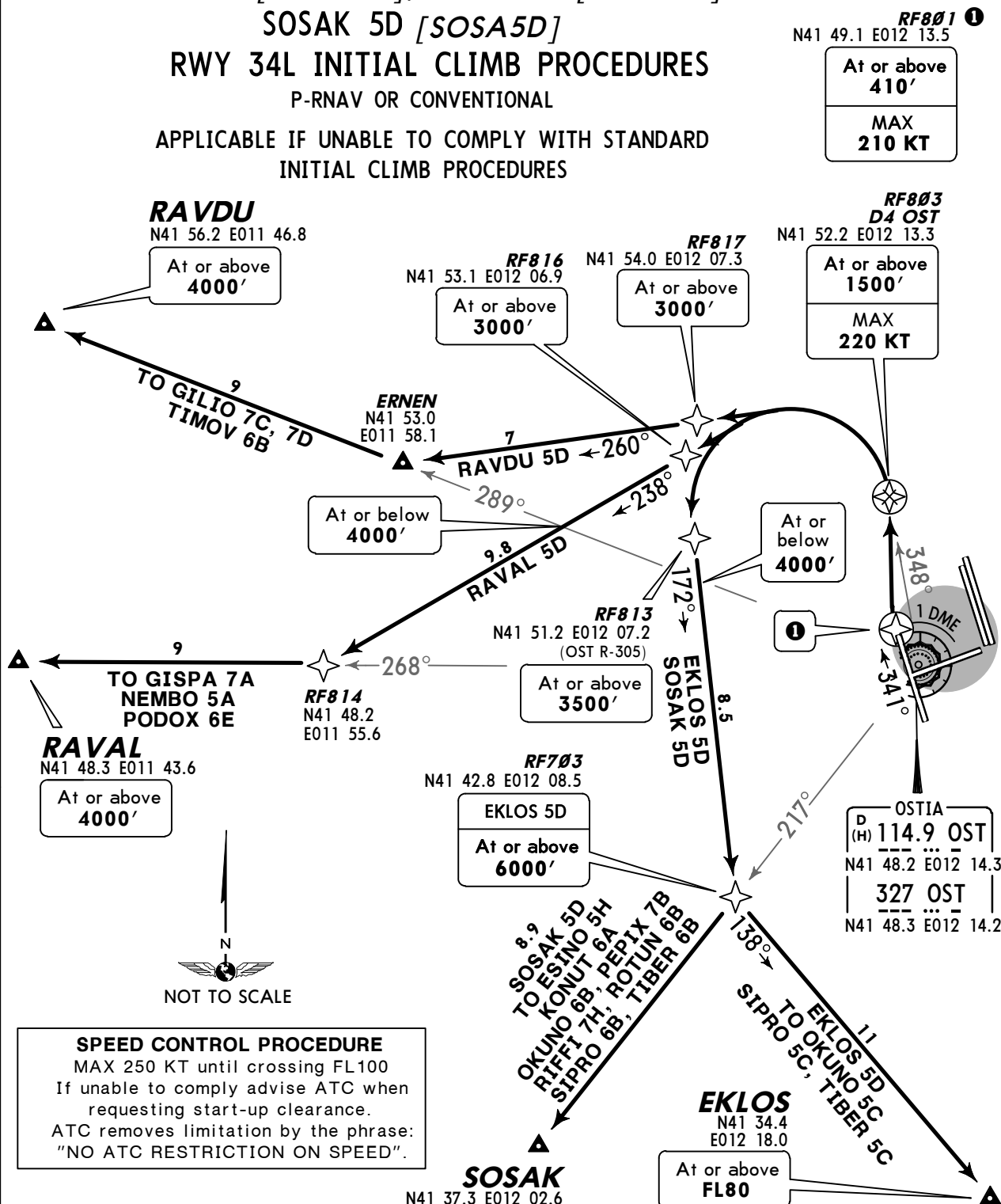
Maintain runway heading to OST 1 DME, turn LEFT.

| SID      | ROUTING                       |
|----------|-------------------------------|
| ERNEN 5Y | Intercept OST R-289 to ERNEN. |
| RAVAL 5Y | Intercept OST R-268 to RAVAL. |
| SOSAK 5Y | Intercept OST R-217 to SOSAK. |



ROMA Departure (APP)  
130.9Apt Elev  
13'Trans level: By ATC Trans alt: 6000'  
1. SIDs include noise abatement routings.  
2. SIDs will be supplemented by altitude and/or flight  
level restrictions.

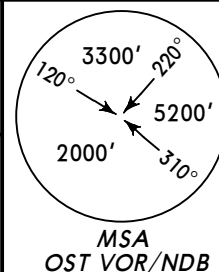
**EKLOS 5D [EKLO5D]**  
**RWY 34L P-RNAV INITIAL CLIMB PROCEDURE**  
**RAVAL 5D [RAVA5D], RAVDU 5D [RAVD5D]**  
**SOSAK 5D [SOSA5D]**  
**RWY 34L INITIAL CLIMB PROCEDURES**  
P-RNAV OR CONVENTIONAL  
APPLICABLE IF UNABLE TO COMPLY WITH STANDARD  
INITIAL CLIMB PROCEDURES



| SID             | INITIAL CLIMB/ROUTING                                                                          |
|-----------------|------------------------------------------------------------------------------------------------|
| <b>EKLOS 5D</b> | RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF813 (3500'+) - RF703 (6000'+) - EKLOS (FL80+). |
| <b>RAVAL 5D</b> | RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF816 (3000'+) - RF814 - RAVAL (4000'+).         |
| <b>RAVDU 5D</b> | RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF817 (3000'+) - ERNEN - RAVDU (4000'+).         |
| <b>SOSAK 5D</b> | RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF813 (3500'+) - RF703 - SOSAK.                  |



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ROMA Departure (APP)  
130.9Apt Elev  
13'Trans level: By ATC Trans alt: 6000'  
1. SIDs include noise abatement routings.  
2. SIDs will be supplemented by altitude and/or flight level restrictions.

**TIBER 7A [TIB7A]**  
**TIBER 6B [TIB6B]**  
**TIBER 5C [TIB5C]**  
**RWYS 07, 16L/C/R, 25,**  
**34L/C/R DEPARTURES**  
**P-RNAV OR CONVENTIONAL**  
**TO EAST**

**SPEED CONTROL PROCEDURE**

MAX 250 KT until crossing FL100.  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".

OSTIA  
D (H) 114.9 OST  
N41 48.2 E012 14.3  
327 OST  
N41 48.3 E012 14.2



SOSAK  
N41 37.3 E012 02.6

At or above  
3000'

TIBER 6B

XIBRI  
N41 33.5 E012 10.6

At or above  
3000'

TIBER 7A

EKLOS  
N41 34.4 E012 18.0

TIBER 6B

At or above  
6000'

TIBER 5C

At or above  
FL80

**TIBER**

N42 14.9 E012 35.9



13.5



13

359°

RF516

N42 01.3 E012 35.6

At or above  
FL110

ROME  
D (L) 110.8 ROM  
N41 48.3 E012 35.3

RF512

N41 38.8 E012 23.5

TIBER 6B  
At or above  
FL80

RF511

N41 31.0 E012 24.6

At or above  
6000'

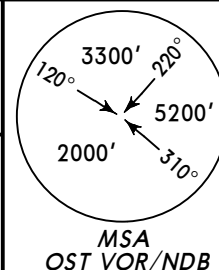


NOT TO SCALE

| SID      | ROUTING                                                                     |
|----------|-----------------------------------------------------------------------------|
| TIBER 7A | At XIBRI turn LEFT, intercept ROM R-203 inbound to ROM, ROM R-359 to TIBER. |
| TIBER 6B | At SOSAK turn LEFT, intercept ROM R-221 inbound to ROM, ROM R-359 to TIBER. |
| TIBER 5C | At EKLOS intercept ROM R-221 inbound to ROM, ROM R-359 to TIBER.            |

Trans level: By ATC    Trans alt: 6000'

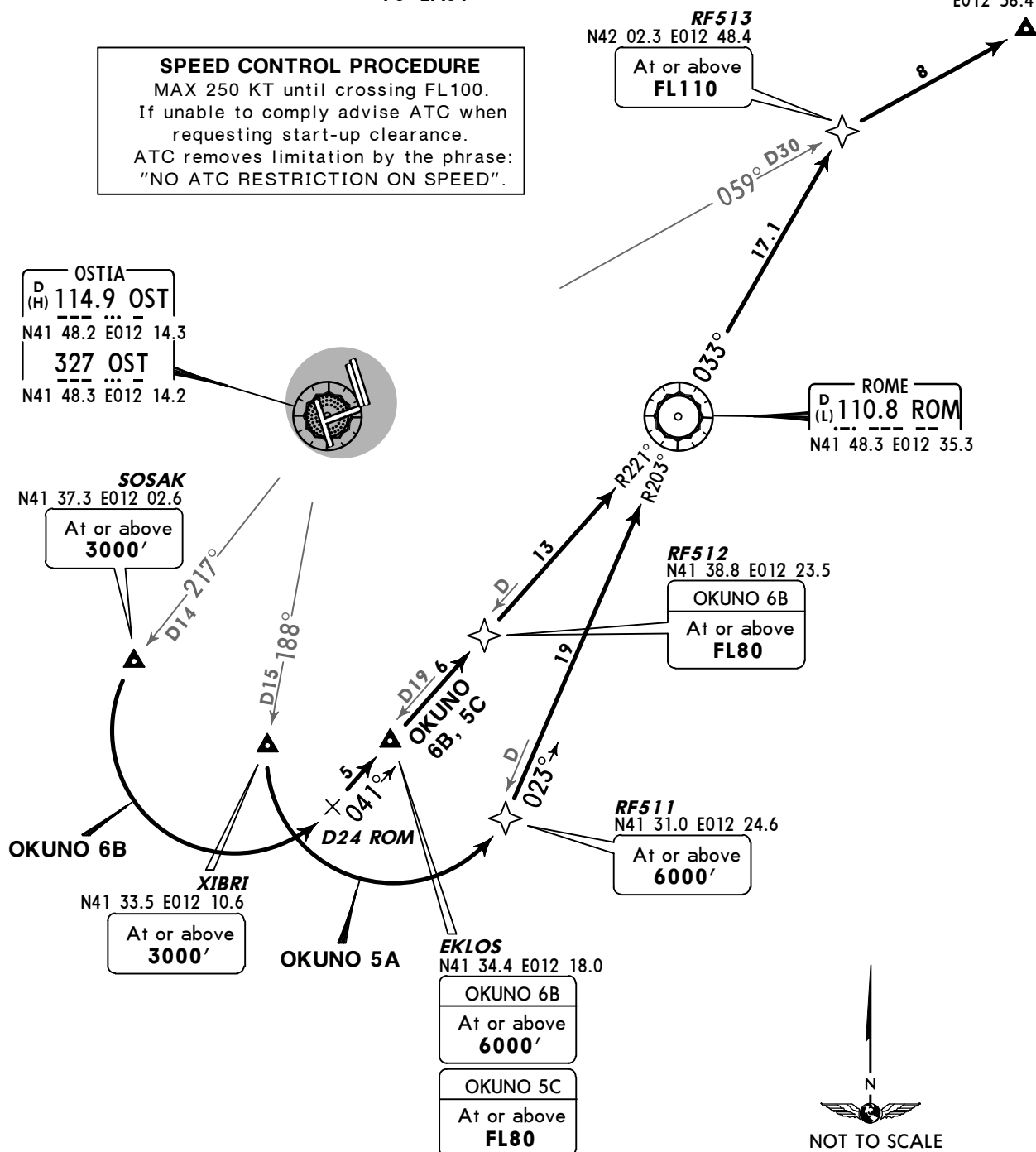
1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.



**OKUNO**  
N42 06.4  
E012 58.4

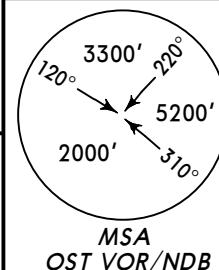
MAX 250 KT until crossing FL100.  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".

OSTIA  
 $\begin{array}{c} \text{D} \\ \text{(H)} \end{array} \begin{array}{|c|c|c|} \hline 114.9 & \text{OST} & \\ \hline \end{array}$   
 N41 48.2 E012 14.3  
 327 OST  
 N41 48.3 E012 14.2

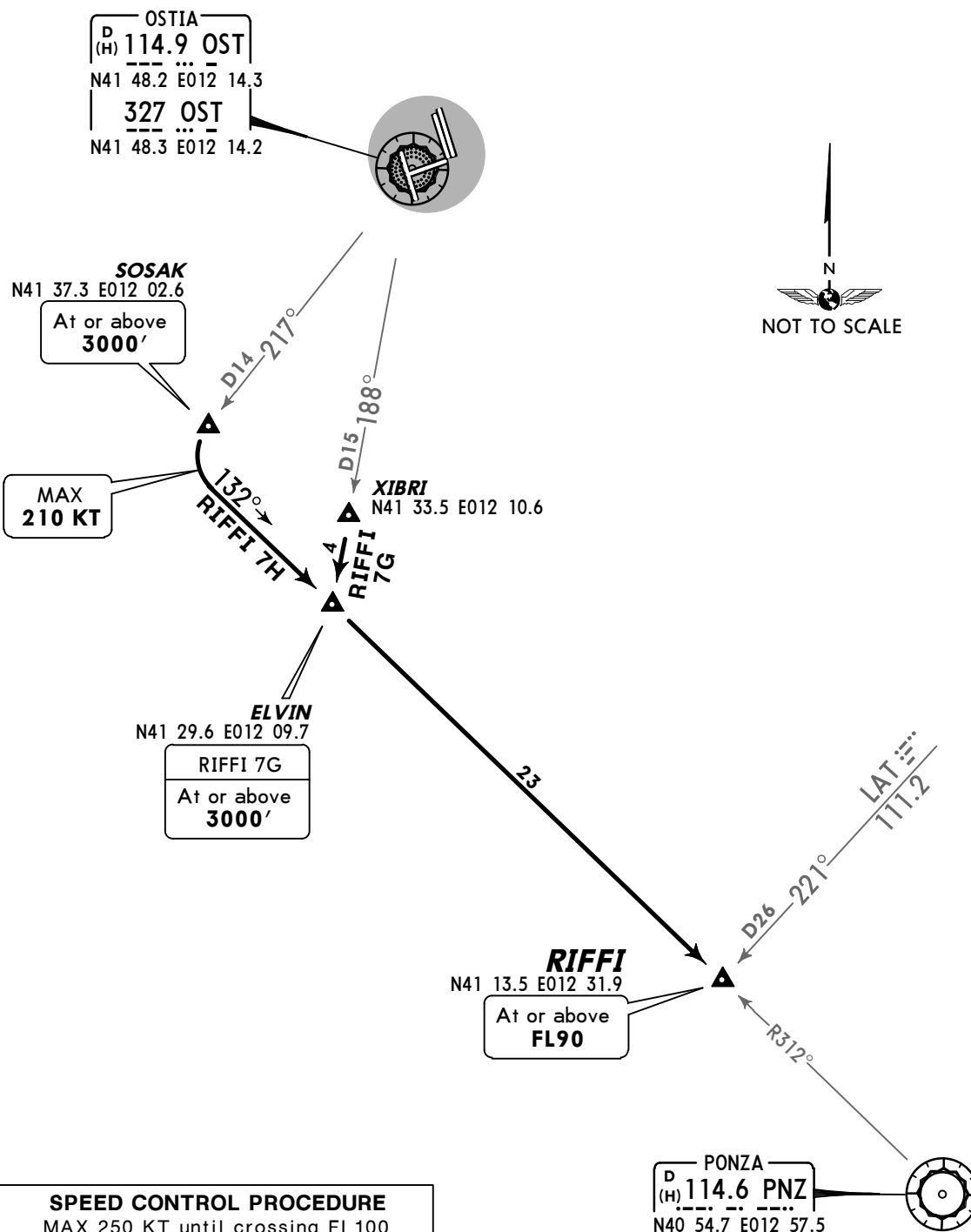


| SID      | ROUTING                                                                                          |
|----------|--------------------------------------------------------------------------------------------------|
| OKUNO 5A | At XIBRI turn LEFT, intercept ROM R-203 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO. |
| OKUNO 6B | At SOSAK turn LEFT, intercept ROM R-221 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO. |
| OKUNO 5C | At EKLOS intercept ROM R-221 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO.            |



ROMA Departure (APP)  
130.9Apt Elev  
13'Trans level: By ATC Trans alt: 6000'  
1. SIDs include noise abatement routings.  
2. SIDs will be supplemented by altitude  
and/or flight level restrictions.

**RIFFI 7G [RIF7G], RIFFI 7H [RIF7H]**  
**RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES**  
P-RNAV OR CONVENTIONAL  
TO SOUTHEAST

**SPEED CONTROL PROCEDURE**

MAX 250 KT until crossing FL100.  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".

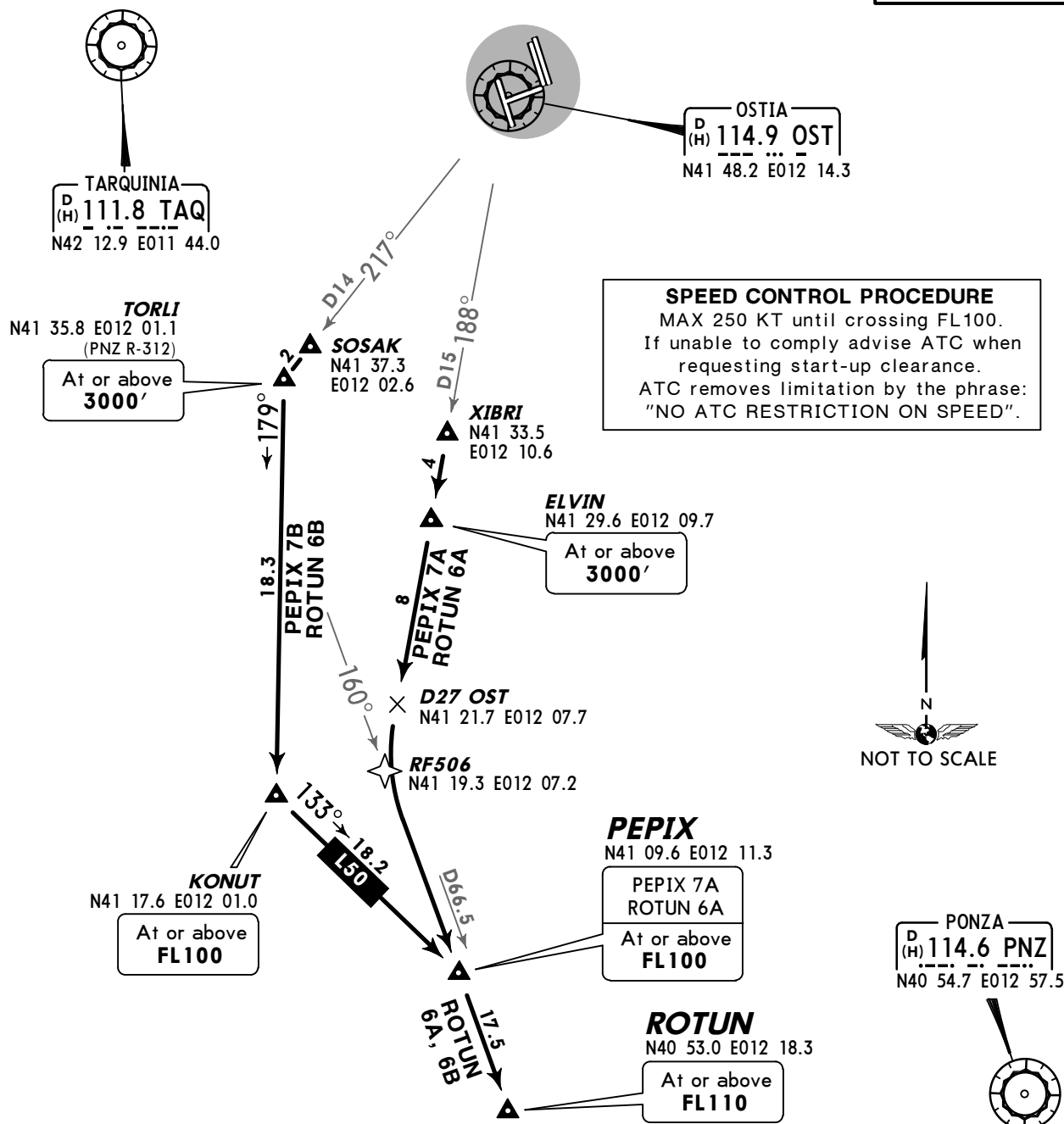
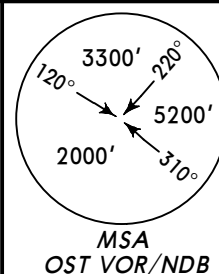
| SID             | ROUTING                                                                           |
|-----------------|-----------------------------------------------------------------------------------|
| <b>RIFFI 7G</b> | On OST R-188 via XIBRI to ELVIN, turn LEFT, intercept PNZ R-312 inbound to RIFFI. |
| <b>RIFFI 7H</b> | At SOSAK turn LEFT, intercept PNZ R-312 inbound to RIFFI.                         |

ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

PEPIX 7A [PEP7A], PEPHX 7B [PEP7B]  
ROTUN 6A [ROT6A], ROTUN 6B [ROT6B]  
RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES  
P-RNAV OR CONVENTIONAL  
TO SOUTH



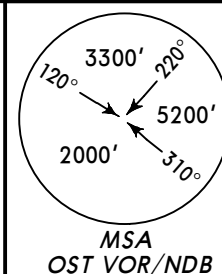
| SID      | ROUTING                                                                                                                                          |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| PEPIX 7A | On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160 to PEPHX.                                                            |
| PEPIX 7B | On OST R-217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPHX.                                           |
| ROTUN 6A | On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160 via PEPHX to ROTUN.                                                  |
| ROTUN 6B | On OST R-217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPHX, turn RIGHT, intercept TAQ R-160 to ROTUN. |

ROMA Departure (APP)  
130.9Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

**ESINO 5H [ES15H]**  
**KONUT 6A [KON6A]**  
 RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES  
 P-RNAV OR CONVENTIONAL  
 TO SOUTHWEST

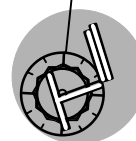


**SPEED CONTROL PROCEDURE**  
 MAX 250 KT until crossing FL100.  
 If unable to comply advise ATC when  
 requesting start-up clearance.  
 ATC removes limitation by the phrase:  
 "NO ATC RESTRICTION ON SPEED".

TARQUINIA  
 D (H) 111.8 TAQ  
 N42 12.9 E011 44.0



OSTIA  
 D (H) 114.9 OST  
 N41 48.2 E012 14.3



TORLI  
 N41 35.8 E012 01.1  
 (114.6 PNZ R-312)

At or above  
 3000'

SOSAK  
 N41 37.3  
 E012 02.6

**ESINO**  
 N41 23.1 E011 47.7

If proceeding via  
**M-126**

At or above  
**FL90**

If proceeding via  
**Z-924 or M-738**

At or above  
**FL100**

**KONUT**  
 N41 17.6 E012 01.0

At or above  
**FL100**



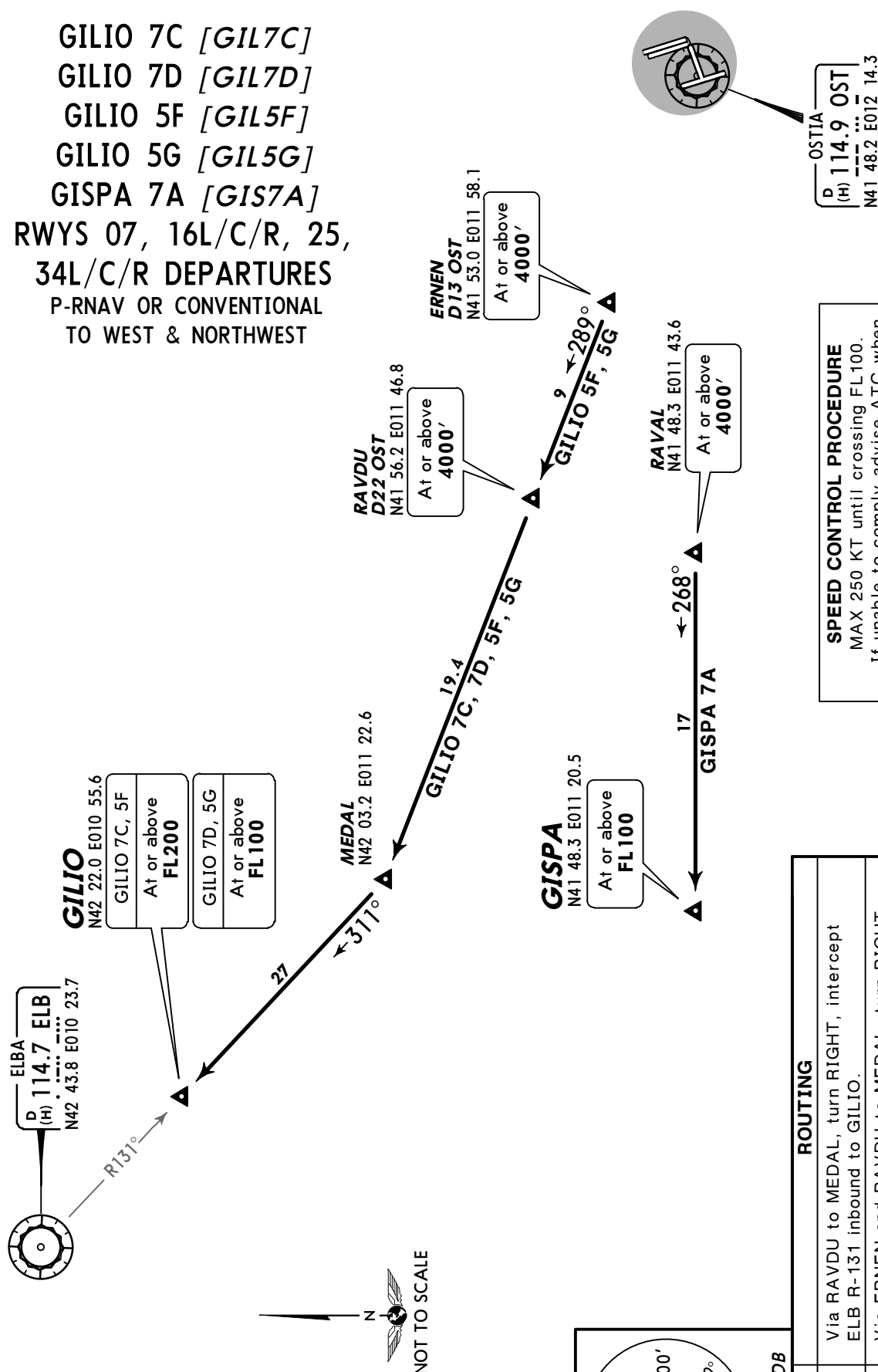
| SID             | ROUTING                                                |
|-----------------|--------------------------------------------------------|
| <b>ESINO 5H</b> | On OST R-217 to ESINO.                                 |
| <b>KONUT 6A</b> | On OST R-217 to TORLI, turn LEFT, 179° track to KONUT. |

ROMA Departure (APP)  
130.9

Apt Elev  
13'

Trans level: By ATC Trans alt: 6000'  
1. SIDs include noise abatement routings.  
2. SIDs will be supplemented by altitude and/or flight level restrictions.

GILIO 7C [GIL7C]  
GILIO 7D [GIL7D]  
GILIO 5F [GIL5F]  
GILIO 5G [GIL5G]  
GISPA 7A [GIS7A]  
RWYS 07, 16L/C/R, 25,  
34L/C/R DEPARTURES  
P-RNAV OR CONVENTIONAL  
TO WEST & NORTHWEST



**SPEED CONTROL PROCEDURE**  
MAX 250 KT until crossing FL100.  
If unable to comply advise ATC when  
requesting start-up clearance.  
ATC removes limitation by the phrase:  
"NO ATC RESTRICTION ON SPEED".

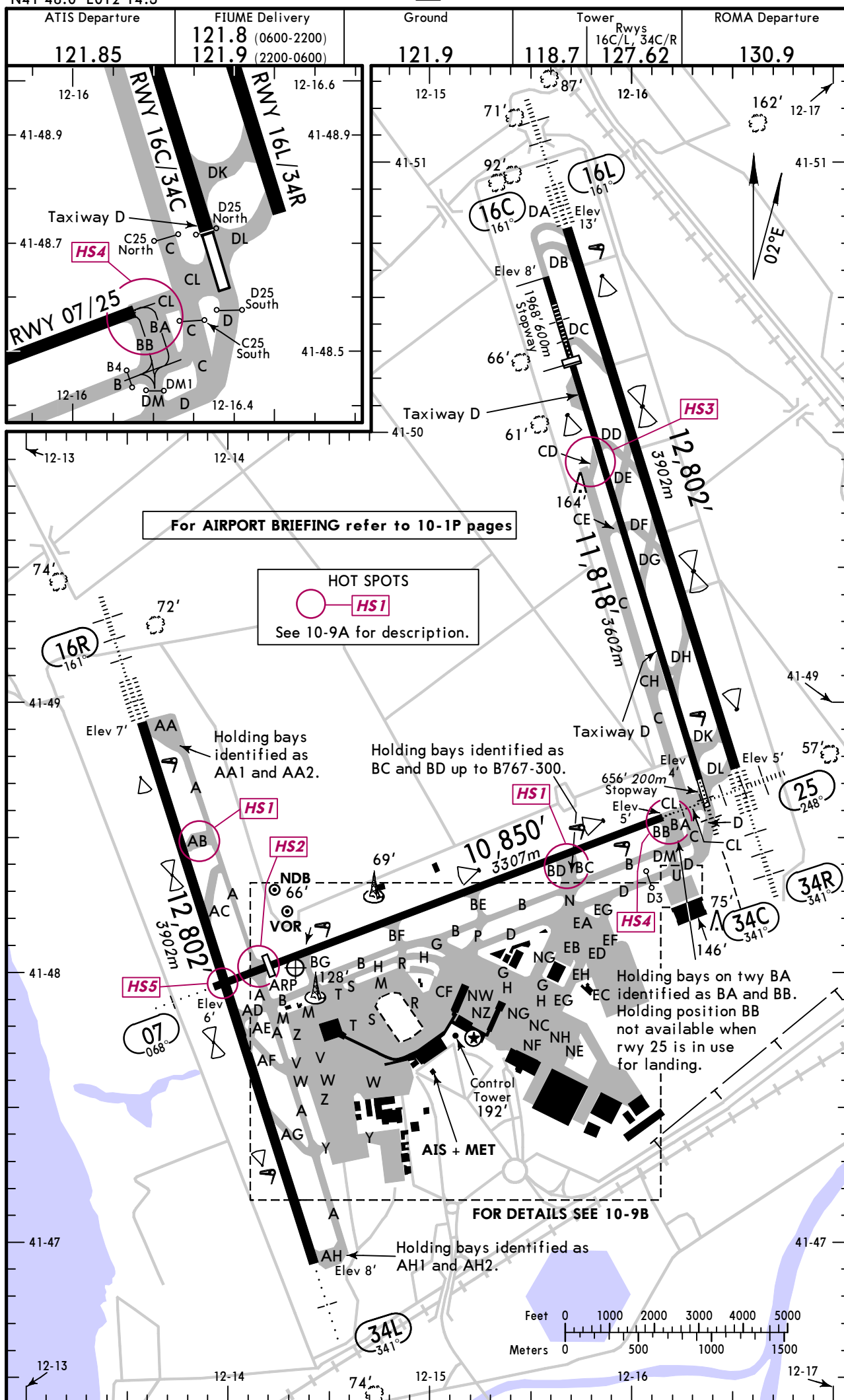
| SID                                            | ROUTING                                                                         |
|------------------------------------------------|---------------------------------------------------------------------------------|
| GILIO 7C, 7D                                   | Via RAVDU to MEDAL, turn RIGHT, intercept ELB R-131 inbound to GILIO.           |
| GILIO 5F, 5G                                   | Via ERNEN and RAVDU to MEDAL, turn RIGHT, intercept ELB R-131 inbound to GILIO. |
| GISPA 7A                                       | Via RAVDU to GISPA.                                                             |
| Available only for traffic to LIML via UQ-704. |                                                                                 |

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LIRF/FCO  
Apt Elev 13'  
N41 48.0 E012 14.3

JEPPESEN  
19 JUL 13 (10-9) Eff 25 Jul

ROME, ITALY  
FIUMICINO



CHANGES: Communications.

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## ADDITIONAL RUNWAY INFORMATION

| RWY                                                                                                                                                                            |                                                        | USABLE LENGTHS |               | TAKE-OFF | WIDTH    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|----------------|---------------|----------|----------|
|                                                                                                                                                                                |                                                        | Threshold      | Glide Slope   |          |          |
| 07                                                                                                                                                                             | HIRL CL (15m) ALS PAPI-L (3.0°)                        | 9488' 2892m    |               | ❶        | 148' 45m |
| 25                                                                                                                                                                             | HIRL CL (15m) HIALS SFL PAPI (3.0°) RVR                |                | 9756' 2974m   |          |          |
| ❶ TAKE-OFF RUN AVAILABLE<br>RWY 07:<br>From rwy head 10,850' (3307m)<br>twy A int 9482' (2890m)<br>RWY 25:<br>From rwy head 10,850' (3307m)<br>twy BC, BD int 8153' (2485m)    |                                                        |                |               |          |          |
| 16L                                                                                                                                                                            | HIRL CL (15m white) HIALS-II SFL TDZ PAPI (3.0°) ❷ RVR |                | 11,736' 3577m | ❸        | 197' 60m |
| 34R                                                                                                                                                                            |                                                        |                | 11,744' 3580m |          |          |
| ❷ RWY 16L: HST-DE, DG & DH.<br>RWY 34R: HST-DF, DD & DC.                                                                                                                       |                                                        |                |               |          |          |
| ❸ TAKE-OFF RUN AVAILABLE<br>RWY 16L:<br>From rwy head 12,802' (3902m)<br>twy DB int 11,877' (3620m)<br>RWY 34R:<br>From rwy head 12,802' (3902m)<br>twy DK int 11,614' (3540m) |                                                        |                |               |          |          |
| 16C ❹                                                                                                                                                                          | HIRL HIALS REIL PAPI-L(3.0°) RVR                       | 9849' 3002m    | 8672' 2643m   | ❹        | 148' 45m |
| 34C                                                                                                                                                                            | HIRL HIALS REIL PAPI-L(3.0°)                           |                | 8735' 2662m   |          |          |
| ❹ Rwy used as Twy D. Under special circumstances Twy D might be used as rwy.<br>Consequently rwy 16L/34R will be closed.                                                       |                                                        |                |               |          |          |
| ❺ TAKE-OFF RUN AVAILABLE<br>RWY 16C:<br>From rwy head 11,818' (3602m)<br>displ thresh 16C 9268' (2825m)<br>twy CD int 7333' (2235m)                                            |                                                        |                |               |          |          |
| 16R                                                                                                                                                                            | HIRL CL (15m white) HIALS-II SFL TDZ PAPI (3.0°) ❻ RVR |                | 11,708' 3569m | ❽        | 197' 60m |
| 34L                                                                                                                                                                            | HIRL CL (15m white) HIALS PAPI (3.5°) ❼ RVR            |                | 11,769' 3587m |          |          |
| ❻ HST-AF & AG ❼ HST-AE & AC                                                                                                                                                    |                                                        |                |               |          |          |
| ❽ TAKE-OFF RUN AVAILABLE<br>RWY 16R:<br>From rwy head 12,802' (3902m)<br>twy AB int 9672' (2948m)                                                                              |                                                        |                |               |          |          |

## HOT SPOTS

(For information only, not to be construed as ATC instructions.)

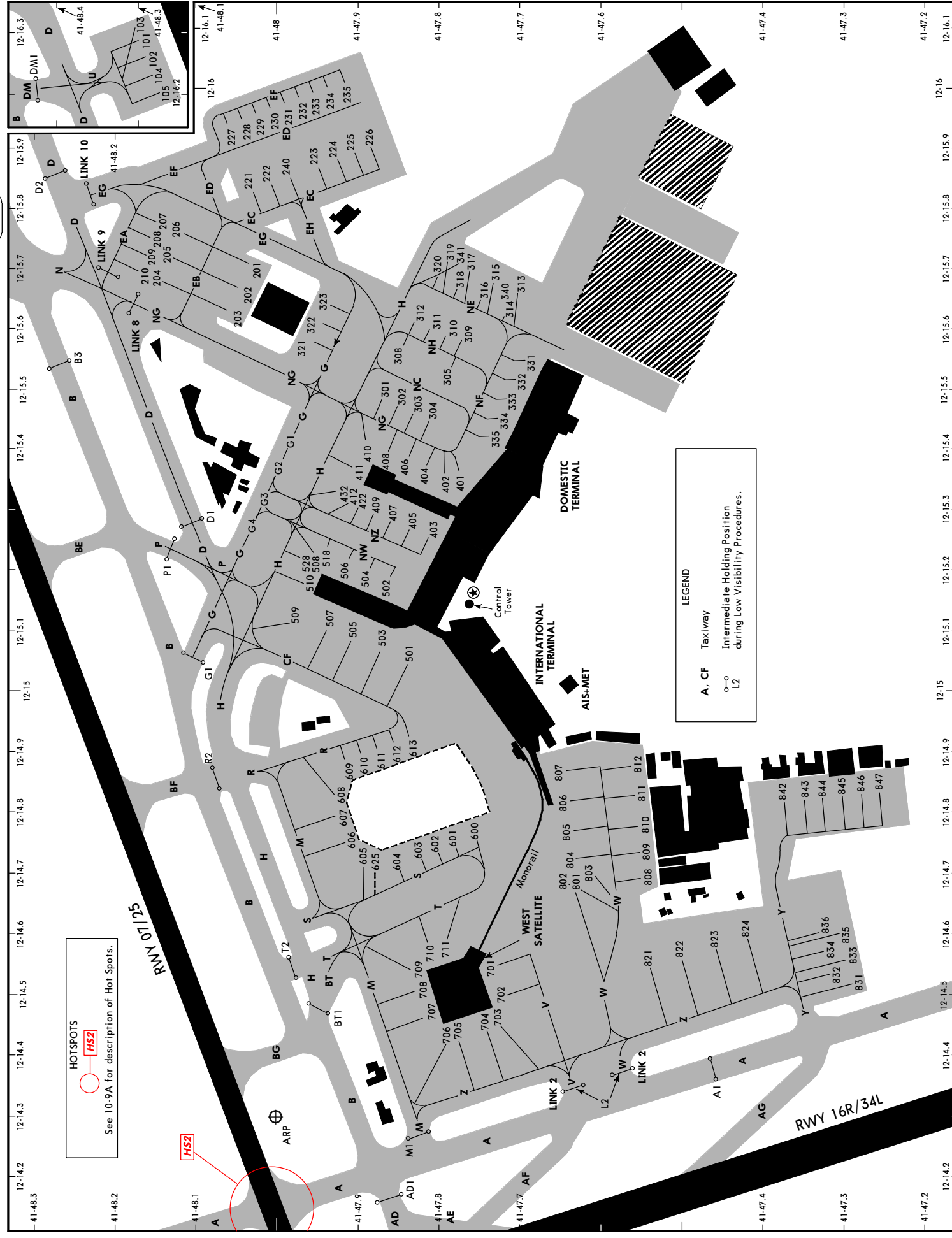
- HS1** Be sure to be the number "one" when instructed to line-up and check to the "RIGHT".
- HS2** Obtain the clearance to cross RWY 07/25 from TWR.
- HS3** Be sure to be the number "one" when instructed to line-up and check to the "LEFT".
- HS4** Be careful during multiple line-up from RWY 25 intersection take-off Twys BC and BD. RWY 25 enter full length Twys BA and BB only (last entry points).
- HS5** Landing traffic on RWY 16R/34L shall not vacate on RWY 07.

## Standard

## TAKE-OFF ①

|   | LVP must be in force                              |                           |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|
|   | Approved Operators<br>HIRL, CL<br>& mult. RVR req | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL |                          |                   |
| A |                                                   |                           |         |                          | 400m                     | 500m              |
| B | 125m                                              | 150m                      | 200m    | 250m                     |                          |                   |
| C |                                                   |                           |         |                          |                          |                   |
| D | 150m                                              | 200m                      | 250m    | 300m                     |                          |                   |

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



**HOTSPOTS**  
See 10-9A for description of Hot Spots.

**LEGEND**  
A, CF Taxiway  
o-o Intermediate Holding Position during Low Visibility Procedures.  
L2

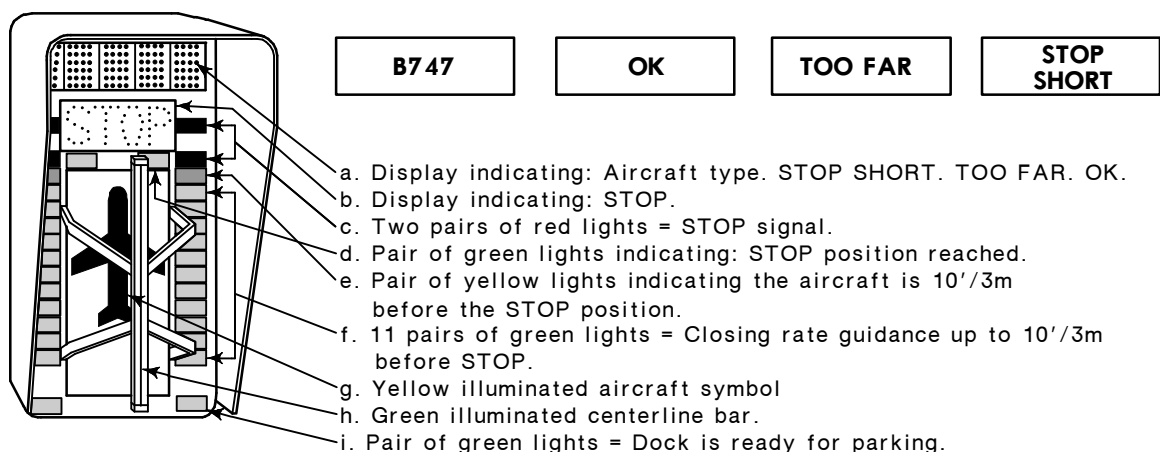
INS COORDINATES

| STAND No.                                                           | COORDINATES                                                                                                | STAND No.                                                       | COORDINATES                                                                                                                      |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| 101 thru 103<br>104<br>105<br>201, 202<br>203                       | N41 48.3 E012 16.3<br>N41 48.2 E012 16.3<br>N41 48.2 E012 16.2<br>N41 48.0 E012 15.7<br>N41 48.1 E012 15.6 | 504<br>505<br>506<br>507<br>508                                 | N41 47.9 E012 15.2<br>N41 47.9 E012 15.1<br>N41 47.9 E012 15.2<br>N41 47.9 E012 15.1<br>N41 47.9 E012 15.2                       |
| 204<br>205<br>206 thru 208<br>209, 210<br>221 thru 223              | N41 48.2 E012 15.7<br>N41 48.1 E012 15.7<br>N41 48.1 E012 15.8<br>N41 48.2 E012 15.7<br>N41 48.0 E012 15.9 | 509<br>510<br>518<br>528<br>600                                 | N41 48.0 E012 15.1<br>N41 48.0 E012 15.2<br>N41 47.9 E012 15.2<br>N41 48.0 E012 15.2<br>N41 47.7 E012 14.8                       |
| 224 thru 226<br>227 thru 231<br>232 thru 235<br>301<br>302 thru 305 | N41 47.9 E012 15.9<br>N41 48.0 E012 15.9<br>N41 47.9 E012 16.0<br>N41 47.9 E012 15.5<br>N41 47.8 E012 15.5 | 601, 602<br>603, 604<br>605<br>606 thru 608<br>609 thru 611     | N41 47.8 E012 14.8<br>N41 47.8 E012 14.7<br>N41 47.9 E012 14.7<br>N41 47.9 E012 14.8<br>N41 47.9 E012 14.9                       |
| 308 thru 312<br>313 thru 316<br>317<br>318<br>319, 320              | N41 47.8 E012 15.6<br>N41 47.7 E012 15.7<br>N41 47.8 E012 15.7<br>N41 47.7 E012 15.7<br>N41 47.8 E012 15.7 | 612, 613<br>625<br>701<br>702 thru 704<br>705, 706              | N41 47.8 E012 14.9<br>N41 47.9 E012 14.7<br>N41 47.7 E012 14.6<br>N41 47.7 E012 14.5<br>N41 47.8 E012 14.4                       |
| 321<br>322<br>323<br>331<br>332 thru 334                            | N41 48.0 E012 15.6<br>N41 47.9 E012 15.6<br>N41 47.9 E012 15.7<br>N41 47.7 E012 15.6<br>N41 47.7 E012 15.5 | 707, 708<br>709 thru 711<br>801 thru 804<br>805 thru 807<br>808 | N41 47.8 E012 14.5<br>N41 47.8 E012 14.6<br>N41 47.6 E012 14.7<br>N41 47.6 E012 14.9<br>N41 47.5 E012 14.6<br>N41 47.5 E012 14.7 |
| 335<br>340<br>341<br>401 thru 403<br>404                            | N41 47.7 E012 15.4<br>N41 47.7 E012 15.7<br>N41 47.8 E012 15.7<br>N41 47.8 E012 15.3<br>N41 47.8 E012 15.4 | 809, 810<br>811<br>812<br>821 thru 823<br>824                   | N41 47.5 E012 14.8<br>N41 47.6 E012 14.8<br>N41 47.6 E012 14.9<br>N41 47.5 E012 14.6<br>N41 47.4 E012 14.6                       |
| 405<br>406<br>407<br>408<br>409                                     | N41 47.8 E012 15.3<br>N41 47.8 E012 15.4<br>N41 47.9 E012 15.3<br>N41 47.9 E012 15.4<br>N41 47.9 E012 15.3 | 831<br>832 thru 836<br>842, 843<br>844 thru 847<br>G1, G2       | N41 47.3 E012 14.5<br>N41 47.3 E012 14.6<br>N41 47.4 E012 14.8<br>N41 47.3 E012 14.8<br>N41 48.0 E012 15.4                       |
| 410, 411<br>412, 422, 432<br>501<br>502<br>503                      | N41 47.9 E012 15.4<br>N41 47.9 E012 15.3<br>N41 47.8 E012 15.1<br>N41 47.9 E012 15.2<br>N41 47.9 E012 15.1 | G3, G4                                                          | N41 48.0 E012 15.3                                                                                                               |

## VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

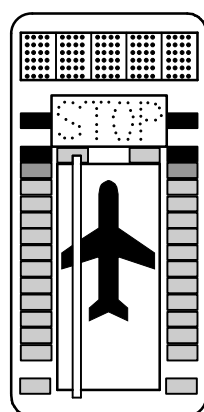
### A. DESCRIPTION

The system is based on a centerline indicator (azimuth guidance bar) in relation to an illuminated aircraft symbol and a stopping position indicator consisting of a display unit at the wall of the terminal building, in front of the cockpit.

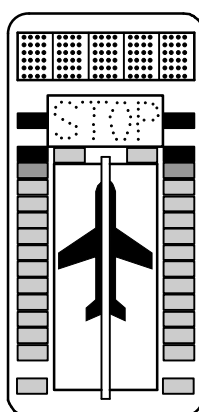


### B. DOCKING

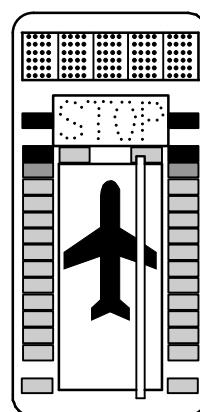
1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct acft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light the corresponding pair of yellow lights showing the aircraft position on dock.  
When passing the first sensor the aircraft sign and the green lights change to steady green.
5. At STOP position the red lights are lit and the display indicates STOP, and the centerline beacon is switched off.
6. If correctly parked OK shows on the display.
7. If coming too far the display indicates TOO FAR. The safety area is passed and push-back may be necessary.



TURN LEFT



ON CENTERLINE



TURN RIGHT

## VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

Check that the correct aircraft type is displayed.  
The scrolling arrows indicate that the system is activated.

Follow the lead-in line.

When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit checks the correct aircraft type and the display provides azimuth guidance information.

The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.

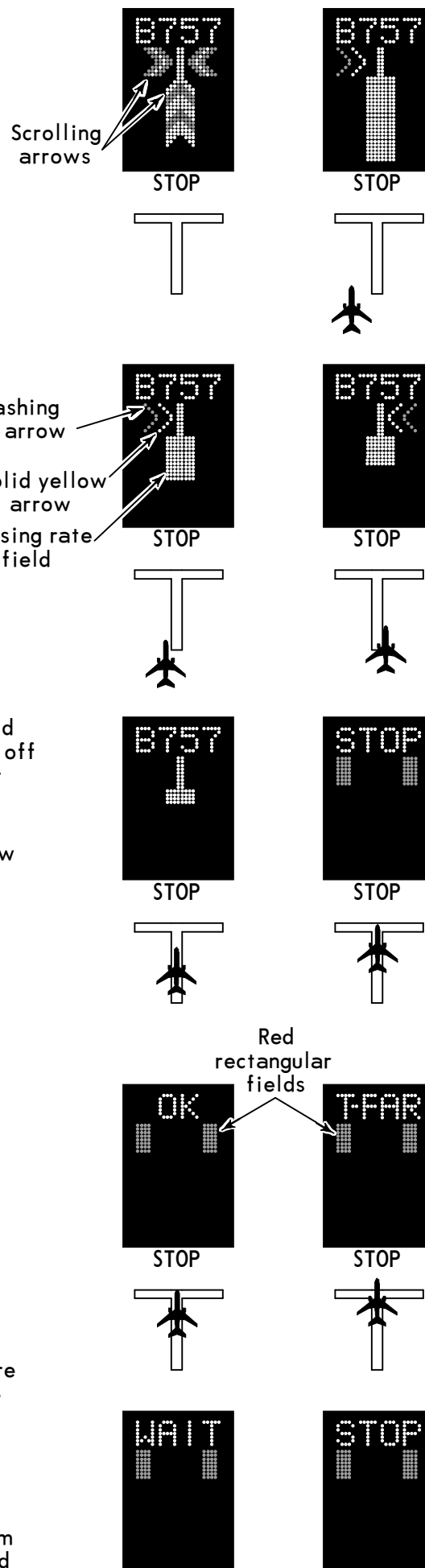
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

When the correct stop-position is reached all yellow closing rate field LEDs will be off, "STOP" and two red rectangular fields will appear on the display.

When the aircraft is correctly parked "OK" will be displayed after a few seconds.

If the aircraft has overshot the stop-position "T-FAR" (too far) will be displayed.

The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared the procedure will be resumed.



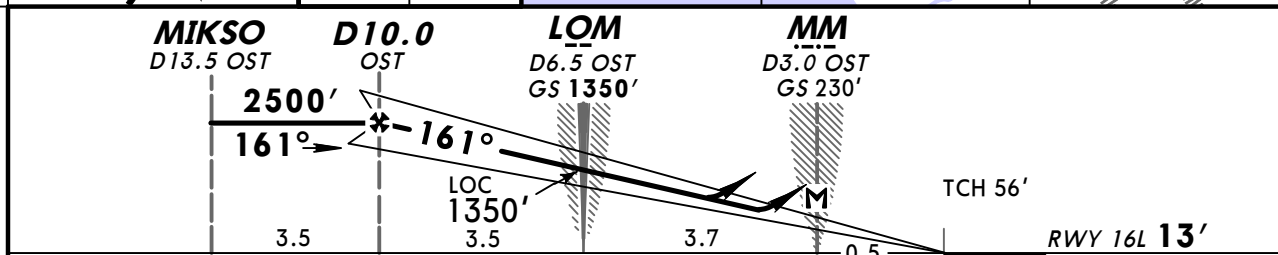
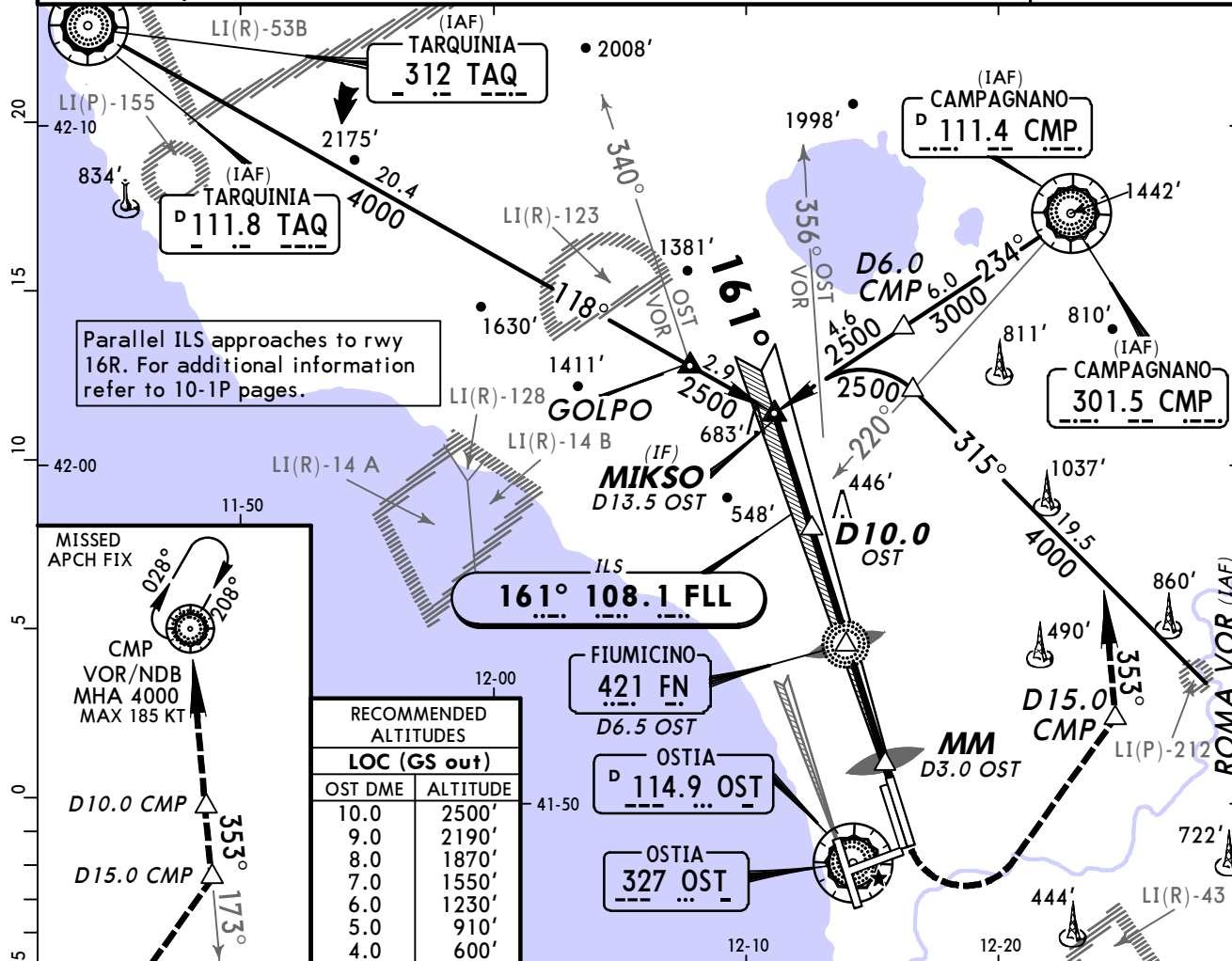
|                               |                                     |                                       |                                      |                                       |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---------------------------------------|
| ATIS Arrival<br><b>120.17</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b> | FIUME Tower<br><b>118.7 127.62</b>   | Ground<br><b>121.9</b>                |
| LOC<br>FLL<br><b>108.1</b>    | Final<br>Apch Crs<br><b>161°</b>    | GS<br>LOM<br><b>1350'</b> (1337')     | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>13'</b><br>RWY <b>13'</b> |

**MISSED APCH:** Proceed on 161° rwy hdg climbing to 4000'. At 450' turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in order to cross D10.0/R-173 CMP between 3000' and 4000'. Proceed to VOR to be reached at 4000'.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

**OST DME required.**

MSA  
OST VOR/NDB



|                                      |     |     |     |     |     |     |                                    |                                  |
|--------------------------------------|-----|-----|-----|-----|-----|-----|------------------------------------|----------------------------------|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 | <b>HIALS-II</b><br><br><b>PAPI</b> | Refer to<br>Missed Apch<br>above |
| ILS GS or<br>LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                    |                                  |
| MAP at MM/D3.0 OST                   |     |     |     |     |     |     |                                    |                                  |

| Standard                    |          |                       |           | CIRCLE-TO-LAND                                  |         |                    |       |
|-----------------------------|----------|-----------------------|-----------|-------------------------------------------------|---------|--------------------|-------|
| STRAIGHT-IN LANDING RWY 16L |          |                       |           | MISSED APCH CLIMB GRADIENT MIM 4.3% UP TO 2000' |         |                    |       |
| ILS                         |          |                       |           | LOC (GS out)                                    |         |                    |       |
| DA(H) A: <b>269'</b> (256') |          | C: <b>289'</b> (276') |           | DA(H) <b>420'</b> (407')                        |         |                    |       |
| B: <b>281'</b> (268')       |          | D: <b>300'</b> (287') |           |                                                 |         |                    |       |
| FULL                        | Limited  | ALS out               |           | ALS out                                         | Max Kts | MDA(H)             | VIS   |
| A                           |          |                       |           |                                                 | 100     | <b>800'</b> (787') | 1500m |
| B                           | RVR 600m | RVR 750m              | RVR 1300m | RVR 1200m                                       | 135     | <b>800'</b> (787') | 1600m |
| C                           |          |                       |           |                                                 | 180     | <b>900'</b> (887') | 2400m |
| D                           | RVR 650m |                       | RVR 1400m |                                                 | 205     | <b>900'</b> (887') | 3600m |

1 for ATC reasons. If unable to comply advise ATC.

CHANGES: Missed approach.

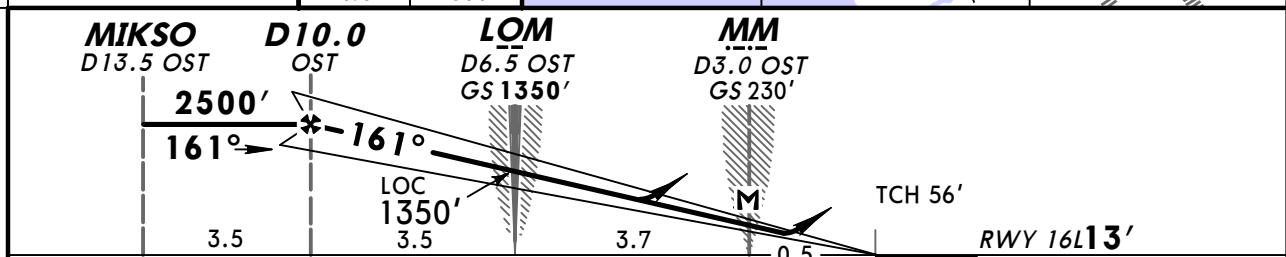
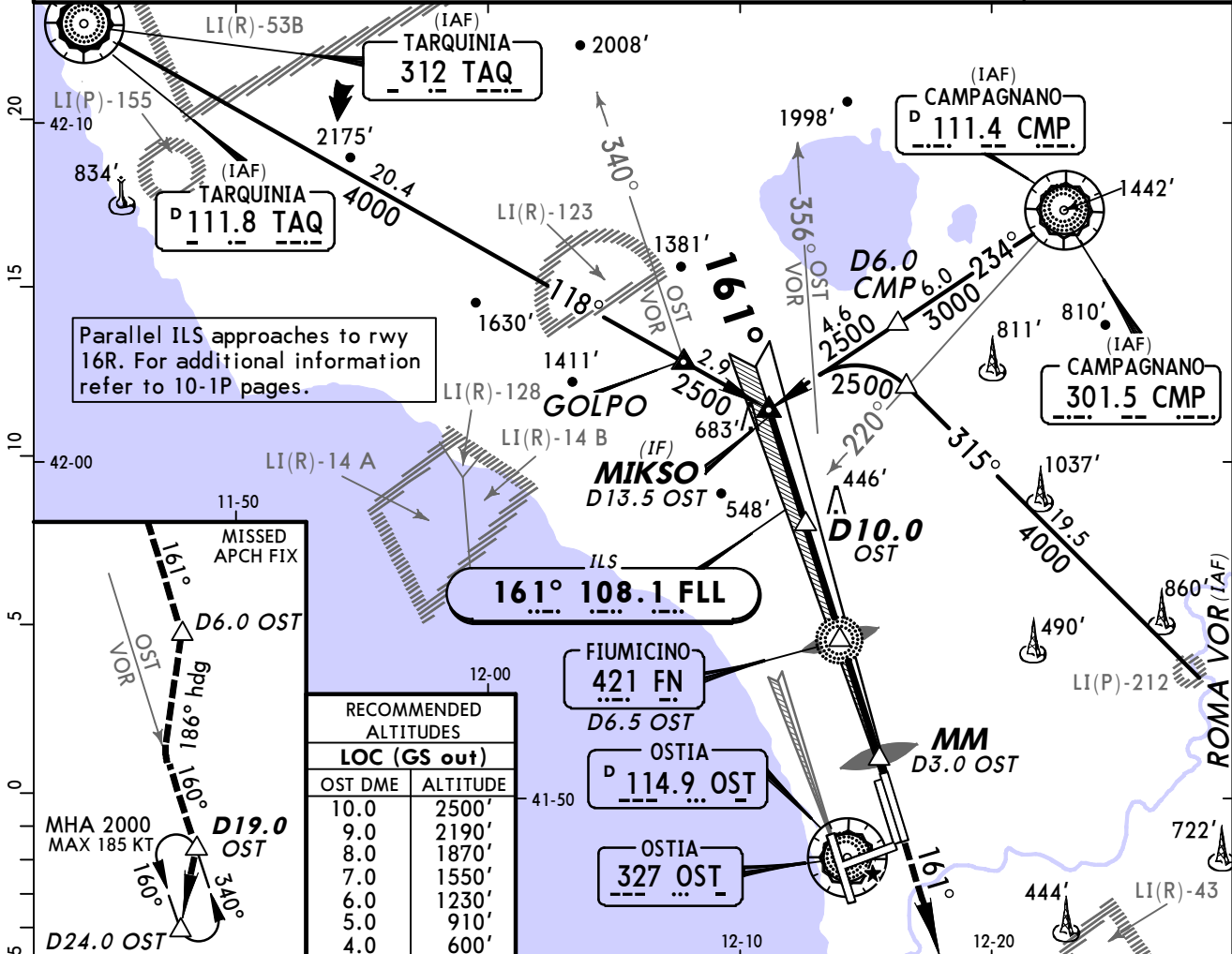
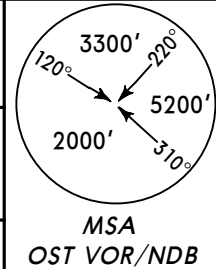
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|                               |                                     |                                       |                                      |                                       |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---------------------------------------|
| ATIS Arrival<br><b>120.17</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b> | FIUME Tower<br><b>118.7 127.62</b>   | Ground<br><b>121.9</b>                |
| LOC<br>FLL<br><b>108.1</b>    | Final<br>Apch Crs<br><b>161°</b>    | GS<br>LOM<br><b>1350' (1337')</b>     | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>13'</b><br>RWY <b>13'</b> |

**MISSED APCH:** Climb on 161° to reach D6.0 OST at 2000', then turn RIGHT onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold (MAX 185 KT).

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

**OST DME required.**

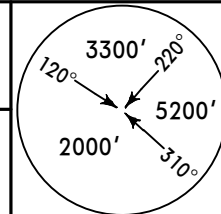


|                                   |     |     |     |     |     |     |          |       |      |          |
|-----------------------------------|-----|-----|-----|-----|-----|-----|----------|-------|------|----------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II | 2000' | 161° | D6.0 OST |
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI     |       |      |          |
| MAP at MM/D3.0 OST                |     |     |     |     |     |     |          |       |      |          |

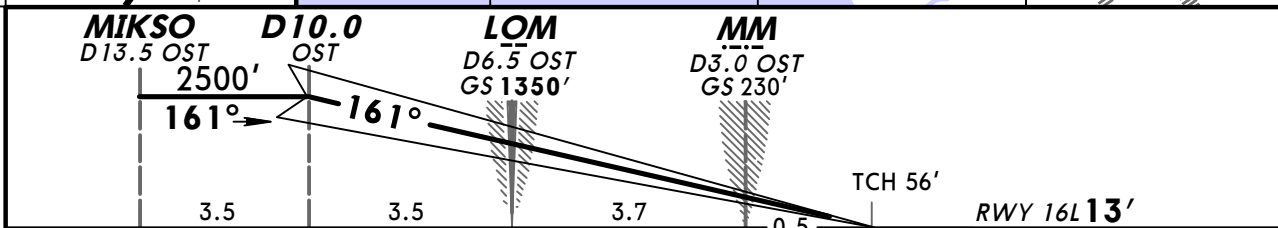
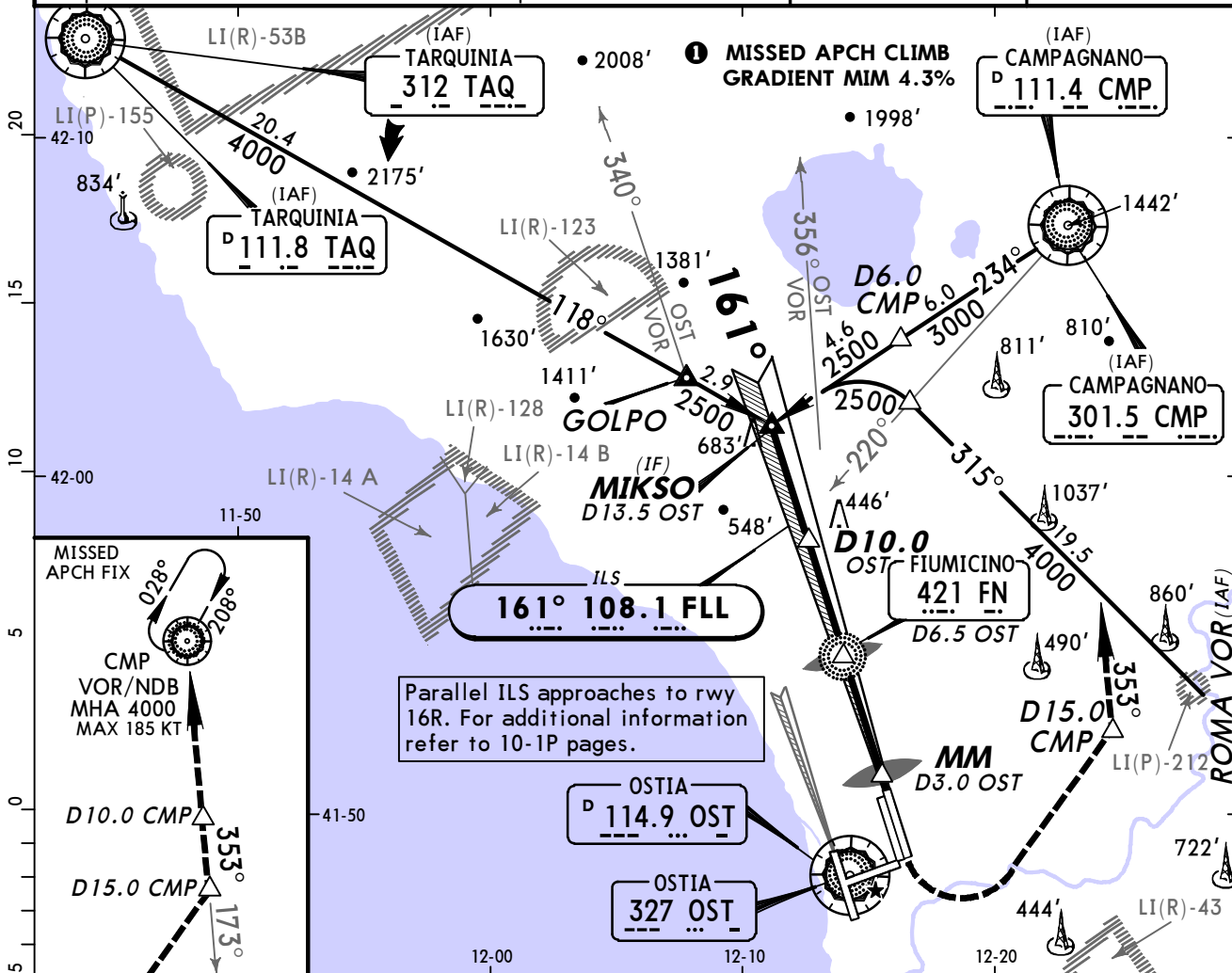
| STRAIGHT-IN LANDING RWY 16L                         |          |          |           | CIRCLE-TO-LAND           |           |         |                   |
|-----------------------------------------------------|----------|----------|-----------|--------------------------|-----------|---------|-------------------|
| ILS                                                 |          |          |           | LOC (GS out)             |           |         |                   |
| Missed apch climb gradient mim 4.3% up to 2000'     |          |          |           |                          |           |         |                   |
| DA(H) ABC: <b>213' (200')</b> D: <b>214' (201')</b> |          |          |           | DA(H) <b>420' (407')</b> |           |         |                   |
| FULL                                                | Limited  | ALS out  |           | ALS out                  |           | Max Kts | MDA(H) VIS        |
| A                                                   |          |          |           |                          |           | 100     | 800' (787') 1500m |
| B                                                   | RVR 550m | RVR 750m | RVR 1200m | RVR 1200m                | RVR 1500m | 135     | 800' (787') 1600m |
| C                                                   |          |          |           |                          | RVR 1900m | 180     | 900' (887') 2400m |
| D                                                   |          |          |           |                          |           | 205     | 900' (887') 3600m |

**1** for ATC reasons. If unable to comply advise ATC.

|                                                                                                                                                                                                                                                                                             |                              |                                |                                              |                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------------------------|----------------------------------------------|-------------------------|
| ATIS Arrival<br>120.17                                                                                                                                                                                                                                                                      | ROMA Arrivals (APP)<br>125.5 | *ROMA Director (APP)<br>131.25 | FIUME Tower<br>118.7 127.62                  | Ground<br>121.9         |
| LOC<br>FLL<br>108.1                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br>161°    | GS<br>LOM<br>1350' (1337')     | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 13'<br>RWY 13' |
| <b>MISSED APCH:</b> Proceed on 161° rwy hdg climbing to 4000'. At 450' turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in order to cross D10.0/R-173 CMP between 3000' and 4000'. Proceed to VOR to be reached at 4000'. |                              |                                |                                              |                         |
| Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. Special Aircrew & Acft Certification Required.    2. OST DME required.                                                                                                                                     |                              |                                |                                              |                         |



MSA  
OST VOR/NDB



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II |      | Refer to<br>Missed Apch<br>above |
|---------------|-------|-----|-----|-----|-----|-----|----------|------|----------------------------------|
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI |                                  |
|               |       |     |     |     |     |     |          | PAPI |                                  |

| STRAIGHT-IN LANDING RWY 16L                     |                             |                             |                             |                             |
|-------------------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Missed apch climb gradient mim 4.3% up to 2000' |                             |                             |                             |                             |
| CAT IIIA ILS                                    | CAT II ILS                  |                             |                             |                             |
| DH 50'                                          | A                           | B                           | C                           | D                           |
|                                                 | RA 150'<br>DA(H) 170'(157') | RA 158'<br>DA(H) 180'(167') | RA 163'<br>DA(H) 185'(172') | RA 177'<br>DA(H) 200'(187') |
| RVR 200m                                        | RVR 450m                    |                             |                             |                             |

1 for ATC reasons. If unable to comply advise ATC.

**LIRF/FCO**  
**FIUMICINO**

9 AUG 13  
Eff 22 Aug

11-01A

① CAT II/III ILS X Rwy 16L

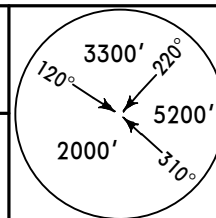
## ROME, ITALY

|                               |  |                                     |  |                                       |  |                                              |  |                         |  |
|-------------------------------|--|-------------------------------------|--|---------------------------------------|--|----------------------------------------------|--|-------------------------|--|
| ATIS Arrival<br><b>120.17</b> |  | ROMA Arrivals (APP)<br><b>125.5</b> |  | *ROMA Director (APP)<br><b>131.25</b> |  | FIUME Tower<br><b>118.7 127.62</b>           |  | Ground<br><b>121.9</b>  |  |
| LOC<br>FLL<br><b>108.1</b>    |  | Final<br>Apch Crs<br><b>161°</b>    |  | GS<br>LOM<br><b>1350' (1337')</b>     |  | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |  | Apt Elev 13'<br>RWY 13' |  |
|                               |  |                                     |  |                                       |  |                                              |  |                         |  |

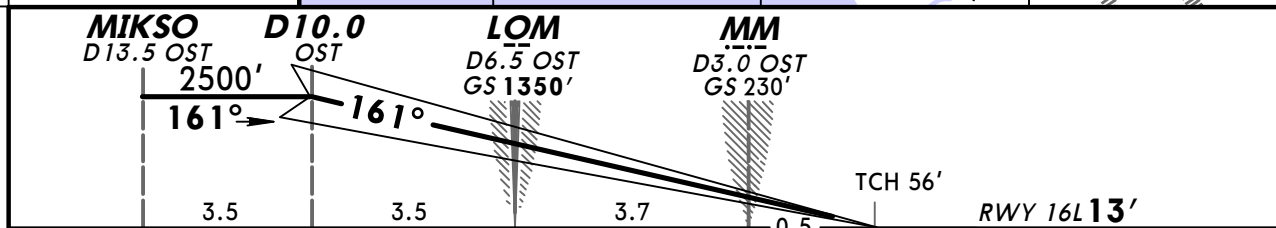
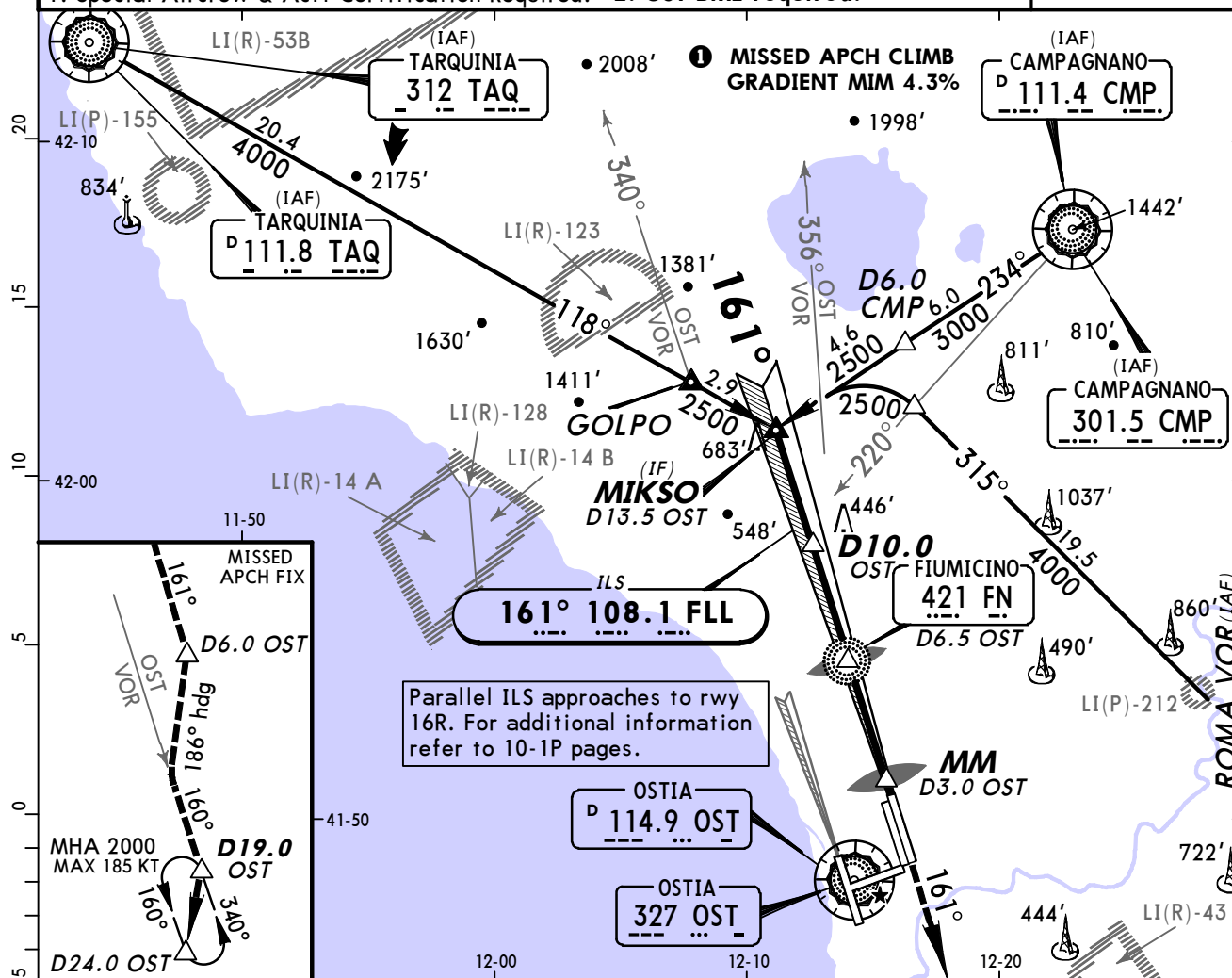
**MISSED APCH:** Climb on 161° to reach D6.0 OST at 2000', then turn RIGHT onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold (MAX 185 KT).

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 6000'

1. Special Aircrew & Acft Certification Required.      2. **OST DME required.**



MSA  
OST VOR/NDB



|                      |     |     |     |     |     |     |  |  |                                |                    |
|----------------------|-----|-----|-----|-----|-----|-----|--|--|--------------------------------|--------------------|
| <i>Gnd speed-Kts</i> | 70  | 90  | 100 | 120 | 140 | 160 |  |  | <b>2000'</b><br>on <b>161°</b> | <b>D6.0</b><br>OST |
| <i>Gs</i> 3.00°      | 372 | 478 | 531 | 637 | 743 | 849 |  |  |                                |                    |
|                      |     |     |     |     |     |     |  |  |                                |                    |

### Standard

STRAIGHT-IN LANDING RWY 16L

Missed apch climb gradient mim 4.3% up to 2000' 1

## CAT IIIA ILS

**CAT II ILS**

ABC

D

RA 98'

RA 99'

$DA_{(H)}$  **113'** (100')

 $DA(H) \mathbf{114'} (101')$ RVR *200m*RVR **300m** **2**

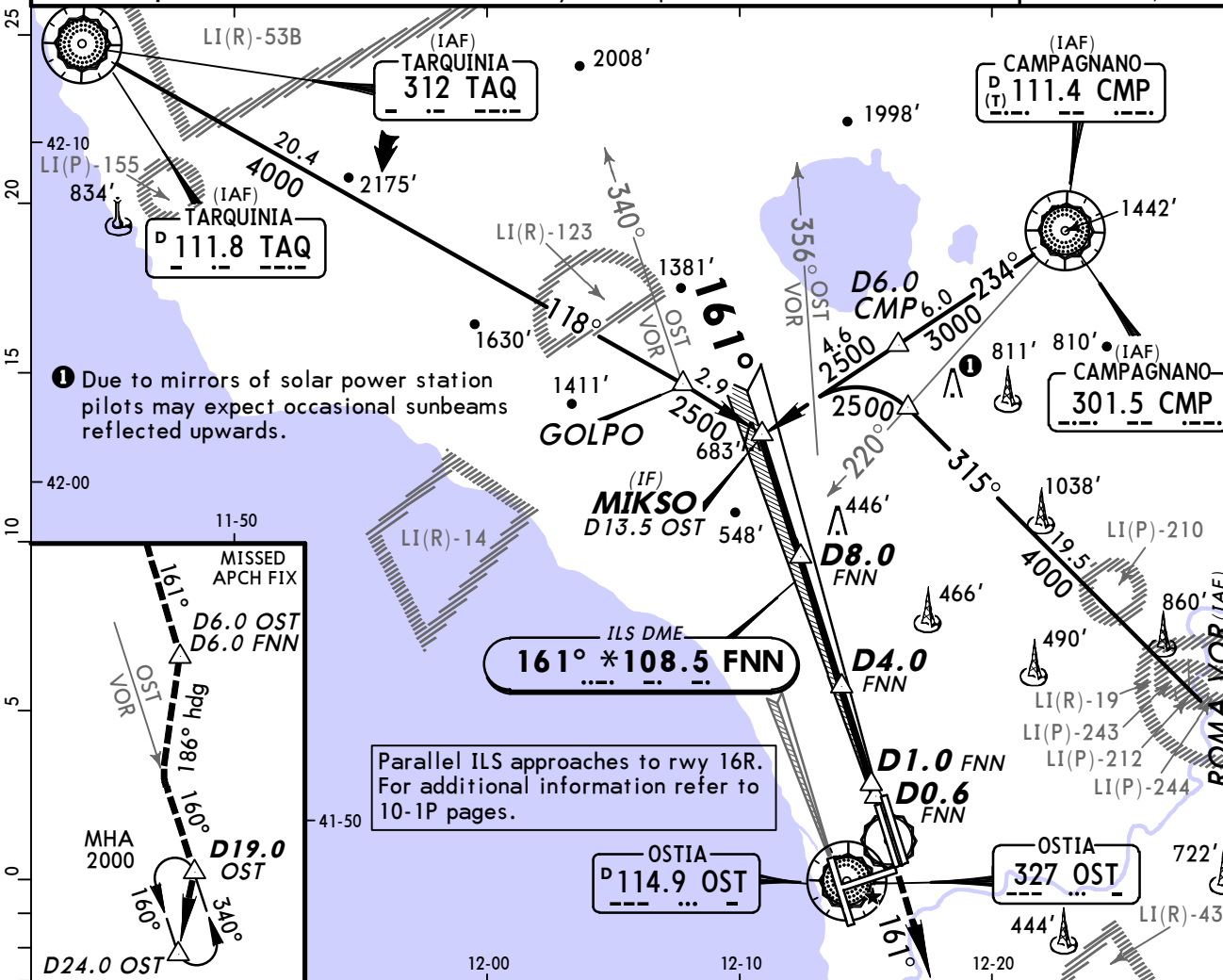
**1** for ATC reasons. If unable to comply advise ATC.

**2** Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

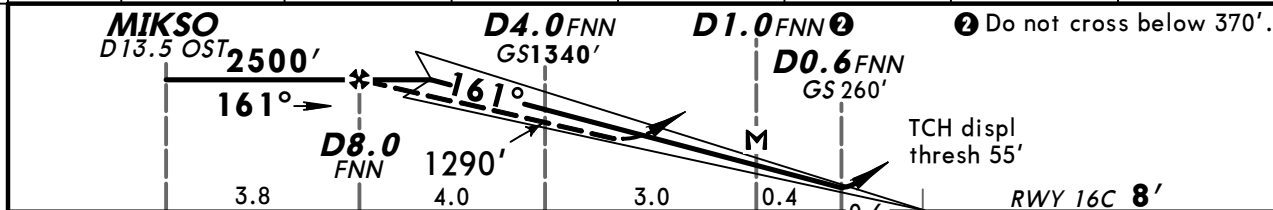
**CHANGES:** Proc designation. Holding speed restriction. Chart reindexed.

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|                                                                                                                                                                                     |                              |                                 |                                      |                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------|--------------------------------------|------------------------|
| ATIS Arrival<br>120.17                                                                                                                                                              | ROMA Arrivals (APP)<br>125.5 | *ROMA Director (APP)<br>131.25  | FIUME Tower<br>118.7 127.62          | Ground<br>121.9        |
| LOC<br>FNN<br>*108.5                                                                                                                                                                | Final<br>Aptch Crs<br>161°   | GS<br>D4.0 FNN<br>1340' (1332') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 13'<br>RWY 8' |
| <b>MISSED APCH:</b> Climb on 161° to reach D6.0 OST/FNN at 2000', then turn<br>RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST (160° from<br>OST NDB) to D19.0 OST and hold. |                              |                                 |                                      |                        |
| Alt Set: hPa                                                                                                                                                                        | Rwy Elev: 0 hPa              | Trans level: By ATC             | Trans alt: 6000'                     | MSA<br>OST VOR/NDB     |
| 1. DME required. 2. ILS DME reads zero at rwy 16C displ threshold.                                                                                                                  |                              |                                 |                                      |                        |



|                 |          |       |       |       |       |      |      |
|-----------------|----------|-------|-------|-------|-------|------|------|
| LOC<br>(GS out) | FNN DME  | 7.0   | 6.0   | 5.0   | 4.0   | 3.0  | 2.0  |
|                 | ALTITUDE | 2200' | 1890' | 1590' | 1290' | 980' | 680' |



|                   |       |     |     |     |     |     |     |                 |       |         |
|-------------------|-------|-----|-----|-----|-----|-----|-----|-----------------|-------|---------|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 |     | HIALS           | 2000' | on 161° |
| ILS GS            | 3.00° | 377 | 485 | 539 | 647 | 755 | 862 | REIL PAPI       |       |         |
| LOC Descent Angle | 2.86° | 354 | 455 | 506 | 607 | 708 | 809 | MAP at D1.0 FNN |       |         |

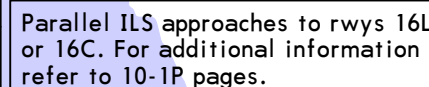
|                                                 |          |  |  |                                    |  |  |           |                       |  |         |                   |
|-------------------------------------------------|----------|--|--|------------------------------------|--|--|-----------|-----------------------|--|---------|-------------------|
| <b>Standard</b>                                 |          |  |  | <b>STRAIGHT-IN LANDING RWY 16C</b> |  |  |           | <b>CIRCLE-TO-LAND</b> |  |         |                   |
| Missed apch climb gradient mim 4.3% up to 2000' |          |  |  | ILS                                |  |  |           | LOC (GS out)          |  |         |                   |
| DA(H) ABC: 208' (200') D: 214' (206')           |          |  |  | DA(H) 420' (412')                  |  |  |           |                       |  |         |                   |
| FULL/Limited                                    |          |  |  | ALS out                            |  |  |           | ALS out               |  |         |                   |
| A                                               | RVR 750m |  |  | RVR 1200m                          |  |  | RVR 1500m |                       |  | Max Kts | MDA(H) VIS        |
| B                                               |          |  |  |                                    |  |  | RVR 1500m |                       |  | 100     | 800' (787') 1500m |
| C                                               |          |  |  |                                    |  |  | RVR 1900m |                       |  | 135     | 800' (787') 1600m |
| D                                               |          |  |  |                                    |  |  |           |                       |  | 180     | 900' (887') 2400m |
|                                                 |          |  |  |                                    |  |  |           |                       |  | 205     | 900' (887') 3600m |

1 for ATC reasons. If unable to comply advise ATC.

CHANGES: MEA between CMP VOR and MIKSO.

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|              |                 |                     |                  |
|--------------|-----------------|---------------------|------------------|
| Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000' |
|--------------|-----------------|---------------------|------------------|



**GOLPO**  
D15.0 IFRR  
D15.5 OST

**D12.4**  
OST

**D8.0** IFRR  
D8.5 OST

**D6.5** IFRR  
D7.0 OST  
GS 2028'

**LOM**  
D4.5 IFRR  
D5.0 OST  
GS 1338'

**MM**  
GS 288'

**TCH 57'**  
**RWY 16R 7'**

**161°**

**2500'**  
via CMP VOR/NDB  
or ROM VOR

**LOC 2030'**

**LOC 1340'**

**3.1**

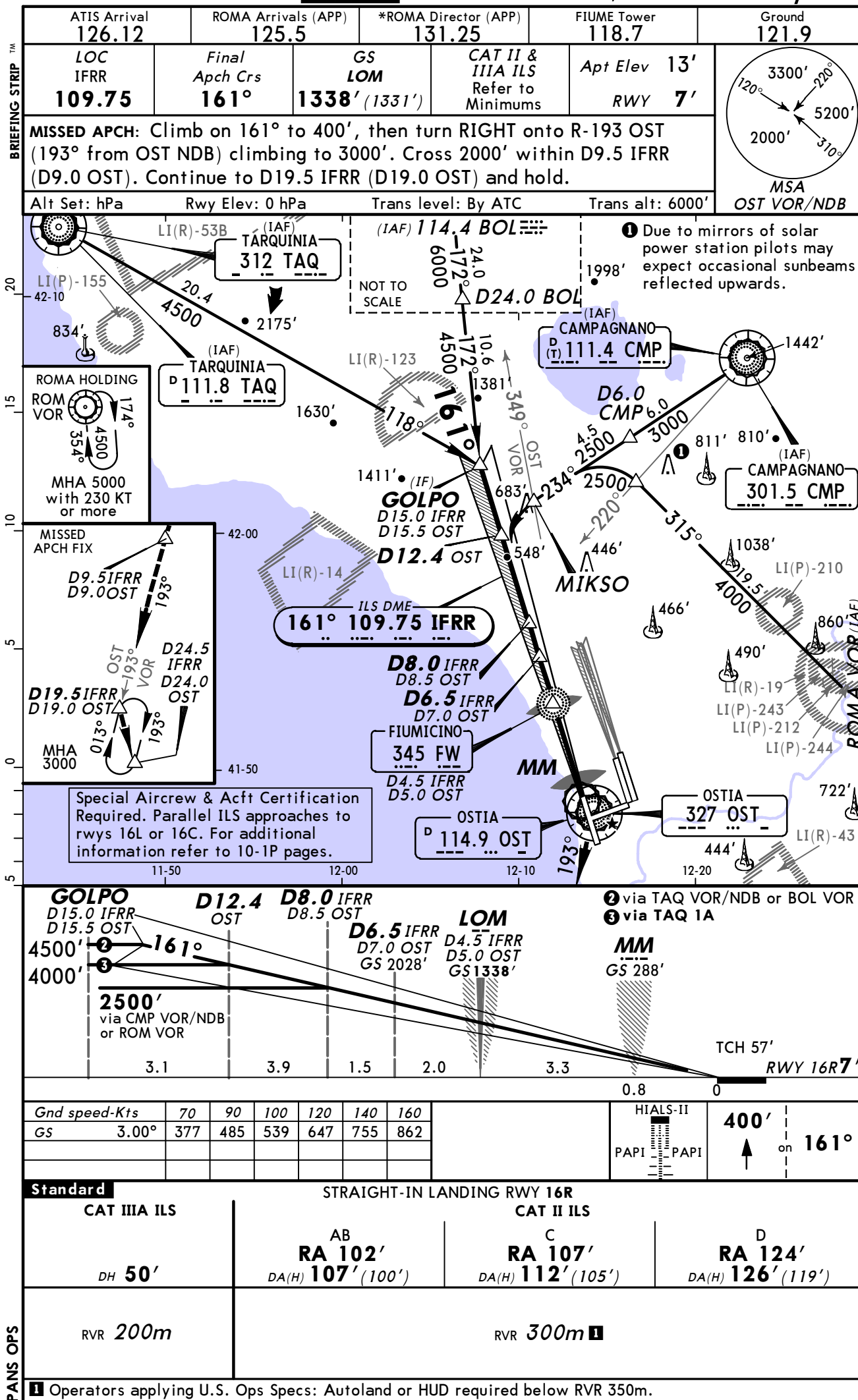
**3.9**

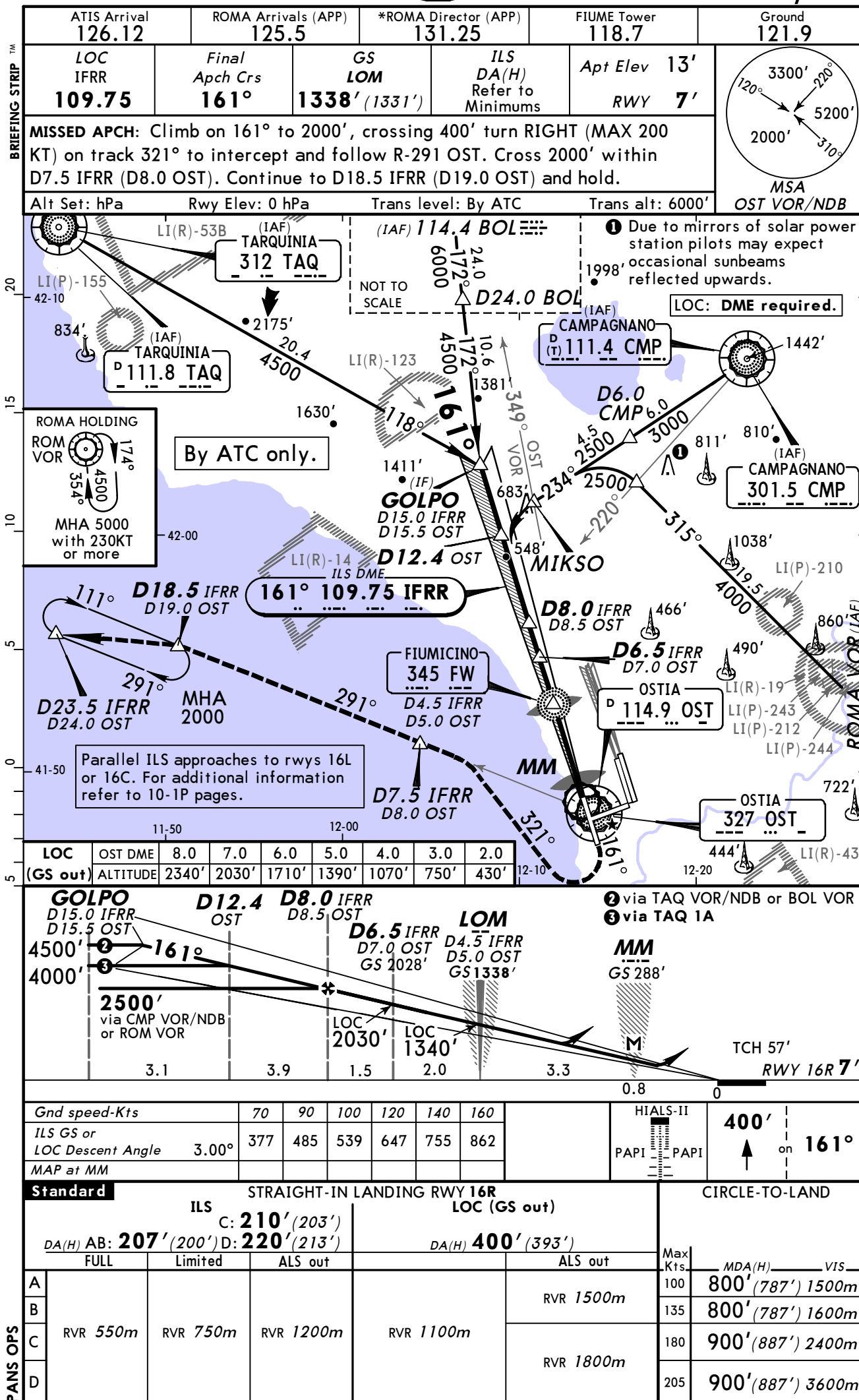
**1.5**

**2.0**

**3.3**

**PANS OPS**





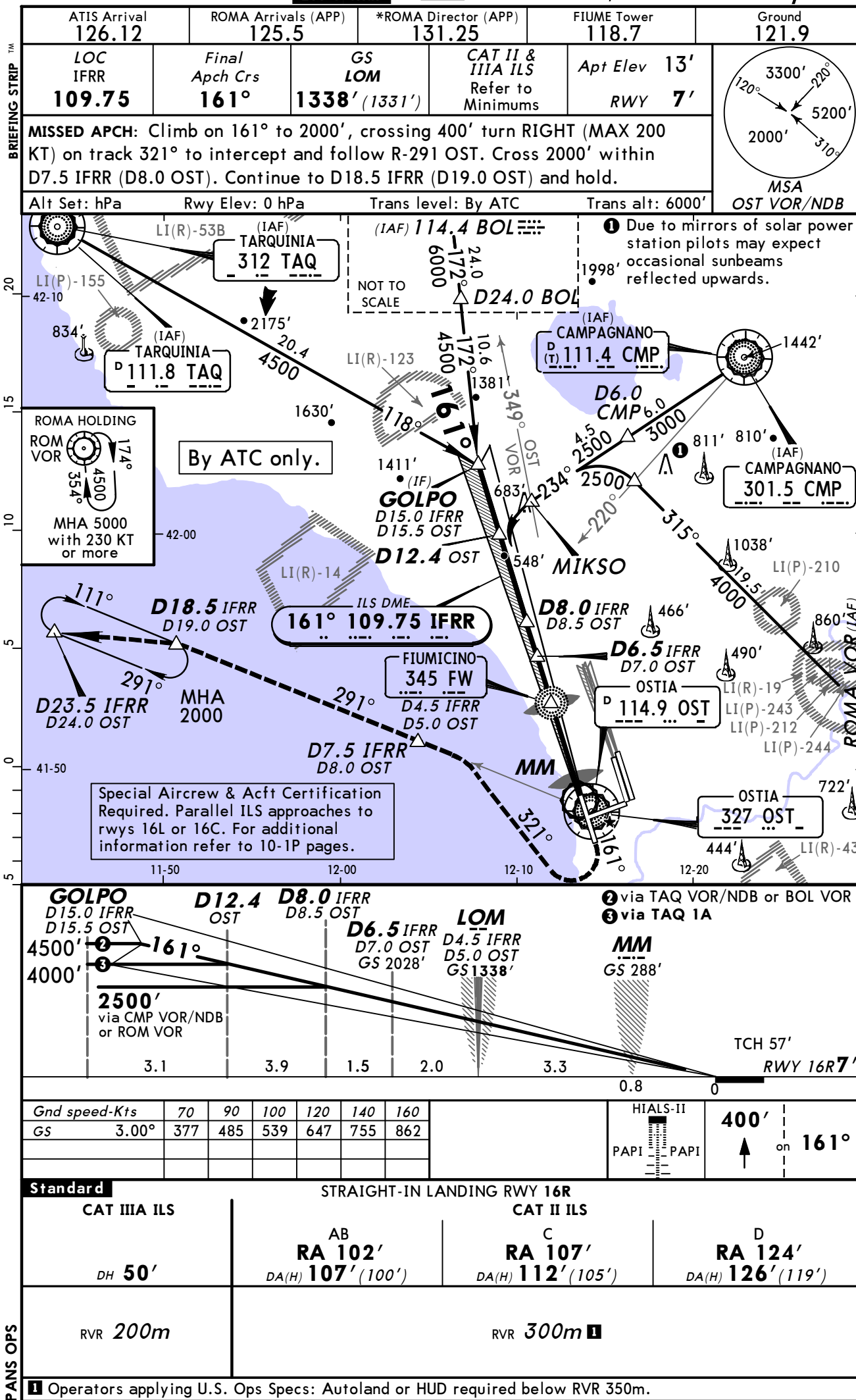
**LIRF/FCO**  
**FIUMICINO**

22 FEB 13  
Eff 7 Mar

11-4A

**CAT II/III ILS Y Rwy 16R**

**ROME, ITALY**



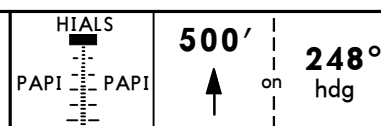
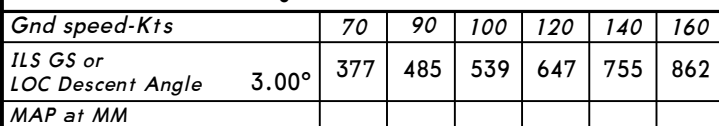
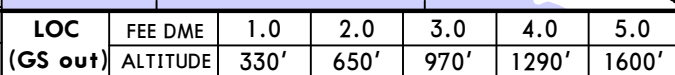
A circular sector is shown with three radii extending from the center to the circumference. The radii are labeled with their lengths: 3300', 5200', and 2000'. The central angles between the radii are labeled with their measures: 120°, 220°, and 310°.

|              |                 |                     |                  |
|--------------|-----------------|---------------------|------------------|
| Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000' |
|--------------|-----------------|---------------------|------------------|

Trans level: By ATC

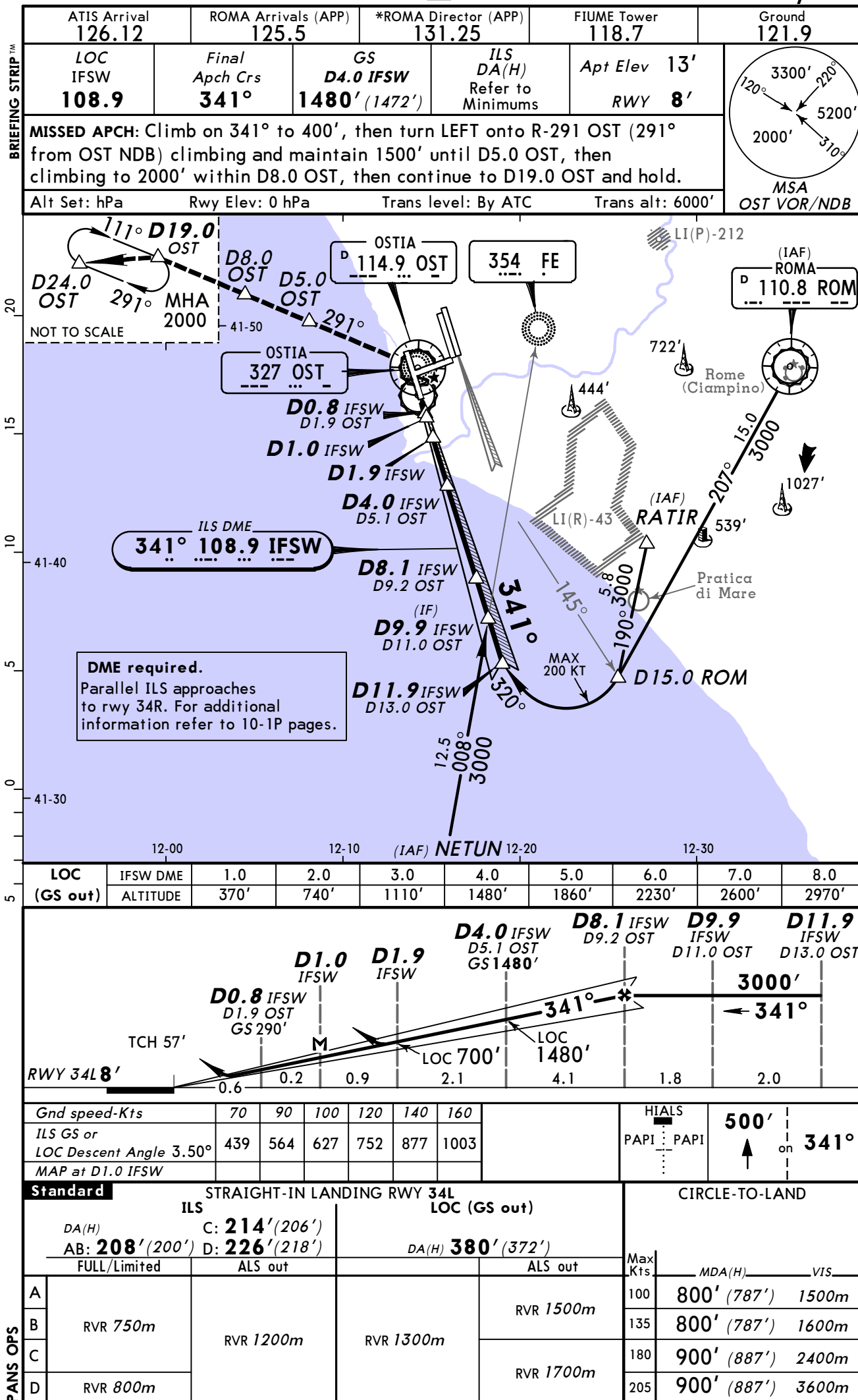
Trans alt: 6000'

**OST VOR/NDB**

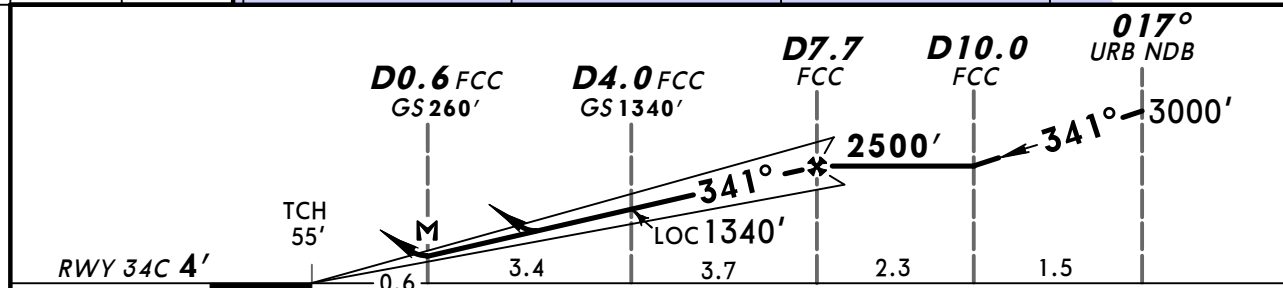
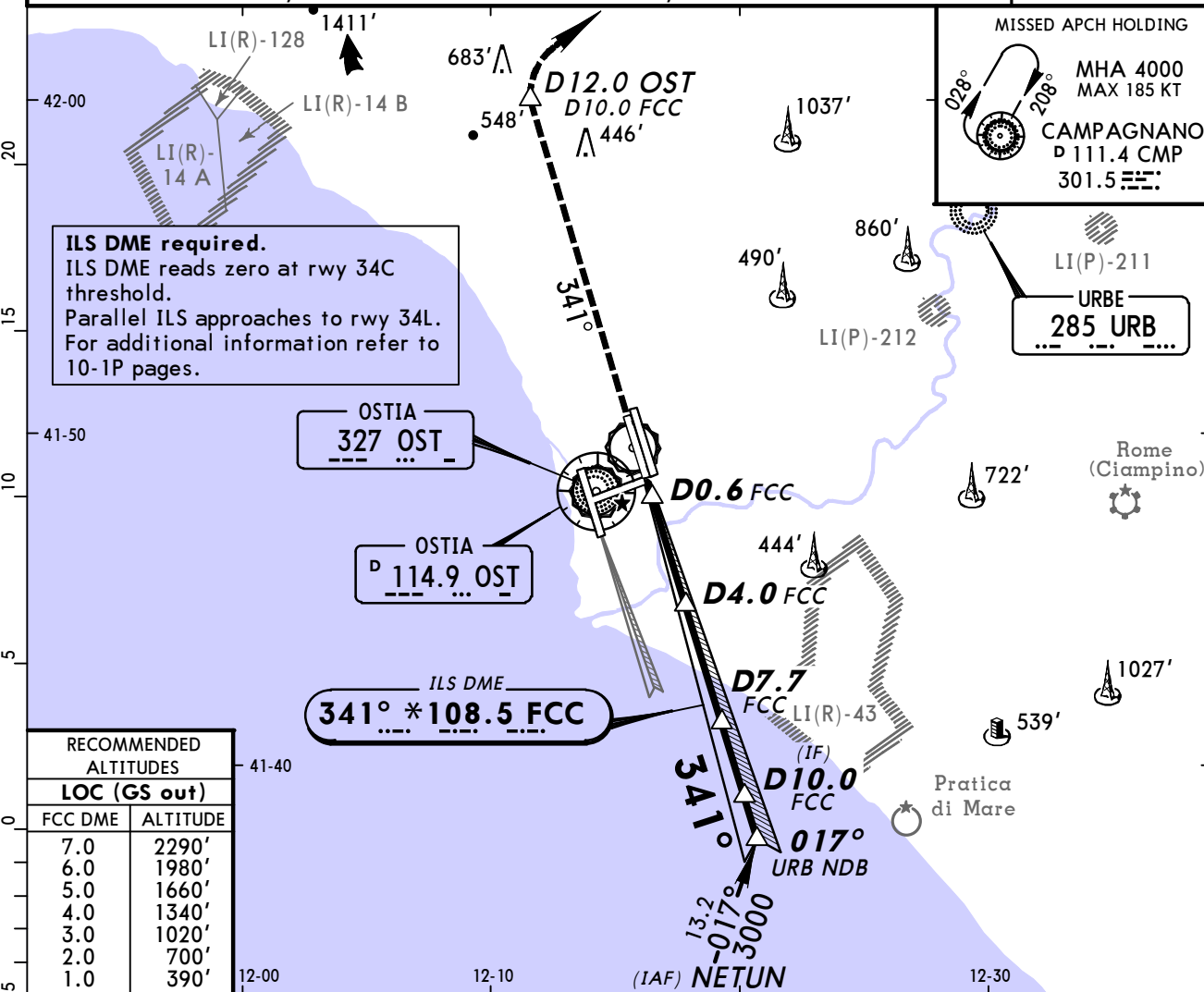
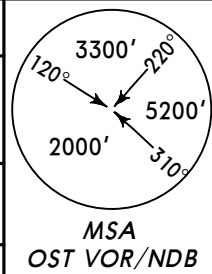


## PLANS OPS

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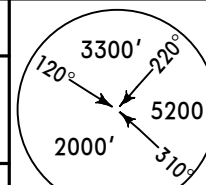
|                                                                                                                           |                                     |                                               |                                    |                                      |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------|------------------------------------|--------------------------------------|
| ATIS Arrival<br><b>120.17</b>                                                                                             | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b>         | FIUME Tower<br><b>118.7 127.62</b> | Ground<br><b>121.9</b>               |
| LOC<br>FCC<br><b>*108.5</b>                                                                                               | Final<br>Apch Crs<br><b>341°</b>    | GS<br><b>D4.0 FCC</b><br><b>1340' (1336')</b> | ILS<br>DA(H)<br><b>204' (200')</b> | Apt Elev <b>13'</b><br>RWY <b>4'</b> |
| <b>MISSED APCH:</b> Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'. |                                     |                                               |                                    |                                      |
| Alt Set: hPa                                                                                                              | Rwy Elev: 0 hPa                     | Trans level: By ATC                           | Trans alt: 6000'                   |                                      |



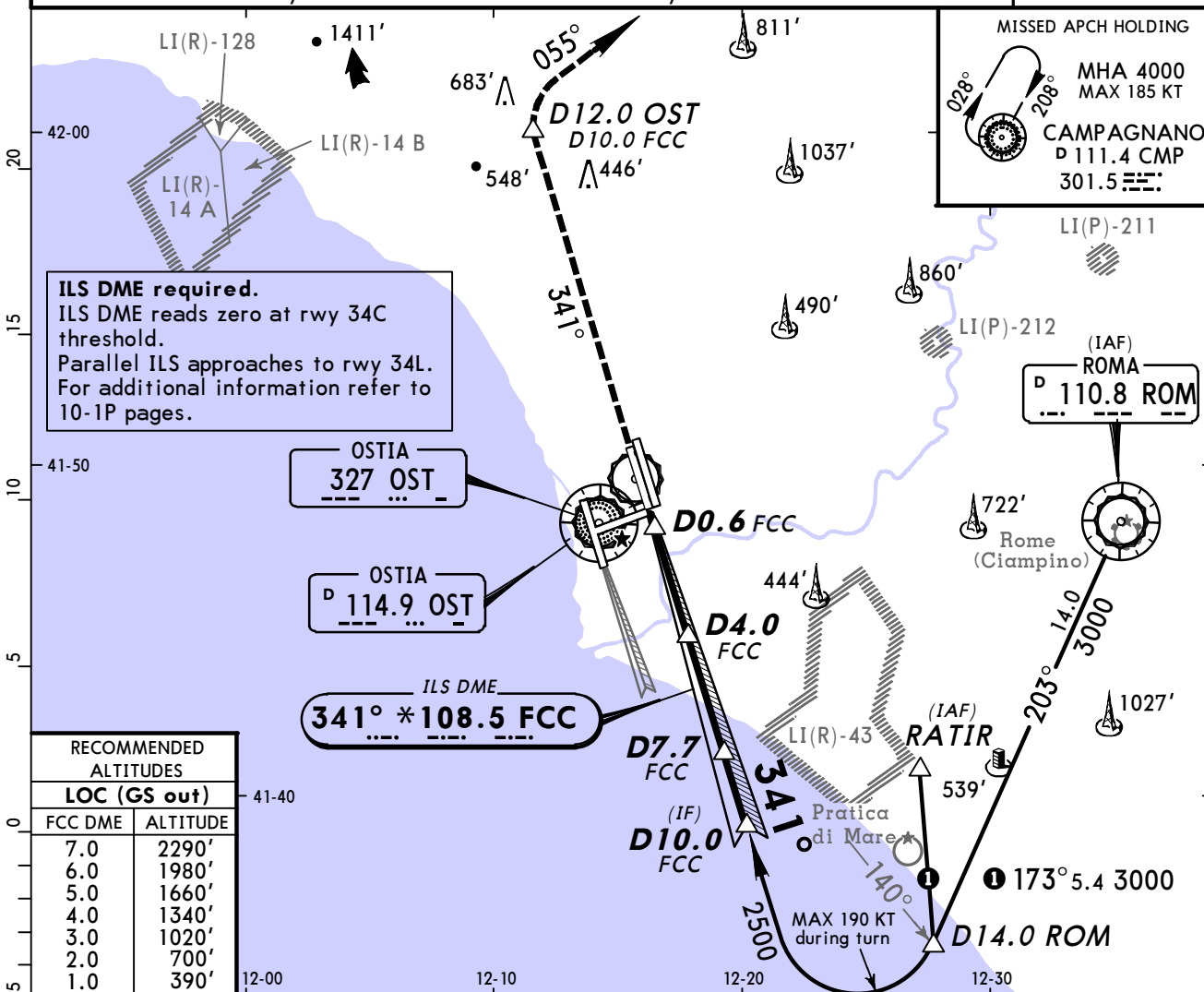
|                             |       |     |     |     |     |     |                           |                             |                  |
|-----------------------------|-------|-----|-----|-----|-----|-----|---------------------------|-----------------------------|------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | <b>HIALS</b><br>REIL PAPI | <b>MIM</b><br>2000' on 341° | <b>D12.0 OST</b> |
| ILS GS or LOC Descent Angle | 3.00° | 377 | 485 | 539 | 647 | 755 |                           |                             |                  |
| MAP at D0.6 FCC             |       |     |     |     |     |     |                           |                             |                  |

| PANS OPS | STRAIGHT-IN LANDING RWY 34C |           |                   |           | CIRCLE-TO-LAND |             |       |
|----------|-----------------------------|-----------|-------------------|-----------|----------------|-------------|-------|
|          | ILS                         |           | LOC (GS out)      |           |                |             |       |
|          | DA(H) 204' (200')           |           | DA(H) 420' (416') |           |                |             |       |
|          | FULL/Limited                | ALS out   | ALS out           | ALS out   | Max Kts        | MDA(H)      | VIS   |
|          | A                           |           |                   |           | 100            | 800' (787') | 1500m |
| B        |                             |           |                   | RVR 1500m | 135            | 800' (787') | 1600m |
| C        | RVR 750m                    | RVR 1200m | RVR 1500m         |           | 180            | 900' (887') | 2400m |
| D        |                             |           |                   | RVR 1900m | 205            | 900' (887') | 3600m |

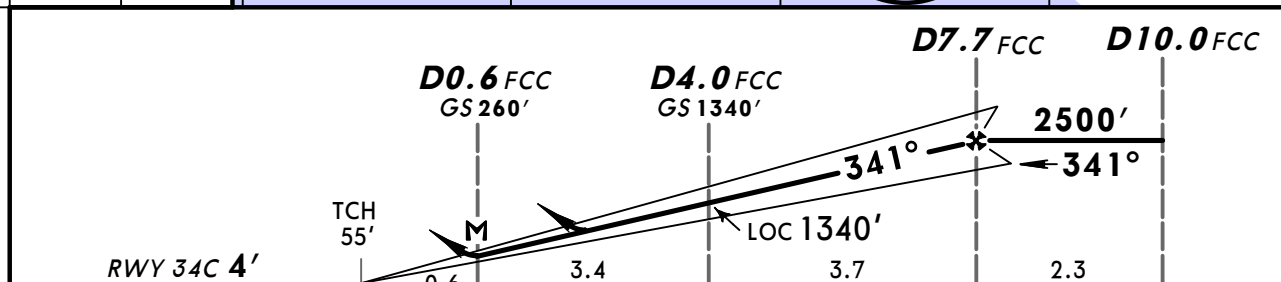
|                                                                                                                           |                                     |                                               |                                    |                                      |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------|------------------------------------|--------------------------------------|
| ATIS Arrival<br><b>120.17</b>                                                                                             | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b>         | FIUME Tower<br><b>118.7 127.62</b> | Ground<br><b>121.9</b>               |
| LOC<br>FCC<br><b>*108.5</b>                                                                                               | Final<br>Apch Crs<br><b>341°</b>    | GS<br><b>D4.0 FCC</b><br><b>1340' (1336')</b> | ILS<br>DA(H)<br><b>204' (200')</b> | Apt Elev <b>13'</b><br>RWY <b>4'</b> |
| <b>MISSED APCH:</b> Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'. |                                     |                                               |                                    |                                      |
| Alt Set: hPa                                                                                                              | Rwy Elev: 0 hPa                     | Trans level: By ATC                           | Trans alt: 6000'                   |                                      |



**MSA**  
**OST VOR/NDB**

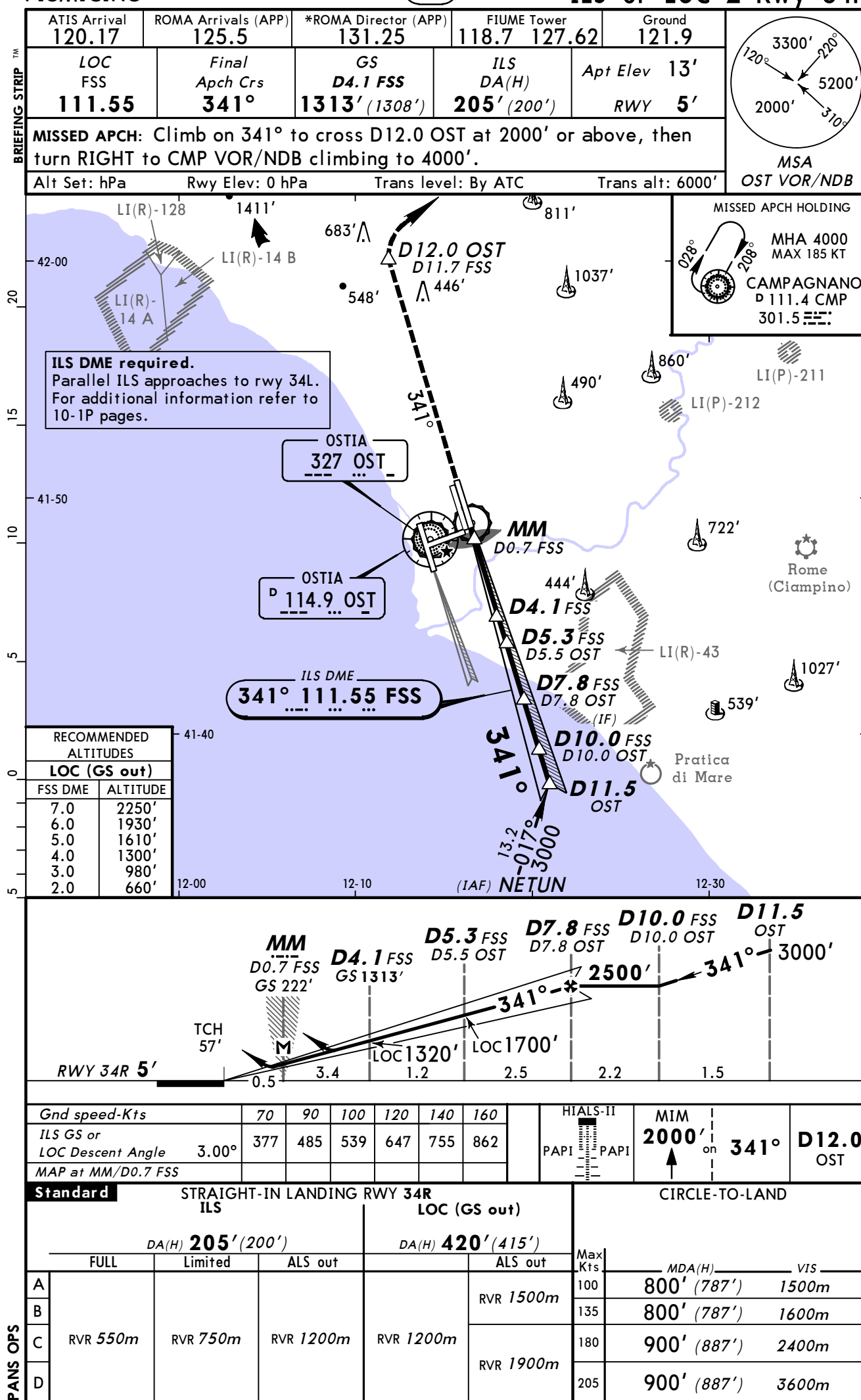


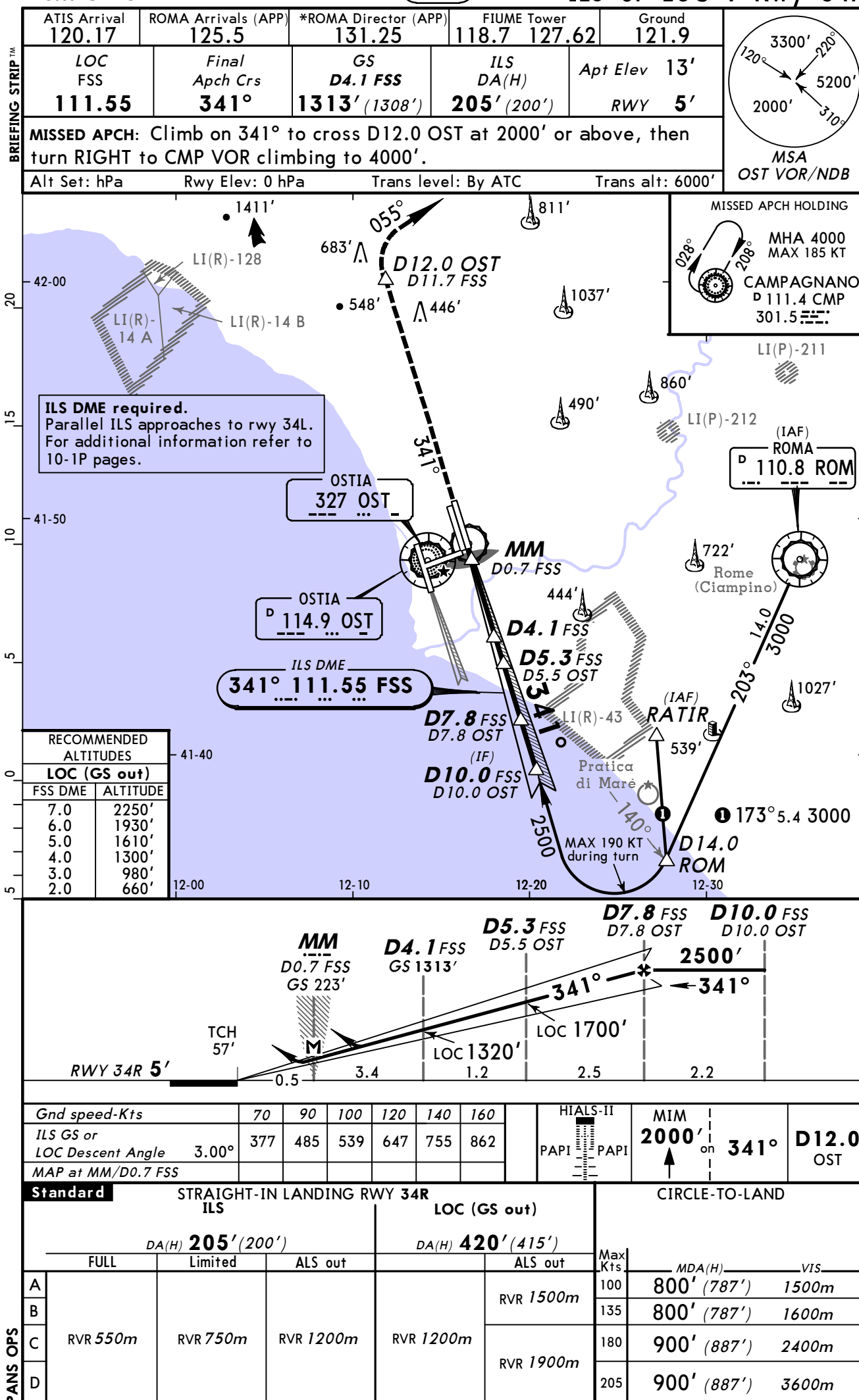
| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| LOC (GS out)          |          |
| FCC DME               | ALTITUDE |
| 7.0                   | 2290'    |
| 6.0                   | 1980'    |
| 5.0                   | 1660'    |
| 4.0                   | 1340'    |
| 3.0                   | 1020'    |
| 2.0                   | 700'     |
| 1.0                   | 390'     |



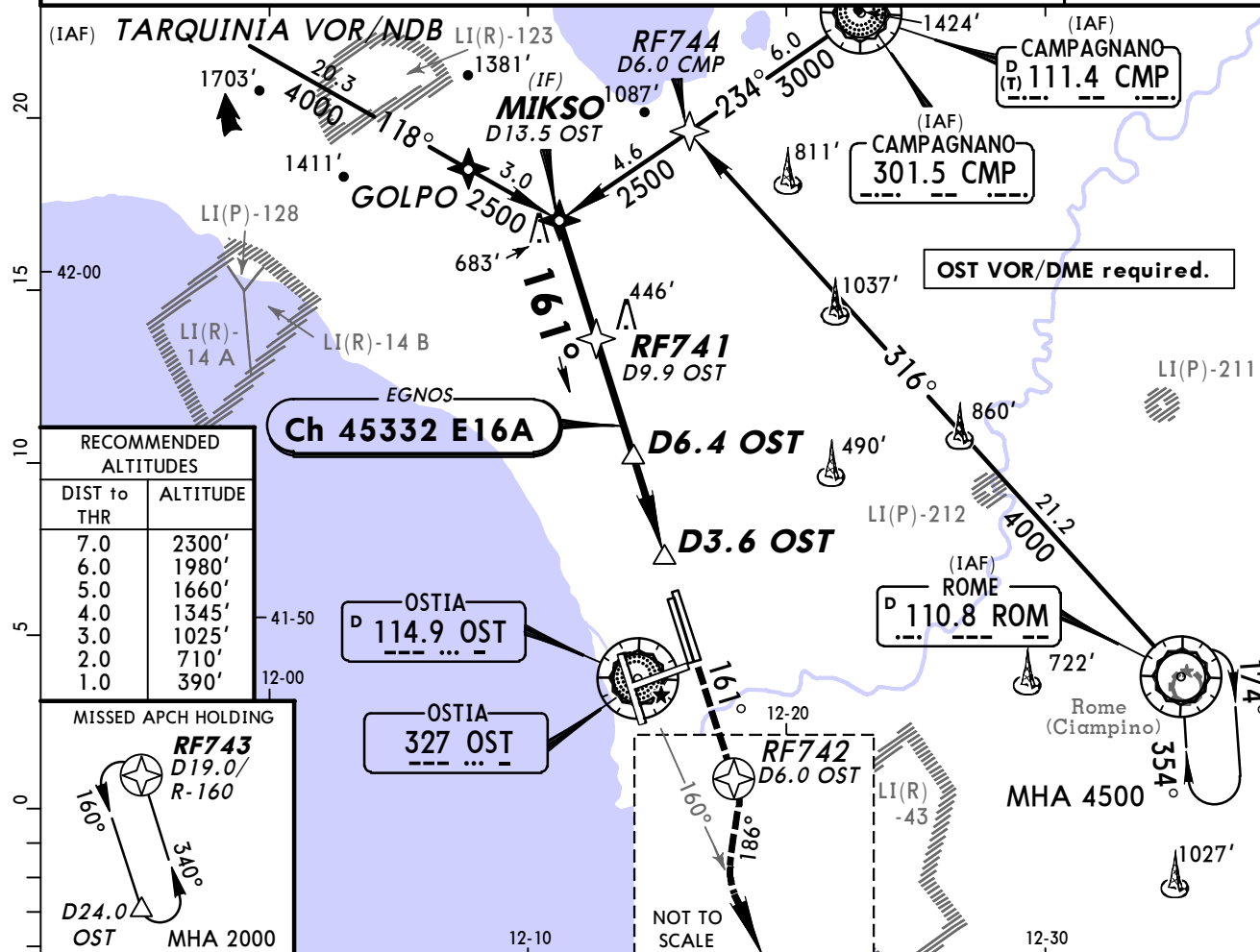
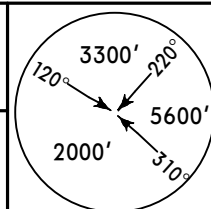
| Gnd speed-Kts               | 70  | 90  | 100 | 120 | 140 | 160 | HIALS     | MIM           | D12.0 OST |
|-----------------------------|-----|-----|-----|-----|-----|-----|-----------|---------------|-----------|
| ILS GS or LOC Descent Angle | 377 | 485 | 539 | 647 | 755 | 862 | REIL PAPI | 2000' on 341° |           |
| MAP at D0.6 FCC             |     |     |     |     |     |     |           |               |           |

| PANS OPS | STRAIGHT-IN LANDING RWY 34C |           |                   |           | CIRCLE-TO-LAND |             |       |
|----------|-----------------------------|-----------|-------------------|-----------|----------------|-------------|-------|
|          | ILS                         |           | LOC (GS out)      |           |                |             |       |
|          | DA(H) 204' (200')           |           | DA(H) 420' (416') |           |                |             |       |
|          | FULL/Limited                | ALS out   | ALS out           | ALS out   | Max Kts        | MDA(H)      | VIS   |
|          | A                           |           |                   |           | 100            | 800' (787') | 1500m |
| B        |                             |           |                   | RVR 1500m | 135            | 800' (787') | 1600m |
| C        | RVR 750m                    | RVR 1200m | RVR 1500m         |           | 180            | 900' (887') | 2400m |
| D        |                             |           |                   | RVR 1900m | 205            | 900' (887') | 3600m |

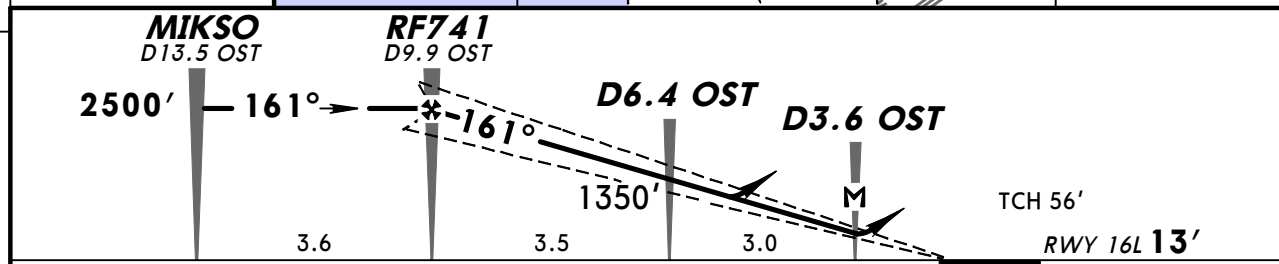
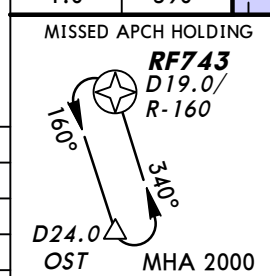




|                                                                                                                                                                                                                   |                                     |                                                     |                                      |                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|--------------------------------------|---------------------------------------|
| ATIS Arrival<br><b>120.17</b>                                                                                                                                                                                     | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b>               | FIUME Tower<br><b>118.7</b>          | Ground<br><b>121.9</b>                |
| EGNOS<br><b>CH 45332</b><br><b>E16A</b>                                                                                                                                                                           | Final<br>Apch Crs<br><b>161°</b>    | Minimum Alt<br><b>RF741</b><br><b>2500'</b> (2447') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>13'</b><br><b>RWY 13'</b> |
| <b>MISSED APCH:</b> Climb on rwy heading 161° to 2000' to be reached within RF742/D6.0 OST, turn RIGHT (MAX 185 KT) onto heading 186° to intercept R-160 OST (160° from OST NDB). Continue to D19.0 OST and hold. |                                     |                                                     |                                      |                                       |
| Alt Set: hPa                                                                                                                                                                                                      | Rwy Elev: 0 hPa                     | Trans level: By ATC                                 | Trans alt: 6000'                     | MSA ARP                               |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| DIST to THR           | ALTITUDE |
| 7.0                   | 2300'    |
| 6.0                   | 1980'    |
| 5.0                   | 1660'    |
| 4.0                   | 1345'    |
| 3.0                   | 1025'    |
| 2.0                   | 710'     |
| 1.0                   | 390'     |

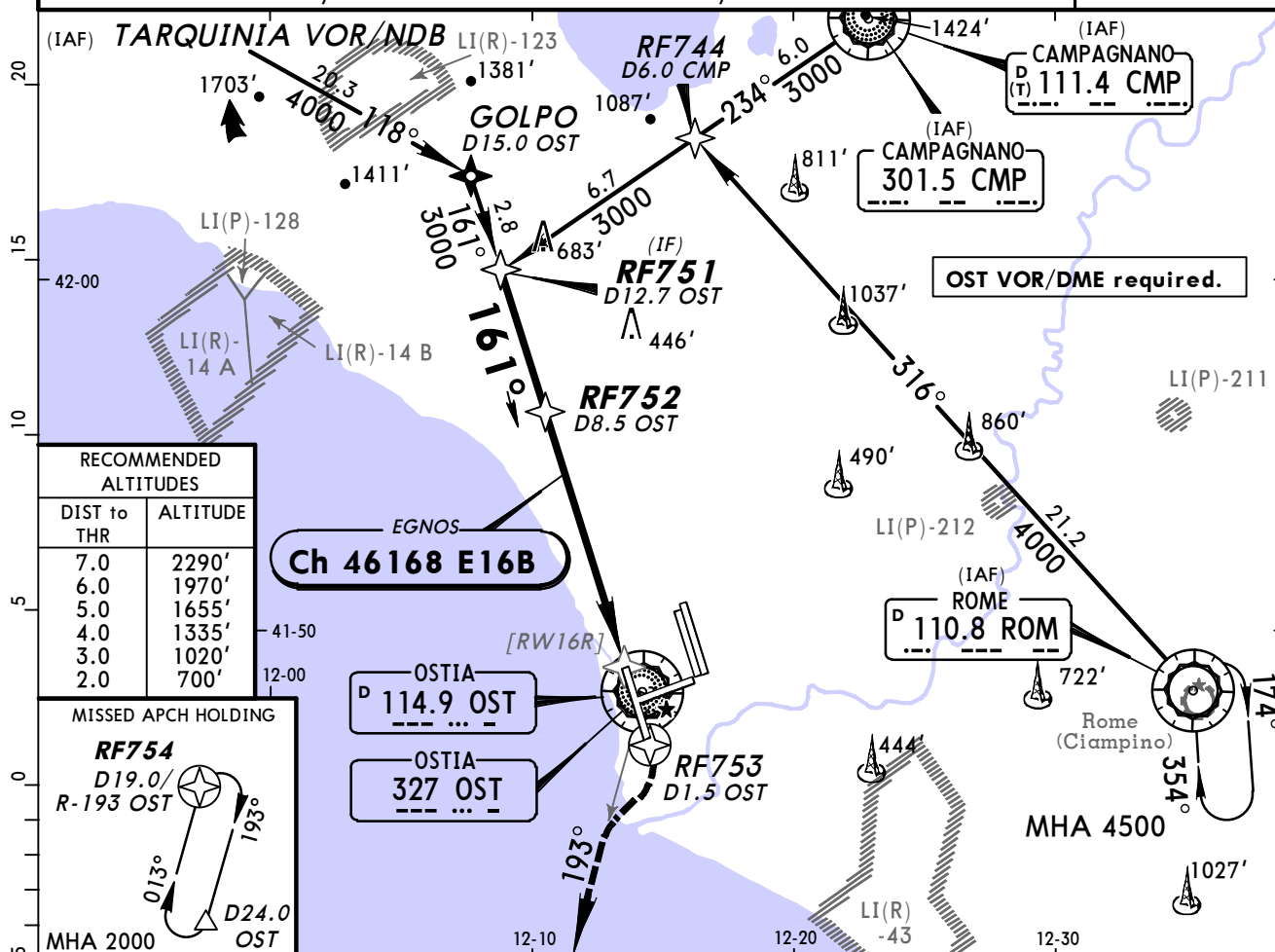
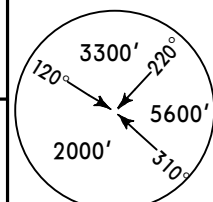


|                  |       |     |     |     |     |     |          |      |       |     |       |
|------------------|-------|-----|-----|-----|-----|-----|----------|------|-------|-----|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II |      | MIM   | RWY | RF742 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI | 2000' | hdg | 161°  |
| MAP at D3.6 OST  |       |     |     |     |     |     |          | PAPI |       |     |       |

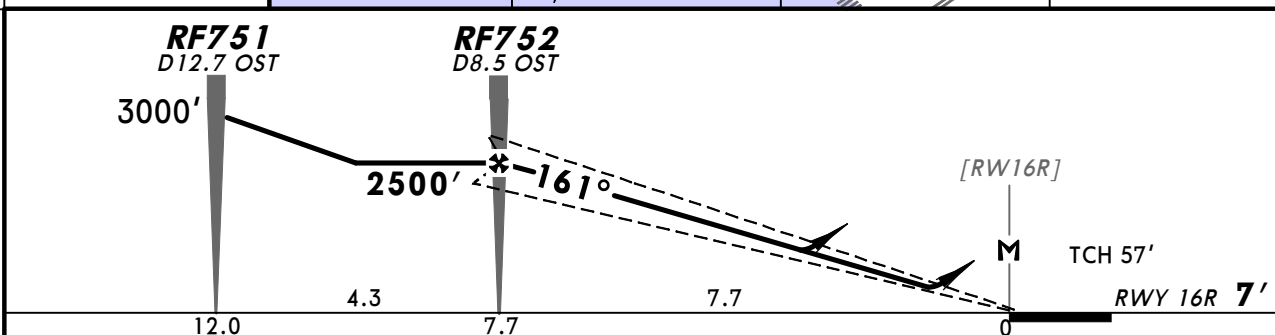
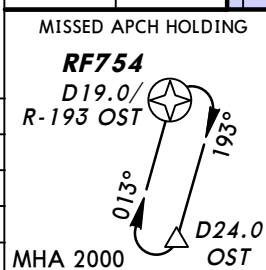
| STRAIGHT-IN LANDING RWY 16L                              |                   |           |                   |         |             | CIRCLE-TO-LAND |  |  |
|----------------------------------------------------------|-------------------|-----------|-------------------|---------|-------------|----------------|--|--|
| Missed apch climb gradient mim 4.3% up to 2000' <b>1</b> |                   |           |                   |         |             |                |  |  |
| LPV                                                      |                   |           | LNAV              |         |             |                |  |  |
| A: 290' (277') C: 310' (297')                            |                   |           | DA(H) 500' (487') |         |             |                |  |  |
| B: 300' (287') D: 320' (307')                            |                   |           |                   |         |             |                |  |  |
| ALS out                                                  |                   | ALS out   |                   | Max Kts | MDA(H)      | VIS            |  |  |
| A                                                        | RVR 1300m         | RVR 1500m |                   | 100     | 800' (787') | 1500m          |  |  |
| B                                                        | RVR 750m <b>2</b> |           |                   | 135     | 800' (787') | 1600m          |  |  |
| C                                                        |                   | RVR 1400m | RVR 1500m         | 180     | 900' (887') | 2400m          |  |  |
| D                                                        |                   |           | CMV 2300m         | 205     | 900' (887') | 3600m          |  |  |

**1** If unable to comply advise ATC.  
**2** With TDZ, CL and HUD: CAT A RVR 600m, CAT BC RVR 650m, CAT D 700m.

|                                                                                                                                                                                          |                                  |                                              |                                      |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|--------------------------------------|------------------------|
| ATIS Arrival<br>126.12                                                                                                                                                                   | ROMA Arrivals (APP)<br>125.5     | *ROMA Director (APP)<br>131.25               | FIUME Tower<br>118.7                 | Ground<br>121.9        |
| EGNOS<br><b>CH 46168</b><br>E16B                                                                                                                                                         | Final<br>Apch Crs<br><b>161°</b> | Minimum Alt<br><b>RF752</b><br>2500' (2493') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 13'<br>RWY 7' |
| <b>MISSED APCH:</b> Climb on rwy heading 161° to 3000', at RF753/<br>D1.5 OST turn RIGHT onto R-193 OST (193° from OST NDB) to<br>RF754 and hold. Cross 2000' not further than D9.0 OST. |                                  |                                              |                                      |                        |
| Alt Set: hPa                                                                                                                                                                             | Rwy Elev: 0 hPa                  | Trans level: By ATC                          | Trans alt: 6000'                     | MSA<br>ARP             |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| DIST to THR           | ALTITUDE |
| 7.0                   | 2290'    |
| 6.0                   | 1970'    |
| 5.0                   | 1655'    |
| 4.0                   | 1335'    |
| 3.0                   | 1020'    |
| 2.0                   | 700'     |



|                  |       |     |     |     |     |     |
|------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |
| MAP at RW16R     |       |     |     |     |     |     |

|          |                                  |
|----------|----------------------------------|
| HIALS-II | Refer to<br>Missed Apch<br>above |
| PAPI     | PAPI                             |

| PANS OPS | STRAIGHT-IN LANDING RWY 16R                                          |  |                   | CIRCLE-TO-LAND |        |                   |
|----------|----------------------------------------------------------------------|--|-------------------|----------------|--------|-------------------|
|          | LPV                                                                  |  | LNAV              |                |        |                   |
|          | DA(H) A: 250' (243') C: 270' (263')<br>B: 260' (253') D: 280' (273') |  | DA(H) 420' (413') |                |        |                   |
|          | ALS out                                                              |  | ALS out           | Max Kts        | MDA(H) | VIS               |
|          | RVR 750m 1                                                           |  | RVR 1300m         | RVR 1500m      | 100    | 800' (787') 1500m |
| B        |                                                                      |  | RVR 1200m         |                | 135    | 800' (787') 1600m |
| C        |                                                                      |  |                   | RVR 1900m      | 180    | 900' (887') 2400m |
| D        |                                                                      |  |                   |                | 205    | 900' (887') 3600m |

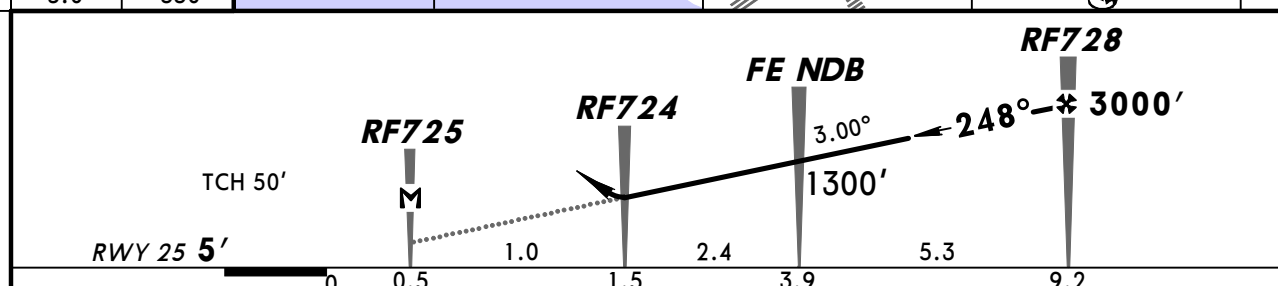
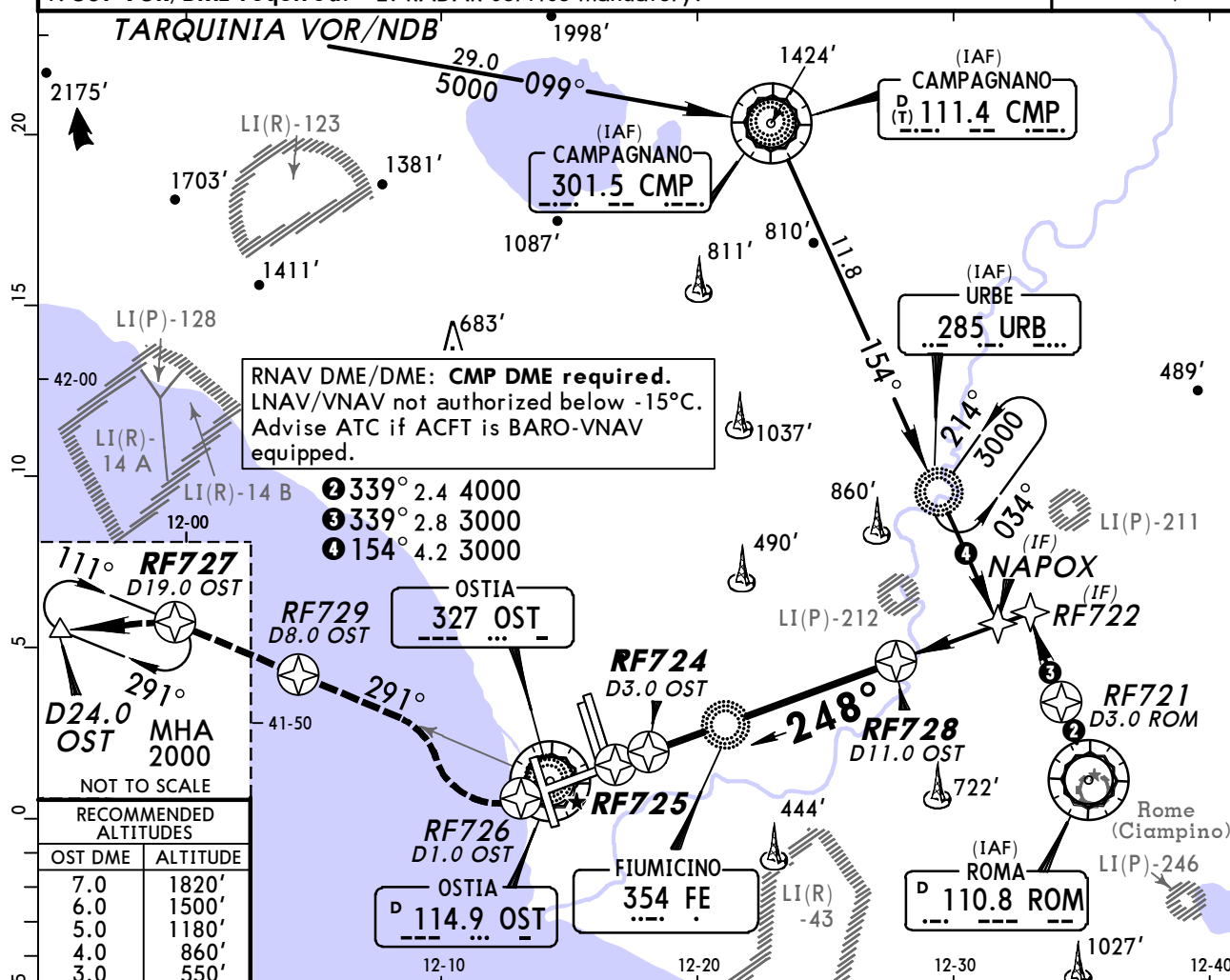
1 With TDZ, CL and HUD: RVR 600m.

CHANGES: New procedure.

Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 6000'

1. **OST VOR/DME required.**    2. **RADAR service mandatory.**

**TARQUINIA VOR/NDB**



|                            |     |     |     |     |     |     |  |                                          |
|----------------------------|-----|-----|-----|-----|-----|-----|--|------------------------------------------|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>RF726</b><br>on<br><b>248°</b><br>hdg |
| <i>Descent Angle</i> 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                                          |
|                            |     |     |     |     |     |     |  |                                          |
| <i>MAP at RF725</i>        |     |     |     |     |     |     |  |                                          |

MAP at RF725

### Standard

STRAIGHT-IN LANDING RWY 25

CIRCLE-TO-LAND

| LNNAV/VNAV        |           |           |  | LNNAV             |           | Max<br>Kts | CIRCLE-TO-LAND |             |       |
|-------------------|-----------|-----------|--|-------------------|-----------|------------|----------------|-------------|-------|
| DA(H) 550' (545') |           |           |  | DA(H) 550' (545') |           |            | MDA(H)         | VIS         |       |
| ALS out           |           |           |  | ALS out           |           | 100        | 800' (787')    | 1500m       |       |
| A                 | RVR 1500m |           |  | RVR 1500m         |           |            | 135            | 800' (787') | 1600m |
| B                 |           |           |  |                   |           |            | 180            | 900' (887') | 2400m |
| C                 | RVR 1800m | CMV 2400m |  | RVR 1800m         | CMV 2400m |            | 205            | 900' (887') | 3600m |
| D                 |           |           |  |                   |           |            |                |             |       |

**CHANGES:** None.

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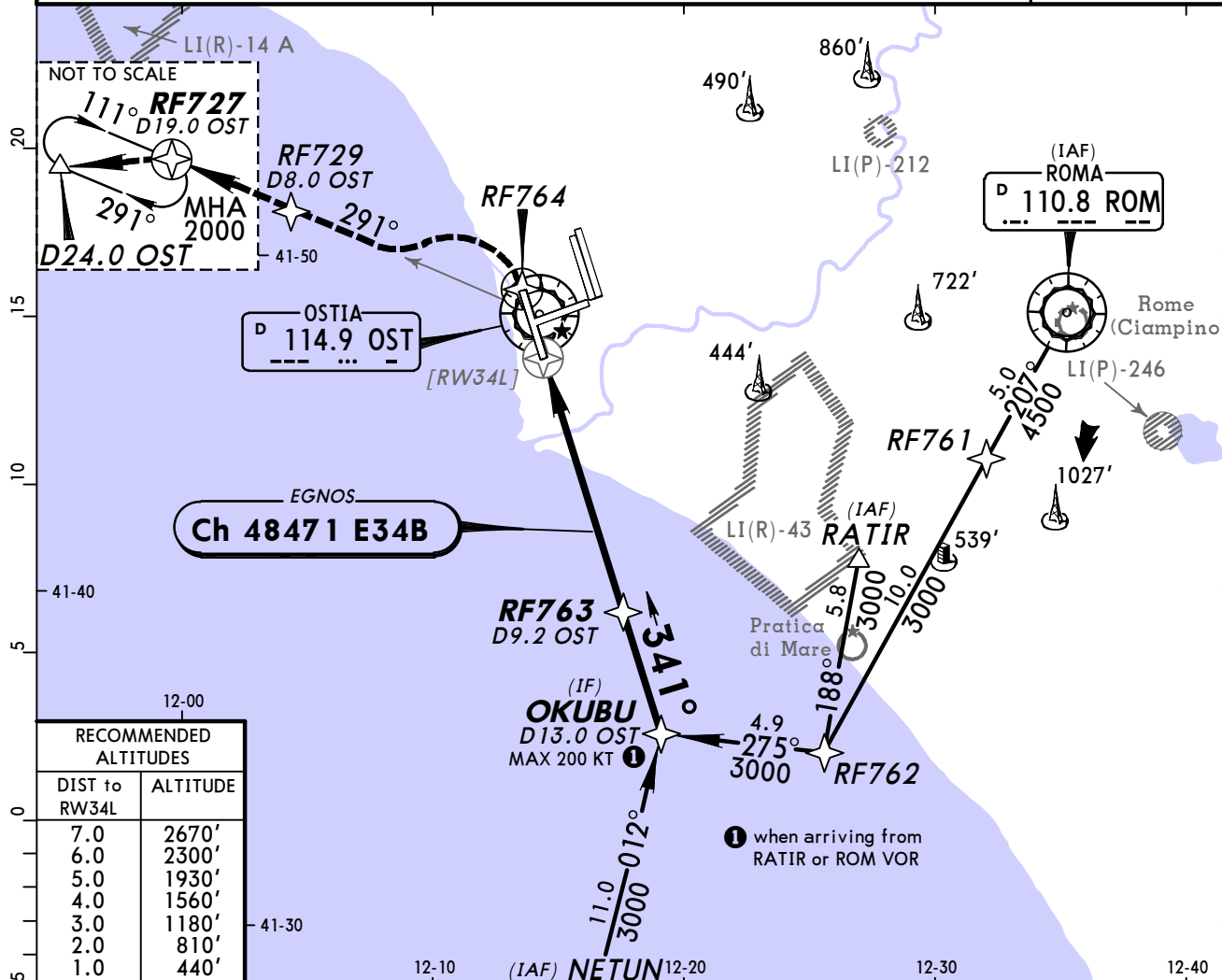
**LIRF/FCO**  
**FIUMICINO**

21 JUN 13  
Eff 27 Jun

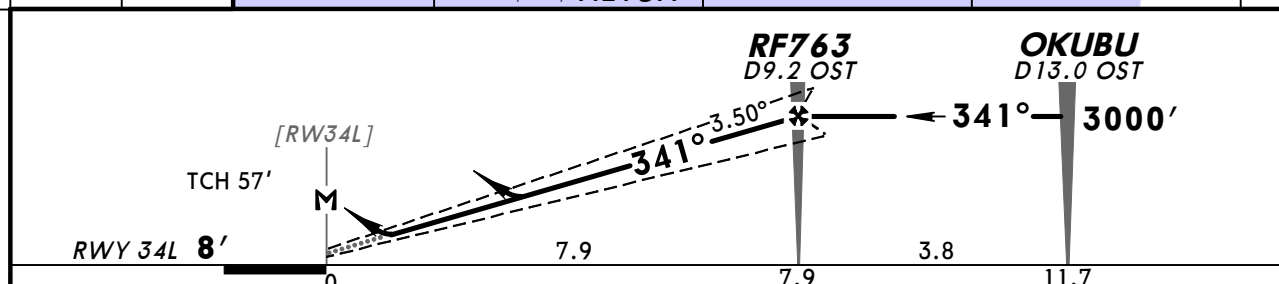
12-4

**ROME, ITALY**  
**RNAV (GNSS) Rwy 34L**

|                                                                                                                                                                             |                                     |                                                     |                                      |                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|--------------------------------------|--------------------------------------|
| ATIS Arrival<br><b>126.12</b>                                                                                                                                               | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b>               | FIUME Tower<br><b>118.7</b>          | Ground<br><b>121.9</b>               |
| EGNOS<br><b>CH 48471</b><br><b>E34B</b>                                                                                                                                     | Final<br>ApcH Crs<br><b>341°</b>    | Minimum Alt<br><b>RF763</b><br><b>3000'</b> (2992') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>13'</b><br><b>RWY 8'</b> |
| <b>MISSED APCH:</b> Climb on 341° to cross RF764 at or above 450', then turn LEFT (MAX 210 KT) to join R-291 OST, then climb to 2000' at RF729/D8.0 OST. Then join holding. |                                     |                                                     |                                      |                                      |
| Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 6000'                                                                                                  |                                     |                                                     |                                      | MSA ARP                              |
|                                                                                                                                                                             |                                     |                                                     |                                      |                                      |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| DIST to RW34L         | ALTITUDE |
| 7.0                   | 2670'    |
| 6.0                   | 2300'    |
| 5.0                   | 1930'    |
| 4.0                   | 1560'    |
| 3.0                   | 1180'    |
| 2.0                   | 810'     |
| 1.0                   | 440'     |



|                  |       |     |     |     |     |     |                            |      |
|------------------|-------|-----|-----|-----|-----|-----|----------------------------|------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS                      |      |
| Glide Path Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | PAPI                       | PAPI |
| MAP at RW34L     |       |     |     |     |     |     | Refer to Missed Apch above |      |

| Standard                            |           | STRAIGHT-IN LANDING RWY 34L |           | CIRCLE-TO-LAND |                   |
|-------------------------------------|-----------|-----------------------------|-----------|----------------|-------------------|
| LPV                                 |           | LNAV                        |           |                |                   |
| DA(H) A: 290' (282') C: 310' (302') |           | DA(H) 410' (402')           |           |                |                   |
| B: 300' (292') D: 320' (312')       |           |                             |           |                |                   |
| ALS out                             |           | ALS out                     |           |                |                   |
| A                                   | RVR 900m  |                             | RVR 1500m | Max Kts        | MDA(H) VIS        |
| B                                   |           |                             |           | 100            | 800' (787') 1500m |
| C                                   |           |                             |           | 135            | 800' (787') 1600m |
| D                                   | RVR 1000m |                             |           | 180            | 900' (887') 2400m |
|                                     |           |                             |           | 205            | 900' (887') 3600m |

CHANGES: New procedure.

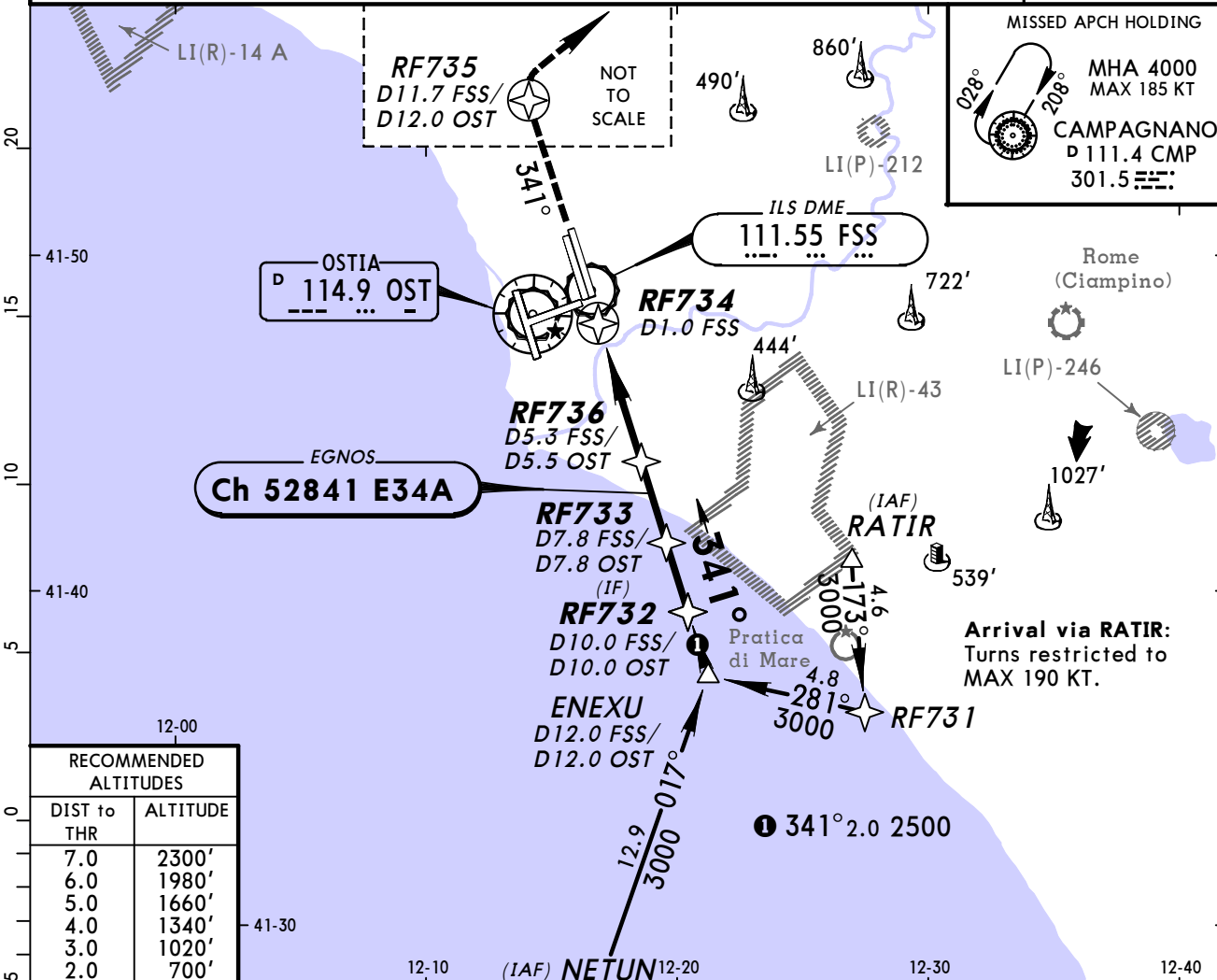
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**LIRF/FCO**  
**FIUMICINO**

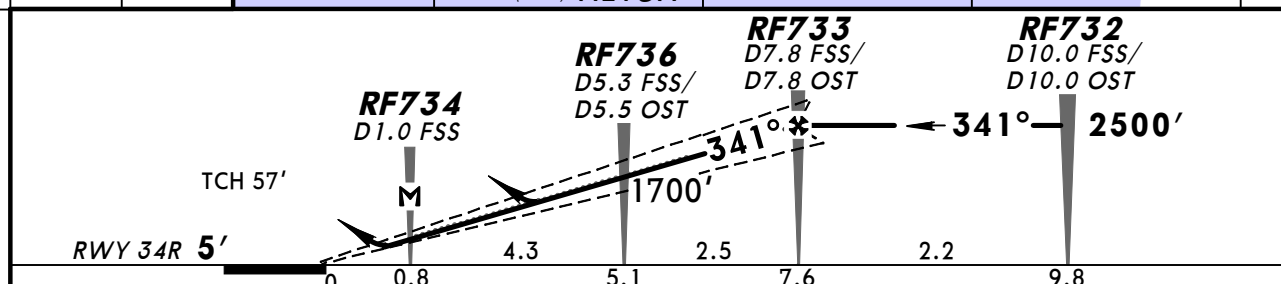
**JEPPESEN**  
21 JUN 13  
Eff 27 Jun (12-5)

**ROME, ITALY**  
**RNAV (GNSS) Rwy 34R**

|                                                                                                                                           |                                     |                                                     |                                      |                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|--------------------------------------|--------------------------------------|
| ATIS Arrival<br><b>120.17</b>                                                                                                             | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.25</b>               | FIUME Tower<br><b>118.7</b>          | Ground<br><b>121.9</b>               |
| EGNOS<br><b>CH 52841</b><br><b>E34A</b>                                                                                                   | Final<br>Apch Crs<br><b>341°</b>    | Minimum Alt<br><b>RF733</b><br><b>2500'</b> (2495') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>13'</b><br><b>RWY 5'</b> |
| <b>MISSED APCH:</b> Climb on 341° to cross RF735/D11.7 FSS/D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'. |                                     |                                                     |                                      |                                      |
| Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 6000'                                                          |                                     |                                                     |                                      |                                      |
| <b>1. FSS or OST DME required. 2. CMP VOR or NDB required.</b>                                                                            |                                     |                                                     |                                      |                                      |
|                                                                                                                                           |                                     |                                                     |                                      |                                      |

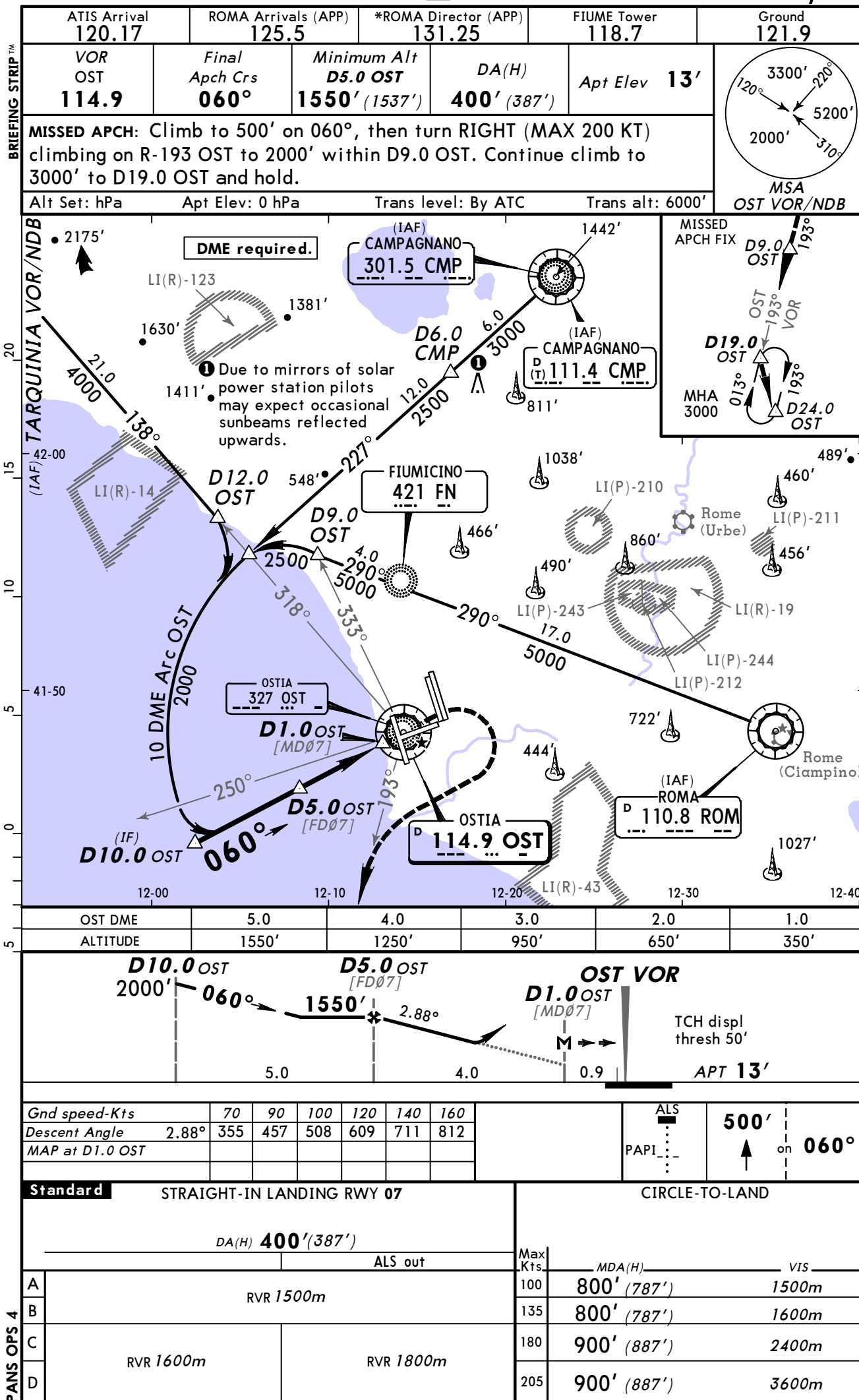


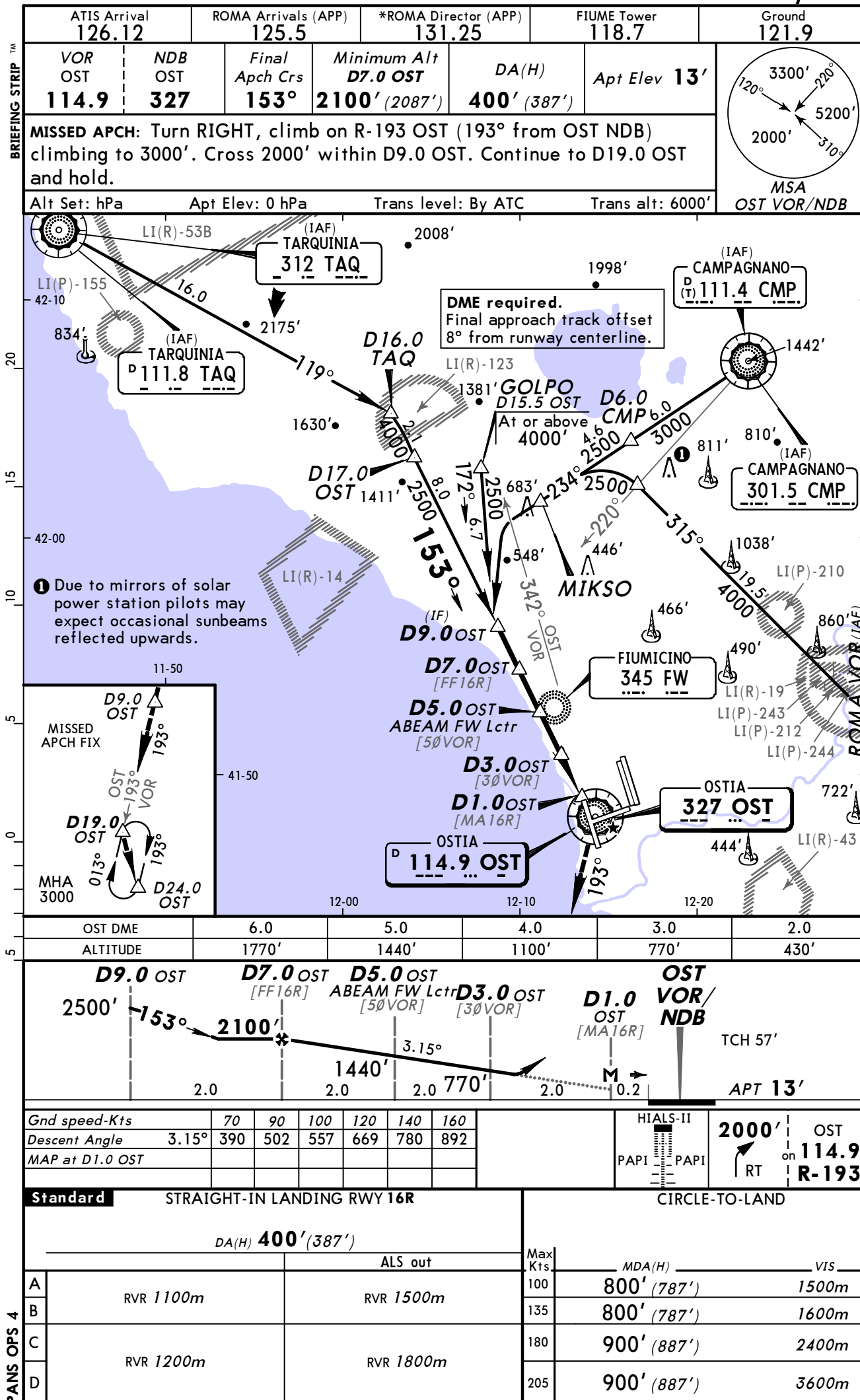
| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| DIST to THR           | ALTITUDE |
| 7.0                   | 2300'    |
| 6.0                   | 1980'    |
| 5.0                   | 1660'    |
| 4.0                   | 1340'    |
| 3.0                   | 1020'    |
| 2.0                   | 700'     |



|                  |       |     |     |     |     |     |
|------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |
| MAP at RF734     |       |     |     |     |     |     |

| Standard |          | LPV                           |  | STRAIGHT-IN LANDING RWY 34R |  | CIRCLE-TO-LAND |                   |
|----------|----------|-------------------------------|--|-----------------------------|--|----------------|-------------------|
| DA(H)    |          | A: 230' (225') C: 250' (245') |  | LNAV                        |  | MDA(H)         |                   |
|          |          | B: 240' (235') D: 260' (255') |  | DA(H) 490' (485')           |  | VIS            |                   |
|          |          | ALS out                       |  | ALS out                     |  |                |                   |
| A        |          | RVR 1200m                     |  | RVR 1500m                   |  | Max Kts        |                   |
| B        |          |                               |  |                             |  | 100            | 800' (787') 1500m |
| C        | RVR 750m | RVR 1300m                     |  | RVR 1500m                   |  | 135            | 800' (787') 1600m |
| D        |          |                               |  | CMV 2300m                   |  | 180            | 900' (887') 2400m |
|          |          |                               |  |                             |  | 205            | 900' (887') 3600m |



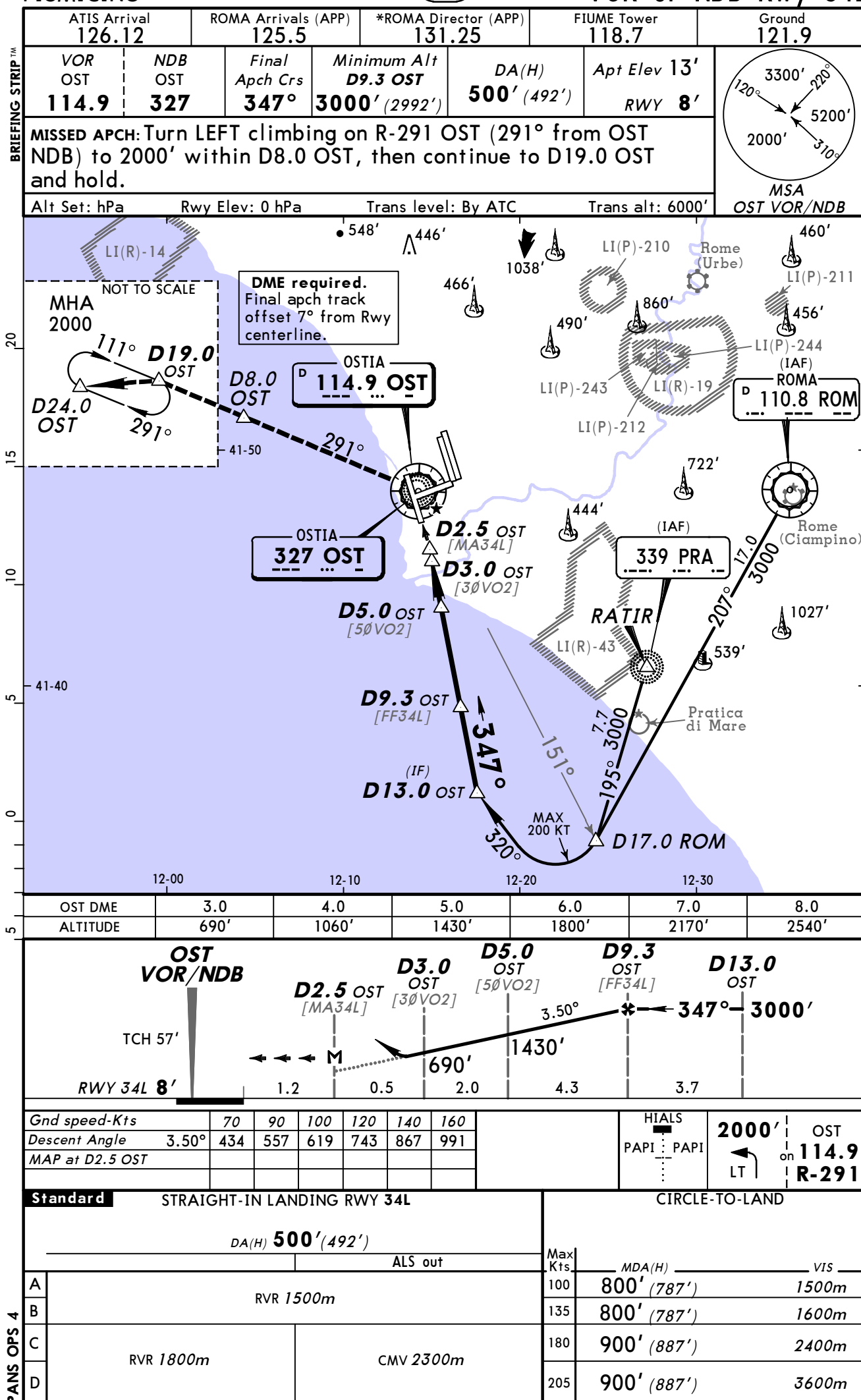


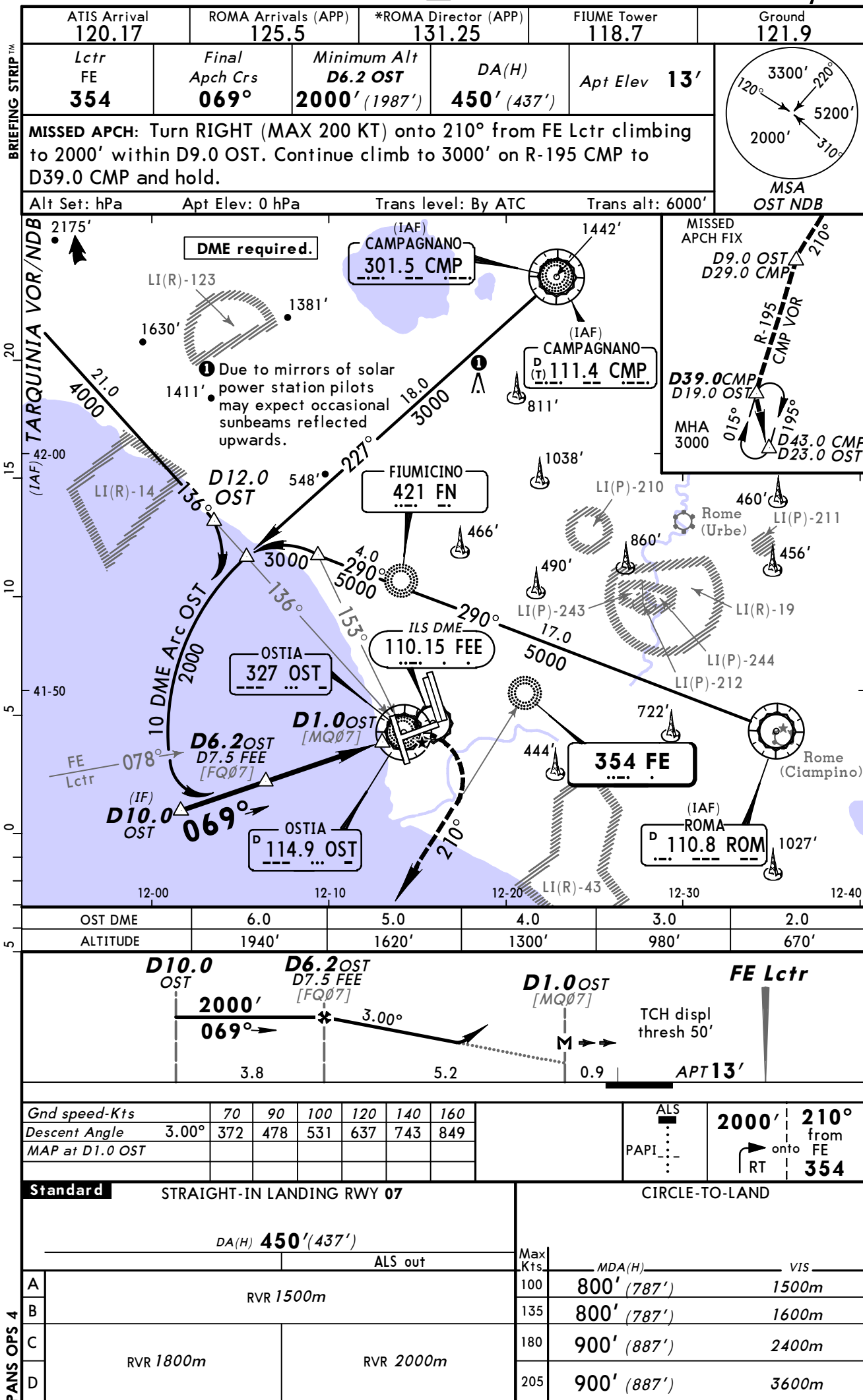
## BRIEFING STRIP™



## ANS OPS 4

**F**

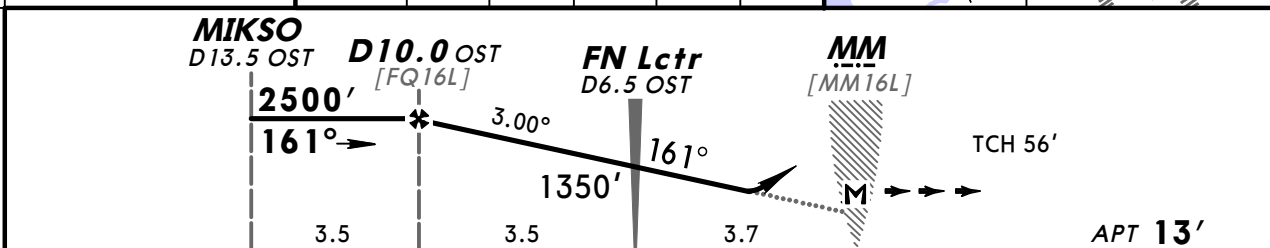
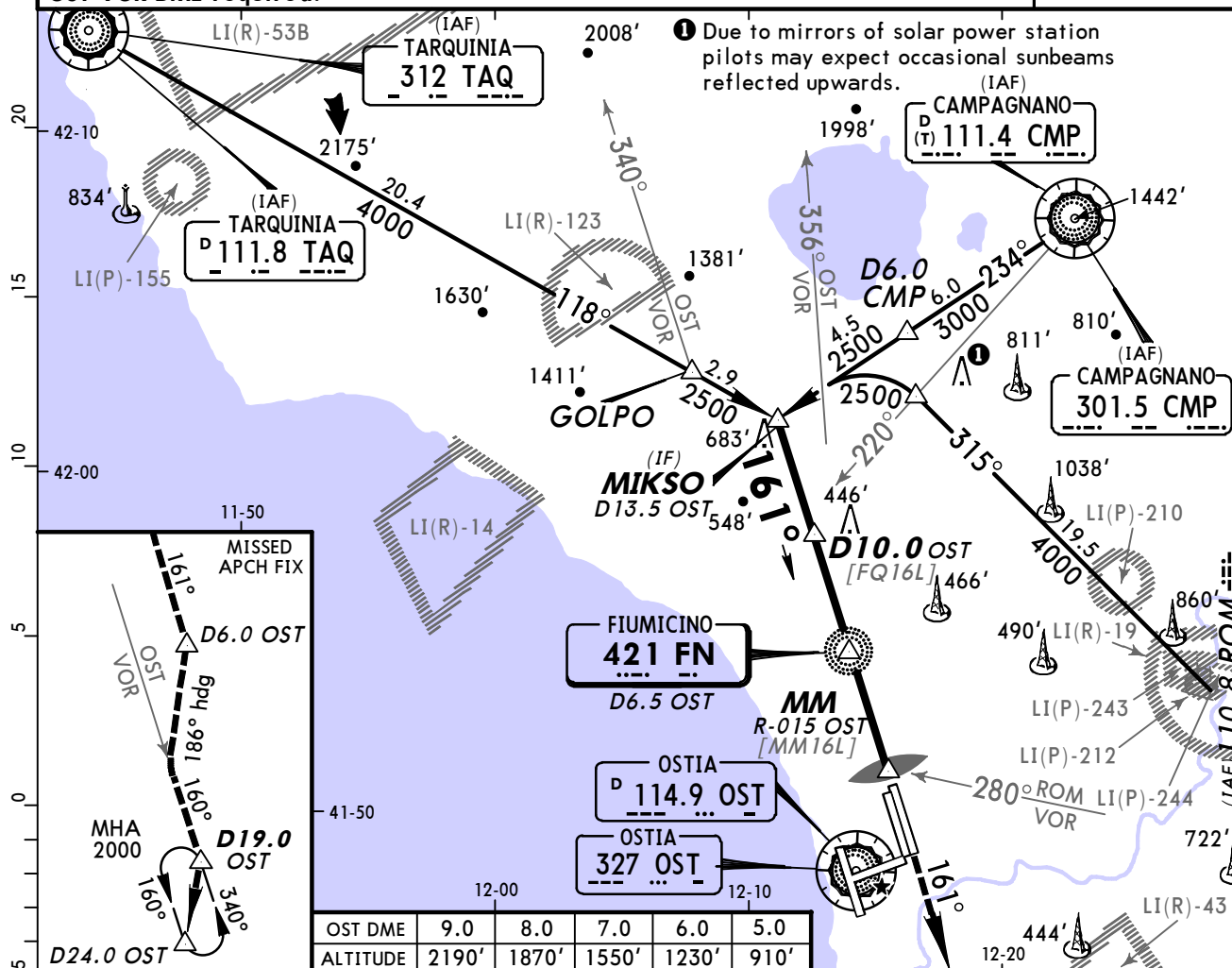




Alt Set: hPa      Apt Elev: 0 hPa      Trans level: By ATC      Trans alt: 6000'

**OST VOR DME required.**

MSA  
FN Lctr



|                                                                 |      |      |      |      |      |      |  |                                |                    |
|-----------------------------------------------------------------|------|------|------|------|------|------|--|--------------------------------|--------------------|
| <b>Gnd speed-Kts</b>                                            | 70   | 90   | 100  | 120  | 140  | 160  |  | <b>2000'</b><br>on <b>161°</b> | <b>D6.0</b><br>OST |
| <b>Descent Angle 3.00°</b>                                      | 372  | 478  | 531  | 637  | 743  | 849  |  |                                |                    |
| <b>MAP at MM/R-015 OST/R-280 ROM or D10.0 OST to MAP</b><br>7.2 | 6:10 | 4:48 | 4:19 | 3:36 | 3:05 | 2:42 |  |                                |                    |

|                 |                             |
|-----------------|-----------------------------|
| <b>Standard</b> | STRAIGHT-IN LANDING RWY 16L |
|-----------------|-----------------------------|

**Missed apch climb gradient mim 4.3% up to 2000'** **1**

 $DA(H) \quad \mathbf{650'} (637')$ 

---

ALS out

CIRCLE-TO-LAND

|   |           | ALS out   | Max<br>Kts | MDA(H)      | VIS   |
|---|-----------|-----------|------------|-------------|-------|
| A | RVR 1500m |           | 100        | 800' (787') | 1500m |
| B |           |           | 135        | 800' (787') | 1600m |
| C | CMV 2200m | CMV 2400m | 180        | 900' (887') | 2400m |
| D |           |           | 205        | 900' (887') | 3600m |

**1** for ATC reasons. If unable to comply advise ATC.

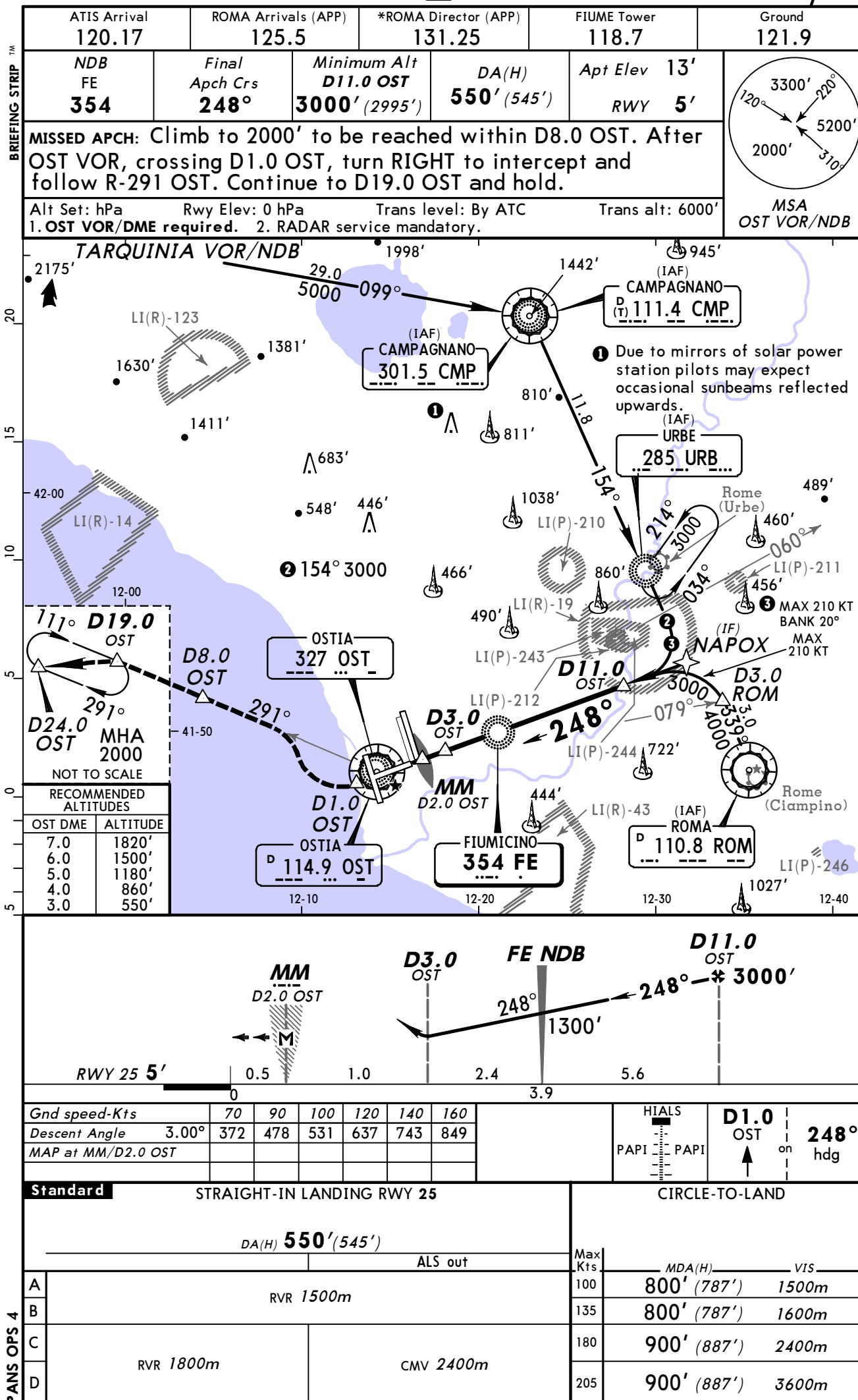


**Chart changes since cycle 26-2013**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                             | PROCEDURE IDENT | INDEX | REV DATE    | EFF DATE |
|---------------------------------|-----------------|-------|-------------|----------|
| <b>ROME, (FIUMICINO - LIRF)</b> |                 |       |             |          |
| REV                             | ILS RWY 25      | 11-5  | 06 Dec 2013 |          |
| REV                             | ILS RWY 34L     | 11-6  | 06 Dec 2013 |          |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LIRF

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

ILS RWY 25 (11-5) Missed apch turning point changed to 500' instead of 400'.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** 20130404

**End Date:** No end date

(11-3, 11-3A, 11-4, 11-4A) Arrival route from BOL VOR to GOLPO withdrawn.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20131114

**End Date:** Until Further Notice

(STARs) All waypoints considered to be compulsory.