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Revision Letter For Cycle 03-2020

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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: 0618 Z
Sunset: 1633 Z

Runway Information

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

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

Runway: 16L
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 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: 34R

Length x Width: 12802 ft x 197 ft

Surface Type: bitu

TDZ-Elev: 6 ft

Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.125 Arrival Service

ATIS: 121.850 Departure Service

Fiume Tower: 127.625

Fiume Tower: 123.725

Fiume Tower: 118.700

Fiume Ground: 121.675

Fiume Ground: 121.900

Fiume Ground: 122.125

Fiume Ramp/Taxi: 121.725

Fiume Clearance Delivery: 121.900

Fiume Clearance Delivery: 121.800

Rome Arrival: 125.500 RCO

Rome Arrival: 127.950 RCO

Rome Departure: 131.100 RCO

Rome Departure: 130.900 RCO

Rome Direct (Approach Control Radar): 131.250 RCO

Rome Direct (Approach Control Radar): 119.200 RCO

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AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS Arrival 126.125
ATIS Departure 121.850

1.2. LOW VISIBILITY PROCEDURES (LVP)**1.2.1. GENERAL**

LVP will be in force:

- When RVR is equal to or less than 550m;
- When ceiling is below 200' according to the meteorological local report;
- When deterioration of weather conditions recommends so.

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

TWR may activate LVP:

- If a pilot report indicates a bad weather condition;
- If there is an explicit request to activate LVP or to perform a CAT II/III APCH with marginal values of RVR/cloud base (except the approaches required for training).

In order not to penalize the traffic sequence, the activation of the LVP may also take place on pilot request for the specific flight.

The message "LVP in Progress" will be communicated by ATC to the concerned flight only.

RWYs 16L, 16R and 25 are suitable for LVTO.

CAT II/III approaches and landings for training purposes are only authorized during LVP conditions.

1.2.2. GROUND MOVEMENT**1.2.2.1. ARRIVING ACFT****RWY 16L:**

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

Proceed to stop bar D7 (or D6 if vacating via TWY DH) and report when reaching. Follow Tower instructions until reaching intermediate holding position EG1 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 DL1 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 intermediate holding positions V1 or W1, if unable at TWY AH or AK or AL.

Report reaching intermediate holding position A1.

1.2.2.2. DEPARTING ACFT**RWY 16L:**

RWY to be used in case of RWY 25 and 16R 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 T or P, B and C until reaching stop bar B5 for further instructions.

TWY DB shall not be used.

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AIRPORT BRIEFING

1. GENERAL

RWY 16R:

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

ACFT shall taxi via TWYs M (stop bar M1), A, AA/AB or BT (stop bar BT1) or T (stop bar T1) or G (stop bar G1), B, A, AA/AB.

TWY AC shall not be used.

RWY 25:

ACFT shall taxi via TWYs T or P, B and BA.

TWYs BC and BD shall not be used.

1.2.2.3. FOLLOW-ME ASSISTANCE ON APRONS

Follow-me assistance on the apron is mandatory for ACFT taxiing on TWY NE, if the RVR value is below 400m.

1.2.2.4. MANDATORY REPORTS

In reduced visibility conditions all pilots shall report to TWR:

- Reaching stop bar, unless otherwise instructed by TWR;
- When ILS-sensitive area has been vacated as identified by the end of green/yellow color-coded TWY centerline lights;
- Reaching the parking stand.

1.2.2.5. CONTINGENCIES

Surface Movement Radar (SMR) out of service and/or Total Failure of RWY Stop Bars

Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from TWR, only one ACFT movement at a time is allowed and Follow-me is mandatory.

1.3. RWY OPERATIONS

1.3.1. PREFERENTIAL RWY USE

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.

Between 2300-0600LT RWY 16R/34L closed to all operations except for operational, meteorological or safety reasons which will be managed tactically and during RWY 16L/34R published closure times.

1.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

RRSM between ACFT using the same RWY may only be applied during DAY according to specific regulations described below, provided that all of the following conditions are met:

- Wake turbulence separation minima shall be applied;
- VIS shall be at least 5km and ceiling not lower than 1000';
- Tailwind component shall not exceed 5 KT;
- Tower surveillance system must be available;
- Braking action shall not be adversely affected by RWY contaminants such as ice, slush, snow and water.

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AIRPORT BRIEFING

1. GENERAL

1.3.2.1. ARRIVAL

ACFT may be cleared for Landing with RRSM on a RWY temporarily occupied by another ACFT in following conditions only:

Landing following a landing on RWY16L/34R or RWY16R/34L:

The preceding landing ACFT has vacated the RWY or it is in motion at a distance of 7874'/2400m at least from the THR and will vacate the RWY without backtracking.

Landing following a take-off on RWY16R/34L, RWY16L or RWY25:

The departing ACFT has taken off and it is at a distance of 7874'/2400m at least from THR. ACFT will be advised of RRSM procedure in progress through use of the ATIS.

1.3.2.2. DEPARTURE

Take-off with RRSM may be allowed from RWY 25 only when the preceding departing ACFT is airborne, it has at least passed a point distant 7874'/2400m from the line-up position of the succeeding ACFT and the above two ACFT are cleared for distinct initial climb procedures.

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

TWY G between TWYs EG and NG 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.

ACFT crossing RWY 07:

- Taxiing on TWY A, hold at intermediate holding position A3 or A4 and wait for ATC instruction.
- Taxiing on TWY B, hold at intermediate holding position B1 and wait for ATC instruction.

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

Stands 101 thru 105, 223, 224, 411, 510, 601 thru 608, 613, 614, 704 thru 706 and 842 thru 847 are out of ATC operator's sight. Pilots shall confirm to Ground when parking maneuvers have been completed.

A self-parking system is used on all stands. 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.

Visual docking guidance system available at stands 402 thru 412, 422, 432, 502 thru 510, 518, 601 thru 614, 701 thru 711, 806 thru 815, 824 thru 829 and 901 thru 909.

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AIRPORT BRIEFING

1. GENERAL

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, 301 thru 317, 351, 353, 501, 528, 801 thru 805, 820 thru 823 and 831 thru 847 push-back required.

Stands 802, 809, 811 and 813 ACFT code letter E entrance procedure from IHP W2 up to the stand towing required. Exit procedure code letter E push-back up to start-up point on TWY W ABEAM stand 809.

Stands 820 thru 823 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 822.

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

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

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

1.5.2. 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.

General Aviation flights, including air-taxi, are admitted only during night time 2331-0600LT with no chance to stop after that time.

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AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

- 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 12NM from THR in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8NM from THR in case of straight-in approach.
- 160 KT at a distance of 4NM from 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 6NM 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'.

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. PREFERENTIAL RWY USE

Main RWY for landing is RWY 16L.

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

2.4.2. PARTICULAR RULES

2.4.2.1. RWY 16L/34R

Pilots must report "RWY vacated".

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.

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AIRPORT BRIEFING

2. ARRIVAL

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

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.

2.4.2.3. 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.

2.4.2.4. RWY 34L

ACFT shall not vacate on RWY 07 and whenever not able to vacate RWY via TWY AF and AE, 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.

2.4.2.5. 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.

2.4.3. MINIMUM RWY OCCUPANCY TIME

In order to maximize APT capacity following procedures are applied:

- Pilots are requested to strictly comply with ATC instructions.
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

ATC is allowed to guide ACFT on final approach using minimum radar separation or separation minimum according to wake turbulence category only if:

- RWY in use for landing is RWY16L or RWY34R;
- High intensity operations are ongoing on landing RWY, this requires that all ACFT exit the RWY at the fastest speed commensurate with safety and standard operating procedures using the most suitable rapid exit TWY among those described below;
- Rapid exit preferred for RWY in use are both available. An extended RWY occupancy may result in the subsequent ACFT being instructed to go around.

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2. ARRIVAL

In order to reduce RWY occupancy time, the following procedures are applied:

- Pilots shall pre-plan their landing and roll out to target the rapid exit TWY, that provides for a safe and expeditious exit from the RWY reducing delays and maximizing utilization at all times.
- Tactical requests to extend the landing roll to shorten ground taxi and exit nearer to parking stands shall not be made to ATC.
- Pilots unable to vacate the RWY via the suitable rapid exit TWY as defined below shall notify ATC when the ACFT is not less than 10nm from touchdown, anyway as soon as the becomes aware of that.

The preferred rapid exit TWY for RWY 16L are:

- Light/medium ACFT: TWY DE, distance from threshold to exit point 1500m.
- Medium ACFT: TWY DE, distance from threshold to exit point 2100m.

The preferred rapid exit TWY for RWY 34R are:

- Light/medium ACFT: TWY DF, distance from threshold to exit point 1500m.
- Medium ACFT: TWY DD, distance from threshold to exit point 2100m.

Pilots may plan their arrival using the threshold-to-exit-point distances set out above which are measured from the landing threshold to the intersection of RWY centerline with the extended exit TWY centerline marking.

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

2.4.4.1. CONDITIONS

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

2.5. COMMUNICATION FAILURE

In the event of radio failure the following will apply:

- a) If the pilot has received and confirmed the ATC clearance the reporting point designated to descend for landing is the IAF linked to the assigned STAR.
- b) If the pilot has not received and confirmed the ATC clearance to follow a STAR the reporting points designated to descend for landing are VOR "TAQ" or VOR "CMP".
 1. ACFT entering via VOR "TAQ" will carry out an approach for RWY 16R.
 2. ACFT entering via VOR "CMP" will carry out an approach for RWY 16L.

Both procedures will be followed by circling in case of not compatible wind with the landing direction.

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AIRPORT BRIEFING

3. DEPARTURE

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

3.1.1. GENERAL

APT CDM procedure coordinates the turn-round process and is incorporated into the European Air Traffic Flow and Capacity Management (ATFCM). The procedure starts at EOBT -3h and is applied to all the operations until take-off. A-CDM Milestone approach is mainly based on TOBT and TSAT.

TOBT (Target Off-Block Time)

Estimated time, calculated by an ACFT Operator/Ground Handler (AO/GH), when an ACFT will be "READY".

TSAT (Target Start-up Approval Time)

Calculated time at which start-up clearance can be expected at the latest. TSAT includes all relevant parameters such as CTOT, variable taxiing time etc.

3.1.2. MILESTONES

EOBT (Estimated Off-Block Time) -3h (M1)

ATC flight plans will be checked against their APT slot - Scheduled Off-Block Time (SOBT); other check include the destination APT and the ACFT type. If they do not correspond the flight will not enter the pre-departure sequence and an alert is risen on the local A-CDM platform. AO/GH must take the appropriate actions to solve the alerts as earliest as possible.

EOBT -2h (M2)

TOBT is the time when the ACFT is planned to be "ready to move".

At FIR entry (for turnaround flights) or at EOBT -2h, the system will automatically generate a TOBT as follows:

- $TOBT = ELTD^1 + EXIT^2 + MTT^3$ - for inbound flights not yet landed;
- $TOBT = ALDT^4 + EXIT + MTT$ - for flights already landed;
- $TOBT = AIBT^5 + MTT$ - for ACFT at the parking stand.

1. Estimated Landing Time
2. Estimated Taxi In Time
3. Minimum Turn-round Time
4. Actual Landing Time
5. Actual In-Block Time

Flights not subject to turnaround or ACFT with a ground time greater than 2 hours will enter the pre-departure sequence with a $TOBT = EOBT$.

In both cases the AO/GH can input a manual TOBT that should comply with following rules:

- TOBT greater than Actual time +5';
- $TOBT$ greater than $ALDT + EXIT + RTT^6$ - for flights already landed;
- $TOBT$ greater than $AIBT + RTT$ - for ACFT at the parking stand.

6. Reduced Turn-round Time

This rule applies only for flights without CTOT, for regular flights the rule to apply is $TOBT + EXOT + CTOT$.

At EOBT -2h a T-DPI-t message will be sent to NMOC containing the TTOT.

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AIRPORT BRIEFING

3. DEPARTURE

EOBT -40': TSAT issue time (M9)

At EOBT -40' TBOT is confirmed and TSAT is issued.

TBOT must be updated by AO/GH for any change.

TBOT can be updated as often as desired until TSAT issue time, after that TOBT may be updated up to a maximum of 3 times, then the flight will lose priority in the pre-departure sequence.

At EOBT -40', a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

ARDT (Actual Ready Time) (M12)

Departing traffic must be "READY" within TOBT +5' and must contact ADR Flight Control Unit on frequency 121.725 MHz to obtain the ARDT.

ADR Flight Control Unit, after the check of "READY" status with the cameras, will issue the ARDT and will provide the pilot with the current TSAT.

If the ACFT is not "READY" within TOBT +5', TOBT will be automatically deleted by A-CDM platform. A new TOBT must be inserted in the platform within 5 minutes, otherwise a Flight Suspension message (FLS) will be triggered by NMOC with the comment "SUSPENDED BY DEPARTURE APT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT". (e.g TOBT=1000, no ARDT within 1005, no TOBT update = FLS at 1010).

To de-suspend the flight the EOBT must be updated.

If the flight is subject to a CTOT, at ARDT a DPI message will be sent to NMOC in order to try to get a CTOT improvement.

There is no need to request a REA message to get a CTOT improvement.

ASAT and APBT (M14/ M15)

Once the ARDT has been obtained, departing traffic shall monitor ATC frequency "FIUME Delivery" in order to receive the ATC Clearance according to TSAT and current traffic situation.

If TSAT is changed, pilot will be informed there of by the handling agent or by the ACFT operator via other internal reporting channels. Pilots should refrain from asking TSAT updates to ATC to avoid frequency congestion.

Departing traffic must leave the stand within ASAT +5'.

At AOBT an A-DPI message will be sent to NMOC containing latest TTOT.

If a different RWY from the one in use for take-off is necessary, pilots should advise FIUME Delivery 20 minutes before TOBT.

If traffic is unable to leave the stand ASAT +5', or must return to the stand, it must inform ATC on the appropriate frequency. ATC will remove the flight from the pre-departure sequence and a C-DPI message will be sent to NMOC, that in turn issues a FLS with the comment "SUSPENDED BY DEPARTURE APT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT". In this case the process has to be started over with a new TOBT.

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AIRPORT BRIEFING

3. DEPARTURE

3.1.3. TOBT: RULES AND RESPONSIBILITIES

Responsibility for TOBT

AO/GH is responsible of correct update and coherence of TOBT.

AO/GH must notify the MTT/RTT and subsequent changes for each ACFT type, to ADR via email: cdm@adr.it.

TOBT Correction/Deletion

If TOBT is changed the new TOBT must be at least 3 minutes later than the present time.

If TOBT can no longer be met it must be updated as soon as possible, preventing it from expiring.

TOBT Input

TOBT can be put into A-CDM platform available for all registered users through a web platform.

An account to access A-CDM platform can be obtained via email to cdm@adr.it.

3.1.4. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure the procedure will be suspended and:

- "A-CDM out of service" will be announced via ATIS;
- A NOTAM will be issued if the suspension lasts more than 12 hours;
- AO/GH will be informed by Aerodrome Operator ADR;
- A standard taxi time scheme will be adopted;
- REA messages can be asked to ATC to request a CTOT improvement.

Operations will follow "NON A-CDM DEPARTURES PROCEDURES" (see below).

3.1.5. NON A-CDM DEPARTURE PROCEDURES - FAILURE OR SUSPENSION

When "READY" all departing ACFT must contact ADR Flight Control Unit on frequency 121.725 MHz, in order to obtain ARDT and be released to TWR.

ATC will manage departure sequence according EOBT/ARDT.

3.1.6. COORDINATION WITH THE NMOC

A-CDM platform established a permanent and fully automatic data exchange with NMOC. This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow more accurate and efficient calculation of CTOT due to the use of local target take-off times. The following messages are used:

- Flight Update Message (FUM);
- Early Departure Planning Information Message (E-DPI);
- Target Departure Planning Information Message (T-DPI);
- ATC Departure Planning Information Message (A-DPI);
- Cancel DPI (C-DPI).

3.1.7. EMAIL CONTACTS

ENAV: acdm.lirf@enav.it

ADR: cdm@adr.it

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AIRPORT BRIEFING

3. DEPARTURE

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

3.2.1. PRE-FLIGHT OPERATIONS

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

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

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

3.2.2. PROCEDURES

3.2.2.1. START-UP

Prior to request start-up clearance pilot must report "Ready" on FIUME Ramp.

The term "Ready" means:

- ACFT doors and holds closed;
- ACFT safety areas clear of vehicles, equipment, obstacles and ground personnel;
- ACFT fully ready for taxiing;
- Compulsory documentation has been provided to the handler;
- Push-back tractor has been connected (applicable only for nose-in stands).

Start-up will be provided only after ATC has received "READY" communication by APT operator.

3.2.2.2. PUSH-BACK AND TAXIING

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

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

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.

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Eff 20 Jun

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AIRPORT BRIEFING

3. DEPARTURE

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 TWR previous pilot's agreement.

3.4.2. PARTICULAR RULES

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

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

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

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

- ACFT unable to take-off from displaced THR 16C or TWY CD, can perform back-track on the appropriate bay marked with ICAO signals only if RVR is MIM 1000m.

RWY 16R:

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

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

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

In presence of contamination and/or heavy rain, ACFT operations are regulated as follows:

- take-off not allowed;
- landing not allowed with cross wind component exceeding 15 KT;
- landing not allowed to ACFT with reduced performances due to failure;
- code E or upper ACFT operations not allowed.

Traffic on TWY C between CL and CD during the presence on 16C/34C of an ACFT in take-off rolling or in final approach, is permitted only to code C ACFT (or minor) and if the RVR is equal or more than 1000m and ceiling is equal or more than 500'.

3.4.3. 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 MIM 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 TWR.

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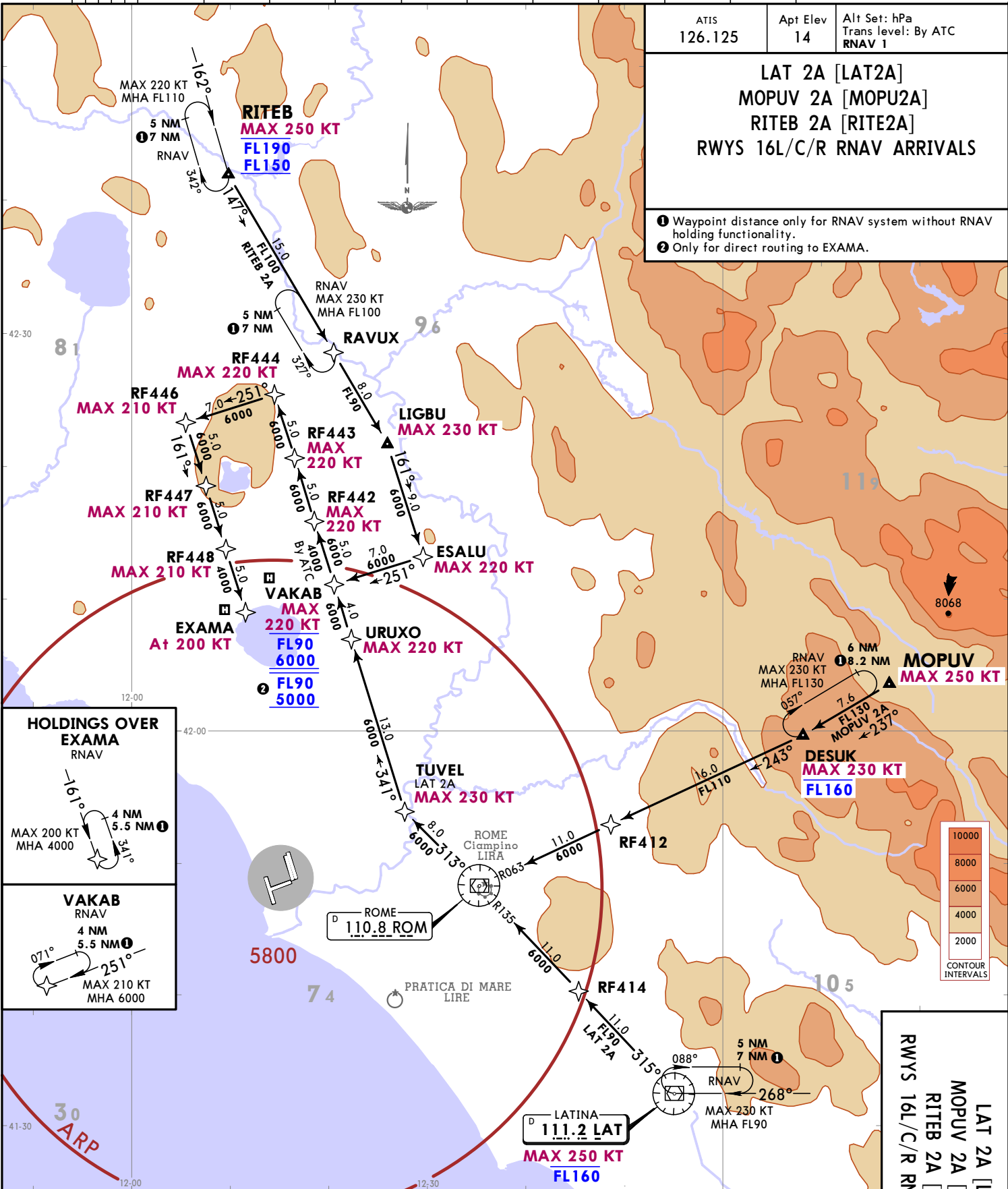
STAR

RNAV STAR DESIGNATION	REFER TO CHART
LAT 2A, MOPUV 2A, RITEB 2A	10-2B
ESINO 2A, VALMA 2A	10-2C
ELKAP 2A, GILIO 2A, XIBIL 2A	10-2D
LAT 2B, MOPUV 2B	10-2E
LAT 2E, MOPUV 2E	10-2F
RIFFI 2B, RITEB 2B	10-2G
ESINO 2B, VALMA 2B	10-2H
ELKAP 2B, GILIO 2B, XIBIL 2B	10-2J
LAT 2C, MOPUV 2C, RITEB 2C	10-2K
ESINO 2C, VALMA 2C	10-2L
ELKAP 2C, GILIO 2C, XIBIL 2C	10-2M
RITEB 2D	10-2N
LAT 2D, MOPUV 2D, RIFFI 2D	10-2P
ESINO 2D, VALMA 2D	10-2Q
ELKAP 2D, GILIO 2D, XIBIL 2D	10-2S
RITEB 1K	10-2U
ESINO 1T	10-2V
STAR DESIGNATION	REFER TO CHART
RITEB 2P	10-2V1
LAT 2P, MOPUV 2P	10-2V2
ESINO 2P	10-2V3
VALMA 2P	10-2V4
ELKAP 2P, GILIO 2P	10-2V5
XIBIL 2P	10-2V6
RITEB 2R	10-2W
LAT 2R, MOPUV 2R	10-2X
ESINO 1N, RIFFI 1N	10-2X1
VALMA 1N	10-2X2
ELKAP 2R, GILIO 2R, XIBIL 2R	10-2X3
RITEB 2T	10-2X4
LAT 2K, MOPUV 2K	10-2X5
VALMA 2T	10-2X6
ELKAP 2T, GILIO 2T, XIBIL 2T	10-2X7

CHANGES: MSA.

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ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
LAT 2A [LAT2A] MOPUV 2A [MOPU2A] RITEB 2A [RITE2A] RWYS 16L/C/R RNAV ARRIVALS		
① Waypoint distance only for RNAV system without RNAV holding functionality. ② Only for direct routing to EXAMA.		

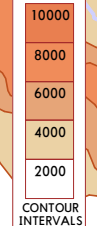


HOLDINGS OVER EXAMA
RNAV
MAX 200 KT
MHA 4000

4 NM
5.5 NM ①
161°
251°

VAKAB
RNAV
MAX 210 KT
MHA 6000

4 NM
5.5 NM ①
071°
251°



STAR	ROUTING
LAT 2A	LAT (K250-; FL160-) - RF414 - ROM - TUVEL (K230-) - URUXO (K220-) - VAKAB (K220-; FL90-; 6000+/5000+ ②) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
MOPUV 2A	MOPUV (K250-) - DESUK (K230-; FL160-) - RF412 - ROM - TUVEL - URUXO (K220-) - VAKAB (K220-; FL90-; 6000+/5000+ ②) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
RITEB 2A	RITEB (K250-; FL190-; FL150+) - RAVUX - LIGBU (K230-) - ESALU (K220-) - VAKAB (K220-; FL90-; 6000+/5000+ ②) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).

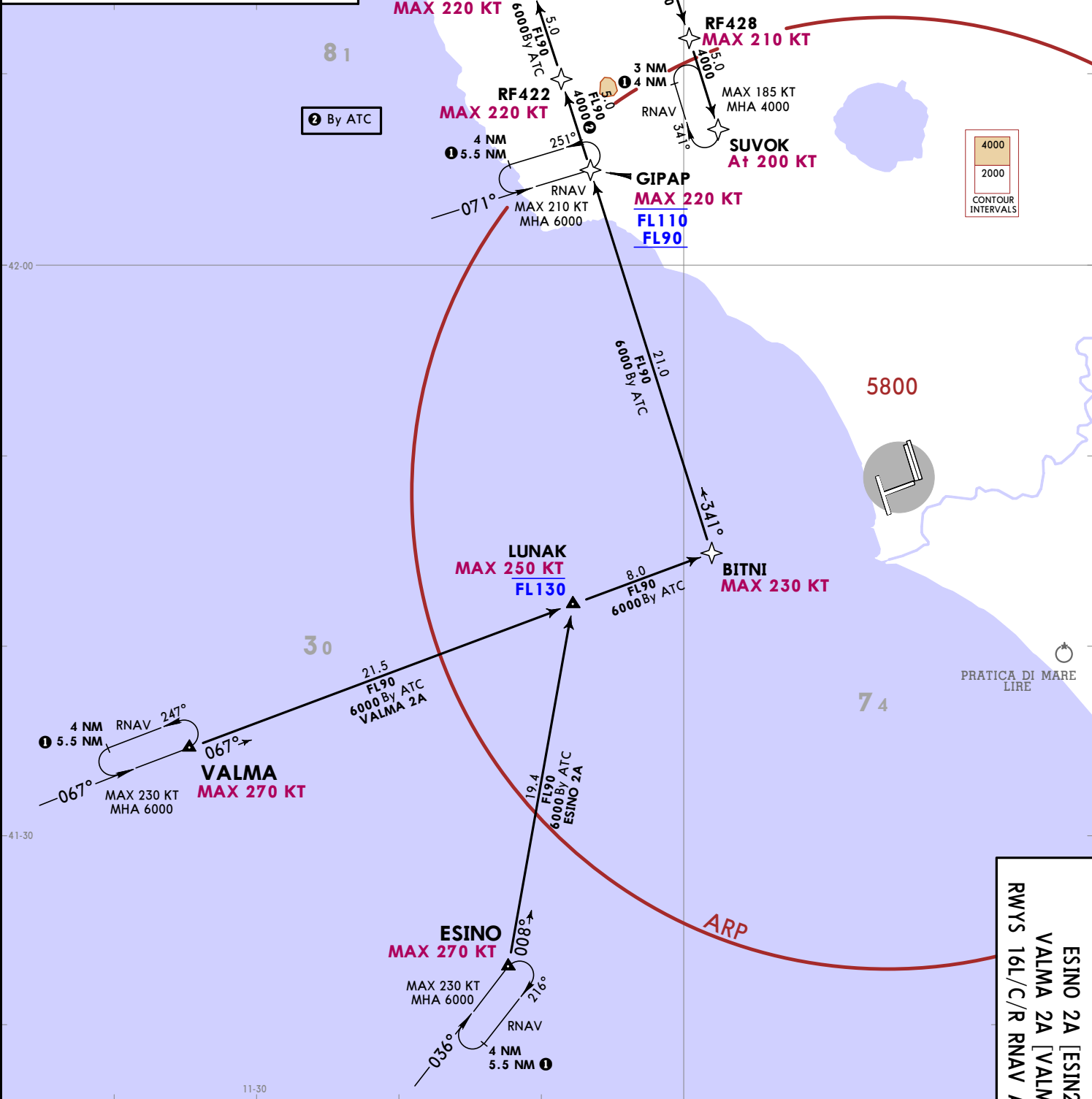
LAT 2A [LAT2A]
MOPUV 2A [MOPU2A]
RITEB 2A [RITE2A]
RWYS 16L/C/R RNAV ARRIVALS

26 JUL 19 (10-2B)
JEPPESSEN ROME, ITALY
RNAV STAR

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ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
ESINO 2A [ESIN2A] VALMA 2A [VALM2A] RWYS 16L/C/R RNAV ARRIVALS		
① Waypoint distance only for RNAV system without RNAV holding functionality.		



STAR	ROUTING
ESINO 2A	ESINO (K270-) - LUNAK (K250-; FL130-) - BITNI (K230-) - GIPAP (K220-; FL110-; FL90+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
VALMA 2A	VALMA (K270-) - LUNAK (K250-; FL130-) - BITNI (K230-) - GIPAP (K220-; FL110-; FL90+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

ESINO 2A [ESIN2A]
 VALMA 2A [VALM2A]
 RWYS 16L/C/R RNAV ARRIVALS

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 10-2C
 ROME, ITALY
 RNAV STAR

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ATIS 126.125
 Apt Elev 14
 Alt Set: hPa
 Trans level: By ATC
 RNAV 1

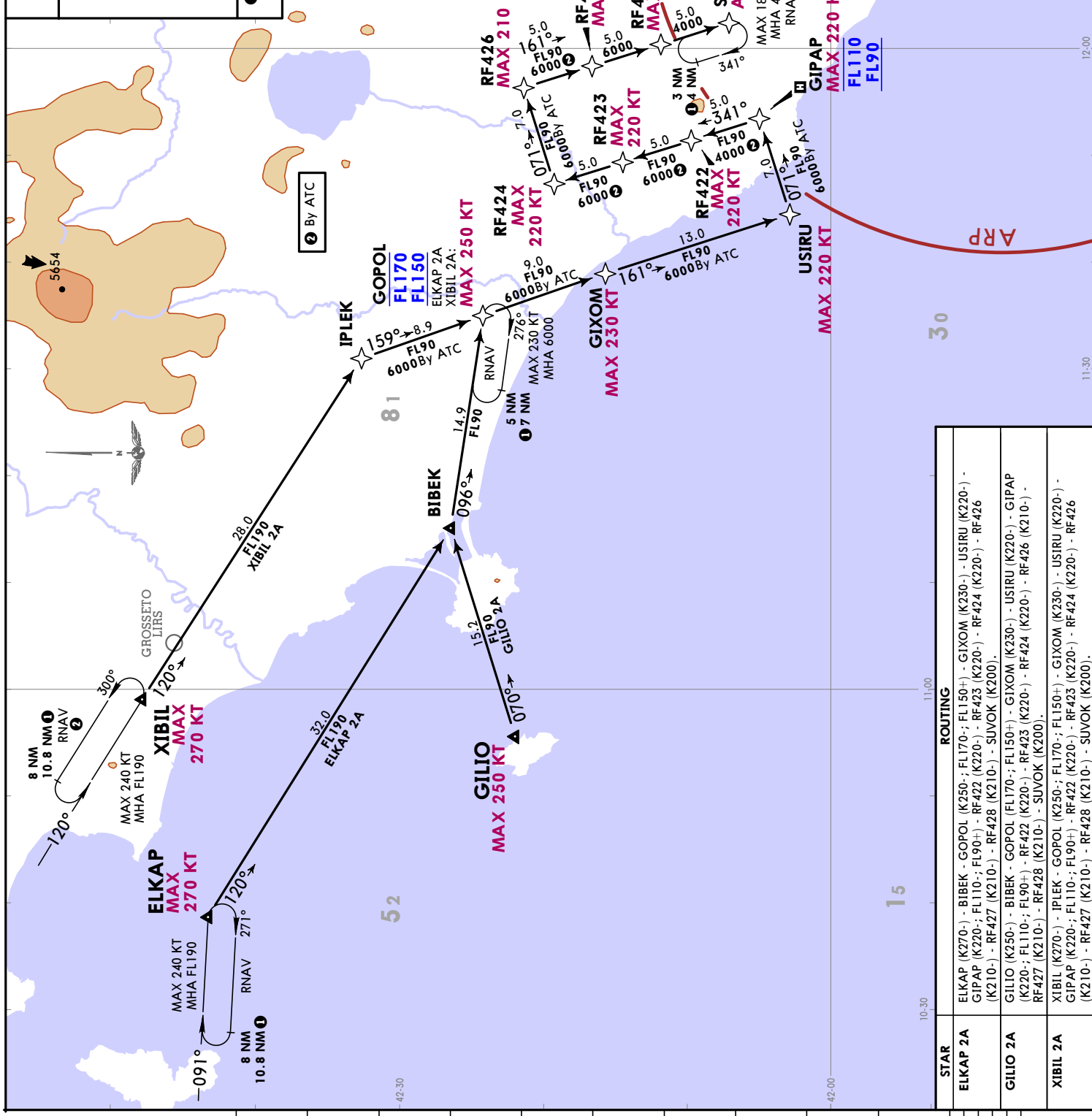
**ELKAP 2A [ELKA2A]
 GILIO 2A [GILI2A]
 XIBIL 2A [XIBI2A]**

RWYS 16L/C/R RNAV ARRIVALS

Waypoint distance only for RNAV system without RNAV holding functionality.

HOLDING OVER GIPAP
 RNAV

4 NM
 25°
 5.5 NM
 071°
 MAX 210 KT
 MHA 6000



STAR	ROUTING
ELKAP 2A	ELKAP (K270-) - BIBEK - GOPOL (K250-; FL170+; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL90+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
GILIO 2A	GILIO (K250-) - BIBEK - GOPOL (FL170-; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL90+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
XIBIL 2A	XIBIL (K270-) - IPLEK - GOPOL (K250-; FL170-; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL90+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

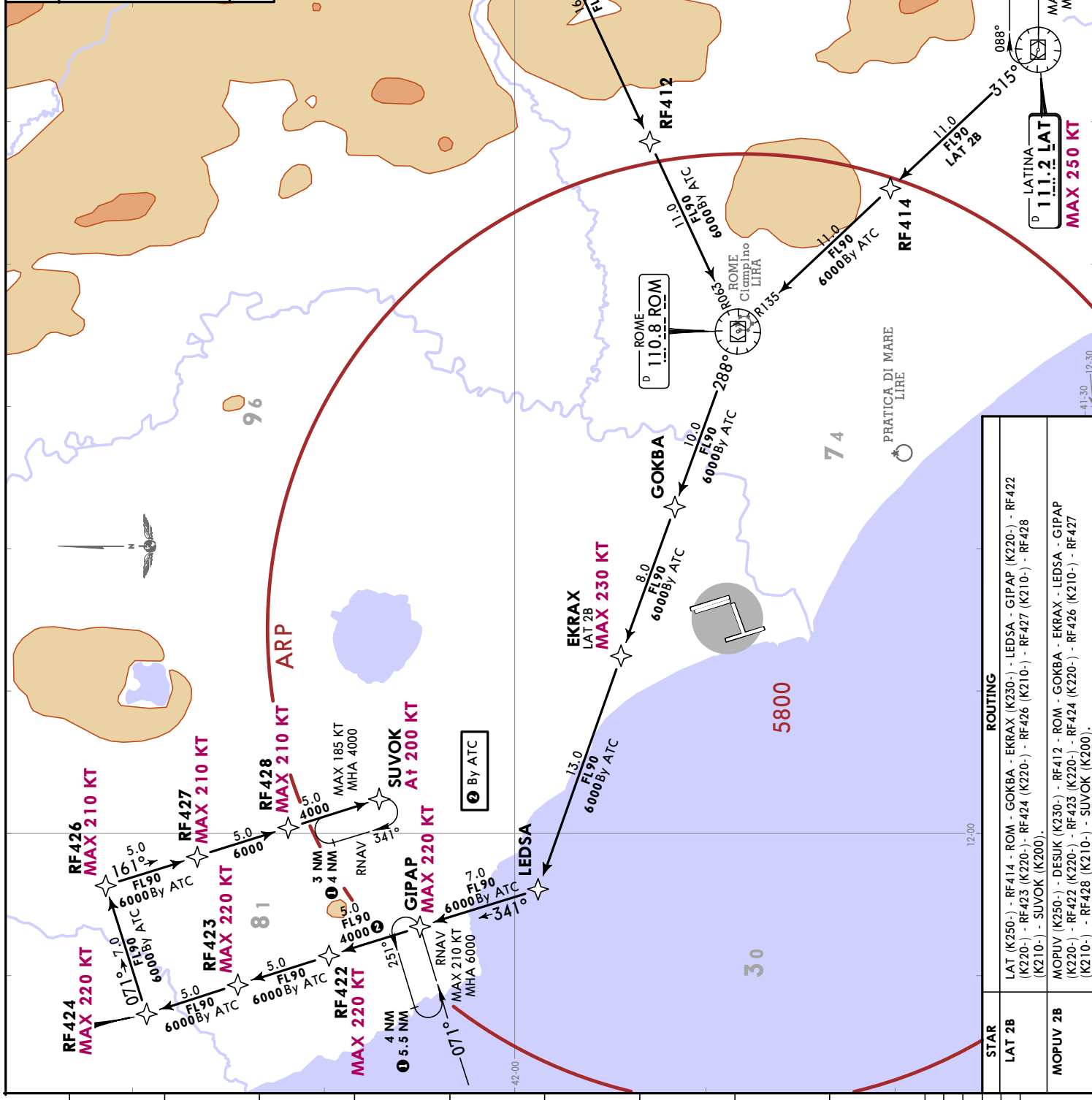
ROME, ITALY
RNAV STAR

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 26 JUL 19
 10-2E

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FIUMICINO

ATIS	126.125
Apt Elev	14
Alt Set: hPa Trans level: By ATC RNAV 1	
LAT 2B [LAT2B]	
MOPUV 2B [MOPU2B]	
RWYS 16L/C/R RNAV ARRIVALS BY ATC	

① Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
LAT 2B	LAT (K250) - RF414 - ROM - GOKBA - EKRAK (K230) - LEDSA - GIPAP (K220) - RF422 (K220) - RF423 (K220) - RF424 (K220) - RF426 (K210) - RF427 (K210) - RF428 (K210) - SUVOK (K200)
MOPUV 2B	MOPUV (K250) - DESUK (K230) - RF412 - ROM - GOKBA - EKRAK - LEDSA - GIPAP (K220) - RF422 (K220) - RF423 (K220) - RF424 (K220) - RF426 (K210) - RF427 (K210) - RF428 (K210) - SUVOK (K200)

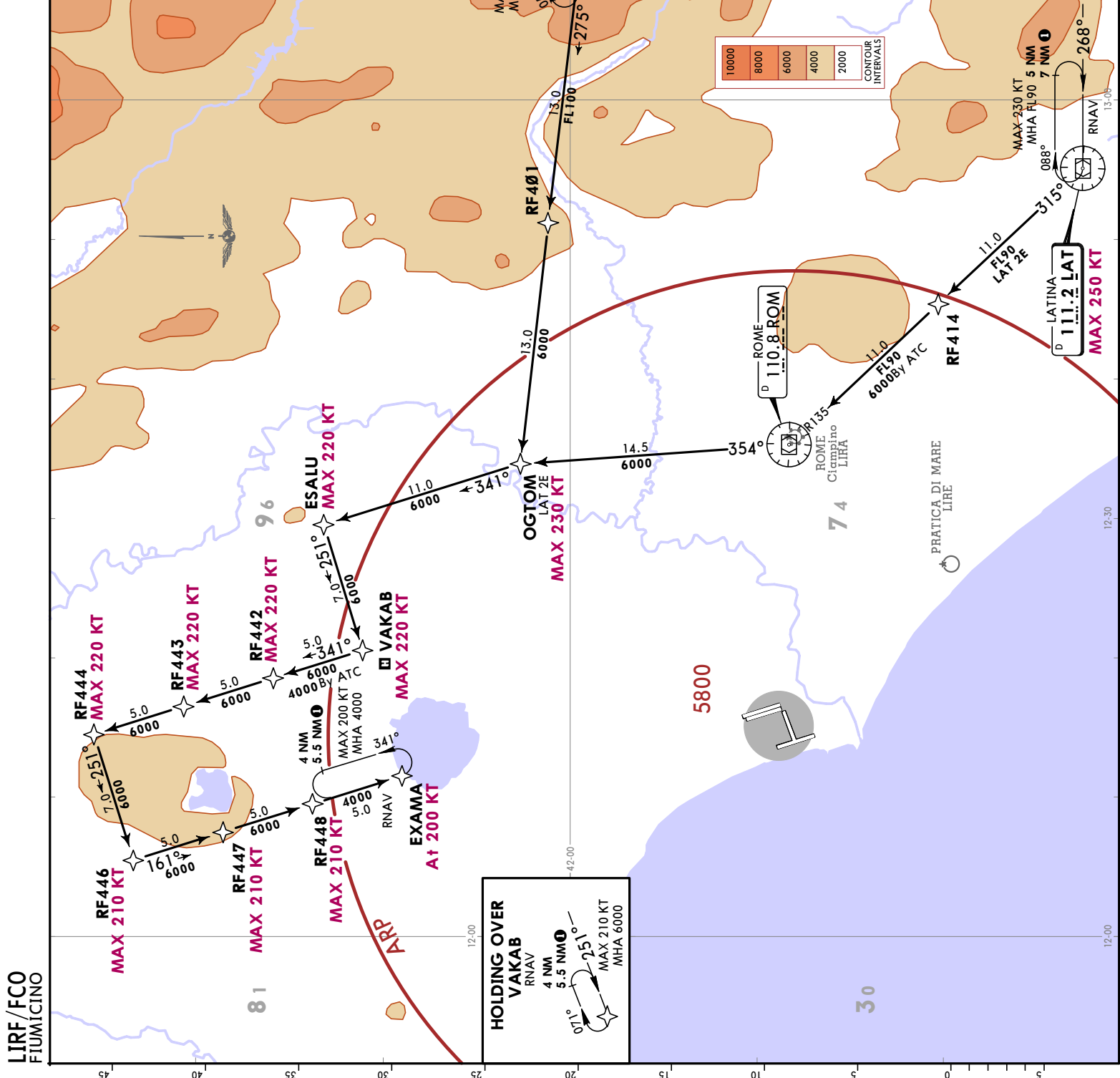
JEPPESEN **ROME, ITALY**
 26 JUL 19 10-2F **RNAV STAR**

ATIS 126.125
 Apt Elev 14
 Alt Set: hPa
 Trans level: By ATC
RNAV 1

LAT 2E [LAT2E]
MOPUV 2E [MOPU2E]
RWYS 16L/C/R RNAV ARRIVALS
 BY ATC

Waypoint distance only for RNAV system without RNAV holding functionality.

STAR	ROUTING
LAT 2E	LAT (K250-) - RF414 - ROM - OGTOM (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
MOPUV 2E	MOPUV (K250-) - DESUJ (K230-) - VAKAB (K220-) - RF401 - OGTOM - ESALU (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).



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CHANGES: MSA.

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CHANGES: MSA.

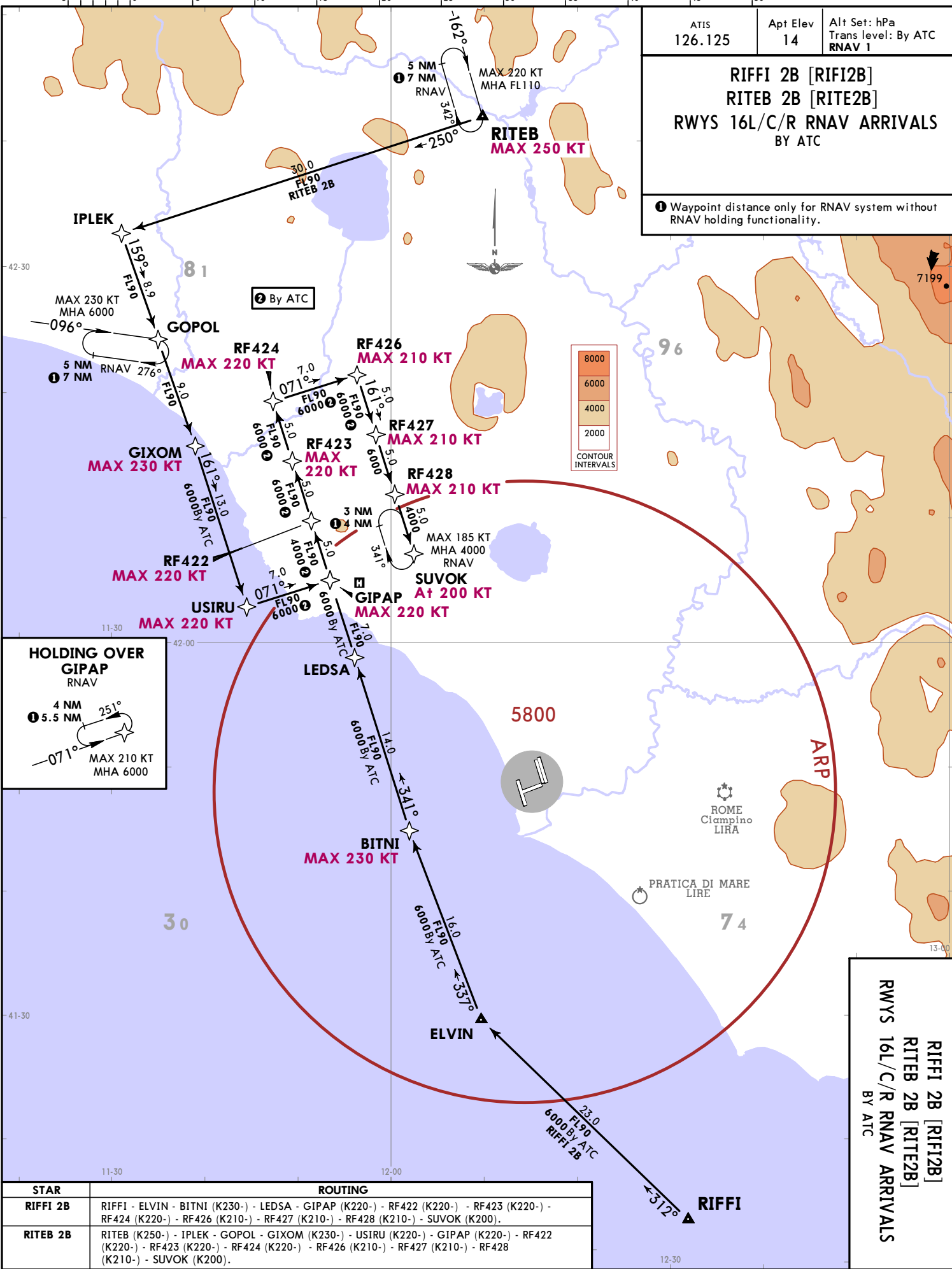
ATIS
126.125

Apt Elev
14

Alt Set: hPa
Trans level: By ATC
RNAV 1

RIFFI 2B [RIF12B]
RITEB 2B [RITE2B]
RWYS 16L/C/R RNAV ARRIVALS
BY ATC

① Waypoint distance only for RNAV system without RNAV holding functionality.



HOLDING OVER GIPAP RNAV

① 4 NM
② 5.5 NM

251°

071°

MAX 210 KT
MHA 6000

STAR	ROUTING
RIFFI 2B	RIFFI - ELVIN - BITNI (K230-) - LEDSA - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
RITEB 2B	RITEB (K250-) - IPLEK - GOPOL - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

RIFFI 2B [RIF12B]
RITEB 2B [RITE2B]
RWYS 16L/C/R RNAV ARRIVALS
BY ATC

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JEPPESEN **ROME, ITALY**
10-2H
 26 JUL 19 **RNAV STAR**

ATIS
 126.125

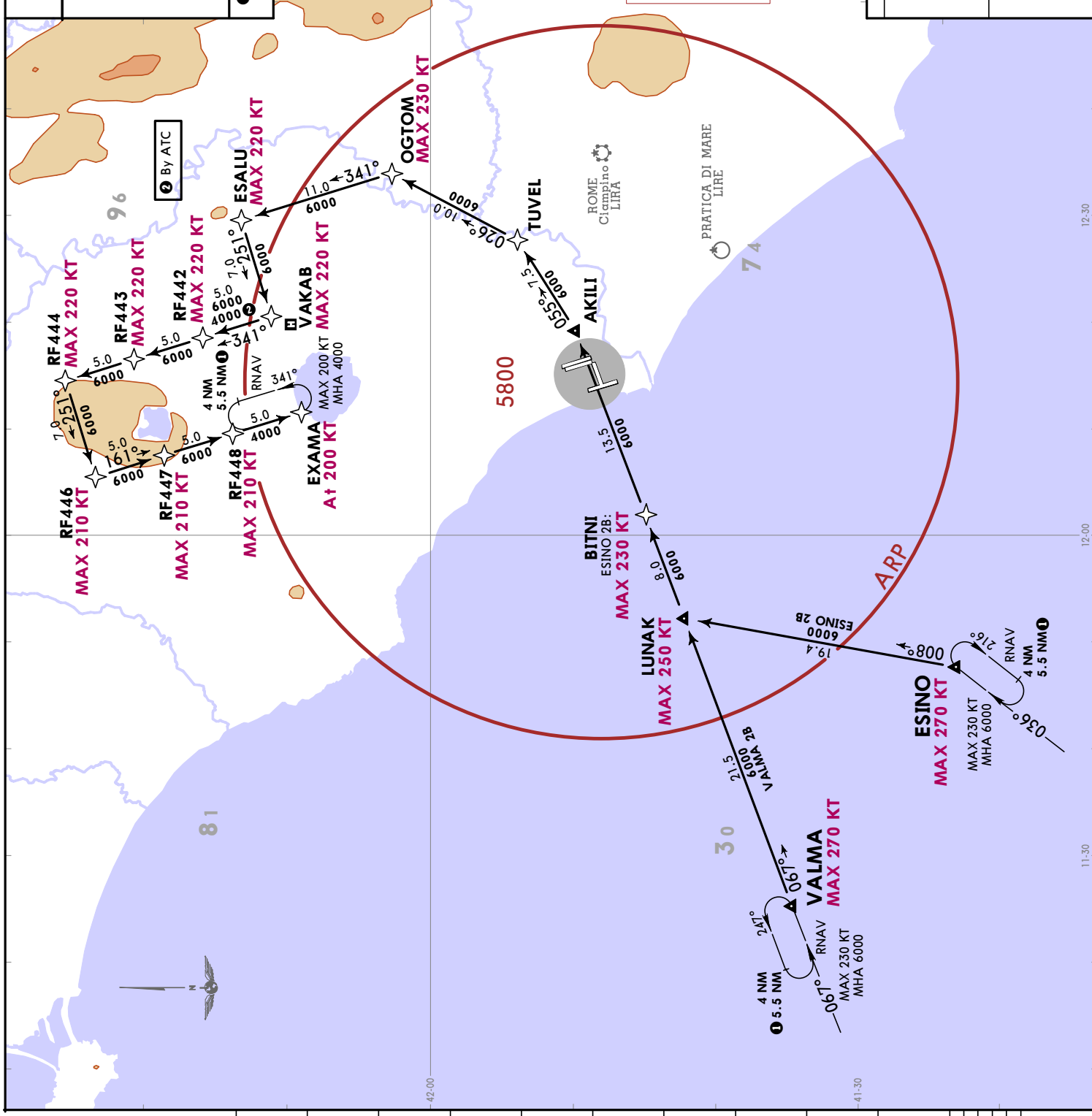
Alt: hPa
 Trans level: By ATC
 RNAV 1

ESINO 2B [ESIN2B]
VALMA 2B [VALM2B]
RWYS 16L/C/R RNAV ARRIVALS
 BY ATC

Waypoint distance only for RNAV system without RNAV holding functionality.

HOLDING OVER VAKAB
 RNAV
 4 NM
 5.5 NM
 071°
 251°
 MAX 210 KT
 MHA 6000

STAR	ROUTING
ESINO 2B	ESINO (K270) - LUNAK (K250) - BITNI (K230) - AKILI - TUVEL - OGTOM (K230) - ESALU (K220) - VAKAB (K220) - RF442 (K220) - RF443 (K220) - RF444 (K220) - RF446 (K210) - RF447 (K210) - RF448 (K210) - EXAMA (K200).
VALMA 2B	VALMA (K270) - LUNAK (K250) - AKILI - TUVEL - OGTOM (K230) - ESALU (K220) - VAKAB (K220) - RF442 (K220) - RF443 (K220) - RF444 (K220) - RF446 (K210) - RF447 (K210) - RF448 (K210) - EXAMA (K200).



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ROME, ITALY
RNAV STAR

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FIUMICINO

Alt Set: hPa
 Trans level: By ATC
 RNAV 1

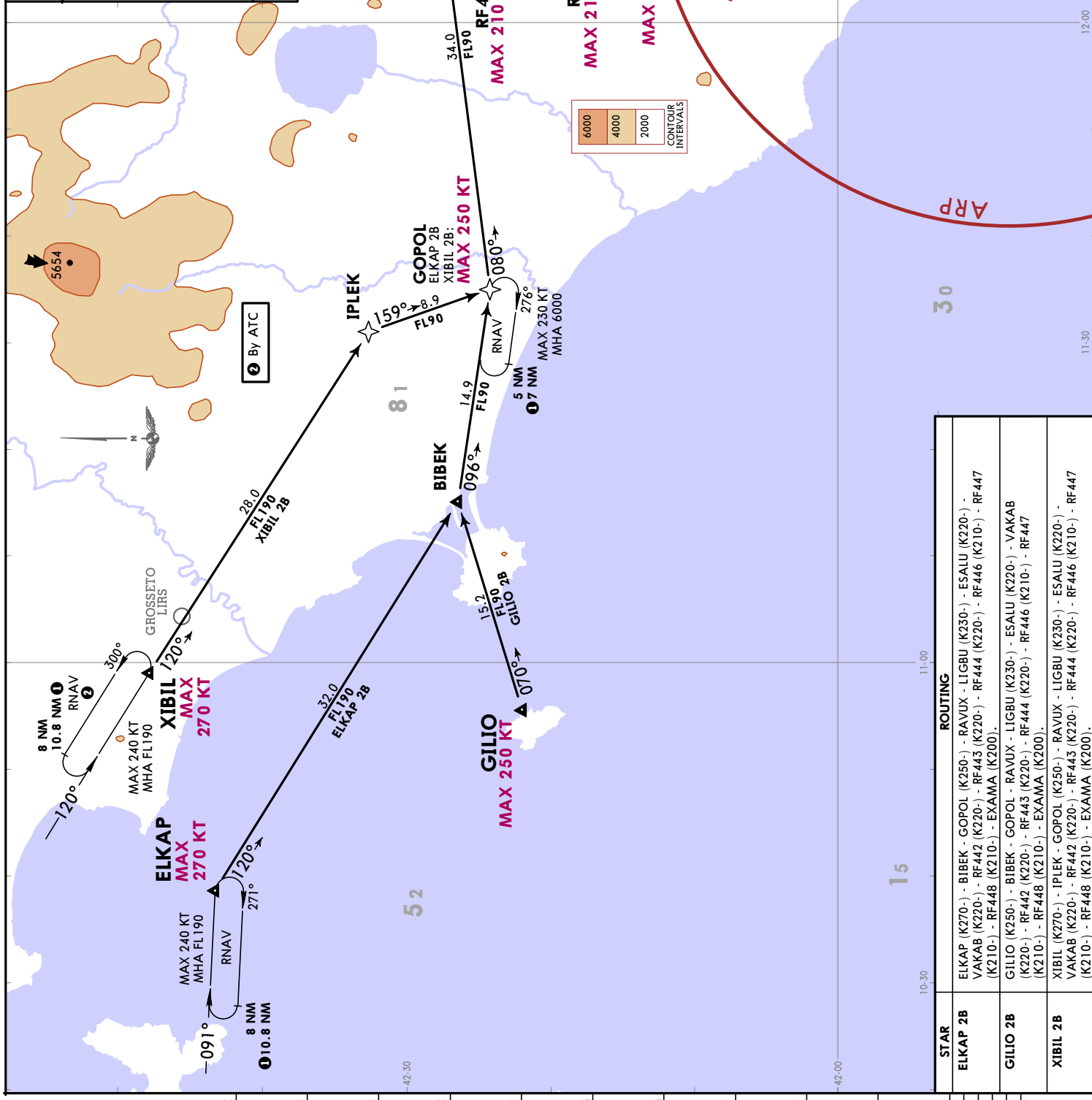
Apt Elev 14

ATIS 126.125

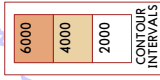
ELKAP 2B [ELKA2B]
GILIO 2B [GILI2B]
XIBIL 2B [XIBI2B]

RWYS 16L/C/R RNAV ARRIVALS
 BY ATC

Waypoint distance only for RNAV system without RNAV holding functionality.



HOLDING OVER
VAKAB
 RNAV
 4 NM
 5.5 NM
 071°
 251°
 MAX 210 KT
 MHA 6000

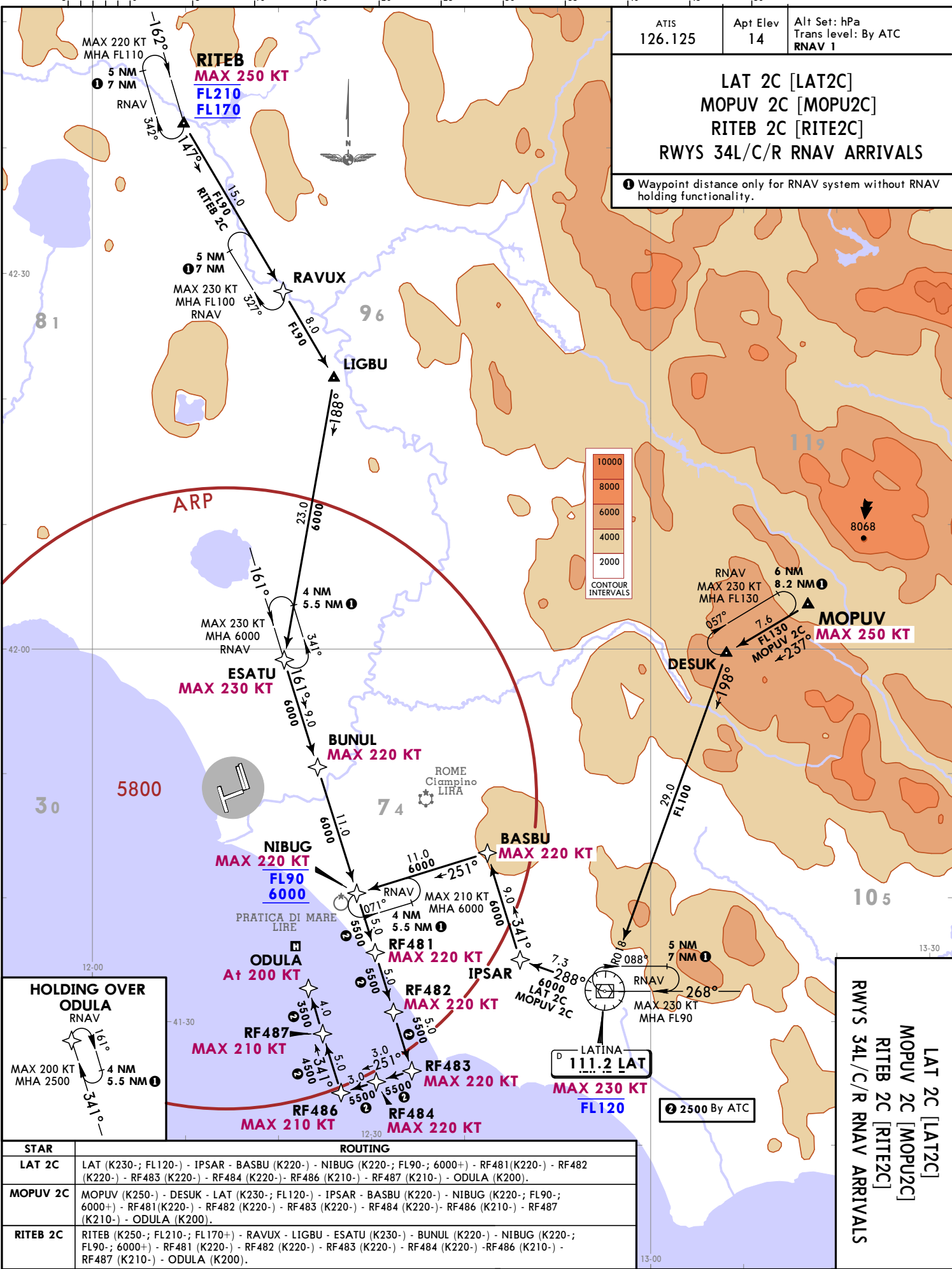


STAR	ROUTING
ELKAP 2B	ELKAP (K270) - BIBEK - GOPOL (K250) - RAVUX - LIGBU (K230) - ESALU (K220) - VAKAB (K220) - RF442 (K220) - RF443 (K220) - RF444 (K220) - RF446 (K210) - RF447 (K210) - RF448 (K210) - EXAMA (K200).
GILIO 2B	GILIO (K250) - BIBEK - GOPOL - RAVUX - LIGBU (K230) - ESALU (K220) - VAKAB (K220) - RF442 (K220) - RF443 (K220) - RF444 (K220) - RF446 (K210) - RF447 (K210) - RF448 (K210) - EXAMA (K200).
XIBIL 2B	XIBIL (K270) - IPLEK - GOPOL (K250) - RAVUX - LIGBU (K230) - ESALU (K220) - VAKAB (K220) - RF442 (K220) - RF443 (K220) - RF444 (K220) - RF446 (K210) - RF447 (K210) - RF448 (K210) - EXAMA (K200).

CHANGES: MSA.

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ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
LAT 2C [LAT2C] MOPUV 2C [MOPU2C] RITEB 2C [RITE2C] RWYS 34L/C/R RNAV ARRIVALS		
① Waypoint distance only for RNAV system without RNAV holding functionality.		



HOLDING OVER ODULA
RNAV

MAX 200 KT
MHA 2500

4.0 NM
5.5 NM ①

161°
341°

STAR	ROUTING
LAT 2C	LAT (K230-; FL120-) - IPSAR - BASBU (K220-) - NIBUG (K220-; FL90-; 6000+) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
MOPUV 2C	MOPUV (K250-) - DESUK - LAT (K230-; FL120-) - IPSAR - BASBU (K220-) - NIBUG (K220-; FL90-; 6000+) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
RITEB 2C	RITEB (K250-; FL210-; FL170+) - RAVUX - LIGBU - ESATU (K230-) - BUNUL (K220-) - NIBUG (K220-; FL90-; 6000+) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).

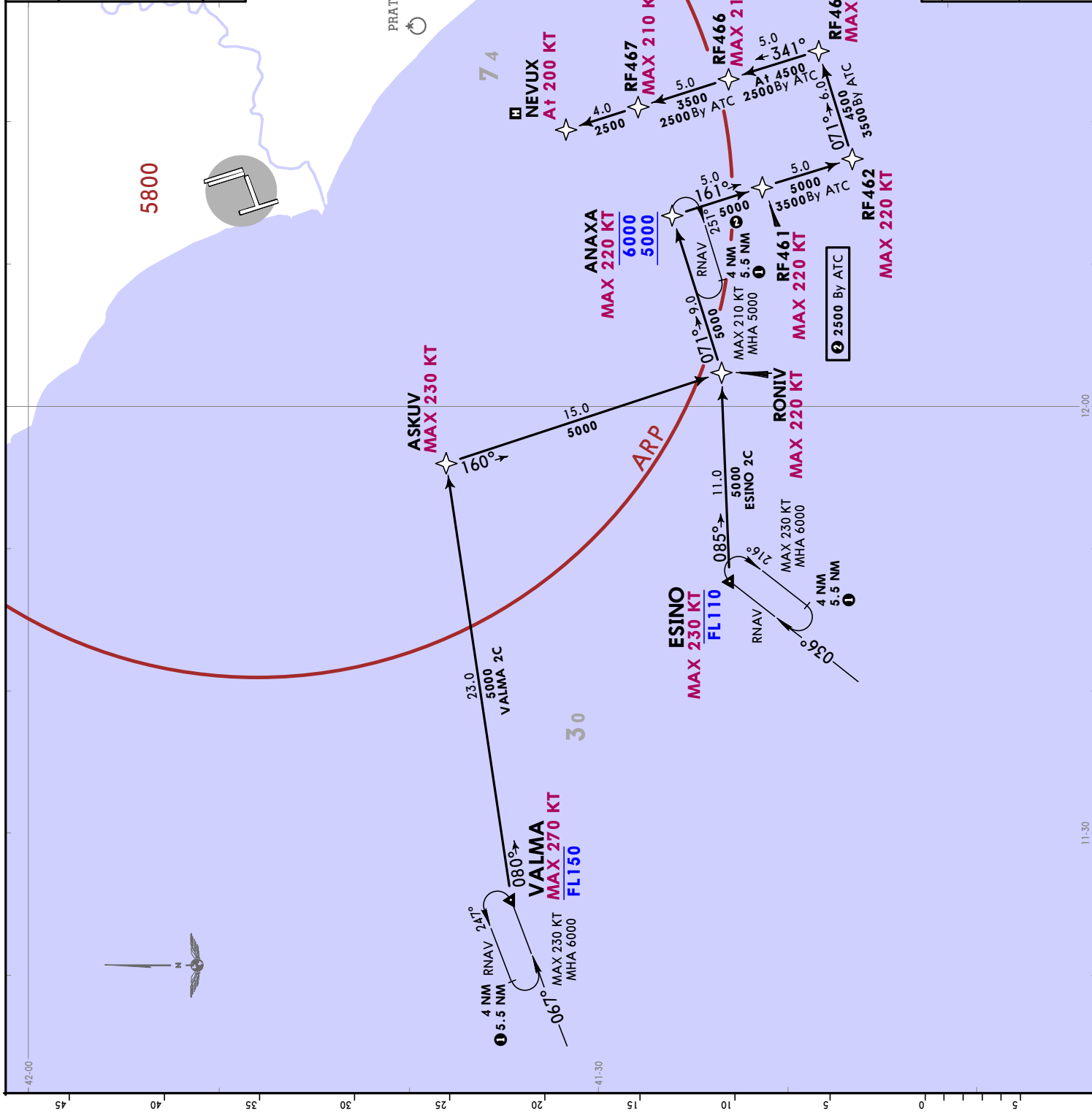
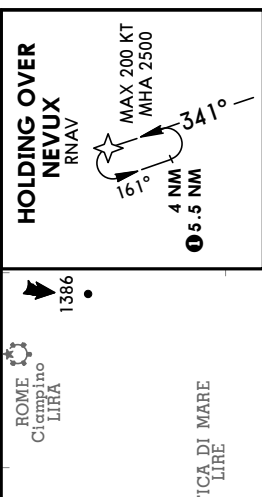
LAT 2C [LAT2C]
MOPUV 2C [MOPU2C]
RITEB 2C [RITE2C]
RWYS 34L/C/R RNAV ARRIVALS

② 2500 By ATC

26 JUL 19 (10-2K)
JEPPESSEN ROME, ITALY
RNAV STAR

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ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
ESINO 2C [ESIN2C] VALMA 2C [VALM2C] RWYS 34L/C/R RNAV ARRIVALS		
① Waypoint distance only for RNAV system without RNAV holding functionality.		

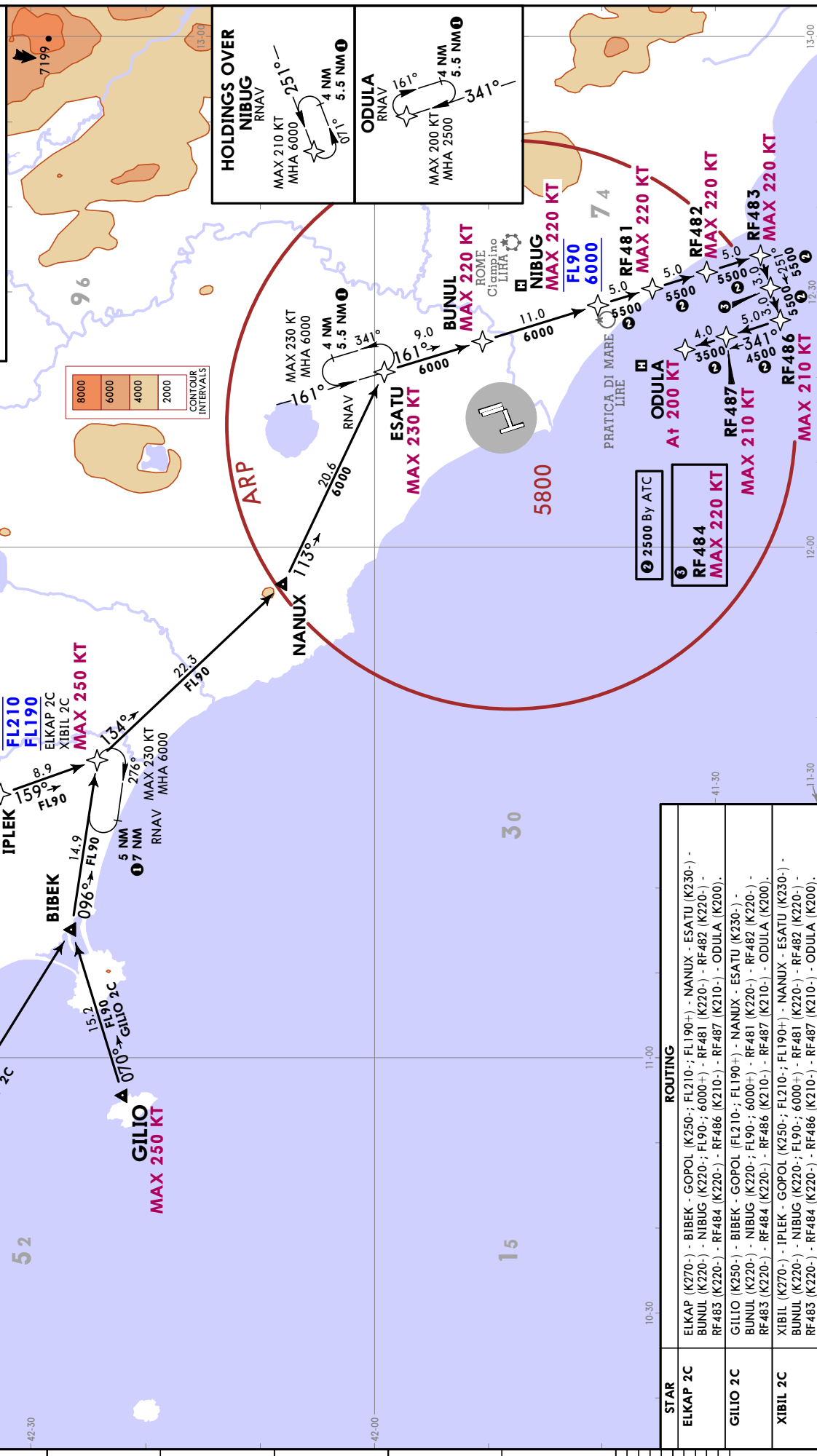


STAR	ROUTING
ESINO 2C	ESINO (K230-; FL110-) - RONIV (K220-) - ANAXA (K220-; 6000-; 5000+) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
VALMA 2C	VALMA (K270-; FL150-) - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-; 6000-; 5000+) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

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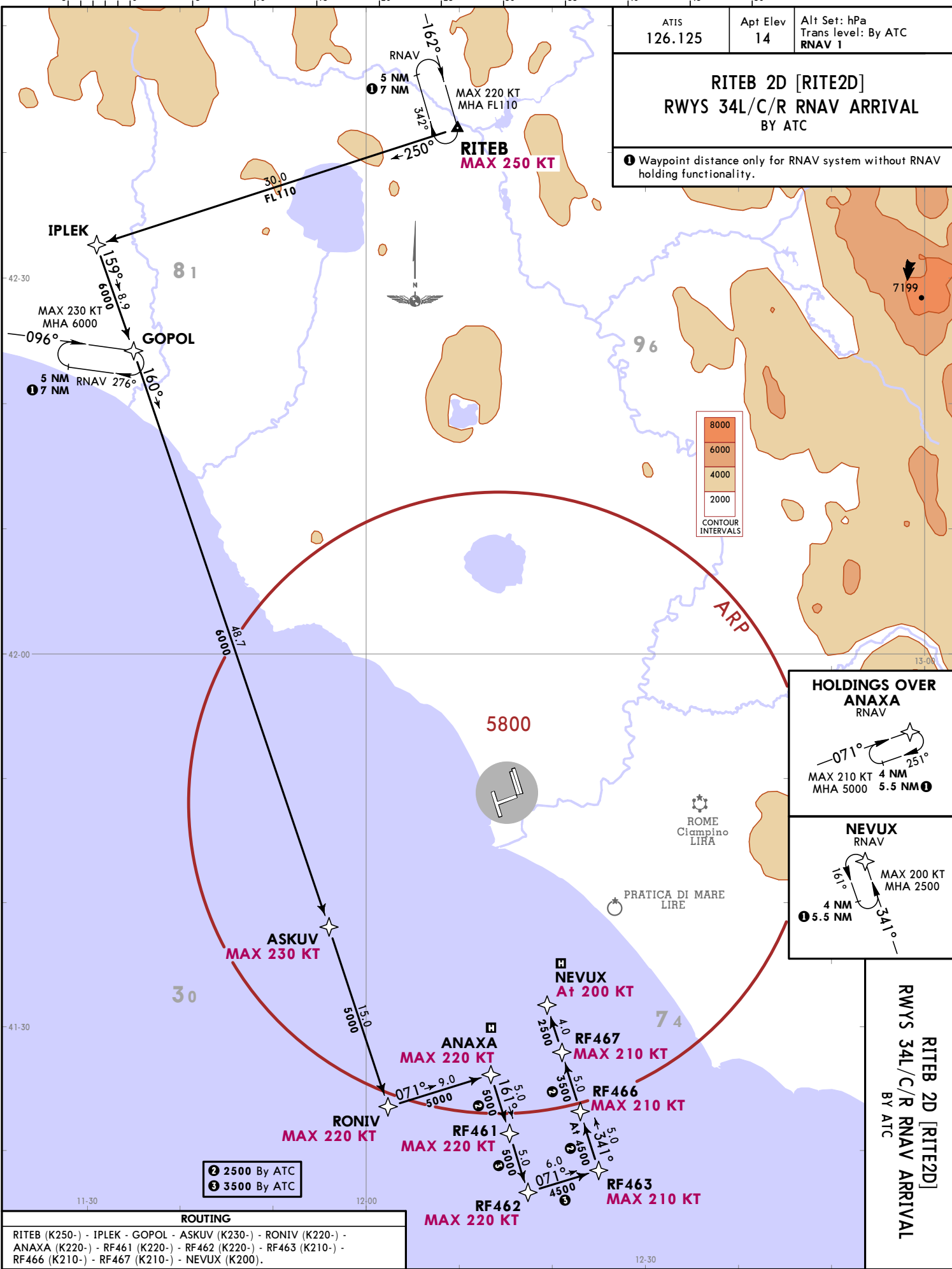
26 JUL 19 (10-2M)
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RNAV STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
ELKAP 2C [ELKA2C] GILIO 2C [GILI2C] XIBIL 2C [XIBI2C] RWYS 34L/C/R RNAV ARRIVALS		
① Waypoint distance only for RNAV system without RNAV holding functionality.		



STAR	ROUTING
ELKAP 2C	ELKAP (K270) - BIBEK - GOPOL (K250; FL210; FL190+) - NANUX - ESATU (K230) - BUNUL (K220) - NIBUG (K220; FL90; 6000+) - RF481 (K220) - RF482 (K220) - RF483 (K220) - RF484 (K220) - RF486 (K210) - RF487 (K210) - ODULA (K200).
GILIO 2C	GILIO (K250) - BIBEK - GOPOL (FL210; FL190+) - NANUX - ESATU (K230) - BUNUL (K220) - NIBUG (K220; FL90; 6000+) - RF481 (K220) - RF482 (K220) - RF483 (K220) - RF484 (K220) - RF486 (K210) - RF487 (K210) - ODULA (K200).
XIBIL 2C	XIBIL (K270) - IPLEK - GOPOL (K250; FL210; FL190+) - NANUX - ESATU (K230) - BUNUL (K220) - NIBUG (K220; FL90; 6000+) - RF481 (K220) - RF482 (K220) - RF483 (K220) - RF484 (K220) - RF486 (K210) - RF487 (K210) - ODULA (K200).

CHANGES: MSA.



ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
RITEB 2D [RITE2D] RWYS 34L/C/R RNAV ARRIVAL BY ATC		
① Waypoint distance only for RNAV system without RNAV holding functionality.		

HOLDINGS OVER ANAXA RNAV
MAX 210 KT 4 NM MHA 5000 5.5 NM ①
NEVUX RNAV
MAX 200 KT MHA 2500 ① 5.5 NM

② 2500 By ATC
③ 3500 By ATC

ROUTING
RITEB (K250-) - IPLEK - GOPOL - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

LIRF/FCO Fiumicino
ROME, ITALY
RNAV STAR
JEPPESEN
26 JUL 19 (10-2N)

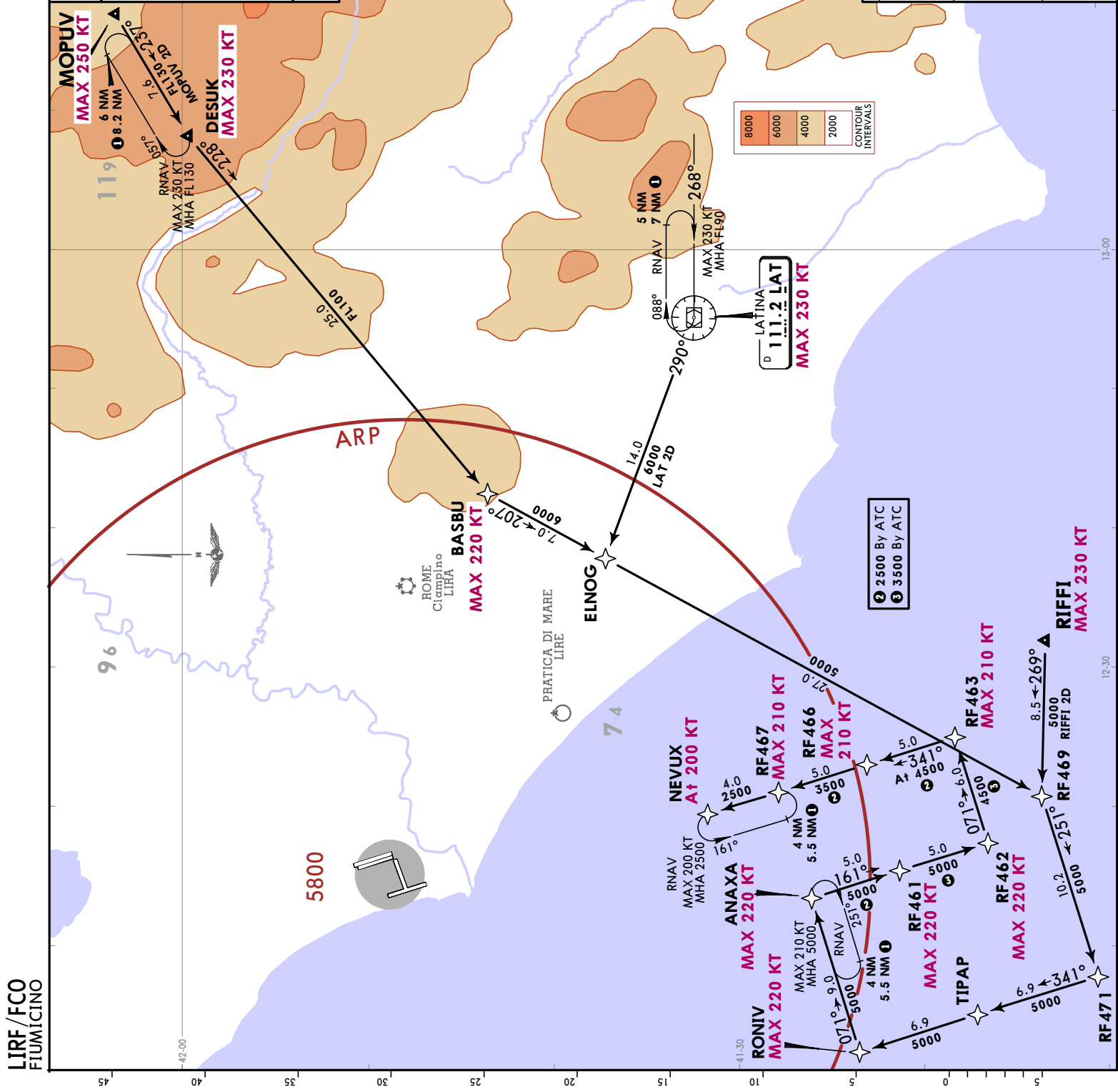
JEYPESEN ROME, ITALY
 26 JUL 19 (10-2P) **RNAV STAR**

ATIS 126.125
 Apt Elev 14
 Alt Set: hPa
 Trans level: By ATC
 RNAV 1

LAT 2D [LAT2D]
MOPUV 2D [MOPU2D]
RIFI 2D [RIFI2D]
RWYS 34L/C/R RNAV ARRIVALS
 BY ATC

① Waypoint distance only for RNAV system without RNAV holding functionality.

STAR	ROUTING
LAT 2D	LAT (K230-) - ELNOG - RF469 - RF471 - TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
MOPUV 2D	MOPUV (K250-) - DESUJ (K230-) - BASBU (K220-) - ELNOG - RF469 - RF471 - TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
RIFI 2D	RIFI (K230-) - RF469 - RF471 - TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

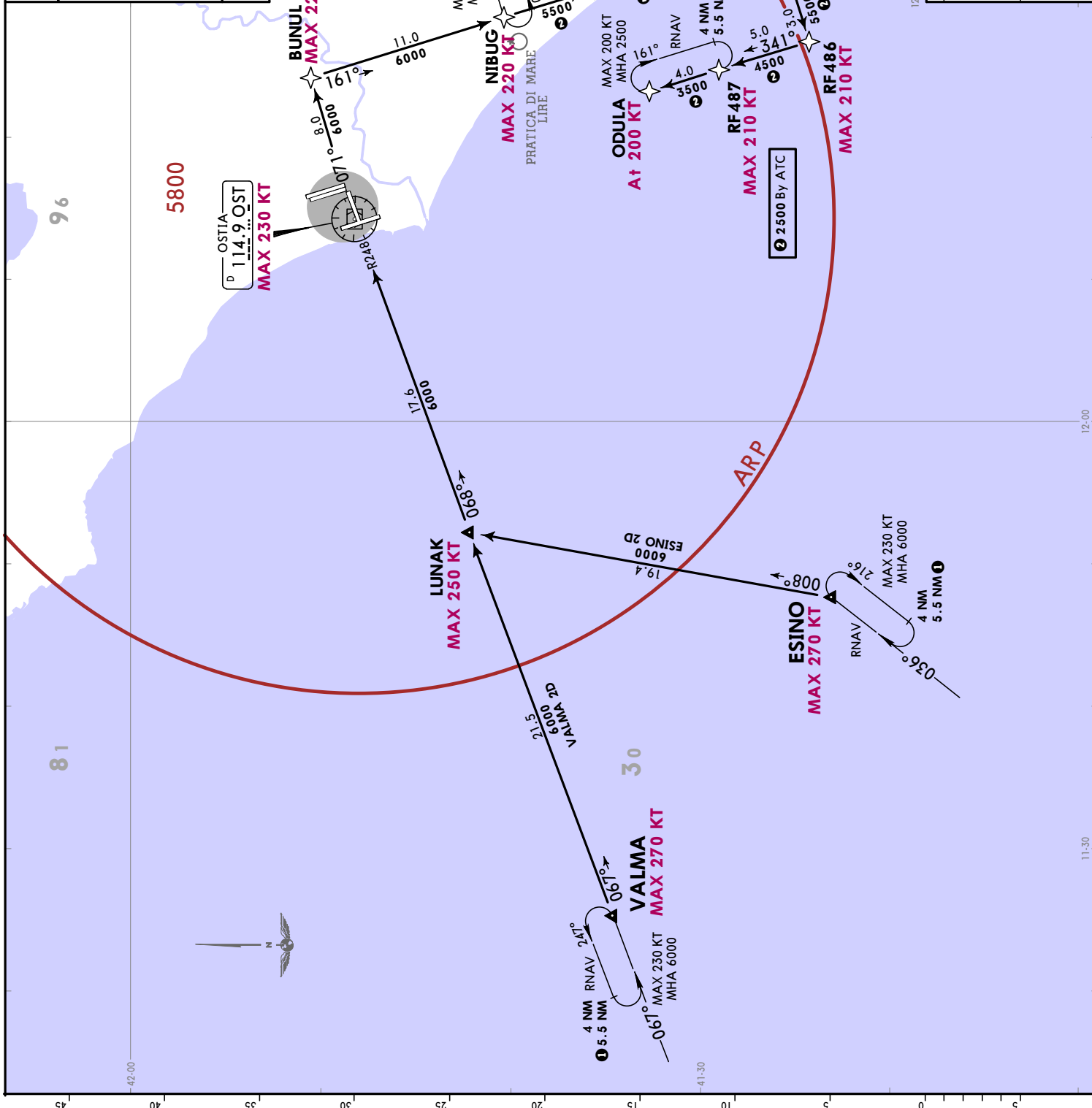


LIR/FCO
FIUMICINO

ATIS 126.125
Apt Elev 14
Alt Set: hPa
Trans level: By ATC
RNAV 1

ESINO 2D [ESIN2D]
VALMA 2D [VALM2D]
RWYS 34L/C/R RNAV ARRIVALS
BY ATC

Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
ESINO 2D	ESINO (K270-) - LUNAK (K250-) - OST (K230-) - BUNUL (K220-) - NIBUG (K220-) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
VALMA 2D	VALMA (K270-) - LUNAK (K250-) - OST (K230-) - BUNUL (K220-) - NIBUG (K220-) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).

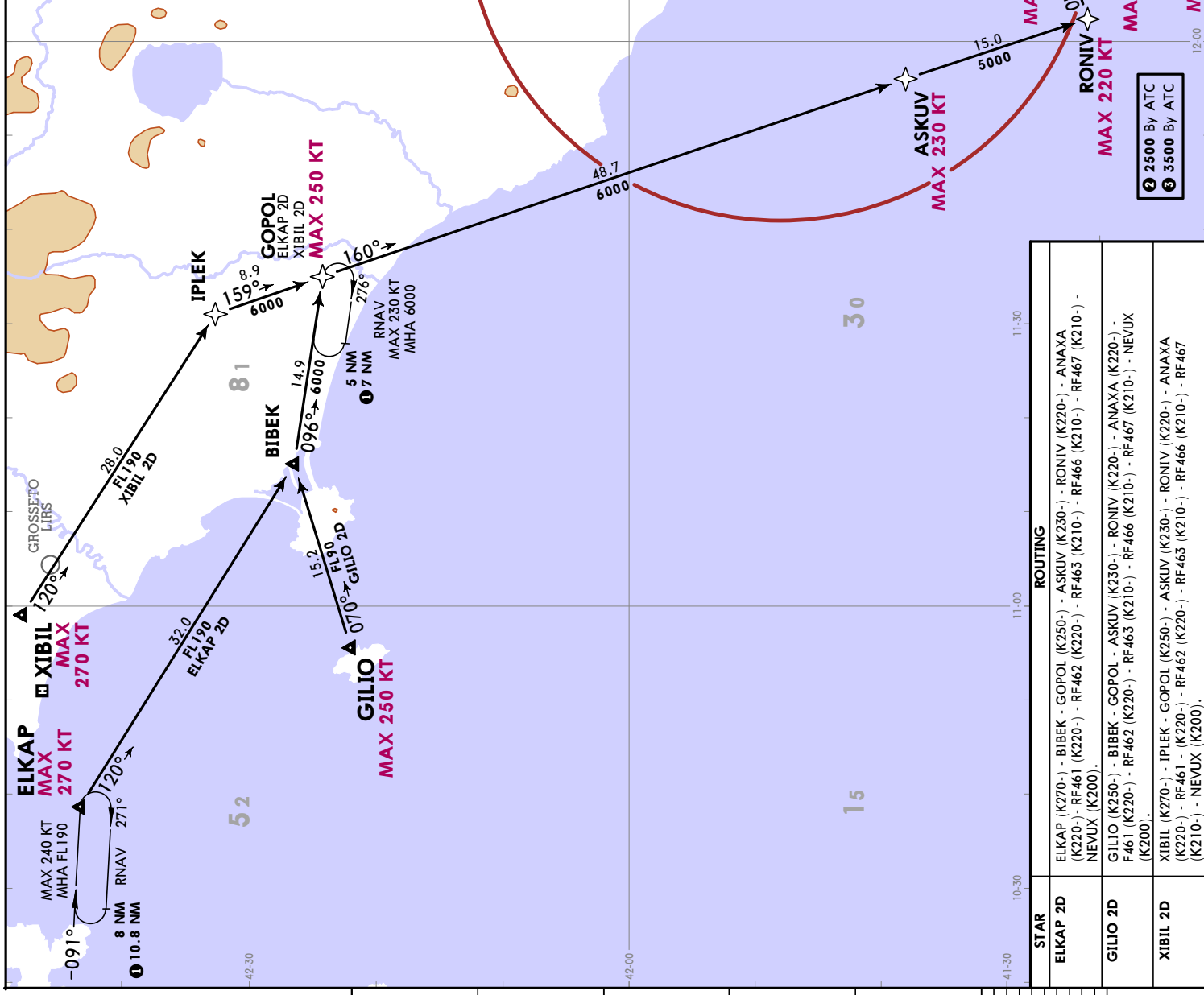
JEYPESEN ROME, ITALY
 26 JUL 19 (10-2S) **RNAV STAR**

ATIS 126.125
 Apt Elev 14
 Alt Set: hPa
 Trans level: By ATC
RNAV 1

ELKAP 2D [ELKA2D]
GILIO 2D [GILI2D]
XIBIL 2D [XIBI2D]
RWYS 34L/C/R RNAV ARRIVALS
 BY ATC

Waypoint distance only for RNAV system without RNAV holding functionality.

HOLDING OVER XIBIL RNAV
 8 NM
 10.8 NM
 300°
 MAX 240 KT
 MHA FL190
 By ATC



HOLDING OVER ANAXA RNAV
 4 NM
 MAX 210 KT
 MHA 5000

HOLDING OVER NEVUX RNAV
 4 NM
 MAX 200 KT
 MHA 2500

Waypoint distance only for RNAV system without RNAV holding functionality.

HOLDING OVER XIBIL RNAV
 8 NM
 10.8 NM
 300°
 MAX 240 KT
 MHA FL190
 By ATC

HOLDING OVER ANAXA RNAV
 4 NM
 MAX 210 KT
 MHA 5000

HOLDING OVER NEVUX RNAV
 4 NM
 MAX 200 KT
 MHA 2500

STAR	ROUTING
ELKAP 2D	ELKAP (K270) - BIBEK - GOPOL (K250) - ASKUV (K230) - RONIV (K220) - ANAXA (K220) - RF462 (K210) - RF463 (K210) - RF466 (K210) - RF467 (K210) - NEVUX (K200).
GILIO 2D	GILIO (K250) - BIBEK - GOPOL (K250) - ASKUV (K230) - RONIV (K220) - ANAXA (K220) - RF461 (K220) - RF462 (K210) - RF463 (K210) - RF466 (K210) - RF467 (K210) - NEVUX (K200).
XIBIL 2D	XIBIL (K270) - IPILEK - GOPOL (K250) - ASKUV (K230) - RONIV (K220) - ANAXA (K220) - RF461 (K220) - RF462 (K210) - RF463 (K210) - RF466 (K210) - RF467 (K210) - NEVUX (K200).

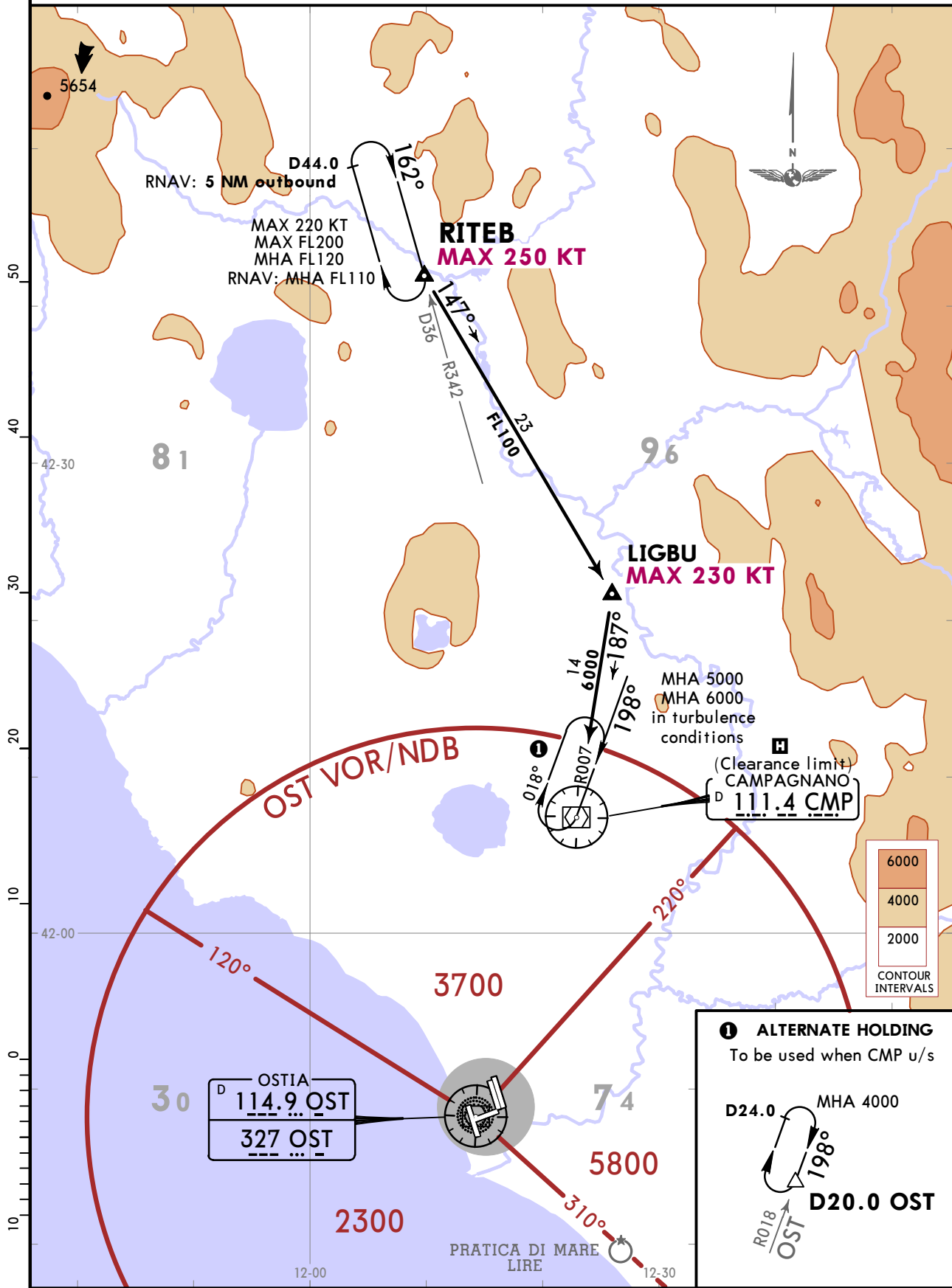
LIRF/FCO
FIUMICINO

JEPPESSEN
24 JAN 20 **(10-2U)** Eff 30 Jan

ROME, ITALY
RNAV STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
------------------------	-----------------------	---

RITEB 1K [RITE1K]
RWYS 07, 25 RNAV ARRIVAL
TO CMP



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

CHANGES: None.

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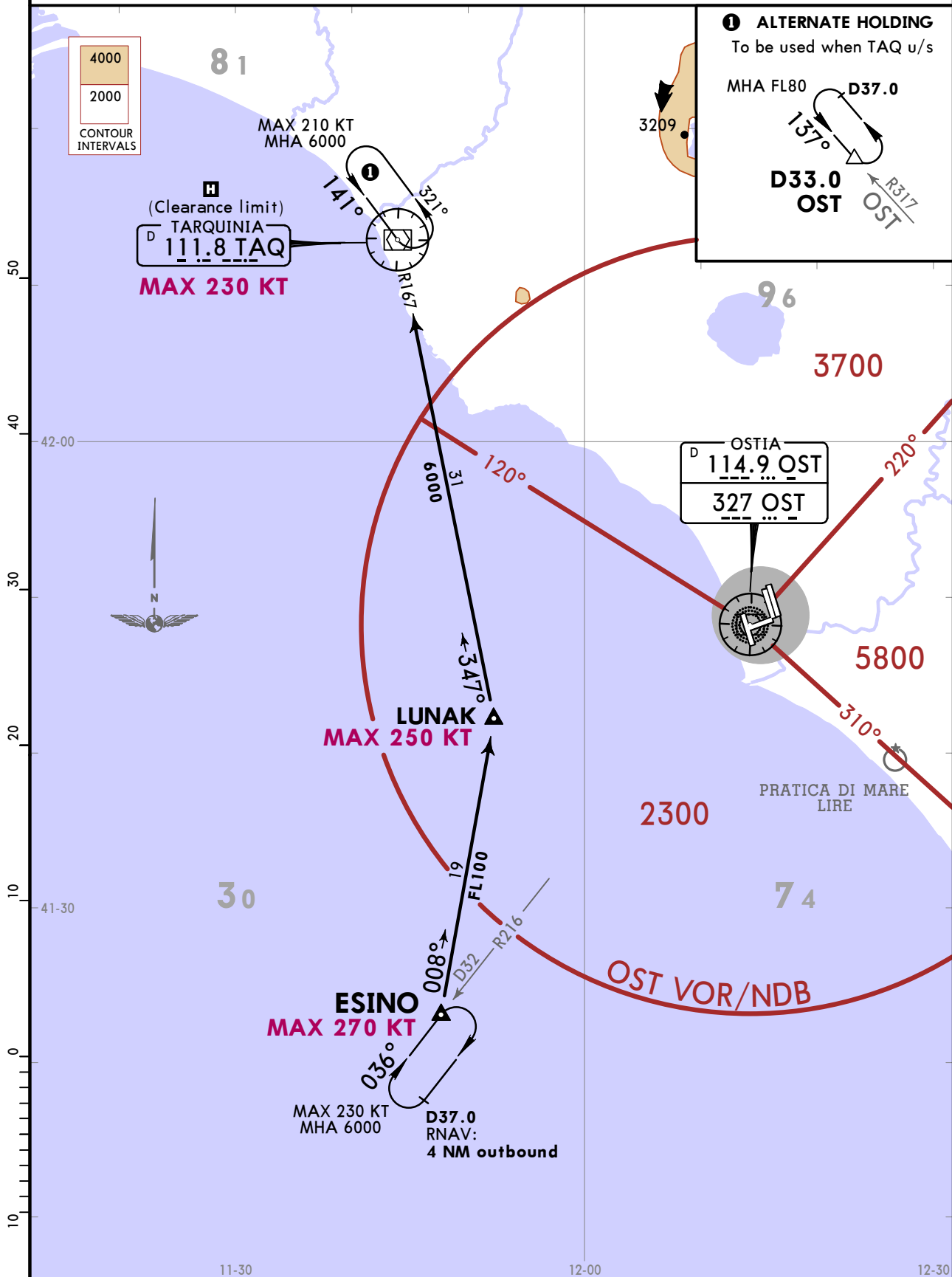
LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 **10-2V** Eff 30 Jan

ROME, ITALY
RNAV STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV 1
------------------------	-----------------------	---

ESINO 1T [ESIN1T]
RWYS 07, 25 RNAV ARRIVAL
TO TAQ



ROUTING
ESINO (K270-) - LUNAK (K250-) - TAQ (K230-).

LIRF/FCO
FIUMICINO

JEPPESSEN
26 JUL 19 (10-2V1)

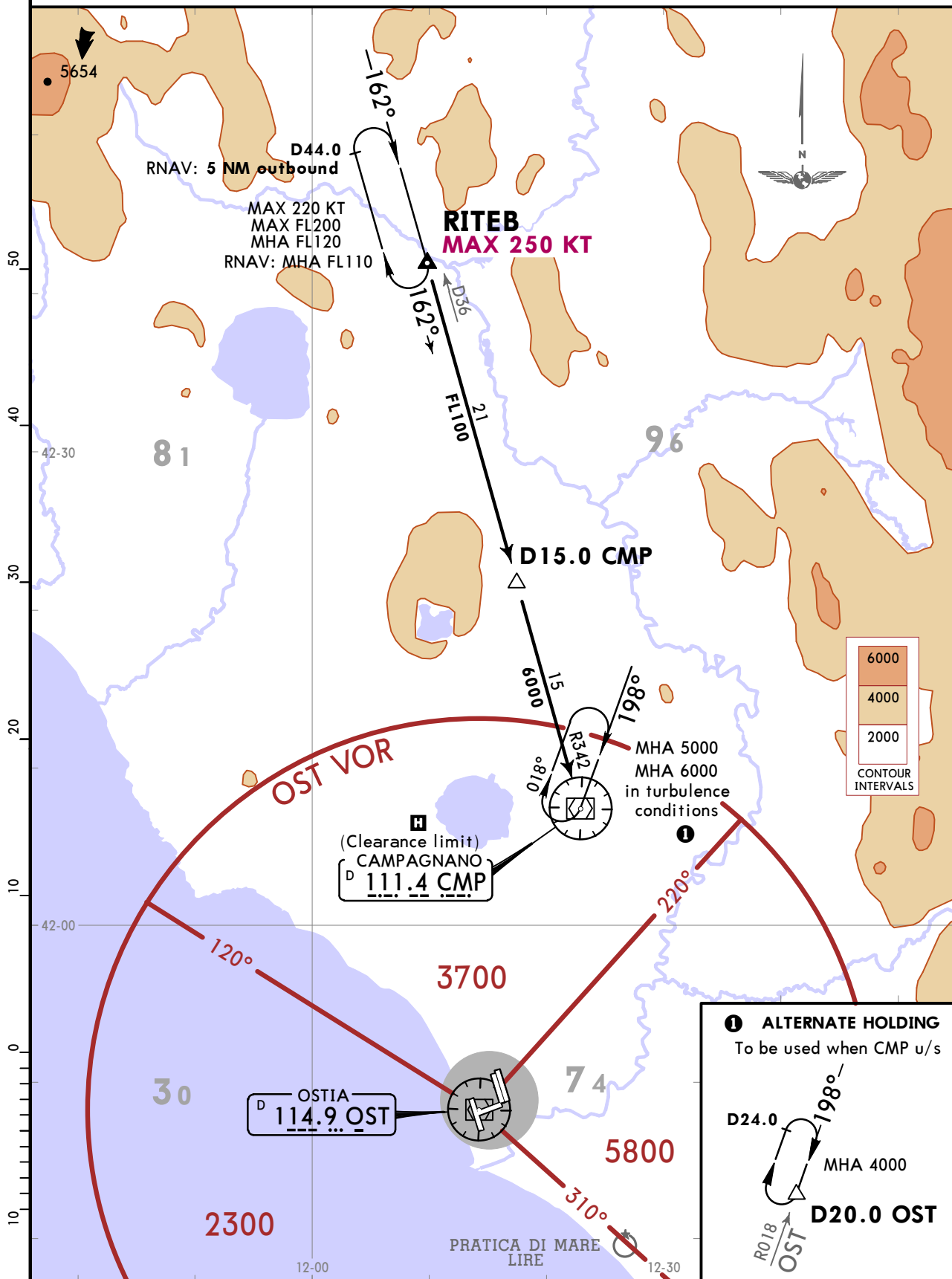
ROME, ITALY
STAR

ATIS
126.125

Apt Elev
14

Alt Set: hPa
Trans level: By ATC

RITEB 2P [RITE2P]
RWYS 16L/C/R ARRIVAL
BY ATC



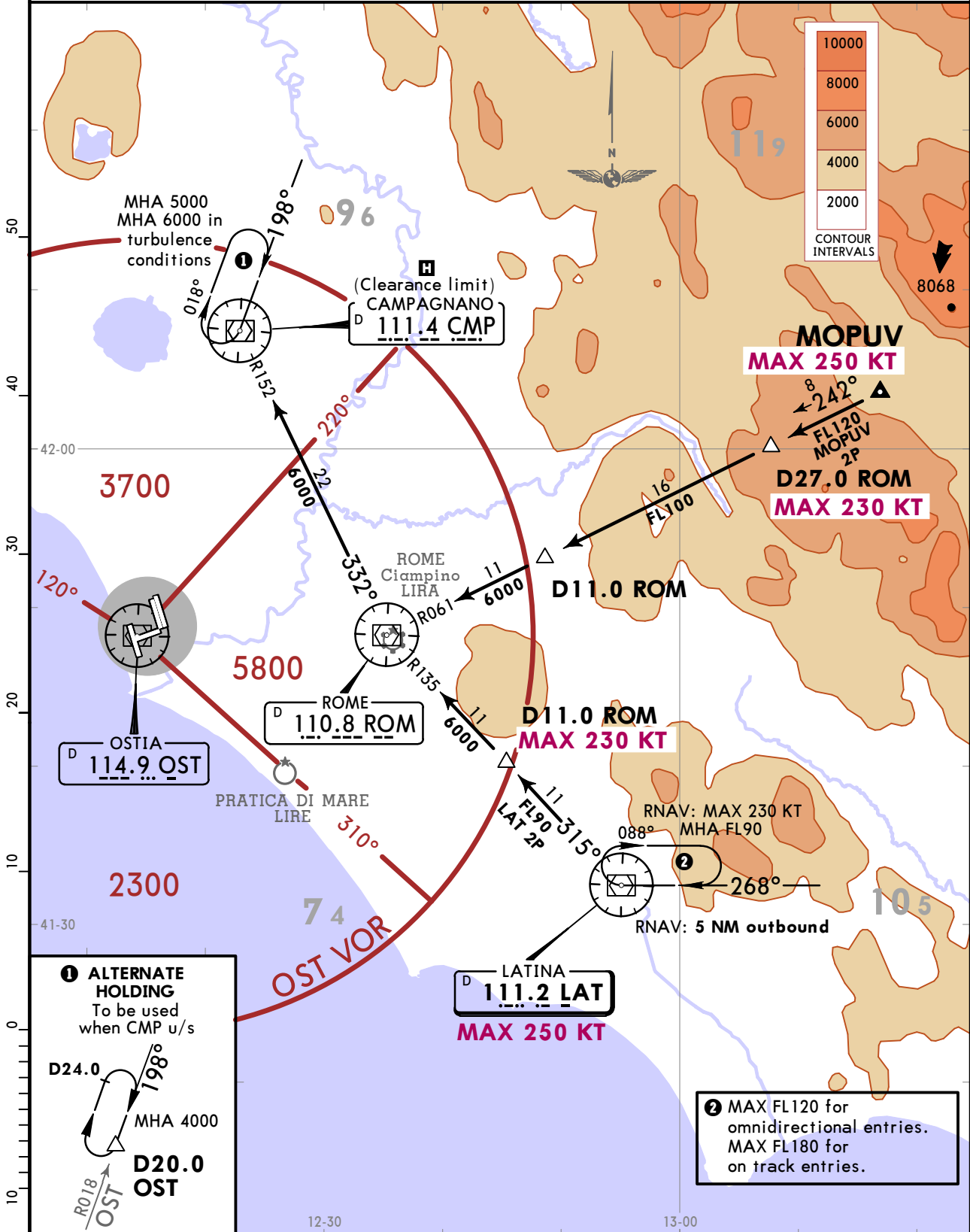
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 **(10-2V2)**

ROME, ITALY
STAR

ATIS 126.125
Apt Elev 14
Alt Set: hPa
Trans level: By ATC

LAT 2P [LAT2P]
MOPUV 2P [MOPU2P]
RWYS 16L/C/R ARRIVALS
BY ATC



STAR	ROUTING
LAT 2P	Intercept ROM R135 inbound to ROM, intercept CMP R152 inbound to CMP.
MOPUV 2P	Intercept ROM R061 inbound to ROM, turn RIGHT, intercept CMP R152 inbound to CMP.

LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2V3)

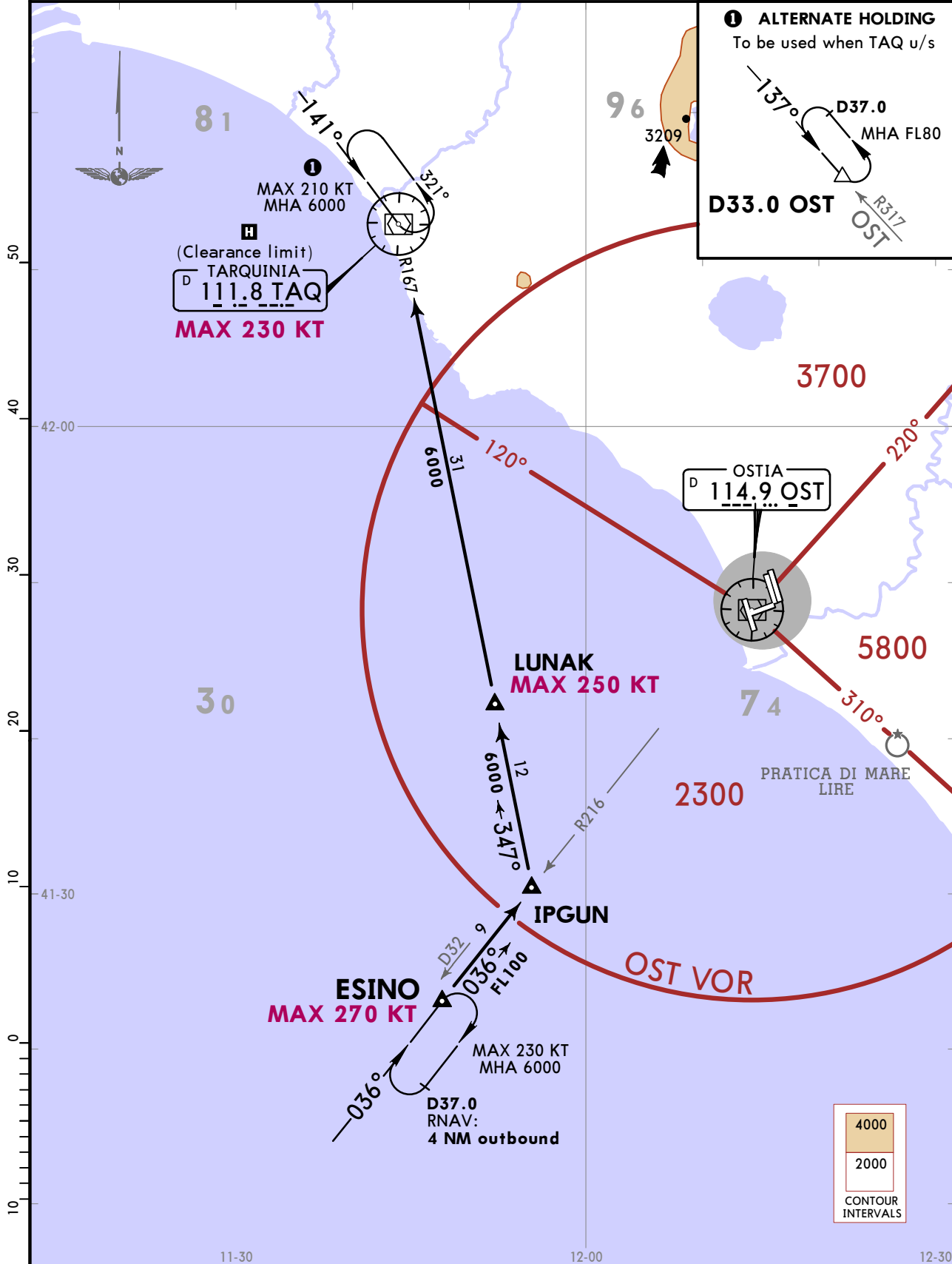
ROME, ITALY
STAR

ATIS
126.125

Apt Elev
14

Alt Set: hPa
Trans level: By ATC

ESINO 2P [ESIN2P] RWYS 16L/C/R ARRIVAL BY ATC



ROUTING
Intercept OST R216 inbound to IPGUN, turn LEFT, intercept TAQ R167 inbound to TAQ.

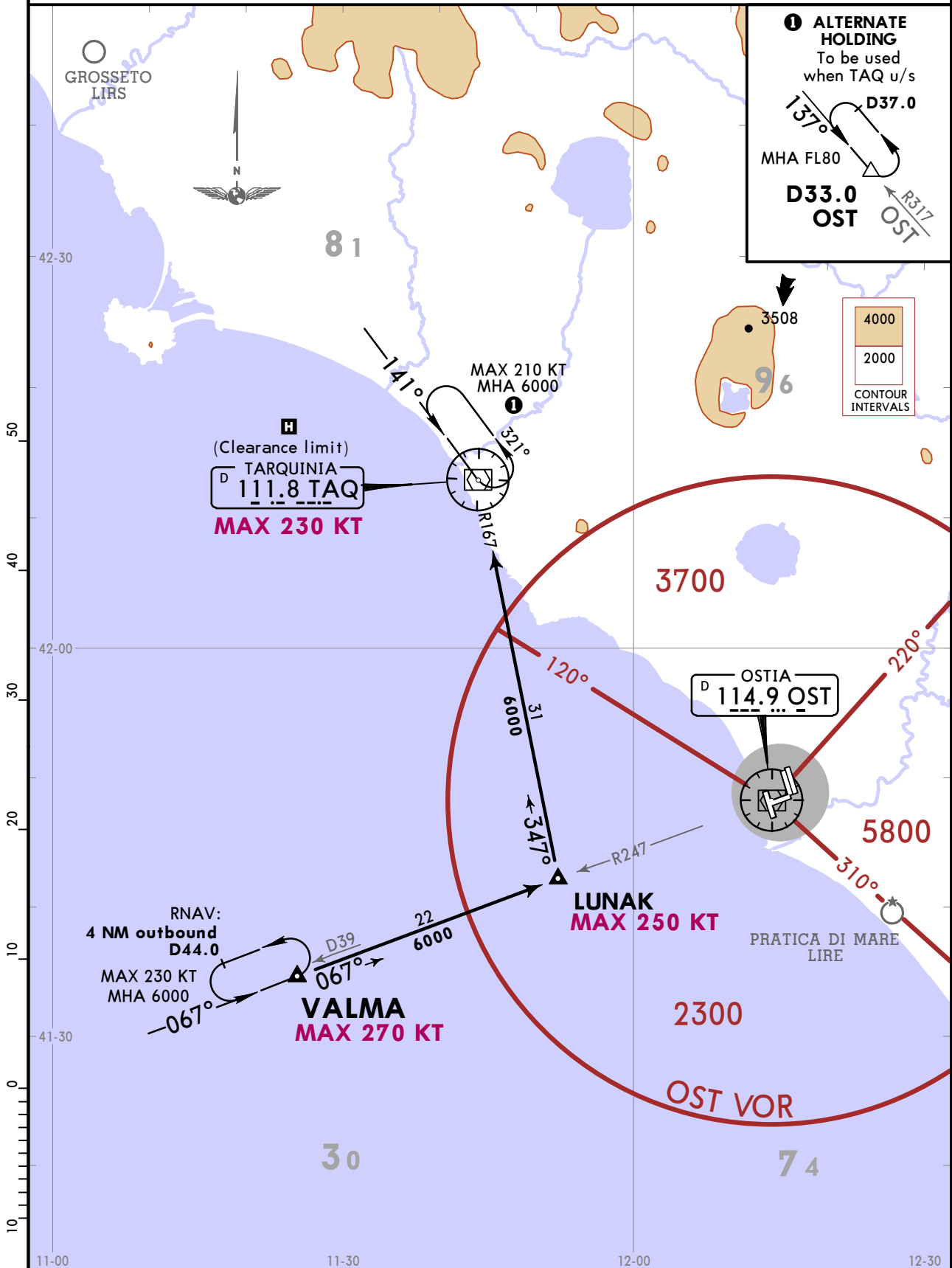
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2V4)

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC
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VALMA 2P [VALM2P] RWYS 16L/C/R ARRIVAL BY ATC

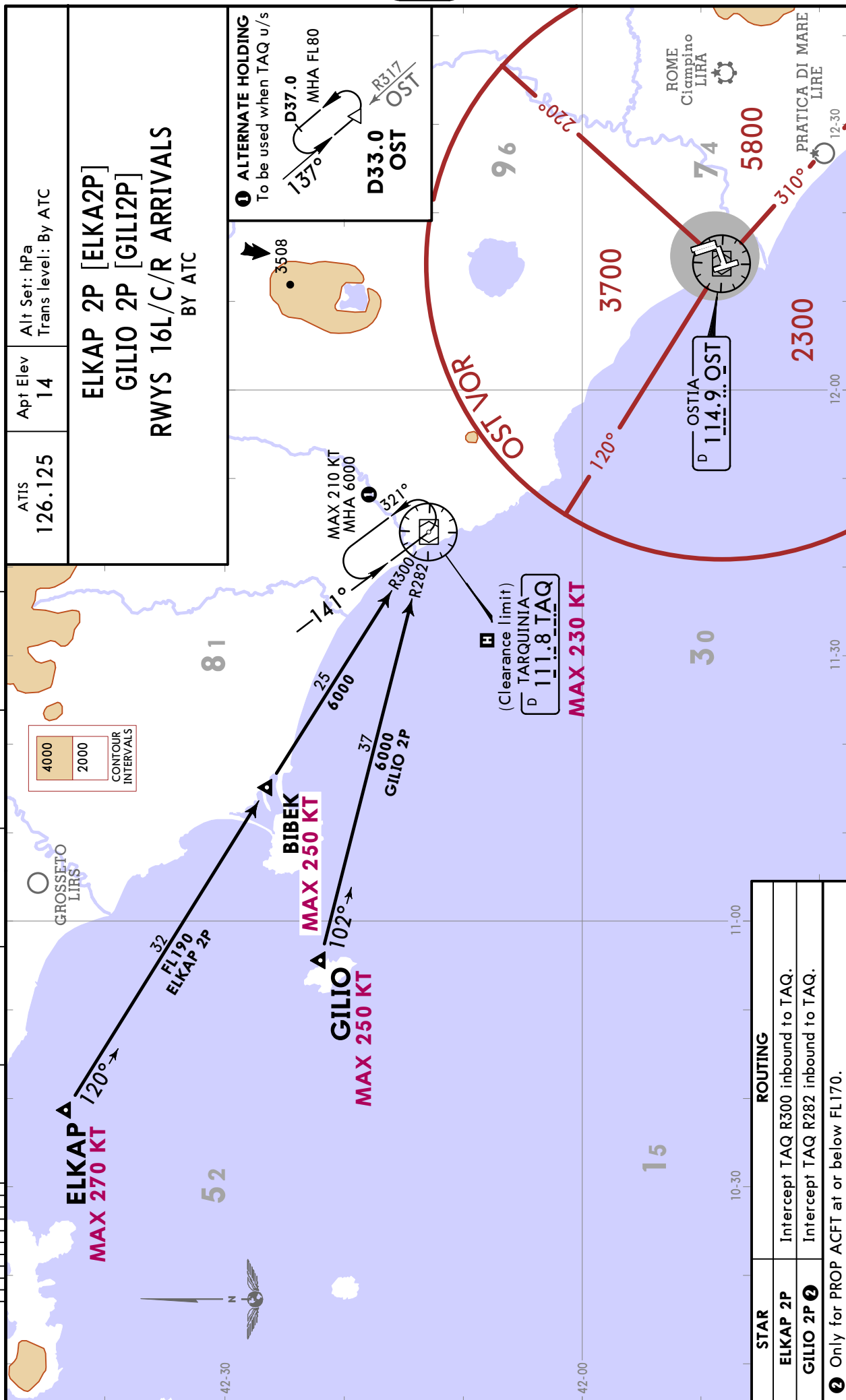


ROUTING
Intercept OST R247 inbound to LUNAK, turn LEFT, intercept TAQ R167 inbound to TAQ.

LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 **(10-2V5)**

ROME, ITALY
STAR



LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2V6)

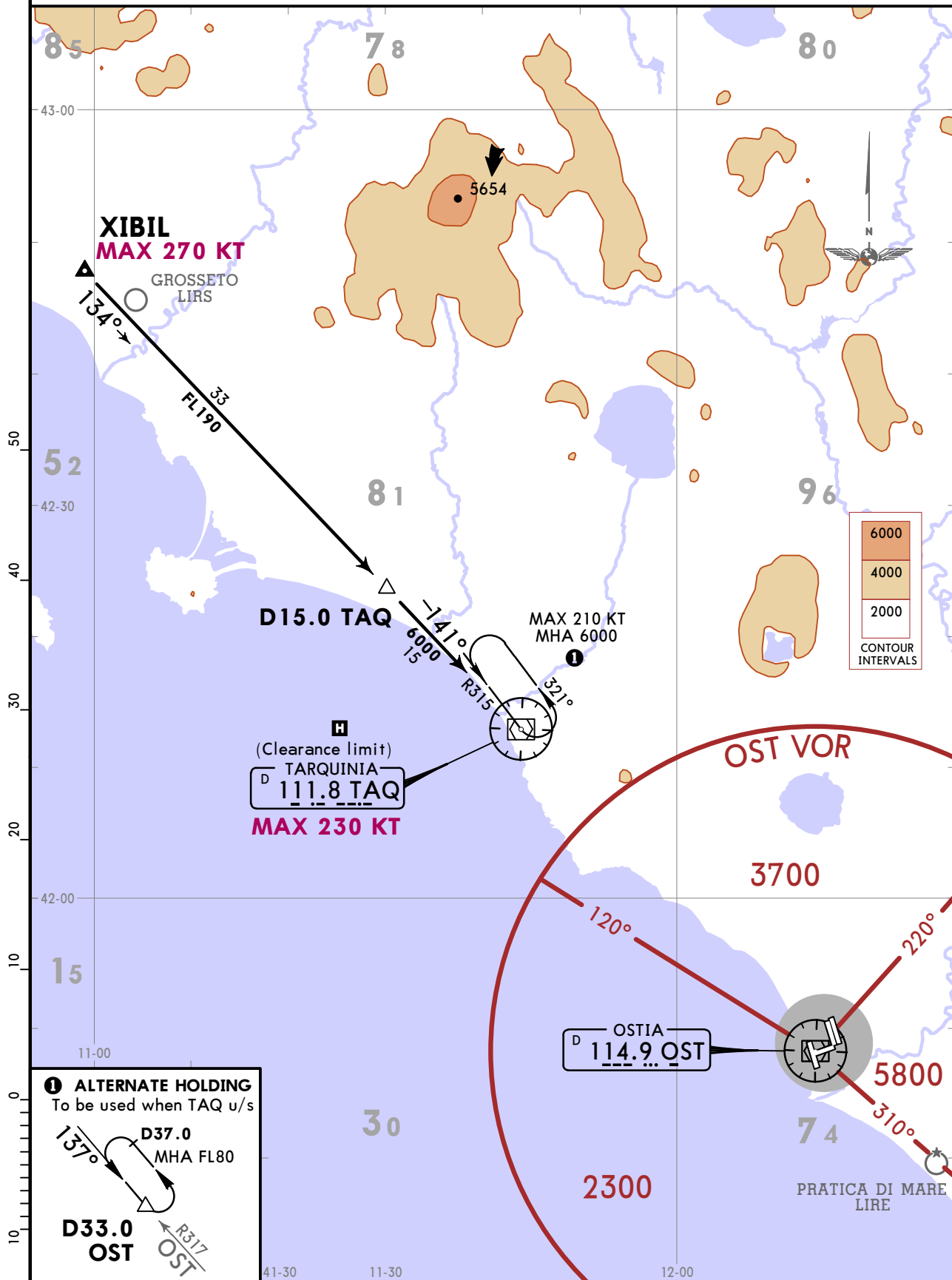
ROME, ITALY
STAR

ATIS
126.125

Apt Elev
14

Alt Set: hPa
Trans level: By ATC

XIBIL 2P [XIBI2P]
RWYS 16L/C/R ARRIVAL
BY ATC



1 ALTERNATE HOLDING
To be used when TAQ u/s

D37.0
MHA FL80

D33.0
OST

R317
OST

ROUTING

Intercept TAQ R315 inbound to TAQ.

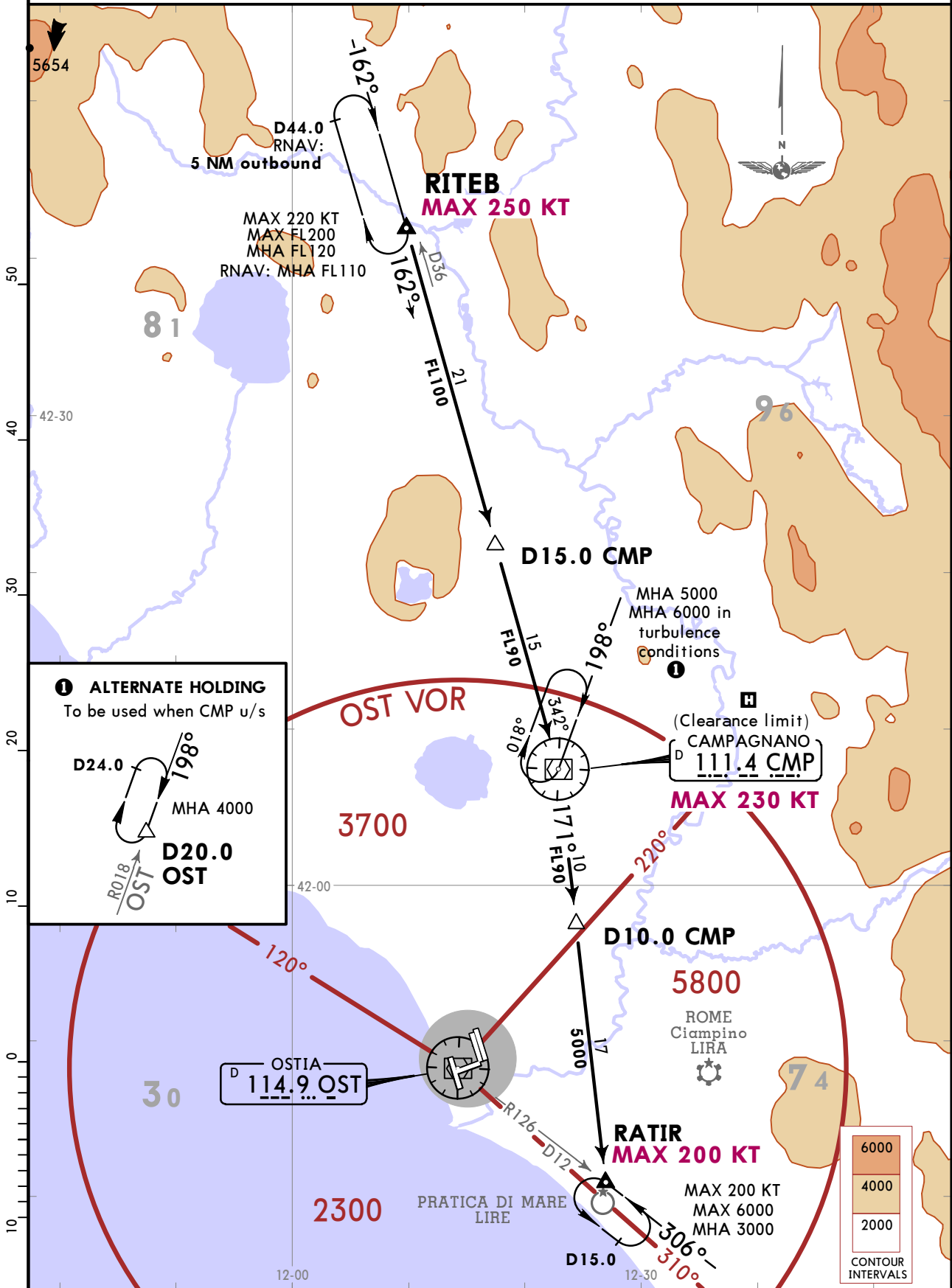
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2W)

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC
-----------------	----------------	-------------------------------------

RITEB 2R [RITE2R] RWYS 34L/C/R ARRIVAL BY ATC



ROUTING
Intercept CMP R342 inbound to CMP, turn RIGHT, CMP R171 to RATIR.

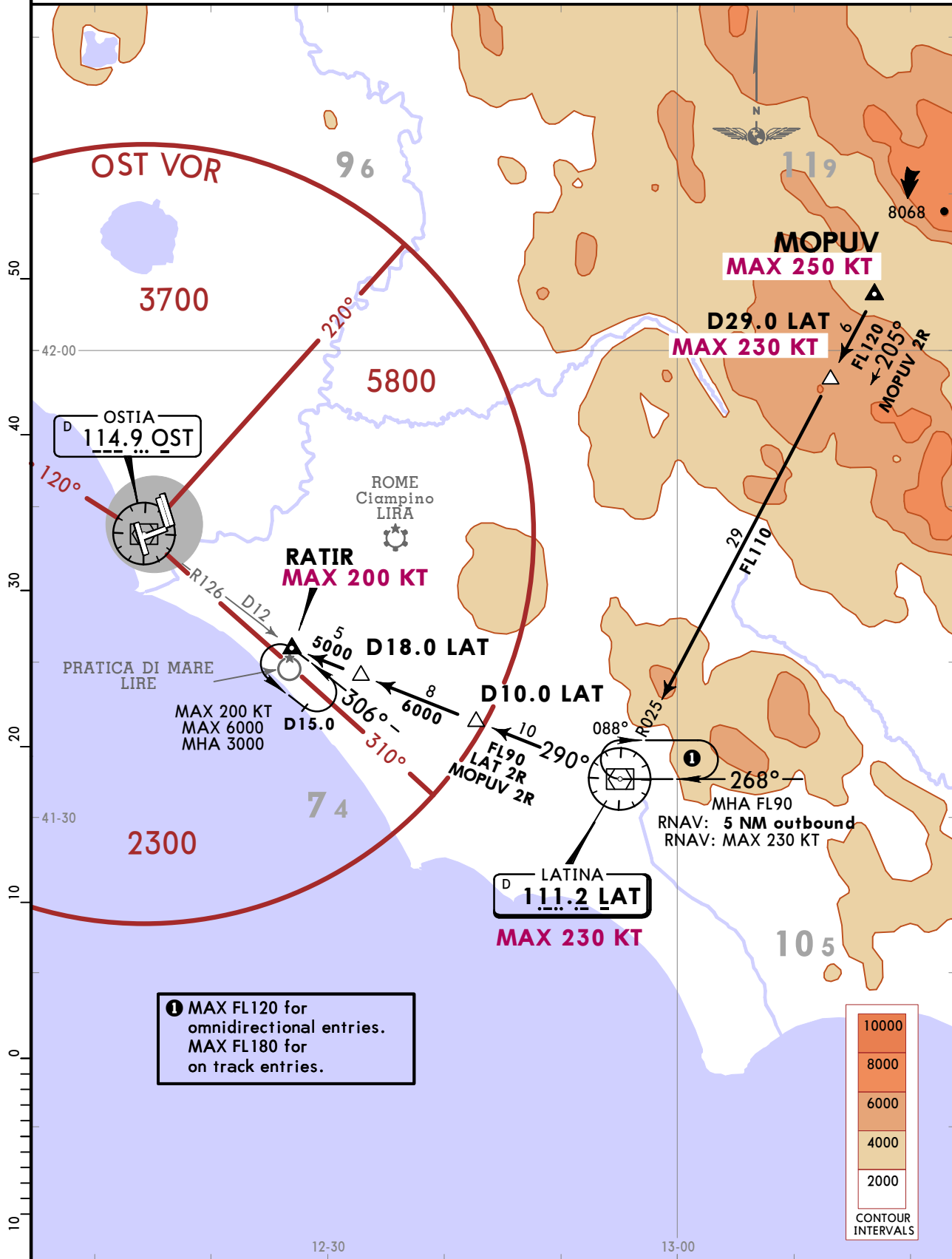
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 **10-2X**

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV-1/Conventional
-----------------	----------------	--

LAT 2R [LAT2R], MOPUV 2R [MOPU2R]
RWYS 34L/C/R ARRIVALS
BY ATC



STAR	ROUTING
LAT 2R	On LAT R290 to RATIR.
MOPUV 2R	Intercept LAT R025 inbound to LAT, turn RIGHT, LAT R290 to RATIR.

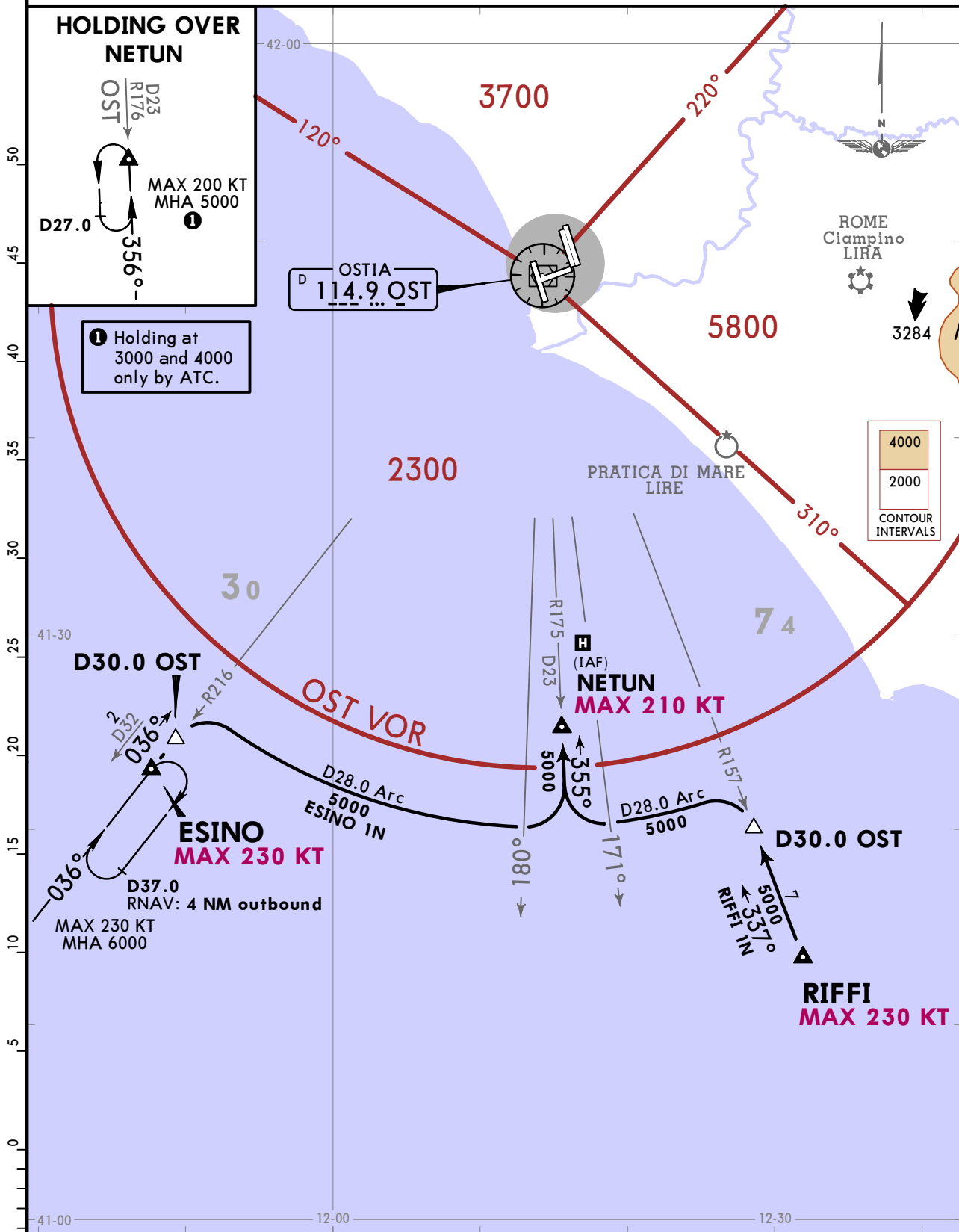
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2X1)

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC
-----------------	----------------	-------------------------------------

ESINO 1N [ESIN1N], RIFFI 1N [RIFI1N]
RWYS 34L/C/R ARRIVALS
BY ATC



STAR	ROUTING
ESINO 1N	Intercept OST R216 inbound to D30.0 OST, turn RIGHT, along D28.0 OST Arc, when passing OST R180 turn LEFT, intercept OST R175 inbound to NETUN.
RIFFI 1N	Intercept OST R157 inbound to D30.0 OST, turn LEFT, along D28.0 OST Arc, when passing OST R171 turn RIGHT, intercept OST R175 inbound to NETUN.

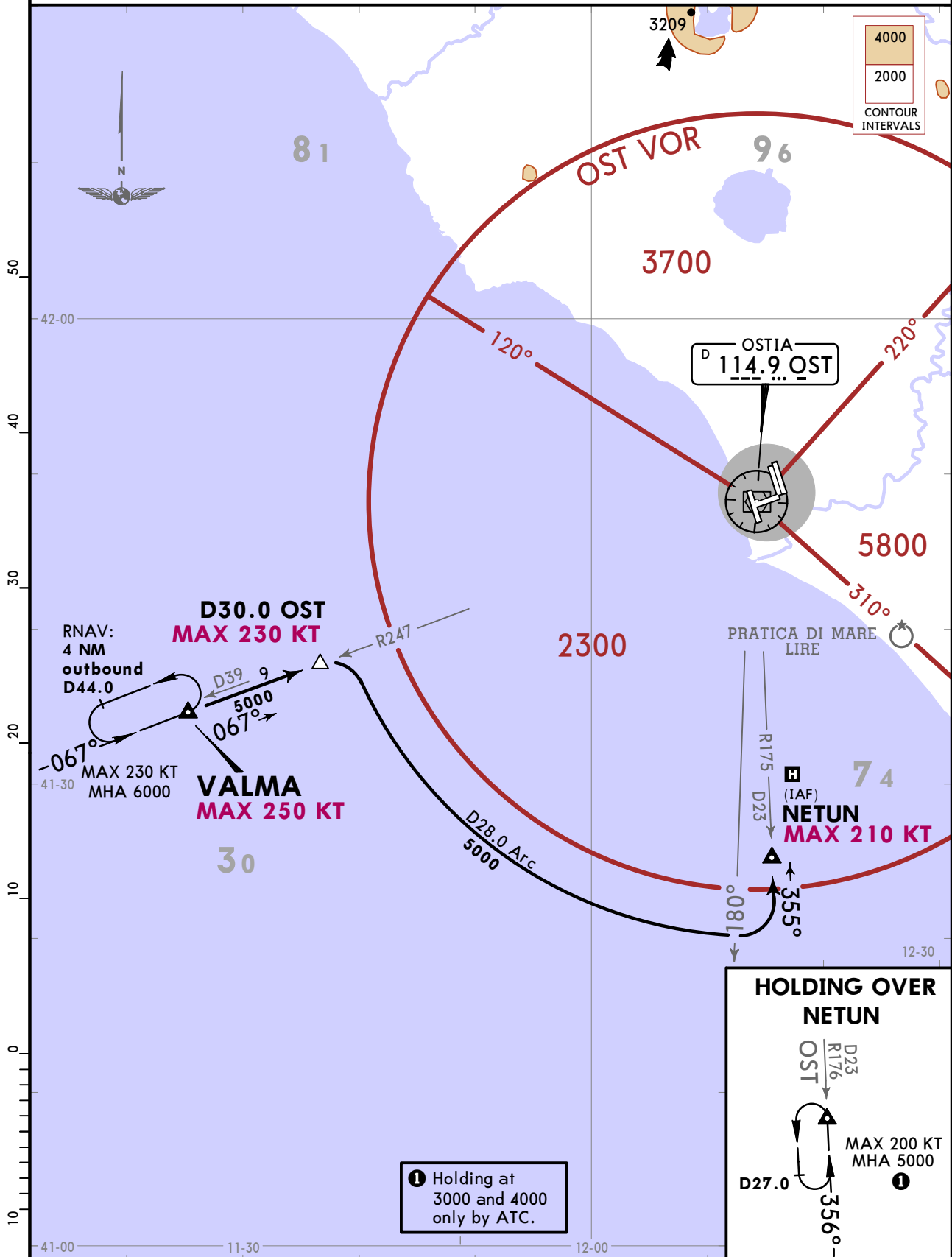
LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 (10-2X2)

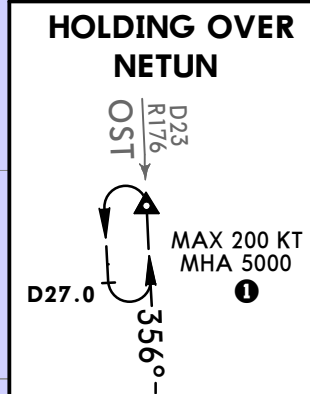
ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC
------------------------	-----------------------	-------------------------------------

VALMA 1N [VALM1N]
RWYS 34L/C/R ARRIVAL
BY ATC



1 Holding at 3000 and 4000 only by ATC.



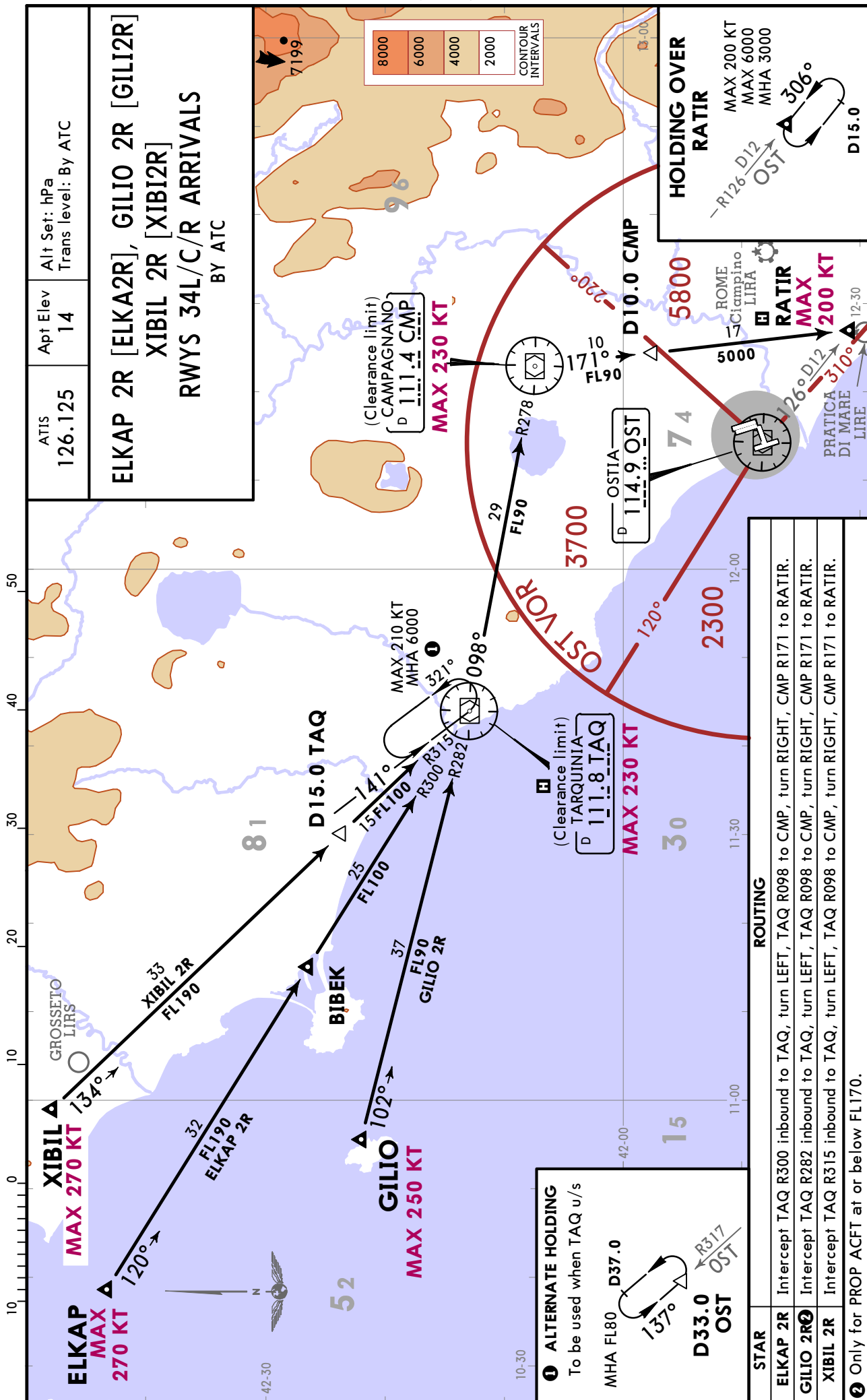
ROUTING

Intercept OST R247 inbound to D30.0 OST, turn RIGHT, along D28.0 OST Arc, when passing OST R180 turn LEFT, intercept OST R175 inbound to NETUN.

LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 (10-2X3) Eff 30 Jan

ROME, ITALY
STAR



CHANGES: TAQ NDB decommissioned.

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LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 10-2X4 Eff 30 Jan

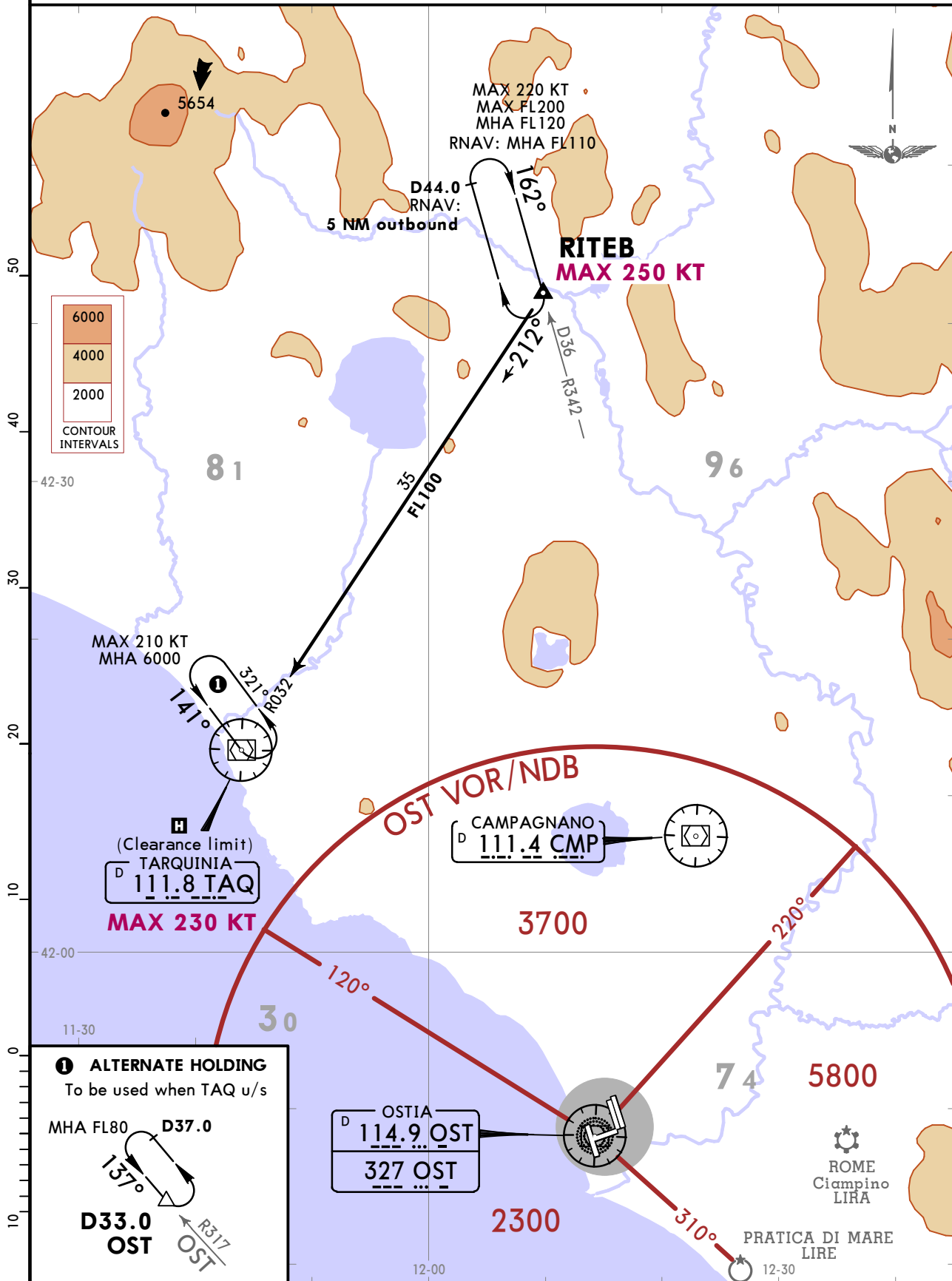
ROME, ITALY
STAR

ATIS
126.125

Apt Elev
14

Alt Set: hPa
Trans level: By ATC
RNAV-1/Conventional

RITEB 2T [RITE2T] RWYS 07, 25 ARRIVAL TO TAQ



ALTERNATE HOLDING
To be used when TAQ u/s

MHA FL80 D37.0

157°

D33.0 OST

R317 OST

ROUTING
Intercept TAQ R032 inbound to TAQ.

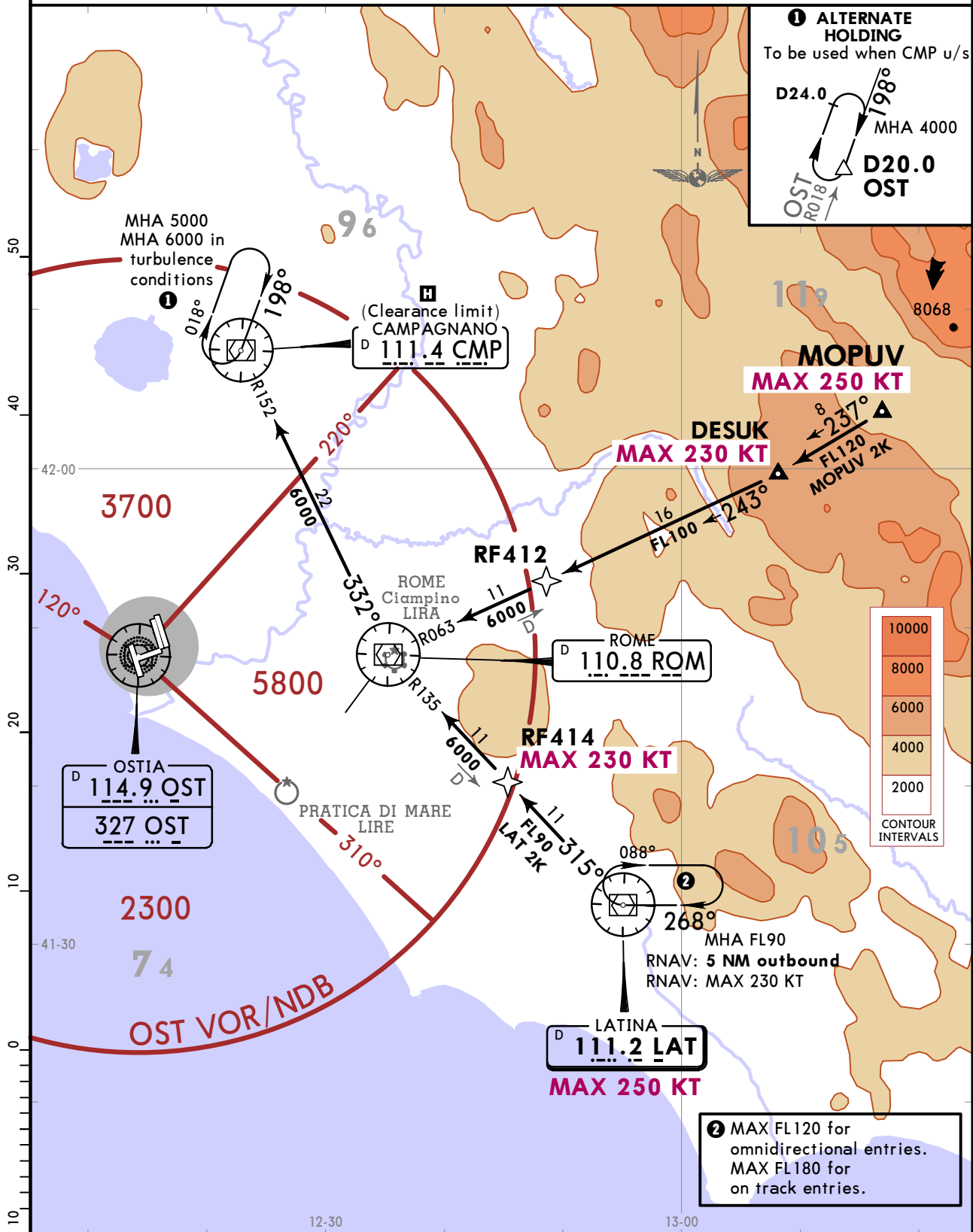
LIR/FCO
FIUMICINO

JEPPESEN
24 JAN 20 **(10-2X5)** Eff 30 Jan

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV-1/Conventional
-----------------	----------------	--

LAT 2K [LAT2K]
MOPUV 2K [MOPU2K]
RWYS 07, 25 ARRIVALS
TO CMP



STAR	ROUTING
LAT 2K	Intercept ROM R135 inbound to ROM, intercept CMP R152 inbound to CMP.
MOPUV 2K	On 237° track to DESUK, intercept ROM R063 inbound to ROM, turn RIGHT, intercept CMP R152 inbound to CMP.

LIR/FCO
FIUMICINO

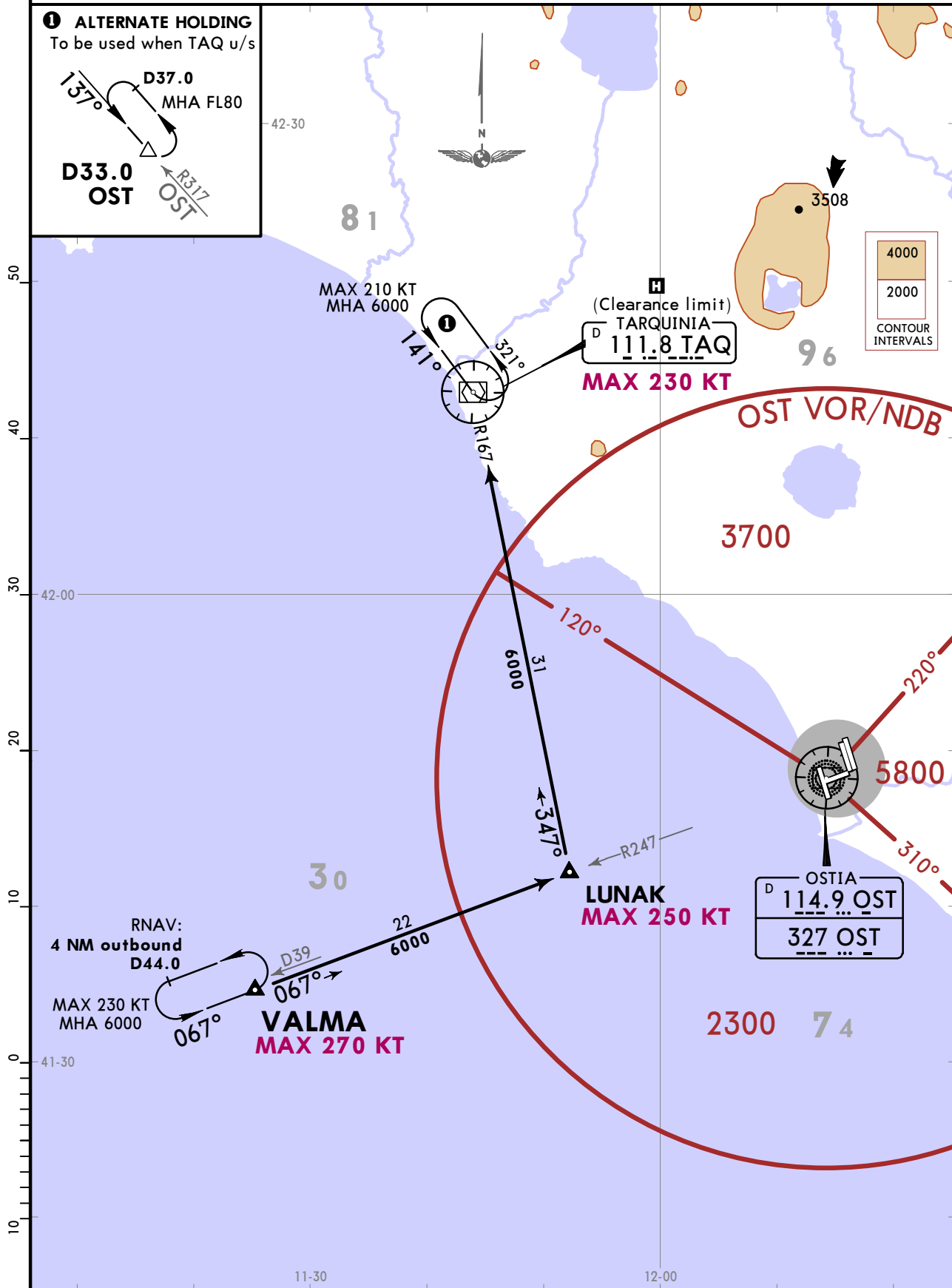
JEPPESEN
 24 JAN 20 **(10-2X6)** Eff 30 Jan

ROME, ITALY
STAR

ATIS 126.125	Apt Elev 14	Alt Set: hPa Trans level: By ATC RNAV-1/Conventional
-----------------	----------------	--

VALMA 2T [VALM2T]
RWYS 07, 25 ARRIVAL
TO TAQ

① ALTERNATE HOLDING
 To be used when TAQ u/s

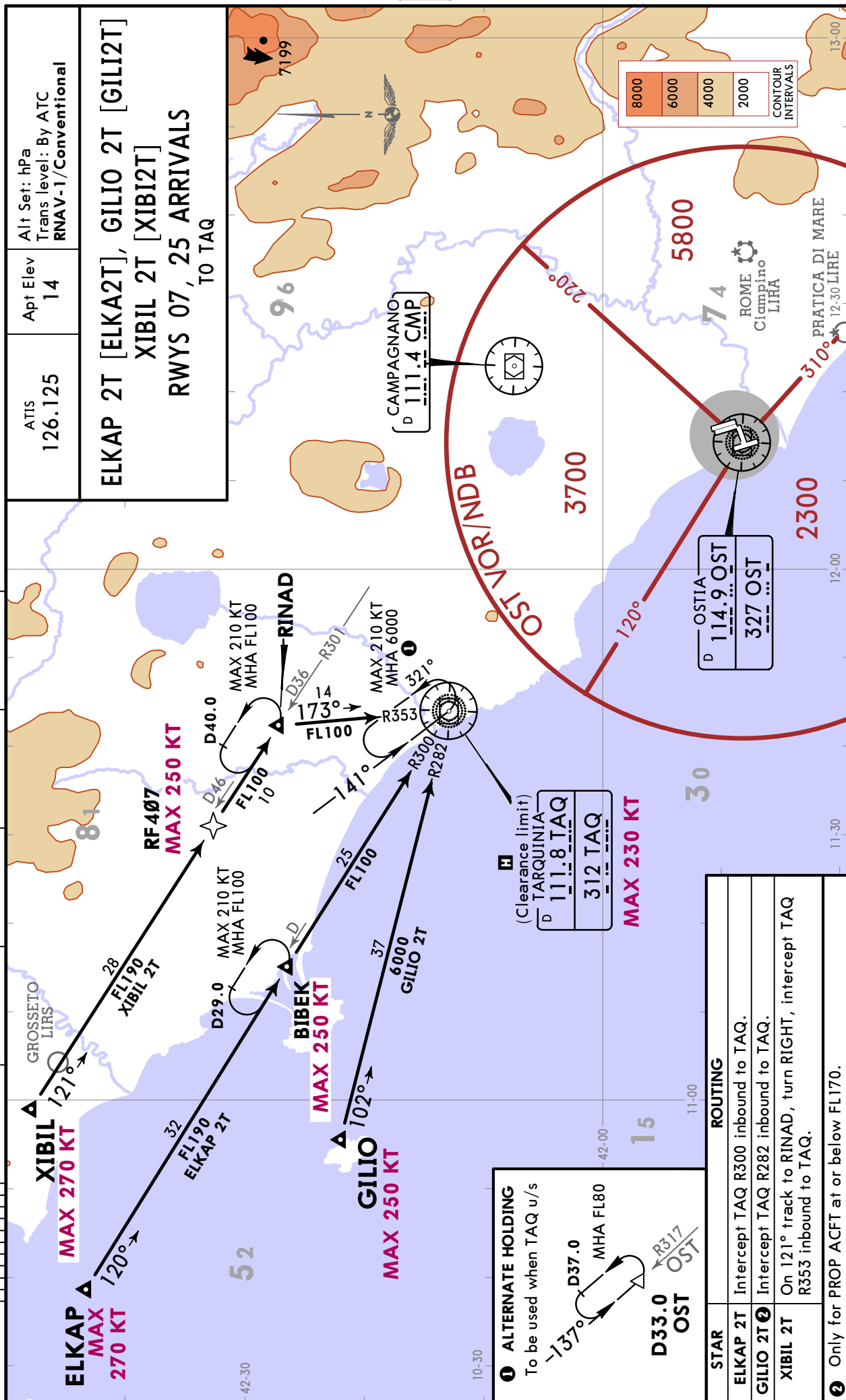


ROUTING
 Intercept OST R247 inbound to LUNAK, turn RIGHT, intercept TAQ R167 inbound to TAQ.

LIRF/FCO
FIUMICINO

JEPPESSEN
26 JUL 19 10-2X7

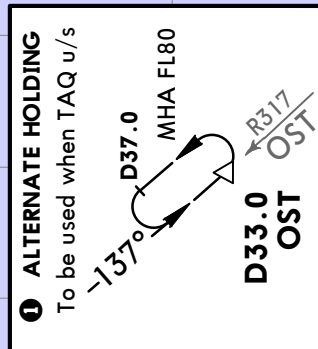
ROME, ITALY
STAR



CHANGES: MSA.

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STAR	ROUTING
ELKAP 2T	Intercept TAQ R300 inbound to TAQ.
GILIO 2T	Intercept TAQ R282 inbound to TAQ.
XIBIL 2T	On 121° track to RINAD, turn RIGHT, intercept TAQ R353 inbound to TAQ.
② Only for PROP ACFT at or below FL170.	



LIRF/FCO
FIUMICINO


24 JAN 20 (10-3) Eff 30 Jan

ROME, ITALY

SID

INITIAL CLIMB	REFER TO CHART
NORTH 1, SOUTH 2	10-3B
SOSAK 8A, XIBRI 8A	10-3C
NENIG 6A, SOSIV 6A, 5R, XENOL 7A	10-3D
EKLOS 7R, SOSAK 8R	10-3E
NENIG 6L, SOSIV 6L, XENOL 7L, 6R	10-3F
SOSAK 8B, XIBRI 7B	10-3G
NENIG 5W, SOSIV 5W, XENOL 5W	10-3G1
NENIG 7K, SOSIV 6B, 7K, 6Q, XENOL 6K	10-3H
NENIG 7B, XENOL 6B	10-3J
SOSAK 8C, XIBRI 7C	10-3K
NENIG 6J, SOSIV 6C, 7J, XENOL 6J	10-3L
NENIG 7C, XENOL 6C	10-3M
NENIG 6E, SOSAK 7E XENOL 7E, XIBRI 6E	10-3N
EKLOS 7M, NENIG 6M SOSAK 8M, XENOL 6M	10-3P
NENIG 5Y, SOSAK 6Y SOSIV 6Y, 5Z, XENOL 6Y	10-3Q
NENIG 6F, SOSAK 7F, XENOL 7F	10-3S
EKLOS 7X, SOSAK 9X	10-3T
NENIG 6X, SOSIV 6X, XENOL 6X	10-3U
SID DESIGNATION	REFER TO CHART
TIBER 8A, 8B, 6C	10-3V
OKUNO 6A, 8B, 6C	10-3W
SIPRO 9A, 9B, 8C	10-3X
RIFFI 8G, 8H	10-3X1
PEPIX 8A, 8B, ROTUN 7A, 7B	10-3X2
ESINO 6H, KONUT 7A	10-3X3
GILIO 7G, GISPA 8A	10-3X4
NEMBO 6A, PODOX 7E SOVAN 6A	10-3X5
OMNI DEP DESIGNATION	REFER TO CHART
OMNI DEP AREA RWY 16R	10-3X6
OMNI DEP AREA RWY 25	10-3X7
OMNI DEP AREA RWY 34L	10-3X8

LIRF/FCO
FIUMICINO

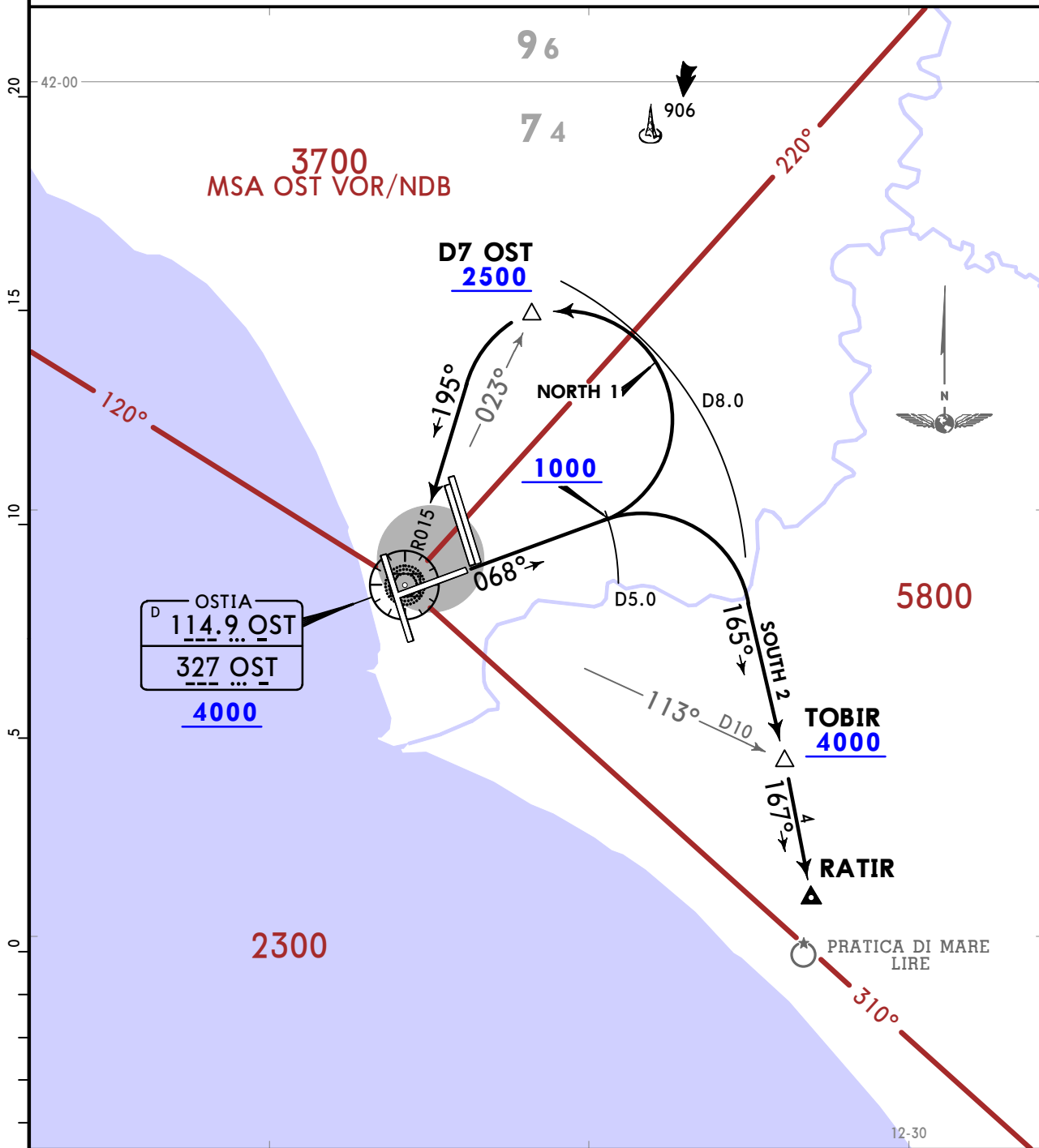
JEPPESEN
1 NOV 19 **(10-3B)** Eff 7 Nov

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 SIDs include noise abatement routings.
--------------------------------------	-----------------------	---

NORTH 1
SOUTH 2
RWY 07 INITIAL CLIMB

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



SID	INITIAL CLIMB
NORTH 1	Climb on 068° track, at D5.0 OST turn LEFT (remain within D8.0 OST), intercept OST R015 inbound to OST, then as cleared by ATC.
SOUTH 2	Climb on 068° track, at D5.0 OST turn RIGHT (remain within D8.0 OST) to RATIR, then as cleared by ATC.

LIRF/FCO
FIUMICINO

JEPPESEN
1 NOV 19 **(10-3C)** Eff 7 Nov

ROME, ITALY
SID

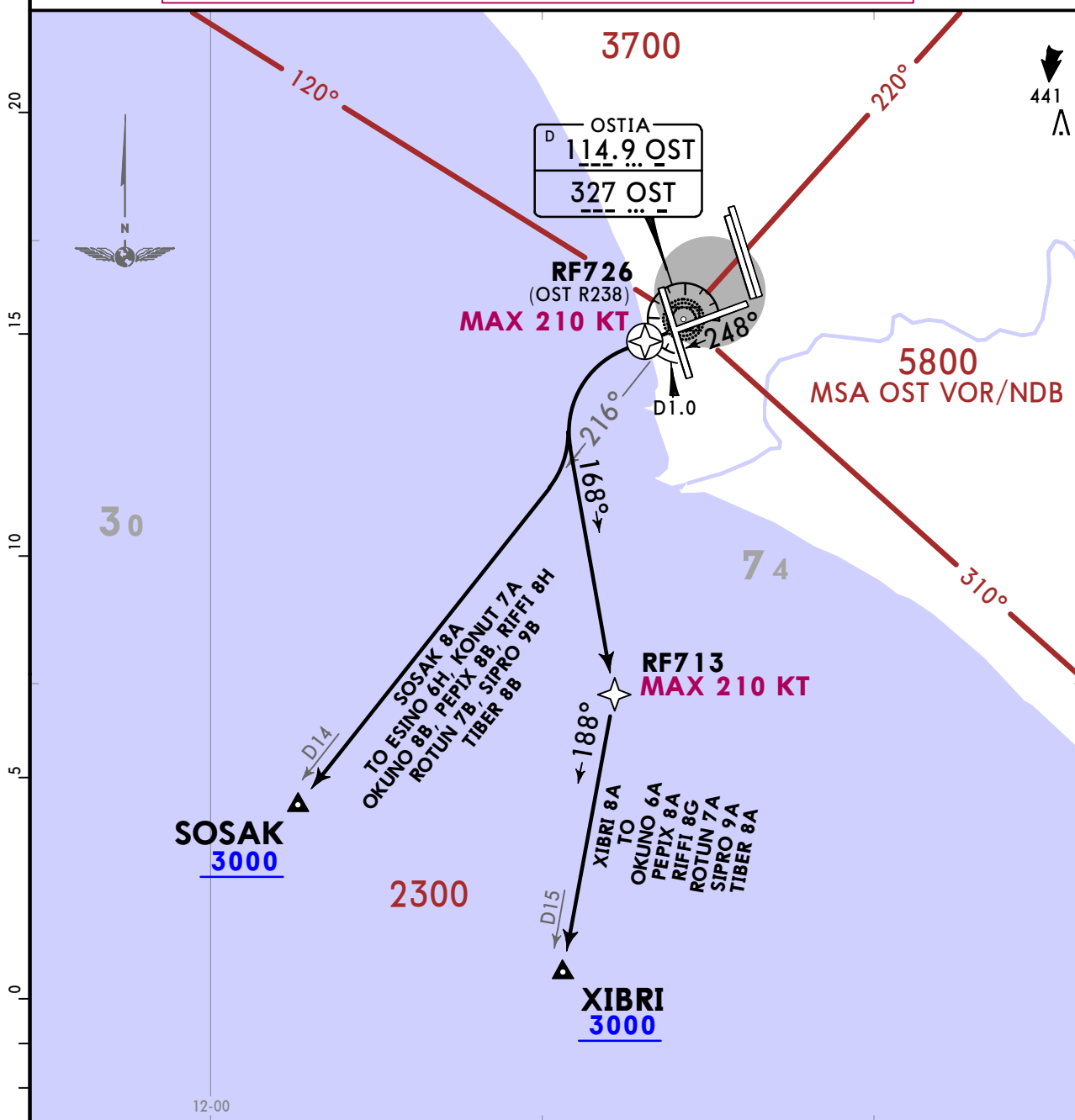
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. SIDs include noise abatement routings. 2. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.
--------------------------------------	-----------------------	---

SOSAK 8A [SOSA8A]
RNAV-1/CONVENTIONAL

XIBRI 8A [XIBR8A]
RNAV-1

RWY 25 INITIAL CLIMB

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



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
SOSAK 8A	Climb on 248° track, at D1.0 OST turn LEFT, intercept OST R216 to SOSAK. RNAV: (410+) - RF726 (K210-) - SOSAK (3000+).
XIBRI 8A	(410+) - RF726 (K210-) - RF713 (K210-) - XIBRI (3000+).

LIRF/FCO
FIUMICINO

JEPPESSEN
1 NOV 19 **10-3D** Eff 7 Nov

ROME, ITALY
SID

ROMA Departure (APP)
130.9

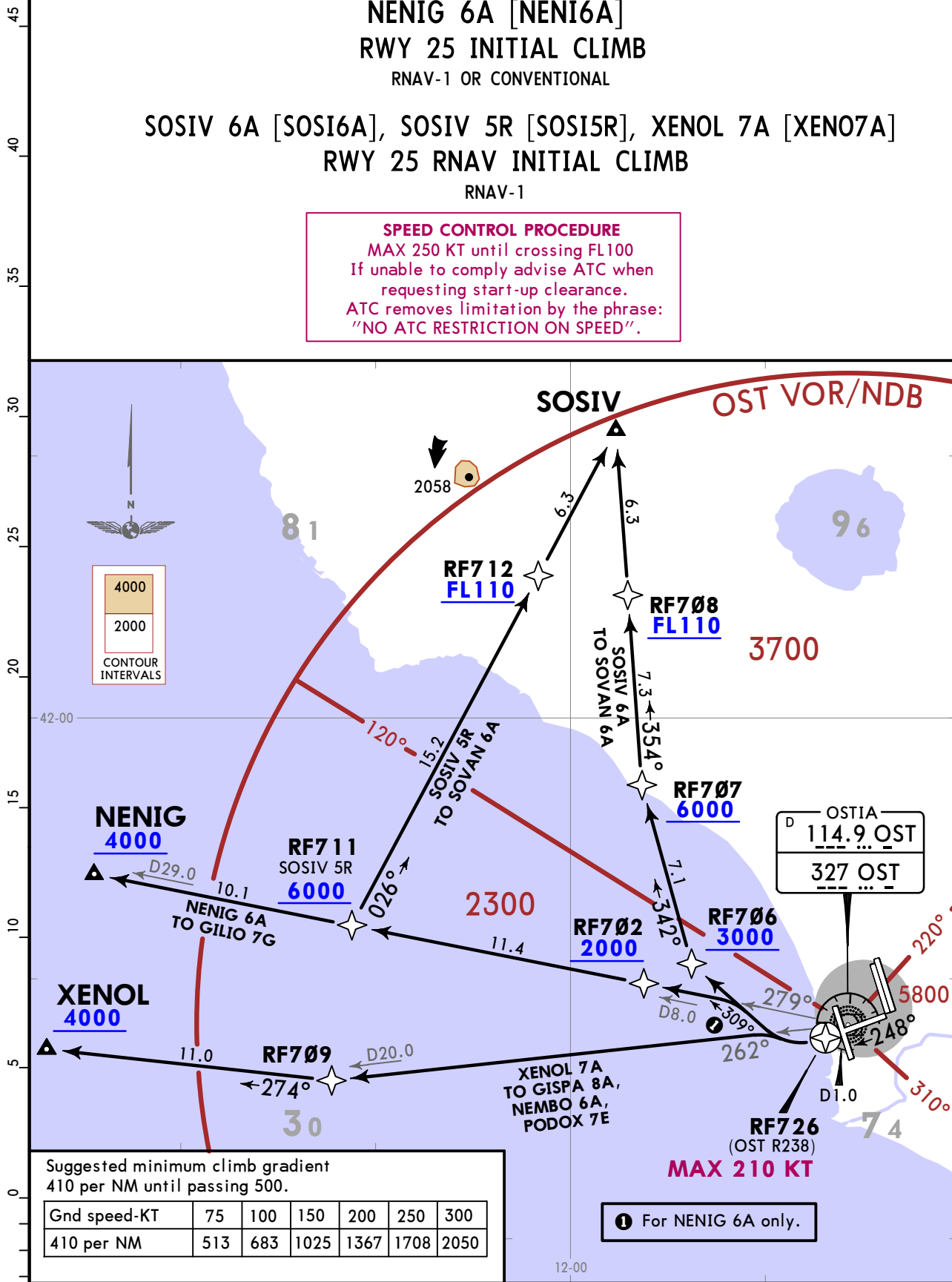
Apt Elev
14

Trans alt: 6000
1. SIDs include noise abatement routings.
2. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

NENIG 6A [NENI6A]
RWY 25 INITIAL CLIMB
RNAV-1 OR CONVENTIONAL

SOSIV 6A [SOSI6A], SOSIV 5R [SOSI5R], XENOL 7A [XENO7A]
RWY 25 RNAV INITIAL CLIMB
RNAV-1

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
NENIG 6A	Climb on 248° track, at D1.0 OST turn RIGHT, 309° track, intercept OST R279 to NENIG. RNAV: (410+) - RF726 (K210-) - RF702 (2000+) - NENIG (4000+).
SOSIV 6A	(410+) - RF726 (K210-) - RF706 (3000+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.
SOSIV 5R	(410+) - RF726 (K210-) - RF702 (2000+) - RF711 (6000+) - RF712 (FL110+) - SOSIV.
XENOL 7A	(410+) - RF726 (K210-) - RF709 - XENOL (4000+).

LIRF/FCO
FIUMICINO

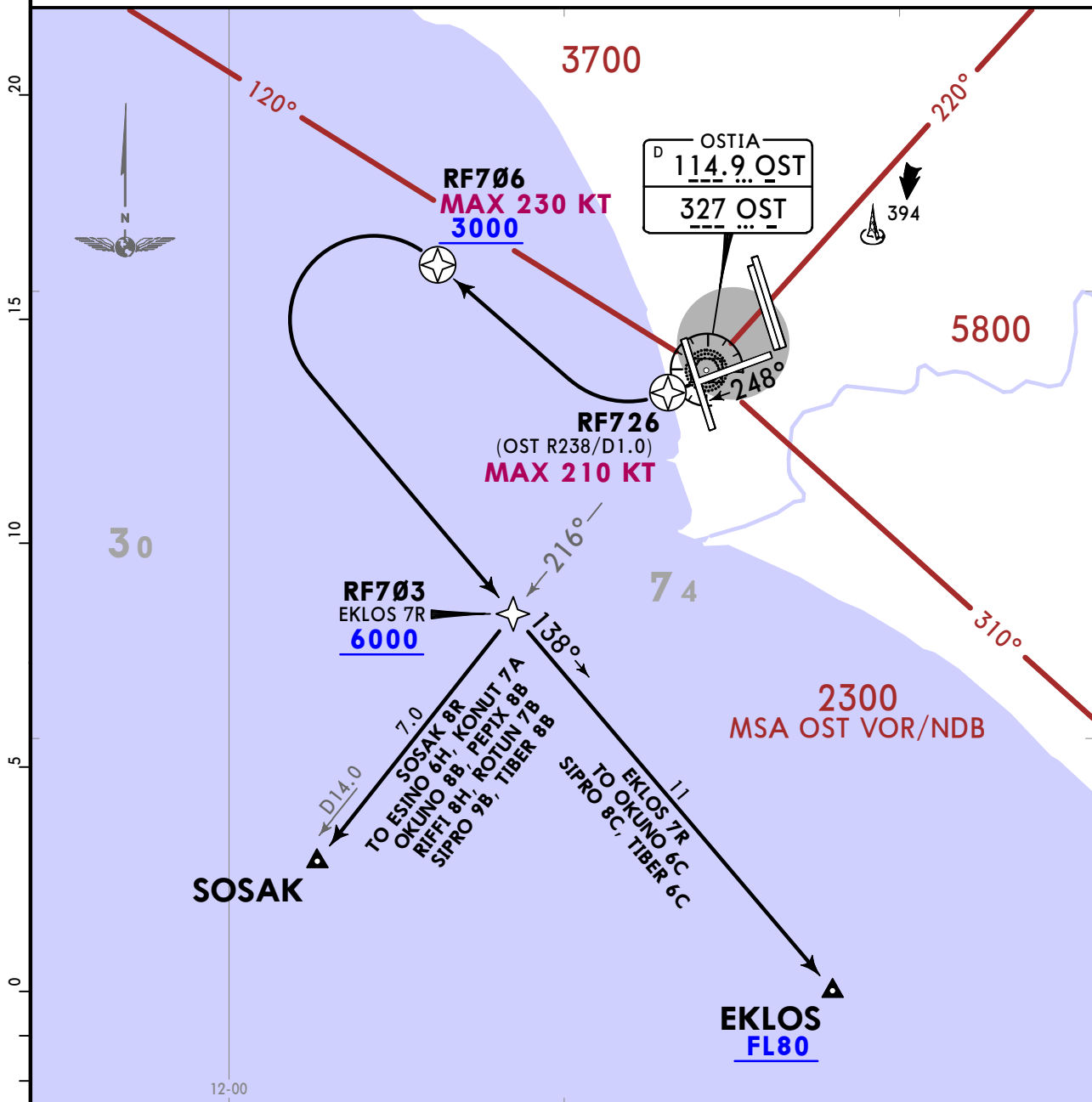
JEPPESEN
1 NOV 19 **(10-3E)** **Eff 7 Nov**

ROME, ITALY
RNAV SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.
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EKLOS 7R [EKLO7R], SOSAK 8R [SOSA8R]
RWY 25 RNAV INITIAL CLIMB
BY ATC

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



Suggested minimum climb gradient
410 per NM until passing 500.

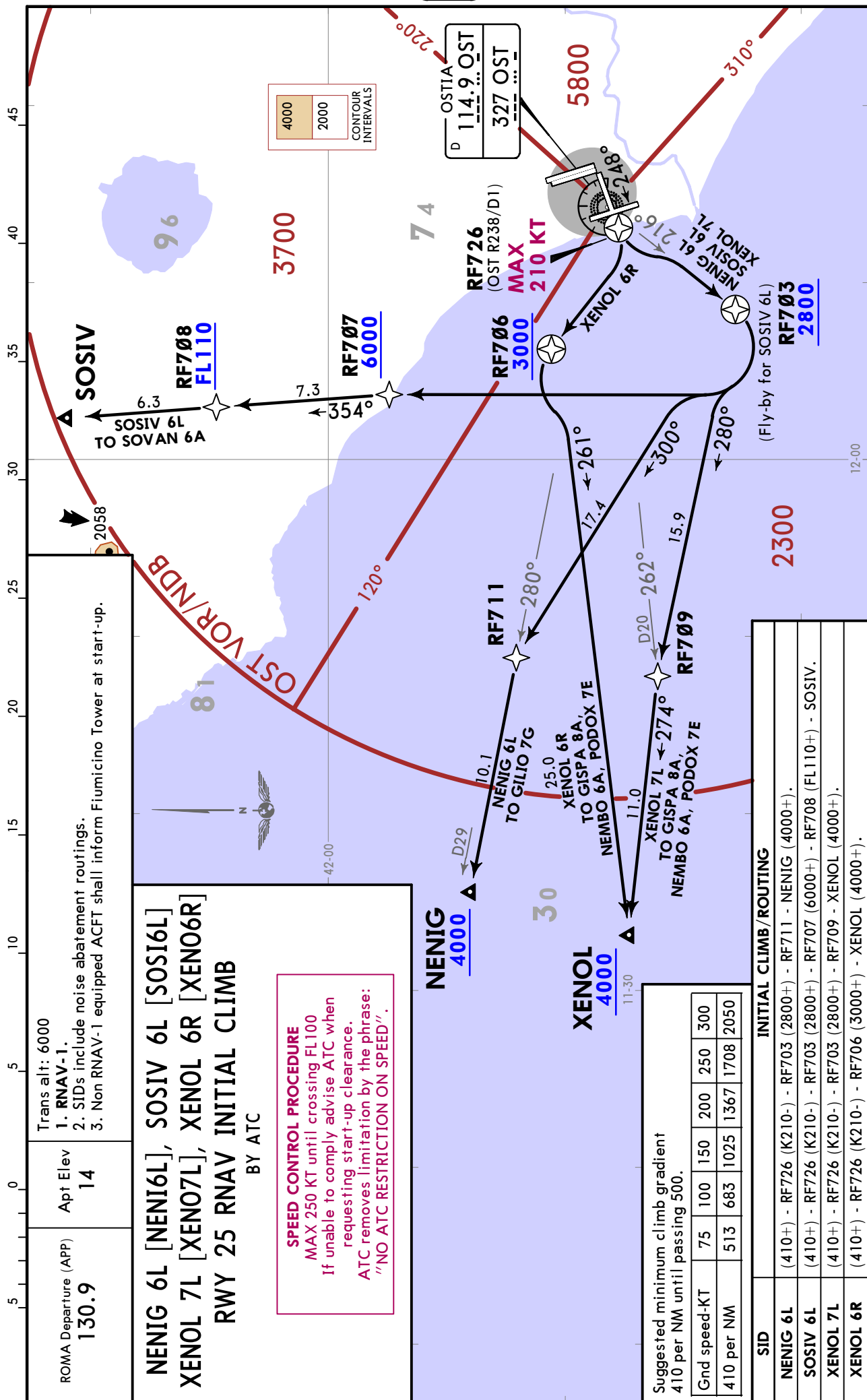
Gnd speed-KT	75	100	150	200	250	300
410 per NM	513	683	1025	1367	1708	2050

SID	INITIAL CLIMB/ROUTING
EKLOS 7R	(410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 (6000+) - EKLOS (FL80+).
SOSAK 8R	(410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 - SOSAK.

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FIUMICINO

JEPPESEN
1 NOV 19 10-3F Eff 7 Nov

ROME, ITALY
RNAV SID



CHANGES: None.

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LIRF/FCO
FIUMICINO

JEPPESEN
1 NOV 19 (10-3G) Eff 7 Nov

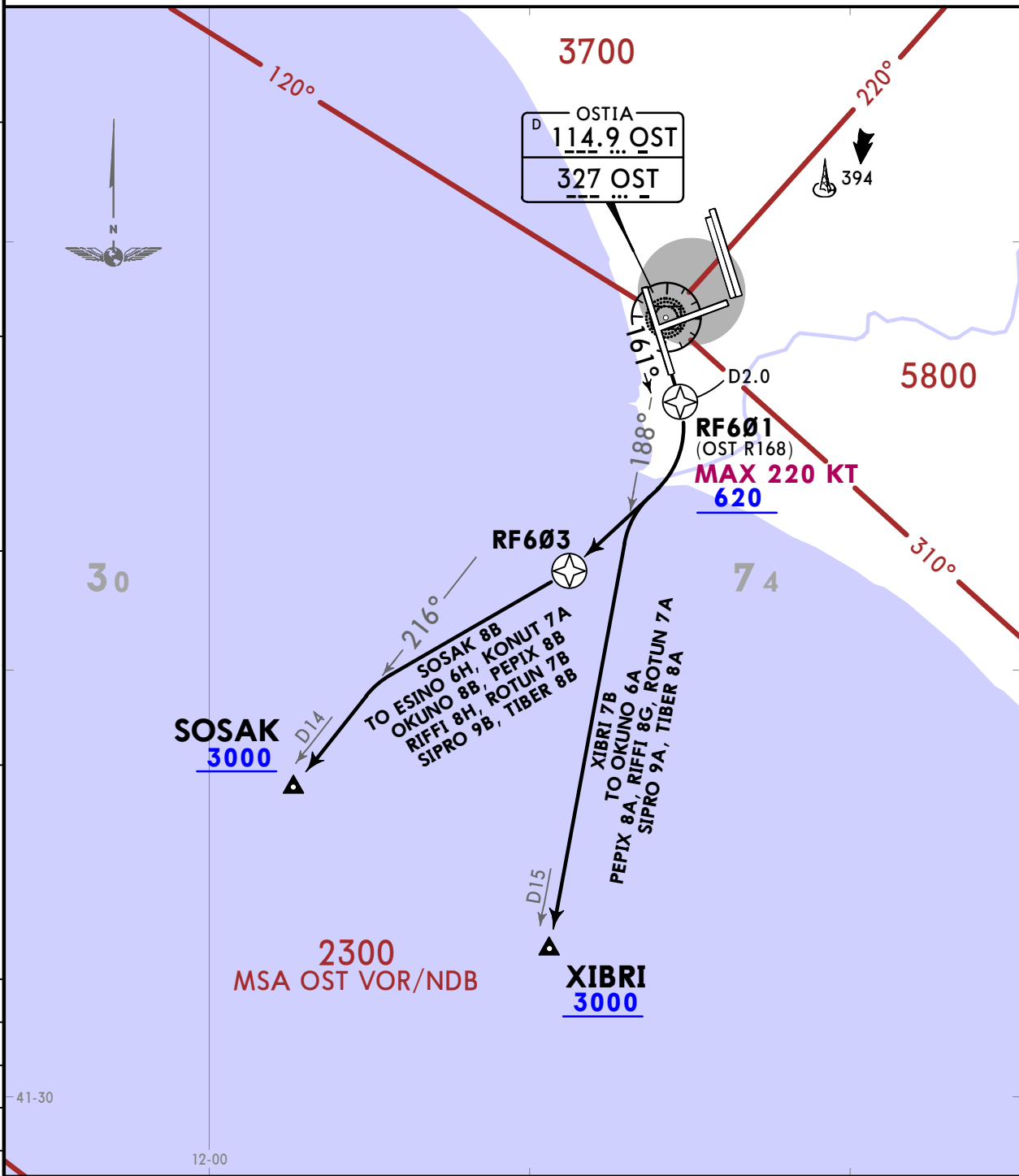
ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.
--------------------------------------	-----------------------	--

**SOSAK 8B [SOSA8B], XIBRI 7B [XIBR7B]
RWY 16R 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".

25
20
15
10
5
0
-5
-5

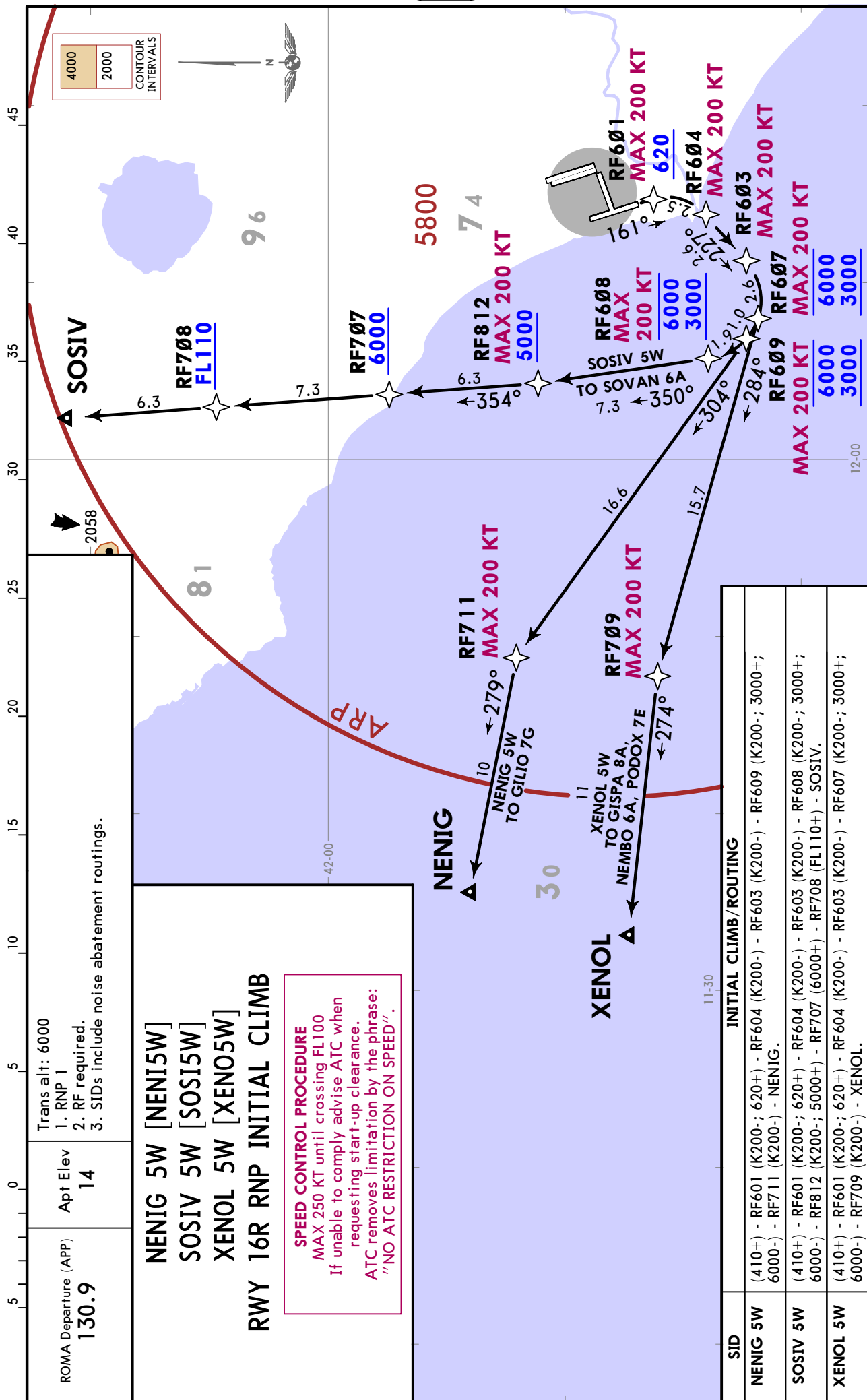


SID	INITIAL CLIMB/ROUTING
SOSAK 8B	Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R216 to SOSAK. RNAV: (410+) - RF601 (K220-;620+) - RF603 - SOSAK (3000+).
XIBRI 7B	Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R188 to XIBRI. RNAV: (410+) - RF601 (K220-;620+) - XIBRI (3000+).

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JEPPESEN
24 JAN 20 10-3G1 Eff 30 Jan

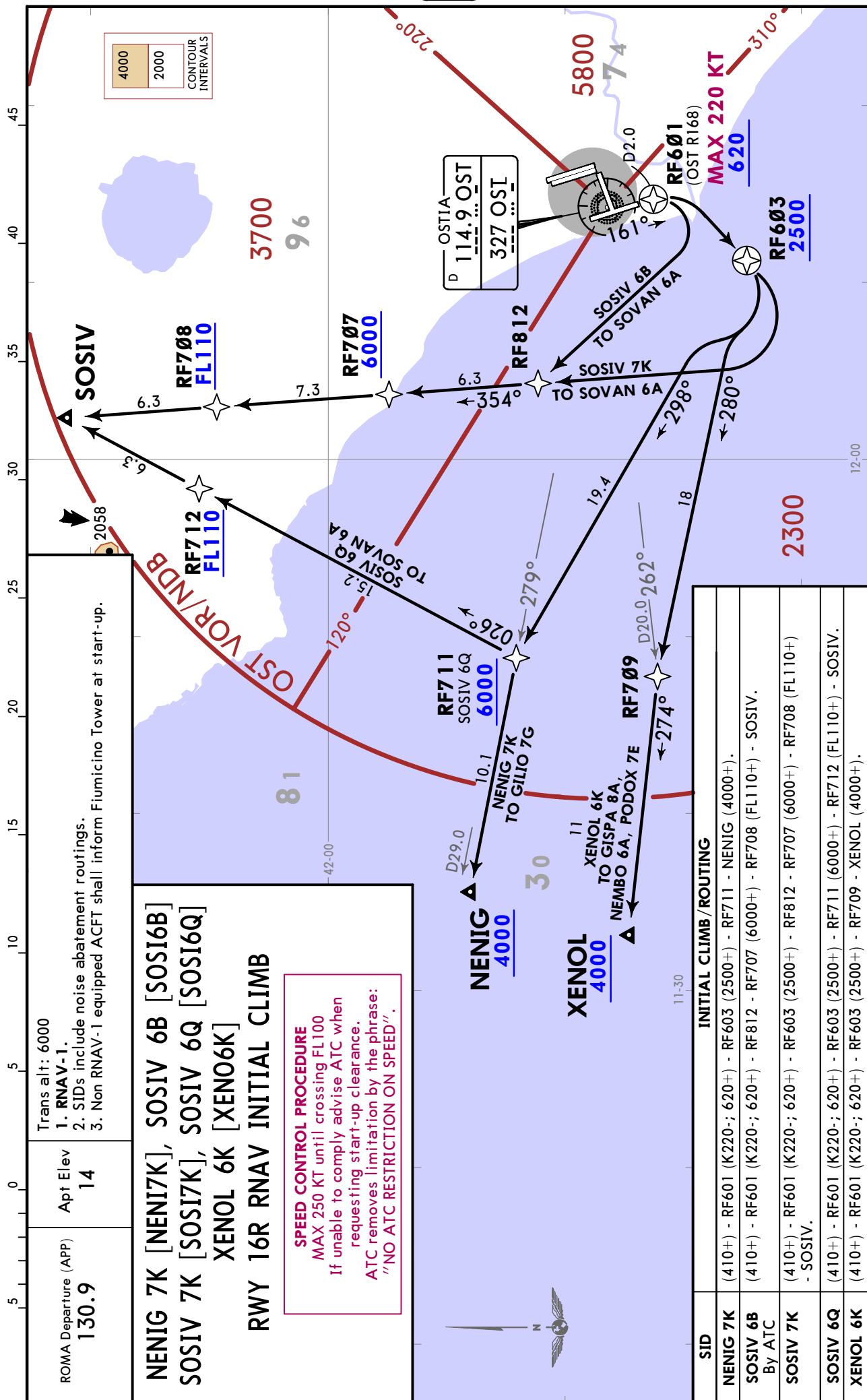
ROME, ITALY
RNAV SID



LIRF/FCO
FIUMICINO

JEPPESEN
26 JUL 19 10-3H

ROME, ITALY
RNAV SID

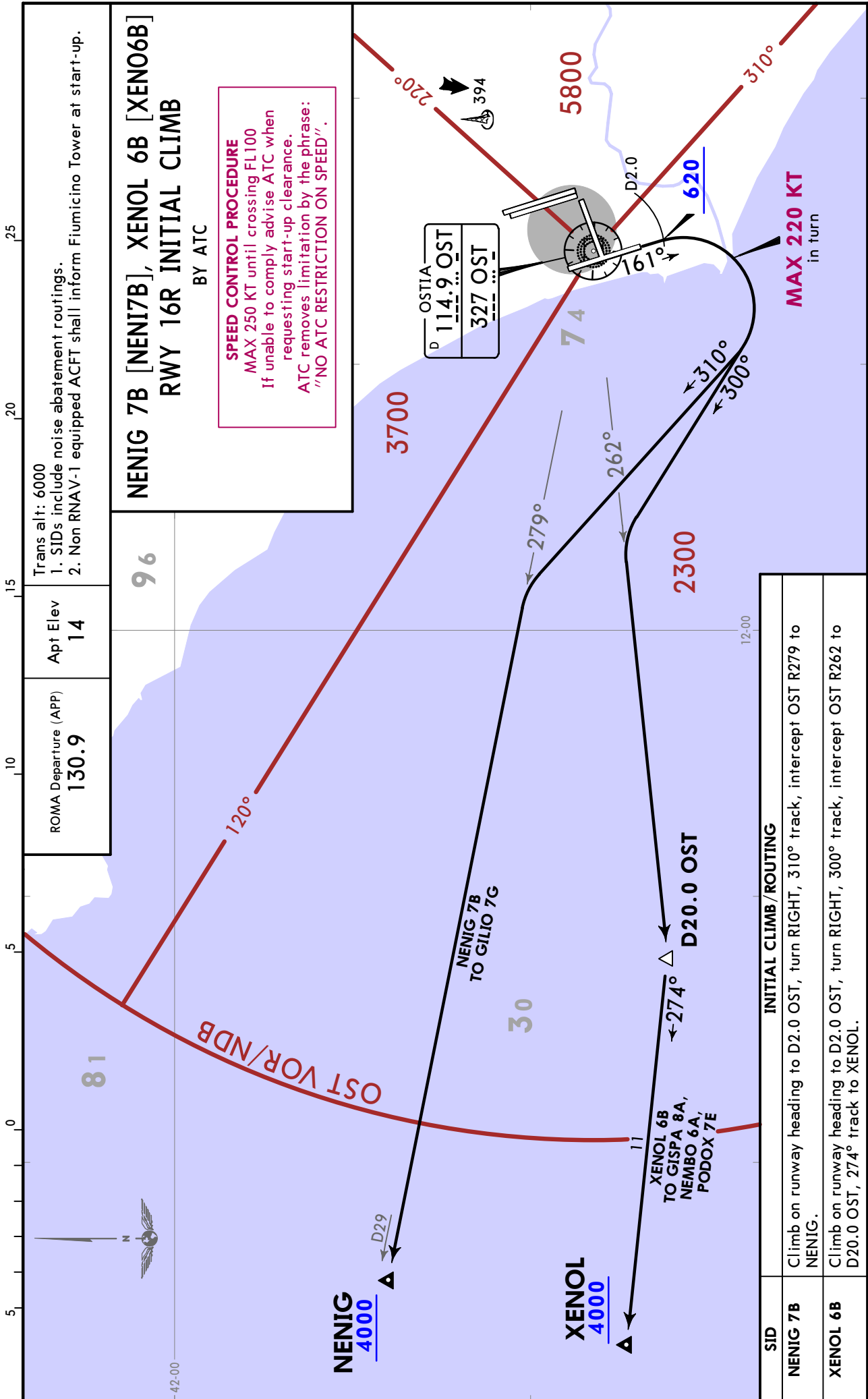


LIRF/FCO
FIUMICINO

JEPPESSEN
26 JUL 19 (10-3J)

ROME, ITALY

SID



LIRF/FCO
FIUMICINO

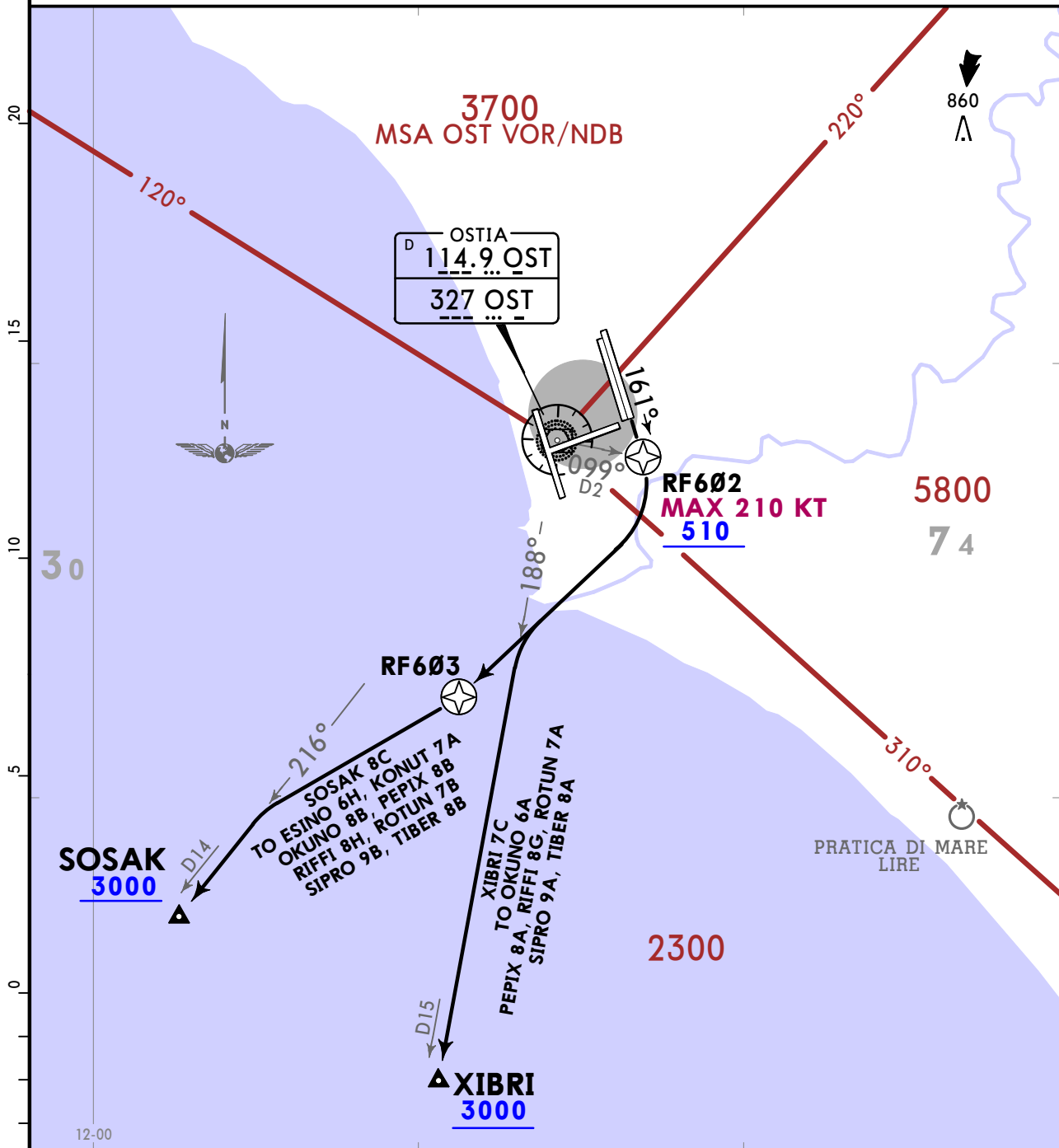
JEPPESEN
1 NOV 19 **(10-3K)** Eff 7 Nov

ROME, ITALY
SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.
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SOSAK 8C [SOSA8C], XIBRI 7C [XIBR7C]
RWY 16L INITIAL CLIMB

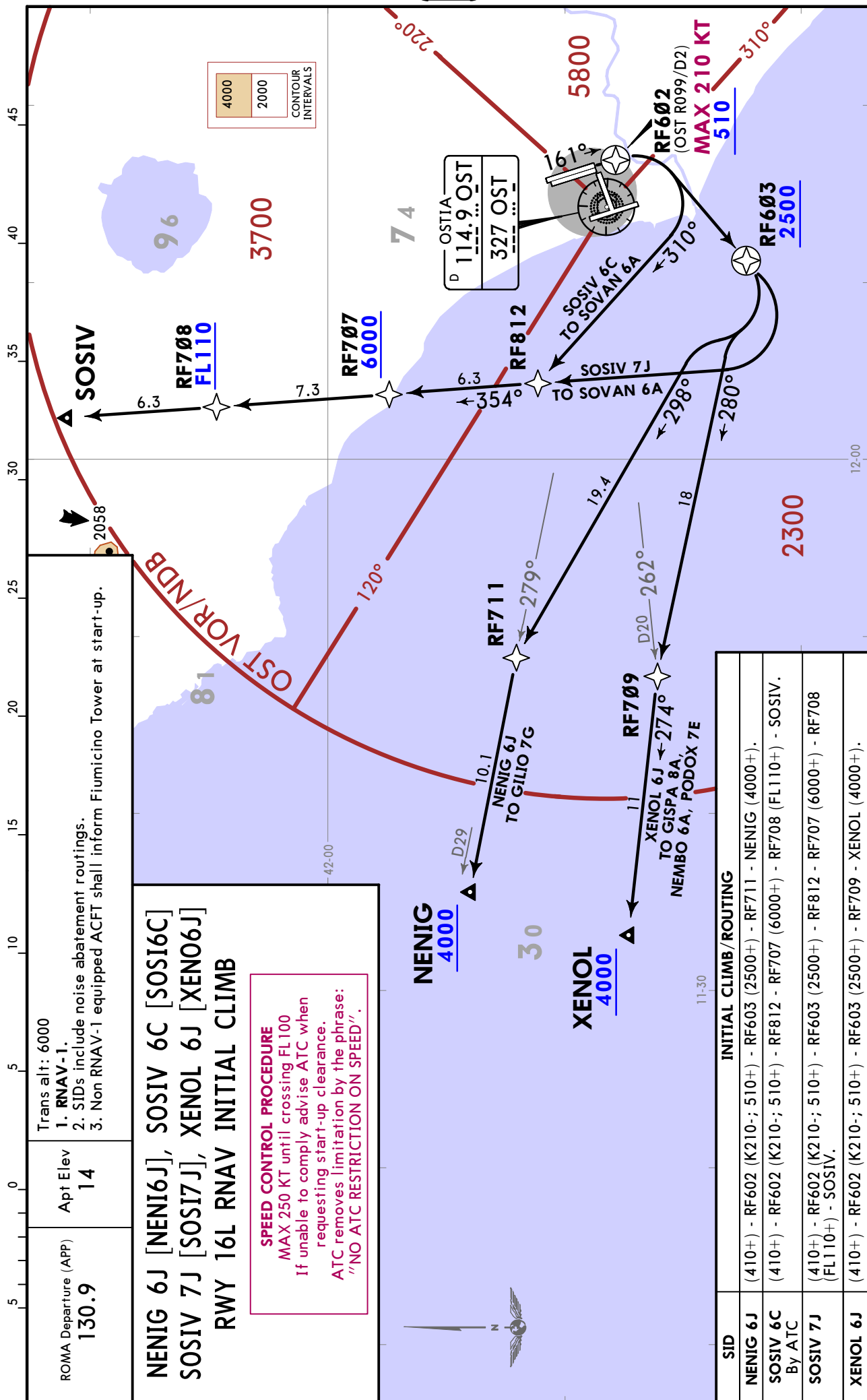
SPEED CONTROL PROCEDURE
MAX 250 KT until crossing FL100
If unable to comply advise ATC when requesting start-up clearance.
ATC removes limitation by the phrase:
"NO ATC RESTRICTION ON SPEED".



SID	INITIAL CLIMB/ROUTING
SOSAK 8C	Climb on runway heading, when passing OST R099, turn RIGHT, intercept OST R216 to SOSAK. RNAV: (410+) - RF602 (K210-;510+) - RF603 - SOSAK (3000+).
XIBRI 7C	Climb on runway heading, when passing OST R099, turn RIGHT, intercept OST R188 to XIBRI. RNAV: (410+) - RF602 (K210-;510+) - XIBRI (3000+).

LIRF/FCO
FIUMICINO

ROME, ITALY
RNAV SID

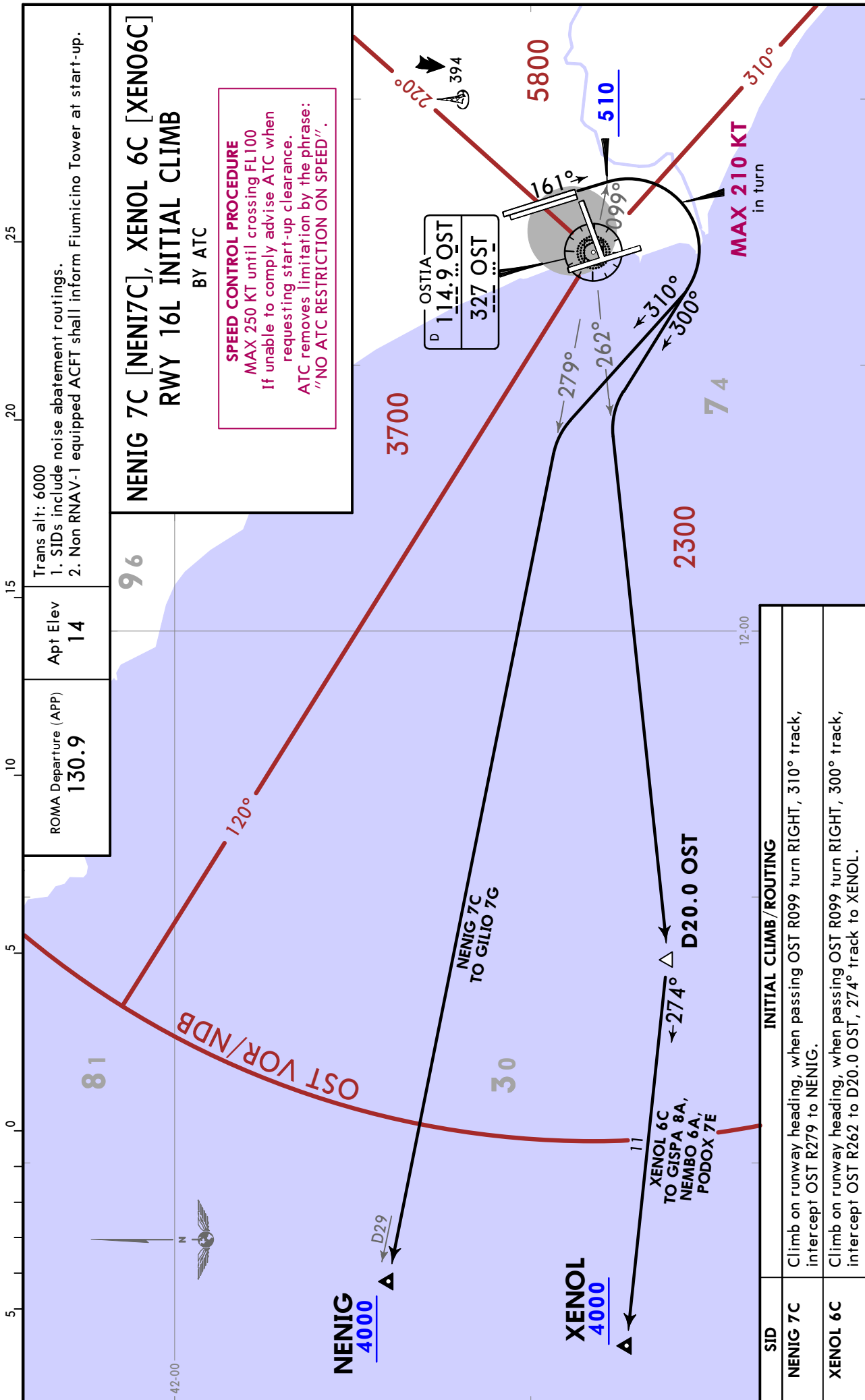


LIRF/FCO
FIUMICINO

JEPPESSEN
1 NOV 19 (10-3M) Eff 7 Nov

ROME, ITALY

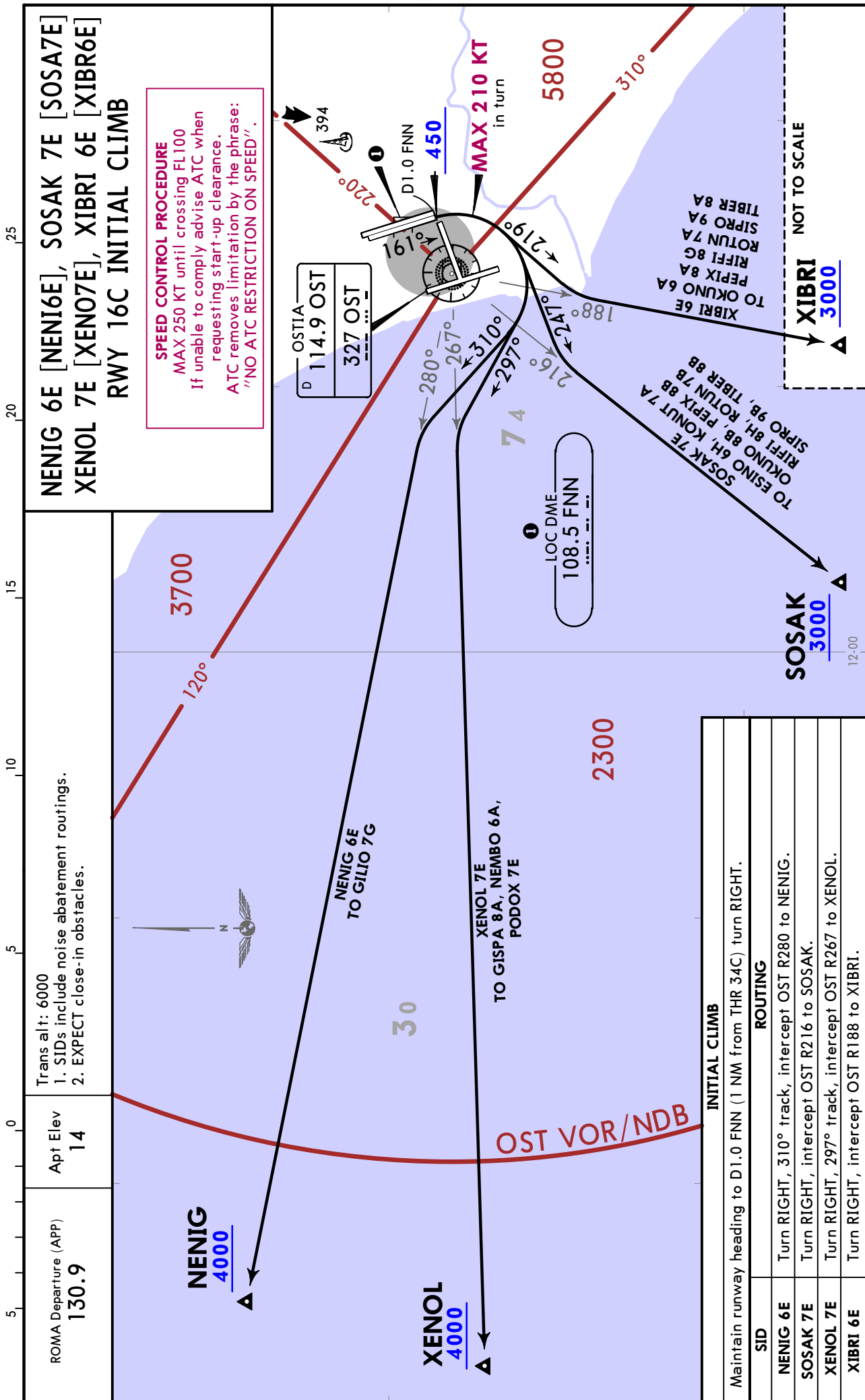
SID



LIRF/FCO
FIUMICINO

JEPPESEN
1 NOV 19 10-3N Eff 7 Nov

ROME, ITALY
SID



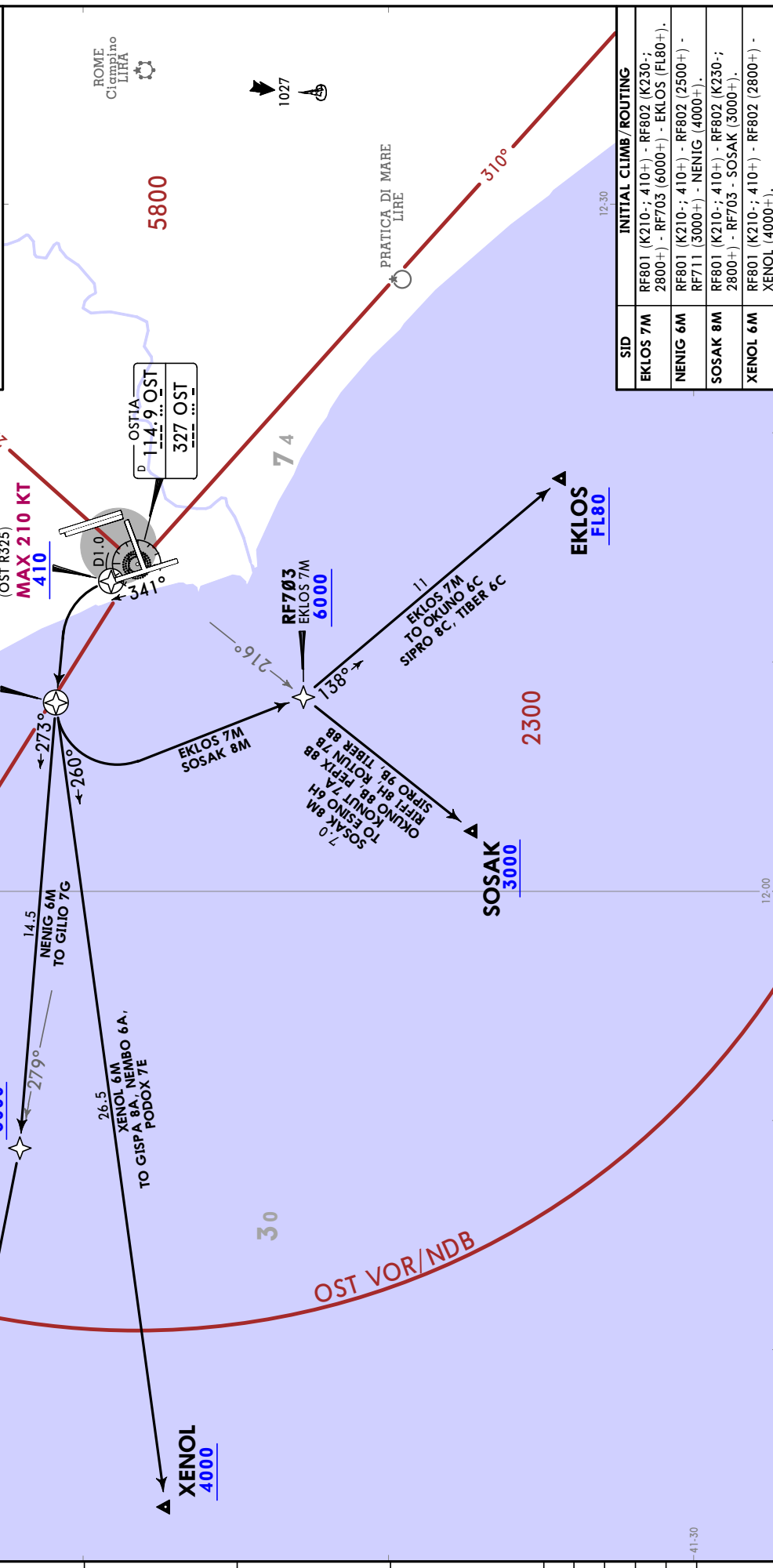
JEPPESEN **ROME, ITALY**
 1 NOV 19 (10-3P) Eff. 7 Nov **RNAV SID**

ROMA
 Departure (APP)
130.9

Trans alt: 6000
 1. RNAV-1.
 2. SIDs include noise abatement routings.

EKLOS 7M [EKLO7M]
NENIG 6M [NENI6M]
SOSAK 8M [SOSA8M]
XENOL 6M [XENO6M]
RWY 34L RNAV INITIAL CLIMB

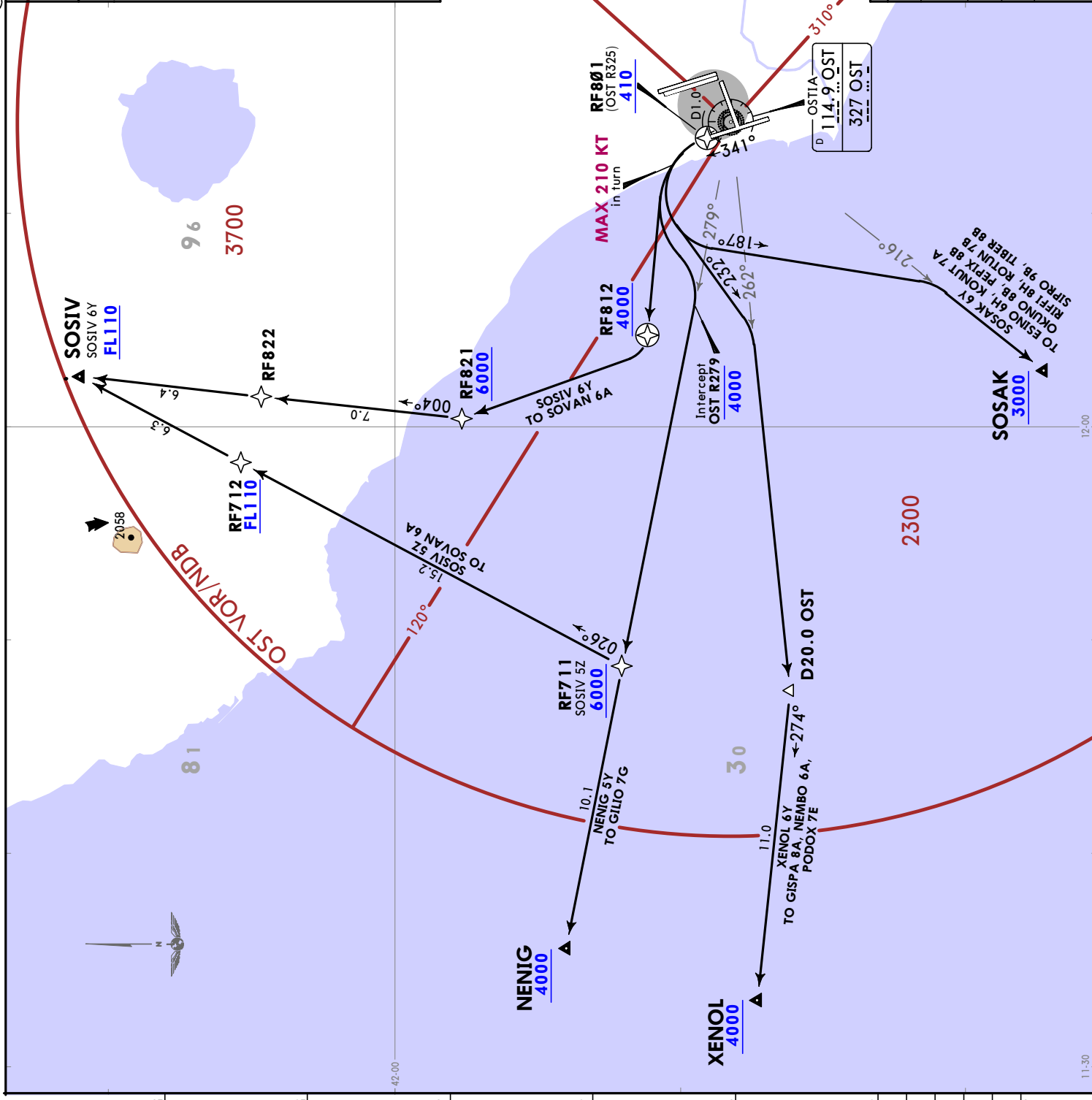
SPEED CONTROL PROCEDURE
 MAX 250 KT until crossing FL100
 If unable to comply advise ATC when requesting start-up clearance.
 ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".



SID	INITIAL CLIMB / ROUTING
EKLOS 7M	RF801 (K210+; 410+) - RF802 (K230+; 2800+) - RF703 (6000+) - EKLOS (FL80+).
NENIG 6M	RF801 (K210+; 410+) - RF802 (2500+) - RF711 (3000+) - NENIG (4000+).
SOSAK 8M	RF801 (K210+; 410+) - RF802 (K230+; 2800+) - RF703 - SOSAK (3000+).
XENOL 6M	RF801 (K210+; 410+) - RF802 (2800+) - XENOL (4000+).

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FIUMICINO

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 SIDs include noise abatement routing.
<p>NENIG 5Y [NENISY] SOSAK 6Y [SOSA6Y] XENOL 6Y [XENO6Y] RWY 34L INITIAL CLIMB</p> <p>SOSIV 6Y [SOSI6Y] SOSIV 5Z [SOSI5Z] RWY 34L RNAV INITIAL CLIMB RNAV-1</p>		
<p>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".</p>		



SID	INITIAL CLIMB/ROUTING
NENIG 5Y	Climb on runway heading, at D1.0 OST turn LEFT, intercept OST R279 to NENIG.
SOSAK 6Y	Climb on runway heading, at D1.0 OST turn LEFT, 187° track, intercept OST R216 to SOSAK.
SOSIV 6Y	RF801 (K210; 410+) - RF812 (4000+) - RF821 (6000+) - RF822 - SOSIV (FL110+).
SOSIV 5Z	RF801 (K210; 410+) - RF711 (6000+) - RF712 (FL110+) - SOSIV.
XENOL 6Y	Climb on runway heading, at D1.0 OST turn LEFT, 232° track, intercept OST R262 to D20.0 OST, 274° track to XENOL.

LIR/FCO
FIUMICINO

JEPPESEN
1 NOV 19 (10-3S) Eff 7 Nov

ROME, ITALY
SID

ROMA Departure (APP)
130.9

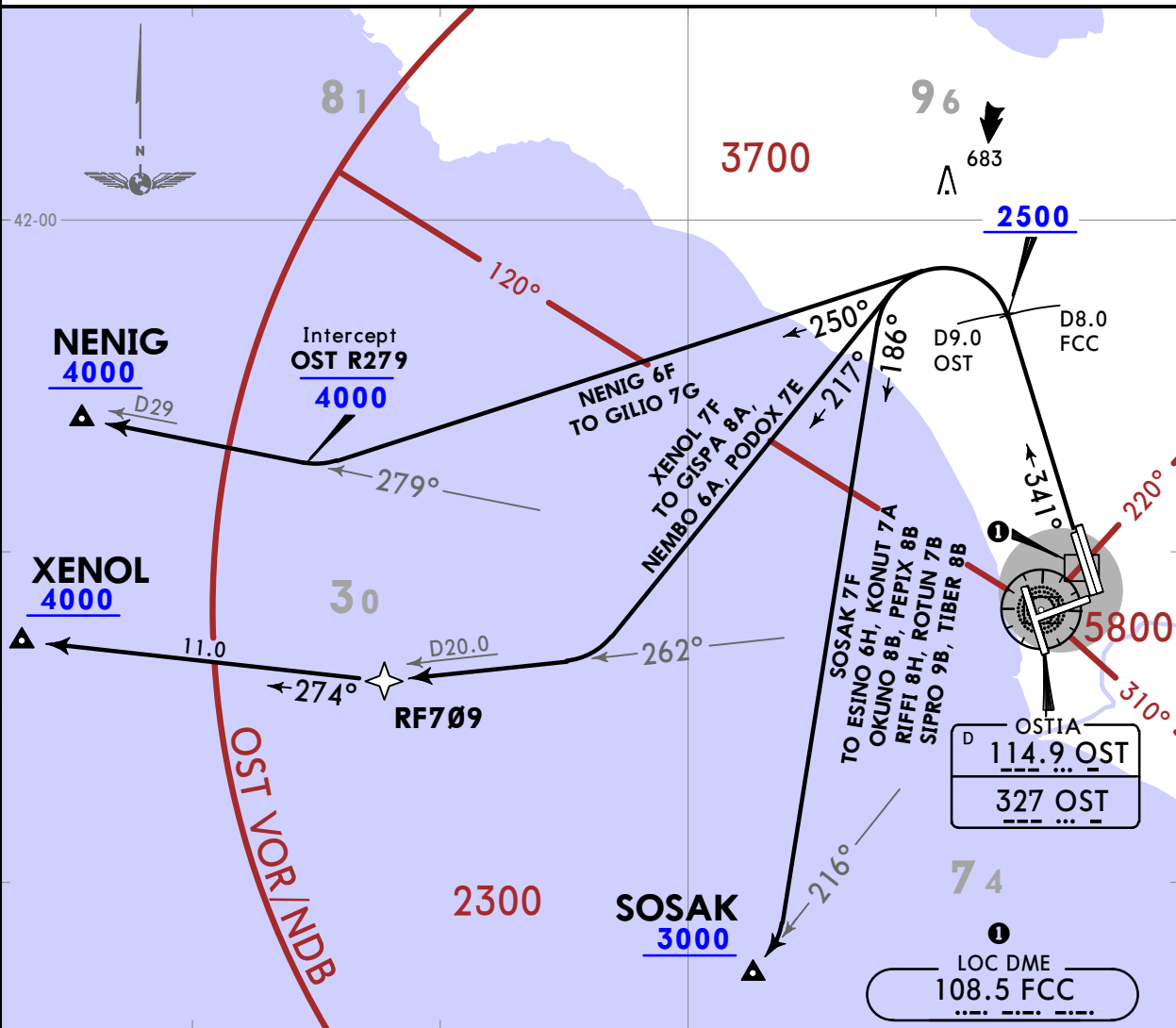
Apt Elev
14

Trans alt: 6000
1. SIDs include noise abatement routings.
2. EXPECT close-in obstacles.

NENIG 6F [NENI6F]
SOSAK 7F [SOSA7F], XENOL 7F [XENO7F]
RWY 34C INITIAL CLIMB

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

45
40
35
30
25
20
15
10
5
0



These SIDs require a minimum climb gradient of 370 per NM (6.1%) until 3000 due to ATC purposes. If unable to comply advise ATC as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
370 per NM	463	617	925	1233	1542	1850

INITIAL CLIMB

Maintain runway heading to D8.0 FCC/ D9.0 OST, turn LEFT.

SID	ROUTING
NENIG 6F	Turn LEFT, 250° track, intercept OST R279 to NENIG.
SOSAK 7F	Turn LEFT, 186° track, intercept OST R216 to SOSAK.
XENOL 7F	Turn LEFT, 217° track, intercept OST R262 to D20.0 OST, 274° track to XENOL.

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JEPPESEN
1 NOV 19 (10-3T) Eff 7 Nov

ROME, ITALY
RNAV SID

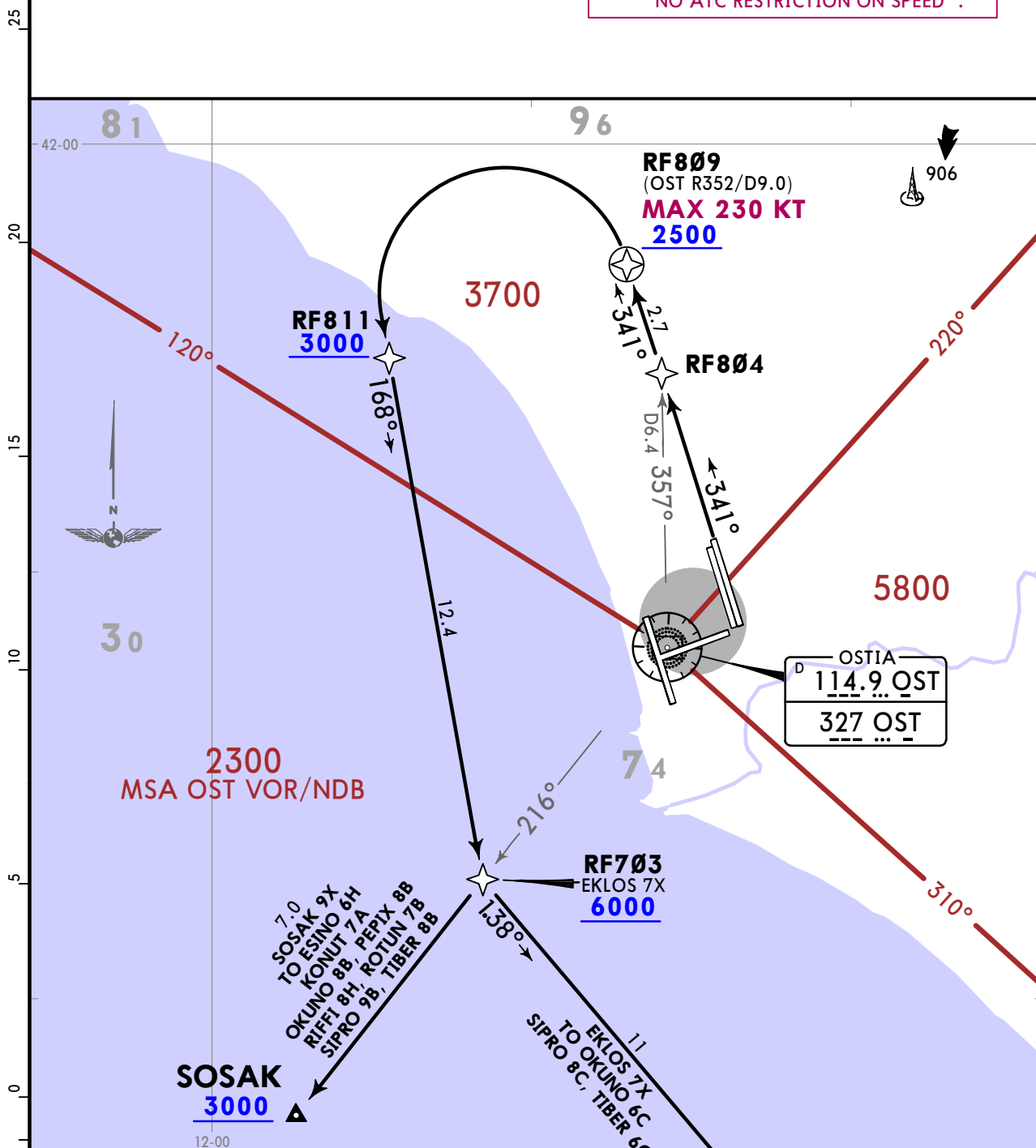
ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
1. RNAV-1.
2. SIDs include noise abatement routings.

EKLOS 7X [EKLO7X]
SOSAK 9X [SOSA9X]
RWY 34R RNAV INITIAL CLIMB

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



These SIDs require a minimum climb gradient of 425 per NM (7%) until 3000 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

If unable to comply advise ATC as soon as possible.

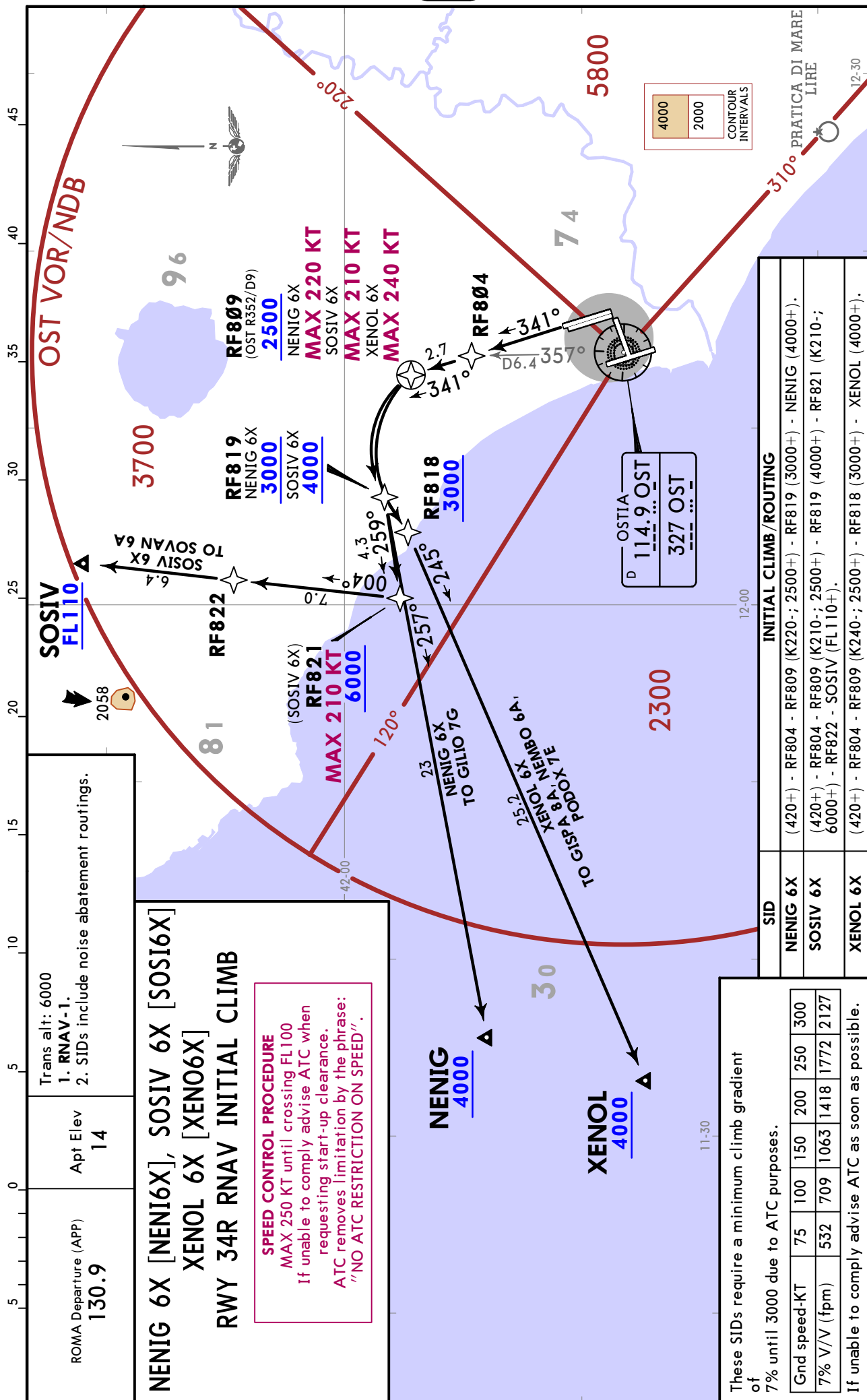
SID	INITIAL CLIMB/ROUTING
EKLOS 7X	(420+) - RF804 - RF809 (K230-; 2500+) - RF811 (3000+) - RF703 (6000+) - EKLOS (FL80+).
SOSAK 9X	(420+) - RF804 - RF809 (K230-; 2500+) - RF811 (3000+) - RF703 - SOSAK (3000+).

CHANGES: OKUNO, SIPRO & TIBER SIDs renumbered.

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FIUMICINO

JEPPESEN
1 NOV 19 (10-3U) Eff 7 Nov

ROME, ITALY
RNAV SID



CHANGES: None.

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JEPPESEN

ROME, ITALY

1 NOV 19 (10-3V) Eff 7 Nov

SID

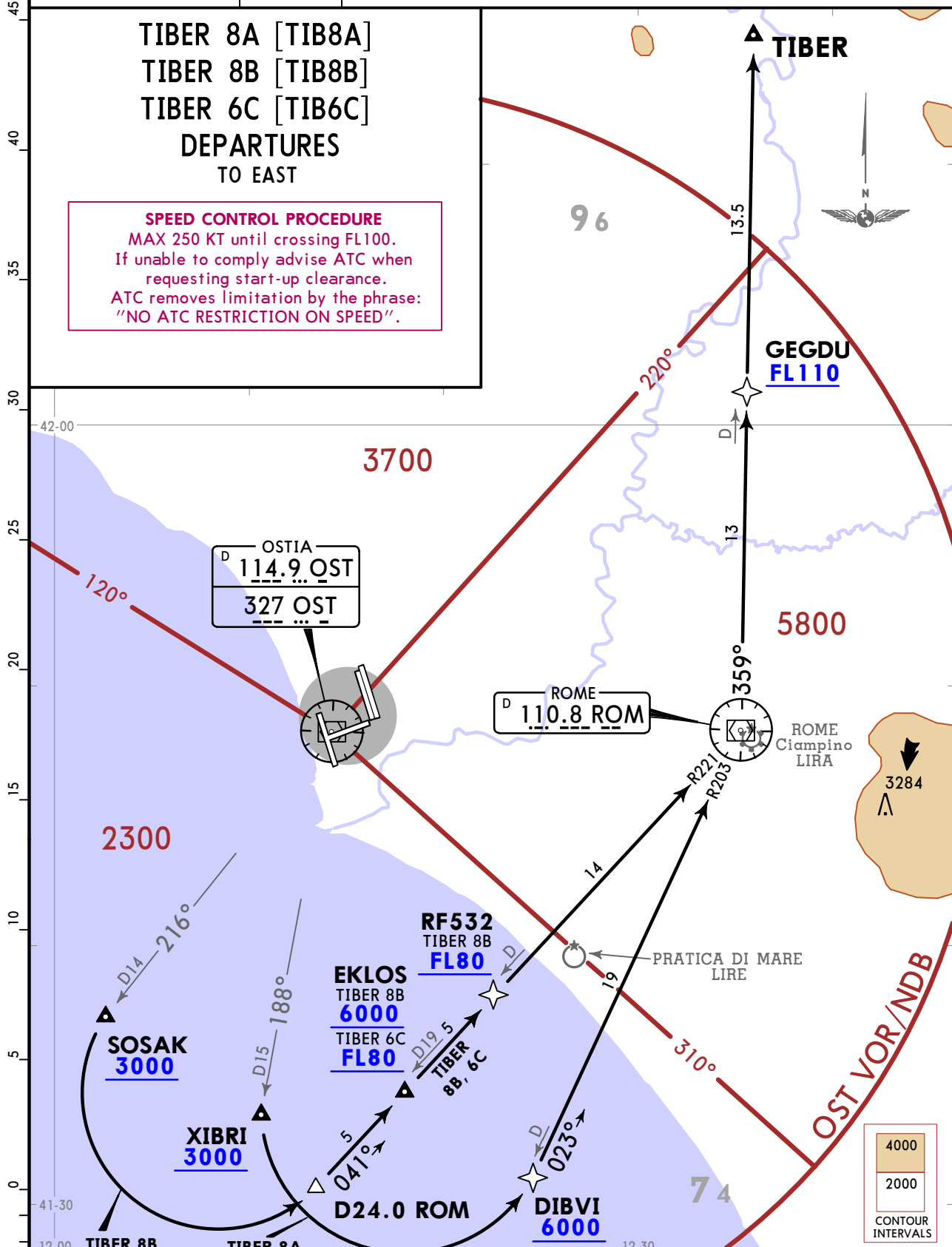
ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
1. RNAV-1/Conventional.
2. SIDs include noise abatement routings.

TIBER 8A [TIB8A]
TIBER 8B [TIB8B]
TIBER 6C [TIB6C]
DEPARTURES
TO EAST

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



SID	ROUTING
TIBER 8A	At XIBRI turn LEFT, intercept ROM R203 inbound to ROM, ROM R359 to TIBER. RNAV: XIBRI (3000+) - DIBVI (6000+) - ROM - GEGDU (FL110+) - TIBER.
TIBER 8B	At SOSAK turn LEFT, intercept ROM R221 inbound to ROM, ROM R359 to TIBER. RNAV: SOSAK (3000+) - EKLOS (6000+) - RF532(FL80+) - ROM - GEGDU (FL110+) - TIBER.
TIBER 6C	At EKLOS intercept ROM R221 inbound to ROM, ROM R359 to TIBER. RNAV: EKLOS (FL80+) - ROM - GEGDU (FL110+) - TIBER.

CHANGES: SID TIBER 7B renumbered 8B & revised.

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JEPPESEN
 1 NOV 19 (10-3W) **Eff 7 Nov** **SID**

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ROME, ITALY

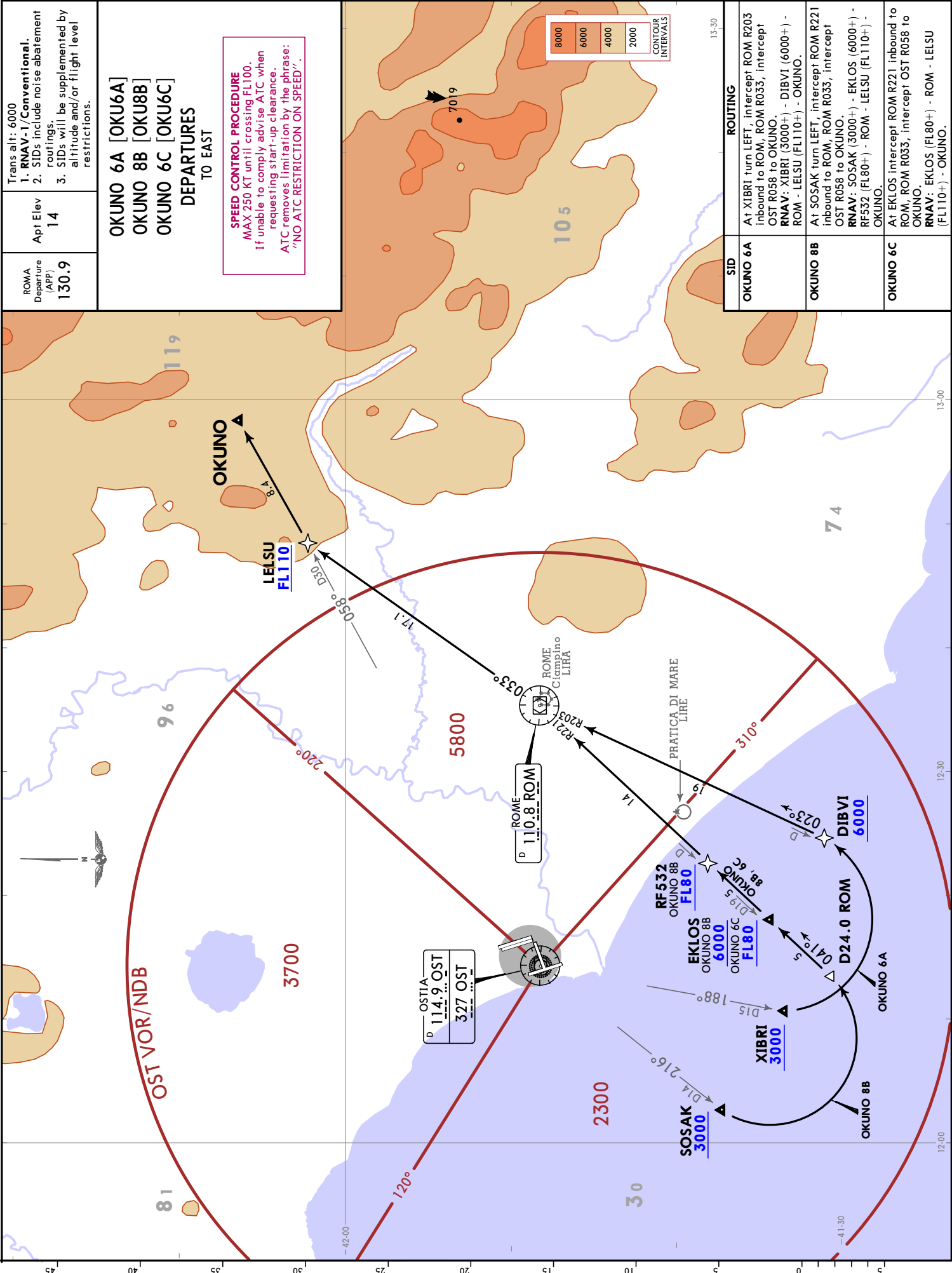
ROMA
 Departure
 (APP)
130.9

Apt Elev
14

Trans alt: 6000
 1. RNAV-1/Conventional.
 2. SIDs include noise abatement routings.
 3. SIDs will be supplemented by altitude and/or flight level restrictions.

**OKUNO 6A [OKU6A]
 OKUNO 8B [OKU8B]
 OKUNO 6C [OKU6C]
 DEPARTURES
 TO EAST**

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

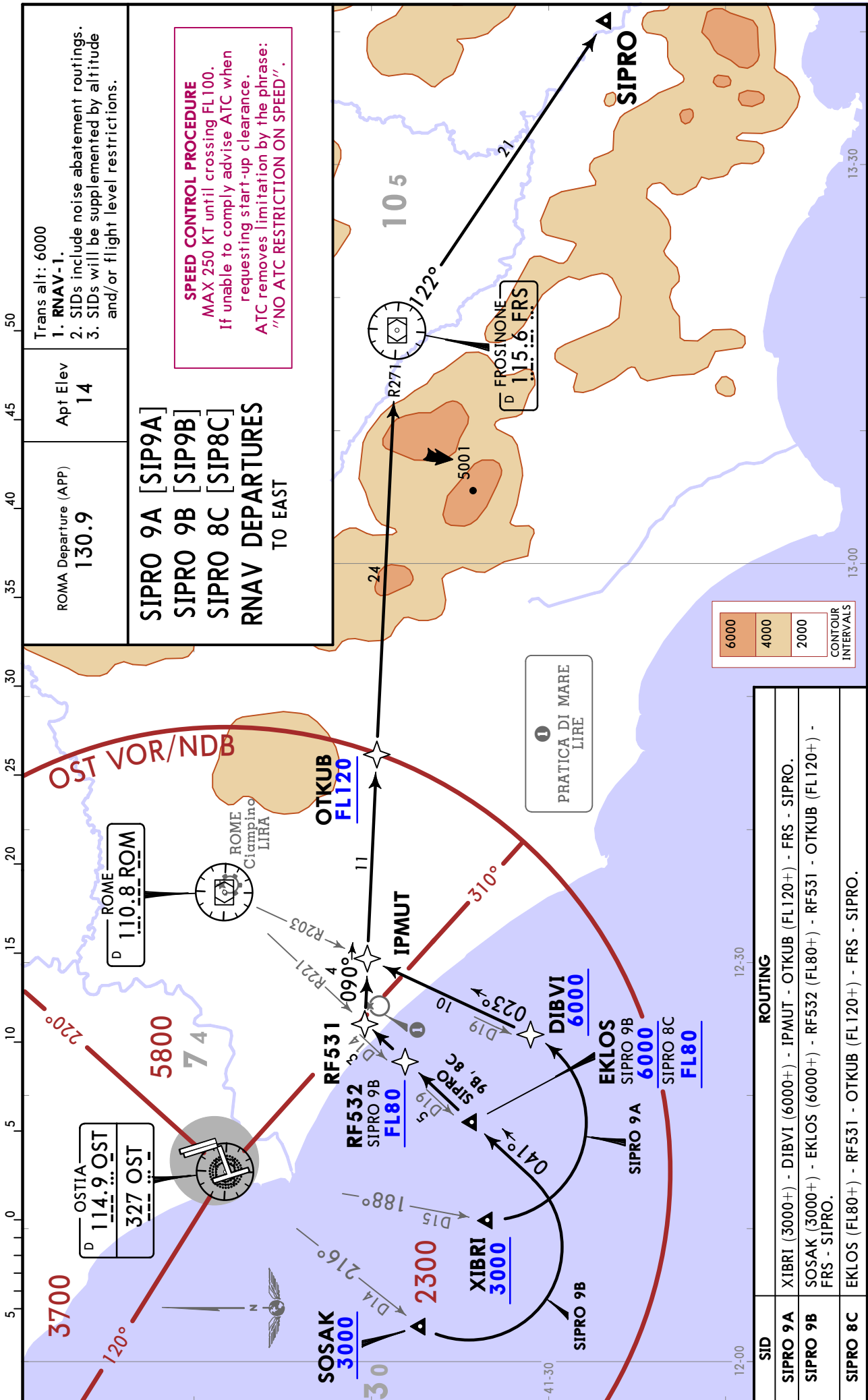


SID	ROUTING
OKUNO 6A	At XIBRI turn LEFT, intercept ROM R203 inbound to ROM, ROM R033, intercept OST R058 to OKUNO. RNAV: XIBRI (3000+) - DIBVI (6000+) - ROM - LELSU (FL110+) - OKUNO.
OKUNO 8B	At SOSAK turn LEFT, intercept ROM R221 inbound to ROM, ROM R033, intercept OST R058 to OKUNO. RNAV: SOSAK (3000+) - EKLOS (6000+) - RF532 (FL80+) - ROM - LELSU (FL110+) - OKUNO.
OKUNO 6C	At EKLOS intercept ROM R221 inbound to ROM, ROM R033, intercept OST R058 to OKUNO. RNAV: EKLOS (FL80+) - ROM - LELSU (FL110+) - OKUNO.

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FIUMICINO

JEPPESSEN
1 NOV 19 10-3X Eff 7 Nov

ROME, ITALY
RNAV SID



CHANGES: RNAV SIDs SIPRO 8B & 7C renumbered 9B & 8C & revised.

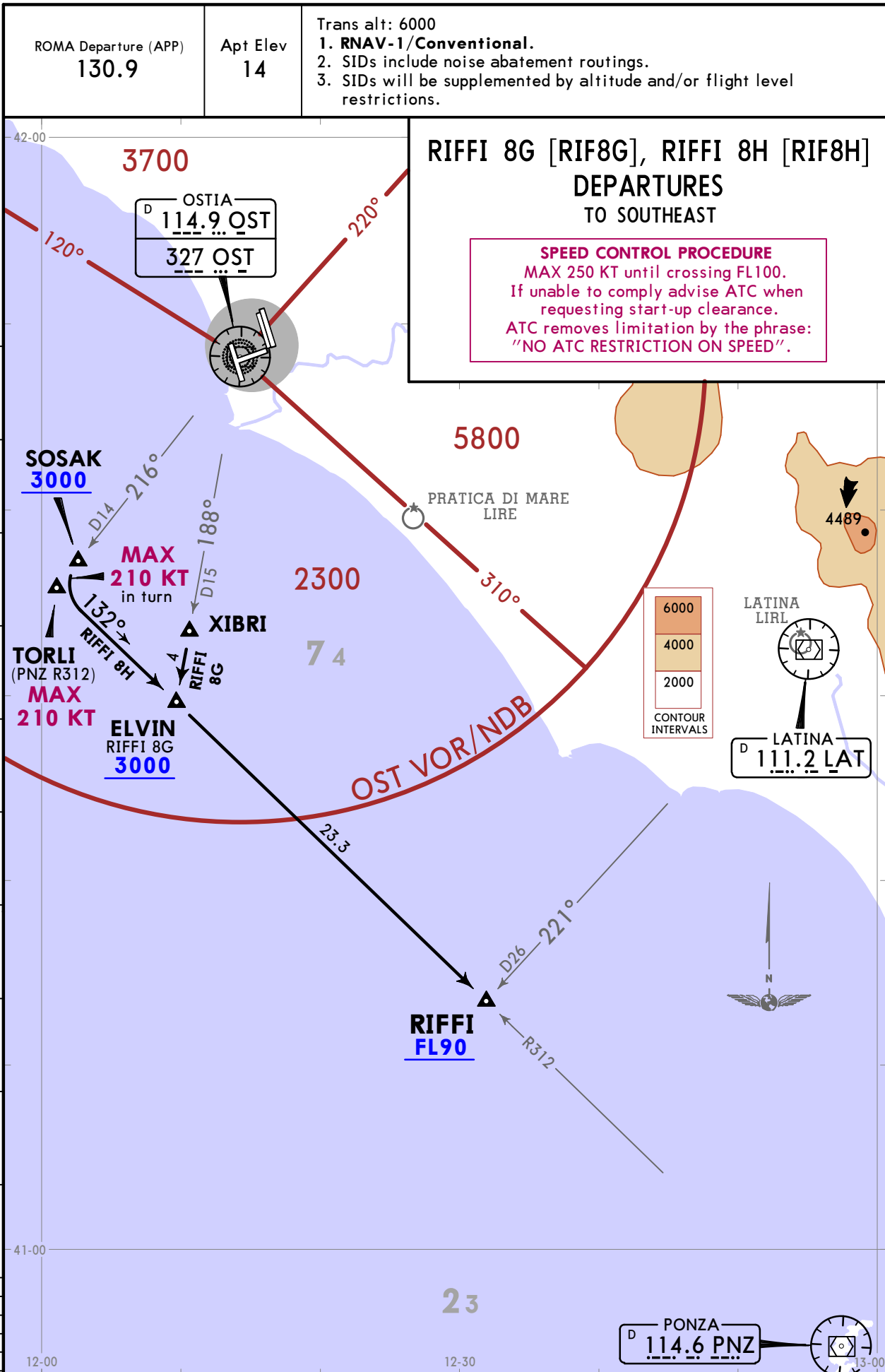
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FIUMICINO

JEPPESEN

ROME, ITALY

26 JUL 19 (10-3X1)

SID



SID	ROUTING
RIFFI 8G	On OST R188 via XIBRI to ELVIN, turn LEFT, intercept PNZ R312 inbound to RIFFI.
RIFFI 8H	At SOSAK turn LEFT, intercept PNZ R312 inbound to RIFFI. RNAV: SOSAK (3000+) - TORLI (K210-) - RIFFI (FL90+).

LIRF/FCO
FIUMICINO

JEPPESEN

ROME, ITALY

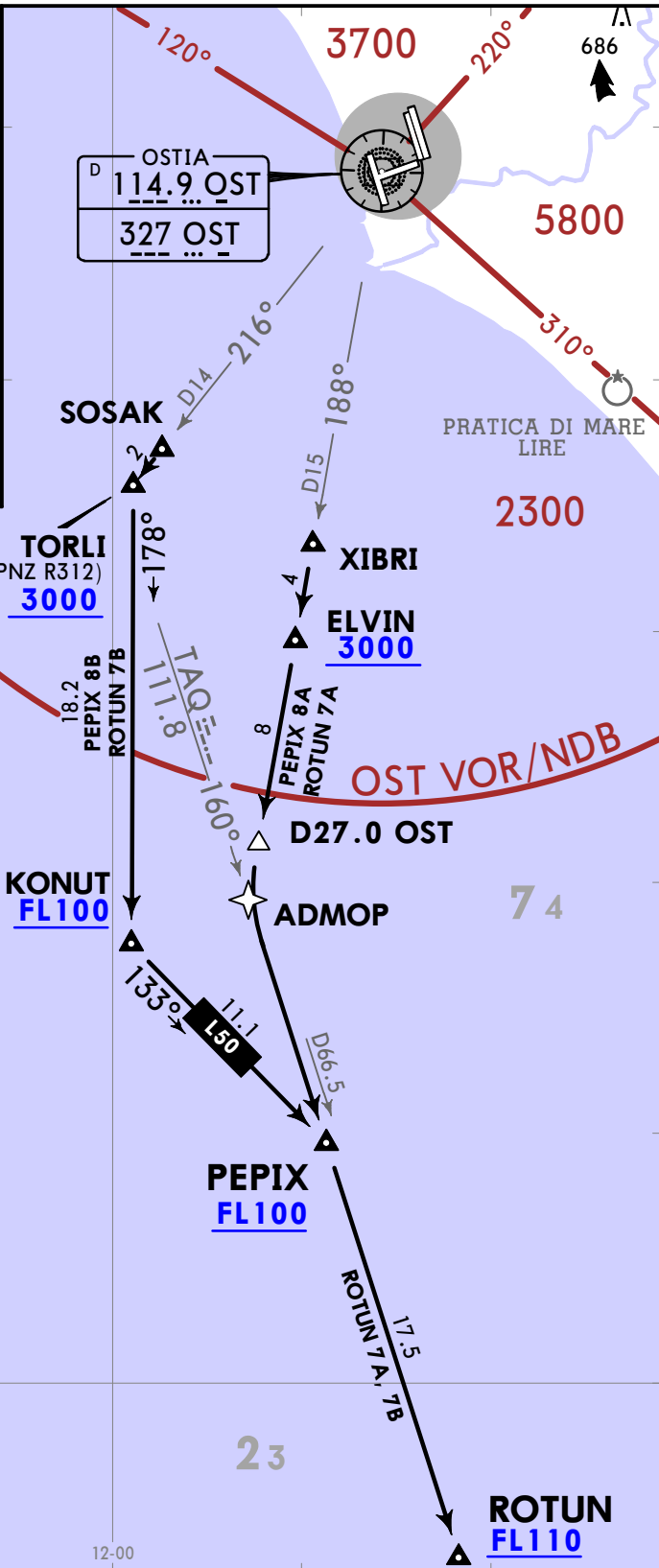
26 JUL 19 (10-3X2)

SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.
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PEPIX 8A [PEP8A]
PEPIX 8B [PEP8B]
ROTUN 7A [ROT7A]
ROTUN 7B [ROT7B]
DEPARTURES TO SOUTH

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
PEPIX 8A	On OST R188 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R160 to PEP8A. RNAV: XIBRI - ELVIN (3000+) - ADMOP - PEP8A (FL100+).
PEPIX 8B	On OST R216 via SOSAK to TORLI, turn LEFT, 178° track to KONUT, turn LEFT, join airway L-50 to PEP8A.
ROTUN 7A	On OST R188 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R160 via PEP8A to ROTUN.
ROTUN 7B	On OST R216 via SOSAK to TORLI, turn LEFT, 178° track to KONUT, turn LEFT, join airway L-50 to PEP8A, turn RIGHT, intercept TAQ R160 to ROTUN.

CHANGES: MSA.

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LIRF/FCO
FIUMICINO

JEPPESEN
 26 JUL 19 **(10-3X3)**

ROME, ITALY
SID

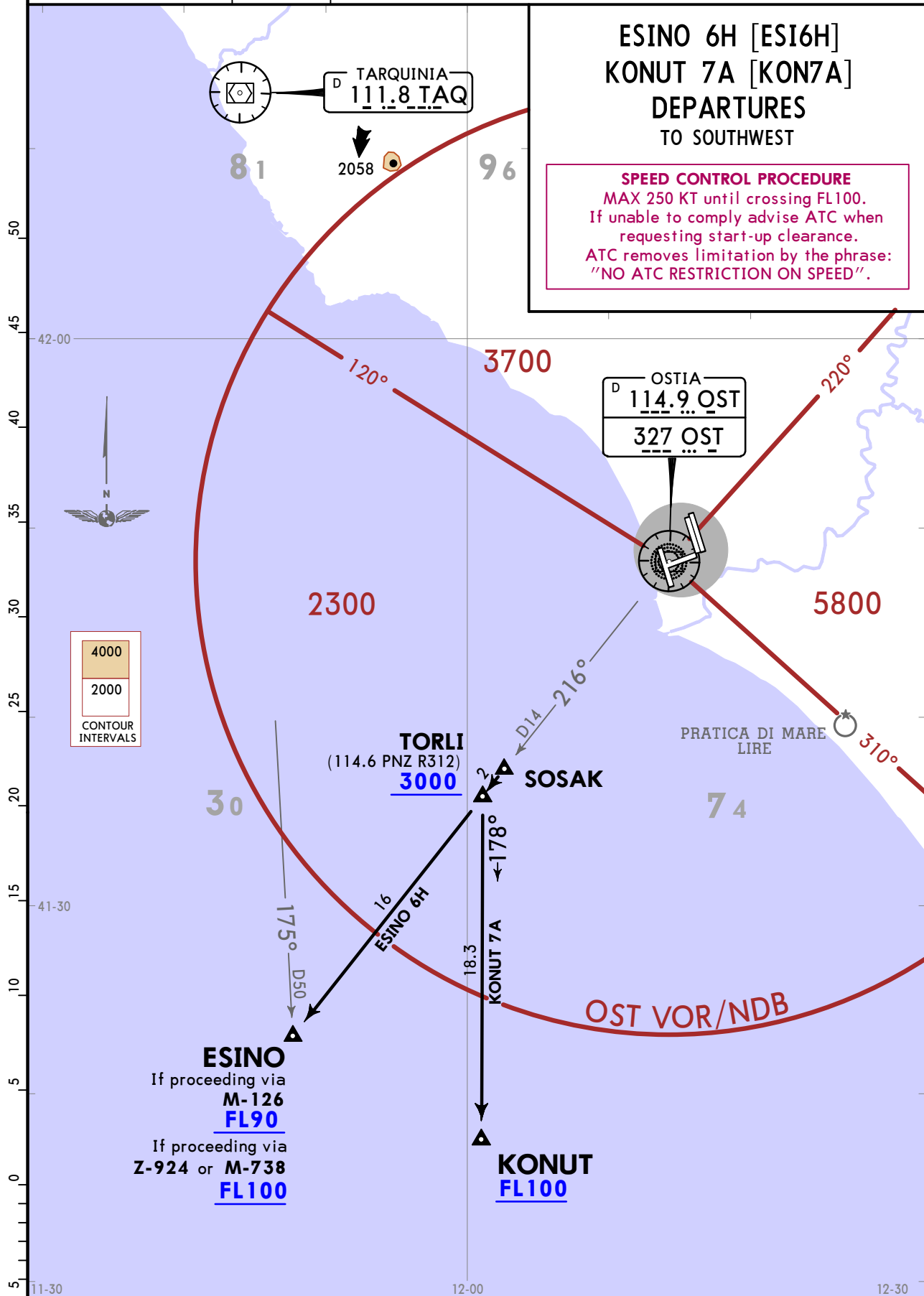
ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
 1. **RNAV-1/Conventional.**
 2. SIDs include noise abatement routings.
 3. SIDs will be supplemented by altitude and/or flight level restrictions.

ESINO 6H [ESI6H]
KONUT 7A [KON7A]
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".



SID	ROUTING
ESINO 6H	On OST R216 via TORLI to ESINO.
KONUT 7A	On OST R216 to TORLI, turn LEFT, 178° track to KONUT.

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FIUMICINO

JEPPESSEN

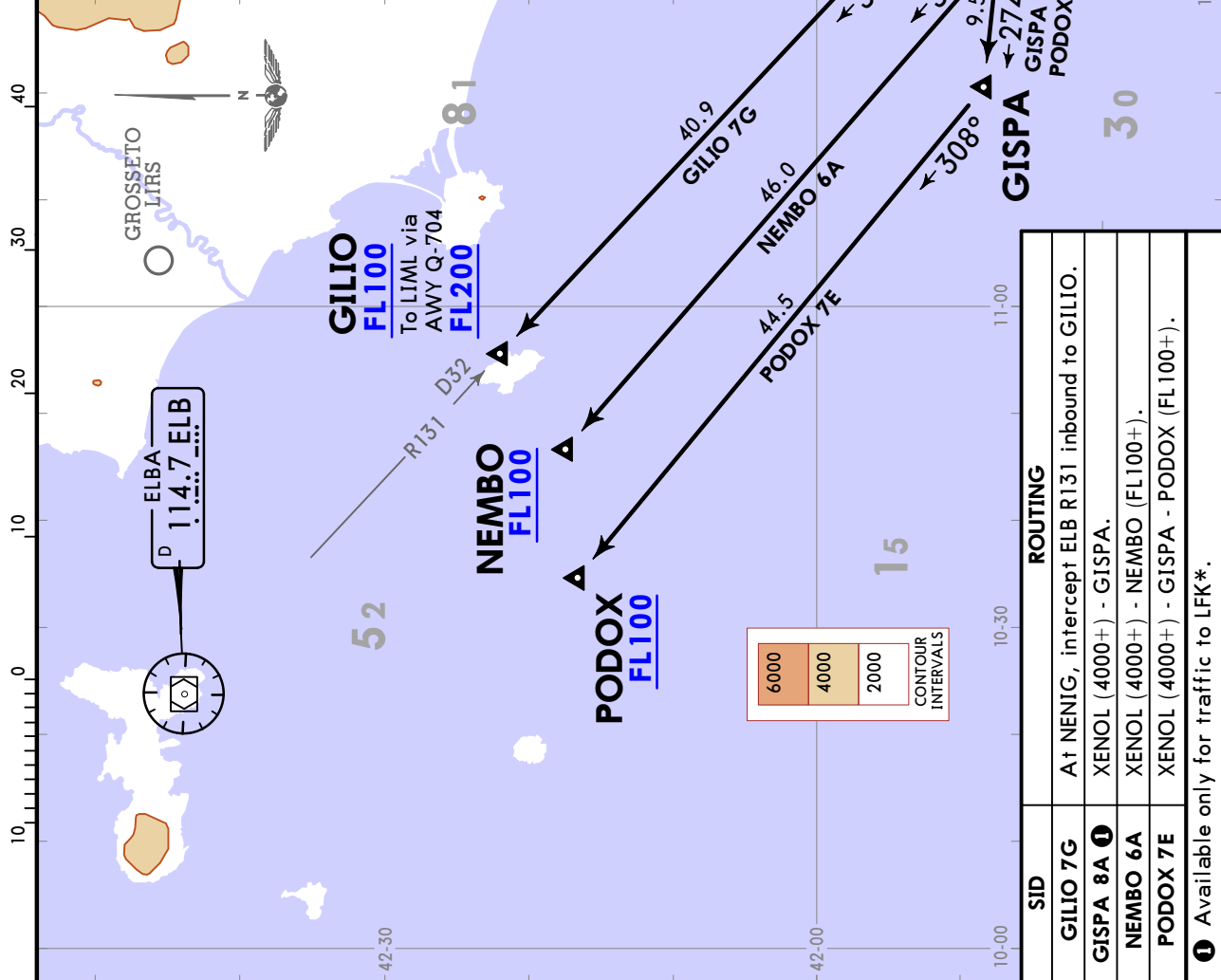
ROME, ITALY

26 JUL 19 10-3X4

SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. SIDs include noise abatement routings. 2. SIDs will be supplemented by altitude and/or flight level restrictions.
GILIO 7G [GIL7G] DEPARTURES RNAV-1/CONVENTIONAL		
<p>GISPA 8A [GIS8A], NEMBO 6A [NEM6A], PODOX 7E [POD7E] RNAV DEPARTURES</p> <p style="text-align: center;">RNAV-1 TO WEST</p>		

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



SID	ROUTING
GILIO 7G	At NENIG, intercept ELB R131 inbound to GILIO.
GISPA 8A ①	XENOL (4000+) - GISPA.
NEMBO 6A	XENOL (4000+) - NEMBO (FL100+).
PODOX 7E	XENOL (4000+) - GISPA - PODOX (FL100+).

① Available only for traffic to LFK*.

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JEPPESEN

ROME, ITALY

24 JAN 20

10-3X5

Eff 30 Jan

RNAV SID

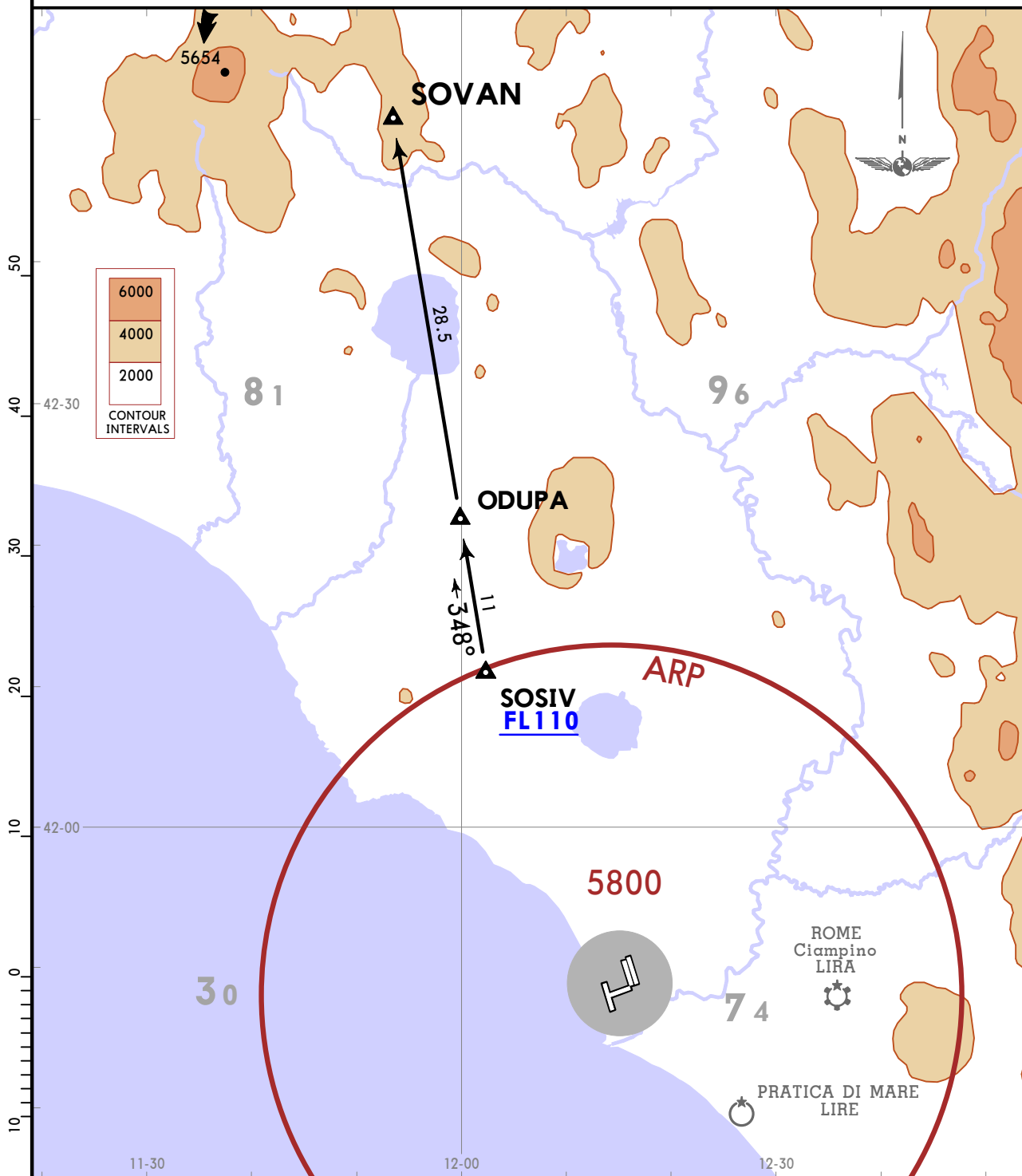
ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
1. RNAV-1.
2. SIDs include noise abatement routings.
3. SIDs will be supplemented by altitude and/or flight level restrictions.

SOVAN 6A [SOV6A] RNAV DEPARTURE TO NORTH

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".

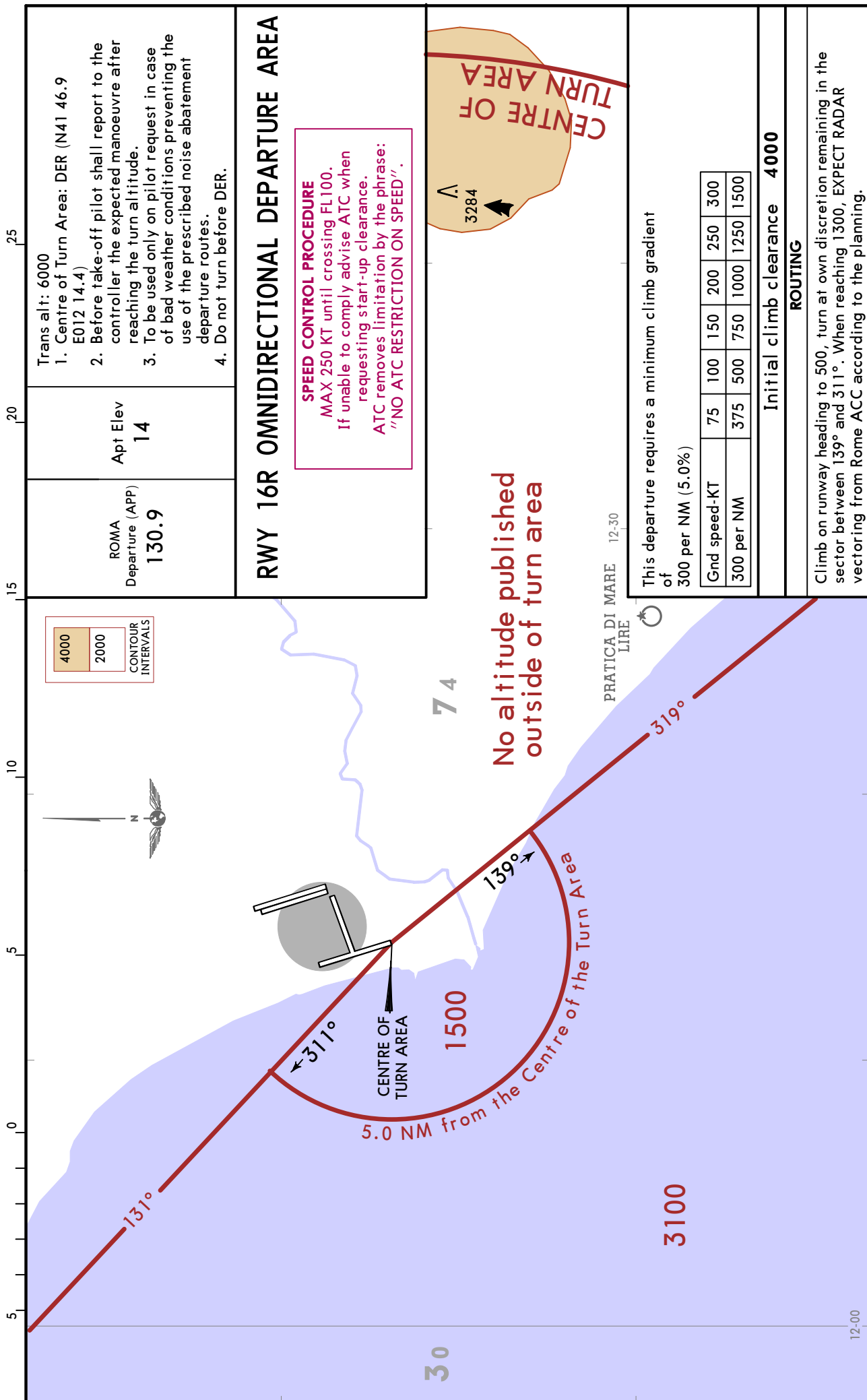


ROUTING
SOSIV (FL110+) - ODUPA - SOVAN.

LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 10-3X6 Eff 30 Jan

ROME, ITALY
DEPARTURE



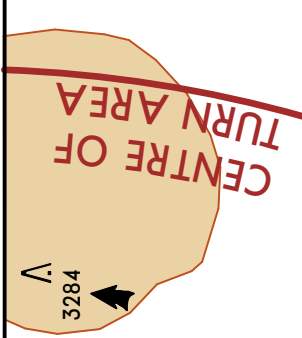
Trans alt: 6000
1. Centre of Turn Area: DER (N41 46.9 E012 14.4)
2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.
3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.
4. Do not turn before DER.

ROMA
Departure (APP)
130.9

Apt Elev
14

RWY 16R OMNIDIRECTIONAL DEPARTURE AREA

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".



This departure requires a minimum climb gradient of 300 per NM (5.0%)

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance **4000**

ROUTING

Climb on runway heading to 500, turn at own discretion remaining in the sector between 139° and 311°. When reaching 1300, EXPECT RADAR vectoring from Rome ACC according to the planning.

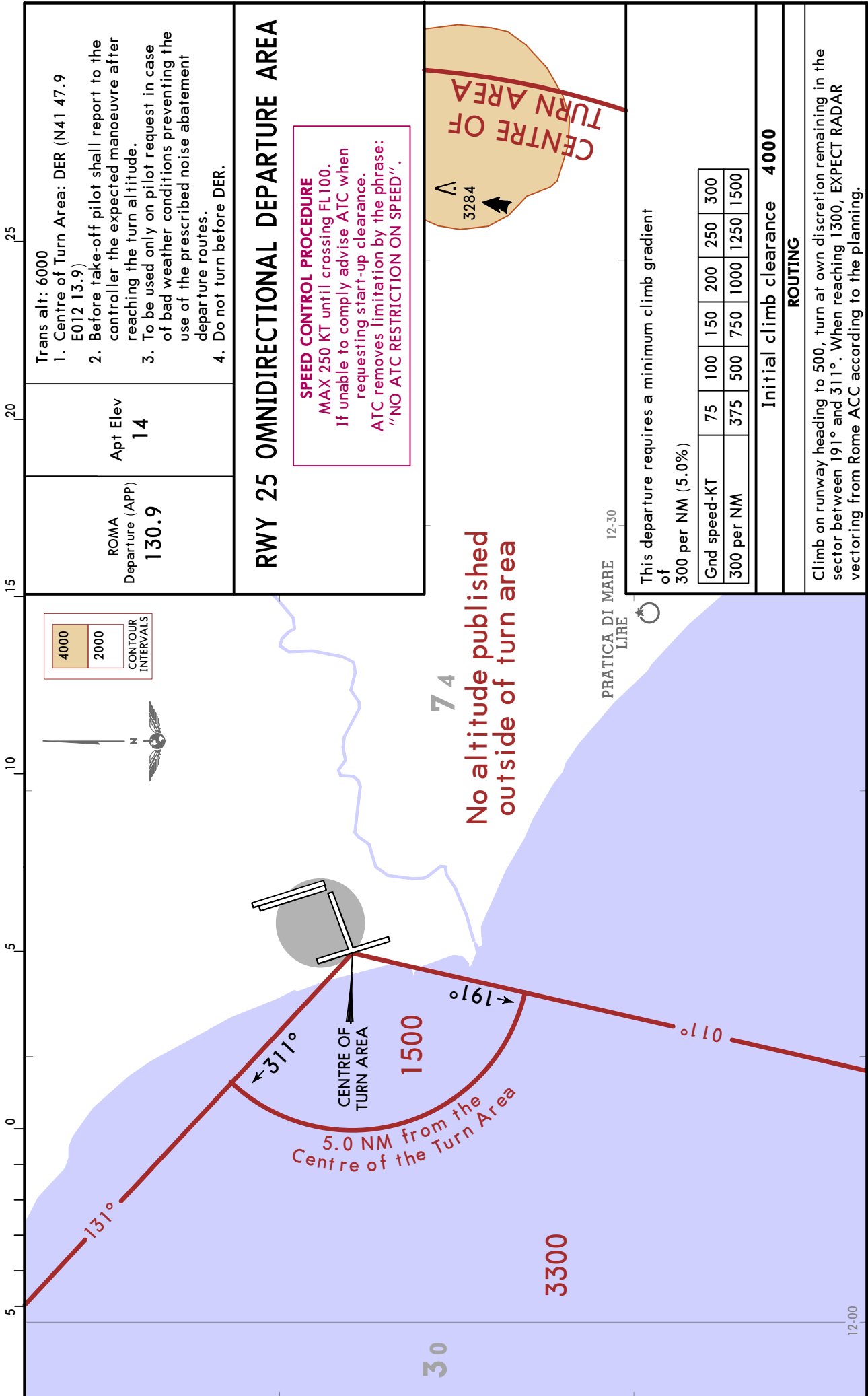
No altitude published outside of turn area

CHANGES: New procedure at this airport.

LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 **10-3X7** **Eff 30 Jan**

ROME, ITALY
DEPARTURE



Trans alt: 6000

- Centre of Turn Area: DER (N41 47.9 E012 13.9)
- Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.
- To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.
- Do not turn before DER.

ROMA
Departure (APP)
130.9

Apt Elev
14

RWY 25 OMNIDIRECTIONAL DEPARTURE AREA

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".

CENTRE OF TURN AREA

3284

No altitude published outside of turn area

PRATICA DI MARE LIRE 12-30

This departure requires a minimum climb gradient of 300 per NM (5.0%)

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance **4000**

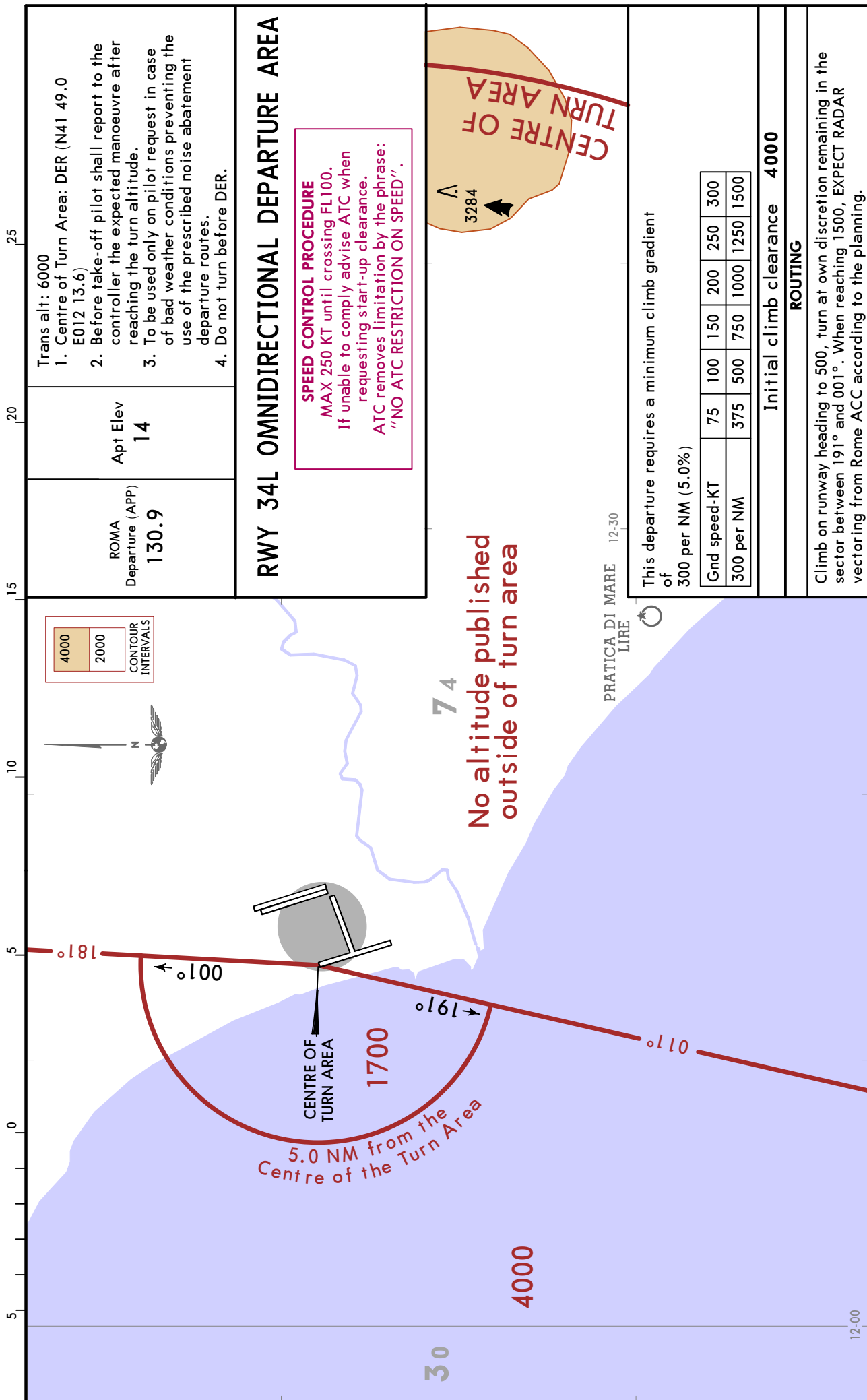
ROUTING

Climb on runway heading to 500, turn at own discretion remaining in the sector between 191° and 311°. When reaching 1300, EXPECT RADAR vectoring from Rome ACC according to the planning.

LIRF/FCO
FIUMICINO

JEPPESEN
24 JAN 20 10-3X8 Eff 30 Jan

ROME, ITALY
DEPARTURE

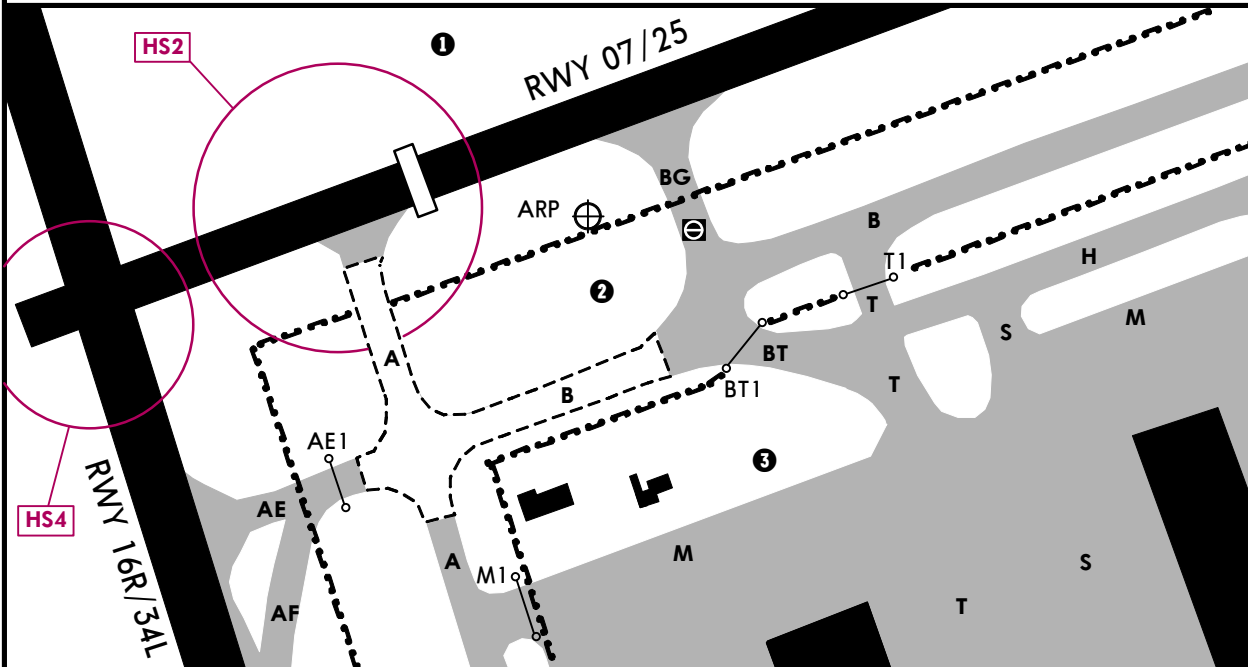


CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

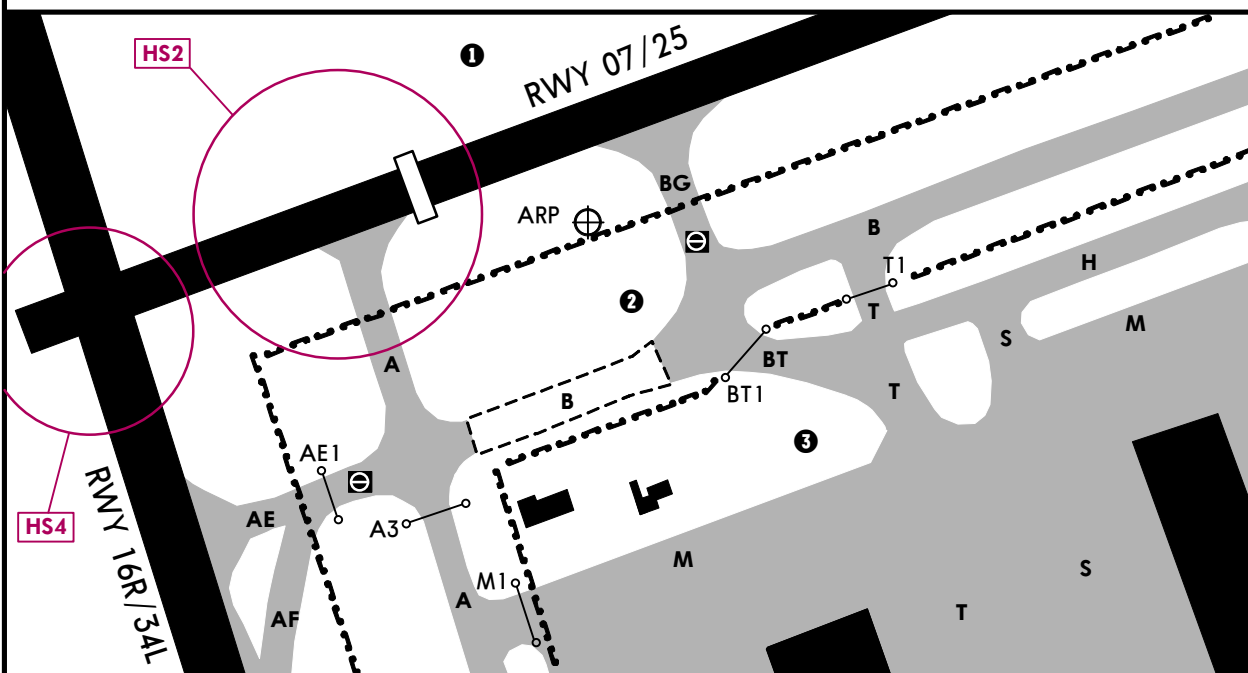
PHASE 1

TWY B closed between TWY A included and TWY BG excluded.
TWY A closed between RWY 07/25 and apron TWY M both excluded.
TWYs AE and AF closed.



PHASE 2

TWY B closed between TWYs A and BG both excluded.



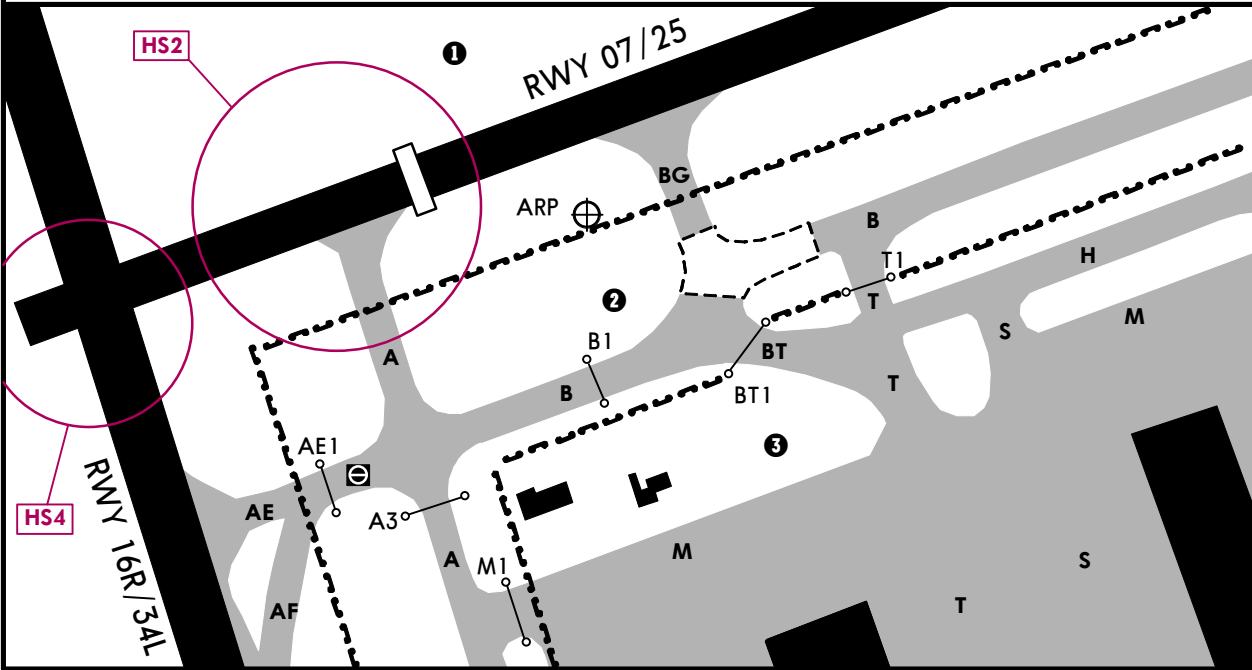
LEGEND

- A, BT Taxiway
- ⊘ No entry
- Intermediate Holding Position during Low Visibility Procedures.
- M1
- Construction area
- HS2 HOT SPOT See 10-9A for description.

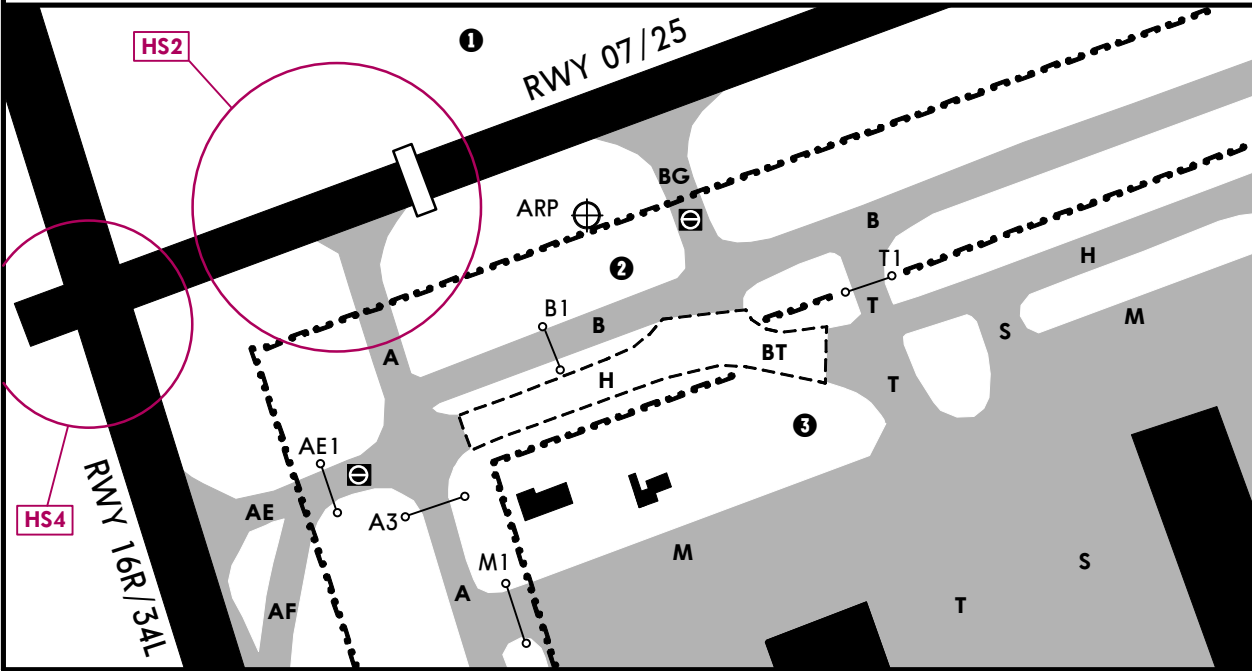
①	Tower - 118.7
②	Ground - 121.9
③	Ground - 121.9
	FIUME Ramp - 121.725

CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

PHASE 3
TWY B closed between TWY BG included and apron TWYs BT and T both excluded.



PHASE 4
New portion of TWY B open between TWY A and TWY BG.
Extended portion of apron TWY H closed between TWYs A and BG both excluded and apron TWY T excluded.
Apron TWY BT closed.

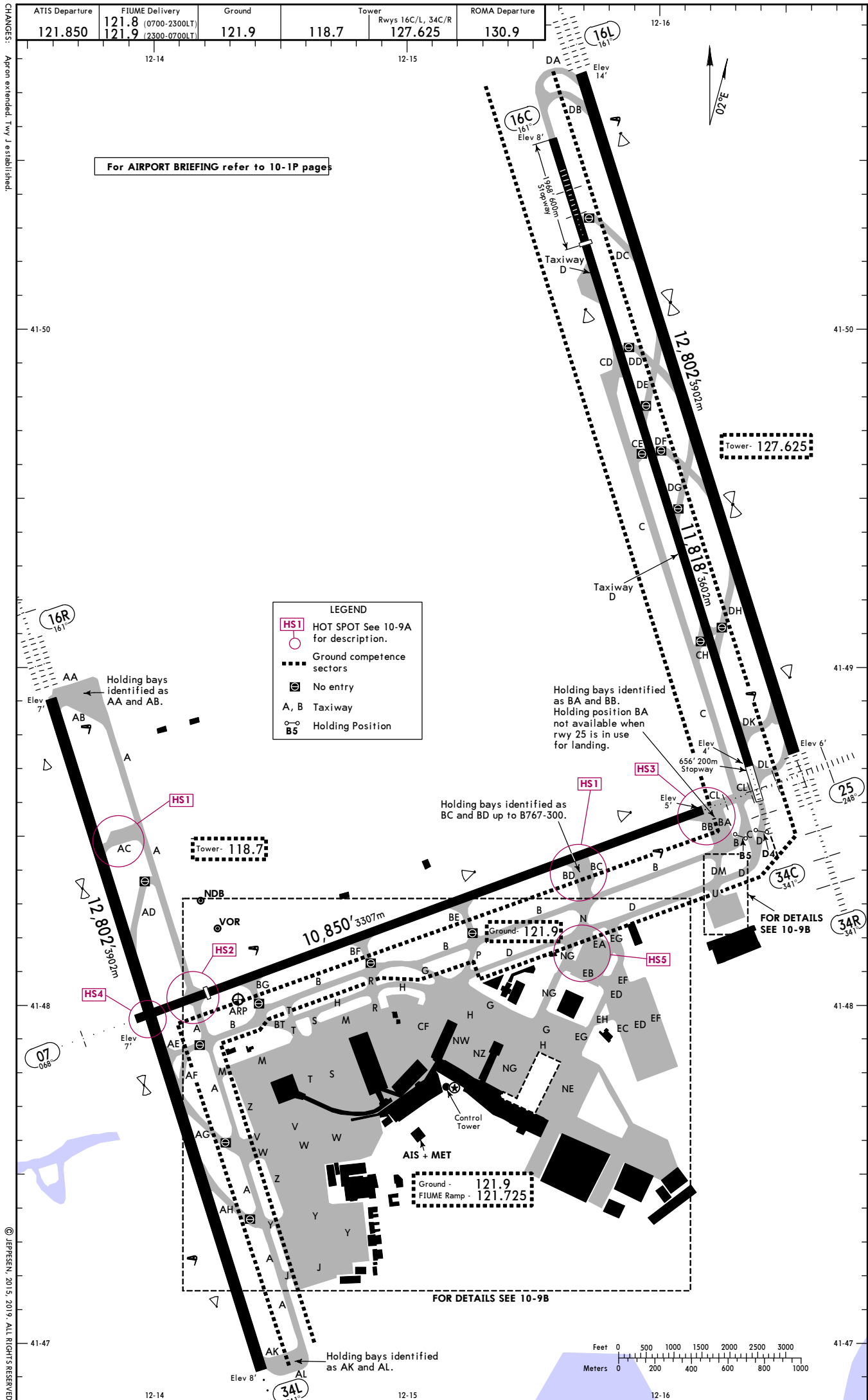


LEGEND

A, BT	Taxiway
⊖	No entry
○	Intermediate Holding Position during Low Visibility Procedures.
- - -	Construction area
HS2	HOT SPOT See 10-9A for description.

①	Tower - 118.7
②	Ground - 121.9
③	Ground - 121.9
	FIUME Ramp - 121.725

LIRF/FCO
Apt Elev 14'
N 41° 48.0' E 012° 14.3'



For AIRPORT BRIEFING refer to 10-1P pages

LEGEND

- HS1 HOT SPOT See 10-9A for description.
- Ground competence sectors
- ⊘ No entry
- A, B Taxiway
- B5 Holding Position

Holding bays identified as BA and BB. Holding position BA not available when rwy 25 is in use for landing.

Holding bays identified as BC and BD up to B767-300.

FOR DETAILS SEE 10-9B

FOR DETAILS SEE 10-9B

Holding bays identified as AK and AL.



CHANGES: Apron extended. Twy J established.

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19 APR 19 10-9 EFT 25 APR

ROME, ITALY
FIUMICINO

LIRF/FCO



ROME, ITALY
FIUMICINO

19 APR 19

10-9A Eff 25 Apr

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
07 25	HIRL CL (15m) ALS PAPI-L (3.0°) HIRL CL (15m) HIALS SFL PAPI (3.0°) RVR	9488' 2892m		①	148' 45m
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)			9756' 2974m		
16L 34R	HIRL CL (15m white) HIALS-II SFL TDZ PAPI (3.0°) ② RVR		11,769' 3587m 11,744' 3580m	③	197' 60m
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 34C	HIRL HIALS REIL PAPI-L(3.0°) RVR HIRL HIALS REIL PAPI-L(3.0°)	9849' 3002m	8672' 2643m 8735' 2662m	⑤	148' 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)			9849' 3002m		
16R 34L	HIRL CL (15m white) HIALS-II SFL TDZ PAPI (3.0°) ⑥ RVR HIRL CL (15m white) HIALS PAPI (3.5°) ⑦ RVR		11,708' 3569m 11,769' 3587m	⑧	197' 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.)

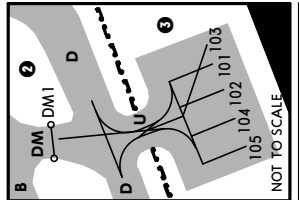
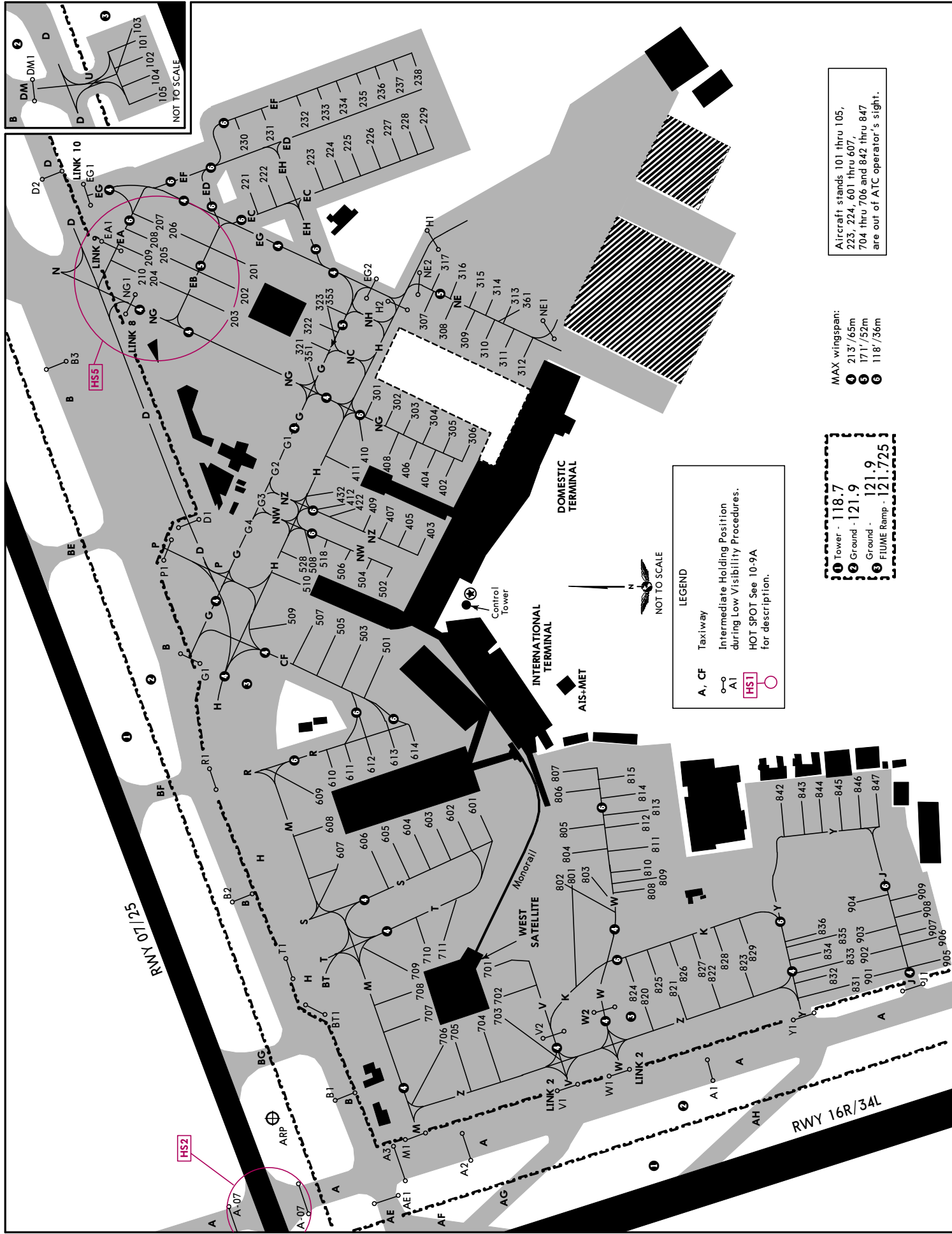
- HS1** Be sure to be the number "one" when instructed to line-up and check to the "RIGHT".
- HS2** Obtain the clearance to cross RWY 07/25 from TWR.
- HS3** Be careful during multiple line-up from RWY 25 intersection take-off Twys BC and BD. RWY 25 enter full length Twys BA and BB only (last entry points).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

Standard

TAKE-OFF

	Low Visibility Take-off					
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

① RWY 16L, 16R: RVR 75m with approved guidance system or HUD/HUDLS.



LEGEND

- A, CF Taxiway
- o-o Intermediate Holding Position during Low Visibility Procedures.
- A1 HOT SPOT See 10-9A for description.
- H51

1	Tower - 118.7
2	Ground - 121.9
3	Ground - 121.9
6	FLUME Ramp - 121.725

MAX wingspan:

- 1 213' / 65m
- 2 171' / 52m
- 3 118' / 36m

Aircraft stands 101 thru 105, 223, 224, 601 thru 607, 704 thru 706 and 842 thru 847 are out of ATC operator's sight.

LIRF/FCO


JEPPesen
 15 NOV 19 (10-9C)

ROME, ITALY
 FIUMICINO
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 103	N41 48.3 E012 16.3	503	N41 47.9 E012 15.1
104	N41 48.2 E012 16.3	504	N41 47.9 E012 15.2
105	N41 48.2 E012 16.2	505	N41 47.9 E012 15.1
201, 202	N41 48.0 E012 15.7	506	N41 47.9 E012 15.2
203	N41 48.1 E012 15.6	507	N41 47.9 E012 15.1
204	N41 48.2 E012 15.7	508	N41 47.9 E012 15.2
205	N41 48.1 E012 15.7	509	N41 48.0 E012 15.1
206 thru 208	N41 48.1 E012 15.8	510	N41 48.0 E012 15.2
209, 210	N41 48.2 E012 15.7	518	N41 47.9 E012 15.2
221 thru 223	N41 48.0 E012 15.9	528	N41 48.0 E012 15.2
224 thru 227	N41 47.9 E012 15.9	601	N41 47.7 E012 14.8
228	N41 47.8 E012 15.9	602 thru 605	N41 47.8 E012 14.8
229	N41 47.8 E012 16.0	606 thru 609	N41 47.9 E012 14.8
230 thru 233	N41 48.0 E012 16.0	610, 611	N41 47.9 E012 14.9
234 thru 236	N41 47.9 E012 16.0	612 thru 614	N41 47.8 E012 14.9
237, 238	N41 47.8 E012 16.0	701	N41 47.7 E012 14.6
301	N41 47.9 E012 15.5	702 thru 704	N41 47.7 E012 14.5
302 thru 304	N41 47.8 E012 15.5	705, 706	N41 47.8 E012 14.4
305, 306	N41 47.8 E012 15.4	707, 708	N41 47.8 E012 14.5
307 thru 309	N41 47.8 E012 15.6	709 thru 711	N41 47.8 E012 14.6
310 thru 312	N41 47.7 E012 15.6	801 thru 804	N41 47.6 E012 14.7
313 thru 315	N41 47.7 E012 15.7	805 thru 807	N41 47.6 E012 14.8
316, 317	N41 47.8 E012 15.7	808 thru 810	N41 47.5 E012 14.7
321	N41 48.0 E012 15.6	811 thru 814	N41 47.5 E012 14.8
322	N41 47.9 E012 15.6	815	N41 47.6 E012 14.8
323	N41 47.9 E012 15.7	820 thru 822	N41 47.5 E012 14.6
351	N41 48.0 E012 15.6	823	N41 47.4 E012 14.6
353	N41 47.9 E012 15.7	824	N41 47.6 E012 14.6
361	N41 47.7 E012 15.7	825 thru 828	N41 47.5 E012 14.6
402, 403	N41 47.8 E012 15.3	829	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	901 thru 903	N41 47.3 E012 14.6
409	N41 47.9 E012 15.3	904	N41 47.3 E012 14.7
410, 411	N41 47.9 E012 15.4	905, 906	N41 47.2 E012 14.6
412 thru 432	N41 47.9 E012 15.3	907 thru 909	N41 47.2 E012 14.7
501	N41 47.8 E012 15.1	G1, G2	N41 48.0 E012 15.4
502	N41 47.9 E012 15.2	G3, G4	N41 48.0 E012 15.3

LIRE/FCO
FIUMICINO
RVR 550m or Less

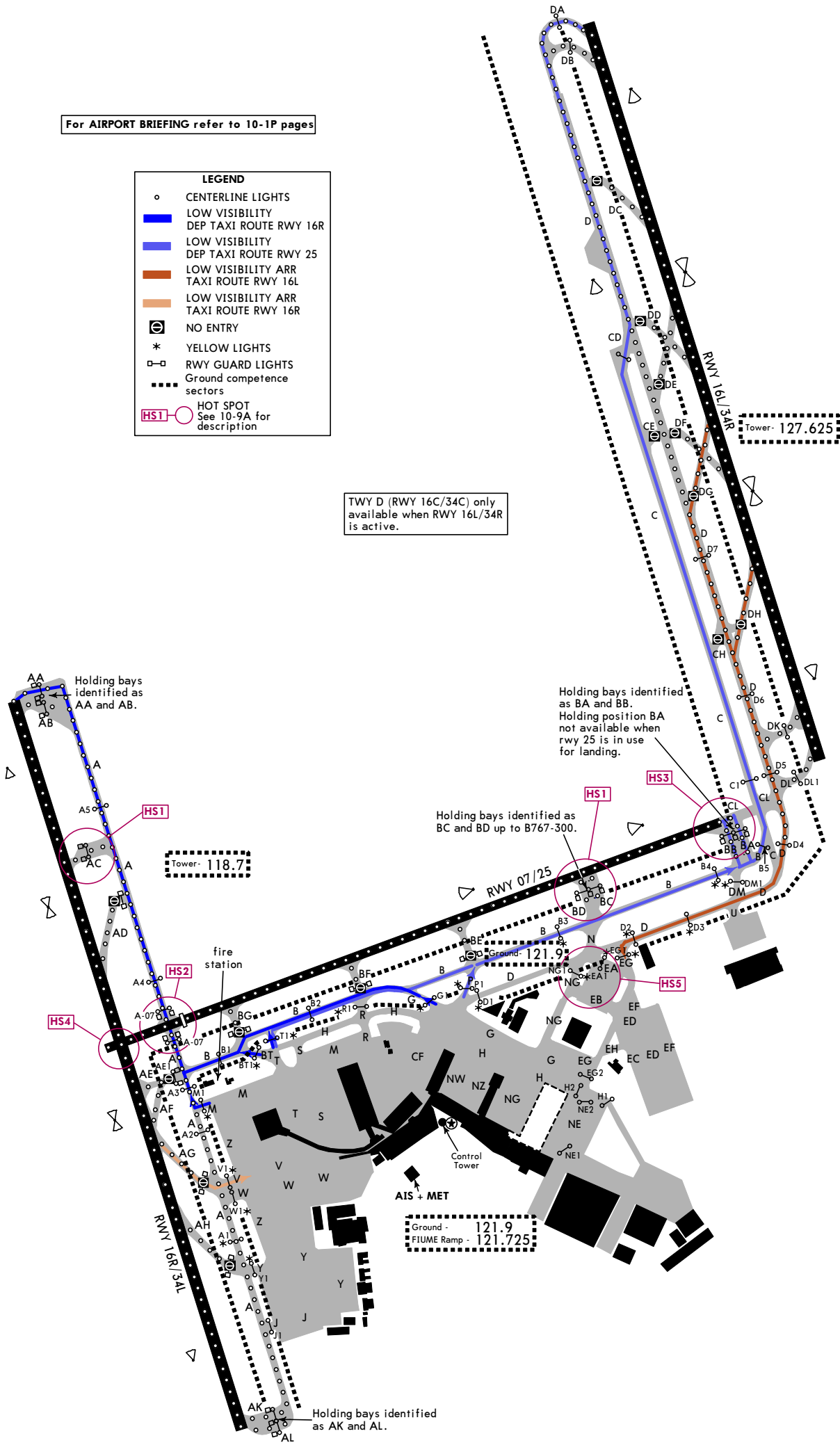
ATIS Departure	FIUME Delivery	Ground	Tower	ROMA Departure
121.850	121.8 (0700-2300LT) 121.9 (2300-0700LT)	121.9	118.7 Rwys 16C/L, 34C/R	130.9

For AIRPORT BRIEFING refer to 10-1P pages

LEGEND

- CENTERLINE LIGHTS
- LOW VISIBILITY DEP TAXI ROUTE RWY 16R
- LOW VISIBILITY DEP TAXI ROUTE RWY 25
- 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

TWY D (RWY 16C/34C) only available when RWY 16L/34R is active.



CHANGES: Apron extended, Twy J and holding posn J1 established.

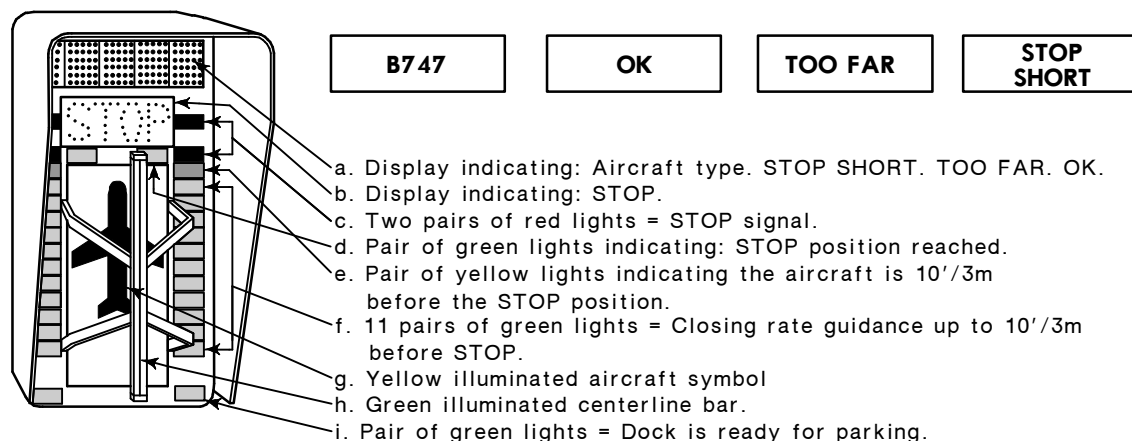
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19 APR 19 10-9D
JEPPESEN
 EFF 25 APR
ROME, ITALY
 LOW VISIBILITY TAXI ROUTES

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

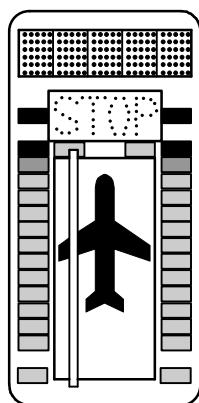
A. DESCRIPTION

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

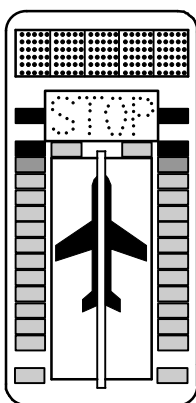


B. DOCKING

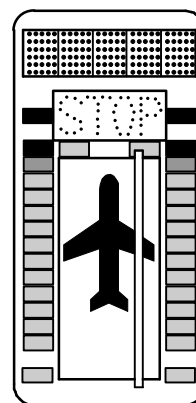
1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct acft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light the corresponding pair of yellow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



TURN LEFT



ON CENTERLINE



TURN RIGHT

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

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

Follow the lead-in line.

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

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

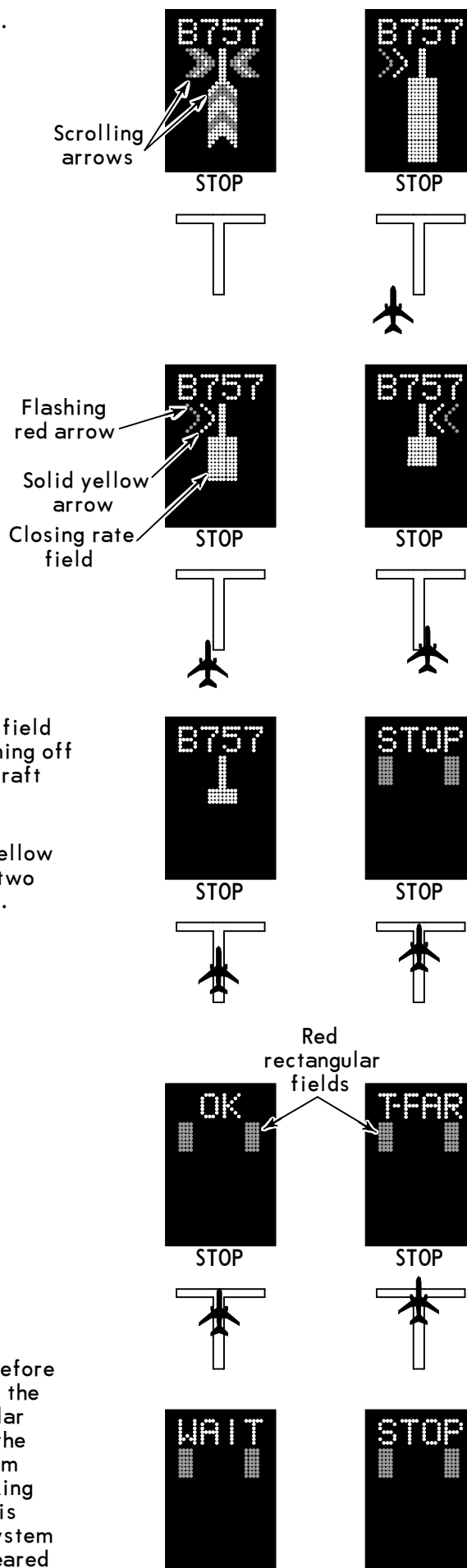
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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

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

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

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



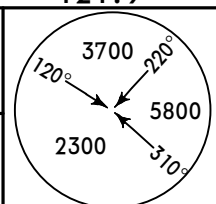
LIRF/FCO FIUMICINO

24 JAN 20
Eff 30 Jan

MACG MIM 4.3% ILS X or LOC X Rwy 16L

ROME, ITALY

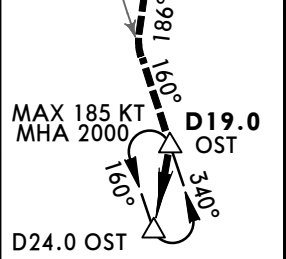
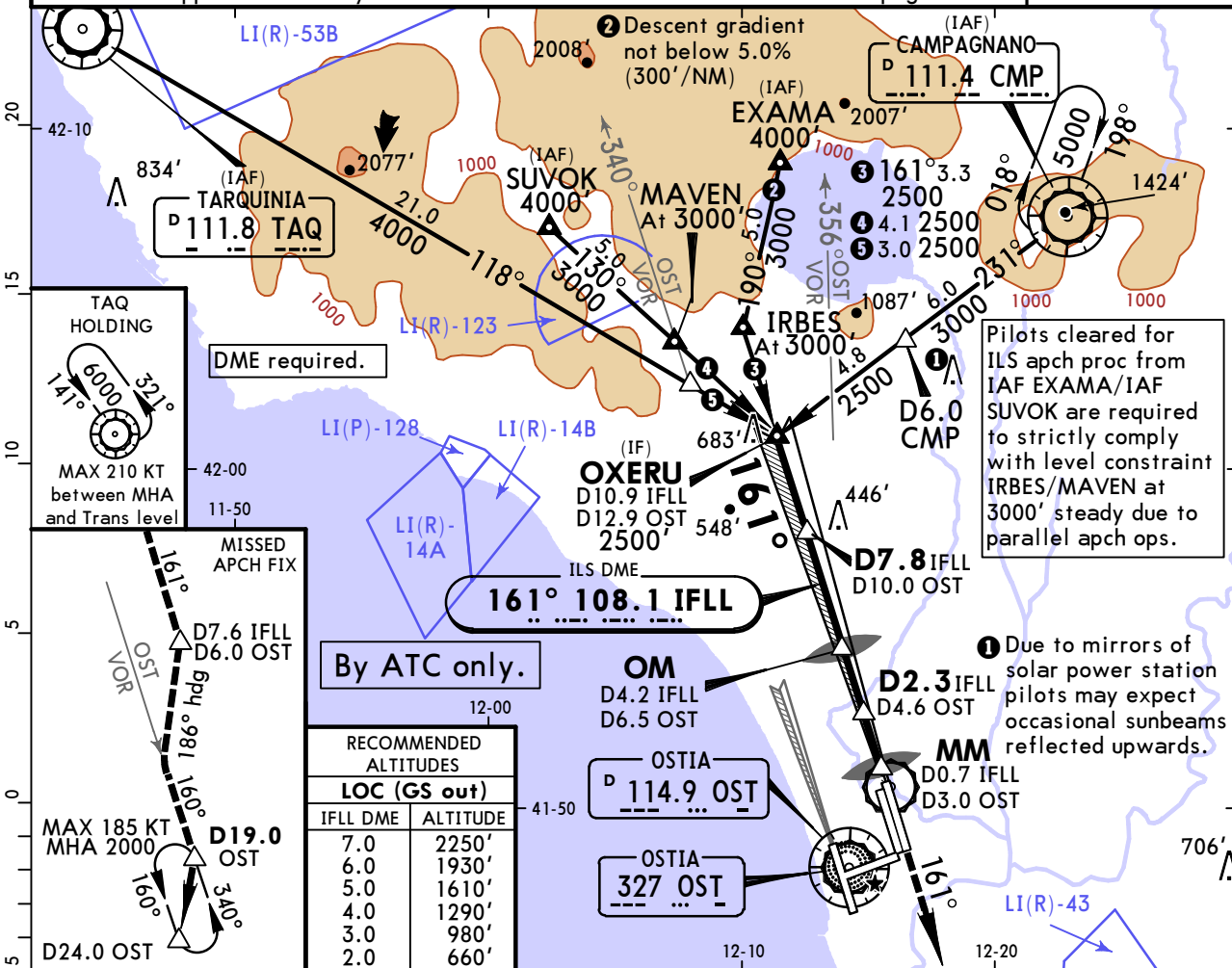
ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC IFLL 108.1	Final Apch Crs 161°	GS OM 1350' (1336')	ILS DA(H) 214' (200')	Apt Elev 14' Rwy 14'



MISSED APCH: Climb on 161° to reach D7.6 IFLL/D6.0 OST at 2000', then turn RIGHT onto heading 186° to join R-160 OST to D19.0 OST and hold (MAX 185 KT).

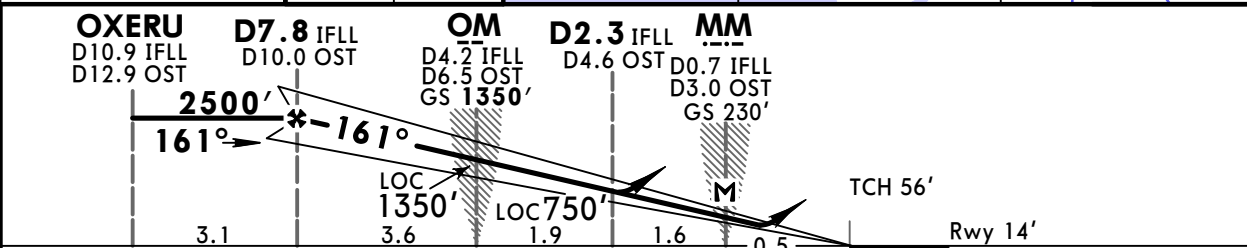
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.

MSA OST VOR/NDB



By ATC only.

RECOMMENDED ALTITUDES	
LOC (GS out)	
IFLL DME	ALTITUDE
7.0	2250'
6.0	1930'
5.0	1610'
4.0	1290'
3.0	980'
2.0	660'



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

STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND		
MACG mim 4.3% up to 2000'							
ILS			LOC (GS out)				
DA(H) 214' (200')			CDFA				
FULL			DA/MDA(H) 420' (406')				
TDZ or CL out		ALS out	ALS out		Max Kts	MDA(H)	VIS
A					100	800' (786')	1500m
B	RVR 550m	RVR 550m	RVR 1200m	RVR 1200m	135	800' (786')	1600m
C					180	900' (886')	2400m
D					205	900' (886')	3600m

1 for ATC reasons. If unable to comply advise ATC. 2 W/o HUD/AP/FD: RVR 750m

CHANGES: TAQ NDB withdrawn.

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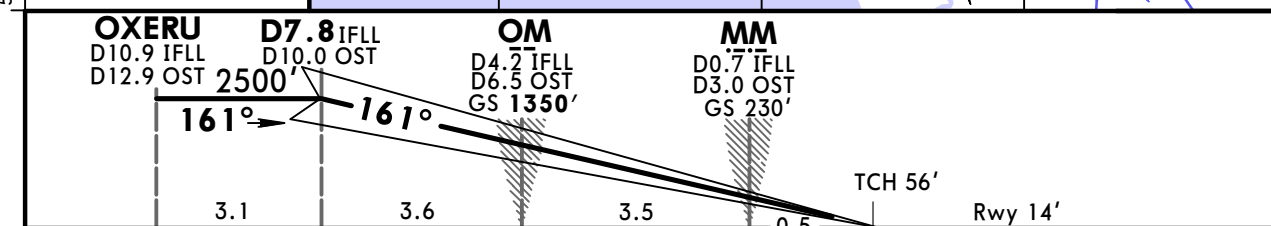
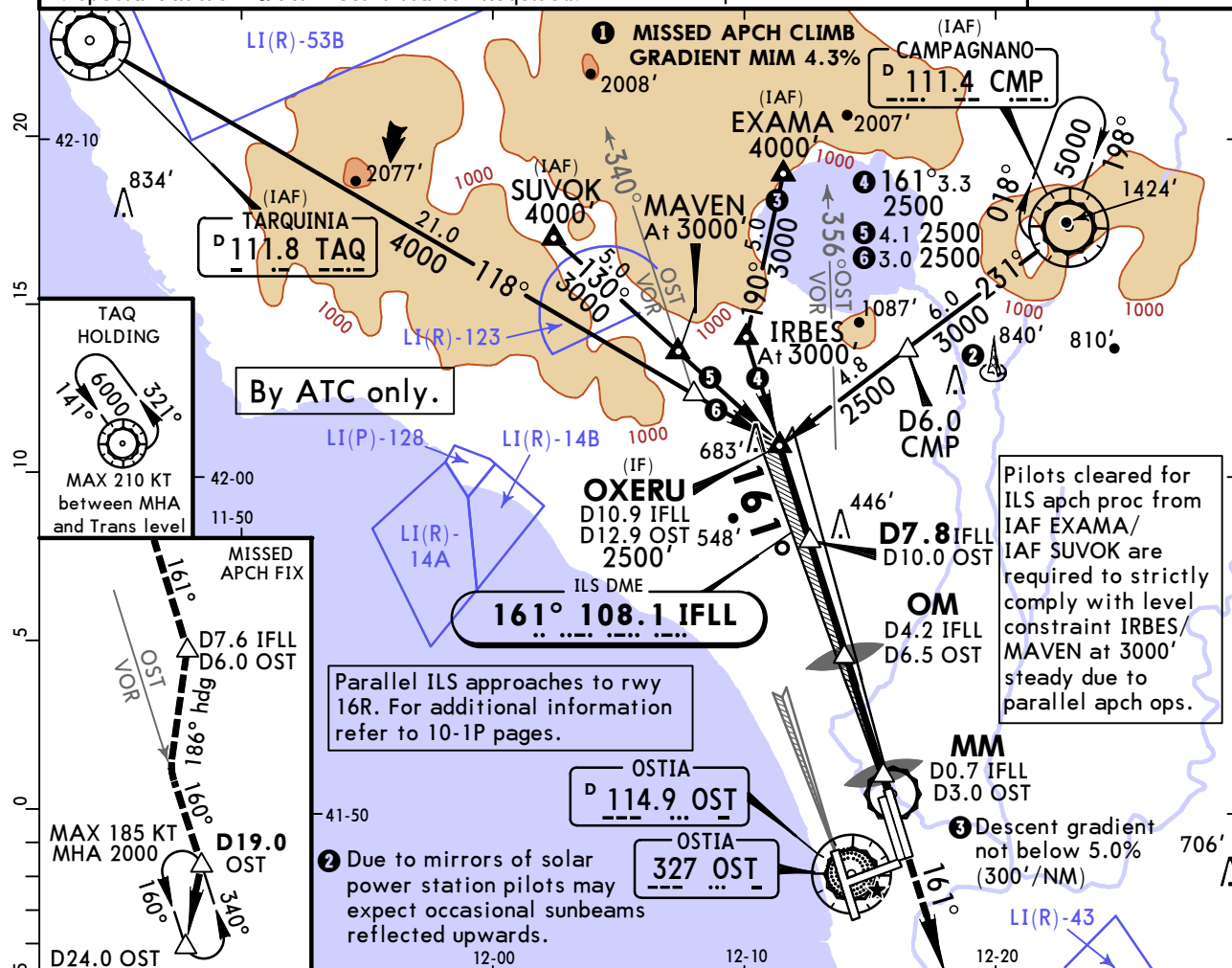
LIRF/FCO FIUMICINO

24 JAN 20
Eff 30 Jan

11-1A

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

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
LOC IFLL 108.1	Final Apch Crs 161°	GS OM 1350' (1336')	CAT IIIB, IIIA & II 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 to D19.0 OST and hold (MAX 185 KT).									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		MSA OST VOR/NDB	
1. Special Aircrew & Acft Certification Required. 2. DME required.									



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

Standard STRAIGHT-IN LANDING RWY 16L Missed apch climb gradient mim 4.3% up to 2000'		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 98' DA(H) 114'(100')
RVR 75m	RVR 200m	RVR 300m

☐ for ATC reasons. If unable to comply advise ATC.
 CHANGES: TAQ NDB withdrawn. © JEPPESEN, 2001, 2020. ALL RIGHTS RESERVED.

LIRF/FCO FIUMICINO

24 JAN 20
Eff 30 Jan

JEPPESSEN
MACG
MIM 4.3%

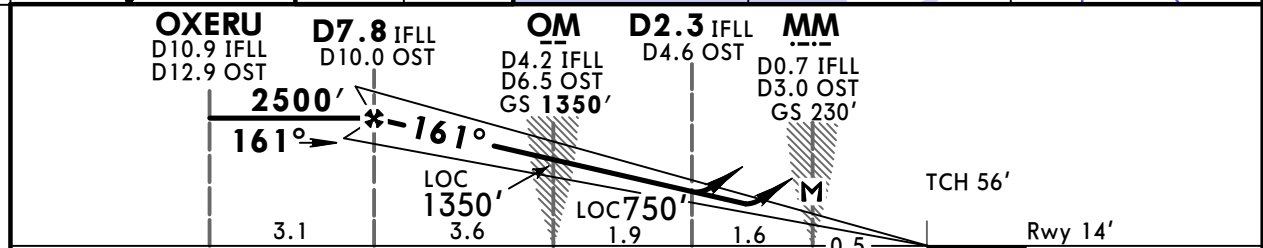
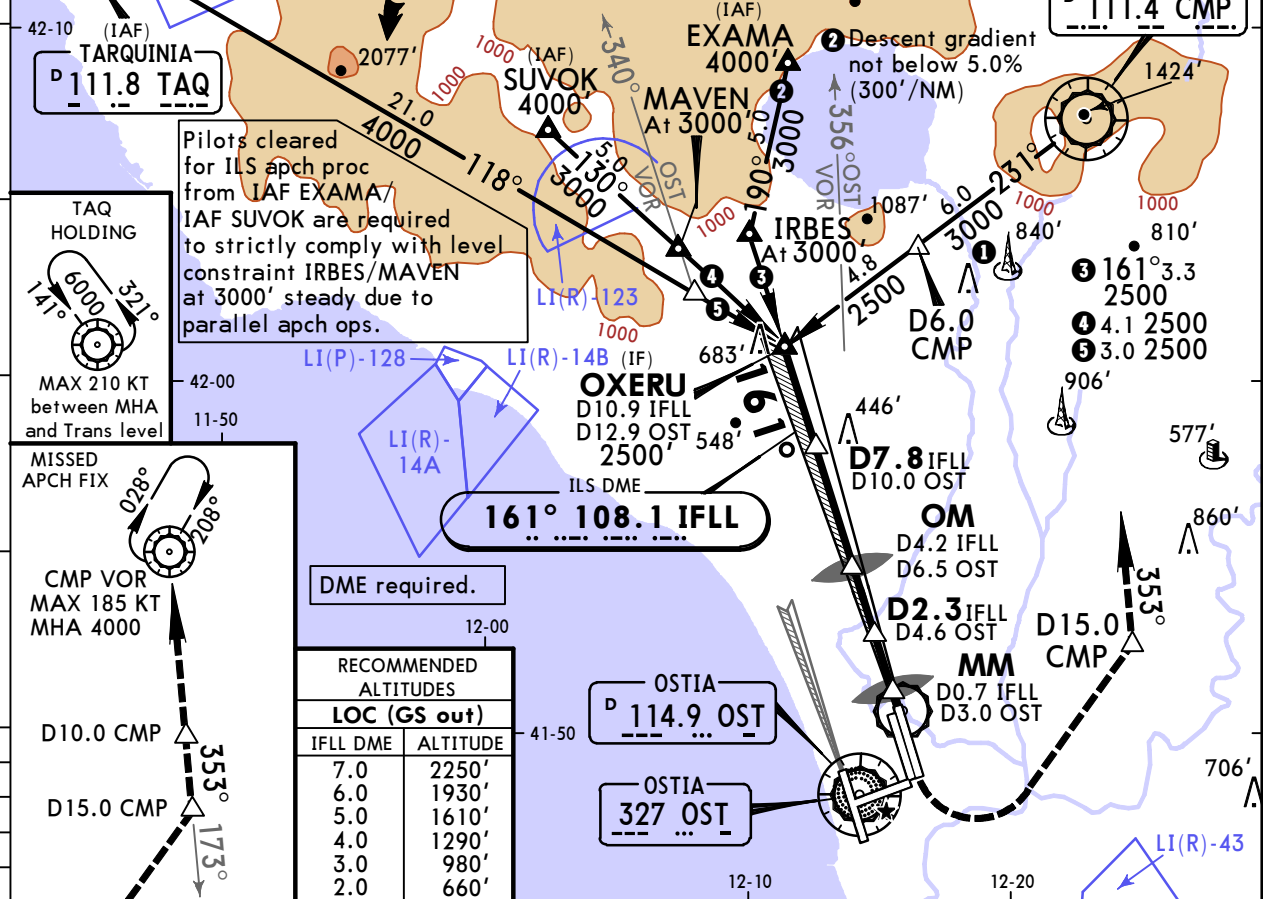
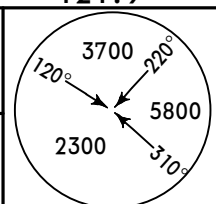
ROME, ITALY ILS W or LOC W Rwy 16L

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
LOC IFLL 108.1		Final ApcH Crs 161°		GS OM 1350' (1336')		ILS DA(H) Refer to Minimums		Apt Elev 14' Rwy 14'	

MISSED APCH: Proceed on 161° rwy hdg climbing to 4000'. At 450', not before THR 16L, turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in order to cross D10.0/R-173 CMP between 3000' and 4000'. Proceed to VOR to be reached at 4000'.

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

Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.



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

Standard				STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
MISSED APCH climb gradient mim 4.3% up to 2000'				ILS		LOC (GS out)	
DA(H)		A: 269' (255')		C: 289' (275')		CDFA	
		B: 281' (267')		D: 300' (286')		DA/MDA(H) 420' (406')	
FULL		TDZ or CL out		ALS out		ALS out	
A						Max Kts	MDA(H) VIS
B	RVR 600m	RVR 600m	RVR 1300m	RVR 1200m	RVR 1500m	100	800' (786') 1500m
C						135	800' (786') 1600m
D	RVR 650m	RVR 650m	RVR 1400m		RVR 1900m	180	900' (886') 2400m
						205	900' (886') 3600m

1 for ATC reasons. If unable to comply advise ATC. 2 W/o HUD/AP/FD: RVR 750m

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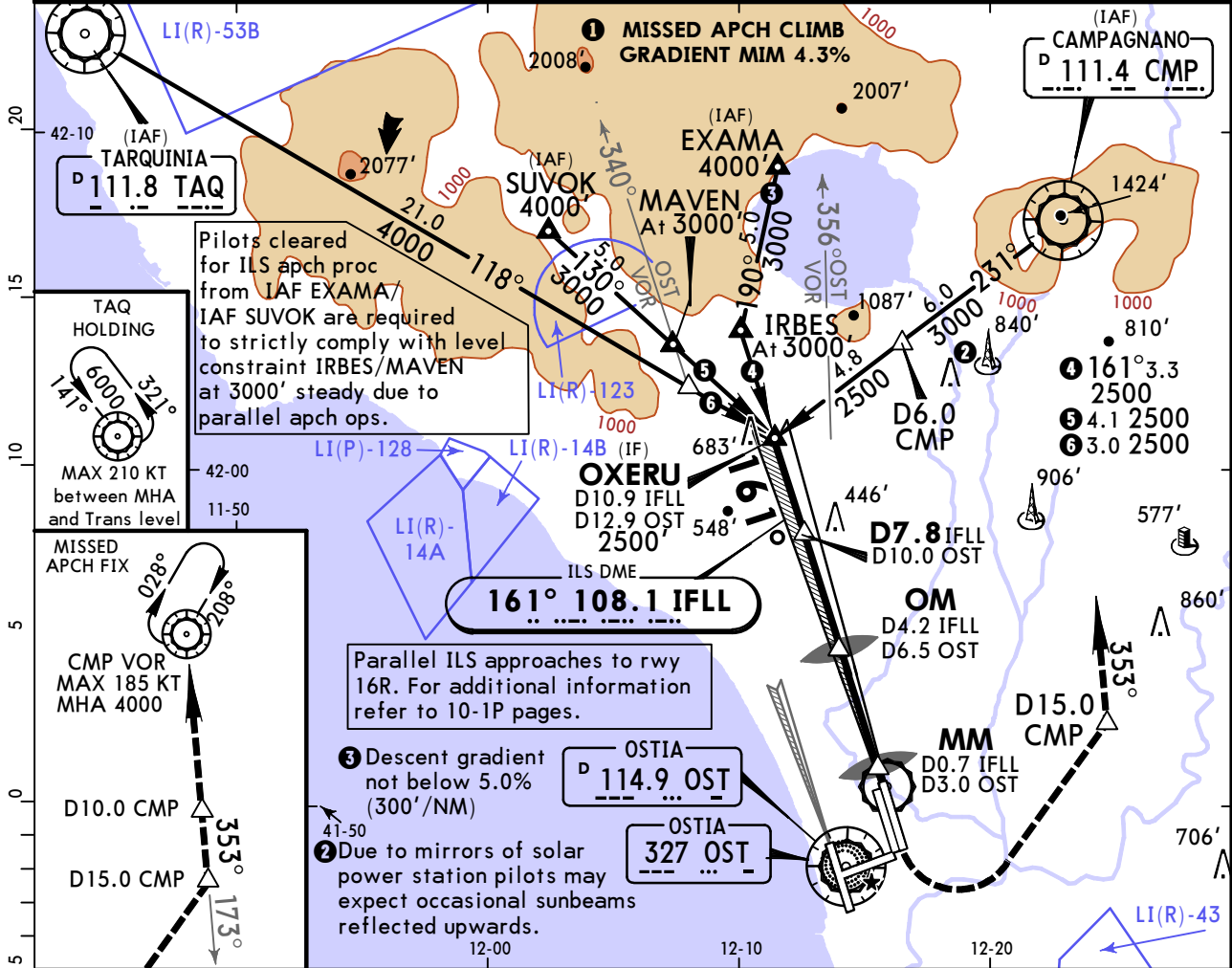
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24 JAN 20
Eff 30 Jan

11-2A

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

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
LOC IFLL 108.1	Final Apch Crs 161°	GS OM 1350' (1336')		CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 14' Rwy 14'			
MISSED APCH: Proceed on 161° rwy hdg climbing to 4000'. At 450', not before THR 16L, turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in order to cross D10.0/R-173 CMP between 3000' and 4000'. Proceed to VOR to be reached at 4000'.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		MSA OST VOR/NDB	
1. Special Aircrew & Acft Certification Required. 2. DME required.									



OXERU D10.9 IFLL D12.9 OST 2500'	D7.8 IFLL D10.0 OST	OM D4.2 IFLL D6.5 OST GS 1350'	MM D0.7 IFLL D3.0 OST GS 230'	TCH 56'	Rwy 14'
161° 108.1 IFLL					
3.1	3.6	3.5	0.5		

Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 16L				
Missed apch climb gradient mim 4.3% up to 2000' 1				
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS		
		A	B	C
		RA 150'	RA 159'	RA 163'
	DH 50'	DA(H) 170'(156')	DA(H) 180'(166')	DA(H) 185'(171')
				D
				RA 176'
				DA(H) 200'(186')
RVR 75m	RVR 200m	RVR 450m		

1 for ATC reasons. If unable to comply advise ATC.
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24 JAN 20
Eff 30 Jan

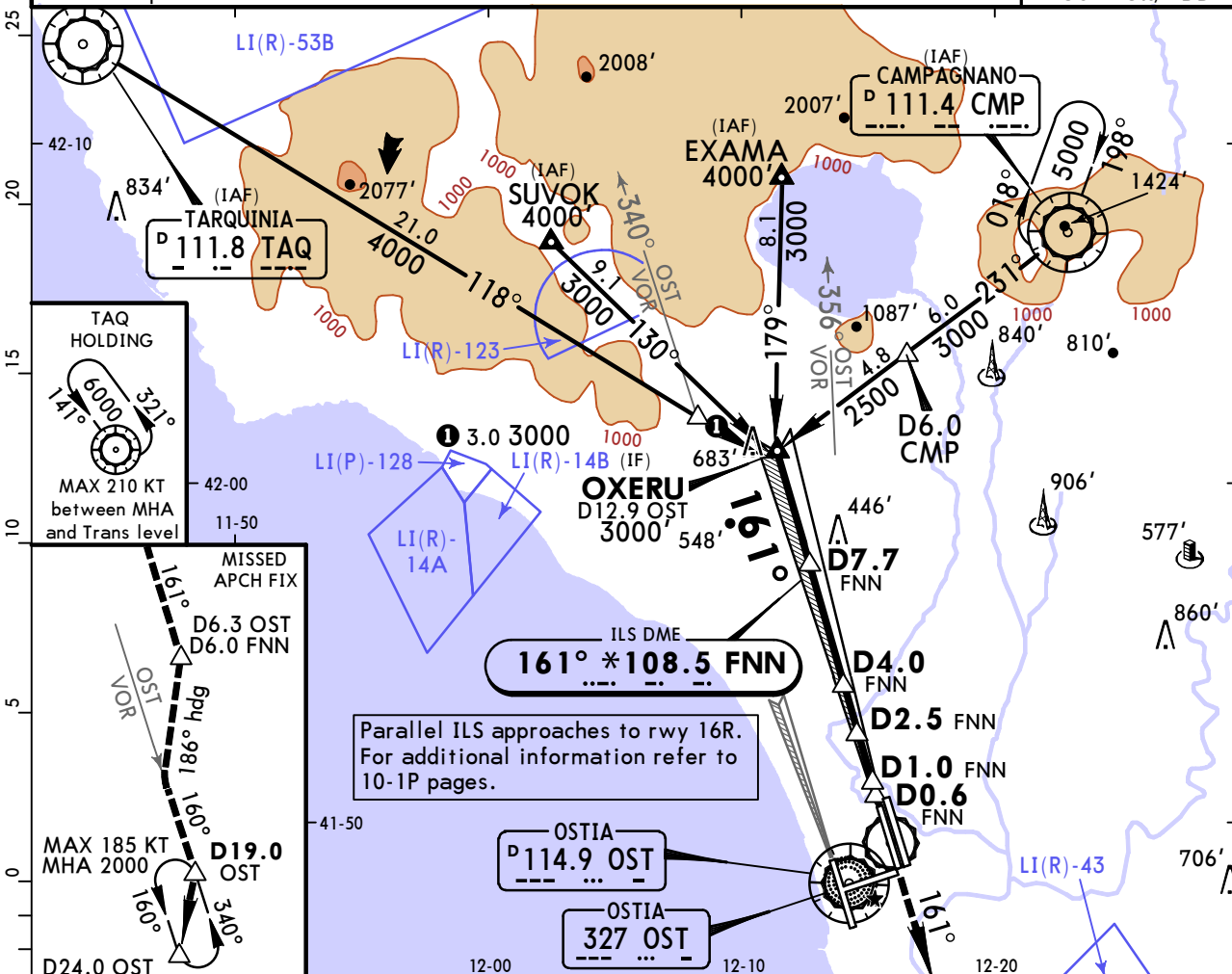
JEPPESSEN

11-3

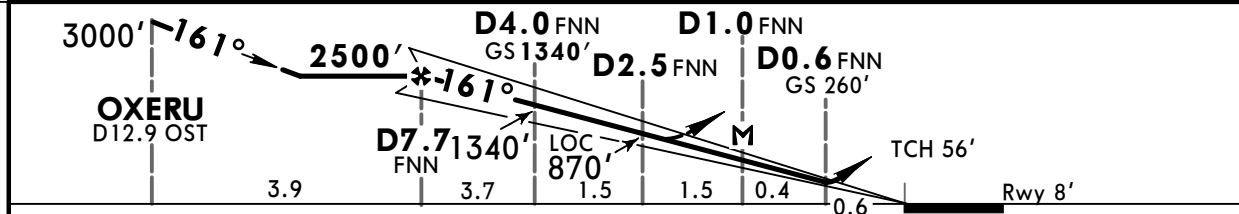
MACG
MIM 4.3%

ROME, ITALY ILS or LOC Rwy 16C

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
LOC FNN *108.5	Final Apch Crs 161°	GS D4.0 FNN 1340' (1332')	ILS DA(H) Refer to Minimums		Apt Elev 14' Rwy 8'				
MISSED APCH: Climb on 161° to reach D6.3 OST/D6.0 FNN at 2000', then turn RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST to D19.0 OST and hold.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'			
1. DME required.		2. ILS DME reads zero at RWY 16C threshold.							



LOC	FNN DME	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2300'	1980'	1660'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160	HALS REIL PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 FNN							

PANS OPS	Standard				CIRCLE-TO-LAND		
	STRAIGHT-IN LANDING RWY 16C Missed apch climb gradient mim 4.3% up to 2000'						
	ILS A: 208' (200') C: 219' (211') DA(H) B: 211' (203') D: 230' (222')		LOC (GS out) CDFA DA/MDA(H) 400' (392')				
	FULL		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 750m	RVR 1200m	RVR 1400m	100	800' (786')	1500m
B				135	800' (786')	1600m	
C	RVR 800m			180	900' (886')	2400m	
D				205	900' (886')	3600m	

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

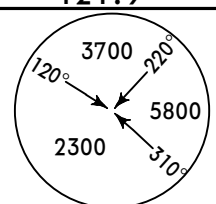
LIRF/FCO FIUMICINO

JEPPESSEN
24 JAN 20
Eff 30 Jan **(11-4)**

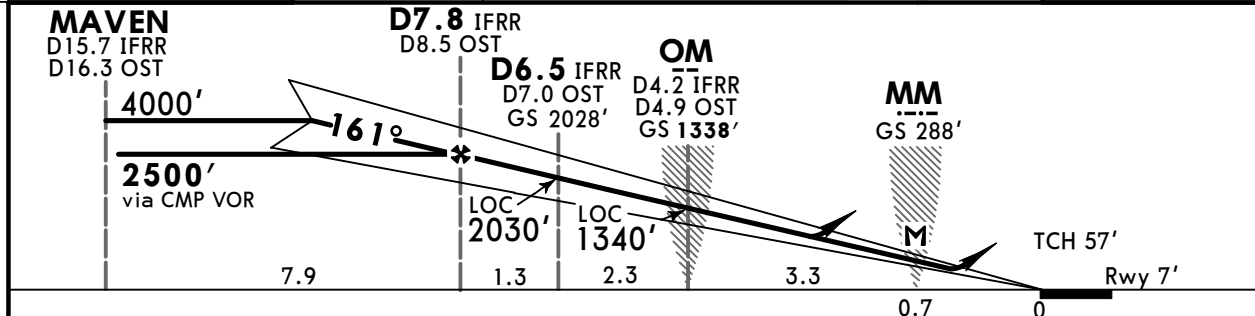
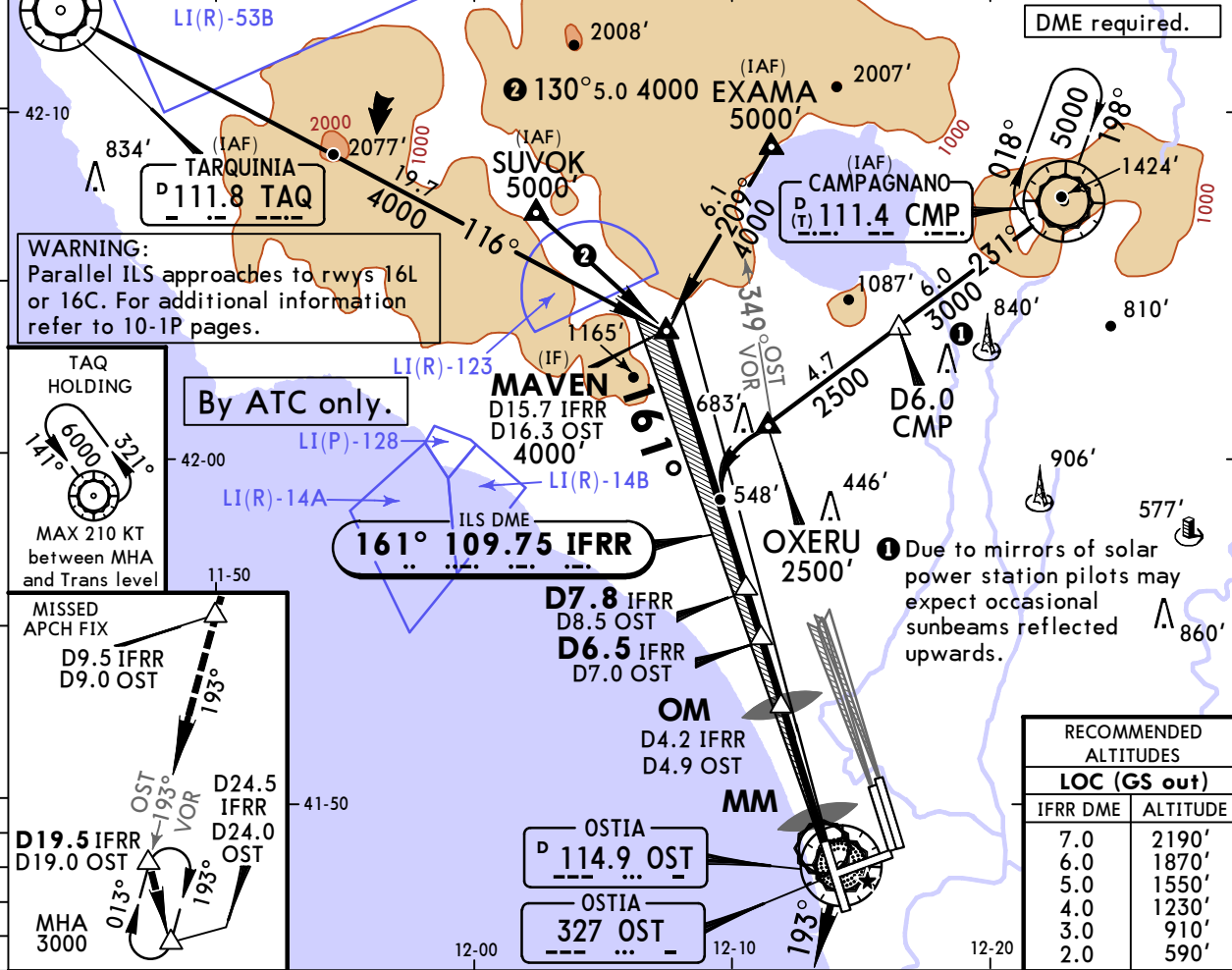
ROME, ITALY ILS Z or LOC Z Rwy 16R

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

MISSED APCH: Climb on 161° to 400', then turn RIGHT onto R-193 OST climbing to 3000'. Cross 2000' within D9.5 IFRR (D9.0 OST). Continue to D19.5 IFRR (D19.0 OST) and hold.



Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' MSA OST VOR/NDV



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

Standard				STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA		DA/MDA(H)	
C: 210' (203')		C: 210' (203')		400' (393')		400' (393')	
DA(H) AB: 207' (200') D: 220' (213')		DA(H) AB: 207' (200') D: 220' (213')		DA(H) AB: 207' (200') D: 220' (213')		DA(H) AB: 207' (200') D: 220' (213')	
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A						100	800' (786') 1500m
B	RVR 550m	RVR 550m	RVR 1200m	RVR 1100m	RVR 1500m	135	800' (786') 1600m
C					RVR 1800m	180	900' (886') 2400m
D						205	900' (886') 3600m

RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

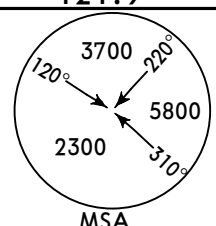
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24 JAN 20
Eff 30 Jan **11-4A**

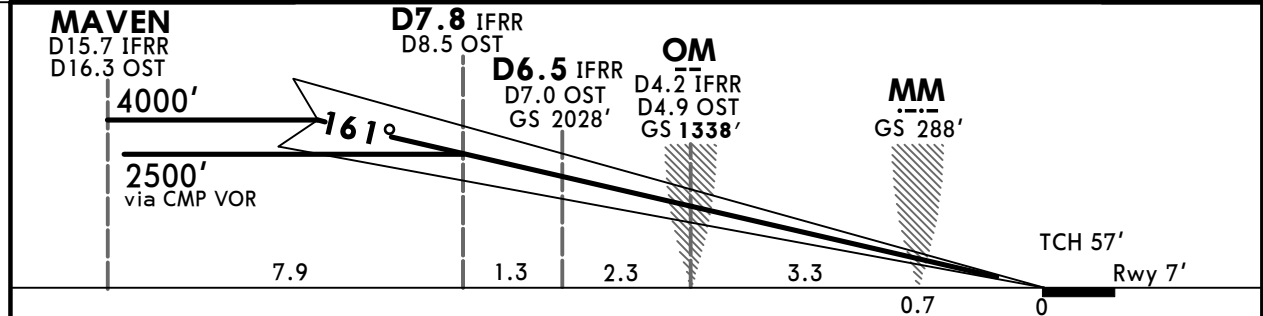
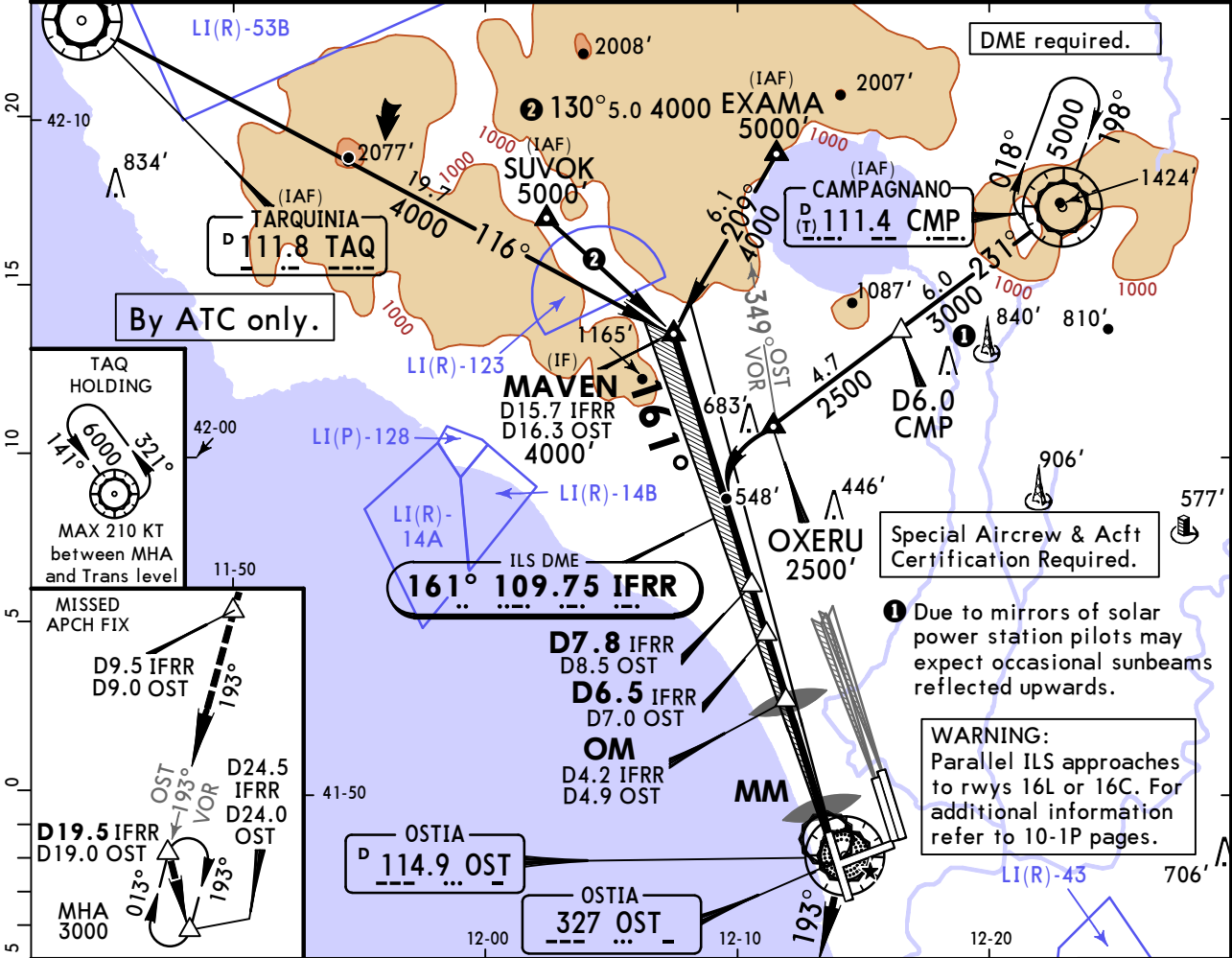
ROME, ITALY CAT II/III ILS Z Rwy 16R

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
LOC IFRR 109.75	Final Apch Crs 161°	GS OM 1338' (1331')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 14' Rwy 7'

MISSED APCH: Climb on 161° to 400', then turn RIGHT onto R-193 OST climbing to 3000'. Cross 2000' within D9.5 IFRR (D9.0 OST). Continue to D19.5 IFRR (D19.0 OST) and hold.



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 PAPI	Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

Standard					STRAIGHT-IN LANDING RWY 16R				
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS					
		DH 50'		AB RA 102' DA(H) 107' (100')		C RA 107' DA(H) 112' (105')		D RA 124' DA(H) 126' (119')	
RVR 75m		RVR 200m		RVR 300m					

PANS OPS

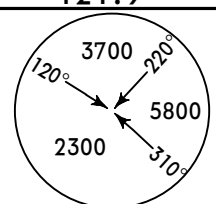
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JEPPESSEN
24 JAN 20
Eff 30 Jan (11-5)

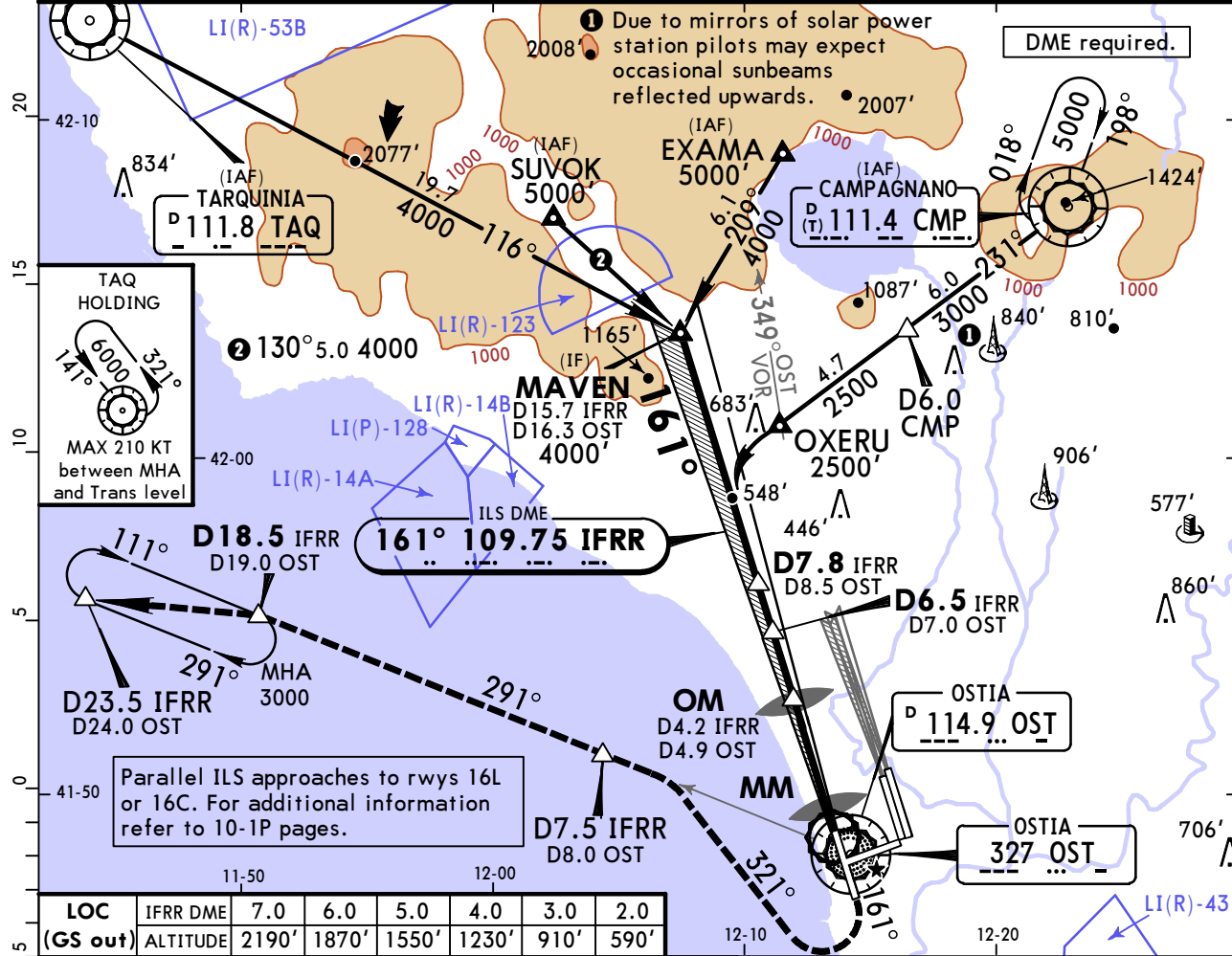
ROME, ITALY ILS Y or LOC Y Rwy 16R

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

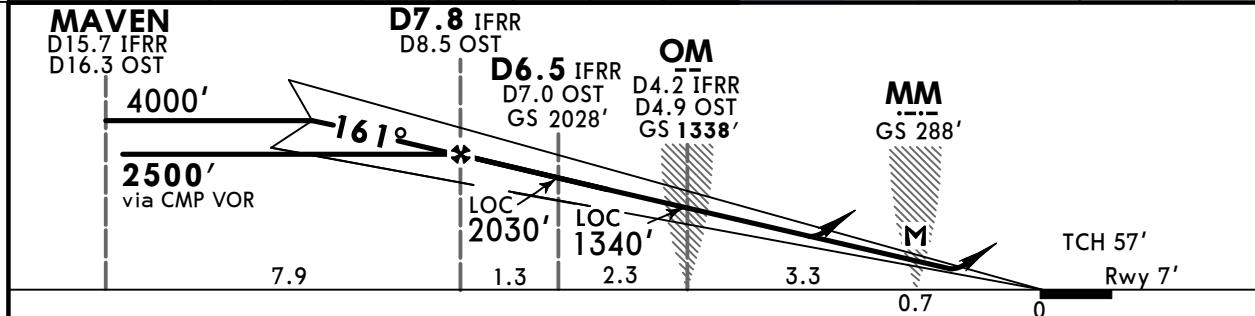
MISSED APCH: Climb on 161° to 3000', crossing 400' turn RIGHT (MAX 200 KT) on track 321° to intercept and follow R-291 OST. Cross D7.5 IFRR (D8.0 OST) at 2000'. Continue to D18.5 IFRR (D19.0 OST) and hold at 3000'.



Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' MSA OST VOR/NDB



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



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

Standard				STRAIGHT-IN LANDING RWY 16R			CIRCLE-TO-LAND		
ILS				LOC (GS out)			CIRCL-TO-LAND		
C: 210' (203')				CDFA			Max Kts		
DA(H) AB: 207' (200') D: 220' (213')				DA/MDA(H) 400' (393')			MDA(H) VIS		
FULL		TDZ or CL out		ALS out		ALS out			
A								100	800' (786') 1500m
B	RVR 550m	RVR 550m	RVR 1200m	RVR 1100m		RVR 1500m		135	800' (786') 1600m
C						RVR 1800m		180	900' (886') 2400m
D								205	900' (886') 3600m

RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: TAQ NDB withdrawn.

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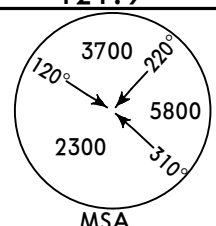
LIRF/FCO FIUMICINO

24 JAN 20
Eff 30 Jan **(11-5A)**

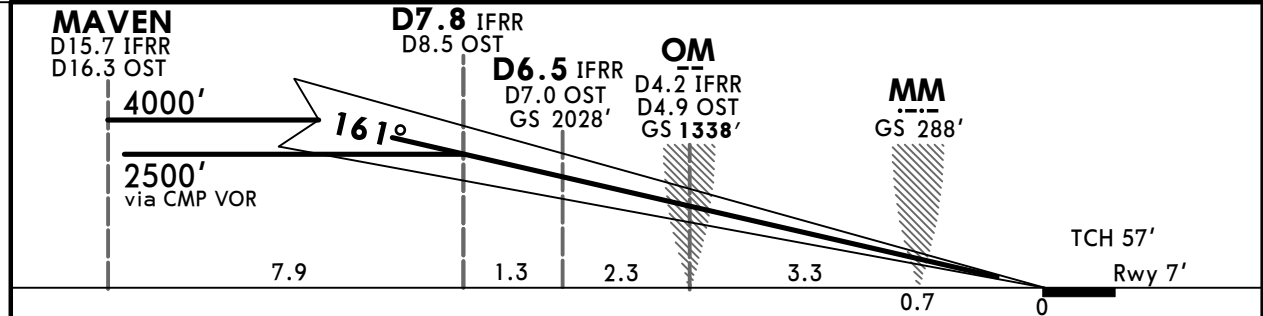
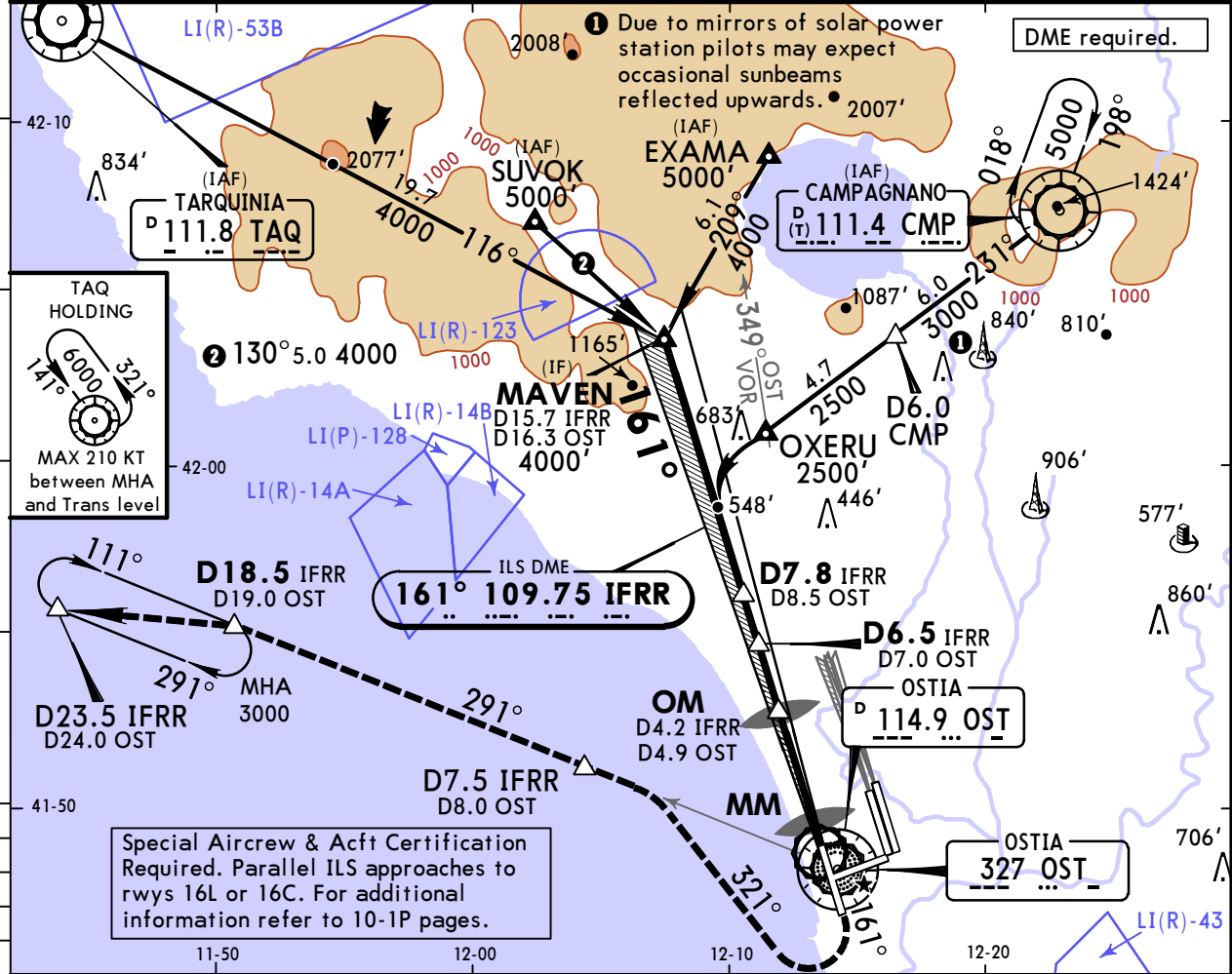
ROME, ITALY CAT II/III ILS Y Rwy 16R

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
LOC IFRR 109.75	Final Apch Crs 161°	GS OM 1338' (1331')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 14' Rwy 7'

MISSED APCH: Climb on 161° to 3000', crossing 400' turn RIGHT (MAX 200 KT) on track 321° to intercept and follow R-291 OST. Cross D7.5 IFRR (D8.0 OST) at 2000'. Continue to D18.5 IFRR (D19.0 OST) and hold at 3000'.



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 PAPI	Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 16R				
CAT IIIB ILS	CAT IIIA ILS	AB	C	D
	DH 50'	RA 102' DA(H) 107' (100')	RA 107' DA(H) 112' (105')	RA 124' DA(H) 126' (119')
RVR 75m	RVR 200m	RVR 300m		

LIRF/FCO FIUMICINO



ROME, ITALY

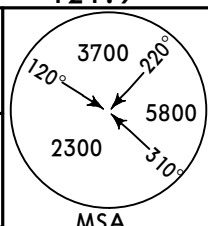
24 JAN 20 **11-6** Eff 30 Jan

ILS or LOC Rwy 25

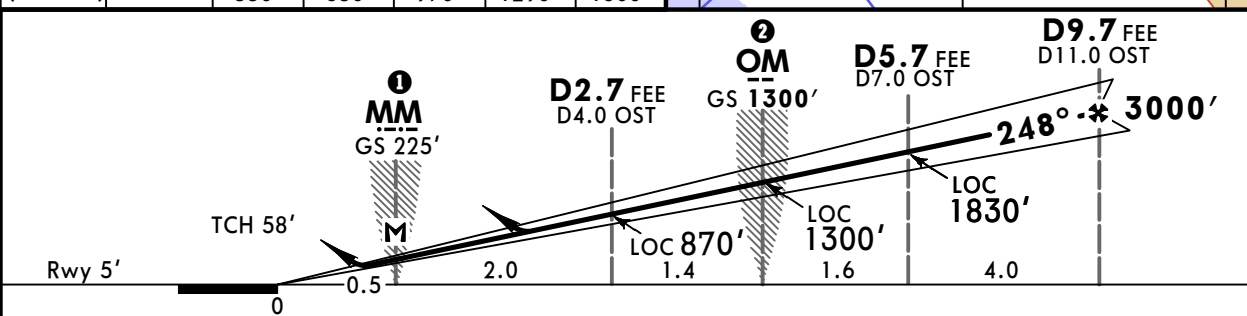
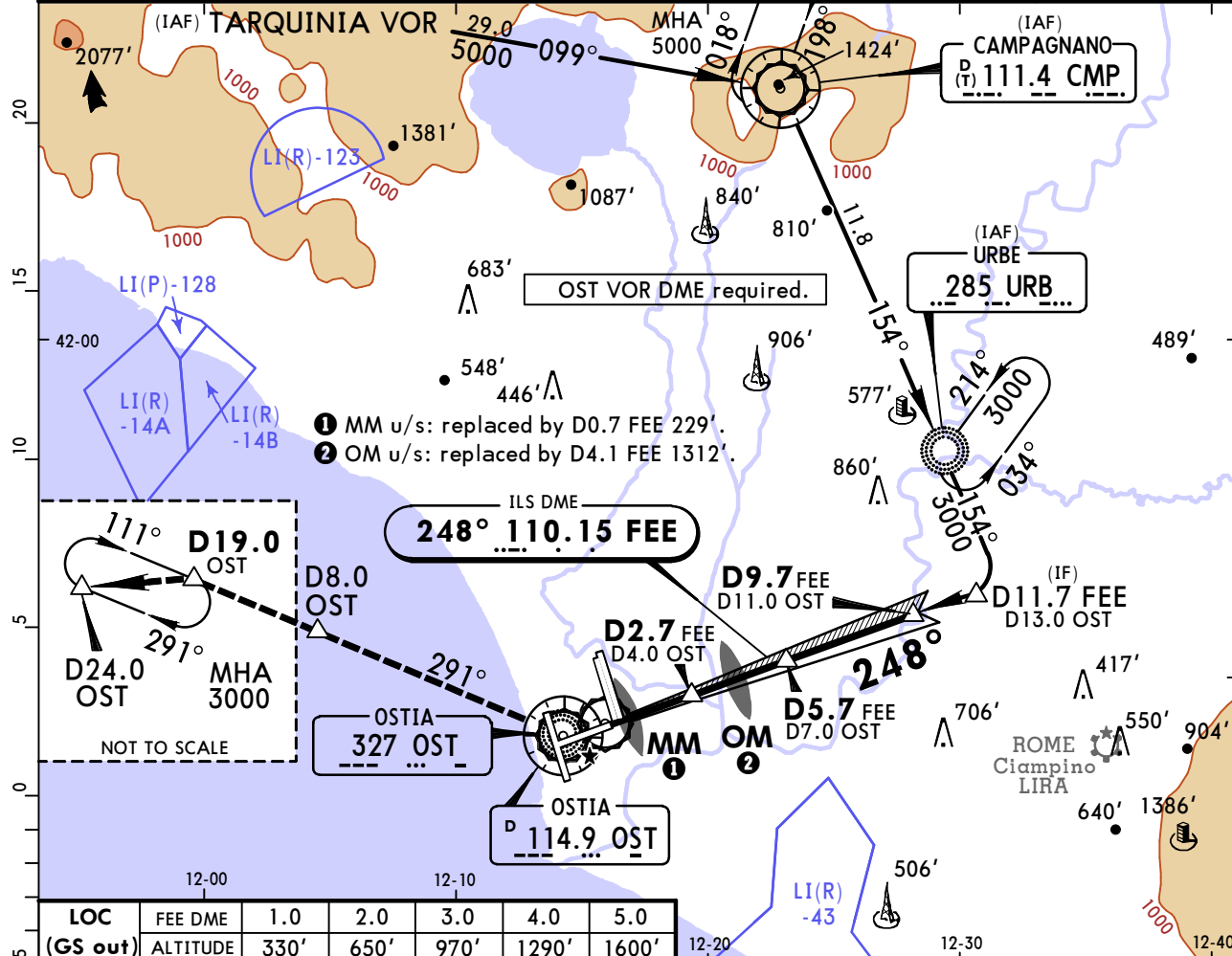
ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
LOC FEE 110.15	Final Apch Crs 248°	GS OM ② 1300' (1295')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 5'

BRIEFING STRIP™

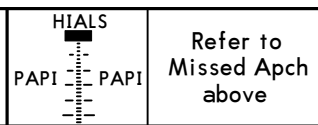
MISSED APCH: Climb on heading 248° to 500', then turn RIGHT not before THR25 onto R-291 OST climbing to 2000' within D8.0 OST. Continue to D19.0 OST and hold at 3000'.



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



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



STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
ILS DA(H)		LOC (GS out) CDFA DA/MDA(H)			
A: 223' (218') C: 243' (238')		400' (395')			
B: 233' (228') D: 248' (243')					
	FULL	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	800' (786') 1500m
B		RVR 1200m	RVR 1500m	135	800' (786') 1600m
C	RVR 550m ①		RVR 1800m	180	900' (886') 2400m
D		RVR 1300m		205	900' (886') 3600m

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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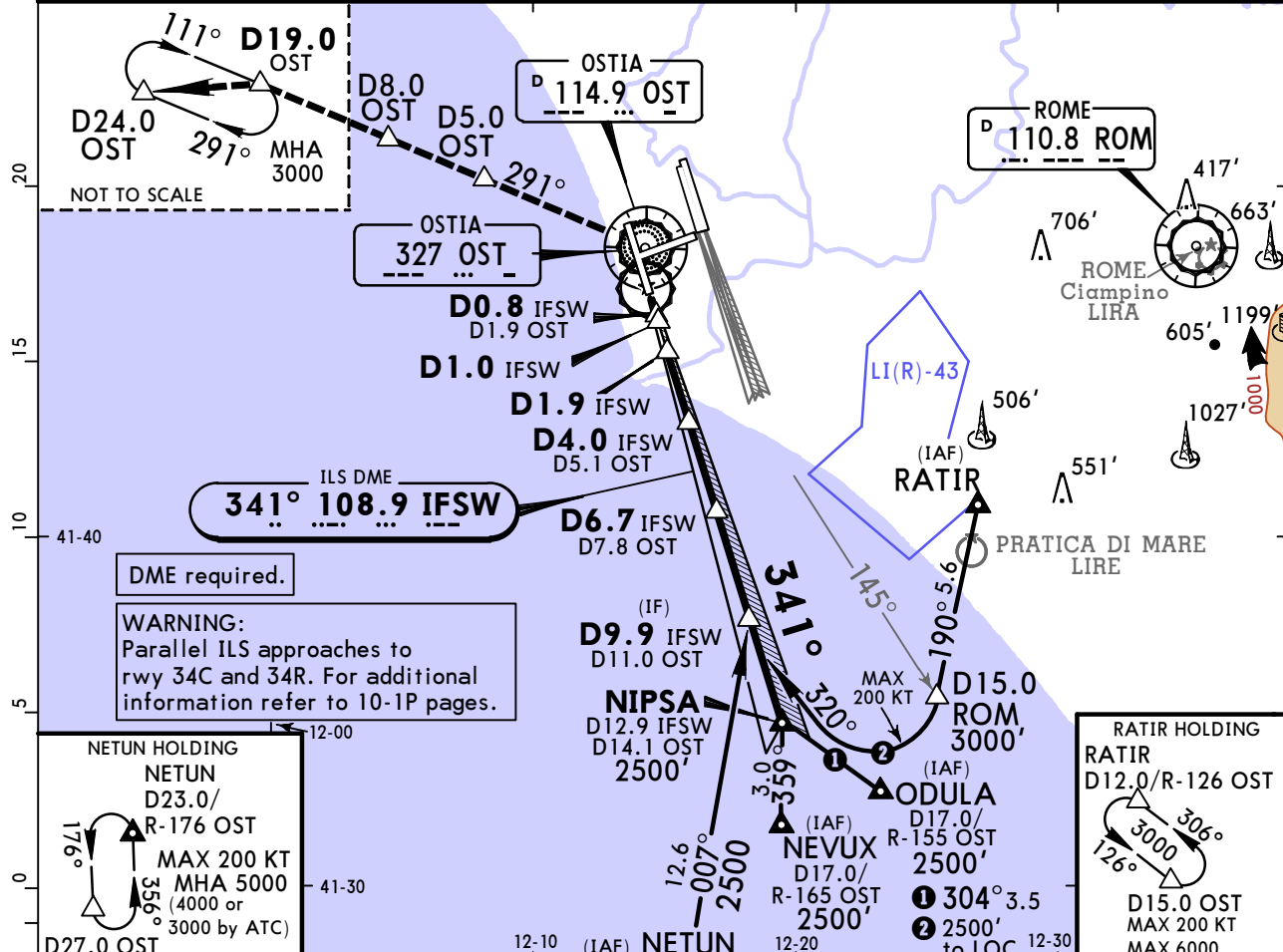
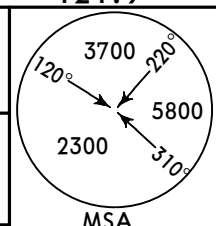
JEPPesen
24 JAN 20 **11-7** Eff 30 Jan

ROME, ITALY ILS or LOC Rwy 34L

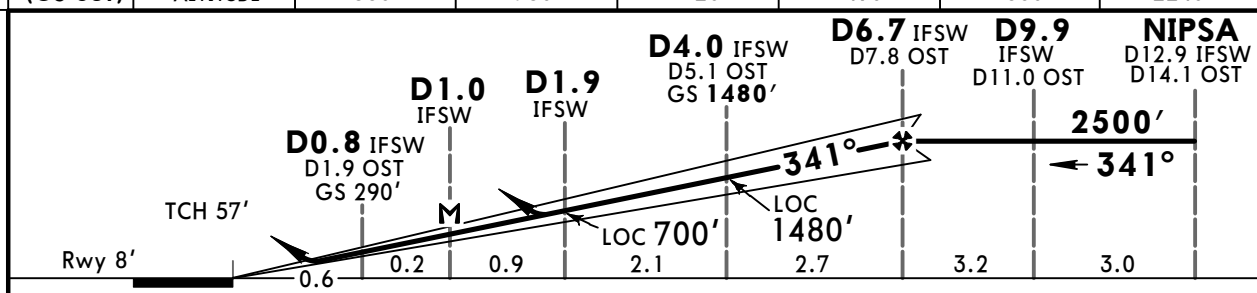
ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
LOC IFSW 108.9	Final Apch Crs 341°	GS D4.0 IFSW 1480' (1472')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'

MISSED APCH: Climb on 341° to 400', then turn LEFT onto R-291 OST climbing and maintain 1500' until D5.0 OST, then climbing to 2000' within D8.0 OST, then continue to D19.0 OST and hold at 3000'.

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



LOC (GS out)	IFSW DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	380'	750'	1120'	1490'	1860'	2240'



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

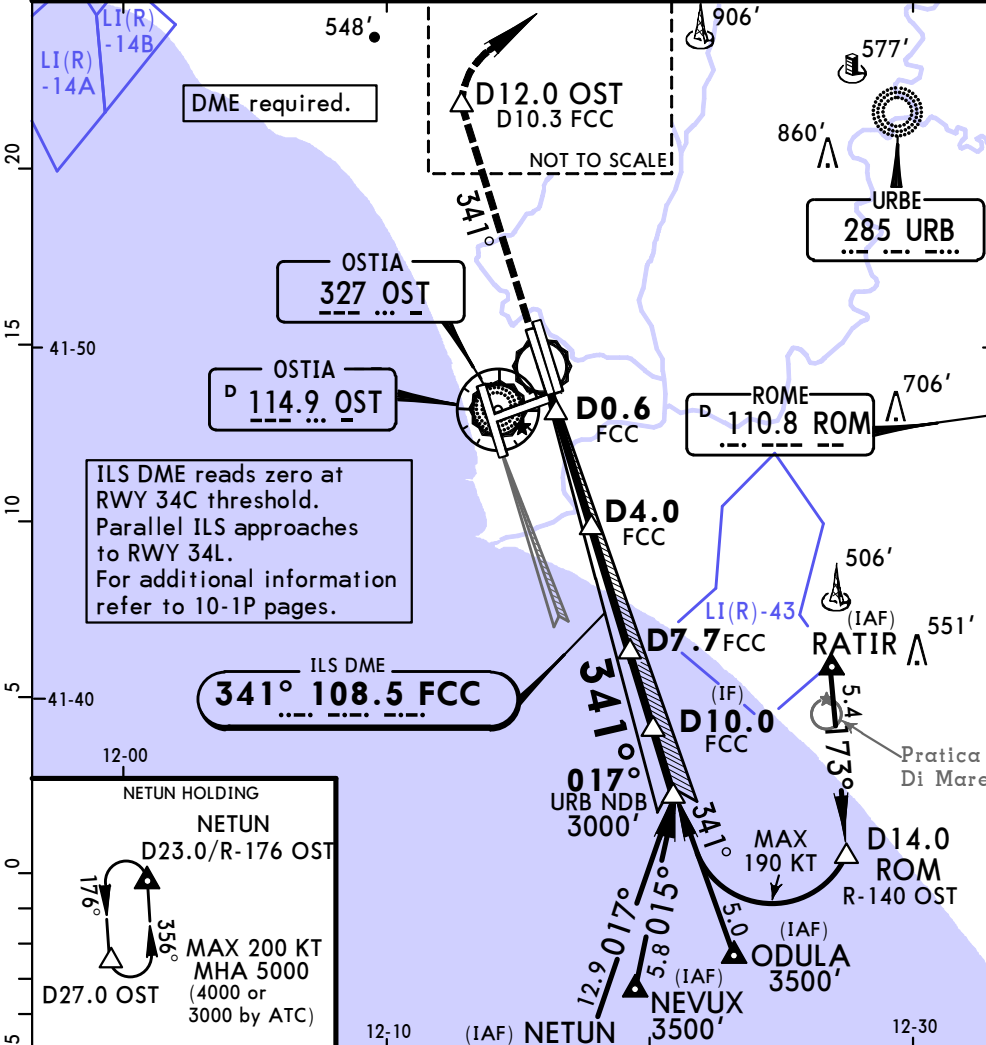
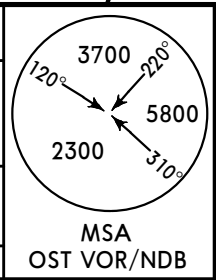
STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA	
DA(H)	C: 214' (206')	DA(MDA(H))	400' (392')	Max Kts	MDA(H) VIS
AB: 208' (200')	D: 226' (218')			100	800' (786') 1500m
FULL	ALS out		ALS out	135	800' (786') 1600m
A				180	900' (886') 2400m
B	RVR 750m	RVR 1200m	RVR 1400m	205	900' (886') 3600m
C					
D	RVR 800m				

LIRF/FCO FIUMICINO

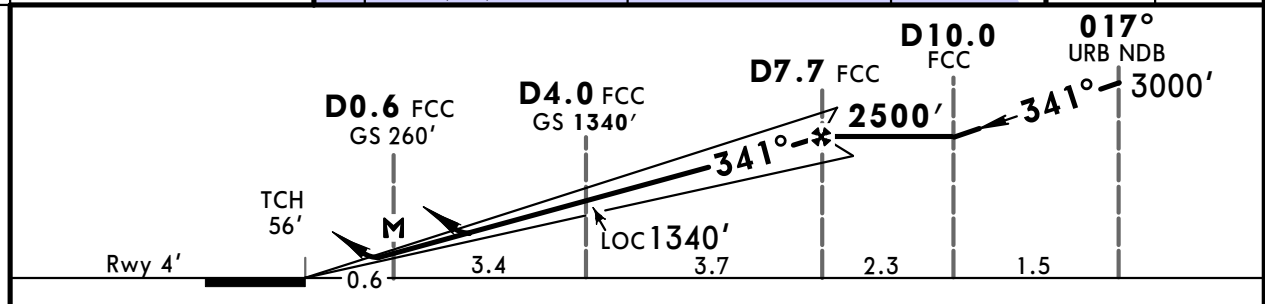
JEPPesen
26 JUL 19 (11-8)

ROME, ITALY ILS or LOC Rwy 34C

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC FCC 108.5	Final Apch 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 climbing to 4000'.				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'



MISSED APCH HOLDING MAX 185 KT MHA 4000 CAMPAGNANO D 111.4 CMP
RATIR HOLDING RATIR D12.0/R-126 OST MAX 200 KT MAX 6000 MHA 3000 D15.0 OST
RECOMMENDED ALTITUDES
LOC (GS out)
FCC DME ALTITUDE
7.0 2290'
6.0 1970'
5.0 1650'
4.0 1340'
3.0 1020'
2.0 700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	2000'	on	341°	D12.0 OST
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI				
MAP at D0.6 FCC												

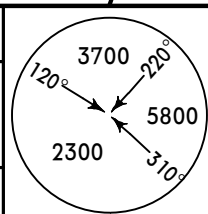
PANS OPS	Standard STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND	
	ILS		LOC (GS out)			
	C: 206' (202')		CDFA			
	DA(H) AB: 204' (200') D: 217' (213')		DA/MDA(H) 420' (416')			
	FULL	ALS out	ALS out	Max Kts	MDA(H)	VIS
A				100	800' (786')	1500m
B	RVR 750m		RVR 1500m	135	800' (786')	1600m
C		RVR 1200m	RVR 1500m	180	900' (886')	2400m
D	RVR 800m		RVR 1900m	205	900' (886')	3600m

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JEPPESSEN
26 JUL 19 (11-9)

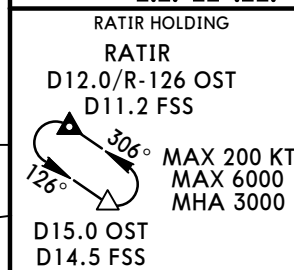
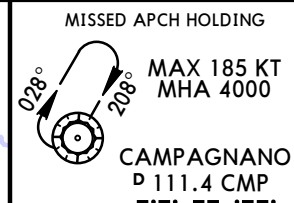
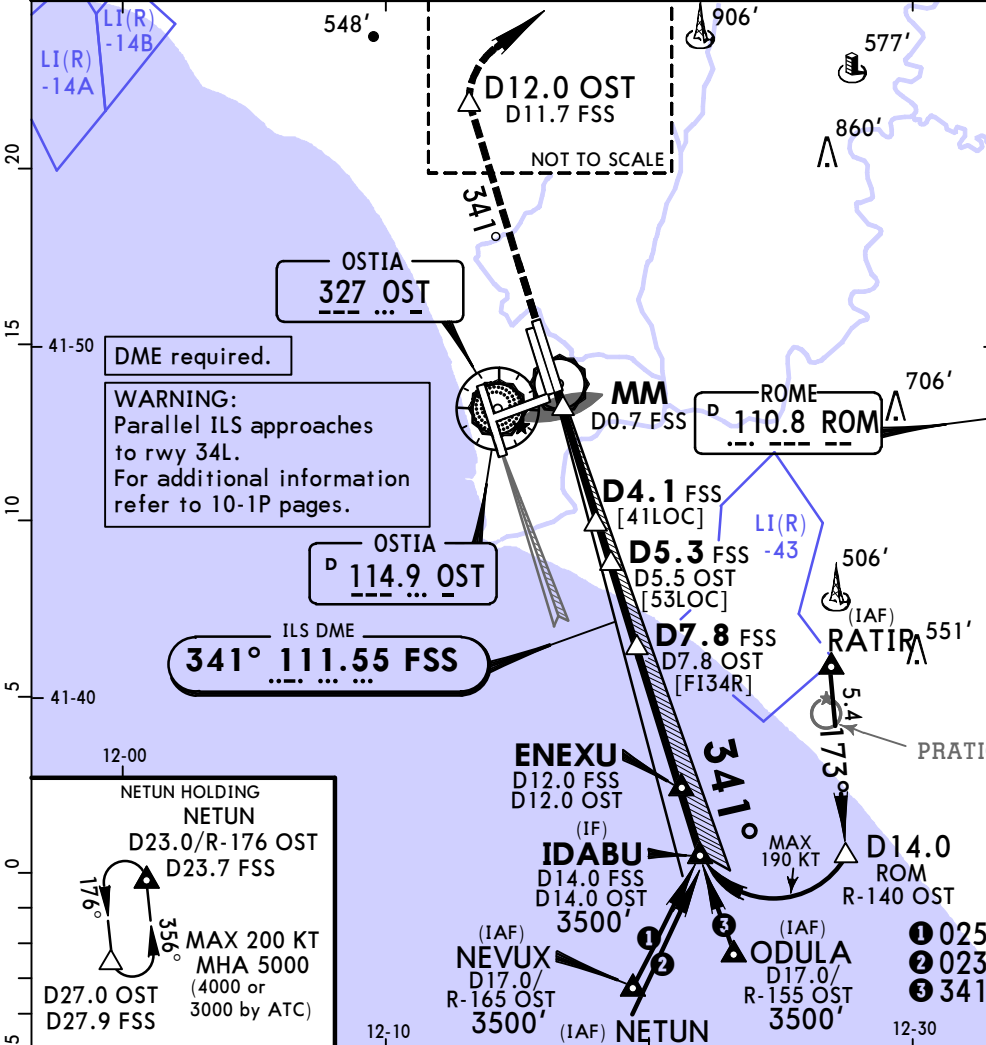
ROME, ITALY ILS or LOC Rwy 34R

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
LOC FSS 111.55	Final Apch Crs 341°	GS D4.1 FSS 1313' (1307')	ILS DA(H) 206' (200')	Apt Elev 14' Rwy 6'

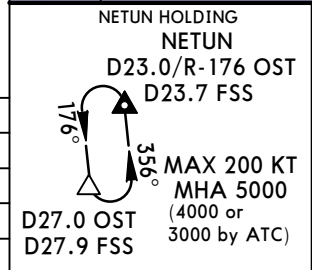


MISSED APCH: Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR climbing to 4000'.

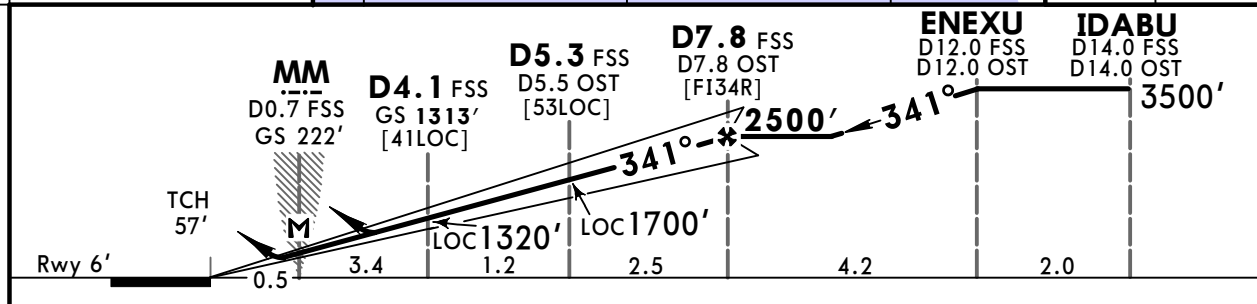
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'



WARNING:
Parallel ILS approaches to rwy 34L.
For additional information refer to 10-1P pages.



RECOMMENDED ALTITUDES	
LOC (GS out)	
FSS DME	ALTITUDE
7.0	2250'
6.0	1930'
5.0	1610'
4.0	1300'
3.0	980'
2.0	660'



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

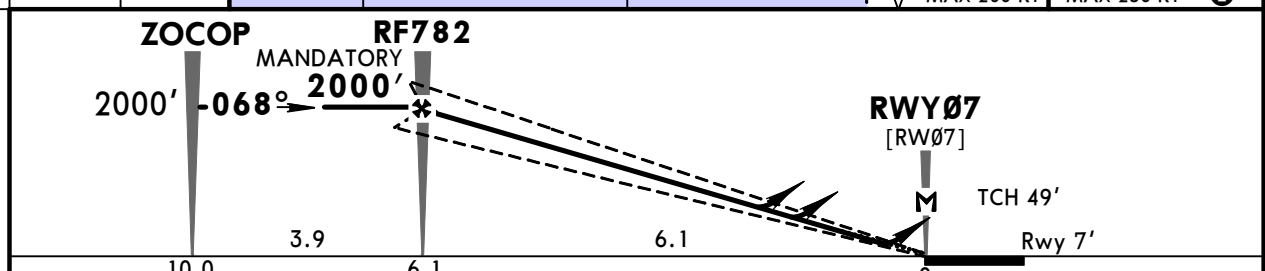
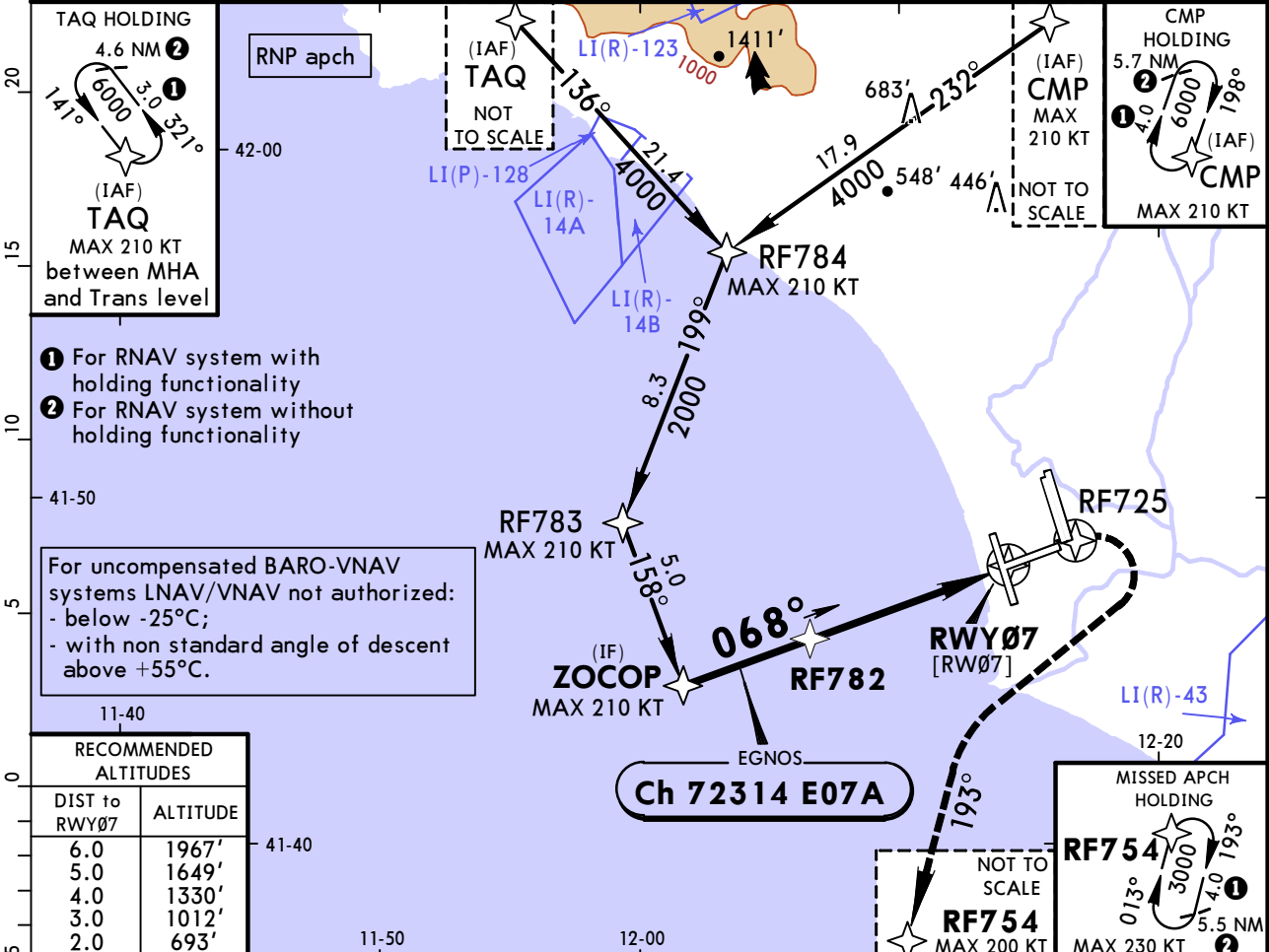
PANS OPS	STRAIGHT-IN LANDING RWY 34R				Max Kts	CIRCLE-TO-LAND	
	ILS		LOC (GS out)			MDA(H)	VIS
	FULL	TDZ or CL out	ALS out	ALS out			
A	DA(H) 206' (200')		DA/MDA(H) 420' (414')		100	800' (786')	1500m
B	RVR 550m	RVR 550m	RVR 1200m	RVR 1200m	135	800' (786')	1600m
C					180	900' (886')	2400m
D					205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

LIRF/FCO FIUMICINO

JEPPESEN
24 JAN 20 **(12-1)** Eff 30 Jan

ROME, ITALY RNP Rwy 07

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
EGNOS Ch 72314 E07A	Final Apch Crs 068°	Mandatory Alt RF782 2000' (1993')	LPV CAT I DA(H) 260' (253')	Apt Elev 14' Rwy 7'
MISSED APCH: Continue rwy heading climbing to 3000'. Over RF725 turn RIGHT (MAX 200 KT) to join and follow track 193° inbound to RF754 to join holding.				5800
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'				



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 3000' on RWY hdg 068° RF725
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWY07							

PANS OPS	STRAIGHT-IN LANDING RWY 07					CIRCLE-TO-LAND		
	LPV CAT I	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)	VIS
	DA(H) 260' (253')	A: 332' (325')	C: 354' (347')	DA/MDA(H) 480' (473')				
	ALS out	ALS out		ALS out				
A		RVR 1300m	RVR 1500m	RVR 1500m		100	800' (786')	1500m
B	RVR 1100m	RVR 1300m				135	800' (786')	1600m
C		RVR 1400m	RVR 1600m	RVR 2000m	RVR 2200m	180	900' (886')	2400m
D						205	900' (886')	3600m

CHANGES: None.

LIRF/FCO FIUMICINO

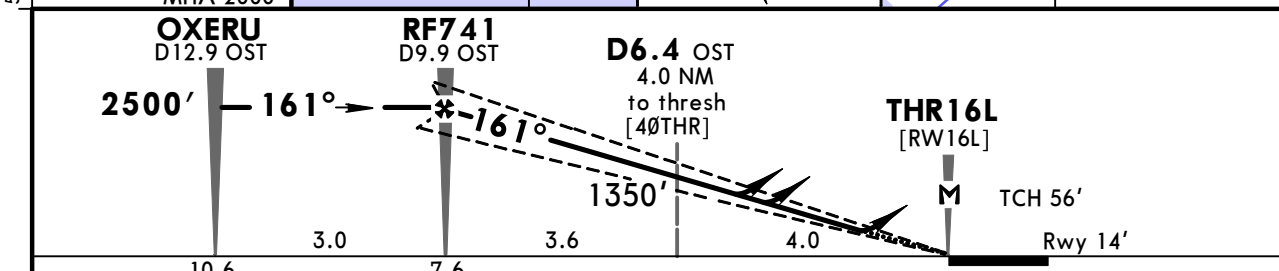
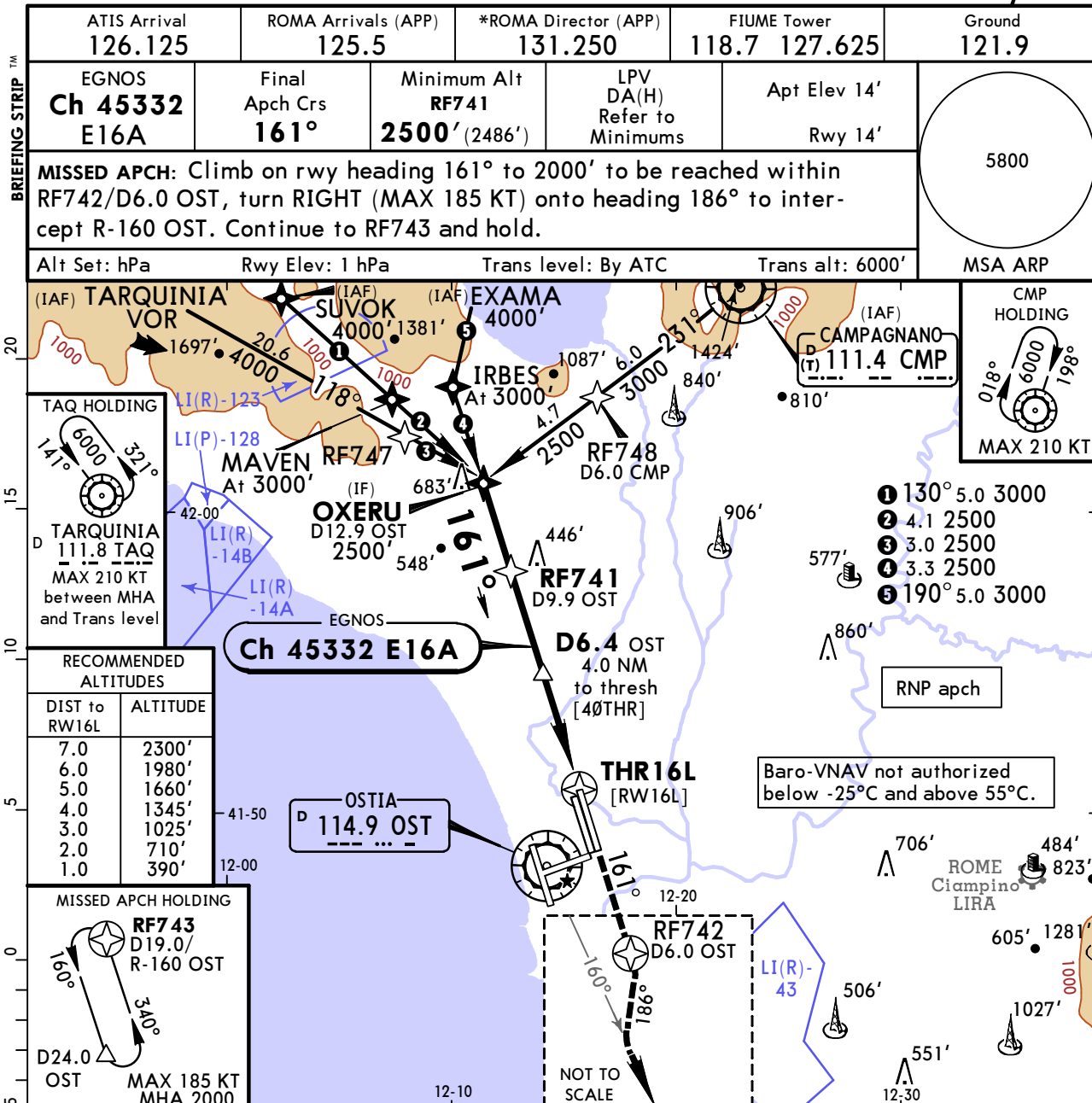
JEPPesen

24 JAN 20

(12-2) Eff 30 Jan

MACG
MIM 4.3%

ROME, ITALY RNP Rwy 16L



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIM 2000' on RWY hdg 161° RF742
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at THR16L							

Standard STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.3% up to 2000'							
LPV		LNAV/VNAV		LNAV CDFA			
A: 290' (276')	C: 310' (296')	A: 480' (466')	C: 500' (486')	DA/MDA(H): 570' (556')		Max Kts	MDA(H) VIS
B: 300' (286')	D: 320' (306')	B: 490' (476')	D: 510' (496')			100	800' (786') 1500m
						135	800' (786') 1600m
						180	900' (886') 2400m
						205	900' (886') 3600m

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

CHANGES: TAQ NDB withdrawn.

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LIRF/FCO FIUMICINO

24 JAN 20 **12-3** Eff 30 Jan

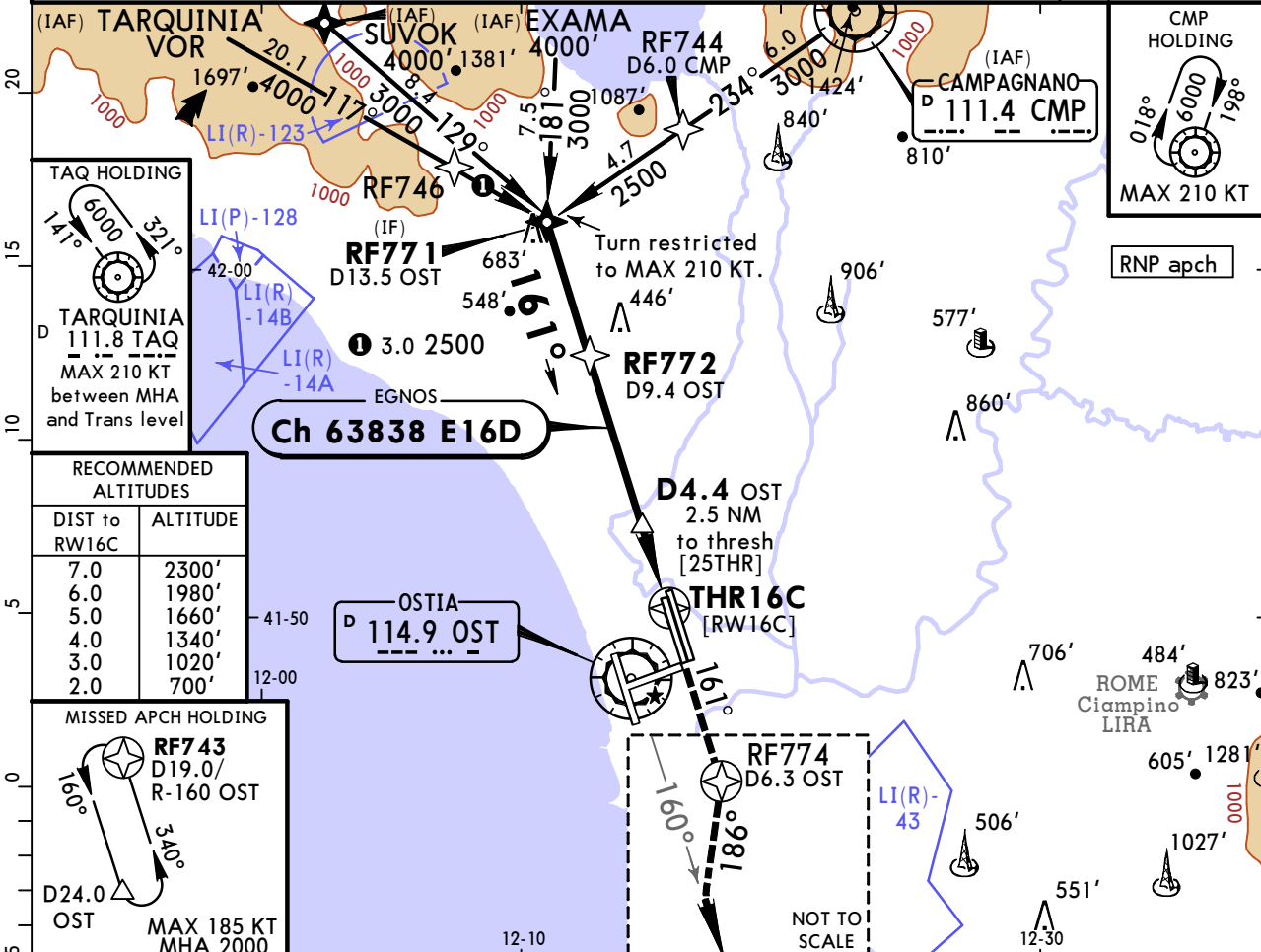
MACG
MIM 4.3%

ROME, ITALY RNP Rwy 16C

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7 127.625	Ground 121.9
EGNOS Ch 63838 E16D	Final Apch Crs 161°	Minimum Alt RF772 2500' (2492')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'

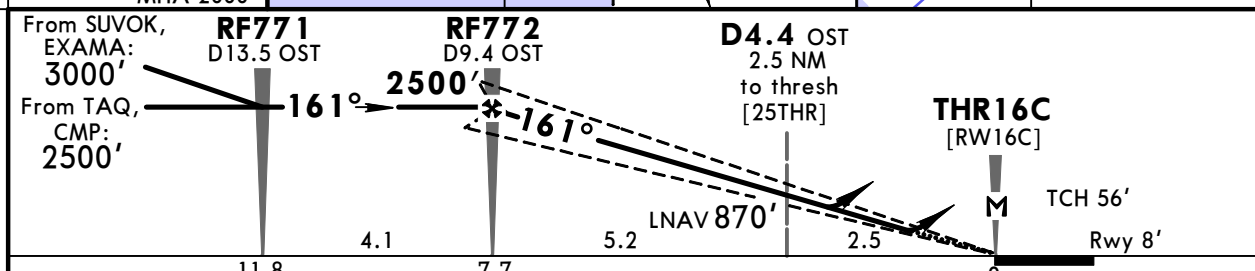
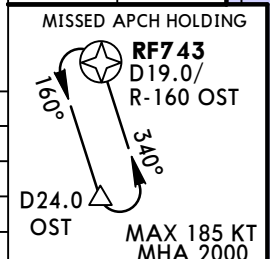
MISSED APCH: Climb on 161° to reach RF774/D6.3 OST at 2000', turn RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST, then to RF743 and hold.

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



RECOMMENDED ALTITUDES

DIST to RW16C	ALTITUDE
7.0	2300'
6.0	1980'
5.0	1660'
4.0	1340'
3.0	1020'
2.0	700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' on 161° RF774
Glide Path Angle	3.00°	372	478	531	637	743	
LPV: MAP at DA							
LNAV: MAP at THR16C							

PANS OPS	STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND	
	Missed apch climb gradient mim 4.3% up to 2000' I					
	LPV A: 269' (261') C: 289' (281') DA(H) B: 281' (273') D: 300' (292')		LNAV CDFA DA/MDA(H) 500' (492')		Max Kts	MDA(H) VIS
A	ALS out		ALS out		100	800' (786') 1500m
B	RVR 1300m		RVR 1500m		135	800' (786') 1600m
C	RVR 1400m		RVR 1800m		180	900' (886') 2400m
D	RVR 900m		RVR 2300m		205	900' (886') 3600m

I If unable to comply advise ATC.

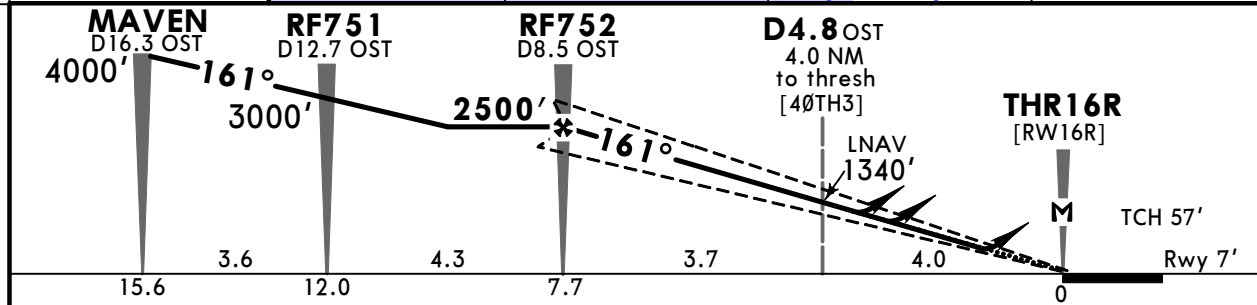
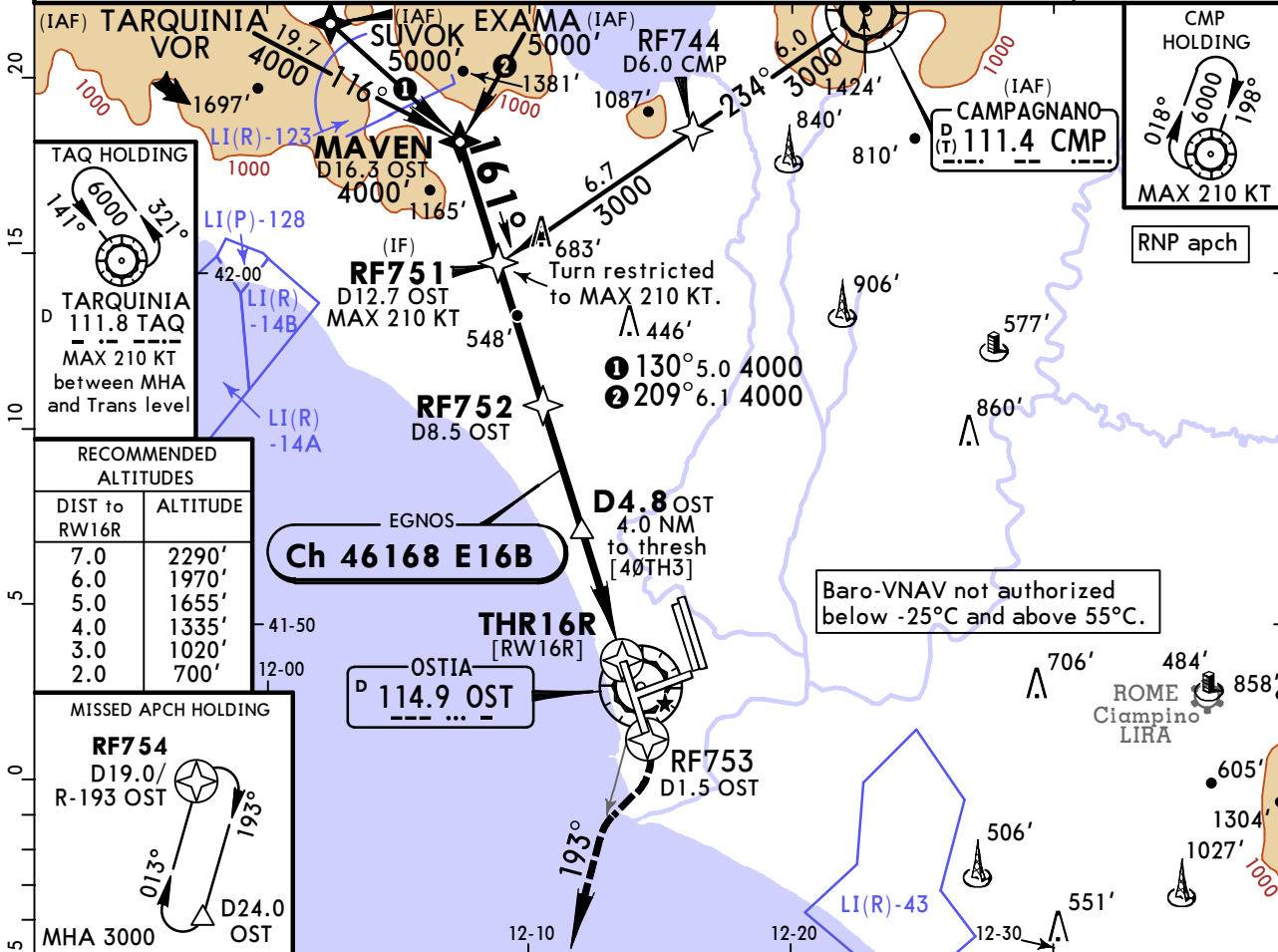
CHANGES: TAQ NDB withdrawn.

LIRF/FCO FIUMICINO

JEPPESEN
24 JAN 20 **(12-4)** Eff 30 Jan

ROME, ITALY RNP Rwy 16R

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II Refer to Missed Apch above
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at THR16R							

	STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
	LPV		LNAV/VNAV		LNAV CDFA	
DA(H)	C: 270' (263')		A: 300' (293') C: 320' (313')		DA/MDA(H) 420' (413')	
	AB: 260' (253') D: 280' (273')		B: 310' (303') D: 330' (323')			
	ALS out		ALS out		ALS out	
A					Max Kts	MDA(H) _____ VIS _____
B	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	100	800' (786') 1500m
C				RVR 1200m	135	800' (786') 1600m
D			RVR 800m	RVR 1500m	180	900' (886') 2400m
					205	900' (886') 3600m

1 With TDZ & CL & HUD: RVR 600m. **2** With TDZ & CL & HUD: CAT A RVR 650m, CAT BC RVR 700m.
 CHANGES: TAQ NDB withdrawn. © JEPPESEN, 2013, 2020. ALL RIGHTS RESERVED.

LIRF/FCO FIUMICINO

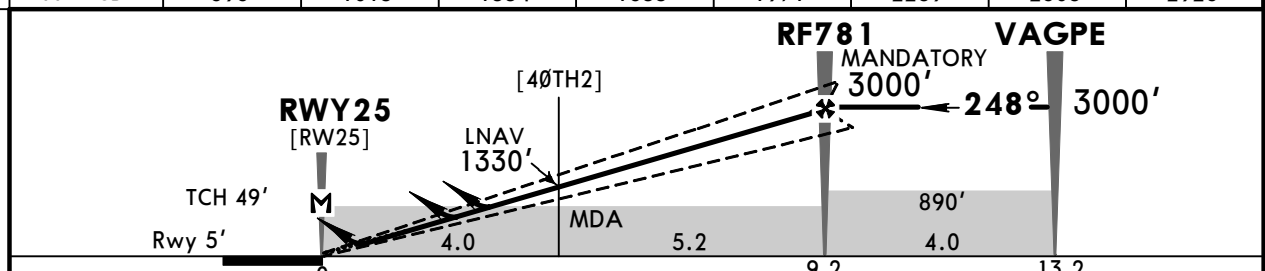
JEPPESEN
1 NOV 19 **(12-5)** Eff 7 Nov

ROME, ITALY RNP Rwy 25

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
EGNOS Ch 55018 E25A	Final Apch Crs 248°	Mandatory Alt RF781 3000' (2995')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 5'
MISSED APCH: Proceed rwy heading climbing to 3000'. Over RF726 turn RIGHT to join and follow track 291° inbound to RF727 to join holding.				5800
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'				



DIST to RWY25	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	696'	1015'	1334'	1635'	1971'	2289'	2608'	2926'



Gnd speed-Kts	70	90	100	120	140	160		3000' on 248° RWY hdg RF726
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RWY25								

Standard				STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
DA(H) LPV CAT I		DA(H) LNAV/VNAV		LNAV CDFA					
A: 217' (212') C: 237' (232')		A: 279' (274') C: 299' (294')		DA/MDA(H) 590' (585')					
B: 229' (224') D: 248' (243')		B: 291' (286') D: 310' (305')							
ALS out		ALS out		ALS out		Max Kts			
A						100	800' (786')	1500m	
B	RVR 550m 1	RVR 1200m	RVR 750m	RVR 1300m	RVR 1500m	135	800' (786')	1600m	
C				RVR 1400m	RVR 2000m	180	900' (886')	2400m	
D		RVR 1300m			RVR 2400m	205	900' (886')	3600m	

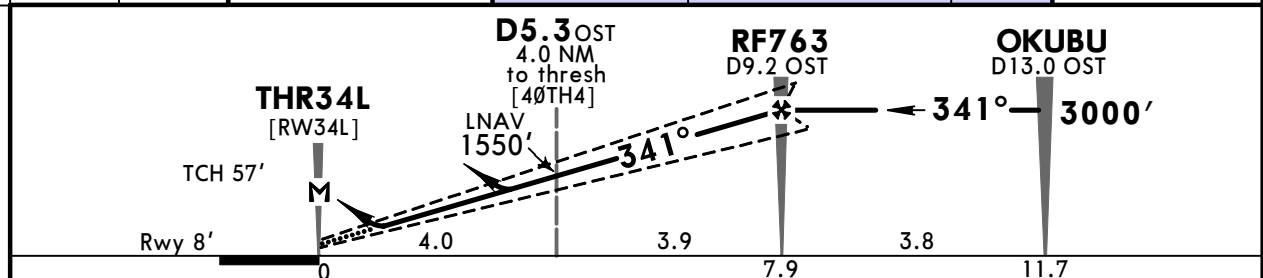
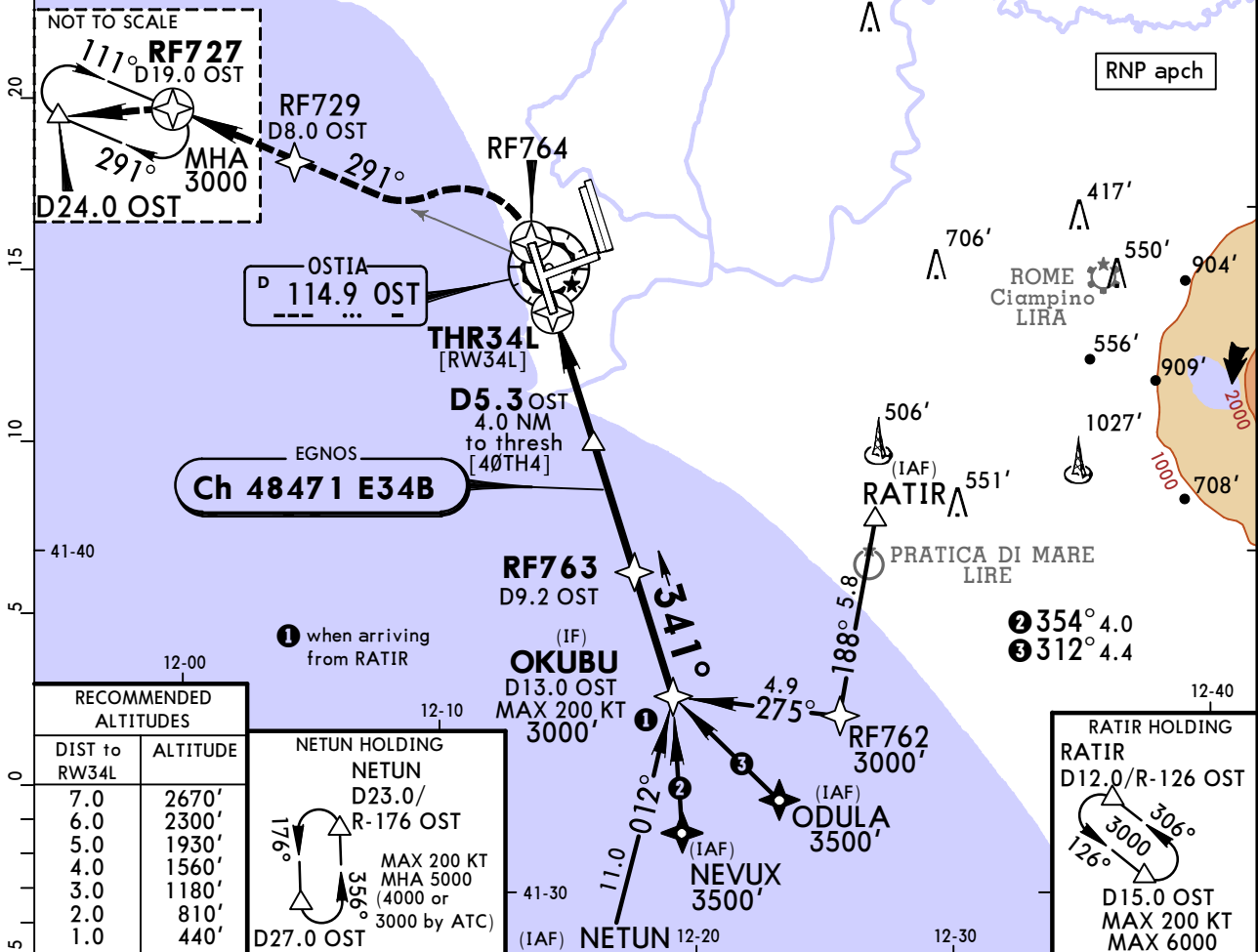
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

LIRF/FCO FIUMICINO

JEPPESEN
1 NOV 19 **(12-6)** Eff 7 Nov

ROME, ITALY RNP Rwy 34L

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
EGNOS Ch 48471 E34B	Final ApcH Crs 341°	Minimum Alt RF763 3000' (2992')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'
MISSED APCH: Climb on 341° to cross RF764 at or above 450', then turn LEFT (MAX 210 KT) to join R-291 OST, then climb to 2000' at RF729/D8.0 OST. Then join holding at 3000'.				5800
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI Refer to Missed Apch above
Glide Path Angle	3.50°	434	557	619	743	867	
LPV: MAP at DA							
LNAV: MAP at THR34L							

Standard LPV STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
DA(H) A: 290' (282') C: 310' (302')		DA/MDA(H) 410' (402')		Max Kts	MDA(H) VIS
B: 300' (292') D: 320' (312')		ALS out	ALS out	100	800' (786') 1500m
A	RVR 900m		RVR 1500m	135	800' (786') 1600m
B		RVR 1400m	RVR 1500m	180	900' (886') 2400m
C	RVR 1000m		RVR 1900m	205	900' (886') 3600m
D					

PANS OPS

CHANGES: Stepdownfix established.

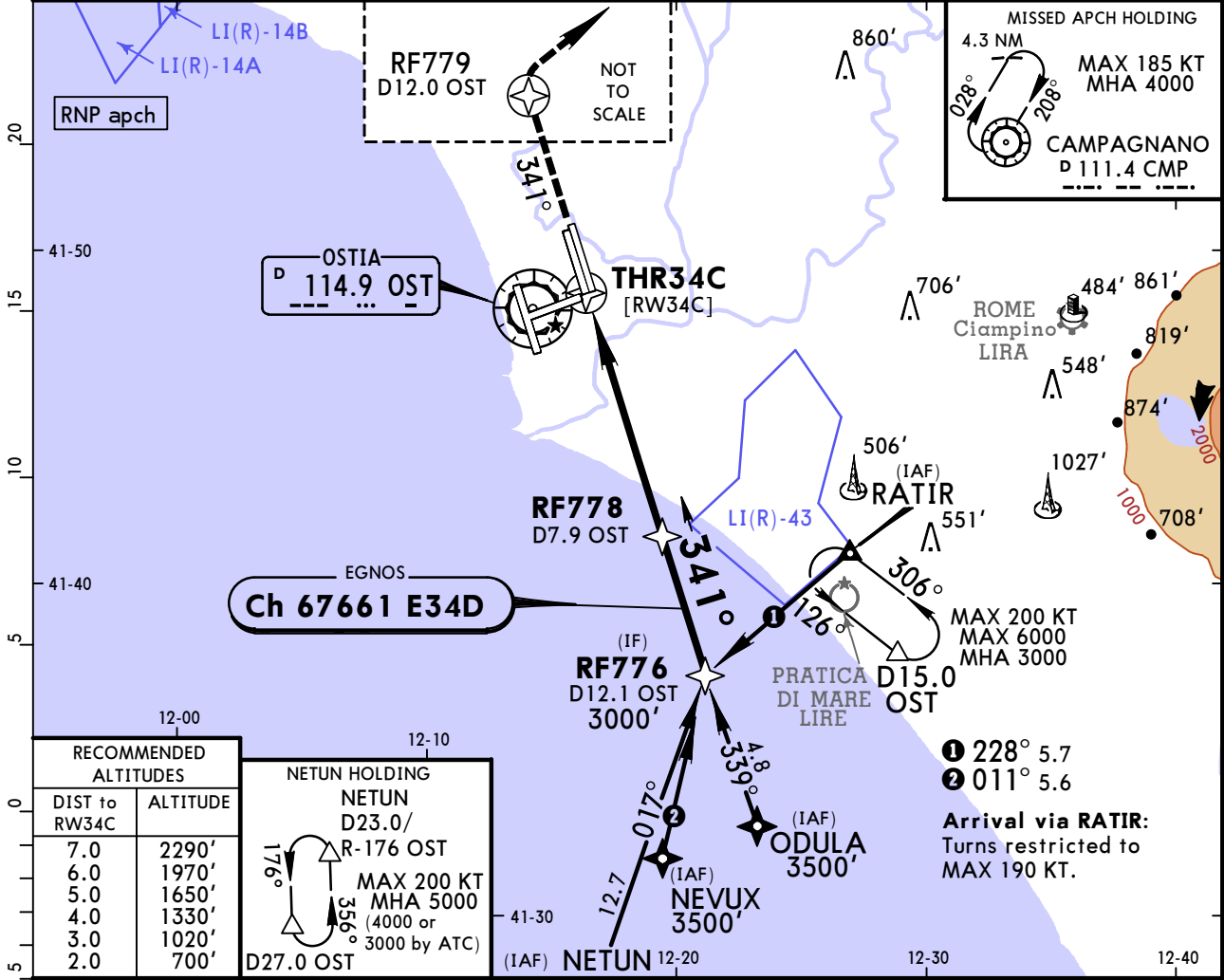
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FIUMICINO

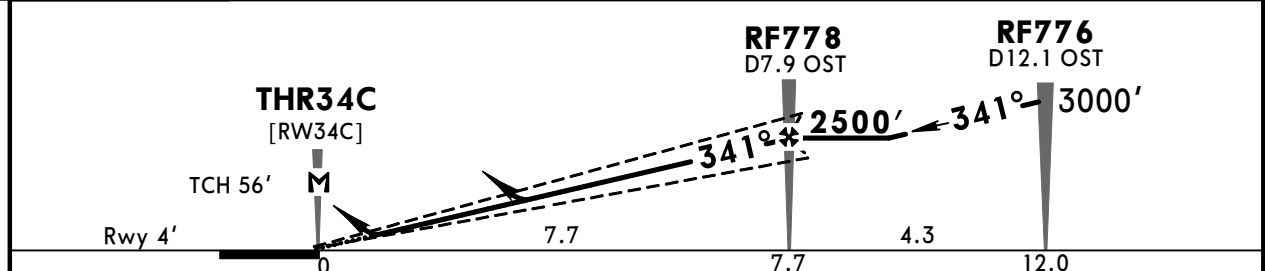
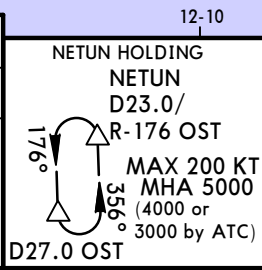
JEPPesen
30 AUG 19 **(12-7)** Eff 12 Sep

ROME, ITALY
RNP Rwy 34C

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
EGNOS Ch 67661 E34D		Final ApcH Crs 341°		Minimum Alt RF778 2500' (2496')		LPV DA(H) Refer to Minimums		Apt Elev 14' Rwy 4'	
MISSED APCH: Climb on 341° to 4000'. At RF779/D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR climbing to 4000'.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		MSA ARP	



RECOMMENDED ALTITUDES	
DIST to RW34C	ALTITUDE
7.0	2290'
6.0	1970'
5.0	1650'
4.0	1330'
3.0	1020'
2.0	700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' on 341° RF779	
Glide Path Angle	3.00°	372	478	531	637	743		849
LPV: MAP at DA								
LNAV: MAP at THR34C								

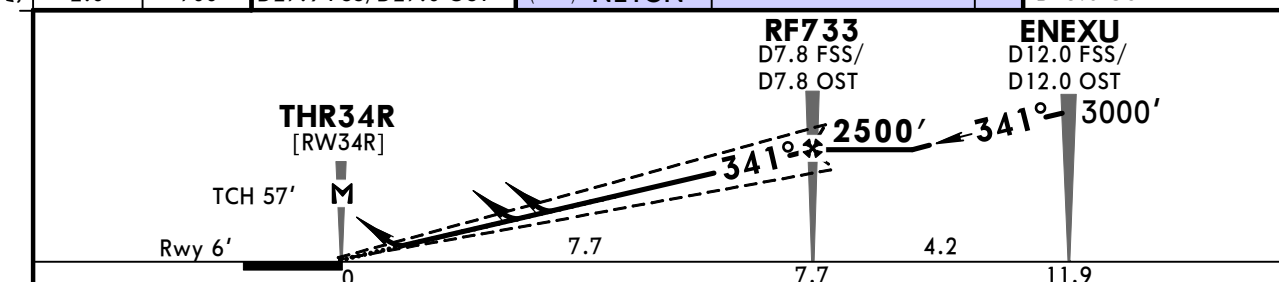
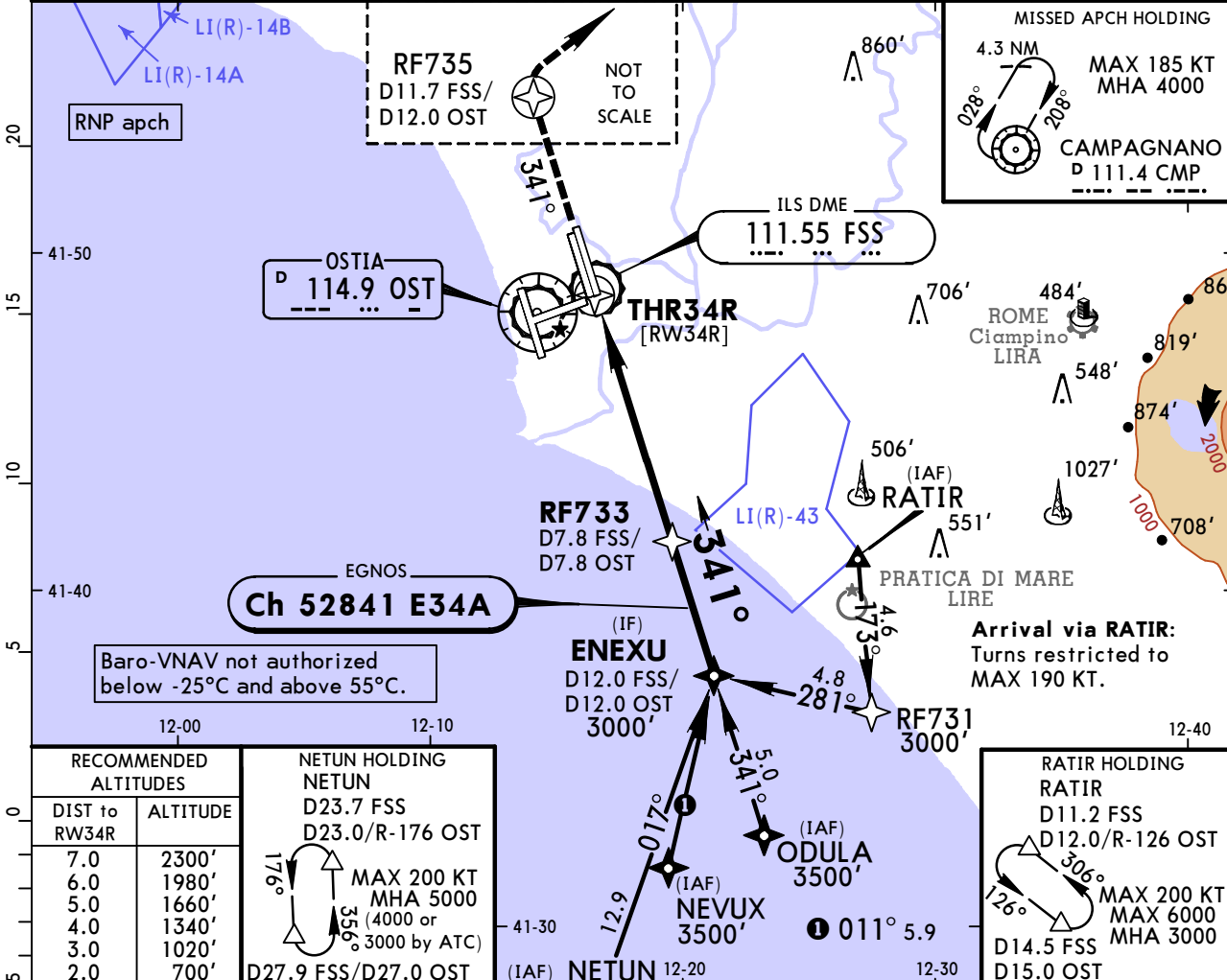
PANS OPS	STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND	
	LPV		LNAV		Max Kts	MDA(H) VIS
	A: 304' (300') C: 324' (320')		DA/MDA(H) 480' (476')		100	800' (786') 1500m
	DA(H) B: 316' (312') D: 335' (331')				135	800' (786') 1600m
A	RVR 900m	ALS out	ALS out		180	900' (886') 2400m
B	RVR 1000m	RVR 1400m	RVR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

LIRF/FCO FIUMICINO

JEPPesen
30 AUG 19 **12-8** Eff 12 Sep

ROME, ITALY RNP Rwy 34R

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7 127.625		Ground 121.9	
EGNOS Ch 52841 E34A		Final Apch Crs 341°		Minimum Alt RF733 2500' (2494')		LPV DA(H) Refer to Minimums		Apt Elev 14' Rwy 6'	
MISSED APCH: Climb on 341° to cross RF735/D11.7 FSS/D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR climbing to 4000'.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	MIM 2000' on 341° RF735
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at THR34R								

Standard				STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND					
LPV		LNAV/VNAV		LNAV		CDFA		DA/MDA(H)		ALS out		Max Kts	
ABC: 256' (250')		A: 360' (354') C: 380' (374')		DA/MDA(H) 490' (484')		ALS out				100		800' (786') 1500m	
DA(H) D: 260' (254')		B: 370' (364') D: 390' (384')								135		800' (786') 1600m	
ALS out		ALS out		ALS out		ALS out				180		900' (886') 2400m	
RVR 750m I RVR 1300m		RVR 900m RVR 1500m		RVR 1500m RVR 2300m		RVR 1500m				205		900' (886') 3600m	
RVR 1000m RVR 1700m		RVR 1100m RVR 1800m											

I With TDZ & CL & HUD: RVR 600m.

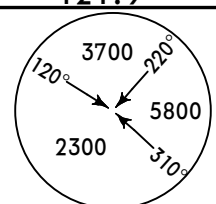
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JEPPesen
24 JAN 20 **(13-1)** Eff 30 Jan

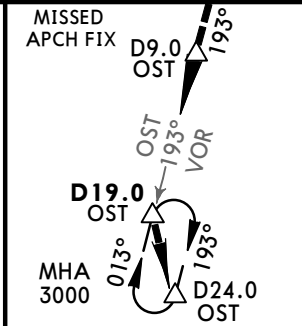
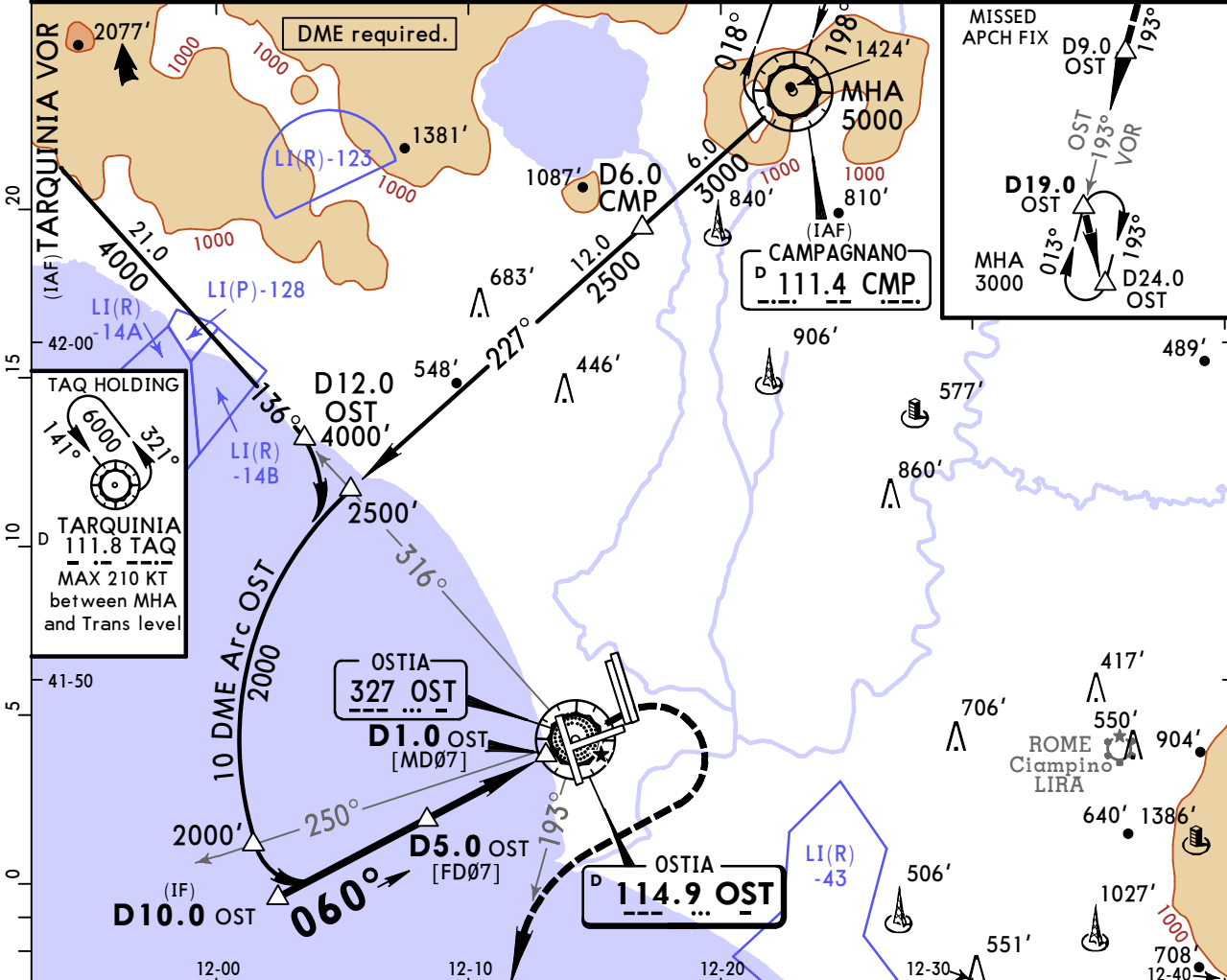
ROME, ITALY VOR Rwy 07

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
VOR OST 114.9	Final Apch Crs 060°	Minimum Alt D5.0 OST 1550' (1536')	DA/MDA(H) 400' (386')	Apt Elev 14'

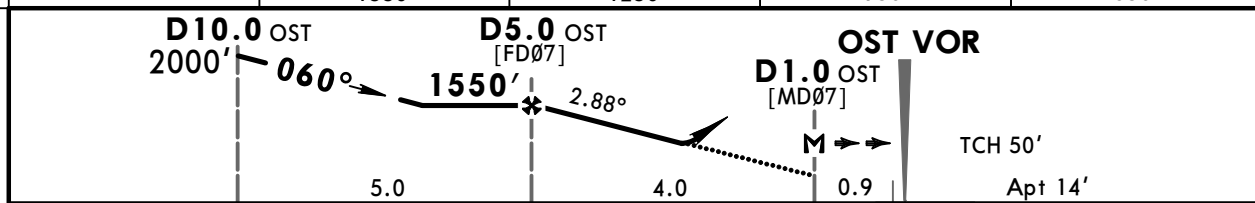
MISSED APCH: Climb to 500' on 060°, then turn RIGHT (MAX 200 KT) climbing on R-193 OST to 2000' within D9.0 OST. Continue climb to 3000' to D19.0 OST and hold.



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



OST DME	5.0	4.0	3.0	2.0
ALTITUDE	1550'	1250'	950'	650'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	500' on 060°
Descent Angle	2.88°	355	457	508	609	711		

PANS OPS	Standard STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
	CDFA		MDA(H)	
	DA/MDA(H) 400' (386')		VIS	
	ALS out		Max Kts	
	A	RVR 1500m	100	800' (786') 1500m
B	RVR 1500m	135	800' (786') 1600m	
C	RVR 1600m	180	900' (886') 2400m	
D	RVR 1600m	205	900' (886') 3600m	

LIRF/FCO FIUMICINO

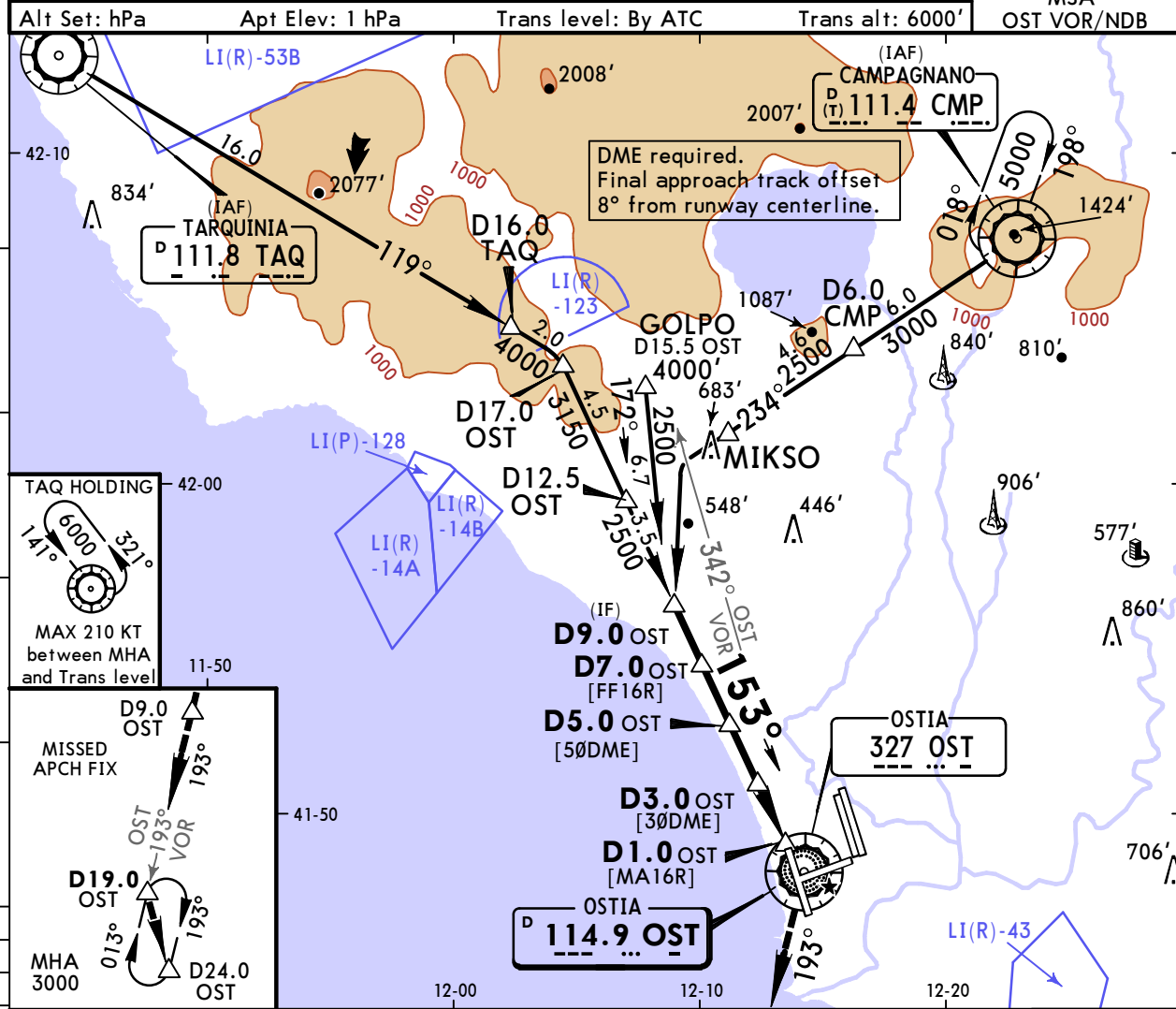
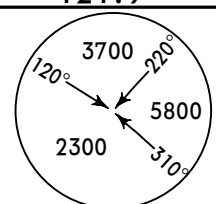
JEPPesen
24 JAN 20 **(13-2)** Eff 30 Jan

ROME, ITALY VOR Rwy 16R

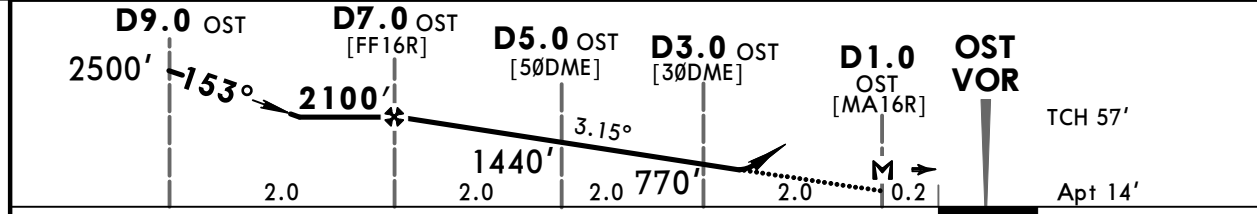
ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
VOR OST 114.9	Final Apch Crs 153°	Minimum Alt D7.0 OST 2100' (2086')	DA/MDA(H) 400' (386')	Apt Elev 14'

BRIEFING STRIP™

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



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



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.15°	390	502	557	669	780	892

MAP at D1.0 OST

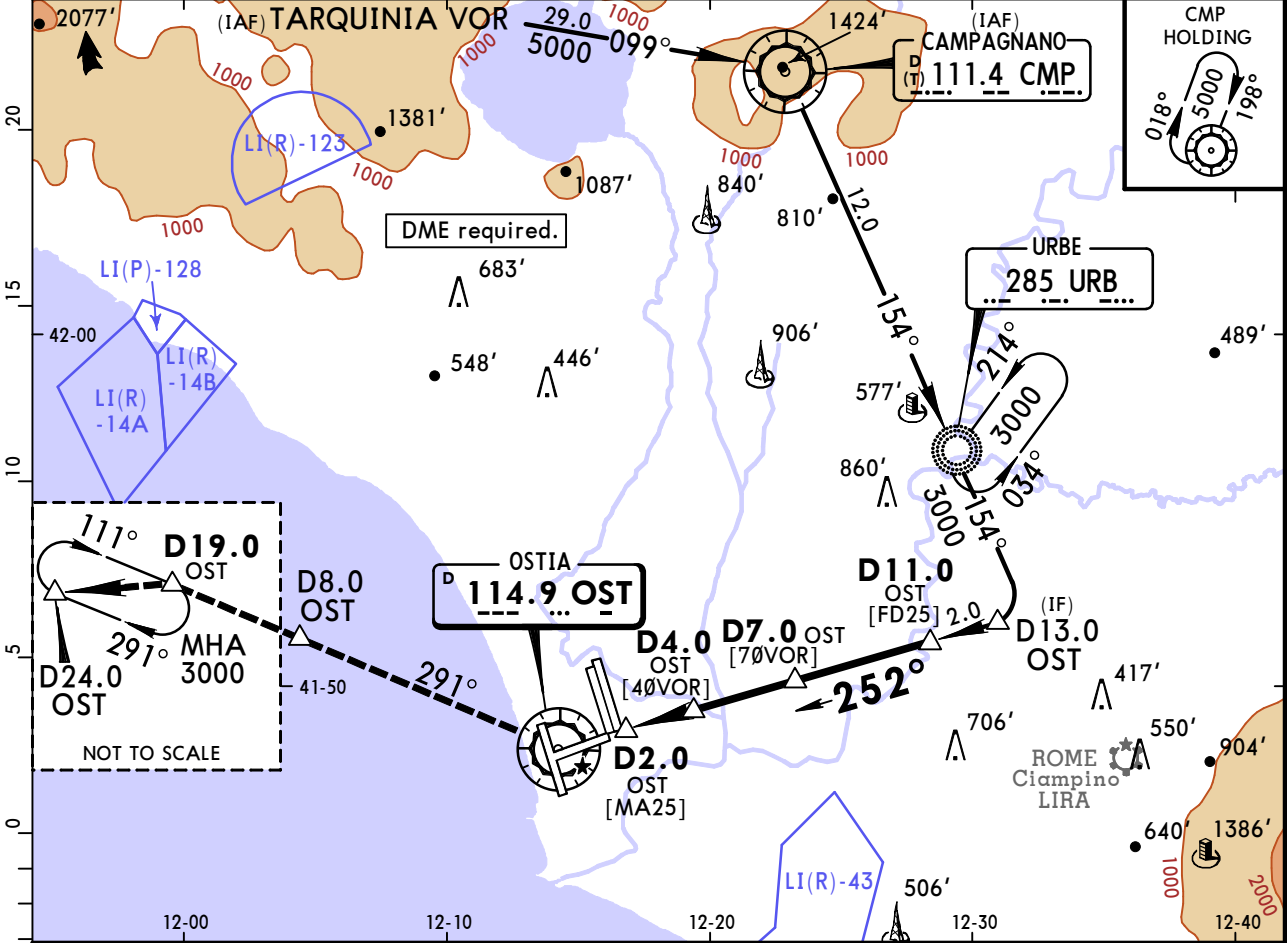
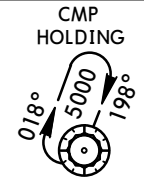
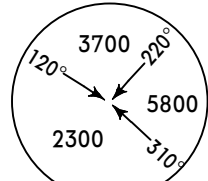
PANS OPS	Standard STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 400' (386')			
		ALS out	Max Kts	MDA(H) VIS
	A	RVR 1100m	RVR 1500m	100 800' (786') 1500m
B	RVR 1100m	RVR 1500m	135 800' (786') 1600m	
C	RVR 1200m	RVR 1800m	180 900' (886') 2400m	
D	RVR 1200m	RVR 1800m	205 900' (886') 3600m	

LIR/FCO FIUMICINO

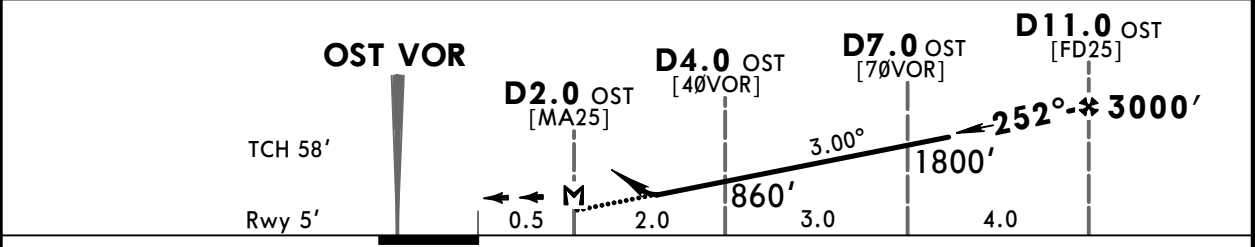
JEPPesen
24 JAN 20 **(13-3)** Eff 30 Jan

ROME, ITALY VOR Rwy 25

ATIS Arrival 126.125		ROMA Arrivals (APP) 125.5		*ROMA Director (APP) 131.250		FIUME Tower 118.7		Ground 121.9	
VOR OST 114.9		Final Apch Crs 252°		Minimum Alt D11.0 OST 3000' (2995')		DA/MDA(H) 550' (545')		Apt Elev 14' Rwy 5'	
MISSED APCH: Turn RIGHT climbing on R-291 OST to 2000' within D8.0 OST, then continue to D19.0 OST and hold at 3000'.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		MSA OST VOR	



OST DME	4.0	5.0	6.0
ALTITUDE	860'	1170'	1490'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 2000' OST on 114.9 RT R-291
Descent Angle	3.00°	372	478	531	637	849	
MAP at D2.0 OST							

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 550' (545')							
ALS out				Max Kts			
A	RVR 1500m			100	800' (786')		1500m
B	RVR 1500m			135	800' (786')		1600m
C	RVR 1800m		RVR 2400m		180	900' (886')	
D	RVR 1800m		RVR 2400m		205	900' (886')	

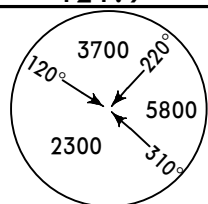
PANS OPS

LIRF/FCO FIUMICINO

JEPPesen
24 JAN 20 **(13-4)** Eff 30 Jan

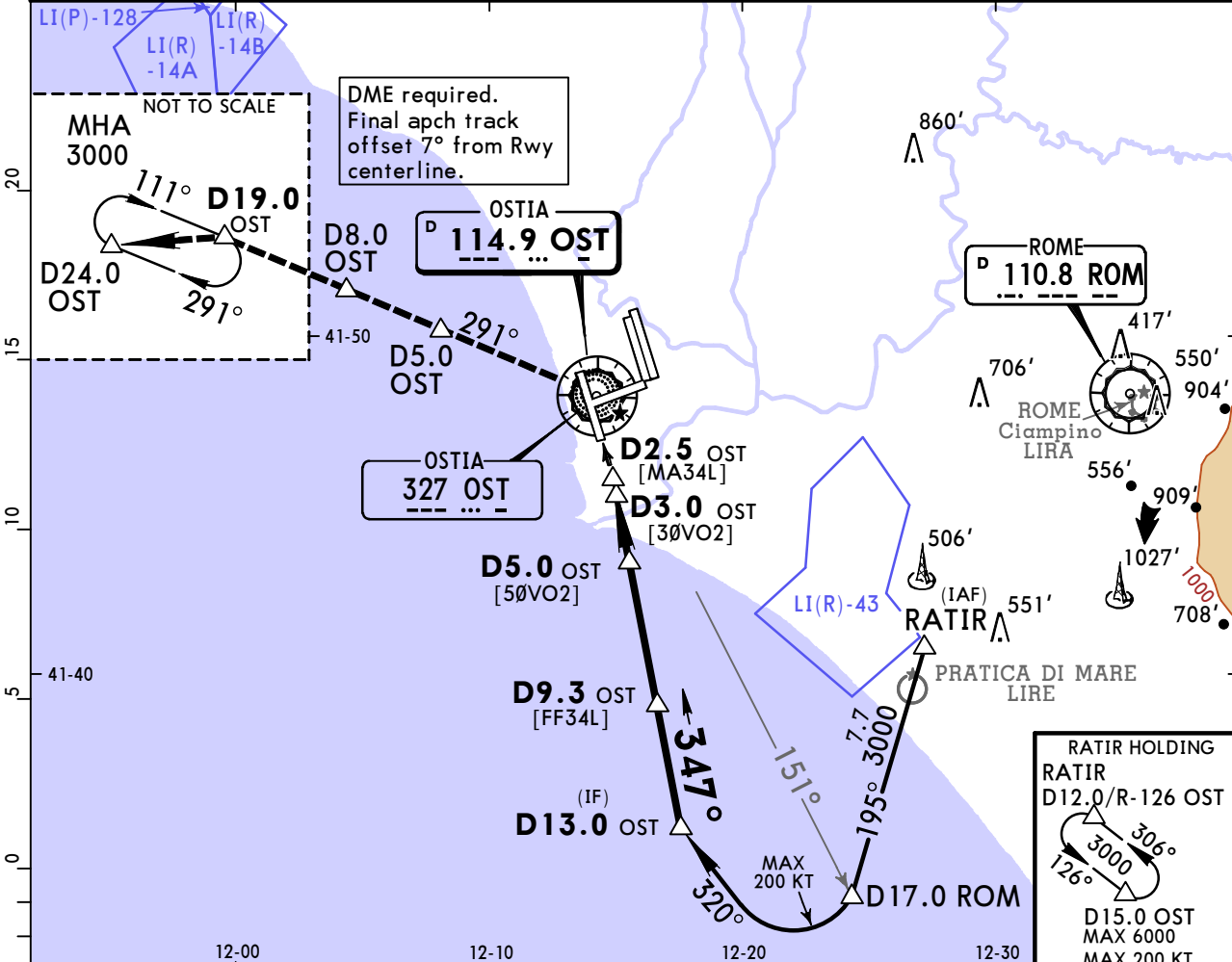
ROME, ITALY VOR Rwy 34L

ATIS Arrival 126.125	ROMA Arrivals (APP) 125.5	*ROMA Director (APP) 131.250	FIUME Tower 118.7	Ground 121.9
VOR OST 114.9	Final Apch Crs 347°	Minimum Alt D9.3 OST 3000' (2986')	DA/MDA(H) 500' (486')	Apt Elev 14'

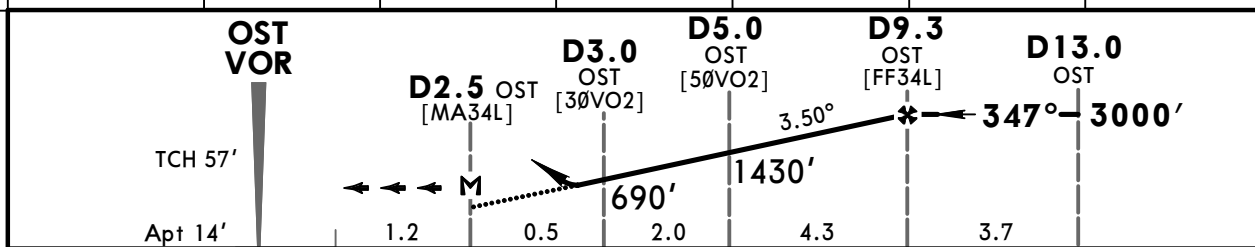


MISSED APCH: Turn **LEFT** climbing on R-291 OST maintaining 1500' until D5.0 OST then climb to 2000' within D8.0 OST, then continue to D19.0 OST and hold at 3000'.

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



OST DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	690'	1060'	1430'	1800'	2170'	2540'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	1500' OST on 114.9 LT R-291
Descent Angle 3.50°	434	557	619	743	867	991		

PANS OPS	Standard STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 500' (486')				
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	800' (786')	1500m
B	RVR 1500m	135	800' (786')	1600m	
C	RVR 1800m	180	900' (886')	2400m	
D	RVR 1800m	205	900' (886')	3600m	

Chart changes since cycle 02-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ROME, (FIUMICINO - LIRF)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRF

Type: Terminal

Effectivity: Temporary

Begin Date: 20191021

End Date: Until Further Notice

Construction works in progress on airport area. Refer to temp charts 10-8 and 10-8A and latest NOTAMs.

Chart Change Notices for Country ITA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Noise abatement procedure for initial climb to be determined by operator in accordance with ICAO Doc-8168. Disregard respective initial climb info on Italian ABPs (LICR, LIMF, LIML, LIPQ, LIRN, LIRA, LIRF) ; ATC pages 'State Rules and Procedures - Italy' will be updated with Rev 9 Aug.