General Info
Rome, ITA  
N 41° 48.0' E 12° 14.3' Mag Var: 1.1°E  
Elevation: 15'
Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs  
Fuel: Jet A-1  
Repairs: Minor Airframe, Minor Engine  
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 07-25  10856' x 148' bitu  
Runway 16C-34C  11811' x 148' bitu  
Runway 16L-34R  12795' x 197' bitu  
Runway 16R-34L  12795' x 197' bitu
Runway 07  (68.0'M)  TDZE 9'  
Lights: Edge, ALS, Centerline  
Displaced Threshold Distance 1365'  
Runway 16C  (161.0'M)  TDZE 10'  
Lights: Edge, ALS, Centerline, REIL  
Displaced Threshold Distance 1969'  
Stopway Distance 665'  
Runway 16L  (161.0'M)  TDZE 15'  
Lights: Edge, ALS, Centerline, TDZ  
Runway 16R  (161.0'M)  TDZE 8'  
Lights: Edge, ALS, Centerline, TDZ  
Runway 25  (248.0'M)  TDZE 7'  
Lights: Edge, ALS, Centerline  
Runway 34C  (341.0'M)  TDZE 6'  
Lights: Edge, ALS, Centerline, REIL  
Stopway Distance 1968'  
Runway 34L  (341.0'M)  TDZE 9'  
Lights: Edge, ALS, Centerline, TDZ  
Displaced Threshold Distance 1053'  
Runway 34R  (341.0'M)  TDZE 6'  
Lights: Edge, ALS, Centerline, TDZ  
Right Traffic

Communications Info
ATIS 121.85 Departure Service  
ATIS 120.175 Arrival Service  
ATIS 114.9 Arrival Service  
Fiume Tower 127.625  
Fiume Tower 118.7  
Fiume Ground Control 122.125  
Fiume Ground Control 121.9  
Fiume Ramp/Taxi Control 121.725 MF  
Fiume Planning Pre-Taxi Clearance 121.8  
Roma Departure Approach Control 131.1  
Roma Departure Approach Control 130.9  
Roma Arrival Approach Control 127.95  
Roma Arrival Approach Control 125.5  
Roma Director (Approach Control Radar) 131.25  
Roma Director (Approach Control Radar) 119.2

Notebook Info
1. GENERAL

1.1. ATIS
ATIS Arrival
- 114.9 (RWY 16R/34L)
- 120.17 (RWYs 07/25, 16L/34L and 16C/34C)
ATIS Departure
- 121.85

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL
The clearance given on frequency to proceed to a specific Intermediate Holding Position (IHP) is for the pilot/driver his clearance limit.
Pilots must report their position.

1.2.1.1. RWY 16L
In case of RWY 25 closed or for any other operational needs, if RVR value on TDZ RWY 16L is less than 400m, LVTO will be activated.
If RWY is used only for Take-off operations, departing ACFT shall taxi via TWYs D1-D3-DA using if necessary IHP D2-D3 and stop-bar D25 APP South.
If RWY is used for mixed operations (landings and take-offs) departing ACFT shall taxi via TWYs P-IHP P1-B-C and shall hold at the stop-bar C25 APP South before being instructed to taxi via TWYs CL-D-DA, in order to be separated from arriving ACFT.
ACFT performing a rejected take-off, will vacate the RWY on the first available TWY informing the TWR about the TWY used and after having reported RWY vacated will stand by for TWR instructions.

1.2.1.2. RWY 25
When RVR value on TDZ RWY 25 is less than 400m, LVTO will be activated. Departing ACFT must taxi only via TWYs P-IHP P1-B-BA, using the IHP B3 and B4 if necessary.
ACFT performing a rejected take-off, will vacate the RWY on the first available TWY informing the TWR about the TWY used, waiting for the follow-me car.
If CAT II/III approaching and landing procedures are not available, LVTO are anyway allowed, accordingly to LVP (with RVR values less than 400m on TDZ or MIDs).
Departing ACFT from RWY 25 will be led on request by a follow-me car from the parking area to IHP P1 to reach TWY B. ACFT will proceed via TWYs B-IHP B3 and B4-BA following TWR instructions.

1.2.2. REFERENCE POINTS
During LVP following IHP are available:

1.2.2.1. RWY 16L
- P1 on TWY P
- D1, D2 and D3 on TWY D
- DM1 on TWY DM
- B3 and B4 on TWY B

1.2.2.2. RWY 16R
- A1 on TWY A
- Link 2 on TWY V and W
- M1 on TWY M

1.2.2.3. RWY 25
- P1 on TWY P
- D1, D2 and D3 on TWY D
- DM1 on TWY DM
- B3 and B4 on TWY B

1.2.3. MOVEMENTS ON MANEUVERING AREA
Ground movements, depending on if SMR is available or not, will be according to the following modes:
- With SMR
  - In case of RVR values below 400m, separation of ACFT shall take place according to the prearranged taxiing routes and using adjacent IHP.
- Without SMR
  - In case of RVR values between 400m excluded and 150m included, ACFT movements will take place using not adjacent IHP according to Tower instructions.

1.2.4. MOVEMENTS ON APRON
In case of RVR values between 400m excluded and 150m included, ACFT movements shall take place according to information and sequences given by Tower using prearranged taxiing routes to prevent traffic conflicts.
Follow-me assistance will be guaranteed if requested by the pilot.
In case of RVR below 150m follow-me car assistance will be compulsory.

1.3. RUNWAY OPERATIONS

1.3.1. PREFERENTIAL RUNWAY USE
The runway 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 breaking 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 subject to delay.

During departures peak time RWYs could be used according to the following criteria called “RWY operation mode D”:
- RWY 25 for traffic following OST R-217 and R-269.
- RWY 34L for traffic following OST R-290.
- RWYs for landing:
  - RWY 34R.

1.4. TAXI PROCEDURES
Twy DB available for departures from take-off position 16L-A.
Twy A traffic must obtain permission from Tower to cross rwy 07/25.
ACFT must follow accurately TWY centerline.
Due to reduced clearance on TWY H between NZ and CF B747 to taxi with caution.
TWY H between EG and D (abeam stand S09) available up to B747-300.
TWY EG available up to B747-400. Entering as follows:
- ACFT coming from TWY D West side up to B767.
- ACFT coming from TWY D East side up to B747-400.

1.5. PARKING INFORMATION

1.5.1. GENERAL
Marshallers available in exceptional cases only.
At self-parking stands not equipped with SAFEGATE pilots should follow lead-in line and alignment bar until eye line coincides with stop line on LEFT hand side.
3.4.4. RWY UTILIZATION PROCEDURE

In order to maximize airport capacity, the following procedures are applied:

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

Stand C01 entrance with follow me from TWYs CF and CS and marshalling, exit with push-back if stand C02 is occupied.

Stand C02 entrance with follow me from TWY CT abeam stand 711 and marshalling, exit with push-back if stand C01 is occupied.

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

1.5.2. USE OF APU

Pilots can not use APU on parking bay where available equipment provides 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 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 0665953411.

1.6. OTHER INFORMATION

Birds in vicinity of APT. RWYs 34L and 34R right-hand circuit.

2.1. SPEED RESTRICTIONS

Arriving ACFT under radar control shall reduce speed (unless otherwise instructed by ATC) to:

- 250 KT within area defined by following points: GILIO - BIBEK - RINAD - BOL - GITOD - VEILM - FRS - CIRCE - ESINO - VALMA - GILIO.
- 230 KT within area defined by following points: TAQ - TIBER - PEMAR - CIA - PRA - ELVIN - LUNAK - TAQ.

Speed adjustment under radar control:

- 210 KT starting the turn to intercept LOC or appropriate VOR radial or NDB reading (in case of VOR DME or NDB DME final approaches) or at a distance of 12 NM from rwy threshold in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8 NM from RWY THR in case of straight-in approach.
- 160 KT at a distance of 4 NM from RWY THR.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. 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 base turn Northwest of OSTIA avoiding to overfly the town itself.
- RWYs 16R or 25:
  - When meteorological conditions allow overfly the town of OSTIA not lower than 2000'.

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

2.3.1. GENERAL

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

2.3.2. PROCEDURE

2.3.2.1. RWY 16L

ACFT landing on RWY 16L must vacate on TWY DG, if unable to vacate on TWY DG, they must use TWY DH, and report when reaching stop bar D25 APP North, TWR instruction must be followed to the IHP D2, unless RVR is less than 150m, then they must wait for the follow-me car to be led to the parking area. If unable to vacate on TWYs DG or DH ACFT must vacate RWY on TWY DL; pilot will inform TWR that they have reached stop bar DL and wait to be authorized to proceed via TWY D.

ACFT vacating RWY 16L must inform the Tower when the sensitive areas are vacated (identified by the code/colour of centerline lights).

2.3.2.1. RWY 16R

ACFT landing on RWY 16R must vacate RWY on TWY AD, reaching the apron via Link 2. If unable to vacate on TWY AD, they must use TWY AE or AF and report when reaching Intermediate Holding Position (IHP) A1, where, if RVR is less than 400m, they must wait for follow-me car to be led to the parking area.

ACFT vacating RWY 16R must inform Tower when sensitive areas are vacated (identified by the code/colour of centerline lights). When RVR is less than 400m pilot must report to have reached and then vacated Link 2. The second ACFT must wait on the RWY before TWY AD if the preceding landed ACFT has not yet reached LINK2.
2. ARRIVAL

2.4. RUNWAY OPERATIONS

2.4.1. PREFERENTIAL RUNWAY USE
Main RWY for landing is RWY 16L/34R.

2.4.2. PARTICULAR RULES

2.4.2.1. 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.
- Pilots 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.

2.4.2.2. 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 5km.
- During 'Land after' procedure the ACFT taxiing to vacate shall maintain adequate speed as far as practicable to guarantee minimum occupancy time.
- TWYs CD, CE and CH junctions not available.
- RWY must be considered cleared when landing traffic has crossed runway end signals. ACFT shall proceed straight on along TWY D.

2.4.2.3. RWY 16R
- ACFT landing on RWY 16R shall vacate RWY not before intersection AD.
- Reverse thrust above idle shall not be used on RWY 16R unless required for safety reasons.

2.4.2.4. RWY 34L
- ACFT that are not able to vacate RWY at TWY AC, if not authorized by ATC to vacate on RWY 07/25 when not in use, must continue taxiing on RWY and vacate at TWY AB or AA. In addition, to reduce minimum runway occupancy pilots must maintain adequate speed.
- 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. ACFT 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 be instructed to contact Ground to continue taxiing.
- Reverse thrust above idle shall not be used on RWY 34L unless required for safety reasons.

2.4.2.5. RWY 34C - (Qualified for landing operations up to ACFT Class C, higher by ATC)
- ACFT unable to vacate RWY via TWY CD 7677' /2340m after THR and/or needing a higher distance must inform ATC immediately to eventually land on RWY 34L.

2.4.3. 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).

2.4.4. RWY UTILIZATION PROCEDURE
In order to maximize airport capacity following procedures are applied:
- Pilots are requested to strictly comply with ATC instructions.
- Minimum landing RWY occupancy time:
Pilots are reminded that rapid exit from RWY enable ACFT to apply minimum spacing on final approach that will achieve maximum RWY utilization and will minimize occurrence of go-around.

2.6.1.1. Taxi routes with RVR values between 1500m and 400m:
- ACFT that are not able to vacate RWY at TWY AC, if not authorized by ATC to vacate on RWY 07/25 when not in use, must continue taxiing on RWY and vacate at TWY AB or AA. In addition, to reduce minimum runway occupancy pilots must maintain adequate speed.
- 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. ACFT 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 be instructed to contact Ground to continue taxiing.
- Reverse thrust above idle shall not be used on RWY 34L unless required for safety reasons.

2.6.1.2. Taxi routes with RVR below 550m up to 400m:
- 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.
3.1.1. PRE-FLIGHT OPERATIONS

In order to expedite pre-flight operations, departing pilots using RWY 25 and at ATC discretion RWY 16/34L will be assigned by FIUME Tower and ATC clearance together with the start-up engine clearance, as follows:

- Contents of ATC clearance: The ATC clearance in addition to the route shall contain assigned SID, initial climb level and ROME ACC frequency.
- ROME ACC, after take-off, may assign cruising levels other than those requested by PLN, according to traffic situation. Specific requirements of long range flights shall be notified to FIUME Tower.

Remark: The start-up request implies the commitment of pilots to reach holding position within 20 minutes.

- When requesting start-up clearance, pilot shall transmit to FIUME Tower following data: Flight number, Destination, Parking position, Acknowledgement of ATIS message.
- Individual SSR code shall be assigned before take-off.
- ATIS message “ATC clearance not provided with start-up clearance” means that RWYS in use for take-off are 07, 16L or 34R, and/or FIUME Tower is not able to assign ATC clearance with start-up clearance.

3.1.2. START-UP & PUSH-BACK PROCEDURES

Prior to request start-up clearance pilot must report “Ready to move” to FIUME Ramp. The term “Ready to move” means:

- Handling ops completed.
- Doors closed.
- Loading bridge retracted.
- Ready for push-back or taxi.

IFR departing ACFT shall request start-up clearance 5 minutes prior to start engines on Tower freq.

Only when released by FIUME Ramp start-up clearance will be issued from FIUME Planning (0600-2200 LT) or FIUME Ground.

Pilot shall request push-back and taxi clearance from FIUME Apron (0600-2200 LT) and/or FIUME Ground.

Engine tests are limited to one at a time and for not more than 5 minutes. Prior authorization must be obtained through company frequency from the administrative office.

Aft using push-back shall in case the auxiliary power unit is out of service, start at the stand not more than two engines and initiate the normal push-back procedure.

3.1.3. PREFERENTIAL TAXI ROUTES

3.1.3.1. Taxi routes with RVR values between 1000m and 400m:

For take-off RWY 25:

- from stands 701 and 702 via TWYS V - Link 2 - A - B
- from stands 703 thru 705 via TWYS Z - M - M1 - A - B
- from stands 706 thru 708 via TWYS M - M - A - B
- from stands 801 thru 812 via TWYS W - Link 2 - A - B
- from stands 821 thru 824 via TWYS Z - Y - Link 1 - A - B
- from stands 831 thru 836 via TWYS Y - Link 1 - A - B
- from stands 842 thru 847 via TWYS Y - Link 1 - A - B
- In case RWY 16R is contemporary used for landings, ACFT outgoing from Link 2 will be instructed to taxi via Z - V - M1 - A - B.

3.1.3.2. Taxi routes with RVR below 400m:

For take-off RWY 16L mixed operations:

- from stands 101 thru 105 via TWYS U - IHP DM1 - B - C - CL - DA
- from stands 201 thru 210 via TWYS NG - G - P - IHP P1 - B - C - CL - DA
- from stands 221 thru 240 via TWYS EG - G - P - IHP P1 - B - C - CL - DA
- from stands 301 thru 323, 351 thru 354, 402, 404, 406 and 410 via TWYS G - P - IHP P1 - B - DA
- from stands 405, 407, 409, 411 and 412 via TWYS G - P - IHP P1 - B - C - CL - DA
- from stands 502, 504, 506, 508, 518 and 528 via TWYS G - P - IHP P1 - B - C - CL - DA
- from stands 510 via TWYS G - P - IHP P1 - B - C - CL - DA
- from stands 501, 503, 505, 507, 509, 622 and 623 via TWYS CF - P - IHP P1 - B - C - CL - DA
- from stands 601 thru 604 via TWYS CR - R - H - P - IHP P1 - B - C - CL - DA
- from stands 611 thru 615 via TWYS M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 612 thru 615 via TWYS CS - S - H - P - IHP P1 - B - C - CL - DA
- from stands 701 and 702 via TWYS V - Z - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 703 thru 705 via TWYS Z - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 706 thru 708 via TWYS M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 709 thru 711 via TWYS T - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 801 thru 812 via TWYS W - Z - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 821 thru 824 via TWYS Z - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 831 thru 836 via TWYS Y - Z - M - R - H - P - IHP P1 - B - C - CL - DA
- from stands 842 thru 847 via TWYS Y - Z - M - R - H - P - IHP P1 - B - C - CL - DA

For take-off RWY 16L single operations:

- from stands 101 thru 105 via TWYS U - D - DA
- all other ACFT must join IHP D1 and continue via TWYS D - DA

For take-off RWY 25:

- from stands 101 thru 105 via TWYS U - DM - IHP DM1 - BA
- from stands 201 thru 210 via TWYS NG - G - P - IHP P1 - BA
- from stands 221 thru 240 via TWYS EG - G - P - IHP P1 - BA
- from stands 301 thru 340, 402 thru 412, 422, 432, 502, 504, 506, 508, 518 and 528 via TWYS G - P - IHP P1 - BA
- from stands 501, 503, 505, 507, 509, 622 and 623 via TWYS CF - P - IHP P1 - BA
- from stands 510 via TWYS P - IHP P1 - BA
- from stands 601 thru 604 via TWYS CR - R - H - P - IHP P1 - BA
- from stands 611 thru 615 via TWYS M - R - H - P - IHP P1 - BA
- from stands 612 thru 615 via TWYS CS - S - H - P - IHP P1 - BA
- from stands 701 and 702 via TWYS V - Z - M - R - H - P - IHP P1 - BA
- from stands 703 thru 705 via TWYS Z - M - R - H - P - IHP P1 - BA
- from stands 706 thru 708 via TWYS M - R - H - P - IHP P1 - BA
- from stands 709 thru 711 via TWYS T - M - R - H - P - IHP P1 - BA
- from stands 801 thru 812 via TWYS W - Z - M - R - H - P - IHP P1 - BA
- from stands 821 thru 824 via TWYS Z - M - R - H - P - IHP P1 - BA
- from stands 831 thru 836 via TWYS Y - Z - M - R - H - P - IHP P1 - BA
- from stands 842 thru 847 via TWYS Y - Z - M - R - H - P - IHP P1 - BA
3.2. SPEED RESTRICTIONS
MAX 250 KT until crossing FL 100.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".

3.3. NOISE ABATEMENT
During the initial climb phase, pilots shall maintain the following parameters:

a) up to 1500’ QFE - take-off power;
   - take-off flap;
   - climb at V2 + 10/20 KT or as limited by body angle;

b) at 1500’ QFE - reduce thrust and climb at V2 + 10/20 KT until reaching 3000’ QFE;

c) at 3000’ QFE - accelerate smoothly to enroute climb speed with flap retraction.

3.4. RUNWAY OPERATIONS
3.4.1. PREFERENTIAL RUNWAY USE
Main RWY for take-off is RWY 25.
If RWY 25 is not sufficient for departing ACFT, pilots may request RWY 16R/34L (0500-2200 LT) or RWY 16L/34R (2200-0500 LT).

In order to minimize delays and keep TWYS as clear as possible, intermediate take-off points A and B are established 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 at A or B intermediate points, can perform back-track on the appropriate bay marked with ICAO signals only if RVR is min 1000m.

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

- 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.

3.4.3. 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.

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. . . . (preceeding ACFT with company name, ACFT type) that will follow radial. . . .".
**ESINO 3A [ESIN3A]**

RNAV ARRIVAL

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

According to the RWY in use these routes are to be considered compulsory STAR if the ending point is also an IAF or transition if followed by a STAR to the relevant IAF in the ATC CLEARANCE.

**GILIO 3B [GILI3B], GITOD 3A [GITO3A]**

ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

According to the RWY in use these routes are to be considered compulsory STAR if the ending point is also an IAF or transition if followed by a STAR to the relevant IAF in the ATC CLEARANCE.

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**ESINO 3A [ESIN3A]**

RNAV ARRIVAL

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

According to the RWY in use these routes are to be considered compulsory STAR if the ending point is also an IAF or transition if followed by a STAR to the relevant IAF in the ATC CLEARANCE.

**GILIO 3B [GILI3B], GITOD 3A [GITO3A]**

ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

According to the RWY in use these routes are to be considered compulsory STAR if the ending point is also an IAF or transition if followed by a STAR to the relevant IAF in the ATC CLEARANCE.
ARRIVALS

B-RNAV (P-RNAV recommended) or conventional according to the RWY in use. These routes are to be considered compulsory STAR if the ending point is also an IAF or transition if followed by a STAR to the relevant IAF in the ATC clearance.

HOLDINGS OVER LAT

LAT 3A, SIPRO 3A [SIPR3A]
VALMA 3A [VALM3A]

For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 10-1R).
TIBER 3A [TIBE3A], VALMA 3B [VALM3B]
RWYS 34L/C/R, 16L/C/R ARRIVALS
B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
BY ATC

CHANGES: ATIS.

VELIM 3B [VELI3B], XIBIL 3B [XIBI3B]
RWYS 07, 16L/C/R, 25 ARRIVALS
B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
BY ATC
RWYS 07, 25 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."

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."

RWY 07:
- Suggested minimum climb gradient 410' per NM until passing 500'.
- Sides speed-KT: 75, 100, 150, 200, 250, 300, 350, 400, 450, 500'.

RWY 25:
- Suggested minimum climb gradient 410' per NM until passing 500'.
- Sides speed-KT: 75, 100, 150, 200, 250, 300, 350, 400, 450, 500'.

INITIAL CLIMB

07
- NORTH 1: On 068° track, at OST 5 DME turn LEFT (remain within OST 8 DME), intercept OST R-015 inbound to OST.
- SOUTH 2: On 068° track, at OST 5 DME turn RIGHT (remain within OST 8 DME) to PRA, then as cleared by ATC.

25
- On runway heading to OST 1 DME.

ROUTING

SID
- TINTO 5A: Intercept R-290.
- GILIO 5C, 5D, MEDAL 5A: Intercept R-269.

CHANGES: Communications.

NOT TO SCALE

If PRA unserviceable, SIDs via PRA will be suspended and replaced by detailed ATC clearance.

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

If PRA unserviceable, SIDs via PRA will be suspended and replaced by detailed ATC clearance.
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED."

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

NOTE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

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**RWY 16L/R INITIAL CLIMB PROCEDURES**

**RWY 16L:**
- When crossing OST R-099 turn RIGHT.
- On runway heading until leaving 1500' or OST 2 DME, whichever is earlier.
- Apt Elev 15' 1.2. SIDs include noise abatement routings.
- Speed Control Procedure: Max 210 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**
- AGASA 5A, GISPA 5A
- ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A
- TINTO 5A

**RWY 16R:**
- On runway heading until leaving 1500' or OST 2 DME, whichever is earlier.
- Apt Elev 15' 1.2. SIDs include noise abatement routings.
- 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**
- AGASA 5A, GISPA 5A
- ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A
- TINTO 5A

**RWY 16C INITIAL CLIMB PROCEDURES**

**RWY 16C:**
- On runway heading to FNN 1 DME (1 NM from THR 34C) turn RIGHT.
- Trans level: By ATC. Trans alt: 6000'.
- Speed Control Procedure: Max 210 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**
- AGASA 5A, GISPA 5A
- ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A
- TINTO 5A

**Warning:** Close-in obstacle 98' terrain, 2.3 NM (4247m) from THR, 0.2 NM (355m) RIGHT of RCL.
**RWY 34L 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**

**AGASA 5A, GISPA 5A**
- On runway heading to OST 1 DME, turn LEFT.

**AGASA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A**
- On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT.

**ANEDA 5G, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B**
- On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT.

**GILIO 5C, 5D, MEDAL 5A**
- On runway heading to OST 1 DME, turn LEFT.

**GILIO 5H, ESINO 5A, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B**
- On runway heading to OST 1 DME, turn LEFT.

**MINIMUM CLIMB**
- 371' per NM (6.1%) until due to ATC purposes.
- If unable to comply advise ATC as soon as possible.

**Grid speed-KT**
- 75, 100, 150, 200, 250, 300

**Initial Climb**

**On 341° track to FNN 8 DME/OST 9 DME, turn LEFT.**

**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**

**AGASA 5A, GISPA 5A**
- On runway heading to OST 1 DME, turn LEFT.

**AGASA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A**
- On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT.

**ANEDA 5G, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B**
- On runway heading to OST 1 DME, turn LEFT.

**GILIO 5C, 5D, MEDAL 5A**
- On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT.

**GILIO 5H, ESINO 5A, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B**
- On runway heading to OST 1 DME, turn LEFT.

**MINIMUM CLIMB**
- 371' per NM (6.1%) until due to ATC purposes.
- If unable to comply advise ATC as soon as possible.

**Grid speed-KT**
- 75, 100, 150, 200, 250, 300

**Initial Climb**

**On 341° track to FNN 8 DME/OST 9 DME, turn LEFT.**
**INITIAL CLIMB**

Intercept 341° bearing via FN to D9 OST. Turn LEFT.

**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**

- **ANEDA 5G**
  - On OST R-189 to D15 OST, turn LEFT to PRA, 022° bearing via CIA, intercept OST R-032 to ANEDA.

- **ANEDA 5H**
  - On OST R-217 to D14 OST, turn LEFT to PRA, 022° bearing via CIA, intercept OST R-032 to ANEDA.

- **TIBER 5A**
  - On OST R-217 to D14 OST, turn LEFT to PRA, 032° bearing to GUI, 336° bearing to TIBER.

**CHANGES:** Communications.
LAT 5A, LAT 5B
SIPRO 5A (SIPRSA)
SIPRO 5B (SIPRSB)
RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES
TO EAST
AVAILABLE ONLY FOR
TRAFFIC TO LIB*

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".

Available only for traffic to LIRN and for traffic below FL235.
LIRF/FCO
FIUMICINO
ROME, ITALY

ROMA Departure (APP)
130.9
Apt Elev 15'

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 5A [ESIN5A]
TINTO 5A [TINT5A]
BY ATC
RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES 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"
TEMPORARY TAXIWAY CONSTRUCTION WORK IN FOUR PHASES
REFER ALSO TO LATEST NOTAMS

PHASE 1

PHASE 2

PHASE 3

PHASE 4

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**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.

1. Display indicating: Aircraft type. STOP SHORT, TOO FAR, OK.
2. Display indicating: STOP.
3. Two pairs of red lights = STOP signal.
4. Pair of green lights indicating: STOP position reached.
5. Pair of yellow lights indicating the aircraft is 10'/3m before the STOP position.
6. 11 pairs of green lights = Closing rate guidance up to 10'/3m before STOP.
7. Yellow illuminated aircraft symbol.
8. Green illuminated centerline bar.
9. Pair of green lights = Dock is ready for parking.

**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.
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.

**VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)**

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 “TOO 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.