

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIRF

Terminal Charts For LIRF

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: ROME ITA
ICAO/IATA: LIRF / FCO
Lat/Long: N41° 48.02', E012° 14.33'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0638 Z
Sunset: 1559 Z

Runway Information

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: 14 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: 07
Length x Width: 10850 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1362 ft

Runway: 34R
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 120.175 Arrival Service
ATIS: 126.125
ATIS: 121.850 Departure Service
Fiume Tower: 118.700
Fiume Delivery Tower: 121.800
Fiume Ground Tower: 121.900
Fiume Ground Tower: 122.125
Fiume Tower: 127.625
Fiume Ramp/Taxi: 121.725
Roma Arrival Approach: 127.950
Roma Arrival Approach: 125.500
Roma Departure Approach: 130.900
Roma Departure Approach: 131.100
Roma Direct (Approach Control Radar): 119.200
Roma Direct (Approach Control Radar): 131.250

LIRF/FCO
FIUMICINO

JEPPESEN

1 JAN 16

10-1P

Eff 7 Jan

ROME, ITALY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival 126.125 (RWY 16R/34L)
120.175 (RWYs 07/25, 16L/34R and 16C/34C)
ATIS Departure 121.850

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 AA and AB;
- 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 AG and enter apron via Link 2, if unable at TWY AH or AK or AL.

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 JAN 16

10-1P1

Eff 7 Jan

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AIRPORT BRIEFING

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.

For wingspan restrictions refer to 10-9 charts.

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 JAN 16**10-1P2****Eff 7 Jan****ROME, ITALY**
AIRPORT BRIEFING

1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

Marshaller service is provided by APT operator only for contingency reasons.

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

TWY B between TWYs BF and BG (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.

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

Stand 341 entrance self-maneuvering 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 612, 801 thru 805 and 809 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 and A380 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.

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1 JAN 16

10-1P3

Eff 7 Jan

ROME, ITALY

AIRPORT BRIEFING

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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AIRPORT BRIEFING

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 AG.

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

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1 JAN 16

JEPPesen
10-1P5

Eff 7 Jan

ROME, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.3.2.4. RWY 34L

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

ACFT vacating RWY via TWY AF or AE, if authorized by ATC, shall hold at IHP AE1. 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)

Available only for contingency operations.

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.

During landing operations no ACFT is allowed to taxi or hold on portion of TWY C between TWY CD and CL.

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 APT 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.

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7 MAR 14

10-1P6

ROME, ITALY

AIRPORT BRIEFING

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).

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7 MAR 14

10-1P7

ROME, ITALY

AIRPORT BRIEFING

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.

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9 OCT 15

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10-1P8

Eff 15 Oct

ROME, ITALY

AIRPORT BRIEFING

3. DEPARTURE

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 (0600-2300LT) or RWY 16L/34R (2300-0600LT).

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 34C not allowed in presence of contamination and/or heavy rain.

RWY 16C:

- Not allowed.

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.

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JEPPESEN
9 OCT 15 (10-1P9)

Eff 15 Oct

ROME, ITALY
AIRPORT BRIEFING

3. DEPARTURE

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.
- In case of dry RWY, take-off to be performed only with crosswind of MAX demonstrated crosswind minus 20%.
- In case of wet RWY, take-off to be performed only with crosswind of MAX demonstrated crosswind minus 25%.
- For ACFT with reduced performance due to failure, preferential RWY is RWY 16R/34L.

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

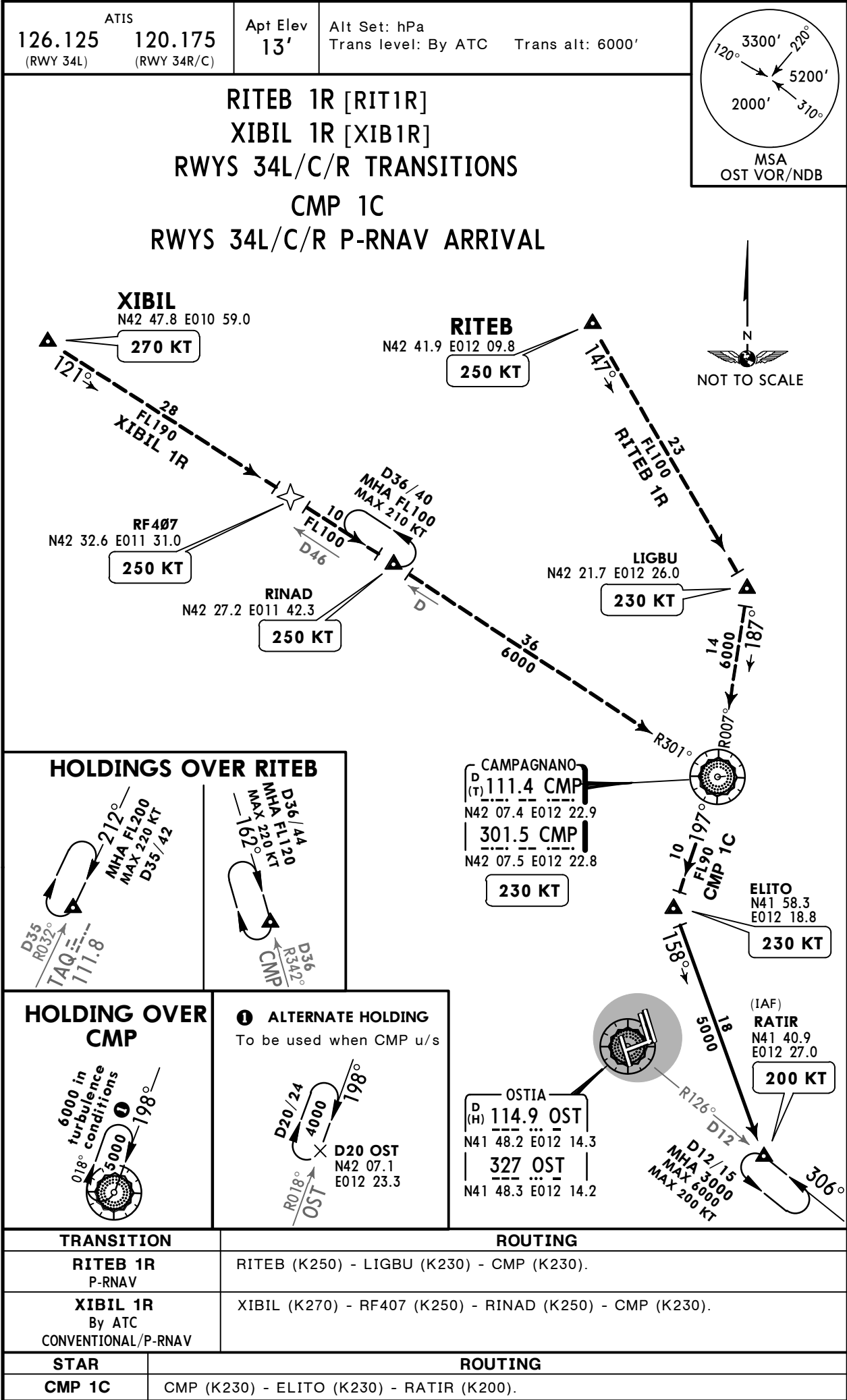
In order to maximize APT capacity following procedures are applied:

- 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.

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17 APR 15 10-2 Eff 30 Apr

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RNAV STAR



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JEPPESSEN
17 APR 15 10-2A Eff 30 Apr

ROME, ITALY
RNAV STAR

ATIS
126.125
(RWY 16R)
120.175
(RWYs 16L/C, 07/25)

Apt Elev
13'

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

3300'
220°
5200'
2000'
310°
120°

MSA
OST VOR/NDB

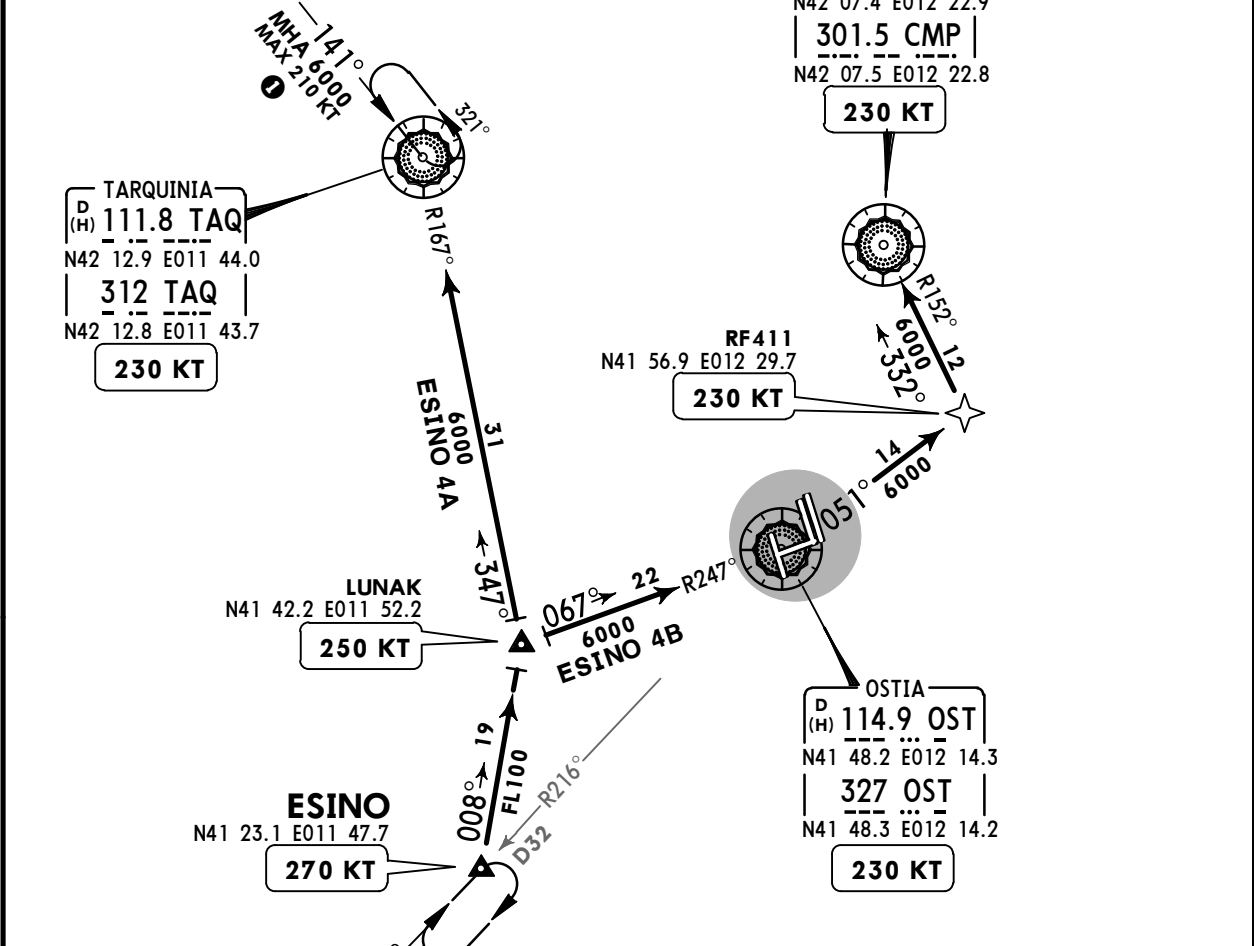
NOT TO SCALE

ESINO 4A [ESIN4A]
ESINO 4B [ESIN4B]
RWYS 16L/C/R, 07, 25 P-RNAV ARRIVALS

1 ALTERNATE HOLDING
To be used when TAQ u/s

137°
D33/37
FL80
R317°
OST

D33 OST
N42 13.0
E011 44.9



HOLDING OVER
CMP

6000 in
turbulence
conditions

018°
5000'
198°

2 ALTERNATE HOLDING
To be used when CMP u/s

D20/24
4000'
198°
R018°
OST

D20 OST
N42 07.1
E012 23.3

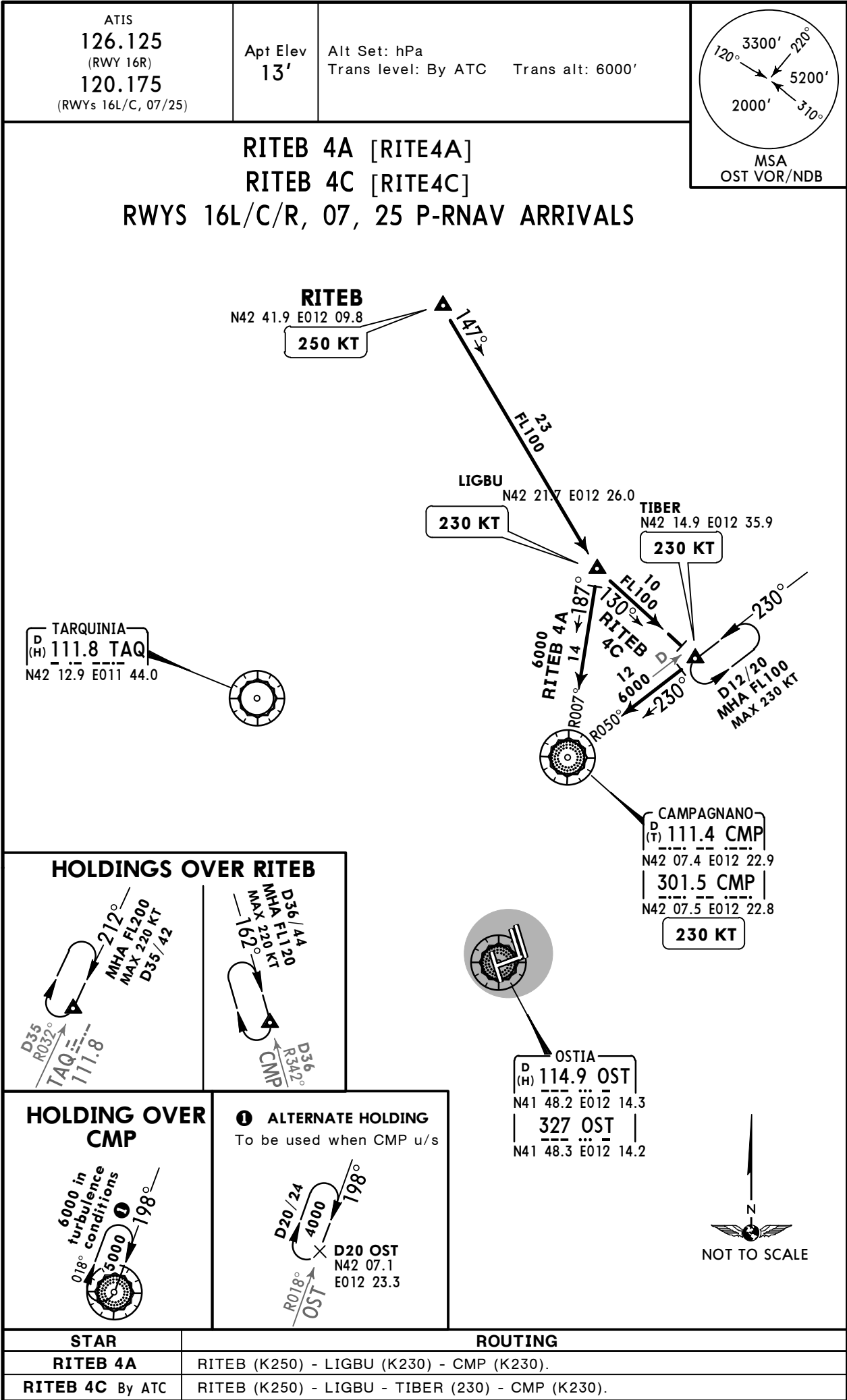
STAR	ROUTING
ESINO 4A	ESINO (K270) - LUNAK (K250) - TAQ (K230).
ESINO 4B By ATC	ESINO (K270) - LUNAK (K250) - OST (K230) - RF411 (K230) - CMP (K230).

CHANGES: RNAV STARs transferred; holdings. © JEPPESSEN, 2015. ALL RIGHTS RESERVED.

LIRF/FCO
FIUMICINO

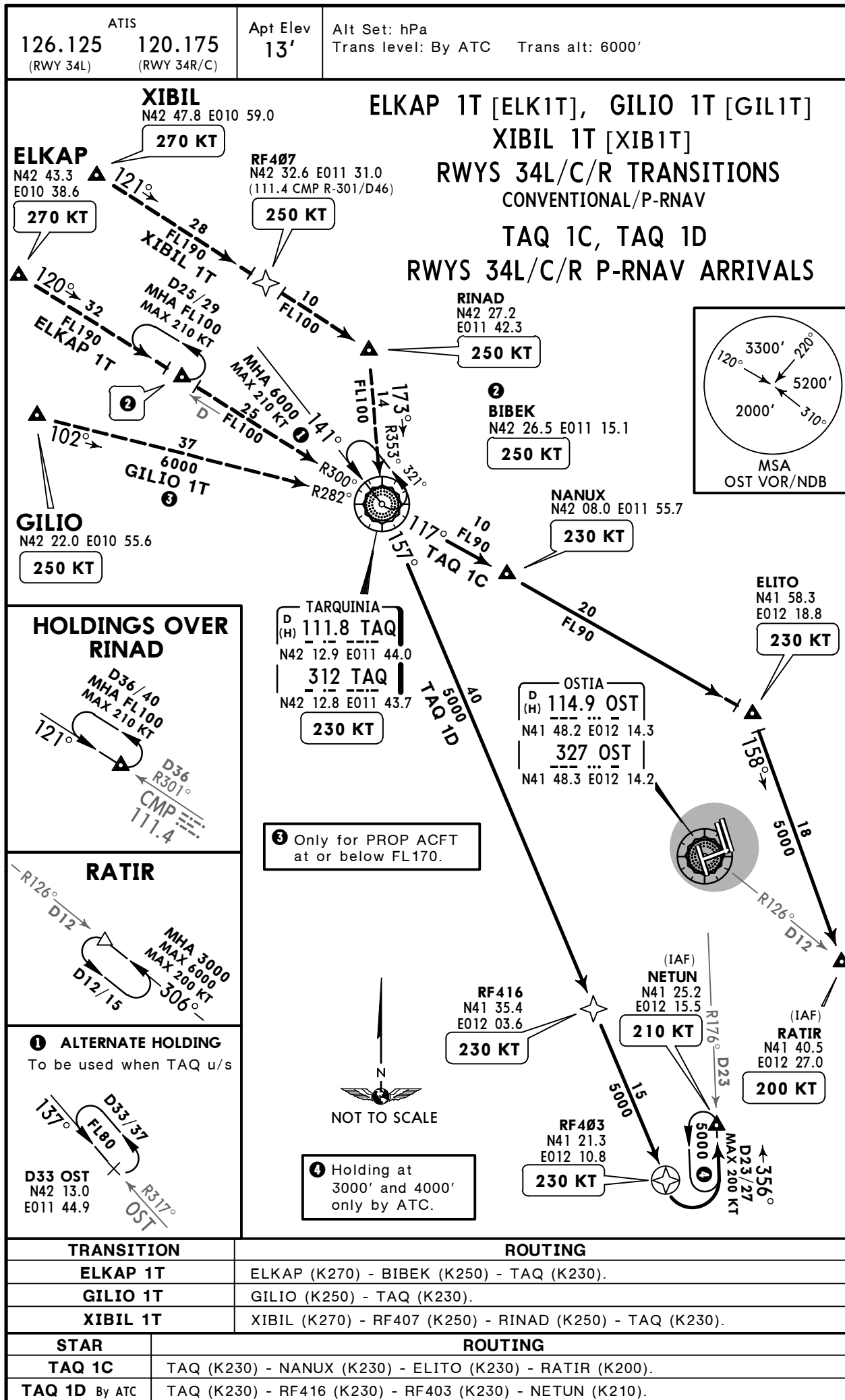
JEPPESSEN
17 APR 15 10-2B Eff 30 Apr

ROME, ITALY
RNAV STAR



LIRF/FCO
FIUMICINO
JEPPESSEN

17 APR 15

10-2C
Eff 30 Apr
ROME, ITALY
RNAV STAR


CHANGES: Holdings over BIBEK & RINAD established; chart reindexed.

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LIRF/FCO
FIUMICINO

JEPPESSEN

ROME, ITALY

17 APR 15

10-2D

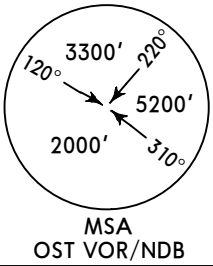
Eff 30 Apr

RNAV STAR

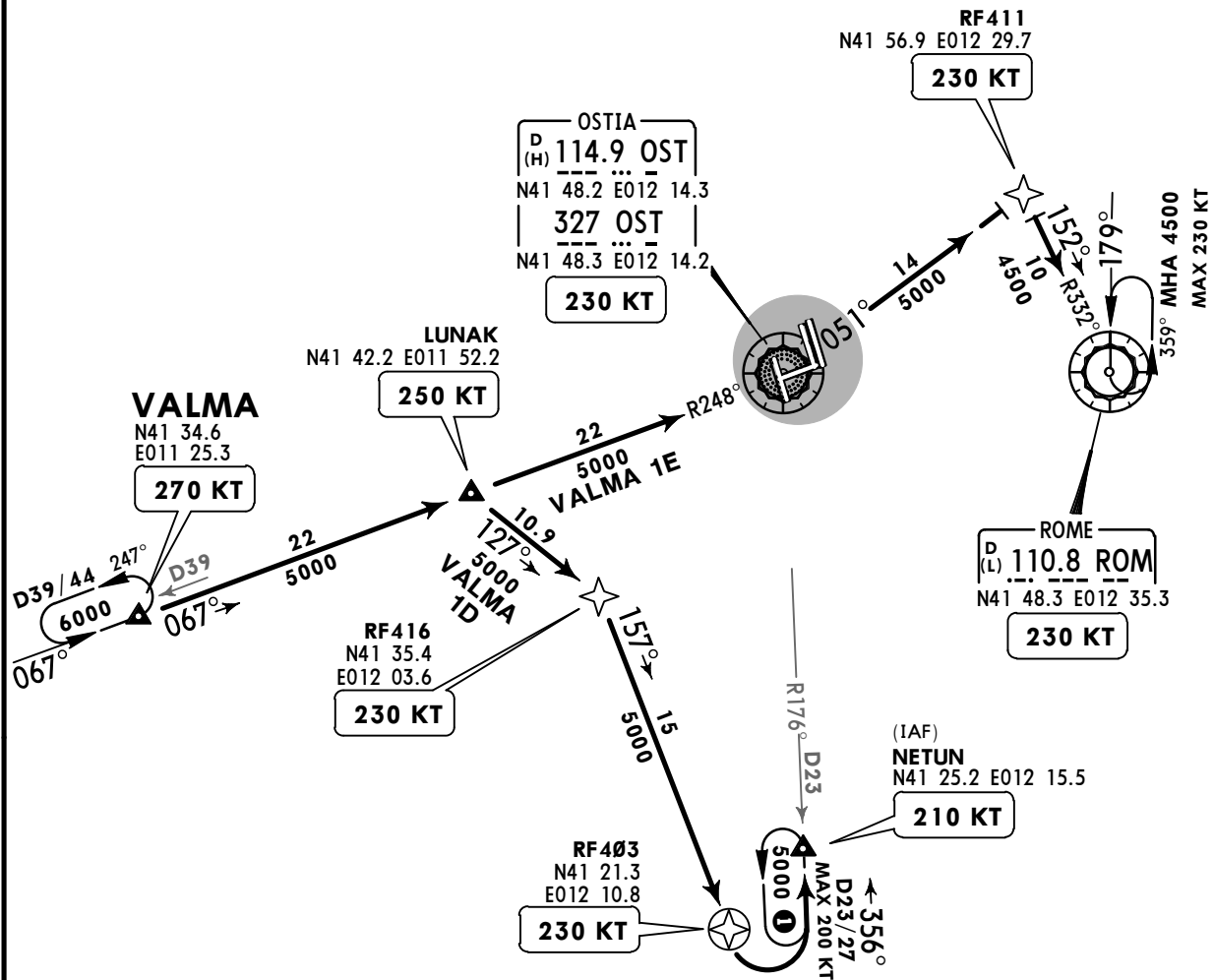
ATIS
126.125 120.175
(RWY 34L) (RWY 34R/C)

Apt Elev
13'

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



VALMA 1D [VALM1D]
VALMA 1E [VALM1E]
RWYS 34L/C/R P-RNAV ARRIVALS



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

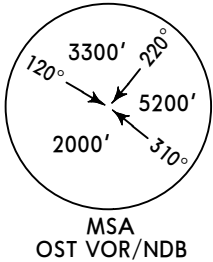
STAR	ROUTING
VALMA 1D	VALMA (K270) - LUNAK (K250) - RF416(K230) - RF403 (K230) - NETUN (K210).
VALMA 1E By ATC	VALMA (K270) - LUNAK (K250) - OST(K230) - RF411 (K230) - ROM (K230).

LIRF/FCO
FIUMICINO

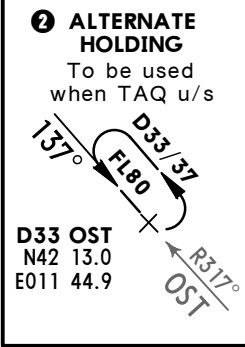
JEPPesen
17 APR 15 10-2F Eff 30 Apr

ROME, ITALY
STAR

ATIS 126.125 (RWY 16R) 120.175 (RWYs 16L/C, 07/25)	Apt Elev 13'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
--	-----------------	---



ELKAP 4A [ELKA4A]
GILIO 4B [GILI4B]
RWYS 16L/C/R, 07, 25 ARRIVALS
CONVENTIONAL/P-RNAV



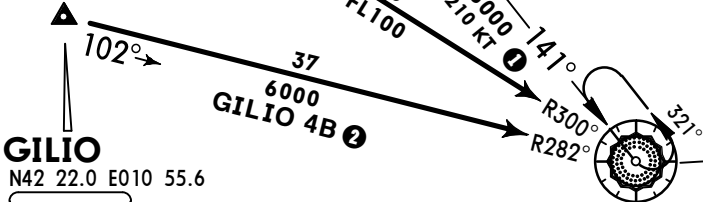
ELKAP
N42 43.3
E010 38.6

270 KT



BIBEK
N42 26.5 E011 15.1

250 KT



GILIO
N42 22.0 E010 55.6

250 KT

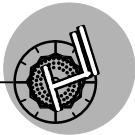
TARQUINIA
D 111.8 TAQ
(H) 111.8 TAQ
N42 12.9 E011 44.0
312 TAQ
N42 12.8 E011 43.7

230 KT

2 Only for PROP ACFT
at or below FL170.



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



STAR	ROUTING
ELKAP 4A	ELKAP (K270) - BIBEK (K250) - TAQ (K230).
GILIO 4B	GILIO (K250) - TAQ (K230).

LIRF/FCO
FIUMICINO

JEPPESSEN

ROME, ITALY

17 APR 15

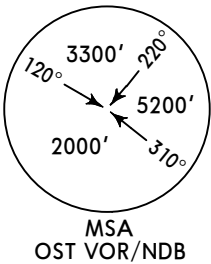
10-2G

Eff 30 Apr

STAR

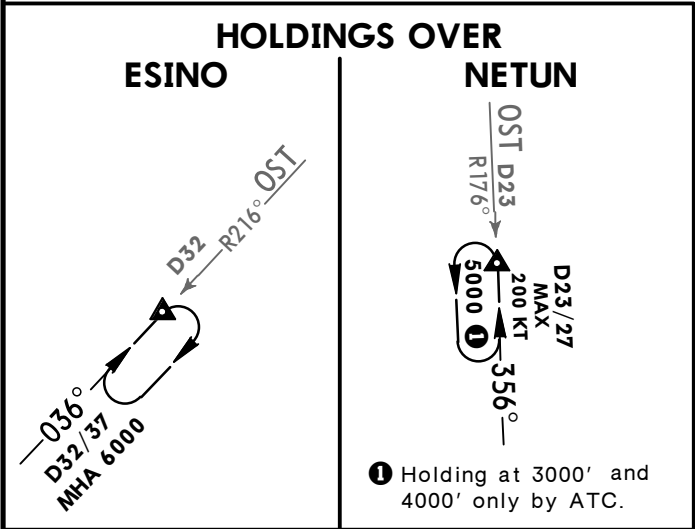
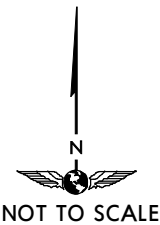
ATIS
126.125 120.175
(RWY 34L) (RWY 34R/C)

Apt Elev 13'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

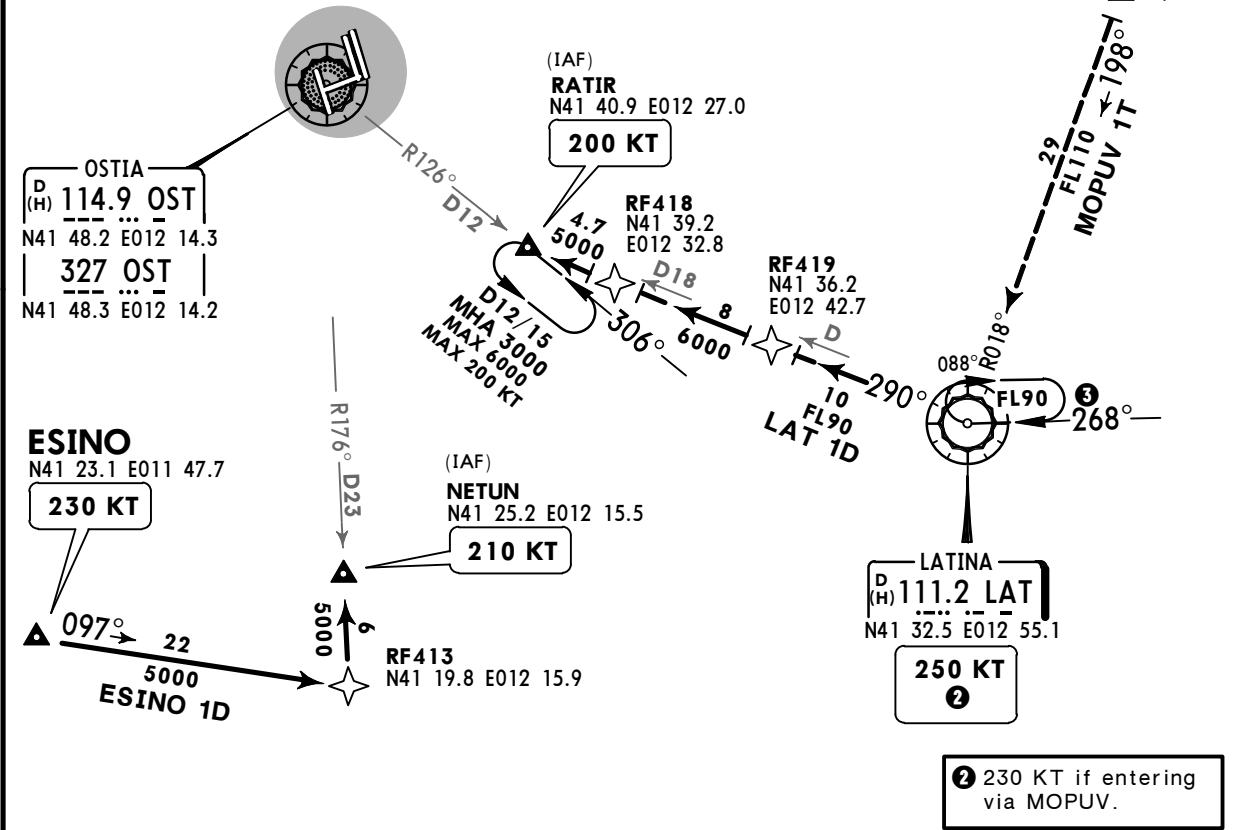


MOPUV 1T [MOP1T]
RWYS 34L/C/R TRANSITION
CONVENTIONAL/P-RNAV

ESINO 1D [ESIN1D], LAT 1D
RWYS 34L/C/R ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
BY ATC



3 MAX FL120 for omnidirectional entries.
MAX FL180 for on track entries.



TRANSITION	ROUTING
MOPUV 1T	MOPUV (K250) - DESUK (K230) - LAT (K230).
STAR	ROUTING
ESINO 1D	ESINO (K230) - RF413 - NETUN (K210).
LAT 1D	LAT (K250) 2 - RF419 - RF418 - RATIR (K200).

LIRF/FCO
FIUMICINO

JEPPESSEN

ROME, ITALY

17 APR 15

10-2H

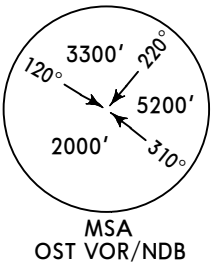
Eff 30 Apr

STAR

ATIS
126.125
(RWY 16R)
120.175
(RWYs 16L/C, 07/25)

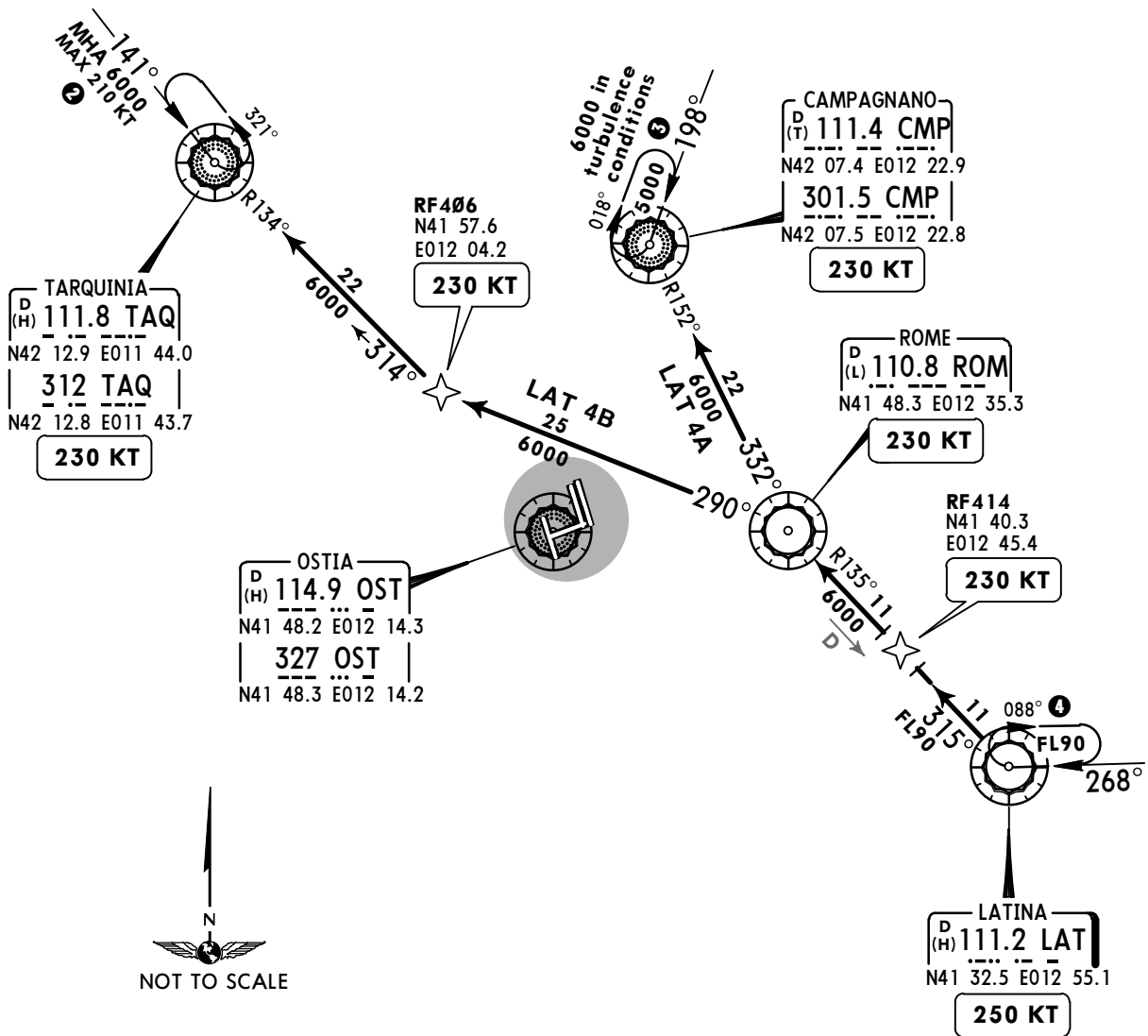
Apt Elev
13'

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



LAT 4A, LAT 4B ①
RWYS 16L/C/R, 07, 25 ARRIVALS
CONVENTIONAL/P-RNAV

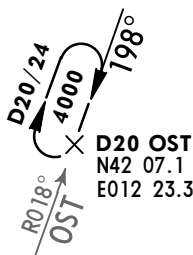
① By ATC



② **ALTERNATE HOLDING**
To be used
when TAQ u/s



③ **ALTERNATE HOLDING**
To be used
when CMP u/s



④ MAX FL120 for
omnidirectional entries.
MAX FL180 for
on track entries.

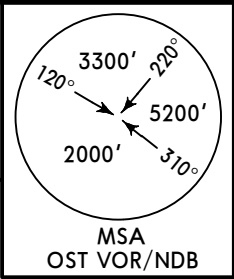
STAR	ROUTING
LAT 4A	LAT (K250) - RF414 (K230) - ROM (K230) - CMP (K230).
LAT 4B ①	LAT (K250) - RF414 (K230) - ROM (K230) - RF406 (K230) - TAQ (K230).

LIRF/FCO
FIUMICINO

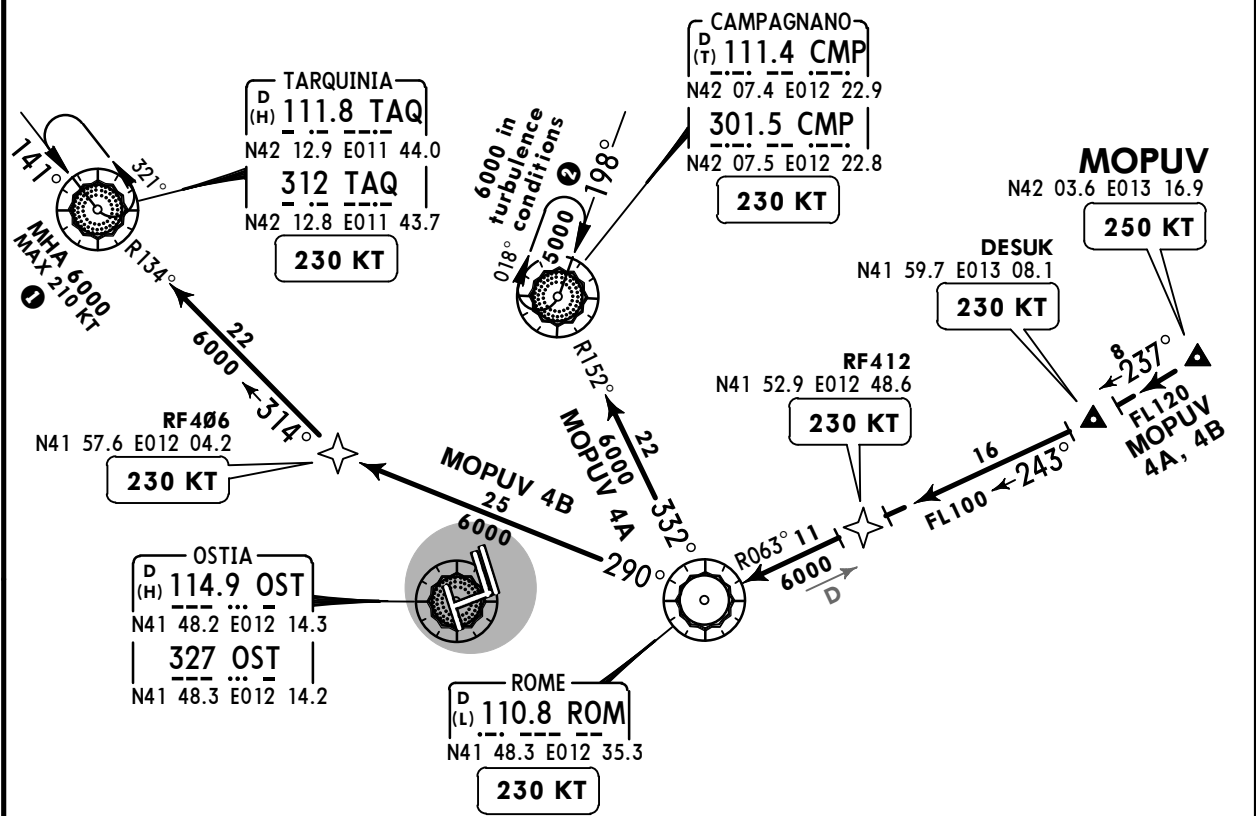
JEPPESSEN
17 APR 15 10-2J Eff 30 Apr

ROME, ITALY
STAR

ATIS 126.125 (RWY 16R) 120.175 (RWYs 16L/C, 07/25)	Apt Elev 13'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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MOPUV 4A [MOPU4A]
MOPUV 4B [MOPU4B]
RWYS 16L/C/R, 07, 25 ARRIVALS
CONVENTIONAL/P-RNAV



1 ALTERNATE HOLDING To be used when TAQ u/s 	2 ALTERNATE HOLDING To be used when CMP u/s
---	---



STAR	ROUTING
MOPUV 4A	MOPUV (K250) - DESUK (K230) - RF412 (K230) - ROM (K230) - CMP (K230).
MOPUV 4B By ATC	MOPUV (K250) - DESUK (K230) - RF412 (K230) - ROM (K230) - RF406 (K230) - TAQ (K230).

MSA
OST VOR/NDB

BY ATC



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JEPPESSEN

ROME, ITALY

17 APR 15

10-2L

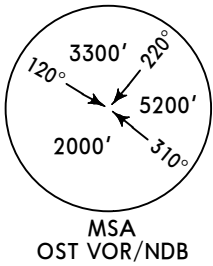
Eff 30 Apr

STAR

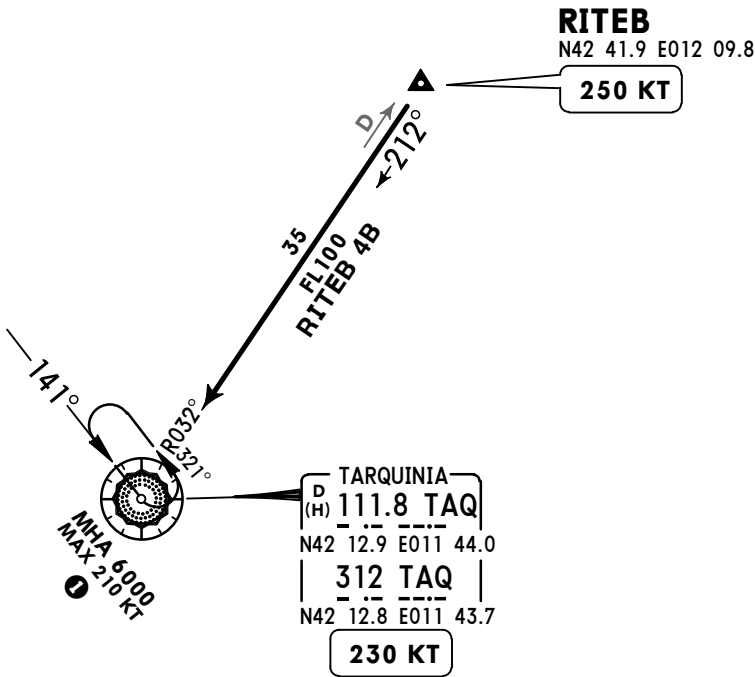
ATIS
126.125
(RWY 16R)
120.175
(RWYS 16L/C, 07/25)

Apt Elev
13'

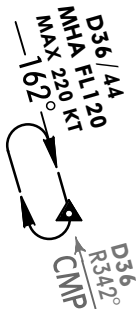
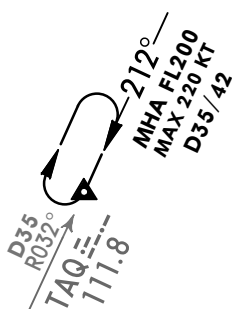
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



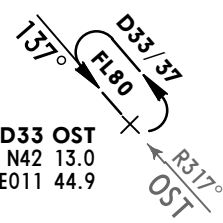
RITEB 4B [RITE4B]
RWYS 16L/C/R, 07, 25 ARRIVAL
BY ATC
CONVENTIONAL/P-RNAV



HOLDINGS OVER RITEB



① ALTERNATE HOLDING
To be used when TAQ u/s



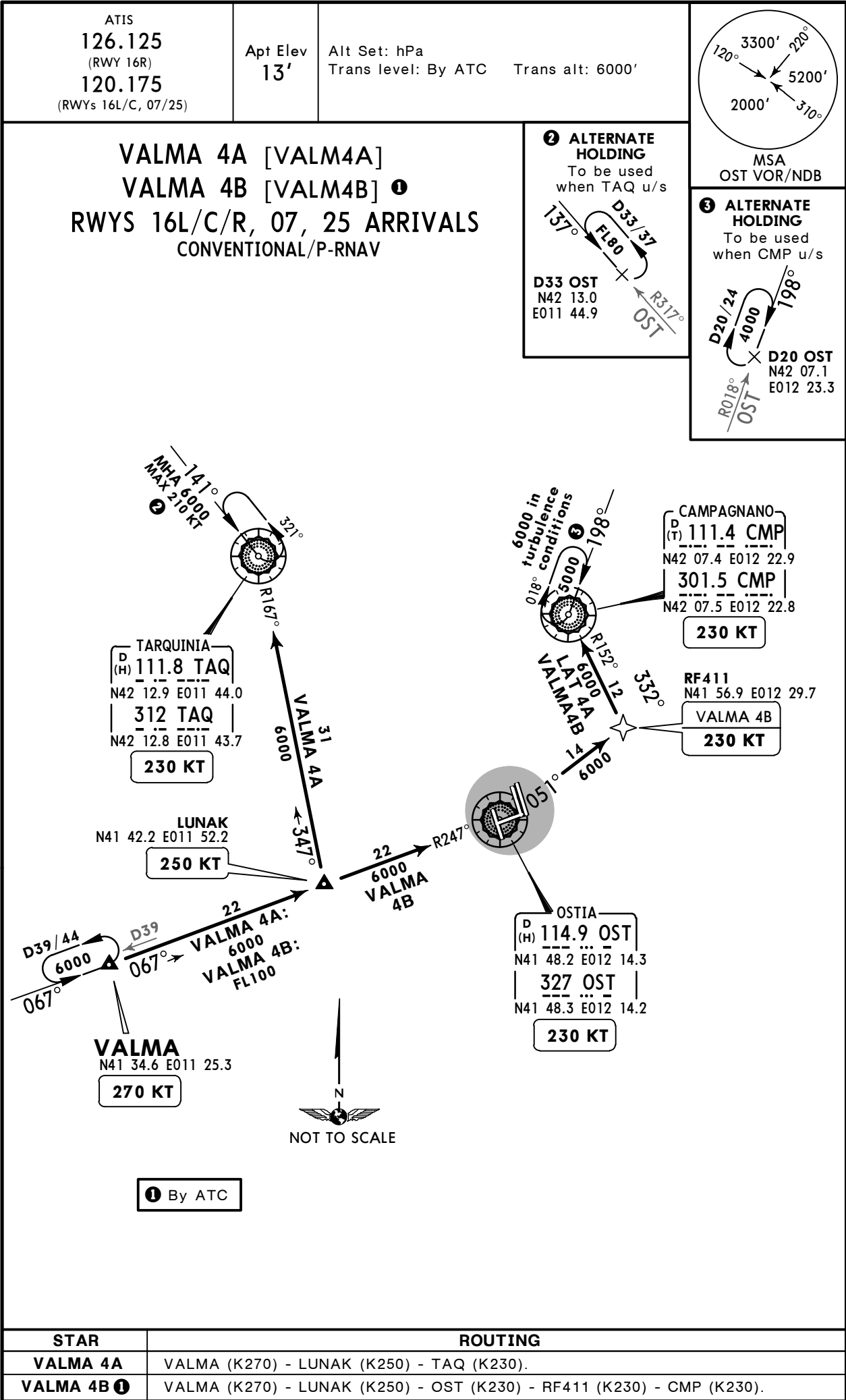
ROUTING

RITEB (K250) - TAQ (K230).

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FIUMICINO

JEPPESSEN
17 APR 15 10-2M Eff 30 Apr

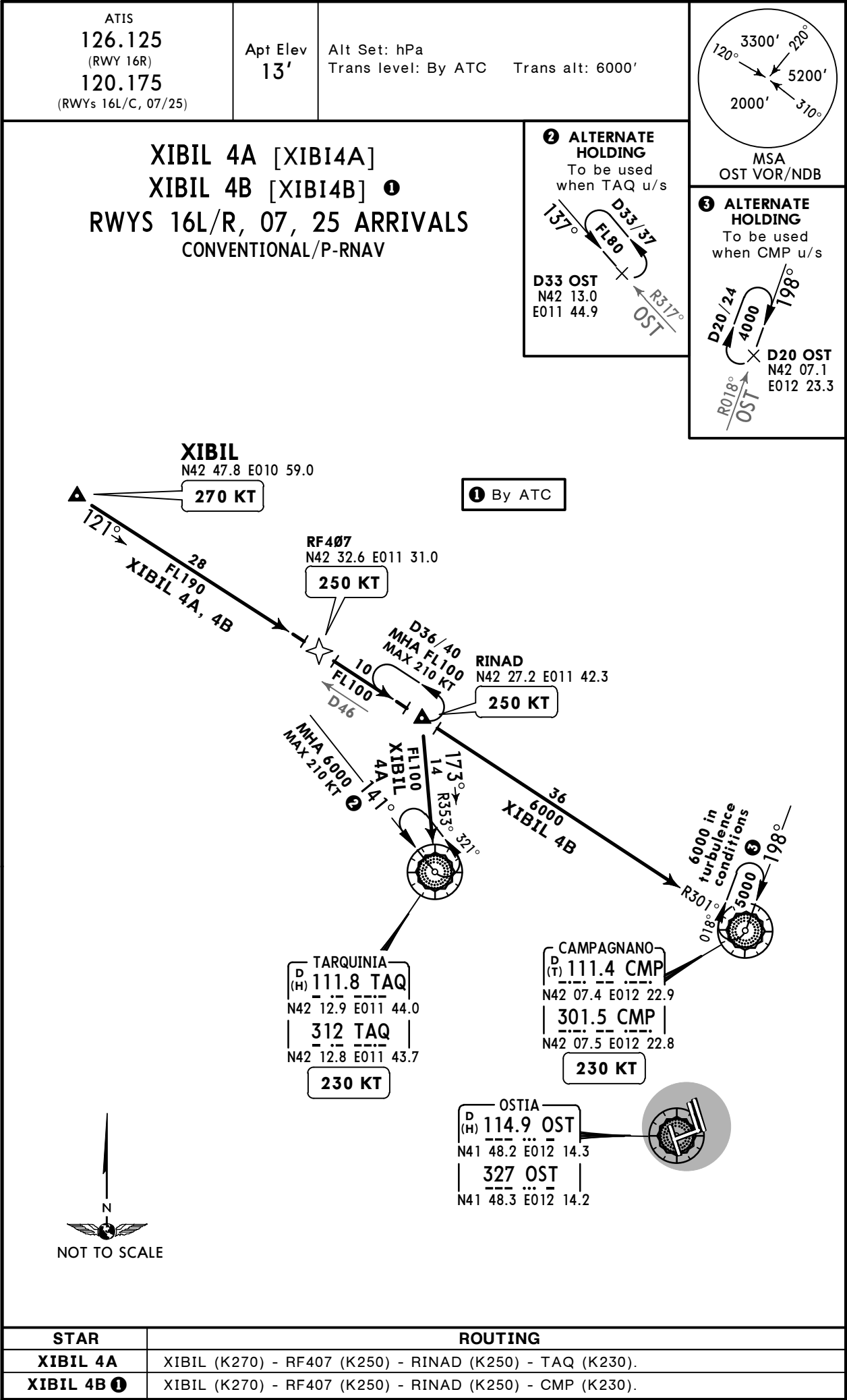
ROME, ITALY
STAR



LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 10-2N Eff 30 Apr

ROME, ITALY
STAR



LIRF/FCO
FIUMICINO


16 AUG 13

10-3

Eff 22 Aug

ROME, ITALY
SID

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

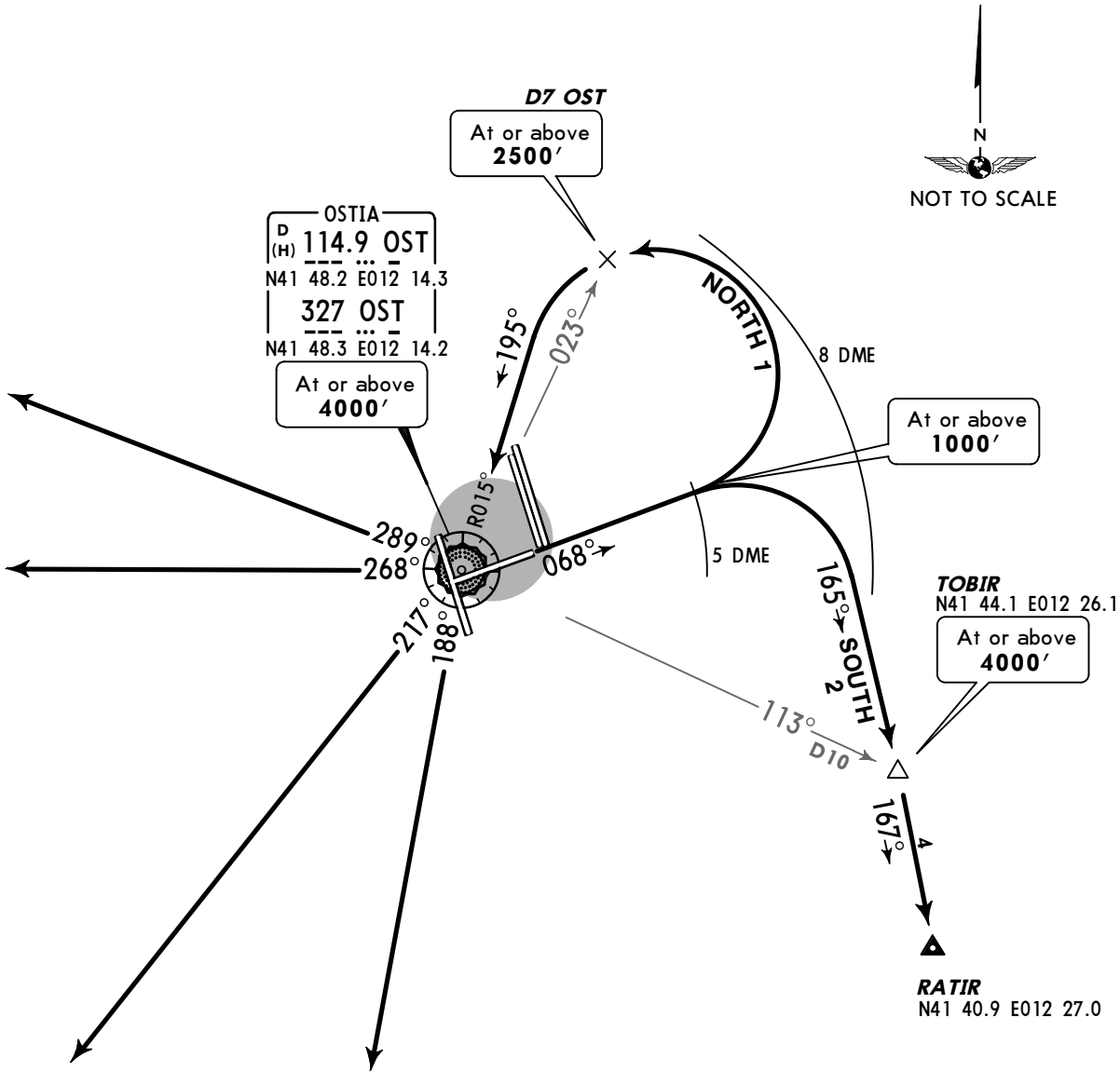
LIRF/FCO
FIUMICINO

JEPPESSEN
16 AUG 13 10-3B Eff 22 Aug

ROME, ITALY
SID

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.
-------------------------------	-----------------	--

NORTH 1
SOUTH 2
RWY 07 INITIAL CLIMB



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
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.

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FIUMICINO

JEPPESSEN
16 AUG 13 10-3C Eff 22 Aug

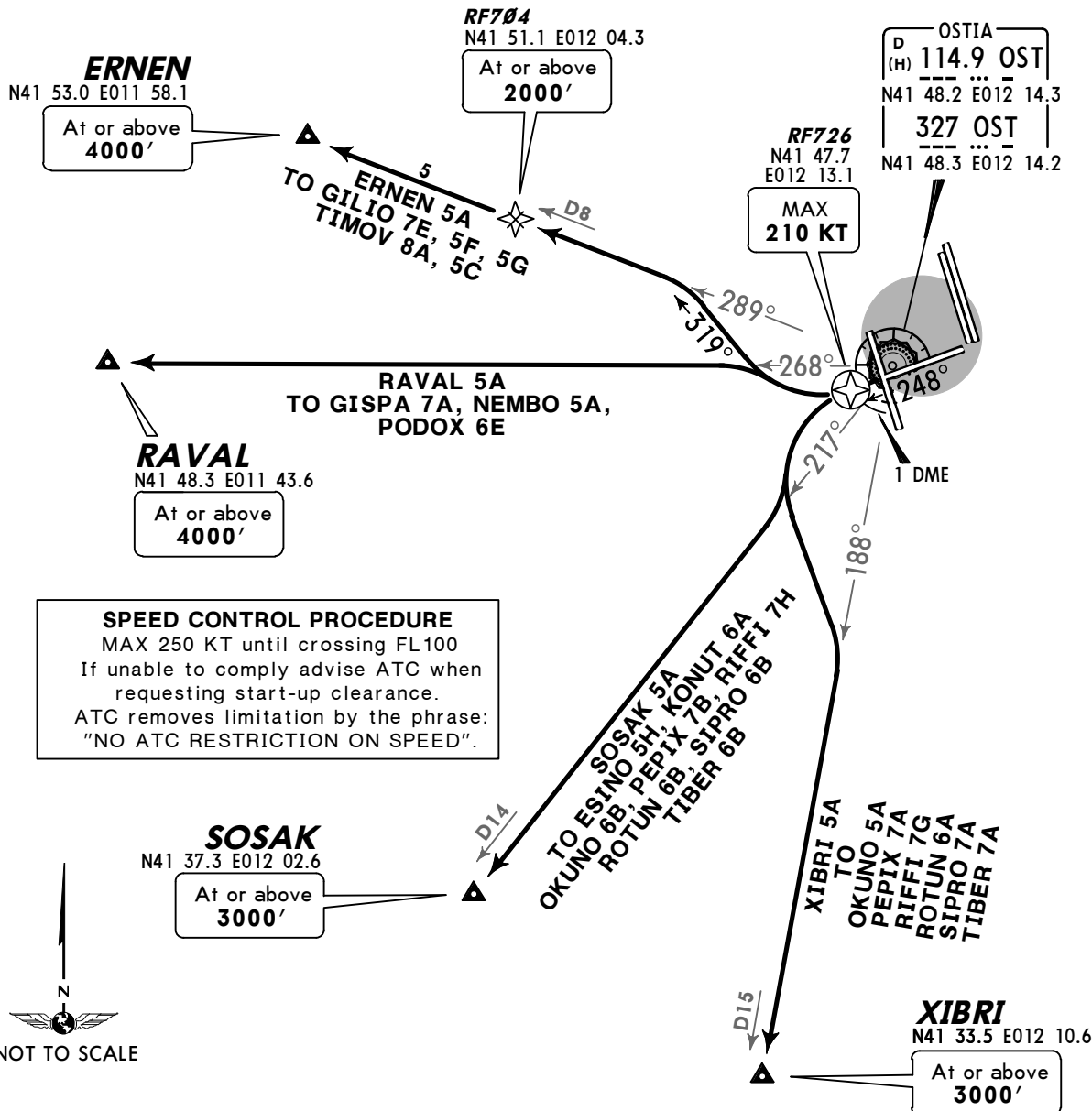
ROME, ITALY
SID

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.
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
ERNEN 5A	Climb on 248° track, at OST 1 DME turn RIGHT, 319° track, intercept OST R-289 to ERNEN.
RAVAL 5A	Climb on 248° track, at OST 1 DME turn RIGHT, intercept OST R-268 to RAVAL.
SOSAK 5A	Climb on 248° track, at OST 1 DME turn LEFT, intercept OST R-217 to SOSAK.
XIBRI 5A	Climb on 248° track, at OST 1 DME turn LEFT, intercept OST R-188 to XIBRI.

LIRF/FCO
FIUMICINO
JEPPESSEN
ROME, ITALY

16 AUG 13

10-3D
Eff 22 Aug
SID

ROMA Departure (APP)
130.9

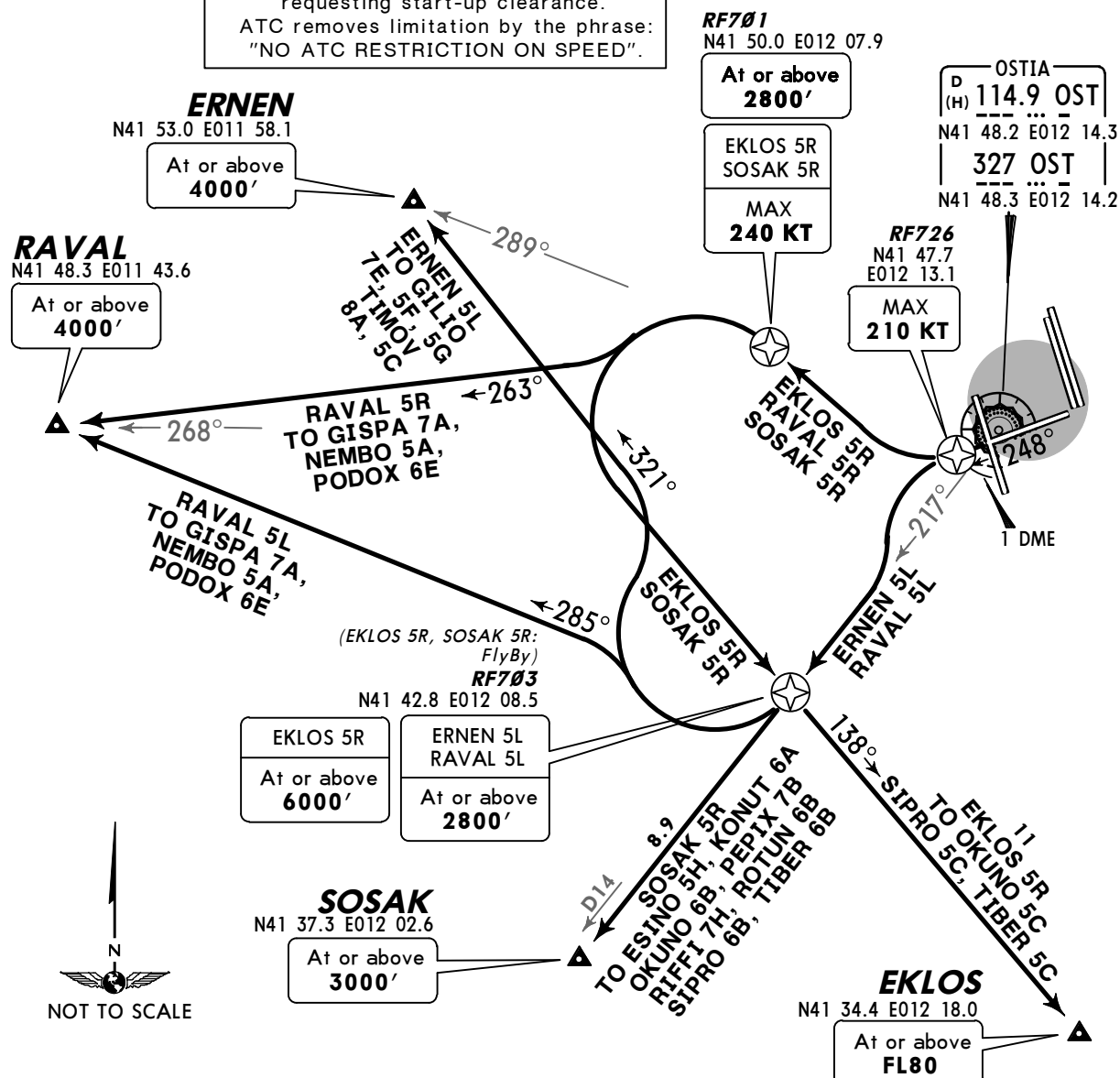
Apt Elev
13'

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.

**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'+).

CHANGES: SID AGASA 7A withdrawn.

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LIRF/FCO
FIUMICINO

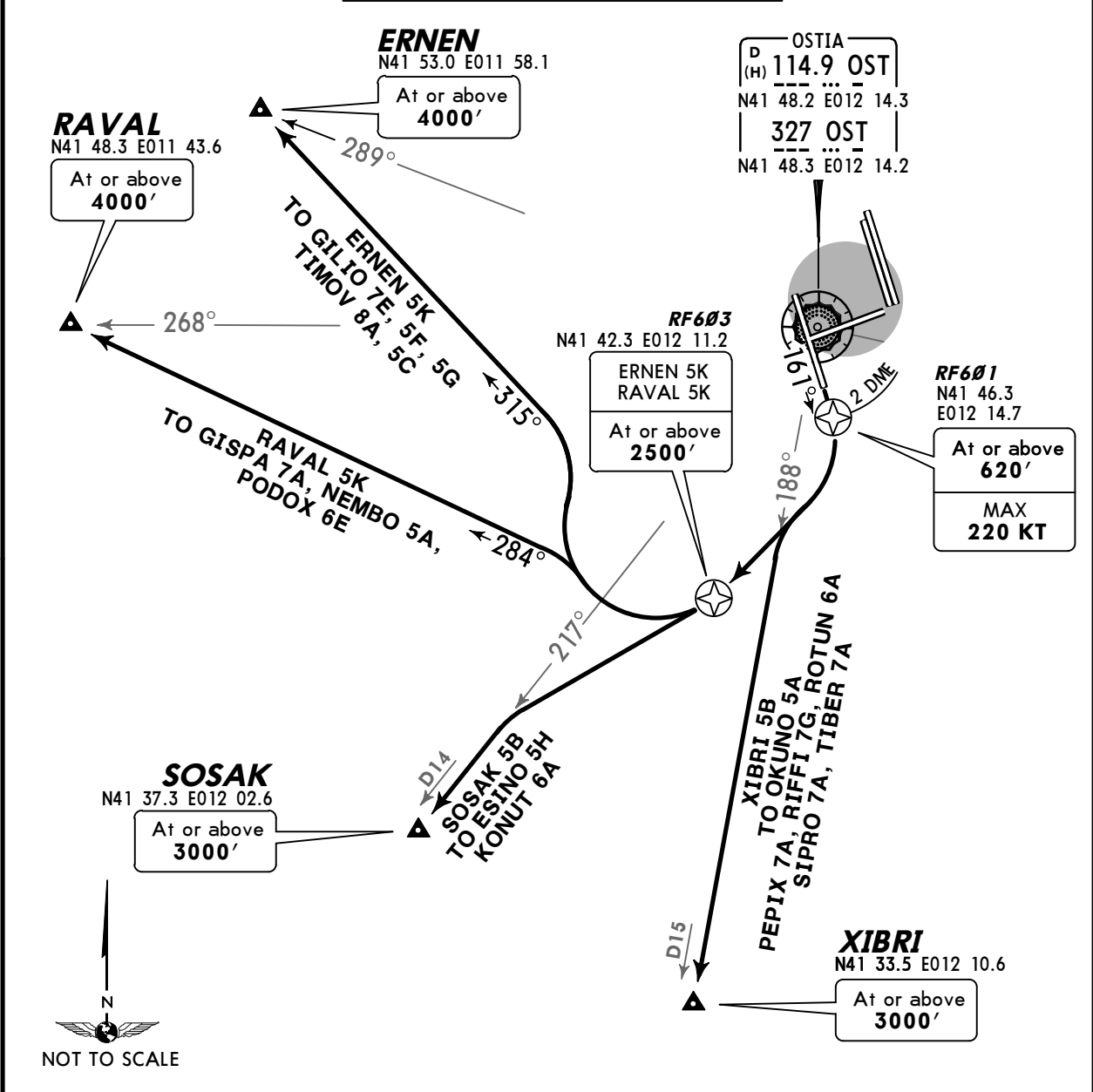
JEPPESSEN
16 AUG 13 10-3E Eff 22 Aug

ROME, ITALY
SID

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. 3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.
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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'+).

LIRF/FCO
FIUMICINO

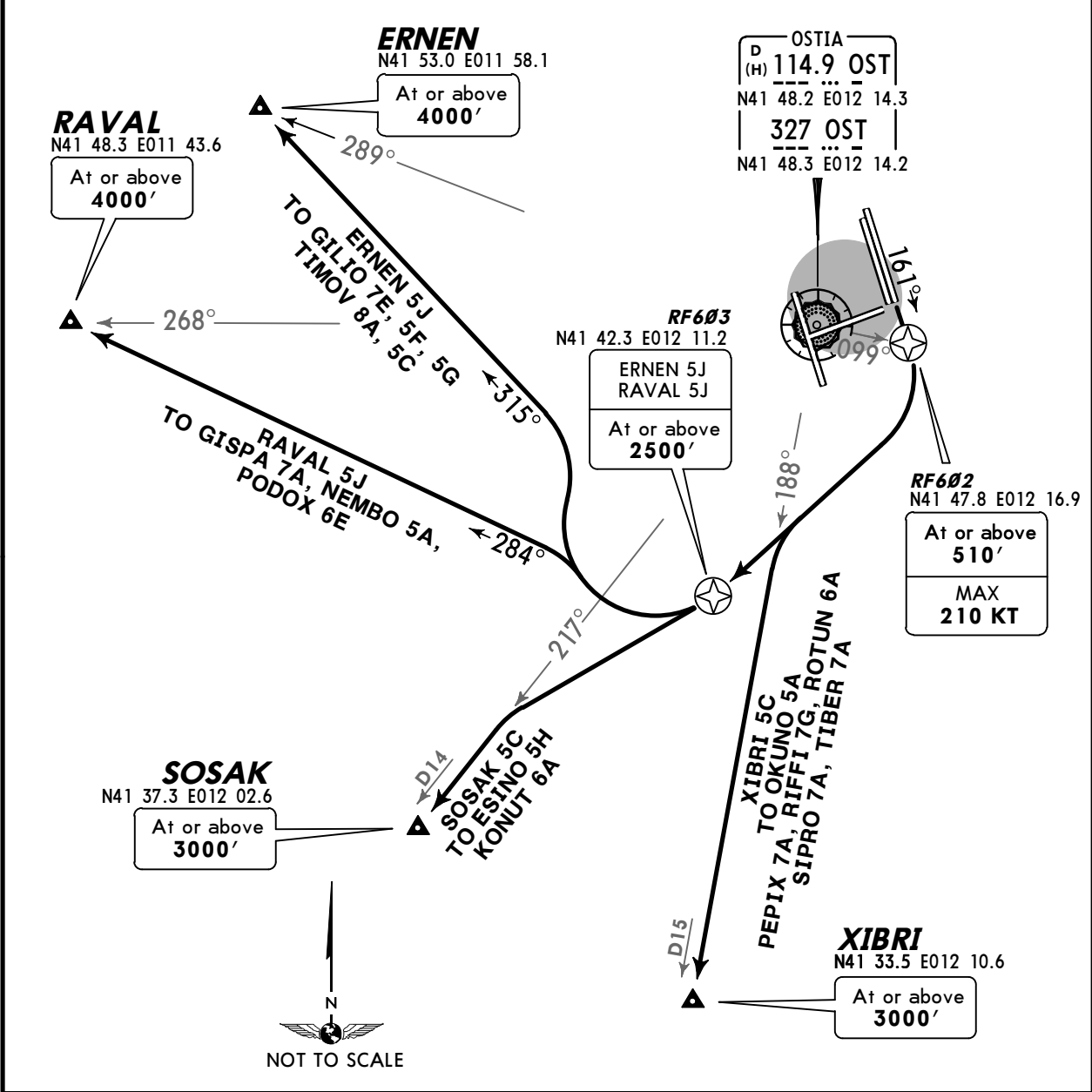
JEPPESSEN
16 AUG 13 10-3F Eff 22 Aug

ROME, ITALY
SID

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. 3. Non P-RNAV equipped ACFT shall inform Fiumicino Tower at start-up.
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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'+).

LIRF/FCO
FIUMICINO

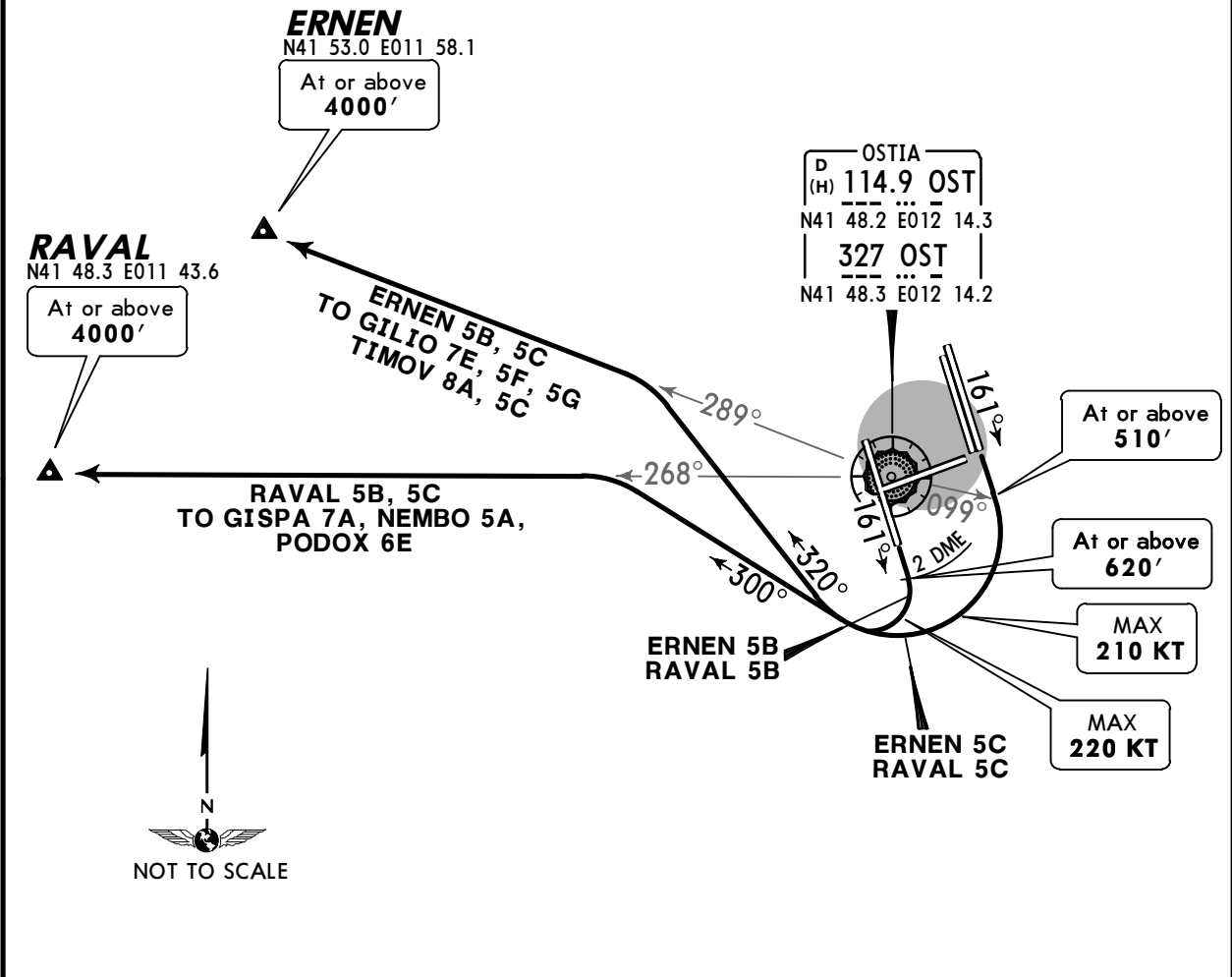
JEPPESSEN
16 AUG 13 **(10-3G)** **Eff 22 Aug**

ROME, ITALY
SID

ROMA Departure (APP) 130.9	<i>Apt Elev</i> 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.
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**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.

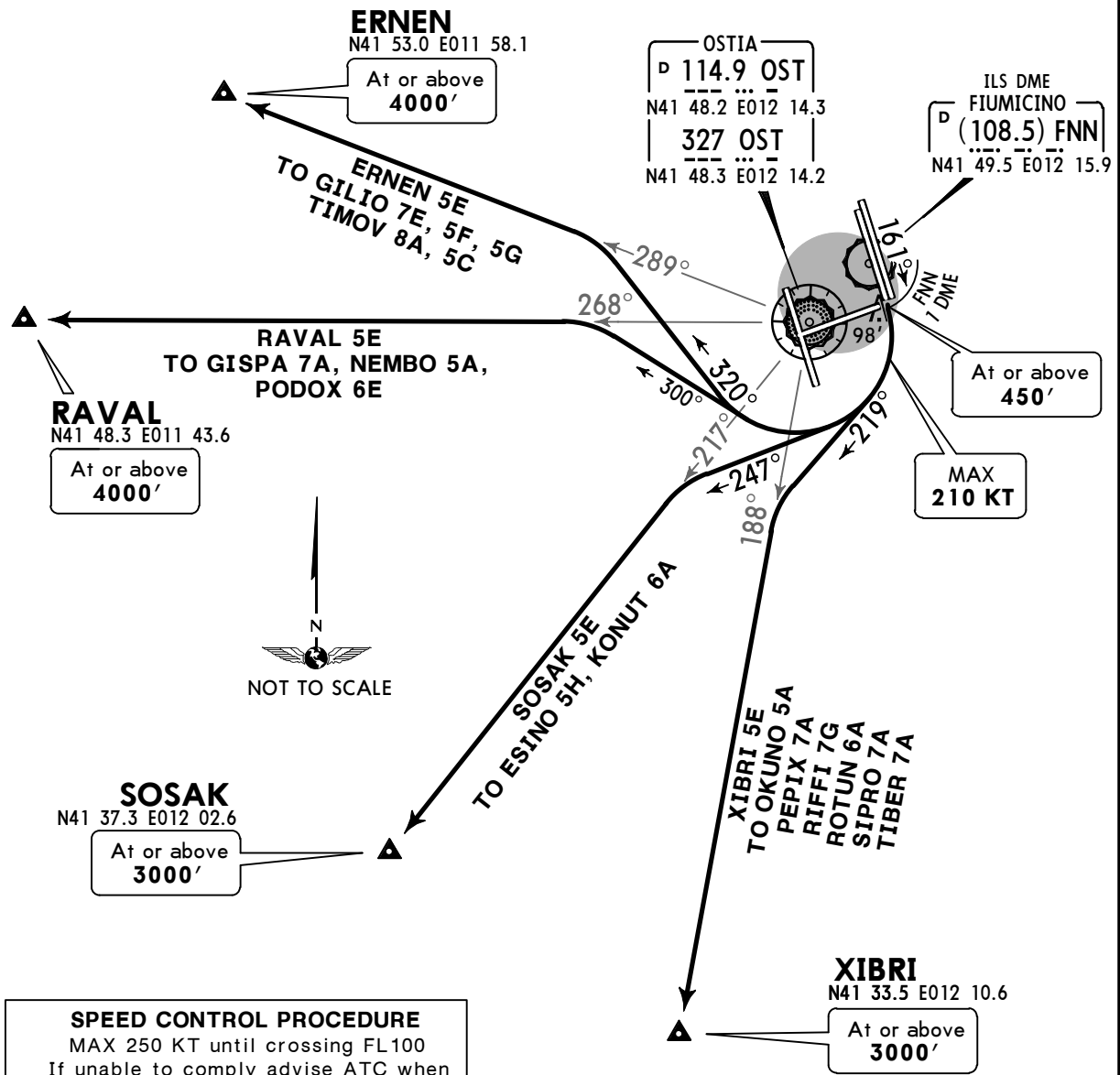
LIRF/FCO
FIUMICINO

JEPPESSEN
1 JAN 16 10-3H Eff 7 Jan

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14'	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. EXPECT close-in obstacles.
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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".

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.

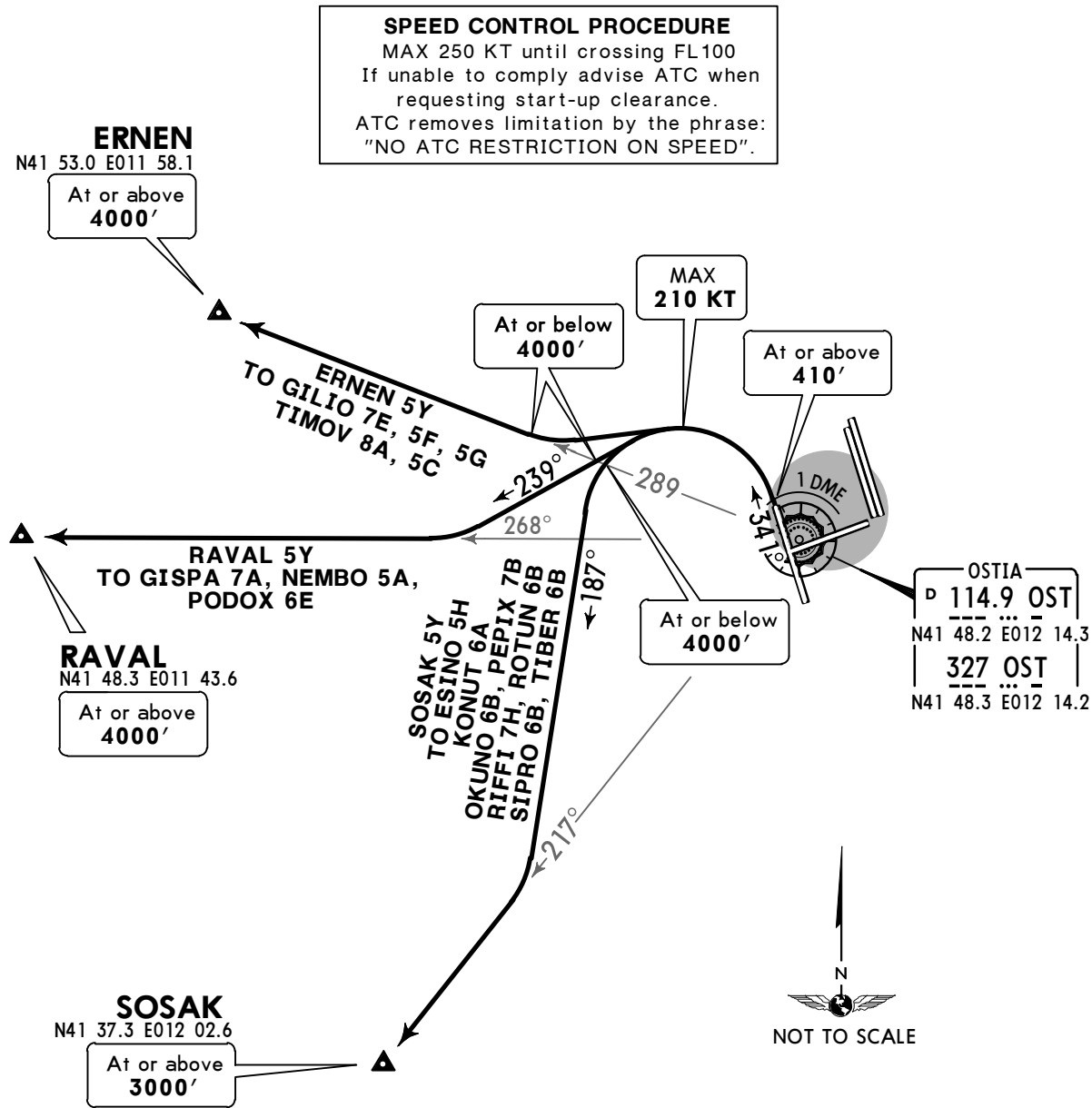
LIRF/FCO
FIUMICINO

JEPPESSEN
1 JAN 16 10-3J Eff 7 Jan

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14'	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.
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ERNEN 5Y [ERNE5Y]
RAVAL 5Y [RAVA5Y]
SOSAK 5Y [SOSA5Y]
RWY 34L INITIAL CLIMB PROCEDURES
FOR ALTERNATE PROCEDURES REFER TO CHART 10-3L



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.

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JEPPESSEN
ROME, ITALY

16 AUG 13

10-3K
Eff 22 Aug
SID

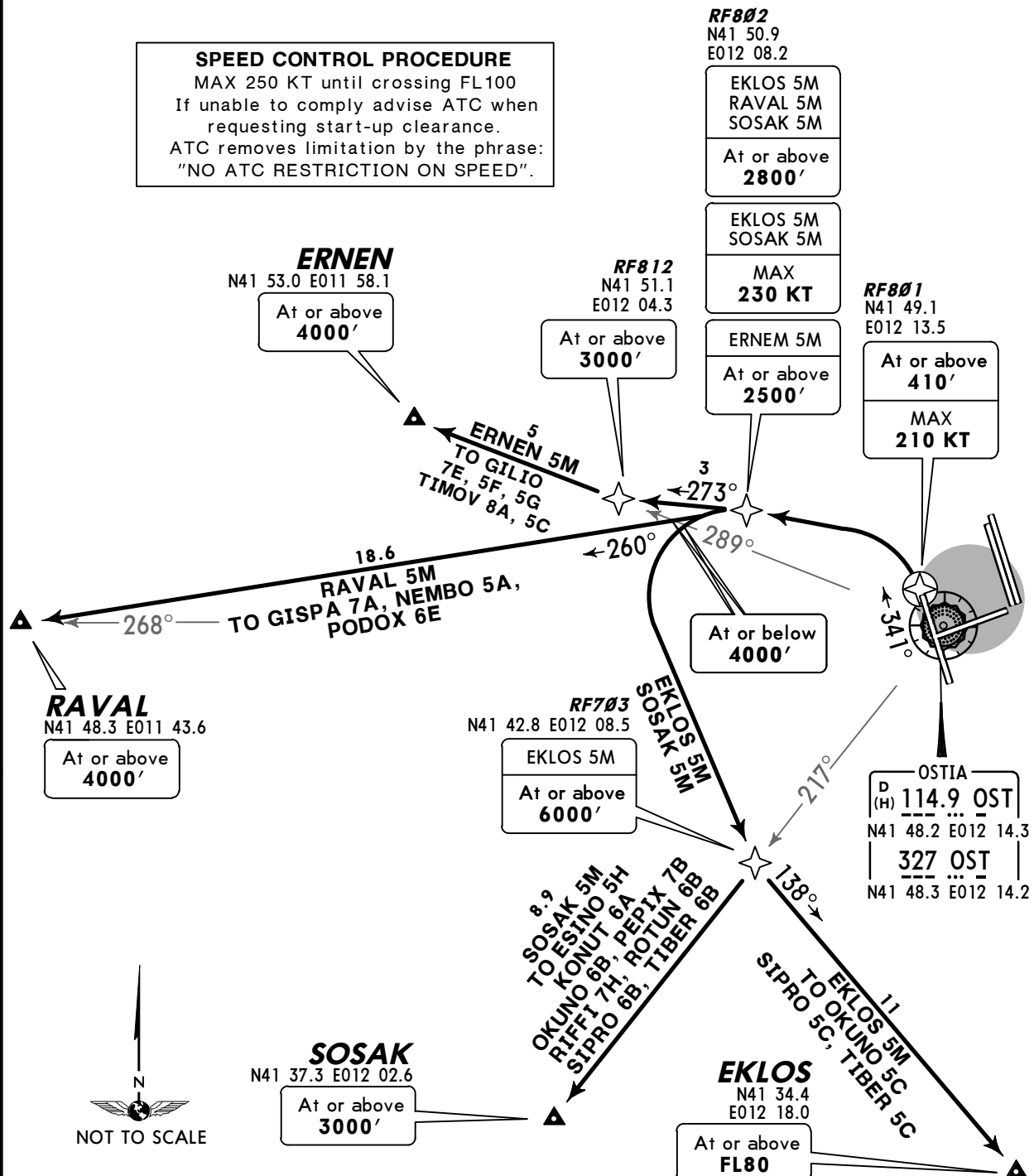
ROMA Departure (APP)
130.9

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.

EKLOS 5M [EKLO5M], ERNEN 5M [ERNE5M] RAVAL 5M [RAVA5M], SOSAK 5M [SOSA5M] RWY 34L P-RNAV 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".


SID	INITIAL CLIMB/ROUTING
EKLOS 5M	RF801 (410'+;K210-) - RF802 (2800'+; K230-) - RF703 (6000'+) - EKLOS (FL80+).
ERNEN 5M	RF801 (410'+;K210-) - RF802 (2500'+) - RF812 (3000'+) - ERNEN (4000'+).
RAVAL 5M	RF801 (410'+;K210-) - RF802 (2800'+) - RAVAL (4000'+).
SOSAK 5M	RF801 (410'+;K210-) - RF802 (2800'+; K230-) - RF703 - SOSAK (3000'+).

CHANGES: SID AGASA 7A withdrawn.

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JEPPESSEN
ROME, ITALY

16 AUG 13

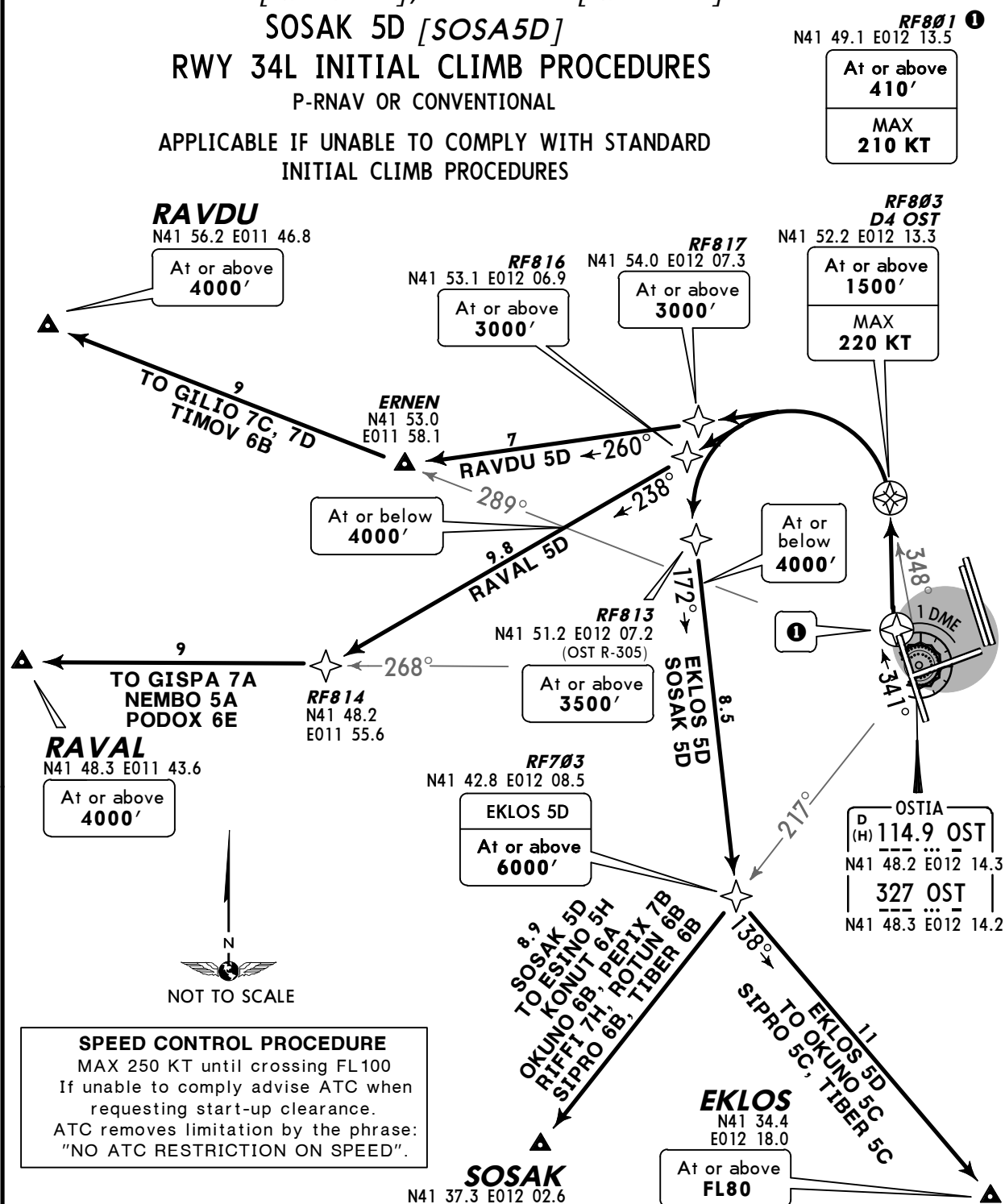
10-3L
Eff 22 Aug
SID

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.

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.

CHANGES: SID AGASA 7A withdrawn.

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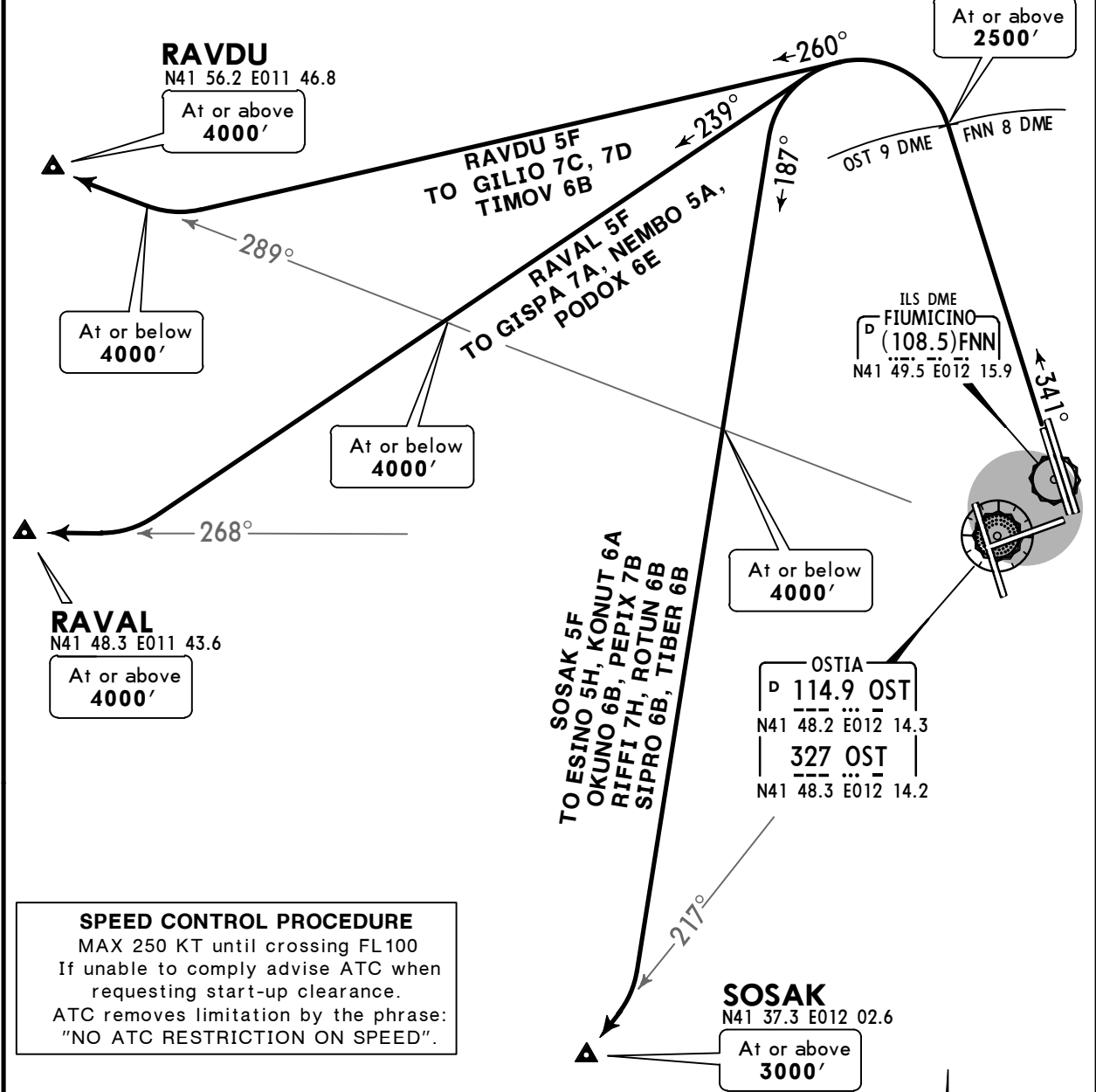
LIRF/FCO
FIUMICINO

JEPPESEN
1 JAN 16 10-3M Eff 7 Jan

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14'	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. EXPECT close-in obstacles.
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RAVAL 5F [RAVA5F]
RAVDU 5F [RAVD5F]
SOSAK 5F [SOSA5F]
RWY 34C INITIAL CLIMB PROCEDURES



These SIDs require a minimum climb gradient of 6.1% until 3000' due to ATC purposes. If unable to comply advise ATC as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

INITIAL CLIMB	
Maintain runway heading to FNN 8 DME/OST 9 DME, turn LEFT.	
SID	ROUTING
RAVAL 5F	Intercept OST R-268 to RAVAL.
RAVDU 5F	Intercept OST R-289 to RAVDU.
SOSAK 5F	Intercept OST R-217 to SOSAK.

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JEPPESSEN
ROME, ITALY

1 JAN 16

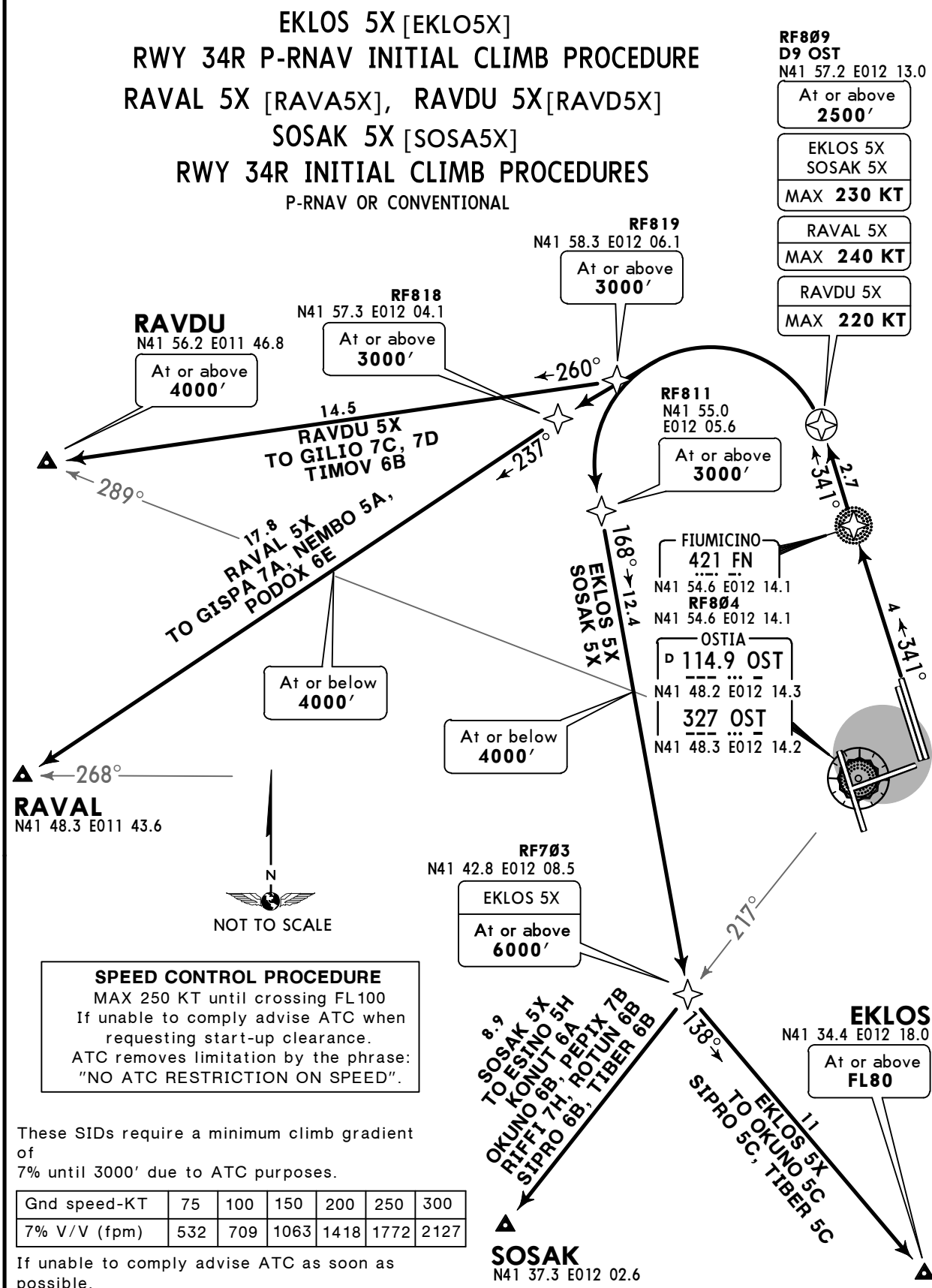
(10-3N)

Eff 7 Jan

SID

ROMA Departure (APP)
130.9

Apt Elev
14'

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.


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.

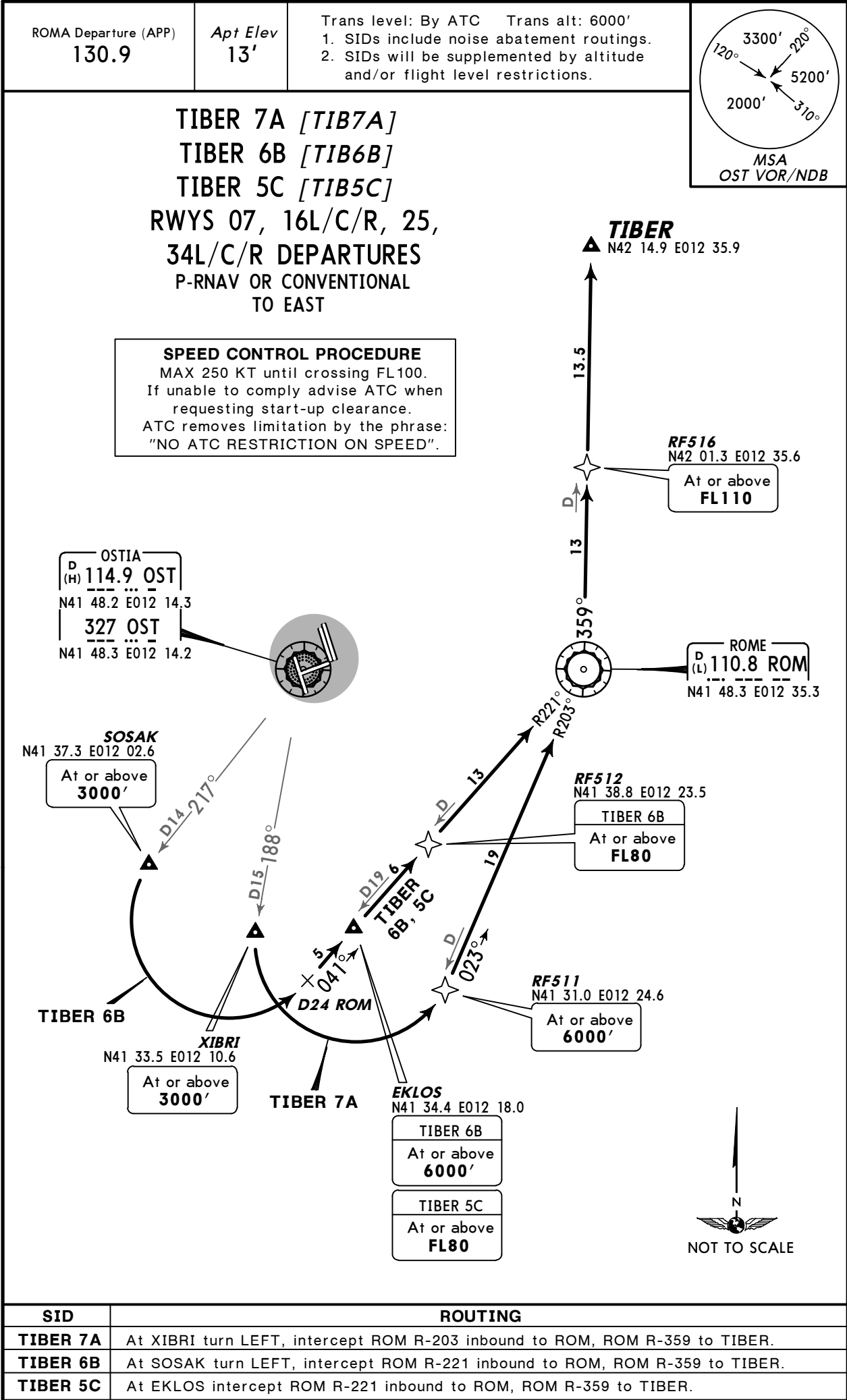
CHANGES: None.

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JEPPESSEN
20 SEP 13 10-3P

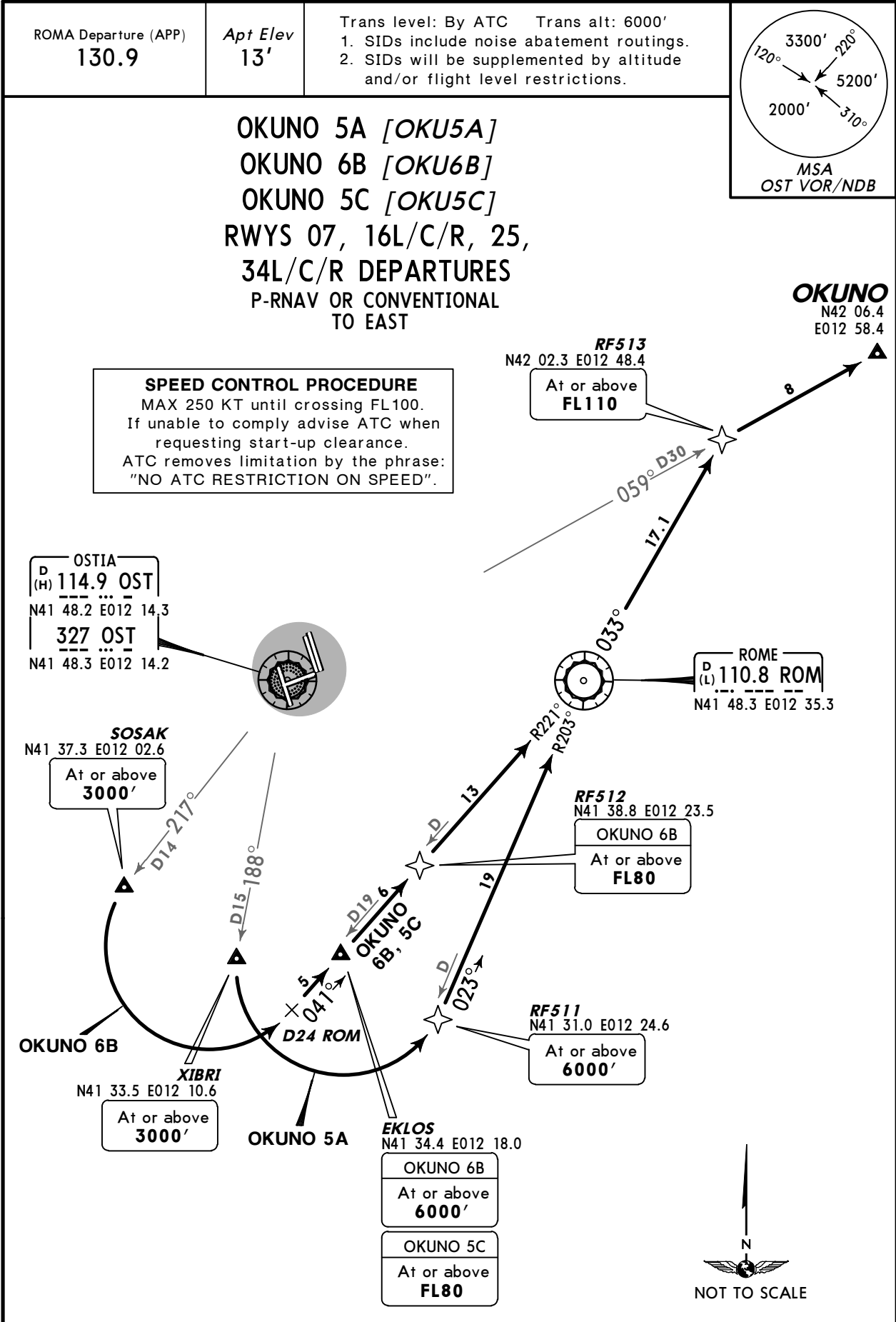
ROME, ITALY
SID



LIRF/FCO
FIUMICINO

JEPPESEN
20 SEP 13 10-3Q

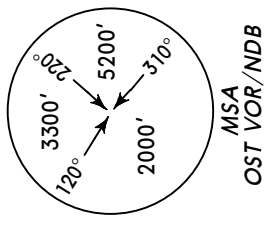
ROME, ITALY
SID



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 EKL0S intercept ROM R-221 inbound to ROM, ROM R-033, intercept OST R-059 to OKUNO.

Trans level: By ATC Trans alt: 6000'

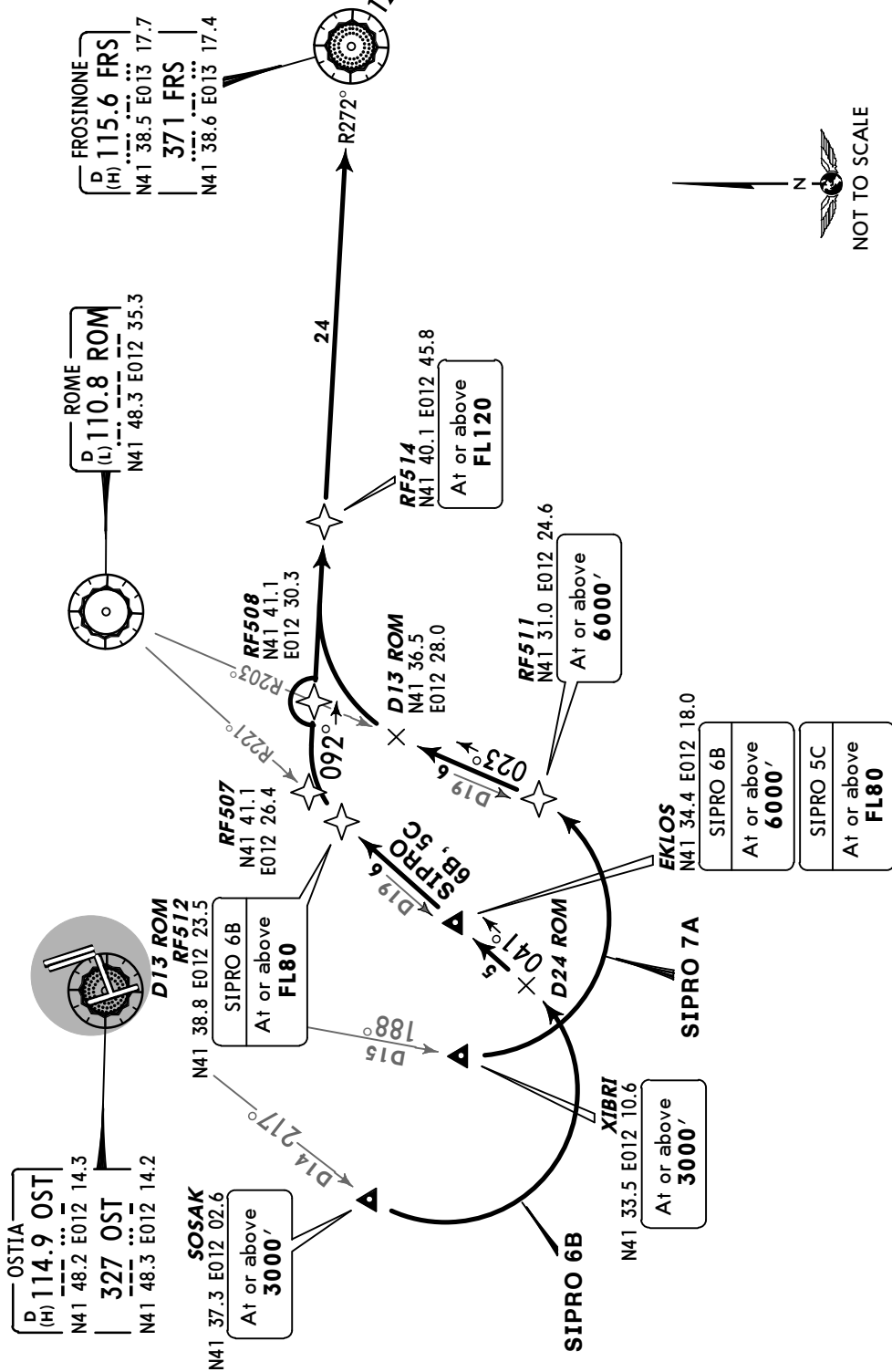
1. SIDs include noise abatement routings. 2. SIDs will be supplemented by altitude and/or flight level restrictions.



**SIPRO 7A [SIP7A]
SIPRO 6B [SIP6B]
SIPRO 5C [SIP5C]
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".

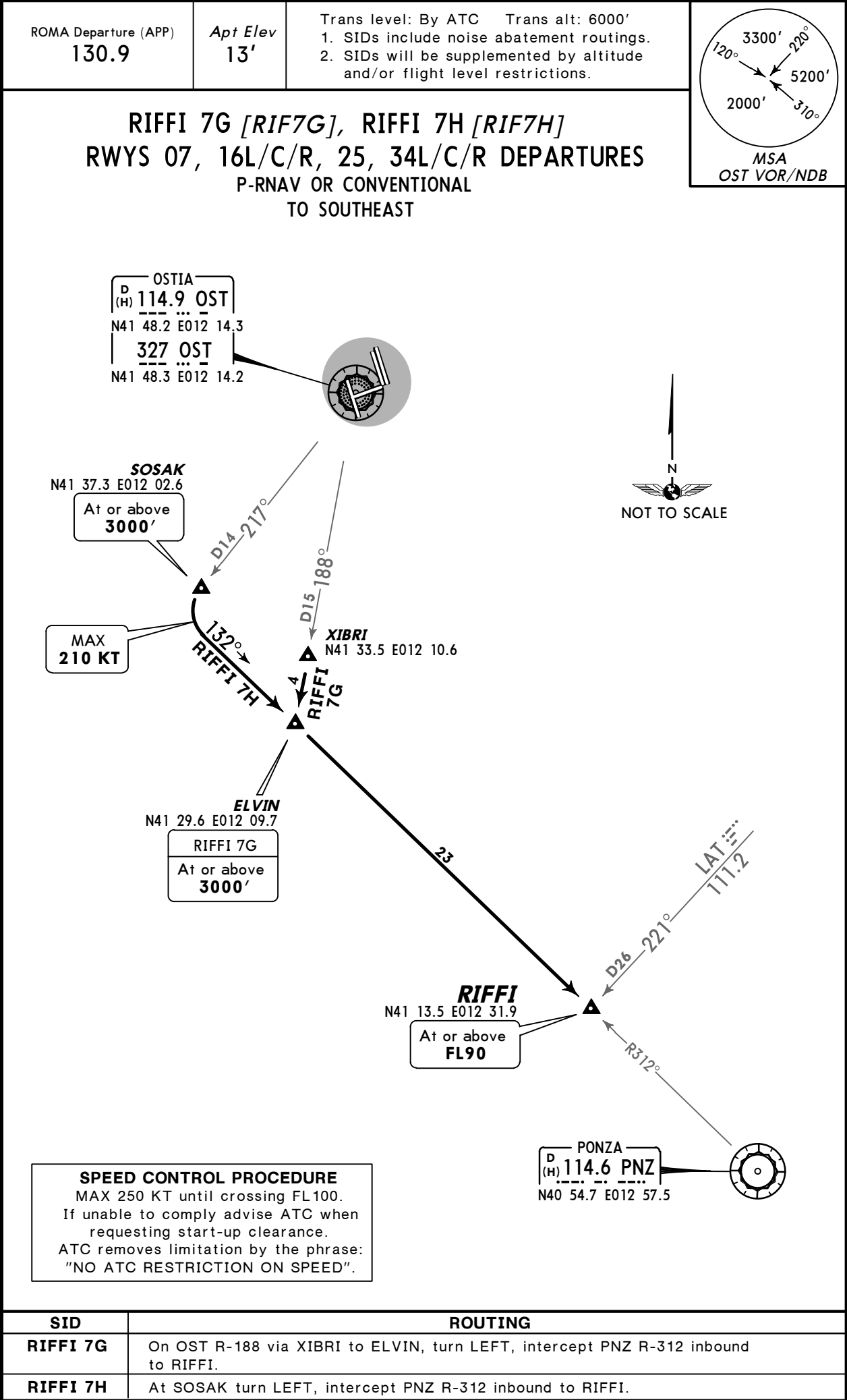


SID	ROUTING
SIPRO 7A	At XIBRI turn LEFT, intercept ROM R-203 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.
SIPRO 6B	At SOSAK turn LEFT, intercept ROM R-221 inbound, at D13 ROM turn RIGHT, intercept FRS R-272 inbound to FRS, FRS R-122 to SIPRO.
SIPRO 5C	At EKLOS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

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JEPPESEN
20 JAN 12 10-3T

ROME, ITALY
SID

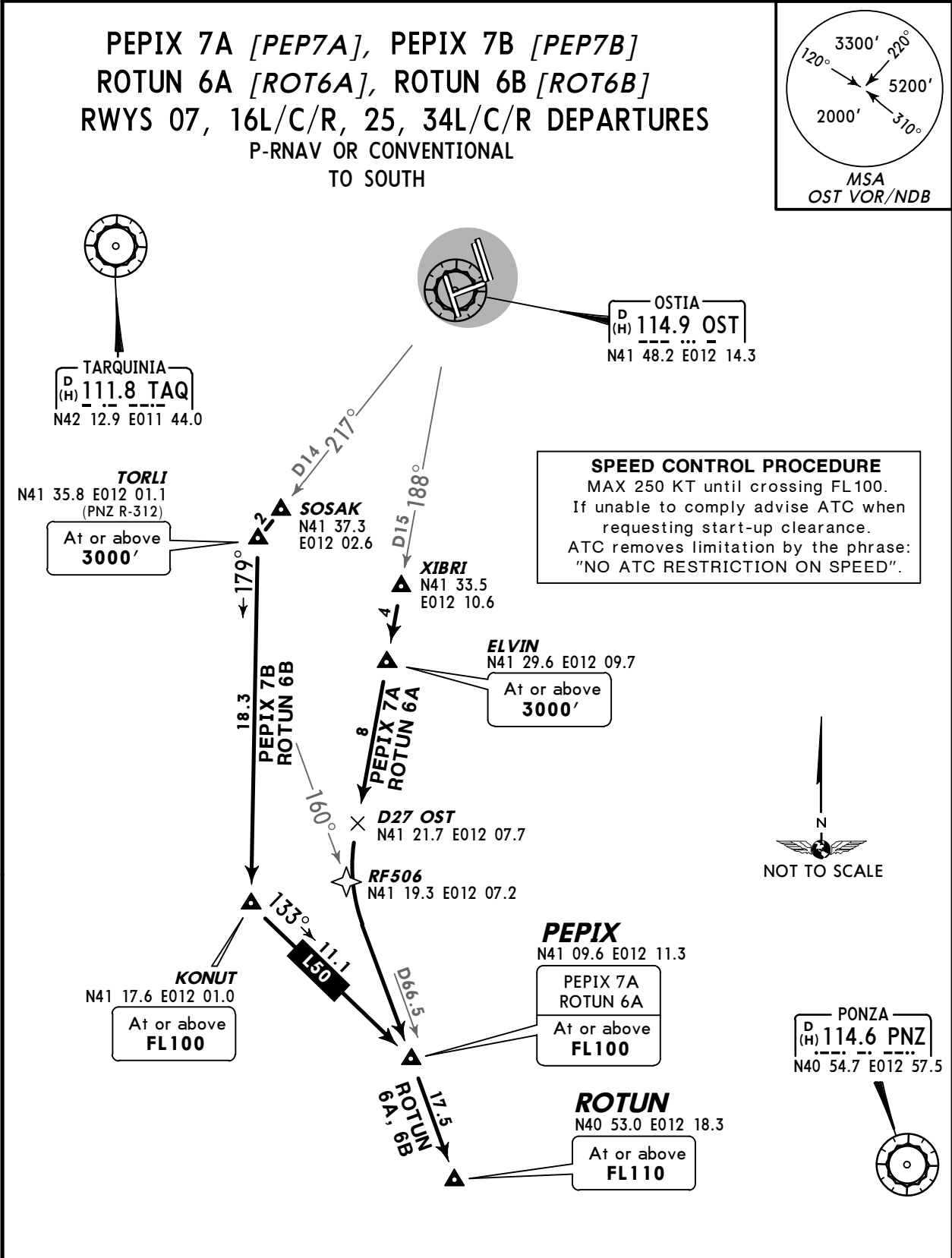


LIRF/FCO
FIUMICINO

7 FEB 14 10-3U

ROME, ITALY
SID

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

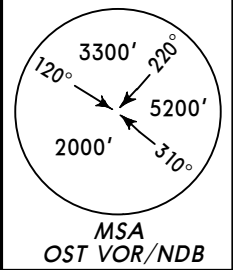
LIRF/FCO
FIUMICINO

7 FEB 14 10-3V

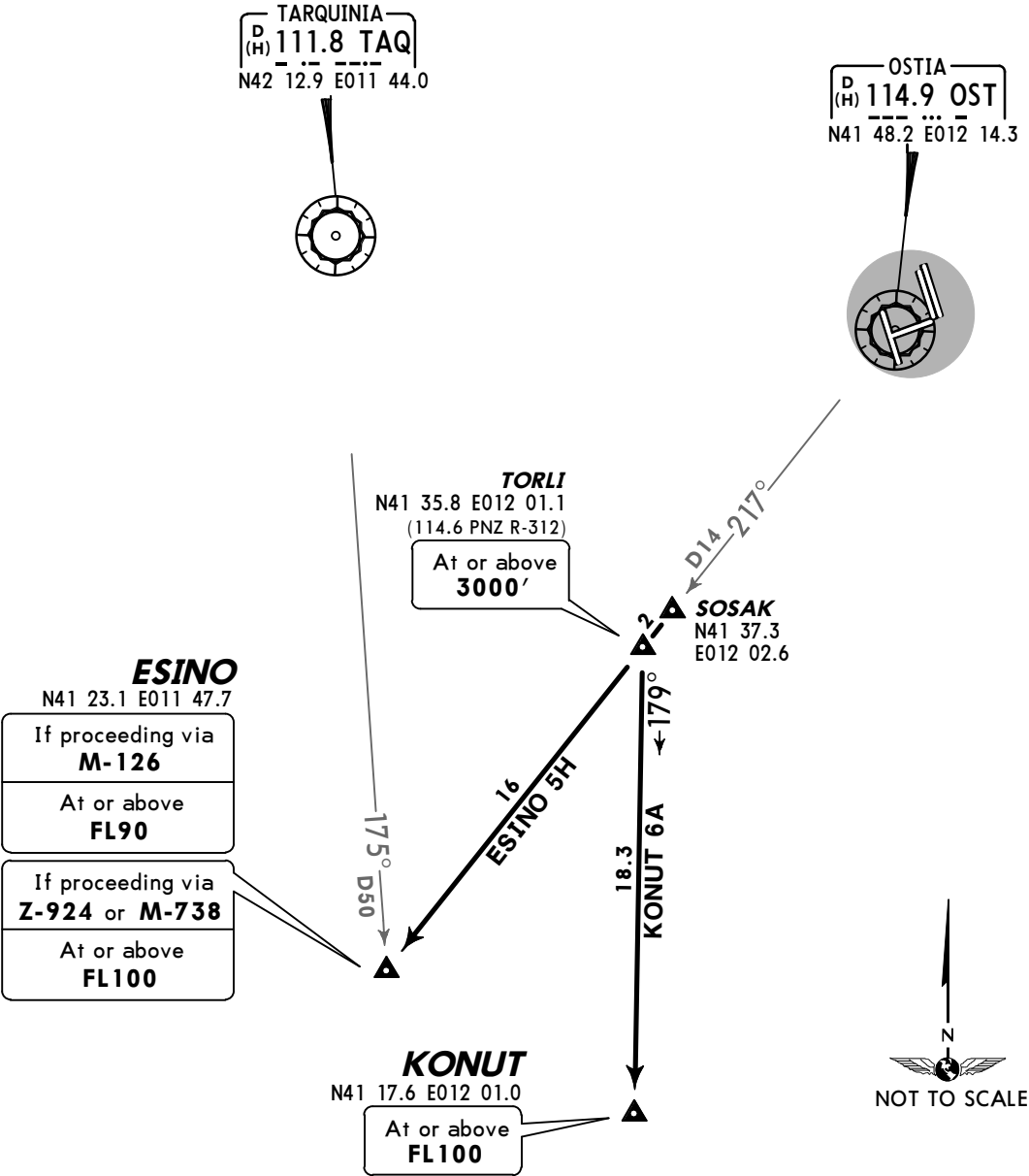
ROME, ITALY
SID

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



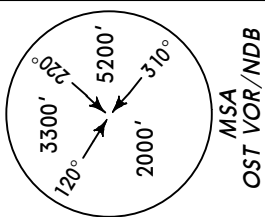
SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".



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

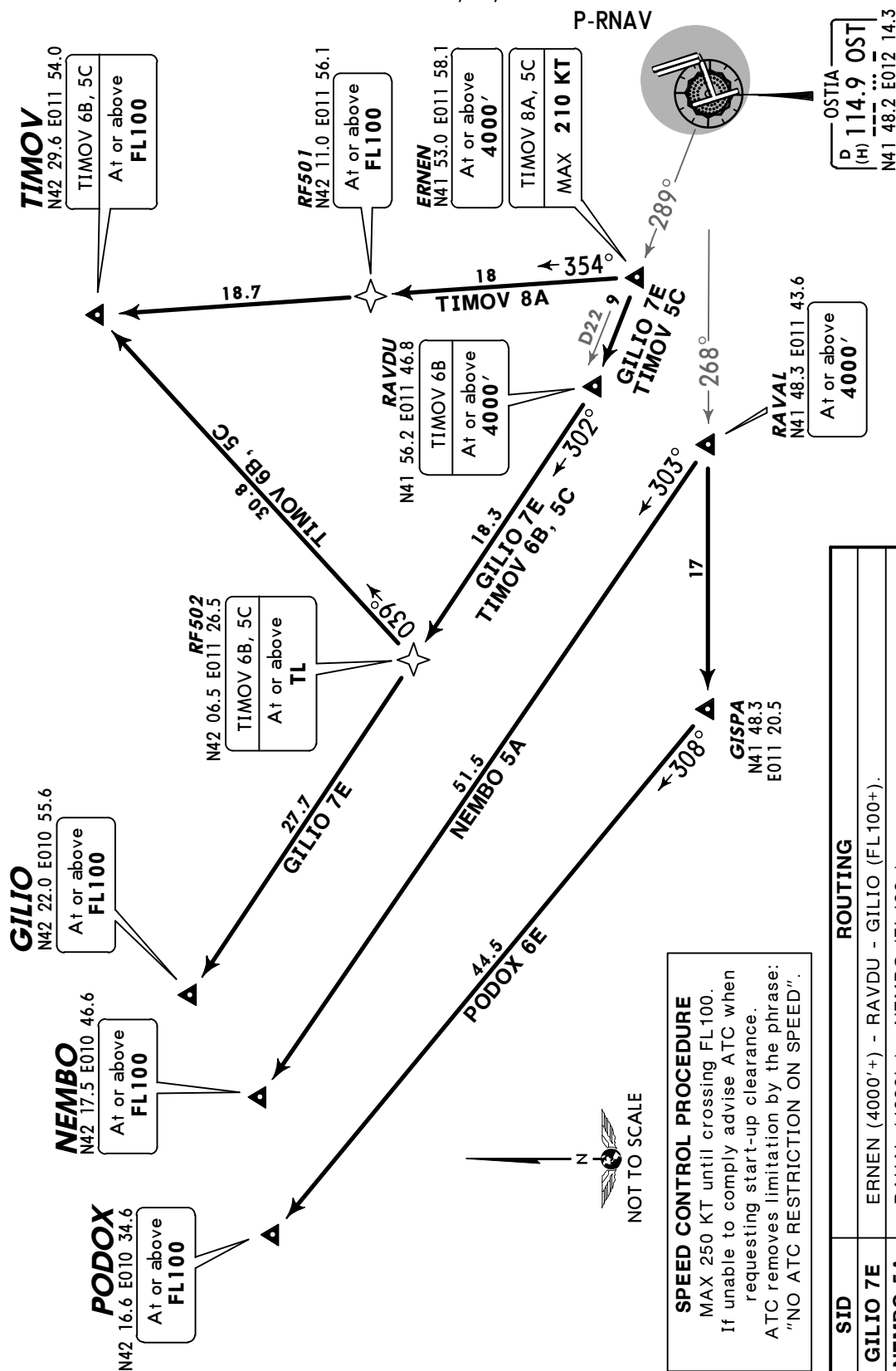
Trans level: By ATC Trans alt: 6000'

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



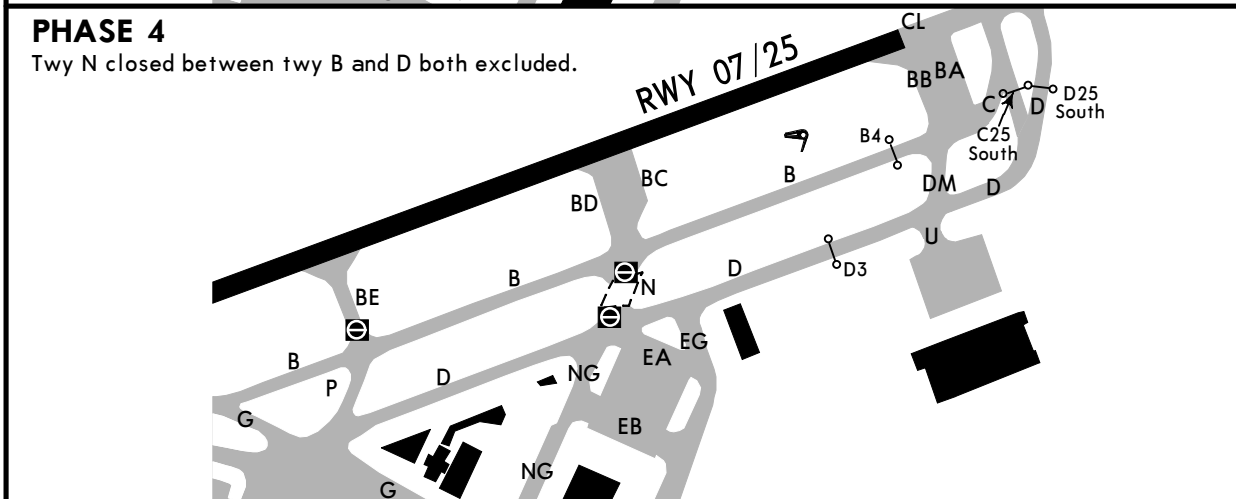
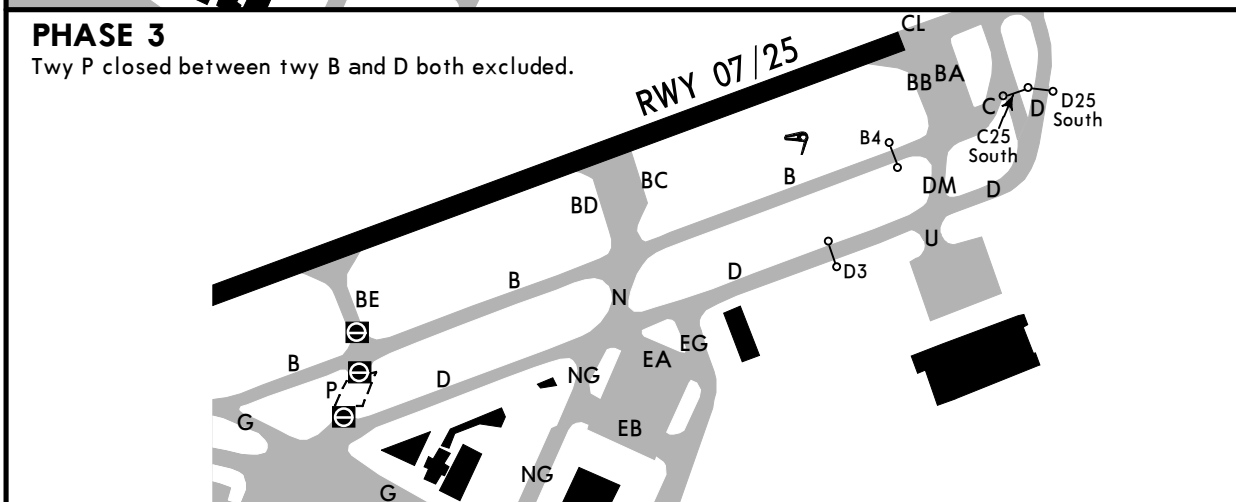
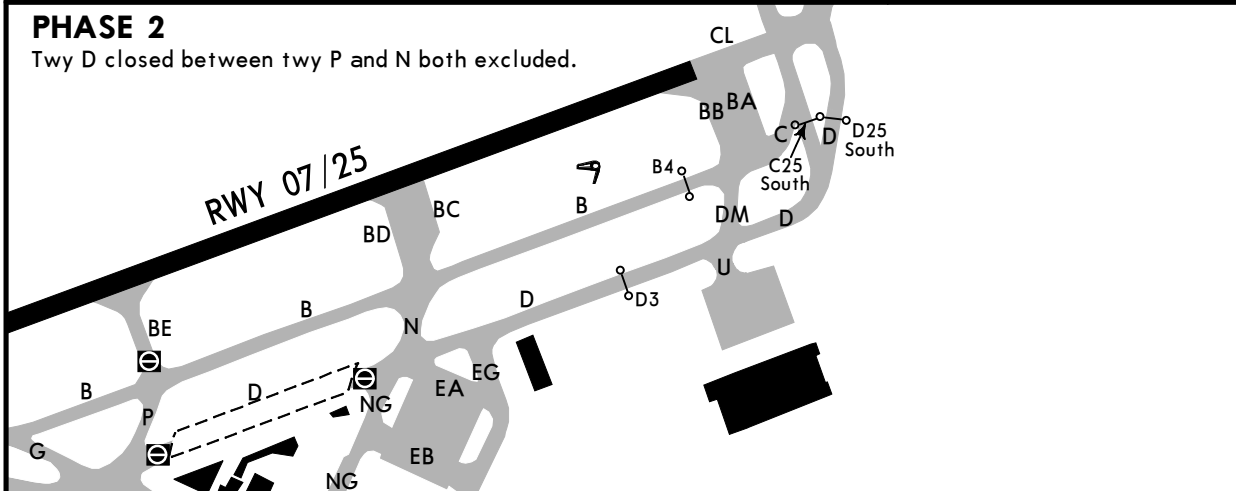
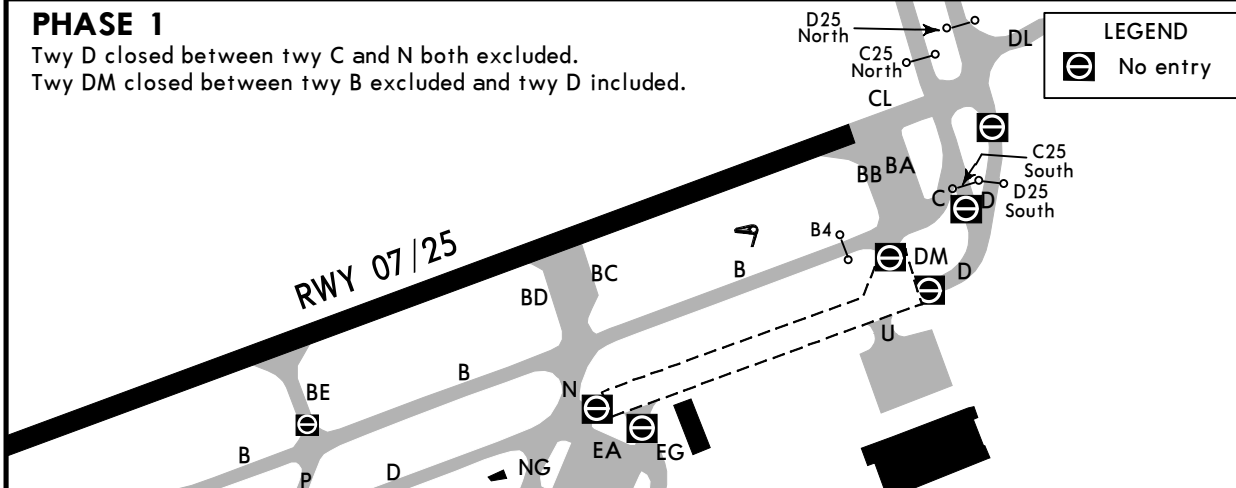
GILIO 7E [GIL7E], NEMBO 5A [NEM5A]
 PODOX 6E [POD6E], TIMOV 8A [TIM8A]
 TIMOV 6B [TIM6B], TIMOV 5C [TIM5C]
 RWYS 07, 16L/C/R, 25,
 34L/C/R RNAV DEPARTURES

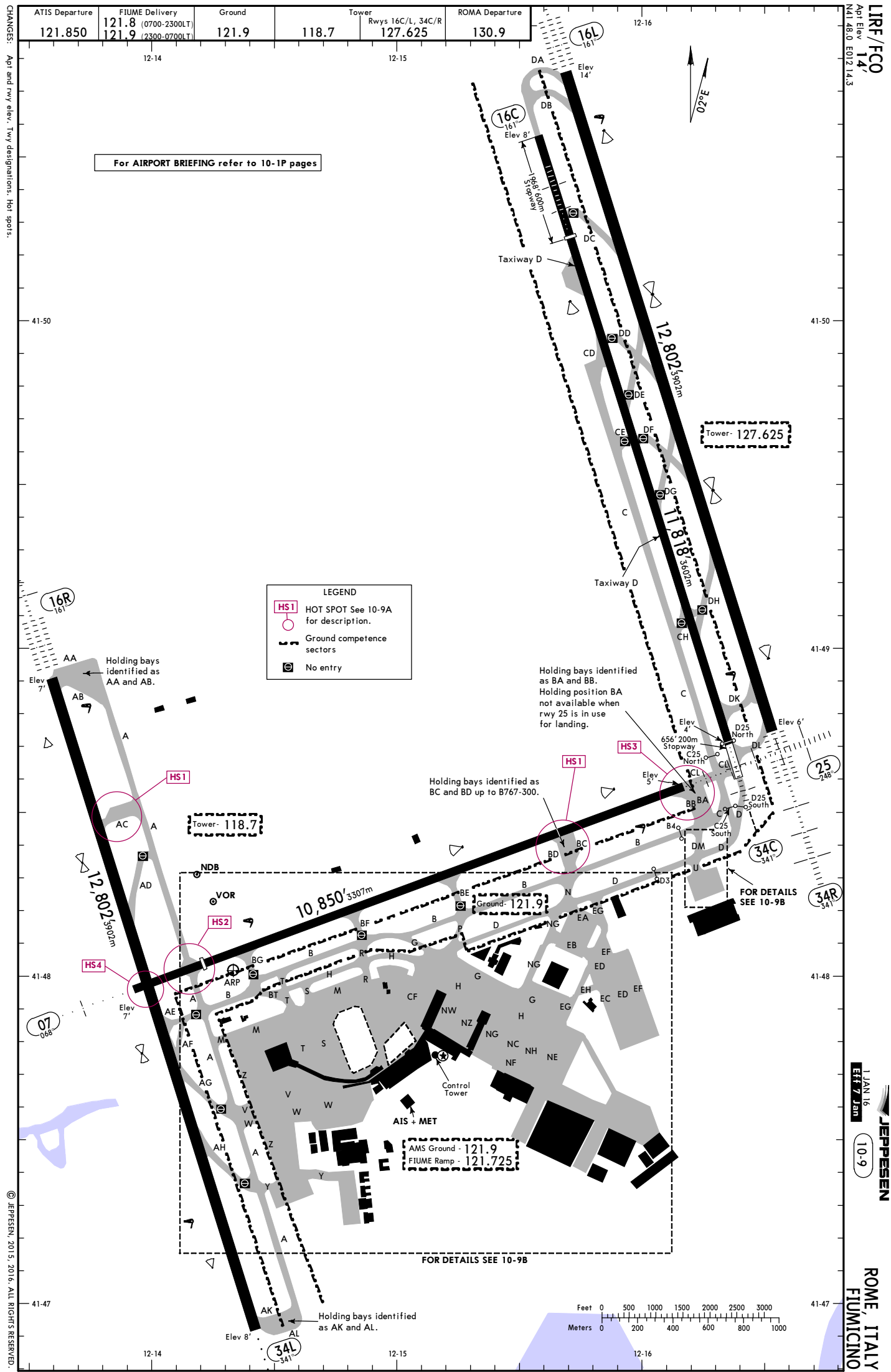
P-RNAV



SID	ROUTING
GILIO 7E	ERNEN (4000'+) - RAVDU - GILIO (FL100+).
NEMBO 5A	RAVAL (4000'+) - NEMBO (FL100+).
PODOX 6E	RAVAL (4000'+) - GISPA - PODOX (FL100+).
TIMOV 8A	ERNEN (4000'+; K210-) - RF501 (FL100+) - TIMOV.
TIMOV 6B	RAVDU (4000'+) - RF502 - TIMOV (FL100+).
TIMOV 5C	ERNEN (4000'+; K210-) - RAVDU - RF502 - TIMOV (FL100+).

REFER ALSO TO LATEST NOTAMS





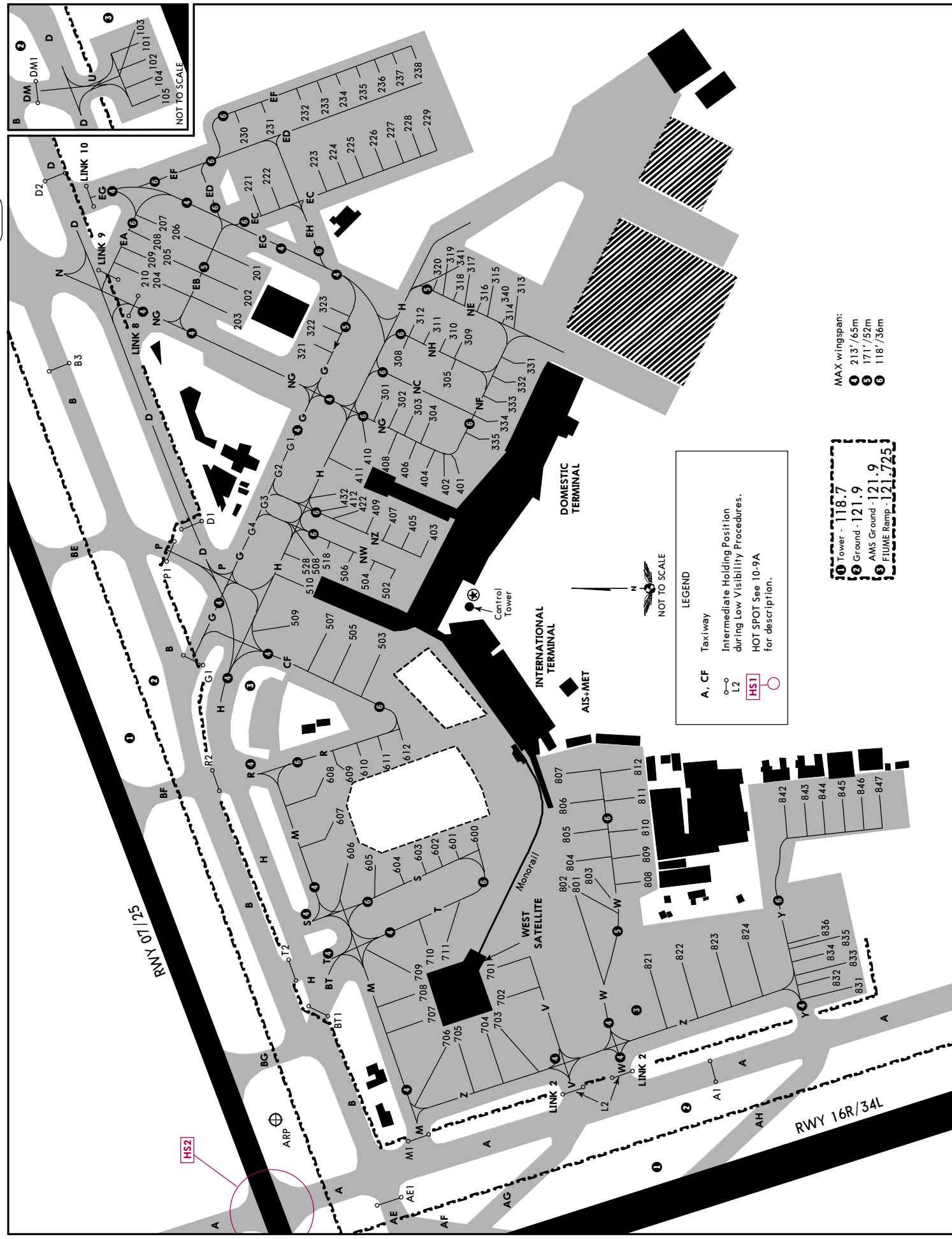
10-9A

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JEPPESEN
1 JAN 16 10-9B Eff 7 Jan

ROME, ITALY
FIUMICINO



INS COORDINATES

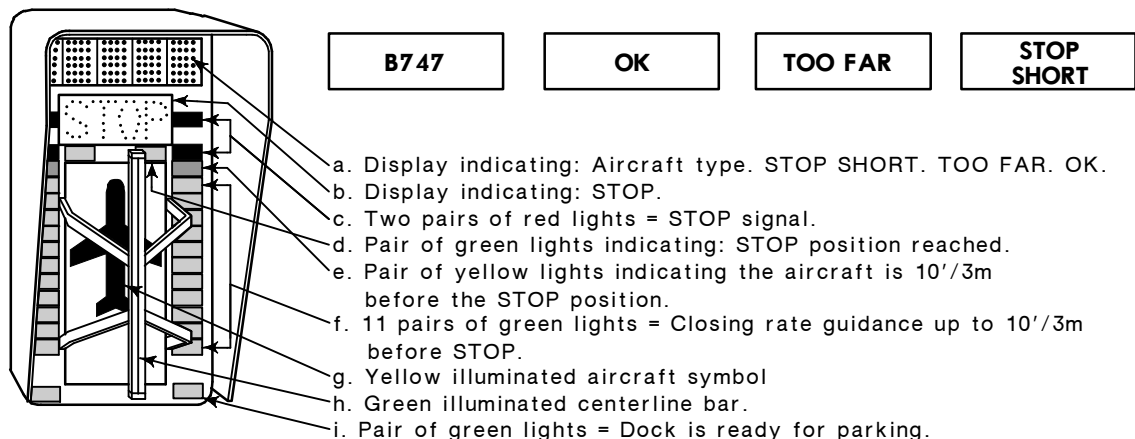
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 103	N41 48.3 E012 16.3	504	N41 47.9 E012 15.2
104	N41 48.2 E012 16.3	505	N41 47.9 E012 15.1
105	N41 48.2 E012 16.2	506	N41 47.9 E012 15.2
201, 202	N41 48.0 E012 15.7	507	N41 47.9 E012 15.1
203	N41 48.1 E012 15.6	508	N41 47.9 E012 15.2
204	N41 48.2 E012 15.7	509	N41 48.0 E012 15.1
205	N41 48.1 E012 15.7	510	N41 48.0 E012 15.2
206 thru 208	N41 48.1 E012 15.8	518	N41 47.9 E012 15.2
209, 210	N41 48.2 E012 15.7	528	N41 48.0 E012 15.2
221 thru 223	N41 48.0 E012 15.9	600	N41 47.7 E012 14.8
224 thru 226	N41 47.9 E012 15.9	601	N41 47.8 E012 14.8
227 thru 231	N41 48.0 E012 15.9	602 thru 604	N41 47.8 E012 14.7
232 thru 236	N41 47.9 E012 16.0	605, 606	N41 47.9 E012 14.7
237, 238	N41 47.8 E012 16.0	607	N41 47.9 E012 14.8
301	N41 47.9 E012 15.5	608	N41 48.0 E012 14.9
302 thru 305	N41 47.8 E012 15.5	609 thru 611	N41 47.9 E012 14.9
308 thru 312	N41 47.8 E012 15.6	612	N41 47.8 E012 14.9
313 thru 316	N41 47.7 E012 15.7	701	N41 47.7 E012 14.6
317	N41 47.8 E012 15.7	702 thru 704	N41 47.7 E012 14.5
318	N41 47.7 E012 15.7	705, 706	N41 47.8 E012 14.4
319, 320	N41 47.8 E012 15.7	707, 708	N41 47.8 E012 14.5
321	N41 48.0 E012 15.6	709 thru 711	N41 47.8 E012 14.6
322	N41 47.9 E012 15.6	801 thru 804	N41 47.6 E012 14.7
323	N41 47.9 E012 15.7	805 thru 807	N41 47.6 E012 14.8
331	N41 47.7 E012 15.6	808	N41 47.5 E012 14.7
332 thru 334	N41 47.7 E012 15.5	809, 810	N41 47.5 E012 14.8
335	N41 47.7 E012 15.4	811	N41 47.6 E012 14.8
340	N41 47.7 E012 15.7	812	N41 47.6 E012 14.9
341	N41 47.8 E012 15.7	821 thru 823	N41 47.5 E012 14.6
401 thru 403	N41 47.8 E012 15.3	824	N41 47.4 E012 14.6
404	N41 47.8 E012 15.4	831	N41 47.3 E012 14.5
405	N41 47.8 E012 15.3	832 thru 836	N41 47.3 E012 14.6
406	N41 47.8 E012 15.4	842, 843	N41 47.4 E012 14.8
407	N41 47.9 E012 15.3	844 thru 847	N41 47.3 E012 14.8
408	N41 47.9 E012 15.4	G1, G2	N41 48.0 E012 15.4
409	N41 47.9 E012 15.3	G3, G4	N41 48.0 E012 15.3
410, 411	N41 47.9 E012 15.4		
412, 422, 432	N41 47.9 E012 15.3		
502	N41 47.9 E012 15.2		
503	N41 47.9 E012 15.1		

LIRF/FCO
JEPPesen
4 NOV 05 **10-9D**
ROME, ITALY
FIUMICINO

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

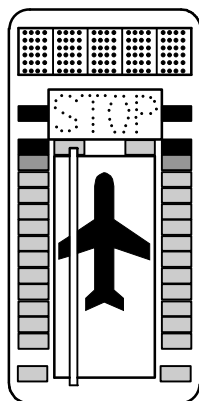
A. DESCRIPTION

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.

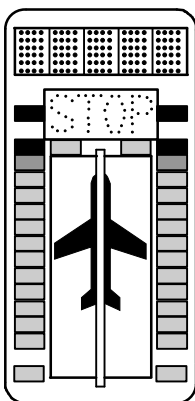


B. DOCKING

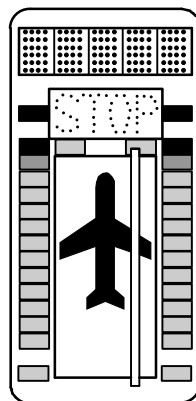
1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct acft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light the corresponding pair of yellow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

LIRF/FCO
JEPPESEN
ROME, ITALY

4 NOV 05 (10-9E)

FIUMICINO

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.

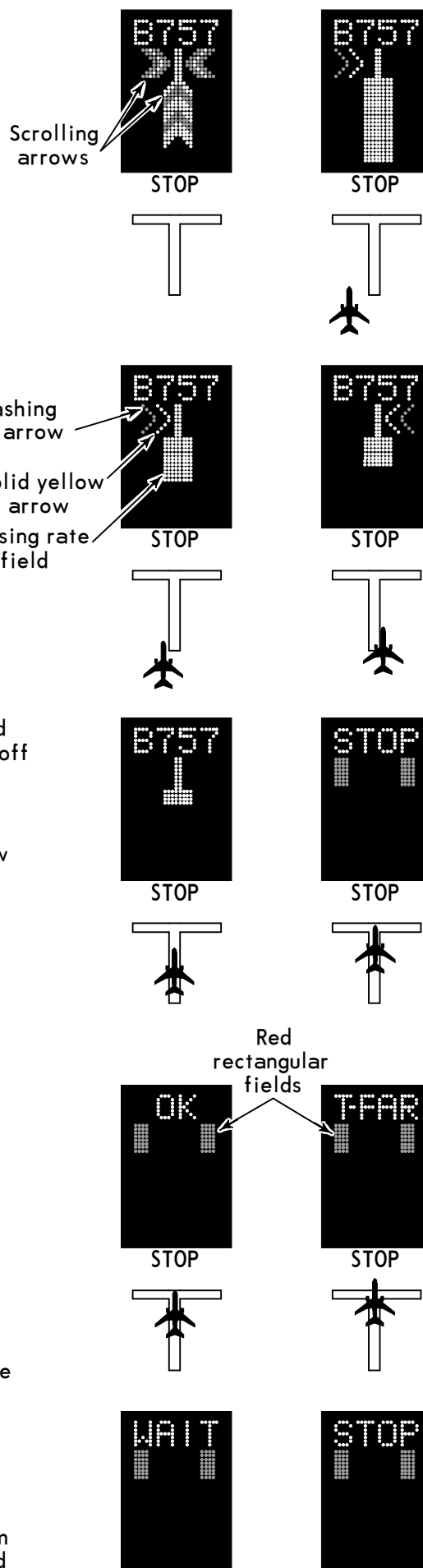
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.



LIRF/FCO FIUMICINO

9 OCT 15
Eff 15 Oct

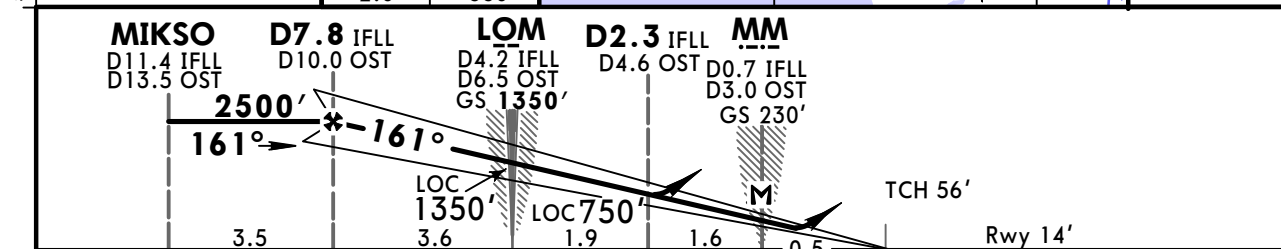
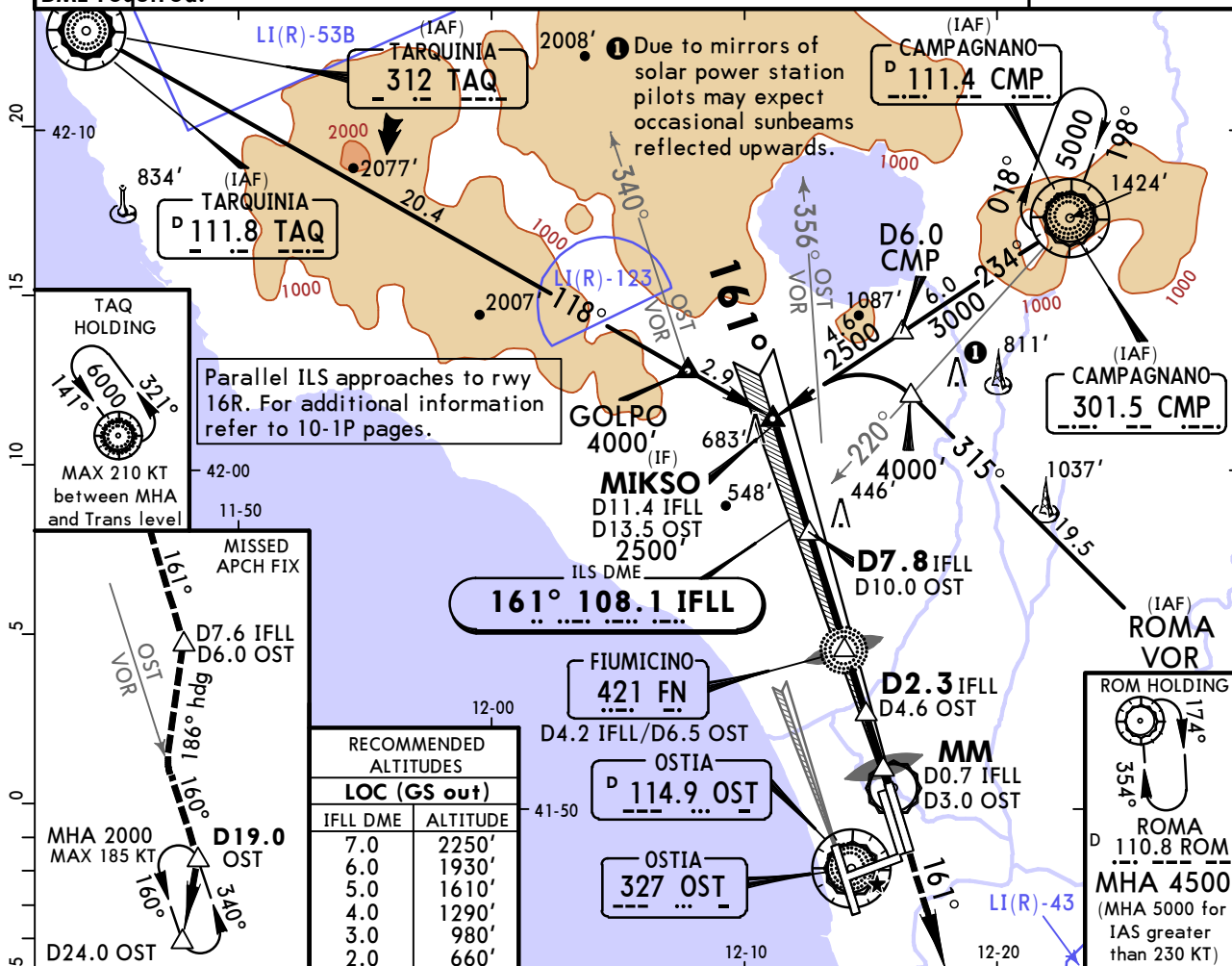
(11-1)

MACG
MIM 4.3%

ROME, ITALY

ILS X or LOC X Rwy 16L

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC IFLL 108.1	Final Apch Crs 161°	GS LOM 1350' (1336')	ILS DA(H) 214' (200')	Apt Elev 14' Rwy 14'
MISSED APCH: Climb on 161° to reach D7.6 IFLL/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'	MSA OST VOR/NDB
DME required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2000'	161°	D7.6 IFLL D6.0 OST
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI	
MAP at MM/D0.7 IFLL/D3.0 OST										

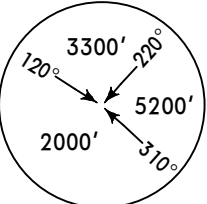
STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND		
ILS					LOC (GS out)		
DA(H) 214' (200')					DA(H) 420' (406')		
FULL	Limited	ALS out			ALS out	Max Kts	MDA(H) VIS
A						100	800' (786') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	135	800' (786') 1600m
C					RVR 1900m	180	900' (886') 2400m
D						205	900' (886') 3600m

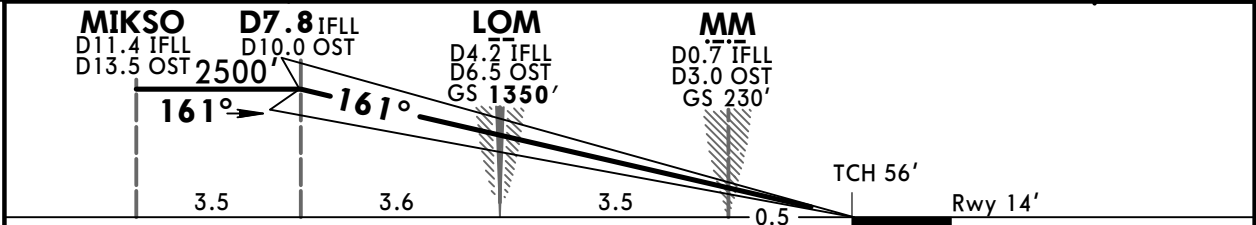
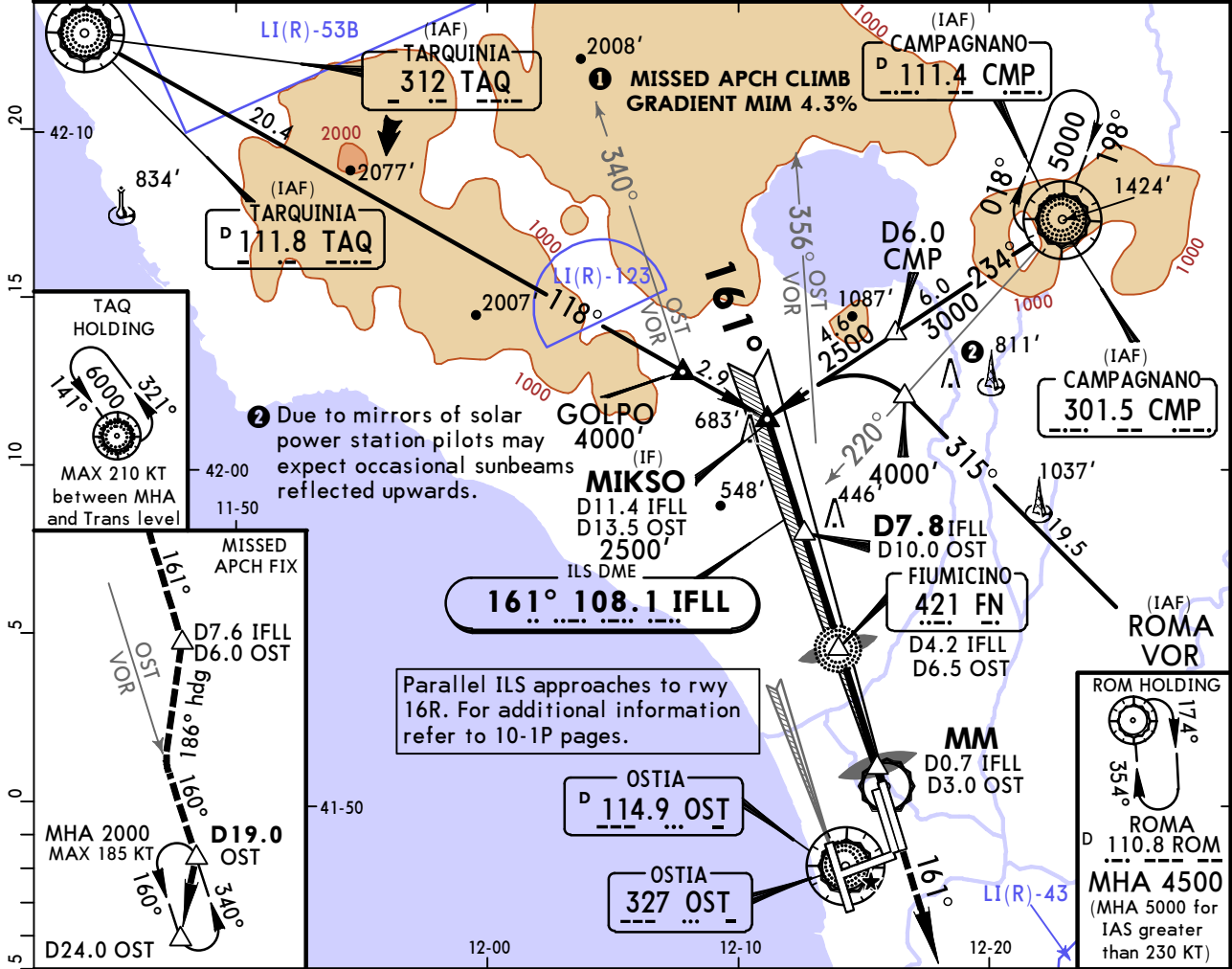
1 for ATC reasons. If unable to comply advise ATC.

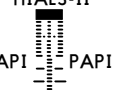
LIRF/FCO
FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct 11-1A

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

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC IFLL 108.1	Final Apch Crs 161°	GS LOM 1350' (1336')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14' Rwy 14'
MISSED APCH: Climb on 161° to reach D7.6 IFLL/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'	MSA OST VOR/NDB
1. Special Aircrew & Acft Certification Required. 2. DME required.				



Gnd speed-Kts	70	90	100	120	140	160		2000' on 161°	D7.6 IFLL D6.0 OST
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 16L	
Missed apch climb gradient mim 4.3% up to 2000'		Missed apch climb gradient mim 4.3% up to 2000'	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 98'	
RVR 200m		DA(H) 114' (100')	
		RVR 300m	

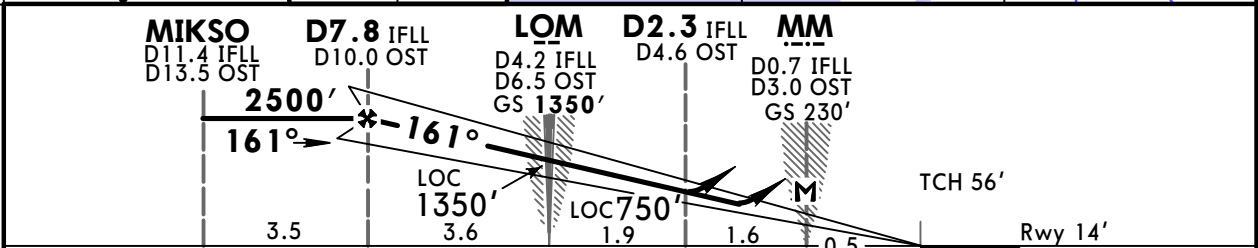
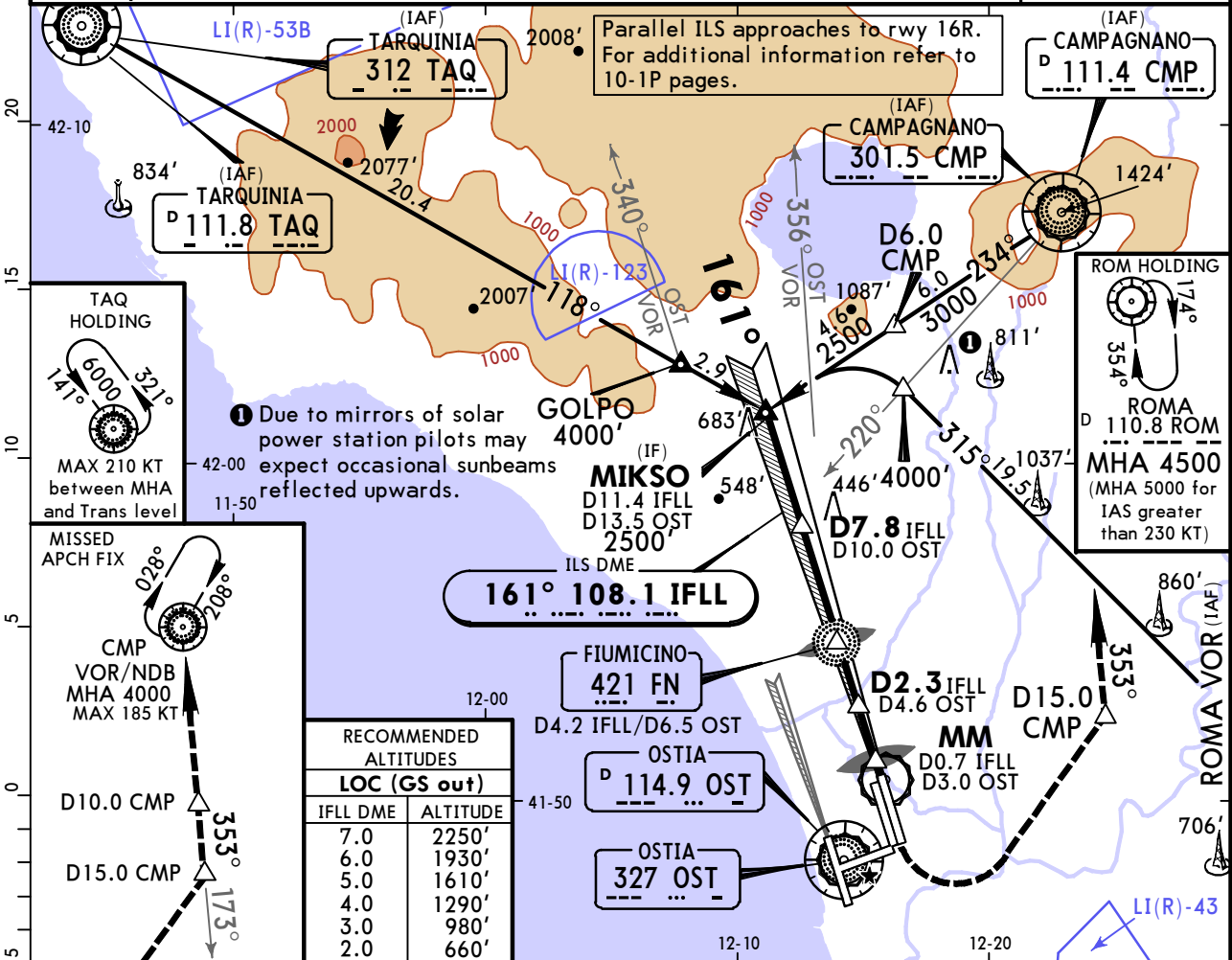
1 for ATC reasons. If unable to comply advise ATC.
2 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LIRF/FCO
FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct
MACG
MIM 4.3%

ROME, ITALY
ILS W or LOC W Rwy 16L

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC IFLL 108.1	Final Apt Crs 161°	GS LOM 1350' (1336')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 14'
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'.				MSA OST VOR/NDB
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	
DME required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM/D0.7 IFLL/D3.0 OST							

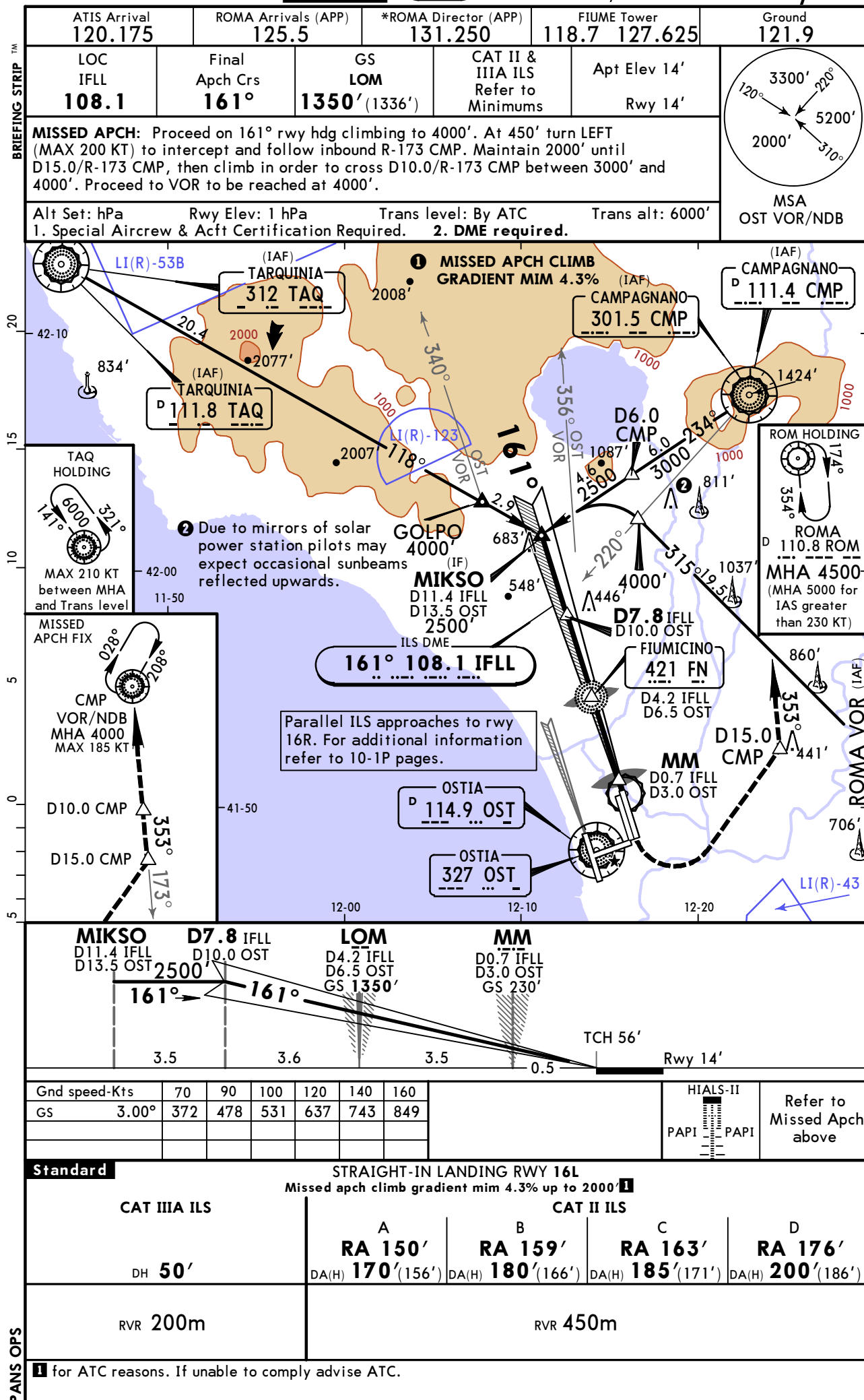
Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 16L							
Missed apch climb gradient mim 4.3% up to 2000'							
ILS		LOC (GS out)					
DA(H) A: 269' (255') B: 281' (267')		C: 289' (275') D: 300' (286')		DA(H) 420' (406')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 600m		RVR 1300m		RVR 1500m	100	800' (786') 1500m
B	RVR 600m	RVR 750m				135	800' (786') 1600m
C						180	900' (886') 2400m
D	RVR 650m		RVR 1400m		RVR 1900m	205	900' (886') 3600m

LIRF/FCO FIUMICINO

9 OCT 15
Eff 15 Oct

11-2A

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



LIRF/FCO FIUMICINO

9 OCT 15

Eff 15 Oct

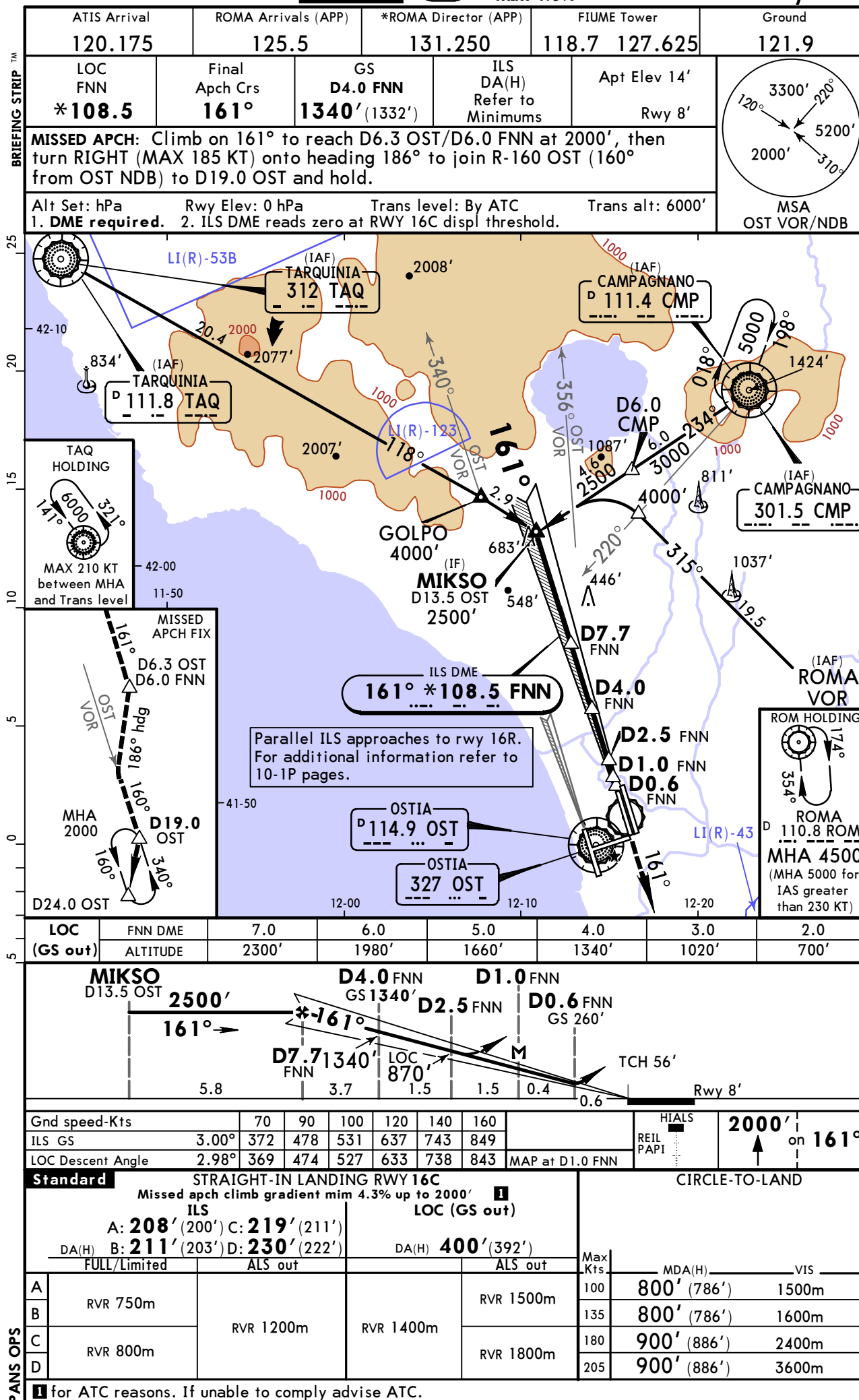
JEPPESSEN

(11-3)

MACG
MIM 4.3%

ROME, ITALY

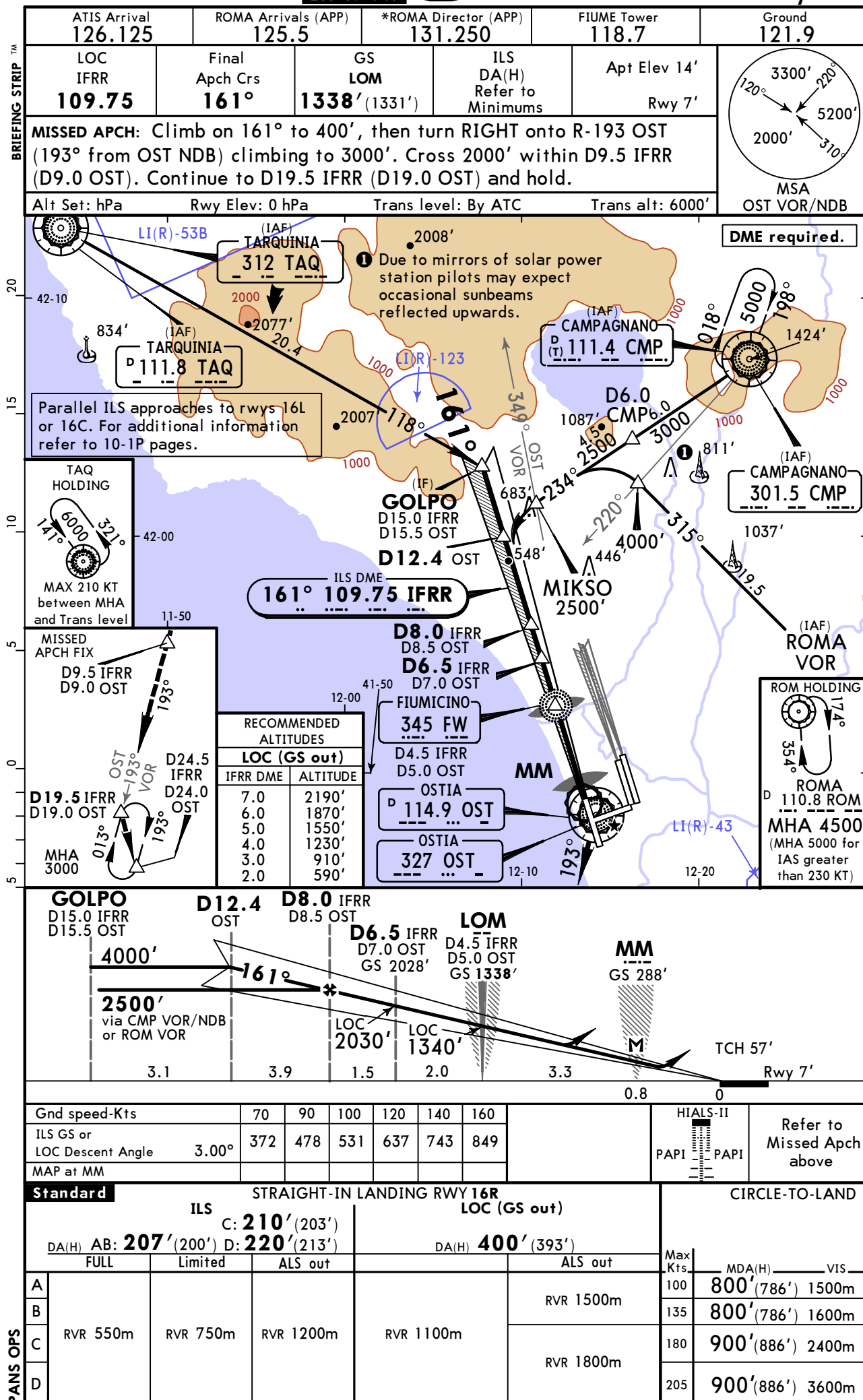
ILS or LOC Rwy 16C



LIRF/FCO
FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct (11-4)

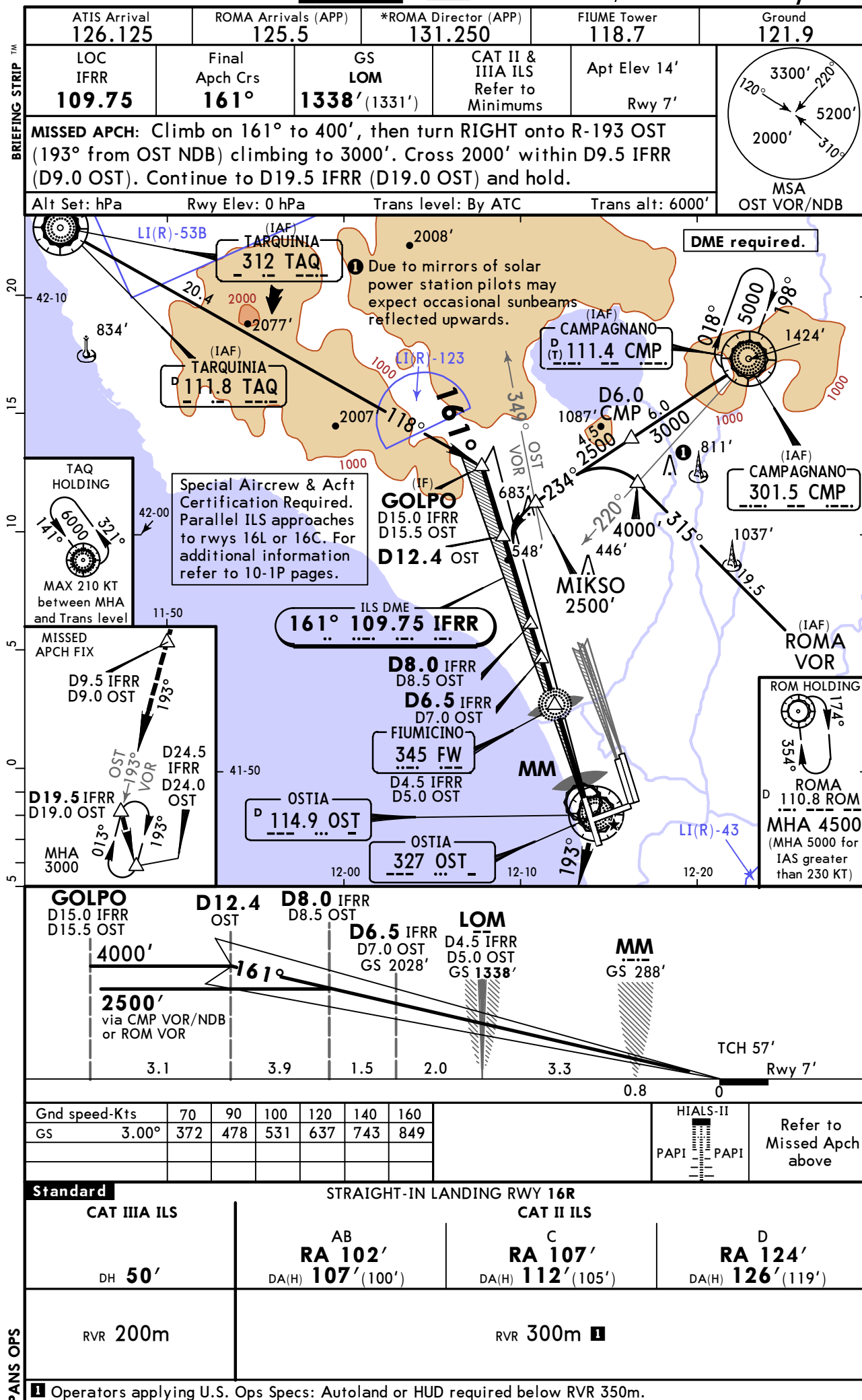
ROME, ITALY
ILS Z or LOC Z Rwy 16R



LIR/FCO
FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct **(11-4A)**

ROME, ITALY
CAT II/III ILS Z Rwy 16R



LIRF/FCO
FIUMICINO

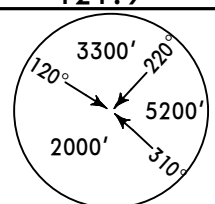
JEPPESSEN
9 OCT 15
Eff 15 Oct 11-5

ROME, ITALY
ILS Y or LOC Y Rwy 16R

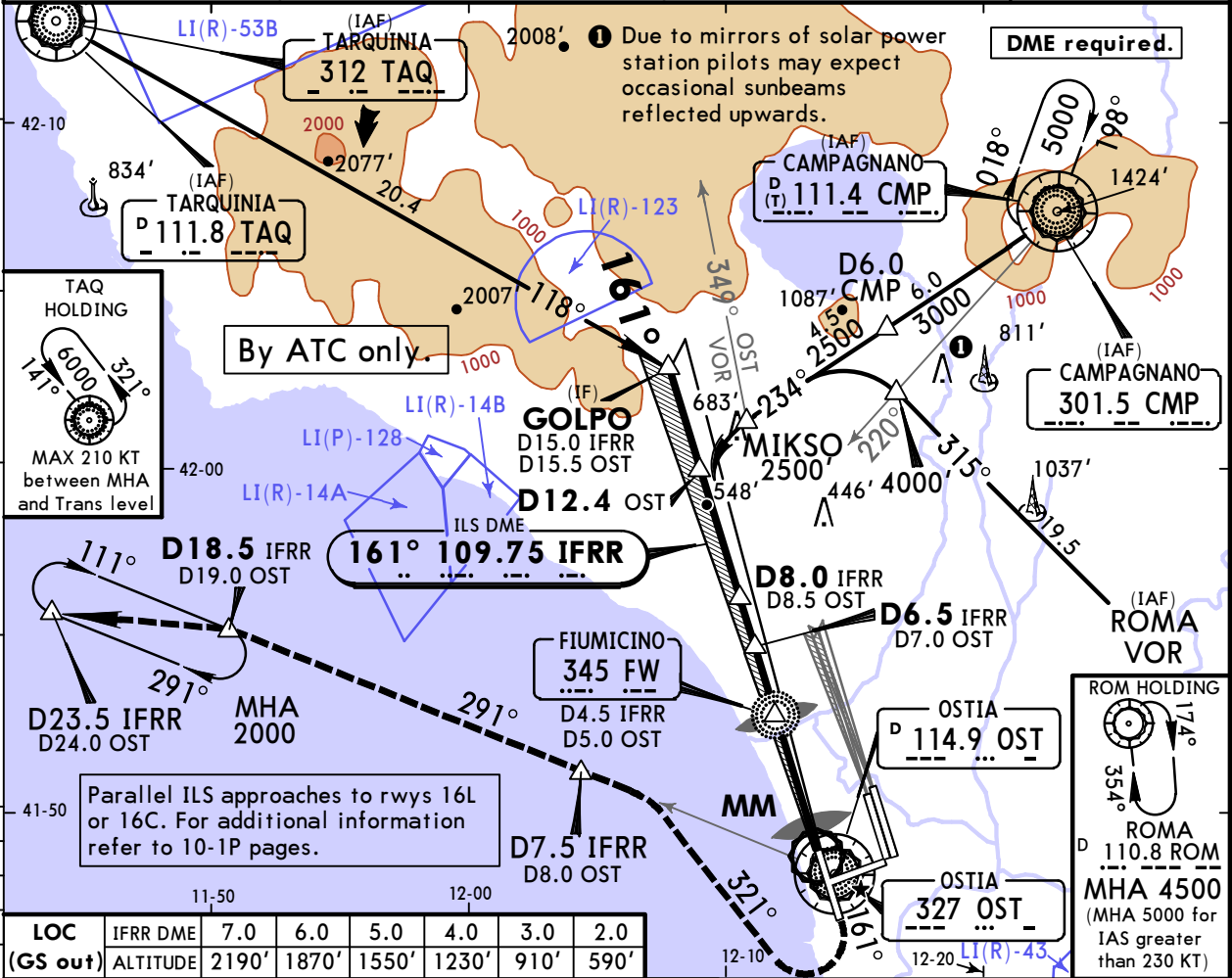
ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
LOC IFRR 109.75	Final Aptch Crs 161°	GS LOM 1338' (1331')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 7'

MISSED APCH: Climb on 161° to 2000', crossing 400' turn RIGHT (MAX 200 KT) on track 321° to intercept and follow R-291 OST. Cross 2000' within D7.5 IFRR (D8.0 OST). Continue to D18.5 IFRR (D19.0 OST) and hold.

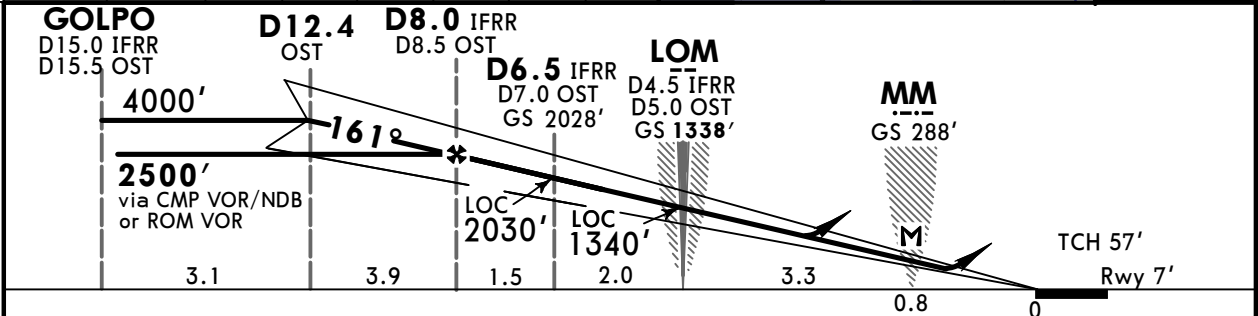
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'



MSA
OST VOR/NDB



LOC (GS out)	IFRR DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2190'	1870'	1550'	1230'	910'	590'



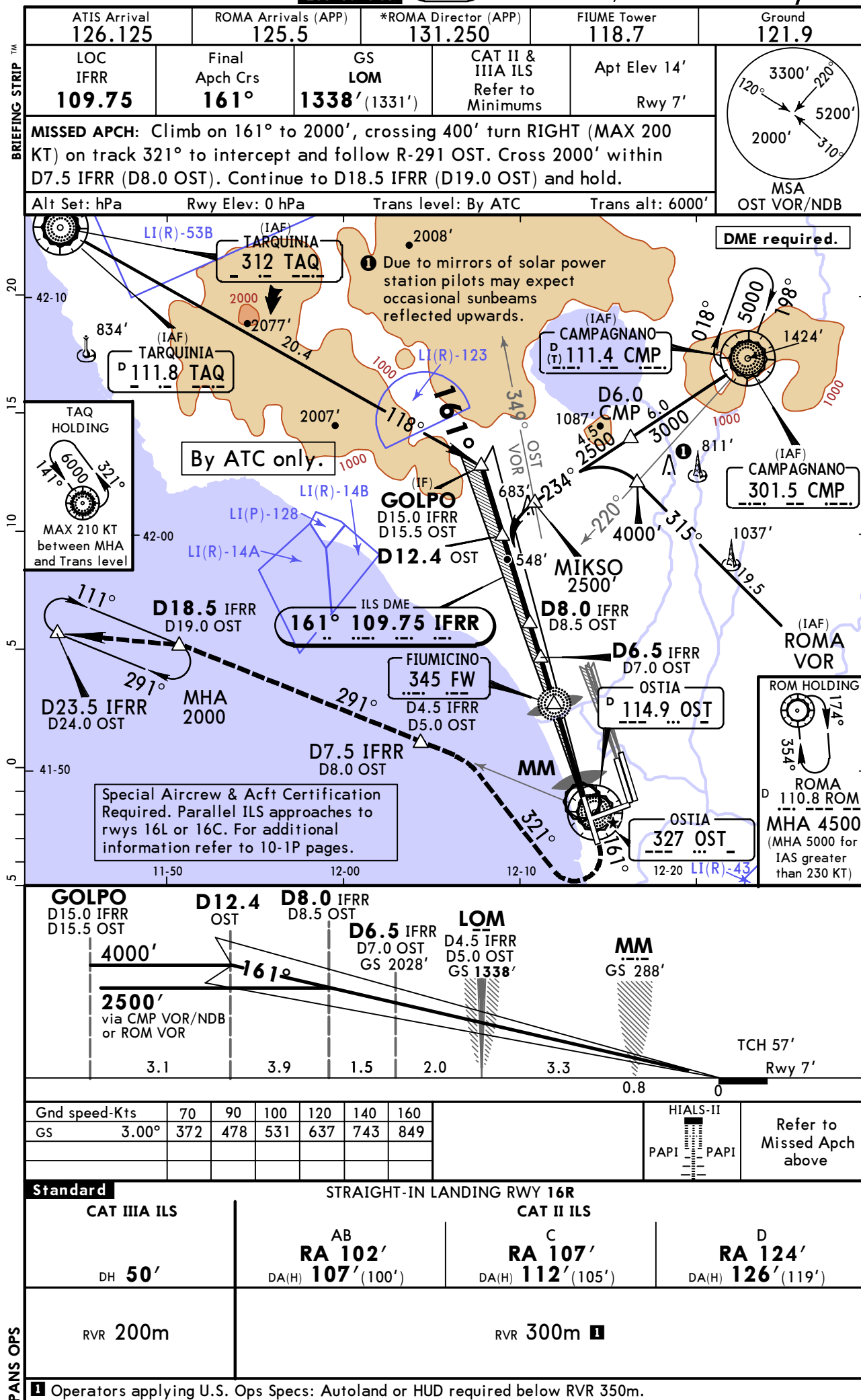
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM								

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		DA(H)		DA(H)	
C: 210' (203')		C: 400' (393')		AB: 207' (200') D: 220' (213')		AB: 207' (200') D: 220' (213')	
FULL		Limited		ALS out		ALS out	
A							
B							
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m			
D							

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FIUMICINO

9 OCT 15
Eff 15 Oct 11-5A

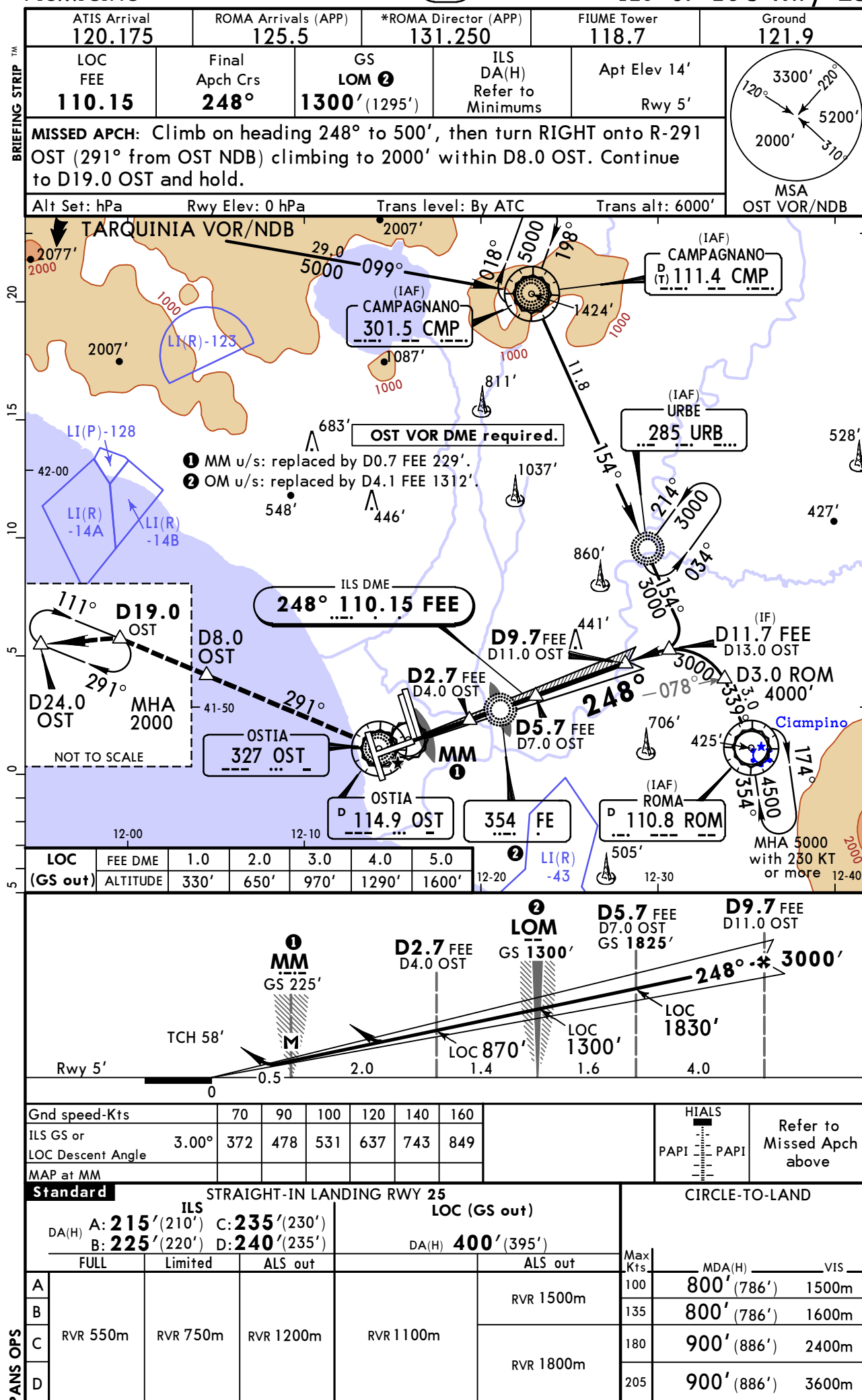
ROME, ITALY
CAT II/III ILS Y Rwy 16R



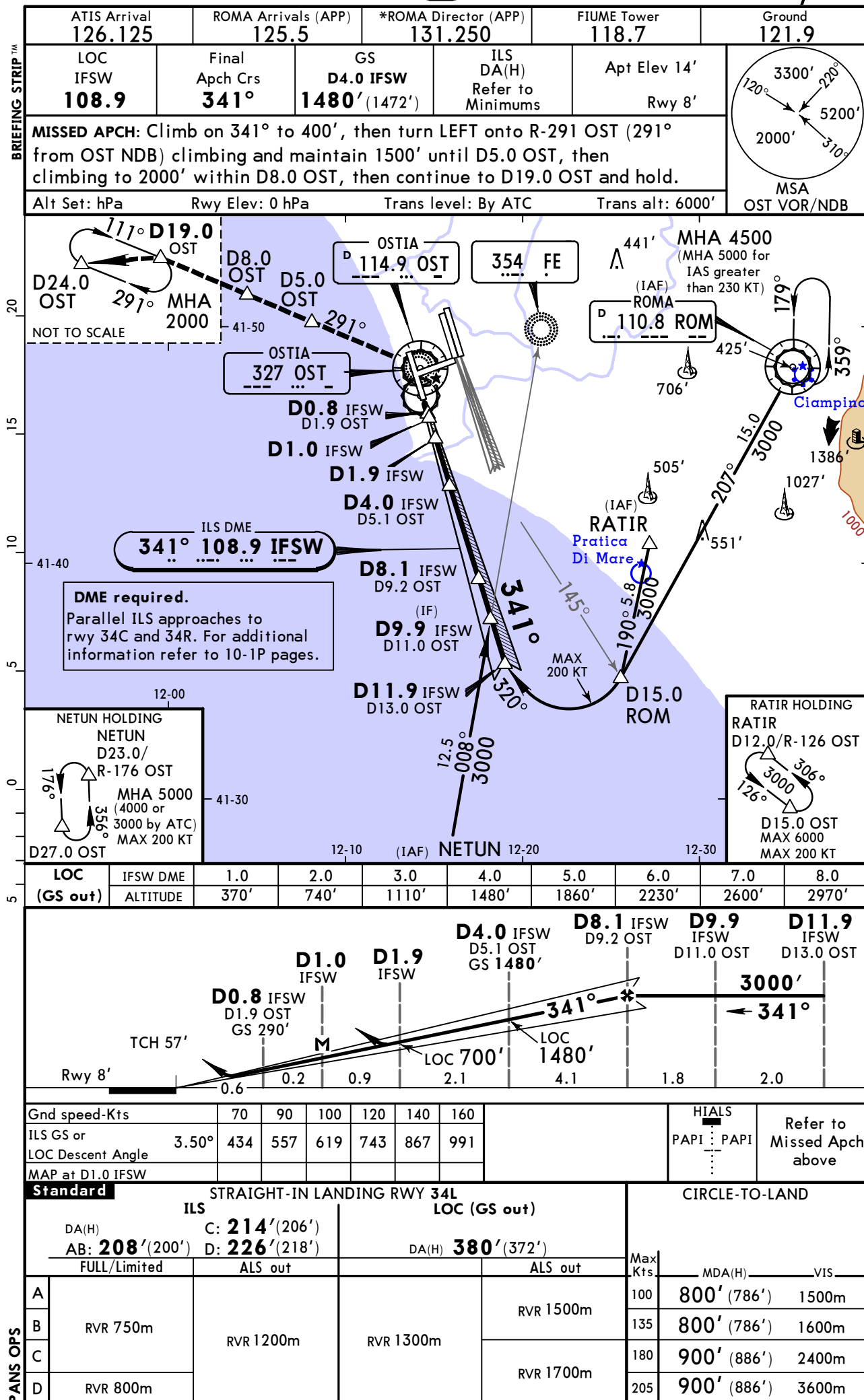
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FIUMICINO

JEPPESSEN
9 OCT 15 **(11-6)** **Eff 15 Oct**

ROME, ITALY
ILS or LOC Rwy 25



LIRF/FCO
FIUMICINO
JEPPESSEN
 9 OCT 15 **11-7** Eff 15 Oct

ROME, ITALY
ILS or LOC Rwy 34L


LIRF/FCO FIUMICINO

JEPPESSEN

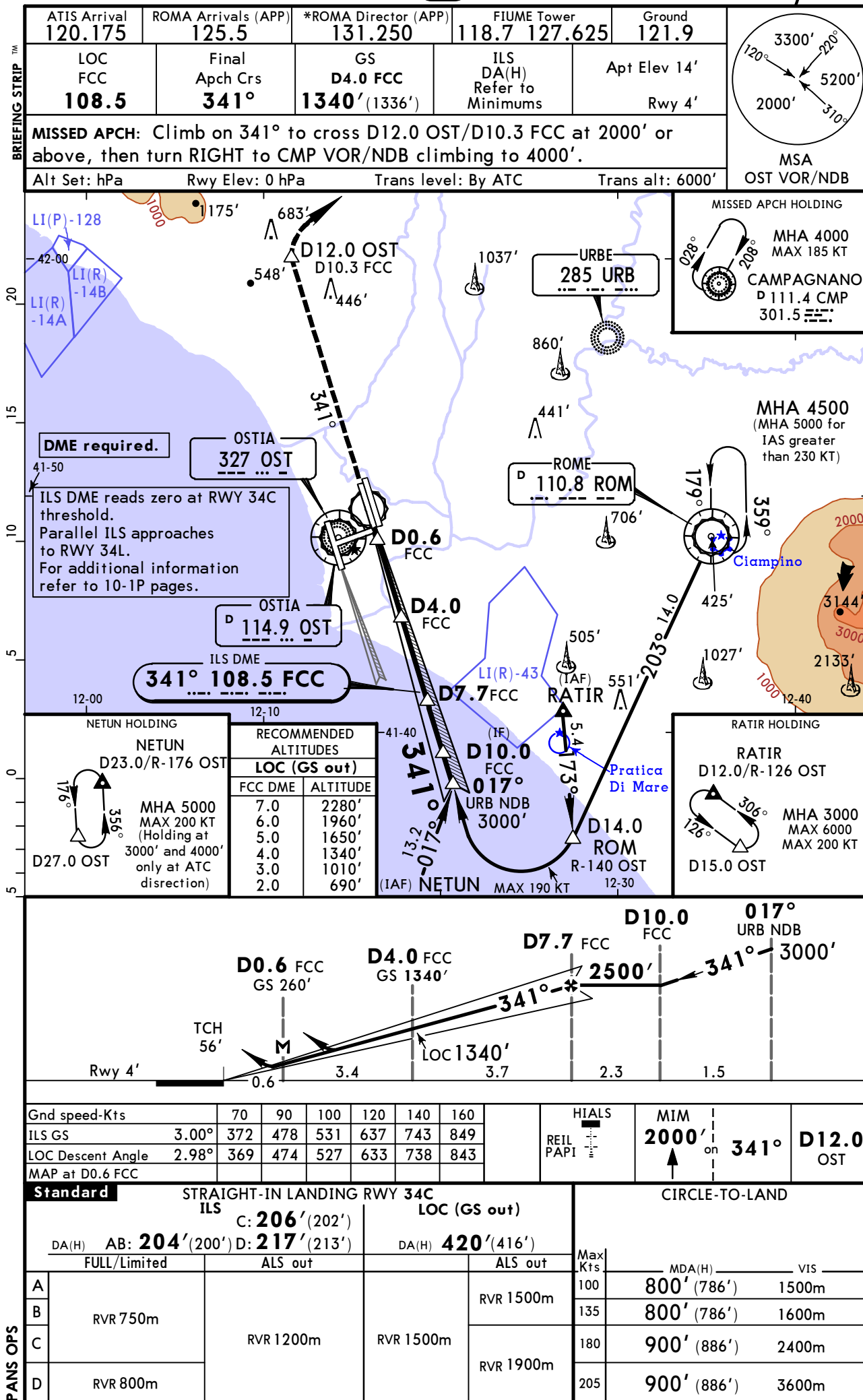
ROME, ITALY

9 OCT 15

(11-8)

Eff 15 Oct

ILS or LOC Rwy 34C

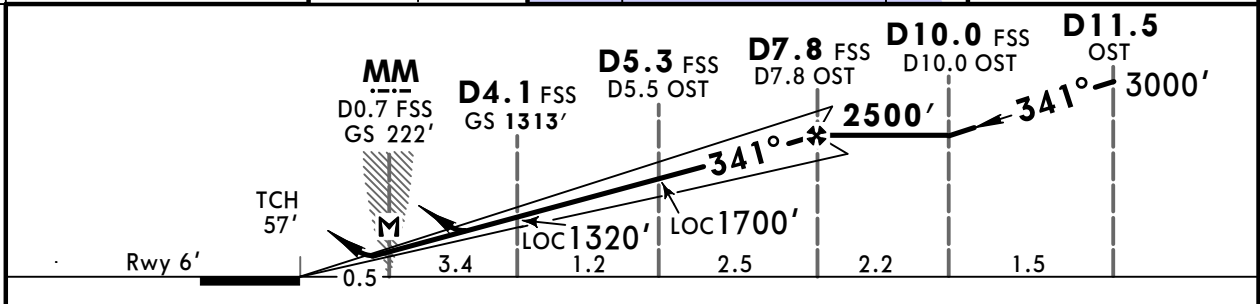
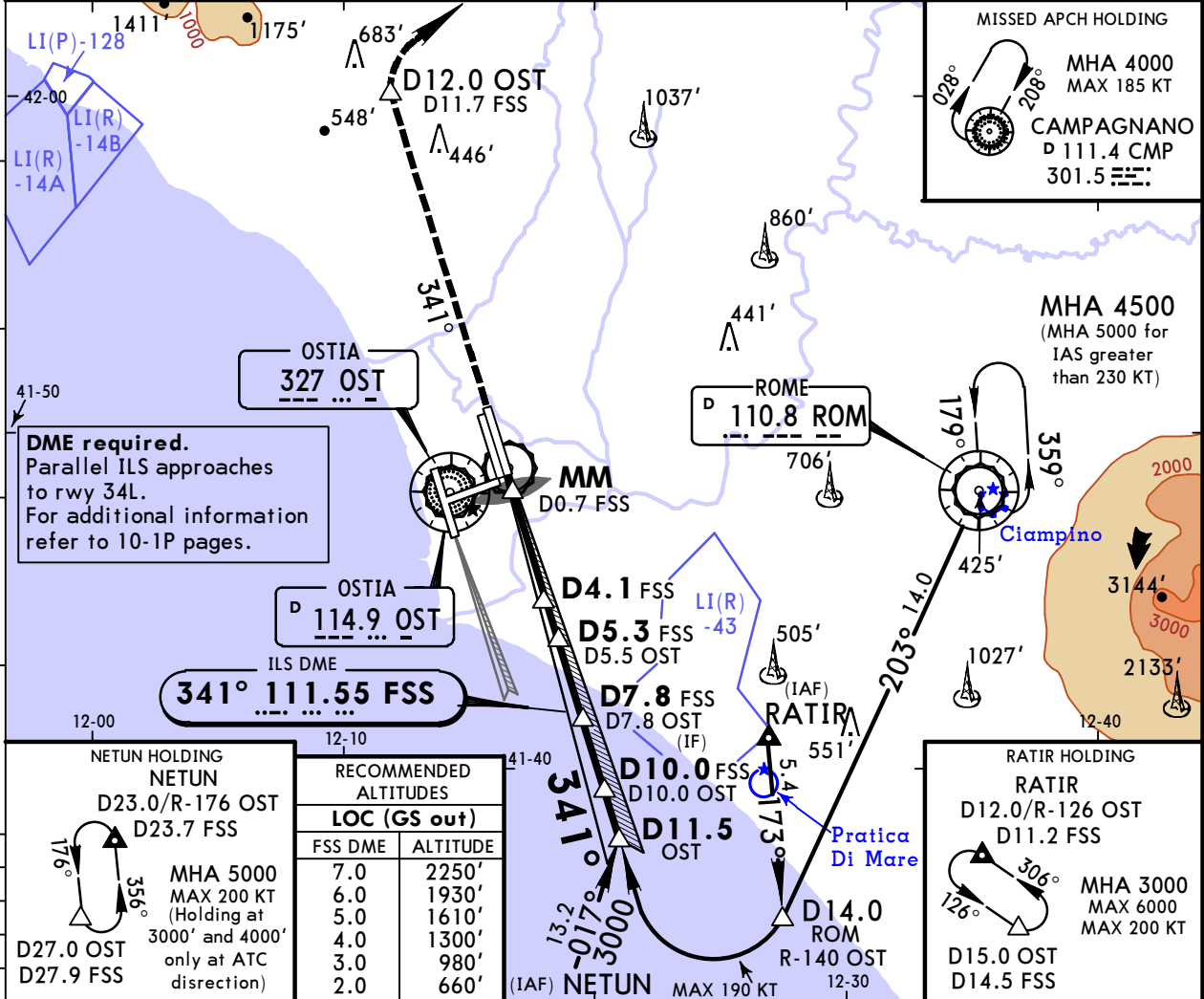
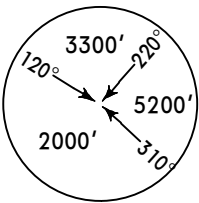


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FIUMICINO

JEPPESSEN
9 OCT 15 11-9 Eff 15 Oct

ROME, ITALY
ILS or LOC Rwy 34R

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC FSS 111.55	Final Apch Crs 341°	GS D4.1 FSS 1313' (1307')	ILS DA(H) 206' (200')	Apt Elev 14' Rwy 6'
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



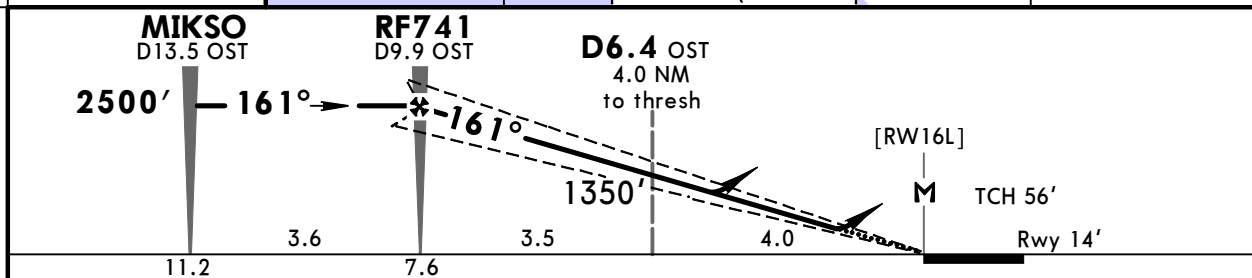
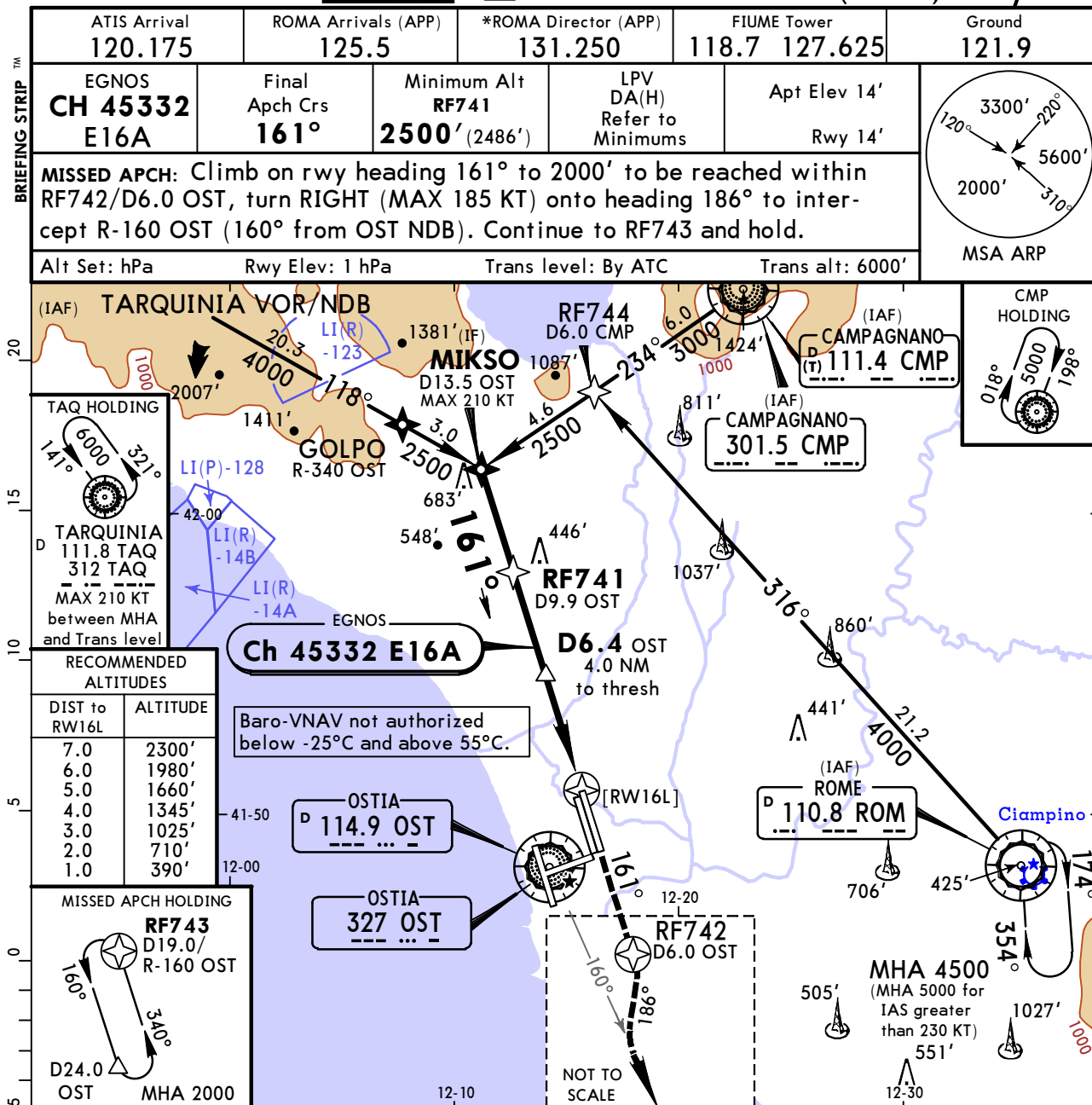
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	MIM 2000' on 341°	D12.0 OST
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at MM/D0.7 FSS									

PANS OPS	STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
	ILS			LOC (GS out)				
	DA(H) 206' (200')			DA(H) 420' (414')				
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A					100	800' (786')	1500m	
B				RVR 1500m	135	800' (786')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	180	900' (886')	2400m	
D				RVR 1900m	205	900' (886')	3600m	

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FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct (12-1) MACG
MIM 4.3%

ROME, ITALY
RNAV (GNSS) Rwy 16L



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	2000'	hdg	161°
MAP at RW16L										

STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.3% up to 2000'								
DA(H) LPV		DA(H) LNAV/VNAV		DA(H) LNAV				
A: 290' (276')		A: 480' (466')		A: 510' (496')				
B: 300' (286')		B: 490' (476')		B: 510' (496')				
C: 310' (296')		C: 500' (486')		C: 510' (496')				
D: 320' (306')		D: 510' (496')		D: 510' (496')				
ALS out		ALS out		ALS out				
A		B		C				
RVR 1300m		RVR 1500m		RVR 1500m				
B		C		D				
RVR 750m		RVR 1400m		RVR 1500m				
C		D		E				
RVR 1500m		CMV 2300m		RVR 1500m				
D		E		F				
RVR 1500m		CMV 2300m		RVR 1500m				

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

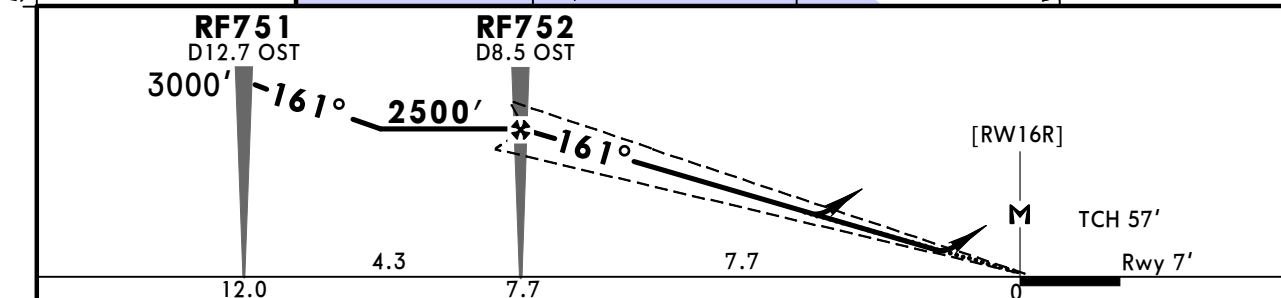
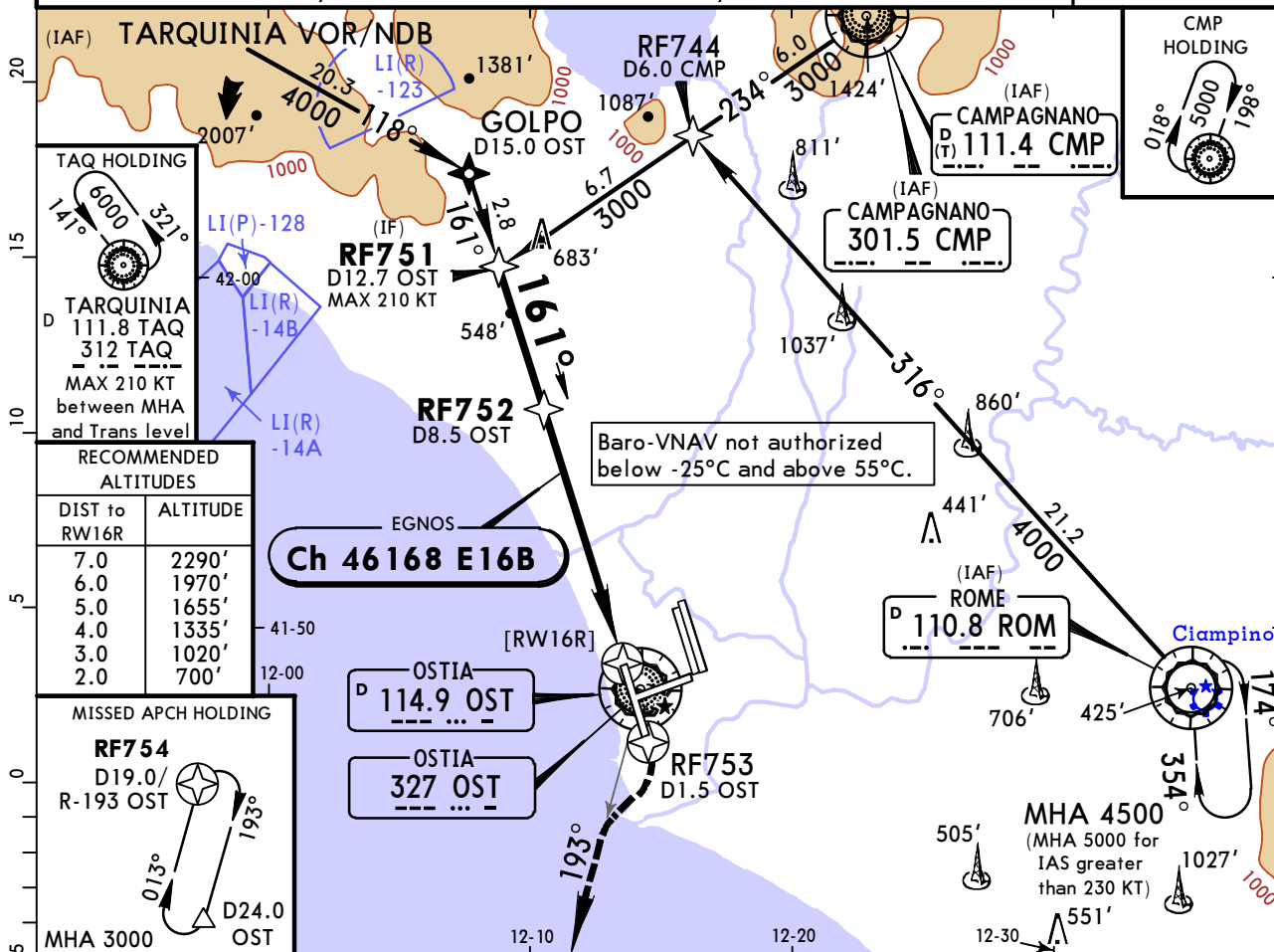
CHANGES: Apt elev. Rwy elev.

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PANS OPS

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 9 OCT 15 **(12-3)** **Eff 15 Oct**
ROME, ITALY
RNAV (GNSS) Rwy 16R

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
EGNOS CH 46168 E16B	Final Apch Crs 161°	Minimum Alt RF752 2500' (2493')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 7'
MISSED APCH: Climb on rwy heading 161° to 3000', at RF753/ D1.5 OST turn RIGHT onto R-193 OST (193° from OST NDB) to 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 ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	849	
MAP at RW16R								

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
DA(H) AB: 260' (253') C: 270' (263') D: 280' (273')		DA(H) A: 300' (293') B: 310' (303') C: 320' (313') D: 330' (323')		DA(H) 420' (413')	
ALS out		ALS out		ALS out	
A	RVR 750m 1	RVR 750m 2	RVR 1400m	RVR 1200m	RVR 1500m
B	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1500m
C	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1500m
D	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1500m

1 With TDZ, CL and HUD: RVR 600m. **2** With TDZ, CL and HUD: CAT A RVR 650m, CAT BC RVR 700m.

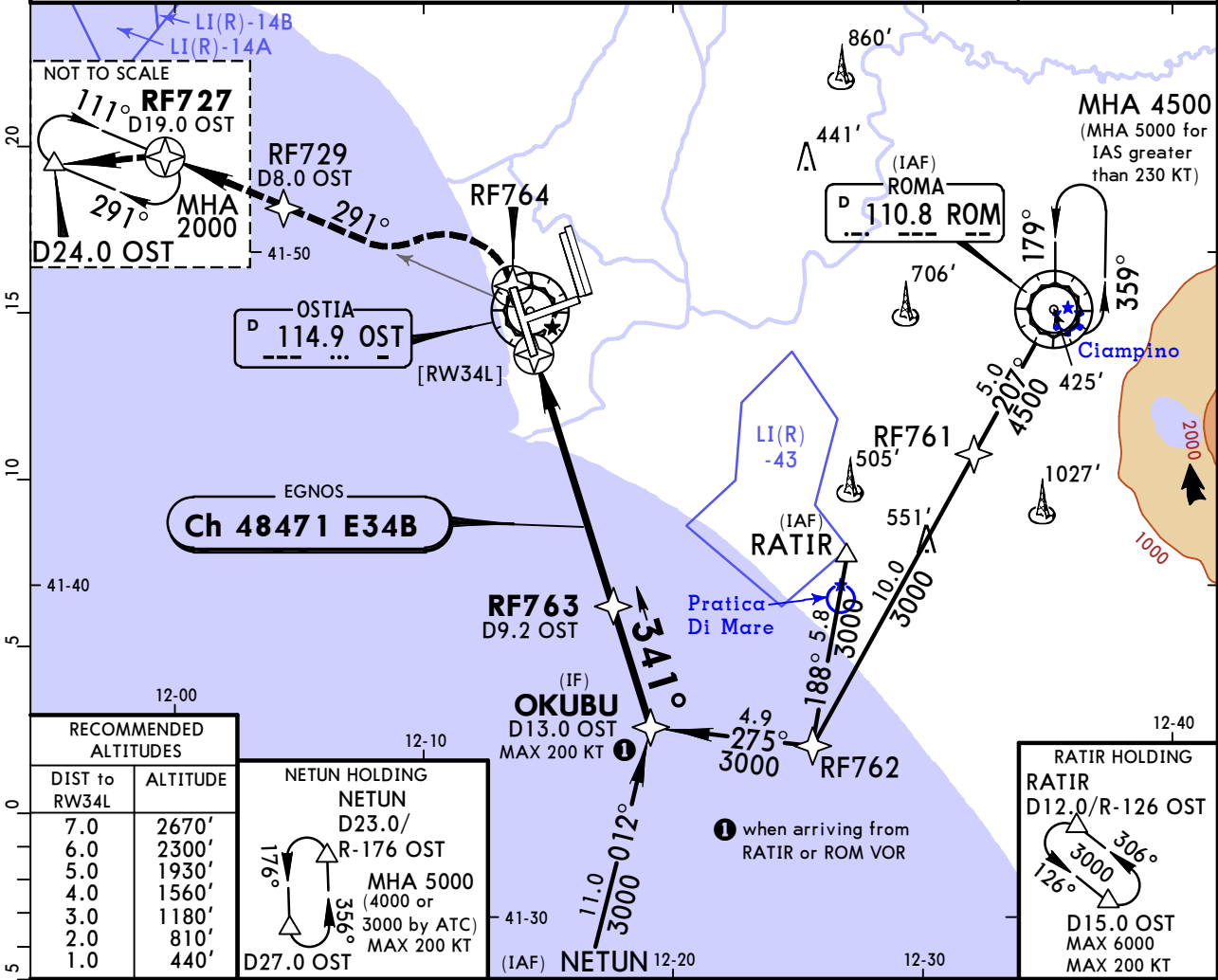
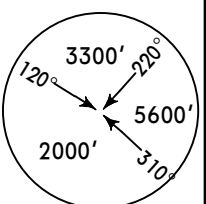
CHANGES: Chart reindexed. Apt elev. © JEPPESSEN, 2013, 2015. ALL RIGHTS RESERVED.

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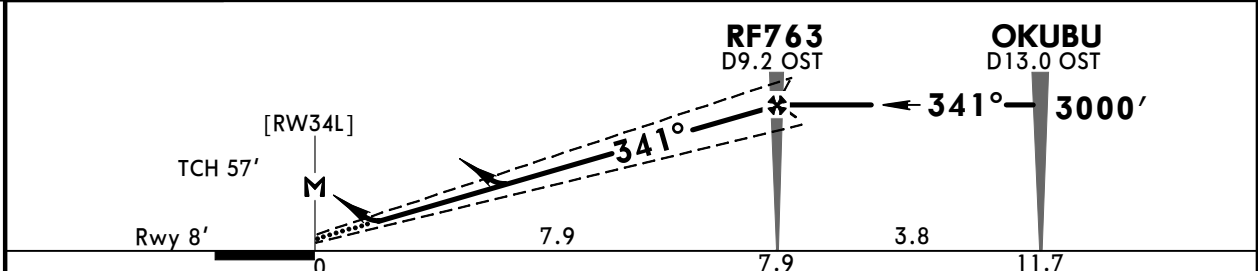
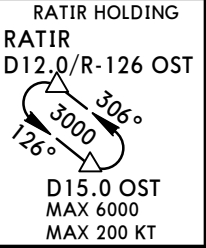
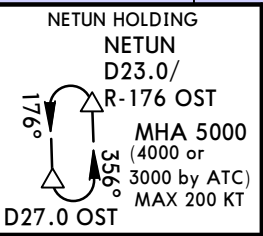
JEPPESSEN
9 OCT 15
Eff 15 Oct 12-4

ROME, ITALY
RNAV (GNSS) Rwy 34L

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	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 14' 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



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'

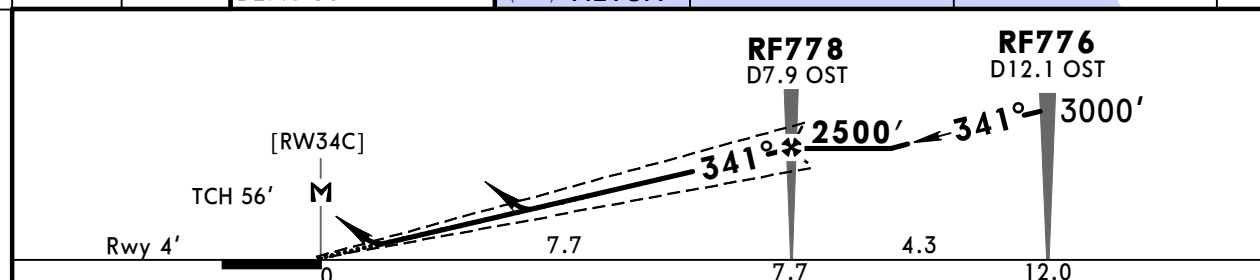
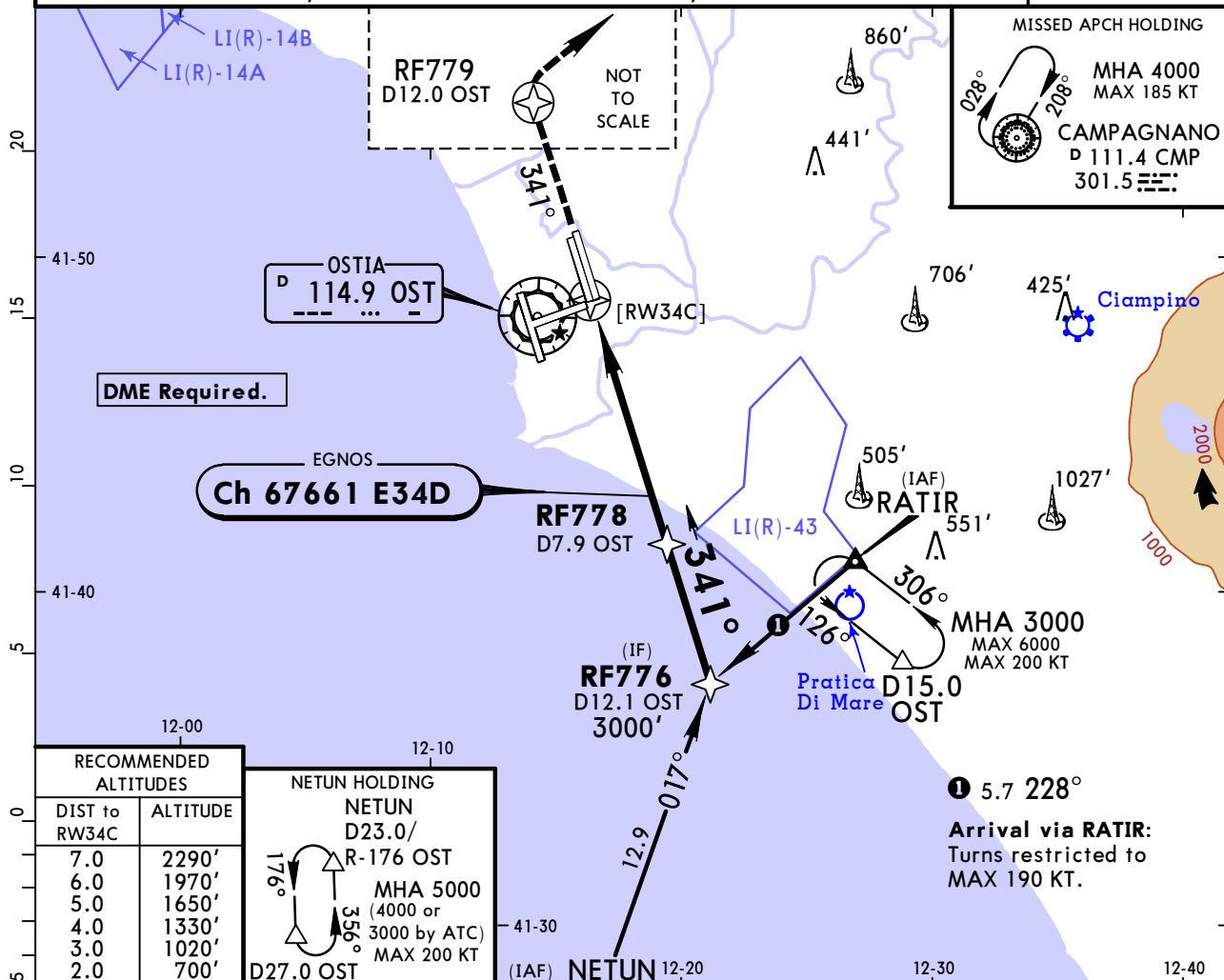


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	Refer to Missed Apch above
Glide Path Angle	3.50°	434	557	619	743	867		
MAP at RW34L								

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
LPV		LNNAV		Max Kts		MDA(H)	
A: 290' (282') C: 310' (302')		DA(H) 410' (402')		100	800' (786')	1500m	
B: 300' (292') D: 320' (312')		ALS out		135	800' (786')	1600m	
A	RVR 900m	RVR 1400m	RVR 1500m	180	900' (886')	2400m	
B				205	900' (886')	3600m	
C	RVR 1000m						
D							

ROME, ITALY
RNAV (GNSS) Rwy 34C

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
EGNOS CH 67661 E34D	Final Apch Crs 341°	Minimum Alt RF778 2500' (2496')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 4'
MISSSED APCH: Climb on 341° to 4000'. At RF779/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 ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' on 341° RF779	
Glide Path Angle	3.00°	372	478	531	637	743		849
MAP at RW34C								

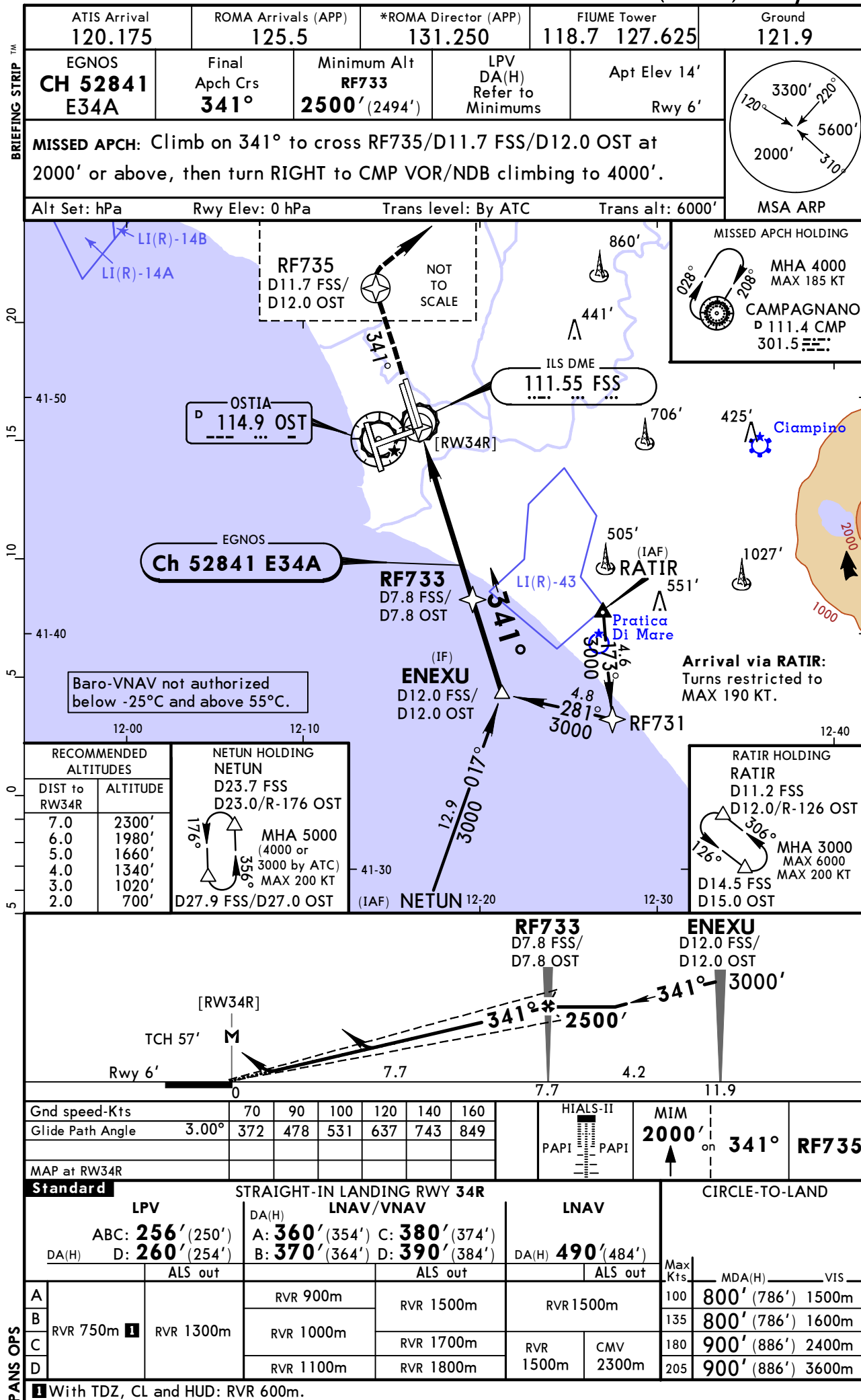
Standard		STRAIGHT-IN LANDING RWY 34C		CIRCLE-TO-LAND	
LPV		LNAV			
A: 304' (300') C: 324' (320')		DA(H) 480' (476')		Max Kts	MDA(H) _____ VIS _____
DA(H) B: 316' (312') D: 335' (331')		ALS out			
A	RVR 900m	RVR 1400m	RVR 1500m		100 800' (786') 1500m
B	RVR 1000m				135 800' (786') 1600m
C	RVR 1100m		RVR 1800m	CMV 2200m	180 900' (886') 2400m
D	RVR 1100m	RVR 1500m			205 900' (886') 3600m

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9 OCT 15 **(12-6)** Eff 15 Oct

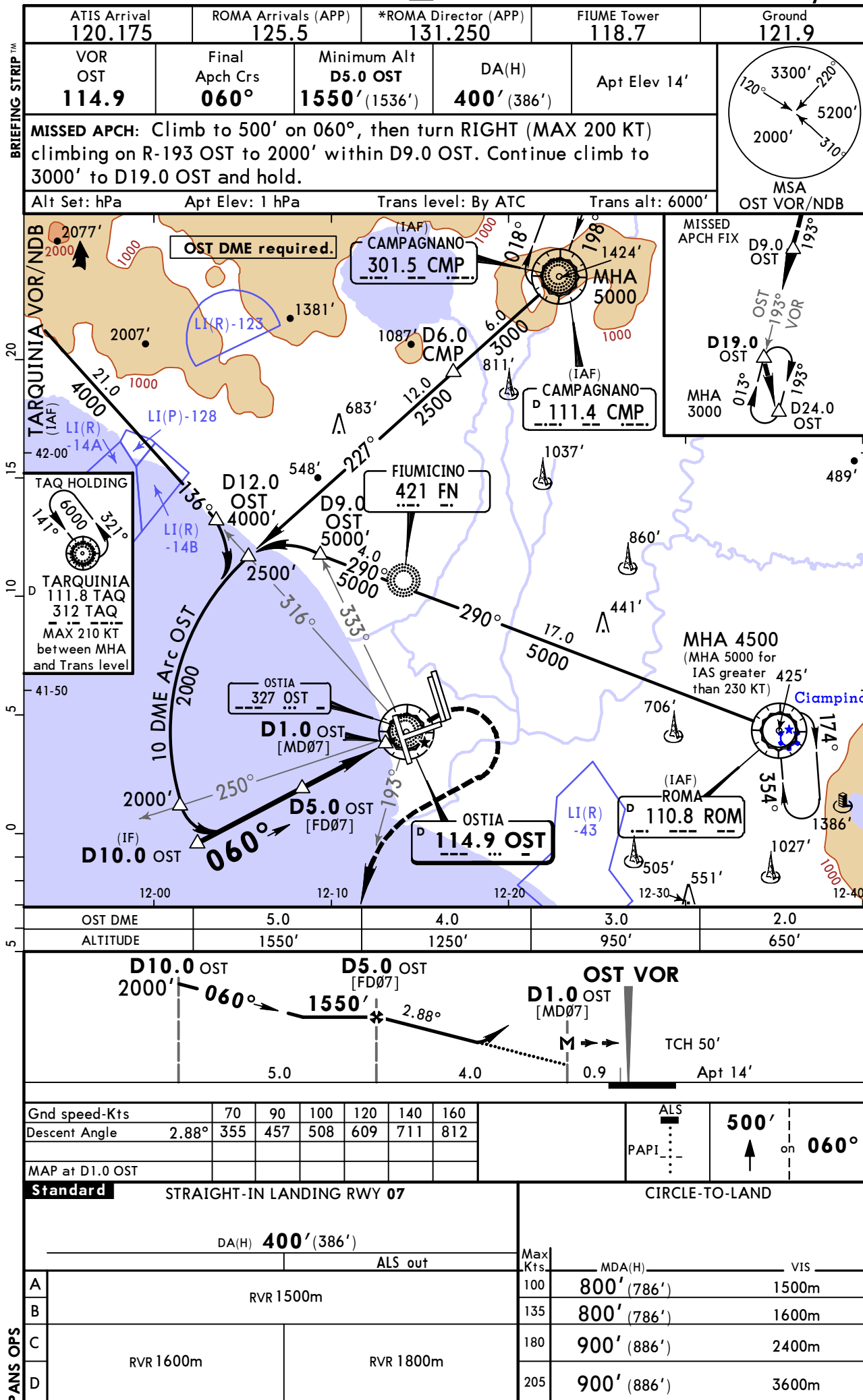
ROME, ITALY
RNAV (GNSS) Rwy 34R



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JEPPESSEN
9 OCT 15 (13-1) Eff 15 Oct

ROME, ITALY
VOR Rwy 07



LIRF/FCO
FIUMICINO

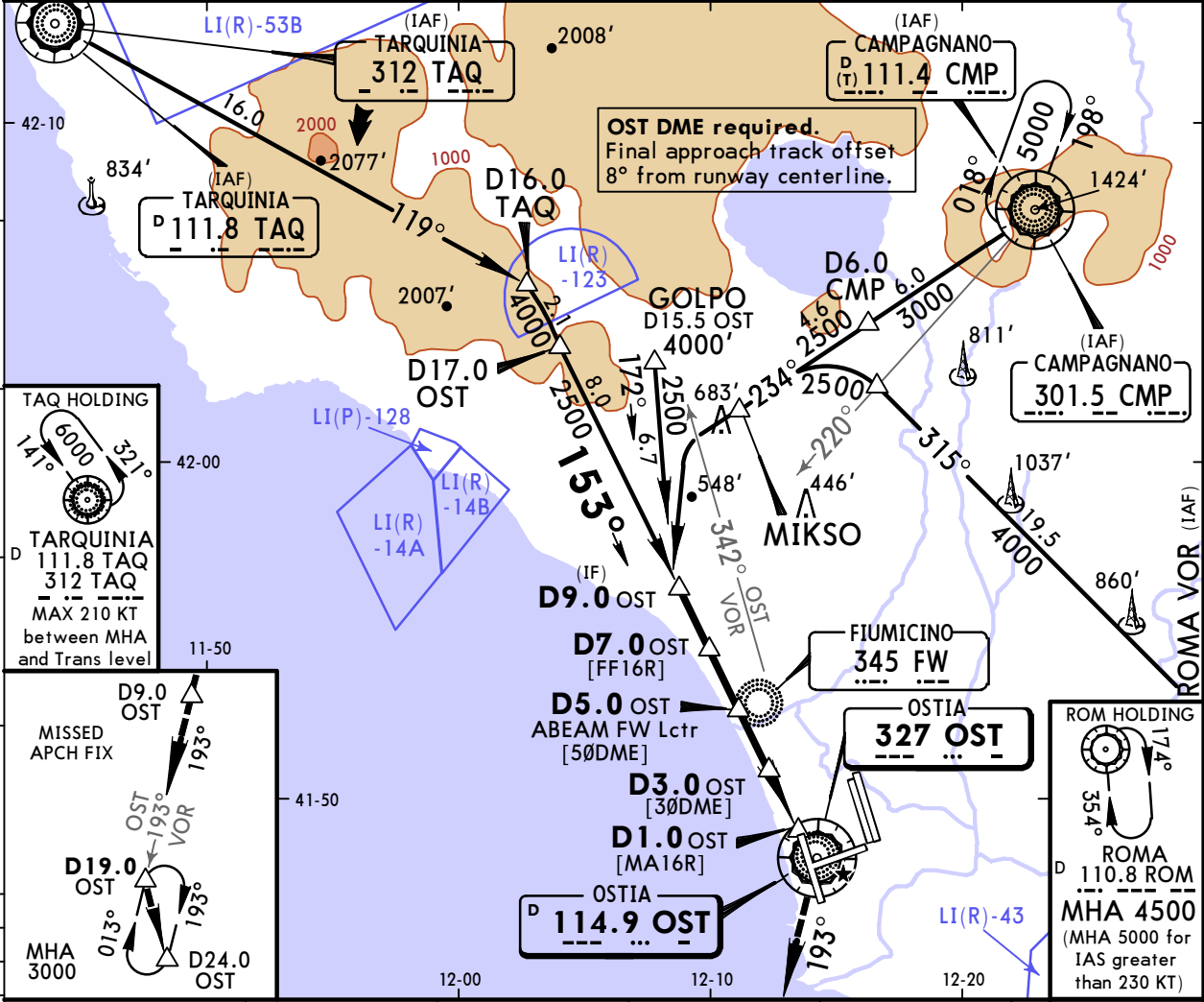
JEPPESSEN
9 OCT 15 (13-2) Eff 15 Oct

ROME, ITALY
VOR or NDB Rwy 16R

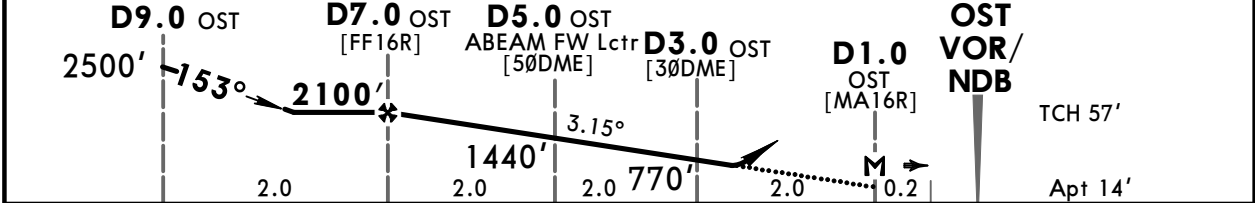
ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7	Ground 121.9
VOR OST 114.9	NDB OST 327	Final Apch Crs 153°	Minimum Alt D7.0 OST 2100' (2086')	DA(H) 400' (386')		Apt Elev 14'	

MISSED APCH: Turn RIGHT, climb on R-193 OST (193° from OST NDB) climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold.

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA OST VOR/NDB



OST DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1770'	1440'	1100'	770'	430'



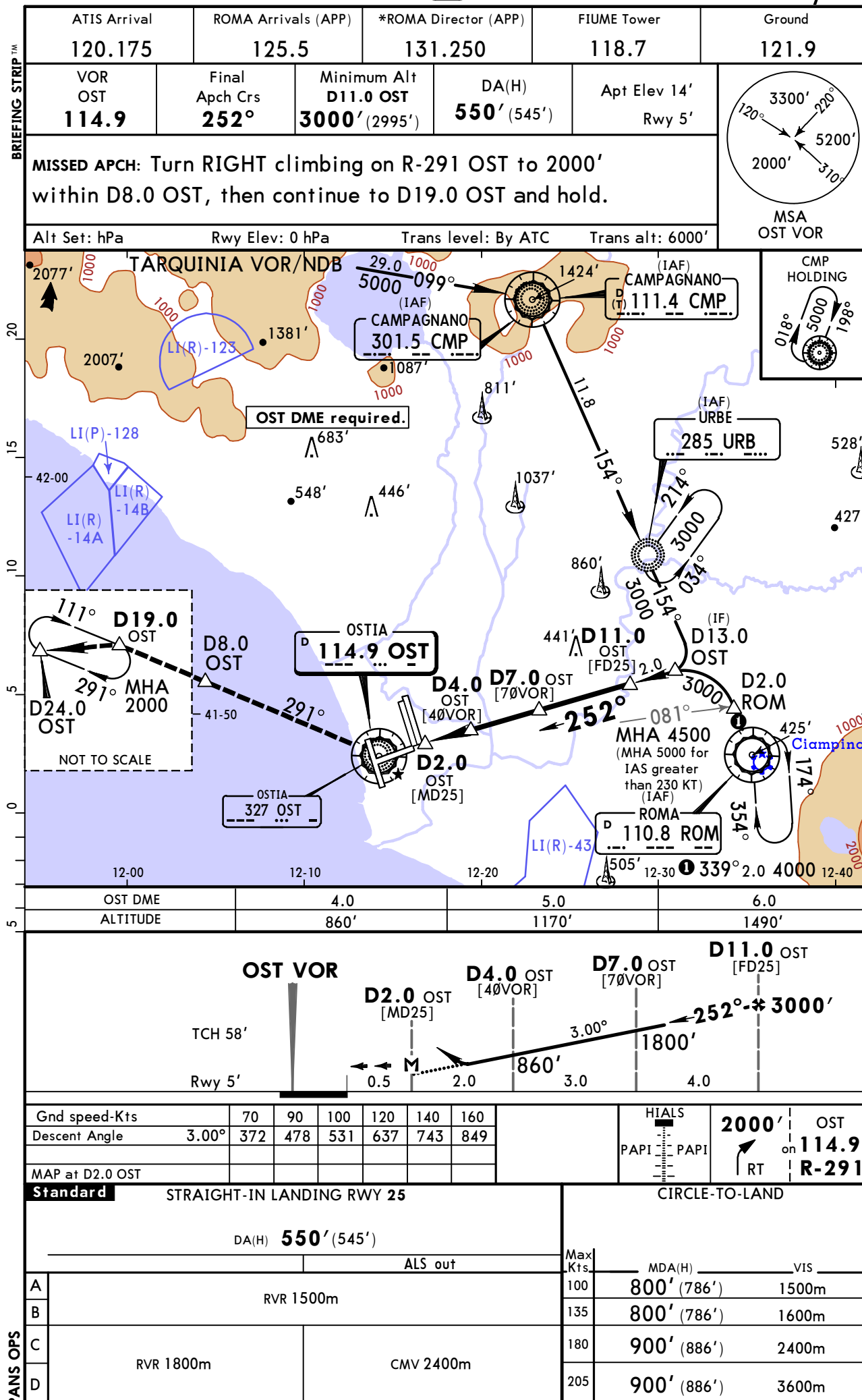
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	892
MAP at D1.0 OST						
Standard						

STRAIGHT-IN LANDING RWY 16R			CIRCLE-TO-LAND		
DA(H) 400' (386')			MDA(H) 800' (786')		
ALS out			VIS 1500m		
A	RVR 1100m	RVR 1500m	100	800' (786')	1500m
B			135	800' (786')	1600m
C	RVR 1200m	RVR 1800m	180	900' (886')	2400m
D			205	900' (886')	3600m

LIRF/FCO
FIUMICINO

JEPPESSEN
9 OCT 15 **(13-3)** **Eff 15 Oct**

ROME, ITALY
VOR Rwy 25



LIRF/FCO FIUMICINO

JEPPESEN

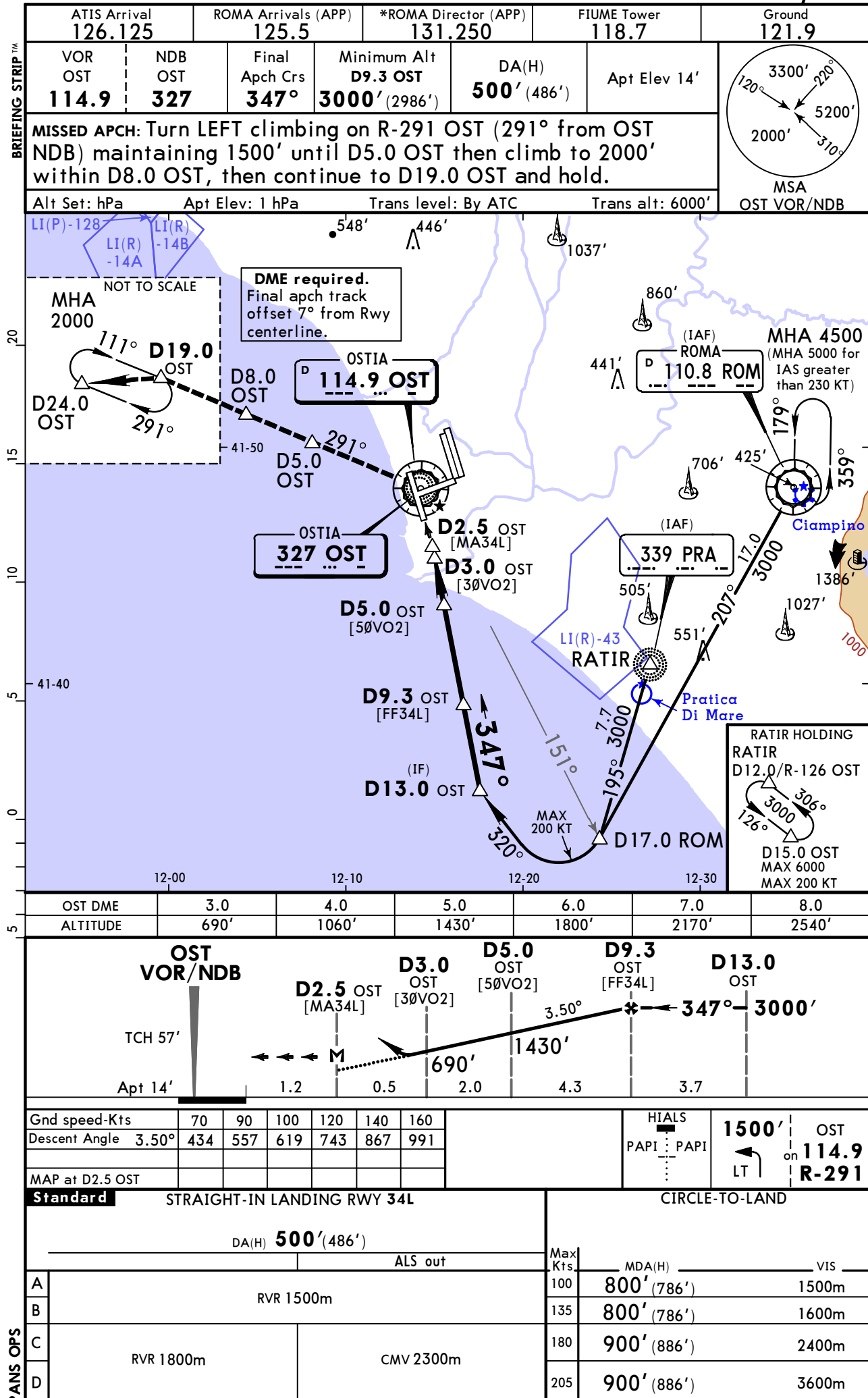
ROME, ITALY

9 OCT 15

13-4

Eff 15 Oct

VOR or NDB Rwy 34L



LIRF/FCO
FIUMICINO

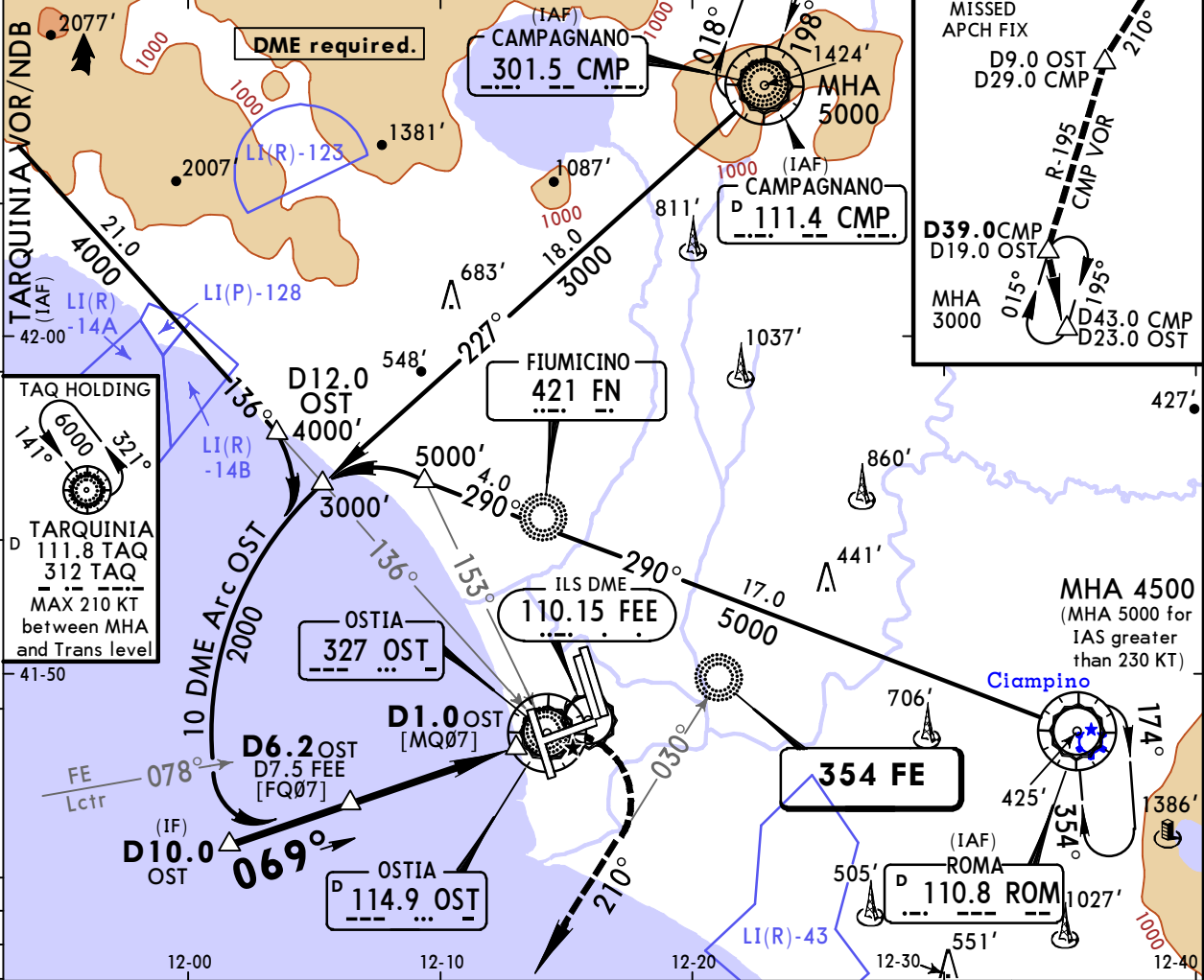
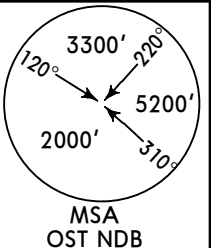
JEPPesen
9 OCT 15 (16-1) Eff 15 Oct

ROME, ITALY
Lctr Rwy 07

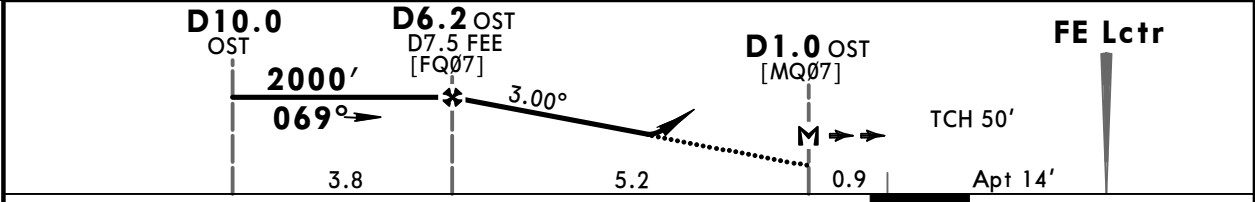
ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
Lctr FE 354	Final Apch Crs 069°	Minimum Alt D6.2 OST 2000' (1986')	DA(H) 450' (436')	Apt Elev 14'

MISSED APCH: Turn RIGHT (MAX 200 KT) onto 210° from FE Lctr climbing to 2000' within D9.0 OST. Continue climb to 3000' on R-195 CMP to D39.0 CMP and hold.

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



OST DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1940'	1620'	1300'	980'	670'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' 210° from FE RT 354
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 OST								

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
DA(H) 450' (436')				Max Kts	MDA(H) VIS
ALS out				100	800' (786') 1500m
RVR 1500m				135	800' (786') 1600m
RVR 1800m				180	900' (886') 2400m
RVR 2000m				205	900' (886') 3600m

CHANGES: Apt elev. Minimums.

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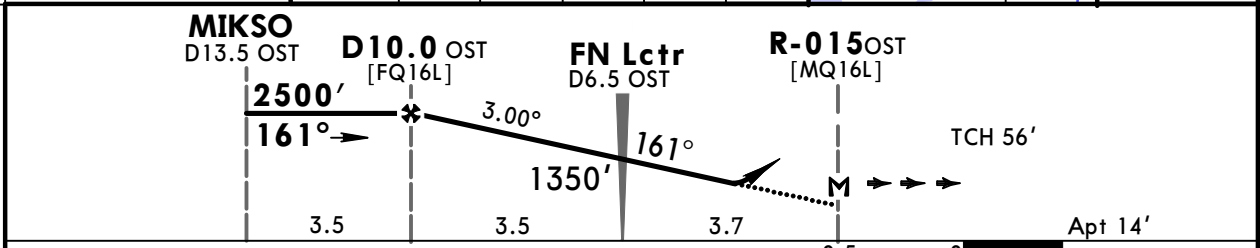
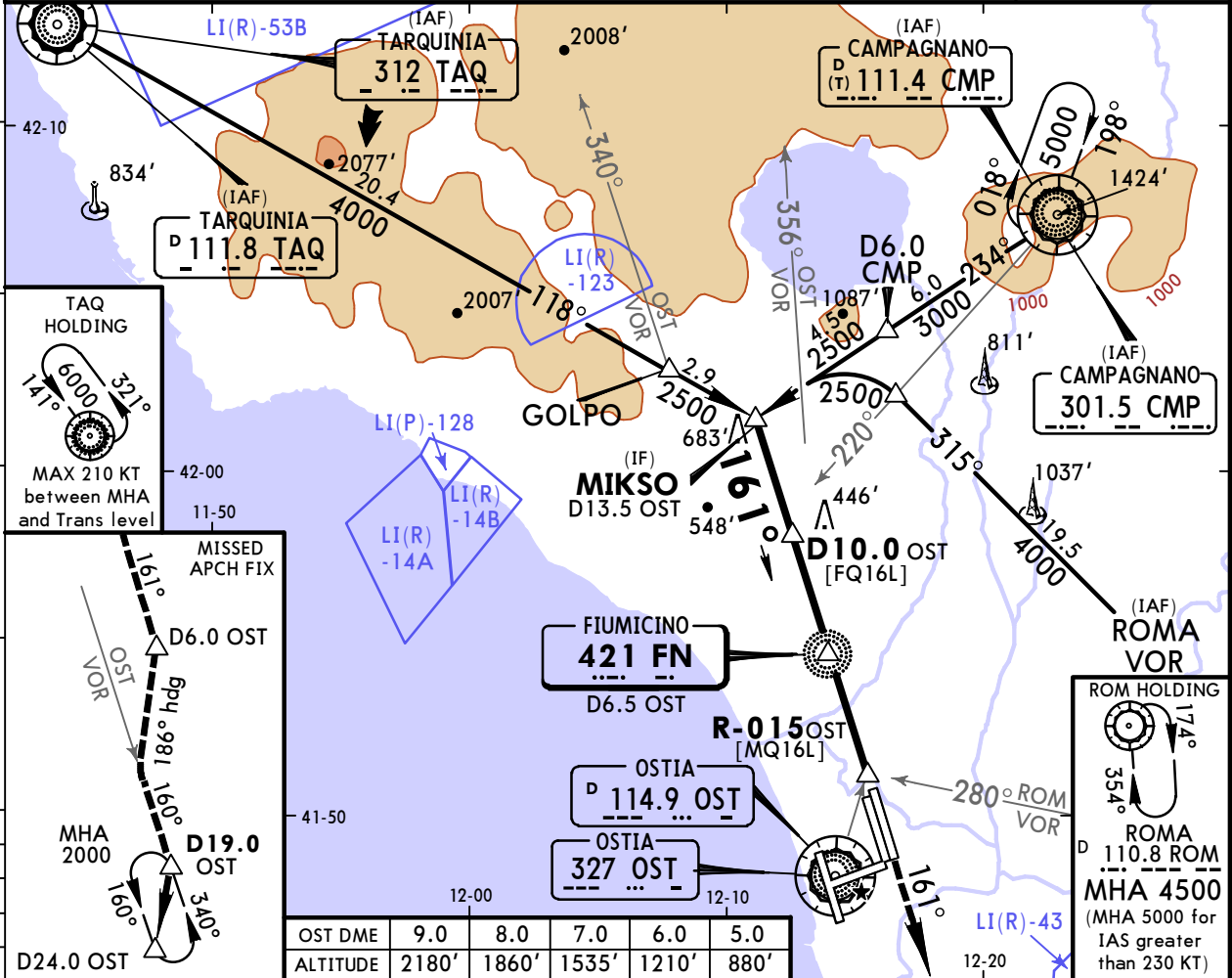
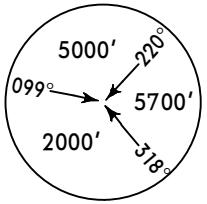
LIRF/FCO
FIUMICINO

JEPPESSEN
9 OCT 15
Eff 15 Oct 16-2

MISSED APCH CLIMB
GRAD MIM 4.3%

ROME, ITALY
Lctr Rwy 16L

ATIS Arrival 120.175	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
Lctr FN 421	Final Apch Crs 161°	Minimum Alt D10.0 OST 2500' (2486')	DA(H) 650' (636')	Apt Elev 14'
MISSED APCH: Climb on 161° to reach D6.0 OST 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	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA FN Lctr
DME required.				



Gnd speed-Kts	70	90	100	120	140	160		0.5 0 HIALS-II PAPI PAPI 2000' on 161°	D6.0 OST
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at R-015 OST/R-280 ROM									

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.3% up to 2000'					
DA(H) 650' (636')					
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	800' (786')	1500m
B			135	800' (786')	1600m
C	CMV 2200m	CMV 2400m	180	900' (886')	2400m
D			205	900' (886')	3600m

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROME, (FIUMICINO - LIRF)				
REV	AIRPORT BRIEFING (GEN)	10-1P	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (ARR)	10-1P4	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P5	01 Jan 2016	07 Jan 2016
REV	ERNEN, RAVAL, SOSAK & XIB...	10-3H	01 Jan 2016	07 Jan 2016
REV	ERNEN, RAVAL & SOSAK 5Y D...	10-3J	01 Jan 2016	07 Jan 2016
REV	RAVAL, RAVDU & SOSAK 5F D...	10-3M	01 Jan 2016	07 Jan 2016
REV	EKLOS, RAVAL, RAVDU & SOS...	10-3N	01 Jan 2016	07 Jan 2016
REV	AIRPORT	10-9	01 Jan 2016	07 Jan 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	01 Jan 2016	07 Jan 2016
REV	PARKING STANDS	10-9B	01 Jan 2016	07 Jan 2016
REV	PARKING STAND COORDS	10-9C	01 Jan 2016	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRF

Type: Terminal

Effectivity: Temporary

Begin Date: 20151015

End Date: 20160106

For construction works on TWY D refer to 10-8 and latest notams.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150430

End Date: 20160106

RWY 16C (10-3H) warning note to read "EXPECT close-in obstacles". RWY 34C (10-3M) warning note: "EXPECT close-in obstacles" established.

Type: Terminal

Effectivity: Temporary

Begin Date: 20131114

End Date: Until Further Notice

(STARs) All waypoints considered to be compulsory.