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Revision Letter For Cycle 13-2016

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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: 0336 Z
Sunset: 1849 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: 121.850 Departure Service
ATIS: 120.175 Arrival Service
ATIS: 126.125
Fiume Ground Tower: 121.900
Fiume Delivery Tower: 121.800
Fiume Tower: 118.700
Fiume Ground Tower: 122.125
Fiume Tower: 127.625
Fiume Ramp/Taxi: 121.725
Roma Arrival Approach: 125.500
Roma Arrival Approach: 127.950
Roma Departure Approach: 131.100
Roma Departure Approach: 130.900
Roma Direct (Approach Control Radar): 131.250
Roma Direct (Approach Control Radar): 119.200

LIR/FCO
FIUMICINO

22 JAN 16

JEPPESSEN

10-1P

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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22 JUN 16 **(10-1P1)**

ROME, ITALY
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.

Taxi with CAUTION on area in proximity of intersection TWY D and apron TWY NG due to presence of fire station building reducing visibility.

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

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(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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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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10-1P4

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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.

RWY 16R/34L is used on ATC discretion as parallel RWY for landings.

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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(10-1P5)

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 TWY AF 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

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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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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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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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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.

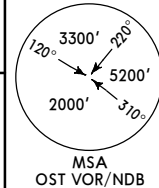
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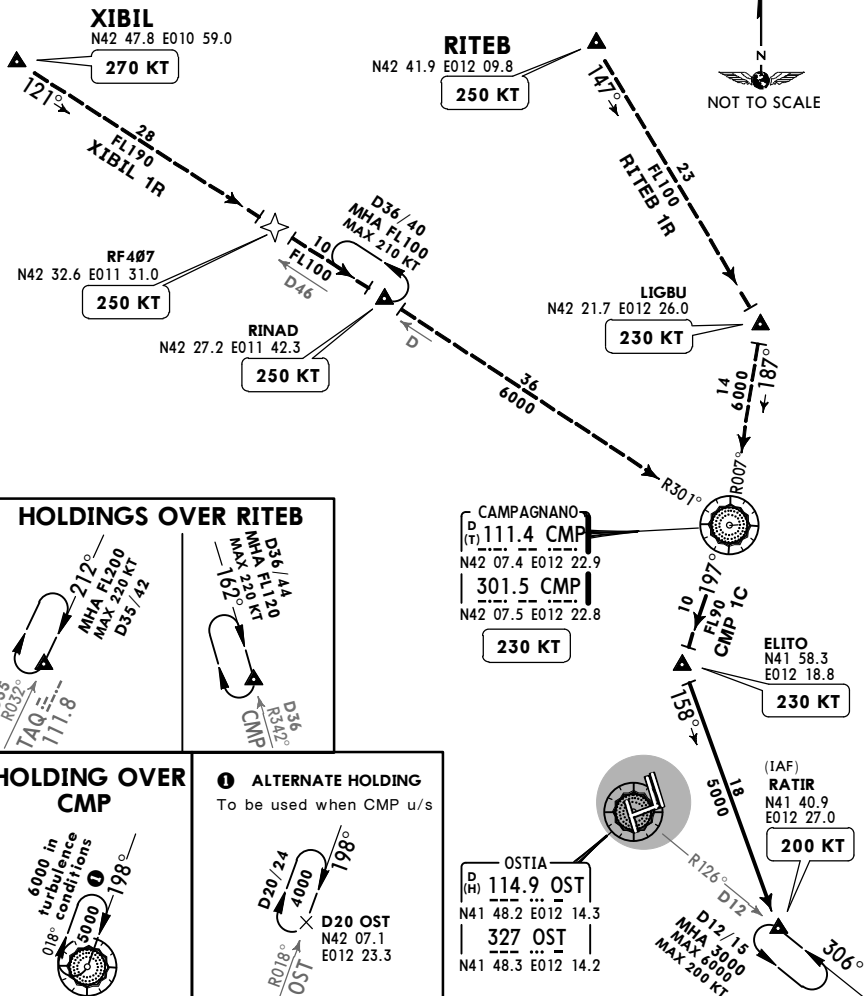
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17 APR 15 10-2 Eff 30 Apr

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RNAV STAR

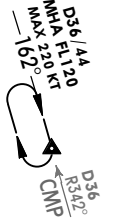
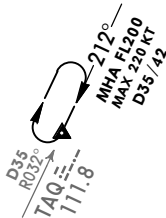
ATIS
126.125 (RWY 34L) 120.175 (RWY 34R/C)
Apt Elev 13' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



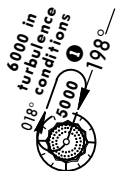
RITEB 1R [RIT1R]
XIBIL 1R [XIB1R]
RWYS 34L/C/R TRANSITIONS
CMP 1C
RWYS 34L/C/R P-RNAV ARRIVAL



HOLDINGS OVER RITEB



HOLDING OVER CMP



① ALTERNATE HOLDING
To be used when CMP u/s



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

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

TRANSITION

RITEB 1R
P-RNAV

RITEB (K250) - LIGBU (K230) - CMP (K230).

XIBIL 1R

By ATC
CONVENTIONAL/P-RNAV

XIBIL (K270) - RF407 (K250) - RINAD (K250) - CMP (K230).

STAR

CMP 1C

ROUTING

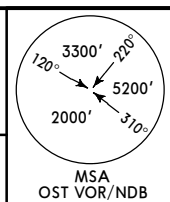
CMP (K230) - ELITO (K230) - RATIR (K200).

LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 (10-2A) Eff 30 Apr

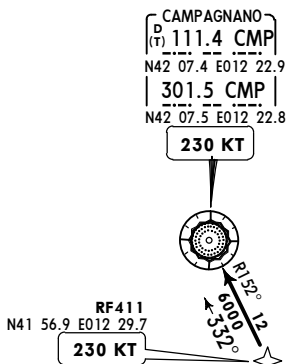
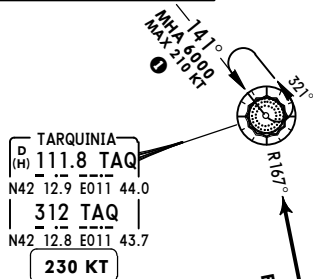
ROME, ITALY
RNAV STAR

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'
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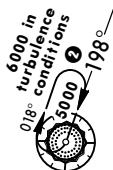


ESINO 4A [ESIN4A]
ESINO 4B [ESIN4B]
RWYS 16L/C/R, 07, 25 P-RNAV ARRIVALS

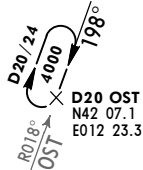
① ALTERNATE HOLDING
To be used when TAQ u/s



HOLDING OVER
CMP



② ALTERNATE HOLDING
To be used when CMP u/s



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

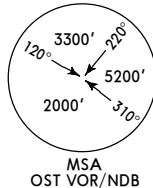
LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 10-2B Eff 30 Apr

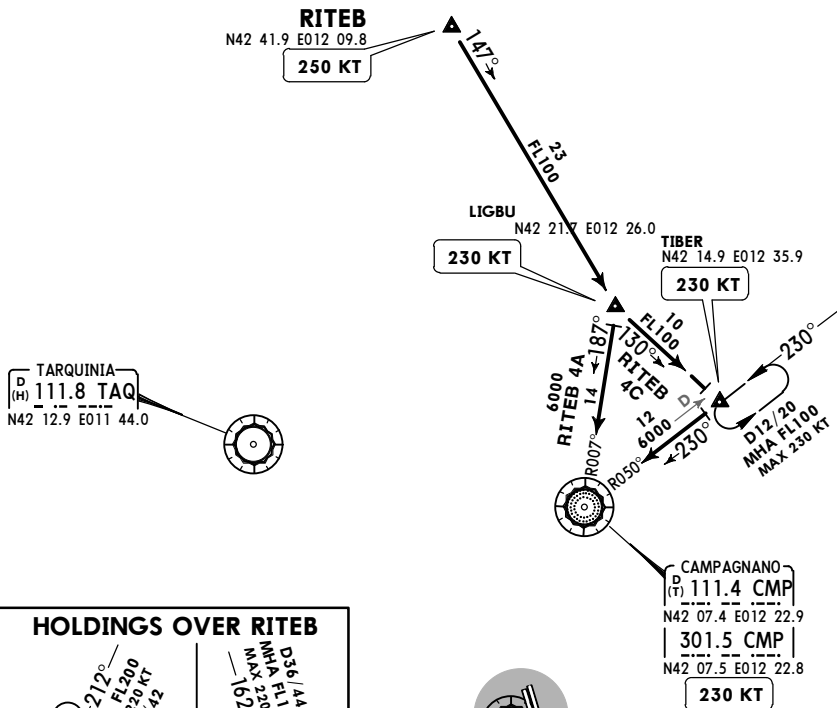
ROME, ITALY
RNAV STAR

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

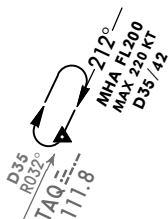
Apt Elev 13'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



RITEB 4A [RITE4A]
RITEB 4C [RITE4C]
RWYS 16L/C/R, 07, 25 P-RNAV ARRIVALS



HOLDINGS OVER RITEB



HOLDING OVER CMP



1 ALTERNATE HOLDING

To be used when CMP u/s



STAR

RITEB 4A

RITEB 4C By ATC

ROUTING

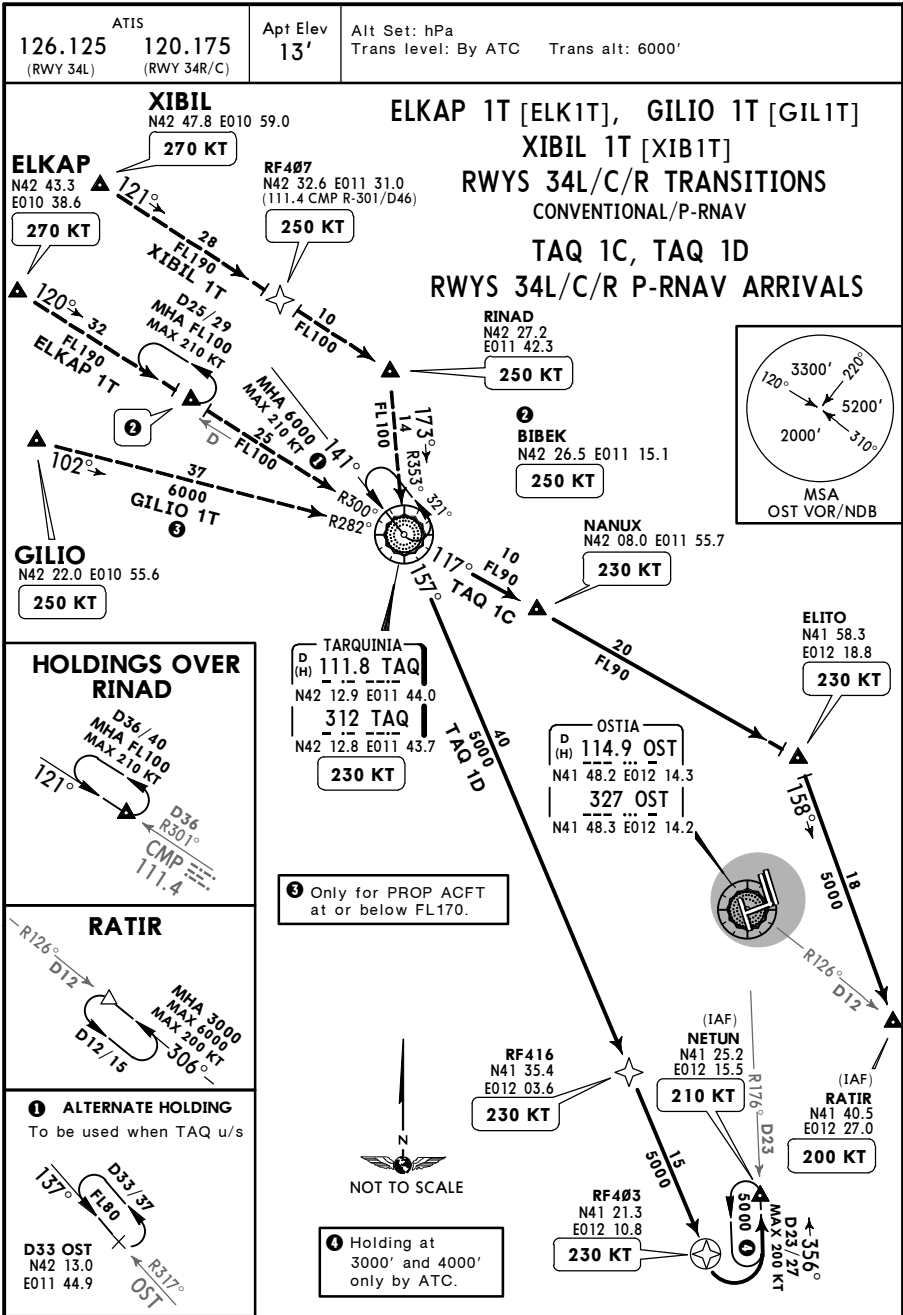
RITEB (K250) - LIGBU (K230) - CMP (K230).

RITEB (K250) - LIGBU - TIBER (230) - CMP (K230).

LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 10-2C Eff 30 Apr

ROME, ITALY
RNAV STAR



TRANSITION		ROUTING	
ELKAP 1T		ELKAP (K270) - BIBEK (K250) - TAQ (K230).	
GILIO 1T		GILIO (K250) - TAQ (K230).	
XIBIL 1T		XIBIL (K270) - RF407 (K250) - RINAD (K250) - TAQ (K230).	
STAR		ROUTING	
TAQ 1C		TAQ (K230) - NANUX (K230) - ELITO (K230) - RATIR (K200).	
TAQ 1D by ATC		TAQ (K230) - RF416 (K230) - RF403 (K230) - NETUN (K210).	

LIRF/FCO
FIUMICINO

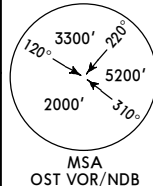
JEPPESSEN
17 APR 15 10-2D Eff 30 Apr

ROME, ITALY
RNAV STAR

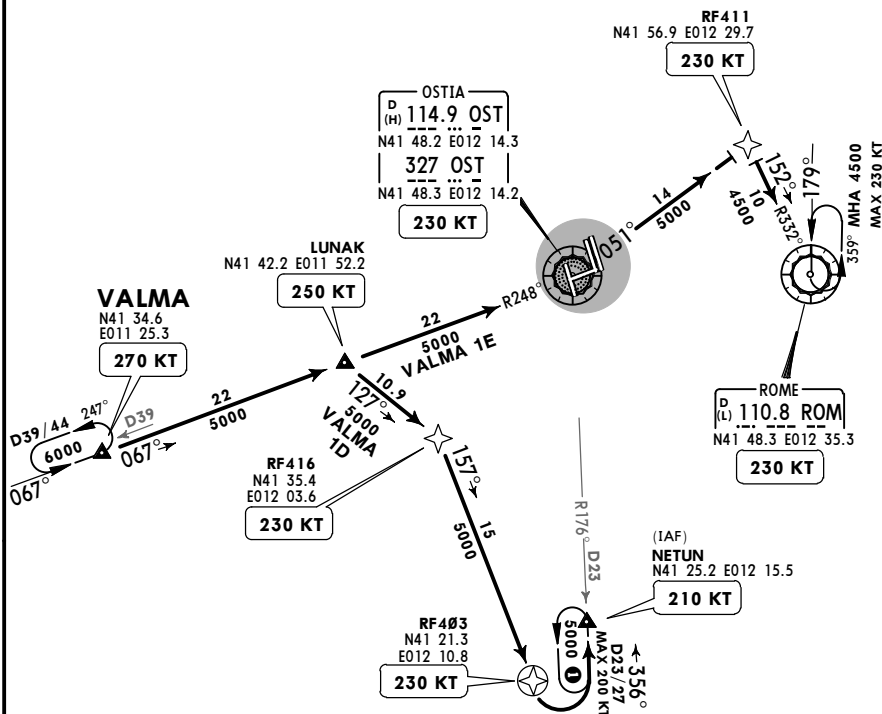
ATIS
126.125 120.175
(RWY 34L) (RWY 34R/C)

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.

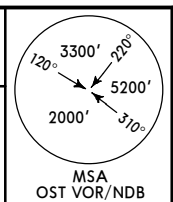
STAR	ROUTING
VALMA 1D	VALMA (K270) - LUNAK (K250) - RF416(K230) - RF403 (K230) - NETUN (K210).
VALMA 1E	VALMA (K270) - LUNAK (K250) - OST(K230) - RF411 (K230) - ROM (K230).
By ATC	

LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 (10-2G) Eff 30 Apr

ROME, ITALY
STAR

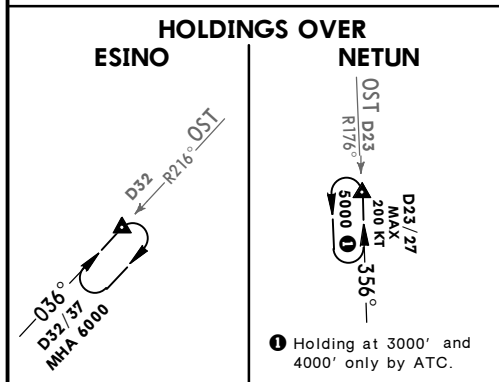
ATIS 126.125 (RWY 34L)	120.175 (RWY 34R/C)	Apt Elev 13'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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MOPUV 1T [MOP1T]
RWYS 34L/C/R TRANSITION
CONVENTIONAL/P-RNAV
ESINO 1D [ESIN1D], LAT 1D
RWYS 34L/C/R ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
BY ATC

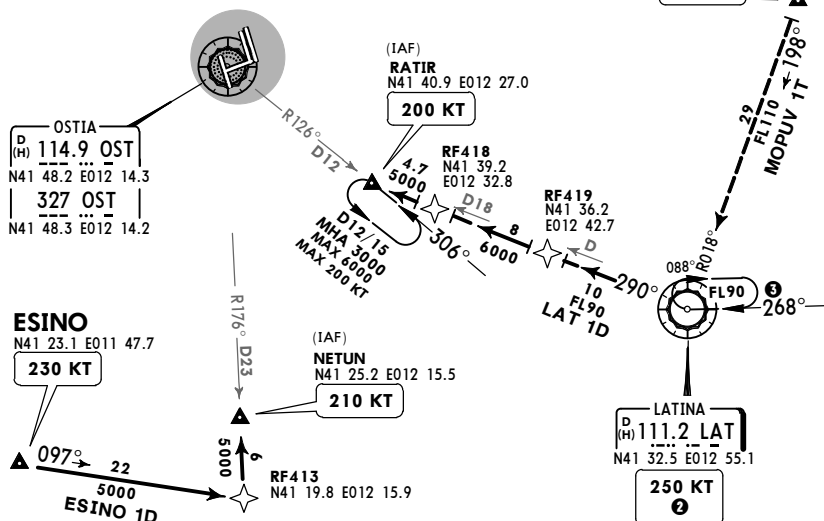


3 MAX FL120 for
omnidirectional entries.
MAX FL180 for
on track entries.



MOPUV
N41 03.6 E013 16.9
250 KT

DESUK
N41 59.7 E013 08.1
230 KT



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).

LIR/FCO
FIUMICINO

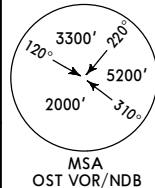
JEPPESSEN
17 APR 15 (10-2J) Eff 30 Apr

ROME, ITALY
STAR

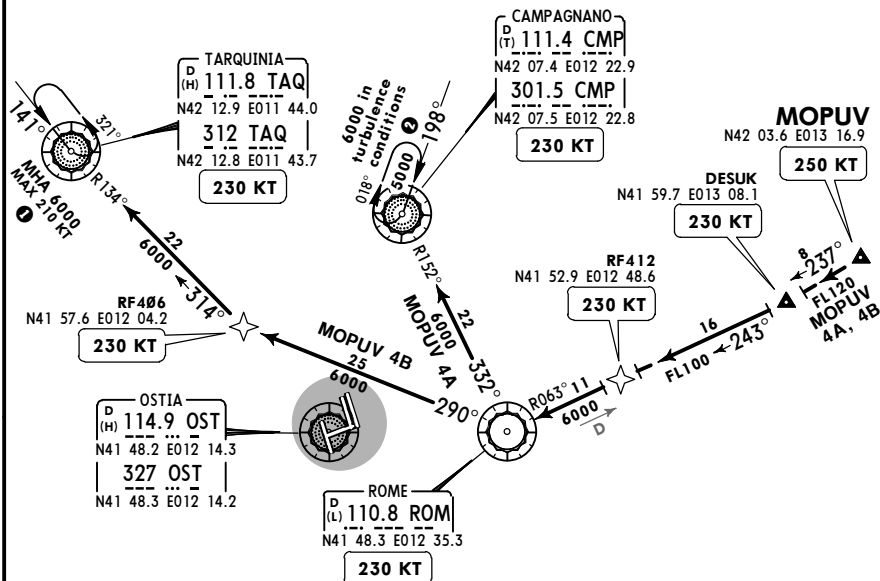
ATIS
126.125
(RWY 16R)
120.175
(RWYs 16L/C, 07/25)

Apt Elev
13'

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



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

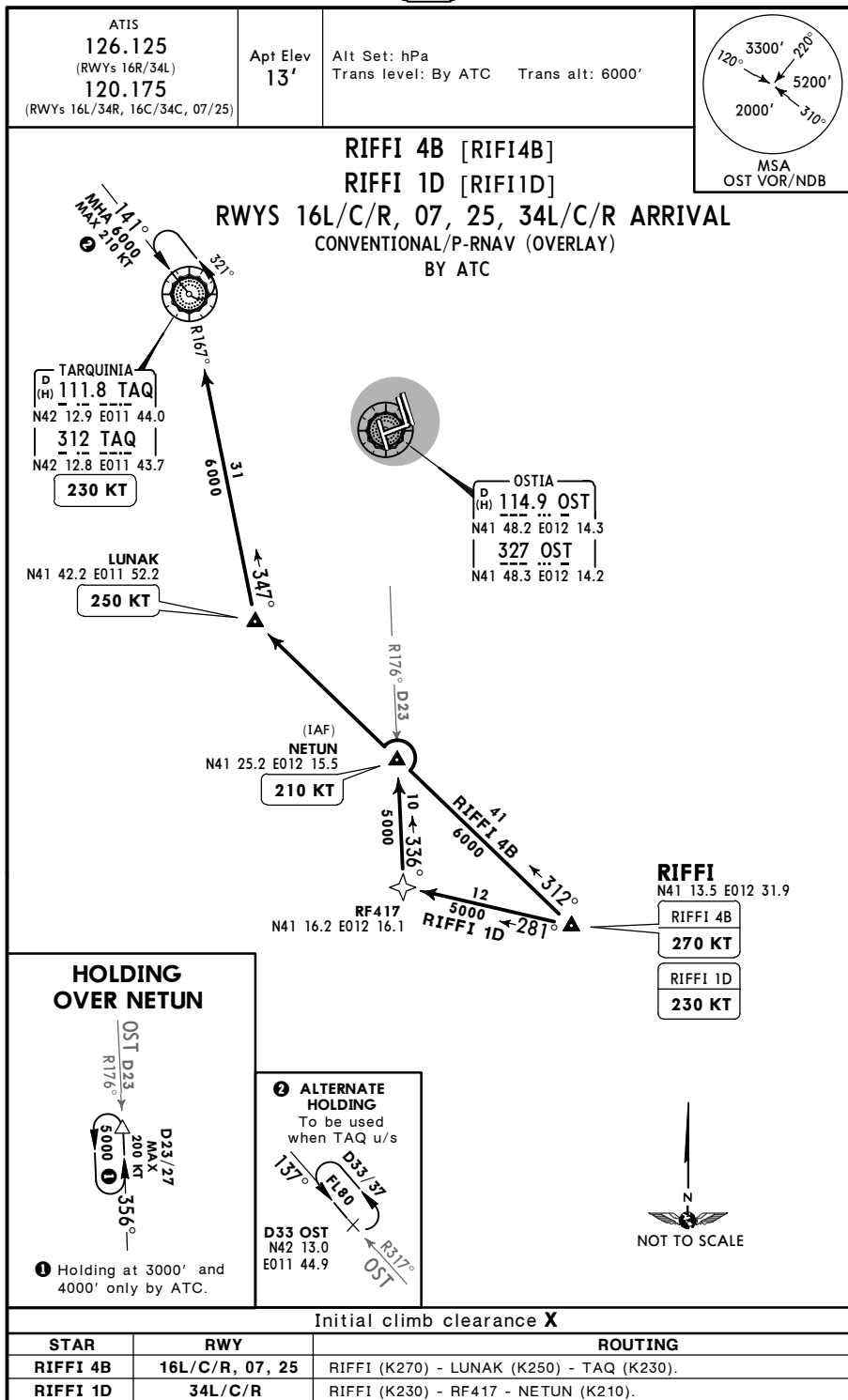


STAR	ROUTING
MOPUV 4A	MOPUV (K250) - DESUK (K230) - RF412 (K230) - ROM (K230) - CMP (K230).
MOPUV 4B By ATC	MOPUV (K250) - DESUK (K230) - RF412 (K230) - ROM (K230) - RF406 (K230) - TAQ (K230).

LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 **(10-2K)** Eff 30 Apr

ROME, ITALY
STAR

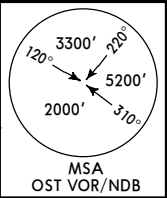


LIR/FCO
FIUMICINO

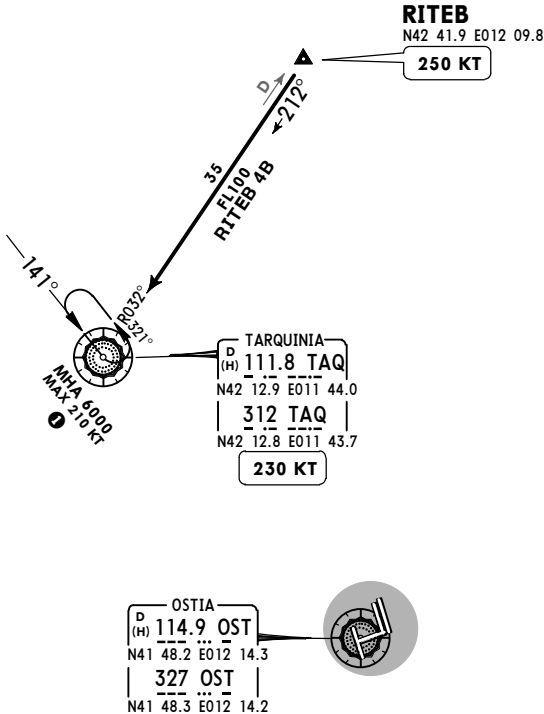
JEPPESSEN
17 APR 15 10-2L Eff 30 Apr

ROME, ITALY
STAR

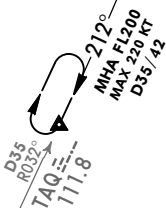
ATIS 126.125 (RWY 16R) 120.175 (RWYs 16L/C, 07/25)	Apt Elev 13'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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RITEB 4B [RITE4B]
RWYS 16L/C/R, 07, 25 ARRIVAL
BY ATC
CONVENTIONAL/P-RNAV



HOLDINGS OVER RITEB



① ALTERNATE HOLDING
To be used when TAQ u/s



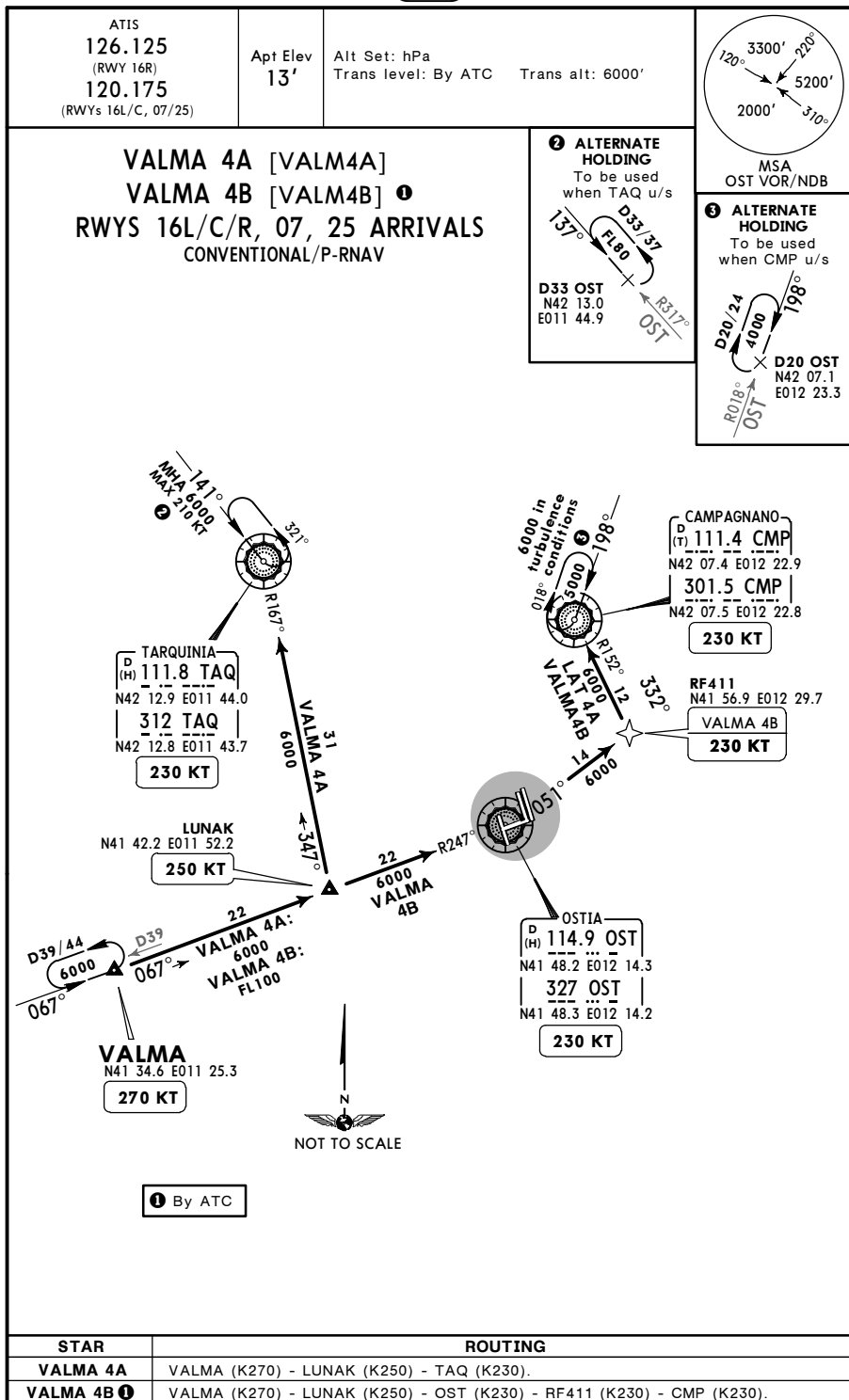
ROUTING

RITEB (K250) - TAQ (K230).

LIRF/FCO
FIUMICINO

JEPPESSEN
17 APR 15 (10-2M) Eff 30 Apr

ROME, ITALY
STAR



LIRF/FCO
FIUMICINO

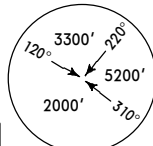
JEPPESSEN
17 APR 15 (10-2N) Eff 30 Apr

ROME, ITALY
STAR

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

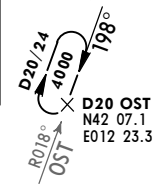
Apt Elev
13'

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



MSA
OST VOR/NDB

3 ALTERNATE HOLDING
To be used when CMP u/s

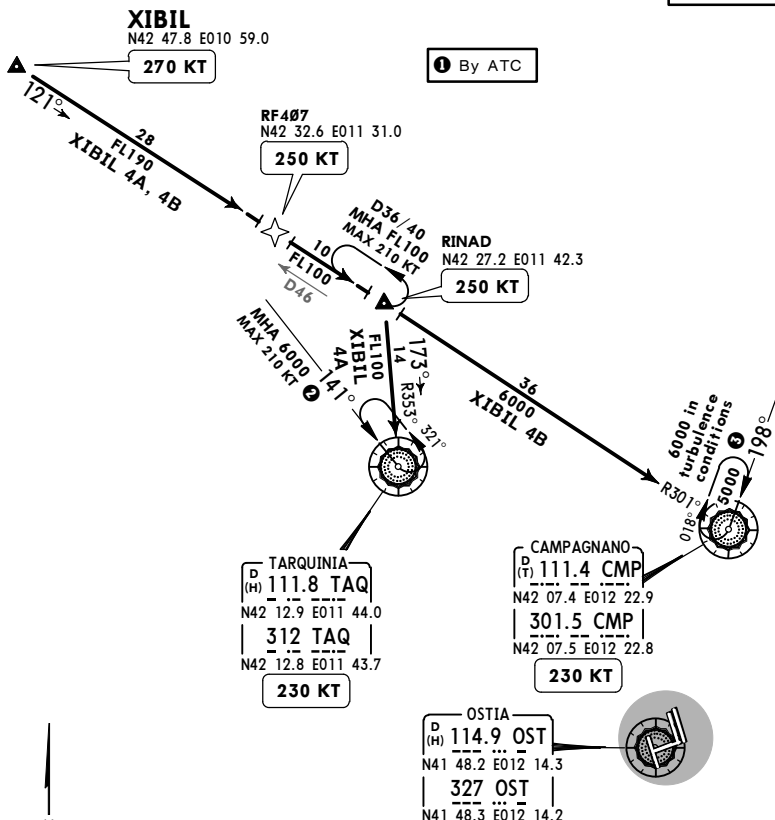


2 ALTERNATE HOLDING
To be used when TAQ u/s



D33 OST
N42 13.0
E011 44.9

XIBIL 4A [XIBI4A]
XIBIL 4B [XIBI4B] ①
RWYS 16L/R, 07, 25 ARRIVALS
CONVENTIONAL/P-RNAV



STAR	ROUTING
XIBIL 4A	XIBIL (K270) - RF407 (K250) - RINAD (K250) - TAQ (K230).
XIBIL 4B ①	XIBIL (K270) - RF407 (K250) - RINAD (K250) - CMP (K230).

LIRF/FCO
FIUMICINO
 **JEPPesen**
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

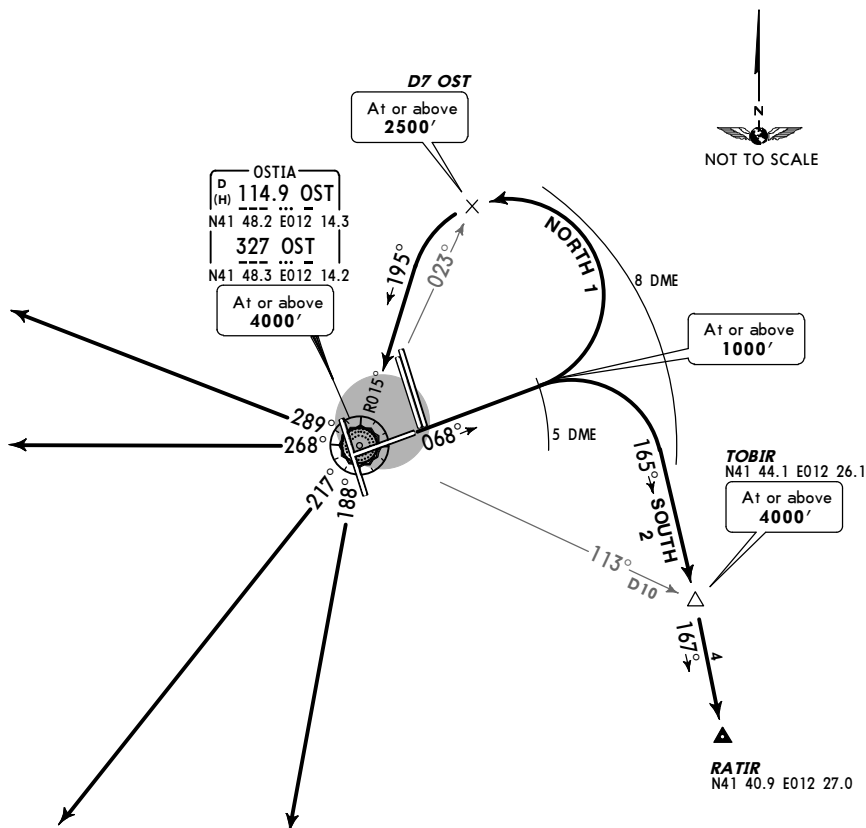
ROME, ITALY
SID

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



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.

LIR/FCO
FIUMICINO

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

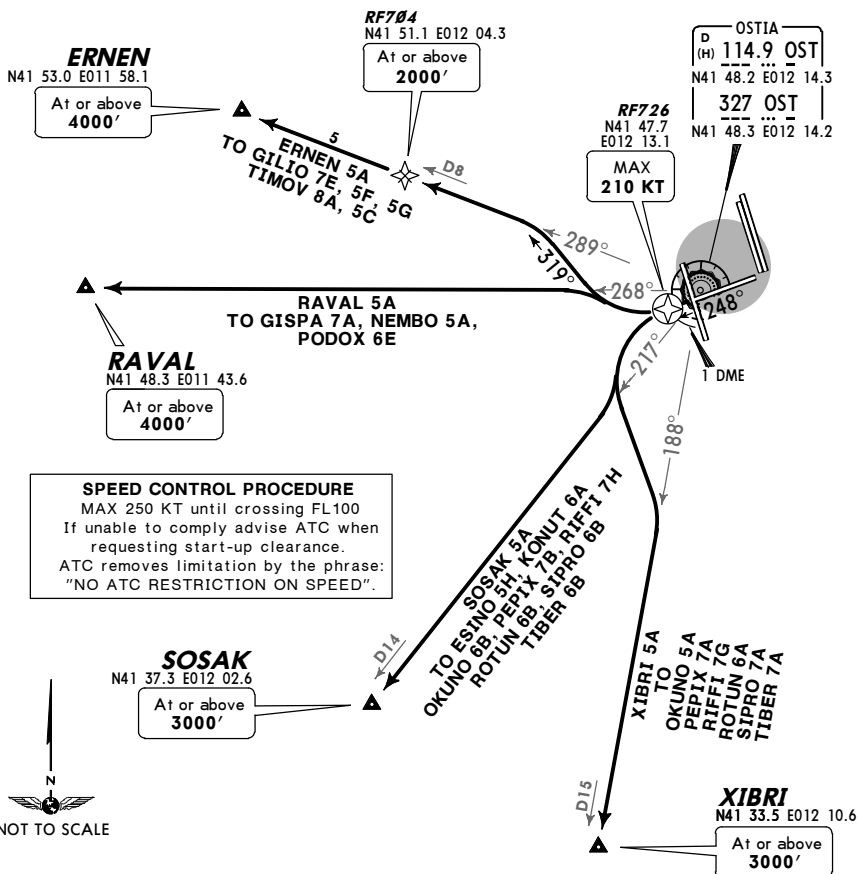
ROME, ITALY
SID

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

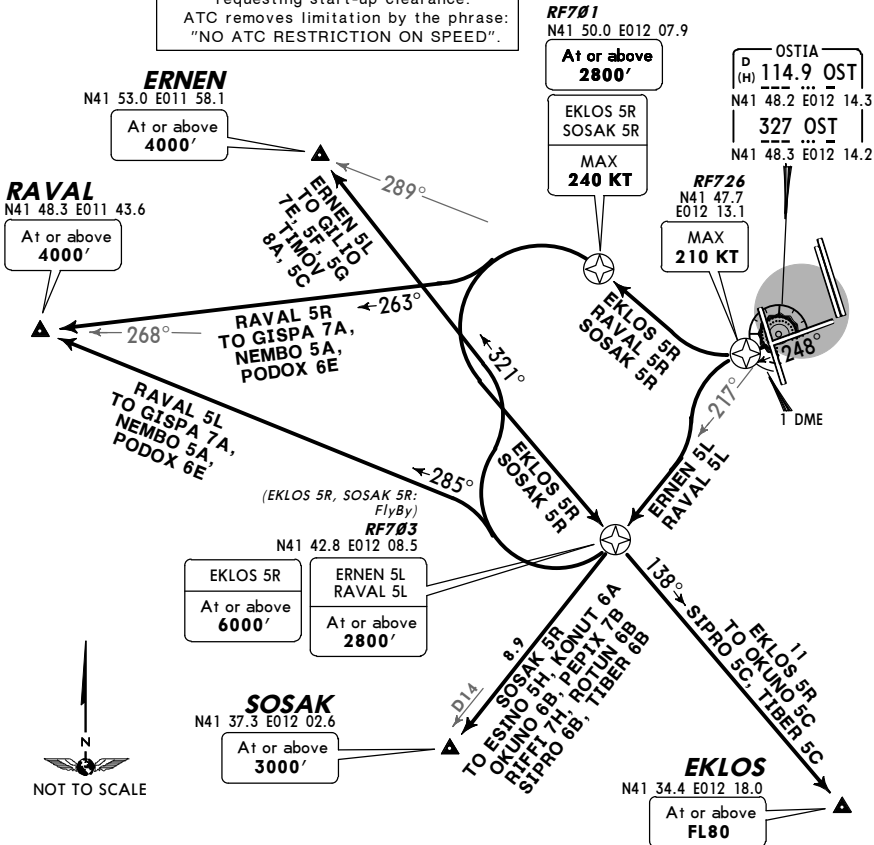
JEPPESSEN
16 AUG 13 (10-3D) Eff 22 Aug

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.
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EKLOS 5R [EKLOS5R], 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".



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'+).

LIRF/FCO
FIUMICINO

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

ROME, ITALY
SID

ROMA Departure (APP)
130.9

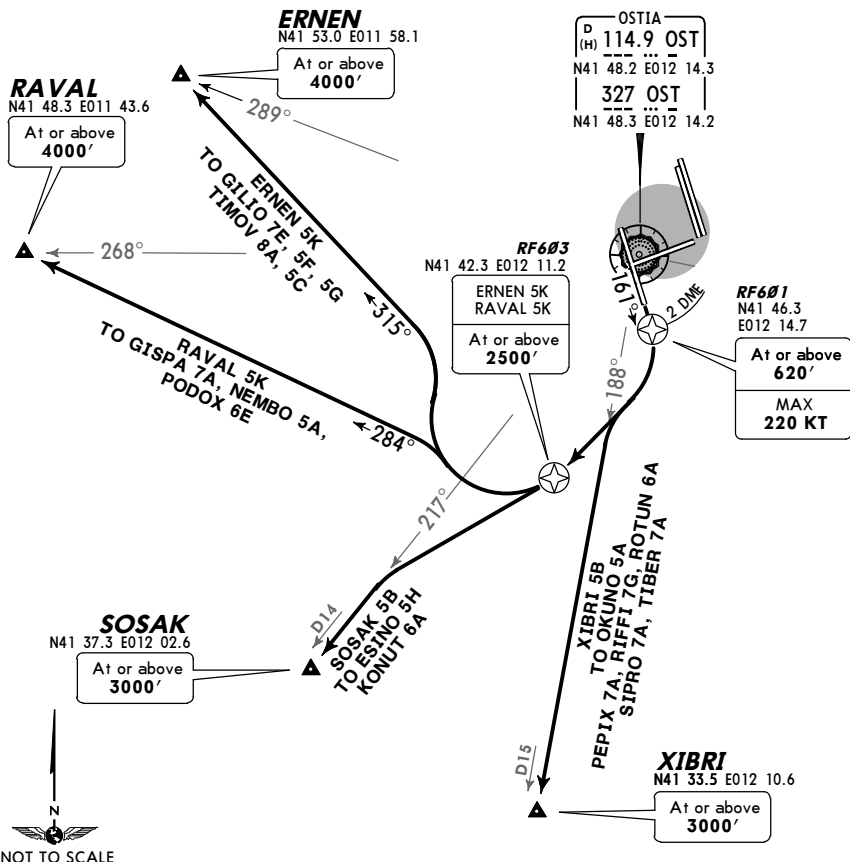
Apt Elev
13'

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.

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'+).

CHANGES: SID AGASA 7A withdrawn.

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LIRF/FCO
FIUMICINO

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

ROME, ITALY
SID

ROMA Departure (APP)
130.9

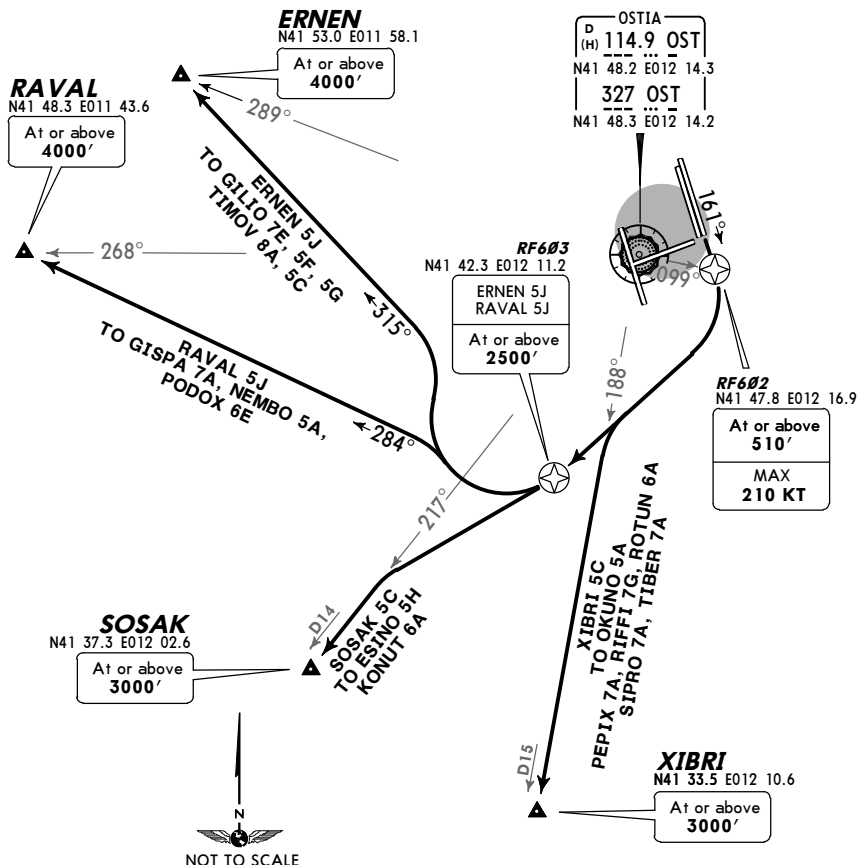
Apt Elev
13'

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.

**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'+).

CHANGES: SID AGASA 7A withdrawn.

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LIRF/FCO
FIUMICINO

 **JEPPESSEN**
1 JAN 16 **(10-3H)** **Eff 7 Jan**

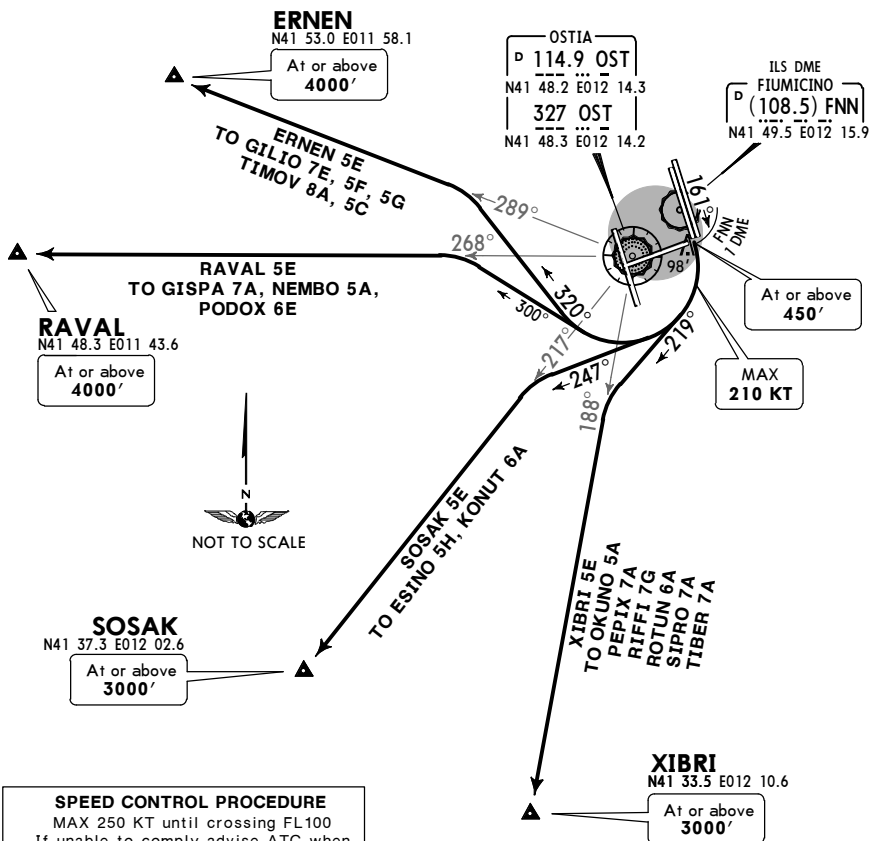
ROME, ITALY
SID

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.

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



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.

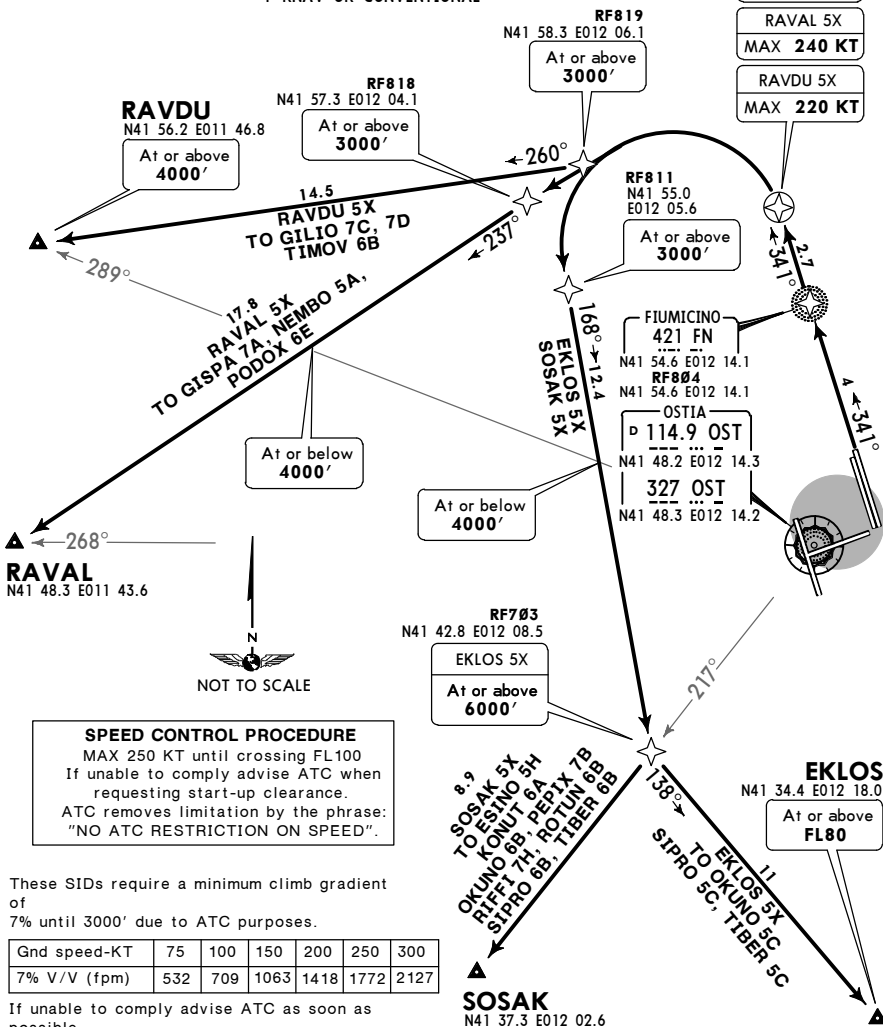
LIRF/FCO
FIUMICINO

JEPPESSEN
1 JAN 16 (10-3N) 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.
--------------------------------------	------------------------	--

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.

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LIRF/FCO
FIUMICINO

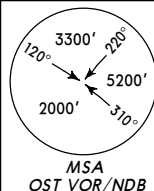
JEPPESSEN
20 JAN 12 (10-3T)

ROME, ITALY
SID

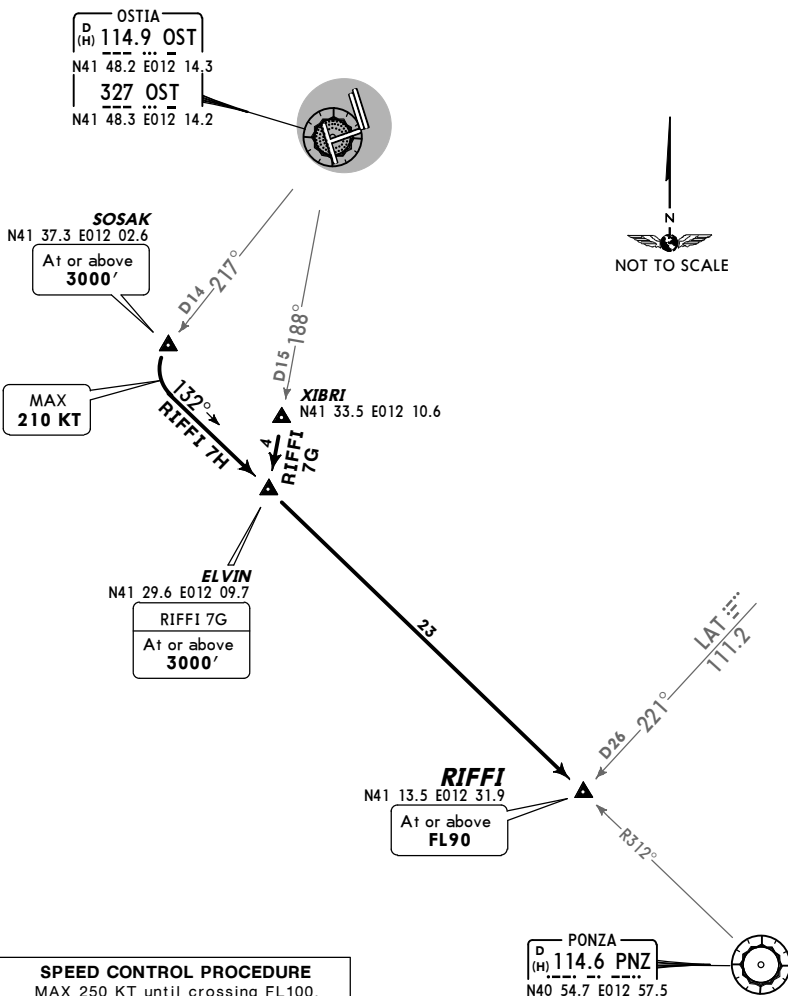
ROMA Departure (APP)
130.9

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.



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.

LIR/FCO
FIUMICINO

JEPPesen
7 FEB 14 (10-3U)

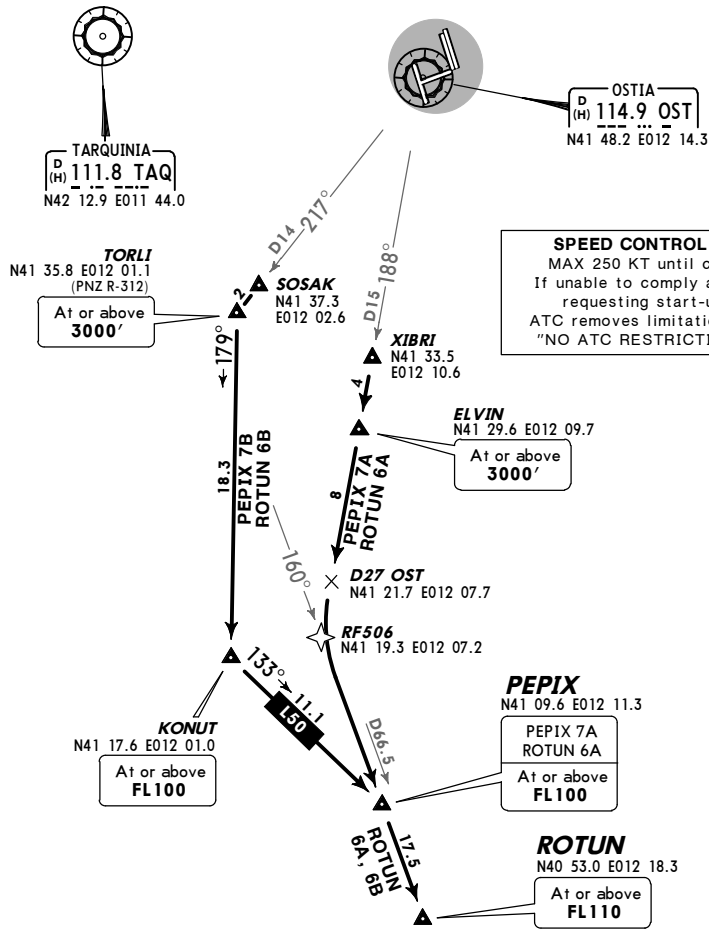
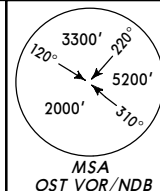
ROME, ITALY
SID

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.

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 KUNUT, 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 KUNUT, turn LEFT, join airway L-50 to PEPHX, turn RIGHT, intercept TAQ R-160 to ROTUN.

CHANGES: Distance between KUNUT-PEPIX.

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LIR/FCO
FIUMICINO

JEPPESSEN
7 FEB 14 (10-3V)

ROME, ITALY
SID

ROMA Departure (APP)
130.9

Apt Elev
13'

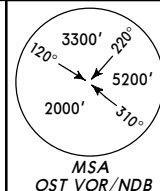
Trans level: By ATC Trans alt: 6000'

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

ESINO 5H [ESI5H]
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.

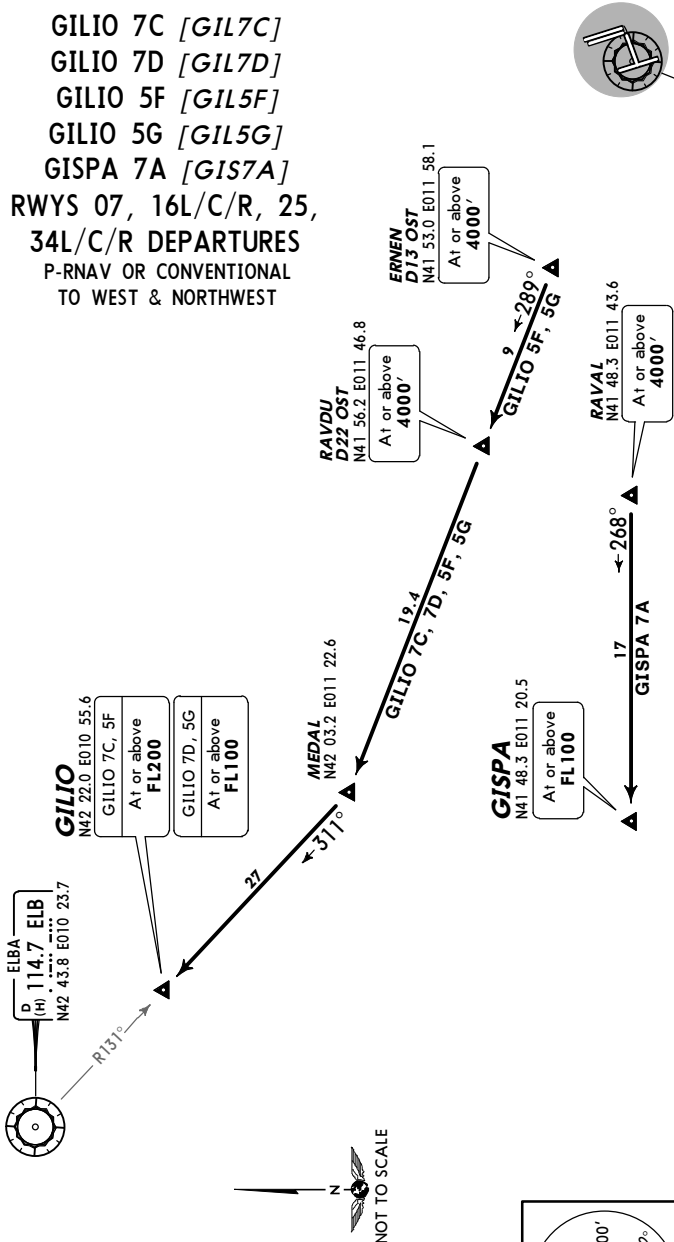
LIRF/FCO
FIUMICINO

JEPPesen
16 AUG 13 (10-3W) Eff 22 Aug

ROME, ITALY
SID

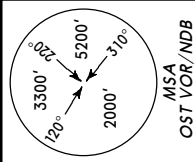
ROMA Departure (APP) 130.9	Apt Elev 13'	Trans level: By ATC Trans alt: 6000' 1. SIDs include noise abatement routings. 2. SIDs will be supplemented by altitude and/or flight level restrictions.
-------------------------------	-----------------	--

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



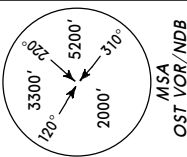
SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".

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



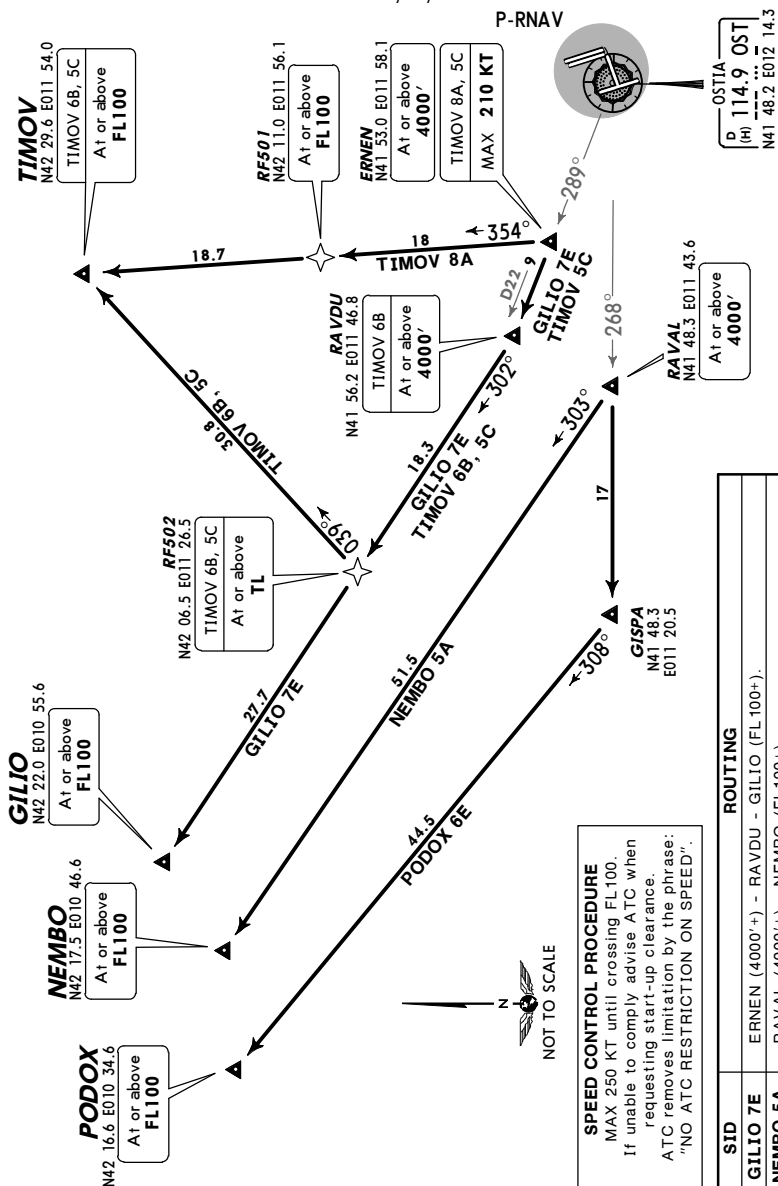
Trans level: By ATC Trans alt: 6000'

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 (FL 100+).
NEMBO 5A	RAVAL (4000'+) - NEMBO (FL 100+).
PODOX 6E	RAVAL (4000'+) - GISPA - PODOX (FL 100+).
TIMOV 8A	ERNEN (4000'+; K210-) - RF501 (FL 100+) - TIMOV.
TIMOV 6B	RAVDU (4000'+) - RF502 - TIMOV (FL 100+).
TIMOV 5C	ERNEN (4000'+; K210-) - RAVDU - RF502 - TIMOV (FL 100+).

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REFER ALSO TO LATEST NOTAMS

LEGEND

 No entry

PHASE 4
Twy N closed between twy B and D both excluded.

CHANGES: Api and rwy elev., rwy designations, Hot spots.

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ATIS Departure	FLUME Delivery	Ground	Tower	ROMA Departure
121.850	121.8 (0700-2300LT) 121.9 (2300-0700LT)	121.9	Rwys 16C/L, 34C/R 127.625	130.9

LIRE / FCO
MAGNETIC / 14°
NAD 48.0 E01214.3

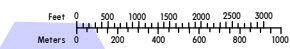
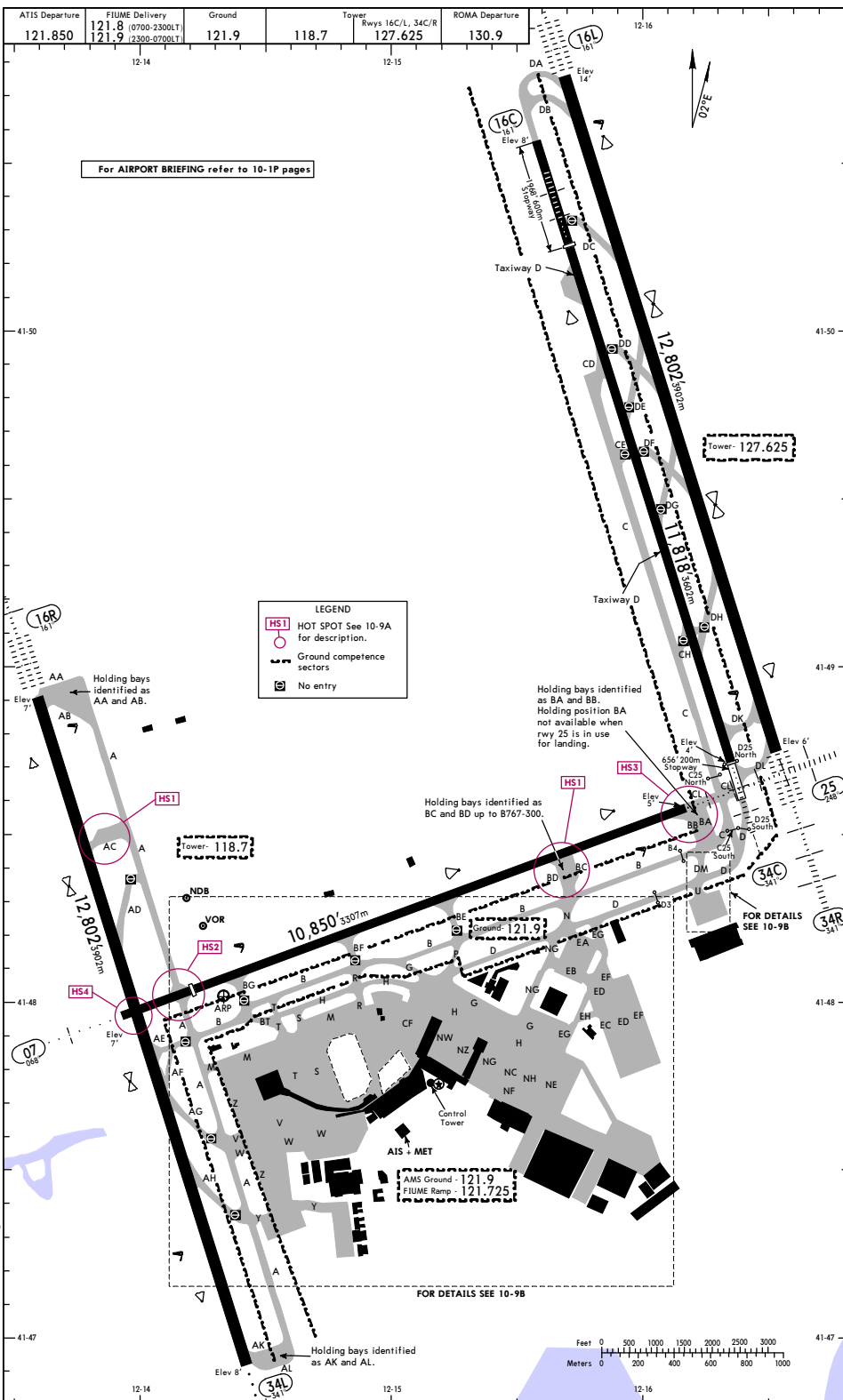
JEPPESEN
1 JAN 16
E17 JUN
(10.9)

ROME, ITALY
FLUMICINO

For AIRPORT BRIEFING refer to 10-1P pages

LEGEND

- HS1 HOT SPOT See 10-9A for description.
- Ground competence sectors
- No entry No entry



LIRF/FCO

**JEPPesen**

1 JAN 16

Eff 7 Jan

10-9A

ROME, ITALY
FIUMICINO

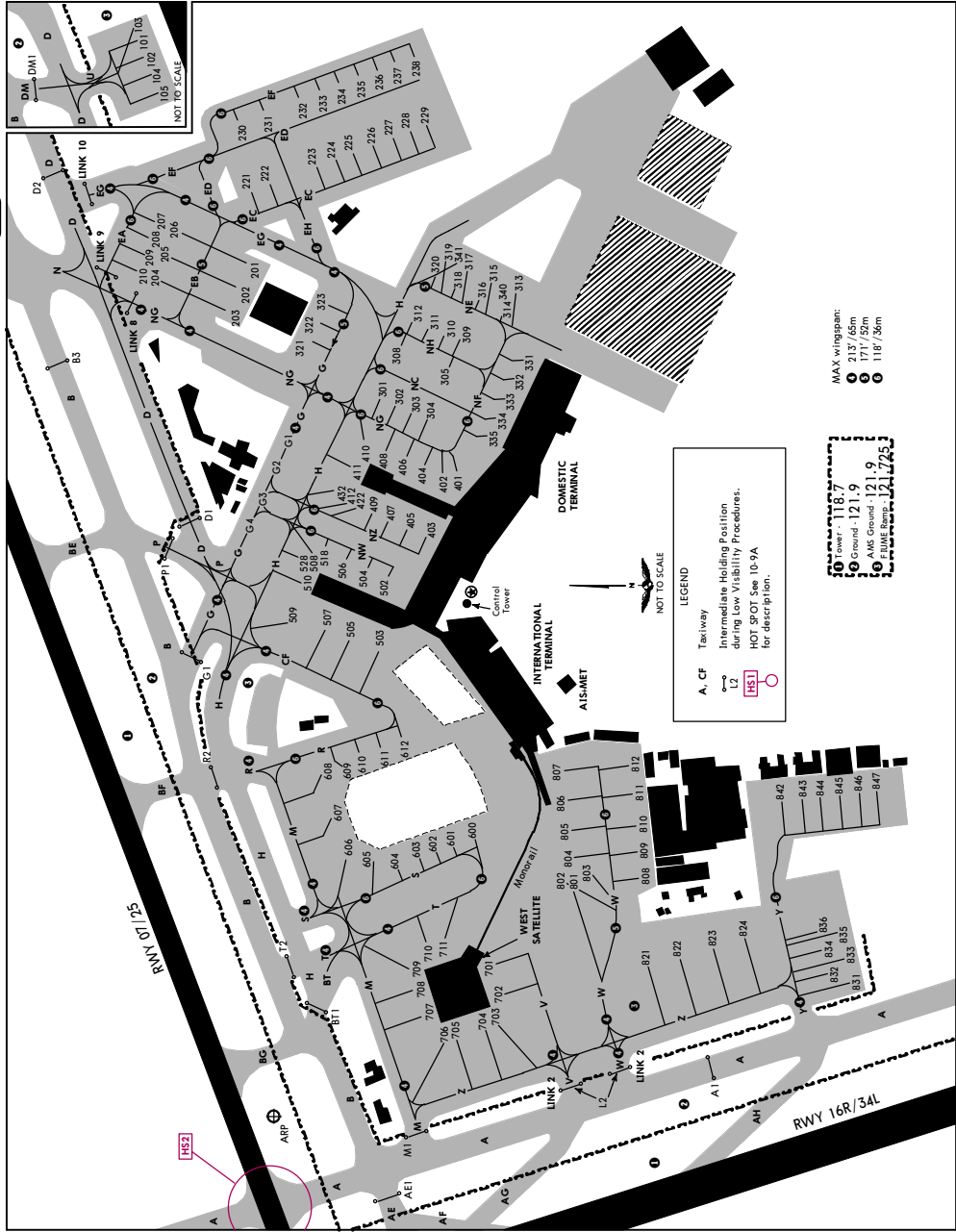
ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						Threshold	Glide Slope		
07	HIRL CL (15m)	ALS	PAPI-L (3.0°)			9488' 2892m		1	148' 45m
25	HIRL CL (15m)	HIALS	SFL PAPI (3.0°)	RVR			9756' 2974m		
1 TAKE-OFF RUN AVAILABLE RWY 07: From rwy head 10,850' (3307m) twy A int 9482' (2890m) RWY 25: From rwy head 10,850' (3307m) twy BC, BD int 8153' (2485m)									
16L	HIRL CL (15m white)	HIALS-II SFL TDZ	PAPI (3.0°)	2 RVR		11,769' 3587m		3	197' 60m
34R						11,744' 3580m			
2 RWY 16L: HST-DE, DG & DH. RWY 34R: HST-DF, DD & DC.									
3 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	HIRL	HIALS	REIL PAPI-L (3.0°)	RVR	9849' 3002m	8672' 2643m		5	148'
34C	HIRL	HIALS	REIL PAPI-L (3.0°)			8735' 2662m	9849' 3002m		45m
4 Rwy used as Twy D. Under special circumstances Twy D might be used as rwy. Consequently rwy 16L/34R will be closed.									
5 TAKE-OFF RUN AVAILABLE RWY 16C: From rwy head 11,818' (3602m) displ thresh 16C 9268' (2825m) twy CD int 7333' (2235m)									
16R	HIRL CL (15m white)	HIALS-II SFL TDZ	PAPI (3.0°)	6 RVR		11,708' 3569m		8	197'
34L	HIRL CL (15m white)	HIALS PAPI (3.5°)	7 RVR			11,769' 3587m			60m
6 HST-AG & AH 7 HST-AF & AD									
8 TAKE-OFF RUN AVAILABLE RWY 16R: From rwy head 12,802' (3902m) twy AC 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 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).
- HS4** Landing traffic on RWY 16R/34L shall not vacate on RWY 07.

Standard		TAKE-OFF 1					
		LVP must be in force					
		Approved Operators					
		HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A							
B		125m	150m	200m	250m	400m	500m
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	N41 48.3 E012 16.3	502	N41 47.9 E012 15.2
104	N41 48.2 E012 16.3	503	N41 47.9 E012 15.1
105	N41 48.2 E012 16.2	504	N41 47.9 E012 15.2
201, 202	N41 48.0 E012 15.7	505	N41 47.9 E012 15.1
203	N41 48.1 E012 15.6	506	N41 47.9 E012 15.2
204	N41 48.2 E012 15.7	507	N41 47.9 E012 15.1
205	N41 48.1 E012 15.7	508	N41 47.9 E012 15.2
206 thru 208	N41 48.1 E012 15.8	509	N41 48.0 E012 15.1
209, 210	N41 48.2 E012 15.7	510	N41 48.0 E012 15.2
221 thru 223	N41 48.0 E012 15.9	518	N41 47.9 E012 15.2
224 thru 227	N41 47.9 E012 15.9	528	N41 48.0 E012 15.2
228	N41 47.8 E012 15.9	600	N41 47.7 E012 14.8
229	N41 47.8 E012 16.0	601	N41 47.8 E012 14.8
230, 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 47.6 E012 14.7
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 thru 432	N41 47.9 E012 15.3		

ATIS Departure	FIUME Delivery	Ground	Tower	ROMA Departure
121.850	121.8 (0700-2300LT) 121.9 (2300-0700LT)	121.9	Rwys 16C/L, 34C/R 127.625	130.9

CHANGES: New chart.

LIRE/FCO
FIUMICINO
RVR 550m or Less

For AIRPORT BRIEFING refer to 10-1P pages

LEGEND

•

CENTERLINE LIGHTS

—

LOW VISIBILITY
DEP TAXI ROUTE

—

LOW VISIBILITY ARR
TAXI ROUTE RWY 16L

—

LOW VISIBILITY ARR
TAXI ROUTE RWY 16R

⊘

NO ENTRY

*

YELLOW LIGHTS

□

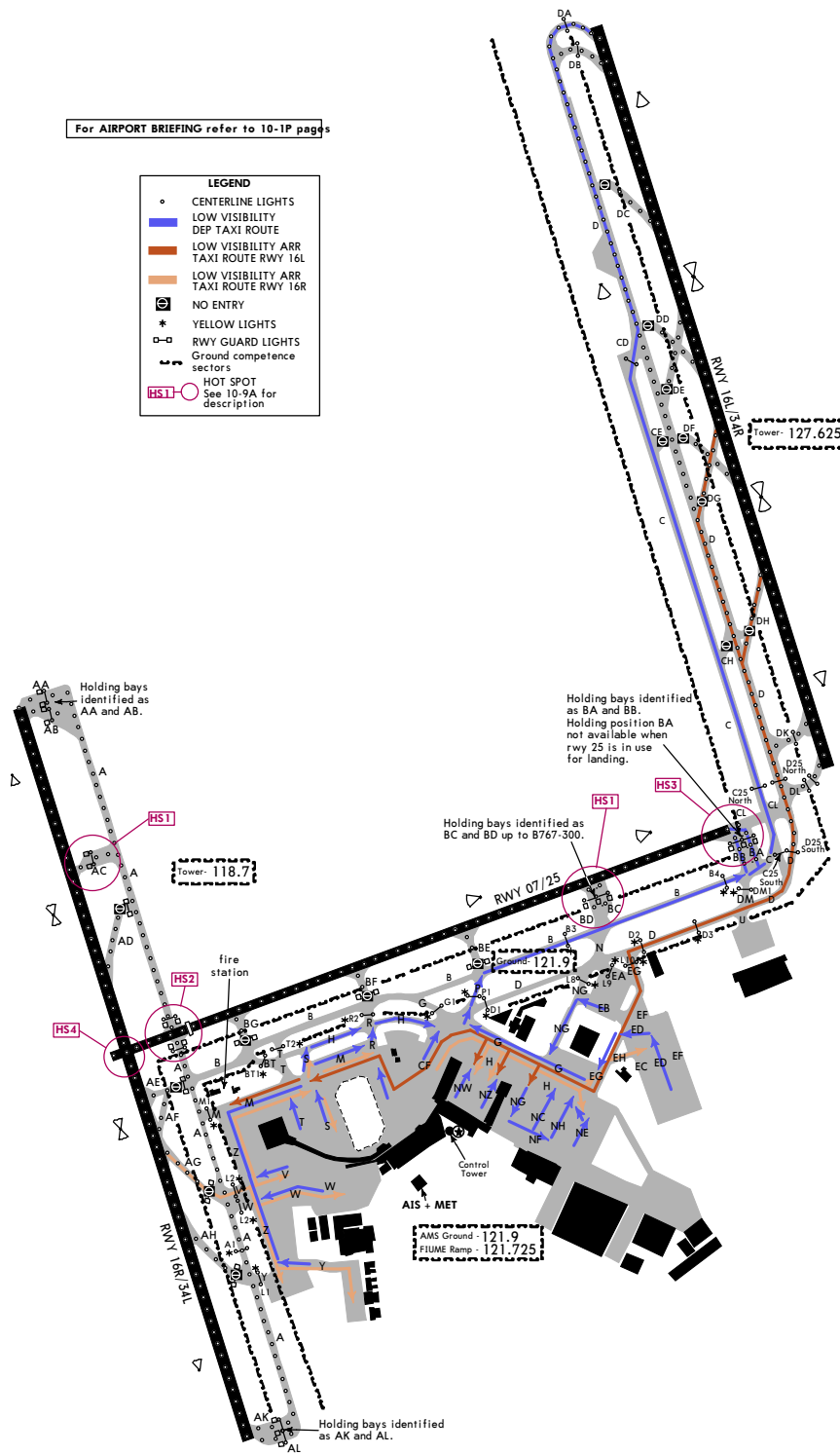
RWY GUARD LIGHTS

Ground competence
sectors

HS1

○

HOT SPOT
See 10-9A for
description



LIRF/FCO

JEPPesen

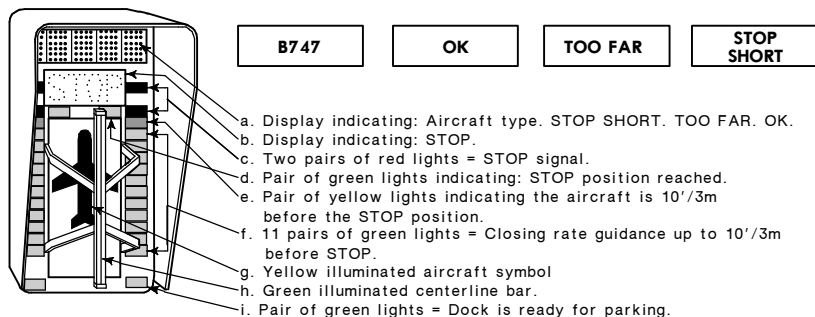
6 MAY 16 (10-9E)

ROME, ITALY
FIUMICINO

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

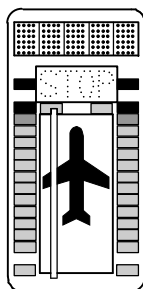
A. DESCRIPTION

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.

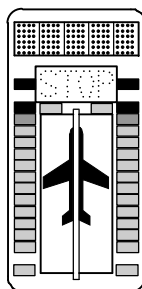


B. DOCKING

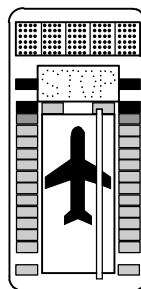
- Follow the taxi-in line to the respective gate and watch for centerline guidance.
- Check correct acft type is flashing.
- Check pair of green lights are lit = ready for docking.
- The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light the corresponding pair of yellow lights showing the aircraft position on dock.
When passing the first sensor the aircraft sign and the green lights change to steady green.
- At STOP position the red lights are lit and the display indicates STOP, and the centerline beacon is switched off.
- If correctly parked OK shows on the display.
- 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
6 MAY 16 10-9F

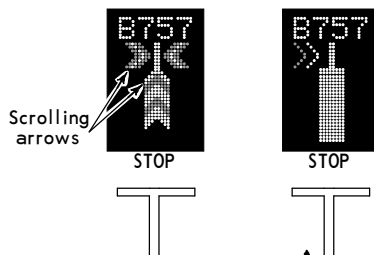
ROME, ITALY
FIUMICINO

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

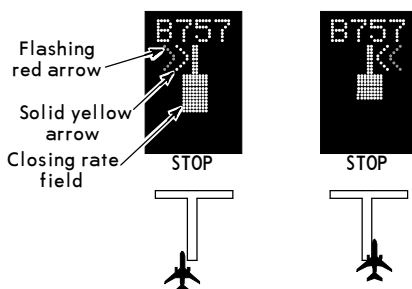
Check that the correct aircraft type is displayed.
The scrolling arrows indicate that the system is activated.

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.

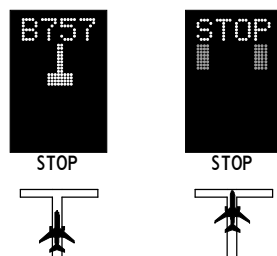


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



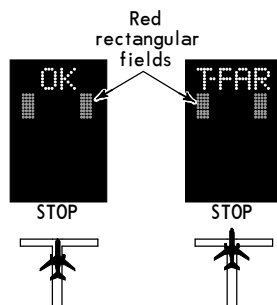
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.

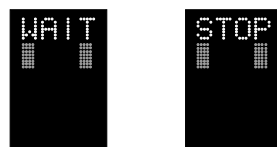


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

If the aircraft has overshoot 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.



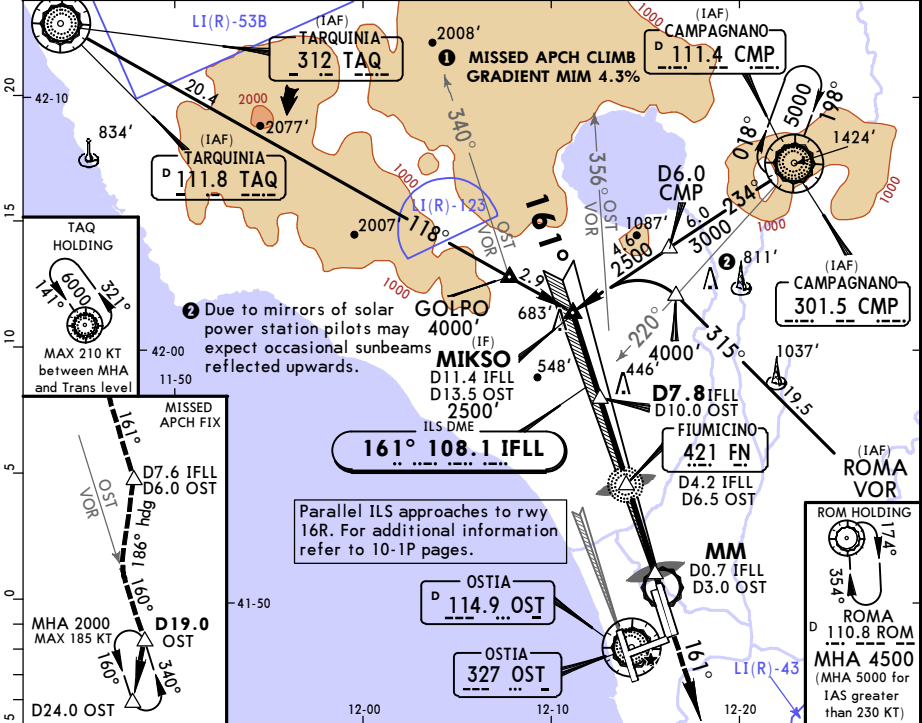
LIRF/FCO
FIUMICINO

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 Apt 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).				MSA OST VOR/NDB
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC				Trans alt: 6000'
1. Special Aircrew & A/cft Certification Required. 2. DME required.				



MIKSO D11.4 IFLL D13.5 OST 2500' 161° D7.8 IFLL D10.0 OST 3.5 LOM D4.2 IFLL D6.5 OST GS 1350' 3.6 MM D0.7 IFLL D3.0 OST GS 230' 3.5 TCH 56' Rwy 14' 0.5							HIALS-II PAPI PAPI		2000' ↑ on 161°		D7.6 IFLL D6.0 OST	
Gnd speed-Kts 70 90 100 120 140 160												
GS 3.00° 372 478 531 637 743 849												

Standard		STRAIGHT-IN LANDING RWY 16L	
CAT IIIA ILS		Missed apch climb gradient mim 4.3% up to 2000' 1	
DH 50'		CAT II ILS	
RVR 200m		RA 98'	
		DA(H) 114' (100')	
		RVR 300m 2	

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

ANS OPS

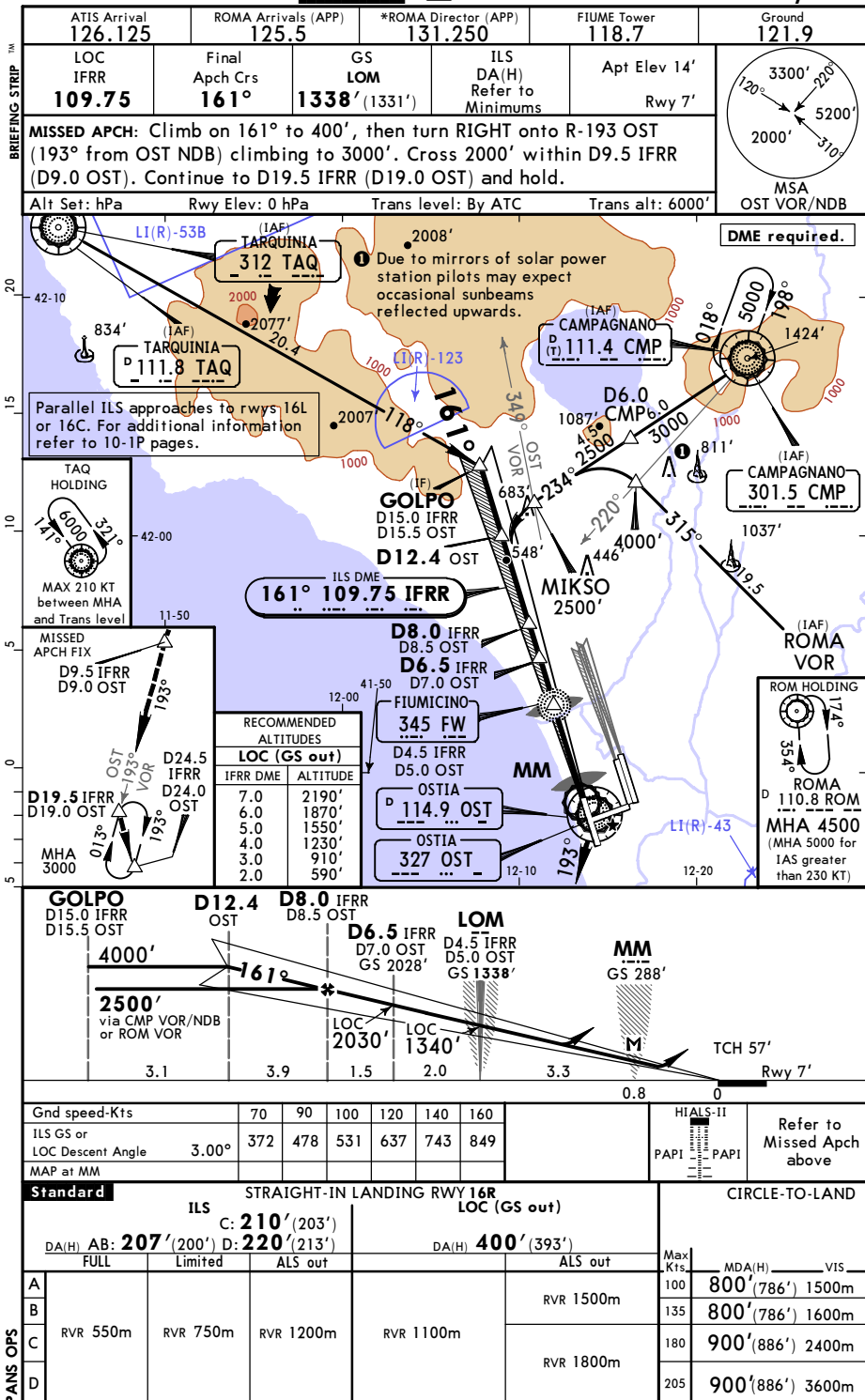
LIRF/FCO
FIUMICINO

9 OCT 15
Eff 15 Oct

JEPPesen

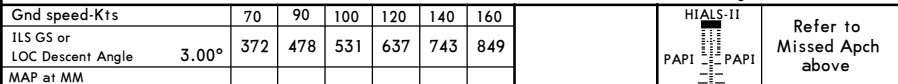
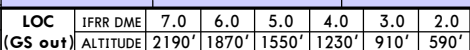
(11-4)

ROME, ITALY
ILS Z or LOC Z Rwy 16R



MSA
VOR/NDB

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

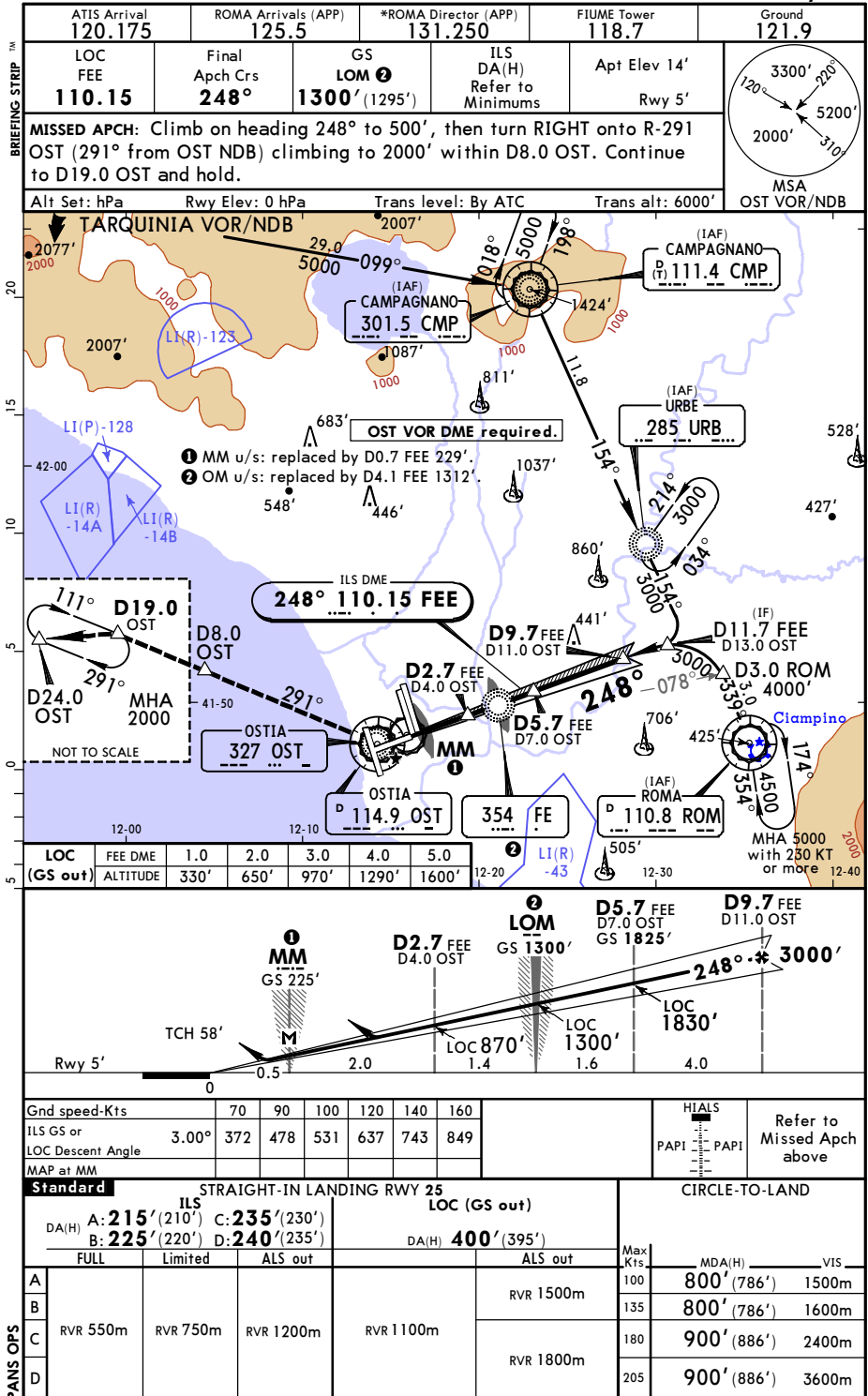


ANS OPS

LIRF/FCO
FIUMICINO

JEPPESEN
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

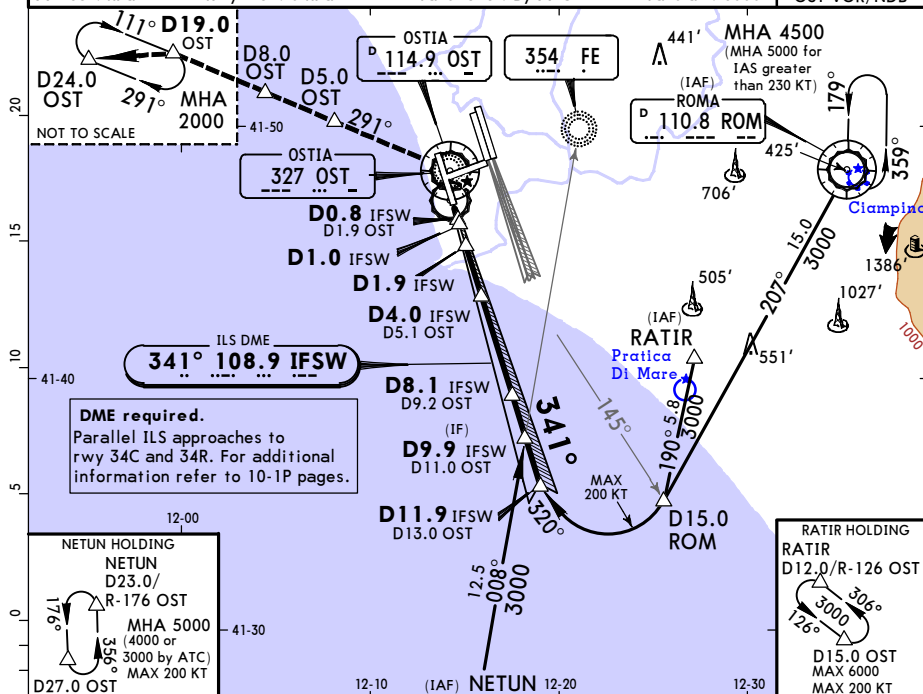
ROME, ITALY
ILS or LOC Rwy 34L

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7		Ground 121.9	
LOC IFSW 108.9		Final Apch Crs 341°		GS DA.0 IFSW 1480' (1472')		ILS DA(H) Refer to Minimums		Apt Elev 14' Rwy 8'	

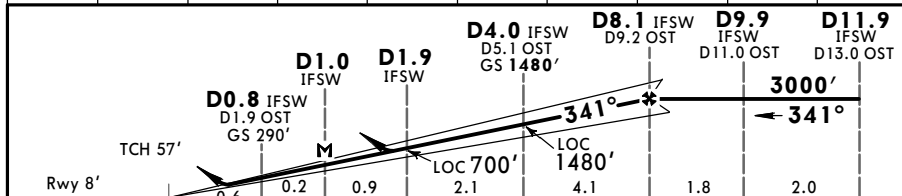
MISSED APCH: Climb on 341° to 400', then turn LEFT onto R-291 OST (291° from OST NDB) climbing and maintain 1500' until D5.0 OST, then climbing to 2000' within D8.0 OST, then continue to D19.0 OST and hold.

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

MSA
QST VOR/NDB



LOC	IFSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	370'	740'	1110'	1480'	1860'	2230'	2600'	2970'



Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI : PAPI . . .	Refer to Missed Apc above
ILS GS or	3.50°	434	557	619	743	867	991		
LOC Descent Angle									
MAP at D1.0 IESW									

Standard

STRAIGHT-IN | LANDING RWY 34L

CIRCLE-TO-LAND

ILS				LOC (GS out)		CIRCLE TO LAND	
DA(H) AB: 208' (200')		C: 214' (206') D: 226' (218')		DA(H) 380' (372')			
FULL/Limited		ALS out				Max Kts	MDA(H) _____ VTS
A	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	100	800' (786')	1500m
B				RVR 1700m	135	800' (786')	1600m
C				RVR 1700m	180	900' (886')	2400m
D	RVR 800m				205	900' (886')	3600m

CHANGES: Reindexed. Proc title. Apt elev.

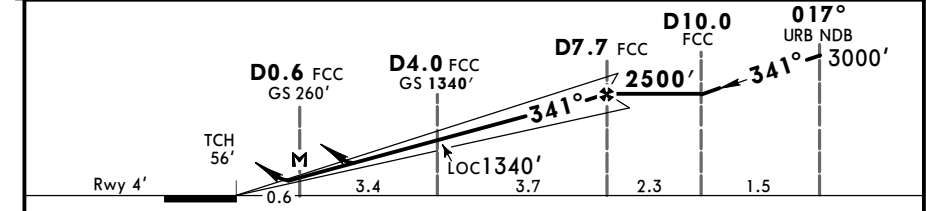
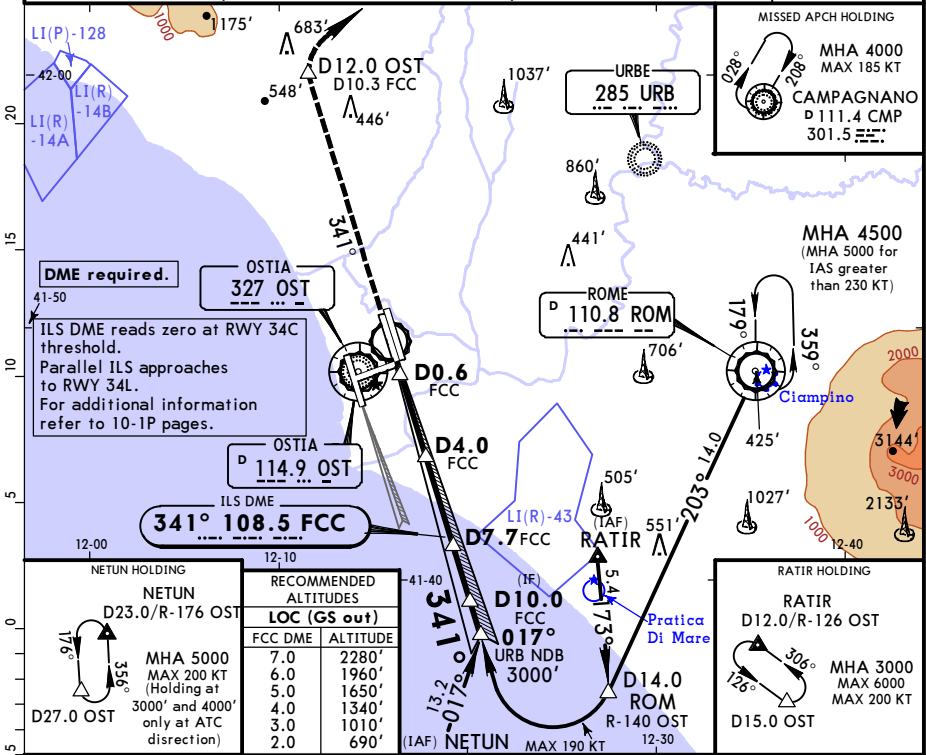
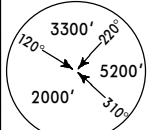
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JEPPesen
9 OCT 15 (11-8) Eff 15 Oct

ROME, ITALY
ILS or LOC 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
LOC FCC 108.5	Final Apt Crs 341°	GS D4.0 FCC 1340' (1336')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 4'
MISSED APCH: Climb on 341° to cross D12.0 OST/D10.3 FCC 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'	OST VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	2000' on 341°	D12.0 OST
ILS GS	3.00°	372	478	531	637	743	REIL PAPI			
LOC Descent Angle	2.98°	369	474	527	633	738				
MAP at D0.6 FCC										

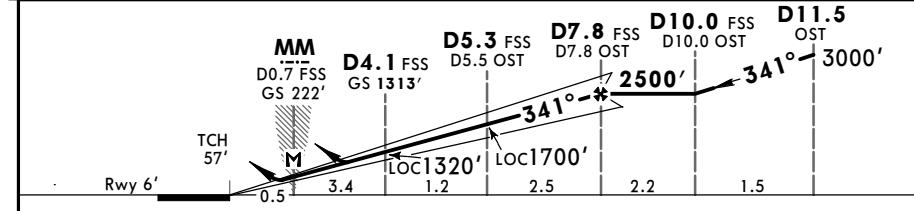
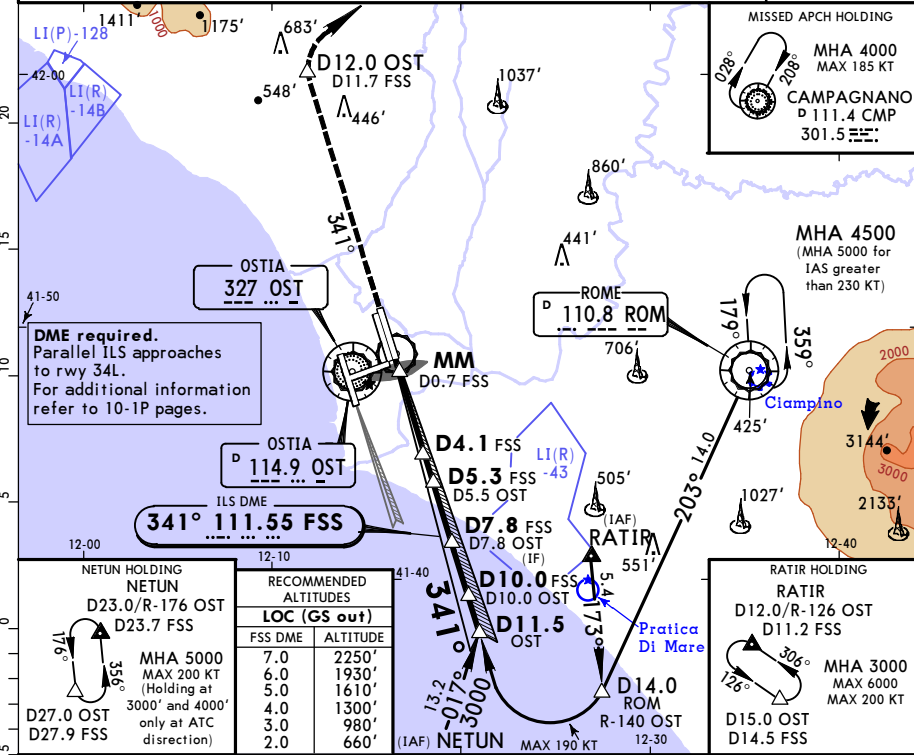
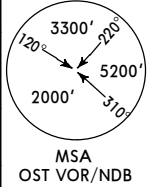
Standard				STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND			
				ILS							
				C: 206' (202')							
				DA(H) AB: 204' (200') D: 217' (213')				DA(H) 420' (416')			
				FULL/Limited				ALS out			
				ALS out				ALS out			
				Max Kts				MDA(H)			
				100				800' (786')			
				135				800' (786')			
				180				900' (886')			
				205				900' (886')			

LIRF/FCO
FIUMICINO

JEPPesen
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 Apt 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'	



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II 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										

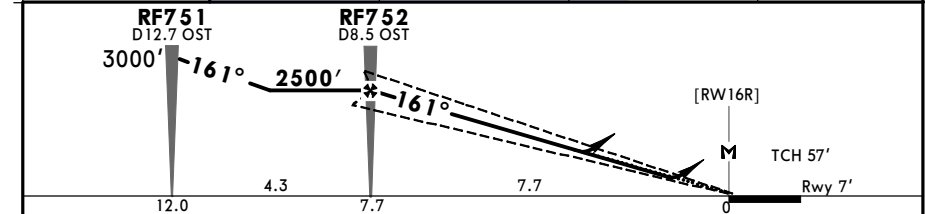
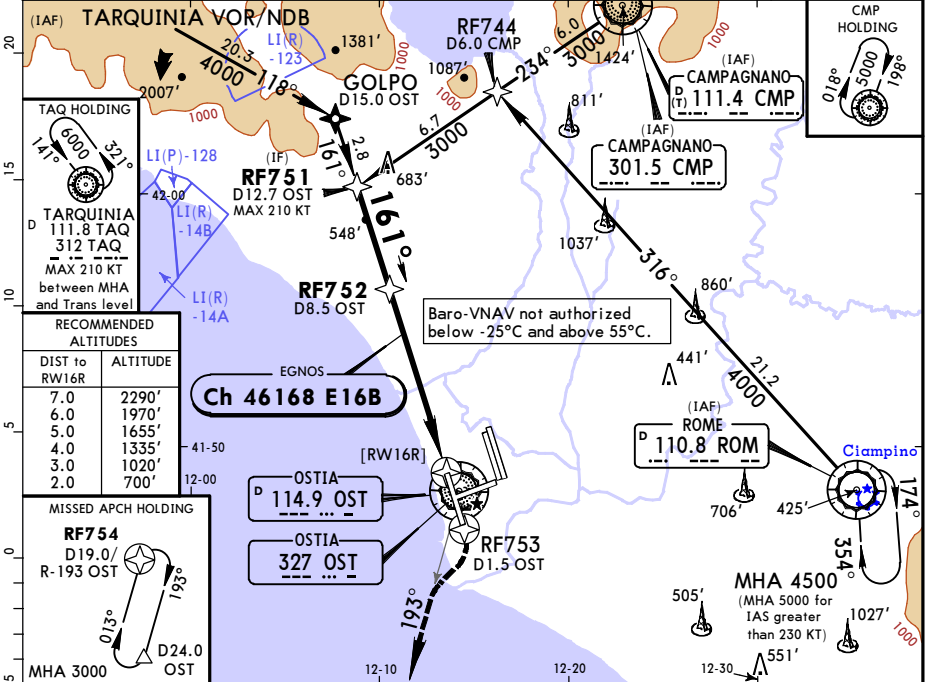
Standard		STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		
		ILS		LOC (GS out)				
		DA(H) 206' (200')		DA(H) 420' (414')				
		FULL		Limited		ALS out		Max Kts
						ALS out		MDA(H) VIS
A	PANS OPS	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	100	800' (786') 1500m
B						RVR 135	800' (786') 1600m	
C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

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JEPPESSEN
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 Apc 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



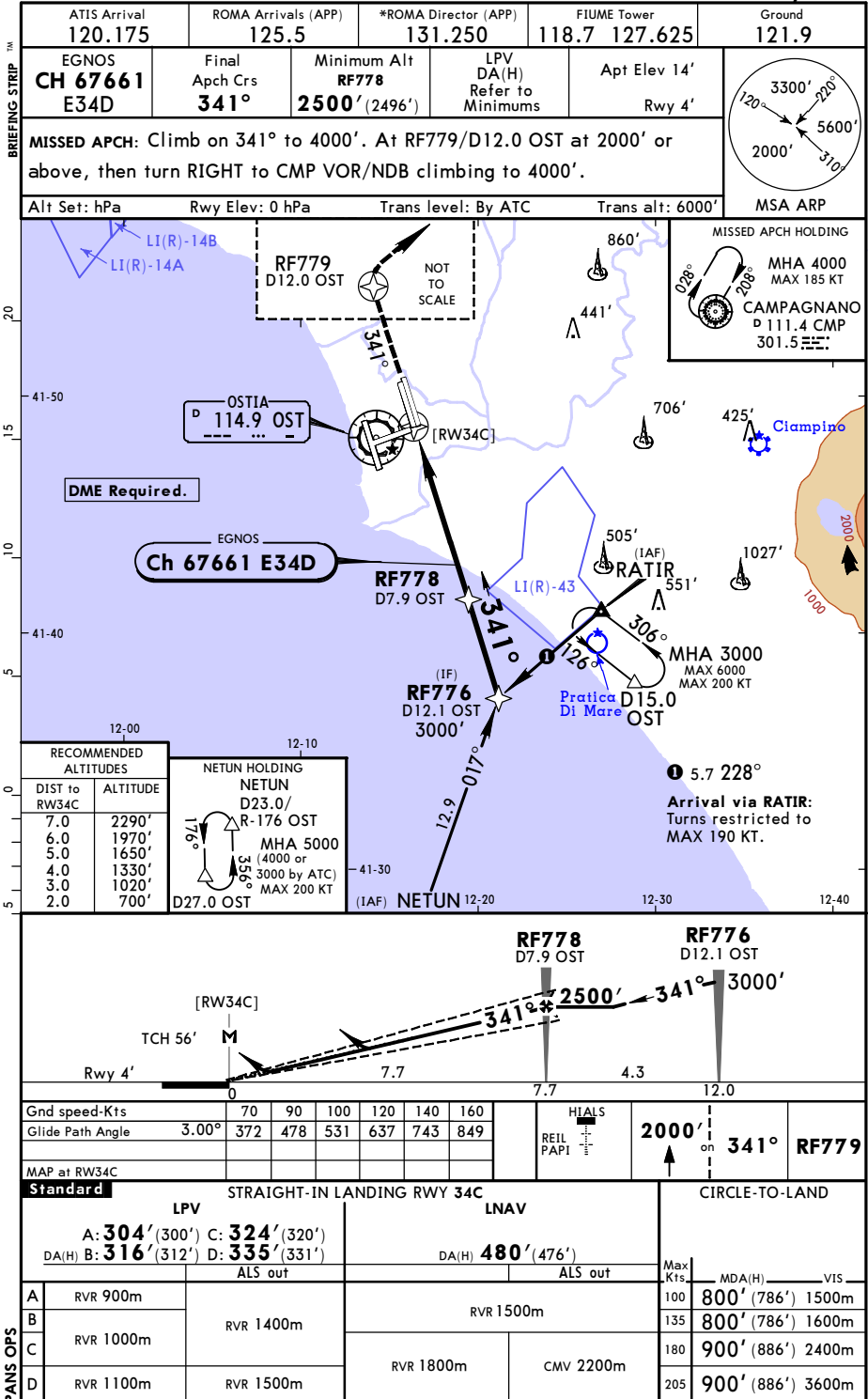
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Glide Path Angle	3.00°	372	478	531	637	743	849	Refer to Missed Apch above
MAP at RW16R								

Standard				STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV			
DA(H) AB: 260' (253')		DA(H) A: 300' (293') C: 320' (313') B: 310' (303') D: 330' (323')		DA(H) 420' (413')			
ALS out		ALS out		ALS out			
A						Max Kts	MDA(H) VIS
B	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1500m	100	800' (786') 1500m
C					RVR 1200m	135	800' (786') 1600m
D			RVR 800m	RVR 1500m	RVR 1900m	180	900' (886') 2400m
						205	900' (886') 3600m

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FIUMICINO

JEPPESSEN
9 OCT 15 (12-5) Eff 15 Oct

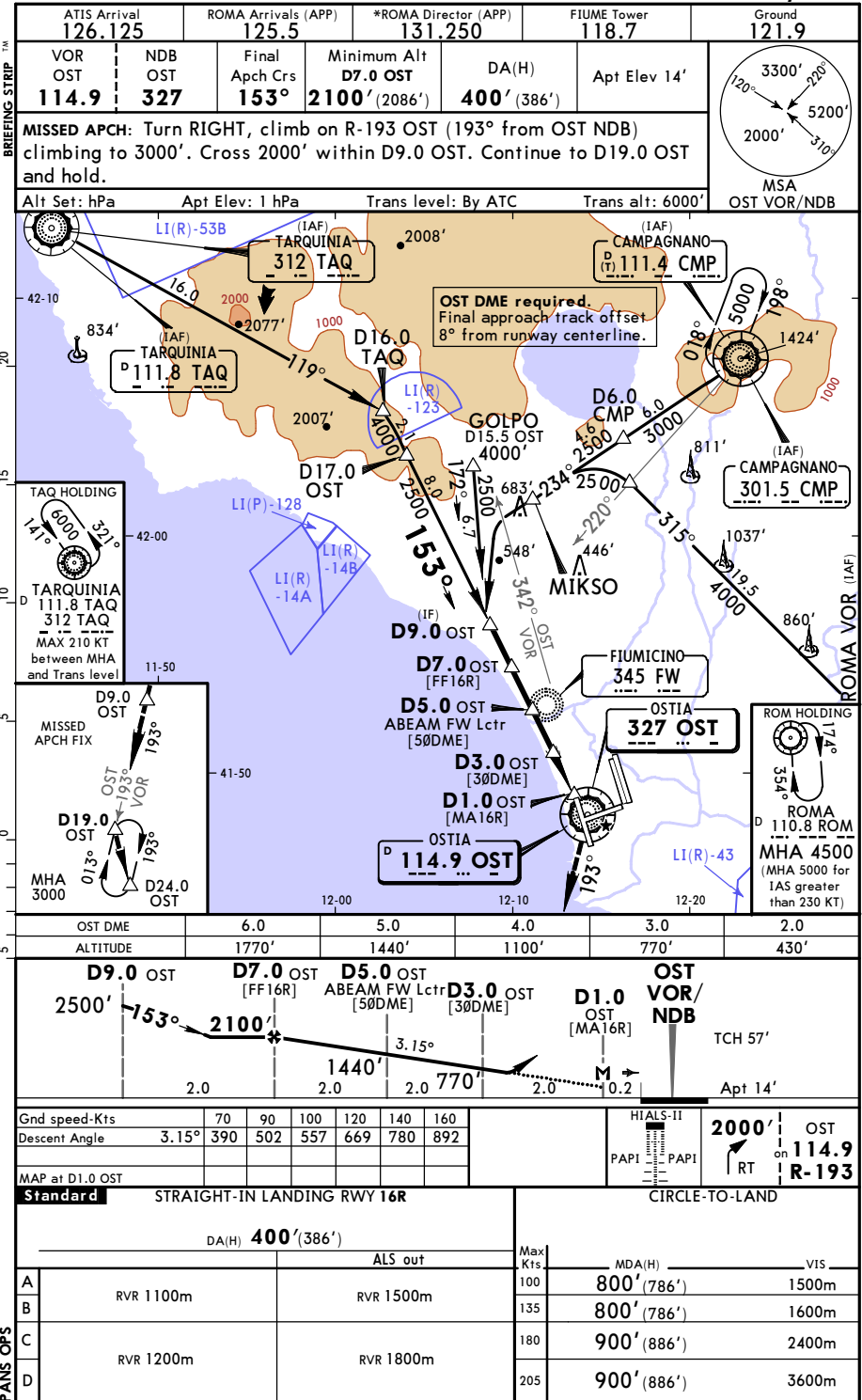
ROME, ITALY
RNAV (GNSS) Rwy 34C



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9 OCT 15 (13-2) Eff 15 Oct

ROME, ITALY
VOR or NDB Rwy 16R



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Chart changes since cycle 12-2016

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	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	10 Jun 2016	23 Jun 2016
REV	AIRPORT	10-9	10 Jun 2016	23 Jun 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	10 Jun 2016	23 Jun 2016
REV	PARKING STANDS	10-9B	10 Jun 2016	23 Jun 2016
REV	PARKING STAND COORDS	10-9C	10 Jun 2016	23 Jun 2016
REV	LOW VIS TAXI ROUTES	10-9D	10 Jun 2016	23 Jun 2016

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.