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Airport Information For LIRF

Terminal Charts For LIRF

Revision Letter For Cycle 13-2014

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: 0337 Z
Sunset: 1850 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

1. GENERAL

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.

1. GENERAL

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.

1. GENERAL

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

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.

2. ARRIVAL

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.

3. DEPARTURE

3.1. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE

3.1.1. GENERAL

APT Collaborative Decision Making (A-CDM) is an operational procedure to improve air traffic management through a better information sharing among all involved stakeholders. This new procedure increases efficiency and punctuality by improving air traffic flow and APT capacity management, reducing delays by improving events' predictability and optimizing resources utilization.

One of the main objectives of A-CDM is the evaluation of the "Target Take-Off Time" (TTOT) as thoroughly as possible in order to improve the "en-route" and "sector" planning by the European ATM; this can be reached by implementing a series of "DPI" (Departure Planning Information) sent to NMOC and a series of "EFD" (ETFMS Flight Data Messages) received by NMOC. Therefore APT CDM can be considered as the basis for connecting the APT to ATM system.

3.1.2. PRINCIPAL DEFINITIONS

SOBT (Scheduled Off-Block Time): in a coordinated APT is the APT slot assigned to a flight in a definite period.

TOBT (Target Off-Block Time): Time when the ACFT is estimated to be ready to move (doors closed, boarding bridge/stairs removed, push-back vehicle available and ready to start up), according to information from flight operational process evolution.

TSAT (Target Start-Up Approval Time): Time, computed on TOBT, when the start-up Clearance can be obtained by Fiume TWR, based on local constraints and CTOT allocation.

TTOT (Target Take-Off Time): Time, computed first on TOBT and later on TSAT, when ACFT is expected to take off from Fiumicino with its impact on the network.

3.1.3. SOBT AND EOBT

Three hours before EOBT and after receiving the ATC Flight Plan from ENAV systems, the A-CDM platform compares the EOBT with the APT slot. In case of inconsistencies between the APT slot and EOBT, it will be possible to view the expected alarms on the A-CDM platform.

The airline is responsible to check the compliance of the Flight Plan EOBT and the APT slot and to monitor alarms on A-CDM platform.

3.1.4. TOBT

TOBT is automatically calculated by A-CDM platform when the linked incoming flight enters in LIRR FIR (Rome ACC) or, for originating flights only, at EOBT -2h. Once the TOBT has been issued, AO/GH are responsible for its accuracy and it should be updated for changes of +/-5 minutes. In case of discrepancy of more than 15 minutes between TOBT and EOBT, AO/GH shall send a delay message (DLA) to NMOC. In this case the A-CDM platform generates an alarm. For other changes to the flight plan, the airlines shall send a CHG message.

TOBT can be updated by AO/GH without limitations until TSAT issue (TOBT-40 minutes). Thereafter it can be updated up to a maximum of 3 times; otherwise the flight is removed by the pre-departure sequence and, when a new TOBT is input, it is rescheduled with lower priority.

TOBT is cancelled if the ACFT is not READY within TOBT.

TOBT has to be cancelled by AO/GH in case of lack of information on the reliability of the information included in the platform (e.g. ACFT with technical problems).

3. DEPARTURE

In case of TOBT cancellation, TSAT is cancelled too: AO/GH are responsible of the new TOBT input which shall be at least 5 minutes after the input clock time and/or from the previous value. The new TSAT will be given in accordance with the new TOBT.

Since TOBT plays a fundamental role in the APT process, the accuracy of the data is indispensable, both in terms of its reliability and of timeliness of the communication in case of update.

3.1.5. TSAT

TSAT is calculated by ENAV system according to the TOBT and it is communicated to the AO/GH through the A-CDM platform. As for TOBT, also TSAT is updated for changes of +/-5 minutes.

TSAT is issued at TOBT-40 minutes and takes into account, besides confirmed TOBT, those aspects of the ongoing situation at Fiumicino APT (e.g. runway in use) and those related to external factors dependent on the network (e.g. CTOT).

The start-up clearance by Fiume TWR will be in accordance with TSAT and the actual traffic situation.

3.1.6. TTOT

TTOT calculated from TOBT is the time when the ACFT is expected to take off basing on the expected ready communication given by AO/GH.

TTOT calculated from TSAT is the time when the ACFT is expected to take off basing on the ATC systems elaborations aimed to optimize the sequence at the holding point.

3.1.7. START-UP AND PUSH-BACK

The start-up clearance will take place after the READY and in accordance with the AMS procedure that is being defined.

Pilot-in-Command can ask for start-up authorization and clearance within TSAT +/- 5 minutes.

Fiume Delivery will give the start-up authorization and the clearance taking into account TSAT and the actual traffic condition on the APT.

Push-Back approval must be requested not later than 5 minutes after Start-Up authorization and Start-up clearance (ASAT) and it shall start within 2' from ASAT.

If the operations delays exceed the expected tolerance windows, the flight will be asked to re-contact Fiume Rampa and input a new TOBT.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. 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.

3.2.2. PROCEDURES

3.2.2.1. 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.

3.2.2.2. 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.

3.3. 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.

3.4. RWY OPERATIONS

3.4.1. 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.

3.4.2. 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.

3.4.3. 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. . . .".

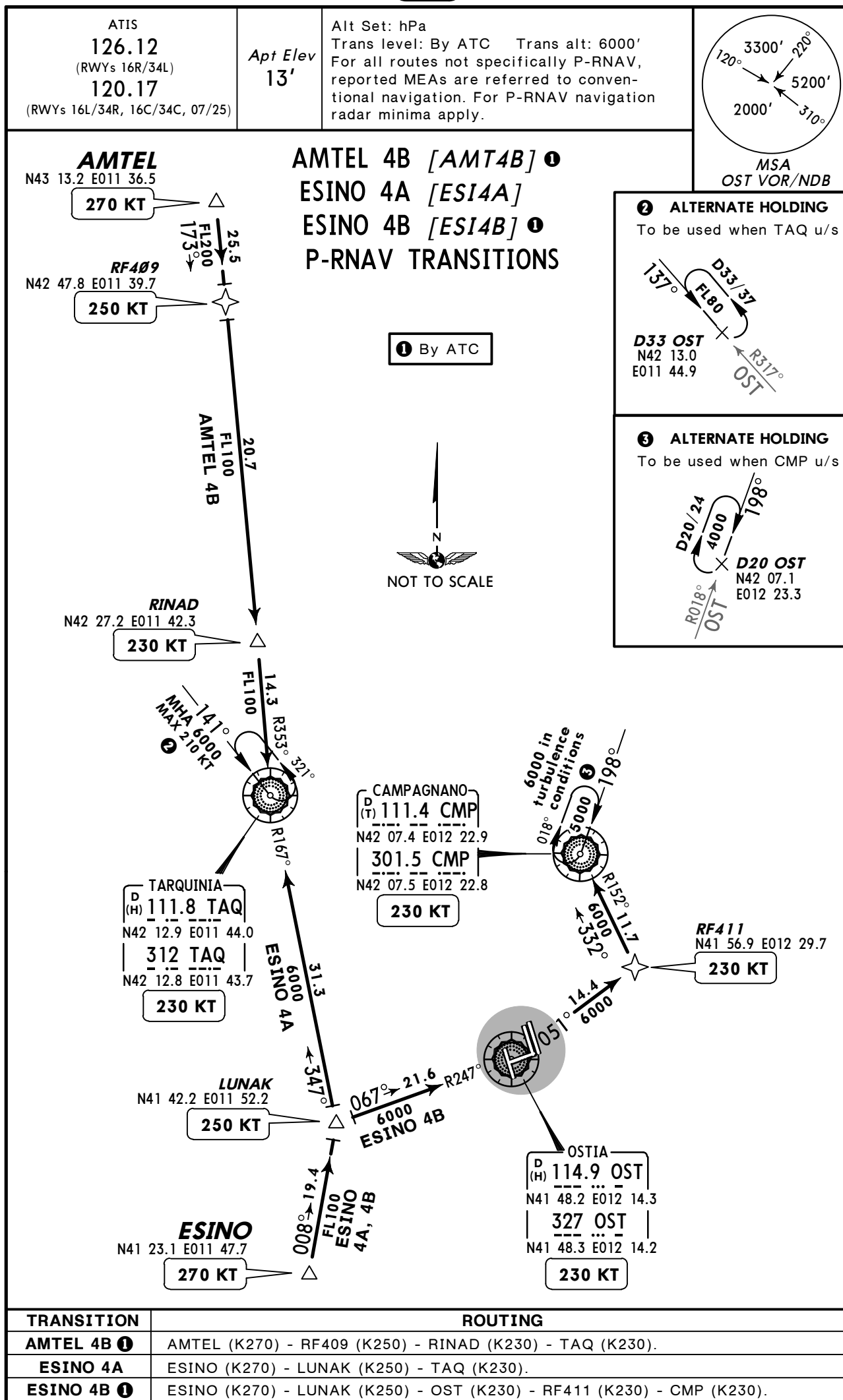
3.4.4. MINIMUM RWY OCCUPANCY TIME

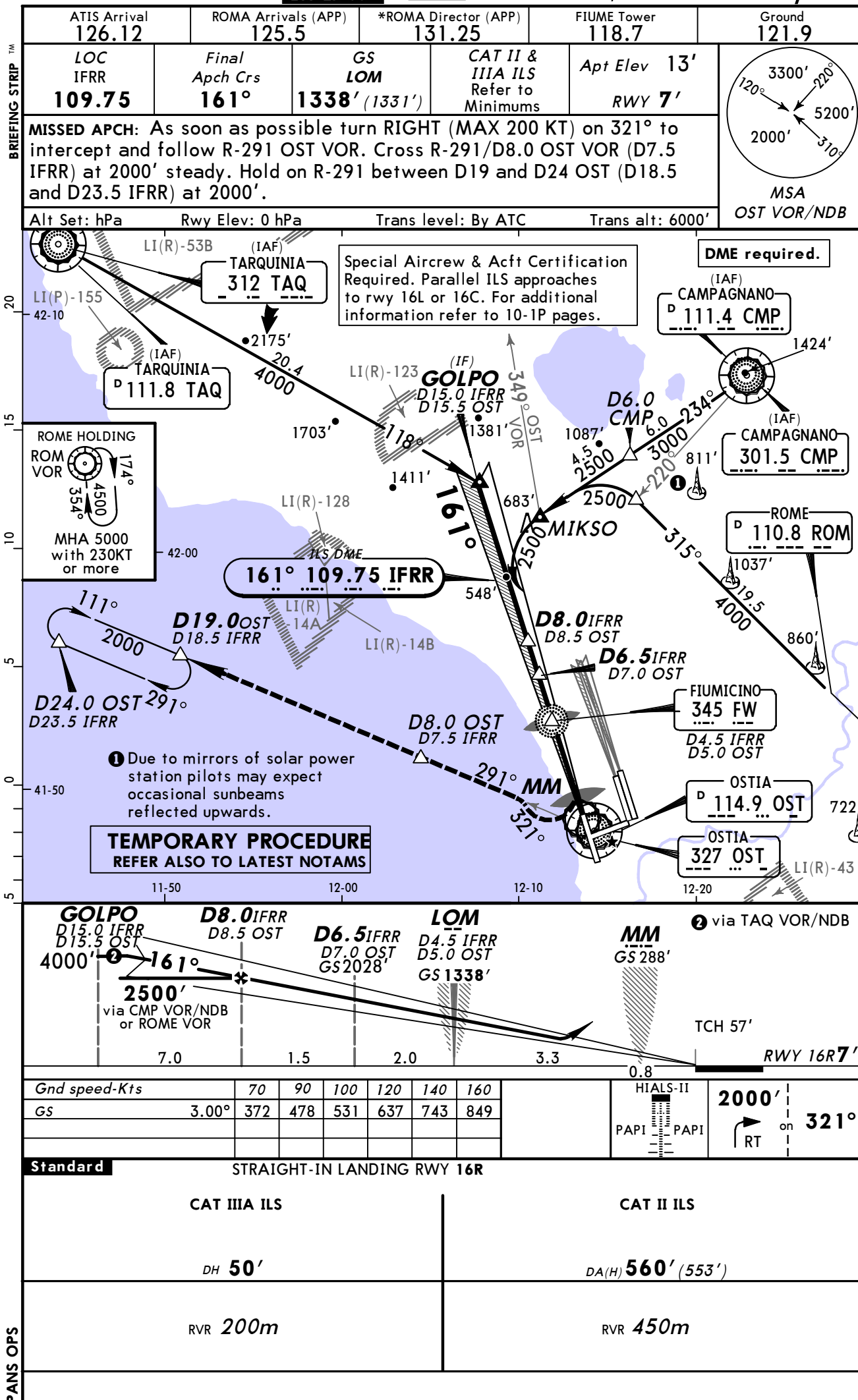
In order to maximize APT capacity following procedures are applied:

- 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.

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.



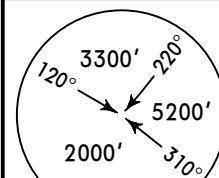




ATIS
126.12
(RWYs 16R/34L)
120.17
(RWYs 16L/34R, 16C/34C, 07/25)

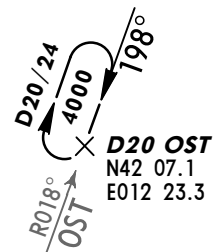
Apt Elev
13'

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.



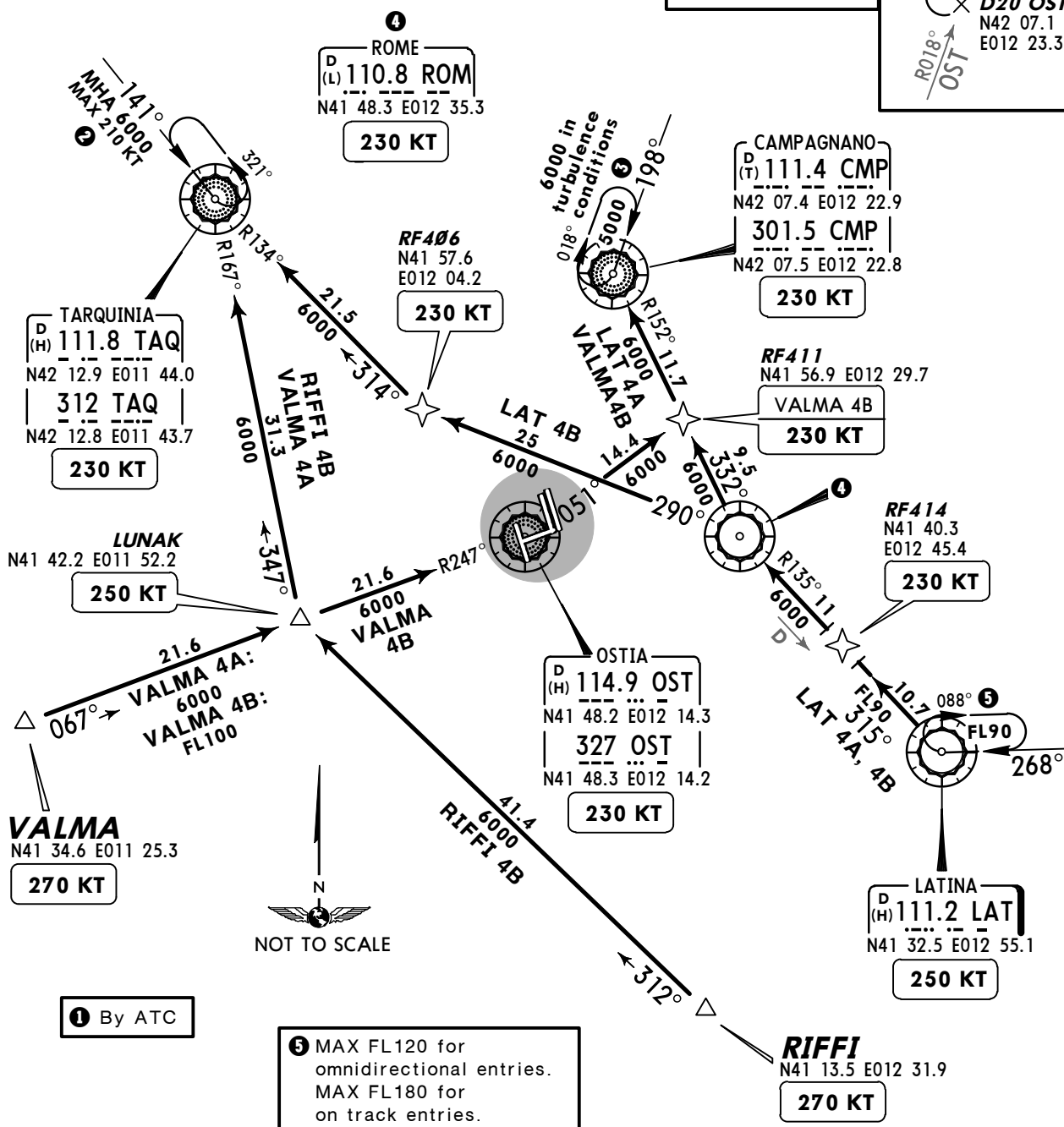
MSA
OST VOR/NDB

③ ALTERNATE
HOLDING
To be used
when CMP u/s



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

② ALTERNATE
HOLDING
To be used
when TAQ u/s

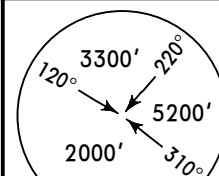


TRANSITION	ROUTING
LAT 4A	LAT (K250) - RF414 (K230) - ROM (K230) - CMP (K230).
LAT 4B ①	LAT (K250) - RF414 (K230) - ROM (K230) - RF406 (K230) - TAQ (K230).
RIFFI 4B ①	RIFFI (K270) - LUNAK (K250) - TAQ (K230).
VALMA 4A	VALMA (K270) - LUNAK (K250) - TAQ (K230).
VALMA 4B ①	VALMA (K270) - LUNAK (K250) -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

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

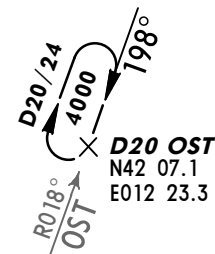
Apt Elev
13'

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.

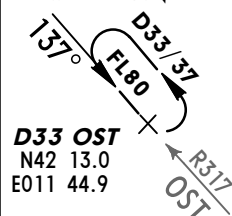


MSA
OST VOR/NDB

③ ALTERNATE HOLDING
To be used
when CMP u/s



② ALTERNATE HOLDING
To be used
when TAQ u/s



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

ELKAP

N42 43.3
E010 38.6

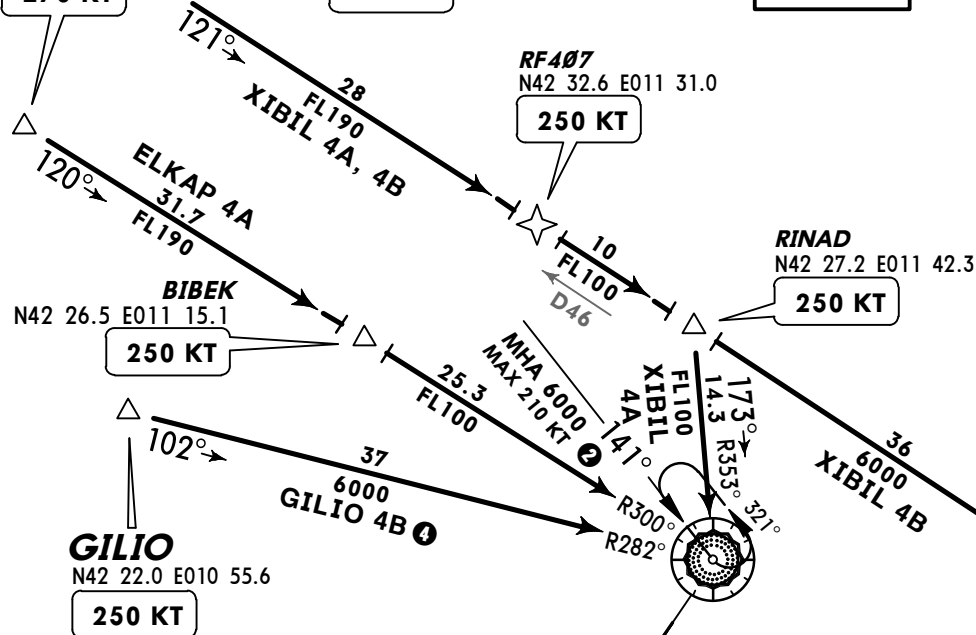
270 KT

XIBIL

N42 47.8 E010 59.0

270 KT

① By ATC



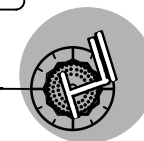
④ Only for PROP ACFT
at or below FL170.



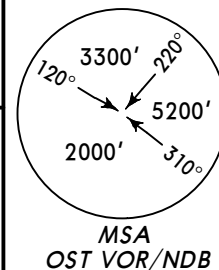
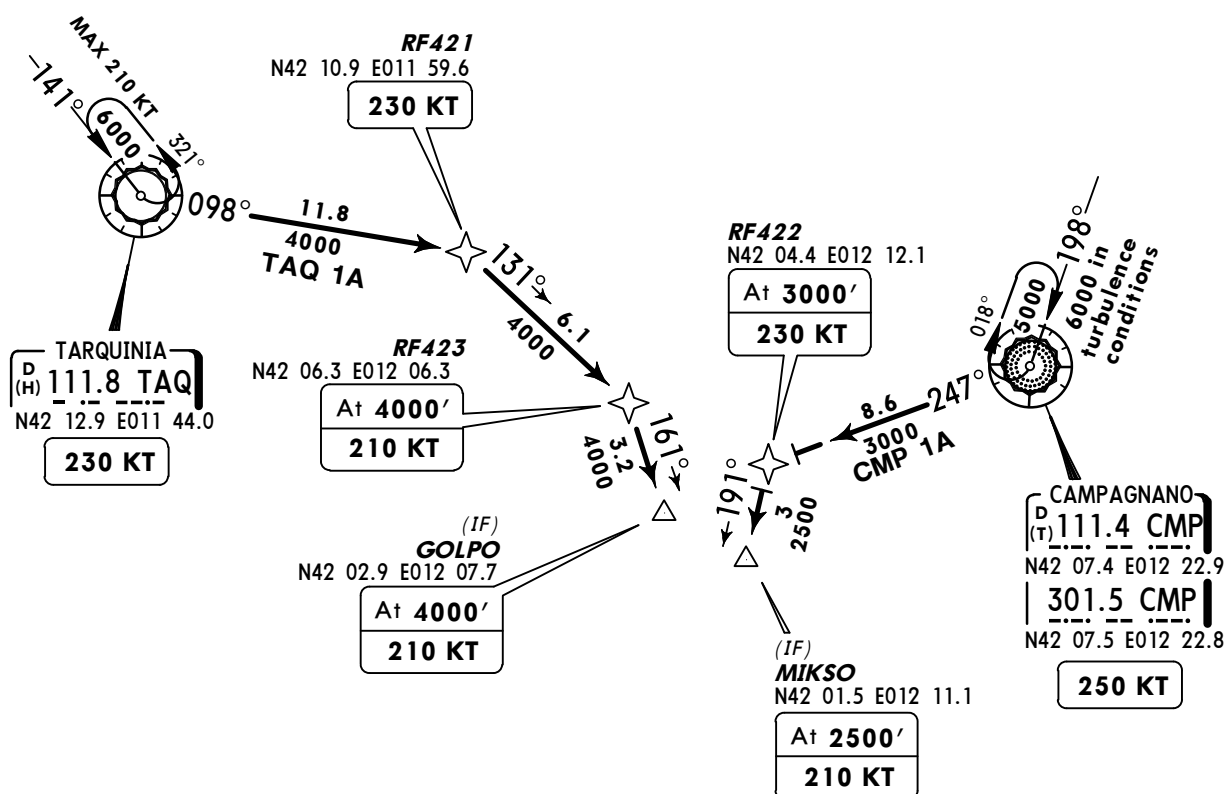
TARQUINIA
D(H) **111.8 TAQ**
N42 12.9 E011 44.0
312 TAQ
N42 12.8 E011 43.7
230 KT

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

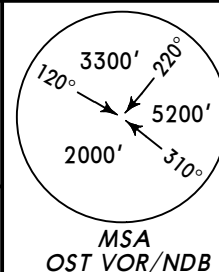
Direct distance from GOLPO to:
Fiumicino Apt **16NM**
Direct distance from MIKSO to:
Fiumicino Apt **14NM**

STAR	ROUTING
CMP 1A	CMP (K250) - RF422 (3000'; K230) - MIKSO (2500'; K210).
TAQ 1A	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

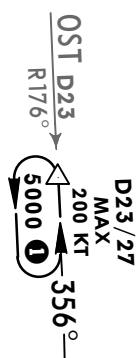
RIFFI 1D [RIF11D]

RWYS 34L/C/R ARRIVALS

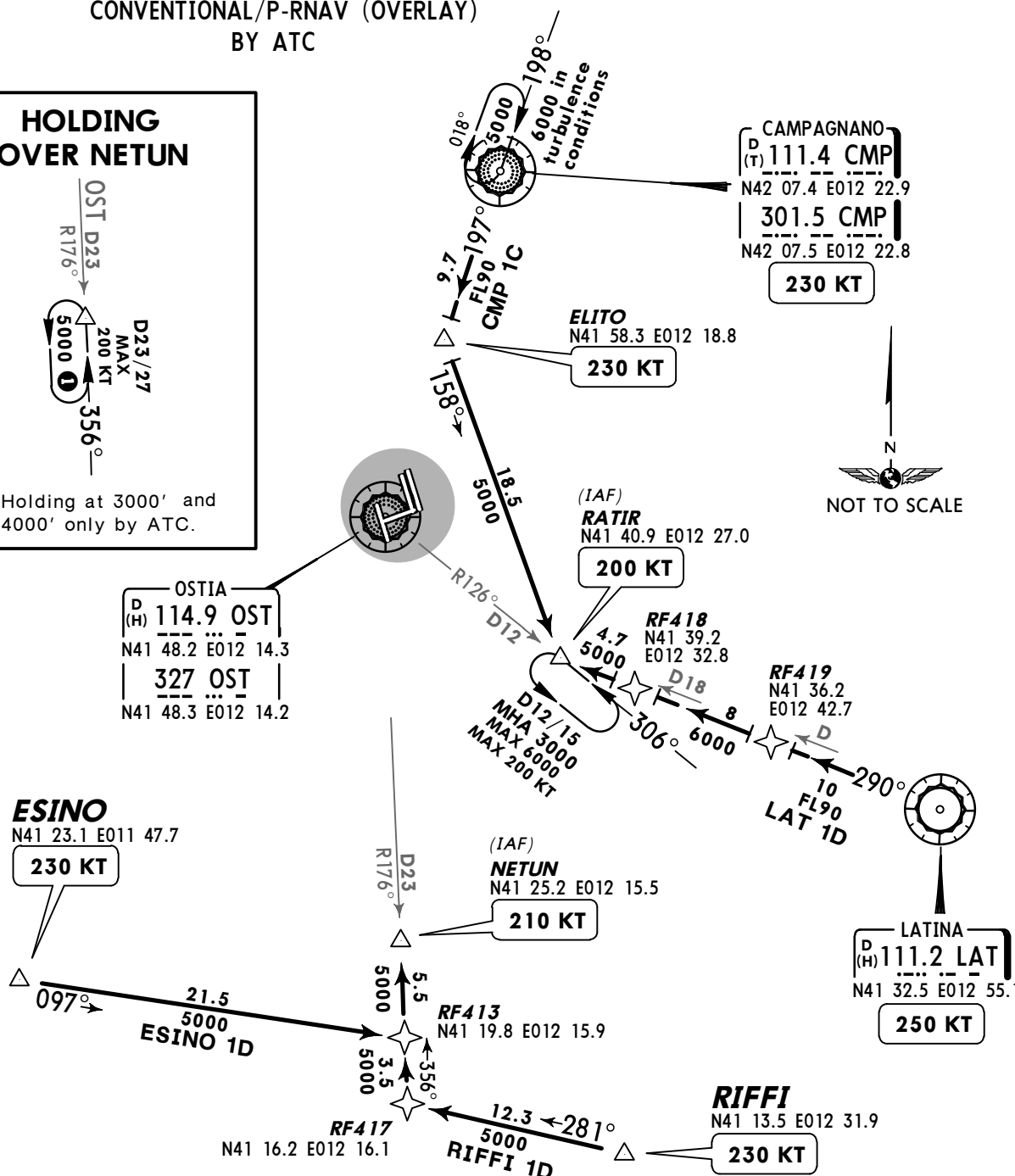
CONVENTIONAL/P-RNAV (OVERLAY)

BY ATC

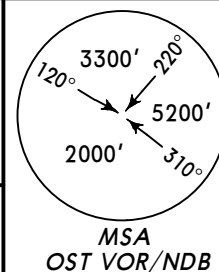
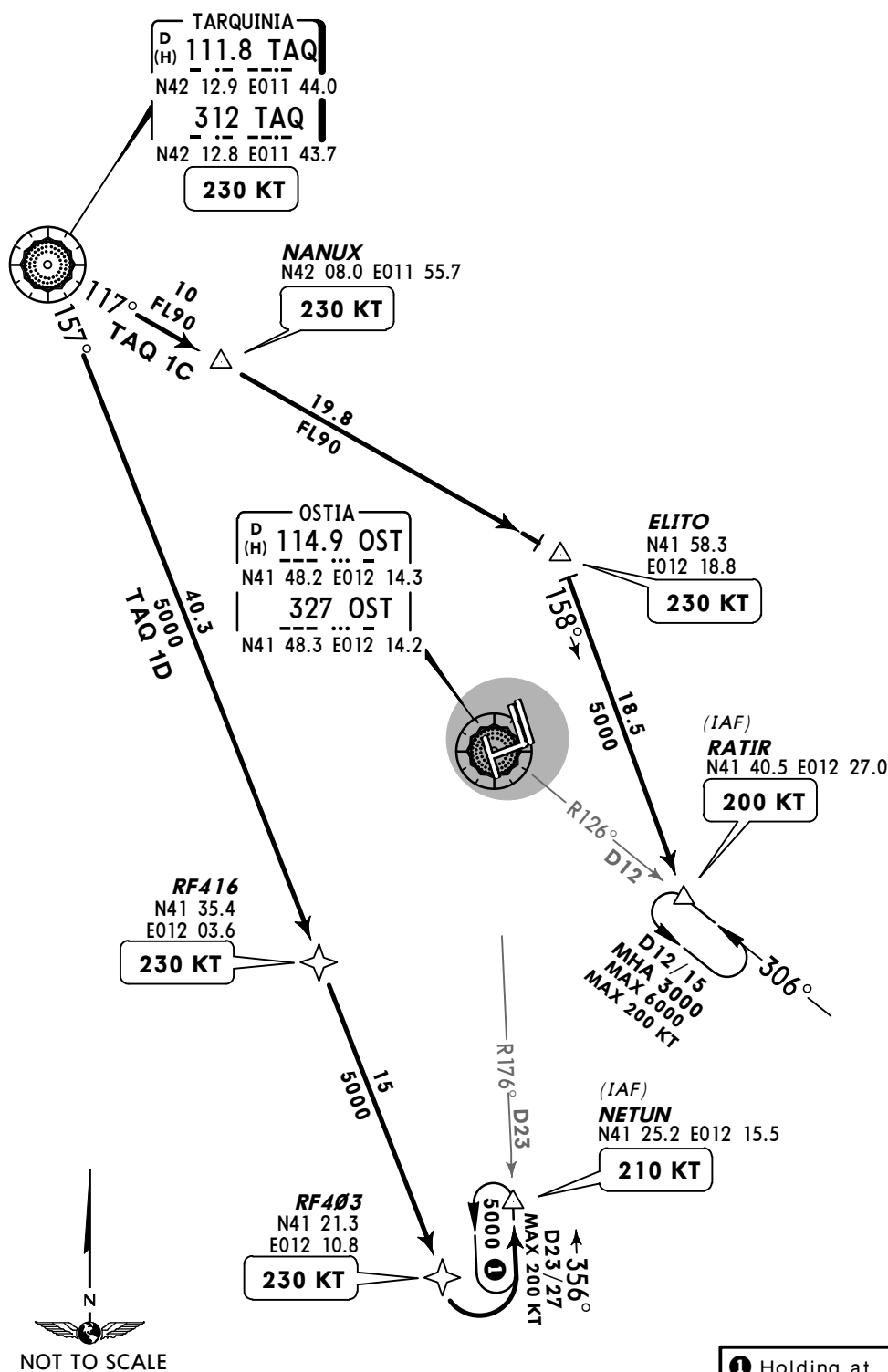
**HOLDING
OVER NETUN**



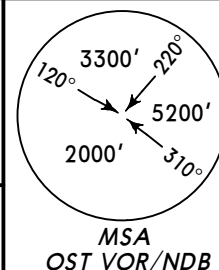
① Holding at 3000' and
4000' only by ATC.



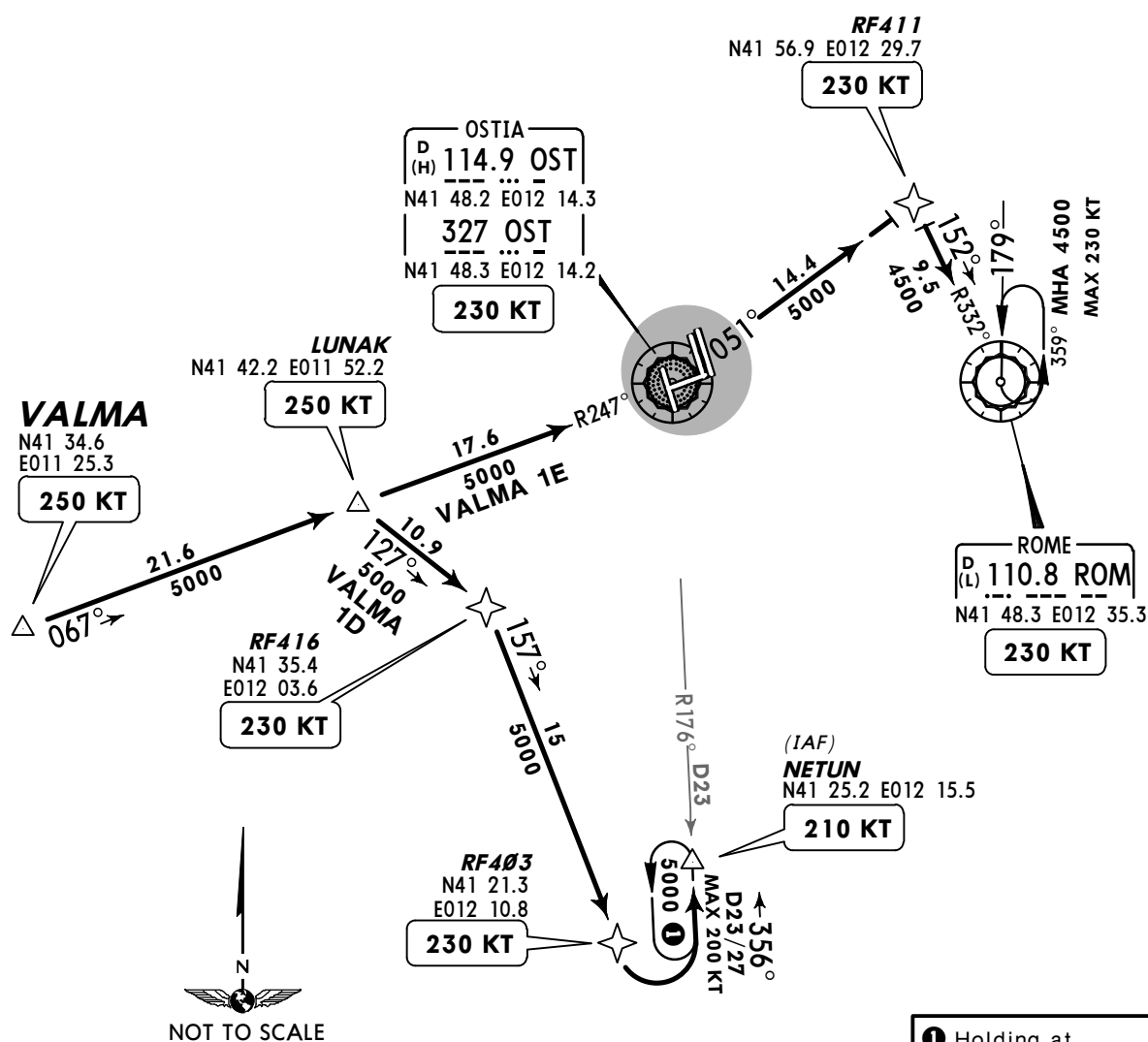
STAR	ROUTING
CMP 1C	CMP (K230) - ELITO (K230) - RATIR (K200).
ESINO 1D By ATC	ESINO (K230) - RF413 - NETUN (K210).
LAT 1D By ATC	LAT (K250) - RF419 - RF418 - RATIR (K200).
RIFFI 1D By ATC	RIFFI (K230) - RF417 - NETUN (K210).

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.

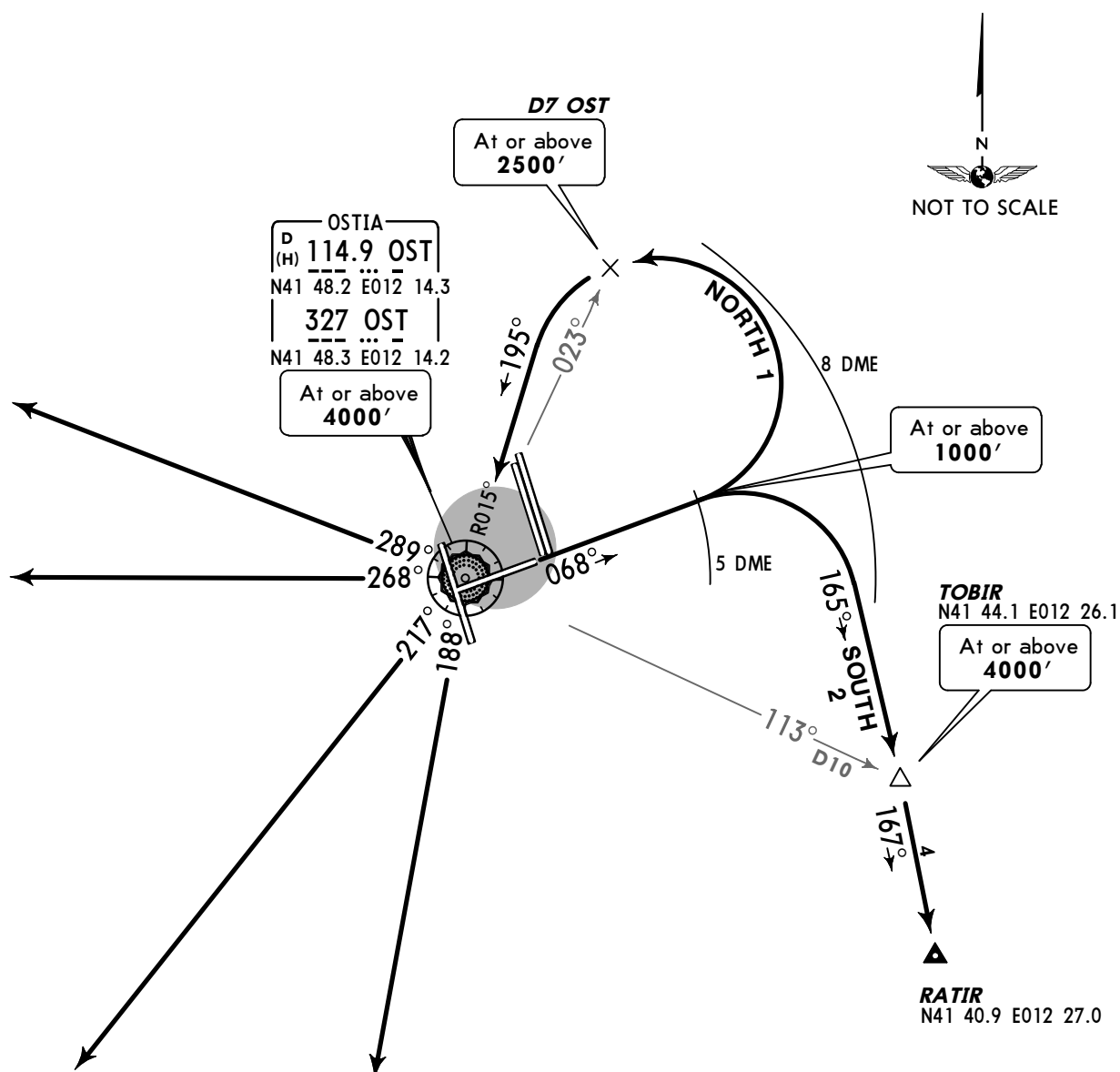
STAR	ROUTING
VALMA 1D	VALMA (K250) - LUNAK (K250) - RF416(K230) - RF403 (K230) - NETUN (K210).
VALMA 1E	VALMA (K250) - LUNAK (K250) - OST(K230) - RF411 (K230) - ROM (K230).

INITIAL CLIMB	REFER TO CHART
NORTH 1, SOUTH 2	10-3B
ERNEN 5A, RAVAL 5A SOSAK 5A, XIBRI 5A	10-3C
EKLOS 5R, ERNEN 5L RAVAL 5L, 5R, SOSAK 5R	10-3D
ERNEN 5K, RAVAL 5K SOSAK 5B, XIBRI 5B	10-3E
ERNEN 5J, RAVAL 5J SOSAK 5C, XIBRI 5C	10-3F
ERNEN 5B, 5C, RAVAL 5B, 5C	10-3G
ERNEN 5E, RAVAL 5E SOSAK 5E, XIBRI 5E	10-3H
ERNEN 5Y, RAVAL 5Y, SOSAK 5Y	10-3J
EKLOS 5M, ERNEN 5M RAVAL 5M, SOSAK 5M	10-3K
EKLOS 5D, RAVAL 5D RAVDU 5D, SOSAK 5D	10-3L
RAVAL 5F, RAVDU 5F, SOSAK 5F	10-3M
EKLOS 5X, RAVAL 5X 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 GISPA 7A	10-3W
GILIO 7E, NEMBO 5A, PODOX 6E 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.

Trans level: By ATC Trans alt: 6000'

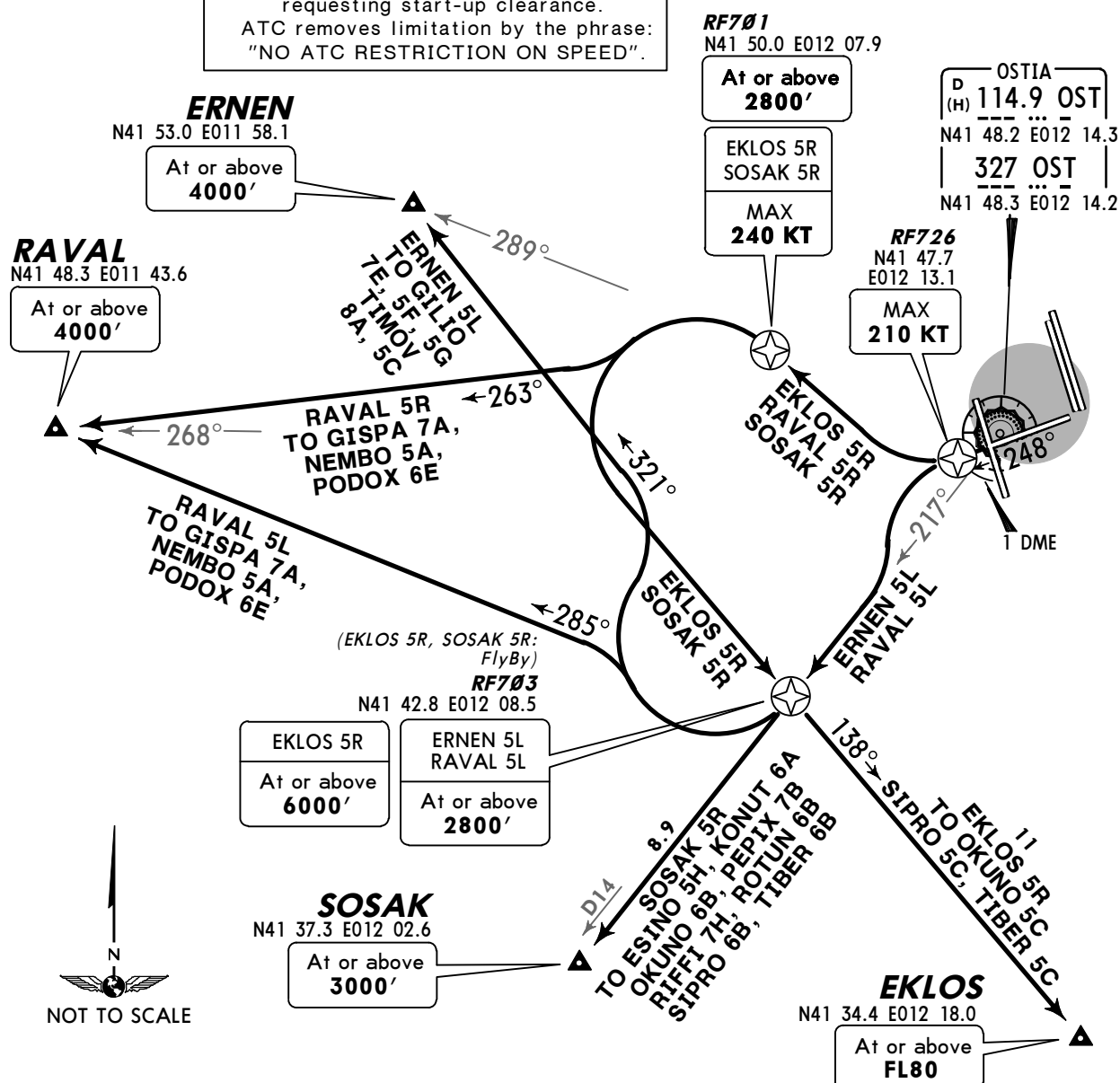
1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.
3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.

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 5R [EKLO5R], ERNEN 5L [ERNE5L]
RAVAL 5L [RAVA5L], RAVAL 5R [RAVA5R]
SOSAK 5R [SOSA5R]
RWY 25 P-RNAV 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".



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
EKLOS 5R	(410'+) - RF726 (K210-) - RF701 (2800'+; K240-) - RF703 (6000'+) - EKLOS (FL80+).
ERNEN 5L	(410'+) - RF726 (K210-) - RF703 (2800'+) - ERNEN (4000'+).
RAVAL 5L	(410'+) - RF726 (K210-) - RF703 (2800'+) - RAVAL (4000'+).
RAVAL 5R	(410'+) - RF726 (K210-) - RF701 (2800'+) - RAVAL (4000'+).
SOSAK 5R	(410'+) - RF726 (K210-) - RF701 (2800'+; K240-) - RF703 - SOSAK (3000'+).

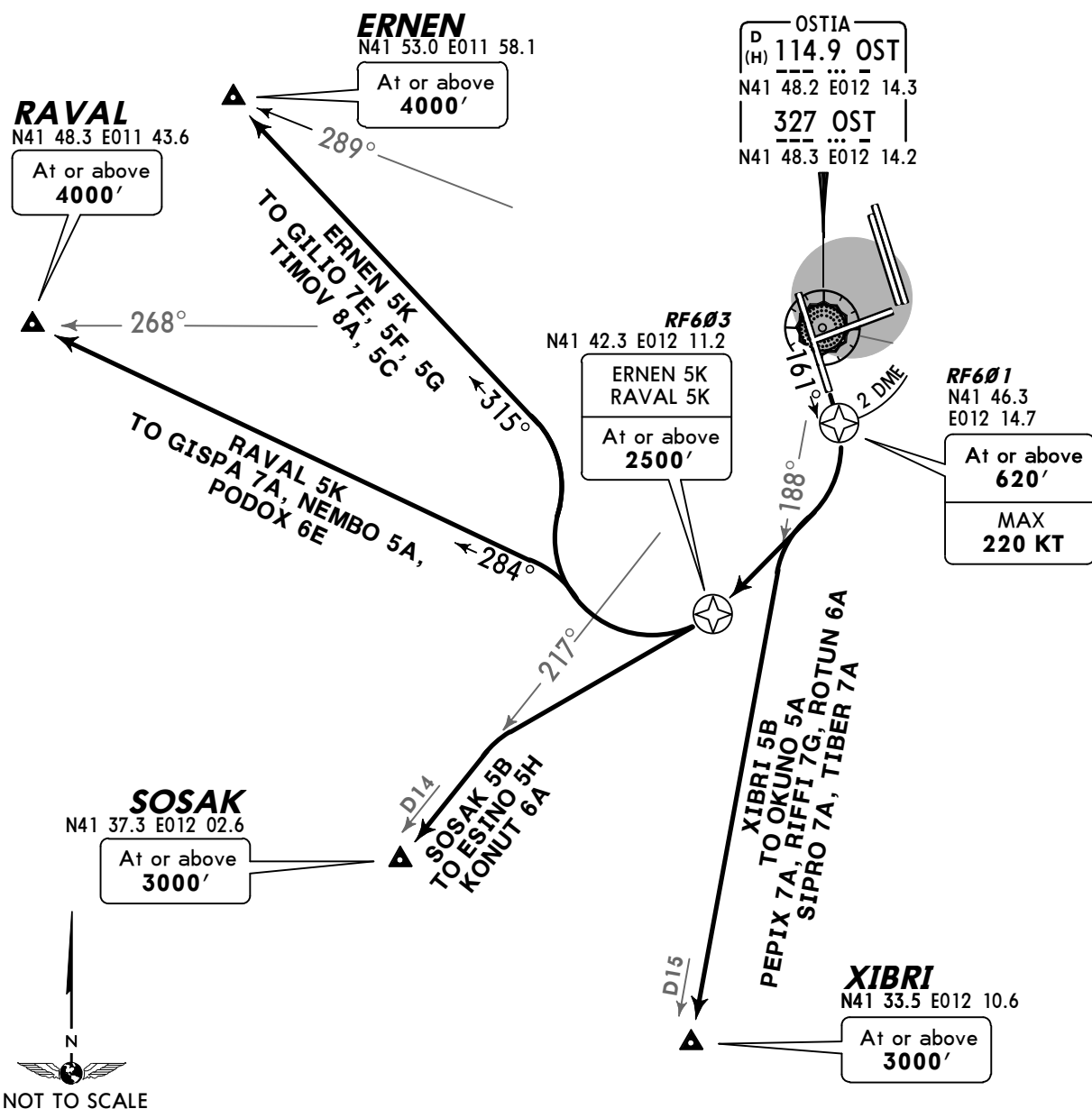
ROMA Departure (APP)
130.9Apt Elev
13'

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 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'+).

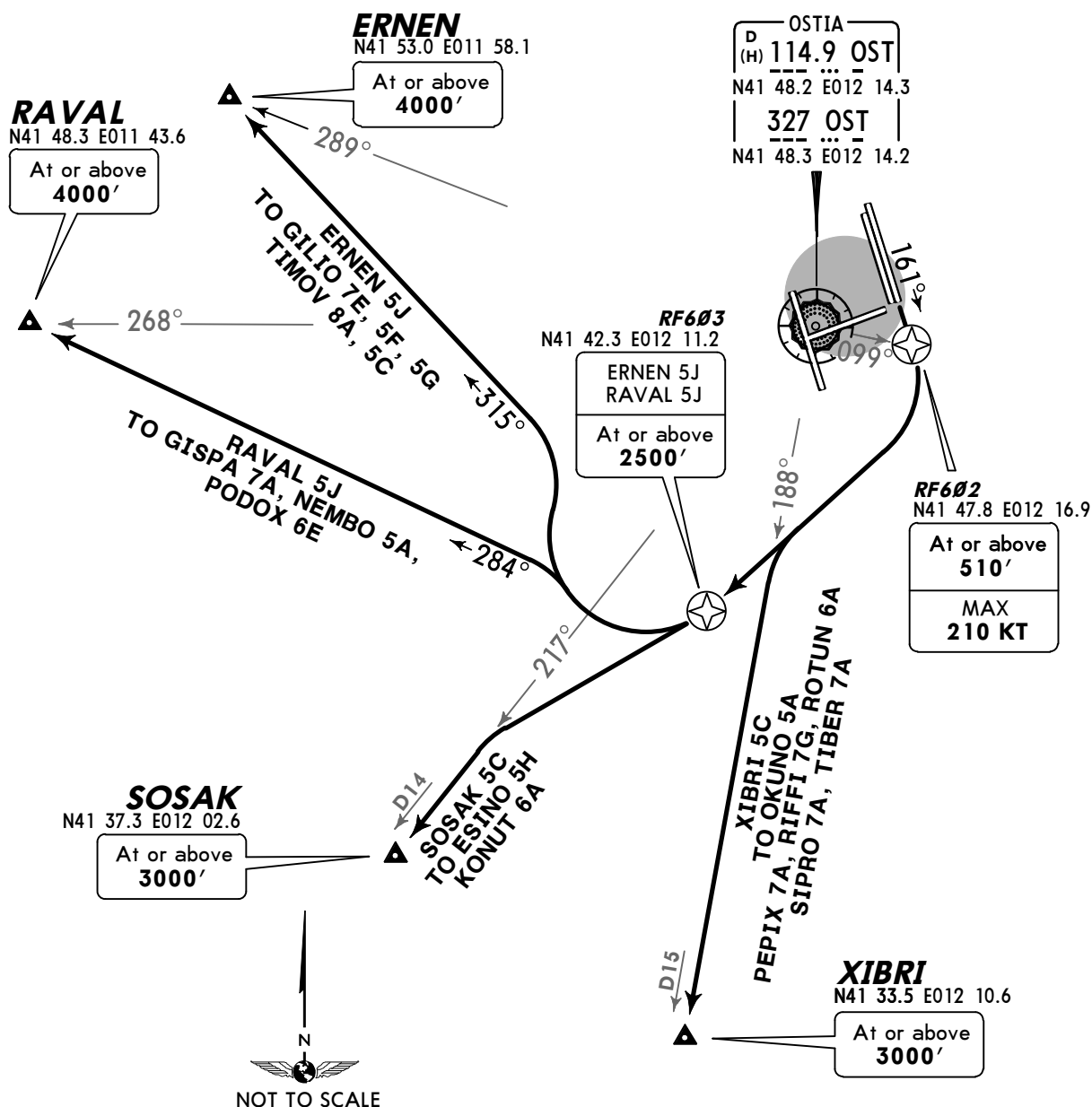
ROMA Departure (APP)
130.9Apt Elev
13'

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'

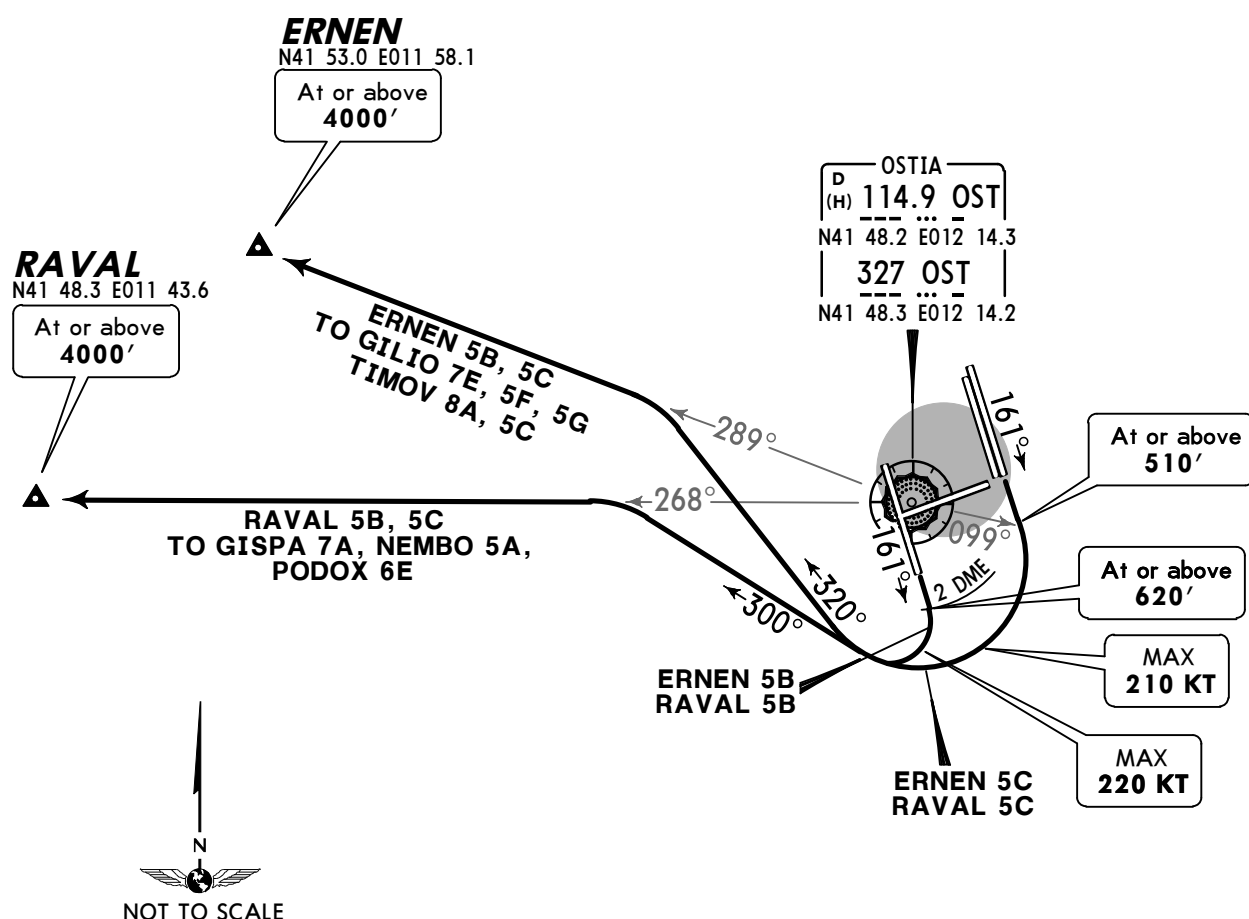
Trans level: By ATC Trans alt: 6000'

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

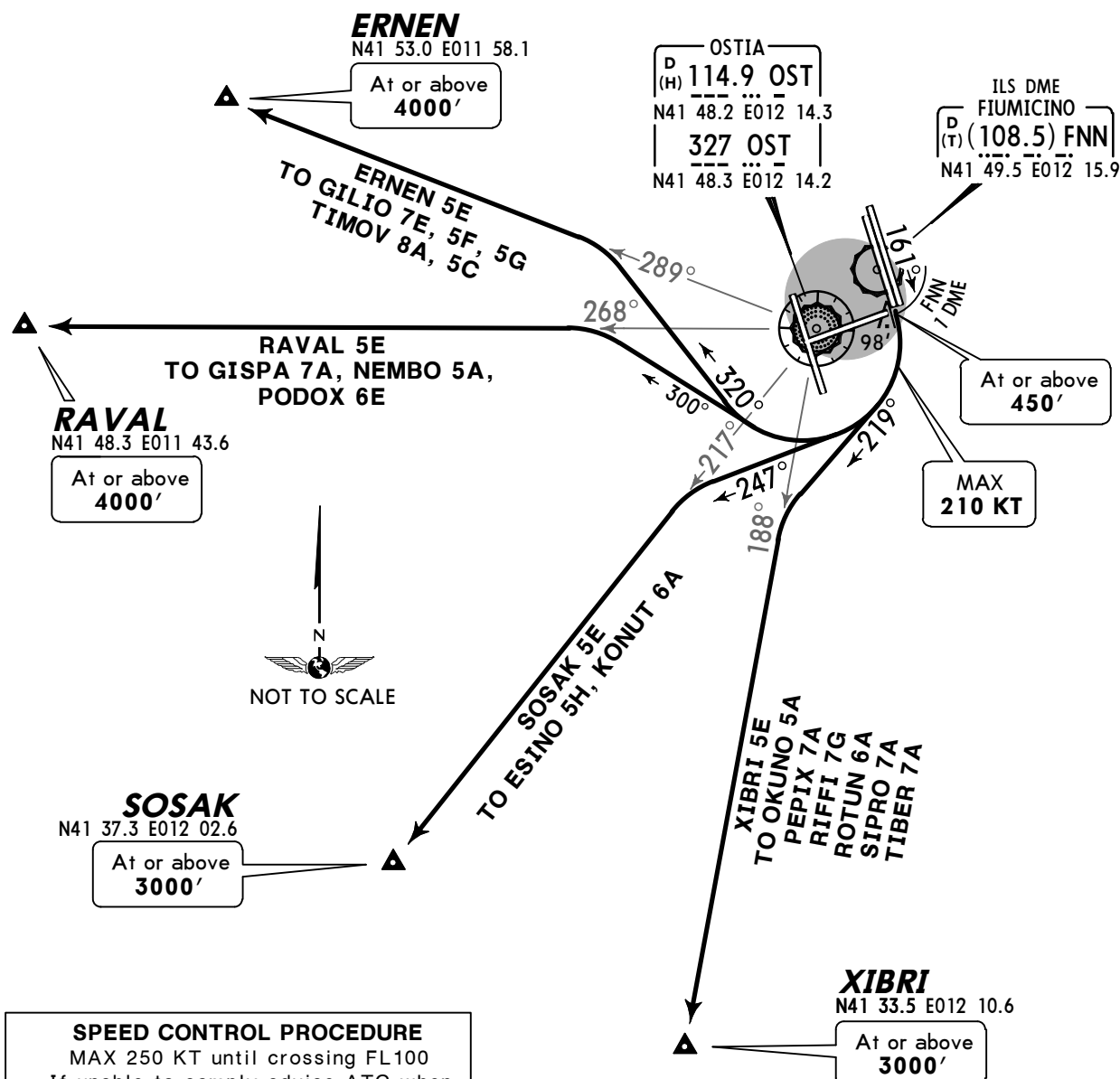
MAX 250 KT until crossing FL100
If unable to comply advise ATC when
requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



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

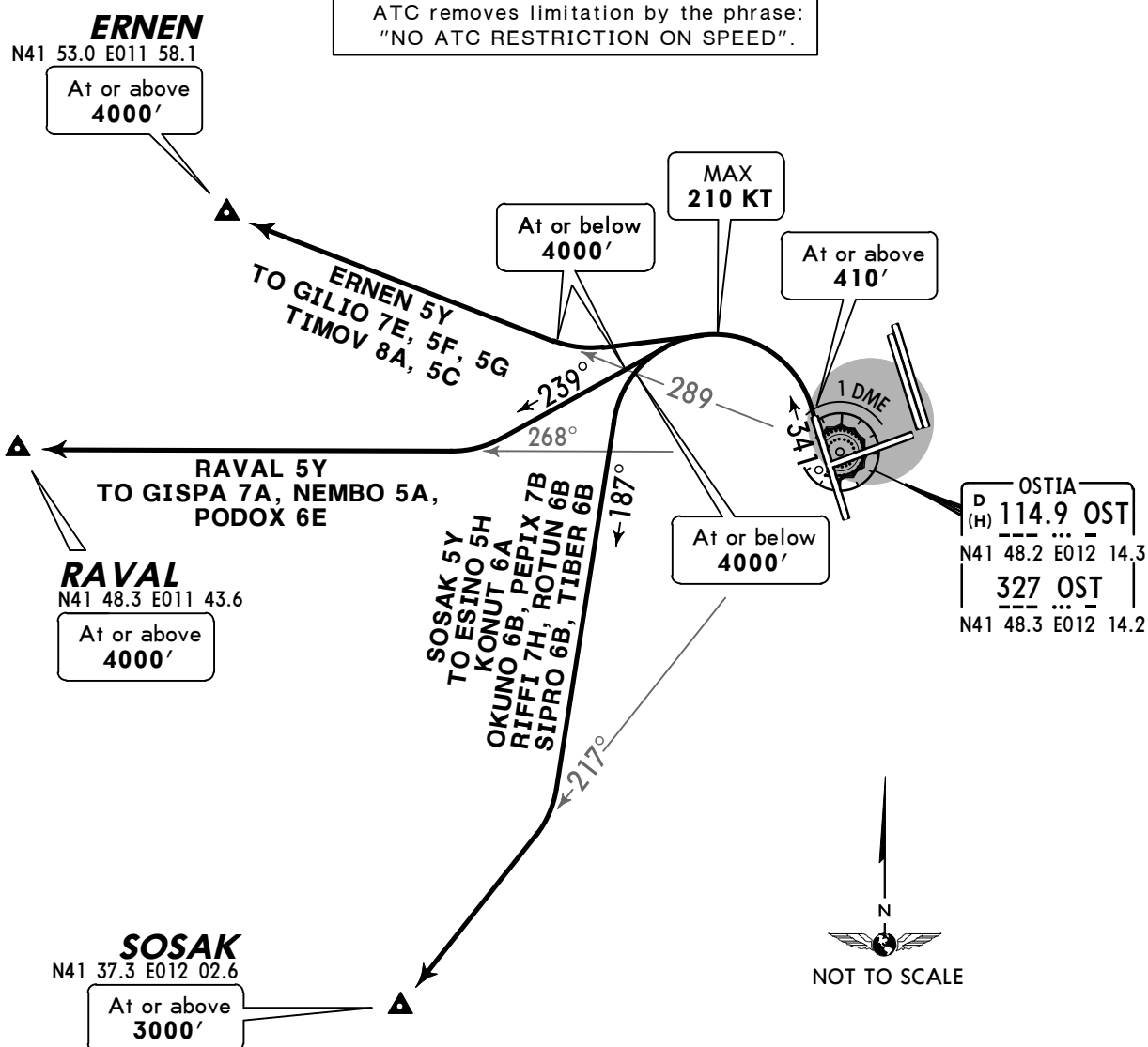
Trans level: By ATC Trans alt: 6000'

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".

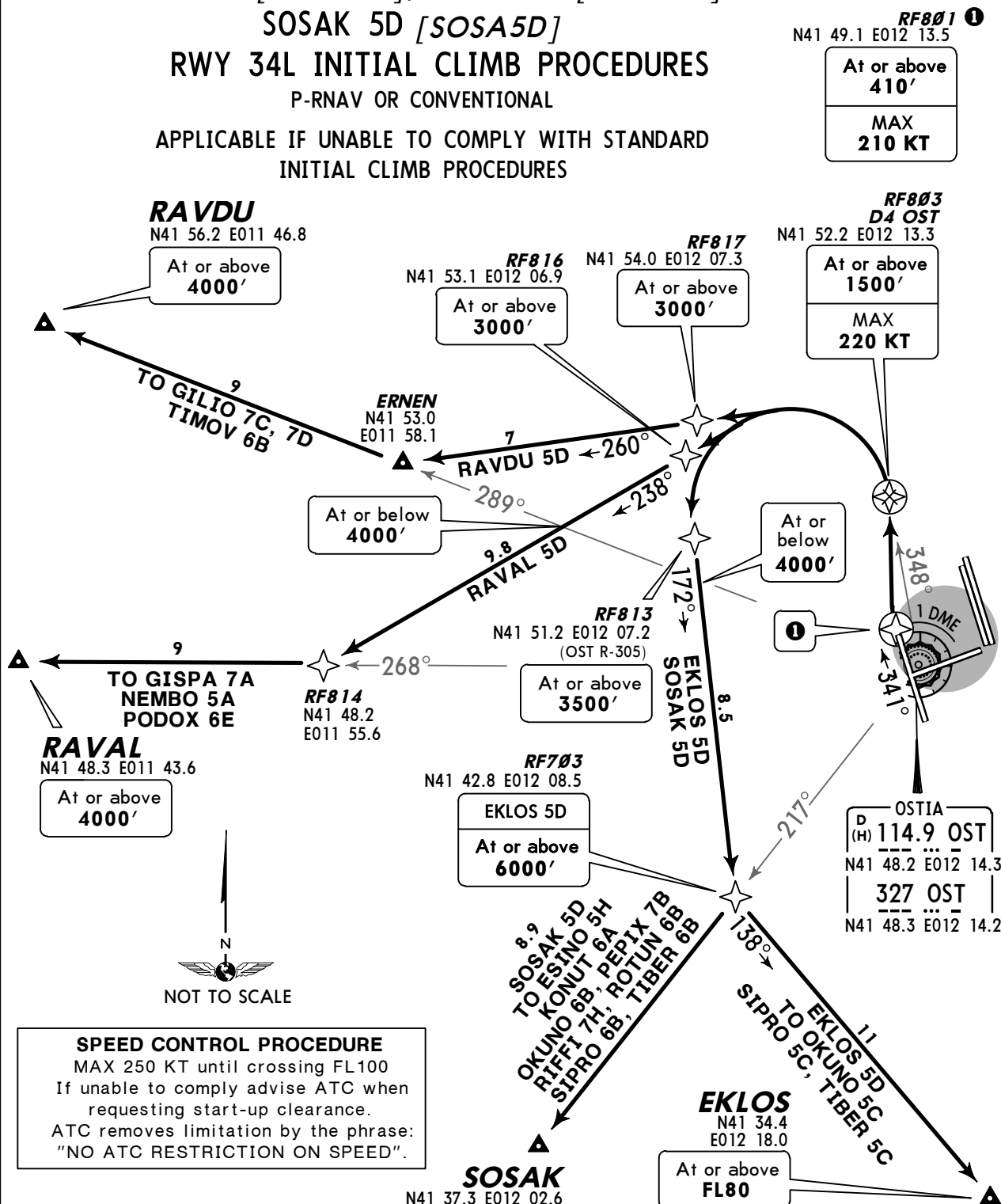
**INITIAL CLIMB**

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.

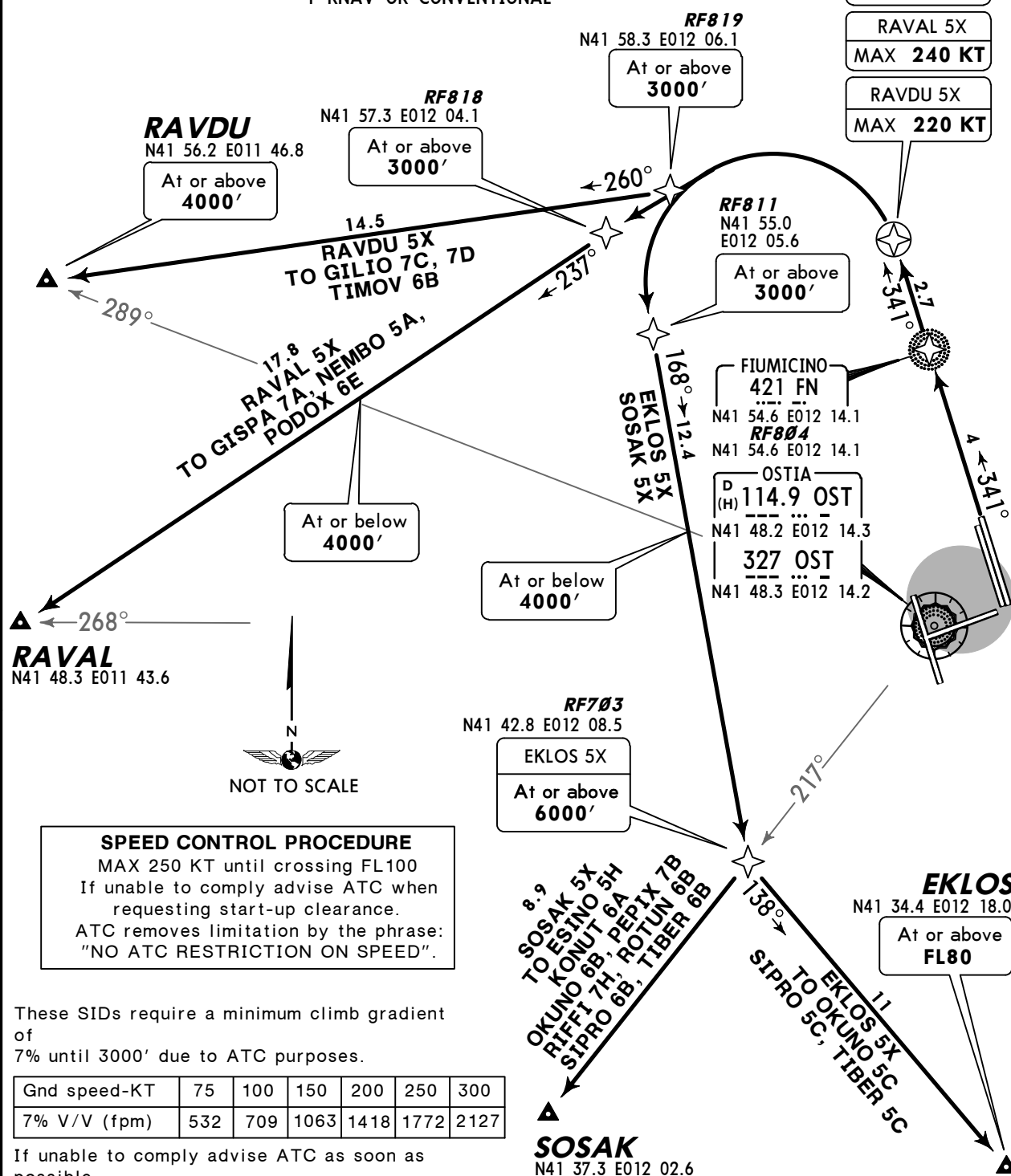
EKLOS 5D [EKLO5D]
RWY 34L P-RNAV INITIAL CLIMB PROCEDURE
RAVAL 5D [RAVA5D], RAVDU 5D [RAVD5D]
SOSAK 5D [SOSA5D]
RWY 34L INITIAL CLIMB PROCEDURES
P-RNAV OR CONVENTIONAL
APPLICABLE IF UNABLE TO COMPLY WITH STANDARD
INITIAL CLIMB PROCEDURES



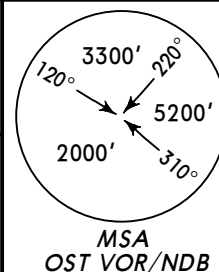
SID	INITIAL CLIMB/ROUTING
EKLOS 5D	RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF813 (3500'+) - RF703 (6000'+) - EKLOS (FL80+).
RAVAL 5D	RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF816 (3000'+) - RF814 - RAVAL (4000'+).
RAVDU 5D	RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF817 (3000'+) - ERNEN - RAVDU (4000'+).
SOSAK 5D	RF801 (410'+; K210-) - RF803 (1500'+; K220) - RF813 (3500'+) - RF703 - 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 5X [EKLO5X]
RWY 34R P-RNAV INITIAL CLIMB PROCEDURE
RAVAL 5X [RAVA5X], RAVDU 5X [RAVD5X]
SOSAK 5X [SOSA5X]
RWY 34R INITIAL CLIMB PROCEDURES
P-RNAV OR CONVENTIONAL



SID	INITIAL CLIMB/ROUTING
EKLOS 5X	(420'+) - RF804 - RF809 (2500'+; K230-) - RF811 (3000'+) - RF703 (6000'+) - EKLOS (FL80+).
RAVAL 5X	(420'+) - RF804 - RF809 (2500'+; K240-) - RF818 (3000'+) - RAVAL.
RAVDU 5X	(420'+) - RF804 - RF809 (2500'+; K220-) - RF819 (3000'+) - RAVDU (4000'+).
SOSAK 5X	(420'+) - RF804 - RF809 (2500'+; K230-) - RF811 (3000'+) - RF703 - 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.

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

D

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

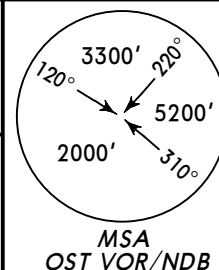
N41 31.0 E012 24.6

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.

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.

OKUNO 5A [OKU5A]
OKUNO 6B [OKU6B]
OKUNO 5C [OKU5C]
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'

OKUNO 6B

XIBRI
N41 33.5 E012 10.6
At or above
3000'

OKUNO 5A

EKLOS
N41 34.4 E012 18.0

OKUNO 6B
At or above
6000'

OKUNO 5C
At or above
FL80

RF513
N42 02.3 E012 48.4
At or above
FL110

OKUNO
N42 06.4
E012 58.4

ROME
D (L) 110.8 ROM
N41 48.3 E012 35.3

RF512
N41 38.8 E012 23.5

OKUNO 6B
At or above
FL80

RF511
N41 31.0 E012 24.6
At or above
6000'



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.

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

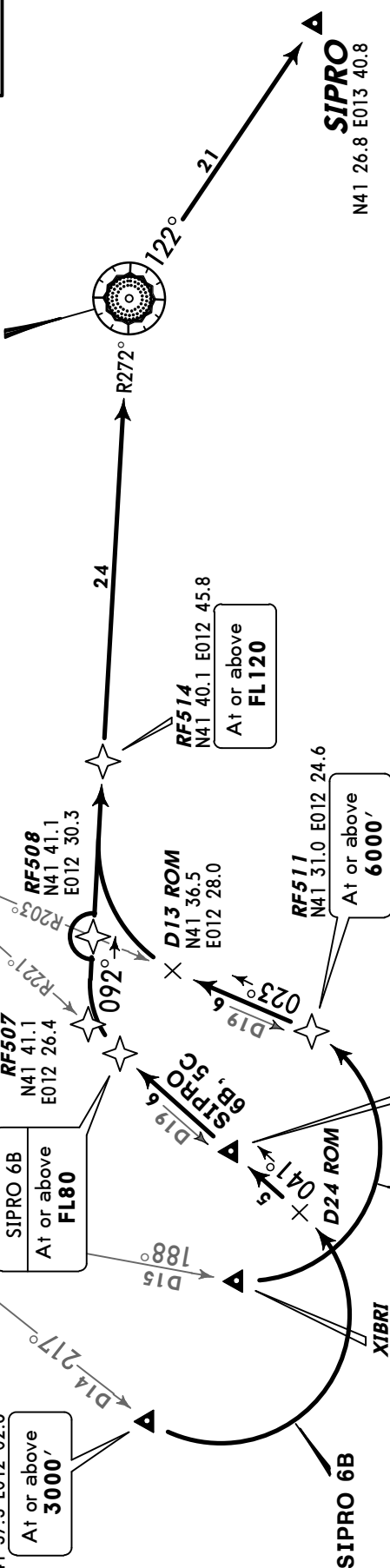


N41 26.8 E013 40.8



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

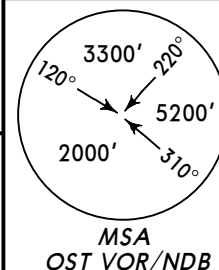
SOSAK
N41 37.3 E012 02.6



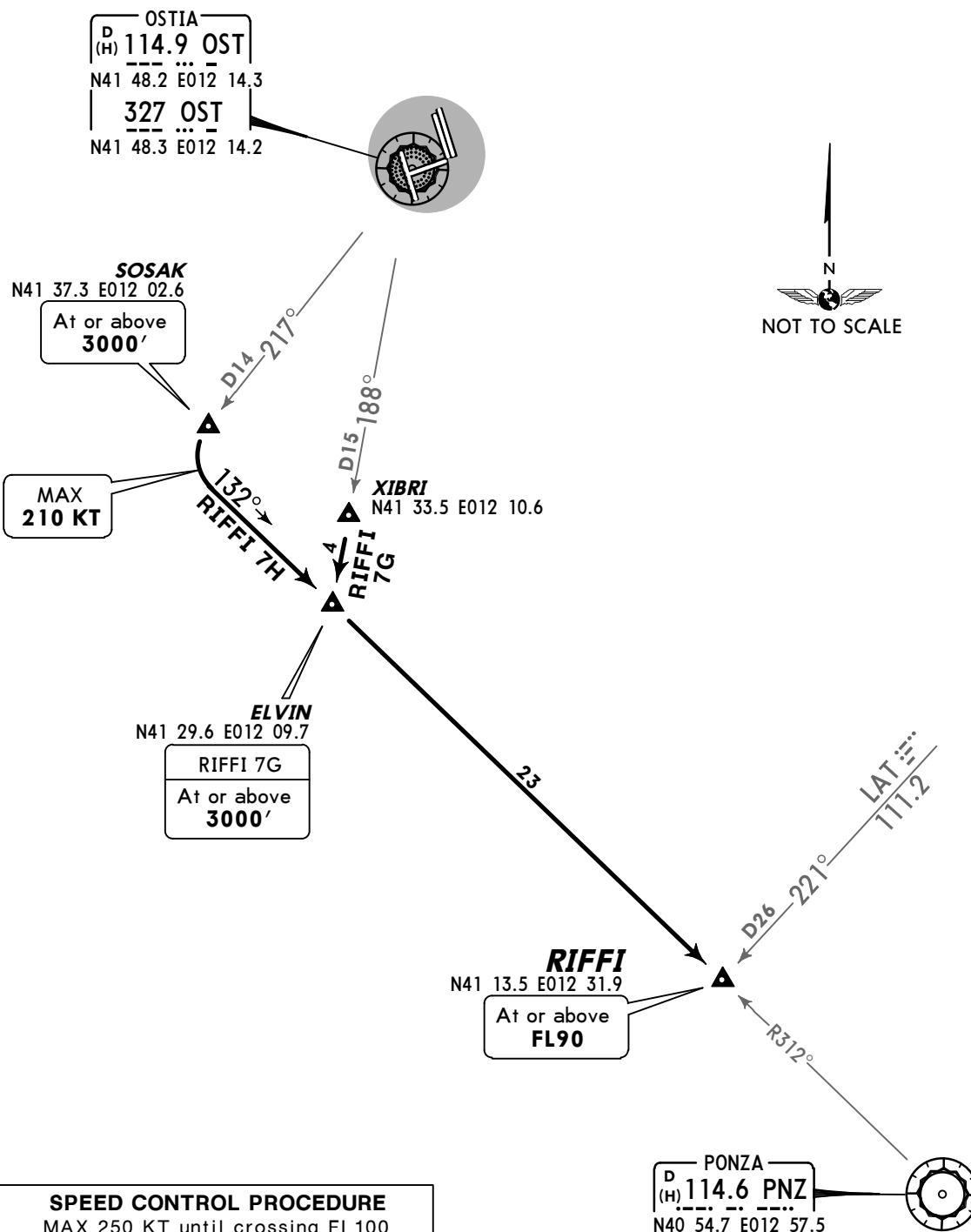
SPEED CONTROL PROCEDURE

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
SIPRO 7A	At XIBRI turn LEFT, intercept ROM R-203 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.
SIPRO 6B	At SOSAK turn LEFT, intercept ROM R-221 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.
SIPRO 5C	At EKLOS intercept ROM R-221 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.

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".

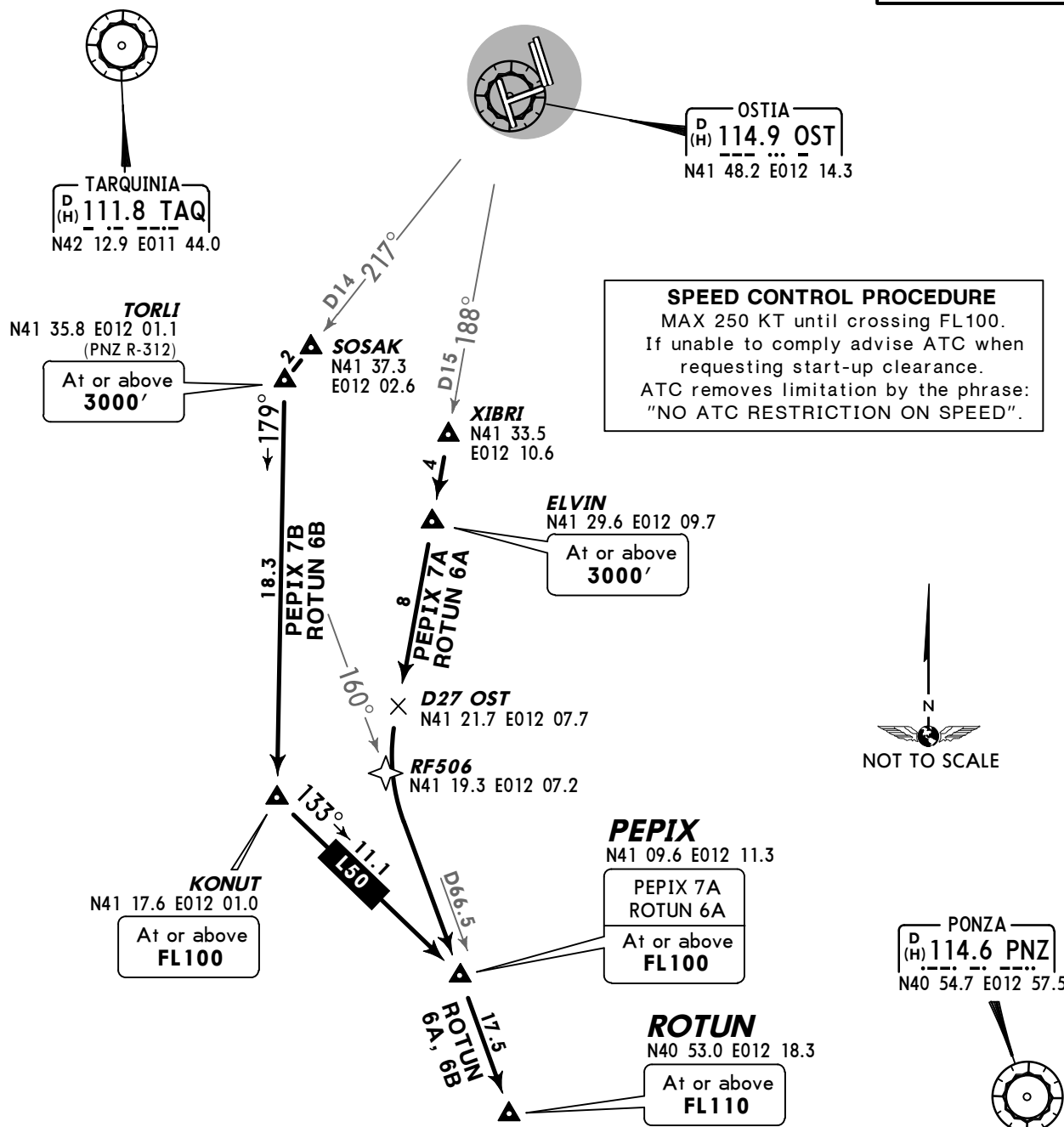
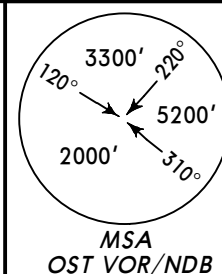
SID	ROUTING
RIFFI 7G	On OST R-188 via XIBRI to ELVIN, turn LEFT, intercept PNZ R-312 inbound to RIFFI.
RIFFI 7H	At SOSAK turn LEFT, intercept PNZ R-312 inbound to RIFFI.

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**



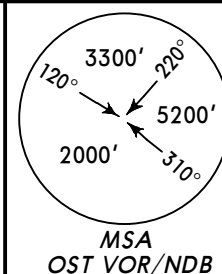
SID	ROUTING
PEPIX 7A	On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160 to PEPHX.
PEPIX 7B	On OST R-217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPHX.
ROTUN 6A	On OST R-188 via XIBRI and ELVIN to D27 OST, turn LEFT, intercept TAQ R-160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

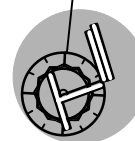


SPEED CONTROL PROCEDURE
 MAX 250 KT until crossing FL100.
 If unable to comply advise ATC when
 requesting start-up clearance.
 ATC removes limitation by the phrase:
 "NO ATC RESTRICTION ON SPEED".

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



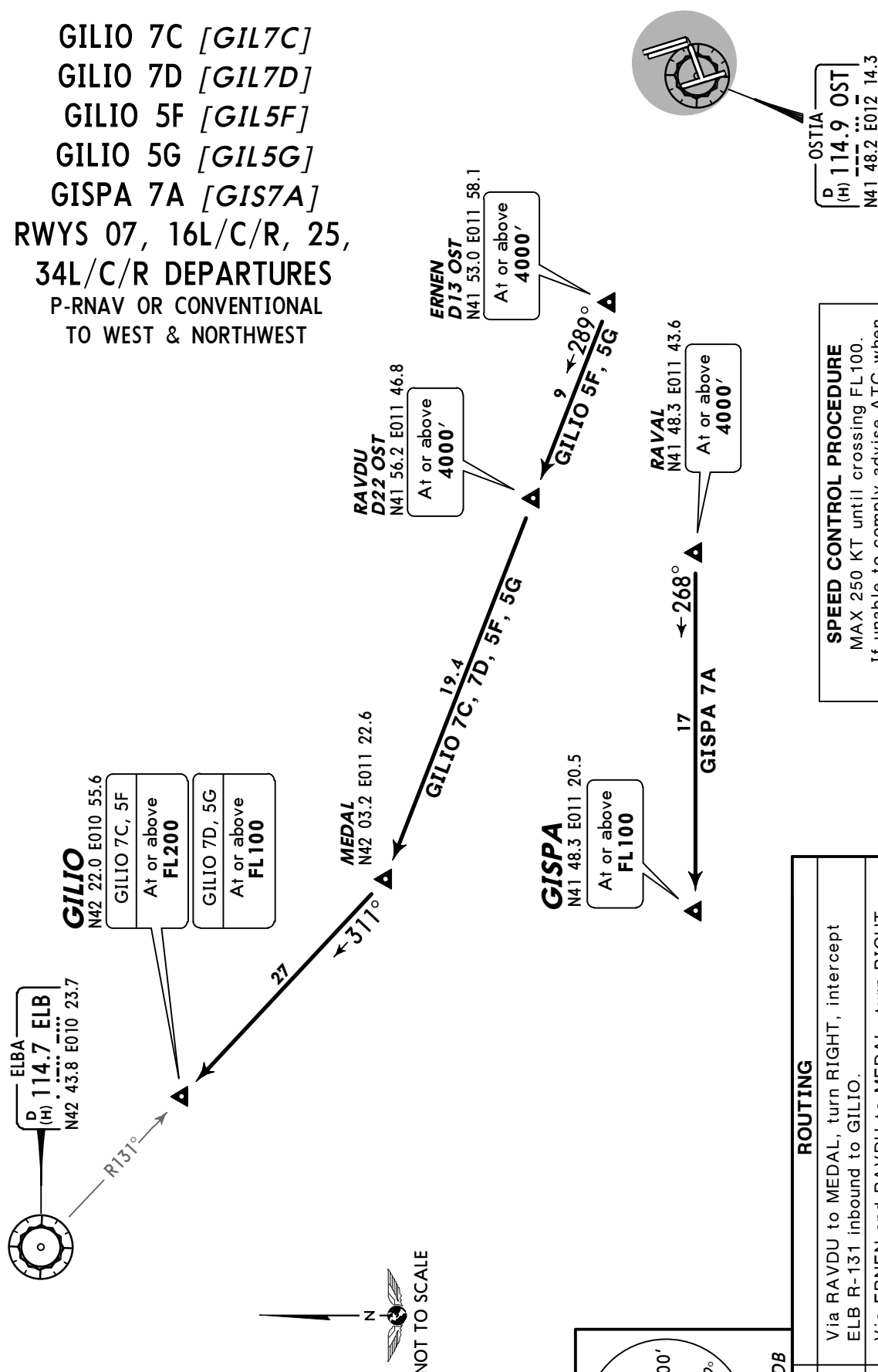
SID	ROUTING
ESINO 5H	On OST R-217 to ESINO.
KONUT 6A	On OST R-217 to TORLI, turn LEFT, 179° track to KONUT.

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.

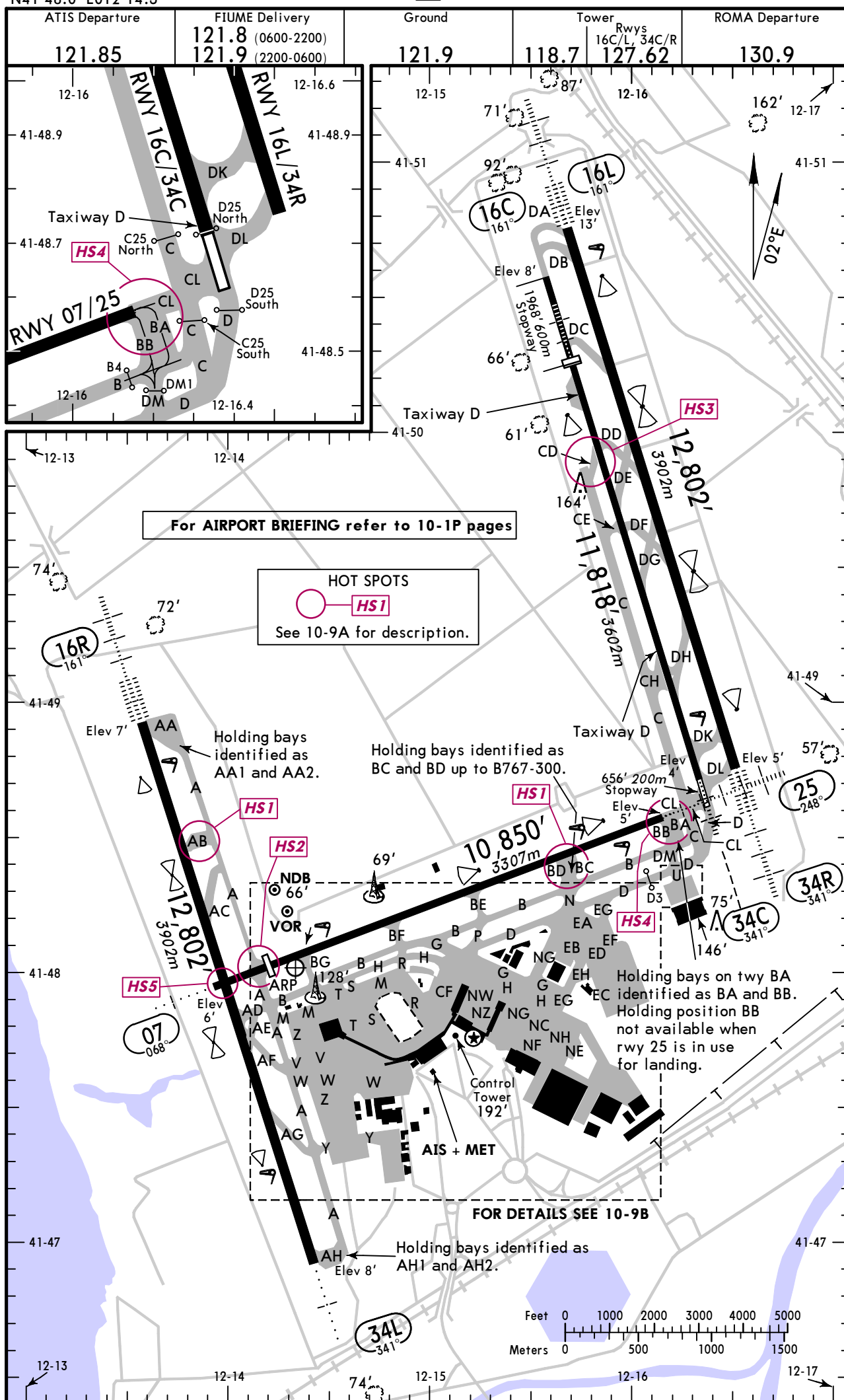
GILIO 7C [GIL7C]
GILIO 7D [GIL7D]
GILIO 5F [GIL5F]
GILIO 5G [GIL5G]
GISPA 7A [GIS7A]
RWYS 07, 16L/C/R, 25,
34L/C/R DEPARTURES
P-RNAV OR CONVENTIONAL
TO WEST & NORTHWEST



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".

ROUTING	
SID	
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 RAVVAL to GISPA.
Available only for traffic to LIML via UQ-704.	

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ADDITIONAL RUNWAY INFORMATION

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

HOT SPOTS

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

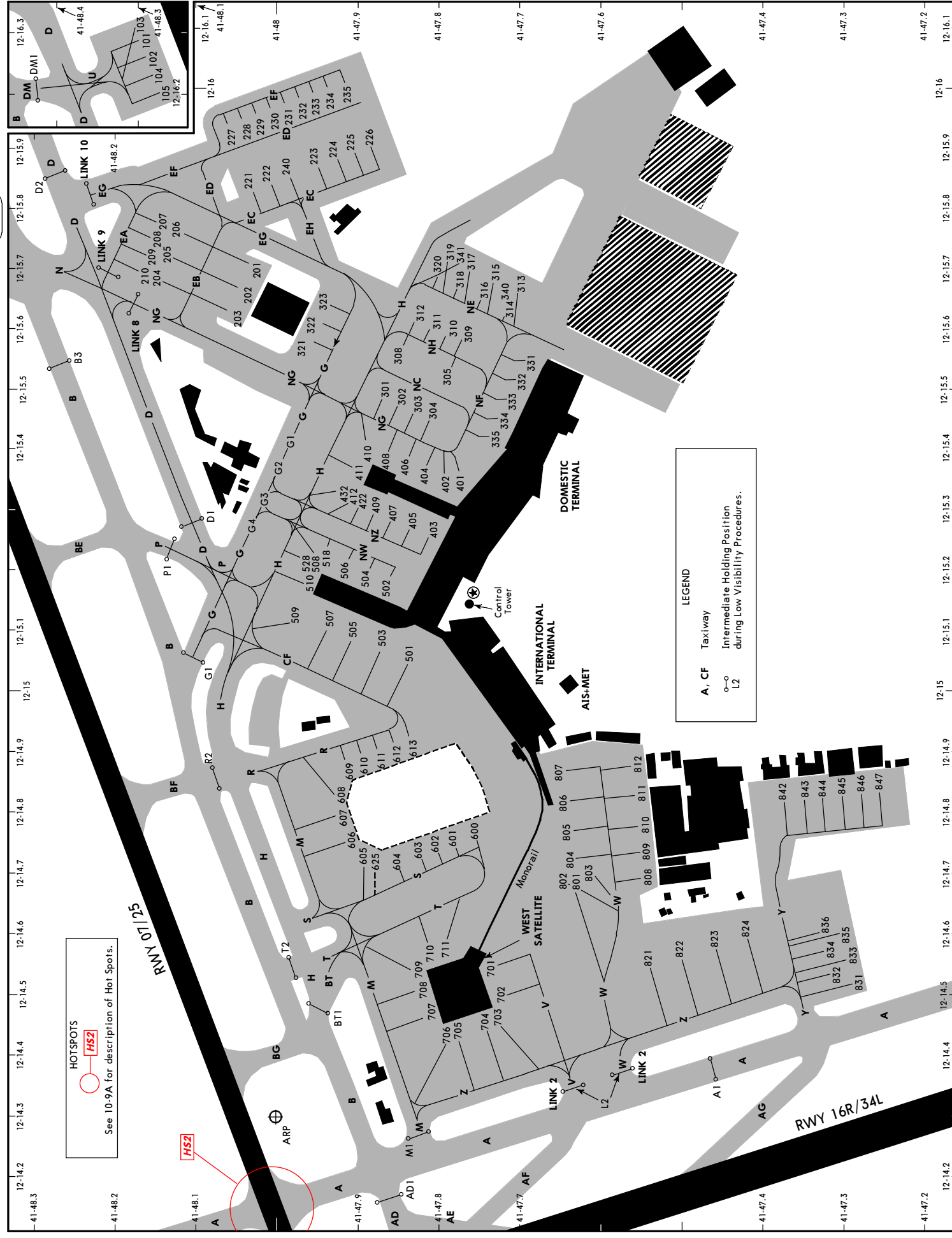
- HS1** Be sure to be the number "one" when instructed to line-up and check to the "RIGHT".
- HS2** Obtain the clearance to cross RWY 07/25 from TWR.
- HS3** Be sure to be the number "one" when instructed to line-up and check to the "LEFT".
- HS4** Be careful during multiple line-up from RWY 25 intersection 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) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) 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.



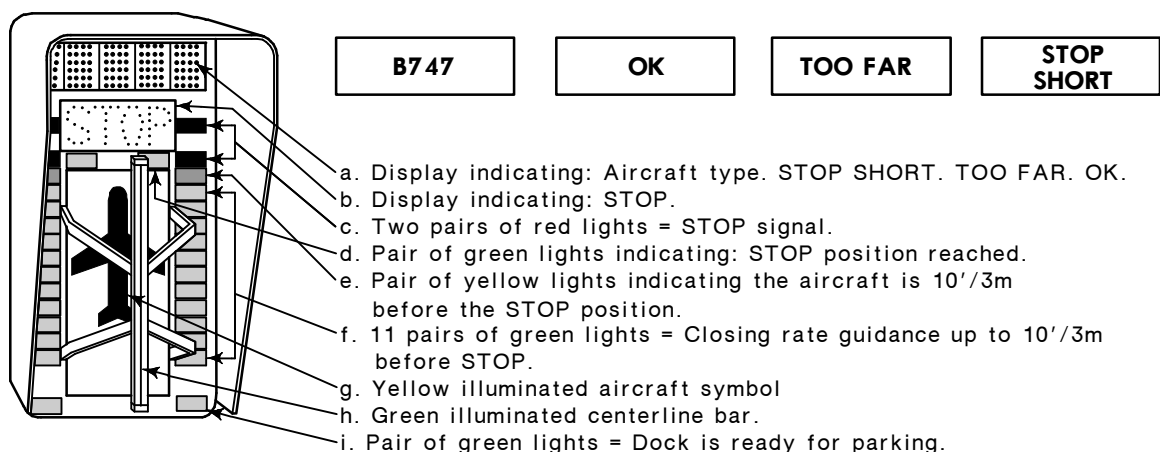
INS COORDINATES

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

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

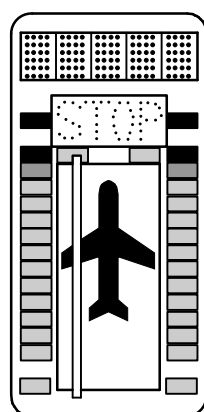
A. DESCRIPTION

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.

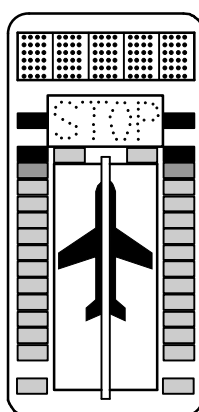


B. DOCKING

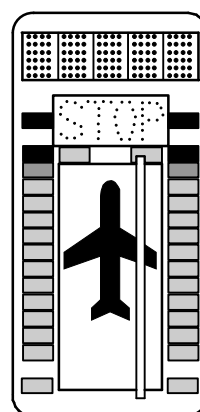
1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct acft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light the corresponding pair of yellow 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.

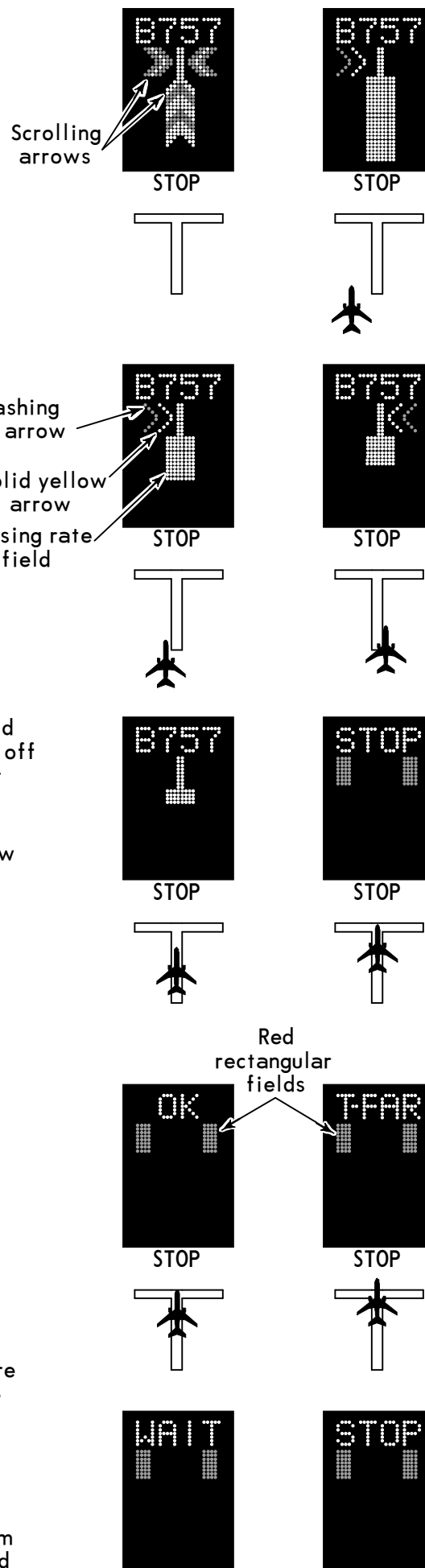
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.



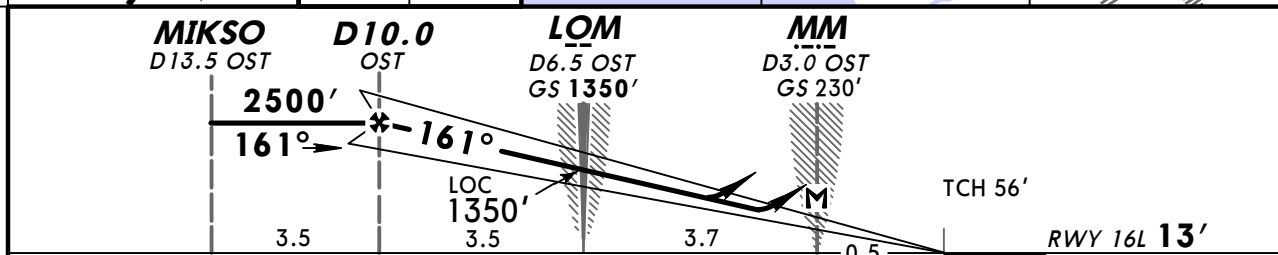
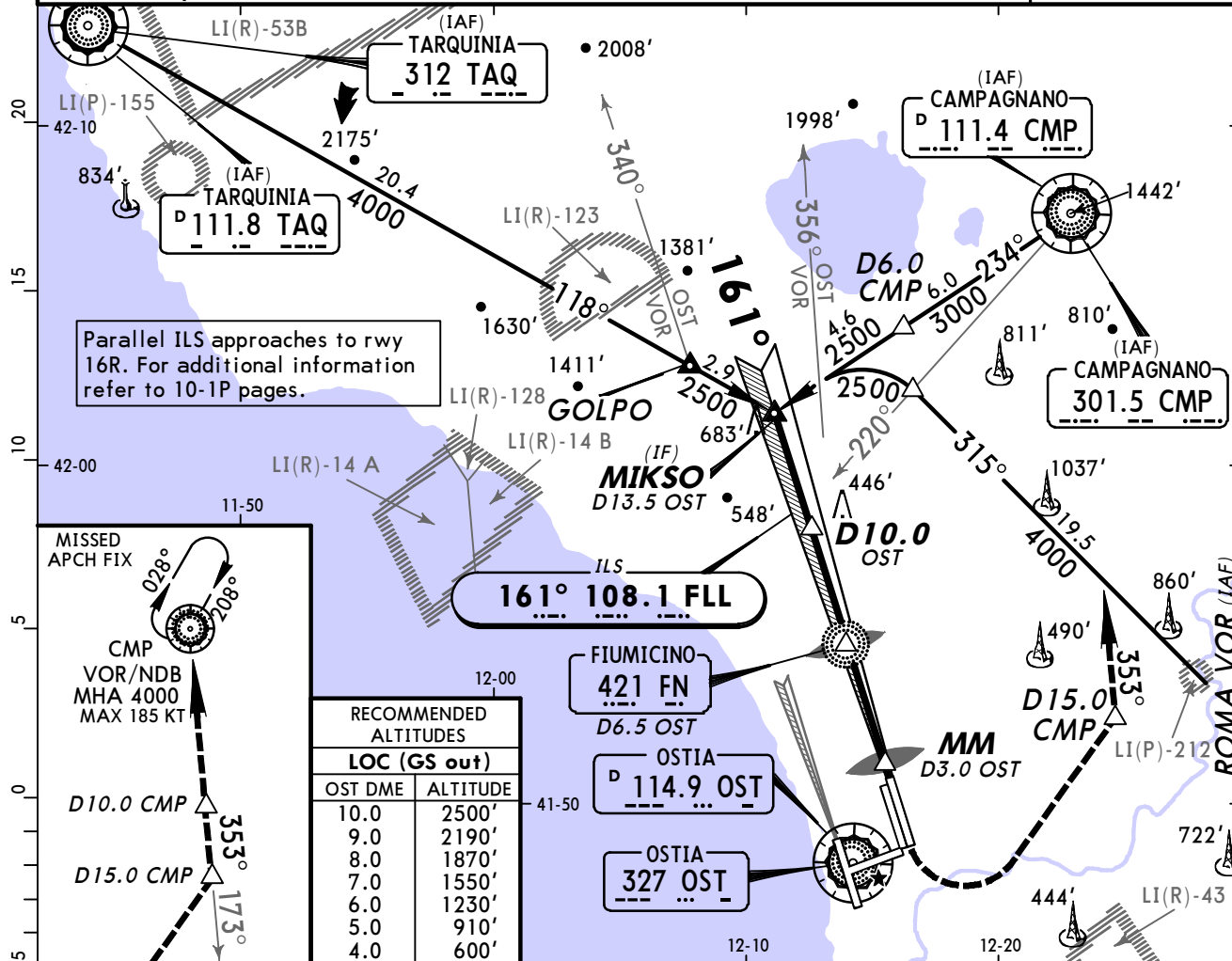
ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7 127.62	Ground 121.9
LOC FLL 108.1	Final Apch Crs 161°	GS LOM 1350' (1337')	ILS DA(H) Refer to Minimums	Apt Elev 13' RWY 13'

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	HIALS-II PAPI	Refer to Missed Apch above
ILS GS or 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: 269' (256') C: 289' (276')		DA(H) B: 281' (268') D: 300' (287')		DA(H) 420' (407')			
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	800' (787')	1500m
B	RVR 600m	RVR 750m	RVR 1300m	RVR 1200m	135	800' (787')	1600m
C					180	900' (887')	2400m
D	RVR 650m		RVR 1400m		205	900' (887')	3600m

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

CHANGES: Missed approach.

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BRIEFING STRIP™

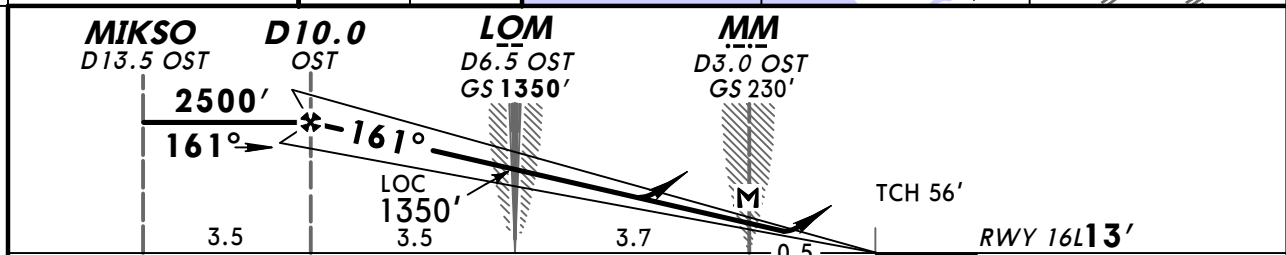
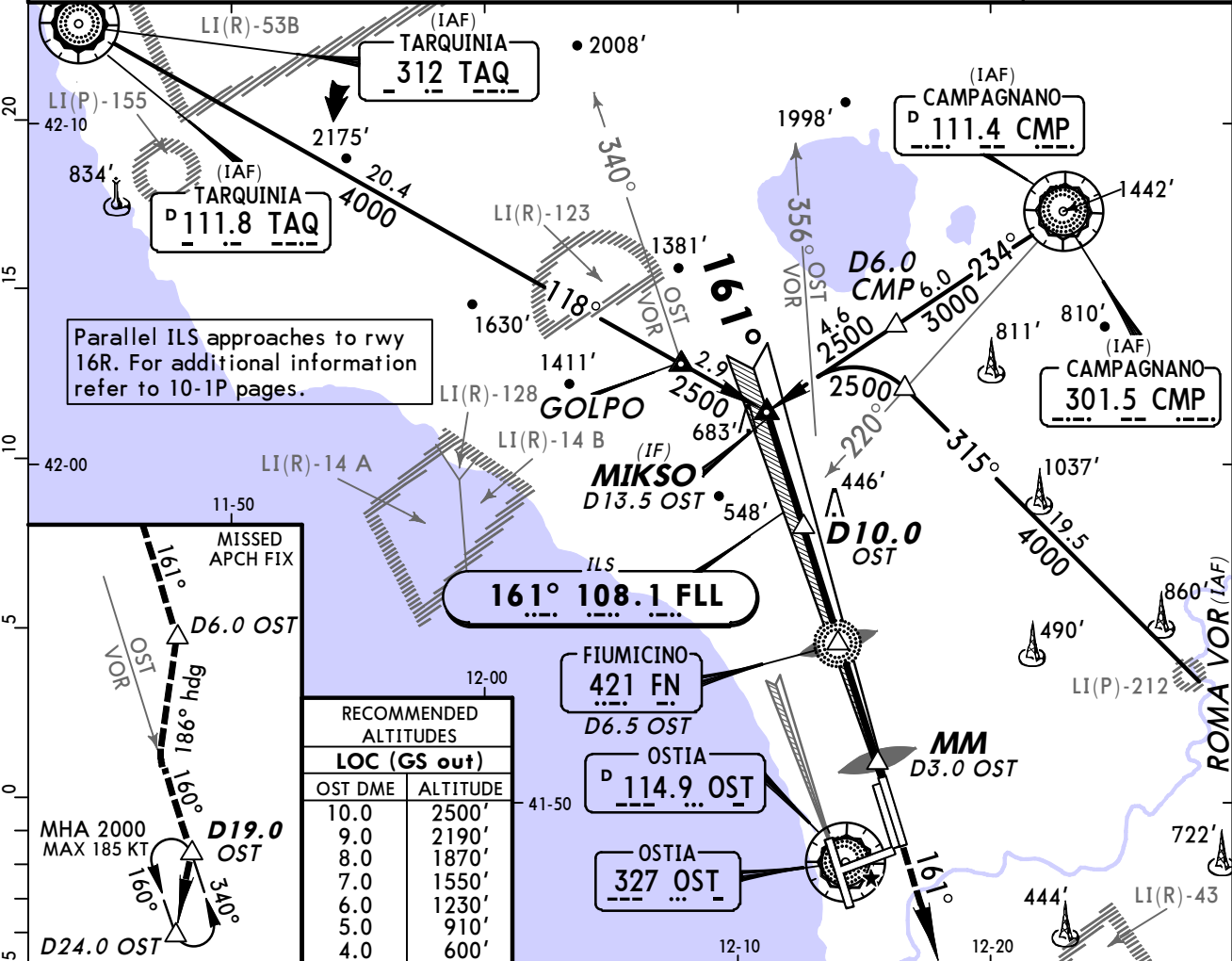
ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7 127.62	Ground 121.9
LOC FLL 108.1	Final Apch Crs 161°	GS LOM 1350' (1337')	ILS DA(H) Refer to Minimums	Apt Elev 13' RWY 13'

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'

OST DME required.

MSA
OST VOR/NDB



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	PAPI		
MAP at MM/D3.0 OST										

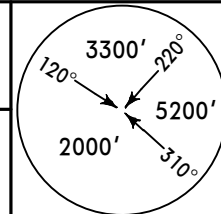
STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.3% up to 2000'							
ILS			LOC (GS out)				
DA(H) ABC: 213' (200') D: 214' (201')			DA(H) 420' (407')				
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	800' (787')	1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m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

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

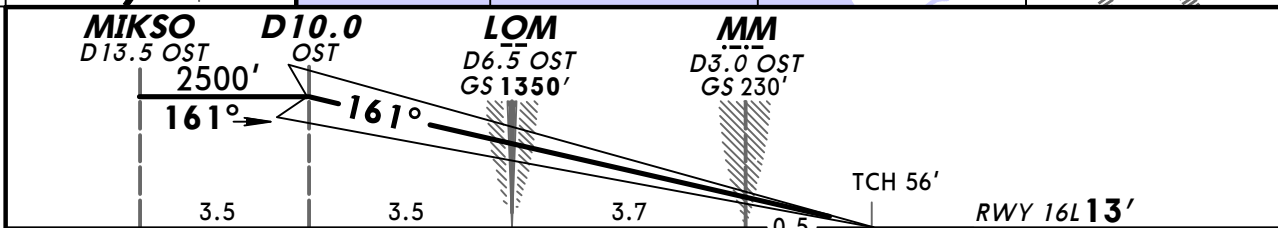
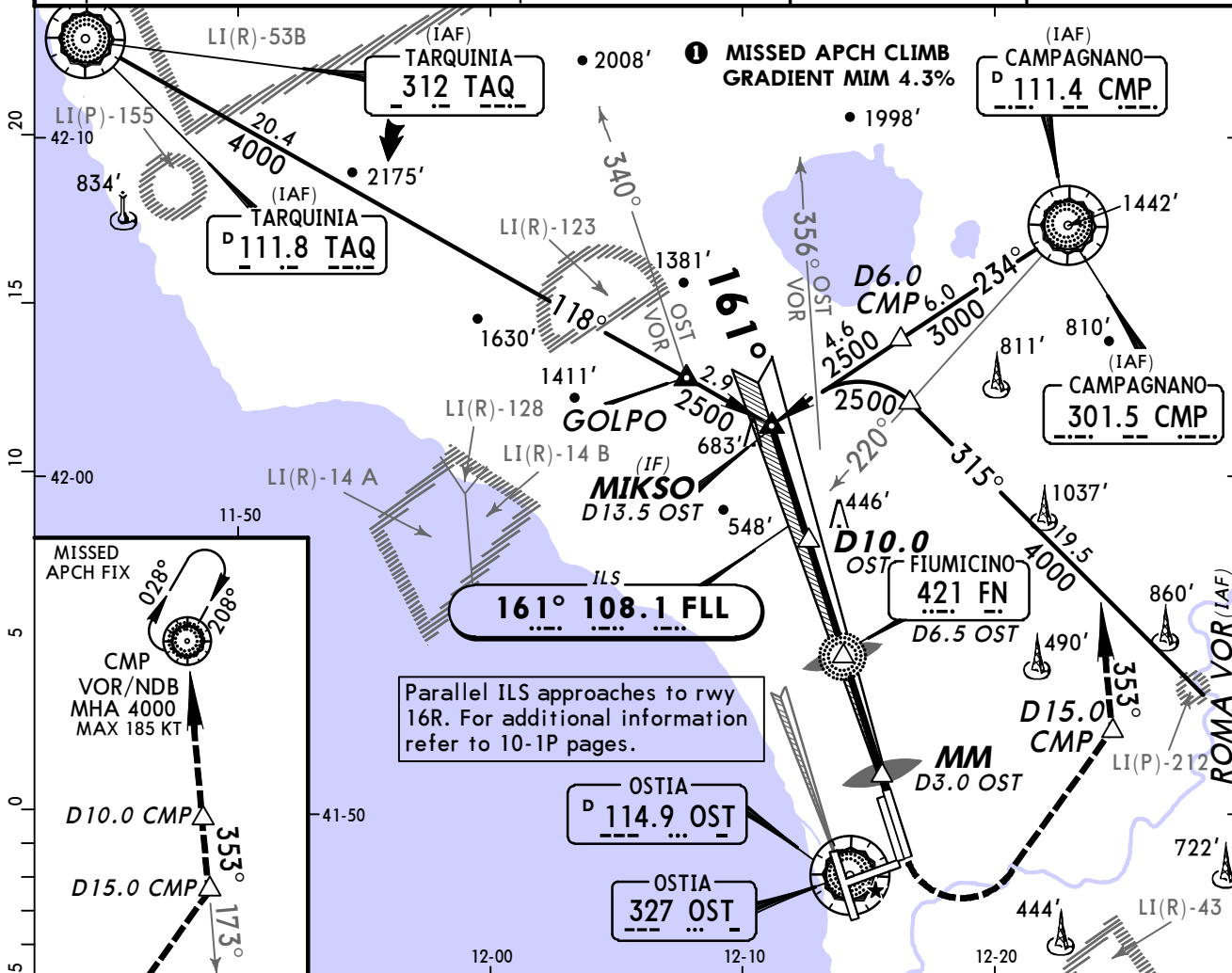
CHANGES: Proc designation. Holding speed restriction. Chart reindexed.

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ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7 127.62	Ground 121.9
LOC FLL 108.1	Final Apch Crs 161°	GS LOM 1350' (1337')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 13' RWY 13'
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' 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 Missed Apch above
GS	3.00°	372	478	531	637	743	849	PAPI	
								PAPI	

STRAIGHT-IN LANDING RWY 16L				
CAT IIIA ILS		CAT II ILS		
DH 50'		A	B	C
		RA 150'	RA 158'	RA 163'
		DA(H) 170' (157')	DA(H) 180' (167')	DA(H) 185' (172')
RVR 200m		RVR 450m		

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

LIRF/FCO
FIUMICINO

9 AUG 13
Eff 22 Aug

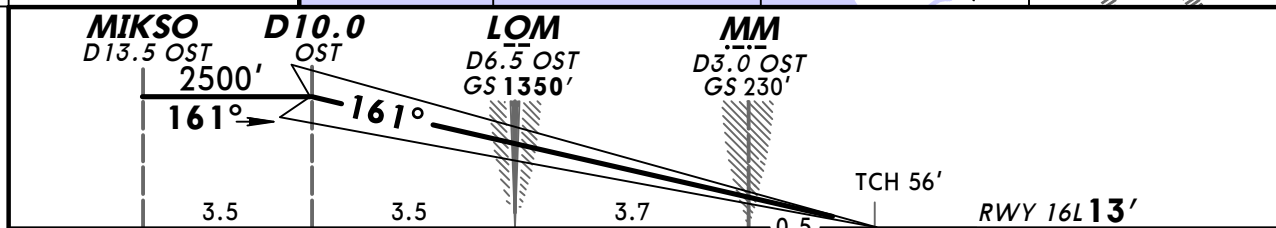
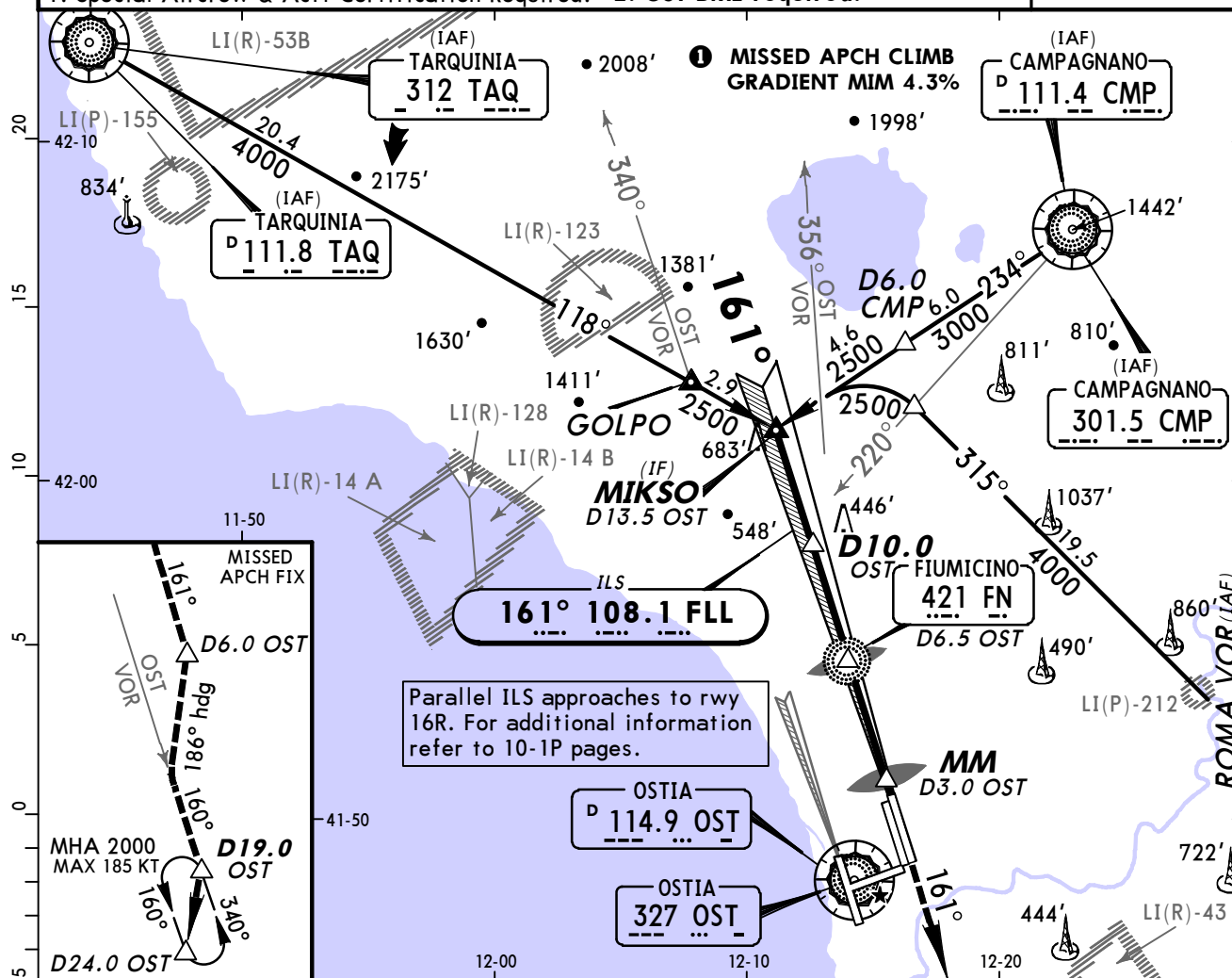
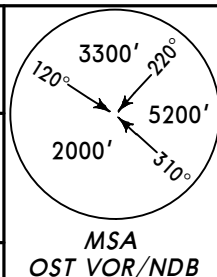
11-01A

ROME, ITALY
CAT II/III ILS X Rwy 16L

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	2000' ↑ on 161°	D6.0 OST
GS 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	ABC RA 98' DA(H) 113' (100')	CAT II ILS	D RA 99' DA(H) 114' (101')
DH 50'			
RVR 200m		RVR 300m 2	

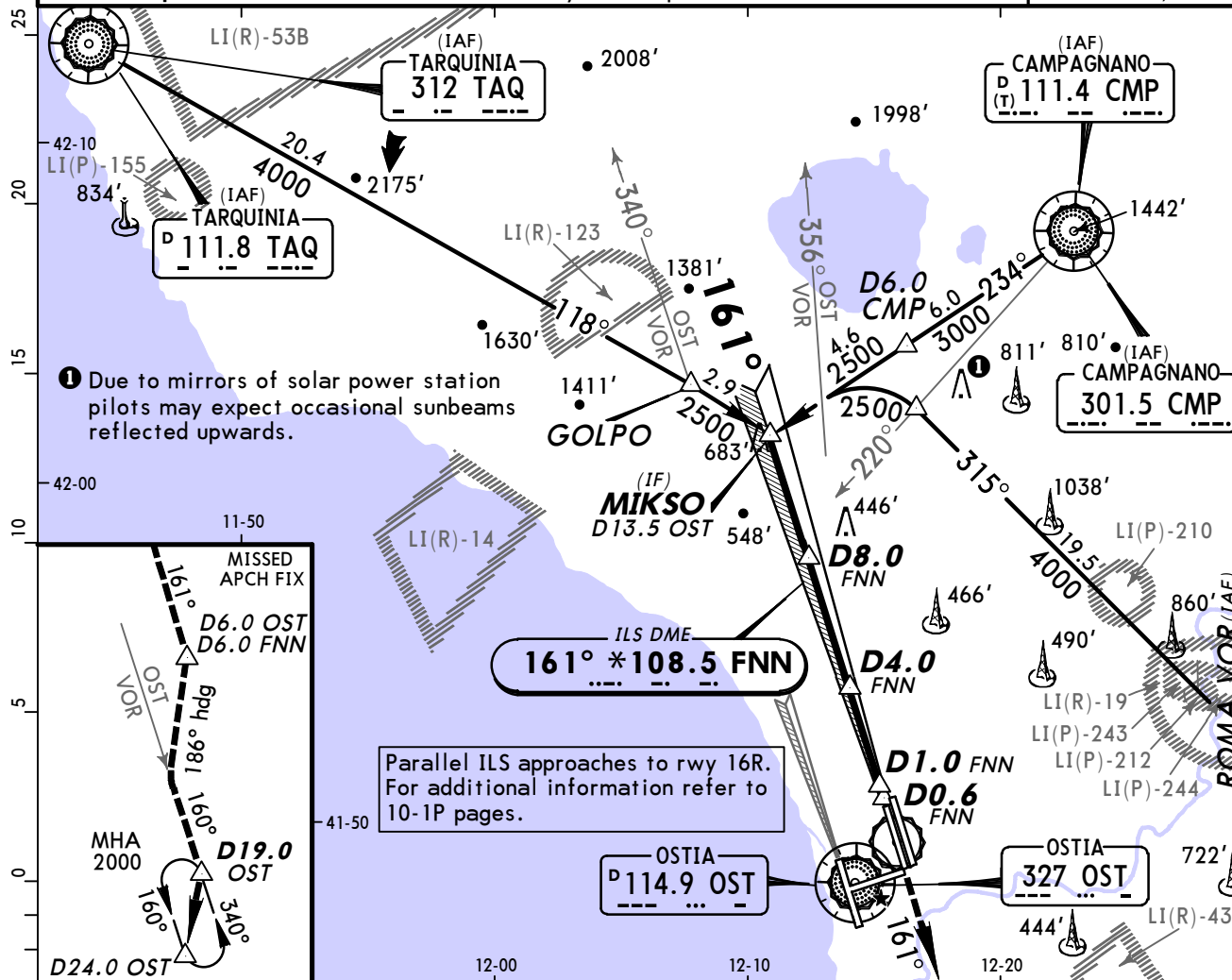
1 for ATC reasons. If unable to comply advise ATC.

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

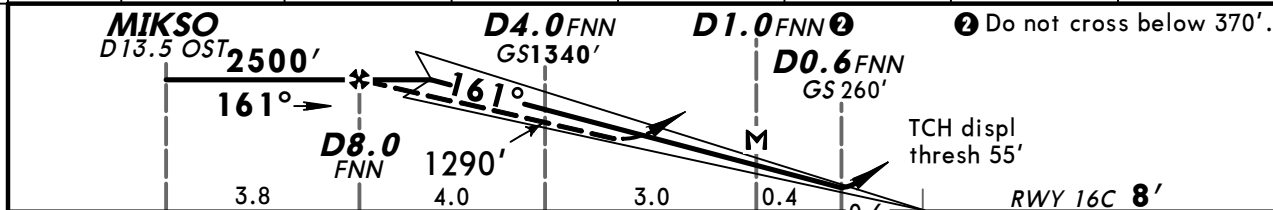
CHANGES: Proc designation. Holding speed restriction. Chart reindexed.

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



LOC (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			
ILS GS	3.00°	377	485	539	647	755	862		
LOC Descent Angle	2.86°	354	455	506	607	708	809	MAP at D1.0 FNN	

Standard STRAIGHT-IN LANDING RWY 16C Missed apch climb gradient mim 4.3% up to 2000' 1					CIRCLE-TO-LAND				
ILS					LOC (GS out)				
DA(H) ABC: 208' (200') D: 214' (206')					DA(H) 420' (412')				
FULL/Limited					ALS out				
A	RVR 750m				RVR 1500m				Max Kts
B	RVR 750m				RVR 1500m				100
C	RVR 750m				RVR 1500m				135
D	RVR 750m				RVR 1500m				180
	RVR 750m				RVR 1500m				205

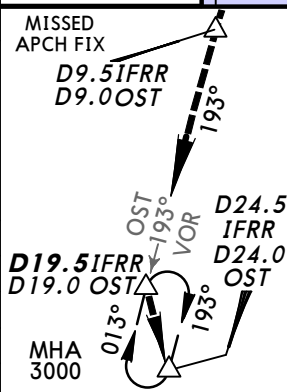
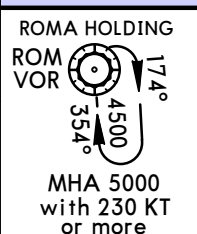
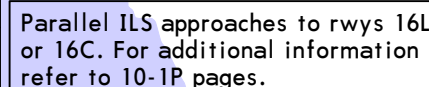
1 for ATC reasons. If unable to comply advise ATC.

CHANGES: MEA between CMP VOR and MIKSO.

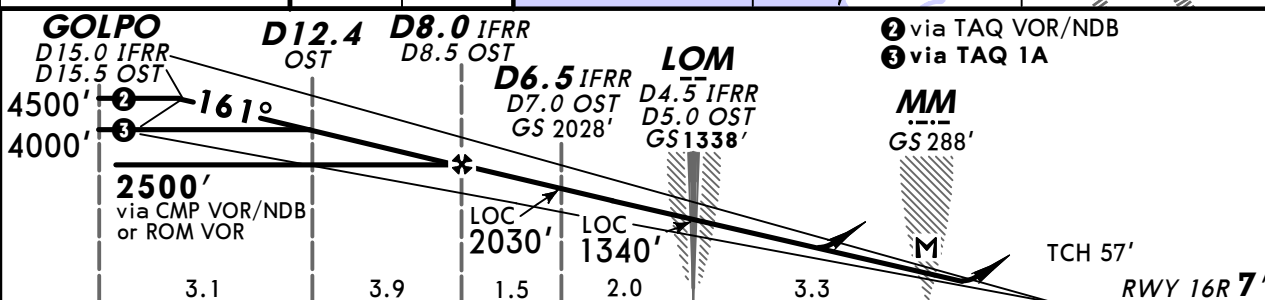
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MSA
OST VOR/NDB

Trans alt: 6000'



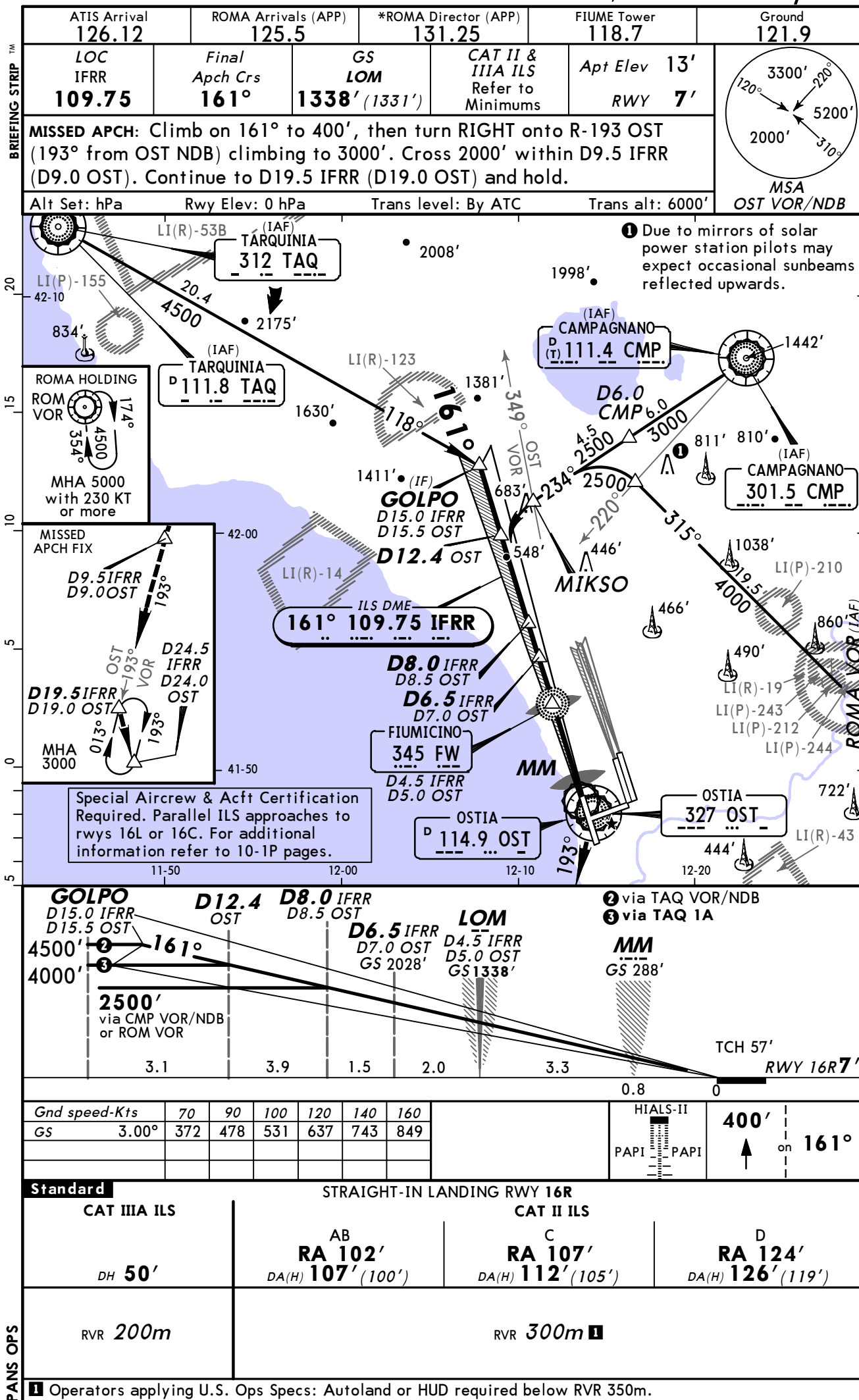
RECOMMENDED ALTITUDES	
LOC (GS out)	
OST DME	ALTITUDE
8.0	2340'
7.0	2030'
6.0	1710'
5.0	1390'
4.0	1070'
3.0	750'
2.0	430'

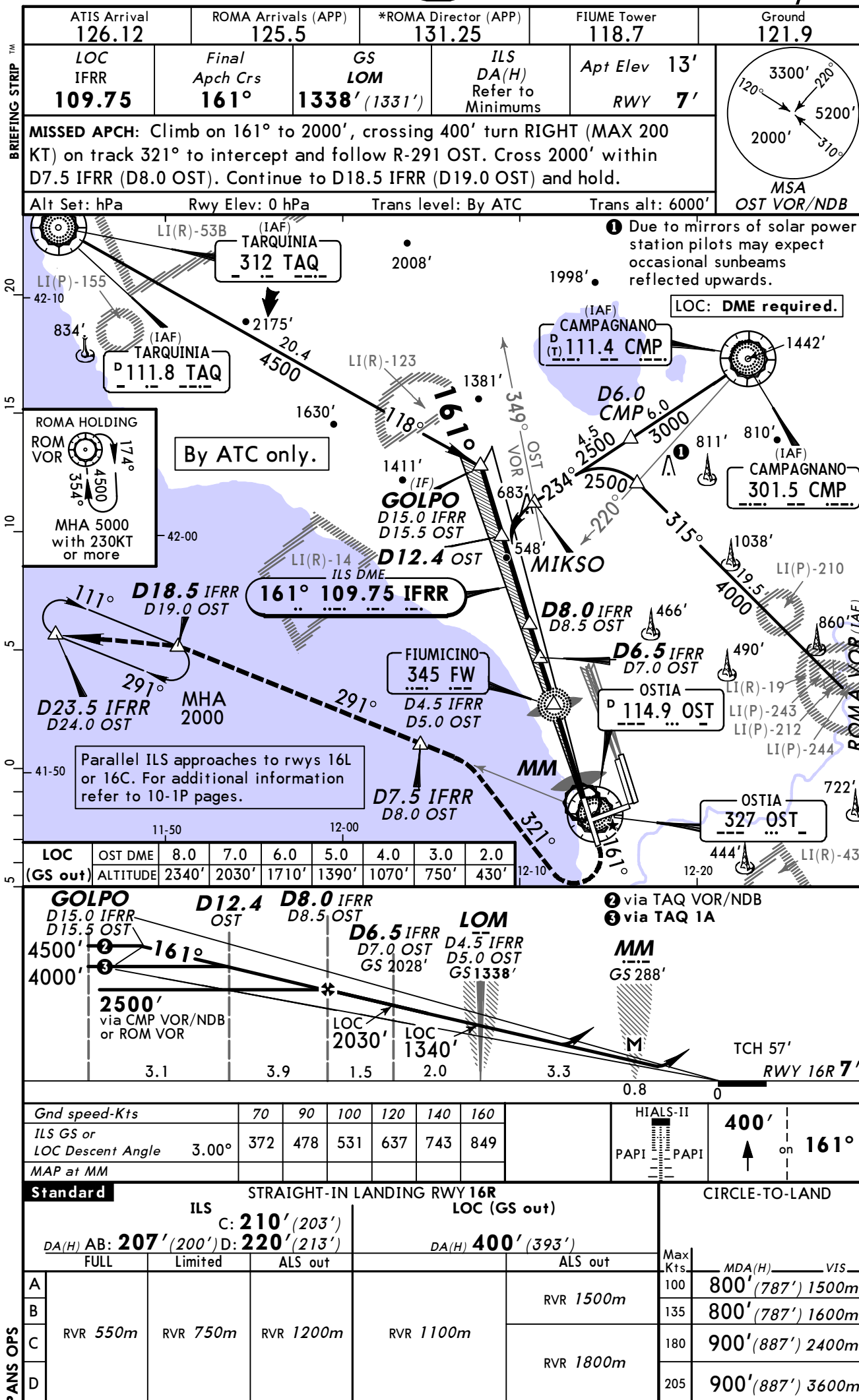


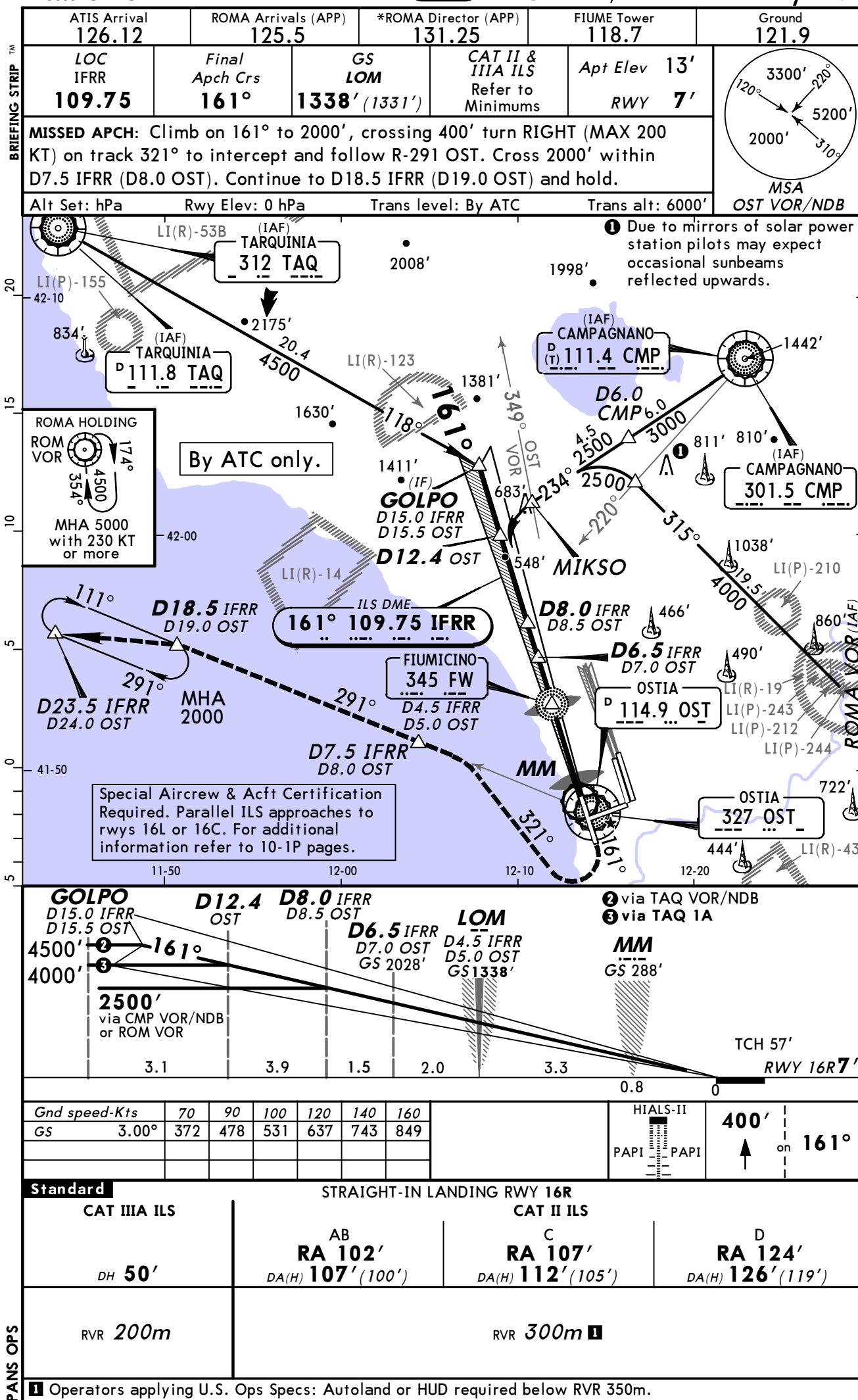
A gel electrophoresis image showing a single band labeled HIALS-II. The band is positioned between two reference markers labeled PAPI and PAP. The band is a dark, horizontal line.

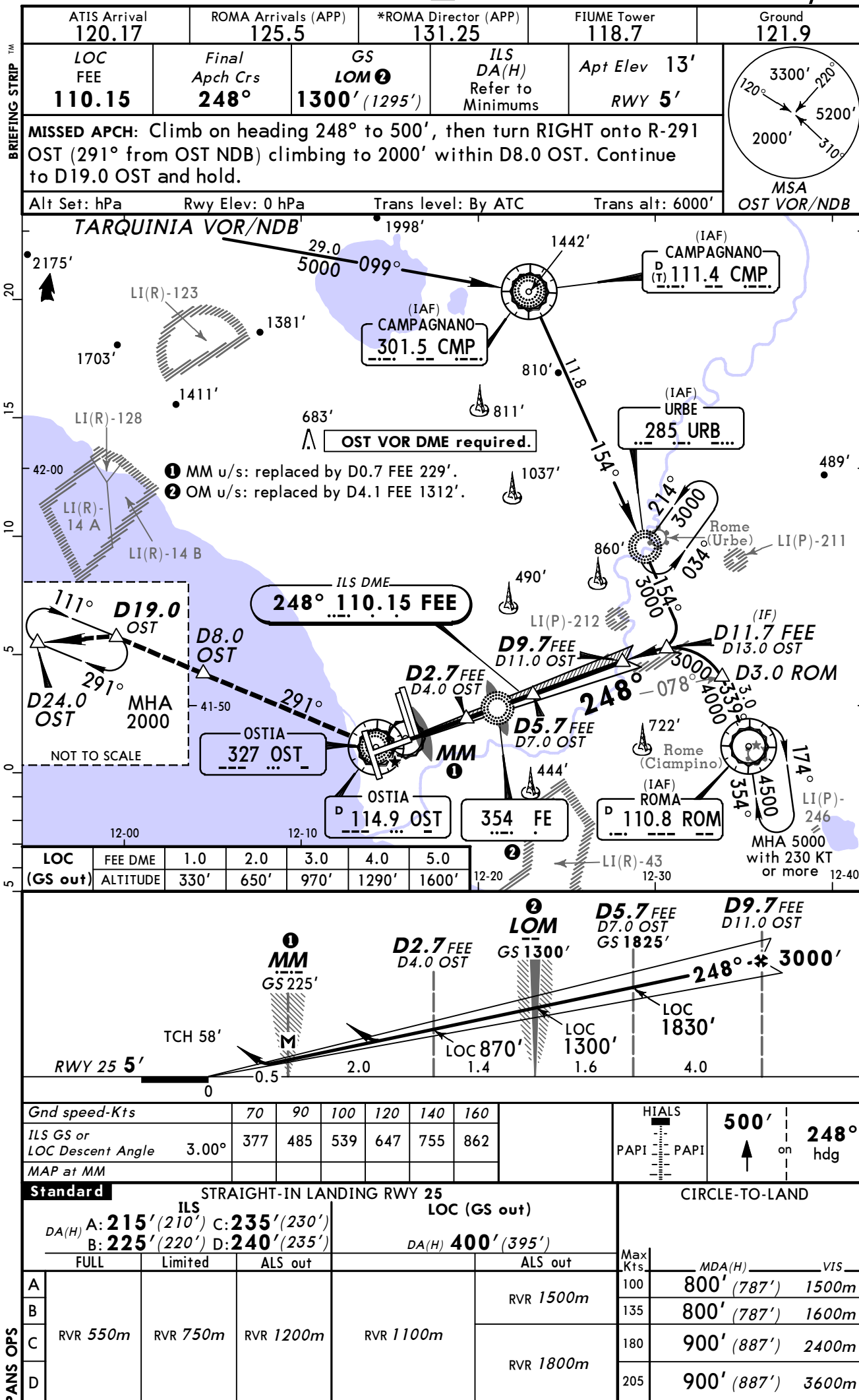
400' on 161°

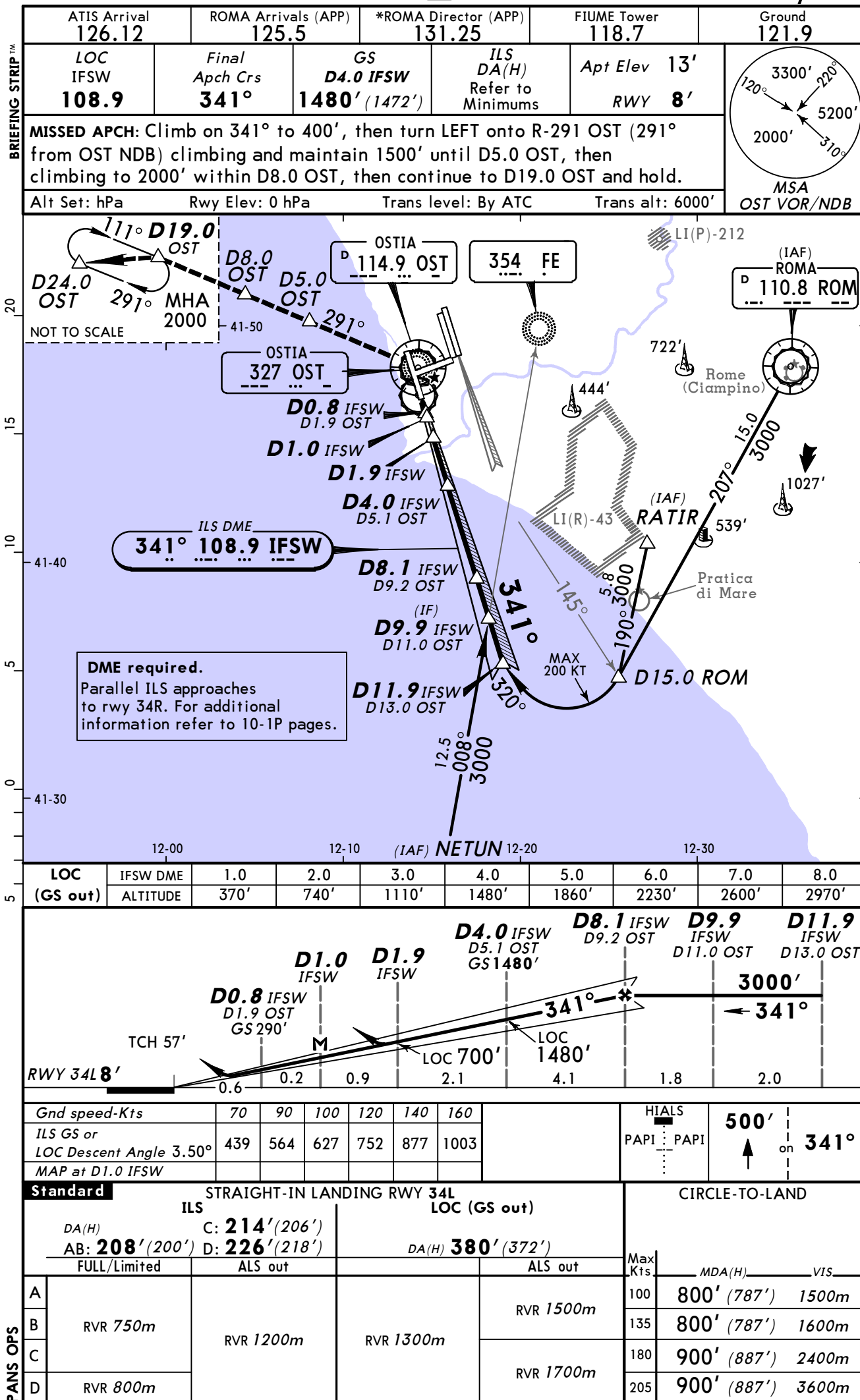
PANS OPS



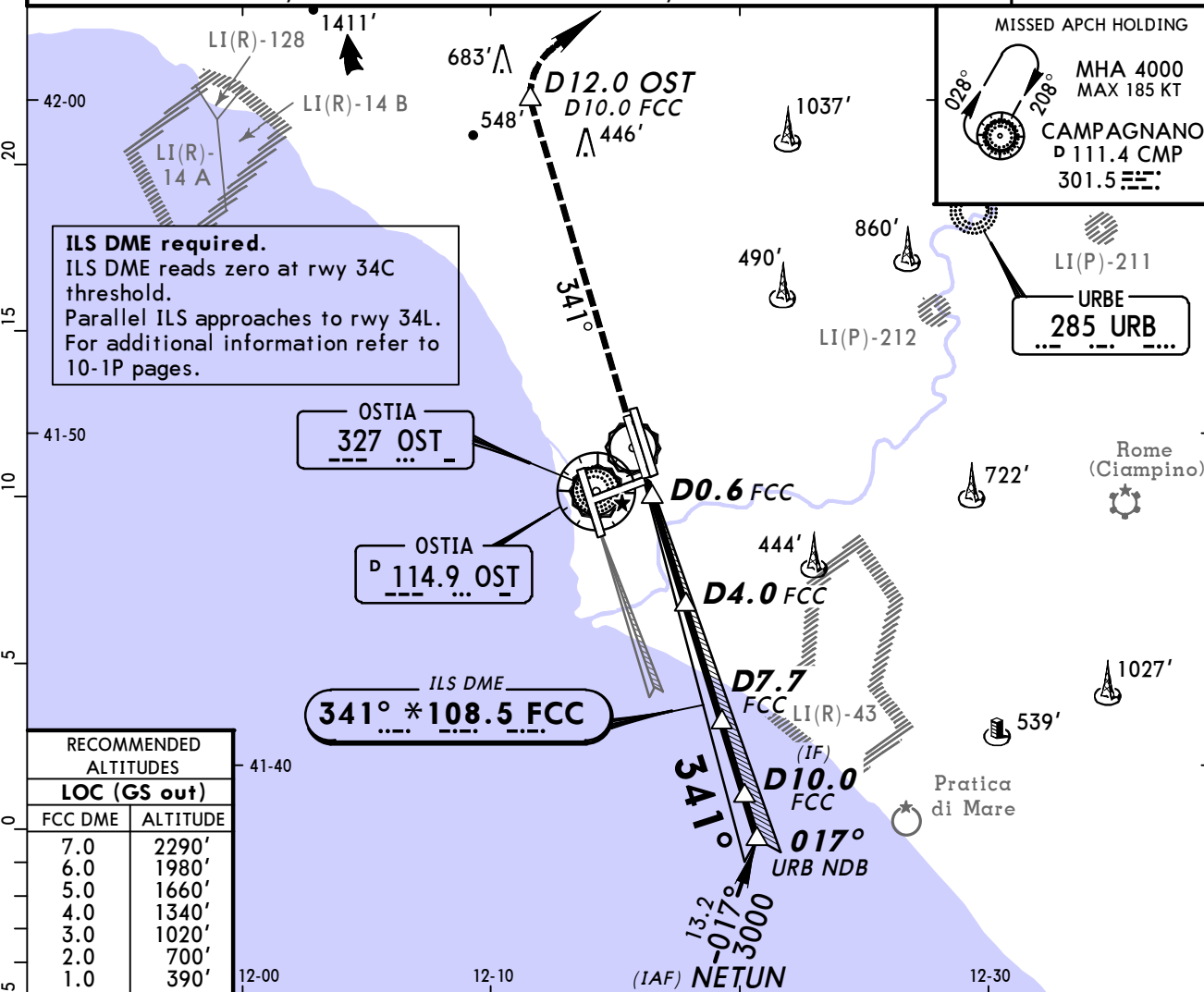
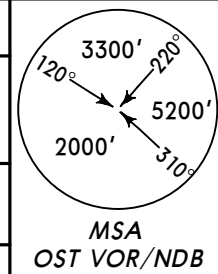




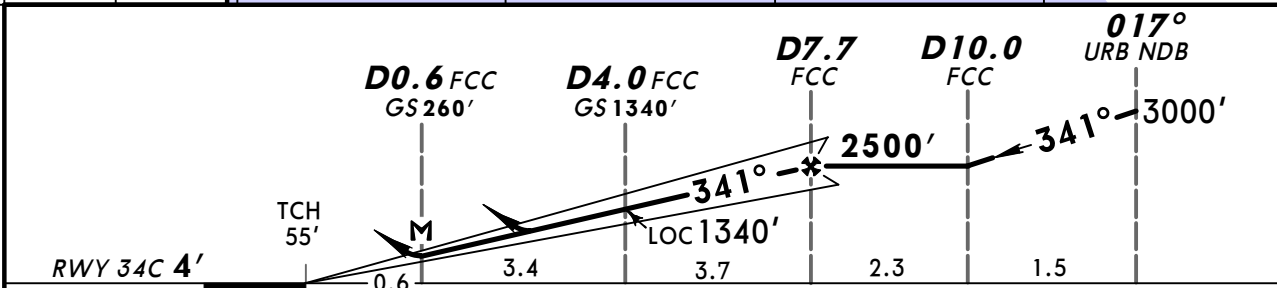




ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7 127.62	Ground 121.9
LOC FCC *108.5	Final Apch Crs 341°	GS D4.0 FCC 1340' (1336')	ILS DA(H) 204' (200')	Apt Elev 13' RWY 4'
MISSED APCH: Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP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



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'



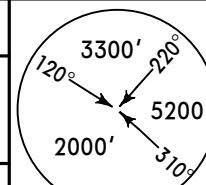
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	MIM 2000' on 341° D12.0 OST
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at D0.6 FCC								

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	RVR 1900m	180	900' (887')	2400m
D					205	900' (887')	3600m

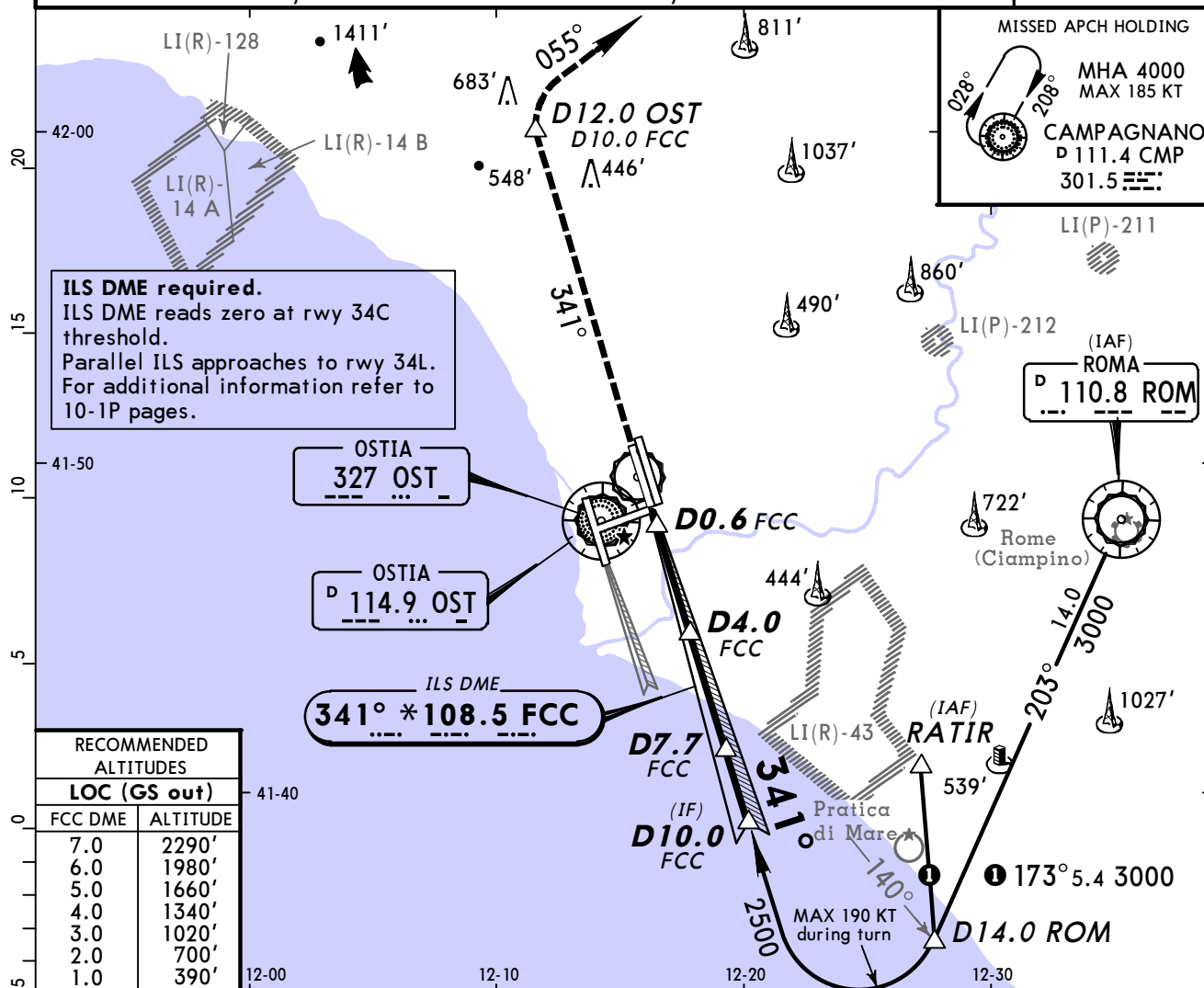
ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7 127.62	Ground 121.9
LOC FCC *108.5	Final Apch Crs 341°	GS D4.0 FCC 1340' (1336')	ILS DA(H) 204' (200')	Apt Elev 13' RWY 4'

MISSED APCH: Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'.

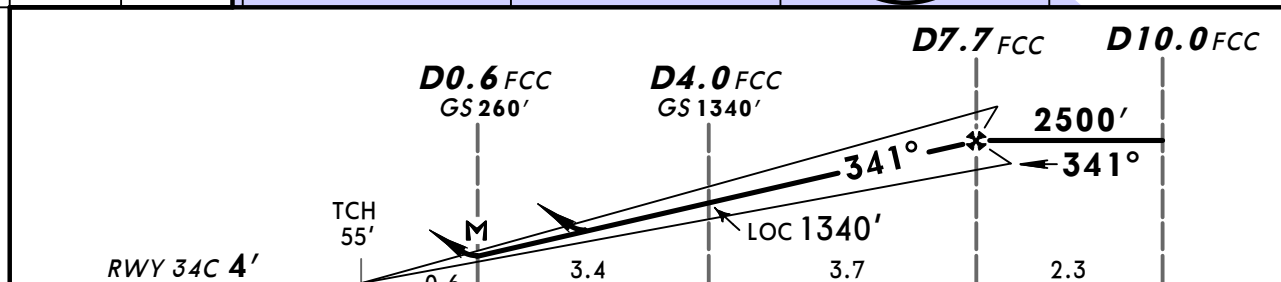
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'



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'

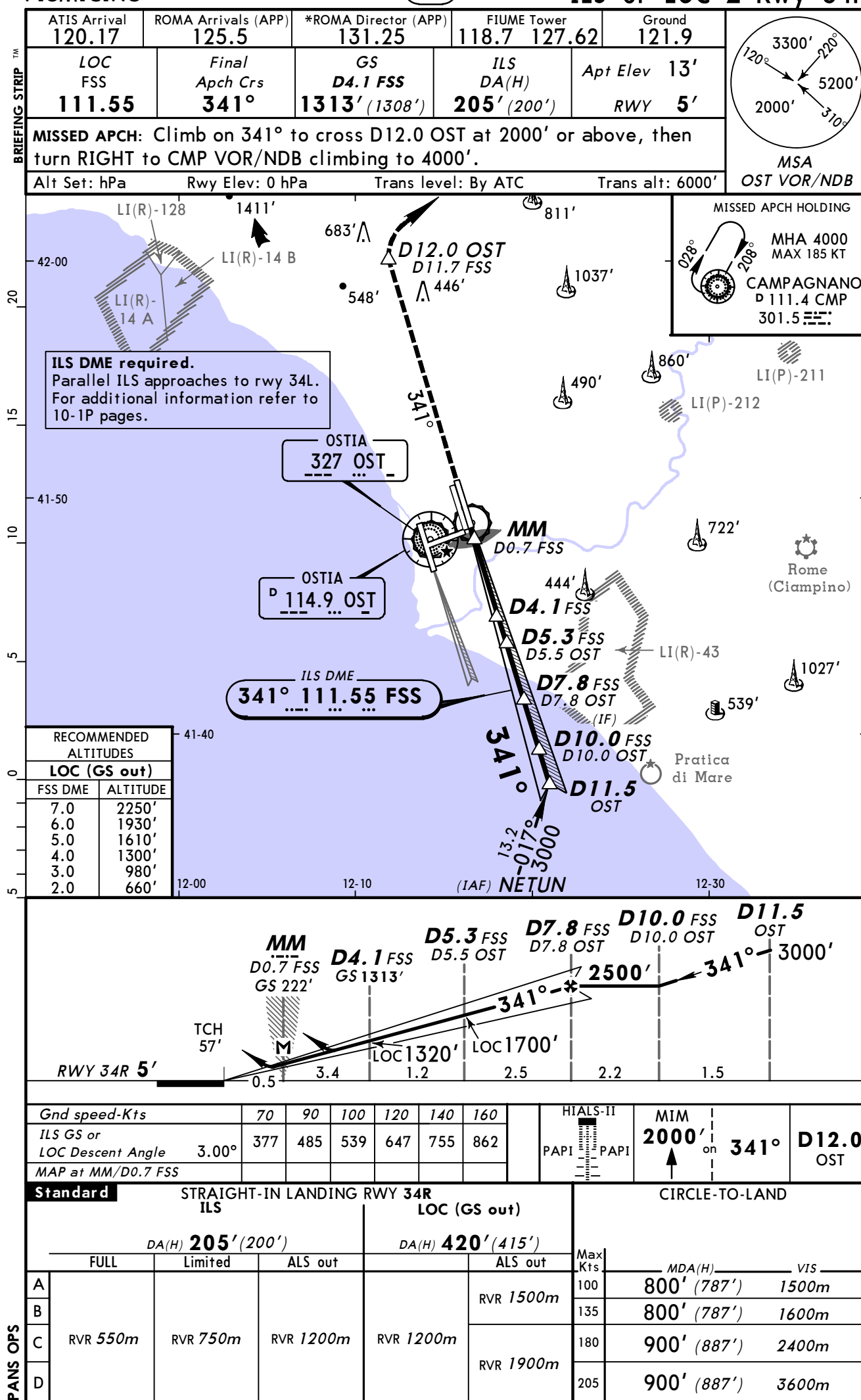


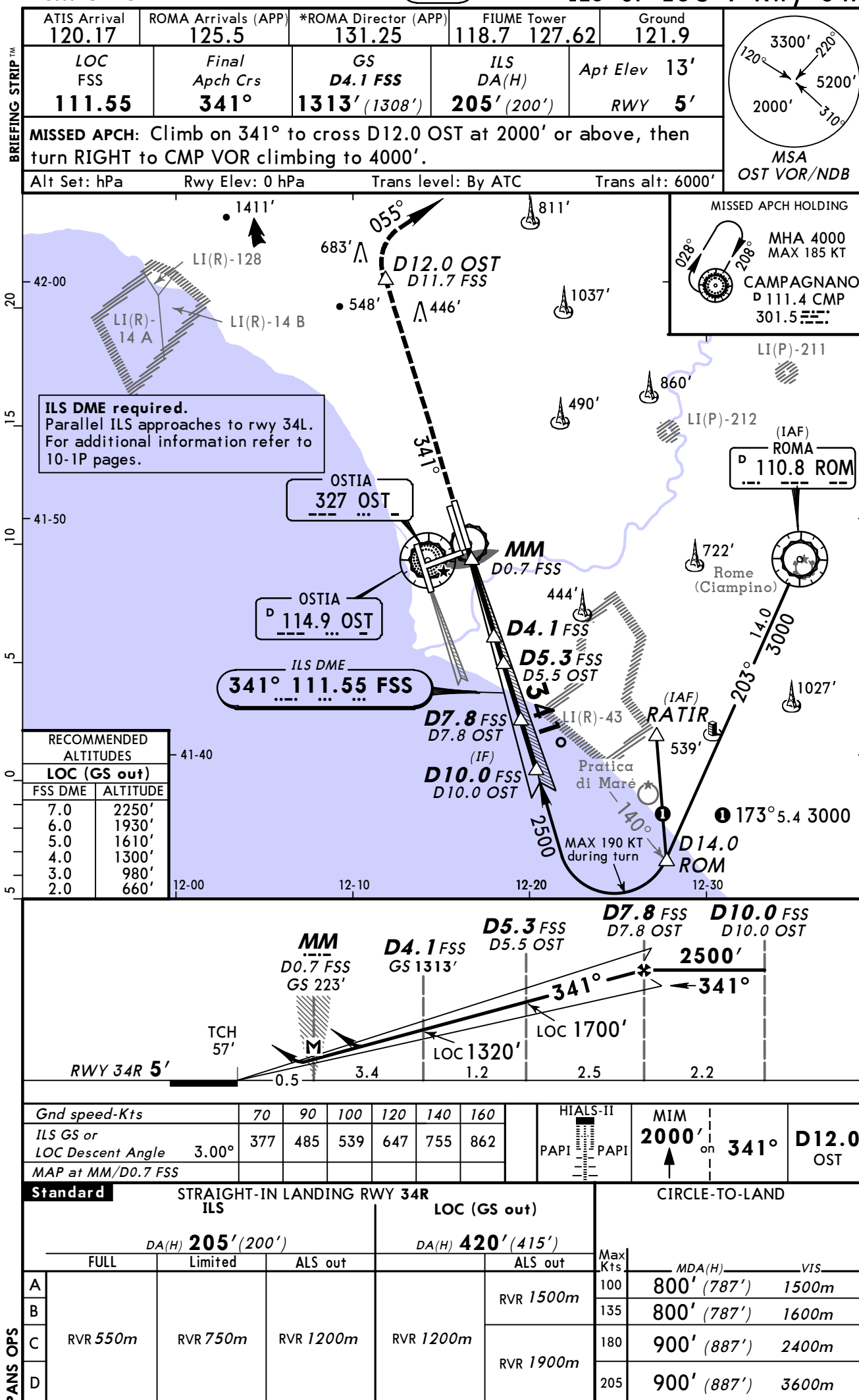
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle	377	485	539	647	755	862
MAP at D0.6 FCC						

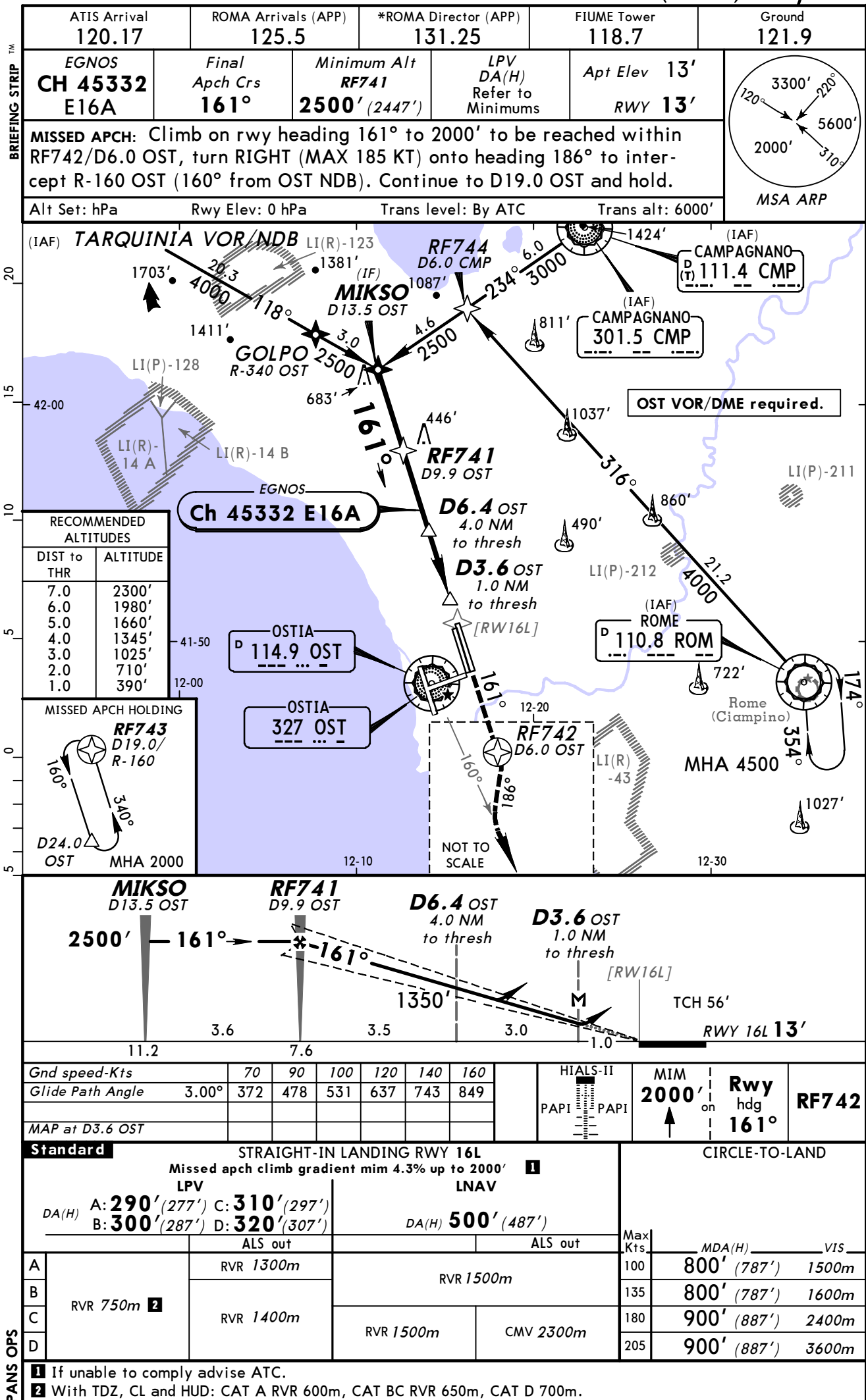
HIALS
REIL
PAPI

MIM
2000' on 341°
D12.0 OST

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







(12-2)

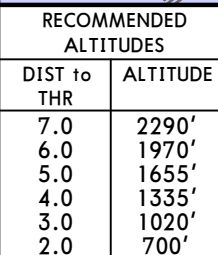
RNAV (GNSS) Rwy 16R

BRIEFING STRIP TM

A circular sector is shown with three radii extending from the center to the circumference. The radii are labeled with their lengths: 3300', 5600', and 2000'. The central angles between the radii are labeled with their measures: 120°, 220°, and 310°.

MSA
ARP

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

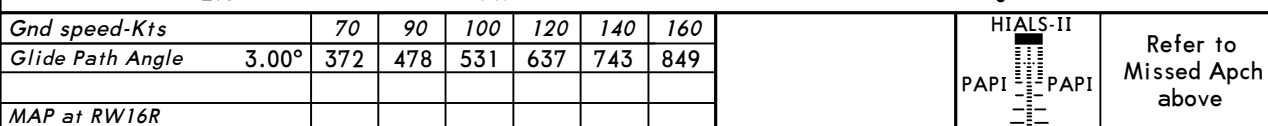
RF754

D19.0/
R-19.3 OST

107

0130

ALLA 0000



Standard		STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
LPV		LNAV			
DA(H) AB: 260' (253')		C: 270' (263')		DA(H) 420' (413')	
		D: 280' (273')			
		ALS out		ALS out	
A	RVR 750m I	RVR 1300m	RVR 1200m	RVR 1500m	Max Kts 100 MDA(H) 800' (787') VIS 1500m
B					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: Minimums.

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PANS OPS

BRIEFING STRIP™

MAP at RF725

CHANGES: None.

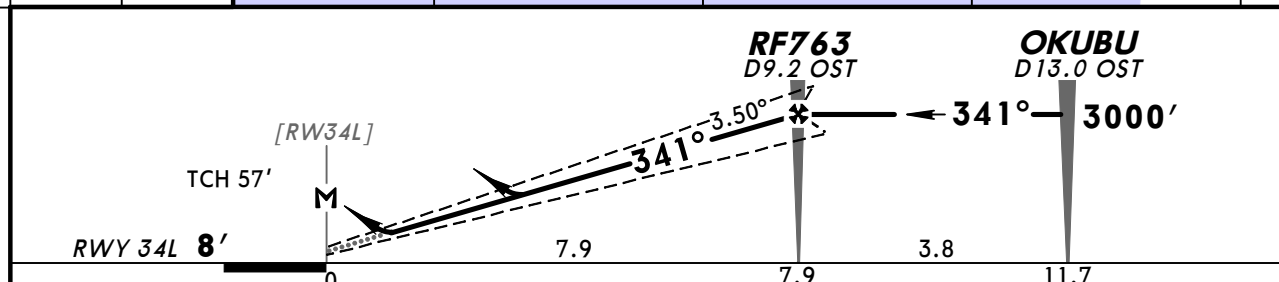
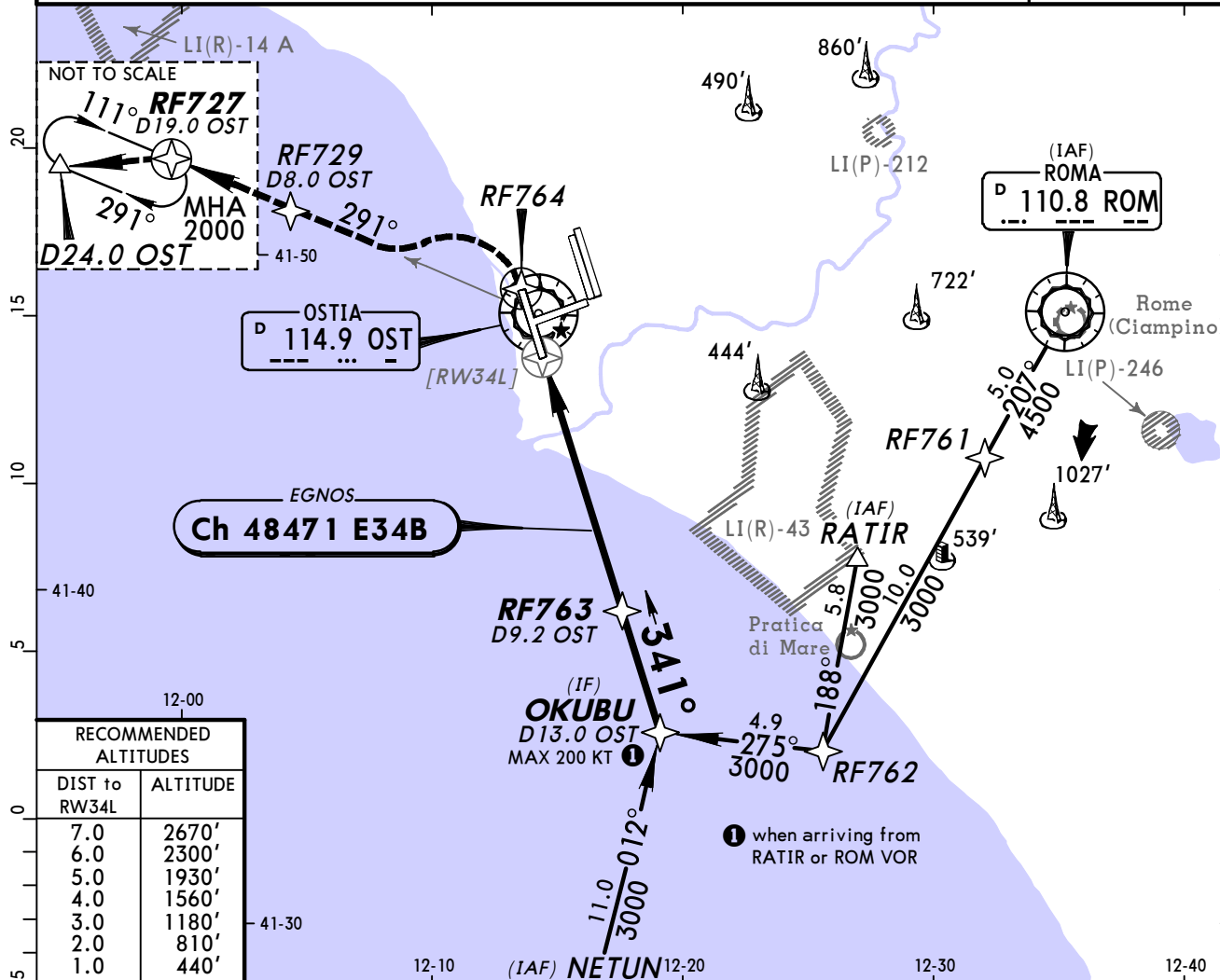
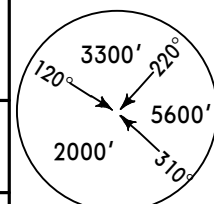
LIRF/FCO
FIUMICINO

21 JUN 13
Eff 27 Jun

12-4

ROME, ITALY
RNAV (GNSS) Rwy 34L

ATIS Arrival 126.12	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7	Ground 121.9
EGNOS CH 48471 E34B	Final ApcH Crs 341°	Minimum Alt RF763 3000' (2992')	LPV DA(H) Refer to Minimums	Apt Elev 13' RWY 8'
MISSED APCH: 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
1. OST VOR DME required.				



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	

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
Standard LPV DA(H) A: 290' (282') C: 310' (302') B: 300' (292') D: 320' (312')		LNAV DA(H) 410' (402')		Max Kts	MDA(H) VIS
A	RVR 900m	ALS out	ALS out	100	800' (787') 1500m
B	RVR 1400m	RVR 1500m	RVR 1500m	135	800' (787') 1600m
C	RVR 1000m	RVR 1500m	RVR 1900m	180	900' (887') 2400m
D				205	900' (887') 3600m

CHANGES: New procedure.

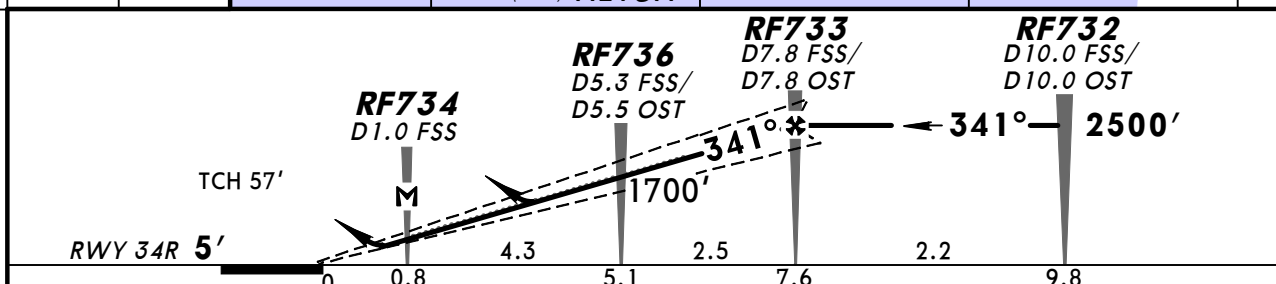
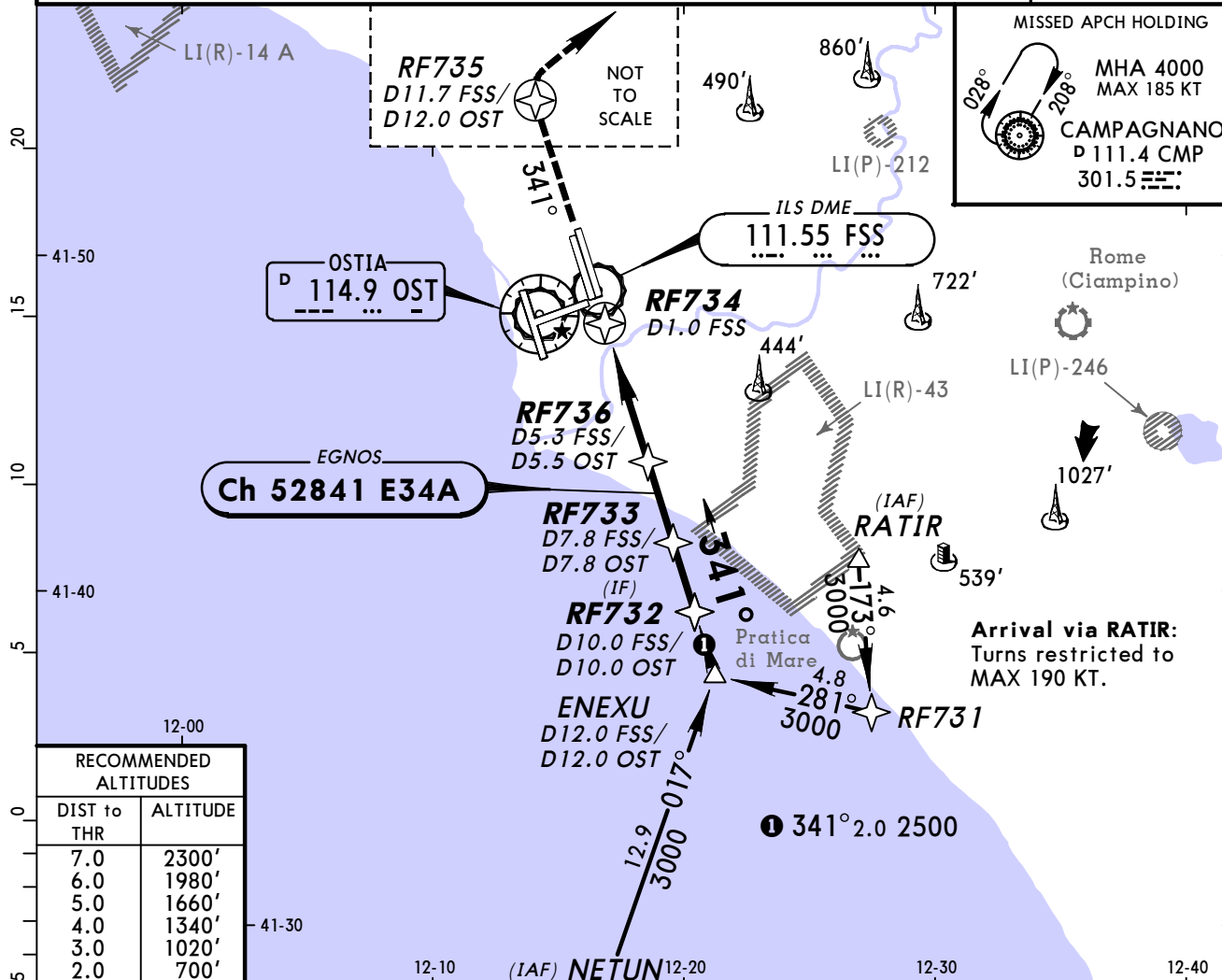
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LIRF/FCO
FIUMICINO

JEPPESEN
7 FEB 14 **(12-5)**

ROME, ITALY
RNAV (GNSS) Rwy 34R

ATIS Arrival 120.17	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.25	FIUME Tower 118.7	Ground 121.9
EGNOS CH 52841 E34A	Final Apch Crs 341°	Minimum Alt RF733 2500' (2495')	LPV DA(H) Refer to Minimums	Apt Elev 13' RWY 5'
MISSED APCH: 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'				
1. FSS or OST DME required. 2. CMP VOR or NDB required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MIM		RF735	
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI	2000'	on 341°	

MAP at RF734		STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
Standard		LPV		LNAV		Max Kts		MDA(H)	
		DA(H)		DA(H)				VIS	
		ABC: 255' (250') D: 260' (255')		490' (485')					
		ALS out		ALS out					
A				RVR 1500m		100		800'	1500m
B	RVR 750m	RVR 1300m				135		800'	1600m
C				RVR 1500m		180		900'	2400m
D				CMV 2300m		205		900'	3600m

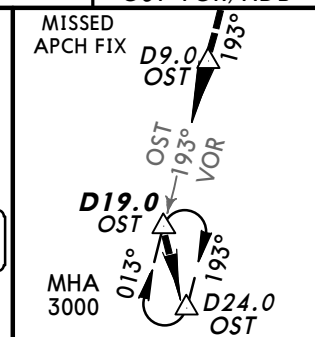
1 With TDZ, CL and HUD: RVR 600m.

CHANGES: Minimums.

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MSA
OST VOR/NDB

OST VOR/NDB



Profile view diagram showing the runway approach. The diagram includes the following elements:

- Vertical Profile:**
 - Start at 2000' (D10.0 OST).
 - Climb at 060° to 1550' (D5.0 OST).
 - Descent at 2.88° to 1550' (D5.0 OST).
 - Final descent to 13' (APT 13').
- Horizontal Distances:**
 - 5.0 units from 2000' to 1550'.
 - 4.0 units from 1550' to the start of the final descent.
 - 0.9 units from the start of the final descent to the runway.
- Other Labels:**
 - OST VOR (Visual Reference Point).
 - TCH displ thresh 50' (Threshold Crossing Height displacement threshold).
 - APT 13' (Approach Point).

ALS  ... PAPI ... 	500' 	on 060°
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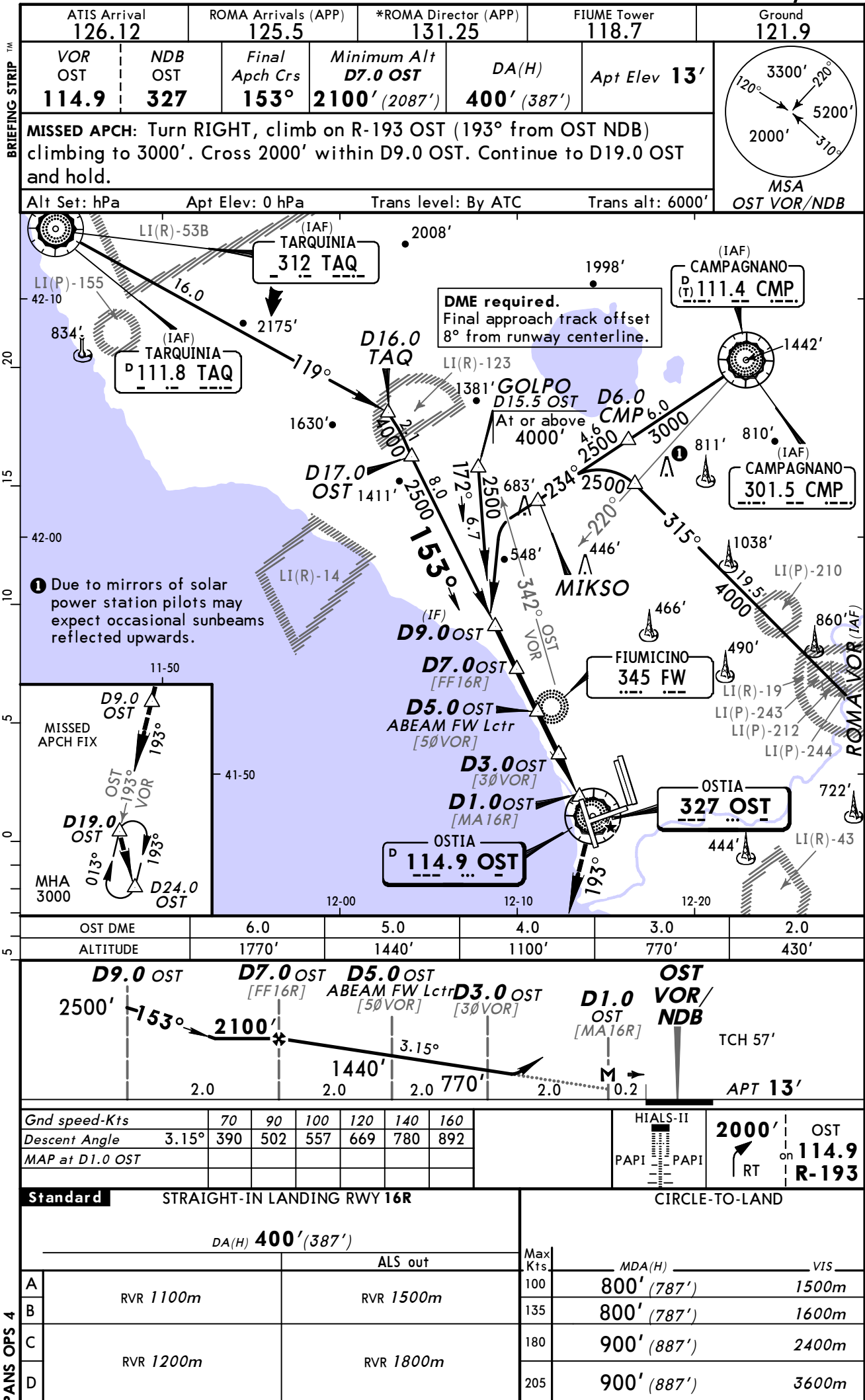
PANS OPS 4

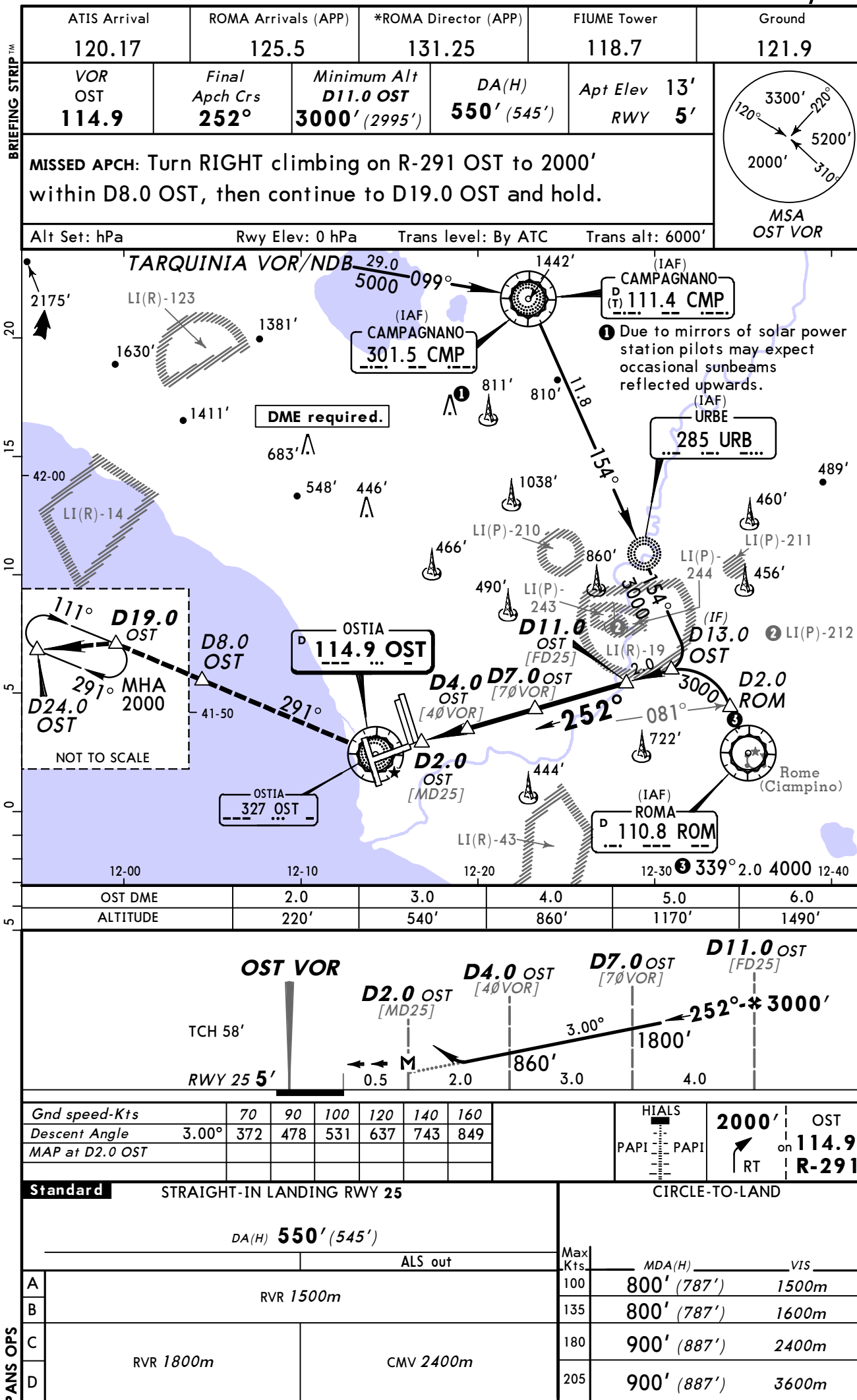
LIRF/FCO
FIUMICINO

3 JUN 11

(13-2)

ROME, ITALY
VOR or NDB Rwy 16R

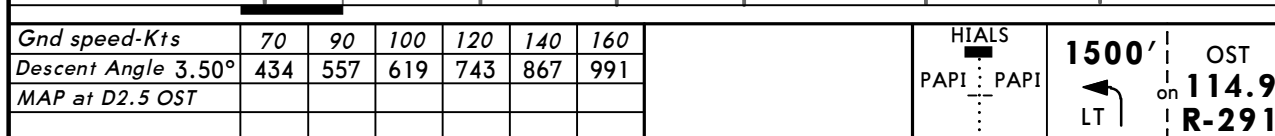
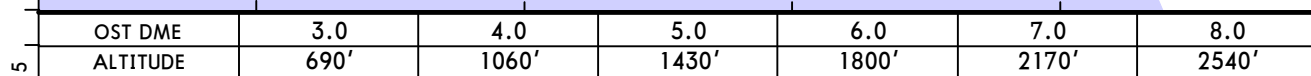




A diagram of a circular sector. Three radii are drawn from the center to the circumference, dividing the sector into three smaller sectors. The radii are labeled with their lengths: 3300' (top-left), 5200' (top-right), and 2000' (bottom-left). The central angles between the radii are labeled with their measures: 120° (between 3300' and 2000'), 220° (between 3300' and 5200'), and 310° (between 2000' and 5200').

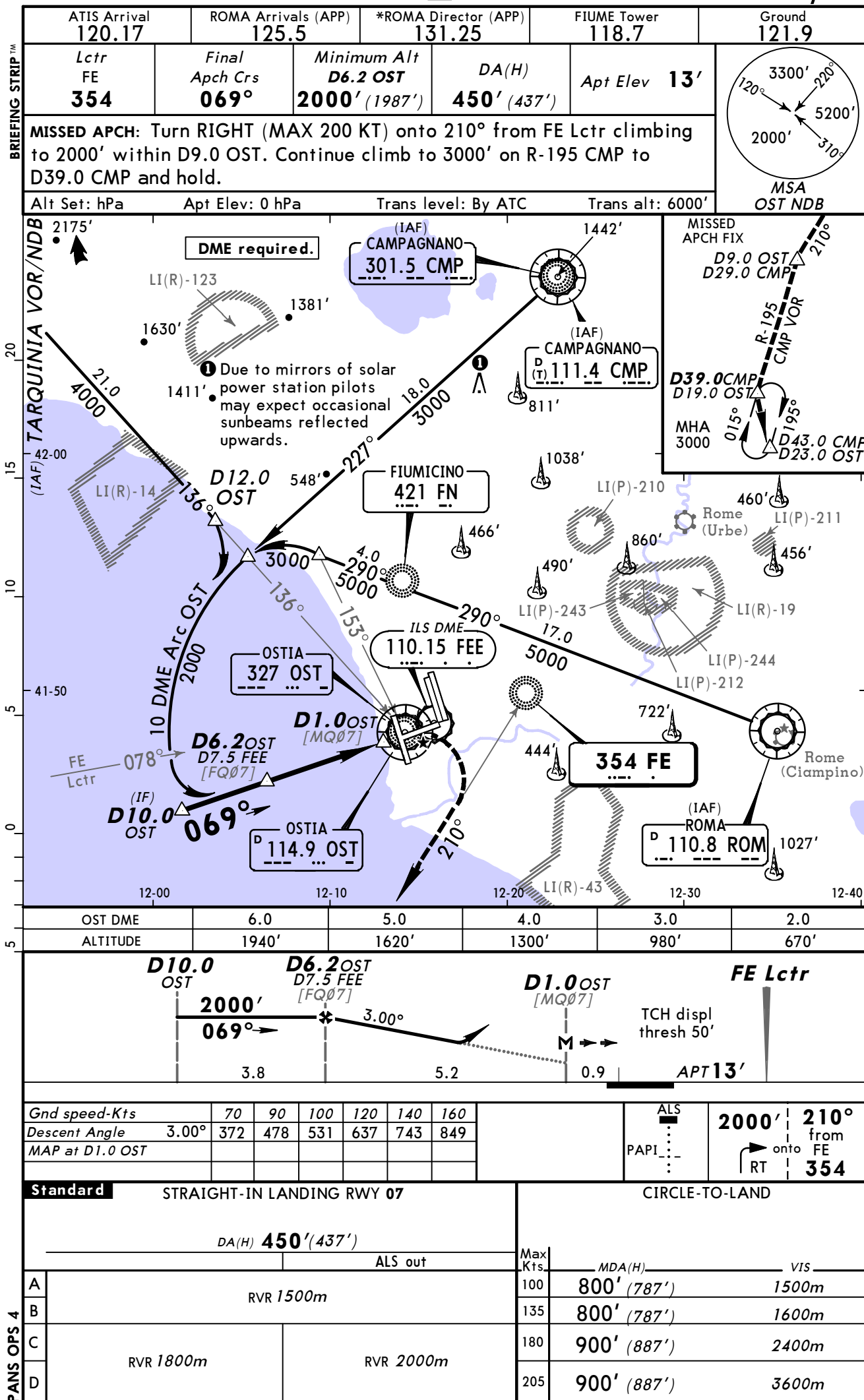
MSA
OST VOR/NDB

OST VOR/NDB



CIRCLE-TO-LAND

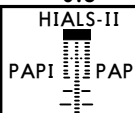
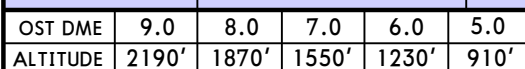
PANS OPS



ROME, ITALY
Lctr Rwy 16L

MSA
FN Lctr

Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'
OST VOR DME required.			



2000' on 161° D6.0
↑ OST

Max Kts	$MDA(H)$	VIS
100	800' (787')	1500m
135	800' (787')	1600m
180	900' (887')	2400m
205	900' (887')	3600m

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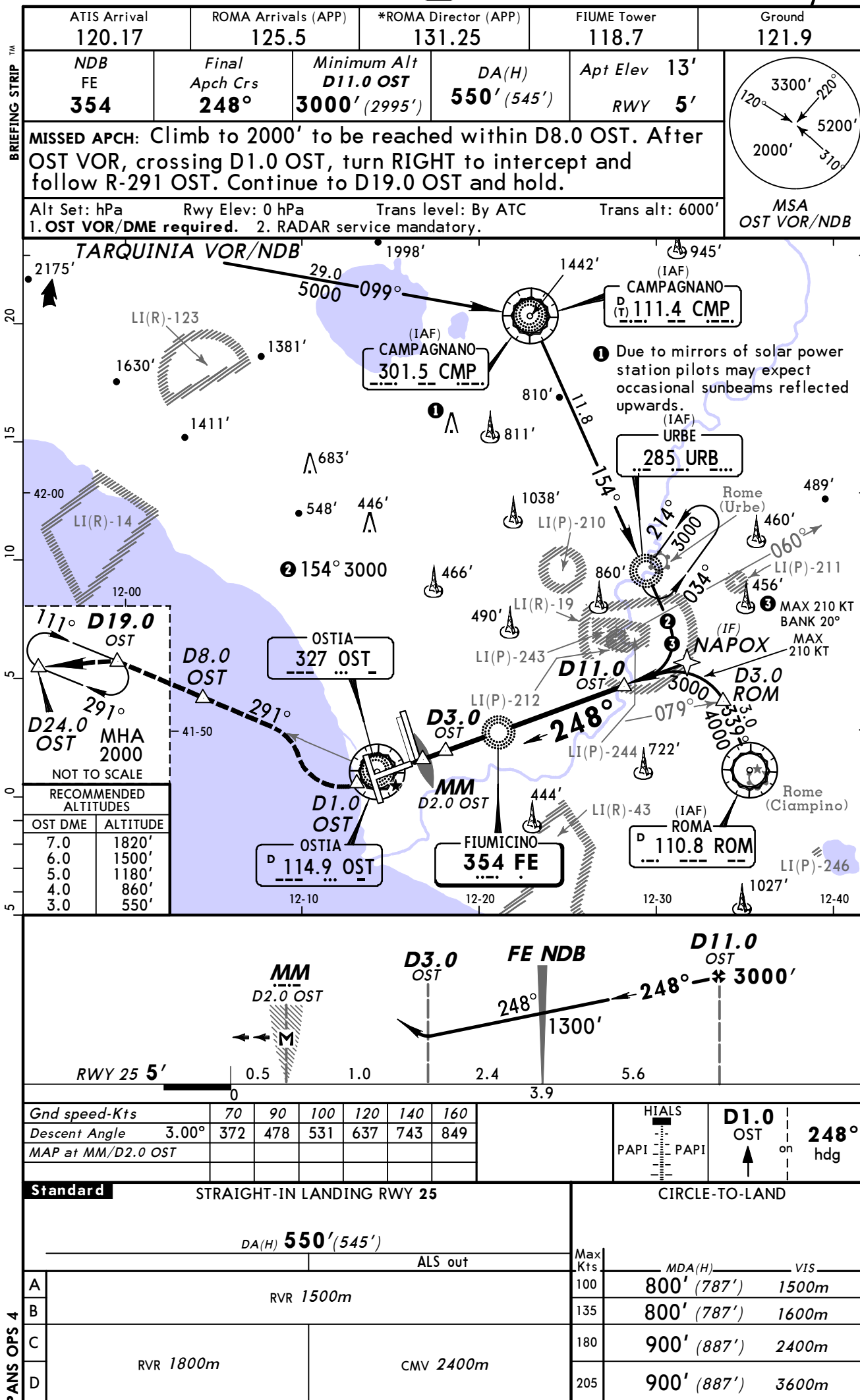


Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROME, (FIUMICINO - LIRF)				
ADD	ILS X RWY 16R (TEMP)	11-02	20 Jun 2014	27 Jun 2014
ADD	CAT II/III ILS X RWY 16R ...	11-02A	20 Jun 2014	27 Jun 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRF

Type: Terminal

Effectivity: Temporary

Begin Date: 20131114

End Date: Until Further Notice

(STARs) All waypoints considered to be compulsory.