

## List of pages in this Trip Kit

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## General Information

Location: ROME ITA  
ICAO/IATA: LIRF / FCO  
Lat/Long: N41° 48.0', E012° 14.3'  
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: 0341 Z  
Sunset: 1850 Z

## Runway Information

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

**1. GENERAL**

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  
ATIS: 120.175 Arrival Service  
Fiume Tower: 118.700  
Fiume Tower: 123.725  
Fiume Tower: 127.625  
Fiume Ground: 122.125  
Fiume Ground: 121.900  
Fiume Ground: 121.675  
Fiume Ramp/Taxi: 121.725  
Fiume Clearance Delivery: 121.800  
Fiume Clearance Delivery: 121.900  
Roma Arrival: 127.950  
Roma Arrival: 125.500  
Roma Departure: 131.100  
Roma Departure: 130.900  
Roma Direct (Approach Control Radar): 131.250  
Roma Direct (Approach Control Radar): 119.200

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

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

**1.2.1. GENERAL**

LVP will be 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 not authorized.

**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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10-1P1

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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**

If RVR on any available transmissometer is less than 150m, Follow-me car is compulsory.

**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.

**1.4. 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.

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Eff 21 Jun

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AIRPORT BRIEFING

**1. GENERAL****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, 601 thru 607, 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.

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

TWY B between TWYs BF and BG (both excluded) and TWY Y available as holding positions in the event of stand saturation.

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.

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, 303 thru 317, 351, 353, 501, 528, 801 thru 805 and 820 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.

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**1. GENERAL****1.5.2. USE OF APU**

Pilots can not use APU on parking bay where equipment is available to connect direct electrical power and cabin air conditioning.

If equipment mentioned above is not available it is compulsory to use mobile ground power, keeping the APU off.

If ACFT is not equipped with connection for electrical power or air conditioning or mobile ground power is not available, or (only for wide bodies) the outside temperature is too high or too low, pilots may use APU for the time strictly needed for departure and arrival procedure from to assigned gate.

In these cases company representative must require permission to keep APU on to administrative office (UCT) phone number +3906-65953022.

**1.6. OTHER INFORMATION**

Birds in vicinity of APT.

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. NOISE ABATEMENT PROCEDURES****2.1.1. GENERAL**

In order to reduce noise over the APT surroundings ACFT circling prior to going to land shall comply with the following:

- RWY 34L:
  - When meteorological conditions allow perform downwind leg east of the APT and not lower than 2000', start base turn over the shore so as to complete it at 1500' at about 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'.

**2.1.2. REVERSE THRUST**

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

**2.2. CAT II/III OPERATIONS**

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

**2.3. RWY OPERATIONS****2.3.1. PREFERENTIAL RWY USE**

Main RWY for landing is RWY 16L.

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

**2.3.2. PARTICULAR RULES****2.3.2.1. RWY 16L/34R**

Pilots must report "runway vacated".

ACFT vacating RWY 34R through high speed turn-offs DF or DD must run them up till intersecting TWY D.

Reverse thrust above IDLE shall not be used on RWY 16L/34R unless required for safety reasons.

ACFT landed on RWY 16L/34R will be instructed "Continue Standard 1".

Standard 1 is to intend taxi on TWY D, hold short of TWY EG and stand by on Ground frequency.

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

The "Land after" procedure follows the same criteria as for RWY 16L, in addition VIS must be higher than or equal to 5km.

During "Land after" procedure, ACFT taxiing to vacate RWY shall maintain adequate speed as far as practicable to guarantee MIM occupancy time.

TWYs CD, CE and CH junctions not available.

RWY must be considered cleared when landing traffic has crossed RWY end signals. ACFT shall proceed straight on along TWY D.

**2.3.2.3. RWY 16R**

ACFT landing on RWY 16R shall not vacate on RWY 07 and vacate it not before intersection AG.

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

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10-1P5

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AIRPORT BRIEFING

**2. ARRIVAL****2.3.2.4. RWY 34L**

ACFT shall not vacate on RWY 07 and whenever not able to vacate RWY via TWY AF and AE, must continue taxiing on RWY and vacate at TWY AD or AC or AB or AA. In addition, to reduce MIM RWY occupancy pilots must maintain adequate speed.

ACFT vacating RWY via TWY AF or AE, if authorized by ATC, shall hold at IHP AE1. After having reported "runway vacated", ACFT must maintain radio contact with Tower and continue taxiing till stop bar before RWY 07/25 where it will receive clearance to cross RWY. ATC clearance will be followed by the turning-off of the red stop bar. When RWY 07/25 is vacated pilots must maintain the position on TWY A before intersection with TWY B and will be instructed to contact FIUME Ground to continue taxiing.

Reverse thrust above IDLE shall not be used on RWY 34L unless required for safety reasons.

**2.3.2.5. RWY 34C (Qualified for landing operations up to ACFT Class C, higher by ATC)**

Available only for contingency operations.

ACFT unable to vacate RWY via TWY CD 7677'/2340m after THR and/or needing a higher distance must inform ATC immediately to eventually land on RWY 34L.

**2.3.3. REDUCED SEPARATION PROCEDURES**

Authorized only during daylight hours. Wake turbulence prescribed separation must be observed. Responsibility for adequate separation rests with pilot of succeeding ACFT.

Landing RWY16L/C, 34R:

ACFT may be allowed to land before RWY is vacated by the preceding ACFT. RWY must be dry. Succeeding ACFT must be warned and able to see the preceding one continuously until it is clear of RWY. ATC will instruct "Land after. . . . . (preceding ACFT type)".

**2.3.4. MINIMUM RWY OCCUPANCY TIME**

In order to maximize APT capacity following procedures are applied:

- Pilots are requested to strictly comply with ATC instructions.
- Pilots are reminded that rapid exit from RWY enable ATC to apply minimum spacing on final approach that will achieve maximum RWY utilization and will minimize occurrence of go-around.
- In order to reduce delays and maximize RWY utilization, the required exit point for RWY 16R is HST-AG (AE is not useable).
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

**2.3.5. PARALLEL ILS APPROACHES TO RWYS 16L AND 16R OR 16C AND 16R OR 34L AND 34R OR 34L AND 34C****2.3.5.1. 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.

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AIRPORT BRIEFING

**2. ARRIVAL****2.4. 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 NDB/VOR "TAQ" or NDB/VOR "CMP".
  1. ACFT entering via NDB/VOR "TAQ" will carry out an approach for RWY 16R.
  2. ACFT entering via NDB/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.

**3. DEPARTURE****3.1. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE****3.1.1. GENERAL**

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

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

**3.1.2. PRINCIPAL DEFINITIONS**

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

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

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

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

**3.1.3. SOBT AND EOBT**

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

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

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AIRPORT BRIEFING**3. DEPARTURE****3.1.4. TOBT**

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

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

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

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

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

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

**3.1.5. TSAT**

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

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

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

**3.1.6. TTOT**

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

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

**3.1.7. START-UP AND PUSH-BACK**

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

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

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

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

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

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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, Tower will assign, together with the start-up engine clearance, an ATC clearance including:

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

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

**3.2.2. PROCEDURES****3.2.2.1. START-UP**

Prior to request start-up clearance pilot must report "Ready to move" on 121.72.

The term "Ready to move" means:

- 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 Planning, 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.

**3.4. RWY OPERATIONS****3.4.1. PREFERENTIAL RWY USE**

Main RWY for take-off is RWY 25.

If RWY 25 is not sufficient for departing ACFT, pilots may request RWY 16R/34L (0600-2300LT) or RWY 16L/34R (2300-0600LT).

In order to minimize delays and keep TWYs as clear as possible, intersection take-off is established to be used on pilot's request, or assigned by Tower previous pilot's agreement.

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ROME, ITALY  
AIRPORT BRIEFING

**3. DEPARTURE**

**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 07A and wait out of RWY 07/25.
- At holding position 07A pilot will be instructed to contact Tower to receive the clearance to cross RWY 07/25.
- The turning off of the stop bar red lights, plus ATC authorization means that ACFT can proceed.

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

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

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. REDUCED SEPARATION PROCEDURES**

Authorized only during DAY. Wake turbulence prescribed separation must be observed. Responsibility for adequate separation rests with pilot of succeeding ACFT.

**Take-off RWY 25:**

ACFT able to maintain initial separation visually may be allowed to take-off right after a previously departed ACFT. VIS must not be less than 5km and ceiling not below 3500'. Different departure radials must be assigned to the ACFT. Preceding ACFT must be faster or belong to the same speed category than succeeding one, that shall comply with speed restriction of MAX 250 KT. ATC will instruct "Take-off after. . . (preceding ACFT with company name, ACFT type) that will follow radial. . .".

**3.4.4. MINIMUM RWY OCCUPANCY TIME**

In order to maximize APT capacity following procedures are applied:

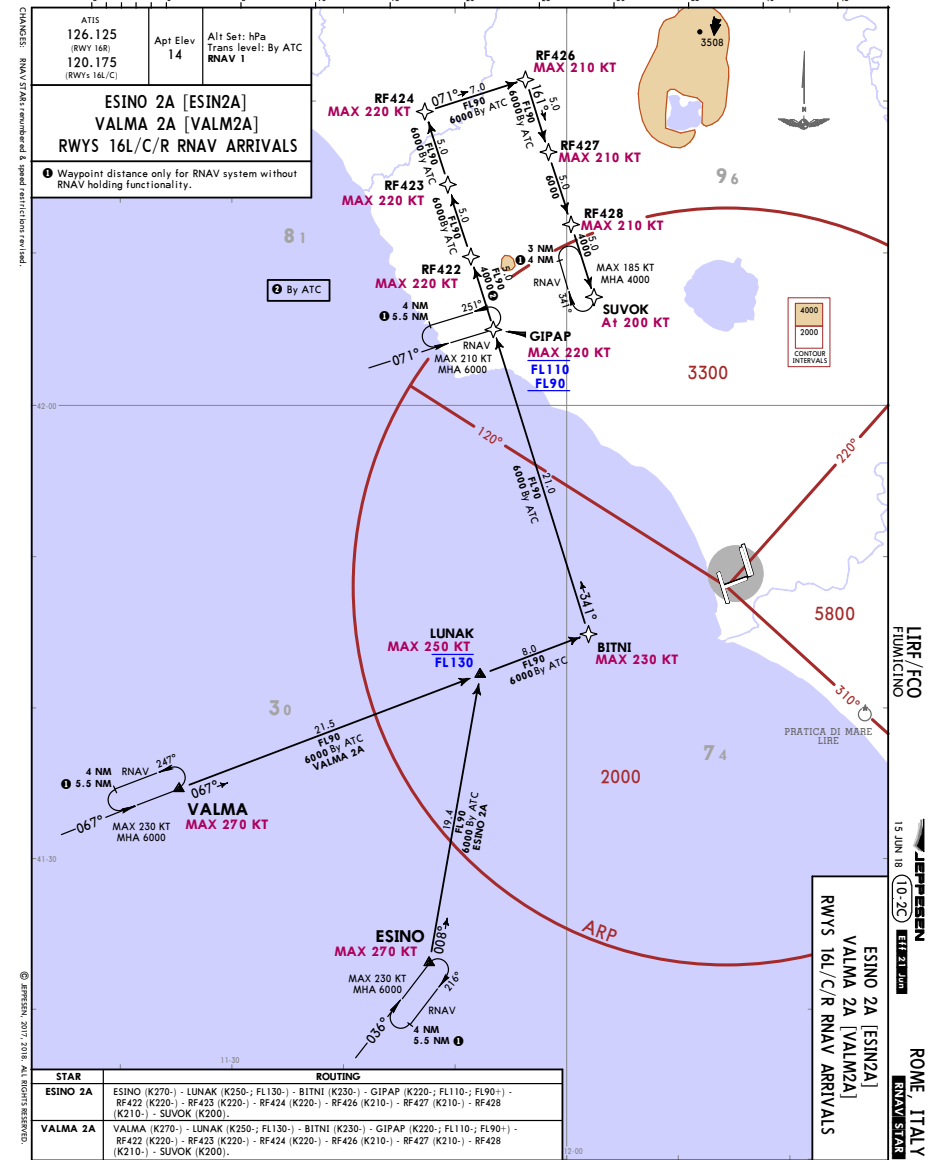
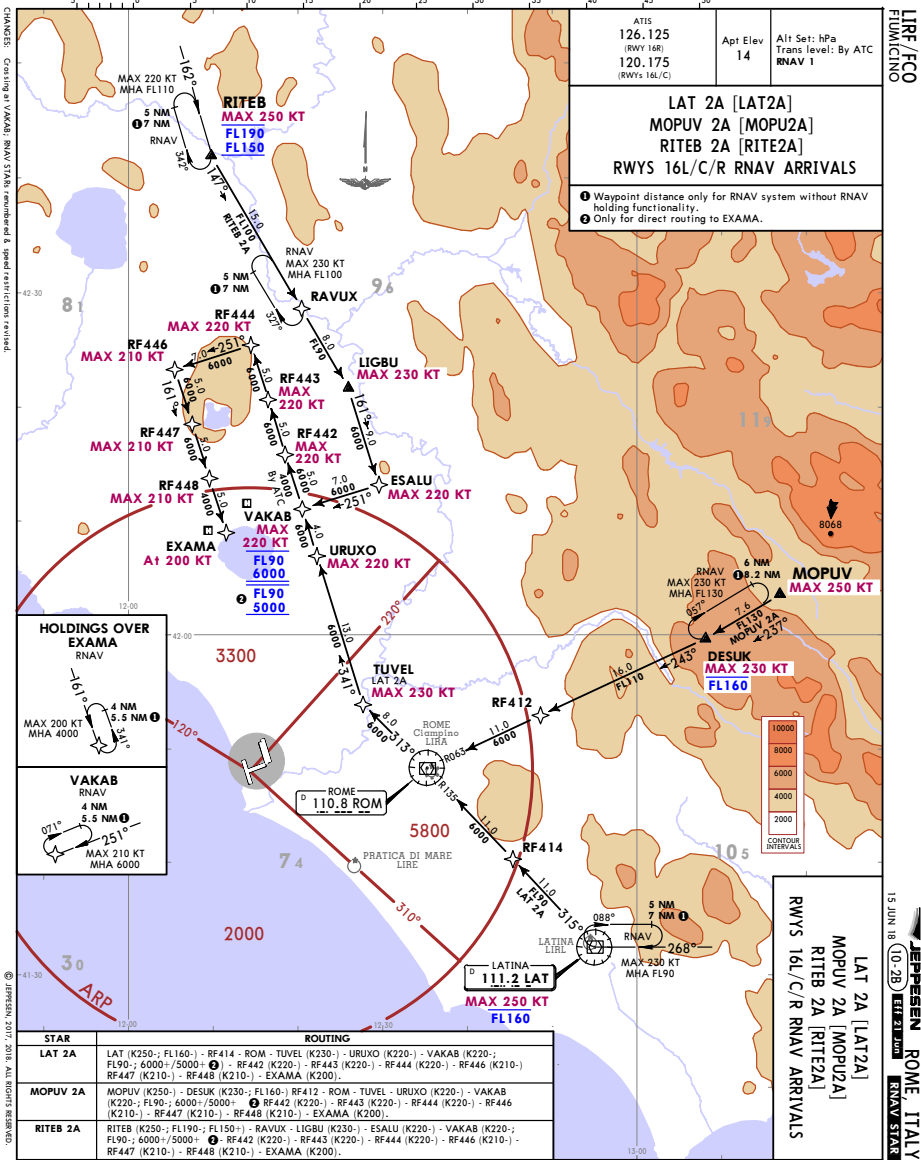
- Pilots are requested to strictly comply with ATC instructions.  
On receipt of line-up clearance pilots should ensure that they are able to taxi and correctly position the ACFT at authorized holding position and line-up on the RWY as soon as the preceding ACFT has started its take-off roll or landing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

LIRF/FCO  
FIUMICINO

JEPPESEN  
15 JUN 18 (10-2) Eff 21 Jun

ROME, ITALY  
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 1T                     | 10-2X4         |
| LAT 1K, MOPUV 1K             | 10-2X5         |
| VALMA 1T                     | 10-2X6         |
| ELKAP 1T, GILIO 1T, XIBIL 1T | 10-2X7         |

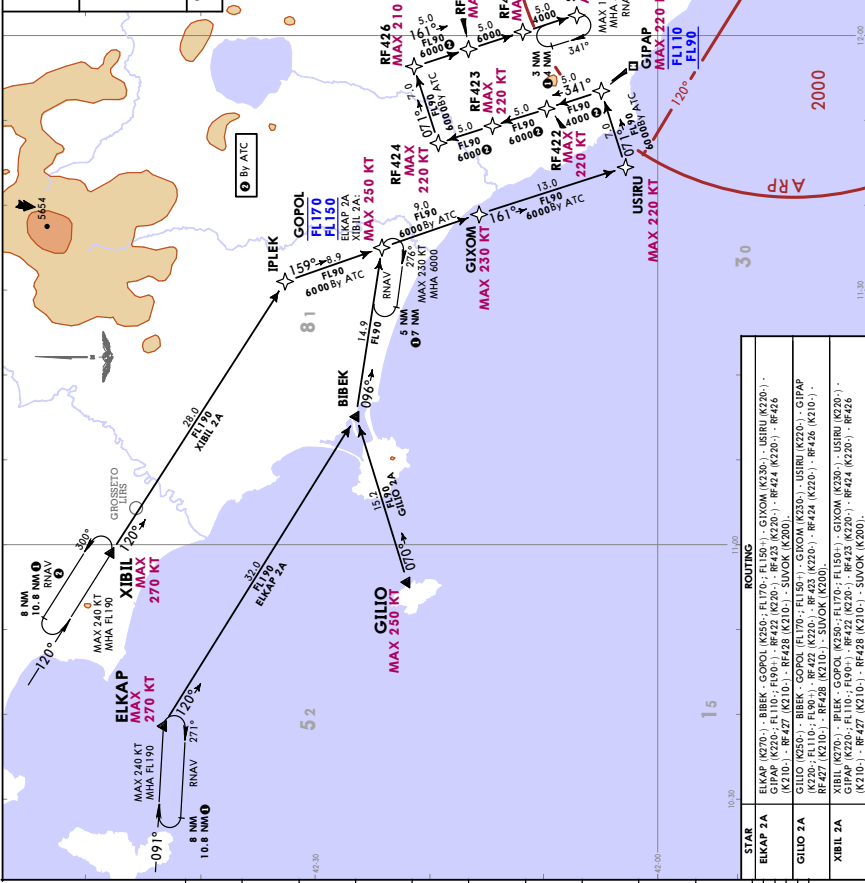




15 JUN 18 (10-2D) **JEPPesen** ROME ITALY **ENAV STAR**

ATIS  
126.125  
120.175  
(RWY16L/C)  
API Elev  
1.4  
RWY16L/C  
All Set: HPS  
Transmitted By ATC  
RNAV 1

**ELKAP 2A [ELKAZA]**  
**GILIO 2A [GLI2A]**  
**XIBIL 2A [XIBI2A]**  
**RWYS 16L/C/R RNAV ARRIVALS**  
Waypoint distance only for RNAV system without RNAV holding functionality.  
HOLDING OVER  
GIPAP  
RNAV  
0.5 NM  
0.1 NM  
MAX 210 KT  
MHA 6000



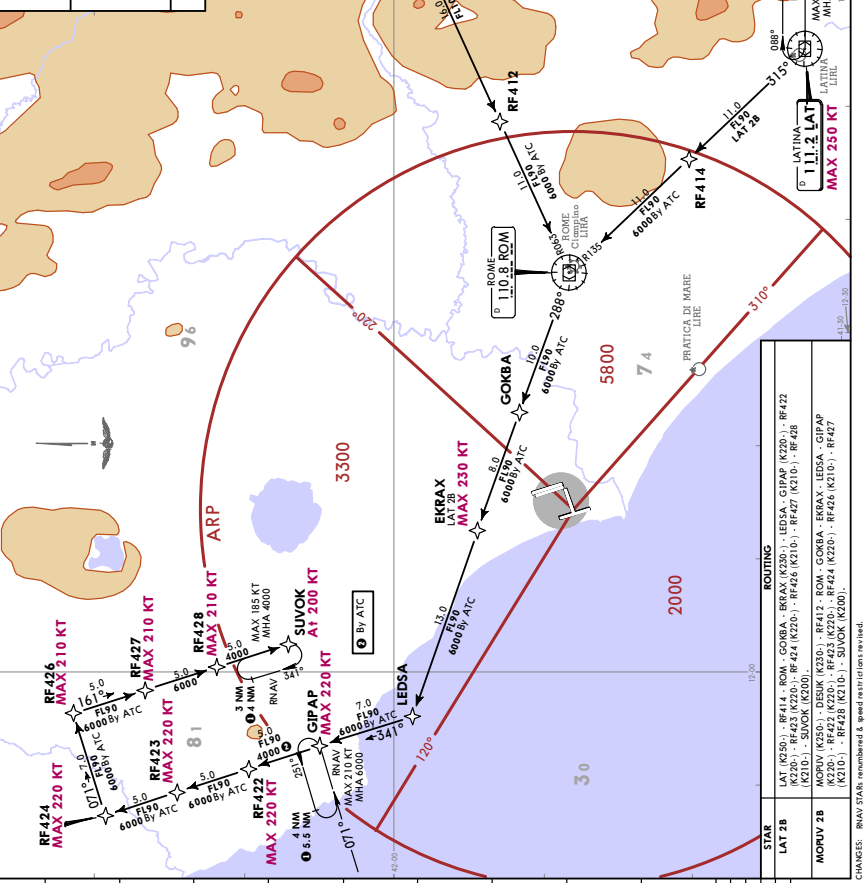
| STAR     | ROUTING  |
|----------|--|
| ELKAP 2A | ELKAP (K220) - BIBEK - GOPOL (K250) - FL170 - FL150 - GIXOM (K230) - USIRU (K220) - GIPAP (K220) - FL110 - FL190 - RF422 (K220) - RF426 (K220) - RF424 (K220) - RF426 (K220) |
| GILIO 2A | GILIO (K250) - BIBEK - GOPOL (K250) - FL150 - GIXOM (K230) - USIRU (K220) - GIPAP (K220) - FL110 - FL190 - RF422 (K220) - RF426 (K220) - RF424 (K220) - RF426 (K220)         |
| XIBIL 2A | XIBIL (K270) - IPLEK - GOPOL (K250) - FL170 - FL150 - GIXOM (K230) - USIRU (K220) - GIPAP (K220) - FL110 - FL190 - RF422 (K220) - RF426 (K220) - RF424 (K220) - RF426 (K220) |

CHANGES: RNAV STARs (numbered & speed restrictions revised). © JEPPesen, 2017/2018. ALL RIGHTS RESERVED.

15 JUN 18 (10-2E) **JEPPesen** ROME ITALY **ENAV STAR**

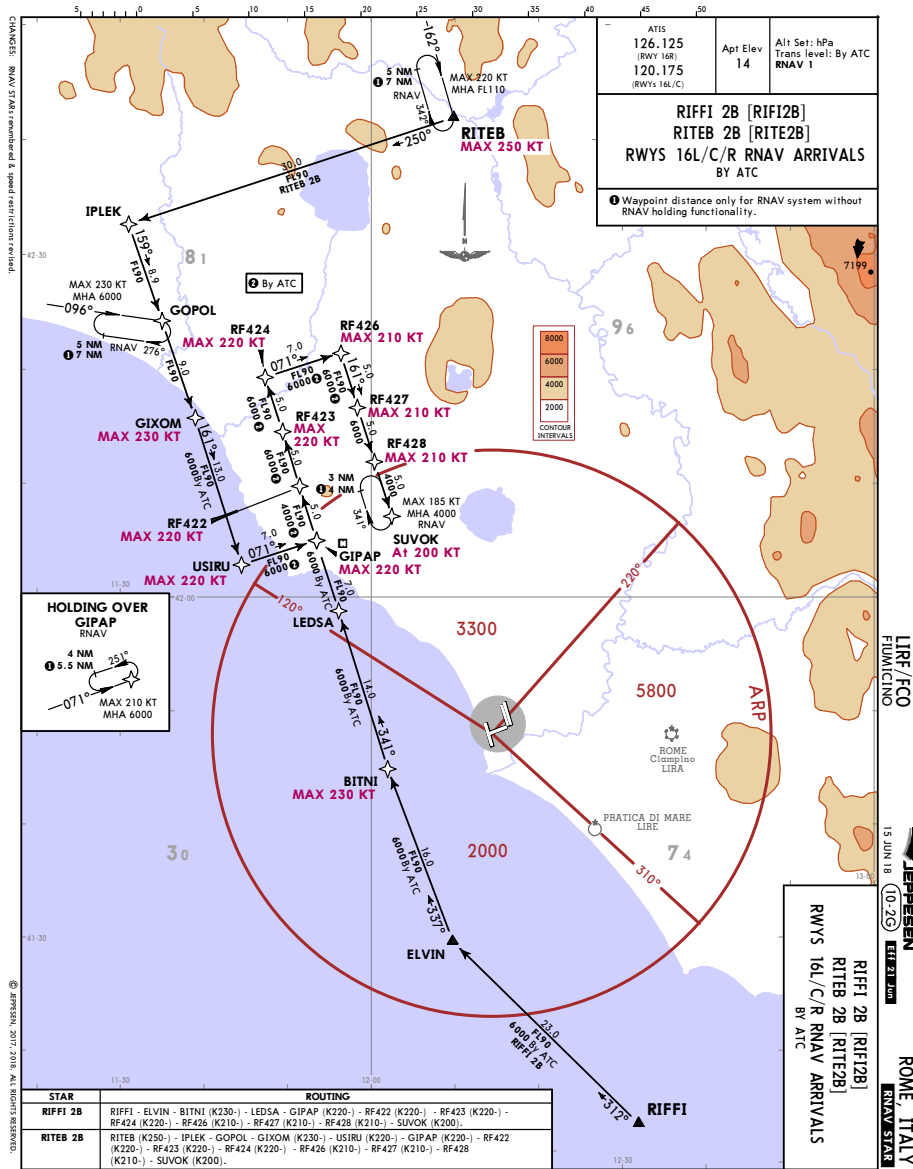
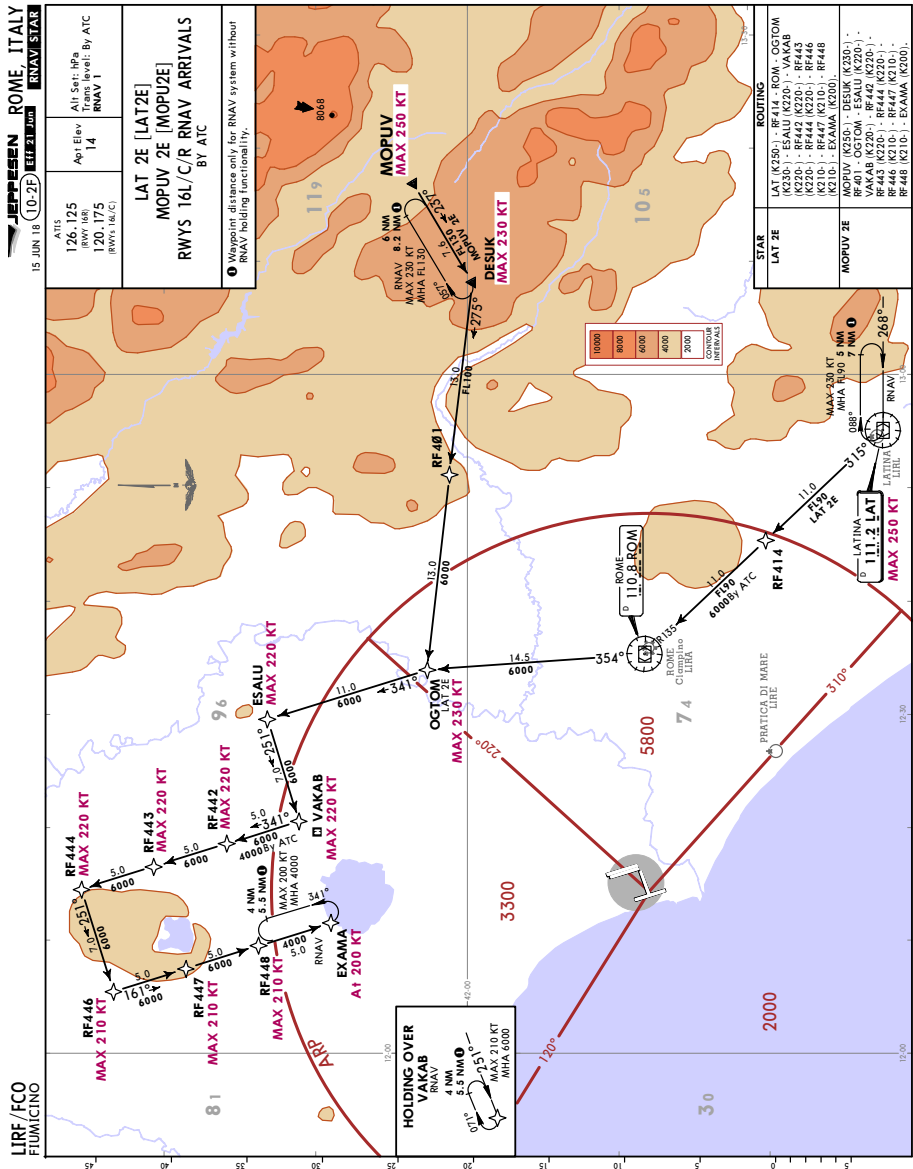
ATIS  
126.125  
120.175  
(RWY16L/C)  
API Elev  
1.4  
RWY16L/C  
All Set: HPS  
Transmitted By ATC  
RNAV 1

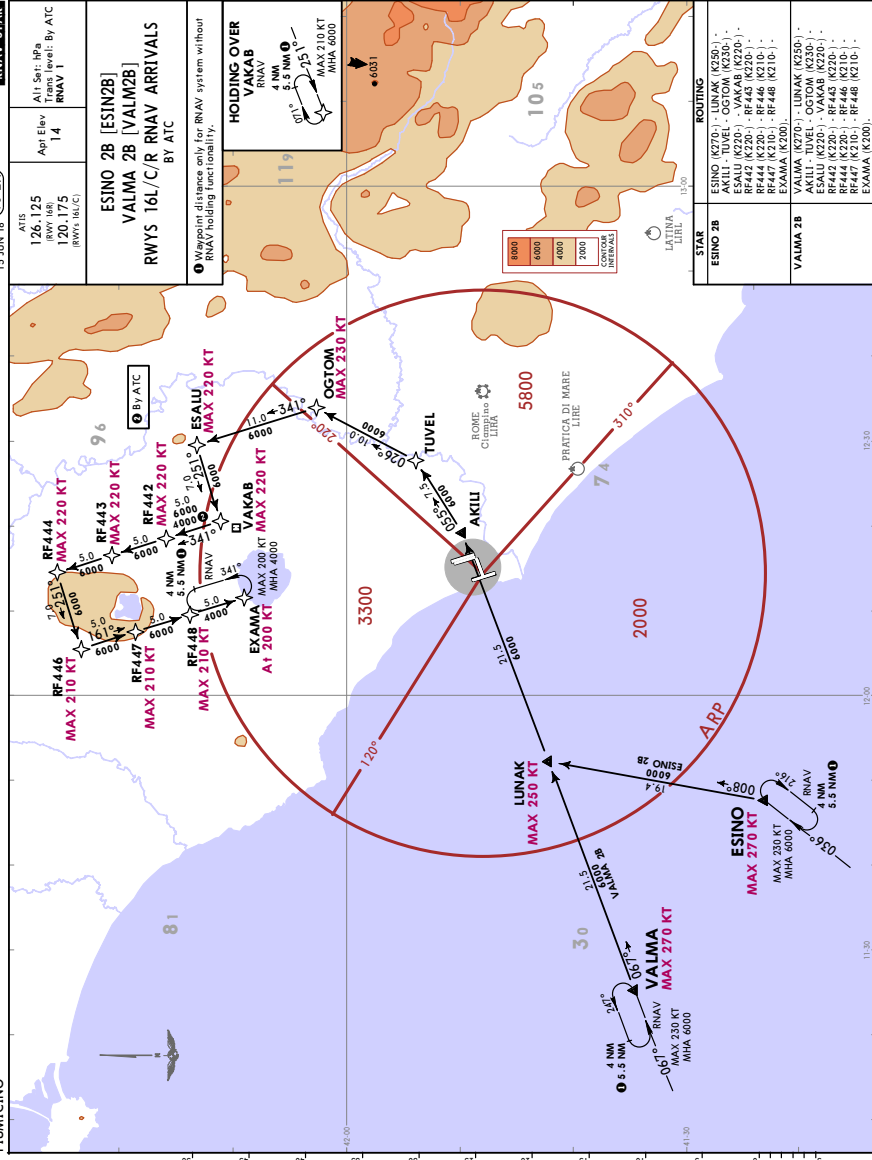
**LAT 2B [LAT2B]**  
**MOPUV 2B [MOPUV2B]**  
**RWYS 16L/C/R RNAV ARRIVALS**  
Waypoint distance only for RNAV system without RNAV holding functionality.



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

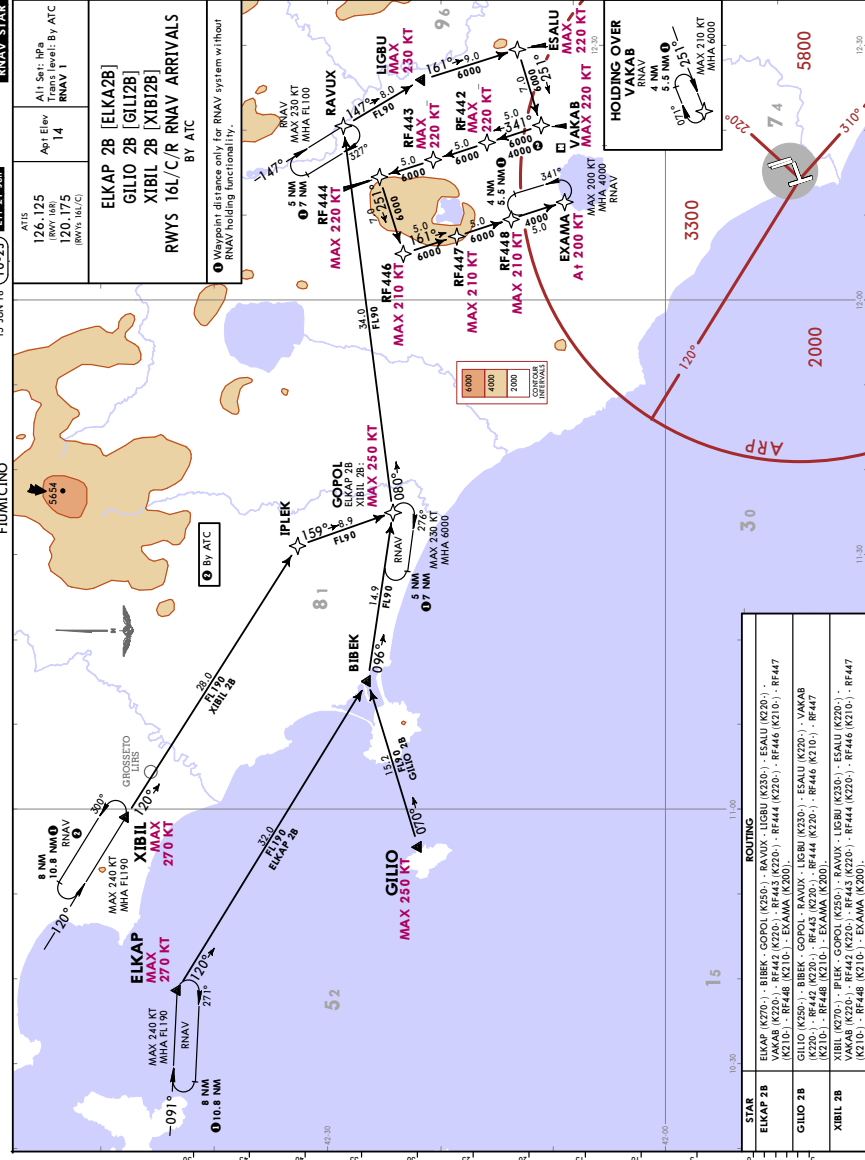
CHANGES: RNAV STARs (numbered & speed restrictions revised). © JEPPesen, 2017/2018. ALL RIGHTS RESERVED.





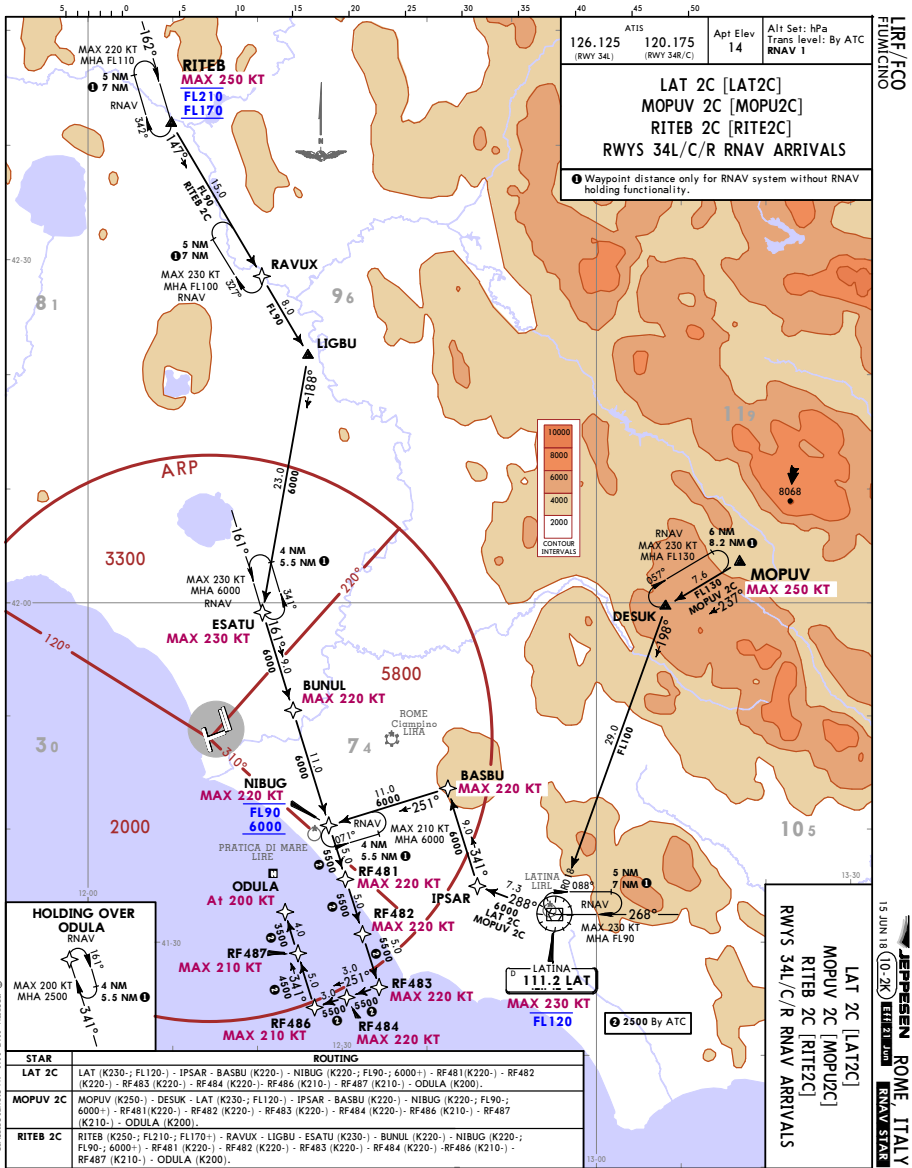
CHANGES: RNAV STARs, unnumbered & speed restrictions revised.

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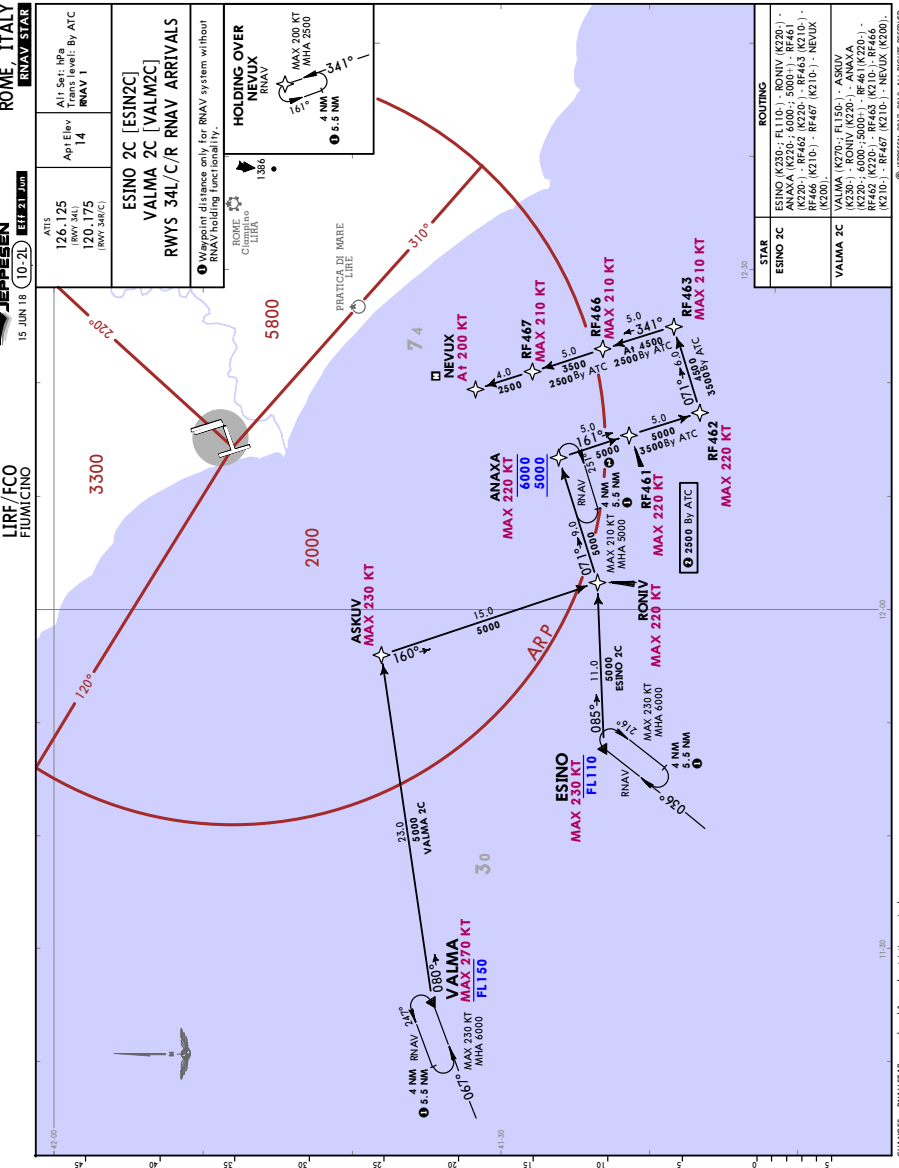


CHANGES: RNAV STARs, unnumbered & speed restrictions revised.

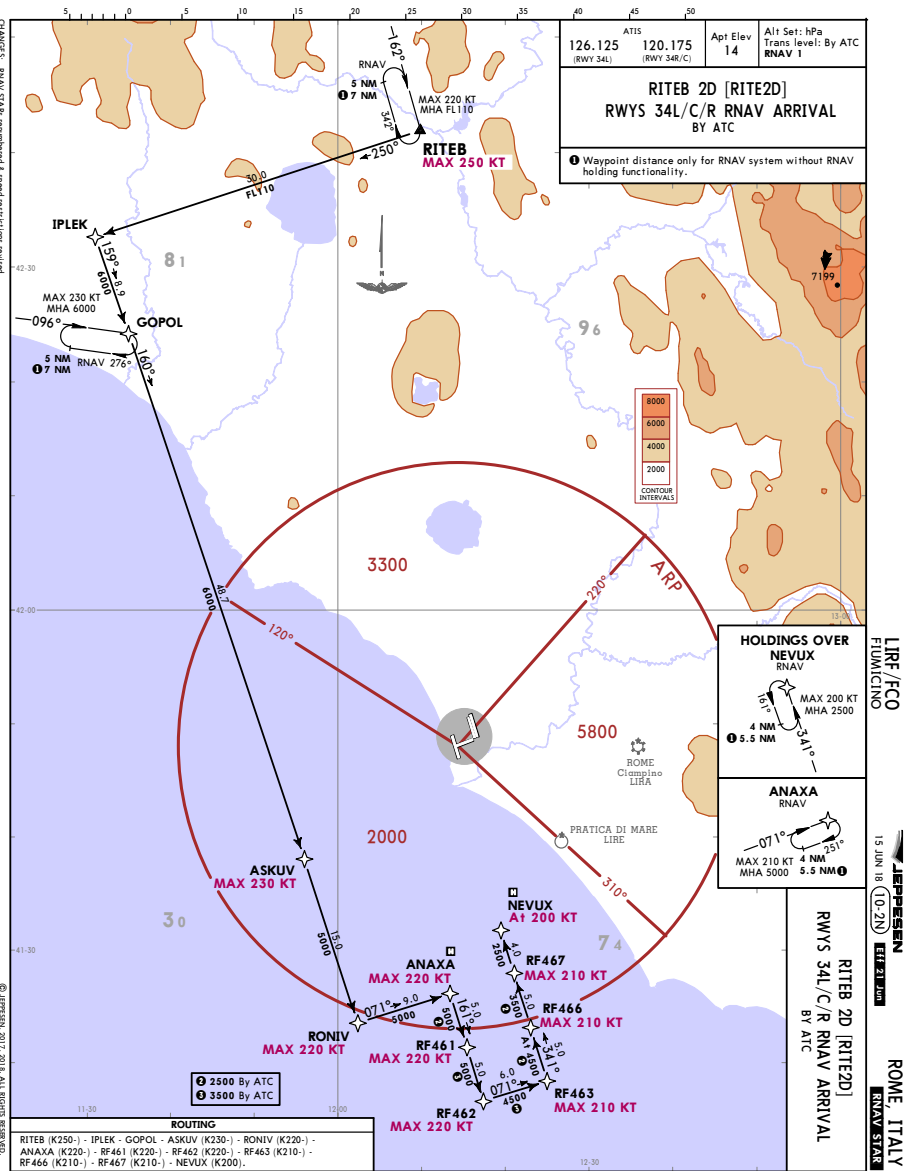
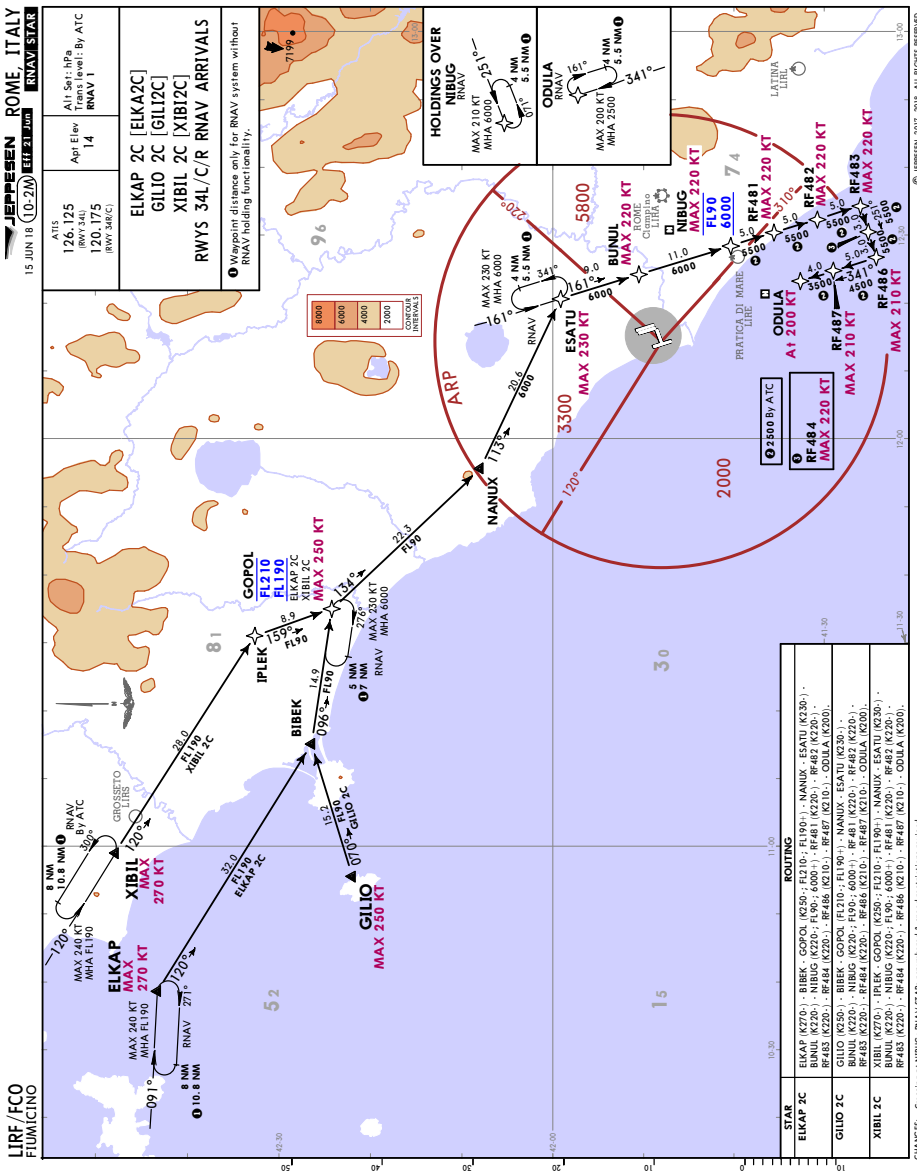
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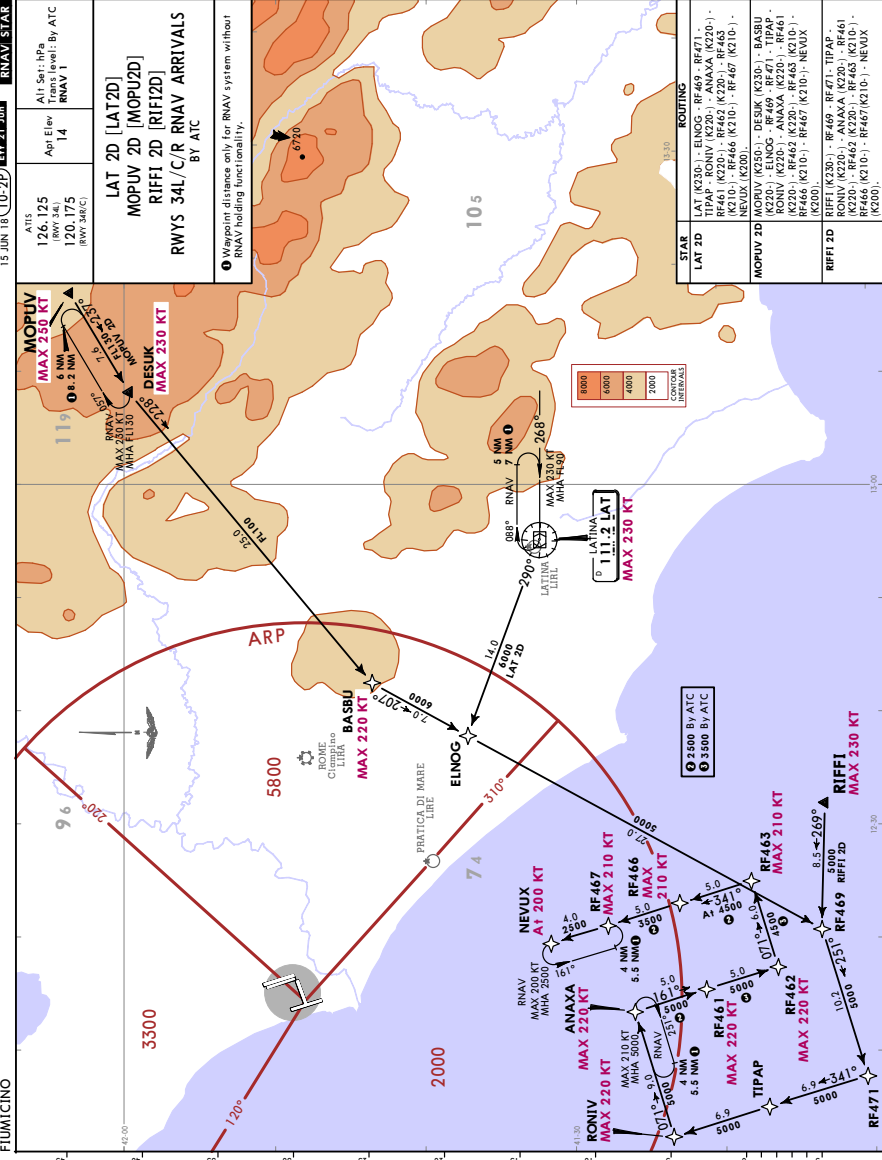


**LIRF/FCO Fiumicino**  
 126.125 ATIS 120.175 Apt Elev 14 Alt Set: hPa Trans level: By ATC RNAV 1  
 LAT 2C [LAT2C]  
 MOPUV 2C [MOPU2C]  
 RITEB 2C [RITE2C]  
 RWYS 34L/C/R RNAV ARRIVALS  
 Waypoint distance only for RNAV system without RNAV holding functionality.

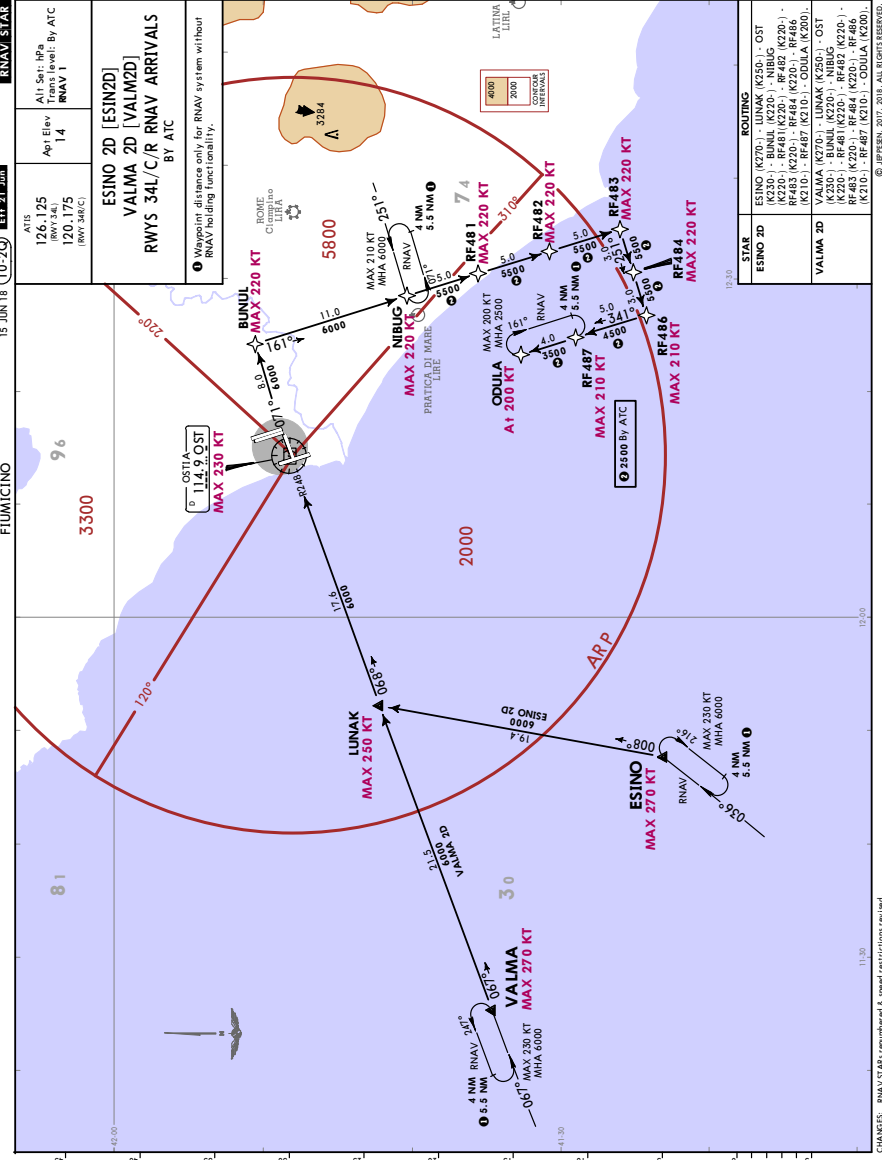


**LIRF/FCO Fiumicino**  
 126.125 ATIS 120.175 Apt Elev 14 Alt Set: hPa Trans level: By ATC RNAV 1  
 ESINO 2C [ESIN2C]  
 VALMA 2C [VALM2C]  
 RWYS 34L/C/R RNAV ARRIVALS  
 Waypoint distance only for RNAV system without RNAV holding functionality.





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CHANGES: RNAV STARs renumbered & speed restrictions revised. © JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.



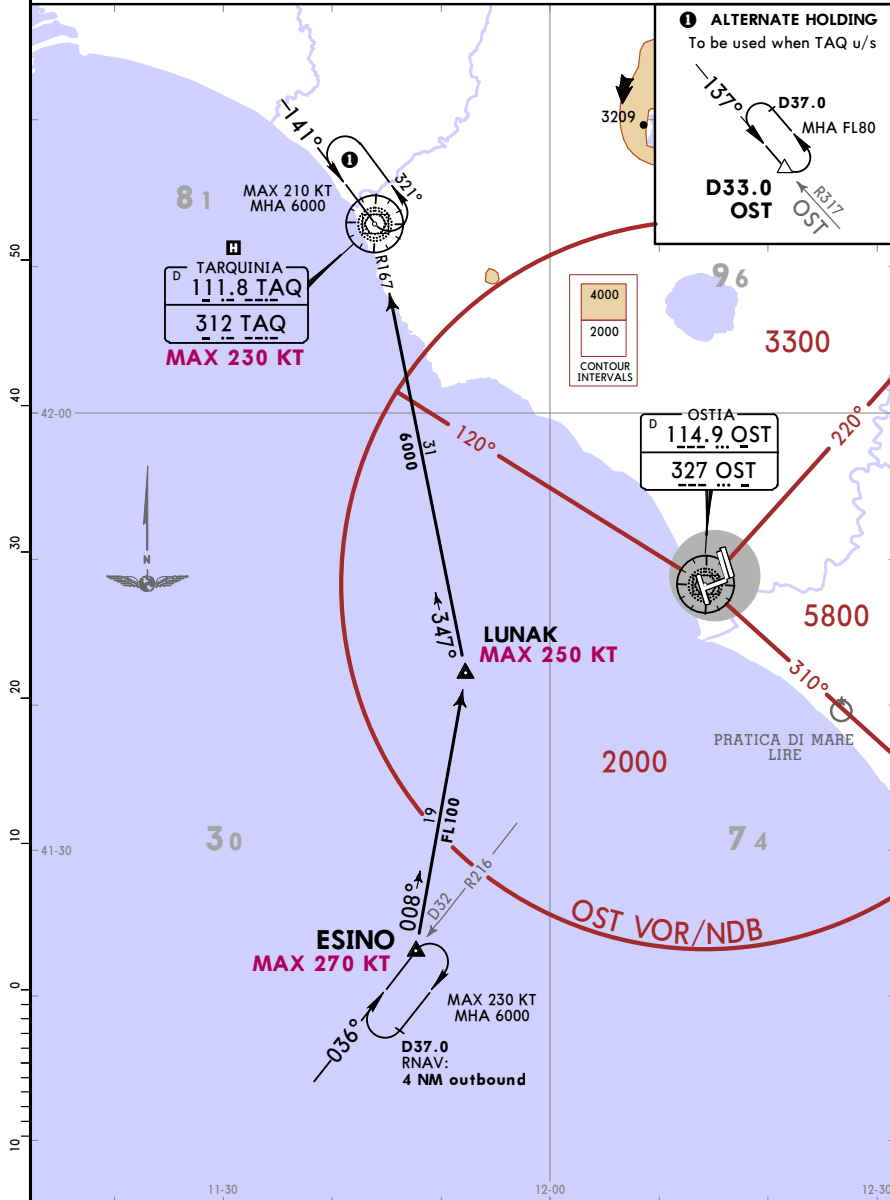
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2V)

ROME, ITALY  
RNAV STAR

|                 |                |   |
|-----------------|----------------|---|
| ATIS<br>120.175 | Apt Elev<br>14 | Alt Set: hPa<br>Trans level: By ATC<br>RNAV 1 |
|-----------------|----------------|---|

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



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

CHANGES: MSA.

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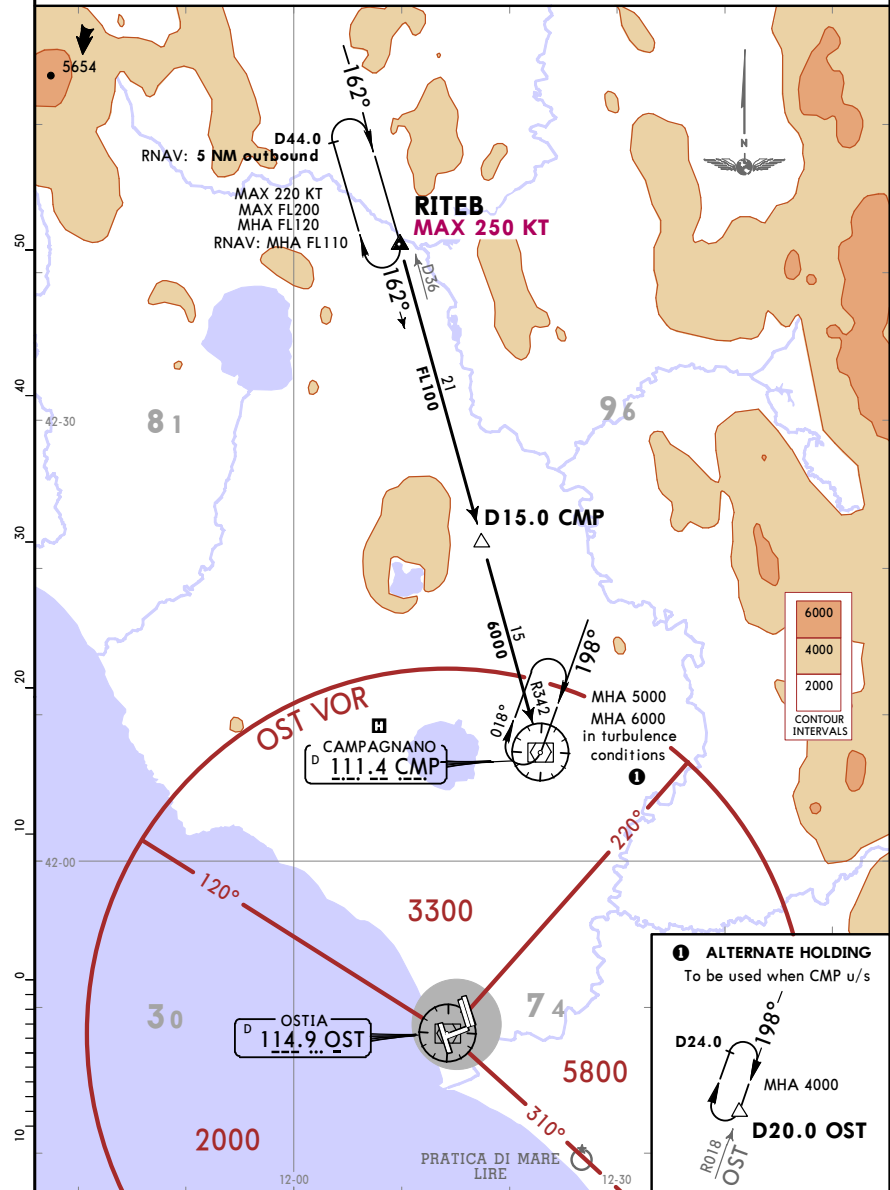
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2V1)

ROME, ITALY  
STAR

|                           |                      |                |                                     |
|---------------------------|----------------------|----------------|-------------------------------------|
| ATIS<br>126.125 (RWY 16R) | 120.175 (RWYs 16L/C) | Apt Elev<br>14 | Alt Set: hPa<br>Trans level: By ATC |
|---------------------------|----------------------|----------------|-------------------------------------|

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



Intercept CMP R342 inbound to CMP.

CHANGES: MSA.

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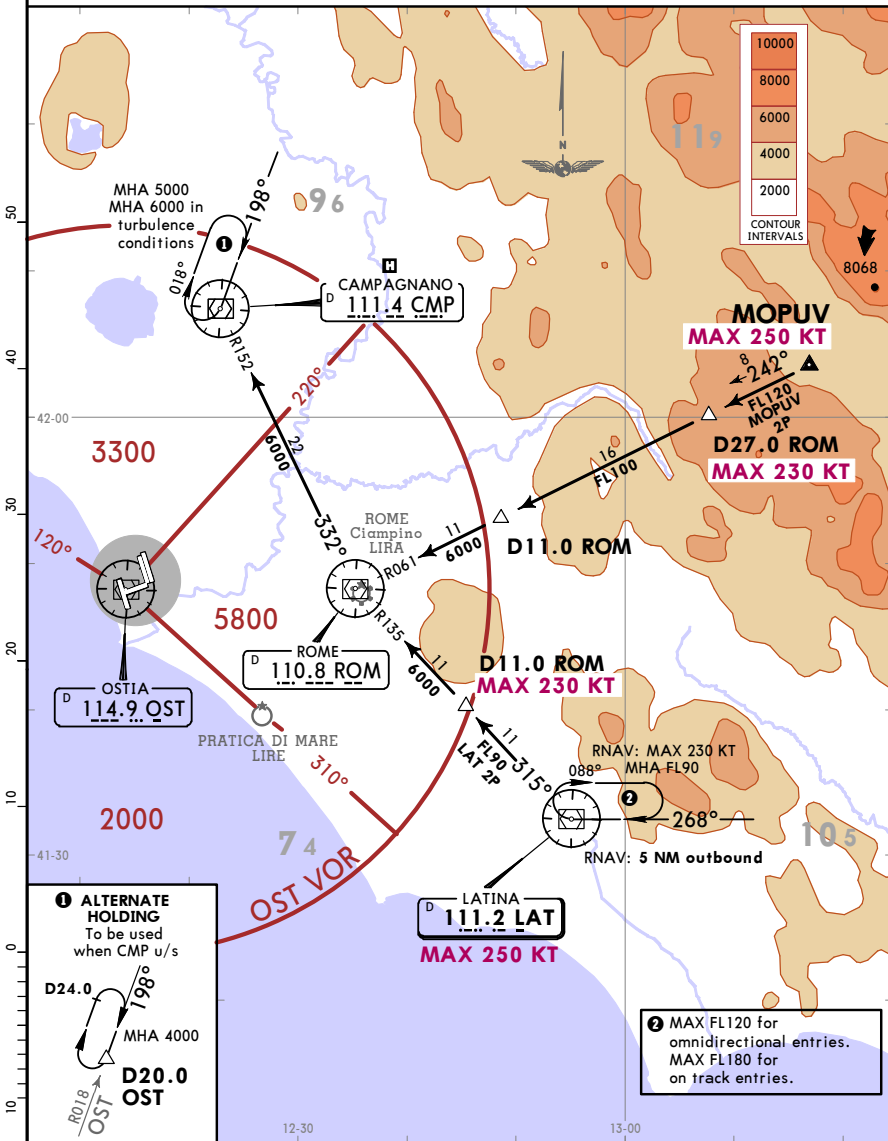
LIRF/FCO  
FIUMICINO

JEPPesen  
9 FEB 18 (10-2V2)

ROME, ITALY  
STAR

ATIS  
126.125 (RWY 16R) 120.175 (RWYs 16L/C)  
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. |

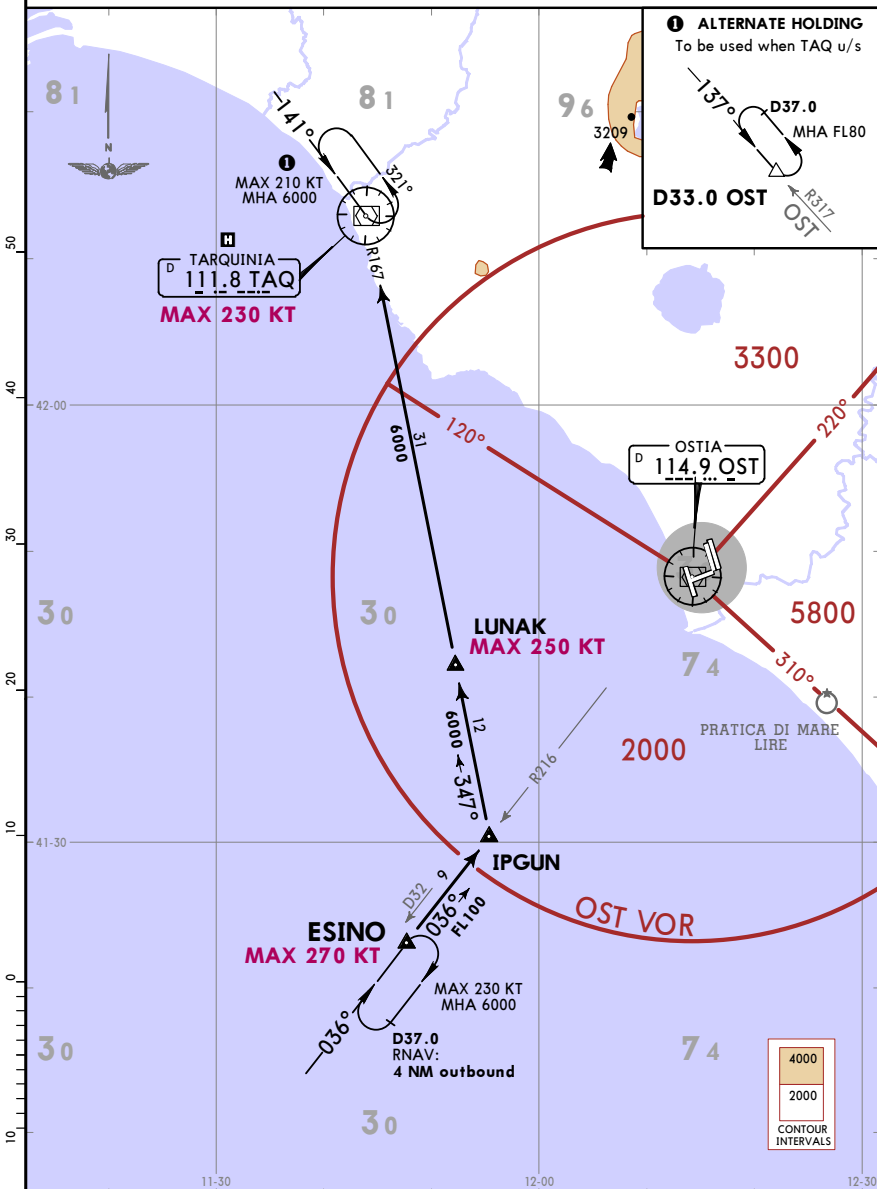
LIRF/FCO  
FIUMICINO

JEPPesen  
9 FEB 18 (10-2V3)

ROME, ITALY  
STAR

ATIS  
126.125 (RWY 16R) 120.175 (RWYs 16L/C)  
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. |

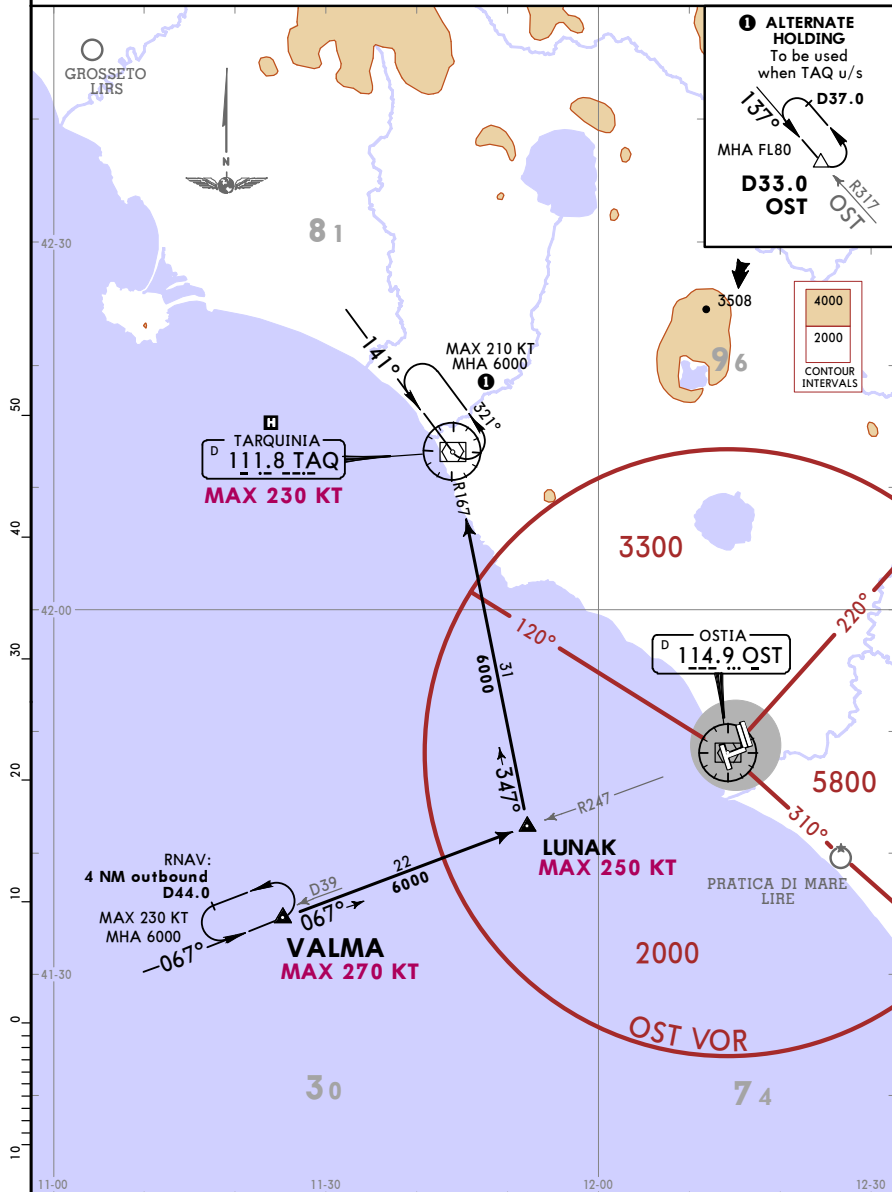
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2V4)

ROME, ITALY  
STAR

ATIS  
126.125 (RWY 16R) 120.175 (RWYs 16L/C)  
Apt Elev 14  
Alt Set: hPa  
Trans level: By ATC

VALMA 2P [VALM2P]  
RWYS 16L/C/R ARRIVAL  
BY ATC



**1** ALTERNATE HOLDING  
To be used when TAQ u/s  
MHA FL80  
D33.0 OST

ROUTING

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

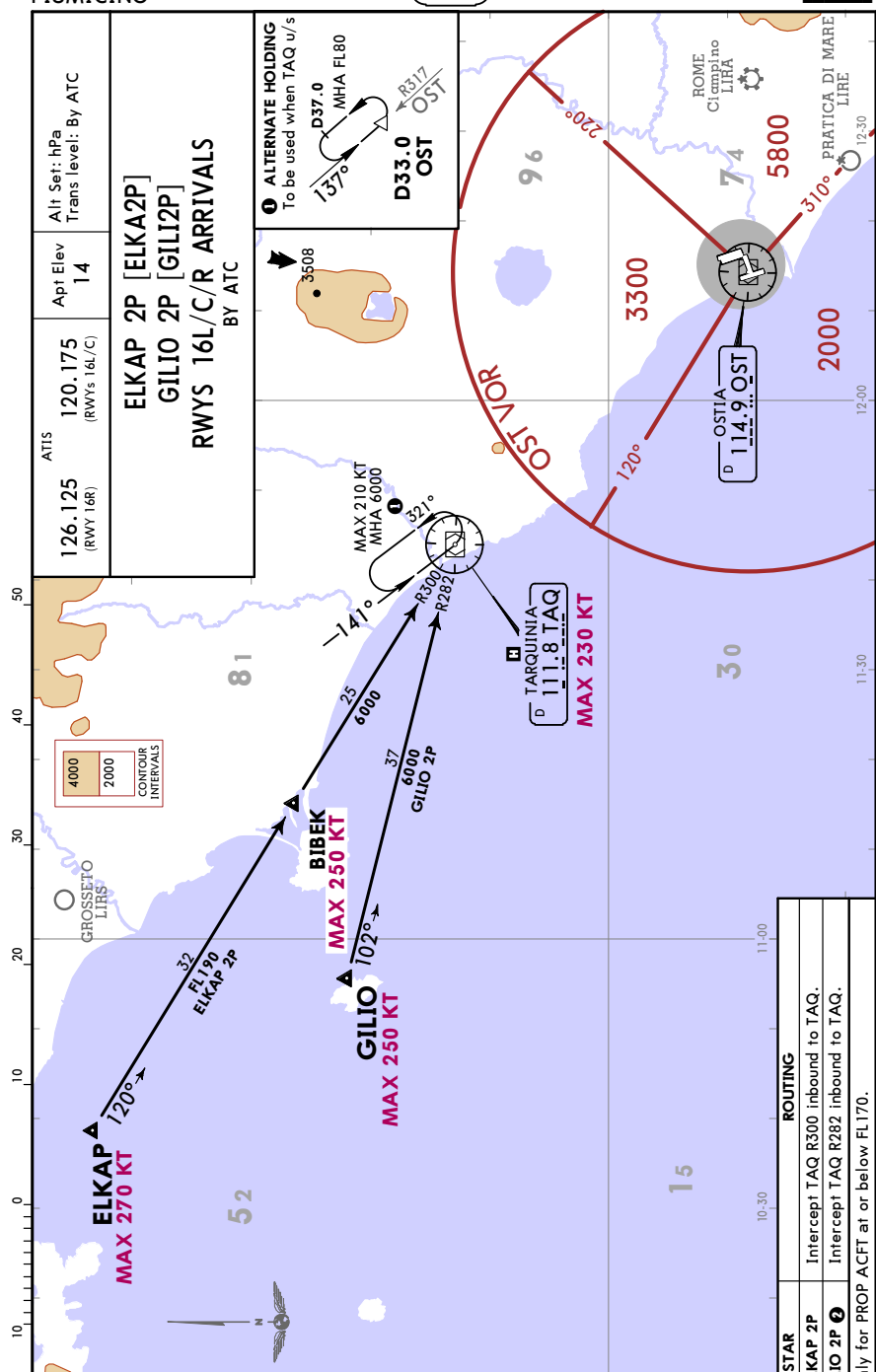
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2V5)

ROME, ITALY  
STAR

ATIS  
126.125 (RWY 16R) 120.175 (RWYs 16L/C)  
Apt Elev 14  
Alt Set: hPa  
Trans level: By ATC

ELKAP 2P [ELKA2P]  
GILIO 2P [GILI2P]  
RWYS 16L/C/R ARRIVALS  
BY ATC



**1** ALTERNATE HOLDING  
To be used when TAQ u/s  
MHA FL80  
D33.0 OST

| STAR              | ROUTING                            |
|-------------------|------------------------------------|
| ELKAP 2P          | Intercept TAQ R300 inbound to TAQ. |
| GILIO 2P <b>2</b> | Intercept TAQ R282 inbound to TAQ. |

**2** Only for PROP ACFT at or below FL170.

LIRF/FCO  
FIUMICINO

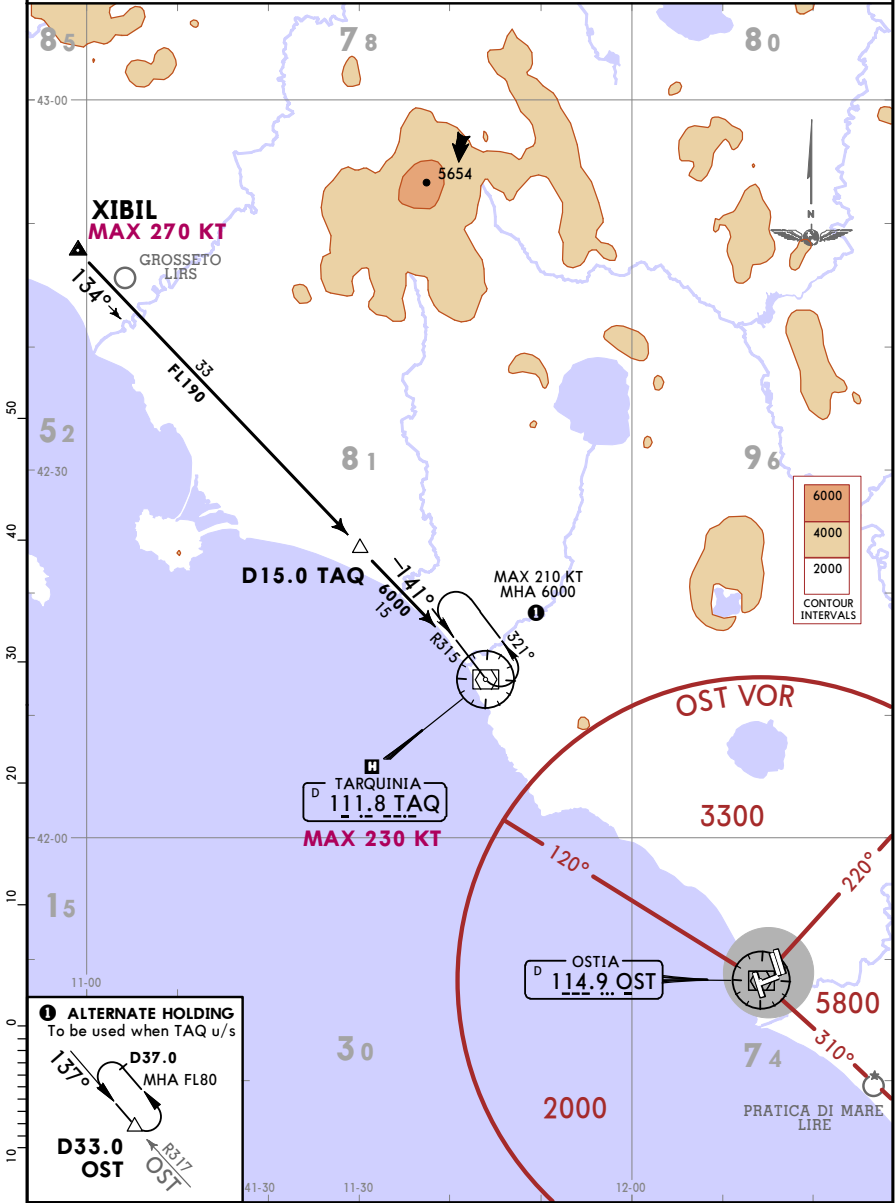
JEPPESSEN  
9 FEB 18 (10-2V6)

ROME, ITALY  
STAR

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

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

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



**ALTERNATE HOLDING**  
To be used when TAQ u/s  
D37.0 MHA FL80  
D33.0 OST  
R018 OST  
R017 OST

ROUTING  
Intercept TAQ R315 inbound to TAQ.

CHANGES: MSA.

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LIRF/FCO  
FIUMICINO

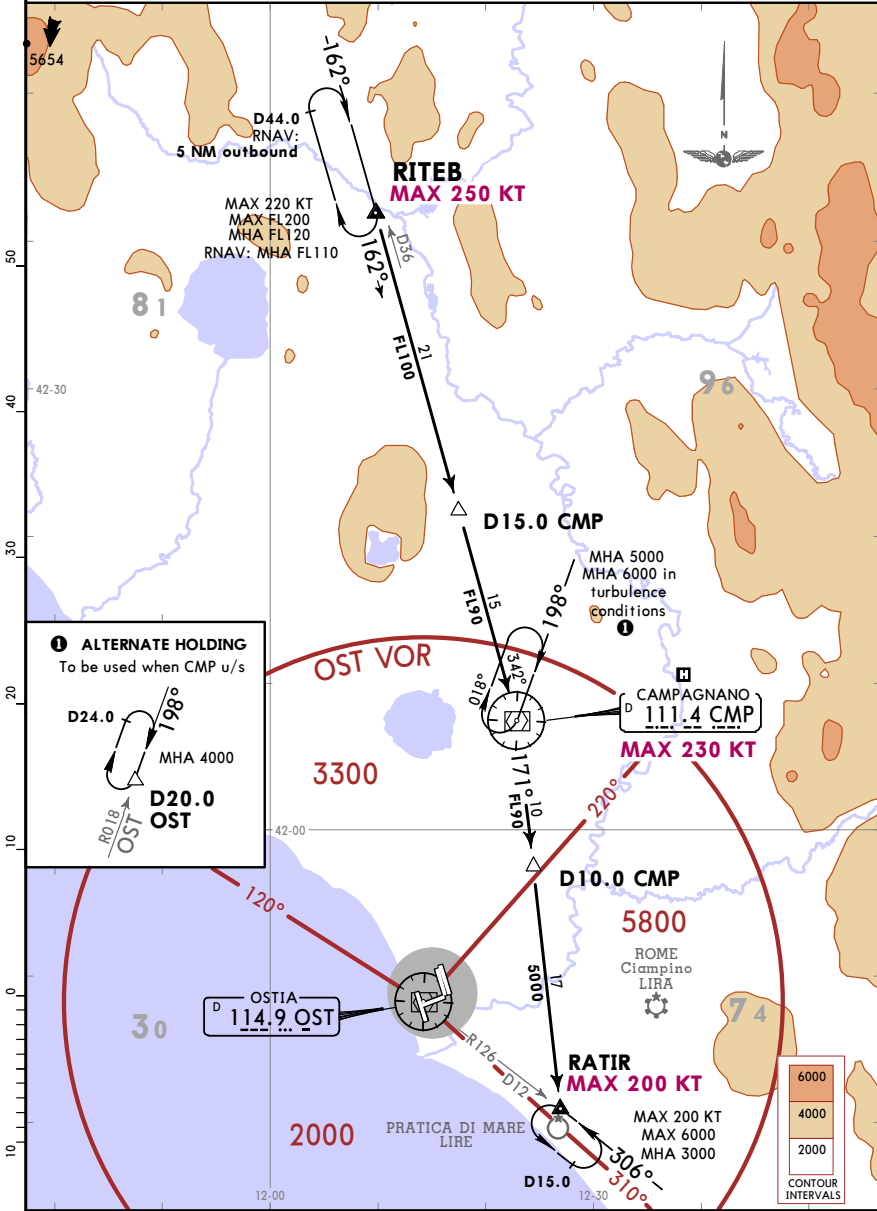
JEPPESSEN  
9 FEB 18 (10-2W)

ROME, ITALY  
STAR

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

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

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



**ALTERNATE HOLDING**  
To be used when CMP u/s  
D24.0 MHA 4000  
D20.0 OST  
R018 OST

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

CHANGES: MSA.

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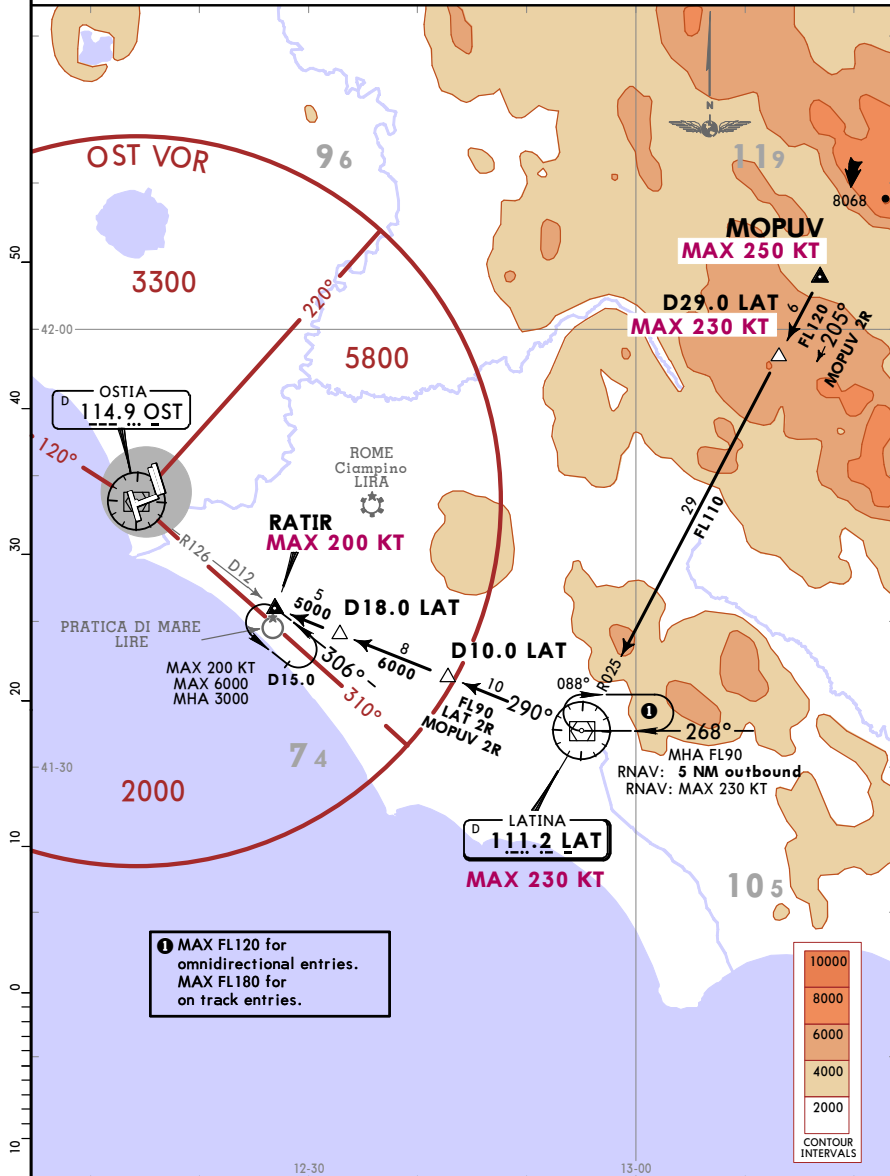
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X)

ROME, ITALY  
STAR

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

CHANGES: MSA.

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LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X)

ROME, ITALY  
STAR

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

CHANGES: MSA.

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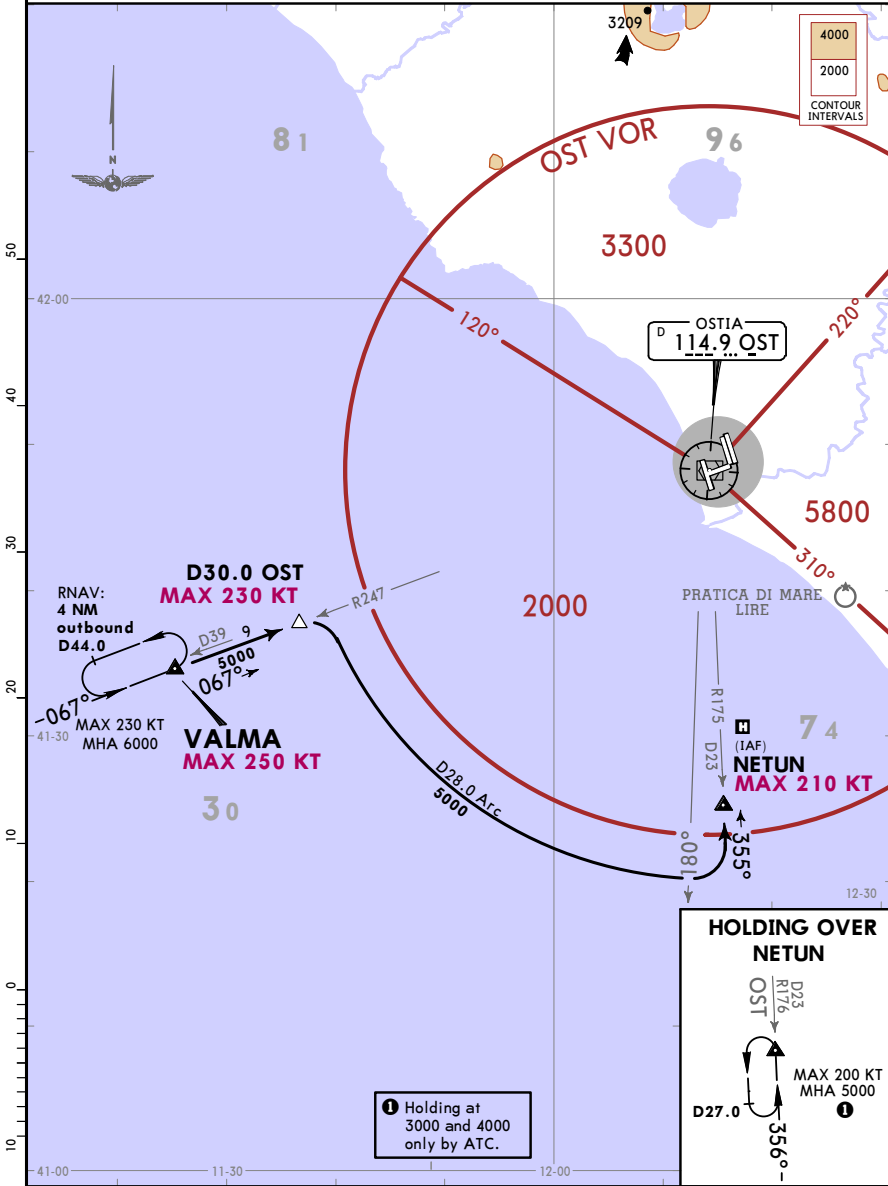
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X2)

ROME, ITALY  
STAR

ATIS  
126.125 (RWY 34L) 120.175 (RWY 34R/C)  
Apt Elev 14  
Alt Set: hPa  
Trans level: By ATC

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



HOLDING OVER NETUN  
D27.0  
MAX 200 KT  
MHA 5000

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.

CHANGES: MSA.

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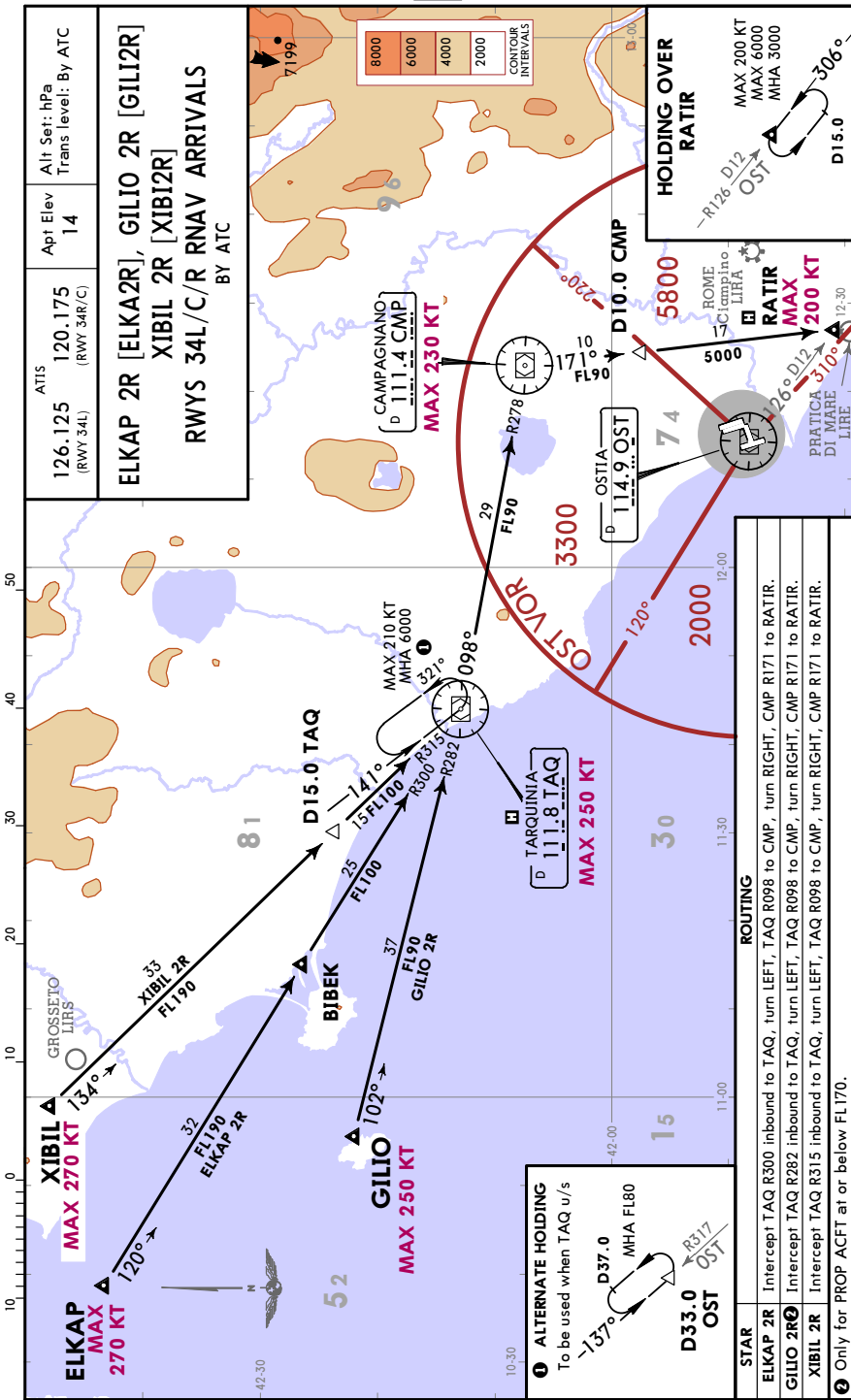
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X3)

ROME, ITALY  
RNAV STAR

ATIS  
126.125 (RWY 34L) 120.175 (RWY 34R/C)  
Apt Elev 14  
Alt Set: hPa  
Trans level: By ATC

ELKAP 2R [ELKA2R], GILIO 2R [GILI2R]  
XIBIL 2R [XIBI2R]  
RWYS 34L/C/R RNAV ARRIVALS  
BY ATC



ALTERNATE HOLDING  
To be used when TAQ u/s  
D37.0  
MHA FL80  
D33.0  
OST

| STAR     | ROUTING   |
|----------|---|
| ELKAP 2R | Intercept TAQ R300 inbound to TAQ, turn LEFT, TAQ R098 to CMP, turn RIGHT, CMP R171 to RATIR. |
| GILIO 2R | Intercept TAQ R282 inbound to TAQ, turn LEFT, TAQ R098 to CMP, turn RIGHT, CMP R171 to RATIR. |
| XIBIL 2R | Intercept TAQ R315 inbound to TAQ, turn LEFT, TAQ R098 to CMP, turn RIGHT, CMP R171 to RATIR. |

Only for PROF ACFT at or below FL170.

CHANGES: MSA.

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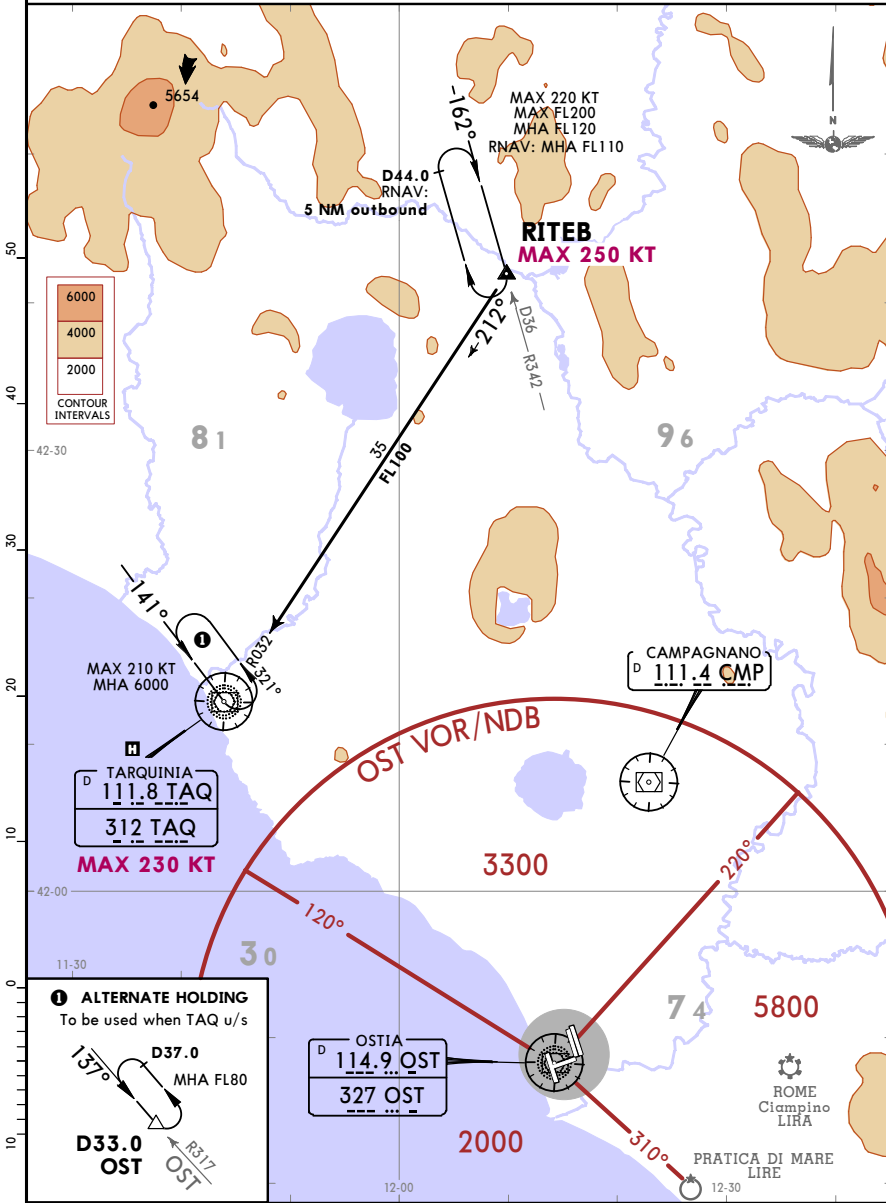
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X4)

ROME, ITALY  
STAR

|                 |                |  |
|-----------------|----------------|--|
| ATIS<br>120.175 | Apt Elev<br>14 | Alt Set: hPa<br>Trans level: By ATC<br>RNAV-1/Conventional |
|-----------------|----------------|--|

**RITEB 1T [RITE1T]**  
RWYS 07, 25 ARRIVAL  
TO TAQ



RITEB (K250-) - TAQ (K230-).

CHANGES: MSA.

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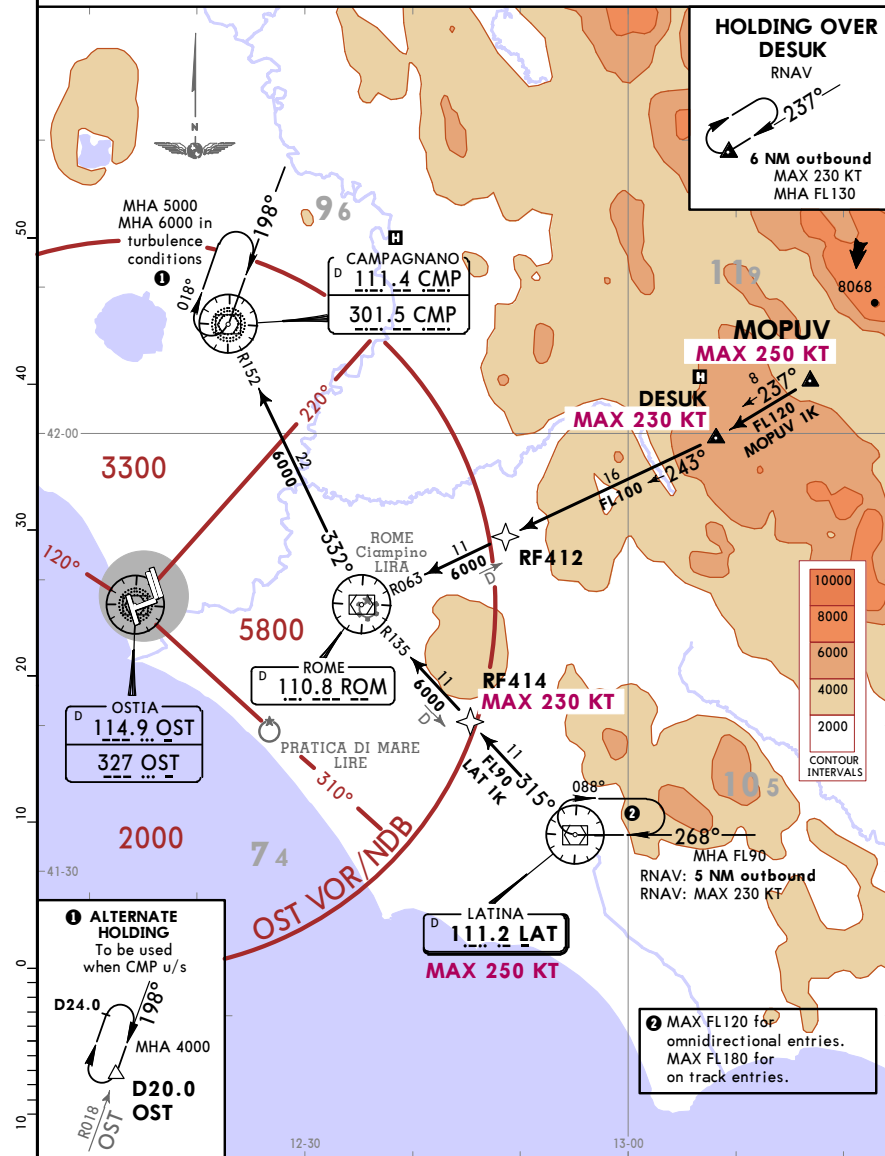
LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X5)

ROME, ITALY  
STAR

|                 |                |  |
|-----------------|----------------|--|
| ATIS<br>120.175 | Apt Elev<br>14 | Alt Set: hPa<br>Trans level: By ATC<br>RNAV-1/Conventional |
|-----------------|----------------|--|

**LAT 1K [LAT1K]**  
**MOPUV 1K [MOPU1K]**  
RWYS 07, 25 ARRIVALS  
TO CMP



| STAR            | ROUTING  |
|-----------------|--|
| <b>LAT 1K</b>   | LAT (K250-) - RF414 (K230-) - ROM - CMP.           |
| <b>MOPUV 1K</b> | MOPUV (K250-) - DESUK (K230-) - RF412 - ROM - CMP. |

CHANGES: MSA.

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LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X6)

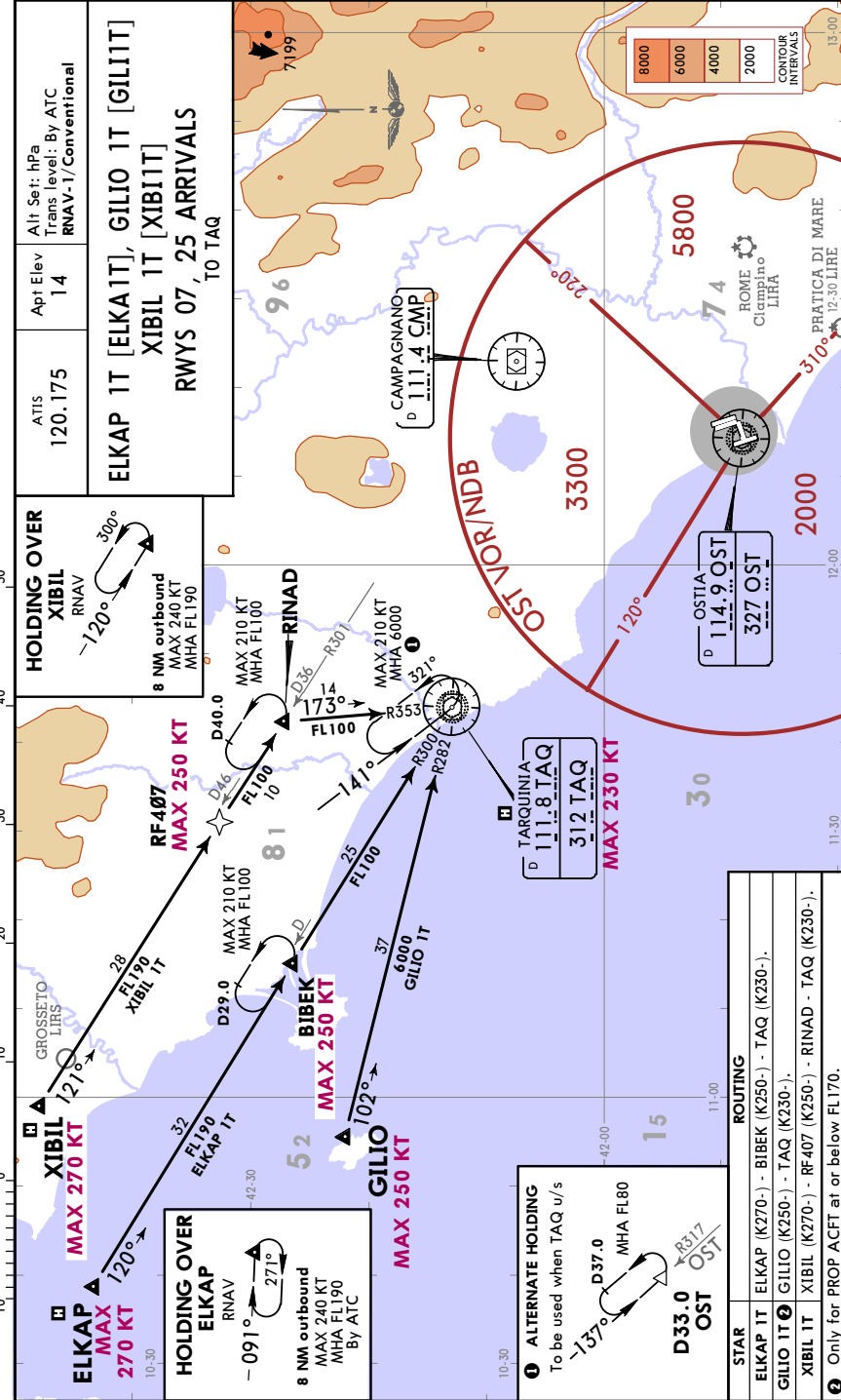
ROME, ITALY  
STAR



LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-2X7)

ROME, ITALY  
STAR



LIRF/FCO  
FIUMICINO

JEPPESEN  
11 AUG 17 10-3 Eff 17 Aug

ROME, ITALY  
SID

| INITIAL CLIMB                    | REFER TO CHART |
|----------------------------------|----------------|
| NORTH 1, SOUTH 2                 | 10-3B          |
| SOSAK 6A, XIBRI 6A               | 10-3C          |
| NENIG 5A, SOSIV 5A, XENOL 5A     | 10-3D          |
| EKLOS 6R, SOSAK 6R               | 10-3E          |
| NENIG 5L, SOSIV 5L, XENOL 5L, 5R | 10-3F          |
| SOSAK 6B, XIBRI 6B               | 10-3G          |
| NENIG 5K, SOSIV 5B, 6K, XENOL 5K | 10-3H          |
| NENIG 5B, XENOL 5B               | 10-3J          |
| SOSAK 6C, XIBRI 6C               | 10-3K          |
| NENIG 5J, SOSIV 5C, 6J, XENOL 5J | 10-3L          |
| NENIG 5C, XENOL 5C               | 10-3M          |
| NENIG 5E, SOSAK 5E               | 10-3N          |
| XENOL 6E, XIBRI 5E               |                |
| EKLOS 6M, NENIG 5M               | 10-3P          |
| SOSAK 6M, XENOL 5M               |                |
| NENIG 5Y, SOSAK 5Y               | 10-3Q          |
| SOSIV 5Y, XENOL 5Y               |                |
| NENIG 5F, SOSAK 5F, XENOL 5F     | 10-3S          |
| EKLOS 6X, SOSAK 7X               | 10-3T          |
| NENIG 5X, SOSIV 5X, XENOL 5X     | 10-3U          |

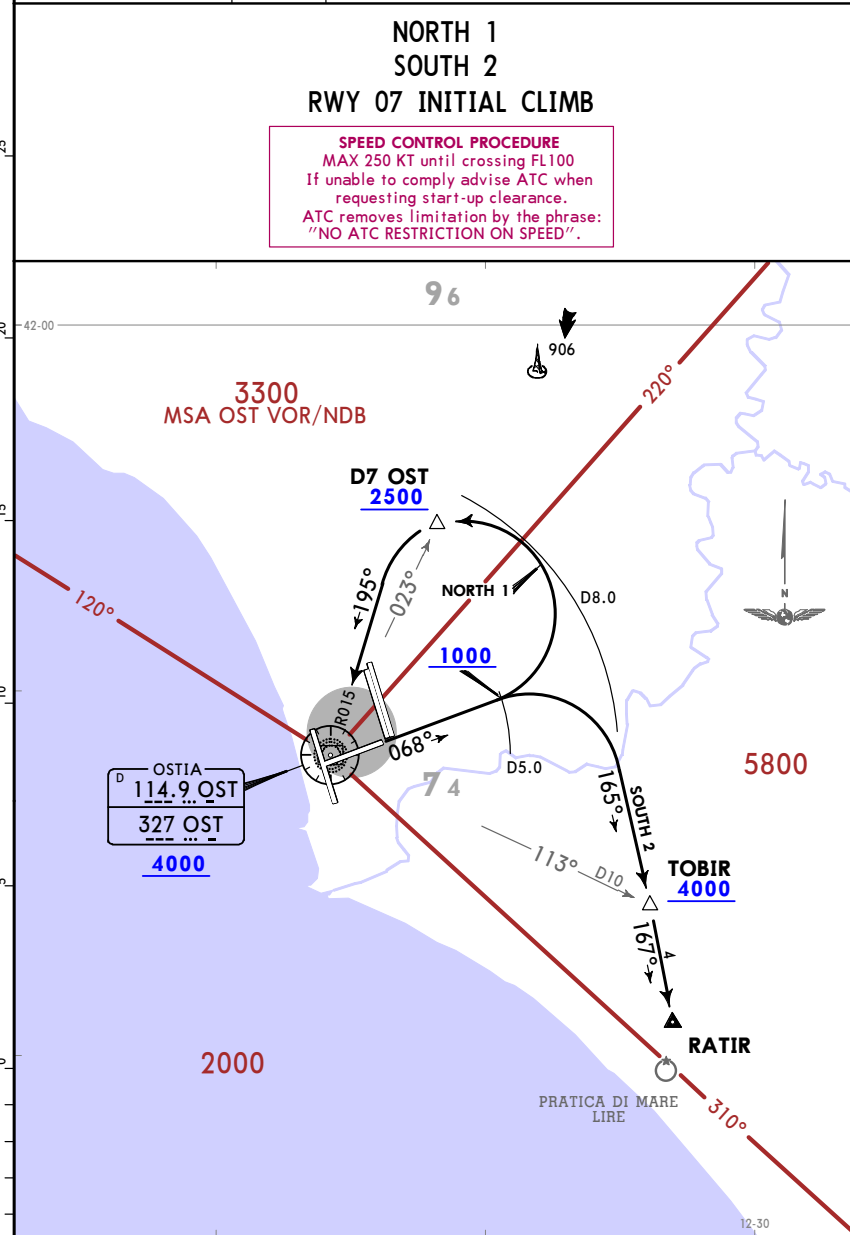
| SID DESIGNATION            | REFER TO CHART |
|----------------------------|----------------|
| TIBER 7A, 6B, 5C           | 10-3V          |
| OKUNO 5A, 6B, 5C           | 10-3W          |
| SIPRO 8A, 7B, 6C           | 10-3X          |
| RIFFI 7G, 7H               | 10-3X1         |
| PEPIX 7A, 7B, ROTUN 6A, 6B | 10-3X2         |
| ESINO 5H, KONUT 6A         | 10-3X3         |
| GILIO 6G, GISPA 8A         | 10-3X4         |
| NEMBO 6A, PODOX 7E         |                |
| SOVAN 5A                   | 10-3X5         |

LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 10-3B

ROME, ITALY  
SID

|                               |                |  |
|-------------------------------|----------------|--|
| ROMA Departure (APP)<br>130.9 | Apt Elev<br>14 | Trans alt: 6000<br>1. SIDs include noise abatement routings.<br>2. SIDs will be supplemented by altitude and/or flight level restrictions. |
|-------------------------------|----------------|--|



| SID     | INITIAL CLIMB  |
|---------|--|
| NORTH 1 | Climb on 068° track, at D5.0 OST turn LEFT (remain within D8.0 OST), intercept OST R015 inbound/195° bearing 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.                                       |



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FIUMICINO

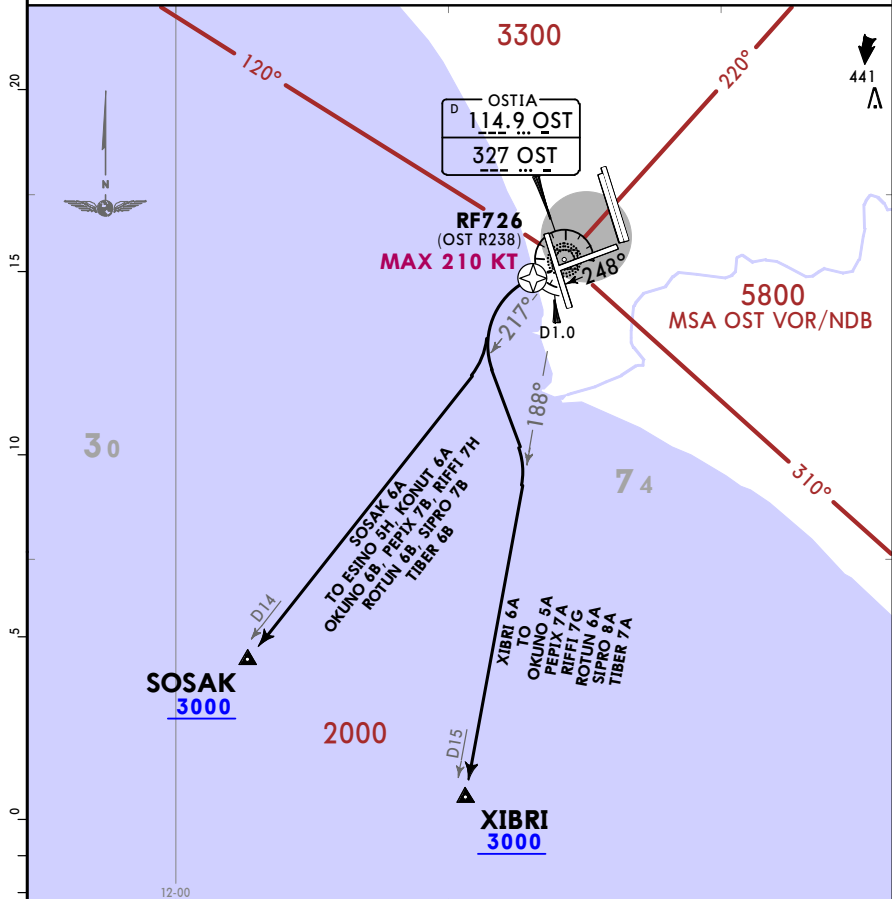
JEPPESEN  
9 FEB 18 10-3C

ROME, ITALY  
SID

|                                      |                       |  |
|--------------------------------------|-----------------------|--|
| ROMA Departure (APP)<br><b>130.9</b> | Apt Elev<br><b>14</b> | Trans alt: 6000<br>1. RNAV-1/Conventional.<br>2. SIDs include noise abatement routings.<br>3. SIDs will be supplemented by altitude and/or flight level restrictions.<br>4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up. |
|--------------------------------------|-----------------------|--|

**SOSAK 6A [SOSA6A], XIBRI 6A [XIBR6A]  
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   |
|-----------------|---|
| <b>SOSAK 6A</b> | Climb on 248° track, at D1.0 OST turn LEFT, intercept OST R217/217° bearing to SOSAK. |
| <b>XIBRI 6A</b> | Climb on 248° track, at D1.0 OST turn LEFT, intercept OST R188/188° bearing to XIBRI. |

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FIUMICINO

JEPPESEN  
9 FEB 18 10-3D

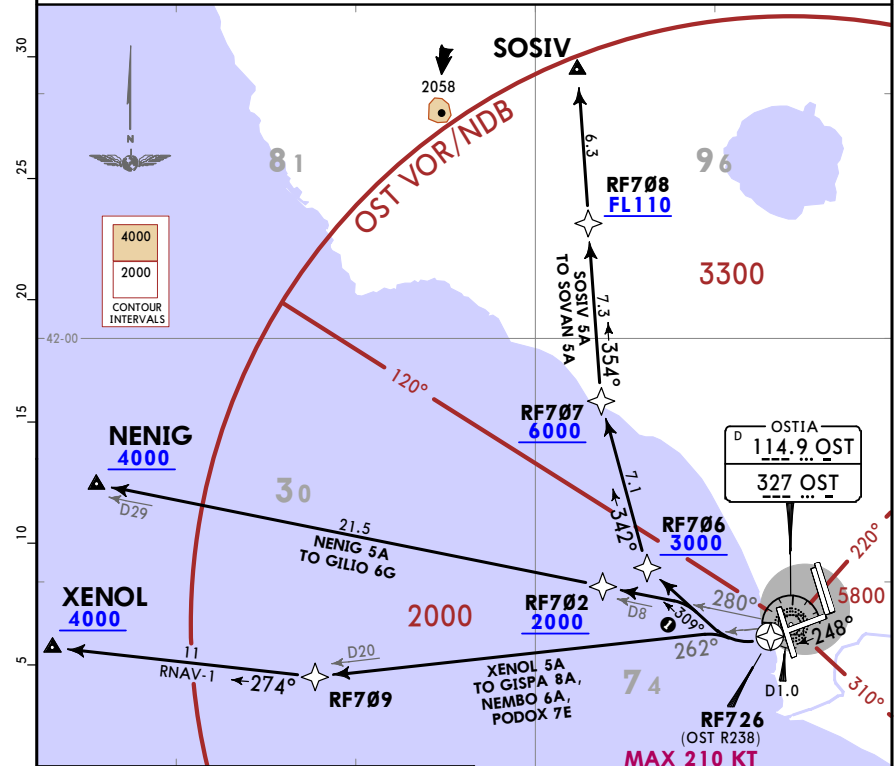
ROME, ITALY  
SID

|                                      |                       |   |
|--------------------------------------|-----------------------|---|
| ROMA Departure (APP)<br><b>130.9</b> | Apt Elev<br><b>14</b> | Trans alt: 6000<br>1. SIDs include noise abatement routings.<br>2. SIDs will be supplemented by altitude and/or flight level restrictions.<br>3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up. |
|--------------------------------------|-----------------------|---|

**NENIG 5A [NENI5A], XENOL 5A [XENO5A]  
RWY 25 INITIAL CLIMB  
RNAV-1 OR CONVENTIONAL**

**SOSIV 5A [SOSI5A]  
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".



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   |
|-----------------|---|
| <b>NENIG 5A</b> | Climb on 248° track, at D1.0 OST turn RIGHT, 309° track, intercept OST R280/280° bearing to NENIG.                    |
| <b>SOSIV 5A</b> | (410+) - RF726 (K210-) - RF706 (3000+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.                                      |
| <b>XENOL 5A</b> | Climb on 248° track, at D1.0 OST turn RIGHT, intercept OST R262/262° bearing to D20 OST (RF709), 274° track to XENOL. |

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FIUMICINO

JEPPESEN  
9 FEB 18 10-3E

ROME, ITALY  
RNAV SID

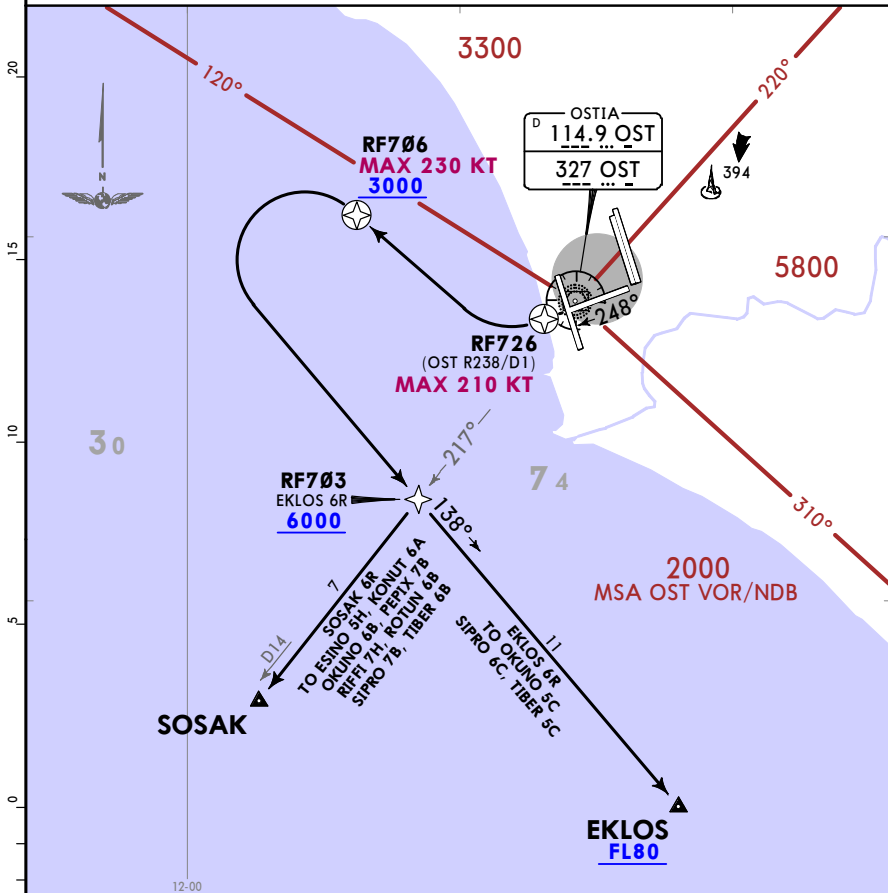
ROMA Departure (APP)  
130.9

Apt Elev  
14

- Trans alt: 6000
1. RNAV-1.
  2. SIDs include noise abatement routings.
  3. SIDs will be supplemented by altitude and/or flight level restrictions.
  4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

**EKLOS 6R [EKLO6R], SOSAK 6R [SOSA6R]  
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 6R | (410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 (6000+) - EKLOS (FL80+). |
| SOSAK 6R | (410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 - SOSAK.                 |

LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 10-3F

ROME, ITALY  
RNAV SID

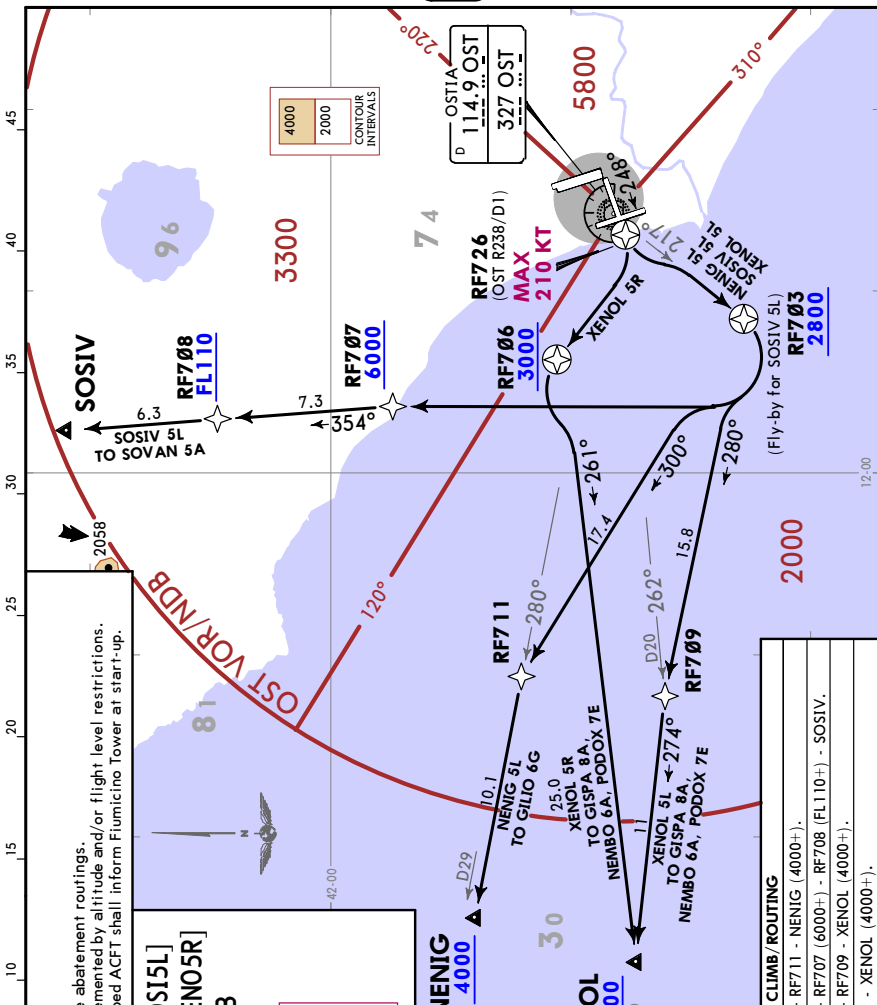
ROMA Departure (APP)  
130.9

Apt Elev  
14

- Trans alt: 6000
1. RNAV-1.
  2. SIDs include noise abatement routings.
  3. SIDs will be supplemented by altitude and/or flight level restrictions.
  4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

**NENIG 5L [NENI5L], SOSIV 5L [SOSI5L]  
XENOL 5L [XENO5L], XENOL 5R [XENO5R]  
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".



Trans alt: 6000

Apt Elev  
14

ROMA Departure (APP)  
130.9

- Trans alt: 6000
1. RNAV-1.
  2. SIDs include noise abatement routings.
  3. SIDs will be supplemented by altitude and/or flight level restrictions.
  4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

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  |
|----------|--|
| NENIG 5L | (410+) - RF726 (K210-) - RF703 (2800+) - RF711 - NENIG (4000+).                  |
| SOSIV 5L | (410+) - RF726 (K210-) - RF703 (2800+) - RF707 (6000+) - RF708 (FL110+) - SOSIV. |
| XENOL 5L | (410+) - RF726 (K210-) - RF703 (2800+) - RF709 - XENOL (4000+).                  |
| XENOL 5R | (410+) - RF726 (K210-) - RF706 (3000+) - XENOL (4000+).                          |

LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 10-3G

ROME, ITALY  
SID

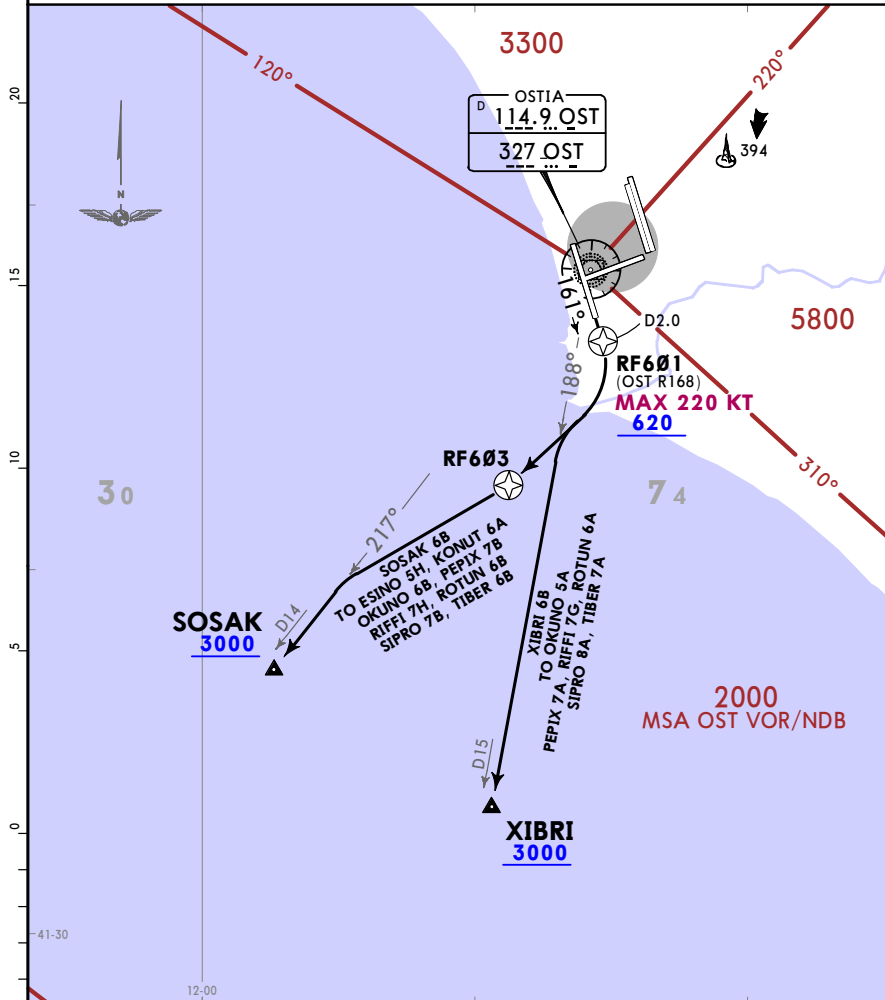
ROMA Departure (APP)  
130.9

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.
  4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

SOSAK 6B [SOSA6B], XIBRI 6B [XIBR6B]  
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".



| SID      | INITIAL CLIMB/ROUTING  |
|----------|--|
| SOSAK 6B | Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R217/217° bearing to SOSAK. |
| XIBRI 6B | Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R188/188° bearing to XIBRI. |

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FIUMICINO

JEPPESEN  
9 FEB 18 10-3H

ROME, ITALY  
RNAV SID

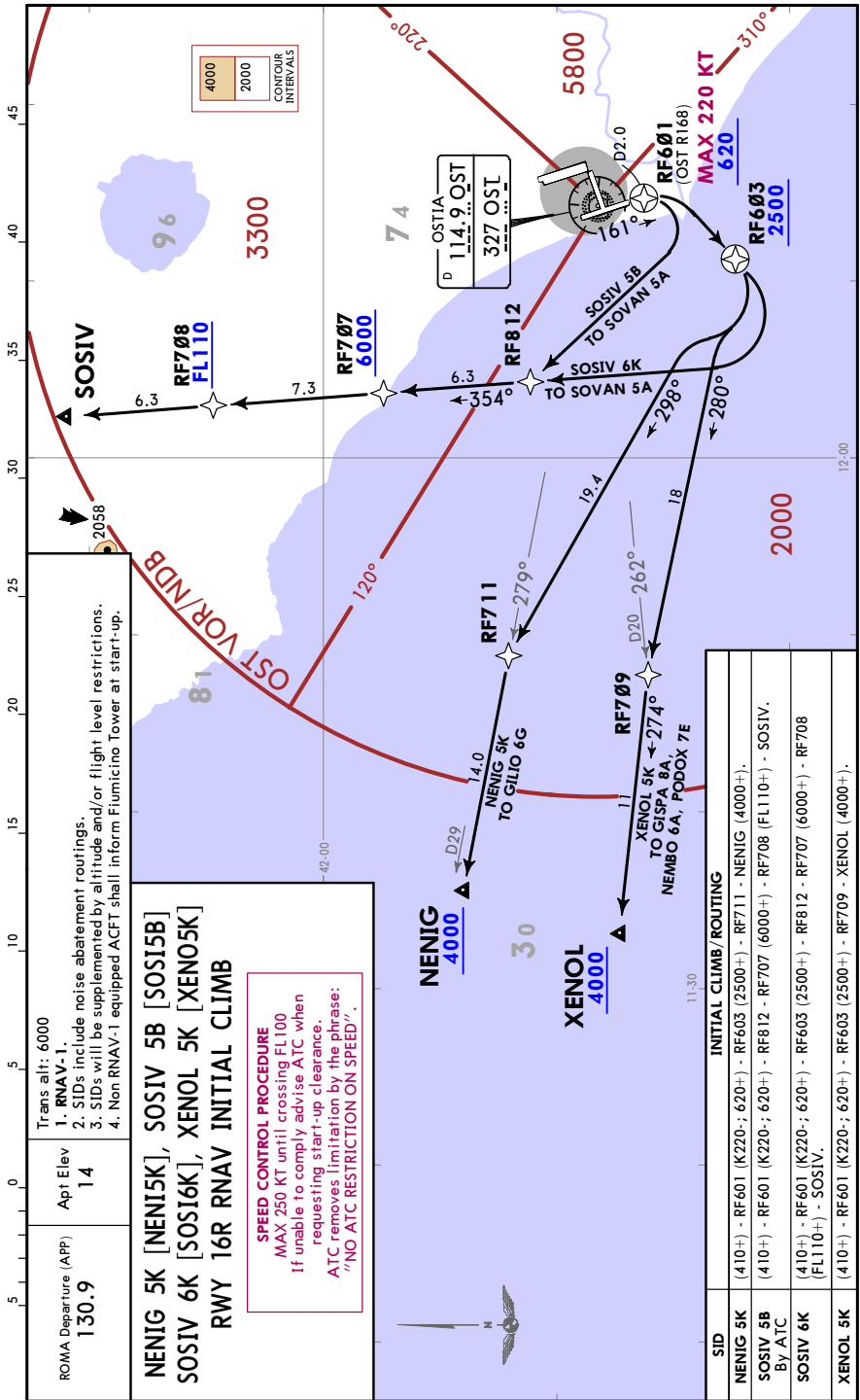
ROMA Departure (APP)  
130.9

Apt Elev  
14

- Trans alt: 6000
1. RNAV-1.
  2. SIDs include noise abatement routings.
  3. SIDs will be supplemented by altitude and/or flight level restrictions.
  4. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

NENIG 5K [NENI5K], SOSIV 5B [SOSI5B]  
SOSIV 6K [SOSI6K], XENOL 5K [XENO5K]  
RWY 16R 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".

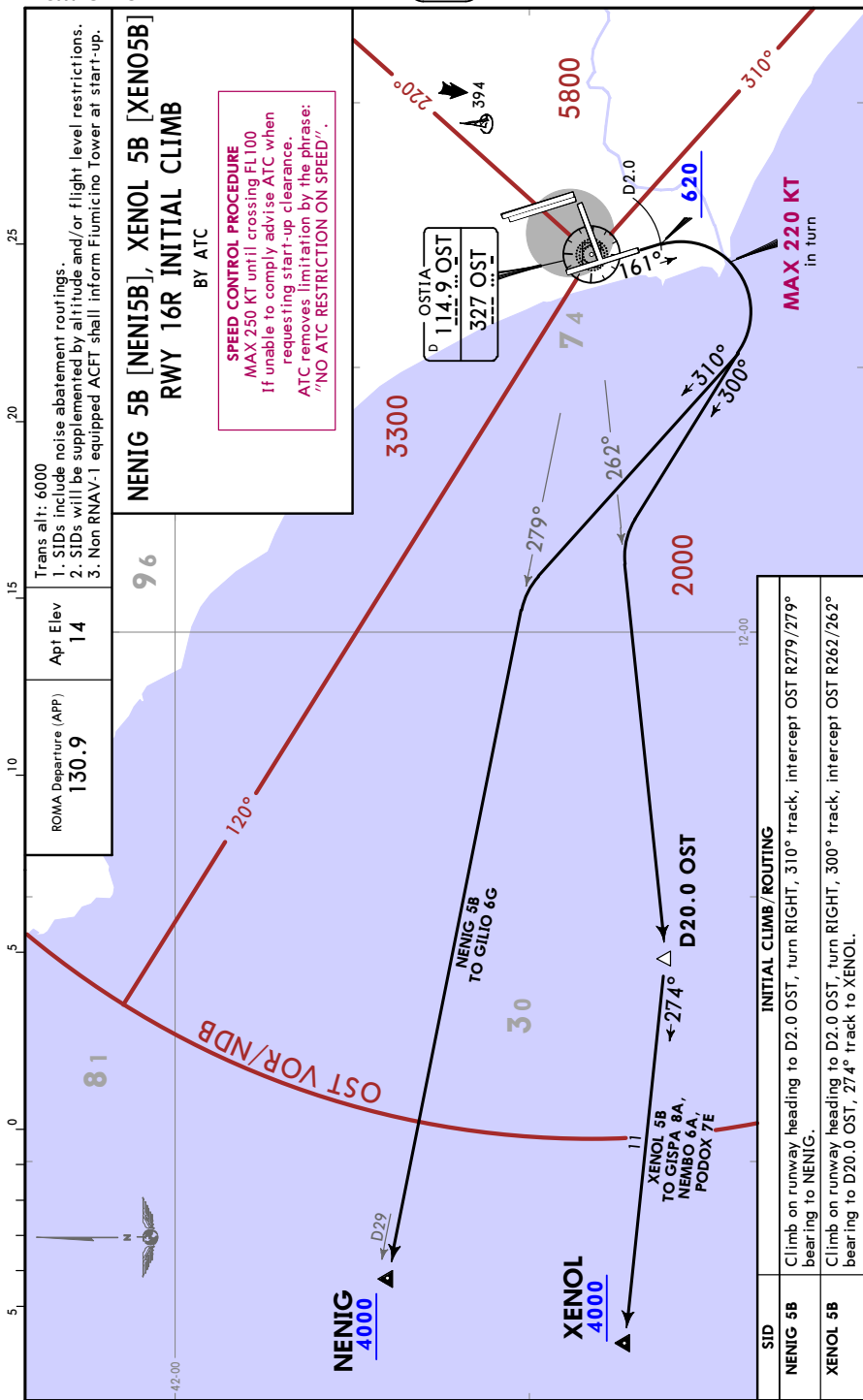


| SID                | INITIAL CLIMB/ROUTING  |
|--------------------|--|
| NENIG 5K           | (410+) - RF601 (K220+; 620+) - RF603 (2500+) - RF711 - NENIG (4000+).                          |
| SOSIV 5B<br>By ATC | (410+) - RF601 (K220+; 620+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.                         |
| SOSIV 6K           | (410+) - RF601 (K220+; 620+) - RF603 (2500+) - RF612 - RF707 (6000+) - RF708 (FL110+) - SOSIV. |
| XENOL 5K           | (410+) - RF601 (K220+; 620+) - RF603 (2500+) - RF709 - XENOL (4000+).                          |

LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-3J)

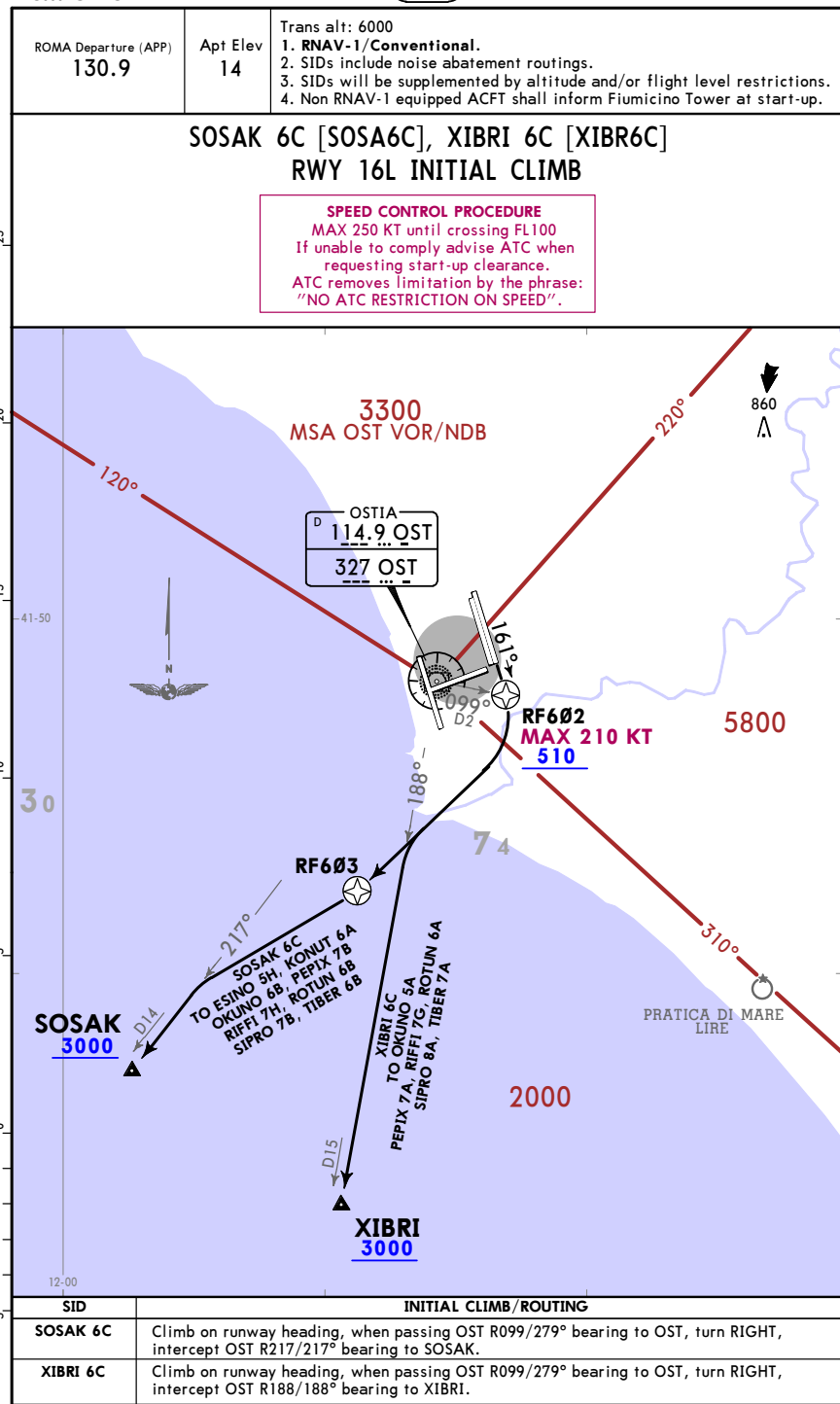
ROME, ITALY  
SID



LIRF/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-3K)

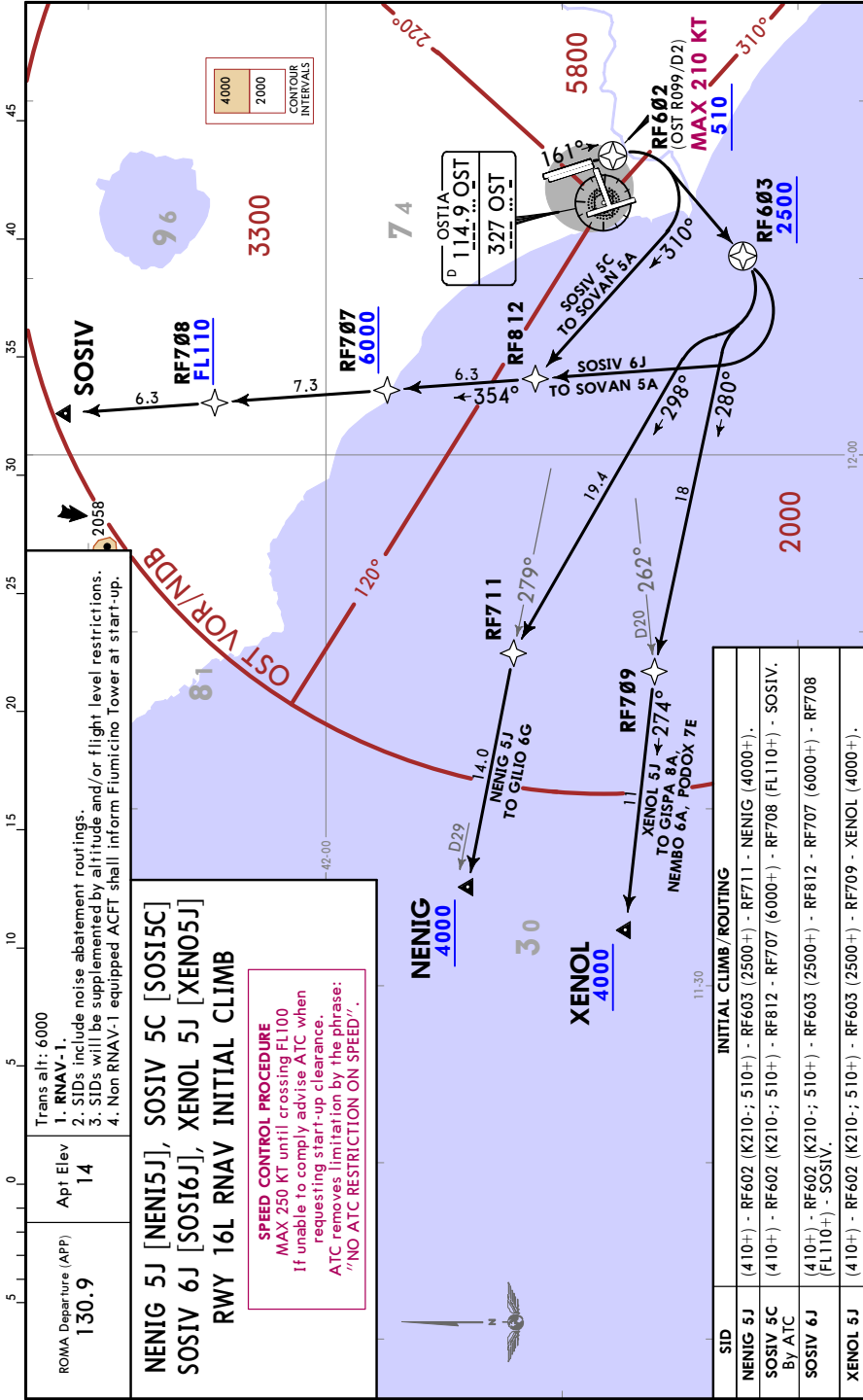
ROME, ITALY  
SID



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FIUMICINO

JEPPesen  
9 FEB 18 (10-3L)

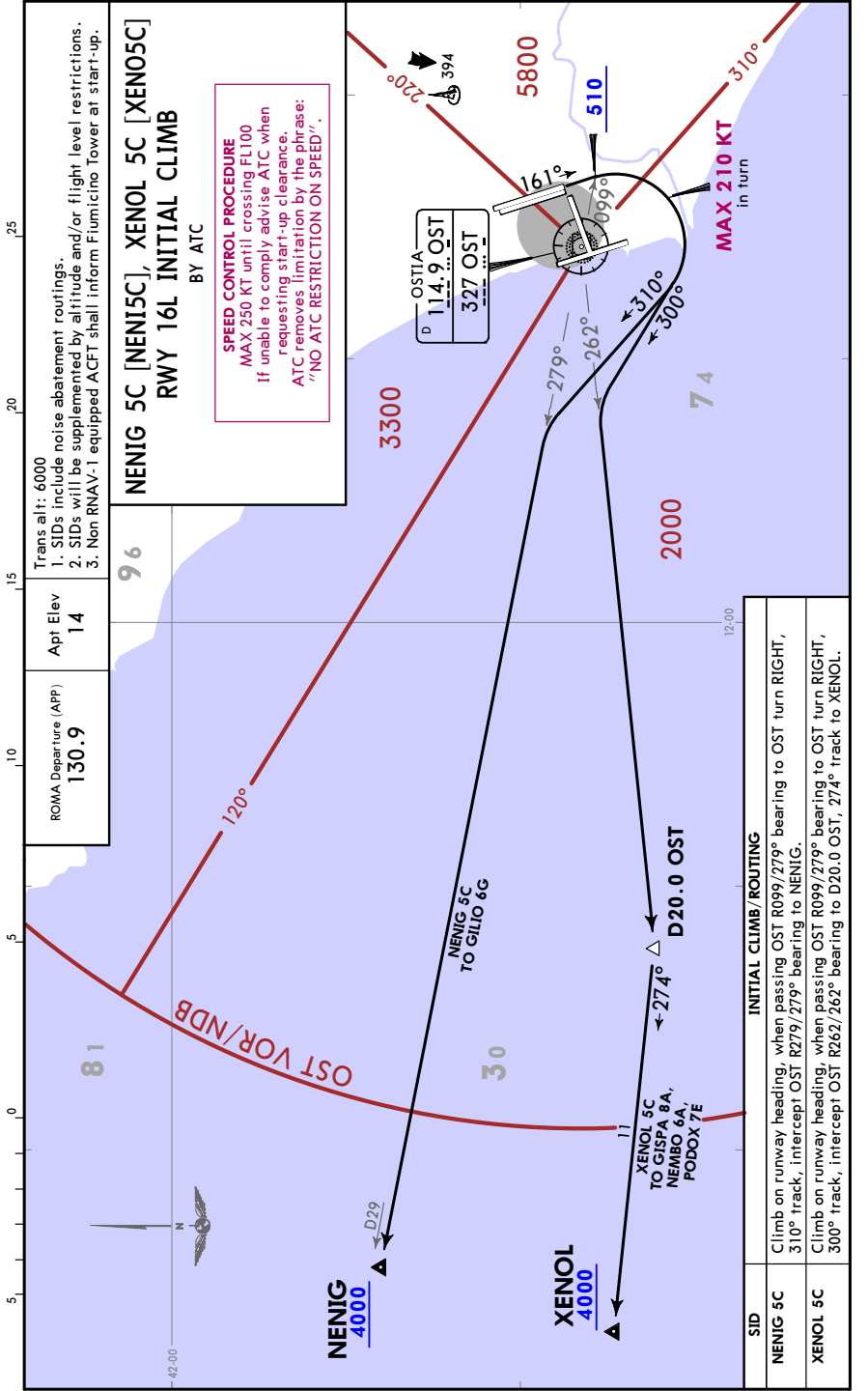
ROME, ITALY  
RNAV SID



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FIUMICINO

JEPPesen  
9 FEB 18 (10-3M)

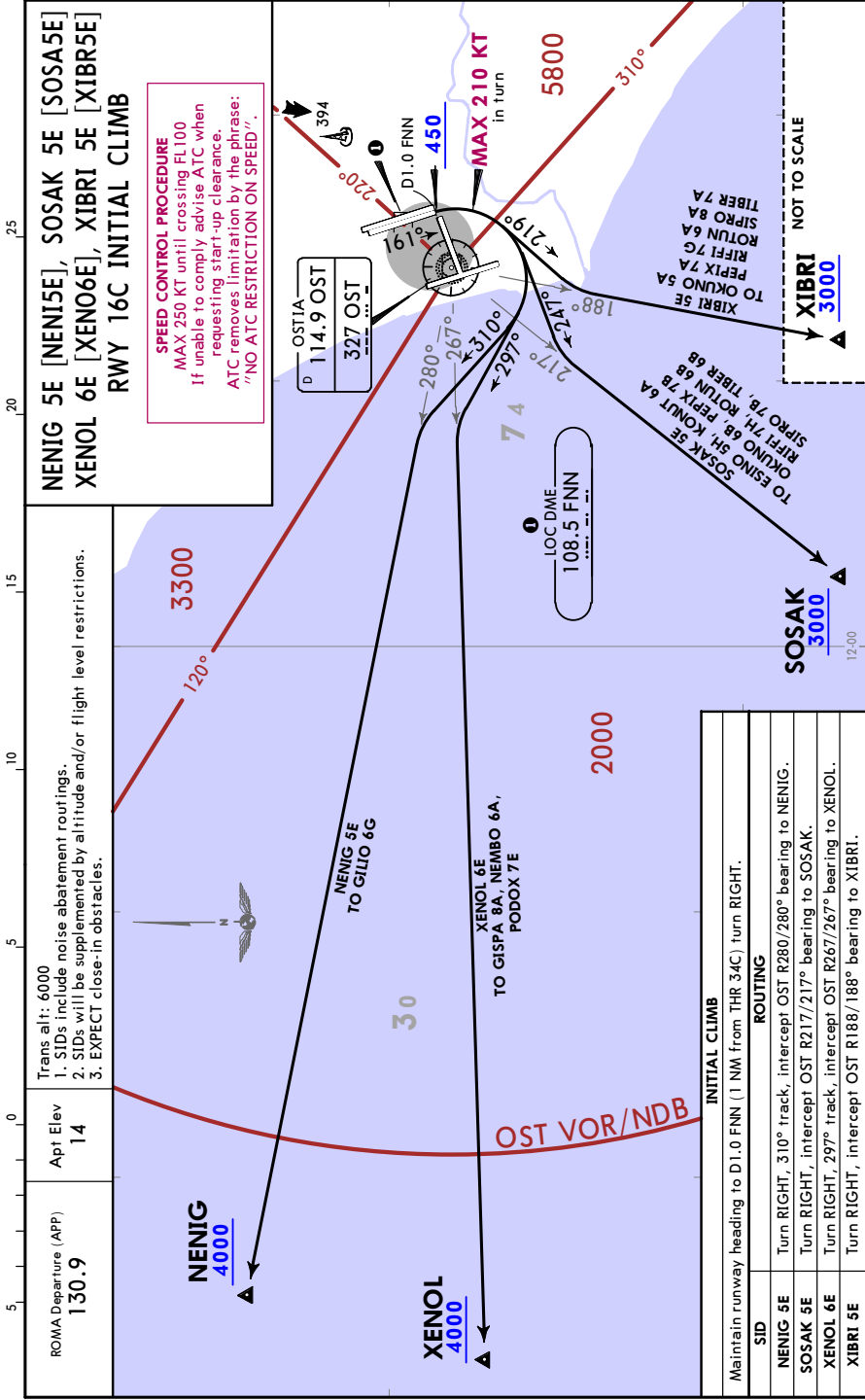
ROME, ITALY  
SID



LIRF/FCO  
FIUMICINO

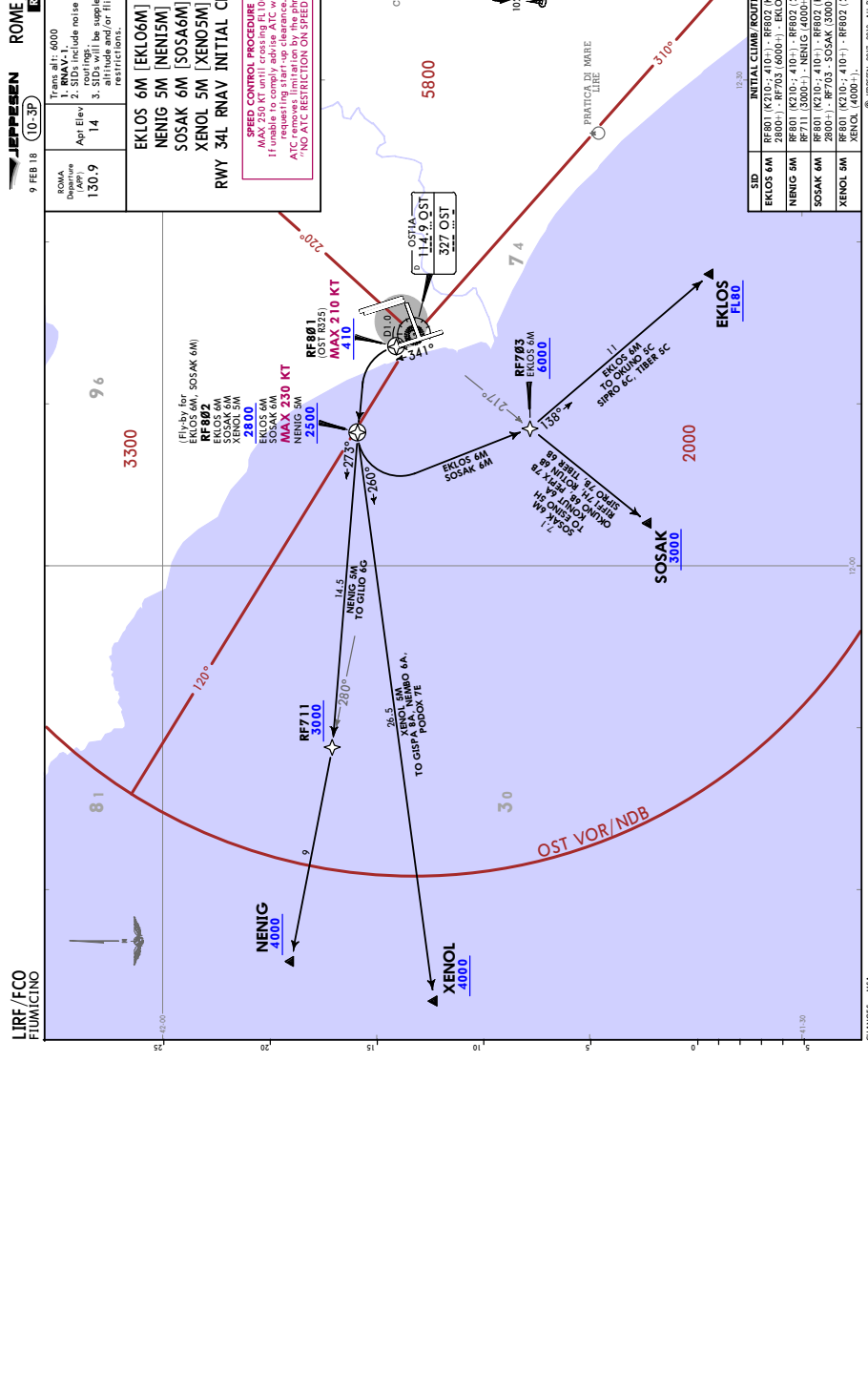
JEPPESEN  
9 FEB 18 10-3N

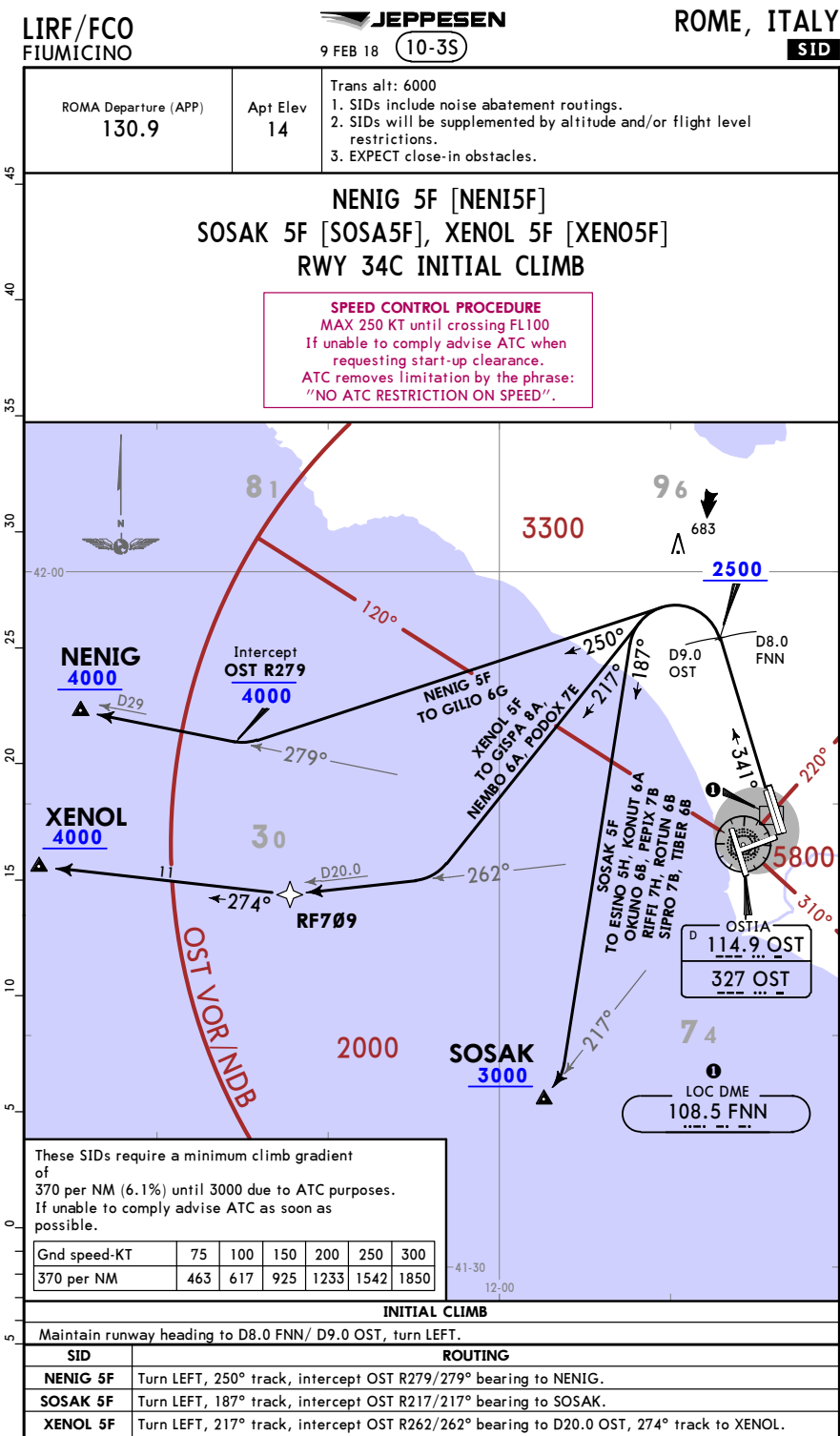
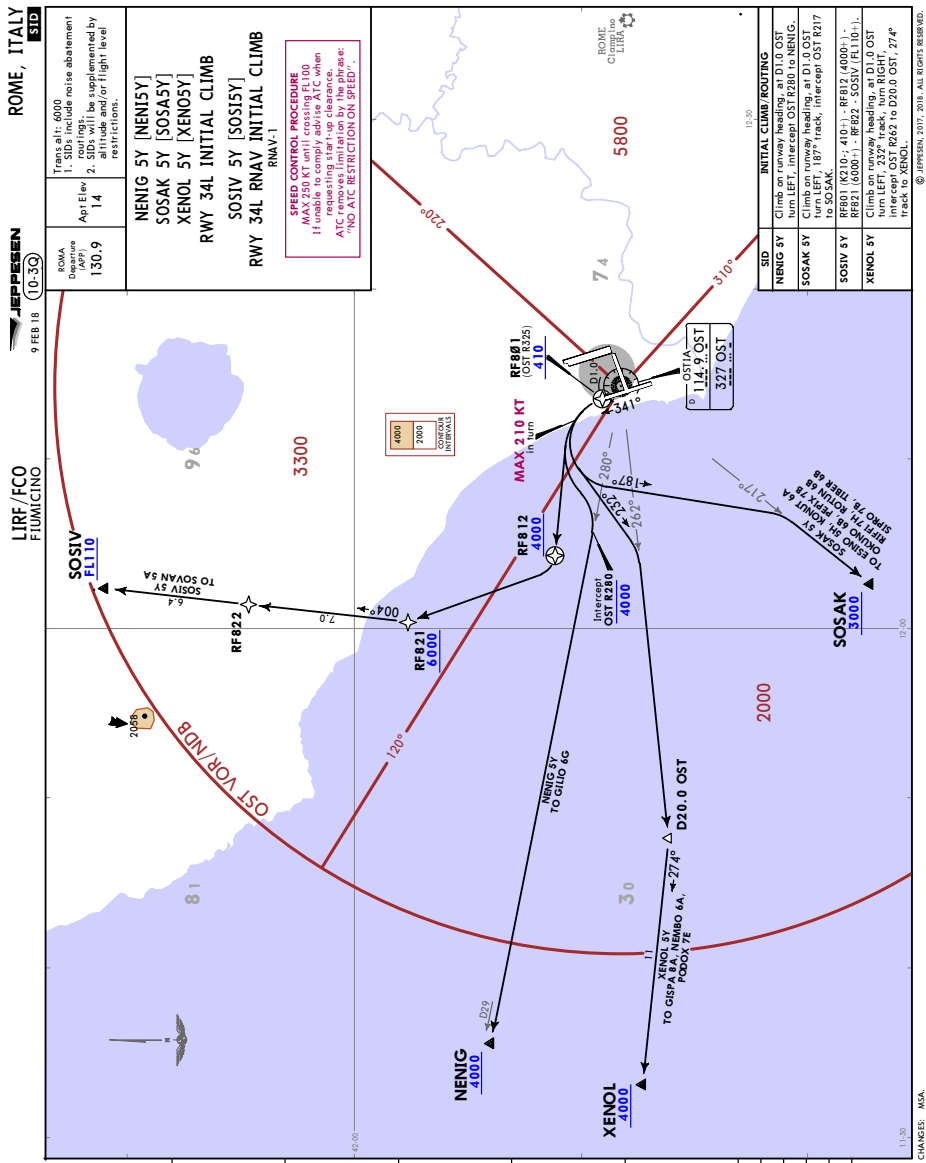
ROME, ITALY  
SID



JEPPESEN  
9 FEB 18 10-3P

ROME, ITALY  
RNAV SID





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 FNN/ D9.0 OST, turn LEFT.

| SID      | ROUTING   |
|----------|---|
| NENIG 5F | Turn LEFT, 250° track, intercept OST R279/279° bearing to NENIG.                          |
| SOSAK 5F | Turn LEFT, 187° track, intercept OST R217/217° bearing to SOSAK.                          |
| XENOL 5F | Turn LEFT, 217° track, intercept OST R262/262° bearing to D20.0 OST, 274° track to XENOL. |

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FIUMICINO

JEPPESEN  
9 FEB 18 10-3T

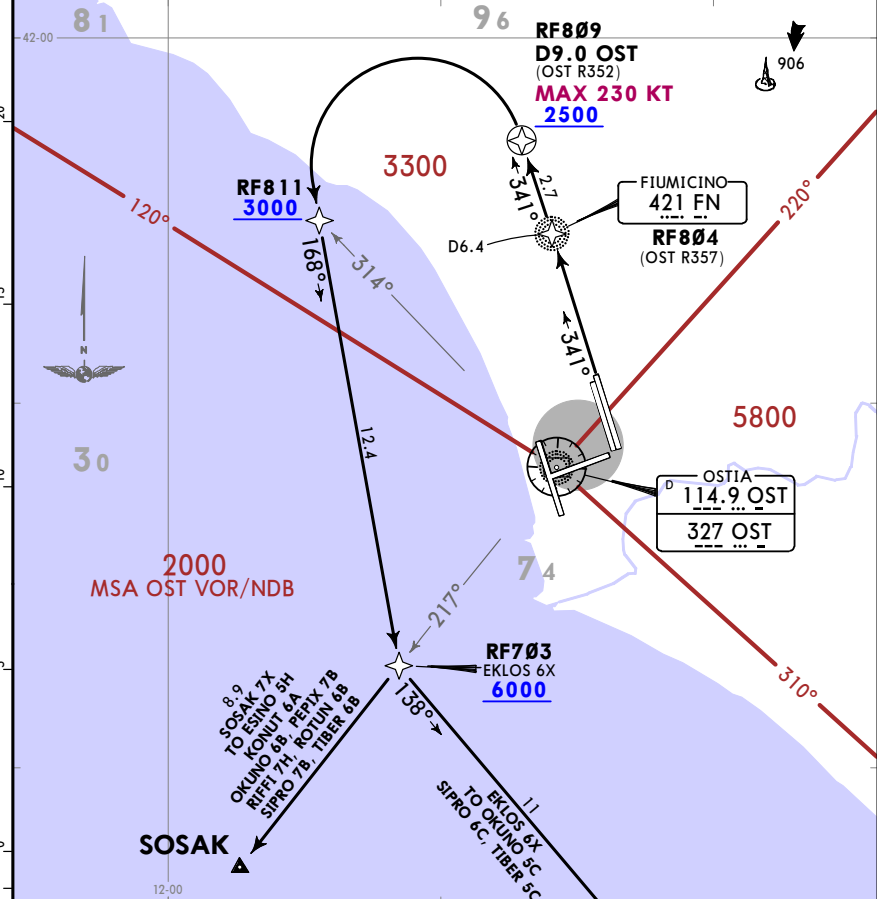
ROME, ITALY  
SID

|                               |                |  |
|-------------------------------|----------------|--|
| ROMA Departure (APP)<br>130.9 | Apt Elev<br>14 | Trans alt: 6000<br>1. SIDs include noise abatement routings.<br>2. SIDs will be supplemented by altitude and/or flight level restrictions. |
|-------------------------------|----------------|--|

**EKLOS 6X [EKLO6X]**  
RWY 34R RNAV INITIAL CLIMB  
RNAV-1

**SOSAK 7X [SOSA7X]**  
RWY 34R INITIAL CLIMB  
RNAV-1/CONVENTIONAL

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



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  |
|-----------------|--|
| <b>EKLOS 6X</b> | (420+) - RF804 - RF809 (K230+; 2500+) - RF811 (3000+) - RF703 (6000+) - EKLOS (FL80+).   |
| <b>SOSAK 7X</b> | On 341° track (341° bearing via FN) to D9.0 OST, turn LEFT, intercept OST R217 to SOSAK. |

LIRF/FCO  
FIUMICINO

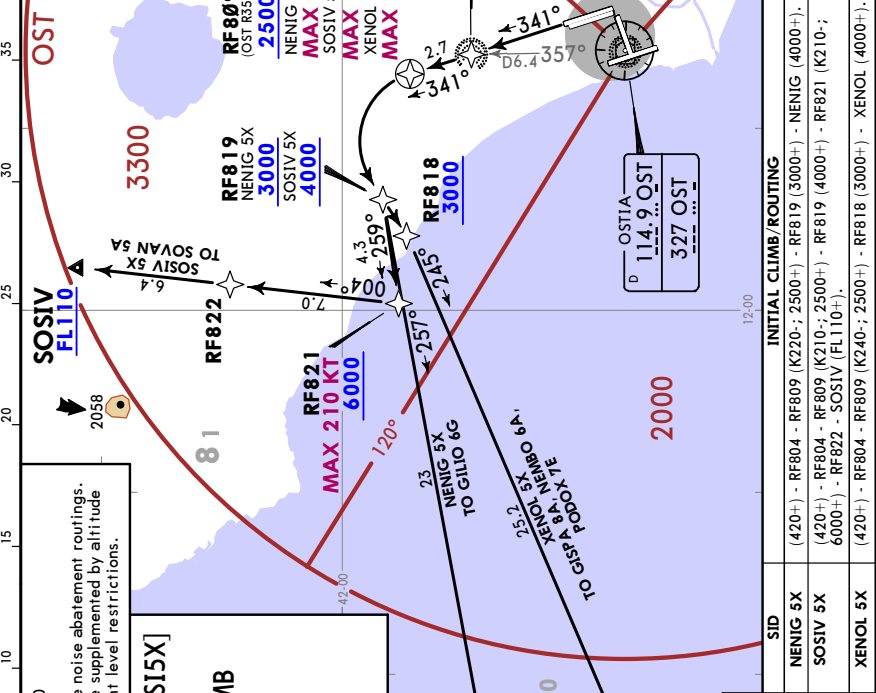
JEPPESEN  
9 FEB 18 10-3U

ROME, ITALY  
RNAV SID

|                               |                |  |
|-------------------------------|----------------|--|
| ROMA Departure (APP)<br>130.9 | Apt Elev<br>14 | Trans alt: 6000<br>1. SIDs include noise abatement routings.<br>2. SIDs will be supplemented by altitude and/or flight level restrictions. |
|-------------------------------|----------------|--|

**NENIG 5X [NENI5X], SOSIV 5X [SOSI5X]**  
XENOL 5X [XENO5X]  
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 7% until 3000 due to ATC purposes.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

If unable to comply advise ATC as soon as possible.

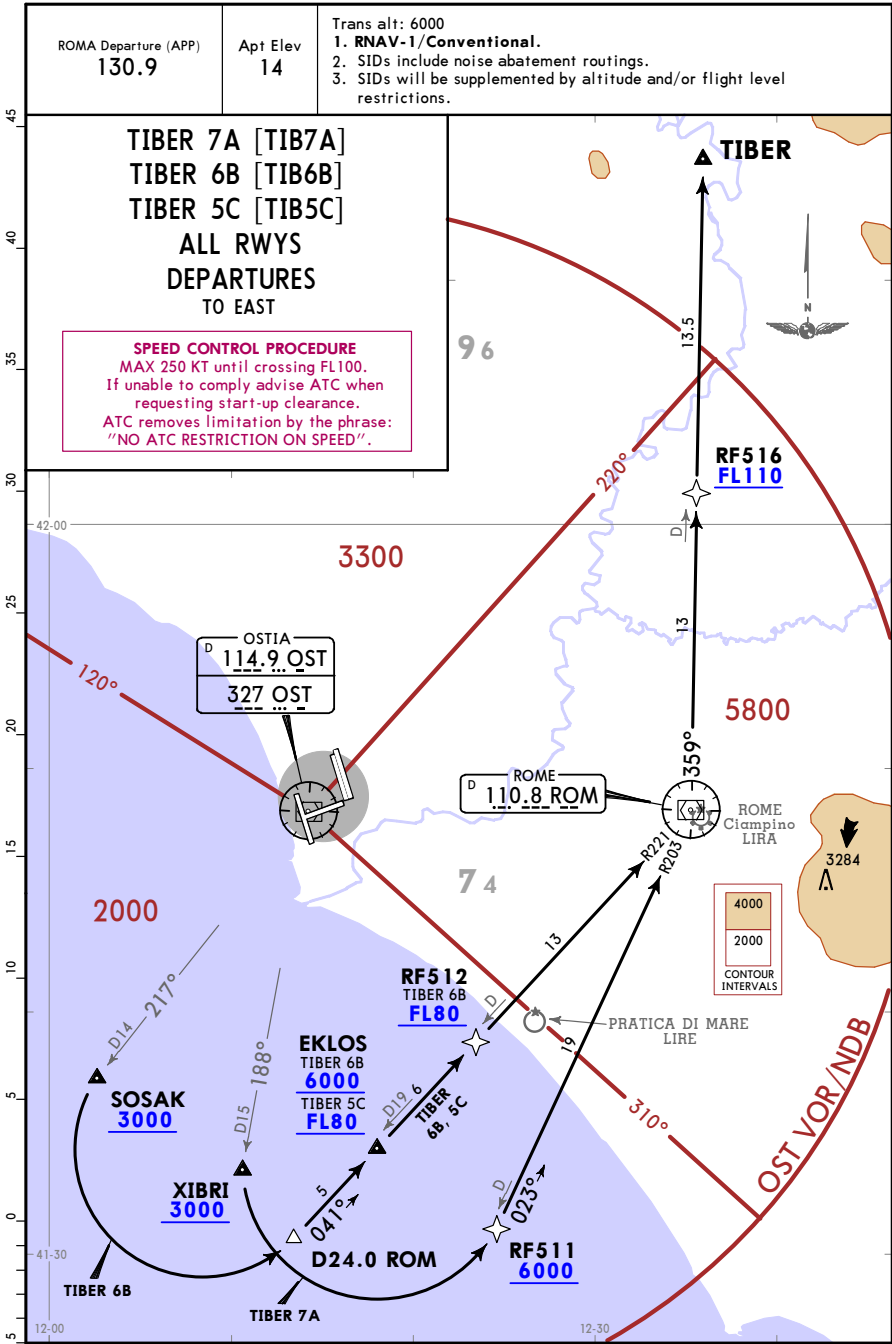


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FIUMICINO

9 FEB 18 **10-3V**

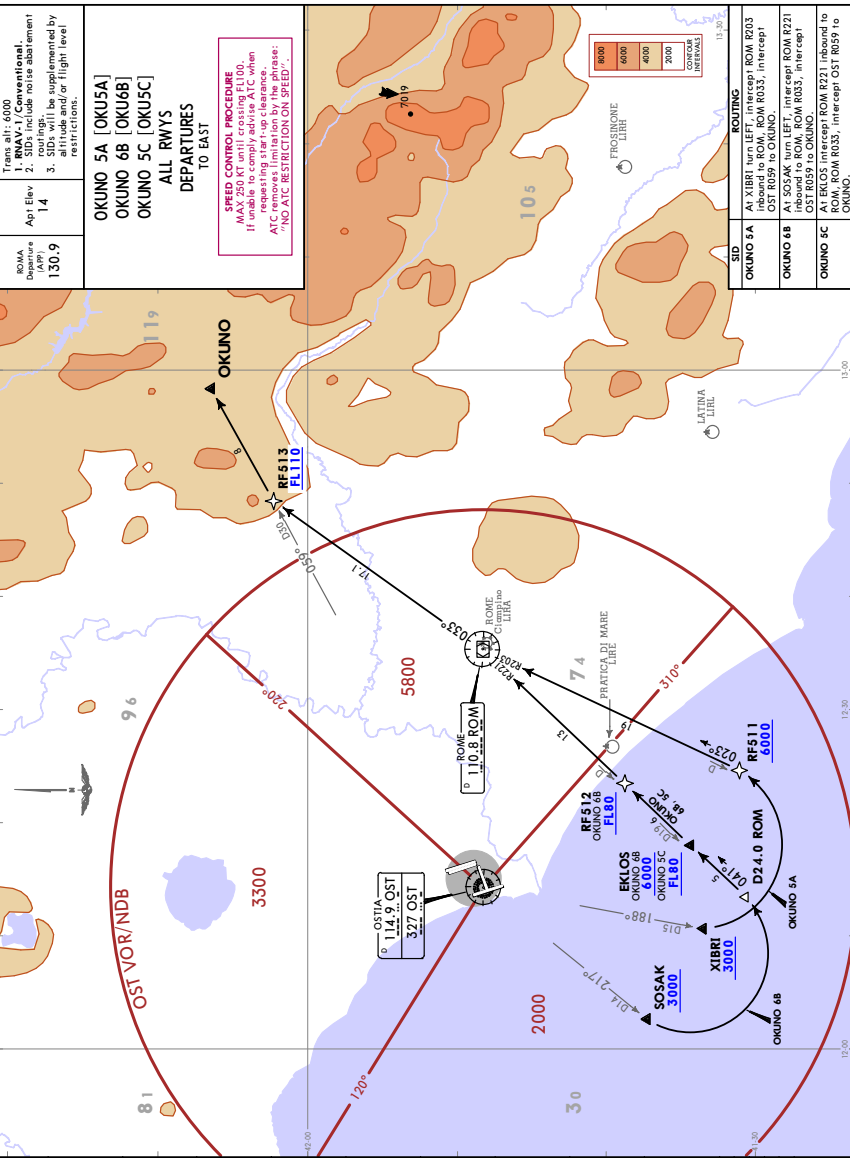
ROME, ITALY

**SID**



LIRF/FCO  
FIUMICINO

9 FEB 18 **10-3V**

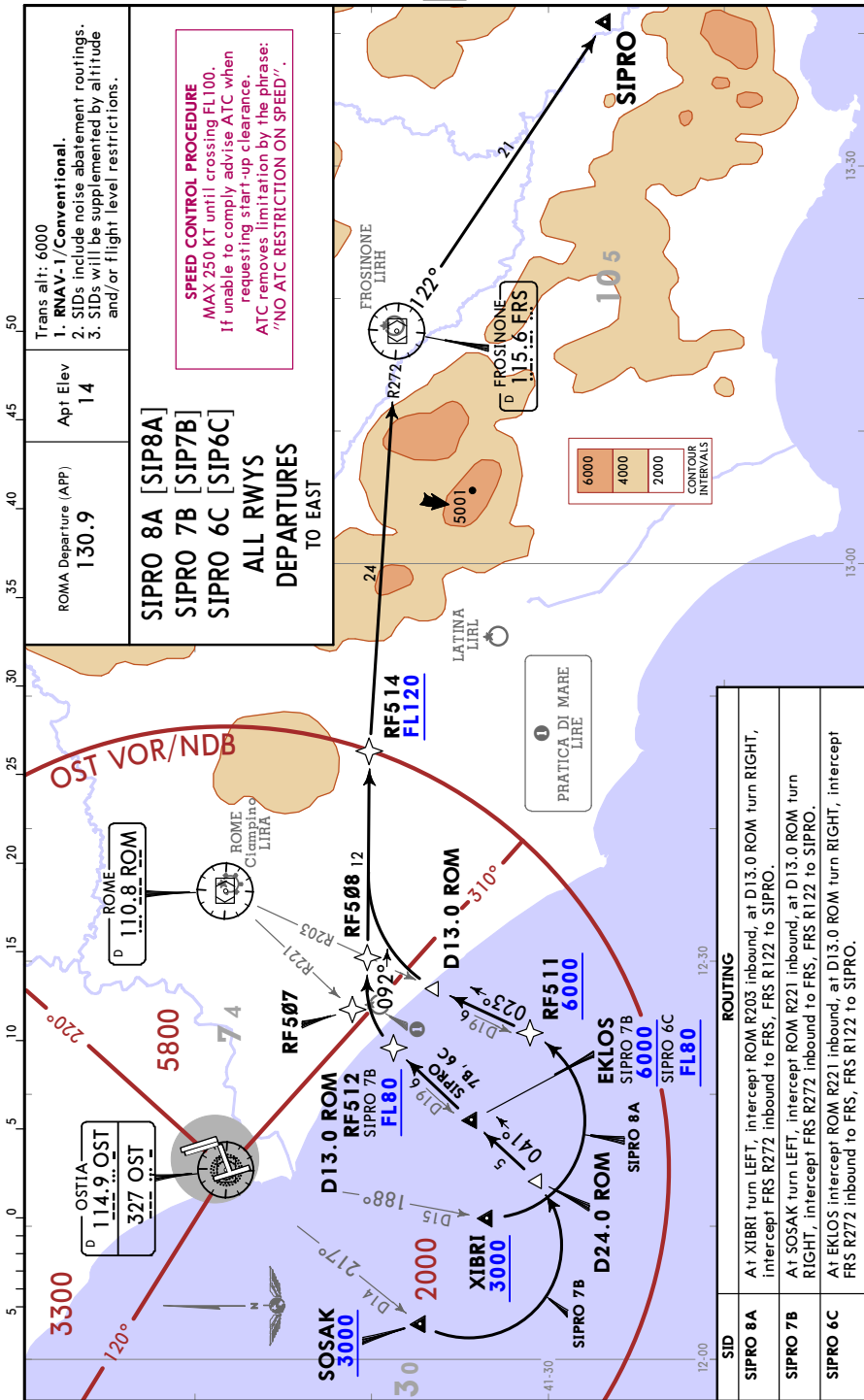


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FIUMICINO

9 FEB 18 **(10-3X)**

ROME, ITALY

**SID**

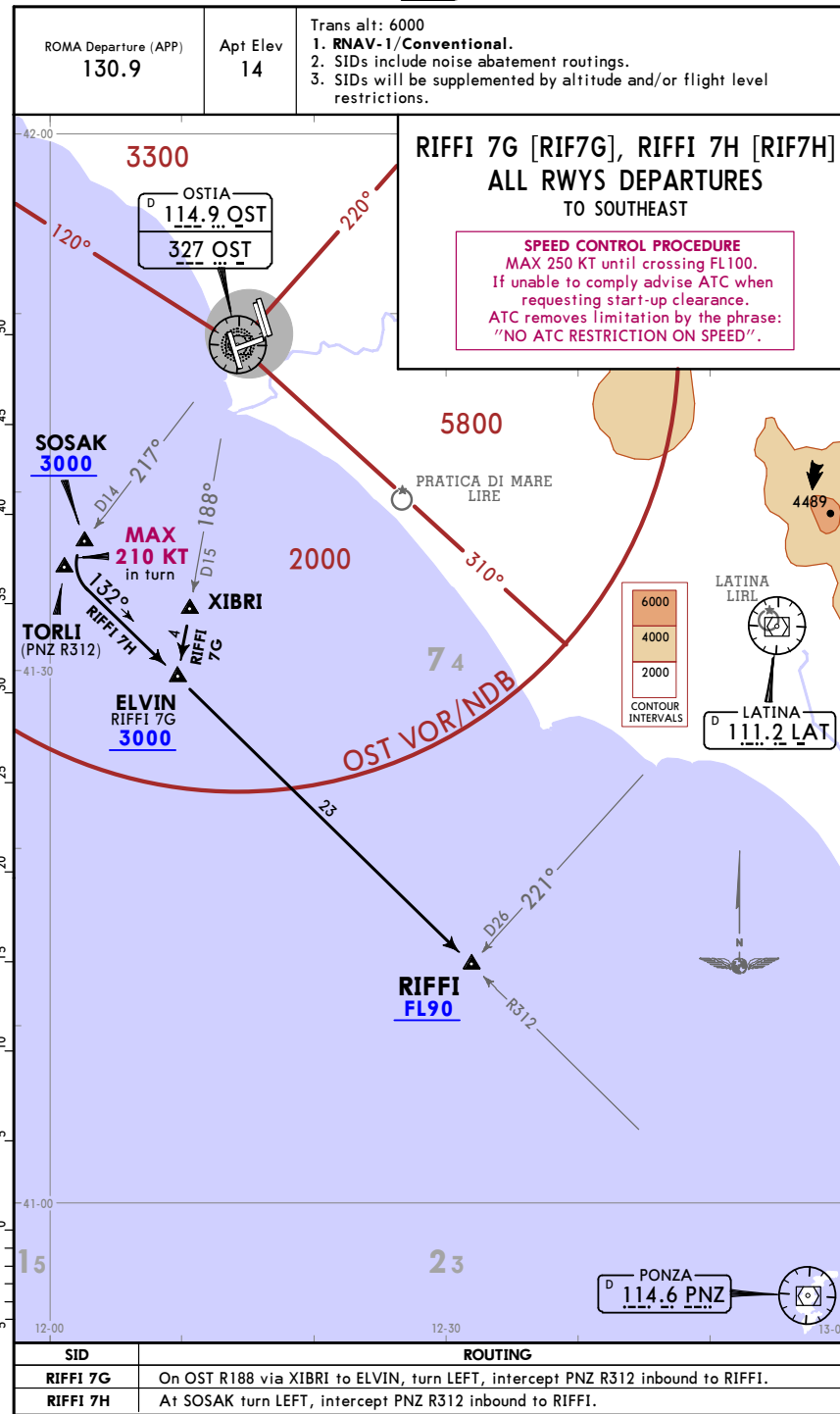


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FIUMICINO

9 FEB 18 **(10-3X1)**

ROME, ITALY

**SID**

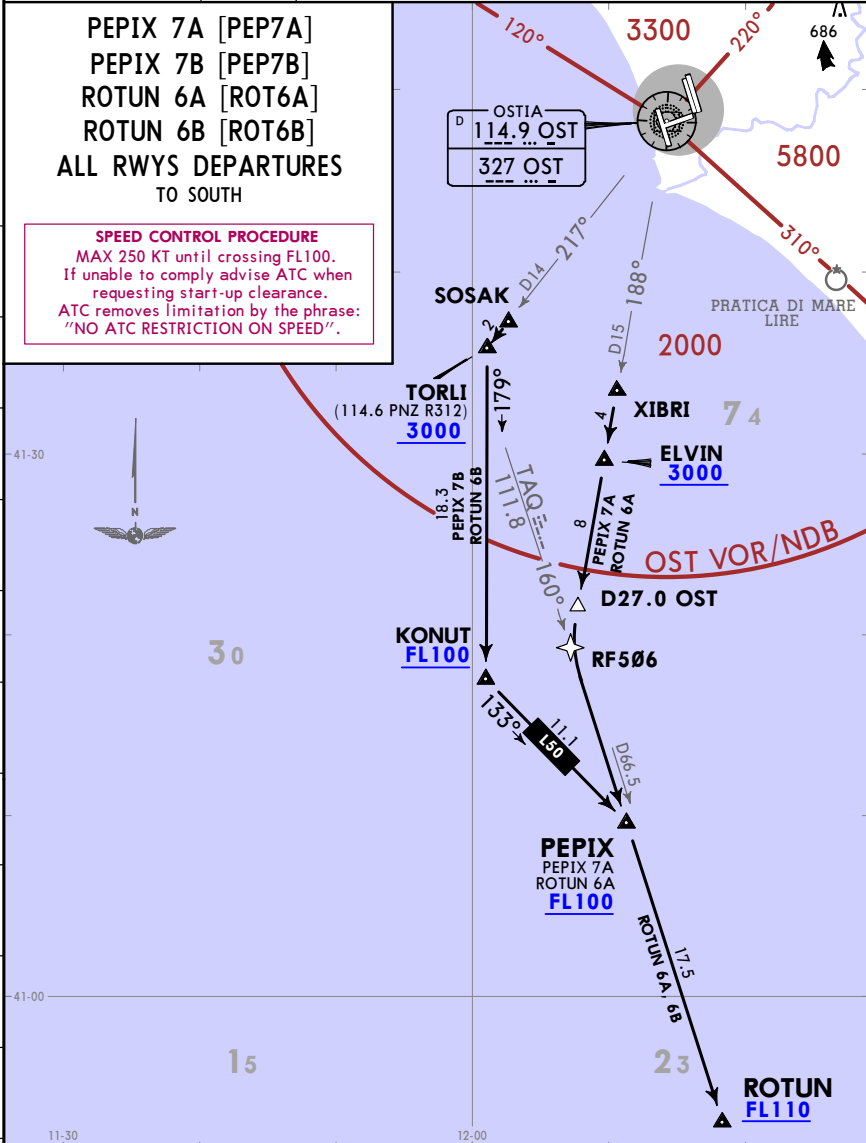


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FIUMICINO

JEPPESEN  
9 FEB 18 (10-3X2)

ROME, ITALY  
SID

|                                      |                       |   |
|--------------------------------------|-----------------------|---|
| ROMA Departure (APP)<br><b>130.9</b> | Apt Elev<br><b>14</b> | Trans alt: 6000<br>1. RNAV-1/Conventional.<br>2. SIDs include noise abatement routings.<br>3. SIDs will be supplemented by altitude and/or flight level restrictions. |
|--------------------------------------|-----------------------|---|



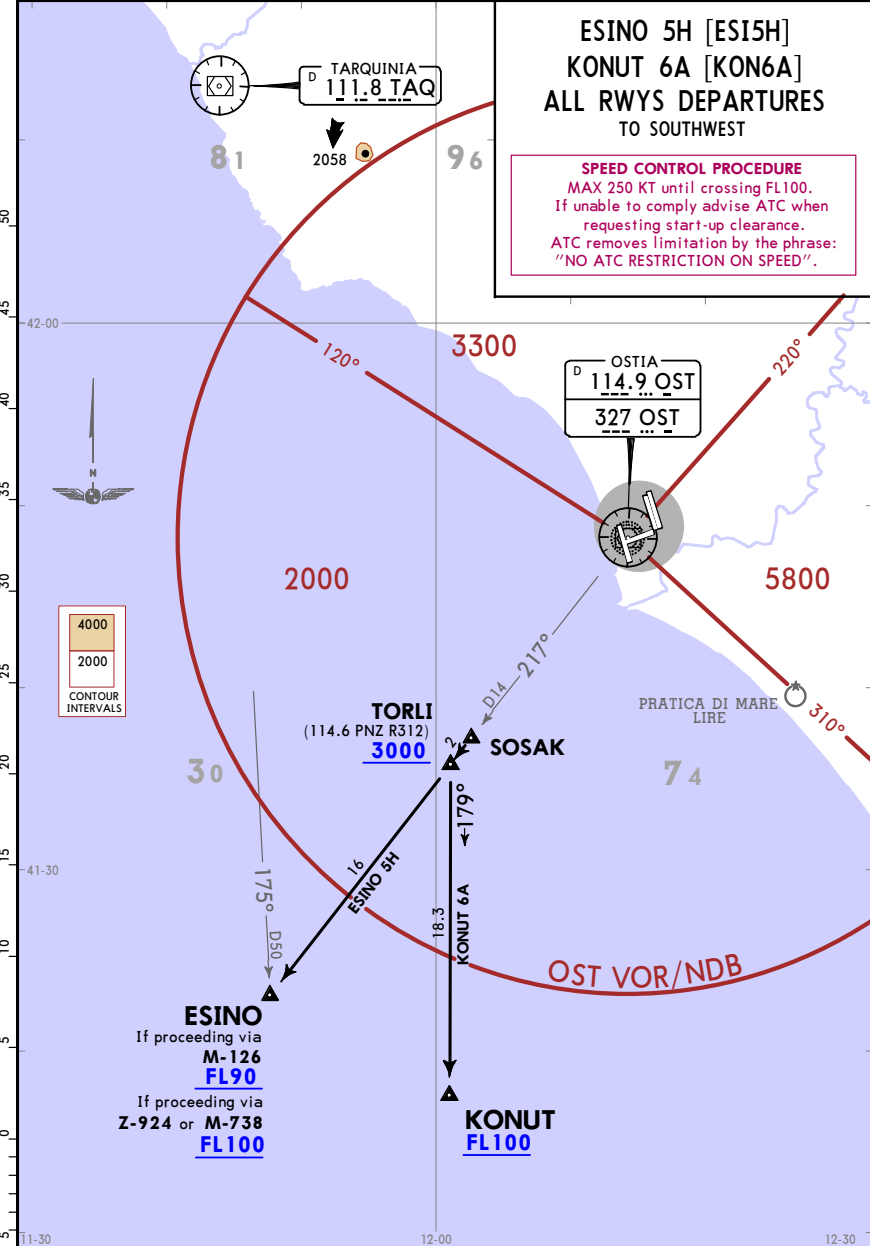
| SID      | ROUTING  |
|----------|--|
| PEPIX 7A | On OST R188 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R160 to PEPIX.  |
| PEPIX 7B | On OST R217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPIX.  |
| ROTUN 6A | On OST R188 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R160 via PEPIX to ROTUN.  |
| ROTUN 6B | On OST R217 via SOSAK to TORLI, turn LEFT, 179° track to KONUT, turn LEFT, join airway L-50 to PEPIX, turn RIGHT, intercept TAQ R160 to ROTUN. |

LIR/FCO  
FIUMICINO

JEPPESEN  
9 FEB 18 (10-3X3)

ROME, ITALY  
SID

|                                      |                       |   |
|--------------------------------------|-----------------------|---|
| ROMA Departure (APP)<br><b>130.9</b> | Apt Elev<br><b>14</b> | Trans alt: 6000<br>1. RNAV-1/Conventional.<br>2. SIDs include noise abatement routings.<br>3. SIDs will be supplemented by altitude and/or flight level restrictions. |
|--------------------------------------|-----------------------|---|



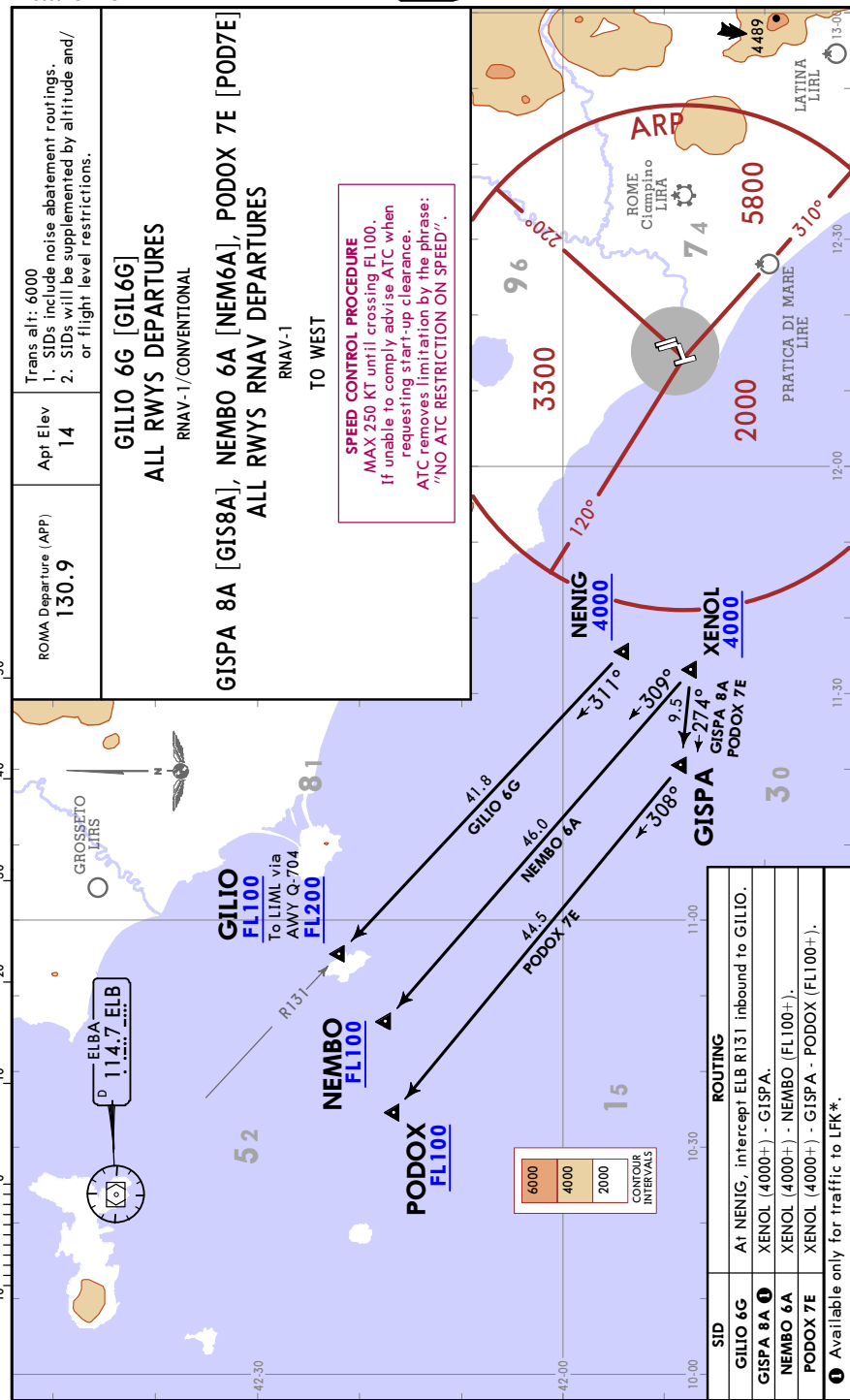
| SID      | ROUTING   |
|----------|---|
| ESINO 5H | On OST R217 via TORLI to ESINO.                       |
| KONUT 6A | On OST R217 to TORLI, turn LEFT, 179° track to KONUT. |

LIRF/FCO  
FIUMICINO

9 FEB 18 (10-3X4)

ROME, ITALY

SID

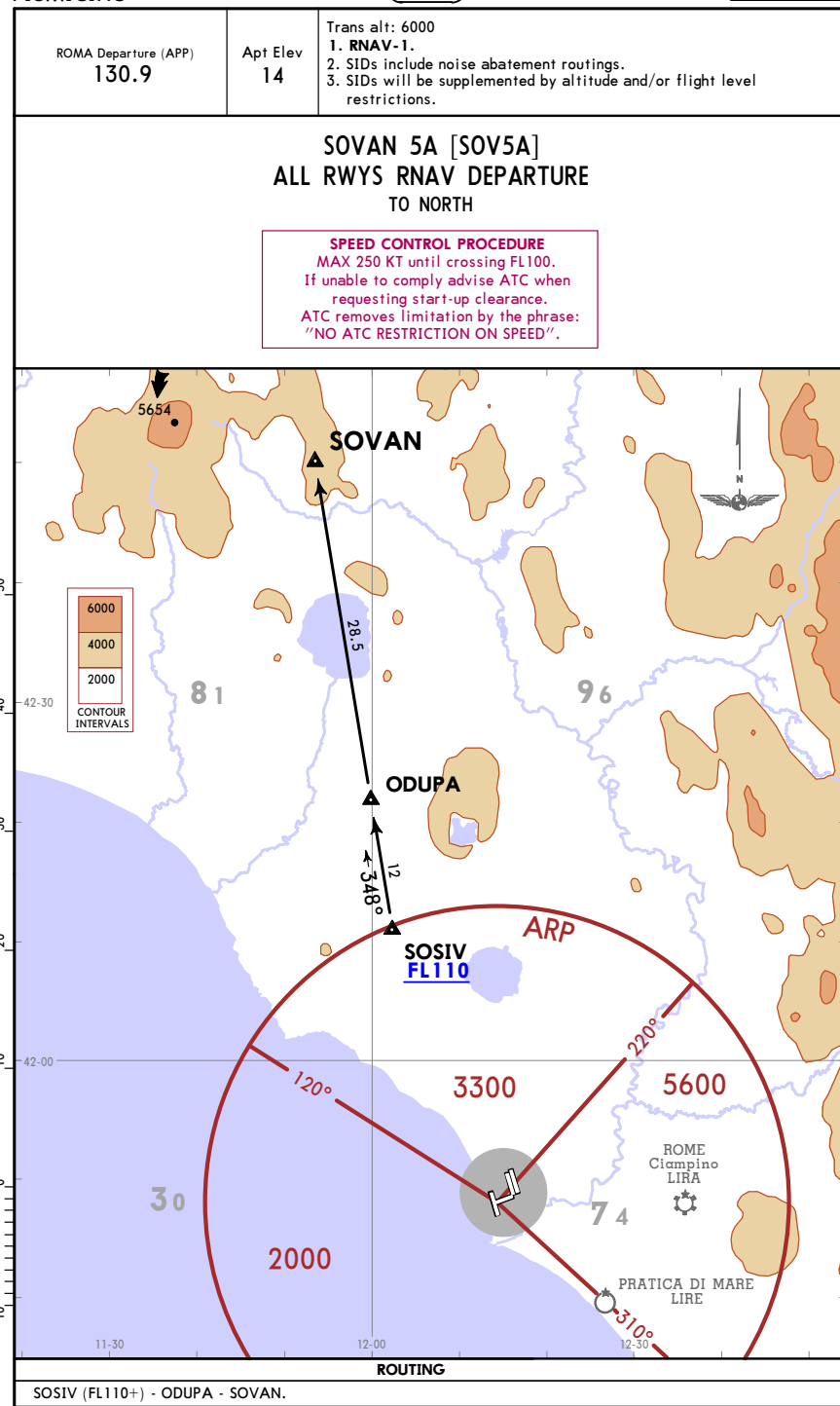


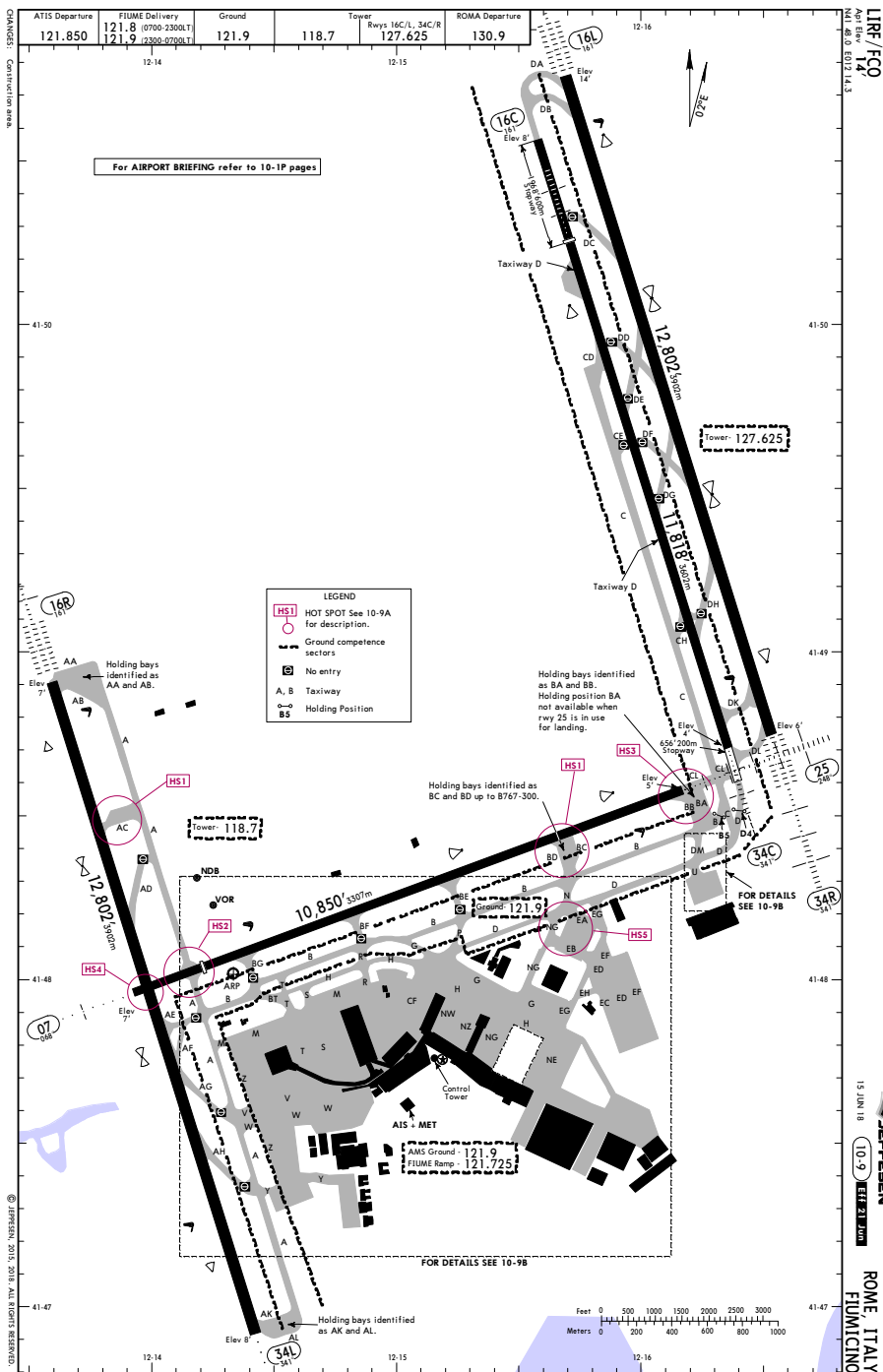
LIRF/FCO  
FIUMICINO

22 DEC 17 (10-3X5)

ROME, ITALY

RNAV SID





LIRF/FCO

JEPPesen  
 15 JUN 18 (10-9A) Eff 21 Jun

ROME, ITALY  
 FIUMICINO

| RWY |   | ADDITIONAL RUNWAY INFORMATION |   |               |   | USABLE LENGTHS LANDING BEYOND |             |       | TAKE-OFF | WIDTH       |             |
|-----|---|-------------------------------|---|---------------|---|-------------------------------|-------------|-------|----------|-------------|-------------|
|     |   | HIRL CL (15m)                 | ALS   | PAPI-L (3.0°) | RVR   | Threshold                     | Glide Slope |       |          |             |             |
| 07  | 25  | HIRL CL (15m)                 | HIALS   | PAPI-L (3.0°) | RVR   | 9488'                         | 2892m       |       | 1        | 148'<br>45m |             |
|     | 1 TAKE-OFF RUN AVAILABLE<br>RWY 07:<br>From rwy head 10,850' (3307m)<br>twy A int 9482' (2890m)                       |                               | RWY 25:<br>From rwy head 10,850' (3307m)<br>twy BC, BD int 8153' (2485m)  |               |   |                               |             |       |          |             |             |
| 16L | 34R   | HIRL CL (15m white)           | HIALS-II SFL TDZ  | PAPI (3.0°)   | RVR   | 11,769'                       | 3587m       |       | 3        | 197'<br>60m |             |
|     | 2 RWY 16L: HST-DE, DG & DH.<br>RWY 34R: HST-DF, DD & DC.  |                               | 3 TAKE-OFF RUN AVAILABLE<br>RWY 16L:<br>From rwy head 12,802' (3902m)<br>twy DB int 11,877' (3620m)                                 |               | RWY 34R:<br>From rwy head 12,802' (3902m)<br>twy DK int 11,614' (3540m) |                               |             |       |          |             |             |
| 16C | 34C   | HIRL                          | HIALS   | REIL          | PAPI-L (3.0°)   | RVR                           | 9849'       | 3002m |          | 5           | 148'<br>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<br>RWY 16C:<br>From rwy head 11,818' (3602m)<br>displ thresh 16C 9268' (2825m)<br>twy CD int 7333' (2235m) |               |   |                               |             |       |          |             |             |
| 16R | 34L   | HIRL CL (15m white)           | HIALS-II SFL TDZ  | PAPI (3.0°)   | RVR   | 11,708'                       | 3569m       |       | 6        | 197'<br>60m |             |
|     | 6 HST-AG & AH 7 HST-AF & AD   |                               | 8 TAKE-OFF RUN AVAILABLE<br>RWY 16R:<br>From rwy head 12,802' (3902m)<br>twy AC int 9672' (2948m)                                   |               |   |                               |             |       |          |             |             |

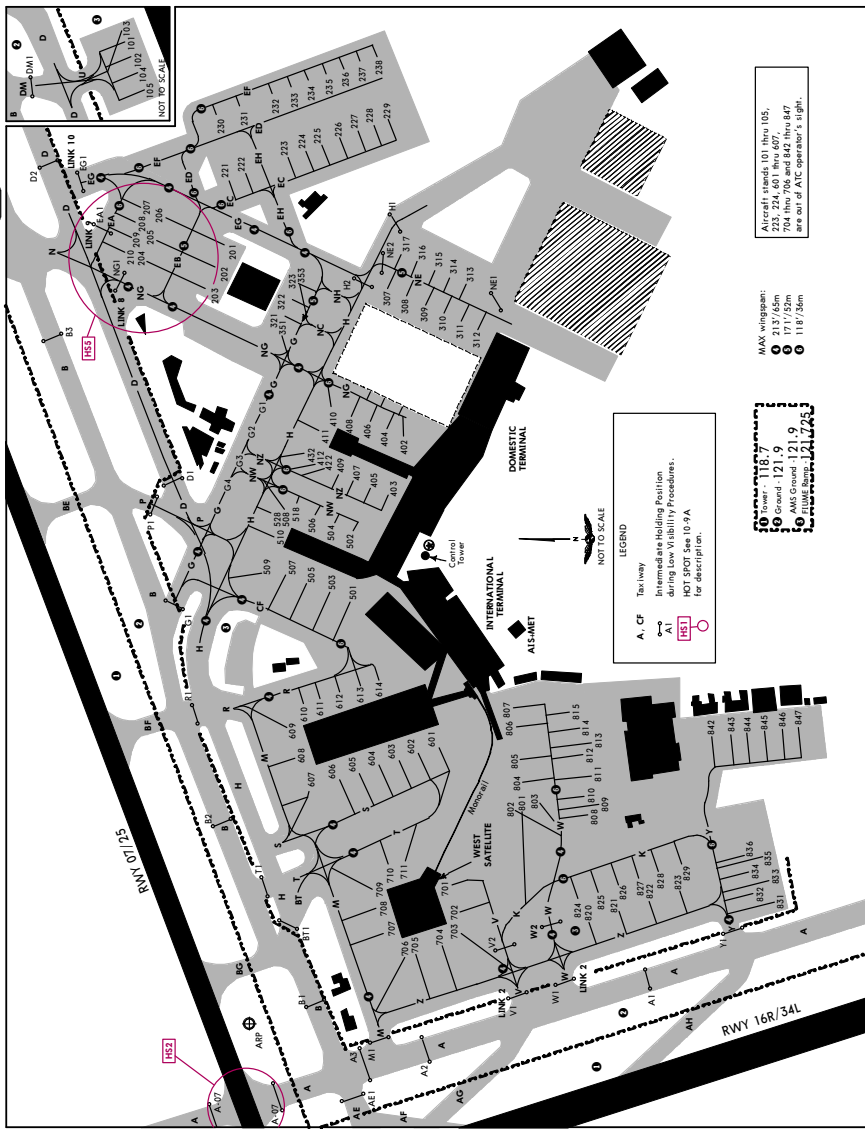
### HOT SPOTS

(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             |                       | Day: RL & RCLM<br>Night: RL or CL |          | Adequate vis ref<br>(Day only) |      |
| <b>1</b><br>HIRL, CL & relevant RVR | RL, CL & relevant RVR | RL & CL                           | RVR 300m | 400m                           | 500m |
| A<br>TDZ, MID, RO                   | TDZ, MID, RO          |                                   | RVR 300m |                                |      |
| B<br>RVR 125m                       | RVR 150m              | RVR 200m                          |          |                                |      |
| C                                   |                       |                                   |          |                                |      |
| D                                   |                       |                                   |          |                                |      |

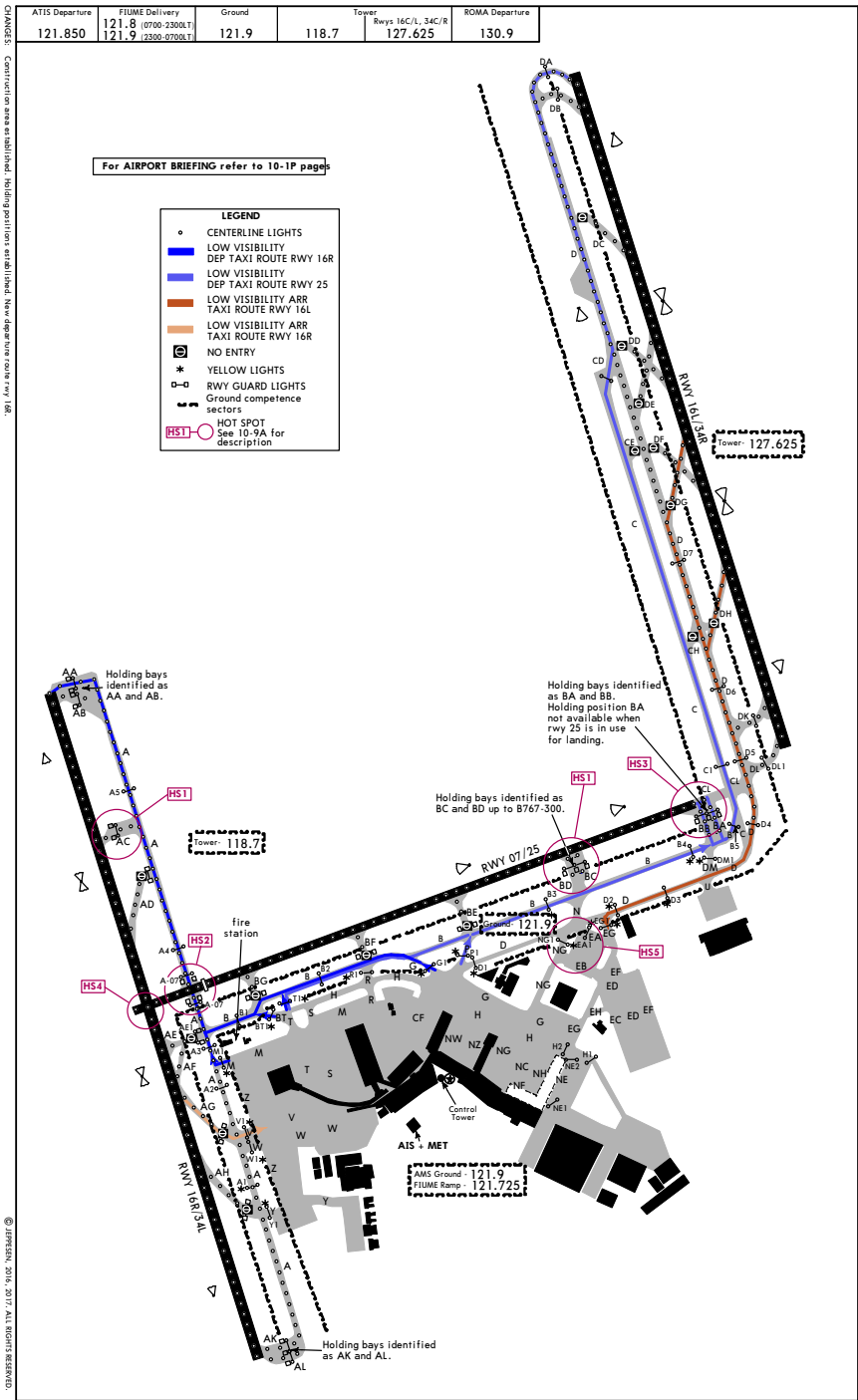
**1** RWY 16L, 16R: RVR 75m with approved guidance system or HUD/HUCLS.



CHANGES: Construction area. Stand.

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| INS COORDINATES |             |           |              |             |           |
|-----------------|-------------|-----------|--------------|-------------|-----------|
| STAND No.       | COORDINATES |           | STAND No.    | COORDINATES |           |
| 101 thru 103    | N41 48.3    | E012 16.3 | 505          | N41 47.9    | E012 15.1 |
| 104             | N41 48.2    | E012 16.3 | 506          | N41 47.9    | E012 15.2 |
| 105             | N41 48.2    | E012 16.2 | 507          | N41 47.9    | E012 15.1 |
| 201, 202        | N41 48.0    | E012 15.7 | 508          | N41 47.9    | E012 15.2 |
| 203             | N41 48.1    | E012 15.6 | 509          | N41 48.0    | E012 15.1 |
| 204             | N41 48.2    | E012 15.7 | 510          | N41 48.0    | E012 15.2 |
| 205             | N41 48.1    | E012 15.7 | 518          | N41 47.9    | E012 15.2 |
| 206 thru 208    | N41 48.1    | E012 15.8 | 528          | N41 48.0    | E012 15.2 |
| 209, 210        | N41 48.2    | E012 15.7 | 601          | N41 47.7    | E012 14.8 |
| 221 thru 223    | N41 48.0    | E012 15.9 | 602 thru 605 | N41 47.8    | E012 14.8 |
| 224 thru 227    | N41 47.9    | E012 15.9 | 606 thru 609 | N41 47.9    | E012 14.8 |
| 228             | N41 47.8    | E012 15.9 | 610, 611     | N41 47.9    | E012 14.9 |
| 229             | N41 47.8    | E012 16.0 | 612 thru 614 | N41 47.8    | E012 14.9 |
| 230 thru 233    | N41 48.0    | E012 16.0 | 701          | N41 47.7    | E012 14.6 |
| 234 thru 236    | N41 47.9    | E012 16.0 | 702 thru 704 | N41 47.7    | E012 14.5 |
| 237, 238        | N41 47.8    | E012 16.0 | 705, 706     | N41 47.8    | E012 14.4 |
| 301             | N41 47.9    | E012 15.5 | 707, 708     | N41 47.8    | E012 14.5 |
| 302 thru 305    | N41 47.8    | E012 15.5 | 709 thru 711 | N41 47.8    | E012 14.6 |
| 307 thru 310    | N41 47.8    | E012 15.6 | 801 thru 804 | N41 47.6    | E012 14.7 |
| 311, 312        | N41 47.7    | E012 15.6 | 805 thru 807 | N41 47.6    | E012 14.8 |
| 313 thru 315    | N41 47.7    | E012 15.7 | 808 thru 810 | N41 47.5    | E012 14.7 |
| 316, 317        | N41 47.8    | E012 15.7 | 811 thru 814 | N41 47.5    | E012 14.8 |
| 321             | N41 48.0    | E012 15.6 | 815          | N41 47.6    | E012 14.8 |
| 322             | N41 47.9    | E012 15.6 | 820 thru 822 | N41 47.5    | E012 14.6 |
| 323             | N41 47.9    | E012 15.7 | 823          | N41 47.4    | E012 14.6 |
| 351             | N41 48.0    | E012 15.6 | 824          | N41 47.6    | E012 14.6 |
| 353             | N41 47.9    | 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 | G1, G2       | N41 48.0    | E012 15.4 |
| 409             | N41 47.9    | E012 15.3 | G3, G4       | N41 48.0    | E012 15.3 |
| 410, 411        | N41 47.9    | E012 15.4 |              |             |           |
| 412 thru 432    | N41 47.9    | E012 15.3 |              |             |           |
| 501             | N41 47.8    | E012 15.1 |              |             |           |
| 502             | N41 47.9    | E012 15.2 |              |             |           |
| 503             | N41 47.9    | E012 15.1 |              |             |           |
| 504             | N41 47.9    | E012 15.2 |              |             |           |



LIRF/FCO  
 FIUMICINO  
 RVR 550m or Less  
 JEPPESEN  
 ROME, ITALY  
 LOW VISIBILITY TAXI ROUTES

LIRF/FCO

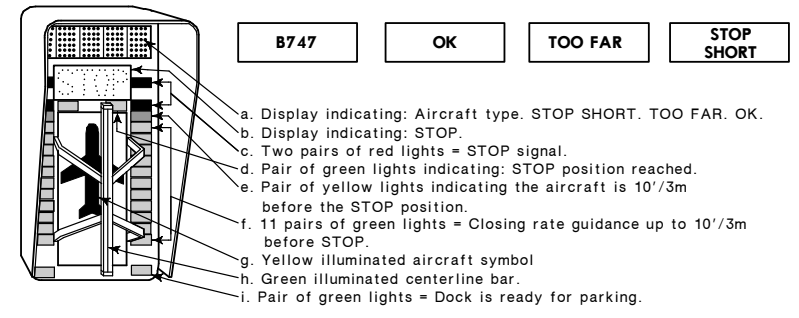
JEPPESEN  
6 MAY 16 10-9E

ROME, ITALY  
FIUMICINO

**VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)**

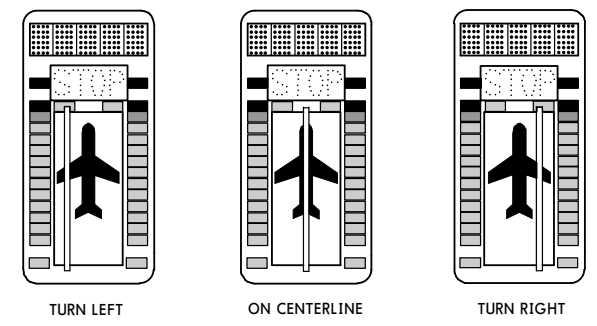
**A. DESCRIPTION**

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



**B. DOCKING**

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.



**VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)**

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

Follow the lead-in line.

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

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

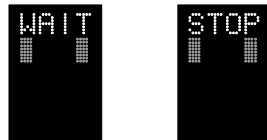
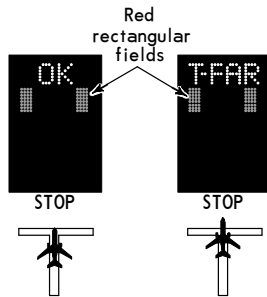
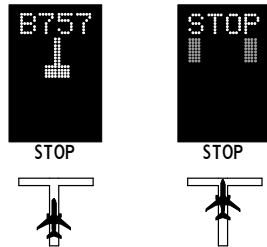
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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

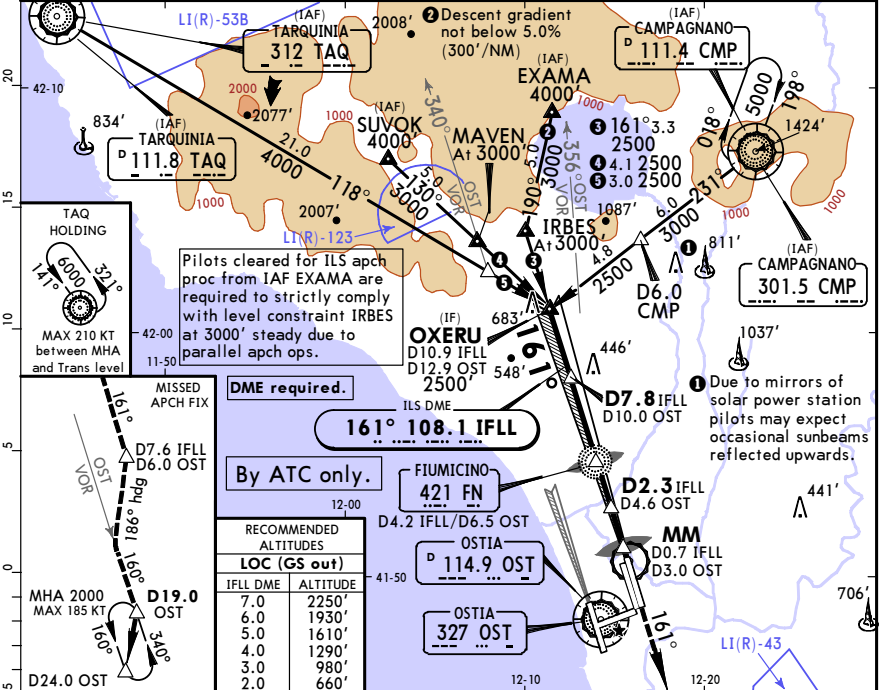
When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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

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



|                         |                              |                                 |                              |                         |
|-------------------------|------------------------------|---------------------------------|------------------------------|-------------------------|
| ATIS Arrival<br>120.175 | ROMA Arrivals (APP)<br>125.5 | *ROMA Director (APP)<br>131.250 | FIUME Tower<br>118.7 127.625 | Ground<br>121.9         |
| LOC IFLL<br>108.1       | Final Apch Crs<br>161°       | GS LOM<br>1350' (1336')         | ILS DA(H)<br>214' (200')     | Apt Elev 14'<br>Rwy 14' |



|                                  |                        |  |                       |  |
|----------------------------------|------------------------|--|-----------------------|--|
| OXERU<br>D10.9 IFLL<br>D12.9 OST | D7.8 IFLL<br>D10.0 OST | LOM<br>D4.2 IFLL<br>D6.5 OST<br>GS 1350' | D2.3 IFLL<br>D4.6 OST | MM<br>D0.7 IFLL<br>D3.0 OST<br>GS 230' |
| 2500'                            | 161°                   | 161°                                     | 1.9                   | 0.5                                    |

|                             |       |     |     |     |     |     |          |       |         |                      |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------|-------|---------|----------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 2000' | on 161° | D7.6 IFL<br>D6.0 OST |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI  | PAPI    |                      |

|   |               |          |   |           |                |                   |
|---|---------------|----------|---|-----------|----------------|-------------------|
| Standard STRAIGHT-IN LANDING RWY 16L<br>MACG mim 4.3% up to 2000' |               |          |   |           | CIRCLE-TO-LAND |                   |
| ILS<br>DA(H) 214' (200')  |               |          | LOC (GS out)<br>CDFA<br>DA/MDA(H) 420' (406') |           |                |                   |
| FULL  | TDZ or CL out | ALS out  | ALS out                                       | ALS out   | Max            | MDA(H) VIS        |
| A   |               |          |   |           | 100            | 800' (786') 1500m |
| B   | RVR 550m      | RVR 550m | RVR 1200m                                     | RVR 1200m | 135            | 800' (786') 1600m |
| C   |               |          |   | RVR 1900m | 180            | 900' (886') 2400m |
| D   |               |          |   |           | 205            | 900' (886') 3600m |

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

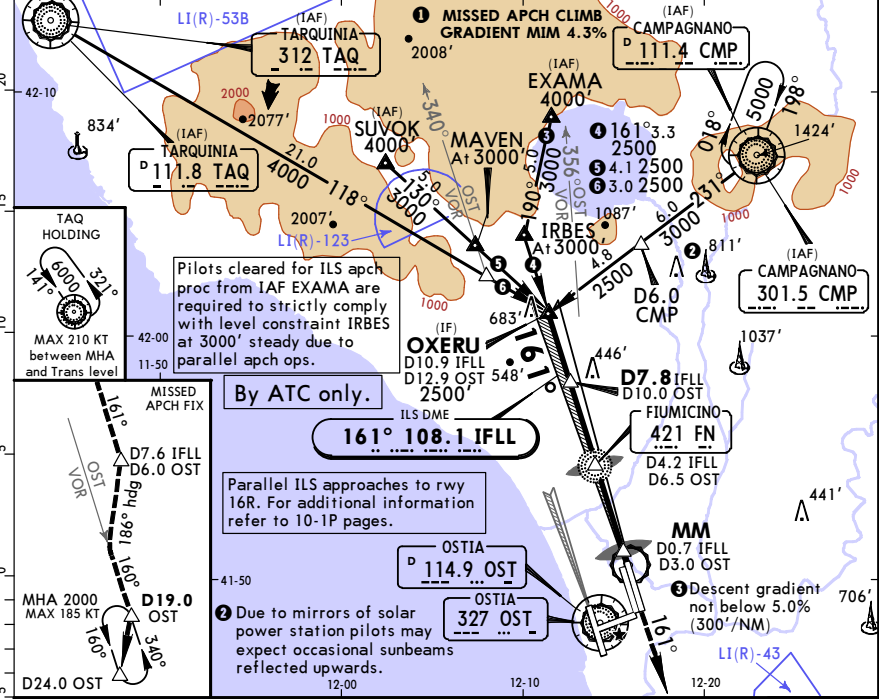


**LIR/FCO FIUMICINO** **ROME, ITALY**  
 2 FEB 18 **(11-1A)** **CAT II/III ILS X Rwy 16L**

|                                |                                     |  |                                     |                         |
|--------------------------------|-------------------------------------|--|-------------------------------------|-------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7 127.625</b> | Ground<br><b>121.9</b>  |
| LOC IFL<br><b>108.1</b>        | Final Apch Crs<br><b>161°</b>       | GS LOM<br><b>1350'</b> (1336')         | CAT II & III ILS Refer to Minimums  | Apt Elev 14'<br>Rwy 14' |

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

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'  
 1. Special Aircrew & Acft Certification Required. 2. DME required.



|  |                               |   |   |         |         |
|--|-------------------------------|---|---|---------|---------|
| <b>OXERU</b><br>D10.9 IFFL<br>D12.9 OST<br>2500' | <b>D7.8 IFFL</b><br>D10.0 OST | <b>LOM</b><br>D4.2 IFFL<br>D6.5 OST<br>GS 1350' | <b>MM</b><br>D0.7 IFFL<br>D3.0 OST<br>GS 230' | TCH 56' | Rwy 14' |
|--|-------------------------------|---|---|---------|---------|

|               |       |     |     |     |     |     |          |       |           |                       |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|-----------|-----------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 2000' | ↑ on 161° | D7.6 IFFL<br>D6.0 OST |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     |       |           |                       |

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

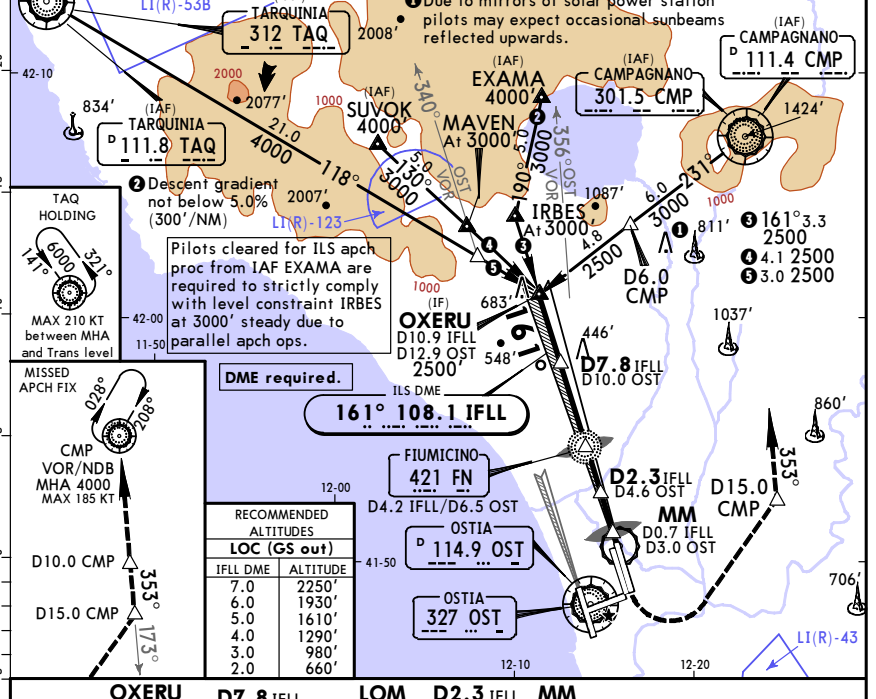
1 for ATC reasons. If unable to comply advise ATC. 2 CAT IIIIB: Mim RVR 75m.

**LIR/FCO FIUMICINO** **ROME, ITALY**  
 2 FEB 18 **(11-2)** **MACG MIM 4.3% ILS W or LOC W Rwy 16L**

|                                |                                     |  |                                     |                         |
|--------------------------------|-------------------------------------|--|-------------------------------------|-------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7 127.625</b> | Ground<br><b>121.9</b>  |
| LOC IFL<br><b>108.1</b>        | Final Apch Crs<br><b>161°</b>       | GS LOM<br><b>1350'</b> (1336')         | ILS DA(H) Refer to Minimums         | Apt Elev 14'<br>Rwy 14' |

**MISSED APCH:** Proceed on 161° rwy hdg climbing to 4000'. At 450' turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in bound 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.



|  |                               |   |                              |   |         |         |
|--|-------------------------------|---|------------------------------|---|---------|---------|
| <b>OXERU</b><br>D10.9 IFFL<br>D12.9 OST<br>2500' | <b>D7.8 IFFL</b><br>D10.0 OST | <b>LOM</b><br>D4.2 IFFL<br>D6.5 OST<br>GS 1350' | <b>D2.3 IFFL</b><br>D4.6 OST | <b>MM</b><br>D0.7 IFFL<br>D3.0 OST<br>GS 230' | TCH 56' | Rwy 14' |
|--|-------------------------------|---|------------------------------|---|---------|---------|

|                             |       |     |     |     |     |     |          |       |                            |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------|-------|----------------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 2000' | Refer to Missed Apch above |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     |       |                            |

|  |  |   |  |                       |  |
|--|--|---|--|-----------------------|--|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 16L<br>Missed apch climb gradient mim 4.3% up to 2000' |  |   |  | <b>CIRCLE-TO-LAND</b> |  |
| <b>ILS</b><br>DA(H) A: <b>269'</b> (255')<br>B: <b>281'</b> (267')                             |  | <b>LOC (GS out)</b><br>CDFA<br>DA/MDA(H) <b>420'</b> (406') |  | Max Kts               |  |
| FULL   |  | TDZ or CL out   |  | 100                   |  |
| ALS out  |  | ALS out   |  | 135                   |  |
| RVR 600m   |  | RVR 600m  |  | 180                   |  |
| RVR 600m   |  | RVR 1300m   |  | 205                   |  |
| RVR 650m   |  | RVR 1400m   |  | 3600m                 |  |
| RVR 650m   |  | RVR 1500m   |  | 800' (786')           |  |
| RVR 650m   |  | RVR 1200m   |  | 800' (786')           |  |
| RVR 650m   |  | RVR 1900m   |  | 900' (886')           |  |
| RVR 650m   |  | RVR 650m  |  | 900' (886')           |  |

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

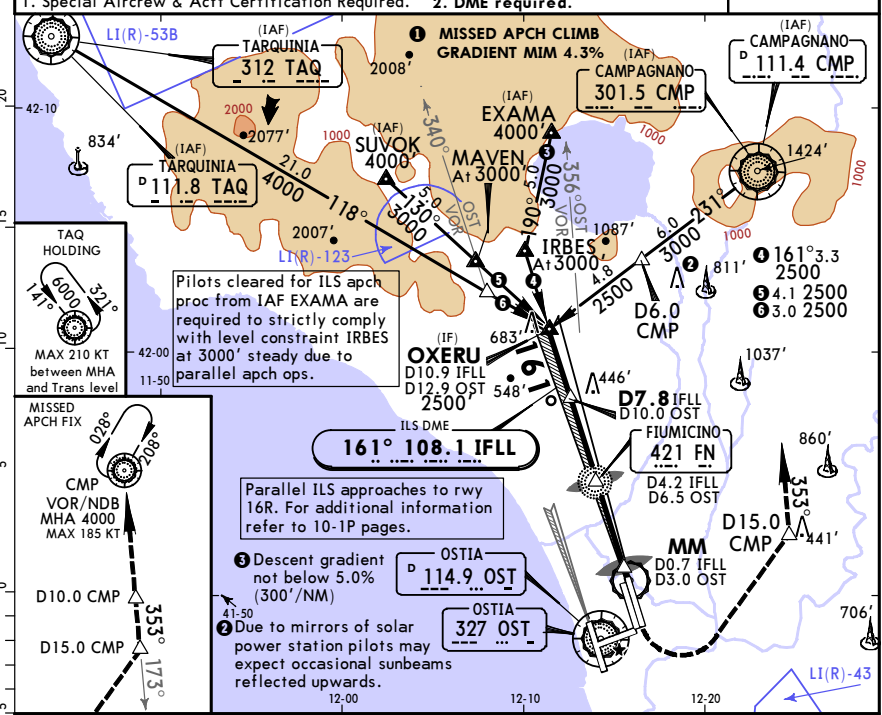
**LIR/FCO FIUMICINO** **ROME, ITALY**  
 2 FEB 18 **(11-2A)** **CAT II/III ILS W Rwy 16L**

|                                |                                     |  |   |                         |
|--------------------------------|-------------------------------------|--|---|-------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7 127.625</b>       | Ground<br><b>121.9</b>  |
| LOC<br>IFLL<br><b>108.1</b>    | Final<br>ApcH Crs<br><b>161°</b>    | GS<br>LOM<br><b>1350'</b> (1336')      | CAT II & IIIA ILS<br>Refer to<br>Minimums | Apt Elev 14'<br>Rwy 14' |

**MISSED APCH:** Proceed on 161° rwy hdg climbing to 4000'. At 450' turn LEFT (MAX 200 KT) to intercept and follow inbound R-173 CMP. Maintain 2000' until D15.0/R-173 CMP, then climb in order to cross D10.0/R-173 CMP between 3000' and 4000'. Proceed to VOR to be reached at 4000'.

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

1. Special Aircrew & Acft Certification Required. 2. DME required.



|   |                               |   |   |
|---|-------------------------------|---|---|
| <b>OXERU</b><br>D10.9 IFLL<br>D12.9 OST<br>2500'  | <b>D7.8 IFLL</b><br>D10.0 OST | <b>LOM</b><br>D4.2 IFLL<br>D6.5 OST<br>GS 1350' | <b>MM</b><br>D0.7 IFLL<br>D3.0 OST<br>GS 230' |
| <p>161° 108.1 IFLL</p> <p>Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.</p> <p>3 Descent gradient not below 5.0% (300'/NM)</p> <p>4 Due to mirrors of solar power station pilots may expect occasional sunbeams reflected upwards.</p> |                               |   |   |

|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |

|  |                  |                  |                  |
|--|------------------|------------------|------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 16L<br>Missed apch climb gradient mim 4.3% up to 2000' |                  |                  |                  |
| CAT IIIA ILS   | CAT II ILS       |                  |                  |
| A  | B                | C                | D                |
| RA 150'  | RA 159'          | RA 163'          | RA 176'          |
| DA(H) 170'(156')   | DA(H) 180'(166') | DA(H) 185'(171') | DA(H) 200'(186') |
| RVR 200m   | RVR 450m         |                  |                  |

1 for ATC reasons. If unable to comply advise ATC. 2 CAT IIIB: Mim RVR 75m.

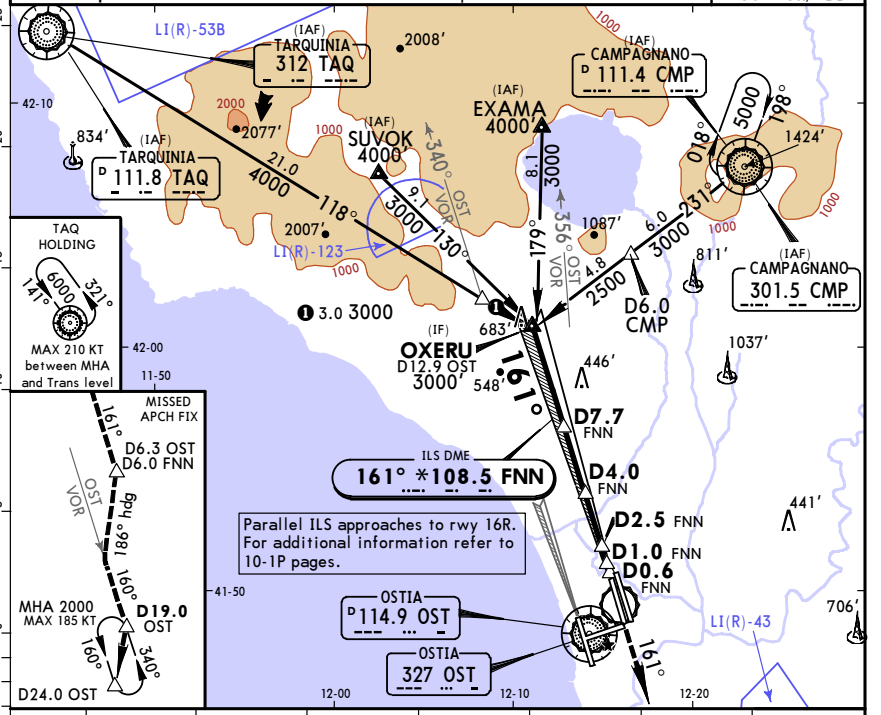
**LIR/FCO FIUMICINO** **ROME, ITALY**  
 2 FEB 18 **(11-3)** **MACG MIM 4.3% ILS or LOC Rwy 16C**

|                                |                                     |  |                                      |                        |
|--------------------------------|-------------------------------------|--|--------------------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7 127.625</b>  | Ground<br><b>121.9</b> |
| LOC<br>FNN<br><b>*108.5</b>    | Final<br>ApcH Crs<br><b>161°</b>    | GS<br>D4.0 FNN<br><b>1340'</b> (1332') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>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 (160° from OST NDB) 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 displ threshold.



|  |                              |                             |  |
|--|------------------------------|-----------------------------|--|
| <b>OXERU</b><br>D12.9 OST  | <b>D7.7 FNN</b><br>D10.0 OST | <b>D4.0 FNN</b><br>GS 1340' | <b>D1.0 FNN</b><br>D0.6 FNN<br>GS 260' |
| <p>161° *108.5 FNN</p> <p>Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.</p> |                              |                             |  |

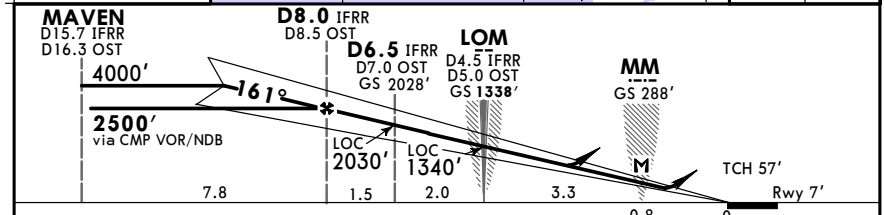
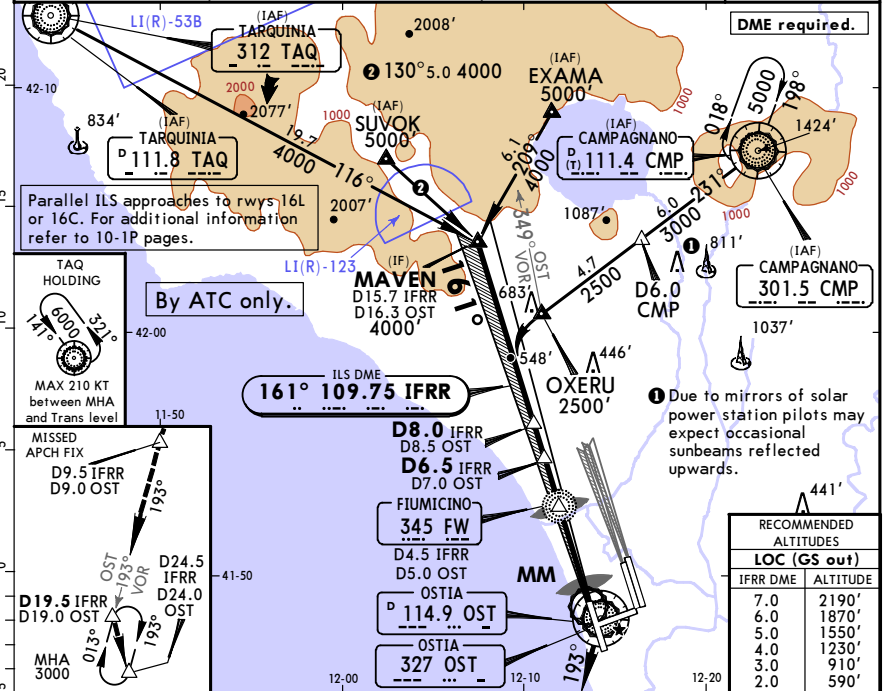
|                             |       |     |     |     |     |     |
|-----------------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |

|  |               |                      |  |
|--|---------------|----------------------|--|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 16C<br>Missed apch climb gradient mim 4.3% up to 2000' |               |                      |  |
| ILS  |               | LOC (GS out)         |  |
| A: 208'(200')  | C: 219'(211') | CDFA                 |  |
| DA(H) B: 211'(203')  | D: 230'(222') | DA/MDA(H) 400'(392') |  |
| FULL   | ALS out       | ALS out              |  |
| A  | RVR 750m      | RVR 1500m            | Max Kts: 100 MDA(H) 800'(786') VIS 1500m |
| B  | RVR 750m      | RVR 1500m            | 135 800'(786') 1600m                     |
| C  | RVR 800m      | RVR 1400m            | 180 900'(886') 2400m                     |
| D  | RVR 800m      | RVR 1800m            | 205 900'(886') 3600m                     |

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

**LIR/FCO FIUMICINO** 2 FEB 18 **(11-4)** **ROME, ITALY**  
**ILS Z or LOC Z Rwy 16R**

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



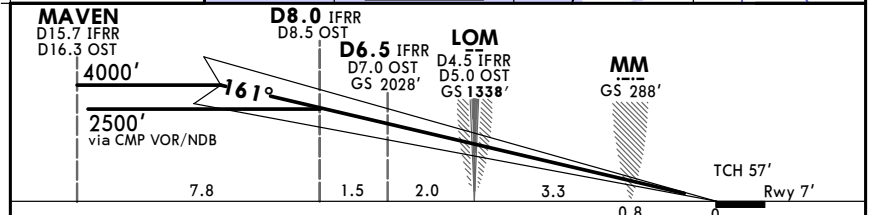
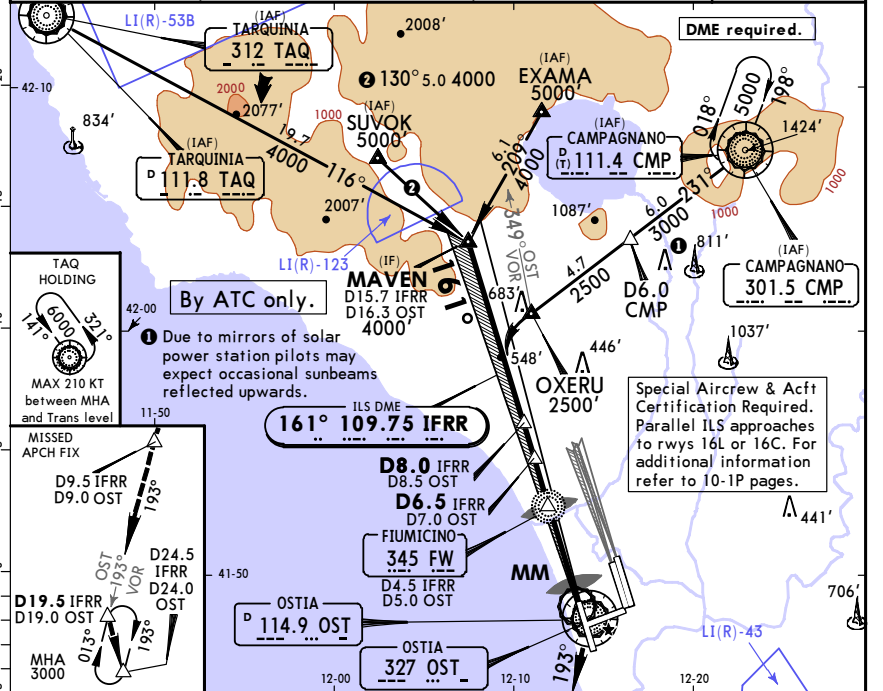
|                             |       |     |     |     |     |     |          |                            |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------|----------------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II |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

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

W/o HUD/AP/FD: RVR 750m

**LIR/FCO FIUMICINO** 2 FEB 18 **(11-4A)** **ROME, ITALY**  
**CAT II/III ILS Z Rwy 16R**

|                                |                                     |  |                                    |                        |
|--------------------------------|-------------------------------------|--|------------------------------------|------------------------|
| ATIS Arrival<br><b>126.125</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7</b>        | Ground<br><b>121.9</b> |
| LOC IFRR<br><b>109.75</b>      | Final Apch Crs<br><b>161°</b>       | GS LOM<br><b>1338'</b> (1331')         | CAT II & III ILS Refer to Minimums | Apt Elev 14'<br>Rwy 7' |



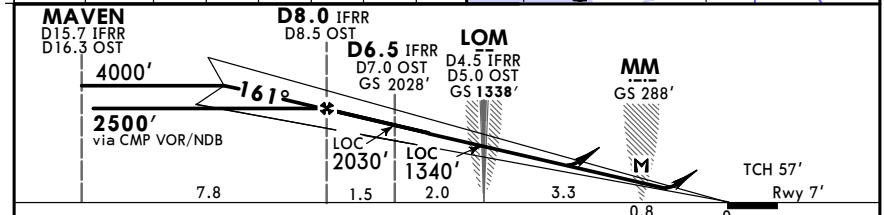
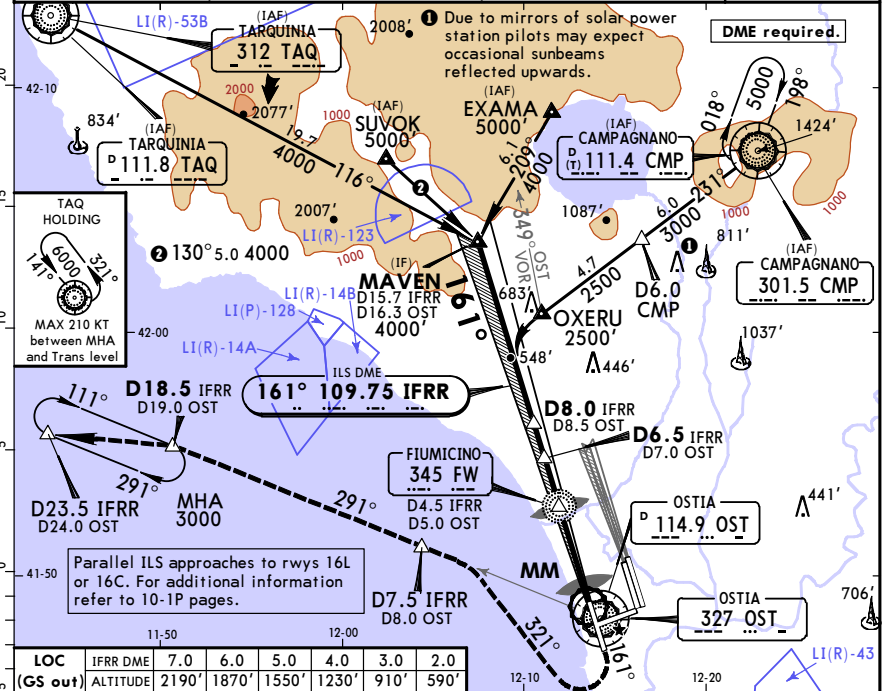
|               |       |     |     |     |     |     |          |                            |
|---------------|-------|-----|-----|-----|-----|-----|----------|----------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      |                            |

| STANDARD     |                   | STRAIGHT-IN LANDING RWY 16R |                   |         |
|--------------|-------------------|-----------------------------|-------------------|---------|
| CAT IIIA ILS | RA 102'           | CAT II ILS                  |                   | RA 124' |
|              |                   | AB RA 102'                  | C RA 107'         |         |
|              | DA(H) 107' (100') | DA(H) 112' (105')           | DA(H) 126' (119') |         |
| RVR 200m     |                   |                             | RVR 300m          |         |

CAT IIIB: Mim RVR 75m.

**LIR/FCO FIUMICINO** 2 FEB 18 **(11-5)** **ROME, ITALY**  
**ILS Y or LOC Y Rwy 16R**

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



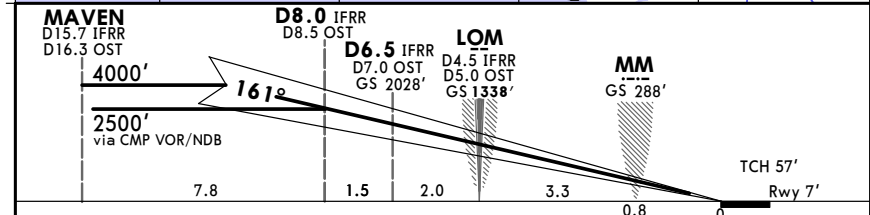
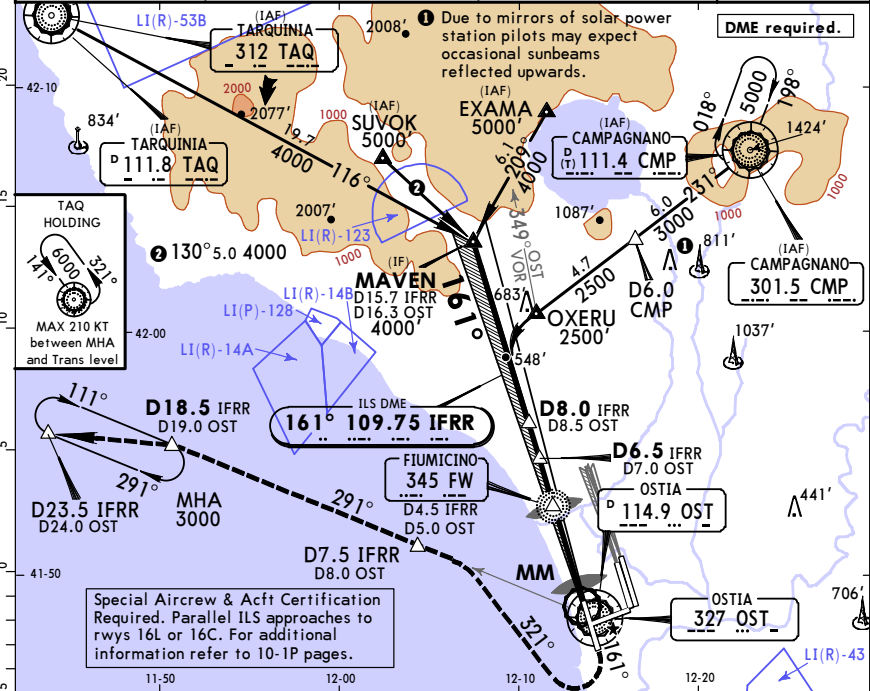
|                             |       |     |     |     |     |     |          |                            |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------|----------------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II |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

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

W/o HUD/AP/FD: RVR 750m

**LIR/FCO FIUMICINO** 2 FEB 18 **(11-5A)** **ROME, ITALY**  
**CAT II/III ILS Y Rwy 16R**

|                                |                                  |                                     |   |  |                        |                             |  |                        |  |
|--------------------------------|----------------------------------|-------------------------------------|---|--|------------------------|-----------------------------|--|------------------------|--|
| ATIS Arrival<br><b>126.125</b> |                                  | ROMA Arrivals (APP)<br><b>125.5</b> |   | *ROMA Director (APP)<br><b>131.250</b> |                        | FIUME Tower<br><b>118.7</b> |  | Ground<br><b>121.9</b> |  |
| LOC<br>IFRR<br><b>109.75</b>   | Final<br>Apch Crs<br><b>161°</b> | GS<br>LOM<br><b>1338'</b> (1331')   | CAT II & IIIA ILS<br>Refer to<br>Minimums |  | Apt Elev 14'<br>Rwy 7' |                             |  |                        |  |



|               |       |     |     |     |     |     |          |                            |
|---------------|-------|-----|-----|-----|-----|-----|----------|----------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      |                            |

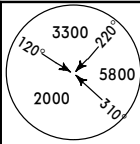
| PANS OPS | STRAIGHT-IN LANDING RWY 16R    |                               |
|----------|--------------------------------|-------------------------------|
|          | CAT IIIA ILS                   | CAT II ILS                    |
| A        | AB RA 102'<br>DA(H) 107'(100') | C RA 107'<br>DA(H) 112'(105') |
| B        | DH 50'                         | D RA 124'<br>DA(H) 126'(119') |
| C        | RVR 200m                       | RVR 300m                      |

W/o HUD/AP/FD: RVR 75m

**LIR/FCO FIUMICINO** **ROME, ITALY**  
**ILS or LOC Rwy 25**

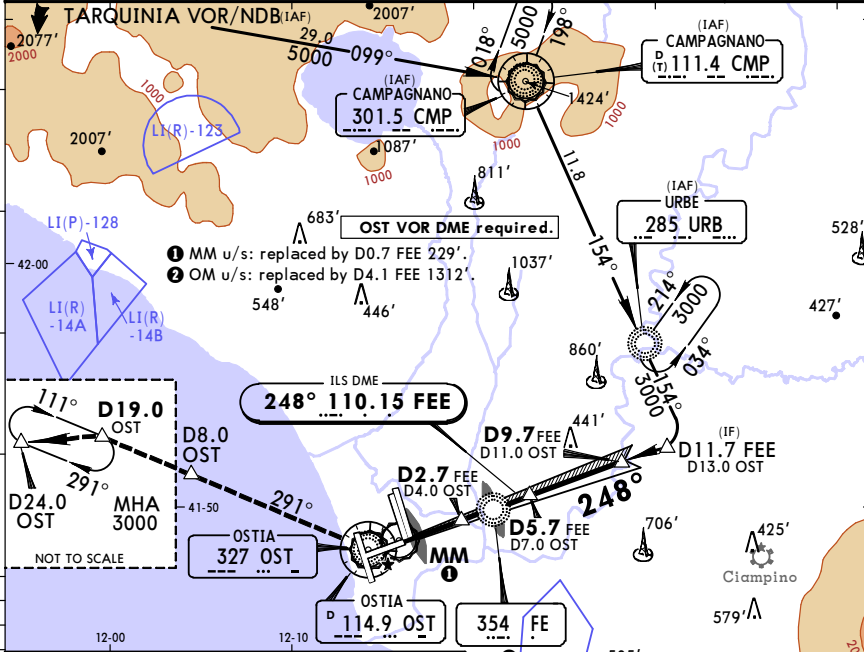
2 FEB 18 (11-6)

|                                    |                                     |  |                                      |                         |
|------------------------------------|-------------------------------------|--|--------------------------------------|-------------------------|
| ATIS Arrival<br><b>120.175</b>     | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7</b>          | Ground<br><b>121.9</b>  |
| LOC<br><b>FEE</b><br><b>110.15</b> | Final<br>Apch Crs<br><b>248°</b>    | GS<br>LOM <b>301.5</b><br>(1295')      | ILS<br>DA(H)<br>Refer to<br>Minimums | Appt Elev 14'<br>Rwy 5' |

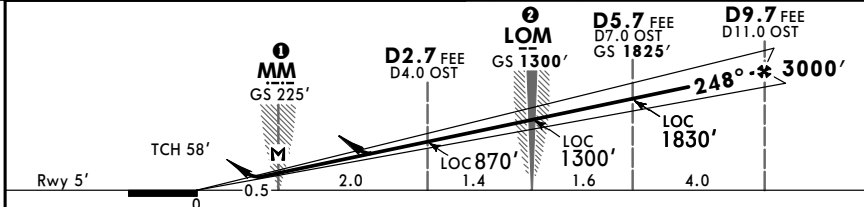


**MISSED APCH:** Climb on heading 248° to 500', then turn RIGHT onto R-291 OST (291° from OST NDB) climbing to 2000' within D8.0 OST. Continue to D19.0 OST and hold at 3000'.

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



| LOC (GS out) | FEE DME | 1.0  | 2.0  | 3.0   | 4.0   | 5.0 |
|--------------|---------|------|------|-------|-------|-----|
| ALTITUDE     | 330'    | 650' | 970' | 1290' | 1600' |     |



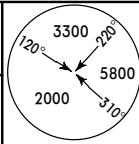
|                             |       |     |     |     |     |     |     |                            |
|-----------------------------|-------|-----|-----|-----|-----|-----|-----|----------------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 |     |               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

| STRAIGHT-IN LANDING RWY 25  |         |                                    | CIRCLE-TO-LAND |         |            |       |
|---|---------|------------------------------------|----------------|---------|------------|-------|
| DA(H)<br>A: 215'(210°)<br>B: 225'(220°)<br>C: 235'(230°)<br>D: 240'(235°) | ILS     | LOC (GS out)<br>CDFA<br>400'(395') | DA(MDA(H))     | Max Kts | MDA(H)     | VIS   |
| FULL  | ALS out | ALS out                            |                | 100     | 800'(786') | 1500m |
|   |         |                                    |                | 135     | 800'(786') | 1600m |
|   |         |                                    |                | 180     | 900'(886') | 2400m |
|   |         |                                    |                | 205     | 900'(886') | 3600m |

**LIR/FCO FIUMICINO** **ROME, ITALY**  
**ILS or LOC Rwy 34L**

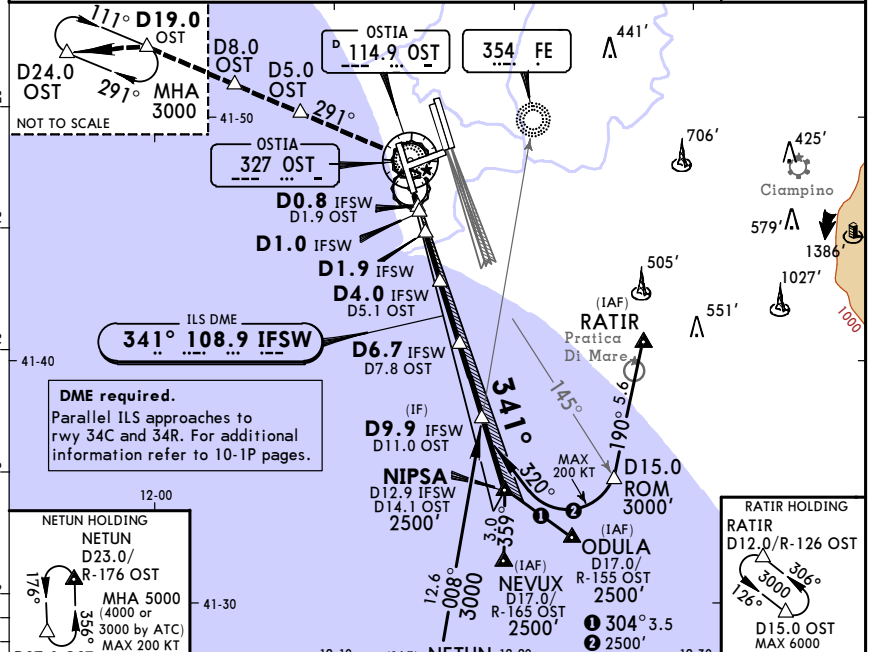
2 FEB 18 (11-7)

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

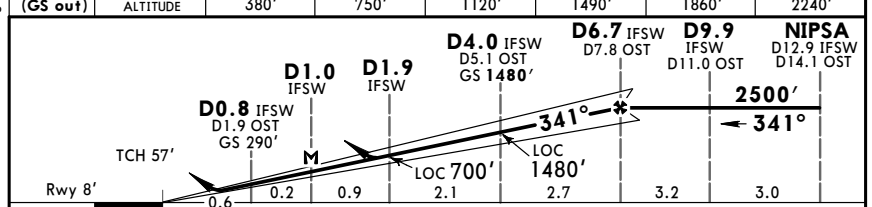


**MISSED APCH:** Climb on 341° to 400', then turn LEFT onto R-291 OST (291° from OST NDB) climbing and maintain 1500' until D5.0 OST, then climbing to 2000' within D8.0 OST, then continue to D19.0 OST and hold at 3000'.

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



| 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 |     |                            |
| ILS GS or LOC Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | 991 | Refer to Missed Apch above |

| STRAIGHT-IN LANDING RWY 34L   |         |                            | CIRCLE-TO-LAND |         |            |       |
|---|---------|----------------------------|----------------|---------|------------|-------|
| DA(H)<br>A: 208'(200°)<br>B: 226'(218°)<br>C: 214'(206°)<br>D: 226'(218°) | ILS     | LOC (GS out)<br>380'(372') | DA(H)          | Max Kts | MDA(H)     | VIS   |
| FULL/Limited  | ALS out | ALS out                    |                | 100     | 800'(786') | 1500m |
|   |         |                            |                | 135     | 800'(786') | 1600m |
|   |         |                            |                | 180     | 900'(886') | 2400m |
|   |         |                            |                | 205     | 900'(886') | 3600m |

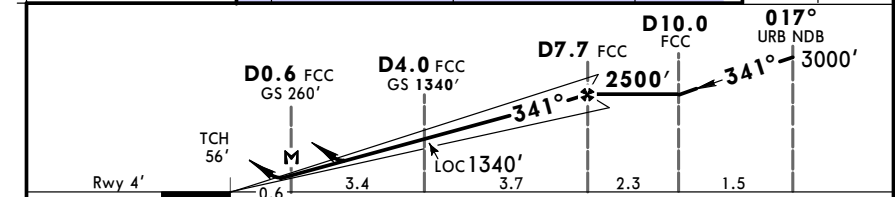
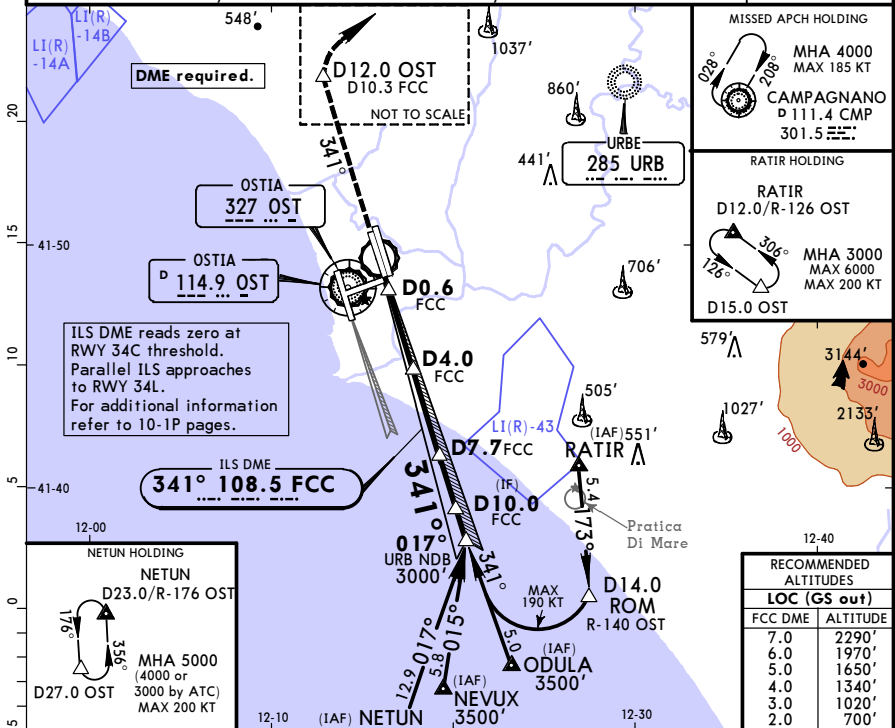
**LIR/FCO FIUMICINO** **JEPPESEN** **ROME, ITALY**  
**ILS or LOC Rwy 34C**

2 FEB 18 (11-8)

|                                |                                     |  |                                      |                        |
|--------------------------------|-------------------------------------|--|--------------------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7 127.625</b>  | Ground<br><b>121.9</b> |
| LOC<br>FCC<br><b>108.5</b>     | Final<br>Apch Crs<br><b>341°</b>    | GS<br>D4.0 FCC<br><b>1340'</b> (1336') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>Rwy 4' |

**MISSED APCH:** Climb on 341° to cross D12.0 OST/D10.3 FCC at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'.

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



|                                |       |     |     |     |     |     |     |              |       |         |
|--------------------------------|-------|-----|-----|-----|-----|-----|-----|--------------|-------|---------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 |     | HIALS        | MM    | D12.0   |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | REIL<br>PAPI | 2000' | on 341° |

| A | STRAIGHT-IN LANDING RWY 34C |              | CIRCLE-TO-LAND |              |
|---|-----------------------------|--------------|----------------|--------------|
|   | DA(H)                       | LOC (Gs out) | DA(H)          | LOC (Gs out) |
| B | 204' (202')                 | 206' (202')  | 420' (416')    | 420' (416')  |
| C | 217' (213')                 | 217' (213')  |                |              |
| D |                             |              |                |              |

CHANGES: MSA.

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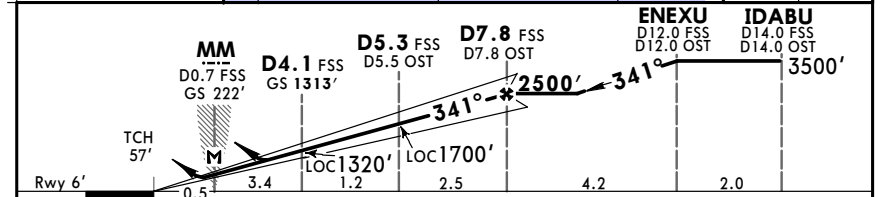
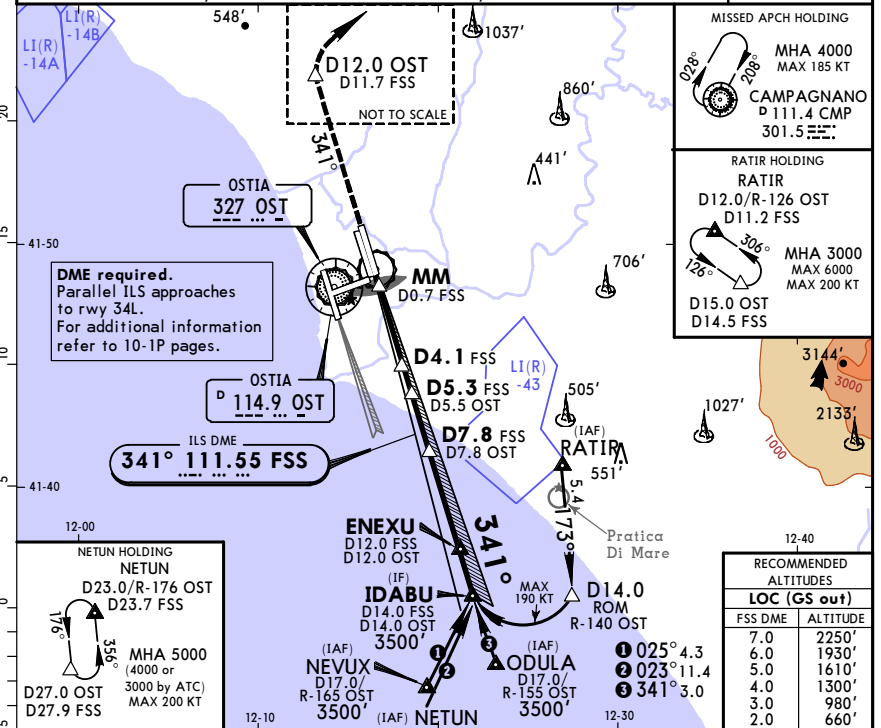
**LIR/FCO FIUMICINO** **JEPPESEN** **ROME, ITALY**  
**ILS or LOC Rwy 34R**

2 FEB 18 (11-9)

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

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

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



|                                |       |     |     |     |     |     |     |          |       |         |
|--------------------------------|-------|-----|-----|-----|-----|-----|-----|----------|-------|---------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 |     | HIALS-II | MM    | D12.0   |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI     | 2000' | on 341° |

| A | STRAIGHT-IN LANDING RWY 34R |              | CIRCLE-TO-LAND |              |
|---|-----------------------------|--------------|----------------|--------------|
|   | DA(H)                       | LOC (Gs out) | DA(H)          | LOC (Gs out) |
| B | 206' (200')                 | 206' (200')  | 420' (414')    | 420' (414')  |
| C |                             |              |                |              |
| D |                             |              |                |              |

CHANGES: MSA.

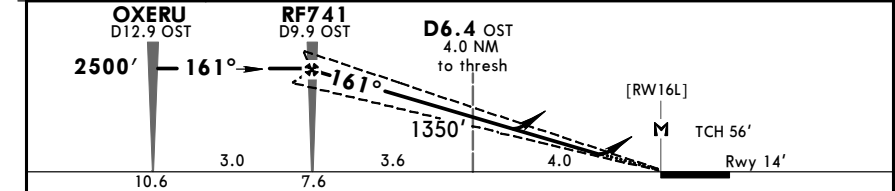
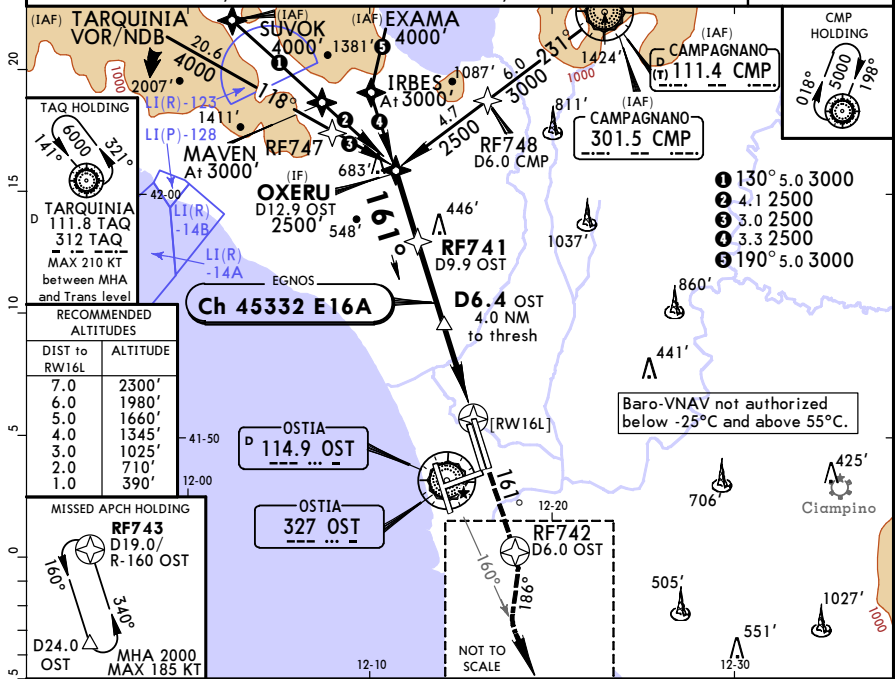
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**LIR/FCO FIUMICINO** 2 FEB 18 (12-1) MACG MIM 4.3% **ROME, ITALY**  
**RNAV (GNSS) Rwy 16L**

|                                |                                     |   |                                     |                         |
|--------------------------------|-------------------------------------|---|-------------------------------------|-------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b>    | FIUME Tower<br><b>118.7 127.625</b> | Ground<br><b>121.9</b>  |
| EGNOS<br><b>CH 45332 E16A</b>  | Final Apc Crs<br><b>161°</b>        | Minimum Alt<br><b>RF741 2500'</b> (2486') | LPV DA(H) Refer to Minimums         | Apt Elev 14'<br>Rwy 14' |

**MISSED APCH:** Climb on rwy heading 161° to 2000' to be reached within RF742/D6.0 OST, turn RIGHT (MAX 185 KT) onto heading 186° to intercept R-160 OST (160° from OST NDB). Continue to RF743 and hold.

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



|                           |       |     |     |     |     |     |
|---------------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 849 |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |
| LNAV: MAP at RW16L        |       |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 16L                     |                |                |                | CIRCLE-TO-LAND                                  |                |                   |                |
|---|----------------|----------------|----------------|---|----------------|-------------------|----------------|
| Missed apch climb gradient mim 4.3% up to 2000' |                |                |                | Missed apch climb gradient mim 4.3% up to 2000' |                |                   |                |
| LPV   |                | LNAV           |                | LPV   |                | LNAV              |                |
| A: 290' (276')                                  | C: 310' (296') | A: 480' (466') | C: 500' (486') | A: 269' (261')                                  | C: 289' (281') | A: 480' (466')    | C: 500' (486') |
| B: 300' (286')                                  | D: 320' (306') | B: 490' (476') | D: 510' (496') | DA(H) B: 281' (273')                            | D: 300' (292') | DA(H) 500' (492') |                |
| ALS out   |                | ALS out        |                | ALS out   |                | ALS out           |                |
| A   | RVR 1300m      | RVR 1500m      |                | RVR 1500m                                       |                | RVR 1500m         |                |
| B   | RVR 750m       | RVR 1500m      |                | RVR 1500m                                       |                | RVR 1500m         |                |
| C   | RVR 1400m      | RVR 1500m      |                | RVR 1500m                                       |                | RVR 1500m         |                |
| D   | RVR 1400m      | RVR 1500m      | CMV 2300m      | RVR 1500m                                       | CMV 2300m      | RVR 1500m         | CMV 2300m      |
|   |                |                |                |   |                |                   |                |
|   |                |                |                |   |                |                   |                |
|   |                |                |                |   |                |                   |                |

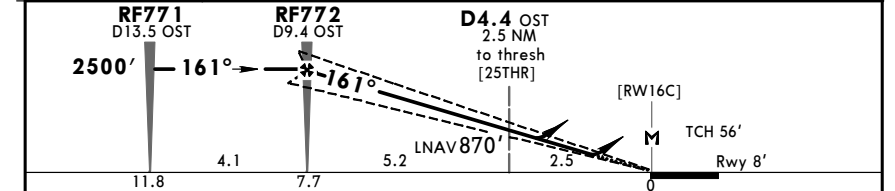
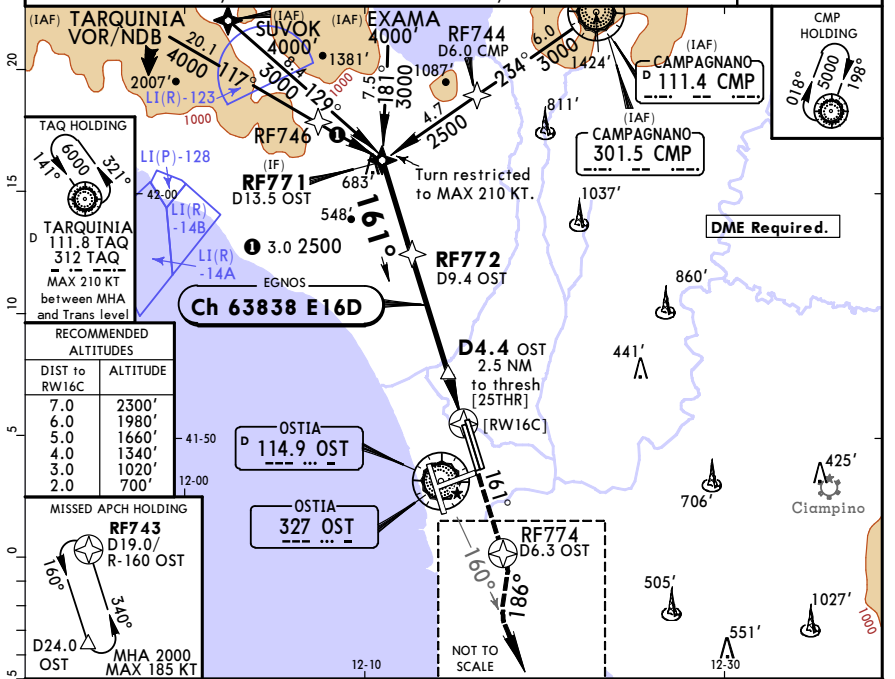
1 If unable to comply advise ATC.  
 2 With TDZ, CL and HUD: CAT A RVR 600m, CAT BC RVR 650m, CAT D 700m.

**LIR/FCO FIUMICINO** 2 FEB 18 (12-2) MACG MIM 4.3% **ROME, ITALY**  
**RNAV (GNSS) Rwy 16C**

|                                |                                     |   |                                     |                        |
|--------------------------------|-------------------------------------|---|-------------------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b>    | FIUME Tower<br><b>118.7 127.625</b> | Ground<br><b>121.9</b> |
| EGNOS<br><b>CH 63838 E16D</b>  | Final Apc Crs<br><b>161°</b>        | Minimum Alt<br><b>RF772 2500'</b> (2492') | LPV DA(H) Refer to Minimums         | Apt Elev 14'<br>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 (160° from OST NDB), then to RF743 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 |
| Glide Path Angle   | 3.00° | 372 | 478 | 531 | 637 | 849 |
| LPV: MAP at DA     |       |     |     |     |     |     |
| LNAV: MAP at RW16C |       |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 16C                     |                |                   |                | CIRCLE-TO-LAND                                  |                |                   |                |
|---|----------------|-------------------|----------------|---|----------------|-------------------|----------------|
| Missed apch climb gradient mim 4.3% up to 2000' |                |                   |                | Missed apch climb gradient mim 4.3% up to 2000' |                |                   |                |
| LPV   |                | LNAV              |                | LPV   |                | LNAV              |                |
| A: 269' (261')                                  | C: 289' (281') | A: 480' (466')    | C: 500' (486') | A: 269' (261')                                  | C: 289' (281') | A: 480' (466')    | C: 500' (486') |
| DA(H) B: 281' (273')                            | D: 300' (292') | DA(H) 500' (492') |                | DA(H) B: 281' (273')                            | D: 300' (292') | DA(H) 500' (492') |                |
| ALS out   |                | ALS out           |                | ALS out   |                | ALS out           |                |
| A   | RVR 900m       | RVR 1500m         |                | RVR 1500m                                       |                | RVR 1500m         |                |
| B   | RVR 900m       | RVR 1500m         |                | RVR 1500m                                       |                | RVR 1500m         |                |
| C   | RVR 1400m      | RVR 1500m         |                | RVR 1500m                                       |                | RVR 1500m         |                |
| D   | RVR 1400m      | RVR 1500m         | CMV 2300m      | RVR 1500m                                       | CMV 2300m      | RVR 1500m         | CMV 2300m      |
|   |                |                   |                |   |                |                   |                |
|   |                |                   |                |   |                |                   |                |

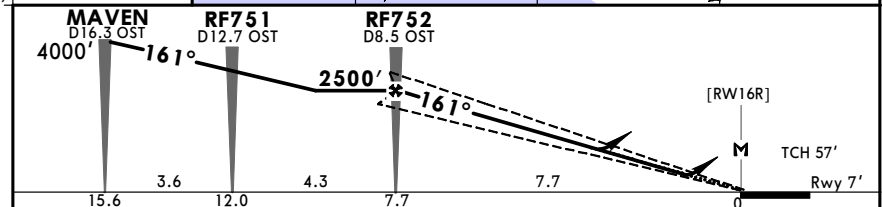
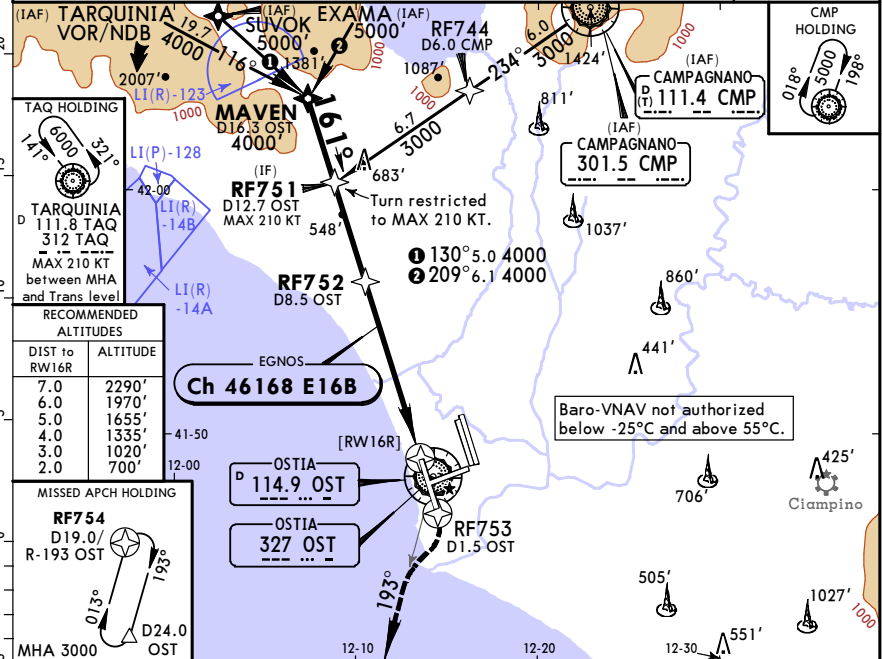
1 If unable to comply advise ATC.

**LIR/FCO FIUMICINO** 2 FEB 18 (12-3) **ROME, ITALY**  
**RNAV (GNSS) Rwy 16R**

|                                  |                              |                                       |                                      |                        |
|----------------------------------|------------------------------|---------------------------------------|--------------------------------------|------------------------|
| ATIS Arrival<br>126.125          | ROMA Arrivals (APP)<br>125.5 | *ROMA Director (APP)<br>131.250       | FIUME Tower<br>118.7                 | Ground<br>121.9        |
| EGNOS<br><b>CH 46168</b><br>E16B | Final<br>Apc Crs<br>161°     | Minimum Alt<br>RF752<br>2500' (2493') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>Rwy 7' |

**MISSED APCH:** Climb on rwy heading 161° to 3000', at RF753/  
D1.5 OST turn RIGHT onto R-193 OST (193° from OST NDB) to  
RF754 and hold. Cross 2000' not further than D9.0 OST.

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



|                           |       |     |     |     |     |     |
|---------------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 743 |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |
| LNAV: MAP at RW16R        |       |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 16R |                |                |                               | CIRCLE-TO-LAND    |                       |
|-----------------------------|----------------|----------------|-------------------------------|-------------------|-----------------------|
| LPV                         |                | LNAV/VNAV      |                               | LNAV              |                       |
| DA(H)                       | C: 270' (263') | DA(H)          | A: 300' (293') C: 320' (313') | DA(H) 420' (413') |                       |
| AB: 260' (253')             | D: 280' (273') | B: 310' (303') | D: 330' (323')                |                   |                       |
| ALS out                     |                | ALS out        |                               | Max Kts           |                       |
| A                           | RVR 750m       | RVR 1300m      | RVR 750m                      | RVR 1400m         | RVR 1200m             |
| B                           |                |                | RVR 1500m                     |                   | 100 800' (786') 1500m |
| C                           |                |                | RVR 1900m                     |                   | 135 800' (786') 1600m |
| D                           |                |                |                               |                   | 180 900' (886') 2400m |
|                             |                |                |                               |                   | 205 900' (886') 3600m |

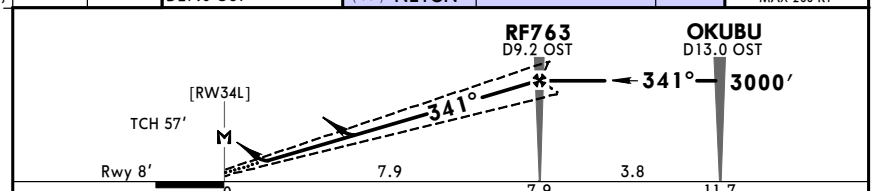
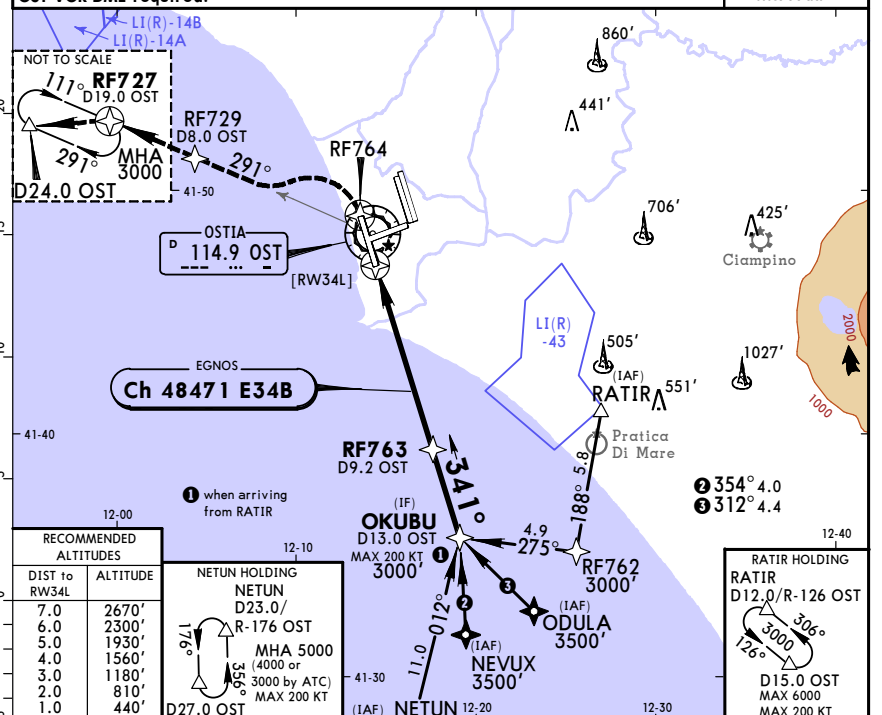
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**LIR/FCO FIUMICINO** 2 FEB 18 (12-4) **ROME, ITALY**  
**RNAV (GNSS) Rwy 34L**

|                                  |                              |                                       |                                      |                        |
|----------------------------------|------------------------------|---------------------------------------|--------------------------------------|------------------------|
| ATIS Arrival<br>126.125          | ROMA Arrivals (APP)<br>125.5 | *ROMA Director (APP)<br>131.250       | FIUME Tower<br>118.7                 | Ground<br>121.9        |
| EGNOS<br><b>CH 48471</b><br>E34B | Final<br>Apc Crs<br>341°     | Minimum Alt<br>RF763<br>3000' (2992') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>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'.

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



|                    |       |     |     |     |     |     |
|--------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts      | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle   | 3.50° | 434 | 557 | 619 | 743 | 867 |
| LPV: MAP at DA     |       |     |     |     |     |     |
| LNAV: MAP at RW34L |       |     |     |     |     |     |

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

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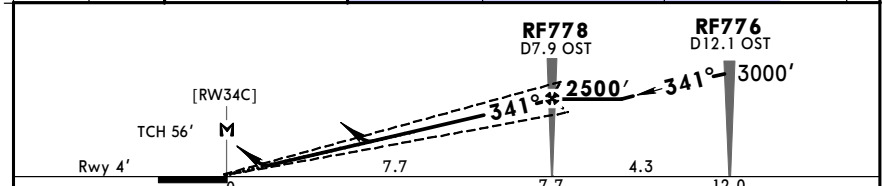
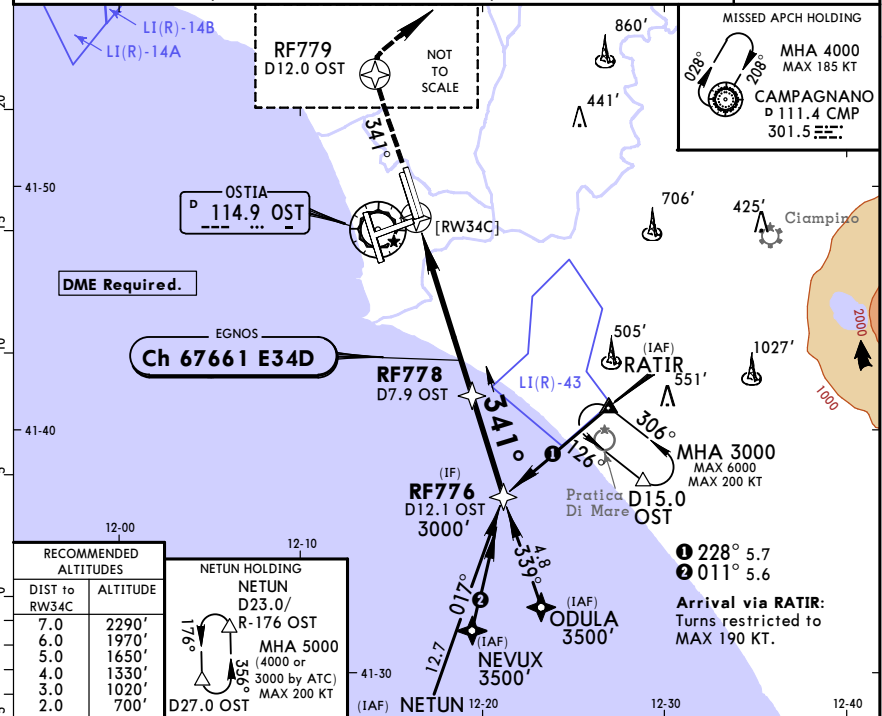


**LIR/FCO FIUMICINO** 2 FEB 18 (12-5) **ROME, ITALY**  
**RNAV (GNSS) Rwy 34C**

|                                |  |                                     |  |  |  |                                      |  |                        |  |
|--------------------------------|--|-------------------------------------|--|--|--|--------------------------------------|--|------------------------|--|
| ATIS Arrival<br><b>120.175</b> |  | ROMA Arrivals (APP)<br><b>125.5</b> |  | *ROMA Director (APP)<br><b>131.250</b>       |  | FIUME Tower<br><b>118.7 127.625</b>  |  | Ground<br><b>121.9</b> |  |
| EGNOS<br><b>CH 67661 E34D</b>  |  | Final<br>Apch Crs<br><b>341°</b>    |  | Minimum Alt<br>RF778<br><b>2500'</b> (2496') |  | LPV<br>DA(H)<br>Refer to<br>Minimums |  | Apt Elev 14'<br>Rwy 4' |  |

**MISSED APCH:** Climb on 341° to 4000'. At RF779/D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'.

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



|                    |       |    |     |     |     |     |       |     |       |      |       |     |
|--------------------|-------|----|-----|-----|-----|-----|-------|-----|-------|------|-------|-----|
| Gnd speed-Kts      | 70    | 90 | 100 | 120 | 140 | 160 | HIALS |     | 2000' | 341° | RF779 |     |
| Glide Path Angle   | 3.00° |    |     |     |     |     | 372   | 478 | 531   | 637  | 743   | 849 |
| LPV: MAP at DA     |       |    |     |     |     |     |       |     |       |      |       |     |
| LNAV: MAP at RW34C |       |    |     |     |     |     |       |     |       |      |       |     |

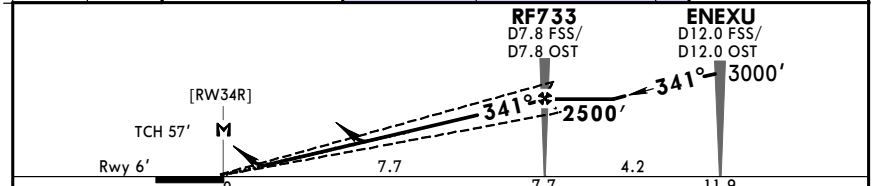
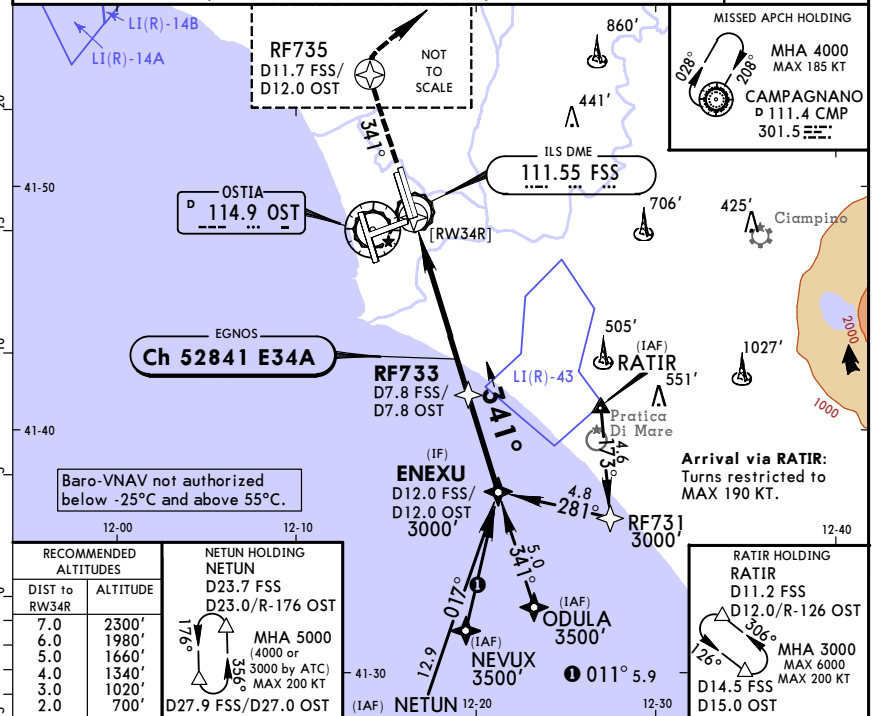
| Standard | LPV STRAIGHT-IN LANDING RWY 34C |                | LNAV              |     | CIRCLE-TO-LAND    |                   |
|----------|---------------------------------|----------------|-------------------|-----|-------------------|-------------------|
|          | A: 304' (300')             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

**LIR/FCO FIUMICINO** 2 FEB 18 (12-6) **ROME, ITALY**  
**RNAV (GNSS) Rwy 34R**

|                                |  |                                     |  |  |  |                                      |  |                        |  |
|--------------------------------|--|-------------------------------------|--|--|--|--------------------------------------|--|------------------------|--|
| ATIS Arrival<br><b>120.175</b> |  | ROMA Arrivals (APP)<br><b>125.5</b> |  | *ROMA Director (APP)<br><b>131.250</b>       |  | FIUME Tower<br><b>118.7 127.625</b>  |  | Ground<br><b>121.9</b> |  |
| EGNOS<br><b>CH 52841 E34A</b>  |  | Final<br>Apch Crs<br><b>341°</b>    |  | Minimum Alt<br>RF733<br><b>2500'</b> (2494') |  | LPV<br>DA(H)<br>Refer to<br>Minimums |  | Apt Elev 14'<br>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/NDB climbing to 4000'.

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



|                           |       |    |     |     |     |     |          |     |       |      |       |     |
|---------------------------|-------|----|-----|-----|-----|-----|----------|-----|-------|------|-------|-----|
| Gnd speed-Kts             | 70    | 90 | 100 | 120 | 140 | 160 | HIALS-II |     | 2000' | 341° | RF735 |     |
| Glide Path Angle          | 3.00° |    |     |     |     |     | 372      | 478 | 531   | 637  | 743   | 849 |
| LPV, LNAV/VNAV: MAP at DA |       |    |     |     |     |     |          |     |       |      |       |     |
| LNAV: MAP at RW34R        |       |    |     |     |     |     |          |     |       |      |       |     |

| Standard | LPV STRAIGHT-IN LANDING RWY 34R |                | LNAV/VNAV         |           | CIRCLE-TO-LAND |                   |
|----------|---------------------------------|----------------|-------------------|-----------|----------------|-------------------|
|          | A: 256' (250')                  | C: 324' (320') | DA(H) 490' (484') |           | Max Kts        | MDA(H) VIS        |
|          | DA(H) B: 260' (254')            | D: 335' (331') | ALS out           |           | 100            | 800' (786') 1500m |
| A        | RVR 750m                        | RVR 1300m      | RVR 900m          | RVR 1500m | 135            | 800' (786') 1600m |
| B        | RVR 1000m                       | RVR 1400m      | RVR 1000m         | RVR 1700m | 180            | 900' (886') 2400m |
| C        | RVR 1100m                       | RVR 1500m      | RVR 1100m         | RVR 1800m | 205            | 900' (886') 3600m |

**LIR/FCO**  
**FIUMICINO**

**JEPPESEN**  
2 FEB 18 (13-1)

**ROME, ITALY**  
**VOR Rwy 07**

|                                |                                     |   |                             |                        |
|--------------------------------|-------------------------------------|---|-----------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b>          | FIUME Tower<br><b>118.7</b> | Ground<br><b>121.9</b> |
| VOR OST<br><b>114.9</b>        | Final Apch Crs<br><b>060°</b>       | Minimum Alt<br><b>D5.0 OST</b><br>1550' (1536') | DA(H)<br><b>400'</b> (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 VOR/NDB

|          |       |       |       |      |      |
|----------|-------|-------|-------|------|------|
| OST DME  | 6.0   | 5.0   | 4.0   | 3.0  | 2.0  |
| ALTITUDE | 1770' | 1550' | 1250' | 950' | 650' |

|                           |                          |                         |
|---------------------------|--------------------------|-------------------------|
| <b>D10.0 OST</b><br>2000' | <b>D5.0 OST</b><br>1550' | <b>OST VOR</b><br>114.9 |
| 2000'                     | 1550'                    | 0.9                     |
| TCH 50'    Apt 14'        |                          |                         |

|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 2.88° | 355 | 457 | 508 | 609 | 812 |

MAP at D1.0 OST

|                 |                                   |           |                       |                      |
|-----------------|-----------------------------------|-----------|-----------------------|----------------------|
| <b>Standard</b> | <b>STRAIGHT-IN LANDING RWY 07</b> |           | <b>CIRCLE-TO-LAND</b> |                      |
|                 | DA(H) <b>400'</b> (386')          | ALS out   | Max Kts               | MDA(H)    VIS        |
| A               |                                   |           | 100                   | 800' (786')    1500m |
| B               | RVR 1500m                         |           | 135                   | 800' (786')    1600m |
| C               |                                   |           | 180                   | 900' (886')    2400m |
| D               | RVR 1600m                         | RVR 1800m | 205                   | 900' (886')    3600m |

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**LIR/FCO**  
**FIUMICINO**

**JEPPESEN**  
2 FEB 18 (13-2)

**ROME, ITALY**  
**VOR or NDB Rwy 16R**

|                                |                                     |  |   |                             |
|--------------------------------|-------------------------------------|--|---|-----------------------------|
| ATIS Arrival<br><b>126.125</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7</b>                     | Ground<br><b>121.9</b>      |
| VOR OST<br><b>114.9</b>        | NDB OST<br><b>327</b>               | Final Apch Crs<br><b>153°</b>          | Minimum Alt<br><b>D7.0 OST</b><br>2100' (2086') | DA(H)<br><b>400'</b> (386') |

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

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

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

|                          |                          |                          |                         |                             |
|--------------------------|--------------------------|--------------------------|-------------------------|-----------------------------|
| <b>D9.0 OST</b><br>2500' | <b>D7.0 OST</b><br>2100' | <b>D5.0 OST</b><br>1440' | <b>D3.0 OST</b><br>770' | <b>OST VOR/NDB</b><br>114.9 |
| 2500'                    | 2100'                    | 1440'                    | 770'                    | 0.2                         |
| TCH 57'    Apt 14'       |                          |                          |                         |                             |

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

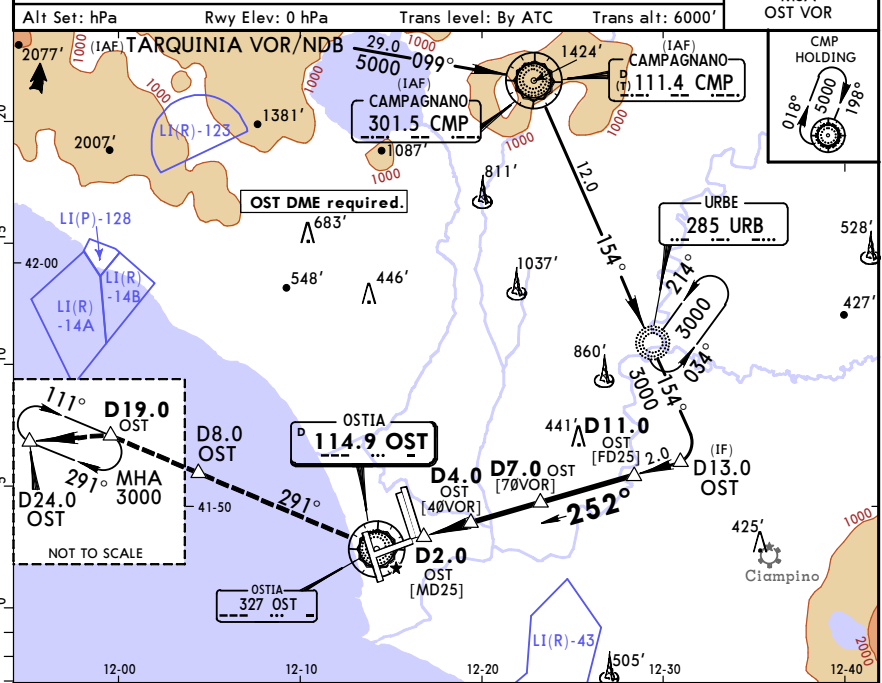
MAP at D1.0 OST

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

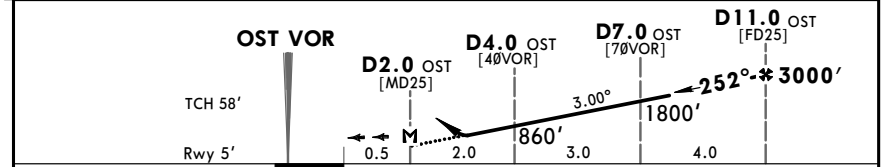
CHANGES: MSA.    © JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

**LIR/FCO FIUMICINO** **JEPPESEN** **ROME, ITALY**  
 2 FEB 18 (13-3) **VOR Rwy 25**

|                                |                                     |  |                             |                        |
|--------------------------------|-------------------------------------|--|-----------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b>           | FIUME Tower<br><b>118.7</b> | Ground<br><b>121.9</b> |
| VOR OST<br><b>114.9</b>        | Final Apch Crs<br><b>252°</b>       | Minimum Alt<br><b>D11.0 OST</b><br>3000' (2995') | DA(H)<br><b>550'</b> (545') | Apt Elev 14'<br>Rwy 5' |



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



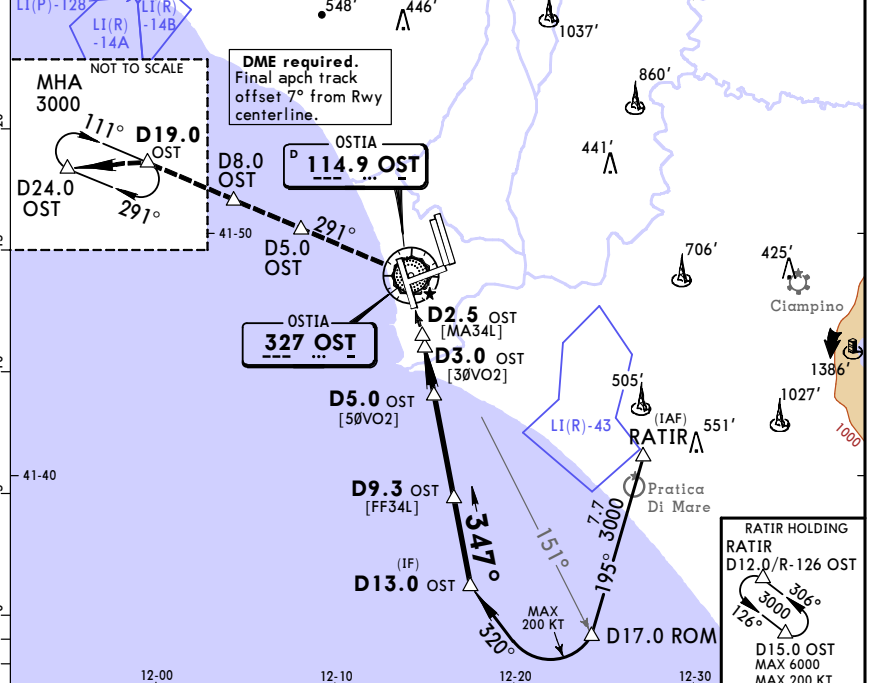
|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |

|                            |           |                          |                           |
|----------------------------|-----------|--------------------------|---------------------------|
| STRAIGHT-IN LANDING RWY 25 |           | CIRCLE-TO-LAND           |                           |
| DA(H) <b>550'</b> (545')   |           | DA(H) <b>500'</b> (486') |                           |
| ALS out                    |           | ALS out                  |                           |
| A                          | RVR 1500m | Max Kts                  | MDA(H) <b>800'</b> (786') |
| B                          |           | 100                      | 1500m                     |
| C                          | RVR 1800m | 135                      | 1600m                     |
| D                          | CMV 2400m | 180                      | 2400m                     |
|                            |           | 205                      | 3600m                     |

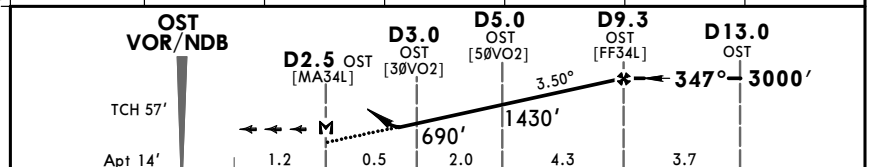
CHANGES: MSA.

**LIR/FCO FIUMICINO** **JEPPESEN** **ROME, ITALY**  
 2 FEB 18 (13-4) **VOR or NDB Rwy 34L**

|                                |                                     |  |   |                             |
|--------------------------------|-------------------------------------|--|---|-----------------------------|
| ATIS Arrival<br><b>126.125</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b> | FIUME Tower<br><b>118.7</b>                     | Ground<br><b>121.9</b>      |
| VOR OST<br><b>114.9</b>        | NDB OST<br><b>327</b>               | Final Apch Crs<br><b>347°</b>          | Minimum Alt<br><b>D9.3 OST</b><br>3000' (2986') | DA(H)<br><b>500'</b> (486') |



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



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 |

|                             |           |                          |                           |
|-----------------------------|-----------|--------------------------|---------------------------|
| STRAIGHT-IN LANDING RWY 34L |           | CIRCLE-TO-LAND           |                           |
| DA(H) <b>500'</b> (486')    |           | DA(H) <b>500'</b> (486') |                           |
| ALS out                     |           | ALS out                  |                           |
| A                           | RVR 1500m | Max Kts                  | MDA(H) <b>800'</b> (786') |
| B                           |           | 100                      | 1500m                     |
| C                           | RVR 1800m | 135                      | 1600m                     |
| D                           | CMV 2300m | 180                      | 2400m                     |
|                             |           | 205                      | 3600m                     |

CHANGES: MSA.

**LIR/FCO**  
**FIUMICINO**

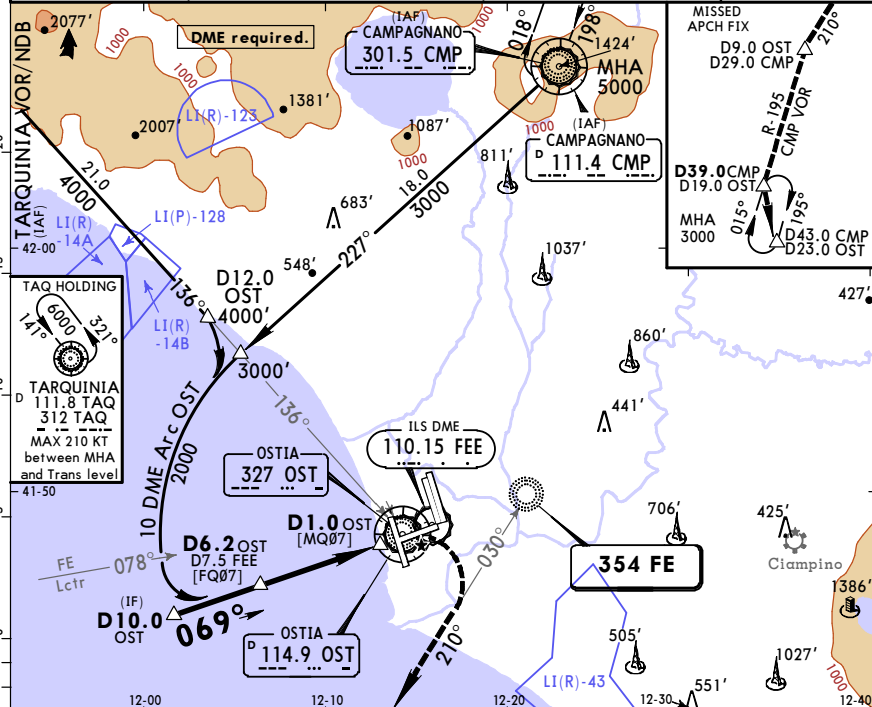
**JEPPESEN**  
2 FEB 18 (16-1)

**ROME, ITALY**  
**Lctr Rwy 07**

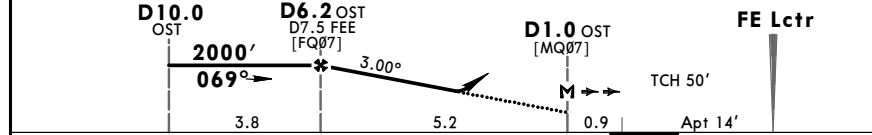
|                                |                                     |   |                             |                        |
|--------------------------------|-------------------------------------|---|-----------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA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

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

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



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



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |

MAP at D1.0 OST

|  |           |                |                           |
|--|-----------|----------------|---------------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 07 |           | CIRCLE-TO-LAND |                           |
| DA(H) <b>450'</b> (436')                   |           | ALS out        |                           |
| A  | RVR 1500m | Max Kts        | MDA(H) <b>800'</b> (786') |
| B  | RVR 1500m | 100            | 1500m                     |
| C  | RVR 1800m | 135            | 1600m                     |
| D  | RVR 2000m | 180            | 2400m                     |
|  |           | 205            | 3600m                     |

**LIR/FCO**  
**FIUMICINO**

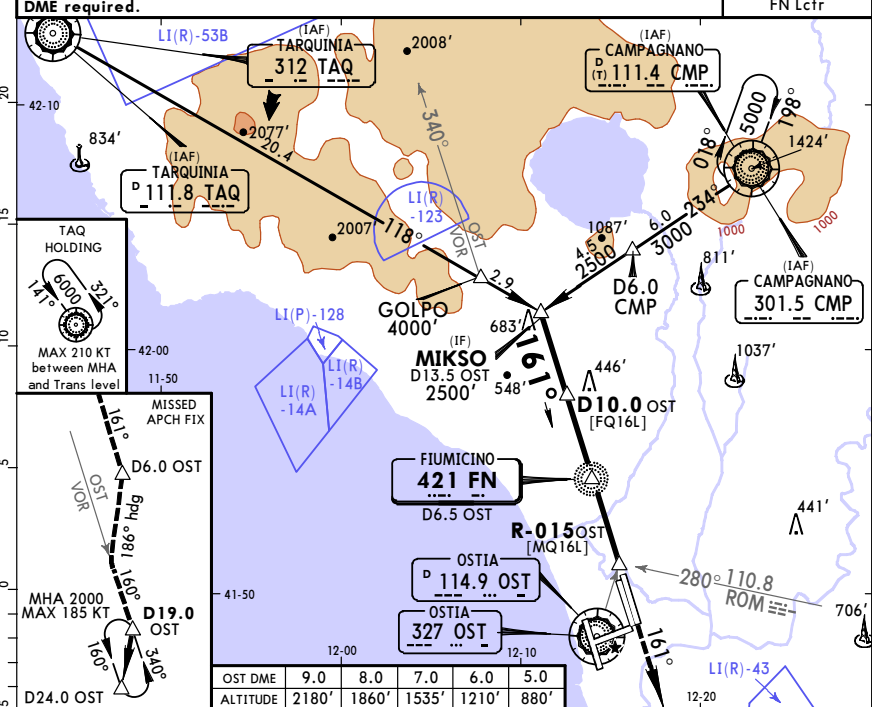
**JEPPESEN**  
2 FEB 18 (16-2)

**ROME, ITALY**  
**Lctr Rwy 16L**

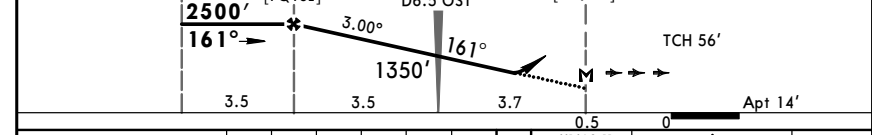
|                                |                                     |  |                             |                        |
|--------------------------------|-------------------------------------|--|-----------------------------|------------------------|
| ATIS Arrival<br><b>120.175</b> | ROMA Arrivals (APP)<br><b>125.5</b> | *ROMA Director (APP)<br><b>131.250</b>           | FIUME Tower<br><b>118.7</b> | Ground<br><b>121.9</b> |
| Lctr<br>FN<br><b>421</b>       | Final<br>Apch Crs<br><b>161°</b>    | Minimum Alt<br>D10.0 OST<br><b>2500'</b> (2486') | DA(H)<br><b>650'</b> (636') | Apt Elev 14'           |

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

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



|          |       |       |       |       |      |
|----------|-------|-------|-------|-------|------|
| OST DME  | 9.0   | 8.0   | 7.0   | 6.0   | 5.0  |
| ALTITUDE | 2180' | 1860' | 1535' | 1210' | 880' |



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |

MAP at R-015 OST/R-280 ROM

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

**Chart changes since cycle 11-2018**

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

| ACT                             | PROCEDURE IDENT              | INDEX  | REV DATE    | EFF DATE    |
|---------------------------------|------------------------------|--------|-------------|-------------|
| <b>ROME, (FIUMICINO - LIRF)</b> |                              |        |             |             |
| REV                             | AIRPORT BRIEFING (GEN CON... | 10-1P2 | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | AIRPORT BRIEFING (GEN CON... | 10-1P3 | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | RNAV STAR & STAR DESIGNAT... | 10-2   | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | LAT, MOPUV & RITEB 1A RNA... | 10-2B  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | LAT, MOPUV & RITEB 2A RNA... | 10-2B  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ESINO & VALMA 1A RNAV ARR... | 10-2C  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ESINO & VALMA 2A RNAV ARR... | 10-2C  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ELKAP, GILIO & XIBIL 1A R... | 10-2D  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ELKAP, GILIO & XIBIL 2A R... | 10-2D  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | LAT & MOPUV 1B RNAV ARRS     | 10-2E  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | LAT & MOPUV 2B RNAV ARRS     | 10-2E  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | LAT & MOPUV 1E RNAV ARRS     | 10-2F  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | LAT & MOPUV 2E RNAV ARRS     | 10-2F  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | RIFFI & RITEB 1B RNAV ARR... | 10-2G  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | RIFFI & RITEB 2B RNAV ARR... | 10-2G  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ESINO & VALMA 1B RNAV ARR... | 10-2H  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ESINO & VALMA 2B RNAV ARR... | 10-2H  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ELKAP, GILIO & XIBIL 1B R... | 10-2J  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ELKAP, GILIO & XIBIL 2B R... | 10-2J  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | LAT, MOPUV & RITEB 1C RNA... | 10-2K  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | LAT, MOPUV & RITEB 2C RNA... | 10-2K  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ESINO & VALMA 1C RNAV ARR... | 10-2L  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ESINO & VALMA 2C RNAV ARR... | 10-2L  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ELKAP, GILIO & XIBIL 1C R... | 10-2M  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ELKAP, GILIO & XIBIL 2C R... | 10-2M  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | RITEB 1D RNAV ARR            | 10-2N  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | RITEB 2D RNAV ARR            | 10-2N  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | LAT, MOPUV & RIFFI 1D RNA... | 10-2P  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | LAT, MOPUV & RIFFI 2D RNA... | 10-2P  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ESINO & VALMA 1D RNAV ARR... | 10-2Q  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ESINO & VALMA 2D RNAV ARR... | 10-2Q  | 15 Jun 2018 | 21 Jun 2018 |
| DEL                             | ELKAP, GILIO & XIBIL 1D R... | 10-2S  | 15 Jun 2018 | 21 Jun 2018 |
| ADD                             | ELKAP, GILIO & XIBIL 2D R... | 10-2S  | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | AIRPORT                      | 10-9   | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | AIRPORT INFO, TAKE-OFF MN... | 10-9A  | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | PARKING STANDS               | 10-9B  | 15 Jun 2018 | 21 Jun 2018 |
| REV                             | PARKING STAND COORDS         | 10-9C  | 15 Jun 2018 | 21 Jun 2018 |

**TERMINAL CHART CHANGE NOTICES****Chart Change Notices for Airport LIRF**

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20180426  
**End Date:** Until Further Notice

High speed taxiway turn-off AG closed.